

[Donated by Mr. James Mc NAMARA
AK Acc. # 937003]

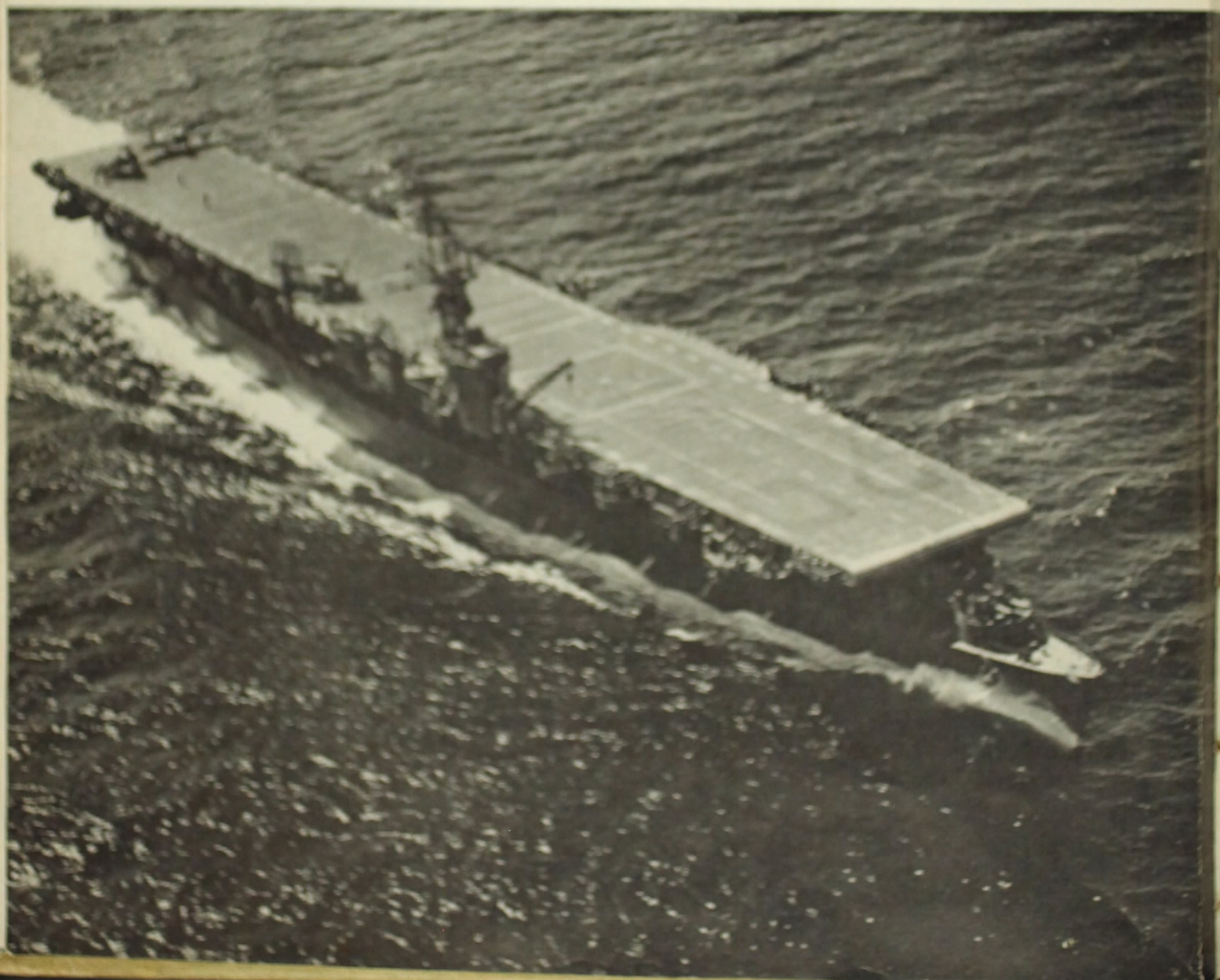
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THE U.S.S. BATAAN

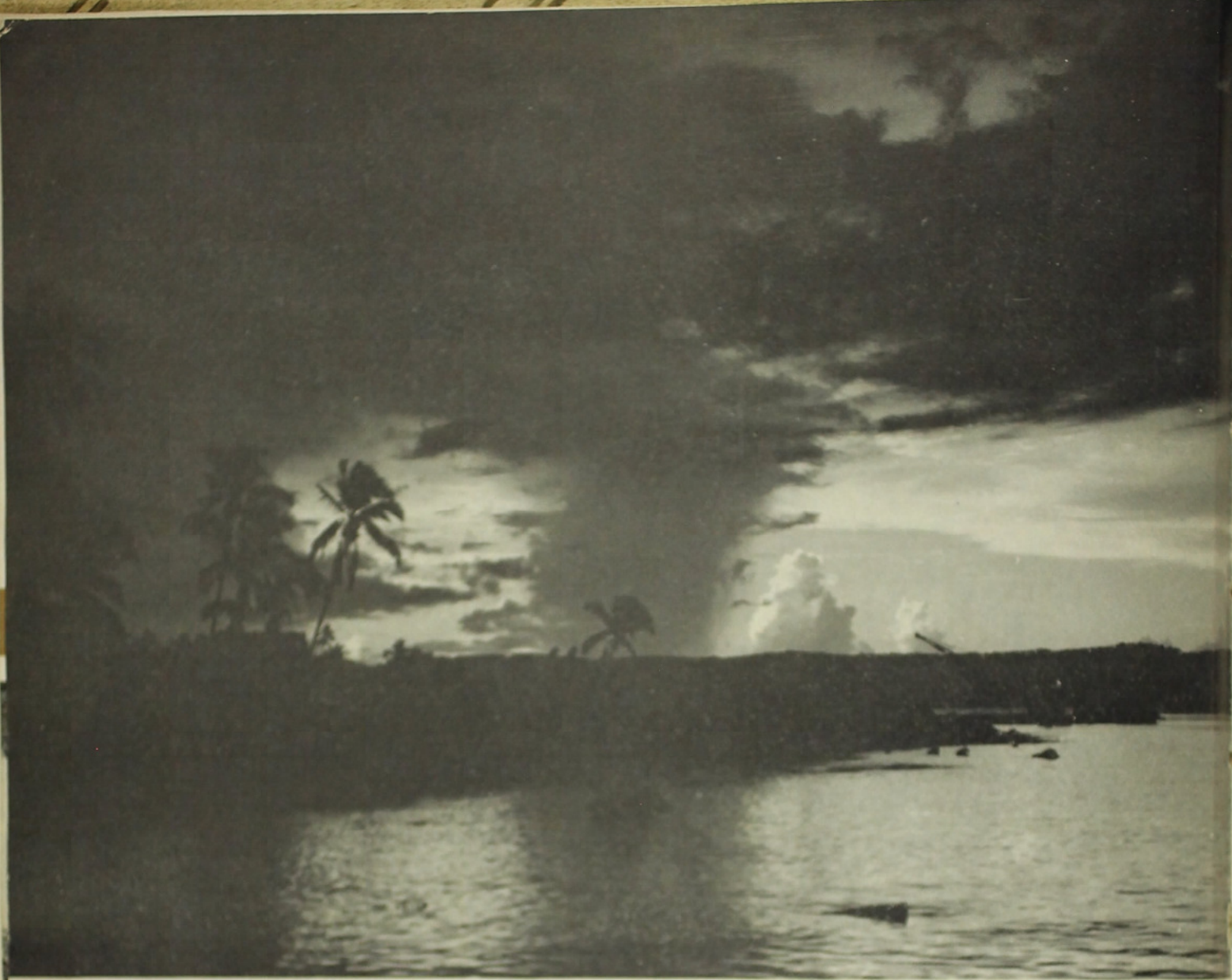
The
U.S.S. BATAAN

1 August 1943 — 17 October 1945





This book, subscribed for by the men who have served on the U. S. S. BATAAN, is a chronological pictorial history of the ship from launching, 1 August 1943, until 17 October 1945, the date the ship came back to the states upon the completion of the war.



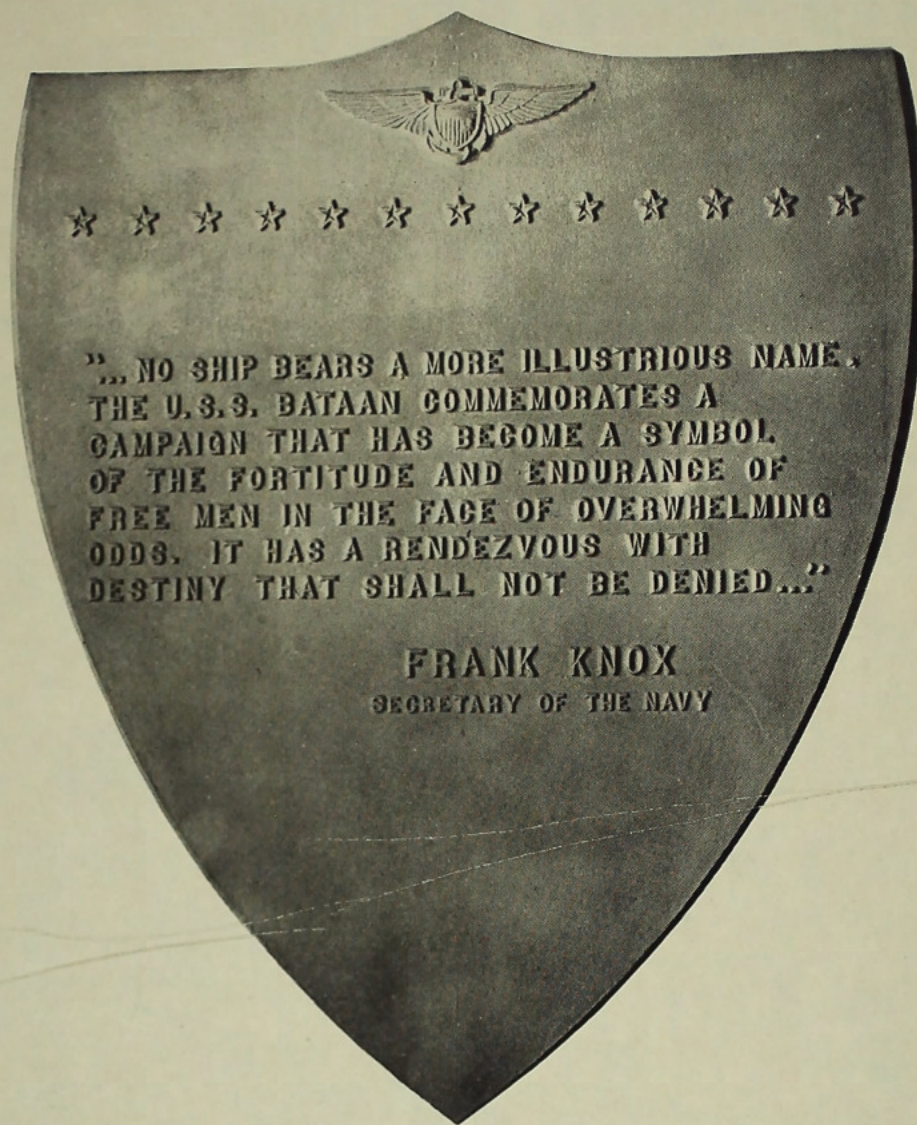
*And over the seas we were bidden
A country to take and to keep
And far with the brave I have ridden
And now with the brave I shall sleep.*

—A. E. HOUSMAN.

DEDICATION

MAURICE EDGAR ATKINS, Slc
LEO HARVEY BATTREALL, Slc
ROBERT ALAN BOOTH, Slc
WILLIAM RUFUS BROWNING, CAerM (AA)
GLEN PATRICK CAWLEY, ARM2c
BROWNE R. CHESTNEY, Lt. (jg)
JAMES ANDREW COCKING, Slc
GENE CHECK CRAIG, Slc
JAMES ALBERT DEBELL, Lt. (jg)
WALKER ETHRIDGE, Comdr.
JACK DUANE EZELL, Ens.
CLIFFORD LAVERNE FLUITT, Lt. (jg)
ROBERT SHANNON FRASER, Ens.
NORVELL ROSS GUBSER, AOM3c
RALPH EVERETT HEFFNER, Slc
THOMAS FRANCIS HENLEY, Ens.
EDWARD HARRY HINTZ, AOM2c

"J" "C" KING, StM2c
ROLLA STUART LEMMON, Lt. Comdr.
JOSEPH MAJEWICZ, Slc
JAMES AGNEW MARVIN, Ens.
JAN LIER OKTAVEC, ARM2c
FRANCIS CLIFFORD RAISON, Ens.
JOSEPH ANGELO SARACENA, AMM3c
REINHOLD WILLIS SCHNELL, AMM3c
JOSEPH WILLIAM SHELL, AOM1c
"R" "B" SHORT, Slc
WILEY ALAN STONER, Lt.
VINCENT SWAGER, JR., S2c
JAMES WILSON TAYLOR, AMM3c
ROBERT JOHN THOMAS, AOM3c
GEORGE TALBOTT WEIDENFELLER, ARM3c
ROBT. LAFAYETTE WESTBROOK, III, Lt. (jg)
JOHN WESLEY WRIGHT, JR., Lt.



*"Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high."*



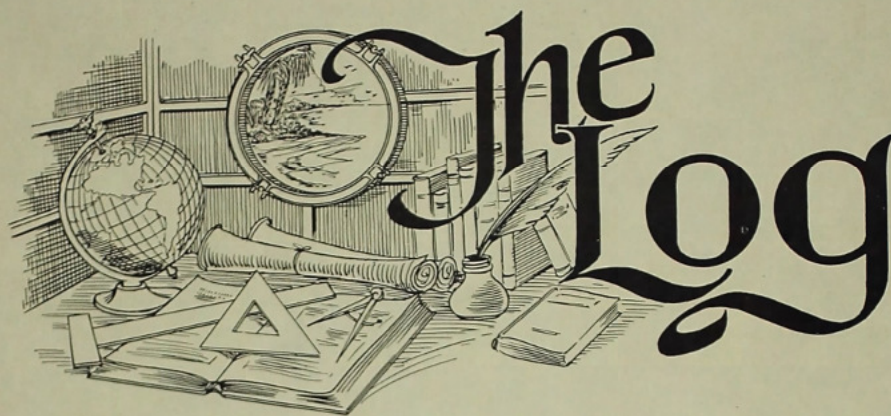
"... THE VALOR OF THE AMERICAN AND FILIPINO FIGHTING MEN WHO BATTLED THROUGH THE LONG MONTHS ON BATAAN WILL SERVE AS AN INSPIRATION TO THE MEN OF THIS FINE NEW SHIP. TO THE PEOPLE OF THE PHILIPPINES, WHO LIVE ONLY FOR THE DAY OF VICTORY AND LIBERATION, THE BATAAN WILL BE A SYMBOL OF THE INEVITABLE DEFEAT OF JAPAN. OUR FIGHTING COMRADESHIP WAS SEALED IN THE FOXHOLES OF BATAAN AND HALLOWED FOREVER IN THE SHALLOW GRAVES OF THAT BLOODSTAINED BIT OF LAND ..."

MANUEL QUEZON

PRESIDENT OF THE PHILIPPINE COMMONWEALTH

IF EVER an American fighting ship was charged with the twin responsibilities of a great tradition and a great purpose it is this—the U. S. S. Bataan!

John McCrae, poet-laureate of World War I, whose inspired words are quoted, could not have written more poignant lines today to sum up the spirit and high resolve of the officers and men of this ship, nor of the craftsmen who built it, nor of the government and people who give it their blessing. This nation and all nations will watch it hereafter with steadfast eyes as it ploughs the waters of the world leaving in its wake inexorable retribution, justice and liberation as a tribute to the brave heroes, American and Filipino, who etched with their blood in the archives of history a new symbol for glorious self-sacrifice—*Bataan!*



1 Aug. '42—Construction is begun on a ship at the New York Shipbuilding Corporation, Camden, N. J. Originally intended to be the light cruiser Buffalo, it is converted to CVL29 due to the pressing need for carriers.

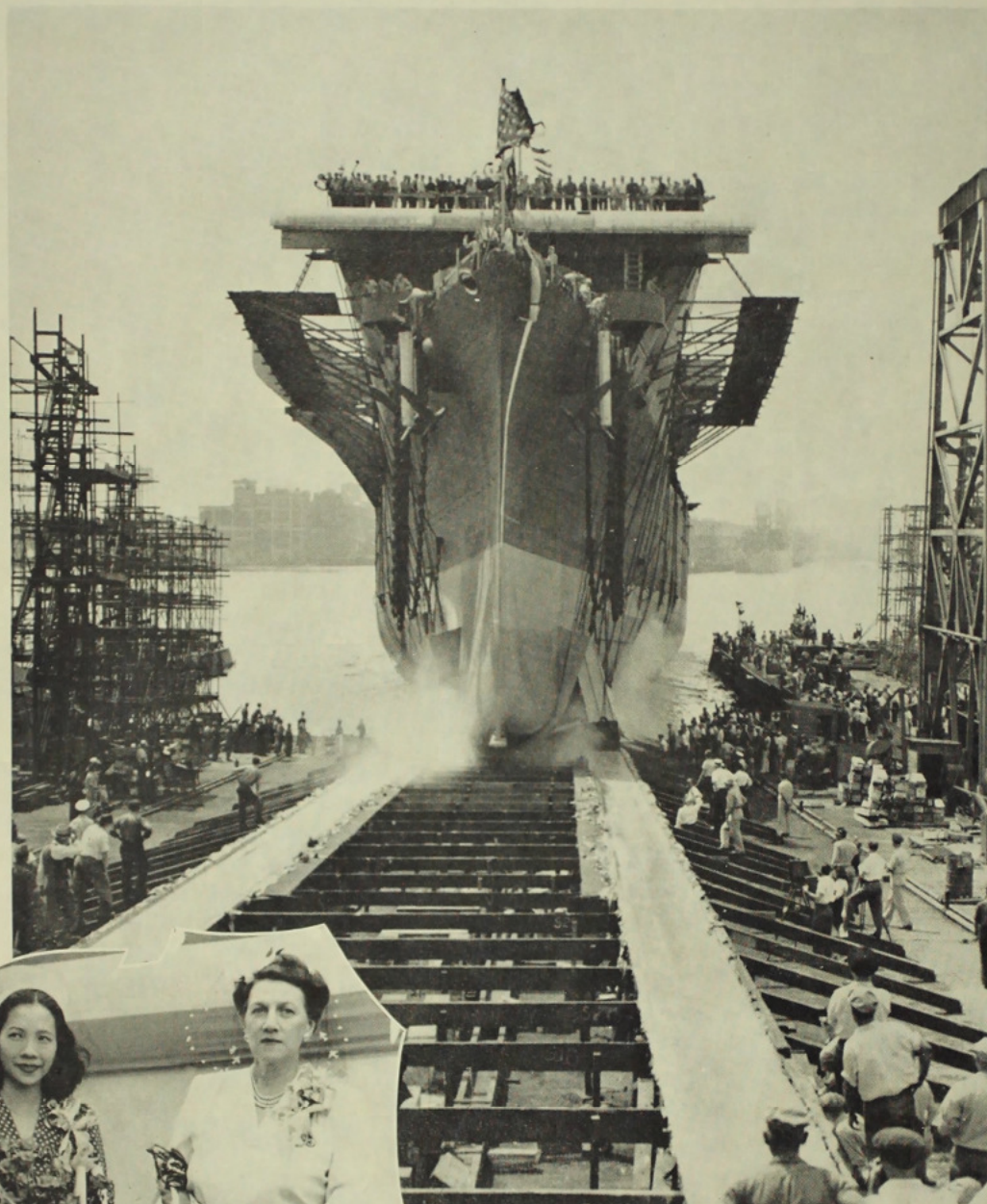
1 Aug. '43—A ship was born and christened BATAAN. Secretary of the Navy Knox in a message declared that she "has a rendezvous with destiny which shall not be denied."

17 Nov. '43—The U. S. S. BATAAN joined the Navy. The commissioning ceremony, the second in wartime to be nationally publicized, took place at Pier 2, Philadelphia Navy Yard.

24 Dec. '43—First GQ!! Air Raid alert on East coast.

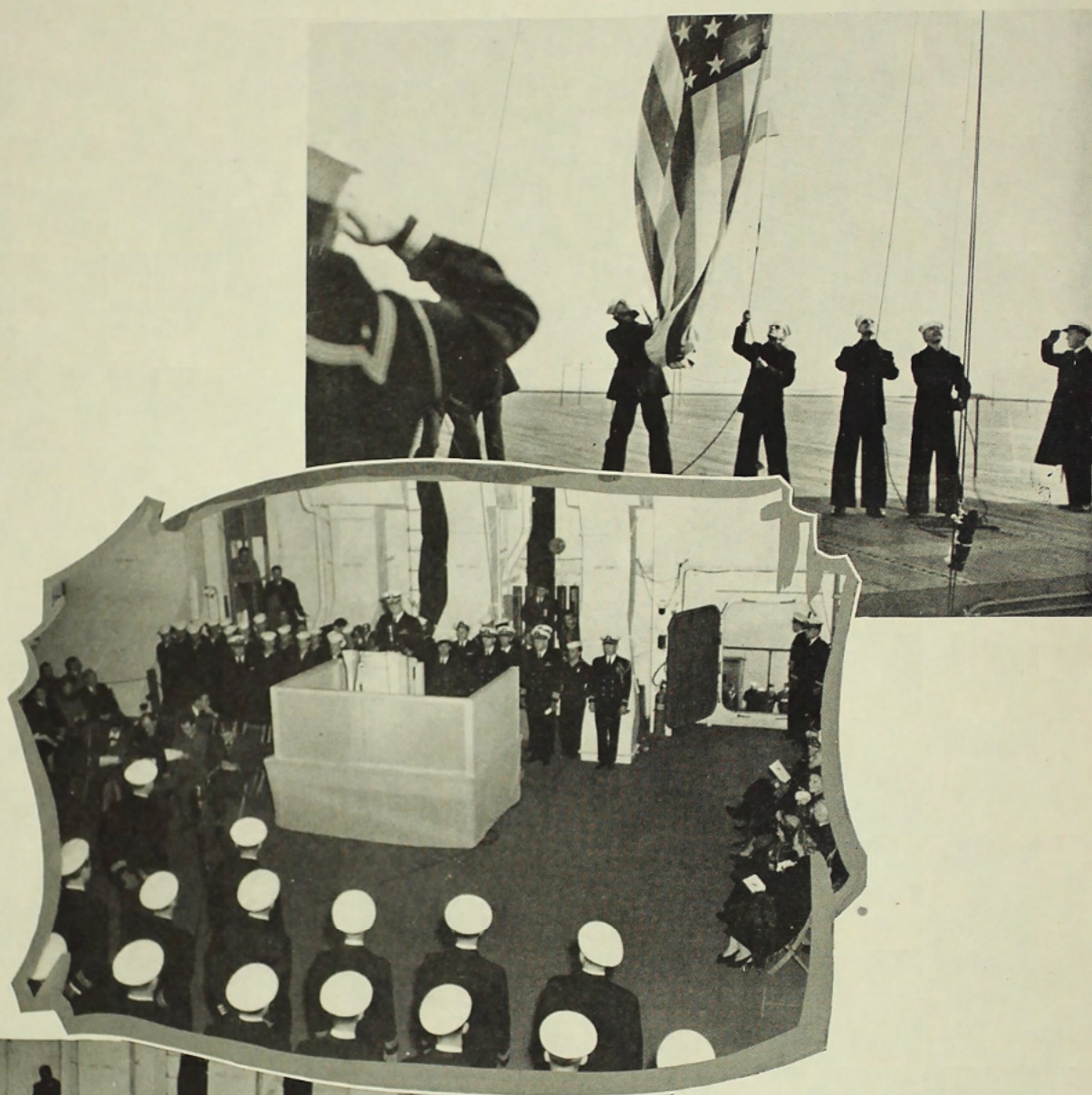
25 Dec. '43—BATAAN's first Christmas.

27 Dec. '43—Air Group FIFTY reported aboard.



CVL 29, launched at New York Shipbuilding Corporation, Camden, New Jersey, 1 August 1943. . . . The Maid-of-Honor, Miss Maria Osmena, daughter of Honorable Sergio Osmena, then Vice-President of the Philippine Commonwealth, and the Sponsor, Mrs. George Murray, wife of Rear Admiral George D. Murray.

COMMISSIONING CEREMONY

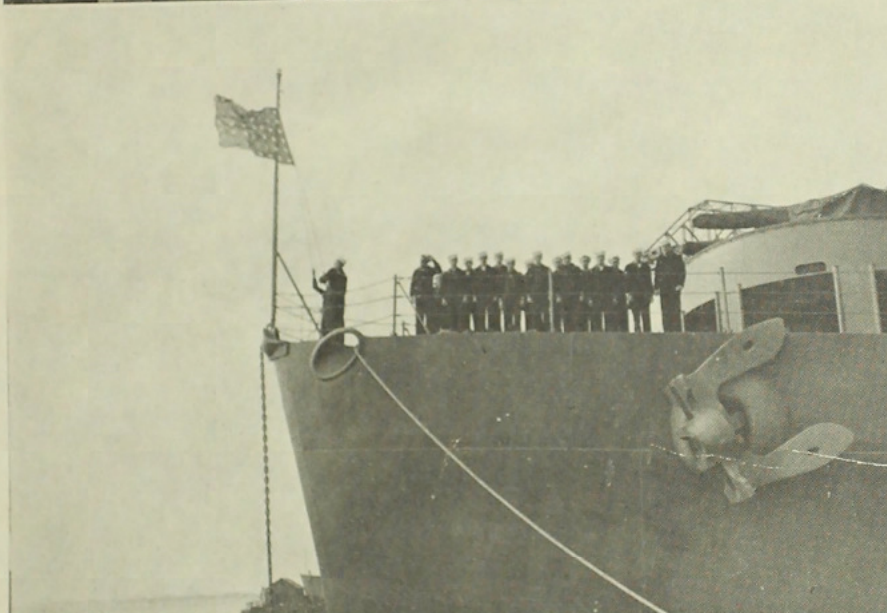


Rear Admiral M. F. Draemel, Commandant of the Fourth Naval District, reads commissioning orders. The watch was set and colors hoisted.





Rear Admiral Draemel, Vice-President Sergio Osmena, and Captain V. H. Schaeffer view plaques based on letters from President Manuel Quezon and Secretary of the Navy Frank Knox.



Hoisting the Jack.



Vice-President Osmena, Rear Admiral Draemel, Miss Maria Osmena and Captain Schaeffer at commissioning ceremonies.

Captain Schaeffer, daughter
and son.



Commissioning reception in
the wardroom.



Comdr. W. A. Deam, Ex-
ecutive Officer, and family.





Composers of the Bataan song, Earl T. Crooker, Y1c, and Verton C. Eby, PhM2c.

U.S.S. Bataan

E.T. Crooker

V.C. Eby

We mean to make the cock-eyed world take off its hat To a
fighting ship whose tip is long and flat — We mean to see that when the Cap-tain gives com-
mands — We're going to find that right be-hind him stand all hands
Chorus
It takes a first-class fighting man — To man a ship that's called Bat-

... aan — So with our planes and with our guns we'll help to pol-ish off the hees and al-so
sink those set-ting Suns — Un-til at last there comes a
day — We do what Dew-ey did at old Man-i-la Bay — and then we'll
sail a-way for Tok-i-o Jap-an — on the U. S. S. Bat-aan!

AIR GROUP 50 REPORTS ABOARD...

VT 50 OFFICERS

Front row: Lt. (jg) Connors, Lt. (jg) Fite, Lt. Comdr. Swanson, Lt. (jg) Praete, Lt. (jg) Hart. *Second row:* Lt. (jg) Wood, Lt. (jg) Holladay, Lt. Hambleton, Lt. (jg) Snipes, Lt. (jg) Hall. *Back row:* Lt. O'Keefe, Lt. (jg) Fox, Lt. (jg) Smyth, Lt. (jg) Grosh, Lt. (jg) Middleton, Lt. (jg) Rogers.



VT 50 OFFICERS AND MEN

Front row: Jamison, Carmody, Murphy, Langone, Holder, Rex, Ferreria, Johnson, Alonso, Maturo. *Second row:* Welch, Gregory, Cohen, Canup, Witt, Boone, Finger, Kling, Seig, Richardson, Chief Calam, Chief Wilson. *Third row:* Litzen, Shadle, Moore, Endreson, Caka, Arnold, Angelo, Knudson, Furtak, Williams. *Fourth row:* Lt. (jg) Wood, Lt. O'Keefe, Lt. (jg) Connors, Lt. (jg) Fox, Lt. (jg) Holladay, Lt. Hambleton, Lt. (jg) Smyth, Lt. Comdr. Swanson, Lt. (jg) Grosh, Lt. (jg) Hart, Lt. (jg) Middleton, Lt. (jg) Hall, Lt. (jg) Rogers, Lt. (jg) Praete, Lt. (jg) Snipes, Chief Nichols, Barozzi.



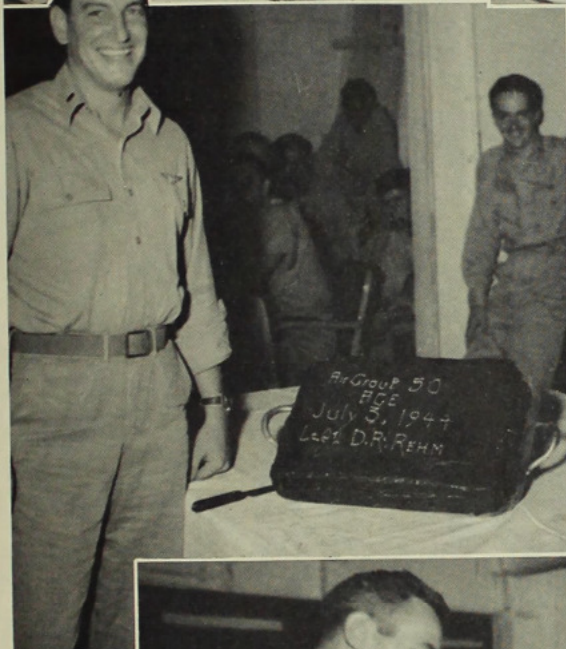
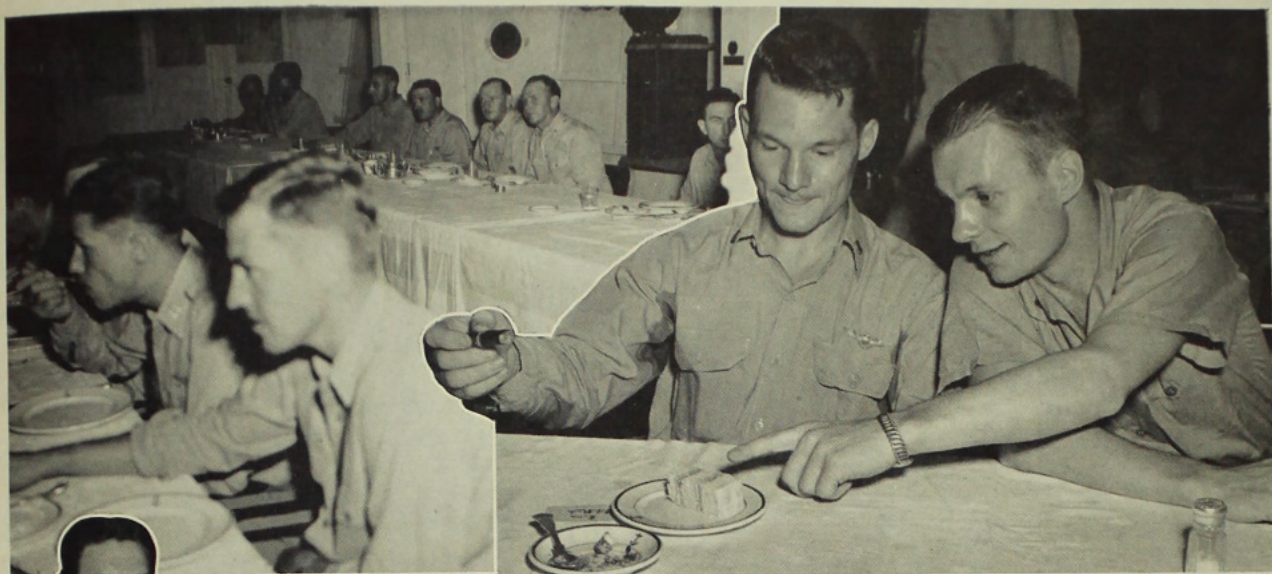
VF 50 OFFICERS

Front row: Lt. Laake, Lt. Hinn, Lt. Fanning, Lt. Barackman, Lt. Patton, Lt. Comdr. Strange, Lt. Abbott, Lt. Hardin, Lt. Bennett, Lt. Sermos, Lt. (jg) Winecoff. *Second row:* Lt. (jg) Irwin, Lt. (jg) Brown, Ens. Fash, Lt. (jg) Hayes, Ens. Wilde, Ens. Kendrick, Ens. Ruda, Lt. (jg) Ziarko, Ens. Engdahl, Ens. McCuddy, Ens. Roberts, Ens. F. S. Smith. *Back row:* Ens. Miller, Ens. Dennes, Ens. Veach, Lt. (jg) Rehm, Ens. Francis, Ens. Beard, Lt. (jg) Thomas, Ens. Tarleton, Ens. Richardson, Ens. McCormick, Ens. Nelson, Ens. Rich, Ens. H. S. Smith.

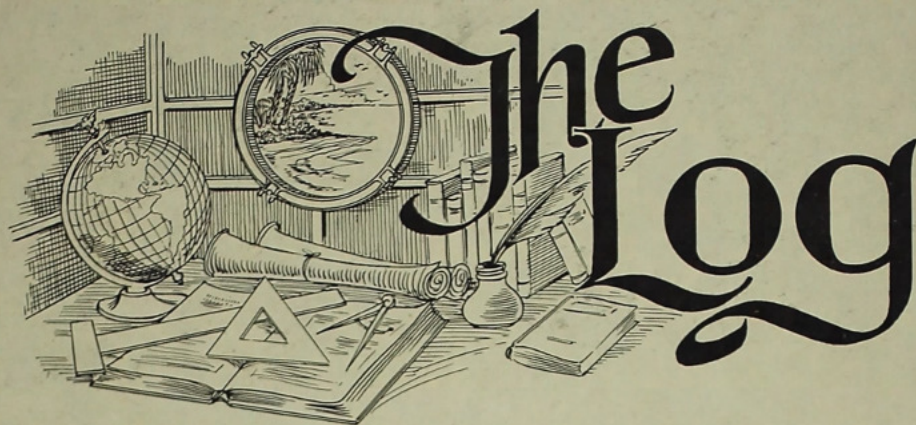




Cake parties for the 2000th and 3000th landings. A "few" speeches of a "few" thousand words were made.



Captain Schaeffer dines in the wardroom... "Aces" share their cakes...
All relax, have a good time, and smile for the cameraman...



28 Dec. '43—Underway for shakedown. A new ship with a green crew puts out to sea to be molded into a fighting unit.

1 Jan. '44—The new year began with the first operations with Air Group 50 in Chesapeake Bay. 68 perfect landings were made.

6 Jan. '44—The U. S. S. BATAAN made her debut at Norfolk, docking at NOB.

11 Jan. '44—Enroute to Trinidad, British West Indies. First gunnery exercises and routine air operations are conducted.

12 Jan. '44—Our first tragedy. Plane crashed into No. 2 stack and burst into flames. Two men were fatally injured and two were missing.

13 Jan. '44—"All Hands, bury the dead." Our first fatalities are committed to the deep in a kindly blue patch of water east of the Bahamas.

16 Jan. '44—Anchored off Port of Spain. Liberty. Macqueripe for officers, Scotland Bay for men, rum and coca cola for all.

17 Jan. '44—8 Feb. '44—Shakedown training period in Gulf of Paria. Battle Problems, damage control drills, gunnery practice, day and night flight operations.

9 Feb. '44—Stateside bound.

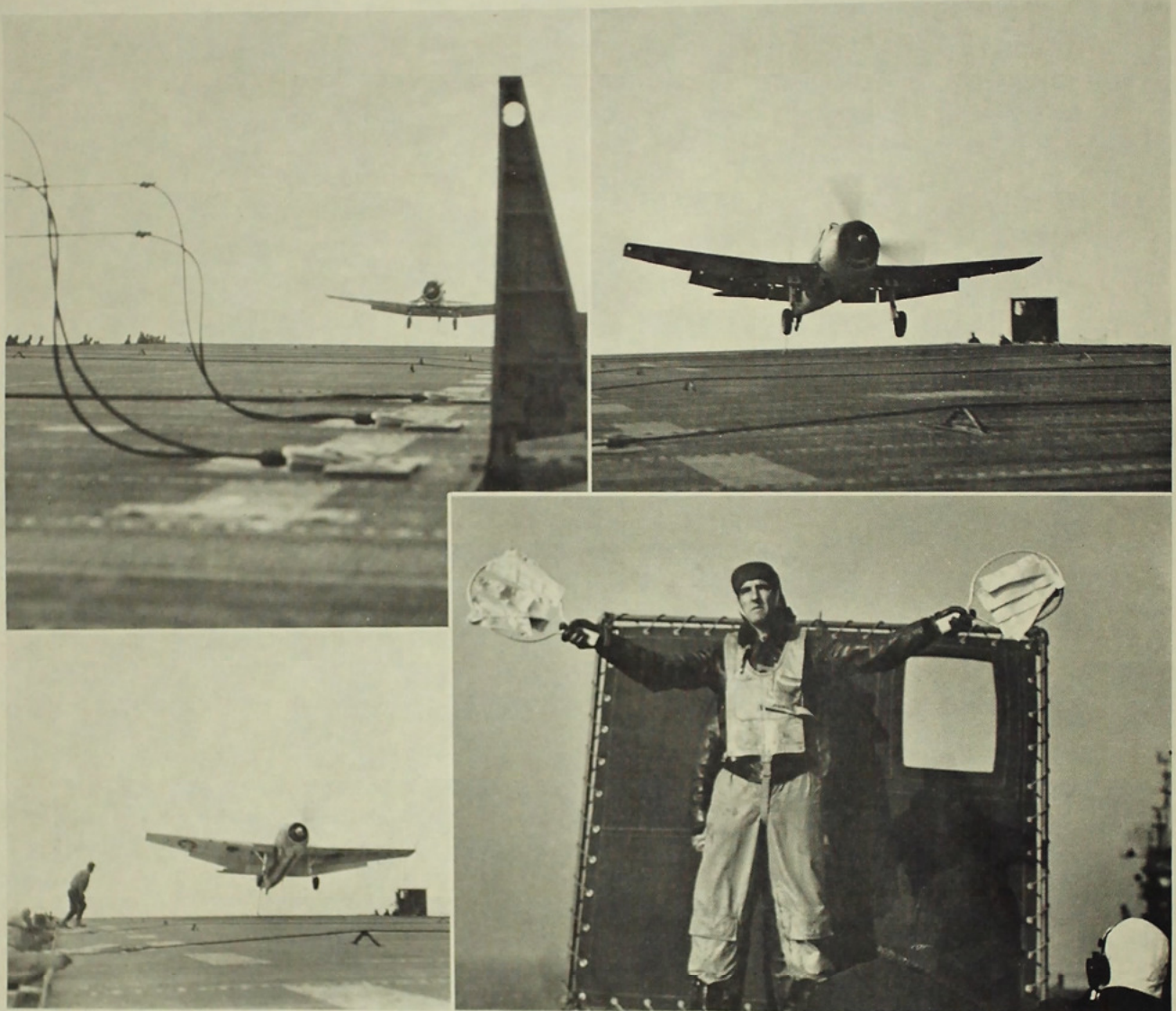
12-13 Feb. '44—Off Cape Hatteras. Heavy seas which separated the men from the boys.

14 Feb. '44—Back in Philly. All rough spots smoothed off at Navy Yard. Shakedown leave. Last goodbye to the Gloucester gals.



CAPTAIN VALENTINE H. SCHAEFFER
U. S. Navy

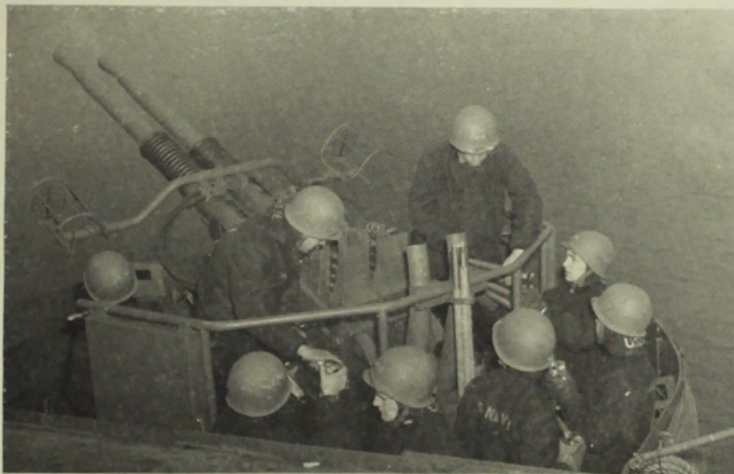
FIRST LANDINGS

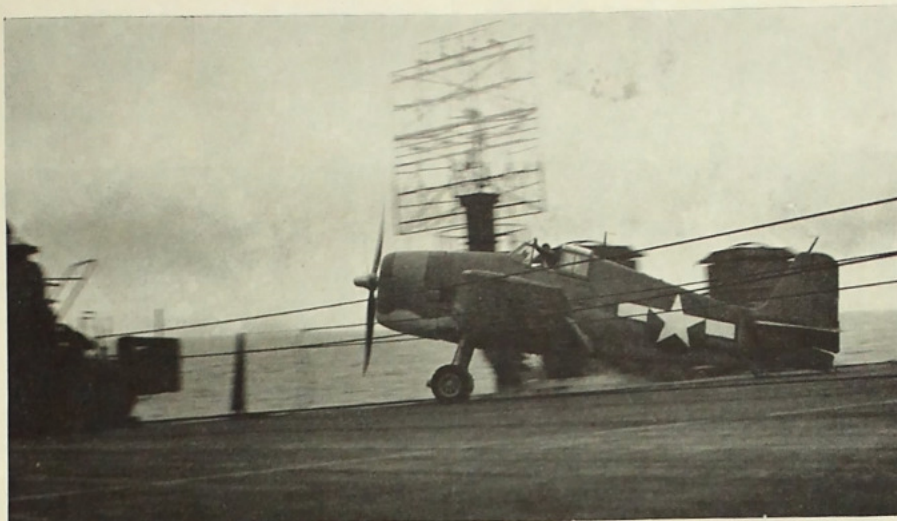


First operations with Air Group 50 begin in Chesapeake Bay . . . The first landing is made by Comdr. H. A. House, Air Officer . . . Lt. Lemmon, Executive Officer of Fighting 50, lands the first Hellcat aboard and Comdr. Matter, CAG 50, lands the first "torp" . . . L. S. O. "Mike" Mikronis brings them in . . .

GUNNERY TRAINING

First gunnery exercises are held during shakedown . . .
"Green" Gunners begin workouts on the 40's, and the
fire controlmen start tracking the target . . . The Marines
get acquainted with the 20mms. . .





Our first tragedy...Plane
out of control...



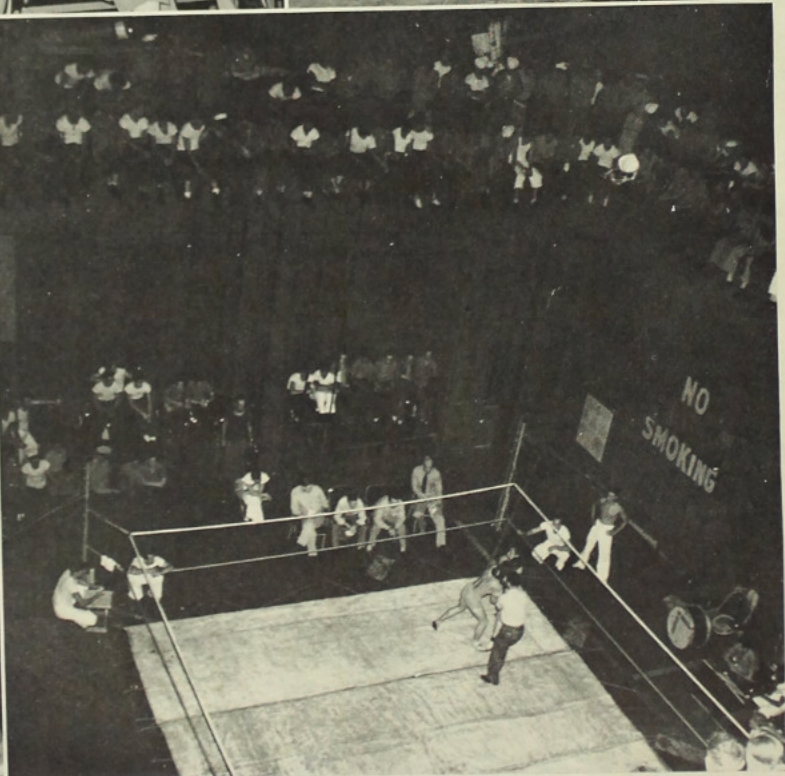
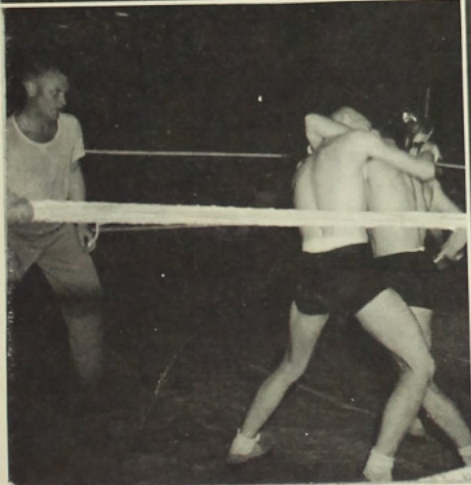
Crashes into No. 2 stack...
Two men are fatally injured
and two are missing...

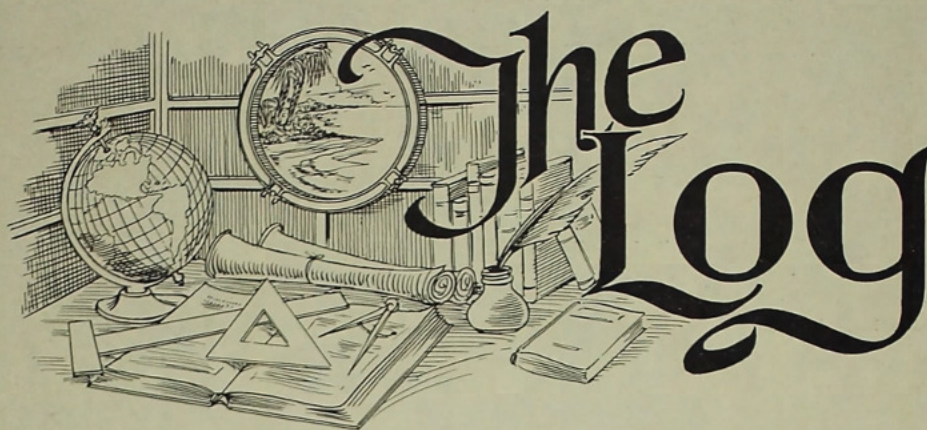


Burial at sea...

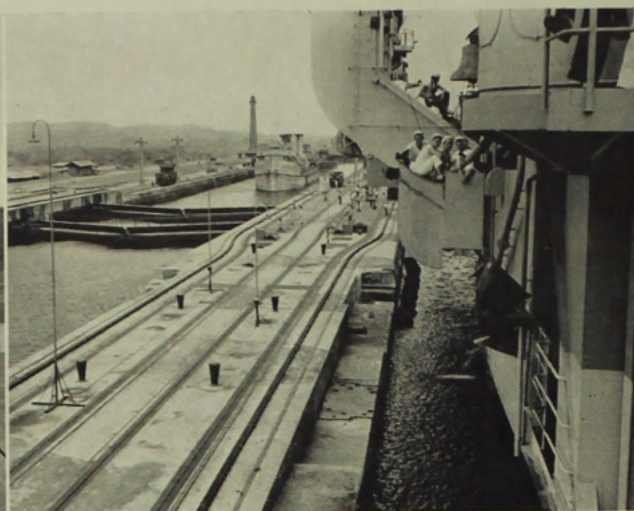
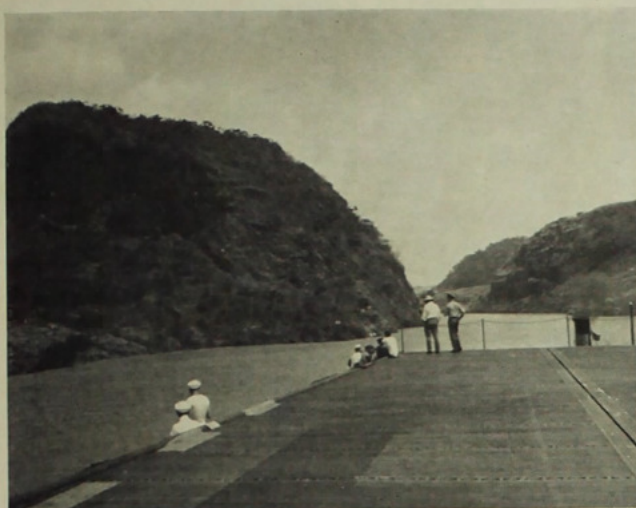
RELAXING AT TRINIDAD

We have a boxing show, Lt. "Swede" Lundberg officiating... King's Row looks on at the fights... and the band plays on...

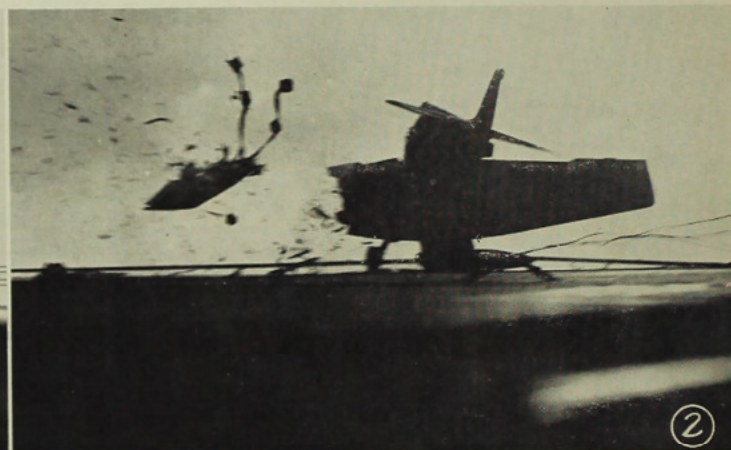




- 2 Mar. '44—Out to sea again.
- 8 Mar. '44—Panama, through the Canal. Washed down ship with fresh water from Gatun Lake. Liberty and souvenirs for the lucky ones in Balboa and Panama City.
- 12 Mar. '44—Encounter with a whale. Whale came out second best but we lost the pitometer sword.
- 15-17 Mar. '44—San Diego. Last stateside liberty for some time. Enough said.
- 18 Mar. '44—Headed west with flight and hangar decks jammed with Marines, Sea Bees, planes and freight.
- 22 Mar. '44—Pearl Harbor. Tied up starboard side to, Fox 10, Ford Island. 50 yards ahead lay the rusty hulk of the once proud UTAH.
- 25 Mar. '44—3 Apr. '44—Maneuvers off Oahu.
- 4 Apr. '44—Off to the wars.
- 9 Apr. '44—Easter Sunday. Arrived Majuro Atoll, Marshall Islands. Reported for duty with mighty Task Force 58. The BATAAN had made the first team.
- 15 Apr. '44—Underway in sortie with Task Group 58.1, Rear Admiral "Jocko" Clark commanding.
- 16 Apr. '44—TBM made water landing. Pilot and aircrewman saved; one aircrewman and passenger lost.
- 17 Apr. '44—From pollywogs to shellbacks as we crossed the equator.

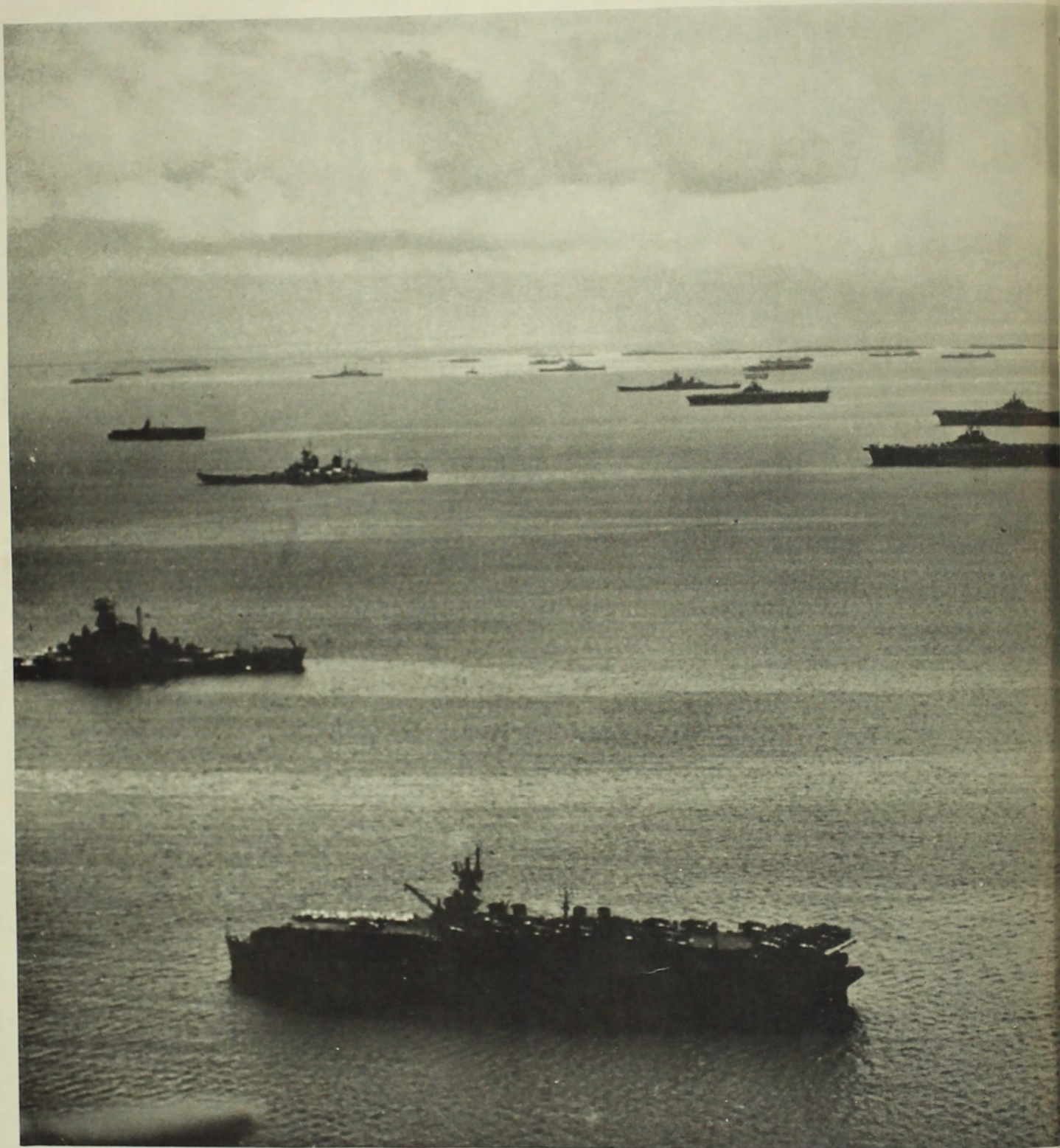


Through the Canal... "The Cut" is impressive... A tight squeeze in the locks... Later liberty for the lucky guys in Panama City and Balboa...



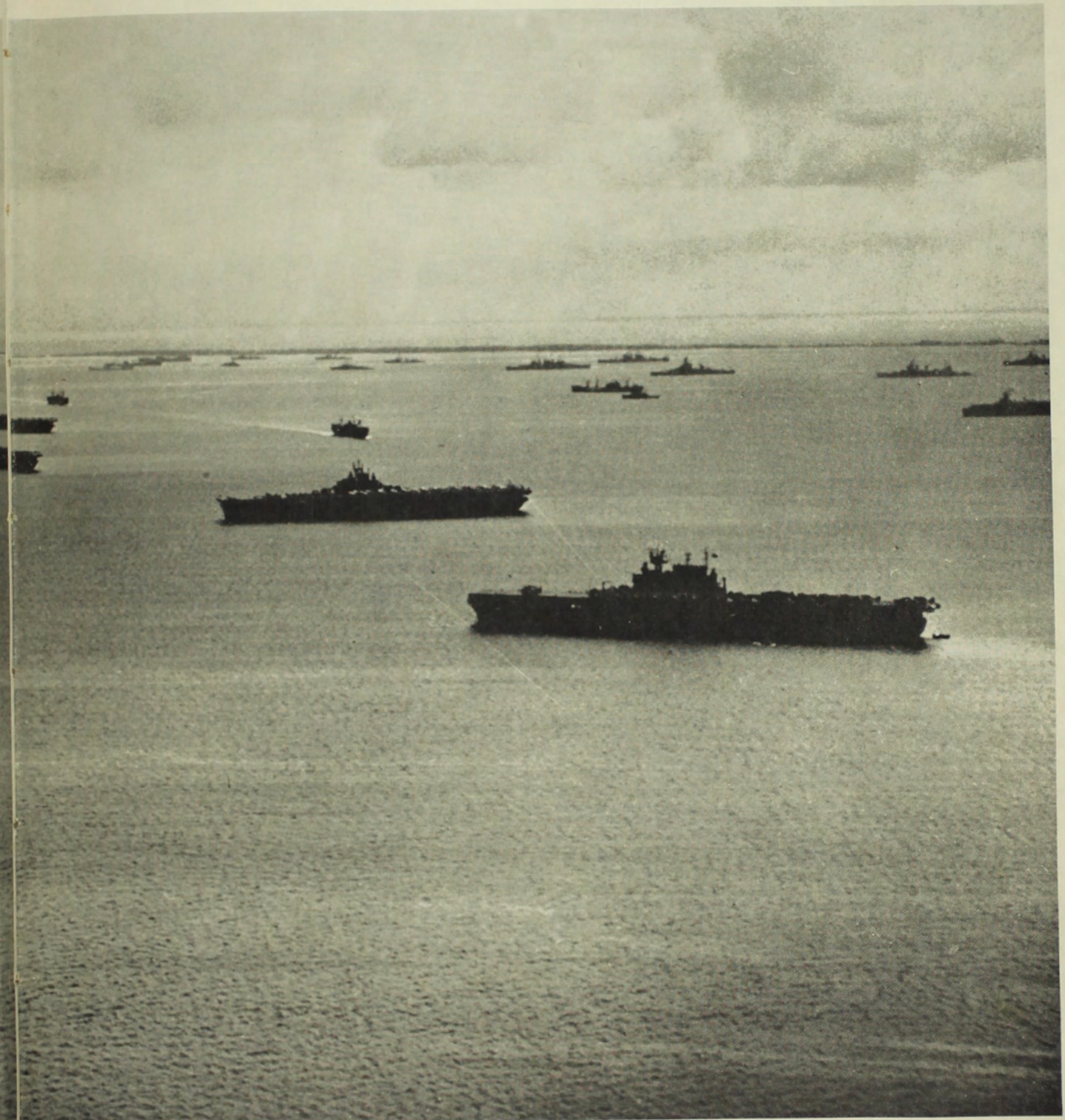
A good landing... the pilot walked away!!!

THE BATAAN JOINS



TASK FORCE 58

THE FIRST TEAM



AT MAJURO

CROSSING THE LINE . . .



The Royal Court. Davy Jones (Lt. John Cavender), Queen (C. J. Venne, MM1c), King Neptune (Earl Crooker, CY), Royal Baby (Ens. C. E. Cox), Royal Police (John Paul Jones, EM2c, and J. A. Swilling, Ck1c).



Pollywogs go before the court...they don't get mercy...an abortive mutiny...ends in more punishment...

Neptune's Court welcomed
aboard by the "Skipper"...

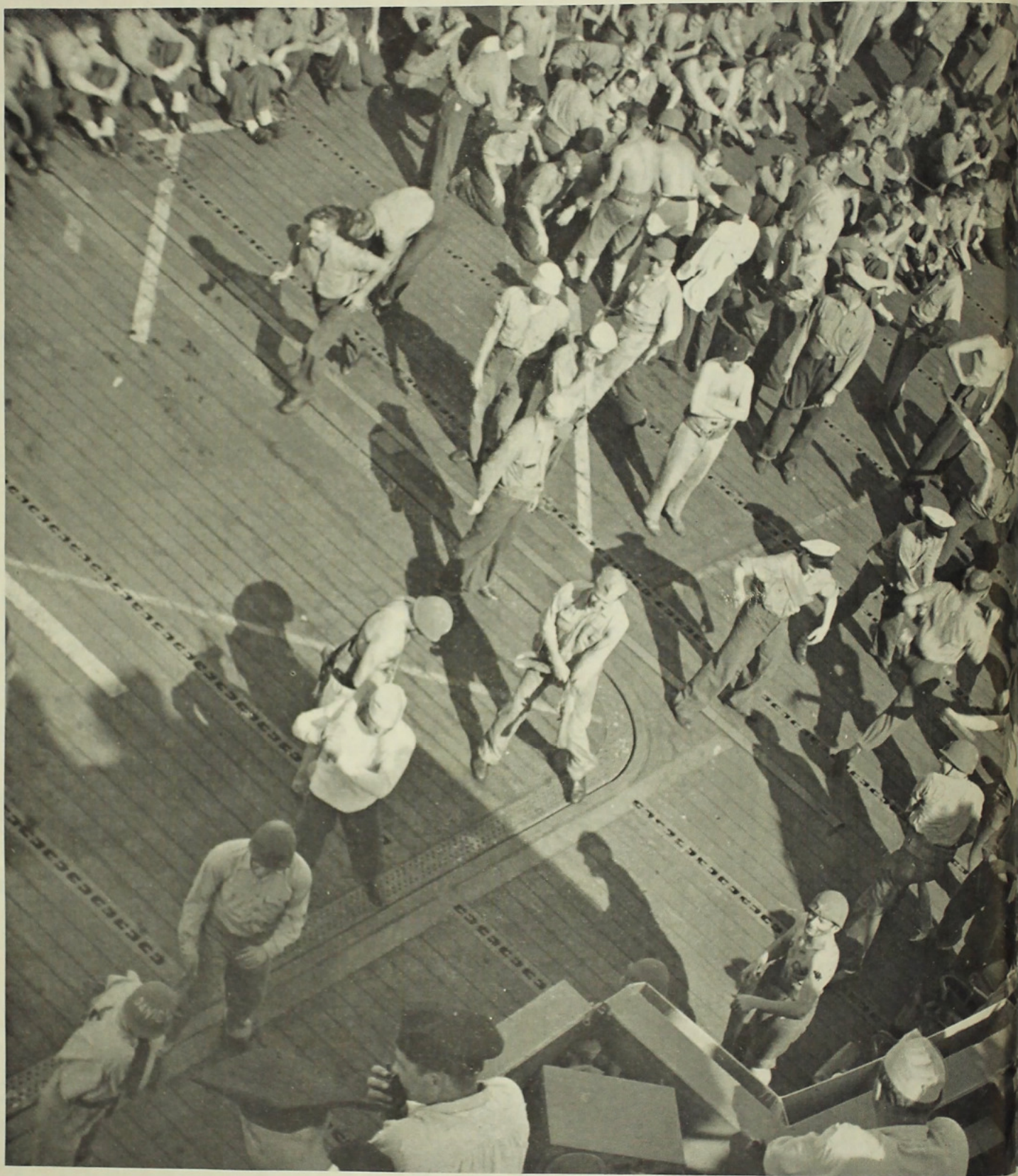


KING NEPTUNE'S COURT



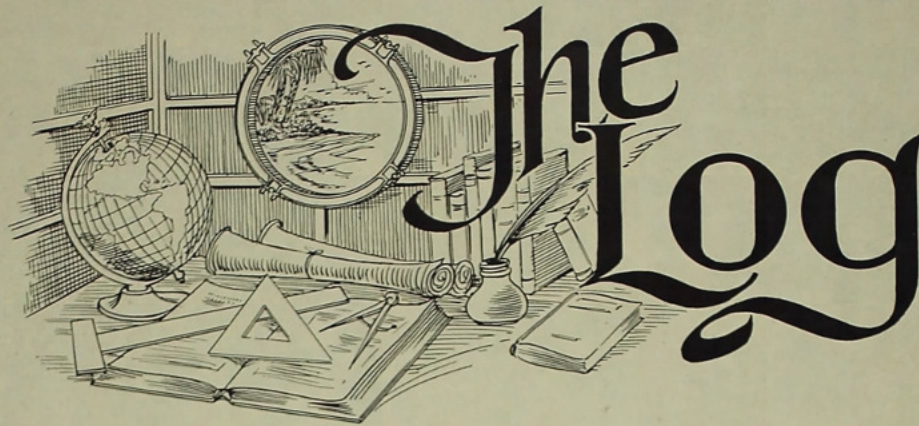
The hair flies... Even the cripples weren't exempt... Lt. R. A. Bosee
gets a regulation haircut.

RUNNING THE



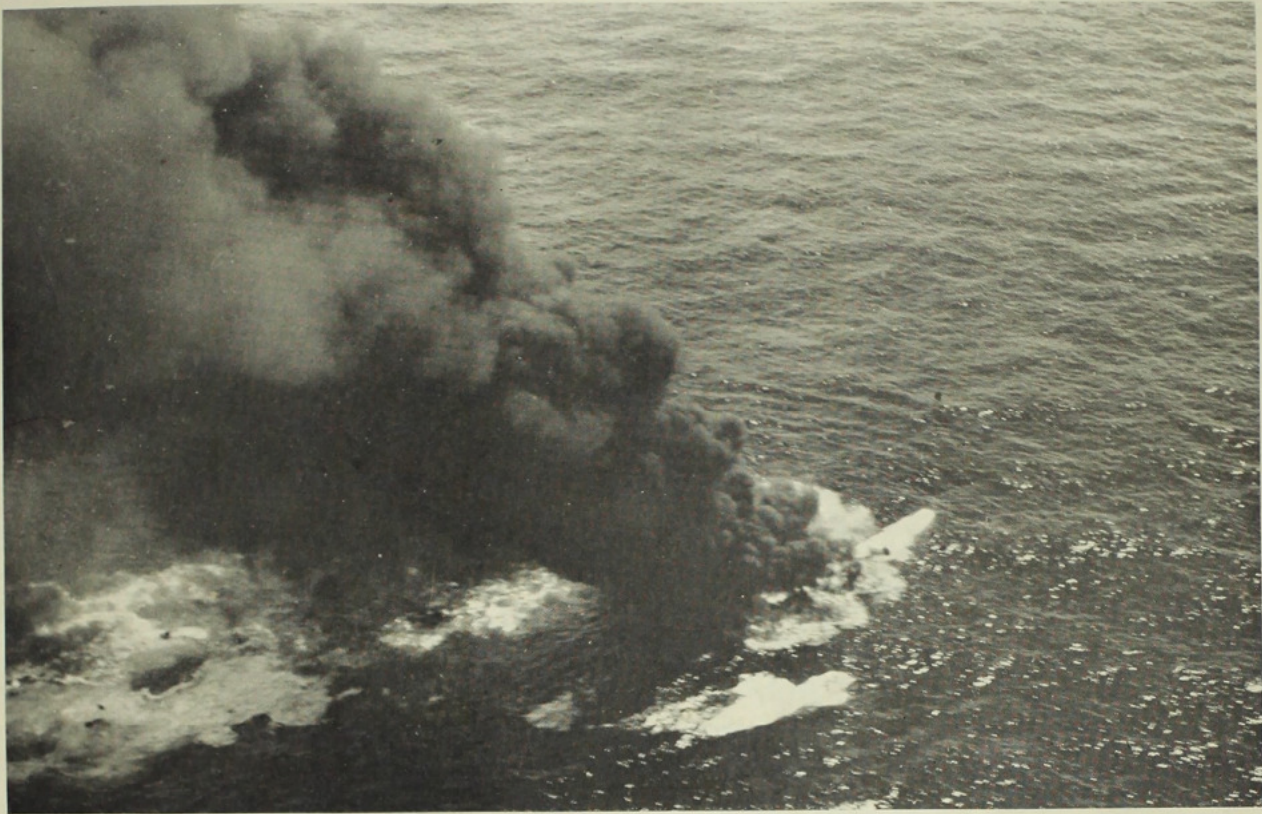
GAUNTLET!





- 21-23 Apr. '44—Strikes against Sawar, Sarmi and Wakde, New Guinea, in support of landings at Hollandia. Lieut. LEMMON scores first two kills for our planes.
- 28 Apr. '44—Put into Manus, Admiralty Islands, for U. S. Mail.
- 30 Apr.-1 May '44—Strikes against Truk, Caroline Islands. Comdr. MATTER, CAG 50, and crew of his TBM shot down but rescued by submarine TANG.
- 2 May '44—Battleships of Task Force 58 bombarded Ponape, Caroline Islands. Quite a sight to view from the flight deck.
- 5-13 May '44—Anchored in lagoon at Kwajalein, Marshall Islands. Liberty and a little beer while adjustments are made to forward elevator. Rear Admiral Clark stated that BATAAN "had performed all her assigned tasks in a highly satisfactory manner" during previous operation.
- 14-18 May '44—Back at Majuro. Forward elevator snafu.
- 22-30 May '44—Pearl Harbor again. To drydock for repairs to forward elevator.
- 2-5 Jun. '44—Majuro. 58 again ready to hit the Japs.
- 11-13 Jun. '44—Strikes against Guam and Rota in the Marianna Islands. Our planes shot down four Nips on the 11th and two more on the 12th.
- 14 Jun. '44—One snooper shot down while we head north.
- 15-16 Jun. '44—Strikes against Chichi Jima in the Bonin Islands, 511 miles from Tokyo. This was the closest any carrier group had been to the Japanese Empire. It's getting warmer.
- 19 Jun. '44—Air battle with carrier planes from the Japanese fleet, 200 miles west of Saipan. Over 400 Jap planes destroyed by planes from Task Force 58 in Marianna's Turkey Shoot. Twelve were knocked down by BATAAN planes.
- 20 Jun. '44—First Battle of the Philippine Sea. Task Force 58 retaliates. Three Jap carriers sunk and many other units sunk or damaged. Four more kills for Air Group 50. Wild melee resulted when returning planes made first mass, night landings in naval history.
- 23 Jun. '44—Strikes against Pagan, Marianna Islands. 5 more splashes.

FIRST BLOOD!

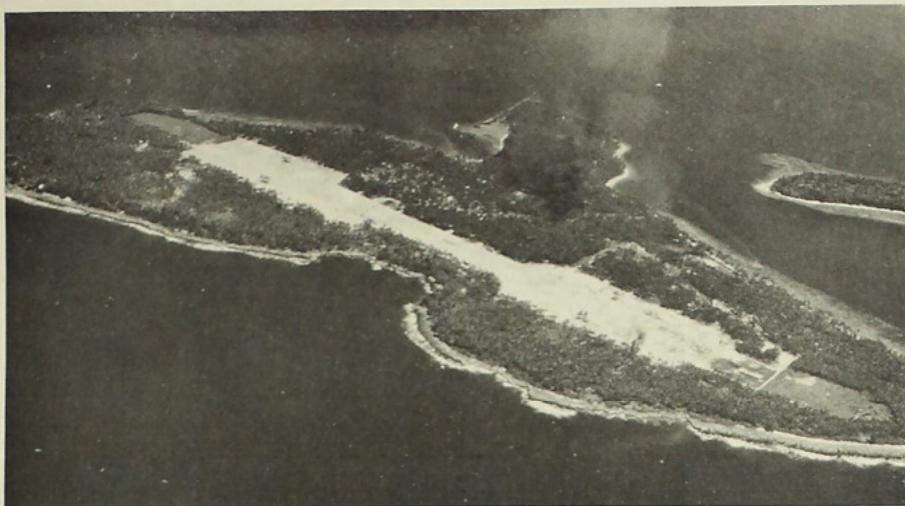


A Betty is splashed by Lt. Rolla S. Lemmon.

A wardroom celebration
for our first kill... as al-
ways, it's a cake party...
and Lt. Lemmon shares it.



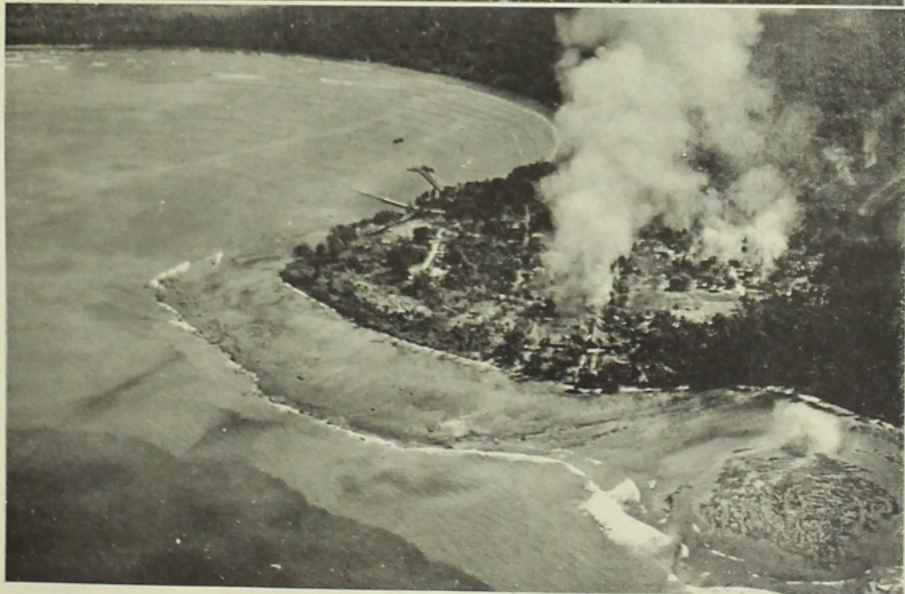
AIR GROUP



Wakde Island, coast of New Guinea in background . . . Bataan planes support landings at Hollandia . . .



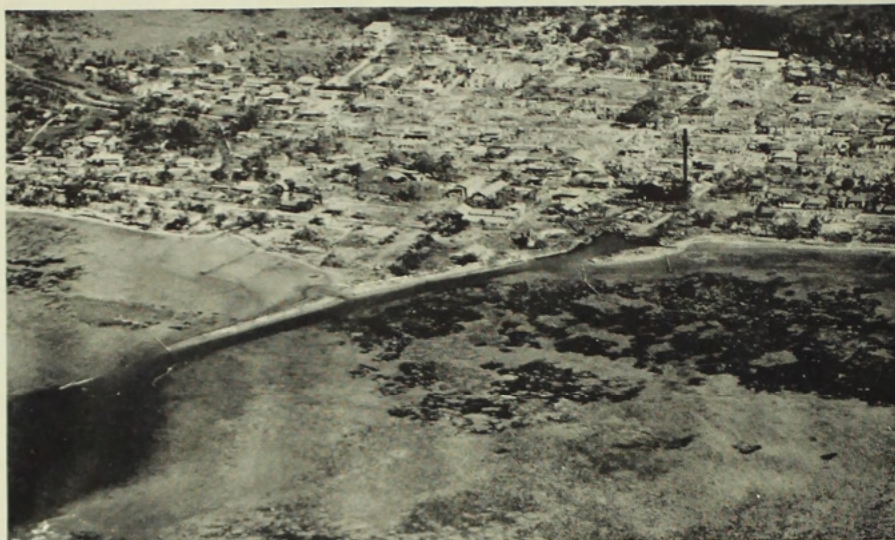
Target on Truk seen from a diving fighter bomber . . .



Cape Sarmi, New Guinea, hit . . .

50 STRIKES....

...Battered Agana Town,
Guam...



...Rota—this stack proved a
stubborn survivor of many at-
tacks...



...Flaming results of the first
carrier attack on Iwo...



FIRST BATTLE OF PHILIPPINE SEAS

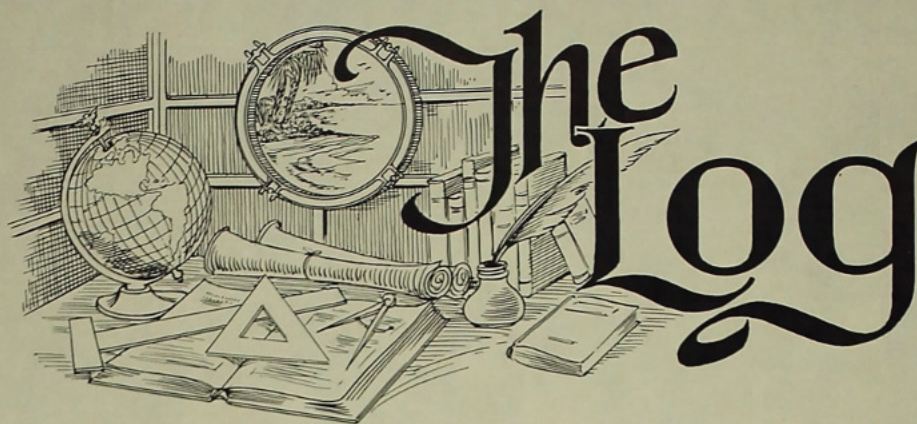


Jap Fleet under aerial attack by Task Force 58 planes in the first battle of the Philippine Seas. This Bataan-made picture has been rated one of the outstanding pictures of the war.

MARIANNAS CAMPAIGN CONTINUES

Pounding of Jap islands goes on... Air power knocked out on Iwo... Chichi Jima's only—and valuable—harbor is bombed and burned... and inter-island luggers at Pagan are strafed, damaged and sunk.





24 Jun. '44—A day of records—good and bad. Fighter sweeps over Iwo and interceptions by our CAP tally 26 sure kills. Total score for the Task Group was 126. Two of our pilots were missing over Iwo, and one was lost from the CAP. Bogies were close that night.

25-30 Jun. '44—Returned to Eniwetok for replenishments. Wednesday night, special movies and party on the hangar deck. The "ace" pilots explained their luck.

3 Jul. '44—We start the fireworks a day early. A long range sweep on Iwo got many on the ground and five more flags for the island.

4 Jul. '44—VT's hit Chichi and Haha Jima and sink two AK's. BB's bombard Iwo and our photo planes record results. First and only dunking from the catapult. Pilot recovered uninjured. Breakage of arresting gear pendant causes one fatality.

5-11 Jul. '44—Milk run strikes on Guam and Rota. Ens. Tarleton spent one night in a rubber boat just off Guam, but was picked up by a DD the next day.

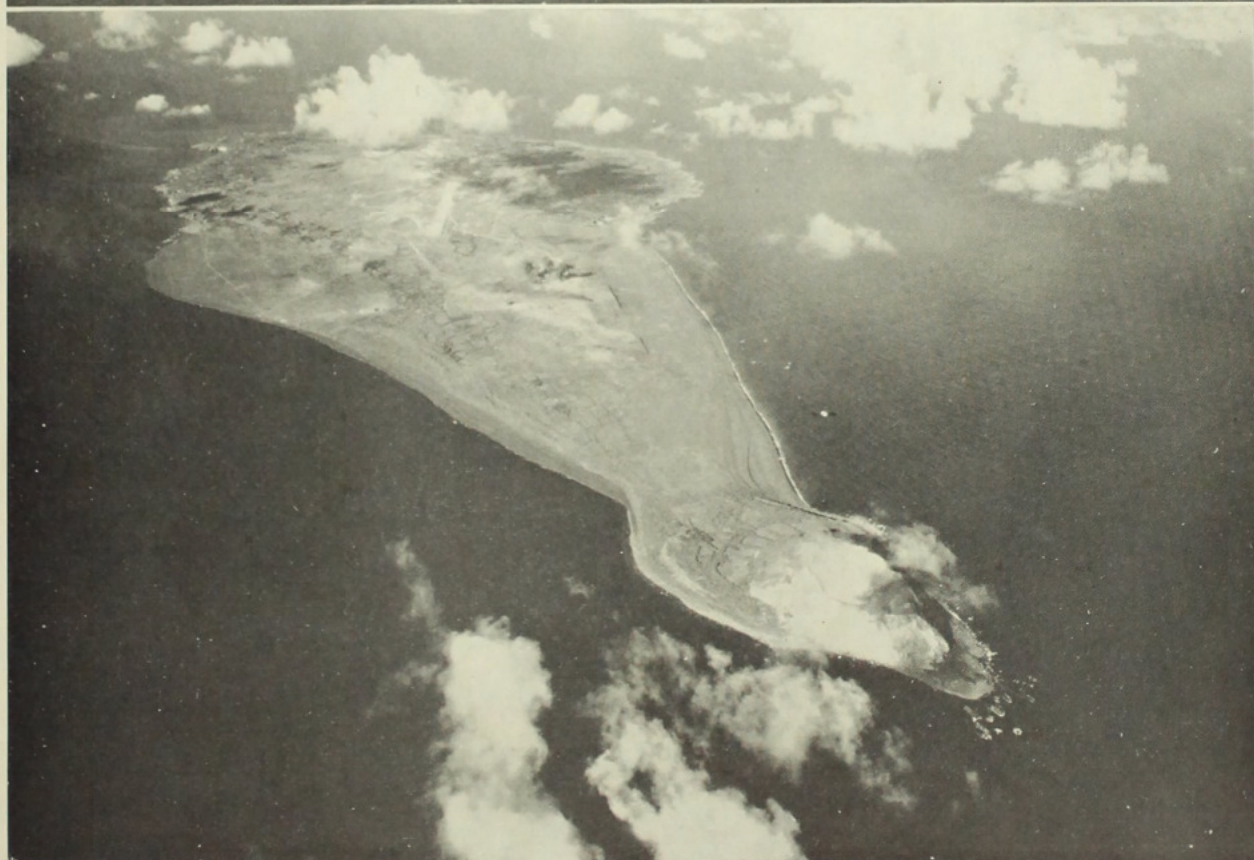
12 Jul. '44—The elevator finally did it!! We were ordered to Pearl Harbor via Eniwetok.

15-16 Jul. '44—Anchored at Eniwetok to pick up passengers and freight.

23 Jul. '44—Arrive at Pearl, are ordered to States! Air Group 50 detached, to everyone's disappointment. A wonderful group, they had become a part of the ship and we were proud of their record, including 61 Nips shot out of the air.

30 Jul. '44—Golden Gate!! Frisco!! Liberty, leave, American Girls—wow!!

FIGHTING 50 OVER THE BONINS





Complete neutralization of air-strip on Pagan Island...Planes are strafed and revetments hit despite camouflage...



Jap planes that are missed will have a hard time getting into the air because the airfield is the next thing on the program...



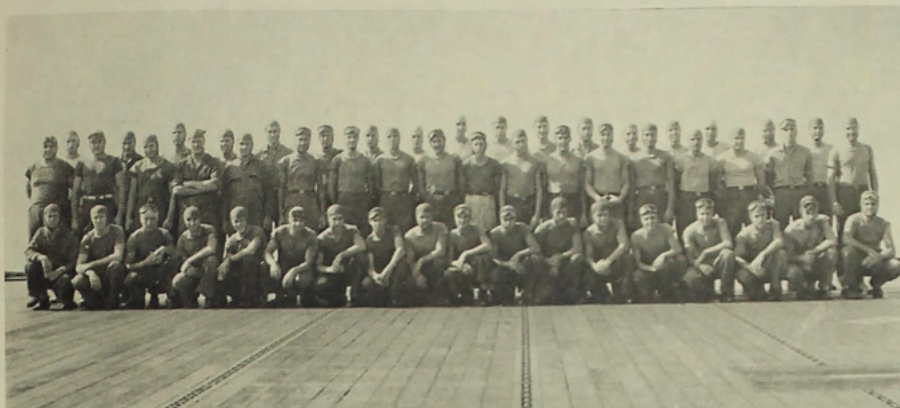
And the final result is like this... it'll take the Japs many days to fill the craters caused by these direct bomb hits...

HELLDIVERS OVER OUR TASK GROUP



The day was calm and beautiful and, as usual, there was plenty of water, water, and water around . . . It even looks pretty here . . .

SOME OF THE GANG THAT



V-1 DIVISION

First row: Haas, Lajoi, Mullins, Duckett, Kearney, Lotto, Henning, Lodek, Moyer, Karpiak, Paterno, Birkholz, Sankey, Cortese, Kaplan, Strauser, Lowe, Grisanti. *Second row:* Gentowski, Randall, Sluder, Walsh, McCullers, Lancaster, Boylan, Schubmehl, Atkins, Leyman, Schroth, Pozza, DeBartolo, Ruggilo, Gallagher, Weller, Terwilliger. *Third row:* Wesson, Smith, Fortney, Fitzmeyer, Nock, Candler, Crogan, Lightfoot, Kendall, Smith, Merrick, Ransell, Minkus, Sutch, Sherrick, Pearson, Vernon.



V-1 DIVISION

First row: Schultz, Klitch, Solimine, Ritson, McKibben, Behnke, Sandersen, Schonerberger, Jones, Reese, Hamsher, Schaps, Turner, Wolfe, Biggs. *Second row:* Forque, Runkles, Sevigny, Monnerat, Veneziano, Ybarra, Midollo, Hench, Lucini, Means, Laukaitis, Wasielewski, Alexander, Taylor. *Third row:* Farmer, Hamburg, Lauder, Martigoni, Hodges, Madej, Pizzo, Riggins, Behrens, Ratay, Ritaldato, Daniel, Patterson, Linnell, Dalton.



V-2 PLANE CAPTAINS

First row: Teems, Yardley, Myers, Von Stetten, Wambolt, Smith, Chief Patton, Lt. (jg) Green, Chief Spears, Swanson, Weinman, Weber, Lucey, Wetherby, Tylor. *Second row:* Rosenberg, Chapman, Davis, Torres, Adams, Swanson, Vincent, Stem, Tobie, Meade, Loftus, Krober, Walsh, Waluda, Ritzu. *Third row:* Roberts, Paquette, Calhoun, Utton, Stoka, Watson, Mirebella, Underwood, Ryan, Seastrum, Vreeland, Welcome, White, Wagner, Somers, Townley, Whittaker.



V-2 DIVISION OFFICERS AND MEN

First row, seated: Snitman, Heffner, Godson, Culbertson, Chief Hinsman, Chief Ayers, Chief Donnelly, Lt. Bartlett, Lt. Terral, Ens. Cox, Lt. Johnson, Chief Manthei, Chief Via, Chief Falconi, Chief Quinn, Mattingly, Rosenberg, Groseclose, McCormack. *Second row, seated:* Tonkavitch, Wilson, Weber, Rule, Saboda, Rathbone, Bates, Bomstad, Imsand, Shangle, Harris, Gura, Bradbury. *Third row, standing:* Staley, Schriber, Howell, MacGlamery, Manning, Jenkins, McCourtney, Pierson, Atkinson, Spangenberg, Eddy, Sullivan, Sadalowski, Slivar. *Fourth row, standing:* Owens, Erickson, Claborn, Haake, Van Dusen, Gulick, Canary, Miller, Cress, Smith, Weber, Walton, Outler.

MADE THE FIRST CRUISE

V-1 DIVISION OFFICERS AND CHIEFS

Kneeling: Lt. Alt, Lt. Mikronis, Ens. Davis. *Standing:* Lt. Cherry, Chiefs Kedrowski, Cline, Bell, Zdanowski, Lt. Strub.



V-2 DIVISION CHECK CREWS

First row, seated: Wilson, Jenkins, MacGlamery, Ens. Cox, McCourtney, Outler, Bomstad, Imsand, Chief Manthei. *Second row, kneeling:* Miller, Bates, Cress, Grose-close, Rual, Dadalowski, Savado. *Third row, standing:* Chief Via, Haake, Van Dusen, Smith, Erickson, Eddy, Rathbone, Canary, Gurlic, Chief Falconi.



V-2 DIVISION OFFICERS AND CHIEFS

First row: Mach, Bullard, Ens. Cox, Gunner Muckleroy, Lt. Johnson, Lt. Macaleenan, Lt. Bartlett, Lt. (jg) Green, Lt. Terrall.

Second row: Chief Falconi, Chief Indiciani, Chief Pressley, Chief Rutherford, Chief Romeo, Chief Kennely, Chief Ayers, Chief Manthei, Chief Patton, Chief Hinsman, Chief Spears, Chief Via, Chief Quinn.



V-3 DIVISION OFFICERS AND MEN

Kneeling: Lt. Comdr. McGauhey, Lt. Comdr. Butow, Lt. Ward, Lt. McGinnis. *Second row:* Wright, Fields, Theroux, Phillips, Readet, Jaffe, Rust, Bearden, Yekalis, Miller, Ball. *Back row:* Clark, Jensen, Paulson, Melton, Stearns, Foster, Sutton, Beatty, Frank, Short, Schmehl.





V-3 DIVISION OFFICERS AND MEN

Kneeling: Lt. Comdr. Hunter, Lt. (jg) Green, Lt. Fisher, Lt. (jg) Brown, Lt. Roney, Lt. Comdr. Gillogly, Lt. (jg) Hanson, Lt. (jg) Milke. *Second row:* King, Hutchinson, McGuinness, Brady, Murphy, Phillips, LaFevre, Griswold, Kenney, Rowe. *Back row:* Frykman, Sherwood, Clarke, Jarnigan, Farrington, Mahoney, McIntyre, Daniels, Ramsey, Pisok, Vergari.



PHOTO LAB GROUP

Kneeling: Fields, Daniels, Yekalis, King. *Standing:* Chief Ball, Lt. (jg) Hanson, LeFevre.



AEROLOGY GROUP

Kneeling: Rizzo, Bearden, Browning. *Standing:* Pisok, Lt. Comdr. Butow, Short.



MARINE DETACHMENT

Bottom row: Gy. Sgt. Lee, Reed, Kline, Luedee, Icker, Pl. Sgt. Hanam, J. R. Elliott, Nelson, Steinour, Affeldt, R. H. Moore. *Second row:* Contamessa, Neenan, Smith, Kaplan, 1st Lt. Roser, Capt. Wilkinson, 1st Sgt. Endicott, Ostolaza, Raubaug, Lanning, Dusza, Belcher. *Third row:* Sgt. Ludwig, W. H. Moore, Davis, Waterson, Gosker, Kelly, Sgt. Morgan, E. E. Elliott, Gy. Sgt. Jerome. *Top row:* Sgt. Helfrich, Mehlman, Kldenue, Saponara, Snow, Sgt. Poliefka, Martin, Michanczyk, Sullivan, Crook, Clark.

CAPTAIN, EXECUTIVE OFFICER AND DEPARTMENT HEADS

Seated: Comdr. Carr, Medical; Capt. Schaeffer; Comdr. Deam; Comdr. House, Air. *Standing:* Lt. Comdr. Sharp, Navigation; Comdr. Hemming, Engineering; Lt. Comdr. Smith, Gunnery; Lt. Comdr. Matthew, Communications; Lt. Comdr. Laird, First Lieutenant; Lt. Comdr. Strange, Commander Air Group 50; Lt. Comdr. Clapham, Supply.



WARRANT OFFICERS

Kneeling: Rdo. Elec. Claxton, Elec. Anderson, Mach. Bullard, Mach. Clark, Rdo. Elec. Rinehart, Gunn. Muckleroy, Bosn. Conn, Ship's Clerk Thompson. *Standing:* Ship's Clk. Mullins, Bosn. Davis, Mach. Everett, Carp. Fleming, Chief Pay Clk. Payne, Gunn. Salmon, Chief Pay Clerk Kit-zinger, Torp. Longmore.



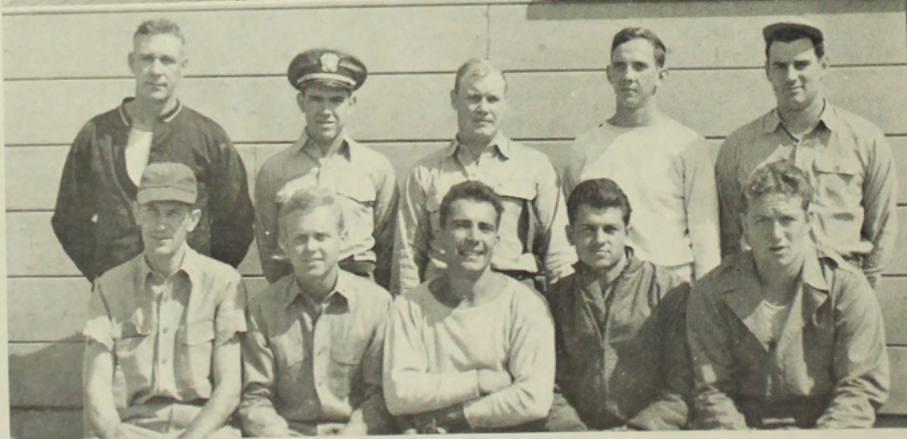
GUNNERY DEPARTMENT OFFICERS

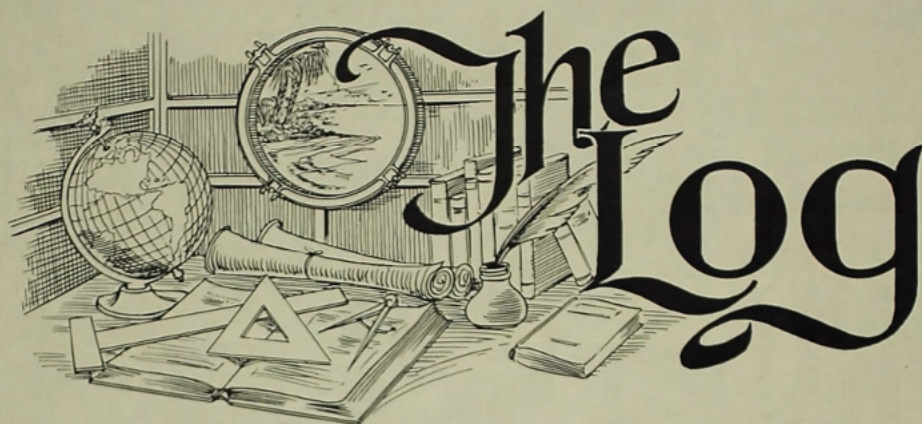
Kneeling: Lt. (jg) Lundberg, Ens. Salmon, Lt. (jg) Gregg, Lt. Herman, Capt. Wilkinson, Lt. (jg) Hall, Lt. (jg) Dyer. *Standing:* Lt. (jg) Haddock, Lt. (jg) Talman, Lt. Taylor, Lt. Barton, Ens. Power, Lt. Comdr. Smith, Lt. Ransom, 2nd Lt. Roser, Torp. Longmore, Lt. (jg) Cavender.



OFFICERS SOFTBALL TEAM

Seated: Lt. (jg) Bogertman, Ens. Taylor, Capt. Wilkinson, Lt. (jg) Johnson, 2nd Lt. Roser. *Standing:* Lt. Ransom, Ens. Chaires, Lt. Lundberg, Lt. (jg) Greene, Lt. (jg) Power.





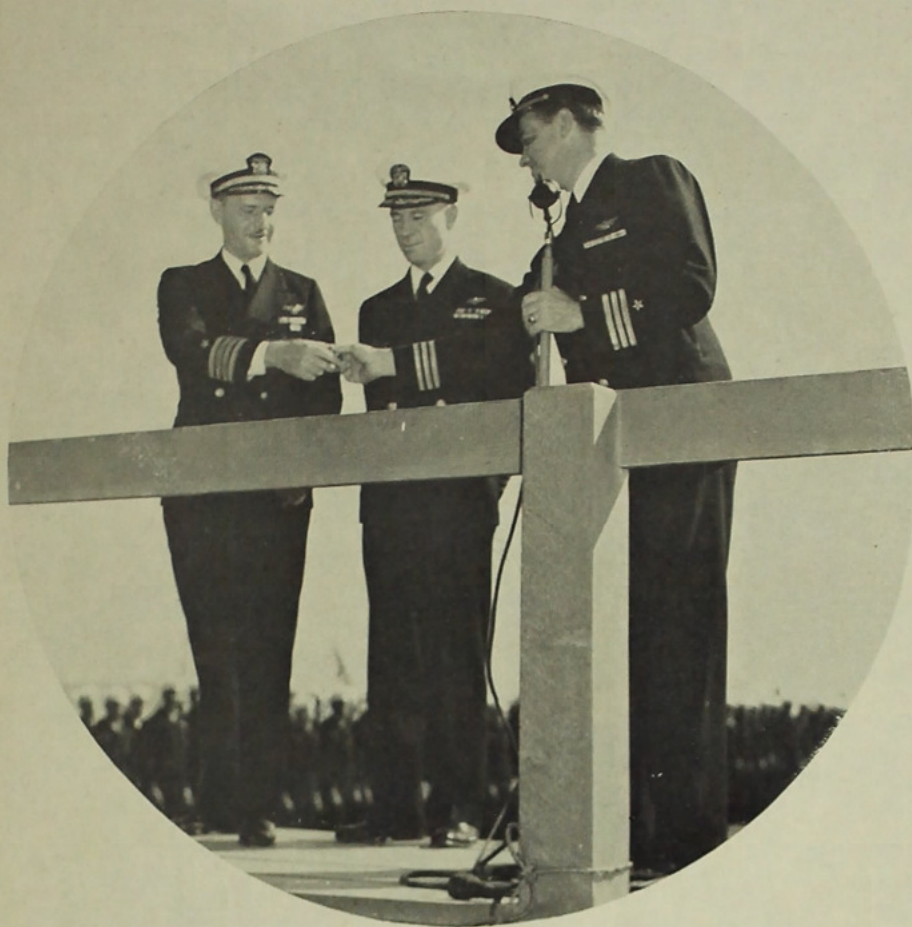
31 July-6 Oct. '44—At Naval Drydocks, Hunter's Point, Calif., just fifteen minutes in a two bit jitney from 3rd and Market, Union Square, North Beach, Top O' The Mark and the train terminal to Oakland. Fifteen days leave for all hands, port and starboard liberty. Chipping hammers, air hoses, yard workers, fire main repaired. Transfers and replacements. Extra money jobs on the Embarcadero. Two months that really passed fast.

26 Aug. '44—Capt. Schaeffer relieved by Capt. Heath.

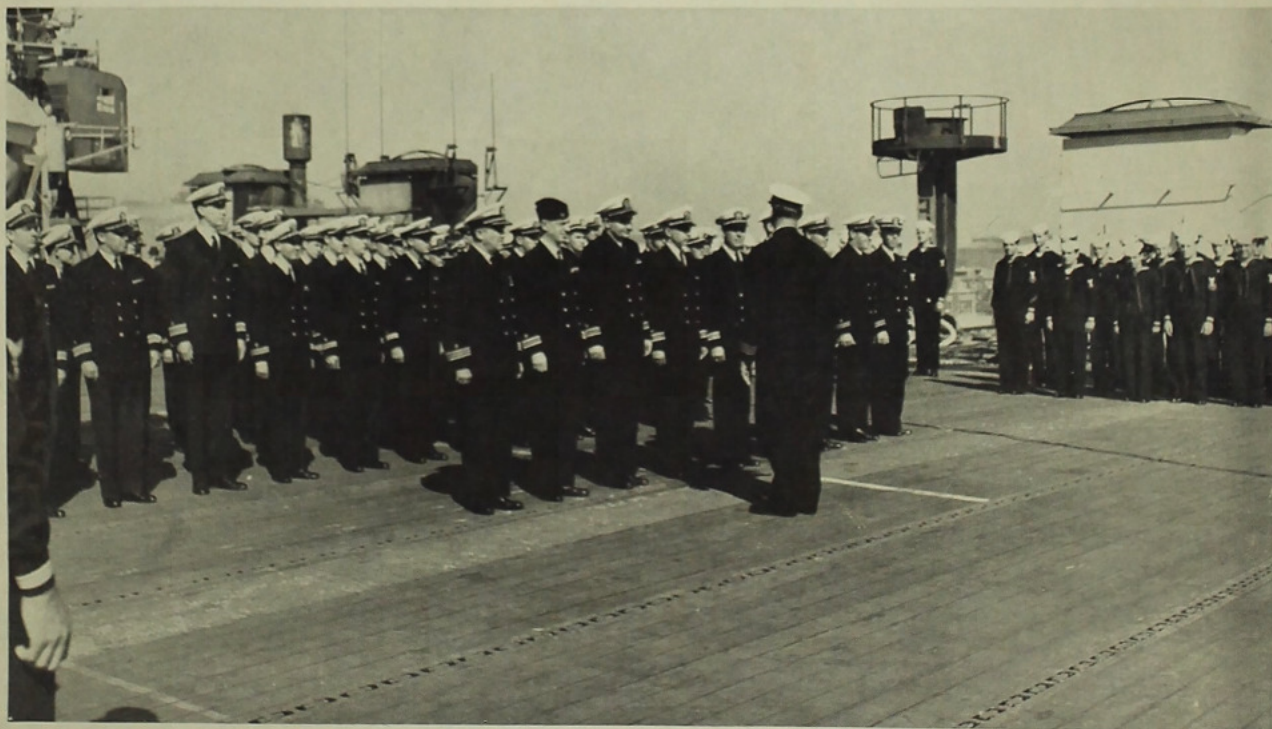
7 Oct. '44—On our way once more. Out past the Farallones with flight and hangar decks again crowded with passengers and freight.



MARKET STREET, FRISCO.

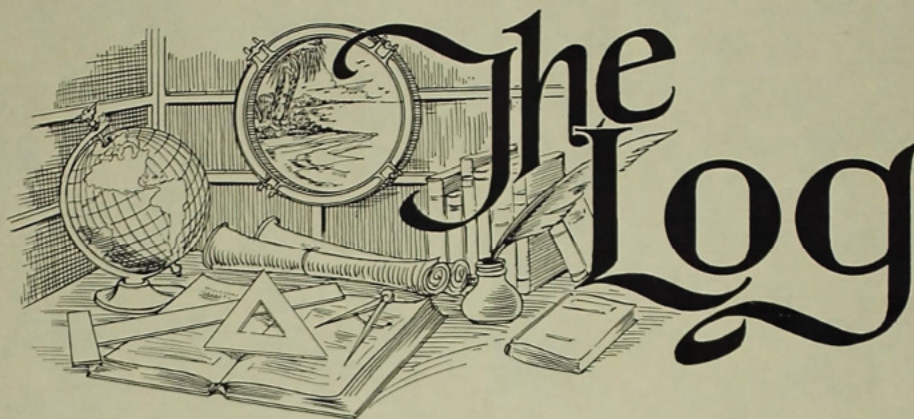


Change of Command ceremonies at Hunter's Point. Captain J. P. Heath relieves Captain V. H. Schaeffer as C. O. of the Bataan.





CAPTAIN J. P. HEATH
U. S. Navy



13 Oct. '44—Diamond Head on the horizon. Little did we realize how familiar this would become. Once again, starboard side to, Fox 10, Ford Island.

17 Oct. '44—Air Group (Night) 42 reported aboard. After months of special training, they were ready to go.

18 Oct. '44 to 1 Mar. '45—"Waikiki Raider" days. Refresher landings day and night by the hundreds. 7,474 during this period alone. Six days out and three days in. USO shows and movies at Ford Island. Ship's football teams wins a "moral" victory. Liberty in Honolulu—such as it was—did little to break the monotony. Even the regulars were soon hoping to get back out with the fleet.

12 Nov. '44—Inspection by Rear Admiral Gardner—"a well done."

17 Nov. '44—Special "birthday dinner." First anniversary of the ship's commissioning. Party at Ford Island Tennis Club.



PEARL HARBOR DAYS

The Staff Planned Qualification Landings



SOME WERE GOOD....



....AND SOME WERE BAD



Running free... Bucking through... Tackled and stopped...
Up on his nose in flames... Pilot out... Fire out...

Com. Car. Div. 11 Finds Bataan Ready For Sea



SHIP'S FIRST BIRTHDAY



Bataan anniversary is celebrated in proper fashion at the Tennis Club, Ford Island, Pearl Harbor. The omnipresent cake and refreshments (see below) helped the day.

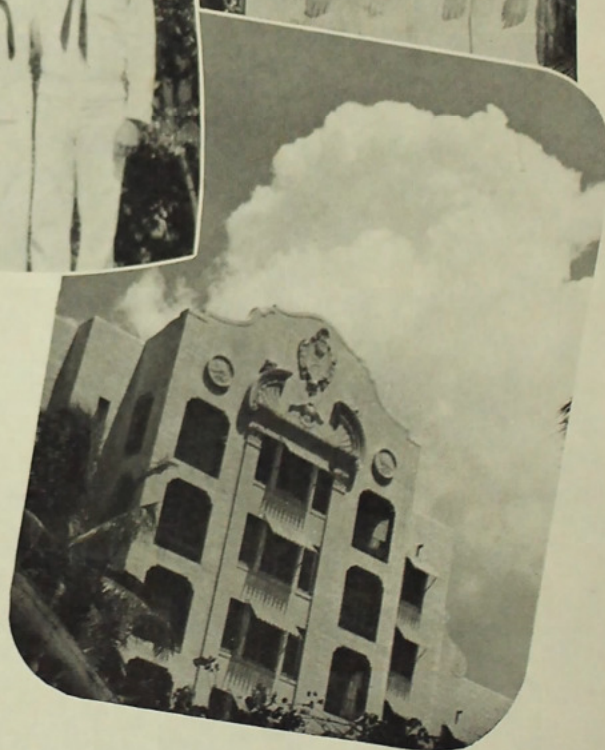
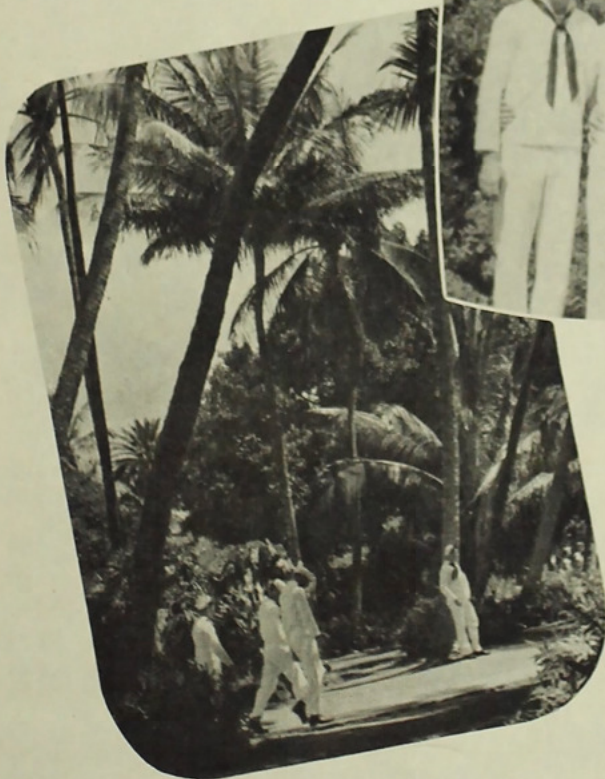


IN PORT WE HAD U.S.O. SHOWS...



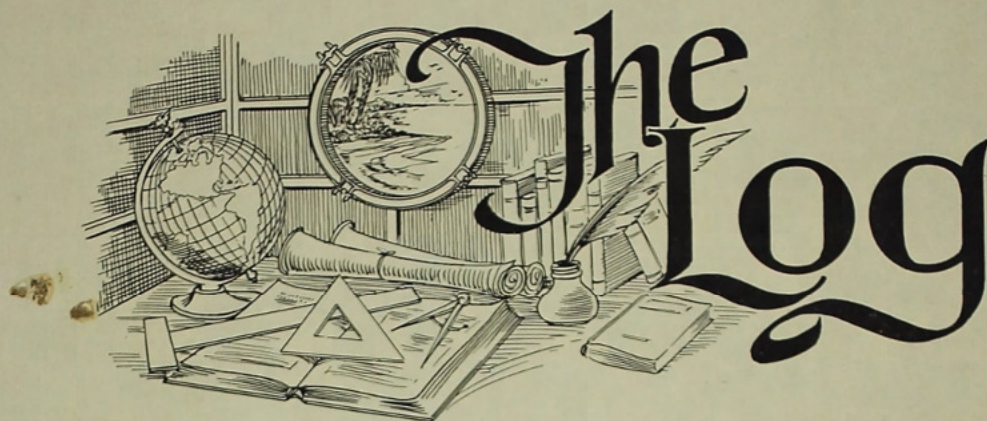
...AND LIBERTY IN HONOLULU...





...WHERE SALTY SAILORS SWAGGERED...





21 Dec. '44—Air Group 42 detached. After all this waiting, our cruise as a night operator is belayed. The "Waikiki Raider" sails on. The LSO's boasting a new slogan—"Cut 'em and bust 'em."

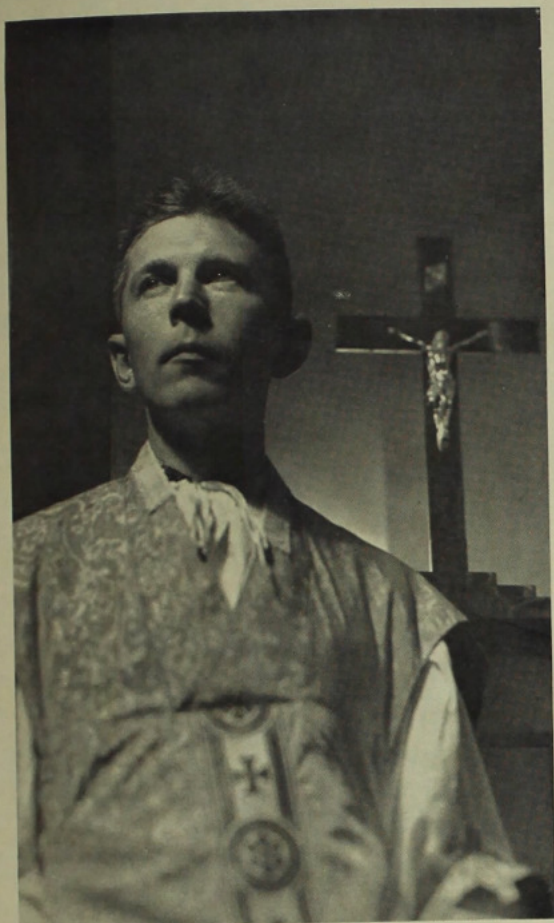
25 Dec. '44—Midnight Mass on the hangar deck with our own choir. A special Christmas dinner and impromptu inspection of the giant Missouri tied up astern of us.

7 Feb. '45—Comdr. Reeder and Comdr. Osborn relieve Comdr. Deam and Comdr. Bridewell as Executive Officer and Air Officer respectively. FYID party at Navy Yard, Pearl Harbor.

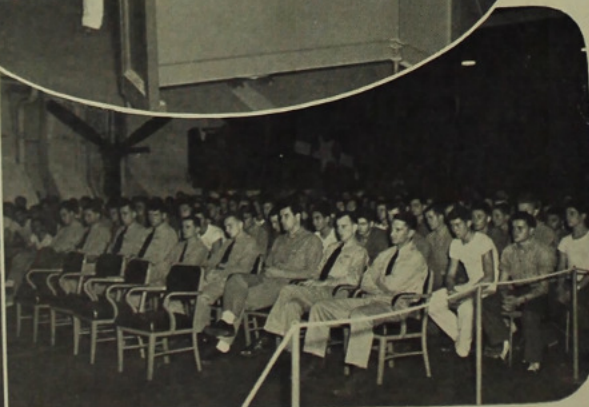
12 Feb. '45—Still operating, in and out, day and night. But the scuttlebutt is plentiful regarding a new air group, yard availability, returning to the States, training operations on the Great Lakes and what have you—straight from the Captain's Orderly!

16 Feb. '45—Believe it or not—yard availability!! That "scuttle" from the spud locker was correct after all. C and R, long held in restraint while the topside damage accumulated, takes over to ready us for sea.

CHRISTMAS SERVICES



Midnight Mass was celebrated by Chaplain L. J. McHugh on the Hangar Deck as the second Christmas of the Bataan was observed in Pearl. The Ship's Choir sang the Mass.



16 Feb. '45—"C & R, long held in restraint while the topside damage accumulated, takes over to ready us for sea."

C & R—Construction and Repair—has two eyes and many hands. One eye is always on the present, making the many repairs and alterations necessary to keep the ship operating efficiently, while the other looks ahead, contemplating every possible damage that might be inflicted to the ship.

When the "Word" came through that we were going to have yard availability at Pearl, the 1st Lieutenant requested all heads of departments to submit job orders. At the Yard the work went fast, repairs were made to the flight deck, damaged guns were replaced or repaired, firebricks renewed, a new coat of paint applied to the ship, and all sundry alterations were completed. Its job of readying us for sea had started many weeks earlier, however.

While the BATAAN was grooming flyers for the arduous task ahead, C & R was busy training its personnel in the application of damage control factors, a training which later paid off in dividends. Damage Control, in its broad meaning, is the employment of necessary action to preserve watertight integrity, stability and maneuverability; to control list and trim; to effect rapid repairs to material; to provide adequate protection from fire and chemical agents and to facilitate care of wounded personnel. Much of the work is preparatory in nature and it is done before damage is received.

Of prime importance in bringing a fighting ship to a high material condition of readiness is the proper training and indoctrination of all personnel. During our training runs off Pearl, our Repair Parties ran battle problem drills and the men became accustomed to—"General Quarters, General Quarters, All Hands man your battle stations!" They ran out hose, fought fires, shored bulkheads and hatches, hooked up casualty power systems, pumped out flooded compartments, donned and used Rescue Breathing Apparatus, became proficient

with portable cutting and welding equipment and prepared themselves for the jobs they might be confronted with in the event of damage to the ship.

The clearing house or central point where all damage data is collected is located on the first platform, below the water line, in an air conditioned compartment known as Central Station. Here is located the central fire alarm switchboard, the forward gyro-compass, inclinometers, fresh and salt water pressure gauges, forward magazine flooding controls, cross connecting sound-powered phone switchboard, internal draft indicator, communication center, for all damage repair parties, and all the prints, diagrams and technical drawings necessary for instantaneous use should the occasion arise.

In addition to the primary function of damage control such calls as "stand by to go alongside tanker to fuel ship" or "Station all line handling and anchor windlass details" found "R" Division personnel at hand running lines to tankers and destroyers, or preparing to drop anchor or moor to a dock. All ships have a housekeeper to insure that a high state of cleanliness is maintained, to burn trash, to grind and dispose of garbage, to make sure that all safety precautions are being enforced. All these intricate jobs—repairing the ripped flight deck, making cabinets and frames, repairing furniture, maintaining the fire main, insuring that all fresh water lines are intact, painting the ship's sides, making repairs to the hull—and a hundred and one others fall to the lot of the 1st Lieutenant and his shipfitters, carpenters, metalsmiths, plumbers, painters and boatswain mates.

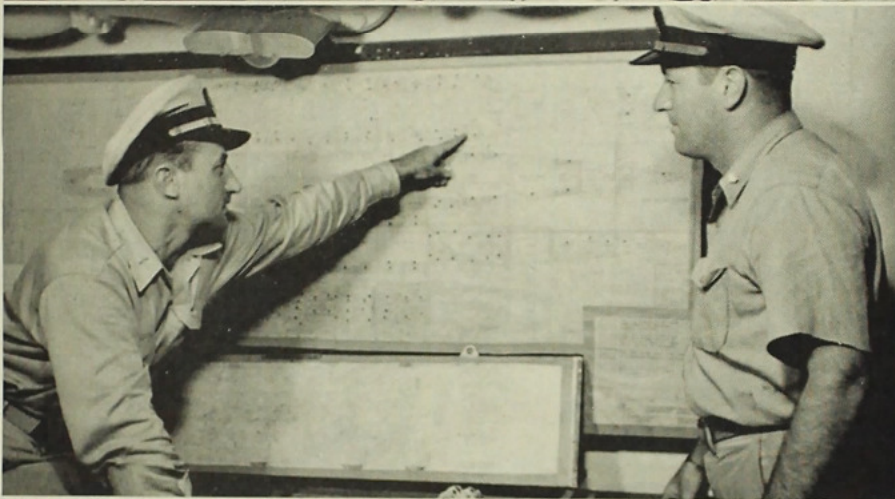
C & R's job in battle is maintaining the maximum offensive power of the ship. The BATAAN well knew C & R would have us ready for sea and battle during the long months to come. Its byline is "You may sink the ship, but we'll save the fire main!"



C & R



Anchor windlass room—
connecting up.



Worrying over that star-
board list.



Another topside welding
job.

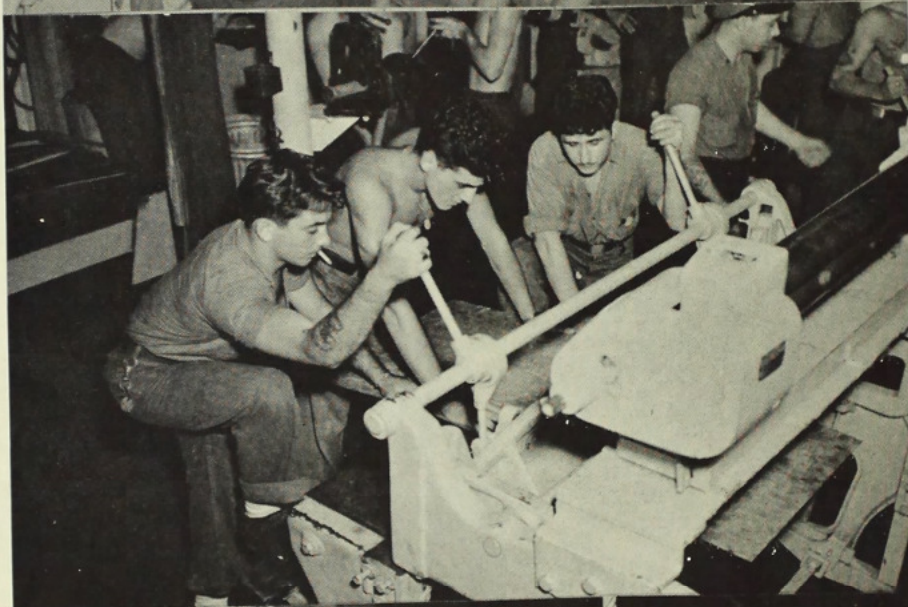


Shaping.

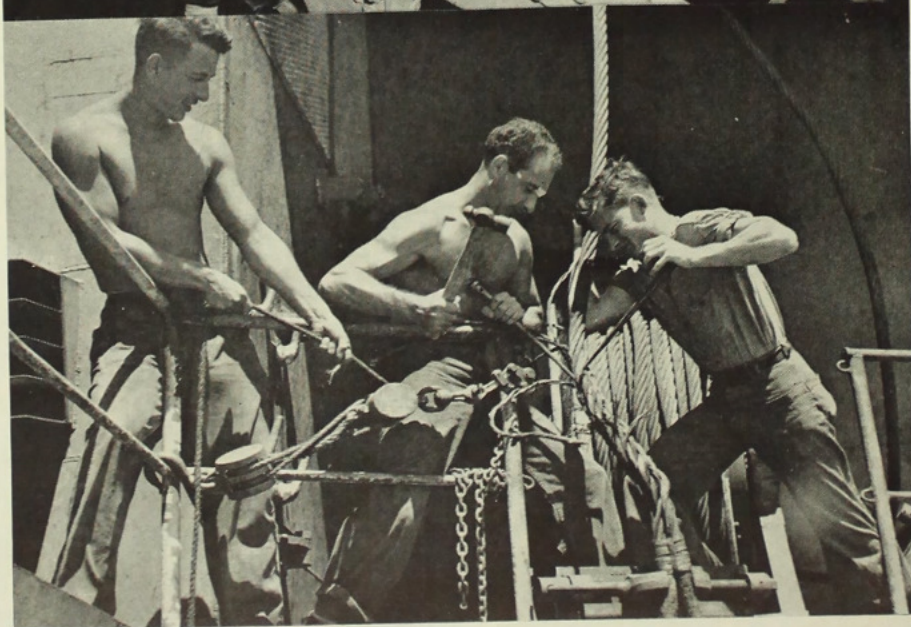
Knock off all ship's work—
smokes, a cup of Joe and the
inevitable knife handles.



Cutting.



Splicing the bow line.





SHIPFITTER SHOP

MASTER AT ARMS GROUP

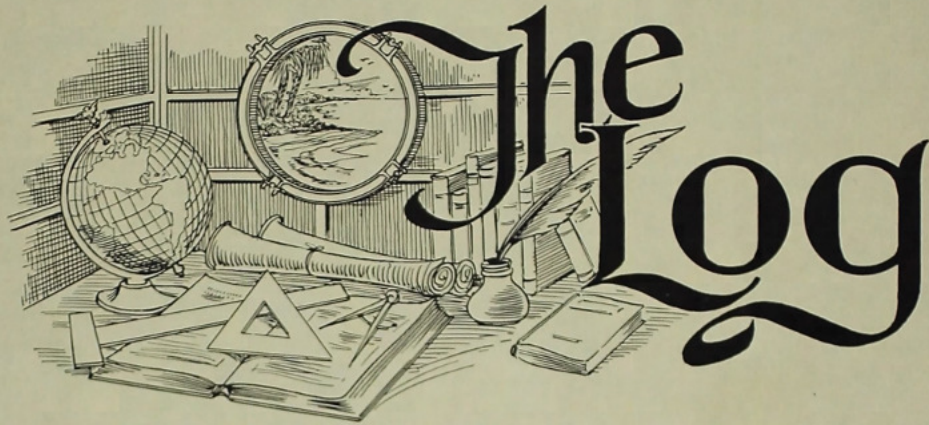
Seated: Bemis, Seach, Chief Wittke, King, Anderson.

Standing: Williams, Preedit, Roberts, Nicol, O'Neill.



R DIVISION OFFICERS AND MEN

First row: Murphy, Alvarez, Boyer, Linker, Madalone, Langenbecker, Norton, Behrend, Sparandero, Marinaro, Spahn. *Second row:* Kiesel, Nangreave, Shubin, Terrill, Mullaney, Mulman, Reis, McCain, Sherin, Amundsen, Vuletich, Meiring. *Third row:* Cunningham, Storc, Schreiber, Lt. (jg) Lawry, Lieut. Overgaard, Lt. Comdr. Callahan, Lt. (jg) Bonatta, Ch. Bos'n. Conn, Ch. Carp. Fleming, Bledsoe, Sokol, Thompson. *Fourth row:* Chief Evar, Duncan, Dermody, Nestoriak, Mathieu, West, Justice, Papini, Wilcockson, Margo, Blond, Chief Dixon. *Fifth row:* Lynk, Pastor, Triggs, Piascik, Park, A. R. Williams, Donnelly, Black, Pascente, Williams, E. S. Nordquist. *Sixth row:* Martorana, Pantori, Chief Baldanza, Timpe, Brooks, Wingo, Cox, Venable, Begley, Preuhs, Smith, Nicol, King, Davis, Rickenbaugh, Rudd, Szczepanec.



28 Feb. '45—Air Group 47 reported aboard.

3 March '45—Underway from Pearl!! This time in earnest.

4 to 12 March '45—Routine flight and training operations enroute to Ulithi, accompanied by the ill-fated FRANKLIN and INTREPID, the INDEPENDENCE, GUAM and other warships.

13 March '45—Arrived at Ulithi. Refueled and replenished immediately. Communications Department broke out the "hot dope" on our next operations.

AIR GROUP 47 COMES ABOARD

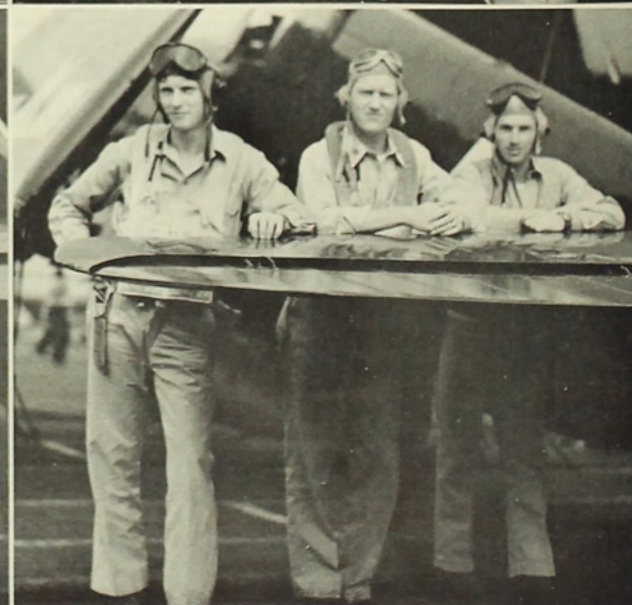
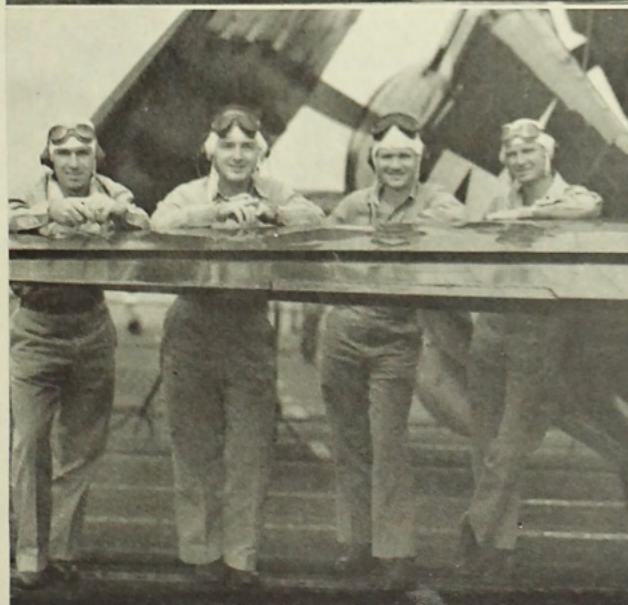
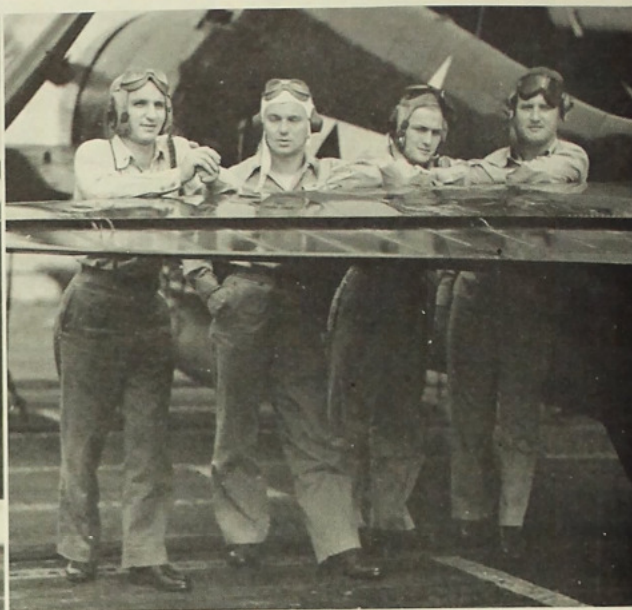
VF 47 OFFICERS

First row: Lt. (jg) Wagner, Lt. (jg) Mayhew, Lt. (jg) Sykora, Lt. (jg) Azbell, Lt. Frasure, Lt. Sisley, Lt. Begin, Lt. (jg) Clapp, Lt. (jg) Avery, Lt. (jg) LaCava. *Second row:* Lt. Podsednik, Lt. Stetson, Lt. Wilson, Lt. Wright, Lt. Comdr. Berry, Lt. Comdr. Clancy, Lt. Replogle, Lt. Hibbard, Lt. Shunck, Lt. Marks, Lt. McCurry. *Third row:* Lt. (jg) Trigg, Lt. Bursik, Lt. (jg) McSweeney, Lt. (jg) Wallace, Lt. Wear, Lt. Elzinga, Lt. (jg) Losson, Lt. Talbot, Lt. Calton, Lt. (jg) Lamborn, Lt. (jg) Stephansky. *Fourth Row:* Lt. (jg) Koch, Lt. (jg) Iglesias, Lt. (jg) Krug, Lt. (jg) Rink, Lt. Vieock, Lt. (jg) Gray, Lt. (jg) Duvall, Lt. (jg) Swisher, Lt. (jg) Elder, Lt. (jg) Carpenter, Lt. (jg) Royster.



VT 47 OFFICERS AND MEN

Front row: Ens. Fluitt, Lt. (jg) Aylsworth, Ens. Loring, Ens. Murphy, Ens. Watson, Ens. Graham, Ens. Schmidt, Lt. (jg) Wheeler. *Second row:* Chief Bennett, Lt. (jg) O'Rourke, Lt. (jg) Gammage, Lt. Tovrov, Lt. Douglas, Lt. Seidman, Lt. Comdr. Mazza, Lt. Williams, Lt. Collins, Lt. (jg) Ambrogio, Lt. (jg) Poepper, Chief Metzger. *Third row:* Chief Juseld, Banas, Eads, Brewer, Mueger, Swope, Lusier, Cooper, Schultz, Colvin, Thoms, Fiser, Chief Calder. *Fourth row:* Milliff, Toney, Anderson, Armstrong, Carrol, McCaffery, Hailey, Rigg, Hughie, Kapura, Burnette. *Fifth row:* Cukovich, Beatty, Labuz, Maxwell, Roberts, Bennett, Trent, Palmer, Rushing, Snelson, Pantozi, Singer, Sullivan.





13 March '45—"The Communication Department today broke out the operation plan for the Okinawa campaign."

The Communication Department might well be called the voice and ears of the ship. It receives orders for transfers, battle reports, the news read at breakfast, weather reports and even announcements of blessed events. But mainly it prides itself on the fact that it is first with the hot dope as today when it disseminated information on the impending operation.

It is an all-over-the-ship organization. The radio gang slaves away in Radio Central six decks below the flight deck. Radio technicians, between raising and lowering the radio antennas and running up and down ladders in perpetual motion repairing one piece of gear after another, come back to headquarters in Radio 2. The signal gang, those outdoor muscle men, alternately work in the flag bag and on the signal bridge.

Radio Central has been known alternately as Torpedo Junction and, simply, the Radio Shack. During G. Q. it's an easy place to get to if you don't mind climbing through a particularly tortuous escape hatch with a series of trick scuttles that go up when you want them to go down and vice versa. Many's the konked noggin and the barked shin that has resulted.

During an air attack the Radio Shack is no place for the sufferer from claustrophobia. On the grim days when the "meat balls" were attacking our formation at their peak force, the general alarm and public address system were effective instruments of torture. For realistic comparison, put yourself in a small isolated compartment as crowded as a submarine and with the same general atmosphere. Imagine a voice from miles up (topside) announcing: "He's coming down! He's diving straight down!! He's heading in!! He's burning!! He's still coming in—burning like hell!!! He's in the drink, he's in the drink, he's in the drink!!!!" By that time the boys in radio could use a little drink themselves.

This is only a sample of many instances of listening but not seeing; of wondering if they would hit us or not; and still taking Morse code at 30 words a minute.

The BATAAN'S signal gang had what might be called a double commissioning job. During the early days of the war the great BB WISCONSIN was short-handed and needed some signalmen to put her into commission. So, about the same time the mighty "B" got her wings, our signal boys also commissioned the big dreadnaught.

The signal force, along with the radio technicians, suffered battle casualties and they comprised the group that saw all, knew all and heard all about every operation. During the toughest days there were disagreements as to which was the more rugged on the nerves—seeing it or hearing about it. The signalmen have no argument on that score. It's pretty obvious how they feel about that question.

Flag hoists, semaphore, blinker, wig-wag—doing with the eye what radio does with the ear—keeps "Signals," as they are called on the bridge, busy. Quick as a flash giving the true bearing of a plane that hits the drink to show the cans were to pick up the pilot and crew; hoists on the double reporting sighted mines to expedite their quick destruction; the rapid dissemination through the formation of all kinds of emergency signals.

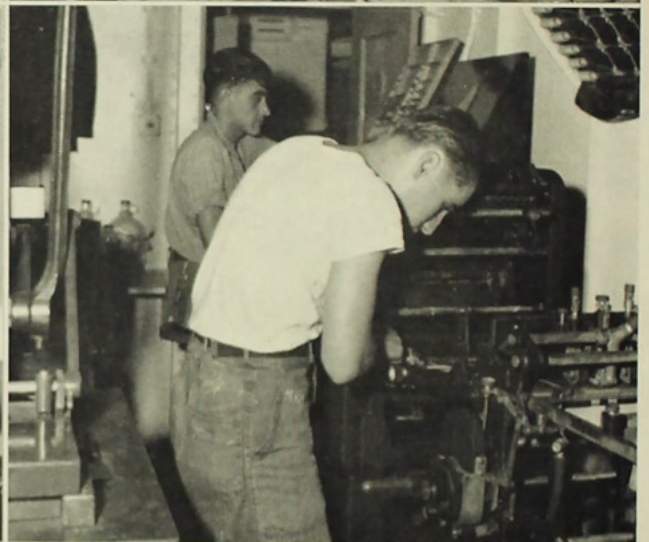
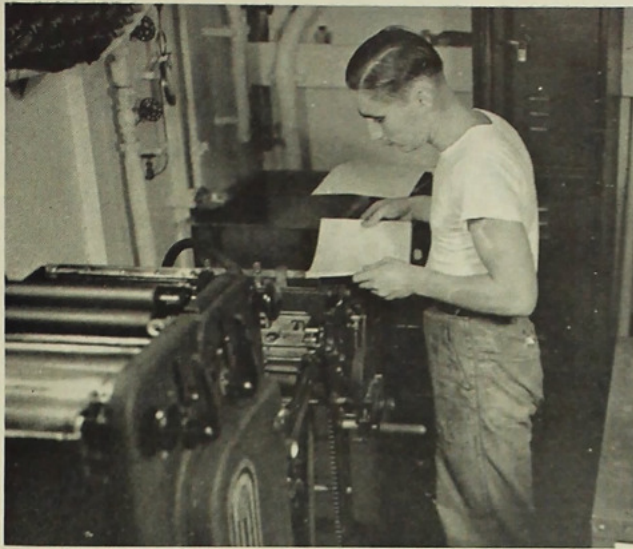
When the going was tough and when tactical traffic was pouring in to the bridge, the signal force could send and receive semaphore at a rate of 25 words a minute. That's a job to make a man muscle bound but doesn't faze a good signalman. On the blinker 15 words a minute to the average uninitiated man would look like so much hash, but not to the boys on the after portion of the BATAAN bridge; to them, it's duck soup.

Our printers have many times been dragged from their sacks in the middle of the night to knock out a "BATAAN TIMES" extra and then put in a full day's work on routine printing. Their spirit of cooperation extends also to the ship's post office where a few males get out millions of airmails to thousands of females. The entire ship turns out to help them when the announcement is made, "14 bags of Uncle Sugar mail have just come aboard."

The yeomen, who contribute so much to so many, and who, incidentally, take so much from so many if even a comma is missing, must be about as well informed as any group aboard ship. They write up the news received in radio. They're the boys to thank when your orders taking you back stateside are neatly typed and ready. They're the patient recorders of voice radio by shorthand or by longhand as the case may be. And they are the first to know when many commands from the flag concerning the ship are received. It might be mentioned that they are also the lads who type "Quarters for Muster" on the Plan of the Day—day after day after day. The reader is advised to take any action regarding this last matter that he sees fit.



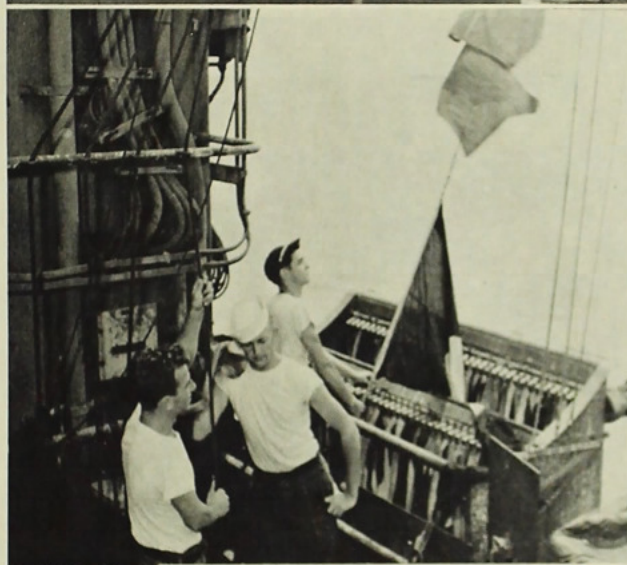
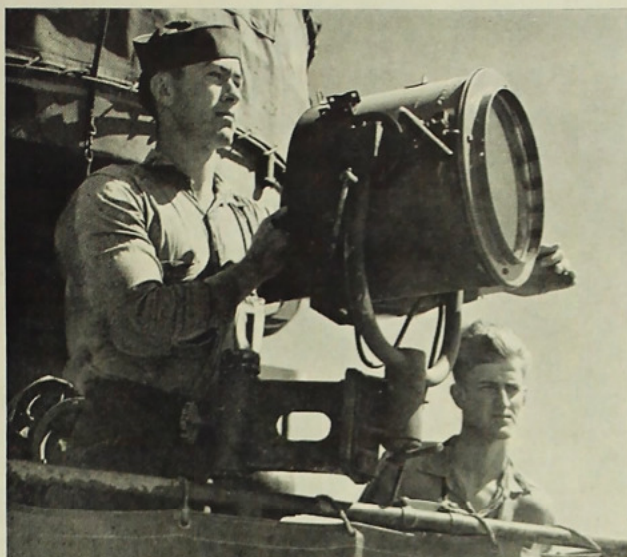
COMMUNICATION



Print shop . . . Radio transmitter and Repair . . . Radio Central . . . Voss-brink brings the straight "dope" to Comdr. Short, Executive Officer.



Yeomen of K-3 in Captain's and Executive Officer's offices... Improving the mind in the library...



Name it—blinker, flag hoist, semaphore—the K-2 gang will get the message through...



K-3 DIVISION OFFICERS AND MEN

First row: Paradis, Gemmel, Parker, Moro. *Second row:* Trione, Reyna, Lt. Winnail, Ship's Clerk Fantozzi, Wieggers, Piro. *Third row:* Hall, Schmehl, Sweykoski, Reid, Juarez, Riley.



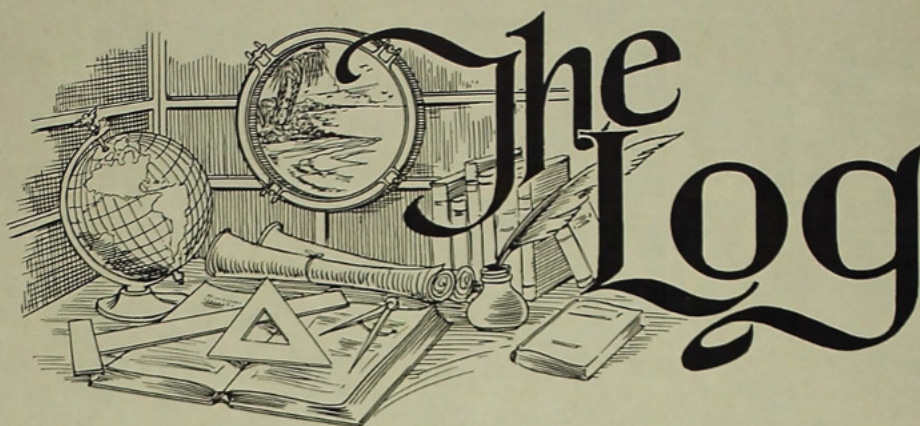
K-2 DIVISION OFFICERS AND MEN

Seated: Brooks, Gouge, Riley, Lubi, George, Lt. Lawler, Chief Goodyear, Finerfrock, Stanko, Nelson, Whitten. *Standing:* Uniowski, Bramlette, Shafer, Corley, Perow, Sweeney, Child, Hanak.



K-1 DIVISION OFFICERS AND MEN

First row: Yacavino, Laughlin, George, Musser, Goldsmith, Oldenburg, Ferrara, Ferree, Morvant, Dessi, Brinks, Heenan, Zimmerman, Northwick, Vossbrink, Bearden, Hogins. *Second row:* Hafner, Vergobbi, Higdon, Rdo. Elect. Montgomery, Ens. Miller, Lt. (jg) Goodwin, Lt. Schell, Lt. Comdr. Matthew, Lt. Hanson, Lt. Ashton, Ens. Newman, Lt. (jg) Marvaso, Chief Turner, Margolies, Venable, Brown. *Third row:* Hashbarger, Pratt, Mahoney, Pelletier, Blik, Nelson, Case, Costner, Dingman, Dzamba, Muratori, Lane, Nicholson, Murphy, Gazer, Conroy, McNamara, Lindemulder.



14 to 17 March '45—Sortie from Ulithi and underway to attack the Japanese Home Islands.

18 March '45—Strikes against Kyushu airfields; Miyakonojo, Kagoshima, and Izumi were hit. Air Group 47, on its first rampage, destroyed 10 planes on the ground, damaged 29 others, burned hangars, strafed luggers, bridges, a railway train, barracks, a power plant, and otherwise harrassed the enemy. The action was not all one sided; VT-47 lost a plane at Kagoshima and another at Izumi; 2 pilots and 2 air-crewmen missing in action.

19 March '45—The enemy hits back, and with a vengeance. At 0707, a Jap Myrt drops 2 bombs on the FRANKLIN, 3100 yards to port of us; Lt. (jg) LOCKE TRIGG of VF-47, just launched by the BATAAN for a strike against Kobe, flies after the Myrt through the concentrated AA fire of the entire Task Group, chases it for 20 miles and shoots it down. But the damage is done; the FRANKLIN bursts into flame, and one of the epics of the war begins.

Later in the morning the strike returns from Kobe bearing good news; a CV, a CVE and a small merchant vessel bombed and set afire by VT-47. In the afternoon our CAP shoots down a Tojo.

20 March '45—The BATAAN with Task Group 58.2 furnishes air cover to the FRANKLIN on the retirement south from Kyushu. The enemy comes out in force with bombers and Kamikazes. One of them, a Jill, makes a suicide dive on the HANCOCK, is shot down by the BATAAN's batteries, crashes in flames on the HANCOCK'S starboard side, hitting the destroyer HALSEY POWELL which was alongside the CV. Two other Japs, both Judys, attack the BATAAN with bombs and are shot down by our gunners. A third Judy drops its bombs so close aboard that one of the BATAAN's gun mounts is slightly damaged by the explosion; the Judy is smoked by our batteries, and is finished off by ships of the screen. During the engagement the BATAAN takes a total of 8 enemy planes under fire, shooting down 3, and assisting in the splashing of from 3 to 5 more.

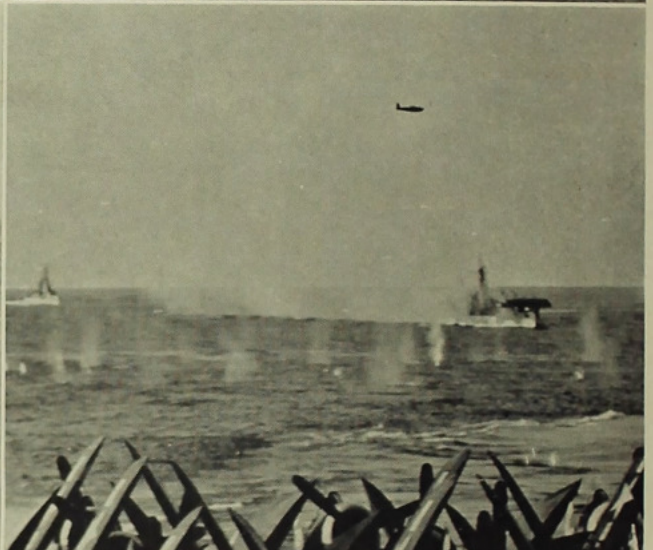
The Air Group has casualties. The Commander of Air Group 47, on CAP duty during the enemy air attacks, is missing in action. Lieutenant SAM HIBBARD of the CAP is forced to make a water landing after his plane is damaged by AA from the Task Force and by fire from a Judy which he chased and shot down. He is picked up uninjured by the destroyer NORMAN SCOTT.

The ship takes its first combat losses, too; one man is killed and eleven wounded.



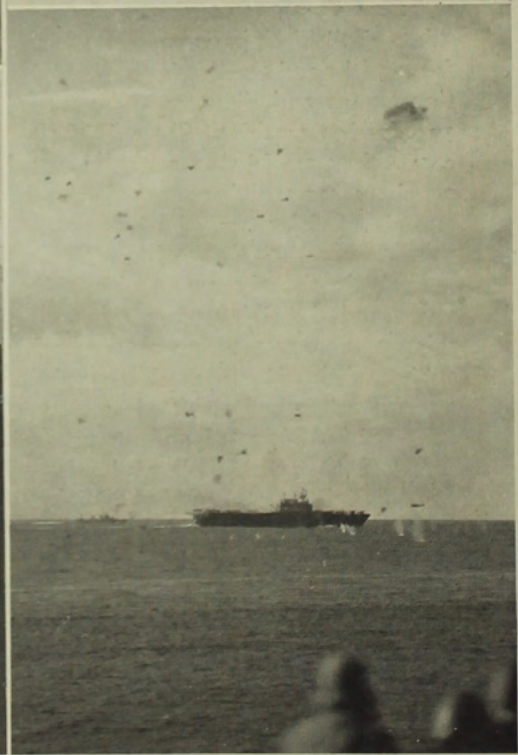
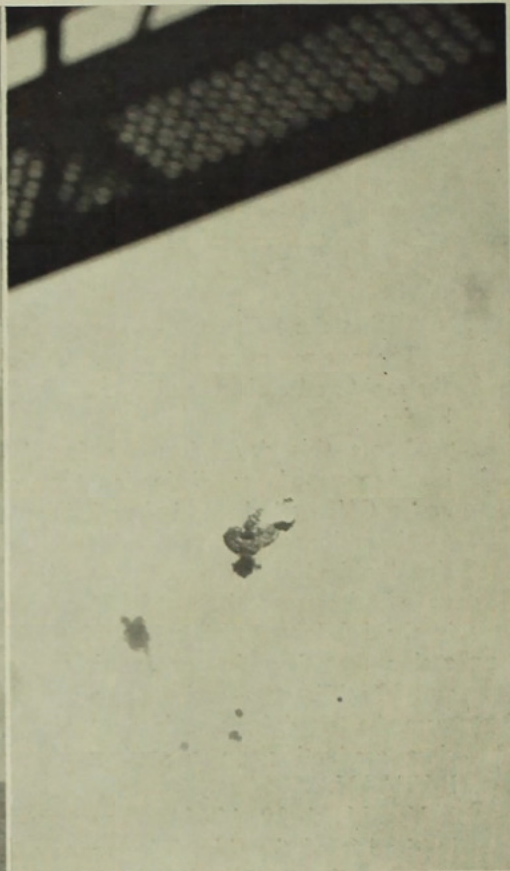
THE U. S. S. FRANKLIN

HEAVY AIR ATTACKS COVERING



The attacks were many... A Jill, shot down by the Bataan, crashed on the stern of the DD Halsey Powell, alongside the Hancock... The Enterprise was "bogey bait," but most of the time the Kamikazes missed...

RETIREMENT OF THE BIG BEN



...The "flamers" made a beautiful picture — for the photographers...
The "dives" seemed like eternity and hope was perpetual — that the Divine
Wind Class would fall short... Flak was so thick you could walk on it...

20 March '45—"The enemy comes out in force with bombers and kamikazes. One of them, a Jill, makes a suicide dive on the HANCOCK, is shot down by the BATAAN's batteries, crashes in flames on the HANCOCK's starboard side, hitting the stern of the destroyer HALSEY POWELL. Three other Japs attack the BATAAN with bombs and are shot down by our gunners."

"What the hell, are those our guns firing?"

The answer came a few seconds later with the rapid and excited rendition of G. Q. by the bugler.

Before this day when we found out the kamikazes made no distinction between a CV and a CVL, all the anti-aircraft battery meant to the ship was a bunch of guns that occasionally fired at a sleeve. After this day Torpedo Defense and the words, "Set Condition 1 in the AA battery," brought with it the realization that these few automatic weapons—40 and 20 millimeter—and the men manning them were the last defense against a "Divine Wind" class graduating on the flight deck of the BATAAN.

Yes, March 20, 1945, was an important one in the life of the ship. The gunners had fired at many sleeves, sent plenty of them into the "deep six." Training and drilling had gone on for months and the "deck apes" knew their stations, guns and directors and performed with an effortless precision. But still the test hadn't come. How would they re-act when a Jap with no sleeve came diving through clouds and 10 seconds of firing would mean so much? The ship wondered with the battery.

Early in the afternoon, when things seemed serene and the CVs were topping off tin cans, this question was answered. C. I. C. reported a "bogey" at 12 miles. The condition watch was alerted, mounts shifted to automatic, the guns pointed skyward and ammo broken out. Before G. Q. could be sounded a Jap plane was sighted diving on the HANCOCK. Sky Control gave the order to track the target, the mounts swung nervously for a moment and then settled down as the director operators began tracking the target. "Commence Firing"; the whole port battery opened up instantly and effectively. The Jap burst into flame, lost con-

trol and plunged into the DD fueling alongside.

It was the No. 1 kill for the gun club and scored by the condition watch crews. The first team came racing to stations as soon as G. Q. sounded.

Soon this first team knew too what a red "meat ball" looked like. A Judy dove through intense fire and dropped his bomb only 200 yards from the ship, and crashed in flames 1000 yards away. Another divebomber made his run, missed with his bomb by 300 yards, and burst into flames. Directly overhead came another Jap and his bomb missed by feet. As he tried to escape, the guns started him smoking and he was finished off by nearby ships. Over 5,000 rounds of ammunition were fired at Japs this day by our battery.

And more were to come, not only this day, but into the next two months. Months of hell with kamikazes barely missing the ship and crashing off our beams and fantail. The Task Group was attacked almost a hundred times and our battery fired 22 times at Japs within our range, shooting down nine and assisting in the destruction of others.

The gunners and the marines knew there couldn't be any tougher tests and they swaggered with a new confidence. It made easier their less glamorous jobs of fueling, taking tin cans alongside, keeping the guns and directors in shape, operating the whale boats, rigging the gangways, mooring the ship, manhandling the bombs, rockets and torpedoes from an AE to the magazines below. Like the gunners, the "fish men" had to wait a long time, but the torpedoes sent into the YAMATO were well worth it.

And the ship too had confidence in the gun club and renamed the BATAAN the CVL (AA).



GUNNERY

THE 40'S CRACK....



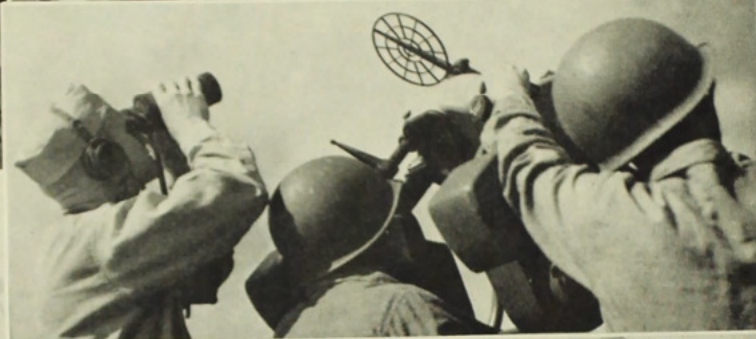


....THIS WAS THE RESULT

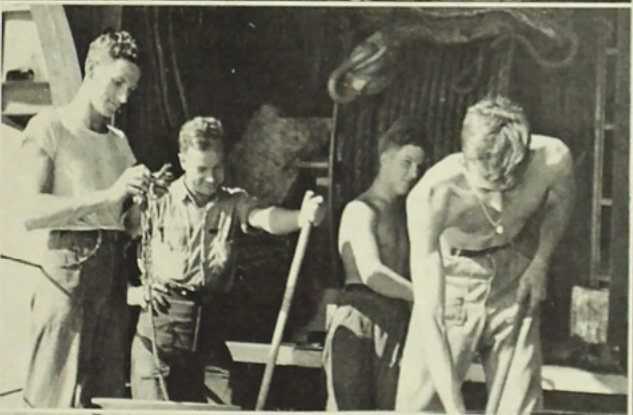
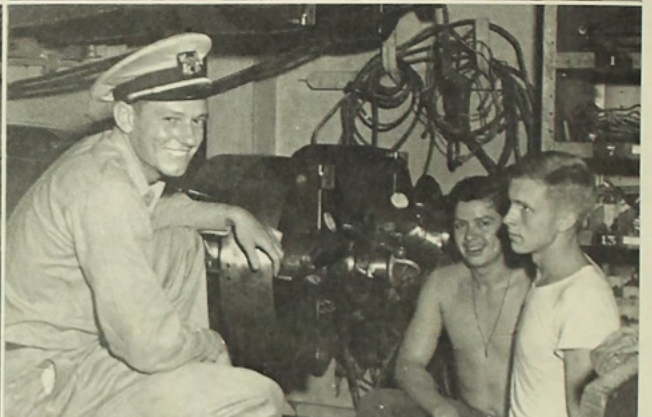
TRAINING, TRACKING, LOOKOUT...



SLEEVES, DRONES AND A "CIGAR"



SEAMANSHIP AND TORPEDO SHOP



REARMING AT SEA





FIRST DIVISION

First row: Poczak, Lewis, Wedewart, Russell, Topalis, Sullivan, Arismith, Twitchell, McMahon, Snyder, Relation, Nagy, Medved, Miller, O'Neil. *Second row:* Pruitt, Newell, Martin, MacDonald, Ritenour, Maher, Fontaine, Cero, Morris, L. C., Relic, Munshower, Lennon, Momme, Stokke, Racza. *Third row:* Tinagero, Zimmerman, Simpson, Schwartz, Ens, Chaires, Lt. (jg) Gimpel, Grijalva, Bagley, Billiterri, Crabal, Hales, Allard. *Fourth row:* Torrez, Ragan, Dennis, Mraz, Perricone, Morris, J. H., Loveday, Hensley, Pletz, Pole, Scott, Quinn, Childs, Long, Rosenberg, Still, Pierce.



SECOND DIVISION

First row: Purbaugh, Cruz, Palermo, Arnold, Rotondo, Martini, Nye, Levitt, Touhey, Paul, Heyel, Mangine. *Second row:* Evans, Parsons, Abrams, Moody, LeClair, Morris, Politowski, Schimmel, Perisi, Robinson, Sementelli, Kruszynski. *Third row:* Hylton, Trood, Winans, Neidich, Pratico, Fitzpatrick, Taggart, Rumbaugh, Karrick, Lancaster, Watkins, Millhime. *Fourth row:* Wasiaowski, Lt. (jg) Hall, Cage, Doran, McDermott, Burgess, Malevich, Elders, Brown, Stone, Miller, Bergen, Cornett, Leishman, Lt. (jg) Lewis. *Fifth row:* Parker, Barlow, Sine, MacCauley, Borgen, Adams, McCormick, Ramirez, Peterson, Mercier, Robbins, King.



THIRD DIVISION

First row: Bradshaw, Gray, Floyd, Sawler, Tallon, Spittle, Hammett, Branley, Winge, Hammond, Goss, Quon, Winfrey, Oldt. *Second row:* Leavitt, Brassell, Sebolt, Orndorff, Willis, Bell, L. W., Resner, Porto, Hartwick, Chapman. *Third row:* Lt. (jg) Condon, Brady, Goodsell, Sparks, Desankoo, Glemkowski, Hatfield, Armstrong, Simpson, Murray, MacLeod, Morin, Vanderplaats, Atkinson, Forsyth, Martinez. *Fourth row:* Pesci, Mood, Matura, Shabala, Mayberry, Lorenz, Sweykowski, Sgro, Mitchell, Livengood, Nelson, Wilson, Rowan, Rancich, Pidstawski, Mrozinski, Boyd, Ens, McMillan.

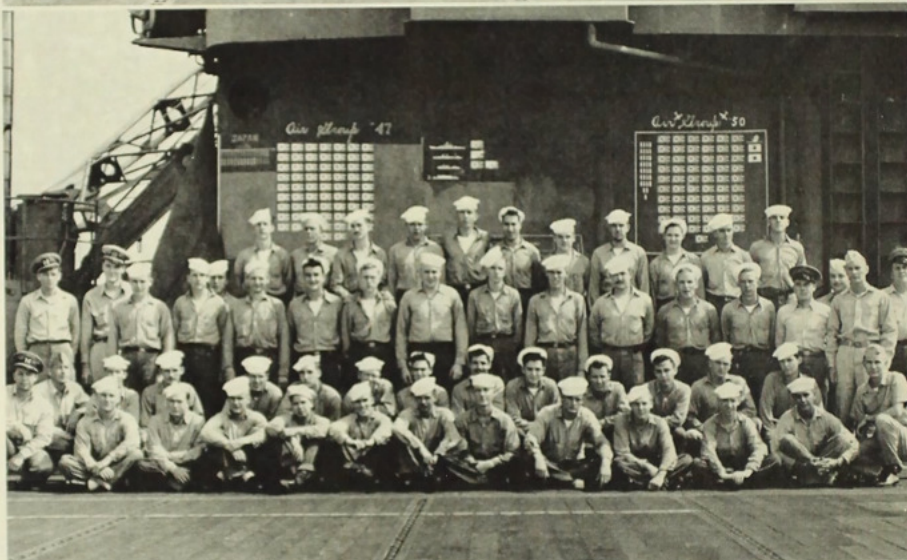
FOURTH DIVISION

First row: Alvernaz, Louburak, Robbins, Pipolo, MacDonald, Smithson, Robinson, Scotto, Stewart, Hensley, Lattig, Haskett, Nebelling. *Second row:* Orniti, Mucci, Preston, Kozina, Walters, Panzica, Lt. Tiernan, Lt. Lundberg, Ens. McMillan, Putnam, Crono, Miller, Rea, Gonzalez. *Third row:* Williams, McPeck, Kerins, Greene, Proietto, Hopkins, Robbins, Liro, Nowicki, Picuch, McGuire, Van Tassel, Pitt, Stevens, Lewis. *Fourth row:* Croy, Linn, Powers, Frye, Swain, Powell, Schwartzel, Jobe, Dewese, Manseau, Onufer, Menees.



FIFTH DIVISION

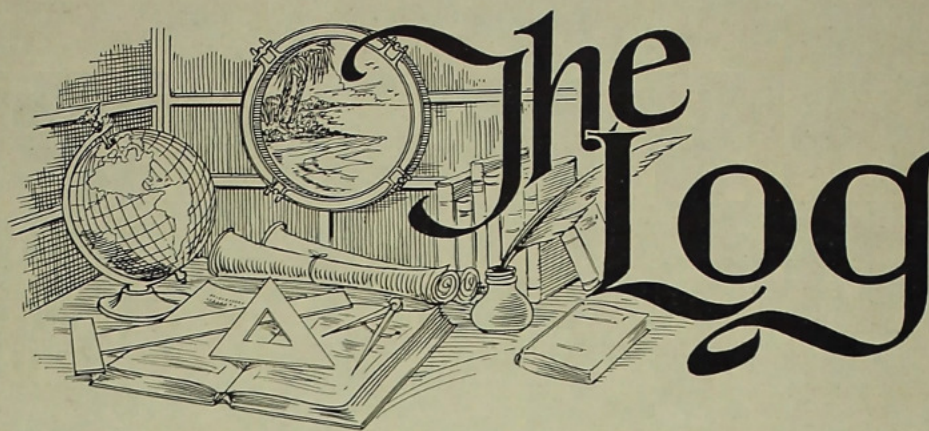
First row: Gunner Davy, Slagle, Calderwood, Brown, Callahan, Nowak, Yeager, Naff, Morris, Rabold, Myers, Van Dalen, Lt. Dyer. *Second row:* Ens. Longmore, Moore, Green, Morgan, Hill, Sams, Storrs, Munoz, Castro, Beauchesne, Pelligatto, Shoemaker, Pittenger. *Third row:* Torp, Eidson, Ens. McMillan, Walker, Street, Krogull, Hansen, Cloud, Oldenburg, Clawson, Bowler, Nicholson, Green, Steward, Summerfield, Chief Berry, Chief Wright, Lt. (jg) Gimpel, Chief Stevens. *Fourth row:* Slape, Smith, Chadwick, Frazer, Davidonis, Butera, Pollinger, Muhlenhaupt, Morber, Jones, Cox.



MARINE DETACHMENT

First row: Cole, Fiatal, Conrad, Nelson, Grady, Neenan, Moore, Plaxco, Mills. *Second row:* Mehlmann, Contamessa, Elliott, J. R., Hanam, Captain Wilkinson, 1st Lt. Roser, Morgan, Dusza, Wolk, Helfrich. *Third row:* Morey, Elliott, E., Waterson, Sullivan, Fulton, Stone, Driscoll, Dejesus, Michanczyk. *Fourth row:* Raubaugh, McCrary, Affeldt, Reed, McKinley, Crorey, Icker, Steiner, Luedee.





21-24 March '45—The southward retirement continued during the 21st, and the FRANKLIN eventually reached the Brooklyn Navy Yard. On the 22nd the BATAAN reported to Commander Task Group 58.3 for duty. Lt. Comdr. CLANCY led the first strike against the Nansei Shoto on the 23rd. Minami Daito Shima was to have been the target, but the weather interfered and tiny Okino Daito Shima took the bomb load instead, receiving a new name at the same time—CLANCY's DUMP. Then, on the 24th, the Air Group flew 3 strikes against Minami Daito, the first of a long series of Minami Milk Runs. Ensign J. W. MURPHY's TBM was hit by flak and forced to make a water landing. He and aircrewman E. F. MUEGER, ARM3c, were rescued from their liferaft by Kingfishers from the cruiser WILKES-BARRE. On the same day Okinawa got its first strike by Air Group 47, barracks and warehouses being left in flames.

25-28 March '45—More strikes against Minami Daito and pre-landing attacks on Okinawa. The caves on the latter got their share of attention; they were one reason why it took 90 days to take the island.

29 March '45—A return trip to Kyushu—with Chiran airfield on the southern tip the target. LT. HIBBARD shoots down another Judy.

30-31 March '45—Minami and Okinawa again. AA positions, bridges, barracks, a factory, a radio station and other buildings are destroyed and airfields cratered.

1 April '45—The invasion of Okinawa begins, and so does the long series of missions flown in support of the ground troops by the BATAAN and other carriers.

3 April '45—Our sweep of 12 VF over Kikai airfield is jumped by about 14 Japs; 4 Zekes and 3 Tojos are shot down. We lose two Hellcats, with one pilot reported missing. The other, Ensign O. L. SWISHER, is rescued by the destroyer AULT. The CAP increased the ship's total for the day to 10 planes, splashing 2 Nicks and a Tony.

4 April '45—Lieutenant WHEELER of VT-47 knocks over the Ie Shima lighthouse with the first bomb dropped. The day before this target had successfully defied the combined effort of 14 of our planes.

6 April '45—Kikai airfield is worked over some more. The CAP gets another Zeke.



Air Group 47 destroy and pock-mark dispersal and revetment area near Yontan airfield, Okinawa.

3 April '45—"Our C. A. P. today splashed two Nicks and one Tony."

There's a lot more to it than the above extraction from our action report. Somebody had to provide the pilots with tactical information, navigation data and weather dope. Somebody had to be watching for those Japs so they could tell the pilots where to pick them up.

This job is handled by the so-called "white collar" part of the Air Department, the V-3 division. A. C. I. (Air Combat Information) starts the operation by providing tactical data for the pilots—target locations, enemy plane performance data, enemy AA locations, submarine rescue data, disposition of friendly and enemy forces—, the list is endless. Upon completion of a flight A. C. I., in turn, collects as much information as possible from the pilots on what they've seen and what damage they have inflicted upon the enemy.

Air Plot provides the latest Navigational data prior to take off, coordinates pilot assignments and plane spot, and acts as liaison between Fly Control on the bridge, the pilot ready rooms and Combat Information Center. It digests the operation plans, interprets the regulations and doctrines of carrier warfare, and plans the flight schedules. Aerology furnishes the pilots with the latest weather information and keeps the ship's lookout for storms and typhoons.

While planes are airborne—either over the force or on C. A. P. or out on a strike—C. I. C. has a big job to do. Here it's necessary to keep in touch with the planes by radio and also keep their positions plotted on the radar scope.

Hundreds of planes are tracked daily in C. I. C. When emergencies occur, a plane gets in trouble—the engine is cutting out, or gas is running low, or is possibly lost—C. I. C. is on the spot to lend the pilot a helping hand. These are the routine jobs, the everyday jobs of C. I. C. When bogies begin appearing, the "blip jockets" really go to work. The bogey reports are made to and received from the flag who then assigns one of the ships the job of vectoring the C. A. P. out to intercept. If the unidentified plane turns out to be a Jap, he is shot down and the C. A. P. is returned to station. It is here that the skill of the V-2 radiomen

and the V-3 radio techs is appreciated. Without communication, the present day combat pilot and plane become useless. The radar technicians are constantly on watch to nurse the sets along. They have an ability to see, smell, hear and feel the bugs that frequently occur in the temperamental old ladies called radar aboard the BATAAN.

Twenty-four hours a day C. I. C. must live up to its name, Combat Information Center, and report to the O. O. D. on the bridge any danger affecting the ship, either on the surface or in the air. Its long range eyes pick up "skunks"—unidentified surface vessels—and the vessel's course is plotted to determine if on a collision course with the BATAAN. Its eyes are on the task group watching for a battleship or a cruiser closing on the BATAAN in the dark of the night at a relative speed of 40 knots. Its ears listen to a multitude of inter-ship voice circuits—tactical, administrative, fire control and fighter director.

C. I. C. looks, acts and sounds like a mad-house but the BATAAN well knows it has an excellent reason.

At Fly Control, in Air Plot, in A. C. I. and in the Air Department Offices, the yeomen must maintain accurate records of assignments, operations, logs of pilot and plane time, and keep up correspondence seven copies deep.

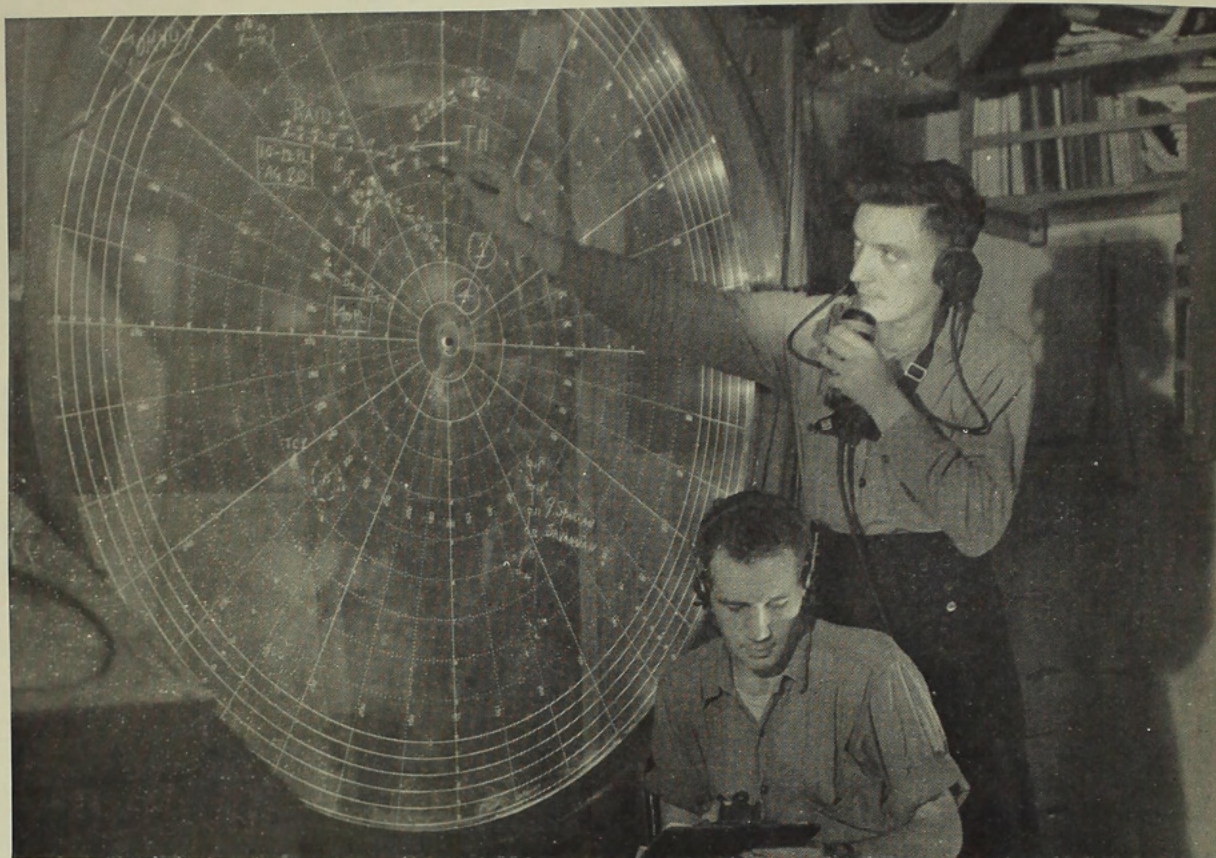
The photographers have been left until last because that's where they come in on the offensive side anyway. After the photo planes land, the photogs turn to developing and printing the films for analysis by the Photographic Interpreter Officer of A. C. I. In addition to this they are busy making documentary pictures of deck crashes, enemy attacks, and, in their spare time, ship's activities which made this book possible.

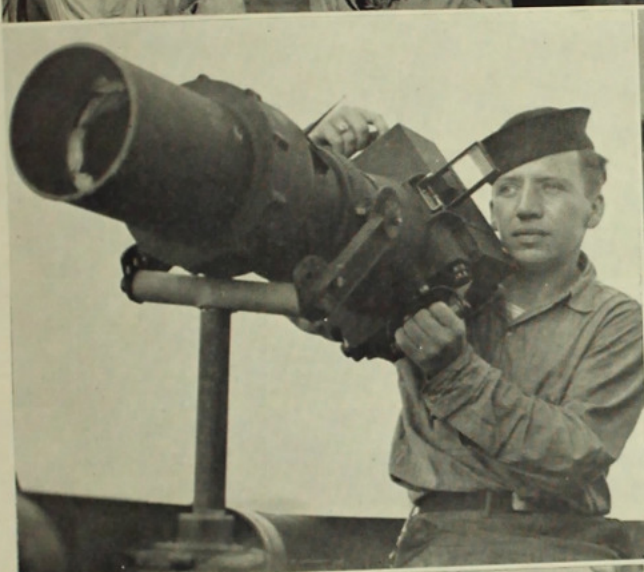
Teamwork, intelligence and individual action are at a premium in V-3. All its many jobs are necessary for the smooth operation of this "floating air strip" and very much helped in the writing of the action report—"Our C. A. P. today splashed two Nicks and one Tony."



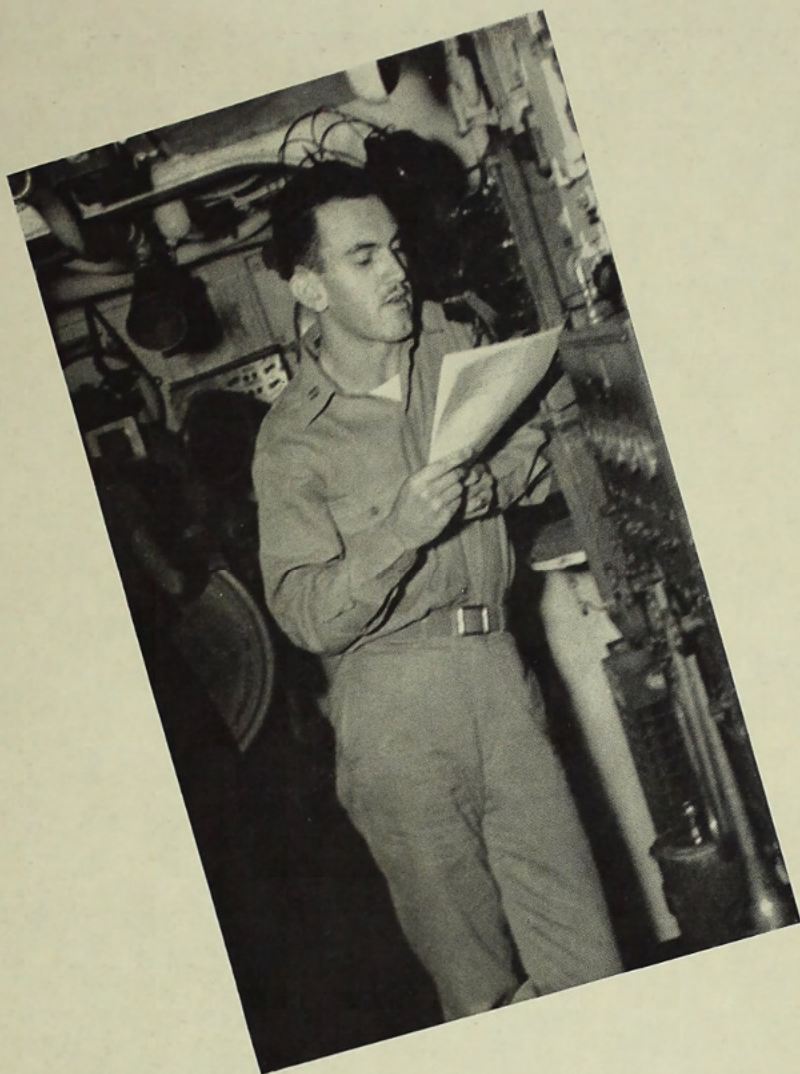
V-3

C.I.C. AT WORK





PHOTOGRAPHERS AND AEROLOGISTS



Lt. "J. Bathwater Kaltenborn" Ward
at the mike.

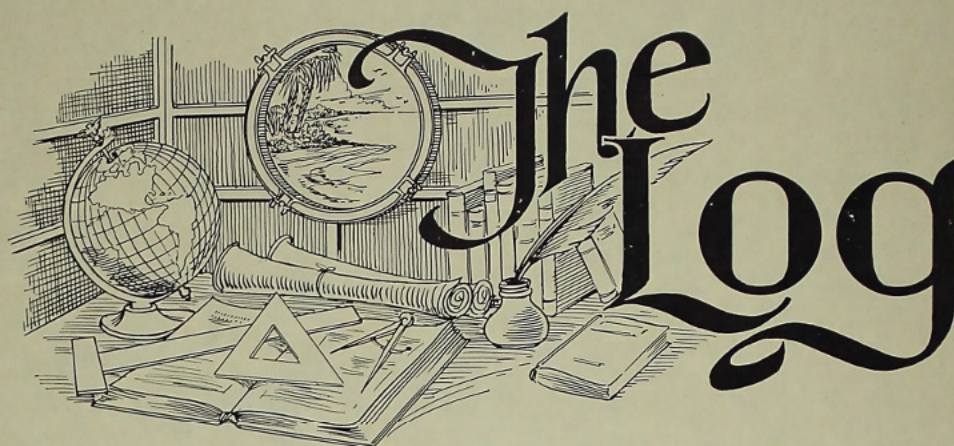


V-3 DIVISION OFFICERS AND MEN

First row: Craig, Griswold, McGuinness, Schroth, Jaffe, Reed, Schmidt, Miller, Hutchinson, Kenney. *Second row:* Ponten, Jameson, Cullens, Puricelli, Foster, Franken, Jensen, Theroux, Van Gilder, Bennett. *Third row:* Knoernchild, Rotner, Bearden, Ramsey, Rust, Sutton, Joyce, Mahoney, Youngstrom, Conyers, Stearns, Phillips, J. W. *Fourth row:* Lt. Ward, Short, Frykman, Arterburn, Rowe, Padzevila, Wiles, Houg, Rak, Melton, Cooper, Phillips, E. H., Marshall, Neighbors. *Fifth row:* Lt. Hickey, Lt. Milke, Lt. Ballou, Lt. Markle, Lt. Strub, Lt. Shoys, Lt. (jg) Bird, Lt. (jg) Brown, Lt. Comdr. Sullivan, Lt. (jg) Gaston, Lt. (jg) Kelsey, Lt. (jg) Green.



*. . . the skies were beautiful,
our thoughts, of home . . .*



7 April '45—BATTLE OF THE EAST CHINA SEA. The BATAAN's contribution: 4 torpedo hits on the YAMATO; one bomb hit on a light cruiser; bomb hits on 2 destroyers. As a result of these and hits by other groups, the YAMATO and the cruiser sank, with the destroyers believed to have followed suit. Intense AA, including the battleship's main batteries. Lt. TRIGG makes a water landing because of flak damage to his Hellcat; he is picked up by the DD JOHN W. WEEKS. The Task Group is under air attack; the ship's guns taking 2 planes under fire. The HANCOCK is hit by a Kamikaze about 2000 yards from the BATAAN. Our CAP splashes 2 Frances.

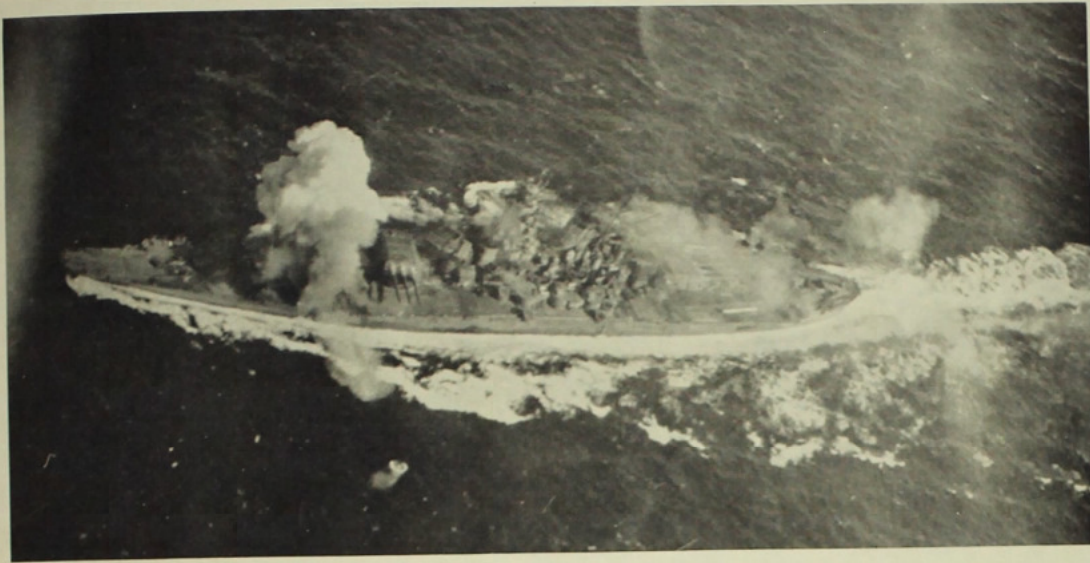
8-10 April '45—Target CAP's over Okinawa and strikes against Minami. As usual, Minami gives a warm "hello" and 2 of our planes are hit by flak on the 10th; both return safely.

11 April '45—Concentrated enemy air attacks on the Task Group, many Japs being splashed. The BATAAN shoots down a couple, with assists on 2 to 4 more. Kamikazes make unsuccessful dives on the ENTERPRISE, BUNKER HILL and the ESSEX, all in our formation. Our Amami sweep saves the gunners some work by splashing a Tojo on the way to the Task Group with a bombload.

The BATAAN again sustains casualties: 9 men wounded by shell fragments.

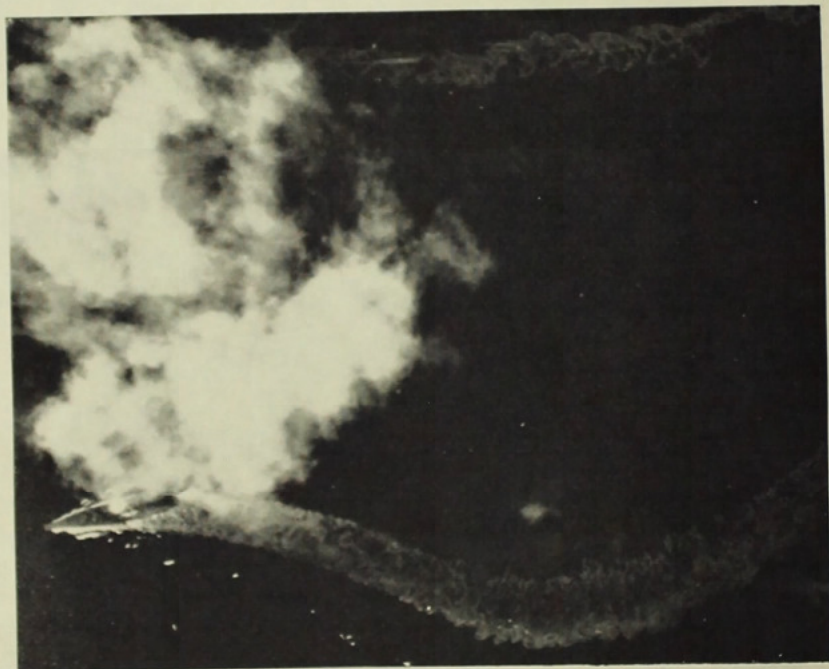
In the evening we are visited by enemy hecklers and night raiders. The AA produces some spectacular pyrotechnic effects.

BATTLE OF THE EAST CHINA SEA



Jap battleship, Yamato, the primary target, takes a direct hit . . .

Trailing oil from torpedo hits, she writhes under more blows from above . . .



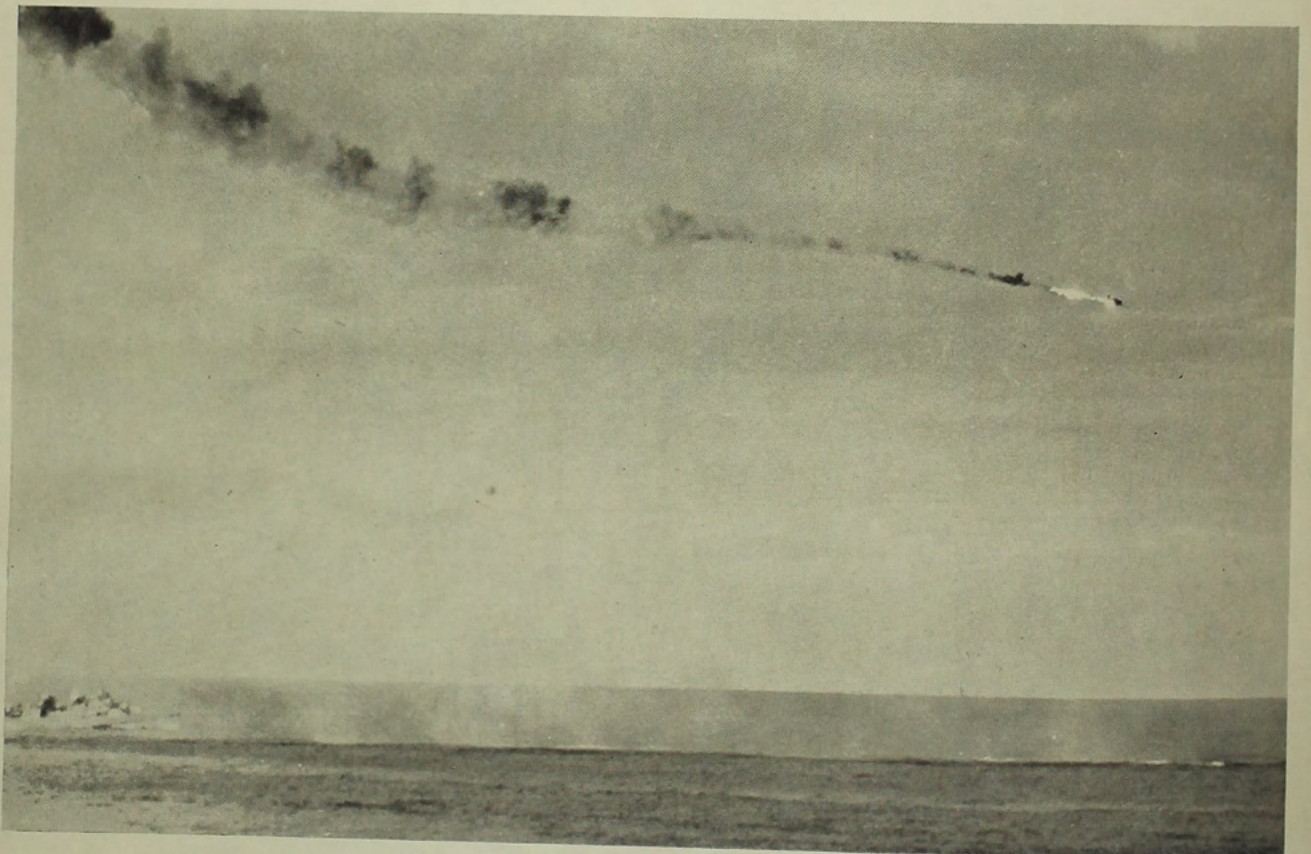
The terrible ending. Final explosion of the Yamato as her escorting destroyers—their turn next—stand helplessly by . . .



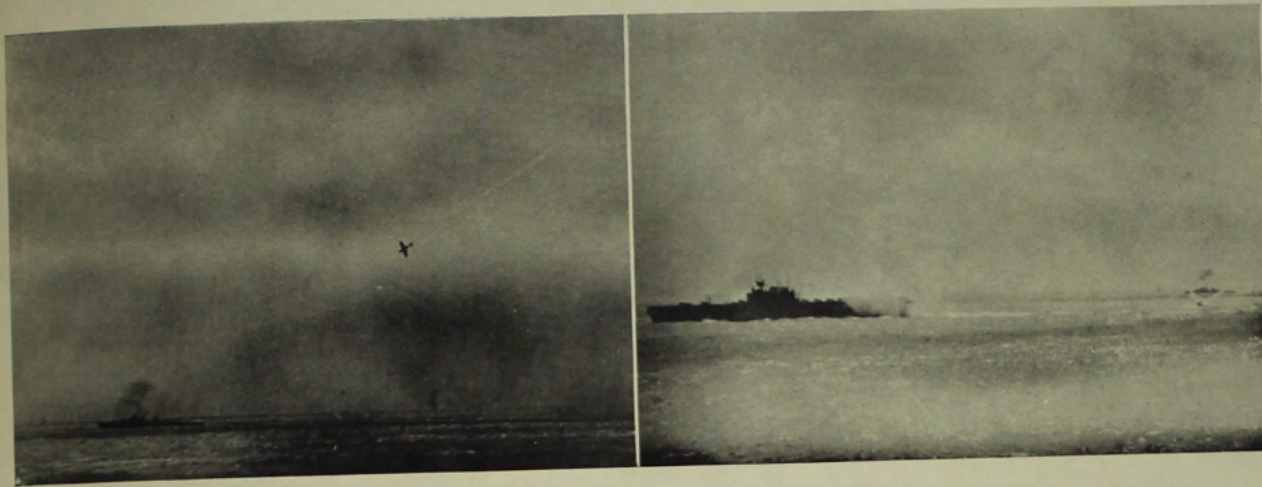
CONCENTRATED KAMIKAZE



The Hancock is hit.

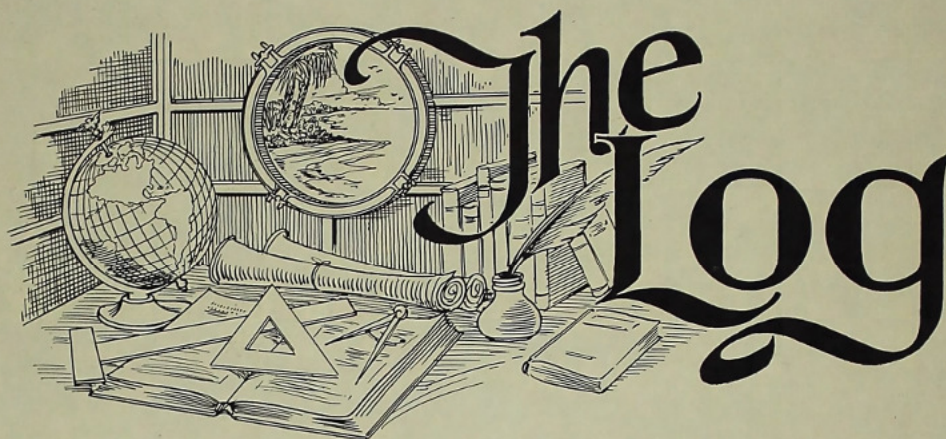


ATTACKS ON TASK GROUP



An Oscar dives on the Big E (above), but is shot down astern . . . A Zeke scores a near-miss on the Bunker Hill (lower right) . . .



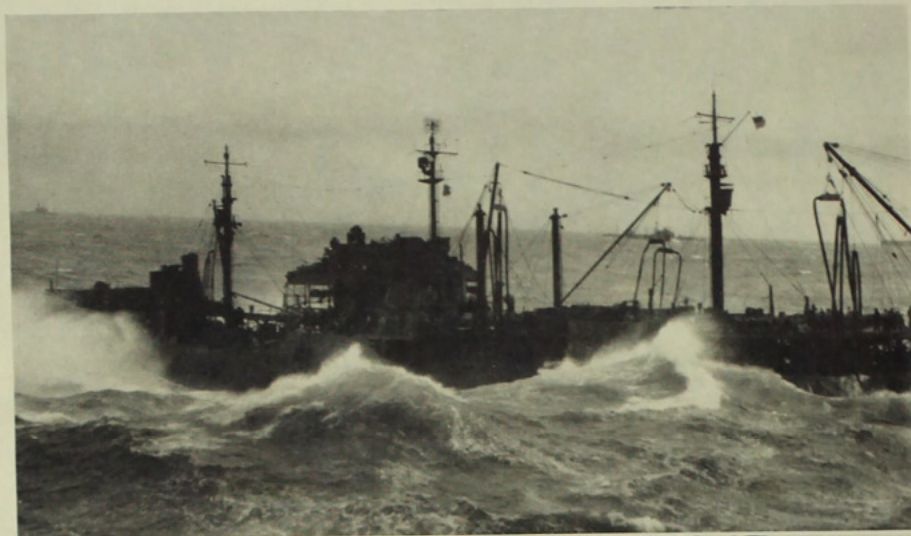


12 and 13 April '45—In anticipation of further all-out Kamikaze attacks, our flight operations were confined to a series of CAP's over the Task Group. But to our relief the attacks did not develop.

14 April '45—We again rendezvous with the oilers and supply ships to take on fuel, ammunition and provisions — the latter occasionally including fresh meats and vegetables. These replenishment operations took place at intervals of three or four days, in fair weather or foul, smooth seas or pounding rollers. On this particular occasion our fresh foods had long been gone, so the presence of a "reefer," as the refrigerator ships were called, among the ships of the supply train was particularly welcome—eggs, potatoes and oranges again!!! Another cause for rejoicing — new movies are acquired by the ship. And above all else in importance, we receive mail — "Uncle Sugar" Mail.

WE REFUEL SHIP DESPITE HEAVY SEAS

"Standby to go alongside
oiler, starboard side to..."



Gas hose over, oil hose on its
way...



Time is short, and a cruiser
moves into position on other
side of AO.



MAIL CALL....



The bugler sounds cheerful "Mail Call" (I've got a letter, I've got a letter) and eager faces gather for distribution.

Deliveries are not always frequent, so they generally are large. But the post office staff and their volunteer assistants allow no delays here.

Sorted by divisions, the mail petty officers wait in line for their share.



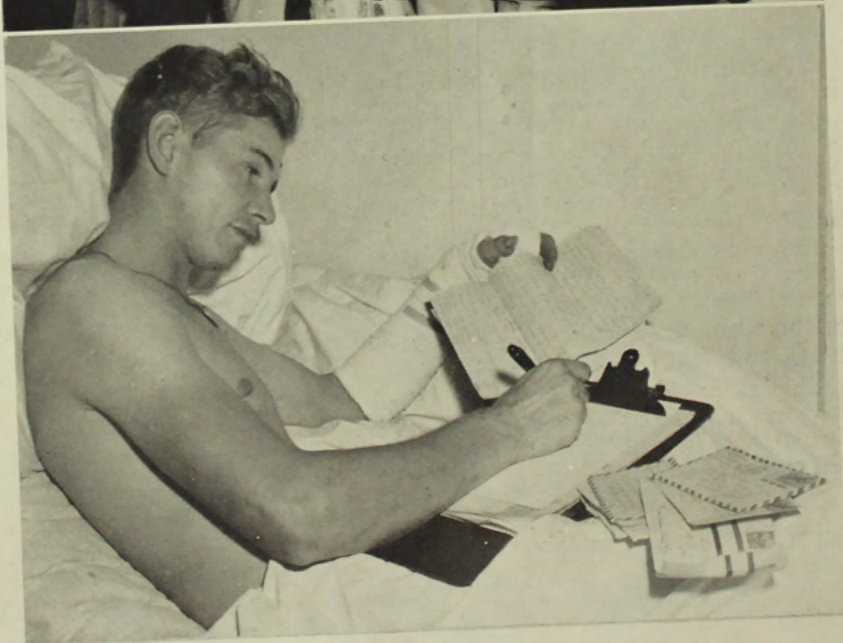
Back in their living spaces, to read and re-read.



All work pauses for Mail Call. Contentment is apparent among the butcher shop.



"Dear Mom. It was wonderful to receive your letters today." The ship's doctors say it is the best medicine that the Navy supplies.



12 April '45—"Our provisions were running low and we replenish at sea."

"Now the following number of men and one officer from each division report to the Commissary Officer abreast the island for a provision working party. 14 hands from the 1st Division, 10 hands from the 2nd Division..." and the bosun mate's voice drones on and on until 20% of the crew is slated for the job of receiving food from the AF on which the BATAAN is making its approach.

Since word concerning the provisioning schedule was received from the flag, the Supply Department has established figures on current needs and only the task of actually getting the beans and stowing them below remains. This day like so many other replenishment days at sea is a result of expert planning and timing. The tremendous task of bringing every conceivable type of material thousands of miles and delivering it to fighting ships in the Jap's backyard is no small time operation. Hundreds of supply ships are necessary to make it a complete success and they have done their job so well Admiral Nimitz calls them our "secret weapon."

We are now alongside the provision ship and the first cargo net swings to the flight deck. Eager men step forward to unload the net and start the movement of the boxes to the storerooms. This is not an indication of love toward the work but the old hand on working parties is well aware of the fact that the last men are left with the largest and heaviest boxes.

On the bridge the supply officers of both ships are using the intership sound-powered phones. The ancient and honorable practice of borrowing a cup of sugar from the next door neighbor is being transacted. The familiar cup of sugar is represented by any number of items, a baseball cap for a certain brand of cigars for the Captain. It boils down to a "whatta ya got that I need" attitude and each comes out of the deal with his ship's secondary needs and an assuredness that he has outsmarted the other supply officer.

Fresh provisions are now coming aboard and this includes crated fruit. Unwritten law states that contents of broken cases may be consumed on the spot. Seemingly rugged sailors take off with 30 boxes of oranges, and these boxes for some reason grow heavy. One is splashed at frame 80, another badly damaged by No. 4 stack while a third goes into a fatal dive between two fighters spotted aft. With luck, 25 boxes of the oranges may reach the refrigerated storerooms. The bulk of the foodstuffs at sea is usually comprised of dry provisions, which includes canned goods and dehydrated vegetables.

Ship's store items are handled by the supply ship too and are being sent over last. This includes cigarettes, toilet articles and candy, better known as "Pogey bait."

Provisions, important as they are, comprise but a fraction of the volume of supplies and thousands

of items necessary to keep a large ship running efficiently and happily.

You rarely think of the Supply Department, the S-1 and S-2 divisions, except when you want something. A haircut from the barber shop, foul weather gear from GSK, a "dead horse" from the disbursing office, plexiglas from aviation stores, a pot of "Joe" from the galley during the mid-watch, a torn shirt mended at the tailor shop, chewing gum from Ship's Service, shoes from Clothing and Small Stores, clothes washed in the laundry.

There is no more touching sight than an old salt with three inches of beard and a "Gedunk" in his hand. Each day the soda fountain serves a thousand cups of ice cream and gallons of cokes. Sweating out the line is the only strain. The canteen likewise does land office business. An average month brings the sale of 600 tooth brushes, 150 pinocle decks and 137 playing card decks, almost 80,000 packs of cigarettes and 23,000 cigars. The galley, in providing three meals each day in addition to a mid-night meal served to aviation check crews, can also flash a staggering list of figures. Each month 15,000 pounds of fresh potatoes, 4,000 pounds of coffee, 12,000 pounds of flour and 1,200 pounds of table salt are consumed.

Aviation supply has everything and anything that has to do with aircraft. Its field is one that undergoes constant change due to improvements and revisions made on all Navy planes. A part which is now considered a new innovation may be obsolete next week. Its successor must be procured and the outmoded part leaves the ship. Stores for maintenance and operation of the BATAAN are issued by GSK. The main issue room has cognizance of over 5,400 items, ranging from hand tools to fireplace bellows. Since commissioning day the ship has elbow greased through 1,300 swabs and used 15,000 flashlight batteries.

Next to mail and chow, the most important personal interest to the men of BATAAN is pay day. This is computed by the disbursing section of supply. Approximately \$23,000 is the average pay day at sea, \$45,000 is drawn prior to entering a port and when the ship goes back to the states over \$200,000 is taken off the books.

The S-2 division works in Officers' Country, preparing and serving the food in the wardroom and cleaning the staterooms.

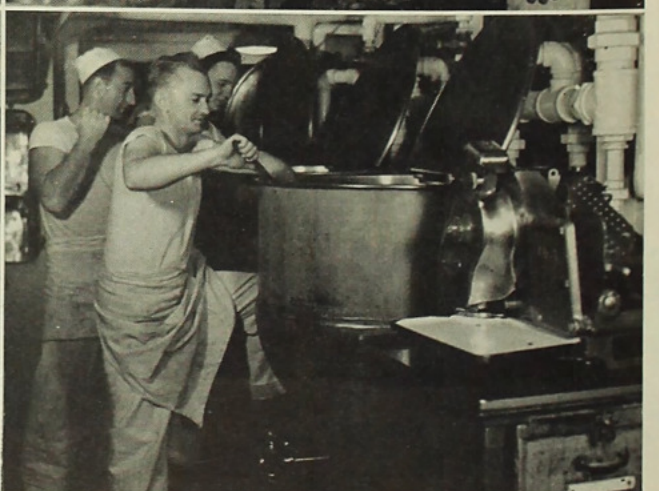
The Supply Department slogan is "Service to the line" and the S divisions have done a tremendous job in rendering that service.

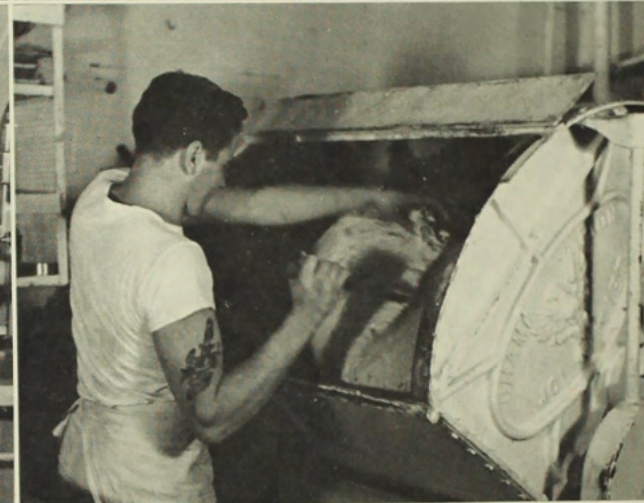
The working party is secured and a well-stocked task group is again on its way for a heavy date tomorrow. But the work of the storekeepers, the cooks and bakers, the laundrymen and barbers, the tailors and butchers goes on.



SUPPLY

CREW'S GALLEY....

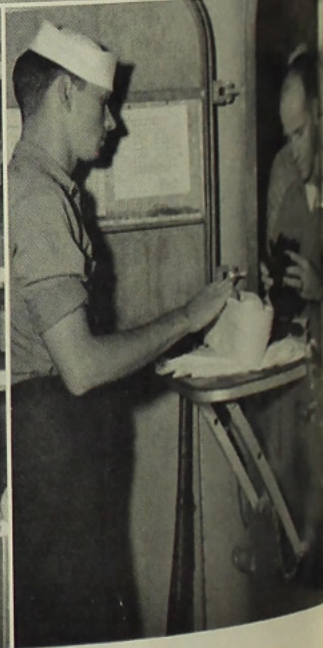
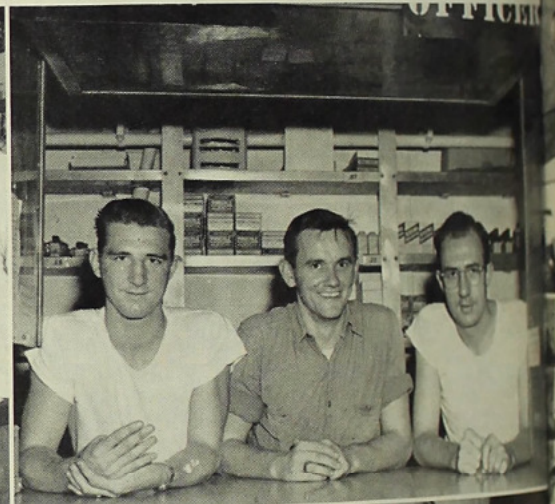
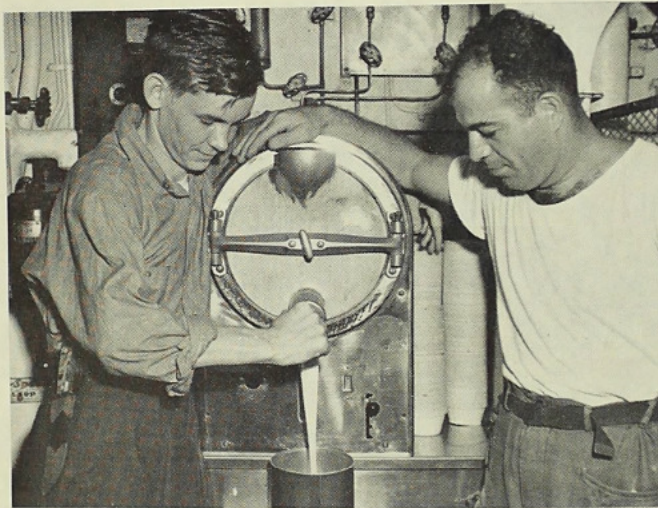




BAKERY AND BUTCHER SHOP....

"SERVICE TO THE LINE"

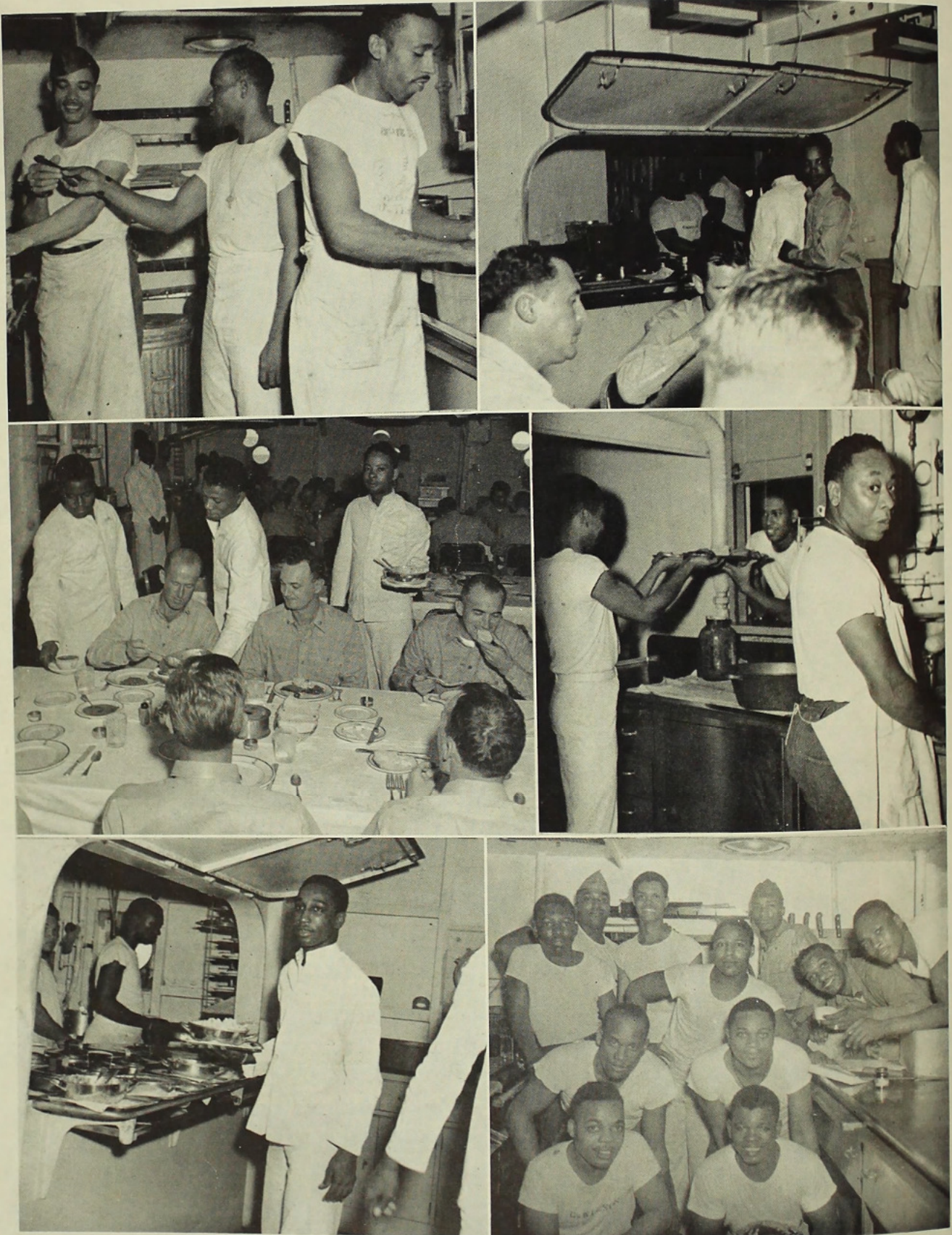
"Gedunk" Factory . . . Ship's Service and "Pogey
Bait" Supply . . . Laundry . . . GSK . . . Clothing and
Small Stores . . .



Pay line . . . Supply Office . . . Tailor Shop . . . Avia-
tion Supply . . . Crew's barber shop . . . Spud Locker.



S-2 DIVISION



Preparing and serving food in wardroom and warrant mess...

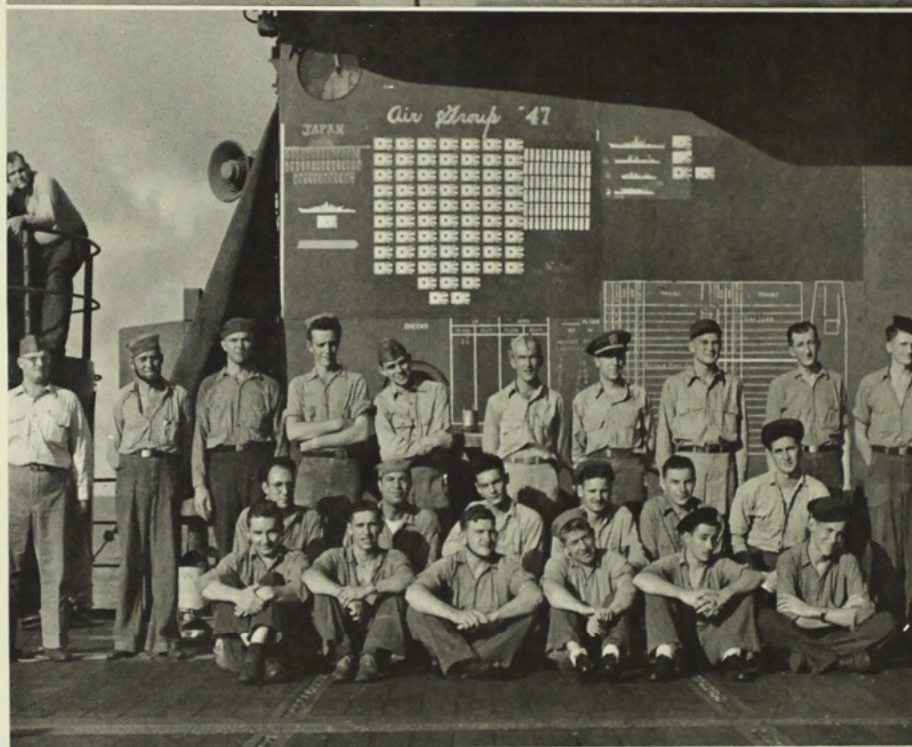
SUPPLY OFFICERS AND MEN:

First Row: Porath, Rebello, Sawaya, McLoughlin, Strouse, Fyffe, Schneider, Steinberg, Kindle, Mallon, Roland, Geissler, Lajzer. *Middle Row:* Terzo, Raila, Brown, Chief Gill, Ens. Hamm, Ens. Mack, Lt. (jg) Solt, Sullivan, Luzzi, Hodges. *Top Row:* Scaperotta, Luckenbaugh, McCann, Lockett, Cottrell, Frazer, Hawkins, Werden, Hayes, Sweet, Peckham, Holland, Magdelinskis, Haaker, Sutika.



SUPPLY OFFICERS AND SHIP'S SERVICE MEN

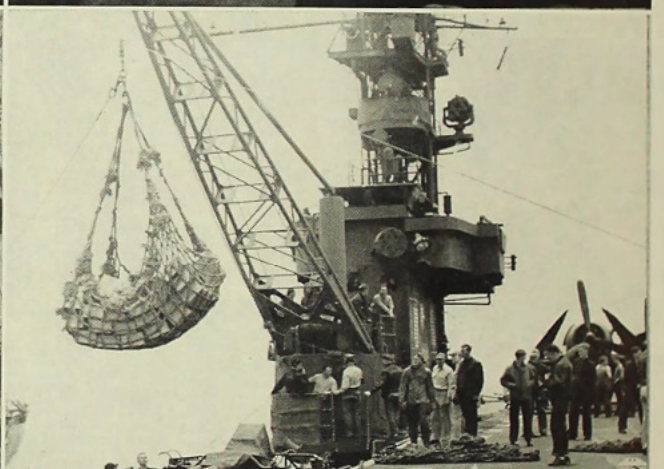
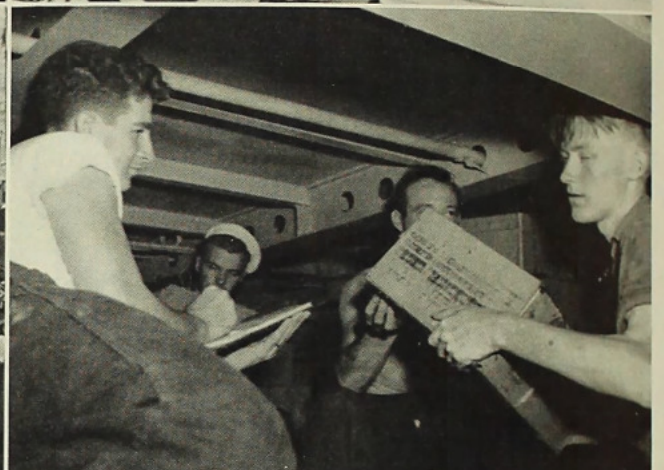
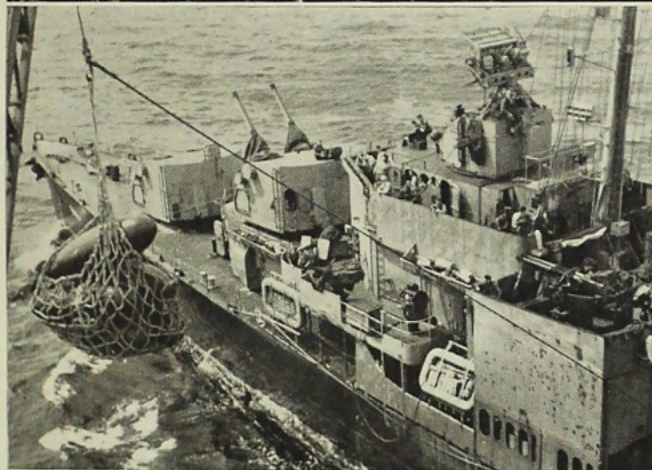
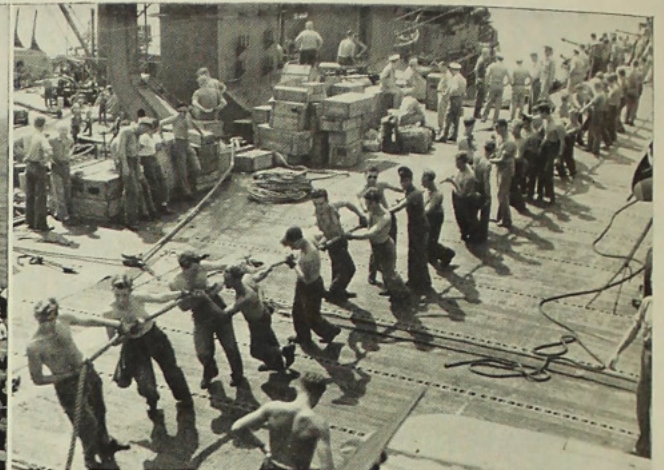
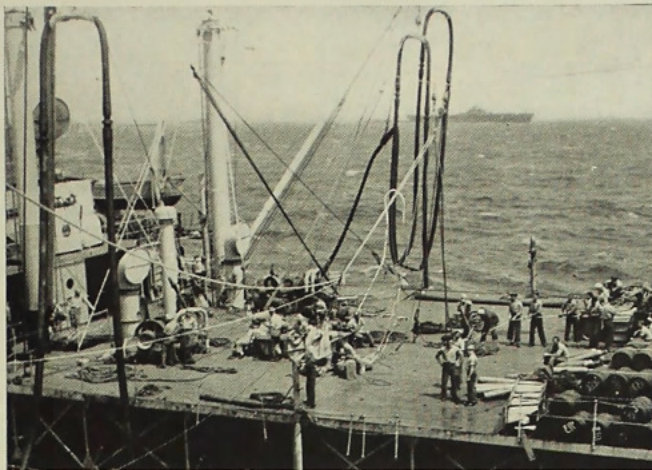
First row: Shine, Prady, Strouse, Lindenmuth, Gillard, Gafford. *Second Row:* Cottrell, Sawaya, Minissa, Morris, Sutika, Recuber. *Third Row:* Chief Gill, Salada, Hamrick, Moore, Lt. (jg) Solt, Lt. Comdr. Logan, Ens. Mack, Ens. Hamm, Piro, Hoffman.



S-2 DIVISION

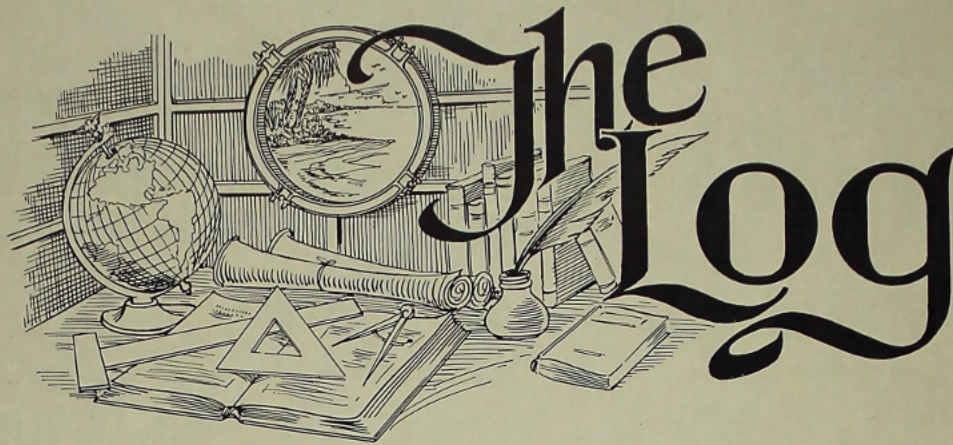
Front Row: Williams, J., Willingham, Porter, Metoyer, Brown, Osborne, Williams, C. H., Carter, L. L., Rand, Anderson, E., Wilson, W., Chambers. *Center Row:* Carter, H. A., Williams, J. L., Anderson, G., Blanks, Beavers, Boone, Shields, Alston, Payne, Page, Nedd, Wilson, C. *Rear Row:* Shaw, F., Davis, Brake, Bonds, Roberts, Carruth, Anderson, D., Wooten, Batmon, Love, Sneed, Alexander, Ross.







RENDEZVOUSING FOR REPLENISHMENT



- 16 April '45—8 VF of the CAP, later reinforced by 12 more of our VF, tangle with about 40 southbound Nips in the vicinity of Amami and Kikai Islands. Result: 23 Jap planes seen to splash; we lose one plane through a water landing, the pilot, Ensign STEPHAN-SKY being saved. Another pilot, Ensign VICTOR RINK, is wounded and his Hellcat shot up; he lands aboard, has a bad barrier crash. His plane turns over on its back, breaks in two. A few weeks later Ensign RINK is back in the air again. A few Nip planes get through and our ship's guns help in knocking one down.
- 17 April '45—Further intensive enemy air attacks. One Judy dives straight at the BATAAN. Hit repeatedly by our 40 and 20 MM, it passes over the ship just aft of the island, barely clears the radar antenna, crashes in the water just off the stern. The deck is splattered with fragments of Judy. Gunner MUCKLERoy watches these proceedings with a disapproving eye from the middle of the ladder on the island, doubtful as to whether upward or downward retreat is most advisable. Before he has time to make a decision, the Judy, in the Gunner's words, is "Blowed all to Hell." Our RAPCAP shoots down 2 Zekes. The ship is hit by fragments on the forecastle and the signal bridge; 1 dead, 14 wounded. The BATAAN reports for duty to Rear Admiral RADFORD, Commander Task Group 58.4.
- 18 April '45—BATAAN launches 3 successive flights of 2 VT each for Hunter-Killer operations with destroyers of the formation against an enemy submarine. The submarine is considered sunk, the evidence including 3 human lungs and a breadboard with rice imbedded on it. The BATAAN planes are credited with an assist. We bury the dead at sea.
- 19-30 April '45—Strikes against Okinawa, Tokuno, Kikai, Shuri, the citadel city of Okinawa, gets its share of attention from Air Group 47. So do the inevitable caves. On the 26th, we return to 58.3 to remain until the end of the operation.
- 1-12 May '45—Minami, Amami, Tokuno, Kikai, Kakeroma, Okinawa; airfields, revetments, bridges, caves, defensive positions, docks, storage areas, radio stations, troop concentrations, gun positions, shipping—Air Group 47 knows the island routine by heart.
- 4 May '45—We (those of us who don't fly) sight our first land since leaving Ulithi, 51 days before: Tokuno, 46 miles away.
- 9 May '45—VF-47 loses a plane from flak on a photographic mission over Tokuno; the pilot missing in action.
- 11 May '45—The Japs are out in force again, but the BATAAN CAP whittles them down by splashing 14 planes, one of them a BETTY carrying a BAKA. We lose a plane, but the pilot, Lieut. M. C. REPLOGLE, is picked up from his raft by a PBM from Kerama Retto. Two Kamikazes drop their bombs on the BUNKER HILL and then crash into the big carrier, about 2,000 yards from the BATAAN. The BUNKER HILL, temporarily out of control heads straight for our beam. We make emergency turns to clear it close abeam to starboard.

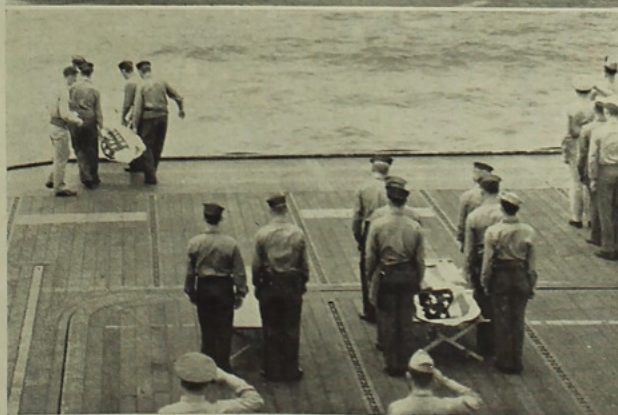
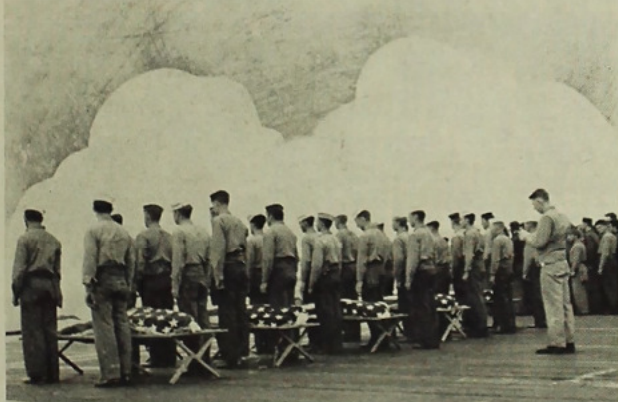
HERE'S WHERE OUR STORY ALMOST ENDED...



A Kamikaze Judy came very close.

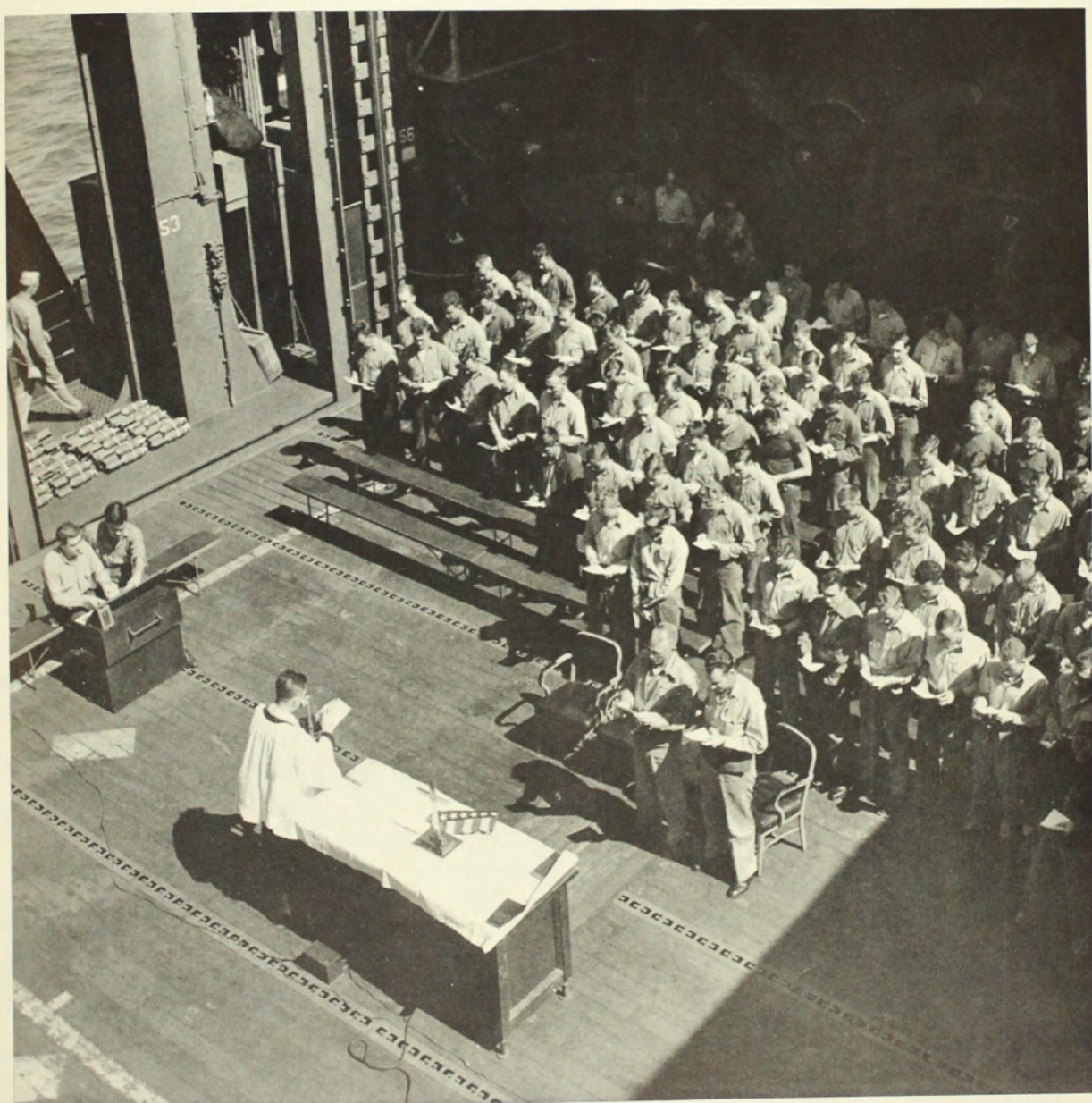
ALL HANDS, BURY THE DEAD

A pause during battle . . .

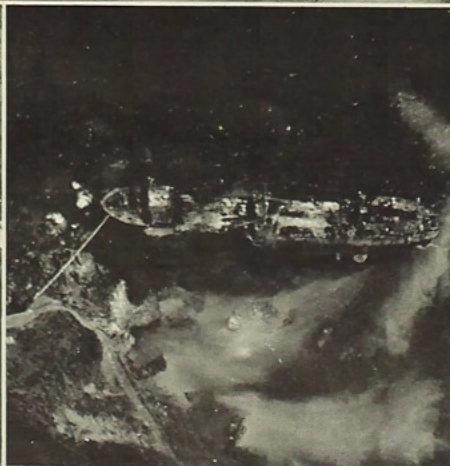


Simple, but sincere and impressive—these ceremonies in honor of our heroic dead, never to be forgotten by the shipmates left behind.

Memorial services are held on the hangar deck
attended by all not on watch or on duty... the
battle for Okinawa goes on...



AMAMI, TOKUNO MILK RUN



Tokuno Shima, Amami — airfields, caves, storage areas, freighters, tankers—Air Group 47 knows island routine by heart. The thoroughness of their job is evidenced by Jap freighter (lower left) beached on Amami (note water line hold port side, aft of bow) and the tanker “Nissin Maru” (lower right), burned out and beached.

KAMIKAZES CONNECT WITH BUNKER HILL



The time is nearly two in the morning, the bridge and ship are quiet save for the vibration of the engines driving the ship along at 21 knots. The ship is off Okinawa running dark. The moon will not be up for another two hours and the stars thrusting through the five-tenths cloud coverage afford meagre light, insufficient to tell that the sea is calm, that there are four other carriers and two new battlewagons in the group, or that the cruisers and destroyers are away pounding hell out of Minami Daito Jima.

The quartermaster on the helm in the pilot house rolls the wheel slowly through his hands, keeping the ship on course more by instinct than by thoughtful effort. The quartermaster of the watch, the bosun mate and the quartermaster on the one Jay Vee phones have just finished a deep discussion on subject 'Able'—women, and are now on subject 'Able-Able'—"When are we going home?" One said, "I claim we will be in the states by the first of October." "Hell, no," says the Jay Vee talker, "I heard the assistant Navigator say we would not get back before March." "He's crazy, the Air Group says we'll take them back by the end of next month."

The man on the wheel is lost to the whole conversation and muses, "I hope we have a quiet day." He is startled to hear the Junior Officer of the Deck at Conn echo his thoughts, "You're not the only one." The conversation lags as the quartermaster of the watch goes for the 0200 D. R. position and the usual onerous hourly routine reports. He returns to hear the squawk box in Nav Plot break violently into the stillness—"Have a bogey bearing three-five-five, thirty-nine miles. Can't tell yet which way he's going." "Damn those snoopers! No sleep tonight," moans the Jay Vee talker. "Call the Bugler right away." "Bogey closing fast, now at 25 miles." "No bugler can get up here in time for this," retorts the Bosun Mate.

The man on the helm can't quite hear the O. O. D.'s report to the Captain in his sea cabin, but does catch the final "Aye Aye Sir." By now the Bosun Mate is at the One M. C. waiting. "Set condition one in the anti-aircraft battery," commands the J. O. O. D. His words are hardly out before the bosun arouses the crew with a shrill piping which demands audience and obedience. The piping is done and ship lapses into silence again for 30 seconds. Then rises the sound of many feet hammering the decks and ladders as the Gun Club takes over.

"Log this—Observed firing by the returning cruiser division bearing zero-two-zero, distance twenty miles." "Sir, is there much firing up there?" queries the bugler who has just arrived in the pilot house. "Yeah, the whole sky is lit up. The bastards are dropping flares." "Tell Main Control to get all boilers on the line." "Bugler!" "Yes Sir?" "Sound General Quarters." "Aye Aye Sir." All these orders from the J. O. O. D. pour through the voice tube in rapid succession. The Jay Vee talker is telling the men aft at Trick Wheel all he knows or can glean from the gang who have been relieved by G. Q. and are scurrying for their battle stations. The

bridge watch is no longer tired. The men speak more rapidly, are alert, ready. "Sir, Engineering and Navigation report manned and ready for General Quarters, Condition Able has been set throughout the ship."

But the show is over. The Jap snoopers beat a hasty retreat after meeting a heavy curtain of fire from the cruisers. He went home for another swig of Sake, content to let the Fifth Fleet rule the ocean off the celestial homeland.

In a short time the Captain set condition One-Easy and later returned the ship to condition three, maintaining one-easy in the A. A. battery. The first strike has been launched. The star sights have been taken, our position on the chart corrected and reported to the flag. Soon the second strike takes off. It is 0800, the watch is relieved and reported to the O. O. D. The whole quartermaster gang troops topside to clean down the bridge structure. No one loves this job. "I'm tired, I had only two hours sack time," moans the first man. That pulls the stopper, the groan and gripe society is underway with a full head of steam. The "N" division officer comes up to correct the even day log and caustically remarks to the swab jockeys, "Think what fine husbands you'll make."

"Log this..." the Navigator yells down the voice tube. "This log ain't nothing like I was taught in quartermaster's school," dryly observes the Jay Vee talker. An hour passes, then two. The returning planes, rotations of the axis, routine reports, changes in speed and course combine to keep the bridge gang very busy. The conversational subjects 'Able' and 'Able-Able' are forgotten.

"Two planes diving on the Bunker Hill!" The bugler heads for the nearest port but remembering his job returns to the mike and stands by. "Sound General Quarters!" The notes tumble out in machine gun rapidity. "Pull the cork on the General Alarm." The bugler goes through his call again faster than before vying with the steady bong-bong of the alarm. The Jay Vee talker is peering out the port, his mouth agape, hypnotized by the drama. The planes seem to move with the terrible swiftness of a striking rattler and yet it seems eternity waiting for the results. The Navigator swears as he hears the dull explosion and dashes for Conn. Helmets are embraced as long forgotten friends. The black funeral pyre close aboard the BATAAN's quarter rises higher. The bugler describes all he can see to the men in the pilot house and chart house. The wounded carrier is now abeam. The formation makes an emergency turn to the right, the BATAAN's way is blocked. "LEFT FULL RUDDER!" The BATAAN swings hard to port and maneuvers to regain station in the formation.

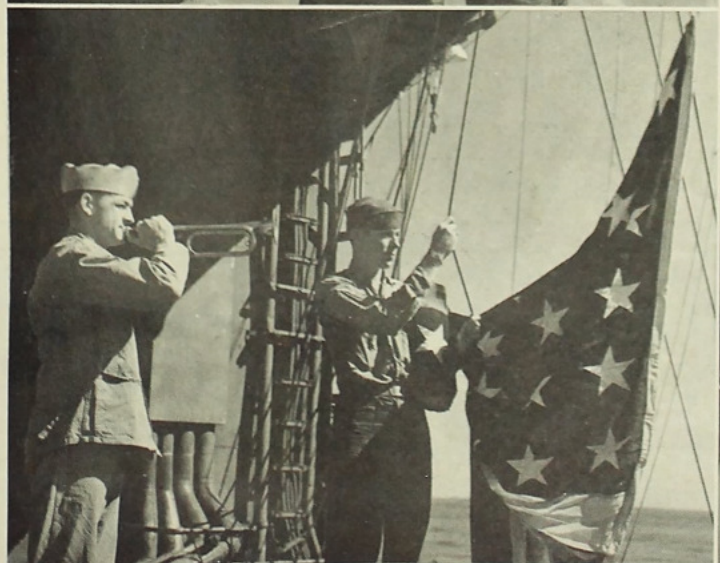
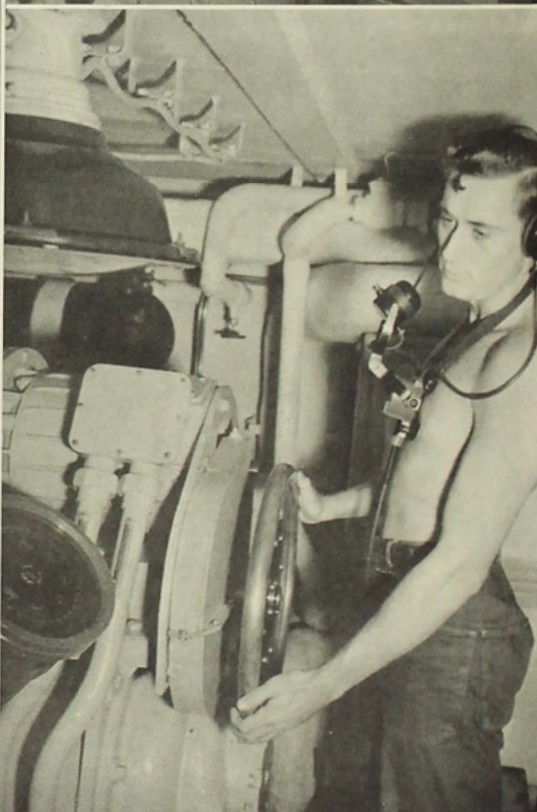
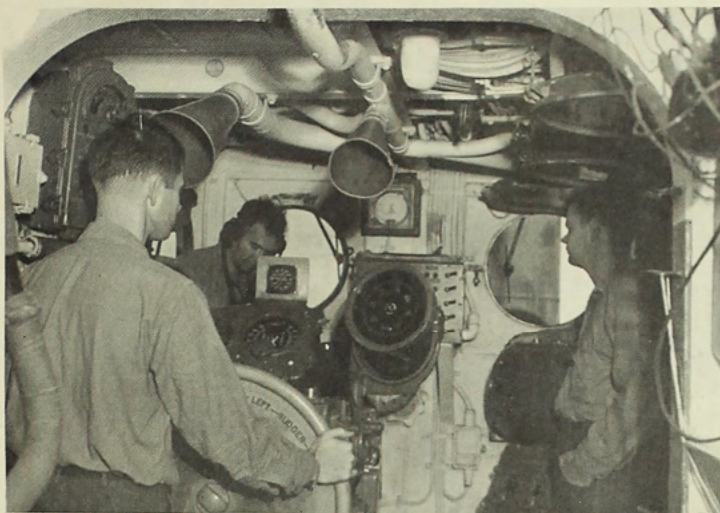
The watch is quiet again. The day has been a bad one. The enemy has lost two planes and put a proud ship and her fine crew out of action. The Quartermaster of the watch breaks in, "All right, guys, let's clean up this place before the Old Man comes through here again."

The Navigation gang finds no peace in the Pacific.



NAVIGATION

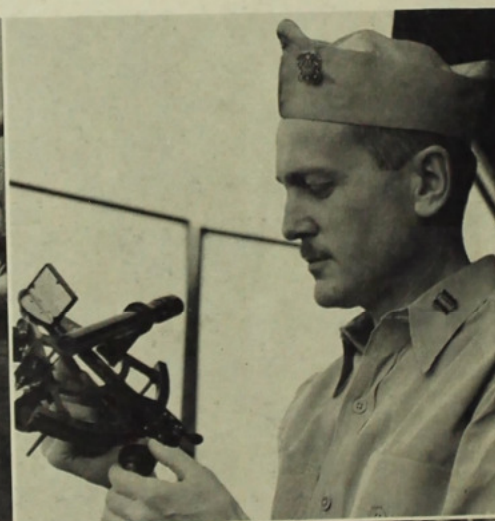
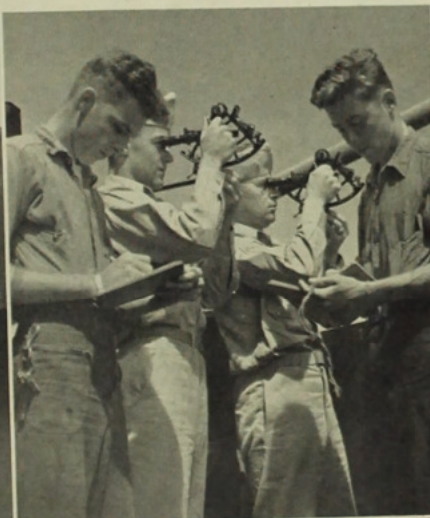
WHEEL, COLORS AND BOSUN PIPING...

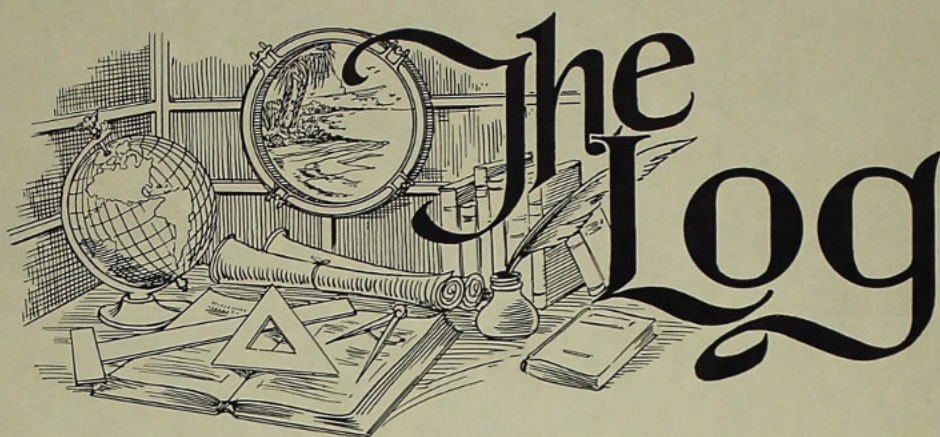




N DIVISION OFFICERS AND MEN

First row: C. C. Davidson, V. W. Fowler, H. P. Ferrell, J. J. Ratajczak, Lt. Comdr. A. H. Atkinson, R. N. Cumpston, C. I. Hussong, F. V. Maclutsky. *Second row:* Lt. John Hill, S. Taylor, C. E. Williams, W. J. Turner, C. M. Heffner, W. S. Marshall, H. H. Mercer, Lt. Comdr. Carl Kyselka. *Third row:* G. H. Genske, M. G. Westbrook, R. J. Sondrup, C. H. Swanson, S. C. Speight, H. M. Speight, A. H. Bode.





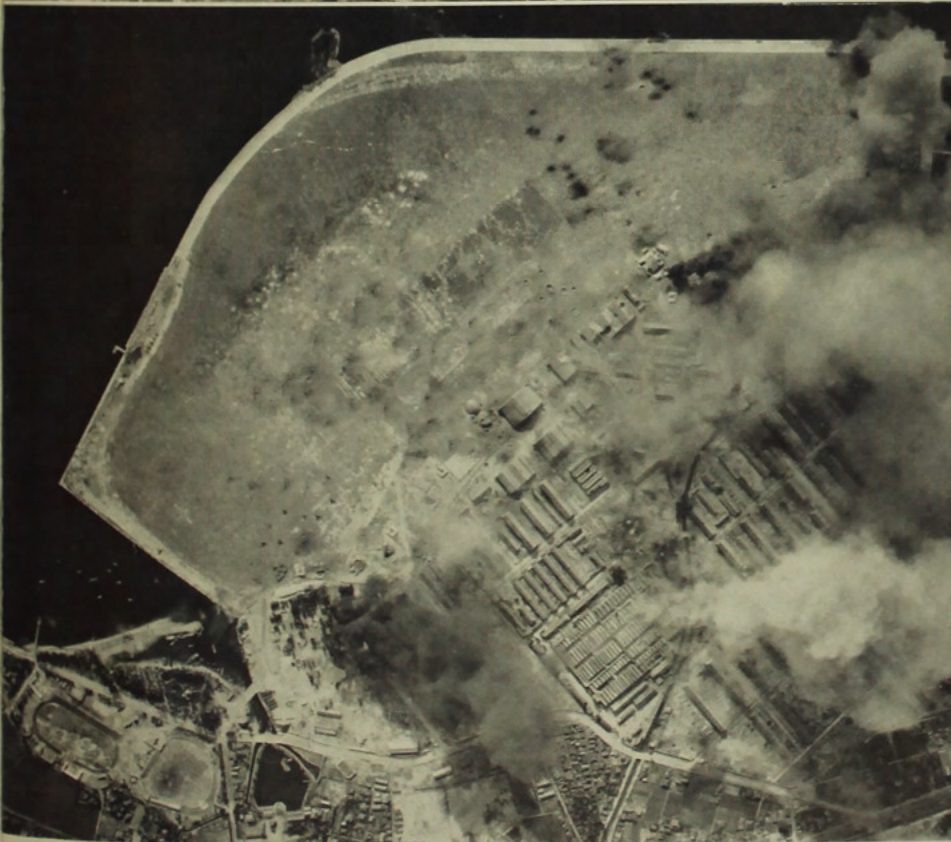
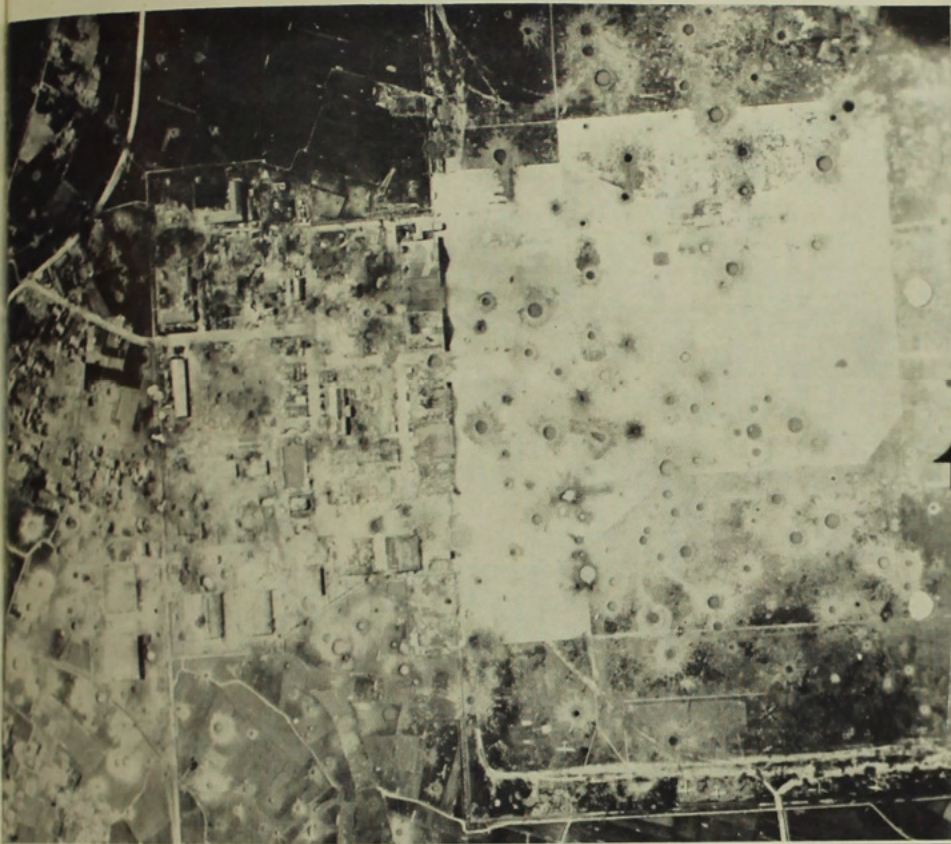
13 May '45—Another visit to Kyushu. The Air Group hits Kikuchi and Waifu airfields, burning hangars and other installations.

14 May '45—Task Force 58 is still off the coast of Kyushu. Usa airfield, Kumamoto aircraft plant, and Waifu airfield are successfully attacked, but we lose a TBM together with its pilot and aircrewman, shot down by flak over Usa. The JAPS retaliate, and the Force is under air attack the whole morning. A Kamikaze hits the ENTERPRISE and is caught in the act by PhoM3c Joe Midolla, in one of the great action shots of the war. The ship's guns splash 3 more planes, a Zeke, a Tony, and a Judy, one, possibly two, of which were diving on us with suicidal intent. The BATAAN again sustains casualties; 8 men are killed or fatally injured in action, and 26 others wounded.

15-28 May '45—Patrols and reconnaissance flights over Amami, Yokoate, Yaku, Kikai, Tokuno, Kakeroma and other islands of the Ryukyu chain, with targets of opportunity being attacked. On the 15th, we transfer some of our wounded from the action of the day before to the hospital ship BOUNTIFUL. Nurses on the BOUNTIFUL — the first sight of anything feminine since Pearl Harbor!! So near, and yet so far!! The wolf howl is heard, loud and clear. On the 24th, Air Group 47 makes its last flight over Kyushu, with a sweep over Kushira Airfield.

29-31 May '45—The Okinawa Campaign is over for the BATAAN, all 80 days of it. We're underway for Leyte Gulf, in the Philippines.

KYUSHU AIRFIELD INTERDICTION



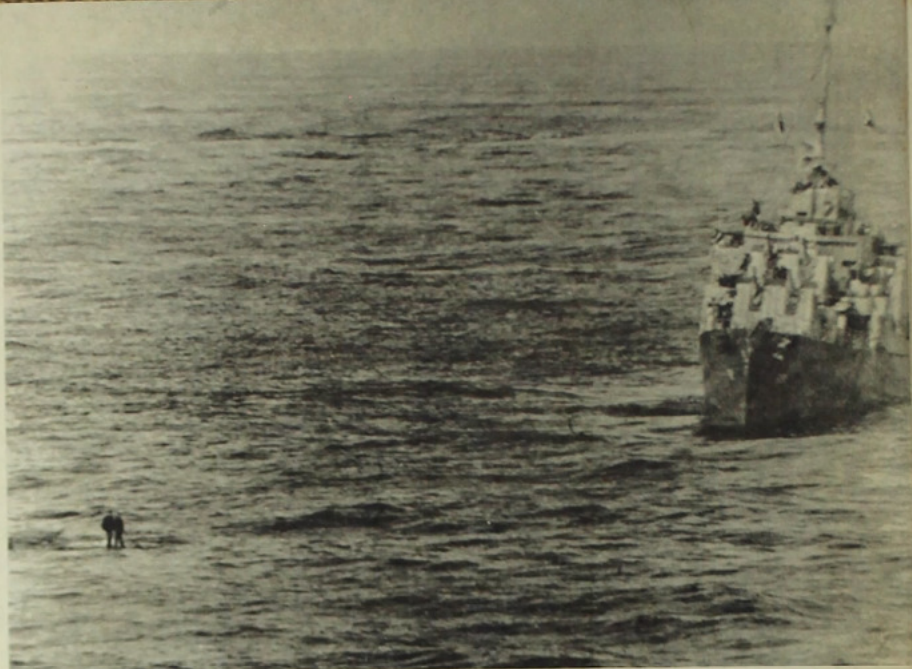
Kagoshima airfield is shown in upper photo. Baseball park and track stadium can be seen. Remember the cheap Japanese articles deceptively marked "MADE IN USA"? There really was a Usa, on Kyushu. The bottom photo is of its airfield.

ONE OF THE WAR'S GREAT ACTION SHOTS



The Enterprise is suicided. A huge section of the forward elevator rides atop the bomb burst. Photo was made by Joe Midolla, PhoM3c, of the Bataan.

Destroyer rescuing survivors who jumped from the Big E and now are using the forward elevator as a raft...



Another "flamer" spins down from a flak-filled sky...



The Essex is bracketed by Kamikazes...



14 May '45—"The BATAAN again sustains casualties: 8 men are killed or fatally injured in action and 26 others are wounded."

The Executive Officer said of this day, "Never have I seen braver men."

It will long be remembered not only because it was one of the most action-filled days, but because we suffered the greatest number of casualties of any single day's engagement in the ship's history.

Doctors and hospital corpsmen manned their battle stations at the sounding of General Quarters as usual. The early morning hours were spent in care of patients who had been brought to the forward battle dressing station from the sick bay to be looked after during the day and to prevent their being trapped below decks in the event of an emergency.

At approximately 0816, almost simultaneous with a perceptible jar of the ship, the battle announcer stated that we had been hit by shell fire on the port side amidships. Within a matter of seconds doctors and hospital corpsmen were racing to the scene of death and injury to administer first aid and evacuate the patients below for treatment.

Stretchers bearing the wounded and the dying were brought to the wardroom from all directions in a few minutes. Here they received emergency measures and the battle to keep them living continued. . . Control of hemorrhage and pain, operations, administration of plasma, amputations, dressings. . . The doctors and corpsmen labored incessantly in the sick bay and in the operating room for the succeeding 36 hours to keep alive the wounded.

The Medical Department was doing its primary job, maintaining the health aboard the BATAAN at the highest possible level. Their job varies from tragic emergency occasions as today to routine sick calls.

Sick calls are held twice daily for men with ailments which are neither serious nor emergent. Doctors and pharmacist mates are available at all hours day and night for injuries and serious illnesses. When necessary they perform the most difficult operations with the same skill of a stateside hospital and the same equipment. Some of the doctors are trained in the problems of aviation medicine while others are trained in the various types of surgery. The hospital corpsmen likewise are specialists, some in aviation medicine, others are operating room technicians, laboratory workers and men trained in the handling of patients in the wards.

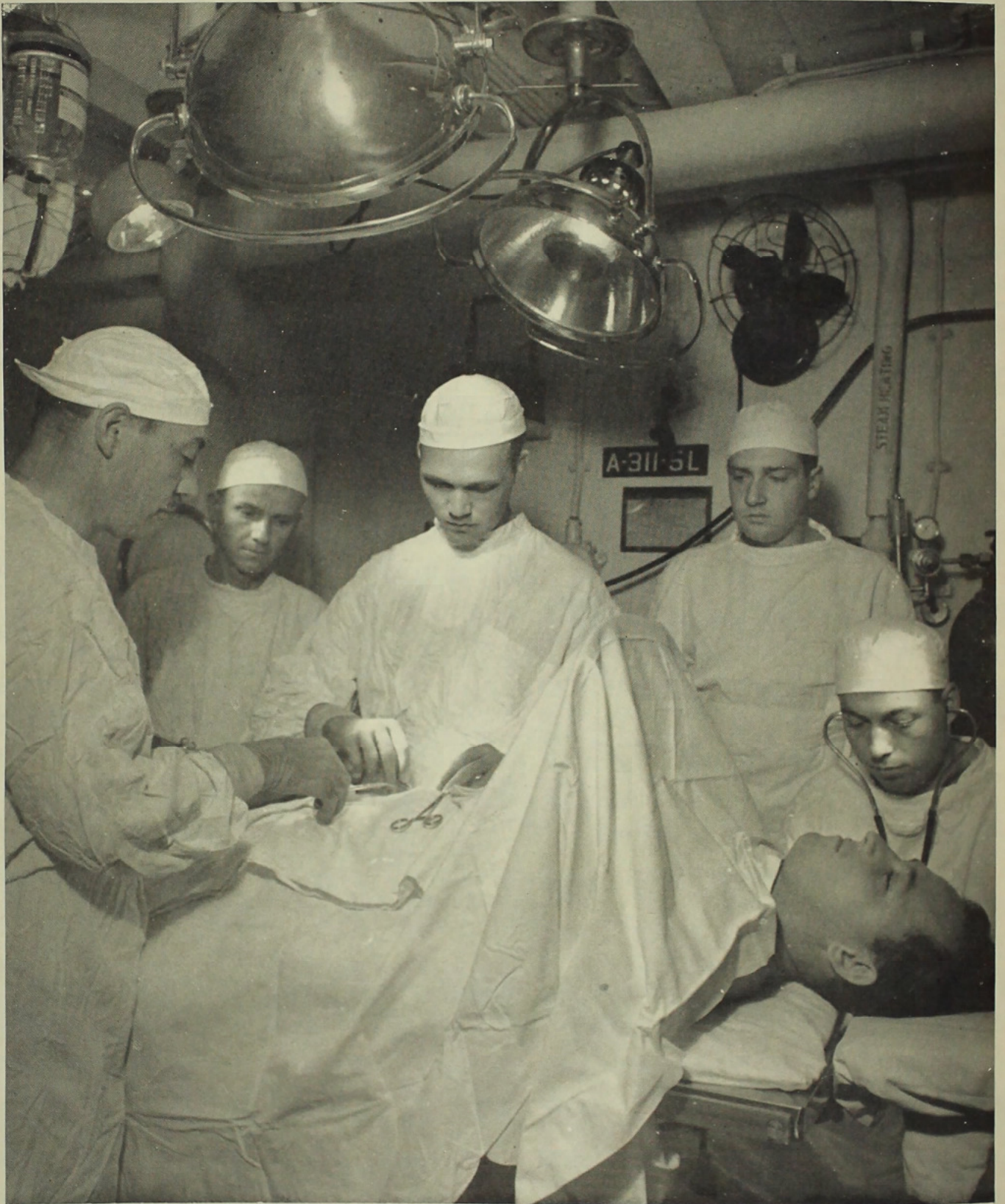
The Medical Department is also responsible for the ship's sanitation. Daily inspections are made of the ship's galleys and mess halls and care taken to insure cleanliness of both the personnel and equipment. The food is inspected too in order to insure as balanced a diet as possible.

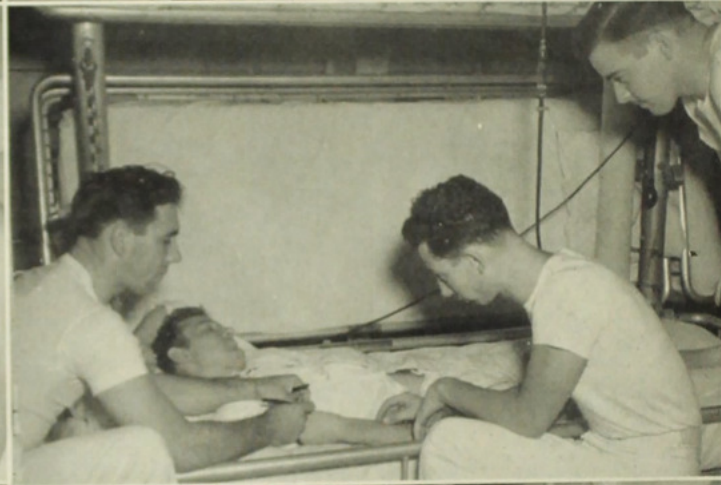
In maintaining the health aboard ship at the highest possible level the Medical Department can look back on its record with pride. The medicos don't actually shoot shells at the Japs, but they are an integral part of the ship in battle.



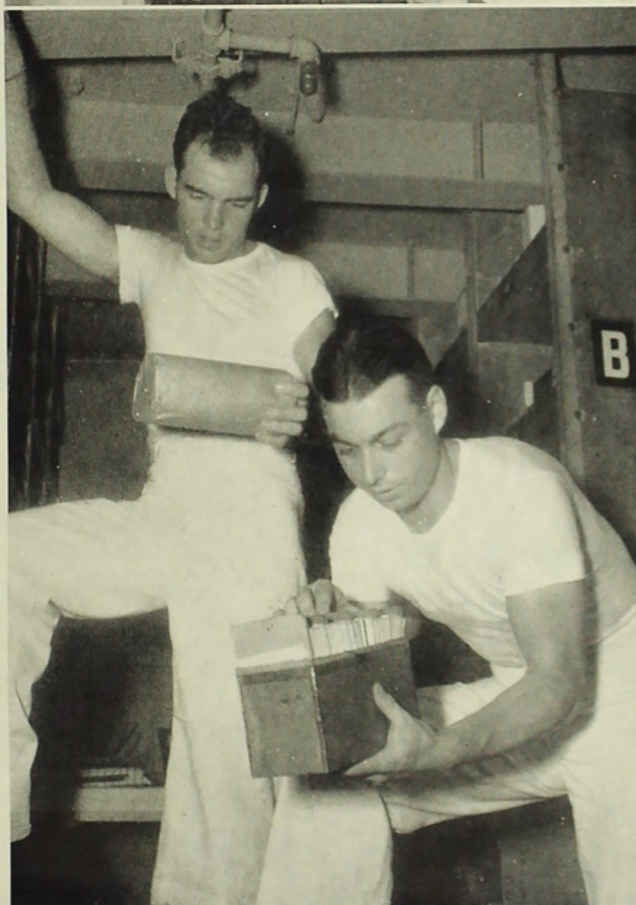
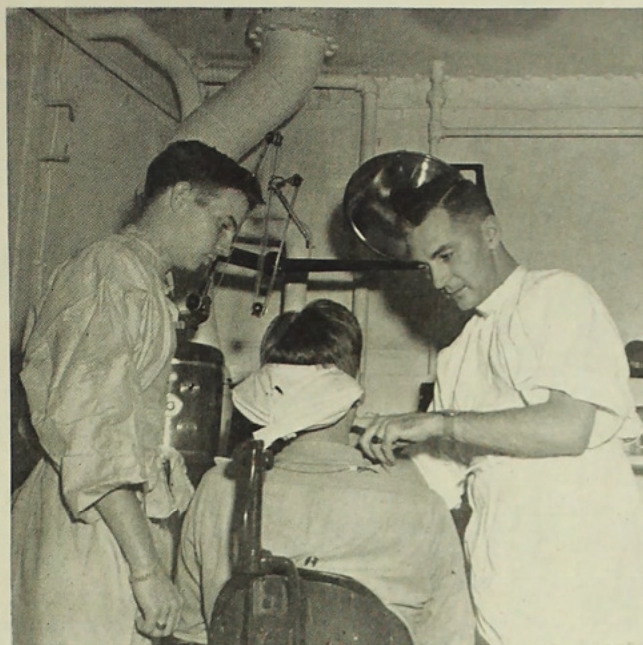
MEDICAL

SURGERY





Hospital corps instructions... Lt. Comdr. Anderson and Lt. (jg) Weisharr preparing to yank... Sick call... Doctor's office... Vaccinations—there are always more needles...



Dentist Lt. Comdr. Kline . . . Off duty and in the sack, naturally
 . . . Medical stores . . . Pharmacy . . .

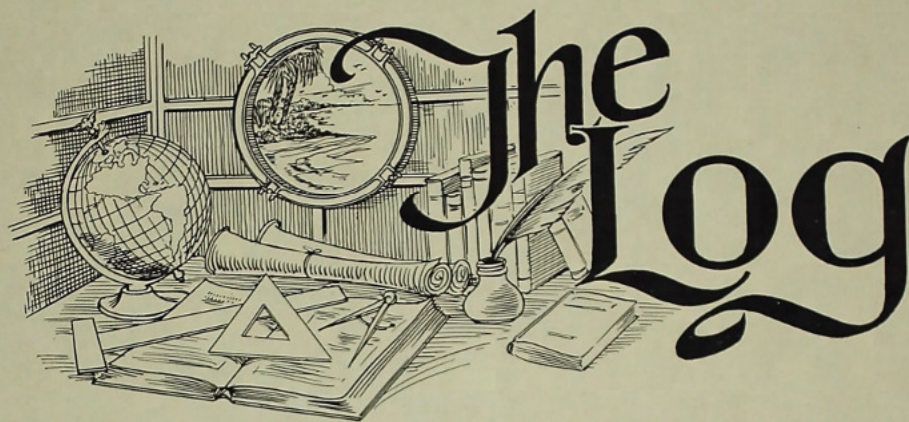
H DIVISION OFFICERS AND MEN

First row: Verrue, Gourley, Fisher, Cusson, Haberek, Sheehan, Anderson. *Second row:* Wunsch, Lt. (jg) Duncan, Lt. Comdr. Kline, Comdr. Bear, Lt. (jg) Senter, Lt. (jg) Williams, Vient. *Third row:* Williams, Fossum, Eby, Addams, Steele, Baldwin, Young, Law, Longhi, Batchelder.



Comdr. Bear, Senior Medical Officer, returns from his Tokyo landing . . .





1-30 June '45—Leyte Gulf for replenishment, rehabilitation, recreation, and winning the Philippine Liberation ribbon—with a beer bottle cap as a star. Osmena, Tacloban, San Antonio, Macarata and Jinamoc. Liberty parties; long, slow trips in the LCT, under a broiling sun, for a few cans of beer and a swim—but we all went. Souvenirs—shell beads and coolie hats, Jap invasion money and one Samurai sword. An exchange of visits with members of the family of the President of the Philippines. USO shows on the hangar deck, with female entertainers who rock the audience merely by walking on and off the stage, and a few good movies for a change. Sunbathing, basketball and sacktime—sacktime.

5 June '45—Captain Heath relieved by Captain Gilbert.

LIBERTY AT LEYTE....



Liberty call...Down the cargo net...Into the landing craft...Card games, finding a shady spot, and a place to sit down...“Land Ho,” the beach finally in sight...

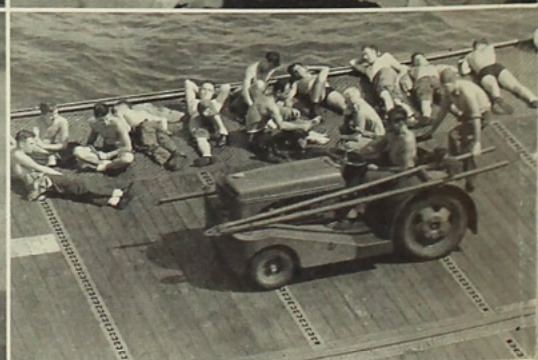
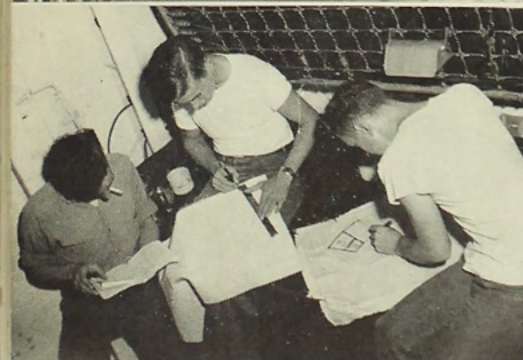
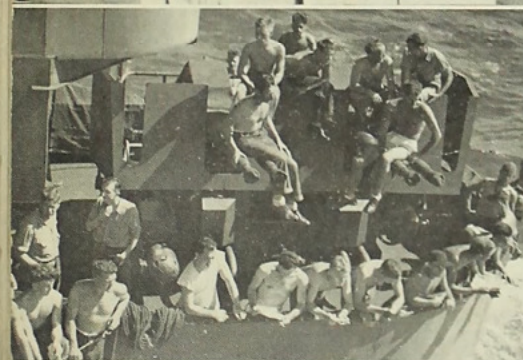
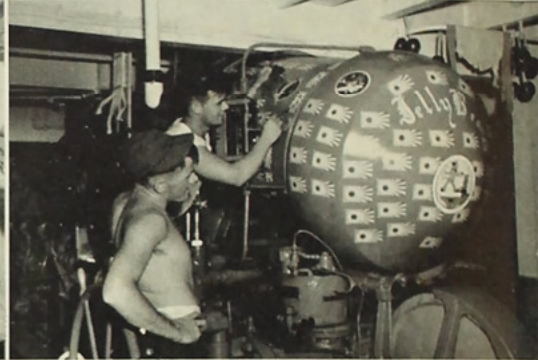
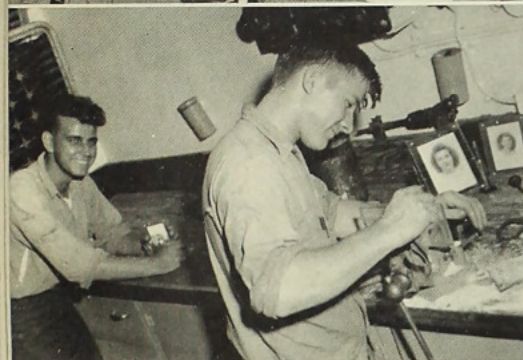
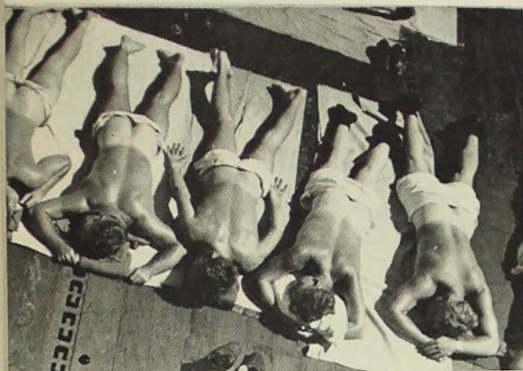
The Battle of Macarata . . . Heroes
all . . . Lt. Callahan and Carpenter
Fleming . . . Lt. (jg) Bill Green and
Lt. Ward . . . Ens. Cox and Lt. Steele
. . . Lt. Johnson, Mach. Gwartney,
Ens. Longmore, Lt. (jg) Preece,
Ship's Clk. Thompson . . . Lt. (jgs)
Condon and List . . . Lt. Comdr.
Mazza, Comdr. Reeder and Lt.
Comdr. Monk . . . Lt. Comdrs. Kline,
Sullivan and Schunk . . .





Three (???) bottles of beer...
 ...Sailor's Holiday, swimming...
 Bartering with the natives... Chief
 Young teasing again...

MEN OFF DUTY





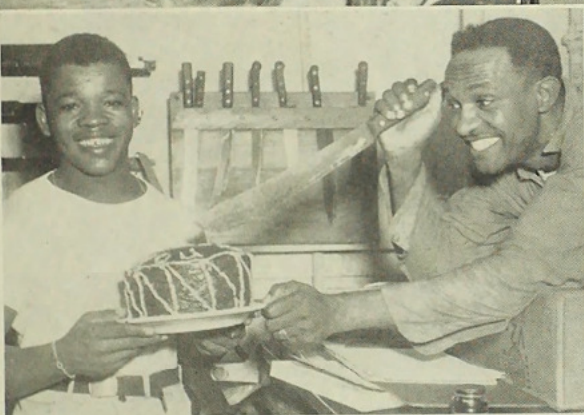
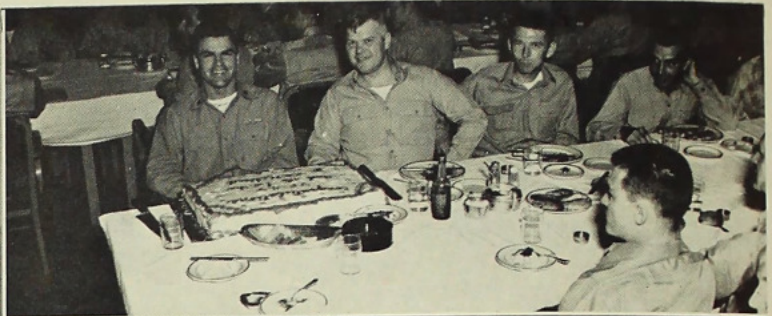
The Chiefs...they get together for a group picture of their own. *First row:* Turner, Indiciani, Robinson, Schneider, Young, Shaum, Heifner, Ruth-erford, Ball. *Second row:* Loyd, Wittke, Berry, Fu-gate, Miller, Brooks, Baldanza, Spears, Kelly, Cal-der, Toler, Nicholas, Peterson. *Third row:* Bennett, Gaudet, Gill, Jusela, Greene, Romeo, Metzger, Cull-man, Vail, Powers, Kubu. *Last row:* Patton, Coody, Thormahlin, Goodyear, Dixon, Wright, Evar, Stuckrath, Harrison, Stephens.



Pinochle in the wardroom...The front sun porch...So near and yet so far...A native visi-tor...Airing peacoats, the scuttlebutt says we are going back to the states—soon...Rack time...



EVERY OCCASION HAD ITS CAKE PARTY



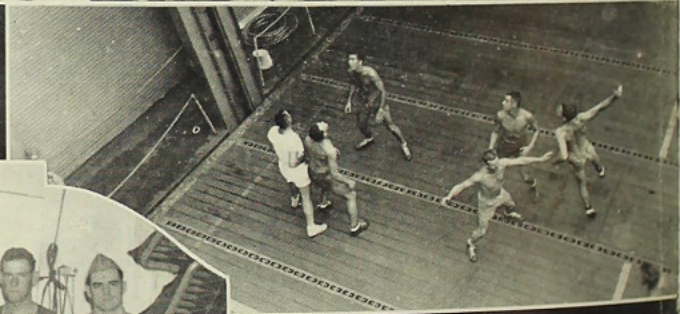
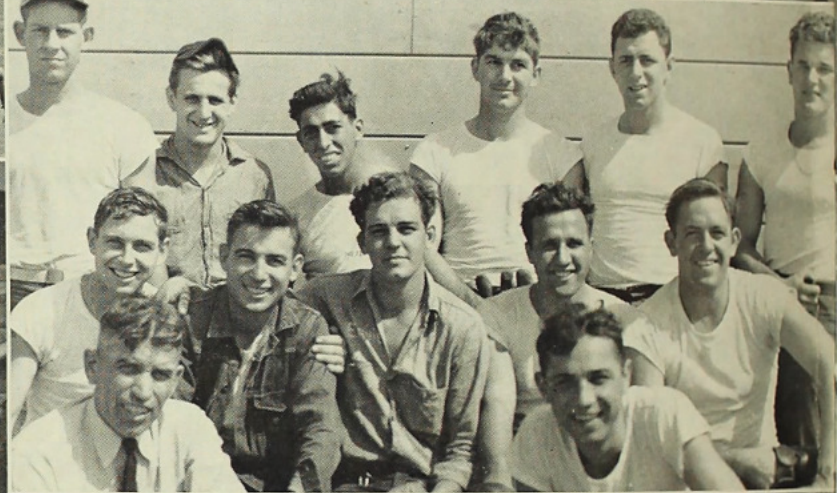
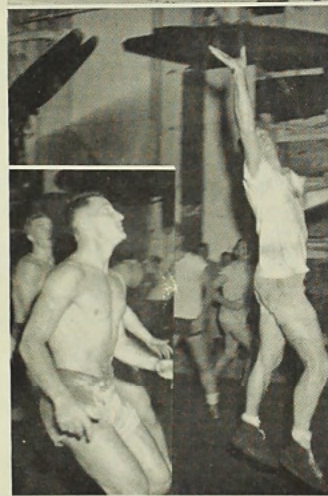
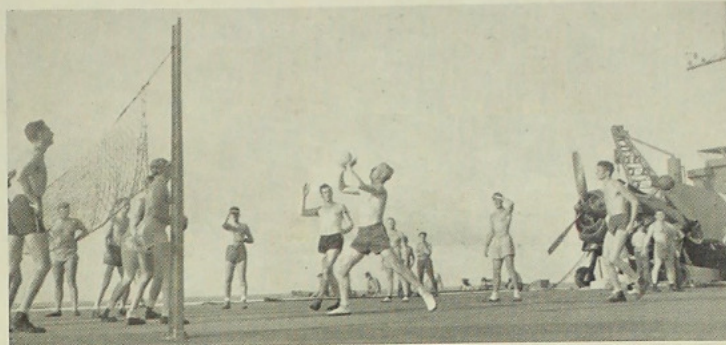
CHURCH SERVICES



Confirmation Class . . . Protestant Services on hangar deck—Chaplain R. Huff, conducting . . . Mormon group . . . Jewish group having snack after services . . .



THE ATHLETIC "B"

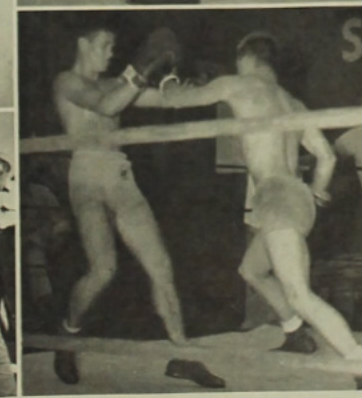
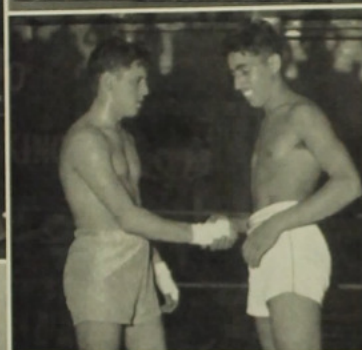


BATAAN BASKETBALL TEAM

Front row: Shoemaker, Bramlette, Salvesson, Pesci, Pellegrino, Terzo. Rear row: Boyd, Pole, Mraz, Genske, Haaker, Serman, Lt. (jg) Power.

SOFTBALL TEAM

Kneeling: Chief Tarbell, Sullivan. Sitting: Trood, Alvarnez, Perazzo, Terzo, Pole. Standing: Serman, Panzica, Mucci, Miller, Mraz, Rodgers.



BASKETBALL RESULTS

Bataan	23	Ticonderoga	21
Bataan	53	Independence	21
Bataan	34	LSV Mantauck	17
Bataan	30	Shangri La	44
Bataan	55	Shangri La	37
Bataan	24	LSV Mantauck	21
Bataan	37	Sub-ron 14	58
Bataan	47	Franklin	20
Bataan	24	Fanshaw Bay	14
Bataan	35	Salt Lake City	18
Bataan	24	Essex	5
Bataan	29	Texas	22
Bataan	30	Hornet	21
Bataan	37	Texas	15
Bataan	42	Independence	47
Bataan	52	Oakland	25
Bataan	29	Shangri La	27
Bataan	30	Ticonderoga	50
Bataan	31	Air Group 49	8
Bataan (enlisted)	Won 15	Lost 4	
Bataan (officers)	Won 7	Lost 3	
Bataan (Marines)	Won 0	Lost 1	
Totals	Won 22	Lost 8	

OFFICERS

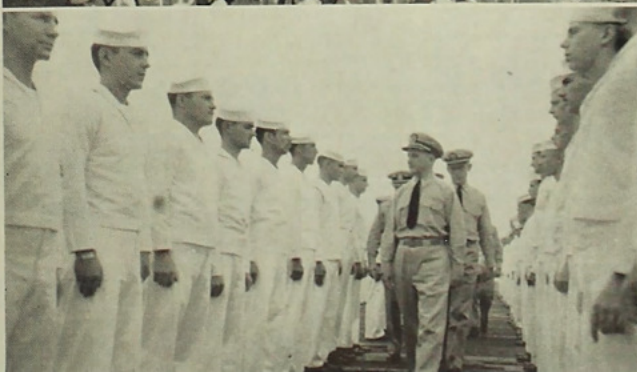
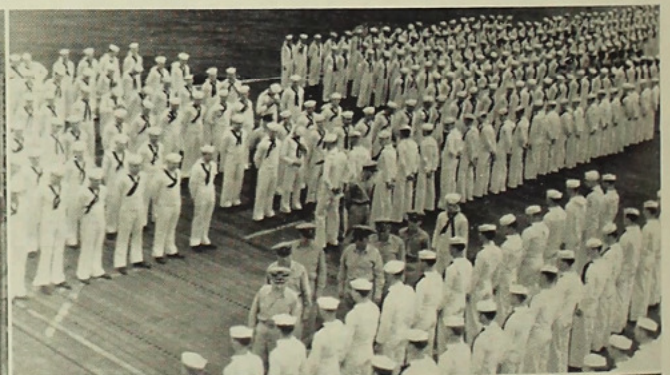
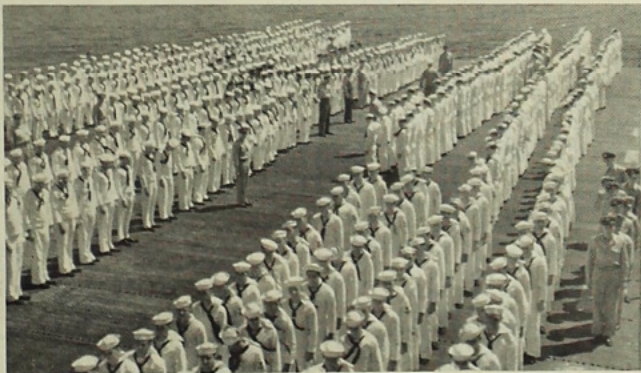
Bataan	23	Fanshaw Bay CVE70.41	
Bataan	24	Essex (VF83)	27
Bataan	31	Salt Lake City	22
Bataan	13	Bataan (VF47)	15
Bataan	17	Hornet	28
Bataan	46	Independence	32
Bataan	24	Santee	23
Bataan	32	Oakland	14
Bataan	46	Shangri La	39
Bataan	40	Ticonderoga	26

Football . . . Weight-lifting club . . . Trapshooting
 . . . Tumbling . . . Boxing . . .

CAPTAIN GILBERT RELIEVES CAPTAIN HEATH

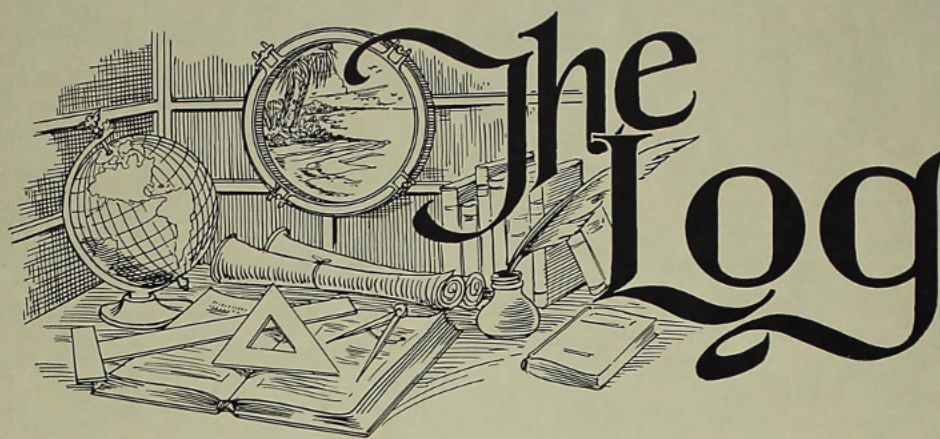


Captain Gilbert reads his orders and assumes command of the Bataan... Lower group of pictures is an inspection of ship's personnel by the new Captain.



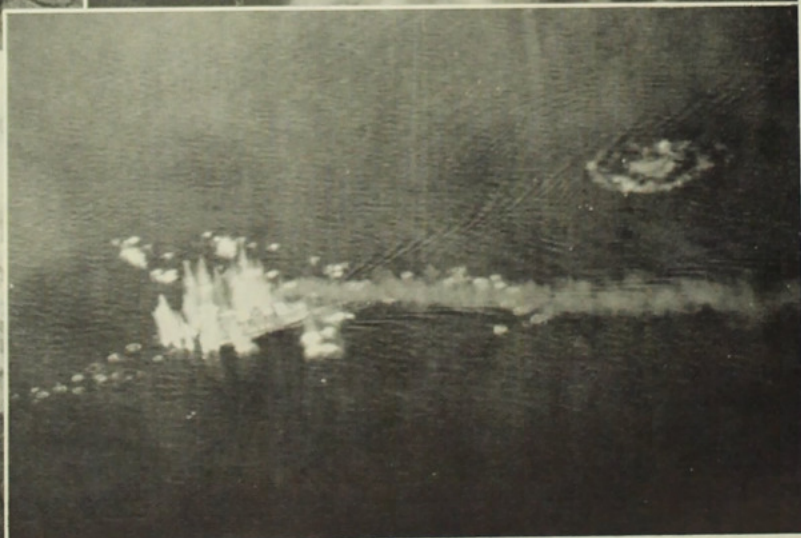
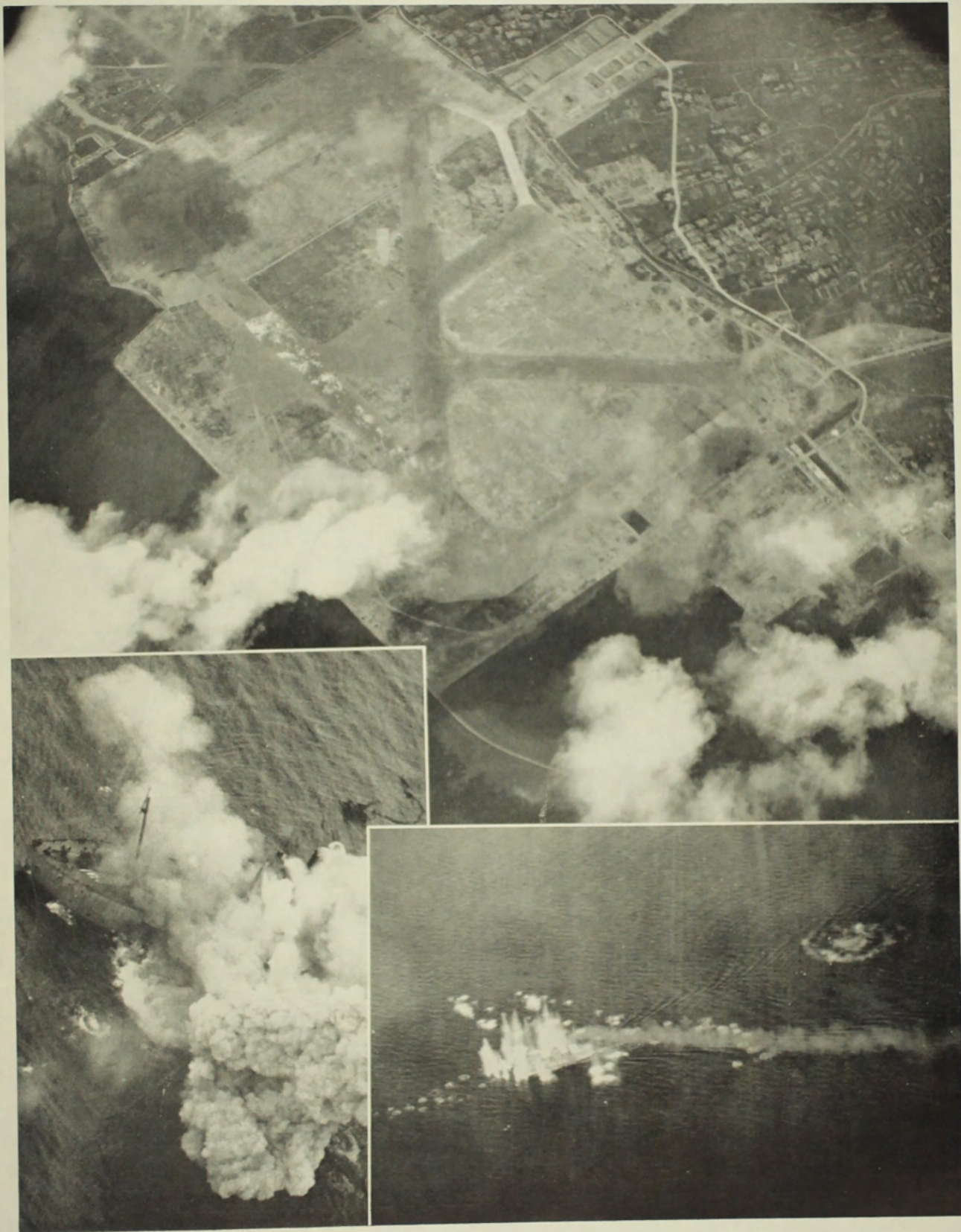


CAPTAIN W. C. GILBERT
U. S. Navy



- 1 July '45—The BATAAN sorties from Leyte as a part of Admiral Halsey's Task Force 38. We are assigned to Task Group 38.3, Rear Admiral Bogan, commanding.
- 2-8 July '45—Underway to attack the Japanese Home Islands. The time is occupied by Air Group exercises, gunnery practice—and drills of all kinds. On the 8th, Lt. (jg) RICHARD STEPHANSKY makes his second water landing; he is rescued by the destroyer SOUTHERLAND.
- 9 July '45—The ship starts its high speed run in for strikes against the Tokyo Bay Area.
- 10 July '45—Flying in conjunction with planes from the RANDOLPH, Air Group 47 attacks airfields in the Tokyo Bay Area. Targets attacked include MOBARA, MIYAKAWA, NARUTO, YACHIMATA, and YOKOSUKA. At least 26 parked aircraft on these fields are destroyed or damaged by BATAAN planes. Although 41 sorties are flown over Japan, not a single Japanese airborne plane is seen; this lack of aerial opposition to our strikes over Japan continues throughout this operation.
- Lieutenant ROBERT I. TALBOT, of VF47, is forced to make a water landing near Tokyo Bay because of engine trouble on the part of his Hellcat. He is picked up by the submarine GABILAN and spends the next few weeks looking at the war from underneath instead of from above.
- 11-13 July '45—Heading north for attacks on Hokkaido and Northern Honshu.
- 14 July '45—We hit Northern Japan in the first carrier attack of the war against this area. Aircraft on ground or water and shipping are the primary targets. Ensign Robert Graham of the Torpedo Squadron sinks one of the Hokkaido-Honshu railroad ferries unassisted; these ferries were targets of the highest priority. In addition ships sunk or damaged include 10 merchant vessels, a tug, a sea-going dredge, luggers, launches, sampans, plus a float plane on the water. In addition ferry slips and other installations at Hakodate in Hokkaido and targets of opportunity in Northern Honshu were successfully attacked.
- The Jap AA guns at Hakodate Harbor give a warm "hello" to our planes. In the morning strike Lieutenant B. T. DOUGLAS is forced to make a water landing in his Avenger as a result of flak damage; he and his aircrewman, W. L. BREWER, ARM2c are picked up by the destroyer McNAIR. Two Hellcats are also hit in the morning. Five of the seven torpedo planes in the afternoon strike come back with flak damage.
- This was a sad day for the air group and the ship. A weather reconnaissance flight of one torpedo plane and one fighter was lost in one of the spells of heavy fog, low ceiling and poor visibility so prevalent in this area. In spite of intensive searches, the planes could not be found, and the two pilots, an aircrewman and a chief aerographer's mate were reported missing; these were our only casualties for this operation.
- 15 July '45—More strikes against Northern Honshu and Hokkaido targets. Merchant vessels are burned, radar installations, a radio station, a lighthouse, oil tanks, an oil refinery, are bombed, rocketed and strafed.
- Airfields are reconnoitered, and a four motored Emily flying boat on a lake in Northwest Honshu is set ablaze. VF47 develops a new and lucrative pastime—strafing locomotives. Six are blown up by their treatment with very satisfactory explosions resulting.
- Additional searches for the missing weather flight are unsuccessful.
- 16-17 July '45—Enroute back to Tokyo Bay.

47 HITS JAP HOMELAND



It is silent and black on the flight deck. A flicker of red light can occasionally be seen under a fuselage and the Air Officer on the Island knows a plane is being given a final check. Out of the stillness comes the order from the Island, "STAND BY TO START ENGINES. TURN ON YOUR I. F. F." Men, though unseen, brace their legs. "START ENGINES!" Bluish red flashes from a plane on the port catapult illuminate a yellow-shirted figure, the Catapult Officer. One by one the engines catch and numbers—23, 9, 18...—on the noses identify themselves by the burning gasoline. Now sound, a deafening, roaring whirl, dominates. Red wands looking like flaming red pokers in the darkness begin horizontal and vertical movements. Wind over the deck increases as the ship turns. A yodel is heard and the wand held by the Catapult Officer begins rotating in a small circle. The plane—13,500 pounds of it—strains at its leash on the catapult track as it is "revved up." The wand abruptly stops and is pointed forward and the plane goes down the track at 60 knots and all that is seen are red and blue wing lights. A few seconds, a blast of backwash, and the plane on the starboard catapult is on its way. The others are being brought forward, the pilots following signals of waving wands, and every 22 seconds another plane leaves the BATAAN to strike Tokyo.

The operation was precision personified, a result of teamwork culminating in success. Yet the operation was routine to V-1 and V-2. To watch these divisions of the Air Department at work on the flight and hangar deck is like witnessing a 3-ring circus, a Russian Ballet and an assembly line at General Motors—all going at once. Out of seeming confusion and multi-diversified activities, there is order and coordination resulting in 18 hours of launches and recoveries of planes inflicting damage upon the enemy.

The "airedales" strive for perfection and speed. In attaining this they work under the handicap of ever-present danger—whirling props, slipstreams, deck crashes, broken wires—and in all conditions of weather and visibility.

Perfection to the Air Department means high availability of planes and deck, low operational casualties. To the guy in the catapult shack it means only one plane in the drink out of over 7,000 sling-shots. To the barrier control man it implies split-second timing, judgment and decision in stopping a plane. To the "hot suit" Eskimo it is pulling a pilot out of a flaming plane. To Repair 8 it is laying out fire hoses in a minimum of time in a deck crash, nailing metal plates over the gashes cut by the angry prop and clearing the

deck for another landing. To the L. S. O.'s it is bringing in over 14,000 successful landings, with but a handful of smashes.

18 hours of launches and recoveries are 24 hours of maintenance. Maintenance of barriers, arresting gear and catapult machinery is specialized work which is going on constantly at night. Every plane has countless things that can go wrong. First check each day is made by the plane captain as he warms up the engine for the pilot. Then the pilot rechecks as he prepares for take-off. If any gadget or gimmik doesn't work satisfactorily, the plane is downed and the stand-by must be launched. There are a hundred operations controlled from the cockpit, so the electricians and radiomen and mechanics swarm over the planes checking and rechecking. During the height of the Okinawa campaign when planes were continuously in the air days on end, an average of 3 planes a day were given routine 30-hour checks just to be sure that nothing would go wrong—this in addition to repairing wrecks and patching battle scars.

So the mechs must work all night at maintenance. For company they have the ordnance gang, part of V-2. Ordnance loads the bombs and rockets and bullets before the dawn strikes take off and the job is repeated for each succeeding strike, 13 tons of assorted bombs and rockets per strike. One man is assigned to each plane to maintain the guns, gun-sights, and bomb release and rocket firing mechanisms.

Speed to the Air Department means conducting flight operations in a minimum of time so the ship will be less vulnerable to enemy attack. To a blue-shirted plane handler it is respotting the flight deck on the double for an emergency landing. To the red-capped gasoline crews it is refueling all planes as soon as they land and de-gassing those struck below to the hangar deck.

Dawn to sunset and through the night V-1 and V-2 work is routine—routine precision! Because there is only one way to do their job and any other results in death, a wrecked plane or a ditched pilot.

Aboard the BATAAN the air group is an integral part of the ship. Every man on board identifies himself with the group, glories in its successes and suffers its pains. And as you look below from the Island at anxious men—catapult gang, sound-powered telephone talkers, parachute riggers, gasoline crews, metalsmiths, elevator operators, plane directors—bedecked in a panorama of colors, leaning, straining and helping the L. S. O. and the pilot bring the plane safely to deck, you know why the headlines in the states today read, "THOUSAND PLANE CARRIER ATTACK ON TOKYO!"



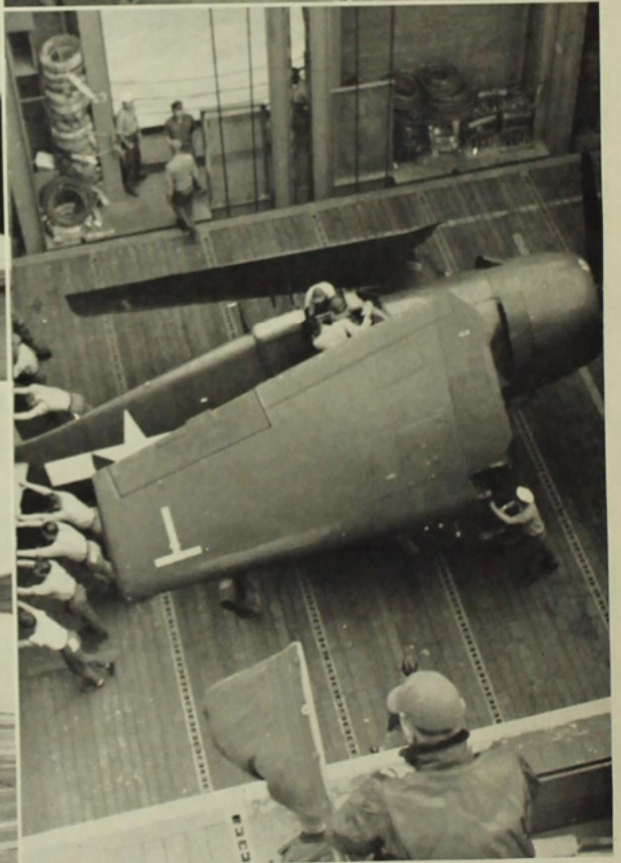
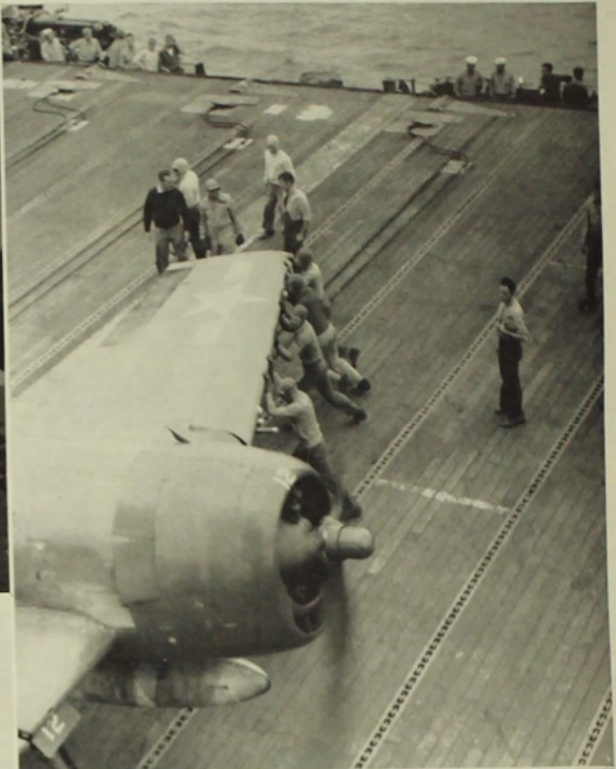
AIR DEPARTMENT

LAUNCHING.....



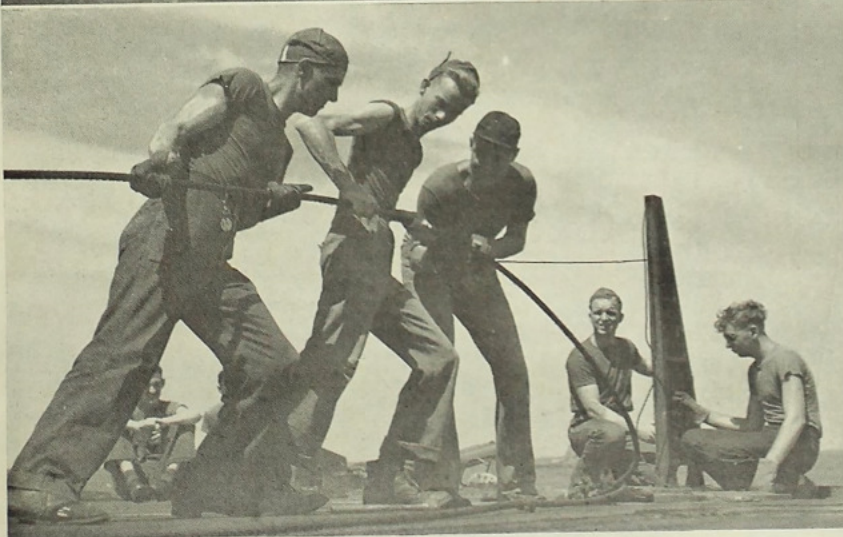
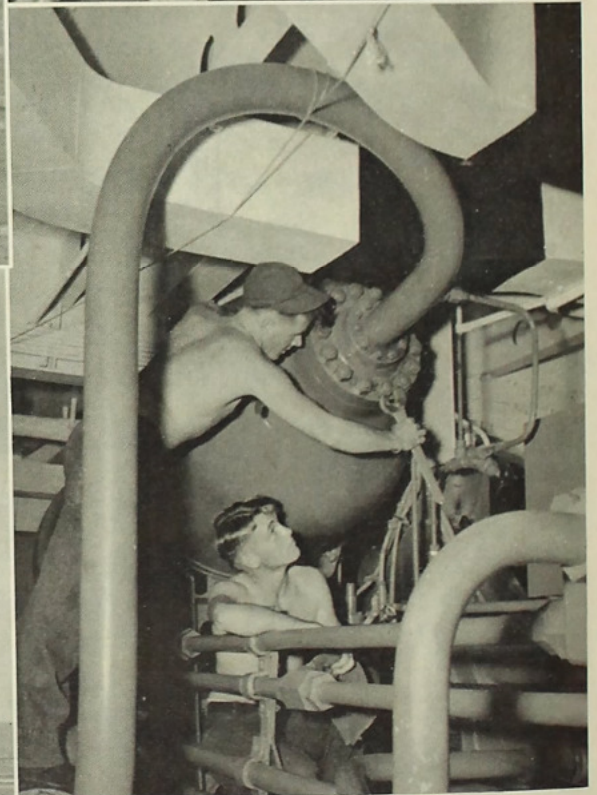
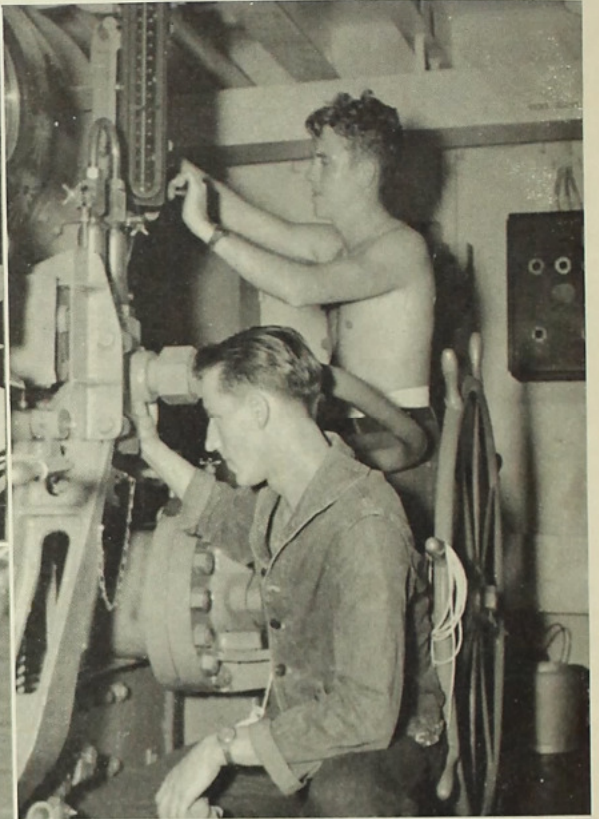
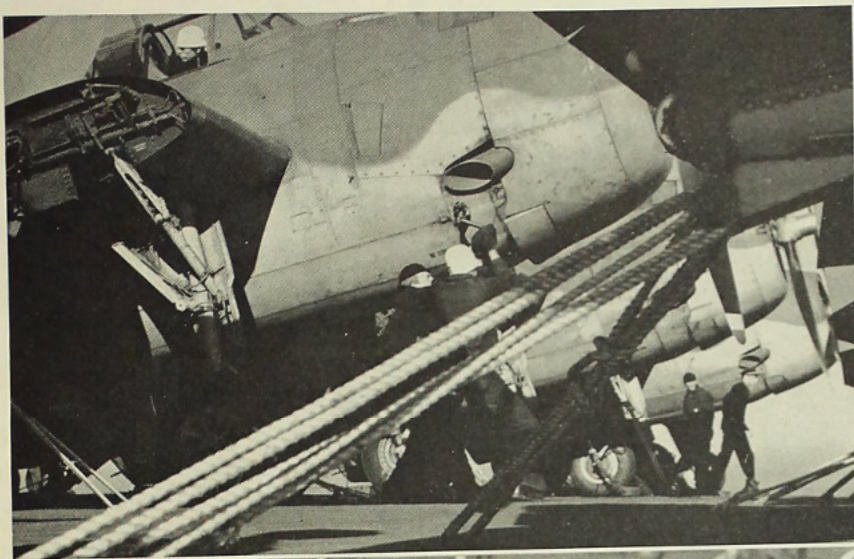
Moving them forward... Launching from starboard while spotting the next one on the port catapult... Waving him off!... One second later—in the air!!

...RECOVERY...

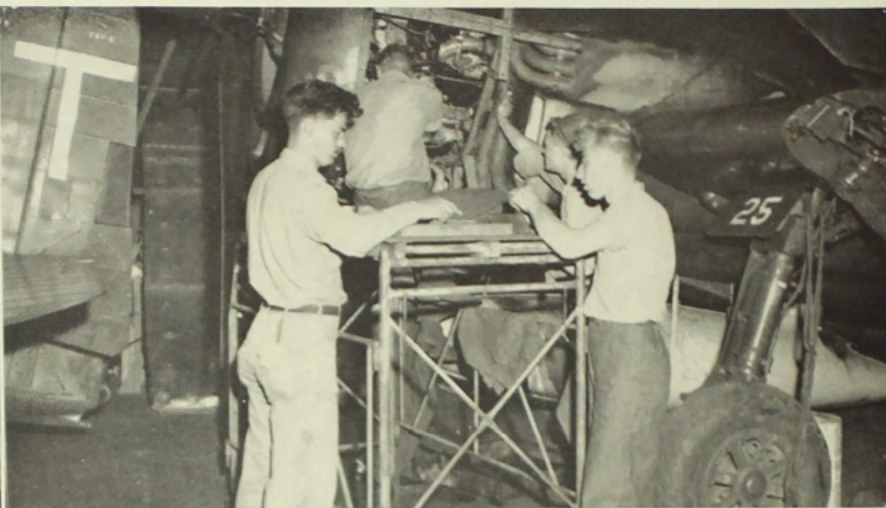
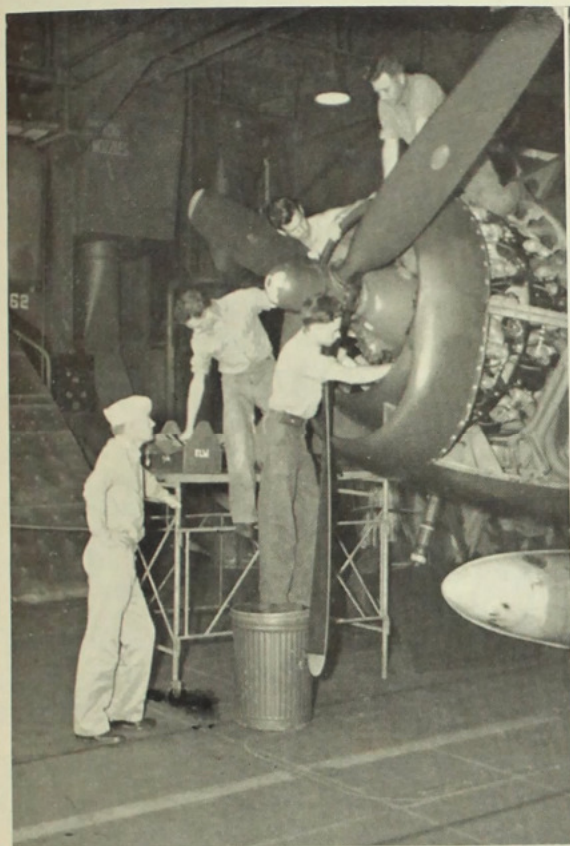


Bringing 'em in! Lt. Lindvall and Lt. (jg) Johnson, LSOs...Taxiing forward...Folding wings...Striking below...

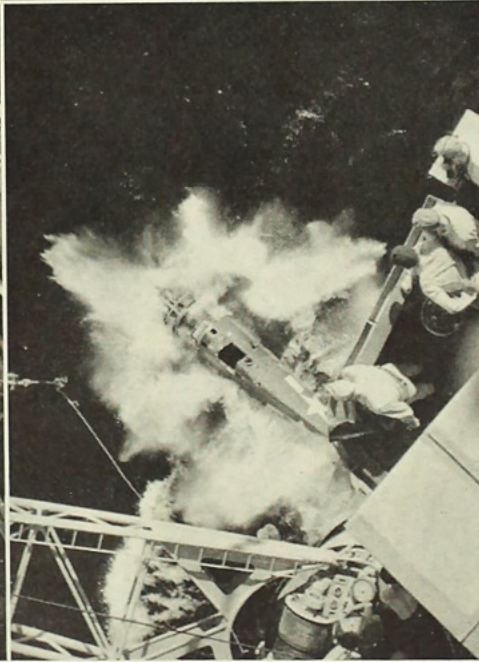
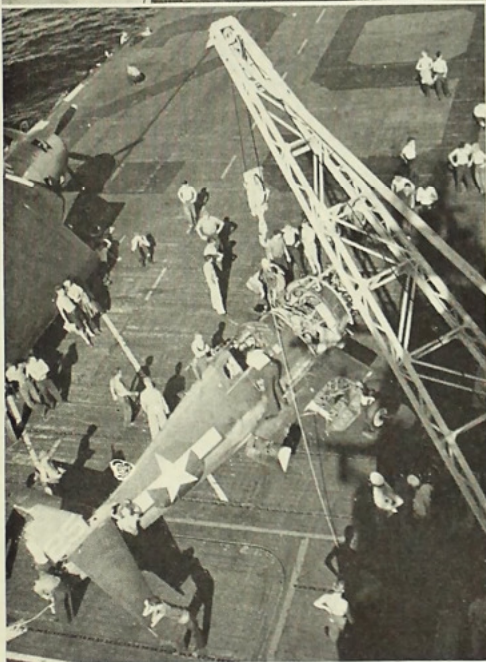
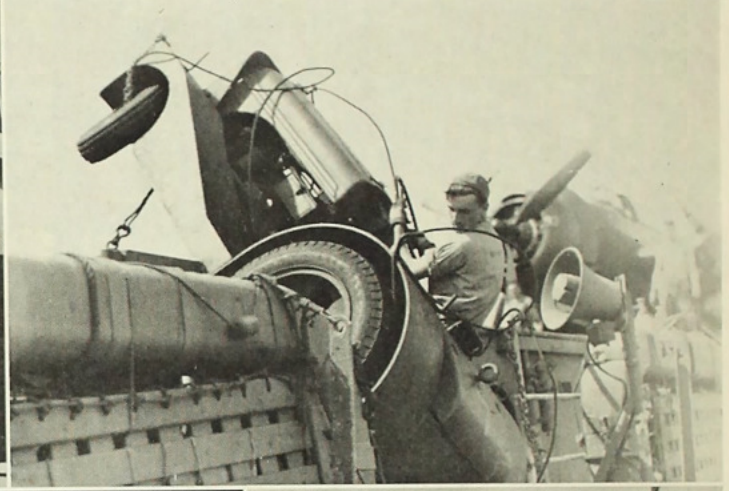
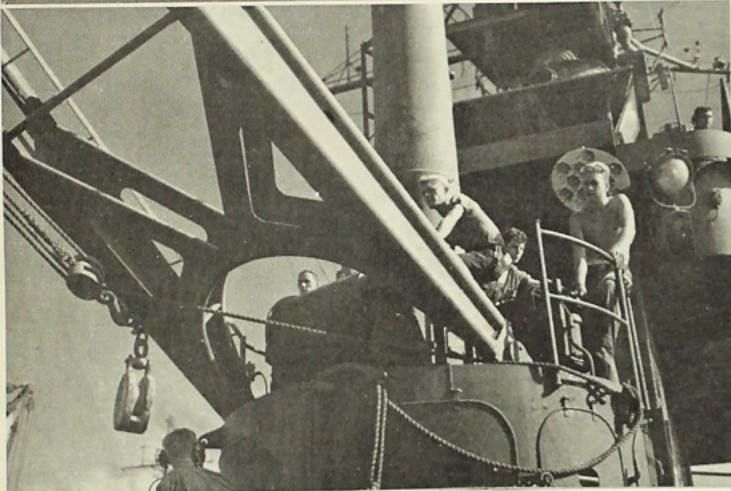
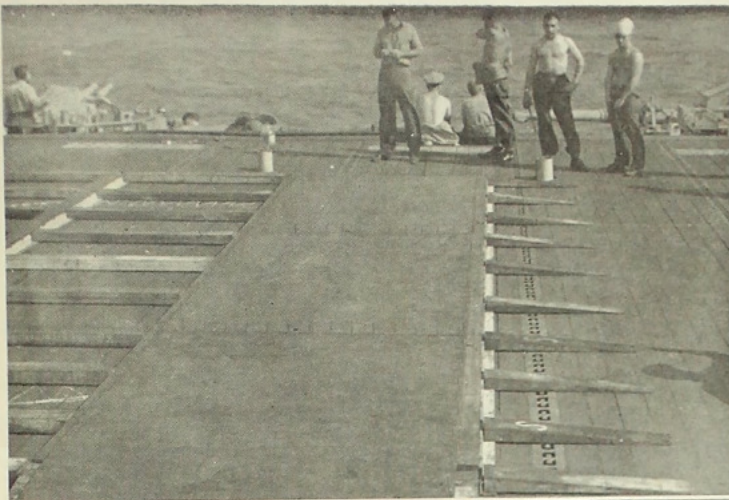
MAINTENANCE



Dogged down . . . Repair 8 . . . Arresting Gear gang . . . Catapult shack . . .



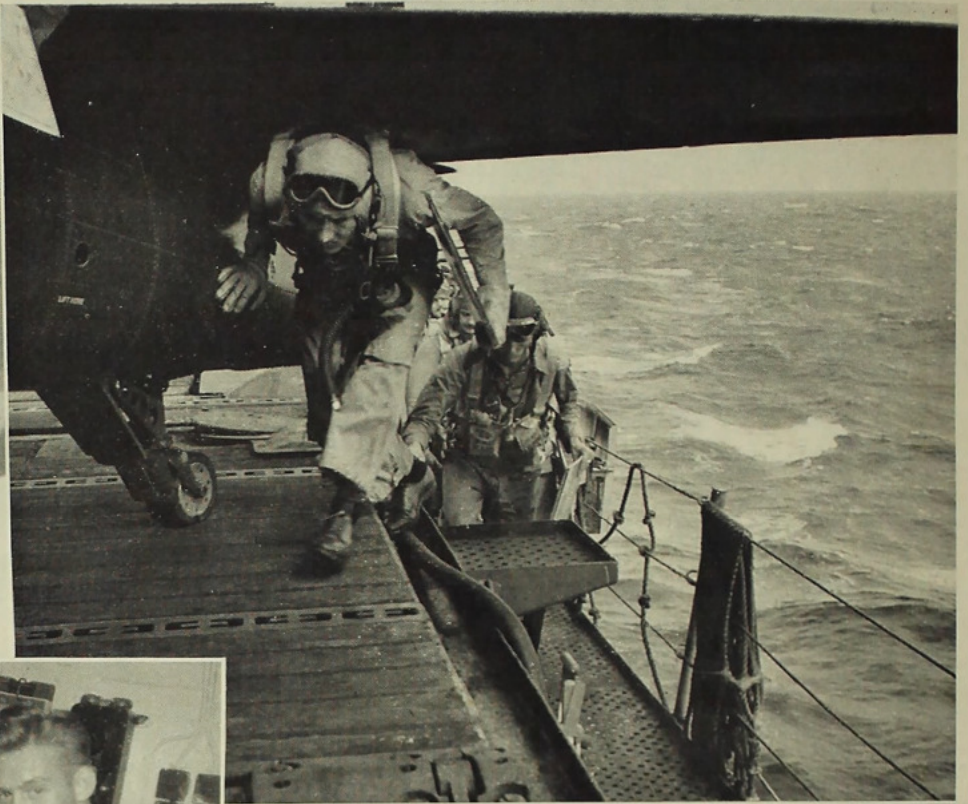
Propellers... Wings... Motors... Tail hooks... Wiring... V-2 works
the night through keeping them flying the next day...



Remember this—the famous Hatchell patch... Sometimes the old “B” got a bit unsteady and “Ram It” tried to go over the side... “Man the Aviation Crane... and another “non-flyable” dud gets the “deep six”... Scraping and painting—it never ended...

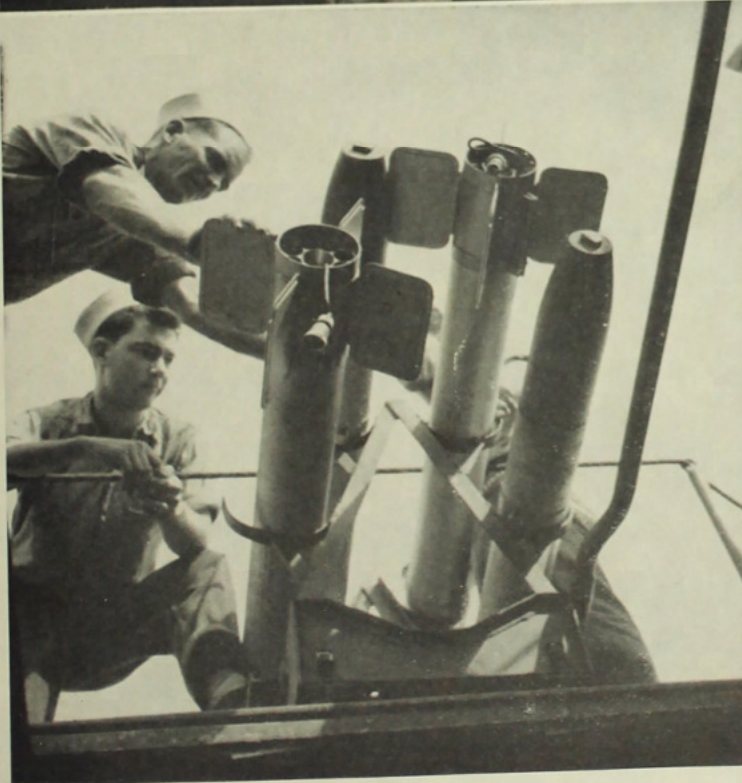
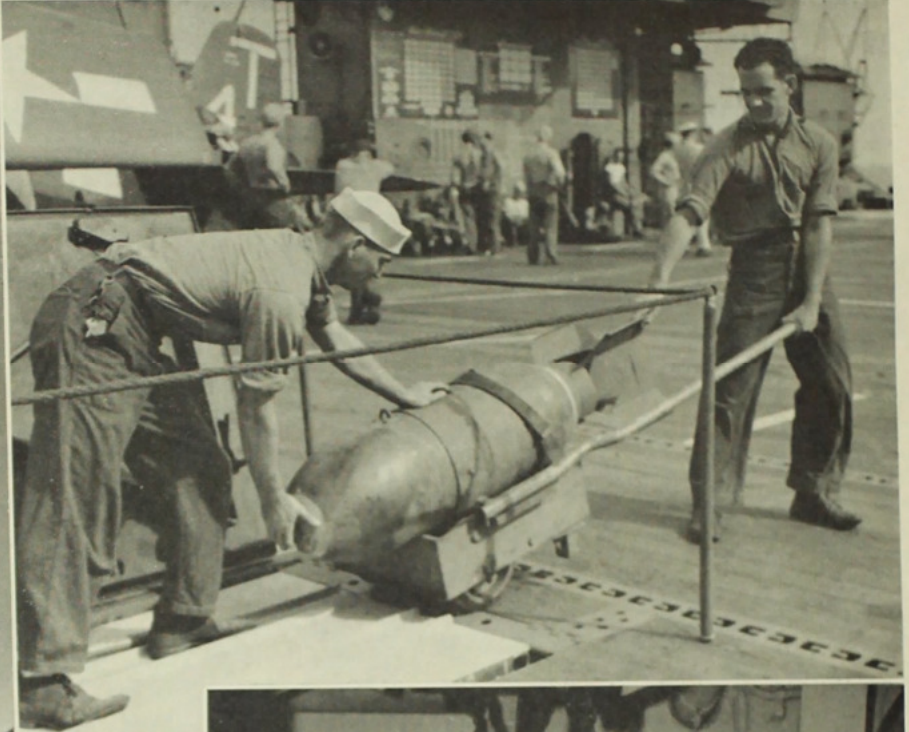


Bringing the scoreboard up to date... "It's Tokyo tomorrow, men."
The flight deck crew gets the word on the next day's operation... CBM's
Nicholas and Zdanowski, leading flight deck chiefs, pose for a pic...



Plane captains . . . Air Office . . . Metalsmith shop . . . "Scheduled pilots required" . . . Airborne radio and radar maintenance shack . . .

ORDNANCE



REPAIR 8 GANG

First Row: Baskin, Lucini, Powanda, Lt. Ryan, Birkoltz, Strauser, Prusinski. *Second Row:* Means, Sanderson, Gentowski, Springer, Schubmehl, Szweczyk, Dea. *Third Row:* Ritson, Musick, Smith, Martizoni, Molloy, Walsh, Madj, Minkus.



V-1 PLANE HANDLERS

First Row: Ward, Ybarra, Powers, Ens. Gates, Casas, Nichols, Gardner, C. L. *Second Row:* Boylan, Henning, Patterson, Pozza, Ens. Wallace, Lt. Holland, Lowe, Schonerberger, Terenzini. *Third Row:* Gardner, C. B., Staley, Baldwin, Duffy, Kaplan, Ericson, Olson, Zimmerman, Ritaldato. *Fourth Row:* Crane, Lebeda, Wilson, Higgonbothen, Timpe, Stewart, Murphy, Montgomery, Leihl, Smith.



V-2 DIVISION CHECK CREWS

First Row: Spangenberg, Fisher, Guard, Gallagher, Eddy, Sims, Manning, Cress, Bates, Klemm. *Second Row:* Bradley, Gallagher, Andre, Outler, Chief Gaudet, Ens. Valine, Lt. Hamby, Chief Claborn, Chief Haake, Weinmann, Wilson. *Third row:* Glynn, Van Dusen, Vreeland, Weber, Burt, Erickson, Myers, Walton, Imsand, Griffin, Waluda.





V-2 DIVISION SHOPS

First Row: Lassiter, Kocher, Todd, Kapura, Bush, McCardel, Svereika. *Second Row:* Lispcomb, Schriber, McCormack, Ratcliffe, Chief Lundquist, Lt. Terrall, Slivar, Menner, Dinnat, Sandefer, Benio. *Third Row:* Smith, Henry, Bradbury, Stonoha, Parker, Pierson, Pantazi.



V-2 PLANE CAPTAINS

First row: Townley, Rosenberg, Weber, Watson, Ray, Key, Heeney, Wagner, Pluckebaum, Hodson, Whitford, McDaniels. *Second Row:* Ryan, Vincent, Mitchell, Mitchell, Lt. (jg) Richards, Wambolt, Kroher, Bomsted, Swanson, Chapman, Schroder, Swanson. *Third Row:* Ferber, Tiano, White, Walsh, Underwood, Benson, McKay, Cory, Stoka, Utton, Dennison, Wetherby, Welcome, Somers.



REPAIR 7

First Row: Myers, Pellegrino, Buerger, Mullican, Moore, Stauffer. *Second Row:* Gorman, Tully, Meade, Mondello, Mach, Coots, Lt. Hamby, Pummell, Baca, Wert, Steiger. *Third Row:* Wilson, Allison, Neil, Joseph, Myers, Wisilosky, Reinbold, Heether, Moulton.

V-2 ORDNANCE

First Row: Prusinski, Clark, Gaskill, Rose, Berry, Sneed, Martin, Mirebella, Mack, McCurdy. *Second Row:* Rothman, Methe, Snyder, Berardis, Chief Peck, Lt. (jg) List, Gunner Burgess, Chief Rutherford, Fink, Betts, Burry, Calderwood, Krogull. *Third Row:* Henderson, Lance, Picone, Turner, McGarry, Suljam, Priftie, Wiggins, Zibrat, Klugman, Pennington, Townsend, Gregg.



V-1 ARRESTING GEAR

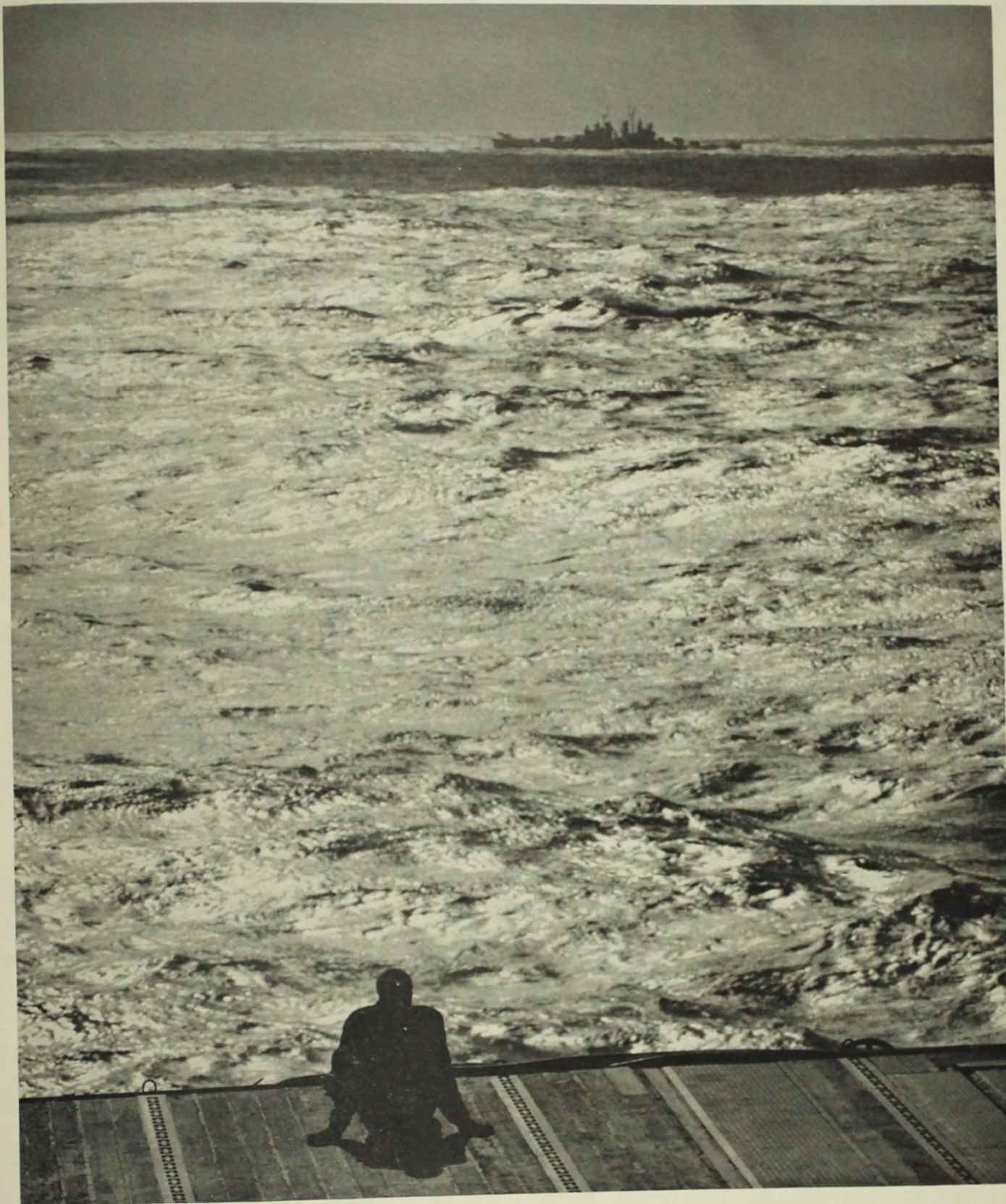
Top Row: Pruitt, Rutney, Hamburg, Linnell, Ford, Schultz, Fortney, Ens, Davis. *Low Row:* Mullins, Solimine, Cagle, Sludn, Veneziano, Farmer.



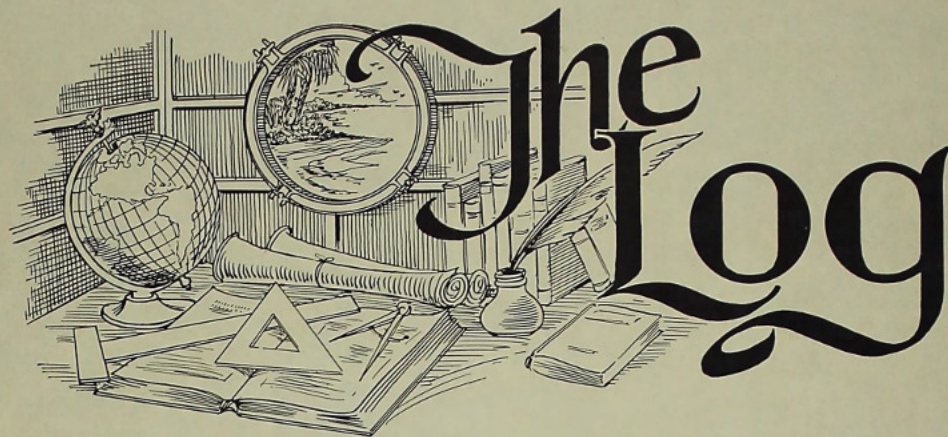
V-1 CATAPULT

Front Row: Laukaitis, Leyman, Neff, Lawless, Terwilliger, Monnerat. *Second Row:* Haas, Isom, Munier, Alexander, Minton, Sutch. *Third Row:* Kearney, Schmidlin, Lt. Alt.



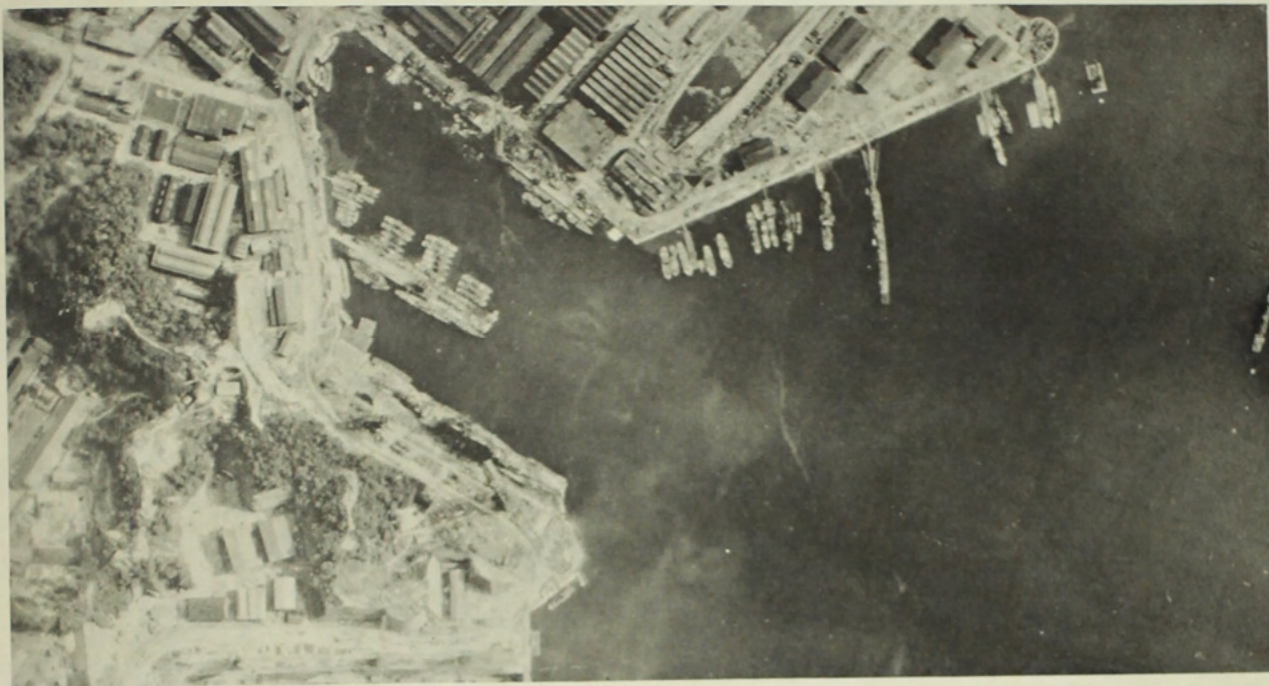


Off Tokyo with the horrors of war,
A moment is taken absorbing nature's peace...

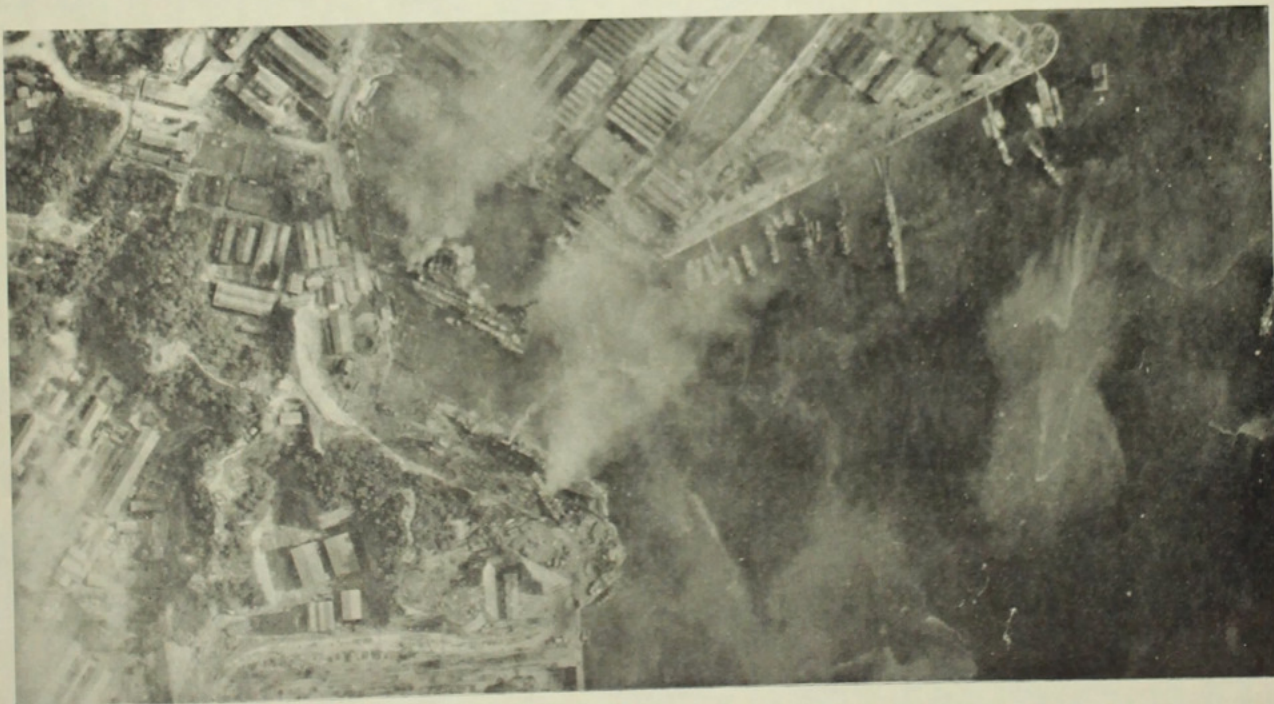


- 18 July '45—Our VT planes take part in a coordinated attack by the Task Force on the 34,000 ton battleship NAGATO in Yokosuka Harbor. Our assignment is to cover AA positions protecting the ship; these batteries throw up the most intense volume of fire yet encountered by VT-47, but the battleship sustains serious damage.
- 19-23 July '45—Fueling and replenishing and getting ready to hit the Jap fleet at Kure.
- 24 July '45—We launch 2 strikes of fighters and torpedo planes as part of the coordinated attack on the battleship-carrier HYUGA anchored off Nasake Shima near Kure. The main function of our planes is again to silence AA batteries. The attack is successful, and the 32,000 tonship is later photographed resting on the bottom by our photo plane. Besides helping to sink the HYUGA our planes set fire to or otherwise damage a merchant vessel and 15 small craft. They also help to splash a Zeke over the Island Sea.
- 25-27 July '45—Bad weather prevented further strikes on Kure, so we fueled.
- 28 July '45—Kure again. This time the target for the morning strike is the 14,000 ton cruiser TONE. Eight bomb hits by our torpedo planes plus those obtained by other air groups batter the TONE into uselessness. In the afternoon our planes spot a good sized merchant ship in the Inland Sea. Six quarter ton bomb hits sink it within two or three minutes.
- 29 July '45—Back on the road to Tokyo.
- 30 July '45—Two strikes are flown against Tokorozawa airfield, near Tokyo. Besides the airfield 3 factories and a power house are damaged. Two fighters and a torpedo plane are hit by AA, one of them at 18,000 feet.
- 31 July-8 August '45—We spend several days dodging some of the many typhoons encountered in Japanese waters. On 6 August we hear of the atomic bomb dropped on Hiroshima; our line of work begins to seem pretty old fashioned.
- 9 August '45—Return visit to Hokkaido and Northern Honshu. Misawa airfield bears the brunt of two strikes, parked aircraft being bombed and strafed. A small merchant vessel is sunk by rocketing. One VF and one VT are holed by flak.
- 10 August '45—As a farewell to Northern Japan, Air Group 47 burns 7 "sitting duck" float planes near Aomori, sets afire a large merchant vessel, burns oil storage tanks in 3 supply areas, bomb and rocket factories, railyards, a destroyer and small sized shipping. The first report of a Japanese offer to surrender is received. We listen to descriptions of peace celebrations in Manila, Chungking, London, and New York, and we prepare for the next strike.
- 11-12 August '45—More peace reports and celebrations, but the planes are gassed and armed for strikes against Tokyo.
- 13 August '45—Two strikes are sent on. The first attacks a large industrial plant at Hachioji, the other hits Kisarazu airfield, across the Bay from Tokyo. The afternoon subcap flies cover for a dumbo which picks up a pilot and 2 aircrewmembers from Tokyo Bay.
- 14 August '45—Tension keeps increasing. Indications that a surrender is imminent go hand in hand with preparations for continuing the war. The Task Force is under the most concentrated air attack of this operation, but no "bogies" come within range of our guns.
- 15 August '45—There is no official word of a surrender, so a strike is sent out against Tokyo at dawn. There is a feeling of unreality about the whole thing. At 0635 radio messages are received from group, force, and fleet commanders to recall all strikes. Our planes turn back within sight of the Japanese coast and return to the ship with the pilots singing "O What a Beautiful Morning" into their mikes—their first real breach of radio discipline. They land on deck, and grinning mechs point to the letters "V-J" chalked on the side of the Island. The war is over. "Peace—it's wonderful!"

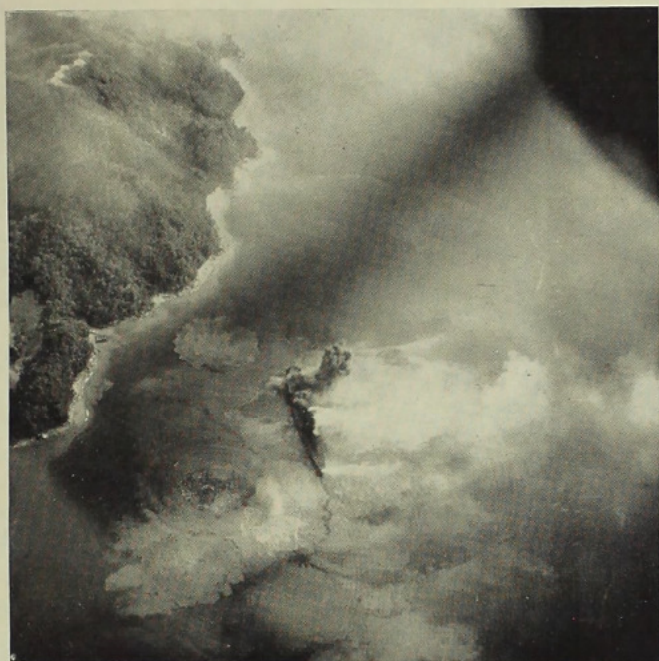
ATTACK ON YOKOSUKA NAVAL BASE AND NAGATO



Yokosuka Naval Base before attack is shown in upper photo. Note camouflaged Nagato alongside main dock. Bottom photo is after the attack. Nagato is badly damaged and smaller ships alongside pier are either sunk or left burning.

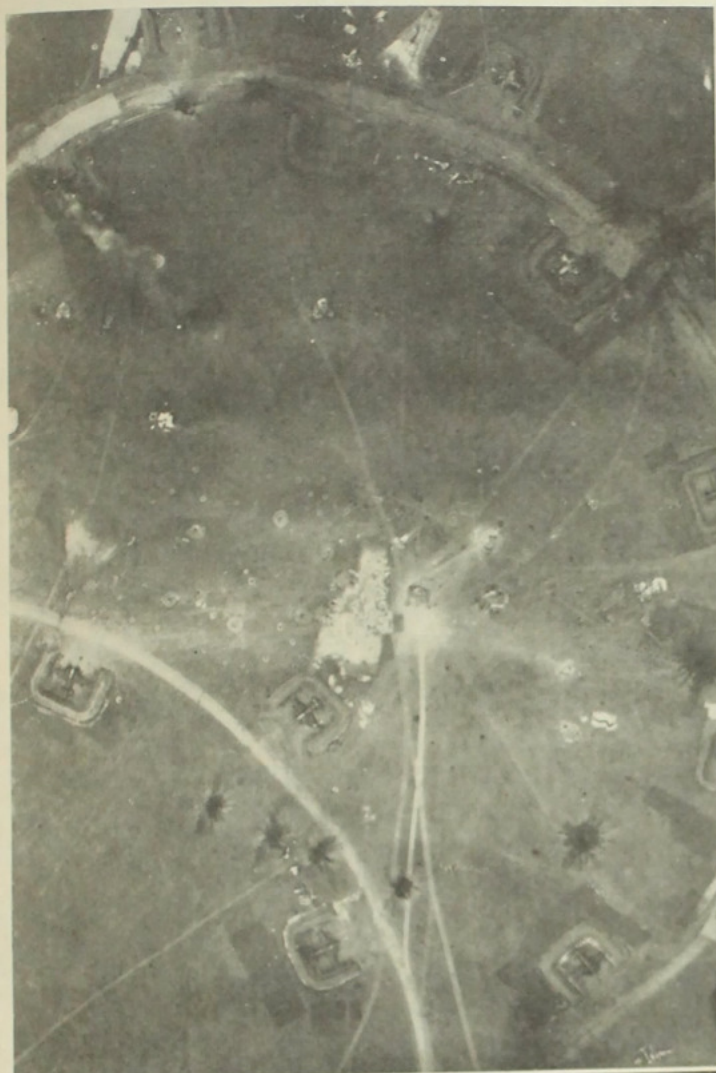


LIFE AND DEATH OF BATTLESHIP HYUGA



Kure is attacked and the BB Hyuga is sunk. Top left photo shows a direct hit on the ship, caught by the gun camera of a fighter plane as he dives to strafe the AA mounts. Top right photo shows the Hyuga still afloat but visibly battered and more to come. The lower "shot" catches the end of the former pride of the Jap Navy —on the bottom!

NORTHERN HONSHU BATTERED



AA emplacements, revetments, ferry slips, oil storage plants, installations are strafed, set afire, gutted and destroyed at Misawa, Nonnai and Aomori.

AT LAST! THE OFFICIAL

Phil. No. Y4-526-44-21,000 series		DATE: 14 AUG 45 (GREENWICH TIME)
ORIG.:		
FROM: COM 3RD FLT	ACTION: ALL STATIONS THIS NET	
INFO:		
WE HAVE RECEIVED INSTRUCTIONS FROM CINCPAC/CINCPMA TO SUSPEND AIR OPERATIONS XXXXXX		
AIR OPS _____		
Y. 41		
PRECEDENCE: ROUTINE		DATE/TIME 142135
CLASSIFICATION: PLAIN		TOR/TOD 2135/14 AUG
CAPT. CPY	EXEC. CPY	REF

Phil. No. Y4-526-44-21,000 series		DATE: 14 AUG 45 (GREENWICH TIME)
ORIG.:		
FROM: CTF 38	ACTION: ALL TGC'S THIS NET	
INFO:		
COM 3RD FLT SAYS RECALL ALL STRIKES XXX		
AIR OPS _____ (INTERCEPT)		
PRECEDENCE: ROUTINE		DATE/TIME 142135
CLASSIFICATION: PLAIN		TOR/TOD 2135/14 AUG
CAPT. CPY	EXEC. CPY	REF

Phil. No. Y4-526-44-21,000 series		DATE: 14 AUG 45 (GREENWICH TIME)
ORIG.:		
FROM: BATAAN	ACTION: CTG 38.3	
INFO:		
FLASH CHARLIE 2 X RECALLED BEFORE REACHING TARGET JETTISONED BOMBS RETURNED TO BASE X END		
AIR OPS _____		
Y. 41		
PRECEDENCE: ROUTINE		DATE/TIME 154100
CLASSIFICATION: PLAIN		TOR/TOD 0102/15 AUG
CAPT. CPY	EXEC. CPY	REF

XTRA

BATAAN Times

FLASH!!!
15 AUGUST 1945
FLASH!!!

All hands of the United States Navy, Marine Corps and Coast Guard may take satisfaction in the conclusion of the war against Japan and pride in the part played by them in accomplishing that result.

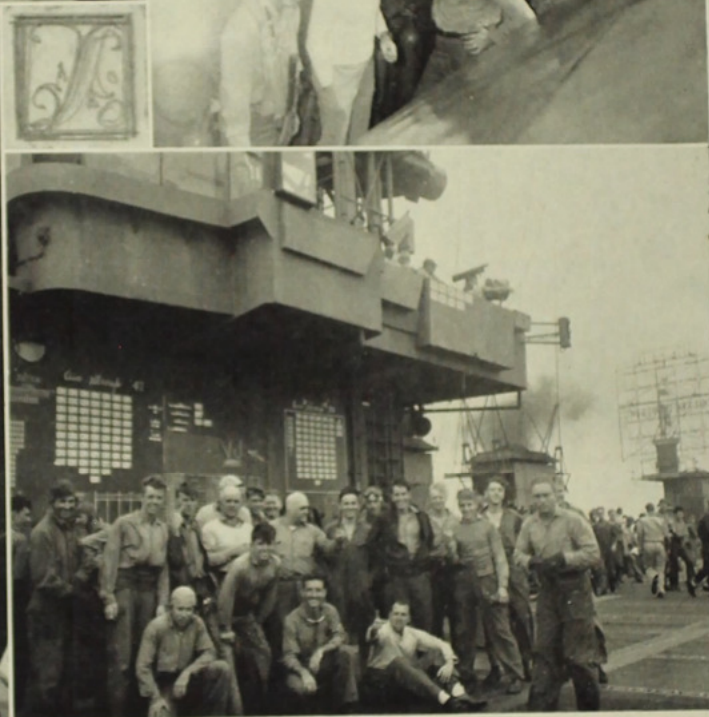
The demobilization of the Armed Forces of the United States and the return to conditions of peace will create problems taxing patience and control almost as great as the tensions of war. I ask that the discipline which has served so well to bring this Democracy through hours of great crisis be maintained to the end that nothing shall mar the record of accomplishment and glory that now belongs to the record of the Navy, Marine Corps and Coast Guard.

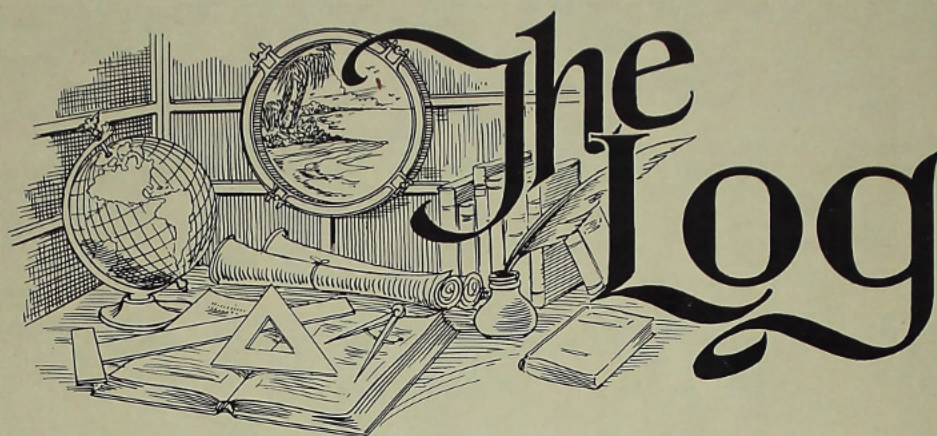
JAMES FORRESTAL
Secretary of the Navy

Aboard the BATAAN

170 MILES
FROM
TOKYO!!!

WORD AND WERE WE HAPPY





16-19 August '45—We enjoyed the first sweet days of peace and waited to play our part in the Occupation of Japan.

20 August '45—Three detachments of the BATAAN's personnel are transferred from the ship for temporary additional duty in connection with the Occupation. They include Captain FRANK WILKINSON and the ship's Marine Force of 2 officers and 35 men, Lieutenant HERMAN and 34 men and Lieut. (jg) LAWRY and his group of 4 bomb disposal experts. The previous evening Commander N. K. BEAR and 2 hospital corpsmen were transferred for the same purpose. These are the BATAAN's contribution to the occupying forces.

21 August '45—We say good-bye to Air Group 47, which is transferred to the SAN JACINTO for transportation home. We are glad to see them on their way home, for they have well deserved it, but we are sorry to lose them, for they seem an integral part of the ship, and have won our affection as well as our respect. In exchange we acquire Air Group 49 from the SAN JACINTO; they are a fine group too, and relations between ship and squadrons continue of the best.

25 August-1 September '45—We conduct air operations in support of the occupation. They consist of flying patrols over the destroyer rescue picket stations on the flight route between Okinawa and Tokyo Bay, and of reconnaissance flights over Japanese airfields in Shikoku and Southwestern Honshu. On the airfield patrol flights over Japan our pilots can see the Japs moving their planes from remote dispersal areas along highways to be stacked on airfields in accordance with the surrender terms. Some of the Japs seem friendly and wave at our planes; others show their disapproval by turning their backs. The only anti-aircraft activity consists of some stone-throwing by a few small boys.

Our planes also reconnoitre allied prisoner of war camps and are greeted by jubilant waves from the prisoners.

31 August '45—The BATAAN had today steamed 150,000 nautical miles since commissioning.

2 September '45—VT planes of Air Group 49 drop supplies to the POW's at Zentzuji Camp in Shikoku. The formal surrender agreement is signed, and we leave for Tokyo Bay.

TOKYO LANDING PARTY



20 Aug. '45—"The Marines shove off for Tokyo."

After spending numerous months fighting to keep a separate identity from the sailors on board, the ship's detachment of 41 men and 2 officers got their greatest experience. Landing two days before V-J Day with the Marine Detachments of other ships of the 3rd Fleet, our Sixth Division spent eight days in the Yokosuka Naval Base Area, clearing Japs from underground factories, hospitals and hangars; discovering caves of primed explosives, hidden power plants and communication centers; standing guard over Baka bombs, experimental "flying wings" and chemical stores concealed in caves behind Shinto temples.

Climbing up the gangway after 18 days of "being back in the Corps again," the men scarcely resembled the sharp, spit and polish Marines they had formerly been. Back again to shining shoes and running patches through their rifles. Exchanging the machine gun carts improvised from aircraft engine supports and torpedo plane tail wheels for their old twenty and forty millimeters. Surveying grimey, flea infested dungarees for clean pressed khakis. Breaking out bayonets for inspection at Quarters instead of for opening "C" rations in some Japanese field or abandoned factory building. Back once more to standing Captain's Orderly, Brig Sentry, Corporal of the Guard and gun watches—quite different from roving patrols through "Heathen Haven," reconnoitering through damp, dark machine-packed caves. From standing a mid-watch outside some small-arms warehouse, in a drenching rain, smelling fish chips and empty Sake bottles

left behind by retreating Japs to standing stiffly at attention in starched uniform at the gangway, saluting BATAAN officers going ashore. From rummaging around some dusty ruins looking for a souvenir Jap flag to standing at present arms for morning and evening colors.

And back also to the bull sessions where gums are beaten, ears are banged and teeth are chipped—recalling the long days at G. Q. and the day the "twenties" got credit for burning a Kamikaze-bent Judy—and the compartment thick with the mixed aromas of linseed oil, saddle soap, sperm oil, shaving lotion and shoe polish. Recalling the five-hundred pounder that just missed 7 but didn't go off, the hundred pounder that did. The four five inchers that just about landed in the twenties tub, and the half dozen Hellcats that did. Memories... playing Acey-Ducey in the gun tubs during a lull in the war, trying to squeeze in a letter to the home front between close order drill on the flight deck and a working party below in the ice box, sweating out a bogey at 20 miles on the port beam, sweating out that last card to fill an inside straight, sweating out that next stripe—and just plain sweating. Then back to another bull session while painting the head, remembering the big times at the beach—the truck that was driven over the 90 foot cliff in Diego, pushing the non-coms in the drink at Leyte, almost missing the ship at Frisco, cleaning out the dump in Panama, the Geisha girls in Yokosuka.

Brother, that's the Marine Corps.



The Marines retain their military precision by drilling on flight deck. . . Inspections by Captain Wilkinson and 1st Lt. Roser were rugged.



MARINES LAND FIRST AT YOKOSUKA





Life in the Marines — inspections, cleaning rifles, spit and polish, cards, pin ups and rack time!

AIR GROUP 47 DETACHED— THEIR BOXSCORE

From the beginning of the Okinawa campaign on 14 March to the Japanese surrender on 15 August, 1945, Air Group 47 flew a total of 3,143 sorties. Included in this number were the following:

Target Sorties (strikes, sweeps, patrols, over target areas)

VF	1,058
VT	460
Total:	1,518

Combat Air Patrol Sorties (all VF) 1,266

Anti-Submarine Patrol Sorties

VF	12
VT	38
Total	50

Subcaps (Patrol over Rescue Submarines—

all VF)	56
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Other sorties	273
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Forty strikes aggregating 447 sorties were flown against targets in the Japanese Home Islands. Seventy-one strikes were flown against targets in the Nansei Shoto.

ENEMY AIRCRAFT AND SHIPPING DAMAGED OR DESTROYED

AIRCRAFT

Destroyed in the Air	68
Destroyed or damaged on ground or water	112

WAR VESSELS

Air Group 47 participated with planes from other carriers in destroying or damaging the following Japanese warships:

Battleship—YAMATO	Sunk	45,000 tons
Battleship—HYUGA	Sunk	32,000 tons
Battleship—NAGATO	Damaged	34,000 tons
Carrier—UNRYU Class	Damaged	27,000 tons
Carrier—ASO	Damaged	27,000 tons
Carrier—CVE	Damaged	10,000 tons
Heavy Cruiser—TONE	Destroyed	14,500 tons
Light Cruiser—AGANO Class	Sunk	6,000 tons
Destroyers—2	Believed sunk	3,000 tons
Destroyers—1	Damaged	1,500 tons

Total tonnage 200,000 tons

Merchant Shipping Sunk or Damaged 41,150 tons

49 REPORTS ABOARD

VT 49 OFFICERS AND MEN

Front row: Buckhammer, Sayadoff, Seaman, Magnusson, Githens, Rapa-
port, Dehardt, Emmets, Latimer, Broderick, Stauffer, Green, Chulak. *Second*
row: Sprunt, Shoemaker, Edgar, Lekwart, Downey, Walker, Peare, Hooten,
McKay, Thompson, Stenberg, Harner, Christiansen. *Third row, sitting:* Lt.
(jg) Bartlett, Lt. (jg) Pruitt, Lieut. Dodt, Lt. Cdr. Sexton, Lieut. Liv-
ingston, Lt. Cdr. Peters, Lt. (jg) MacCollister, Lt. (jg) Richards, Lt. (jg)
Fuller, Lt. (jg) Ferbert. *Fourth row, standing:* Rodgers, Williams, Chief
Billings, Ensign Seckinger, Ensign Coffey, Lt. (jg) Poulson, Lt. (jg)
Schaub, Lt. (jg) Senter, Lt. (jg) Austin, Lt. (jg) Hester, Lt. (jg)
Milburn, Barsotti, Phenis, Murray.



VF 49 OFFICERS

First row: Lt. (jg) Smolsky, Lt. (jg) Jamouzian, Lt. (jg) Goodson,
Lt. Folz, Lt. Schlosser, Lt. (jg) Williams. *Second row:* Lt. (jg) Chris-
tensen, Lt. (jg) Collins, Lt. Elcock, Lt. Hazelhurst, Lt. Gundert, Lt.
(jg) Simon, Lt. (jg) Tillay, Ensign Norrie, Lt. (jg) Shealy, Lt. (jg)
Pompeo. *Third row, sitting:* Lt. (jg) Hampton, Lt. (jg) Senter, Lt. Lind-
say, Lt. Comdr. Trum, Comdr. Rouzee, Lt. Comdr. MacKinnon, Lt.
Gibson, Lt. (jg) Case, Lt. (jg) Dean, Lt. (jg) Wright. *Fourth row:*
Lt. (jg) Henwood, Lt. (jg) Nolf, Lt. (jg) Millbourn, Lt. (jg) Ore-
wiler, Lt. (jg) Smith, Lt. Mangelsdorf, Lt. (jg) Yancy, Lt. (jg) Dog-
gett, Lt. Smythe, Lt. (jg) Bricknell, Lt. (jg) MacDonald.

31 August '45—"The BATAAN had today steamed 150,000 nautical miles since commissioning."

The engineers, who for the most part have never seen a kamikaze shot down in flames, nor manned a plane or a gun, have still had a distinct and vital part in each battle. Theirs was a job of waiting, wondering and standing by, sweating out attacks under battened hatches with ventilation secured and surrounded by high pressure steam, doing routine but necessary tasks, despite the feeling of not knowing what is happening topside.

The "snipes" hear over the p.a. system: "He's dropping a bomb. It's a B-E-E-G one! Coming straight down!" Then s-i-l-e-n-c-e. Stomachs tighten, faces grow tense, a life time seems to pass, and suddenly the p.a. becomes alive again. "It's a near miss—off the HANCOCK!"

Although the engineers have had their share of thrills, theirs is not a task that calls for brief periods of glory but, instead, long periods of work.

Before the ship was commissioned, key men—experienced officers and men—were placed throughout the various engineering spaces. Mixed with them were the untrained, to weld them all into a crack battle team. A training schedule was inaugurated for each of the four engineering divisions—A, B, M and E—and before reaching the battle area, a smoothly functioning organization had resulted. During the precommissioning period many check off sheets were made up. These check-off sheets contained all the routine tests and inspections which were necessary for the 4.0 operation of the past two years.

The nerve center of the engineering department is Main Control which is located in the forward engine room. From here the Officer of the Watch controls the engineering spaces to comply with the orders of the bridge.

The two engine rooms, each with two main engines of 25,000 horsepower, are the headquarters of M division. This gives the ship power of 100,000 steel horses. Each of these main engines consists of 3 turbines connected by means of gearing to the shafting which in turn drives one of the propellers. There is also a maze of piping and auxiliary machinery that goes with each main engine.

The main engines would be just so many dead horses if it were not for the B division and their two firerooms. Each fireroom is built around two boilers. The auxiliary machinery in the firerooms supplies oil, water and air to these two flaming dragons, and they, in turn, supply the steam power which drives the ship and generates electricity. In doing this, the boilers are very hungry monsters and it is necessary for the oil gang to work around the clock. While the ship can hold 722,000 gallons of fuel oil and this would heat your home for many years, it doesn't last long with the BATAAN steaming at 25 knots.

Also located in the firerooms are four turbine generators. These generators supply the power for the multitude of electrical gear on board. To E division falls the job of maintaining all this gear. Electric lights and ventilation are the most obvious uses of electricity, but power, communication and lighting circuits weave throughout the ship in a fine mesh.

The A division is the last of the engineering divisions. Although the first in the alphabet, it is really the rear guard of the Engineering Department. It takes care of the many odd jobs that can't be classified under the cognizance of E, B or M Divisions. The water for both the boilers and personnel is made by the evaporator gang from the salt water of the sea at the rate of 50,000 gallons per day. The machine shop does many repair or small manufacturing jobs each day, including the mass production of knife handles. The refrigerators make ice and keep the meats and vegetables fresh. Hydraulic gear of the A division ranges from the anchor windlass to the steering gear and includes the airplane crane and elevators.

It has taken a constant vigilant watch in three from most of the engineers to take the BATAAN from "Philly" to Tokyo.

It is difficult to tell tall sea stories about dull training, tests and inspections and watches. But these routine duties are the heart of the Engineering Department.

That is why today the ship—without a breakdown or a major overhaul—was able to complete a total steaming distance equivalent to 7 times around the world.

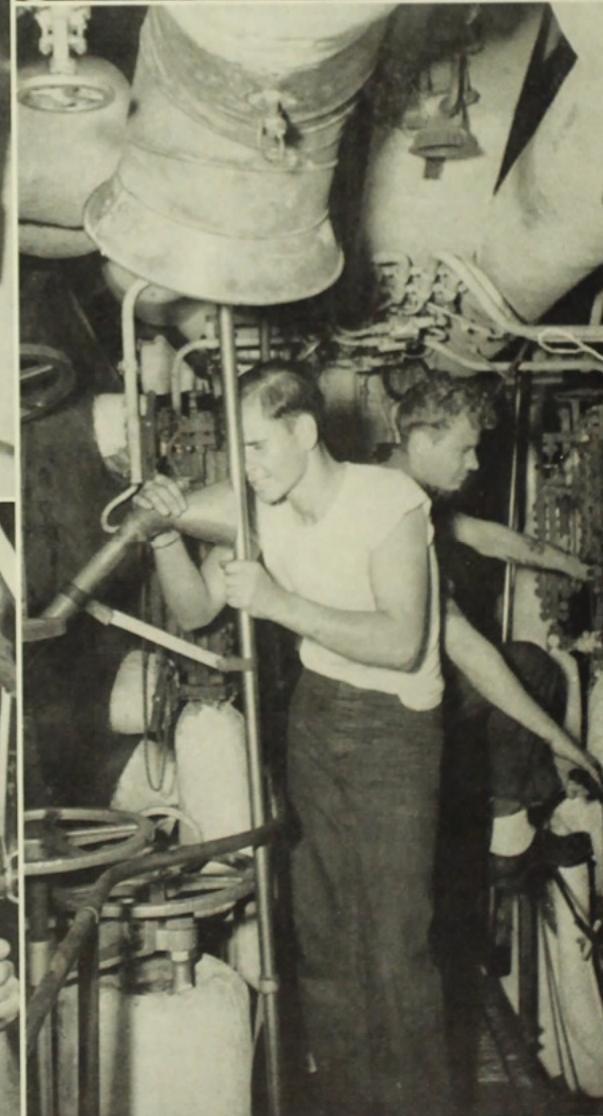
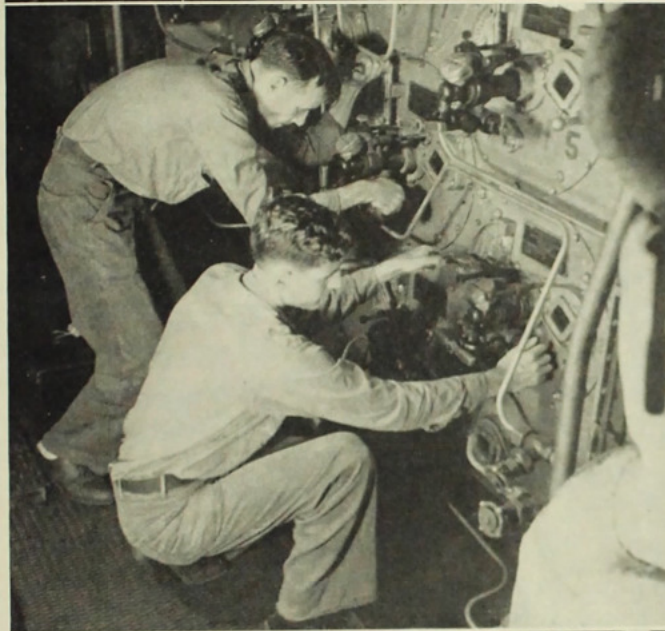
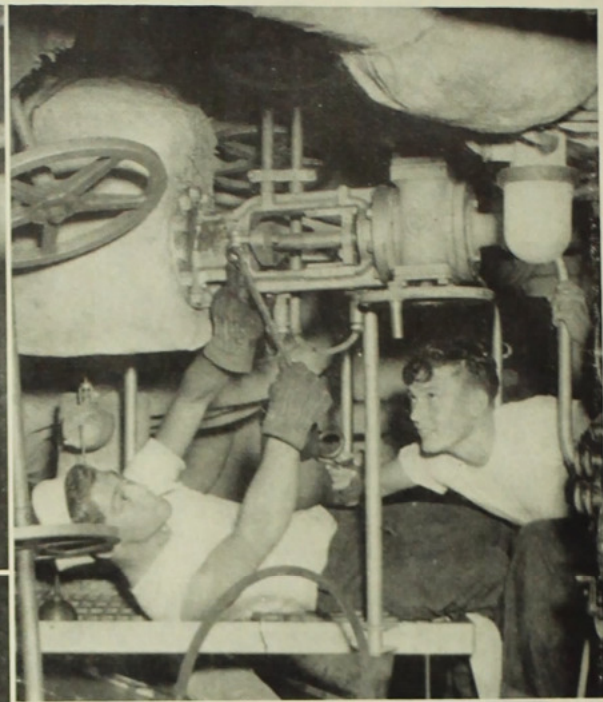
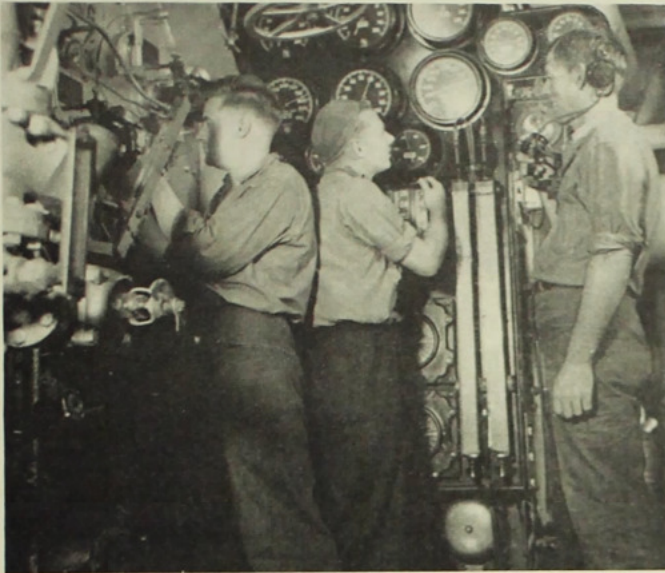


ENGINEERING

THE BLACK GANG...

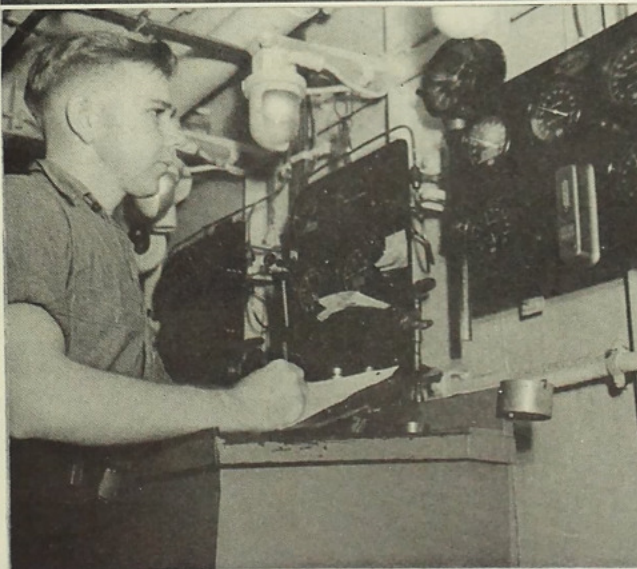
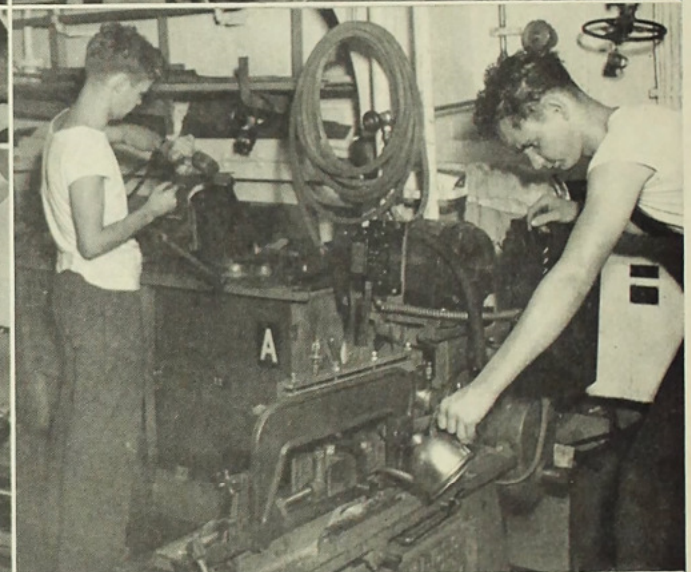
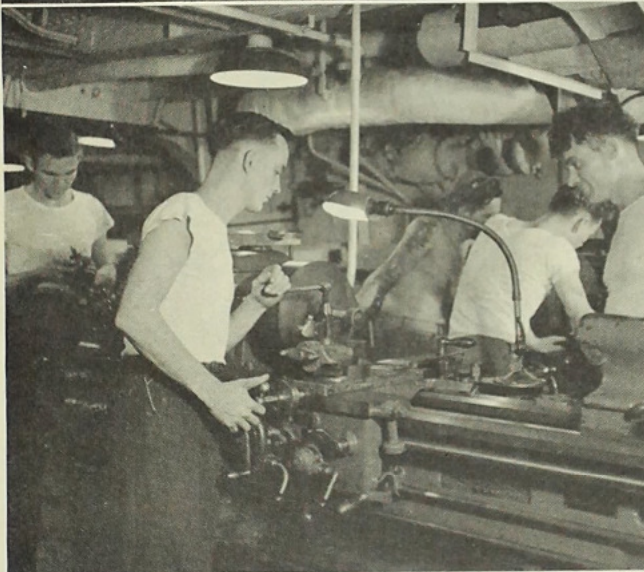
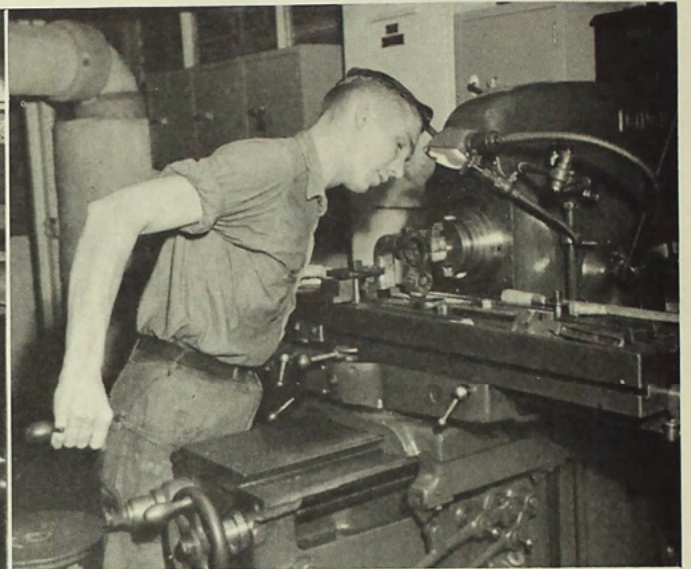
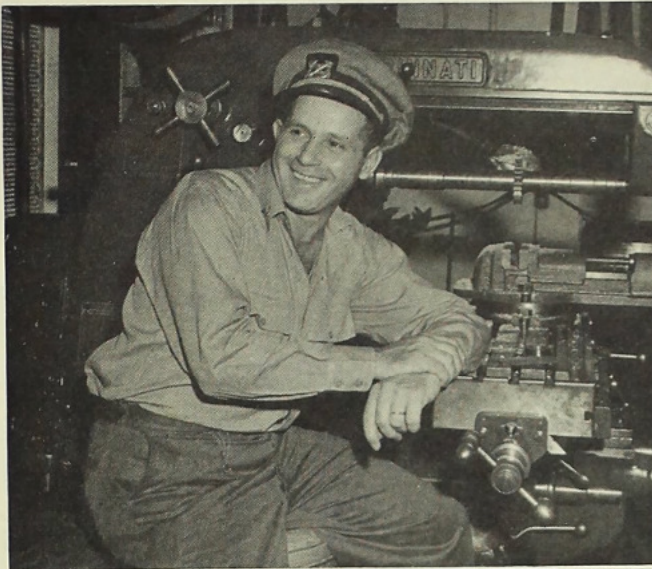


MAIN ENGINE ROOMS



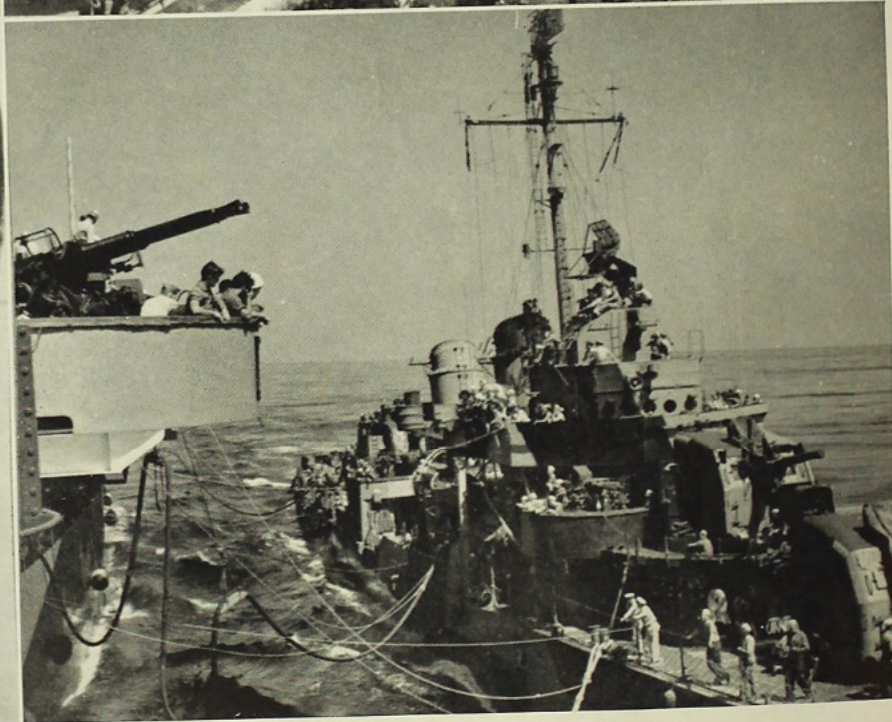
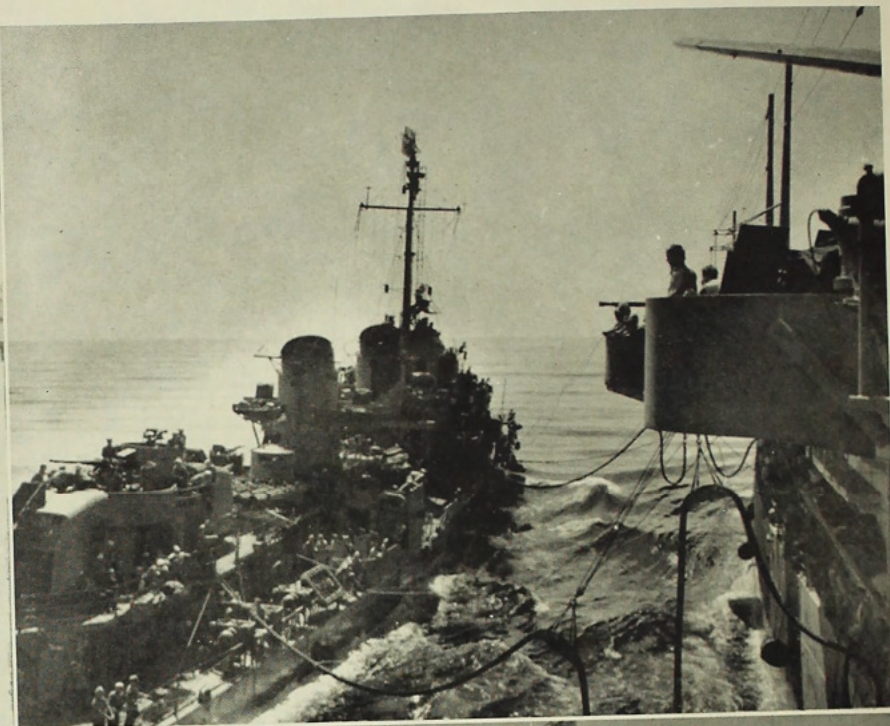
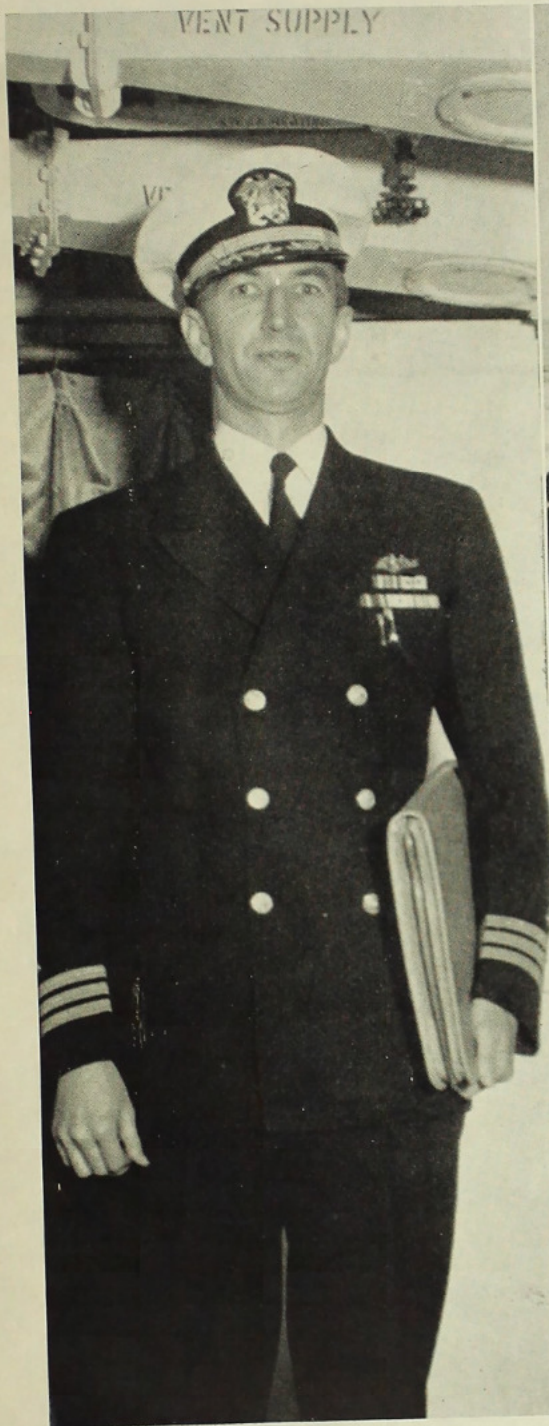
FIREROOMS

AUXILIARIES





ELECTRICAL



Topping 'em off—refueling destroyers at sea... Comdr. Hemming and one of his going-away presents from the Engineering Department.

U. S. S. BATAAN

17 October 1945.

MEMORANDUM TO ALL ENGINEERING DEPT. PERSONNEL:

The following dispatch dated 14 October 1945, has been received from Vice-Admiral Frederick C. Sherman, USN. Commander, First Carrier Task Force and Commander Task Force 62, addressed to all vessels of Task Force 62:

"Many ships of this Task Force have steamed half way around the world immediately after 2 months war steaming without any outside material assistance and with only meager at anchor availability and all without any breakdown affecting operations X that superb performance reflects great credit upon the seldom mentioned but tireless engineering forces concerned and sets new standards of achievement for the future X well done XX."

The U. S. S. BATAAN is one of the top vessels in the First Carrier Task Force from the standpoint of performance, and every man in the Engineering Department should be proud of her record.

During the last battle cruise beginning at Pearl Harbor on 3 March 1945, the BATAAN cruised a total of 38,773 miles in 88 days of steaming before stopping at Leyte Gulf for a period of rest and maintenance.

Leaving Leyte Gulf on 1 July an additional 25,351 miles were steamed before coming to anchor in Tokyo Bay on 6 September 1945. From Tokyo Bay to New York via Okinawa, Pearl Harbor, and Panama, the total miles steamed was 12,025.

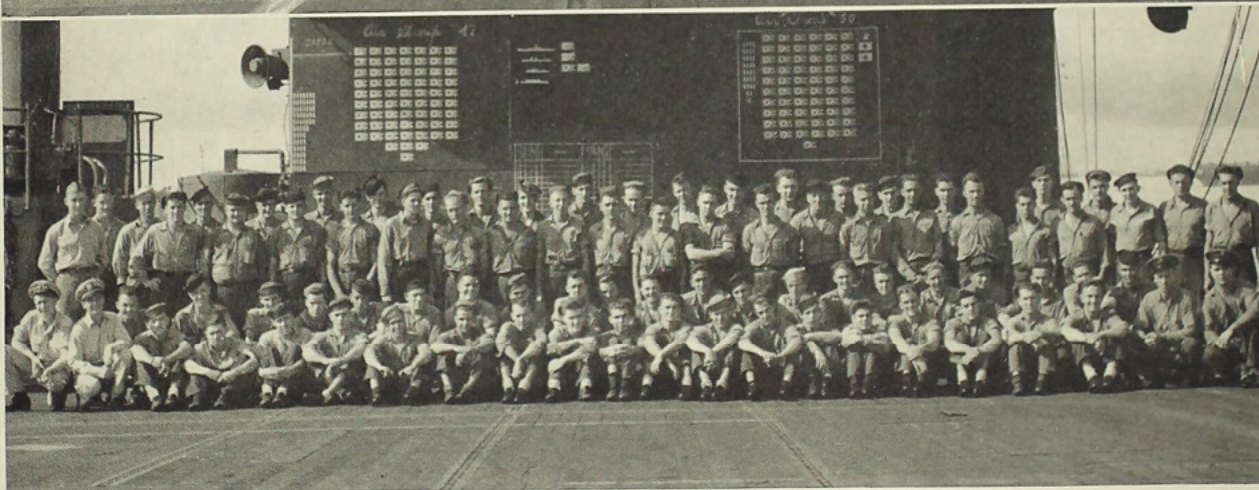
The total distance steamed by the U. S. S. BATAAN since commissioning was 164,686 miles and the total fuel consumed including periods in port was 18,218,921 gallons.

The record of excellence is one in which every man in the Engineering Department should experience a feeling of personal pride, for such outstanding performance could only have resulted from a fine spirit of cooperation and devotion to duty, with every man playing on the First Team. My personal congratulations to all of you.

W. C. GILBERT,
Captain, U. S. Navy,
Commanding Officer.

A DIVISION

First row: Rinaldi, Cole, Wilhelm, Chief Kelley, Chief Powers, Chief Young, Lt. (jg) Preece, Wallace, Carpenter, Reed. *Center row:* Morin, Robertson, Lamkin, Clopper, Preedit, Davies, Haine, Ingram, Hill, Pless, Gannon, Parker. *Third row:* Voorhees, Lambiotte, Walker, Begley, Sneath, Patterson, McCulloch, Ryder, Tomlinson, Rankin, Piatek.

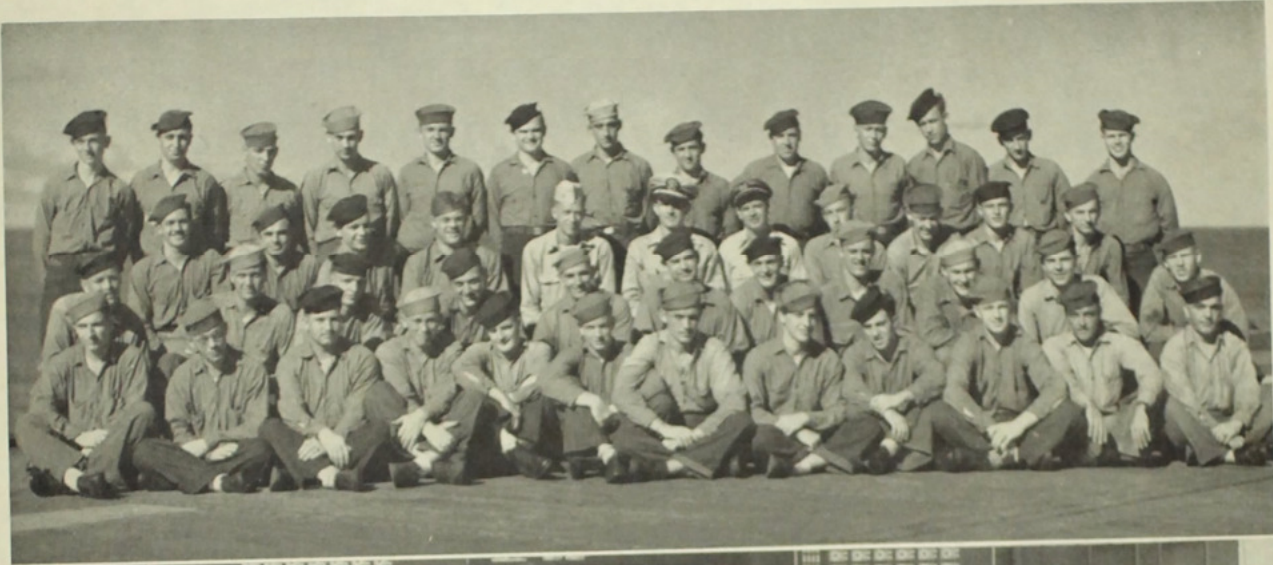


B DIVISION

First row: Machinist Gwartney, Lt. (jg) Clark, Donatelli, Hendrickson, Dye, Spataro, Vasco, Makanczyk, Auger, VanderWyden, Bateman, Hatton, Chilleon, Offin, Baker, Verdugo, Little, Pirazzo, Carter, Larsen, Chief Loyd, Chief Kubn. *Second row:* Noles, Jones, Fisher, Summers, Chitwood, Hill, McCutcheon, Smeltzer, Vreeland, Bengston, Schubert, Staron, Woolsey, Cunningham, Forde, Allred, Able, McCraw, Dimas, O'Neill, Langford. *Third row:* Lt. (jg) Lister, Killgo, Kelm, Sirbaugh, Peck, Ankiewicz, Peterson, Irwin, Luke, Klein, Brown, Childers, Novak, Suardini, Graham, Dickerson, Harris, Meister, McGreavy, Kluboky, Pingley, Peake. *Fourth row:* Tilgham, Hughes, Aycock, Tewell, Luntsford, Steiner, Manzi, Geisler, Manney, Crawford, Kennedy, Smith, Lay, Macksamie, Brummett, Liska, Nazer, Cavner, Meiner.

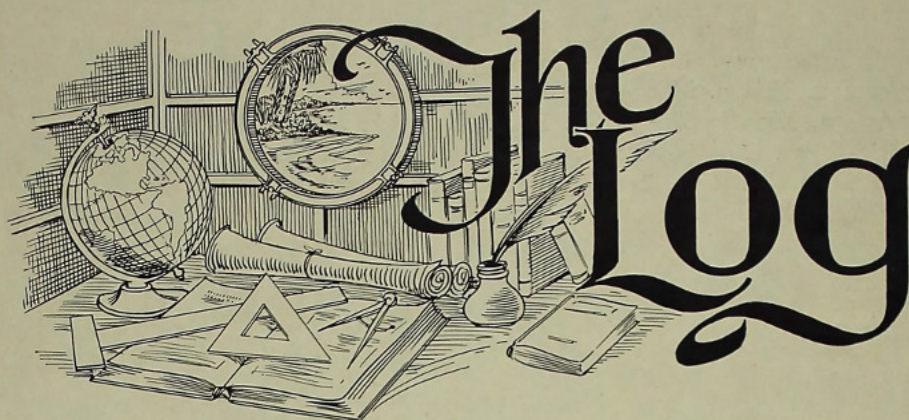
E DIVISION

Front row: Lowdon, Heron, Main, Sasinoski, Wright, Archer, McDermott, Nelson, Mongelli, Salveson, Pedersen, Gennero. *Second row:* Olsen, Morgan, Kinsella, Dougherty, Burke, Kowalik, Muller, McCracken, Schenck, Belt, Buck. *Third row:* Passanisi, Imondi, Bridwell, Stuckrath, Lt. (jg) Fieselman, Lt. (jg) Reese, Elec. Peabody, Krueck, Riemenschneider, Dom-anick, Palko. *Fourth row:* Tierney, Bantl, Flanagan, Smith, Paulak, Oliver, Coelhoo, Potchak, Roberts, Donnelly, Glover, Murphey, Browne.



M DIVISION

First row: Cain, Gunnarson, Mennone, Baclalian, Brown, McNamara, Cheri, Massell, Gallagher, Doherty, Hill, Tusco, Taulty, Arand, Bell, Venne. *Second row:* Coff, Montesano, Voltolin, Schweda, Coke, Coody, Mach, Mal-low, Lt. (jg) Koski, Ens. Brittain, Harrison, Runner, O'Brian, Welsh, U. C., Tucker, Mazur. *Third row:* Murphy, Heling, Sabin, Pickard, Spinks, Vasquez, Russell, Chadwick, Marko, Roach, Rosinsky, Aton, Moore, Mus-sleman, Sartor, Romaniello. *Fourth row:* Headrick, McNabb, Welsh, W. H., King, Rhodes, Rosentritt, Straubb, Proffitt, Mautz, Vreekin, Christie, Andrews, Spencer, Stamper, McWethy, Boyle.



6 Sept. '45—The BATAAN steams into Tokyo Bay, thus fulfilling the destiny forecast by the ship's song. We drop anchor between Yokosuka and Yokohama, about 5 miles off shore. Telescopes and binoculars are in great demand for long range rubbernecking, particularly at the battleship NAGATO, one of Air Group 47's targets. The sky line of Tokyo, marking the end of the line, is visible on the northern horizon. We pick up our Tokyo landing detachment, who bring with them stories of the trophies that got away from them; a few little souvenirs stuck with them, as is evidenced by considerable scratching on the part of the returning invaders.

In the afternoon, the ship sails out of Tokyo Bay, bound for Okinawa to pick up passengers for the long trip home. At dusk, with Fujiyama on the starboard beam, the usual order "Darken Ship" is heard. Then, after a few seconds, the boatswain's mate calls out, "Lighten Ship." The lights go on again to the sound of cheering, for the war at last seems really over, and the BATAAN is homeward bound.

8-10 Sept. '45—The ship is anchored in Buckner Bay at Okinawa. Passengers, 549 of them, are taken aboard, but unfortunately no fresh provisions. Spam and apple butter remain the mainstays of our meals. On the tenth, we weigh anchor and are off for Pearl Harbor.

10-20 Sept. '45—Underway for Pearl Harbor. Spam, spam, spam and more SPAM.

20-25 Sept. '45—Pearl Harbor. We lose our West Coast passengers, pick up some more East Coast ones and receive some badly needed fresh provisions. Peace—it's still wonderful; fresh vegetables—they're wonderful, too. On the 25th we are homeward bound again, this time for Panama. We fly the Homeward Bound Pennant, stretching from mainmast to flight deck, and buoyed up by some optimistic balloons. It's a gay and happy sight.

25 Sept. - 8 Oct. '45—Underway for Panama. The demobilization contingent is hard at work.

9-11 Oct. '45—The BATAAN transits the Canal successfully, in spite of a perceptible starboard list; many feminine spectators lined that side of the locks. Liberty was enjoyed at Christobal and Colon on the Atlantic side in a very orderly fashion. The ship's crew did its share in balancing the Panamanian budget by buying souvenirs and gifts for their families and friends, and by other expenditures of a less permanent nature.

12-17 Oct. '45—Underway for New York—the last lap.

17 Oct. '45—The U. S. S. BATAAN is greeted by the "Lady with the Torch." The long journey is over.



6 Sept. '45—"The U. S. S. Bataan today steamed into Tokyo Bay. Majestic Fujiama was an ideal landmark."

- ★ She was a proud little lady on that cold misty morning in 1943, when she slid off the ways.
- ★ She sat high and firm on the murky blackness of the Delaware, enroute to be commissioned into the greatest Navy the world has ever conceived.
- ★ Her name was taken from the scroll of history.
- ★ Her crew came to her from every walk of life, from the middle and four corners of the nation.
- ★ From the farm and the factory, from the office and school. From the schooner-laden shores of northern New England and the rolling blue hills of Tennessee and Kentucky; from the swamplands of the Gulf Coast and hot and dusty plains of the "Old West"; from the Great Lakes and the mining towns of Pennsylvania... her crew was America.
- ★ In harmony together—in sweat, fortitude and bravery—they wrote their names in gold across the broad expanse of the Pacific.
- ★ They achieved their initiative which was revenge, and then went on to greater glory and victory and peace.
- ★ It cost them for they paid with the lives of their shipmates, sons of the defiant little lady.
- ★ These were to be Immortal Sons, whose heroic deeds were never to die in the foaming wake as they were left behind.
- ★ Her rendezvous with destiny was not denied.
- ★ The U. S. S. BATAAN.

DEMOBILIZATION BEGINS....



EXECUTIVE OFFICER'S MEMORADUM No. 24R-45

29 August 1945.

From: Executive Officer.

To: All Hands.

I do not like to tell you people of the BATAAN good-bye, and it is impossible for me to put my feeling for you on paper. Your performance of duty during the time I had the privilege of serving with you has been superb. Your ability to fight, work, take it on the chin, and your unbeatable spirit, makes the BATAAN hands down the best ship I have ever seen or heard of during my entire Naval Service. I can find nothing in my heart but praise for you all—you have produced the goods to a man and I feel that we all share the same pride in our fine ship. We can all look any man in the eye and ask him where he was during the war and we won't have to make up any lies to our children either—we were in the front lines. Here's hoping that they send the ship back to the States soon. The best of luck always to the fighting men of the U. S. S. BATAAN!!!

Good-bye——

F. M. REEDER,
Comdr., U. S. Navy.

FIRST 10% START HOME



FROM ALL OVER THE COUNTRY



Minnesota - South Dakota - North Dakota



Chicago and Northern Illinois



Missouri and Southern Illinois



Indiana



Montana



Wisconsin



Rhode Island

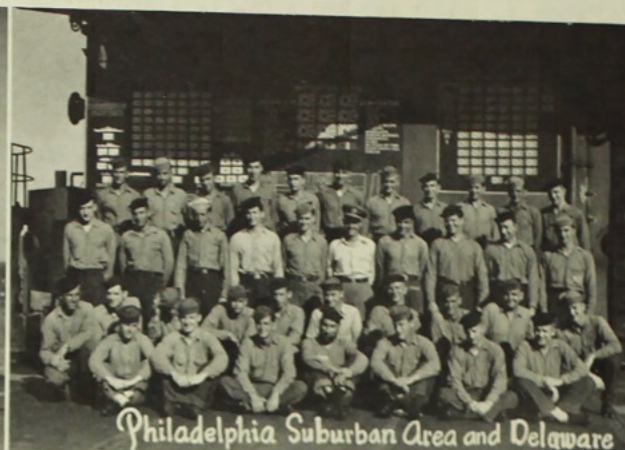


Utah and Idaho

THE CREW WAS HEADED STATESIDE



Washington



Philadelphia Suburban Area and Delaware



Harrisburg and Wilkesbarre, Pa.



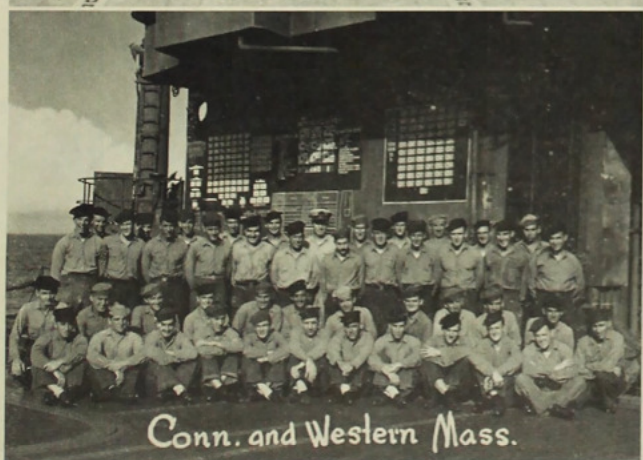
Ohio



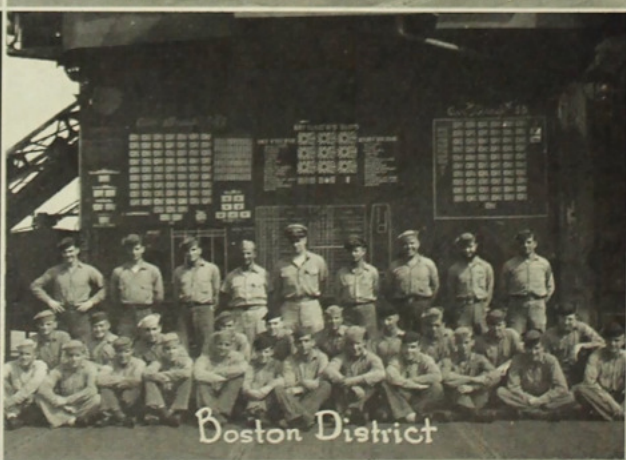
Nebraska



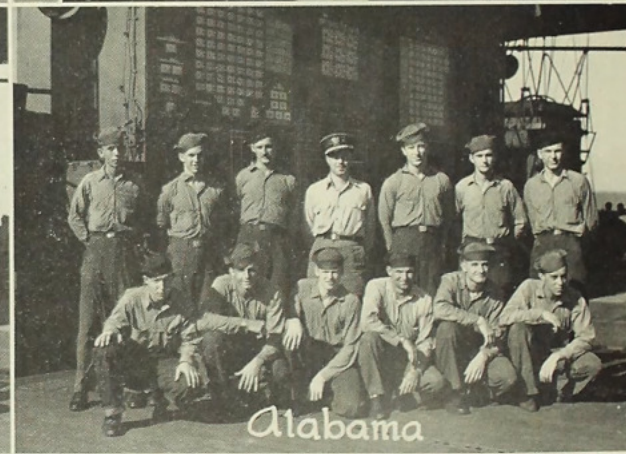
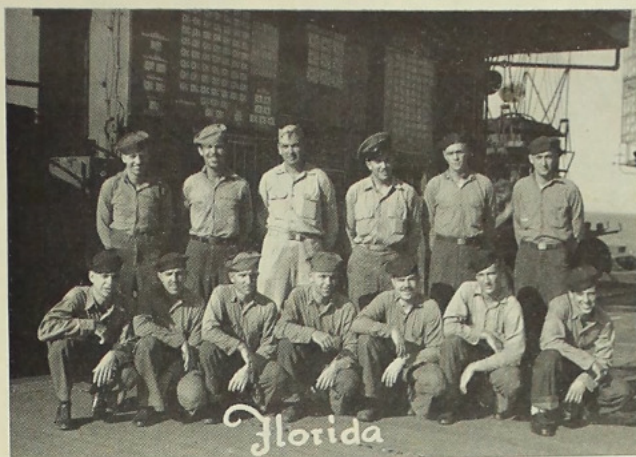
Maine, Vermont and New Hampshire



Conn. and Western Mass.



Boston District





Northern California



Southern California



Oregon



Arizona and New Mexico



Colorado



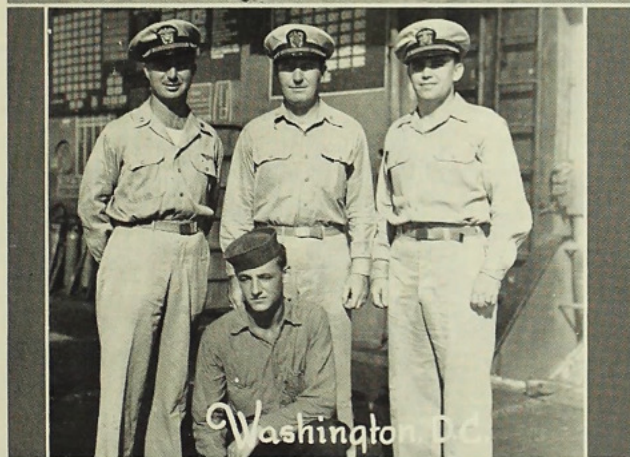
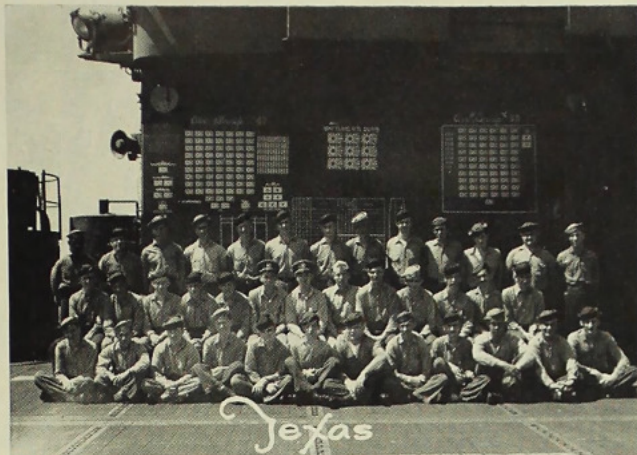
Staten Island



Long Island and Queens, N.Y.C.



Manhattan and Bronx, N.Y.C.





Tennessee



Michigan



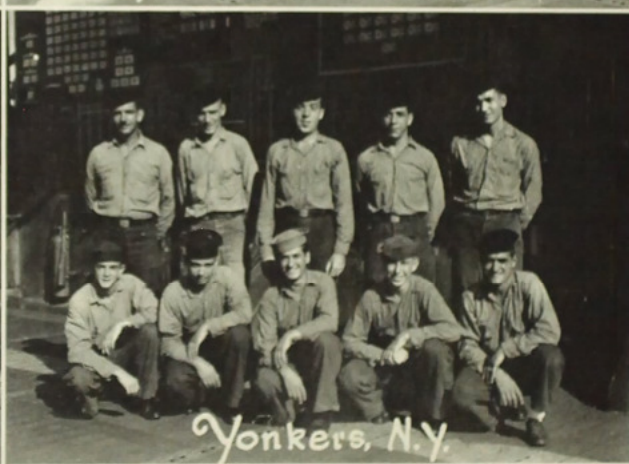
Iowa



Kansas and Western Missouri



Brooklyn, N.Y.



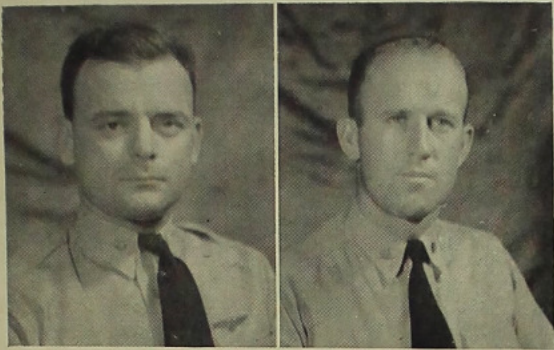
Yonkers, N.Y.



New Jersey



Buffalo and Rochester



EXECUTIVE OFFICER AND AIR OFFICER
Commander F. M. Reeder Commander E. G. Osborn.



SUPPLY
Lt. Comdr. L. B. Clapham, Jr.; Lt. (jg) R. S. Randerson, Jr.; Lt. (jg) F. G. Power; Ens. L. F. Solt; Ens. W. D. Hamm; Ch. Pay Clk. E. E. Payne.



MEDICAL
Comdr. N. K. Bear; Lt. (jg) G. W. Duncan; Lt. (jg) G. T. Williams; Lt. Comdr. H. P. Anderson; Lt. J. J. Weishaar, Jr.



NAVIGATION
Lt. Comdr. C. Kyselka; Lt. Comdr. A. H. Atkinson; Lt. J. Hill; Ens. L. J. Taylor, Jr.



C & R
Lt. Comdr. F. J. Callahan; Lt. H. C. Overgaard; Lt. (jg) J. F. Lawry; Lt. (jg) L. Bonatta; Ch. Carp. S. E. Fleming; Ch. Bosn. V. D. Conn; Carp. R. H. Henkel.



COMMUNICATION
First row, left to right: Lt. Comdr. R. A. Matthew; Lt. J. H. Whittemore; Lt. Comdr. F. C. Lawler; Lt. R. C. Schell; Lt. A. H. Winnail; Lt. (jg) W. S. Pease. Second row, left to right: Lt. (jg) R. E. Briggs; Lt. (jg) G. R. Rinehart; Lt. L. R. McHugh; Lt. W. F. McCarthy, Jr.; Lt. (jg) J. F. Hall; Sh. Clk. H. A. Thompson.



ENGINEERING

First row, left to right: Lt. Comdr. I. Monk; Lt. W. B. Bustard; Lt. D. F. Lahue; Lt. (jg) G. W. Koski, Jr.; Lt. (jg) J. W. Preece; Lt. (jg) O. F. Reese. *Second row, left to right:* Lt. (jg) H. J. Fieselman; Lt. (jg) F. M. Lister; Ens. D. H. L. Brittain; Lt. (jg) G. R. Durr; Ch. Elec. M. C. Anderson; Lt. (jg) R. Clark; Mach. W. E. Gwartney.



GUNNERY

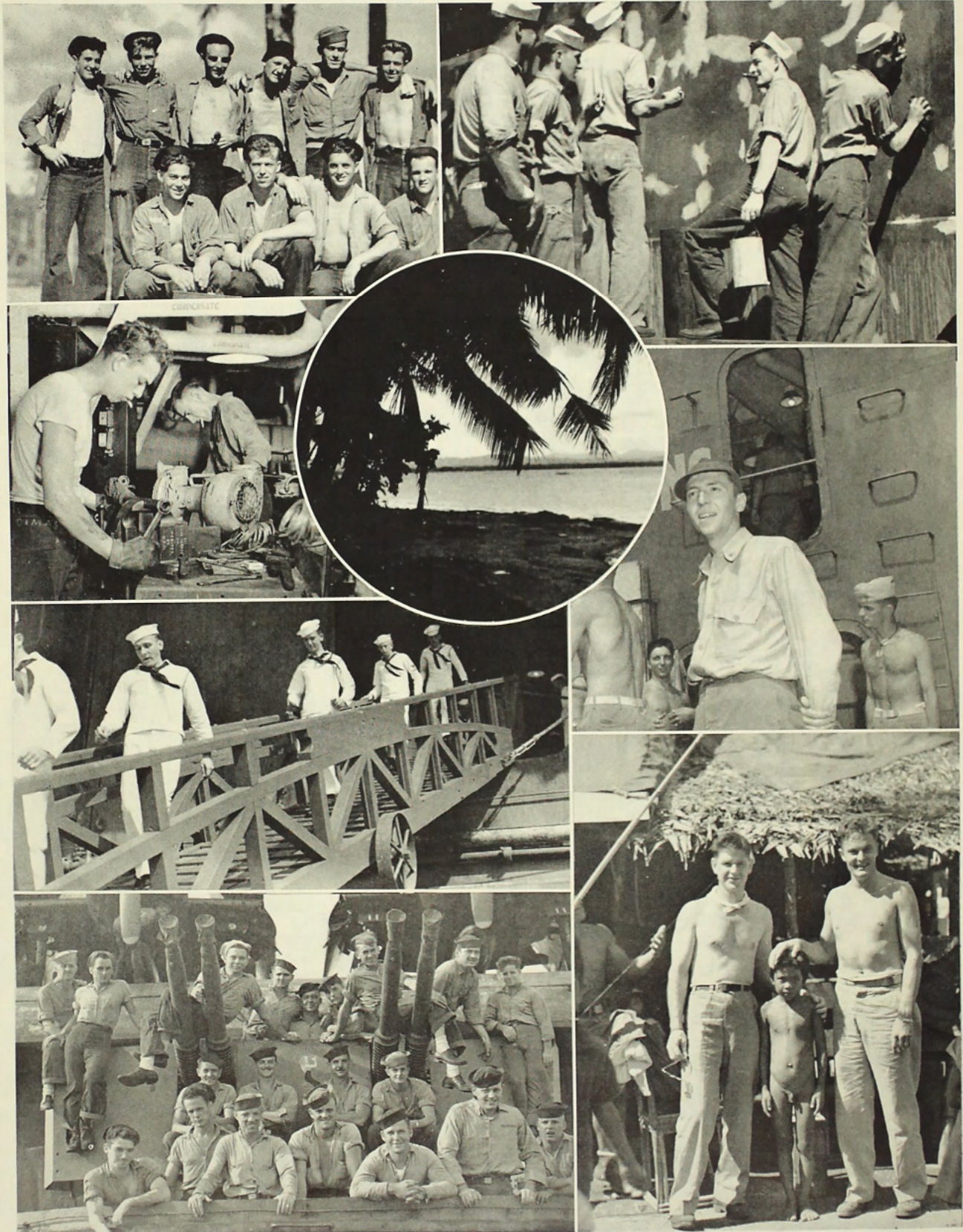
First row, left to right: Lt. R. O. Herman; Lt. M. L. Brett; Lt. R. E. Johnson; Lt. (jg) W. B. Gregg; Lt. R. Lundberg; Lt. L. E. Dyer; Ens. D. J. Salmon; Ens. J. L. Gates; Capt. (USMC) F. R. Wilkinson, Jr. *Second row, left to right:* Lt. (jg) R. J. Tiernan; Lt. (jg) J. G. Condon; Lt. (jg) H. J. Gimpel; Lt. (jg) H. A. Peyton; Lt. (jg) J. E. Lewis; Ens. W. F. Chaires, Jr.; Ch. Torp. M. W. Longmore; Gunner C. E. Davy; 1st Lt. (USMC) H. E. Roser.



AIR

First row, left to right: Lt. Comdr. P. M. Sullivan; Lt. Comdr. C. D. Harvey; Lt. Comdr. H. M. McGaughey, Jr.; Lt. W. D. Lanier, Jr.; Lt. J. R. Ryan; Lt. C. K. Shoys; Ens. M. R. Valine; Ens. C. Davis, Jr.; Ch. Mach. W. M. Bullard; Ch. Gun. J. B. Muckleroy. *Second row, left to right:* Lt. Comdr. L. V. Strub; Lt. R. C. Cherry; Lt. R. Johnson; Lt. M. D. Hightower; Lt. J. R. Ward; Lt. G. F. Alt; Lt. (jg) W. L. Green; Lt. (jg) J. R. Kelsey; Lt. (jg) F. H. Johnson; Lt. (jg) J. D. Brown. *Third row, left to right:* Lt. J. R. Terrall; Lt. T. V. Markle; Lt. M. F. Steele; Lt. H. W. Milke; Lt. (jg) E. T. Richards, Jr.; Lt. O. T. Gaston; Lt. (jg) A. F. List, Jr.; Ens. C. E. Cox; Ch. Bosn. G. I. Barton.

WITH MEMORIES.....



MOST OF THEM GOOD



THE RECORD OF THE BATAAN

List of Target Areas Attacked

HOKKAIDO	Tokorozawa	Gaja Shima
Hakodate	Yachimata	Ie Shima
	Yokosuka	Kakeroma
NORTHERN HONSHU	SOUTHWESTERN HONSHU	Kikai
Hachinohe	Kobe	Minami Daito
Misawa	Kure	Okinawa
Miyako		Okino Daito
Nonai	KYUSHU	Tokuno
Obuchi Hama	Aburatsu	MARIANAS
Ominato	Chiran	Guam
Shiriya Zaki	Kagoshima	Pagan
Tazawa Ko	Kikuchi	Rota
Yokote	Kumamoto	NANPO SHOTO
	Kushira	Chichi Jima
TOKYO BAY	Izumi	Haha Jima
Gotemba	Miyakonojo	Iwo Jima
Hachioji	Usa	Muko Jima
Kisarazu	Waifu	CAROLINES
Konoike	SHIKOKU	Truk
Miyakawa	Post surrender airfield	NEW GUINEA
Mobara	patrol flights.	Sarmi
Naruto	NANSEI SHOTO	Sawar
Nii Jima	Amami O Shima	Wakde
Okitsu		
O Shima		

THE SHIP'S ANTI-AIRCRAFT RECORD

Date (all 1945)	Enemy Planes Fired at	Shot down*	Assists**
19 March	1		
20 March	8	3	3-5
7 April	2		1
11 April	7	2	2-4
16 April	1		1
17 April	2	1	1
14 May	4	3	
	<u>25</u>	<u>9</u>	<u>8 to 12</u>

* Planes splashed primarily by BATAAN's guns.

** Planes shot down by AA from more than one ship; BATAAN believed to have obtained hits contributing to the splash.

AA AMMUNITION EXPENDED IN ACTION AGAINST ENEMY PLANES

Date	40 MM	20 MM
19 March	100	
20 March	5,626	1,200
7 April	672	
11 April	1,102	
16 April	224	
17 April	620	60
14 May	1,982	1,200
Total	<u>10,326</u>	<u>2,460</u>

THE SHIP'S CASUALTIES

Killed in action or died of wounds	10
Wounded in action	60
Total casualties in action (exclusive of air groups)	70

STEAMING STATISTICS

From 17 November '43, the date of commissioning, up to 17 October '45, the Bataan steamed 164,686 miles at an average speed of 17.4 knots, burning 18,218,921 gallons of fuel oil in the process. The ship was underway 65% of the time since commissioning.

DECK LANDINGS

As of 16 October '45, the ship had a total of 14,622 deck landings. Catapult launchings totalled 6,383.

ORIG: DATE: 15/PL
FROM: AUCILLA ACTION: BATAAN
INFO: CTG 58.3

THE COOPERATION WE RECEIVED FROM THE BATAAN DURING FUELING ALWAYS MAKES THE OPERATION A PLEASURE XXX

REPLY: ~~TO THE CAPTAIN'S OFFICE~~ X THANK YOU FOR YOUR MESSAGE
SERVICE 100-223

ORIG: DATE: 7 MAY 1945
FROM: CINCPAC ADV ACTION: FIFTHFLT
INFO:

THE OFFICERS AND MEN OF THE FIFTH FLEET BY THEIR COURAGE FORTITUDE AND GENERAL FIGHTING ABILITIES ARE MAKING PROUD PAGES IN THE HISTORY OF OUR NAVY AND OUR NATION X THE MANNER IN WHICH THEY ARE INFLECTING DAMAGE ON THE ENEMY KEEPING TO SEA FOR PROLONGED PERIODS AND CONTROLLING DAMAGE IS CAUSE FOR GREAT PRIDE AND SATISFACTION X CONGRATULATIONS TO AS SUPERIOR A BODY OF SEAMAN AND FIGHTING MEN AS EVER ENGAGED IN BATTLE XXX

ORIG: DATE: 15 AUG 45
FROM: CINCPAC-POA ACTION: ALPOA #583
INFO:

CINCPAC HAS RECEIVED THE FOLLOWING MESSAGE FROM CINCLANT: HEARTIEST CONGRATULATIONS TO YOU AND THE OFFICERS AND MEN OF YOUR COMMAND ON YOUR DRAMATIC SUCCESSES CULMINATING THIS MEMORABLE DAY IN COMPLETE VICTORY X YOUR OPERATIONS IN THE PACIFIC AGAINST OUR BIGGEST ENEMY WILL BE RECORDED AS THE MOST BRILLIANT IN HISTORY X WE OF THE ATLANTIC SALUTE YOU XXXX

CAPTAIN'S OFFICE

ORIG: DATE: 17 APRIL 1945
FROM: CTG 58.3 ACTION: BATAAN
INFO:

I WILL BE SORRY TO LOSE BATAAN X THE SHIP HAS BEEN QUANTLY HANDED AND TOGETHER WITH HER AIR GROUP HAS RESPONDED WITH STANDINGLY TO EVERY TASK X WELL DONE X GOOD LUCK TO ALL HANDS X SHEMAN

ORIG: DATE: 28 JULY 1945
FROM: CTG 58.3 ACTION: TO 58.3
INFO:

THIS HAS BEEN A TOUGH DAY FOR THE TASK GROUP YET RESULTS HAVE BEEN GOOD X A NUMBER OF PILOTS HAVE BEEN LOST BUT HAVE RESCUED ON THE SIDE PHOTOS SHOW THAT BATTLESHIP HYUGA THAT BASTARDLY SHIP IS DOWN BUTTOM AND THE TONE CRUISER MAY BE AFLOAT BUT IS IN DAMAGED EVER IN WOLWORTH'S BASEMENT X 3 JUGS SAKE THEIR FINAL DIVE X 2 DEMONIAH MEN JUNK X DO LEFT SINKING X 8 SHIPS WERE DAMAGED X ALOFT SHORE FIRES IN OIL TANKS AND POWDER FACTORIES X OUR FIGHTERS KICK INTO SURE HOT RESISTANCE AND SPLASHED 23 OF THE JIPPERS BEST FIGHTERS X AT THE END OF THE DAY OUR CAP SPLASHED A WANDERING TORPEDO PLANE XXX

ORIG: DATE: 19 APRIL 1945
FROM: CTG 58.4 ACTION: TO 58.4
INFO:

FOLLOWING FROM CTG 58 QUOTE YOUR 182307 X GOOD WORK X THAT 10 DIE JAPANESE SUBMARINE THAT WONT SURFACE THIS SIDE OF HELL X EVIDENCE WILL BE CONVINCING TO BOTH JAPANESE AND THE EVALUATION BOARD

ORIG: DATE: 28 MARCH 1945
FROM: CTF 58 ACTION: TF 58
INFO:

TODAY WE IN THIS FORCE HAVE REACHED AND WELL PASSED 1000 ENEMY AIRCRAFT SHOT OUT OF THE AIR BY AIRCRAFT AND SHIPS GUNFIRE SINCE 1 APRIL X THE ENEMY CANNOT TAKE IT AT SUCH A MURDEROUS RATE MUCH LONGER X BE ALERT AND KEEP THEM SPLASHING XXX

PRECEDENCE: ROUTINE
CLASSIFICATION: PLAIN
DATE/TIME: 202130
TOR/TOD: 2226 / 021

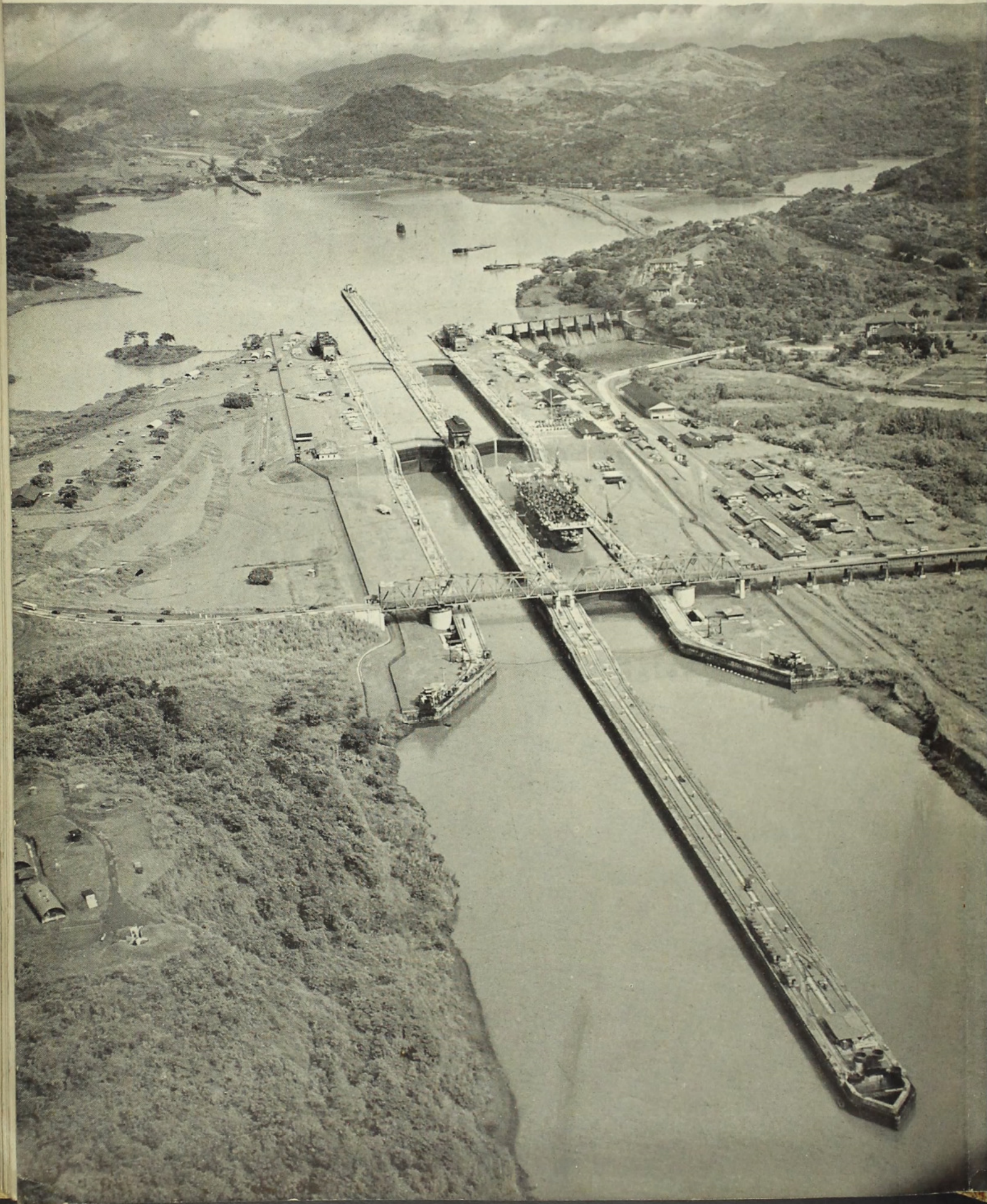
ORIG: DATE: 28 MARCH 1945
FROM: CTG 58.2 ACTION: TO 58.2
INFO:

THE GALLANT AND COURAGEOUS CONDUCT OF TO 58.2 DURING YESTERDAYS ENGAGEMENT WAS BEYOND PRAISE X EVERY OFFICER AND MAN PERFORMED SACRIFICENTLY X WE MOURN OUR HONORED DEAD AND WILL AVENGE THEIR SACRIFICE X WELL DONE

PRECEDENCE: ROUTINE
CLASSIFICATION: PLAIN
DATE/TIME: 202130
TOR/TOD: 2226 / 021

THROUGH THE CANAL AGAIN

"Courtesy of Associated Press—Picture of Week in Life Magazine."



HOME!



ROSTER OF THE MEN WHO SERVED ON THE BATAAN

OFFICERS

Abbott, L. W.	Lt.	Chaires, W. F.	Ens.	Fluitt, C. L.	Lt. (jg)
Adams, D. G., Jr.	Lt.	Cherry, R. C.	Lt.	Folz, F. J.	Lt.
Adams, W. J.	Lt.	Chestney, B. R., Jr.	Ens.	Foss, R. O.	Lt. (jg)
Adkins, W. W.	Lt. (jg)	Christenson, M. H.	Lt. (jg)	Fox, F. A.	Lt. (jg)
Alt, G. F.	Lt.	Clancy, A. H., Jr.	Lt. Cdr.	Francis, F. F.	Lt. (jg)
Ambrogi, J. N., Jr.	Lt. (jg)	Clapham, L. B., Jr.	Lt. Cdr.	Fraser, R. S.	Ens.
Anderson, H. P.	Lt. Cdr.	Clark, R.	Lt. (jg)	Frasure, H. R.	Lt.
Anderson, M. C.	Chief Elect.	Claxton, C. S.	Ens.	Fuller, C. N.	Lt. (jg)
Andrecht, L. V.	Ens.	Cochran, W. D.	Lt. (jg)	Fuller, L. F.	Ens.
Ashton, R. W.	Lt.	Coffey, C. C., Jr.	Ens.	Gammage, T. M.	Lt.
Atkinson, A. H.	Lt. Cdr.	Cole, H. G.	Lt. (jg)	Gardner, C. H.	Lt.
Austin, D. P.	Lt. (jg)	Cole, J. W.	Ens.	Gaston, O. T.	Lt. (jg)
Avery, G. E.	Lt. (jg)	Collins, W.	Lt. (jg)	Gates, J. L.	Ens.
Aylsworth, S. I.	Lt. (jg)	Collins, W. N.	Lt.	Gibson, J. A.	Lt.
Azbell, H. J.	Ens.	Condon, J. G.	Lt. (jg)	Gilbert, W. C.	Capt.
Ballou, R. B.	Lt.	Conn, V. D.	Bosn.	Gillogly, B. B.	Lt. Cdr.
Banks, H. E.	Ens.	Connors, H. J.	Lt. (jg)	Gimpel, H. J.	Lt.
Barackman, B. M.	Lt.	Coots, H. D.	Mach.	Goodhue, A. H.	Comdr.
Barnett, W. R.	Lt.	Cox, C. E.	Ens.	Goodson, N.	Lt. (jg)
Bartlett, L. E.	Lt. (jg)	Crysler, J. B.	Lt. (jg)	Goodwin, F. E.	Lt. (jg)
Bartlett, R. D.	Lt.	Curry, L. L.	Ens.	Graham, R. L.	Ens.
Bartlett, W. C.	Lt. (jg)	Davies, F. T.	Bosn.	Gray, G. D.	Lt. (jg)
Barton, G. I.	Chief Bosn.	Davies, J. T.	Lt.	Gray, P.	Ens.
Barton, W. G.	Lt. Cdr.	Davis, C., Jr.	Ens.	Green, W. L.	Lt. (jg)
Bear, M. K.	Comdr.	Davy, C. E.	Gunner	Greene, A.	2nd Lt.
Beard, C. S.	Lt. (jg)	Deam, W. A.	Capt.	Greene, G. S., Jr.	Lt. (jg)
Beasley, W. B.	Lt.	Deam, W. A.	Capt.	Gregg, W. B.	Lt.
Begin, D. R.	Lt.	Dean, R. A.	Lt. (jg)	Grosh, W. R.	Lt. (jg)
Bennett, A. L.	Carp.	DeBell, J. A.	Ens.	Gundert, L. A.	Lt.
Berry, A. D.	Lt. Cdr.	Dennes, R. I., Jr.	Lt. (jg)	Gwartney, W. E.	Mach.
Bird, J. M.	Lt. (jg)	Dennis, J. C.	Ens.	Haddock, G. H.	Lt. (jg)
Bliss, G. L.	Lt.	Dodt, D. H.	Lt.	Hall, A. H.	Lt. (jg)
Bogertman, R. M.	Lt.	Doggett, W. R.	Lt. (jg)	Hall, J. F.	Lt. (jg)
Bonatta, L.	Lt. (jg)	Domingos, L. P.	Lt. (jg)	Hamby, E. O.	Lt.
Bosee, R. A.	Lt. Cdr.	Doty, S. E.	Lt.	Hambleton, T. E.	Lt.
Box, J.	Ens.	Douglas, B. T.	Lt.	Hamm, W. D.	Ens.
Brett, M. L.	Lt.	Dragoo, H. W.	Lt. (jg)	Hampton, A. B.	Lt. (jg)
Bricknell, C. A.	Lt. (jg)	Duncan, G. W.	Lt. (jg)	Hanson, H. G.	Lt. (jg)
Bridewell, F. G.	Comdr.	Dunstan, J.	Ens.	Hanson, R.	Lt. Cdr.
Briggs, R. E.	Lt. (jg)	Durban, C. R.	Ens.	Hart, F. E., Jr.	Lt. (jg)
Brittain, D. H. L.	Ens.	Durr, G. R.	Lt. (jg)	Hatchell, E. G.	Lt. (jg)
Brown, C. H.	Ens.	Duvall, B. A., Jr.	Lt. (jg)	Harvey, C. D.	Lt. Cdr.
Brown, G. V.	Lt.	Dyer, L. E.	Lt.	Hawley, N. D.	Ens.
Brown, J. D.	Lt. (jg)	Eidson, R. T.	Torp.	Hayes, J. A.	Lt. (jg)
Brown, L. O.	Lt. (jg)	Elcock, W. B.	Lt.	Hazelhurst, D. L.	Lt.
Burden, H. A.	Mach.	Elder, W. H.	Ens.	Healey, R. A.	Lt.
Bullard, W. N.	Chief Mach.	Ellis, G. W.	Ens.	Heath, J. P.	Capt.
Burger, D. B.	Lt. (jg)	Elzinga, H. F.	Lt.	Heming, H. M.	Comdr.
Burgess, C. A.	Gunner	Engdahl, T. R.	Ens.	Henkel, R. H.	Carp.
Burke, G. J.	Ship's Clk.	Ethridge, W.	Comdr.	Henley, T. F.	Ens.
Bursik, V. D.	Lt.	Everett, C. D.	Mach.	Henwood, W. C.	Lt. (jg)
Bustard, W. B.	Lt.	Ezell, J. D.	Ens.	Herman, R. O.	Lt.
Butow, E. E.	Lt. Cdr.	Fanning, C. E.	Lt.	Hester, T. S.	Lt. (jg)
Callahan, F. J.	Lt. Cdr.	Fantozzi, A. P.	Ship's Clk.	Hibbard, S. P.	Lt.
Calton, O. B.	Lt.	Fash, R. P.	Lt. (jg)	Hibbetts, J. S., Jr.	Ens.
Carey, W. R.	Lt. (jg)	Ferbert, D. W.	Lt. (jg)	Hickey, L. F.	Lt.
Carpenter, J. J.	Lt. (jg)	Fieselmann, H. J.	Lt. (jg)	Hightower, M. D.	Lt.
Carr, E. F., Jr.	Comdr.	Fisher, W. D.	Lt.	Hill, A. G.	Lt.
Case, E. A.	Lt. (jg)	Fitch, E. M., Jr.	Ens.	Hill, J.	Lt.
Case, E. H.	Ens.	Fite, J. J.	Ens.	Hinn, C. M.	Lt.
Cason, A. C., Jr.	Lt.	Flanagan, S. T.	Ens.	Hogan, J. J.	Lt. (jg)
Cavendar, J. L.	Lt.	Fleming, S. E.	Chief Carp.	Holden, M. F.	Lt.

Holladay, S. M., Jr.	Lt.	Marvaso, J.	Lt. (jg)	Pruitt, W. R.	Lt. (jg)
Holland, G. E. A.	Lt.	Matter, A. R.	Comdr.	Raison, F. C.	Ens.
Horne, C. W.	Lt. (jg)	Matthew, R. A.	Lt. Cdr.	Randerson, R. S.	Lt. (jg)
House, H. A.	Comdr.	Mayhew, M. A.	Lt. (jg)	Ranson, A. C.	Lt.
Huber, T. R.	Capt.	Mazza, H. R.	Lt. Cdr.	Rankin, J. R.	Lt.
Huff, R. H.	Lt.	McAleenan, C. C.	Lt.	Reeder, F. M.	Comdr.
Hunter, P. S.	Lt. Cdr.	McCann, H. W.	Lt. (jg)	Reese, O. F.	Lt. (jg)
Hutton, J. W.	Ens.	McCarthy, W. F., Jr.	Lt.	Rehm, D. R., Jr.	Lt. (jg)
Iglesias, E.	Lt. (jg)	McCormick, W. A.	Lt. (jg)	Rinehart, S. L.	Lt. Cdr.
Innes, K. F.	Lt.	McCormick, V. F.	Lt. Cdr.	Rinehart, W. C.	Lt.
Irwin, W. Y.	Lt. (jg)	McCurry, C. B.	Lt.	Rinehart, G. R.	Lt. (jg)
Jamouzian, S.	Lt. (jg)	McGauhey, H. M., Jr.	Lt.	Replogle, M. C.	Lt.
Johnson, B. B.	Lt. (jg)	McGuinnis, J. J.	Lt.	Richards, E. T.	Lt. (jg)
Johnson, F. H.	Lt. (jg)	McHugh, L. R.	Lt.	Richards, K. G.	Lt. (jg)
Johnson, C. H.	Lt. (jg)	McMillan, D. A.	Ens.	Rink, V. B.	Lt. (jg)
Johnson, K. A.	Lt. (jg)	McSweeney, E.	Lt. (jg)	Roberts, H. D.	Ens.
Johnson, R.	Lt.	McQuady, K. B.	Ens.	Rogers, C. W.	Lt. (jg)
Johnson, H. M.	Mach.	Metcalf, J.	Lt.	Roney, H. B.	Lt.
Johnson, R. E.	Lt.	Millbourn, R. W.	Lt. (jg)	Roser, H. E.	1st Lt.
Kelsey, J. R.	Lt. (jg)	Milburn, C. F.	Ens.	Royster, T. R.	Lt. (jg)
Kendrick, J. M.	Lt. (jg)	Middleton, J.	Lt. (jg)	Rouzee, G. M.	Comdr.
Kitzinger, B. R.	Lt. (jg)	Mikronis, C. E.	Lt.	Ryan, J. R.	Lt. Cdr.
King, H. F.	Pharm.	Milke, H. W.	Lt.	Rymal, G. R.	Lt. (jg)
Kippen, A.	Ens.	Miller, C. G.	Lt. (jg)	Ruda, H. C.	Ens.
Kline, G. E., Jr.	Lt. Cdr.	Miller, K. A.	Ens.	Salmon, D. J.	Ens.
Knop, H. C.	Ens.	Mills, J. W.	Lt.	Schaeffer, V. H.	Capt.
Koch, J. L.	Lt. (jg)	Minton, J. W.	Lt. (jg)	Schaub, N. L.	Lt. (jg)
Koski, G. W., Jr.	Lt. (jg)	Mitchell, W. C.	Lt. (jg)	Schell, R. L.	Lt.
Kruger, H. H.	Lt.	Monk, I.	Lt. Cdr.	Schmidt, J.	Lt. (jg)
Krug, C. T.	Lt. (jg)	Montgomery, R.	Rdo. Elect.	Schroeder, W. R.	Lt.
Kyselka, C.	Lt. Cdr.	Moore, E. R.	Lt.	Schlosser, R. J.	Lt.
Laake, W. E.	Lt.	Morey, R. W.	Rdo. Elect.	Schultz, J. E.	Ens.
LaCava, J. J.	Ens.	Muckleroy, J. B.	Chief Gunner	Seckinger, N. V.	Ens.
Lahue, D. F.	Lt.	Mullins, G. B.	Ship's Clk.	Seidman, P. K.	Lt.
Laird, H. C., Jr.	Lt. Cdr.	Murphy, C. M.	Lt.	Senter, V. E.	Lt.
Lammers, H. E.	Lt. (jg)	Murphy, J. W.	Lt. (jg)	Sermos, V. N.	Lt.
Lamborn, W. D.	Ens.	Nelson, H. L.	Lt. (jg)	Sexton, J. J., Jr.	Lt.
Lancaster, H. D.	Lt. (jg)	Newman, M. S.	Ens.	Sharp, A. E., Jr.	Lt. Cdr.
Lanier, W. D.	Lt.	Nolf, J. S.	Lt. (jg)	Sheaffer, R. P.	Lt.
Lawler, F. C.	Lt. Cdr.	Norrie, J. K.	Ens.	Shealey, J. A.	Lt. (jg)
Lawry, J. F.	Lt. (jg)	Novak, F. D.	Lt. (jg)	Short, W. B., Jr.	Comdr.
Leacock, W. R.	Lt. (jg)	O'Keefe, T. D.	Lt.	Shoys, C. K.	Lt. Cdr.
Lemmon, R. S.	Lt. Cdr.	Oksala, R. H.	Lt. Cdr.	Schunk, W.	Lt. Cdr.
Lester, I. E.	Lt.	Olson, G. E.	Ens.	Simmons, E. D.	Lt.
Leasure, R. L.	Major	Orewiler, E. C.	Lt. (jg)	Simon, H. F.	Lt. (jg)
Lewis, J. E.	Lt. (jg)	O'Rourke, V. P.	Lt. (jg)	Sisley, J. F.	Lt.
Lindsay, A. W.	Lt.	Osborn, E. G.	Comdr.	Sitek, A. S.	Ens.
Lindvall, J. H.	Lt.	Overgaard, H. C.	Lt.	Smith, C. T.	Lt. Cdr.
List, A. F.	Lt. (jg)	Palmatier, H. C.	Ens.	Smith, F. V., Jr.	Lt. (jg)
Lister, F. M.	Lt. (jg)	Parr, H. F.	Lt.	Smith, R. W.	Lt. (jg)
Livingston, J. H.	Lt.	Parrott, W. G., Jr.	Lt. (jg)	Smith, P. L.	Lt. (jg)
Lobato, E. J.	Lt.	Patton, T. A.	Lt.	Smyth, J.	Lt. (jg)
Logan, D. F.	Lt. Cdr.	Payne, E. E.	Chief Pay Clk.	Smolsky, C.	Lt. (jg)
Lohmann, I. W.	Lt. (jg)	Peabody, L. W.	Elect.	Smythe, R. A.	Lt.
Longmore, M. W.	Ens.	Pease, W. S.	Lt. (jg)	Snethen, C. E.	Lt. (jg)
Loomis, D. C.	Ens.	Peters, C. H.	Lt. Cdr.	Snipes, R. J.	Lt. (jg)
Loring, K. A.	Ens.	Peyton, H. A.	Lt. (jg)	Sprangle, V. J.	Ens.
Lawson, F. M.	Lt. (jg)	Pfeiffer, K. A.	Lt. (jg)	Solt, L. F.	Lt. (jg)
Lundberg, R.	Lt.	Phares, H. A.	Lt. (jg)	Steele, M. F.	Lt.
Mack, L. L.	Ens.	Pitz, M. T.	Ens.	Stanton, W. E.	Ens.
MacCollister, R. B.	Lt. (jg)	Podsednik, R. L.	Lt.	Stephansky, R.	Lt. (jg)
MacDonald, E. K.	Lt. (jg)	Poepper, J. R.	Lt. (jg)	Stetson, D. M.	Lt.
MacKinnon, N. A.	Lt. Cdr.	Pollard, R. T.	Lt. (jg)	Stoner, W. A.	Lt.
Mallow, H. M.	Mach.	Pompeo, G. C.	Lt. (jg)	Strange, J. C.	Lt. Cdr.
Mangelsdorf, E. F.	Lt.	Power, F. P.	Lt. (jg)	Strub, L. V.	Lt. Cdr.
Mannix, F. P.	Ens.	Potwin, A. S.	Lt.	Stokes, W. L.	Ens.
Markle, T. V.	Lt.	Poulson, O.	Lt. (jg)	Sullivan, P. M.	Lt. Cdr.
Marks, M. O.	Lt.	Praete, E.	Lt. (jg)	Sullivan, J. J.	Ens.
Marvin, J. A.	Ens.	Preece, J. W.	Lt. (jg)	Swanson, L. V.	Lt. Cdr.
Maruca, J. P.	Mach.	Pressley, H.	Gunner	Sweeney, W. L., Jr.	Ens.

Swisher, O. L. Lt. (jg)	Veach, R. H., Jr. Lt. (jg)	Wilde, N. W. Lt. (jg)
Sykora, R., Jr. Lt. (jg)	Vieock, T. I., Jr. Lt. (jg)	Willard, A. Mach.
Szedciewski, R. A. Lt.	VonAuw, A. Lt.	Williams, G. M. Lt. (jg)
Talbot, R. I. Lt.	Wagner, D. F. Lt. (jg)	Williams, G. T. Lt. (jg)
Talman, C. E., Jr. Lt.	Wagner, D. A. Ens.	Williams, G. T. Lt. (jg)
Tarleton, E. R. Lt.	Ward, J. R. Lt.	Williams, J. R. Lt. (jg)
Taylor, R. A. Lt.	Wallace, R. M. Lt. (jg)	Williams, W. E. Ens.
Taylor, L. J., Jr. Ens.	Wallis, K. L. Ens.	Williams, W. P. Lt. (jg)
Terrall, J. R. Lt.	Watkins, I. W. Lt.	Williams, W. T. Ens.
Thomas, J. W. Comdr.	Watson, J. N., Jr. Ens.	Williams, W. T. Lt.
Thomas, P. C., Jr. Lt.	Wayne, C. Comdr.	Wilson, B. W. Mach.
Thompson, H. A., Ship's Clk.	Wear, S. F. Lt.	Wilson, R. I. Lt.
Tiernan, R. J. Lt.	Weisharr, J. J., Jr. Lt.	Winnail, A. H. Lt.
Tillay, R. R. Lt. (jg)	Welp, R. R. Ens.	Wise, W. J. Lt.
Todd, V. Lt.	Westbrook, R. L., III Lt. (jg)	Wixon, R. C. Lt. (jg)
Tovrov, O. Lt.	Wheeler, K. E. Lt. (jg)	Wolfe, H. E. Ens.
Trigg, L. H., Jr. Lt. (jg)	White, W. F., Jr. Lt.	Wood, C. H., Jr. Lt.
Trum, H. J. Lt. Cdr.	White, R. J., Ens.	Wright, J. W., Jr. Lt.
Turkington, M. J., Lt. (jg)	Whitchurch, G. M. Lt. Cdr.	Wright, R. C. Lt. (jg)
Tushener, D. J. Lt.	Whitcher, S. E. Lt. (jg)	Yancy, W. A. Lt. (jg)
Ulrickson, R. W. Lt. (jg)	Whittlemore, J. H. Lt.	Zdanowski, W. J. Bosn.
Valine, M. R. Ens.	Wilkinson, F. R., Jr. Capt.	Ziarko, M. J. Lt. (jg)

USMC

THE CREW

<p style="text-align: center;">—A—</p> <p>Abbott, C. C.</p> <p>Abel, A.</p> <p>Abidin, R. J.</p> <p>Abrams, M.</p> <p>Acciacca, W. L.</p> <p>Adams, A. O.</p> <p>Adams, J. C.</p> <p>Adams, G. W.</p> <p>Adams, P. E.</p> <p>Adamson, J. E.</p> <p>Addams, W. E.</p> <p>Akins, J., Jr.</p> <p>Albert, H. L.</p> <p>Alexander, B.</p> <p>Allard, J. J.</p> <p>Allen, H. G.</p> <p>Allen, D. E.</p> <p>Allison, V. O.</p> <p>Allred, O. D.</p> <p>Alston, C.</p> <p>Alvarez, A.</p> <p>Alvarnez, A.</p> <p>Alonso, R. J.</p> <p>Amundsen, E. A.</p> <p>Anderson, D.</p> <p>Anderson, E.</p> <p>Anderson, G. W.</p> <p>Anderson, H. G.</p> <p>Anderson, R. J.</p> <p>Anderson, R. L.</p> <p>Andrews, H.</p> <p>Andrews, H. E.</p> <p>Andrews, P. A.</p> <p>Andrews, S. E.</p> <p>Ankiewicz, J. P.</p> <p>Angelo, P. L.</p> <p>Antosh, J. P.</p> <p>Aranda, S.</p> <p>Arberry, S. (n)</p> <p>Archer, J. R.</p> <p>Armer, R. H.</p>	<p>Armstrong, H. P.</p> <p>Armstrong, W. S.</p> <p>Arnold, C. W.</p> <p>Arnold, N. L.</p> <p>Arnold, R. E., Jr.</p> <p>Arnold, W. J.</p> <p>Arrasmith, R. C.</p> <p>Arsenault, R. F.</p> <p>Arterburn, K. L.</p> <p>Ashton, R. K., Jr.</p> <p>Atcheson, R. E.</p> <p>Atkins, M. E.</p> <p>Atkinson, A. E., Jr.</p> <p>Atkinson, E. L.</p> <p>Atkinson, W. T.</p> <p>Aton, J. H.</p> <p>Auger, G. T.</p> <p>Augustine, T. F.</p> <p>Aycock, I.</p> <p>Ayers, L. D.</p> <p style="text-align: center;">—B—</p> <p>Baca, A.</p> <p>Badalian, J.</p> <p>Badame, G. J.</p> <p>Bagley, V.</p> <p>Bailey, C. E.</p> <p>Bailey, R. K.</p> <p>Baker, D. L.</p> <p>Baker, J. B.</p> <p>Baker, N. W.</p> <p>Baldanza, L.</p> <p>Baldwin, F. D.</p> <p>Baldwin, J. E.</p> <p>Ball, J. R.</p> <p>Banas, G. J.</p> <p>Banks, H. E.</p> <p>Barker, T. H.</p> <p>Barkume, R. E.</p> <p>Barlow, W. H.</p> <p>Barnes, H. L.</p> <p>Barozzi, L.</p>	<p>Barsotti, G.</p> <p>Barthel, W. E.</p> <p>Barthlett, R.</p> <p>Bartl, F. D.</p> <p>Bartles, E. L.</p> <p>Bartlett, A. M.</p> <p>Baskin, W. V.</p> <p>Batchelder, D. T.</p> <p>Bateman, R. A.</p> <p>Batey, O. M.</p> <p>Batmon, "J" "L"</p> <p>Batstone, W. R.</p> <p>Battaglia, J. V.</p> <p>Battereall, L. H.</p> <p>Battrell, R. J.</p> <p>Bauer, H. G.</p> <p>Bayley, E. N.</p> <p>Bearden, J. C.</p> <p>Bearden, V. H.</p> <p>Beatty, L. B.</p> <p>Beatty, R. R.</p> <p>Beauchesne, R. J.</p> <p>Beaudreau, F.</p> <p>Beavers, R.</p> <p>Beckworth, J. N.</p> <p>Begley, C. M.</p> <p>Begley, J. P.</p> <p>Behnke, O. E.</p> <p>Behrend, M. L.</p> <p>Behrens, J. C.</p> <p>Belcher, J. E.</p> <p>Belcher, M. S.</p> <p>Belden, R. P.</p> <p>Belk, O. L.</p> <p>Bell, E. L.</p> <p>Bell, L. W.</p> <p>Bell, R. L.</p> <p>Bell, R. W.</p> <p>Belt, A. W., III</p> <p>Borgen, R. I.</p> <p>Bottoms, R. M.</p> <p>Bove, A.</p>	<p>Bower, R. I.</p> <p>Bowler, M. M.</p> <p>Boyd, G. R.</p> <p>Boylan, S. W.</p> <p>Boyle, H. A.</p> <p>Boyer, R. R.</p> <p>Brackett, W. A.</p> <p>Bradbury, R. C.</p> <p>Bradish, W. T.</p> <p>Bradley, F. J.</p> <p>Bradley, J. S.</p> <p>Bradshaw, J. C.</p> <p>Brady, D. G.</p> <p>Brady, E. J.</p> <p>Brady, W. J.</p> <p>Bramlette, L. R.</p> <p>Branley, W.</p> <p>Brassell, J. E.</p> <p>Brateman, I. M.</p> <p>Brathwaite, R. G.</p> <p>Brealing, S.</p> <p>Brett, H. T.</p> <p>Brewer, L. H.</p> <p>Brewer, R. M.</p> <p>Brewer, W. L.</p> <p>Bridewell, J. G.</p> <p>Briggs, L. R.</p> <p>Briley, W. C.</p> <p>Briner, J. J.</p> <p>Bringle, L. E.</p> <p>Brinkman, R. H.</p> <p>Brinks, H. E.</p> <p>Brock, R. A.</p> <p>Brockman, T. M.</p> <p>Brockerick, J. V.</p> <p>Brooks, B. W.</p> <p>Brooks, G. C.</p> <p>Brooks, J. F.</p> <p>Brophy, J. A.</p> <p>Broughton, S. E.</p> <p>Brown, B.</p> <p>Brown, J.</p>
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Brown, J. B.
Brown, J. S.
Brown, K. E.
Brown, R. A.
Brown, R. J.
Brown, R. L.
Brown, R. M.
Brown, T.
Brown, V.
Brown, W. E.
Browne, A. B.
Browne, L. A.
Browning, W. R.
Brozyniak, J. E.
Brummett, J. R.
Brust, M.
Bryan, J. B.
Bryan, R. E.
Bryant, R. D.
Buchanan, J. C.
Buck, G. P.
Buckhammer, H.
Buerger, R. N.
Buffalo, A. T.
Buffington, A. W.
Buford, R. W.
Burden, H. A.
Burgan, D. D.
Burgasano, A.
Burger, W. L.
Burgher, B. F.
Burke, J. J.
Burke, L.
Burnette, M. L.
Burnette, R. D.
Burr, A. M.
Burrer, R. J.
Burt, E. G.
Bush, C. B.
Butera, R.
Butry, F. R., Jr.
Bynum, C. B.

—C—

Cabral, L. O.
Cade, H., Jr.
Cage, D. W.
Cagle, W. B.
Cain, F. H.
Cahajla, P.
Caka, F. J.
Calam, T. H.
Calder, J. H.
Calhoun, S. R.
Callahan, J. H.
Callery, W. E.
Calvert, R. J.
Camacho, T.
Cameron, M. A.
Campbell, W.
Canary, D. M.
Candler, F. E.
Canup, H. M.
Capan, R. H.
Cargile, L. W. A.
Carmody, J. F.
Carpenter, D. R.
Carpenter, H. C.
Carpenter, J. E.
Carothers, S.

Carr, J.
Carroll, B.
Carruth, M.
Carter, H. A.
Carter, J. B.
Carter, L. L.
Carter, M. E.
Carter, W. G.
Cartmill, C. A.
Casas, J. K.
Case, B. K.
Cason, F. M.
Cassill, H. E.
Castro, J. S.
Cattell, W. D.
Cauthon, J. S.
Cavner, W. R.
Cawley, G. P.
Cero, L. S.
Chadwick, D. B.
Chadwick, H. B.
Chambers, J. W.
Chamberlin, S. M.
Chambliss, L. G.
Chapman, F. J.
Chapman, G. C.
Chapman, G. P.
Charcut, E. P.
Cheeck, J. J.
Cheri, G. J.
Chickering, L. M.
Chiellon, H. J.
Childs, J. S.
Child, W. F.
Childers, O. K.
Chippis, A. J.
Chitwood, J. E.
Christiansen, A. C.
Chromey, H.
Chulax, J. P.
Claborn, E. L.
Clark, E. D.
Clark, E. W.
Clark, J. E.
Clark, L. W.
Clark, R. L.
Clark, V. J.
Clark, W. W.
Clarke, P. M.
Clawson, H. L.
Clemons, R. D.
Cline, H. C.
Clopper, R. L.
Cloud, L. W.
Cluff, D. L.
Cobb, C. L.
Cocking, J. A.
Coelho, W. J.
Coff, B. A.
Cohen, D. I.
Cohen, L.
Colbert, J. F.
Colbert, N. P.
Cole, R. H.
Coley, E.
Collins, F. G.
Collins, J. M.
Collins, R. P.
Colvin, R. B.
Connell, R. A.

Conroy, R. J.
Cook, G. O.
Cooke, G. R.
Coody, J. T.
Coon, H. B.
Conyers, R. R.
Cooper, C. H.
Cooper, E. B.
Cooper, E. F.
Cooper, G. P.
Cooper, J. M.
Cooper, S. A.
Cornett, E. D.
Corley, K. W.
Cory, A. E.
Cosgrove, T. F.
Costner, G. C.
Cotton, R.
Cottrell, D. D.
Cox, C. G.
Cox, J. R.
Coulter, D. M.
Cox, A. H.
Craig, G. C.
Craig, J. F.
Crane, H. H.
Cravello, M. W.
Crawford, F. D.
Cress, A. J.
Croghan, L. O.
Crono, J. A.
Crooker, E. T.
Cross, A.
Croy, M. E.
Cruz, D.
Cukovich, E. G.
Culbertson, H. H.
Cullivan, W. H.
Cullman, D. L.
Culver, R. "K"
Cummings, H. C.
Cumpston, R. N.
Curtis, J. P.
Curry, C. B.
Curry, L. L.
Cusson, W. L.

—D—

Dahl, W. L.
Dahms, J. H.
Dailey, C. R.
Daly, R.
Dalton, J. W.
Daniel, C. A.
Daniels, C. T.
Daniels, E. P.
Davidonis, C. G.
Davidson, C. C.
Davis, B. T.
Davis, G. S.
Davis, J. H.
Davis, O. A.
Davis, W. E.
Dea, L.
Dean, H. L.
Dean, J. H.
De Bartolo, M. J.
Decker, E. C.
Deguise, L. A.
Dehardt, W. D.

Dembinski, R. A.
Dement, B. F.
Demery, F. P.
Denby, "E" "D"
Denney, G. E.
Dennis, J.
Dennison, B. C.
De Dalvo, L. A.
Desanko, J.
De Siderio, S.
Desjadon, J. F.
Dessi, L.
Deutscher, M. F.
Devolt, E. A.
Deweese, P. D.
Dickerson, C. E.
Dickinson, J. W.
Diederiks, E. G.
Difiglia, C.
Dien, N.
Dillon, R.
Dillman, O. A.
Dills, J. C.
Dimas, G. J.
Dingman, L. D.
Dinnat, R. M.
Di Pasquaie, F. A.
Di Robbio, B.
Disher, J. G.
Dixon, W. A.
Dixon, L. B.
Dobbins, R. C.
Doca, D.
Dodd, L. M.
Dodge, E. P.
Dodge, W. C.
Dodsworth, W. J.
Doherty, E. A.
Domanick, J.
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Donnelly, E. J.
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Doppes, J. P.
Doran, B. M.
Dorriety, A. R.
Dougherty, G. E.
Douglas, E. M.
Dowd, J.
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Downey, D. A.
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Dowridge, L. H.
Doyle, C. J.
Doyle, E. F.
Drake, W. K.
Duckett, L. A.
Duffy, E. J.
Duggy, O. L.
Duggan, W. M.
Dukes, J. E.
Duncan, J. H.
Dunphy, J. E.
Dye, B. A.
Dye, R. I.

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Eads, P.
Earle, C. E.
Eaton, W.
Eberlein, R. H.

Eddy, K. L.
 Ederington, R. F.
 Edgar, W. J.
 Edwards, G. E.
 Eggelston, C. N.
 Elder, W. E.
 Ellis, A. E.
 Elman, J. H.
 Elmeir, J. F.
 Emmets, J. W.
 Endreson, V. L.
 Ennor, E. W., Jr.
 Erb, L. F.
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 Erickson, S. L.
 Esco, M. R.
 Espeland, G.
 Eudy, S. L.
 Evans, C.
 Evar, R. M.

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Fales, J. A.
 Falconi, L. (n)
 Farmer, E. L.
 Farr, D. C.
 Farran, E. M.
 Farrington, R. F.
 Faulkner, Jr., C. H.
 Favrewo, E. A.
 Fedak, M. A.
 Feimster, R. E.
 Feldbauer, R. J.
 Ferber, K. M.
 Ferguson, H. J.
 Ferrara, J. A.
 Ferrevia, G. M.
 Ferree, S. H.
 Ferrell, H. P.
 Fetzters, H. E.
 Fickett, J. D.
 Field, S. (n)
 Fields, R. H.
 Filipazzo, R.
 Fincher, O. L.
 Finerfrock, H. J.
 Finger, W. W.
 Fink, K. W.
 Finnerty, L. J.
 Finney, C. E.
 Fischer, A. R.
 Fiser, L. K.
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 Fisher, P. A.
 Fishman, S. (n)
 Fitzgerald, W. J.
 Fitzmeyer, R. L.
 Fitzpatrick, W. L.
 Flanagan, C. G.
 Flanagan, R. E.
 Floyd, E. J.
 Fogarty, R. D.
 Foley, M. T.
 Fontaine, R. E.
 Fontana, J. L.
 Foote, J. R.
 Ford, O. D.
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Forshee, D. J.
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 Fortney, M. E.
 Fossum, W. L.
 Foster, A. S.
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 Francois, N. R.
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 Frazer, C. E.
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 Fugate, B. I.
 Furstenburg, H. T.
 Furtak, R. B.
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 Fyffe, E.

—G—

Gazer, R. S.
 Gaetske, W. H.
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 Gallagher, J. P.
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 Galten, R. F.
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 Gannon, J. D.
 Gardner, C. B.
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 Garrett, J. E.
 Gaskill, P. N.
 Gaudet, P. J.
 Gaughan, J. F.
 Gazdothko, A. (n)
 Geider, S. K.
 Geissler, R. T.
 Gemmel, W.
 George, A. G.
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 Genske, G. H.
 Geremes, J. (n)
 Gierlich, A. H.
 Gill, G. H.
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 Gioe, J. F.
 Githens, D. R.
 Glavin, G. F.
 Gleason, C. G.
 Glemkowski, C. A.
 Glesener, H. J., Jr.
 Geissler, Robert T.
 Globis, C. J.
 Glover, B.
 Glynn, E. V.

Godzinski, A. J.
 Goins, E. R.
 Goldey, G. J.
 Goldsmith, R. H.
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 Good, S. L.
 Goodsell, G., Jr.
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 Gordon, J. L.
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 Gorman, J. T.
 Gouge, Hoyet (n)
 Gouge, H.
 Grace, J. H.
 Graham, R. E.
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 Greer, L., Jr. (n)
 Gregg, C. A.
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 Guion, J. I.
 Gunnarson, O.
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 Gura, E. W.
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Haake, E. O.
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 Haggard, T. L.
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 Hamburg, L. H.
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 Hamrick, C. H.
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Hands, J. F.
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 Hardy, C. C.
 Hariwick, P.
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 Herzog, W. H.
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 Heyel, E. L.
 Hickey, J. J.
 Higginbotham, C. L.
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 Hindman, R. L.
 Hintz, E. H.
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 Hogan, E. V.
 Hogdahl, H. L.
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 Hogins, C. W.
 Holden, R. J.
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Holston, H. (n)
Holtz, E. A.
Honkavara, J. P.
Hooten, D. F.
Hoover, A. R.
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Hornberger, J. (n)
Horseman, W. H.
Horwitz, B. (n)
Horwood, A. (n)
Howard, B. B.
Howell, G. F.
Hubbs, N. (n)
Hudson, J. C.
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Hufstetler, L. L.
Hughie, W. H.
Hughes, B. D.
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Hughson, J. O.
Hulit, J. H.
Hule, E. A.
Hunt, G. N.
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Hylton, W. J.

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Imondi, A. A.
Imsand, F.
Indiciani, A. F.
Irwin, H. W.
Isaacs, E.
Isom, N. J.
Ivery, J. T.

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Jackson, R. B.
Jacobsmeier, L. H.
Jadriew, R. T.
Jakins, F. J.
Jamison, H. P.
Jameson, R. H.
Jarnagin, H. W.
Jaworski, H.
Jeffers, L. (n)
Jerzak, W. M.
Jetton, O. B.
Jeunesse, H. C.
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Jordan, C. P.
Jorquia, C. O.
Jose, A. R.
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Joseph, G. A.
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Kaiser, N. J.
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Karpiak, J.
Karrick, E.
Kasper, J. C.
Kavanaugh, G. M.
Kearney, J. R.
Kedrowski, L. J.
Keiper, S. F.
Keller, E. W.
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Kelley, W. P.
Kellgo, H.
Kelly, C. M., Jr.
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Kelly, R. V.
Kendall, D. T.
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Kennedy, K. R.
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Kerino, T. J.
Keseric, D. J.
Key, L.
Killgo, H. H.
Kindel, H. T.
King, A.
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King, O. E.
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Kinsella, R. D.
Kintner, W. R.
Kirchner, D. E.
Kisiel, F. V.
Kiter, R. A.
Klein, L.
Klemm, J. R.
Kling, A. J.
Klitsch, F. J.
Klugman, A. A.
Knipe, W. E.
Knoernschild, L. A.
Knudson, L. V.
Kocher, J. T.
Kocher, J. T.
Koci, A. J.
Koltermann, R. A.
Korinko, J. (n)
Korponia, Z. A.
Kotansky, D. J.
Kowallis, P. A.
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Kozina, R.
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Krogull, M. G.
Kroher, O. G.
Krueck, W. J.
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Labate, A. R.
La Beau, M. L.
Lajoie, P. J.
Lajzer, W. J.
Lamarre, T. C.
Lambiotte, E. J.
La Mendola, P. P.
Lamkin, C. E.
Lancaster, L. E.
Lancaster, W. R., Jr.
Lance, L. W.
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Lane, S. A.
Langenbecker, H. S.
Langford, R.
Langland, O. A.
Langone, W. S.
Lantry, T. P.
Lardinois, C. J.
Larison, T. F.
Larsen, H. E.
Larkin, G. P.
Laroche, L. T.
Laskomb, J. L.
Lassiter, W. M.
Lathrop, R. E.
Latimer, E. C., Jr.
Lattig, E. S.
Latorre, L. (n)
Lauder, W. C.
Laughlin, L. E.
Laval, A.
Lawrence, F. T.
Lawless, T. R.
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Lay, J. S.
Layman, R. E.
Leavit, W. D.
Leclair, C. J.
Ledford, R. S.
Lee, C. C., Jr.
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Le Fevre, A. D.
Lefler, E. L.
Lehl, R. W.
Leindecker, R. A.
Leishman, V. M.
Lekwart, E. F.
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Leon, J. M.
Leone, S. (n)
Leonhardt, K. F.
Lesacheire, J. A.
Leseda, J.
Leslie, E. J.
Levit, N.
Lewis, L. E.
Lewis, L. W.
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Leyman, N. A.
Libolt, J. L.
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Linck, E. A.
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Linnell, E. L.
Lintz, J. P.
Lipham, E. V.
Lipscomb, T.
Liro, F.
Liska, F. S.
Little, R. E.
Littles, L. B.
Litzen, H. A.
Livengood, W. A. D.
Lobwak, M. K.
Lockhard, W. P.
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Lodek, F. W.
Loeffler, K. E.
Lofaro, J. D.
Loftus, E. J.
Loguercir, J.
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Loland, L.
Long, J. W.
Longhi, G. L.
Lopez, L. E.
Lorenz, J. L.
Lotto, J. G.
Loucks, C. (n)
Love, R. T.
Loveday, C. F.
Lovelace, L. P.
Low, W. A.
Lowden, R. G.
Lowe, R. C.
Loyd, T. M.
Lozan, J. (n)
Lubacz, B. T.
Lubi, F. A.
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Lucini, E. J.
Luckenbaugh, A. D.
Luke, D. P.
Lundquist, F. E.
Lunger, W. A.
Luntsford, J. W.
Luongo, C. J.
Luzzi, F.
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MacDonald, B. A.
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Mace, R. E.
Macey, A. G.
Machul, F. A.
Maciorowski, A. M.
Mack, R. W.
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Macksamie, M.
MacLeod, J. S.
Macrul, F. A.
Madalone, C. G.
Madej, J. S.
Magdelinskas, V. J.
Magnani, N. F.
Magnusson, J. J.
Maker, P. F.
Mahon, J. J.
Mahoney, J. E.
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Maid, R. R.

Main, H. E.	McCormick, J. E.	Mesek, E. J.	Morber, J. C.
Majewicz, J.	McCourtney, C. H.	Messina, L. A.	Morgan, A. J.
Makarczyk, S. A.	McCoy, C. S.	Messner, G. E.	Morgan, B. M.
Makin, G. A.	McCracken, J. W.	Metcalfe, J. L.	Morgan, I. H.
Malberg, M. T.	McCraw, D. L.	Methe, G. E.	Morin, J. A.
Malwick, A. J.	McCroy, C.	Metro, F.	Morindy, C. H.
Maley, R. P.	McCullers, W. T.	Metz, L. F.	Moro, L. J.
Malinowski, T. I.	McCullock, S. E.	Metzger, L. A.	Morosky, J. T.
Mallon, H. J.	McCurdy, F. E.	Michalak, S. H.	Morell, O. J.
Malloy, D. S.	McLutcheon, H. A.	Michall, C.	Morris, G. R.
Maltman, L. J.	McDaniel, W. G.	Mickley, N. S.	Morris, J. H.
Mangialino, R. B.	McDermott, J.	Micklos, J. A.	Morris, J. K.
Mangine, R. D.	McDermott, J. E.	Middendorf, A.	Morris, L. E.
Mangone, F. L.	McDermott, P. W.	Midollo, J. J.	Morris, L. C.
Manley, M. E.	McDonald, B. A.	Milbrandt, L. A.	Morse, W. E.
Manney, C. W.	McDonald, E. R.	Milkey, H. A.	Morvant, W. J.
Manning, W. B.	McDonald, G. W.	Millas, S. S.	Moses, G. L.
Manseau, O. H.	McDonald, H. D.	Miller, C. W.	Mosher, E. P.
Mante, R. F.	McDonough, J. P.	Miller, F. A.	Moss, A. S.
Manthei, C. R.	McElrath, R. L.	Miller, F. D.	Moulton, R. E.
Mantz, V. F.	McFall, J. S.	Miller, K. G.	Moyantcheff, G.
Manzi, M. A.	McGarry, J. J.	Miller, K. S.	Moyer, F. A.
Margo, F. P.	McGlamery, G. C.	Miller, J. J.	Moyer, W. B.
Margolies, M. H.	McGreavy, W. F.	Miller, L.	Mraz, E. T.
Marinero, M. A.	McGuinness, E. J.	Miller, P. K.	Mrozenski, T. J.
Marinelli, W. F.	McGuire, R. M.	Miller, P. J.	Mucci, A. S.
Marko, J. T.	McIlwain, W. B.	Miller, R. E.	Muehlbauer, G. W.
Marshall, A. N.	McIntosh, E.	Miller, R. E.	Mueger, E. F.
Marshall, W. B.	McIntyre, G. E.	Miller, R. H.	Muehlbauer, G. W.
Marshall, W. S.	McKanna, R. H.	Miller, R. R.	Muhlenhaupt, E. H.
Martignoni, A. J.	McKay, C.	Miller, S. F.	Mulcany, J.
Martin, A. J.	McKay, D. T.	Milliff, W. H.	Mullaney, R. H.
Martin, J.	McKay, J. D.	Millhime, R. W.	Mullen, W. V.
Martine, H. J.	McKeeman, A. R.	Minissa, A.	Muller, D. J.
Martinez, J. M.	McKibben, T. A.	Minkus, E. V.	Mullican, G. L.
Martino, T. A.	McLoughlin, B. W.	Minto, R. K.	Mulligan, M. A.
Martorana, R. R.	McLoughlin, T. J.	Minton, R. M.	Mullins, P. J.
Masciangelo, A.	McMahon, R. J.	Mirabella, C. V.	Mulman, S.
Masincup, F. H.	McManus, B.	Miskiericz, W. C.	Munier, F. X.
Mason, E. D.	McManus, J. P.	Mitchell, J. R.	Munoz, R.
Massell, J. L.	McMurray, P. I.	Mitchell, M. K.	Murishower, A. H.
Mastroinni, J. A.	McNabb, C. A.	Mitchell, P. M.	Murphy, A. J.
Matako, E.	McNamara, J. P.	Mitchell, R.	Murphy, E. J.
Matora, J. J.	McNamara, L. J.	Mitchell, W. K.	Murphy, G. E.
Mattingly, J. O.	McNamara, T. J.	Modzelewski, F. T.	Murphy, G. J.
Maturo, F.	McNamee, J. C.	Moesch, D. C.	Murphy, H. H.
Matuszenski, W. J.	McNutt, B. H.	Mohorich, V. P.	Murphy, J.
Matzell, W. C.	McOmber, F. B.	Molella, F. A.	Murphy, P. M.
Maxwell, G. A.	McPeck, H. W.	Molloy, D. S.	Murphy, W. E.
Mayberry, H. L.	McQueen, C. R.	Momme, B. T.	Murphy, W. F.
Mayer, A. H.	McTague, J. J.	Mondello, T. J.	Muratori, F. E.
Mayers, H. X.	McVey, R. M.	Mongelli, C.	Murray, J. T.
Maylott, F. J.	McWethy, J. H.	Morneau, L. J.	Murray, W. C.
Mayne, W. H.	Meade, J. J.	Monnerat, R. J.	Musick, D. L.
Mazur, C. S.	Means, R. G.	Montemorro, J.	Myers, D.
Mazza, F.	Medved, R.	Montesano, E. T.	Myers, E. L.
Mazzola, J.	Meeler, G. D.	Montoya, S.	Myers, H. E.
McAdam, K. E.	Meiner, W. F.	Mood, R. L.	Myers, J.
McCaffrey, T. F.	Meiring, K. P.	Moody, J. S. C.	
McCain, H. M.	Meister, G.	Moody, M. J.	—N—
McCann, M. K.	Mellow, R. J.	Mooney, E. M.	
McCardel, J. B.	Melton, M. E.	Moore, D. E.	Naff, D. L.
McCarville, T. E.	Melwing, R. R.	Moore, D. F.	Nagy, F. E.
McLaughlin, K. F.	Menees, C. L.	Moore, E. D.	Nail, J. E.
McCauley, B. J.	Menner, W. S.	Moore, E. E.	Napoleon, G.
McCaw, W. C.	Mennone, P. J.	Moore, J. D.	Nangreave, T. L.
McClintock, C. H.	Mereer, H. H.	Moore, J. G.	Navalany, A. J.
McComb, L. R.	Mercier, R. J.	Moore, J. J.	Navratil, C. A.
McConkey, E. G.	Merrick, W. J.	Moore, R. C.	Naylor, R. N.
McCormack, H.	Merritt, C. L.	Moran, C. E.	Nazer, R. A.
			Nebeling, H.

Nedd, L. M.
 Neison, J. F.
 Neff, C. V.
 Neidrich, A.
 Nelson, F. T.
 Nelson, G. E.
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 Nicholas, D. W.
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 Zimmer, J. M.
 Zytka, E. R.

The suggestion that a Pictorial History be published to cover the period commencing with the launching of the U. S. S. Bataan on 1 August 1943, was originally voiced by a small group of officers at about the time when the war with Japan was rapidly drawing to a close, in August 1945. The response to this proposal was general spontaneous acclaim throughout the ship. Particularly prominent among those who, by their enthusiastic interest and untiring effort, have made the publication of this historical account possible, are: Lieutenant Commander L. V. Strub, USNR, who did the initial spade work and provided the impetus which transformed an idea into a fully developed reality; Lieutenant (jg) John E. Lewis, USNR, who in the capacity of Literary Editor and later as Managing Editor, completed the volume; Lieutenant Mills F. Steele, USNR, who is responsible for the photographic excellence of the work; and Lieutenant James M. Bird, USNR, who so capably handled all fiscal matters incident to publication. The interest and effort of numerous others not specifically cited, are reflected in the artistic elegance of this volume; and here, mention must be made of the Photographer's Mates, whose contribution has been singularly outstanding.

To all who have pooled their special talents and who have given so generously of their time, in order that we, their shipmates, might find real and lasting pleasure, not only in the possession of this beautiful production, but in the recollection of firm personal relationships established while serving on board the Bataan in World War II, — I wish to express the sincere appreciation of All Hands.

W. C. GILBERT,
Captain, U. S. Navy,
Commanding.

The Bataan Publishing Committee extends its thanks to Kenneth Burdette, of the Charleston Engraving Company, Charleston, S. C., and Bill Crichton, of The Observer Printing House, Inc., Charlotte, N. C., for their help, cooperation and excellent quality of workmanship.





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