



SECOND FAR EAST
CRUISE - - - - 1952

se



The Pacific

Canada

United States

Pacific Ocean

27 JAN 52

San Diego

North Island

Mexico

ETA 29 AUG 1952

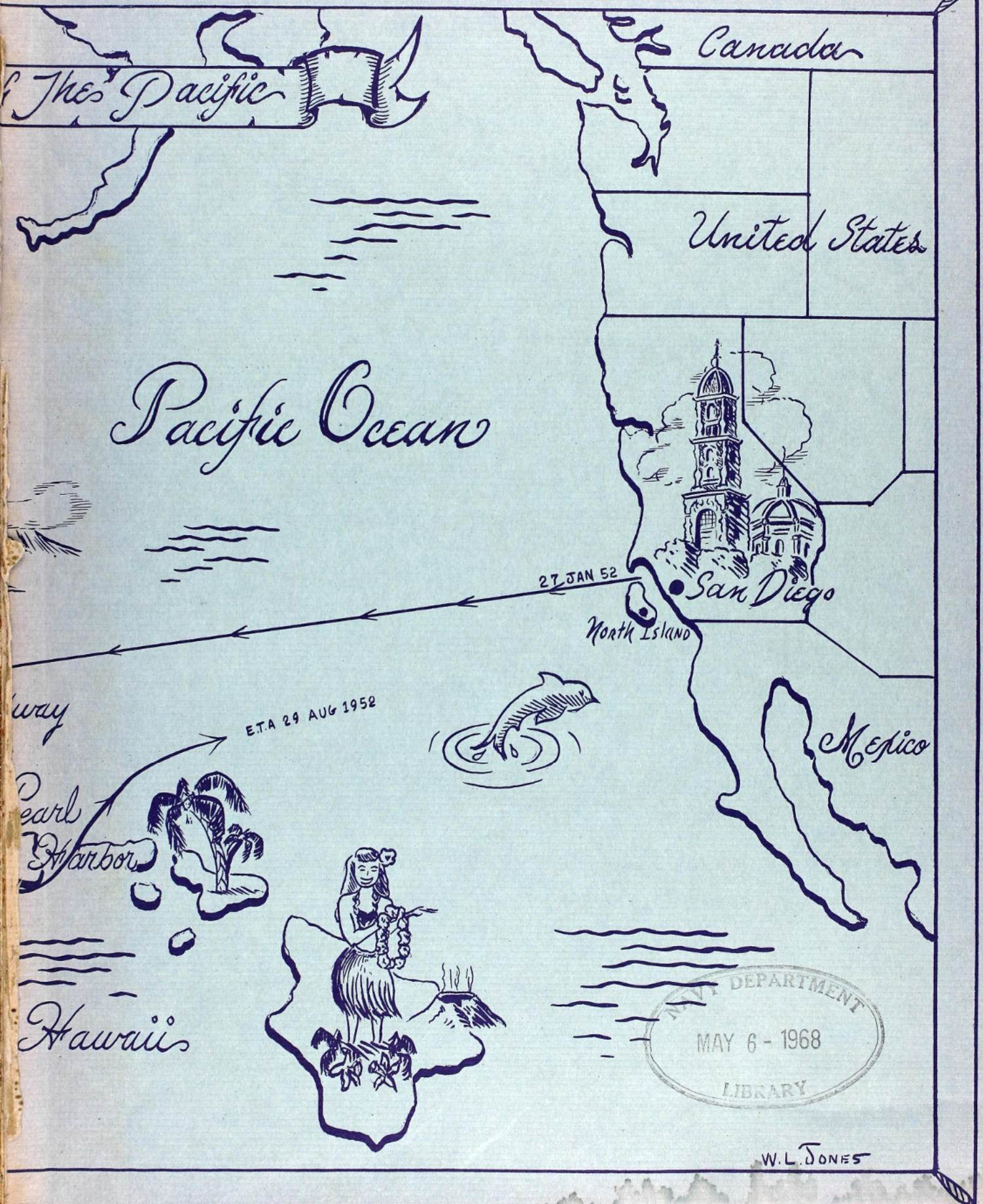
Way

Pearl Harbor

Hawaii

NAVY DEPARTMENT
MAY 6 - 1968
LIBRARY

W.L. JONES

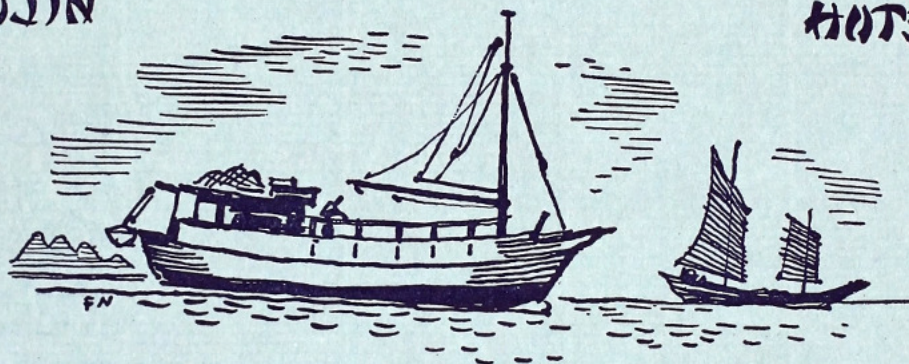




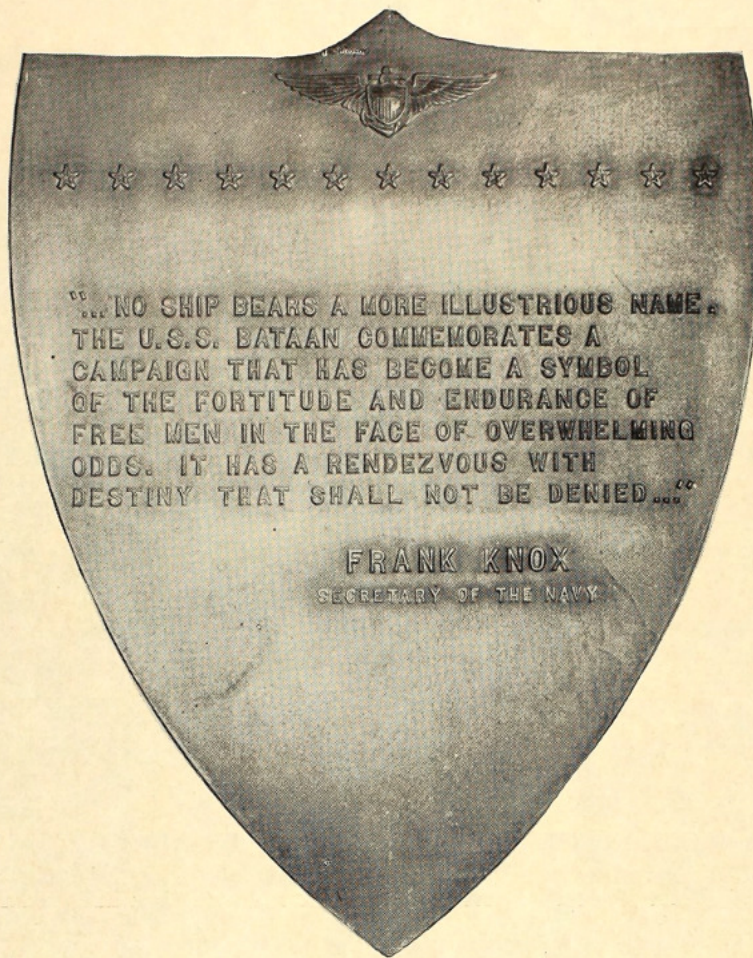
JOROJIN



HOTEI



Cruise
BATA
1952



DEDICATION

This book is humbly dedicated to our shipmates, who, without question gave their lives so that those of us now living might continue the battle and eventually gain world peace.

Galletly, D. R., LT., USN
McDonough, W. D., GMC, USN
Klieser, G. C., ENS., USN
Lyons, J. F. Jr., AT2, USN
MacLaury, G. A., CAPT., USMCR

31043092

Our Captain



Captain H. R. Horney

Our Exec



Commander R. W. Arndt



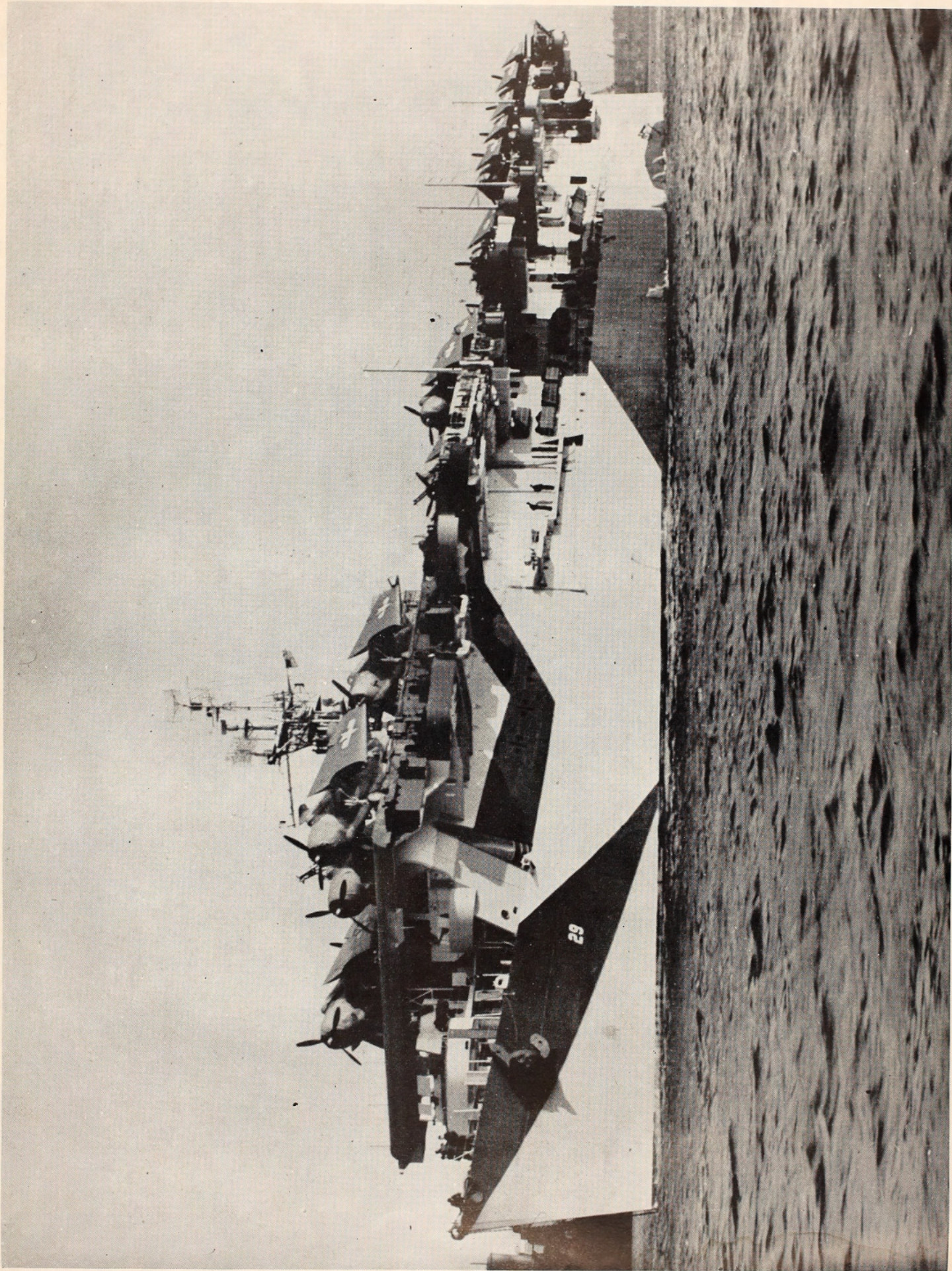
Captain W. Miller

Former C. O.



Commander R. Rutherford

Former Exec



BATAAN 1944

BIOGRAPHY OF A LADY

17 November 1943 to 27 January 1952

Most everyone likes to read or hear great tales of the sea. This is such a story—a stirring tale of a great ship. It is the story of the part one ship played in two of the greatest and most terrible wars our generation has known. This is the story of BATAAN, a lady in every respect.

Late Secretary of the Navy Frank Knox said of BATAAN: "No ship bears a more illustrious name." Proof of Mr. Knox's statement was evidenced in 1944 when she began her fight. From that time on, not only her name, but her actions, have proved more than illustrious. They have become a symbol of greatness. Her career has been, and will continue to be, one to be long remembered.

BATAAN began her colorful life on the 17th of November 1943. That was the day she joined the Navy. Her hull was planned as a light cruiser, but the finished construction produced a light carrier, not very beautiful, but eager, willing and able.

BATAAN'S first shakedown cruise began three days after Christmas in the fearful, war-torn year of 1943. On successful completion of this mission, she left Philadelphia to see the world for the first time, sailing the Atlantic and operating with her first squadron, Air Group Fifty. In March of 1944 she transited the Panama Canal to join the Pacific Fleet where she was needed most.

After brief visits to San Diego, California, and Pearl Harbor, T.H., BATAAN and her squadron held maneuvers off Oahu. Upon completion of these operations, she was ready for the war. She reared her head proudly as she was ordered to join mighty Task Force 58 operating off the Marshall Islands.

From that moment on, BATAAN began to carve, not merely a name for herself, but also a legend that will forever be remembered. She participated in nearly every major offensive operation up to and including the final attacks on Tokyo itself. Her planes made strike after strike on New Guinea, Truk, Rota, Guam, bloody Iwo Jima and Okinawa. She will never be forgotten for the part she played in driving Japan to her knees. She hit where it hurt, at the heart of the Japanese Empire—Kobe, Kure and Tokyo. She fought off numerous desperate counter attacks. Planes were lost to enemy action. Seventy men died gallantly on her decks under heavy air attacks, but she fought bravely and the attacks were repelled by alert and accurate gunners. Pilots met the enemy in the sky and sent him flaming into the sea.

During that period, BATAAN sent catapulted planes off her deck 6,383 times. Successful landings were made 14,622 times. Her career was gallant and colorful to the end of the war which found her, fittingly enough, only 170 miles from Tokyo.

A thundering mob of grateful people greeted BATAAN upon her return to the states for a well-earned rest. Meekly, tiredly, she again transited the Panama Canal, accepted her country's thanks and then went gratefully to sleep in Philadelphia Navy Yard.

She slept quietly until her country needed her again. She was awakened from her slumber on 13 May 1950, to begin another colorful, as well as gallant, period of operations. She had to get the kinks out after her long sleep, but she was an experienced lady and the sea made her forget the stiffness in her bones. Again she left Philadelphia to begin another Pacific adventure. She traversed the Panama Canal for the third time in her career, and arrived in San Diego, California, on

28 July 1950. For three months BATAAN conducted carrier qualification exercises in sunny California. Then, on 16 November 1950, she bid farewell to San Diego and departed for the Far East to begin a battle against Communist aggressors, carrying with her Air Force personnel and F-84 jets.

Her first stop was Yokosuka, Japan, where she off-loaded the Air Force personnel and equipment. From Yokosuka, BATAAN headed for Kobe where she picked up VMF 212. Sasebo was her next Japanese port of call. There she fueled, loaded ammunition and provisions. Again, the second time since her birth, BATAAN went to war. She joined another mighty Task Force—Task Force 77 off the east coast of Korea. On the morning of the 15th of December 1950, she sent her first flight of planes into the winter skies to lend air support for the Hungnam evacuation.

On New Year's Day, 1951, BATAAN left Task Force 77 to join Task Group 96.8 on the west coast of Korea. Until 9 January she sent combat air patrols, reconnaissance, and close air support missions over Korea with never ending regularity. Tired and in need of replenishment, she returned to Sasebo.

On 15 January BATAAN and her four-destroyer screen set out to do a job twice their size—to patrol an entire coast. She had a lot of confidence and fighting ability, though not much size. BATAAN and her screen relieved HMS THESESUS and screen as Task Element 95.11. This was the beginning of almost five months of alternating on station in the Yellow Sea; first with the THESESUS and later with another British carrier, HMS GLORY.

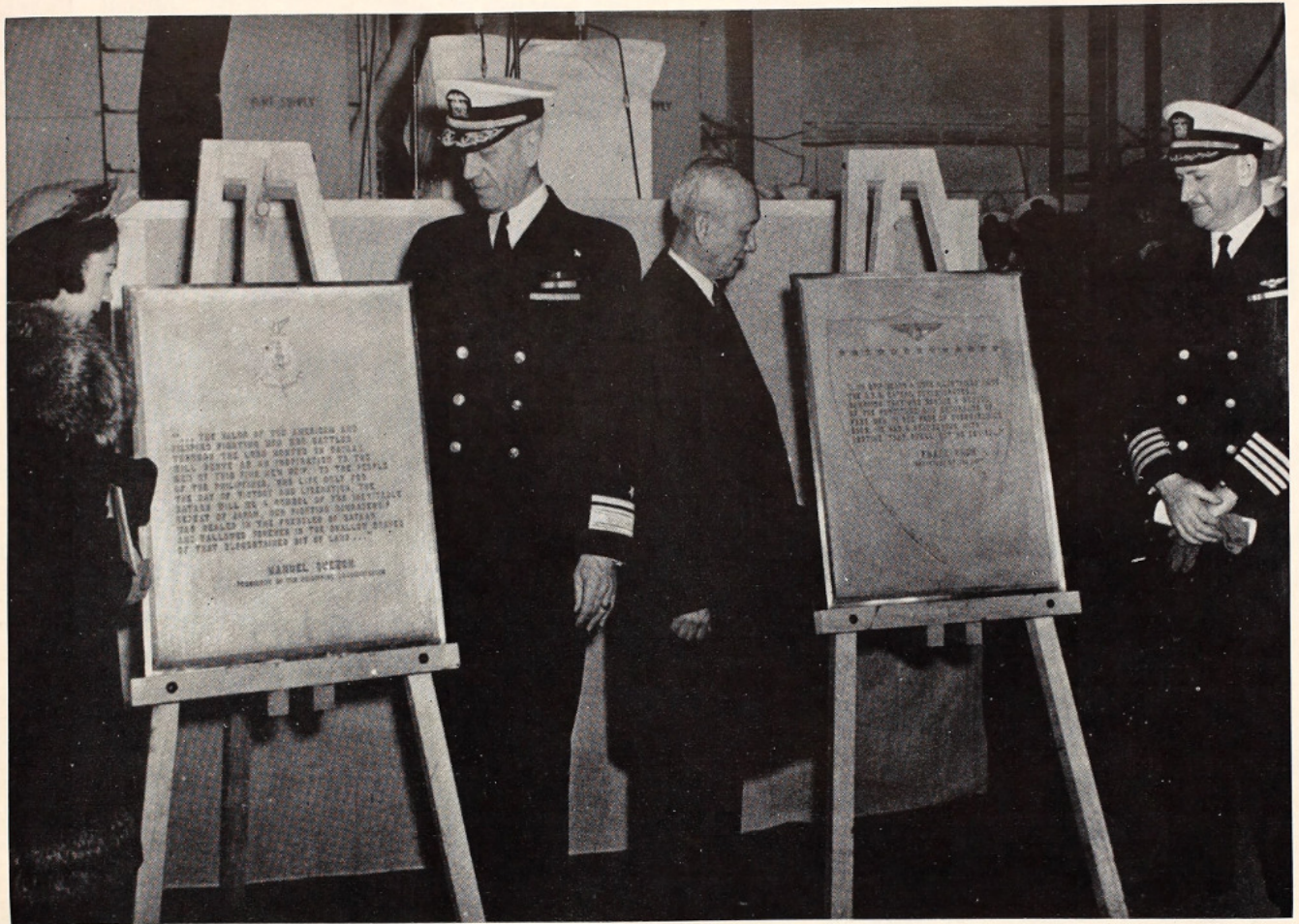
Through the cold of winter and into late spring, BATAAN fought bravely, again proving herself worthy of her name. Her pilots chalked up one of the most brilliant records of any Air Group in Korea. During her period of duty from 15 December 1950 to the early part of June, 1951, BATAAN was host to two top squadrons of Marine fighters. The first was VMF 212. In March BATAAN sailed into Pusan Harbor to off-load that tired squadron and give them a well-done. Then she embarked the famed Checkerboard Squadron VMF 312, now VMA 312.

On the day of the first anniversary of the Korean War, BATAAN arrived in San Diego where a gala celebration was held to welcome her home. But she took her praise with all modesty. She was tired and battle worn and needed first aid.

In July, 1951, she sailed up the coast to Puget Sound Naval Shipyard, Bremerton, Washington, for a four-month yard period. This was a rigorous period for her. She didn't much resemble a ship. Yards of hoses and pipe, lumber, machinery and metal littered her decks. Her bridge became a shambles as it underwent a painful remodeling job. Sparks flew from welding torches and spouted from her sides. A new coat of Navy gray covered her water-worn drabness. After four months of this she was ready to return to operations.

BATAAN returned to San Diego in November, fresh and ready. She went to work again, beginning underway training operations off the coast of Southern California. This continued until January, 1952. On 27 January BATAAN and her crew departed San Diego again. Her country was calling her once more and she answered the call gladly. Her name was a "symbol of fortitude and endurance" and she must forever hold that symbol high. She was a small ship with a big name and to keep the honor of that name, she must work a little harder. Yes, she was ready and she would not let her country down. She was proud of her country and her country was equally as proud of her. Her name would ever be remembered in the annals of history. Most certainly, BATAAN "has a rendezvous with destiny that shall not be denied."

THE FIRST COMMISSIONING



Miss Maria Osmena, Admiral Draemel, Honorable Sergio Osmena and Captain Schaeffer admire BATAAN'S new plaques.

On the first day of August, 1942, construction began on light cruiser USS BUFFALO. The finished product, however, was a little different than the original plans called for. Emerging from under the welding torches, electric hammers, and machinery came a light carrier destined to become one of the greatest.

This carrier was built at the New York Shipbuilding Corporation, Camden, New Jersey, and was launched there one year after construction began.

The Maid of Honor at this memorable occasion was Miss Maria Osmena, daughter of Honorable Sergio Osmena, Vice-president of the Philippine Commonwealth. The Sponsor was Mrs. George D. Murray, wife of Admiral George D. Murray. She christened BATAAN to commemorate ". . . the valor of the American and Filipino fighting men who battled through the long months on BATAAN."

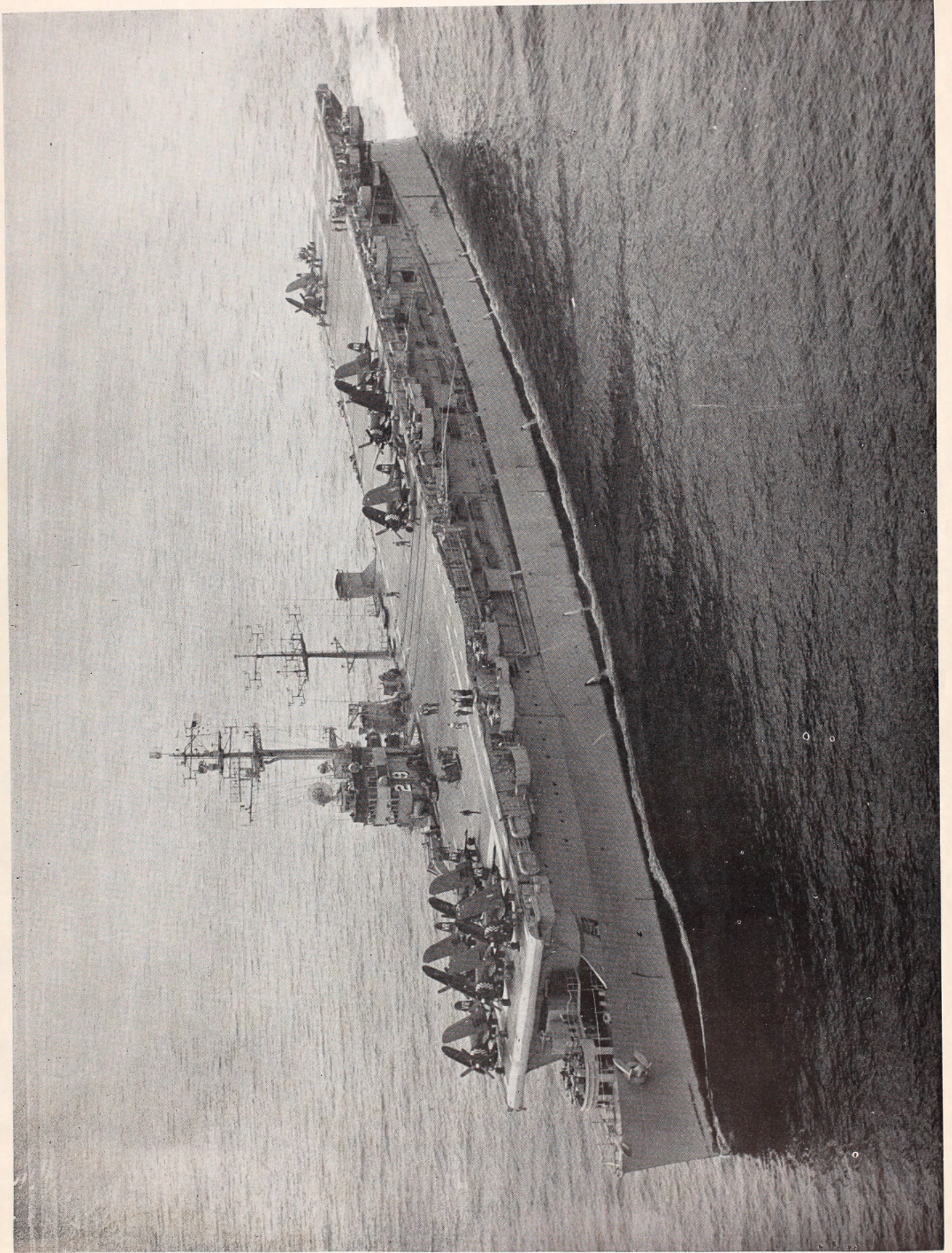
A WARRIOR IS REBORN

BATAAN lay in mothballs from 11 February 1947 until she was recommissioned on 13 May 1950. Her prospective Commanding Officer, Captain Edgar T. Neale, reported aboard and re-commissioning ceremonies were held. The Sponsor of the affair was Mrs. George D. Murray. She was also the Sponsor at the original commissioning ceremony in August of 1943. The Matron of Honor was Mrs. James Charnley, daughter of the Honorable Sergio Osmena, former Vice-president of the Philippine Commonwealth. Mrs. Charnley, nee Miss Osmena, was also the Matron of Honor at the original commissioning ceremony in 1943. Rear Admiral R. E. Schuirmann, Commandant, Fourth Naval District, acted as Re-commissioning Officer and also was the principal speaker.

An invocation by Chaplain Harold E. Mayo, Lcdr, ChC, U. S. Navy, began the ceremonies, followed by Rear Admiral Schuirmann ordering Captain Neale to place the ship in full commission. The colors were hoisted once more. Captain Neale read his orders and assumed command of BATAAN. The first watch was set. Captain Neale then introduced the Sponsor and Matron of Honor. Rear Admiral Schuirmann gave an address followed by a short talk to the ship's company by Captain Neale. Chaplain Mayo gave the Benediction and the ceremony was completed. BATAAN was a fighting ship once again.

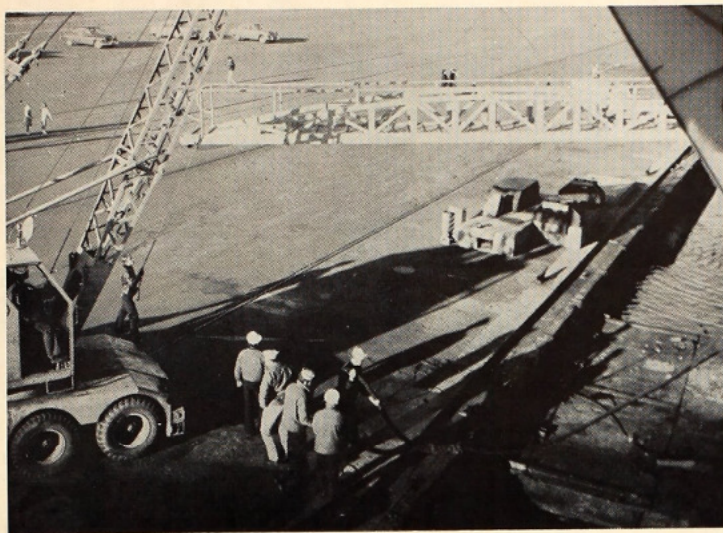
J. R. Haeffner, QMC, USN, salutes the colors as they are hoisted to fly once again above BATAAN.





BATAAN 1952

SECOND FAR EAST CRUISE



Gangway is removed and placed on Quay Wall.

The day was 27 January 1952. A new year was just 26 days old. San Diego, California, grew distant on the horizon as BATAAN dug her bow into the sea and steamed toward the Orient once again to help with some unfinished business. She had finished a well-earned rest and was again ready to answer her country's call. The year was new, but the old one had not been forgotten by BATAAN and her crew. Nor would the year forget BATAAN. Her record was enviable. In 1951, during the hardest and most difficult Communist aggressions, she was there to help fight them off. She made a record for herself and

added glory to her name. Then things quieted down and she sailed home for a rest after six months of battle.

Now she was ready to begin anew. She had a new face and carried herself proudly and erect with the knowledge of her past record of greatness in two terrible wars. But her second war was not yet won and she had to return. Many of her old crew were with her, but there were others she did not know. She knew, though, that she would get acquainted with them soon enough. Some were fresh from boot camp; kids with eagerness in their eyes and adventure in their souls; some were from other ships or stations; old salts, wondering if BATAAN would again live up to her name. BATAAN thought over the situation and breathed deeply of the fresh, salt air. It seemed that cities made her tired, for when she hit the open sea, she reared her head and surged eagerly forward. This time she knew her destination. She had been there before. Yokosuka, Japan, had become a common everyday word in her vocabulary. Now she was to commence her second tour of duty in the "Land of the Rising Sun" since the outbreak of the Korean War.

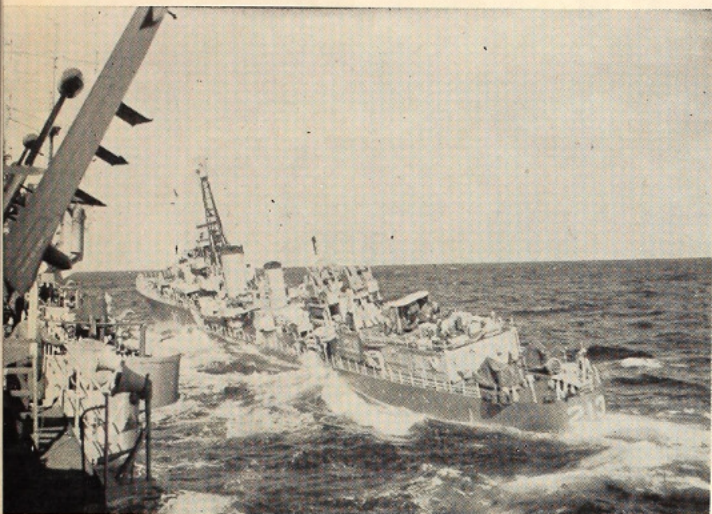
BATAAN carried on her back, as she had in November, 1950, a load of jet planes. This time Marine Panthers. She wondered sometimes if they were not making a cargo ship of her, but her orders were to get them to their destination safely. She would carry out those orders at all costs, for she was a good sailor. It would only be for a little while then she would get into the fight again. Her burden was also heavy with trucks, machinery and other vehicles. But they were all a part of her contribution to the war effort.

The journey began calmly enough.

BATAAN steams westward, Point Loma bids sad farewell.



OFF MIDWAY—ARRIVAL AT YOKOSUKA



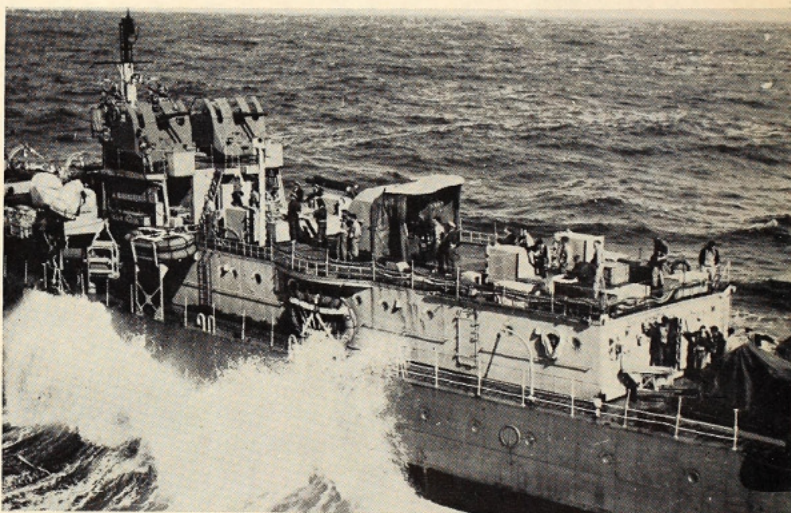
HMCS NOOTKA comes alongside to refuel.

storm lessened, BATAAN threw out her hoses and refueled her. That was an old experience for BATAAN. She was one of the most efficient replenishing ships in the seas.

Days passed slowly on the sea. Finally BATAAN sighted the mountains of Japan breaking the watery horizon. Though she liked the sea BATAAN and her crew

but other days were more difficult for her. Huge mountains of water smashed at her and tore holes in weakened seams. Some of her forward compartments filled with water and her seamen worked overtime trying to patch her up. She strained, twisted, wallowed and rocked with the fury of the maddened sea. But she won. She was wounded, but she carried on.

The NOOTKA, a Canadian destroyer, had a little trouble in the storm, but she followed BATAAN through and as soon as the



The seas are heavy as fueling crews prepare to send over hoses.

Geisha girls and FltActs Navy Band greet BATAAN at Finger Pier.



welcomed the Port of Yokosuka. Her wounds were painful and she was ready for first aid. Her burden had become heavy with the long journey and she welcomed the opportunity to disembark the weight.

On the morning of 12 February 1952, the crew of BATAAN came alive to unload equipment and personnel. No sooner had she lightened her load, however, when Rear Admiral Cornwell, Commander Carrier Division 15, and his staff embarked. BATAAN wondered

ASW PHASE



The Geisha girls entertain the crew with a traditional Japanese dance.

to proceed toward the island of Okinawa.

On 16 February, she eased into sunny Buckner Bay (named after Marine General Buckner who was killed on Okinawa during World War II) and dropped anchor. Sailors scrambled topside to see this new sight. Some had seen Okinawa before during the undesirable sightseeing conditions of World War II. To most of the crew, however, it was a new experience, a new land to see.

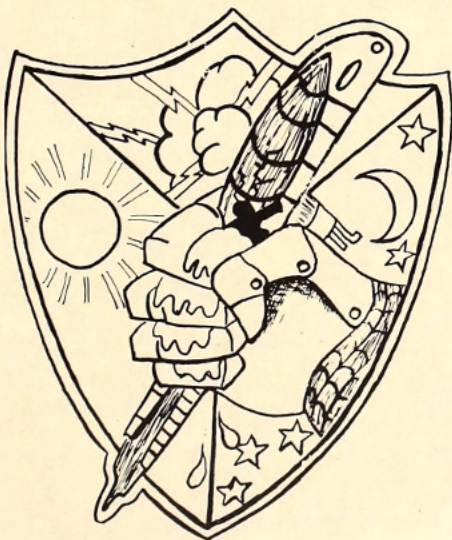
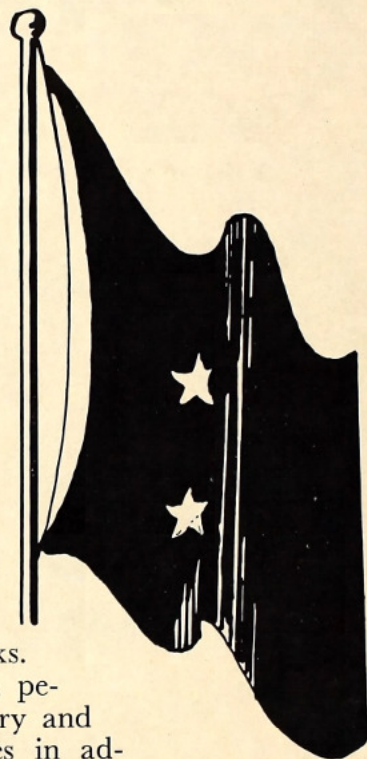
BATAAN, on 24 February 1952, really began to operate again. She smiled with pleasure at the solid thump of

aircraft on her decks.

During a two-month period between February and April, 1952, exercises in advanced phases of Anti-Submarine Warfare were conducted by BATAAN and Air Anti-Submarine Squadron 25, in company with numerous destroyers and escort vessels equipped for ASW operations.

All operations were conducted to and from Yokosuka, Japan, and around Okinawa, using Buckner Bay as a rendezvous.

BATAAN was the flagship of this hunter-killer group. She functioned as the coordination center for operations of the group; as the collection and dissemination agency for anti-submarine information and provided the aircraft from VS-25 to carry out the air offensive plan.





Okinawa from the air.

The aircraft of VS-25 carried out searches, made attacks on identified submarines, vectored surface forces to contacts and assisted them in gaining contact, and functioned as the investigator and attack member of the group.

Accompanying destroyers furnished sonar protection to BATAAN while a

part of the screen. Upon making contact with a submarine, they were detached and formed into units to search for and engage the contact.

World War II developed the concept of the hunter-killer group and successful operation confirmed its effectiveness against enemy submarines. Continual improvement in submarine capabilities necessitates a corresponding improvement in the ability of the hunter-killer group. BATAAN was

AF hunter-killer teams on deck before starting ASW.

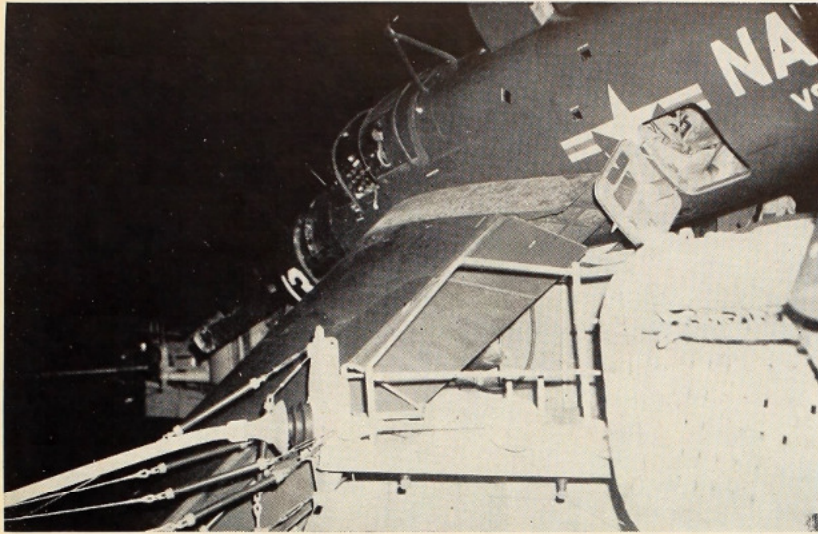


The first AF is launched, starting our ASW exercises.



primarily engaged in operational training in the employment of available proven equipments and techniques in order that maximum effectiveness could be realized against enemy forces.

Though no one had told her, BATAAN felt that her new job was vitally important to the war effort. She was training men, an essential element in any kind of war. Several nights she did not sleep. She continued to ride the seas, launching her aircraft into the moonlit sky.

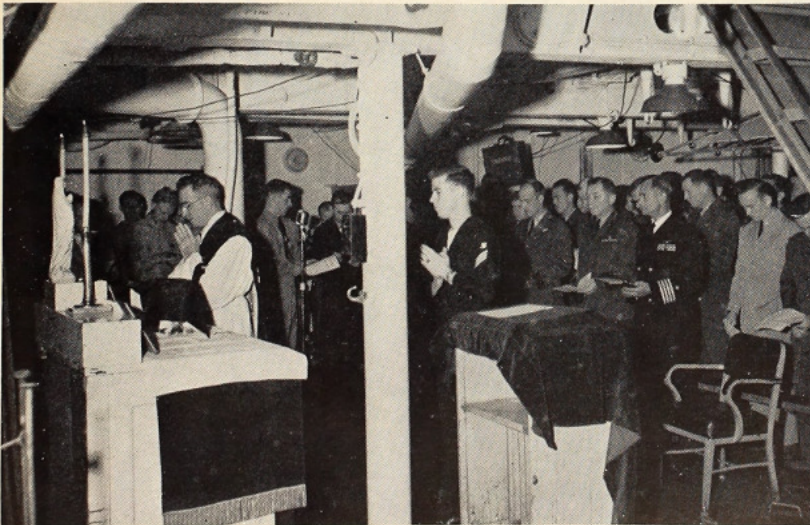


A "good" landing—the pilot and crewman walked away.

pilots continued to do a bang-up job. Those accidents hurt, but they had to be expected. BATAAN shrugged it off as best she could and sailed on. But she would not forget.

During this period BATAAN'S crew rested, pulled liberty and worked. In Yokosuka there were sightseeing tours to Kamakura, the city of shrines and curio shops, and

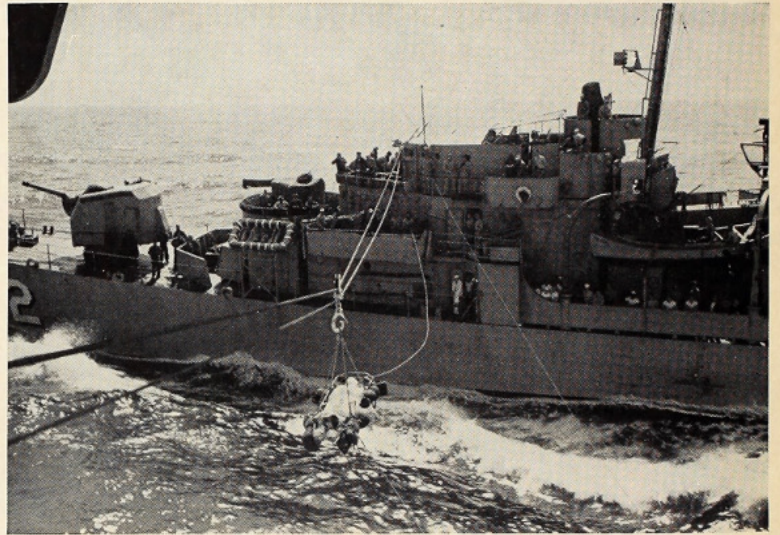
Chaplain Coffee celebrates a memorial mass for our dead shipmate J. F. Lyons, AT2.



On the evening of the 26th, BATAAN felt her first pain of the new operation. An AF circled sickeningly and lost altitude. It fell into the sea, carrying with it a pilot and two crewmen. The pilot sank with the plane. One crewman was injured seriously and he died in the water. There was some consolation for BATAAN in the fact that one of the crewmen was rescued.

BATAAN never slowed. Her crew continued to launch planes and the

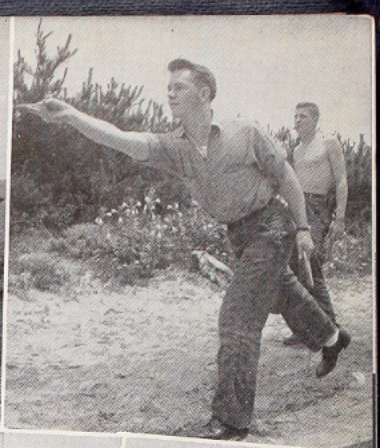
Transfer of the dead.

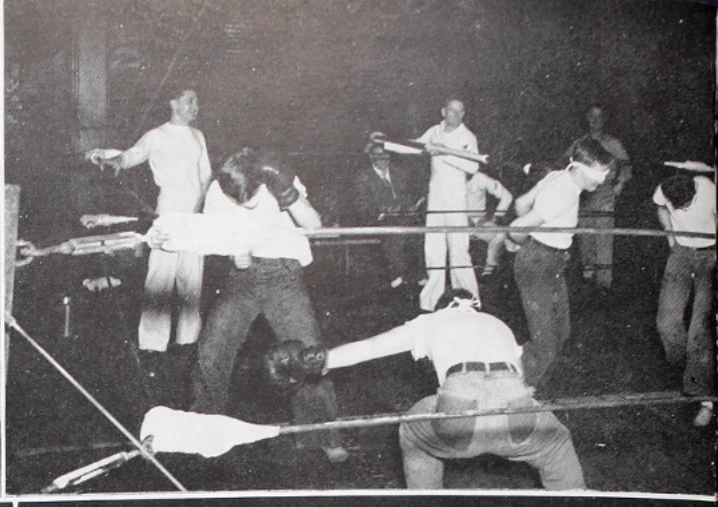


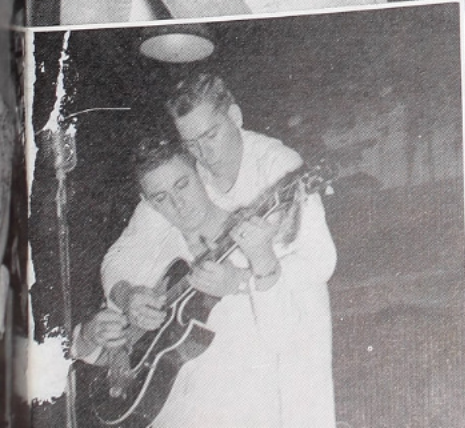
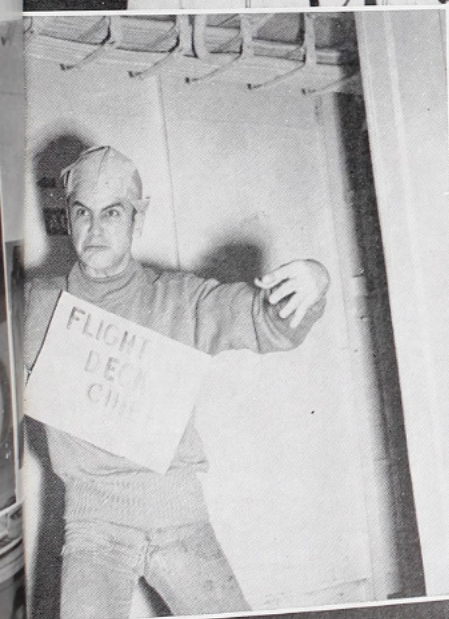
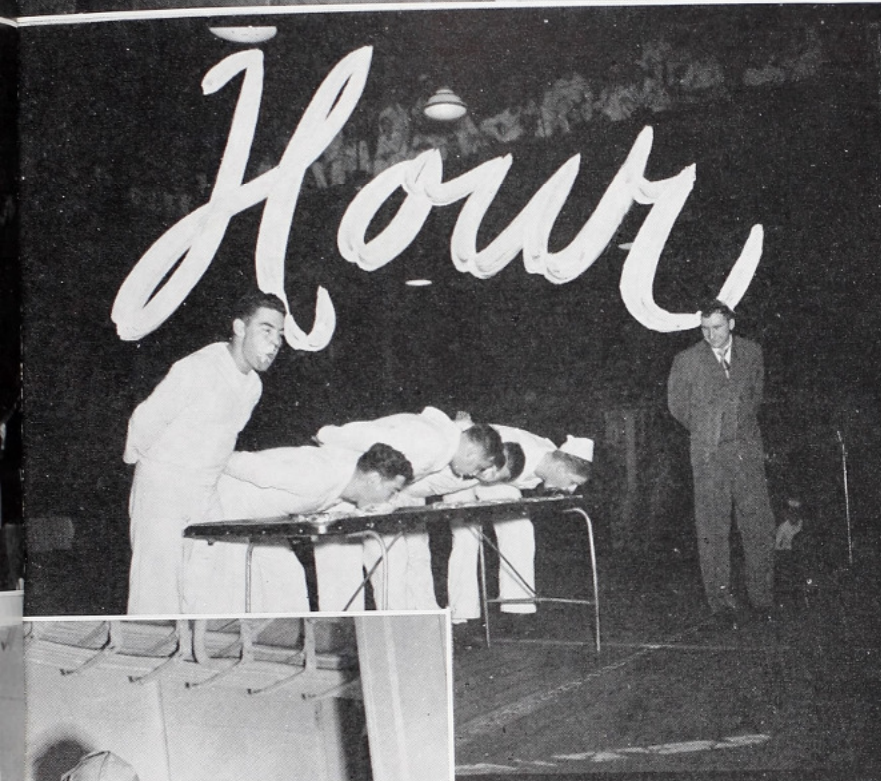
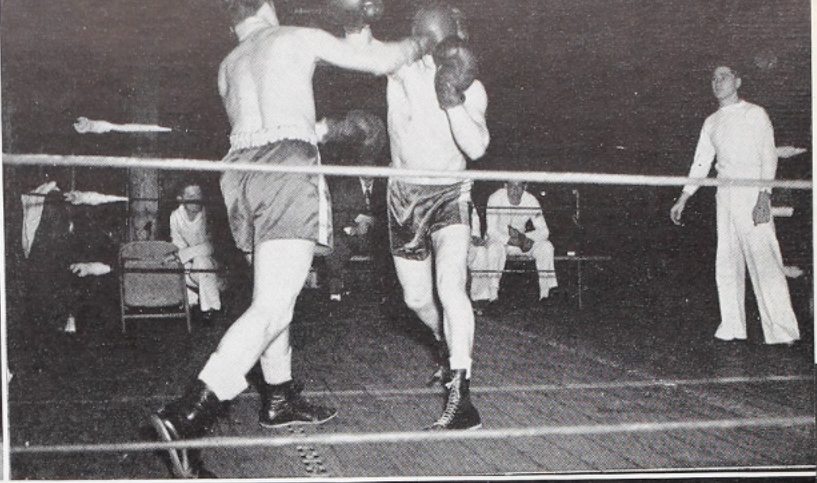
to Okura, the China factory area. Intra-mural bowling teams were organized and exciting contests ensued. BATAAN basketball teams won and lost games, but the morale and spirit were high. A great time was had by all.

On Sunday, 6 April, BATAAN left Buckner Bay for the last time. She was bound for a bigger job in a place called Korea.









CHANGE OF COMMAND



Captain Miller welcomes Captain Horney aboard.

farewell speech and introduced Captain Harry R. Horney, the new skipper. Five days later BATAAN left Yokosuka for Korean waters determined to work hard under the new Captain but still not forgetting Captain Miller.

Coming from the staff of ComCarDiv II in April, 1951, Captain Miller served a year and 11 days aboard BATAAN before his transfer to the Joint Staff Office. Captains Horney and Miller had worked together in 1949, at the Bikini

Captain Horney and Cdr. Arndt bid farewell to Captain Miller.



In Yokosuka, on 14 April 1952, change of command ceremonies took place on the flight deck. Captain William Miller, known and respected by the crew of BATAAN, made his



Lcdr. Wheaton presents commissioning pennant to Captain Miller.

atomic tests. Captain Miller was Operations Officer for Commander Naval Task Group at the time and Captain Horney was skipper of the Cumberland Sound, the ship that set off the first underwater atomic explosion at the '46 tests.

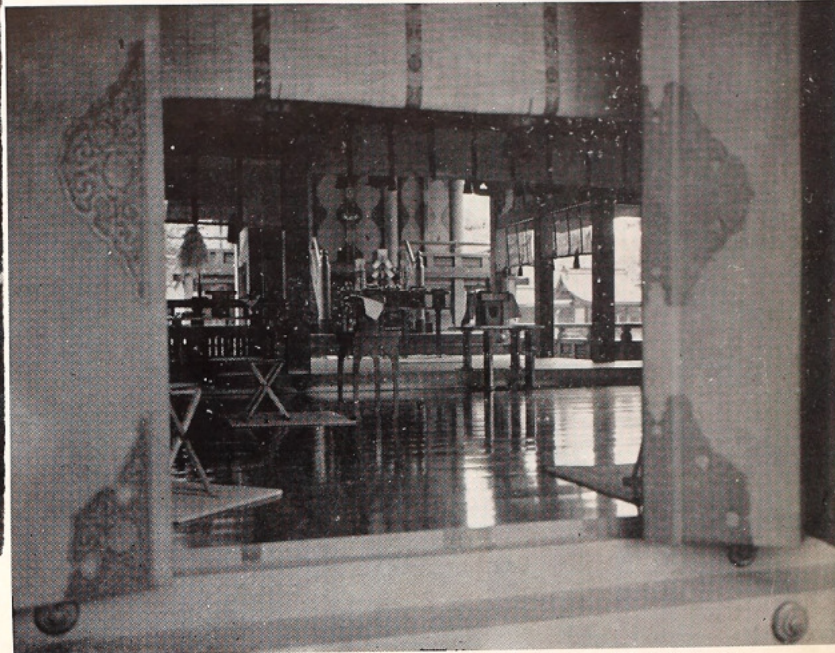
Captain Horney came to BATAAN with a very impressive record behind him. He enlisted in the Navy in 1922 and shortly after went to the Naval Academy. He graduated in 1927 and received his wings three years later.

He served as Chief of Staff for Admiral Byrd during one of the latter's Antarctic trips. He has had experience in ASW and Air-Sea rescue work, the latter coming when he was in charge of all forward area Pacific Air-Sea rescue work in 1945. He came to BATAAN after serving as Chief of Staff for ComCarDiv I while that group was at the front.

KOBE TOURS



Shades of Los Angeles! A cable car going up Mt. Rukko.



Private Shinto Shrines in Kobe.



Bride and groom leave Shrine after wedding ceremony.



Temple and Shrine where wedding took place.

ADMINISTRATIVE INSPECTION



Admiral Cornwell holds Administrative Inspection of the crew.

consists of a complete check on all phases of the administration and command relations of the ship, including all departments and personnel.

Admiral Cornwell and his party combed BATAAN from top to bottom scrutinizing



Admiral Cornwell inspects our gedunk stand.



Admiral Cornwell, Captain Morsi (of the Bairoko), Captain Horney, Cdr. Arndt, Cdr. Ford.

records, spaces, and equipment for discrepancies. Upon completion of their tour a critique was held and each officer in charge of a separate phase reported his findings with suggestions for improvement. These suggestions were few in number and were far outweighed by words of commendation. The ship received an overall mark of "excellent," a grade which brought a great deal of justifiable pride to the officers and men of BATAAN.

Thus BATAAN could show that even under the rigors of a full operating schedule she had maintained the highest standards of Navy efficiency and could be credited with one more job well done.

SASEBO

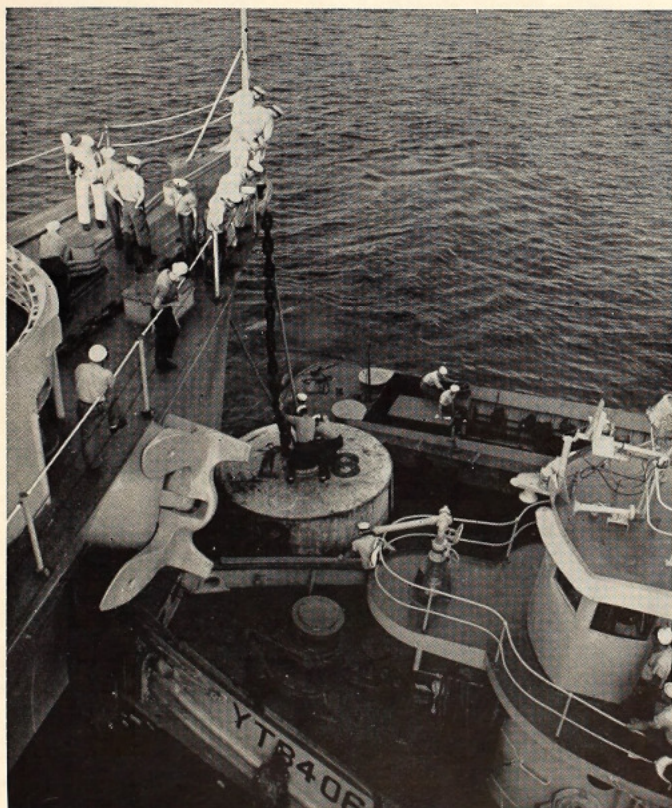
Late in the afternoon of 26 April, BATAAN passed through the submarine nets of Sasebo Harbor.

Sasebo, second only to Yokosuka in importance as a UN naval base, provides excellent protected harbor facilities for all size ships. Developed in secrecy by the Japanese prior to the start of World War II, Sasebo served the Imperial Fleet as an operating base while controlling the China and Yellow Seas.

The strategic position of Sasebo has been utilized by UN Naval Forces because of its proximity to Korean waters. Much time and money has been saved since the start of the Korean conflict by making maintenance and repair facilities available at this southern port, eliminating the long trek to Yokosuka.



Sasebo, as BATAAN passes through the nets.



Buoy 18, our anchorage for many long months.

The city built on the shores of this bay has little historical background. It grew mainly as a result of Japanese development of the port in the early thirties. It is listed as a major railroad terminal because of its military importance. The population, now estimated at fifty thousand Japanese, has increased considerably since the start of the Korean conflict. Typical oriental hucksters are to be seen lining the city streets, offering native wares and entertainment in return for ever increasing quantities of yen. However, Naval personnel are quite well provided with recreational facilities on the Naval Station and at the adjoining army base, Camp Mower.

While Sasebo offers little in the way of oriental charm, it does provide the UN ships with an excellent base for operating in Korean waters.



On the 23rd BATAAN again played host to Commander Carrier Division 15, as Admiral Cornwell held an administrative inspection. BATAAN felt proud as she was given an overall mark of excellent.

On the 24th day of April, 1952, BATAAN made history. As she sailed from Kobe toward Sasebo, she took a new route and became the first man-o'-war since before World War II to sail from Kobe to Sasebo by way of the Straits of the Inland Sea. These treacherous straits are situated between the Japanese Islands of Honshu, Kyushu, and Shikoku.

BATAAN sweated for thirty hours, as her new skipper, Captain H. R. Horney, and her navigator, Lcdr. T. R. Wheaton, and a fireman named Matsumi Nakao, a Japanese-American boy acting as interpreter between the Captain and the Japanese pilot, stood on the bridge continually to guide her through.

Several things make this channel especially dangerous. For one thing BATAAN is 600 feet long, 71 feet wide, displacing 25 feet of water. To this must be added the numerous shallows and islands dotting the straits. Many mines, left over from World War II, are also another hazard that had to be avoided.

Nothing unusual was encountered throughout the trip, however, and BATAAN eased into Sasebo at 1600 on the next day, with three very tired people still standing on the bridge.

After preliminary warm-up flights to qualify ten new pilots, BATAAN turned her bow into the chilly waters of the Yellow Sea. On the cold dawn of 30 April 1952, she sent her first flight of Corsairs toward the enemy.

The next day BATAAN had her first casualty

Back in Yokosuka, BATAAN said goodbye to her friends, VS-25, on 12 April. Her anti-submarine training was ended. Now she was about to begin, for the second time within a year, another campaign in Korean waters.

The morning of 14 April 1952 BATAAN was saddened by the departure of a man she had come to know and respect—Captain William Miller. A change of command ceremony took place on the flight deck, where Captain Miller gave his farewell speech. Captain Miller then introduced the new skipper, Captain H. R. Horney.

April 19 BATAAN stretched her sea legs again and churned on toward Kobe, the first leg of her journey to the West Coast of Korea. She arrived there on the 20th, and embarked the famous Marine Checkerboard Squadron VMA-312.



in the Ko-War for 1952. An F4U crashed over the side as it tried to land. Speed and efficiency were displayed as the crew of helicopter "Southern Comfort" rescued the pilot in less than four minutes.

On 9 May another plane crashed into the barriers, tearing the engine off when the prop stuck in the flight deck. BATAAN felt the pain, but she made no outcry or protest. She was too concerned with her job and the pilot, who suffered a slight brain concussion.

BATAAN continued her operations until 11 May when she returned to Sasebo, the City by the Sea, after 11 days on the line. In that short time she outdid herself by launching 419 sorties against the enemy.

BATAAN was a part of Task Element 95.11 and her job was an important one. She assisted in enforcing the United Nations Blockade and in the defense of friendly islands off the West Coast of Korea. She sent her planes out to spot for control of naval gunfire. The planes did a little firing of their own against vital enemy targets. VMA-312 Corsairs zoomed in close, exposed to Red gunfire, protecting our ground forces. Enemy shipping was crippled. Mines were destroyed. Combat Air Patrols were conducted with friendly naval forces operating off the Korean coast.

During this period, Captain Barbanes was shot down near Sukch'on, Korea, while on armed reconnaissance. His wingmates protected him from Red ground troops by strafing. They directed an Air Force helicopter to the scene. Captain Barbanes was rescued under heavy fire, but was returned to the ship unharmed.



At debriefing a pilot tells the interrogation sergeant just where his flight caught the Reds.



Also during this period, a rocket exploded on BATAAN'S flight deck. A wound three feet wide gaped menacingly in the flight deck. Three of her men were injured, but no fatalities.

On the 28th of May, BATAAN made her way back to Yokosuka for repair of damage done by the rocket explosion. She arrived gratefully to nurse her wounds until the 5th of

Captain Horney congratulates Captain Kapowich on his one hundredth mission.

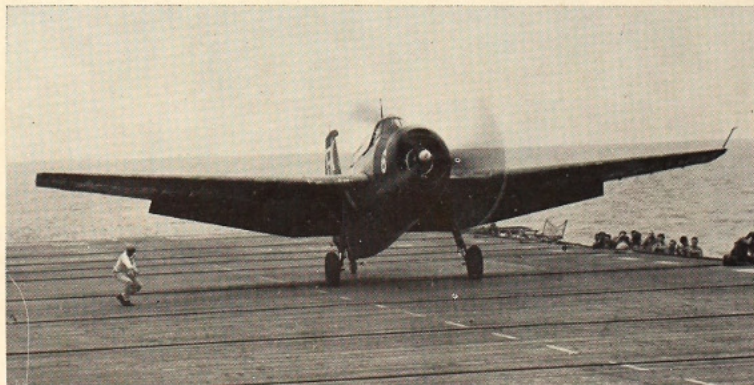


The LSO signals "ease starboard a bit."

She took on necessary provisions and on the 12th she again headed for the Yellow Sea for the fourth tour on the line. On the 13th she launched her first flight on this, the final trip. The next day BATAAN lost a plane at sea. Captain Dick, pilot of a wounded Corsair, was making his final approach when the plane flipped over on its back and crashed into the sea. He was immediately picked up by helicopter. Other than a broken collar bone, he was uninjured.

The 15th of July proved to be a bad day for BATAAN, and her squadron. She lost her first pilot of the 1952 cruise in Korean waters. Captain Guy A. McLaury crashed and was killed after take-off from a desolate airfield in Korea known as K-6. He had been forced down by enemy fire.

But the war had almost ended for BATAAN, temporarily at least. On the 21st she sent her last flight against the enemy, completing a mission that earned her and her squadron VMA-312 the respect and admiration of all. She felt a kind of sadness as she launched her planes from the flight deck to send them to Inchon where they would be land based for a time. The next day she followed them in, anchoring at Inchon Harbor. There she debarked the rest of the squadron—the boys with the funny brown caps and the green jumpers; with grease smeared on their faces; the boys who watched the skies with hope when the planes were out; the boys who grew nervous and smoked many cigarettes when



One of the occasional "Codfish" aircraft gets the launch signal. These planes brought BATAAN vital parts and equipment, allowing her to maintain her tight flight schedule.

June, when she got underway once more for the operating area.

On the 9th of June, Captain Kraus, USMC, was shot down over enemy territory and suffered burns about the face. He was picked up by helicopter.

BATAAN was getting tired for she had worked hard. Her crew had worked endless hours. The Yellow Sea had become a familiar part of her travels and she knew the route by heart. Sasebo to Korea. Korea to Sasebo. But she never complained. On the 16th of June she had a chance to rest some more in Sasebo.

BATAAN completed her third 1952 tour against Communism on the 3rd of July. Sasebo awaited. She arrived there on the 4th of July and moored to Buoy 18, Sasebo Harbor.

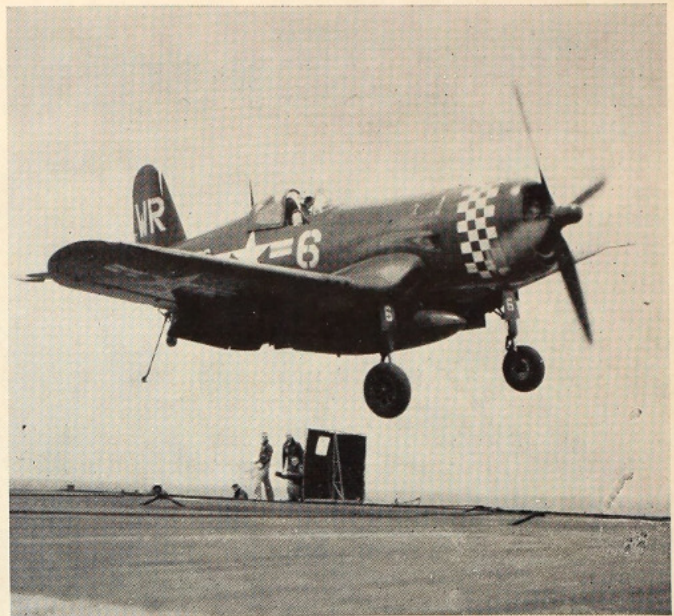
a flight was late.

Only a few hours after dropping the "hook" in Inchon Harbor, BATAAN set out again for Sasebo, the City by the Sea. On the 31st of July she left Buoy 18 in Sasebo with all boats on deck and all vehicles secured. Sasebo faded into distant specks that would not be seen again for a long time to come. Stateside liberty was not far away.

A lot of room had been made for a company of combat Marines to come aboard. BATAAN was to take part in some kind of helicopter operation. But upon arrival again at Inchon on the 1st of August, she found that it had been cancelled.

The second day of August found BATAAN in the open sea again, this time bound for Kobe. She arrived in Kobe on 4 August, in the early evening. Two days of liberty in Kobe and then at 1200 on the 7th she left, completing another leg of her journey toward the states. Yokosuka was next. On the 8th of August at approximately 0840, BATAAN anchored out in a rather stormy Yokosuka Bay. The storm subsided enough for her to tie up on the next day, which made liberty more pleasant.

On 11 August she left Yokosuka, watching Mt. Fujiyama disappear slowly into the sea. She sailed into sunny Pearl Harbor on 19 August and remained there for two days. Then BATAAN sailed away from the land of hula-hula toward the hub-bub, the land



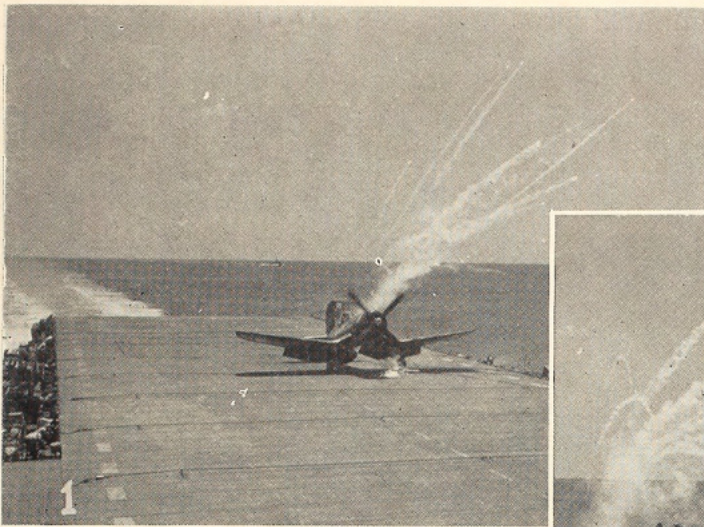
Past the LSO and another landing is chalked up.

of confusion and beauty never to be equaled. She had completed another job, a great and important job, and even though tired, she sped homeward eagerly with the knowledge of another job well done. Yes, again she had proved herself. BATAAN, as her namesake, stands monumental in her fight for a free world. Her record in World War II and during her two operations in Korea prove that. And she knows that as long as the world is on the verge of crisis she will stand alert, ready to answer her country's call to the front line again, doing her all to bring the world to a lasting peace.

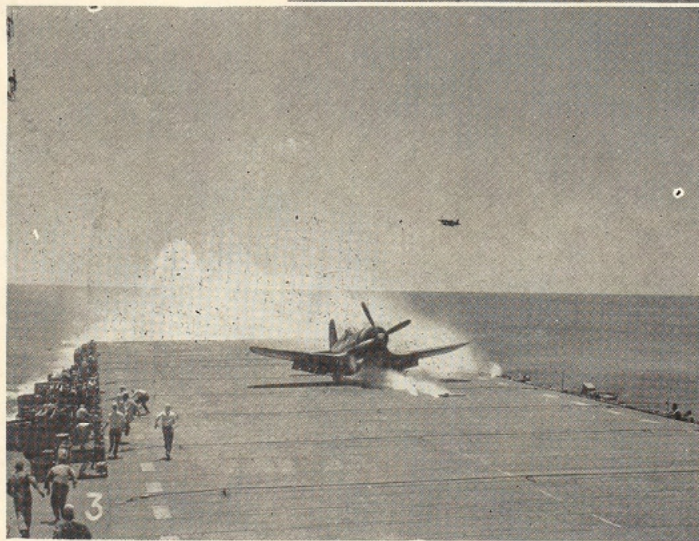


Two pilots from HMS Ocean describe their air adventures for some of our pilots. They were presented with famous Checkboard scarves.

FOURTH OF JULY



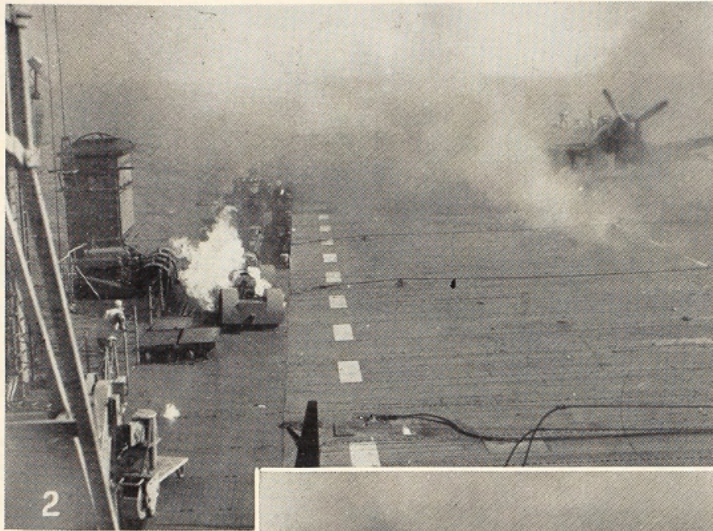
One of our aircraft returns "dirty," and as it touches the deck a white phosphorous rocket breaks loose. As the rocket shoots forward the spinning prop cuts it in half, sending streamers of phosphorous skyward.



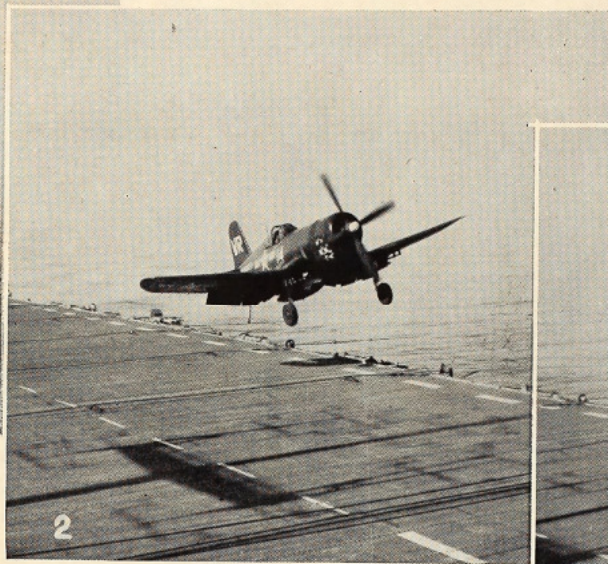
This one comes back really hot, and the deck crew loses no time in giving it plenty of room.

ON THE FLIGHT DECK

A rocket break loose as the aircraft lands, and bounces down the flight deck. It tumbles over twice and then explodes, sending shrapnel flying every which way. Personnel, equipment and flight deck suffer damages.

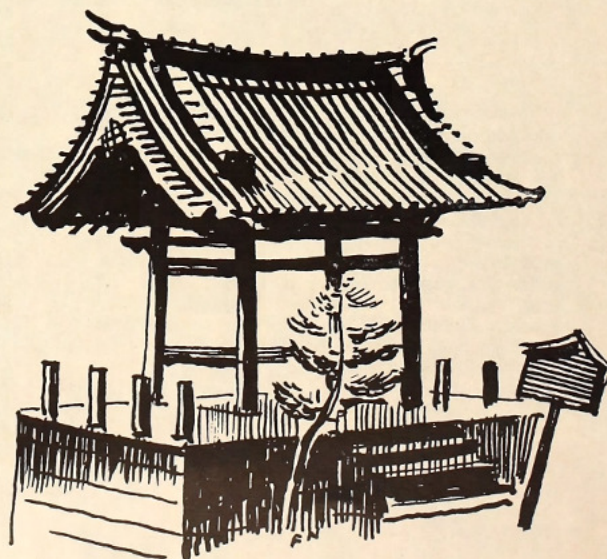


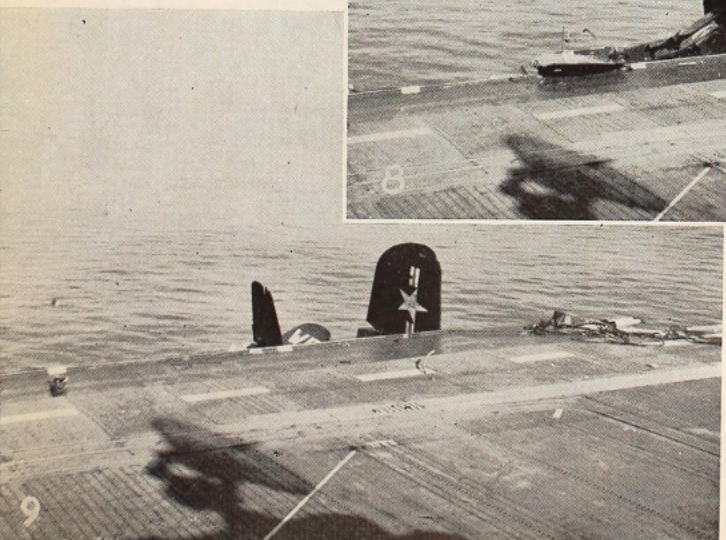
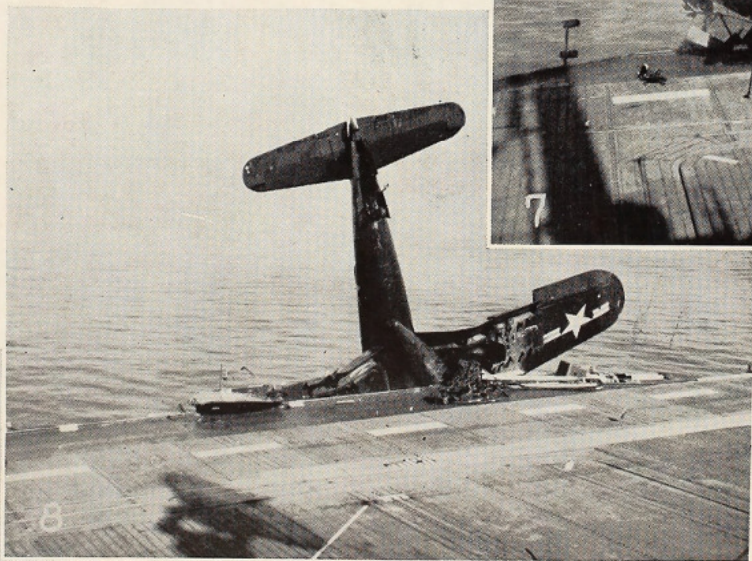
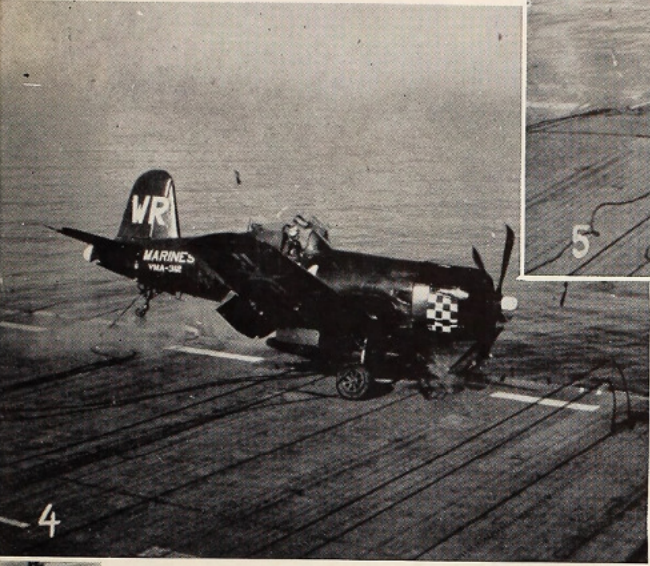
Those injured were Major Bredesen, who suffered chest wounds; Chief Hargreaves, AFC, a member of a combat photography team, who was severely injured in the left arm and chest. Thanks to quick thinking and action by our C. O., Captain Horney, who applied pressure to the chief's wounds, Hargreaves managed to pull through. Lt. Goddard, flight deck officer, suffered a rupture of the traumatic liver, and was removed to a front line hospital by helicopter. Bovino, QMSN, who was stationed in the flag bag, suffered head lacerations as he ducked the flying shrapnel.



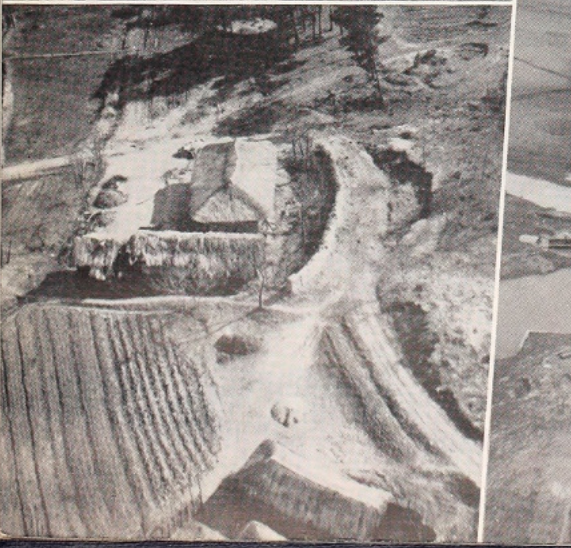
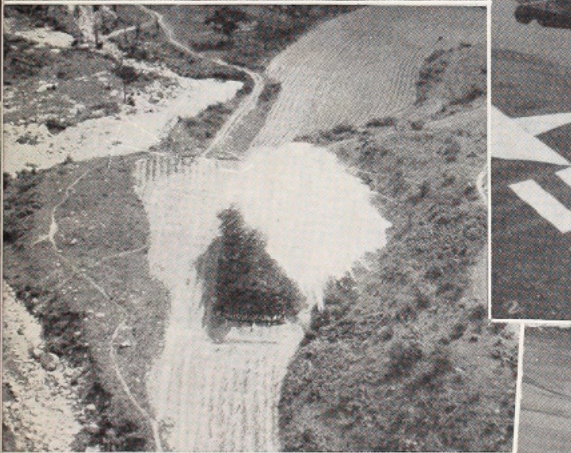
Captain John P. Thomas, USMCR, while engaged in a strike over Korea had his oil line punctured by enemy fire. The oil splashes completely covered his windshield, making it almost impossible for him to see well enough to land. He notified "paddles" of his situation, and was talked in by radio.

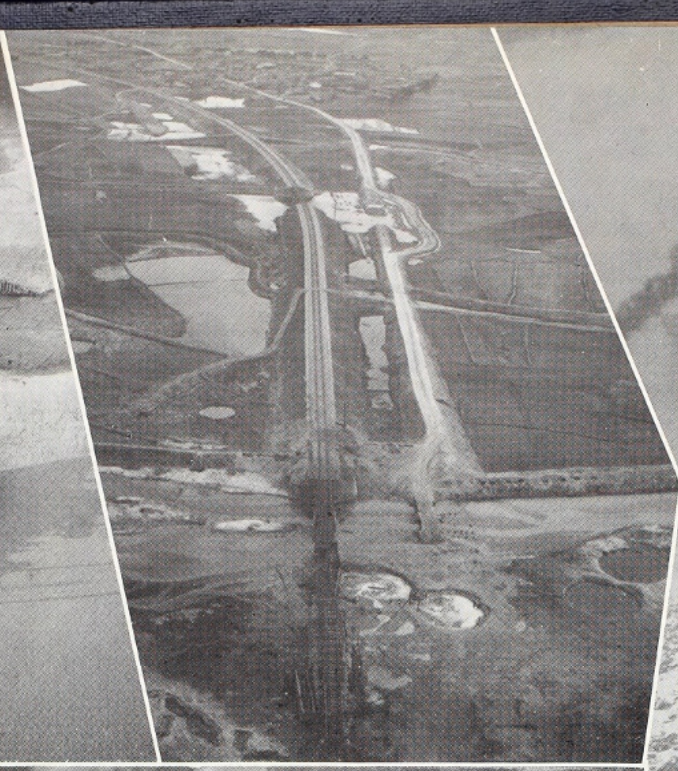
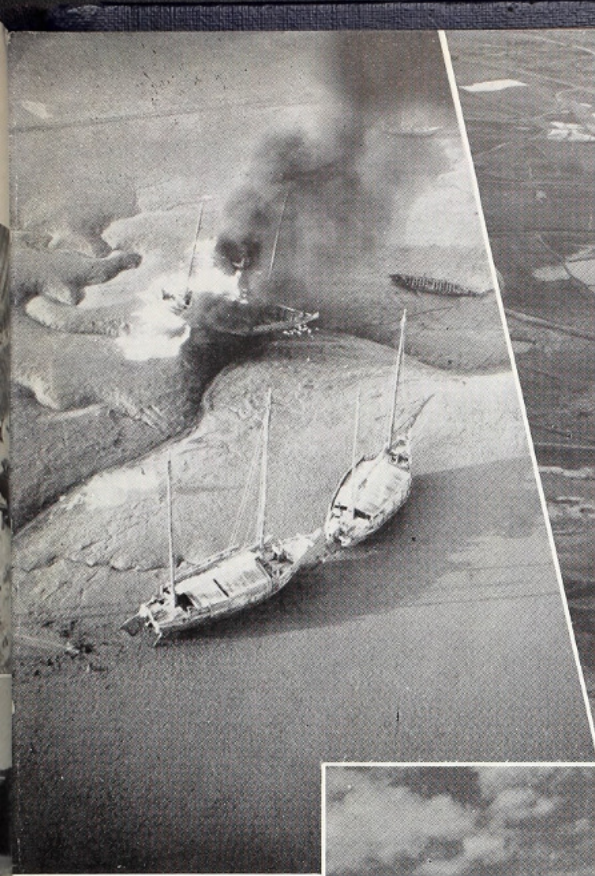
Captain Thomas makes deck contact, then veers sharply to the left wiping out the portside barrier stanchions. The plane plunges off the flight deck, hanging on the catwalk for what seems an eternity. As the plane hits the water, Captain Thomas frees himself of the cockpit just before the aircraft sinks. He was rescued within four minutes by the ever-present whirlybird "Clementine."





FLIGHT OPERATIONS









X-DIV. OFFICERS

Front row (left to right): Lcdr. Coffec, Cdr. Arndt, Ens. Gaudio. Back row: Ens. Lewis, Ens. Hill, SCLK Foster.

ADMINISTRATION

"Say, how many days do I have on the book?" "Can I see the legal officer now?" "Hey, what's the scoop on this note 4 in the POD?" These and many more are the questions answered by personnel office in the course of a day.

The administrative department, under the direction of Cdr. Arndt, our executive officer, is responsible for the records of both officer and enlisted personnel alike.

The personnel office is responsible for the records, leaves, liberty cards and special requests of the enlisted personnel. The legal office handles the difficulties that an officer or enlisted man may come up against in both naval and civilian law. Both offices are under the direction of Ens. Gaudio.

The captain's office, under the direction of SCLK Foster, is responsible for the records of the officers, guard mail and for restricted and security information.

Education, under the direction of Ens. Lewis, is responsible for the handling of school requests from the crew members.

The chaplain's office, under the direction of Father Dwyer, is responsible for the religious welfare of the ship, organizing ship's parties and tours, and for the upkeep of the crew's library. USAFI applications are also handled by the chaplain's office.

The print shop takes care of all printed matter to be distributed aboard ship. During the course of a day they will print the plan of the day, perhaps an officer's roster change, and when at sea the daily issue of the Bataan News.

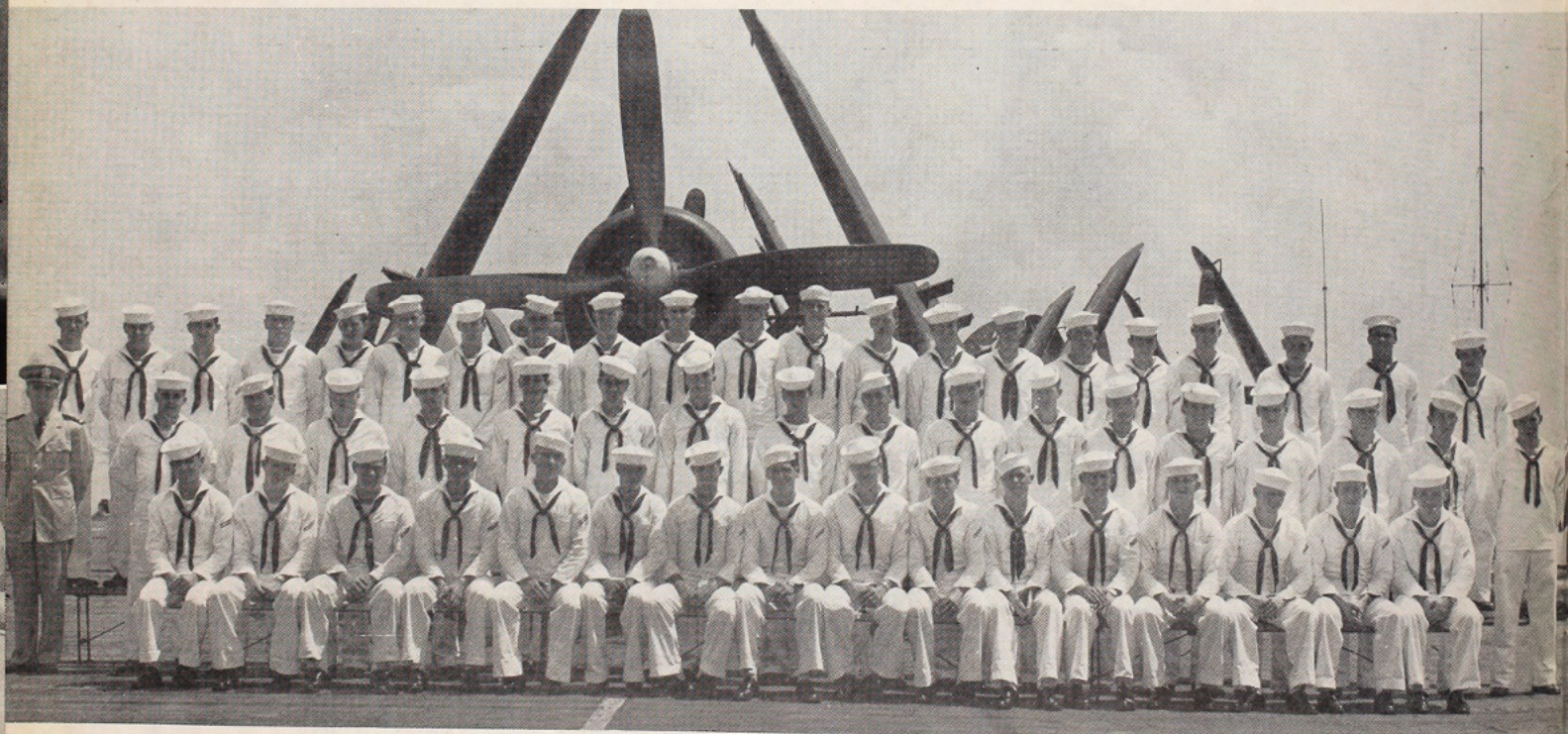
The master-at-arms, headed by Borkowski, BMC, known to the crew as the sheriffs, are responsible for the law and order aboard ship, and for the enforcement of ship's regulations.

"Through these doors pass the troubles of officer and enlisted man alike."



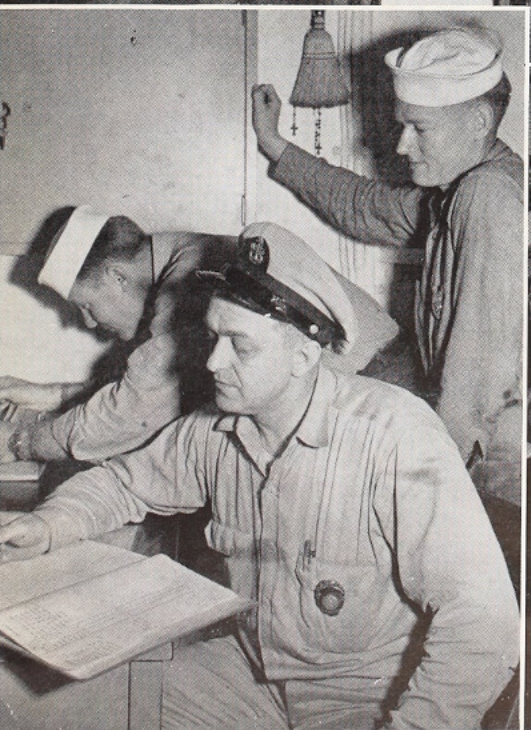
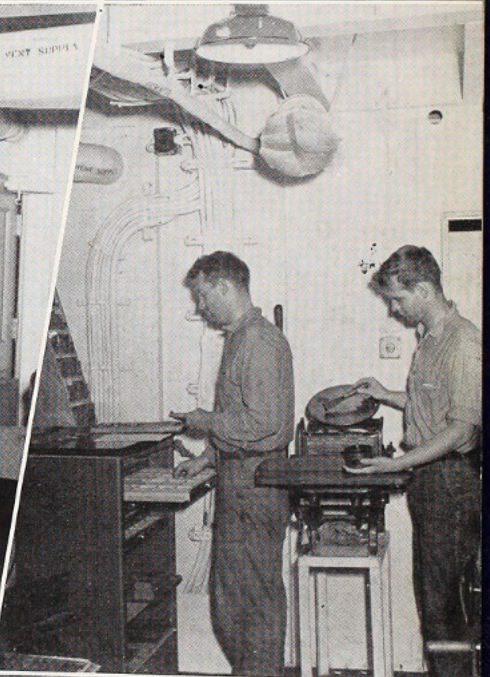
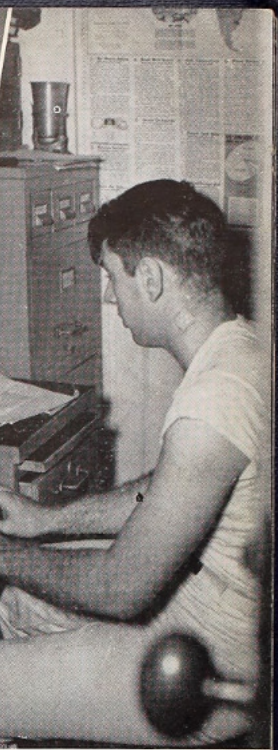
X DIVISION

Front row (left to right): Coates, Kauffman, Woodward, Devall, Weaver, Hegedus, Welch, Sizemore.
 Middle row: Ens. Gaudio, Ens. Lewis, Pruitt, Graham, Riddle, Flanagan, Ballein, Palmer, Sawdy, Johnson, Sanders, YNC. Back row: Ens. Hill, Fogarty, Hohenstein, Davis, Jones, Gentry, Callahan, Jordan, Mitchell, R. R., Mitchell, R. G., SCLK Foster, Stone, Borkowski, BMC.



X-2 DIVISION

Front row (left to right): Safady, Rhoads, Rosenthal, Sarosy, Scarberry, Nash, Lee, Vergata, Renz, McKinnon, Moates, Riedel, Dendy, Whitley, Crumley, Samuelson. Second row: Ens. Lewis, Brewer, Orozco, Rogers, Bercow, Escobedo, Harvey, Davenport, Stone, Reiersen, Coats, Callahan, Adcock, Lecch, Rioux, Landers, Crabtree, Rogers. Third row: Sawatzki, Ruetz, Reidly, Carroll, Owens, Reed, Short, Sawly, Norcross, Sargent, Bollen, Scroggins, Gamas, Byrum, Tippet, Hanson, Rouse, Kauffman, Manning, Devall, Privett.





OPERATIONS OFFICERS

Front row (left to right): Ltjg. Griffin, Lt. Younglove, Ltjg. Erringer, Ens. Yeomans, Lcdr. Smith, Lcdr. Cassidy, Lt. Bartholdi, Ens. Maynard, Ens. Leiner, Lt. Erickson, Lcdr. Downs. Second row: Lt. Hopkins, Lt. Wilczewski, Lt. Wiegand, Lt. Gauche, Lt. Dodson, Cdr. McAllister, Ltjg. Jones, Ens. Brown, Ltjg. Virgil, Ens. Allen, Ens. Walford.

OPERATIONS

The Operations Department, under the guidance of Cdr. McAllister, has multi-fold obligations to the ship's successful operation. This department must handle the ship's communications; schedule her movements as well as those of her aircraft; seek out weather information and man the ship's Combat Information Center. The air operations officer, Lcdr. Downs, schedules strike aircraft, utilizing target info gained from air intelligence, another Operations' Department function. These strikes fully briefed as to targets, weather, communication frequencies and further coordinated by CIC, are then ready to deliver their load of destruction to the communist forces. The Department handles its work by the following divisions:

O-I Division under Lt. Gauche mans Combat Information Center, the ship's "eyes."

O-A Division under Ltjg. Griffin handles the ship's photographic and weather needs.

O-R Division under Ltjg. Virgil has the all-important task of ship's radio communication traffic.

O-S Division under Ens. Yeomans must handle the complicated visual flag and light signals.



O-I DIVISION

Front row (left to right): Barclay, Nichols, Hicklin, Mayer, Clark, Stewart, Tomminger, Edge. Second row: George, Clark, Morris, Nault, Trice, Ashley, Potter, Allen, Nong, Norton, Sifers. Third row: Lt. Gauche, Phillips, Wilson, Denniston, Mitchell, McDonald, Butler, Dowler, Dale, Kirsch.



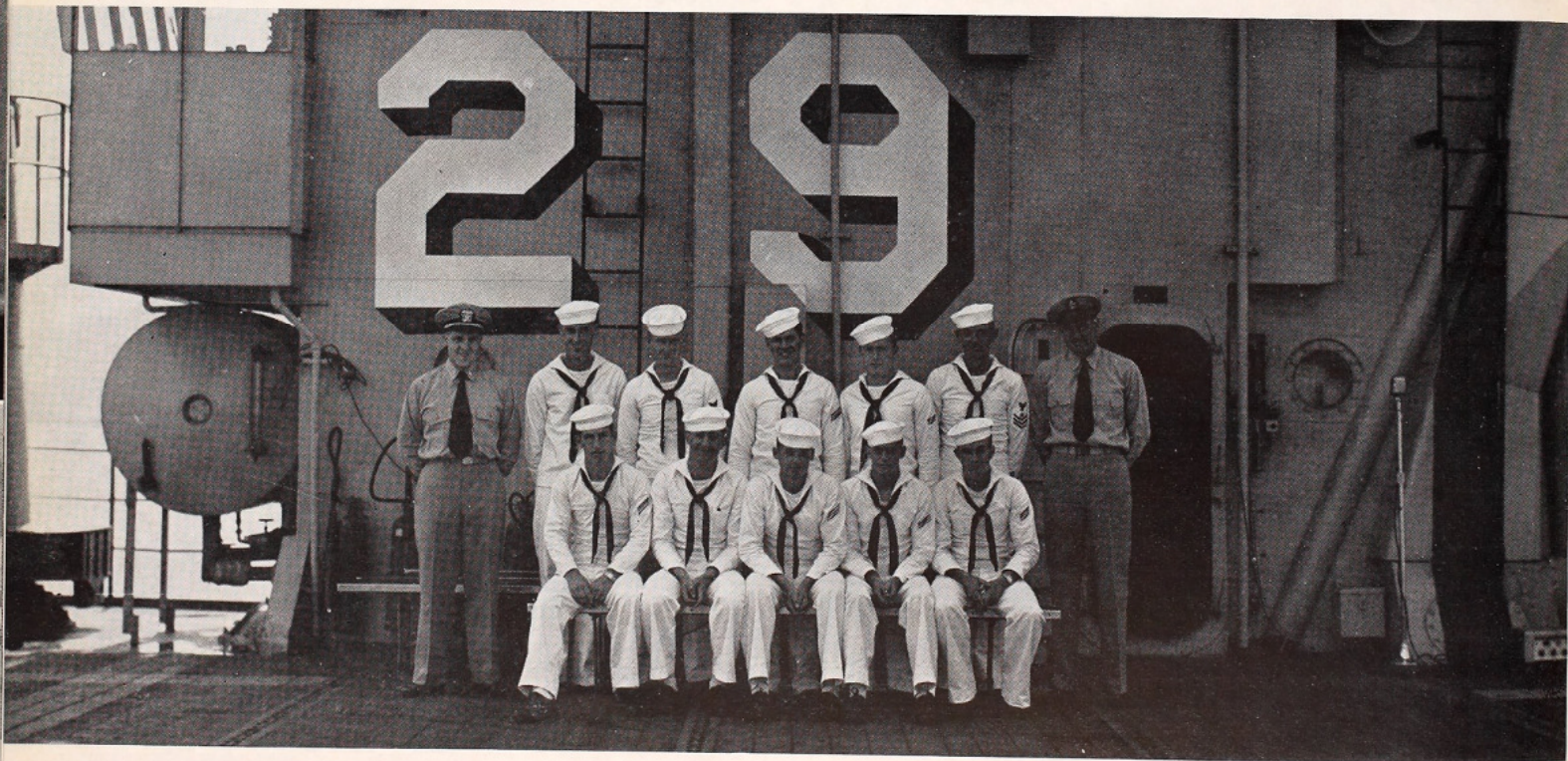
O-R DIVISION

Front row (left to right): Welch, Gates, Burgy, Hancock, Humphreys, Hauser, Allen, Johnson, Adams, Smith, Mathis. Second row: Ltjg. Virgil, Strickland, Marquez, Potter, Van Sichel, Pappmeier, Roeber, Kapischke, Anson, Vanderwerf, Shipley, Hook, Branch eau, Mullen, RMNC.



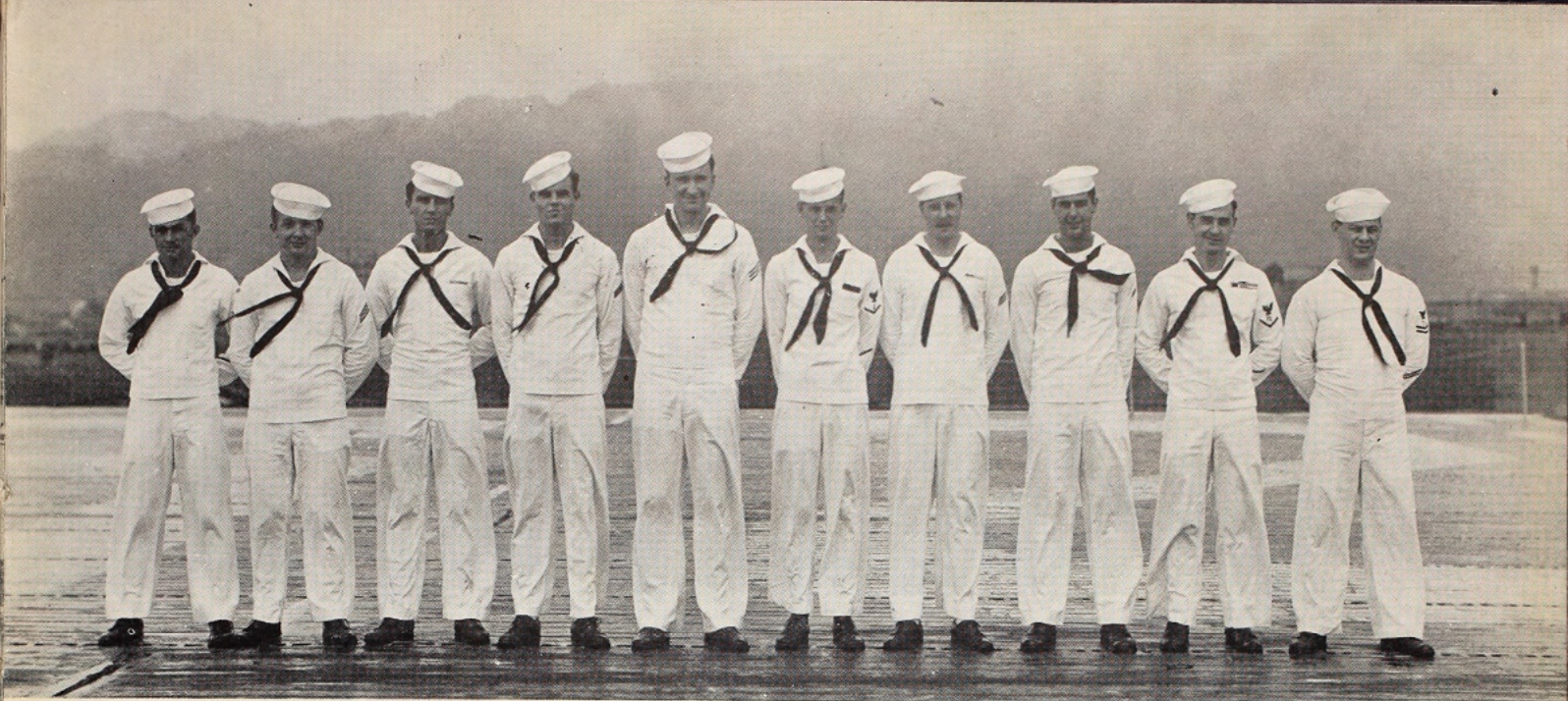
O-A DIVISION

Front row (left to right): Mierzynski, Hopkins, Kovack, Abbey, Matthai, Corgiat, Stevens, Miller. Rear row: Ltjg. Griffin, Hassel, Lobkovich, Klein, Johnston, Shotwell, Davis, Renz, Jurgena.



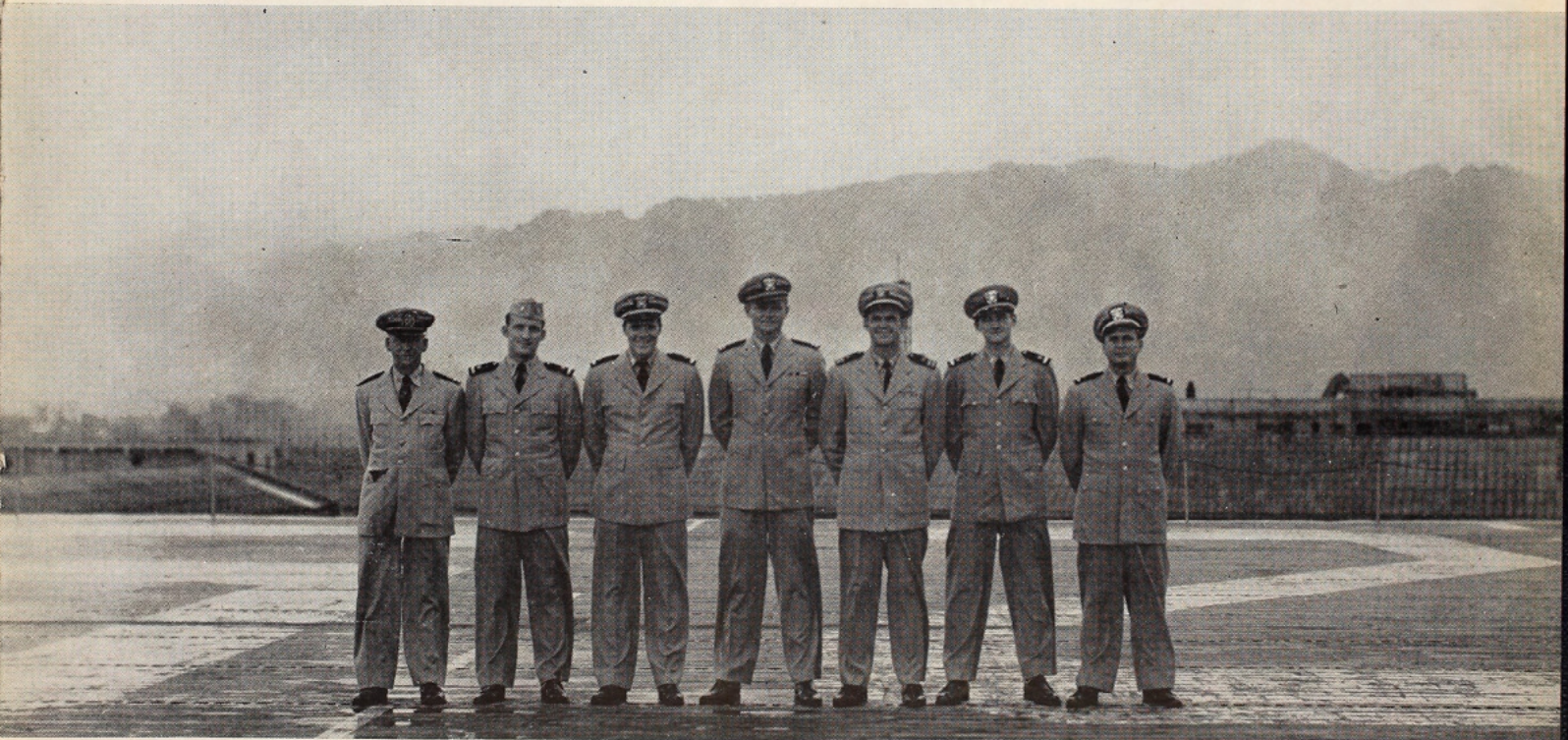
O-S DIVISION

Front row (left to right): Fountain, Wilkie, Ormberg, Rysdyck, Dye. Rear row: Ens. Yeomans, Rolston, Hadley, Swift, McCall, Dail, Chief McCormack.



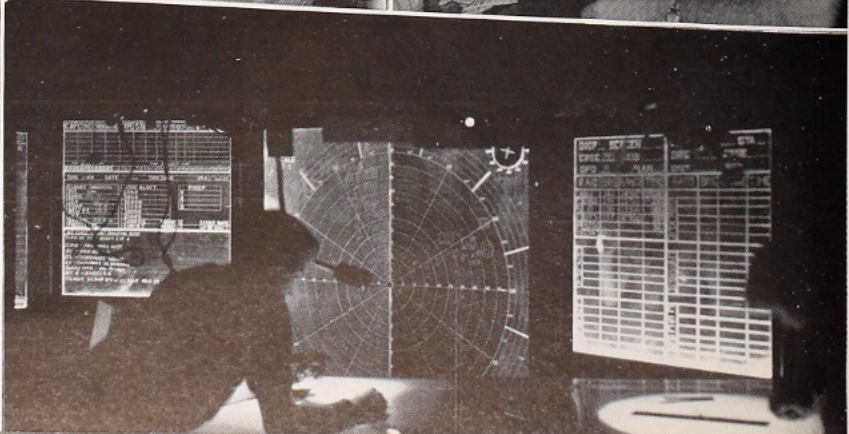
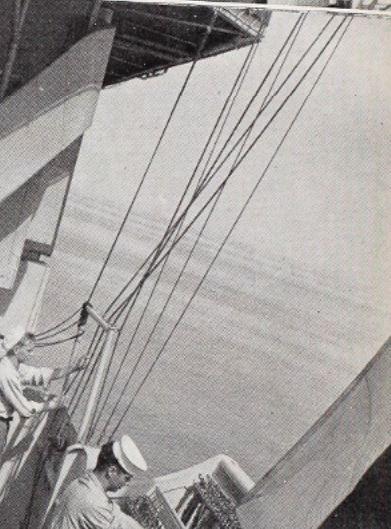
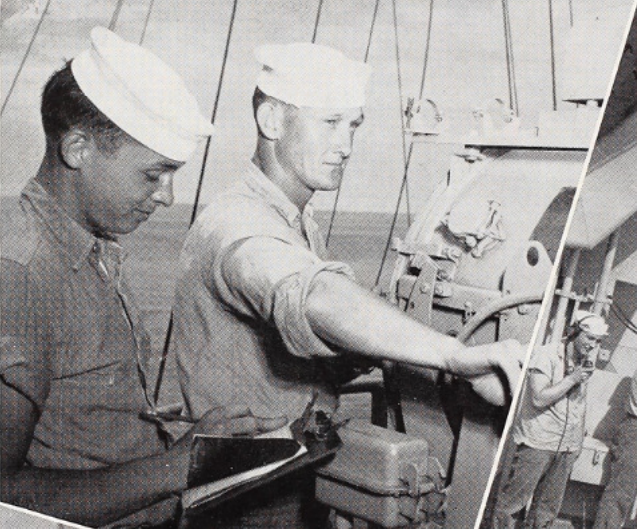
OPERATIONS SUPERNUMERARIES

Left to right: Denney, Gray, Natucci, Whitney, Alldridge, Reno, Stryker, Taylor, Nance, McClellan.



NEW OFFICERS

Left to right: Lt. Dwyer, Ens. Rainville, Ens. Ellison, Ltjg. Gabrielsen, Lt. Thigpen, Ens. Campbell, Ens. Burkhart.



NAVIGATION

Navigating is a most important and exacting function aboard ship, for it is essential that BATAAN know where it is at a given time, where it is going, and how best to proceed to its destination.



Lcdr. Wheaton, Ens. Olischar.

This department, under the direction of Lcdr. Wheaton, and assisted by Ens. Olischar, has this responsibility. The quartermasters use means that would be familiar to old-time sailing masters, and also use modern electronic equipment to accomplish this task.

The quartermaster gang is also responsible for maintaining a running log of all ship's activities, logging personnel on and off at the quarterdeck, and being of general assistance to the Officer of the Deck.



N DIVISION

Front row (left to right): Whitley, Witwer, Peters. Second row: Prophet, Nice, Lau, Allen, Loftis. Third row: Ens. Olischar, Eilers, Barker, Taylor, Kurtz, Mog, De Long.



AIR DEPARTMENT OFFICERS

Front row (left to right): Ltjg. Culver, CHMACH Marchacos, CHMACH Bollheimer, Ltjg. Adkins, Gunner Campbell. Back row: Lt. Berkey, Lt. Goddard, Lcdr. Heintz, Cdr. Knapp, Lt. Wells, Ltjg. Talks, CHMACH Roberts.

AIR DEPARTMENT

“Now man stations for launching aircraft” sends the air department hurrying to their stations.

Cdr. Knapp, assisted by Lcdr. Heintz, coordinates the overall activities of this department. It is divided into six divisions, each with a special job to do.

V-1, under the direction of Lt. Goddard, is responsible for handling all aircraft on the flight deck. This includes plane spotting and direction, operation of aircraft handling equipment such as tractors, cranes and finger lifts. V-1 also handles flight deck crashes.

V-2, headed by Ltjg. Adkins, has charge of catapults, arresting and barrier gear and assists V-1 in fighting flight deck fire and crashes when directed.

V-3, under Lt. Wells, handles all aircraft on the hangar deck, operates the airplane elevators and assigned fire fighting equipment.

V-4, headed by Ltjg. Talks, is in charge of all shops and equipment for the maintenance of aircraft, including radio and electronics, parachute loft and oxygen shop. V-4 also is the maintenance division for all mobile powered vehicles assigned to the Air Department and the ship.

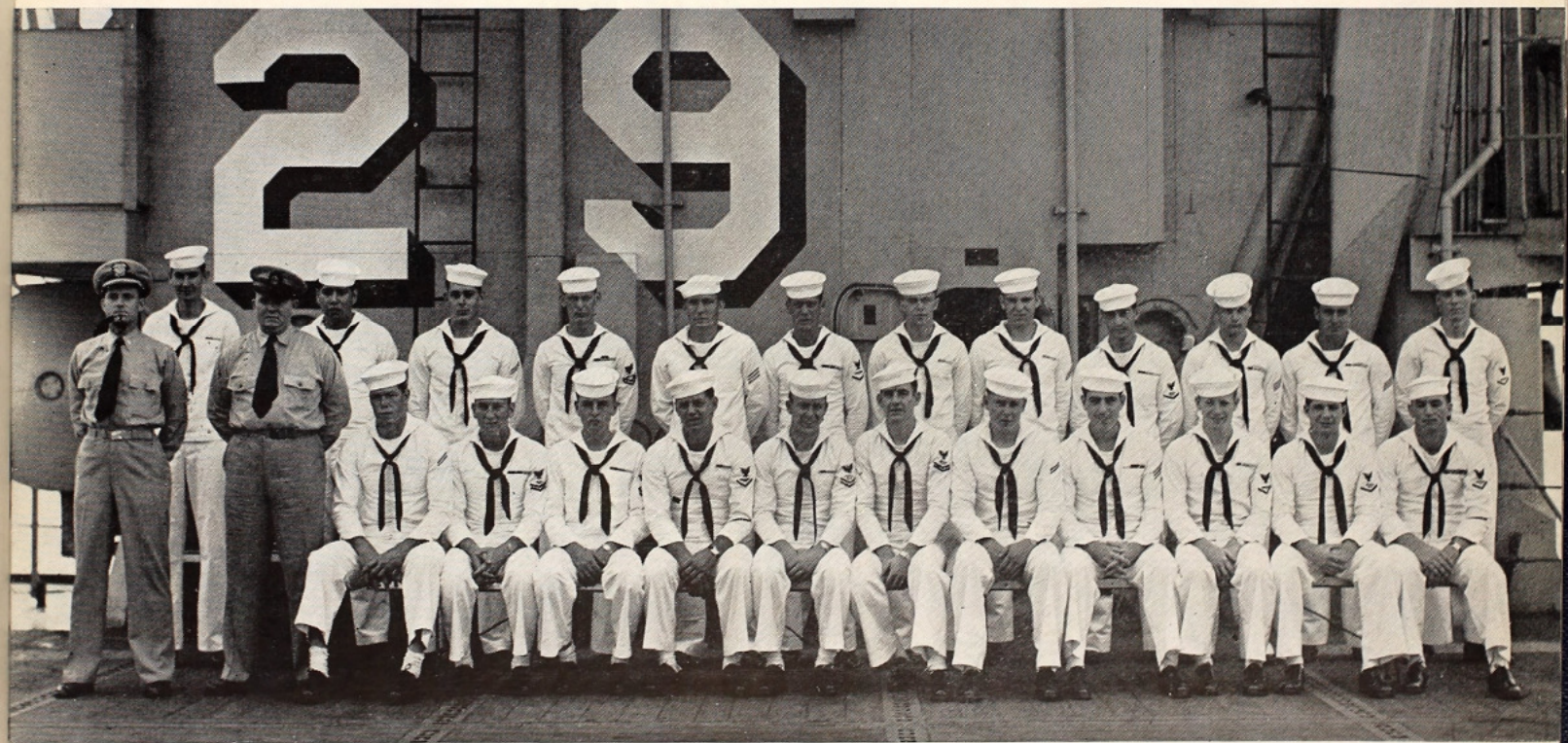
V-6, under the direction of Gunner Campbell, is charged with the preparation and delivery of all aviation munitions.

V-7, headed by CHMACH Marchacos, handles the aviation gasoline system, the aviation lube oil and alcohol systems, and supplies the embarked aircraft with these necessities at both flight deck and hangar deck levels.



V-1 DIVISION

Front row (left to right): Lanier, Clayton, Cameron, Williams, Strickland, Ball, Chandler, Smith, Ratcliffe, Raver, Rodish, Shaver, Jackson, Hale, Anderson, Cutright, Wiggins, Keener. Second row: Lt. Goddard, Nelson, Rollins, Bismore, Olsen, Engebretson, Robinson, Pyle, Havig, Kaplita, Crider, Stafford, Muscara, Miller, Stover, Augustyniak, Wright, Chavez, Camp.



V-2 DIVISION

Front row (left to right): Lt. Adkins, Harrison, ABC, Whitley, Pope, Kruger, Lavoie, Maguire, Ainslie, Ryum, Pitino, Brown, Sloan, Vercher. Second row: Hughes, Johnson, Motland, Wightman, Terwilliger, Widmaier, Morgan, Densmore, Torri, Stranahan, McGlothlin, Kenny.



V-3 DIVISION

Front row (left to right): Bonari, Gregoire, Bustamante, Broughton. Second row: Lt. Wells, Hilder, Schulz, Lilley, Mattingly, Kappmeyer, Klama, Vinson, Munoz, D'Aquisto, Barrackman, Rawls, ADC. Third row: Hunt, Matyas, Smith, Sossamon, Landon, Fusco, Kane, Parker, Overs, G. E., Overs, G. P.



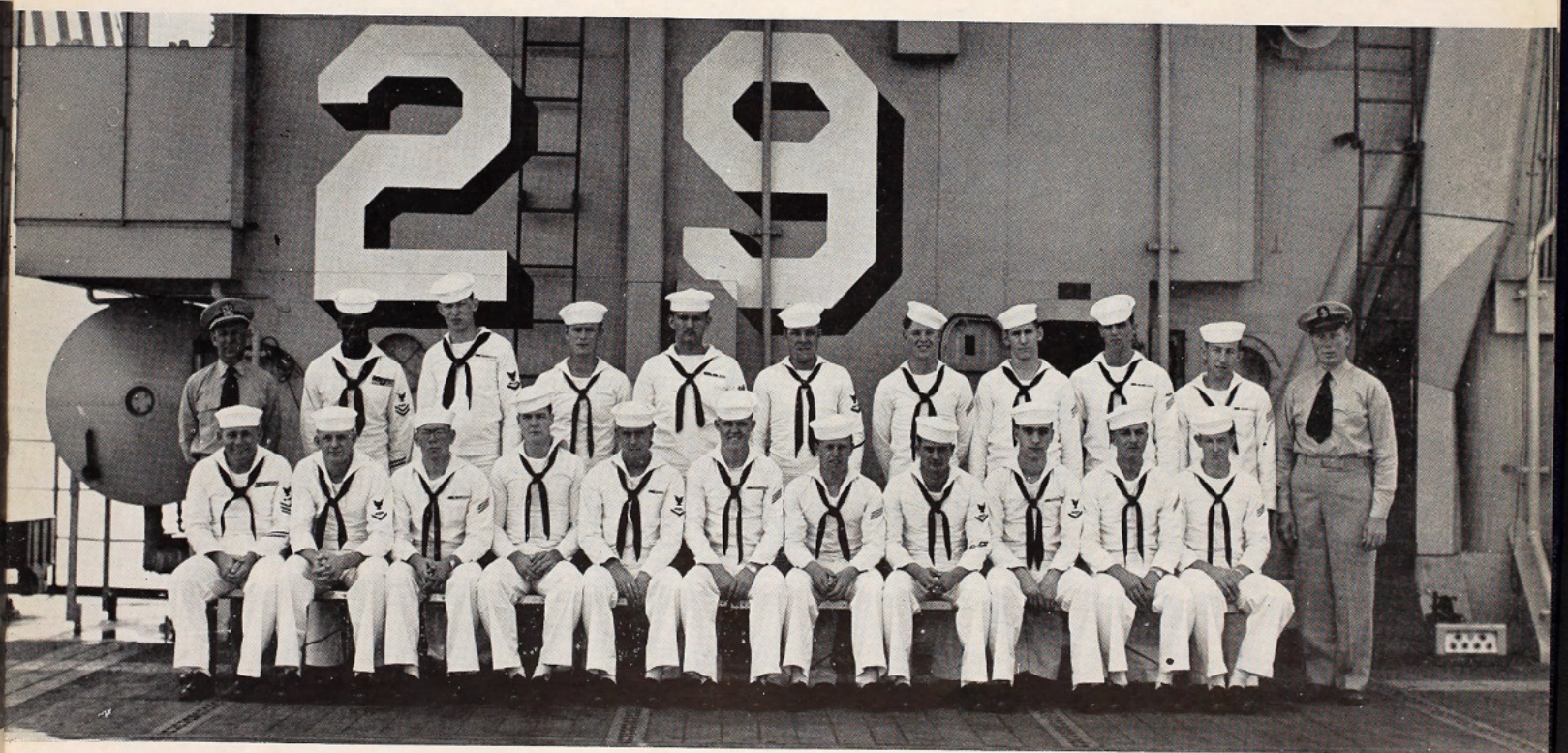
V-4 DIVISION

Front row (left to right): CHMACH Roberts, Ltjg. Talks, Gregory, Jennings, Miller, Boylan, Driscoll, Bonavita, Mawson, Fisher, Carlson, Sands, Lannutti, Babbitt. Rear row: Hyland, Sloat, Cavanaugh, Fales, Menotti, Burrenson, Paulukaitis, Eckard, McManus, Tate, Godke, Brewster.



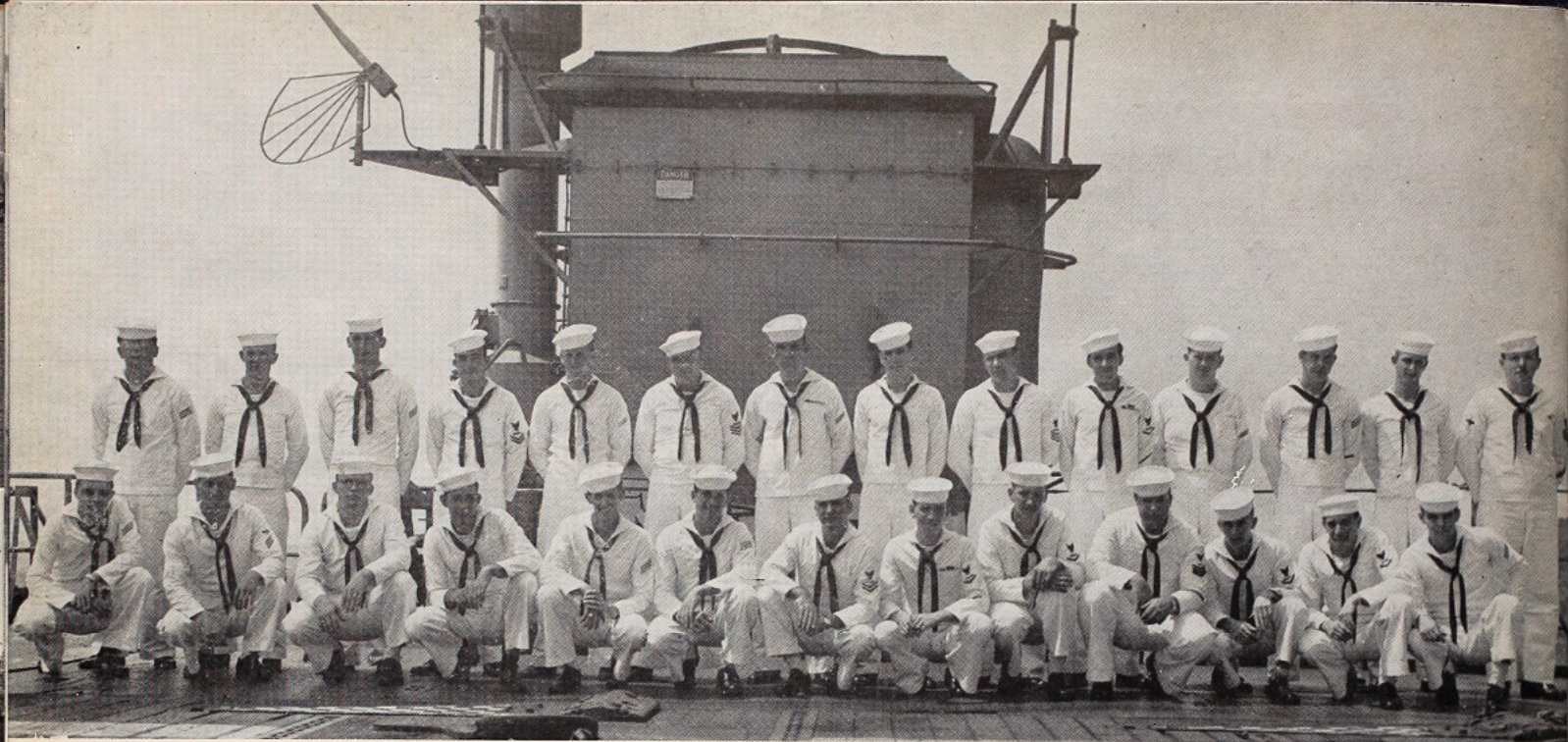
V-6 DIVISION

Front row (left to right): Grubbs, Dolan, Rosica. Middle row: Fox, Billiano, Wilman, Norris, Chafin, Cameron, Lewis, Cahill, Richardson, Vaz, Bustamente. Rear row: Gunner Campbell, Bankhead, Carlson, Schrader, Coleman, Burke, Cline, Heilano, Deutsch, Elvers, Hynes, Bosch, AOC, Hopkins, ATC.



V-7 DIVISION

Front row (left to right): Ballein, Roberts, Houchens, Busch, Grill, Kaylor, Dunn, Andreas, Derk, Bunge, Vanderpool. Back row: CHMACH Bollheimer, Mackay, Chamberlin, Cole, Wallace, Carmen, Boggs, Ray, Flake, Ade, Allen, ABUC.



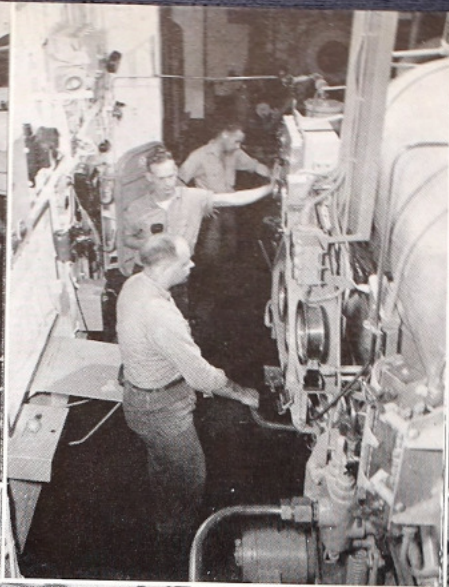
AIR DEPARTMENT SUPERNUMERARIES

Rear row (left to right): Doppe, Jennings, Miculka, Kupper, Gerhart, Stevens, Considine, Hingley, Mihelic, Chase, Coyle, Sturgill, Theabold, Webb. Front row: Dutton, Hovey, Justice, Halls, Hollis, Primrose, Wright, Eckenrod, Zempel, Bonno, Pilarczyk, Arvay, Stevens, T.



HU-1 UNIT 14

Front row (left to right): G. Patryzyn, AE2; G. Parchinsky, ADAN; D. E. Cowser, AD3; E. W. Bledsoe, AM3. Back row: Lt. W. L. Berkey, Ltjg. R. F. Culver, V. E. Watts, AD1; H. F. Cline, ADC.





ENGINEERING OFFICERS

Front row (left to right): Ens. Abraham, Ltjg. Trick, Ltjg. Mehring, Ens. Handley, Ltjg. Smith, CHELE Shepherd, MACH Beaumont, CHCARP Lorusso. Back row: CHMACH Bankowski, CHRELE Witherwax, Lt. Crownover, Lt. Messenger, Lcdr. Smith, Lt. Grossman, Lt. Borgerding, Ltjg. Benjamin, Ens. Brown.

ENGINEERS

The engineers, more commonly known as the black gang, are the men that provide the heartbeat of the ship.

This department, headed by Lcdr. W. Smith, and assisted by Lt. Grossman, assistant main propulsion officer, and Lt. Messenger, assistant damage control officer, is divided into six divisions.

A division, headed by Ltjg. Benjamin, and assisted by CHMACH Bankowski, makes spare parts in the machine shop, mans the evaporators, ice machines, and provides engineers and repair men for the ship's boats.

B Division, under Lt. Borgerding, and M Division, under Ltjg. Trick, assisted by MACH Beaumont, provide the one-two punch of the main propulsion system. B Division mans the boilers, generating the steam which M Division's turbines convert to mechanical energy that drives the screws.

E Division, under Lt. Crownover, and assisted by Ltjg. Mehring, is responsible for the electrical circuits, gyros and anemometers. Their brothers in circuit chasing, ER Division, headed by Ens. Abraham, are responsible for the installation and repair of the electronic equipment aboard ship.

R Division, under Ltjg. Smith, is the utility team of the BATAAN. Their jobs run from diving to repairing a leaky faucet. They are also responsible for the water tight integrity of the ship at all times.



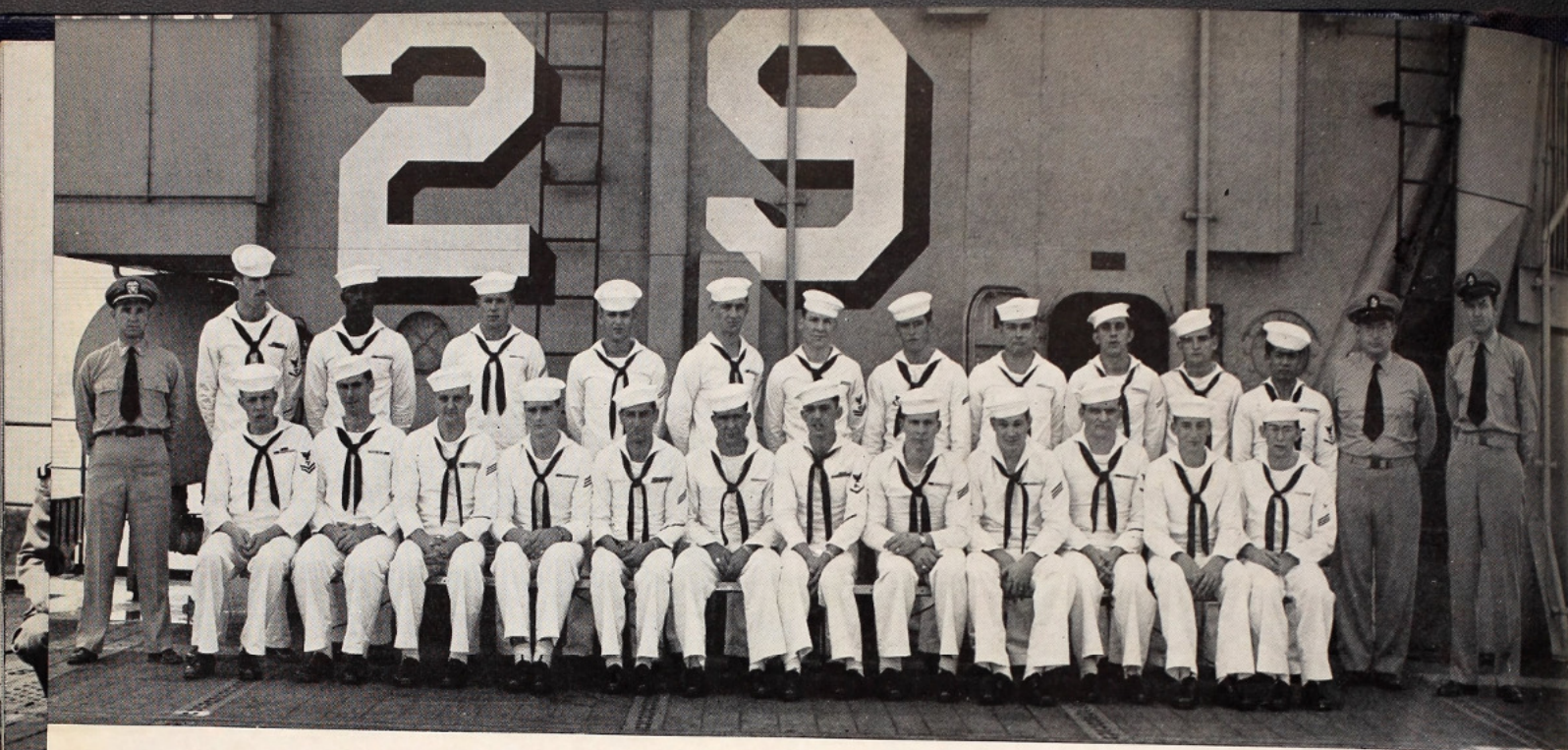
E DIVISION

Sitting (left to right): Begy, Gregory, Meyer, Stuart, Smith, Williams, Gary, Bezanson, Hahn, Waite, Dambois, Combs, Baber. Back row: Lt. Crownover, Ltjg. Mehring, Howard, Browning, Muinos, Runyon, McDermott, Needham, Aeppli, Vause, Nash, Houser, Crockett, Bond, Gray, Long.



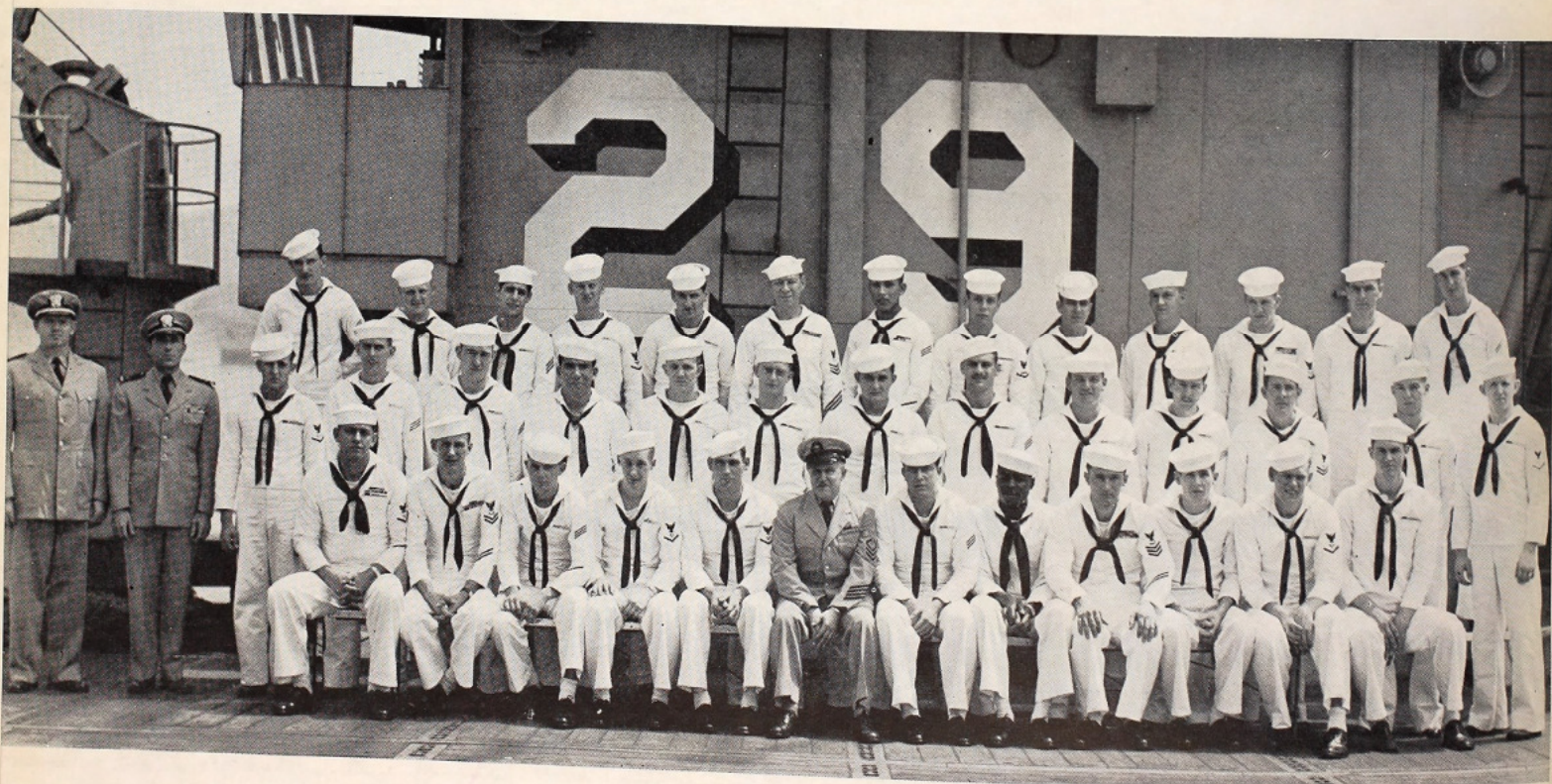
B DIVISION

Front row (left to right): Stankiewicz, Stewart, Gleason, Bazan, Melton, Lyons, Tindall, Ferguson, Patterson, Williamson, Wilson, Lightsey, Pickett, Carter, Bollier. Middle row: Lt. Borgerding, Richardson, Harrell, Andreson, Duns Moor, Watson, Foster, Powell, Branch, Marin, May, Rogers, Lehnen, Roark, Townsend, Kringler, Lillis. Back row: Cochell, Fisk, Tubbs, Mathews, Comly, Moses, Marin, Webb, Gordon, Gammond, Myers, Brocius, Kummer.



A DIVISION

Front row (left to right): Robertson, Krone, Simpson, Peebles, Heid, Johnson, Guymon, Walker, Phillips, McGregor, Ahart, Bigum. Back row: Ltjg. Benjamin, Fordyce, Small, Carter, Nealy, Hanson, Pace, Warr, Koss, Kliest, Eckstrom, Sarmineto, Wilsey, Orban.



R DIVISION

Front row (left to right): Kravitz, Rayment, Herbert, Smugala, Saddler, Conrad, Toth, Randall, Madsen, Blodgett, Koester, Dukes. Middle row: Ltjg. Smith, CHCARP Lorusso, Feathers, Harris, Verbryke, Galvan, Crull, Karst, Tryon, Smith, Chrisco, Gregory, Sullivan, Yeager, Rhoads. Back row: Bunch, Guarracino, Ricca, Mitchell, Harden, Davis, Zamora, Cherman, Wright, Dingman, Hamel, Barker, Cook.



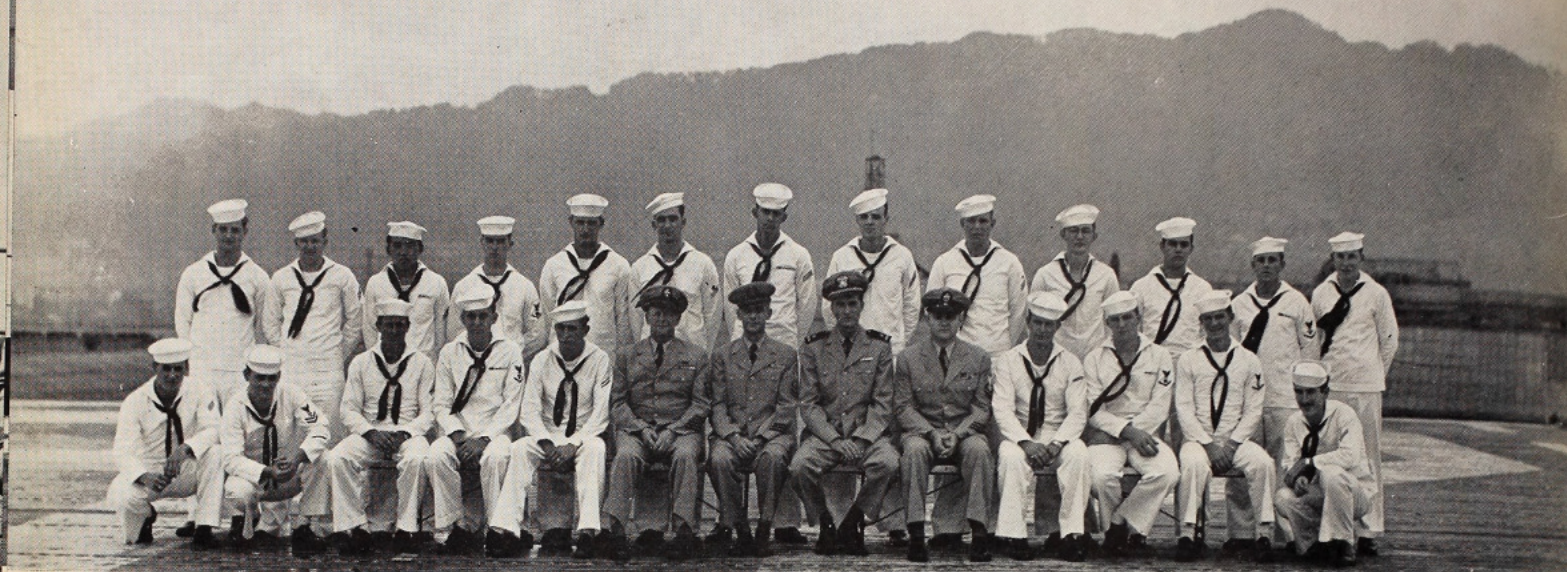
M DIVISION

Front row (left to right): Anderson, Ratliff, Propps, Brewer, Cope, Cornish, Ely, Gangidino, Linder, Caiozza.
 Middle row: Craig, Donah, Garrison, Chaney, Nelson, Hatson, Lopez, Folie, Davis, Powell, Crum, Copsey.
 Back row: Ltjg. Trick, Kolenda, Wikstrom, Freytag, Hohenstein, DeLong, Rieman, Bojarski, Schuster, Kirby, Crites, Timmons, Freeley, McElhiney, O'Leary.



E-R DIVISION

Front row (left to right): Altschuler, Murray, Fleming, French, Hardy, Sutton, Rudow, Nunn, Luethi, Larson, Cummings. Second row: Ens. Abraham, CHRELE Witherwax, Flatt, Tack, Fasbinder, Anderson, Taylor, Ragsdale, Carter, John, Latham, Weaver, Sullivan, Ion, Burson, Ltjg. Corley.



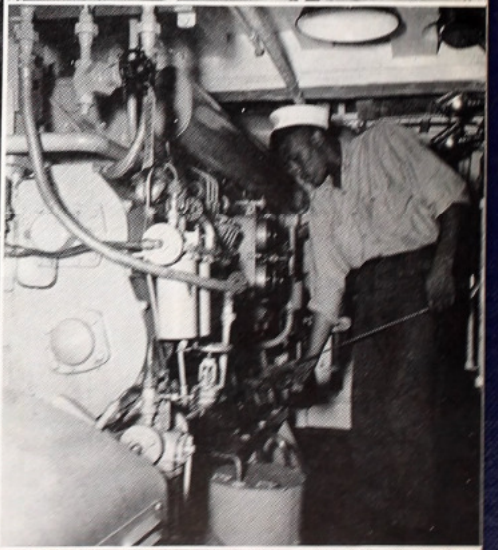
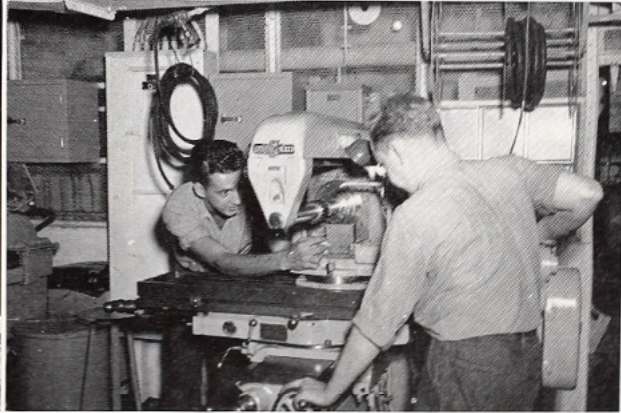
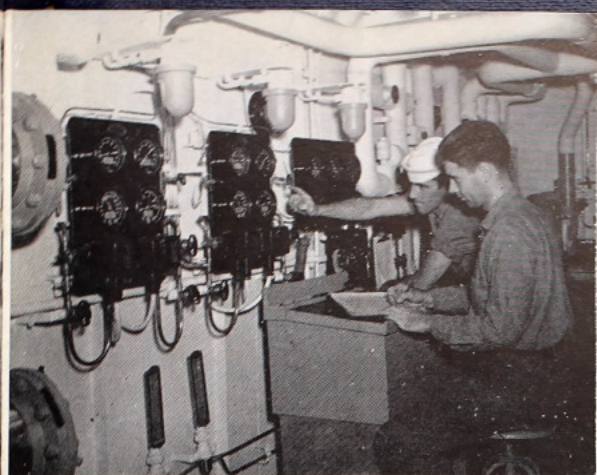
ENGINEERING SUPERNUMERARIES

Front row (left to right): Roberts, Reier, Hughes, Skinner, Miller, Moore, Hindle, Ens. Brown, Willison, Priest, Corcoran, Jennings, Kennedy. Second row: Tubbs, Craig, Nakao, Rinker, Wood, Farner, Neralich, McDonald, Mogan, Heaton, Brewer, Cline, Ketsdever.



ENGINEERING SUPERNUMERARIES

Front row (left to right): Lancaster, Brackett, Roark, Domeier, Dybendal, Miller, Rose, Lewis, Berans, Roginski, Phillips, Scurlock. Second row: Pipich, Deverick, Howard, Johnson, Mauc, Wright, CHMACH Bankowski, Boltan, Mahmken, Dumlap, King, Sikora. Third row: Newcomer, Dunkum, C. F., Dunkum, W. A., Fugua, Chinatt, Cotton, Clark, Ellis, McGrenra, Catanese, Carrara, Crogham, Canne.





GUNNERY DEPARTMENT OFFICERS

Front row (left to right): Ltjg. Kemp, Ltjg. Sherman, Ens. Sheppard, Ens. Watkins, Ens. Teuschl. Back row: Lt. Tipping, CHBOSN Gray, Ltjg. Wright, Ens. Berst, Ens. Thompson, Ens. Olsen, CHGUN Dobson, Lt. Doran.

GUNNERY

“Now man all guns and gun control stations” sends gunnery crewmen hurrying to their stations, to perform their primary task of manning the ship’s armament.

The gunnery department headed by Lt. Knox and his two main assistants, Lt. Doran, air defense officer and Lt. Tipping, ship’s first lieutenant, consists of five divisions: First, second, third, fourth, and Fox.

The first four divisions, called the deck divisions and under the direct supervision of the first lieutenant and his assistant CHBOSN Gray, are responsible for the general upkeep of the ship’s exterior and the operation of all equipment associated with deck seamanship.

The first division headed by Ltjg. Kemp and assisted by Ltjg. Wright call the forecandle area their home. Included in this responsibility is the operation and maintenance of the ship’s ground tackle.

On the port side of the ship we find the second division under the leadership of Ltjg. Sherman and seconded by Ens. Thompson and responsible for a similar area of the ship on the starboard side is the third division under Ens. Sheppard and assistant Ens. Berst. In addition to the upkeep of their sections of the ship, the second and third divisions rig the two accommodation ladders, and man and maintain our two motor launches.

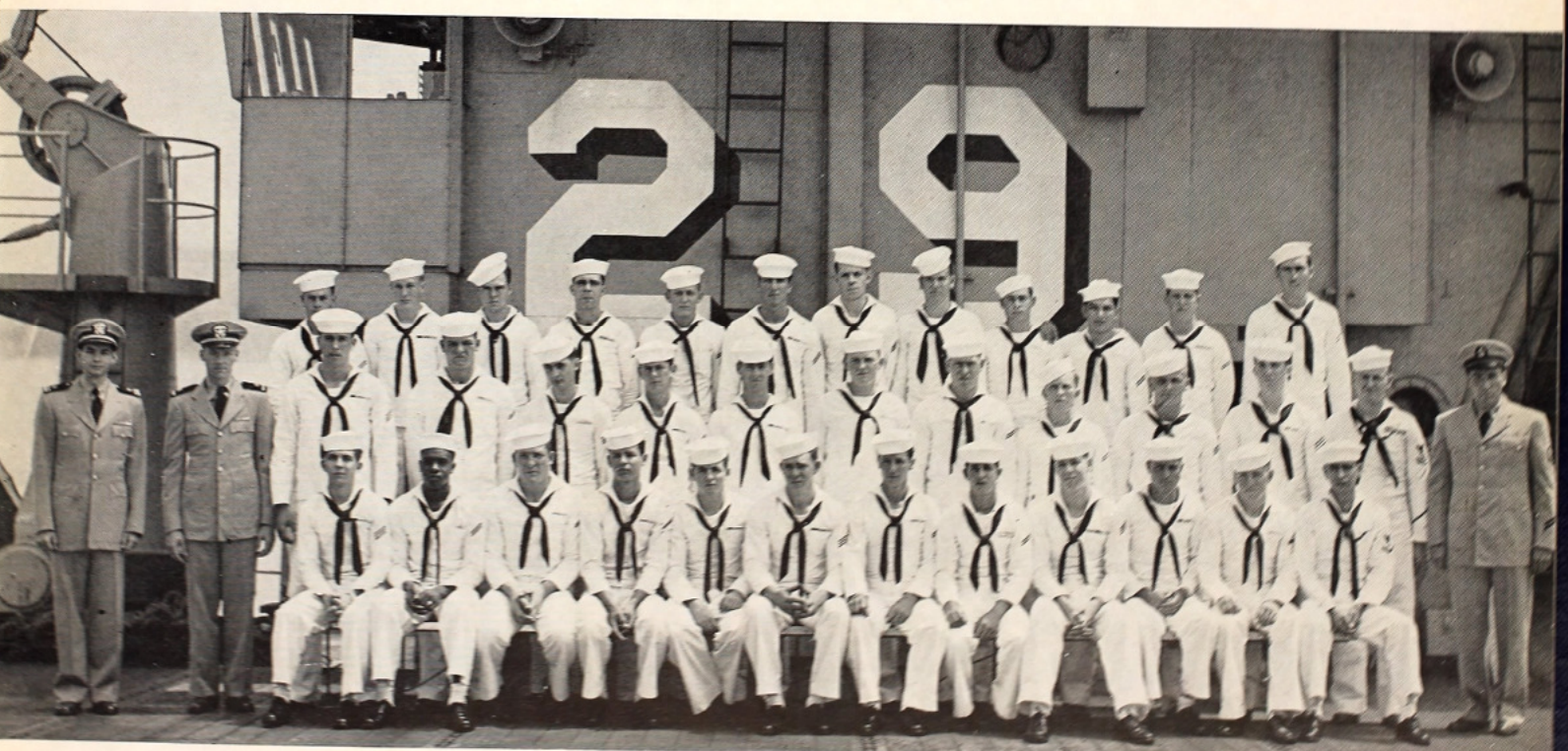
The fourth division led by Ens. Watkins is responsible for the fantail area. When the call comes for an intership transfer it is the fourth division that handles the highlining.

The gunners mates and firecontrolmen comprising the Fox division with Ens. Teuschl as division officer and CHGUN Dobson his assistant, man and maintain the intricate 40mm. battery and its associated fire control equipment. The other four deck divisions supply crews for the 40 mm. mounts during condition watches in Korean waters and during general quarters.



FIRST DIVISION

First row (left to right): Montgomery, Burson, LeMaster, Blevins, Coble, Hutchens, Stalter, Keck, Cook, Varga. Second row: Ltjg. Kemp, Ltjg. Wright, Guidry, Beard, Anson, Anderson, Thompson, Alfred, Burton, Christiansen, Barney, Barefield, Lee, Smith. Third row: Cullefer, Schmigel, Laswell, Tremayne, Thompson, Blaser, Hardway, Price, Bain, Chambless, Bolden, Graff, Stewart, Stacewicz, Witham.



SECOND DIVISION

Front rank (left to right): Elver, Heglar, Jameson, Endinger, Dougherty, Jones, Goodwin, Starling, O'Connor, F. J., Cobb, Goggans, Pacheco. Middle rank: Ltjg. Sherman, Ens. Thompson, Woodriddle, Handley, Booth, Horton, Lynch, Davis, Petty, Hawkins, Cassidy, Grace, McNamara, O'Connor, J. G. Rear rank: James, Bird, Lamont, Fogarty, Holt, Salinas, Eastman, Matkins, Mead, Gomez, Holsombeck, Dean.



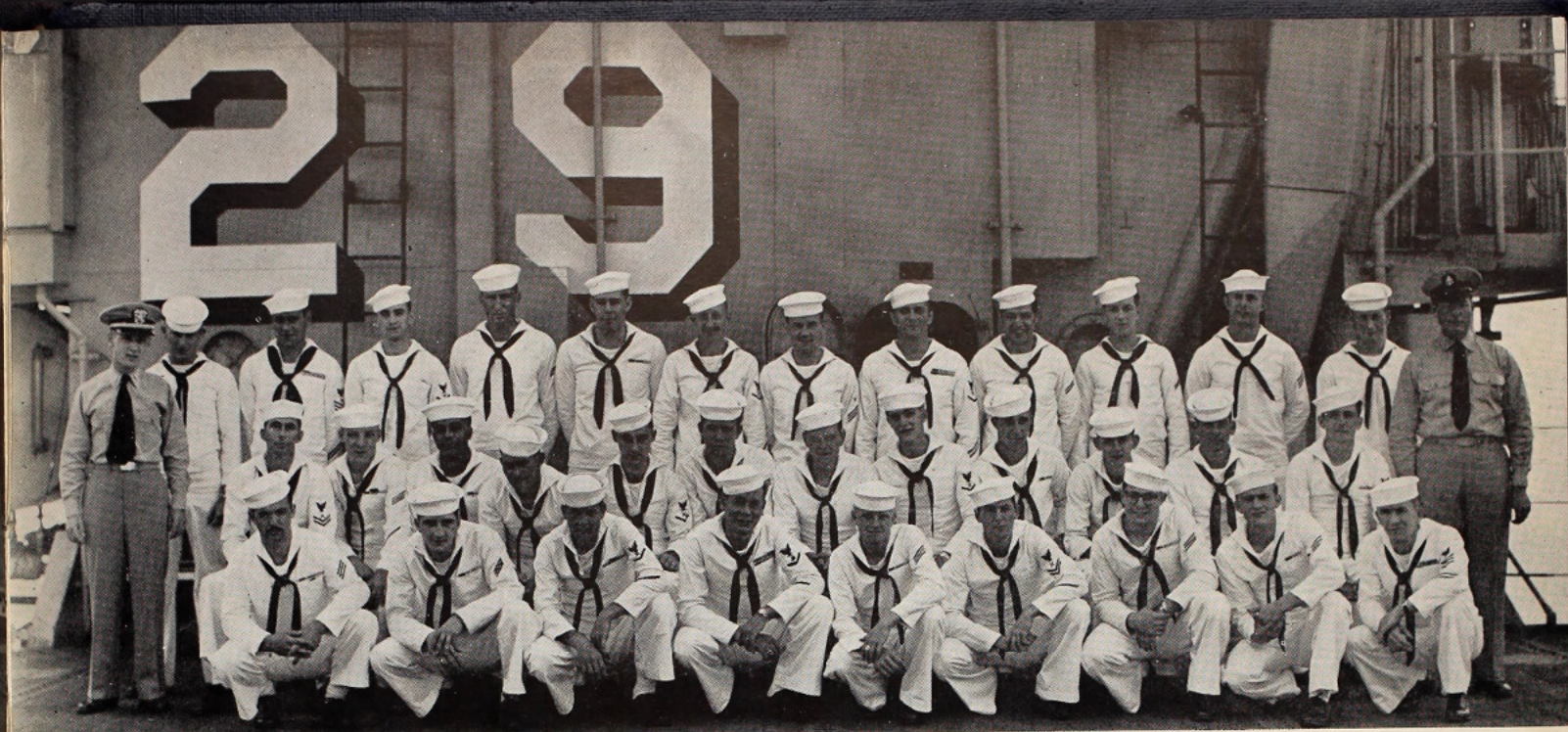
THIRD DIVISION

Front row (left to right): Steekley, Buchanan, Young, De Vries, Taksas, Ford, Jolly. Middle row: Himel, Gentry, Benham, Sorg, Johnson, Johns, Bacon, Brown, Bittle, Leeth. Rear row (standing): Ens. Sheppard, Ens. Berst, Killion, Kochanny, Lockhart, Trefethen, Voutsinas, Pewitt, Garabedian, Leonard, Childress, Kearley, O'Reilly.



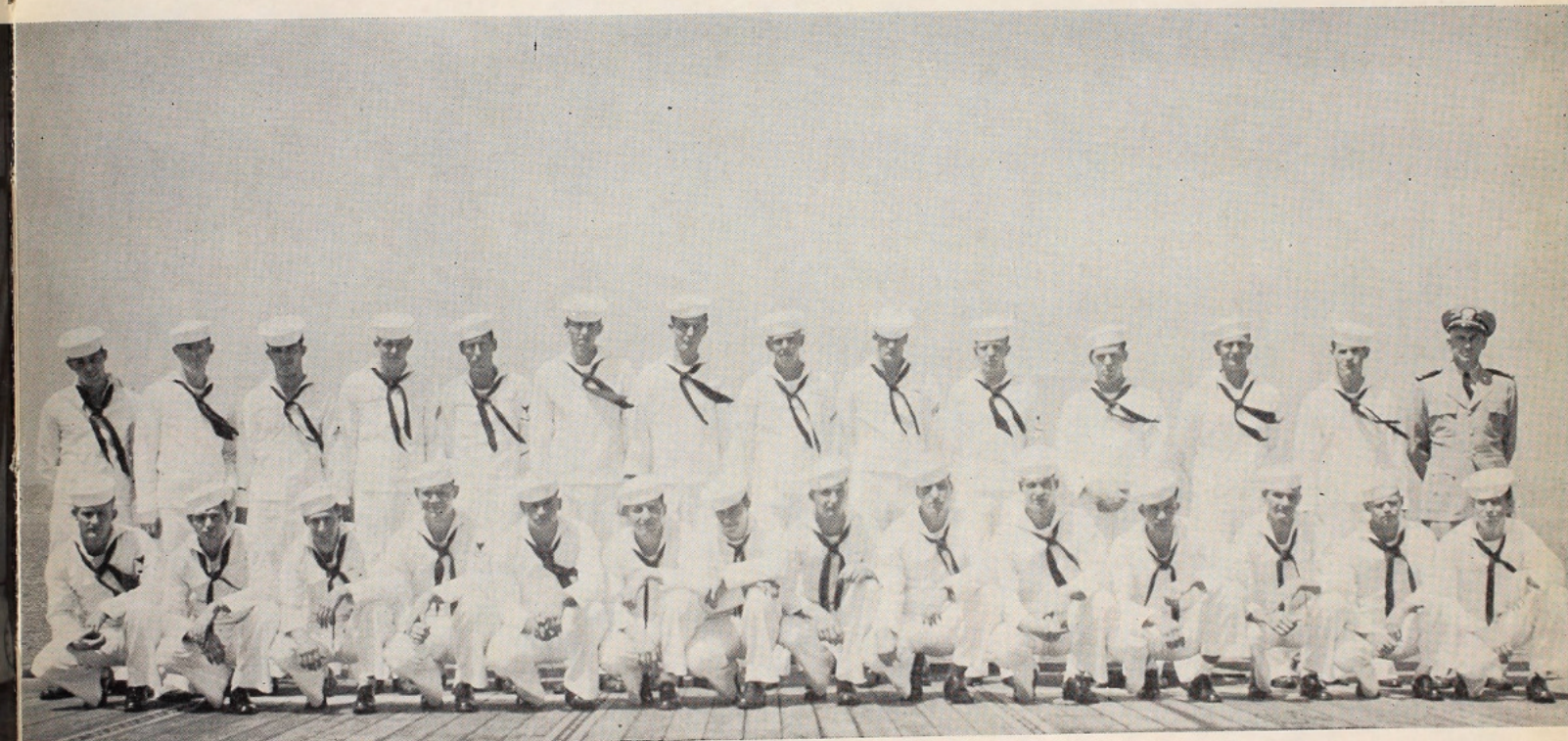
FOURTH DIVISION

First row (left to right): Neralich, Haines, Pickerill, Simmons, Smith, Bowen, McCurley, Schatz, Ramsey, Gunter. Second row: Ens. Watkins, Lasiter, Poole, Casteel, Staman, Perrigo, Brumett, Claycamp, Stanton, Thompson, Weaver. Back row: Moore, Froman, Lowery, Cisco, Gillespie, Abshier, Snider, Rogillio, Barber, Nichols.



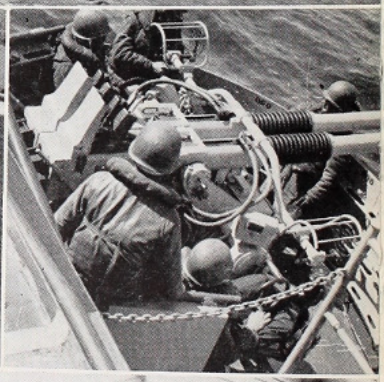
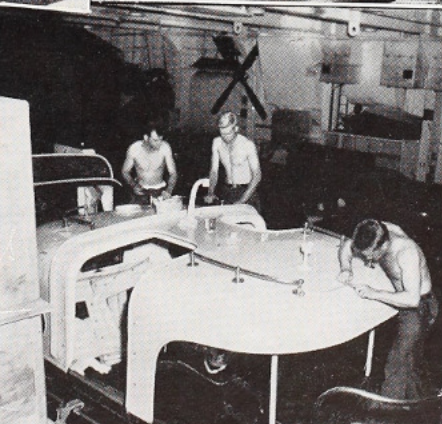
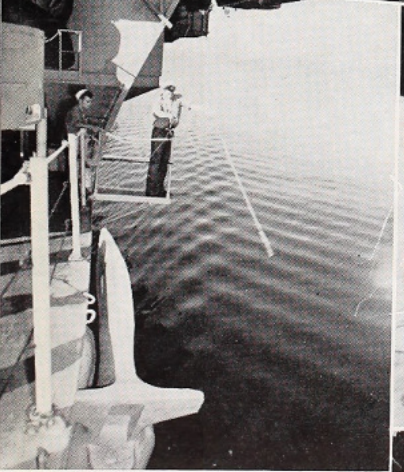
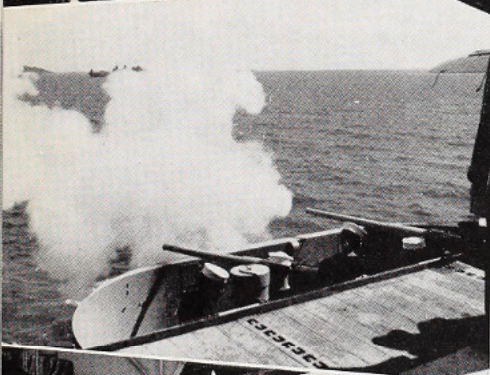
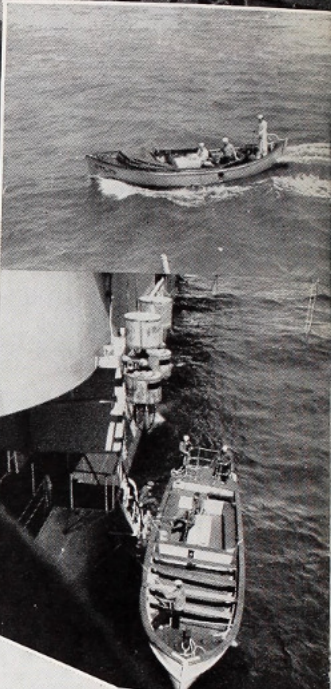
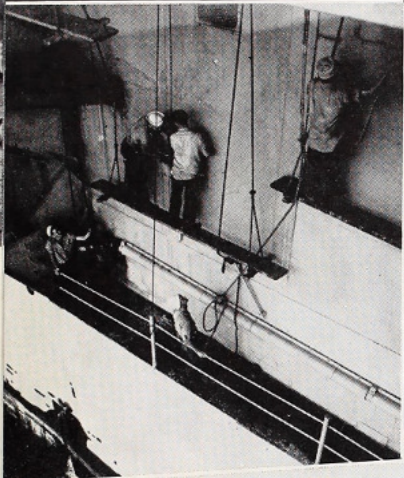
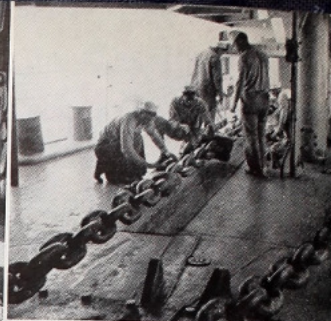
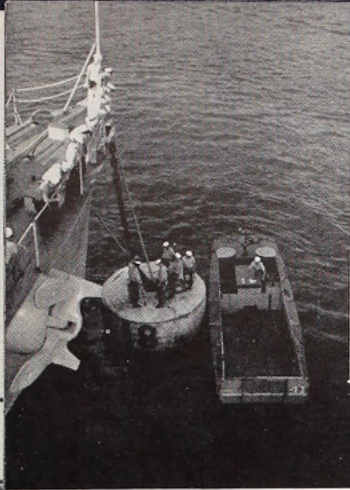
F DIVISION

Front row (left to right): Hendrix, Lajiness, Garrett, Machuta, Warren, Irish, Akulian, Smith, Rzecka.
 Middle row: Ens. Teuschl, Redding, Andersen, Corbett, Barton, Miller, Alexander, Barrow, Shenton, Brown, B.,
 Marsey, Apuzzo, Nulty, Kingsley. Back row: Rogers, Stanley, Davis, Salter, Brown, D., McNeil, Chaney, Ender,
 Huffman, Reeves, Thomas, Kilpatrick.



GUNNERY SUPERNUMERARIES

Rear row (left to right): McColgan, Delay, Bergman, Bain, Brody, Fiske, Windecker, Dickinson, Bain,
 B. E., Pierce, Connin, Scott, Price, CHGUN Dobson. Front row: Ness, Adams, Reynolds, A., Zane, Simmons,
 Cox, Banks, Heintze, O'Daniels, McClung, Farrer, Brumett, Reynolds, J., Toldon.





Left to right: Ens. Lesh, CHPCLK Richards, CHPCLK Tobin, Lcdr. Wade, Lt. Boyle, Ens. Kelley.

SUPPLY

"What's this going to cost?" is the stock question asked of Supply every day. The supply department, under the direction of Lcdr. Wade, is divided into two divisions, S-1 and S-2.

S-1 is further broken down into five activities, each with its own task to perform. General stores, headed by Lt. Boyle, is responsible for all materials used by the ship in everyday operations, and also for GSK.

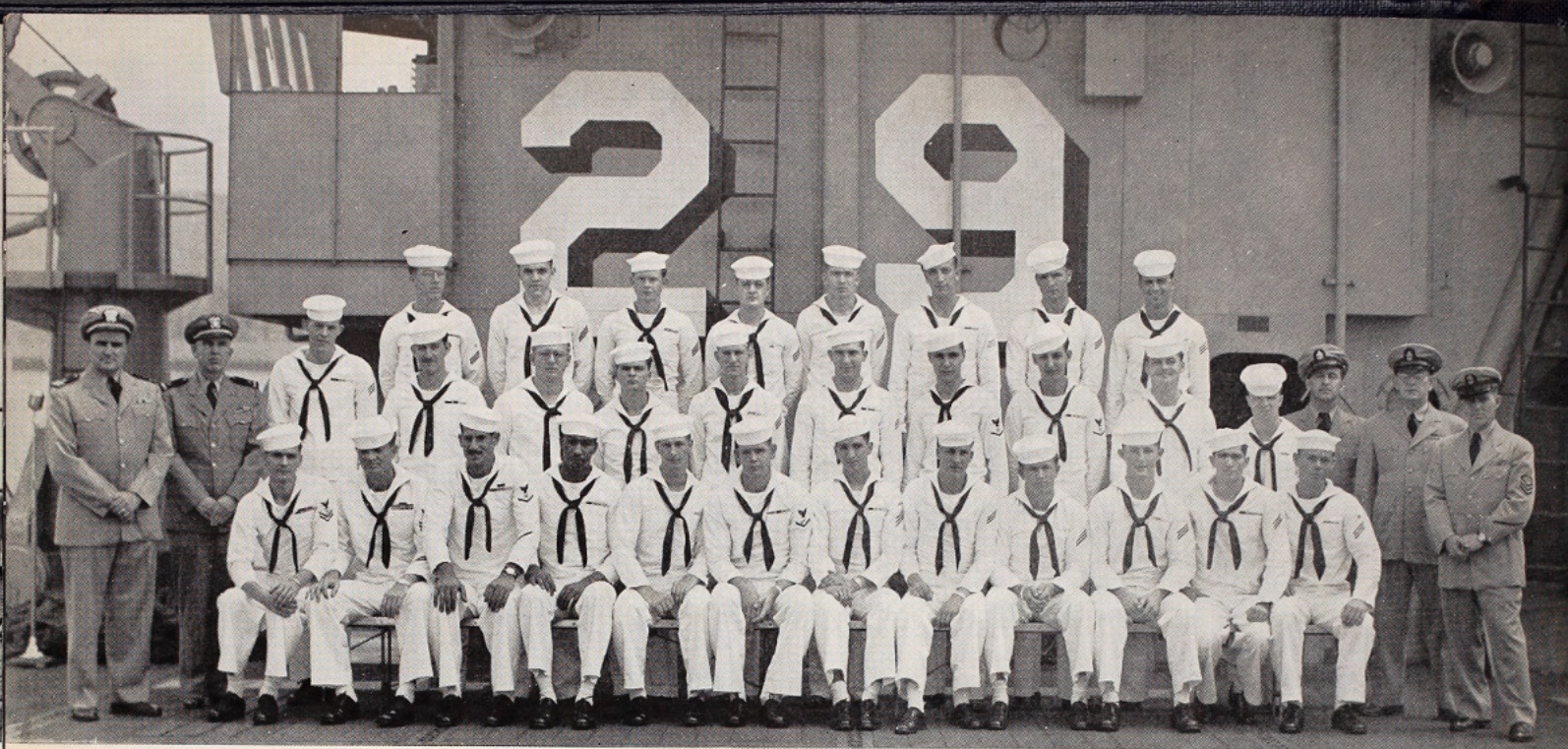
Ens. Kelley, head of aviation stores, is responsible for the procurement and distribution of all materials for our aircraft.

Disbursing (that all important payday) is under the direction of Ens. Lesh.

Ship's service, headed by PCLK Denison, is responsible for the *gedunk* factory, the tailor and barber shops and the ship's service store.

Commissary (cooks, bakers and mess cooks) is under the direction of CHPCLK Tobin. It is their responsibility to prepare and serve the crew's meals.

S-2, the officers' cooks and stewards, is under the direction of Ens. Lesh. It is their responsibility to prepare and serve the meals in the wardroom. It is also their job to see to the cleanliness of the officers' staterooms.



S-1 DIVISION

Front row (left to right): Mielke, Wiseman, Tesso, Hunter, Soete, Nelson, Pharr, Jenkins, Myers, Grimes, Daily, Trickley. Second row: Lt. Boyle, Ens. Kelley, Wilcox, Fitzpatrick, Thompson, Fletcher, Quarles, Willingham, Watkins, Barnes, Faughn, Nyberg, King, DKC; Daniel, SKC; Newbert, AKC. Third row: Burton, Schutt, Bailey, Laccione, Baker, Betts, Hair, Panagos.



S-1 DIVISION

Front row (left to right): Vecellio, Hanson, Baldwin, Fish, Gaboury, Bartolo, Harper, Patino, Kuder, Seagle, Brooks. Second row: CHPCLK Richards, Bias, Dewrell, Beckham, Steele, Willis, Zamora, Hoth, Pluta, Murray, Caulfield, Herring, Pfeil, Williams, Bowman, SHC.



S-2 DIVISION

Front row (left to right): Ens. Lesh, Herrington, Evans, Mangum, Smith, Thompson, Robinson, SDC; James, Watson, Amon, Alferos, Radoc, Hall. Back row: Fleming, Stone, Grier, Reaves, Logan, Mayfield, West, Bickley, Elhbury, Holmes.



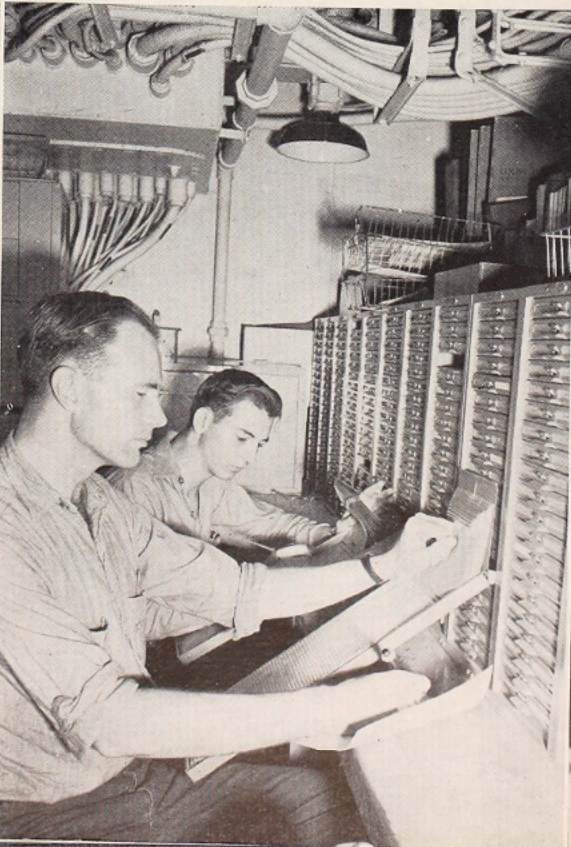
COOKS

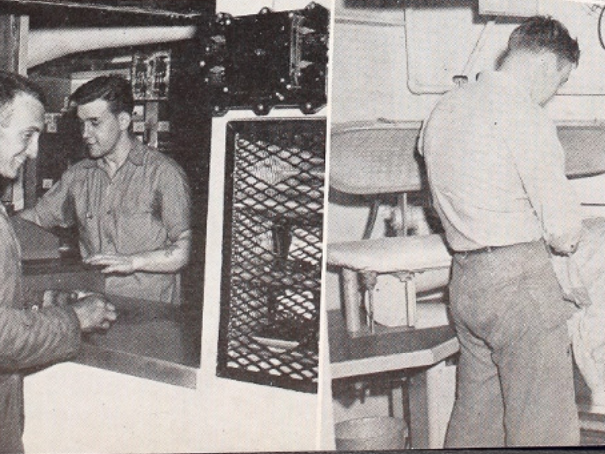
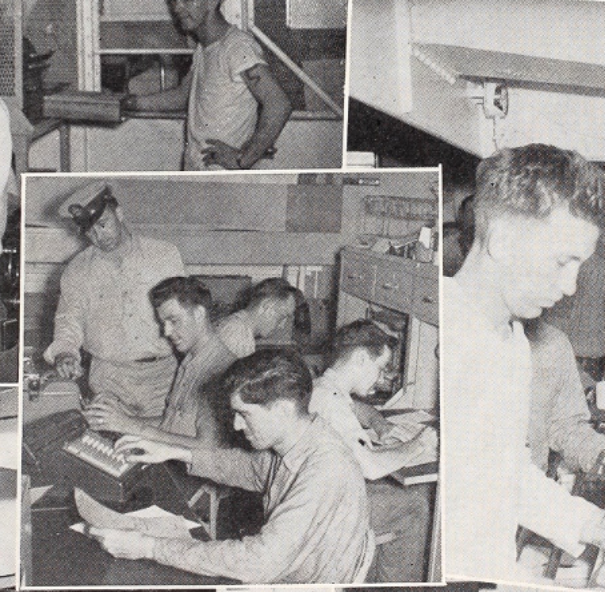
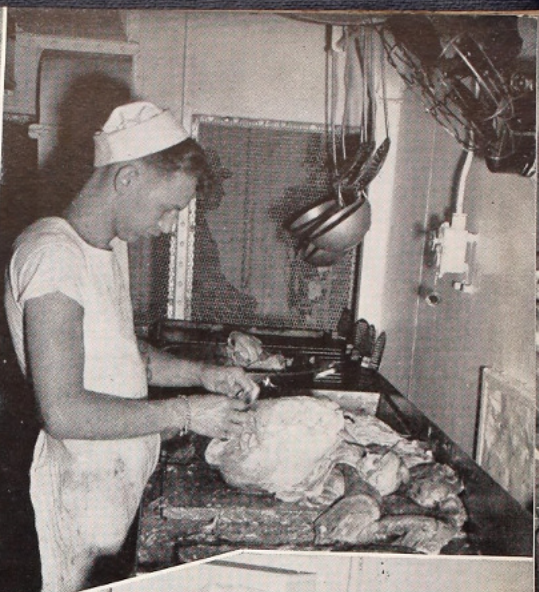
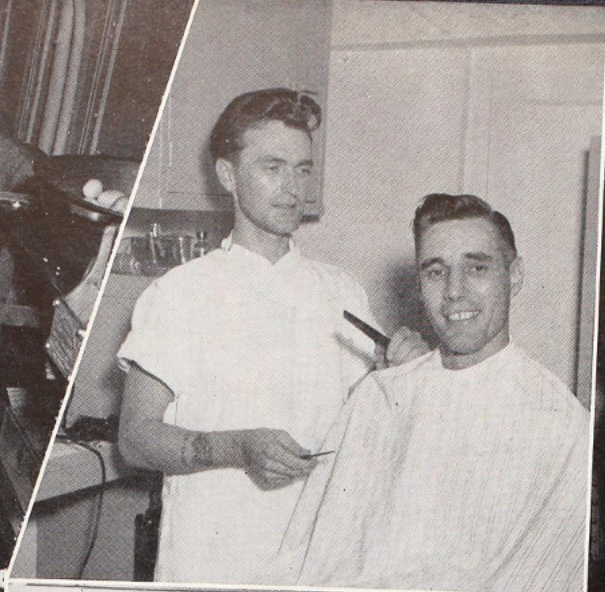
Front row (sitting): Bruce, Baker, Hook, Hartz, Lavezzo, Ward, Randall, Dotson, Reinert, Brannan. Middle row (standing): CHPCLK Tobin, Konopka, Johnson, Anderson, McGaugh, Brown, Killion, French, Zalonis, Oldham, Daly, Potts, CSC. Back row (standing): Poissant, Schmidig, Tovar, Cylc, Rhodes, Dangle.



MESS COOKS

Front row (left to right): West, Merritt, Young. Second row: Timmons, Kearley, Thomas, Vinson, Bretsch, Rice, Fetters, Howard, Rogers, Whitney, Young, B., Coble, Taylor, Lawhorn, Manning. Third row: CHPCLK Tobin, Odor, Cloughley, Littler, Primrose, O'Donohue, Tidwell, Burke, Burns, DeAugustine, Laswell, Floyd, Fox, Cook, Springsted, Holloway, King, Potts. Fourth row: Bryant, Donzell, Toldon, Bunge, Cotton, Ellis, Alexander, Pszcynski, Blanchette, Brubaker, Flatt, Miller, Whitley, Kapischke, Mills, Arndt.





MEDICAL



Cdr. Sartori, Lt. Arnold.

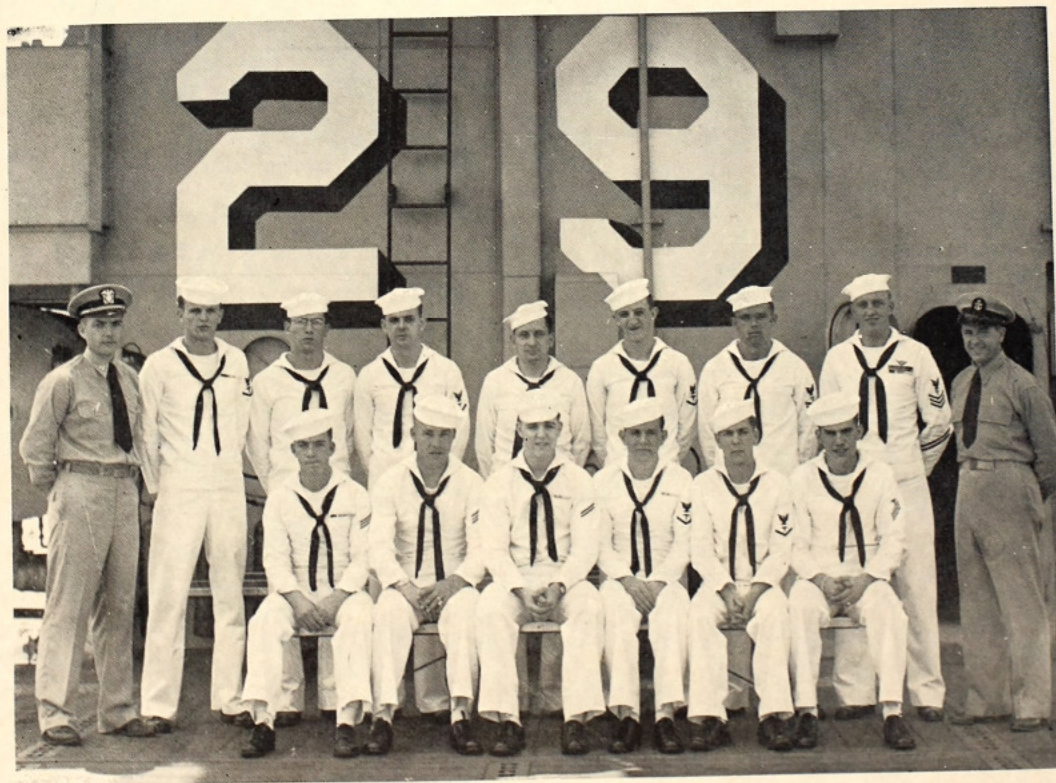
"Have you logged in yet?" "What's your name?" starts a man in to see the doctor at sick call.

The medical department, headed by Cdr. Sartori, and assisted by Lt. Arnold, looks after the aches, pains or what have you of BATAAN'S men.

The hospital corpsmen have charge of the sick call room, the isolation ward, the sick bay and the laboratory. Medical's administrations may run from removing dust from the eye to major surgery.

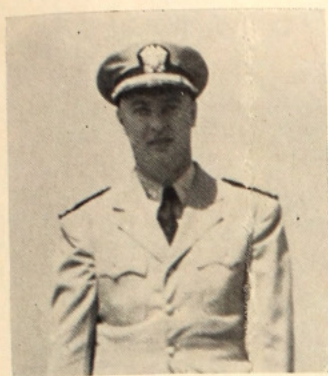
Like any ship, we have established sick call hours; in the mornings, afternoons and evenings. In case of emergency however, no man need hesitate to visit sick bay, for like all good sailors, the doctors and corpsmen are there to help us.

Many are the thanks we owe to medical for keeping us healthy, so that we in turn might keep BATAAN healthy.



H DIVISION

Front row (left to right): Andrews, Black, Perry, Warren, Statham, Powell. Second row: Lt. Arnold, Wootton, Rozeman, Kee, Ahern, Bovve, Rauber, Muir, Strange.

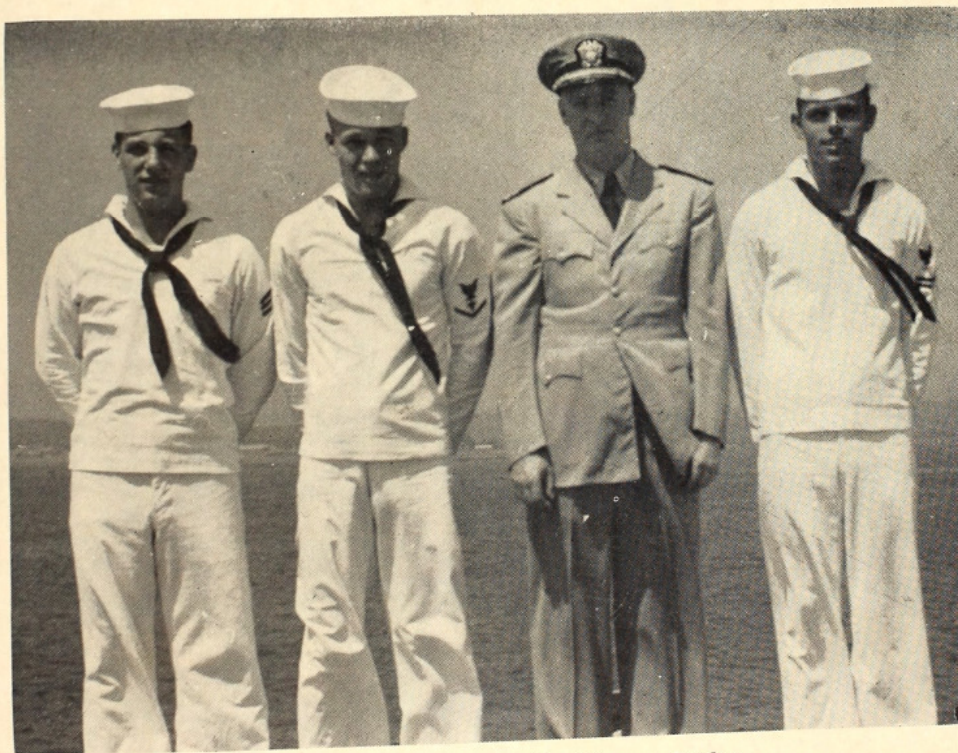


Lt. Johnson

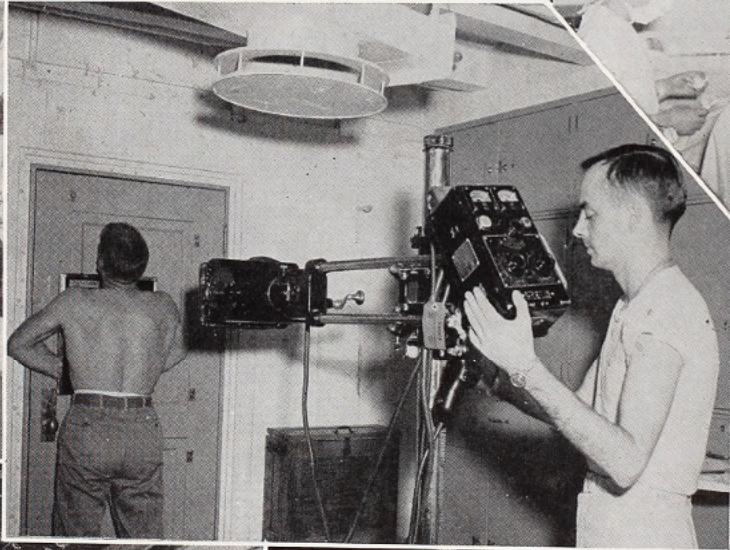
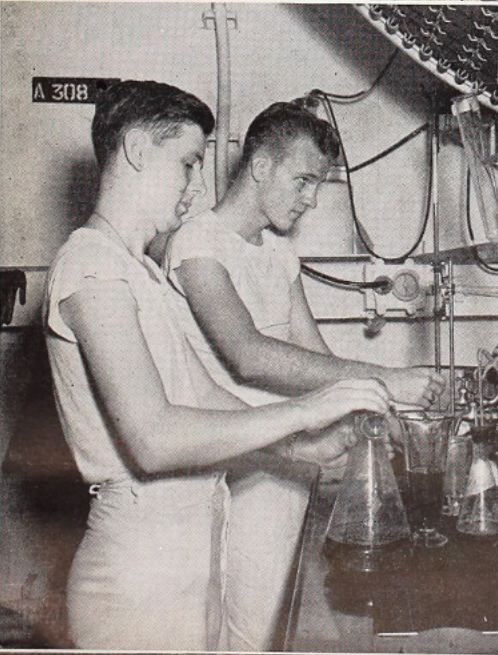
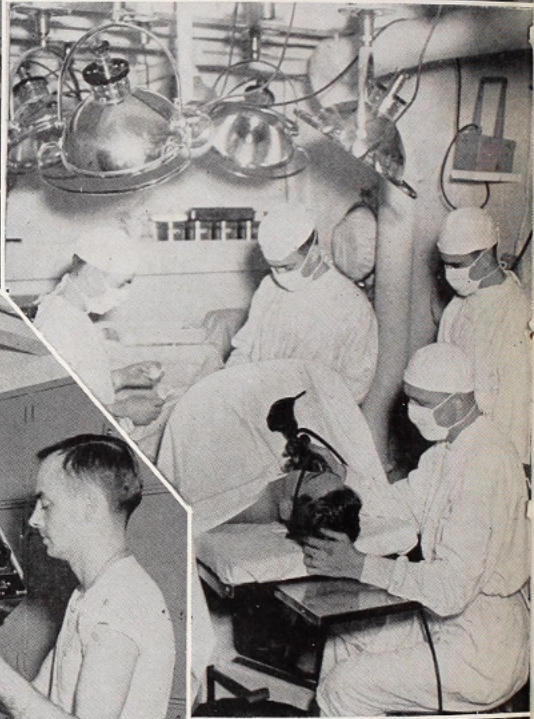
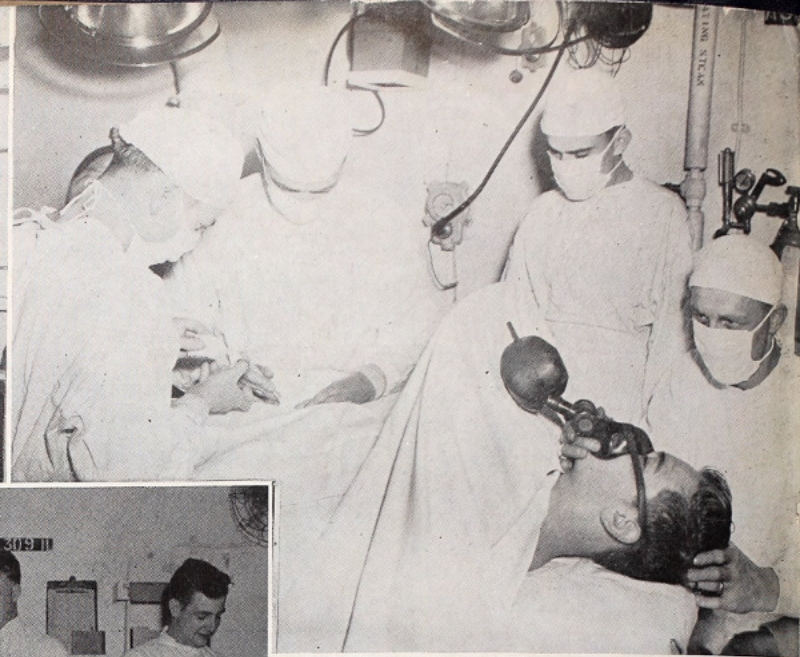
DENTAL

The dental department, headed by Lt. Johnson, keeps close tabs on our teeth. He is assisted by three dental technicians. Teeth are checked regularly, and when work must be done, an appointment is made for the near future. Most all kinds of dental work can be done aboard the Bataan, except for major dental surgery.

Like Medical, dental is also ready to assist us in case of emergency, and many are the nights Dr. Johnson has been roused out of sound sleep to take care of an aching tooth.



Left to right: Davis, Black, Lt. Johnson, Rauber.



A 308



MARINE OFFICERS

Top row (left to right): 2nd Lt. Ogilvie, Maj. Reigel, Maj. Duncan, 2nd Lt. Porter, Capt. Hall, Capt. Bender, Capt. Reese, Maj. Rike, Maj. Dick, Maj. Logan, Maj. Haskell, CWO Cox, Capt. Clyde, Capt. Griffin, Capt. Sinclair, 1st Lt. Manning. Widdle row: Capt. Tabler, 2nd Lt. Kiser, Maj. Langston, Maj. Clarkson, 2nd Lt. Graninger, 2nd Lt. Villareal, Capt. McFadden, Maj. Hartsock, Lt. Col. Smith, Maj. Fletcher, 1st Lt. Rogal, 2nd Lt. Hatcher, Maj. Wachslar, Capt. Flomar, Capt. Franson, Capt. Githens. Bottom row: Capt. Detmering, Maj. Shonebrger, Capt. Bestwick, Maj. Stokoe, Capt. MacLaury, Lt. Gregg (MC), 1st Lt. McNutt, Capt. Dickerman, Capt. Fellingham, Capt. Munro, Capt. Barbanes, Capt. Pinkston.

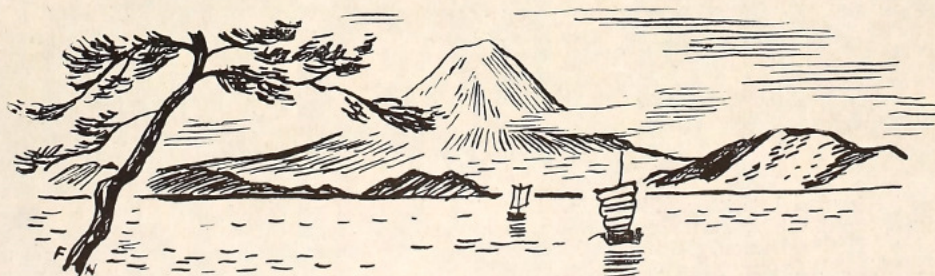
VMA-312

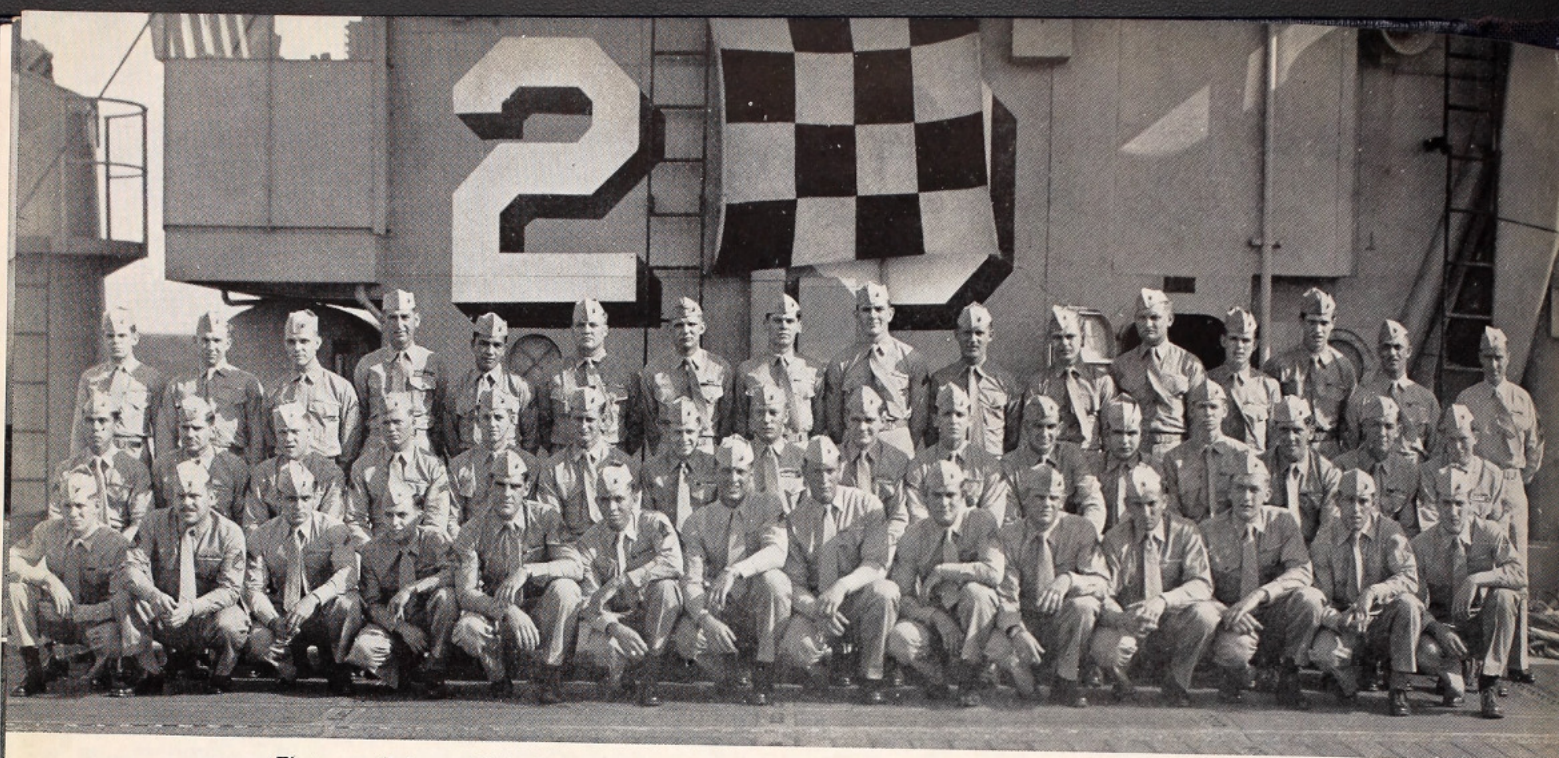
VMA-312, better known as the Checkerboards, embarked on the Bataan after a tour of duty aboard the Bairoko.

They brought with them an enviable record, and it was their intention to maintain it as such, and, if possible, improve it.

While aboard Bataan the Checkerboards suffered a few crashes and unfortunately one of its pilots was killed. Their operations were, however, something for the record books.

Bataan was indeed proud to have the Checkerboards as her air squadron, and many were the friendships formed.

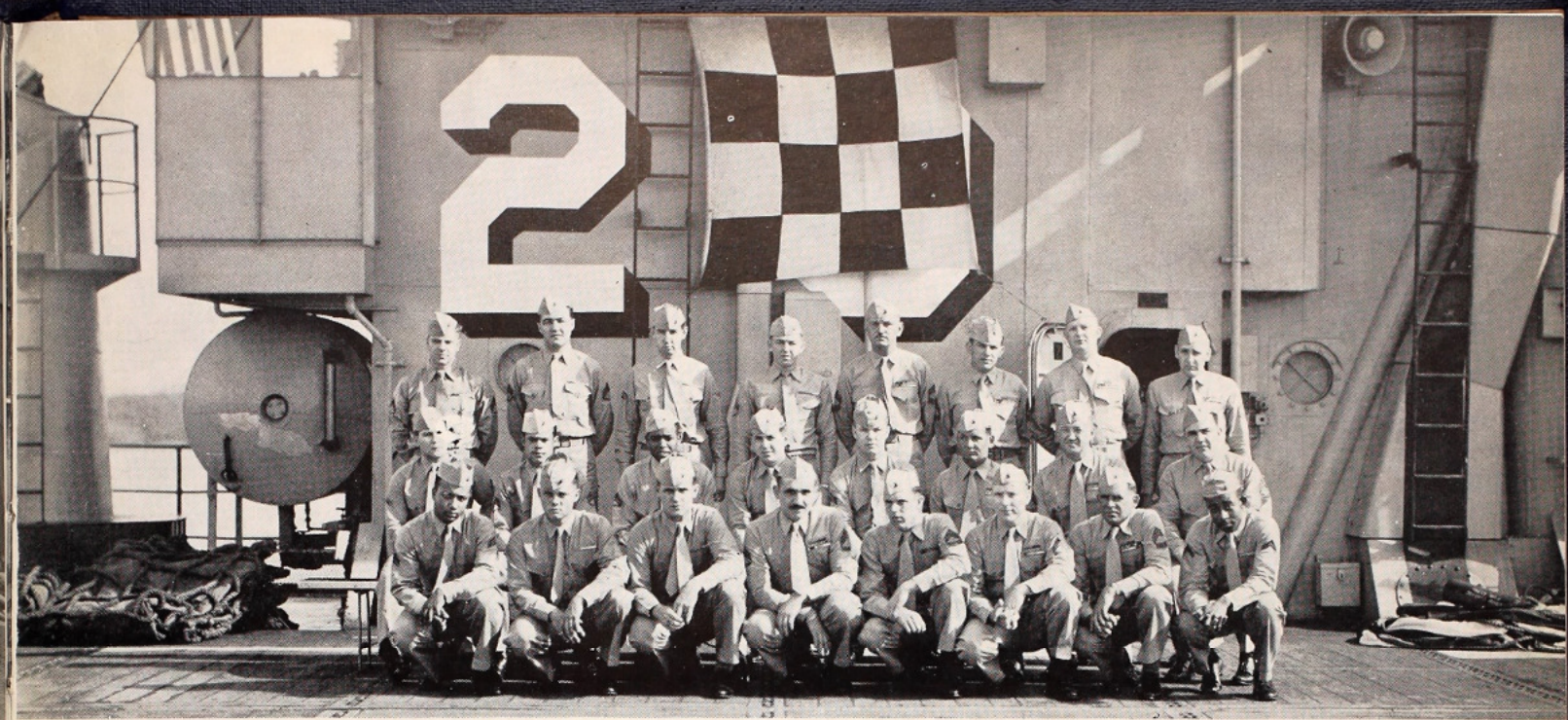




First row (left to right): Diegrigirlo, Lightfoot, Miklus, Fishpan, Kemper, Hughes, Levy, Hansen, Scudder, Brubaker, Parnenter, Ladson, Capelutto, Edwards. Second row: Schmidt, Mansely, Burns, Walker, Nizko, Herman, Woodward, Hertzog, Knight, Burkhardt, Feheley, Spriggs, Kness, Trembly, Jaster, Maxwell. Third row: Harrison, Shad, Marker, Aquilar, Mancilla, Oberlander, Shintos, Bengtson, Blanchette, Rauf, Mulhern, Kopcik, Hasty, Reeser, Kimble, Lang.



First row (left to right): Tow, Eller, Summerlin, Pringle, Proctor, Wilson, Macarter, Kresen, Hunter, Mintz, Herman, Smith, Gogi, Turnipseed, Friesch. Second row: Hasty, Sheehan, Colt, Bruno, Bennett, Nochta, Rengel, Harris, Hessa, Dutson, Richards, Meek, Johnson, O'Connor, Hughes, Ellis. Third row: Garner, Taylor, MacFadden, Williams, Erberly, Lawless, Ward, Parks, Carres, Terrel, Beall, Newton, Fraizer, Stokes.



First row (left to right): Kemp, Nassans, Brown, Laurzzo, Lipsey, Landers, Owens, Walker. Second row: Randell, Tate, Harris, Newton, Weaver, Hoover, Snow, Record. Third row: Mills, McCollough, Chaples, Nest, Melechko, Mull, Perkins, Coralius.



OUR OLD TIMERS

Men Who Have Been Aboard Since Recommissioning 13 May 1950

Lt. Tipping	Dail, R.	Kupfer	Prophet, J.
CHPCLK Tobin	Dambois, D.	Lacone, J.	Propps, C.
CHCARP Lorusso	Davis, C.	Lavoie, M.	Ratliff, J.
Adams, L.	Davis, R.	Lehnen, R.	Rawls, T.
Aeppli, J.	Denney, S.	Lewis, R.	Rayment, R.
Ainslie, N.	Dennison, C.	Logan, W.	Reaves, J.
Allen, C.	Derk, D.	Loftis, J.	Redding, F.
Andersen, W.	Deverick, L.	Lyons, J.	Reier, E.
Apuzzo, M.	Devries, M.	Machuta, A.	Reinert, C.
Arvay, F.	Dolan, J.	Mackey, R.	Reynolds, A.
Ballein, W.	Eckenrod, F.	Maguire, D.	Rhoades, C.
Baker, J.	Elver, D.	Mangum, S.	Riddle, J.
Barker, R.	Ely, J.	Martz, R.	Roberts, W.
Barton, W.	Evans, S.	Matheson, D.	Robinson, L.
Begy, F.	Ferguson, J.	Mathews, C.	Rodish, J.
Bell, P.	Fleming, M.	Maue, B.	Rollins, W.
Bickley, J.	Freeley, C.	May, C.	Sawyer, J.
Billand, W.	Fuller, C.	McClellan, W.	Schmidig, W.
Blodgett, M.	Gaboury, A.	McColgan, E.	Schuster, K.
Boggs, L.	Garrett, C.	McCormick, J.	Seagle, R.
Bojarski, C.	Cary, T.	McGregor, T.	Sikora, R.
Borkowski, L.	Gilbert, J.	McGrenra, J.	Simpson, H.
Bovino, V.	Gordon, D.	McNeil, P.	Simpson, K.
Braner, F.	Grace, J.	Mielke, R.	Sizemore, J.
Breauninger, H.	Graff, W.	Miller, L.	Sloan, D.
Brewer, M.	Gregoire, C.	Miller, R.	Sloat, H.
Crocious, D.	Groghan, R.	Miller, P.	Smith, A.
Burton, C.	Guarracino, J.	Milstein, D.	Stewart, R.
Caiozzo, V.	Guymon, M.	Morgan, R.	Stone, J.
Camp, J.	Haeffner, R.	Morpjet, E.	Theobold, K.
Canne, W.	Hall, C.	Myers, J.	Tinker, R.
Carrara, D.	Hancock, W.	Needham, C.	Toth, A.
Cassidy, J.	Harrison, J.	Ness, W.	Vayda, G.
Catanese, J.	Herrington, R.	Newcomer, W.	Warren, L.
Caulfield, W.	Hingley, H.	Norton, K.	Watson, H.
Cheney, R.	Hohenstein, F.	Oldham	Weaver, I.
Chinatti, J.	Holmes, W.	O'Leary, W.	Weaver, R.
Chirdon, N.	Hoskinson, W.	Ormberg, R.	West, A.
Clark, J.	Hoth, A.	Pace, J.	Whightman, F.
Connin, E.	James, I.	Pacheo, R.	Williamson, A.
Copsey, R.	Jennings, L.	Patterson, R.	Williamson, C.
Corcoran, V.	Johnson, C.	Phillips, C.	Wilsey, D.
Crider, J.	Kane, J.	Pilarczyk, C.	Wilson, I.
Crites, B.	Kirby, B.	Pipich, T.	Zalonis, F.
Crum, W.	Klama, J.	Pitino, J.	Zempel, R.
Cummings, C.	Konopka, S.	Pope, D.	

CLOTHES FOR KOREA

While still in San Diego the Bataan officers and crew collected clothing from various agencies in that city. They were to be distributed in Korea when we reached that area.

Upon arrival in the Far East, it soon became apparent that the ship would not get into Inchon, the planned port for the distribution of the clothing. With a little conniving, however, a trip was arranged on the Sasebo-Pusan red ball express steamship.

The 7,500 pounds of clothes were loaded aboard the S.S. Aiken Victory for the fifteen-hour ride from Sasebo to Pusan. Our goodwill ambassadors were provided with box lunches, for no meals are served on this run.

Cdr. Arndt, Chaplain Coffee, Ltjg. Holtzer and Ltjg. Griffin delivered the clothing to three agencies in Pusan—the Sai-Dul home for orphans, the Maryknoll Sisters Clinic and the Central Presbyterian Church.



“It was indeed heart-warming to see the thankfulness in the eyes of those unfortunate youngsters,” said Cdr. Arndt upon his return to the ship.



EBISA

GOD WAS ALWAYS WITH US

On the 25th of May, Bataan took on a distinct United Nations flavor when she exchanged chaplains with one of our destroyer escorts.

Cdr. John Coffey, of New Rochelle, N. Y., was transferred to HMNS Piet Hein, a Dutch destroyer, and their chaplain, Lcdr. John Van Dewall, of Rotterdam, Holland, came aboard the Bataan. The transfer was not made in the usual manner of traveling padres, but by the use of Bataan's helicopter.

Lcdr. Coffey celebrated Catholic mass aboard the Piet Hein, and Lcdr. Van Dewall conducted Protestant services on the Bataan. All hands of both ships were well pleased on the exchange of "sky pilots."

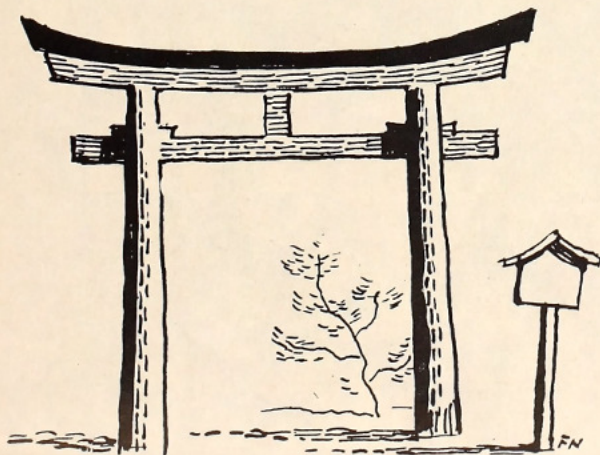
Catholic mass was celebrated daily, and twice on Sundays. Although Bataan had no Protestant chaplain, Chaplain Coffey conducted general services on Sunday for men of Protestant faith.

A Bible class, conducted by SCLK Foster, was held every Sunday evening. With these religious services available, the Bataan crew knew that truly "God was always with us."



Cdr. Arndt welcomes Chaplain Van Dewall aboard.

Chaplain Coffey celebrates Mass on the flight deck.



RECREATION COUNCIL AND COMMITTEE

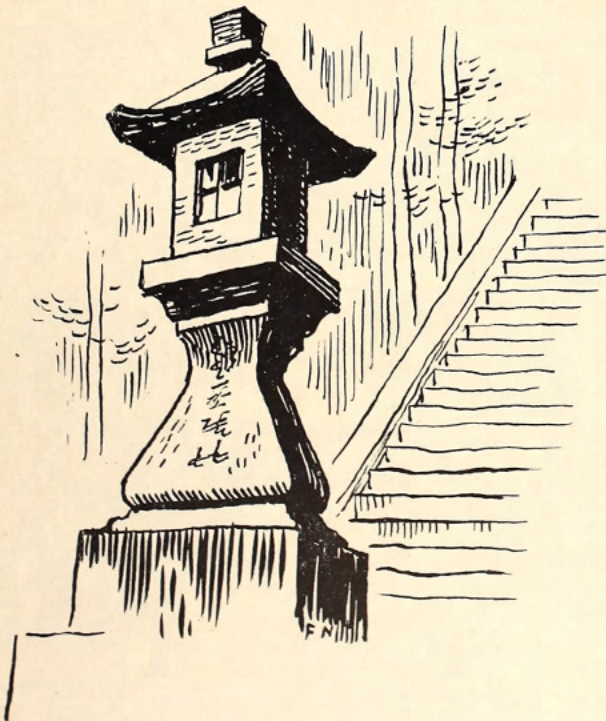


Left to right: Lcdr. Coffey, Lt. Goddard, Lcdr. F. Smith, Cdr. Arndt, Ens. Olischar, Gunner Campbell, CHPCLK Tobin.

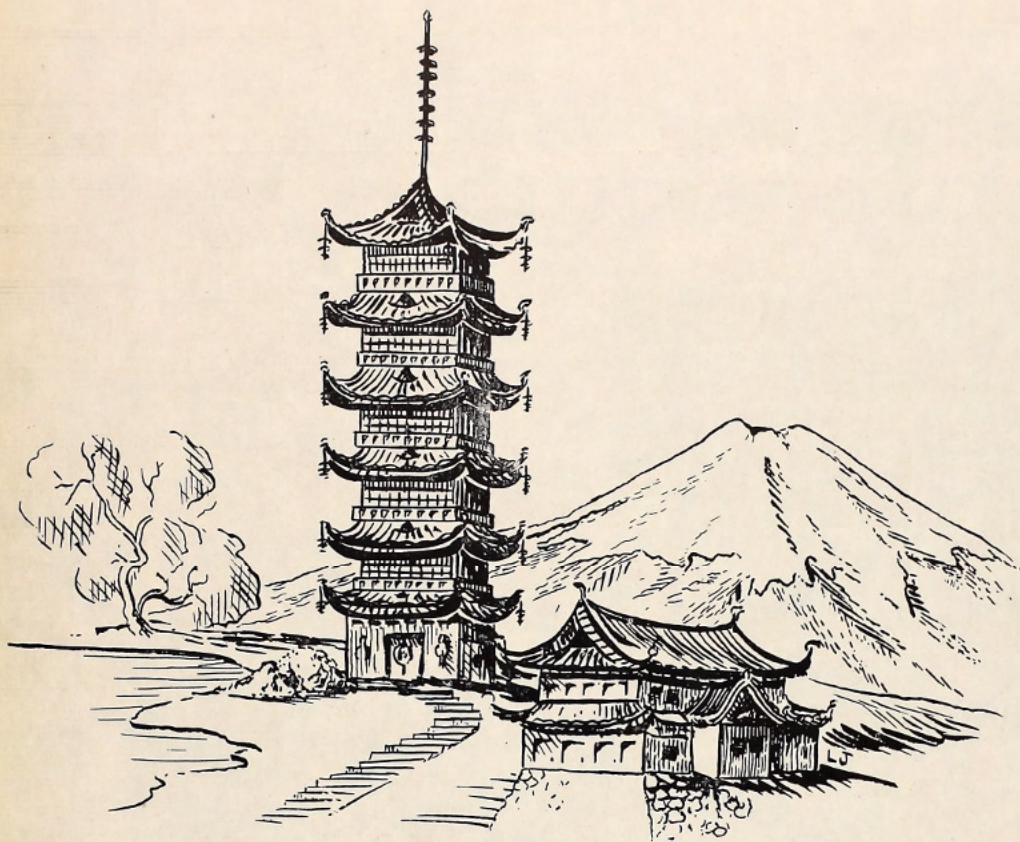
The recreation council, composed of officers, and the recreation committee, composed of enlisted personnel, form the joint body for the governing of the ship's recreational welfare.

This group meets once a month, or on notice when the occasion demands it. At these meetings they discuss and vote on ideas for recreation submitted by the officers and crew members of the Bataan. From their decisions come about our intra-divisional and intra-ship ball games, swimming parties, tours and ship's parties.

Another task for which they are responsible is the determining of amount of money which is to be spent for each activity. This money is then drawn from the ship's funds, and allocated for that particular activity.



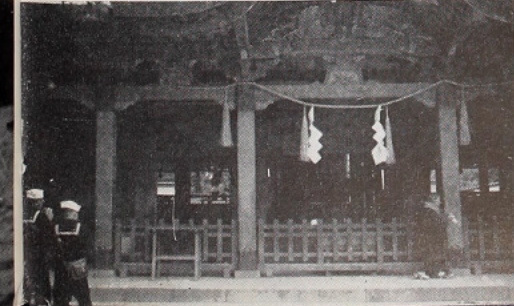
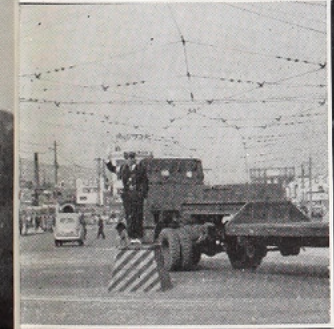
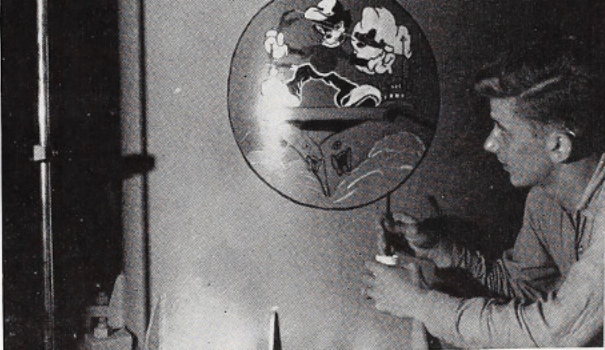
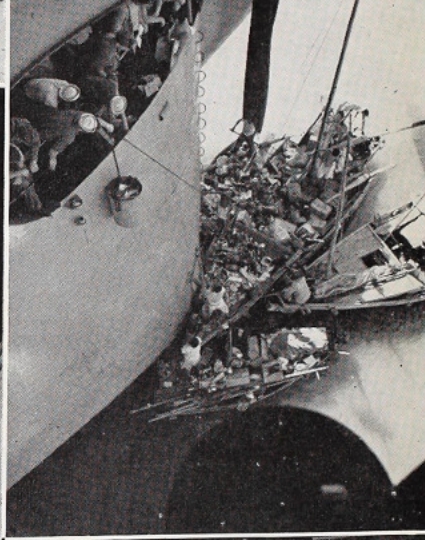
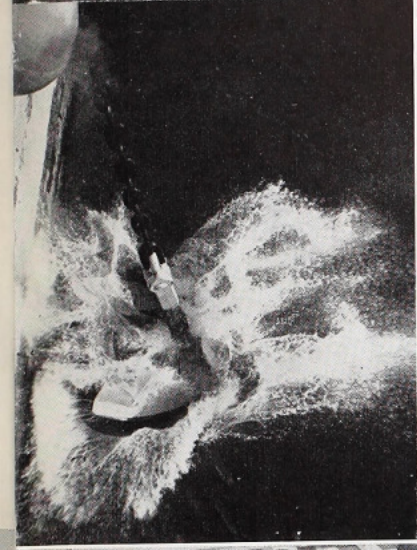
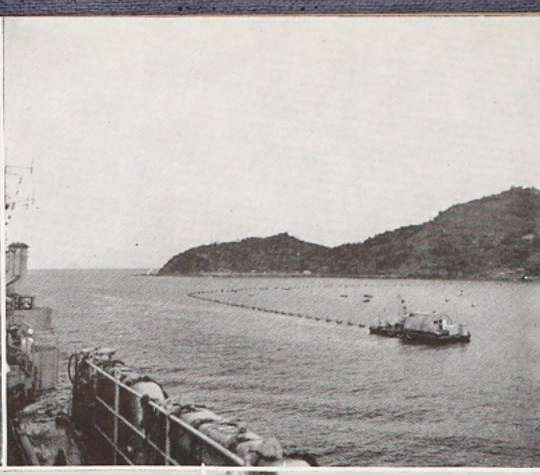
Left to right: Wootten, Guarracino, Schwartz, Borkowski, Allen, Bailey, McNamarra.

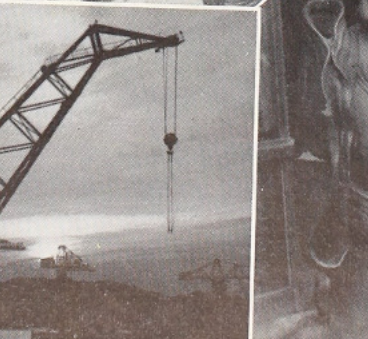
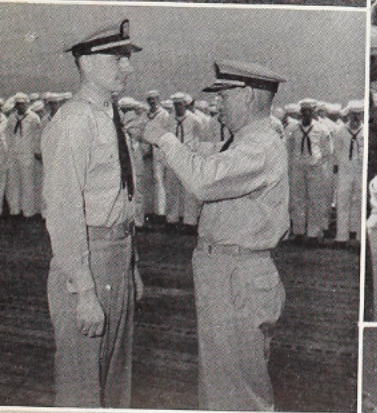
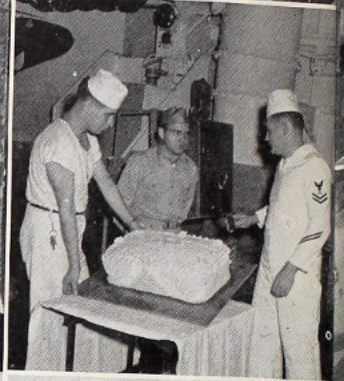


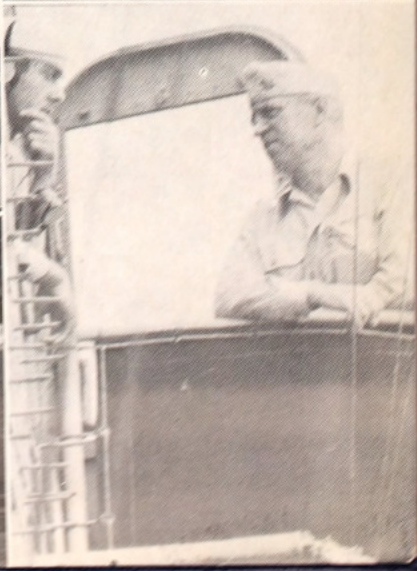
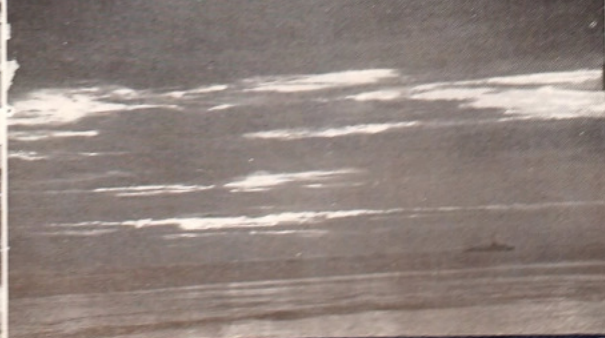
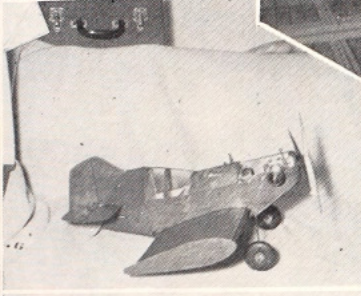
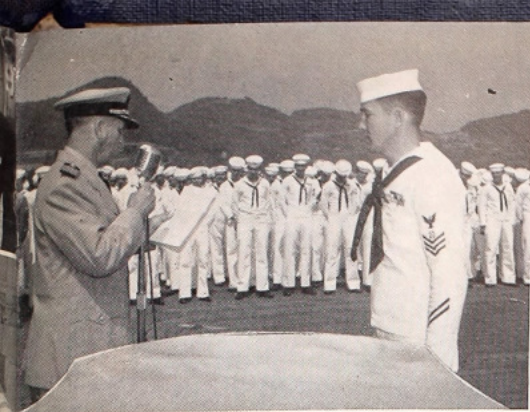
Majestic Fujiyama, sacred mountain of Japan, lifts its white cone 12,425 feet into the sky.

Mt. Fuji is part of a vast volcanic range lying 60 miles west of Tokyo.









SO I SAID TO
"THE OLD MAN —
"LOOK HERE, SKIPPER!"
AND THEN---



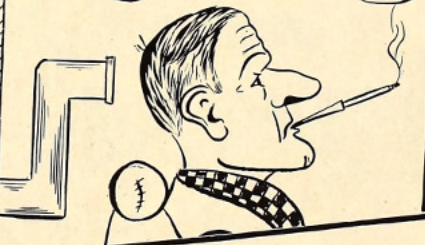
WHERE'S THE
NEAREST LAND
MR. NAVIGATOR?



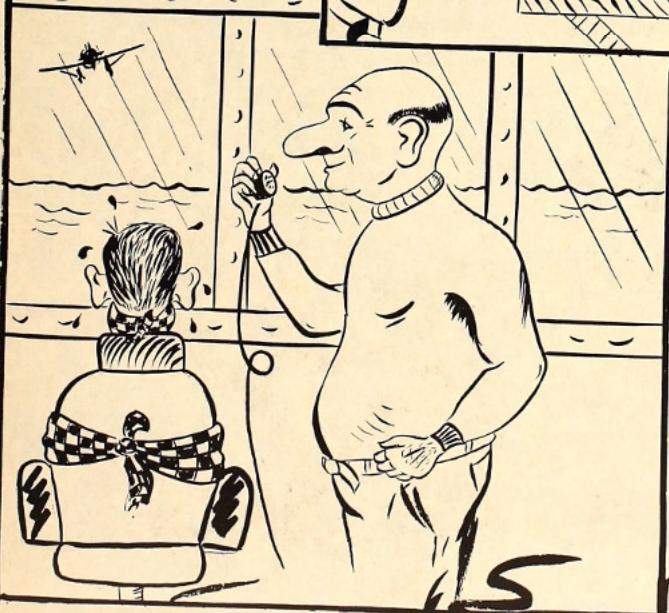
YES,
CAPTAIN!



HAVE YOU
A SOLUTION
YET?



... SAY AGAIN
BULLETIN SIX?



VERY
WELL

THE CAPTAIN IS
ON HIS WAY UP,
COMMANDER ---



JONES

STAFF



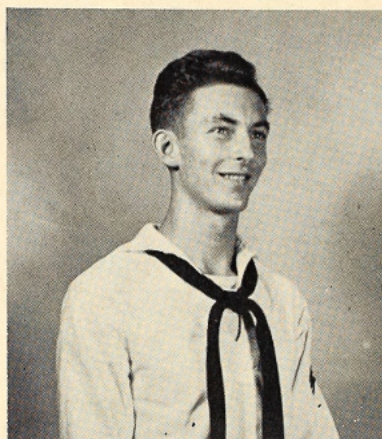
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Cdr. R. W. Arndt



ART AND LAYOUT
W. L. Jones



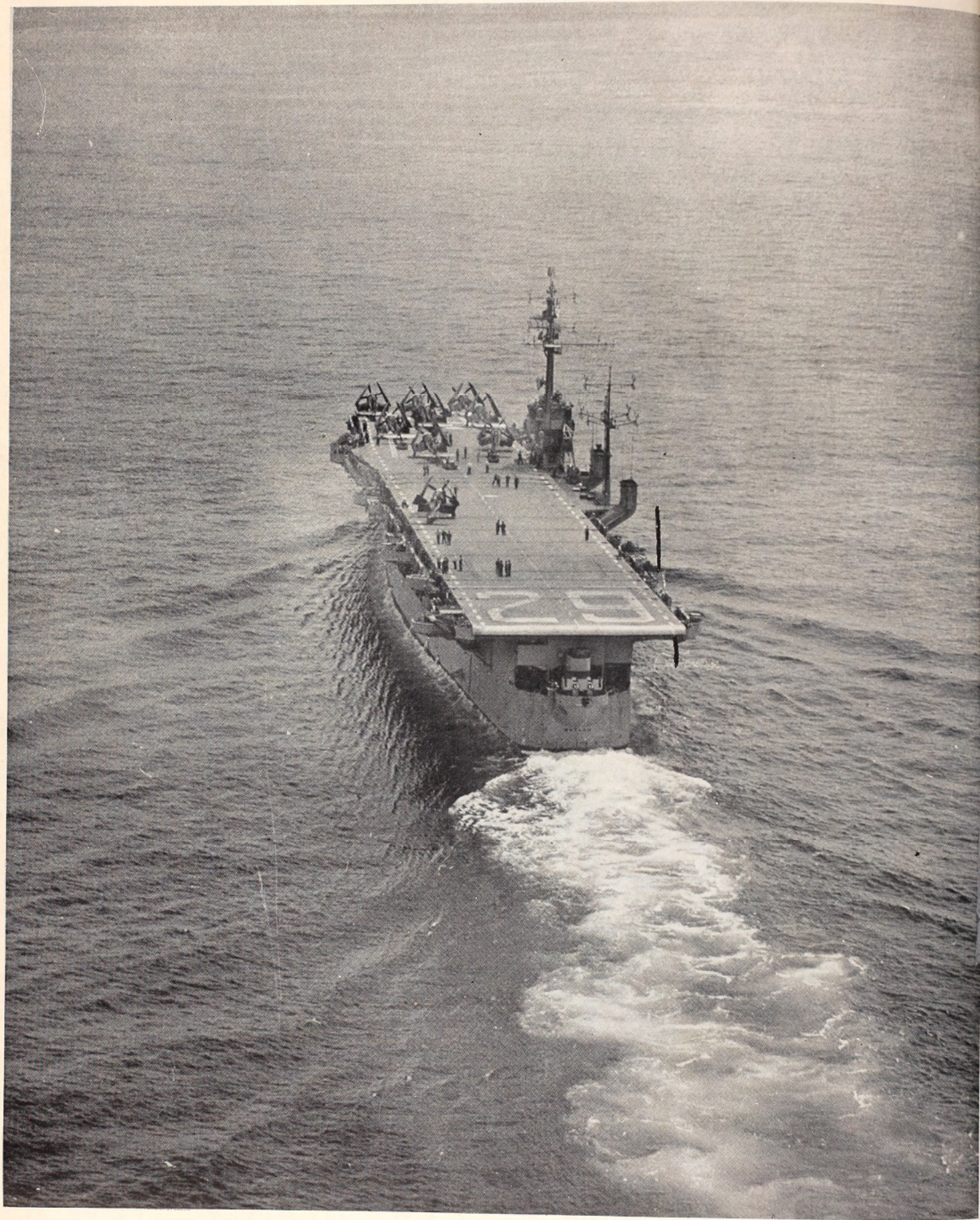
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E. A. Mierzynski, L. A. Reno, R. K. Stevens, C. J. Hassel, L. C. Miller



DAIKOKO



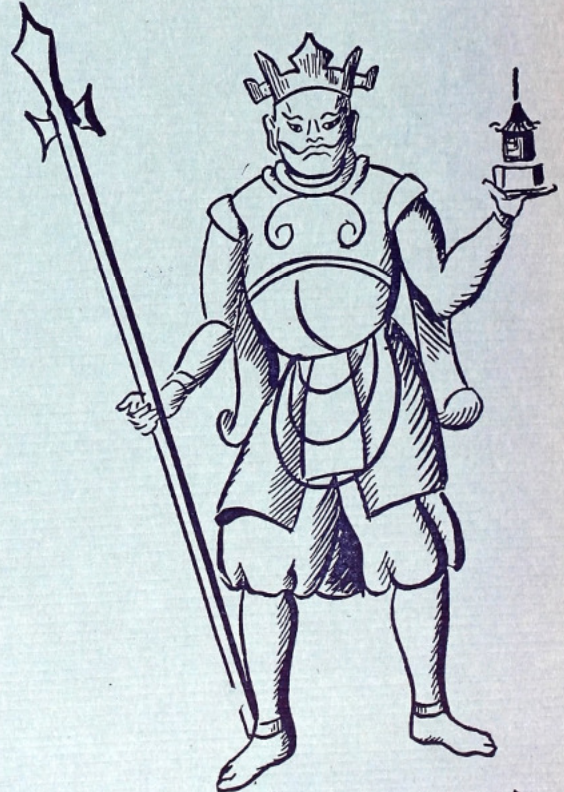
HOMeward BOUND



FUKUROKUJU



BENTEN



BISHAMON

Map of

Manchuria

U.S.S.R.

Sea of Japan

Seoul Korea

38°

Yellow Sea

Pusan

Japan

Tokyo

Yokosuka

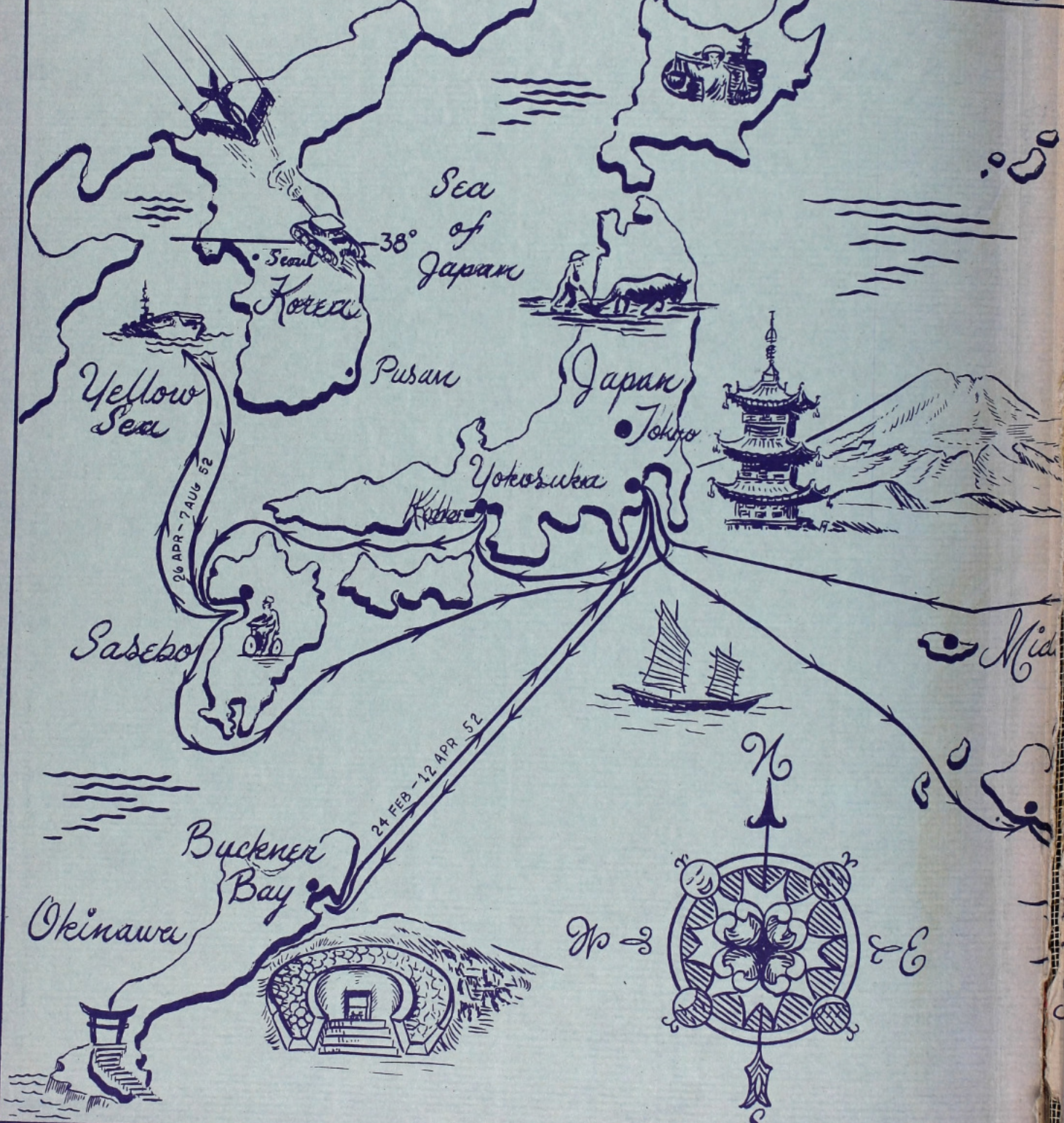
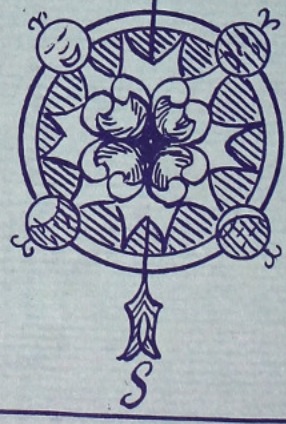
Kobe

Sasebo

24 FEB - 12 APR 52

Buckner Bay

Okinawa



The Pacific

Canada

United States

Pacific Ocean

27 JAN 52

San Diego

North Island

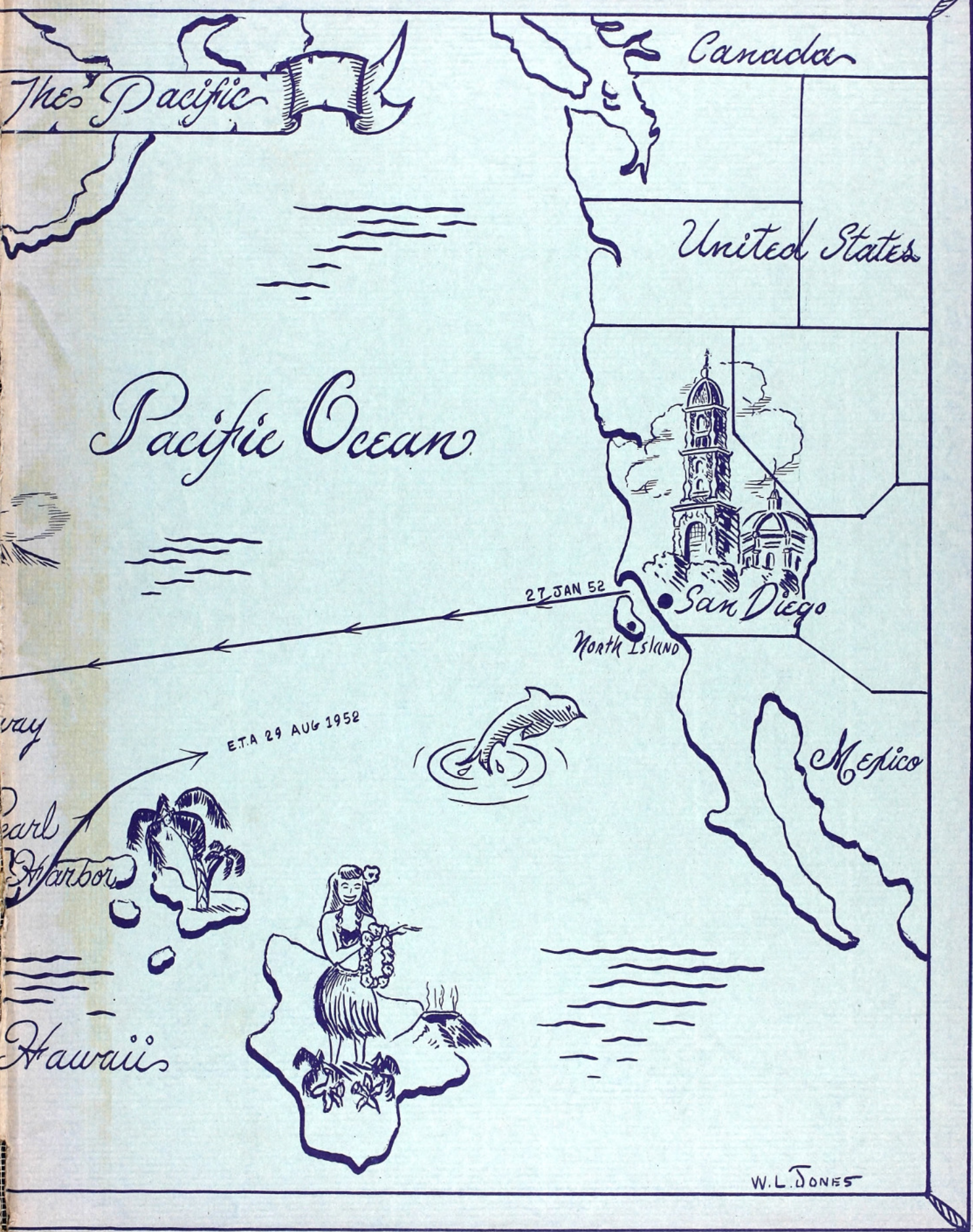
ETA 29 AUG 1952

Mexico

Way

Pearl Harbor

Hawaii



W.L. JONES

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