

NOT TO BE MAILED

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# CORREGIDOR BOOMERANG

VOL. II, NO. 25

U.S.S. CORREGIDOR  
Saturday, June 24, 1944

PRICELESS

## MIGHTY "C" MAKES SCORE SHIP'S PLANES + GUNS DOWN 16

War came at last to the Mighty "C". Several times since the ship went into commission on August 31, 1943, the CORREGIDOR had put to sea to do battle with the enemy. In less than three months after commission-

(Cont. on page 2)

### THE BATTLE AS THE GUNNERS - SAW IT -

This week for the first time the mighty guns of the U.S.S. CORREGIDOR went into action against the enemy. By the last rays of June 17's setting sun, alert gunners were quick to sight the diving Jap planes which came streaking down on our disposition from a high angle on our starboard bow. All

(Cont. on page 3)

### AS THE PILOTS SAW IT...

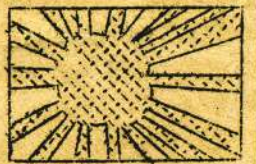
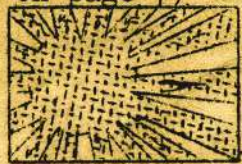
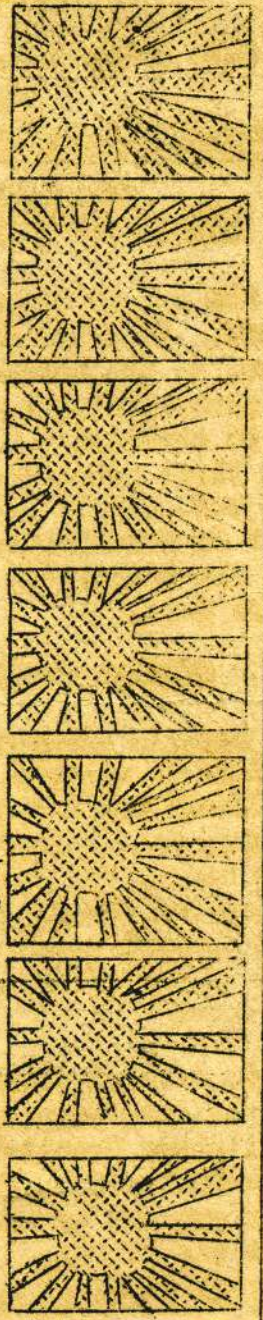
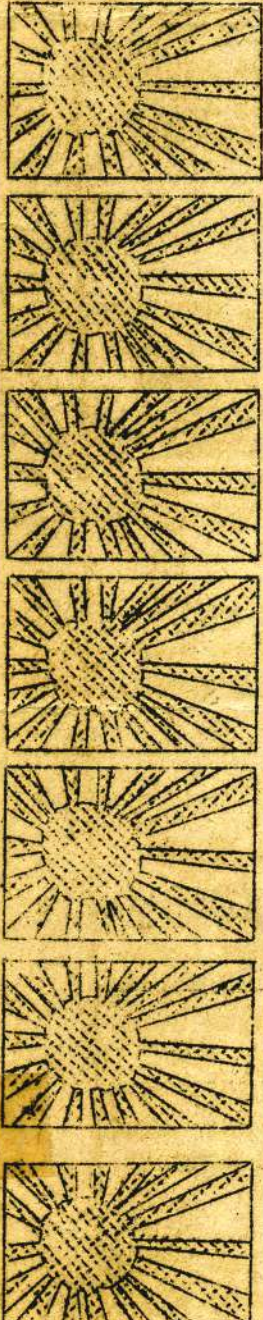
At long last our fighter pilots suddenly found themselves in the vicinity of the "large red meat balls". They hopped right in and came out with a sizeable score, considering the adverse conditions at times.

(Cont. on page 7)

### AS THE BLACK GANG SAW IT

G.Q. blew, someone manned the phones, no one knew exactly who it was, just so long as they were manned. Most of the fellows didn't even know that there were any Jap planes anywhere close around - that is why it came as so much of a surprise to us.

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CAPTAIN ROSCOE L. BOWMAN, USN  
COMMANDING OFFICER

COMMANDER M.W. WILLIAMSON, USN  
EXECUTIVE OFFICER

CHAPLAIN WILLIAM H. HOFFMAN, USNR  
EDITOR

LT(JG) R. RIVEL and ENSIGN G. COMINOS  
ASSISTANT EDITORS

LT. J.H. GLENN and LT(JG) W.C. MURPHY  
SPONSON EDITORS

M.E. TATE, SIC, MAKEUP EDITOR

##

(Cont. from page 1)  
MIGHTY "C" MAKES SCORE

ing she was on an operation in enemy waters. Somewhat of a record, we believe, in the American Navy, as even her nearest sister ship had preceded her in commission by some days. Since that first operation she has had little time out. Again and again, as things began to move faster in the Pacific War, the Mighty "C" was called upon to do her part.

#### SEVERAL TRIES BUT NO SCORES

Despite several operations against the Japs in various parts of the Pacific the CORREGIDOR's record read "no hits, no runs, no errors." Her squadron had spent many hours in the air, several bombing and strafing missions had been flown against enemy objectives, but not a Jap plane had been sighted, much less shot down.

On several occasions at night the Japs had come over head--few will forget "Lampighter Charlie" on Thanksgiving night--but he was hidden from the eyes of our gunners by the darkness and not a shot was fired.

(Continued in next column)

#### BIG CHANCE AT LAST

But the CORREGIDOR's chance came at last. On Saturday evening, June 17, in the twilight of a setting sun the planes of the Rising Sun came over. The CORREGIDOR was ready. For the first time against an enemy her guns spoke with telling effect. Long hours and often the gun crews had practiced on friendly targets. Now the practice was over and the chips were down. Down, too, were five Jap planes.

While the boys on the ship were making things unhealthy for the little sons of heaven, the fighter pilots aloft were doing their part also. To them, doubtless, should go the credit of putting the Japs off their timing, resulting in a lull between the dive bombing attack and the torpedo attack. Fighter pilots, Lt(jg) Jokela, Lt(jg) Ames and Lt(jg) Maltby accounted for three Jap planes.

#### REPEAT ENGAGEMENT

The next evening, Sunday, saw a repeat engagement. This time the attack was made up entirely of torpedo bombers. Again the pilots did great work, almost breaking up the attack before it started. Lts. Knudson and Grabbe each scored one plane and the rest reported four probables.

The Japs who got through the fighter screen found a very warm reception from the gunners on the ship. Three were shot down in flames.

#### JAPS TRY AGAIN

The next morning, Monday, they tried again. The attempt was half-hearted. Only three planes were seen, two of which dropped their bombs harmlessly and the third kept out of range. The gunners opened up but no hits were noted. On this occasion, also, the fighters were helping out. Lt(jg) Perry and Ensign Davis got a Zero each. That evening Lieut. Knudson added a Zero to his score.

After much discussion on the three days work, it was finally decided that  
(Continued on page 3)



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### MIGHTY "C" MAKES SCORE

the ship had accounted for eight planes and the squadron for a like number plus four probables.

The BOOMERANG wishes to take this opportunity to offer sincerest congratulations to the ship and squadron for a good job well done. All hands are mighty proud of those 16 flags painted on the bridge, mighty proud!

-O-O-O-O-O-O-

### THE BATTLE AS THE GUNNERS SAW IT

(Continued from page 1)

of our guns were roaring and spitting fire within a very few seconds.

Honors for the first kill went to another "heavy unit" of our group, but a few seconds later our eager gunners had blasted two Jap Judys into masses of tangled wreckage which fell into the sea.

"Fantail Fannie" (Big Bertha's kid sister) roared into action against a target which was pulling out of a dive attack on one of our old friends on the starboard quarter. Although the machine guns of our ship and the one under attack were engaging her at the time, the Judy was observed to be stopped short enveloped in our 5" burst and crashed into the sea for the CORREGIDOR's #1 Jap.

Sector one gunners were sighting the second victim peeling off for its dive about this same time. All of the starboard 20's and 40's went into action and they were joined by many of the port guns. Mr. Nip had selected the "Big C" for his prospective "divebomber" and ran into a terrific barrage. He never pulled out of his dive but crashed into the water close aboard on our starboard side. The gunners had him at point-blank range just before he fell and when they saw they couldn't miss, they really "poured it on".

With morale rising like the hot water from Old Faithful at her scheduled period of eruption, the gun crews engaged a few at long range with no apparent results and soon afterward

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turned their guns to meet a torpedo attack from port.

The first one came in low and fast on the port bow and Lt(jg) Jay's group 2 - 40MM's took him under accurate fire at good range and hit him repeatedly as he came flying right down the line of sight. Numerous observers by this battery stated that this plane which was being engaged by no other ship or battery, appeared to explode at 1500 yards range and the flaming debris fell into the sea.

About the same time the other port batteries were tracking two other twin engine torpedo planes coming in right on the port beam. They concentrated their fire on one which was a little closer than the other and "all hell broke loose". The air was filled with tracers converging on the doomed plane which was seen to go out of control, turn over on its back, round the fantail, and crash in flames on the starboard side of our ship, less than 75 yards from our 5" gun.

Without pausing to take a deep breath all the port guns shifted targets immediately and cut loose with everything but the kitchen sink on the second one coming in on the port beam. All the gunfire was accurate at this short range and the 40MM's of group 4 battery could be seen to burst on the plane's fuselage. The port engine burst into flames, the tail assembly was shot away and the plane glided gradually into the water for number 5 and the conclusion of the first evening's performance (thank goodness, as it was getting dark).

The next afternoon the Nips decided they needed another lesson and so the twin engine torpedo jobs (later identified as a modified Nick) came roaring in for another attack. This action was both fast and furious, short and sweet.

The first kill of the day was a teamed up affair with three of the "heavy units", ourselves included, ganging up with some plain and fancy heavy machine gun firing and the first one went down in flames about 400 yards on our starboard quarter. Numerous witnesses, among which was one of our good friends from the USMC, swear up and down that

(Continued on page 6)



# ON THE SPONSON

Laying "Big Benny" aside with careful and loving hands, the Sponson goes to press for the first time in a veddy busy month. The small sign reading "Keep Off the Sponson" must be ignored.

Back to the sign, however, lies our first item of the week. The other day an unlucky Coral Seabee tumbled off the sponson into the drink. The Signal gang reports that the reason for the fall was that the man fainted. He had not been topside in a week and upon seeing Kaiser carriers other than the Mighty "C" and the "Candy Bar" he lost consciousness. When revived aboard the rescuing "Can" he was muttering "but that still leaves about 40 to account for....."

The Sponson cannot account for all 40 or so, but advices from Astoria and vicinity do bring some interesting notes. The wardroom of the USS TARAWA, one of the later jobs in the class, will have a simple brass plate mounted on a piece of steel cut from a Jap tank after the fall of Tarawa last November 21-22. An unknown Marine corporal sharpened up a file and cut a sentence dedicating the plate to the ship after the fighting had died down.....Flash for Old Salts: Amatoe's in Astoria still is enforcing its couple rule to the woe of the stags on the later carriers. Two weeks ago Claudette Colbert and Jack Benny paid a surprise weekend visit to the Gearhart-Seaside axis. Rumor hath it that Claudette threw a cocktail party that took the unsuspecting (and somewhat parched) yokels by storm. The Bungalow in Seaside is still going great guns and Saturday night in Seaside has not changed. If you want any information, consult Ensign Bill Eisenmann who thought he was going back to a shore job. He wound up assigned to the USS CVE #104. He will recover in time from the blow.

FANTAIL to FOC'SLE--in one jump. Hats off to Smith, G.S., Slc, the honest laundry man in the Dunk and Shrunk who returned B.O. Cook's \$60 that he had left in his dungarees. The money was washed and pressed but \$60 is still \$60.....StMlc Sam Gillis--the Old Man from Oklahoma--stood stock still when Queenie gave him the eye the other day. When asked why he didn't run, Sam replied, "I told me to move but I can't do it." Five minutes later reinforcements in the form of Hamilton, StMlc, and a spanner wrench arrived. Gillis went his way and Queenie pretended disinterested.....FLASH--The "hot dope" about Queenie having pups may be false. Queenie won't say one way or the other.

Odd items of interesting geography: Los Angeles is just 17 miles from San Pedro...if you happen to be in San Pedro.

But as one radioman remarked..."My drinking is going to suffer this time. I am going to need both hands to describe what happened. Sponson recommendation: use a straw, Reuben. Is it true that Lt(jg) Cronk held his own field day in a certain clipping room after his division had messed the place up?.....Miscue of the week: when a certain seaman, whose name is withheld to avoid lawsuit, was arguing with his buddy over whether the electric fan near his bunk was dangerous. He would have won the argument, too, had he not inadvertantly inserted his large toe into the blades. Doc Payne says he will recover.

(Continued on page five)



ON THE SPONSON  
(Continued from page 4)

Seen in the Junction--A small piece of paper bearing the notation: "Please use the other ladder after 2000 as the chain rattle disturbs us." It was signed "Nickel and Zahn." Right beneath it was a little note appended-- "Don't use the other side either. We like to sleep, too." The last bit was signed "Saterap." Speaking of sleep, the following item appeared in a Chicago paper recently. For those who heard Chaplain Dunn of the Coral Sea a few weeks back it will have a familiar ring: "TWIN BEDS CAUSE OF MOST MARITAL ROWS, CHICAGO JUDGE SAYS," the headline began. "Twin beds, says Judge Frank Donohue, of Women's Court are an 'unholy system' and they should be thrown out of American homes. 'The invention, the introduction of twin beds into marital boudoirs has caused more dissension, distrust, and disunity resulting in divorce than any other single factor,' the Judge said. He urged 'government subsidies for the full use of the good old fashioned bed' and suggested legislation against twin beds." The judge can rest assured that the CORREGIDOR is behind him to the man, down to the last mess cook.

Back in the States the issue of drafting married men is still a hotly contested one. Note: Bowling, E.B., S2c, of V-2 is the father of four (4) children. No one will ever call him a slacker. And no one will ever be able to call Mr. Davis of the Signal Gang a slacker, either, if he ever gets his mail to find out whether it is twins or triplets.

Ever-Normal Grannery Note: During the general quarters of the past week a common sight on the hangar deck was Lt(jg) G. Sylvester (I've only been in Brooklyn once) Lantay hurrying to and from the wardroom at frequent intervals, his ample pockets stuffed with old dispatches, a dozen apples and oranges, a few steak sandwiches, and a dish or so of ice cream. "You never can tell," Lantay remarked, "when you are going to get hungry." One Sponson wag rejoined--"that's right, George, unless you're always hungry." Here is a typical Navy chain-of-command story. It concerns the scuttlebutt in Officer's Country and how it was fixed the other night. The First Lt. wanted a drink. Scuttlebutt turned off. First Lt. sends for Asst. First Lt. After he was awakened, he called the Chemical Warfare Officer and Hotel Clerk of the Mighty "C", Ensign Howe. Being young in the Navy, he jumped the chain of command, skipped Carpenter Clement, and called CSF Mannweiler. Mannweiler called SF2c Humphries. No soap, no water yet. Then Davalle, E.J., S1c, the ship's barber who doubles in brass on the repair party was sent for. The water came on after the great technical feat of turning on the valve above the scuttlebutt was accomplished. All Division Officers alter damage control books accordingly. Expedite.....Personals: Ensign Smith spent the first night of his honeymoon in an all night movie. Seems his reservations on the Vancouver ship fell through at the last minute. "I stayed awake, too," Smitty says..... Question: Is it true that Sick Bay has had several cases of Channel Fever recently?

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SHIPS' SECURITY ENDANGERED BY CARELESSNESS

The following dispatch speaks for itself.

"On recensoring 2776 pieces of Fleet mail, 270 violations of censorship regulations were found. This indicates a laxity in censorship. 46 of these violations revealed geographical locations of fleet units, and 18 implied coming fleet operations. Of these violations 80.6 percent were found in officers' mail. Commanding Officers are reminded that censorship is a function of command. The laxity indicated above endangers fleet security and must be eliminated at once."



## THE BATTLE AS THE GUNNERS SAW IT

(Continued from page 3)

this kill was a CORREGIDOR show all the way, but we are adopting a generous attitude and calling it a 3-way split. It is not included among the numerous little rising (?) suns that now adorn our bridge, breaking the monotony of the drab battle gray.

Numbers two and three came roaring in over one of our good neighbors on the starboard beam. She carefully concentrated her fire on the foremost and thoughtfully left the other for us. The first crashed between us and afore mentioned neighbor and the second came right down the groove with our entire starboard battery pouring it on at ranges from 1800 yards right down to practically zero. Most of the bridge personnel felt the heat from this riddled inferno as it cometed over this ship and hit very close aboard on our port beam.

While the after batteries were firing at a smoker which was crossing astern of us, the forward 40MM batteries were chalking up a couple more for the ship's grand total.

One found a hole in the screen and came in on our starboard bow unengaged. Group #1 40MM's commenced tracking, opened fire and hit almost immediately. They kept pouring them in until she started to smoke and burn fiercely. Group #2 picked her up as she crossed the bow and opened up but the Battery Officer checked fire when he saw she was finished.

As she crashed into the sea another one came in the same opening, eluded Group #1 but was picked up by Group #2. It was a full deflection shot but at very close range and the flaming 40's ripped her belly open and shot away her rudder. She commenced smoking badly as the port 20's joined in, was observed to climb sharply and then tumble backwards into the sea.

The shooting was over and the gunners of the mighty CORREGIDOR had chalked up 8 positives and one assist for two busy days' work. In the case of every claim there were numerous witnesses whose stories were carefully checked and the various incidents verified.

(Continued in next column)

nesses whose stories were carefully checked and the various incidents verified.

It is felt that only the matter of chronology is open to argument in the case of these witnessed events. And inasmuch as the impossibility of split-second timing and recording of these events at such a time is apparent, it is assumed that no one will take offense if this account of the sequence of events does not agree with his, so long as the facts are verified.

For the benefit of any skeptics it should be herein stated that most of the kills were actually at point blank range (particularly in the later stages of each firing) and none of the Jap pilots were observed to take any evasive action whatever. So most of the targets were "in the slot" and gunners readily admitted that they couldn't possibly miss on such beautiful shots. Two witnesses said they saw the 5" put a projectile right through one of the planes that the 40's were finishing off at a range of about 100 yards, too close in for the projectile to arm and detonate.

While this is primarily an account of the gun crews in action it should be stated here that several other groups deserve a real note of thanks for their very important parts in our successful AA action. First the pilots who intercepted the bandits before they got to us, saw to it that a number never got in at all and spoiled the attack's timing for the rest of them. Secondly, radar control for their timely warnings and lastly ~~the~~ various pilots, ship's officers, flight deck and repair party personnel who acted as volunteer target spotters and witnesses during the action.

Everyone did a fine job and we all have just cause to be very proud of our fighting ship!

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At the height of the battle, with Jap planes zooming and diving from every direction, someone in Lt(jg) Cronk's battery shouted above the noise of the guns, "And I thought I didn't like Astoria."



AS THE PILOTS SAW IT  
(Continued from page 1)

The evening of the 17th, twelve VF pilots were up on scheduled CAP's. It was getting dark, gas was getting low, but the Japs were intent on doing away with our honorable task force, so it was no time to be caught landing aircraft. The fighters were vectored around madly, but it was too dark to make contact. However during the attack, Lt(jg) Jokela's division found itself near enemy planes. Jokela shot down a Betty with two runs. Lt(jg) Ames saw another and dropped him in the water. Lt(jg) Maltby and Ensign Sateren contacted a Judy and Maltby sent him to his ancestors. The rest of the evening's action consisted of landing aboard in the dark, which went off very well. Of course, being shot at in the traffic circle was something new and different.

The evening of the 18th, eight VFs were scrambled and I do mean "SCRAMBLED". They became separated to some extent in the melee. Lt. Knudson and Lt(jg) Didier found themselves all alone right on top of some 13 enemy bombers with some 5 to 15 Zeros on top of that. With sickly grins and goose bumps like golf balls, they started their runs. Knudson shot the whole cockpit out of his bomber and later saw it fall off into the water. In the meantime an enemy VF was on his tail and he rolled over and pulled away from it. Didier had the starboard engine of his bomber and it pulled off away from the force for a probable. Then Knudson got on the tail of another bomber and left it at the edge of the AA fire with the port engine smoking for another probable. He then swung and made a head-on run on another bomber, but could observe no results at it went by too fast. While this was going on, Lt. Grabbe and Lt(jg) Tracy found themselves above the bombers and each made a run. Lt. Grabbe observed no results. Tracy left his bomber with the starboard engine pouring smoke. It went into an easy climb away from the force for another probable. Grabbe saw two fighters and upon closing, realized they were Zeros. He shot one down and ran out of ammunition on the second.

Lt. Hokanson's division was about 5000 feet below the bombers. Looking up, they could see several friendly VFs mix-

(Continued in next column)

ing it up with the Zeros. Lt(jg) Guzzino was slightly behind and one Zero evidently saw him for it came down and shot Guzzino's plane up badly. He made a water landing and was picked up by a destroyer. Lt. Hokanson and Lt. (jg) Gilliland chased one bomber up to the AA fire when they left him, noting no results. Lt(jg) Ryan had the starboard engine of another burning badly and was forced to leave it as it entered AA fire.

The attack was well broken up, which helped matters a lot. Lt. Hokanson noted 5 or 6 enemy planes crash into the sea. Lt. Knudson saw one bomber and a Zero fall in flames near him.

The next morning, Lt(jg) Perry and Ensign Davis were up on CAP. They came upon two Zeros loafing along. Perry knocked one down, the other Zero got on his tail and Davis got him. Both enemy planes spun into the sea. However, the pilot of the one Perry got bailed out and was seen no more.

In the evening, Lt. Knudson, Lt. (jg) Caravacci, and Lt(jg) Didier were on a routine CAP. They were vectored out to get a bogey reported by an anti-sub plane. They came upon a torpedo plane being attacked by a Zero. Caravacci gave the Jap a long burst which evidently crippled him. He dove to the water and "shoved off" for Tokyo. Caravacci and Knudson closed on him firing furiously. Lt. Knudson got directly behind him, 20 feet off the water and knocked him down.

Total honorable Japs now with honorable ancestors - eight, with four probables.

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AS THE BLACK GANG SAW IT  
(Continued from page 1)

Then it happened. The first thing we heard was the sound of the bomb as it exploded in the water - later on we found that it was the one that fell some distance off our starboard side. The guns opened up, and we naturally started sweating just a few pounds more than usual. For a few minutes

(Continued on page eight)



## AS THE BLACK GANG SAW IT

(Continued from page 7)

everything was rather tense, but we got over that. Our man on the phone started putting out the dope. Five bogies - no we got one - 4 bogies, then 3, then 2. About that time, had you been down in the after engine room, you would have thought you were at an Army-Navy football game. The yelling started then everyone started running around and began shooting the bull with "Joe Blow" or just whoever it might have been. Everyone from fireman to Chief was having a wonderful time - after the Japs started falling. Everything was well under control as regards safety precautions and keeping the engine room operating. We all kept watching our work and our jobs, and we also had our life jackets near or about our waists in case one of the Japs got a little too "gay" for our gunning shipmates. Other than that the after engine room passed the watch without difficulty.

-o-o-o-o-o-o-

### IT'S A SMALL WORLD AFTER ALL

In May 1941, Lt. Knudson left Pensacola for Miami. He also left several very good friends among his classmates. One of these, Burt Bassett, he had not been able to locate anywhere since that time.

At about 1800 June 19th, an anti-sub plane from another base called for help upon being attacked by a Zero. Fighters were despatched to hsi aid immediately. The fighters shot as follows - BANG! The Jap hit the water as follows - SPLASH! The Jap was evidently more than somewhat surprised, however, not more than the two American pilots. Lt. Bassett was pilot of the anti-sub plane and Lt. Knudson was in the fighter. Needless to say, that bond of friendship is stronger than ever..

-o-o-o-o-o-o-

Sailor: "I've been following the water for sixteen years."

Woman: (looking him over) "You look like you never caught up with it."

# CHAPLAIN'S CORNER

DEO GRATIAS

Last week saw an increase in the debt of gratitude that we of the CORREGIDOR owe to Divine Providence.

Although only one bomb was seen to have hit near the ship during the three attacks of last week, the CORREGIDOR had two very near misses, when two blazing Jap planes, one on Saturday and another on Sunday, narrowly missed crashing into the ship.

Little imagination is required to guess what might have happened, had either one or the other come a few feet nearer.

When we think of that, and when we remember that not one casualty was sustained, not so much as a scratch, throughout the three attacks, there can scarcely be one aboard who would not utter from the bottom of his heart a grateful, "Thanks be to God".

-o-o-o-o-o-o-

### THE CORREGIDOR'S HUNTING SONG (You know the tune)

We shot the other night,  
And we shot the night before,  
Well shoot some other nights,  
Like we never shot before,  
For when we shoot,  
We're as happy as can be,  
For we are members of the migh-ty "C".  
Glorious!.Glorious! A score of Japs  
for the four of us.  
Praise be to Sam, that there are some  
more of us.  
Though one of us could lick them all  
alone.

-o-o-o-o-o-o-

"I can tell the boys in the army how to get their bonus."

"How?"

"Tell them to all move over to France - Then Congress will think they're foreigners and pay them."



SEVERAL TYPES OF JAP PLANES TOOK  
PART IN ATTACK

So much discussion has taken place regarding the types of Jap planes taking part in the attack that the BOOMERANG asking our Recognition Officer, Lieut. (jg) Hilding, to write the following account.

The Jap attacks on June 17, 18, and 19 brought into battle her latest types of aircraft. The old familiar Nell, Sally, Kate, and Sonia were missing. Instead we were introduced to the Tony, Judy, Nick, Lily, and Helen. Only "Zeke" (the Zero) and Betty, of the old timers, made their usual appearance.

A Judy, the new Jap Navy divebomber, started the action on the evening of June 17 when she dove on the Coral Sea. In a steep pullout on the Coral Sea's stern, a wing suddenly disappeared in mid-air and the Judy crashed into the water. Later, two twin engine bombers made their last run on our port quarter. One of these, a Lily, with starboard engine afire, passed close to the fantail and after partly turning over, went out of sight beneath the waves on our starboard quarter. The other plane a Nick, turned over on crossing the flight deck and exploded into a mass of flames as it hit the water near our starboard side. A bomber, still unidentified, was shot down on our port bow.

The aircraft which attacked the next afternoon may turn out to be a new Jap plane or a modified Nick. Nick so far has not been known to carry torpedoes. Therefore, we might expect another new name for this plane.

The morning of June 19 gave us our first sight of the famed Japanese Zero "Zekes". Two "Zekes" closed in and dropped light bombs. The surprise and speediness of the attack and the maneuverability on pulling out must have impressed all of us. Two Zekes were down by our pilots this same morning.

Other types of planes encountered and shot down during this action by pilots and other ships include Tony, Betty, and Helen.

HERE AND THERE

The Mighty "C" had just experienced her third air attack by Jap planes. Things were quiet for the moment, but only for the moment. Over the loud-speakers came the word, "Now hear this. All men wishing to have blues pressed; lay down to the laundry." Nothing like a time and place for everything.

Word had just been passed below decks that enemy planes were at 15,000 feet, the bridge called the engine room, "How many turns are we making?" Down in the engine room a voice shouted, "(So and so) RPM's at 15,000 feet." Just little bit up in the air.

Another carrier in the group was launching planes, as the second attack began. Two Jap torpedo planes were coming in, one above and to the right of the other. As they approached the bow of the ship from the starboard side, an American plane was being launched. Gracefully they broke formation, one over and one under. After passing the American plane, they rejoined and continued on their way.

Sidelights.....During the attack. Dr. Payne playing solitaire.....Pay Elliott, wearing his Big Benny. Not enough room in the Com Office for both Pay and the Benny, so Pay is walking the decks....Lieut. (Sponson John) Glenn taking time out to congratulate the gunners....One of the repair gangs comforting a badly scared Queenie. "It was enough to give her pups," someone remarked....A certain officer saying with a straight face, "I wasn't scared a bit".....Ensign Oddone making his big gun sound like a 20MM.... Some of the boys knocking hell out of a 5" burst....The Padre and several of the pilots making a sudden exit, but fast, from their observation platform when one of the blazing Jap planes made a turn in their direction.....The starboard batteries getting a unit citation from the bridge when some of their fire came perilously near another ship....The fighter pilots of a sister ship taking off into the strafing fire of the attacking planes on one side and the AA fire on the other.. (Continued on page 10)



## THE BATTLE AS THE GUNNERS SAW IT

(Continued from page 3)

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Numbers two and three came roaring in over one of our good neighbors on the starboard beam. She carefully concentrated her fire on the foremost and thoughtfully left the other for us. The first crashed between us and afore mentioned neighbor and the second came right down the groove with our entire starboard battery pouring it on at ranges from 1800 yards right down to practically zero. Most of the bridge personnel felt the heat from this riddled inferno as it cometed over this ship and hit very close aboard on our port beam.

While the after batteries were firing at a smoker which was crossing astern of us, the forward 40MM batteries were chalking up a couple more for the ship's grand total.

One found a hole in the screen and came in on our starboard bow unengaged. Group #1 40MM's commenced tracking, opened fire and hit almost immediately. They kept pouring them in until she started to smoke and burn fiercely. Group #2 picked her up as she crossed the bow and opened up but the Battery Officer checked fire when he saw she was finished.

As she crashed into the sea another one came in the same opening, eluded Group #1 but was picked up by Group #2. It was a full deflection shot but at very close range and the flaming 40's ripped her belly open and shot away her rudder. She commenced smoking badly as the port 20's joined in, was observed to climb sharply and then tumble backwards into the sea.

The shooting was over and the gunners of the mighty CORREGIDOR had chalked up 8 positives and one assist for two busy days' work. In the case of every claim there were numerous witnesses whose stories were carefully checked and the various incidents verified.

(Continued in next column)

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It is felt that only the matter of chronology is open to argument in the case of these witnessed events. And inasmuch as the impossibility of split-second timing and recording of these events at such a time is apparent, it is assumed that no one will take offense if this account of the sequence of events does not agree with his, so long as the facts are verified.

For the benefit of any skeptics it should be herein stated that most of the kills were actually at point blank range (particularly in the later stages of each firing) and none of the Jap pilots were observed to take any evasive action whatever. So most of the targets were "in the slot" and gunners readily admitted that they couldn't possibly miss on such beautiful shots. Two witnesses said they saw the 5" put a projectile right through one of the planes that the 40's were finishing off at a range of about 100 yards, too close in for the projectile to arm and detonate.

While this is primarily an account of the gun crews in action it should be stated here that several other groups deserve a real note of thanks for their very important parts in our successful AA action. First the pilots who intercepted the bandits before they got to us, saw to it that a number never got in at all and spoiled the attack's timing for the rest of them. Secondly, radar control for their timely warnings and lastly ~~the~~ various pilots, ship's officers, flight deck and repair party personnel who acted as volunteer target spotters and witnesses during the action.

Everyone did a fine job and we all have just cause to be very proud of our fighting ship!

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At the height of the battle, with Jap planes zooming and diving from every direction, someone in Lt(jg) Cronk's battery shouted above the noise of the guns, "And I thought I didn't like Astoria."