

1946

U.S.S. Pasadena CL-65

United States Navy

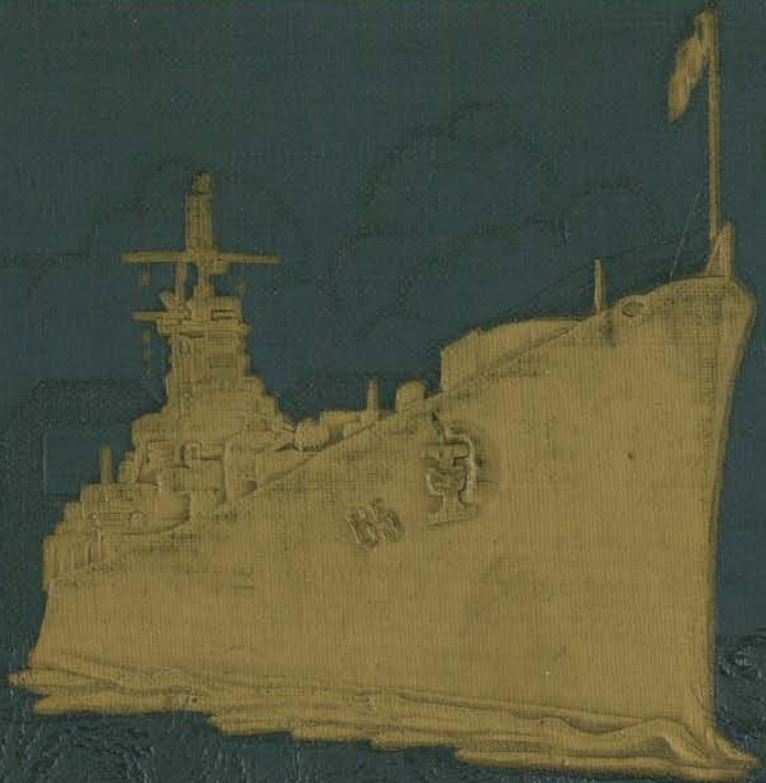
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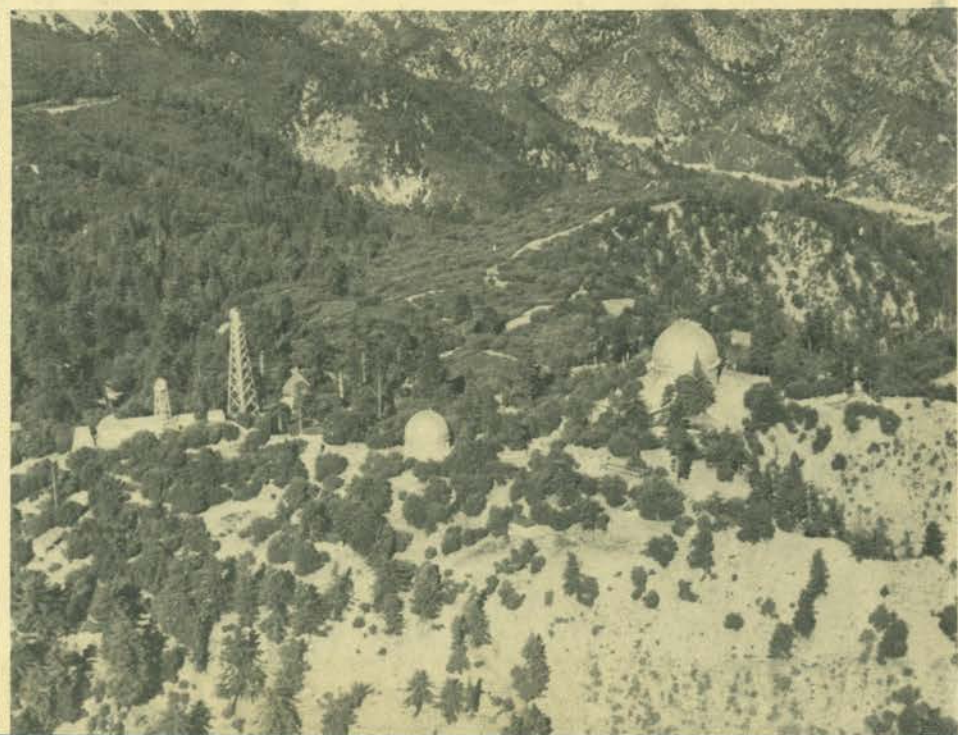
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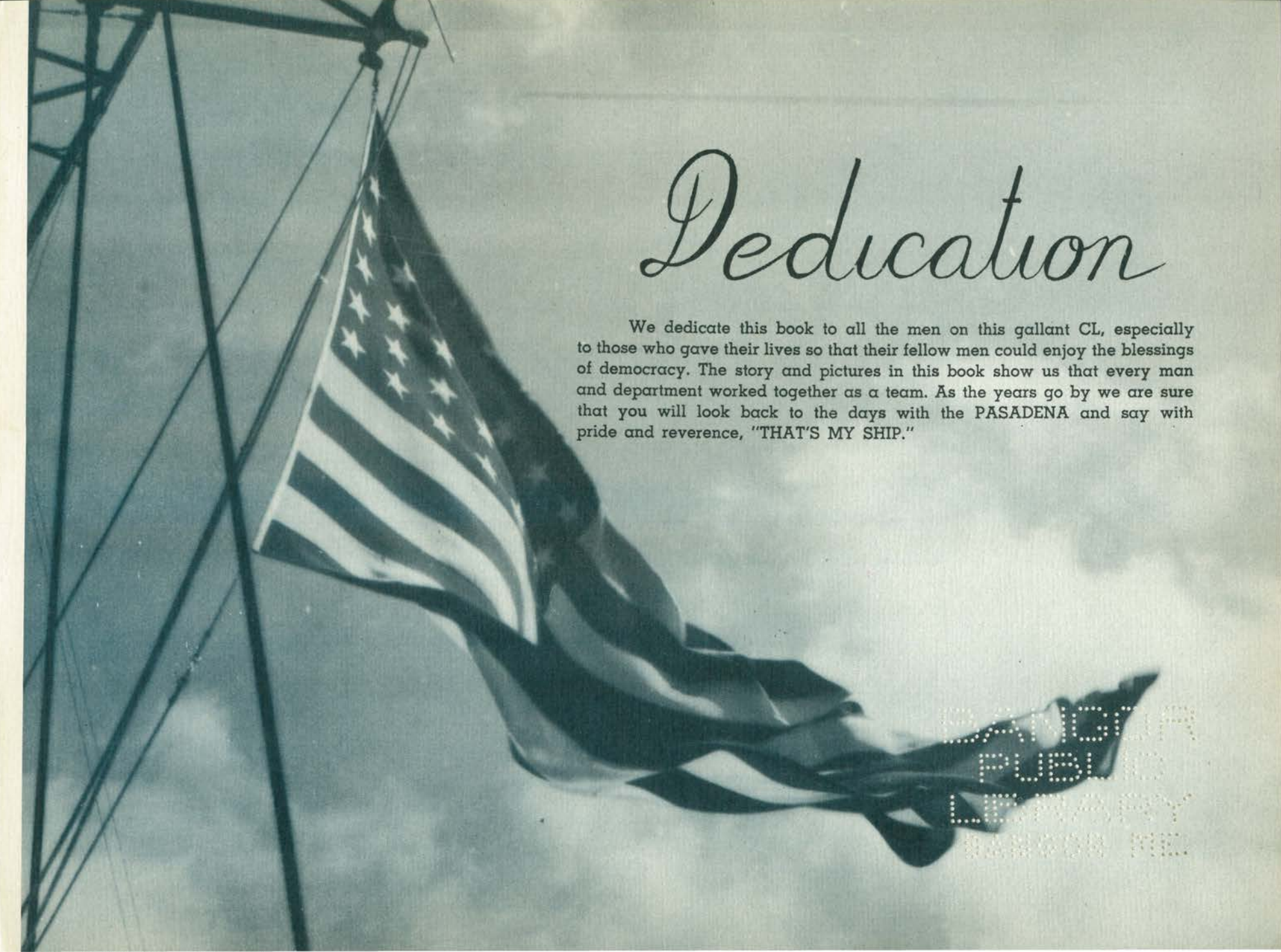


CL-65

U.S.S. pasadena







Dedication

We dedicate this book to all the men on this gallant CL, especially to those who gave their lives so that their fellow men could enjoy the blessings of democracy. The story and pictures in this book show us that every man and department worked together as a team. As the years go by we are sure that you will look back to the days with the PASADENA and say with pride and reverence, "THAT'S MY SHIP."

PASADENA
PUBLIC
LIBRARY
PASADENA, CALIF.

FOREWORD

Bound in this volume is the history of your ship the U.S.S. PASADENA. This book has been written by the officers and men of the ship upon which you so gallantly served.

The pictures cover the whole course of the war in which the Pasadena took part, including its launching and commissioning.

The narrative is non professional and each department's History was written by one of its own officers or men.

To those of you returning to civilian life this book will serve as an informal record of your service in the Navy.

EDITORS

C

HISTORY OF THE CITY OF PASADENA

When Don Gaspar De Portola and his band of Spanish explorers passed north in 1770, through the region now known as Southern California, they camped for a night near an Indian village in the foothills, overlooking a fertile valley. In the morning they awoke to view a spectacle of mountains and flowering valleys that brought forth exclamations of amazement and delight. The poetic Spaniards, deeply impressed, christened the spot San Pasqual, as it was known for more than a century.

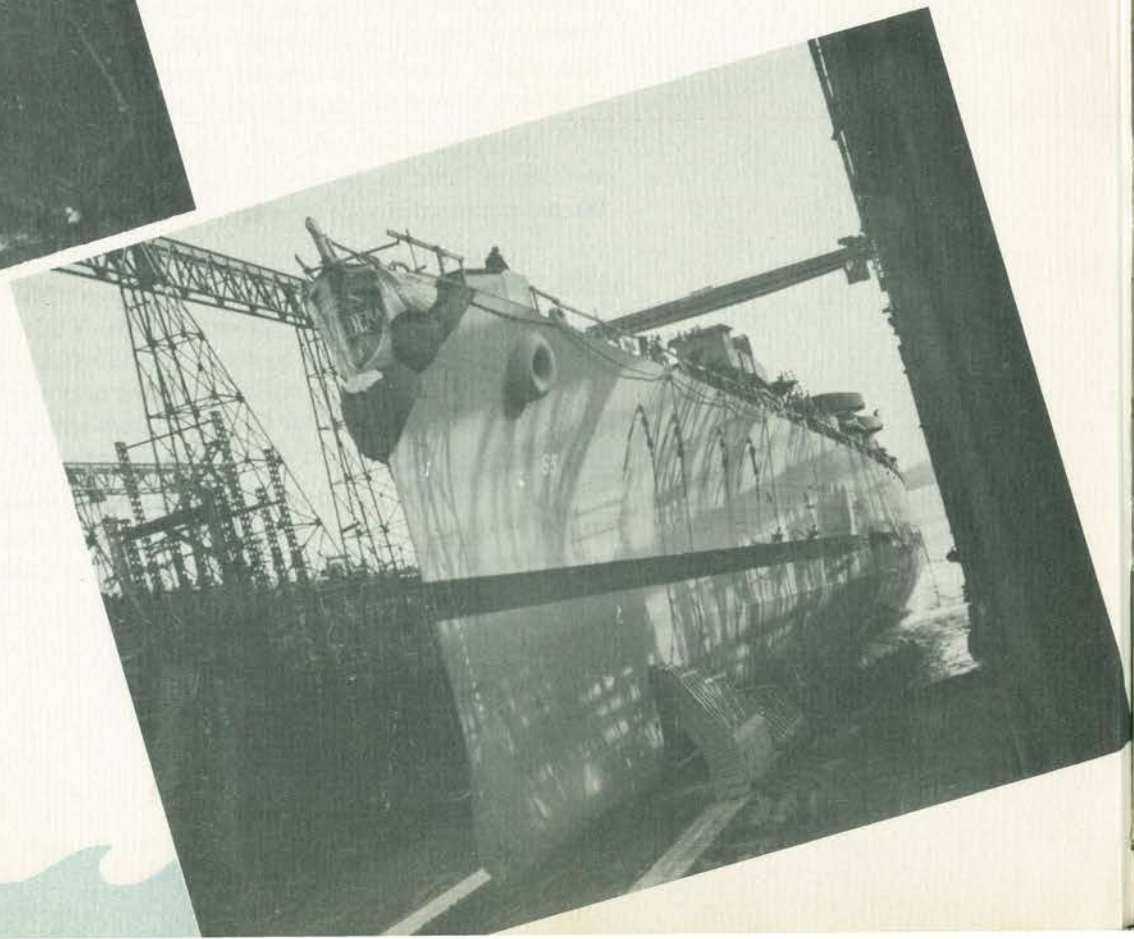
One hundred and four years after the arrival of the Spaniards, the settlement later to be known as Pasadena was founded, being chosen as the most beautiful spot in a land of sunshine and flowers.

For about a year it was known as the Indiana Colony, but on April 22, 1875, the name "Pasadena" was formally adopted, derived from the Chippewa Indian dialect, meaning "Crown of the Valley." It was chosen, not only because it described the location of the village overlooking the valley, but also because it was "beautiful, musical and euphonious." Thousands of persons from all parts of the United States—from all sections of the globe, in fact—have found here an ideal place in which to live or to spend a vacation.

In 1880, Pasadena was the home of 391 people; in 1920, it had increased to 45,354. The 1940 census showed a population of 81,864 and an official special census taken in 1946 gives the total population as 98,279.



*Launching the U.S.S. Pasadena
At Quincy, Massachusetts, December, 1943*





*Captain J. H. Doyle
2nd Commanding Officer*



*Capt. R. B. Tuggle
1st Commanding Officer
(Now Commodore)*



*Commander T. F. Halloran
1st Executive Officer*



*Captain M. E. Murphy
3rd Commanding Officer*

*Commander Robert E. Magoffin
2nd Executive Officer*



SHIPS HISTORY

U.S.S. PASADENA (CL-65)

The six battle stars written into the war jacket of the U.S.S. PASADENA only partly tell the story of this light cruiser which patrolled the Pacific for ten consecutive months then steamed into Tokyo Bay to witness the signing of the surrender.

Despite her long list of assaults, first of which began with the Leyte operation in November, 1944, she has emerged virtually unscarred from some of the fiercest battles—Leyte, Luzon, Iwo Jima, Palau Islands, Okinawa, and the first carrier strikes against Tokyo Plains. Aside from these, there were numerous other missions which kept the PASADENA, named for the Rose Bowl city in California, without rest.

Designed for speed, she was called upon to strike deep in enemy territory for the first assault on the Coast of Indo-China. Later, in spite of enemy submarines and mines, she stole to within seven miles of Honshu, and there conducted the first night anti-shiping sweeps along the coastline, keeping constantly alert for Nip supply craft.

In early spring of 1944, while the riveters and welders were working around the clock applying the finishing touches to the U.S.S. PASADENA in South Boston Navy Yard, the officers and crew were assembling for pre-

commissioning training at the Naval Training Station, Newport, Rhode Island.

On June 8, 1944, the commissioning date, after three months of intensive training, this nucleus crew boarded a special train that took them to the South Boston Navy Yard to witness the commissioning ceremony. The Pasadena was ushered in as a unit of the U. S. Fleet in short addresses by Governor Leverett Saltonstall of Massachusetts, and G. W. Koerner, City Manager of Pasadena.

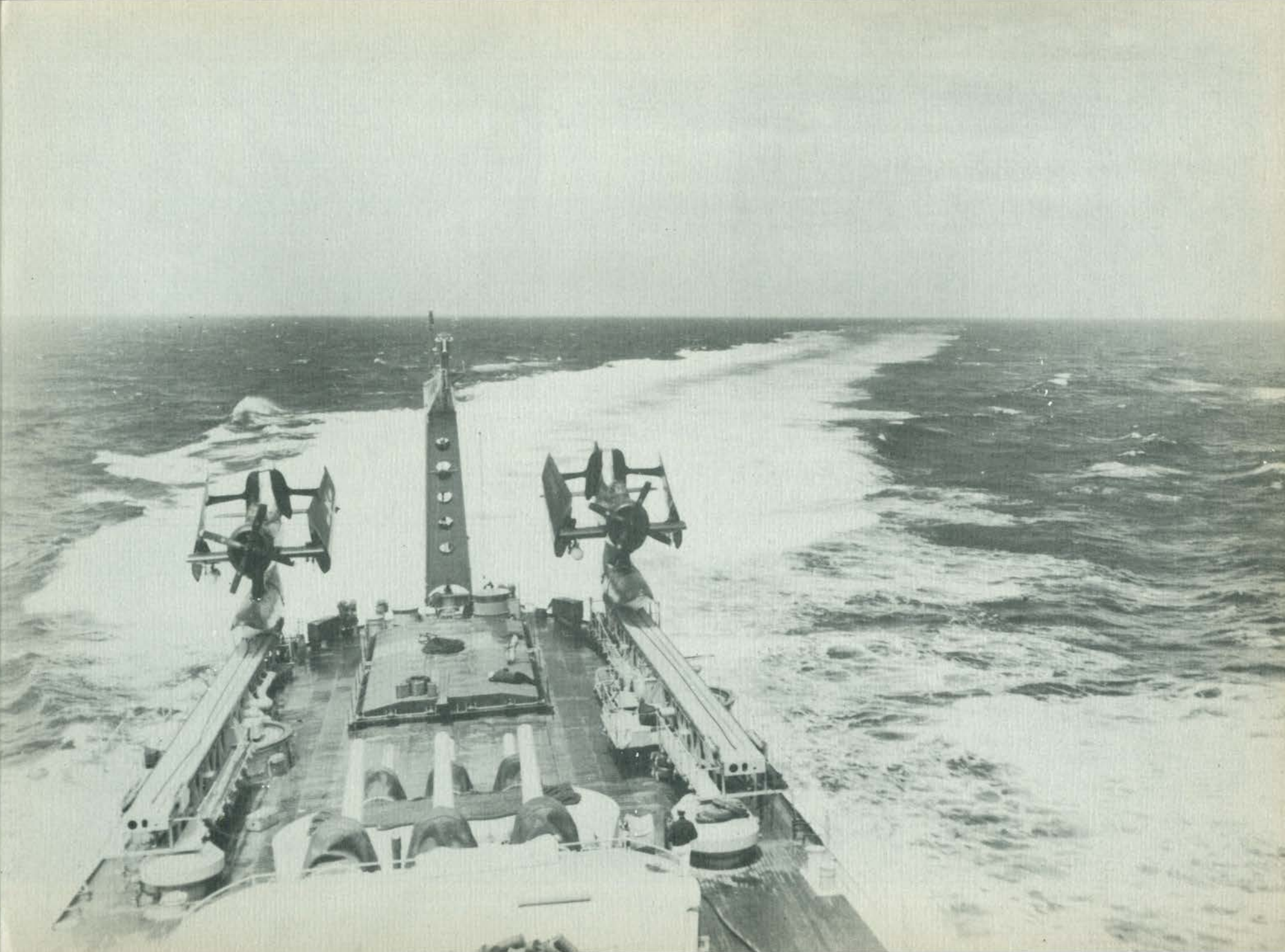
On July 27, after two months devoted to fitting out and familiarizing the officers and men with their new responsibilities, the PASADENA pointed South to commence her shake-down cruise—destination Trinidad via Norfolk, Virginia. Having completed her training cruise, she became the flagship of Cruiser Division Seventeen when Rear Admiral J. Cary Jones hoisted his flag on September 22, 1944.

• With Captain R. B. Tuggle, U.S.N., commanding, the PASADENA set sail on September 25 for the Pacific via the Panama Canal in company with several escorts. After a two-day stop-over in Balboa, C. Z., the ship sailed northward. On October 12, she anchored in Los Angeles Harbor, where she fueled, provisioned, and embarked passengers and freight, before departing for Pearl Harbor on October 14 as a unit of a task group. Crossing the Interna-

tional Dateline on November 3, stopping at Eniwetok for fuel on the 5th, the PASADENA arrived at Ulithi, where she rendezvoused with the Third Fleet.

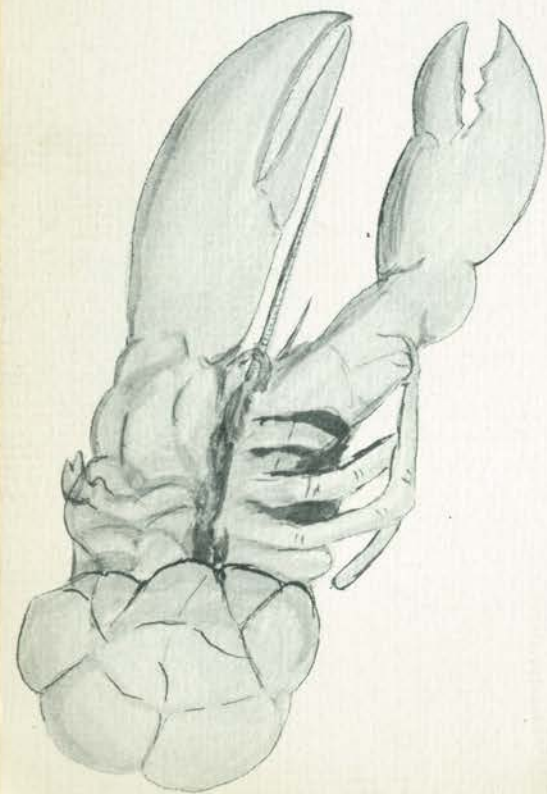
As a supporting unit assigned to the fast carrier Task Force 38, the PASADENA took leave of Ulithi on November 14 to participate in air strikes in support of the Philippine campaign. Daily air strikes were conducted against Luzon and Formosa until January 10th, at which time the PASADENA, with other units of Task Force 38, entered the China Sea, the first U. S. ships to enter this area since beginning of the war. On January 12th, while air strikes were being conducted by carrier based planes, a PASADENA scout-observation seaplane rescued a downed U. S. fighter pilot off the coast of Indo-China. The task force departed from the China Sea area on January 20th, 1945, after air strikes had been successfully accomplished against Formosa, Hong Kong, Hainan, and the South coast of China.

It was on January 21, 1945, while air strikes against Formosa were being conducted, that the PASADENA had its first war casualty. Two of her pilots undertook a hazardous rescue mission off Takgo, Formosa. Upon returning to the ship the two planes ran out of gas and had to make a forced water landing, just prior to dusk. Later rescue missions were unsuccessful, and these pilots have not been heard from.

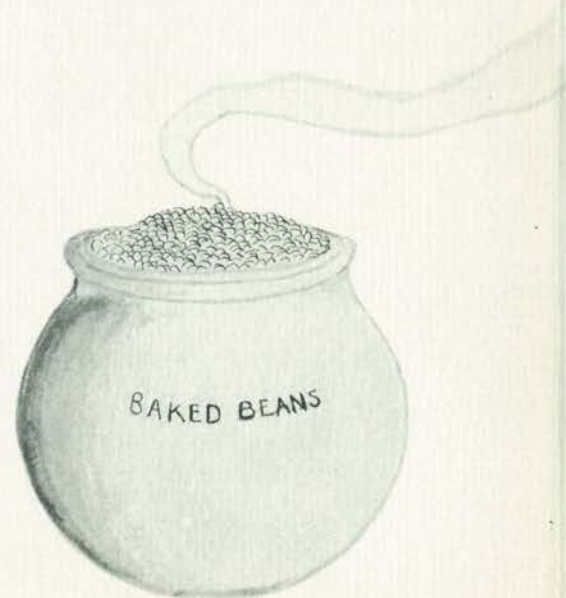


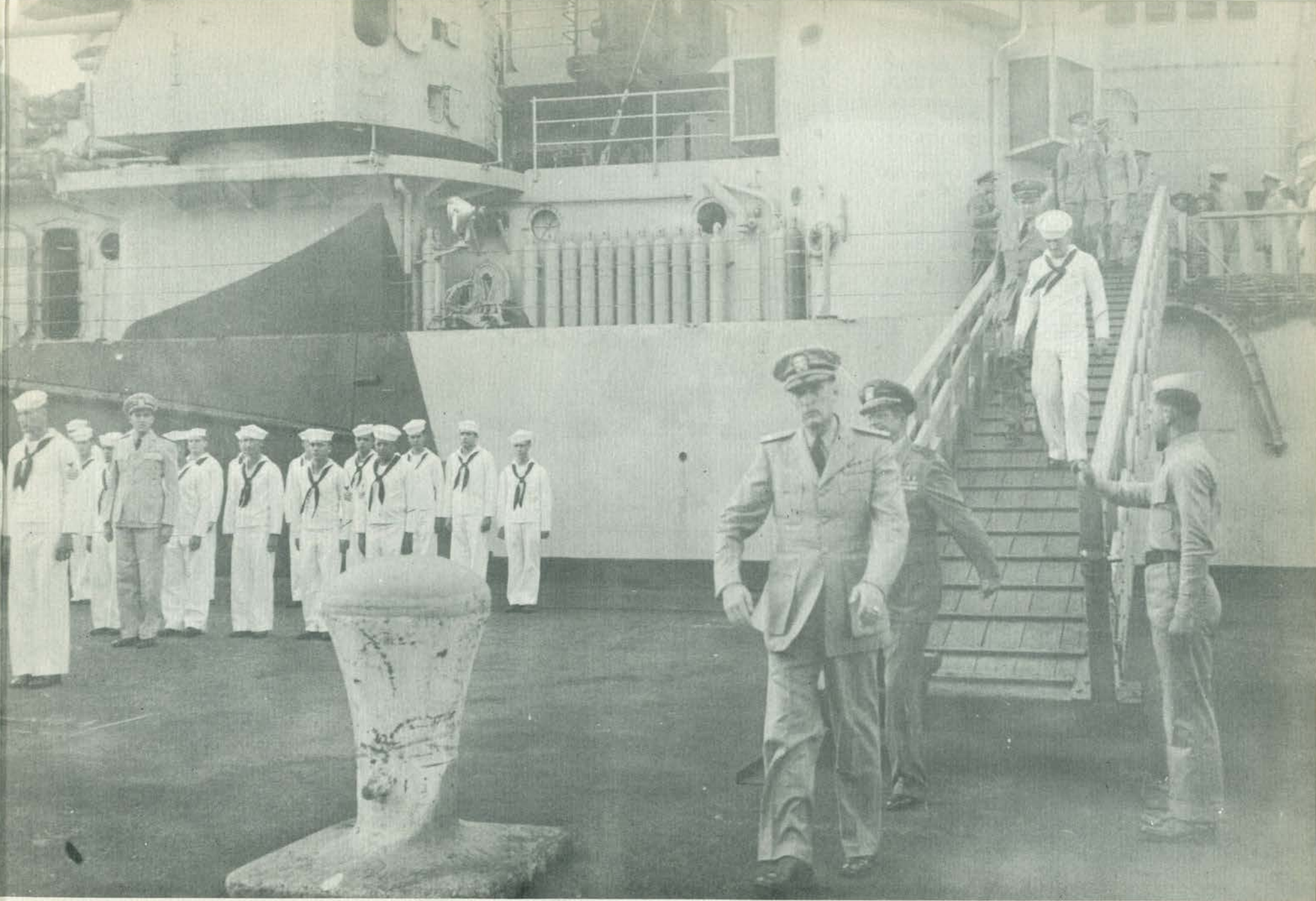


Dancing in Boston



At Anchor, Boston Harbor





*Admiral's Inspection
Norfolk, Virginia*

During the month of February, attached to Carrier Task Force 58, the PASADENA acted in support of the capture and occupation of Iwo Jima. During this period air strikes were launched against Okinawa Jima, Ryukyu Islands, Tokyo area, Nansei Shoto, and Iwo, Chichi, and Haha Jimas. This force provided air support to Task Force 51 on "D" Day amphibious operations at Iwo Jima. Under Rear Admiral J. Cary Jones, the PASADENA joined light and heavy surface forces in the bombardment of Iwo Jima on February 21 and 22. Four nights later, February 26, 1946, she took under gunfire an enemy patrol craft which had sneaked through the picket line and was hit near the pilot house with slight damage from shrapnel. Two men were wounded: Valentine, R. J., private first class, USMC, and Napier, W., seaman first class, USNR. The excellent work of the medical department pulled these men safely through.

After a brief respite in Ulithi, the PASADENA departed on a continuous 80 day at sea operation in support of the capture and occupation of Okinawa Gunto. During the lengthy operation the Task Group was subjected to frequent and heavy air attacks by day and night. On March 18, the first strike of this operation was conducted against Kyushu, Japan, and was followed by four days of almost continuous enemy air attacks. Cruiser Division Seventeen, with PASADENA as flagship, joined with Destroyer Squadron 62 and conducted a night bombardment of Minami Daito Jima on March 28, and again on May 10. From April 1st through May 30th continuous air strikes and sweeps were conducted against Japanese positions on Okinawa and Kyushu. Only one of the Pasadena's crew was killed as a result of enemy air attacks; a total of ten planes were shot down by her task group alone. This was also the period during which the PASADENA had its narrowest escape, when a Jap Kamakaze, attempting to crash dive the PASADENA, was hit by gunfire and fell into the water 200 yards off her starboard quarter.

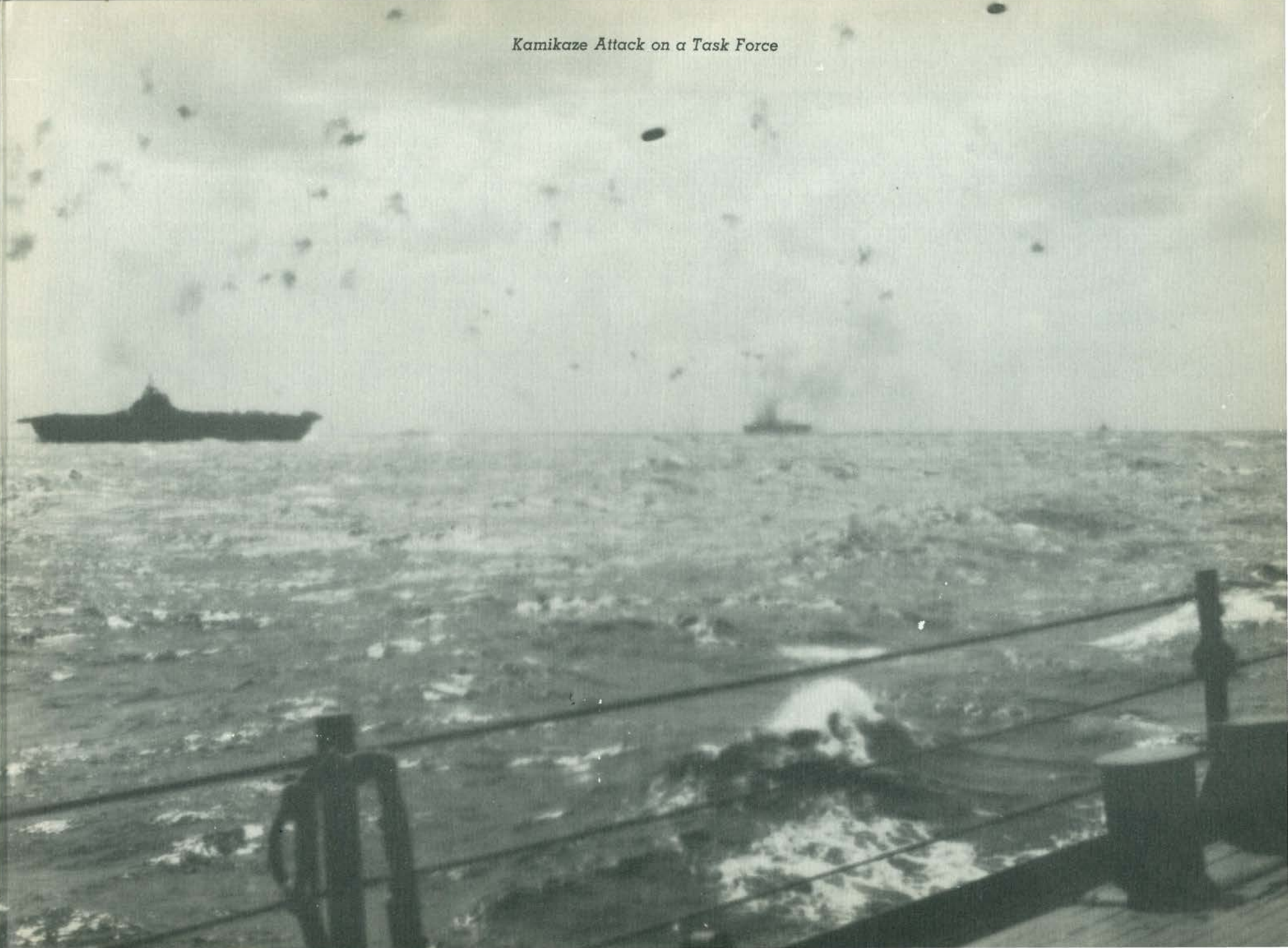
A new skipper, Captain J. H. Doyle, came aboard the PASADENA May 27, 1945, while



Storm at Sea

she was taking on fuel and provisions off Japan. He assumed command of the PASADENA from Captain R. B. Tuggle, June 2, 1945, and served as the ship's Commanding Officer until 27 May 1946, when Captain M. E. Murphy became Commanding Officer.

Kamikaze Attack on a Task Force

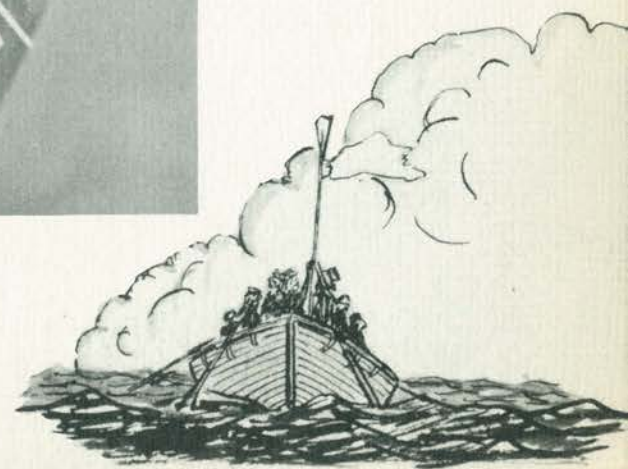




Air Action off Okinawa



Abandon Ship Drill



Then came the PASADENA'S biggest role of the war—Support of the first air strikes against Tokyo Plains area and the first carrier air strikes against northern Honshu and Hokkaido on July 14th. In late afternoon of July 15th, one PASADENA float plane piloted by the senior aviator, Lieutenant (jg) W. J. Borne, volunteered and successfully accomplished a daring rescue of a downed fighter pilot off Northern Honshu, for which the pilot later received the Distinguished Flying Cross. From July 16th to August 15th, the PASADENA supported air strikes against northern and southern Honshu, Kyushu, and Hokkaido. Bad weather was encountered during this period, necessitating the cancellation of many planned air operations. Air strikes scheduled for August 15th were cancelled upon receipt of orders from Commander Third Fleet and Commander in Chief, U. S. Pacific Fleet, notifying all Naval forces to cease offensive operations against

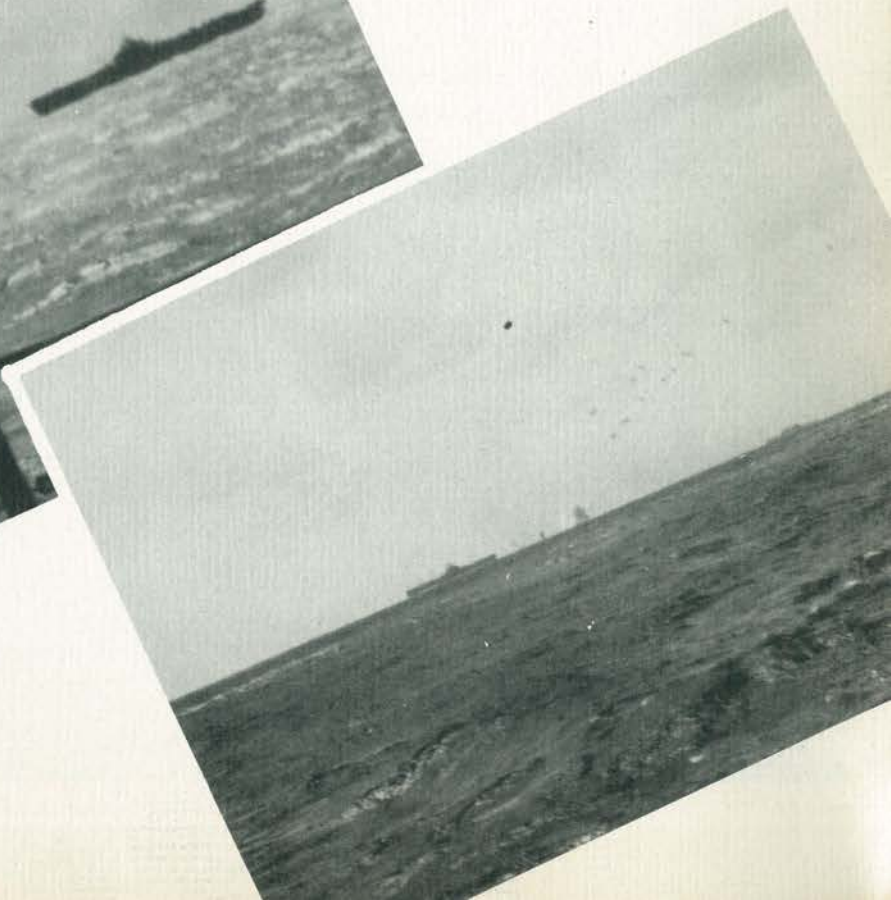
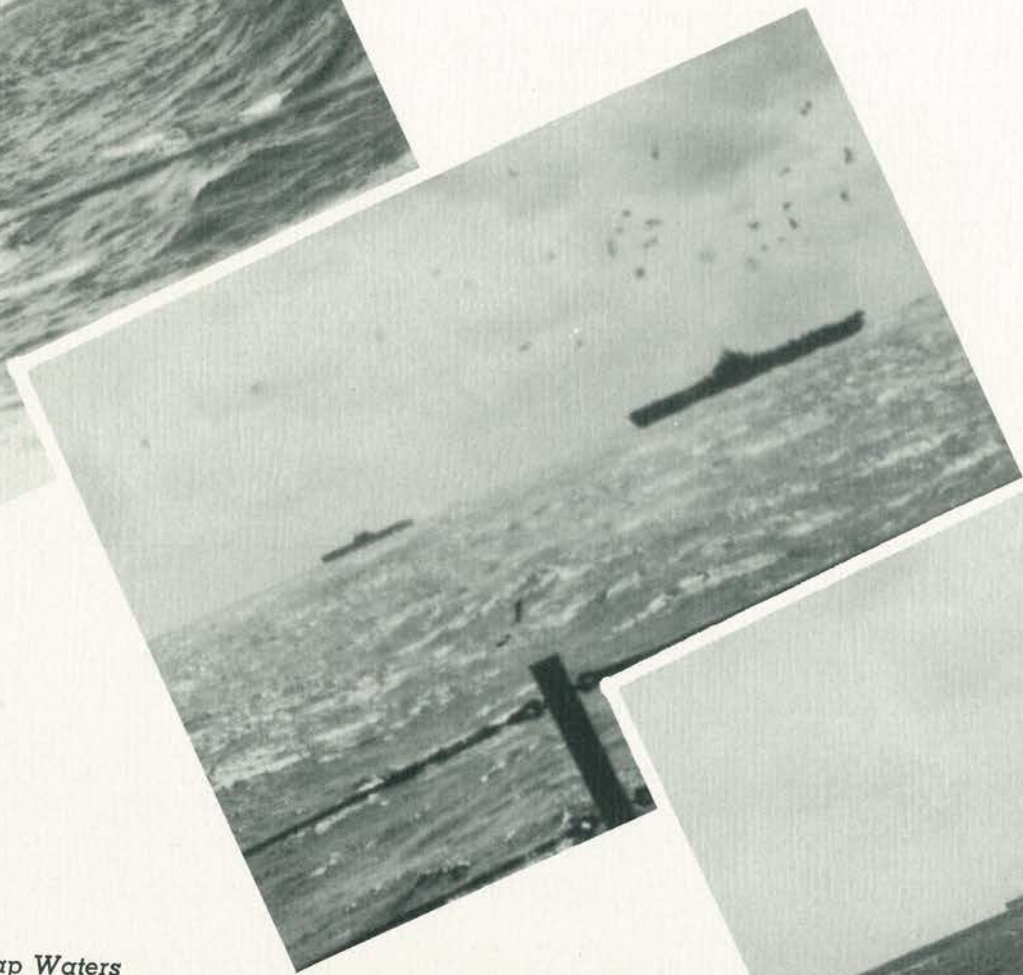


Night Action in the Pacific



the Japanese forces. About forenoon, news was received that the Japanese had accepted the terms of the Potsdam declaration and surrendered.

From August 16th to August 23rd, Task Force 38 maneuvered off the coast of the Japanese homeland while awaiting developments in the surrender negotiations and making preparations for landing naval forces ashore. On the 23rd, upon receipt of orders to proceed into Sagami Wan, Task Group 35.1 was formed under the command of Rear Admiral Jones, with the PASADENA as flagship. Following close behind Admiral Halsey's flagship, the U.S.S. Missouri, the PASADENA entered Sagami Wan and anchored on the 27th of August. On September 1st, the PASADENA weighed anchor and proceeded to Tokyo Bay. V-J Day, September 2nd, 1945, found her anchored near the MISSOURI during the formal surrender ceremonies of that historical day.



Near Miss on a Carrier in Jap Waters



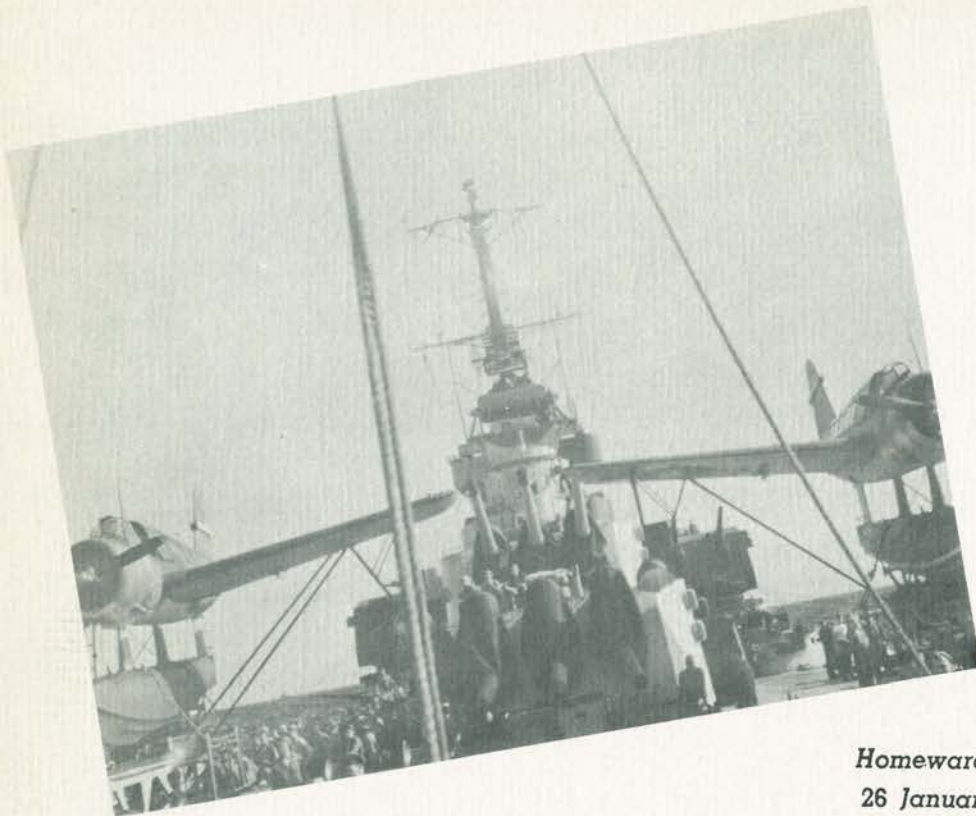
SHIP'S ANNIVERSARY



CHANGE OF COMMAND

Capt. J. H. Doyle Relieving Capt. R. B. Tuggle,

June 2nd, 1945



Homeward Bound
26 January, 1946

In the month of September, the PASADENA was selected as one of the units to take part in the occupation of Japan. Rear Admiral J. Cary Jones was named Commander Eastern Japan Force with the designation of Commander Task Force 53 and the responsibility for demobilizing all Japanese naval bases and arsenals in the eastern part of Japan. The task of demobilizing went very smoothly, and soon the PASADENA was able to go to sea for periods of three and four days monthly to participate in maneuvering, drilling, and training of new men, since the end of the war meant that the PASADENA was to lose most of her trained personnel.

On November 17, 1945, Rear Admiral J.

Cary Jones was relieved by Rear Admiral E. T. Wooldridge of the duties of Commander Cruiser Division Seventeen, Commander Task Force Fifty-three, and Commander North-eastern Japan Force.

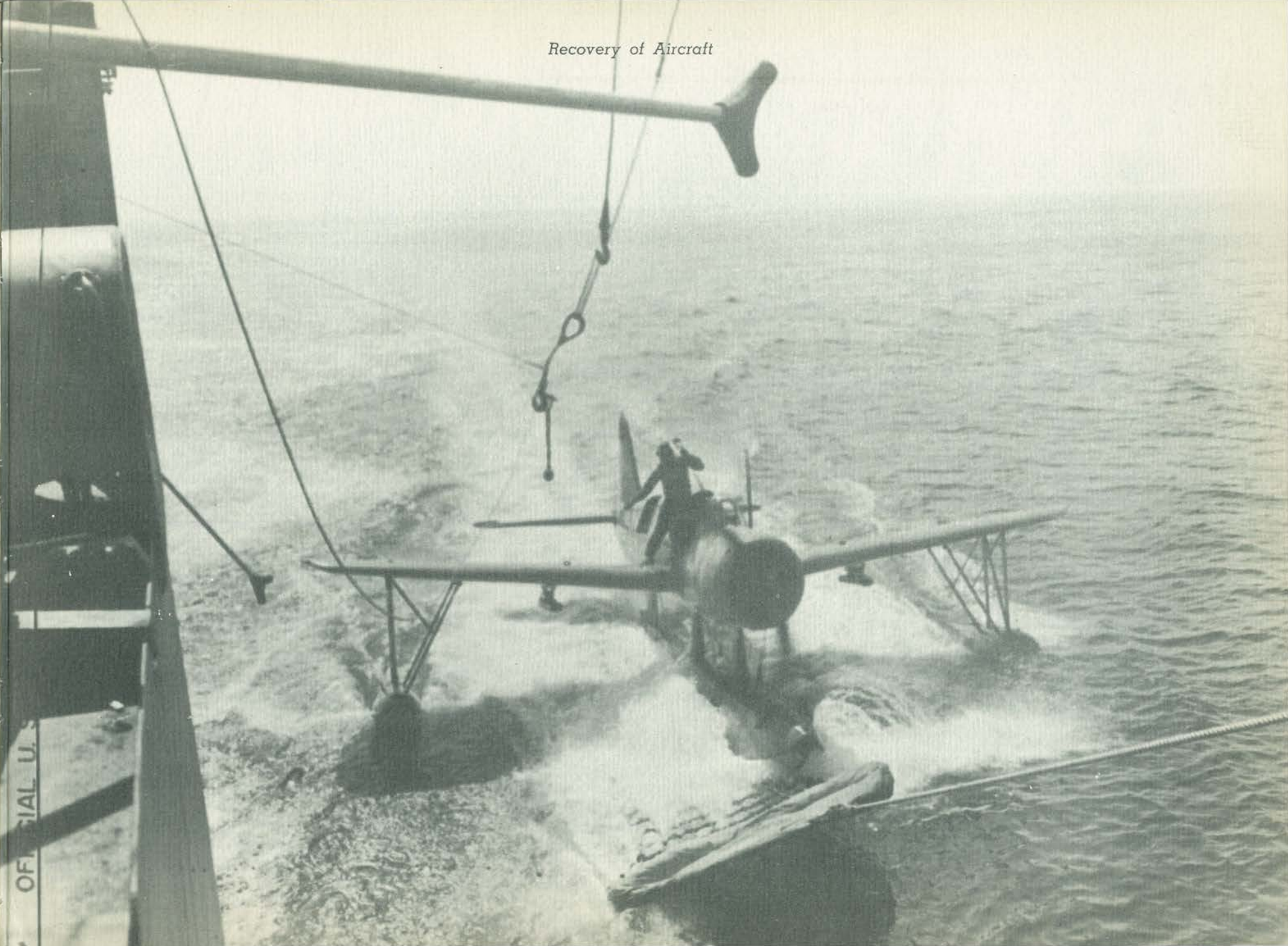
Thanksgiving, Christmas and New Year's Day found the PASADENA still at Yokosuka, Japan, but cheered with the good news that she would be relieved of the Empire duty sometime after the middle of January, 1946, for a sixty-four day leave and liberty schedule and a ninety day navy yard overhaul.

The first of the year brought a change in Rear Admiral Wooldridge's assignment from Commander Cruiser Division Seventeen to Commander Cruiser Division Thirteen, by re-

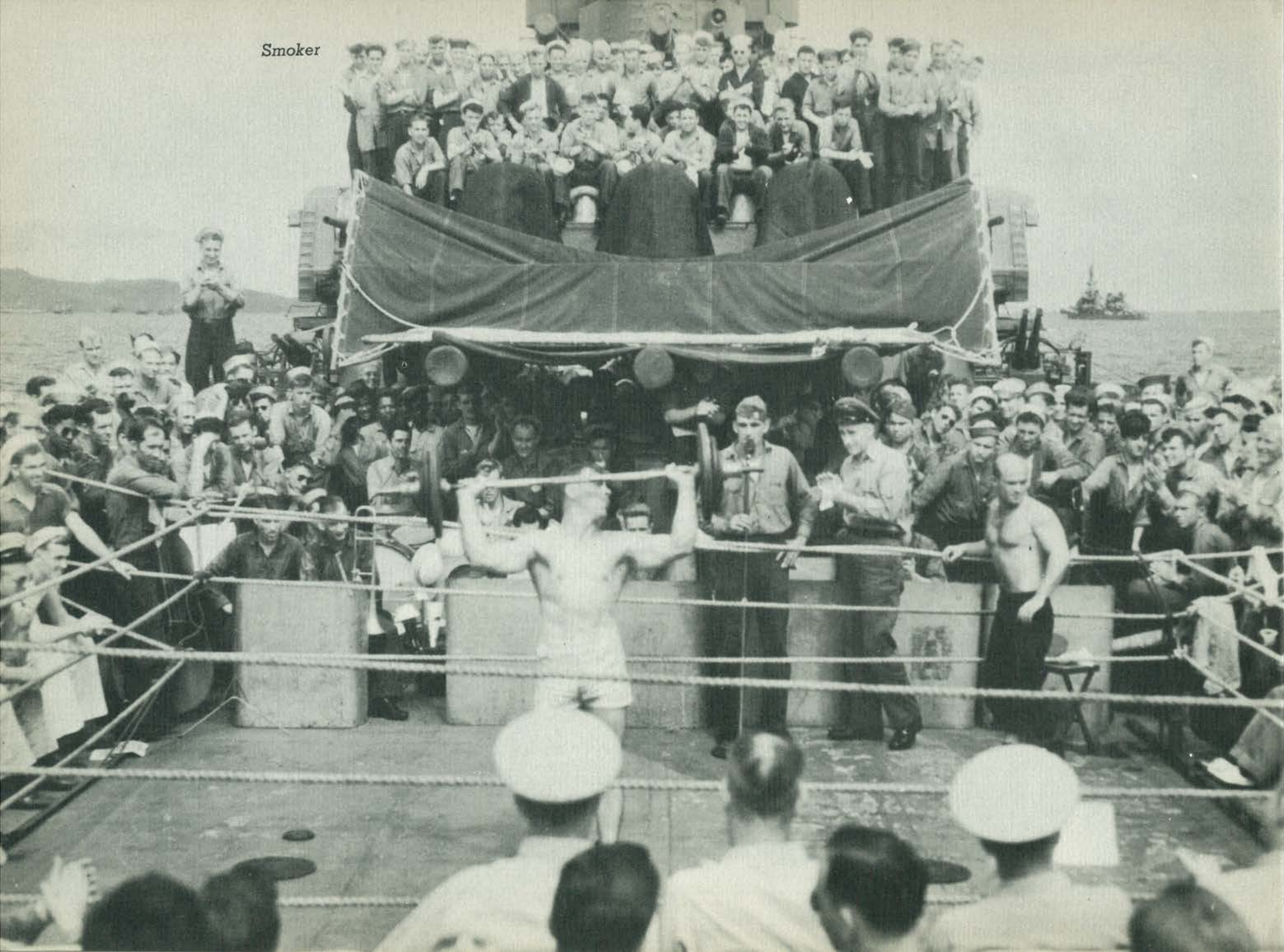
son of a redesignation of Fleet Units. He remained aboard the PASADENA when she sailed from Yokosuka, January 26, 1946, scheduled for overhaul at Mare Island, California and a well earned, sixty-four day leave and liberty period for her officers and men.

With a giant homeward-bound pennant whipping in the breeze, the PASADENA, one of the first ships to enter Japanese home waters and last of her class to leave that country, stood out of the bay, which had been her home for five months, to whistled salutes from other warships and the strains of "California, Here We Come" and "Auld Lang Syne," played by the battleship New Jersey's band.

Recovery of Aircraft



Smoker



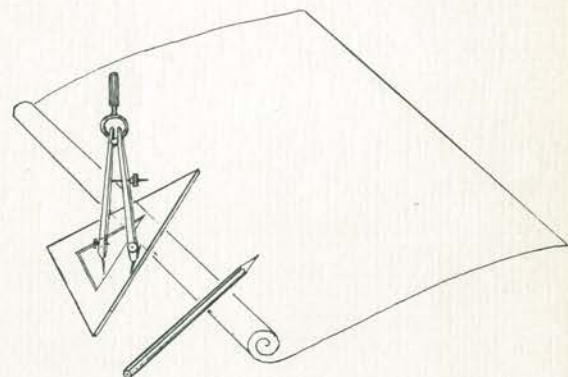
NAVIGATION DEPT.

DEPARTMENT HISTORY

Over a hundred thousand miles have slipped astern since that cool summer day in June, 1944, when the Pasadena's first mile was logged between Quincy and Boston. Since Commissioning Day, when our country's colors were first hoisted over the ship, the quartermasters have logged thousands of changes of ship's course and speed. The log records the ship's travels down the Atlantic coast, through the Carribean, across the Pacific to the battle areas, and then to the West Coast for a long needed overhaul at Mare Island. All kinds of weather, as tropical hurricanes and San Francisco fogs, have been duly recorded in the log.

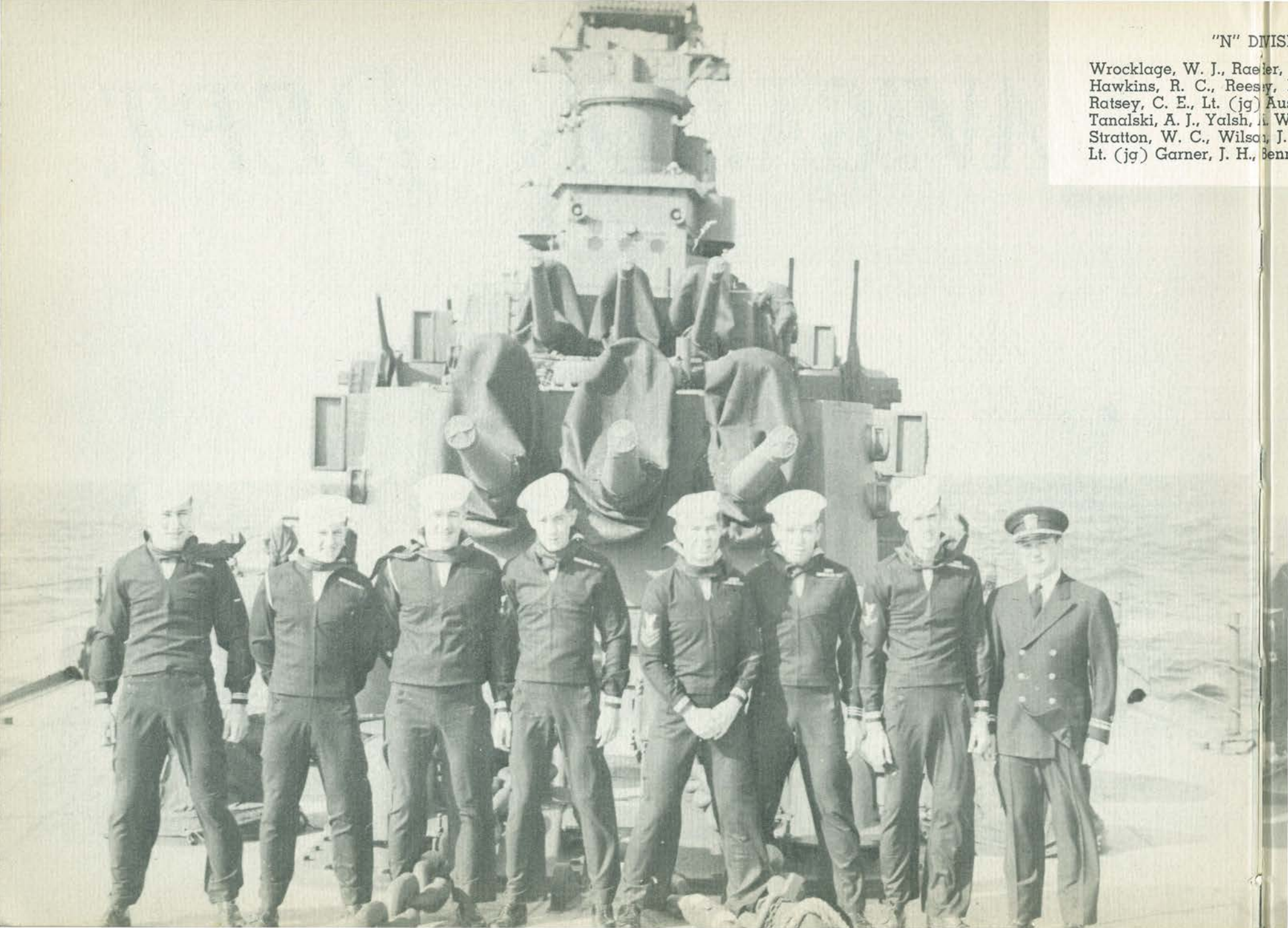
The Navigation Department, though small in number, affects the daily life on board ship in many other ways other than its primary job of charting the ship's position and exercising control over rudder and engines. Daily predictions of weather from the Aero lab have kept all hands in a state of confusion and dampness. The soothing strains of reveille from the "N" Division buglers start everyone's day with a smile. The department cheerfully handles education matters too; advancement in rating, college credits and vocational training information can be had by consulting the department yeoman. At one time the Chaplain's office—that final court of appeal—was also under cognizance of the Navigation Department.

The original "N" division was composed of a small nucleus of old timers, such as PRICE and HERTING from the ST LOUIS, LACOUR



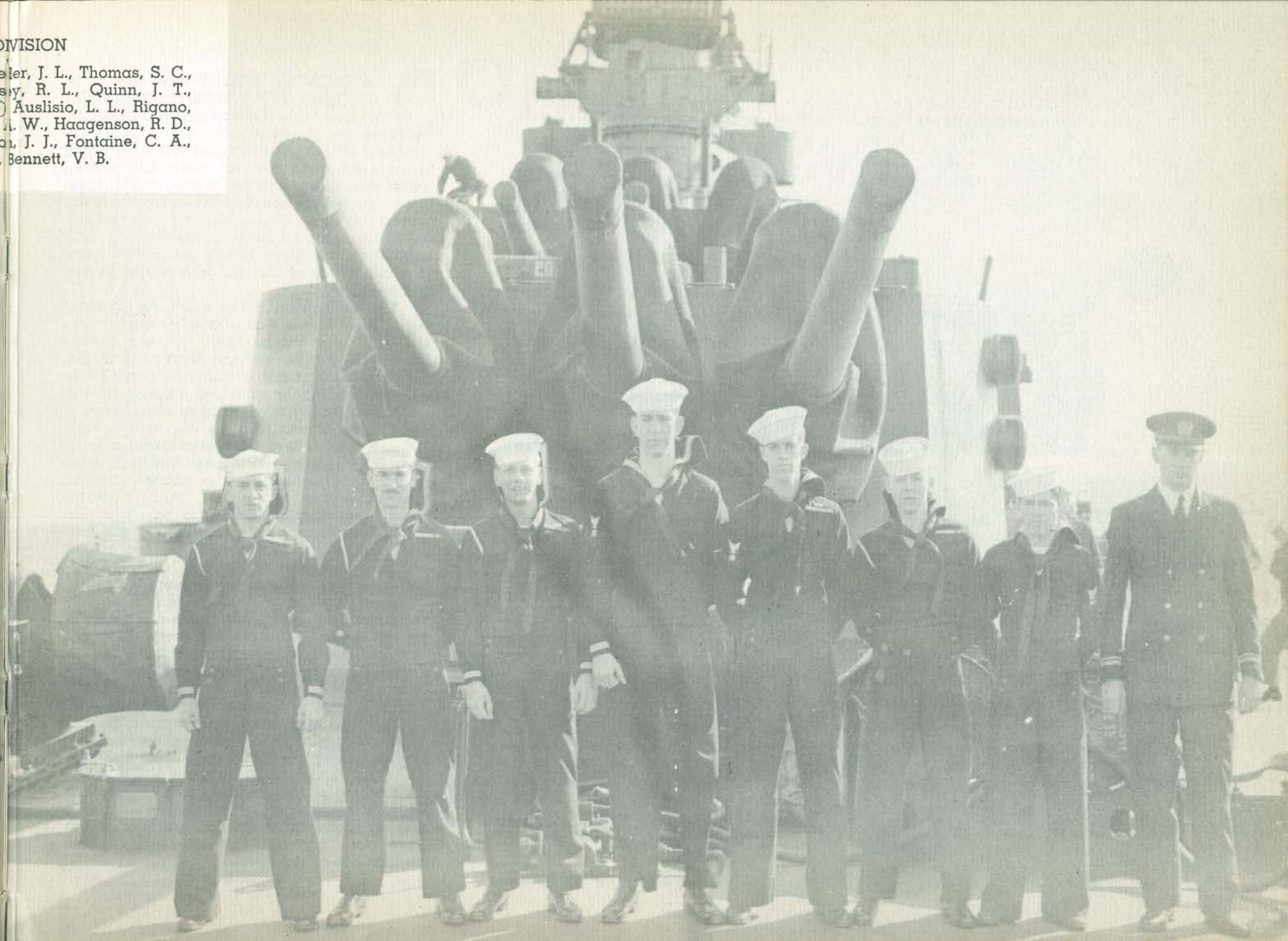
"N" DIVISION

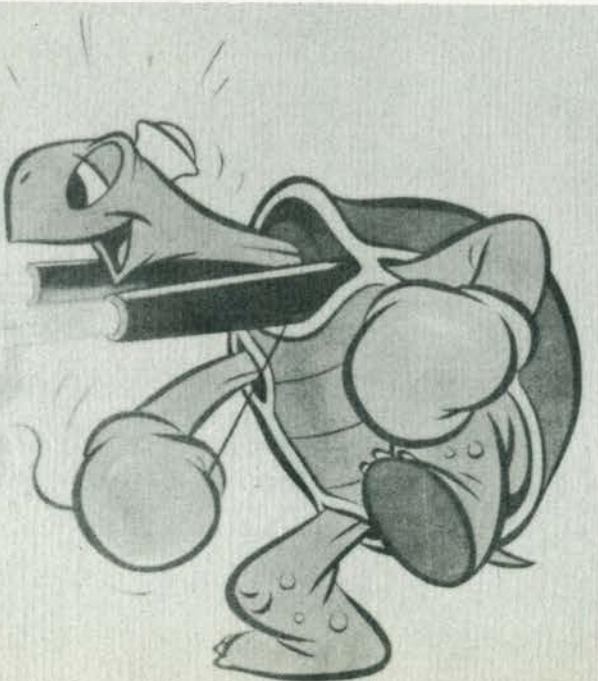
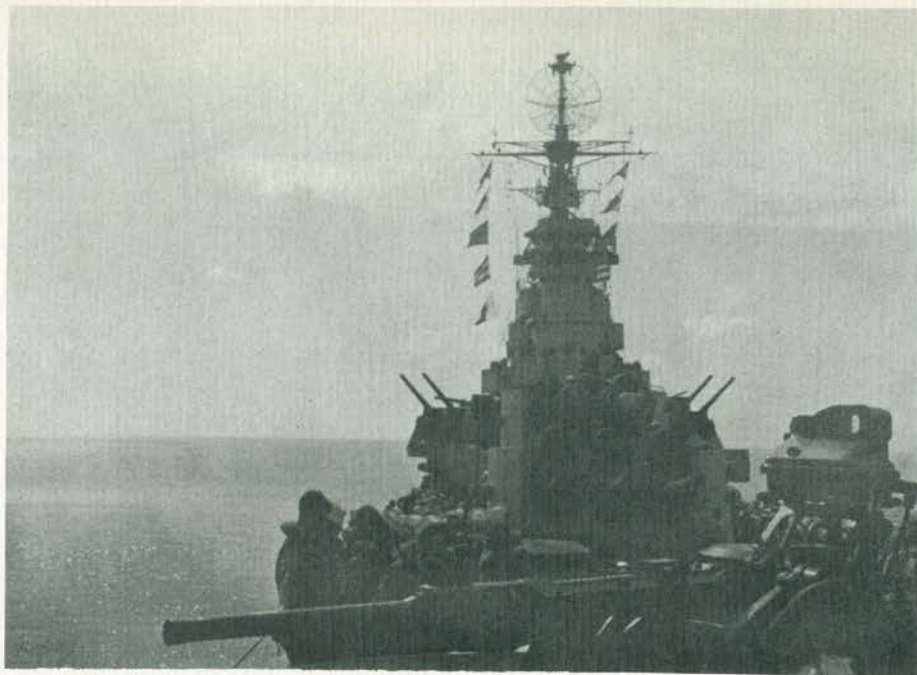
Wrocklage, W. J., Raeder,
Hawkins, R. C., Reesey,
Ratsey, C. E., Lt. (jg) Au-
Tanalski, A. J., Yalsh, J. W.
Stratton, W. C., Wilson, J.
Lt. (jg) Garner, J. H., Benn



DIVISION

Raeler, J. L., Thomas, S. C.,
eesy, R. L., Quinn, J. T.,
jg) Auslisio, L. L., Rigano,
h, R. W., Haagenon, R. D.,
ilson, J. J., Fontaine, C. A.,
H., Bennett, V. B.





General Drills

Insignia—U.S.S. Pasadena
"Tuggle's Turtle"

drawn by Walt Disney

from the CHESTER, REESEY from the SAN JUAN, HAYNES, BEARDSLEE, PERSEIGEHL, COWLES and Chief Quartermaster FRANCIS. To these were added nine new strikers at Newport, who rapidly learned the ropes, and became seasoned salts on their first cruise. These men of the "quartermaster gang" have done an excellent job, their duties haven't been particularly glamorous—winding and setting the 30 ship's clocks daily, awakening the mid-watch, and recording hourly barometric readings are a few of the odd jobs falling to the quartermasters.

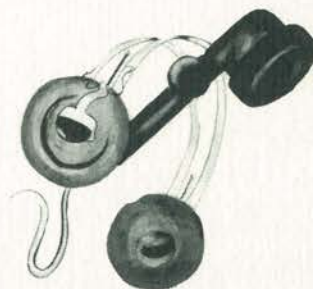
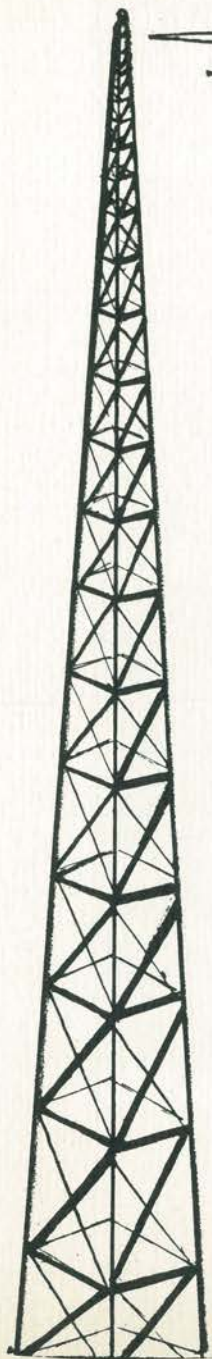
The shakedown cruise down the Atlantic to the West Indies was a time for familiarization with new duties, many tall sea stories by the old hands, and the beginning of the cribbage tournaments in the charthouse. Trinidad provided little rum and coca cola, but much rain and many hydropac corrections.

Months at sea with the fast carrier task forces served to make the department a well-organized, highly trained team. The high point in the department's history, of course, was that memorable day in August, 1945, when the Pasadena steamed into Tokyo Bay with the columns of ships for the signature of the Japanese surrender documents. The long period of waiting as part of the fleet assigned surveillance duty in Japanese waters then came. During this period, the older men left the ship one by one, as their points made them eligible for honorable discharge. New faces appeared in the department. Commander NOWELL relieved Commander THOMAS, Chief Dibble relieved Chief FRANCIS, and Lieutenant (jg) AULISIO was borrowed from the Gunnery Department to supervise the educational program. After nearly two years with the "Passie," Lieutenant (jg) GARNER went back to Texas.

The Navigation Department has successfully solved all the problems so far encountered, and we modestly admit that without their tireless efforts, the Pasadena would long ago have been aground on some lovely palm-studded isle in the Pacific.

FINIS

COMMUNICATIONS



To communications falls the task of coordinating the many ships and activities of the naval establishment. Without communications, our ships would have to act as isolated independent units and, once at sea, could neither be warned of storms and other unexpected situations, nor be advised as to the best action to take under such circumstances. Communications have been correctly called "the voice of the navy," for, without such a voice, the navy would be both deaf and dumb.

That the importance of communications is recognized aboard the PASADENA is emphasized by the fact that the Charlie Division was separated from the navigation department and set up to do business with its own head of department in charge. The new department was organized as one division which was further and subdivided into three sections. The three sections—radio, signals, and yoemen—are coordinated administratively by the Charlie division officer and supervised by the com-

munication watch officer. All work together to perform one task; to provide the ship with external communications, whether it be to give and take orders in battle, or send and receive mail for the ship's personnel.

The volume of traffic handled each month is enormous. Most of it comes and goes by radio dispatch, but flag hoist, flashing light, semaphore, airmail, ordinary mail, and telephone also play their part. Files are kept of all messages sent and received and, during an average month, enough traffic will pile up to fill twelve cubic feet of cabinet space and weigh several hundred pounds.

There is one other and purely personal phase of ship communications. A ship which has a good communication department is invariably known throughout the fleet as a good ship, while one with a poor communication department is known as a sloppy ship. We are proud to say that the PASADENA'S communications have always been of the best.



C DIVISION

Shapiro, M., Collins, S. L.,
Forester, L. P., Watson, M. D.,
Healy, D., Haug, R., Saccone,
J., Garrett, R., Stoldt, C. M.,
Campbell, W. A., Bartlett, R.,

Cullen, J., Szilasy, A. L., Clark,
J. K., Grama, N., Karst, A. C.,
Fehn, T. P., Neu, H., Wiggins,
W. R., Benjamin, C. J., Koluch,
Florczyk, Hageman, G. E., Ellis,

N. R., Rabinowitz, R. G., Test,
L. D., Muller, W. F., Mendler,
H. C., Stevens, R. W., Lee, J.
R., Bowman, Rositaro, R., An-
gelos, A. G., Thompson, R. S.,



C DIVISION AFT

Goss, E. R., Ryan, F. X., Lepera,
F., Shippen, H. H., Fox, E.,
Kochsmeier, R. W., Derkits, E.
J., Veazie, R. E., Gainer, R. E.,
Wine, H. M., Foley, T. P., May-
nard, E. A., Olewinski, H.,

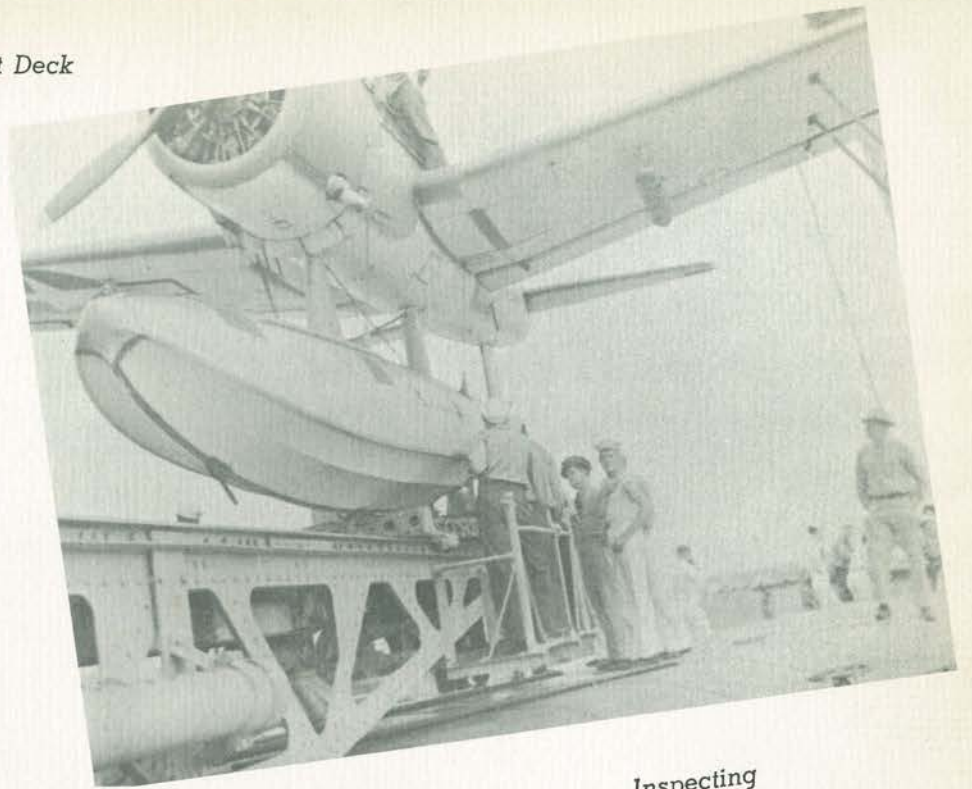
Buckley, D. L., Adcock, C. W.,
Cleckner, R. C., Hazelet, D. E.,
Glass, T. L., Radke, M. A.,
Lamons, H. M., Abbott, H. D.,
Lenehan, D. F., Klodzinski,
Prickett, M. A., Wold, J. C.,

Overgard, McConaghy, Wheel-
er, M. K., Widman, J. A., Kole-
ga, J. J., Brown, J. L., Mitchell,
J. B., Pappa, Sattler, Tracey,
Plagman

Stand by to Recover Aircraft



Flight Deck

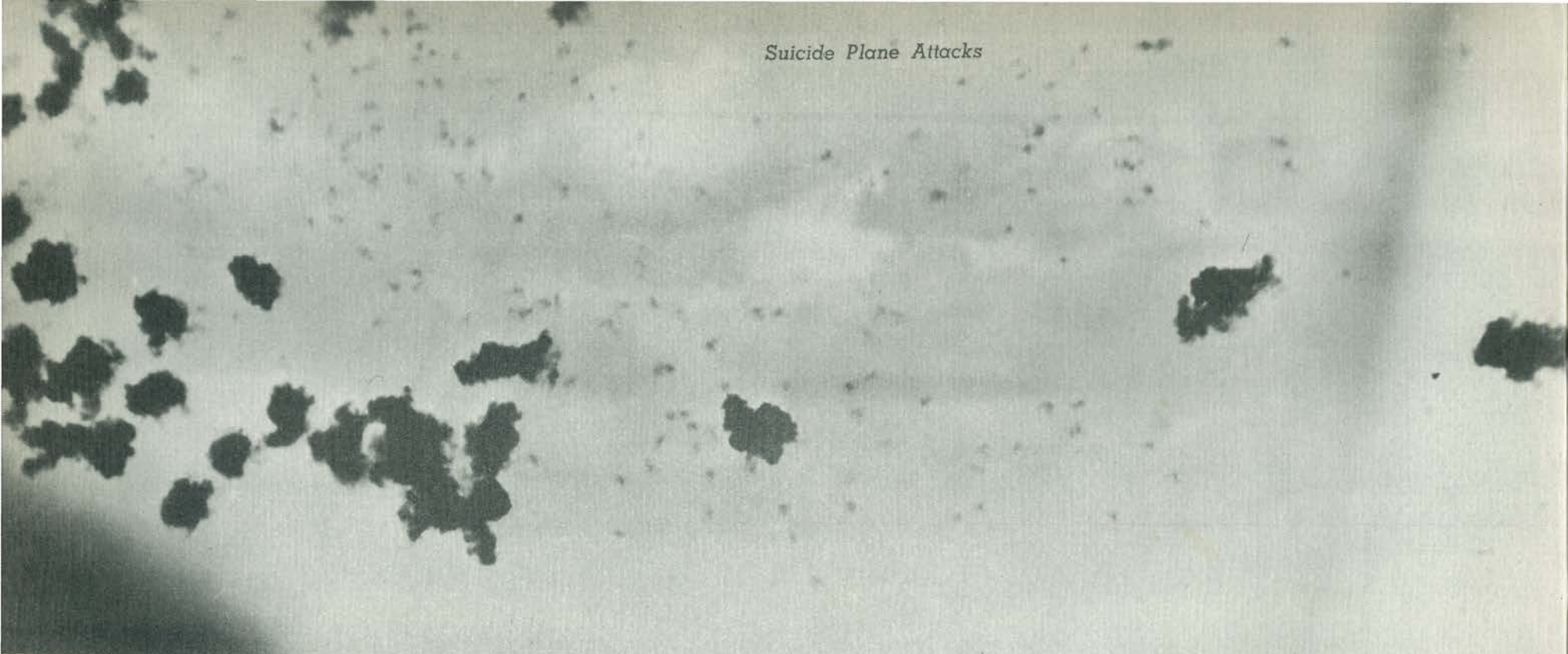


Inspecting
Aircraft

General Quarters



Suicide Plane Attacks



"Near Miss by a Kamikaze"

Gunnery

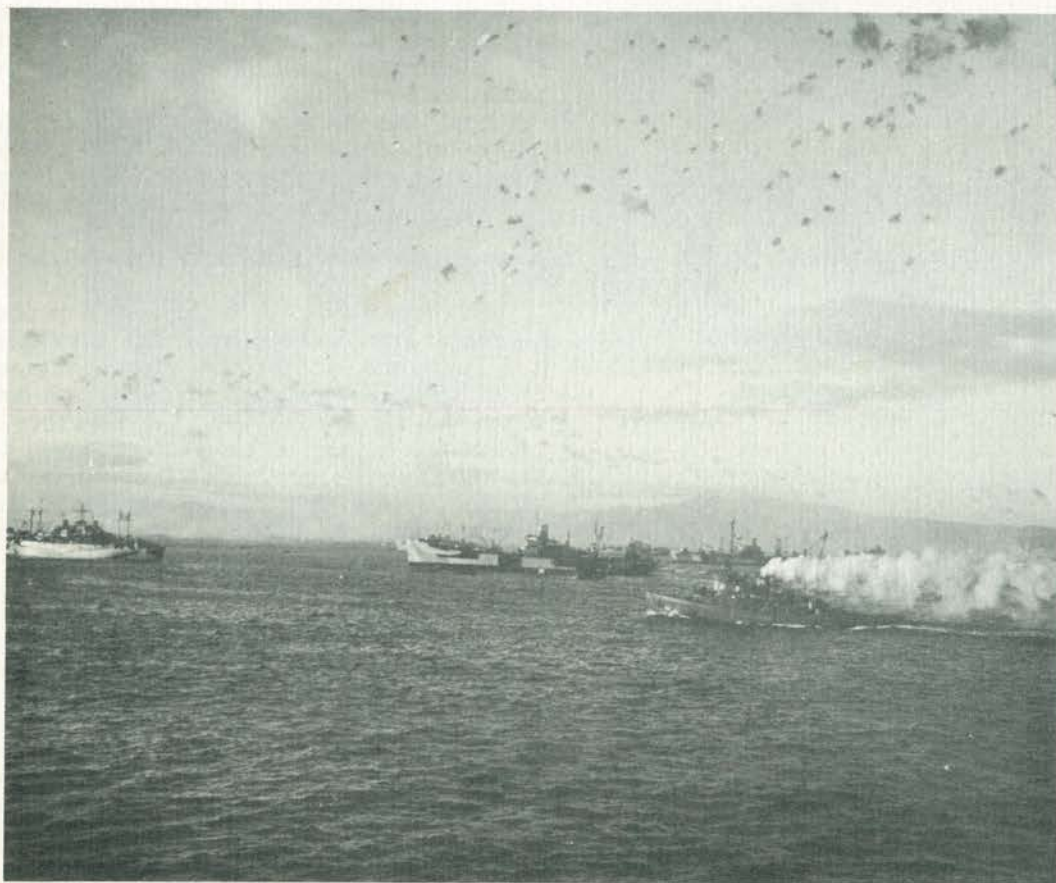
Dept.

On Guns and Men

As the fellows would say, "Many moons have passed since we sweated and labored and drilled until we were sick and tired of the shakedown of the Pasadena." Needless to say, however, it paid off in the long run.

Right now, of course, the Gunnery Department has practically gone the way of the buffalo, but between the shakedown and the present, all the efforts of the Gunnery gang paid off in the following ways.

They established the Pasadena as one of the five best-shooting cruisers in the Fleet. If you want some proof on that score, just ask some of the old gang on the Essex, whom we escorted through most of the major encounters during the last phases of the war, when the Kamikazes were more than just a topic of conversation. The day the Franklin earned its glory story, Kamikazes scored hits on six big carriers. It might have been the same story for the Essex, if a sharp-eyed sky lookout named Jessemer and a sharp-shooting 40 m. m. gang hadn't combined their talents. This team sent enough 40 m.m. slugs into a Jap Zeke to distract him into flying right over the Essex, and making an ignominious water-land on her port side, in the wide-open Pacific. Mount 46 thereby gained the major share of credit in the "P's" first kill.



Shelling of Luzon

When we joined the fleet we were a good team, ready to serve against the Japanese but we still had one more period to go thru. That, of course, was the "school of hard knocks," and the period of profiting by mistakes.

Time passed and we kept on learning. At Luzon, in the China Seas, at the bombardments of Iwo Jima, at Minami Daito Shima, and last, the blast of Honshu Island itself in a night anti-shipping sweep along the southern coast. There, CruDiv Seventeen, consisting of the Pasadena, Springfield, Wilkes-Barre and Astoria gained a "first" to add to their war records.

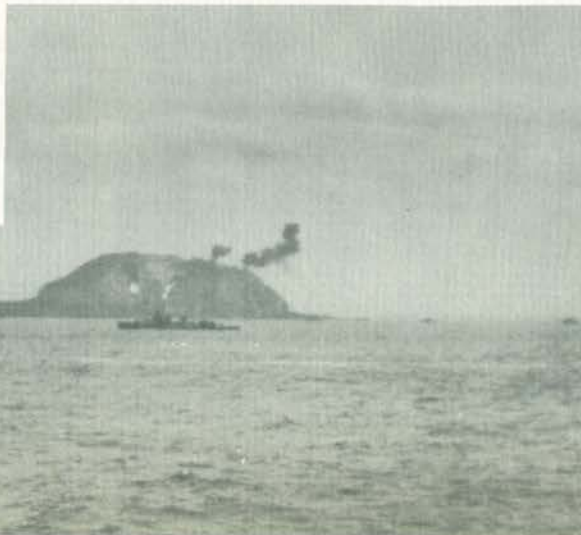
It paid off during all the air defenses for our eleven months of combat duty, with credit for four "kills," (maybe even a few more if claims had been made for them), and innumerable assists. It paid off when we received a "Good shooting," "Well done" or "Splash one Zeke." It paid off when only one man was lost in all those eleven months.

As always, of course, there are those who deserve mention for their work and untiring efforts. Many of them are no longer with us, but they cannot be praised enough for training "civilians in uniform" in the finer arts of gunnery. For getting on fast-moving targets in matters of split-seconds, loading, firing, and reloading with smooth, machine-like precision; for training men to get computer solutions which were good enough to get the target.

Just to mention a few of the people responsible for the gunnery departments transition to a successful, highly-efficient organization, we must think of the following—Chiefs King and "Doc" Morris, and Gentry, Underwood, Budzak and Dymytro who were responsible for the



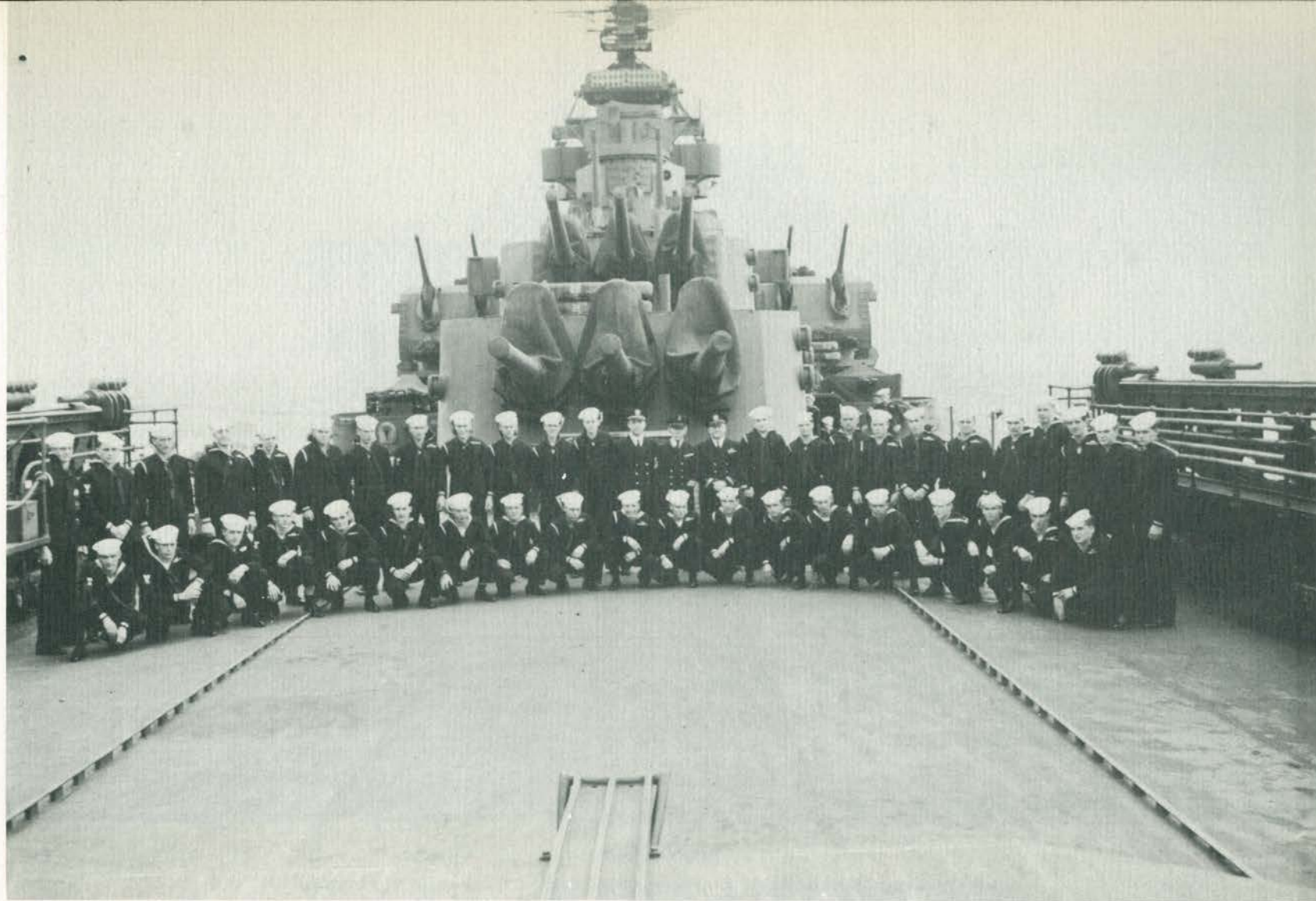
Bombing and Shelling Iwo Jima



results of the Main Battery. In the secondary battery, credit must go to Chiefs Fortney and Sullivan, and to Helbert, Kovreg, "Salty" Meyers, Siteman and Hemple. In the 40 m.m. gang Chief Smith, Pollard, Zuelke, Tadlock and numerous others.

Last, but far from least, our radar and fire-control gangs were right in there pitching along with everyone else, from Chiefs Roach, Prieste, and Arbogast, from Christensen, Stone, Locwer, and La France. The first class, right down to the strikers, all rate a well-deserved "well-done."

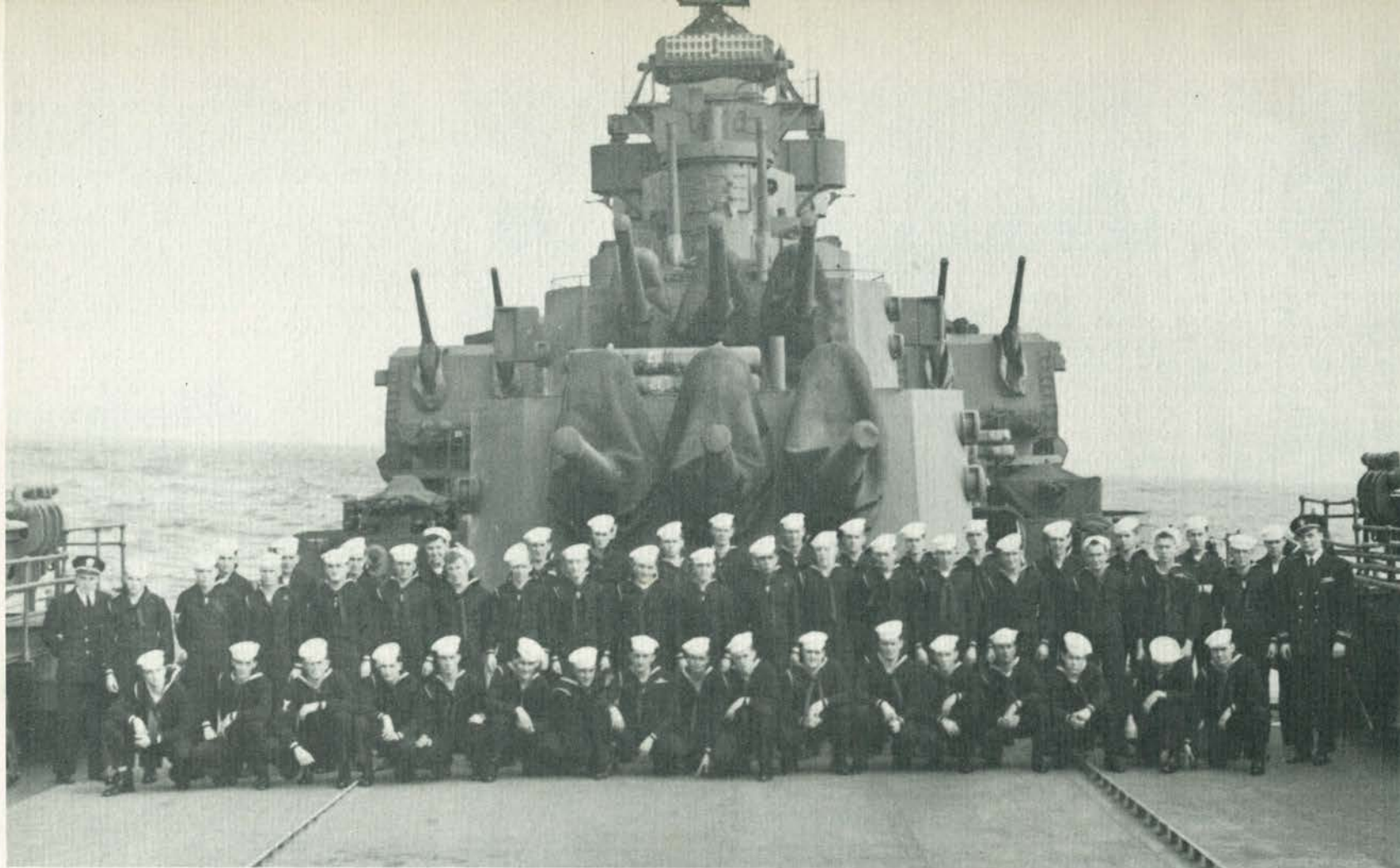
Of course, it would be impossible to name everyone that had a part in the developing, and final accomplishments of the Gunnery Department, but each of us, when we have heard the song of the 40's, and the sharp report of a five inch seeking out her prey, and the deep, sullen continuous roar of the six-inchers thrusting forward and recoiling on their deadly gray haunches, blasting the enemy and the enemy's soil, can feel a warm affection in his heart for American guns, and the part each played in keeping those guns ever-ready and ever efficient in the role for which they were especially built. Each and every one of us can be proud of the fact that we were one of the men behind the guns—the Pasadena's guns—that were born at Quincy, and grew up in the Pacific. If guns were alive, one could imagine that they even chuckled deep in their muzzles the day when we steamed into Sagami Wan and gazed unwinkingly at the little brown monkey who came aboard, and had to salute the red, white and blue streaming from the foremast. It was then that each and every one of us were paid in full for everything that had gone before.



1st DIVISION

The Foc's'le Gang

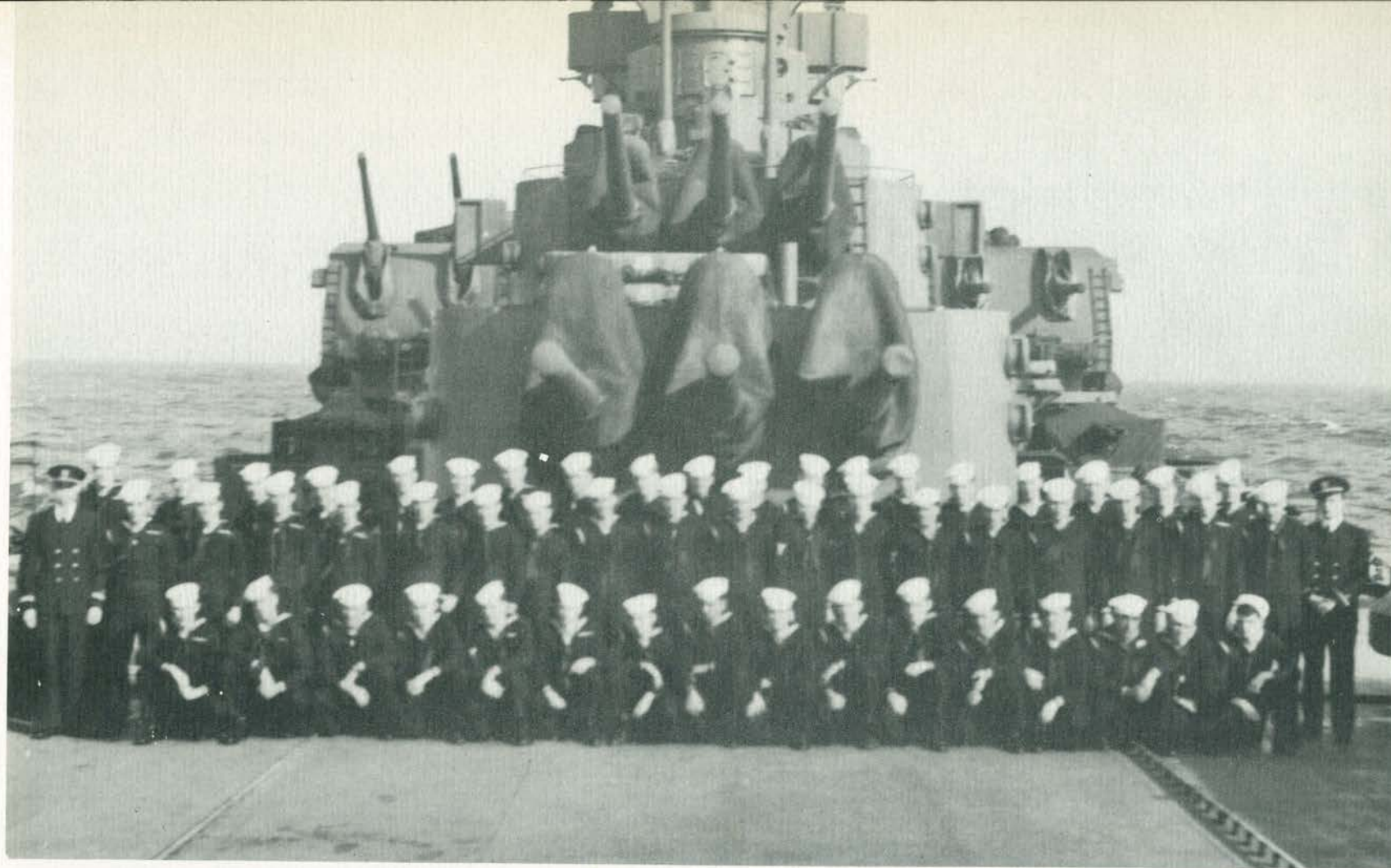
Godfrey, B. J., S.2c; Levine, S., S.2c; Spaulding, C. B., S.1c; Gavin, G. S., S.2c; Harrington, J. B., Cox.; Gifford, C. C., Cox.; Levinowitz, H., S.2c; Fowler, G. C., S.2c; Morris, W. C.T.C.; McCarthy, J. V., S.1c; Smith, M. E., S.1c; Neal, W. B., S.1c; Forest, T. L., S.1c; Thebault, C. J., S.1c; Winfield, J. B., S.1c; Znakowsky, G. C., S.2c; Loperfido, E., S.1c; Hannah, T. C., S.1c; Large, N. G., S.1c; Maxsimic, R., S.2c; Hand, C. M., S.1c; Lach, R. P., S.1c; Manelski, N. J., S.1c; Olah, J. G., B.M.1c; Morrow, J. W., Cox.; Schlender, S. A., G.M.3c; Hinds, J. F., Cox.; Athanas, G., S.2c; Vartorella, E., S.2c; Jarmon, M. J., S.2c; Peters, C. J., S.1c; Burris, J. S., S.1c; Richardt, T., S.1c; LeBlanc, S.1c; Febus, C. W., S.2c; Januszak, A. A., S.1c; Jewel, E. W., Cox.; Udstuen, Hervie W.; Ramsey, Ray L.; Ravenscroft, Marshall; Liakos, James; Pacicca, Edward; Hancock, Leonard W.



2nd DIVISION

Lt. (jg) Robert M. Runian; Ensign D. R. Brown; Pyle, E. O., S.2c; Lescheck, H. W., S.1c; Vogel, N. J., S.1c; Fuller, N. E., G.M.3c; Thomas, A. P., S.1c; Wright H. L., S.2c; Glaud, J. R., Cox.; La Papa, H. C., G.M.2c; Krepelka, J. R., Cox.; Schakett, E. C., S.1c; Wicher, W. J., S.1c; Eben, R. M., S.2c; Slattery, A. J., S.2c; Rinehardt, J. D., S.2c; Pappas, J. R., S.2c; Schmitt, J. R., G. M.3c; McManus, T., S.2c; Brummer, C. A., S.1c; Talarico, F., S.2c; Ziegler, J. J., S.1c; Bender, G., S.2c; Salwilowski, J. R., S.1c; Mozza, C., S.2c; Gauthier, R. L., S.1c; Rivera, M. M., S.2c; Rosemas, L. N., S.1c; Spaulding, F. M., S.2c; Gaats, D. S., S.1c; Sheeley, K. B., S.2c; Jordan, H. C., B.M.2c; Tetrault, A. P., S.1c; Johnson, R. E., S.1c; Grogan, H. C., S.1c; Tracy, R. F., S.1c; Gooch, J. B., S.2c; Gump, J. R., S.1c; Giatrelis, N. P., S.1c; Finley, R. E., S.2c; Dahlke, J. E., G.M.3c; Winer, R. S., S.1c; Cormier, G. S., S.1c; Graham, W. E., S.1c; Somma, L. R., Cox.; Selby, R. F., Cox.; Dmytro, M., C.T.C.; Denton, P. A., G.M.2c; Zammiello, F., S.1c; Johnson, G. V., S.1c; Eck, P. M., S.2c; Budzak, S. J., T.C.1c; Balamoos, C. W., S.2c; Baker, C. G., S.2c; Slattery, V. J., S.2c; Wilson, C. D., S.1c; Powanda, J., S.1c; Dooley, W. T., Cox.; Tatka, M. P., S.2c; Smith, P. W., S.1c; Martin, A. K., S.1c; Palmer, H. E., S.2c; McNew, R. E., B.M.2c; Gray, H. C., S.1c; Cundiff, C., S.2c.

The Fantail Gang



3rd DIVISION

Starboard Amidships Crew

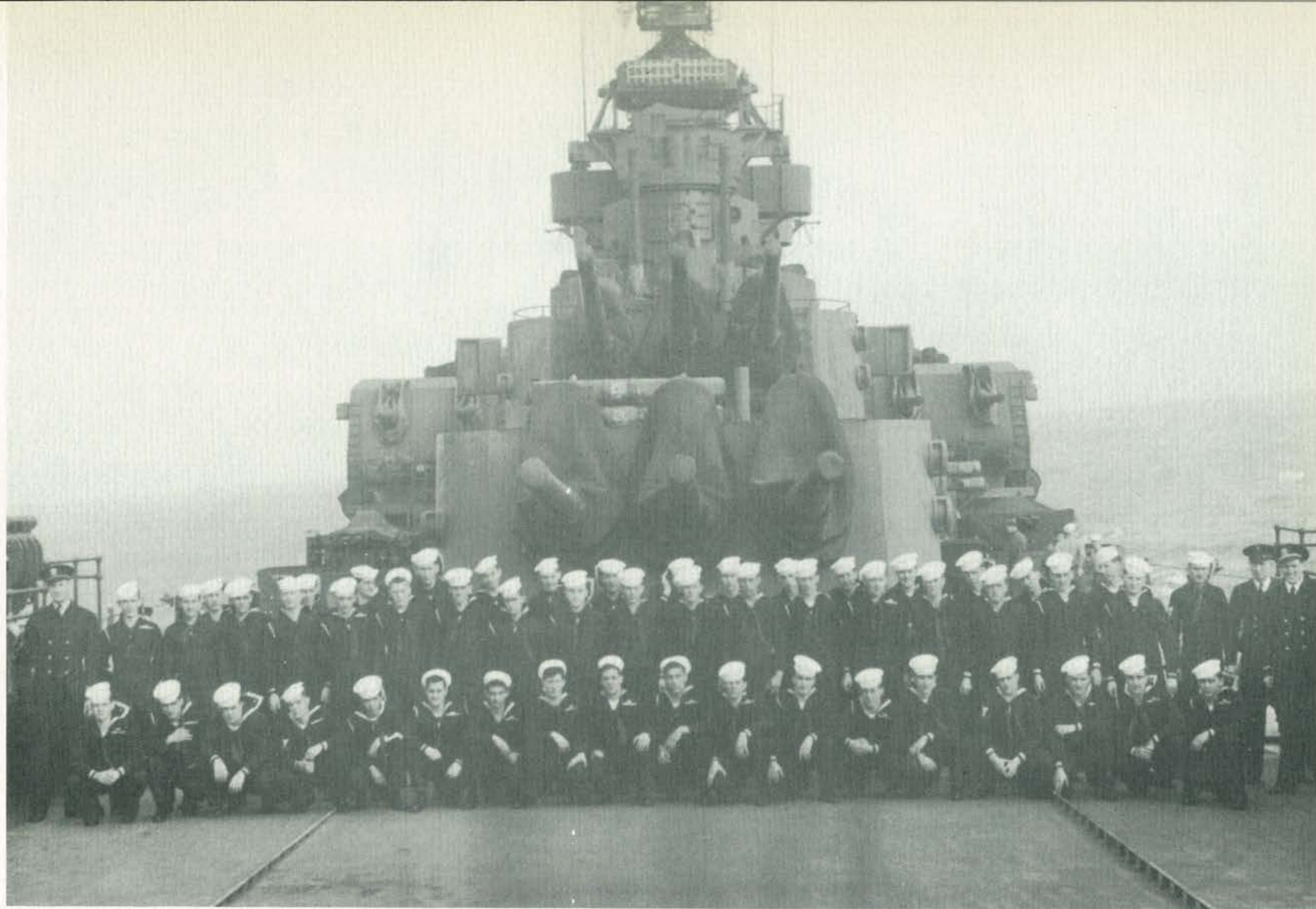
Baker, R., B.M.1c; Turner, C. B., S.2c; Menard, W. J., S.2c; Ray, W. T., S.2c; Rusin, S. A., S.2c; Hayes, A., S.2c; Ieclorcyuk, H. A., S.2c; McCabe, I. J., S.2c; Timm, C. J., S.2c; Swanson, J. R., S.2c; Rowke, J. J., S.2c; Volpe, C. A., S.1c; Hayden, K. J., S.2c; Frattiannie, S. M., S.2c; Kwiecenski, A. S., Cox.; Hull, D. K., G.M.3c; Coin, R. S., G.M.3c; Sinclair, M. K., S.1c; Scelewicki, S. I., S.1c; Vermette, R. J., S.1c; Vizzio, T. P., S.1c; Updike, A. R., S.1c; Priest, W. W., S.2c; Skapura, A., S.2c; Hogan, O. W., S.1c; Tworzyanski, I., S.1c; Panagopoulos, W., S.1c; Mosely, J. D., Cox.; Vance, W. P., G.M.3c; Shephard, C. J., G.M.3c; Scarbrough, I. H., S.1c; Arnold, J. I., S.2c; Manahan, W., S.1c; Bales, W. H., S.2c; Harmon, H. C., S.1c; James, J. R., S.1c; Oliveri, J. J., S.1c; Hammett, J. E., S.1c; Hajdas, S. I., Cox.; Proulx, R. R., S.2c; Ileisher, S., S.2c; Grenier, L. O., S.2c; Connolly, I., S.2c; Melcher, R. J., S.2c; Griffin, G. C., S.2c; Jacobs, M. W., S.1c; St. Jean, R. O., S.2c; McKenny, D. J., S.2c; Halbardier, H. R., S.2c; Lucius, M., S.1c; Garrett, L. O., S.2c; Freski, L.; Scallion, G. E.; Somers, J. K.; Snow, C. T.; Haney, W. E.; McCaul, J. I.; Simmons, H. L.; Stevenson, H. T.; Hundley, J. E.; Perras, L. J.; Hirsch, H. E.; Watts, J. W.



4th DIVISION

Portside Midships Crew

Evans, G., B.M.1c; Cloud, B., G.M.3c; Kline, H., S.1c; Welcome, S.1c; Viau, E., S.1c; Kowdlewski, S.1c; Zieb, S.1c; Leturgez, S.2c; Wilkinson, S.2c; Sprankle, S.1c; Austin, S.2c; Pearson, S.2c; Riner, S.2c; Brewer, S.1c; Patton, S.2c; Rushing, S.2c; Sharp, S.2c; Bellio, S.2c; Womack, G.M.2c; St. Rock, G.M.3c; Fitzgerald, S.1c; LaBranche, S.1c; Jamison, S.1c; Garguilo, S.1c; Rosenbaum, S.1c; Smead, S.1c; Korkowshi, S.2c; Porter, S.2c; Yalanis, S.1c; Henry, Cox.; Morris, Cox.; Smith, S.2c; Marforio, S. 2c; Arasimowicz, S.2c; Hoskins, S.1c; Jones, S.1c; Backman, S.2c; Stock, S.2c; Keenan, S.1c; Miller, S.2c; Blount, S.2c; Gunderson, G.M.3c; Greenbaum, S.1c; Zito, S.1c; Fudo, S.1c; Hull, S.1c; Gewinner, R., G.M.3c; Rowland, R., G.M.3c; Bevers, L., G.M.3c; Jensen, J., Cox.; Zoum, A., S.1c; Summerlin, E., S.2c; Scotignello, F., S.1c; Riley, F., S.1c; Collins, F., G.M.3c; Zowodney, J., S.1c; Allison, W., G.M.3c; Hickman, M., S.1c; Savitske, J., G.M.3c; Coll, S.1c; Brown, T R., S.2c.



5th DIVISION

Lt. (jg) T. F. Utegaard, Ensign J. Ackerd, G. M. Shane, Koch, R. O., Franko, A. R., Smith, G. D., Weig, R. R., Gouin, H. A., Maroney, W. P., Lambert, R. P., Keir, E. A., Goodner, McGraw, Riccardi, Polodna, Foster, Parsons, L. Z., Jr., La Chance, P. J., Tudisco, F. J., Parker, J. R., Rickey, D. F., Patterson, R. A., Maurella, N. J., Tancredi, R., Hamilton, B. E., Mucci, J. F., Akins, E. E., Kryder, H. L., Leggio, J., Syroczyński, A. J., Gagliardo, A., LaFlamme, G. L., Yaeger, J. F., Smith, R. C., Ross, J. A., Soffietti, E. B., Gonzales, G. J., Johnson, J. L., Fournier, R. J. M., Hudson, J. M., Hamilton, W. E., Mobley, A. G., Hanna, Z., Hall, L. J., Limoncelli, A. A., Siravo, V. N., Porterfield, E. N., Gum, W. H., Cafarella, E. A., Uhase, E. R., Scarlett, W. L., Reeve, E., Hudson, M. H., Salinas, Juan. Not in the picture: Kline, E. P., Powell, J. C., Behrens, R. J., Bailey, L. V.



MARINE DETACHMENT

6th DIVISION

First row—(left to right) Cullimore, Donald L., Pfc.; Cates, Robert D., Pfc.; Burns, Leo N., Pfc.; Knight, Raymond T., Jr., Pfc.; Mankiewicz, Valentine J., Corp.; Deaver, G., Corp.; Bowen, Robert L., Pfc.; O'Brien, James H., Pfc.; Vaughan, Theodore T., Pfc.; Lizak, Henry S., Pfc.; Arbaczewski, Edward J., Pfc.

Second row—(left to right) Hapenny, Charles W., 1st Sgt.; Beckland, Andy L., Pfc.; Brown, Thomas R., Pfc.; Harrison, Donald, Pfc.; McCuiston, Howard R., Pfc.; Dempsey, John A., Jr., Pfc.; Becker, Carl E., Jr., Pfc.; Bruksch, Elmer R., Pfc.; Aquino, Thomas A., Pfc.; Jenkins, Oran R., Pfc.; Hook, Edward D., Pfc.; Vechter, Andrew G., Pfc.; Schrudder, Jack T., Gy. Sgt.; Cibik, Steve J., Capt.

Third row—(left to right) Christian, Thomas A., Pfc.; Montague, Robert D., Pfc.; Morrissey, Charles M., Pfc.; Coats, Robert C., Pfc.; Conway, Charles E., Jr., Pfc.; Carson, Edgar M., Pfc.; Arbusto, Dominick, A., Pfc.; Clanton, William E., Pfc.; Chamlee, William Z., Pfc.; De Young, Roy J., Pfc.; Dodds, Donald J., Pfc.

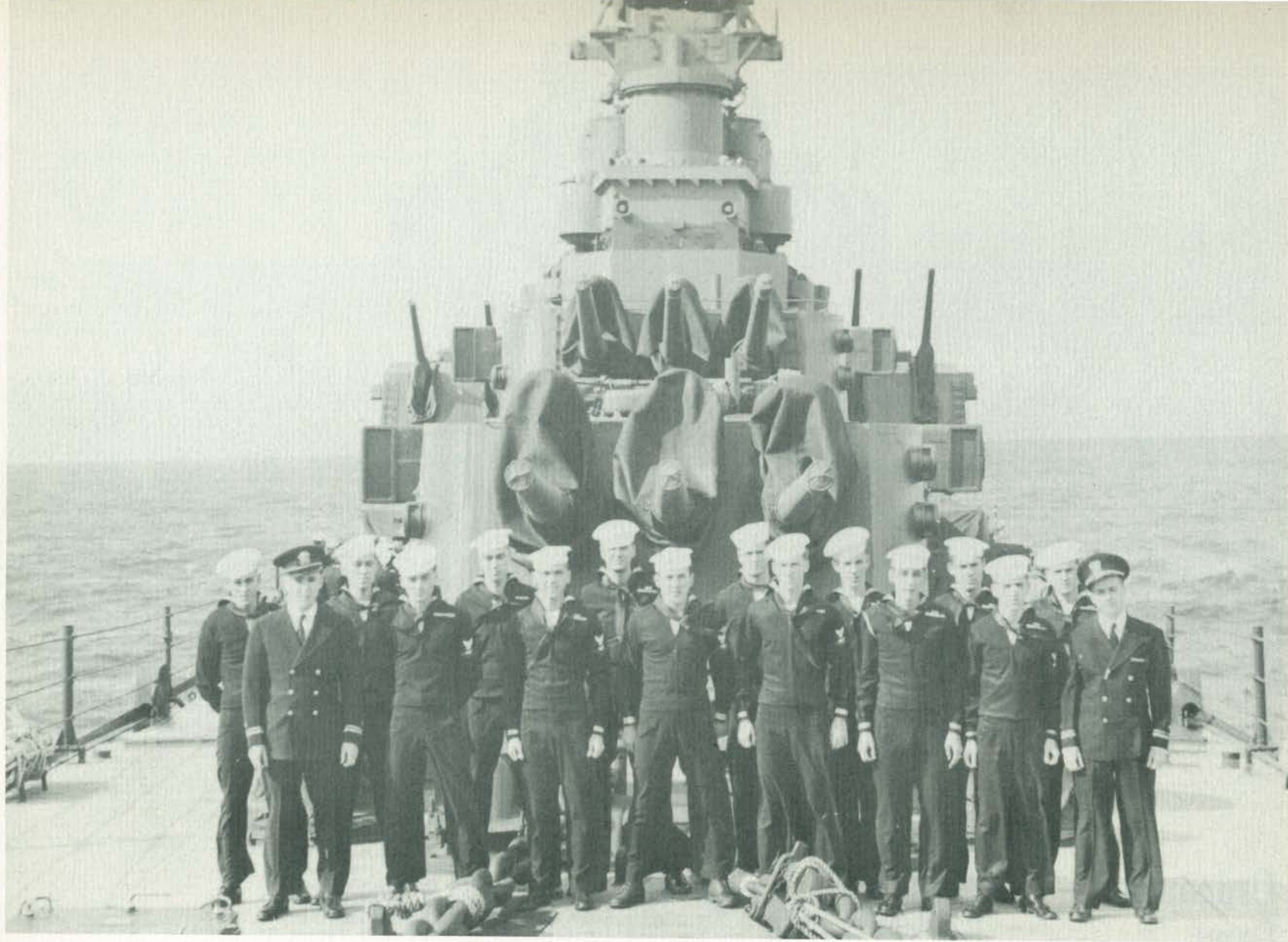


"T" DIVISION

Standing—(left to right) Lt. (jg) Charles Jackson Grayson; Ensign John Marvick Swanberg; Edmund Wilhelm Larson, F.C.O.3c; Chief Gunners Mate Coleman T. Sullivan; Anthony Joseph Capoccia, F.C.3c; Acree Elroy Brown, F.C.3c; James Nelson Urquhart, S.2c; Robert Clayton Keesling, S.1c; Robert James Thoennes, S.2c; Milton Chester Goodroe, F.C.3c; Todd Kimsey, F.C.O.3c; Robert Eugene Liebe, S.1c; Richard Michael Hanehan, F.C.3c; Earl Leslie King, S.1c; Bruno Einer Lindberg, F.C.3c; Robert Mortimer Womer, S.1c; Thomas George Keeley, Jr., F.C.2c; Carl Wilson Jenkins, S.1c; Frank Theodore Hermann, Jr., F.C.O.3c; Jack Mahan Foster, F.C.2c; Walter William Huehn, F.C.3c; Harold Eugene Brownell, G.M.3c; Albert Weiss, S.1c; William Joseph Sangirardi, G.M.3c; James Thomas Healy, G.M.3c; James Floyd Postlethwait, S.2c; Charles Joseph Zollinger, S.1c; Harvey Schmidt, G.M.3c; Donald Calvin Stouffer, S.2c; Patrick John Sullivan, S.1c.

Kneeling—(left to right) John Allen Weiss, S.1c; Harold Joseph Gotthelf, F.C.3c; Lew Wallace Loveland, Jr., F.C.2c; Fred John Ashenfelder, F.C.2c; John Kennedy Shivers, F.C.3c; William LaVerne Hook, F.C.O.3c; Joseph Maliawco, S.1c; Richard Patrick Rogers, S.1c; Paul P. Carberry, G.M.3c; Julius Stanley Bienkowski, F.C.2c; Robert Anthony McLaughlin, Jr., F.C.3c; Christian Anthony Vanderlinden, S.2c; Geno Patrick Struglia, S.1c; Robert Thomas Rogers, S.1c; Walter William Duchnik, Y.3c; Lewis James Young, S.1c; Luther E. Mills, S.1c; Leo Hagopian, S.1c; J. W. Mikell, S.1c; Edwin Jacob Schneider, F.C.3c; Louis Joseph Decataldi, F.C.3c.

Ordnance
Gang



ITEM DIVISION
(See Next Page Also)

First row—(left to right) Prescott, T. G., Lt. (jg); Purcell, T. J., Rd.M.3c; Wroczul, Z. J., Rd.M.3c; Nichols, R.T.2c; Skoczlas, A. J., Rd.M.3c; Rose, J. C., S.1c; McLoed, G. C., Rd.M.2c; Fass, P. H., Lt. (jg); Rear row—Zbink, M., Rd.M.3c; Shelby, T. F., Rd.M.3c; Townsend, J. H., R.T.2c; Jacobs, W. D., S.1c; Newman, D. C., Rd.M.3c; Jessemer, C. E., Rd.M.3c; Powell, J. D., S.2c; Knowles, G. J., S.2c.

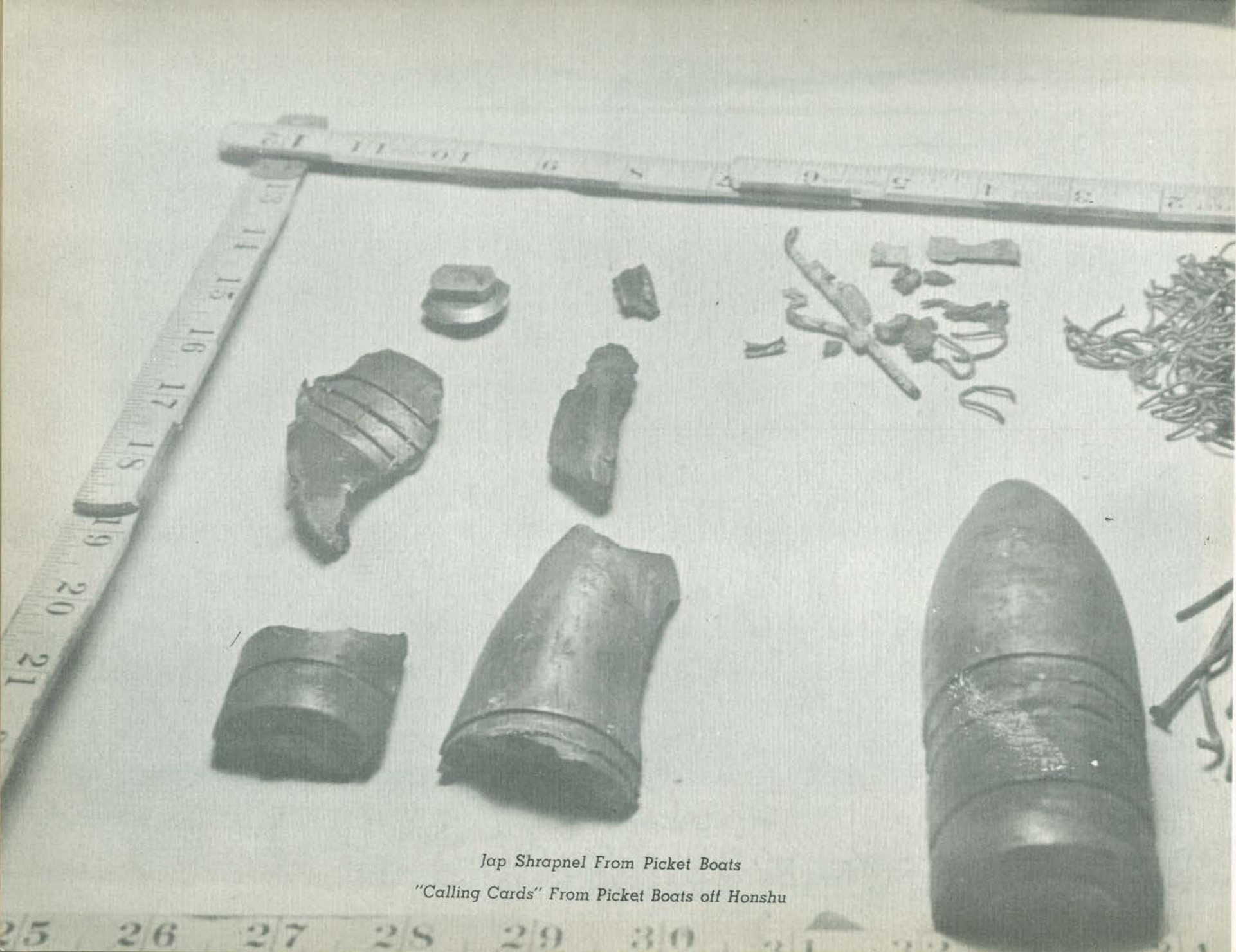
**RADAR
EXPERTS**



Comm Deck Sailors

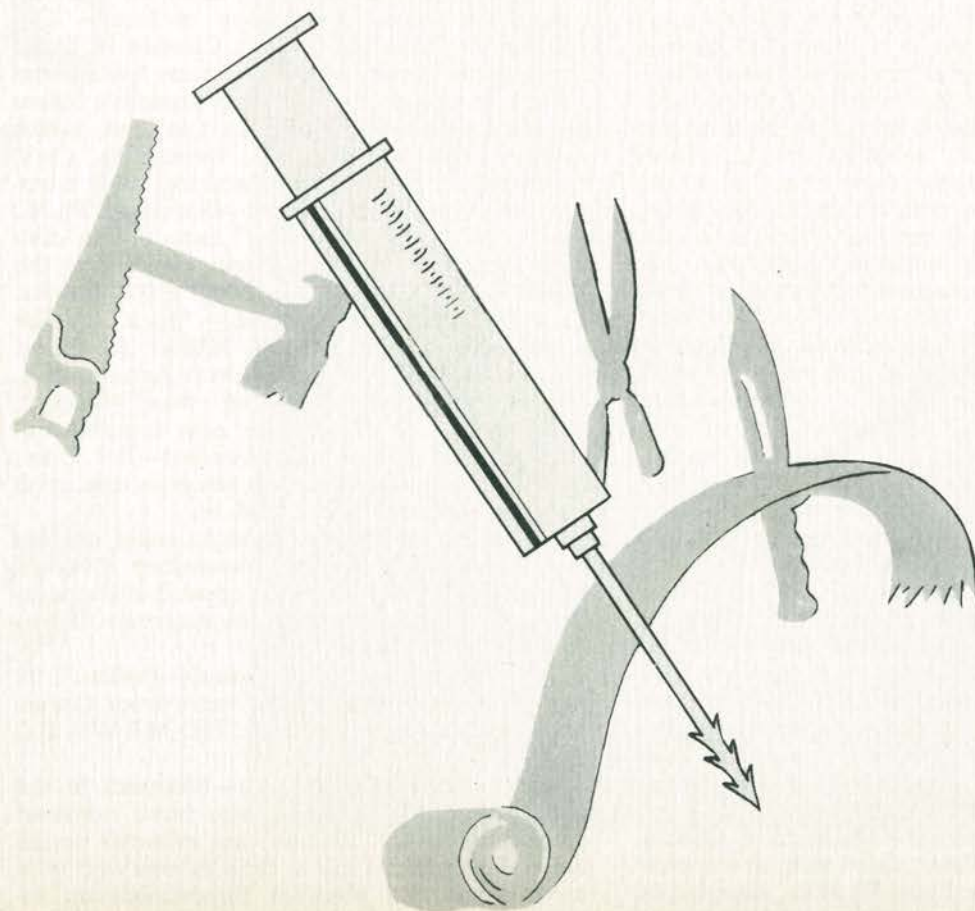
ITEM DIVISION (Continued)

First row—(left to right) Loewer, D. E., R.T.1c; Gosseck, B. M., S.1c; Gerencer, E. S., S.2c; Edelstein, I. A., Lt. (jg); Babb, R.T.3c; Fox, J. E., S.2c; Sagristano, N. D., S.1c; Purdie, R. G., Rd.M.3c; Rear row—Stone, C. A., R.T.2c; Shippee, C. W., Rd.M.2c; Gehrett, C. W., Rd.M.2c; Barnett, R., R.T.2c; Peart, K. F., S.1c; White, H. E., Rd.M.2c; Kraus, O. W., Rd.M.3c.



Jap Shrapnel From Picket Boats
"Calling Cards" From Picket Boats off Honshu

Medical Dept.



MEDICAL DEPARTMENT U.S.S. PASADENA
"KEEP AS MANY MEN AT AS MANY GUNS
AS MANY DAYS AS POSSIBLE"

Behind the motto of the Medical Department lies a multiplicity of tasks, ranging from the dramatic race with the grim reaper in the operating room to the menial chore of sniffing the heads. The Medical Department is the smallest department in the ship, but by no means is its job in proportion to its size.

During the war the day was started at an early hour by reveille, a damnable sound which conditions everyone to the humor of a wet hornet. While you are debating whether or not to risk another wink of sleep, general quarters sounds and decides the question. Then the mad skin-barking rush to your battle station and subsequent collapse from the effort. Any further hope of sleep is banished by battle or the discouraging task of teaching first aid to the stewards mates assigned as stretcher bearers. After breakfast comes the less savory task of routine ward care for the patients and ward rounds with the Doctors. "Quarters for muster and Physical drill," as inevitable as daybreak and as welcome as the itch. It wasn't held, though, if enemy planes were within 20mm. range. The lilting melody of sick call is a signal for all the 18 carat boys to knock off work(?) and rush for the line which forms to the right, the left and the fantail. If the sick don't become discouraged, they too get to Sick Bay. One need not consult the plan of the day for working parties and field day schedules. A look at the sick call line answers the question. The sheep are separated from the goats and the former are herded into the treatment room, EENT, the ward, the x-ray room, the dental clinic, the laboratory, or the pharmacy, as their ailments may indicate.

The day is fairly well along when sick call is finally squared away. The Corpsmen have earned a well deserved rest, which comes after a few other minor items are completed, such as life field day, emergency drills, ward treatments, dental treatments, operations, daily reports, weekly reports, monthly reports, routine physical examinations, laboratory and pharmacy work, emergency treatments sanitary inspection of the ship, inspection of mess cooks, inspection of stewards mates, issue and inventory of supplies and equipment, divisional instruction, crews first aid instruction, et al.

This all began back in Newport, R. I. on a bleak and dreary day in March, 1944, when the precommissioning detail of the mighty "P" united for better or worse. Some of us still recall those Newport Naval Training Station days and wonder why stars and ribbons are awarded for combat duty but none for Newport. Maybe it is a left-handed morale builder when you get to a combat zone and begin feeling sorry for yourself, you recall Newport and automatically become happy with your lot. In spite of the hardships there, the ground work of the Medical Department's organization was laid. As with the rest of the complement, the majority of the corpsmen were embarking on their first tour of sea duty, only one Doctor and two corpsmen had prior sea duty. The introduction to shipboard routine came with the commissioning and to the tune of riveting hammers, June 8, 1944. The Navy yard period will be remembered for its nightmare of noise and confusion. The shakedown period brought relief to some but green seasick faces to others. The Medical Department was heavily afflicted with mal de mer. Men would come to sick bay complaining of seasickness, take one look at the corpsmen and go away feeling that they had nothing to complain about after all. The tropical south Atlantic isles had all the allure of a travel folder ad when viewed from a distance of five miles, but this allure decreased as the visibility improved. No one went over the hill and there was no weeping at the reef when we shoved off.

The post shakedown leave was short but sweet. The boys went home and expounded

on the mysteries of the seas and made love to Mary with a vim and zest that is peculiar only to sea-going sailors. Then, farewell, and we were off to the wars. Panama proved an interesting interlude. The boys spent hours looking for cocoanuts in Cocoanut Grove and finally learned that you were supposed to bring your own.

Pedro and Pearl came in all too rapid succession. The war had changed Hawaii tho. All the glamour and glitter had vanished. Then came the combat zone and proof that people were really mad at each other and playing this game for keeps. A gaze around the horizon gave confidence that we were playing on the right team. The chatter of our guns and the results of that chatter gave all the more proof. What followed is a matter of history.

An early glance at the department showed Dr. Canada, the bull surgeon, philosophizing on the "Old Navy", or riding herd on the stewards mates—Dr. Bowman of the dental construction and repair department pounding on teeth in cadence with 40mm. fire or trying to learn deck tennis in his spare time—Dr. Zintl doing all the work and catching "cat naps" when a free second happened along—Chandler, C.Ph.M., learning poker the hard way—back in the CPO Quarters—Joy Jeglum, Ph.M.1c, (later Chief) setting a tempo of work in the pharmacy that is tiring to watch—Moe George, Ph.M.1c, (who, upon Jeglums discharge, became Chief) in the office fussing like a setting-hen over his files and reports—Vern Ailstock, Ph.M.1c, (now a civilian) wrestling with his x-ray machine or counting his pills and pliers—Bill Gorman, Ph.M.2c, (another civilian) of the dental office quoting questions and answers for Paul "Regular Navy" Fey, Ph.M.1c, dreaming about that gal in Squantum, (who finally sent him his dear John); Red "Civilian" Holyoak, Ph.M.2c, passing the pills while trying to decide whether it will be a horse in Arizona or a gal in Massachusetts—Monk Muench, Ph.M.3c, (when he isn't eating), crooning to his Ellie and pounding his typewriter—Muscleman Gosciewicz, Ph.M.3c, practicing sales talk for his post-war job—Hardy Hardison, Ph.M.2c, sleeping in his operating room and having nightmares of

Panama—Charley Tanner, Ph.M.3c, electrocuting jungle rot—Meadows Walley, H.A.1c, using two-bit words to describe his latest invention, a transatlantic pipeline—Casanova Miller, H.A.1c, caressing first aid boxes since the war has interfered with his favorite pass time—Mac McCormick, Ph.M.3c, striking for ships announcer; he won't need the help of the public address system—John Hale, H.A.1c, waiting for interest on his \$10.00 rental deposit in Boston, and boarding his political influence with SecNav—George Garrison, S.1c, latest addition to the family, going the sailors one better with a gal in every state, and pictures to prove it.

A later look though will show the replacements for those new happy civilians—"Old Marine Engineer" Lt. Comdr. Charles H. Eaton our present Senior Medical Officer giving and taking advice on the way a prospective father should act from Dr. Elliott, Lt. (jg), our junior medical officer, while Dr. Heintz, Lt. (jg), goes merrily on his way torturing crew members as the Dental Officer—Garrett, C.Ph.M., the "I must write my wife" man of the division—Hancher, Ph.M.1c, latest member of the "Dear John Club"—"On my last ship," Brooks, Ph.M.2c, telling sea stories—"Back on the farm" Rush, Ph.M.3c, the Master at Arms, Whyte, Ph.M.3c, competing with Axman, H.A.1c, for supermarcy on the ward—Calvert, Ph.M.3c, and Strobe, H.A.1c, now arguing that Hawaii was tougher than combat—Del Prete, H.A.1c, our groaning Italian songster and good old "High Score" Siladi, H.A.1c.

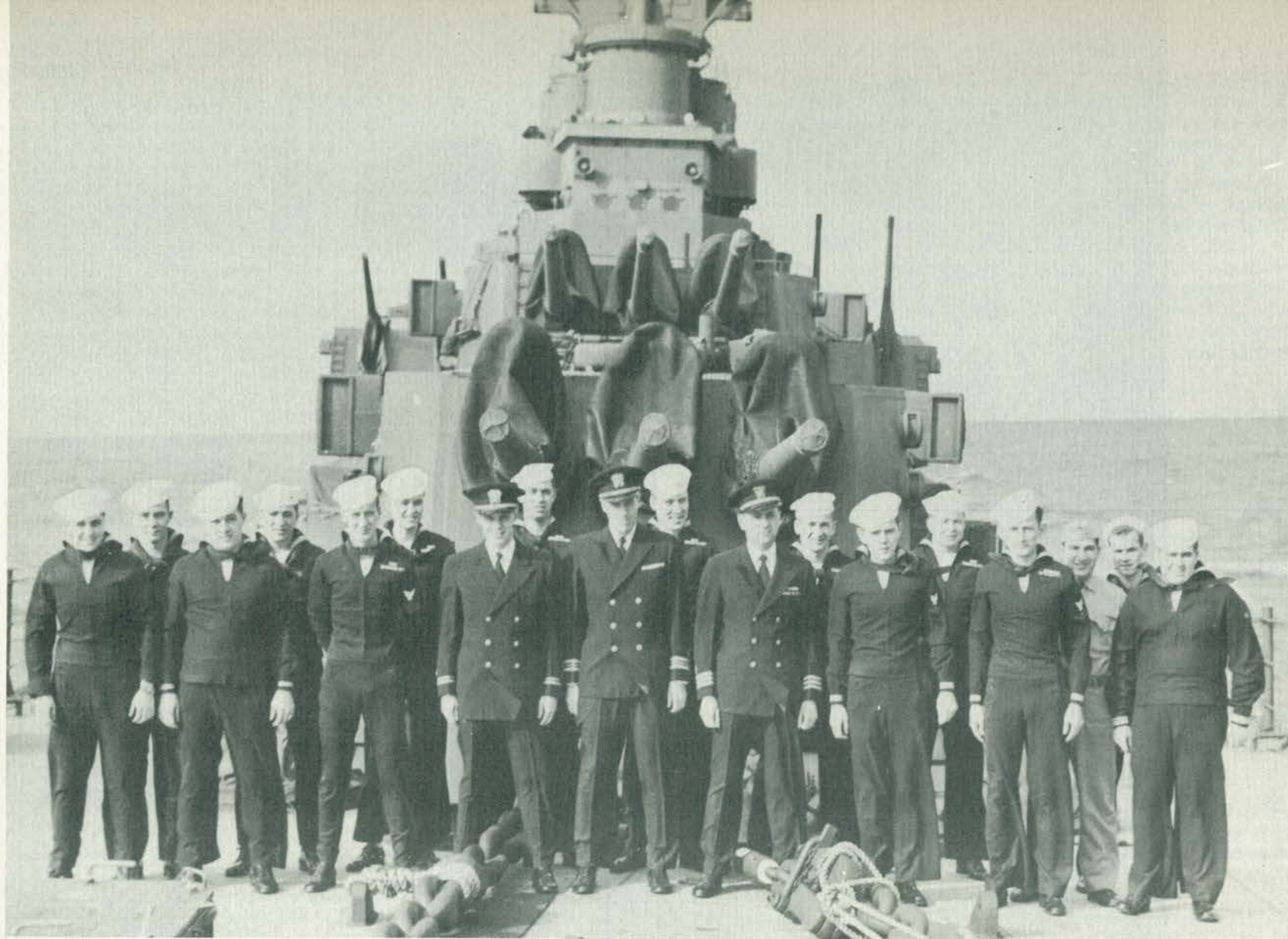
The end of the war brought relief but not much less work for the Dispensary division. Dysentery, colds, cat fever, appendicitis operations, etc. keeping the boys on their toes. Tokyo Bay is not Paradise.

The happy month of January (with all 32 days) brought cheers and tears from Corpsmen and Seamen alike. "HOMEWARD BOUND."

In a more serious vane—bouquets to the men of the "H" Division who have adjusted splendidly to the strange and adverse conditions of shipboard life in time of war and who have made the Medical Department an efficient working machine.



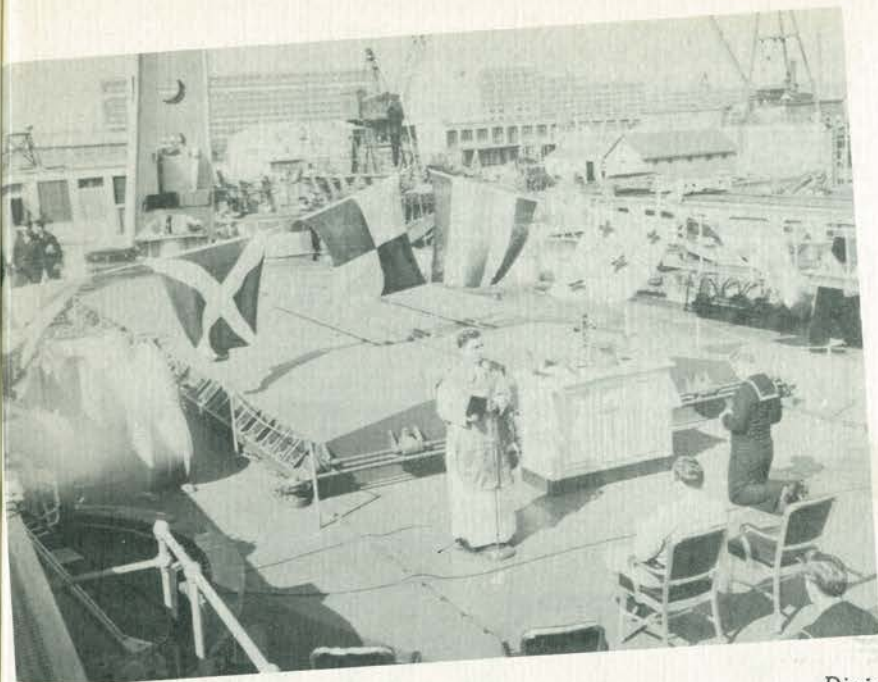
Dr. Painless?



Pill Rollers

H DIVISION

Strobbe, M. A., H.A.1c; Axman, D., H.A.2c; Hancher, A., Ph.M.1c; Del Prete, T. R., H.A.1c; Fey, P. M., Ph.M.1c; Calvert, E. C., H.A.1c; Eaton, C. H., Lt. Comdr.; Elliott, F. D., Lt. (jg); George, M. L., C.Hp.M.; Muench, R. E., Ph.M.2c; Miller, E. H., H.A.1c; Hale, J. E., H.A.1c; Siladi, E. J., H.A.1c; Gosciewicz, L. J., Ph.M.3c; Tanner, C. E., Ph.M.3c; McCormick, M. Y., Ph.M.3c; Bowman, J. F., Comdr.; Hardison, J. H., Ph.M.2c.



*Divine Worship
On the Topside and Below*



The Department is seldom heard of during the so-called "Glory" of war, but nevertheless is vital to every ship. While in forward areas, a ship must never stop or fall behind the task force; and during the many months the Pasadena was with the Pacific Fleet, her screws never missed a turn. This is a fact to be appreciated, when one realizes the Pasadena has covered some 125,000 miles since commissioning in June of 1944. During the Okinawa operation, she steamed for 70 some odd days without stopping, maneuvering from 15 to 30 knots and back again in a matter of seconds.

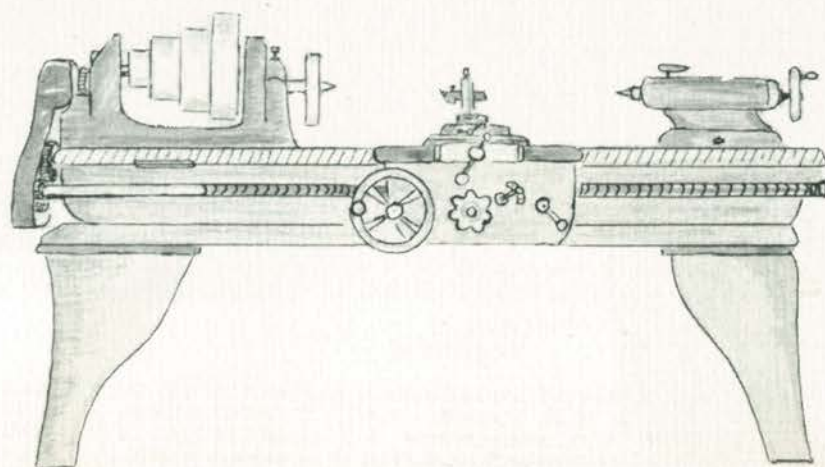
There are four divisions comprising the engineering department, namely; A, B, E, and

M. Each Division is of equal importance, and neither could function without the other.

The A or Able division has shops ranging all thru the ship. These men run the machine shop, metalsmith shop, crane room, diesel-generators, power-boats, air-compressors, steering engines, refrigeration, air-conditioning and steam heating system. They manufacture stars for the Admiral's barge, overhaul anything from locks to mammoth diesel engines, run the ship's boats, etc., nothing can stump them.

The B or Baker division operates the two fire rooms, the evaporators, and, from the Oil King Shack, directs the flow of thousands of gallons of fuel oil and water through a battery of manifolds and piping. The four

Engineering Dept.



boilers can evaporate 211,027 pounds of steam every hour at full power, and 250,300 pounds per hour at 20% above full power. They can store 713,000 gallons of fuel oil, 48,331 gallons of boiler feed water, and 70,034 gallons of portable water in their many tanks, and can keep the ship underway at 12 knots for 30 days without refueling. Two boilers will consume approximately 26 gallons of oil per mile. The men of B division work in excessive heat, but they take pride in handling steam at 600 pounds per square inch pressure and 850° F. They distill all of our water, 40,000 gallons per day maximum, and pipe it throughout the ship. This division is the root of all heat, power, and vital necessities on the ship.



Fueling at Sea

The E or Easy Division has so many switch boxes, circuits, telephones, electric motors, squawk-boxes, gyro-compasses, and other gadgetry, it would shatter the nerves of Steinmetz to attempt to describe their work fully. Their main distribution boards fed by four 600 KW turbo-generators could supply the domestic needs of a small city. Their movie operators have shown around 500 movies contributing much to the morale of the ship. They replace approximately 250 light bulbs every four days, keep miles of cable in repair, and many hundreds of electric motors turning over. Radar, turrets, fire-control, and almost anything necessary to operate gunnery, engineering and communication, depend on this division.

The M or Mike division personnel operate the two engine rooms keeping the four screws turning and operating a score of pumps, and an astronomical number of valves. Their four main turbine driven engines are capable of 100,000 horse-power. Huge reduction gears reduce the unbelievable speed of these turbines to the proper speed that the 118 10" propellers must turn. It is in the forward engine room that the engineering officer of the watch controls all activities of the engineering plant. From here all orders from the bridge are relayed, the most important gauges are watched, and the dangerous superheated steam is guided.

The engineering department has consumed some 15,170,000 gallons of fuel oil. The shafts have turned over 75,557,300 revolutions. We have been underway 7,158.4 hours, and at anchor or moored 7,767.3 hours.

Many of those who served with us have been discharged, and more leave every month. Each and every one deserves a "well done" for his accomplishments.



A DIVISION

Lutzenberger, J.; Lytle, D. P.; Canady, D. N.; Masticola, C. F.; Working, D. F.; Pincock, G. B.; Simanek, W. E.; Fielding, J. H.; Peterson, G. N.; Moseley, W. D.; Raslavsky, A. J.; Leisure, G.; Herrick, H. M.

AUXILIARY
GANG



A DIVISION

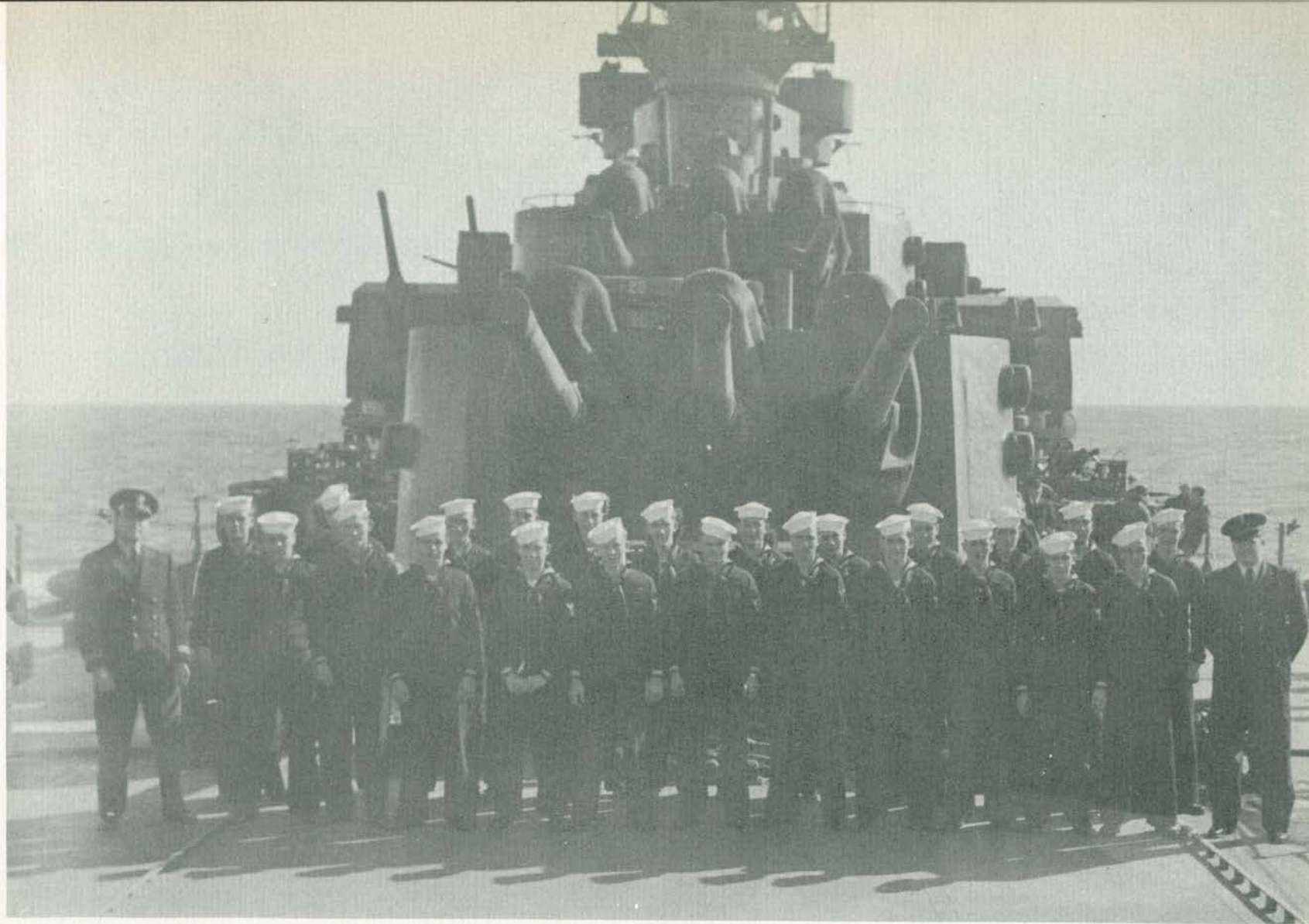
Ridinger, R. T.; Littlefield, C. M.; Simonich, F. J.; Slezack, W. J.; Sinkovich, P. J.; Markowitz, D.; Molitoris, J.; Harvey, C.; Graves, R. D.; Conroy, J. F.; Jacques, L. J.; Fairfield, D. L.; Ewan, J. L.; Young, J. A.; Hripak, C.; Lake, D. B.



B DIVISION

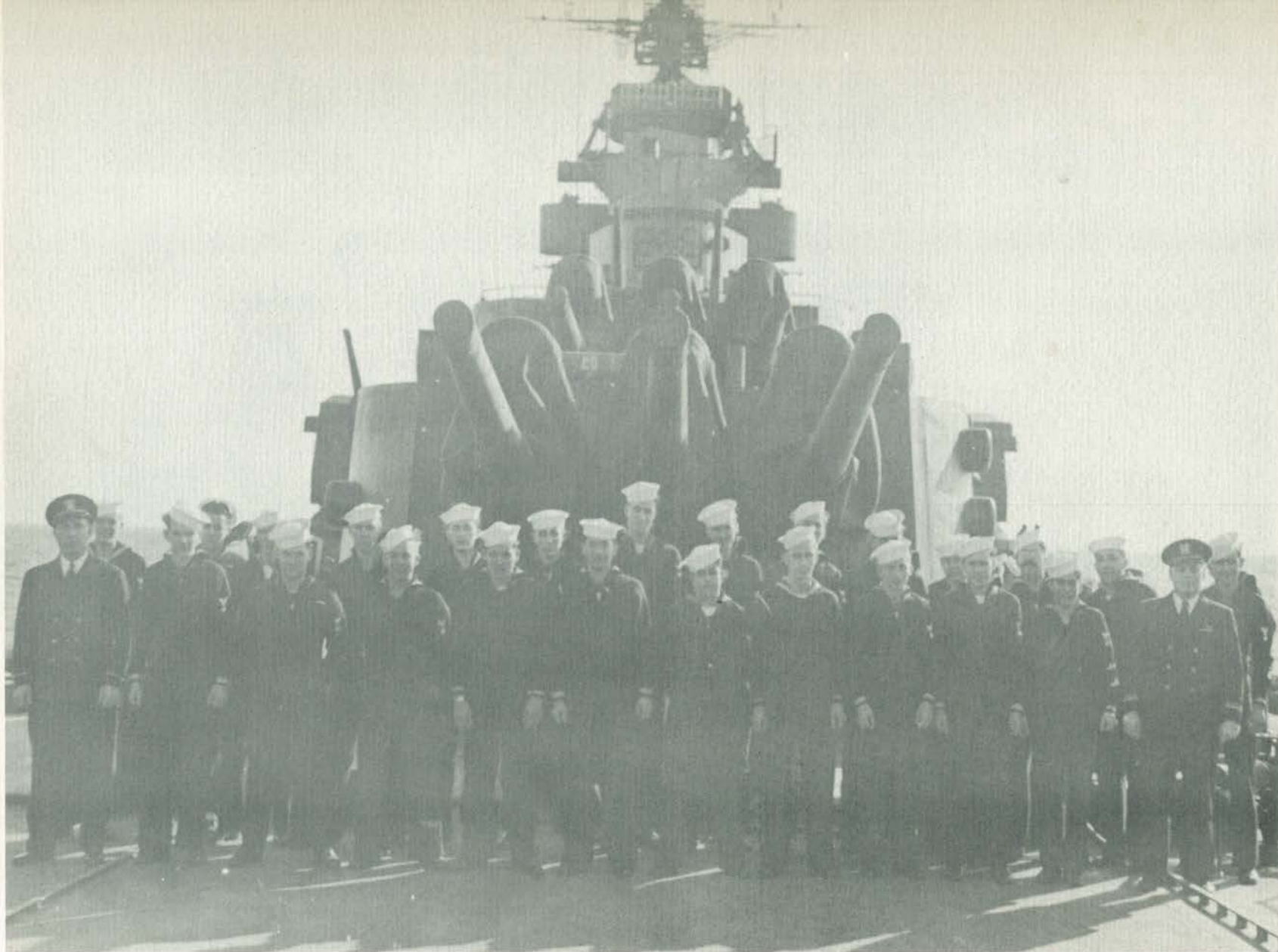
Front row—(left to right) Ch. Mach. Keen, A. C.; Hanson, R. S.; Wassenmiller, L. R.; Daharsh, J. F.; Witewski, G. M.; Haddin, C. V.; Smollinger, C. W.; Roy, L. H.; Gallante, V. P.; Pinherio, G. A.; Campbell, B. W.; Lett, G. W.; Fedirko, P.; Marton, R. P.; Ensign A. R. Pedersen; Middle row—Murawski, E. S.; Severns, D. R.; Musgrove, E. G.; Fedak, J. J.; Lind, S. C.; Van Dyke, L. S.; Moll, W. L.; Astolos, G. J.; Keene, D. L.; Horn, J. M.; Engholm, E. K.; Soucey R. E.; Quartier, J. J. Back row—Gaudet, R. J.; Kidd, G. E.; Henry, M. V.; Ward, W. G.; Helgeson, G. C.; Smith, M. W.; Beck, H. J.; Black, R. M.; Reynolds, W. C.; Semmer, R. F.; Thacker, D. H.; Forbes, W. A.; Shobe, J. C.; Palmer, H. R.

BOILER GANG



B DIVISION

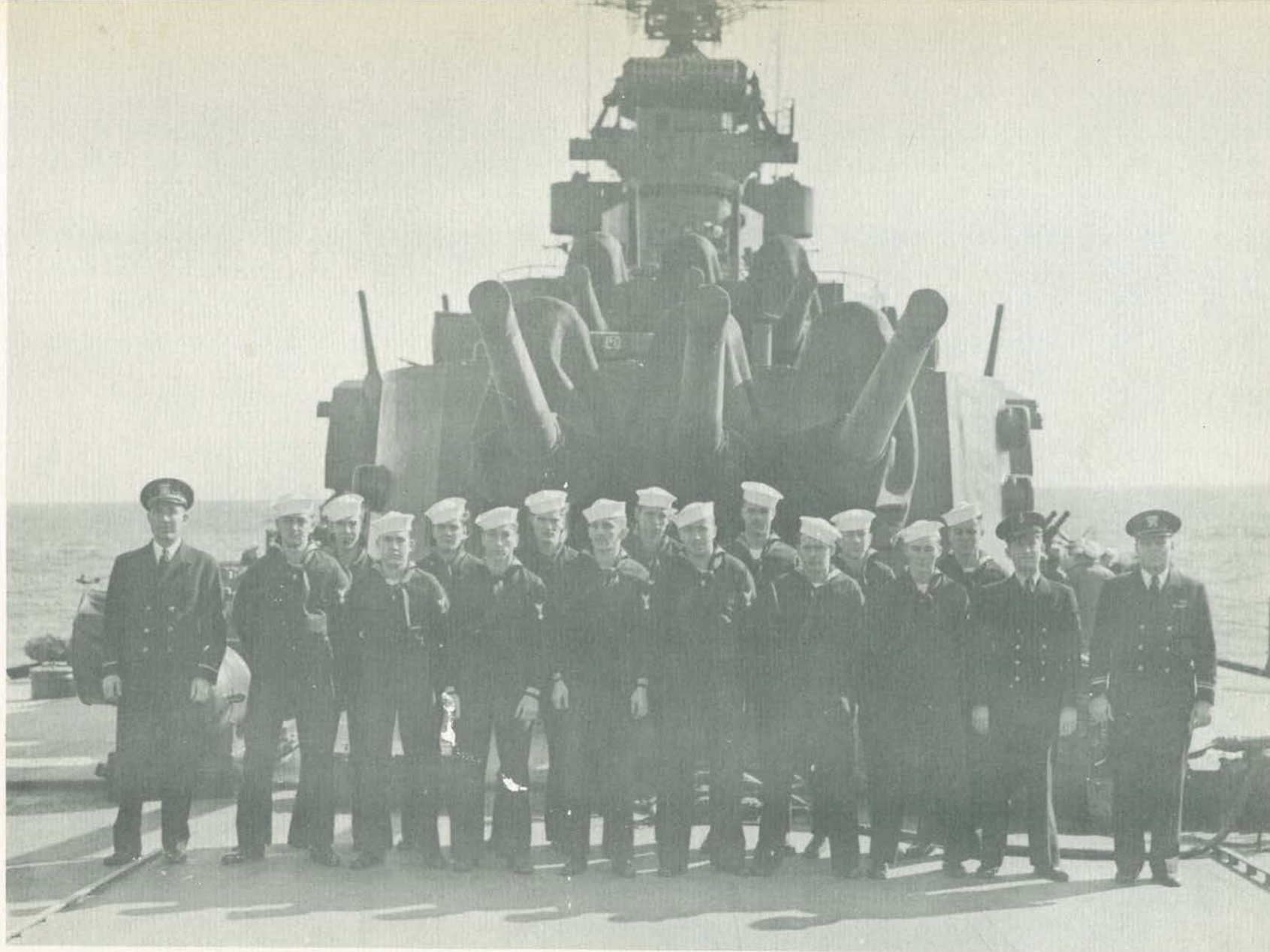
Front row—(left to right) Lt. (jg) H. H. Palmer; Peterson, B. E.; Gilleland, M. W.; Mikeski, J. M.; Johnson, R. W.; Gerling, A. R.; Dwight, F. S.; Warsing, R. H.; Love, J. E.; Gallagher, J. T.; Witewski, J. P.; Wittendorf, L. P.; Carroll, F. F. Back row—Hatch, H. E.; Hoak, J. N.; Schweibinz, C.; Harger, A. V.; Gagnon, F. H.; Tomlinson, C.; Berry, C. S.; Vargo, C.; Woods, R. C.; Kelly, J. J.; VanMeeteren, F.; Wenzel, C. M.; Smollinger, C. W.; Quartier, J. J.; Smollinger, C. W.; Woods, R. C.; Wassenmiller, L. R.



E DIVISION

Front row—(left to right) Ch. Elec. C. F. Norris; Denman, R. S.; McKown, A. B.; Munch, C. J.; Getz, E. E.; Beals, K. R.; Wilson, F. T.; Palmer, W. E.; Hackney, J. S.; Nathan, P.; Calvino, J. S.; Lt. (jg) E. H. Young. Rear row—Garrett, J. E.; Simpson, C.; Yenkelun, A. F.; Hyde, W. P.; Eisbrenner, J.; Cassoff, D. C.; Jones K. C.; Bergen, J. E.; Bomber, A. L.; Hempel, M. A.; Baldwin, F. E.; DeMalt, V. D.; DiPalma, N. J.; McCluskey, P. D.

ELECT
GA



E DIVISION

Front row—(left to right) Ch. Elec. C. F. Morris; Paine, J. D.; McKinney, L. C.; Caterina, J. G.; Derby, H. A.; Poff, W. C.; Boyte, H. W.; Benthale, E. S.; Friedland, R. C.; Lt. (jg) E. H. Young. Rear row—Murphy, W. J.; Frank, J. E.; Smude, H. N.; Price, R. A.; Walker, J. B.; Young, R. O.; Jarvis, R. E.; Missing from picture: Minnick, T. K. and Thornton, E. W.



Engine Room Gang

M DIVISION

Kulesza, H. F., F.1c; Sweeney, J. D., F.1c; Kahne, G. F., M.M.3c; McGuire, F. J., F.1c; Hertz, G., M.M.2c; Keelan, E. M., F.1c; Zamerski, S., M.M.2c; Kerns, R. E., F.1c; Resko, S. J., F.1c; Pulver, D., F.1c; Gallaresi, F. J., M.M.3c; Wojcik, H. A., M.M.3c; Wantuck, M. F., M.M.3c; Wilkins, R. W., M.M.2c; Campbell, W. G., F.1c; Werner, H. O., M.M.3c; Graboske, A. J., M.M.2c; Reid, H. V.; Karner, W. E.; Birban, John; Montalcone, E. R.; Corr, F. J., M.M.1c.
Lt. (jg) Kalmbach, Ensign Dampier.



Class in Firefighting



Ship Gets a Drink



Approaching the Tanker

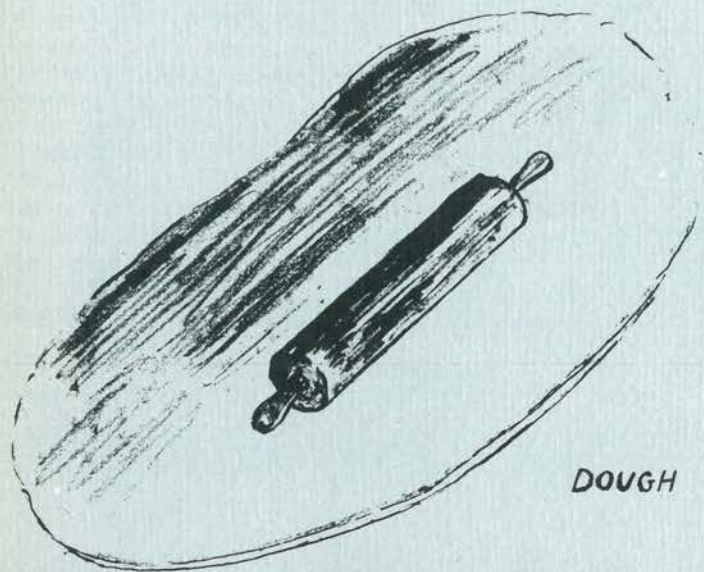
Wrecked Plane
During Typhoon



We Never Get
Enough Fuel



SUPPLY



DOUGH

AND

REAL DOUGH



S-DIV.



Galley

On 4 February, 1944, the Supply Department of the U.S.S. Pasadena reported to outfitting Supply Officer, Quincy Ship Yard, for Precommissioning duty. At this time, there were two Chief storekeepers and four third class storekeepers, only a fraction of the Supply Department that was to arrive June 8, 1944.

The Supply Department, during the war under Lt. Comdr. (now Comdr.) M. R. Mowry, was really a happy lot. It was made up of storekeepers, storekeepers-disbursing, cooks, bakers, st. mates, ship service men, laundry men, tailor, barbers, cobbler. They all worked together to make life easier for all hands. For these men the duty was difficult. The galley, the laundry, the barber shop, the tailor shop were all installed to serve a peace time compliment, which is half the number they did serve. The supply office is the heart of the Supply Department. In a sense, it's really the heart of the ship. All the supply activities are controlled from there. The cooks that feed the men, and the storeroom men who issue material for the upkeep of the ship are always in close contact with the supply office.

The supply gang are as much responsible for the 130,000 miles the Pasadena has steam-

ed as the snipes themselves. These men who operated the engines couldn't have done so, if the cooks had not fed them, or the storekeepers had not issued the tools and materials for them to work with.

The Supply Department also played a very large part in the firing of our guns. Not only did they furnish men to man the guns, but clothes the gunners wore, the food they ate, the tools they used all came from the Supply Department.

A tragic day for the Supply Department was the day Frank M. Lapinski was killed in battle. Those who knew Frank knew him to be a good natured, calm, and kind hearted fellow, liked by all.

When the ship returned to the U. S., the money the fellows used for getting home on discharge and leave, that green stuff you need so much of to make a liberty in San Francisco, came from the Supply Department. The money you and the government send to your wife and family originate in the Supply Office.

Here are a few figures on the different activities of the Supply Department. The cooks and bakers prepare 3 meals a day for more

than 1300 men. The laundry washed the gear of more than 1300 men in one week. The barbers cut more than 100 head of hair a day. The ship's store (canteen) served more than 300 men a day. The ship's service, or gedunk stand, sold an average of 85 gallons of ice cream and 35 gallons of coke to the men in one day.

The men who have carried stores on board are well aware of the tremendous amount of material it takes to operate a ship of this size. We can carry more than 45 tons of fresh and frozen foods, more than 100 tons of dry provisions. The disbursing storekeepers took care of the pay accounts of more than 1300 men, their allotments, both dependent and saving. This became difficult when the three rated men in disbursing office were discharged.

The Supply Department of a ship is like the blood of man; without it you cannot live.

There are very few of the original supply department left. Some have been transferred but most of them have been discharged. The memory of them still lingers. As long as this ship is afloat, she will still bear traces of the first men of the Supply Department.



Recreation—Mog-Mog



They Man the Guns too



X-B DIVISION

Ships Band

first row—(left to right) Lt. (jg) Shaw; R. E. Mann, S.S.M.B.1c; W. M. Carlson, Bug.Mstr.3c; L. R. Sackett, Ma.M.2c; G. K. Goland, R.M.2c; W. M. Buckley, S.1c; R. G. Strahle, S.2c; Lt. (jg) Wolf; Ensign Austin. Second row—Wilkie, F. J., S.2c; Johnson, R. B., S.2c; Hayes, F. A., S.1c; Floyd, C., S.2c; Zeagers, J. J., S.1c; Greenberg, S., F.2c; Crank, C., S.1c; Smith, E. C., Jr., S.F.2c.



C & R Gang

R DIVISION

Cadorette, R. F., LaManna, R. G., Rosalia, F. L., Powell, M. E., Fritz Patrick, Piskula, R. J.,
Coray, Lt. (jg) J. A., McManas, Rath, R. R., Watson, J. W., Foster, L. E., Balenger, R. G.,
Schuster, W. C.



R DIVISION

Avtges, J. N., Leet, W. H., Younger, D. L., Coray, Lt. (jg) J. A., Najera, A. C., Short, R. J.,
Glasgow, G. E., Lee, H. E., Trego, D. W., Peterson, H. C., Carnes, M. V., Morrissey, T. F.,
De Bello, N. J., Browne, V. D.

Burial at Sea





Public Relations
Pasadenans and Pasadenites

PASADENANS MAY VISIT SHIP JUNE 30

U.S.S. Pasadena Plans Open House for Hometown Folks

By MAX COLWELL

Pasadenans will be invited to come aboard their own fighting cruiser—the U. S. S. Pasadena—for a gala open house Sunday, June 30, Capt. J. H. Doyle announced to Pasadena city officials last night.

The Pasadena, now in its home port off Long Beach, is being painted, scrubbed and overhauled in preparation for this first visit from the hometown folks.

To Entertain Crew

In turn, Pasadena will entertain the officers and crew of the U. S. S. Pasadena at dinner July 4, followed by fireworks show in Rose Bowl sponsored by the Fire Department.

Details of these exchanges of courtesy were worked out yesterday when Chairman Robert E. Dawson of the Board of City Directors, City Manager Harold M. Hines and Assistant City Manager Robert M. McCurdy, their wives, and representative of The Star-News were guests of Captain Doyle and his staff for luncheon aboard the Pasadena.

Six Little Stars

The ship now is the Flagship for Admiral E. T. Wooldridge, commander of the cruiser squadron. The Pasadena proudly displays six battle stars as record of the war. Each member of the crew possesses a souvenir card indicating that he was present on the scene when General MacArthur assembled the Japanese war lords before him in unconditional surrender in Tokyo Bay.

Cmdr. R. E. Magoffin, executive officer of the ship, said only three boys from the Pasadena area remain on the ship. They are Ens. C. R. Webber, who resides at 1176 Mount Lowe Drive, Water Tender R. M. Black, born in Linda Vista and now residing at 1349 Rio Honda, Rosemead; and Pfc. W. E. Clayton of the Marines, 454 Mission Street, South Pasadena.

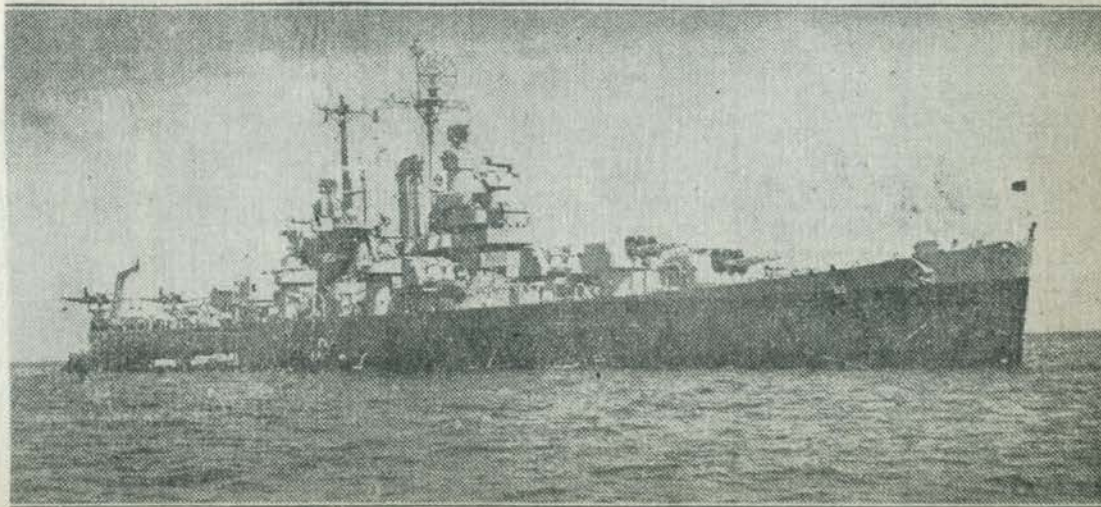
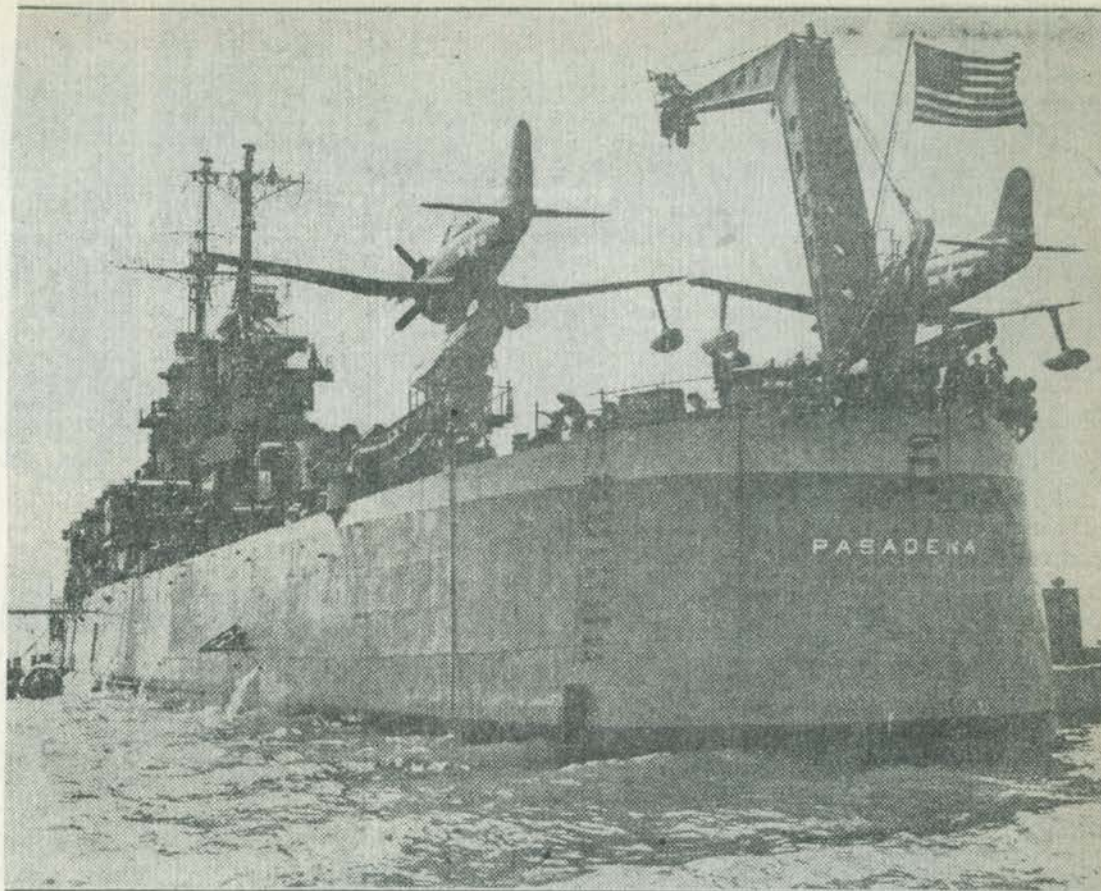
Captain Doyle has just received word of his promotion to the staff of Admiral Turner and will be replaced as skipper of the Pasadena by Capt. M. E. Murphy.

Down Jap Plane

While the Pasadena was attached to the famous Carrier Task Force 58 which made continuous strikes at Okinawa, Iwo Jima, and other hot spots close to the Japanese shore, Captain Doyle did not leave the bridge for 57 consecutive days. Once a Jap Kamikaze attempted to crash-dive the Pasadena but was shot down by the alert gunnery division commanded by Lt. Cmdr. Charles W. Smith, one of the few original officers remaining on board now.

His most exciting moment during this 57-day strain, Captain Doyle said, was "when we were forced to transfer the Admiral from the Pasadena to another cruiser. The sea was running high and we got the Admiral stuck on two ropes in between these ships. We almost ducked him and for a moment I thought I would be making the trip home 'on foot'."

The Japanese bell, which was brought here from Japan as a gift to the citizens of Pasadena, was loaded on a Pasadena city truck yesterday and delivered to the City Hall where it will be placed on permanent display.





Rose Parade

PASADENA, CALIFORNIA

NEW YEAR'S DAY



Roster

U.S.S. PASADENA

Abbott, Andrew Aloysius, 388 Fourth Street, Troy, New York
 Abbott, Claude B., 858 Ferguson Avenue, Salt Lake City, Utah
 Abbott, Herman D., 2013 Bull Street, Columbia, South Carolina
 Abston, Virgil W., 970 Lenox Street, Memphis, Tennessee
 Ackerd, John J., 1218 South Electric Avenue, Alhambra, California
 Adams, John E. Jr., Greensburg, Louisiana
 Adams, Loyall C., 416 East Pleasant Valley Blvd., Altona, Pennsylvania
 Adcock, Charles W., Norston Avenue, Darien, Connecticut
 Adair, Francis J., 2813 Jasper Street, Philadelphia, Pennsylvania
 Afton, Henry R., 320 West 10th Street, Jamestown, New York
 Ahern, Robert J., 40-04 47th Avenue, Sunnyside, Long Island, New York
 Atkins, Earl E., 213 South Randolph Street, Indianapolis, Indiana
 Adams, Albert, 309 Battle Street, Raleigh, North Carolina
 Albertson, Donald Grieve, 6 Brooklands, Bronxville, New York
 Alexander, Melvin B., Route 2, El Dorado Springs, Missouri
 Alexander, Robert L., 206 North Fayette Street, Alexandria, Virginia
 Allegre, Jack K., Lebo, Kansas
 Allen, Francis M., 492 Larnton Street, SW Atlanta, Georgia
 Allison, William G., 532 Shirley Street, Winthrop, Massachusetts
 Alsop, Walter M., Gethers, Virginia
 Alton, Frank E., 125 1/2 North Reindolph, St. Macomb, Illinois
 Amato, Ernest J., 80 Liberty Avenue, Jersey City, New Jersey
 Ameer, Lewis H., 18 Pine Street, Kittery, Maine
 Anderson, Louis C., 1 Easton, Winchester, Massachusetts
 Anderson, Earl C., 2248 East Yale Street, Phoenix, Arizona
 Andrews, Edward C., 1444 Lajome Street, Napa, California
 Angelos, Anthony G., 7834 South Prairie Avenue, Chicago, Illinois
 Arosimowicz, Anthony 151 Merrill Road, Pittsfield, Massachusetts
 Arbogast, Albert J., 15 Crown Avenue, Fort Down, Kentucky
 Arnold, John F., 216 Riverside Drive, Johnson City, New York
 Arlos, Antonia, Palompon Leyte, Phillipine, Islands
 Arnold, George L., 267 Arch Street, Waltham, Massachusetts
 Aronson, Aaron B., 525 Brompton, Chicago, Illinois
 Ashenfelder, Fred J., 29 Carolina Avenue, Newark, New Jersey
 Ashton, Clark, 5114 Webster Street, Omaha, Nebraska
 Astalos, George J., 1614 Winons Avenue, Linden, New Jersey
 Athanas, George, 23 Health Street, Somerville, Massachusetts
 Atkins, William C., Whiteface, Texas
 Aubert, Ralph V., 149 Park Drive, Boston, Massachusetts
 Aulizio, Lee L., 224 Oak, Old Forge, Pennsylvania
 Auricchio, Vincenzo J., 26 Virginia Avenue, Huntington, New York
 Austin, Henry F., 33 Chestnut Street, Belleville, New York
 Austin, Jonathan W., 296 Daisy Street, Derea, Ohio
 Ayrtges, James N., 122 Belmont Street, Watertown, Massachusetts
 Ayers, Lowell D., Route 2, Lansing Michigan
 Babb, Lawrence J., 1116 East 5th Street, Tulsa, Oklahoma
 Bachman, Terry S., 43 High Street, Iilon, New York
 Bailey, Leonard, Box 42, Goodwill, West Virginia
 Bain, Fred E., Leola, South Dakota
 Baker, Charles G., 2048 Eberly Street, Flint, Michigan
 Baker, Paul R., 429 East 2nd North, Püce, Utah
 Baker, Robert, 6124 Ingleside Avenue, Chicago, Illinois
 Baker, Vincent L., R. R. 1, Cairo, Illinois
 Ba'dwin, Frank E., Mattawanbray, Maine
 Ballantine, George A., 82 Roosevelt Street, Garden City, New York
 Balog, George J., 120 Home Street, Franklin Township, New Jersey
 Bannister, Wilton J., Route 1, North East, Pennsylvania
 Bamsbach, Wilbur, 68 Raeburn Avenue, Rochester, New York
 Barnes, Jim A., 6232 De Lord Street, New Orleans, Louisiana
 Barnes, Tom, 3514 Auderbon, New Orleans, Louisiana
 Barnett, Roger M., 610 North Palena, Dixon, Illinois
 Barone, Arthur A., 422 Arquella Blvd., San Francisco, California
 Barrett, Arthur J. Jr., Biltmore Hotel, Coronado, California
 Barris, Arnold L., 69 Sharon Street, West Middlesex, Pennsylvania
 Bartlett, Roger Israel, 9 Godland Street, Blackstone, Massachusetts
 Barto, Elmer J., 200 West 4th Street, Plainfield, New Jersey
 Beacham, Chester W., Box 224, Colbert, Georgia
 Beals, Kenneth R., Route 1, Marceline, Missouri
 Beardsley, Arthur L., 674 West Glendale Blvd., Glendale, California
 Beatty, Philip H., 4828 Forest Avenue, Downers Grove, Illinois
 Beaudin, Romeo M., 2 Keyes Street, Warren, Massachusetts
 Beaumont, Martin P., Box 465, Big Bear Lake, California
 Beck, Herbert J., 176-37 127th Avenue, Jamaica, New York
 Beck, Seymour B., 938 Eastern Parkway, Brooklyn, New York
 Becker, William G., 33 De Hart Avenue, Long Island, New York
 Beer, James H., 536 Center Street, Brockton, Massachusetts
 Behrens, Richard J., 122-48th Milburn Street, St. Albans, New York
 Belanger, Richard G., 40 Fairview Street, Dedham, Massachusetts
 Bellio, Louis N., 41 Ashley Street, East Boston, Massachusetts
 Bender, George, 304 Sutton Street, Perth Amboy, New Jersey

Benjamin, Charles J., 386th 4th Street, Brooklyn, New York
 Benajmin, Harold W., 733 North Third Street, Richmond, Virginia
 Bennett, Pryor S., 205 Merry Street, Negannee, Michigan
 Benthala, Edward S., 52 Chestnut Street, Cambridge, Massachusetts
 Berg, Norman G., 1505 West Addison Street, Chicago, Illinois
 Bergen, Joseph E., 2330 Newton Avenue, Astoria, New York
 Berry, Clarence G. Jr., Weld, West Virginia
 Bethel, Hosea D., R. R. 1, Box 46, Cario, Illinois
 Betts, Frederick M., 2256 Haviland Avenue, Bronx, New York
 Bevers, Leroy, 927 22nd Street, Bedford, Indiana
 Bidwell, Dwight S., 81 Valley View Drive, Morristown, New Jersey
 Bienkowski, Julius S., 250 Howe Avenue, Shelton, Connecticut
 Bigelow, Marvin R., 2220 East 7th Street, Long Beach, California
 Birban, John, 107 Ferry Street, Trenton, New Jersey
 Black, Robert M., 1349 South Rio Hands Avenue, Rosewood, California
 Blake, Edward J., Ogden Park, Dobbs Ferry, New York
 Blake, James D., 59 Middlesex Avenue, Wilmington, Massachusetts
 Blanco, Jesus G., Crawford, Texas
 Blankenship, Vernon L., Route 2, Ashley, Kentucky
 Blanton, Graden M., Fair Bluff, North Carolina
 Bloome, Marvin P., 6533 Slendon Road, Chicago, Illinois
 Blount, Lamarice, Route 2, Fort Meade, Florida
 Blum, Eugene, 165 Floyd Street, Brooklyn, New York
 Bogush, Gordon S., 1815 South 7th Street, Alhambra, California
 Bolick, James T., 998 North Fair Oaks Avenue, Pasadena, California
 Bomber, Alexander L., 258 Clinton Avenue, Newark, New Jersey
 Bonenfant, Gerald B., 2 Sisson Street, West Warwick, Rhode Island
 Bonwit, Willard R., 2444 Eutaw Place, Baltimore, Maryland
 Book, Robert A., Augusta, Michigan
 Booth, Robert W., 57 Sumitt Avenue, Bloomfield, New Jersey
 Borgatti, Ralph E., 163 High Street, Winchester, Massachusetts
 Borne, Woodrow J., Garyville, Louisiana
 Borop, James D. W., R. R. 7, Decatur, Illinois
 Bower, Dean Marshall, Time Springs, Iowa
 Bowman, B. William, 1630 North Clayborne Avenue, Chicago, Illinois
 Bowser, John A., Route 3, Kithanning, Pennsylvania
 Boyle, Howard W., Springfield, Tennessee
 Braach, Ernest R., Box 7, Raymond, Washington
 Bradley, Perry L., 415 North Elson Street, Hichsville, Missouri
 Bradshaw, Melvin E., 3121 Hiffland Avenue, Niagara Falls, New York
 Brehm, Mark W., 1 East 6th Street, Duluth, Minnesota
 Brewer, Charles G., 1339 Hoover Street, National City, California
 Brewer, William C. Jr., Moxley, North Carolina
 Brinkman, Alvin L., 1314 Forest Sparrows Pt., Maryland
 Broscha, Neil J., Hudson, South Dakota
 Browner, John J., Manhattan, Montana
 Browell, Harold E., Wilsey, Kansas
 Brown, Acree E., 123 West Indiana Street, Evansville, Indiana
 Brown, David R., 24 Central Avenue, Buckhannon, West Virginia
 Brown, Ernest E., 1031 Elder Street, Springfield, Ohio
 Brown, Howard J., 17 Auerbach Lane, Cedarhurst, New York
 Brown, John L., 330 Bevin Place, Amore, Illinois
 Brown, Thomas R., Route 1, Hollow Rock, Tennessee
 Browne, Victor D., 264 Elm Street, Pittsfield, Massachusetts
 Brownfield, Robert W., Townshend Hall, Ohio State University, Columbus, Ohio
 Bruce, Charles L., Route 1, Imboden, Arkansas
 Brumbach, Samuel R., 902 South Peace Street, Austin, Texas
 Brummer, Clarence C., Route 3, Effingham, Illinois
 Bryant, Robert J., 298 Beach Street, SW, Atlanta, Georgia
 Buckley, Daniel F. Jr., Main Street, Chatham, Massachusetts
 Buckley, Winford, Box 383, Prinnville, Oregon
 Budzak, Samuel J., 6 Kenley Street, Hugestown, Pennsylvania
 Bumbalo, Guy J., 766 Tanning Street, Utica, New York
 Bunt, William E., 524 Halsey Avenue, Pittsburgh, Pennsylvania
 Butler, William F. Jr., 581 Claybourne Road, Rochester, New York
 Cadoretta, Raymond, 34 Lake Street, Nashua, New Hampshire
 Cafarella, Edward A., 294 Willoughby Avenue, Brooklyn, New York
 Cain, Foster D., 1033 Piedmont Road, Columbus, Ohio
 Cain, Thomas C. Jr., 1220 Park Avenue, New York, New York
 Callahan, Edward V., 269 Jenett Avenue, Jersey City, New Jersey
 Calvert, Eston C., 1230 Piedmont Road, Columbus, Ohio
 Calvins, Joseph S., 451 7th Street, Palisades Park, New Jersey
 Campbell, Bernard W., 5232 Holmes Street, Pittsburgh, Pennsylvania
 Campbell, Warren A., 20 South Main Street, Uxbridge, Massachusetts
 Campbell, William G., 630 Rappolla Street, Baltimore, Maryland
 Canady, David N. Jr., 474 73rd Street, Brooklyn, New York
 Canada, Robert O. Jr., Grottoes, Virginia
 Capoccia, Anthony J., 112 Maloney Street, Dunmore, Pennsylvania
 Capp, Donald F., 851 1/2 Heliott Drive, Hollywood, California
 Garey, Francis R., 31 Richview Street, Dorchester, Massachusetts

Carlsie, Alcho J., 301 Franklin Avenue, Franklin, Kentucky
 Carlson, Virgil M., 3915 Weldon Street, Dallas, Texas
 Carnes, Melvin V., 4333 Price Street, Pawtucket, Rhode Island
 Carrillo, Gonzalo, 212 Willow Street, El Paso, Texas
 Carroll, Frank F. Jr., 1324 West Wishart Street, Philadelphia, Pennsylvania
 Carroll, Joseph K., 5913 Jackson Street, Philadelphia, Pennsylvania
 Carter, Leonard, Hayestown, North Carolina
 Casey, William F., Patose, Missouri
 Cash, Raymond, Old Church Road, Yarmouth, Massachusetts
 Cassoff, Donald C., 1331 Pennington Road, Teaneck, New Jersey
 Castelli, John R., 74 Pleasant Valley Avenue, Staten Island, New York
 Caterina, John G., 111 Sheridan Street, Portland, Maine
 Cavagnaro, James L., 510 Weser Avenue, Staten Island, New York
 Cavinee, Lloyd F., 121 Pierce Avenue, Lancaster, Ohio
 Chambers, Paul R., 54 Bedford Street, Quincy, Illinois
 Champion, Emil J., 1968 Quint Street, San Francisco, California
 Chapin, Alfred P., 86 Hamilton Avenue, Watertown, Connecticut
 Chapin, John R., 115 Devonshire Street, Boston, Massachusetts
 Christensen, Veral Elmer, 17394 Sigs Avenue, Detroit, Michigan
 Cibik, Steve J., 312 Logan Avenue, Leechburg, Pennsylvania
 Clark, James K., Yuna, Tennessee
 Clark, Walter G., 128 Church Street, Winchester, Massachusetts
 Claude, Joseph R., 302 Norwick Avenue, Taftville, Connecticut
 Cleskner, Richard W., 1720 Boas Street, Harrisburg, Pennsylvania
 Clinton, Arthur M., 1131 West Central Street, Springfield, Missouri
 Coache, Antoine G., 7120 Ft. Hamilton Parkway, Brooklyn, New York
 Cockrell, Buford D., Star Route, Louis, Mississippi
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LEGEND OF ROUTES SAILED

JUNE - NOV. 1944	SHAKEDOWN CRUISE AND FIRST ROUTE	—————
NOV. - JAN. 1945	PHILLIPINES, CHINA SEA AND FORMOSA	- - - - -
JAN - MAR. 1945	TOKYO RAIDS AND IWO JIMA	- · - · -
MAR. - JUNE 1945	OKINAWA ISLAND	~~~~~
JULY - SEPT. 1945	TOKYO RAIDS AND SURRENDER	- · - · -
JANUARY 1946	HOMeward BOUND	=====

