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1945

The history of the U.S.S. New York, BB-34

United States Navy

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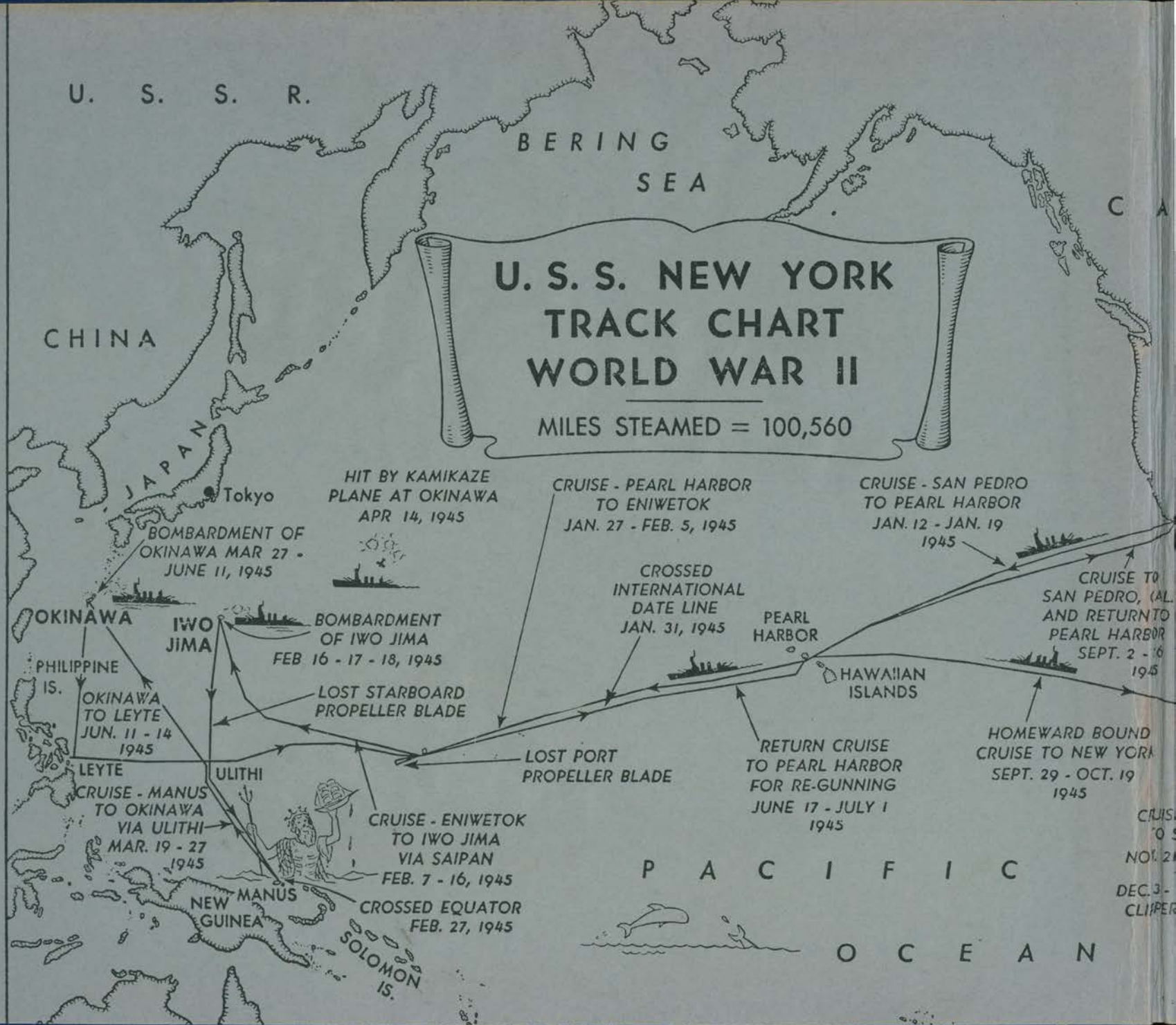
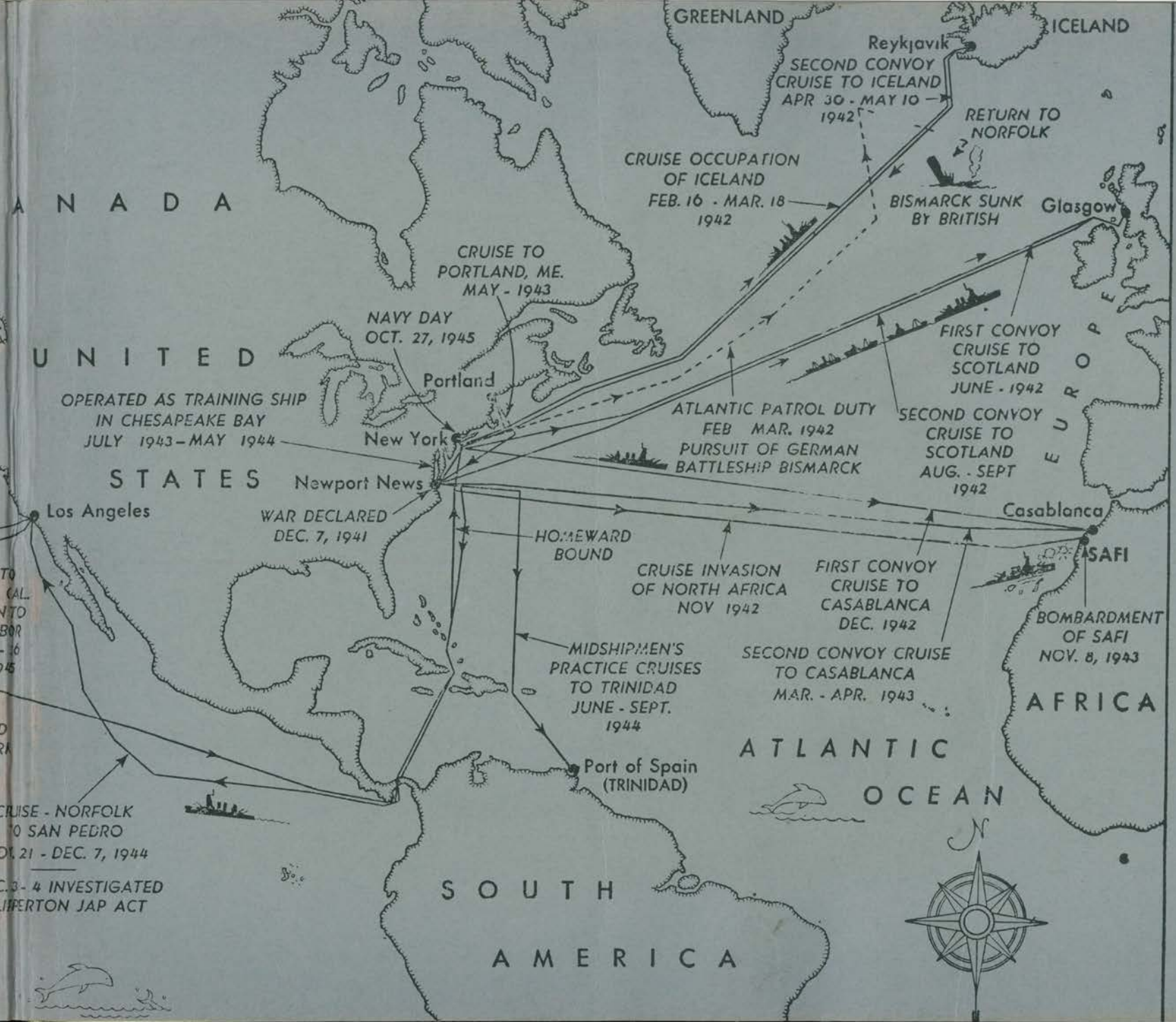
U.S.S. NEW YORK

BB-34


U. S. S. R.
BERING SEA
CHINA
JAPAN
Tokyo
U. S. S. NEW YORK
TRACK CHART
WORLD WAR II
MILES STEAMED = 100,560
HIT BY KAMIKAZE PLANE AT OKINAWA APR 14, 1945
CRUISE - PEARL HARBOR TO ENIWETOK JAN. 27 - FEB. 5, 1945
CRUISE - SAN PEDRO TO PEARL HARBOR JAN. 12 - JAN. 19 1945
BOMBARDMENT OF OKINAWA MAR 27 - JUNE 11, 1945
CROSSED INTERNATIONAL DATE LINE JAN. 31, 1945
PEARL HARBOR
OKINAWA
IWO JIMA
BOMBARDMENT OF IWO JIMA FEB 16 - 17 - 18, 1945
PHILIPPINE IS.
OKINAWA TO LEYTE JUN. 11 - 14 1945
LOST STARBOARD PROPELLER BLADE
HAWAIIAN ISLANDS
LEYTE
ULITHI
LOST PORT PROPELLER BLADE
RETURN CRUISE TO PEARL HARBOR FOR RE-GUNNING JUNE 17 - JULY 1 1945
HOMEWARD BOUND CRUISE TO NEW YORK SEPT. 29 - OCT. 19 1945
CRUISE - MANUS TO OKINAWA VIA ULITHI MAR. 19 - 27 1945
CRUISE - ENIWETOK TO IWO JIMA VIA SAIPAN FEB. 7 - 16, 1945
MANUS
NEW GUINEA
CROSSED EQUATOR FEB. 27, 1945
SOLOMON IS.
P A C I F I C
O C E A N


GREENLAND
ICELAND
Reykjavik
SECOND CONVOY CRUISE TO ICELAND APR 30 - MAY 10 — 1942
RETURN TO NORFOLK
CRUISE OCCUPATION OF ICELAND FEB. 16 - MAR. 18 1942
BISMARCK SUNK BY BRITISH
Glasgow
A N A D A
CRUISE TO PORTLAND, ME. MAY - 1943
NAVY DAY OCT. 27, 1945
U N I T E D
Portland
OPERATED AS TRAINING SHIP IN CHESAPEAKE BAY JULY 1943 - MAY 1944
New York
ATLANTIC PATROL DUTY FEB MAR. 1942 PURSUIT OF GERMAN BATTLESHIP BISMARCK
FIRST CONVOY CRUISE TO SCOTLAND JUNE - 1942
SECOND CONVOY CRUISE TO SCOTLAND AUG. - SEPT 1942
E U R O P E
S T A T E S
Newport News
Los Angeles
WAR DECLARED DEC. 7, 1941
HOMEWARD BOUND
Casablanca
SAFI
CRUISE INVASION OF NORTH AFRICA NOV 1942
FIRST CONVOY CRUISE TO CASABLANCA DEC. 1942
BOMBARDMENT OF SAFI NOV. 8, 1943
MIDSHIPMEN'S PRACTICE CRUISES TO TRINIDAD JUNE - SEPT. 1944
SECOND CONVOY CRUISE TO CASABLANCA MAR. - APR. 1943
A F R I C A
A T L A N T I C
O C E A N
Port of Spain (TRINIDAD)
S O U T H
A M E R I C A
N

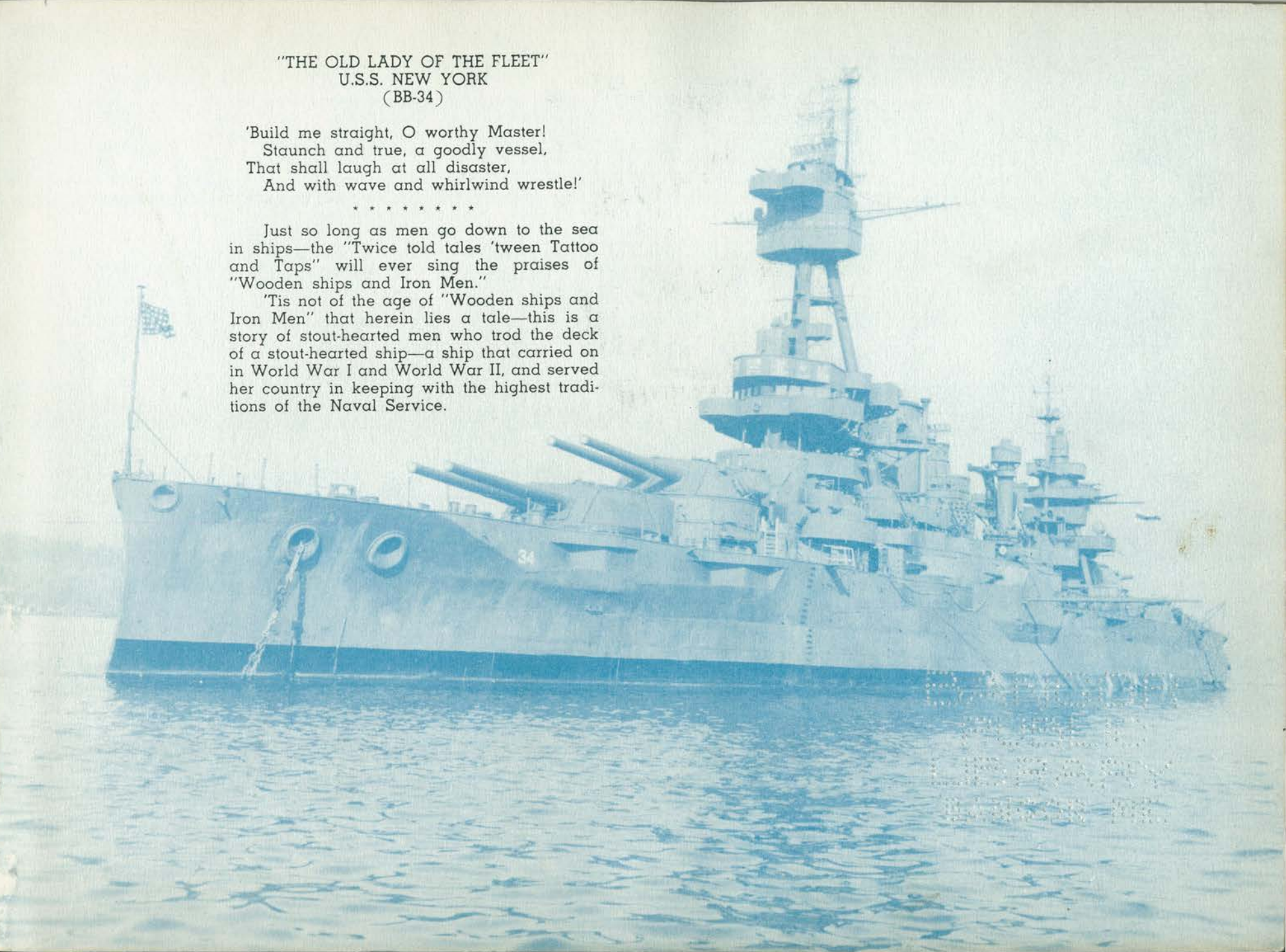
"THE OLD LADY OF THE FLEET"
U.S.S. NEW YORK
(BB-34)

'Build me straight, O worthy Master!
Staunch and true, a goodly vessel,
That shall laugh at all disaster,
And with wave and whirlwind wrestle!'

* * * * * * * * *

Just so long as men go down to the sea in ships—the "Twice told tales 'tween Tattoo and Taps" will ever sing the praises of "Wooden ships and Iron Men."

'Tis not of the age of "Wooden ships and Iron Men" that herein lies a tale—this is a story of stout-hearted men who trod the deck of a stout-hearted ship—a ship that carried on in World War I and World War II, and served her country in keeping with the highest traditions of the Naval Service.



The History

of the

U.S.S. New York

BB-34

HISTORY OF THE U.S.S. NEW YORK

The U.S.S. NEW YORK, whose career spans a thirty-one year period embracing a volume of tradition which might well be the envy of any ship of the Fleet and whose name has been borne of six vessels of the United States Navy through 170 years of naval history, has the unique distinction of having played a noteworthy role in two world wars.

April 1914

Her construction was authorized by Congress on 24 June, 1910. On September 11, 1911, her keel was laid; and she was commissioned 15 April, 1914. The NEW YORK, with the TEXAS, was the first of our 14-inch gun ships. She rated 21 knots and her tonnage compared favorably with the best the British had, about 27,000 tons.

May

Her first mission came soon after her commissioning when she was ordered to Vera Cruz at the time of the "Mexican Incident". There she remained until the fleet was withdrawn. Rear Admiral Frank Fletcher, in command of the Fleet at Vera Cruz, shortly thereafter came on board the NEW YORK as flag.

December 1915

It was in December of 1915 that the tradition behind the NEW YORK's nickname the "Christmas Ship" began. Berthed at the Brooklyn Navy Yard, the officers and men of the ship suggested to their commanding officer, Captain Hugh Rodman, later Admiral Rodman, that a Christmas party be given for as many orphans as the big ship could accommodate. The success of the occasion resulted in the idea becoming a custom which has since spread to other ships.

November 1917

In November of 1917, the United States Battle Squadron 6, under the command of Rear Admiral Hugh Rodman with the NEW YORK as his flagship, sailed to reinforce the British Grand Fleet in the North Sea. Its arrival on 7 December, 1917, was greeted by cheering British bluejackets joined by Admiral Sir David Beatty, himself, Commander-in-Chief of the British Navy. The NEW YORK'S captain at the time was the late Rear Admiral Charles (handlebars) Hughes, "beloved and seamanlike." This ship was the only United States flagship with the British Fleet.

1918

During 1918 the NEW YORK was given basis for the claim that her decks have felt the tread of more royal personages and high ranking admirals than those of any vessel in the United States Navy.

May, July, November, 1918

The parade of royalty began in May, 1918, when the Duke and Duchess of Athol were visitors on board. On November 3, Crown Prince Admiral Hirohito, now Emperor of Japan, and his staff were official guests of the ship. Seventeen days later came King George V and His Royal Highness the Prince of Wales, now the Duke of Windsor. The King had been on board previously on 22 July, a few days before the King and Queen of the Belgians had honored the battleship with their presence.

That same year Admiral Sir David Beatty made several visits to the NEW YORK, as did our own Vice Admiral Sims. Another visitor was the Assistant Secretary of the Navy, Franklin D. Roosevelt. And twelve days after the ship's arrival in English waters, a committee from the House of Commons were guests on board.

On 21 November, 1918, the NEW YORK played an important role in one of the most historic and impressive events of World War I—the surrender of the German High Seas Fleet at Scapa Flow. In the disposition she was the third squadron behind H. M. battleship QUEEN ELIZABETH, flying the flag of Admiral Sir David Beatty.

Following the German Fleet surrender, this ship met President Wilson in mid Atlantic and escorted him to Brest, France, from where he proceeded to the peace conference at Versailles.

1919

During the spring of 1919, the NEW YORK operated in the Caribbean Sea. That summer she moved to the West Coast as a key unit in the new Pacific Fleet being formed.

1926-27

In 1926-27 she was completely modernized at the Norfolk Navy Yard. The most apparent visible change was the substitution of tripod for the old-fashioned cage masts.

1929

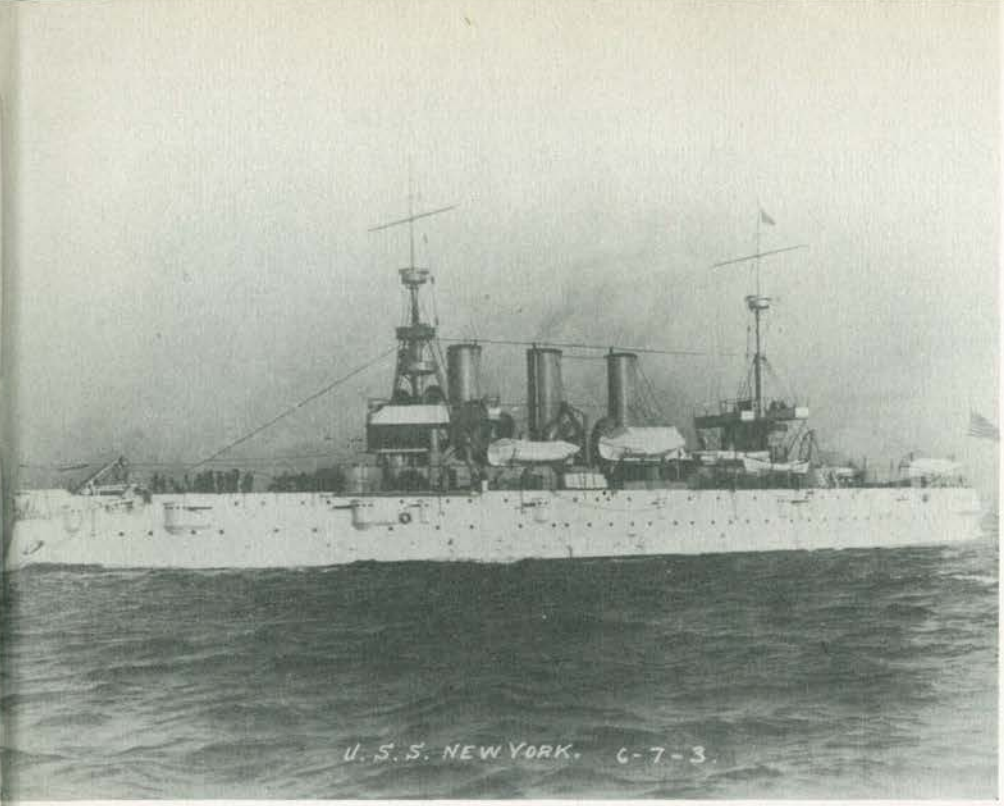
After her remodeling she returned to the West Coast, where she remained until 1929, when she came back to the East Coast again for an R.O.T.C. run to Cuba and Bermuda.

1930-36

The years 1930-36 were marked by Fleet Maneuvers in the Pacific which took the NEW YORK to Hawaii and Midway.

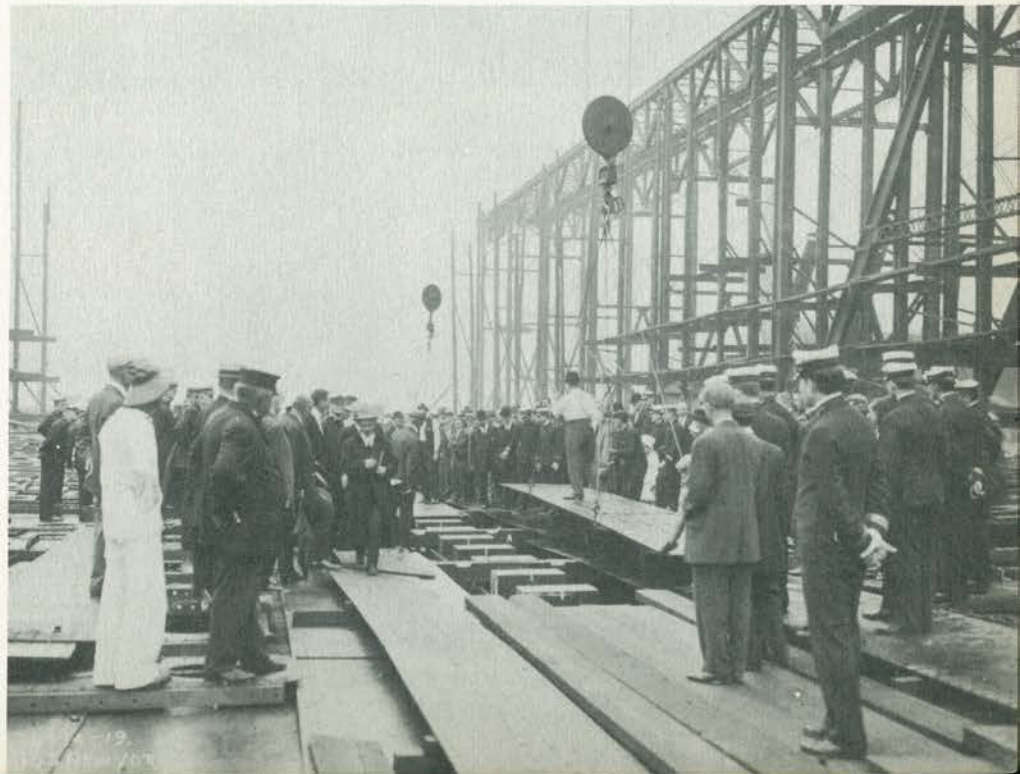
1936

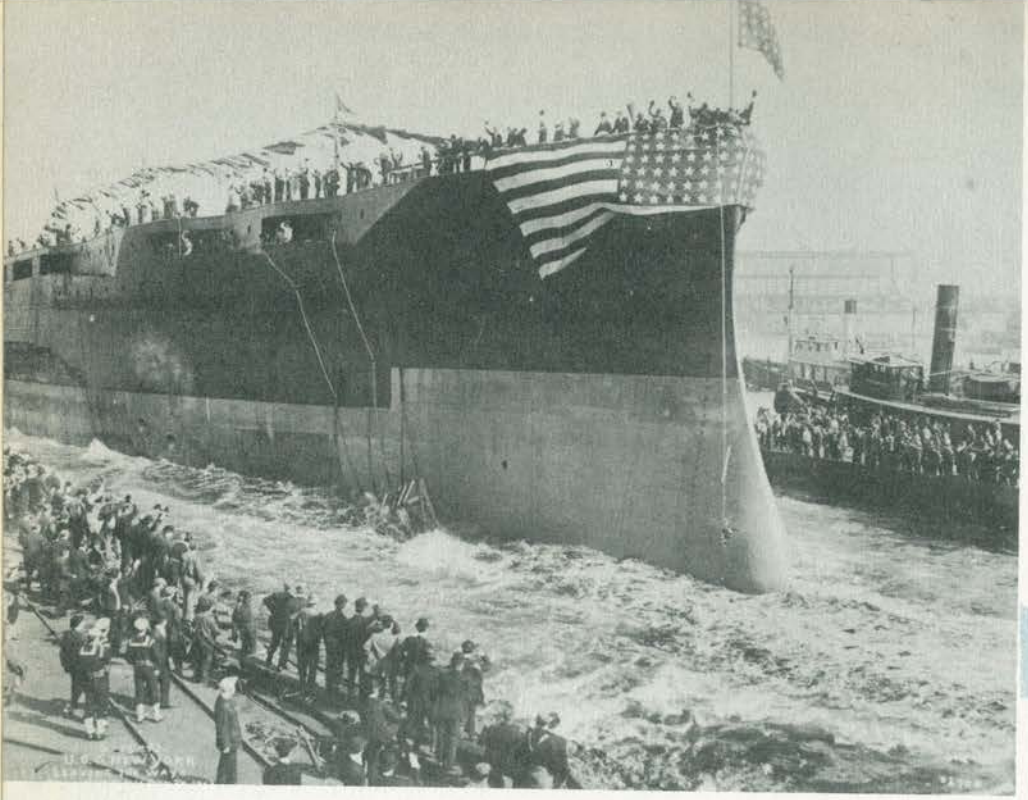
In 1936 the ship's anti-aircraft battery set an all-time, all-Navy high for efficiency in short range practice. Captain Leo F. Welch, U. S. Navy was the commanding officer at the time.



Predecessor; the battle cruiser U. S. S. New York, June 1903.

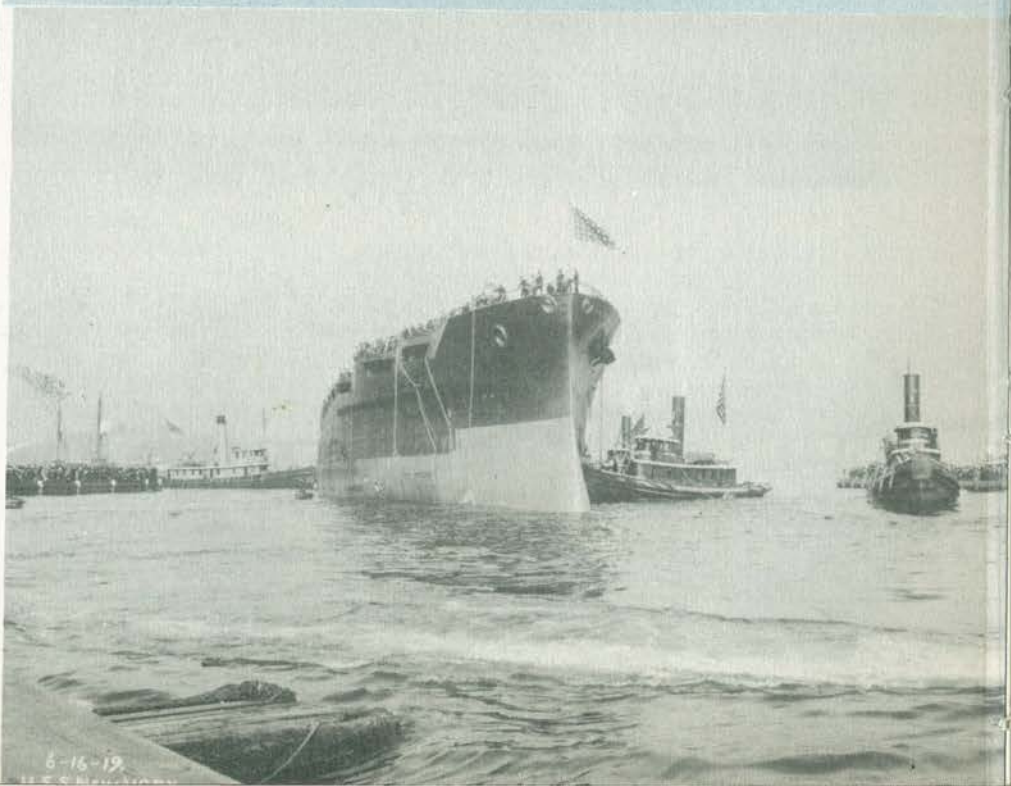
Laying of the keel, Navy Yard, N. Y. Sept. 11, 1911.

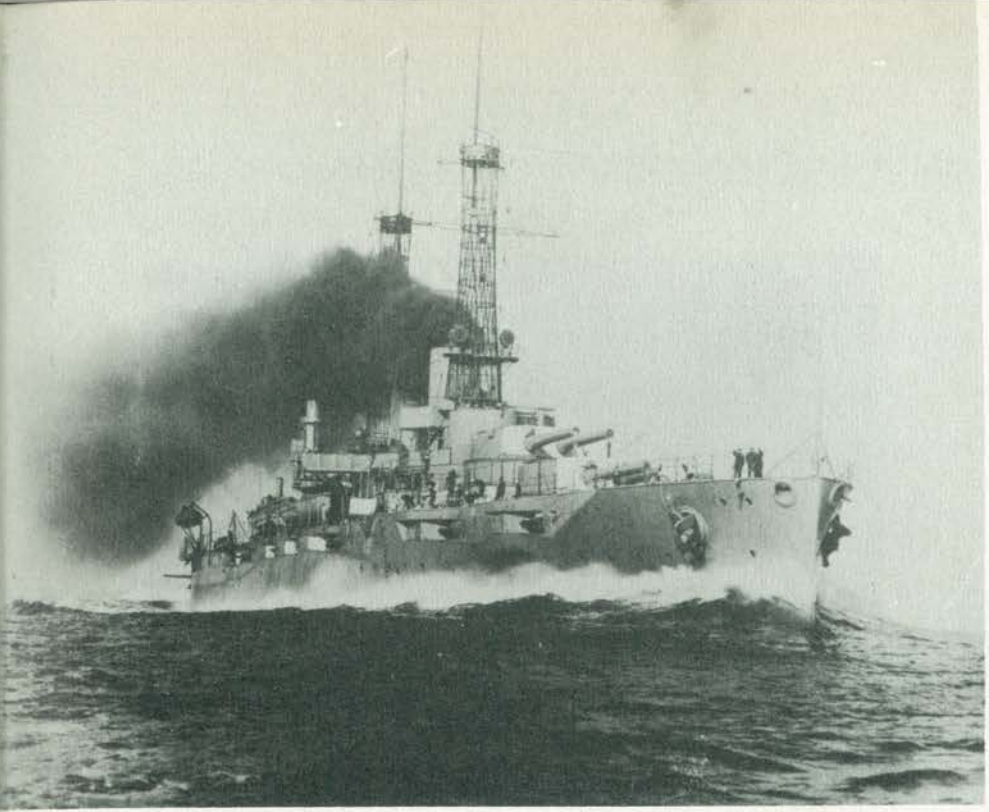




Leaving the Ways.

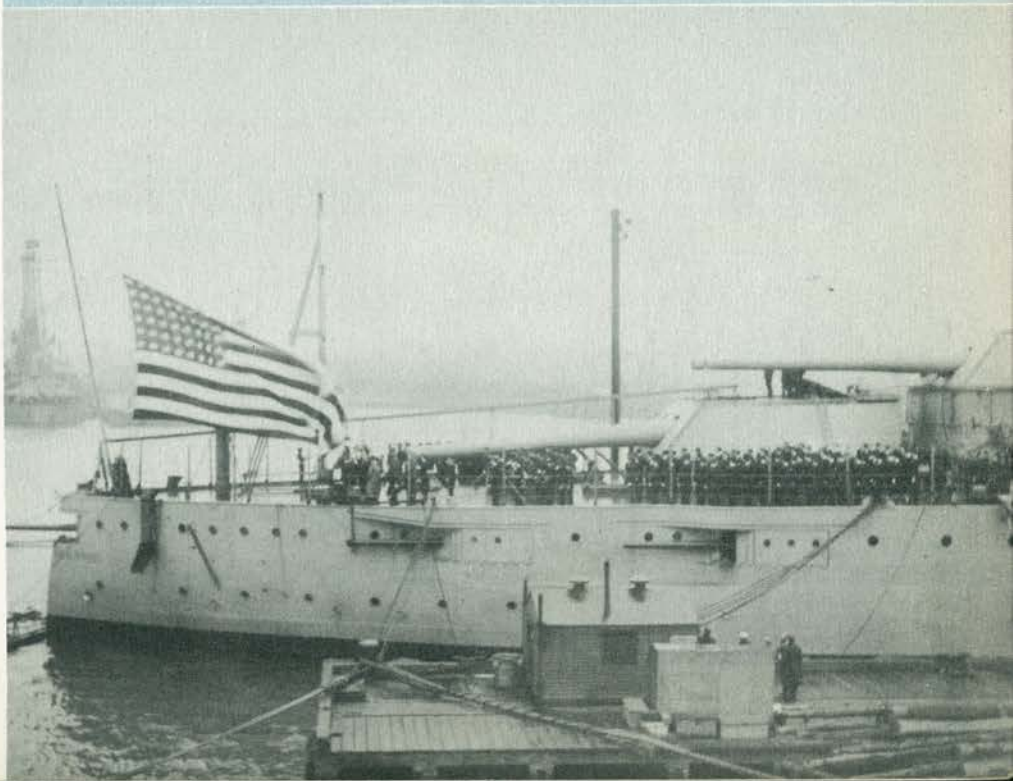
The launching, Oct. 1912.

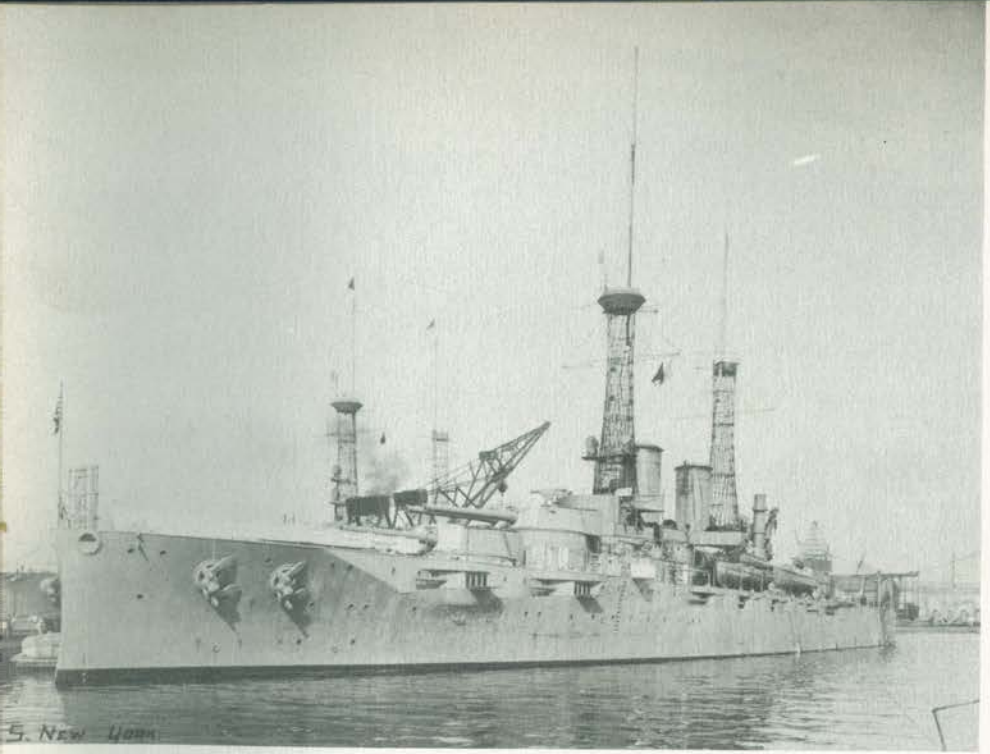




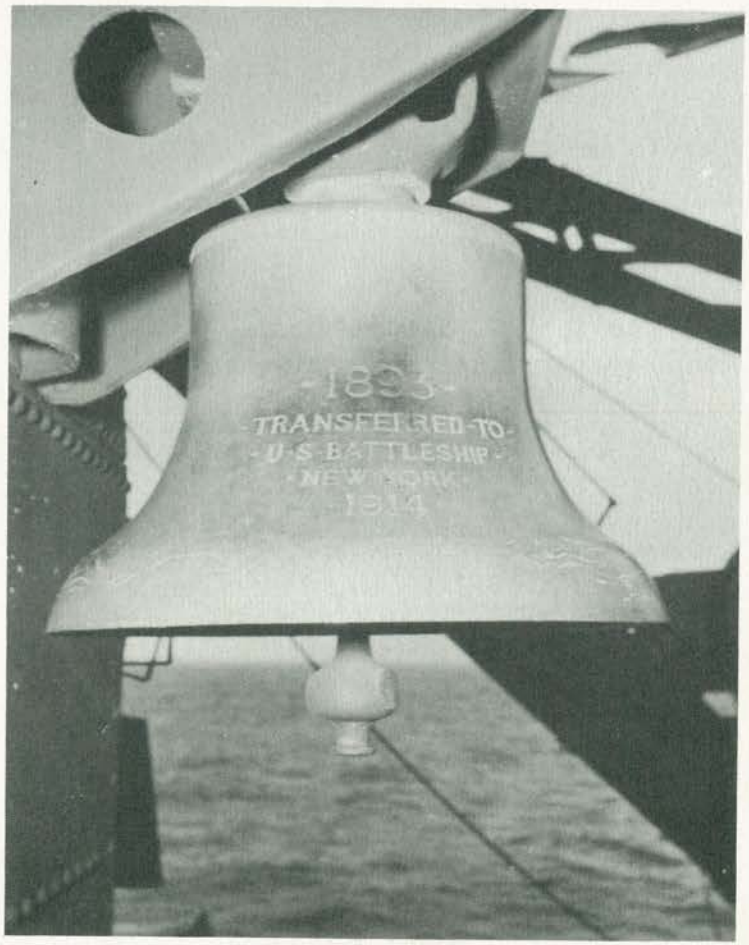
Shakedown cruise in 1914, the New York belches coal smoke and plunges ahead at twenty-one knots.

Commissioning ceremonies. The flag flies over the New York for the first time.

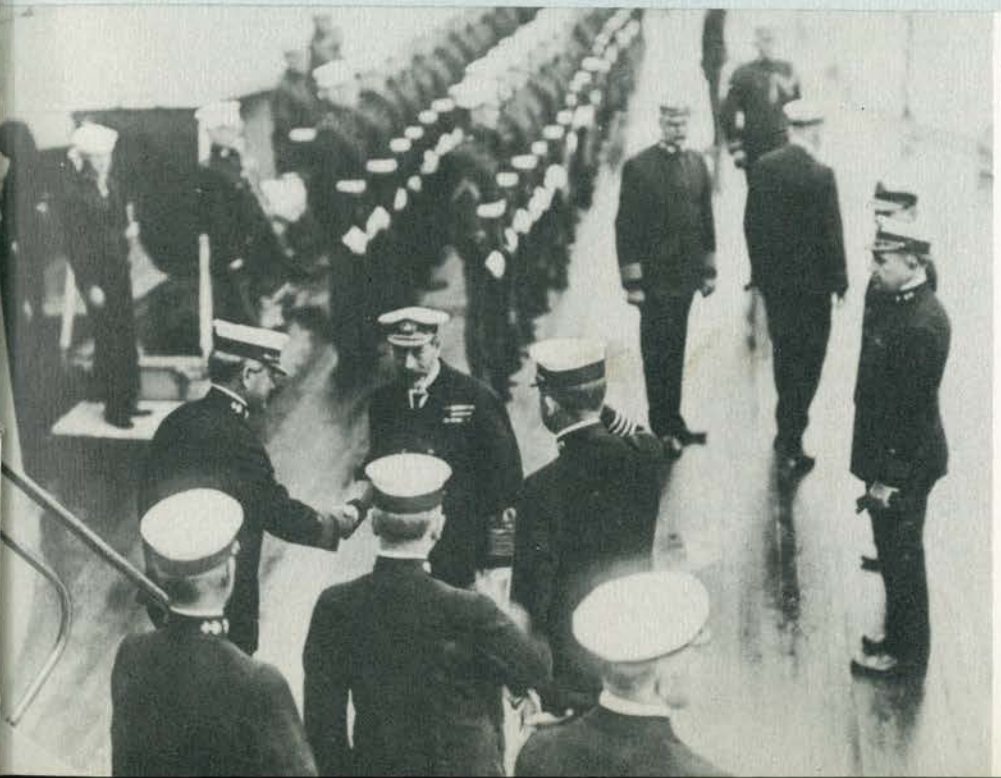




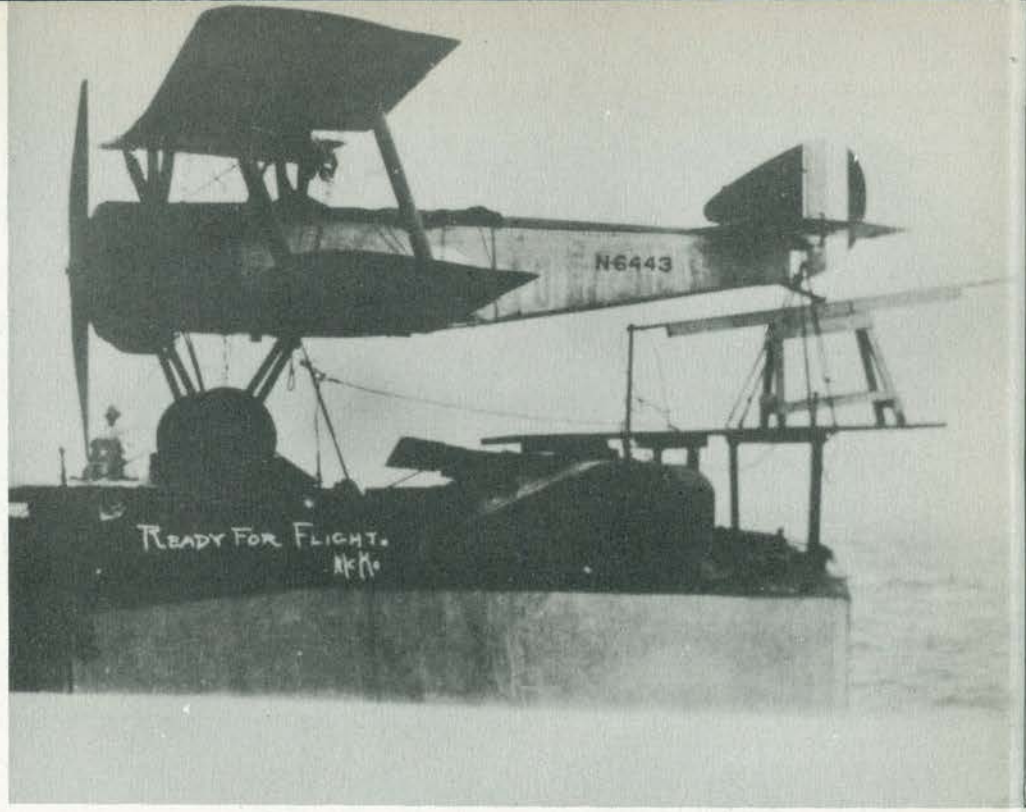
The New York tied up in her home navy yard, Brooklyn, 1915



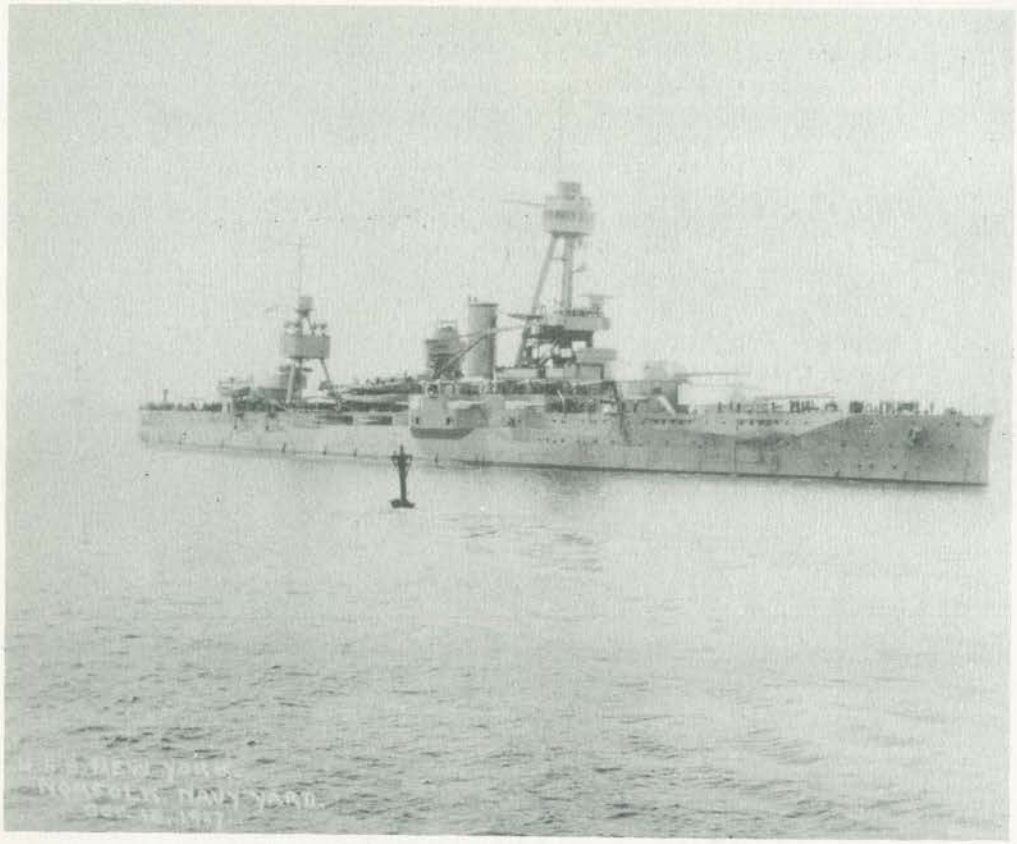
Royalty pays historic call. King George V of England on the quarterdeck.



Returning to New York City in 1919 after serving with the British Grand Fleet during the surrender of the German High Seas Fleet.



Ready for flight from the catapult of turret 4. The New York's first plane.



Leaving Norfolk after remodeling in 1927.

May 1937

The following year on May 12 the U.S.S. NEW YORK sailed for England with Admiral Hugh Rodman on board, who was to act as the personal representative of President Roosevelt at the coronation in London of King George VI. Admiral Rodman had been a former captain of the ship in 1915-16 and flag in her at the time of the German Fleet surrender.

The NEW YORK was the honored vessel chosen to represent our Navy in the Grand Naval Review that took place in English waters on May 20, 1937.

1938, 1939-40

In 1938 the venerable battleship was named as training ship for Naval Academy Midshipmen. The cruises which followed took her to Le Havre, France: Germany, through the Kiel Canal; Nova Scotia and Quebec, Canada (1939); and Venezuela and St. Thomas (1940). In the last four months of 1940 the NEW YORK also made four V-7 training cruises between New York City and the Canal Zone.

In the year of 1926, the NEW YORK had her first "face-lifting"—among other changes she converted to oil burning. Other changes were made in keeping with the times, and the NEW YORK again went to sea—her guns and excessive weight caused her to take on a heavy roll in any kind of a sea.

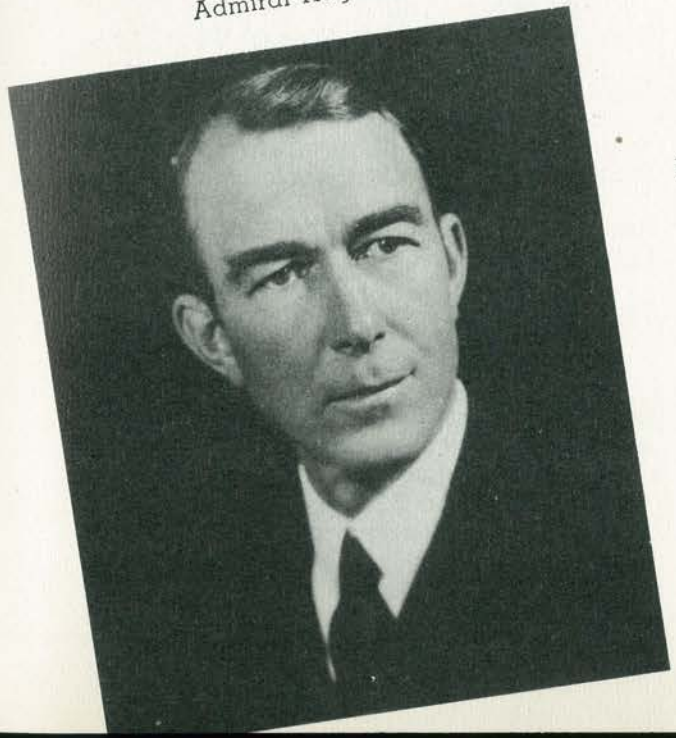
Other changes were made with the passing of the years, and it is interesting to note—by way of comparison—THE U.S.S. NEW YORK of 1914 and the U.S.S. NEW YORK of 1945:—

	1914 (At the time of commissioning)	1945 (Under wartime conditions)
Displacement:	27,060 tons	34,000 tons
Length:	572' 7, ¾"	572' 7, ¾"
Width:	95' 2, ⅝"	106' ¾"
Draft:	28' 6"	34'
Height: (*from keel*)	199' 8"	186' 6"
Armor:	12" thick armor belt	12" thick armor belt
Armament:	10—14"/45 (Main Btry) 21—5"/51 (Secn'dry Btry) 4—21" Torpedo Tubes (submerged)	10—14"/45 (Main Btry) 6—5"/51 (Secn'dry Btry) 40—40mm (in quads) 46—20mm (Anti-aircraft)
Engines:	2 reciprocating	2 reciprocating
Boilers:	14	6
Fuel:	Coal	Fuel Oil
Speed:	21 Knots	21 Knots
Aircraft:	None	3 OS2U Observation planes (capacity)
Complement:	1069	1700 (approximately)

Admiral Hugh Rodman.

Vice Admiral Emory S. Land, USN (retired).

Rear Admiral Jesse B. Oldendorff, USN.



Rear Admiral John R. Beardall, USN

Captain John Holmes Macgruder, Jr., USN.

"STAR-STUDDED ROLL OF HONOR"

★ ★ ★

The all-time log of the NEW YORK can be truly styled "Who's Who in the Navy." Many distinguished naval officers—at one time in their career—served as members of the Ship's Company, U.S.S. NEW YORK. Many of these officers served afloat and ashore in High Command Posts, two of them, Admirals F. W. Benson and W. V. Pratt—winning the Navy's "top post"—Chief of Naval Operations. The roll follows:—

1915: Admiral Jonas Ingram, now Commander-in-Chief, Atlantic Fleet;
Vice Admiral Jack Fletcher;
Vice Admiral Aubrey Fitch;
Vice Admiral Russell Willson, associated with the joint Chiefs of Staff;
Vice Admiral Henry Newton;
Vice Admiral E. S. Land, War Shipping Administrator;
Rear Admiral W. R. Furlong, Pearl Harbor, Commandant, 1942;
Rear Admiral C. A. Jones, Navy engineer;
Rear Admiral R. A. Theobald;
Rear Admiral Howard F. Kingman;
Commodore Thomas Van Metre.

1917: Rear Admiral Clark H. Woodward, who was relieved as Executive officer by Rear Admiral Gilbert Rowcliff;

1918:

1923: Admiral William V. Pratt;
Rear Amiral J. R. Beardall, later Superintendent of the Naval Academy;
Rear Admiral Frank H. Sadler;
Captain J. B. Earle;
Captain F. W. Benson;
Captain Louis Snyder, Medical Corps.

1924: Rear Admiral Richard L. Conolly;
Commodore John H. Magruder;
Commodore A. H. Gray.

1928: Rear Admiral W. D. Sample;
Captain Charles J. Moore;
Captain W. C. Ansell;
Captain Dick Hartung;
Captain W. V. R. Vieweg.

1932: Vice Admiral Jesse Oldendorf;
Rear Admiral Arthur Struble;
Rear Admiral J. D. Boyle (Supply Corps);
Captain William Amsden.

1934: Rear Admiral Husband E. Kimmel;
Rear Admiral W. A. Kitts, III;
Rear Admiral Walter S. DeLany.

1939: Rear Admiral Robert S. Griffen.

Flag Officers Who Have Served in the U.S.S. NEW YORK Since Her Commissioning 15 April 1914:

Rear Admiral Cameron McR. Winslow, 1914-1914
Rear Admiral Frank F. Fletcher, U.S.N., 1914-1915
Rear Admiral Henry T. Mayo, U.S.N., 1915-1915
Rear Admiral DeWitt Coffman, U.S.N., 1916-1916
Rear Admiral Augustus F. Fechteler, U.S.N., 1916-1917
Rear Admiral Hugh Rodman, U.S.N., (Flagship sixth Battle Squadron, British Grand Fleet) 1917-1919
Vice Admiral Clarence S. Williams, U.S.N., 1920-1921
Rear Admiral Richard H. Jackson, U.S.N., 1922-1923
Rear Admiral Louis M. Nulton, U.S.N., 1923-1924
Rear Admiral Carl T. Vogelgesang, U.S.N., 1925-1926
Rear Admiral Montgomery M. Taylor, U.S.N., 1928-1928
Rear Admiral Frank B. Upham, U.S.N., 1929-1930
Rear Admiral Harley H. Christy, U.S.N., 1929-1930
Rear Admiral Joel R. P. Pringle, U.S.N., 1930-1931
Rear Admiral David F. Sellers, U.S.N., 1932-1932
Vice Admiral Luke McNamee, U.S.N., 1932-1932
Rear Admiral Walter R. Sexton, U.S.N., 1933-1933
Rear Admiral Clarence S. Kempff, U.S.N., 1935-1935
Rear Admiral Manley H. Simons, U.S.N., 1936-1937
Admiral Hugh Rodman, U.S.N., (Coronation of George VI), -1937
Rear Admiral Wilson Brown, U.S.N., 1937-1938
Rear Admiral Alfred W. Johnson, U.S.N., 1938-1939
Rear Admiral Haynes Ellis, U.S.N., 1939-1940
Rear Admiral David LeBreton, U.S.N., 1940-1942
Rear Admiral Alexander Sharp, U.S.N., 1942-1942

Marines have served aboard the NEW YORK since her first commissioning. The list—with ranks then held, and the year they served aboard, are as follows:—

VULTE, Nelson P., Captain—later Lieutenant Colonel—deceased;
TORREY, Philip H., 1st Lieutenant, later Major General, now retired;

Capt. Leo F. Welch, USN.

Rear Admiral R. M. Griffin, USN.

Capt. James Grady Ware, USN.

Capt. Kemp C. Christian, USN

Rear Admiral G. F. Neal, USN

BATES, Norman C., 1st Lieutenant, later Major, now retired;
THACKER, Miles R., 2nd Lieutenant, later Colonel;
WILLCOX, Julian P., Major, later Lieutenant Colonel;
JESCHKE, Richard H., 1st Lieutenant, now Colonel;
HALL, William C., 2nd Lieutenant, now Colonel;
CURTIS, Donald, Captain, now Colonel;
RILEY, Thomas F., Captain, now Lieutenant Colonel;
WATERS, George F., Jr., 2nd Lieutenant, now Lieutenant Colonel;
ARSENAULT, Albert, 2nd Lieutenant, now Major;
CAREY, Roland E., 1st Lieutenant, now Major;
POWERS, Robert W., 1st Lieutenant, now Captain;
CARROLL, George P., 1st Lieutenant, now Captain;
DURHAM, Thomas A., Jr., Captain, still aboard;
MEREDITH, Paul L., 2nd Lieutenant, now aboard;
HARLAN, Murray V., Jr., 1st Lieutenant, now aboard.

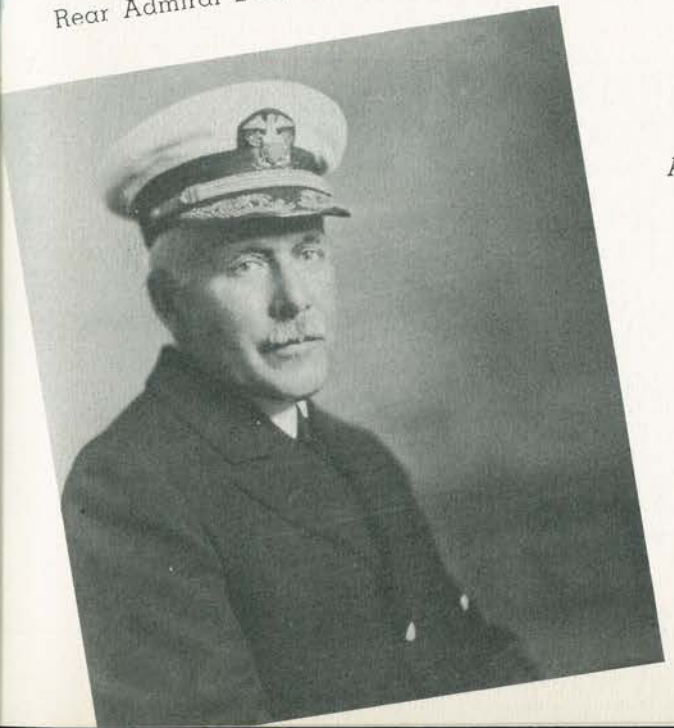
Commanding Officers of the U.S.S. NEW YORK since her commissioning:—

Captain Thomas S. Rogers, 1914-1915;
Captain Hugh Rodman, 1915-1916;
Captain Charles F. Hughes, 1918-1918;
Captain Edward L. Beach, 1918-1919;
Captain William V. Pratt, 1919-1920;
Captain Ernest L. Bennett, 1920-1921;
Captain Alfred W. Hinds, 1921-1923;
Captain Roscoe C. Moody, 1923-1924;
Captain David E. Theelen, 1924-1926;
Captain Clarence A. Abele, 1926-1928;
Captain Sinclair Gannon, 1928-1929;
Captain Edward S. Jackson, 1929-1931;
Captain George F. Neal, 1931-1933;
Captain Husband E. Kimmel, 1933-1934;
Captain John S. Abbott, 1934-1935;
Captain Leo F. Welch, 1935-1937;
Captain Guy E. Davis, 1937-1938;
Captain Robert M. Griffin, 1938-1940;
Captain Daniel E. Barbey, 1940-1941;
Captain James G. Ware, 1941-1943;
Captain Scott Umsted, 1942-1943;
Captain Kemp C. Christian, 1943-1945;
Captain Grayson B. Carter, 1945-1946; (Feb.);
Commander George L. Hansen, 1946-1946;
Captain Lowe H. Bibby, 1946-

Rear Admiral Luke MaNamee, USN (retired)

Captain Richard Lansing Conolly, USN

Rear Admiral Clark H. Woodward, USN

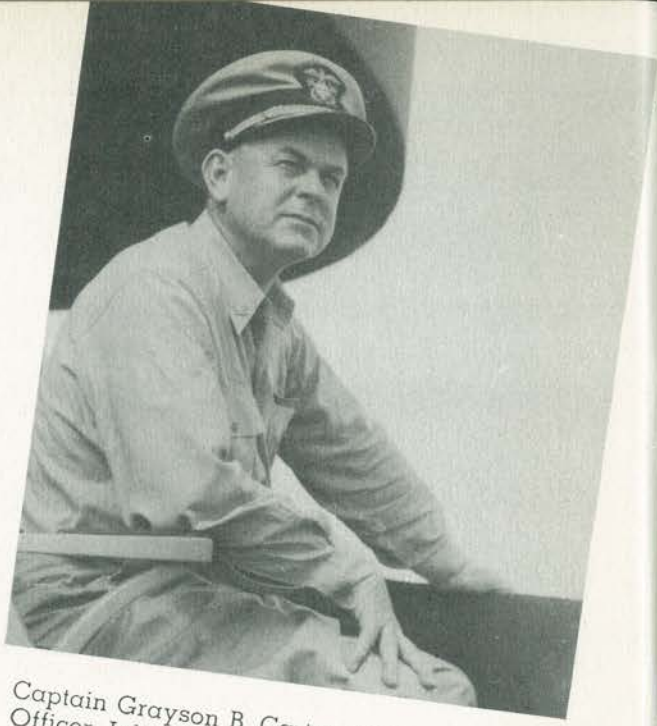


Admiral William V. Pratt, USN (retired)

Rear Admiral Sinclair Gannon, USN

Admiral Jones H. Ingram, USN

Admiral Husband E. Kimmel, USN



Captain Grayson B. Carter, USN, Commanding Officer July 1945 to February 1946.

Captain Lowe H. Bibby, USN, Commanding Officer since February, 1946—the New York's eighteenth captain.

VULTE, Nelson P., Captain
15 April 1914 to 31 December 1914.
Deceased.

TORREY, Philip H., 1st Lieutenant
15 April 1914 to 20 April 1916.
Major General (Retd.)

THACKER, Miles R., 2nd Lieutenant
12 September 1915 to 2 December 1916.
Colonel.

JESCHKE, Richard H., 1st Lieutenant
29 October 1917 to 11 October 1918.
Colonel.

HALL, William C., 2nd Lieutenant
10 October 1918 to 21 October 1920.
Colonel.

CURTIS, Donald, Captain
28 November 1919 to 18 Nov. 1921
Colonel.

RILEY, Thomas F., Captain
15 May 1941 to 14 April 1942
Colonel.

WATERS, George F., Jr., 2nd Lieut.
16 January 1941 to 29 July 1943
Lieutenant Colonel.

ARSENAULT, Albert, 2nd Lieutenant
28 March 1942 to 23 January 1943
Major.

POWERS, Robert W., 1st Lieutenant
7 January 1943 to 21 November 1944.
Captain.

CARROLL, George P., 1st Lieutenant
1 August 1943 to 3 July 1945.
Captain.

DURHAM, Thomas A., Jr., Captain
19 November 1944 to date.
Captain.

BULLETIN BOARD

Outstanding Events in the History of the NEW YORK

1914: Ensign Kemp C. Christian, U.S.N., reported aboard; later became her Skipper—1943-1945—Captain Kemp C. Christian, U.S.N.

* * * * * *

1915: When the officers and men of the NEW YORK, at Christmas, at the Brooklyn Navy Yard, suggested to their Commanding Officer "that a Christmas Party be given for as many orphans as the ship could accommodate", they started a Navy Tradition that has lasted over thirty years. The Commanding Officer—then—Captain Hugh Rodman—afterwards Admiral Hugh Rodman, Commanding 6th U. S. Fleet, World War I.

* * * * * *

1918: On November 3, shortly before the occasion of the surrender of the German High Seas Fleet, at Scapa Flow, Crown Prince Admiral Hirohito, now Emperor of Japan, and his staff, were official guests of the NEW YORK. The NEW YORK is the only U. S. ship that Hirohito ever visited.

The NEW YORK's log dated 3 November 1918, carried this item: "At 4:25 H.I.H. Admiral Prince Hirohito, accompanied by the Prince of Connaught, and staff, came on board and inspected ship."

* * * * * *

1918: On November 21, the NEW YORK played an important part in one of the most historic and impressive events of World War I—the surrender of the German High Seas Fleet at Scapa Flow, where the NEW YORK was the Flagship of the Sixth Battle Squadron of the British Grand Fleet, the only U. S. Flagship with the British Grand Fleet.

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NEW YORK Has Schooled Most Flag Officers

The U.S.S. NEW YORK has schooled more admirals and commodores than any other ship of the United States Fleet.

NEW YORK Has Trained more than 13,000 Men during the War

Approximately 750 officers and 11,000 enlisted men of the United States and Allied Navies and Coast Guards were trained in the NEW YORK Main Battery School and D. E. Gunnery School during 1943-44. In the summer of 1944 she trained approximately 1800 Midshipmen from the United States Naval Academy.

NEW YORK Represents United States at Coronation of King George VI

The NEW YORK was the honored vessel chosen to represent the United States Navy in the Grand Naval Review that took place in English waters, on 20 May 1937, on the occasion of the coronation of King George VI.

NEW YORK Has Played Host to a Multitude of Royalty

During her thirty-one years, the NEW YORK has played host to the following royal personages, among others:

King George V
King and Queen of the Belgians (King Albert)
Prince of Wales (now Duke of Windsor)
Sultan of Morocco
Crown Prince Admiral Hirohito
Duke and Duchess of Athol
Prince of Connaught

NEW YORK Limped through the Iwo Jima Bombardment

The NEW YORK participated in the Iwo Jima bombardment with one blade missing from her port screw, reducing her maximum speed to thirteen knots and hampering her maneuverability. In spite of this impediment, the NEW YORK closed to within 1500 yards of the invasion beaches for much of her bombarding.

LUCKY NEW YORK Has Never Been Damaged Though Often a Target

Though repeatedly subjected to all forms of enemy attack—torpedoes, bombs coast artillery and suicide planes by the Japanese at Okinawa and Iwo Jima, coast artillery by the French at Safi, and torpedoes by the Germans at Fedala, North Africa—the NEW YORK was hit only once and then sustained only superficial damage to the ship and two minor personnel casualties. The ship, unbelievably lucky through all its thirty-one years, is one of the three of thirteen old battleship of the United States Fleet to weather the entire war undamaged.

The Luck of the LUCKY OLD LADY OF THE FLEET may be traced back to the horseshoe which was mounted on the ways when her keel was laid in the Brooklyn Navy Yard.

TROPHIES

In Peace—as well as in War—the NEW YORK made the headlines—proficiency in Gunnery, Engineering, Communications and Battle Efficiency Merit. A "Mention in Dispatches" found the NEW YORK with top-billing in many "ALNAV" communications to The Fleet.

A few of the trophies:—

1915: Auckland Cup Trophy;

1915—

1916: American Defense Society Cup—awarded the battleship making the highest score at Short Range Battle Practice.

1916—

1917: Gunnery Trophy:—White "E";

1921—

1922: Knox Trophy—Gunnery Trophy—White "E";

1924—

1925: Admiral Trenchard Section, Navy League Medals;

1925—

1926: Commendatory Merits—Red "E", Letter of recognition by Secretary of the Navy (95% trophy);

1928—

1929: Standing #1 in Communications;
Standing #2 in Engineering;

1930—

1931: Standing #1 in Engineering;
Standing #2 in Gunnery;
Standing #2 in Battle Efficiency Merit;

1930—

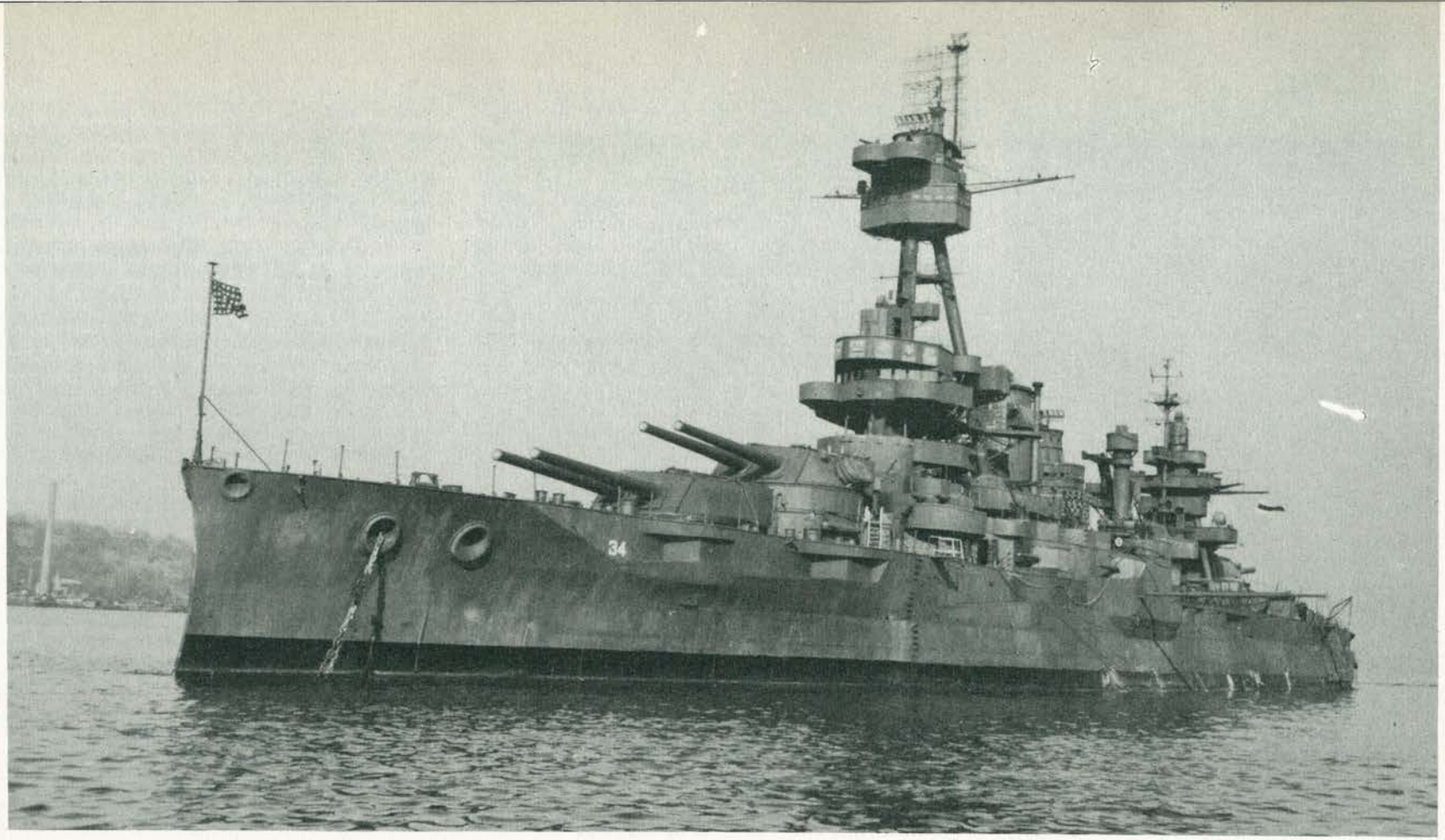
1931: Trophy—White "E";

1932—

1933: Admiral Trenchard Section, Navy League Medals;

1933—

1934: Admiral Trenchard Section, Navy League Medals.



"NEW YORK OR BUST"

(*Being a re-print from "THE NEW YORKER", Oct. 27, 1945*)

The U.S.S. NEW YORK, a shabby, cross-grained battleship, is a vessel that would endear itself to the sort of people who like to drink at the bar of the Murray Hill Hotel. She is a raffish old ship, and for quite a few years she has been carrying more armor, more men, and more guns than she can manage with any grace at all. Her appearance suggests a Lexington Avenue GRANDE DAME staggering home with a load of truck from Macy's. She was built in the parasoled age of President Taft and the Stanley Steamer; she took part in one campaign, one war, and a number of formal ceremonies without firing a shot in earnest, and then, at an extremely advanced age, waddled boldly into battle and did excellently. She is an admirable relic of another generation. In her better days, she was spruce, mannered, and elegant, and in the time of her decline she has been doughty and tough, with weathered sides and a fine, clear eye. Along with these commendable virtues, she has also some of the faults of age. She is cranky and has a tendency to break down when going from one place to another. She made American naval history at Okinawa, but she almost didn't get there. The men who sail the NEW YORK take a wry pride in her and call her, surprisingly often, the "Old Lady"; one of them once said that she was meant to be played by Alison Skipworth.

Anthropomorphism survives more in sailors, perhaps, than in men of any other occupation, and, perhaps more than any other vessel, battleships are credited with having human characteristics. No two battleships, even sister ships, are alike, of course. All of them are custom jobs, built painstakingly at tremendous cost. It takes a year or so to con-

struct one, and by the time she is finished some characteristics are built right into her; she will acquire others as she grows old. Men in shipyards understand all this, and so do the men who sail the ships.

The NEW YORK is the sixth warship of the United States Navy to bear that name. Since Colonial Days there has always been a NEW YORK. The first was a gondola, mounting three guns and carrying forty-five men, in General Benedict Arnold's fleet on Lake Champlain. She burned near Crown Point on October 13, 1776. The second, a frigate of 1,130 tons, mounting thirty-six guns, was built in New York in 1799, cruised the West Indies, and served as flagship for Captain Richard V. Morris in the Mediterranean in 1802 and 1803. She burned, along with many other things, at Washington, in 1814. The third NEW YORK, a 2,633-ton ship of the line, never did put to sea. She was destroyed by the Federals when they abandoned the Norfolk Navy Yard in 1861. The fourth, originally named the ONTARIO, a twenty-one gun sloop of 2,400 tons, was broken up in New York and sold for scrap in 1888. The fifth NEW YORK had more of a history. She was an 8,150-ton armored cruiser, launched on December 2, 1891, and she served as the flagship of Admiral Sampson in the Spanish-American War. She was at the battle of Santiago and helped destroy the Spanish fleet. After it was decided, in 1911, that only battleships should bear the names of states, her name was changed to SARATOGA and later to ROCHESTER. After a tour of duty on the Asiatic Station, which ended in 1933, she was decommissioned. Five years later she was sold as scrap iron.

The current NEW YORK'S span of professional life corresponds roughly to that of Walter Lippman, who came up from Harvard about the time her keel was laid. The launching ceremonies are usually the most gala event in the life of a vessel, but most men acquainted with naval craft feel that the keel laying and the commissioning are more moving and important. The laying of the keel, which is the beginning of actual construction, has an ancient, rather awkward solemnity. There isn't much talk. Usually a small boy, of proper shipbuilding or seafaring lineage, puts in the first rivet. The keel of the NEW YORK was laid on September 11, 1911, at the New York Navy Yard, in Brooklyn, and the first rivet was driven by a grandson of Admiral Sampson, a four-year-old named Wat Tyler Cluverius, Jr., now a Rear Admiral. The launching took place on October 30, 1912, and Miss Elsie Calder, sixteen-year-old daughter of Senator William M. Calder of Brooklyn, christened the ship. Miss Calder became the wife of Robert C. Lee, who, in turn, became a Navy Captain. President William Howard Taft was there, along with George von L. Meyer, Secretary of the Navy; Governor John Alden Dix of New York; J. P. and Miss Anne Morgan; Senator Calder; Congressman Fitzgerald; and Congressman Fitzgerald's daughter, Kathleen, nine, who threw flowers in the water after Miss Calder broke a bottle on the NEW YORK'S bow. Senator Calder and Congressman Fitzgerald were there because it was felt locally that they had kept several thousands of their constituents at work by prevailing upon the Navy to build the ship in Brooklyn.

Mrs. Lee recalls today that she wore a white dress and carried a bouquet of pink roses at the ceremony. The men at the Yard had woven a basket for the champagne bottle out of strips of silver, which they figured would not only protect her from flying glass but would be a nice souvenir for her to take home. The metal protected the bottle so well that it didn't break when Miss Calder swung it against the ship. As the vessel, to the horror of Miss Calder and everyone else, was sliding down the ways with the bottle still whole, a sailor riding on the bow grabbed the line from which the bottle hung and swung it away from the ship's side. Bottle and silver holder smashed back against the hull and broke, and the NEW YORK, properly christened, slid with a great splash into the East River.

The newspapers the next morning reported that tears had come to President's Taft's eyes, and Mrs. Lee remembers that they came to hers, too.

The NEW YORK was commissioned in a typically sober, brusque naval ceremony on board the ship on April 15, 1914. Captain T. S. Rodgers read his orders from the Navy Department, assuming command, accepted the ship from the builders, set the first watch, dismissed the men massed on deck, and went to pay formal calls on his superiors in the Yard. The first entry in the log noted that 1,000 pounds of onions, 600 dozen eggs, 10 pounds of Fleischmann's Yeast, 1,000 pounds of bread, 490 pounds of cabbage, 539 pounds of pork loins were put aboard and that the ship had received a silver loving cup from the Frigate CONSTITUTION Chapter of the Daughters of 1812, "officers and men assembling to accept it." The next day, a set of silver arrived from the New York Yacht Club, which, while the ship was building, had kept a huge scale model in its clubrooms. The model is now used in classes at the Naval Academy. "No ceremony", the log says laconically of the receipt of this gift. There was no ceremony, either, when the Woman's Christian Temperance Union gave comfort bags to the ship's company. Ten days before the NEW YORK was commissioned, Josephus Daniels, Wilson's Secretary of the Navy, had forbidden the use of alcoholic liquors on any United States warship, a step seamen of other nations considered very unnautical.

The U.S.S. NEW YORK represented a different attempt of the Taft administration to emulate the exhuberant Big Stick policies of Theodore Roosevelt. The difference was forced on Taft by political circumstances, Roosevelt had wanted four battleships a year, but Taft, faced with a hostile Democratic majority in Congress, had to hold his demands to two a year. The party out of power, in this case the

Democrats, usually believes in economy. There was some embarrassment before the NEW YORK was completed. Five million, four hundred thousand dollars had been appropriated to build her. When the vessel was about half finished, it was announced that its cost was going to exceed the sum voted by Congress. Secretary of the Navy Meyer ordered construction held up for several months until Congress granted another million. When the ship was completed, it was found that she had actually cost less than had been estimated. At the time of her commissioning, the NEW YORK and the TEXAS were the two finest warships afloat. They were the first battleships to be fitted with fourteen-inch guns. They had what contemporary reporters called "the best and thickest armor in the world."

In their photographs they look ungainly in comparison with modern warships, but they were thought to be very handsome. Unconventionally, they were equipped with reciprocating engines. The turbine, an efficient device which furnishes smooth, steady power, had been used instead of reciprocating engines for several years by most navies, including our own. At the time the TEXAS and the NEW YORK were projected, however, the government was quarreling with the turbine builders, who refused to adopt standards and specifications set by the Navy. Reciprocating engines, of a design similar to that used in most locomotives were installed in the TEXAS and the NEW YORK as a rebuke to the turbine builders, who have been cooperative ever since. The NEW YORK and the TEXAS also had cage masts—American innovations later discarded for tripods, or pagoda-like armored conning towers.

Naval officers wore high, starched collars, and their dress blues were cut a lot like the dress whites they wear now, with jackets buttoning tight under the chin. The men's uniform was much like the present ones, although one but got rid of: seaman were allowed to discontinue wearing a jackknife on a lanyard around the neck, a detail some boys' sailor suits still preserve. In those days the food aboard ship was heavy, and long on such caloric stuff as beans, bread, roast beef, potatoes, bologna, cheese and eggs. Navy recruiting officers considered it necessary to stress the fact that the Navy was not full of foreigners, illiterates, ex-convicts, and ne-er-do-wells, that church services were held on board, that the food was wholesome, that corporal punishment had been abolished, and that sailors in general led a pleasant life.

The NEW YORK had her shakedown cruise after being commissioned and, combining personal and national business, went to Vera Cruz. It was at the time Mexico and the United States were having words. The NEW YORK steamed in and out of the little port for a few months, being lady-like and not firing her guns, then came back north in the fall, passed a routine year in Atlantic waters, and finally tied up at her home yard in Brooklyn in December, 1915. On Christmas Day that year, three of her sailors, walking along Sands Street, a rowdy, ramshackle avenue near the Navy Yard, saw three ragged children staring into a bakery window. The sailors bought some decorations and toys and took the children, and as many others as they could round up, aboard ship, where they hung up the decorations, gave out the toys, and had a party. From that came the traditional Chrismas parties on the NEW YORK for children, a custom which eventually spread to other ships of the Navy. After the holidays, the NEW YORK led the Atlantic Fleet on a cruise to Bermuda and the West Indies. East of Puerto Rico, she did some practice firing at targets eighteen thousand yards away, a prodigious distance for that time. Frank J. Sprague, the inventor, who was along on the voyage as a civilian observer, later told the New York Electrical Society about the irresistible fire power of the NEW YORK and about a new device, the Sperry gyro-compass, which was being tried out on that vessel.

When it began to look as though the United States was about to enter the first World War, the NEW YORK was ordered back home from maneuvers off Cuba. She reached Hampton Roads on March 27, 1917, ten days before we declared war. The crew expected to put out for Europe immediately, but the NEW YORK, along with the rest of the Atlantic Fleet, was held off Yorktown all spring and summer. The ships became a huge camp where thousands of recruits were trained. President Wilson visited the fleet on August 11th and gave the NEW YORK special attention by crawling around in the No. 4 gun turret in his frock coat. A few days later the fleet sailed for New York, and finally, in November, the NEW YORK, the TEXAS, and a number of other ships comprising Battleship Division Nine, under Admiral Hugh Rodman, a former skipper of the NEW YORK, set out for Britain. The TEXAS went aground off Block Island and damaged herself, so she was convoyed back to port by the NEW YORK, which then turned around and caught up with the division. On arrival in European waters, this unit was renamed the Sixth Battle Squadron, assigned to the Allied Grand Fleet, under Vice-Admiral David Beatty, and based at Scapa Flow. After that, its job was patrolling and keeping an eye out for the German Fleet. On Christmas, 1917, a hundred poor children of Edinburgh were given a party aboard the NEW YORK, anchored for the moment in the Firth of Forth. Admiral Rodman, described in a rather literary fashion by one of his men as "at home in a tempest, a bull in a ballroom", imposed a hard discipline on the Sixth Squadron, which was later commended by Admiral Beatty as one of the most efficient units in his fleet. The NEW YORK'S men scrapped with British sailors on liberty precisely as they had scrapped with men of other American battleships in American ports. Their only contact with the enemy came when the ship unwittingly ran down a German submarine at the entrance to Pentland Firth. The NEW YORK'S

screws were damaged and the submarine presumably was sunk. In July, 1918, the Old Lady received a visit from King George V, in the course of which he inspected the stokehold. An exhuberant fireman asked him if he would like to throw some coal on the fires, and to the surprise of all the King said he would, and he did. The shovel he used was afterward fondly burnished and hung in the ship's trophy room, and the crew of the NEW YORK had a new boast: theirs was the only ship in the American Navy ever to have been stoked by a British monarch. On November 3, 1918, this notation was entered in the log: "At 4:10 held quarters for muster and inspection. At 4:25 H.I.H Admiral Prince Yorihito accompanied by the Prince of Connaught and staff came on board and inspected ship. Hauled down quarantine flag during visit. At 5:15 H.I.H. and staff left the ship." Yorihito was a yeoman's spelling of Hirohito, who, as Crown Prince, was making his precedent-breaking tour of Europe.

Much of the Grand Fleet was in the Firth of Forth when the Armistice was announced. No one aboard the NEW YORK seemed much affected by the news until nightfall, and then, when the lights were left on and searchlights criss-crossed in the sky, the men began to go wild. The same thing happened on the other ships. Captains moved around among their crews, shaking hands. On the British ships, the order came to double splice the main brace, which meant a quadruple shot of King's tot for each man. On the American ships, the sailors raided the supply of alcohol used for torpedoes. Small boats visited among the ships, carrying officers from wardroom to wardroom. The Americans spent most of their time on British vessels, where there was liquor.

Ten days later, the NEW YORK was one of the ships that put out to sea to accept the surrender of the German High Seas Fleet of thirteen battleships and battle cruisers, six light cruisers, forty-nine destroyers, and many

auxiliaries. A few days afterward, Admiral Beatty came on board the NEW YORK for a farewell visit and inspection. The officers and men were assembled and he said to them, "I know quite well that you, as well as all of your British comrades, were bitterly disappointed at not being able to give effect to that efficiency that you have so well maintained. It was a most disappointing day. It was a pitiful day, to see those great German ships coming in like sheep being herded by dogs to their fold, without an effort on anybody's part, but it was a day that everybody could be proud of . . . We do not want sympathy; we want recognition of the fact that the prestige of the Grand Fleet stood so high that it was sufficient to cause the enemy to surrender without striking a blow . . . We trust your departure is only temporary and that the interchange of squadrons from the two great fleets of the Anglo-Saxon race may be repeated."

The NEW YORK, flying a fifty-foot homeward-bound pennant bearing the legend "In God We Trust, New York or Bust," headed westward soon after Admiral Beatty's visit. She arrived with the squadron off Staten Island on Christmas Day, and the men expected to be ashore by nightfall. Secretary Daniels, however wanted to review the entire squadron, so the sailors stayed aboard until the next day, when Daniels and his Assistant Secretary Franklin D. Roosevelt, watched the ships pass in review off Bedloe's Island. Once the crews got ashore, the celebration lasted well into January.

By the mid-twenties, the NEW YORK was

regarded as middle-aged, as battleships go, and in the second rank of fighting ships. A little over two years after being commissioned in 1914, she had been outmoded by the NEVADA, OKLAHOMA, ARIZONA, and PENNSYLVANIA, but she kept her style, and she was fitted as a flagship. The Navy used to fit only a few if its warships as flagships, and those that have been so equipped stand a good chance of retaining their prestige for a long time. Such a ship was, in addition to quarters for her own officers and men, suites and offices for an admiral and his staff, and she must dress the part. The NEW YORK and the rest of the fleet set out in 1919 for the Pacific. People on the West Coast were exceedingly pleased to see almost the entire Navy in their ocean, and the NEW YORK was feted all the way from southern California to the State of Washington. By then the crew of the NEW YORK consisted of a nucleus of old professionals and a group of young men who wanted to see the world. She was under the command of Captain William V. Pratt, who today, as a retired admiral, writes for NEWSWEEK. Both Admiral Pratt and Rear Admiral Charles F. Hughes, who commanded the NEW YORK for a while, eventually became Chief of Naval Operations, the highest job in the Navy; the NEW YORK is the only ship that has had two skippers who reached that height. Under Pratt, the NEW YORK won the fleet football trophy and furnished the bulk of an all-fleet football team which defeated an Army team 124-0 on Armistice Day, 1920, at Pasadena. As the years went on, the NEW MEXICO, the MISSISSIPPI, the IDAHO, and then the Big Five—the TENNESSEE, COLORADO, CALIFORNIA, MARYLAND and WEST VIRGINIA—were commissioned, and the NEW YORK went even lower on the list of fighting ships.

In this period of her life she developed some of the traits which made men call her the Old Lady. She stayed in the Pacific for a long time, and the crew found it to their liking. Even the new seamen thought of themselves as old, tough sailors, and their officers were wise enough to let them think so. The men referred to their ship not only as the Old Lady, but, with equal sentimentality, as an old pig-iron sink, and went in for tattooing, even adopting, without apology, the blue dragon on the shoulder which before them had been the mark only of men on the China Station. Tailormades became the fashion on the NEW YORK for shore liberty and even for inspections. The jumpers of these uniforms had trim, narrow collars instead of the regulation broad ones, and trousers flared extravagantly at the bottom. The jumpers were long and tight, and the oxfords were of patent leather. The sailors of the OLD LADY were as natty as they come, and the adventurous girls who worked the dance halls on Market Street in San Francisco, Main Street in Los Angeles, and Water Street in San Diego, watched for their arrival. The racket jobs on board—laundrymen, pressers, tailors, barbers, canteen yeomen—were sold for hundreds of dollars, and money won in crap games kept many a sailor off extra duty. The men got out of work when they could, and yet they would spend their own money for paint and brightwork polish for their quarters. The Old Lady was the most stylish ship, and her men the most trim and pugnacious, in the Pacific. They made themselves at home in Honolulu, Panama, Portland, Bremerton and Seattle, and talked big and fought well with the men of other ships.

In October, 1926, the NEW YORK returned to the East Coast and went into drydock at Norfolk. She emerged, after almost a year, a quite different ship. She had been converted from a coal-burner to an oil-burner with equipment salvaged from ships scrapped under the Washington Treaty. Her torpedo tubes had been removed, and bulges, for protection against torpedoes, had been built onto her hull; her old cage masts had been replaced by strong tripods, which would support modern fire-control apparatus. Some of her five-inch guns had been removed, and a number of anti-aircraft and other guns had been added; the angle of elevation of her big guns had been raised, increasing their range by several thousand yards; and her deck armor had been made heavier. A warship is a carefully planned and intricate piece of construction and any major changes are likely to upset her balance and impair her sea-worthiness. The revision and several later ones have made the NEW YORK a vessel that rolls and pitches, wallows a bit, and plods rather than cleaves her way through waves, as a battleship should. The new guns and armor gave her excessive weight and her roll took on the exaggerated lurch of a drunk.

She remained in the Atlantic most of the time and pitched around disgracefully in the rough going in that ocean. Her men had to work a good deal of the time in oilskins, and, to make matters worse, the compartment for the Marines on board was now so placed that the sailors had to go through it to get to their own quarters. Animosity between the sailors and the Marines was always at a high level. The usually detached "Jane's Fighting Ships" speaks severely about the NEW YORK and the TEXAS, which also underwent conversion" . . . slow since refit, hard to handle, and bad sea boats in rough water—wet and rolling so that the waves ride the bulges into the amidships casemate. Neither of these battleships is reckoned effective for war purposes."

The NEW YORK, as a flagship, has always had her social duties. In 1920 whe she was still a well-behaved and unreconstructed boat, Franklin D. Roosevelt, who had just been nominated for Vice-President by the Democratic Party, celebrated by sitting up most of the night in the skipper's cabin with Captain Pratt. She participated for several years in war games, usually attended by vessels of the British, French, German, and Japanese Navies. She was a guest at the California Pacific International Exposition in San Diego in 1935, and then went to England for the naval review in honor of the coronation of King George VI,

in 1937. There, the log noted: "Fireman 2/c ———— suffered a nose injury while disembarking from small boat due to misjudging distance from boat to gangway after five days leave."

In England, she saw lots of German and Japanese craft, also guests at the review, most of them younger than herself and nearly all more stylish. During the first season of the New York World's Fair, her officers and crew put in one of the most strenuous social seasons a ship's complement has ever undergone. Grover Whalen had expected the whole American Navy to anchor in the North River and had lined up enough engagements to go around. The officers and men of the NEW YORK, and the few other ships the Navy could spare in those days, had to do their best.

In December, 1938, the NEW YORK tied up in Norfolk and was boarded by a group of studious-looking and mysterious-acting civilians from the Naval Research Laboratory. They installed some freakish equipment in a cabin in the forward superstructure, and only the civilians and a few officers ever saw it. All that most of the crew got to see was an odd-looking antenna, which they came to call "the flying bedspring." Subsequently it became known that the installation was called "Radio Detection and Range-finding Apparatus, Model XAF", or "radar", for short. The NEW YORK was the first large American ship to experiment with radar. For several months she indulged in maneuvers baffling and monotonous to the crew but thrilling to the men who understood what the activities up forward were about. On January 14, 1930, as the Old Lady was heading out of Hampton Roads, the men at the radar scope picked up Thimble Shoal Diaphone, a tall light and fog whistle, at eighty-five hundred yards. Later, in a daylight test, the outlines of the TEXAS were plotted at twenty-nine thousand yards. On January 16th, in what was considered the most crucial test, the NEW YORK, riding the choppy Atlantic at night, picked up four "enemy" destroyers at sixteen thousand yards.

Then came the second World War, and the Old Lady, no longer a fighting ship, had to go out to battle. First she wallowed in the sea lanes, guarding convoys, her guns manned by crews that were largely green, because her old men had been scattered through the service to steady new men on new ships. Then, at 0430, 8 November 1942, aged twenty-eight, she went into action outside the harbor of Safi, in Morocco, to help cover the African invasion. The Batteire des Passes, at the harbor entrance, opened fire on an American destroyer in the Southern Attack Group, and the battle was on. The NEW YORK was ordered to knock out another battery, Railleuse, one of the most formidable shore installations the French had anywhere. The Old Lady's first salvo, the first she had ever fired in combat, was a direct hit, knocking out the battery's fire detector and silencing its guns for two hours. when Railleuse started shooting again, the NEW YORK silenced it for good. Most of this was done in the dark, the NEW YORK'S officers plotting their position by dead reckoning.

For some time, romantic students of naval history and readers of Conrad thought it would perhaps have been best if the NEW YORK's career had ended with her first, spectacular, direct hit, for soon afterward she took a ground swell at Casablanca so badly that she almost turned over. She probably would have but for the seamanship of her shrewd and hardened skipper, Captain Scott Umsted. As it was, she was badly battered and it was extremely difficult to turn her to starboard. She came home and went into drydock again at Norfolk. Then she returned to convoy duty. She usually was accompanied by the Cruiser BROOKLYN, a vessel she put upon greatly. The NEW YORK and the BROOKLYN and some destroyers set out for Iceland with a convoy. After a few days, the Old Lady would break down. A destroyer would be detached from the escort to see her home, and the BROOKLYN would carry on with what she had left. The NEW YORK was finally assigned to duty in Hampton Roads, which was about the equivalent of knitting socks. For a year, in the company of the WYOMING, which had lost most of her guns after the disarmament treaty of 1923, she was used to train thirteen thousand officers and men of the United States and Allied Navies. She and the WYOMING would race to see which would reach the only available docking space on Saturday afternoons, and the WYOMING would usually win. The Old Lady would have to drop anchor out in the harbor and her sailors would have to resort to small boats to reach shore and liberty. Her magazines were turned into classrooms with blackboards. She was in the final, melancholy phase of a warship's life; she had become a training ship. One day in late April, 1944, a rumor got around that she was going to push off next day for the invasion of Europe. One of her officers, a proud and eager man, ordered the magazines stripped of school equipment. Men gave up their shore liberty to help him put the stuff over the side and pile it on a pier. The next morning, desks, blackboards, pointers, and erasers were back, on higher authority; the rumor was nonsense.

And then came a rumor that was true. The NEW YORK got up steam and went into the Norfolk Navy Yard for two thorough overhaulings. She was outfitted with new guns, new radar, a new cafeteria, new most everything. Now, in addition to her six five-inch guns and ten fourteen-inch guns, she carried an anti-aircraft setup of forty-two twenty-millimetre machine guns. She spent the summer taking Annapolis midshipmen on cruises to Trinidad. At length, in November, in the company of the NEVADA and the TEXAS, she headed for the Pacific.

A thousand miles west of Panama, the NEW YORK broke down again. The other battleships—both of them elderly, too—left her, and made for San Pedro with a destroyer escort. Her crew had Christmas ashore. After a while their ship was declared to be in good shape again. She spent most of January in battle practice, bombarding San Clemente Island, near Catalina, in competition with the

new battle cruiser ALASKA. At the end of the month she was at Pearl Harbor, where, regulations having relaxed since Josephus Daniels' day, she took aboard 2,000 cases of beer. Then she headed west for the invasion of Iwo Jima, and a thousand miles out ran into more trouble. This time she lost a propeller blade. "Nobody said anything" a gunner's mate has recalled, "but you felt like everybody wanted to go off in a corner by himself and cry. We had all got as excited as hell in a quiet way. Maybe we were green, but we knew how to do what we had to do. We had been trying not to be cocky, but we were feeling professional and we were ready. Then that goddam old pig-iron bastard goes and fluffs out again."

The NEW YORK was ordered to Eniwetok Atoll, and she made it, rattling and vibrating. She had to maintain radio silence on the way, but she sent a plane ahead requesting that she be allowed to go into action anyway. She was told to proceed to Saipan, and from there she sailed for Iwo.

A young yeoman has told me of an occurrence on this momentous trip of the NEW YORK. The Captain was practicing golf shots one day on the bridge, using a No. 5 iron, a piece of cotton in place of a ball, and a Marine guard as a retriever. Everything was placid, except the blade-shy propeller, when a strange object was seen following the vessel. It looked like a luminous metallic balloon, and was immediately and unanimously judged to be a Japanese secret weapon of some sort. "You should have seen our captain", the yeoman said. "He came back to the fantail and looked through his special binoculars. 'I see it', he said quietly. He was a great man in a crisis. Marines were assigned to the twenty-millimetre guns, and they gathered in a little group on the starboard side of the bridge. The privates began opening ready boxes, and the gunnery sergeant, very professional, put on his flash gear and rubbed pink cream on his face. The Captain yelled, calmly, of course, to the gunnery officer up in the sky control, 'Guns, give me a range on that object!' The gunnery officer replied, 'approximately eight hundred yards.' The captain said, 'Good. I thought it was about that. Let 'em have it.' The twenty-millimetres sounded like popguns, and the tracers faded into the sky, very short, too. The Marine sergeant shouted, 'Bring them more to the left ' The captain yelled, 'Goddam it, guns, you're short! Open it up, open it up!' The gunnery officer switched to the three-inch dual-purposes and opened the range to fifteen thousand yards. Still too short. We signalled to the destroyer alongside and it tried its five-inch guns. Still no dice. It was getting late, and the mess cooks went below to fix supper. Finally, the navigator, who'd been asleep, came topside, rubbing his eyes. He put his hands down, looked around, and said, 'What the hell you shooting at?' That's Venus, a damn planet.' That's what Venus looked like out there," the yeoman concluded, "a Japanese secret weapon. The gunnery officer said he guessed he was pretty short on that range.

The Old Lady clattered up into her assigned position off Iwo on the night of D minus four. Then, for three days, steaming awkwardly up and down the coast, she, along with other warships, poured shells into the island. On the last day, she moved in to less than a thousand yards from the shore and fired at point-blank range. Her gunners could see Jap troops scurrying from one pillbox to another, and in the afternoon her fourteen-inch guns hit an ammunition dump, which went up in a tremendous explosion. She fired all her fourteen-inch ammunition—1,290 shells. All told, she expended 1,350,000 pounds of shells—more than any other ship had during the pre-invasion bombardment. She lost one of her scouting planes, but suffered no damage herself. On the morning of D-Day she was ordered back to Saipan. She promptly dropped a blade from her second propeller. She bobbed along at four knots as her crew heard about the invasion over the radio. She laid up in a floating drydock in the Admiralties after a stop off for mail at Ulithi Atoll.

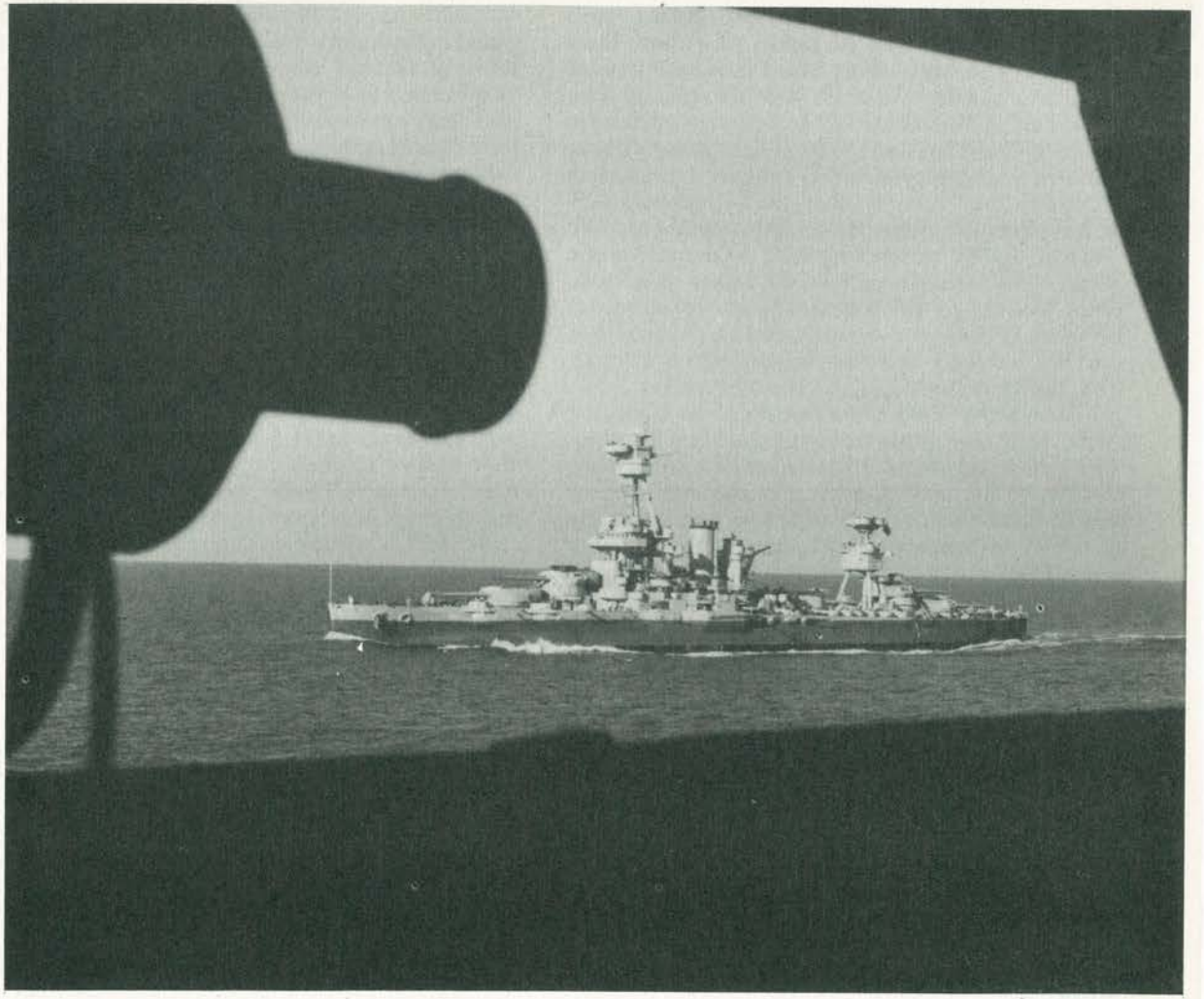
The crew drank beer, played ball, and swam while the Old Lady got two new propellers. Then she made for Okinawa, at eighteen knots. There, whatever her crankinesses and her frailties, she was glorious. She outraced a Jap torpedo. She took a Kamikaze plane on her catapult. She put in seventy-eight days off Okinawa, the longest time an American warship has ever spent in a single engagement. She fired more than five and a half million pounds of shells into Okinawa, a world's record. She fired more shells than did all our warships in the invasion bombardment of Tarawa. She began firing five days before the landing, and she was the only capital ship to stay on the job continuously until the job was finished. She was the only one of our battleships and cruisers there not temporarily put out of action by Kamikazes or Japanese gunfire. Yet her duties were among the most dangerous. During one afternoon she scored twenty-five direct hits on Shuri Castle. Japanese planes, submarines, suicide swimmers, and suicide boats tried to hurt her, and many of the men on the Old Lady aged noticeably in those fearful weeks. The skipper, Captain K. C. Christian, had only faint touches of gray in his hair when the NEW YORK went into the Pacific on this errand. It was white when he left Okinawa. Yet, with all the noise and violence, life on board was disciplined. After the tenth day, Captain Christian ordered physical drill for the men every morning; the NEW YORK ceased firing while it was going on. One day, when several cans of pineapple juice were missed from a storeroom, the skipper ordered cease fire while the ship was searched, unsuccessfully. Every man had to be shaved by 8 A.M. each day, and on the next to the last day off Okinawa a lively War Bond rally was staged aboard her.

The NEW YORK finally left Okinawa and headed home, her record swelled with commendations from Army and Marine outfits, which said that her fire was the most accurate

they had ever seen. Her hull was wrenched and warped from the strain of her gunfire, but any limping she did now was justified, any eccentricities could be dismissed as battle neurosis. She put in at Pearl Harbor, where she was visited by Archbishop Spellman, who was given one of her battle flags to bring back to St. Patrick's. Under the command of Captain Grayson Carter, she made her leisurely way to Los Angeles, where many of her crew were discharged from the Navy. Then she went down to the Canal and through to the East Coast.

After a full life, the NEW YORK now faces the inevitable end. She is to be "stricken from the Navy roster." She may be scrapped; she may be blown up by an experimental atomic bomb; she may be sold to some friendly power in need of a battleship, no matter how old and cranky and shrewish. "I kind of hope the Chinese get her," a boatswain's mate who has served on her said the other day. "They'd understand her."

WILLIAM McGUIRE and
MARK MURPHY.



Veterans of War and the Waves—The aged but still formidable battleship USS New York cuts through the waves off the U. S. East Coast en route to a war mission.

"Something to shoot at!" She did it. A statistical summary of the record of the U.S.S. NEW YORK shows the following:

Operations

1088 Days with the Atlantic Fleet (December 1941-November 1944)
- North African Landings (Safi)
- 2 Convoy Trips to Iceland
- 2 Convoy Trips to Scotland
- 2 Convoy Trips to Casablanca
- Training Duty in the Caribbean Sea and Chesapeake Bay

276 Days with the Pacific Fleet
- Assault on Iwo Jima
- Assault and Occupation of Okinawa Shima

Damage Sustained and Personnel Casualties

On 14 April 1945, a Japanese suicide plane attacked the NEW YORK off Okinawa, demolishing one NEW YORK spotting plane on the catapult and crashing some fifty yards from the ship. The NEW YORK received only superficial damage.

Two men were slightly wounded in action during the suicide plane attack of April 1945.

Ammunition Expended Against the Enemy

AMMUNITION EXPENDED BY OPERATIONS

	Rounds	Pounds
North African Landings		
14"/45 (bombardment)	60	76,500
Iwo Jima		
14"/45 (bombardment)	1,037	1,322,175
5"/51 (bombardment)	719	35,950
3"/50 (bombardment)	526	7,101
40 mm (bombardment)	4,135	
	6,417	1,365,226
Okinawa Shima		
14"/45 (bombardment)	4,159	5,302,725
5"/51 (bombardment	7,001	350,050
3"/50 (bombardment)	183	2,471
3"/50 (bombardment)	62	837
40mm (bomb. and AA)	2,731	
20mm (anti-aircraft)	2,481	
30 cal. (strafing)	30,000	
40mm (bombardment)	1,170	
40mm (anti-aircraft)	1,561	
20mm (anti-aircraft)	2,481	
30 cal. (strafing)	30,000	
	46,617	5,656,083

AMMUNITION EXPENDED BY CALIBER

Bombardment:	
14"/45	5,256
5"/51	7,720
3"/50	709
40mm	5,305
	18,990
Anti-aircraft:	
3"/50	62
40mm	1,561
20mm	2,481
	4,104
Strafing:	
30 cal.	30,000
Total Rounds All Types	53,094

WEIGHT OF AMMUNITION EXPENDED BY CALIBER

	Pounds	Tons
14"/45	6,701,400	3,350.7
5"/51	386,000	193.0
3"/50	10,409	5.2
	7,097,809	3,548.9

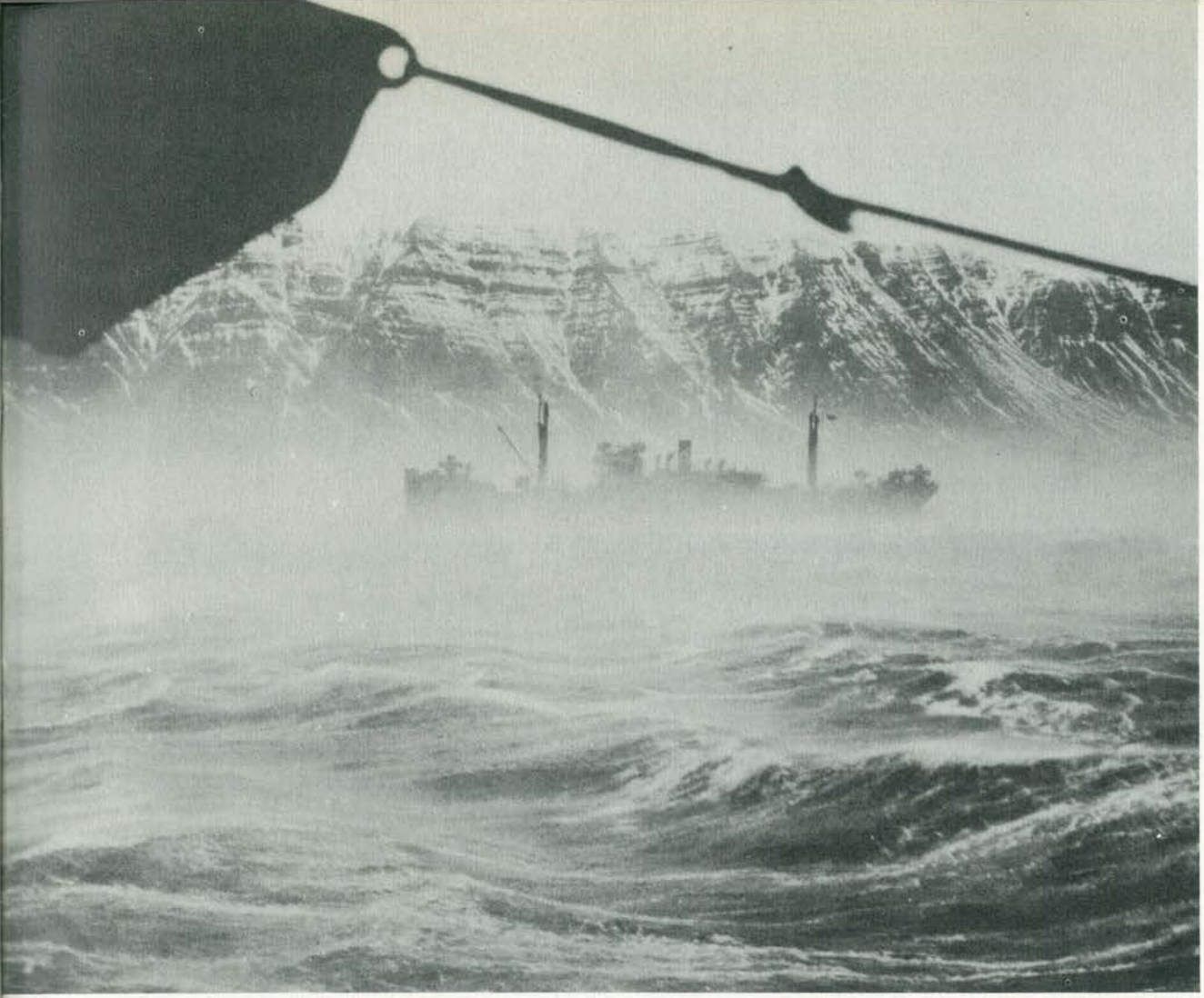
Ship's Operations in General:

Total miles steamed during the war—123,867 miles

Total hours underway during the war—9,942.7 hours; the equivalent of—414 days

Total fuel oil consumption during the war—22,367,996 gallons

Preparing to enter Norfolk dry dock.



The Storm Strikes—A Navy Supply vessel dragging its anchor off the shore of Iceland during a record breaking January storm which whipped up mountainous seas. At times the icy wind blew more than one hundred miles an hour.

July 1941

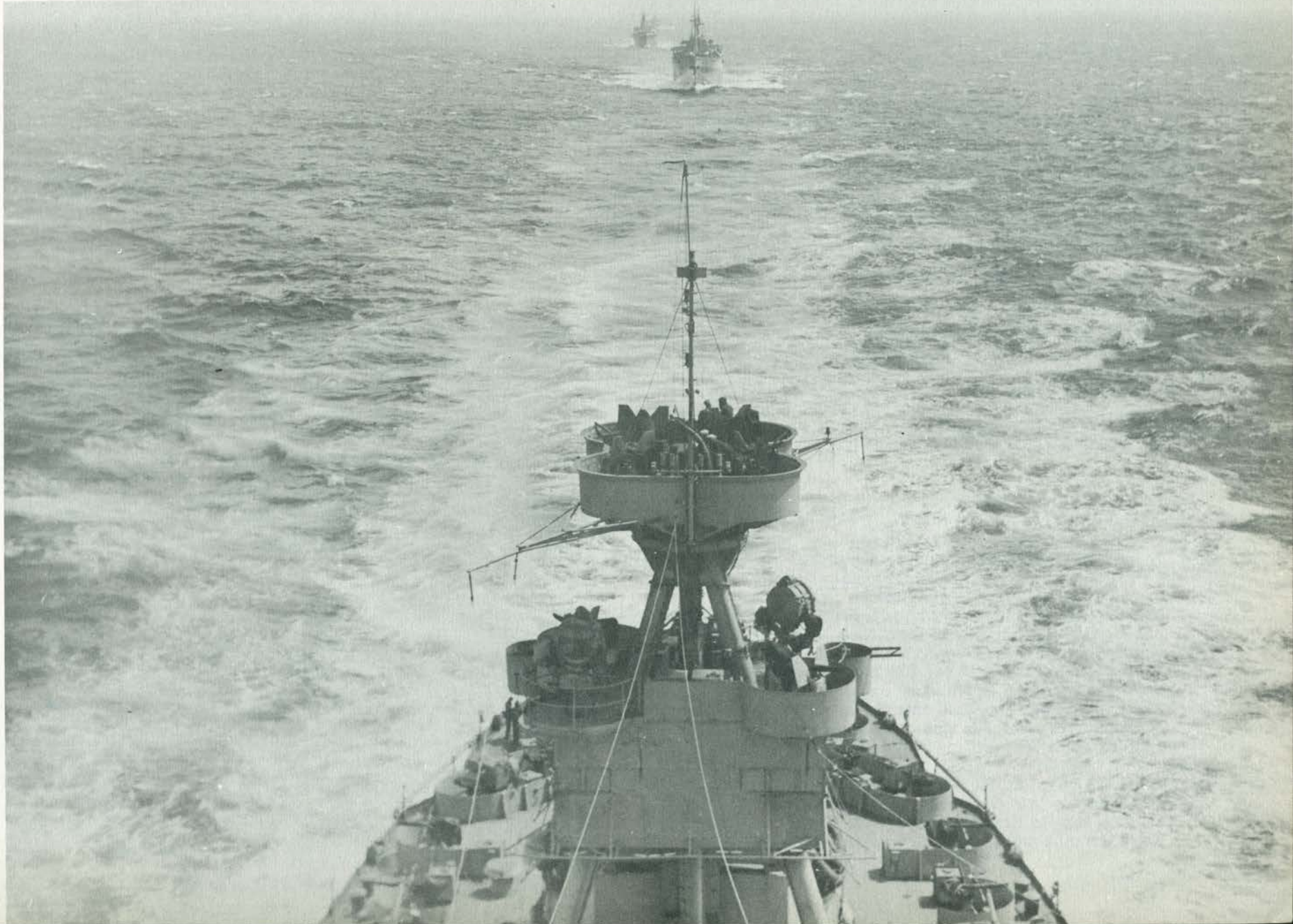
In the months immediately preceding the outbreak of World War II, the NEW YORK was active in the Atlantic enforcing this country's neutrality. In July of 1941 she escorted troops to Reykjavik, Iceland in the historic peaceful occupation of that island as a defensive base.

Then followed a "neutrality cruise" in the North Atlantic, seventeen continuous days at sea, a notable accomplishment for the North Atlantic in those days. For three months after the neutrality cruise, the NEW YORK, in company with the TEXAS and the ARKANSAS, acted as station ship at Argentia, Newfoundland, as protection against any possible enemy action in the waters near the new American base there.

Hatches were battened down, all loose gear secured and every ship in the storm took a severe "Dusting".

A motor sailor breaks adrift from one of the Navy Patrol vessels off Iceland.

The USS New York leads a convoy which extends further than the eye can see.



Winter at Sea.

December 1942 *February*

At the outbreak of war on December 7, 1941, the NEW YORK was undergoing a major overhaul at the Navy Yard, Norfolk, Virginia. Within two months, repairs had been completed, the ship had sailed from New York to Halifax, Nova Scotia, and from there had headed for Iceland in what was her first wartime convoy trip. Submarine contacts were made en route, one just outside the harbor of Reykjavik, Iceland, and numerous depth charges were dropped.

April

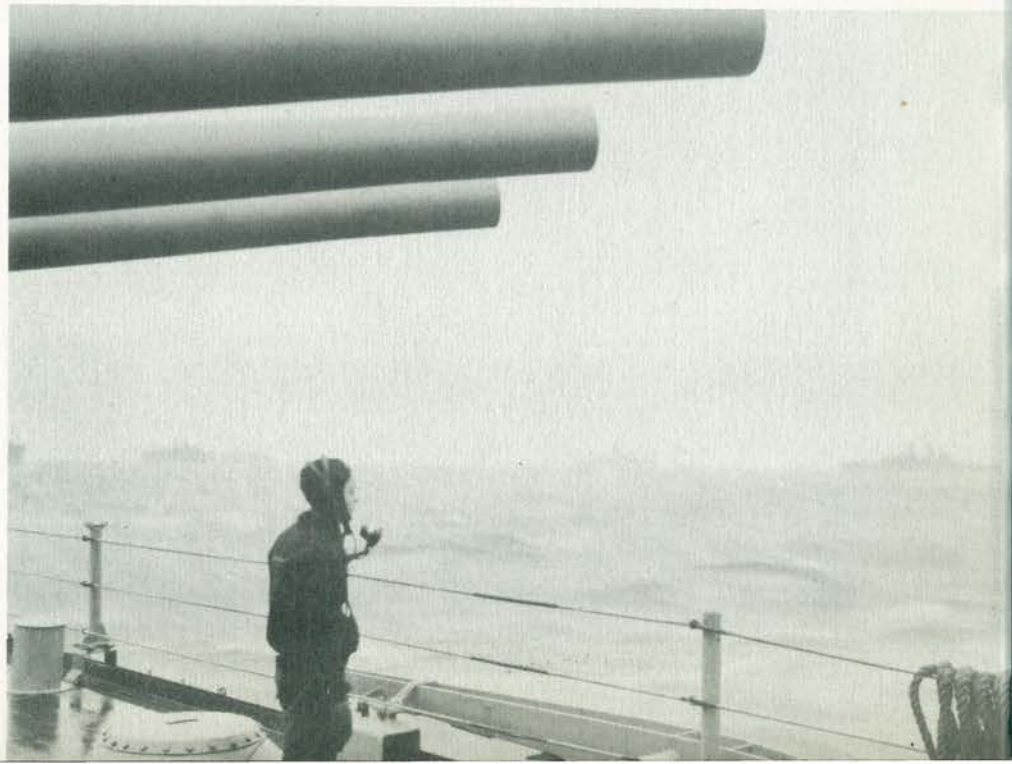
The NEW YORK returned to the East Coast and in late April set out on her second convoy trip to Iceland through the wintry North Atlantic waters, again via Halifax.

June

In June of 1942 she made the first of two convoy runs to Scotland. There were 25-30 fast transports and tankers in the convoy, accompanied by 12 destroyers, one heavy cruiser and the NEW YORK. At the outset of the trip, an unverified surface sub contact was made astern of the convoy. Later a submarine surface contact was made by one of our destroyers which opened fire. Results were not substantiated. Reaching the Firth of Forth without casualty, the ship anchored at Grennock, Scotland, and after one week returned to New York.

July

The second cruise to Scotland proceeded without incident. Both these runs were made during the summer of '42 when the U-boat menace was at its height. Submarine contacts, though unverified, were numerous and the cruises were punctuated by the explosions of depth charges.



Blimp over Convoy.

November

At Safi Harbor in the November North African Landings, this ship was credited with neutralizing the formidable Batterie Railleuse, strongest coastal defense unit in the region. Emerging unscathed from the 300 rounds fired by the battery's four 130mm guns, the old battleship hurled in sixty rounds from her main battery; one shot ricocheted through the observation slot destroying all within and silencing the battery.

Rear Admiral Davidson, Commander Southern Attack Group, observed in his report that but for the effective fire delivered by the NEW YORK, the Batterie Railleuse could have made Safi Harbor untenable for our forces.

Silencing the battery had saved the destroyers COLE and BERNADOU from severe damage.

1942

The NEW YORK left Safi on 9 November and sailed for Casablanca, where she was 4-6 thousand yards from the AUGUSTA when the latter was bombarded with salvos from the French battleship JEAN BART. And the NEW YORK was in Fedala Harbor when six ships were torpedoed on the 11th and 12th of November. Both times she sustained no damage.

December 1943 *March*

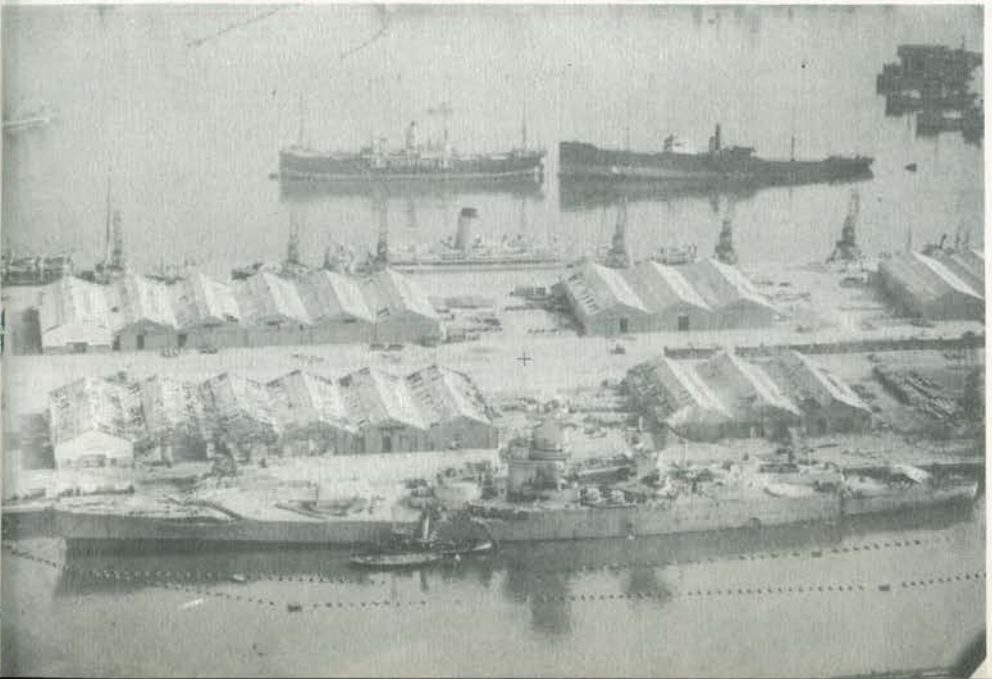
In December of 1942 and March of 1943, two convoy trips were made to Casablanca.

It is interesting to note that in the six Atlantic convoys escorted by the NEW YORK, two each to Iceland, Scotland and Casablanca, none of our ships were lost or damaged as a result of enemy action.

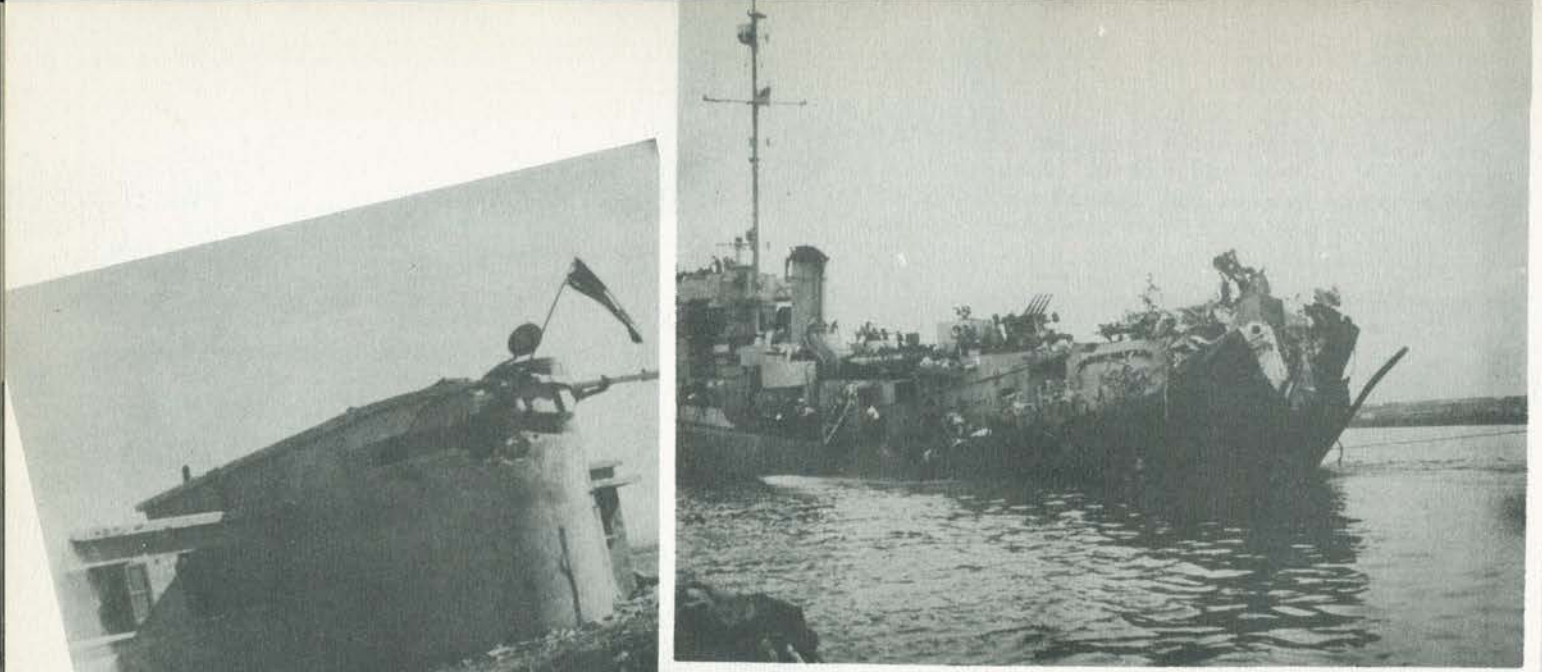
On 21 March the rails were manned for an official visit from the Sultan of Morocco and his aides.

Safi, French Morocco—American transports and landing barges complete operations under the watchful eyes of Navy carrier-based planes. An SBD, Douglas Scout Bomber can be seen upper right. Safi lies about 130 miles south of Casablanca on Africa's west coast.

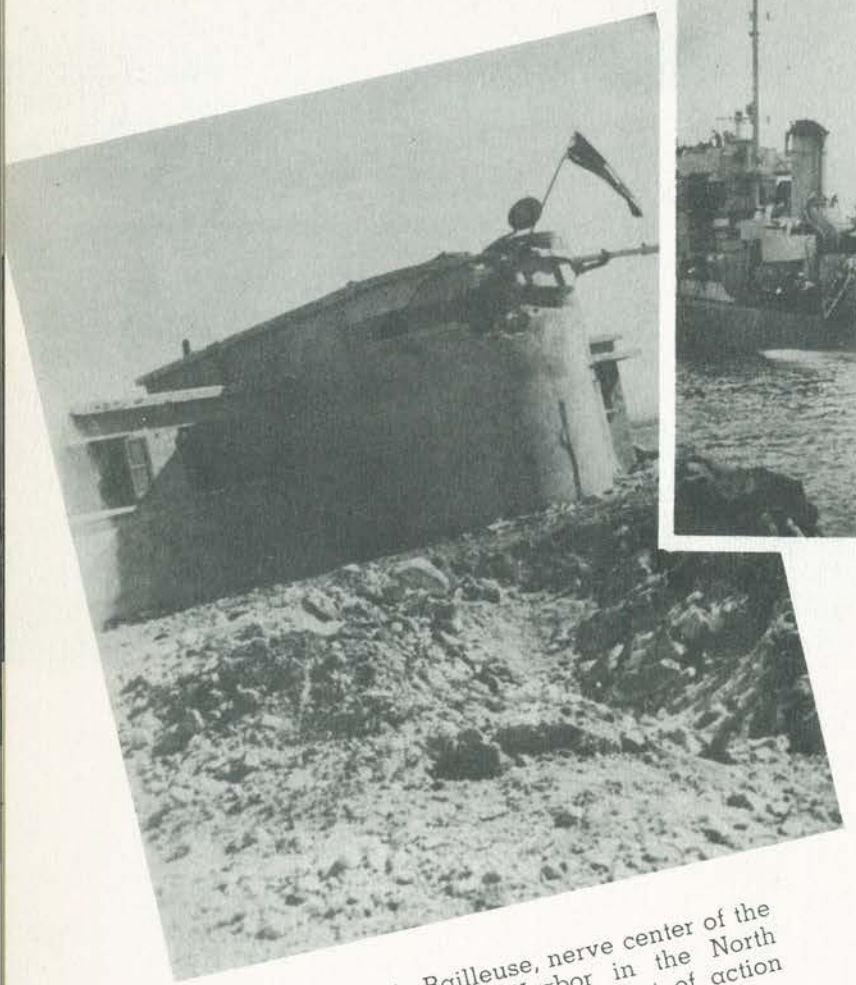
Casablanca, French Morocco—An aerial view from the port side of the French battleship Jean Bart disclosing damage near the bow and stern and also to sheds and other equipment. In right background, a large steamer lists badly.



Awaiting the Signal—Warships and transports of the Allied invasion armada at anchor in a North African port await the command to begin the vast operation of conquering Sicily.

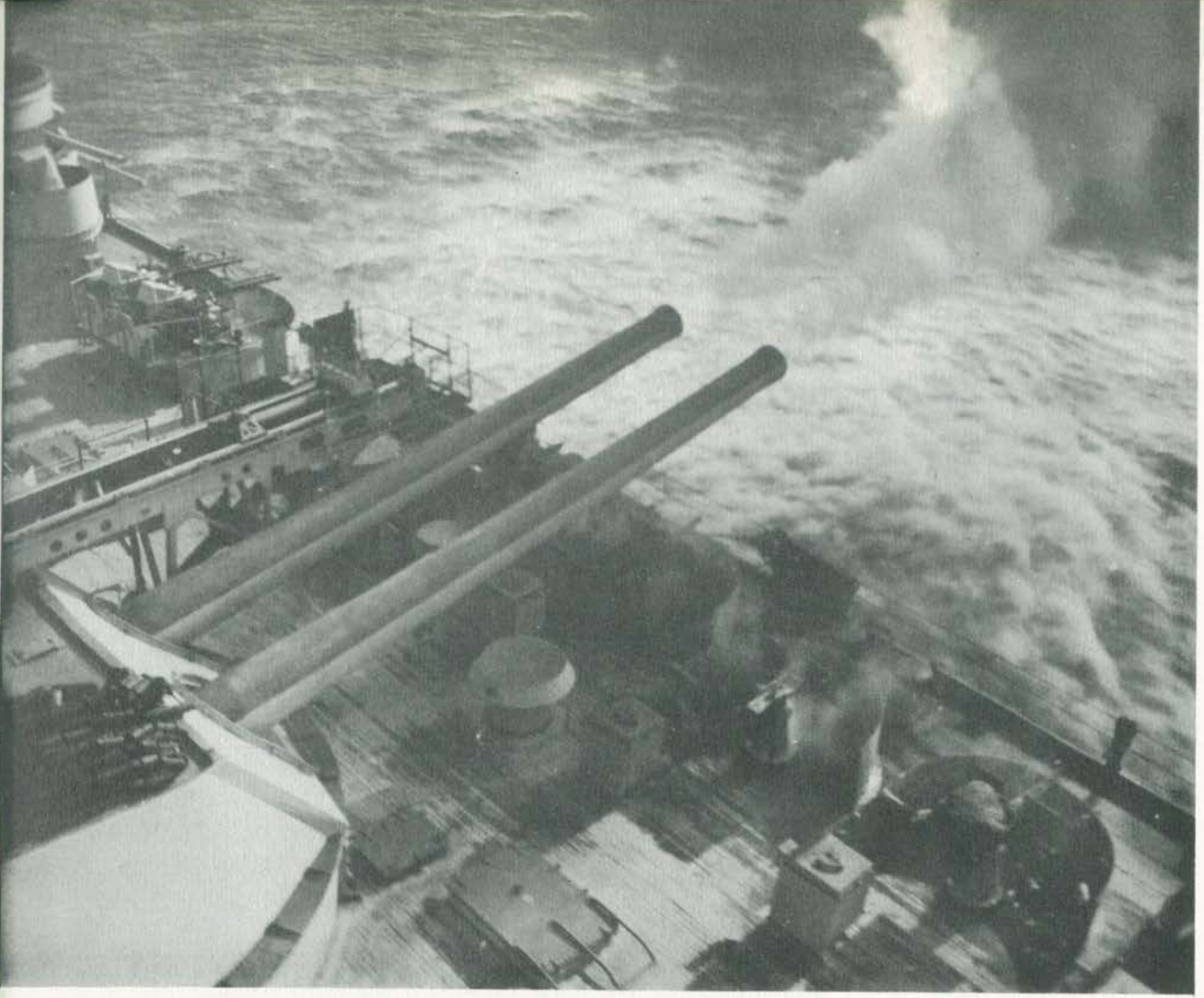


Torpedo Damaged USS Barr Lies In Casablanca Harbor—Her stern a shambles of twisted wreckage, the destroyer escort USS Barr lies in the harbor at Casablanca, French Morrocco, where she underwent temporary repairs to enable her to make the voyage back across the Atlantic to Boston. In an Atlantic action May 29, 1944 she was torpedoed by a Nazi U-boat. The escort carrier USS Block Island was sunk in the same battle. The Barr has now been converted into a transport.



The Batterie Railleuse, nerve center of the defenses of Safi Harbor in the North African landings; knocked out of action by New York gunfire.

Torpedoed USS Barr Enroute to Casablanca.



Turret three manned by future gunnery officers of the fleet, fires in the Chesapeake Bay.

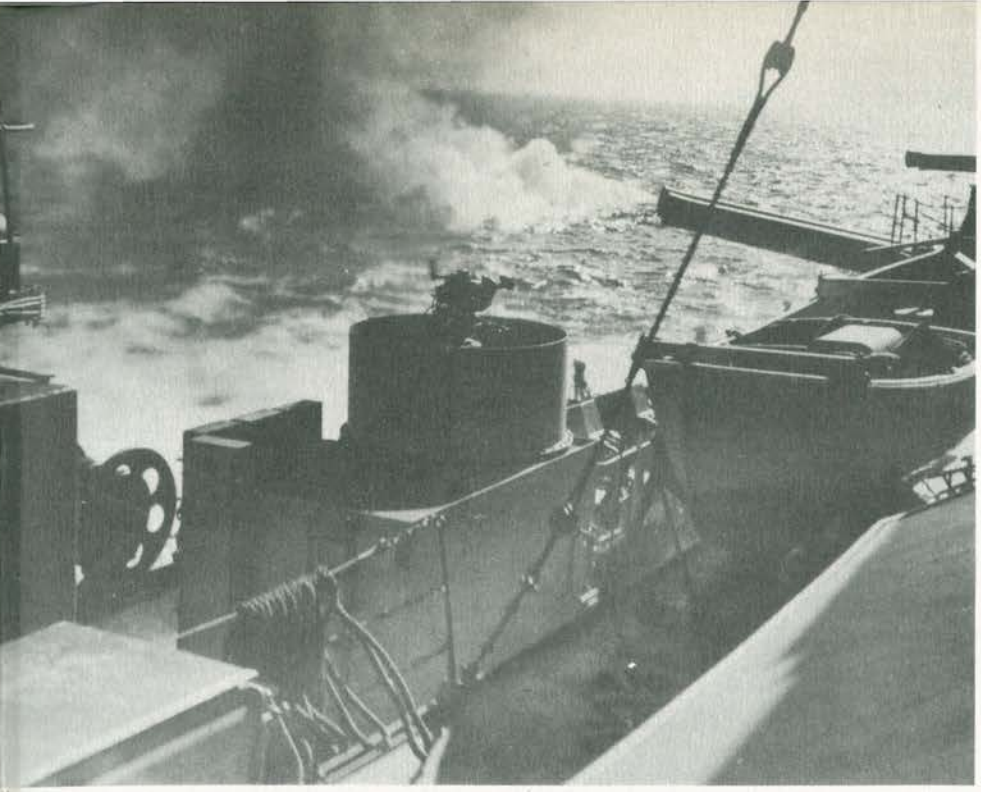
July 1943 — *June* 1944

During the year from 7 July 1943 to 10 June 1944 a Destroyer Escort and Main Battery Gunnery School was conducted aboard the NEW YORK. The ship operated in the Chesapeake Bay area during the period training personnel of the United States Navy and Coast Guard and Allied Navies. The Main Battery School (14"/45) and the D. E. Gunnery School (3"/50, 40mm, 1.10/75 and 20mm) trained approximately 750 officers and 11,000 enlisted personnel during this period.

July - August

In the period from 11 June to 31 August, the NEW YORK made three cruises between Annapolis, Maryland, and Trinidad, B. W. I., training approximately 1,800 midshipmen from the United States Naval Academy.

Blasted Ashore and Afloat—Sinking ships and burning docks prove the strength of American carrier-based planes during their recent two day strike at Manila Harbor. Few of the badly needed Japanese cargo ships escaped the destruction of American bombs.



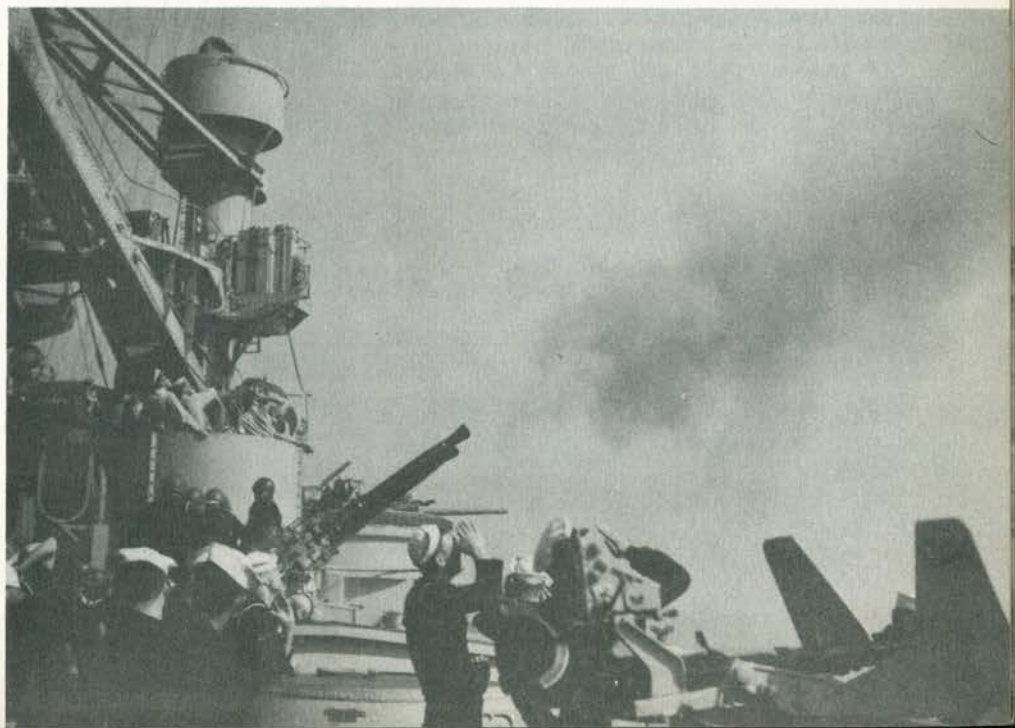
Turret four spits out smoke after firing during target practice at Kahoolawe Island, Jan., 1945.

November 1945

On 21 November the ship started for the West Coast passing through the Panama Canal and arriving at San Pedro, California, on 6 December. During her thirty-four day stay here the NEW YORK underwent an intensive program of gunnery training off San Clemente Island in preparation for future support of amphibious landings.

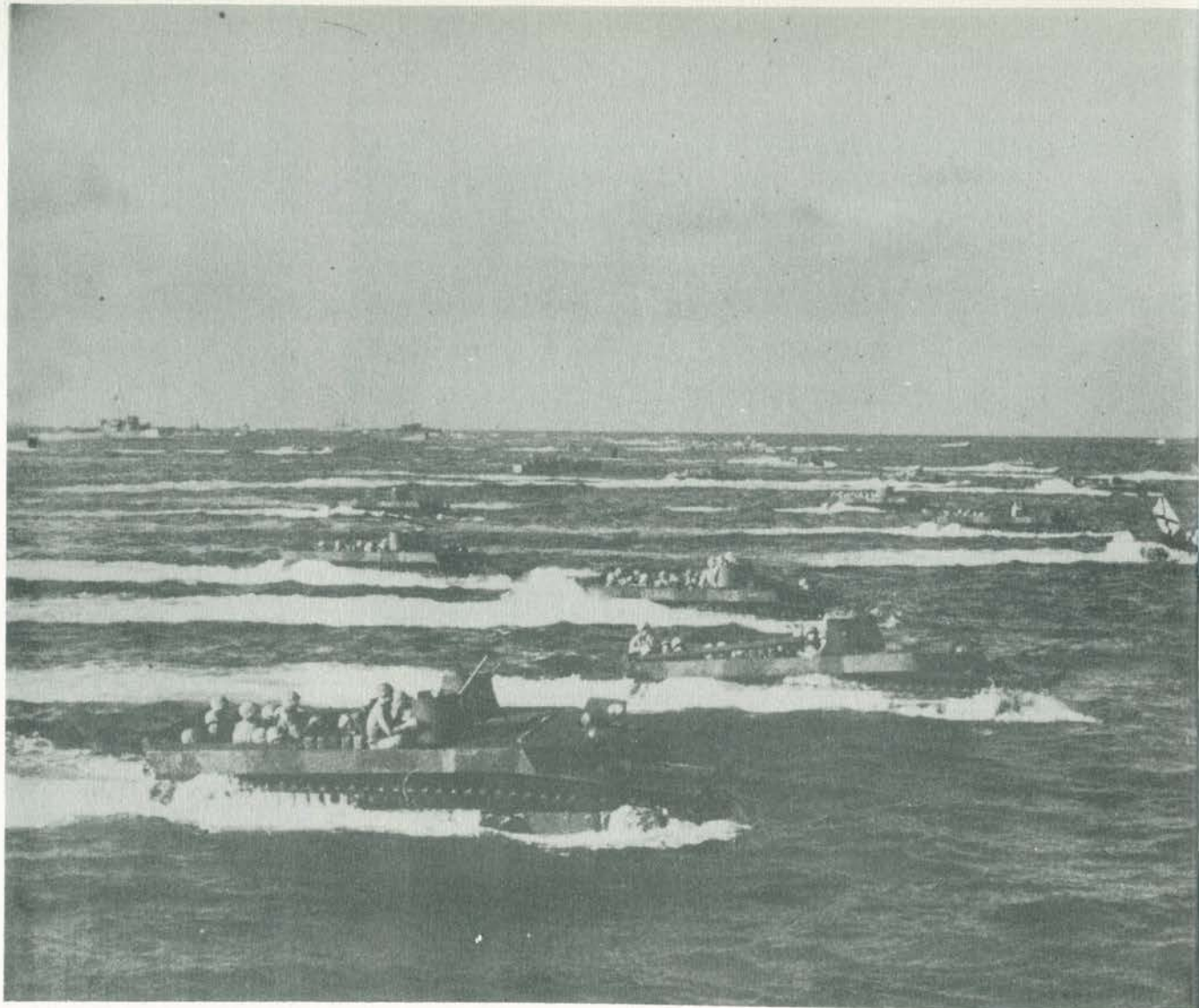
January 1945

Leaving San Pedro on 12 January, 1945, the NEW YORK proceeded to Pearl Harbor from where, after refueling and arming, she set out to join other heavy units of the Pacific Fleet at Ulithi, then forming for the assault of Iwo Jima. En route she lost one blade from her port screw, reducing her maximum speed to 13 knots. Forced to leave the task group with which she was steaming (IDAHO and ARKANSAS), the NEW YORK headed for Eniwetok to survey the damage and await further orders. With her screw still damaged, she left Eniwetok after a two-day stay and proceeded directly to Saipan to meet the task force which had since formed at Ulithi. At Saipan she participated in a rehearsal of the Iwo Jima operation.



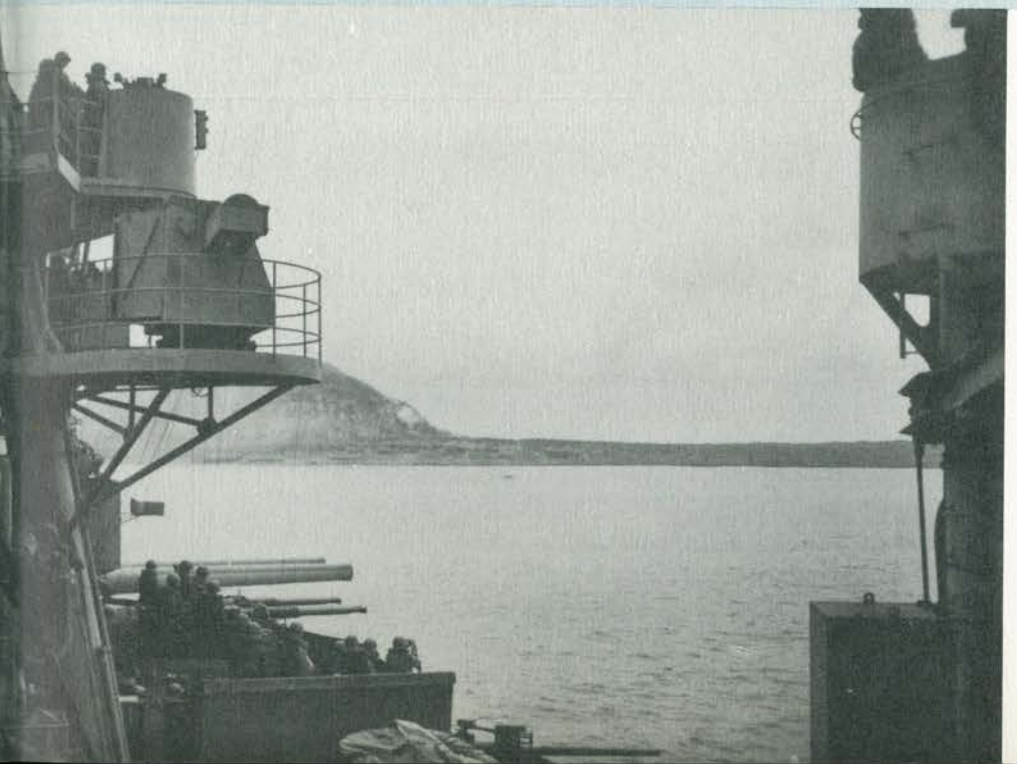
February

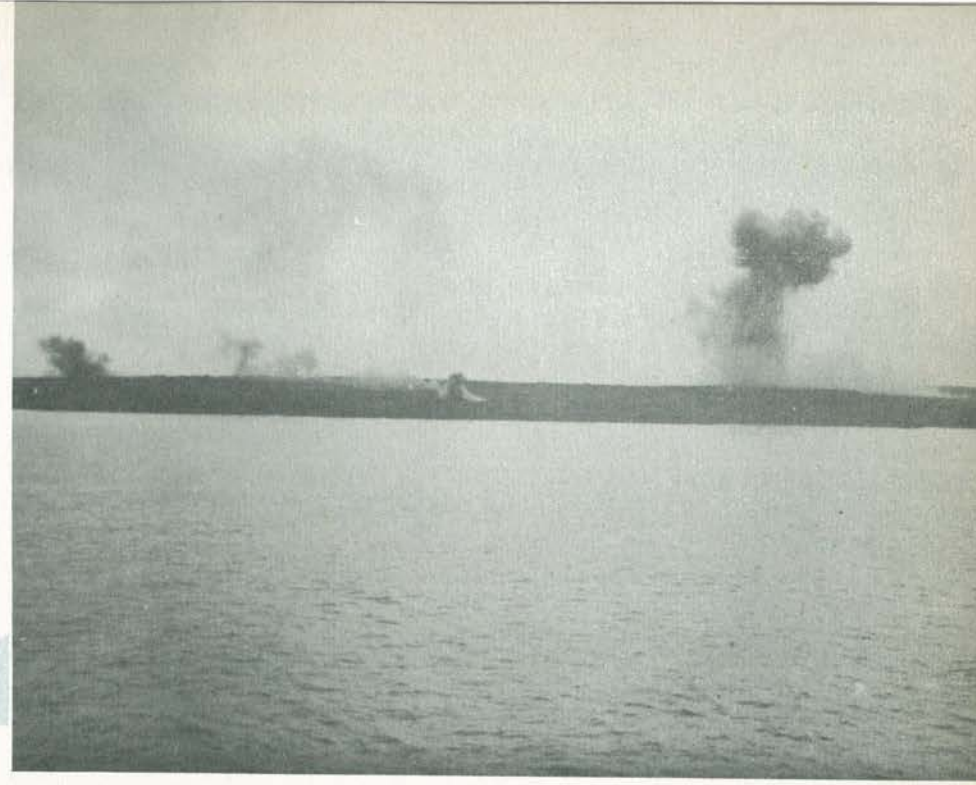
In early February the NEW YORK, her speed still impaired, left Saipan and set out for Iwo Jima well ahead of the main body, which was to catch up later. On February 16 she began the pre-invasion bombardment of Iwo Jima with the others units of Task Force 54. The NEW YORK bombarded for three days, the entire pre-invasion bombardment period, and then was withdrawn because of the damage of her screw. During this three-day period she expended more ammunition than any other ship present. And she made the most colorful shot of the operation with a direct main battery hit on an ammunition storage which resulted in its destruction.



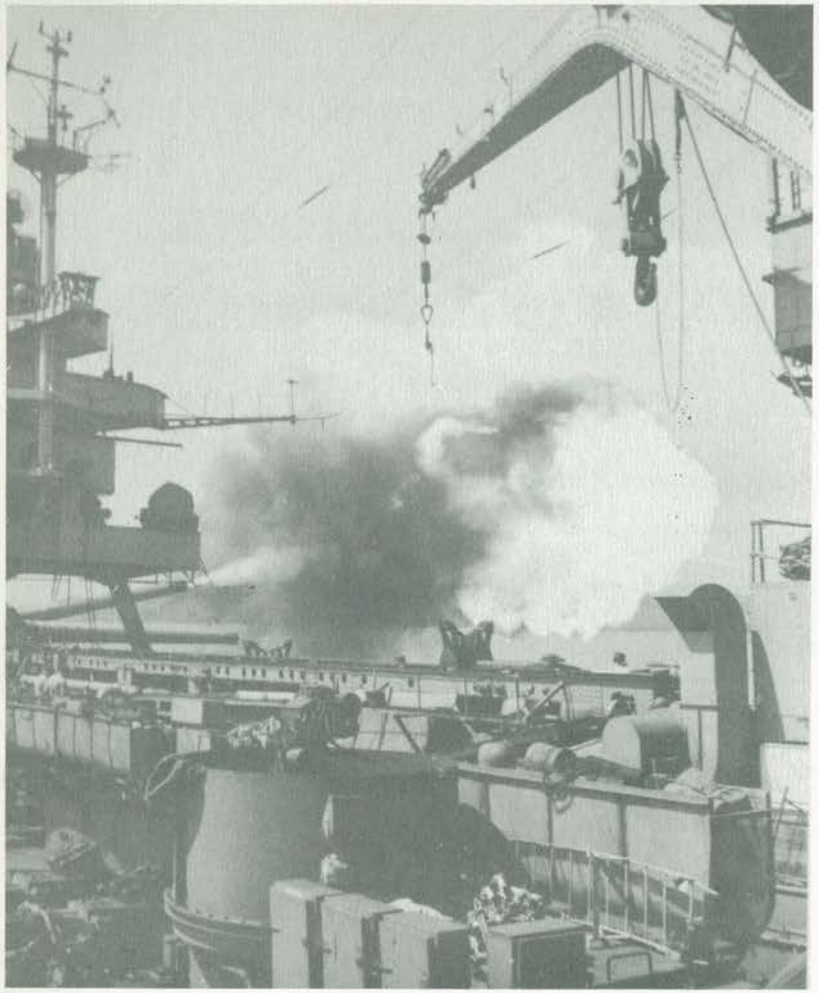
Another Step Towards Tokyo: Marines Smash Ashore at Iwo Jima—slashing through the water towards their objective. Marine-laden amtracs open the battle for the vital base of Iwo Jima. In the background are ships of the vast Navy invasion flotilla. This is an excerpt from a Coast Guard motion picture of the assault, flown back to Washington, D. C., by a Navy officer.

Standing ready for action before Mt. Suribachi on Iwo Jima, February, 1945.

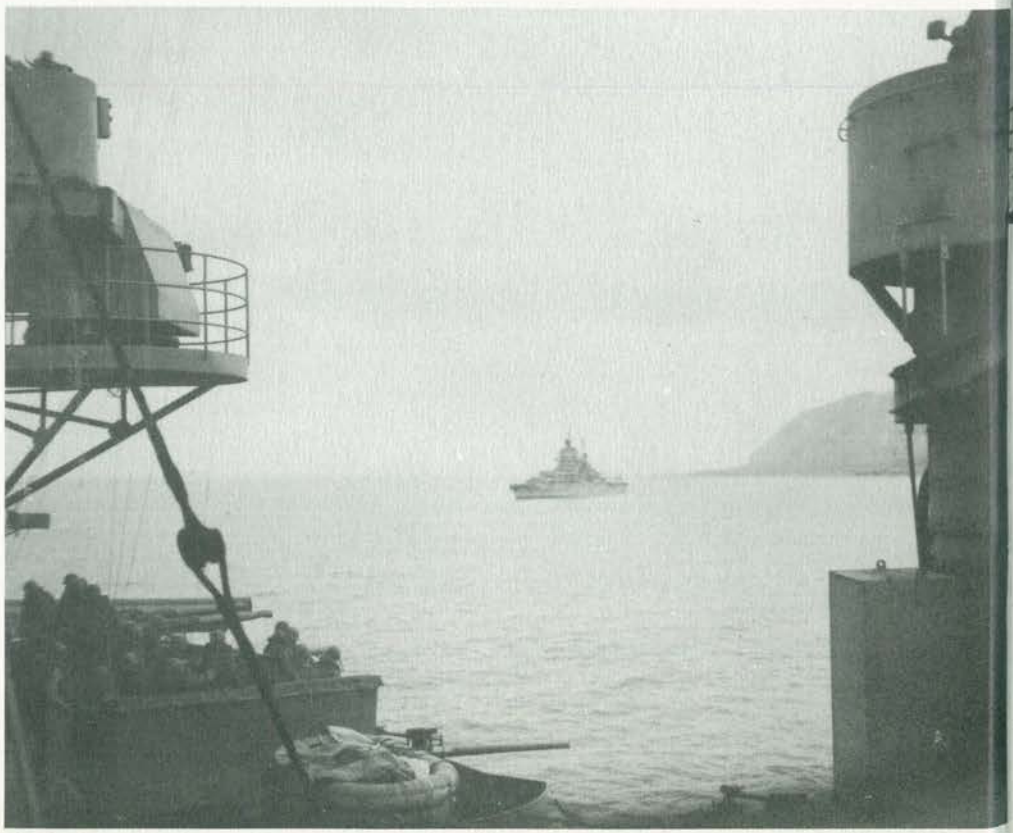


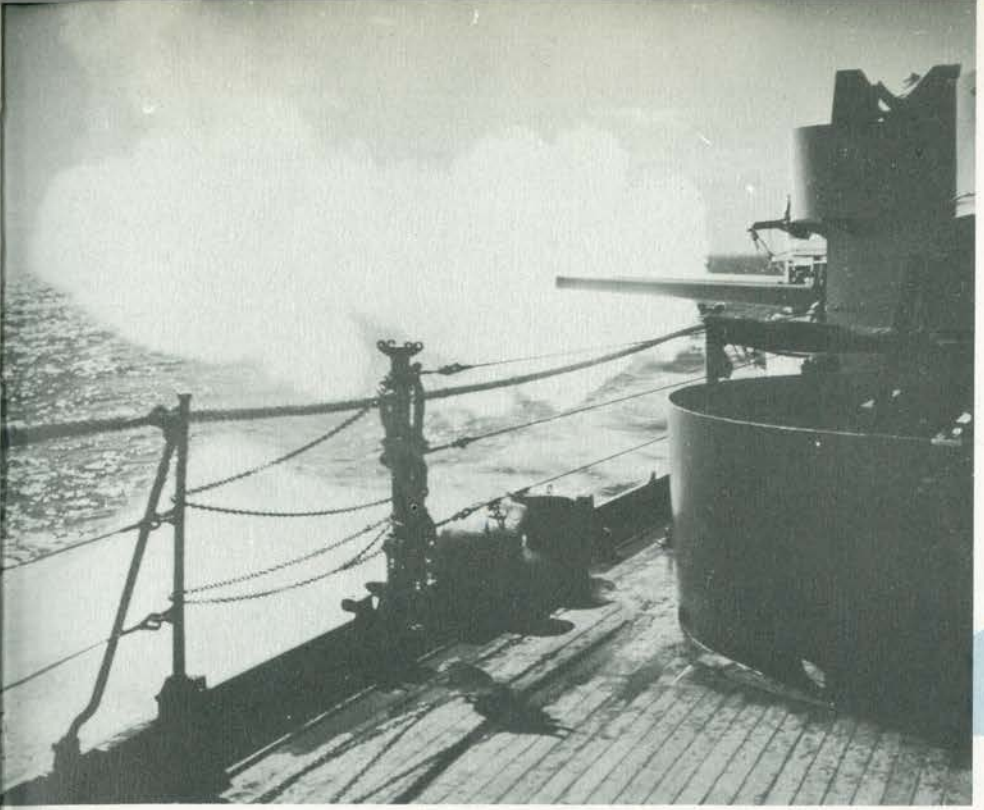


The invasion beaches of Iwo Jima look bare and uninhabitated during the pre-invasion bombardment.

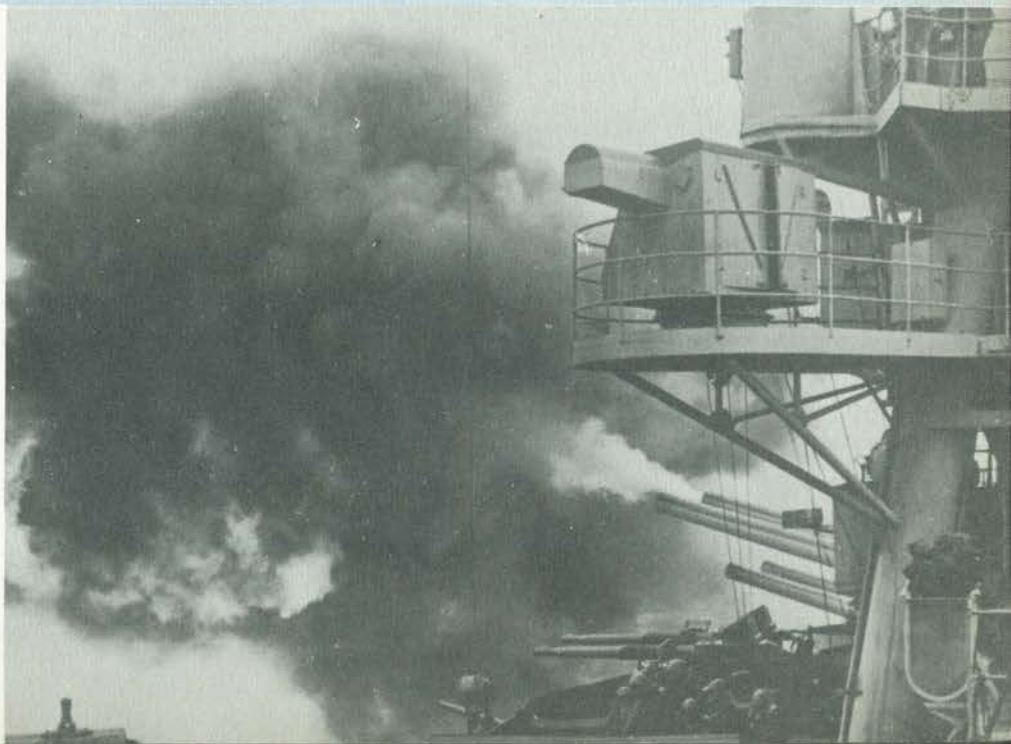


Ships on firing line at Iwo Jima.

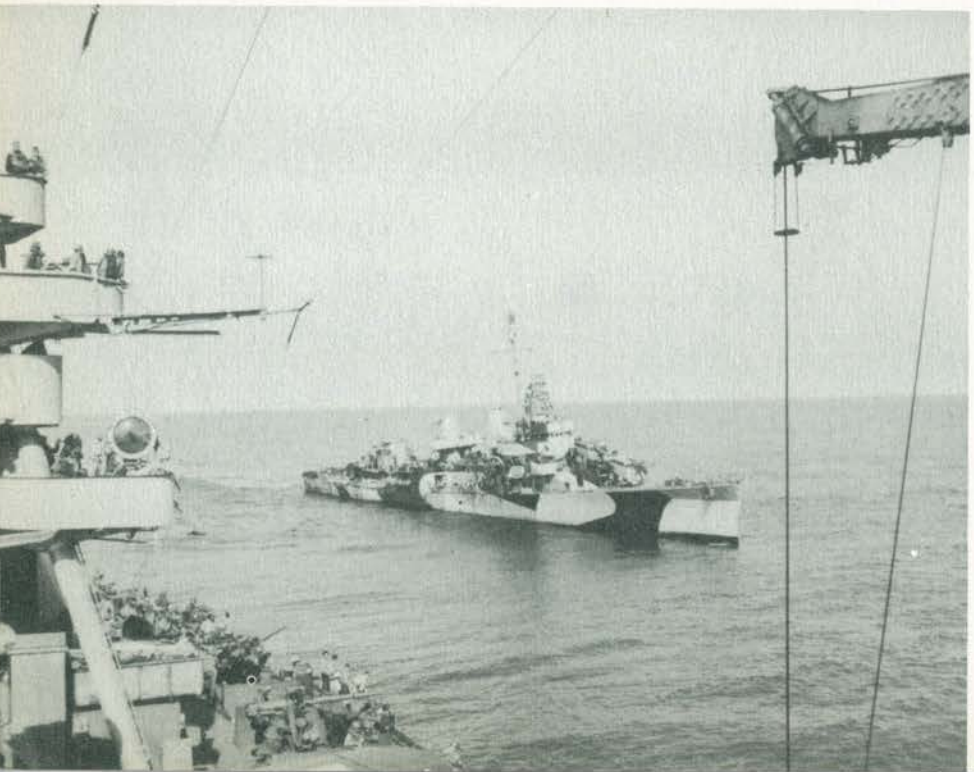


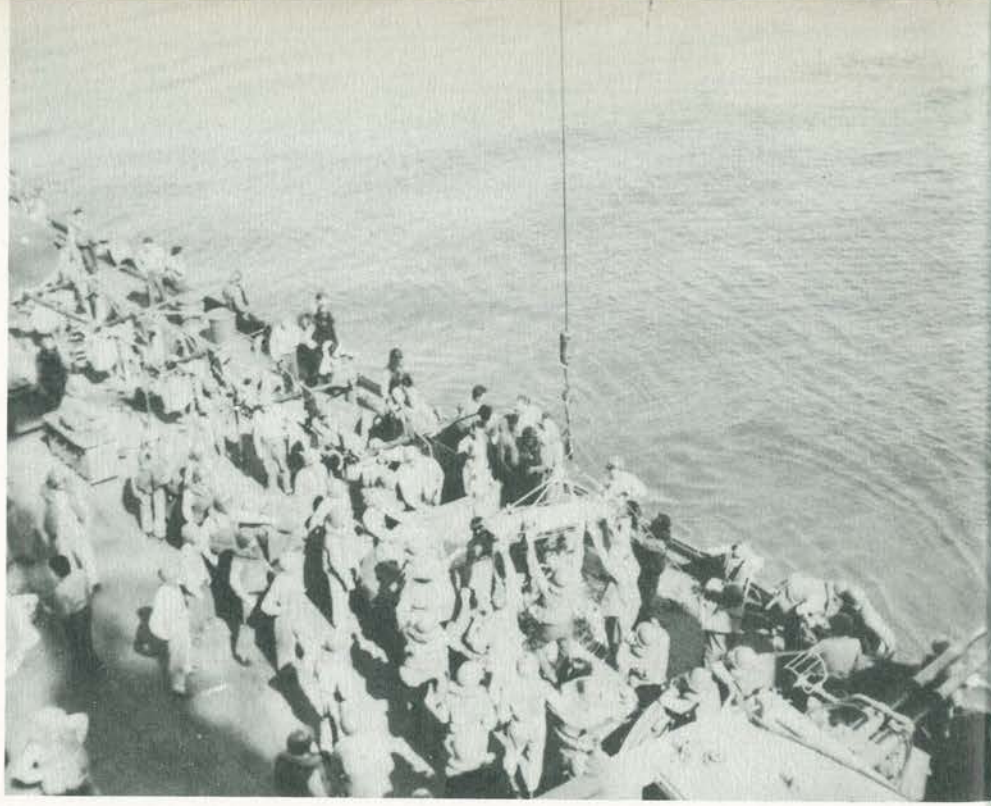


Turrets 1 and 2 blast Iwo Jima during three day pre-invasion bombardment.



Destroyer comes along side to transfer wounded at Iwo Jima.





Receiving wounded aboard at Iwo Jima.

The NEW YORK was under repair at Manus for three weeks in preparation for the assault and occupation of Okinawa Shima. Travelling alone, she arrived at Okinawa on 27 March, L-5 Day, and again joined Task Force 54. For 76 consecutive days following, she remained in action, a period longer than any other capital ship in the longest and largest naval action of the war. The NEW YORK participated in the pre-invasion bombardment, covered the landings on the beaches in front of Yontan Airfield, and furnished close support for the advance of the Tenth Army and Marines from the beginning of the campaign to the very end.

During this 76-day period, the NEW YORK fired more than 11,000 rounds of 14-inch and 5-inch ammunition, some 5,500,000 pounds.

AT OKINAWA

The "BIG MOMENT" in the life of the NEW YORK, came at Okinawa. The long drills of Peace-time; exacting shipboard routine; gunnery exercises—"paid off", at Okinawa:

During 78 days in the Okinawa Campaign the U.S.S. NEW YORK provided more close support for the advance of ground troops than has any other ship in the history of naval warfare. Antiquated, uncomfortable, and ill-equipped to defend herself from the air, she weathered the most intense air attacks of the Pacific War and stuck it out with the Army and Marines from before L-Day to the bitter end.

Following pre-invasion and covering bombardments of 27 March to 1 April and the few days following when she prepared the way for the advance of the First and Sixth Marine Divisions to the north of Ishikawa Peninsula, the NEW YORK moved south in close support of slow advances by the Twenty-Fourth Army Corps.

On the 7th and 8th of April, the 96th Infantry Division was engaged in a furious assault on what one artillery officer later described as the Jap Siegfried Line, anchored at the west by a series of ridges just south of the towns of Kakazu and Machinato. The battle gained such intensity that the official Navy communique later called it the heaviest artillery duel of the Pacific war to date. In answer to requests for support from ground forces who reported critical conditions and heavy enemy opposition from the ridges, the NEW YORK answered with a withering barrage of 14-inch and 5-inch shells, so rapidly that paint on her 5-inch gun barrels blistered and boiled. The Shore Fire Control Officer reported that the firing caused mass exodus of enemy troops and effectively neutralized the area and sent the following message to the ship:

> "I want to give you a 'wonderful shooting'. Well done, well done. You were a major factor in taking the hill and you will go down on our list as one of the best ships we ever spotted for."

After further close support rendered the Twenty-Fourth Army Corps from the west, destruction fire by day and harassing fire by night, the NEW YORK joined the Eastern Bombardment Group on 13 April and on that day joined the first group of battleships to render fire support from inside Nakagusuku Wan (now Buckner Bay).

At this time the Tenth Army was re-deploying and making preparations for an all-out offensive to be thrown against the enemy's Siegfried Line on 19 April. For five days preceding, night and day, the NEW YORK pounded out a path for their advance. On 13 and 14 April strong enemy counter-attacks were repelled by fire support ships, including the NEW YORK. On those dates the NEW YORK pounded the strong eastern flank of the enemy line, Conical Hill, and scored sixteen direct hits with 14-inch shells on enemy fortifications on that commanding position.

On 15 April, the NEW YORK celebrated her thirty-first birthday with continued support for the coming Army drive south, unruffled by a suicide plane hit of the previous night. On 17 April, after five days of heavy action against enemy strong points around Shuri, Yonabaru, and on Chinen Peninsula, the NEW YORK again set the pace by joining the first group of fire support ships to stay inside Nakagusuki Wan all night to cover ground forces.

After having played a major part in setting the stage for the Tenth Army offensive, the NEW YORK, on 19 April, moved south and east and joined fast battleships of Task Force 58 to divert enemy attention from the offensive by what has been called "one of the heaviest bombardments ever made in support of amphibious troops," which were making demonstration landings on southeastern beaches.

For the next few days the NEW YORK operated again from waters in the East China Sea, bombarding from the west in support of bitter fighting by the 27th Infantry division east of Machinato airfield and on the ap-

proaches to Naha and Shuri. During the night of 20 April the NEW YORK answered with 5-inch starshells an urgent call from ground forces who reported attempted enemy infiltration. On 23 April she pounded Sugarloaf Hill, and while Twenty-Fourth Army Corps troops were attacking Hill 178 she supported them by directing neutralizing fire against near-by Hill 187, scoring 12 direct hits on installations on this key hill guarding Shuri, the bastion of the enemy line.

Following the intense activity of 23-24 April, the NEW YORK received the following messages from units of the Tenth Army:

"Thank you. That was some helluva swell shooting you did this afternoon. Hope we have the pleasure of working with you again sometime."

"Highly pleased with your work today. Results have been very satisfactory and (your planes) turned in a very good performance."

During the first days of May, the NEW YORK furnished close and deep support from the west and the east. While newly deployed First Marines in the west advanced slowly toward Naha and the Twenty-Fourth Corps encountered intense opposition around Shuri, the NEW YORK pounded strong enemy positions on high ground from which most opposition was coming.

From 4 May to 14 May, the NEW YORK worked with the Twenty-Fourth Corps and the Marine III Amphibious Corps from a position inside Nakagusuku Wan. The first few days saw heavy enemy counter-attacks, during which time ground forces were preparing for a second all-out offensive set for 11 May. The NEW YORK contributed to reported heavy enemy casualties and softened enemy defenses by pounding the enemy's eastern stronghold, Yonabaru, with 357 tons of main battery ammunition during the three days commencing 4 May. With no more main battery ammunition on board and none left in the area, the NEW YORK continued its bombardment with its 5-inch guns which had already passed their "gun life" point.

From headquarters 7th Infantry Division the NEW YORK received the following message on 8 May:

"NEW YORK work for us has been excellent and we would like her services again when she has been re-armed."

One day after the start of the 11 May offensive, major enemy resistance in the east was centered on Conical Hill and in the center on Shuri. The NEW YORK's secondary battery furnished close support to the 96th Infantry Division on 12 May in their Conical Hill assault by covering strong enemy positions on high ground just south of Conical Hill. During the following days when the 77th Infantry Division and the Sixth Marine Division were pressing on Shuri against heavy opposition, the NEW YORK moved around the island to the west and took under fire enemy fortifications commanding Shuri and Naha.

On 14 May the NEW YORK received the following message from Commander Battleship Division FIVE, on his departure from the area:

"Good luck to you and your gang. You have left nothing to be desired."

On 25 May, with her supply of 14-inch ammunition replenished after 18 days of unpleasant main battery idleness, the NEW YORK moved in to support final stages of the assault against Shuri. Now working with the First Marine Division, the NEW YORK, during 25-27 May, played a major part in the annihilation of enemy troops evacuating Shuri.

On 26 May, Lt. (jg) R. R. REILAND, flying a NEW YORK spotting plane, observed the first movements of enemy troops from besieged Shuri—the first sizeable troop movements in the Okinawa Campaign. Headquarters First Marine Division, when informed, requested the NEW YORK to open fire with her main battery which she did immediately. Marine artillery, coached on by Lt. (jg) REILAND, and other fire support ships joined in and inflicted severe casualties on the enemy. For two days the NEW YORK hammered the retreating enemy in their narrow escape corridor.

For its prompt action on 26 May, the NEW YORK received the following message from Headquarters First Marine Division:

"Thank you for the way in which you started firing so fast. We expected to wait about an hour after we requested your fire. It was very good. You boys out there are really doing a good job. Believe me, we really appreciate it very much."

On 27 May, the Commanding General, First Marine Division, sent the following message to the NEW YORK, NEW ORLEANS, and VINCENNES:

"Our congratulations and thanks for prompt response this afternoon when Nips were caught on the road with kimonos down."

As the enemy fled southward during the first days of June, the NEW YORK was there to meet them just as it had been on L-Day. The NEW YORK covered the amphibious landing of the Sixth Marine Division on Naha Peninsula on 4 June and worked in close support of the Sixth Marines against the few remaining Japanese defenses around Naha Airfield. When Japan "wrote off" Okinawa on 7 June, the NEW YORK was smashing its retreating troops just north of Itoman Town.

The NEW YORK departed on 11 June, after close participation in the entire campaign, with this message from Vice Admiral Hill, CTF 31:

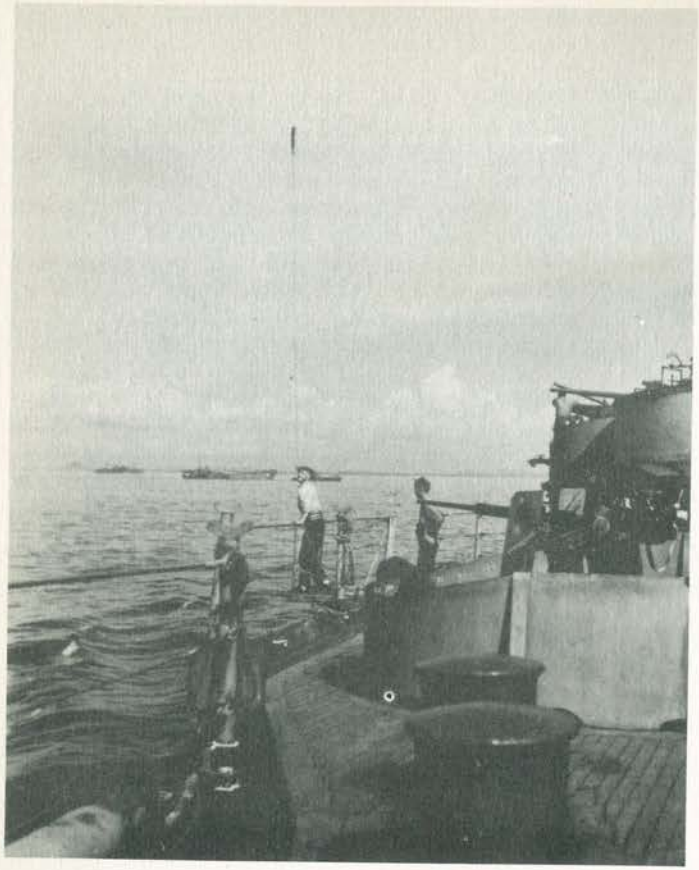
"Your departure would bring comfort to a lot of Japs were they alive to know of it. Your accurate gunfire and your aggressive spirit have done much to speed this campaign. Saw you do the same thing 28 years ago in the North Sea. Well done!"

OKINAWA STATISTICS:

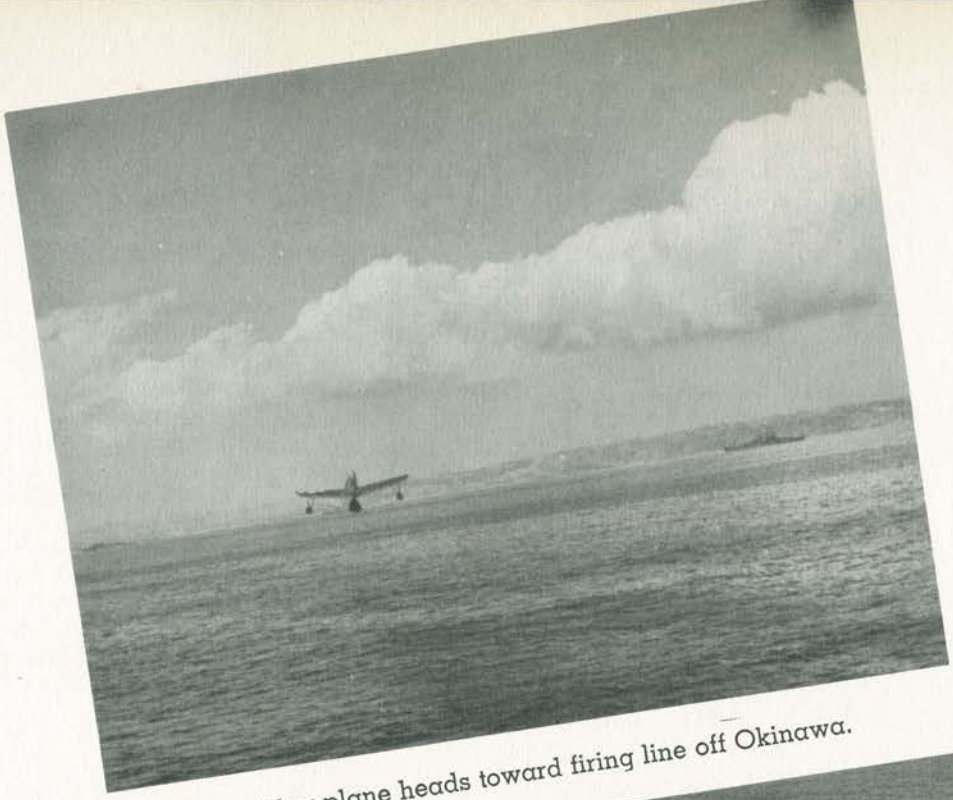
Days in the combat area (believed to be a record)	78
Number of days on firing line	46
Number of nights firing assignments	34
Number of times ship re-armed	9
Bombardment ammunition expended (main and secondary batteries)	11,160 rounds 5,652,775 pounds
Number of air alerts (length varied from 2 minutes to 8 hours 40 minutes)	206
Time spent at air defense stations	360 hours
The equivalent of	15 days

Ebb-Tide of Empire—The long roll of the Jap tide of empire washes to the shores of Okinawa in the Ryukyus on its course back to the Nippon homeland. Landing craft of the Navy armada which transported and supported ground forces in the campaign, populate the waters off the shores of the island. The battle began on April 1, 1945.

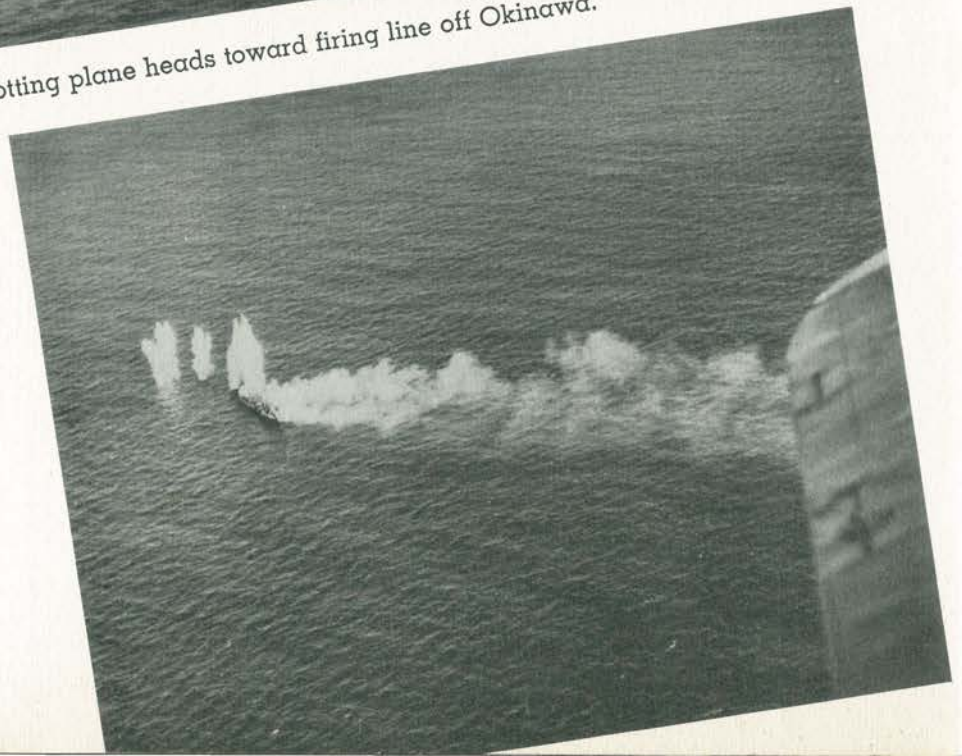
Ie Shima Promontory—A Navy photographer flying over the pinpoint island of Ie Shima, just west of the northern portion of Okinawa Jima, took this close-up of the tiny island's highest point. It was on this dot of land that Ernie Pyle, famed war correspondent, was killed by a Jap sniper.



Manning the chains during the special sea detail while entering anchorage off Okinawa.



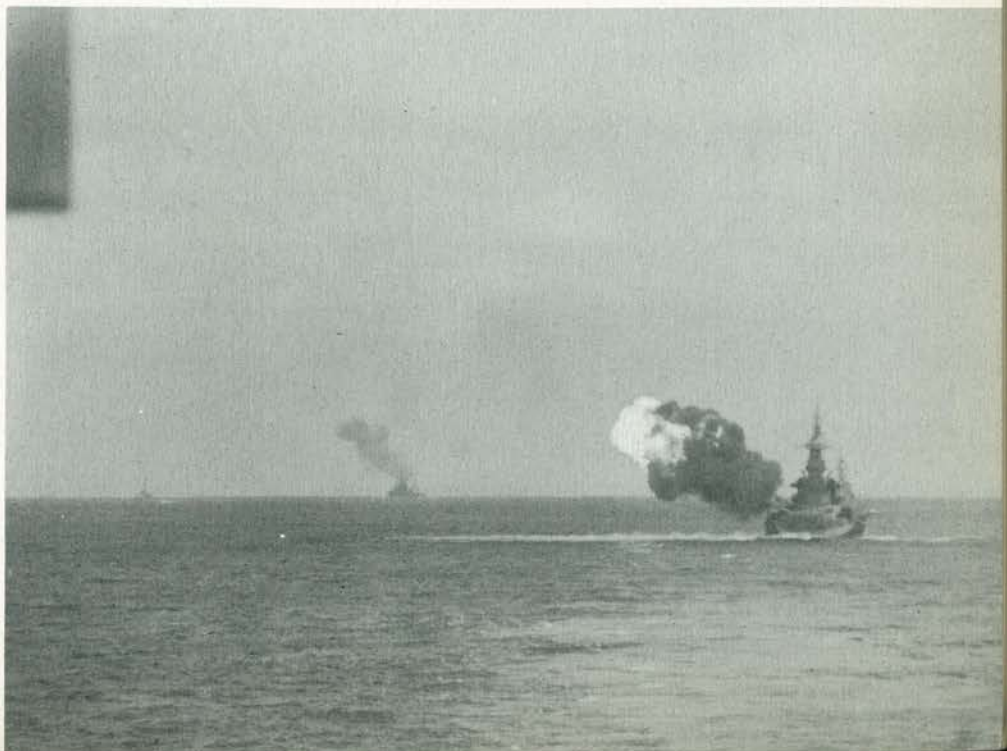
Spotting plane heads toward firing line off Okinawa.



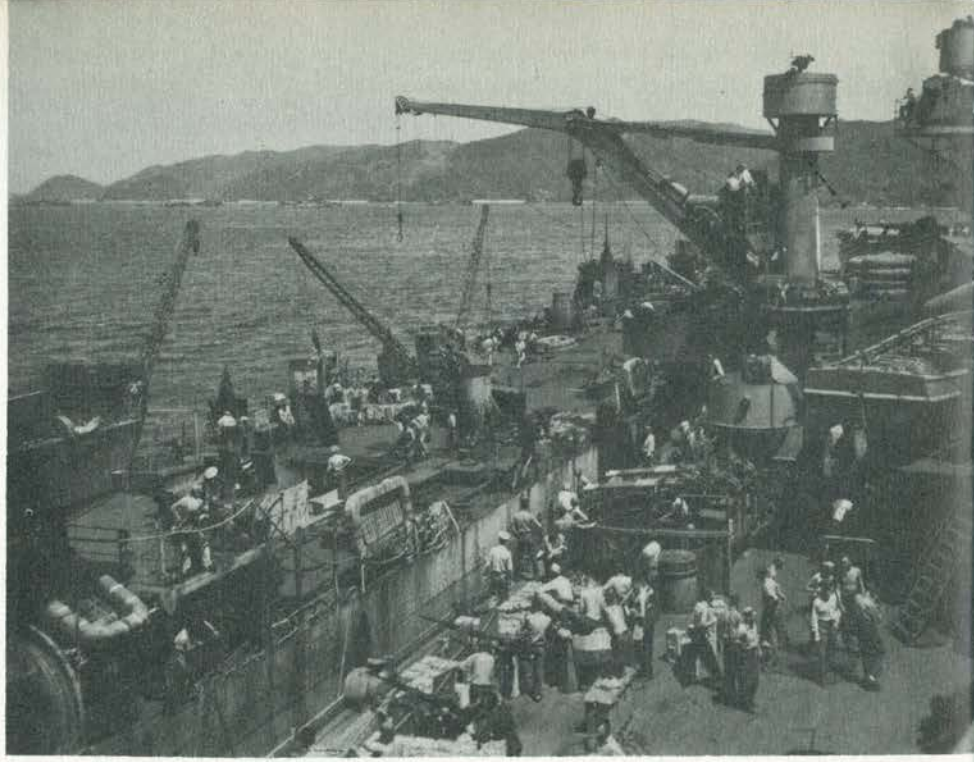
Planes of Third Fleet Strike at Japs on Okinawa — Smoke seeps from a Jap ship following a strike by carrier-based planes during the raid by Admiral Halsey's Third Fleet on October 10, 1944, on Okinawa in the Rynkyu Islands. The ship was later sunk.

Navy Air Arm Blasts Okinawa—Smoke rises from bomb hits scored by Navy carrier-based bombers during the barrage preceding the landing of Army troops and Marines on Okinawa on Easter Sunday, April 1, 1945.

Battleship's Shells in Mid-Air—Caught by the camera as they soared through the sky en route to distant targets on Okinawa, the 16-inch projectiles hurled by the Navy battleship at the right resemble a flight of planes against the dark sky. Behind them, jets of vari-colored smoke mark their starting place.

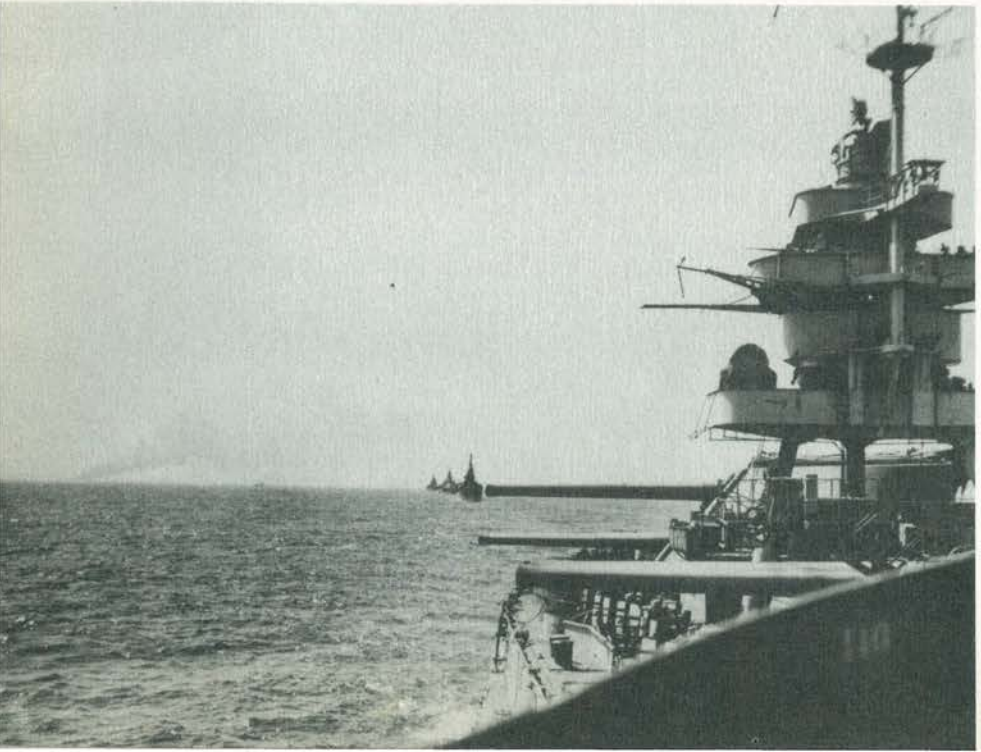


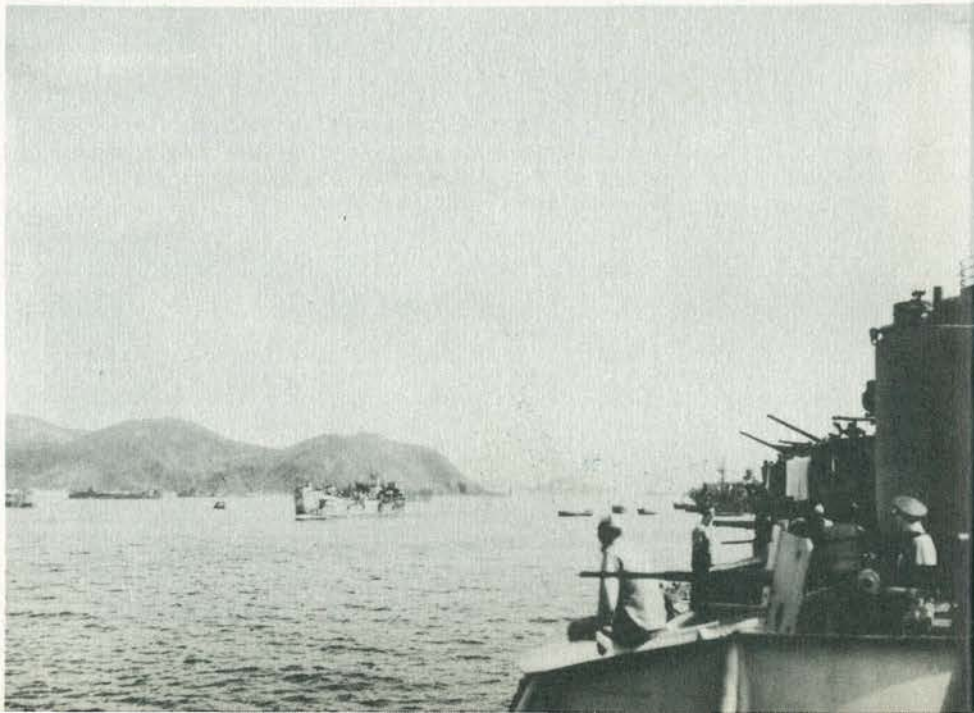
Loading more AA ammunition from LST at Kerama Rhetto.

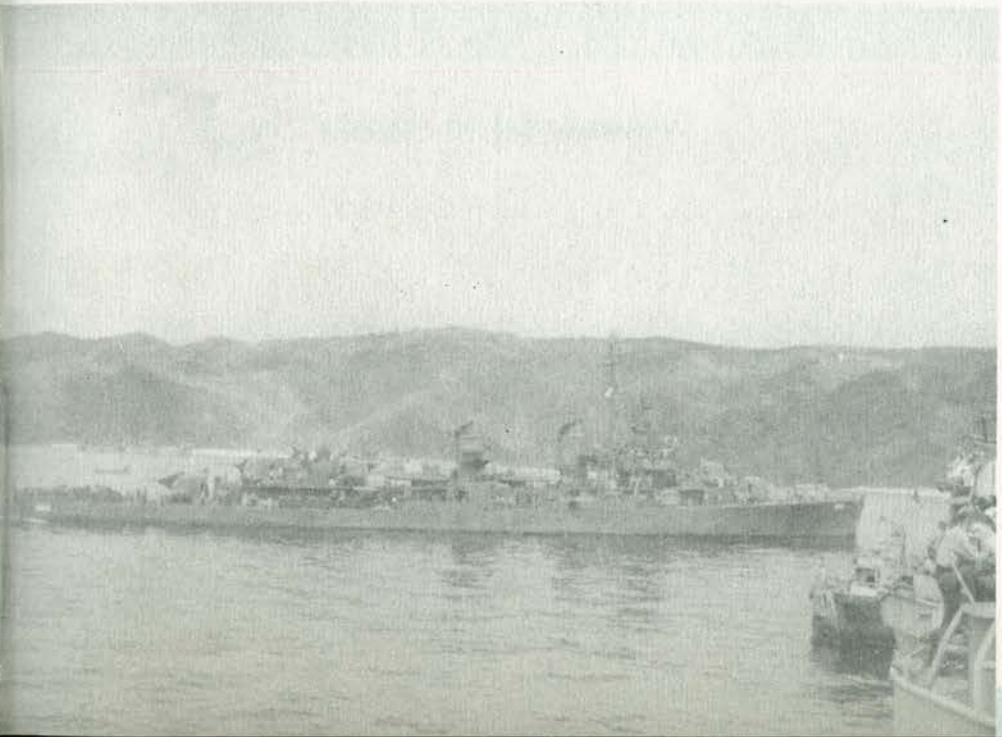


Kerama Rhetto again for more stores and ammunition.

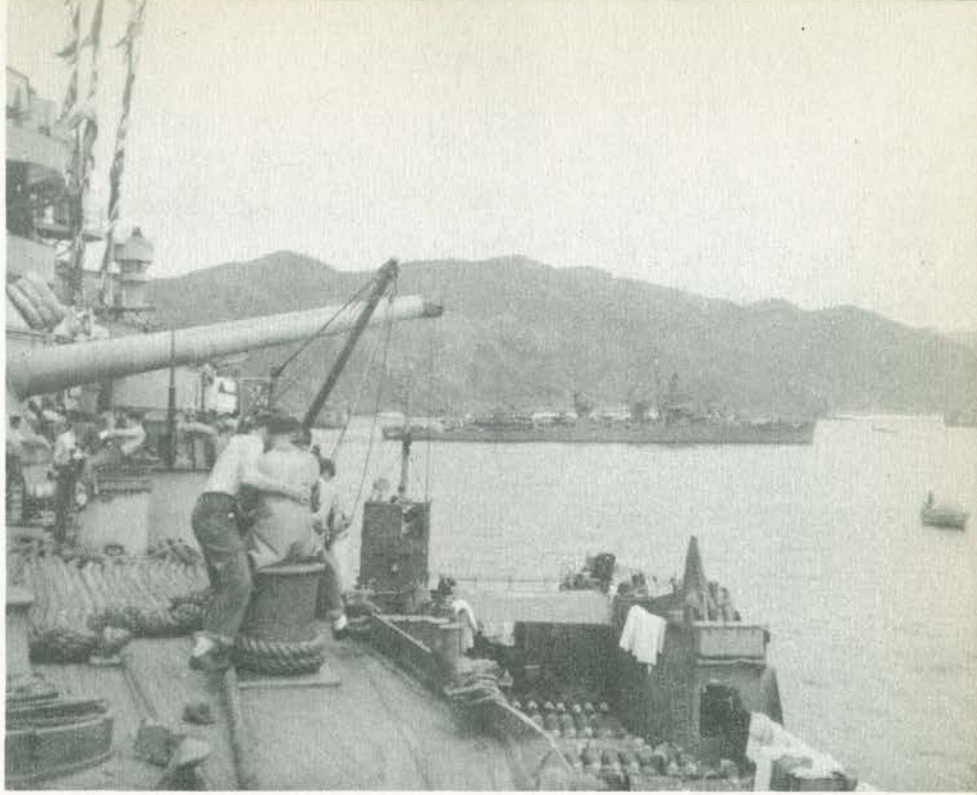
First day on the firing line; guns are trained out toward Jap Okinawa defenses. March 27, 1945.





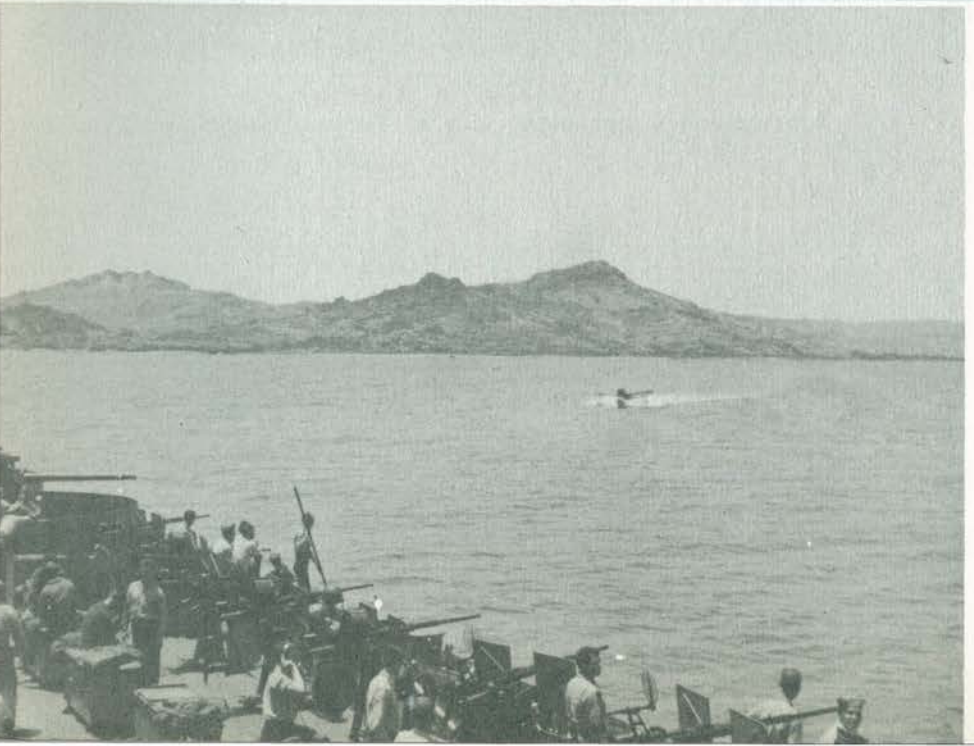


Destroyer passes close aboard at Kerama Rhetto.

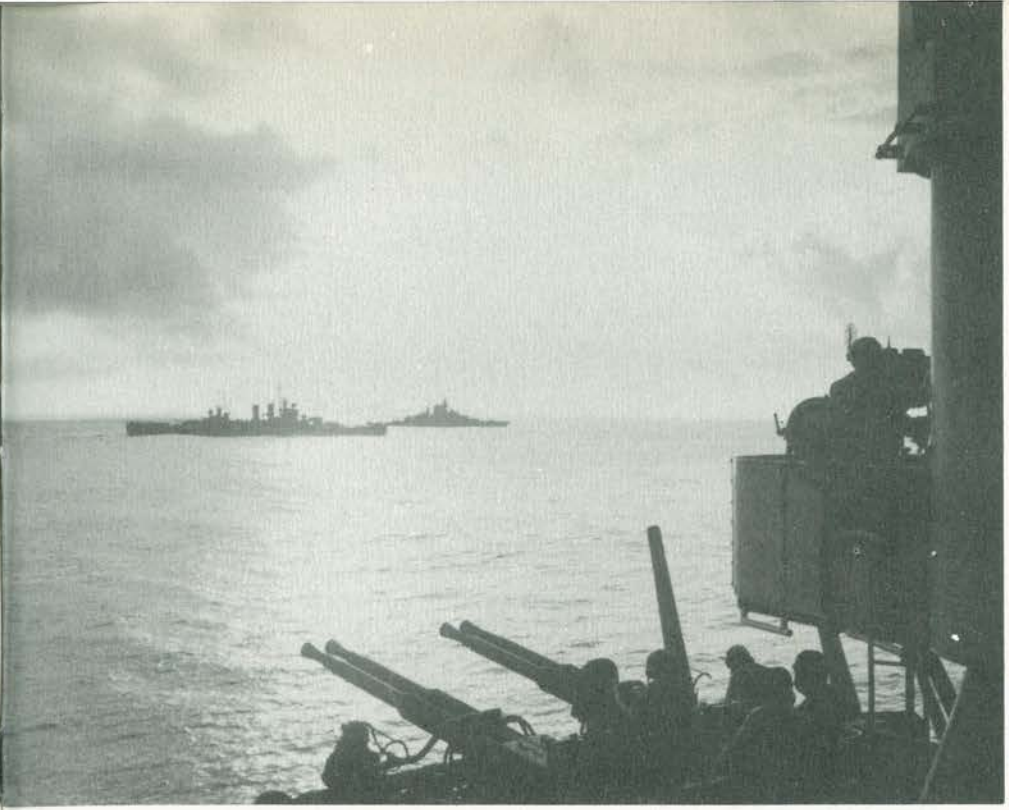


Ammunition comes along side at Kerama Rhetto.

One of our planes returns after a spotting mission over Okinawa.

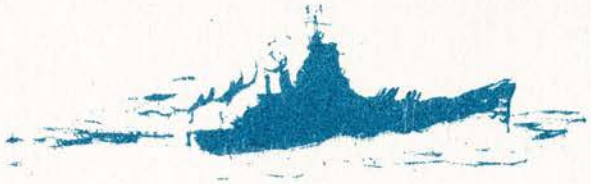


A peaceful day off Okinawa.



New "Rising Sun" For Okinawa.

A carrier of the Shokako class.



Ie Shima Pinpoint Island Near Okinawa.

Invasion Craft Hit the Beach On Iheya Jima—Invasion craft reach the beach on Iheya Jima June 3 as American forces invade that strategic island, about 15 miles from Okinawa, battleground of ours and Japanese forces. Smoke rises from a burning enemy emplacement hit by a shell near the small village where the craft are landing.

AVIATION UNIT U.S.S. NEW YORK

Performance of the U.S.S. NEW YORK'S aviation unit at Okinawa was truly outstanding. Its accurate spotting, keen observing, and willing and tireless cooperation with this ship, other ships, and ground forces, are to be especially noted. Indicative of its sustained excellent performance during the NEW YORK'S entire stay is the following message received from the Commanding General, First Marine Division, on 21 May:

> "The CG wishes to commend the action of Lt. REILAND, U.S.N., on May 17. Com. Gen. 1st Mar. Div. boots action to CO USSNY. Being unable to bring naval gunfire to bear he requested permission to spot field artillery fire. He accurately spotted the fire of the Sixth Battalion of 155 howitzers, destroying two enemy guns. He also gave valuable information of hostile troops and strong points which materially aided the advance of our troops."

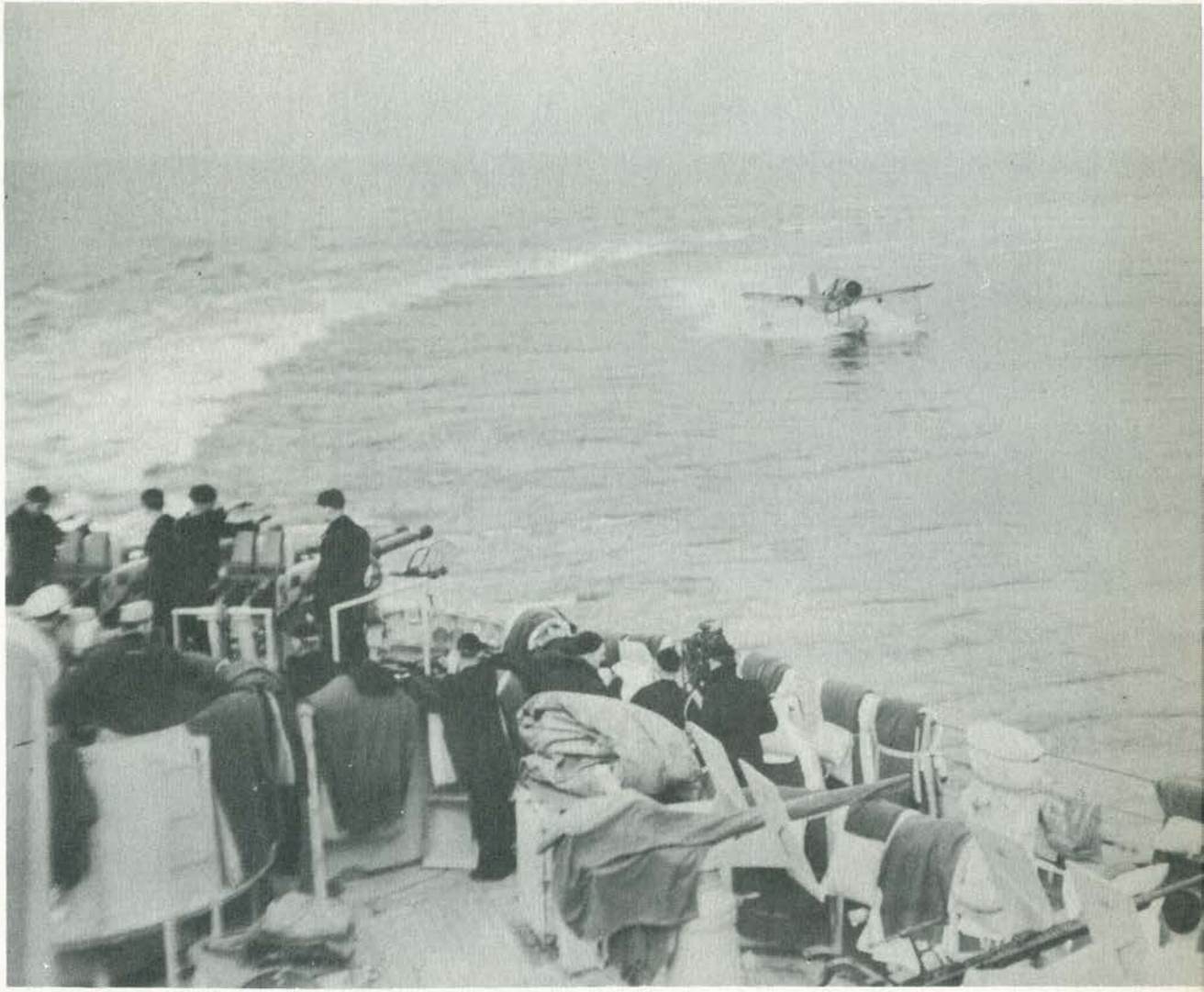
AVIATION UNIT STATISTICS

Days in Action	78
Flying Days	51
Flight Hours	635
Flights	197
Approx. Miles Traveled	51,538
Gasoline Expended	11,352 gallons
Ammunition Expended (30 cal.)	30,000 rounds

In addition to spotting the NEW YORK'S gunfire, the planes spotted for gunfire of the following units:

U.S.S. WEST VIRGINIA, U.S.S. NEW MEXICO, U.S.S. MOBILE, U.S.S. ST. LOUIS, U.S.S. NEW ORLEANS, U.S.S. LOUISVILLE, U.S.S. LAWS, U.S.S. HALL, U.S.S. BARTON, U.S.S. HOOD, U.S.S. ROOKS, FIRST MARINE DIV., 77th INF. DIV., 7th INF. DIV.

No NEW YORK planes were fatally hit by AA fire during the operation, though subjected to it almost constantly. Non-fatal hits were sustained on eight occasions. One air-sea rescue was effected by Ensign D. NITZ 300 yards off an Okinawa beach under AA fire, on 31 March.



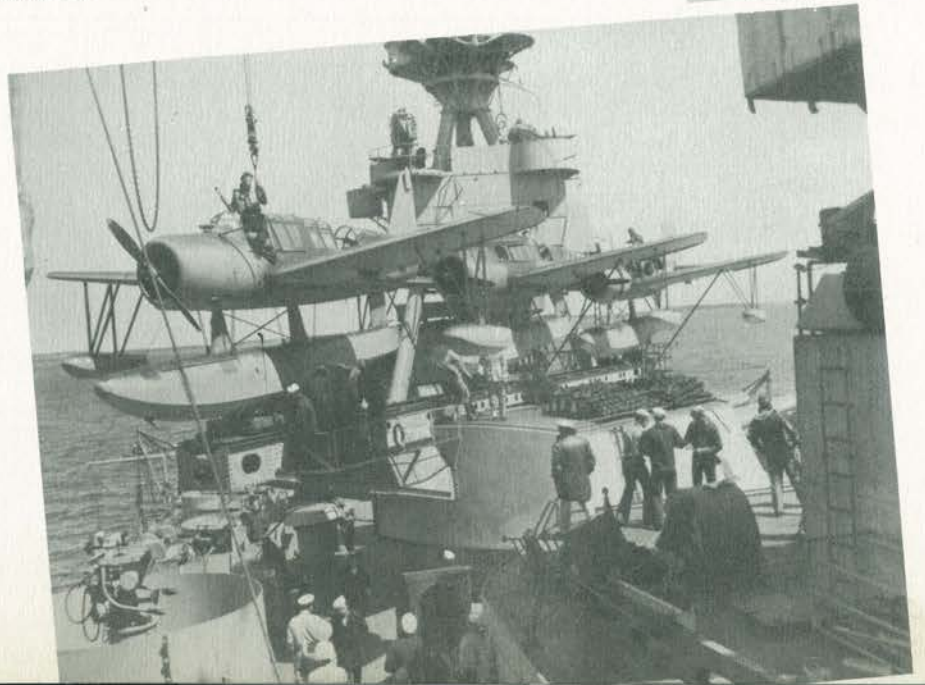
Ship swings hard to port to create slick for a "Charlie" recovery of an OS2U.

An OS2U on deck for an overhaul.

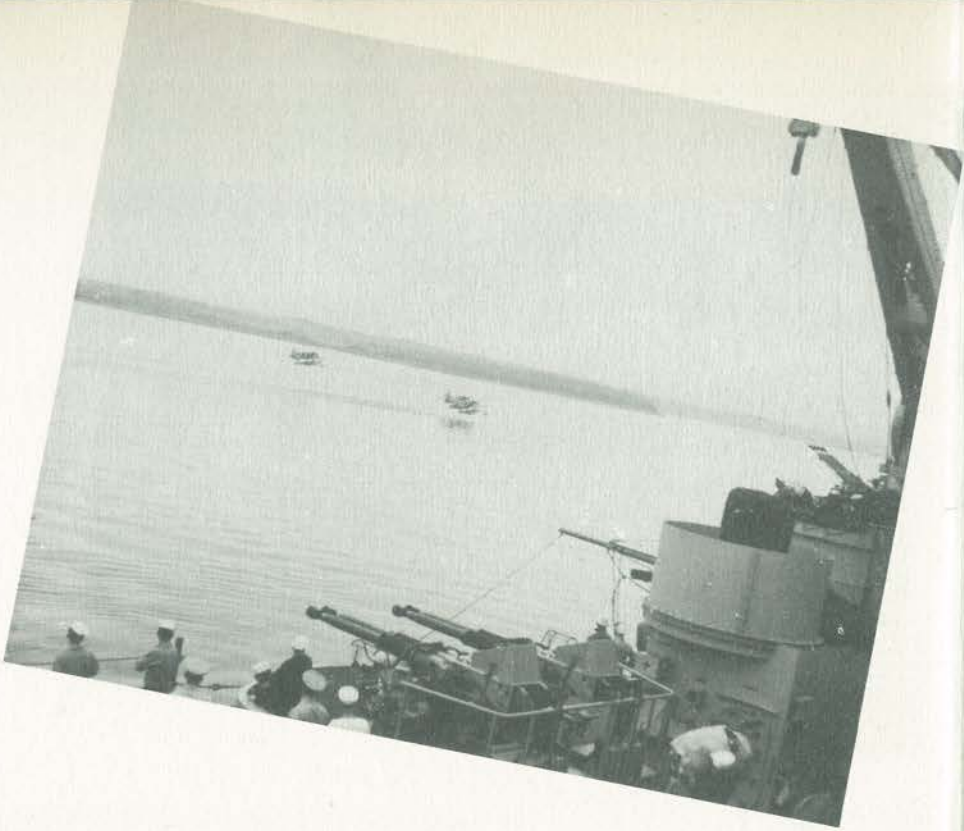
Battleship's "Eyes" Goes Aloft For A Look—Known as the "eyes" of a battleship, an observation plane takes off from a catapult for an aerial patrol off the U. S. East Coast.

An OS2U being repaired on deck.

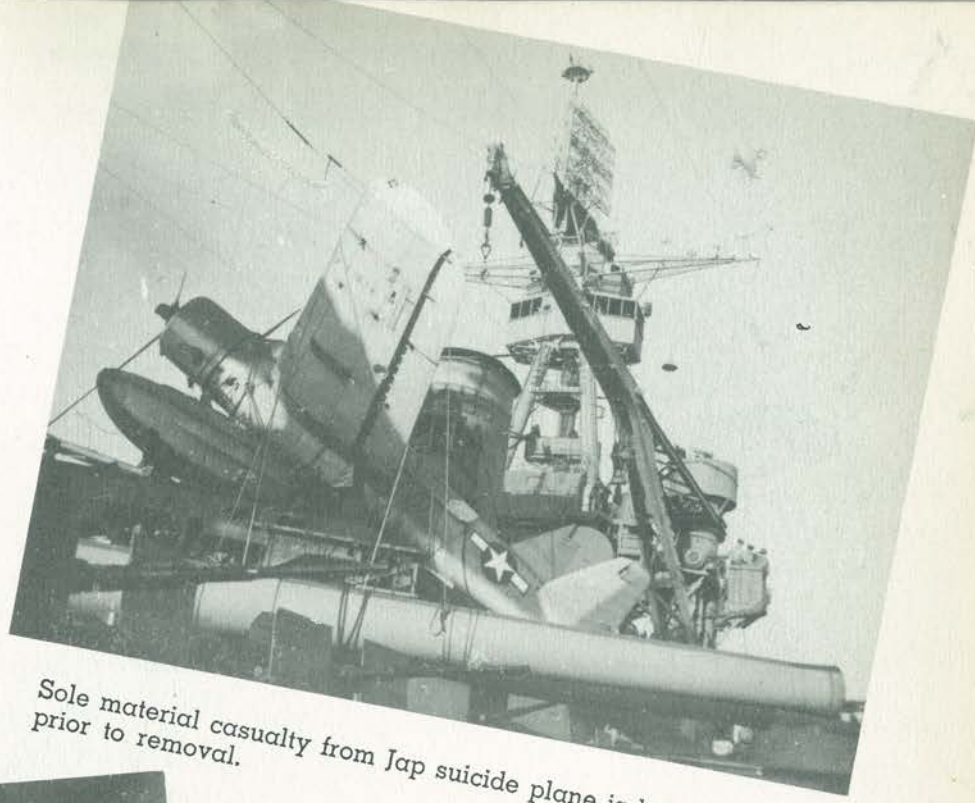
Loading Port Bomb on OS.



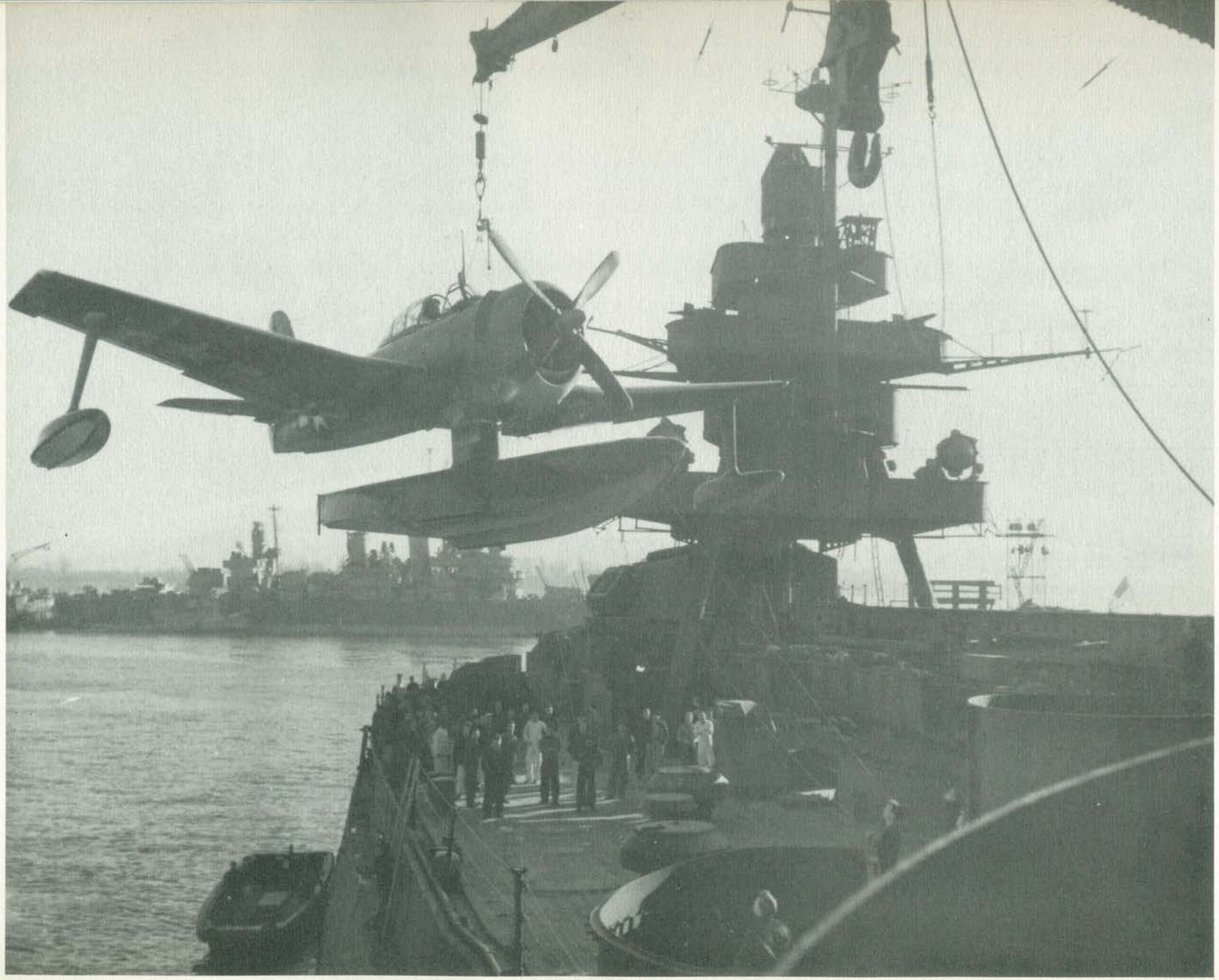
Aviation gang ready with long poles to keep plane from hitting side.



Crippled "Kingfisher" shows evidence of suicide plane attack.



Sole material casualty from Jap suicide plane is lashed down prior to removal.



1945

Though repeatedly subjected to all forms of enemy attack—torpedoes, bombs, coast artillery and suicide planes by the Japanese at Okinawa, coast artillery by the French at Safi, and torpedoes by the Germans at Fedala, North Africa—the NEW YORK was hit only once and then sustained only superficial damage to the ship and two minor personnel casualties. The ship, unbelievably lucky through all its thirty-one years, is one of the three of the thirteen old battleships of the United States Fleet to weather the entire war undamaged.

June

The NEW YORK left Okinawa on 12 June after the island had been declared secured and proceeded to Pearl Harbor, via Ulithi and Eniwetok. At Pearl Harbor she was completely regunned, both 14-inch and 5-inch, the first major ship ever regunned at an advanced base.

Nearly ready for battle again when the war ended, the NEW YORK was sent to San Pedro loaded with 850 passengers ready for discharge and transfer in the United States.

INSTRUMENT OF SURRENDER

We, acting by command of and in behalf of the Emperor of Japan, the Japanese Government and the Japanese Imperial General Headquarters, hereby accept the provisions set forth in the declaration issued by the heads of the Governments of the United States, China and Great Britain on 26 July 1945, at Potsdam, and subsequently adhered to by the Union of Soviet Socialist Republics, which four powers are hereafter referred to as the Allied Powers.

We hereby proclaim the unconditional surrender to the Allied Powers of the Japanese Imperial General Headquarters and of all Japanese armed forces and all armed forces under Japanese control wherever situated.

We hereby command all Japanese forces wherever situated and the Japanese people to cease hostilities forthwith, to preserve and save from damage all ships, aircraft, and military and civil property and to comply with all requirements which may be imposed by the Supreme Commander for the Allied Powers or by agencies of the Japanese Government at his direction.

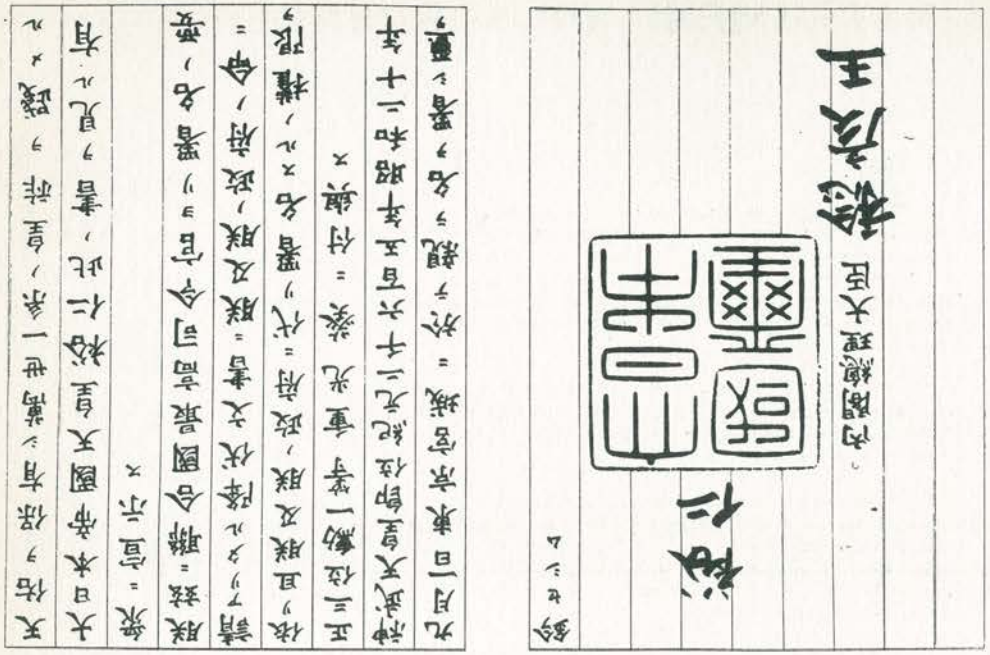
We hereby command the Japanese Imperial General Headquarters to issue at once orders to the Commanders of all Japanese forces and all forces under Japanese control wherever situated to surrender unconditionally themselves and all forces under their control.

We hereby command all civil, military and naval officials to obey and enforce all proclamations, orders and directives deemed by the Supreme Commander for the Allied Powers to be proper to effectuate this surrender and issued by him or under his authority and we direct all such officials to remain at their posts and to continue to perform their non-combatant duties unless specifically relieved by him or under his authority.

We hereby undertake for the Emperor, the Japanese Government and their successors to carry out the provisions of the Potsdam Declaration in good faith, and to issue whatever orders and take whatever action may be required by the Supreme Commander for the Allied Powers or by any other designated representative of the Allied Powers for the purpose of giving effect to that Declaration.

We hereby command the Japanese Imperial Government and the Japanese Imperial General Headquarters at once to liberate all allied prisoners of war and civilian internees now under Japanese control and to provide for their protection, care, maintenance and immediate transportation to places as directed.

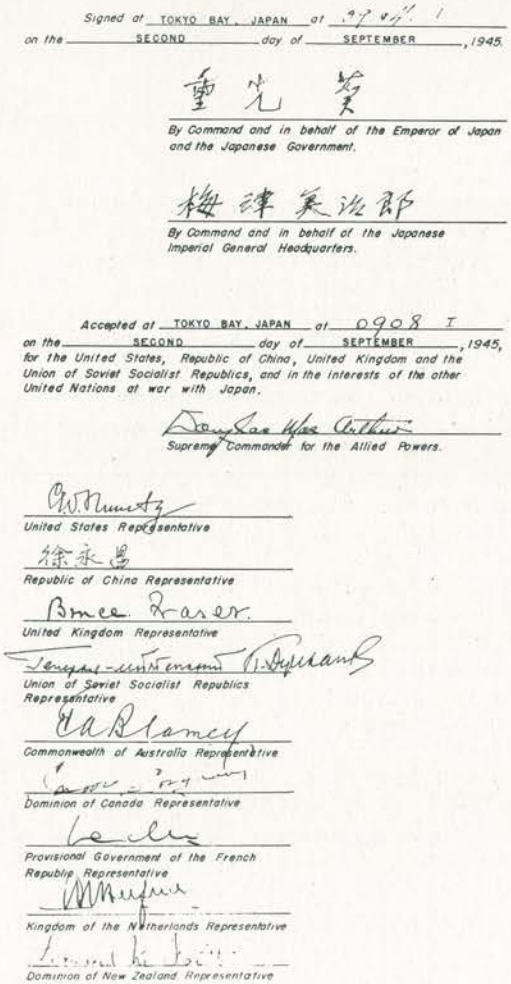
The authority of the Emperor and the Japanese Government to rule the state shall be subject to the Supreme Commander for the Allied Powers who will take such steps as he deems proper to effectuate these terms of surrender.



天佑ヲ保有シ萬世一系ノ皇祚ヲ踐メル
大日本帝國天皇裕仁ハ書ヲ見ル有
衆ニ宣示ス
昨ハ聯合國最高司令官ノ要求ニ應ジ今ヤ
請フ降伏文書ニ珠璽ヲ鈐セシメ
且ツ珠璽ヲ捺シ政府ノ名ニ
正ニ依リ一撃ニ付與ス
神武天皇ヨリ二千六百五十年
九月一日東京灣ニ於テ親ラ要ス

勅令ヲ以テ
樞密院議長ニ
御名御璽

Hirohito's Authorization To Jap "Surrender Deputy"—This document was issued by Emperor Hirohito to Mamoru Shigemitsu, Foreign Minister of Japan, Authorizing the latter to sign the Surrender Instrument on behalf of the emperor and Japan aboard the USS Missouri on September 2, 1945. The large square "box" contains the Seal Of the Jap Empire, the black characters over the seal are Hirohito's signature. Prime Minister of Japan countersigned the document.



Signed at TOKYO BAY, JAPAN at 9ｱﾏ. 1
on the SECOND day of SEPTEMBER, 1945.

By Command and in behalf of the Emperor of Japan and the Japanese Government.

By Command and in behalf of the Japanese Imperial General Headquarters.

Accepted at TOKYO BAY, JAPAN at 0908 I
on the SECOND day of SEPTEMBER, 1945,
for the United States, Republic of China, United Kingdom and the Union of Soviet Socialist Republics, and in the interests of the other United Nations at war with Japan.

Douglas MacArthur
Supreme Commander for the Allied Powers.

United States Representative

Republic of China Representative

United Kingdom Representative

Union of Soviet Socialist Republics Representative

Commonwealth of Australia Representative

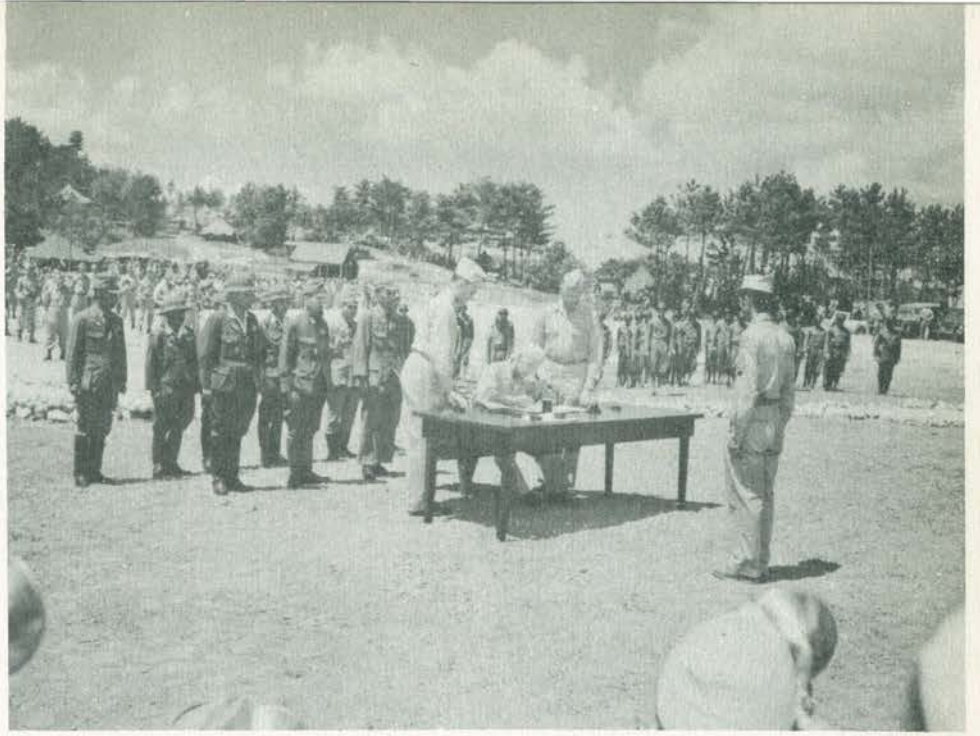
Dominion of Canada Representative

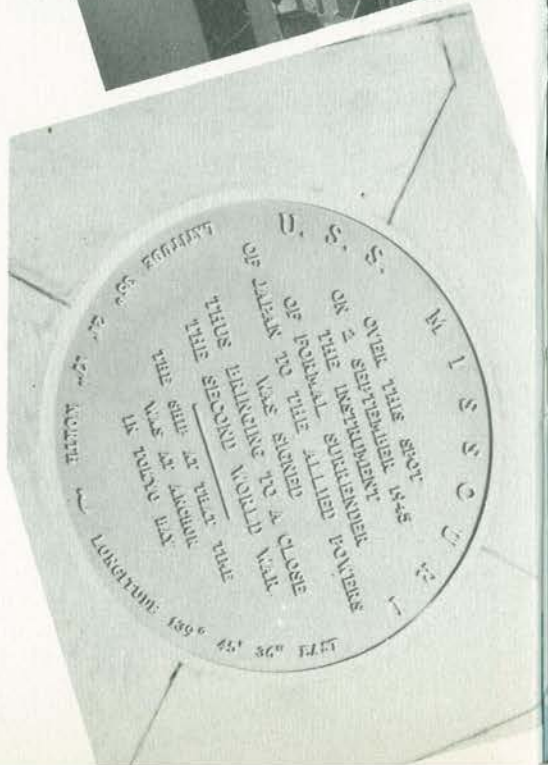
Provisional Government of the French Republic Representative

Kingdom of the Netherlands Representative

Dominion of New Zealand Representative

Signatures On Surrender Instrument—Signatures appended to the Surrender Instrument which brought World War II to a close. Representatives of the Japanese and Allied governments signed the momentous document aboard the USS Missouri on September 2, 1945.




U. S. S. MISSOURI
OVER THIS SPOT
ON 2 SEPTEMBER 1945
THE INSTRUMENT
OF FORMAL SURRENDER
OF JAPAN TO THE ALLIED POWERS
WAS SIGNED
THUS ENDING TO A CLOSE
THE SECOND WORLD WAR
LONGITUDE 139° 45' 36" E.

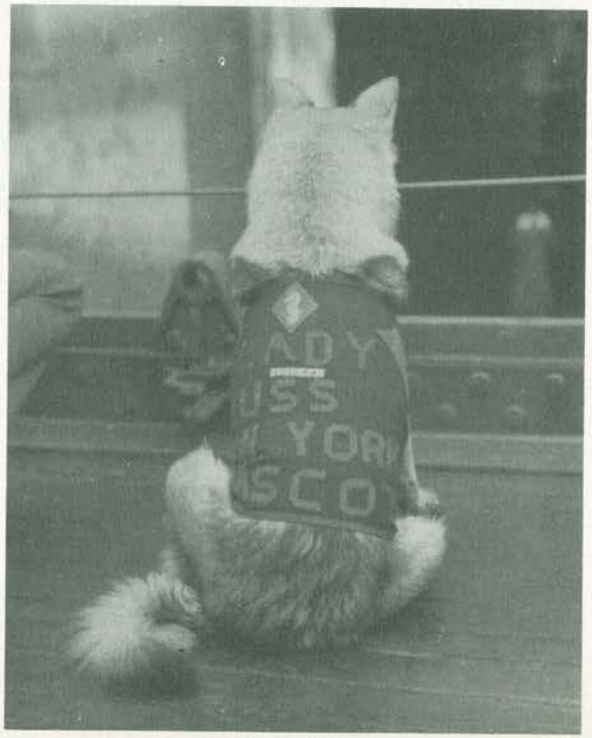
Personnel and Departments

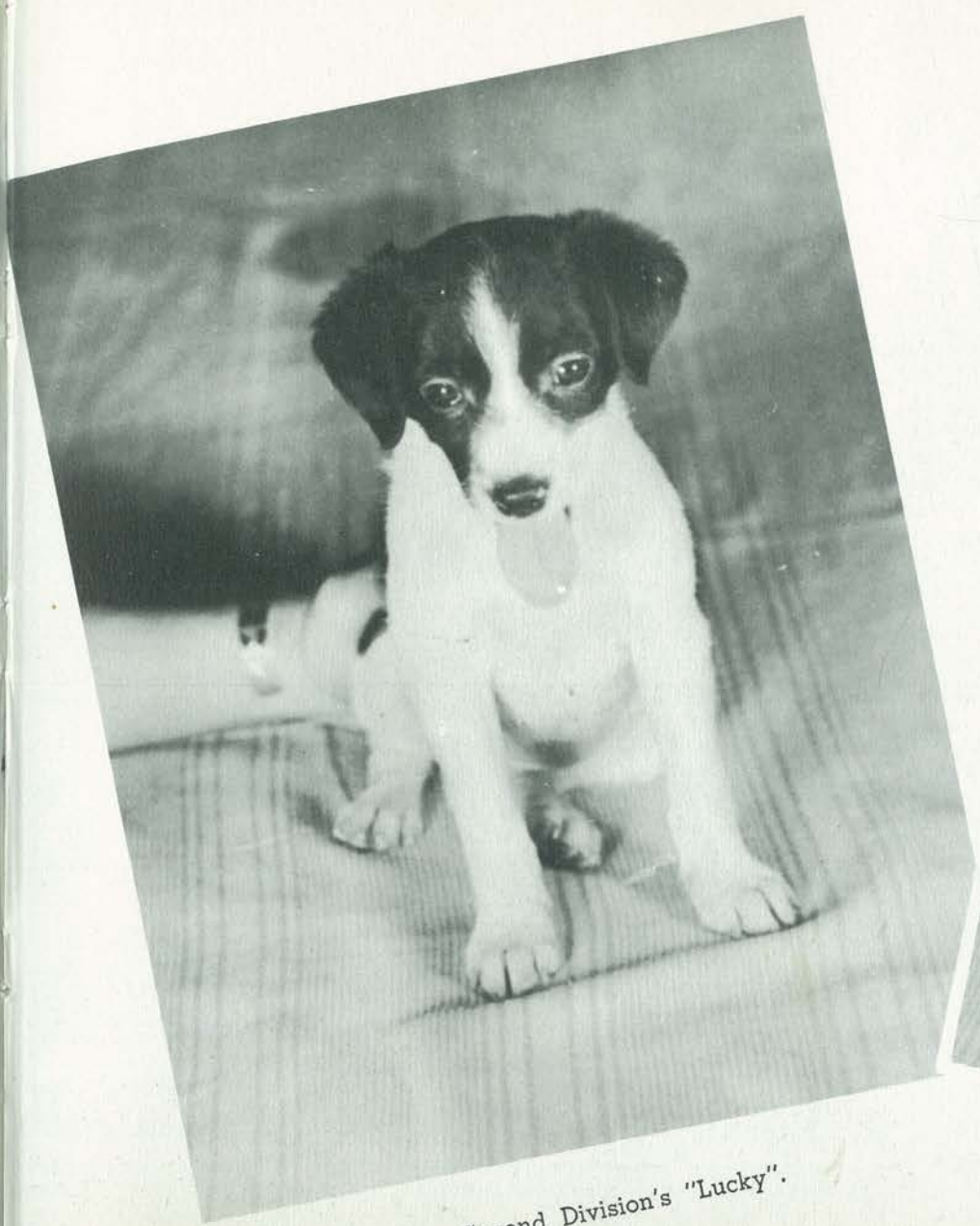
NEW YORK'S ONLY "LADY MARINE" IS SHIP'S TOP KICK

Rated by her shipmates as the most glamorous "Leatherneck" in the Fleet, and the only feminine Marine aboard the U.S.S. NEW YORK, promotion from Platoon Sgt. to First Sgt. came last month to "Lady", the Marine Detachment's German Shepherd mascot.

"Lady's" advancement in rating was ordered by Captain T. A. Durham, the detachment's commanding officer, and elevated her to equal rating with her buddy, First Sgt. A. J. Cappel who has been in the service for ten years. "Lady" was recruited by Sgt. Cappel when she was only a month old and has two years and eight months in the Corps. The two sergeants came aboard the "Old Lady of the Fleet" in October, 1944.

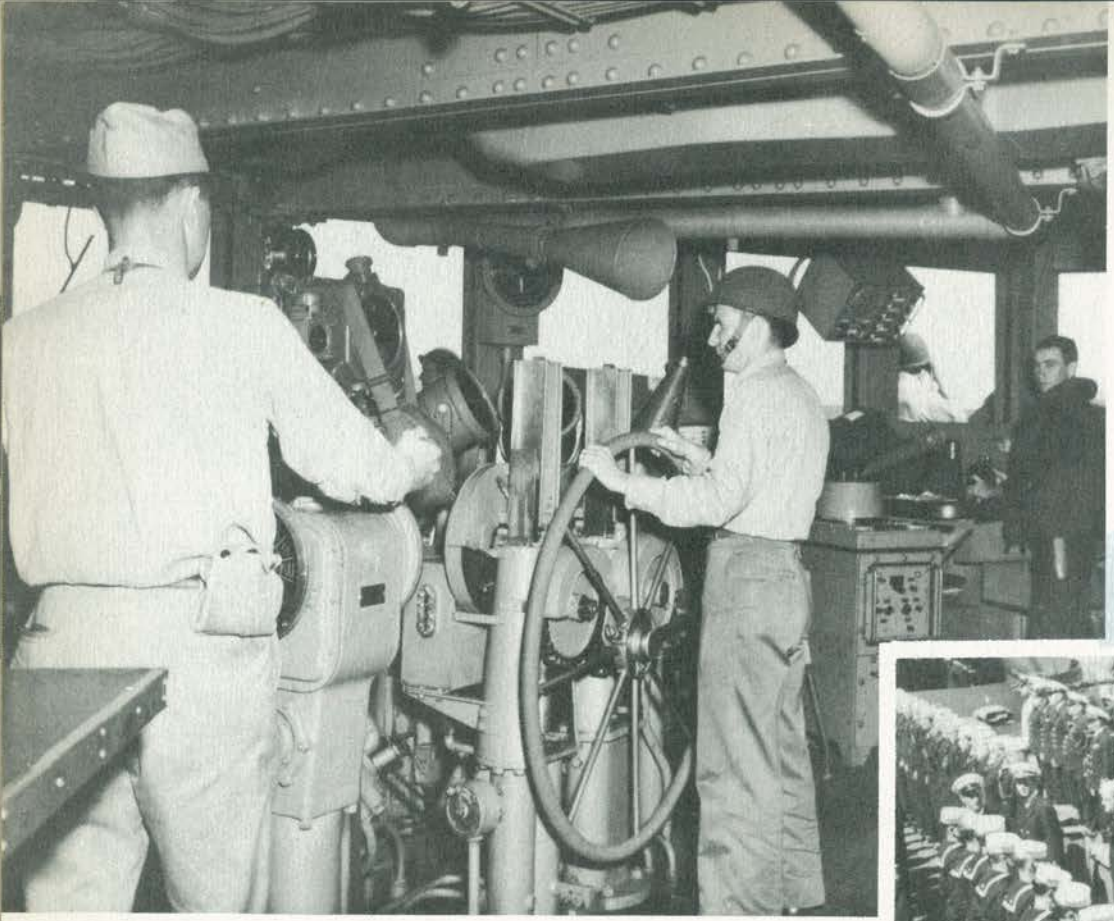
As the aftermath to an affair that was nearly a service scandal, "Lady" had three pups a year ago. One is serving the K9 Corps of the Army. Another is a civilian on Seeing Eye duty, and the third is with Mrs. Cappel on guard at home in Norfolk, Virginia.





Second Division's "Lucky".

"Hash mark" of the Fourth Division.



Chief Quartermaster Humphrey mans the helm on the navigation bridge at Okinawa.

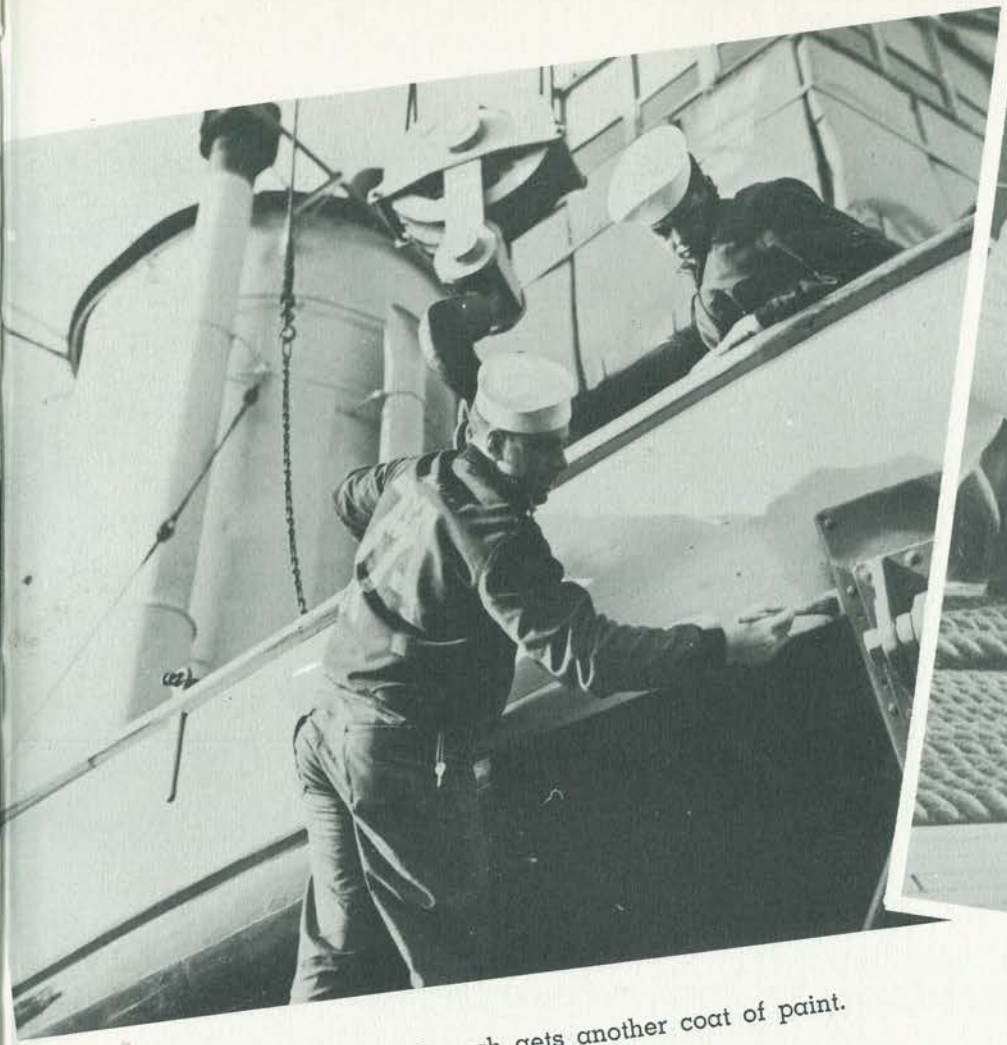
M Division comes topside for Captain's inspection.

The war-weary decks of our Battlewagon had to be restored to their shining, white peacetime lustre; but it required elbow-grease.

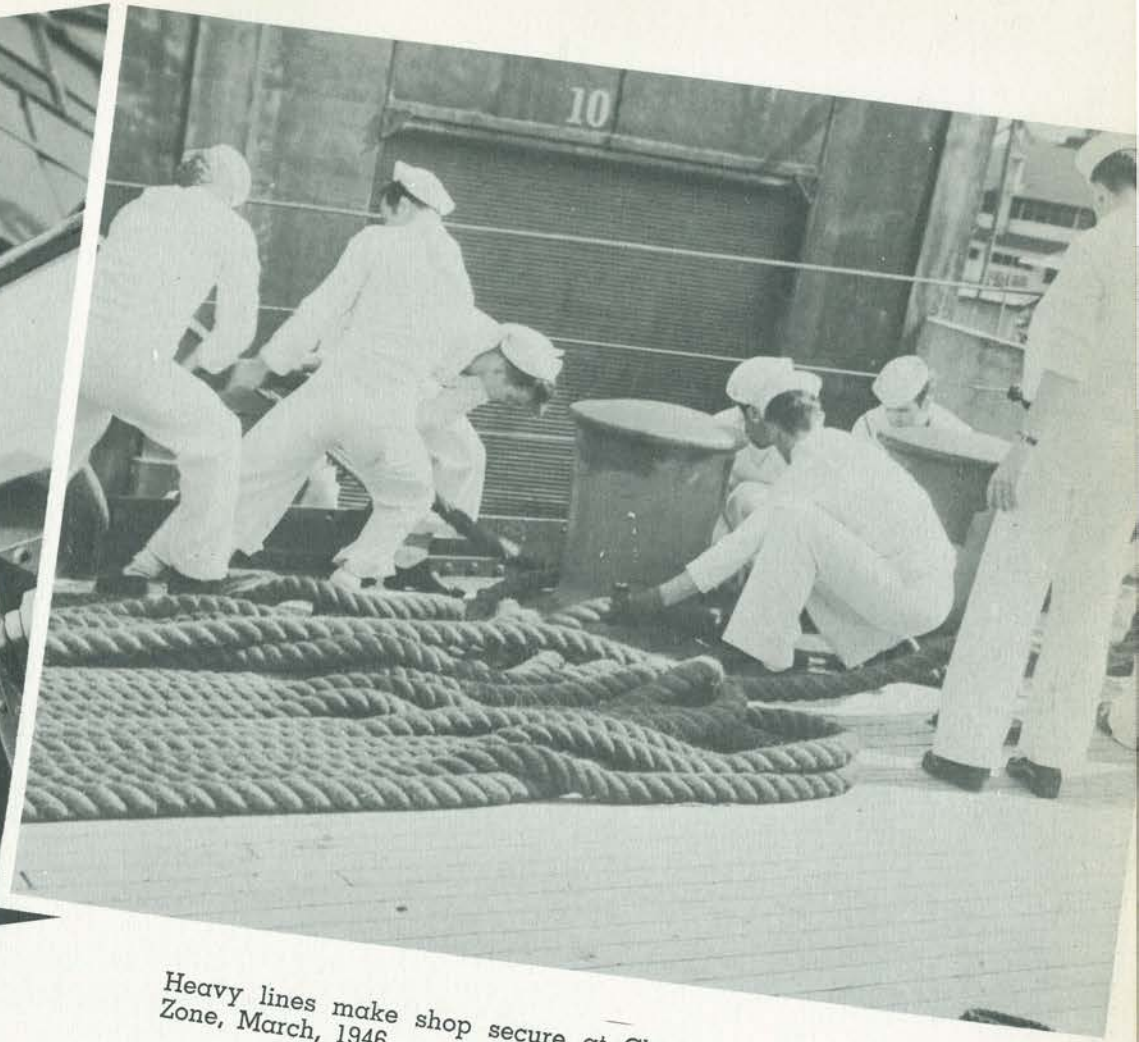
Cleaning up the boat deck is a daily routine for the 7A Division.

Constant scraping, scrubbing, and holystoning made the fo'c'sle a showplace in war as well as peace.

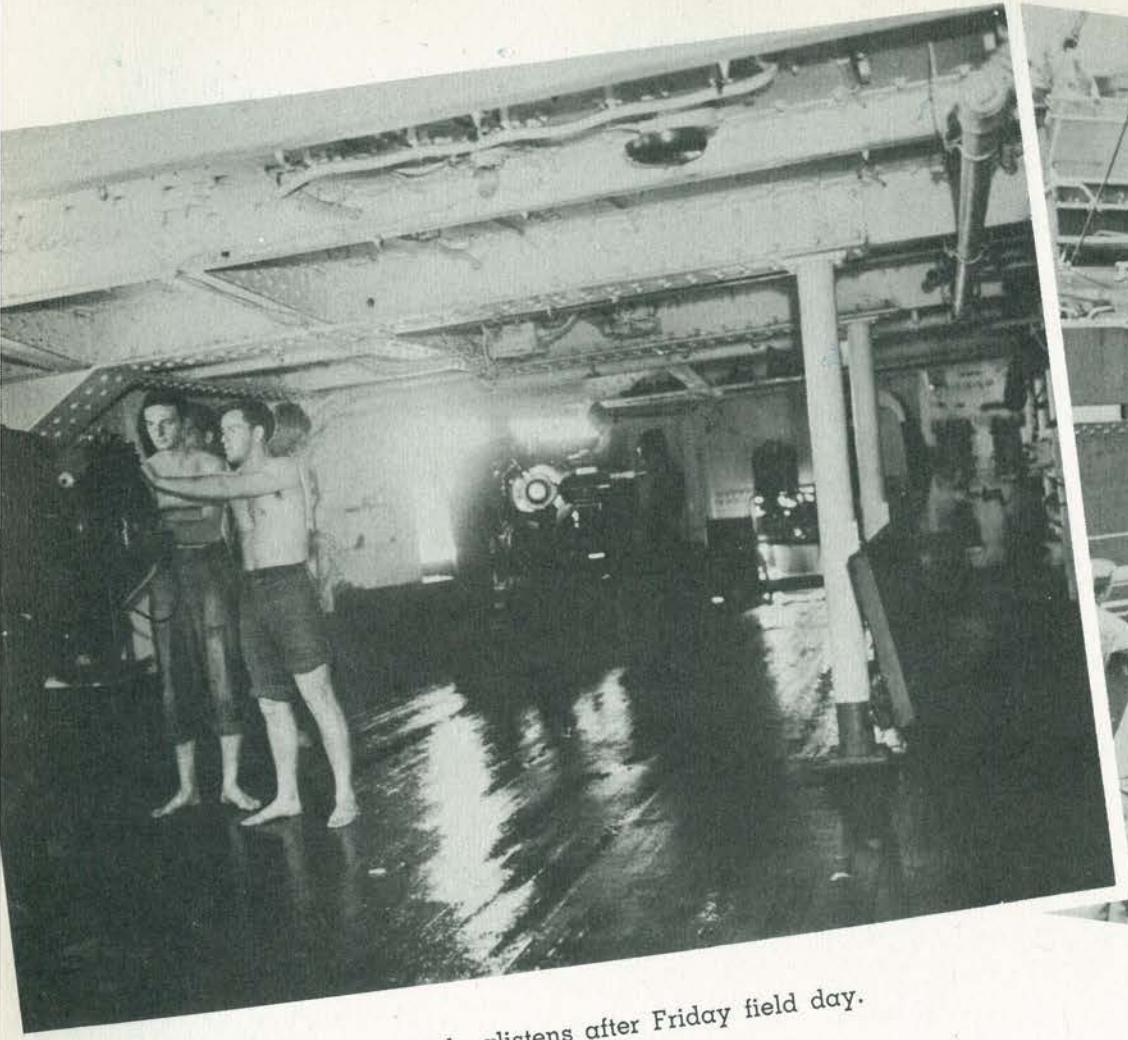
First Division turns to on the fo'c'sle.



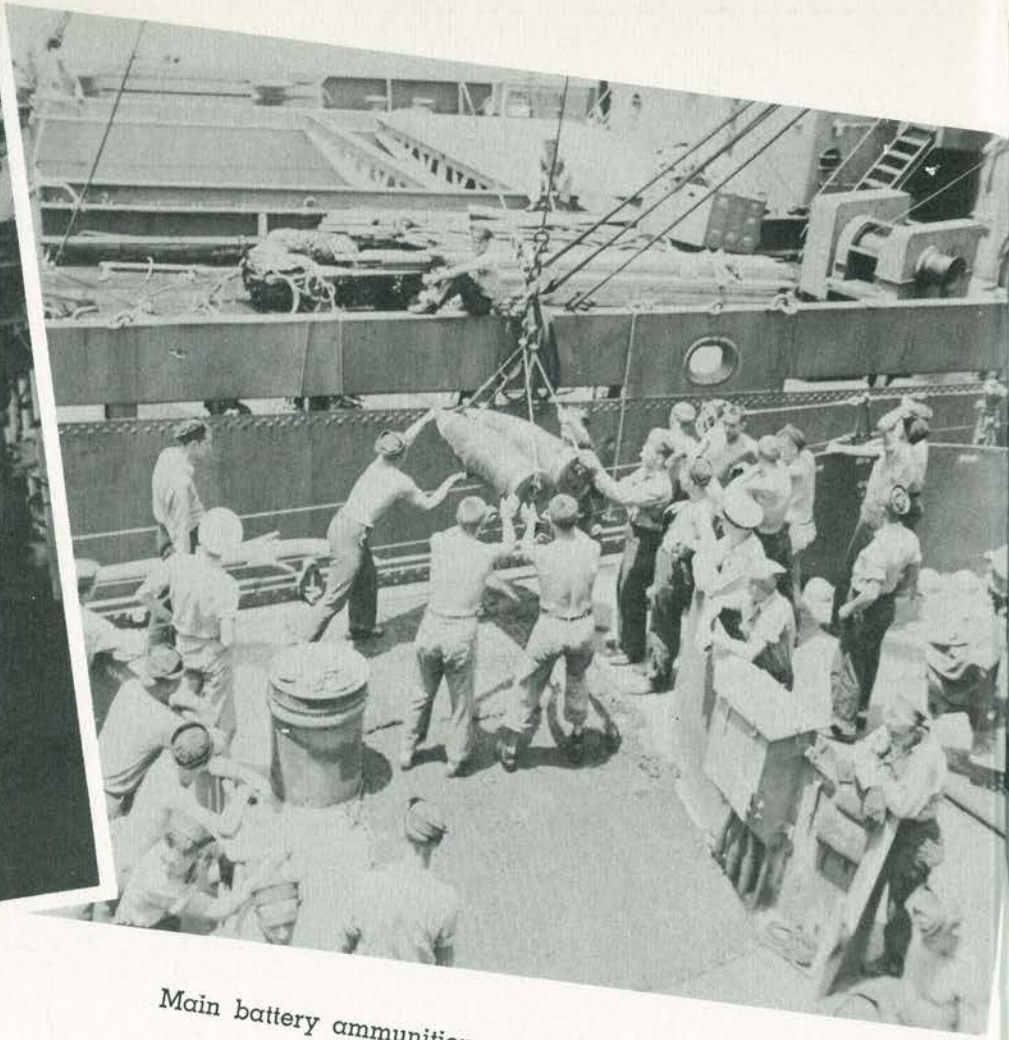
The motor launch gets another coat of paint.



Heavy lines make shop secure at Christobal berth. Canal Zone, March, 1946.



Starboard aircastle glistens after Friday field day.



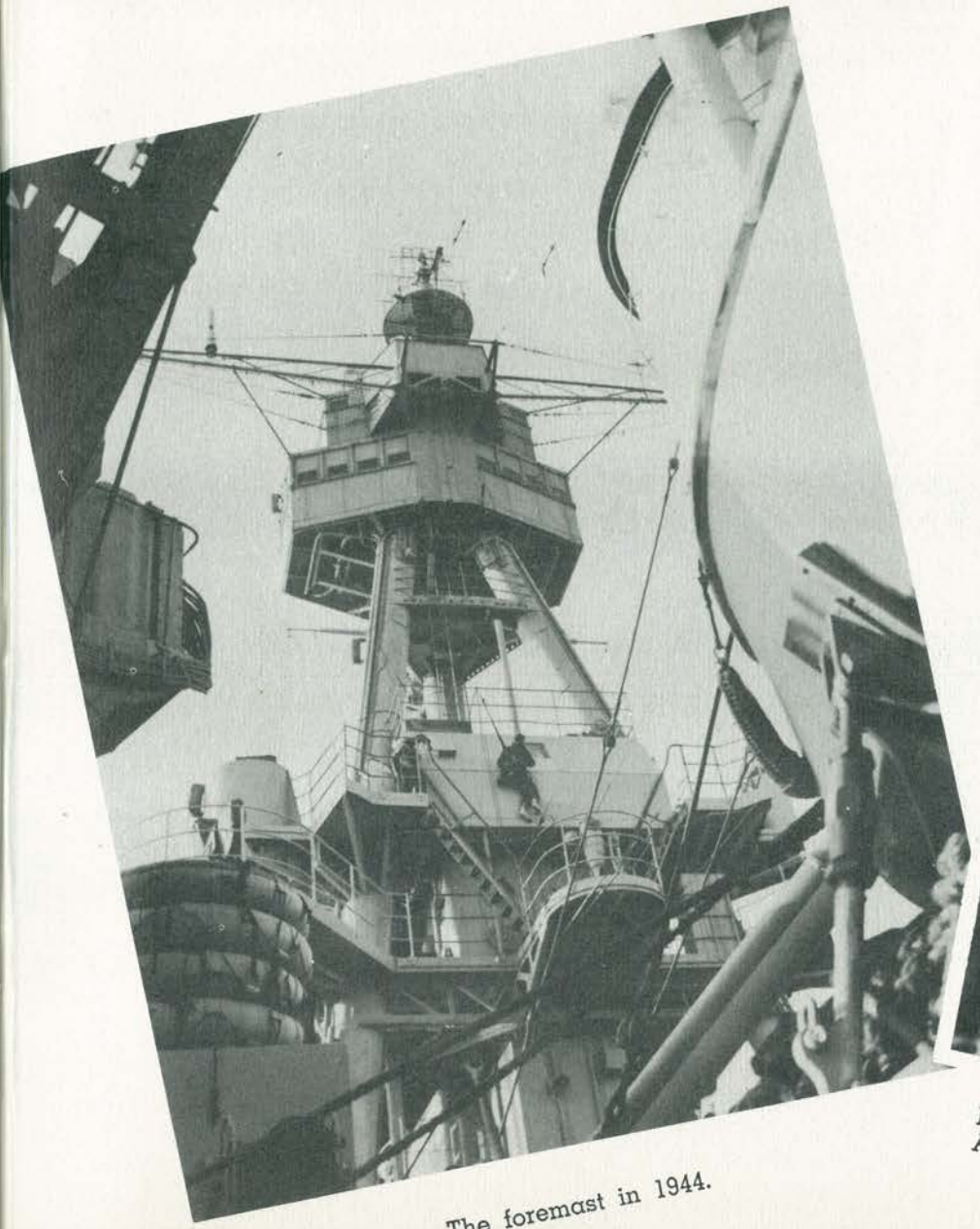
Main battery ammunition comes aboard at Ulithi.

A brief pause after morning sweep down.

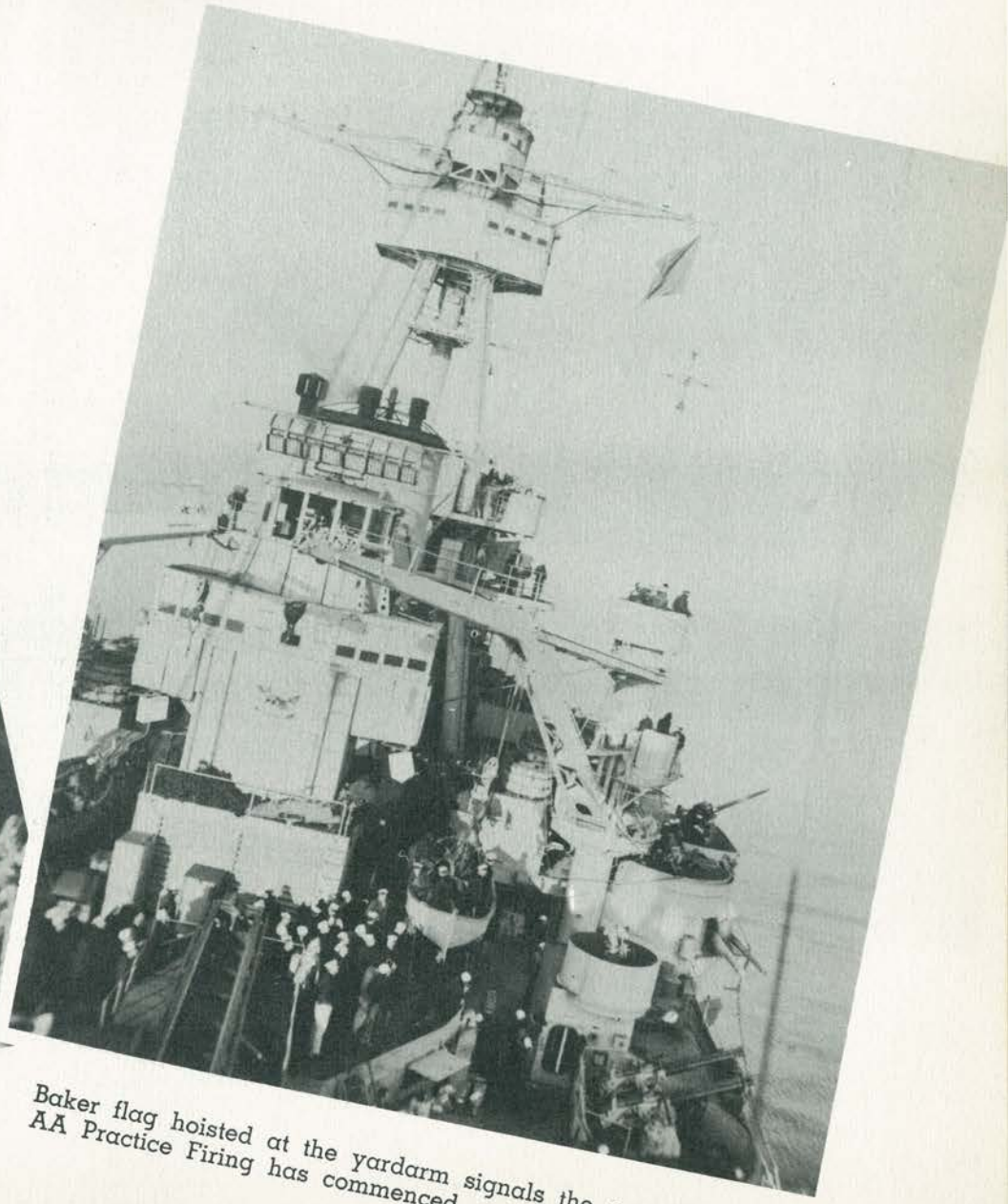
Mooring the ship with two anchors was a long and hard job.
Here the first and second divisions turn to.

Peacetime sailing allows time for the extras in daily routine. First Div. coxcombs boat deck ladder.

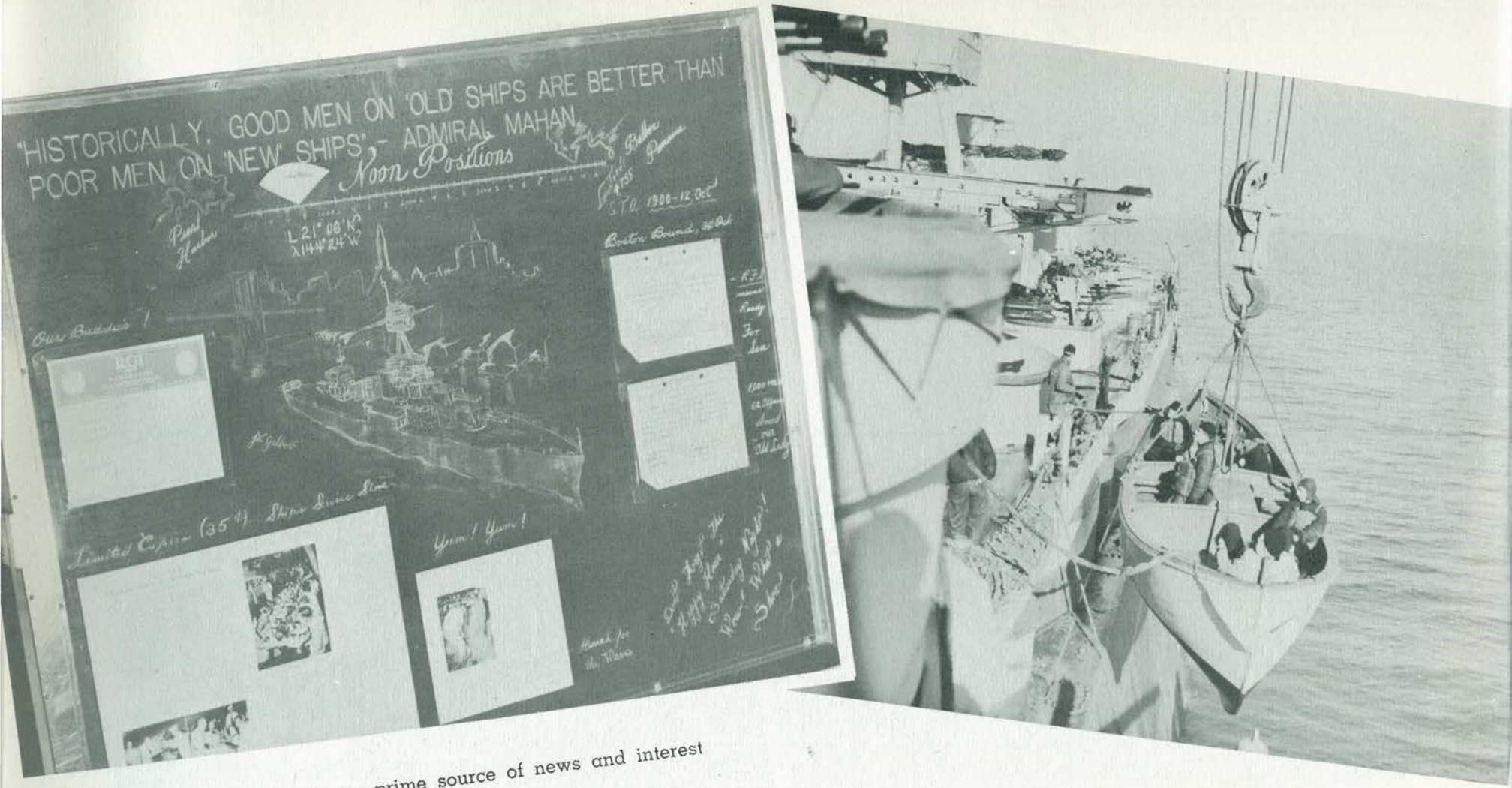
"Shove off, Coxswain!"



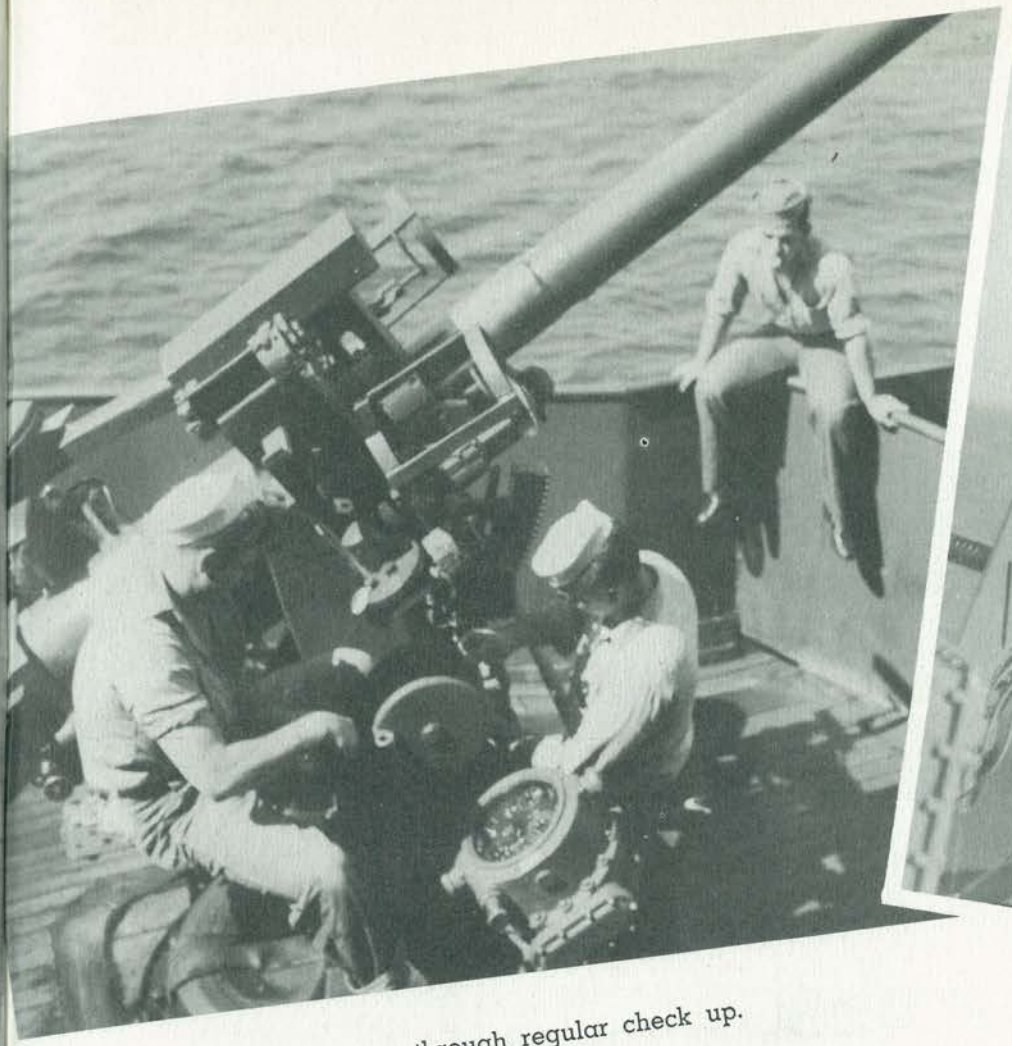
The foremast in 1944.



Baker flag hoisted at the yardarm signals the message that AA Practice Firing has commenced.



Ship's bulletin board was prime source of news and interest underway.

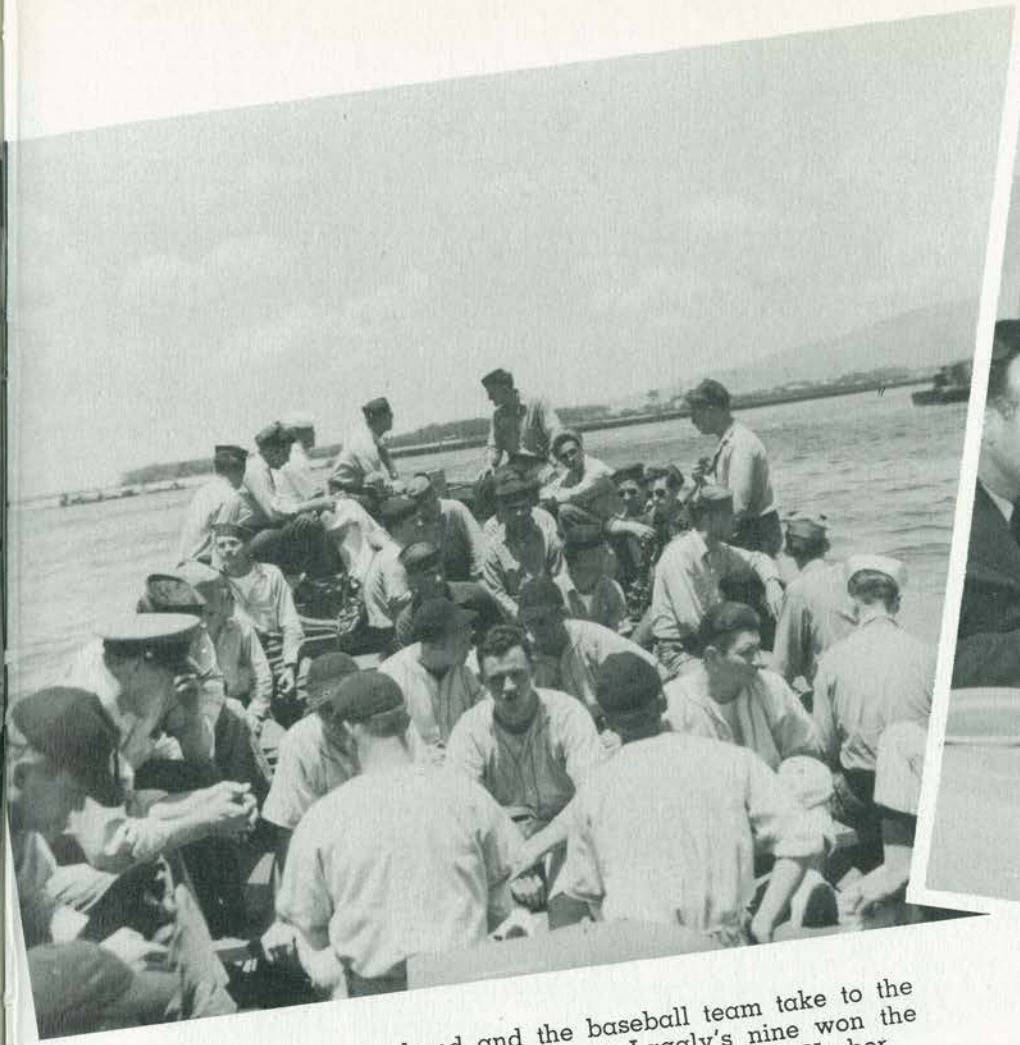


3 inch guns go through regular check up.

Sea-going marine and seaman man 20 mm guns on maintop for drill underway.

A new draft arrives aboard in Norfolk.

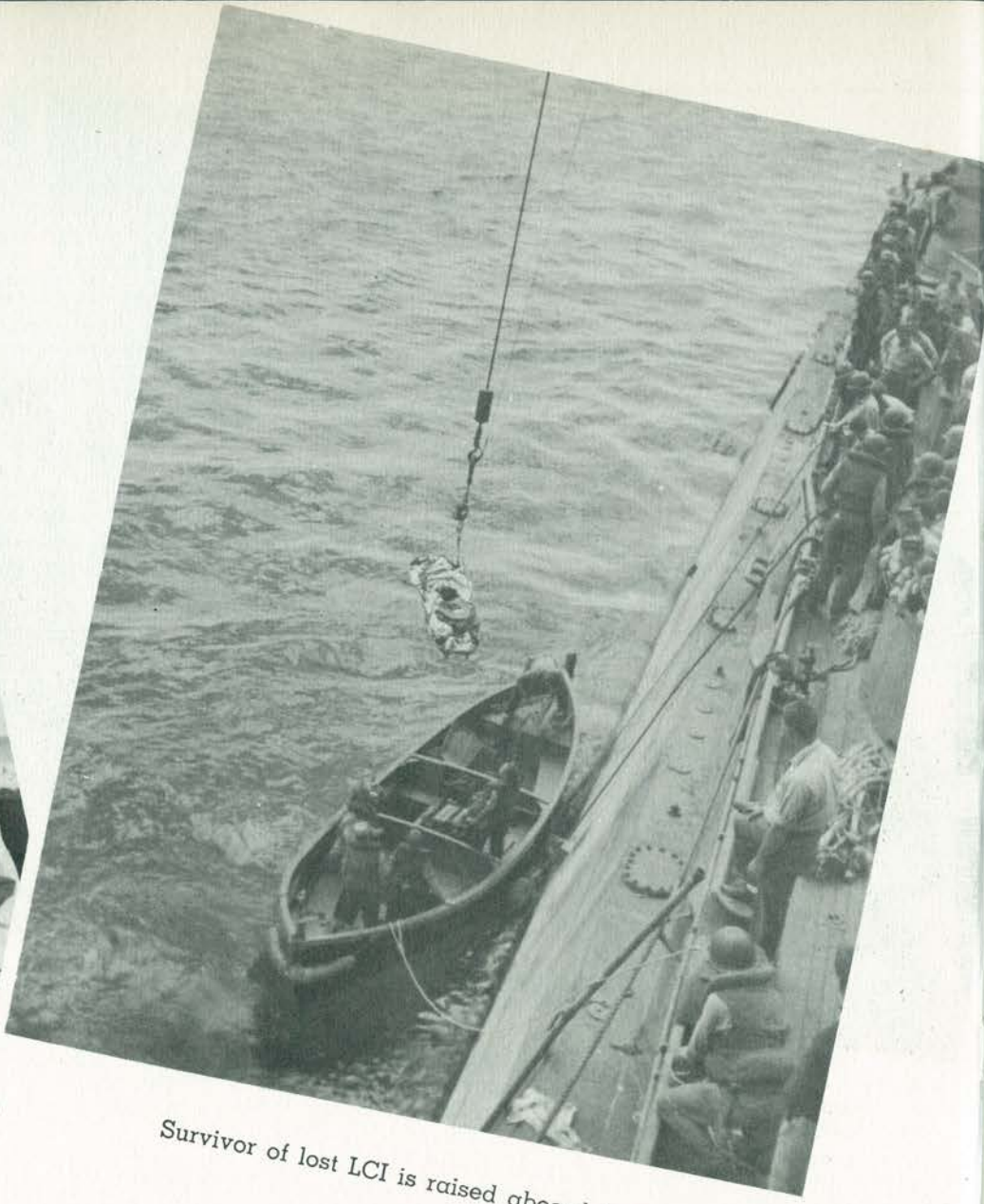
Officers of the Gunnery Department, October, 1945.



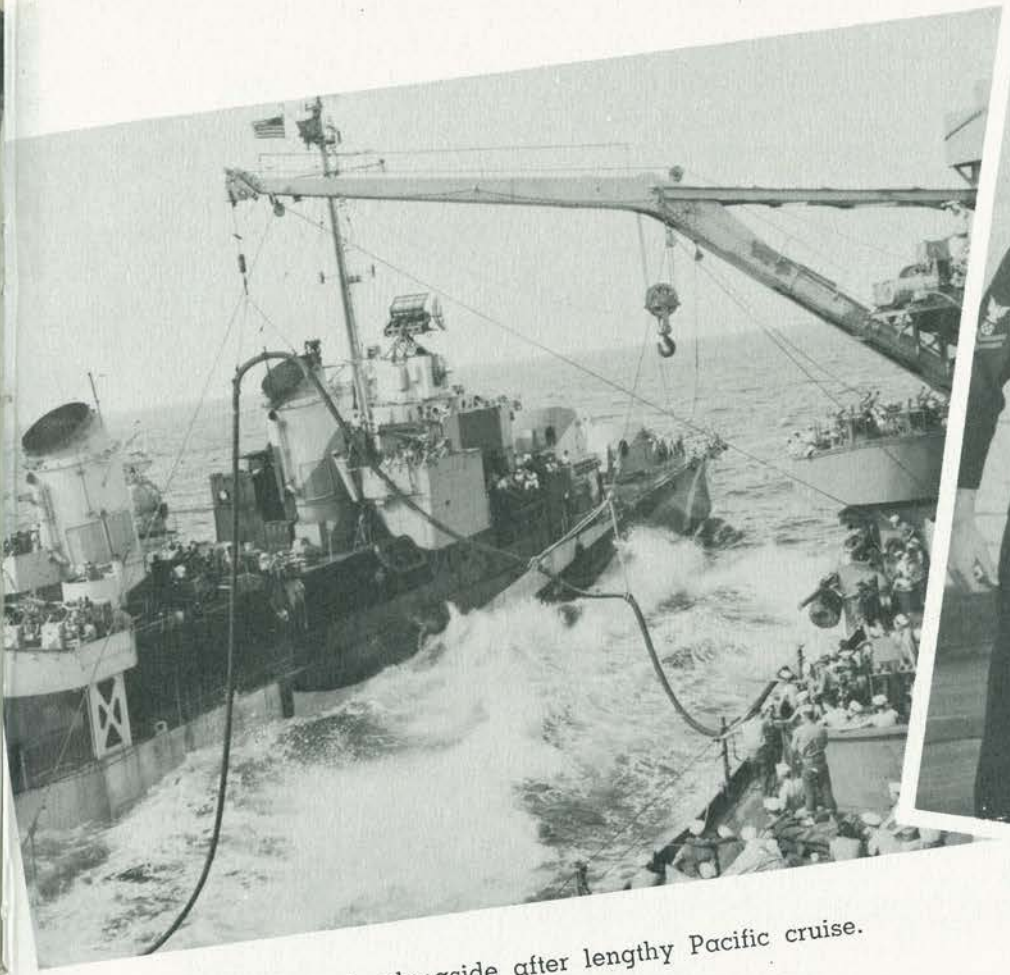
Extra-curricular—the band and the baseball team take to the water for activities on the beach. Lt. Lagaly's nine won the majority of its games against Fleet units at Pearl Harbor.

Birthday supper in the Warrant Officers' Mess.

Ensign Jack Reichard of the Aviation unit and two flying crewmen.



Survivor of lost LCI is raised aboard to safety.

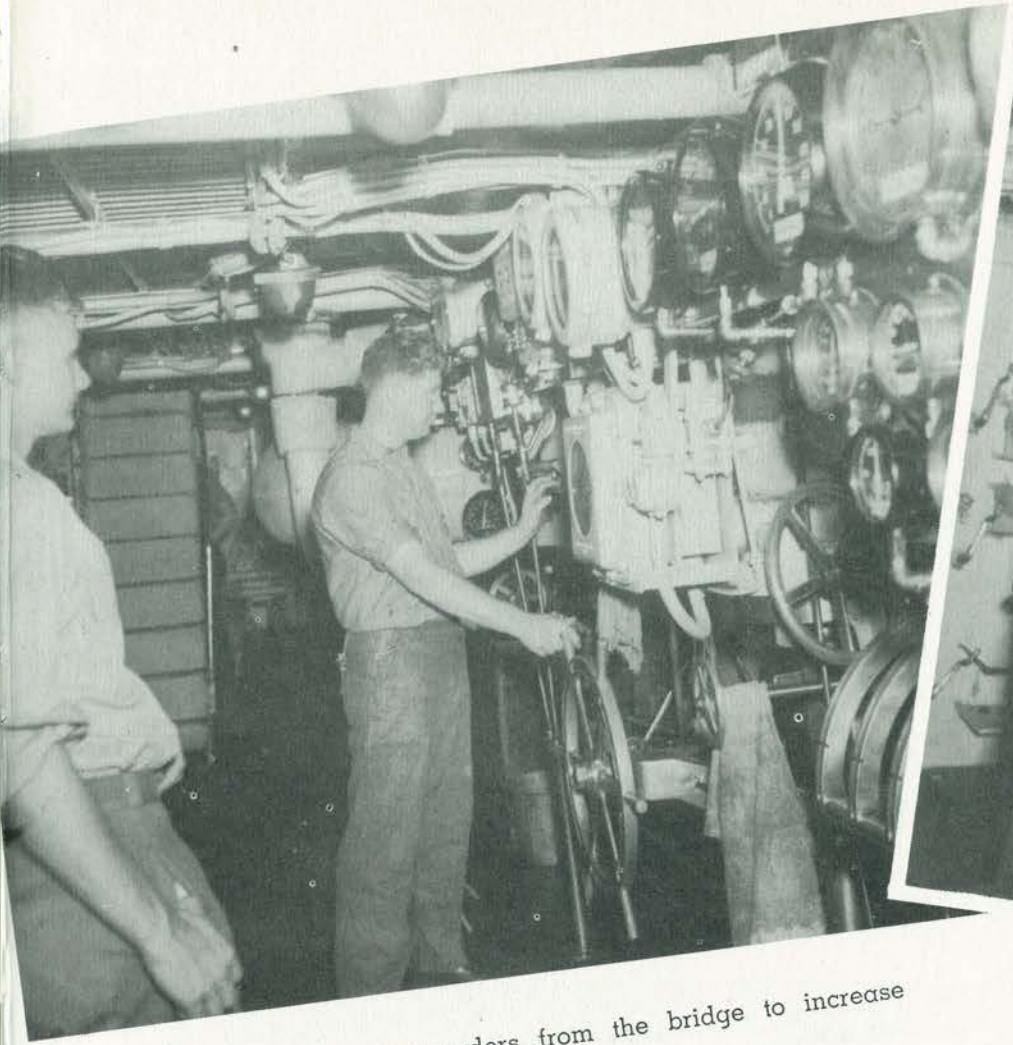


Destroyer refuels alongside after lengthy Pacific cruise.

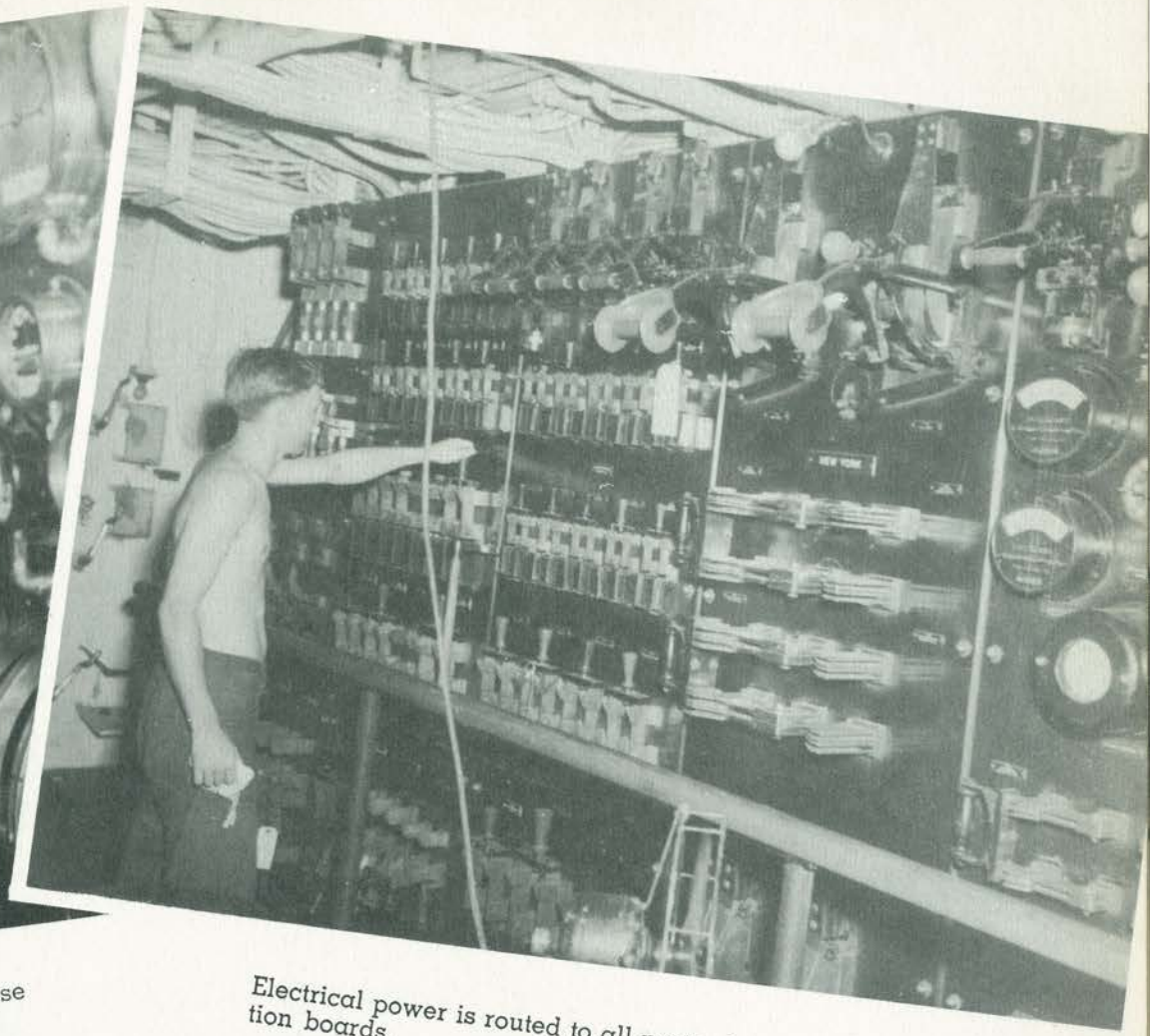
The strong arm of the law.

Farewell words from Capt. Christian as he is relieved of his command by Capt. Grayson B. Carter at Pearl Harbor, July 1945.

Capt. Grayson B. Carter relieves Captain K. C. Christian as skipper of the New York. Pearl Harbor, July, 1945.



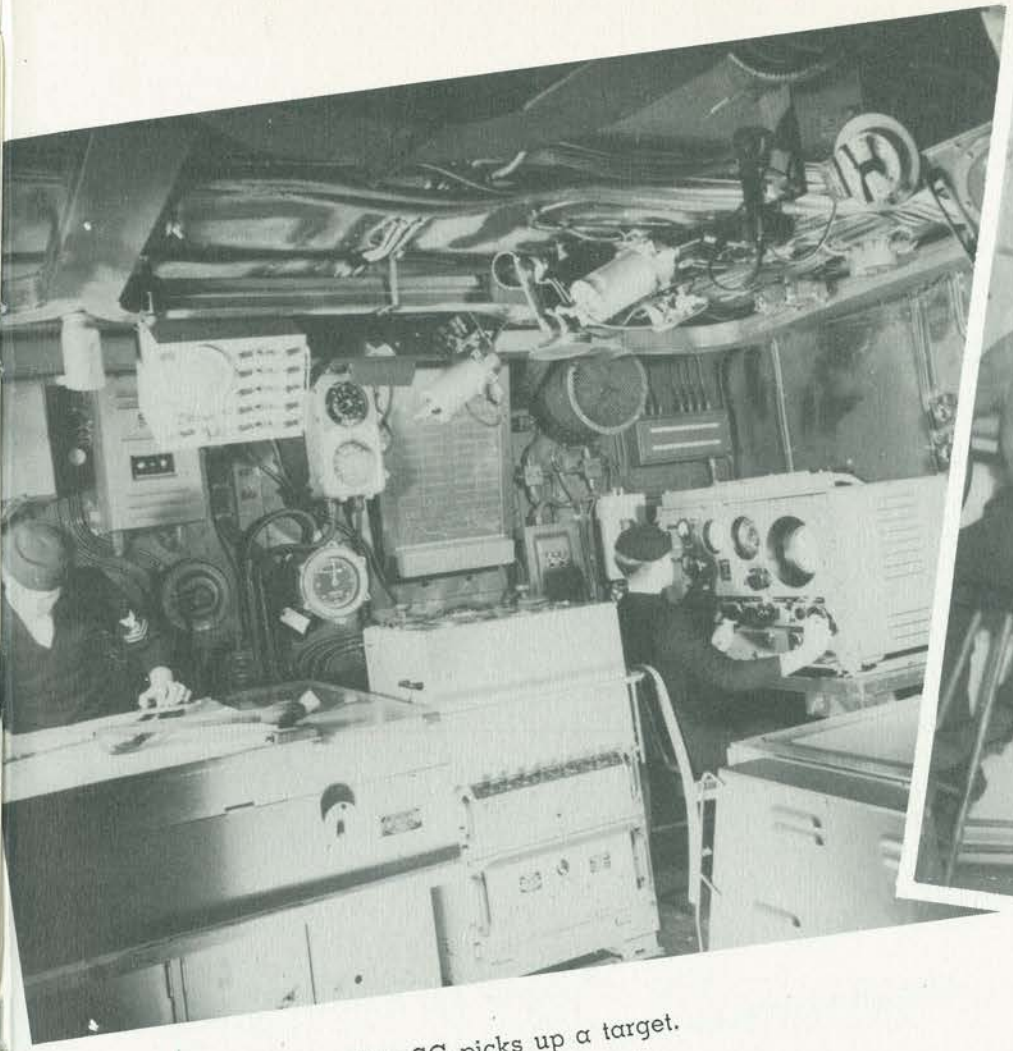
Engine room answers orders from the bridge to increase speed.



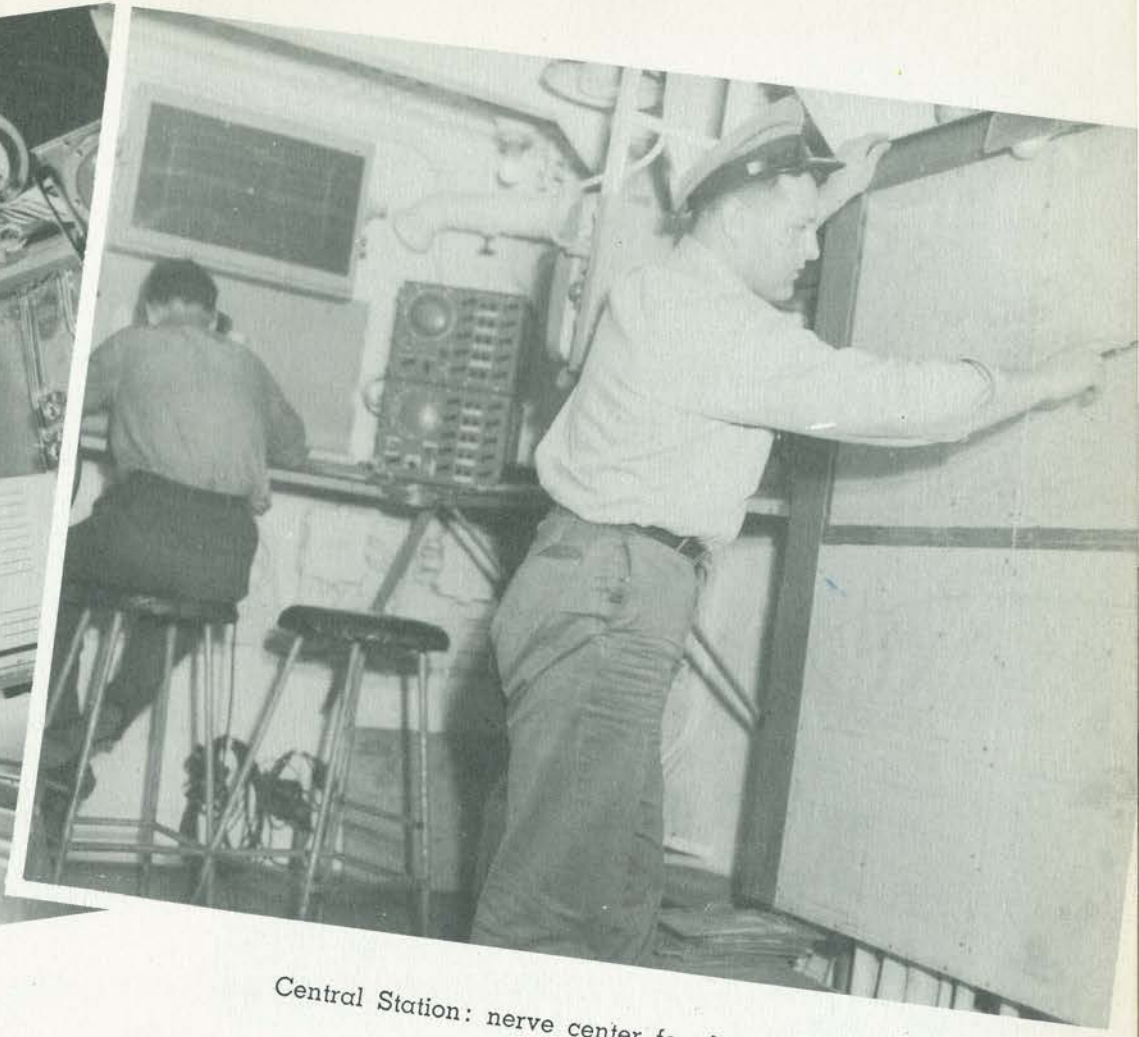
Electrical power is routed to all parts of the ship from distribution boards.

In below decks safety, gyro compass sends essential information to vital sections of ship.

Radiomen and technicians are kept busy with ship's radio transmitters.

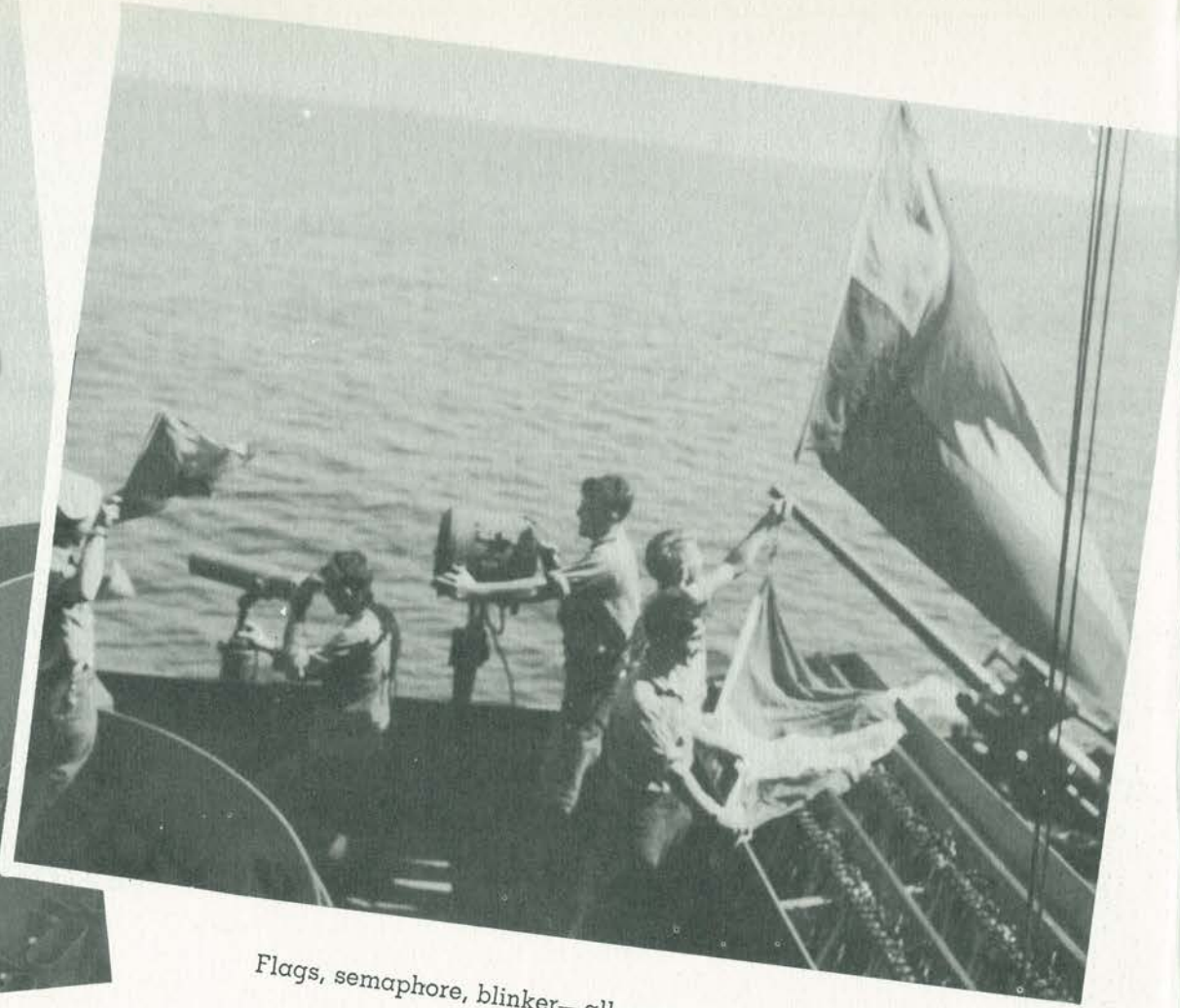


The SG picks up a target.

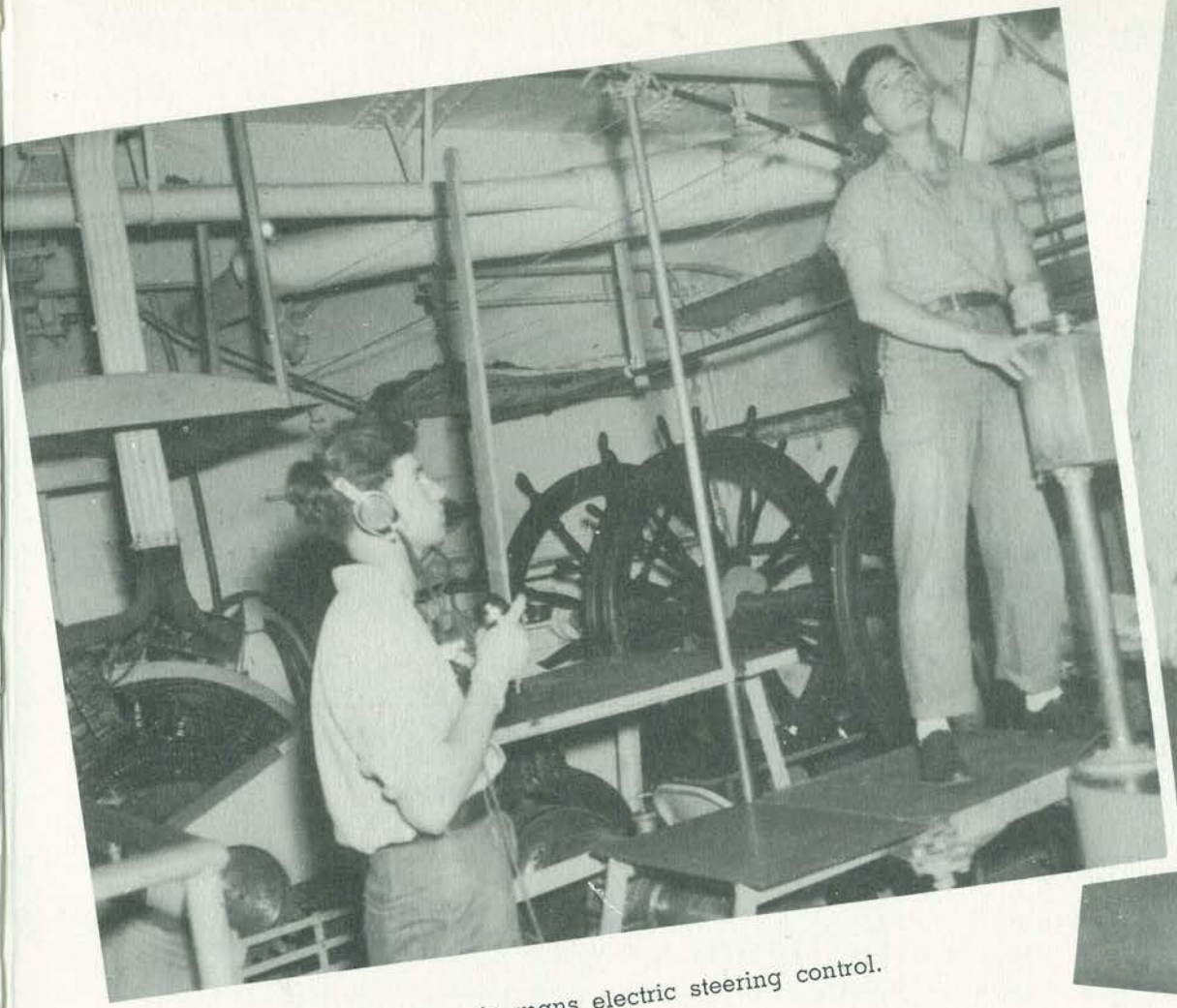


Central Station: nerve center for damage control.

Signalmen exchange calls with passing ship.

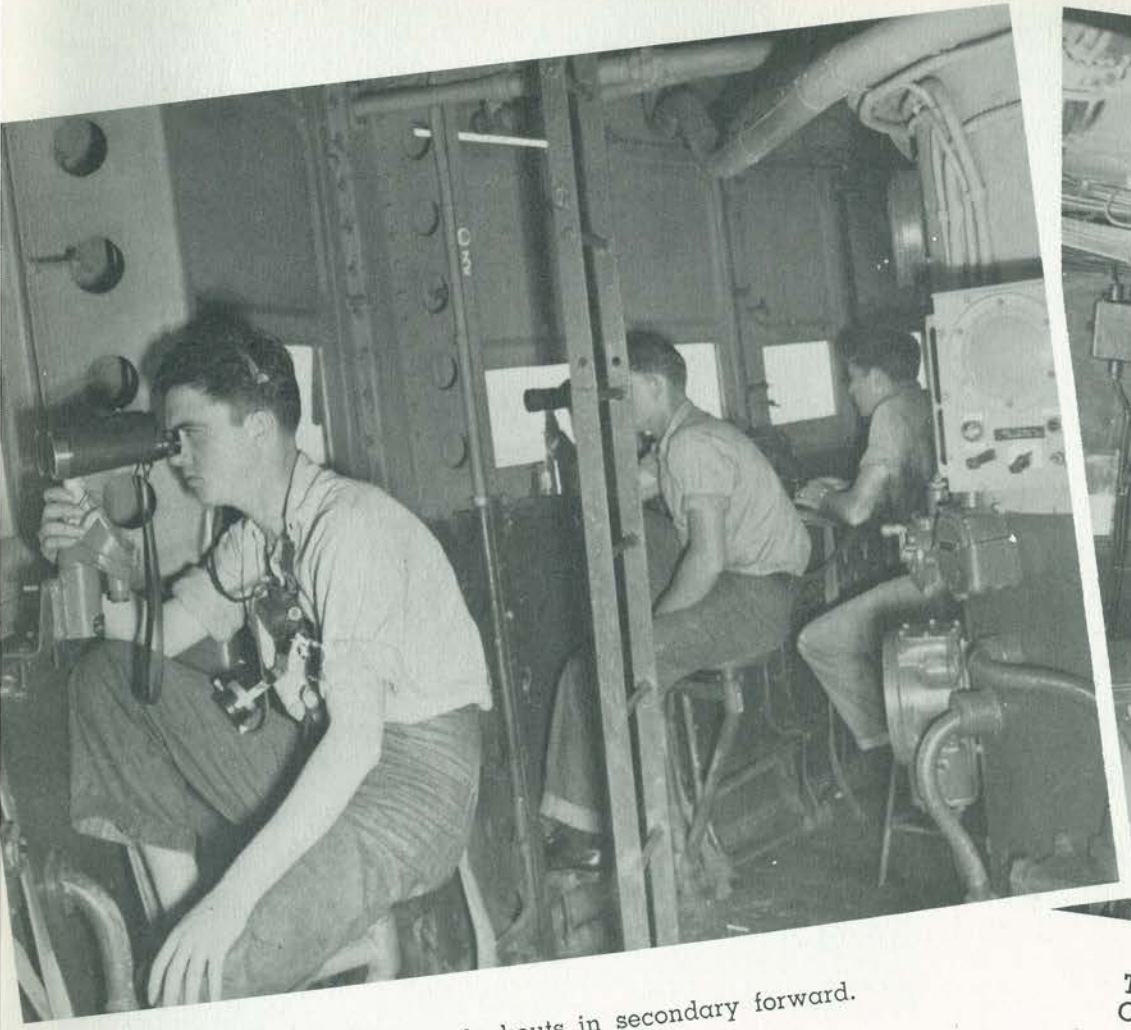


Flags, semaphore, blinker—all go into a signalman's repetoire.



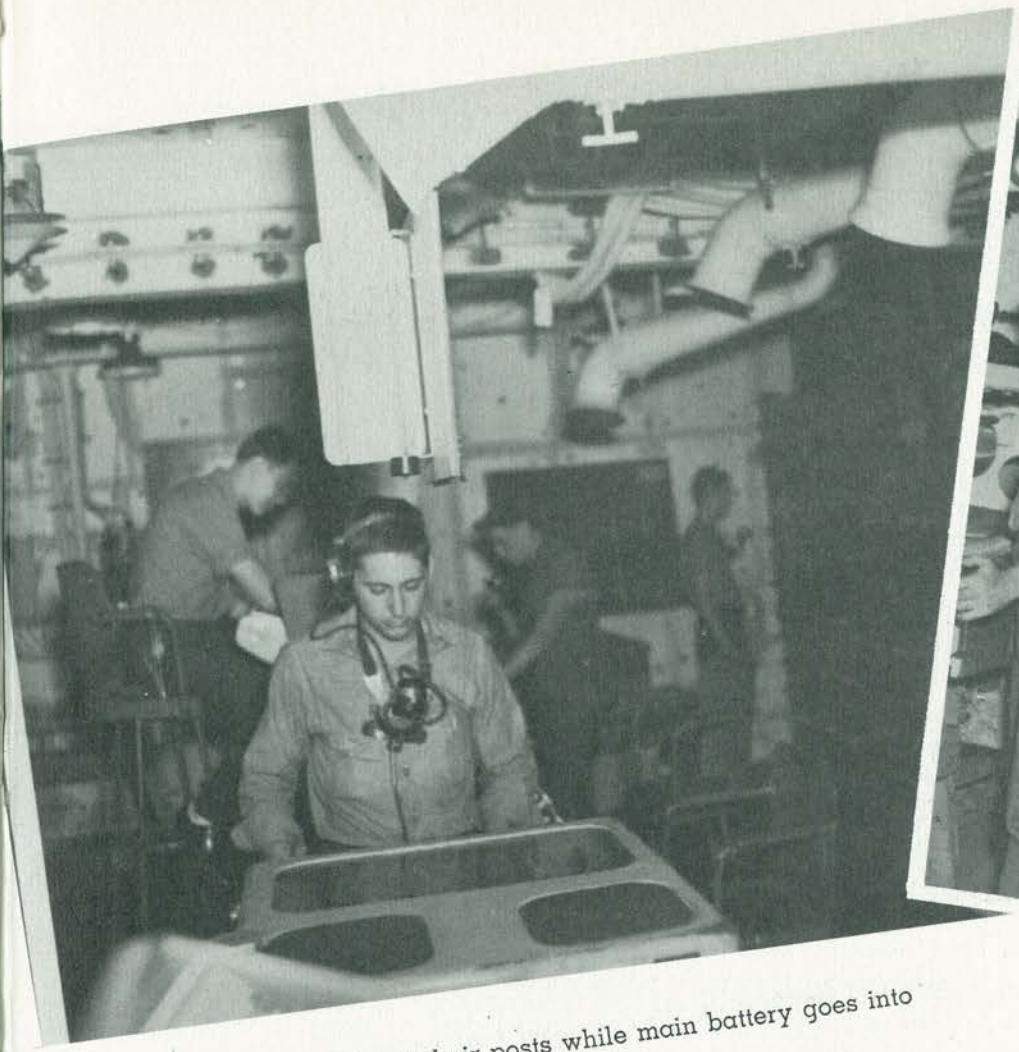
Steering Aft coxswain mans electric steering control.

All important messages are received first in radio central.

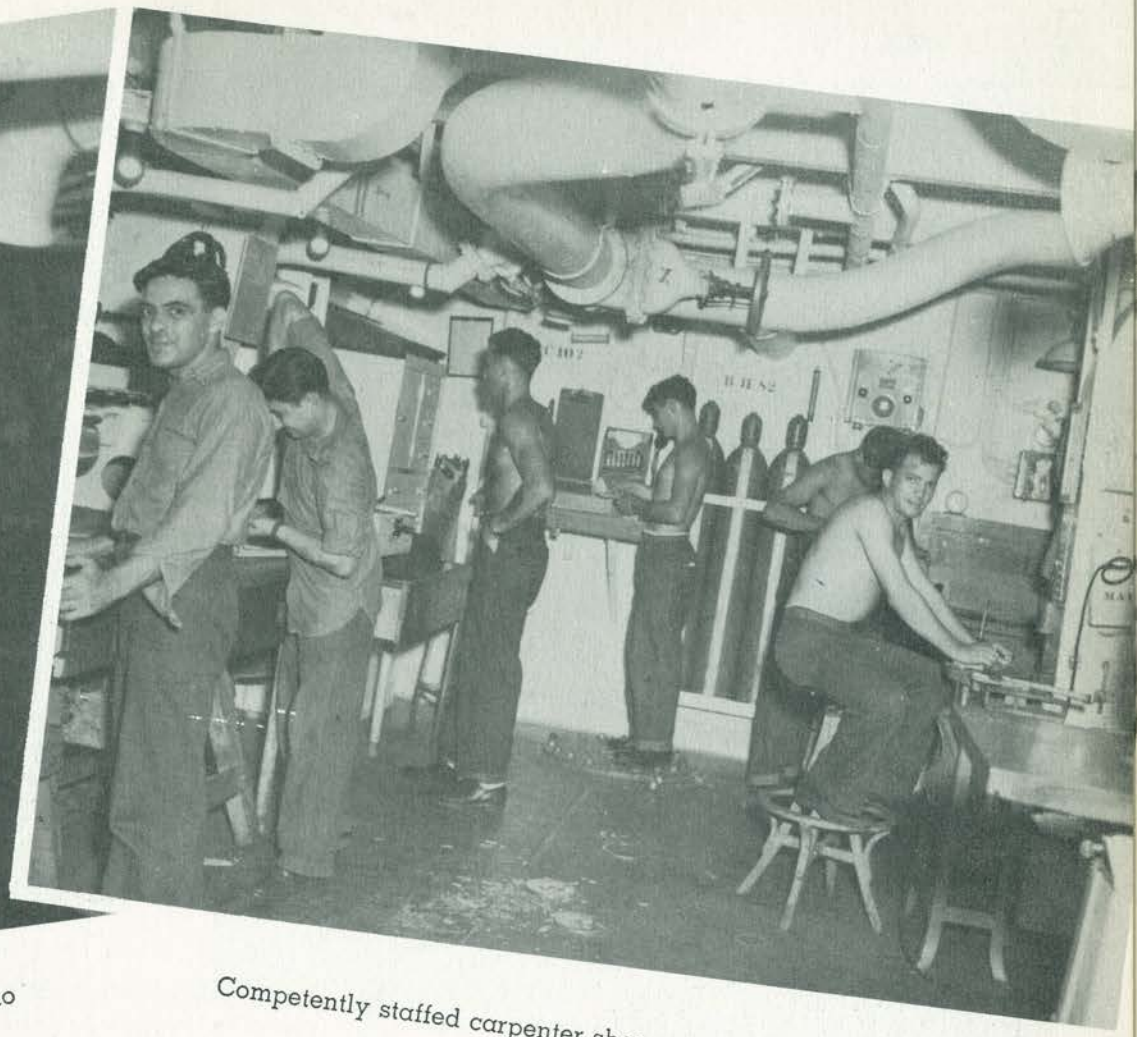


First to see the target—lookouts in secondary forward.

The Air Radar Summary corner of the Combat Information Center.

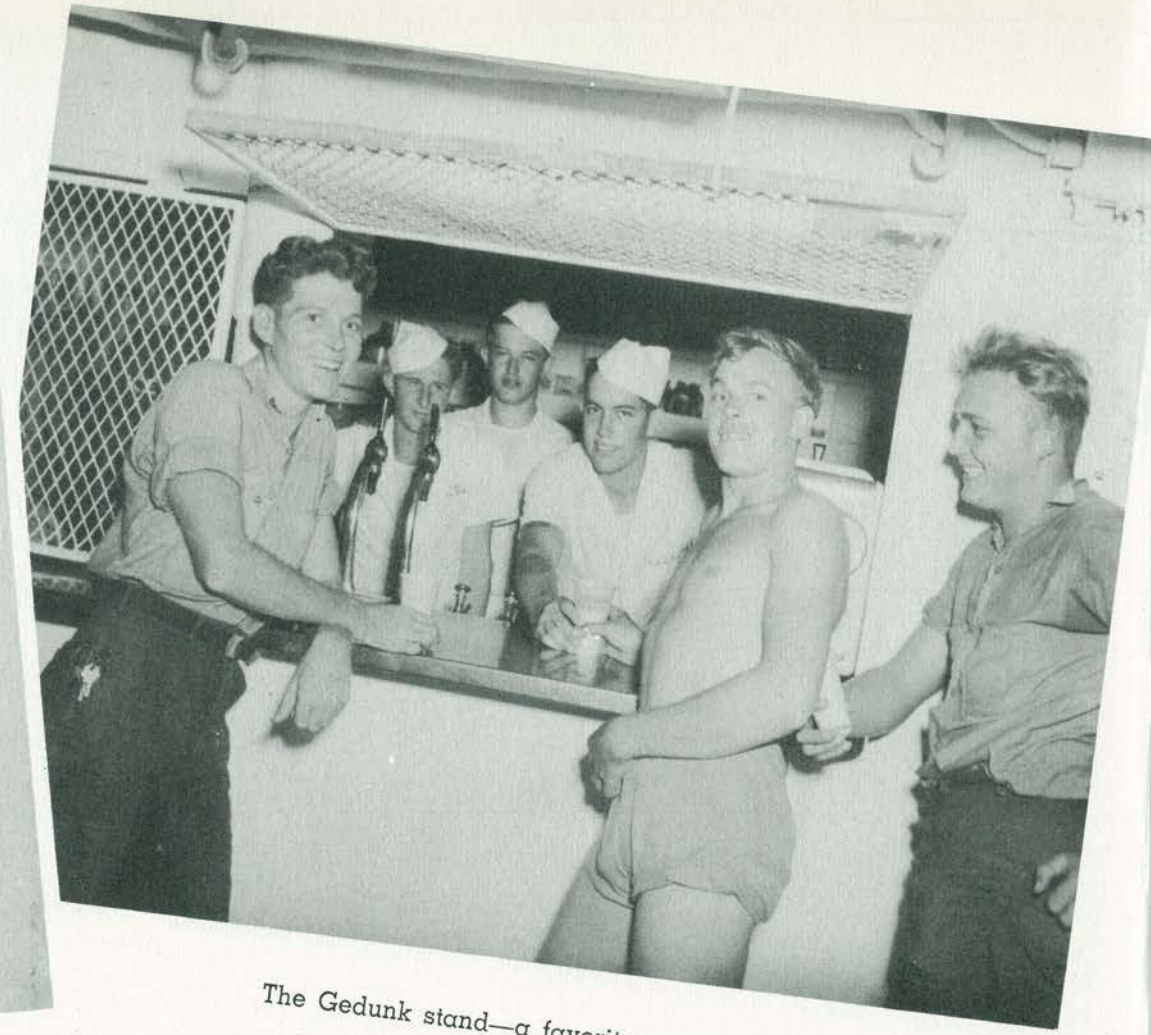


Plotting room crew at their posts while main battery goes into action.

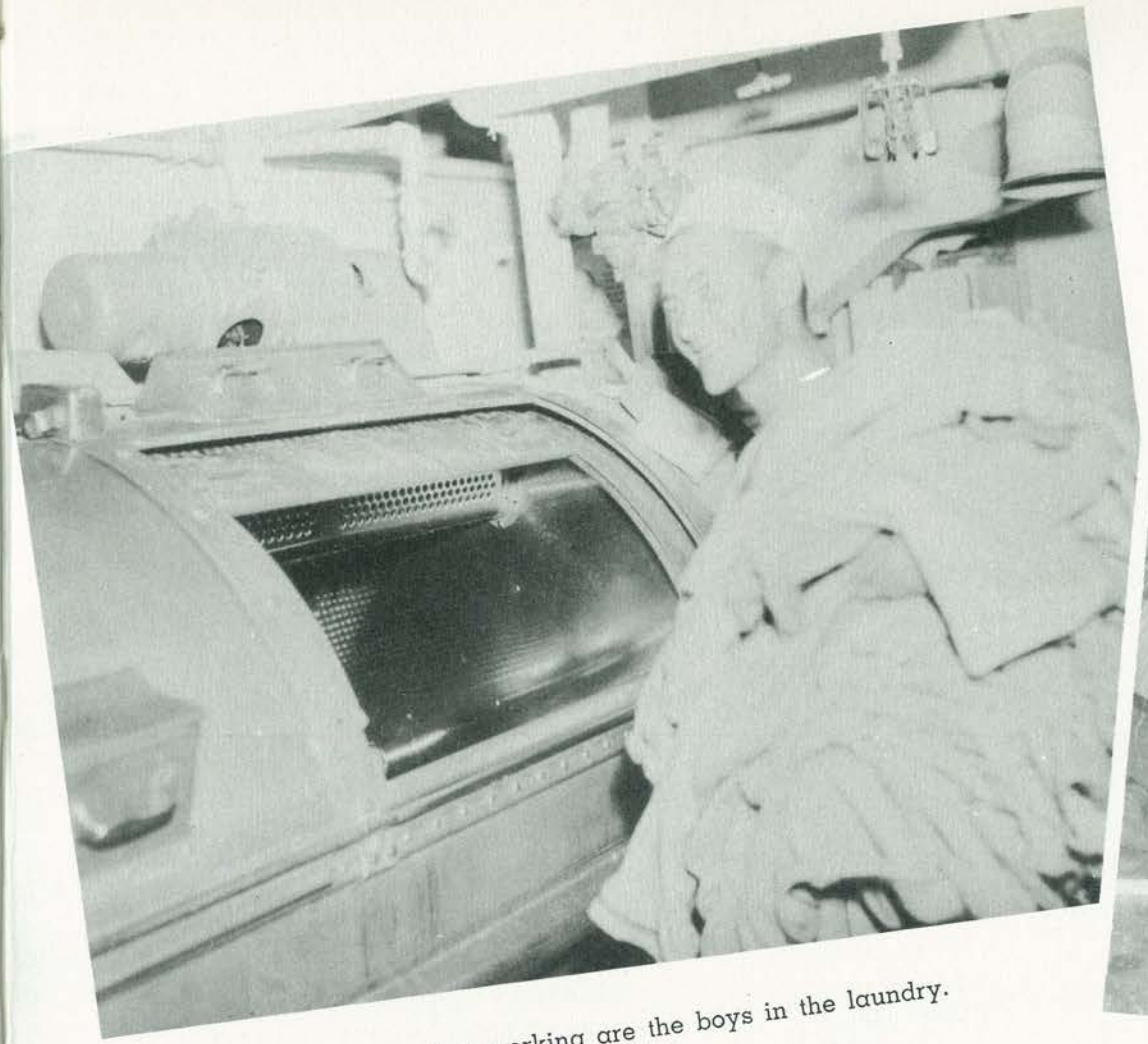


Competently staffed carpenter shop meets varied ship's needs.

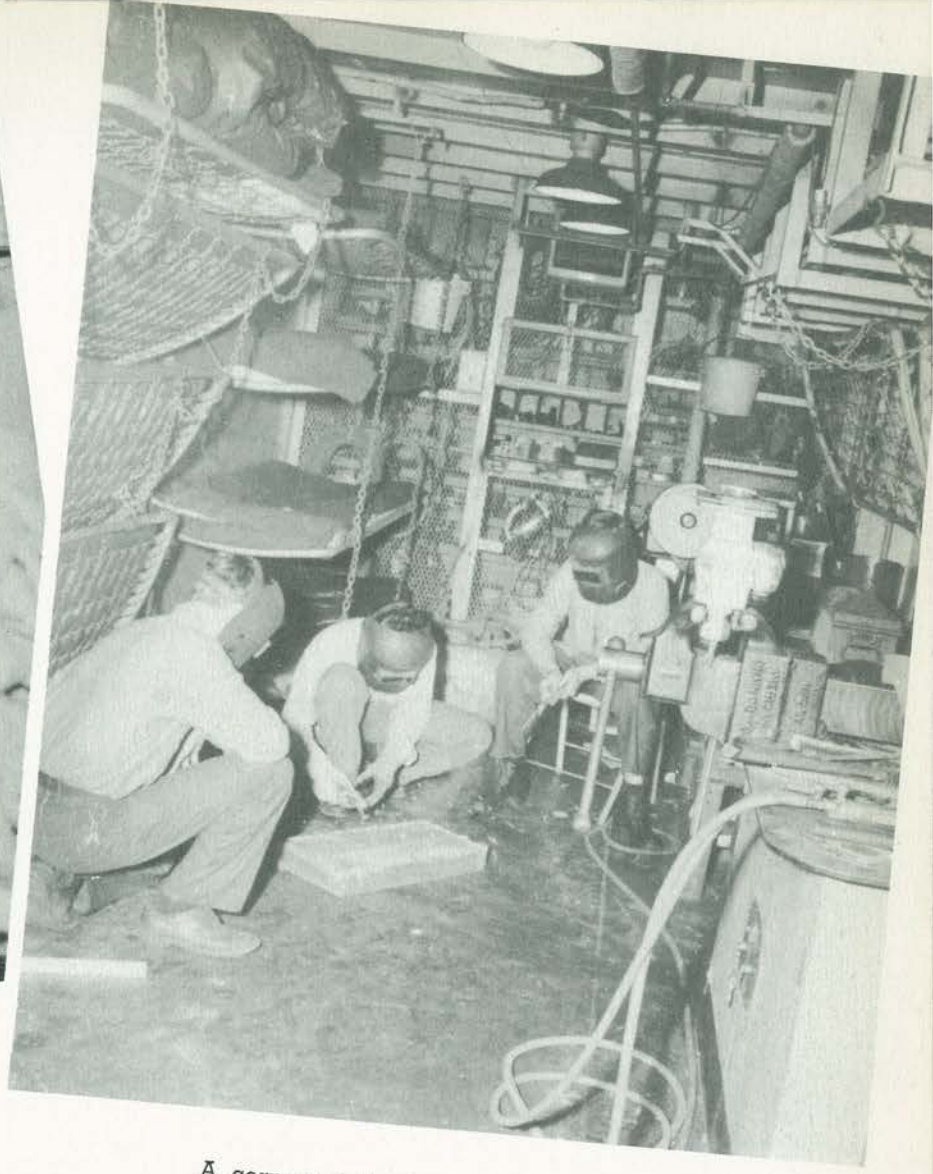
The Cobbler Shop.



The Gedunk stand—a favorite meeting place.

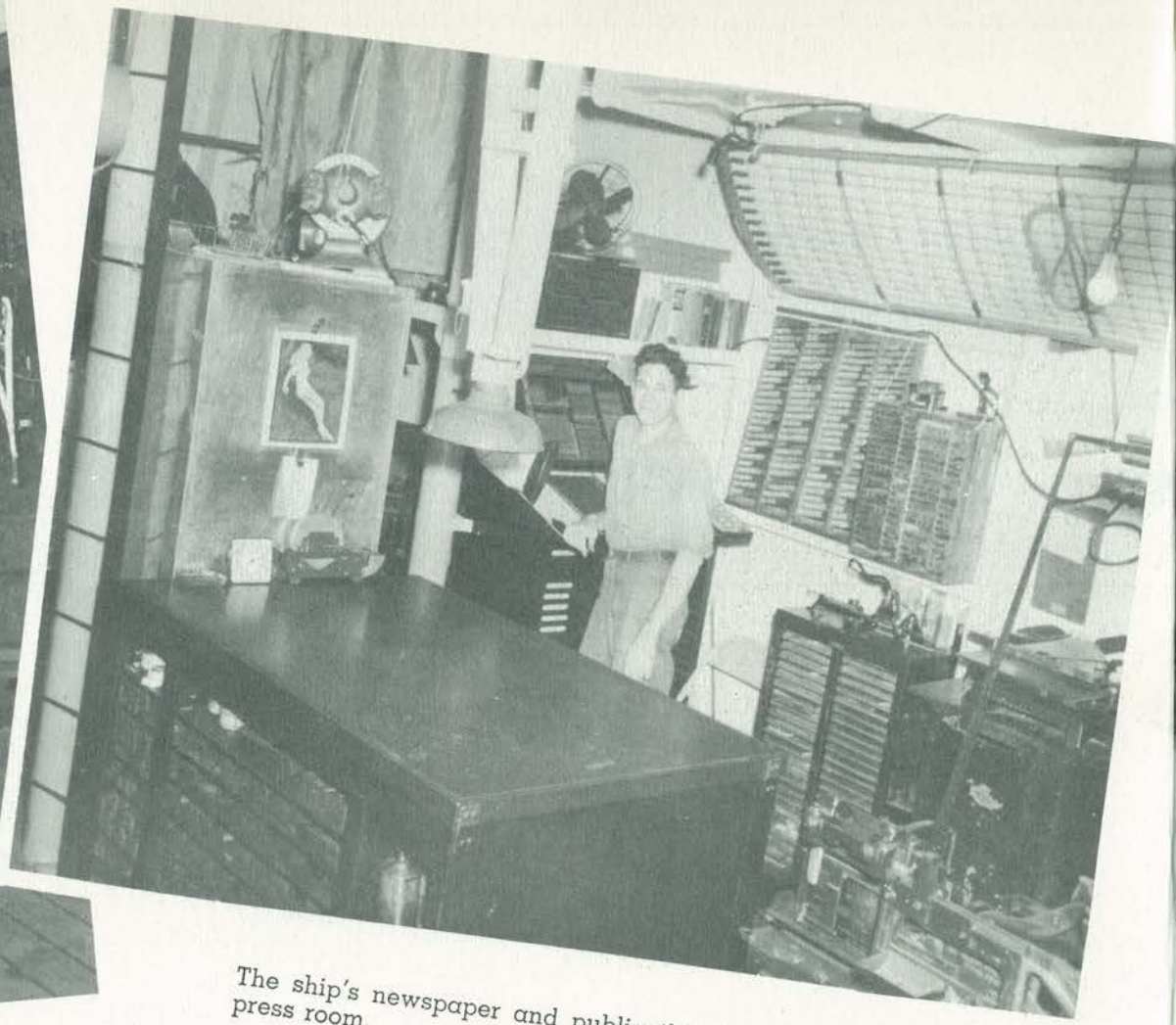


About the hardest working are the boys in the laundry.

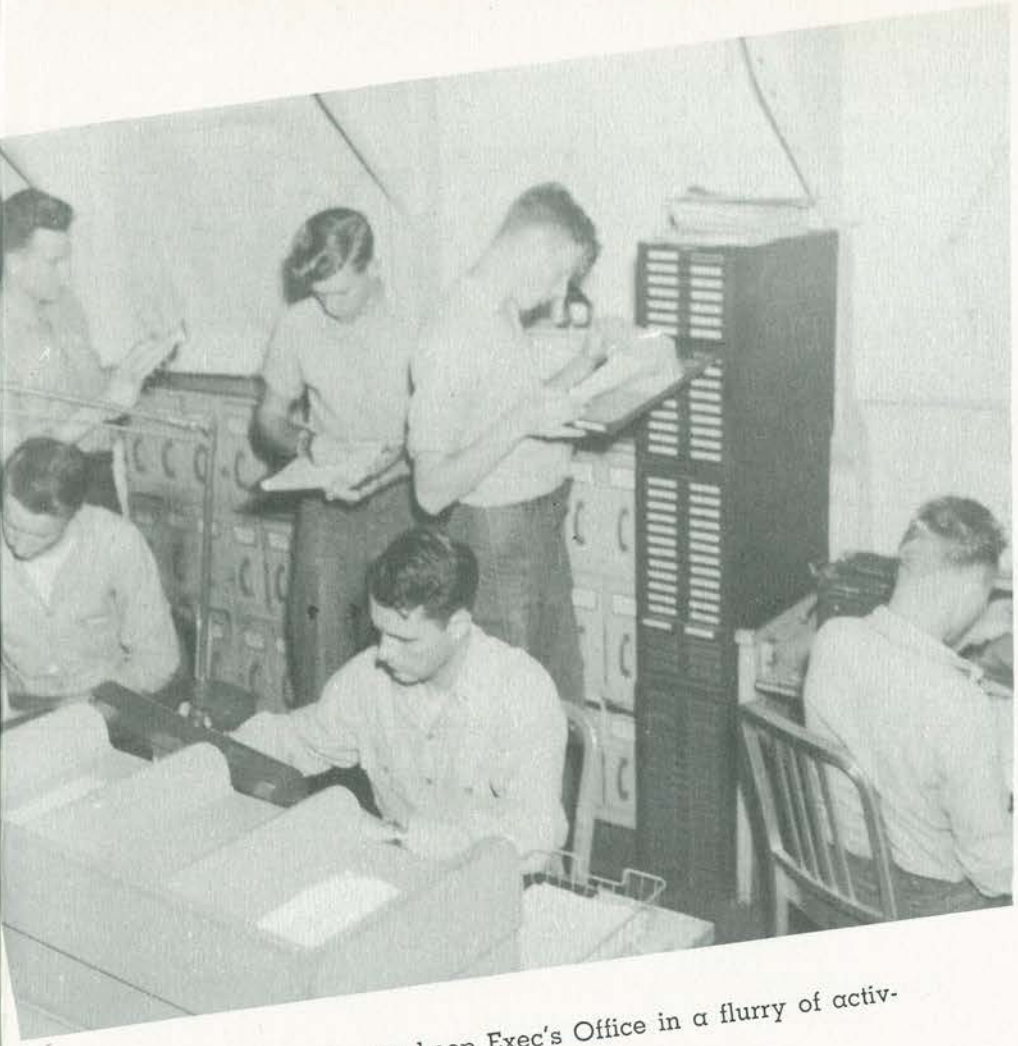


A corner of the Shipfitter's Shop.

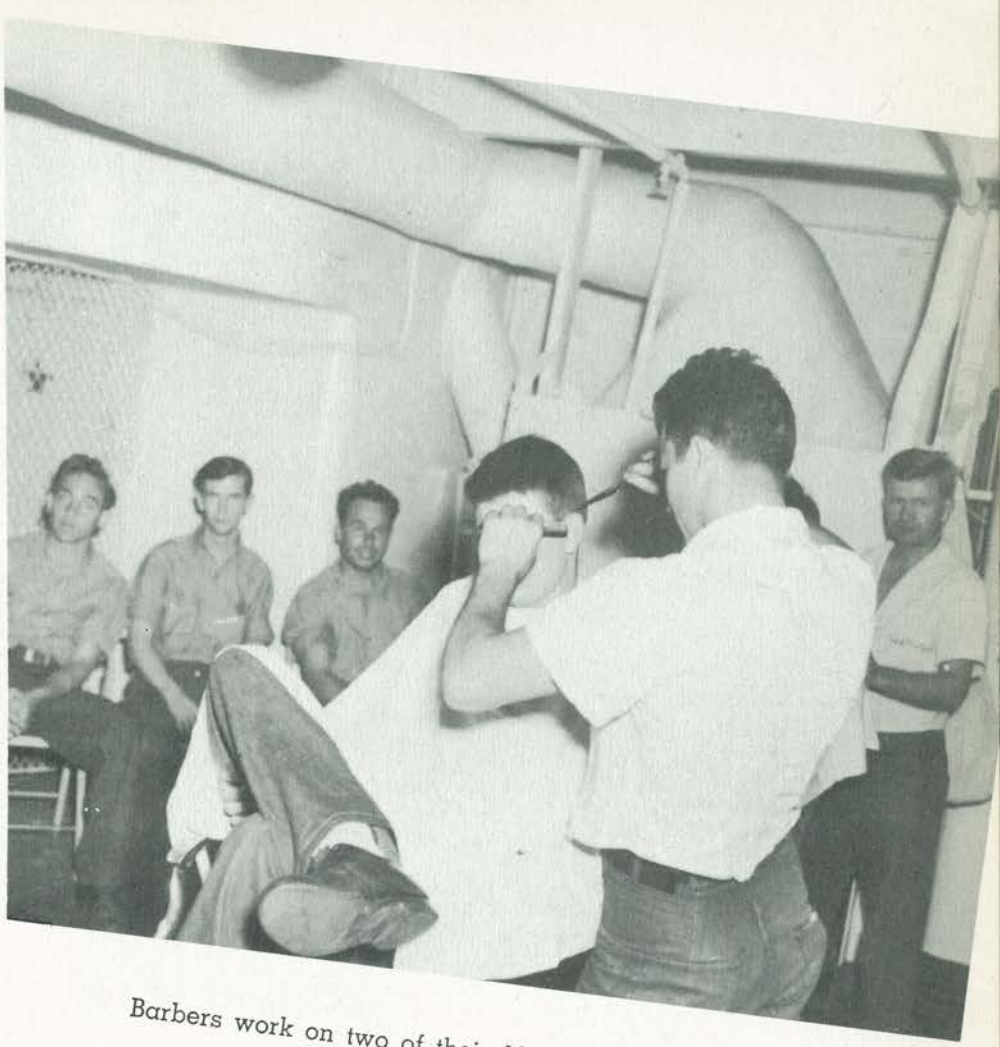
Rigged for diving.



The ship's newspaper and publications come out of modern press room.



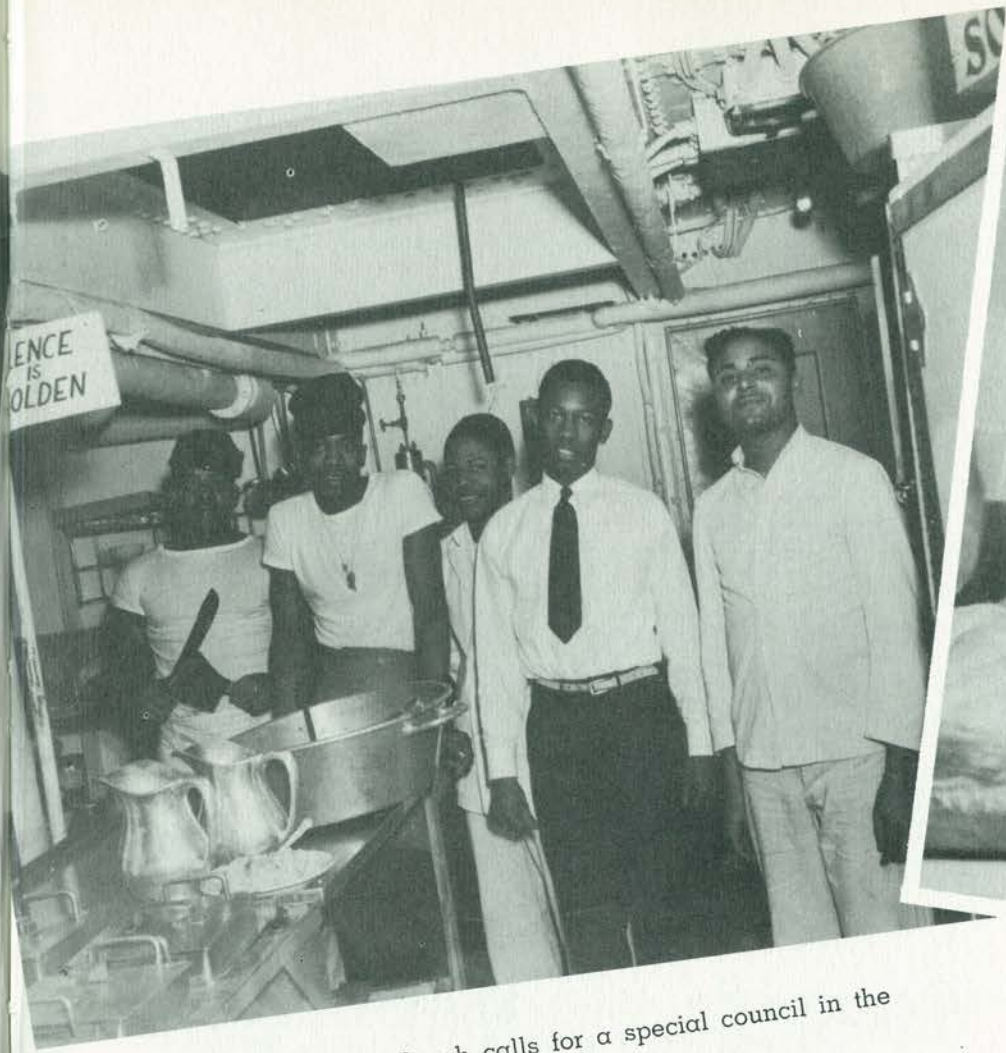
Bi-monthly discharges keep Exec's Office in a flurry of activity.



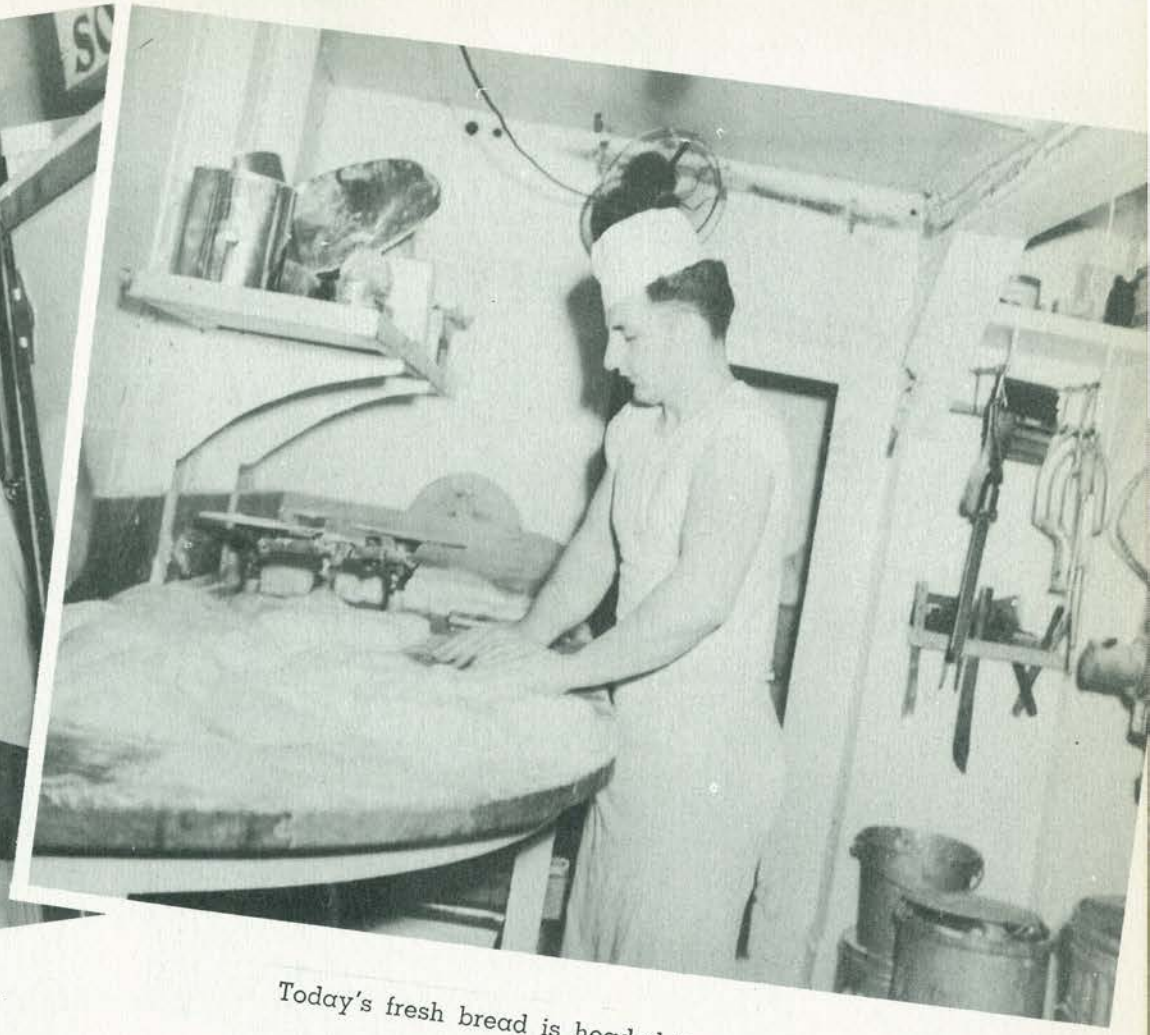
Barbers work on two of their 1800 regular patrons.

There was plenty of roast Kailua pig and poi for everyone at the Luau.

Mess-cooks will sometimes forsake their own chow for a liquid diet.



First supper in Long Beach calls for a special council in the pantry.



Today's fresh bread is headed for the oven.

"All mess cooks lay down to the scullery".

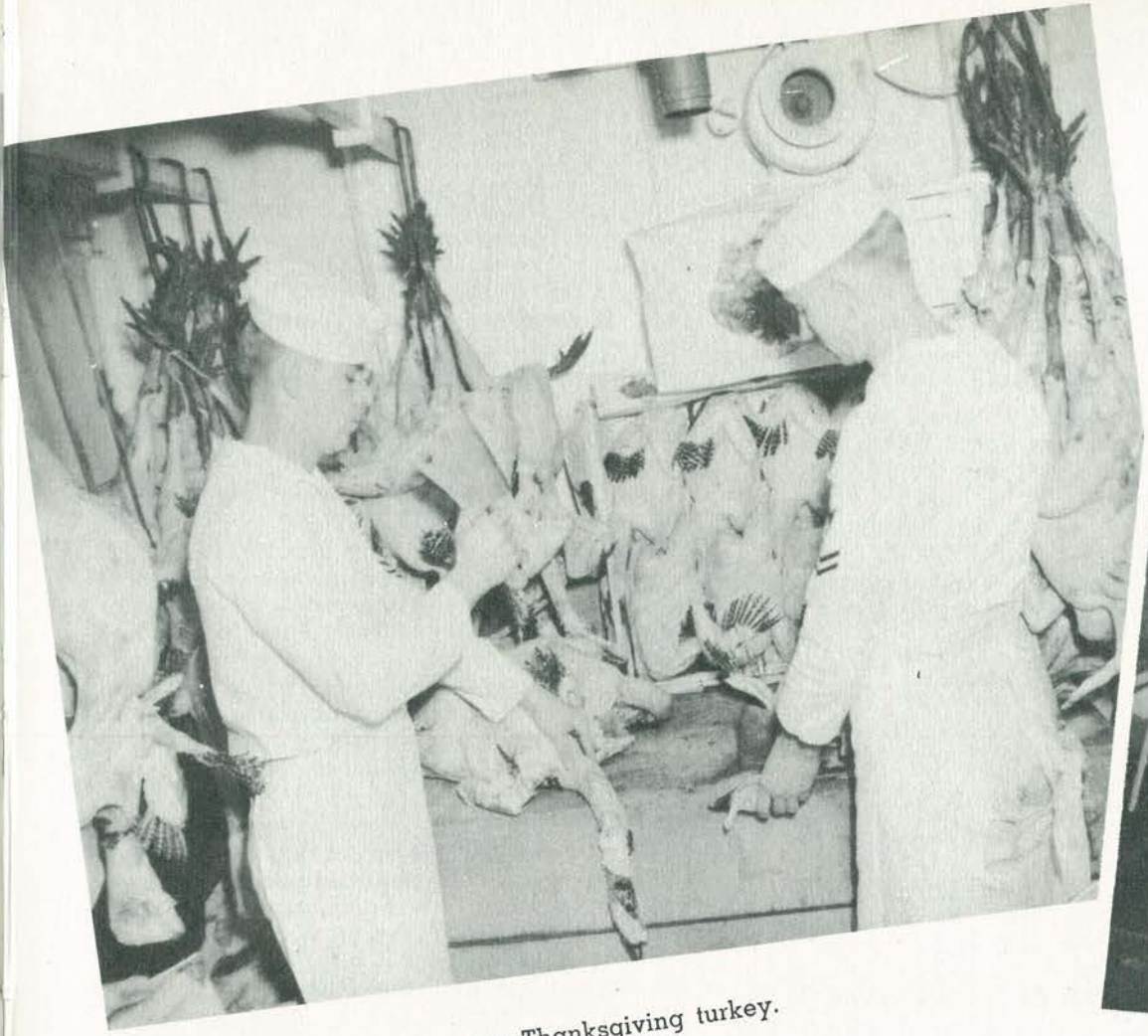
Bread, pies, pastries every day for 2900 men.

Three times daily at the steam tables.

Three setups a day keep cooks busy.

A cook's life is not all stewing and brewing. He, too, can open a "couple of cans".

One waiting line that really pays off.



Cleaning Thanksgiving turkey.

Clarabelle, the mechanical cow, and two of her milkmaids.

U.S.S. NEW YORK AVIATOR FACES JAPANESE FIRING SQUAD AND LIVES TO TELL ABOUT IT

Lieut. W. K. Keller, USN, missing since 28 May 1945, when he was catapulted from the deck of the NEW YORK at Okinawa, was rescued from a Japanese prison camp near Tokyo on 29 August and told a story of mistreatment and near-death.

Lieut. Keller stopped in Honolulu for a short visit with Lieut. R. R. Reiland, former NEW YORK pilot now stationed at Pearl Harbor, and told of his being forced down off Amami Island, 100 miles north of Okinawa, on the night of 28 May, by a shortage of gasoline.

Japanese PT boats surrounded the plane early the next morning, but Lieut. Keller said he had time to destroy all his confidential matter. During the transfer from the plane to one of the boats, Lieut. Keller and his passenger, Lieut. R. S. Mixon, a medical officer attached to the Third Fleet, managed to capsize the plane and it sank.

The two Navy officers were taken to a prison camp on Amami and held there a month before being transferred to the Japanese mainland.

Lieut. Keller told of beatings he and the medical officer took because they would not reveal information regarding our ships, and of the night Lieut. Mixon was dragged from his cell and placed before a firing squad. Lieut. Keller told that was the last time he saw the medic and that Lieut. Mixon's name was not listed among the freed prisoners.

Later Lieut. Keller was placed before a firing squad but proceedings were halted by higher Jap officers who were still seeking information about the American fleet.

The plane was en route to the battleship U.S.S. MISSOURI, to return Lieut. Mixon to his post, and a mix-up in bearings caused the plane to leave its course.

Three months after funeral services were held aboard ship for Lieut. Keller, unofficial word reached the ship that he had been rescued.

Lieut. Keller, a native of Burlingame, California, came to the NEW YORK in October 1944, and flew many reconnaissance flights over Iwo Jima and Okinawa, directing gunfire of the NEW YORK.

ARCHBISHOP SPELLMAN OF NEW YORK RECEIVES FLAG ON VISIT TO U.S.S. NEW YORK AT PEARL HARBOR

Expressing gratitude to the Almighty for Allied victory, the Most Reverend Francis J. Spellman, Archbishop of New York, visited the U.S.S. NEW YORK on 15 August 1945 and accepted an American flag presented to His Excellency by Captain Grayson B. Carter, commanding officer.

In presenting the flag, Captain Carter said, "This flag has no battle scars. It has found its only use in gracing the altar before which Your Excellency in your sermon this morning exhorted us to accept the challenge of peace. We consider this a fitting emblem with which to plead that challenge. We are going to present this flag on behalf of the officers and men of the NEW YORK to Archbishop Spellman in the hope that it will never see the destruction and bloodshed of war."

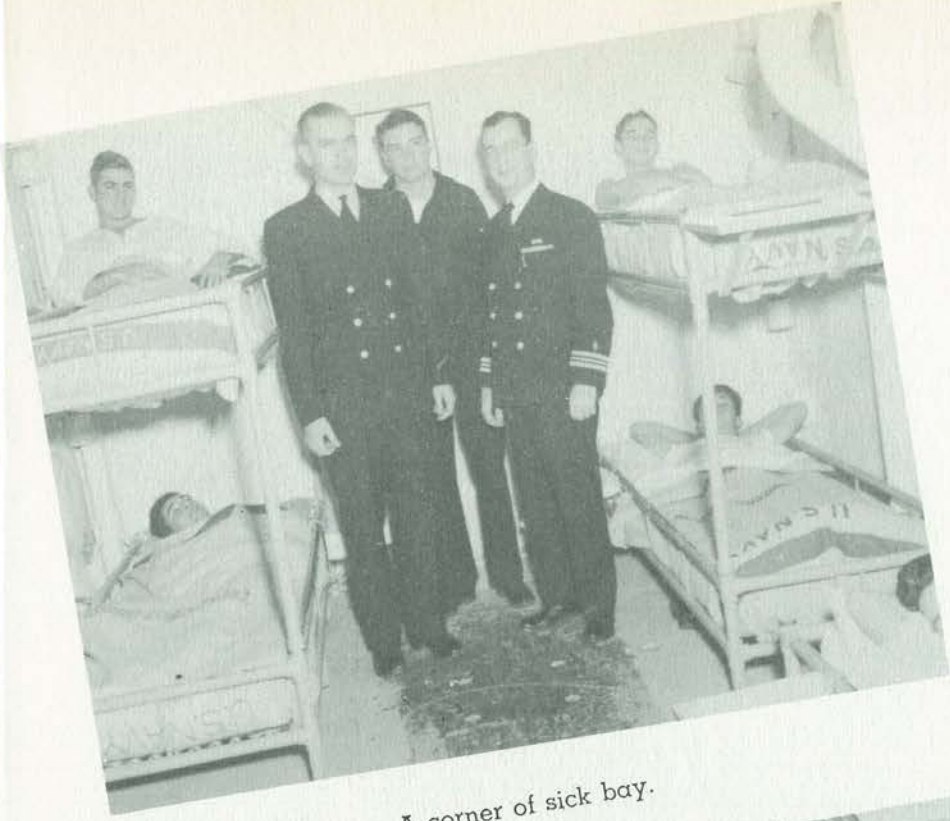
In acceptance, the Archbishop replied, "With gratitude I receive this flag from the ship which bears the name of the great state from which I come. Many of you come from that state. All of you come from that great country, the United States—and that is our power.

"To all of you on this ship, which has a history second to none, I promise you I shall follow Captain Carter's words and keep this flag as a symbol of things American and of peace. I shall place it in the Cathedral of Saint Patrick in New York. There let it remind us forever that the challenge of peace is just as great and important as that of war. We have another battle ahead of us, the battle for peace."

Standing in the shadow of the great ship's 14-inch guns, the crew, accompanied by the ship's band, added a spirited note to the ceremony by saluting the Archbishop with a lusty rendition of "The Sidewalks of New York" as a tribute to his home city. His Excellency smiled and joined in the song.

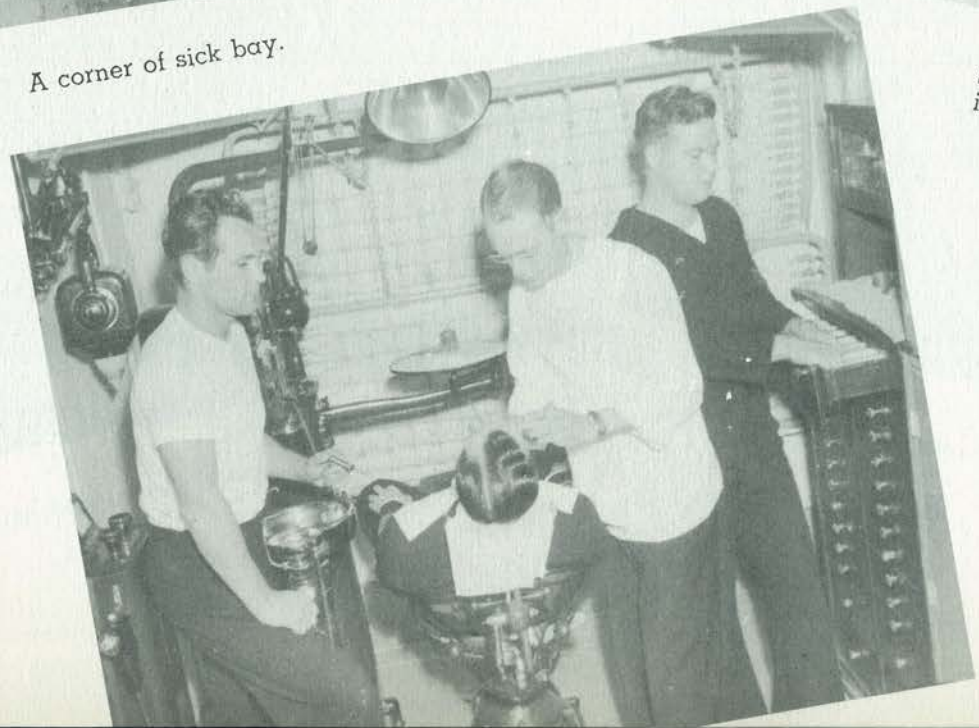
The first enlisted man the prelate met was Edward F. Spellman, watertender second-class, who lives in Boston, former home of the Archbishop. His Excellency and the sailor, however, were not able to establish family relationship.

The Archbishop is military vicar for Catholic chaplains of the Army and Navy.



A corner of sick bay.

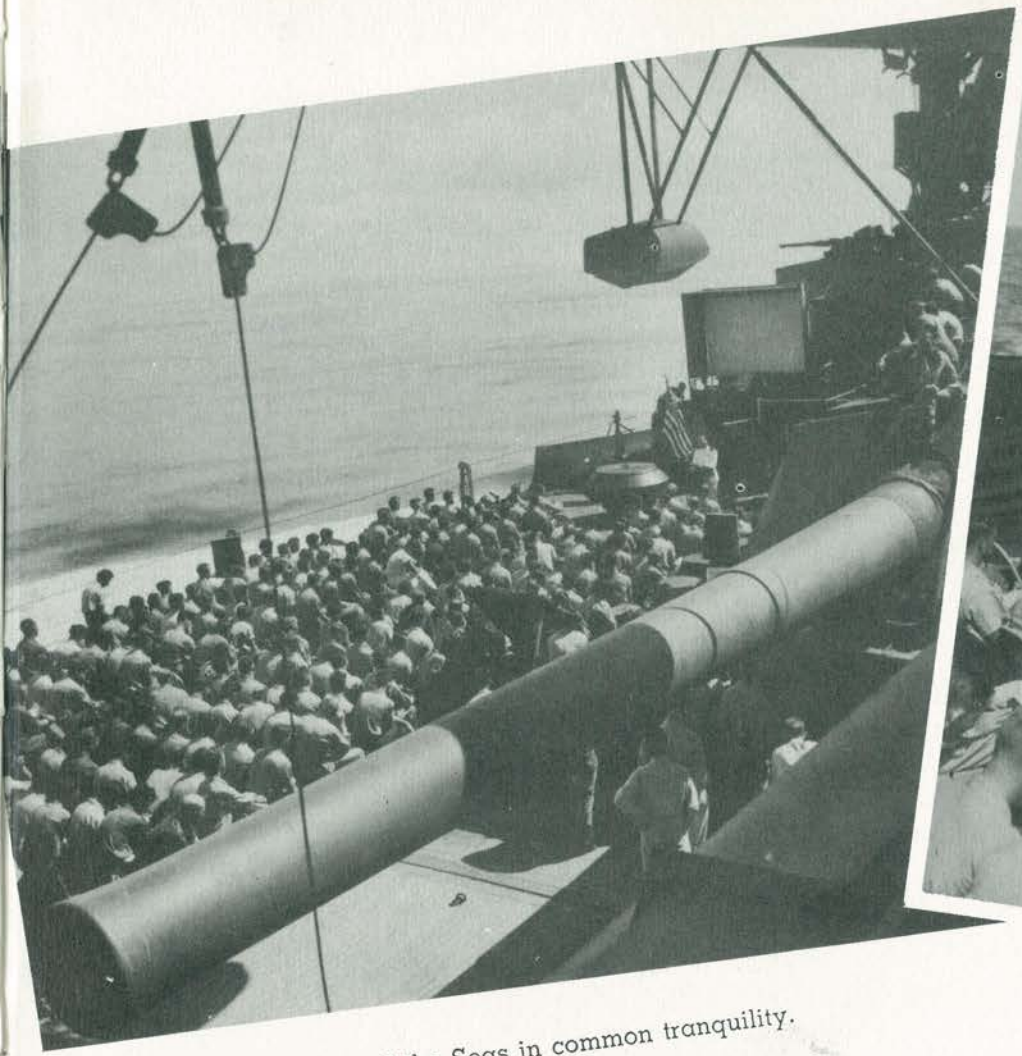
Shipboard operations became commonplace in the forward areas.



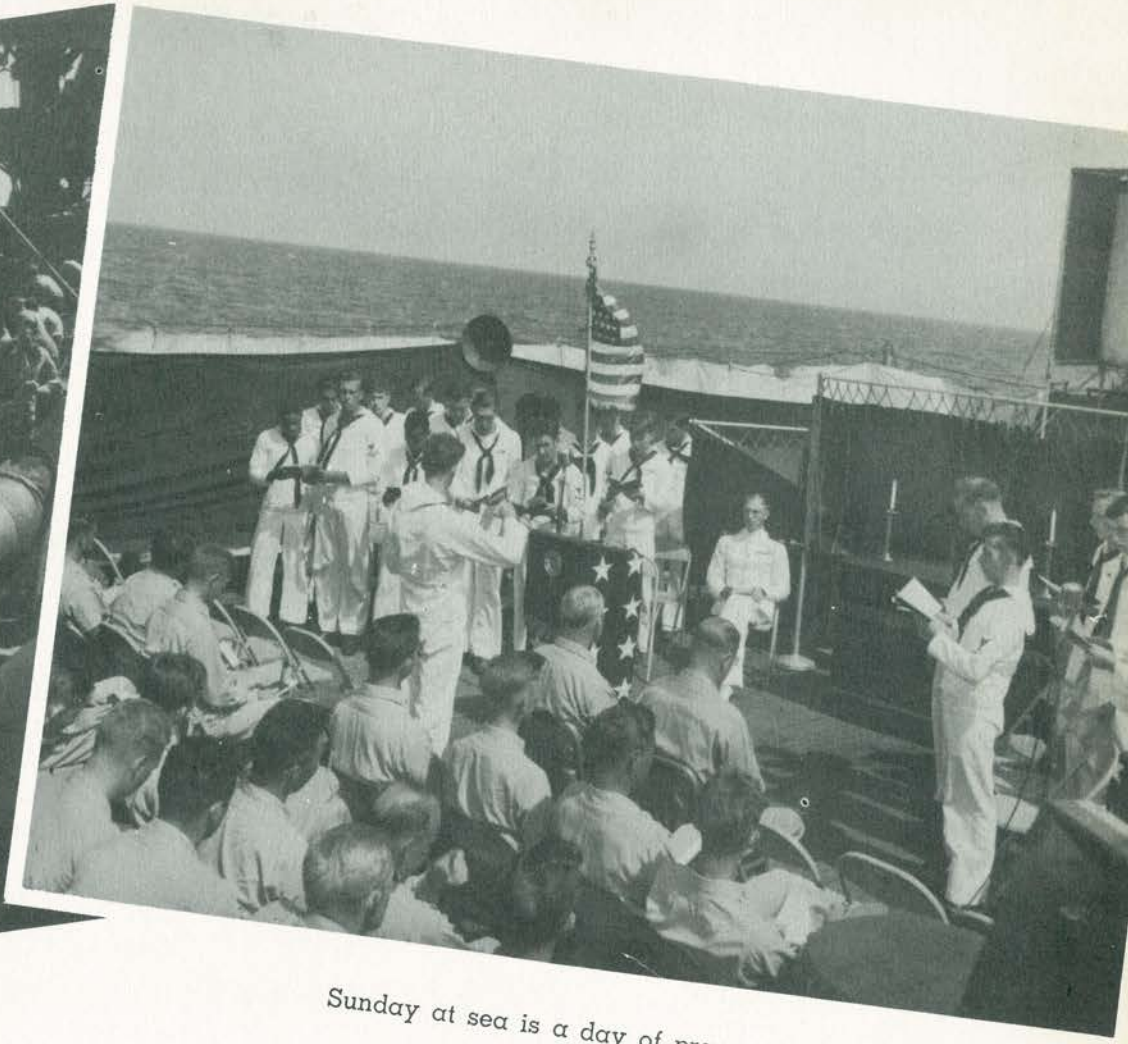
Dental staff utilize its modernly equipped office in caring for the ship's company.

Admiral's inspection party at the Quarterdeck during bombardment training off San Clemente Island.

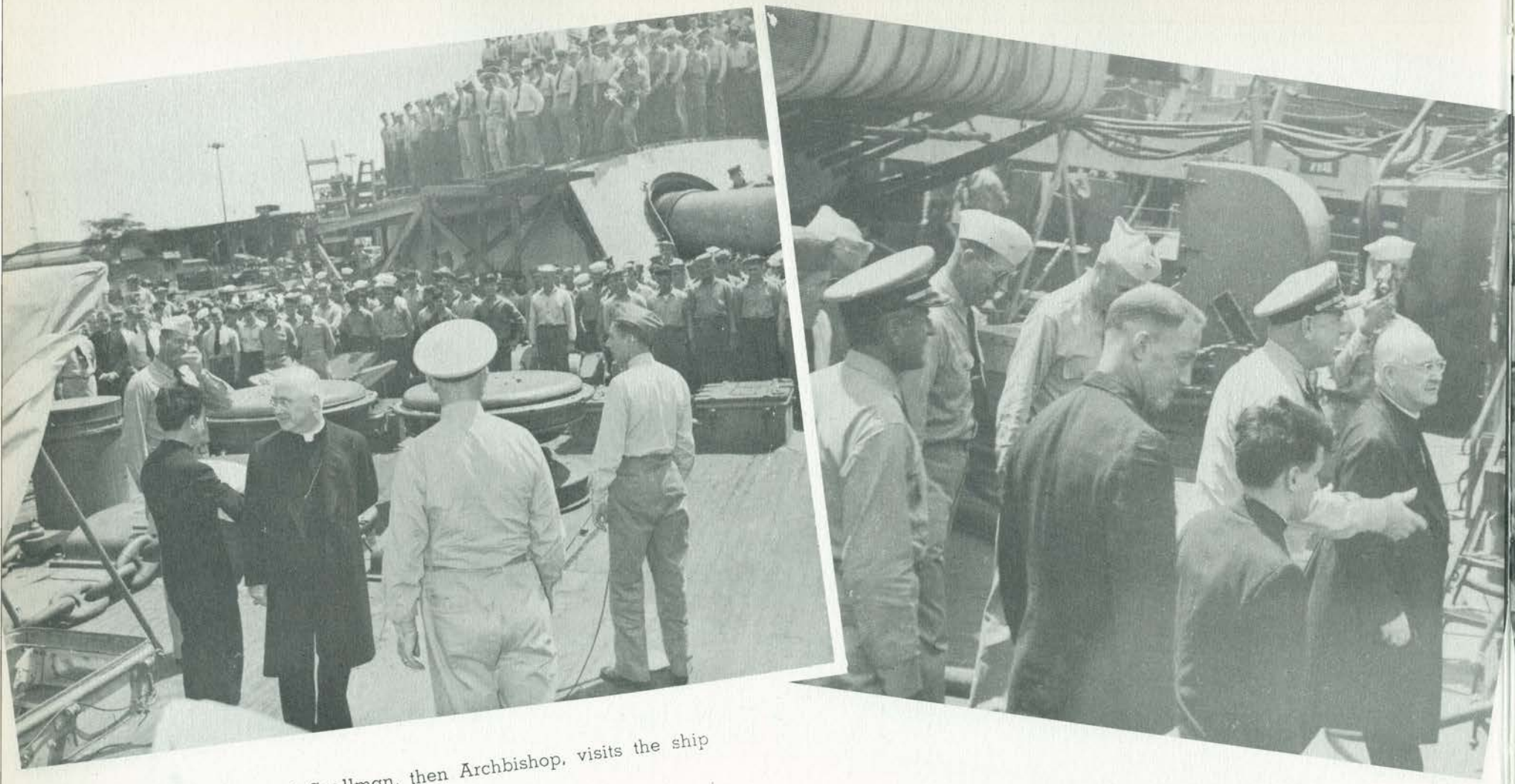
Captain Scott Umstead inspects the marine detachment.



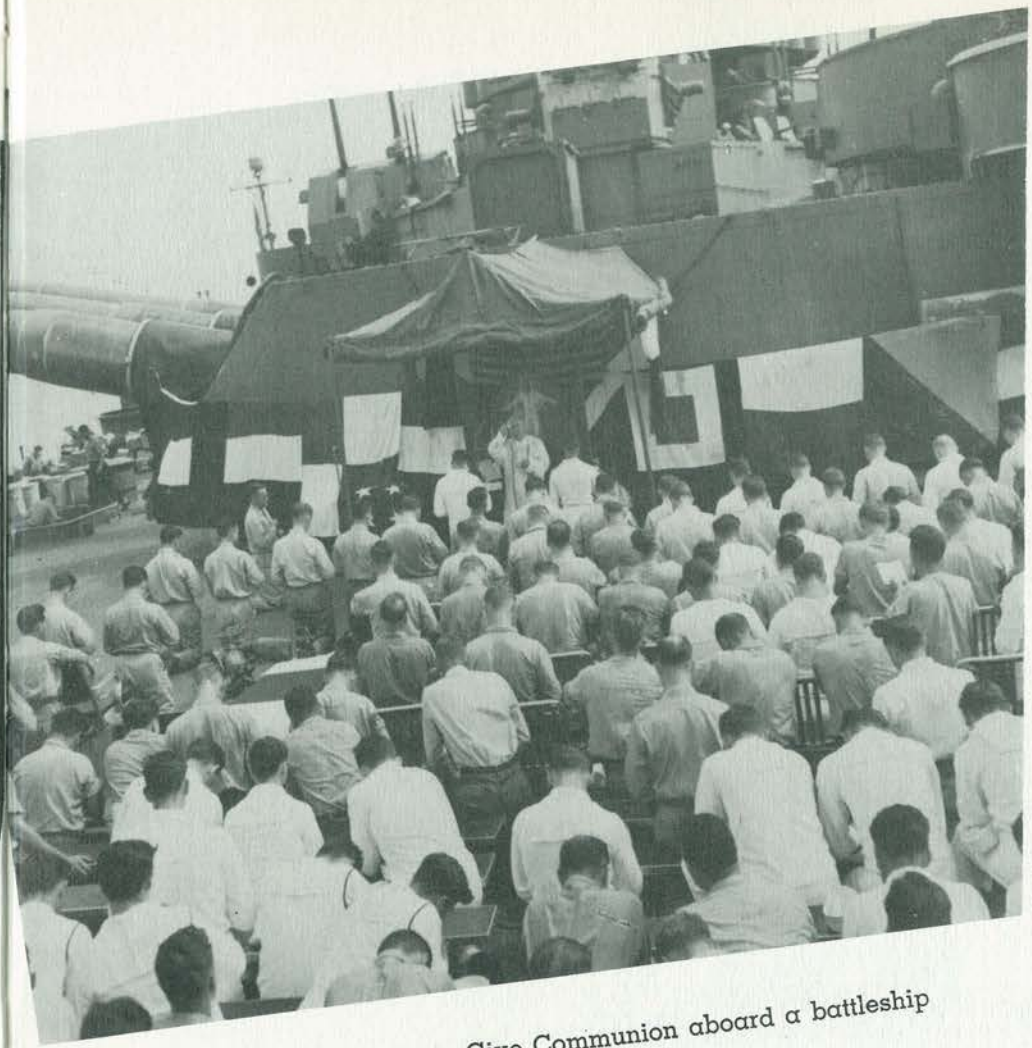
Men and the Seas in common tranquility.



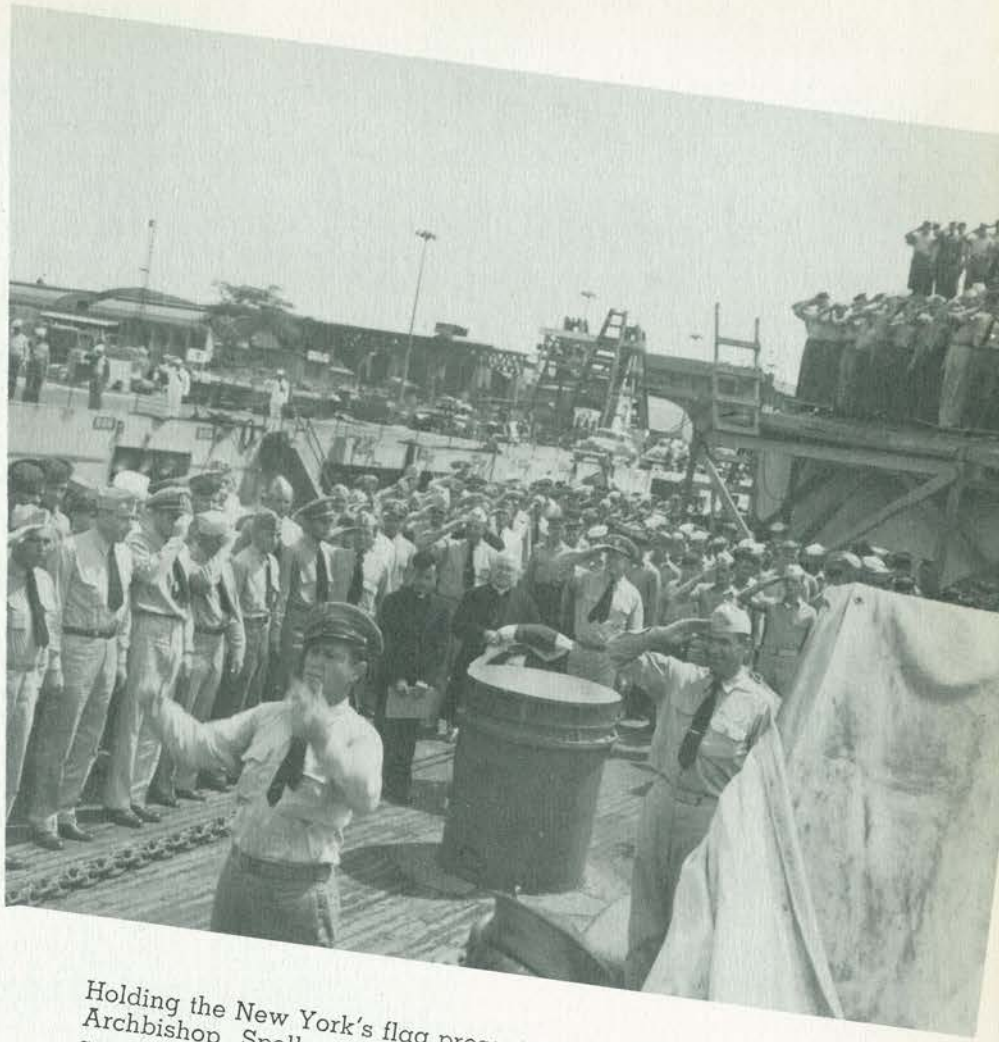
Sunday at sea is a day of prayer.



Francis Cardinal Spellman, then Archbishop, visits the ship shortly after V-J Day.

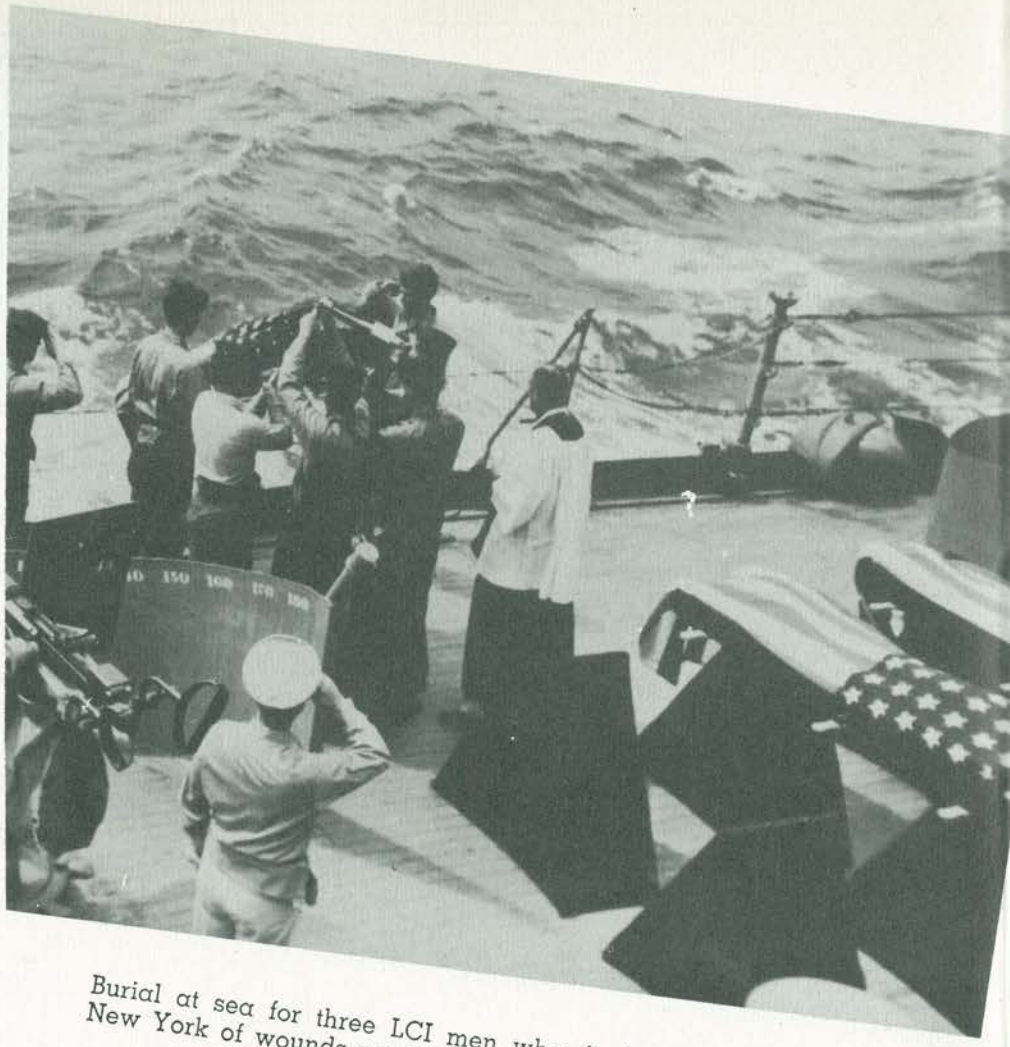


Archbishop Prepares to Give Communion aboard a battleship in Pearl Harbor.

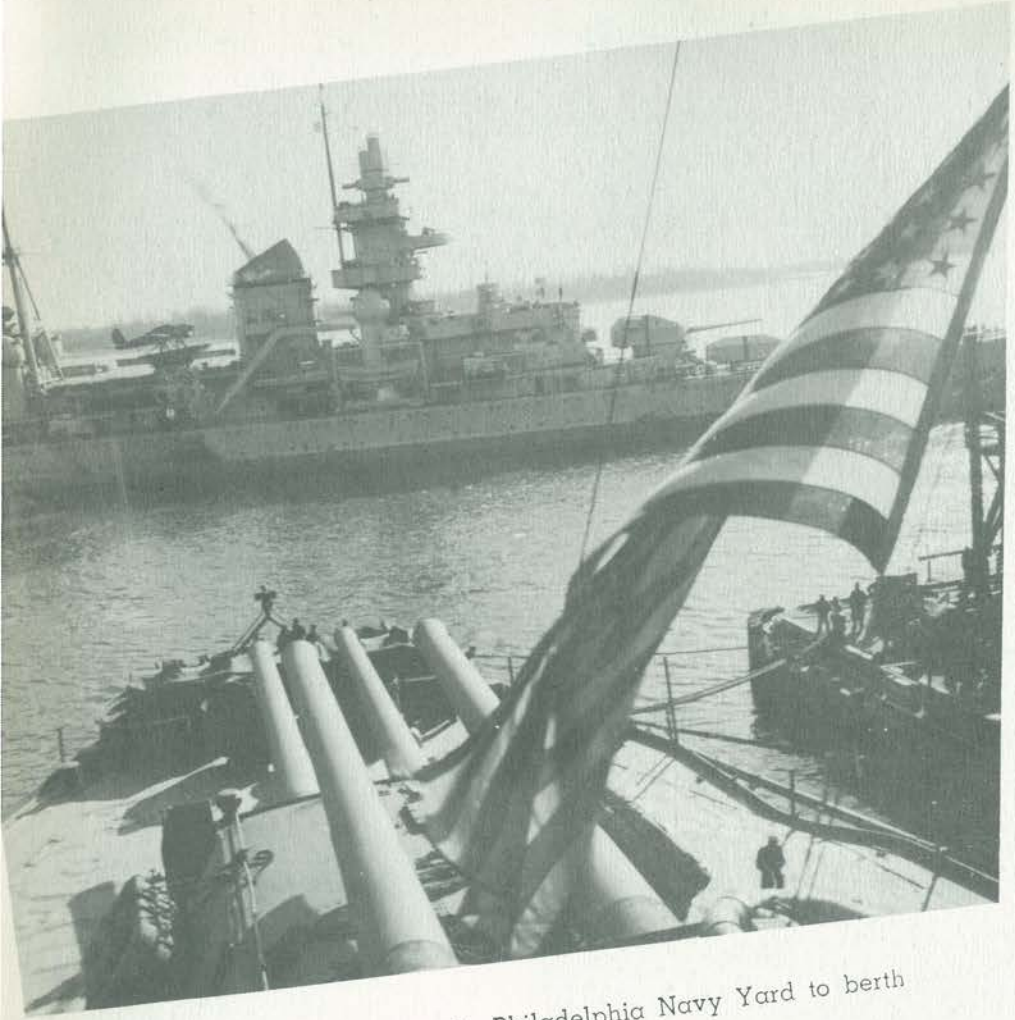


Holding the New York's flag presented to him by Capt. Carter, Archbishop Spellman stands at attention with the ship's company during the playing of the national anthem.

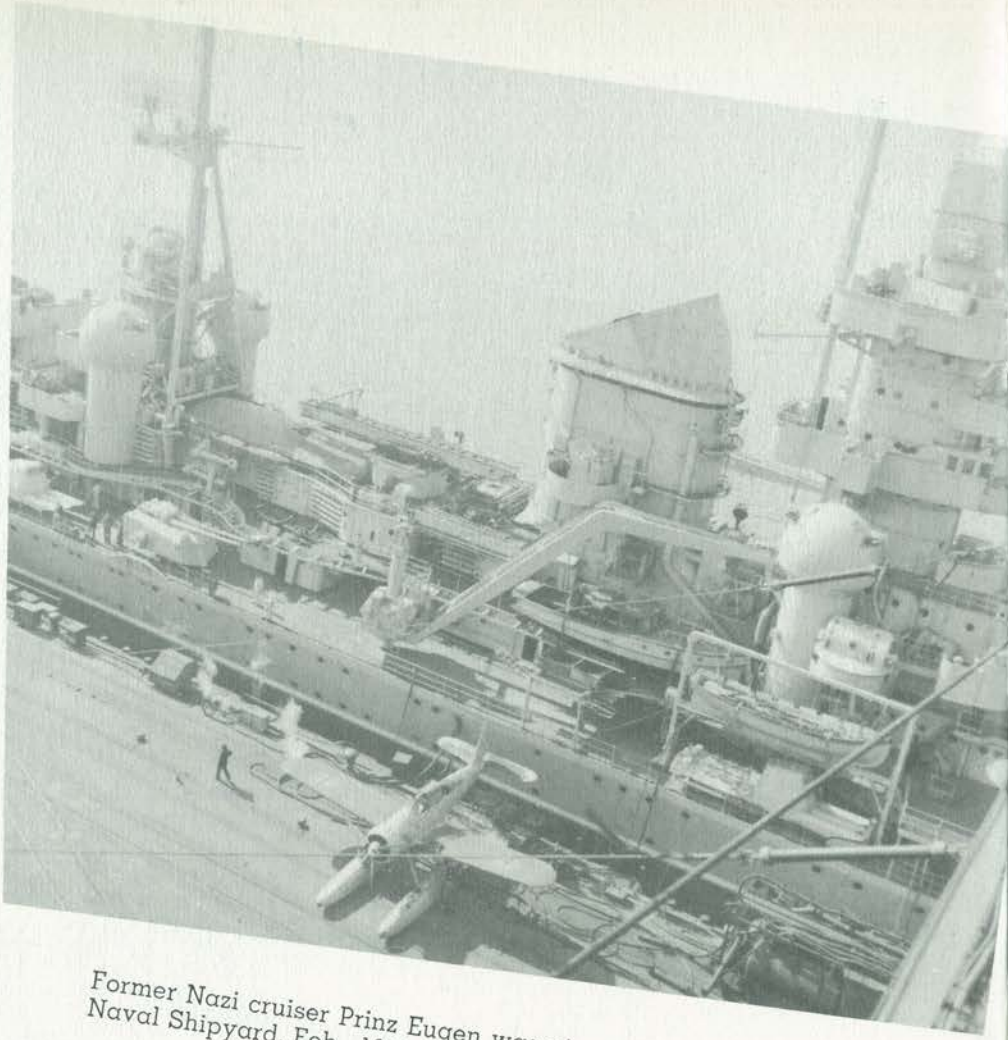
Taps For The Honored Dead—Three Navy men who were wounded in the assault on Iwo Jima, and later died aboard the veteran battleship USS New York are buried from the battleship with military honors. Navy Chaplain D. S. Rankin, Lieutenant (ChC) USNR of South Langhorne, Pa., officiates at the funeral ceremony on D-Day, Feb. 19, 1945.



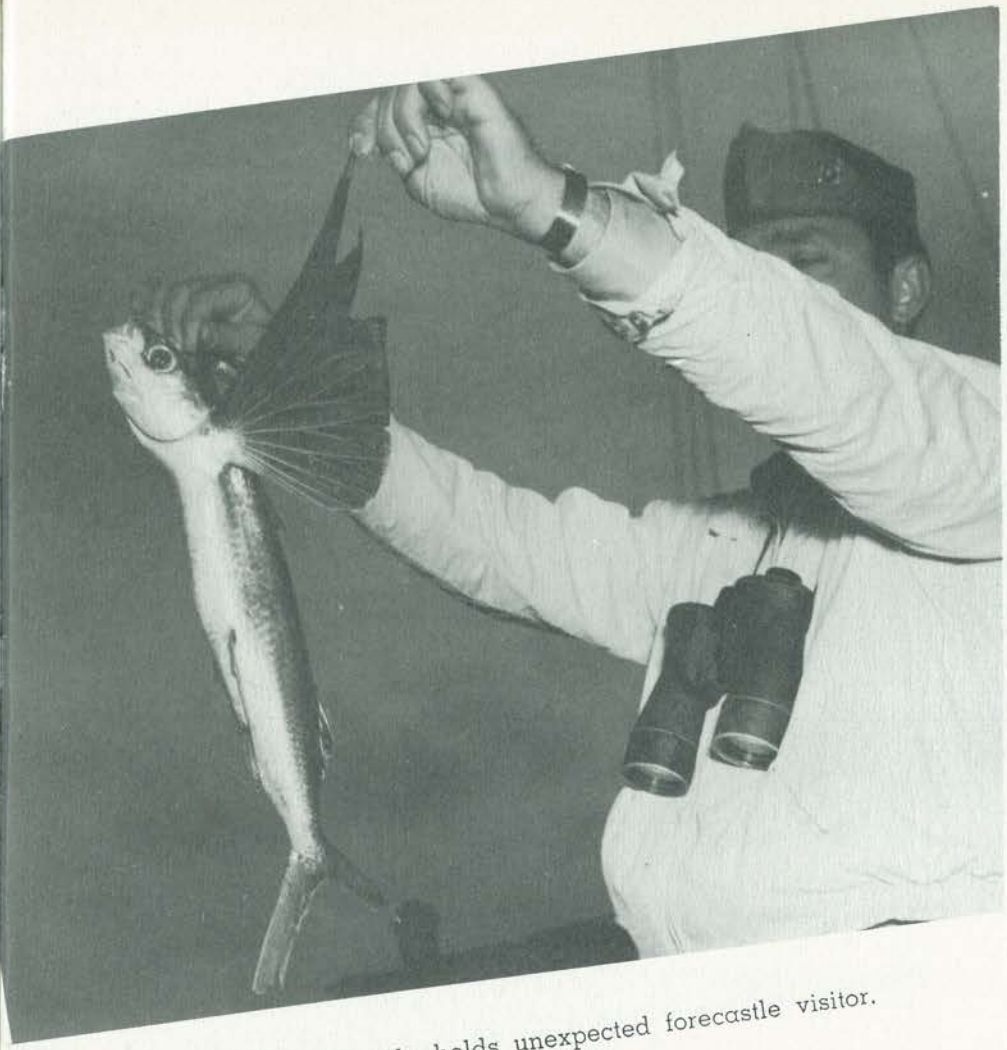
Burial at sea for three LCI men who died aboard the USS New York of wounds received at Iwo Jima.



The Prinz Eugen arrives in Philadelphia Navy Yard to berth along side the New York.



Former Nazi cruiser Prinz Eugen was piermate in Philadelphia Naval Shipyard. Feb., 1946.



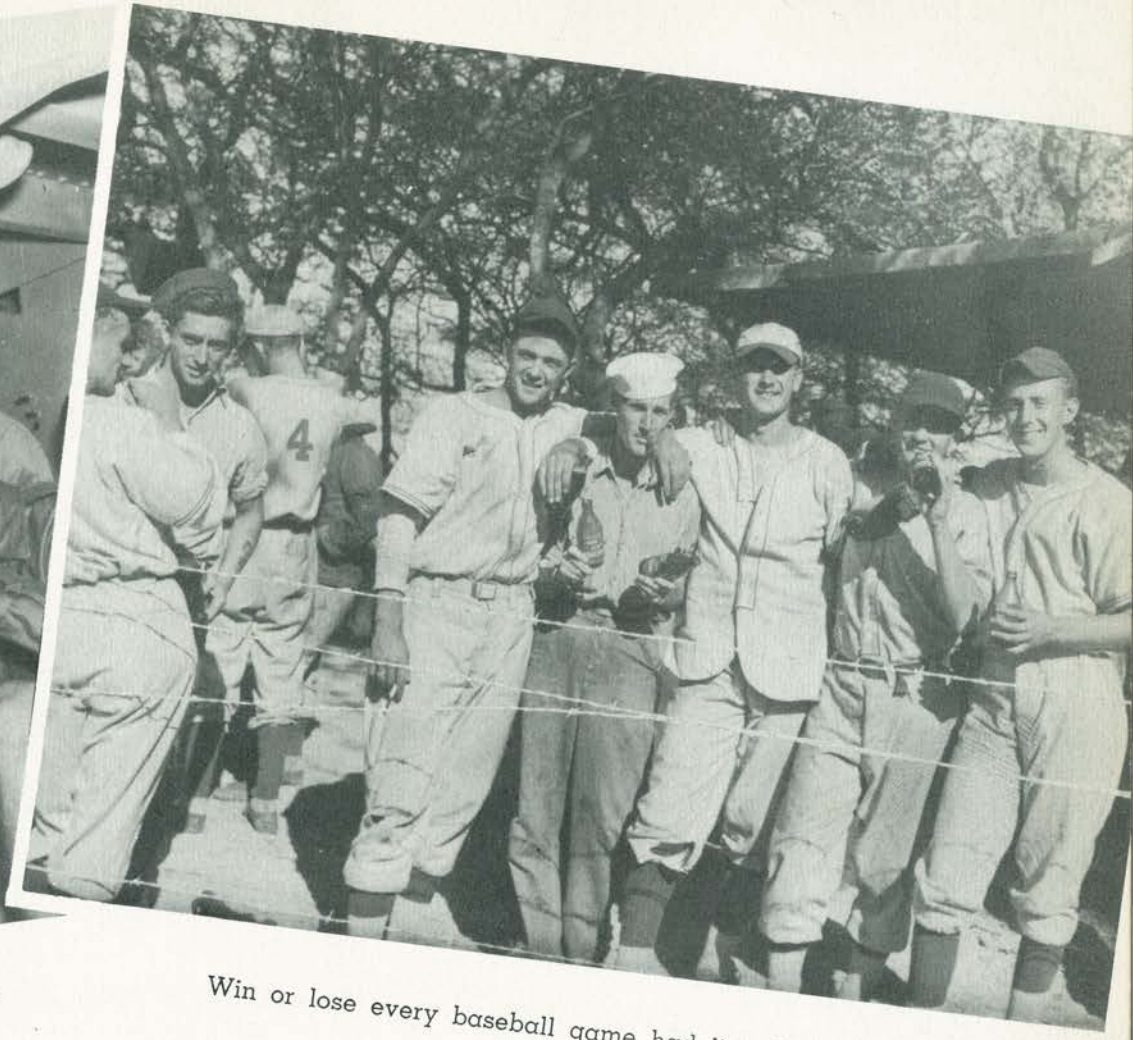
The OOD gingerly holds unexpected forecastle visitor.

The Lamb's Club is entertained aboard in New York, 1945.

A last salute to the quarterdeck as crew member departs for separation center.

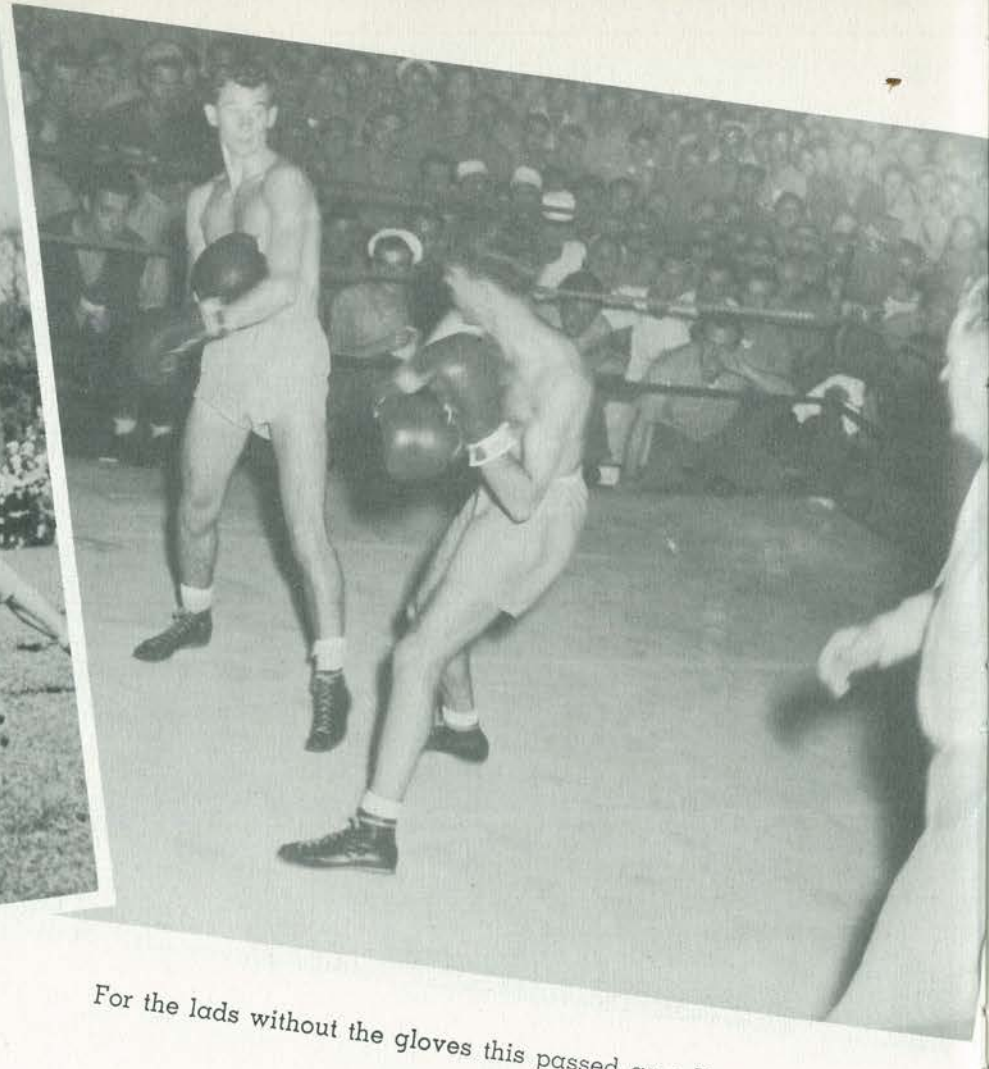
A happy detachment leaves for discharge.

The boxing team has a party in the CPO mess after the "Happy Hour". Pearl to Panama, 1945.

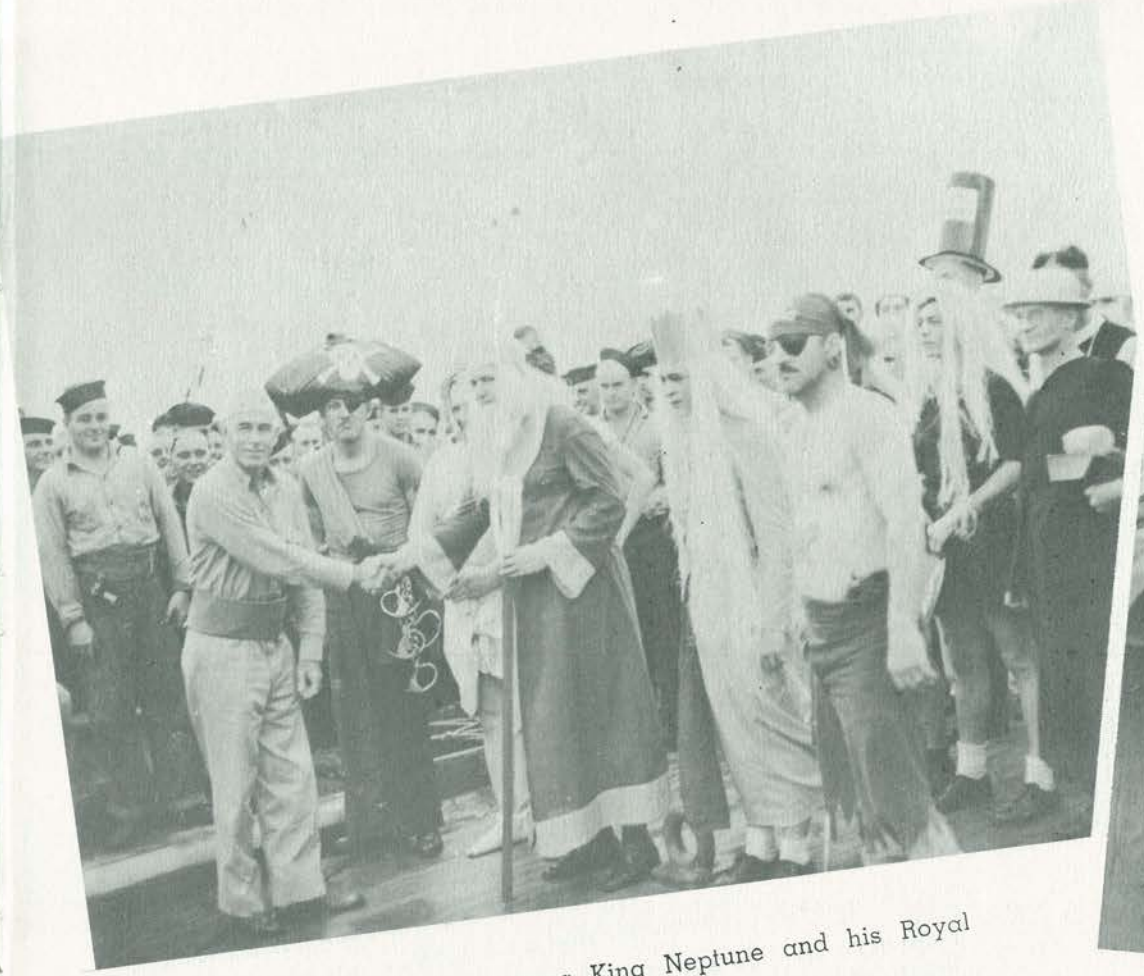


Win or lose every baseball game had its advantages.

Fleet Team tackles Fort Monroe.



For the lads without the gloves this passed as a Happy Hour.

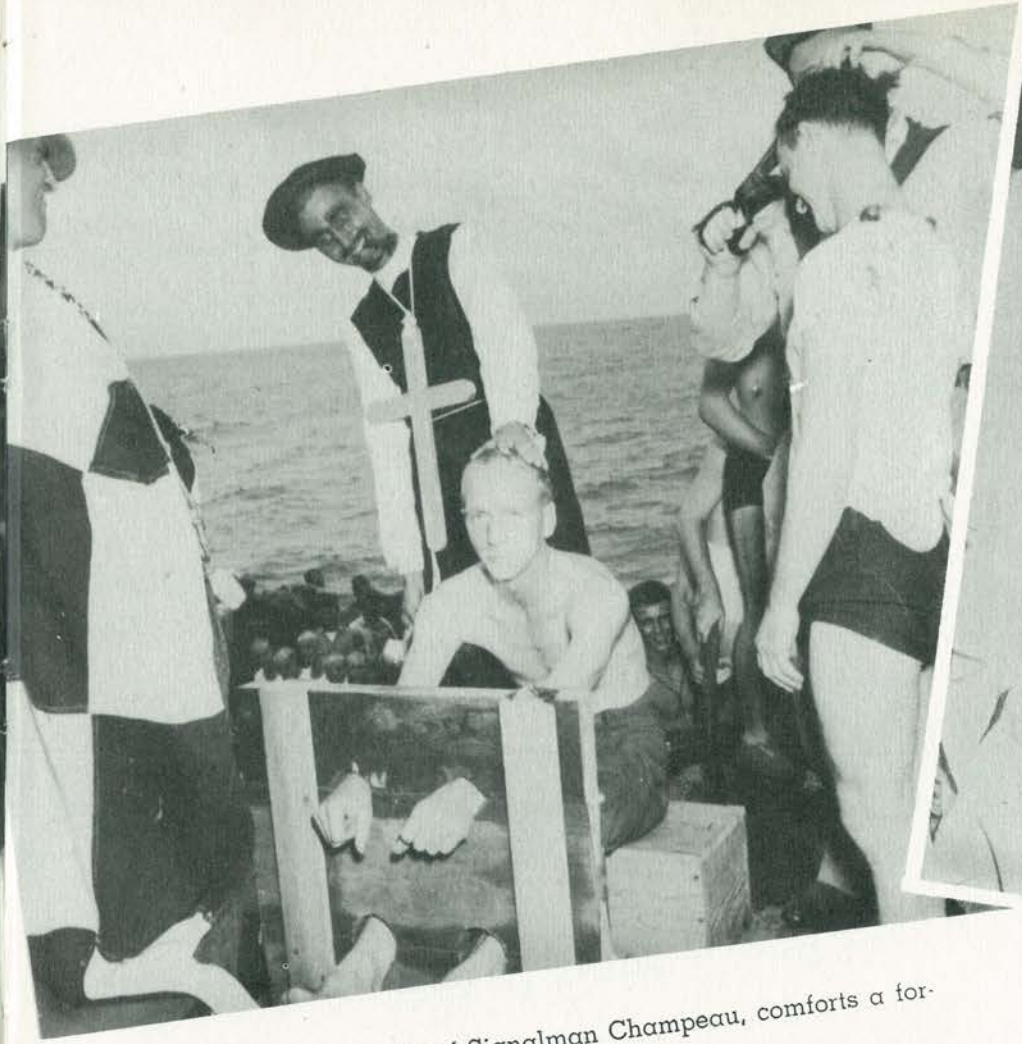


Captain Christian welcomes King Neptune and his Royal Court. Feb., 1945.

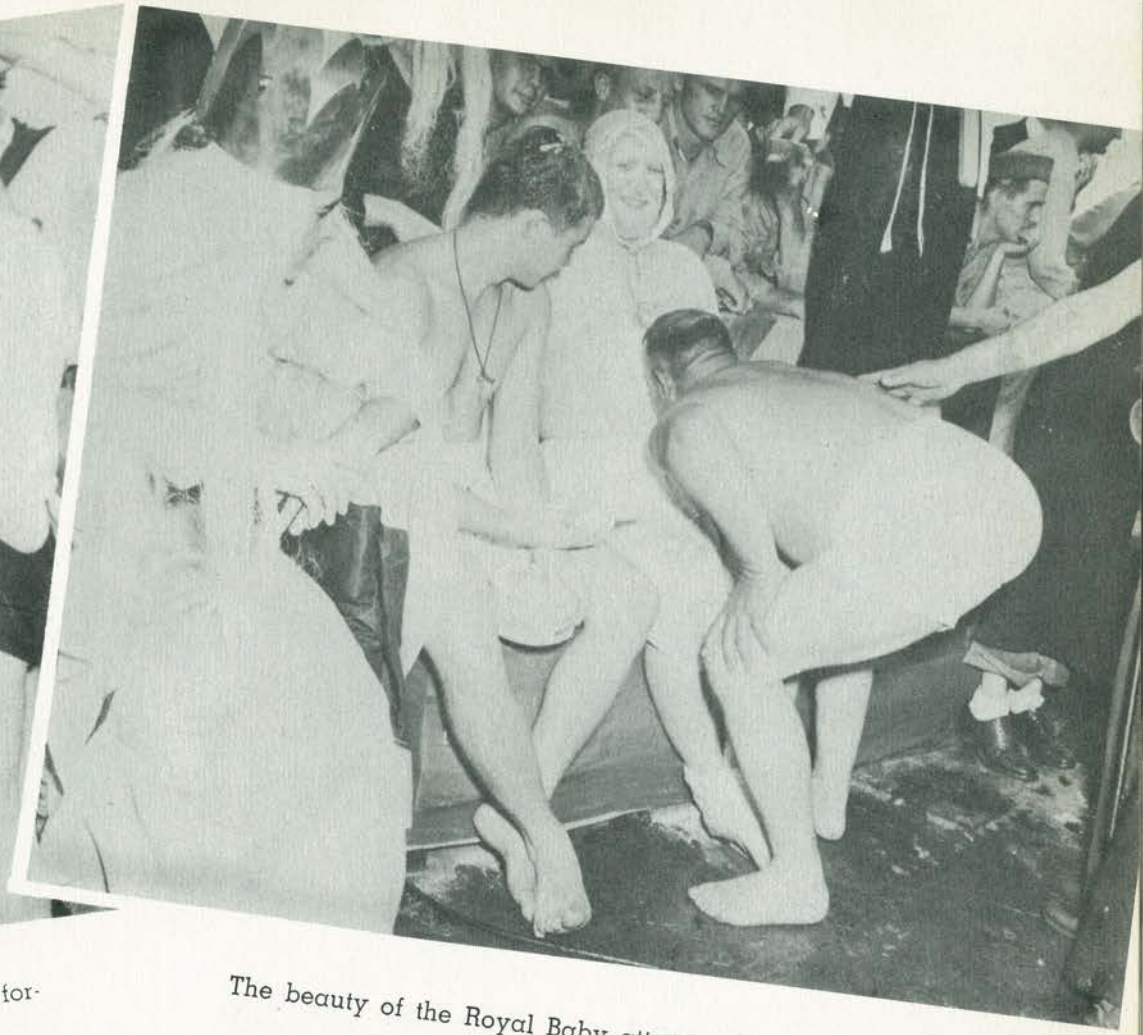
King Neptune reigns over his Royal Court during the Shellback ceremonies crossing the equator. Feb., 1945.

Royal Police stand by to encourage more reluctant pollywogs.

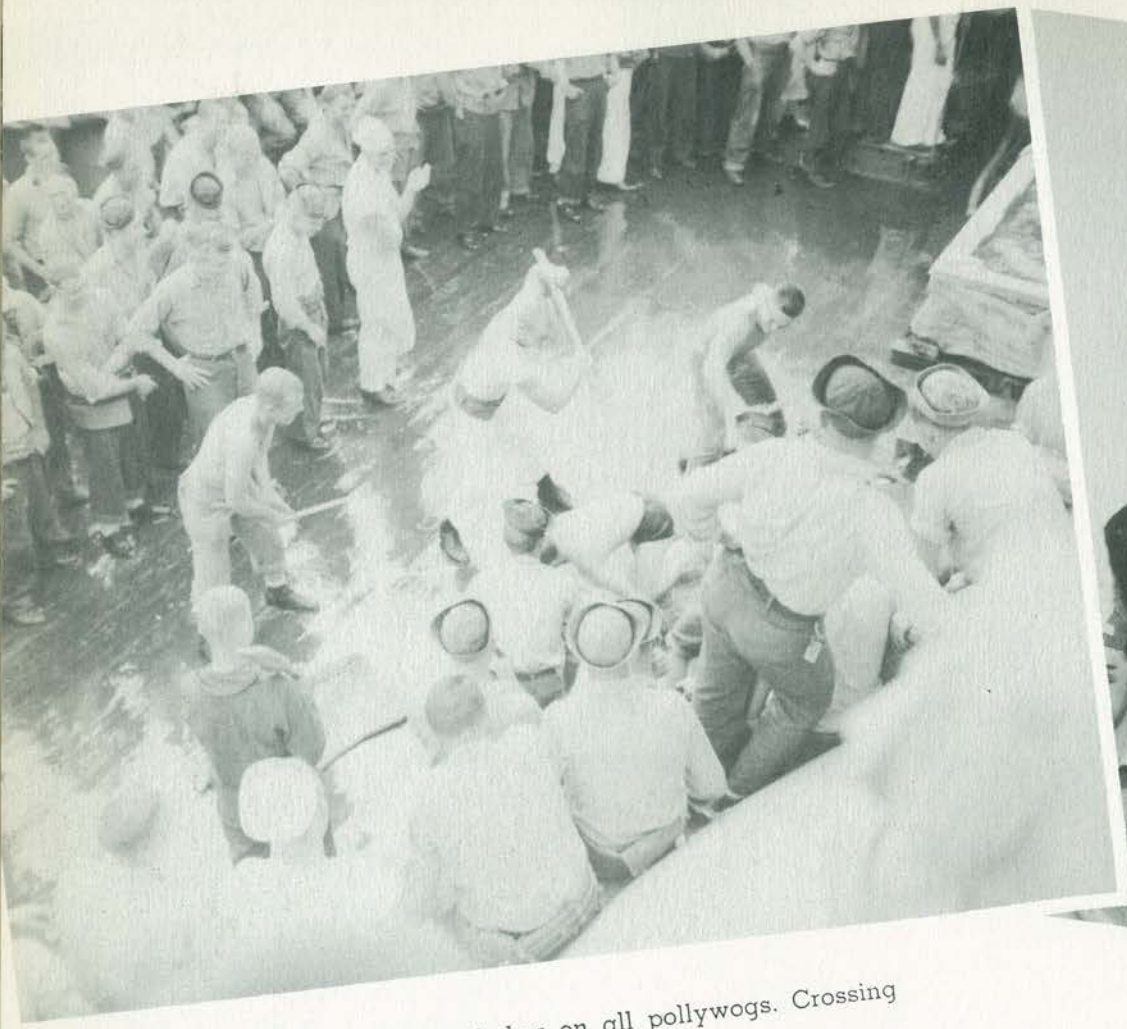
Neptune's initiates make their rugged way after session with Royal Barber.



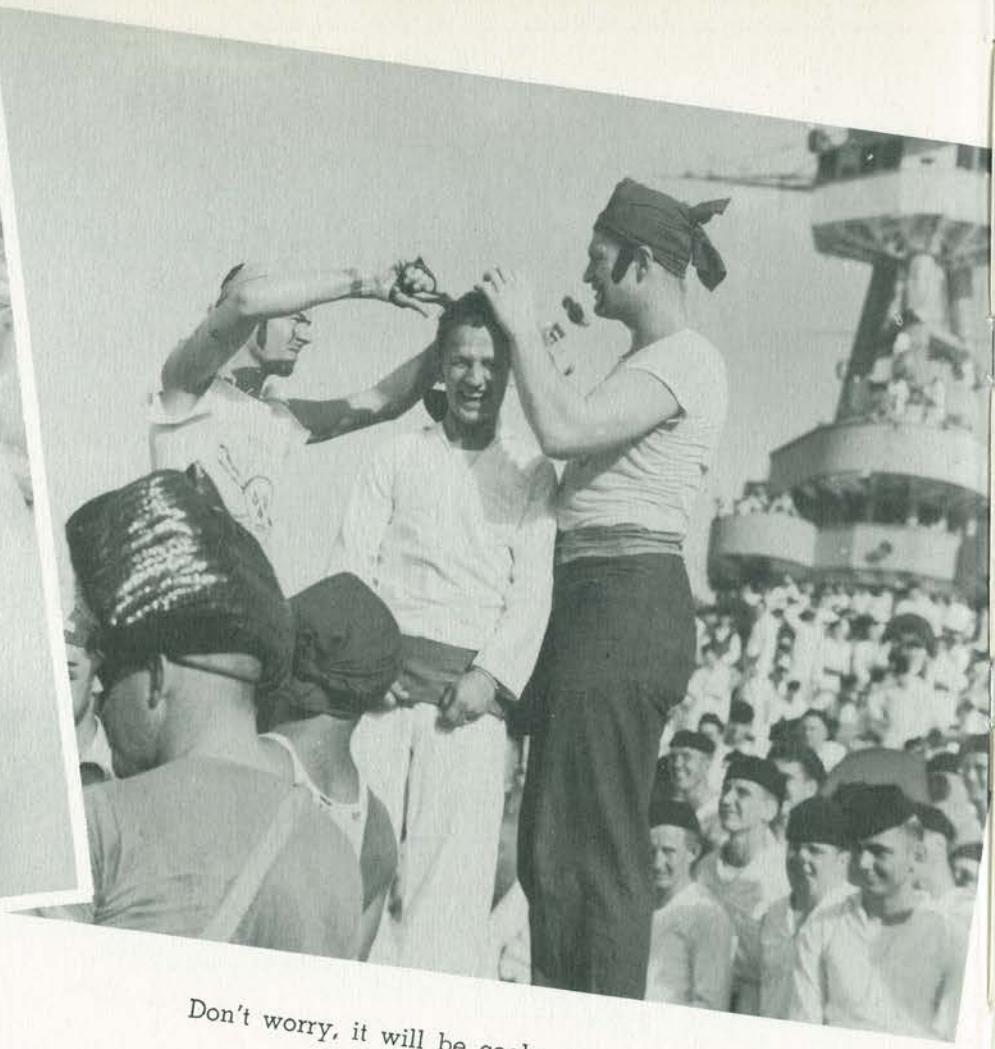
The Royal Priest, Chief Signalman Champeau, comforts a forlorn pollywog.



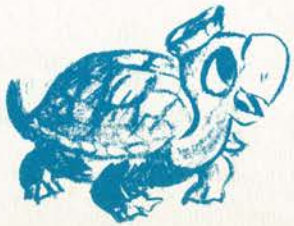
The beauty of the Royal Baby attracts all pollywogs.



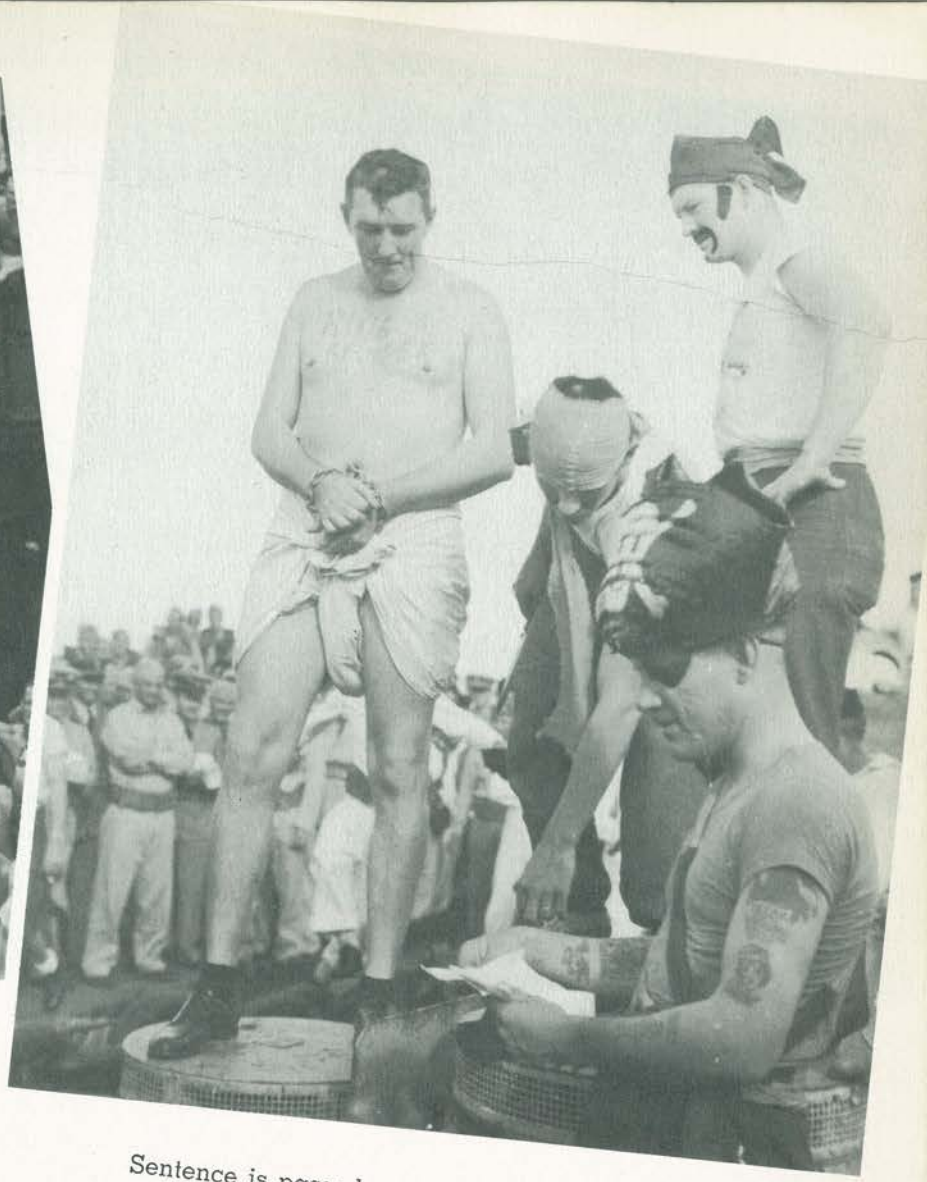
The Royal Police hold field day on all pollywogs. Crossing the line Feb., 1945.



Don't worry, it will be cooler that way.



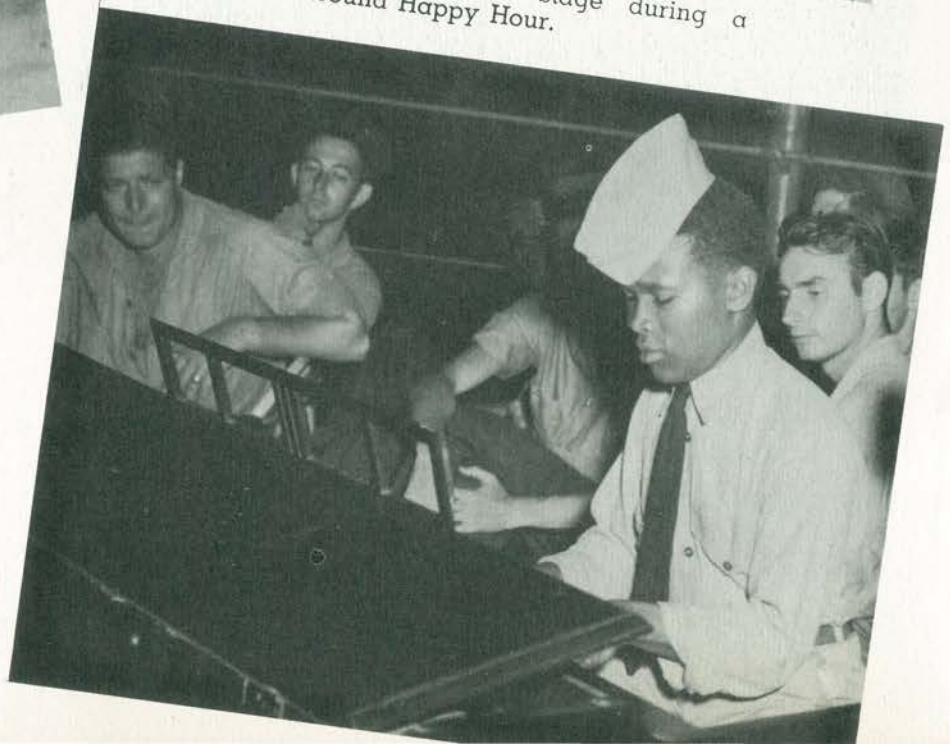
Another pollywog is on his way to the tub of water below.



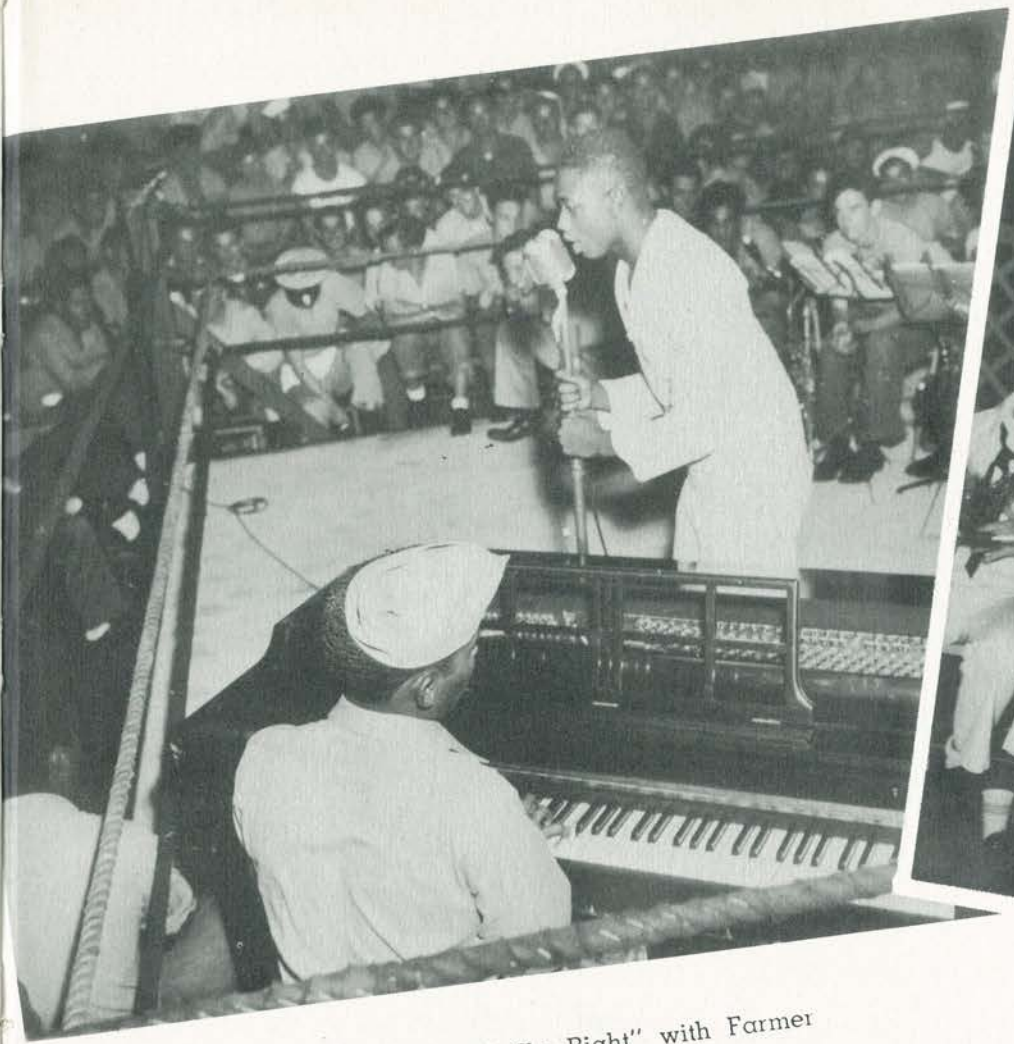
Sentence is passed on "Tiny" of the MAA gang.

Before a packed house at the Hollywood Canteen, Jose Iturbi plays before the men of the first ship to be so singularly honored.

Two passengers take the stage during a homeward bound Happy Hour.



A little boogie-woogie during a Happy Hour, enroute pearl on Magic Carpet cruise, Sept., 1945.



"Straighten Up and Fly Right" with Farmer at the mike and Jones at the 88.

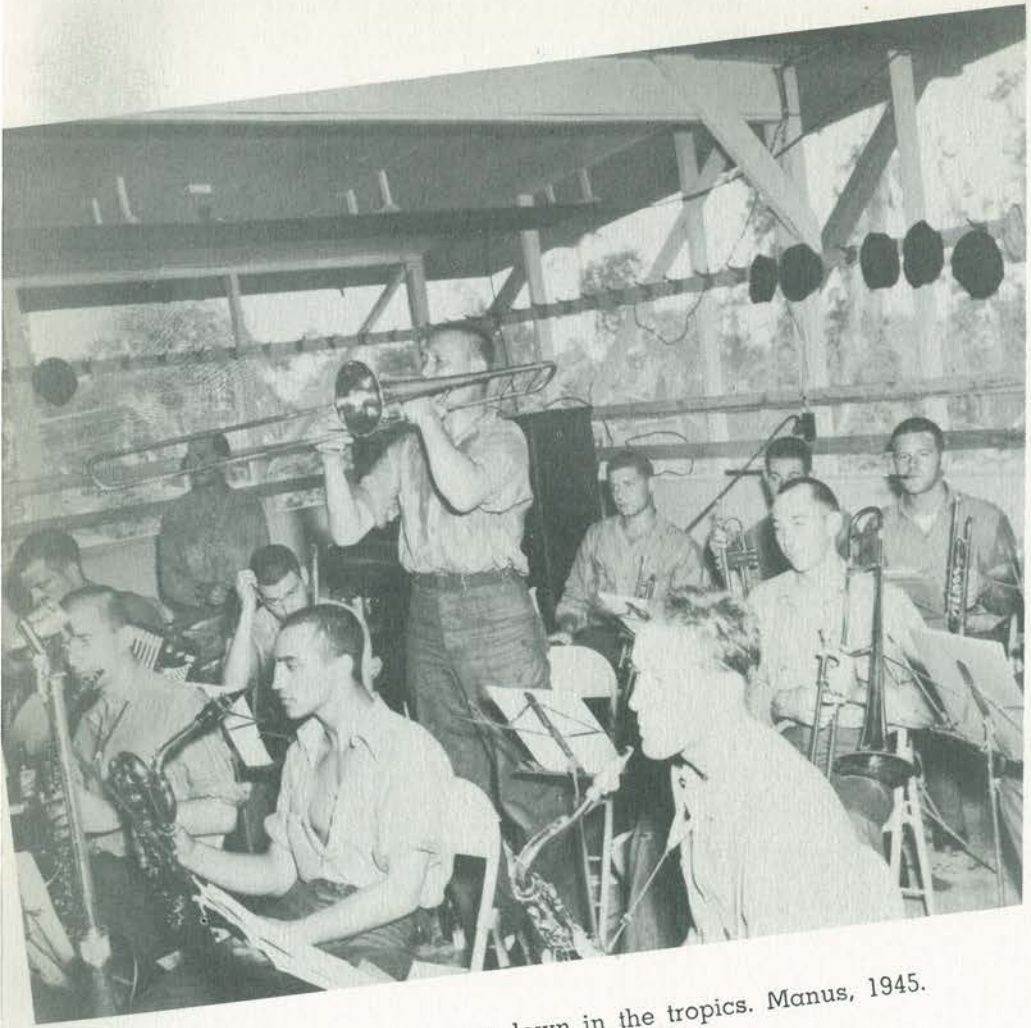
Bubbles Nehmer sings with ship's band at Pearl Harbor, July, 1945.

Chief Dickey's boys swing out for the ship's company and a radio audience in Long Beach.

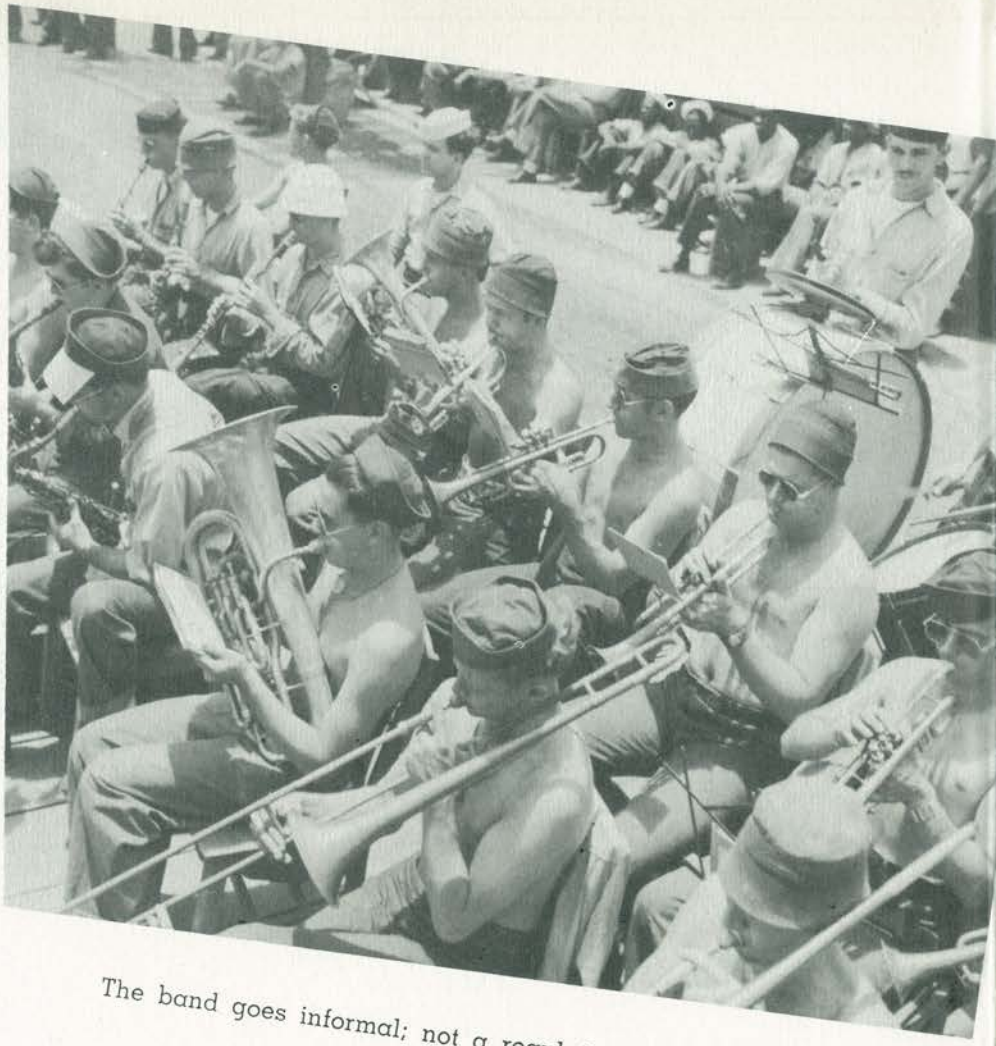
Music on the original "moonlight bay". The orchestra plays during Chesapeake Bay training duty.

Hot Lips Brainard leads brass section in orchestra's theme, "Shades of Twilight".

Key man in the rhythm section was drafted from an LCI— "Stix" Tourtel in action.



The band swings out down in the tropics. Manus, 1945.

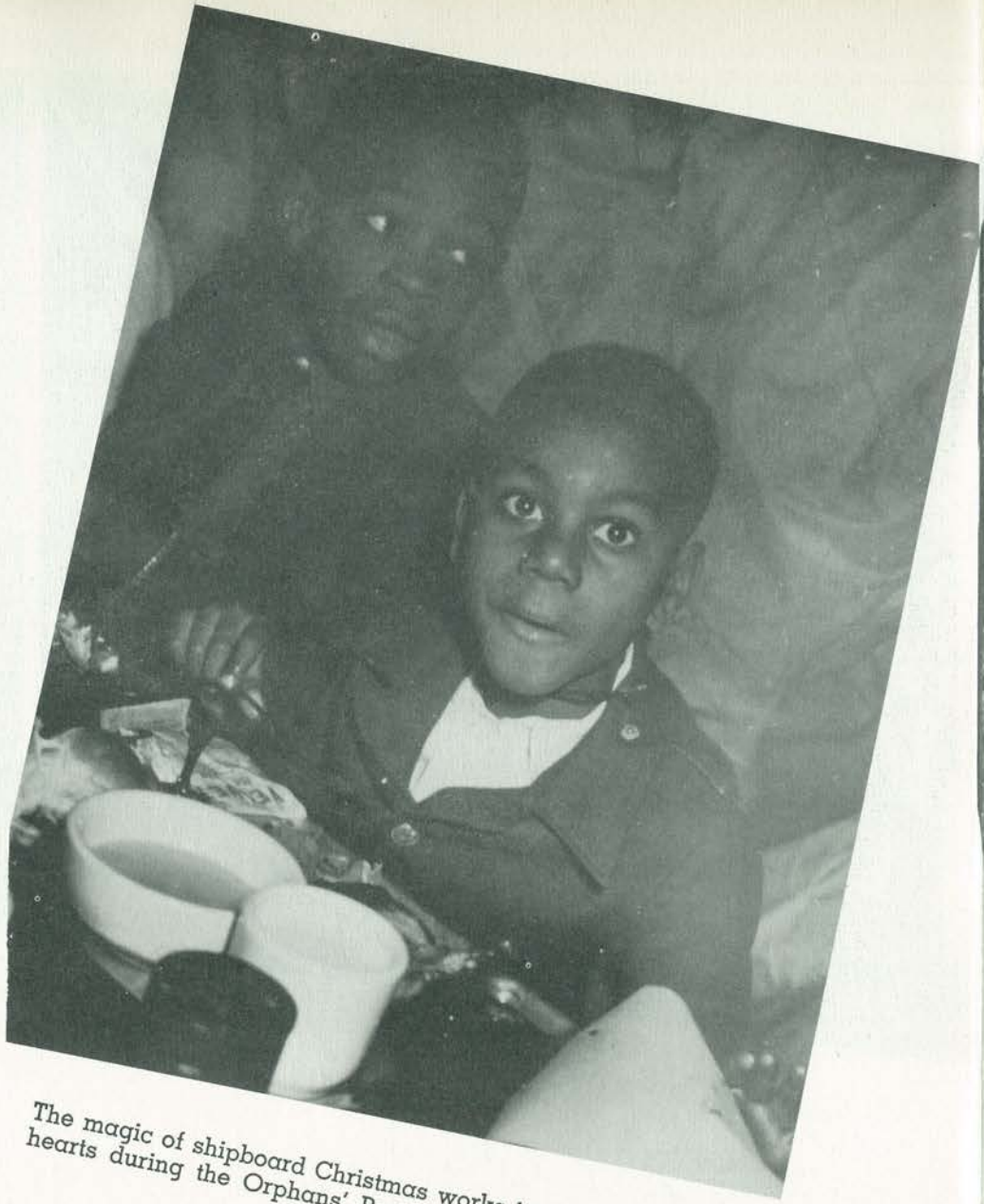


The band goes informal; not a regulation hat in the crowd.

New Yorkers give the gals a break at a ship's dance in Norfolk.

Dancing lends beginning to steward's mates party.

Huba Huba.

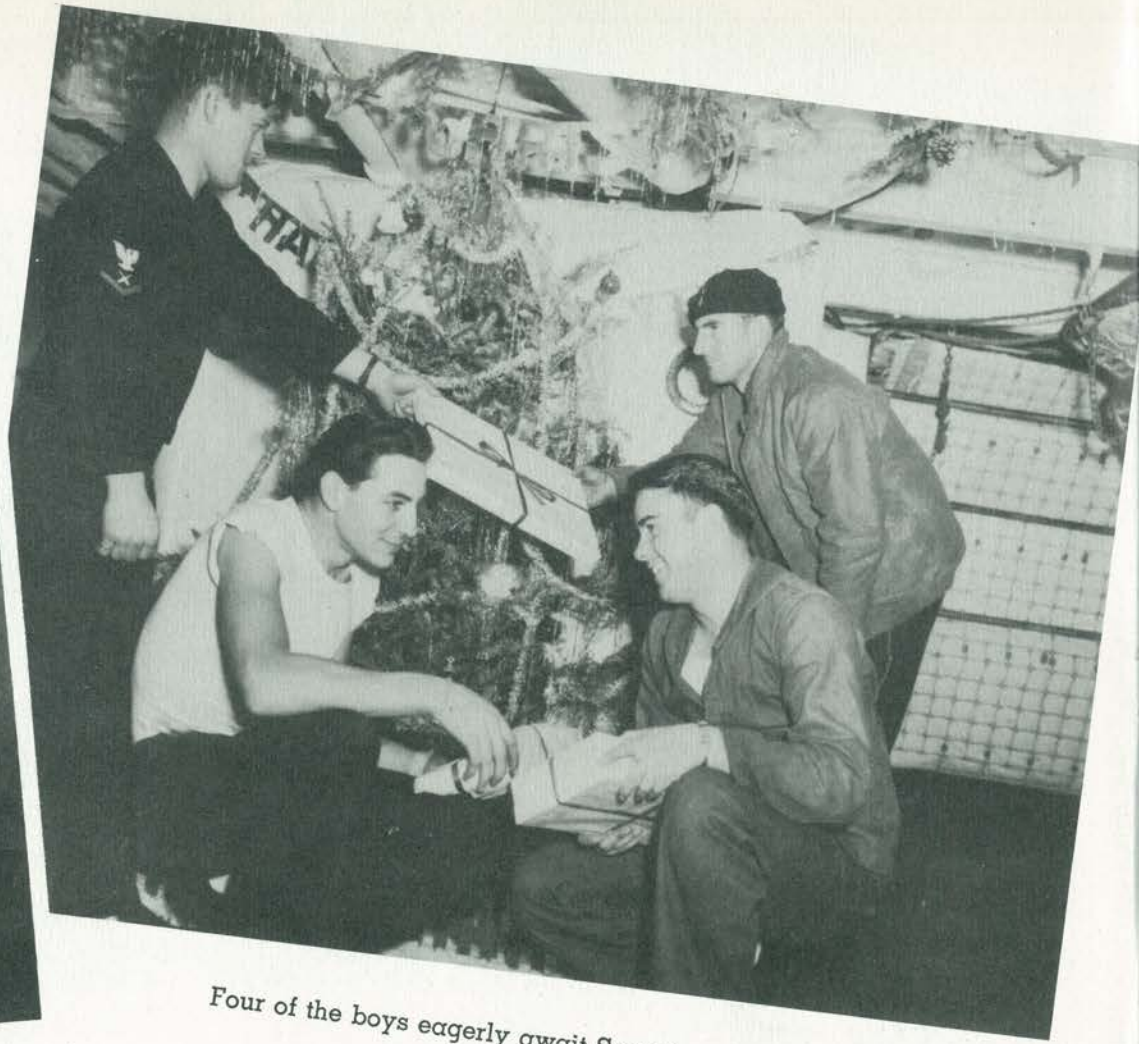


The magic of shipboard Christmas works its spell over young hearts during the Orphans' Party on Christmas Day 1945.

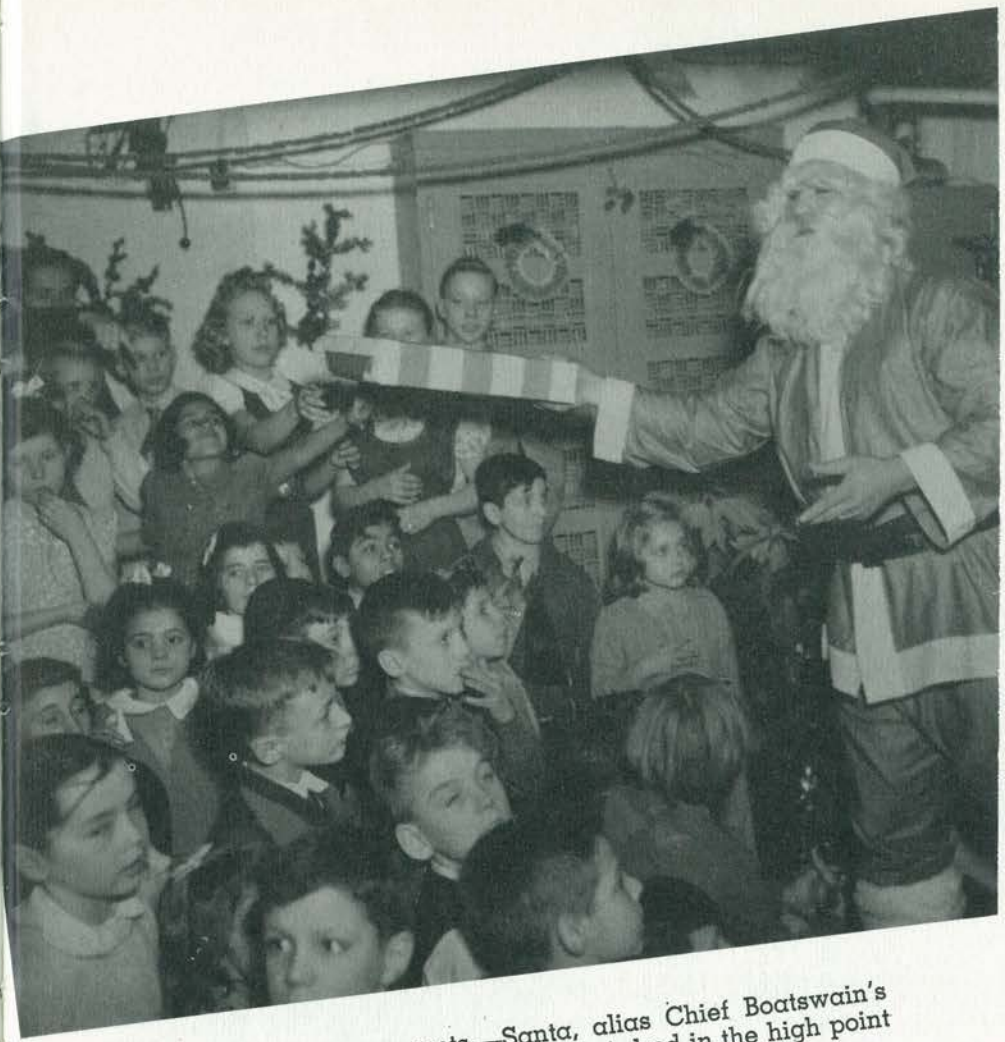
Both hands are necesary for this little visitor to put away his holiday chow.

Originality and color in every division's spaces make the Contest Committee's job a tough one.

Every division on the ship had its own Christmas tree on the ship's first peactime Christmas day in four years.

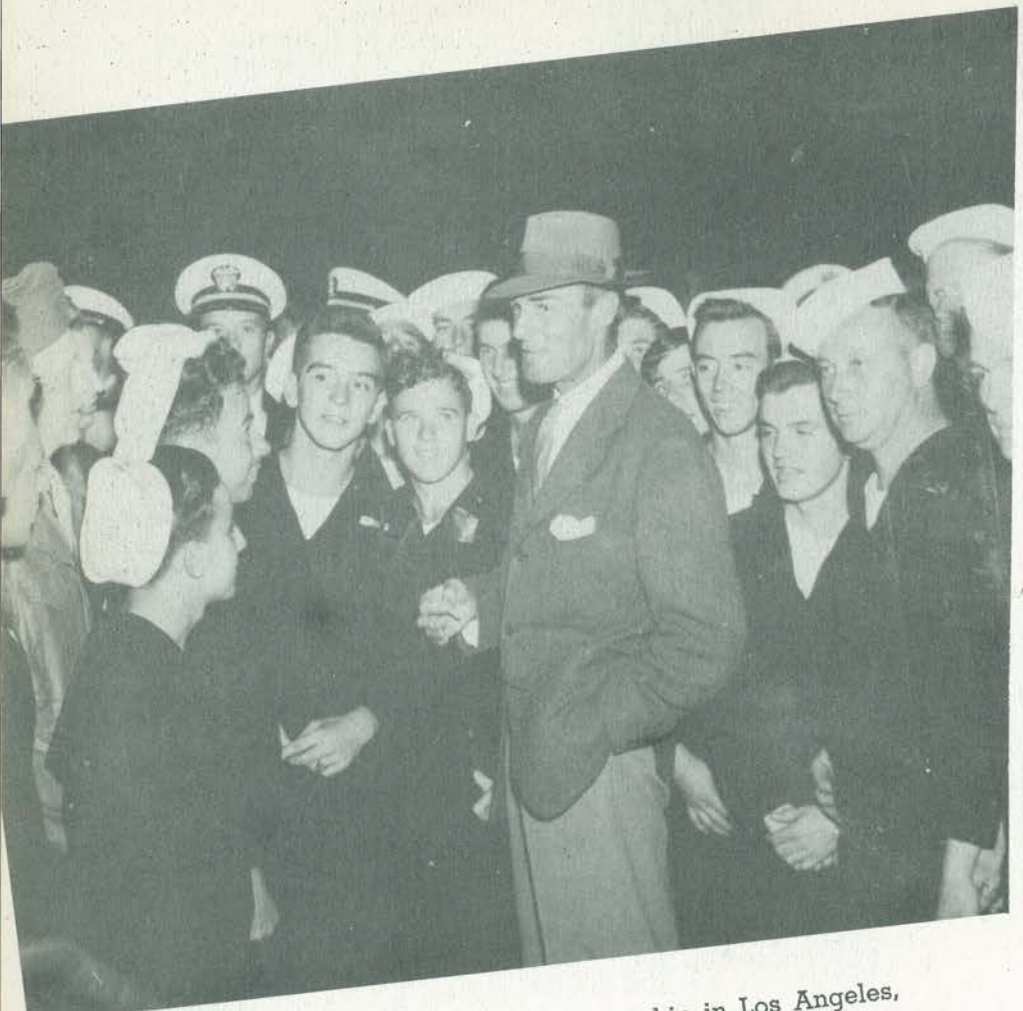


Four of the boys eagerly await Santa's arrival.



Presents, presents,. presents.—Santa, alias Chief Boatswain's Mate Clary, hands out one of the six hundred in the high point of our Christmas day.

Hollywood in person. That's Randolph Scott and Mrs. Scott, Donna Reed and her husband, and Lt. (jg) Cobb, on the forecastle during the film stars' visit.



Randolph Scott of the movies visits the ship in Los Angeles, Sept. 1945.

Randolph Scott is surrounded by admiring members of the crew during his visit aboard in Los Angeles Harbor in September, 1945.

Grab bag adds color to Philadelphia - San Francisco cruise. March, 1946.

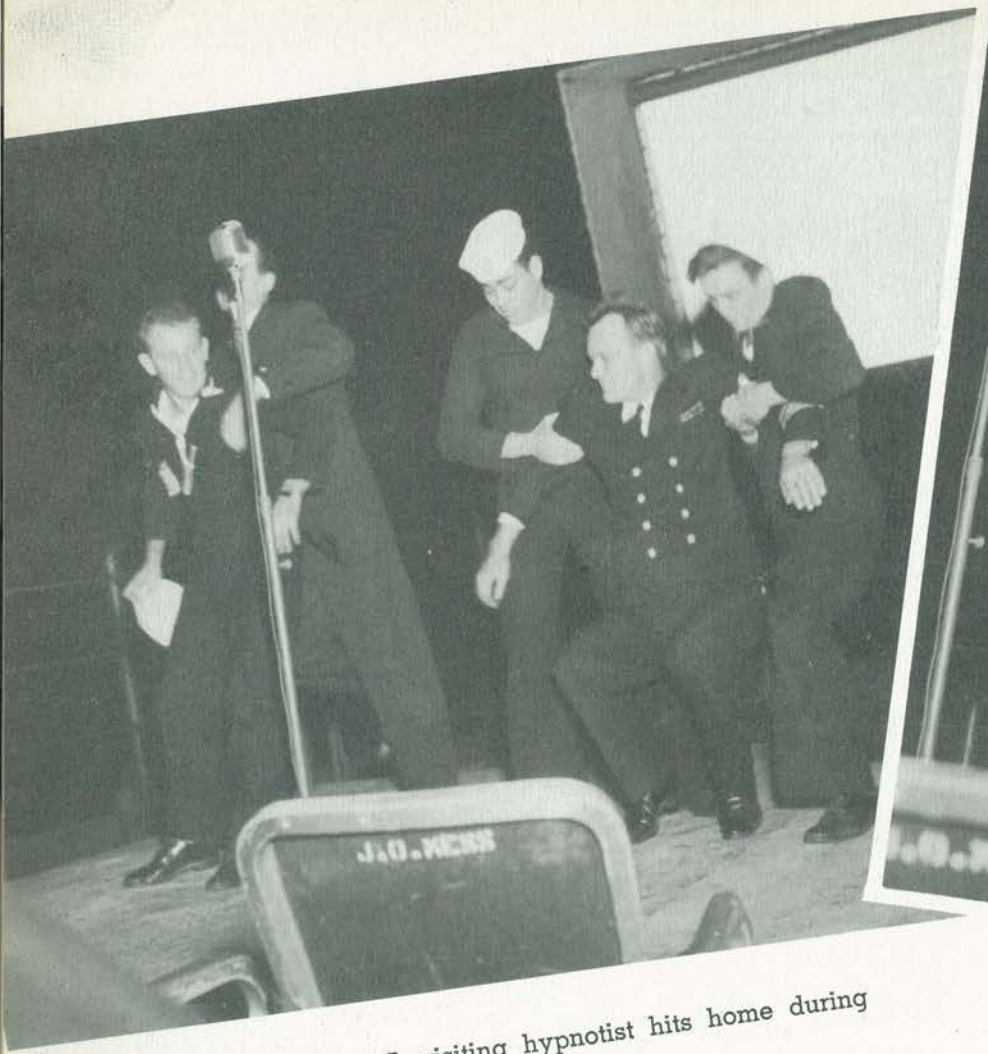
Only the sound effects for the envious onlookers.

High above the crowds . . . . .

More intrepid ship's Romeos climbed the balconies to claim their Juliets.

Smiles hold priority at the ship's New York party.

An important part of Friday morning's chow line was the "Knickerbocker News".

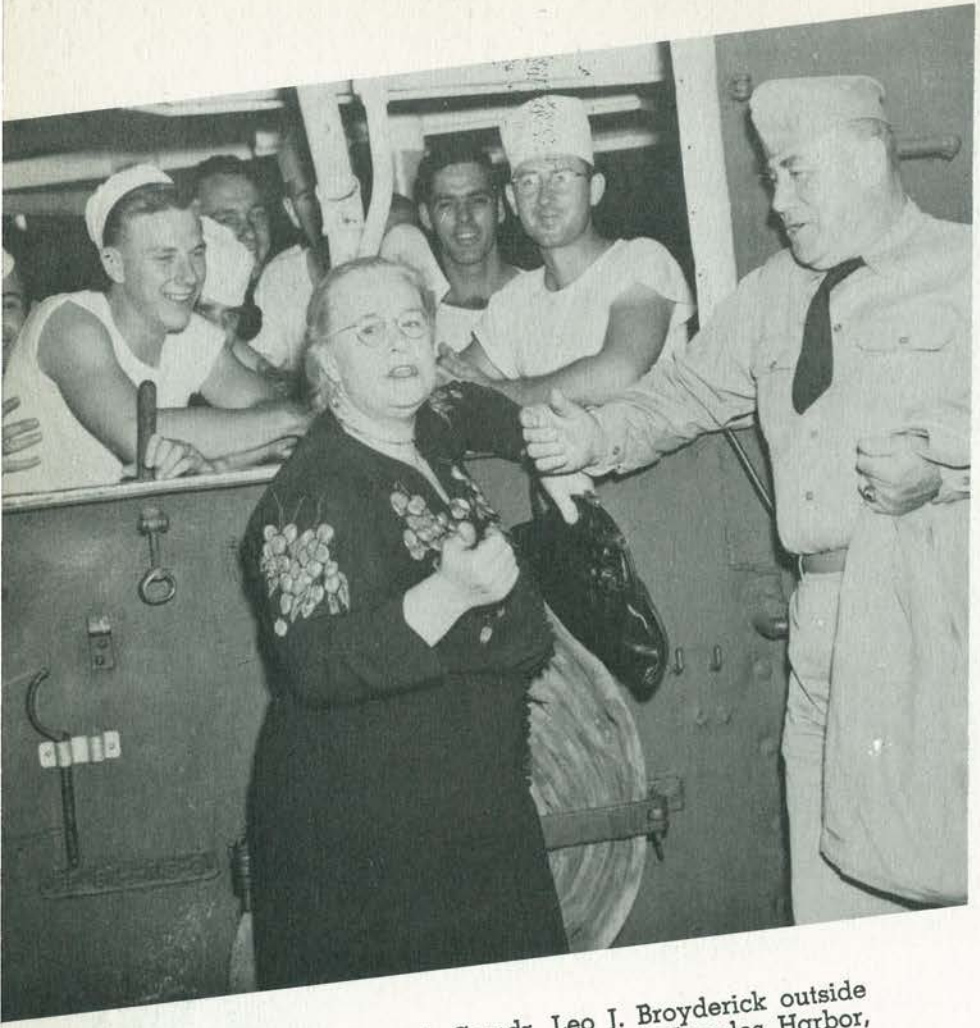


"Birdseed on stage". A visiting hypnotist hits home during Navy Day week in New York.

On stage on the forecastle. Entertainment during Navy Day week in New York was frequent and good.

Captain Christian and Lt. Comdr. Knott catch a couple of big ones.

Chief Popp and the master-at-arms, the strong arm that was everywhere-always.



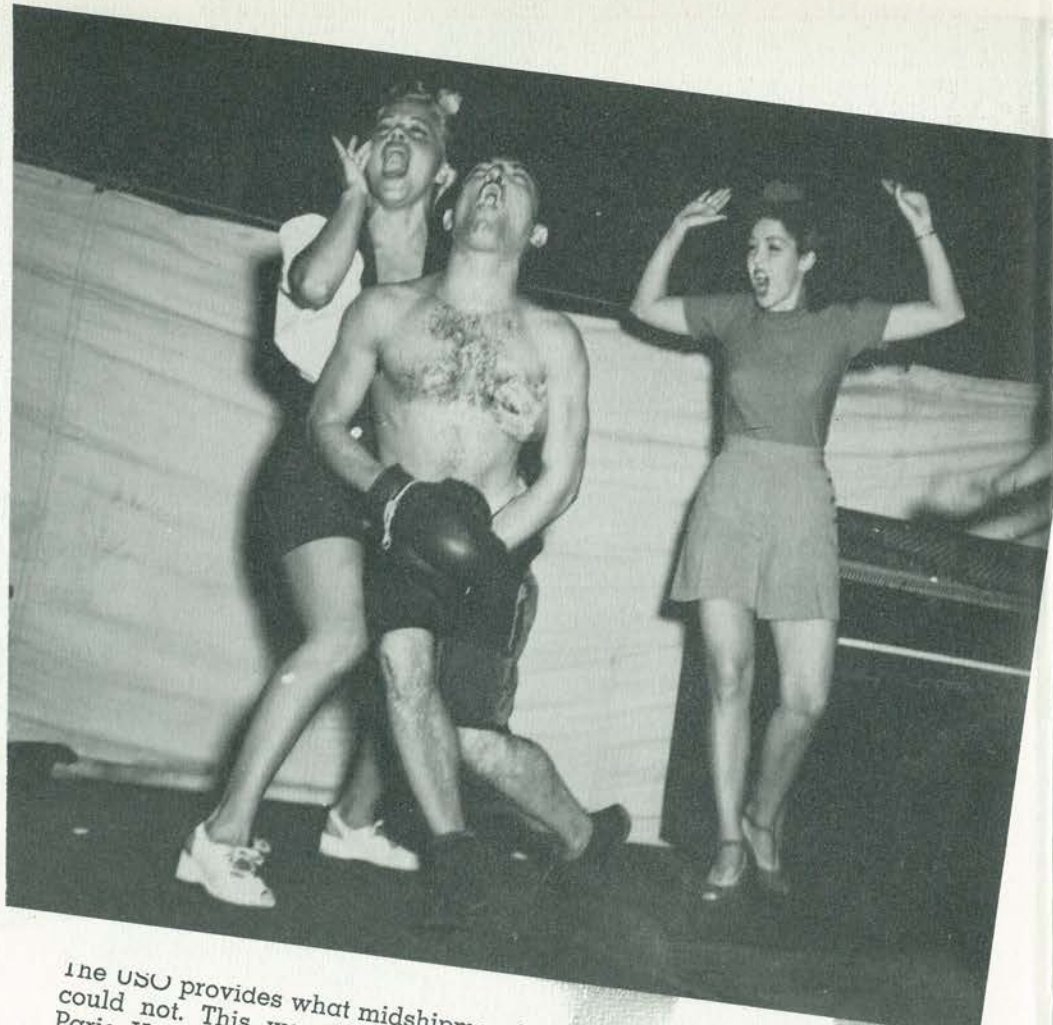
Actress Mary Gordon with Comdr. Leo J. Broyderick outside the galley during her visit to the ship, Los Angeles Harbor, September, 1945.

Starlet Angela Greene plays hostess at the Hollywood Canteen's USS New York party, September, 1945.

One of the 1800 Naval Academy midshipmen entertains during summer cruise, 1944.

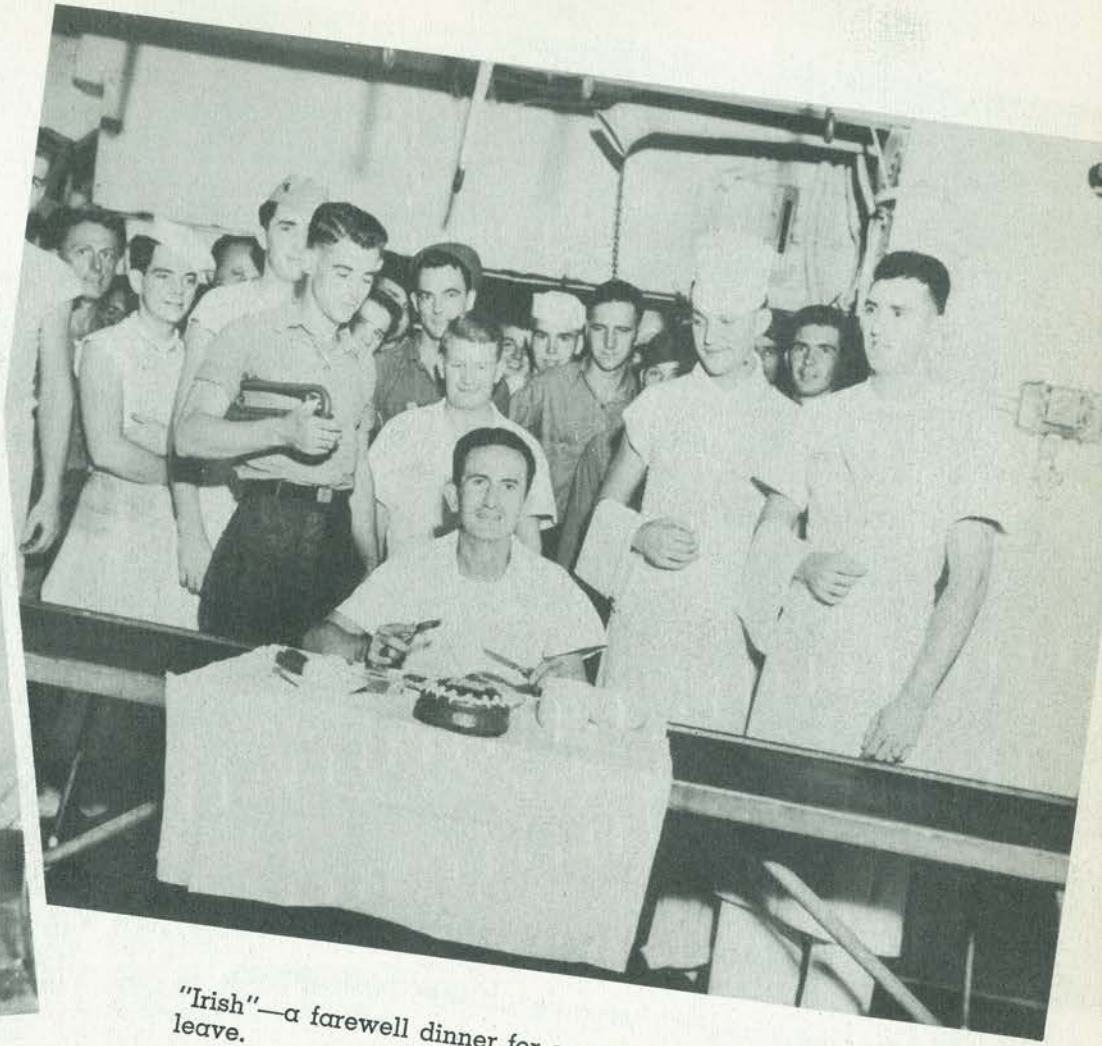
On the Air. Two hundred orphans, Christmas Day guests of the crew, are an important part of the broadcast of the festivities.

Our USO entertainers enjoyed being photographed with this gold-braided background.



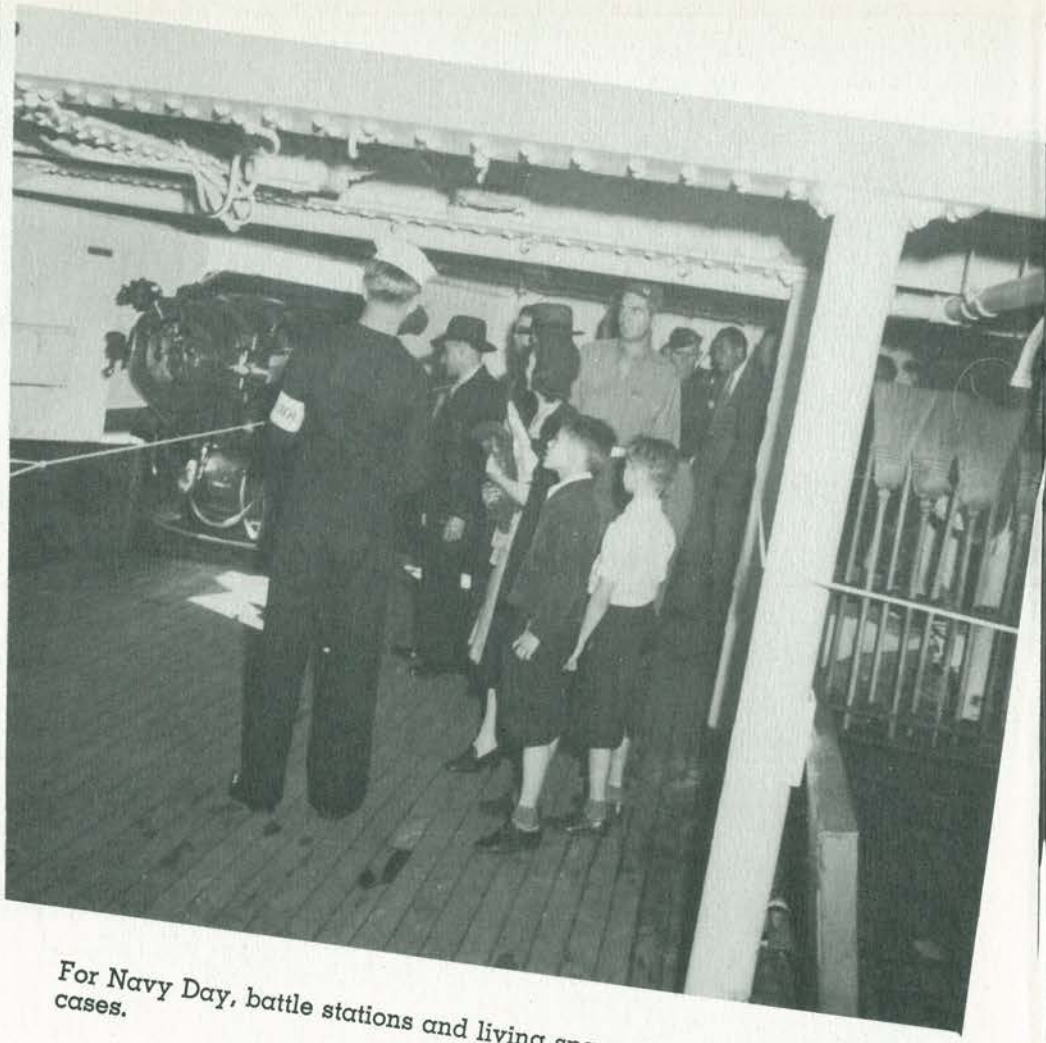
The USO provides what midshipmen from the Naval Academy could not. This was the forecastle stage during a Gulf of Paria Happy Hour on a Midshipmen Practice Cruise in 1944.

A civilian wolf gives our boys a demonstration of the smooth technique.

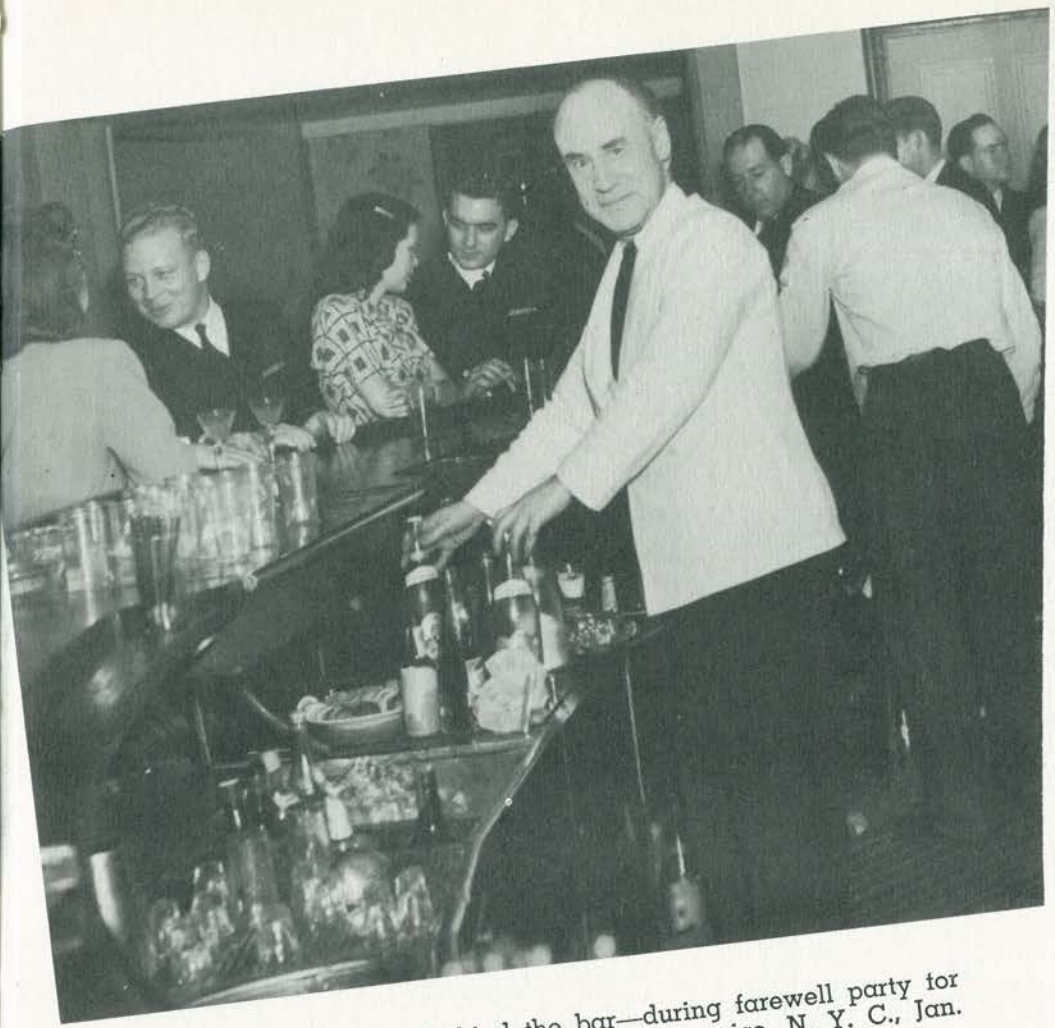


"Irish"—a farewell dinner for an old sailor, one of the first to leave.

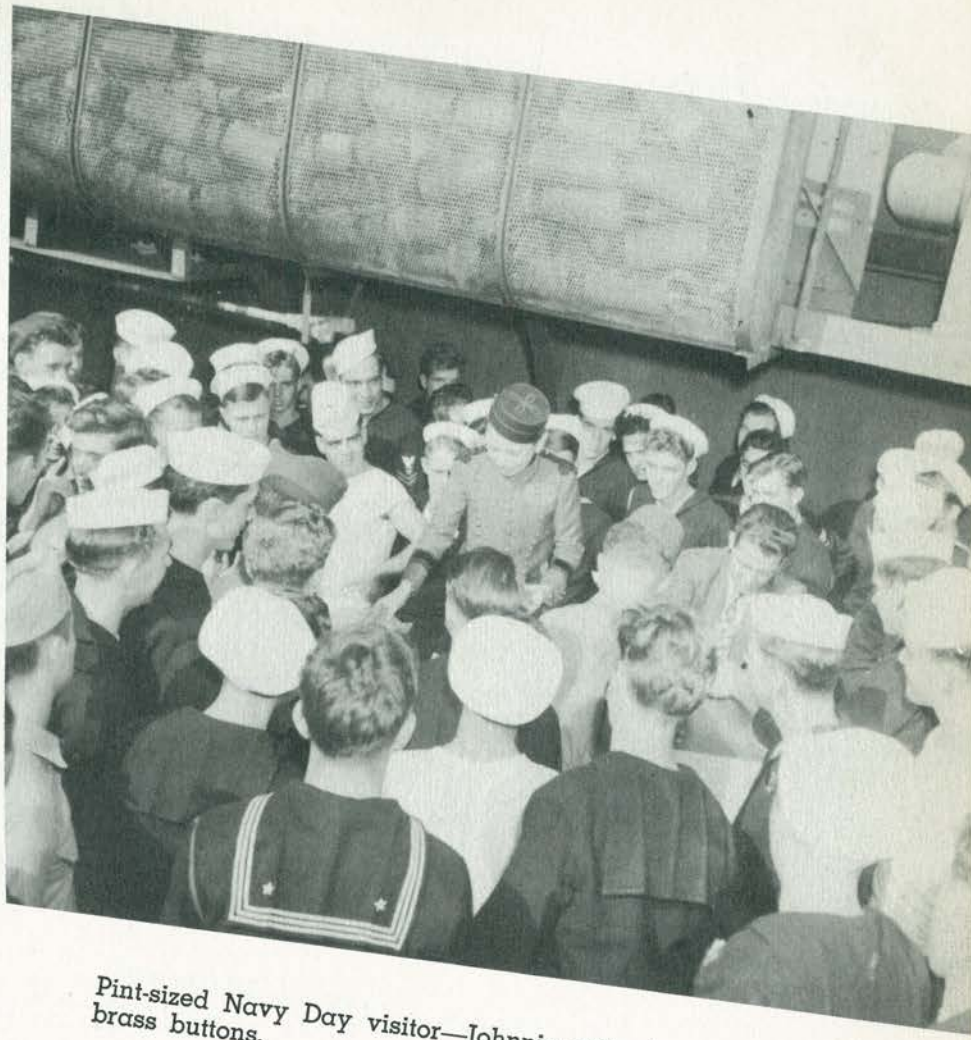
The Wytoka Club in Harlem was a part of New York's Navy Day welcome.



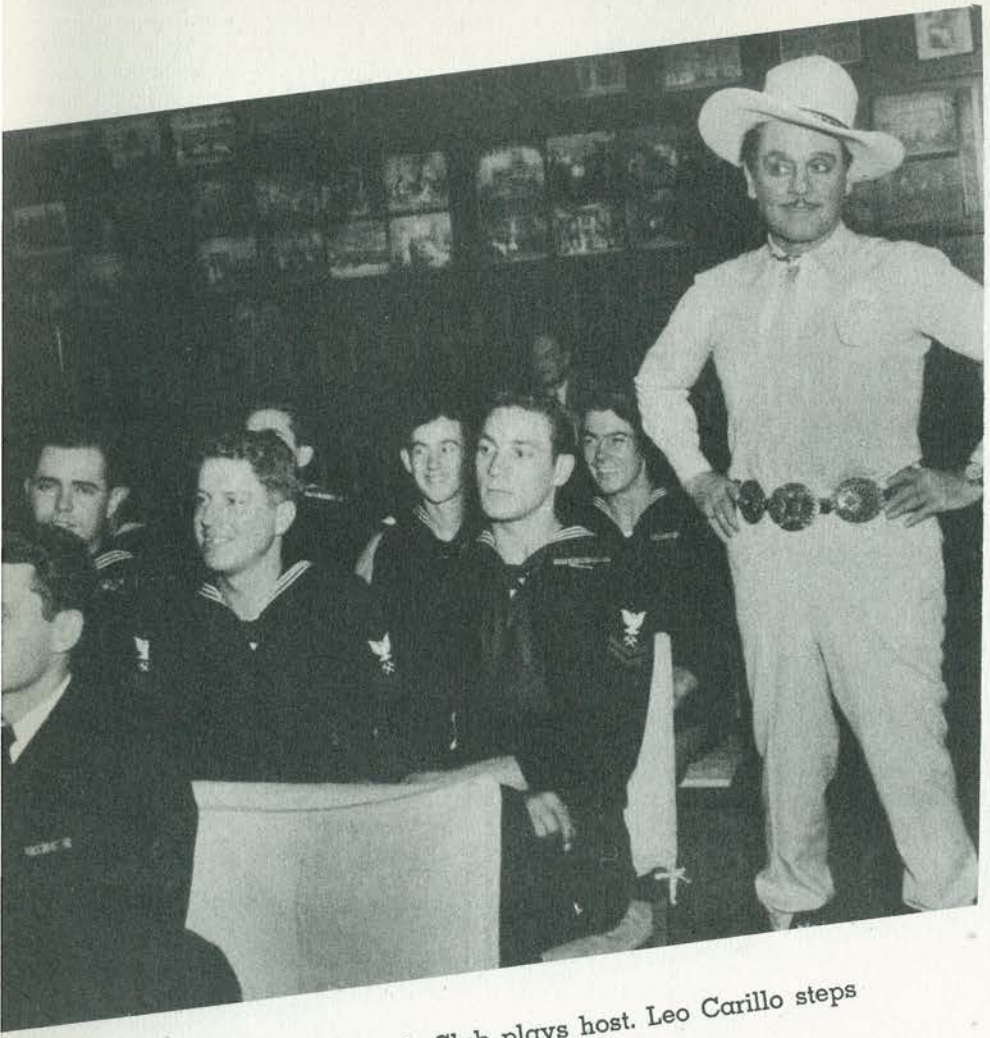
For Navy Day, battle stations and living spaces became showcases.



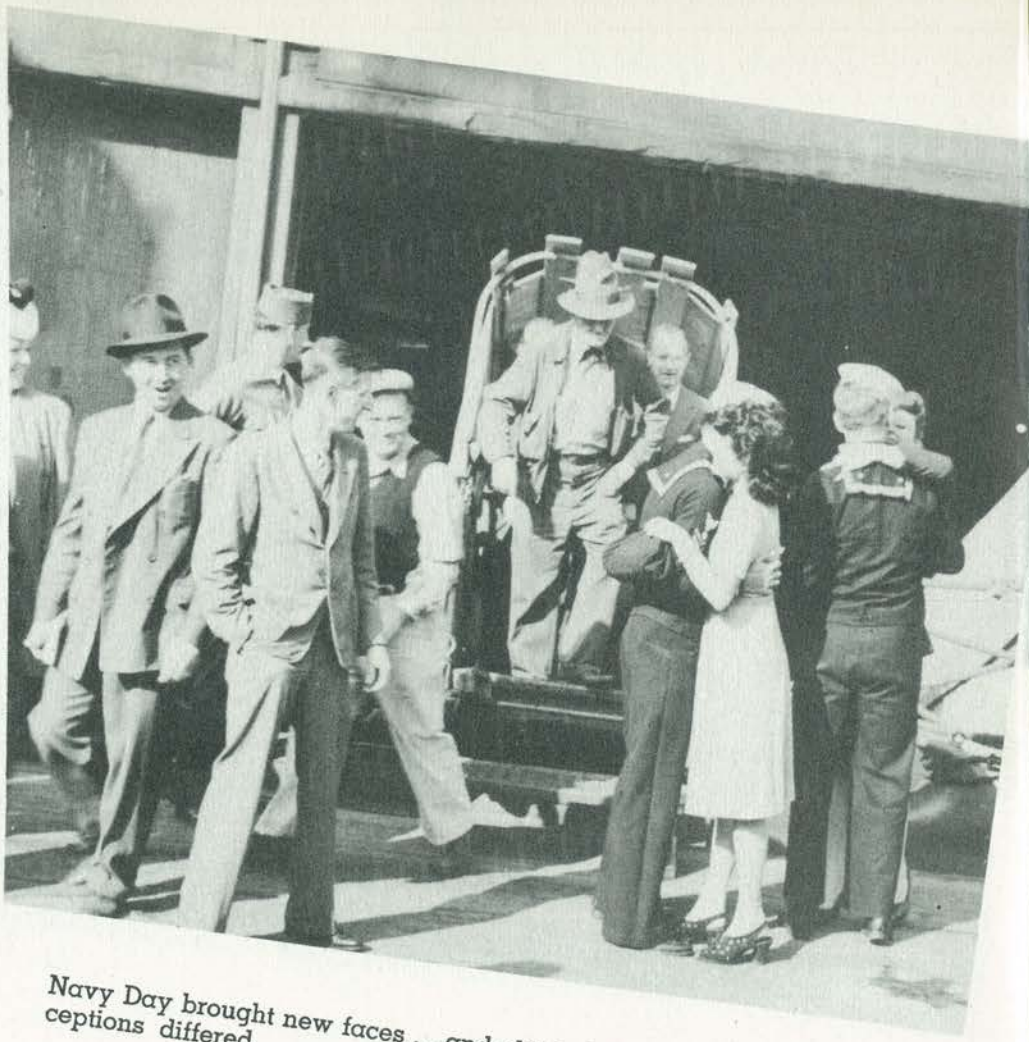
The familiar face behind the bar—during farewell party for Capt. Grayson B. Carter at Hotel Delmonico, N. Y. C., Jan. 1946.



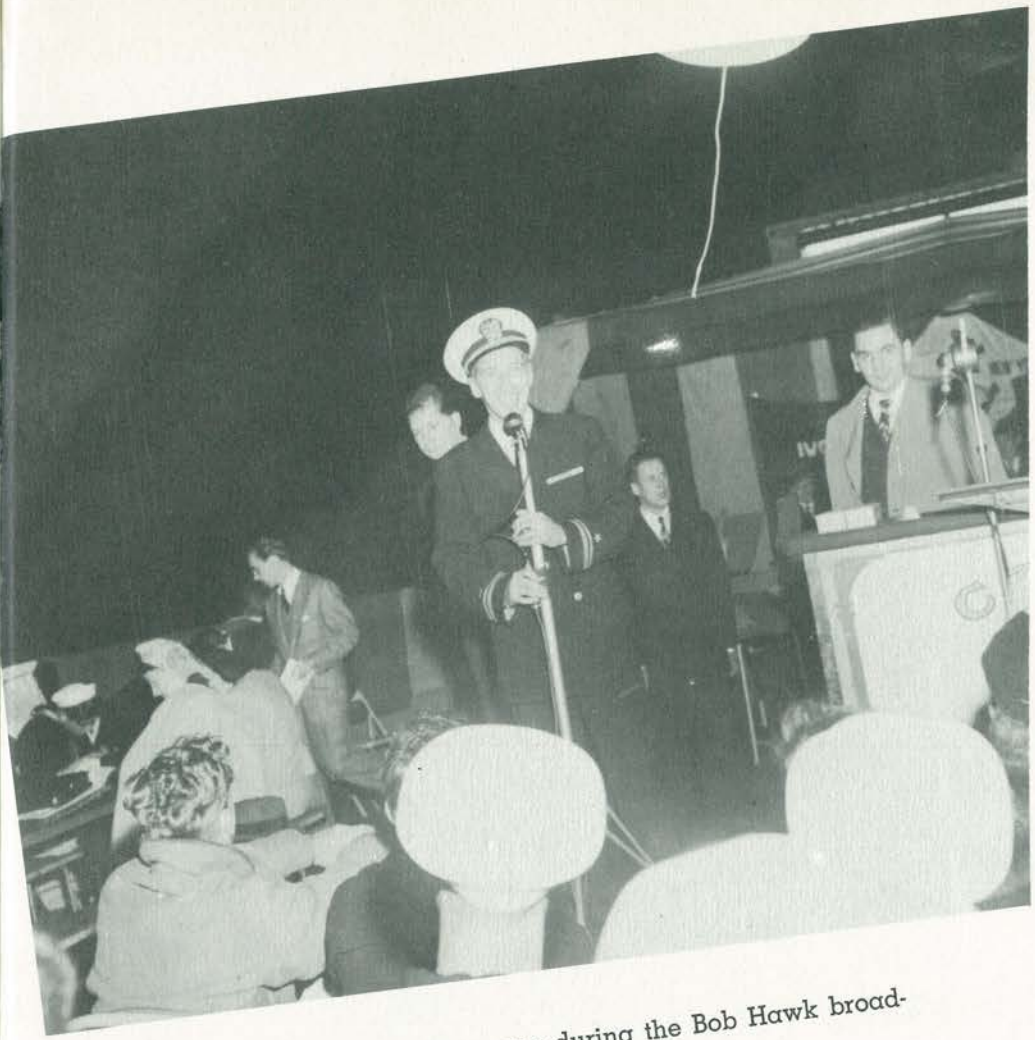
Pint-sized Navy Day visitor—Johnnie with the red coat and brass buttons.



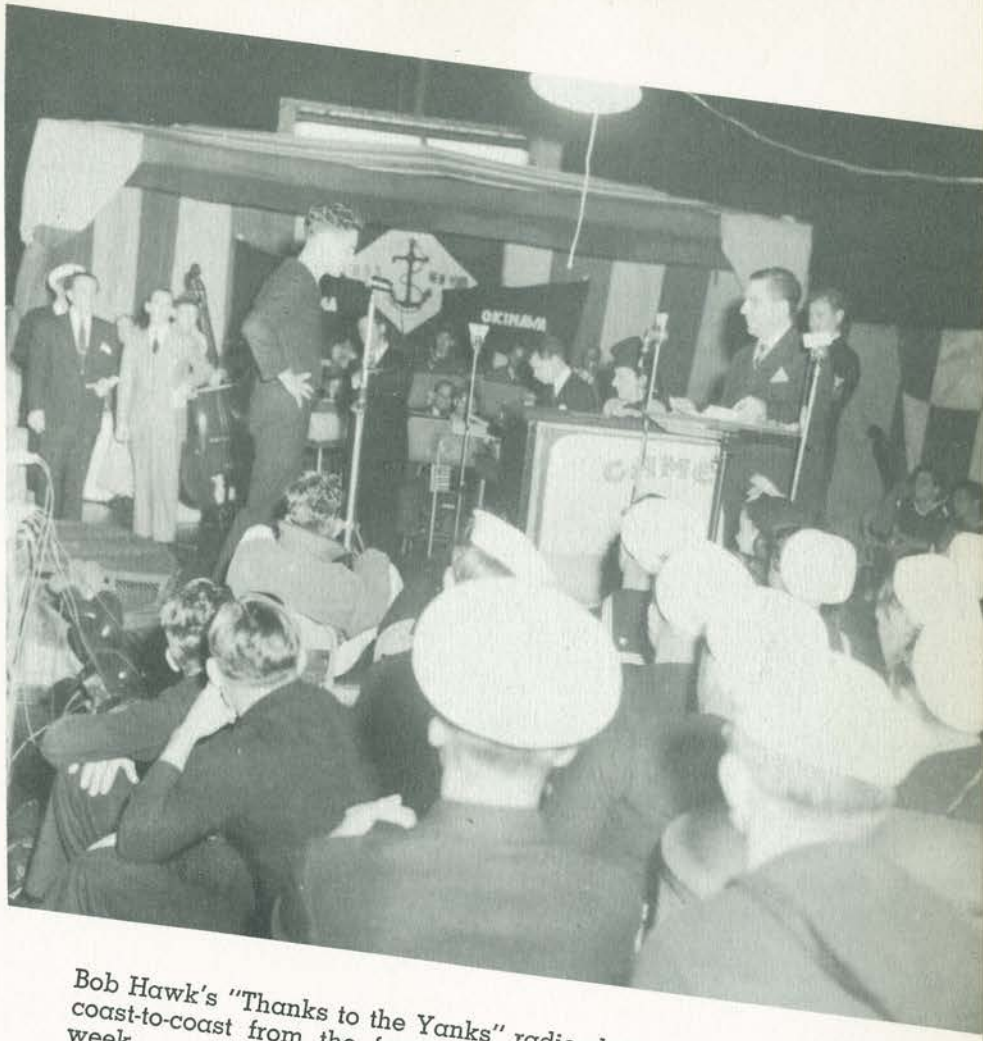
New York's famed Lamb's Club plays host. Leo Carillo steps down from the stage to watch the show.



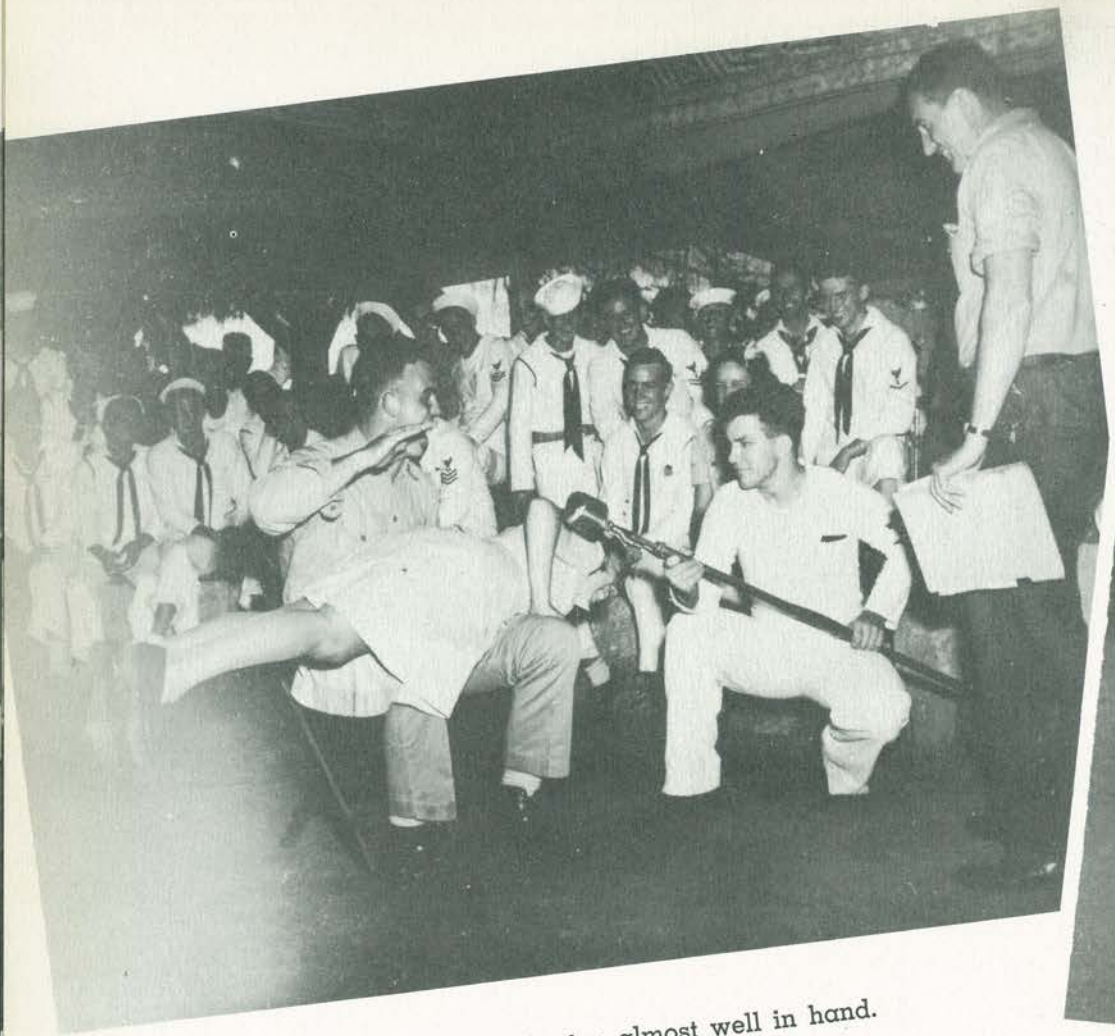
Navy Day brought new faces . . and old familiar ones. The receptions differed.



Lt. (jg) Cunningham takes over during the Bob Hawk broadcast.



Bob Hawk's "Thanks to the Yanks" radio show was broadcast coast-to-coast from the forecastle theater during Navy Day week.

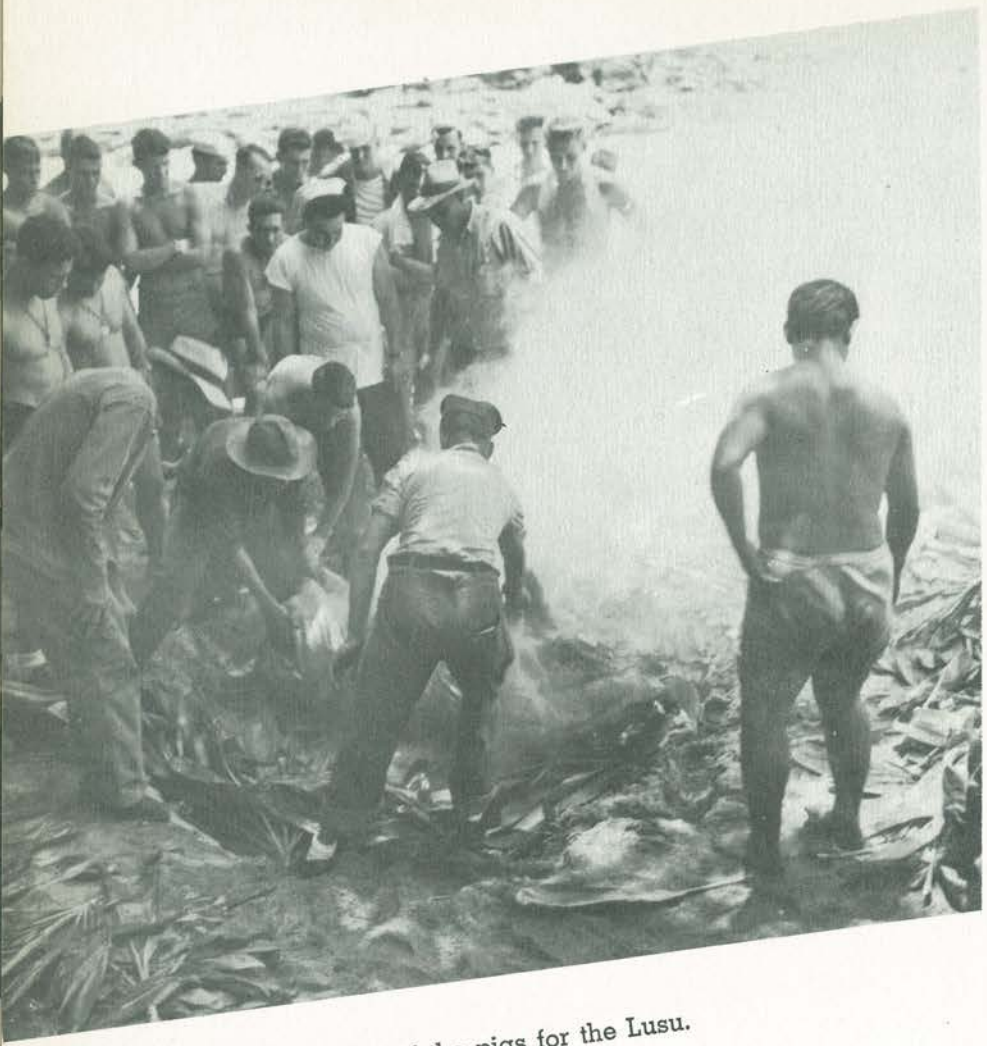


The marines have the situation almost well in hand.

Pig and poi at the end but always a chow line.

Everyone is interested in the door prize.

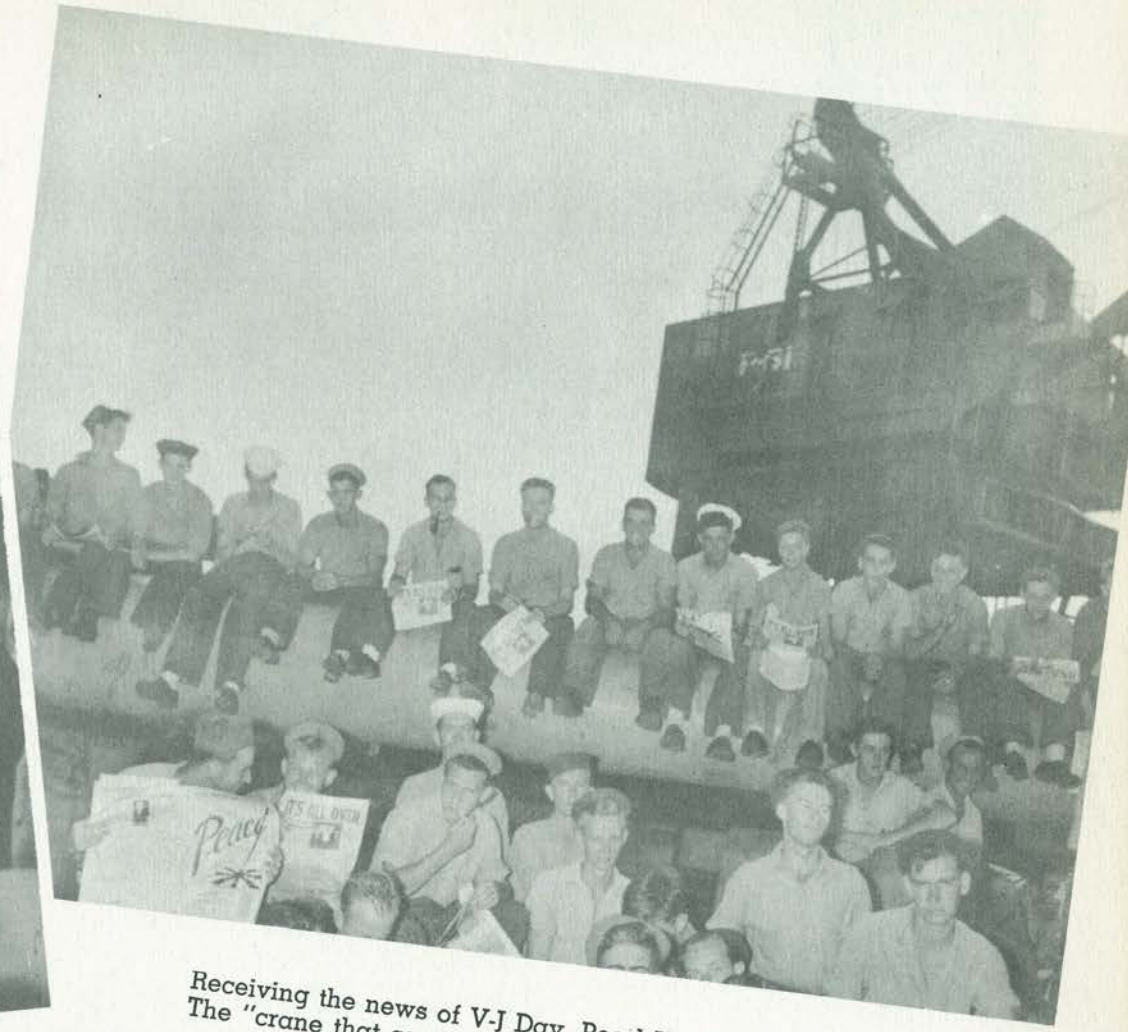
Among those enjoying the Lamb's Club party in New York.



Preparation of the pigs for the Lusu.

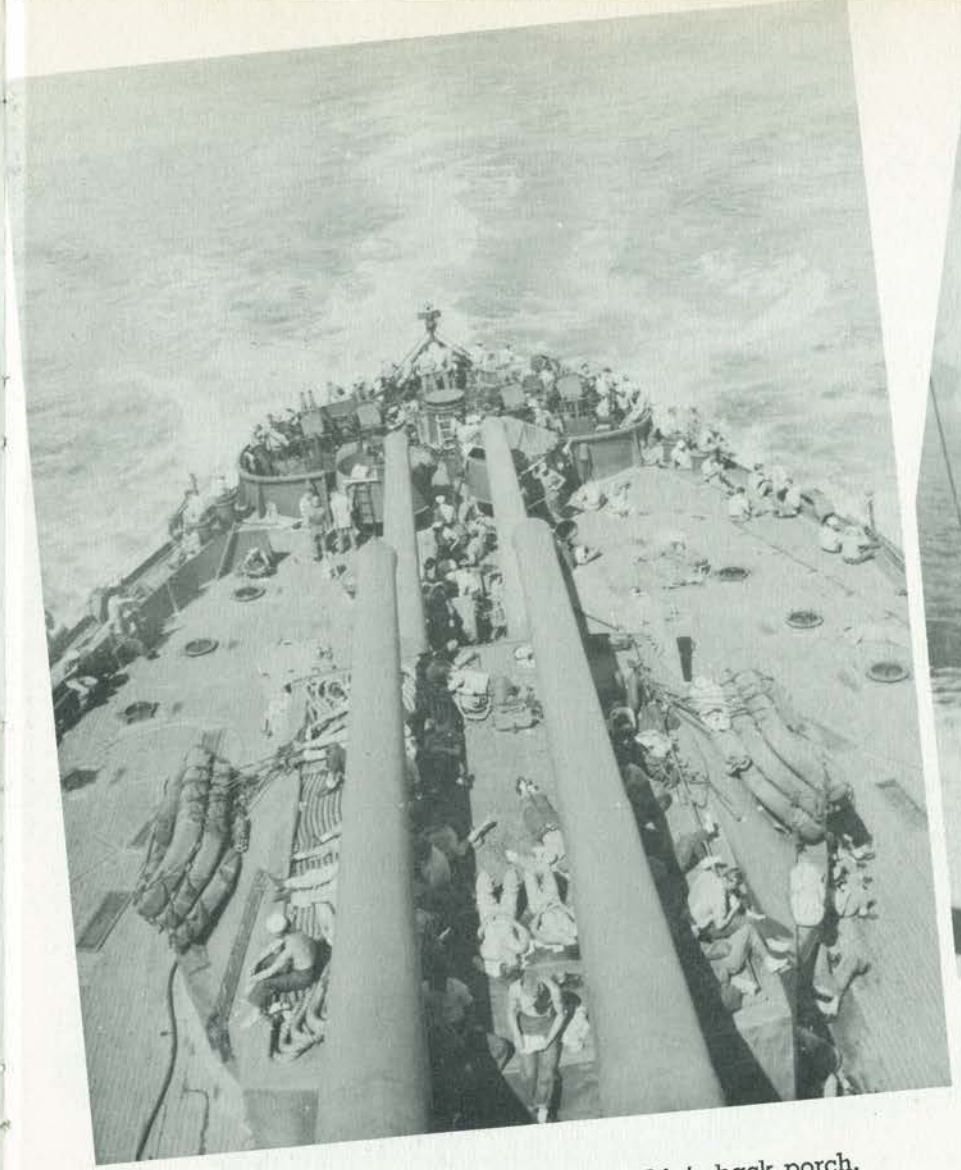
A beautiful flower for each lovely guest.

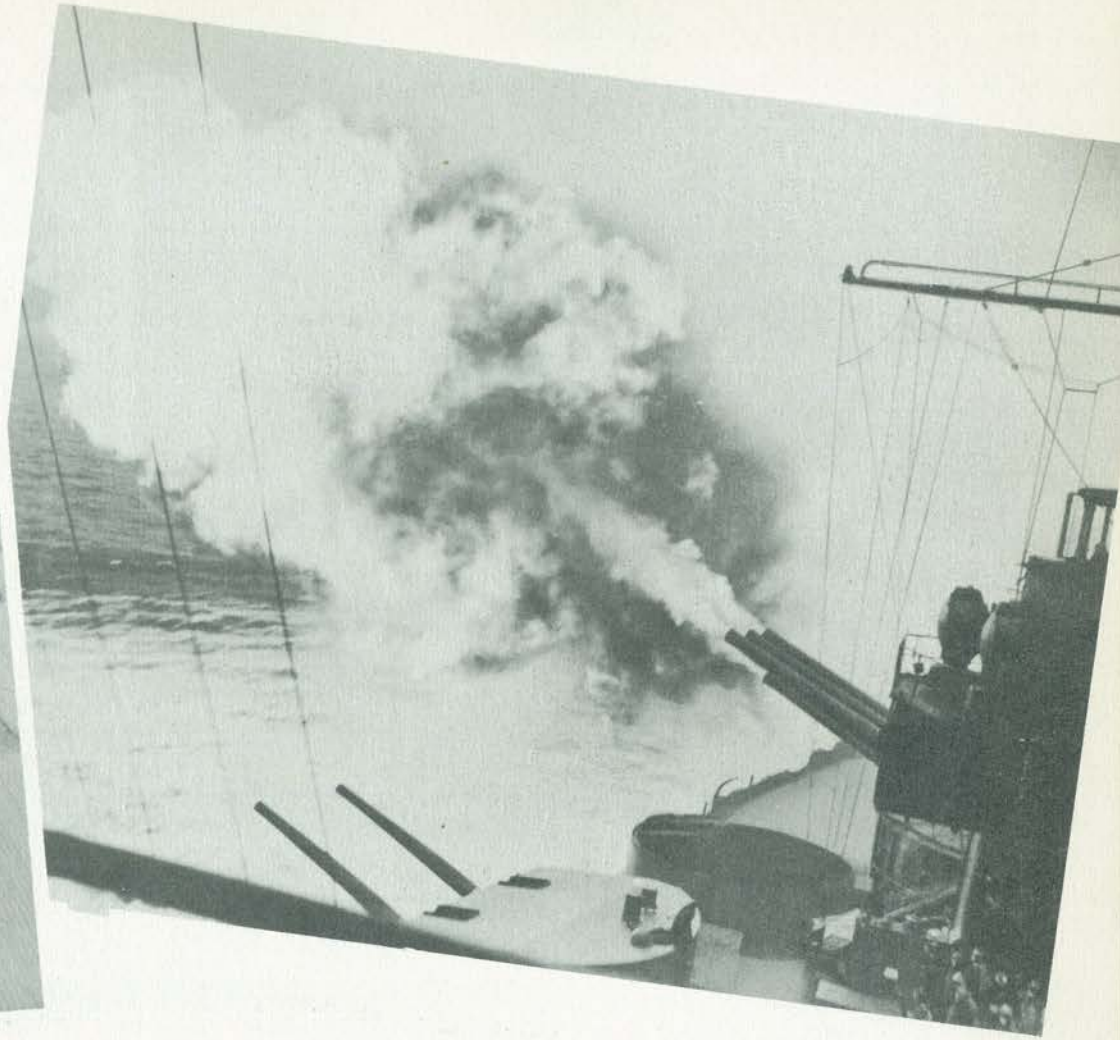
Pie-eating contest held in the Luau on Oahu.



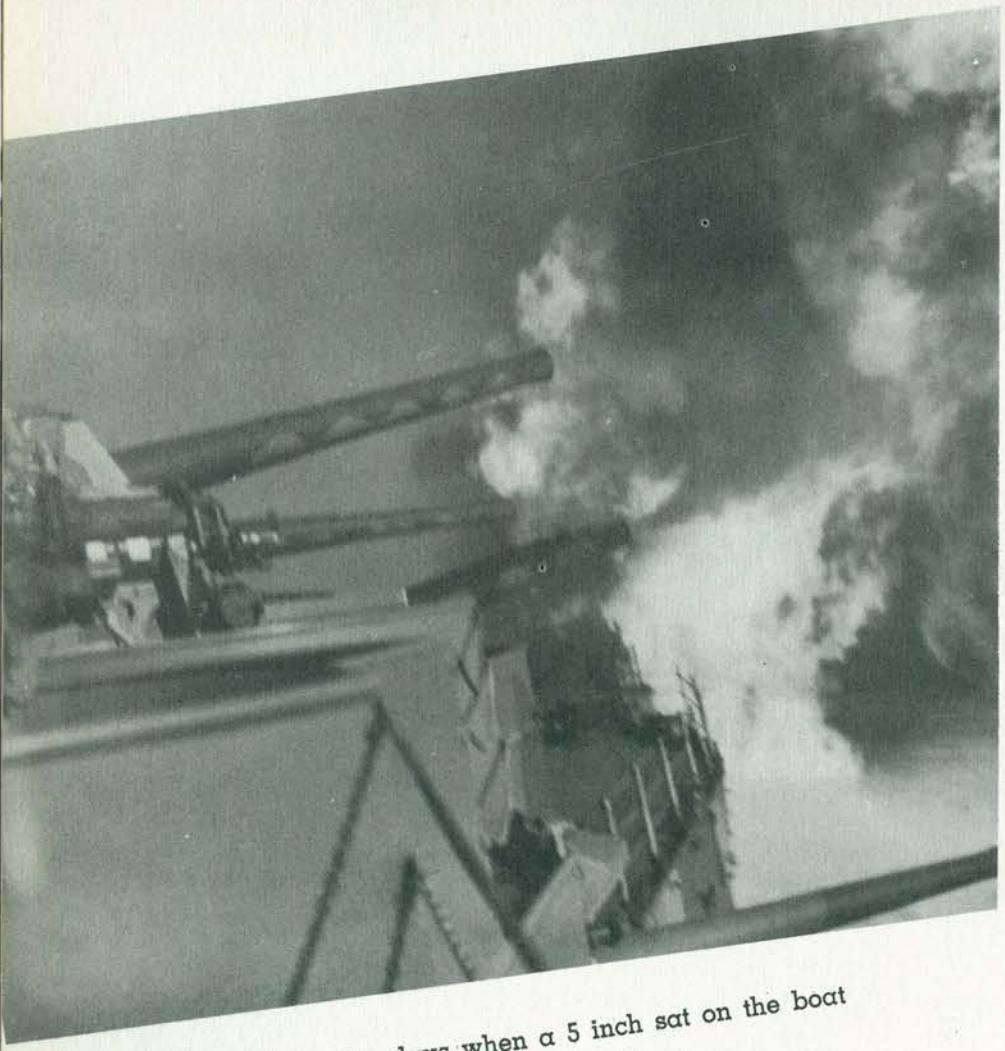
Receiving the news of V-J Day. Pearl Harbor, August 14, 1945.
The "crane that came to the movies" in the background.

Two Hula Girls help to make life more enjoyable in Honolulu.

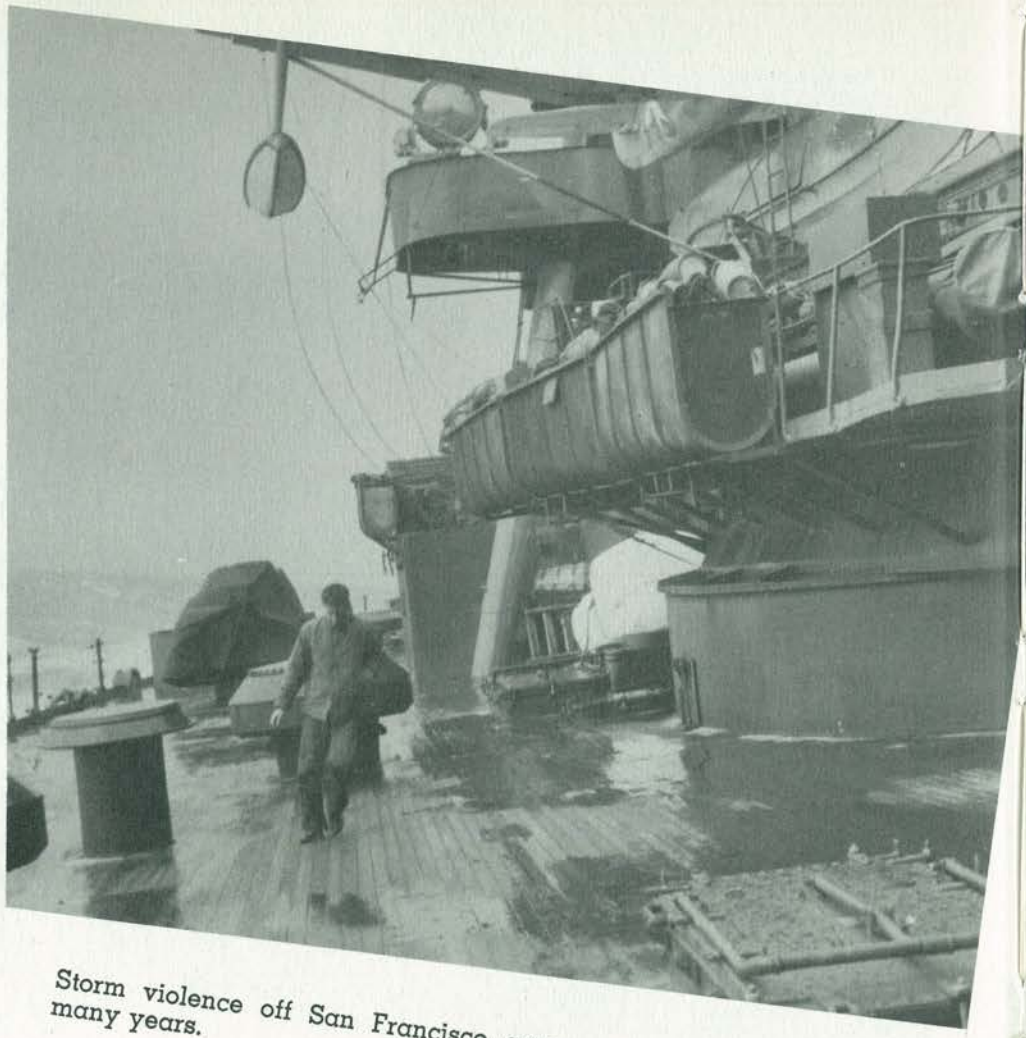




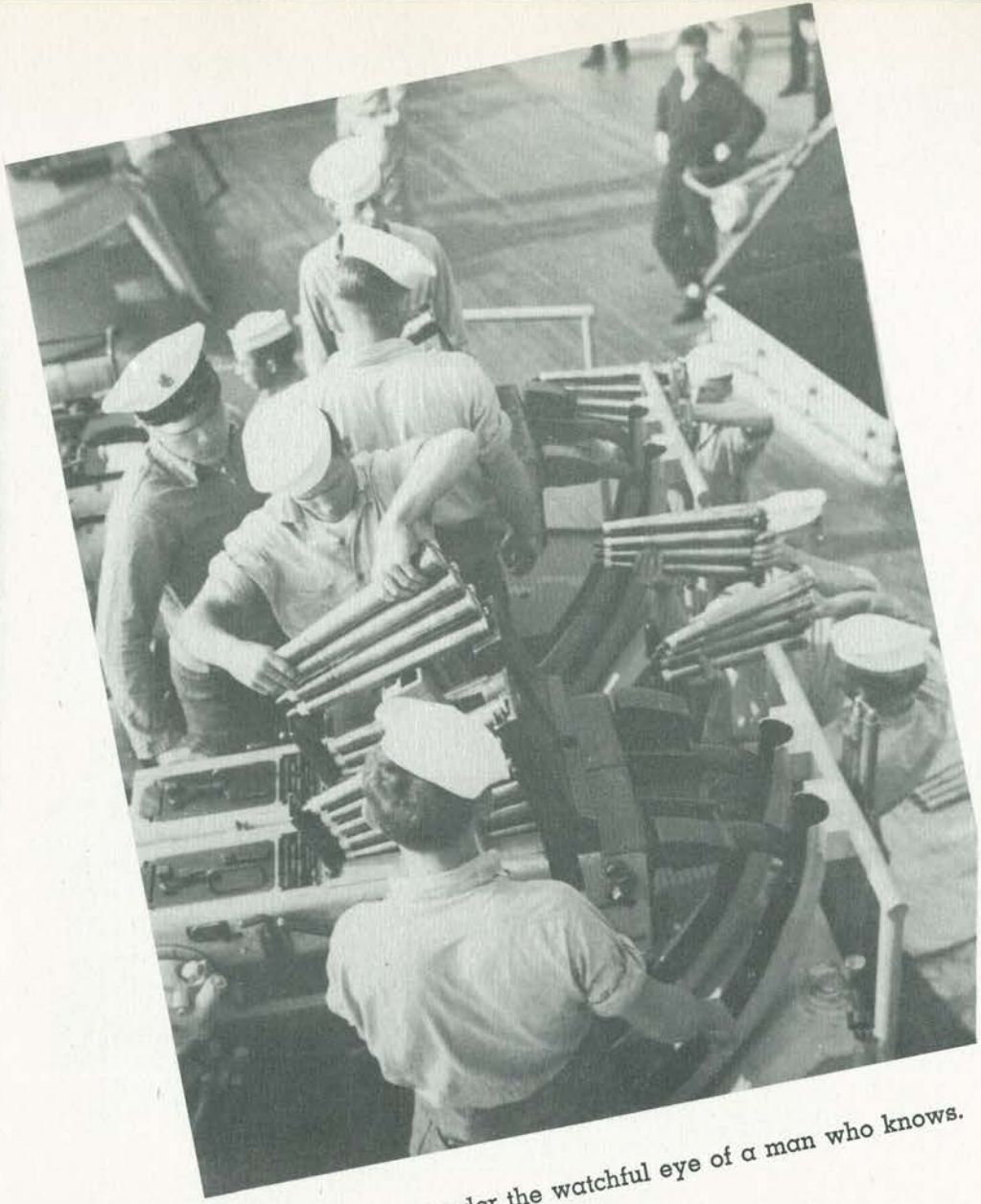
A restful afternoon at sea on the ship's back porch.



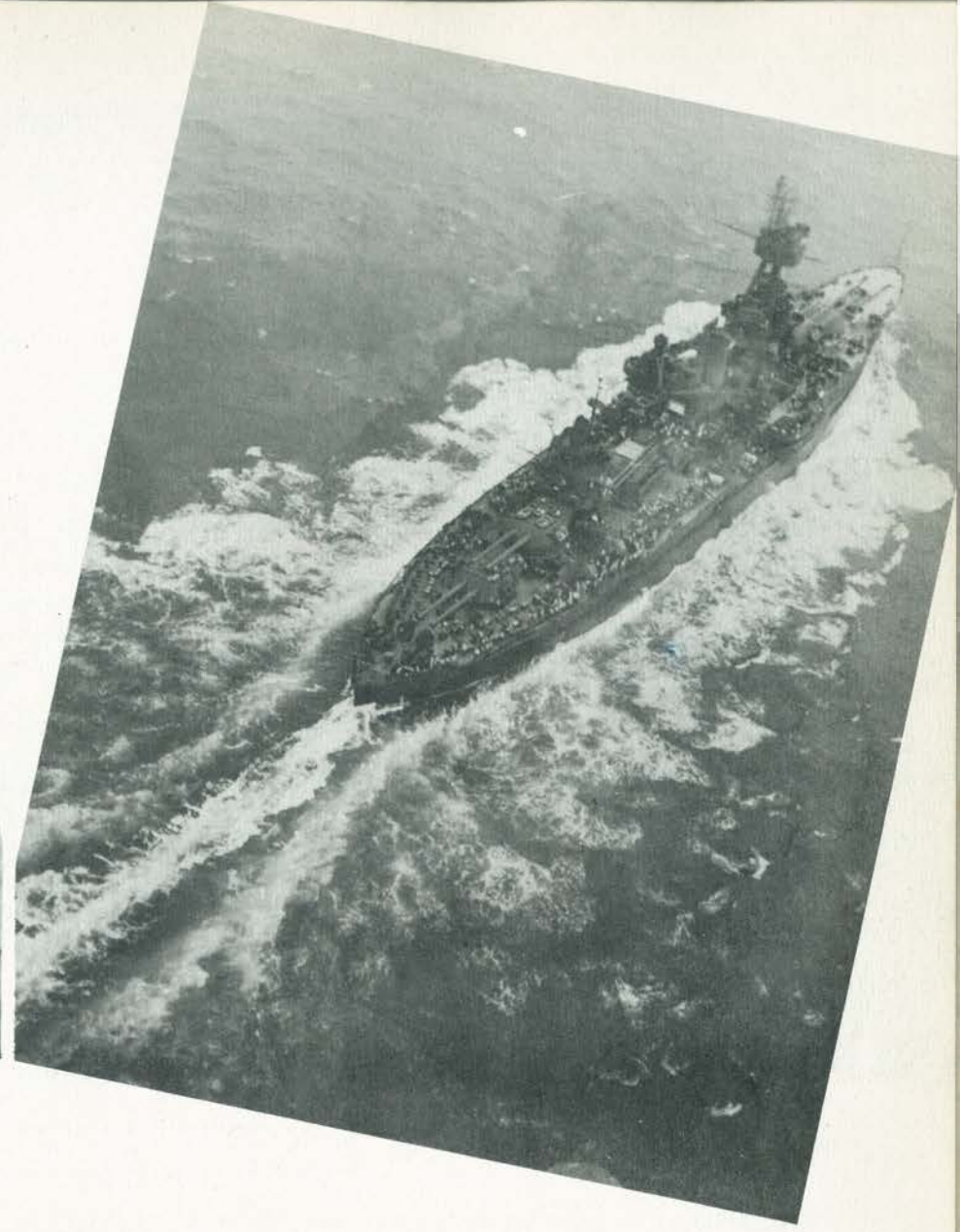
Turret One firing in the days when a 5 inch sat on the boat deck instead of a 40 mm.

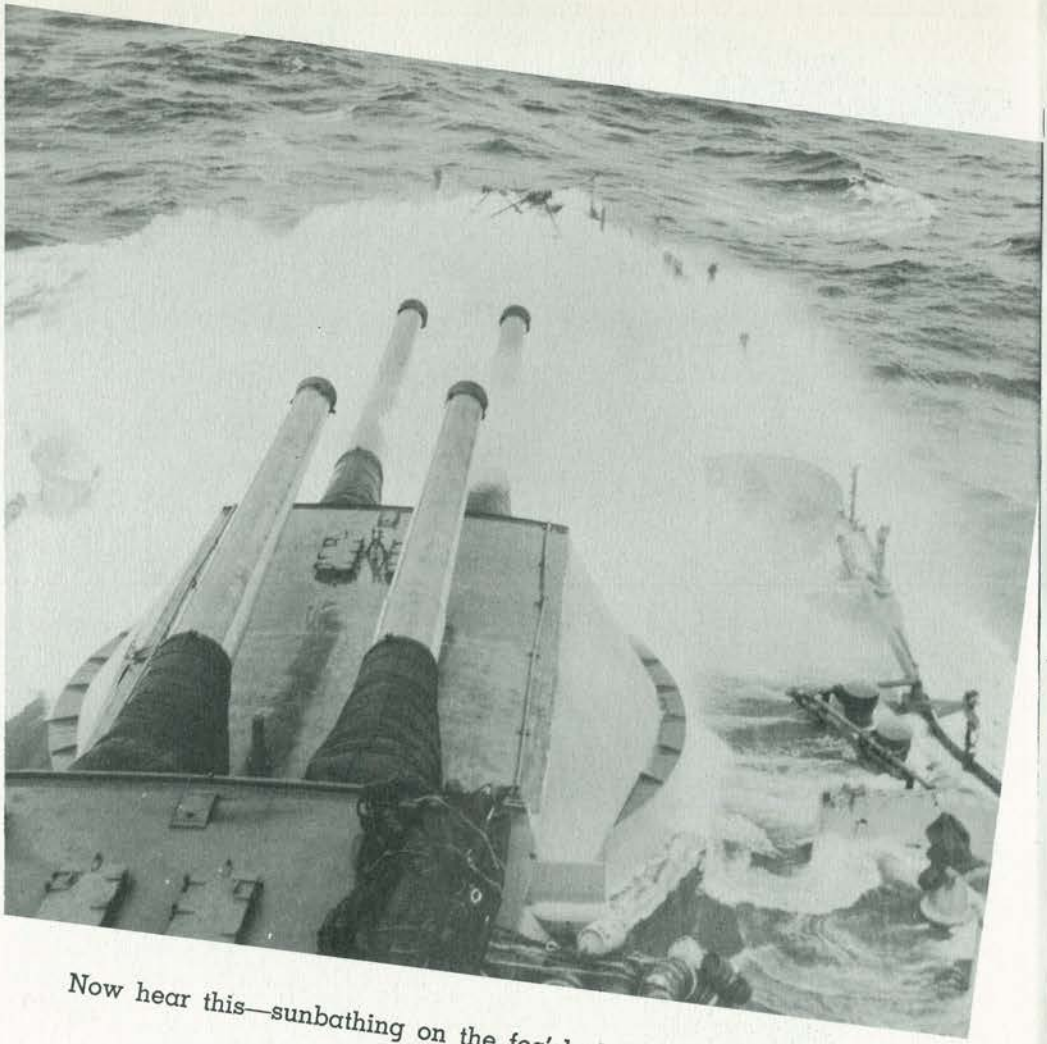


Storm violence off San Francisco causes heaviest rolls in many years.



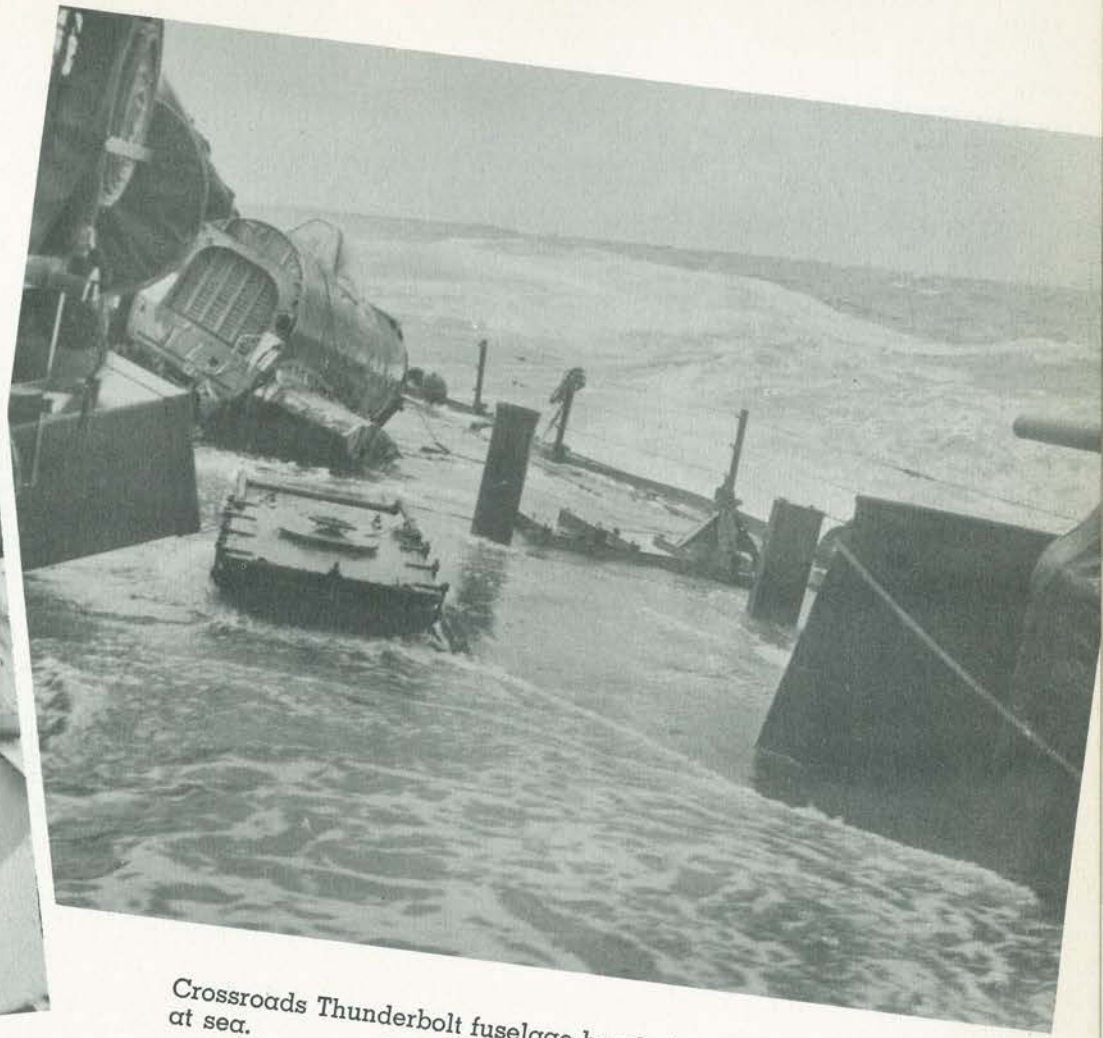
Loading a 40, under the watchful eye of a man who knows.



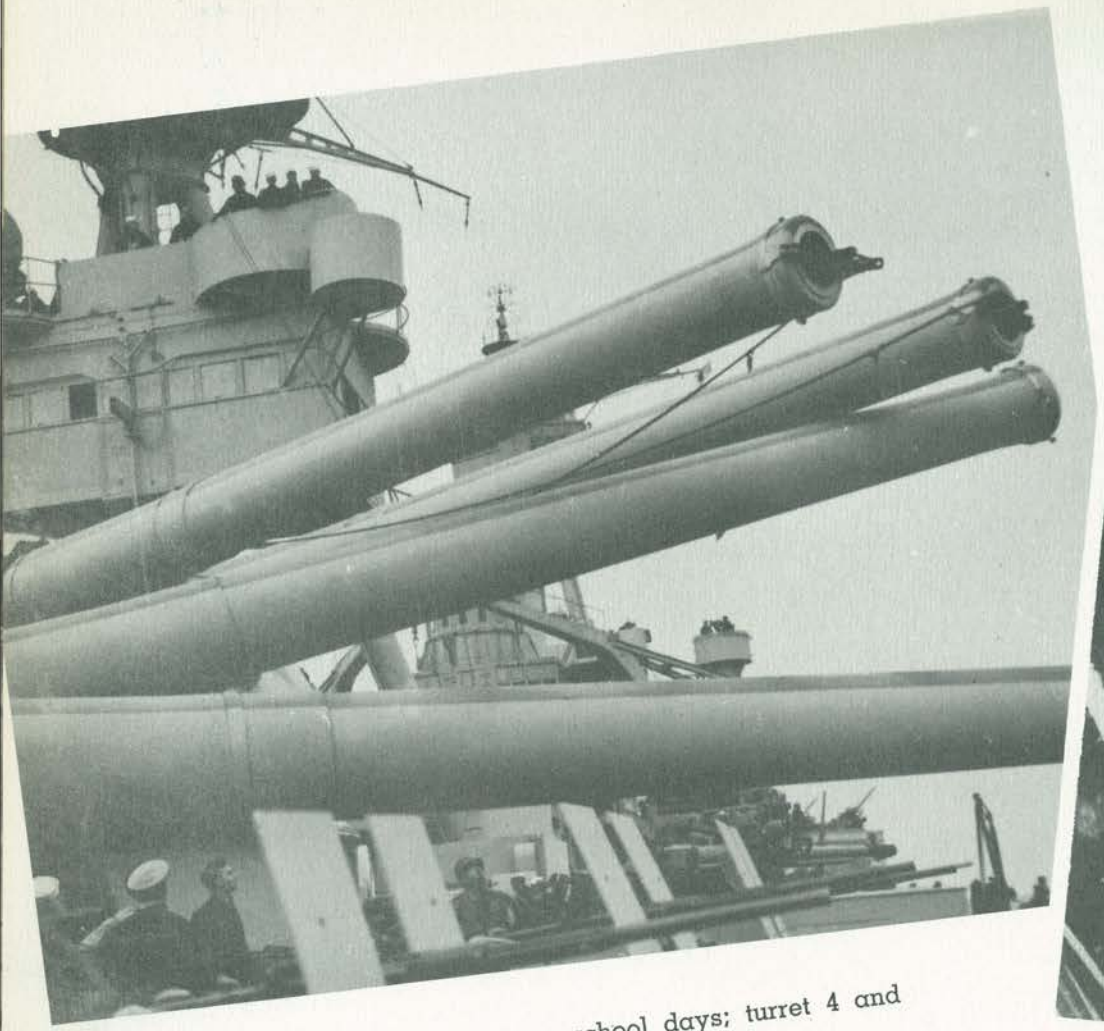


Now hear this—sunbathing on the foc'sle has been belayed.

A 3 inch gun crew in action, showing really smooth teamwork.

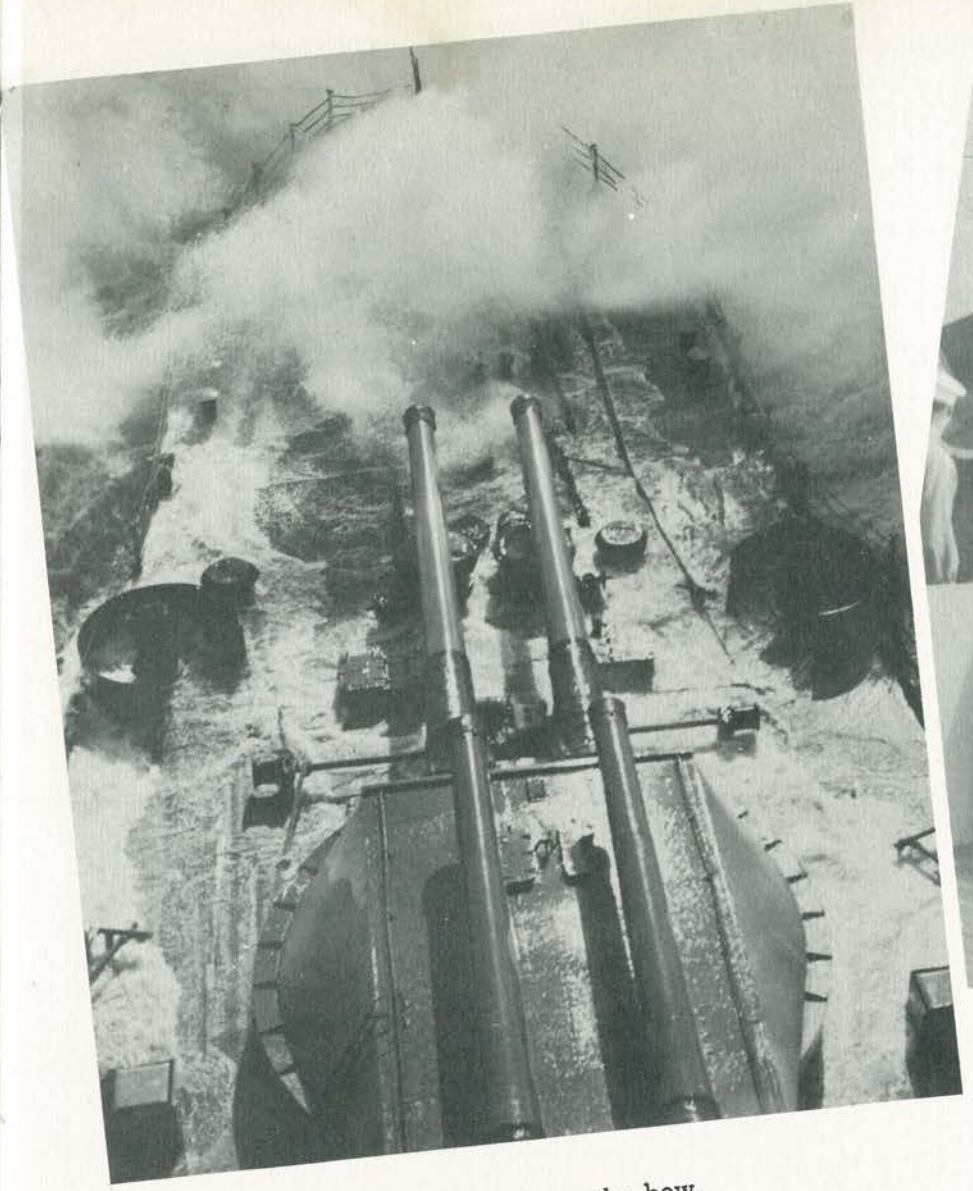


Crossroads Thunderbolt fuselage breaks lashings during storm at sea.



A slight mishap in Main Battery school days; turret 4 and 5 lock horns.

A rescue party is lowered over the side to transfer a patient from a passing merchant ship.

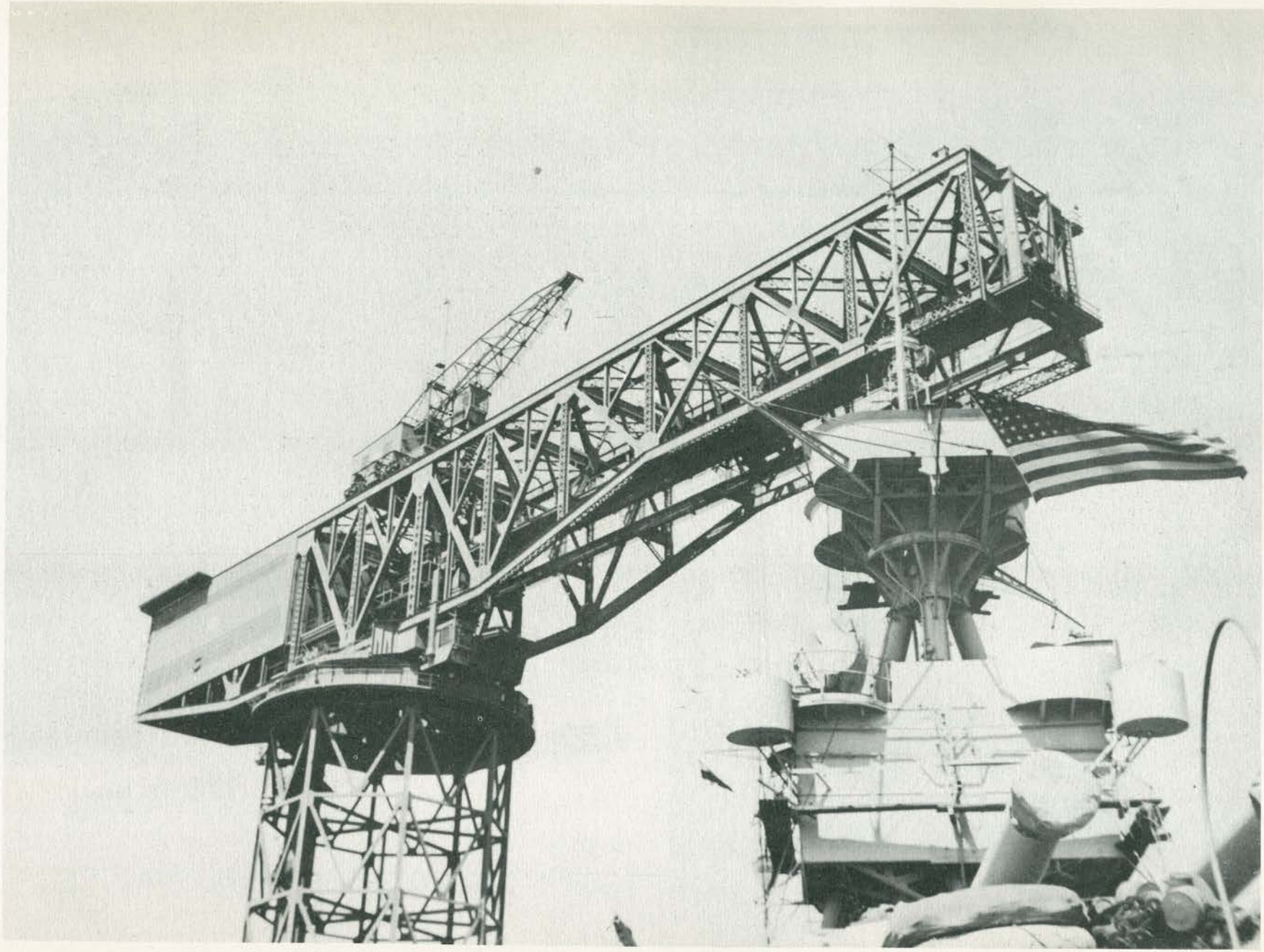


Rough water over the bow.

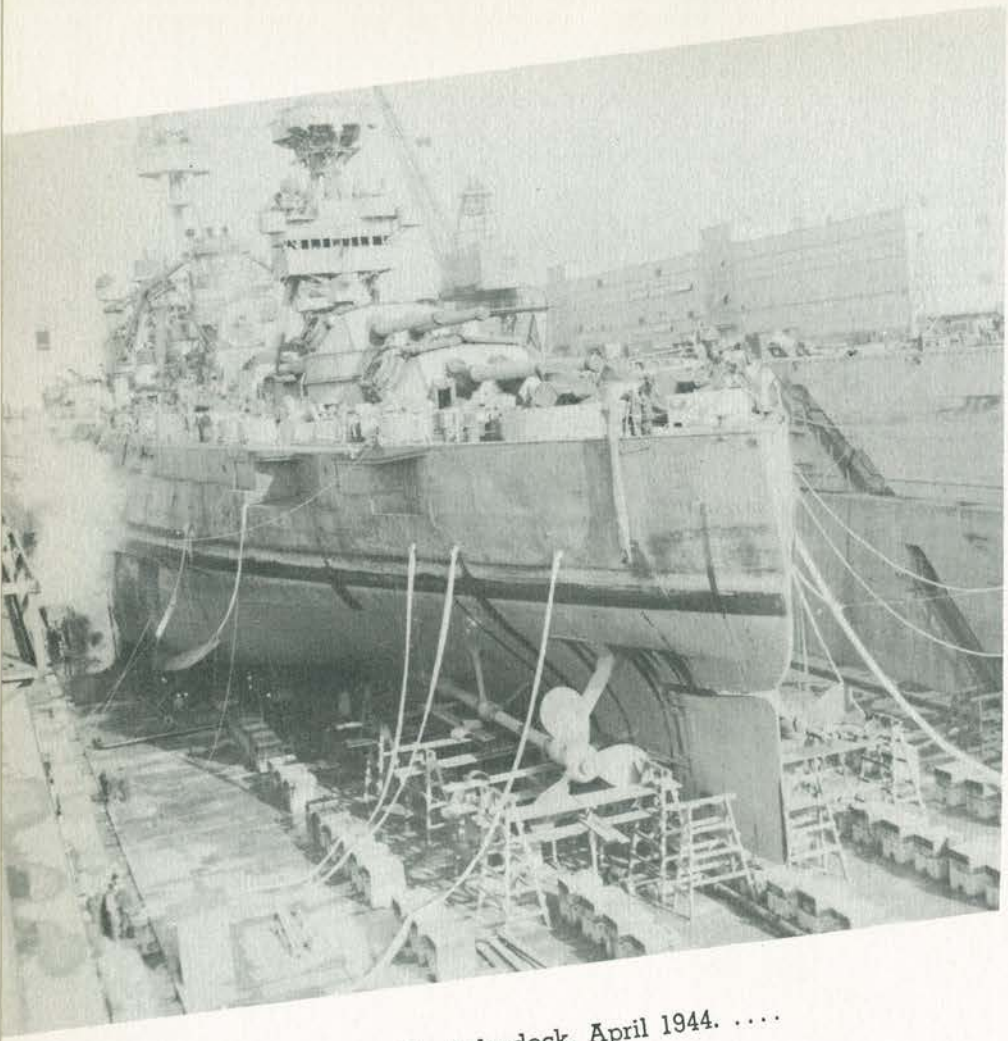
20 mm gun crew in action against a sleeve target.

Trans-Atlantic broadcast. Captain Carter and the New York represent the United States Navy during an Anglo-American radio observation of Navy Day.

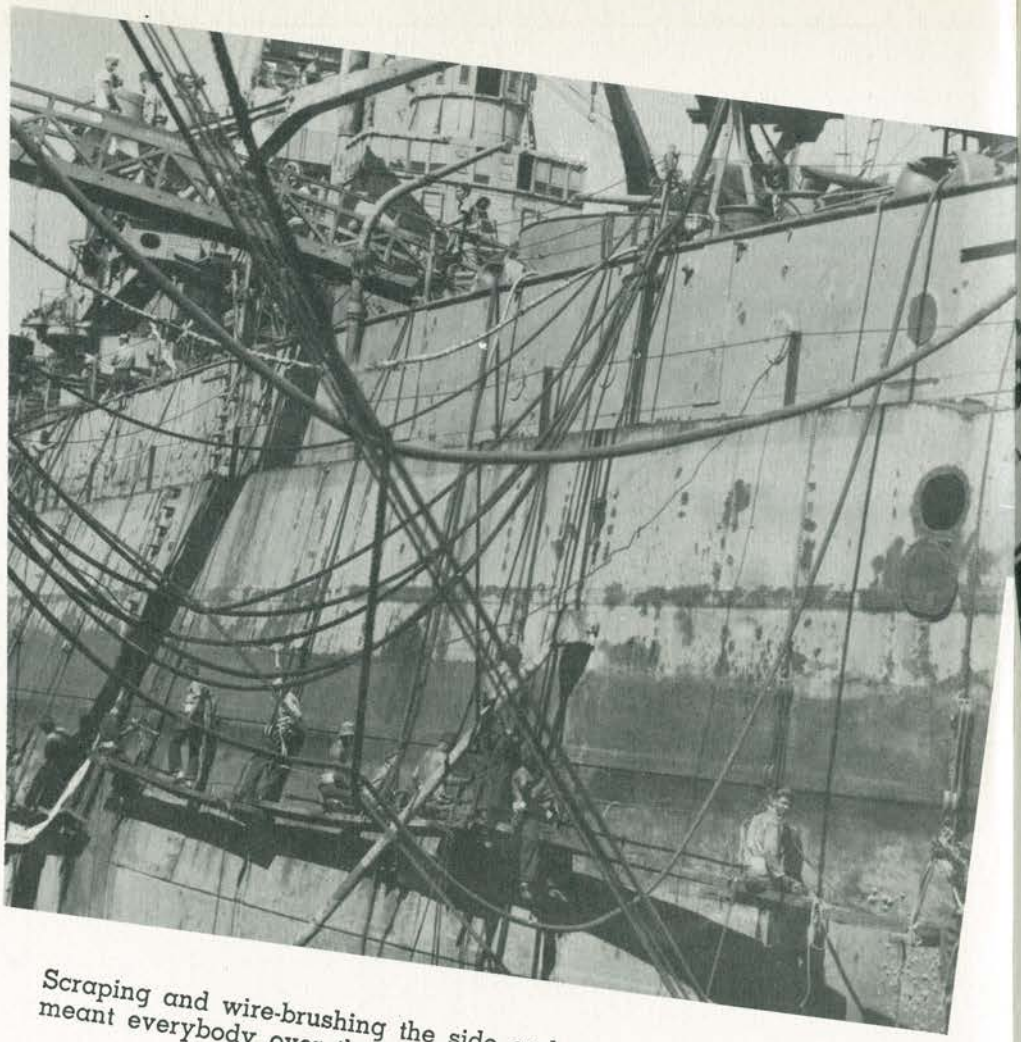
Silhouette of 3" guns.



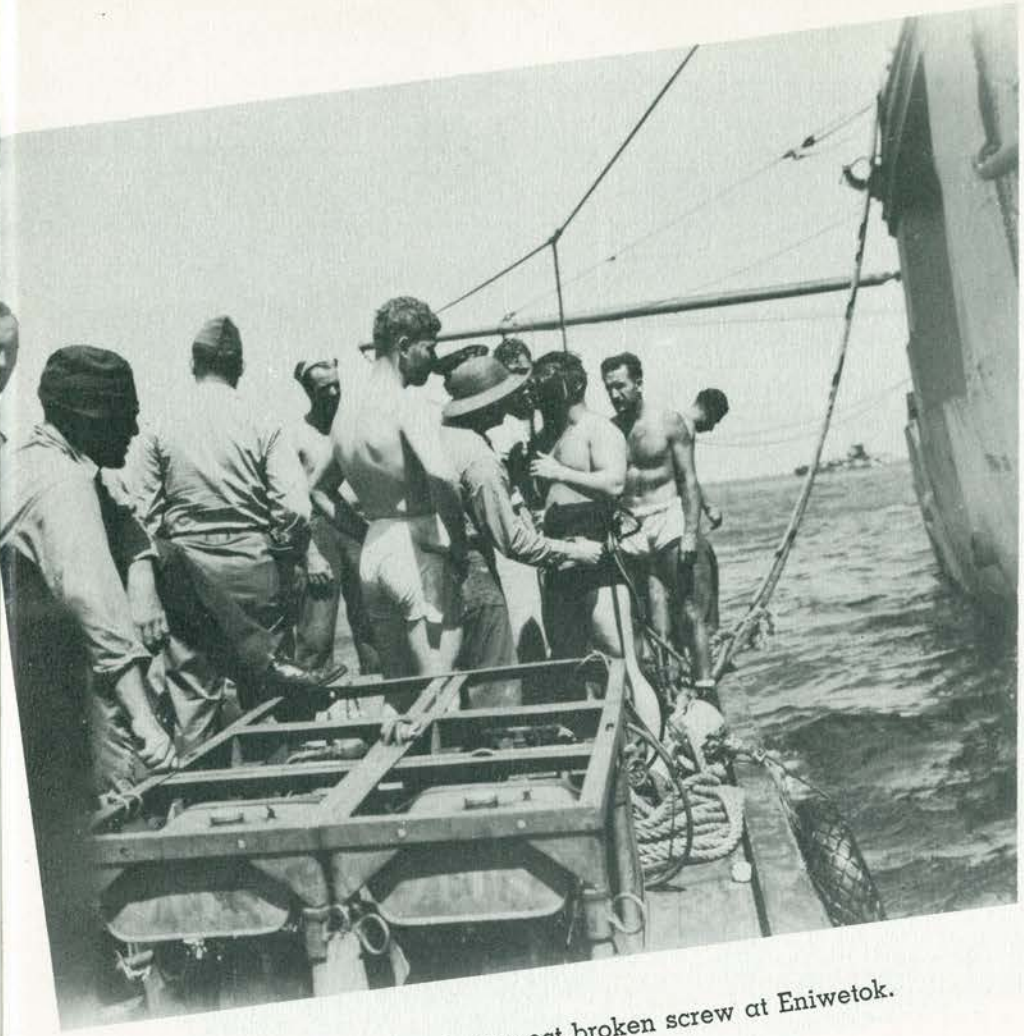
Under the old Hammerhead, largest in the world, Norfolk Navy Yard.



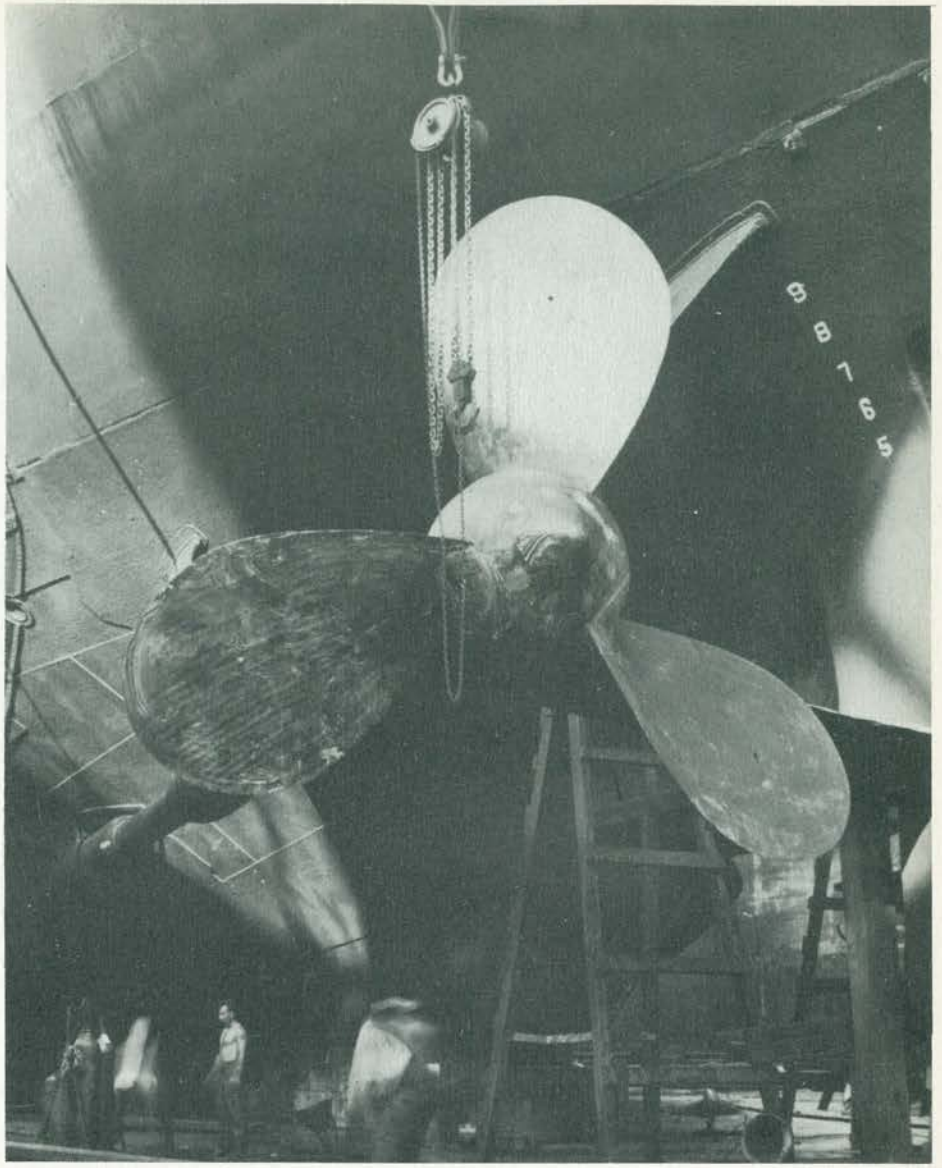
In Norfolk Navy Yard drydock, April 1944. ....



Scraping and wire-brushing the side and underwater bottom meant everybody over the side.

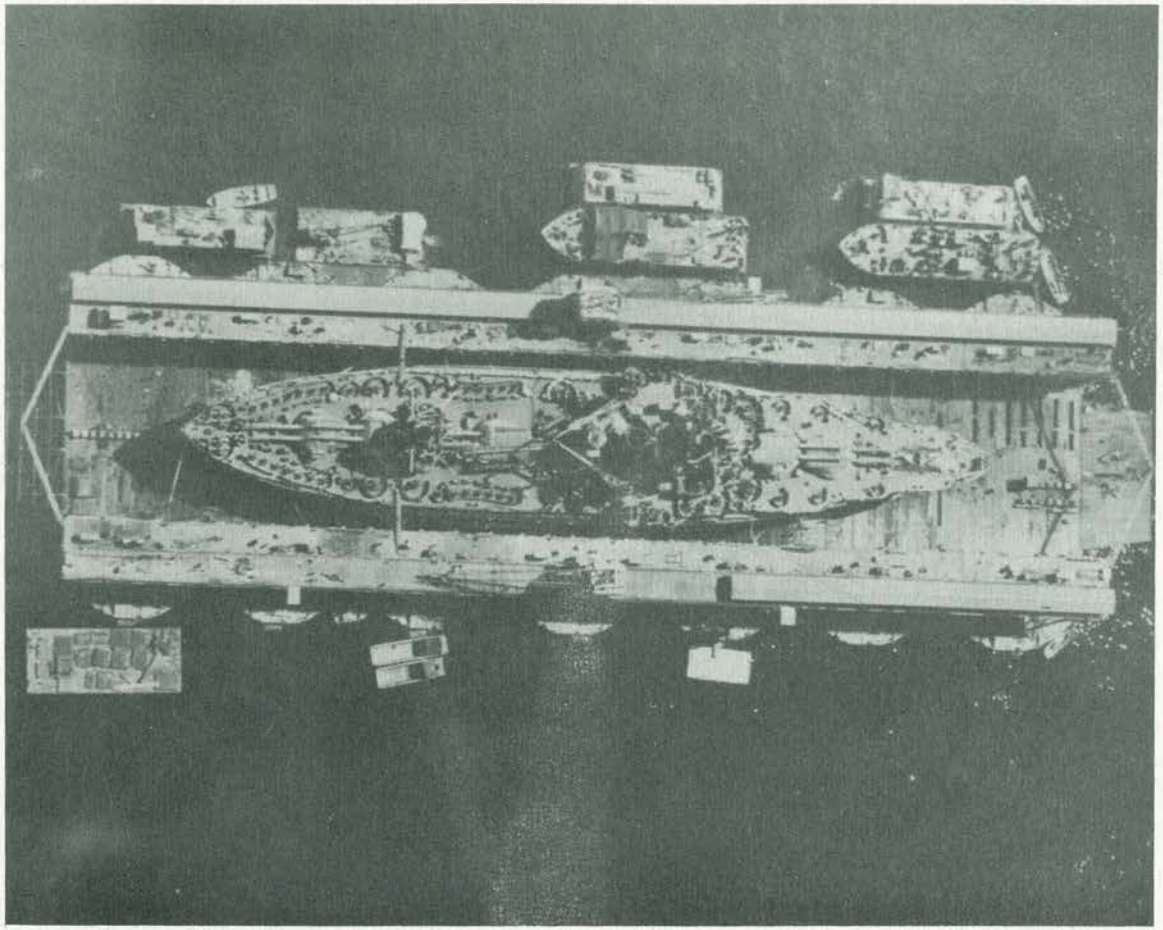


Down go the divers to inspect broken screw at Eniwetok.

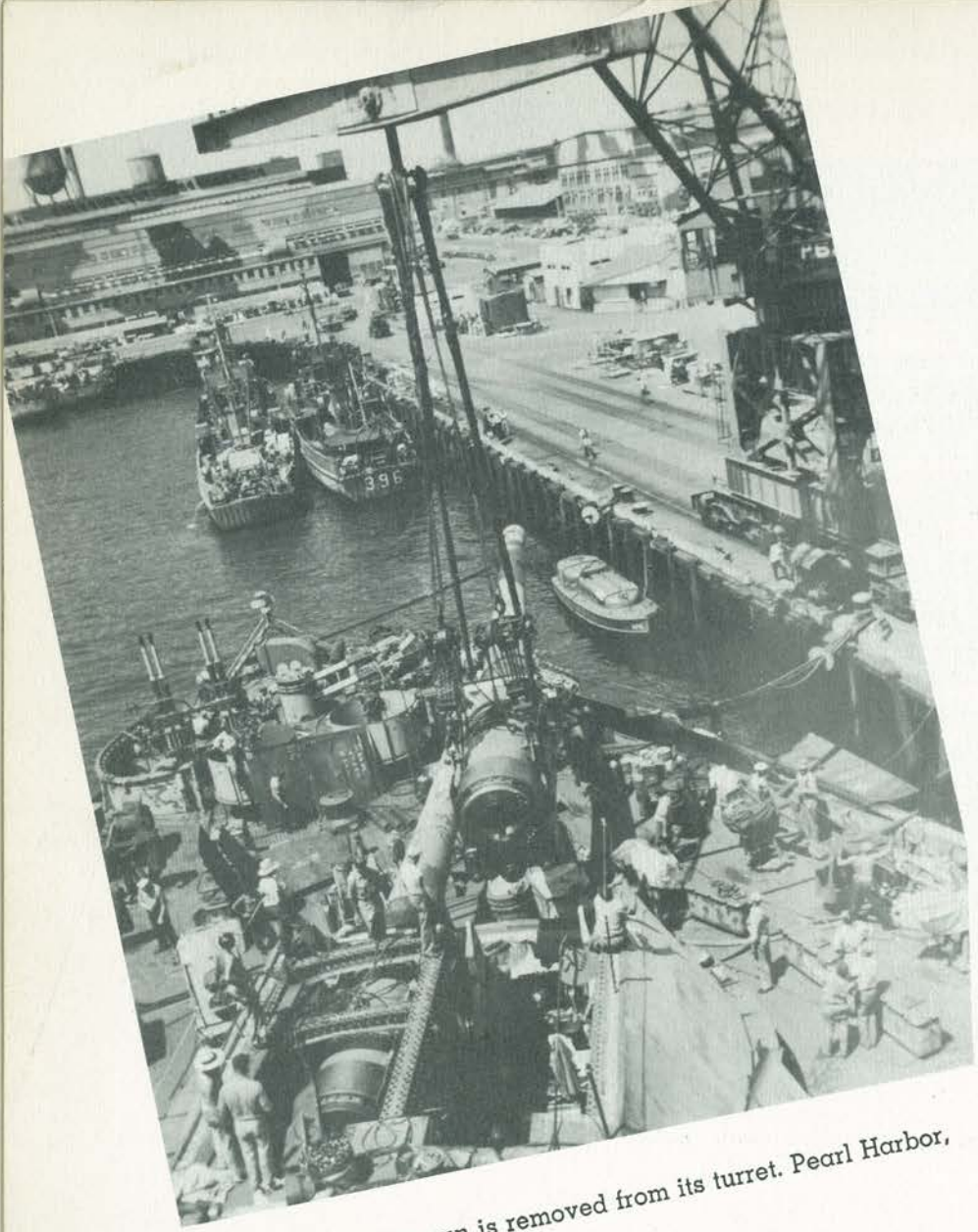


New port screw justifies 1000 mile trip to floating dry dock at Manus.

In dry dock for the last time of her career. Pearl Harbor, August, 1945.

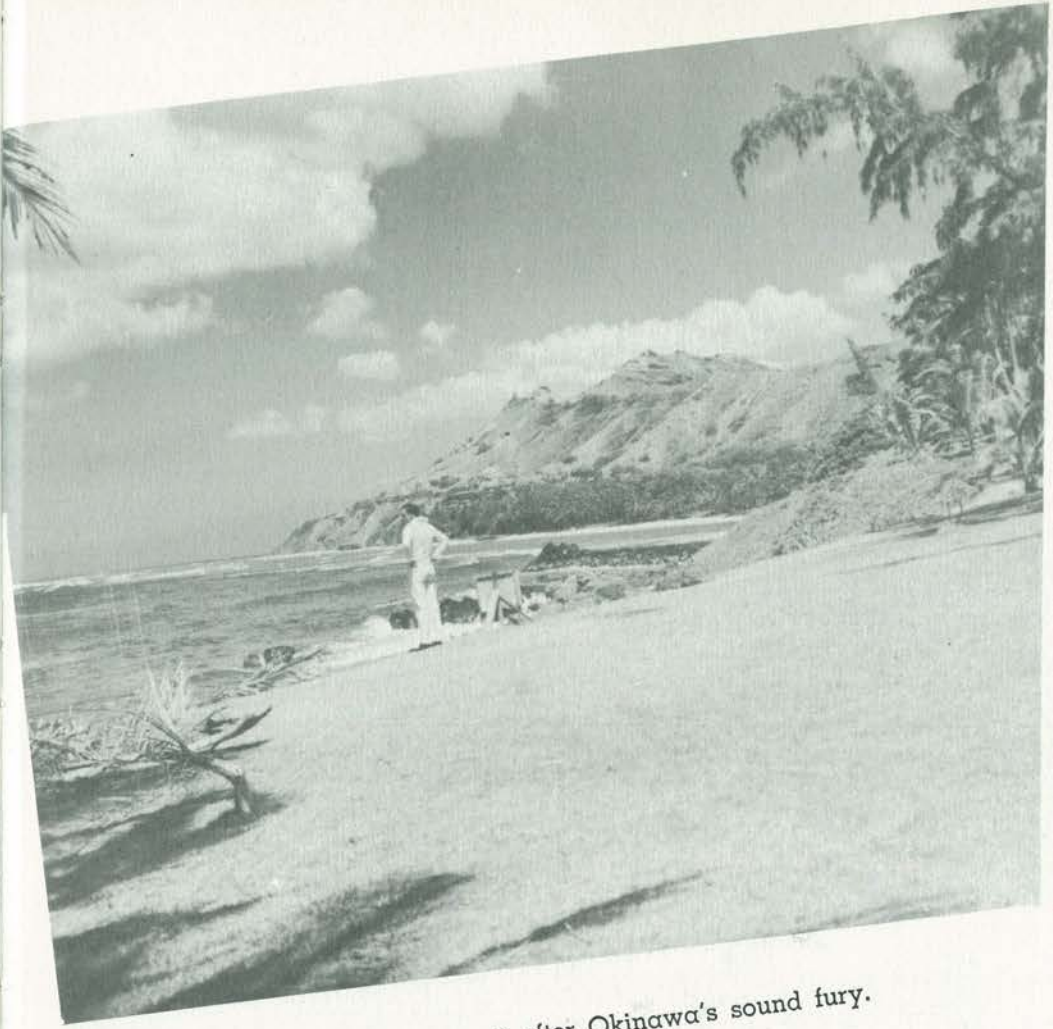


The floating dry dock at Manus, where two broken prop blades were replaced March, 1945.

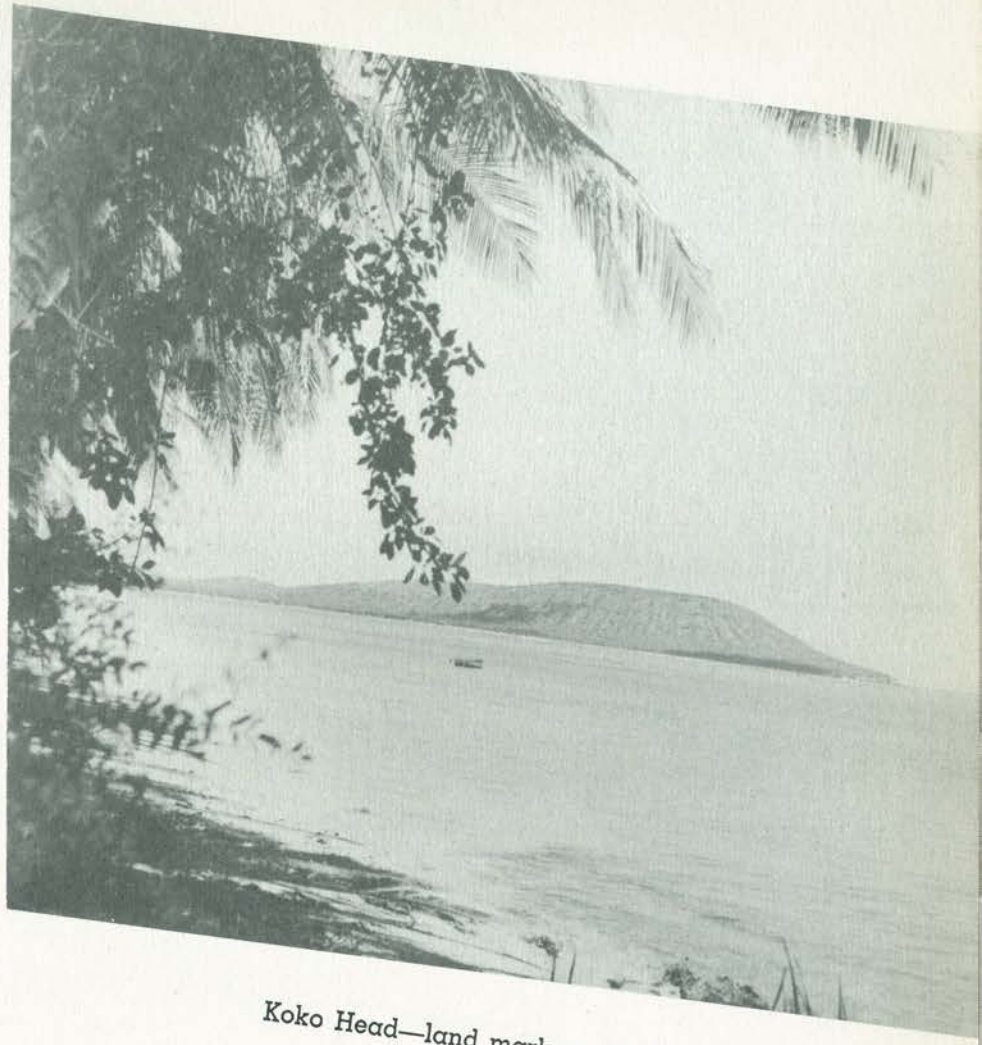


Another worn out gun is removed from its turret. Pearl Harbor, July, 1945.

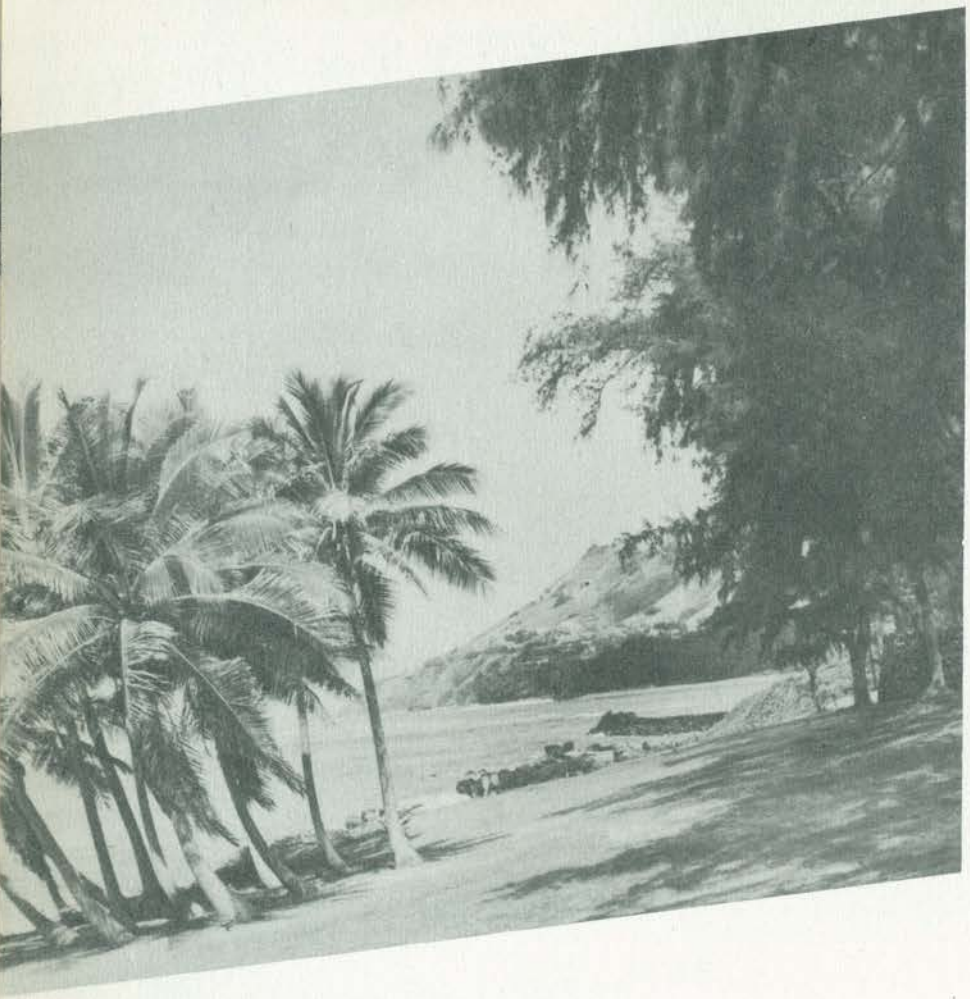
No part of the ship is overlooked in Pearl Harbor overhaul. Summer, 1945.

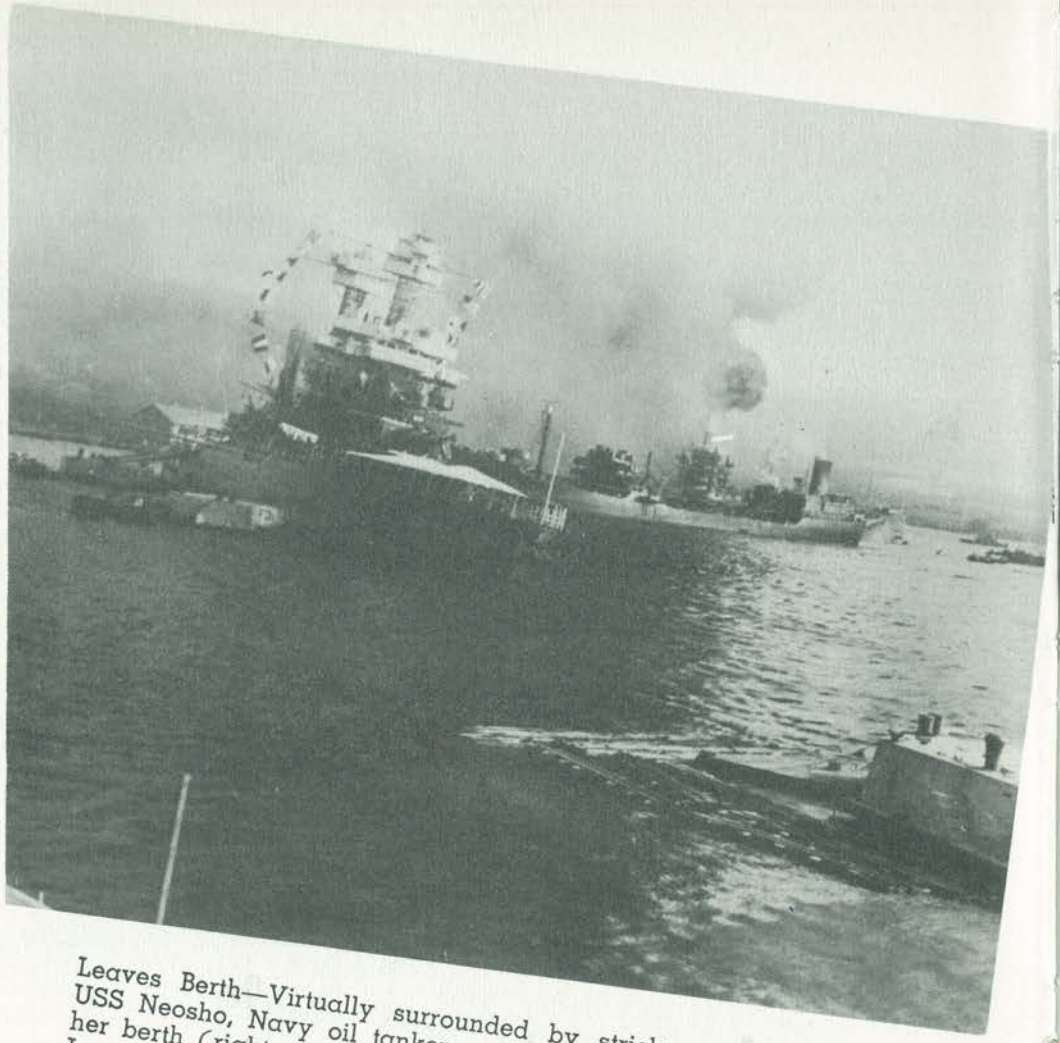


Peaceful Hawaii after Okinawa's sound fury.



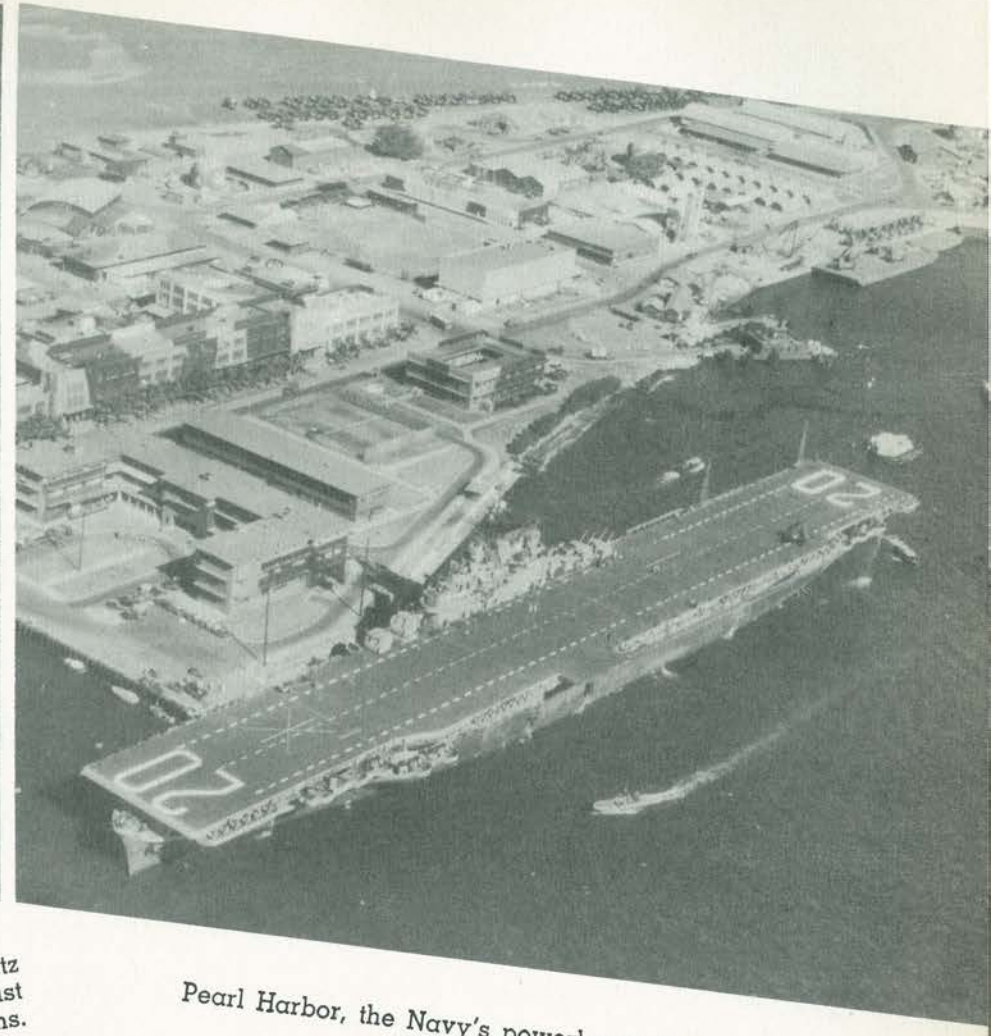
Koko Head—land mark on Oahu.



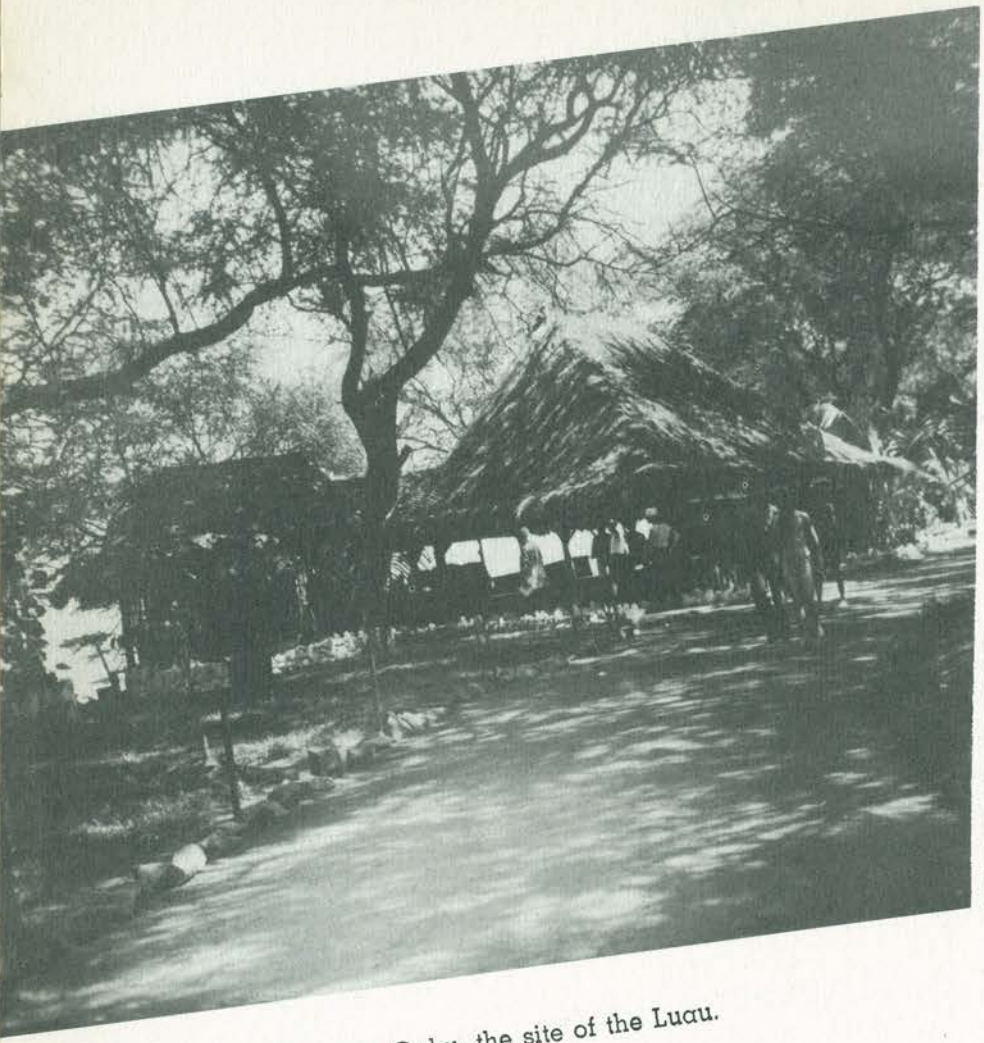


Leaves Berth—Virtually surrounded by stricken ships, the USS Neosho, Navy oil tanker, cautiously backs away from her berth (right center) in a successful effort to escape the Japanese attack on Pearl Harbor, T. H. December 7, 1941. At left, the battleship USS California, lists after aerial blows. Other crippled warships and part of hull of the capsized USS Oklahoma may be seen in background. The Neosho was later sunk in the Coral Sea.

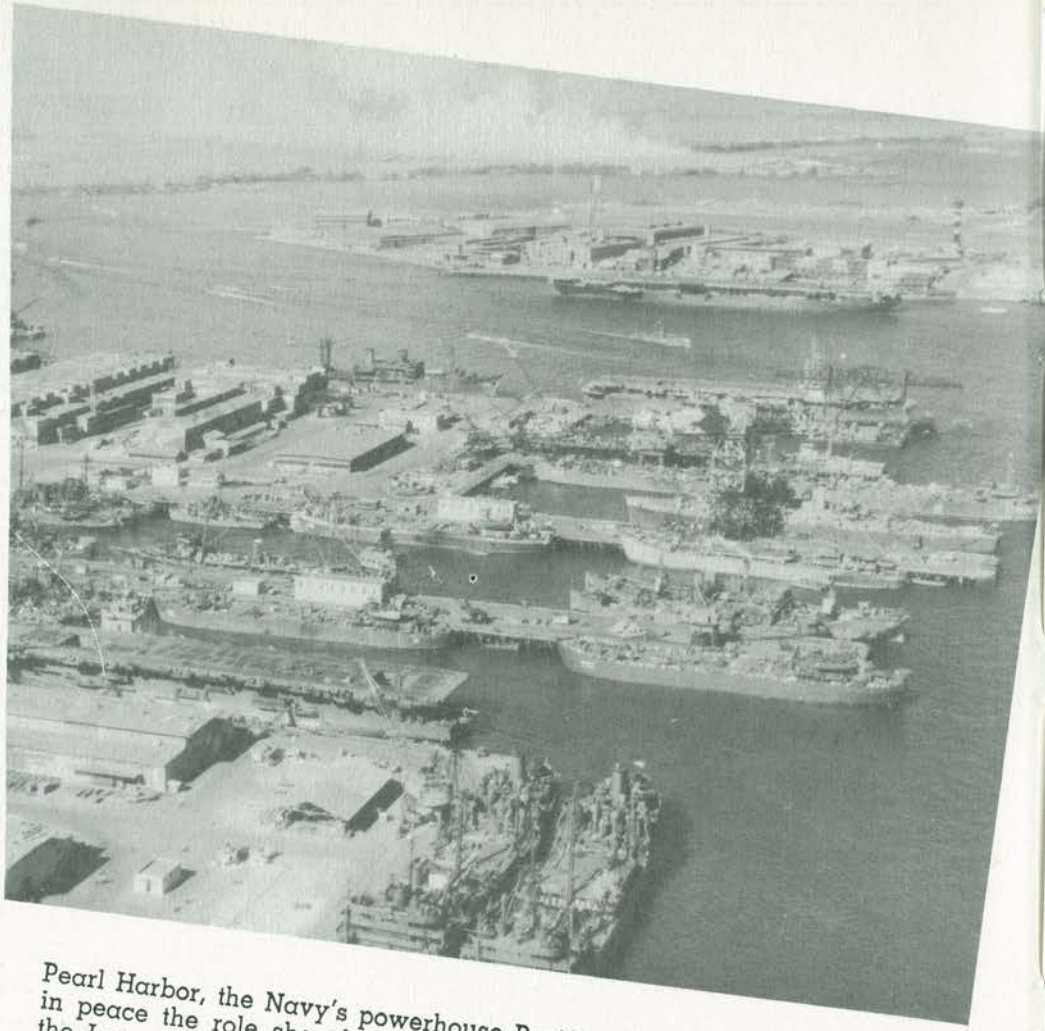
This is the scene of Pearl Harbor—taken from Fleet Admiral C. W. Nimitz rear headquarters—a few minutes after the radio report the night of August 13 that the Japanese Government had accepted the Allies' surrender terms. To the left is the Navy Yard and to the right is shown Ford Islands. The pyrotechnics are from very pistols fired from ships, and red tracer bullets. The entire harbor was a mass of color-red, green and white—and it resembled a gigantic lighted Christmas tree. The scores of huge search lights in the area criss-crossed the sky during the spontaneous celebration which lasted a half hour.



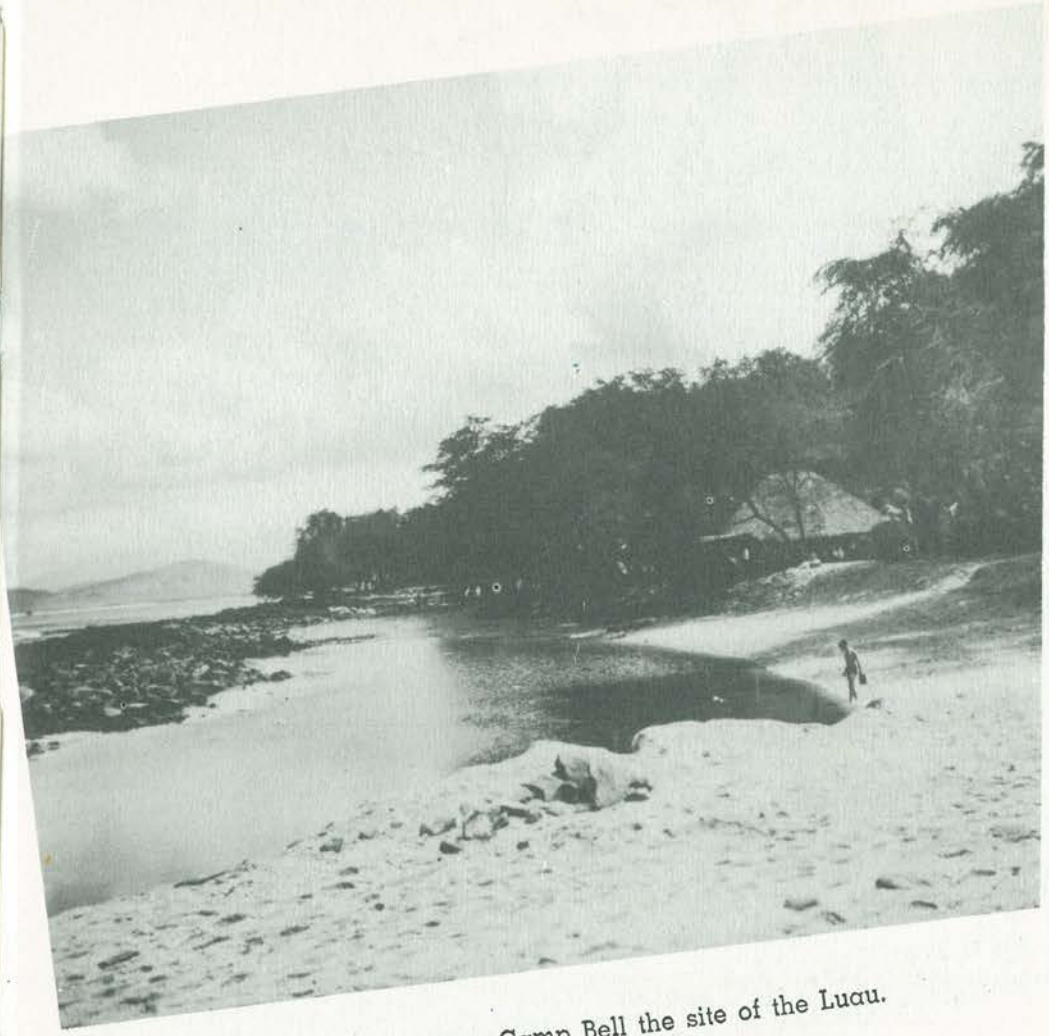
Pearl Harbor, the Navy's powerhouse Pacific base.



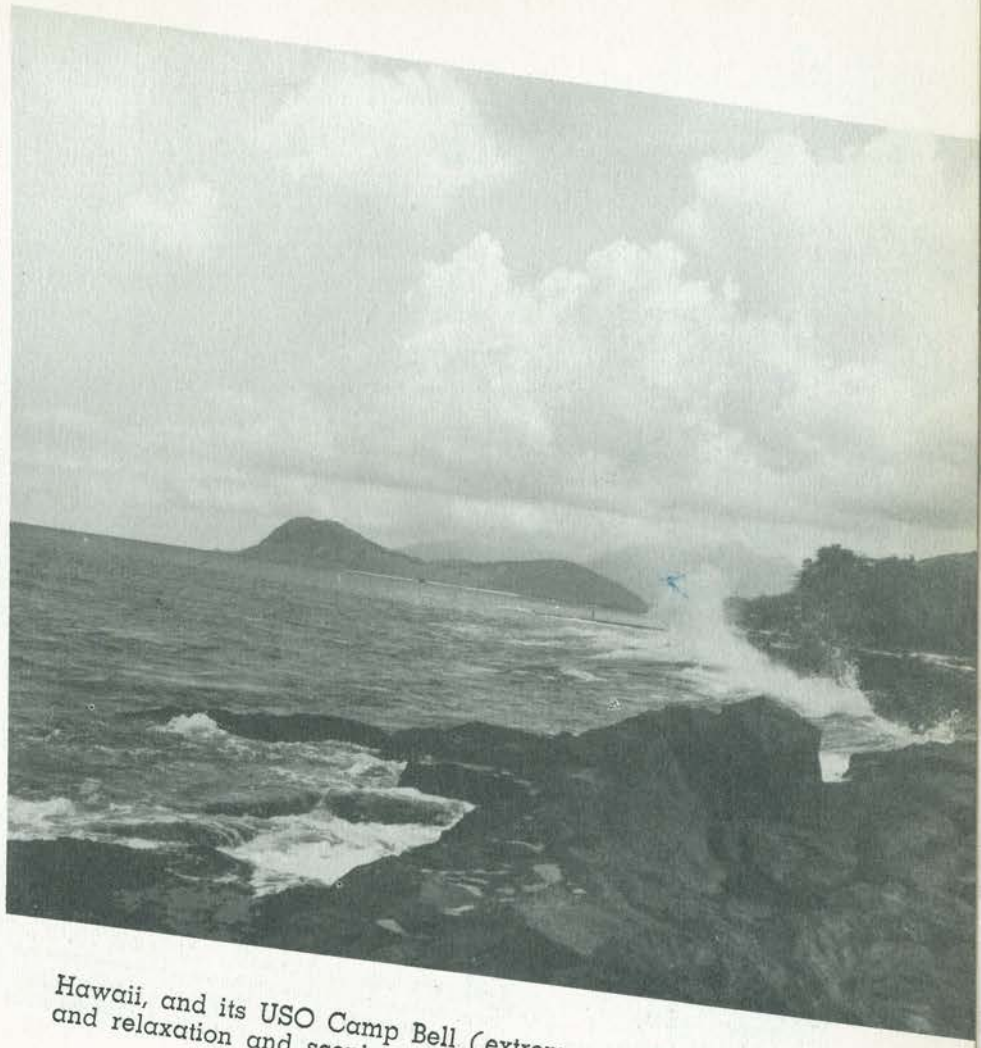
Camp Bell, on Oahu, the site of the Luau.



Pearl Harbor, the Navy's powerhouse Pacific base, carries on in peace the role she played so well in the days following the Jap attack. Here, as at other Key Navy bases, is visible evidence of Navy sea power. This aerial view shows three aircraft carriers, a half dozen LSTs (Landing Ship Tanks) and numerous other craft in the harbor.



Sunset on Oahu, from Camp Bell the site of the Luau.

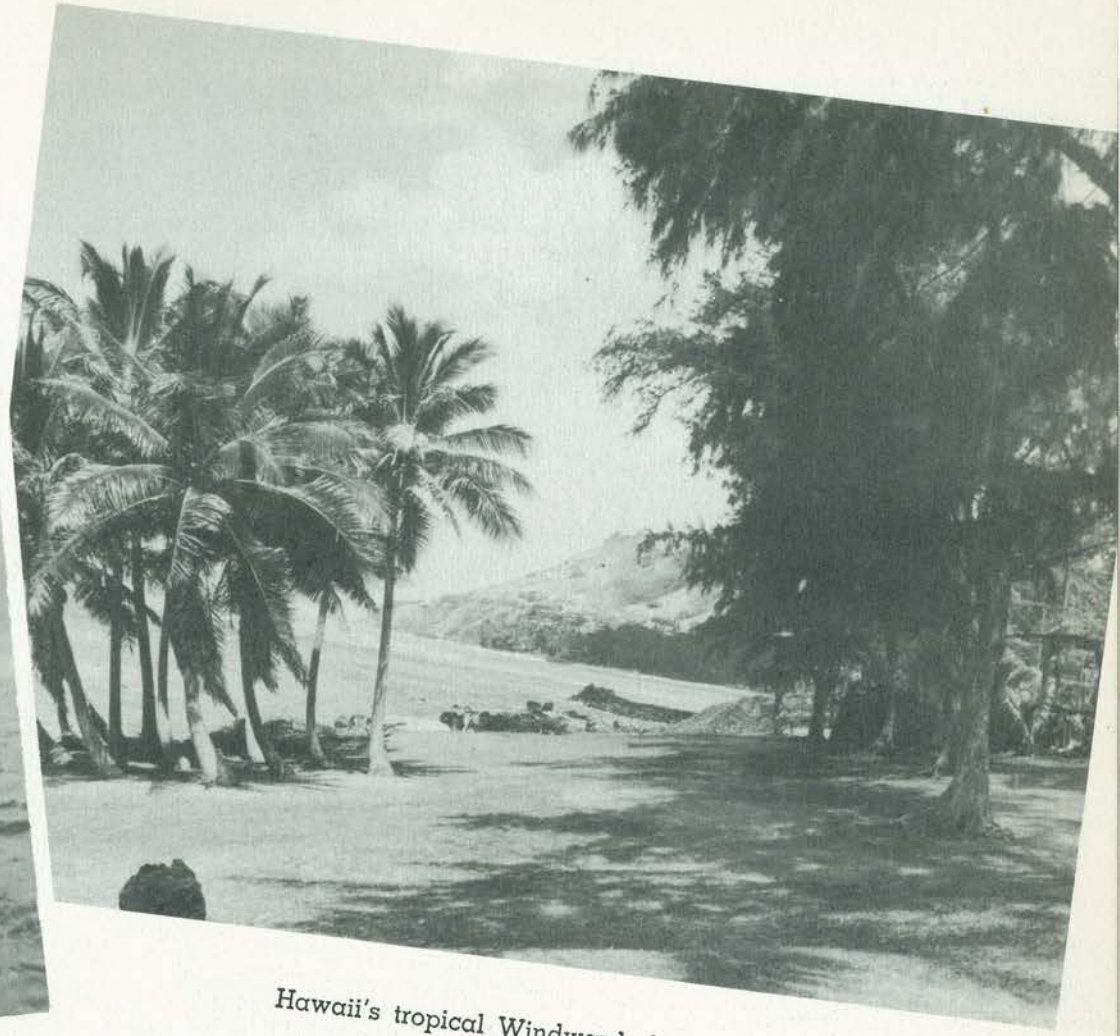


Hawaii, and its USO Camp Bell (extreme right), meant rest and relaxation and scenic splendor.

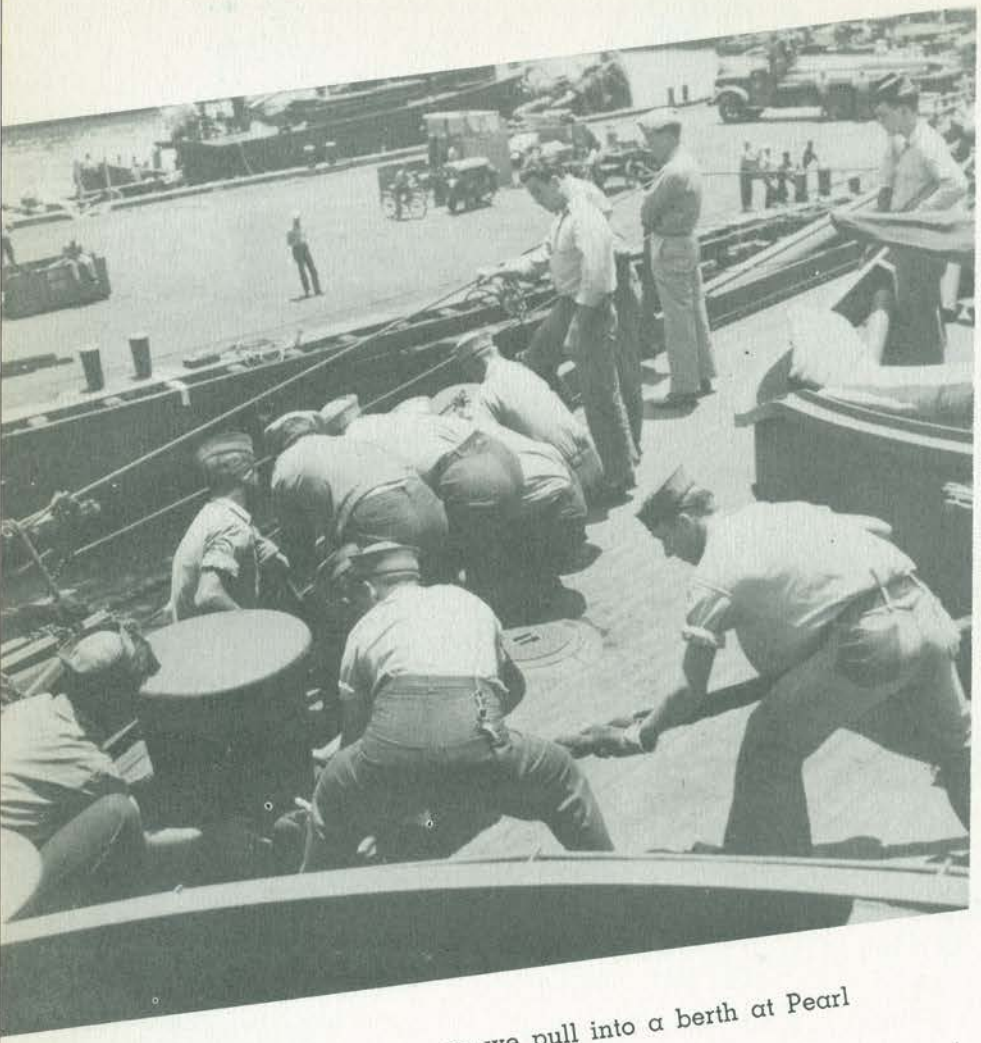
ON'T MISS OUT
ON PARTY TIME
uchgood music and
uchgood Food 'N' Fun
t the U.S.S. New York's
awaiian luau!
A FEW GOOD REASONS
FOR SIGNING UP EARLY
lance and play
t Camp Bell
sixteen piece orchestra
barbequed kailua pig AND
southern fried chicken favors
jitterbug contest hula troop
vaudeville acts prizes
TRANSPORTATION FURNISHED
ALL THE WAY
from 1730 til 2200
ED. July 25

PSSTL
THE QUEEN'S
THROWING
A PARTY !
THE U.S.S. NEW YORK
WANTS YOU TO
COME TO CAMP BELL TO
HAWAIIAN LUAU
ign up now for
July 25 ★ 1730
VAUDEVILLE ACTS ★ PRIZES ★ SWIMMING

Young Figaro making six knots in peaceful seas off Diamond Head.



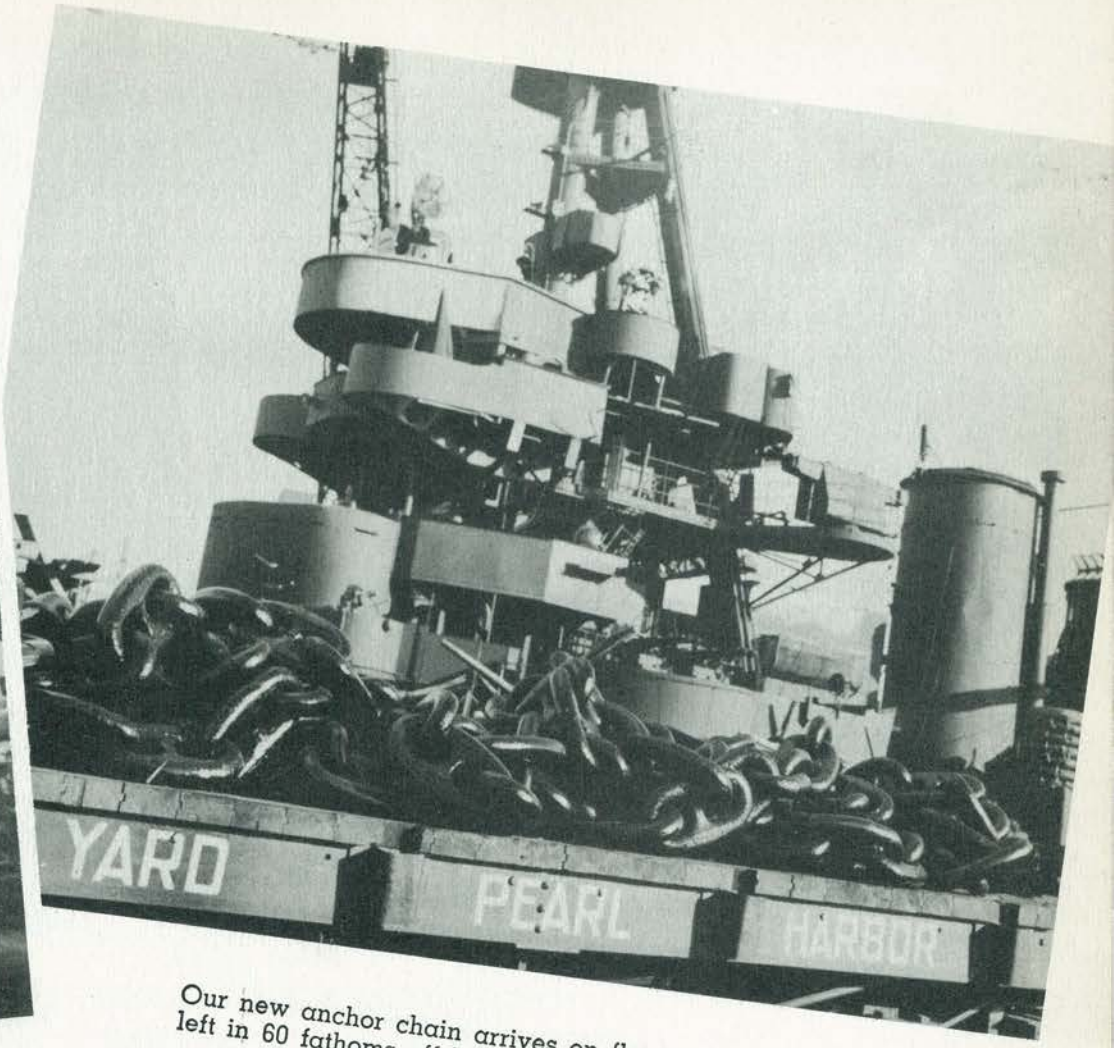
Hawaii's tropical Windward shore.



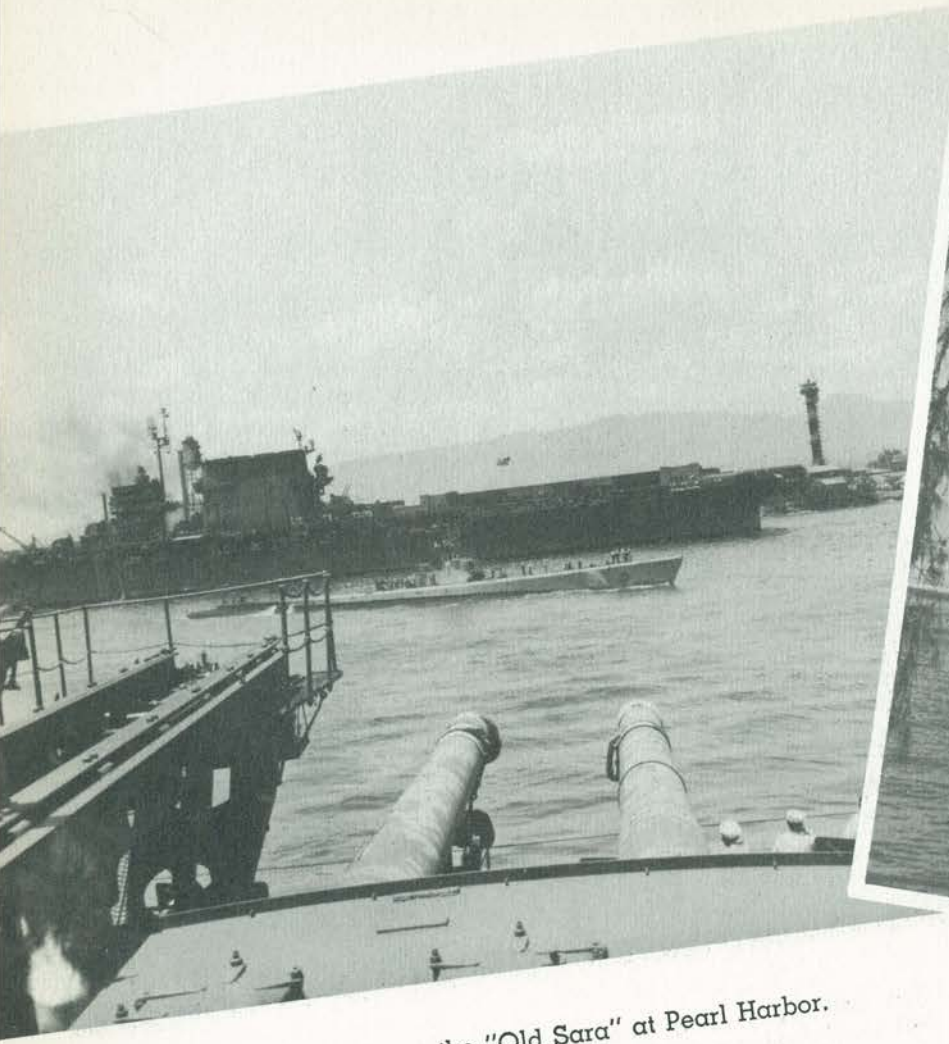
Handling the mooring lines as we pull into a berth at Pearl Harbor.

A new 14" gun is placed in turret one at Pearl Harbor Navy Yard.

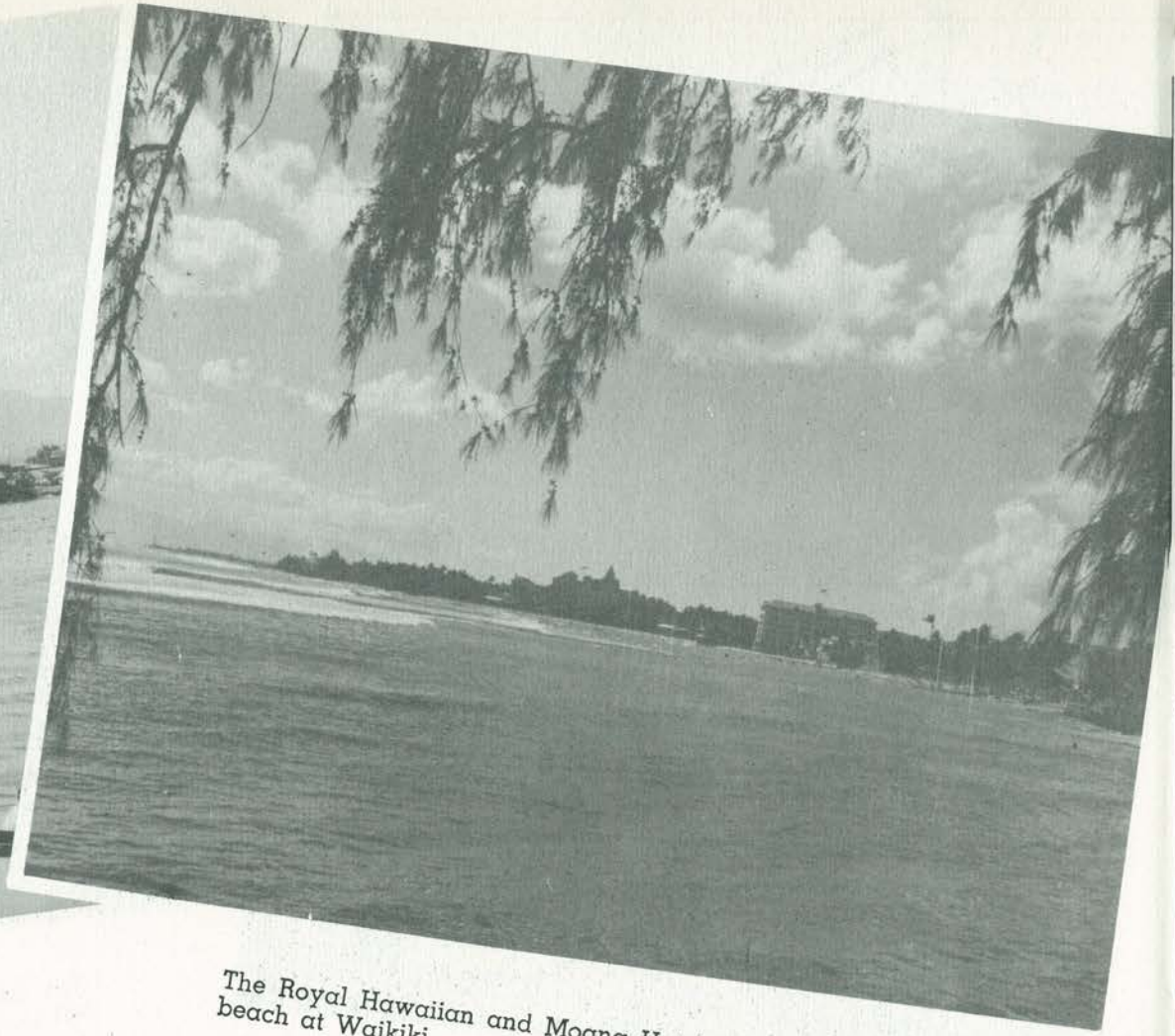
A new gun is fitted into turret one, at Pearl Harbor.



Our new anchor chain arrives on flat car to replace the one left in 60 fathoms off Hagushi at Okinawa.

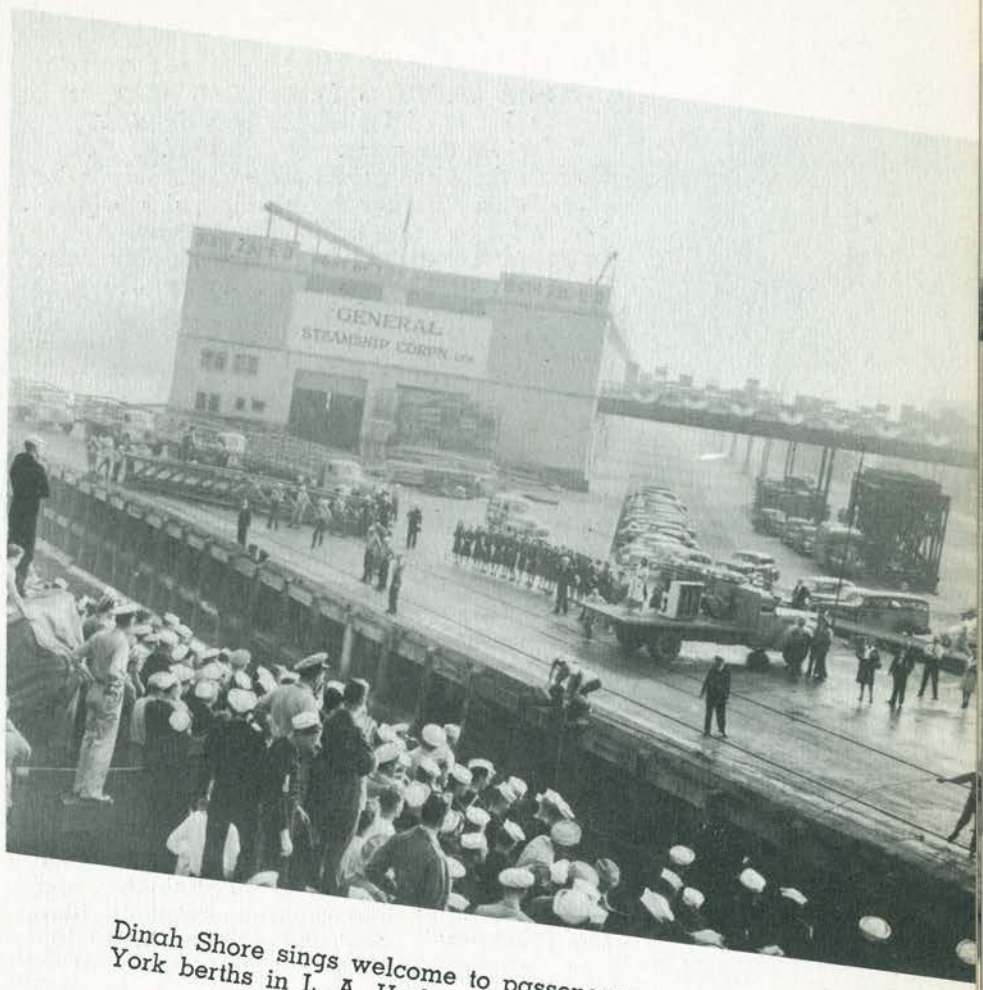


Turret three trained out on the "Old Sara" at Pearl Harbor.



The Royal Hawaiian and Moana Hotels stand out along the beach at Waikiki.

Putting into Los Angeles Harbor in first trip home after the war's end.



Dinah Shore sings welcome to passengers and crew as New York berths in L. A. Harbor, Sept., 1945.

September 1945

The NEW YORK made one more cruise to Pearl Harbor to pick up 1,200 high point Navy enlisted men and officers and return them to the East Coast where she was slated to be for Navy Day. She arrived in New York after almost a month underway on 19 October 1945 and was well received by the City of New York.

DINAH SHORE GREETS NEW YORK AS SHIP BECOMES HOLLYWOOD HOST

Amidst the strains of "California, Here I Come", the NEW YORK sailed into San Pedro (California) Harbor the morning of 9 September 1945 to be greeted by Dinah Shore and to begin an eleven-day visit which brought some of filmdom's brightest stars to the decks of the "Old Lady Of The Fleet".

As the NEW YORK sided into her berth in the harbor, the first battleship ever to moor alongside a pier in that harbor, officers and men of the ship and 826 veterans returning from the Pacific aboard the "Old Lady" listened with rapt attention to a beautiful voice floating across the still waters singing, "You'd Be So Nice To Come Home To". None of the hundreds assembled topside on the ship knew that the beautiful young lady dressed in white and singing from the pier was Dinah Shore, not until they heard, "Hello, Fellows, this is Dinah Shore." A cheer burst from the lined decks of the "Old Lady" and oral requests were yelled to the most popular singer of G.I.'s everywhere.

During her stay in San Pedro Harbor, the NEW YORK extended her hospitality to such well-known film players as Randolph Scott, star of "China Skies", Donna Reed, whose latest picture is "They Were Expendable", and Madame Marie Ouspenskiya, currently filming "Concerto", Madame Ouspenskiya, formerly of the Moscow Art Theatre and one of the outstanding character actresses in the world today, visited the ship with Mary Gordon, she of the Scotch brogue who is famed for her mother voice. Starlets Angela Greene of Warner Brothers, and Betty Hill of Paramount also tasted the NEW YORK's hospitality.

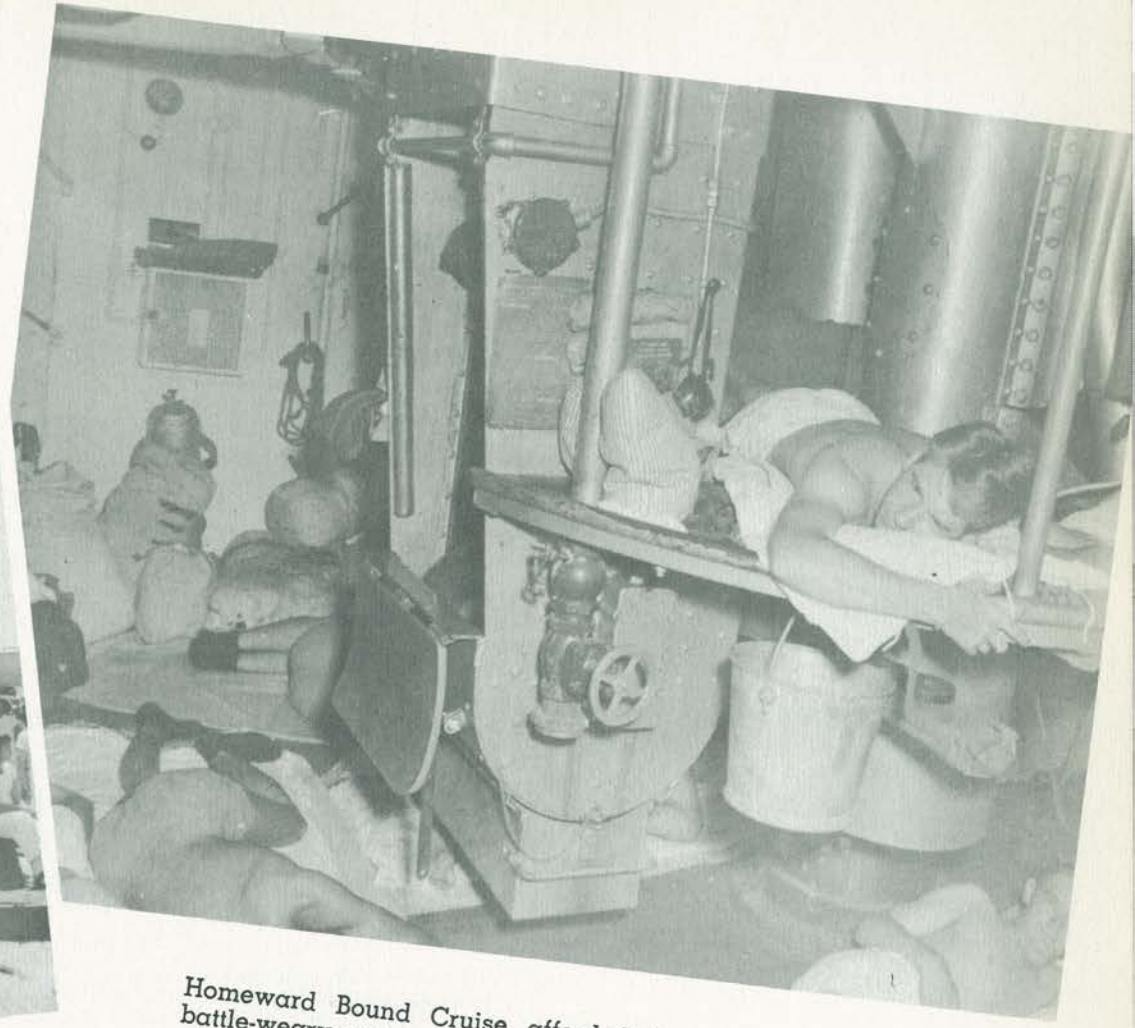
Joan Leslie's visit to the NEW YORK was postponed when the ship received unexpected sailing orders to depart for Pearl Harbor one day ahead of schedule.

NEW YORK First Ship to be Honored By Hollywood Canteen

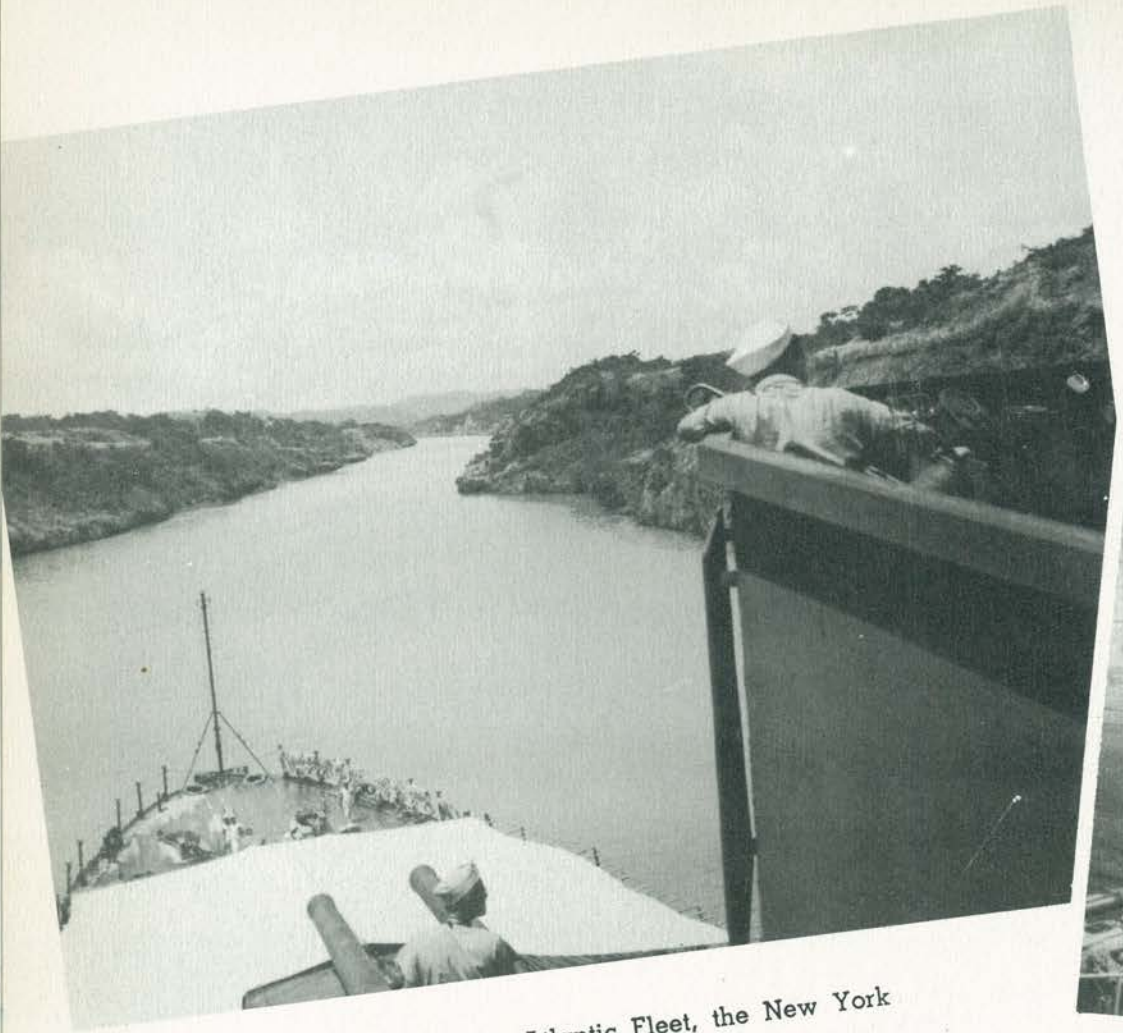
In September 1945, the Hollywood Canteen saluted officers and men of the NEW YORK at a special party marking the ship's return to the United States wih over 800 passengers after eight months in the Pacific. Jose Iturbi, Joan Leslie, Betty Brodel, Madame Marie Ouspenskiya, Angela Green, Estelle Taylor, Mary Gordon, Marie Hare, Raymond Hatton, Bill Neff, Betty Hill, Peter Helmers, Benson Fong, Makail Rasumny, Chill Wills, and Mrs. Arthur Freid were among the motion picture stars and starlets that greeted the NEW YORK.

It was the first time the Canteen had ever honored a single ship, though it has played host to over a million servicemen during its three-year life. It was also the first time officers were ever invited to the Canteen.

Lazy afternoon on the forecastle while going through the Canal on the "Homeward Bound" cruise.

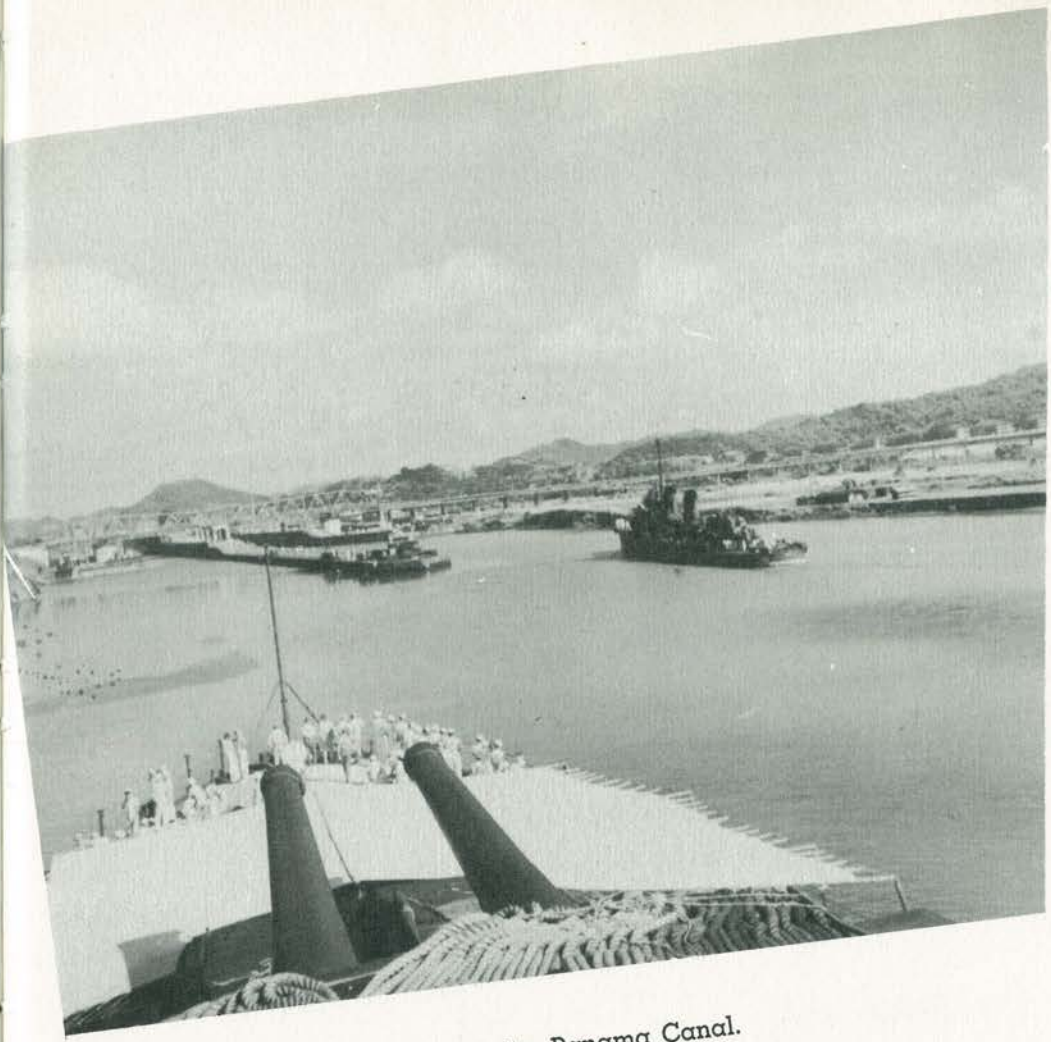


Homeward Bound Cruise afforded few accomodations for battle-weary passengers.

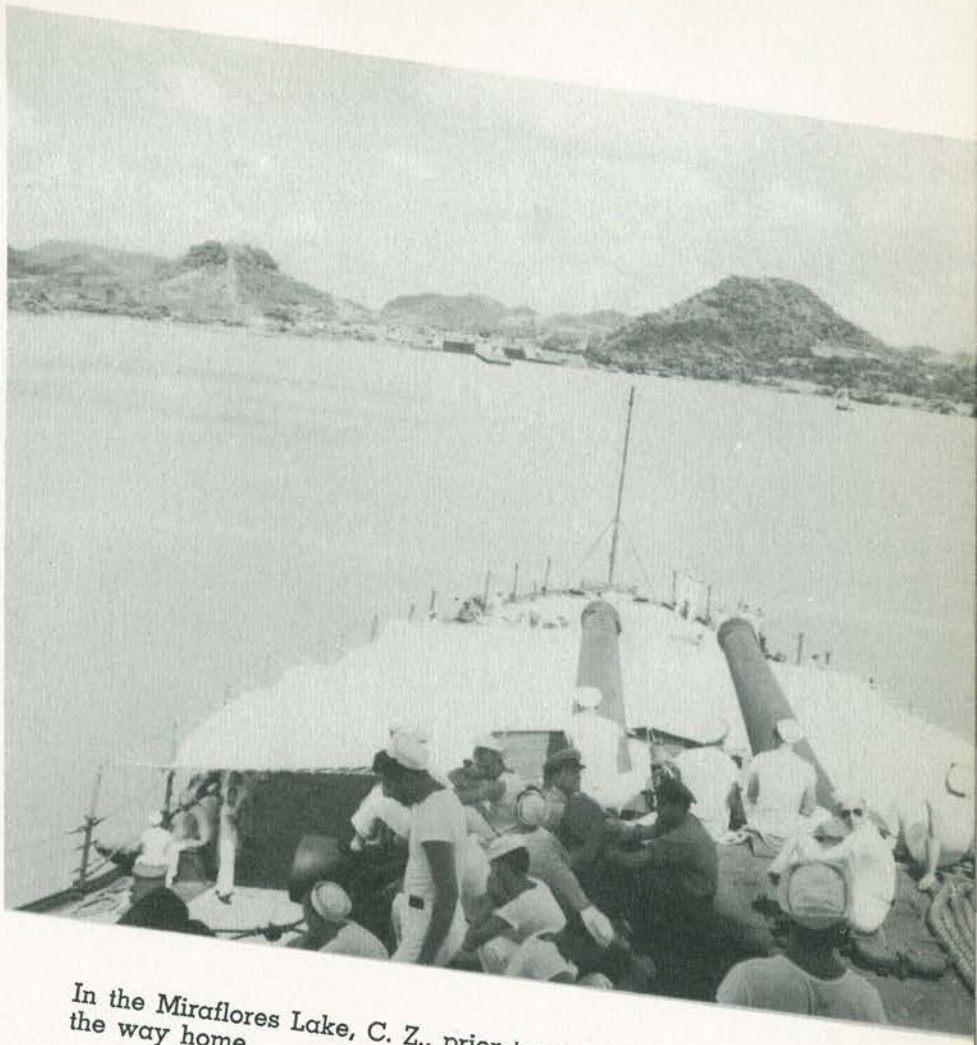


Going from the Pacific to the Atlantic Fleet, the New York sails through the mountains of the Canal Zone.

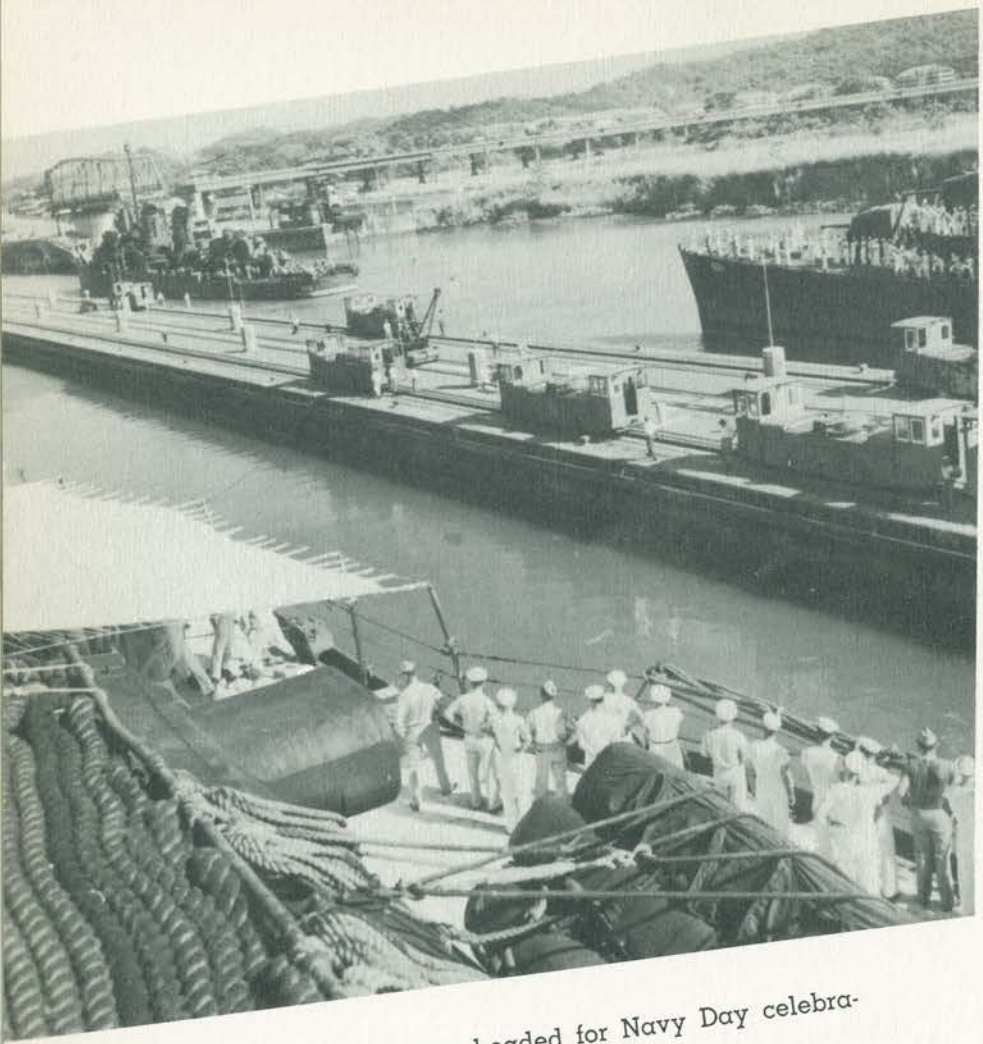
Over the side while going through the locks at the Panama Canal.



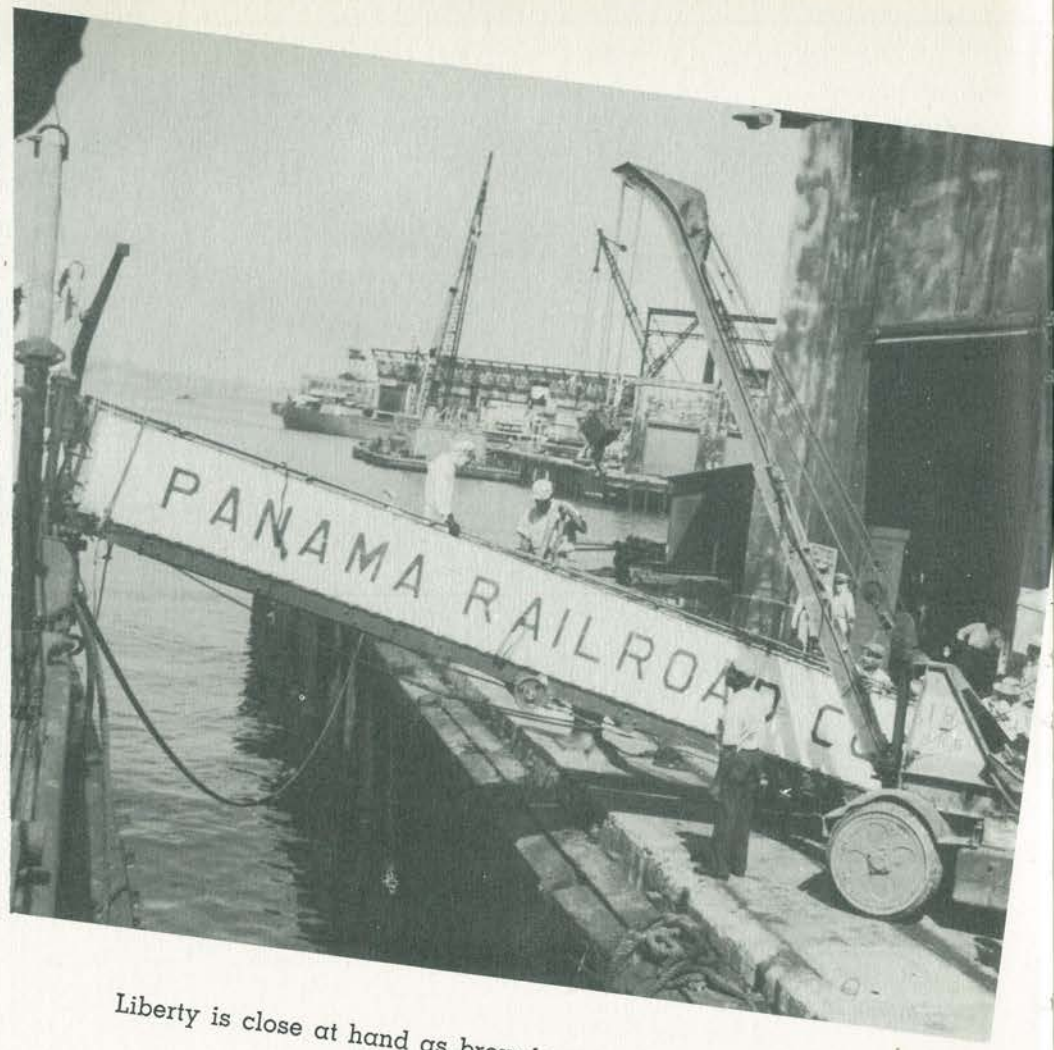
Transiting the Panama Canal.



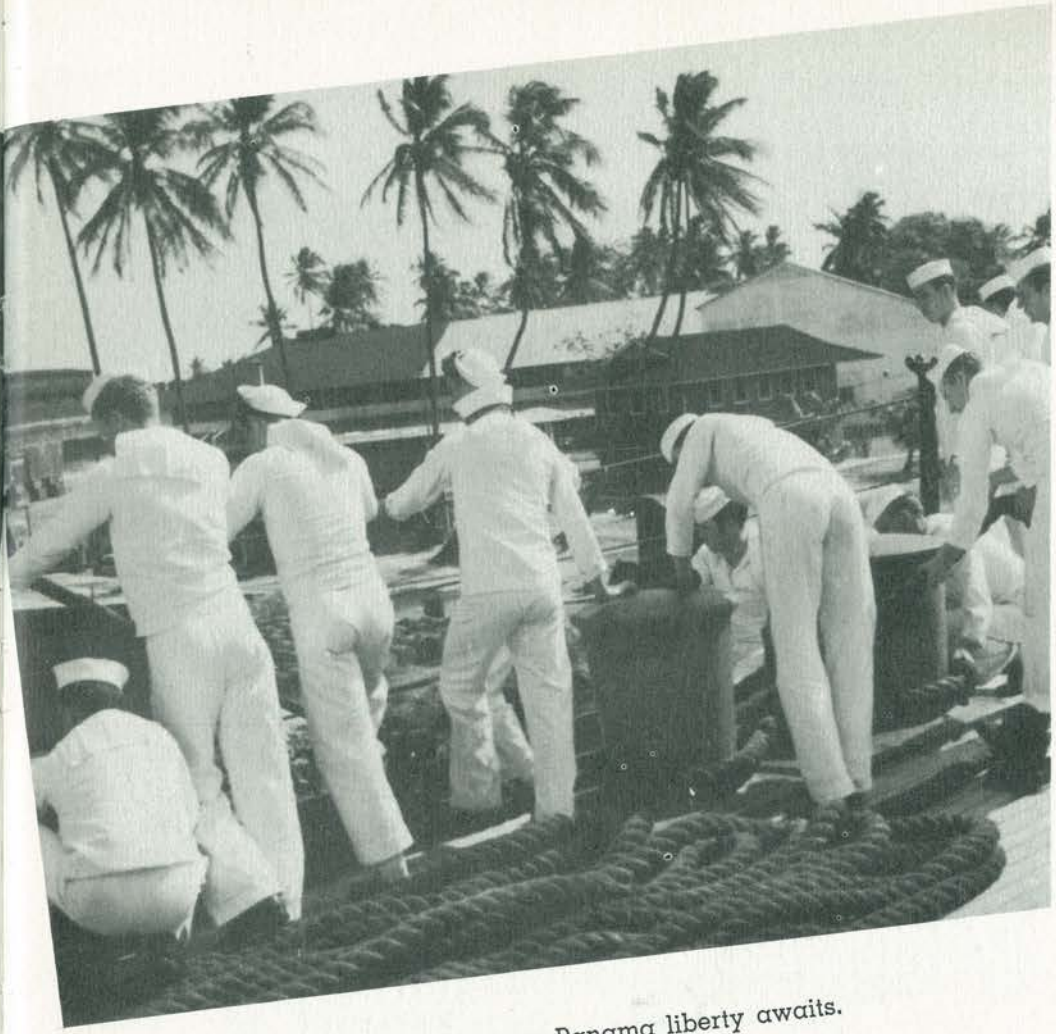
In the Miraflores Lake, C. Z., prior to transiting the Canal on the way home.



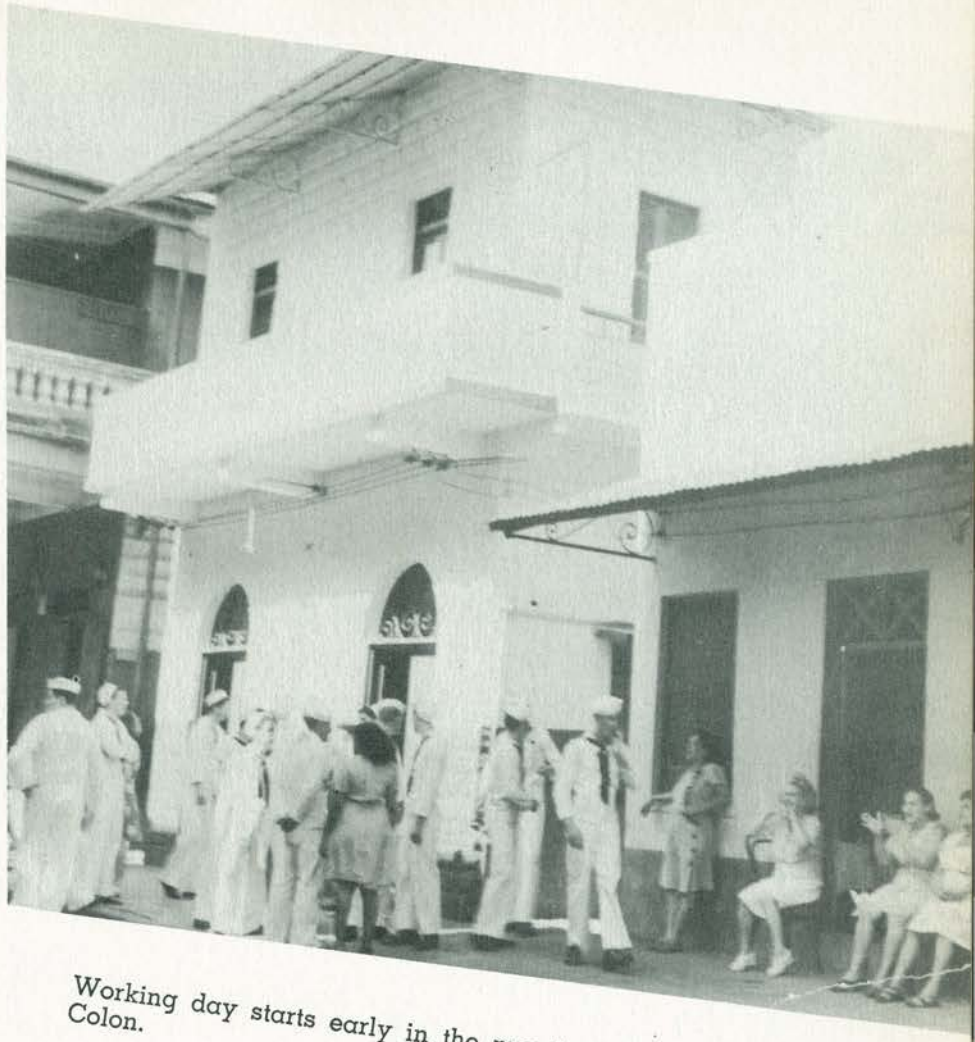
We join two destroyers, also headed for Navy Day celebrations on the East Coast.



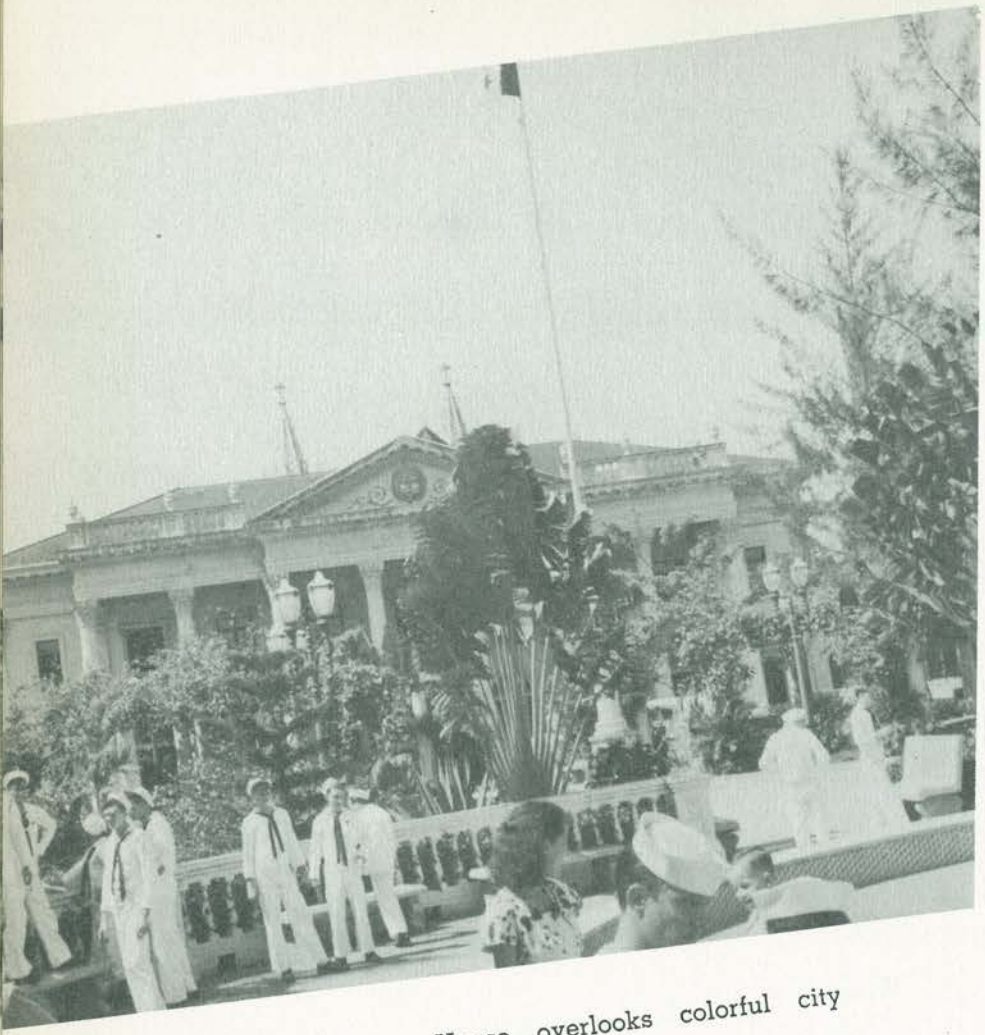
Liberty is close at hand as brow is put in place.



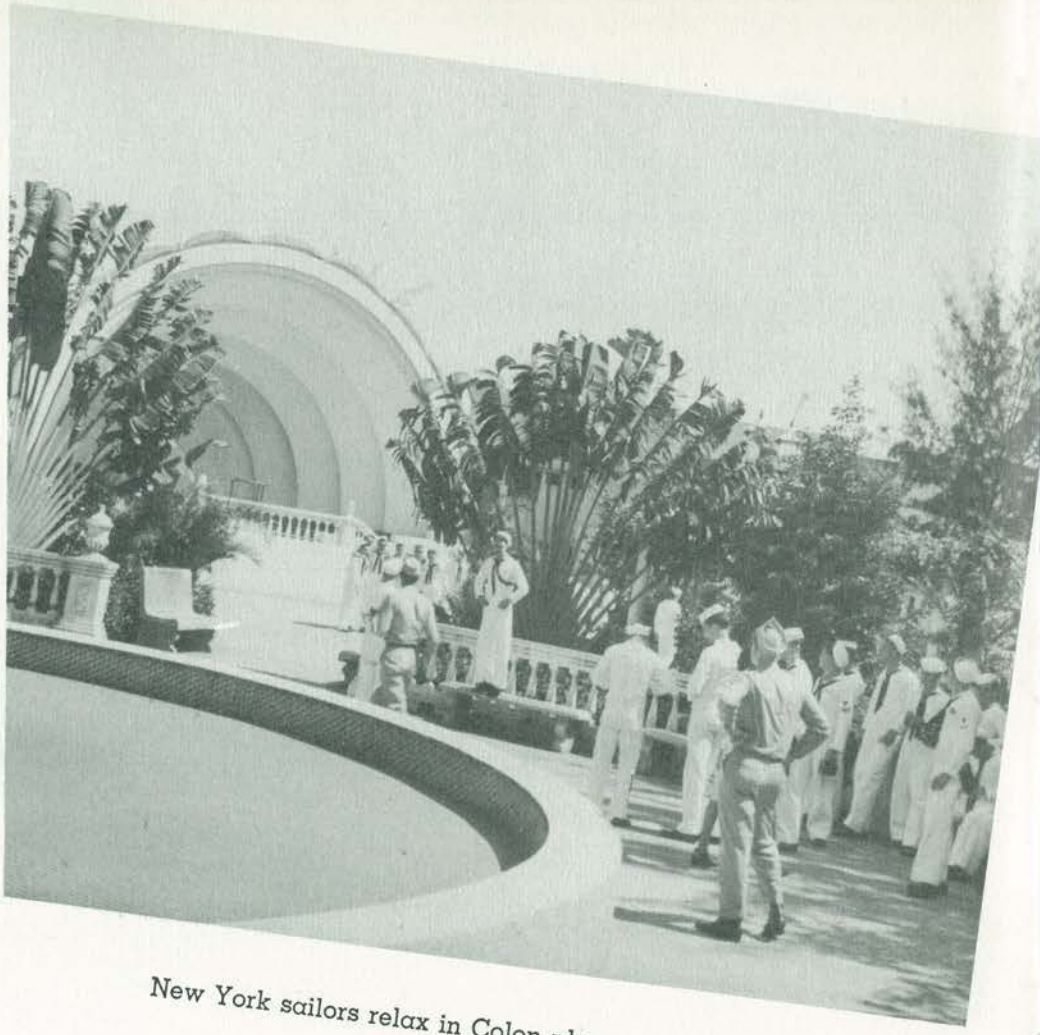
With mooring done, Panama liberty awaits.



Working day starts early in the morning on Cash Street in Colon.



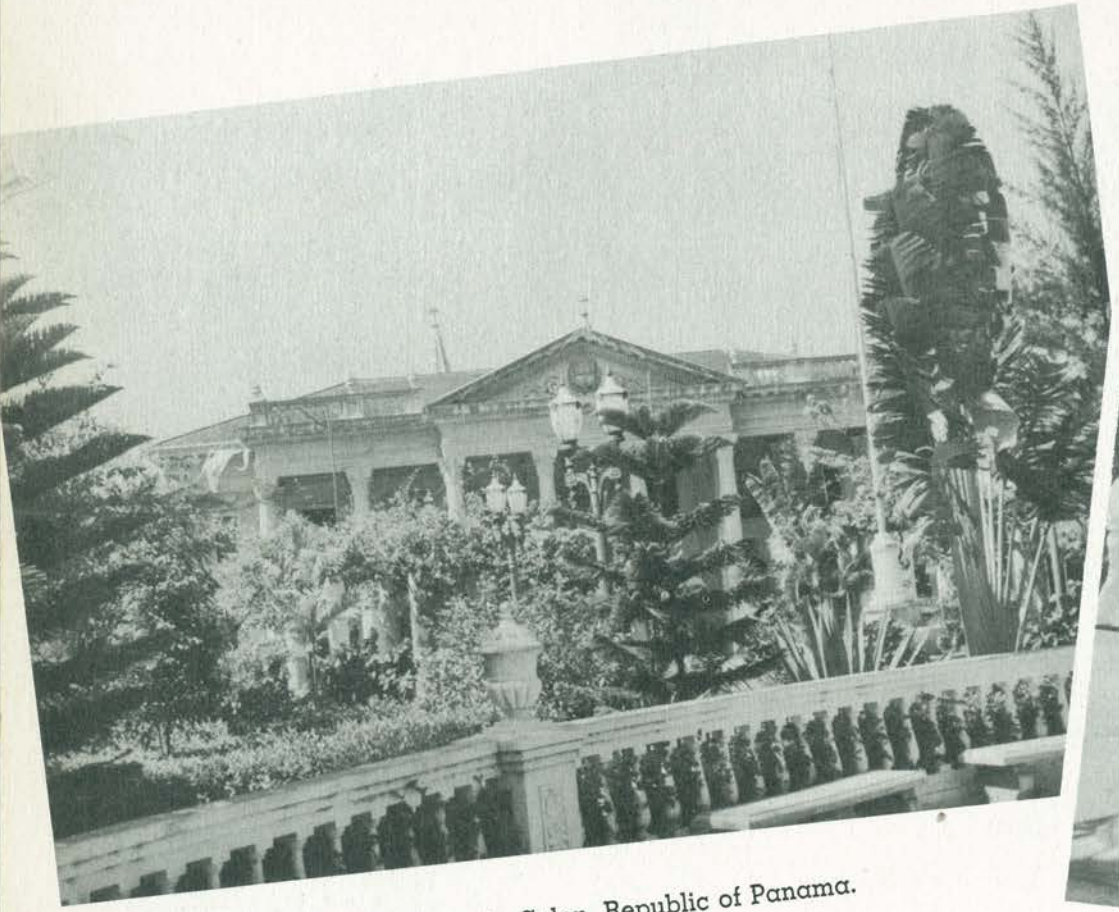
Panamanian Government House overlooks colorful city square.



New York sailors relax in Colon plaza.

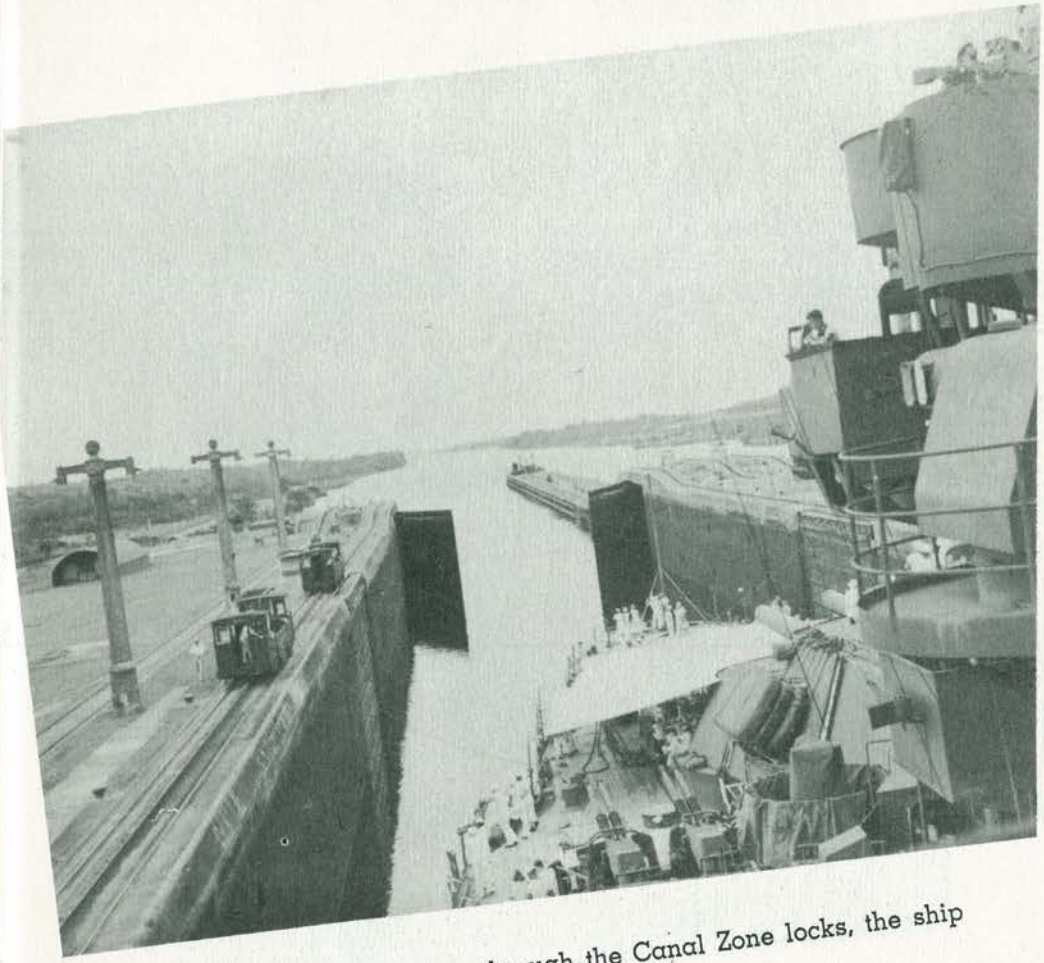
A walk through the royal palms is part of a liberty in Panama

Shops along the avenue in Colon.

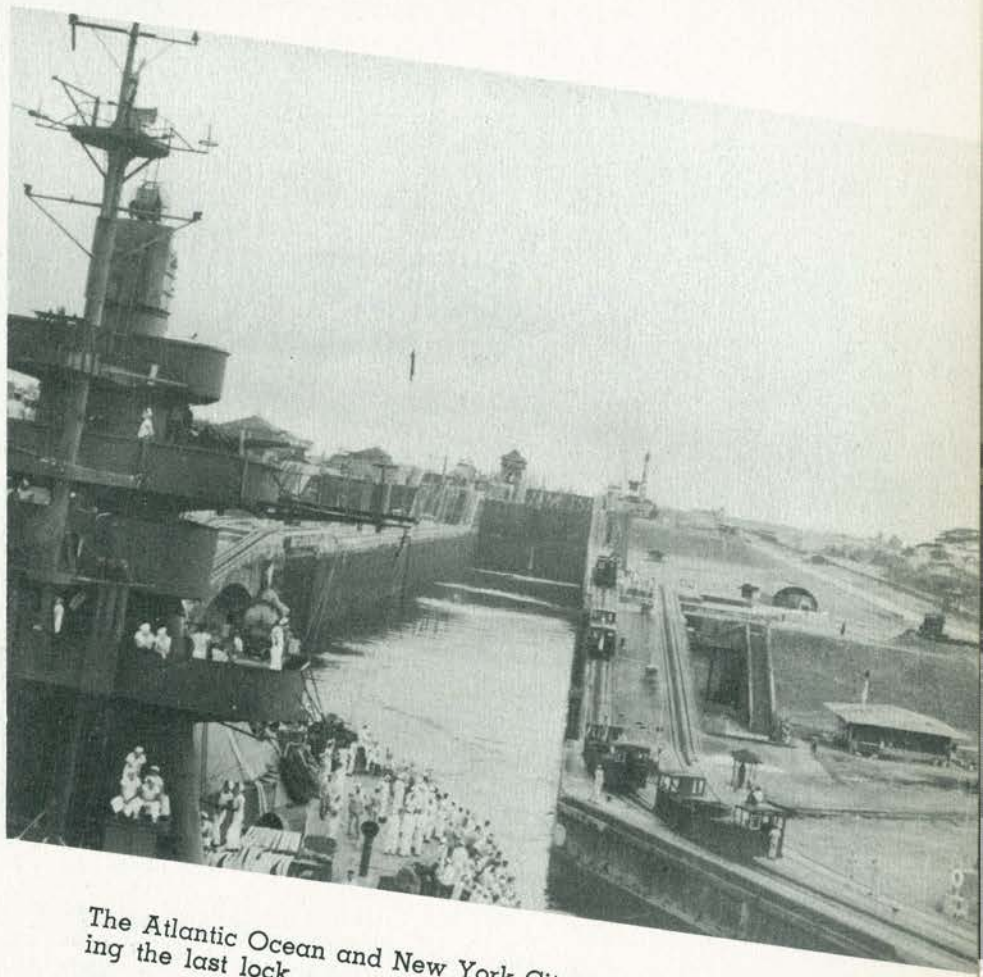


Government building in Colon, Republic of Panama.

An afternoon's liberty takes men to parks of Colon.



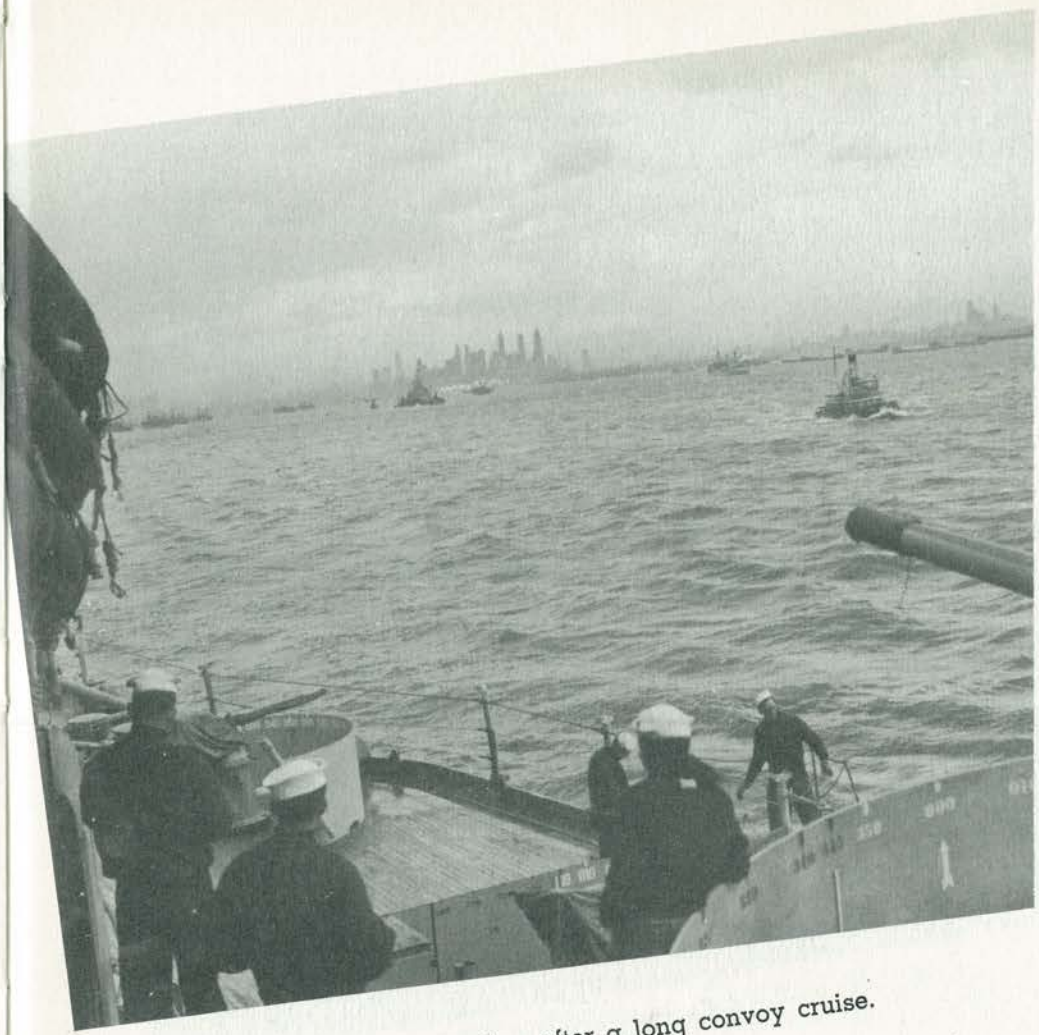
After a close squeeze through the Canal Zone locks, the ship heads for sea.



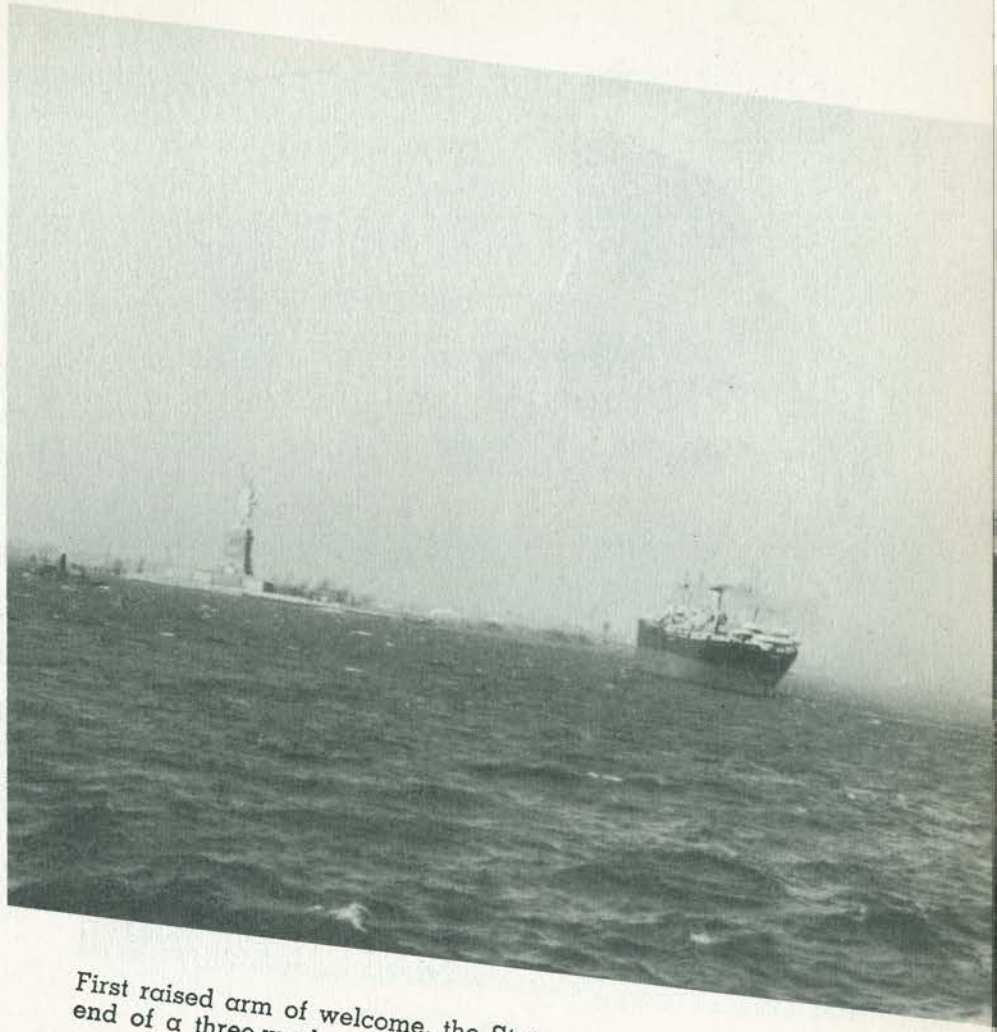
The Atlantic Ocean and New York City are ahead after leaving the last lock.

Destination: Stateside. 1200 Navy and Coast Guard passengers came aboard in Pearl Harbor in September, 1945, to ride with us home on the long trip through the Canal to New York—and home.

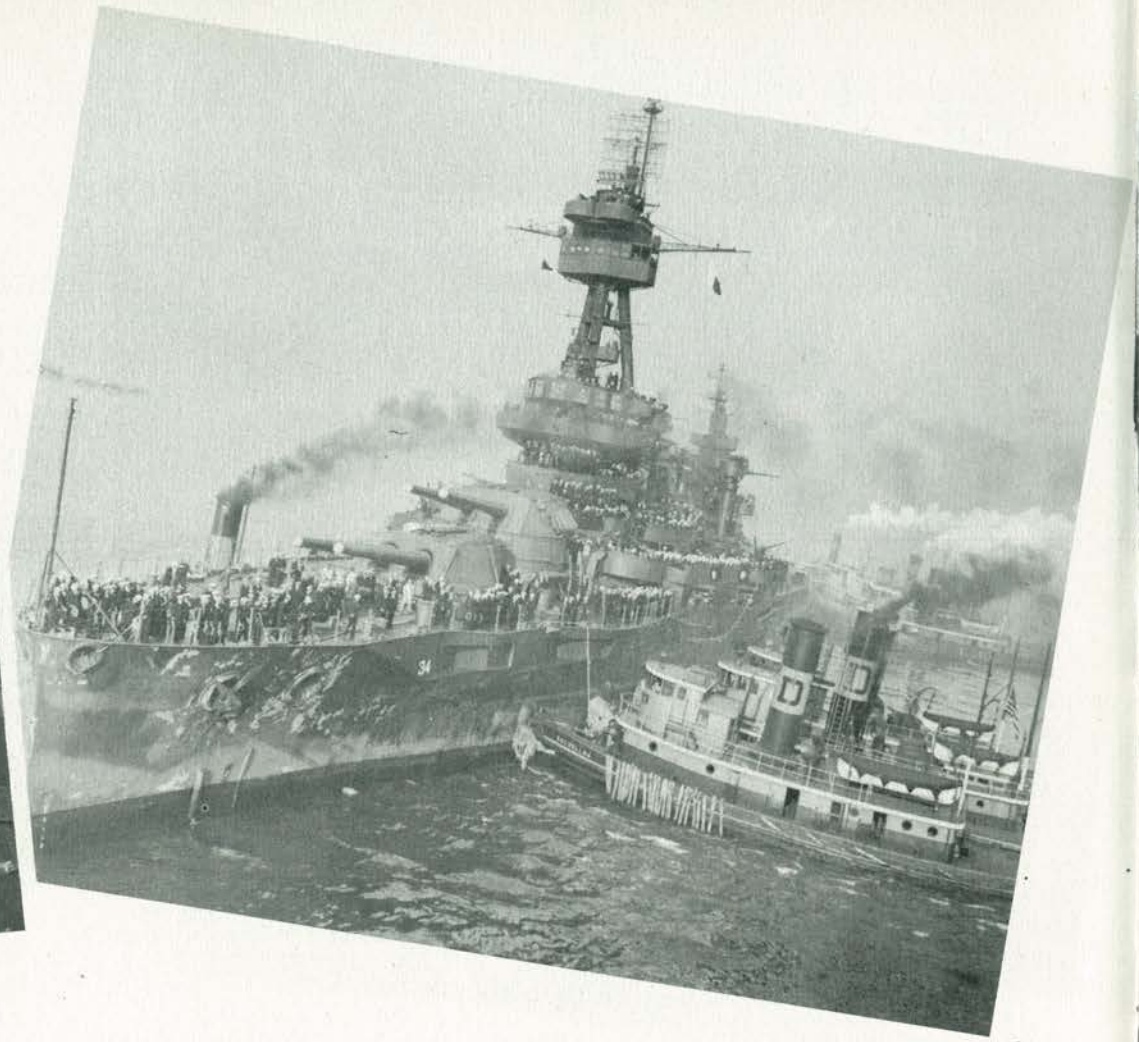
The Third Division stands Captain's Inspection, homeward bound, 1945.



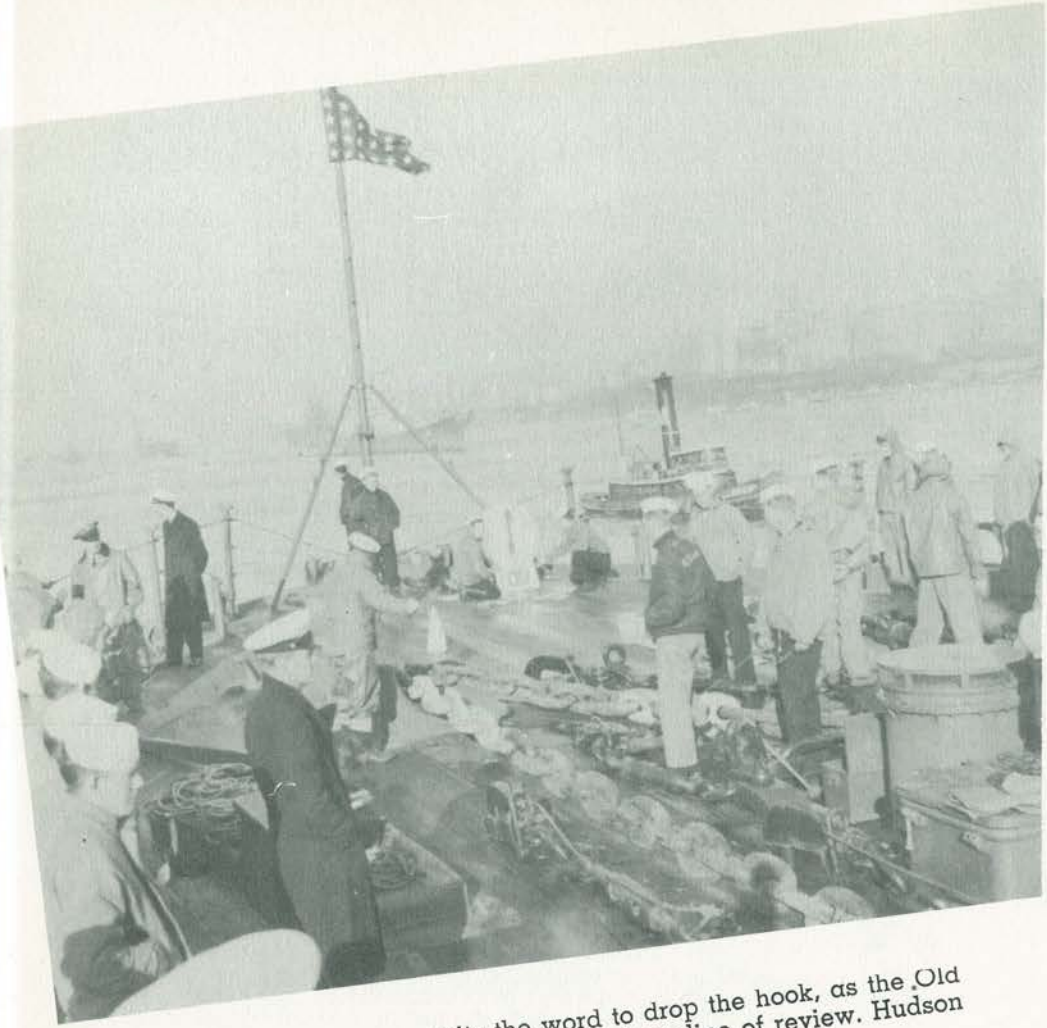
Coming into N. Y. Harbor after a long convoy cruise.



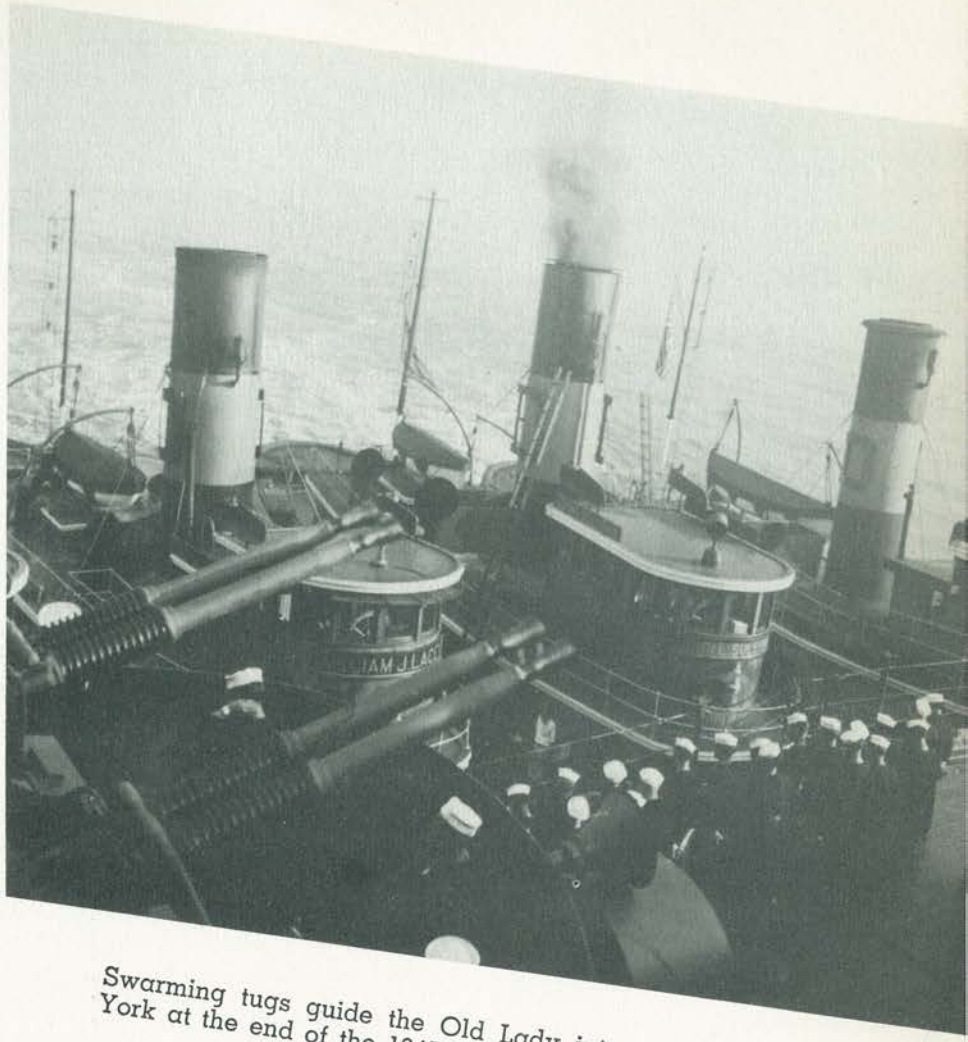
First raised arm of welcome, the Statue of Liberty means the end of a three-week cruise from Hawaii.



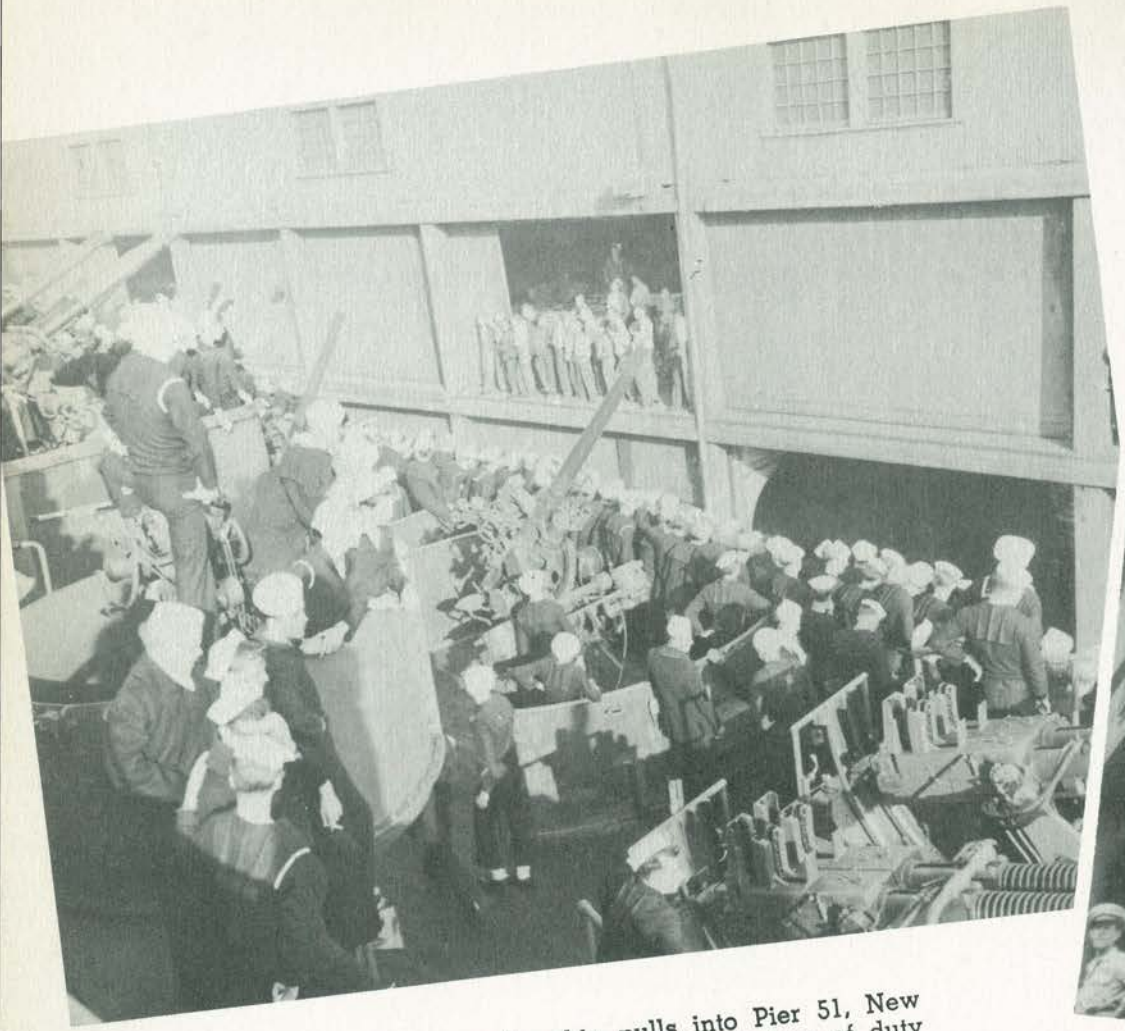
"Welcome home—well done". The ship enters New York Harbor on a misty October morning.



Forecastle gang awaits the word to drop the hook, as the Old Lady takes her place in the Navy Day line of review. Hudson River, New York, October, 1945.

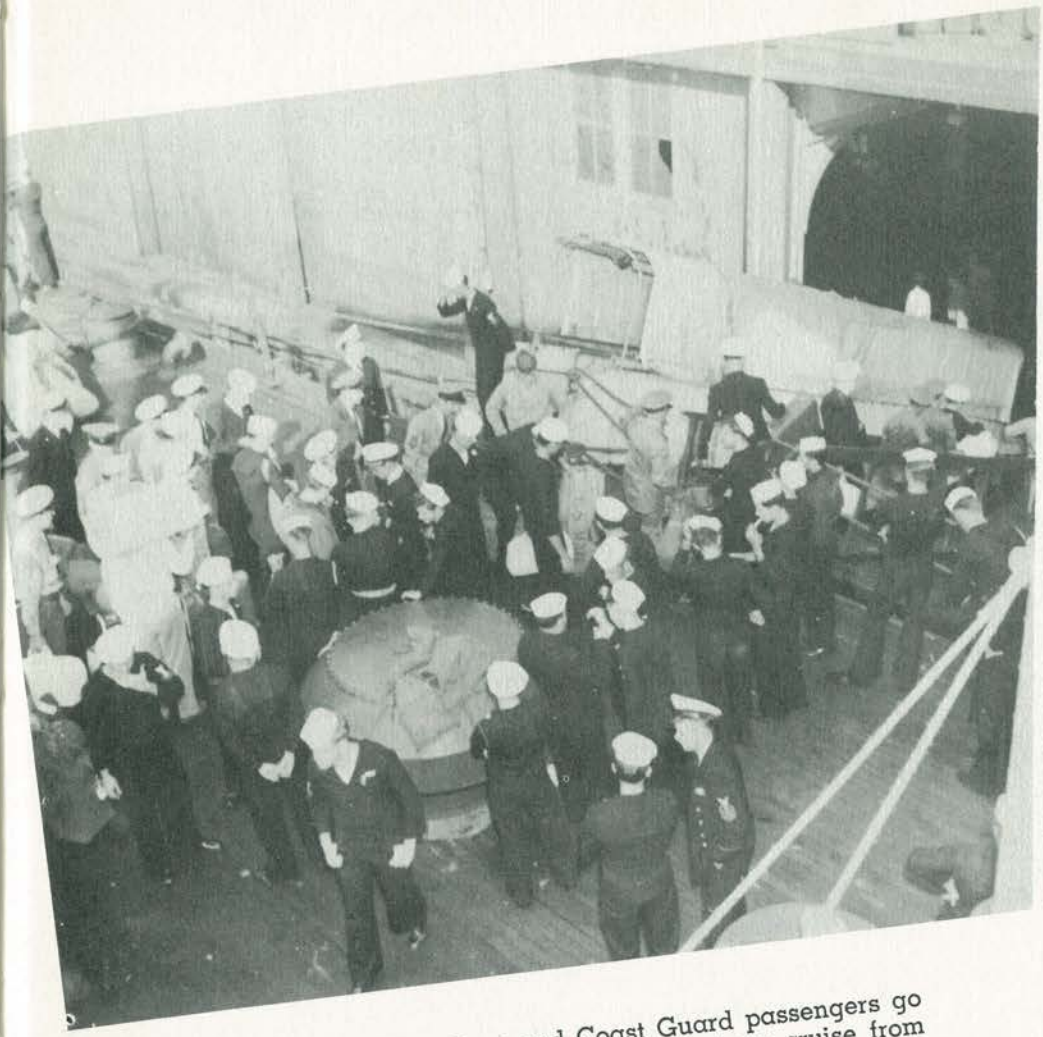


Swarming tugs guide the Old Lady into her berth at New York at the end of the 1945 homeward bound cruise.



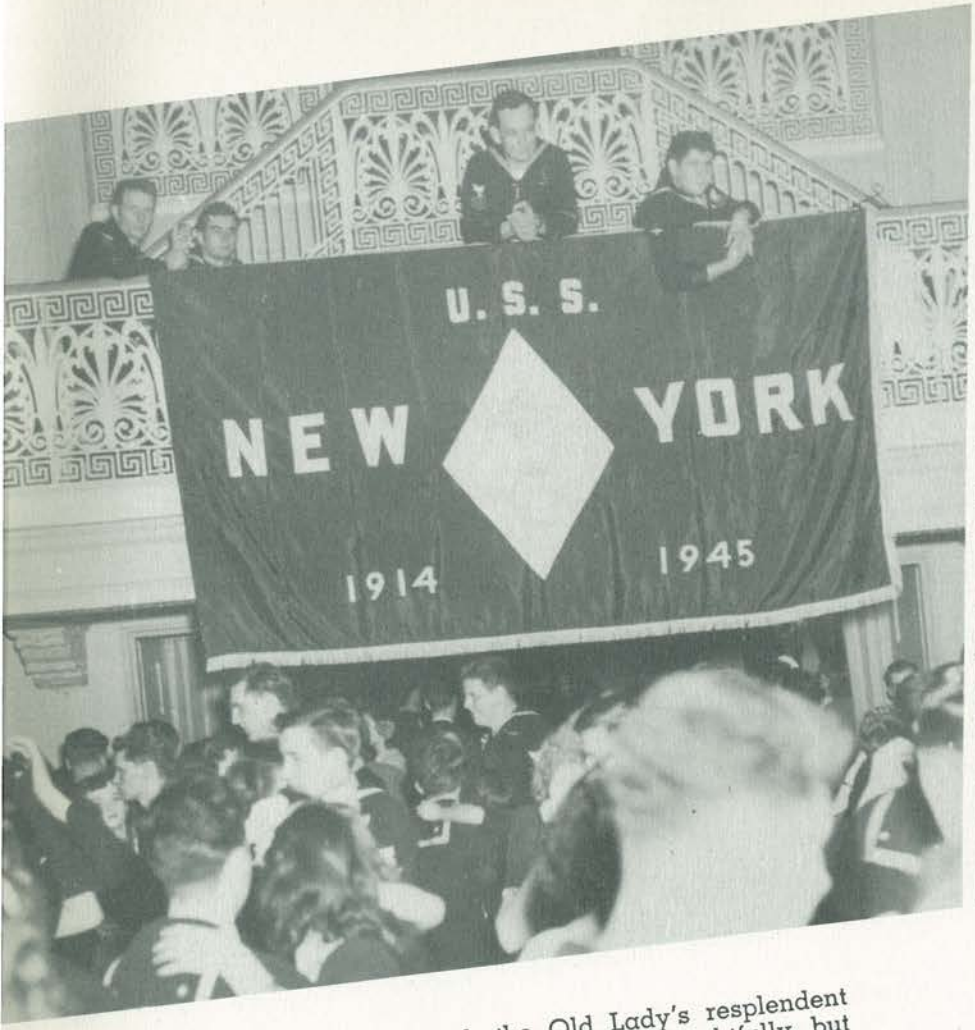
All hands are topside as the ship pulls into Pier 51, New York, first Atlantic port after an eleven month tour of duty in the Pacific.

Smiles from a few of the 1200 homeward bound passengers, Aug., 1945.



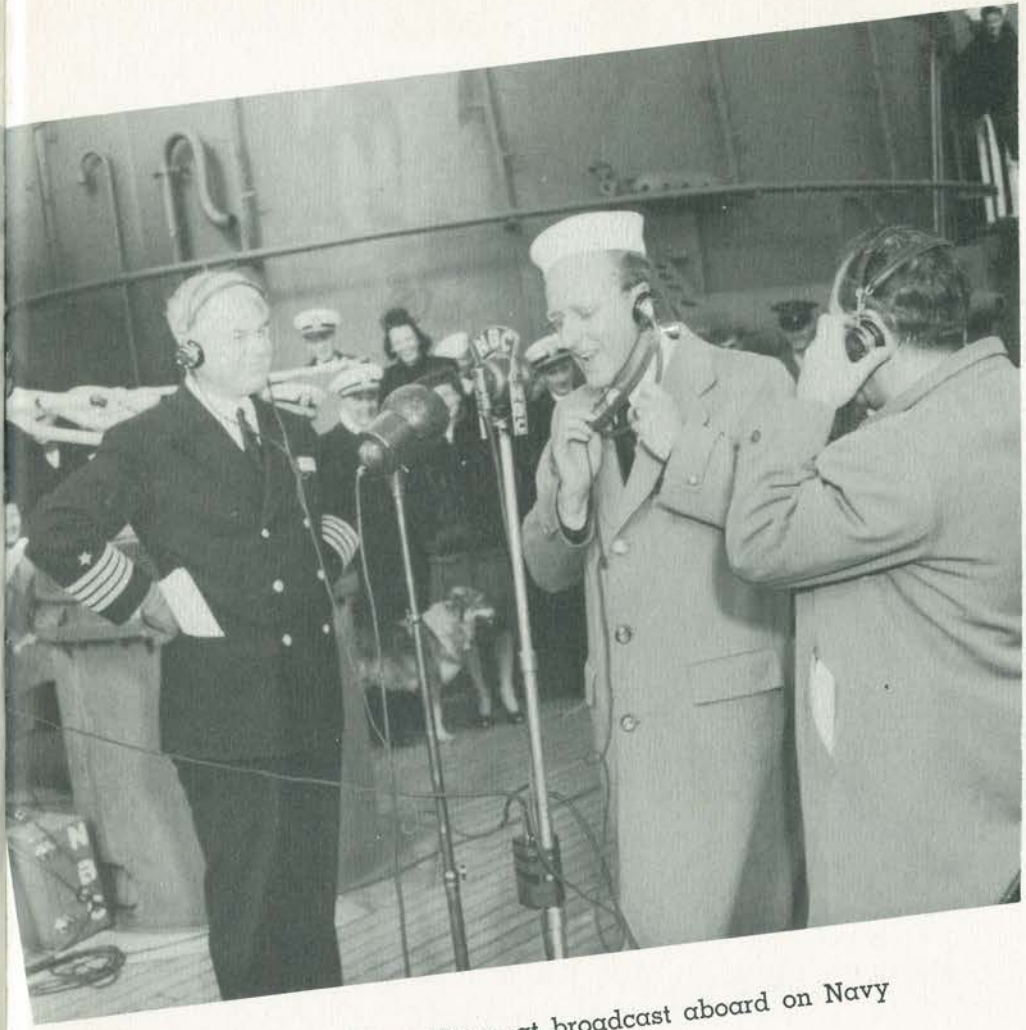
Some of the thousand Navy and Coast Guard passengers go over the side in New York at the end of a long cruise from Hawaii.

Between dances at New York's Hotel Roosevelt where 1000 men of the Old Lady celebrated in January, 1946.

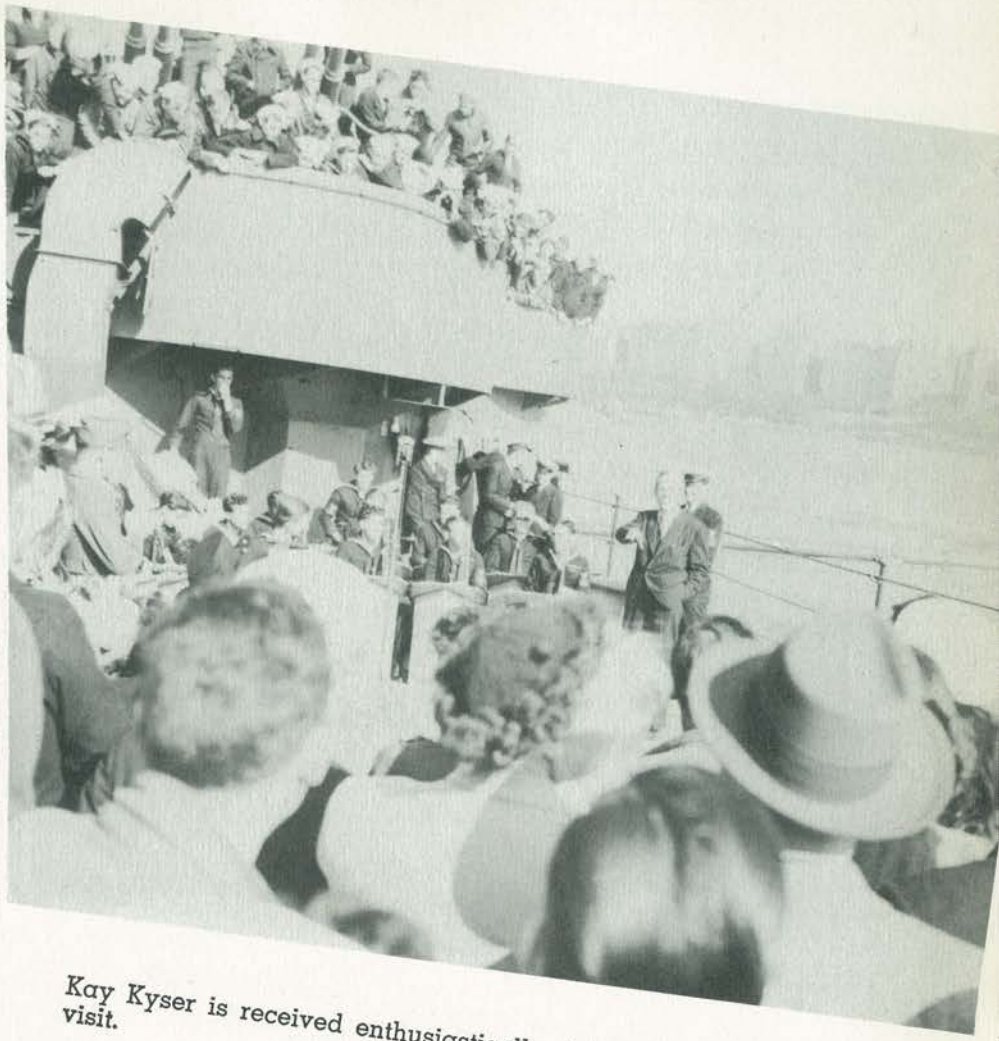


Joymakers promenade beneath the Old Lady's resplendent tresses while "Boats" Novinsky considers thoughtfully but approvingly.

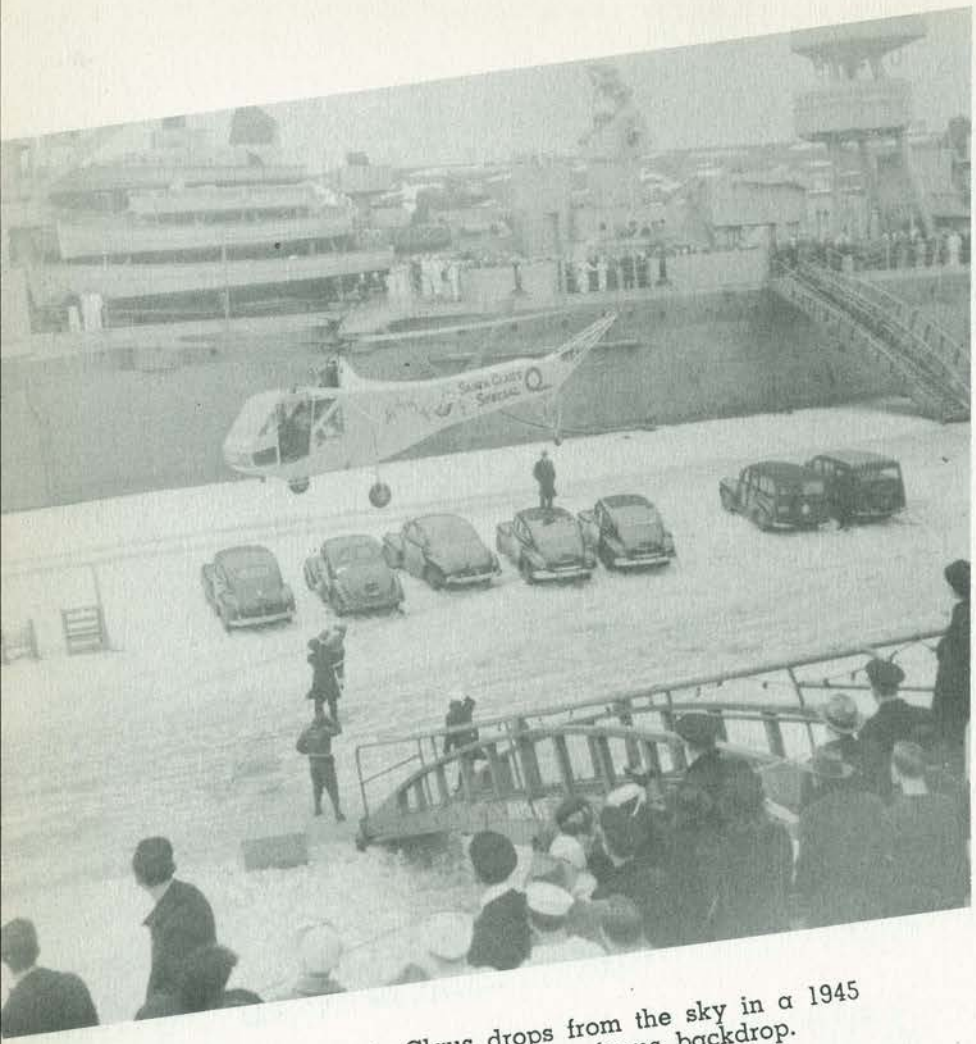
Pulling into Pier 26 during Christmas week, 1945.



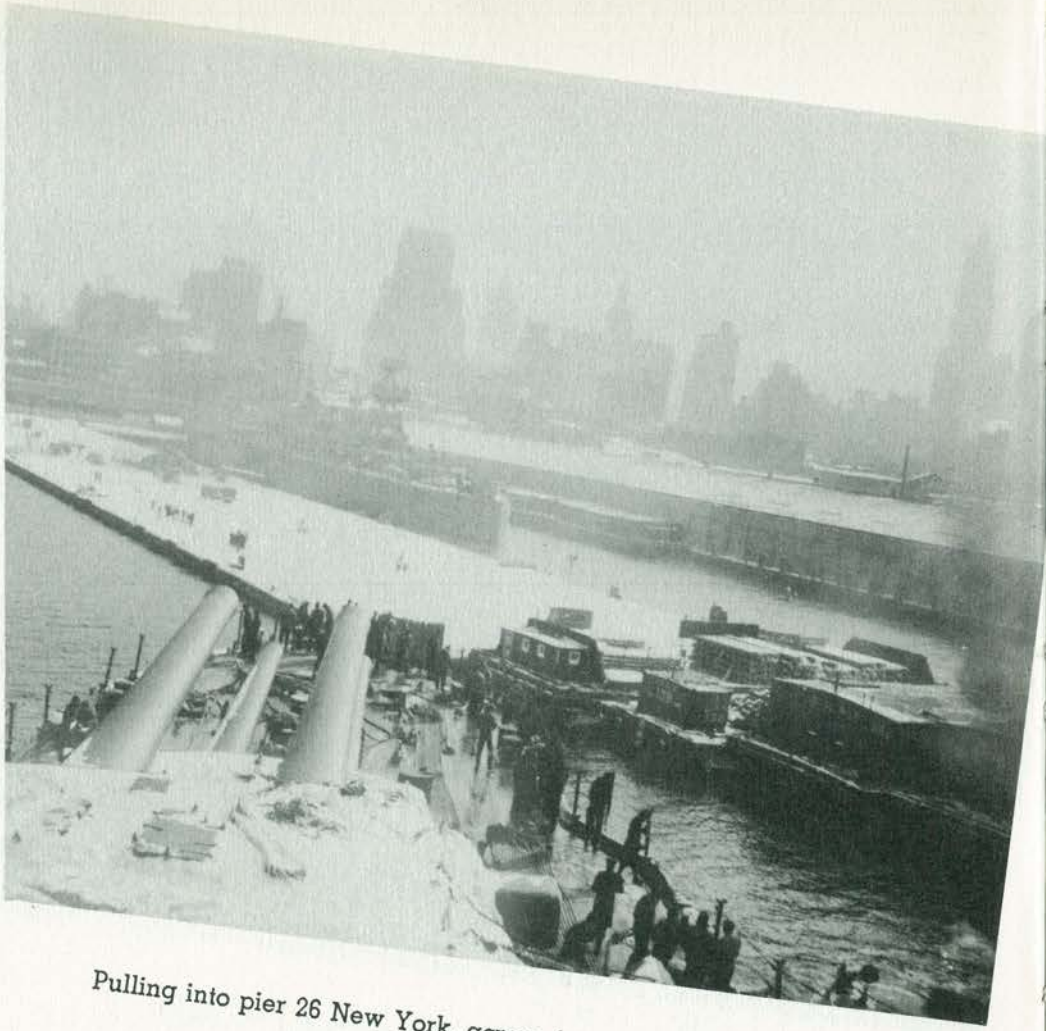
Ship plays host to Kay Kyser at broadcast aboard on Navy Day, 1945.



Kay Kyser is received enthusiastically during his Navy Day visit.



New York's own Santa Claus drops from the sky in a 1945 version of a 1915 tradition. Old Wyo forms backdrop.



Pulling into pier 26 New York, across from the USS Wyoming.

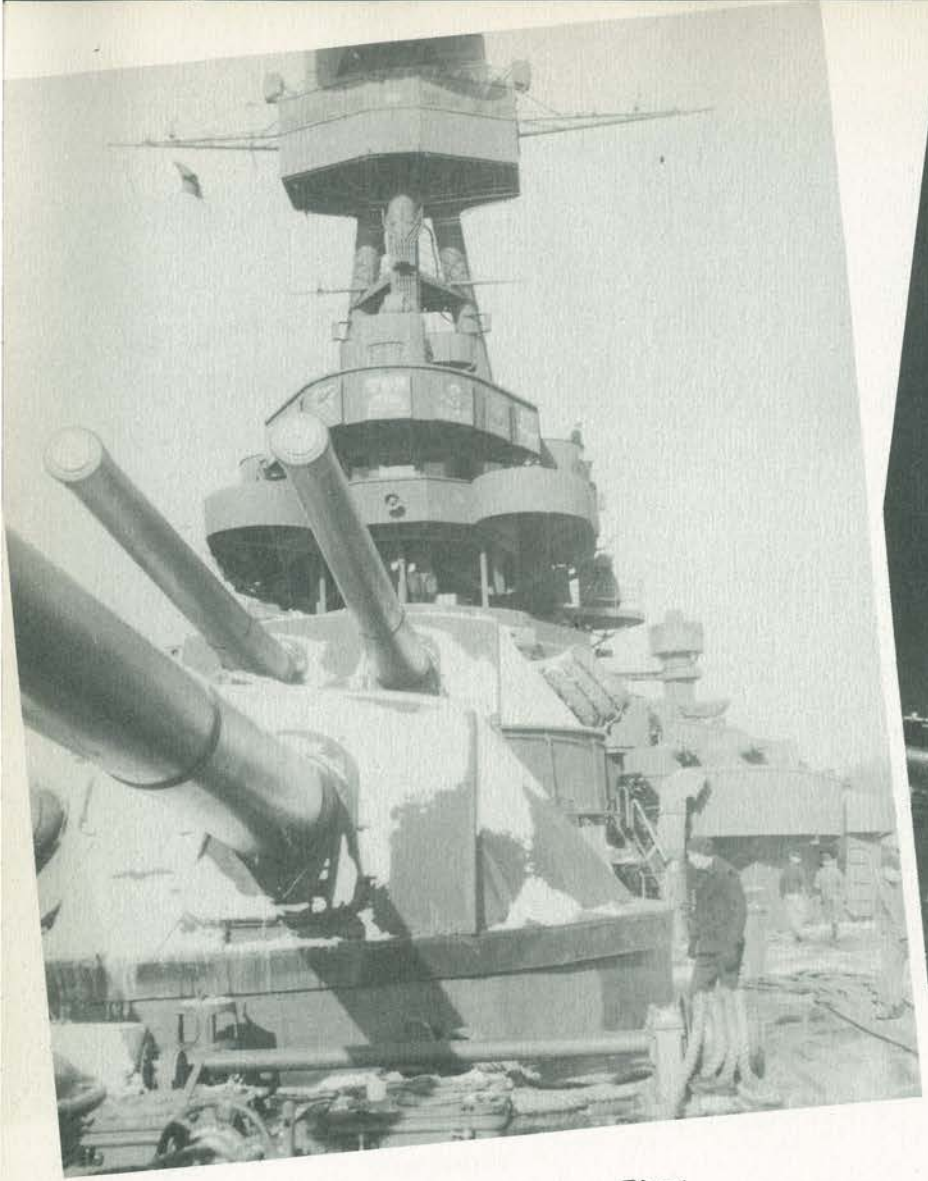
With perfection born of her thirty-two years of experience, the New York dresses up for the President's review of the fleet on Navy Day, 1945.

The ship stands at attention as the destroyer Renshaw, bearing the President of the United States, approaches.

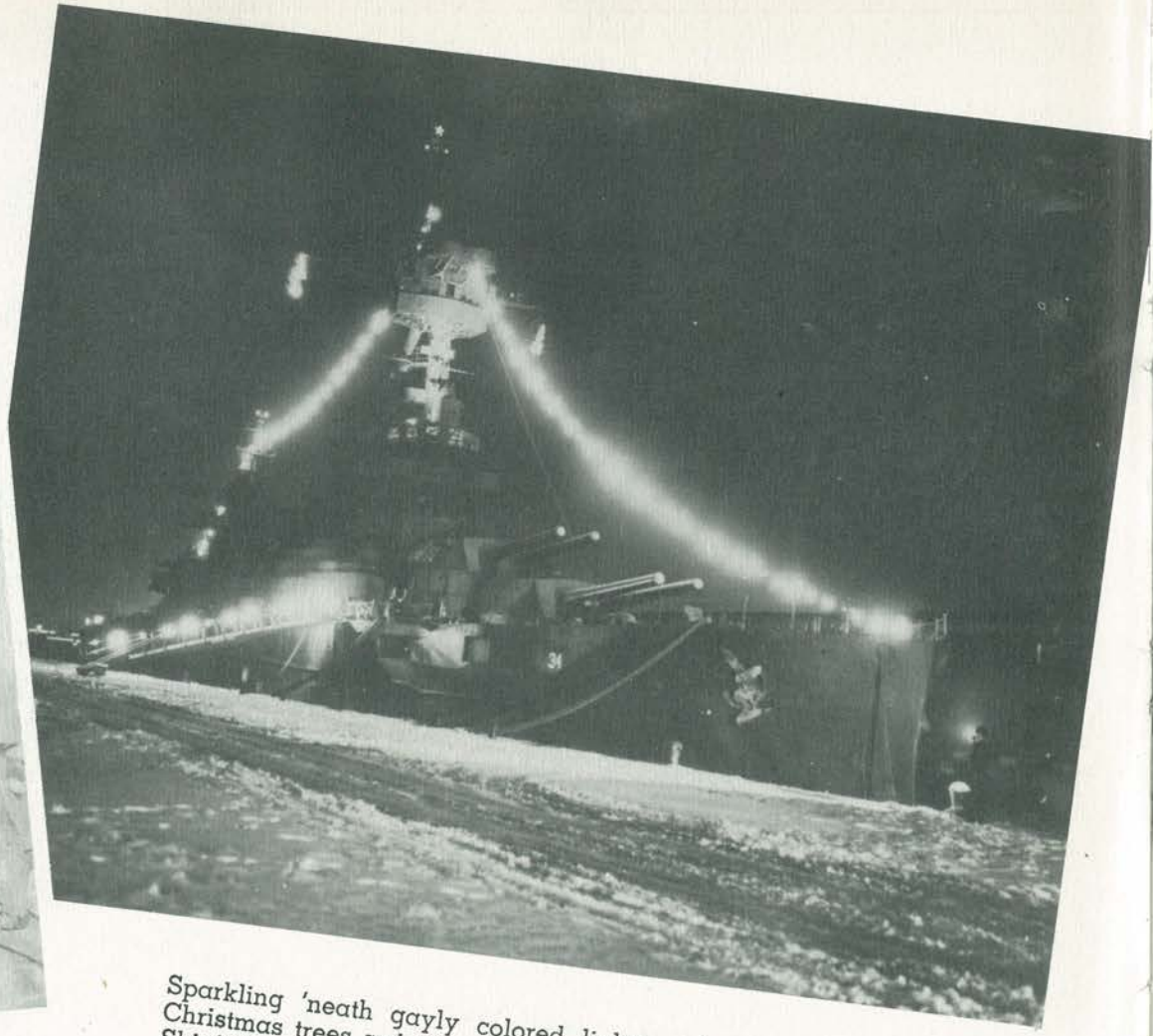
October

The NEW YORK participated in the Presidential Navy Day review of the Fleet in the Hudson River on 27 October, where she was the first ship to be reviewed.

The ship was offered to the State of New York by the Navy Department to be kept as a memorial but after no decision was forthcoming from the State after the ship had been in New York for three months, the Department assigned her as one of the target ships in the Atom bomb tests to be conducted the following year.



Cold duty in the Hudson River.

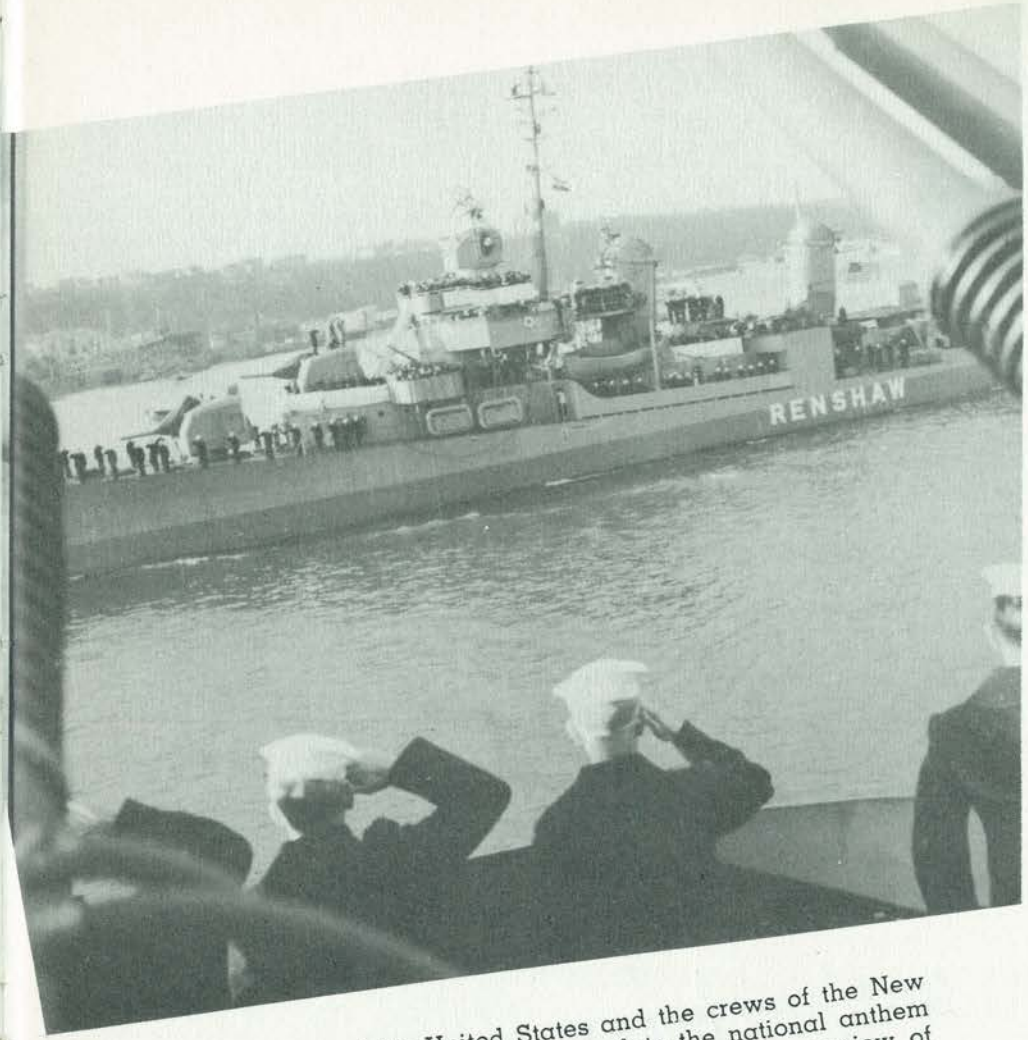


Sparkling 'neath gayly colored lights and with traditional Christmas trees swinging from her yardarms, the "Christmas Ship" lives up to its name in 1945 as it did in 1915.

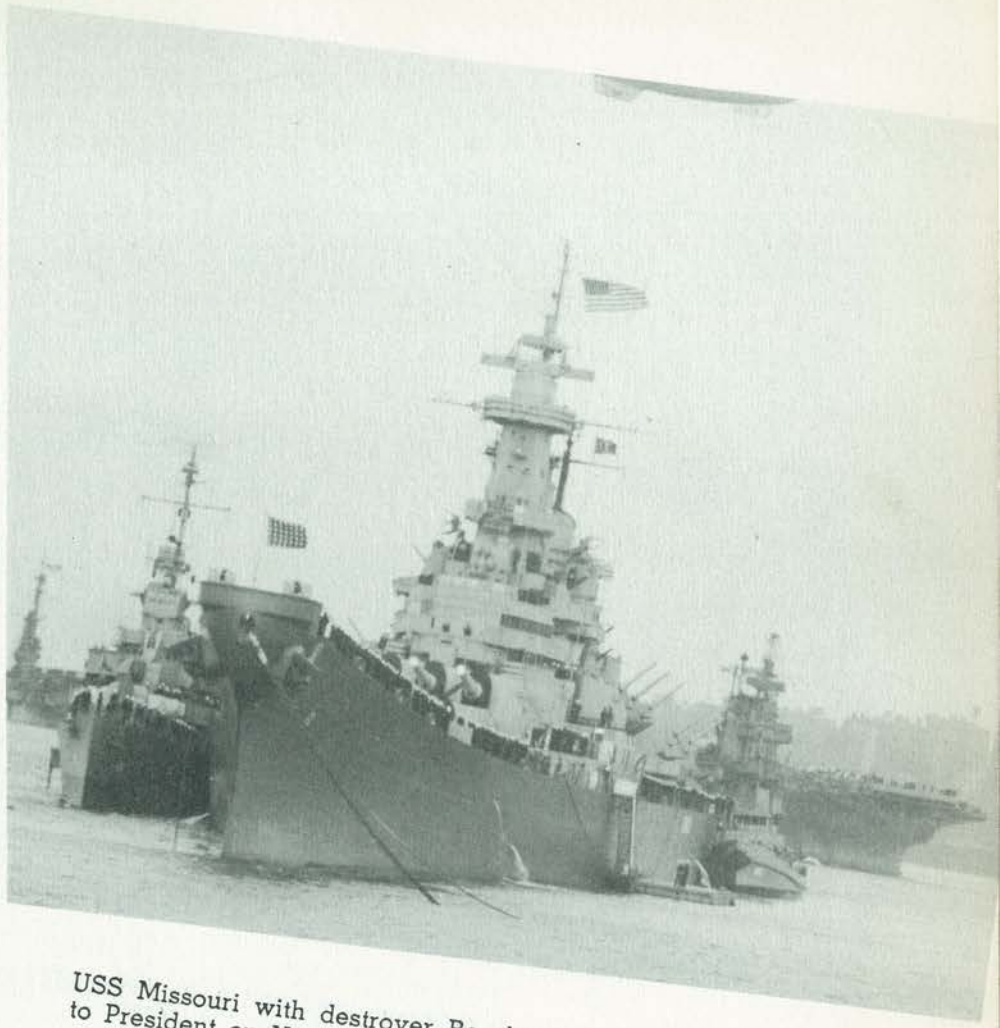
Kay Kyser and the ship's orchestra join forces for a Navy Day serenade.

After leading band through a red hot version of "Bugle Call Rag" Navy Day visitor Kay Kyser gives the boys a handshake of approval.

The crew is entertained by a USO show at Long Beach, Calif.
Jan., 1945.

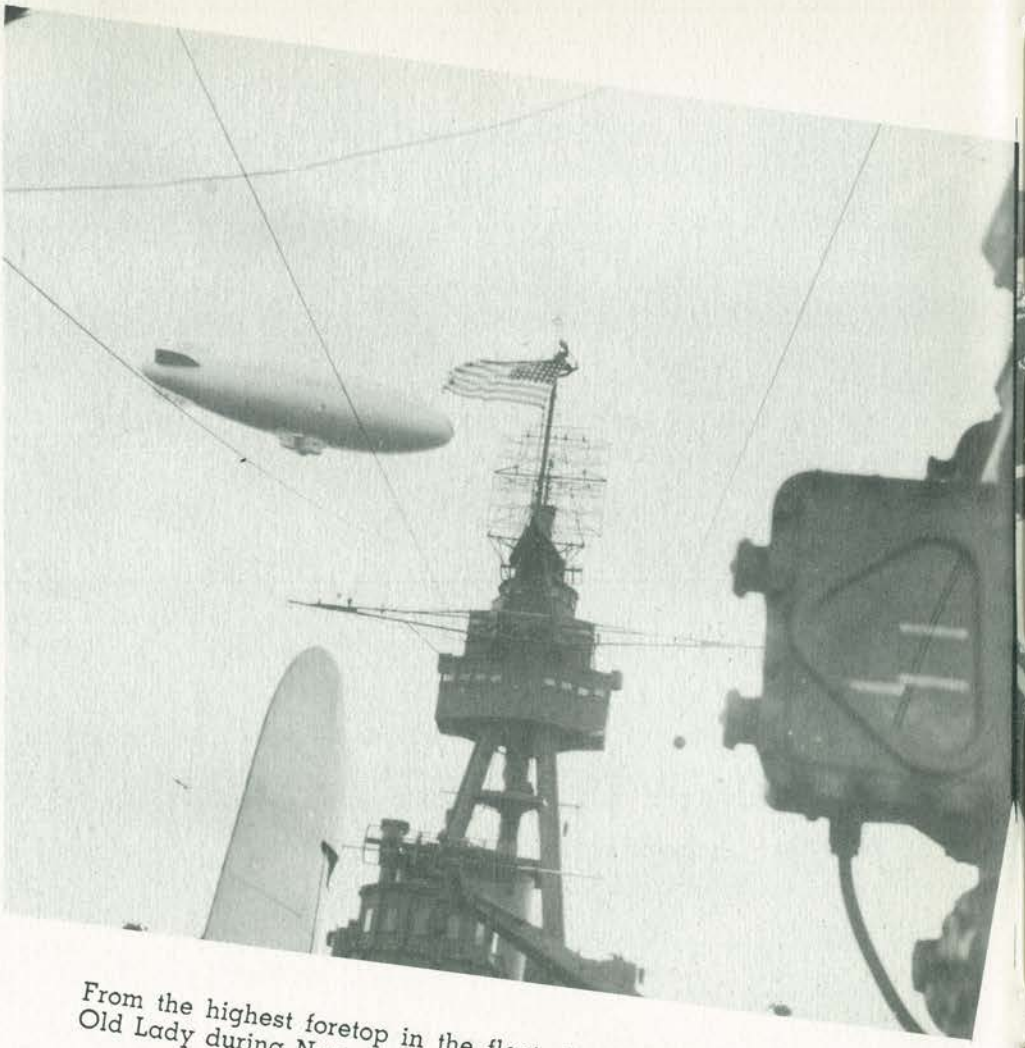


The President of the United States and the crews of the New York and the Destroyer Renshaw salute the national anthem as the President is honored during his Navy Day review of the fleet.

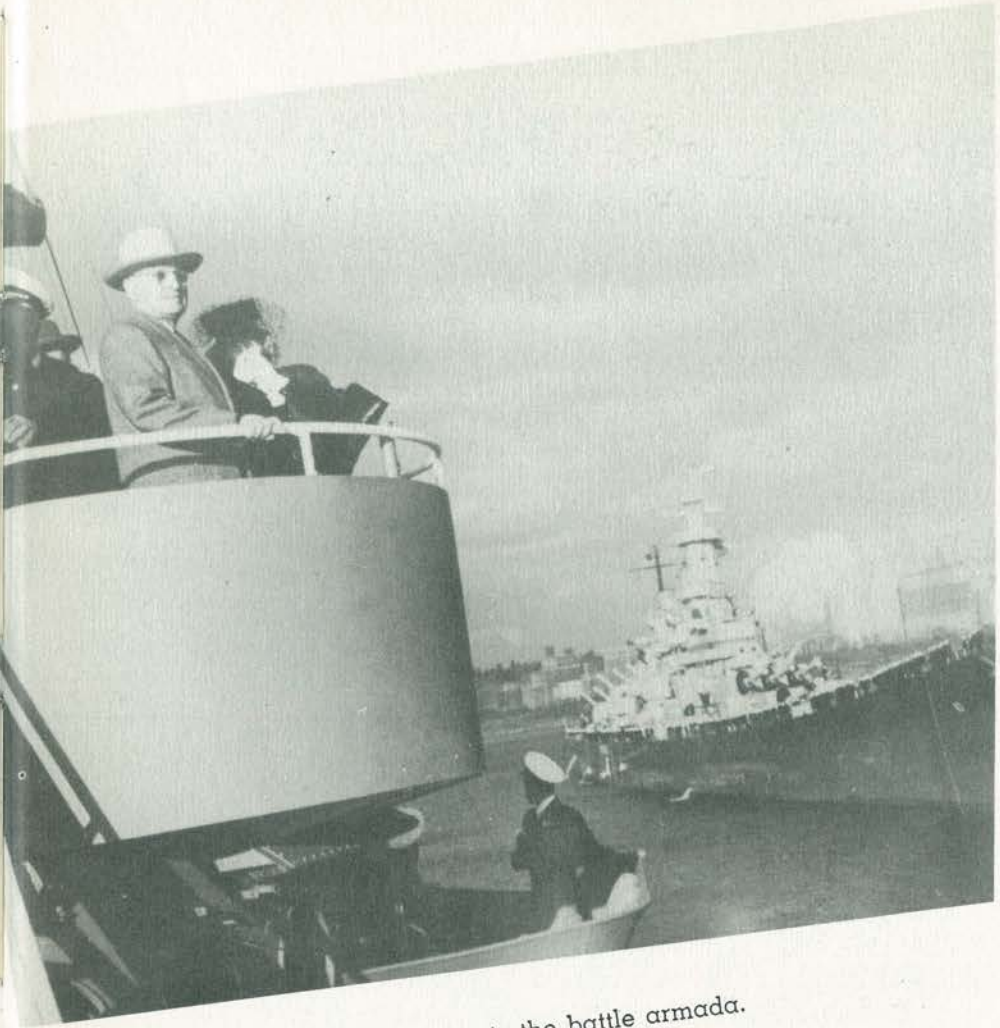


USS Missouri with destroyer Renshaw alongside plays host to President on Navy Day, 1945.

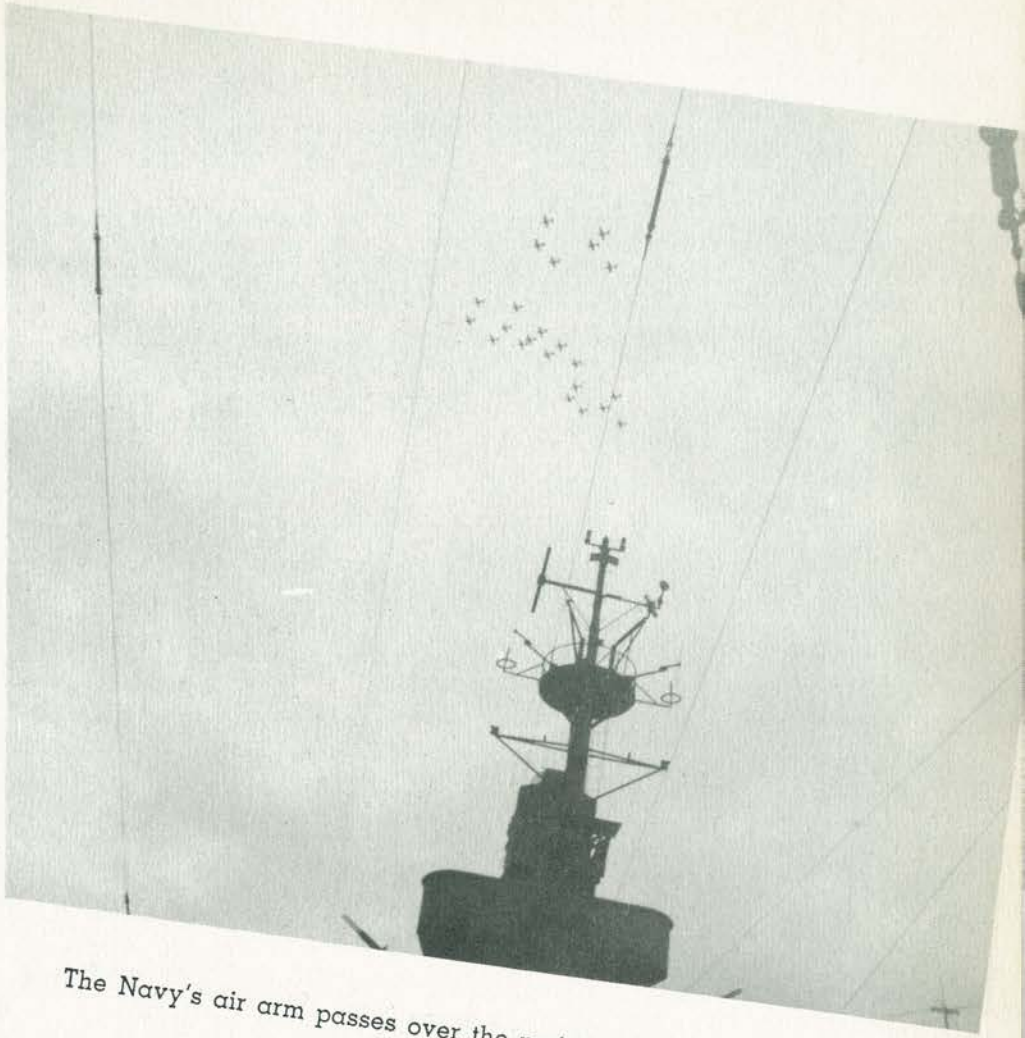
Smoke from the Missouri's twenty-one gun salute to the President drift toward Manhattan's shore during the Navy Day review.



From the highest foretop in the fleet, the colors fly over the Old Lady during Navy Day.

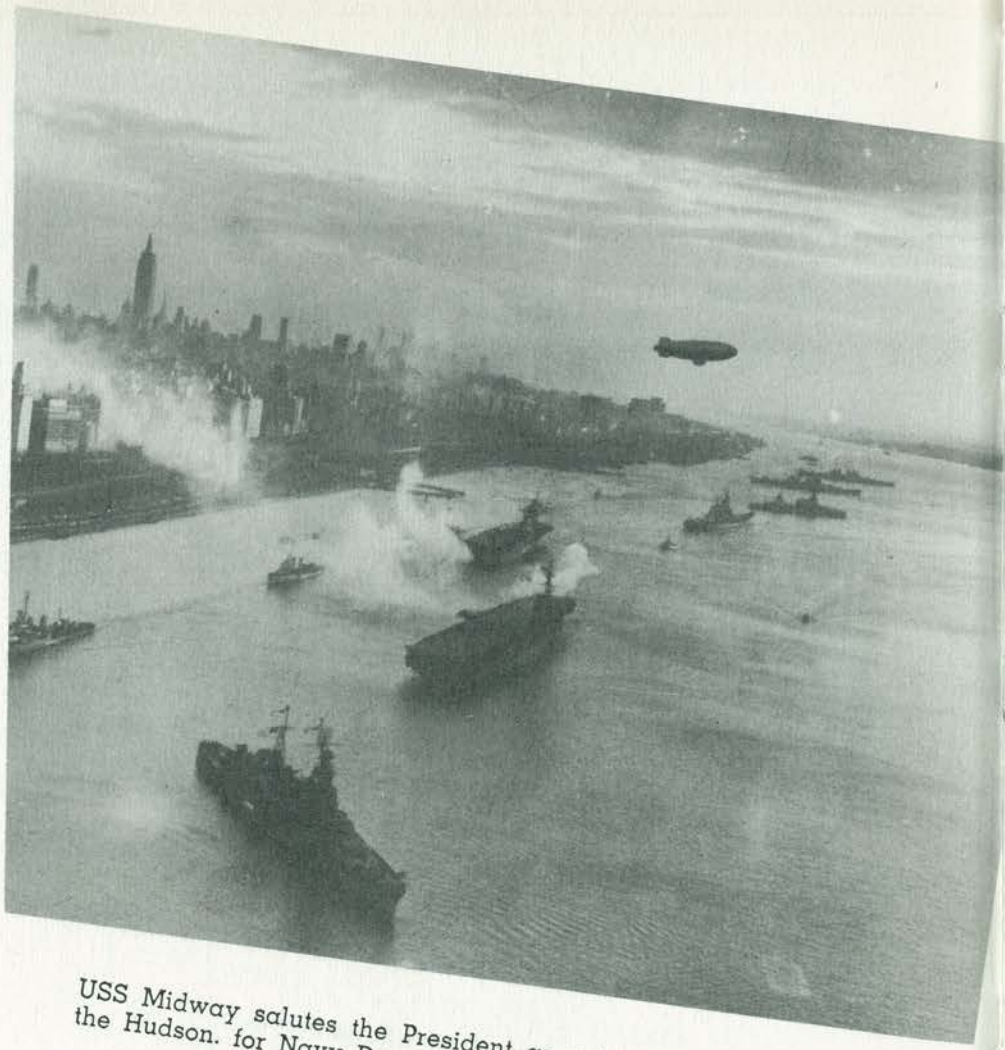


The President inspects the battle armada.



The Navy's air arm passes over the mainmast on Navy Day.

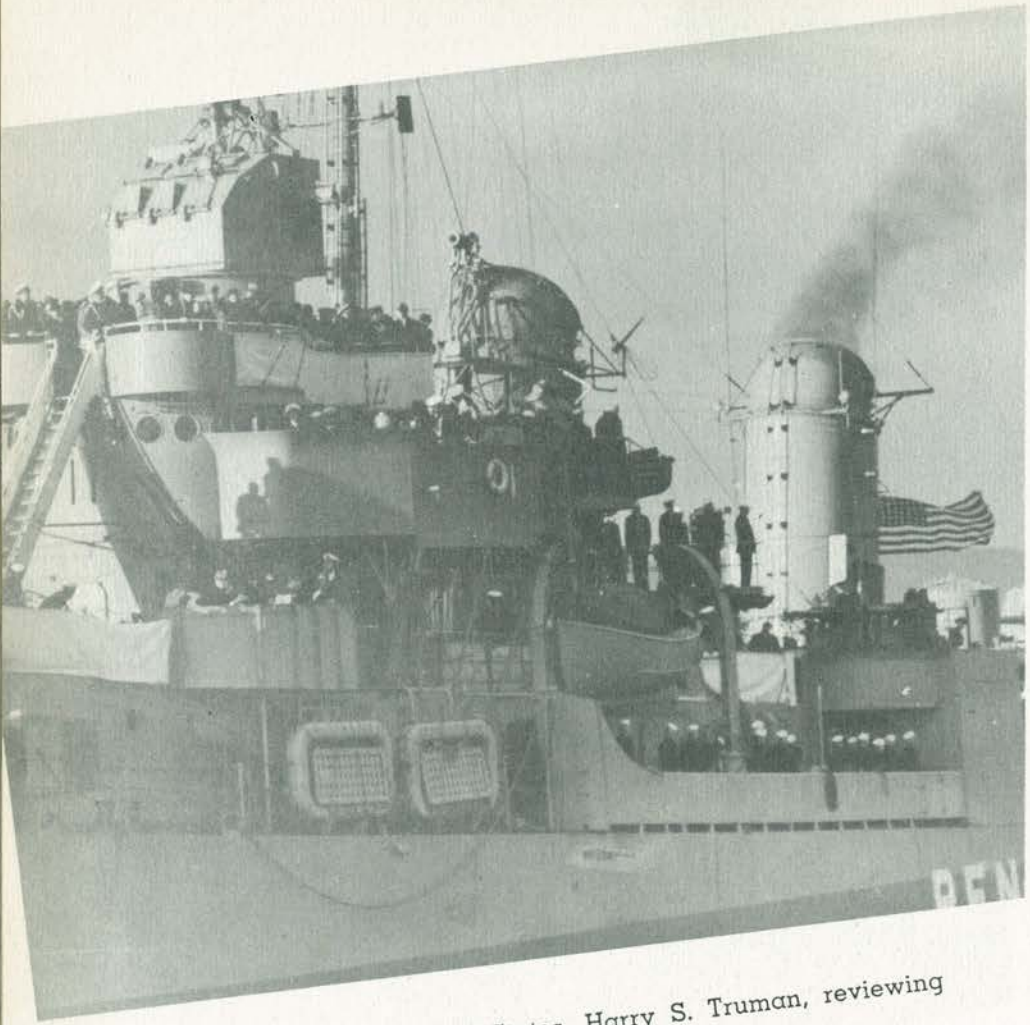
The fleet salutes the President on Navy Day, 1945.



USS Midway salutes the President as units of the fleet line the Hudson. for Navy Day review.

President and populace do honor to a victorious fleet—Navy Day, 1945, New York Harbor.

AA. battery's last report: :Twenty-one for the Commander in Chief.



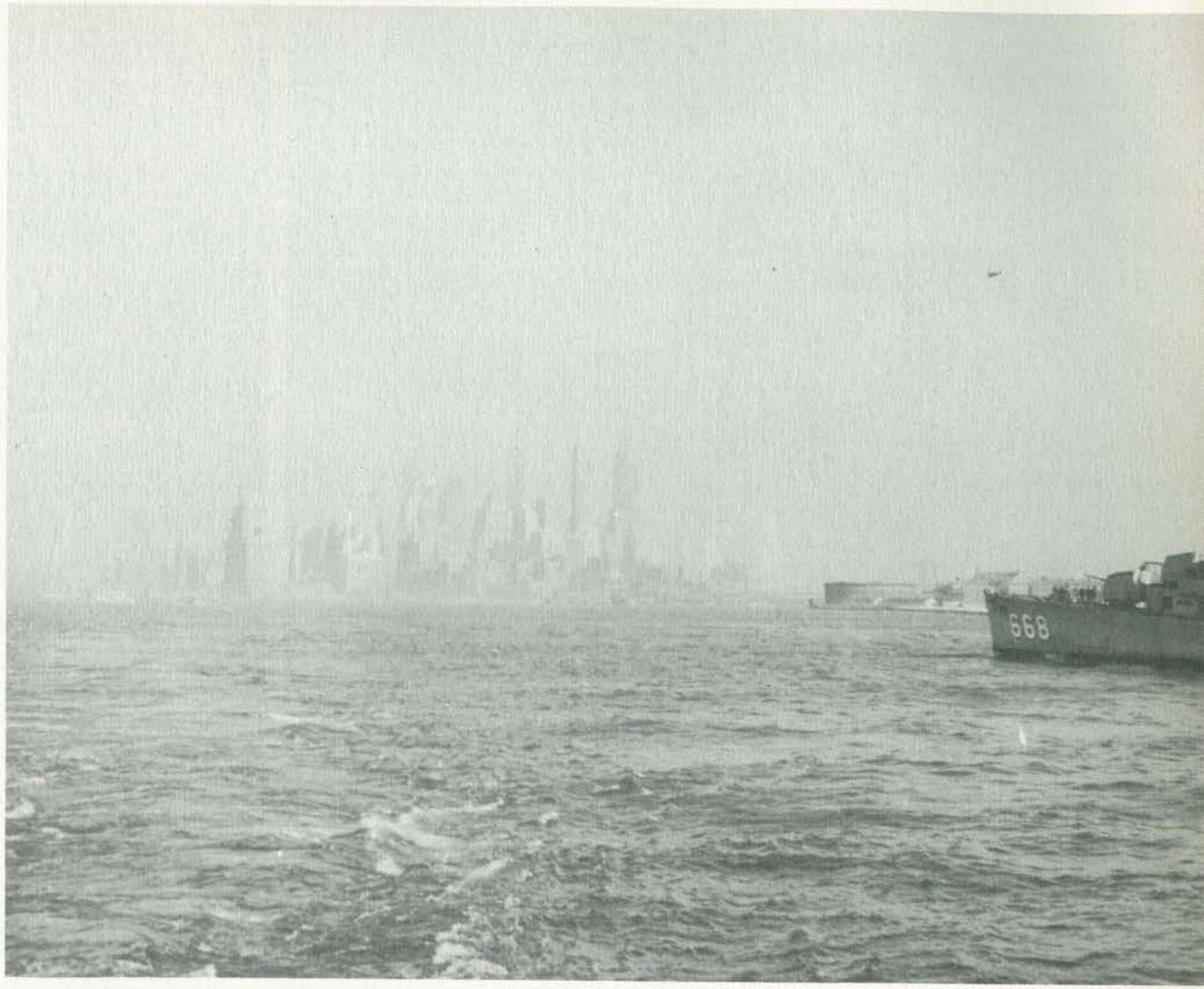
President of the United States, Harry S. Truman, reviewing the USS New York, Navy Day, 1945.

Thousands line streets outside Pier 51 to visit ship during Navy Day Week.

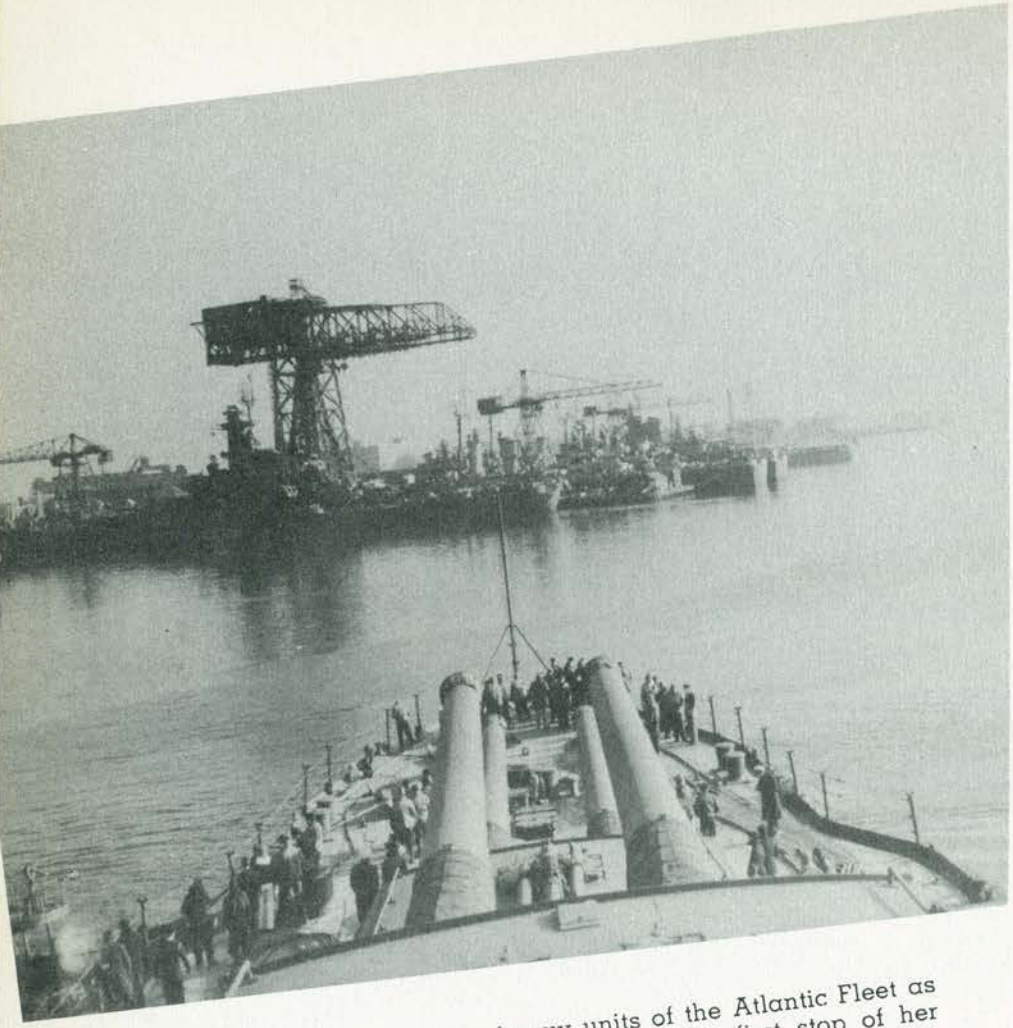
February 1946

The NEW YORK was sent to Philadelphia to be prepared for Operation Crossroads, and it was on this ship that the Navy laid most of the groundwork of ideas that would apply to all the target vessels. In Philadelphia the ship was across the pier from the ex-German heavy cruiser Prinz Eugen, also assigned to the Crossroads target fleet, and whom she had heard of before in the days of the Neutrality Patrol in the North Atlantic when the Eugen together with the German battleship Bismark were threatening the safety of the shipping lanes used by United States ships.

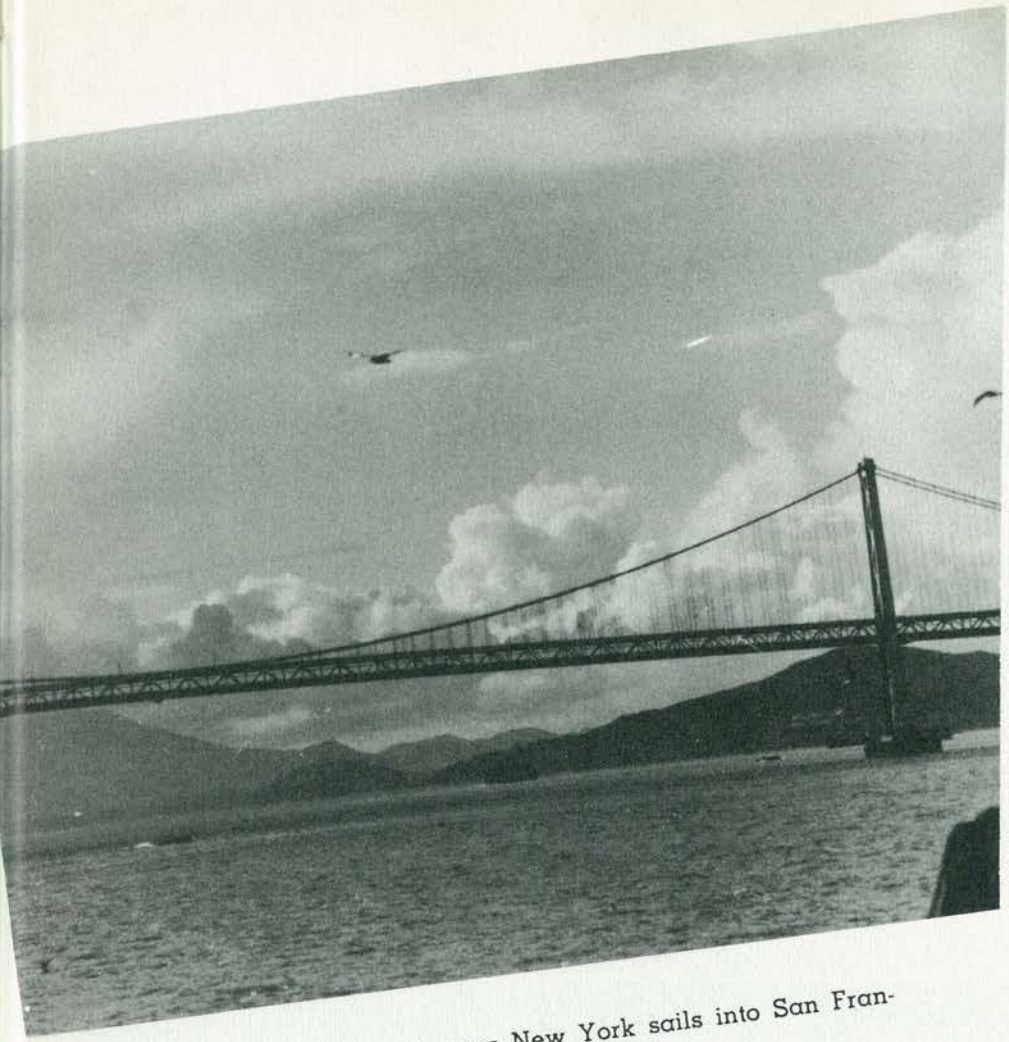
On 4 March 1946, the NEW YORK proceeded out from Philadelphia alone on what will probably be her last cruise, en route to Panama, Pearl Harbor and Bikini Atoll in the Marshall Islands for the atom bomb tests on naval surface craft.



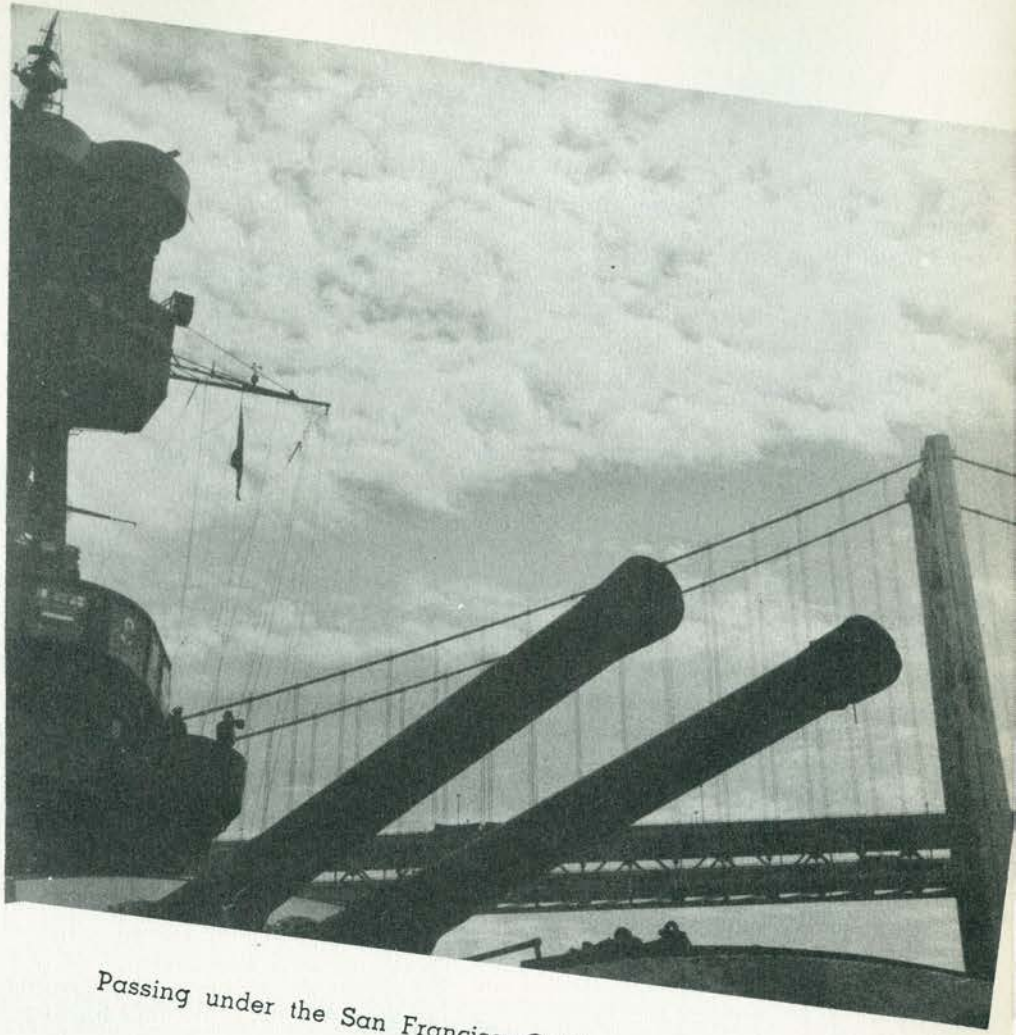
Last view of her namesake city, the New York sails for Bikini Atoll in the Marshall Islands and the atomic bomb experiment.



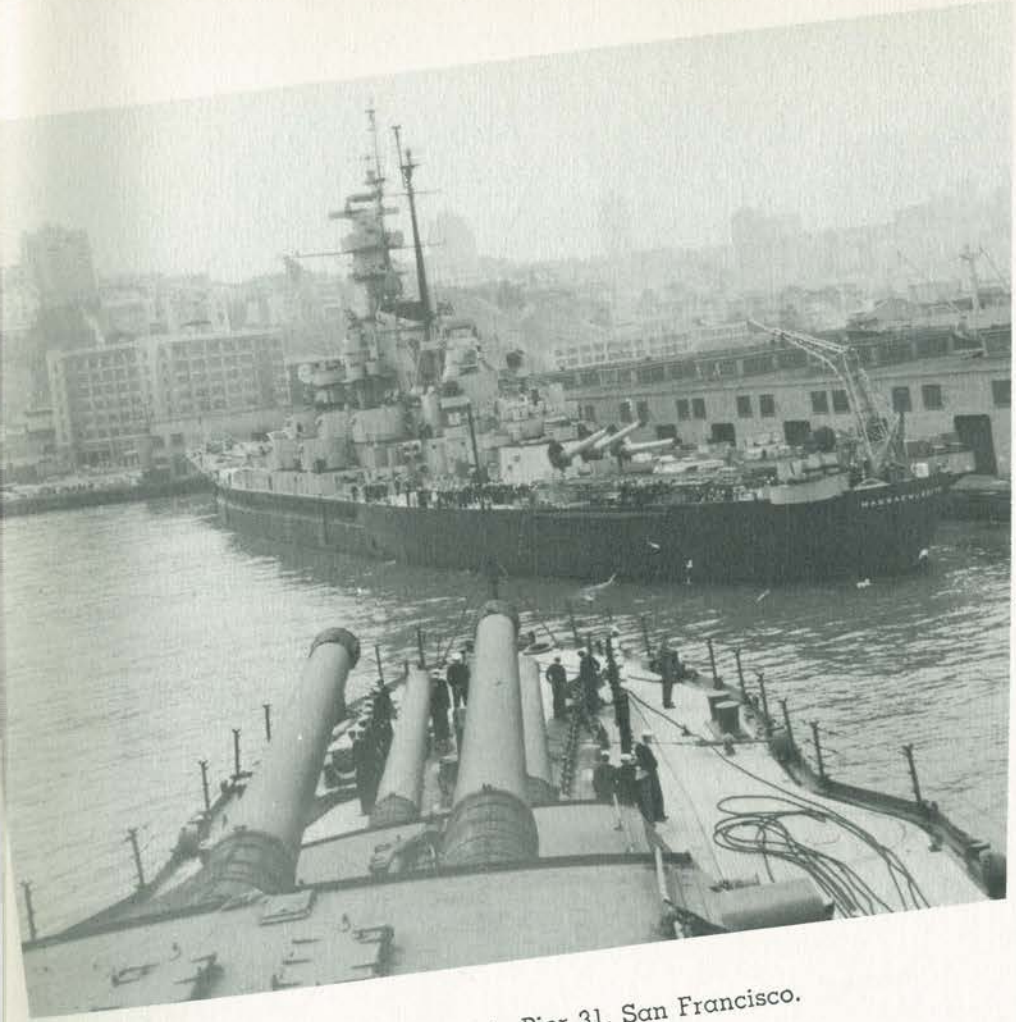
The New York joins other heavy units of the Atlantic Fleet as she enters Philadelphia Navy Yard on the first stop of her journey to the atomic bomb experiment.



The "Bay" Bridge in view as New York sails into San Francisco for short rest before "Crossroads".



Passing under the San Francisco-Oakland Bay Bridge.



Heading into Pier 31, San Francisco.

At Pier 31, San Francisco just a short time before sailing for Bikini and the atom bomb experiment.

L'AVENIR
("The Future")

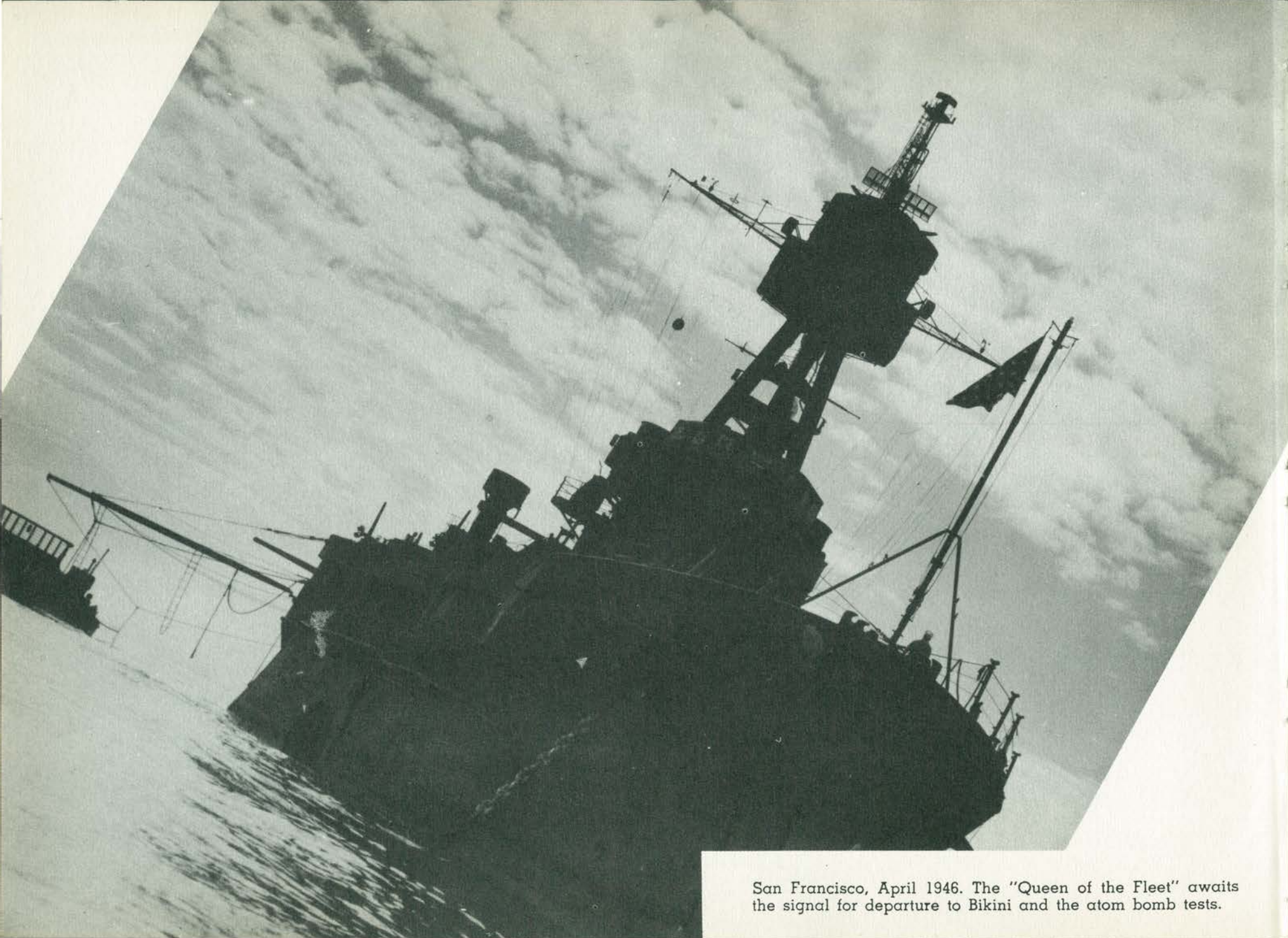
Who knows?

The history of the NEW YORK reflects great honor, glory and pride to all who trod her decks. With the coming of the "Atomic" age, this gallant ship has not been denied the opportunity to serve again. "Greater love hath no man than he who lays down his life for a friend," and truly the NEW YORK is called on, this time, to—perhaps—pay the "Supreme Sacrifice" in the operation "CROSSROADS",—in the atomic bomb tests off Bikini Atoll.

It is not believed possible that man-made machinery of war will withstand the devastating blasts of the atomic bomb. It will be indeed a severe test, and no more vigorous resistance could possible be encountered than within the age-worn, truly-tried decks of this gallant ship—"The Old Lady Of The Fleet."

In this ship—as in the hearts of the men who served her—is welded a heritage that will withstand the ravages of time, to the end that —if there be another NEW YORK—its Ship's Company will hold ever high—the Torch that has been handed them—for COUNTRY and for GOD.

"Eternal Father, strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep."



San Francisco, April 1946. The "Queen of the Fleet" awaits the signal for departure to Bikini and the atom bomb tests.

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Adams, Frank B., Jr., 149 West Wadsworth Circle, Oak Ridge, Tennessee
Adams, Jesse C., 856 Woodland Avenue, S. E. Atlanta, Georgia
Adams, Melvin D., 2914 Main Street, Anderson, Indiana
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Aitken, James, RFD 2, Kenduskeag, Alabama
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Anderson, Henry H., 99 Mountain Avenue, West Orange, New Jersey
Anderson, H. I., 1000 Bellevue Avenue, Laureladale, Pennsylvania
Anderson, Joseph A., 315 McNab Drive, Nogales, Arizona
Andrews, Austin G., Stecoah, North Carolina
Anthony, Robert G., Hague, Virginia
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Anzalone, Edward W., 1000 Rhinelander Avenue, New York, New York
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Appleyard, F. G. (Address unavailable)
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Armstrong, Brady, 5310 Long Beach Avenue, Los Angeles, California
Armstrong, Charles R., 2311 Brown Road, Toledo, 5, Ohio
Armstrong, Joseph, Richwood, West Virginia
Armstrong, William L., 306 North 7th Street, Gadeden, Alabama
Arnold, David R., 159 Main, Oberlin, Pennsylvania
Aronhalt, Eugene H., 131 Grove Drive, Ashtabula, Ohio
Arduino, R. G., 393 Langley Road, Newton Center, Massachusetts
Arthur, Harold R., 1014 Chuls Vista Avenue, Burlingame, California
Arthur, Oscar L., Route 2, Pulaski, Tennessee
Atkerson, W. F., Sanderal, New Mexico
Attrill, James E., 1223 17th Avenue, South Nashville, Tennessee
Austin, Harold W., 3015 17th Street, N. W. Canton, Ohio
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Avans, J. H., 714 Sackett Street, Brooklyn, New York
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Ayscue, James B., 916 South Washington Street, Rocky Mountain, N. C.
Azrack, Fred Ellias, 1881 S. W. 24th Street, Miami, Florida
Bagley, Albert E., RFD 3, Gadsden, Alabama
Bagley, Arlie E., Route 3, Box 474, Gadsden, Alabama
Bailey, James E., 116 East Court Street, Greenville, Kentucky
Bailey, Stanley R., 39 Glencoe Place, Cincinnati, Ohio
Baisch, Wister S., 1832 E. Pastories Street, West Oaklane, Philadelphia, Pa.
Baker, Clyde, Benhams, Virginia
Baker, Clyde E., Route 4, Lenoir, North Carolina
Baker, Johnny R., 275 West Deaderick, Jackson, Tennessee
Baker, Klinedale J., 226 Lake Shore Drive, Culver, Indiana
Balek, Ladislav, State & Palatine Road, Arlington Heights, Illinois
Ball, Emmett E., 608 Church Street, Piedmont, Alabama
Ballard, Woodrow W., Hayti, Missouri
Balmer, Edward A., Walnut Box 128, Sturgeon, Pennsylvania
Bandy, Marlen A., Penson Fork, Kentucky
Bankson, L. J., Route 3, Box 65, Gadsden, Alabama
Barbieri, Mario A., 1531 A Street, Sparks, Nevada
Barbuto, G. F., 364 Legion Avenue, New Haven, Connecticut
Barbuto, V. P., 266 Union Street, Brooklyn, New York
Barker, C. K., Sr., 416 West End, Ashburn, Georgia
Barklow, James H., 115 McComas Street, Hagerstown, Maryland
Barnes, Corbin W., Rural Route 1, Sumrall, Mississippi
Barnes, John W., 306 Atlanta Avenue, Sheffield, Alabama
Barrett, Albert, Jr., 2110 Tenth Avenue, Tampa, Florida
Barrett, O. A., 1100 West Main Street, Lexington, Kentucky
Barrett, Oscar A., 415 South Upper, Lexington, Kentucky
Barrett, R. C., Route 1, Saltillo, Mississippi
Barrier, Ralph, State Hospital, Morganton, North Carolina
Barton, Carl I., Jr., Fox, Virginia
Barten, John, Briston Road, Blascel Br. 19, Buffalo, New York
Bartling, Robert C., Apt. 151, Sanfelipe Courts, Houston, Texas
Baschnagel, Jore, 20 Matthews Street, Buffalo, New York
Basden, Oscar N., 526 Poplar Street, Graham, North Carolina
Bashkov, Mike, Route 3, Sebastopol, California
Bassett, Marion T., 1211 North 19th Street, Richmond 23, Virginia
Bates, James A., Jr., 143 Satterfield Street, Selma, Alabama
Battaglia, Vincent J., 757 Essex Street, Brooklyn, New York
Batts, Ray M., Route 1, Neptune, Tennessee
Bauer, J. L., Cain Addition, Springfield, Missouri
Bavne, George R., 509 St. Charles Avenue, Montgomery, Alabama
Bean, Allen, Jr., 2014 Third Street, New Orleans, Louisiana
Beagan, Calvin W., Box 306, Route 2, Winter Haven, Florida
Beard, H. E., 116 Kimball Avenue, Hattiesburg, Mississippi
Beard, Latson D., 116 Kimball Avenue, Hattiesburg, Mississippi
Beardsley, Samuel C., 62 Mills Street, Newport, Rhode Island
Beardsley, S. C., 43 Bassett Street, Providence, Rhode Island
Beck, Norman E., 1634 Street, Evansville, Indiana
Becker, William E., 48 Radio Street, Rochester 5, New York
Becker, William E., 146 Turner Avenue, Erie, Pennsylvania
Beckett, John G., 310 Addison Avenue, Palo Alto, California
Beckwith, Ellis O., Route 1, Ochlochnee, Georgia
Beihl, Calvin H., 4631 Kutztown Road, Temple, Pennsylvania
Bekofsky, Edward L., 189 Hart Street, Brooklyn, New York
Belding, Julius J., Navy Yard, Charleston, South Carolina. Home Address: 5014 East Eager Street, Baltimore, Maryland
Bell, Claude V., Box 53, Yokena, Mississippi
Bell, Jack, H., 321 East 7th Street, Rome, Georgia
Bellotto, Alfred L., Dundee, Florida
Beloat, Wesley E., 5832 Farney Avenue, Sciotoville, Ohio
Benec, Robert, 4908 Harisin, Pittsburgh, Pennsylvania
Benoit, Daren J., 807 East Vermilion Street, Lafayette, Louisiana
Bennett, Gordon O., Box 283, Grundy, Virginia
Bennett, J. H., 11 Walnut Street, Seaford, Delaware
Bennett, John T., Box 413, Jasper, Florida
Bentley, Fredick D., 986½ East 52nd, Los Angeles, California
Bentley, Walter W., Route 1, Box 26, Green Cove Springs, Florida
Benton, Drexel R., 420 Laurel Street, Hazard, Kentucky
Benton, Edsel G., 420 Laurel Street, Hazard, Kentucky
Bergey, Eugene A., 114 East 4th Street, Lansdale, Pennsylvania
Bergqren, Roger K., 410 Eichenwald Street, St. Paul, Minnesota
Bergmann, Herbert E., 3165A North 11th Street, Milwaukee, Wisconsin
Bernabe, Bonifacio, 756 Carondelet, Los Angeles, California
Bernard, Raymond E., 32 Fort Street, Northampton, Massachusetts
Berry, Dunlap, 408 Union Street, Hollidaysburg, Pennsylvania
Bessette, John E., 160 East Street, Pawtucket, Rhode Island
Beverly, Merrell D., 340 East High Street, Huntington, Indiana
Bickford, E. M., 226 East 16th Street, Artesia, California
Bickford, Allen L., 2937 Morwalk Boulevard, Artesia, California
Biehl, C. H., 4631 Kutztown Road, Temple, Pennsylvania
Bigelow, Robert J., 1363 Ridgeway Street, Memphis, Tennessee
Birmingham, S. L., North Market Street East, Washington, North Carolina
Birney, Dion, Jr., 4435 Cathedral Avenue, Washington, D. C.
Bishop, W. A., Route 1, Tryon, North Carolina
Bishop, Milburn O., Grant, Alabama
Blaauboer, H. E., 15 Cramond Street, Albany, New York
Black, Henry F., 1410 Alcott Street, Philadelphia, Pennsylvania
Black, Wallace D., North First Street, McConnellsburg, Pennsylvania
Blackford, Charles E., III, 289 Summit Avenue, Hackensack, New Jersey
Blanar, Edward J., 19 Foundry Street, Newark, New Jersey
Blanch, Clifton F., 4825 Belair Road, Baltimore, Maryland
Blankenship, W. H., Jr., 607 9th Avenue W., Decatur, Alabama
Blanton, Lawson H., Jr., 1511 28th Street, N. E., Sheffield, Alabama
Bloomingdale, Lyman G., 625 Park, New York, New York
Blossey, William T., 613 Holland, Erie, Pennsylvania
Blune, R. O., 12 7th Street, New Brunswick, New Jersey
Boatwright, Brooks O., Route 2, Box 213, Morgantown, West Virginia
Bobko, Joseph F., 171 Warren Street, Jersey City, New Jersey
Bobola, S. A., 16 Brightwood, Chicopee Fall, Massachusetts
Bodnar, Andrew, 122 14th Street, Barberton, Ohio
Boehm, Edward O., 1249 Russell Avenue, Bethlehem, Pennsylvania
Boqard, Ivan W., 1300 Hyland Street, Lansing, Michigan
Bolan, J., 713 Prospect Avenue, Prospect Park, Pennsylvania
Bondsteel, Rex E., Route 3, Hillsdale, Michigan
Bono, Billy F., 542 West Cleveland Street, Monroe City, Missouri
Bonwell, Charles E., RR 2, Connersville, Indiana
Booker, John L., 26 Forest Avenue, Verona, New Jersey
Booth, John L., Lebanon Junction, Kentucky
Booth, John L., Manteo, North Carolina
Borden, C. V., 315 Vine Street, Delanco, New Jersey
Bormann, Albert F., 125 Greenfield Avenue, Staten Island, New York
Bormer, Edward V., 1868 East 81st Street, Cleveland, Ohio
Boswell, Coleman F., 3925 22nd Street, N. E. Washington, D. C.
Boswell, Robert E., 3925 22nd Street, N. E. Washington, D. C.
Bottoms, Freeman, Box 25, Sims, North Carolina
Bottor, Joseph F., 739 Eagon Street, Pottsville, Pennsylvania
Bottor, J. E., 339 Eagan Street, Pottsville, Pennsylvania
Boucher, R. H., 140 Dean Street, New Bradford, Massachusetts
Bouldin, G. A., Oak Street, McKenzie, Tennessee
Bowen, H. K., RFD 1, Lawrenceburg, Kentucky
Bower, W., 1115 West Arch Street, Pottsville, Pennsylvania
Bowers, John R., 801 Lothrop Avenue, Detroit, Michigan
Bowery, Ernest B., 601 West Locust Street, Johnson City, Tennessee
Bozenski, Joseph R., 18 Field Street, Torrington, Connecticut
Bozian, A. C., 50 Essex Street, Hackensack, New Jersey
Boyajian, Robert, 167 Mass. Avenue, Providence, Rhode Island
Boyd, Joel A., Route 1, Box 191, Learned, Mississippi
Boyle, J. D., 4135 Buckingham Road, Detroit, Michigan
Brady, Lloyd R., Mt. Vernon, Iowa
Brady, Walter T., 5th Street, Tennille, Georgia
Braddock, William F., Martin, Kentucky
Bradley, Leroy N., 410 11th Street, Greenville, North Carolina
Brainard, Harry W., 1144 East 76th Street, Los Angeles, California
Branic, Francis J., 2414 14th Street, Altoona, Pennsylvania
Brannen, Herbert B., Route 4, Box 54, Lake Charles, Louisiana
Brathcer, Hobert N., RFD 2, Valley Station, Kentucky
Braz, William A., Box 74, Bowman, California
Bredemeier, William L., 911 West Penn Street, Evansville, Indiana
Breininger, Melvin W., 130 North 5th Street, Hamburg, Pennsylvania
Brewer, Reginald, Rich Square, North Carolina
Briamonte, Vincent A., 276 South Exchange Street, St. Paul, Minnesota
Briant, Thomas R., 22nd Central Avenue, Ashland, Kentucky
Bridges, George, Route 2, 118, Ellenvor, North Carolina
Briggs, George J., 850 Mills Avenue, San Bruno, California
Briggs, Richard S., Oleum, California
Bright, Dennis E., RFD 4, Elizabeth City, North Carolina
Brinkman, Robert C., 500 West Willis Street, Detroit, Michigan
Brisson, Douglas A., 280 Spruce Street, Manchester, New Hampshire
Broaddus, Charles N., Bowling Green, Virginia
Broadhurst, A., Marian Street, Roslidale, Massachusetts
Broddock, William F., Martin, Kentucky

Brook, Conrad M., 3521 Queens Street, North St. Petersburg, Florida
Brooks, Berkley A., Brokenburg, Virginia
Brooks, Clifford H., Brokenburg, Virginia
Brooks, James A., 1726 Poland Avenue, New Orleans, Louisiana
Brooks, Kennon R., 2530 Ernest Street, Jacksonville, Florida
Brooks, William S., 128 C Street. N. E. Washington, D C.
Brossard, Robert W., 1034 Beloit Avenue, Forest Park, Illinois
Brossette,, Ralph J., 2523 North Roman Street, New Orleans, Louisiana
Browder, Richard N., Route 1, Friendship, Tennessee
Brown, Alfred, Canehatta, Mississippi
Brown, D. E., Willmer, Minnesota
Brown, James H., RFD 1, North Wilkesboro, North Carolina
Brown, Lee S., RFD, Cordele, Georgia
Brown, Lee S., Benmorell, Norfolk, Virginia
Brown, Melvin N., 1201 Main Street, Pittsburgh, Pennsylvania
Brown, Paul M., 801 Va. Avenue, Hagerstown, Maryland
Brown, Quincy M., Route 1, North Wilksbar, North Carolina
Brown, Salvester N., General Delivery, Bailey, North Carolina
Brown, T. M., Box 45, Crinova, Virginia
Brown, William M., Edgewater Gulf Hotel, Biloxi, Mississippi
Broyderick, Leo J., 61 Neptune Street, Lynn, Massachusetts
Bruce, Robert W., Route 4, Franklin, Tennessee
Brummitte, Roy, Route 1, Box 183, Narton, Virginia
Brush, Willard D., Woodrow Street, McKenzie, Tennessee
Bryant, Fred L., Big Island, Virginia
Bryant, J. D., 109 Polk Street, Cedartown, Georgia
Bryant, Robert D., 2010 Alley E., Birmingham, Alabama
Bryan, William J., 186 S. E. 12th Terrace, Miami, Florida
Byrd, Paul O., 518 Goldsboro Street, Easton, Maryland
Buck, Hugh W., 1608 Berkley Avenue, Bessemer, Alabama
Budd, Stanton J., Rosecr, Minnesota
Budden, Gordon F., 2403 Fourth Avenue, Detroit 1, Michigan
Budden, G. W., 2434 Avenue, Detroit, Michigan
Buehler, W. E., III, 411 West Price Street, Philadelphia, Pennsylvania
Bullack, Harwood J., 7 Tuthren Terrace, Lynn, Massachusetts
Bunch, Ervin A., Route 3, Edenton, North Carolina
Bunting, Robert F., 1213 Oakhurst Place, Baltimore, Maryland
Burch, Harry E., 53 Burton Avenue, Ripley, New York
Burdette, C. M., Broad Run, Virginia
Burhans, Merrill J., 94-14 215th Street, Queens Village 8, New York
Burke, John G., 11718 Nardin, Detroit, Michigan
Burks, Lecil B., Thrasher, Mississippi
Burks, L. B., Boonerville, Mississippi
Burnette, C. M., Broad Run, Virginia
Burnett, Everett N., Box 291, Cordova, Alabama
Burnett, Howard W., Jr., 73 Louders Lane, Jamaica Plain, Massachusetts
Burnett, Weston H., 73 Louders Lane, Jamacia Plain, Massachusetts
Burnham, Robert W., 110 Thomas Street, Jacksonville, Alabama
Burns, William N., 18 North Bo., Chelmsford, Massachusetts
Burson, Lyman L., Neelyville, Missouri
Button, Bernard E., RFD 2, Tuely, New York
Buttrey, Troy N., Route 2, Nashville, Tennessee
Buzon, Michael N., Route 2, Box 85, Middleburgh, New York
Buzzard, Frank L., 806 East 3rd Street, Oil City, Pennsylvania
Byrd, Burnard G., Route 2, Jackson, Georgia
Byrd, Ivan J., State Road, North Carolina
Boyd, J. A., Route 1, Box 191, Learned, Mississippi
Byrd, William M., Route 1, Box 148, North Wildesboro, North Carolina
Byrd, Paul O., 518 Goldsboro Street, Easton, Maryland
Byrne, John J., 39 Bush Street, Brooklyn, New York
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Cadek, Albert P., 3888 East 123rd Street, Cleveland, Ohio
Cahenena, Peter, Jr., 2025 Dewey Street, Tampa, Florida
Cain, Emory P., 4835 Astral Street, Jacksonville, Florida
Campbell, Charles L., 112 F Street, S. W. Washington, D. C.
Campbell, F., Box 312, Landing, New Jersey
Cannon, Andrew J., Route 1, Box 136, Palatha, Florida
Cannon, Eurie E., Route 1, Neshoba, Mississippi
Cappel, Aaron J., 409 Duke Street, Norfolk, Virginia
Carey, Russell, Box 355, Elton, Louisiana
Carey, W. L., Route 1, Alyphant, Scranton, Pennsylvania
Carlton, B. M., 311 Ashley Avenue, North Charleston, South Carolina
Carpenter, P. J., 430 Pearl Street, Kalamazoo, Michigan
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Webb, Bernard A., 310 Overlook Avenue, Macon, Georgia
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Weeks, Glendon O., RFD 1, Olympia, Washington
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Wheeler, Arthur J., Fairfield, Ohio
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Welch, Link W., Jr., Sand Springs, Oklahoma
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Wellock, D. J., RFD 4, Box 325, 4225 Ormond Drive, Akron 1, Ohio
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Wengert, M. W., 305 South 4th Street, Hamburg, Pennsylvania
Wensinger, D. W., 1116 Liberty Street, Fremont, Ohio
Wentzel, H., Elizabeth, New York
Werner, Clarence K., 129 North Church Street, Mohnton, Pennsylvania
West, Arvil, Jr., RFD 3, Greenville, Kentucky
West, Cecil C., 58th Street Navy Yard, Charleston, South Carolina
West, Walter, Route 2, Oneida, Tennessee
Whalen, Francis J., 218 East Main Street, Torrington, Connecticut
Wheller, Arthur J., Box 196, Fairfield, Ohio
Wheeler, Laverne E., 2959 Oakland Drive, Cedar Rapids, Iowa
Whipple, Roy A., Selfridge, North Dakota
Whipple, Harry W., 30 Lincoln Avenue, Albany, New York
White, Cecil B., 204 Boone Street, Johnson City, Tennessee
White, Cecil B., 605 Lee Avenue, Rossville, Georgia
White, Ray B., 605 Lee Avenue, Rossville, Georgia
White, William H., 6 Ritz Building, Brunswick, Georgia
White, William H., 614 Greely Street, Orlando, Florida
Whitehead, Edawrd J., 369 Potters Avenue, Providence, Rhode Island
Whitele, Frank A., RFD 2, Georgicia, Alabama
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Whitman, Richcard F., 1011 East Broadway, Toledo, Ohio
Whittemore, Ronald B., 63 Evergreen Avenue, Old Orchard, Maine
Wickman, Marvin C., Marshfield, Wisconsin
Wiedman, Arthur B., 1421 Berry Boulevard, Louisville, Kentucky
Wigle, John A., 3502 Concord Street, Detroit, Michigan
Wilcomb, Robert B., 3395 Pawtucket Avenue, Riverside, Rhode Island
Wildt, Kenneth A., Jr., 507 Montana Avenue, Louisville, Kentucky
Wilges, Orval D., 607 East Pearl Street, Wapakoneta, Ohio
Wilhoite, William A., Albany, Indiana
Wilhoite, William A., New Castle, Indiana
Wilkerson, Charles E., 2214 Melrose Avenue, N. W. Roanoke, Virginia
Wilkins, Harold J., 10381 Strathmore Drive, Los Angeles 24, California
Wilkes, Sam I., Box 123, Petalm, Mississippi
Willard, Wilmer L., 127 Washington Avenue, Downingtown, Pennsylvania
Wills, Hoyt E., 4829 12th Avenue, North Birmingham, Alabama
Willingham, R. W., Brandywine, Maryland
Williams, Andrew C., 608 Spruce Street, Durham, North Carolina
Williams, Arthur G., RFD 1, Gary, Iowa
Williams, Paul D., Sr., 214 Burkemont Avenue, Morganton, North Carolina
Williams, Paul D., Sr., Granite Falls, North Carolina
Williams, Robert J., 318 Lincoln Street, Alabama City, Alabama
Williams, R. H., 44 Tenn. Avenue, Sylaccuga, Alabama
Williams, Thomas W., 636 West 174th Street, New York 33, New York
Williamson, R. H., 15016 Hilliard Road, Lakewood, Ohio
Wilson, Clifton W., Fairfax, South Carolina
Wilson, P. O., 1831 Winona Boulevard, Hollywood, California
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Wilson, William D., 233 Barrerh Street, San Antonio, Texas
Windland, Hugh E., Friendship, Maryland
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Winfield, John L., Manassas, Virginia
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Woldum, Norman J., 509 Decorah Avenue, Decorah, Iowa
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Wolor, Louis P., 4 Silver Court, Beverly, Massachusetts
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Wood, Tony R., 606 North Railroad Street, Phenix, Alabama
Woods, Bobby L., 1300 Spring Road, Ranger, Texas
Woodward, Myron J., 120 Putnam, Bennington, Vermont
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Woruna, John N., RFD 1, Burghill, Ohio
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Wright, William H., 713 Thorton Street, Clovis, New Mexico
Wright, William H., 716 North 13th Street, Albuquerque, New Mexico
Wright, William H., 417 North 3rd Street, Belen, New Mexico
Wyman, Horace F., Dunstable Road, Westford, Massachusetts
Wyatt, John R., 1369 East 28th Street, Brooklyn, New York
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Yannucci, Alfred J., 107-34 159th Street, Jamaica, Long Island, New York
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Young, Henry F., (Address unavailable)
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Zaneth, John R., 2902 Chesley Avenue, Baltimore, Maryland
Zannelli, Anthony N., 58 Hartford Street, Newark, New Jersey
Zarr, Don W., Tingley, Iowa
Zega, Edmund E., 71 Jordan Street, Torrington, Connecticut
Zieglr, Walter T., (Address unavailable)
Zobosky, Paul J., 4264 Biona Place, San Diego, California
Zwolenik, Stanley C., 830 East Patterson, Lansford, Pennsylvania
Zytniowski, Albert A., 1343 West 47th Street, Chicago, Illinois

OLDEST AFLOAT

With the coming of the Atomic Age, this gallant ship was given the opportunity to serve again and in the bomb tests at Bikini, she survived while the USS Arkansas was sent to the bottom, leaving the USS New York the oldest U. S. Battleship afloat.

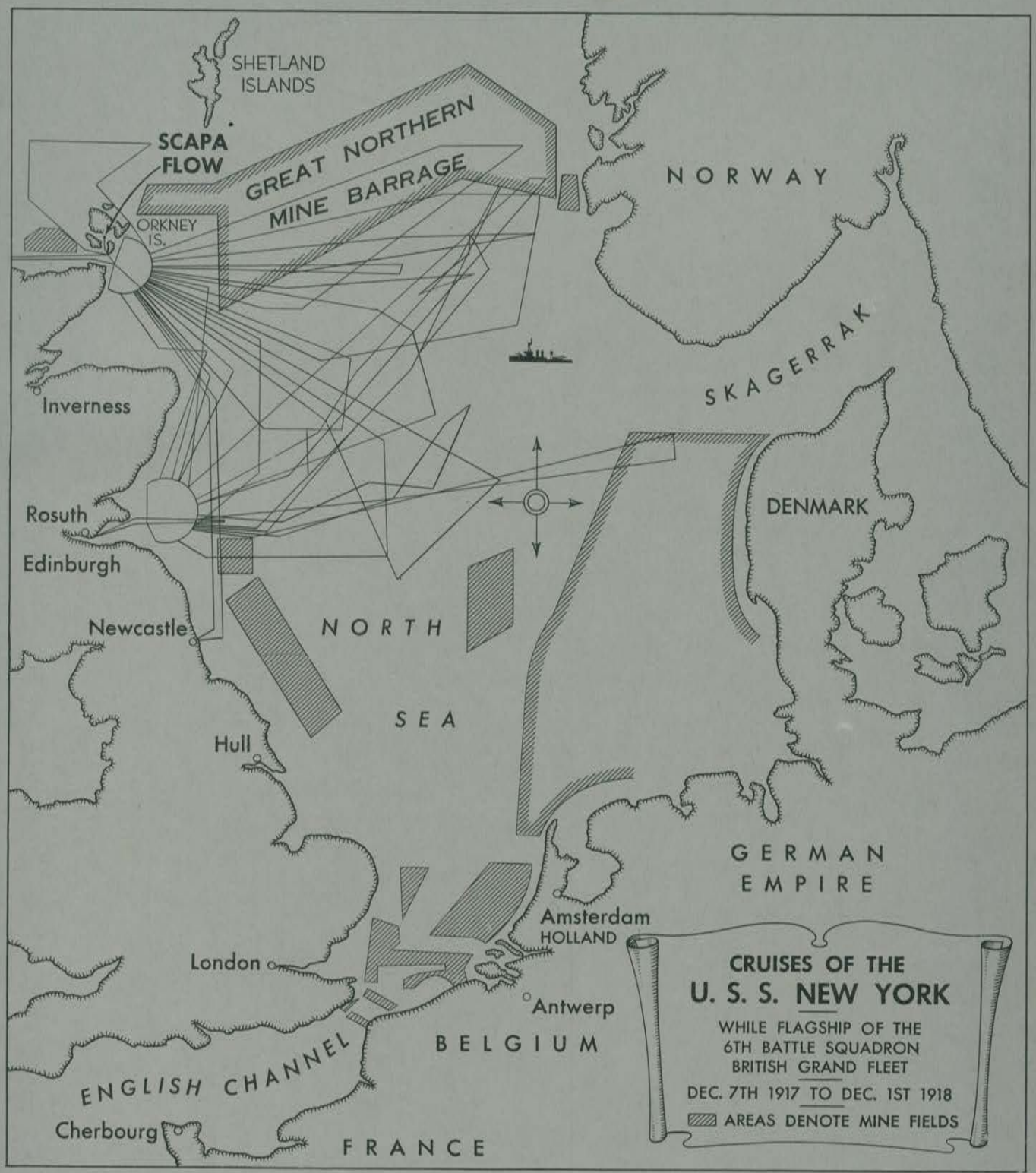
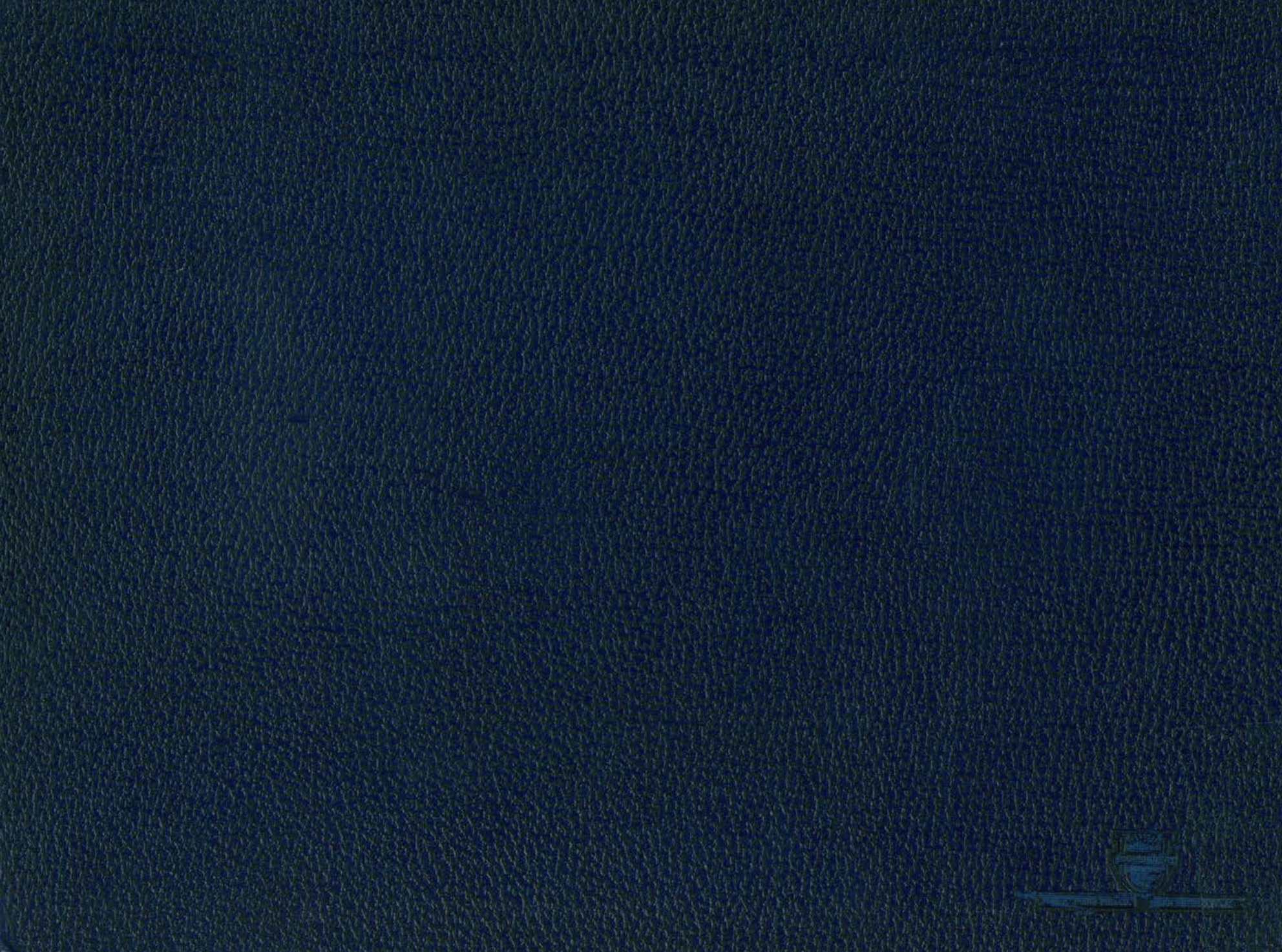
Leaving San Francisco on 1 May 1946, she sailed to Bikini via Pearl Harbor and Kwajalein under the command of Captain L. H. Bibby, a handful of experienced officers and men and a green crew. She was subjected to both atomic bombs, the air burst of 1 July 1946 and the underwater explosion of 25 July 1946. And in tribute to her original builders and to the Navy men who kept her in trim for 32 years, she stayed afloat.

On 28 August 1946, her final chapter was written when she was officially decommissioned.

In this ship—as in the hearts of the men who served her—is welded a heritage that will withstand the ravages of time, to the end that —if there be another NEW YORK—its Ship's Company will hold ever high—the Torch that has been handed them—for COUNTRY and for GOD.

"Eternal Father, strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep."

U. S. Navy
"
T. a. R.


SHETLAND ISLANDS
SCAPA FLOW
GREAT NORTHERN MINE BARRAGE
ORKNEY IS.
NORWAY
SKAGERRAK
Inverness
Rosuth
Edinburgh
Newcastle
DENMARK
NORTH SEA
Hull
GERMAN EMPIRE
Amsterdam
HOLLAND
London
Antwerp
BELGIUM
ENGLISH CHANNEL
Cherbourg
FRANCE
CRUISES OF THE
U. S. S. NEW YORK
WHILE FLAGSHIP OF THE
6TH BATTLE SQUADRON
BRITISH GRAND FLEET
DEC. 7TH 1917 TO DEC. 1ST 1918
AREAS DENOTE MINE FIELDS