

# SARATOGA



*The* STORY OF THE U.S.S. SARATOGA



# SARA

The Story of the U. S. S. Saratoga





TO OUR SHIPMATES

WHO GALLANTLY GAVE THEIR LIVES FOR OUR COUNTRY,  
WE REVERENTLY DEDICATE THIS BOOK.





## CAPTAIN FRANK AKERS, U.S.N.

A native of Nashville, Tennessee, the Commanding Officer of the Saratoga is a veteran of 27 years of naval service, 20 of them in naval aviation. After his graduation from the Naval Academy in 1922, he served on the USS SUMNERS, a four-stack destroyer, as engineering officer. Completing his Pensacola training in 1925, the young navy flyer served on the NEVADA, LANGLEY and LEXINGTON. As a member of VF-1, he took part in early carrier trials on the LANGLEY and, in VF-5, helped commission the old LEXINGTON.

From the time he earned the Master of Science degree in electrical communications at Harvard, Captain Akers' career has been marked by much experimental work in aviation radio communications. For experiments on the LANGLEY in 1934, he was awarded the D.F.C.

Under Admiral E. J. King, he was communication officer for the aircraft base force. After a tour of duty in the Bureau of Engineering, he became commanding officer of the George E. Badger, aviation tender, in 1939. Perhaps his most memorable duty was as navigator for Captain M. A. Mitscher on the old HORNET in 1941-1942, a period which included the Doolittle strike on Tokyo. Commander Akers left the HORNET to head the Aircraft Radio and Electrical branch of the Bureau of Aeronautics, and in April, 1945, he relieved Captain L. A. Moebus as Commanding Officer of the Sara.

## COMMANDER R. D. HOGLE, U.S.N.

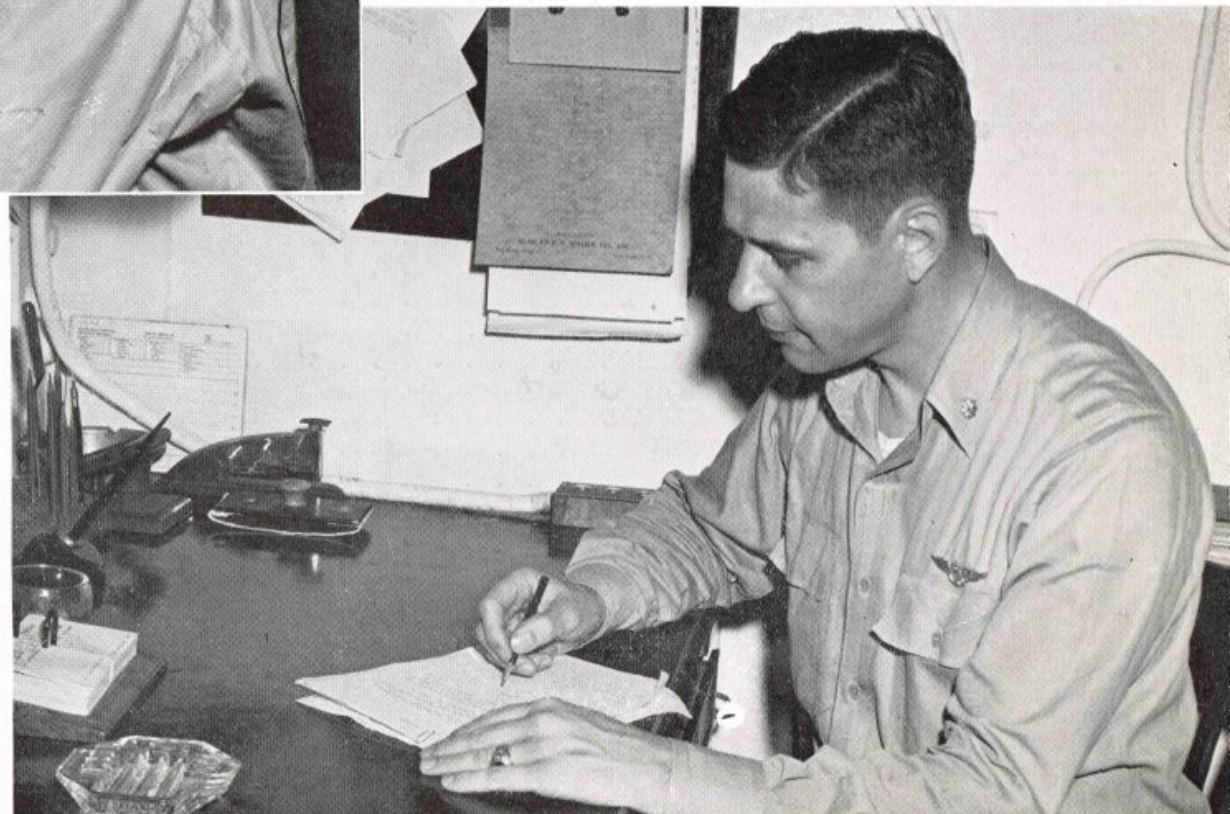
The Executive Officer was born in Fort Worth, Texas, on 26 May 1906. After completing public schools he attended a junior branch of Texas A. & M. for one year prior to entering the U. S. Naval Academy in 1925, where he graduated in 1929.

His first assignment was aboard the USS UTAH, followed by duty on the ARIZONA. In 1931 he attended flight training at NAS Pensacola, receiving his wings in 1932. He then served on the old LEXINGTON, WASP and ENTERPRISE.

The outbreak of the war found him at the Naval Aircraft Factory in Philadelphia. He remained there until December 1942 when he was ordered to the Alaskan Sector. From Alaska he went to Carrier Division of Task Force 58. Then he was assigned to a force partaking in the occupation of the Western Carolines.

Comdr. Hogle reported aboard the SARATOGA on 25 February 1945 as Executive Officer.

He holds the Legion of Merit for operation in Task Force 58, a Bronze Star for the assault and occupation of the Western Carolines and a second Bronze Star for operations in the Aleutians.





# COMMANDING OFFICERS

HARRY E. YARNELL . . . . .	CAPT., USN	November 16, 1927	to	September, 1928
JOHN HALLIGAN . . . . .	CAPT., USN	September, 1928	to	April, 1929
FREDERICK HORNE . . . . .	CAPT., USN	April, 1929	to	September, 1930
F. H. McRARY . . . . .	CAPT., USN	September, 1930	to	May, 1932
A. H. DOUGLAS . . . . .	COMDR., USN	May, 1932	to	June, 1932
GEORGE STEELE . . . . .	CAPT., USN	June, 1932	to	January, 1933
R. F. ZOGBAUM . . . . .	CAPT., USN	January, 1933	to	June, 1934
K. N. WHITING . . . . .	CAPT., USN	June, 1934	to	June, 1935
WM. F. HALSEY, JR. . . . .	CAPT., USN	July, 1935	to	June, 1937
JOHN H. TOWERS . . . . .	CAPT., USN	July, 1937	to	July, 1938
A. C. READ . . . . .	CAPT., USN	July, 1938	to	March, 1940
R. P. MOLTEN . . . . .	CAPT., USN	March, 1940	to	April, 1940
(Died aboard)				
A. H. DOUGLAS . . . . .	CAPT., USN	April, 1940	to	April, 1942
A. M. PRIDE . . . . .	COMDR., USN	April, 1942	to	May, 1942
D. C. RAMSEY . . . . .	CAPT., USN	May, 1942	to	October, 1942
G. F. BOGAN . . . . .	CAPT., USN	October, 1942	to	March, 1943
E. A. CRUISE . . . . .	COMDR., USN	March, 1943	to	April, 1943
HENRY M. MULLINNIX . . . . .	CAPT., USN	April, 1943	to	August, 1943
(Later killed in action aboard the U.S.S. Liscombe Bay)				
JOHN H. CASSADY . . . . .	CAPT., USN	August, 1943	to	June, 1944
T. U. SISSON . . . . .	CAPT., USN	June, 1944	to	July, 1944
L. H. HUNTE . . . . .	COMDR., USN	July, 1944	to	August, 1944
L. A. MOEBUS . . . . .	CAPT., USN	August, 1944	to	April, 1945
FRANK AKERS . . . . .	CAPT., USN	April, 1945		



# SARA'S DIARY

We call our ship "Sara." Sure, it's a girl's name, but don't let that fool you. She packs a terrific wallop! Her age makes little difference, but—just for the record—she isn't young anymore. Actually she isn't quite eighteen, but that is rather old for a ship, so some people call her "The Old Lady." We don't mind, you understand, because it's a pet name and used with proper respect and admiration.

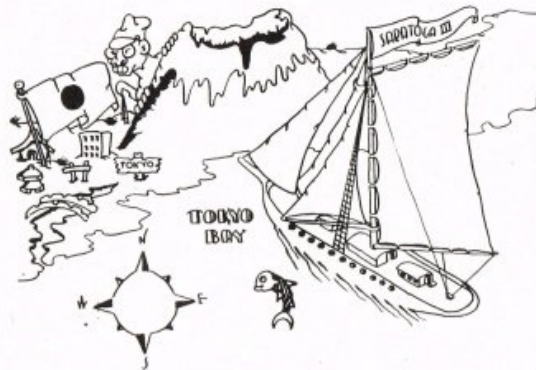
Some say she was lucky to be one of the three pre-war aircraft carriers to survive World War II. We know it was more than that. She was lucky, but behind that luck was teamwork and determination. Men shed blood in her defense and many gave their lives. Not willingly, of course, but like any other young, red-blooded American—fighting!

Our Saratoga is the fifth ship to bear the name. The first, a small sloop-of-war mounting 18 guns, distinguished itself in the Revolutionary War and was lost in a storm at sea. When Commodore McDonough fought the decisive Battle

of Lake Champlain, the second Saratoga, a 734-ton sloop, was flagship of his fleet. Later, the sturdy vessel was sold by the government.

Saratoga III was a 1,000-ton sloop mounting 22 guns. She accompanied Commodore Perry's expedition to Japan and thus was one of the first American ships to sail into Tokyo Bay.

Next in the gallant line was an 8130-



ton armored cruiser which served as Admiral Sampson's flagship during the Spanish-American War.

The might and power of our Sara would dwarf that of all previous Saratogas combined. But, the inspiration of a fighting tradition was handed down

to their namesake and kept alive in manifold measure by Saratoga V—Sara.

Originally designed as a battle cruiser during the first World War, she was converted to a gigantic aircraft carrier as a result of the London Disarmament Conference and the Washington Treaty. Her keel had been laid as a battle cruiser as early as 1920. Most of her underwater armor was retained in the conversion process, as well as her turbo-electric engineering plant, the largest marine unit in the world. Launched in 1925 at the New York Ship Building Company's Camden yard, she was put in commission November 16, 1927. Officially she was designated CV-3. The old Langley was CV-1, and Sara's sister, the old Lexington, was CV-2.

Captain Harry E. Yarnell, the first skipper, guided her through the Panama Canal to her new home on the West Coast. After trials and experiments she joined the Pacific Fleet in 1928.



During peacetime years she pioneered in the development of Naval Aviation. Experiments conducted on her expansive flight deck proved the power of the aircraft carrier as a new weapon of war. Sara and the old Lex demonstrated our Hawaiian bases were vulnerable to air attack by previewing the Pearl Harbor disaster in 1935 during the fleet war games—six years before the Japs proved the theory!

When commissioned, Sara's officially announced displacement was 33,000 tons, but much has been added since 1927. We who manned her guns in battle, launched her angry planes on countless strikes, swabbed her decks, cooked the chow, and performed numerous other vital tasks, will remember her as the largest warship in the Pacific—Queen of 'em all! No carrier could match her fighting weight of over 50,000 tons, and not even the newest battle-ships could compare in length, for Sara's rare teakwood flight deck measures over 909 feet. We're proud of those figures. We are proud of her trim, graceful lines, too—like a greyhound. But, we are proudest of her record of achievement in battle, and the dull, unspectacular tasks she has performed in the line of duty.

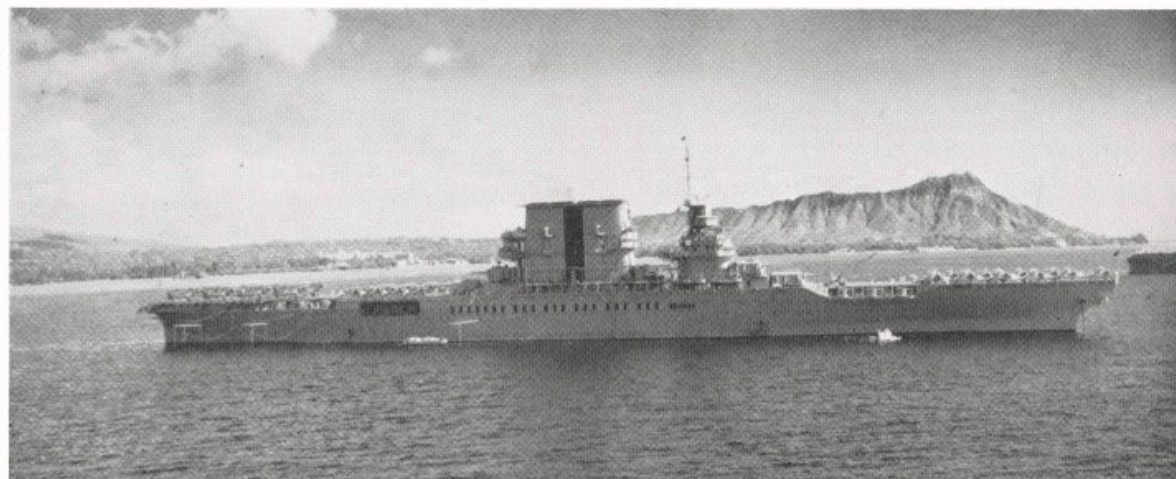
Just out of the Navy Yard, she was tied up to the dock at San Diego when Pearl Harbor was attacked. She broke all records for provisioning ship and put to sea the following day. Arriving at Pearl the 15th of December, 1941, amid the ruins of the Pacific Fleet, Sara was given the critical assignment of delivering Marine fighter planes for the beleaguered defenders of Wake Island. In less than 24 hours she was underway with the precious cargo aboard.

Those planes never reached their objective, however, because Wake fell December 23rd with Sara only one

day's cruising distance away. They were transported instead to Midway, where later they helped repulse a serious Jap thrust. Since the International Dateline was crossed enroute, two Christmas holidays on successive days were spent at sea.

Following a return trip to Pearl Harbor for more planes and provisions, the ship spent the early part of January, 1942, patrolling the sub-infested waters west of the Hawaiian Islands. The Sara and her planes watched for enemy surface craft as well as underseas marauders.

#### OFF DIAMOND HEAD



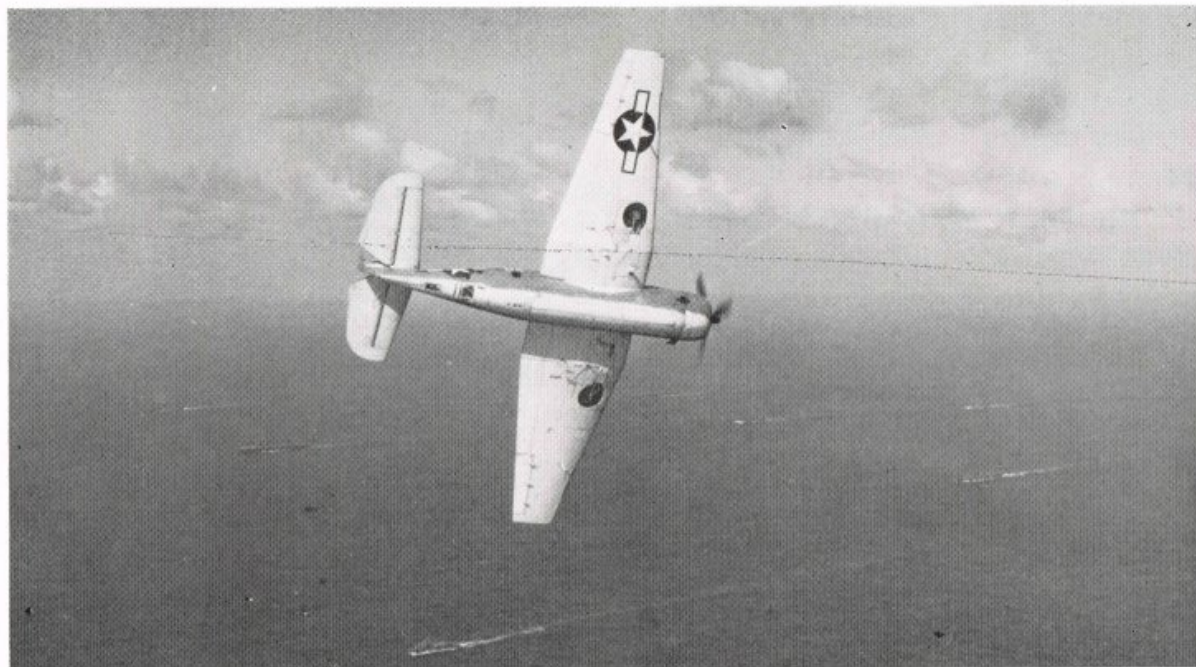


Early at night on the 11th of January, as Sara was silhouetted by Venus, 400 miles west of Hawaii, a Jap submarine managed to sneak into the formation and launched a deadly torpedo which struck the port quarter with a blinding flash and terrific explosion. Columns of water and oil shot skyward as high as the smokestack. The Old Lady had suffered her first battle scar!

Six men died as a result of the torpedoing. Fortunately, the engineering plant was not damaged, so she was able to steam to Pearl Harbor under her own power. There a temporary patch of steel was applied to her ruptured "skin," and she was sent to Bremerton, Washington, for repairs.

Almost three months were spent in the Puget Sound Navy Yard. Permanent repairs were made and a thorough modernization was effected. Light anti-aircraft weapons were installed and gun sponsons added.

Late in May, 1942, Sara docked at San Diego and loaded planes and supplies aboard. The Battle of Midway was pending as she sped west toward the combat zone. It was a fearful juncture in the war. The Allies despaired at the heavy toll of shipping in the Atlantic; at the sustained successes of Rommel in Africa; and at the overwhelming armor



THE NEW TBF FIRST LAUNCHED FROM SARA'S FLIGHT DECK IN JUNE 1942

of the German Army slashing across to Crimea and into the Caucasus. In the Pacific, we looked with dismay on the fall of Hong Kong, Singapore, the Philippines, the East Indies; the threat to Australia and India; the presence of enemy garrisons in the Aleutians; the imminent invasion of Alaska, Midway, Hawaii. The Lexington was at the bottom of the Coral Sea, and no man could say where the next grievous blow would fall.

In less than 24 hours at Pearl Harbor, the Sara loaded replacement planes for U. S. carriers staving off the Jap fleet at Midway. Included were a handful of the new TBF's, replacements for famed Torpedo Squadron Eight. Sara thereby had the distinction of being the first carrier to launch the new Grumman Plane, which soon became the standby of the fleet.

Arriving too late actually to engage



the enemy fleet, she was given credit for helping disperse its battered and depleted remnants. Our losses were costly, too, as the carrier Yorktown had been sunk.

Early in July, Sara set out on a record 62-day cruise which saw her aerial might used to great advantage in the invasion of Guadalcanal-Tulagi, and the first phases of the Battle of the Eastern Solomons. In company with a large invasion task force she steamed southwest from Pearl as flagship for Vice Admiral Frank Jack Fletcher. Brief exercises were held off Koro Island in the Fijis before the entire assault group moved west for the first U. S. offensive campaign.

Sara had a major role in the historic amphibious operation at Guadalcanal. August 7th, 1942, was D-Day for our landings and the beginning of the long, costly struggle to "roll back" the territorial gains made by imperialistic Japan in sudden, treacherous assaults and quick victories. Many a battle-weary Leatherneck was grateful for Sara's planes and expert pilots.

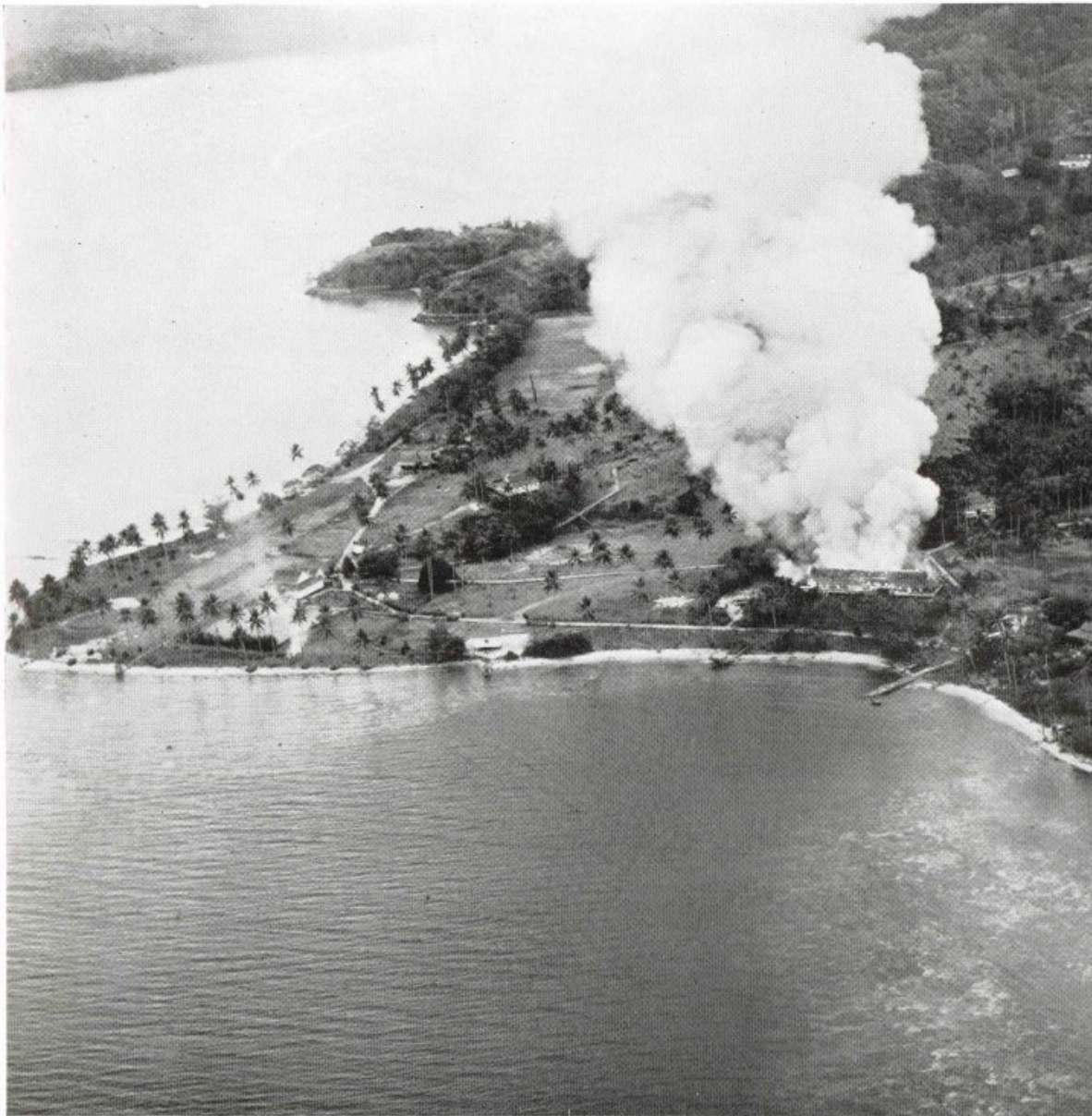
Lunga Airfield (later renamed Henderson Field) was smashed by her bombs, and "Bullet Lou" Kim led a

flight of SBD's that demolished Japanese defenses at Kukum. Sara-based Torpedo Squadron Eight, led by Lieutenant Larsen, attacked installations on Florida and Malaita Islands, while Commander Shumway's flight hit Bina and Tanambogo. Such targets as communication centers and supply dumps were bombed for two days as the Marines poured ashore and fighter planes strafed the Japs in their foxholes. The Nips sent a large group of bombers and fighters from Rabaul, but this formation was broken up in furious "dog fights."

TANAMBOGO







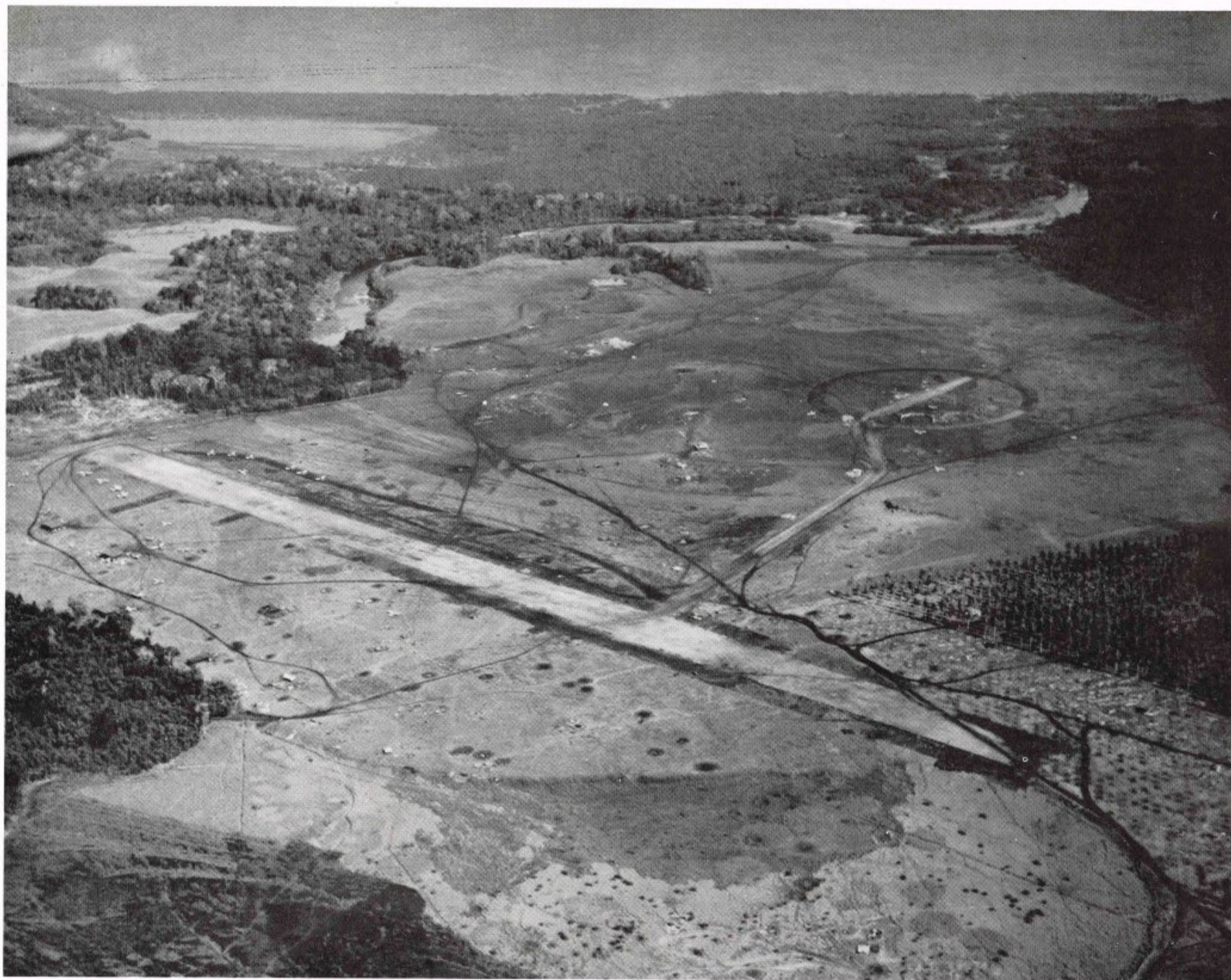
TULAGI

August 24th, 1942, was another busy day for Sara and her planes as heavy enemy surface units moving down from the north were intercepted and attacked with considerable success. Conservative estimates credited Sara's planes with sinking a Nip carrier and a large destroyer. Two enemy cruisers were badly crippled by torpedoes and a battleship, bombed.

While portions of the enemy fleet were under attack, other Jap carriers launched planes against the U. S. task force, including the Saratoga and Enterprise. Our fighters defended relentlessly, but some of the Japs succeeded in breaking through the fighter screen and anti-aircraft fire to score damaging hits of the "Big E." The Enterprise took the brunt of the attack and Sara, only 10,000 yards away, was unscathed. From that day on, Sara was called "lucky" by the Enterprise, and the two crews carried on an unremitting, if good-natured, feud from that day forward.

The recapitulation showed 26 Jap planes destroyed in addition to the ships sunk and damaged. Sara continued to aid her crippled sister carrier





LUNGA AIRFIELD, GUADALCANAL, AUGUST 1942  
LATER RENAMED HENDERSON FIELD





TROOPS LANDING ON FLORIDA ISLAND, 8 AUGUST 1942







by landing "Big E" planes aboard as well as her own—many long after dark.

One week later, in the dangerous waters off the Solomons, another submarine fired a salvo of torpedoes at the unsuspecting Sara. One hit the starboard quarter with a dull explosion and caused extensive damage to the engineering system and electrical circuits. It was just after sunrise; the men had

left their general quarters stations. Fortunately, no one was killed, but the ship was crippled badly and she soon lay dead in the water while engineers worked frantically below decks trying to repair the damage.

The cruiser Minneapolis came alongside and proceeded to tow "The Old Lady" until power was re-established. Next day a tug took over the task and

towed her toward the Tonga Islands.

For several days Sara lay at anchor in Tongatabu's Nukualofa Harbor, where flotation compartments were flooded to give her a port list. With the starboard side elevated, it was possible to make a complete inspection of underwater hull damage. After temporary repairs had been made, she returned to Pearl Harbor Navy Yard.

SARA WITH A 9½ DEGREE LIST AT TONGATABU  
WHILE REPAIRING DAMAGE FROM TORPEDO HIT





Until Sara's men poured ashore on liberty at Tongatabu, the islands were unspoiled by the traffic of commerce. But the shrewd native traders soon learned the value of U. S. currency. Presently it was "one dollah" or "five dollah" for every sort of Polynesian gim-crack. One sailor, coveting an especially handsome string of native beads, produced an old pipe which he offered in exchange (American currency had soon been exhausted at the exorbitant prices being asked). "This pipe belonged to the president of the United States," said the Yankee trader. A few days later, when the ship was on the way back to Pearl, another Saraman produced the same pipe and exclaimed, "This pipe belonged to the King of Tongatabu!" (And speaking of royalty: the native queen had taken to



the hills, with all the island beauties in tow, when the ship stood into the harbor).

While in the Navy Yard, Captain DeWitt C. Ramsey was advanced to Rear Admiral, but retained his flag aboard. Captain Gerald F. Bogan became the new skipper. Slightly over a month was required in the Yard and in November she was once more ordered to return to the South Pacific.

Enroute Sara stopped at Nandi, Vita Levu Island in the Fijis, for several days before continuing to the Solomons. In Nandi, the light cruiser San Juan reported for duty with her.

Early in December, Sara reached Noumea, New Caledonia, headquarters of Admiral Halsey, and the air group was temporarily detached for a few days' duty at Tontouta air strip. During the next six months, she patrolled the waters of the Southwest Pacific, keeping open the supply line to Australia. For several months, she was the only serviceable carrier we had left. Intermittent attacks were launched against Munda airfield, Kolombangara Island, and the Indispensable Reefs. Most of these strikes were diversionary

missions to cripple Japanese installations and prevent any attack in force on our newly-won South Pacific bases.

While operating in and out of the harbor at Noumea, Sara and the San Juan established recreation ashore. Ducos Cove was levelled, scrapped, and renamed the Sara-Juan Beach Park. Athletic fields were built and clubs were erected for the officers and men. Excellent barbecue pits provided the locale for many a division steak fry or "beer bust" that rivalled peacetime picnics in the states.

In May, 1943, Sara was joined by H.M.S. Victorious—first British carrier to arrive in the Pacific theater. This pleasant association was continued through June and July with an impressive array of battleships, cruisers and destroyers supplementing the two carriers in patrol operations in enemy territory.

When the Victorious left for a British port in late July, Sara left Noumea and proceeded to Espiritu Santo, via Efate. Air Group Twelve replaced Air Group Three, and Captain Henry M. Mullinix, who had been promoted to Rear Admiral, was relieved of command by Captain John H. Cassady.



# THE FIJI ISLANDS



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SOUTH PACIFIC INLET

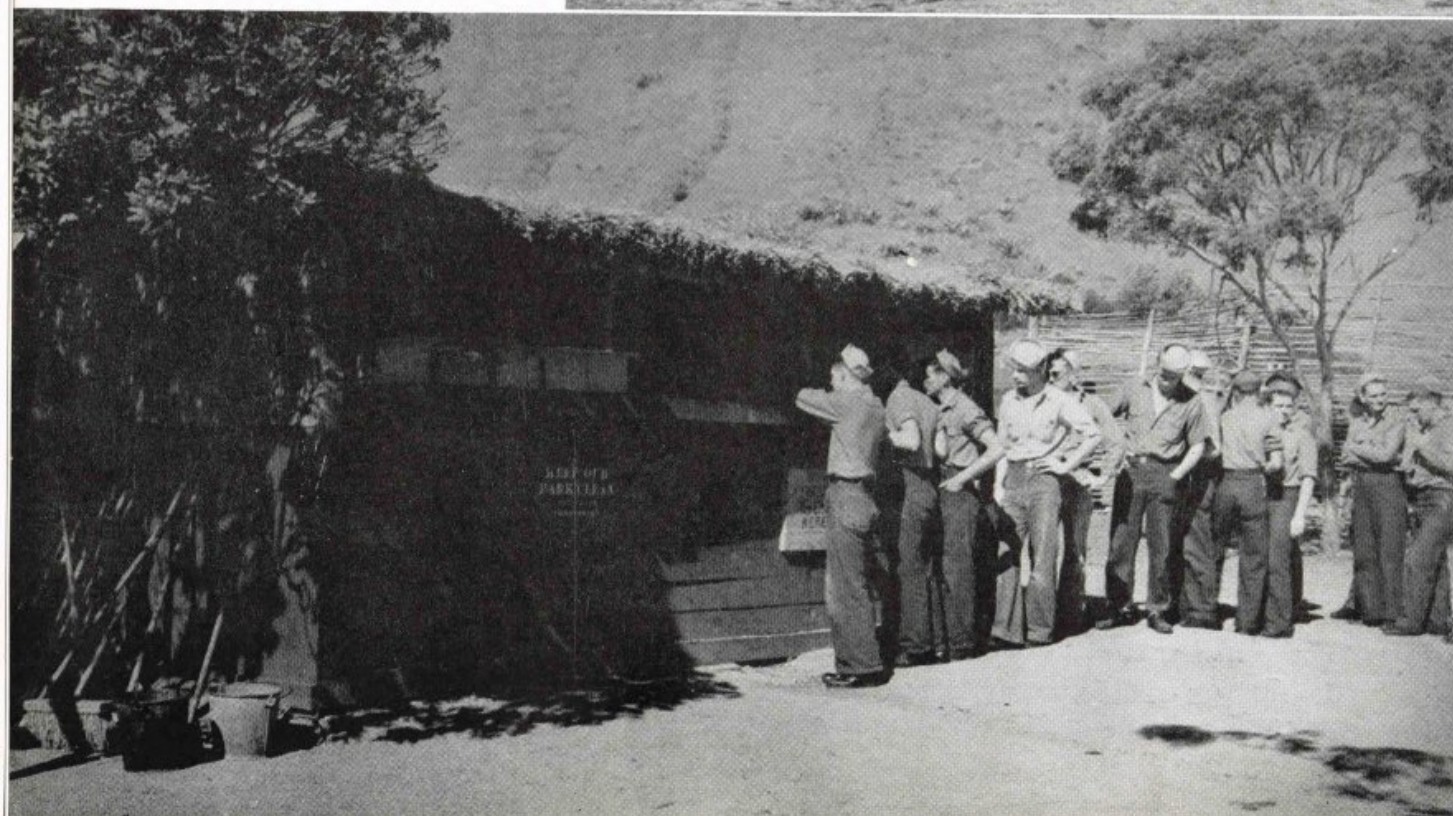
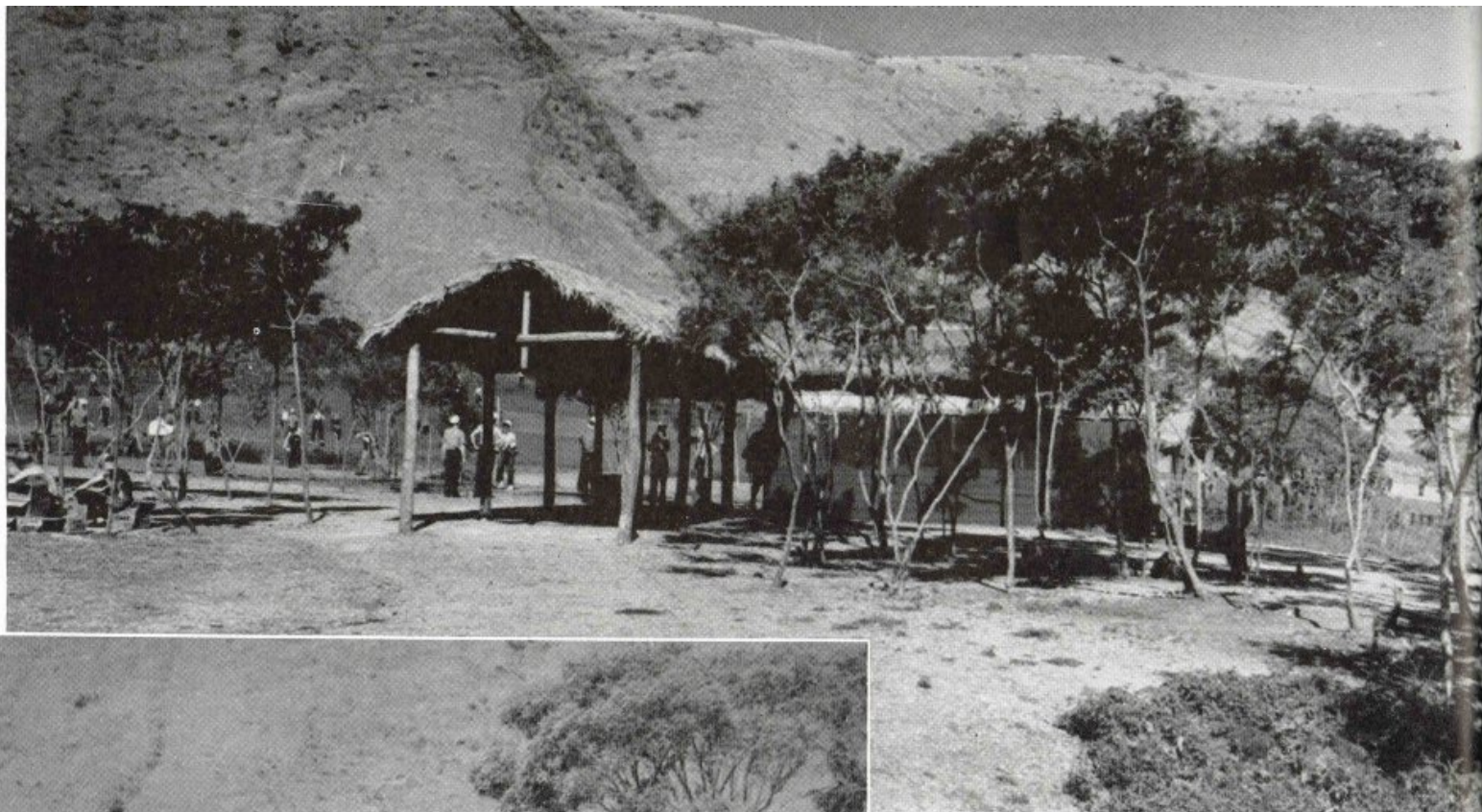




H.M.S. VICTORIOUS IN NOUMEA, NEW CALEDONIA  
WITH DUCOS COVE IN BACKGROUND



CARETAKER'S  
SHACK



BEER LINE,  
SARAJUAN BEACH  
PARK, NOUMEA,  
NEW CALEDONIA



Ducos Cove, reads the chart—a shore-front property on the unimproved side of Noumea. Rechristened Sarajuan Beach by the Sara and her boon companion of SoPac days, the cruiser San Juan, the Cove soon



became the recreational headquarters of Sara and her friends. With Lieut. Art Hellyer riding herd on working parties from the two ships, Sarajuan soon took on the essential characteristics of an American country club, if perhaps a bit more primitive than most. Here foregathered the Ducos Dandies, the military elite of the South Pacific. Here engaged the protagonists of many a torrid football game. And it was here that our British allies from the good ship Victorious were introduced to the delights of American beer and softball.





SARA C.P.O. ENTERTAINS ENGLISH VISITOR AT THE CHIEFS' CLUB





SARA (left) AND H.M.S. VICTORIOUS AT NOUMEA, NEW CALEDONIA





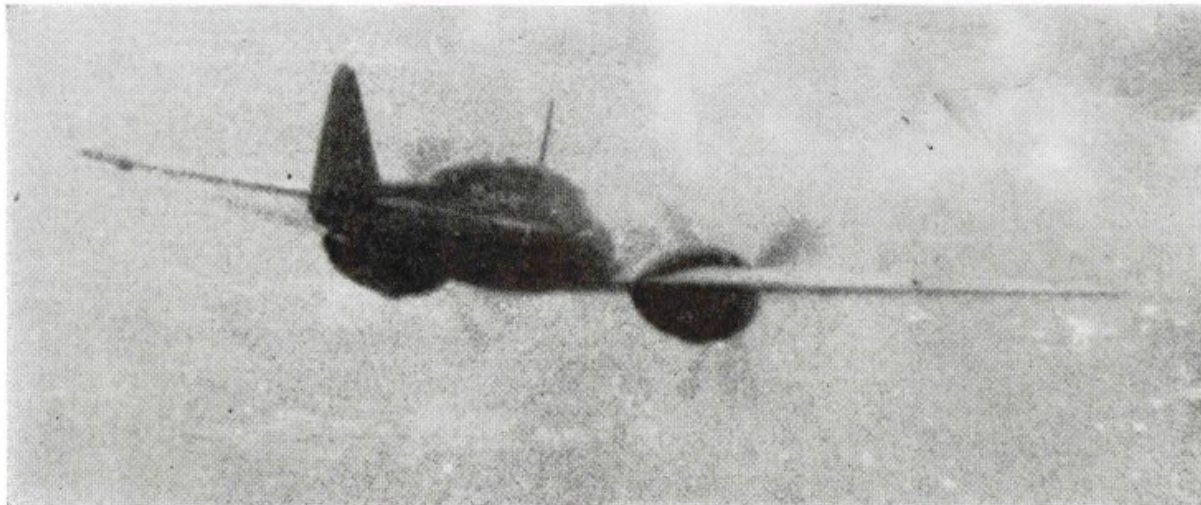
In late October, 1943, Sara was joined by a new light carrier, the Princeton, and departed from Espiritu for a raid on the airfields of Buka and Bonis on the northern tip of Bougainville. The mission was planned to coördinate air attacks against Jap airfields with the landings being made on Bougainville at Empress Augusta Bay.

For the first two days in November, Sara and the Princeton made vicious assaults on Buka and Bonis, approaching so close to shore to launch planes that the twin fields were almost visible from the ships.

CAPTAIN JOHN H. CASSADY, USN



BUKA AND BONIS AIRFIELDS, NOVEMBER 1943



A SARA FIGHTER GETS A JAP DINAH IN HIS GUN SIGHTS



SPLASH



Breaking off hurriedly from the two-day strike, because of new orders from Halsey, Sara headed south of Bougainville to a point near Vella Lavella. Jap heavy cruisers and other warships had been reported crowding into Simpson Harbor, the heavily-defended port at Rabaul on New Britain. Since the enemy force was a distinct menace to the troops fighting on Bougainville, Rear Admiral F. C. Sherman sent all available planes from Sara and the Princeton to surprise the foe. The spectacular raid of November 5th, 1943, was probably the outstanding day of Sara's glamorous career. Plane after plane swept in over the targets at Rabaul, a fortress believed to be well out of the range of U. S. naval forces until that day.

Air Group Twelve, led by Group Commander Howard H. Caldwell, had one of the best air group records of the war after that strike. Many tons of bombs were poured on the writhing, twisting warships in the harbor as they headed for the open sea. Torpedo bombers, following close upon the dive-bombers, had a field day, while Commander "Jumpin' Joe" Clifton, with his

squadron of Fighting Twelve, engaged swarms of Zeros "upstairs." Almost 50 Jap planes were destroyed by the fighters, and 102,000 tons of Jap shipping were sunk or badly damaged. Lieutenant Commander Jim Newell, Commander of the bomber squadron, and Lieutenant Commander Robert Farrington, Torpedo Squadron Twelve, led the bombers and torpedo planes which damaged eight heavy cruisers. At least two of them sank in the harbor. A number of destroyers and merchantmen were also among the victims.

The entire action is summed up in a remarkable combat photograph, hailed

as the finest of the war until that time (published December, 1943). The picture shows the slithering wakes of surprised Japanese ships making a desperate dash for the open sea from the trap of Simpson Harbor. It was the last picture taken by Paul T. Barnett, Photographers Mate First Class, photographer in the torpedo plane of Group Commander Howard H. Caldwell. The commander's plane had been riddled in a furious assault of enemy fighters, but Barnett, wounded in the hand, never missed an opportunity with his camera. Seconds after his greatest picture was snapped, he was killed.

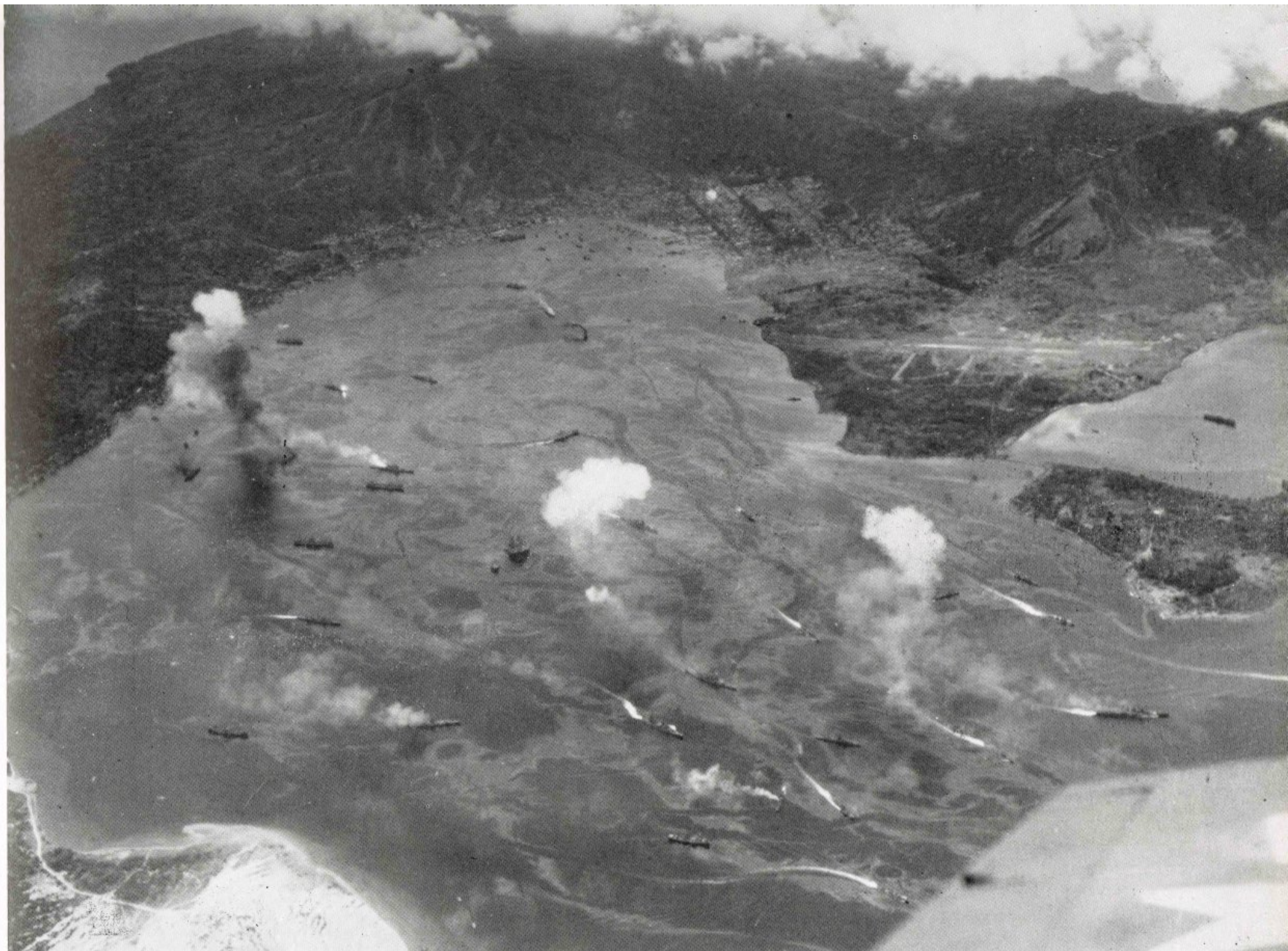


COMMANDER H. H. CALDWELL



P. T. BARNETT  
PHOTOGRAPHER'S MATE FIRST CLASS









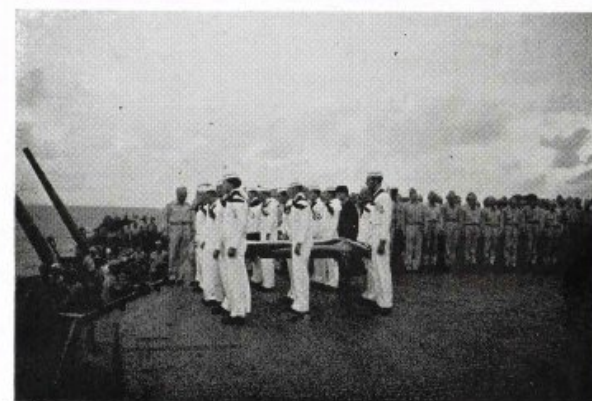
WE COUNT THE PLANES WHEN THEY LEAVE  
... AND WHEN THEY COME HOME



COMMANDER CALDWELL LANDED  
ABOARD ON ONE WHEEL



CROWDS GATHERED TO HELP  
THE VICTIMS



COMMITTAL SERVICE FOR P. T. BARNETT

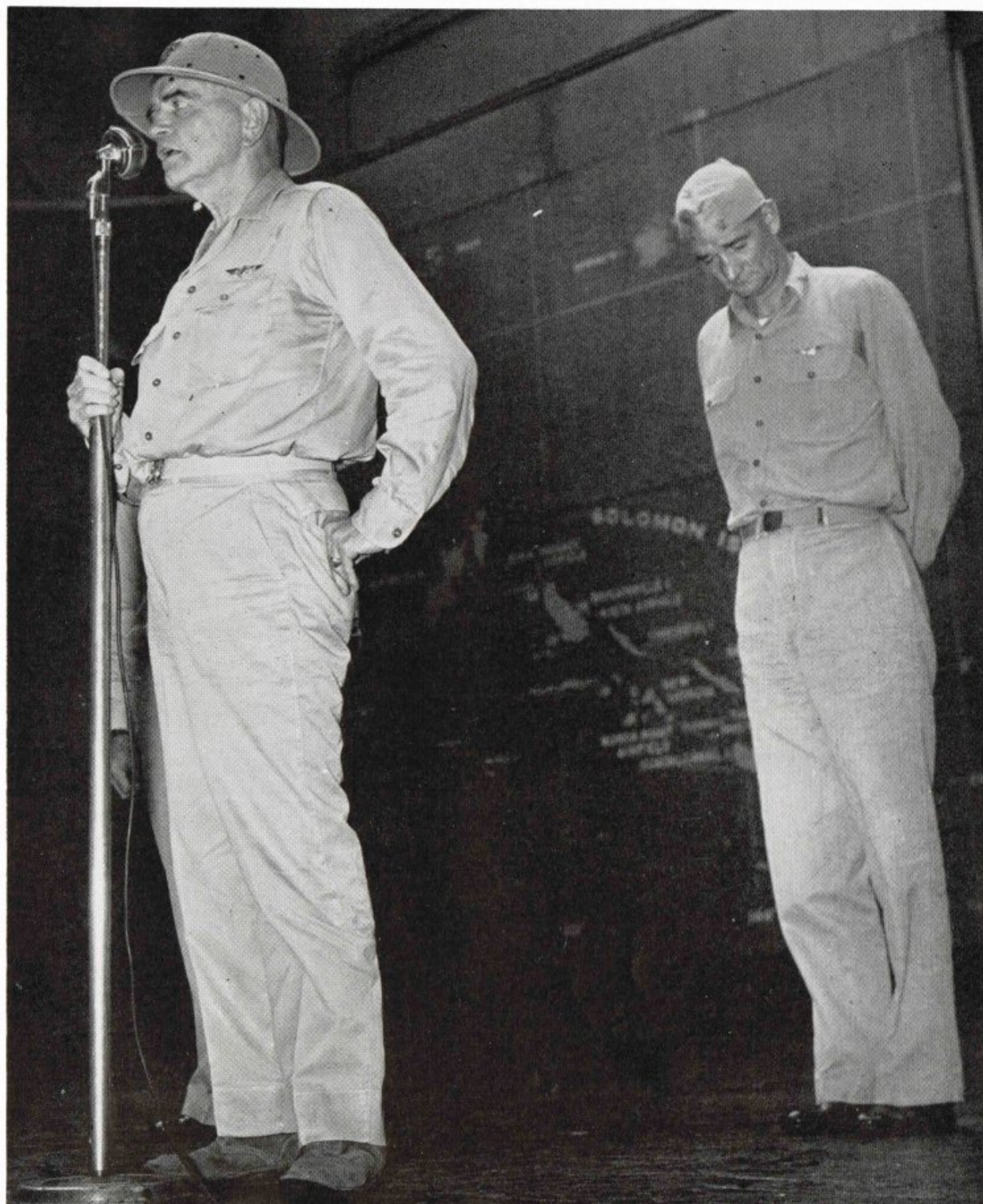


Three days after the strike, Admiral Halsey came aboard as Sara entered the harbor at Espiritu. "Your strike was another shot heard 'round the world," he said. "The Saratoga, when given the chance can be deadly." He expressed his personal gratitude at the job accomplished and claimed the two carriers had saved thousands of lives by crippling the Jap fleet before it could attack our Marines on Bougainville.

Besides the personal appearance of the Admiral, there were other glowing tributes to Sara expressed in radio messages from Admiral King, and General MacArthur. A treasured dispatch is that of General Arnold of the Army Air Forces from Europe: "Your flyers have set a record for damage per bomb and per torpedo that all other airmen will find hard to equal."

Six days later another attack was made on Rabaul, with the intent of finishing off any crippled ships that remained. The Bunker Hill and Essex, making their debut in the South Pacific, were the center of a second great force which struck simultaneously. Many of the hoped-for targets had escaped and presumably were limping north to the

ADMIRAL WILLIAM F. HALSEY, JR., addresses the crew on the hangar deck, November 8, 1943. CAPTAIN CASSADY at the right.





fleet anchorage at Truk. Ack-ack from surrounding airfields was quite intense, and once again swarms of Jap fighters took to the air for revenge. More Rising Suns "set" that day as the tally for Sara's pilots continued to mount.

Next, in the invasion of the Gilberts Sara neutralized Nauru Island and transformed her air strips into bomb-pocked shambles. Combat air patrols were maintained over the bloody beaches of Tarawa. In the Gilberts campaign, the Sara's men were saddened by the loss of the Liscome Bay, the first carrier to be sunk in the Pacific in more than a year. Rear Admiral Mullinix, the Sara's skipper a scant three months before, went down with his flagship.

At the end of the Gilberts campaign, Sara was released for a quick run to the States as a reward for achievement, a slight rest for all hands, and a brief yard period for maintenance work. In early December, 1943, she entered drydock at Hunter's Point, San Francisco, and remained there until the 3rd of January, 1944. The stateside visit was the first in nineteen months.



SARA ESCORTS TRANSPORTS TO TARAWA



January found Sara and Air Group  
Twelve at Pearl preparing for the im-  
pending occupation of the Marshalls.

First of these island atolls to feel the  
practiced sting of Sara's might were  
Wotje and Taroa.



WOTJE

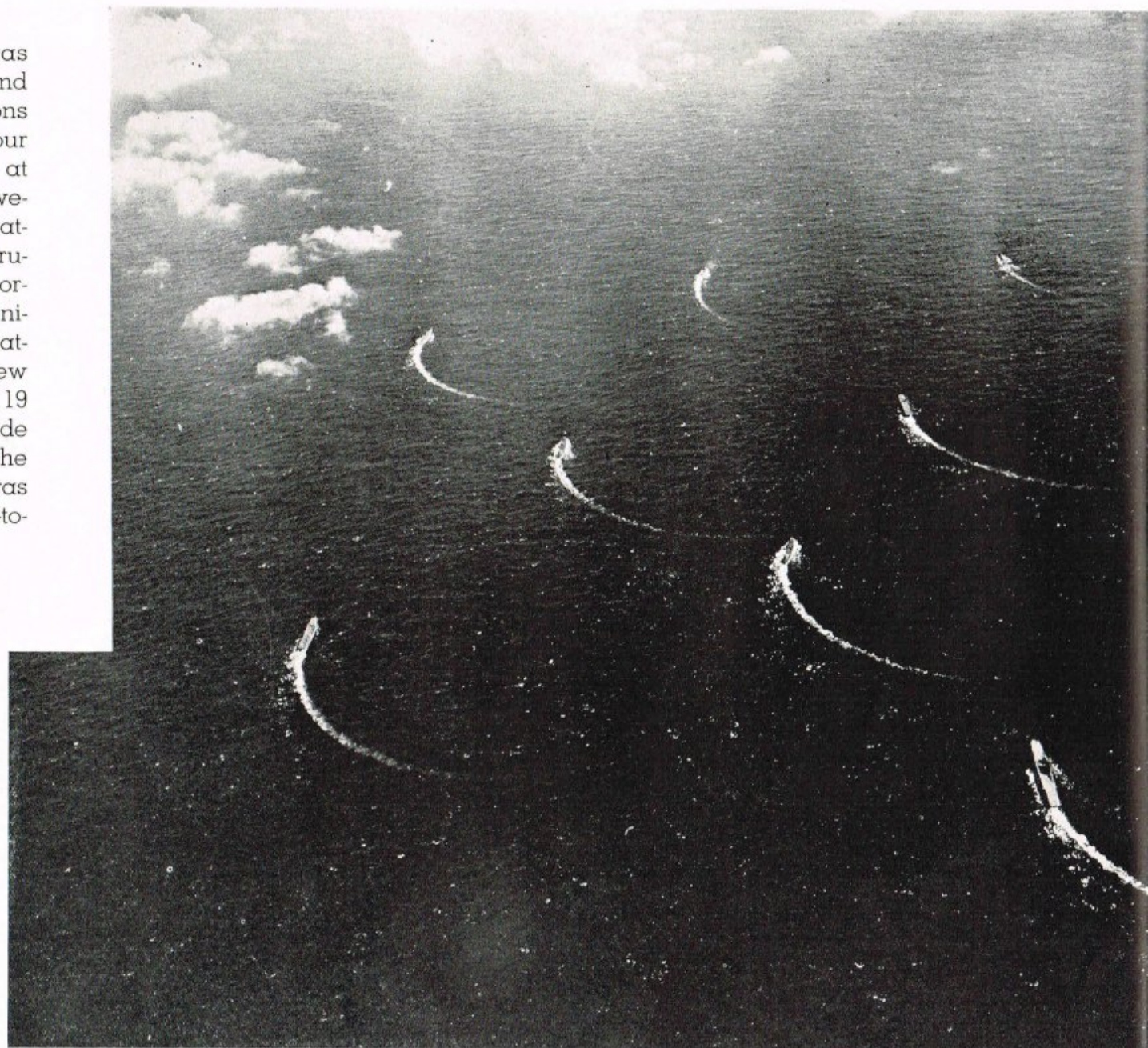


TAROA



The busy month of February was ushered in with strikes on Utirik and Rongelap atolls, where radio stations were destroyed. Then followed four days of continuous bombardment at Eniwetok and Engebi Islands of Eniwetok atoll in pre-invasion softening-up attacks. During the remainder of February, Sara shuttled between Roi anchorage at newly won Kwajelein and Eniwetok, with numerous strikes on the latter. During this period Sara made a new record for strikes with a total of 25 in 19 days! Amphibious landings were made at Eniwetok on the 17th, and during the remainder of February air support was given to the Marines in their hand-to-hand fighting.

TASK GROUP 58.4 ON  
WAY TO MARSHALLS  
JANUARY 21st, 1944.  
SARA LOWER RIGHT



"EXECUTE"

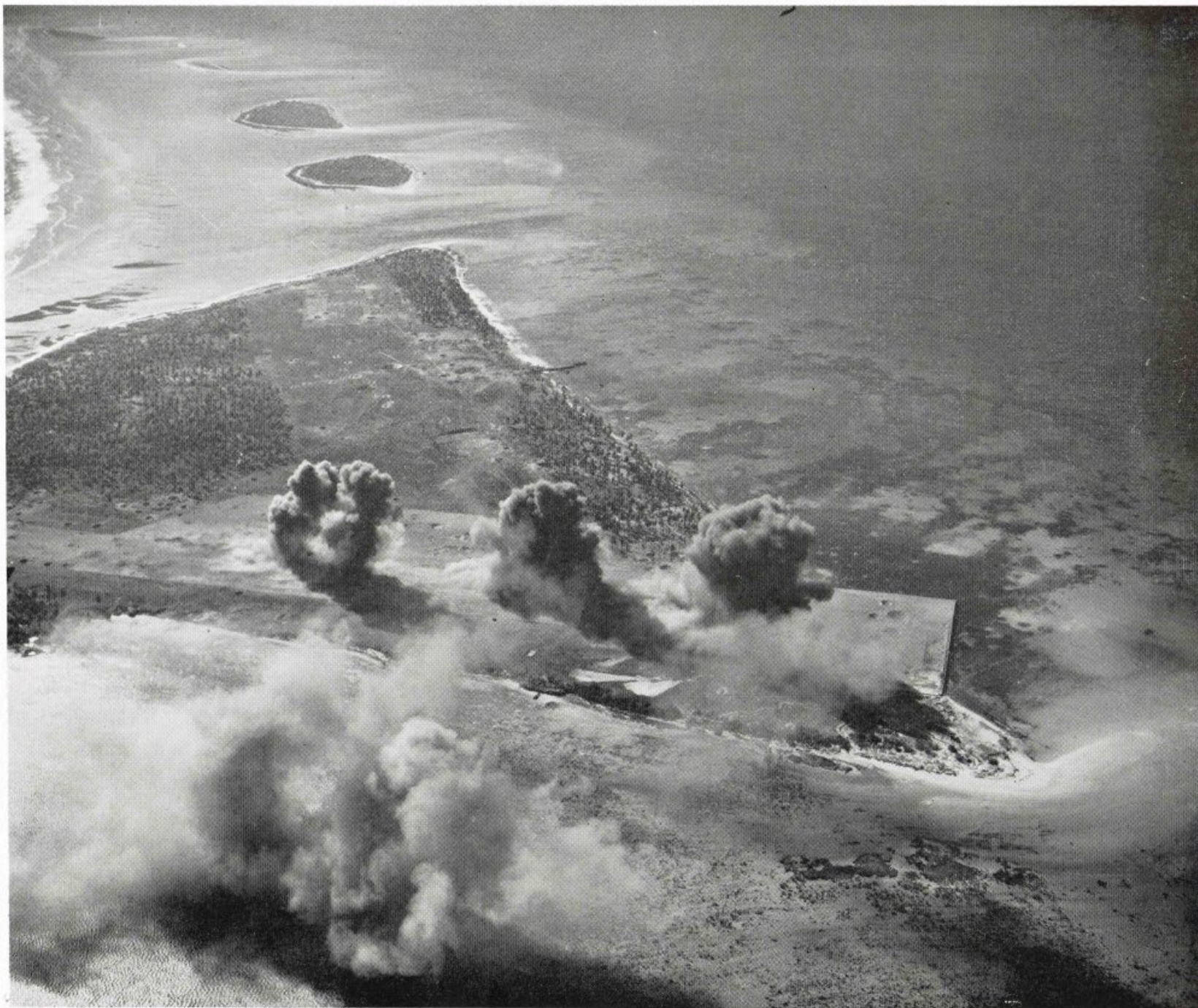


THE CONQUEST OF AN ISLAND  
(ENIWETOK, FEBRUARY 1944)

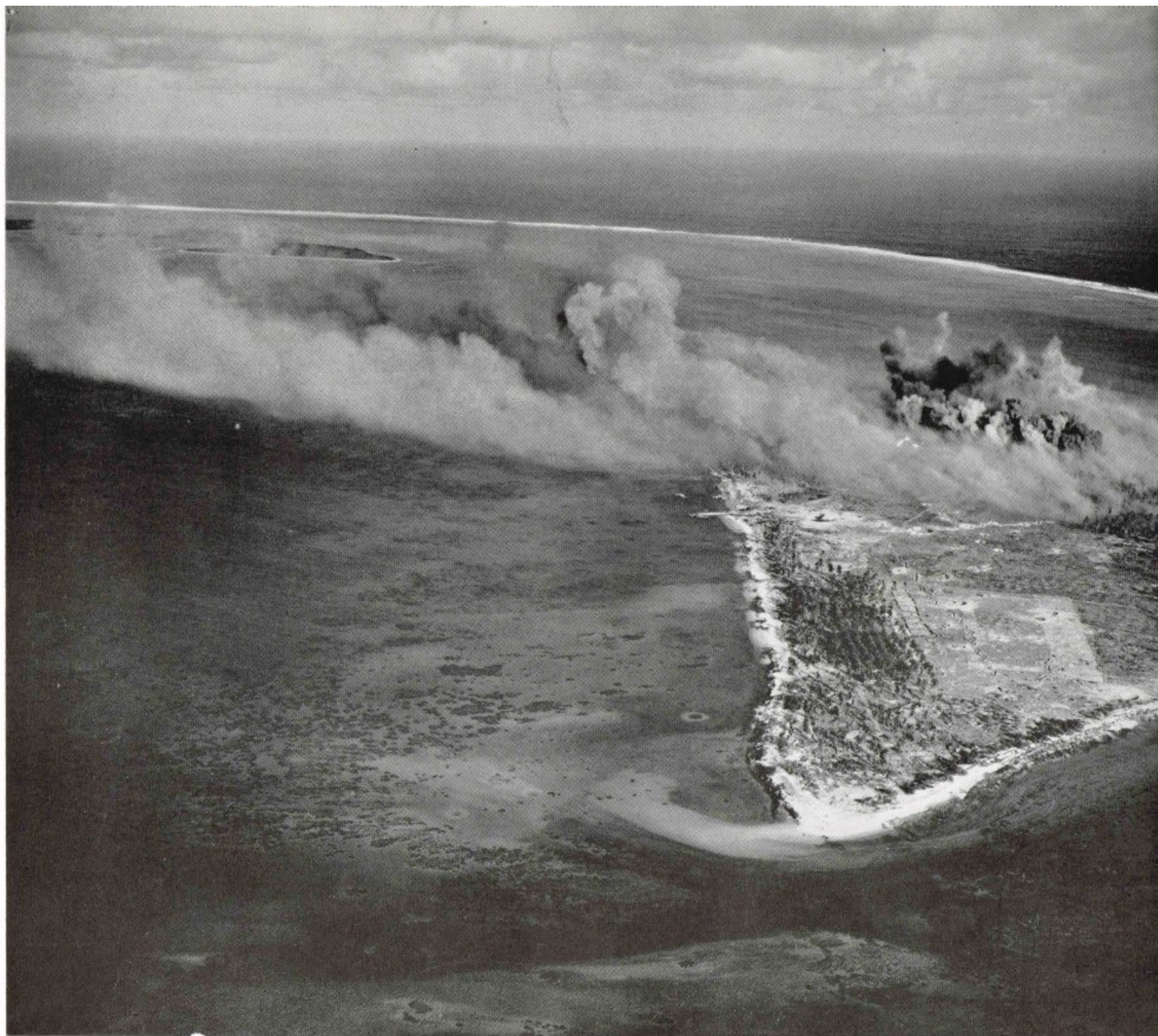


| SARA TURNS INTO THE WIND TO LAUNCH HER PLANES









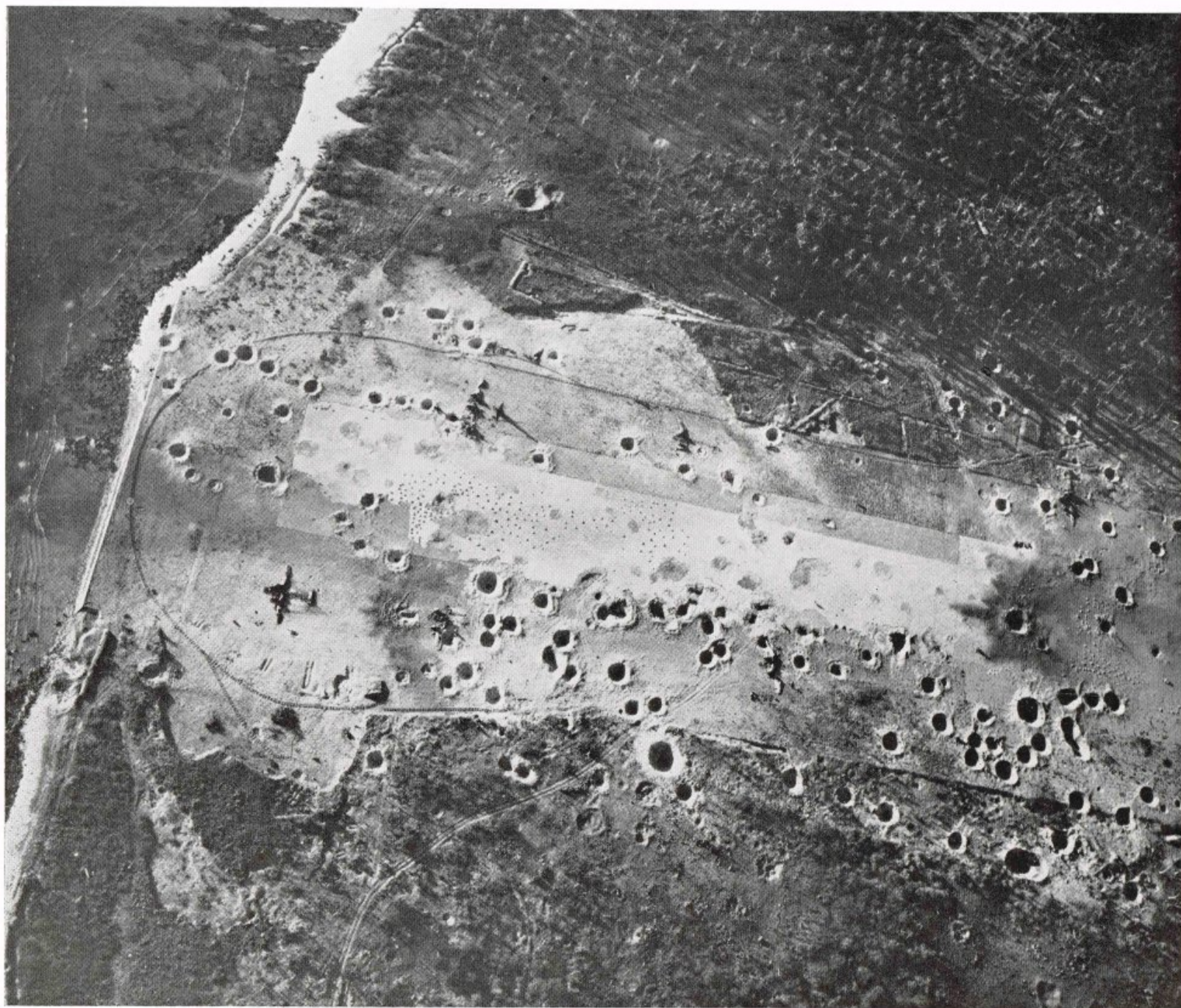
III ELIMINATE THE ENEMY'S FUEL DUMPS, STORAGE INSTALLATIONS AND BARRACKS...

(ENIWETOK ATOLL FEBRUARY 1944)









V . . . . WITH THIS RESULT





**VI** THE FIRST WAVE OF MARINES HEADS FOR THE BEACH . . .  
(ENIWETOK ATOLL, FEBRUARY 1944)





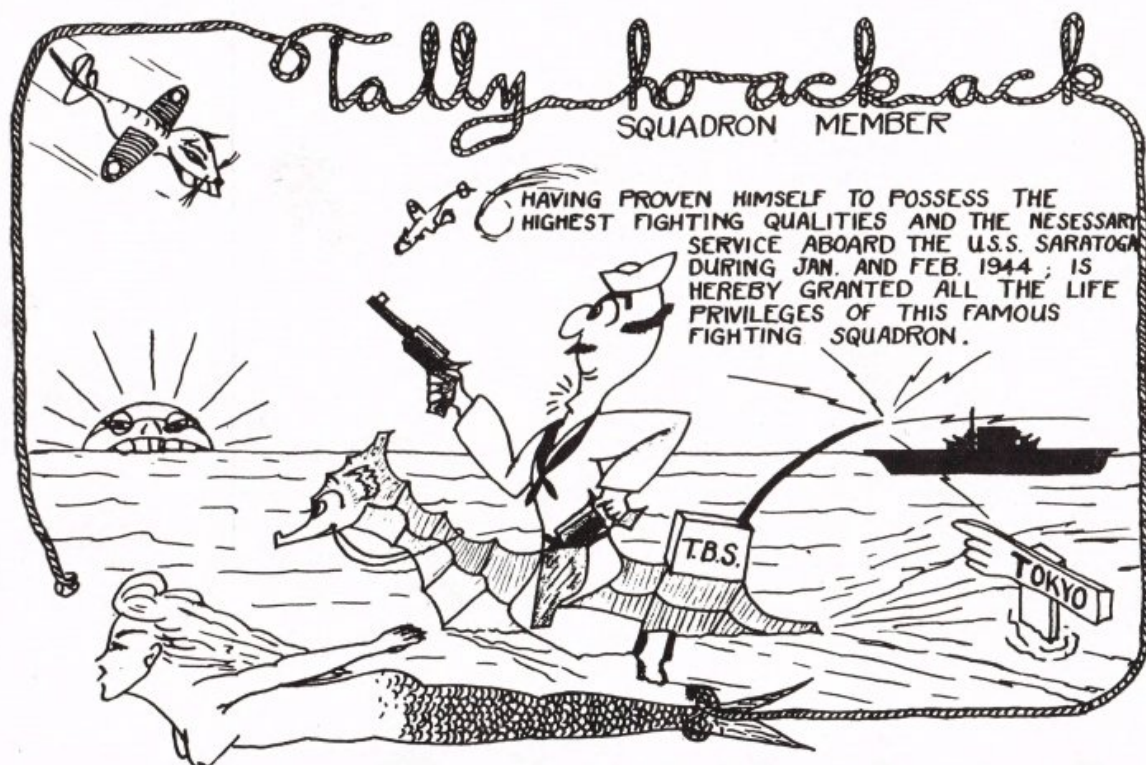
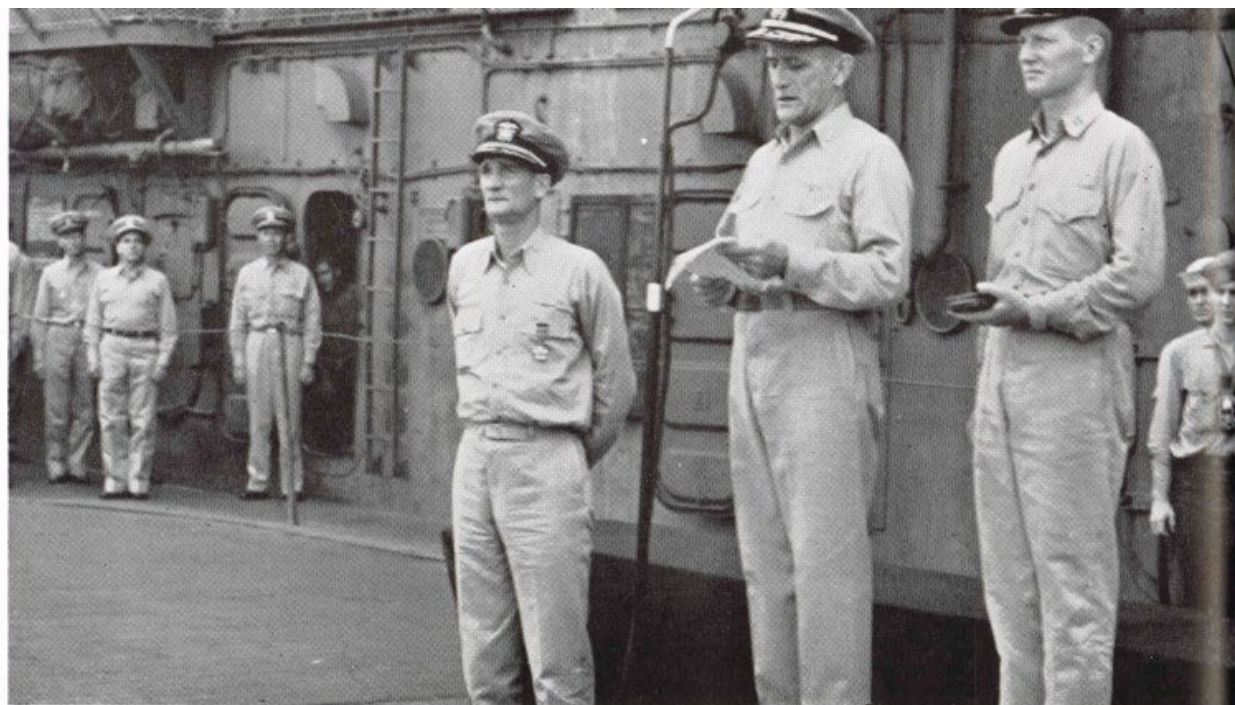
**VII. ...AND OTHERS FOLLOW UNDER THE PROTECTIVE GUNS OF HEAVY UNITS**  
(ENIWETOK ATOLL, FEBRUARY 1944)



"Today is Medal Day!"

So began Rear Admiral Samuel P. Ginder, commander of the carrier task group of which Sara was flagship. The great lagoon of Majuro atoll, recently wrested from the Japanese, was the scene of the biggest mass presentation of awards in the ship's history on March 4th, 1944.

The citations might have been a torture for the ship's company lined up at flight deck parade, had it not been for Captain Cassady's decision to make the awards en masse. Individual ceremonies were contrived for Commander H. H. Caldwell, air officer, who as skipper of Air Group 12 had been the hero of Rabaul; Commander J. C. Clifton, colorful successor to Caldwell as CAG 12; Lt. Comdr. Dallas M. Laizure, air operations officer, and Lt. Harold A. Robinson, landing signal officer, all for their part in the strike on



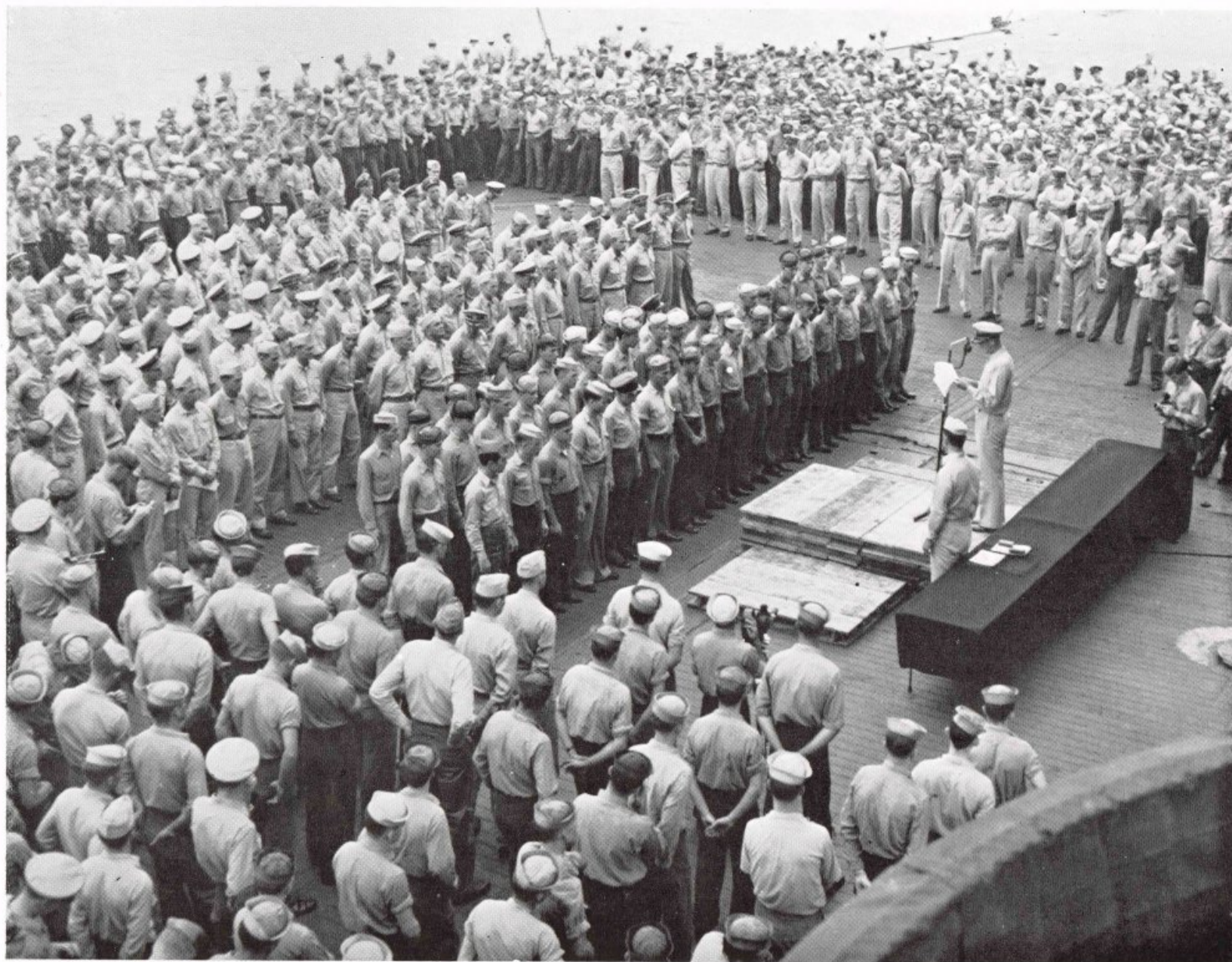
Rabaul in November, 1943. Commander Thomas U. Sisson, executive officer, was presented the Legion of Merit for previous duty.

Two men, Daniel Hildreth, AOM2c, and Philip Rosen, Sea2c, were singled out for their alertness in disposing of a bomb which had dropped from an SBD and rolled down the flight deck, to the terror of all, during the Marshalls operations.

But the most popular kudo-winner was indisputably the Sara's skipper, "Cap'n Jawn" Cassady, on whom the Admiral pinned the Legion of Merit.

The Admiral concluded the ceremonies by congratulating Sara's officers and men on having been "charter members of the Tallyho Ack-Ack Squadron."



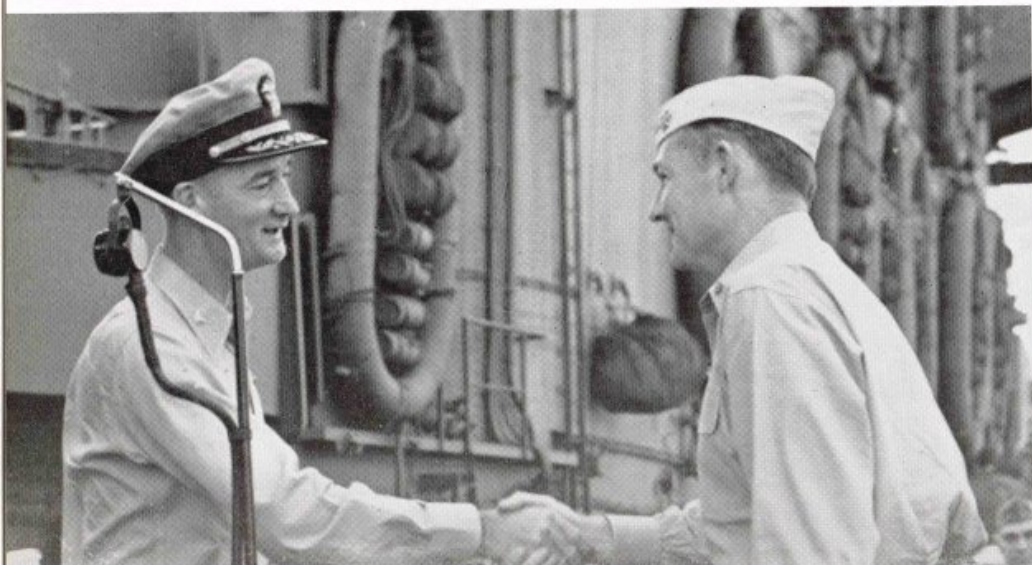


CAPTAIN J. H. CASSADY PRESENTS AWARDS TO PILOTS  
AND CREWMEN AT MAJURO ATOLL, MARCH 3rd, 1944





COMMANDER J. C. CLIFTON, OF VF-12, RECEIVES  
THE DISTINGUISHED FLYING CROSS



COMDR. T. U. SISSON, EXECUTIVE OFFICER AND LEGION OF  
MERIT WINNER, IS CONGRATULATED BY THE CAPTAIN



REAR ADMIRAL S. P. GINDER PINS THE LEGION OF  
MERIT ON CAPTAIN J. H. CASSADY





In all, 127 awards were distributed on that morning: one Navy Cross, one Gold Star, two Legions of Merit, two Purple Hearts, 20 Distinguished Flying Crosses, 50 Air Medals, and 51 commendation ribbons.

The principal decorations went to veterans of the Rabaul strike, to-wit:

#### **NAVY CROSS**

Comdr. H. H. Caldwell, USN

#### **GOLD STAR IN LIEU OF 2ND DFC**

Lt. (jg) H. E. Talkington, USNR

#### **DISTINGUISHED FLYING CROSS**

Comdr. J. C. Clifton, USN

Lt. Comdr. J. H. Newell, USN

Lt. Comdr. V. L. Hathorn, USN

Lt. Comdr. R. F. Farrington, USN

Lieut. W. E. Brown, USNR

Lieut. L. G. Traynor, USN

Lieut. F. R. McDonald, USNR

Lieut. L. R. Naegely, USN

Lieut. E. Maul, USNR

Lieut. J. Magda, USNR

Lt. (jg) J. B. Barcalow, USNR

Lt. (jg) W. L. Desilet, USNR

Lt. (jg) D. E. Laird, USNR

Lt. (jg) R. L. Cropper, USNR

Lt. (jg) M. B. Davenport, USNR

Lt. (jg) E. F. Cox, USNR

Lt. (jg) G. L. H. Gould, USNR

Lt. (jg) R. E. Gray, USNR

Lt. (jg) H. H. Dearing, USNR

Lt. (jg) E. B. Crawford, USNR

#### **LEGION OF MERIT**

Capt. J. H. Cassady, USN

Comdr. T. U. Sisson, USN

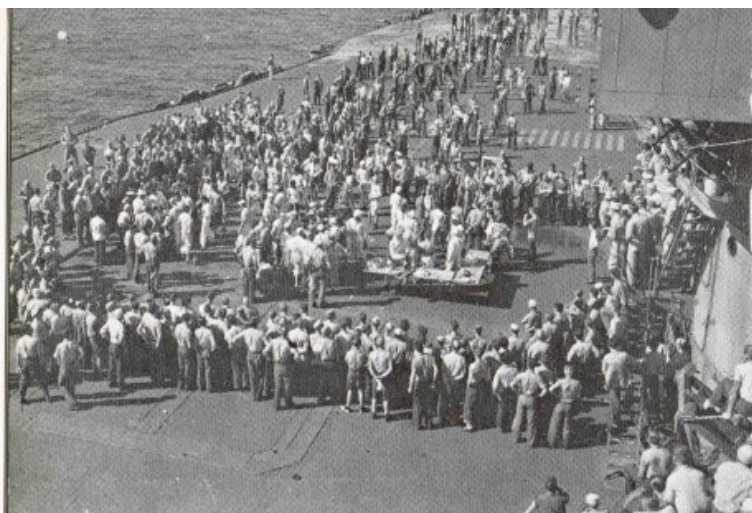
#### **PURPLE HEART**

Ens. R. D. Gatlow, USNR

ACMM R. W. Morey, USN

COMDR. HOWARD CALDWELL OF AIR GROUP 12 (LATER THE SARA'S AIR OFFICER) WON THE NAVY CROSS

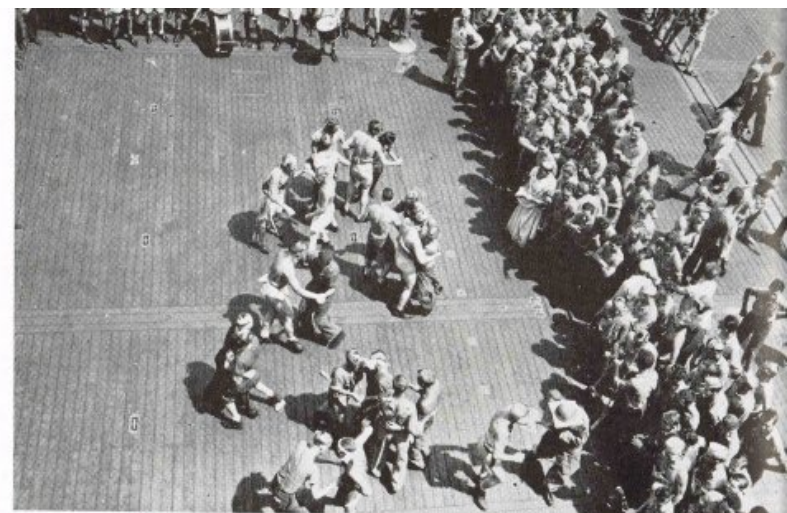




BIRD'S EYE VIEW



POLLYWOGS PARADE



JITTERBUG CONTEST



THE ROYAL COURT



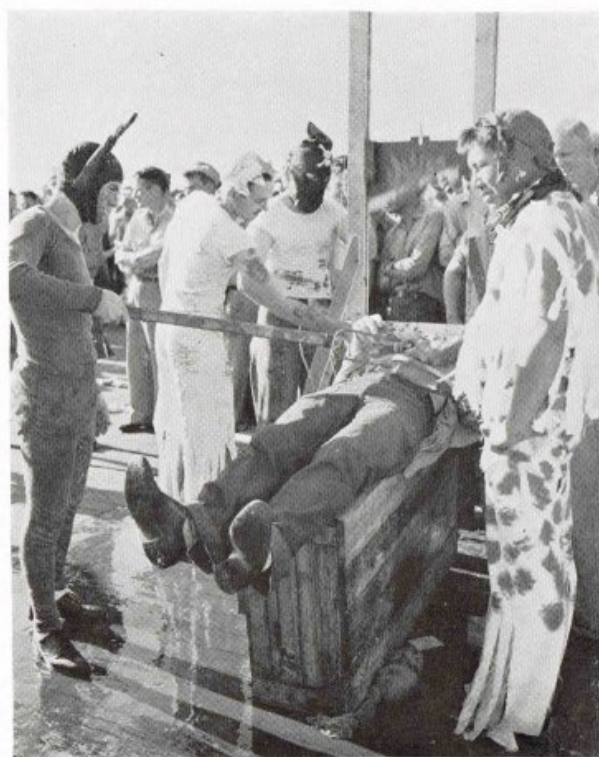
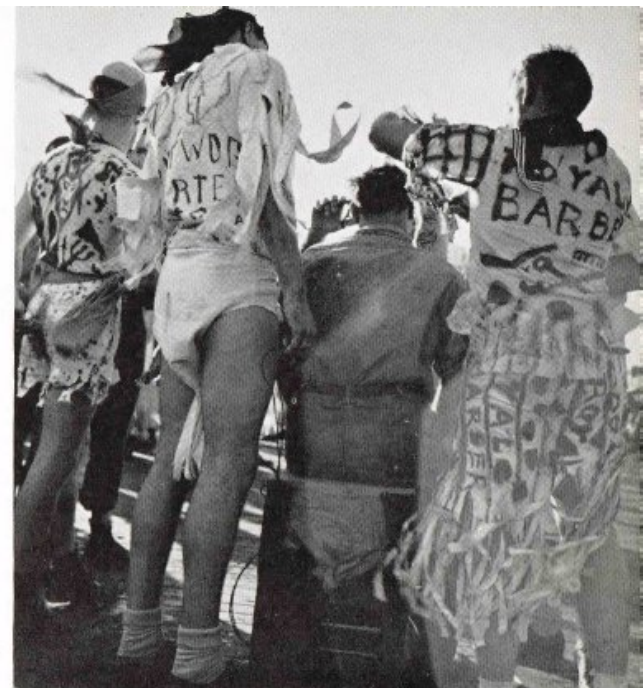
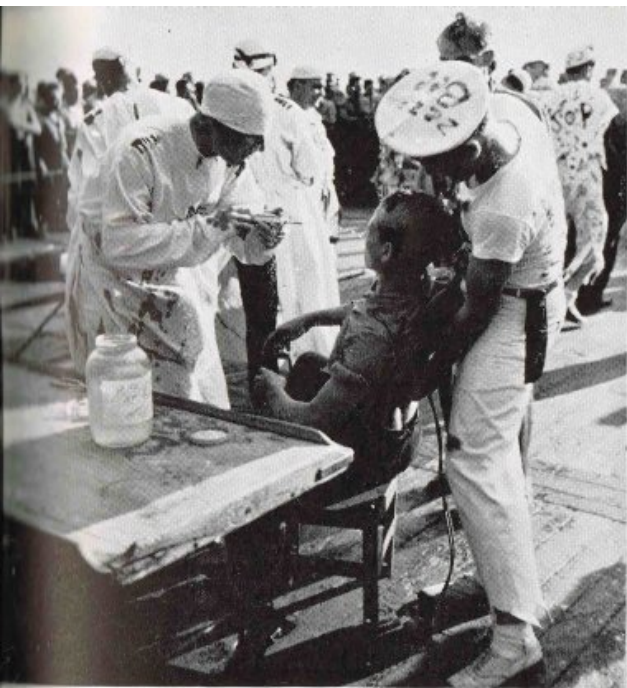
"SWEETHEARTS"



PILOTS OF AIR GROUP 12 WERE POLLYWOGS, TOO

CROSSING THE EQUATOR  
MARCH 1944







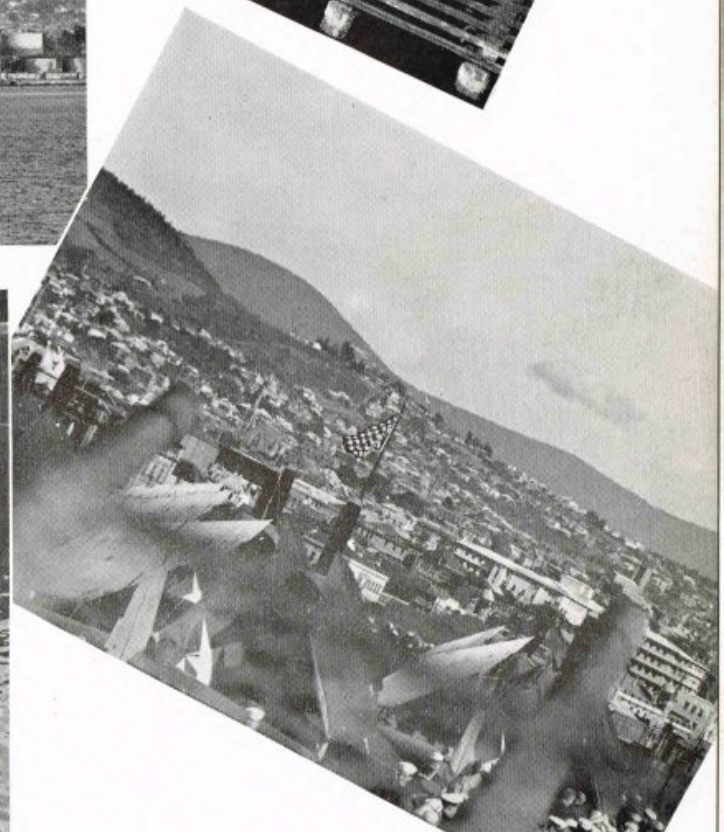
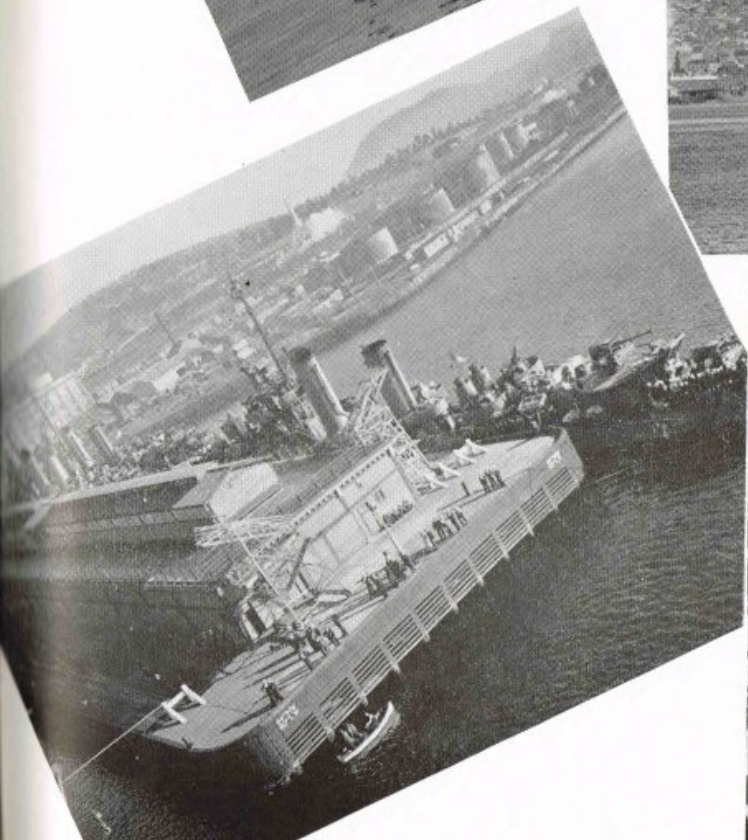
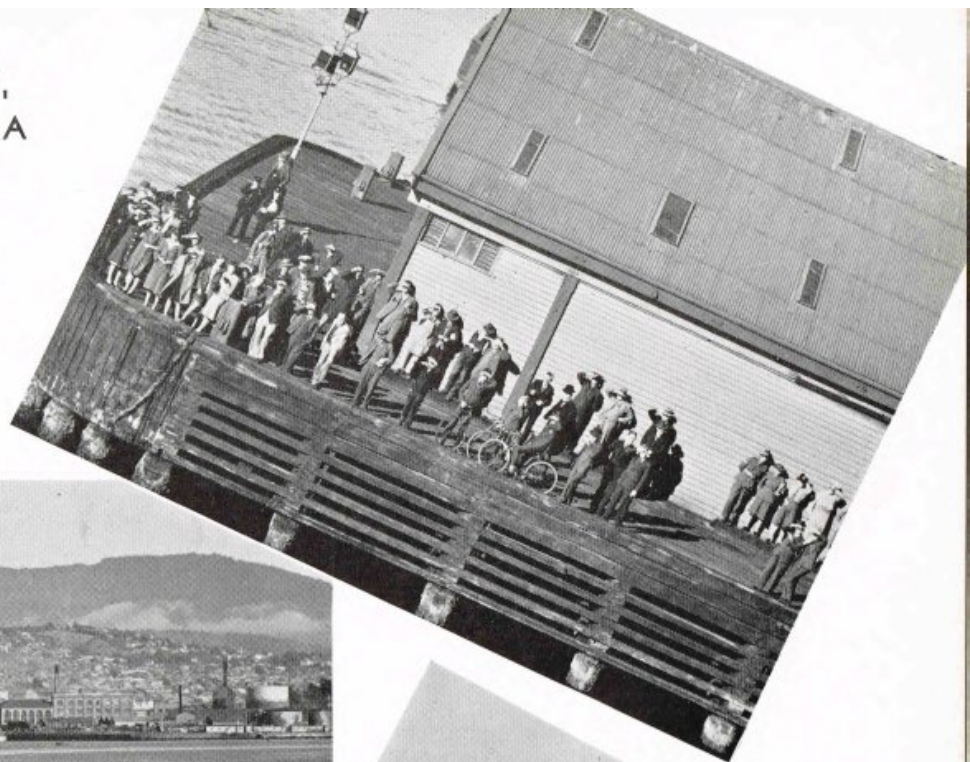
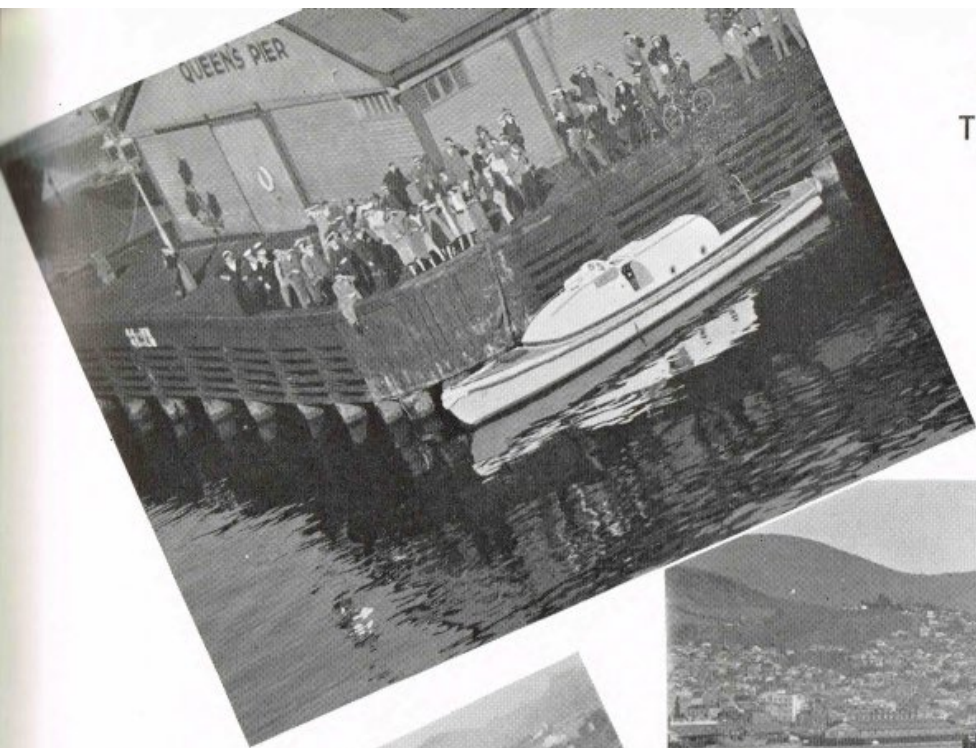


Early in March the Saratoga and three destroyers, the Dunlap, Fanning and Cummings, were detached from the U. S. fleet and ordered to report to the British Eastern Fleet. The first stop "Down Under" was at Hobart, Tasmania, south of the island continent of Australia. Few will forget the storm encountered in the Tasman Sea with winds in excess of 60 knots and heavy seas which broke high over the ship's bridge. Minor damage from the seas was repaired aboard by the ship's company.

SARA TAKES A BIG ONE

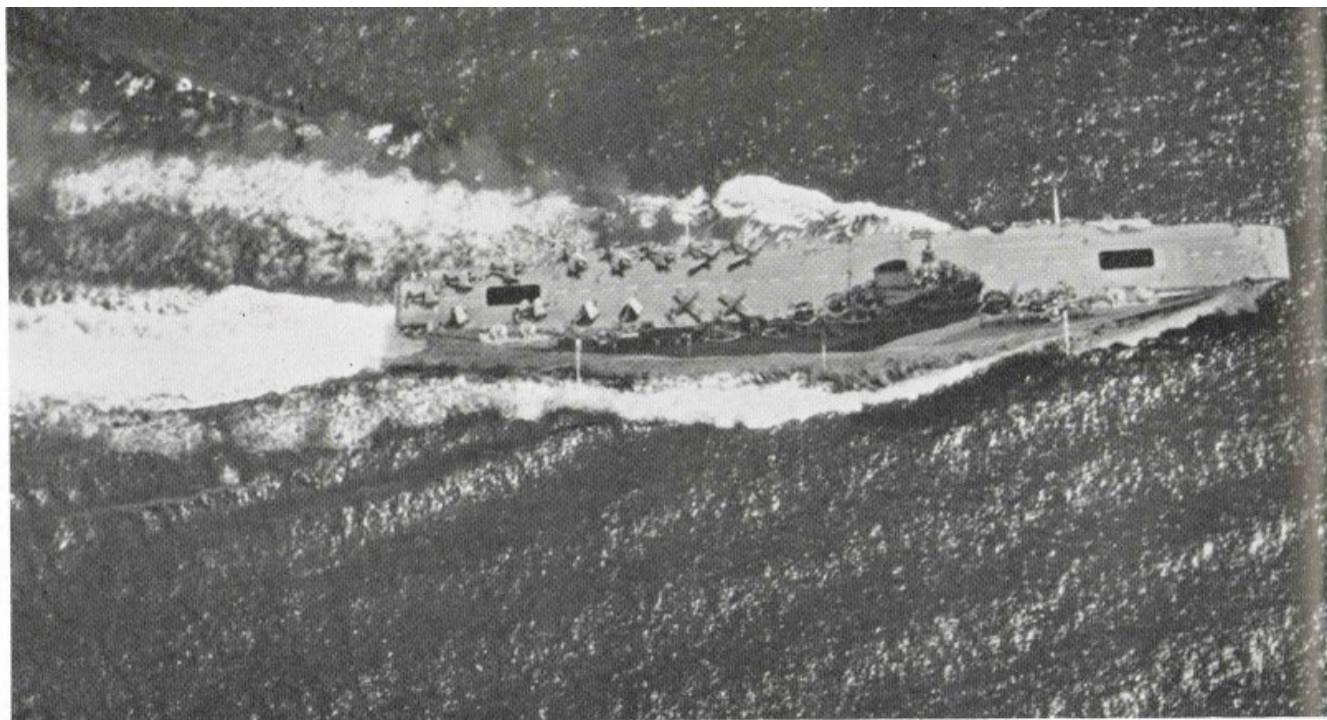


HOBART,  
TASMANIA





From Hobart, across the Great Australian Bight, the Sara headed for Fremantle on the southwestern coast. Liberty ashore in the modern city of Perth, capital of Western Australia, was, quite naturally, altogether exciting. One week later, Sara rendezvoused with the Eastern Fleet and all hands craned to get a good look at the assortment of Allied warships which comprised the force. Mainly British, it was augmented by Dutch, French, and Australian vessels. H.M.S. Illustrious, a frontline carrier, was present to operate with Sara.



H. M. S. ILLUSTRIOUS



Foreground—

H.M.S. RENOWN

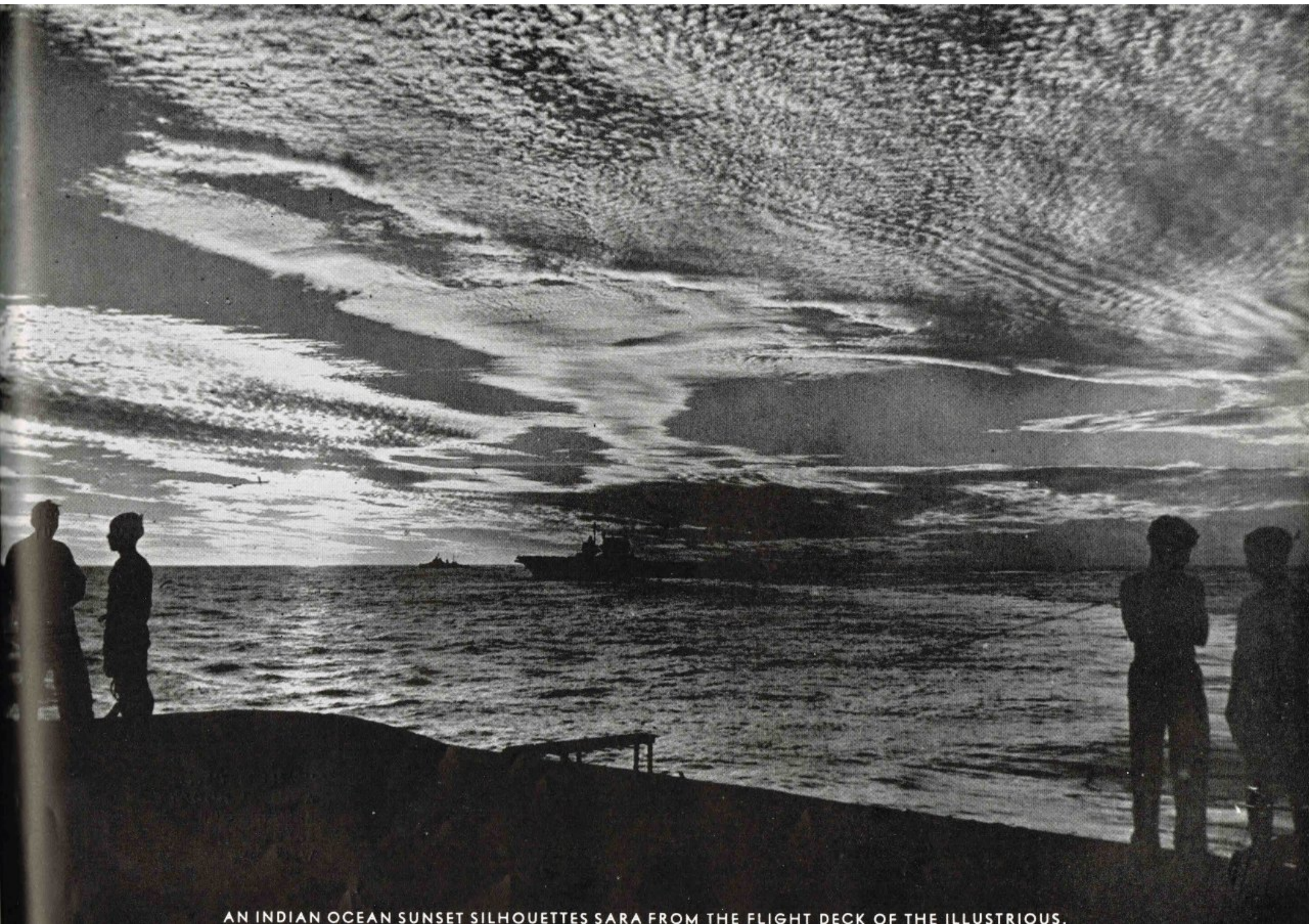
Upper Left:

F.S. RICHELIEU

Upper Right:

H.M.S. VALIANT

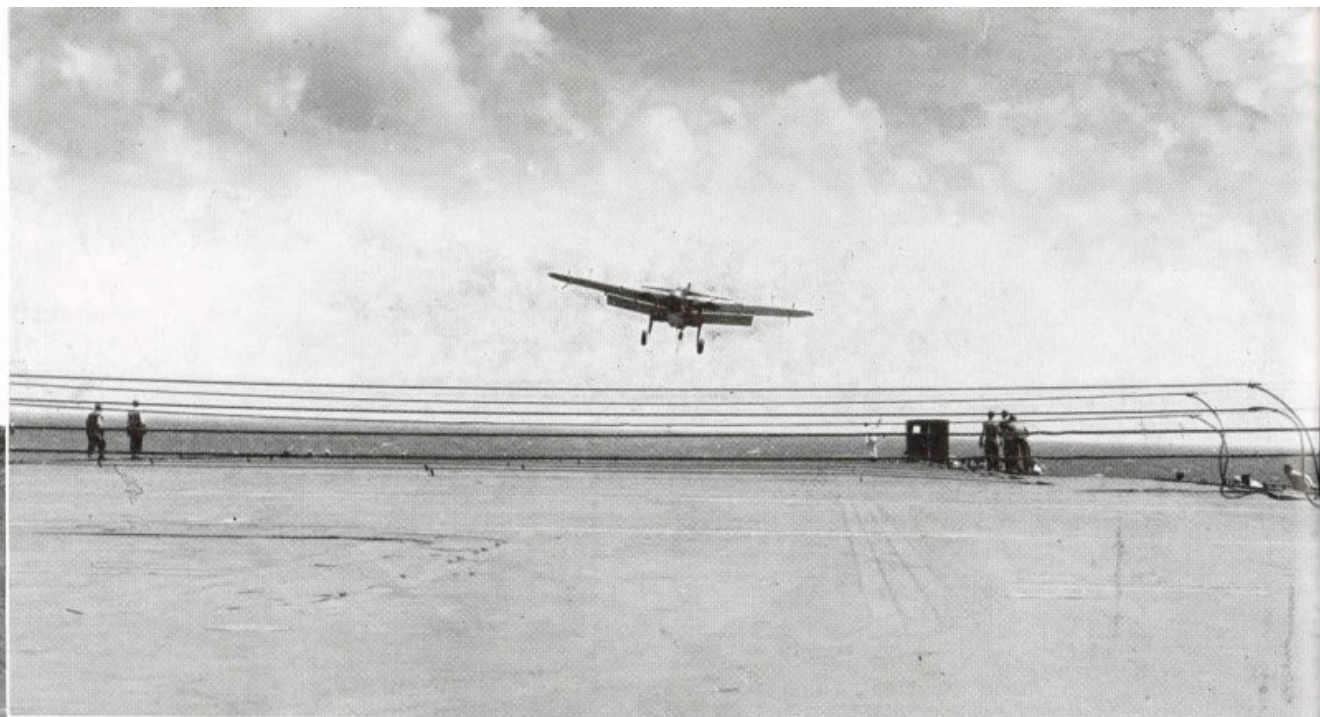




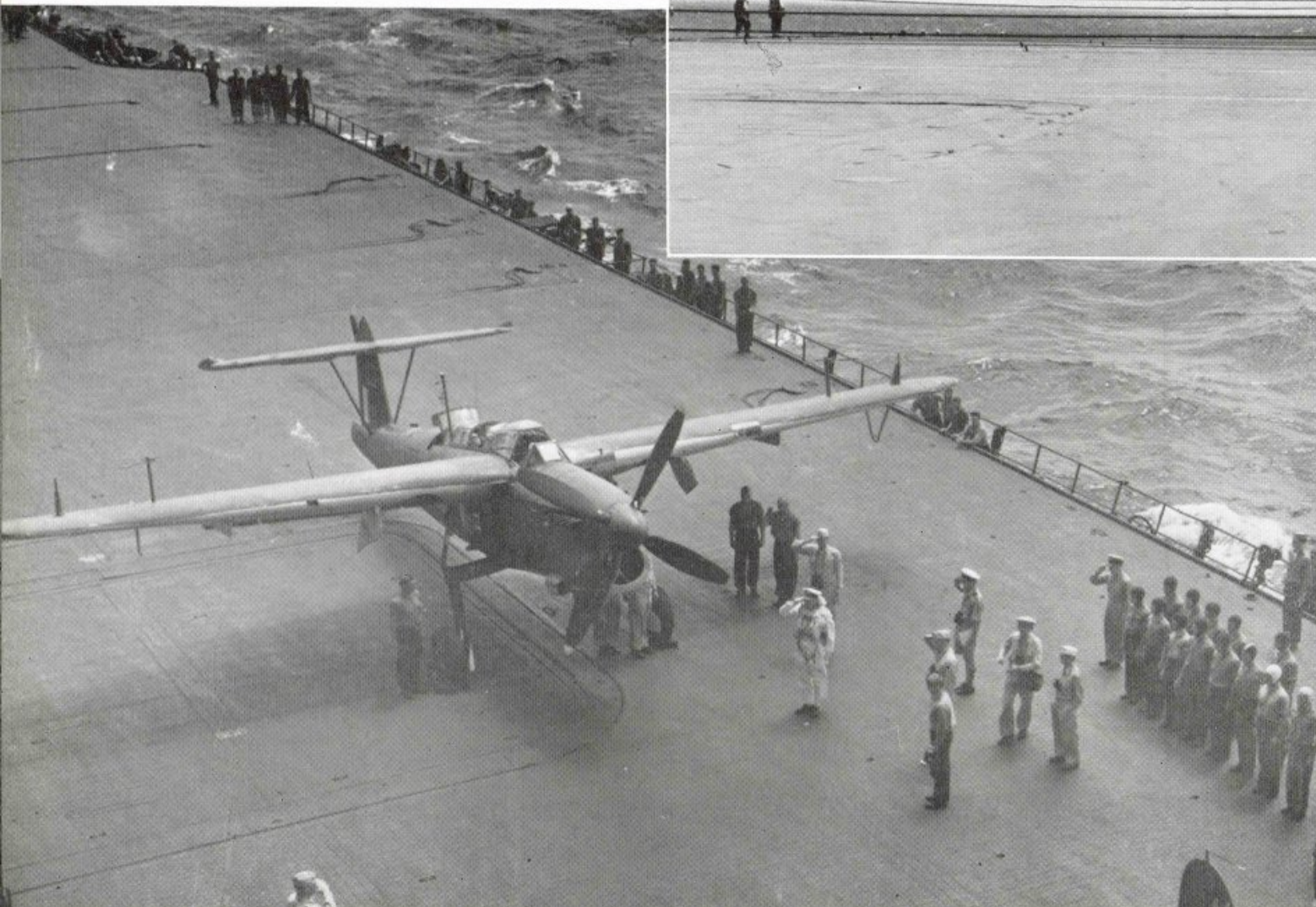
AN INDIAN OCEAN SUNSET SILHOUETTES SARA FROM THE FLIGHT DECK OF THE ILLUSTRIOUS.



Rear Admiral Moody, Commander of Aircraft, Eastern Fleet, flew aboard in a British Barracuda and was received with full honors. Flight deck spectators crowded around his plane to inspect the British counterpart of the TBF.

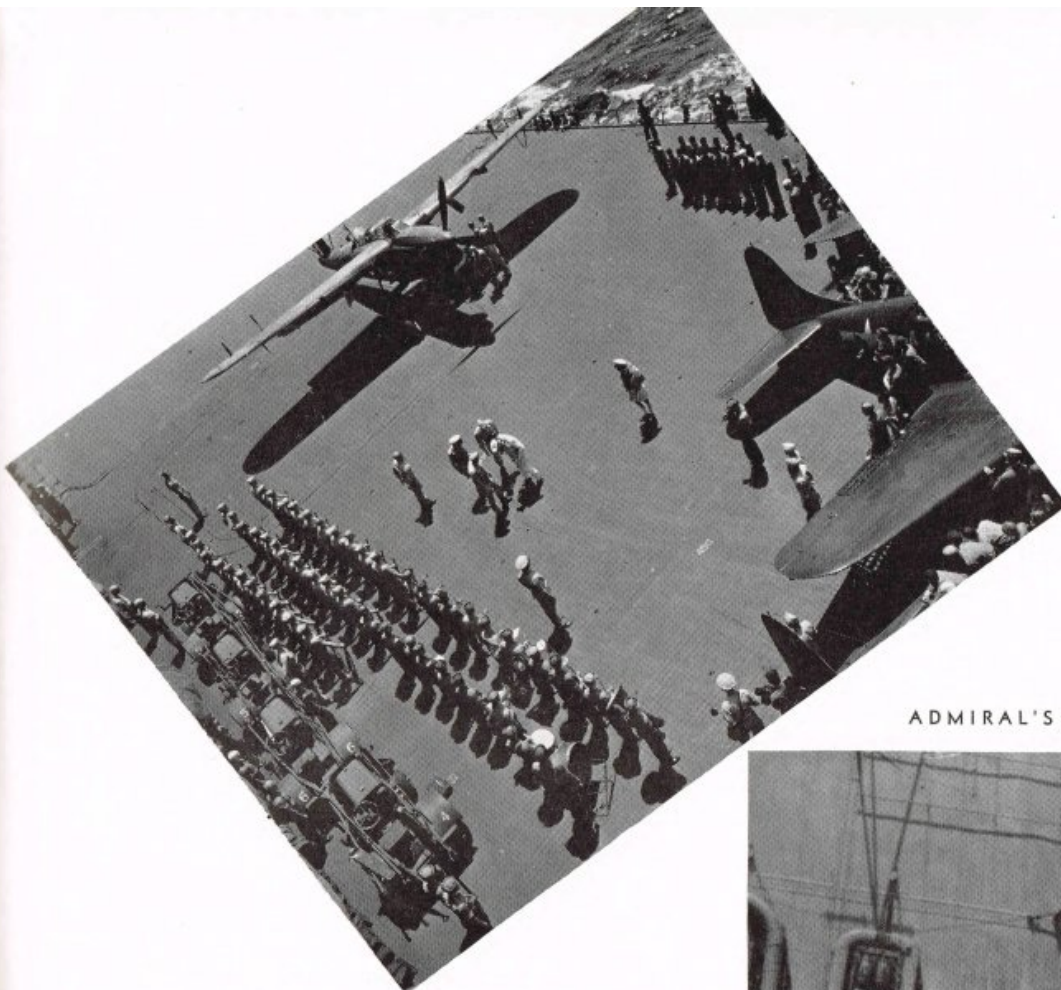


THE LANDING SIGNAL OFFICE  
GIVES THE BARRACUDA A CUT



"WELL MET" ...  
ADMIRAL MOODY  
RETURNS OUR  
SALUTE OF  
WELCOME





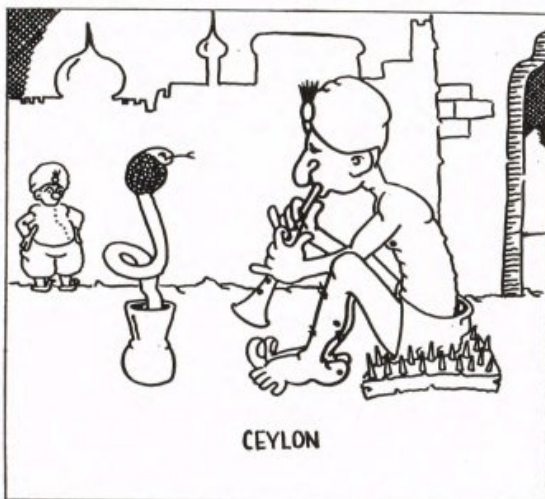
THE MARINE GUARD WAITS

ADMIRAL'S INSPECTION

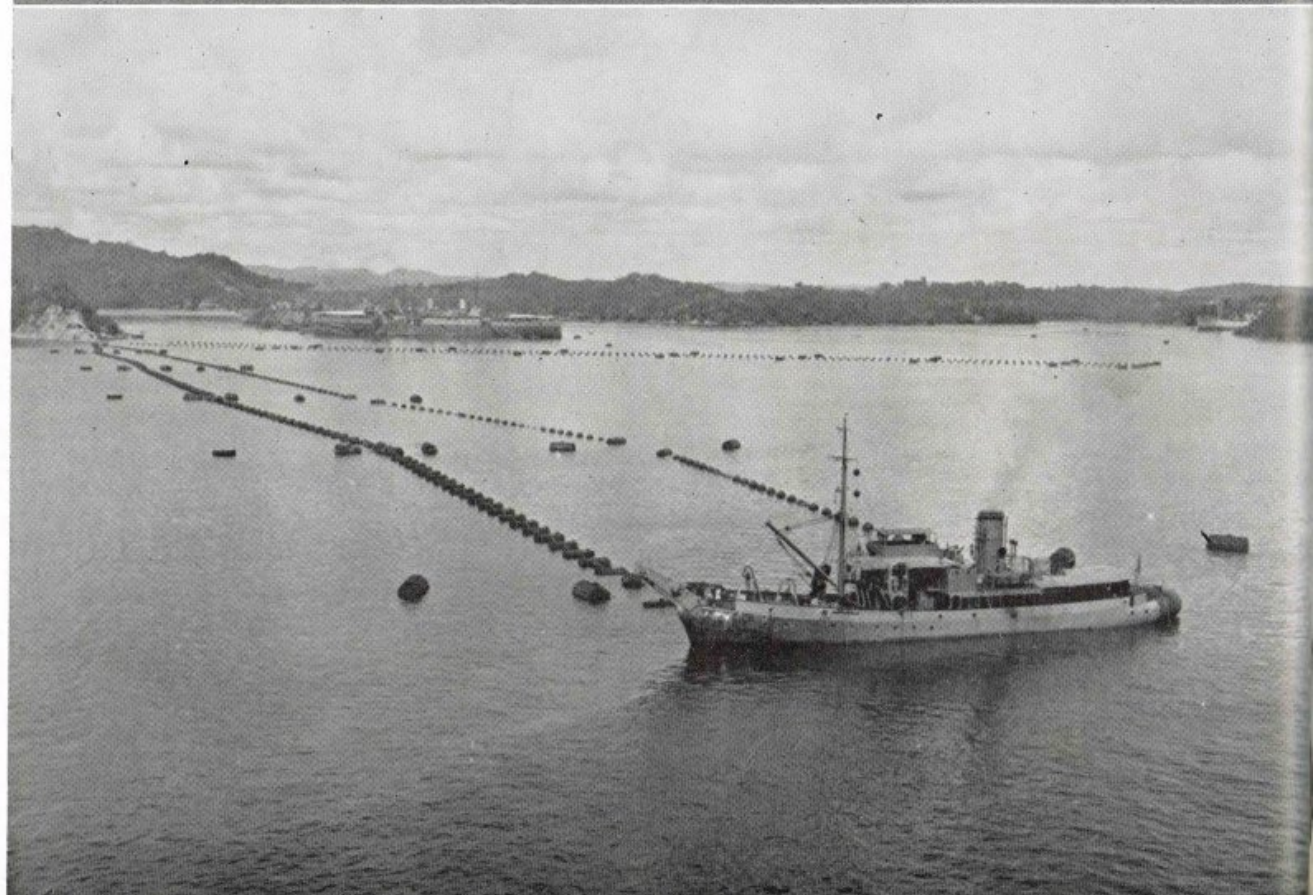
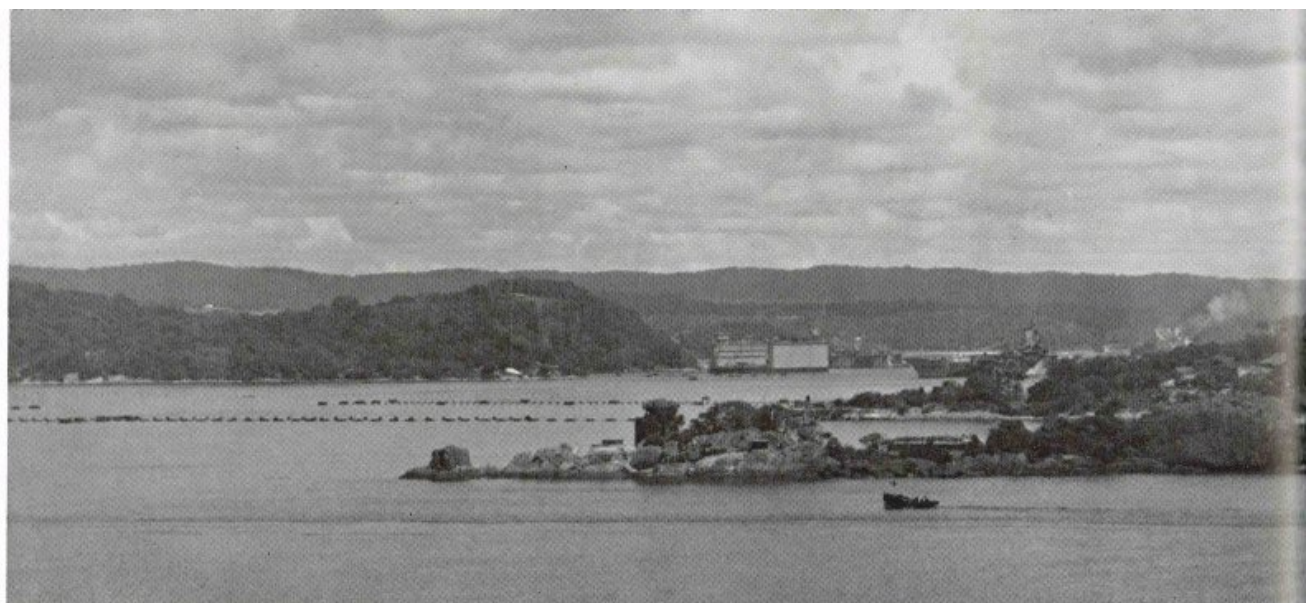


A THING OF CURIOSITY





On the 31st of March, Sara's sailors had an opportunity to get a good look at the Far East as the fleet anchored at Trincomalee, Ceylon. For almost two weeks the fleet remained at anchor and Sara's men on liberty dealt with rupees, instead of dollars, and collected souvenirs of precious stones and hand carved ornaments of wood. Meanwhile, high ranking British officials, led by Admiral Sir James Sommerville, made official calls and inspections of Sara and her crew.







TRINCOMALEE HARBOR, CEYLON  
LEFT CENTER: H.M.S. SUSSEX AND A BRITISH HOSPITAL SHIP



Captain J. H. Cassady conducted the distinguished British guest on a tour which covered the entire ship. No single item was missed by the Admiral's quick eye.

The galley proved quite fascinating. It was here the Supply Officer explained the use of dehydrated foods—especially potatoes. Apparently the Britishers hadn't used the waterless vitamins in very great quantities.

Sara's cavernous hangar deck was another focal point for the inspection party. A brief description of "below decks" procedure for "spotting" aircraft was made and facilities for maintenance and upkeep were pointed out.







INSPECTION: ADMIRAL SIR JAMES SOMMERVILLE  
INSPECTS THE HANGAR DECK (above), GALLEY  
(right), AND SARA'S PLANES (opposite page)



AT THE "GEDUNK STAND": A KNIGHT COM-  
MANDER OF THE BRITISH EMPIRE SAMPLES







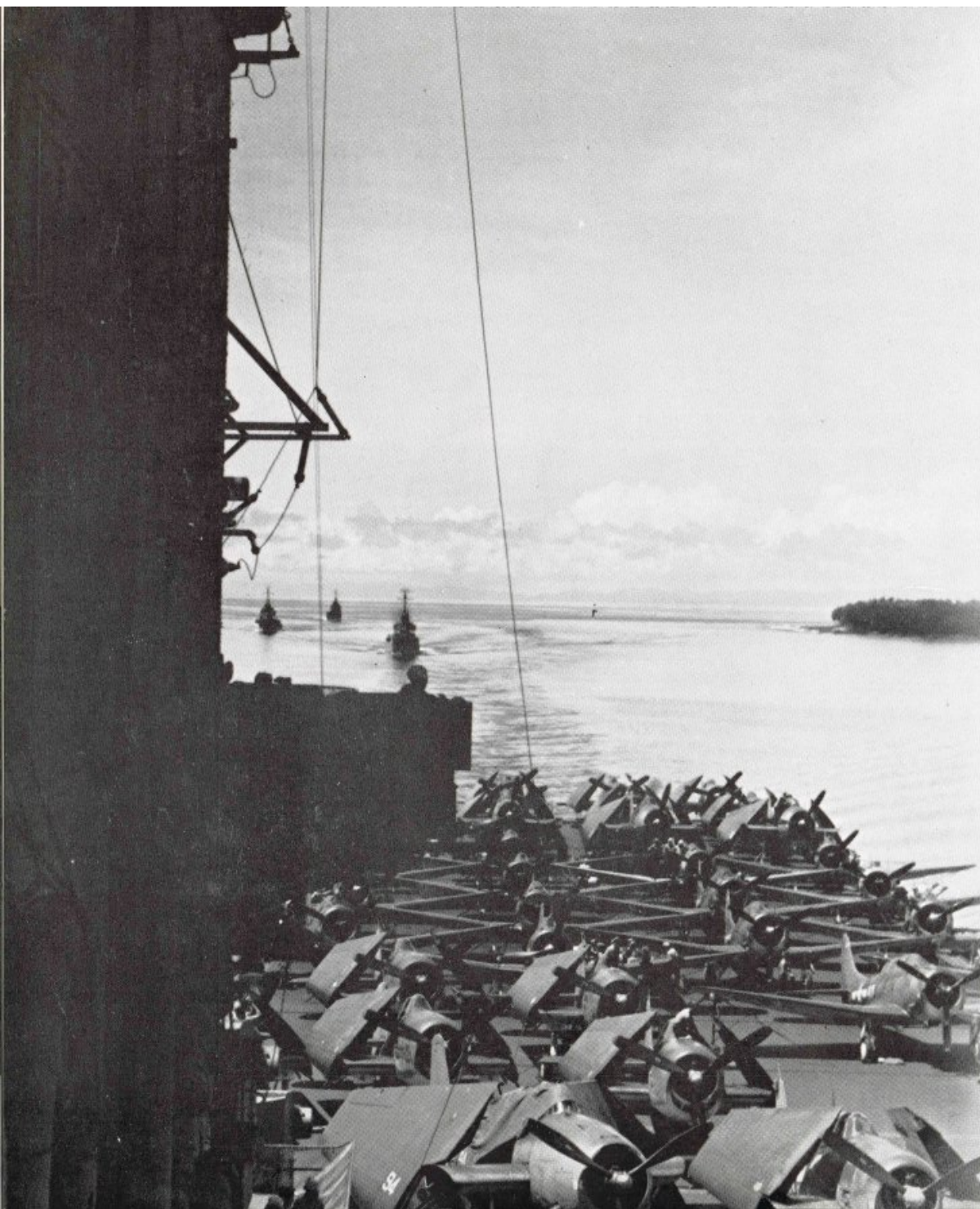
MOONLIGHT OFF TRINCOMALEE





SUB PATROL





By the middle of April the force was moving across the Indian Ocean to attack the Jap-held base of Sabang, on the northern tip of Sumatra in the Dutch East Indies. On the 19th of April, 1944, the combined aircraft of both carriers blasted oil refineries, huge storage tanks and transportation facilities. Highlighting the raid was the cool rescue work of H.M.S. Tactician—a British submarine—which went close along the shore to pick up pilots who were shot down and forced to make crash landings.

During the day several torpedo-carrying Jap Kates were shot down by the combat air patrol and, as the fleet retired, more enemy aircraft were reported in the vicinity. That night barrage fire was thrown up at the air targets, with results unobserved because of darkness. That was the first time in the war Sara had fired at enemy raiders, although many had been shot down within sight of her by protective aircraft.

#### SORTIE FROM TRINCO



"CATCHING THE JAP  
WITH HIS KIMONO UP"

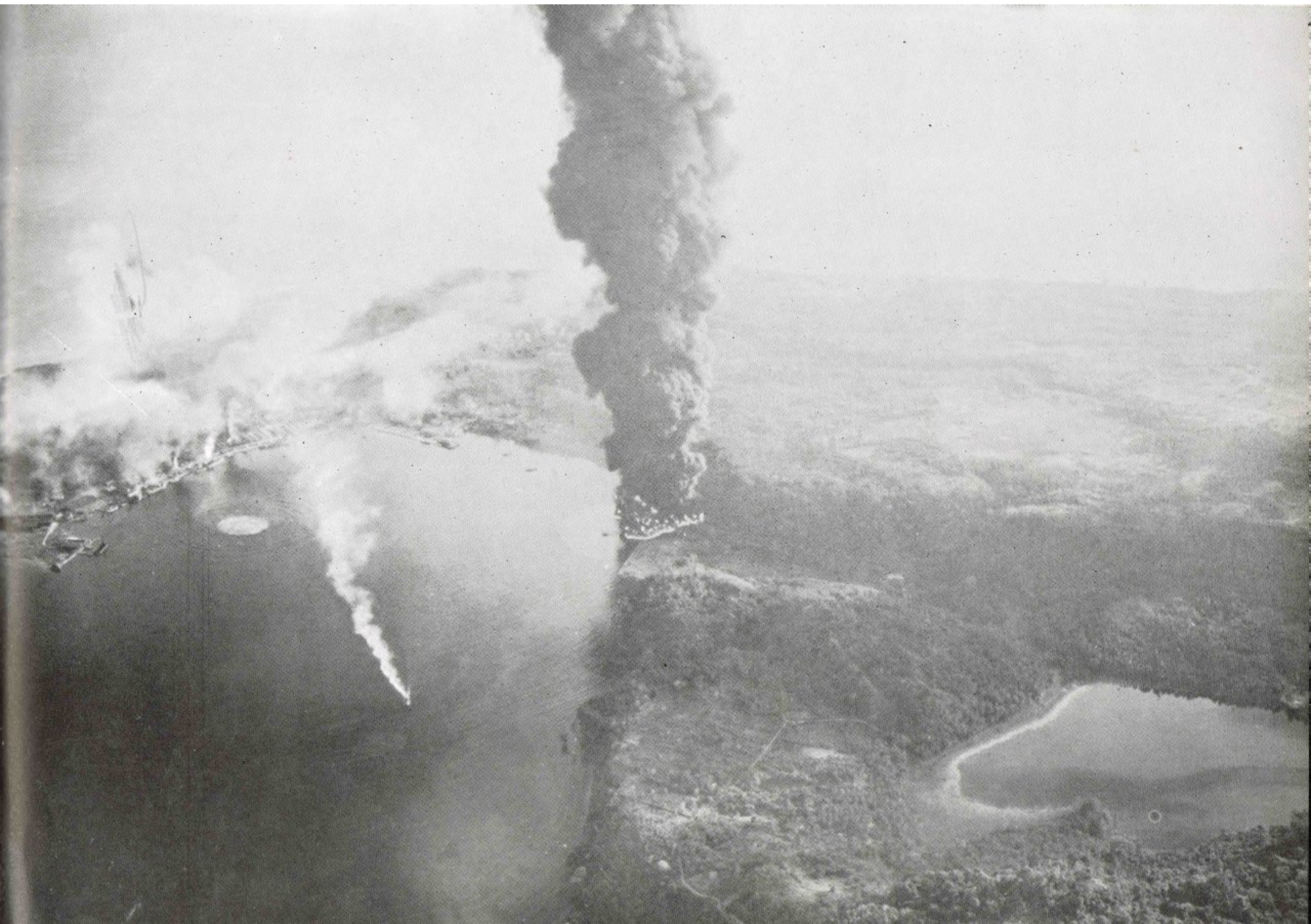


SABANG, SUMATRA  
APRIL 19th, 1944





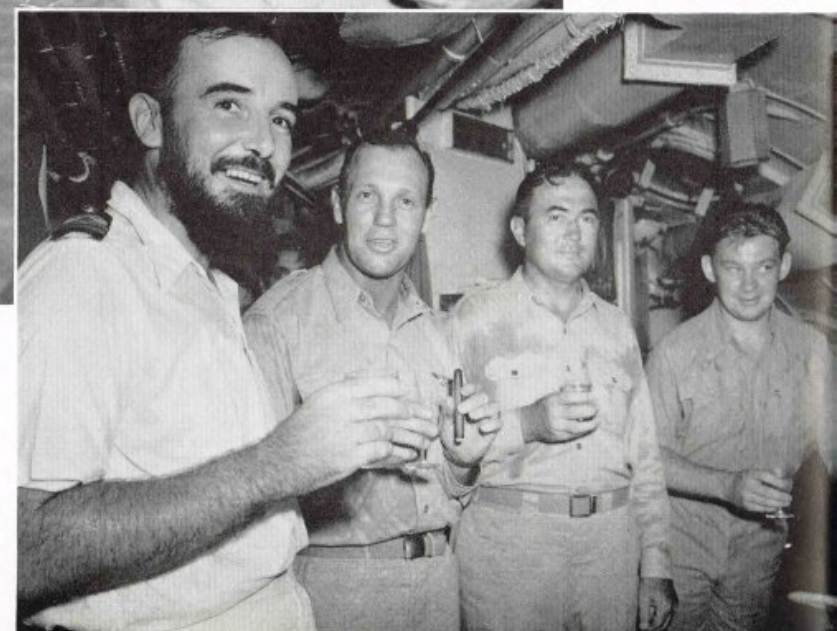






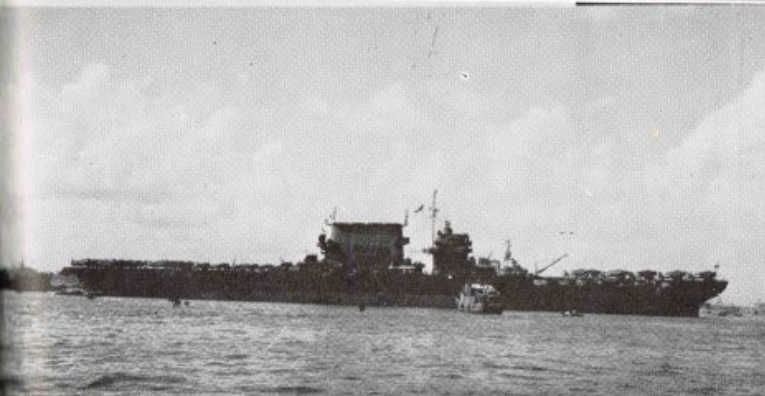
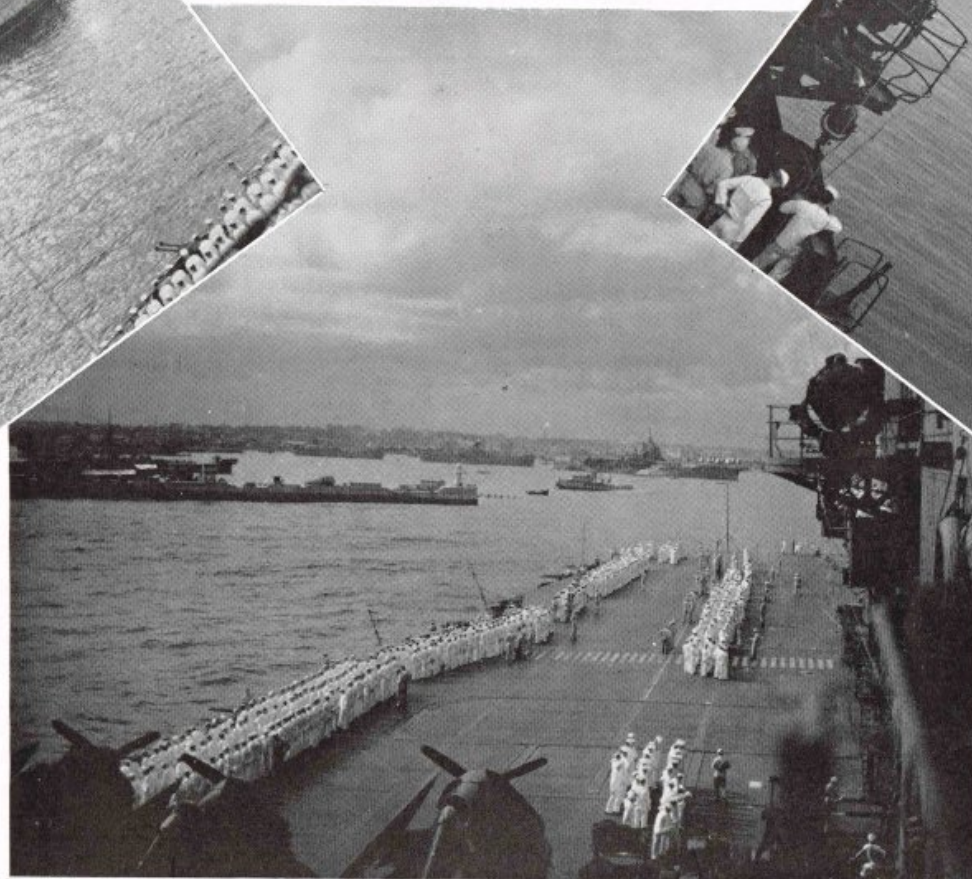
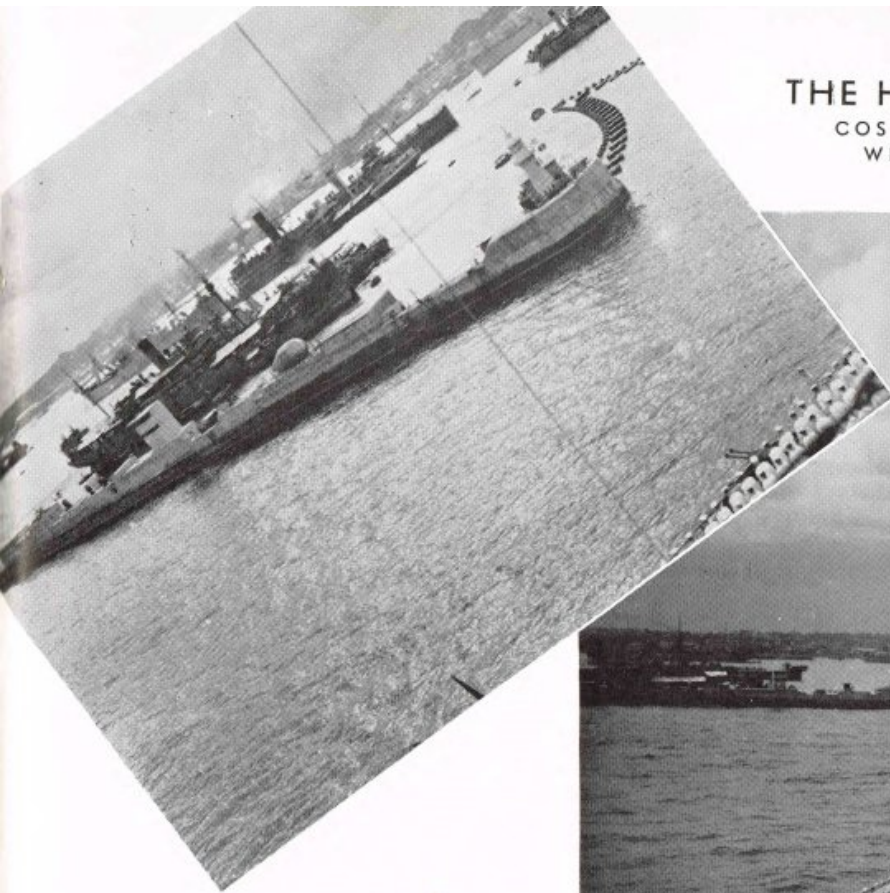


LT. (jg) DALE KLAHN, RESCUED  
FIGHTER PILOT, WITH SKIPPER  
AND BATTLE FLAG H.M.S.  
TACTICIAN (sub at left).  
KLAHN AND HIS RESCUER  
CELEBRATE A SAFE RETURN  
TO TRINCO WITH COMMANDER  
CLIFTON AND COMMANDER  
SHOEMAKER IN A PARTY  
ABOARD THE SUB





THE HARBOR OF COLOMBO  
COSMOPOLITAN CITY OF CEYLON  
WHERE THE FLEET ANCHORED  
LATE 'N APRIL



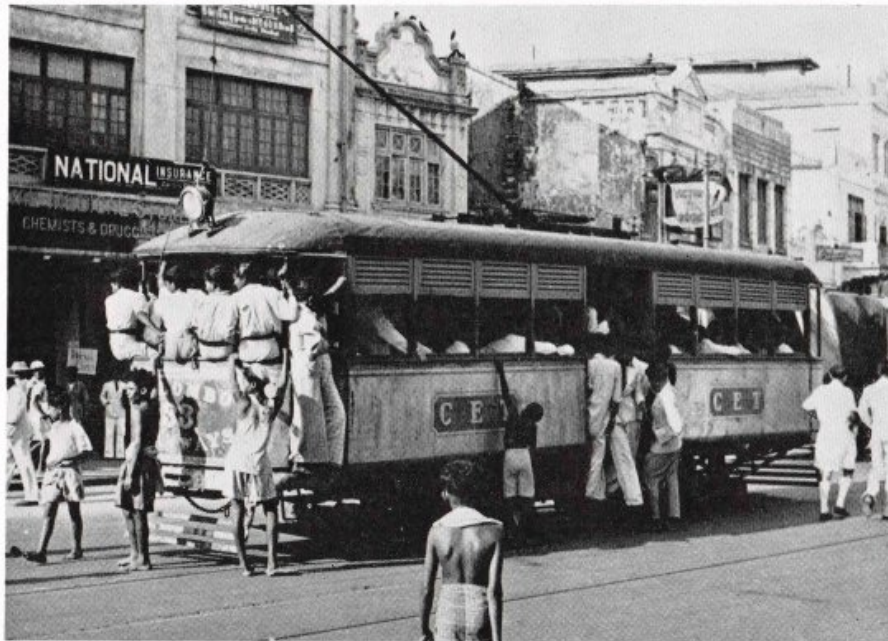




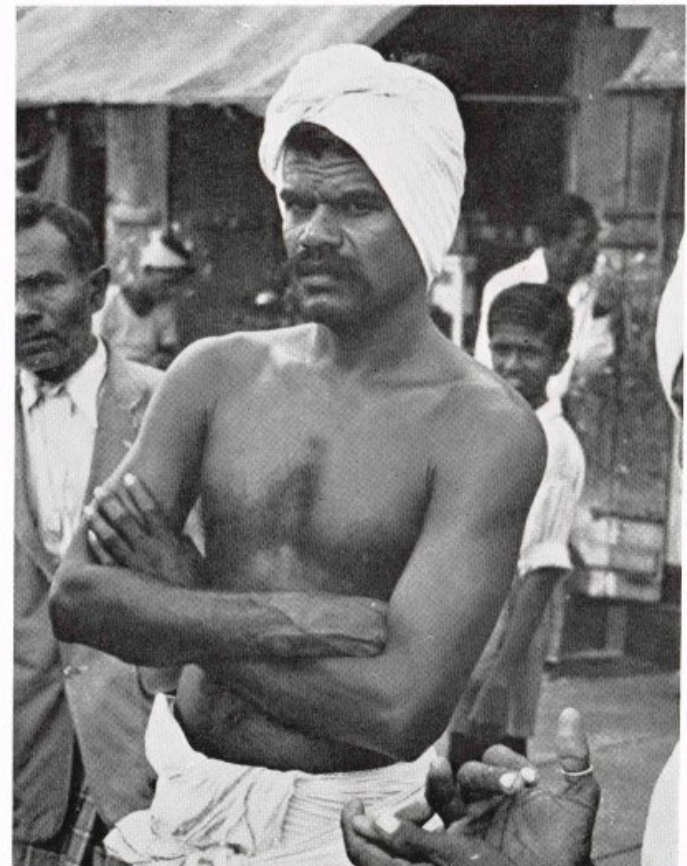
GEM MERCHANTS' ALLEY



SUBURBS



THE MAIN DRAG

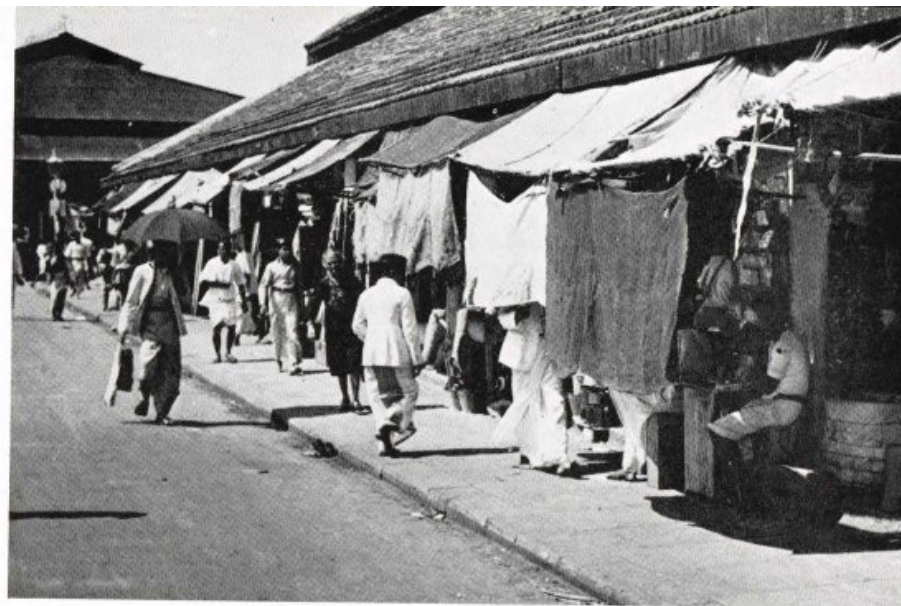


SUMMER UNIFORM





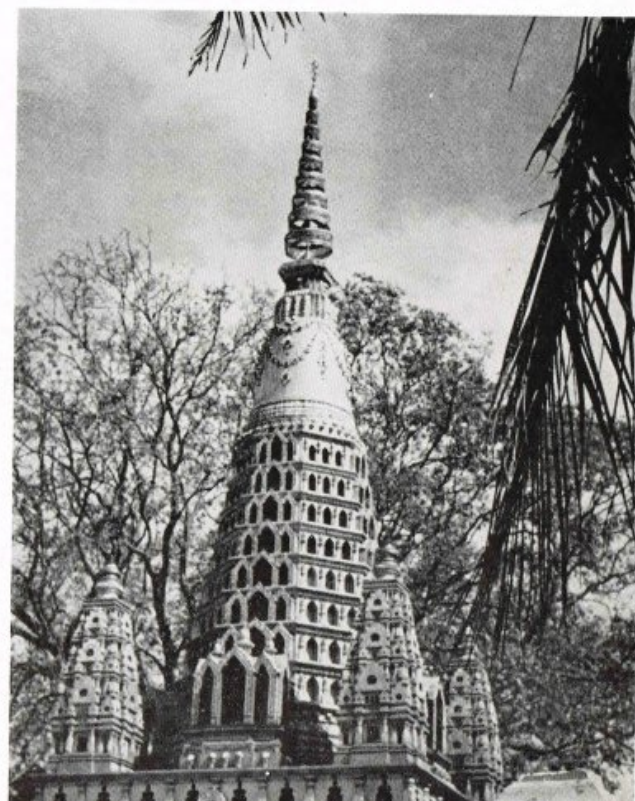
MOHAMMEDAN MOSQUE



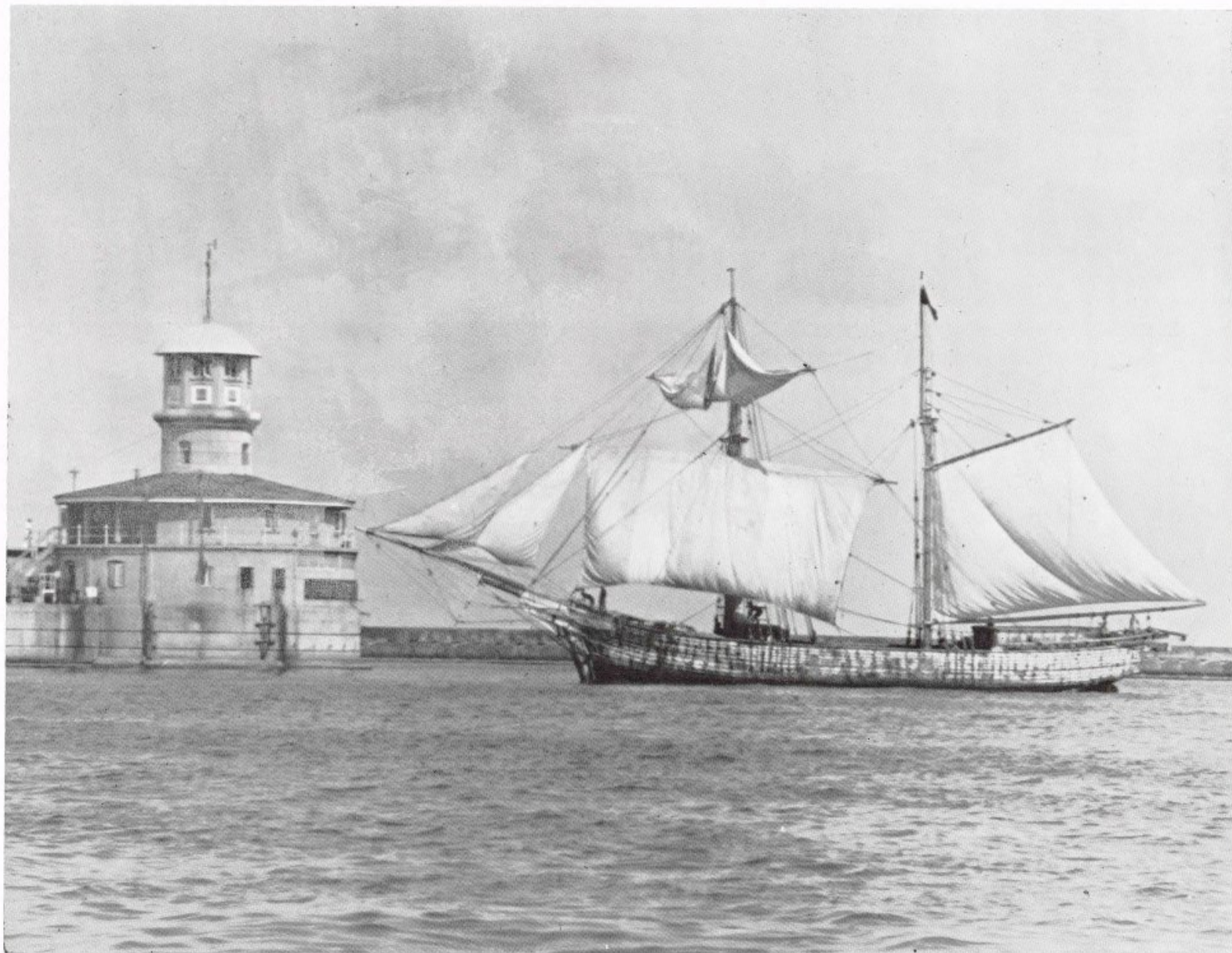
"STAR SAPPHIRE, MASSA?"



PINUP GIRL

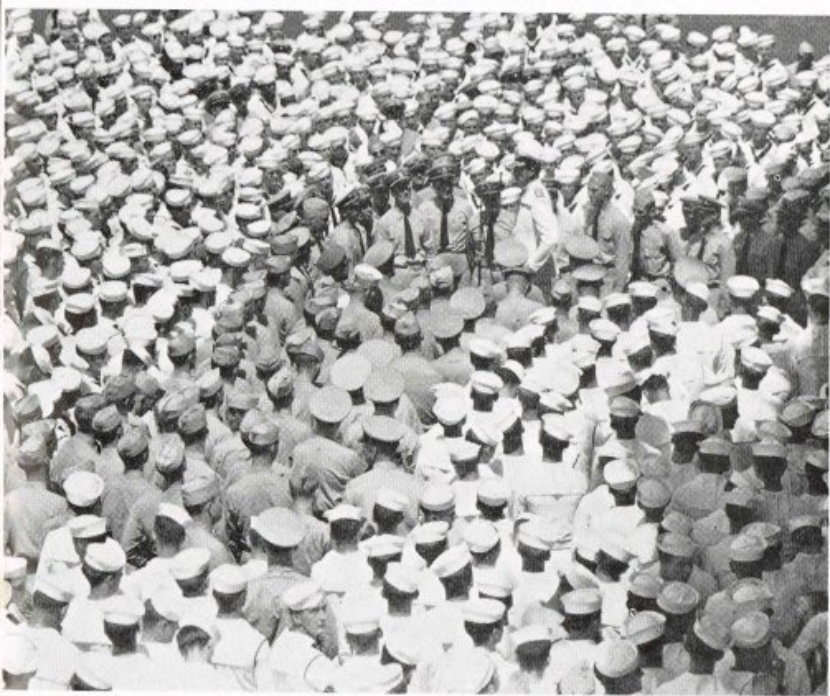
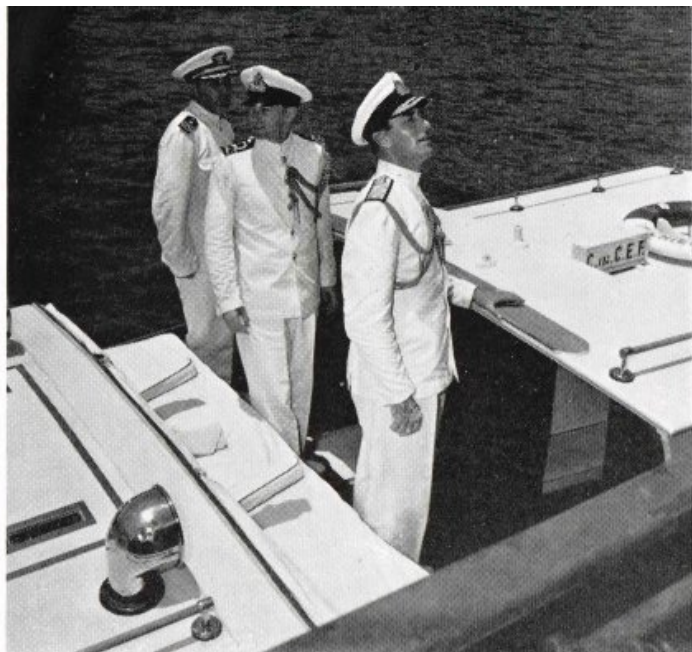






A CEYLONESE JUNK ENTERS COLOMBO HARBOR

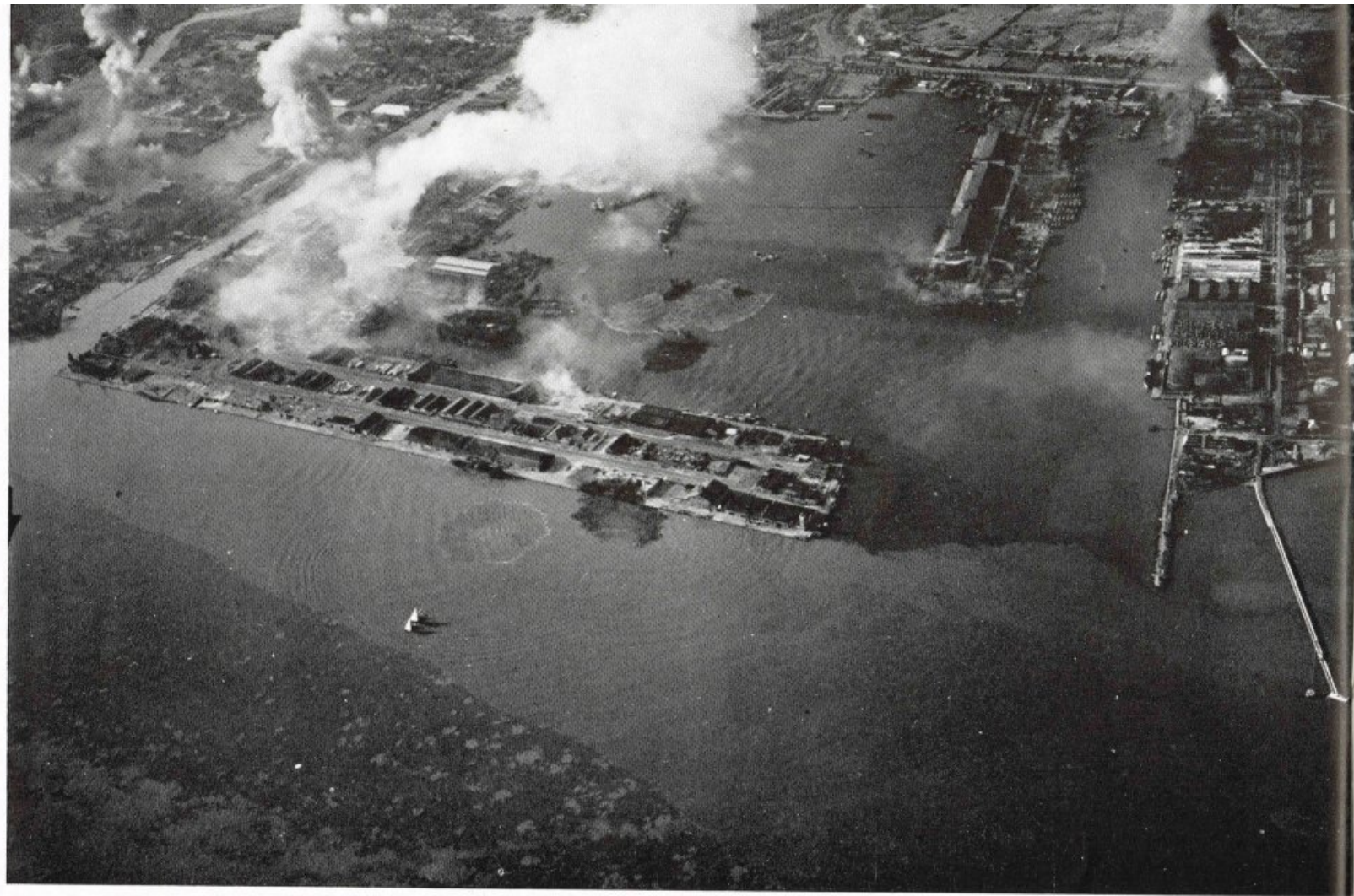




ADMIRAL LORD LOUIS MOUNTBATTEN, ALLIED  
COMMANDER IN SOUTHEAST ASIA, PAYS HIS





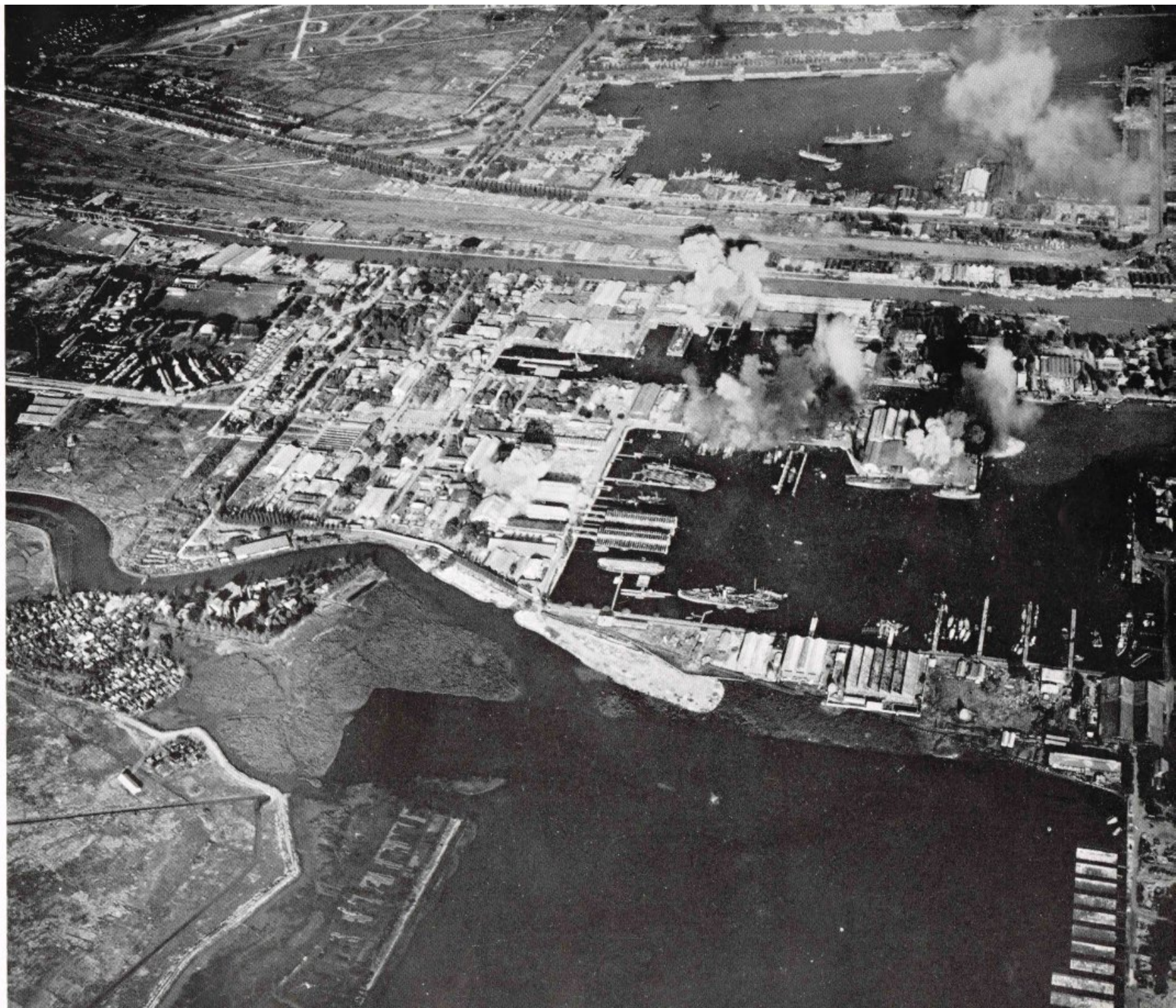


### SOERABAJA IN FLAMES MAY 17th, 1944

The second Far Eastern engagement in which Sara participated was a strike at the former Dutch naval base at Soerabaja, Java. It was one of her most telling blows, with harbor facilities and

installations, as well as refineries, being the principal targets. Ten per cent of the enemy's high octane gasoline supply was destroyed in one hour.







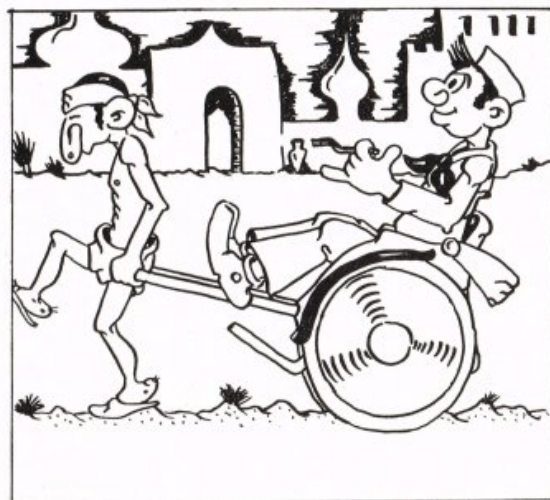








Late in May, Sara was detached from the Eastern Fleet and ordered to return to the States. The storybook cruise in the Far East was climaxed as Sara and her escorts formed a column as they were rendered honors by the ships of the Allied Fleet passing in review. The smart French battleship, Richelieu, recently arrived in the Far East, was there, along with the British flagship, Queen Elizabeth, the Valiant, the Renown, and many another famed man-of-war. Thus came to an end the pleasant association with other navies of the United Nations.



TRINCO

### JUST ONE MORE OPERATION By "Anonymous" and "Unanimous"

Just one more operation, boys,  
Just one more operation.  
And then a good vacation, boys,  
And then a long vacation.

So—just off Wotje and Taroa  
The Sara took her station  
And give the Japs hot hell and more—  
Just one more operation.

"The States for us in forty-four,"  
We shouted with elation.  
But we lay off Engegi's shore—  
Just one more operation.

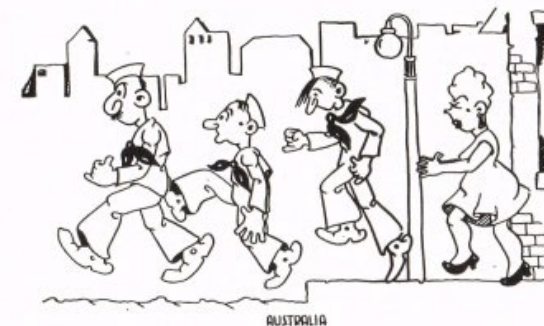
With Eniwetok done up brown  
We hoped for recreation.  
We heard the news with curse and  
frown—  
Just one more operation.

"Tally-ho ack-ack," the Admiral cried,  
With poetic inspiration.  
"You couldn't be luckier if you tried."  
—Just one more operation.

So from Majuro south we raced  
And passed Espiritu in haste;  
And learned the cold ferocity  
Of the vicious Tasman Sea.

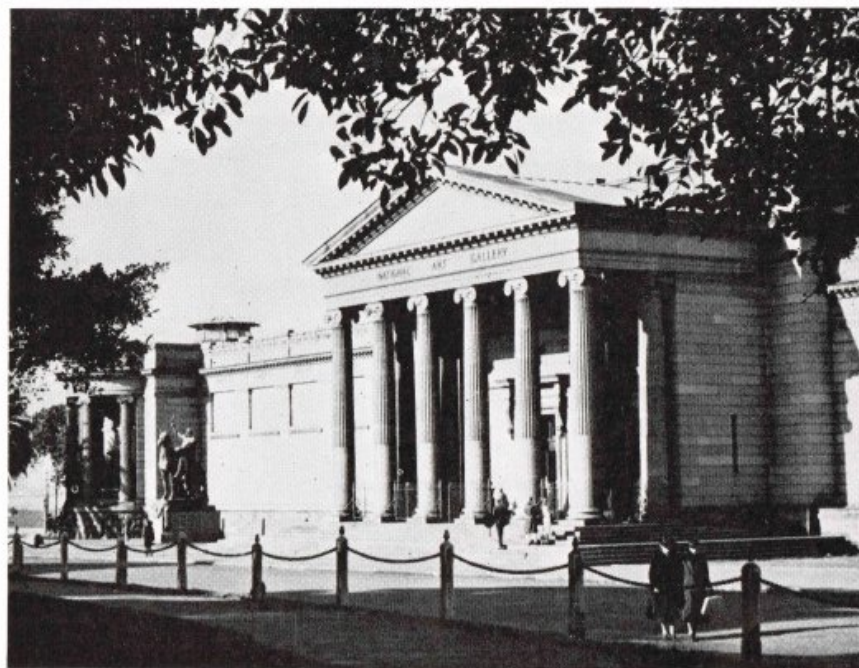
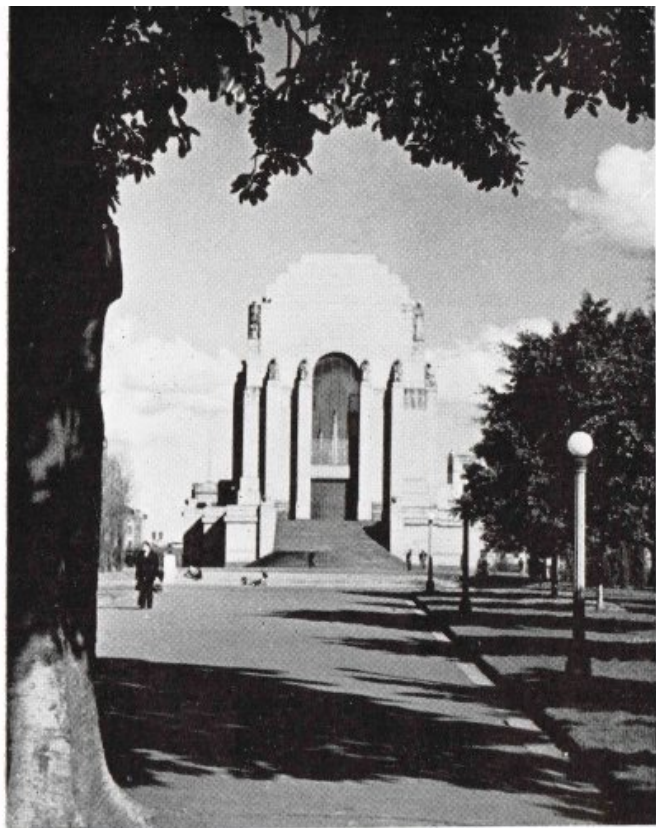
Hobart, Fremantle and Perth,  
All gave us our shillings' worth.  
Aussie beer and close inspection  
Of Australian sex.

Next, with "Right-ho's," "Cherios,"  
and "Blimey's"  
We went sailing with the Limeys.  
Putting in at last at Trinco  
All hands turned to getting stinko.

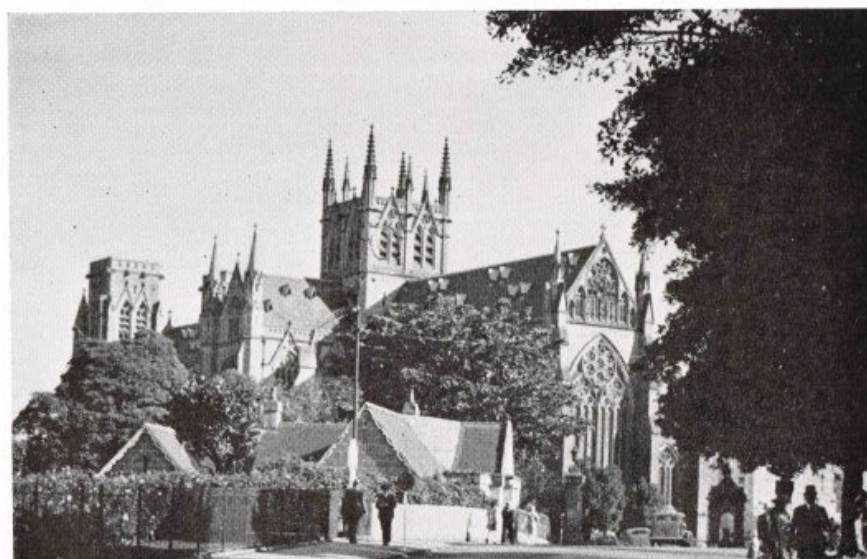


AUSTRALIA





SYDNEY  
MAY 24th TO 29th, 1944





The long cruise from the Indian Ocean to Puget Sound was broken by stops at Fremantle and Sydney, Australia, Noumea, and Pearl. There was the long promised leave to look forward to, for the ship remained at Bremerton from June until September, while a complete overhaul was made.

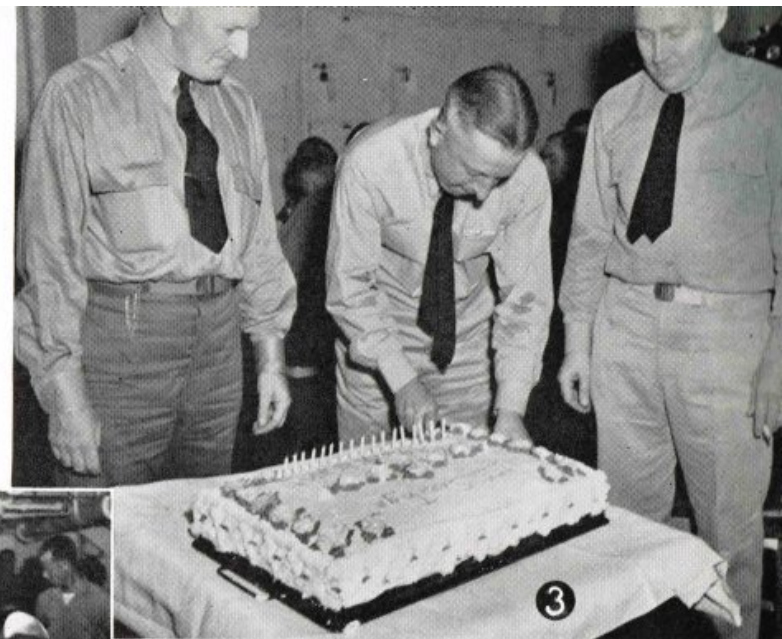
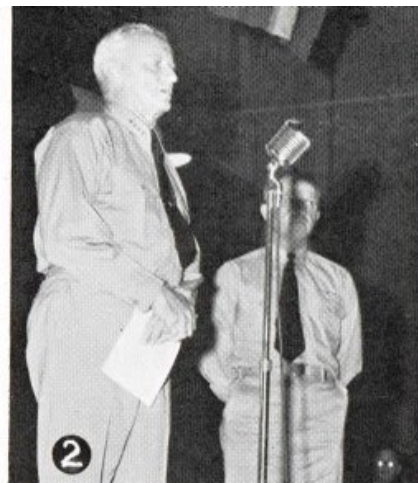
For three months, September to December, 1944, Sara trained numerous

pilots and many air groups at Pearl for future assignments to the many carriers in the Pacific Fleet. Late in December, Air Group 53 was commissioned for her and training continued through the first part of January, 1945. A memorable birthday party was held November 16th to celebrate Sara's 17th birthday and distinguished visitors were aboard to participate in the festivities.

#### IN THE PICTURES OPPOSITE, DEPICTING THE CELEBRATION OF THE SHIP'S 17TH BIRTHDAY, NOVEMBER 16TH, 1944:

- 1—Captain Moebus and Correspondent Quentin Reynolds sweat out the chow line.
- 2—Fleet Admiral Nimitz, at the hangar deck microphone.
- 3—Chief "Pop" Blanchard and Lieut. (jg) Oscar Johnson look on as Captain Moebus cuts the anniversary cake.
- 4—The Captain dines with the crew.
- 5—Quentin Reynolds gathers copy for his story, "Sara has a Birthday."
- 6—Commander L. H. Hunte lights the candles.
- 7—Front row celebrities enjoy the show. Left to right: Commander Hunte, Vice Admiral John H. Towers, Undersecretary of State Joseph C. Grew, Captain Moebus, Fleet Admiral Nimitz, Rear Admiral A. W. Radford, Rear Admiral M. B. Gardner and Rear Admiral S. P. Ginder.
- 8—Vice Admiral Towers presents engraved "planks" to only remaining members of original crew, Chief Blanchard and Lieut. (jg) Johnson.









BIRTHDAY SHOW





U  
L  
I  
T  
H  
I

FEBRUARY 10th, 1945







TOKYO  
BOUND



SUNRISE  
GENERAL  
QUARTERS





Sara, in company with a powerful task group, departed late in January and arrived at Ulithi, the enormous fleet anchorage in the Western Carolines for duty with famed Task Force 58 under Vice Admiral Marc Mitscher. From there the Fifth Fleet, greatest ever assembled, steamed north for the first carrier plane attack of the war on Tokyo in mid-February.

It was on the trip north for the raid that one of those "once-in-a-lifetime" incidents occurred. Frank Arcure, a flight deck 'phone talker, was swept over the side into the choppy sea during night landings. In the blackness a destroyer searched for the victim while the fleet continued north. Just as the search was to be abandoned, Arcure was located by the destroyer by the faint blasts he blew on a whistle. A few days earlier all hands had been issued the whistles and ordered to wear them topside at all times. This simple measure was responsible for the saving of his life. Several days later the destroyer came alongside and returned the happy whistler to his shipmates.

FRANK ARCURE, SEAMAN FIRST CLASS







ALL HANDS DONNED FLASHPROOF GEAR



STEAMING NORTH WITH ENTERPRISE OFF PORT BOW



WINTER WEATHER OFF JAPAN



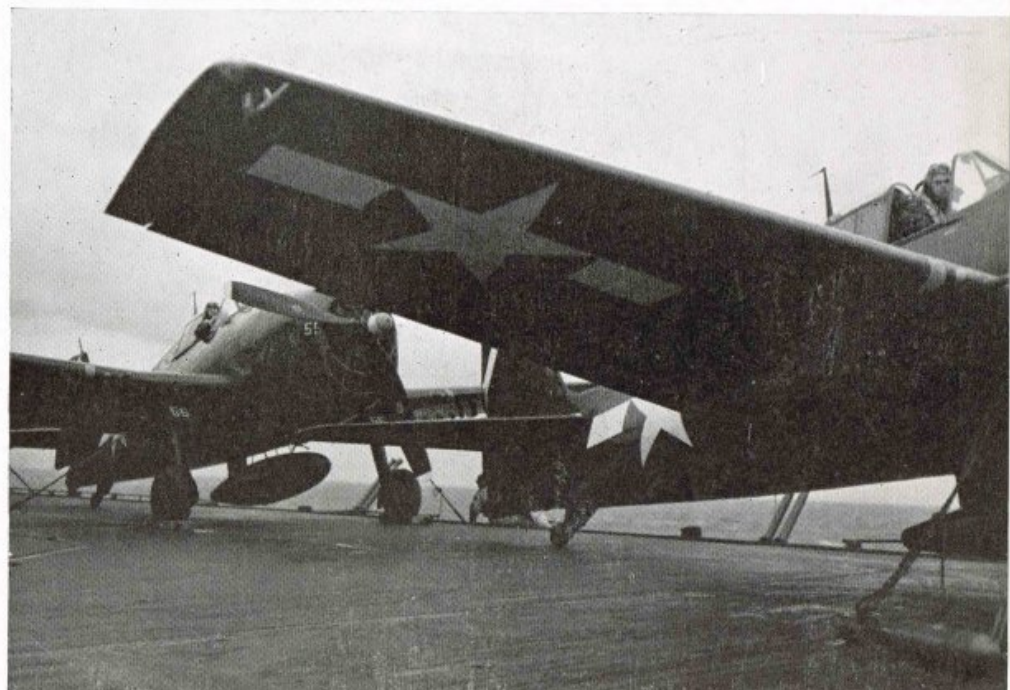
WE PREPARE FOR  
THE ASSAULT...







REARMING







THE PLANES TAXI FORWARD . . .





AND THE FIRST FIGHTER FLIES AWAY



In the invasion of Iwo Jima, airborne Marine observers were launched from Sara to direct surface shelling of the beaches. Two days later, February 21st, Sara was detached from Admiral Mitscher's force to go to the aid of the air-support forces under Admiral Richard K. Turner. Steaming between task forces, escorted by three destroyers, she was forced to fight for her life.

At 1700 against a grey sky, Japanese planes attacked "The Old Lady" with the most concentrated assault of the war against a warship. For several hours she fought for her life as the attacks continued against her by the Japanese "suicide pilots" of the Kamikaze Corps.

Although the ship's gunners fought heroically and sent six Jap planes flaming into the sea, many hits were scored by the 15 to 20 planes which conducted the raid. Five Kamikaze pilots crashed into Sara with violent explosions, and seven bombs found their mark. She quivered from stem to stern as her flight deck and hull absorbed the beating, but never hesitated. In fact, she gained speed as she frantically fought off and fled her attackers.

Simultaneous attacks were carried

out on other fleet units in the near vicinity and the black night was filled with bursting ack-ack, explosions of planes hit in the air, and long tongues of flame reaching skyward from the ships damaged and on fire. The Bismark Sea—an escort carrier—was seen to blow up and sink off Sara's port beam at the height of the raid. To starboard gleamed the lights of Mount Suribachi, captured that day, as well as the flashes of artillery being exchanged in the death struggle for Iwo Jima.

It is doubtful if any other carrier could have absorbed the beating Sara took and remain afloat. Badly crippled, she headed south for Eniwetok as raging fires were fought on her flight and hangar decks. Stories of heroism were numerous later, but many of the tales will never be known. There was simply too much bravery that night to warrant the singling out of any one of the 3,000 men, living and dead, who fought their ship in the face of the most diabolical weapon the enemy had yet conceived.

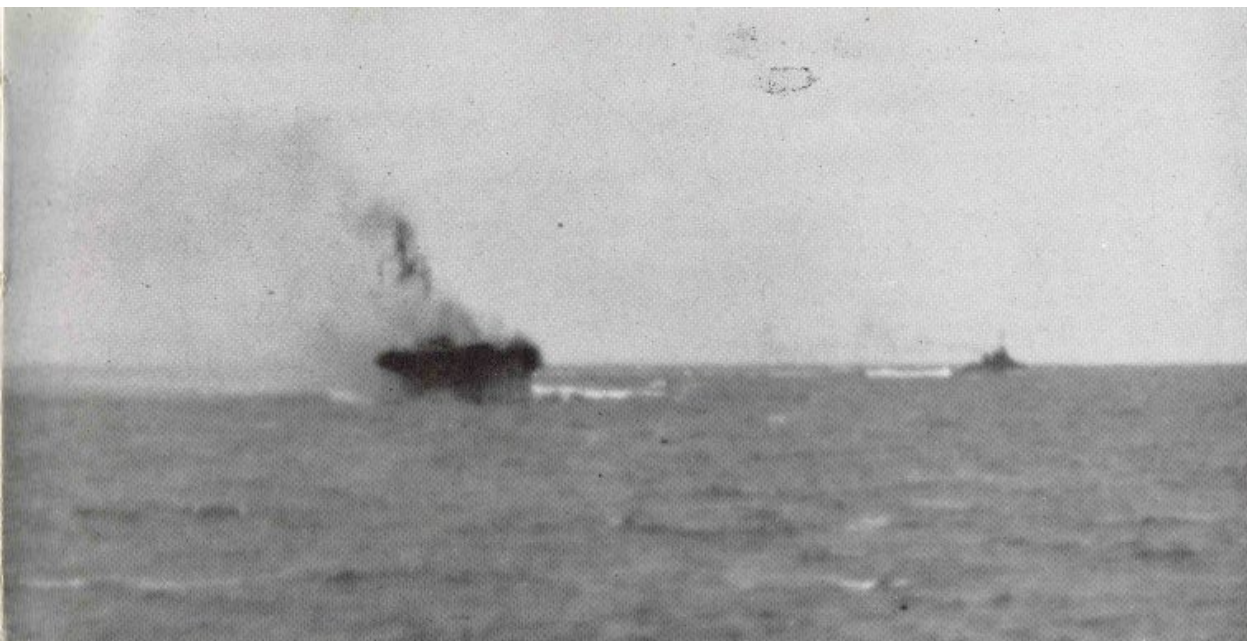
Some of our fighter planes were still in the air when the three-hour attack was over. Flight deck fires were extinguished and charred planes on the flight deck jettisoned over the fantail,

so the remaining pilots in the air could be taken aboard. It is almost impossible to understand or visualize—if you weren't there—how this was accomplished, but many of the planes were successfully brought aboard. Some made water landings and others landed on escort carriers nearby.

Sara had been lucky until then. But not on that black night off Iwo Jima. One hundred twenty-three dead or missing was the official total after the vicious attack and the casualty total ran to well over three hundred.

Earlier Sara successes were tempered somewhat by the horrors of that night and the charred timbers of the ruptured flight deck, the black cavern of the gutted hangar deck, the twisted steel plates, and bulkheads grotesquely caved in. There was also the stink and mess after the battle, the lifeless forms of white-shrouded comrades lying on the flight deck before the mass burial ceremony which committed their bodies to the sea. Those ugly scenes will never be forgotten. Those who were left were solemn and grim. We had seen the war—we knew that we were fighting.





THE MELVIN MANEUVERS TO  
DEFEND HER FLAGSHIP  
(NOT SHOWN: USS MCGOWAN, USS MCNAIR)

1700  
FEBRUARY 21, 1945

SARA'S FIRST HIT  
BY ENEMY AIRCRAFT;  
SUICIDE PLANES BLAST  
CATAPULTS AND BATTERIES





FIRE FIGHTING  
AN UNRELENTING STRUGGLE



A KAMIKAZE GOES DOWN IN FLAMES

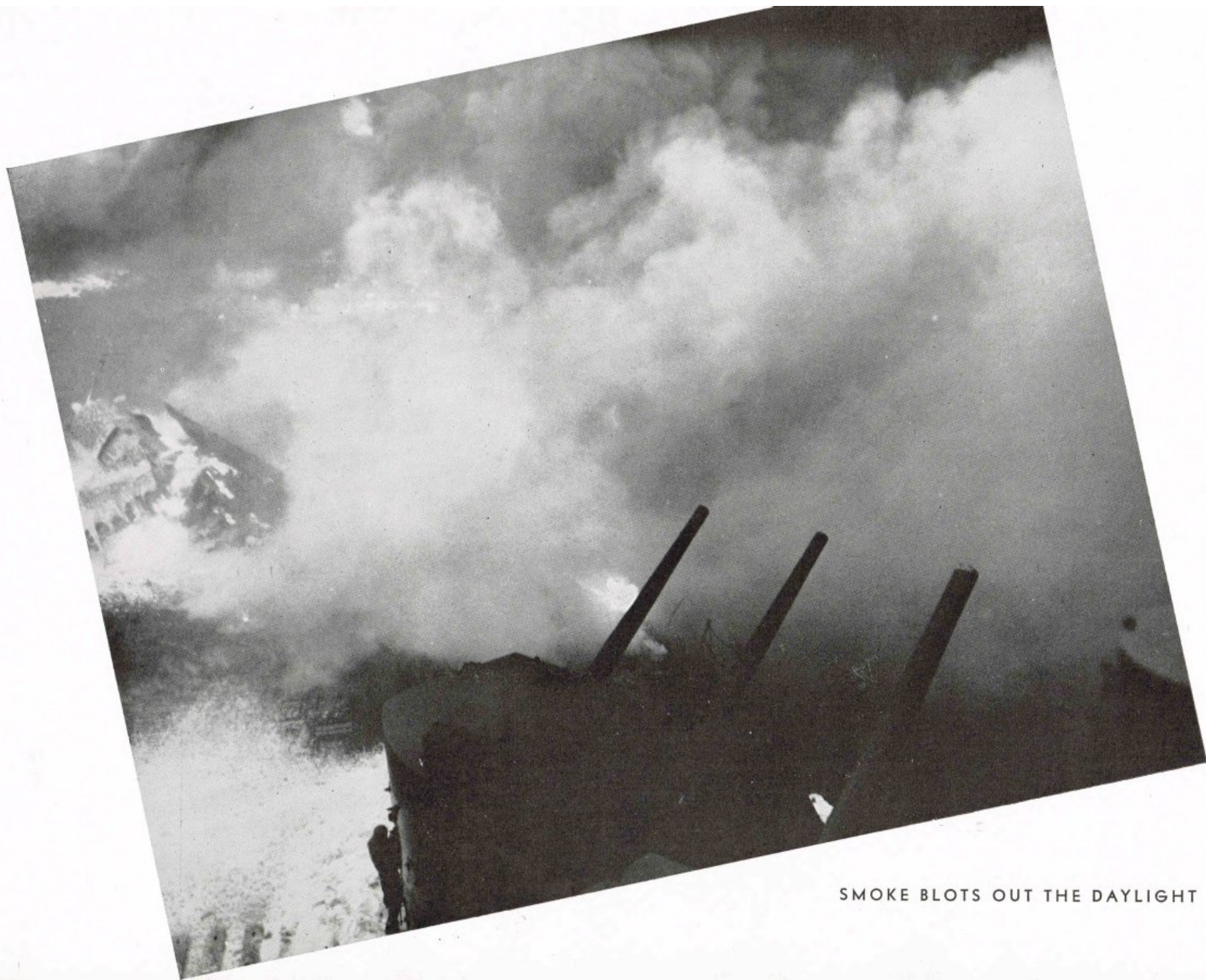




WHILE THE FIRES  
RAGE ON THE  
FLIGHT DECK...

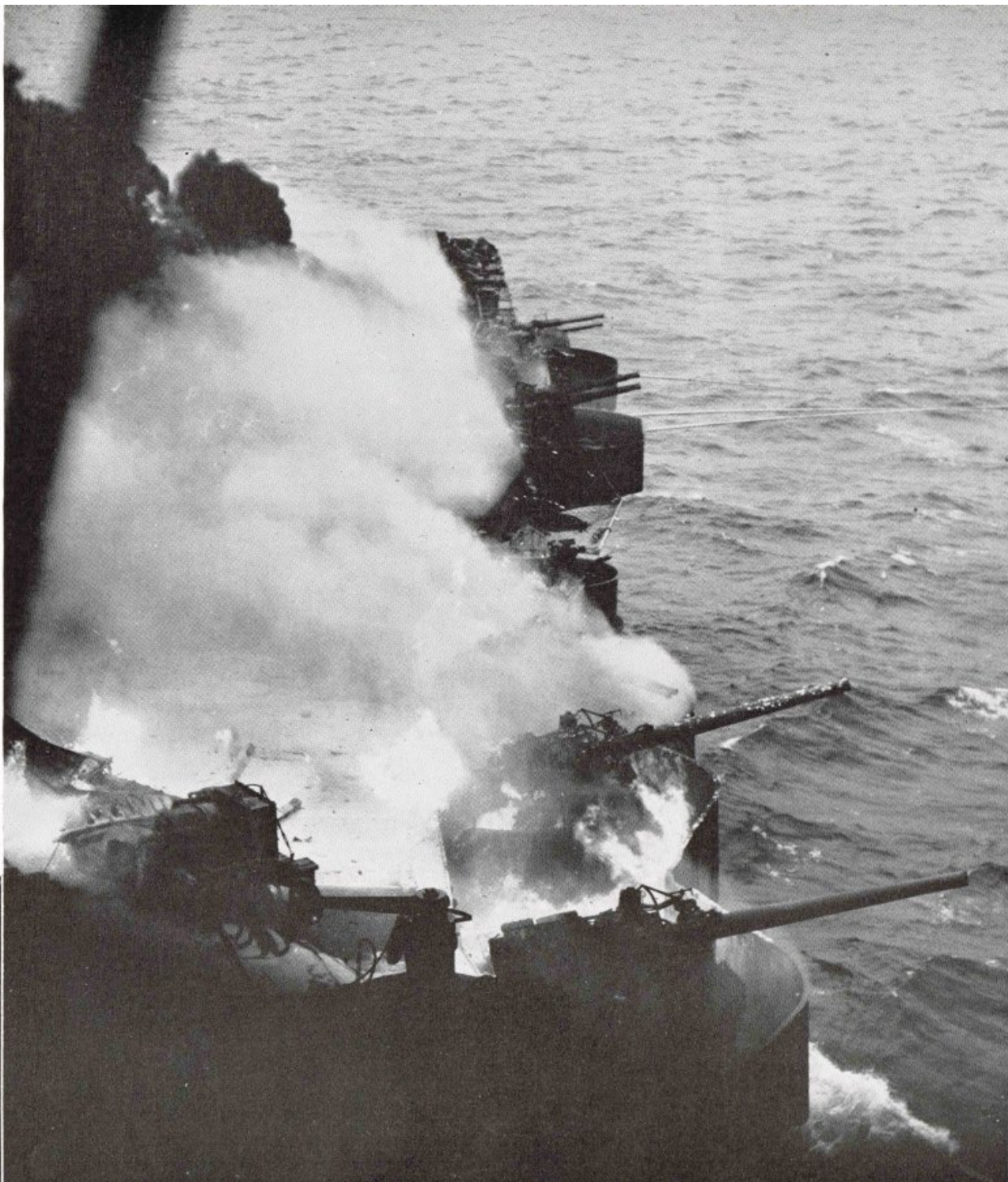
SMOKE COMES OUT  
OF THE ELEVATOR  
WELL FROM THE  
INFERNO BELOW







ANOTHER KAMI



BATTERY ONE  
IN FLAMES



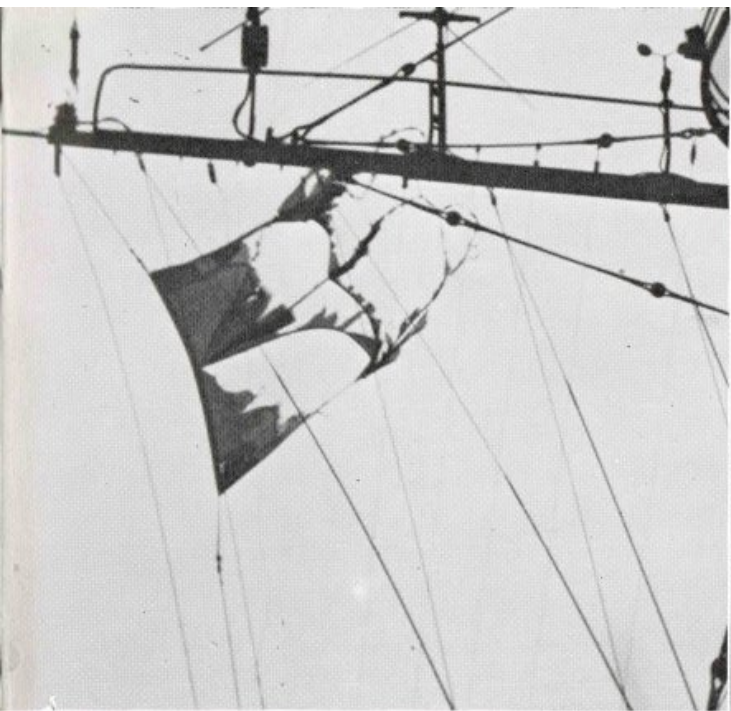


SARA LISTS TO STARBOARD



NONE BUT A STOUT  
SHIP COULD HAVE  
WITHSTOOD THIS  
HOLOCAUST





THE FLAME AND SHRAPNEL TORN "FOX" FLAG



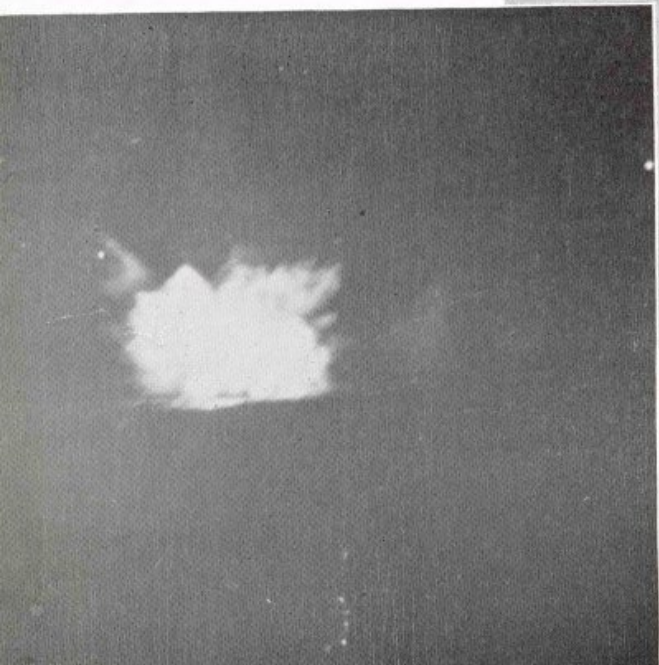
REPAIR CREWS QUELL FLAMES  
AFTER FIRST WAVE



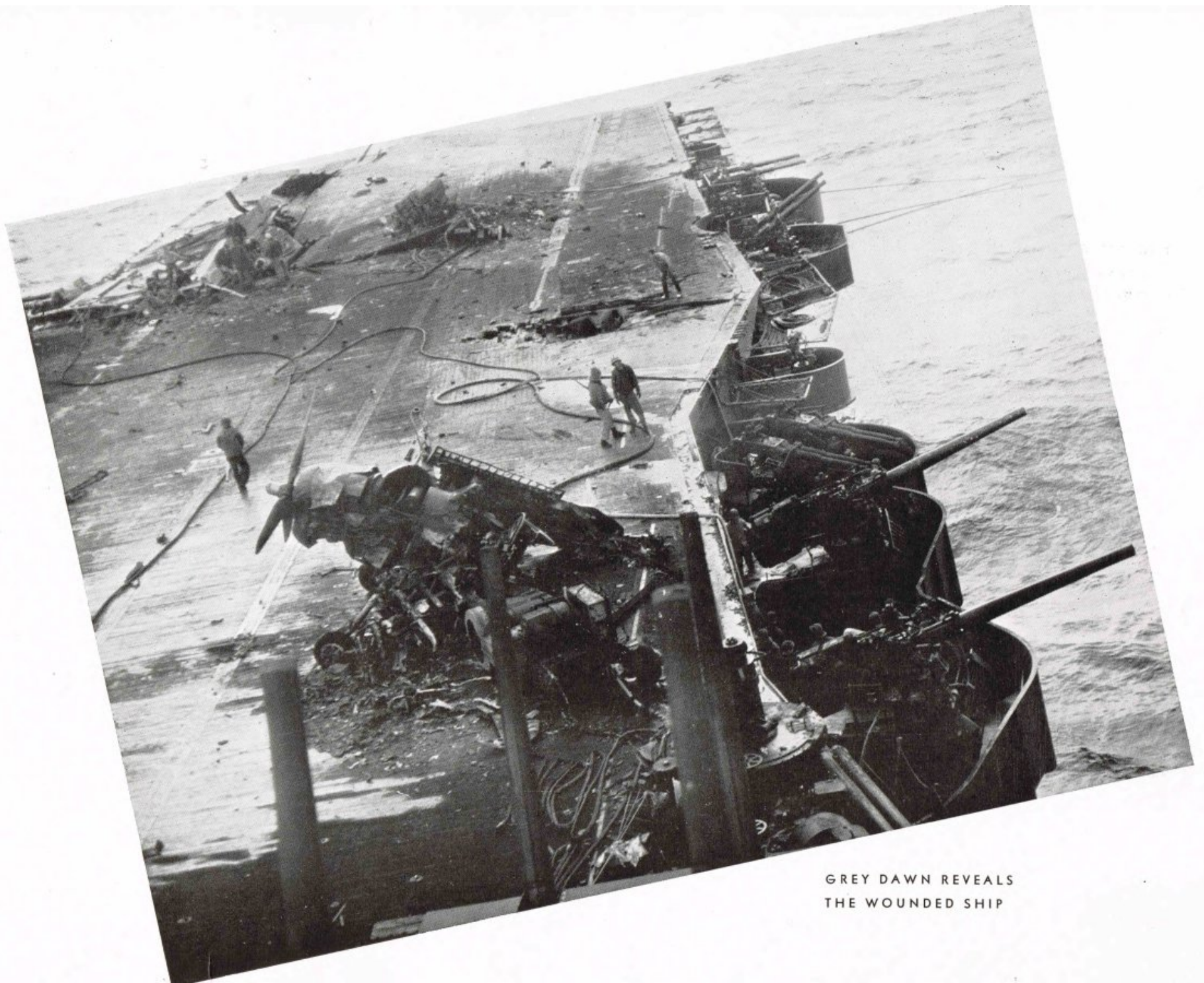
SPLASH ANOTHER NIP



....AND WE WAIT FOR MORE JAPS







GREY DAWN REVEALS  
THE WOUNDED SHIP



THE CREW COMMENCES  
A MAMMOTH TASK OF  
CLEARING WRECKAGE

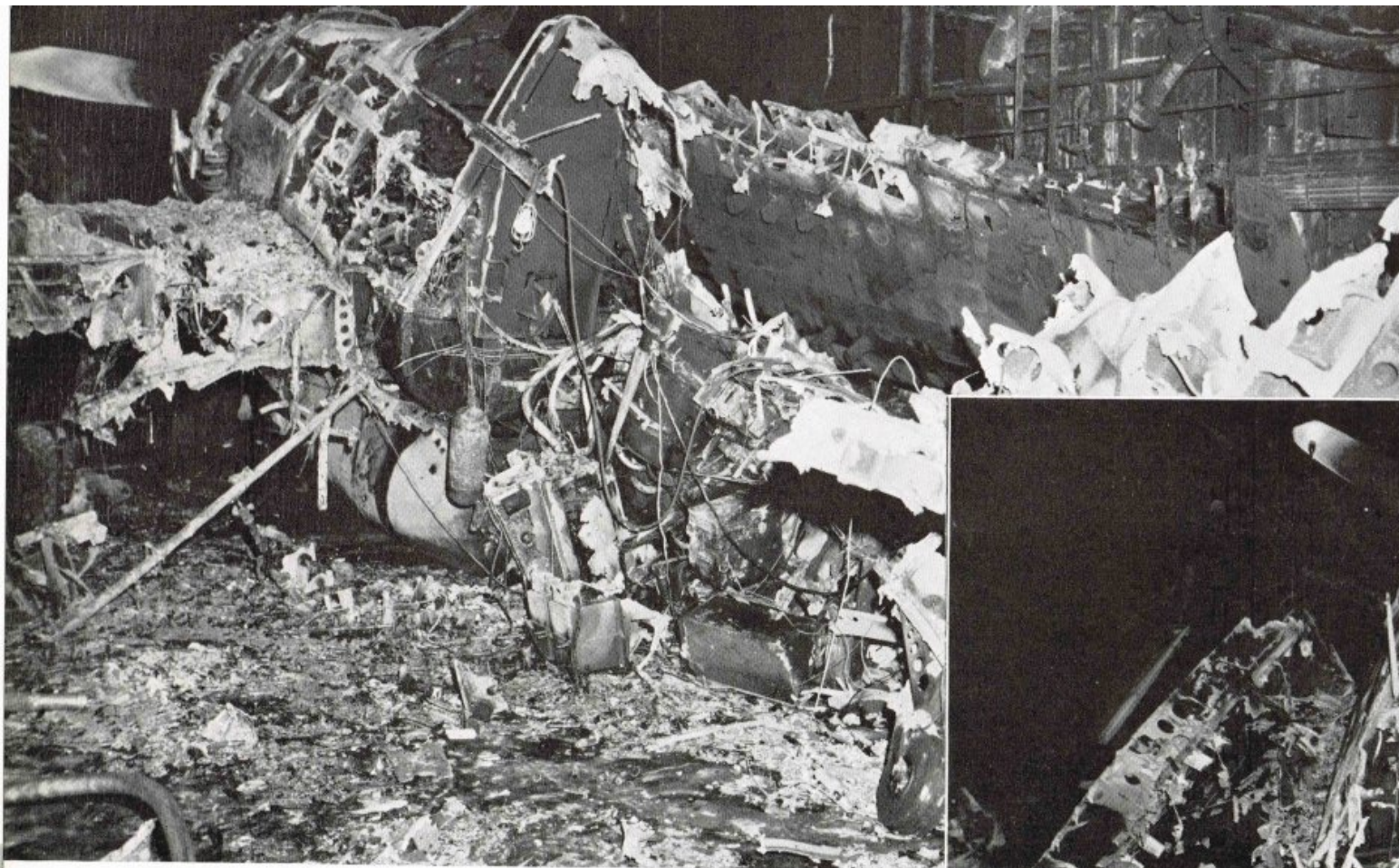






ONE OF OUR FIGHTERS  
LIES ENTANGLED  
WITH THE AIRPLANE CRANE





ON THE HANGAR DECK





... CHARRED RUINS BESPEAK A SHIP'S AGONY





OFFICERS' COUNTRY











QUARTERS FOR MUSTER: "BURY THE DEAD"  
CAPTAIN MOEBUS ADDRESSES THE CREW





"GOD GRANT THEM ETERNAL REST"



## SARATOGA REGINA

Ye men of the land, ye men of the soil  
Will not understand when you hear us say  
That we're proud of the blood in the ocean's green,  
Proud of the horrors we all have seen:  
You will not understand when you hear us pray  
"God bless the Sara—our Queen!"

They caught her halfway between the fleets  
Where there were none to see.  
None but yellow, slanted eyes,  
That measured her length from the clouded sky  
And laughing like maniacs in crazy glee,  
Made ready to watch our aged queen die.

At the first rending shocks she leaped and shrank,  
"WE'RE HIT!" I heard someone say,  
Or was it myself—I can't recall—  
For beneath the debris that blanketed all  
Godless and Christians knelt to pray  
In the fear that heaven and sky would fall.

Suicide planes dived into the deck,  
And bombs tore open her side.  
And as each Nippon dived with a scream,  
We on the Sara thought it all a dream,  
That this was happening to our joy and pride  
That an hour before did so quietly steam.

Twisting and turning, desperate she ran,  
Shuddering and leapt as the falcons struck,  
While the widening slick from her ravaged side  
Blackened the waves in a bloody tide;  
And constantly over our canted truck,  
There sounded the drone of the yellow men's pride.

Straight through the maelstrom of flaming hell,  
Furiously she swept, an embattled queen,  
Her battered, bleeding head held high.  
We knew, even then, she could never die;  
We also knew what a prize she would mean  
To those maddened maggots in the sky.

A chattering gun, like frozen rain—  
A roar, an instant of eternal silence—  
Men blasted high, to heaven or hell;  
I know not which, only that they fell  
Into tongues of flames and roaring violence  
We and Christ know they died well.

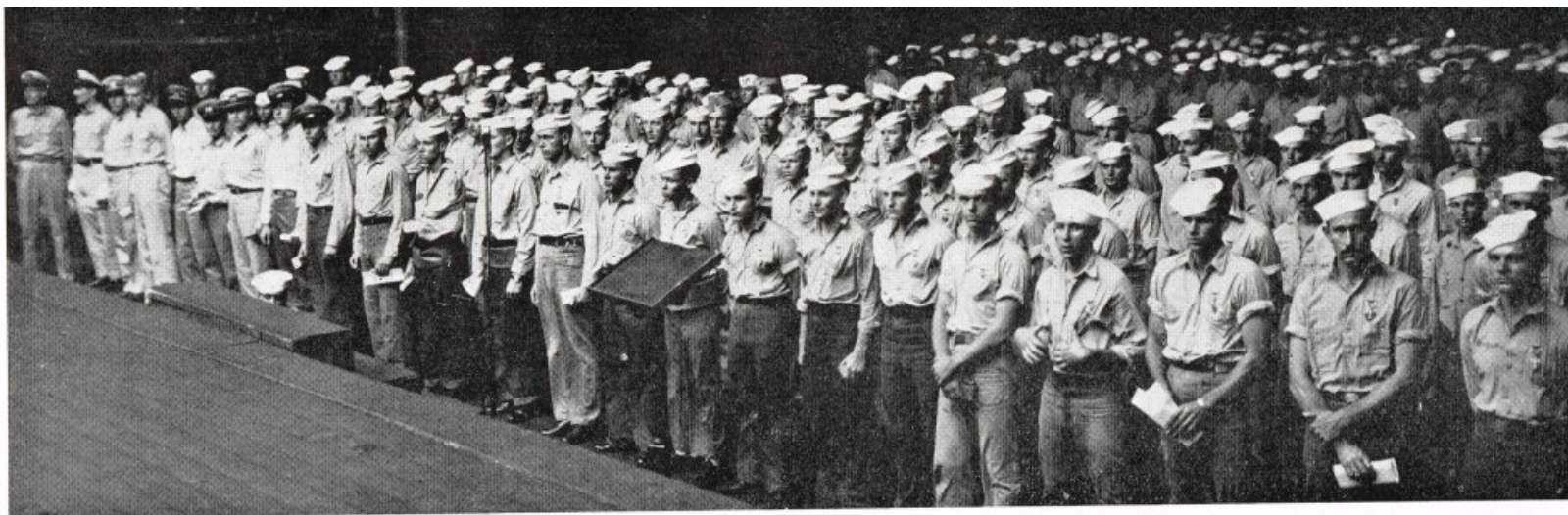
Hysterical men?—No, there were none.  
But the horrors they lived will never dim.  
Like the man who clutched at his ball-less eye,  
While dazed and stunned for thread did cry,  
To sew it back—or the lad with lips so grim,  
With one arm saying—"GO ON! OTHERS ARE WORSE THAN I."

With the dawning of day, bleak as the rest,  
A message was sent to half the world  
That a U. S. carrier had sustained an attack,  
A few lives were lost—but she beat them back,  
But only we saw our flag unfurled,  
Caressing the bodies, charred and black.

Only we were standing by  
When the burial squad counted "ONE—TWO—THREE—"  
And a canvas bag in an arc would sweep,  
While the trumpets' taps bid them quietly sleep.  
"And the body shall be cast into the sea—"  
One hundred and twenty-three times: "ONE—TWO—THREE."

Logan Albert Forster,  
Pharmacist Mate, Second Class,  
United States Navy.





PURPLE HEARTS



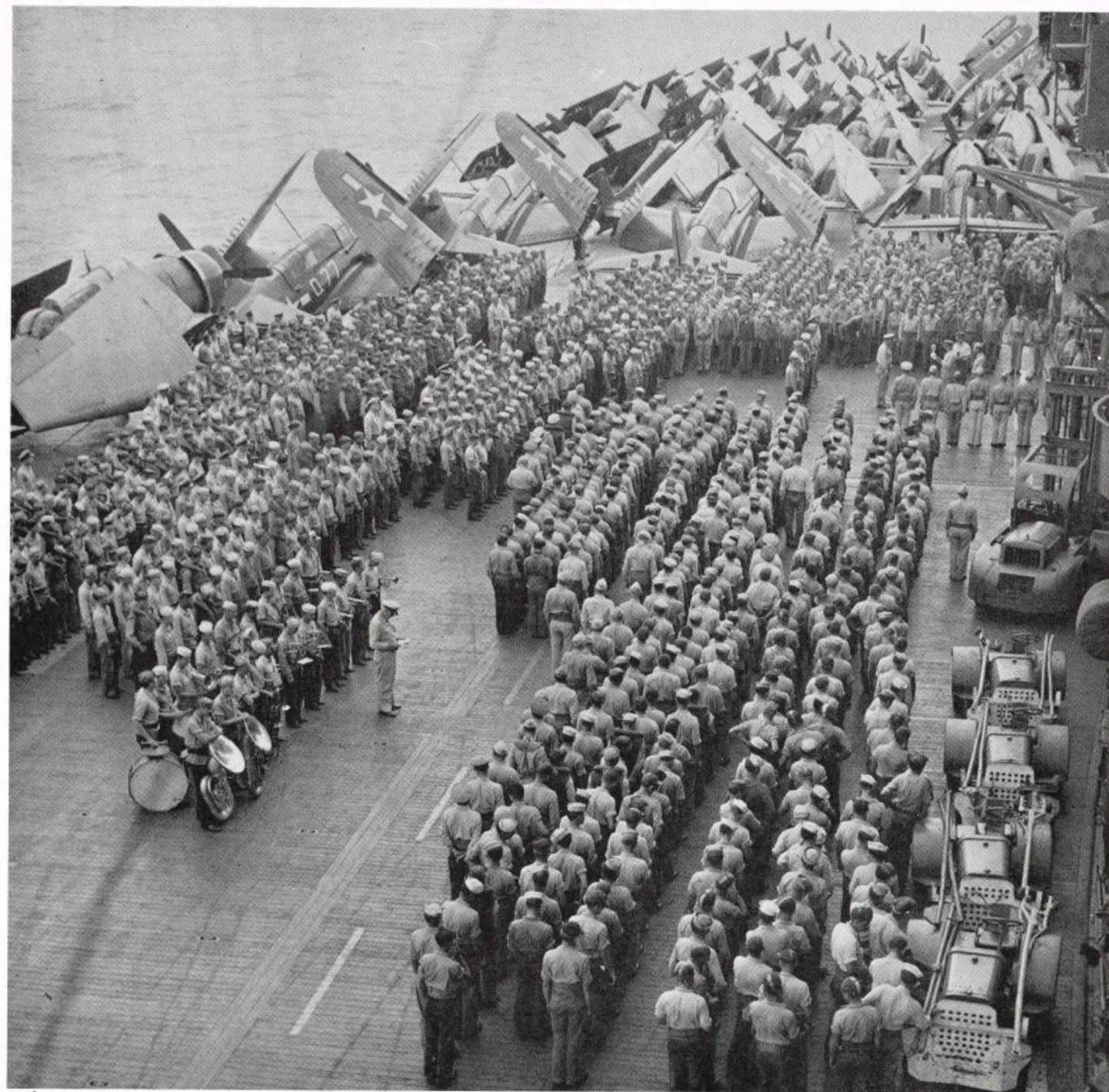
CAPTAIN AKERS  
VISITS D. R. SHAW,  
SEAMAN FIRST CLASS,



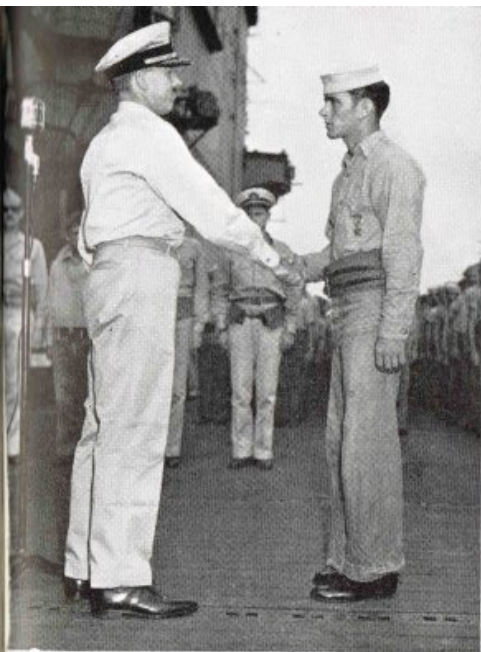
... AND D. J. NERBONNE,  
GUNNER'S MATE SECOND CLASS



PRESENTATION OF  
AWARDS FOR THE  
ACTION AT IWO JIMA







C. R. LONG, ABMI/c  
BRONZE STAR



LT. (JG) H. G. ST. CLAIR  
SILVER STAR

LT. (JG) H. H. BREWER  
COMMENDATION



M. E.  
SPRINGER,  
GM3/c  
SILVER STAR



J. BLOCH, PFC  
BRONZE STAR



CDR. B. R. TARRANT  
COMMENDATION

F. E. ROWLEY,  
AMM3/c  
BRONZE STAR





Arriving at Eniwetok late in February, divers surveyed underwater damage, and a huge forty-foot puncture was discovered on the starboard quarter. From the Marshalls she limped back toward Pearl, but the return was interrupted for two days while a search was conducted for Lt. General Harmon, of the Army Air Forces, who was lost in a flight near the Marshalls. Two planes were launched in the search, but nothing was sighted. Sara had to launch the planes over the stern while steaming backwards, because the flight deck damage forward prevented normal procedure.



On the dock at Pearl, the Ford Island band was on hand blaring out "California, Here I Come," with brassy good cheer to welcome the battered ship and crew. All hands topside at sea detail station joined in with those watching from the flight deck and gun galleries with a tremendous cheer of joy as soon as the music was recognized.

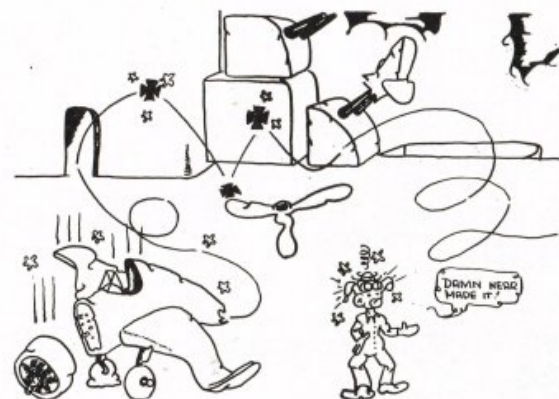
Arriving at the Puget Sound Navy Yard in March, the ship was overrun by thousands of yard workmen as the crew went home on leave. By May, all repair work had been completed in what the Yard Superintendent described as record time and tests had been made in the Sound. Once more the Old Lady was pronounced "well" and ready for sea under the command of Captain Frank Akers, who had relieved Captain L. A. Moebus during the yard period.

Sara arrived at Pearl June 1st and completed a grand war career by training pilots and air groups for other carriers. It is quite probable she would have been present at the ultimate in-

vasion of the Japanese homeland—once again on the doorstep to Toyko—if it hadn't been for the atomic bomb. But hostilities ceased before Sara was sent back for revenge.

Even V-J day was celebrated by Sara's sailors at sea training pilots in air group-carrier technique. Each landing aboard was a new world record, because no other carrier can compare with Sara's 98,549 landings. In August she had claimed another record too, with 643 landings made in a single day!

And that's the story behind the pictures.

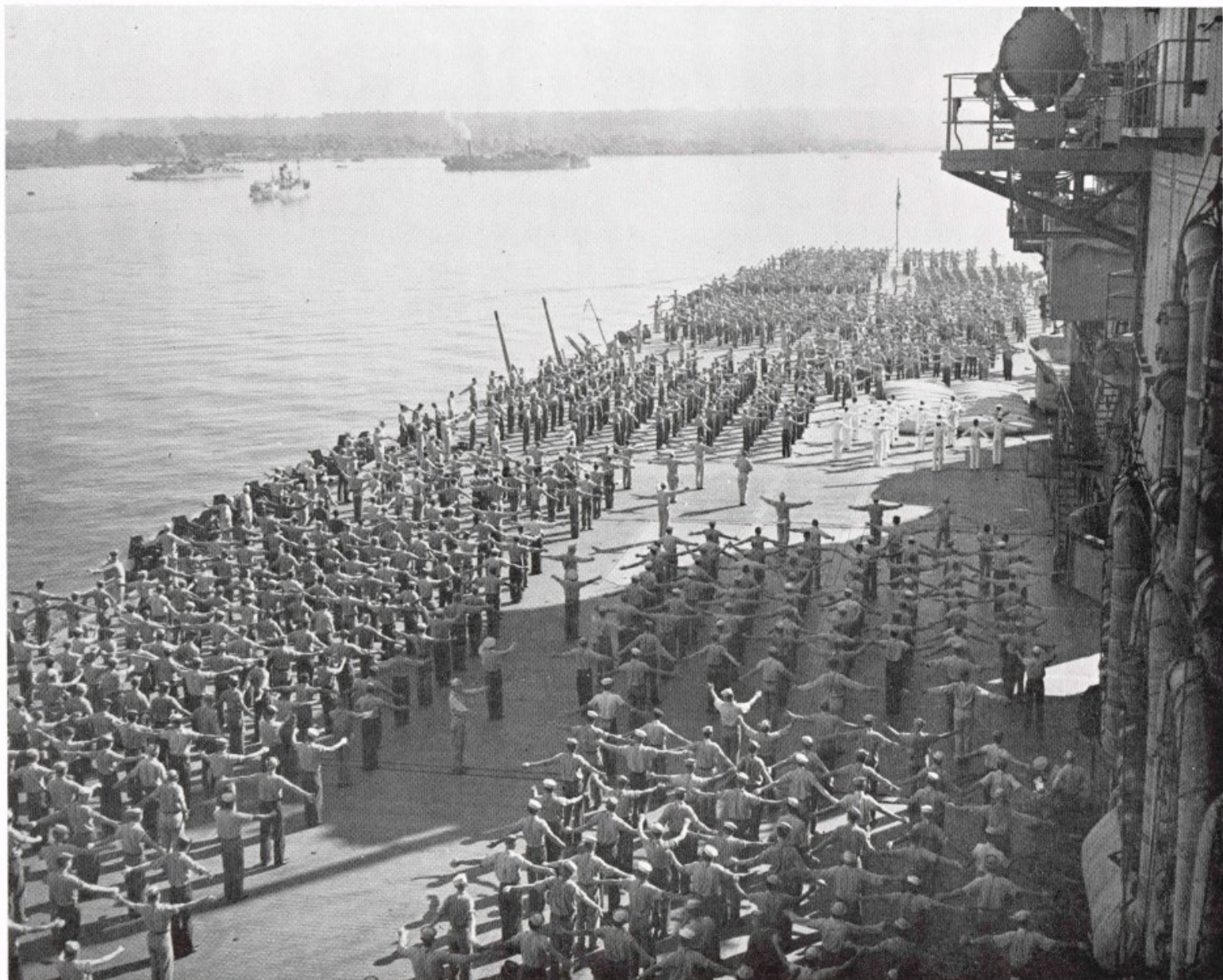




# SARA'S PERSONNEL



MORNING EXERCISES  
AT ESPIRITU SANTO,  
NEW HEBRIDES







GUADALCANAL  
LANDINGS



EASTERN SOLOMONS



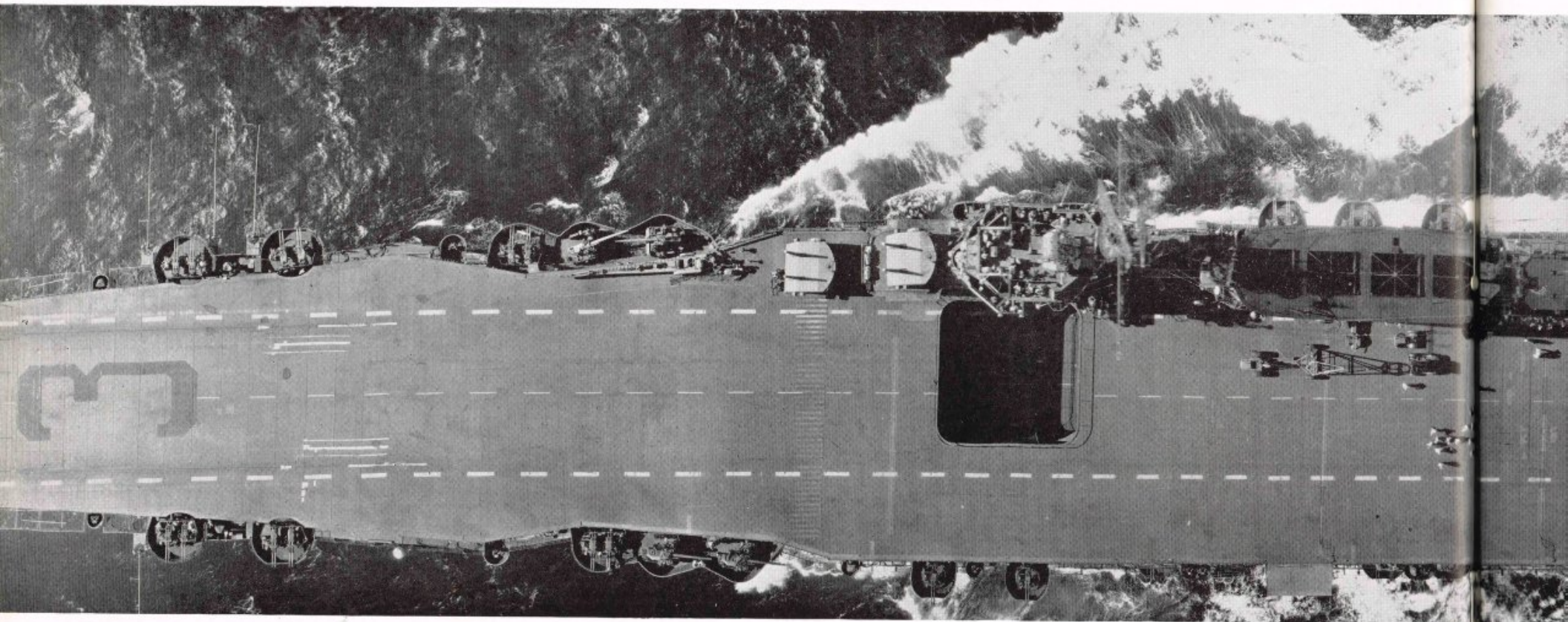
DEFENSE OF  
GUADALCANAL



BOUGAINVILLE



NEW GORGIA







NEW GORGIA



GILBERTS



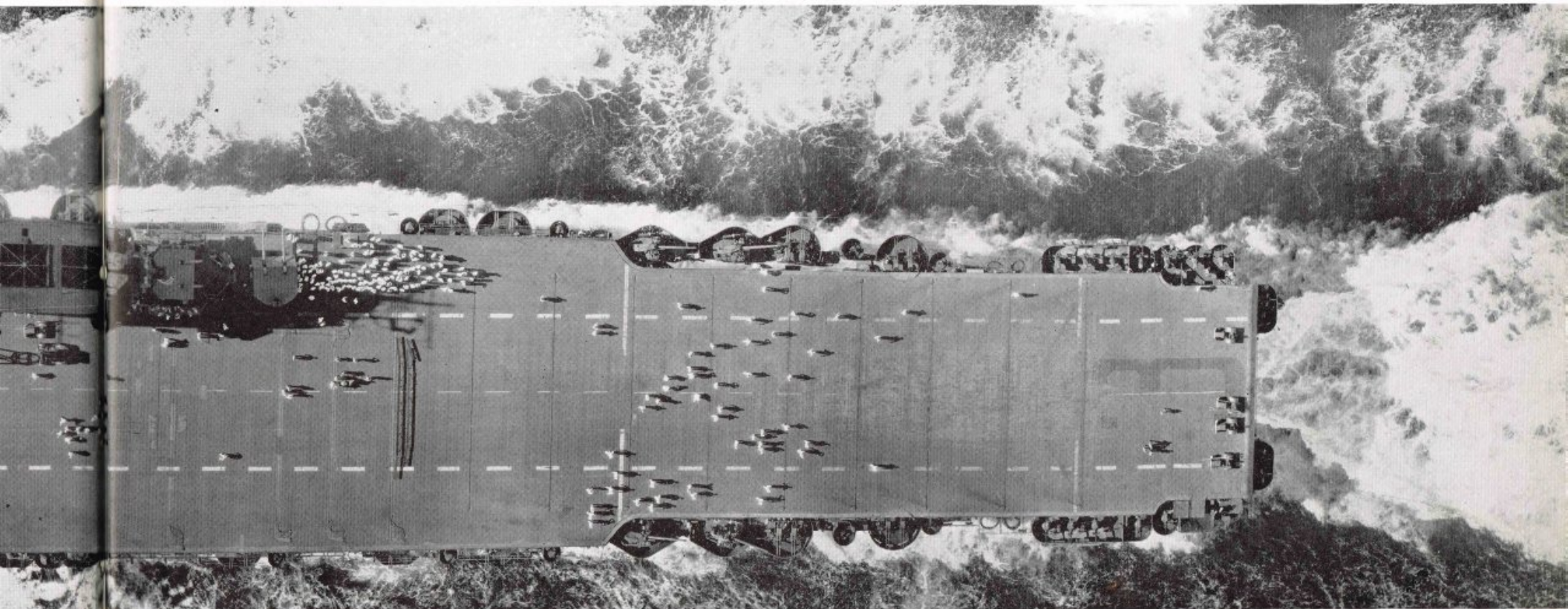
MARSHALLS



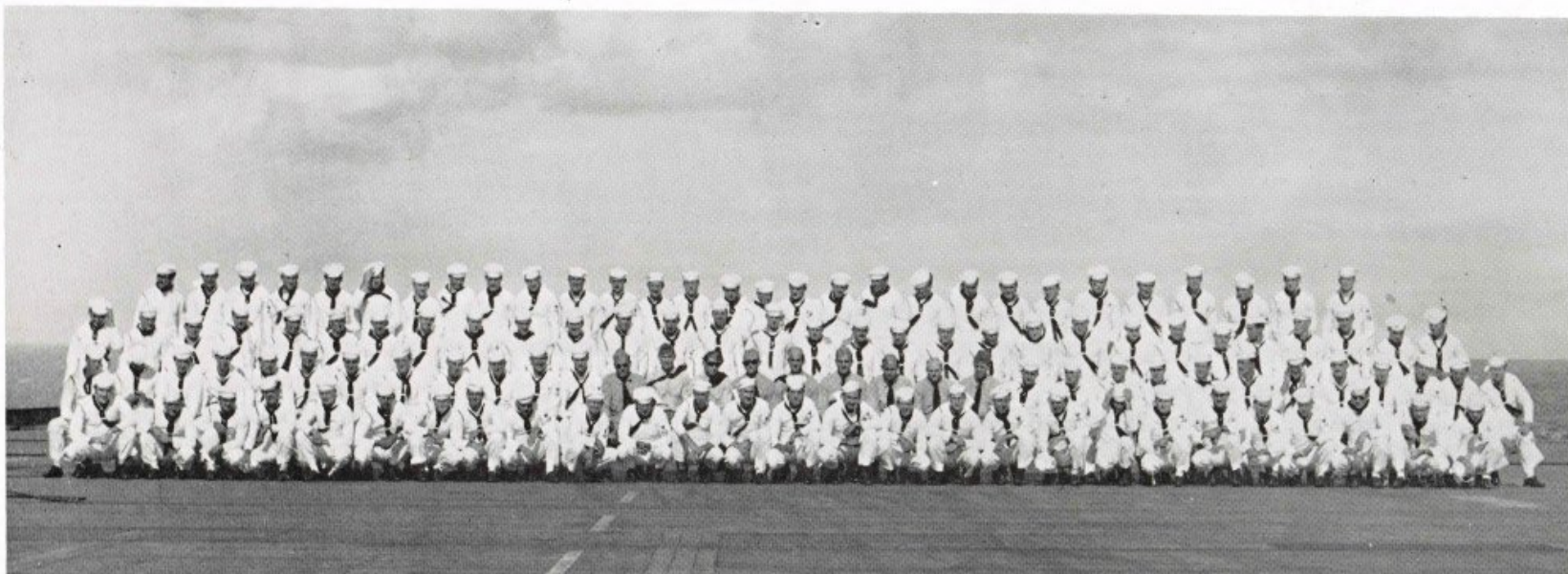
SABANG—  
SOERABAJA



TOKYO—IWO JIMA







V-1 DIVISION—AIR DEPARTMENT

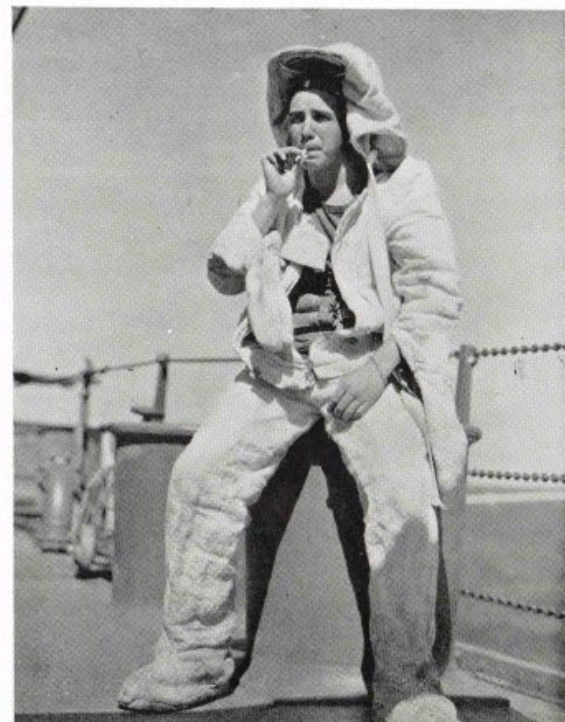


GASSING UP

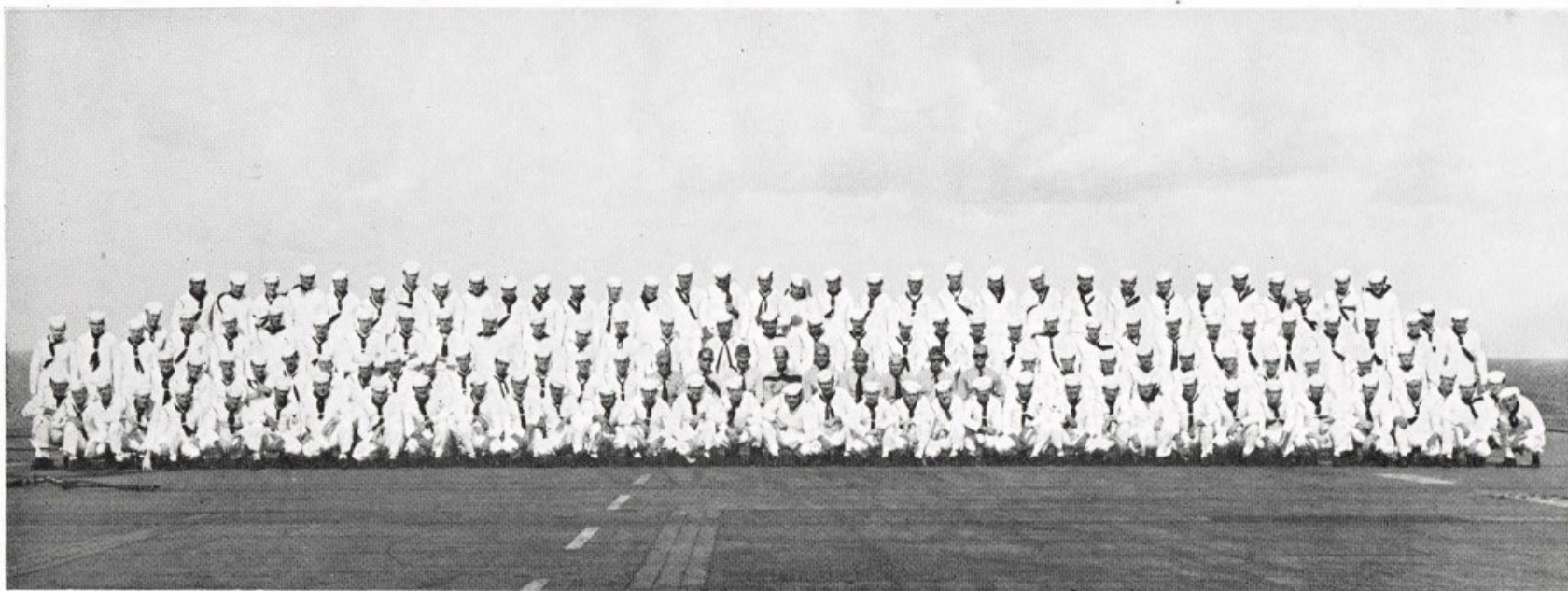


QUICK SMOKE

PLANE PUSHERS RELAX







V-1 DIVISION—AIR DEPARTMENT



CRACK-UP

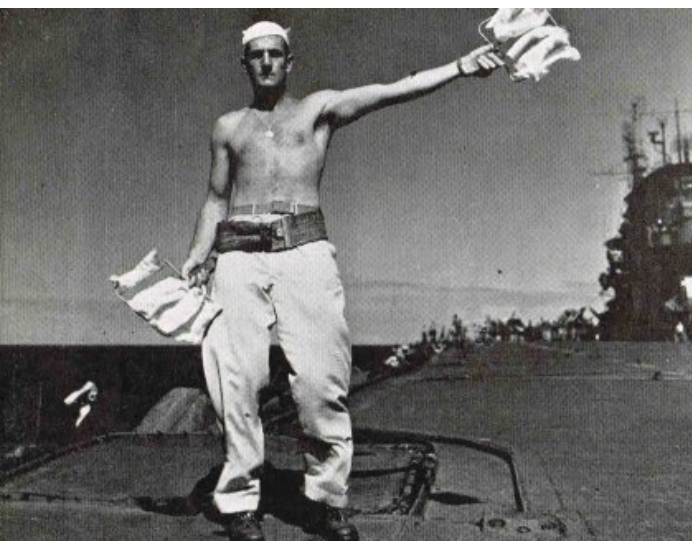


SLUGGERS

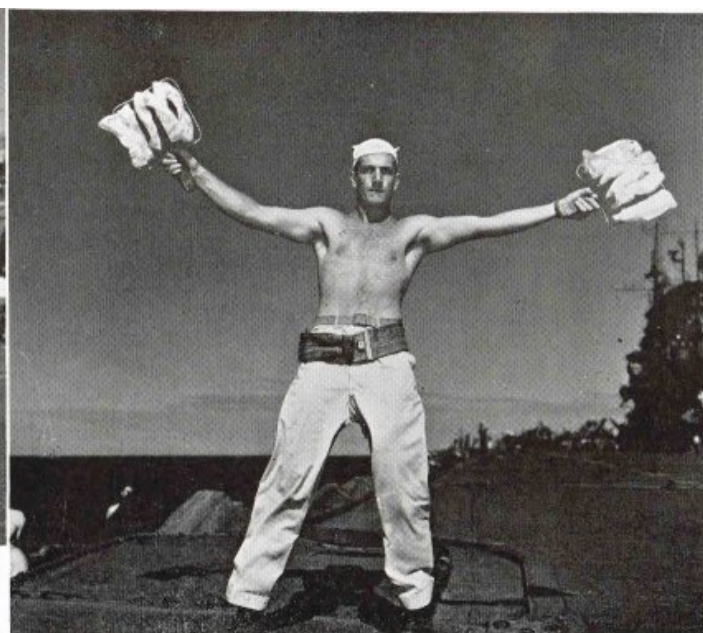


RE-SPOT

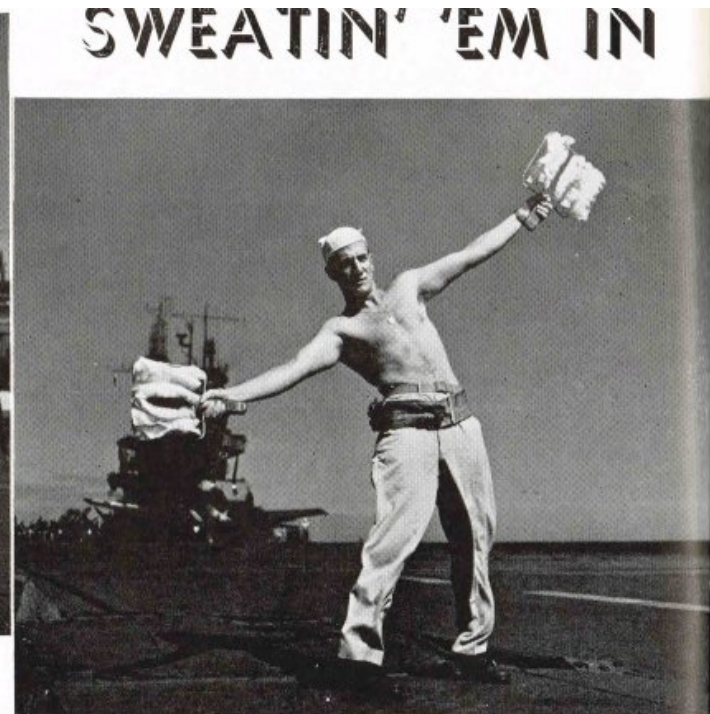




"TOO FAST"



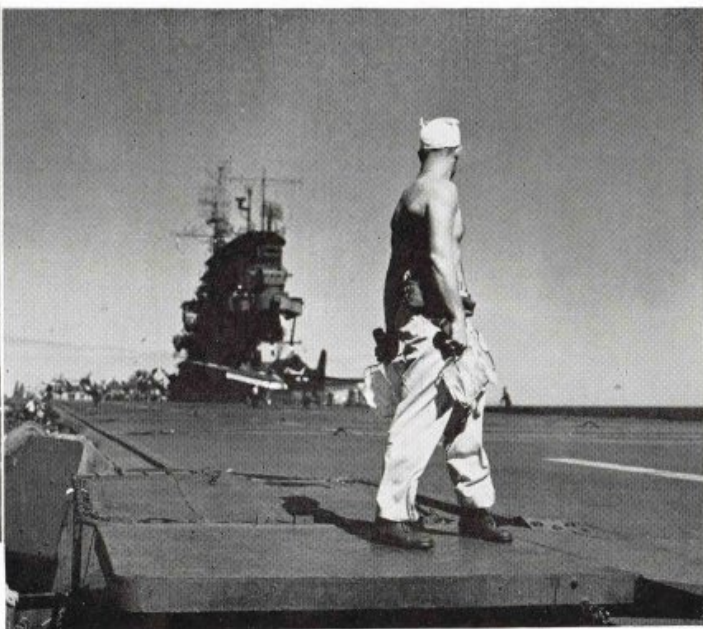
"ROGER"



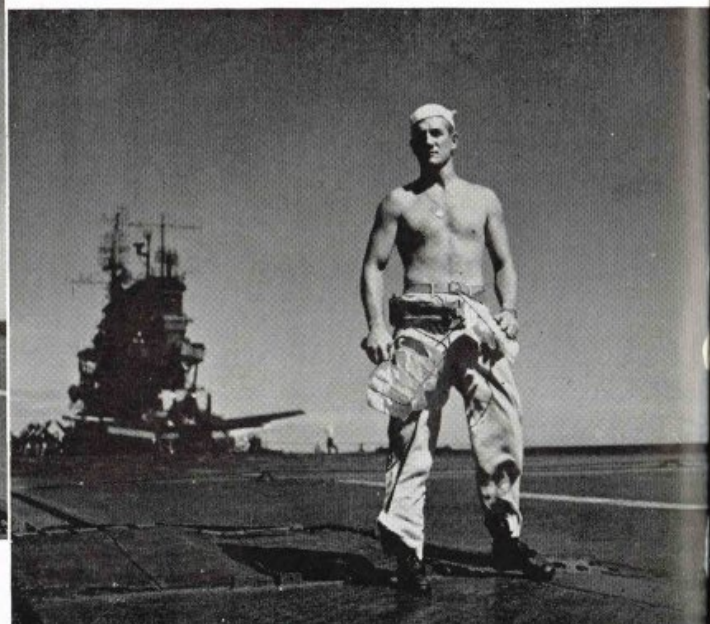
"TURN TIGHTER"



"CUT"

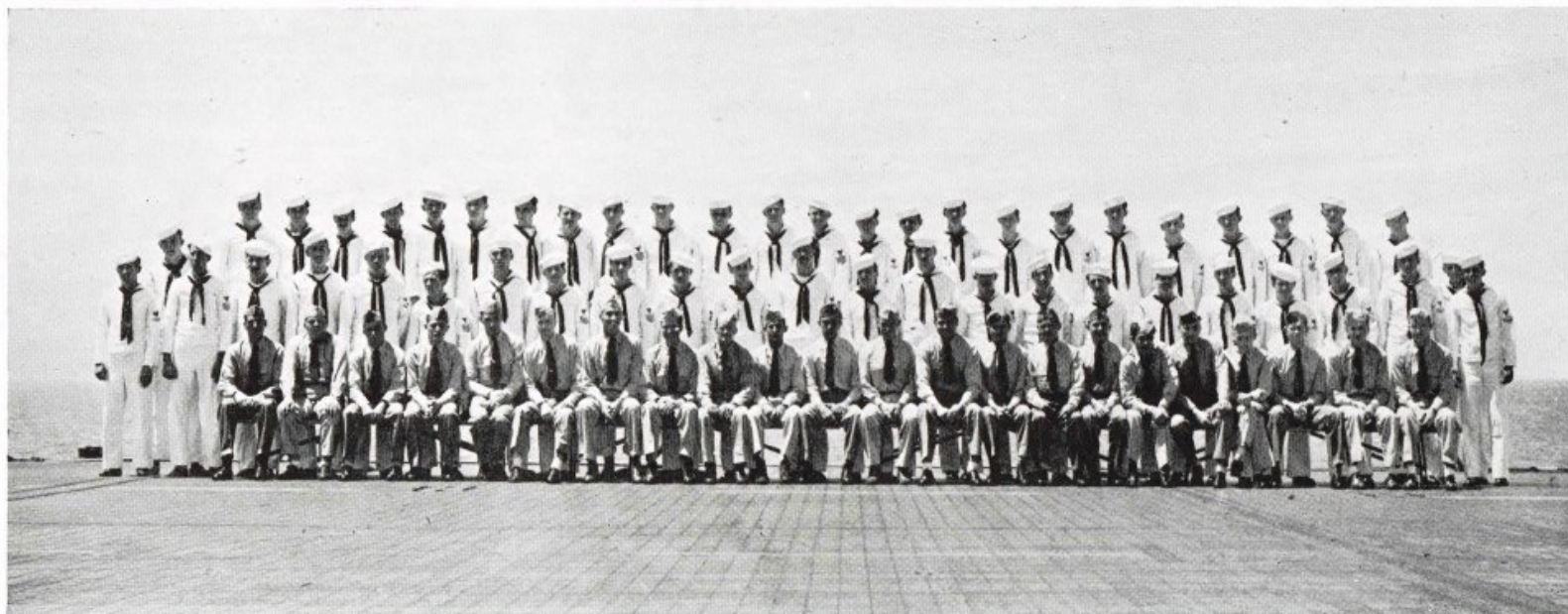


"SAFE" and (right) "NEXT"



# SWEATIN' 'EM IN

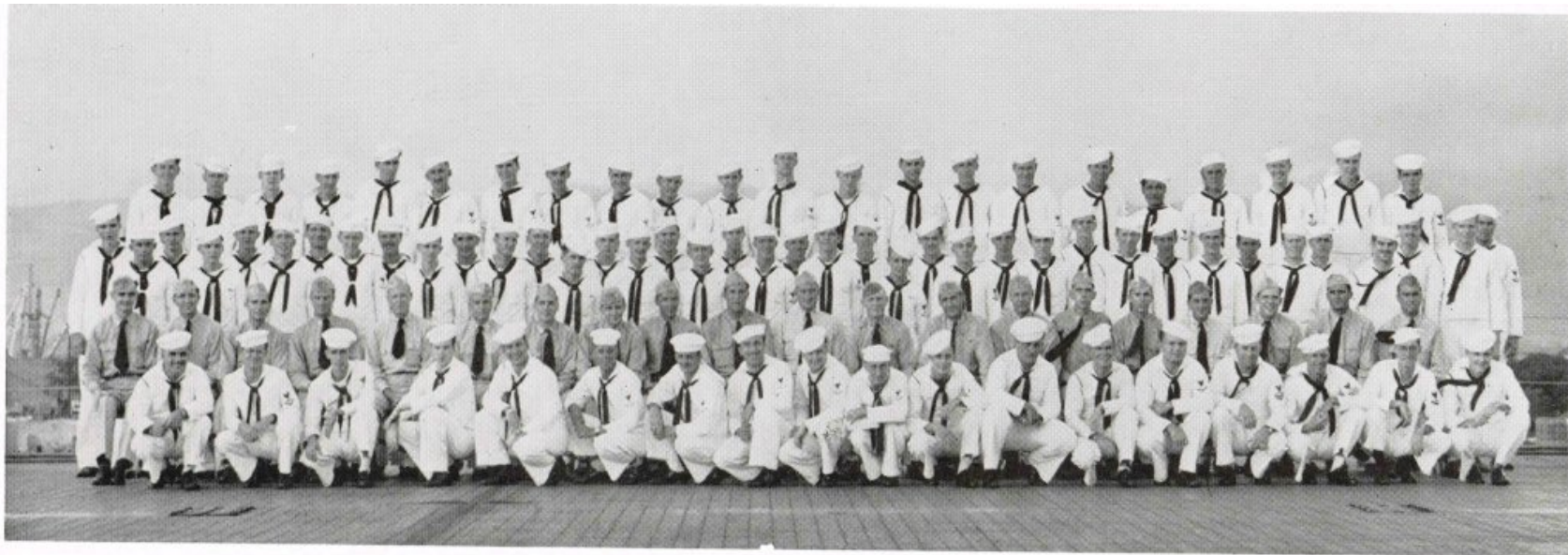




V-2 DIVISION—AIR DEPARTMENT





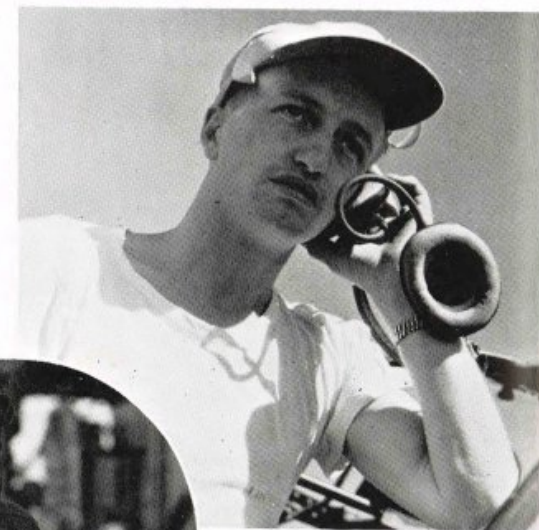


V-3 DIVISION—AIR DEPARTMENT



AEROLOGY

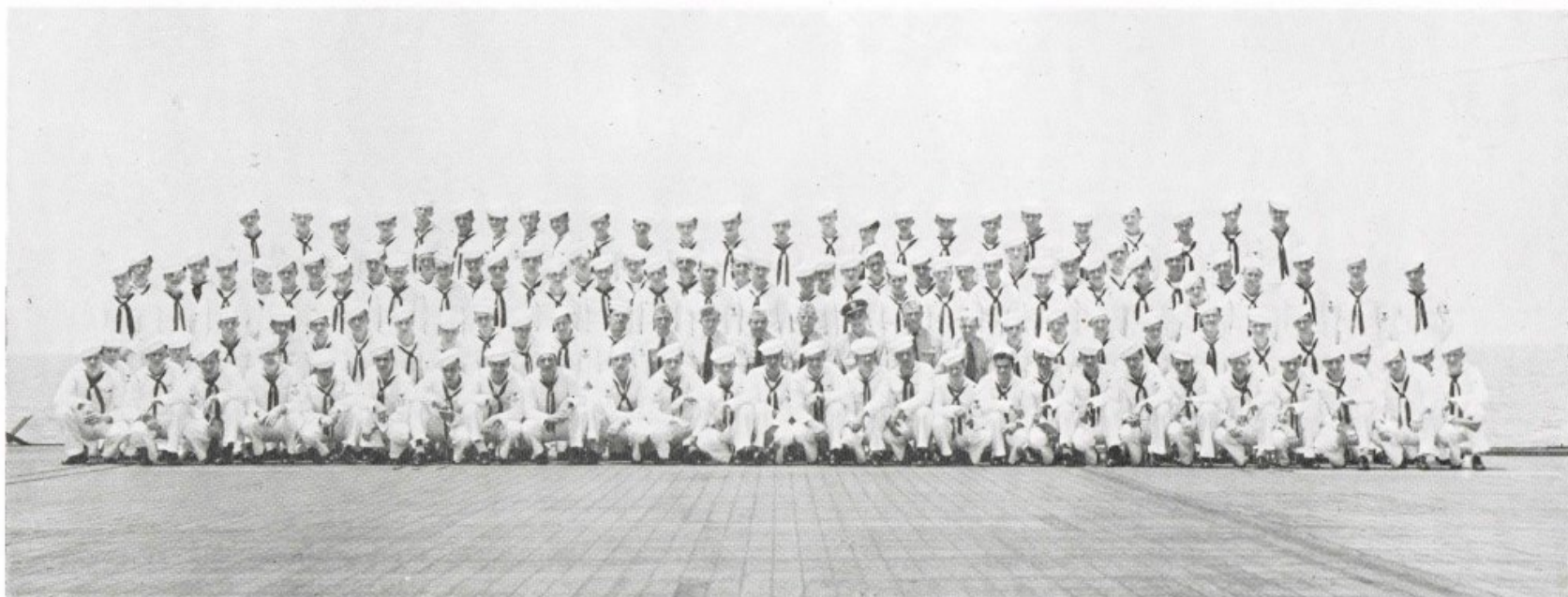
"THE COUNT"



AIR RADIO







V-4 DIVISION—AIR DEPARTMENT

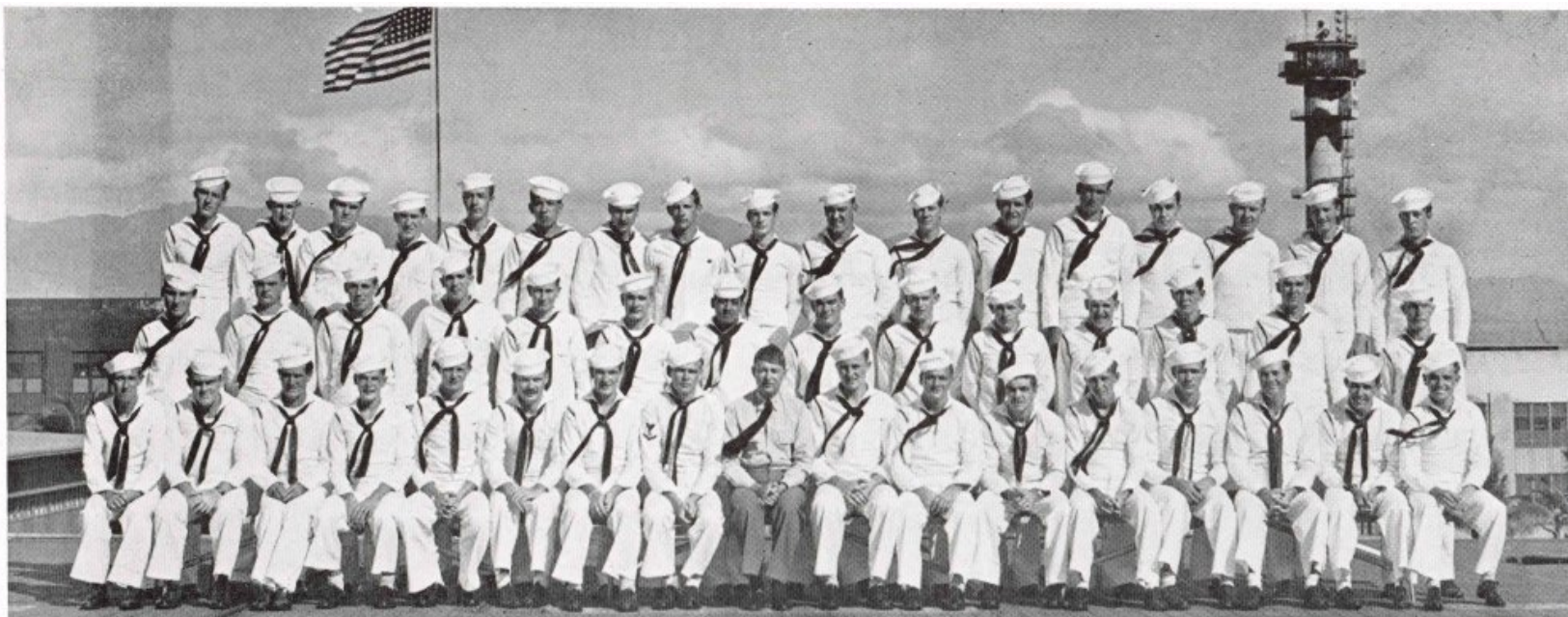


TURRET



ARMING

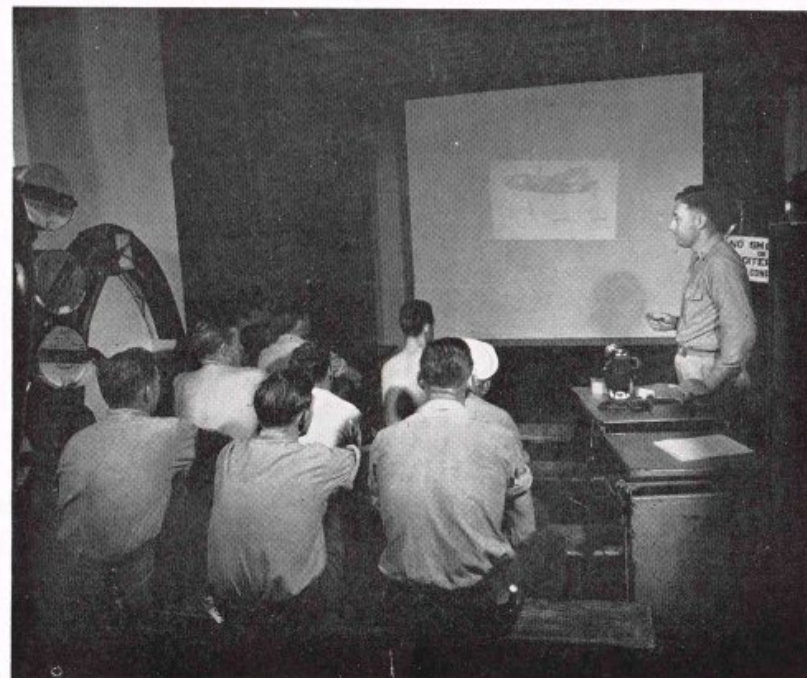




LOOKOUT DIVISION—GUNNERY DEPARTMENT



SKY FORWARD

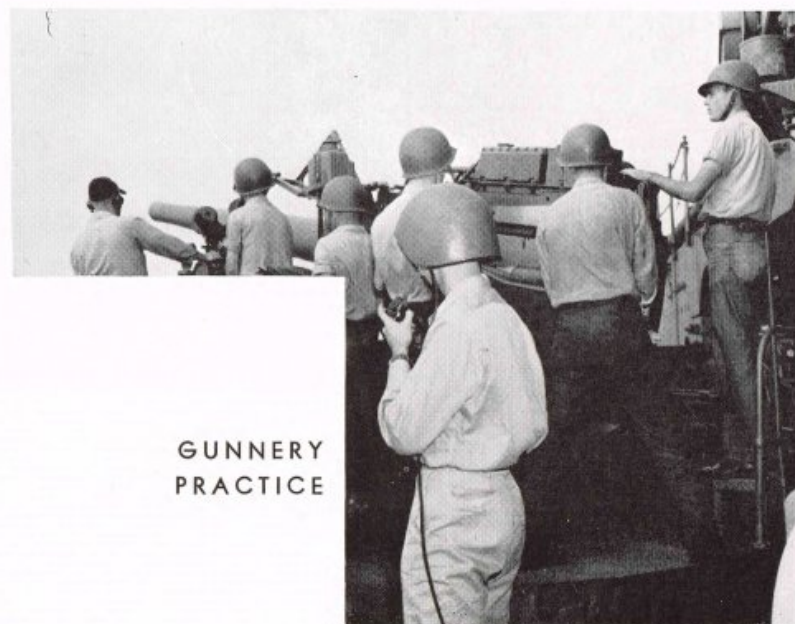


RECOGNITION  
TRAINING



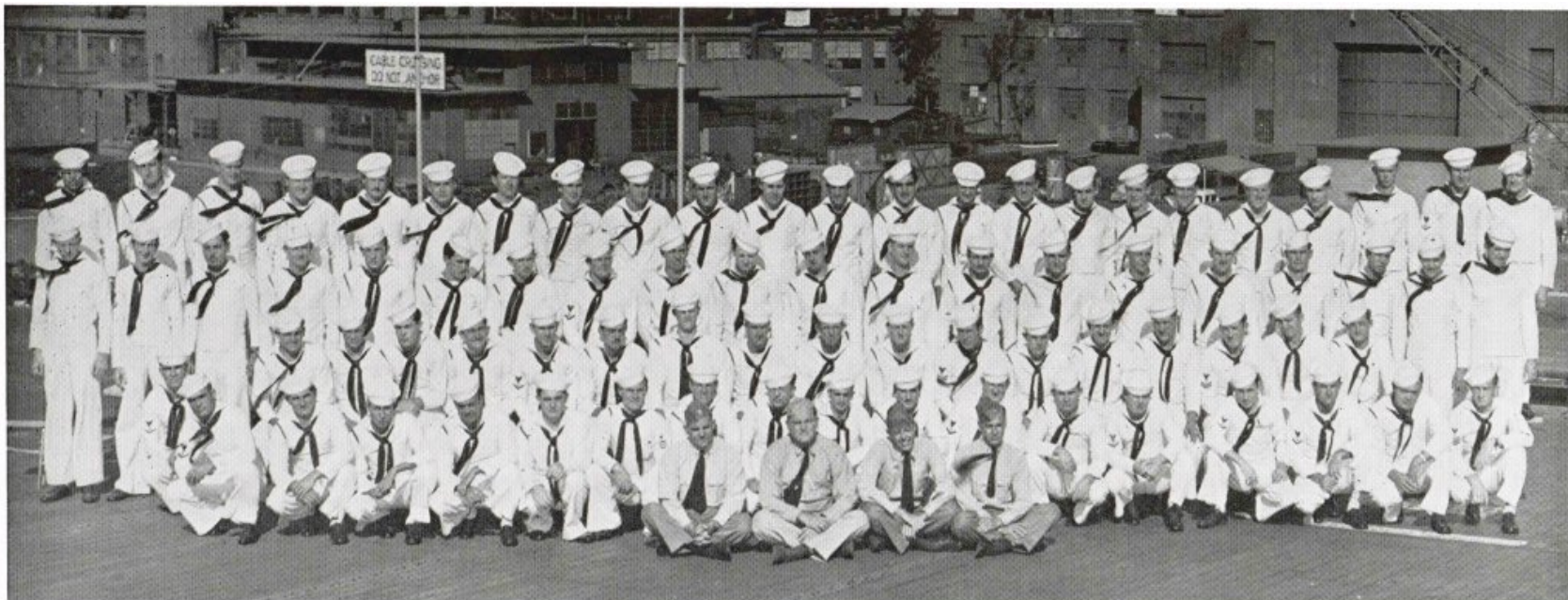


1st DIVISION—GUNNERY DEPARTMENT

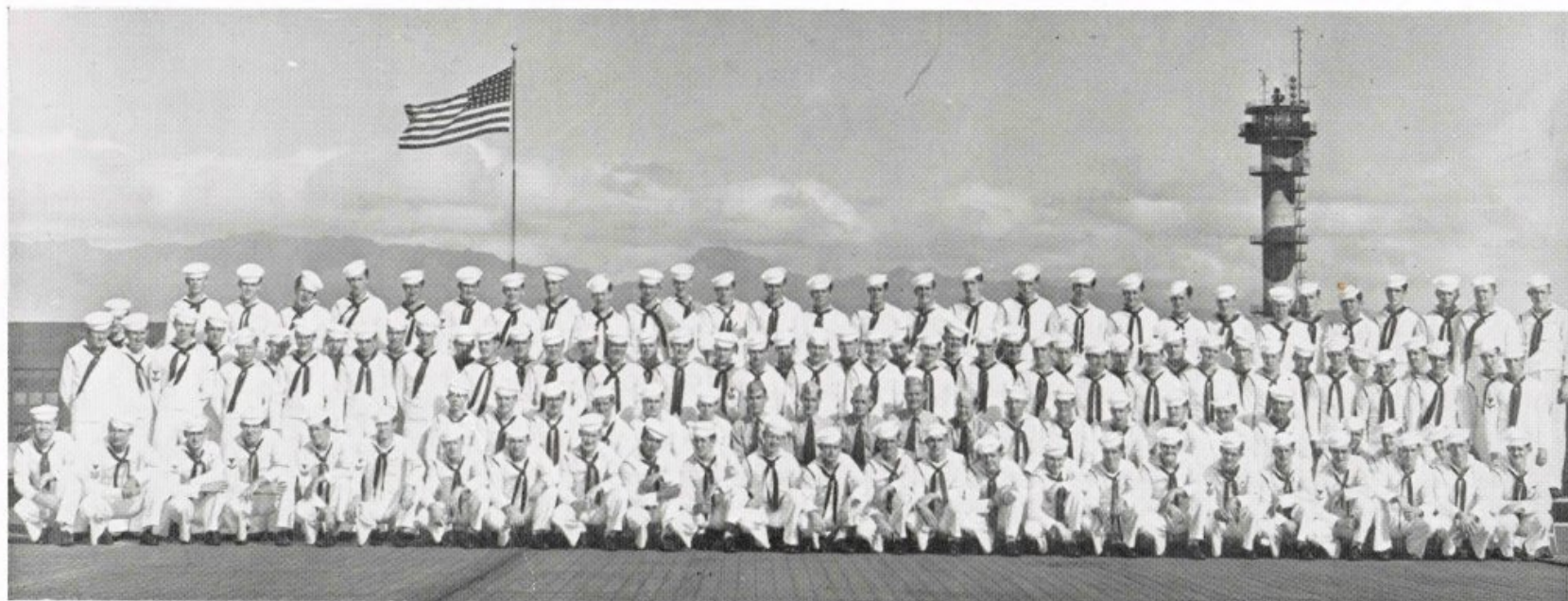


GUNNERY  
PRACTICE



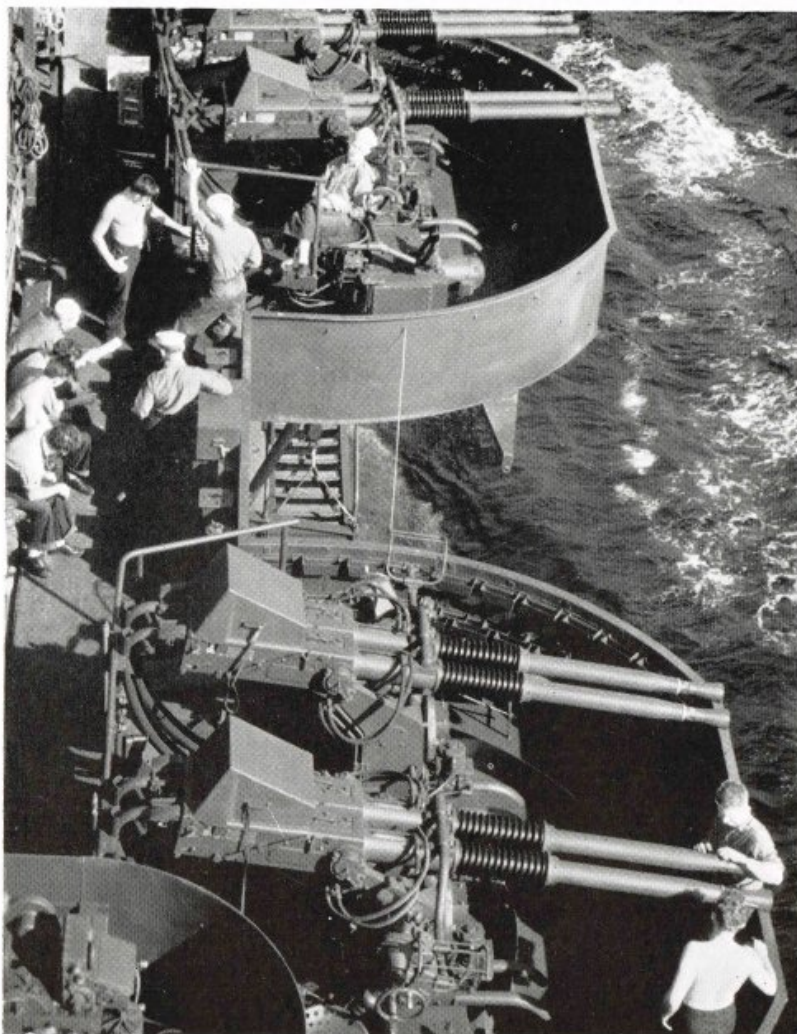


2nd DIVISION—GUNNERY DEPARTMENT

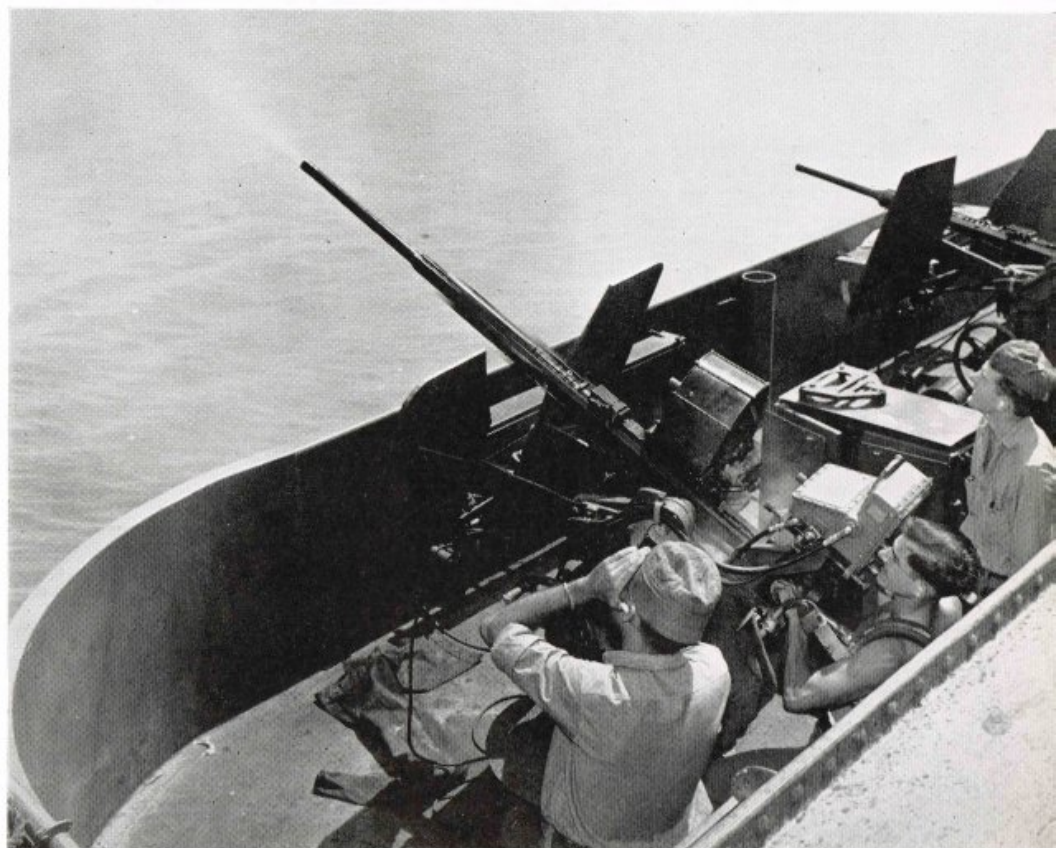


4th DIVISION—GUNNERY DEPARTMENT





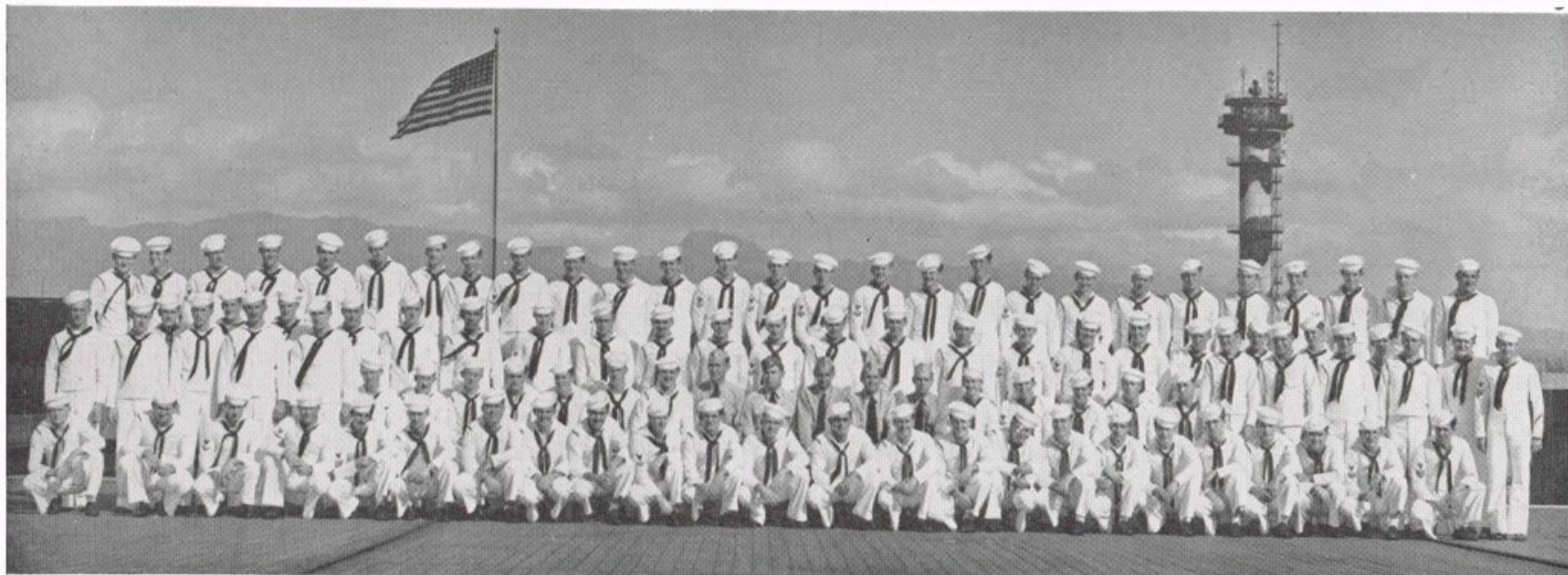
THE 40'S



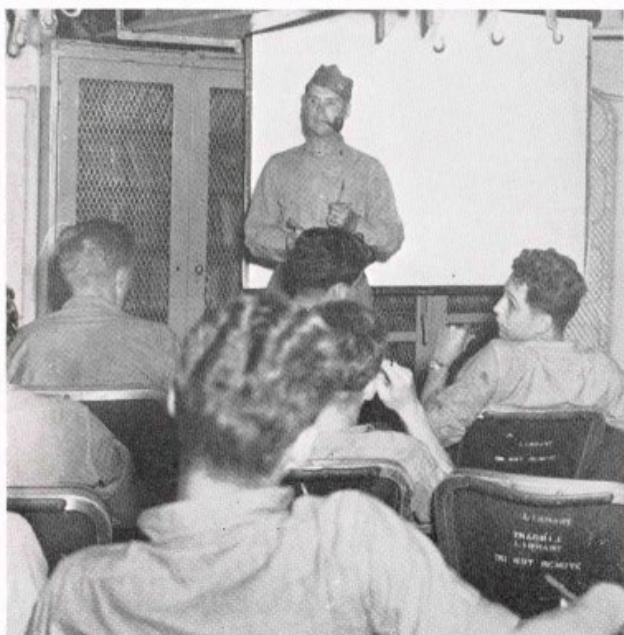
PEASHOOTERS ON THE FANTAIL



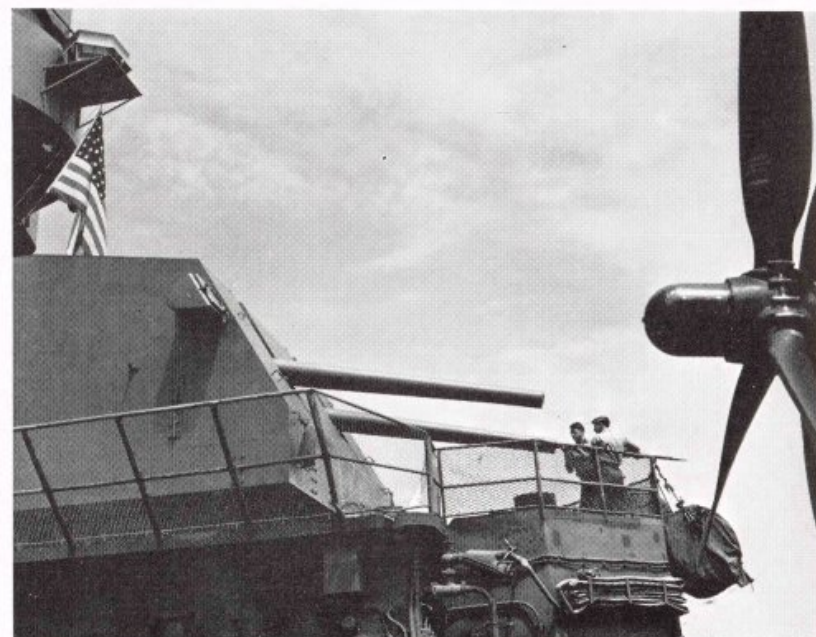




3rd DIVISION—GUNNERY DEPARTMENT

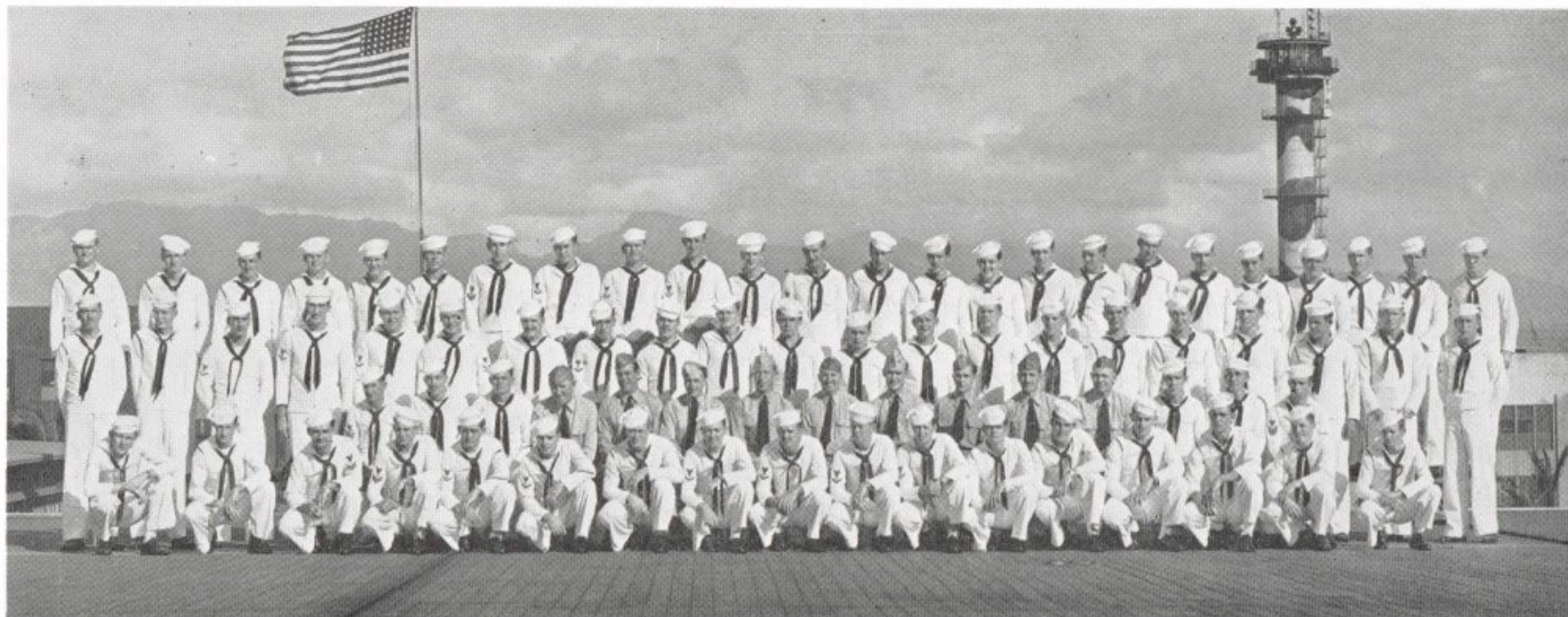


SCHOOL



MOUNT 7



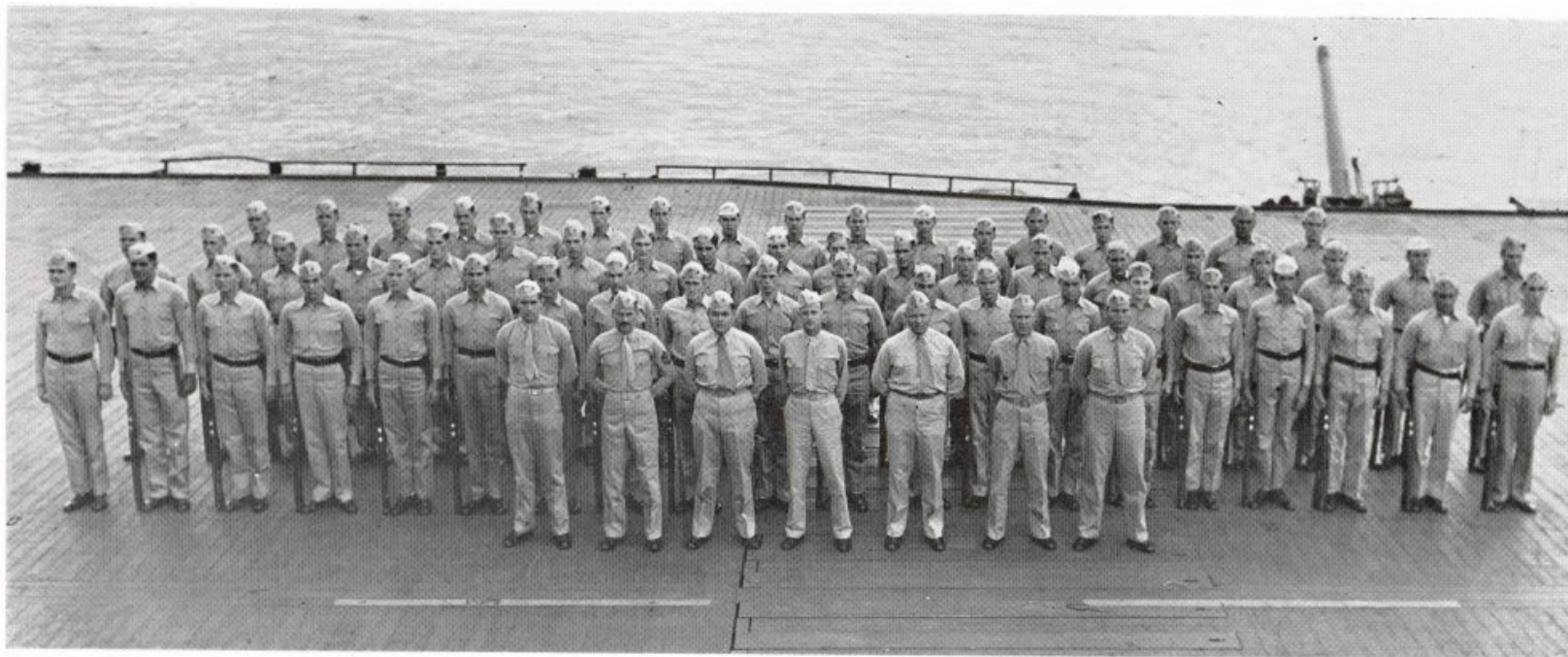


6th DIVISION—GUNNERY DEPARTMENT



OPTICAL SHOP





5th DIVISION—MARINE DETACHMENT



SPIT'N POLISH



MARINES CELEBRATE THEIR 169th  
BIRTHDAY, NOVEMBER 10th, 1944







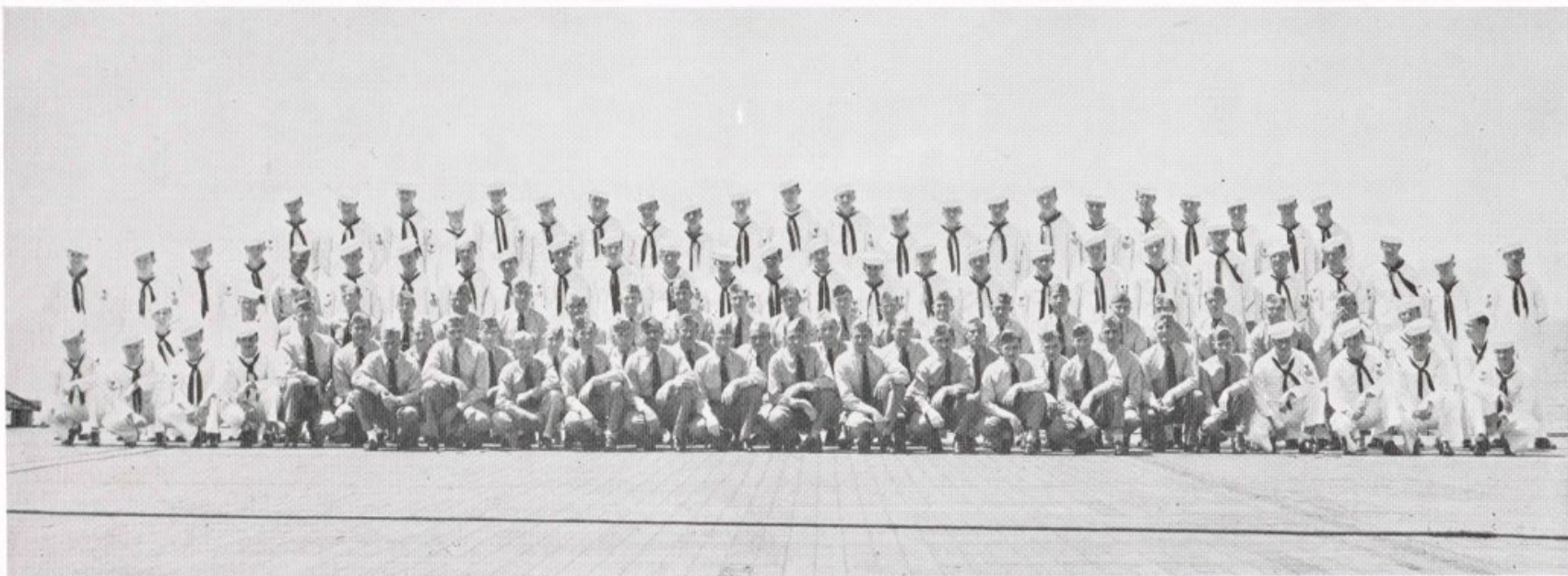
VICE ADMIRAL  
ARTHUR POWER,  
ROYAL NAVY,  
INSPECTS THE  
CORPS



"LEAGUE OF NATIONS"  
BRITISH, DUTCH AND AMERICAN SAILORS  
AND MARINES IN TRINCO







7th DIVISION—CONSTRUCTION AND REPAIR DEPARTMENT



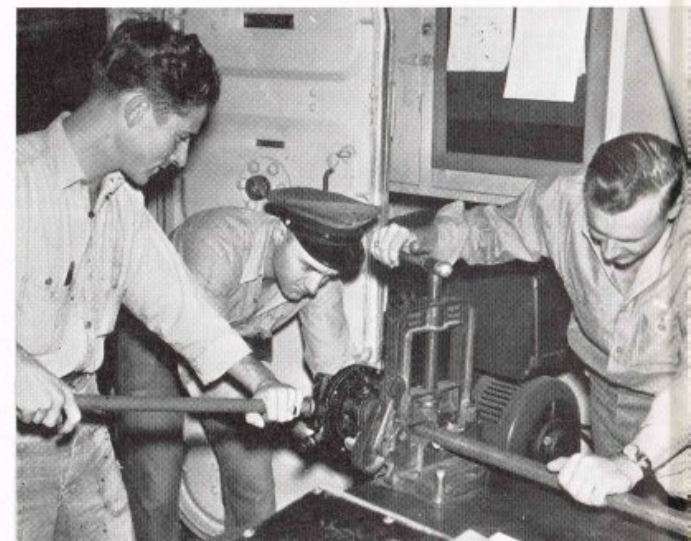
CARPENTER SHOP



PAINTERS

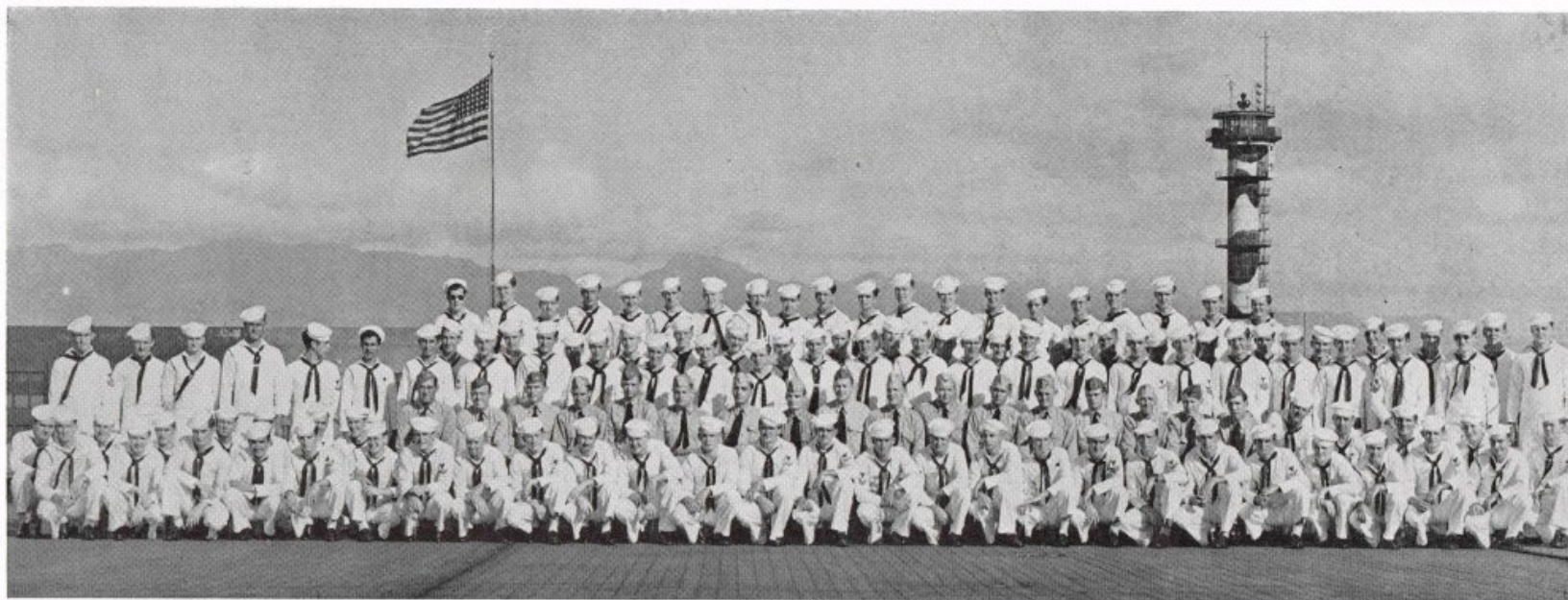


BOS'NS



PIPE SHOP





8th DIVISION—COMMUNICATION DEPARTMENT



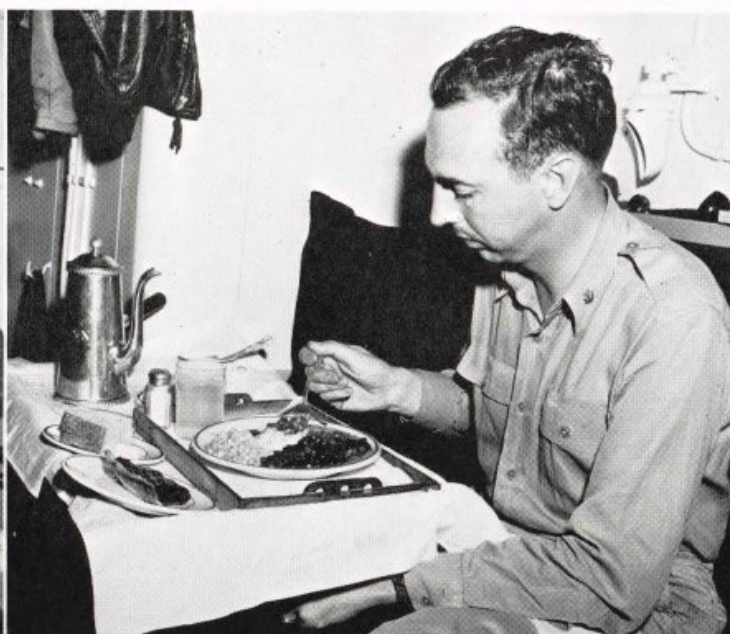




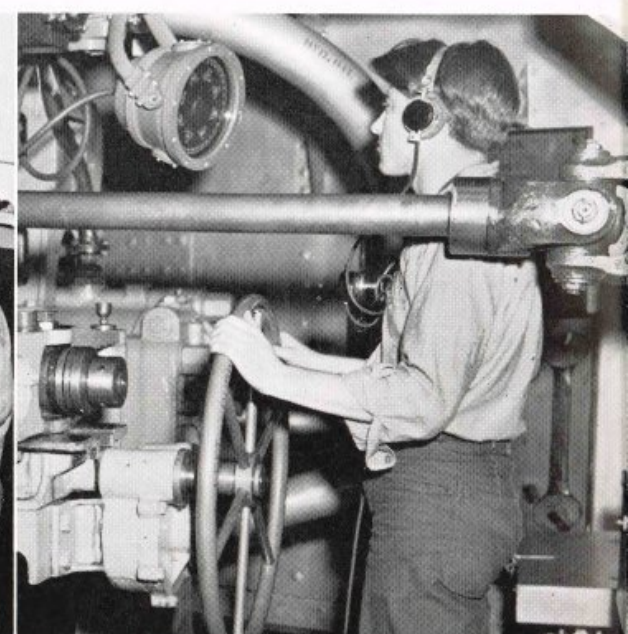
9th DIVISION—NAVIGATION DEPARTMENT



PILOT HOUSE

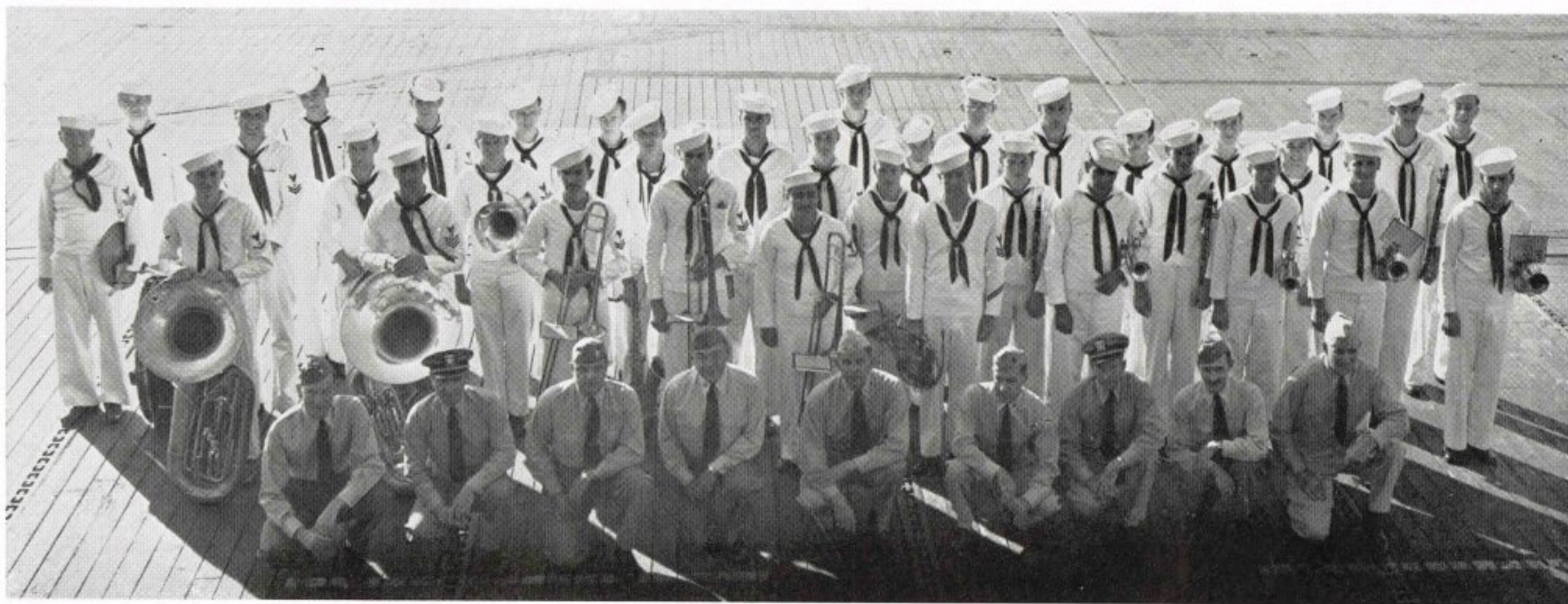


COMMANDER R. P. BEEBE  
NAVIGATOR



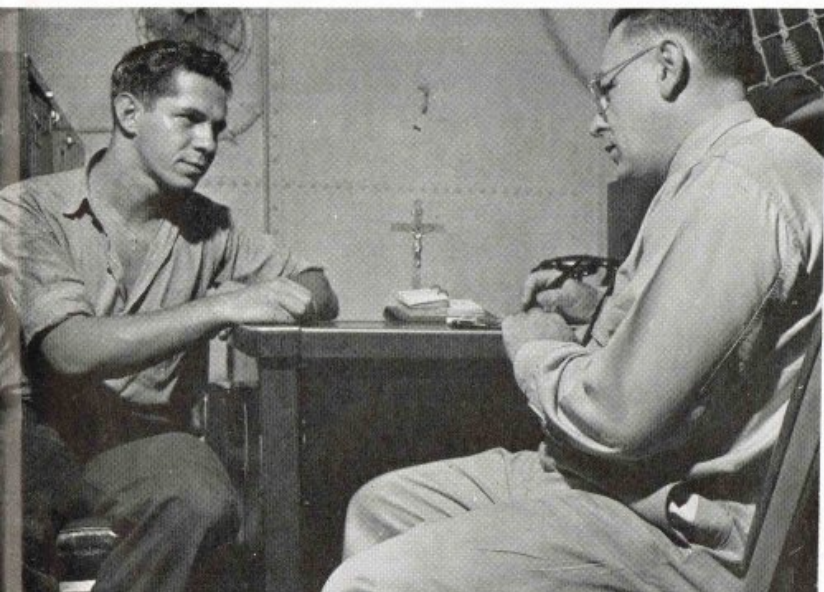
TRICK WHEEL





THE EXECUTIVE DEPARTMENT

SKY PILOT

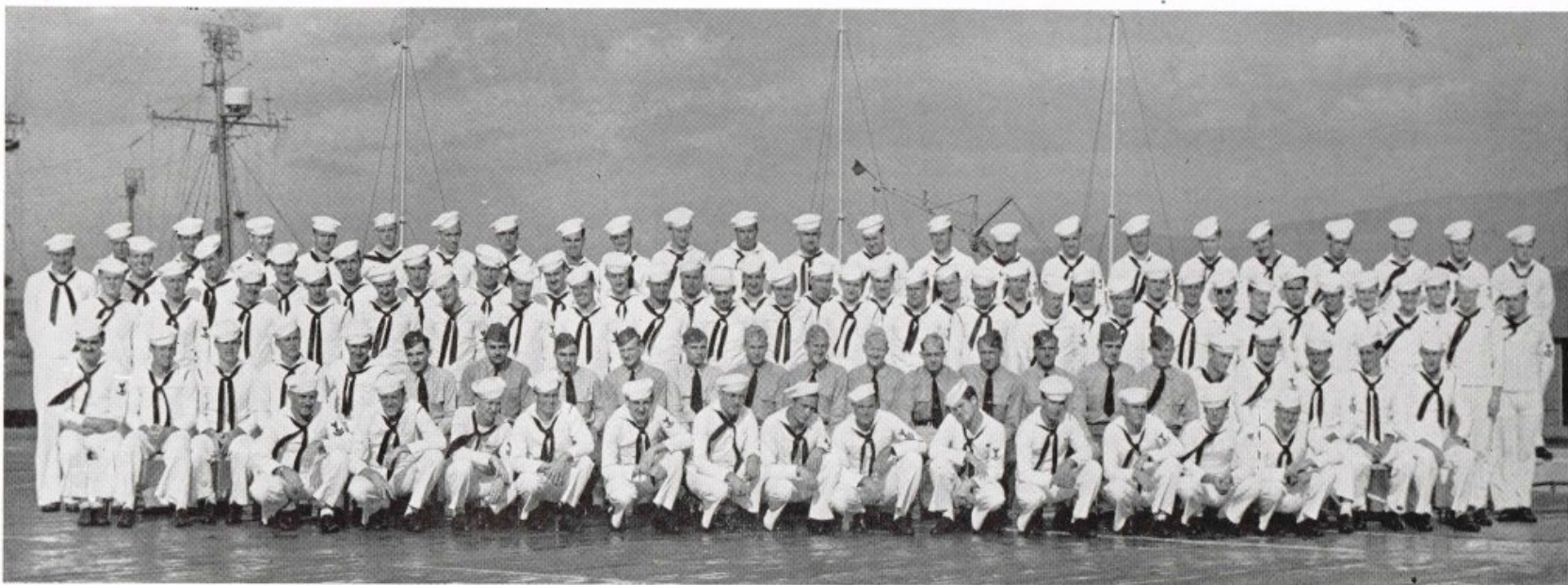






MAIN CONTROL  
DEDICATED TO THOSE SAILORS WHO SELDOM SEE THE SEA

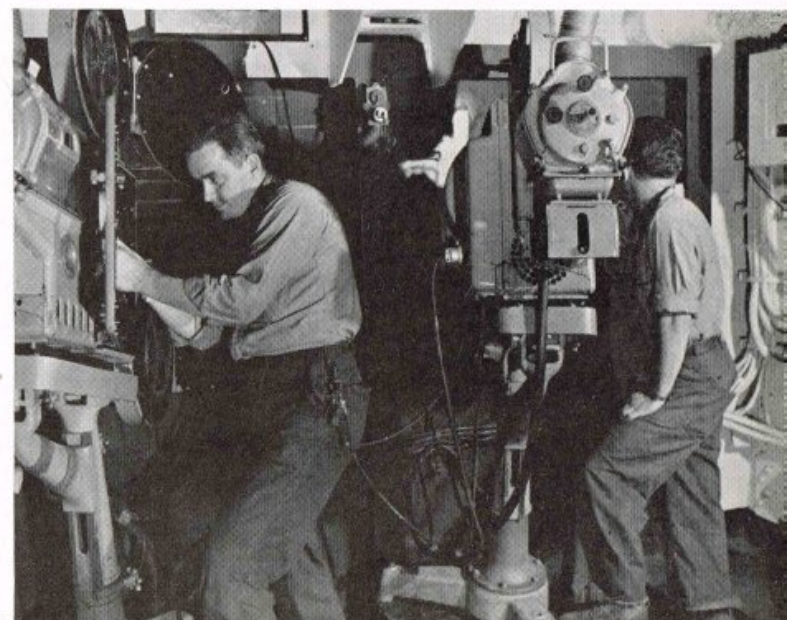




10th DIVISION—ENGINEERING DEPARTMENT

THE "MAGGER"

GYRO AFT



MOVIE BOOTH





11th DIVISION—ENGINEERING DEPARTMENT

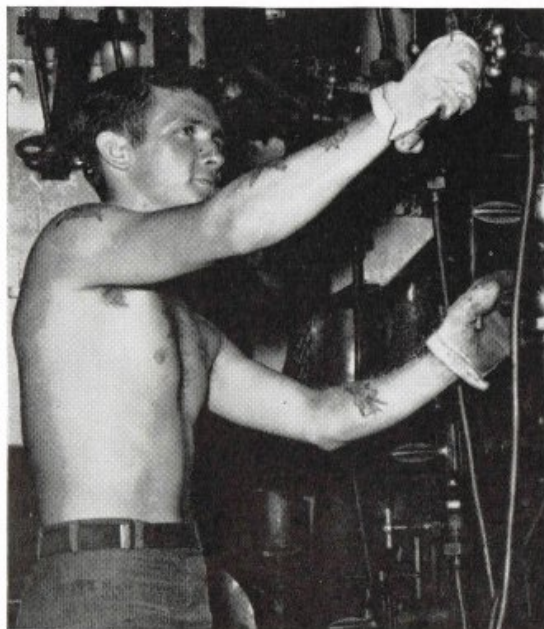


12th DIVISION—ENGINEERING DEPARTMENT



# MACHINERY

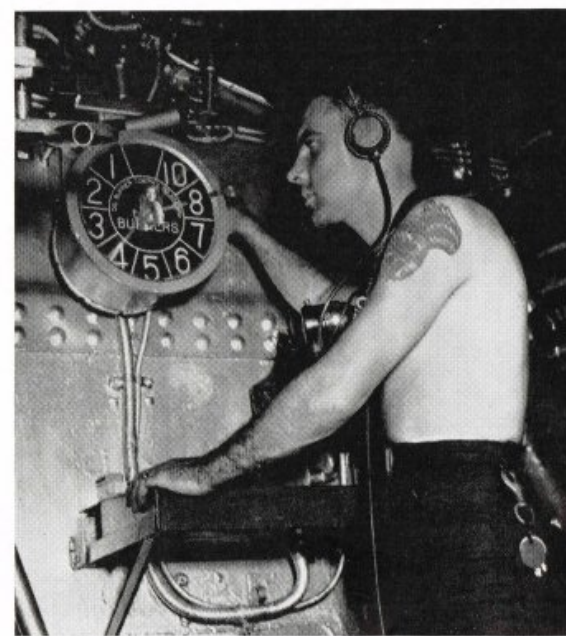
FUEL OIL BURNER



ENGINE ROOM CONTROL



THROTTLE BAKER



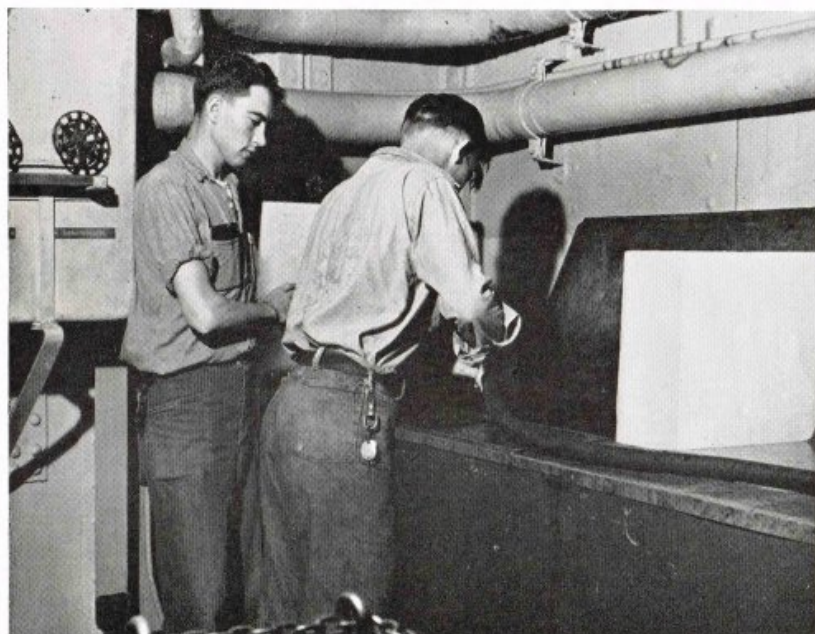
FIREROOM WATCH

# SPACES

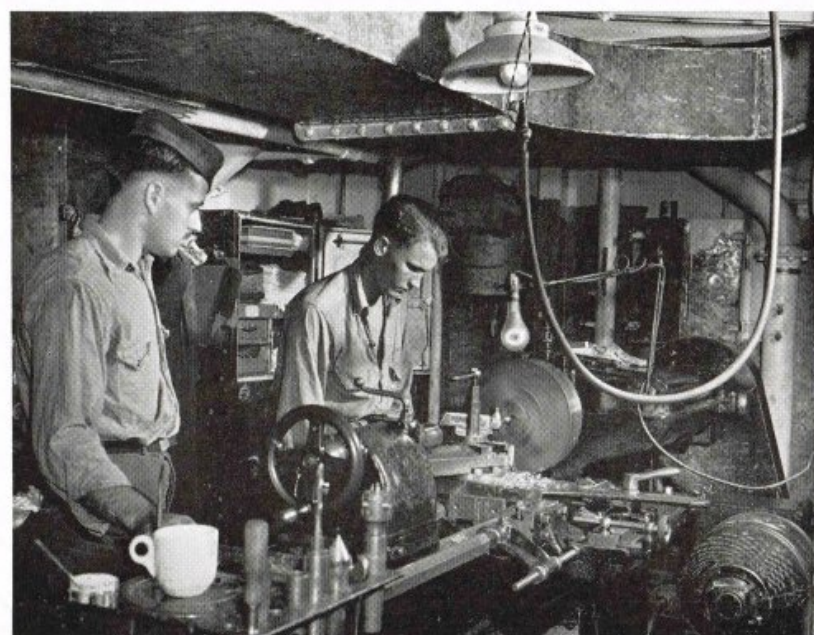




13th DIVISION—ENGINEERING DEPARTMENT



ICE PLANT

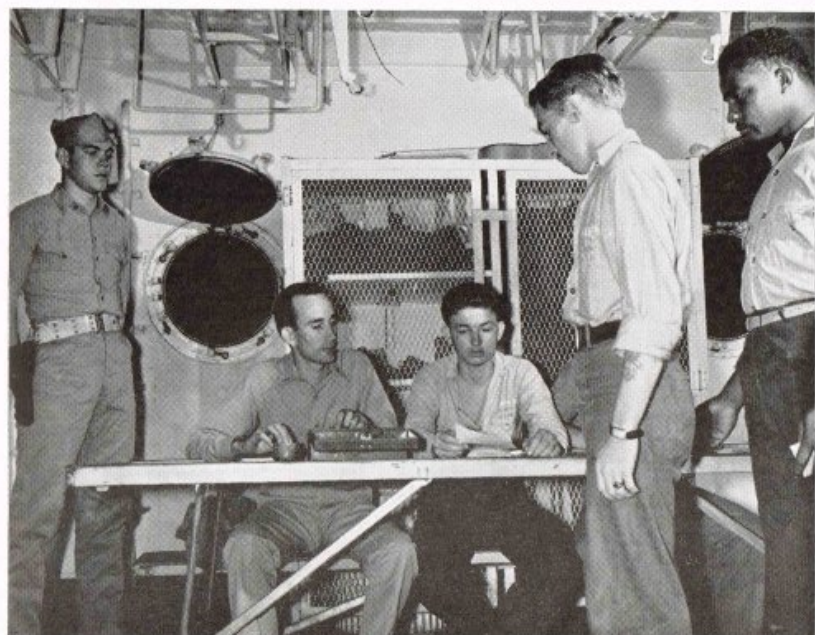


MACHINE SHOP





14-1 DIVISION—SUPPLY DEPARTMENT



"HAPPY IS THE DAY"



STOREKEEPERS





BARBER SHOP



SMALL STORES



TAILOR



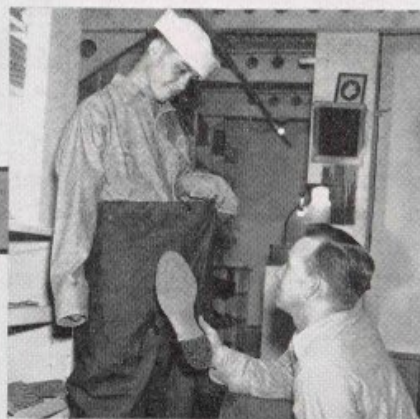
PRESS SHOP



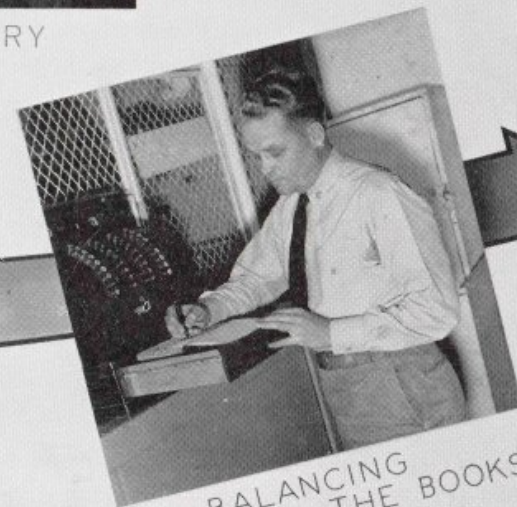
LAUNDRY



FOUNTAIN



SHIP'S STORE



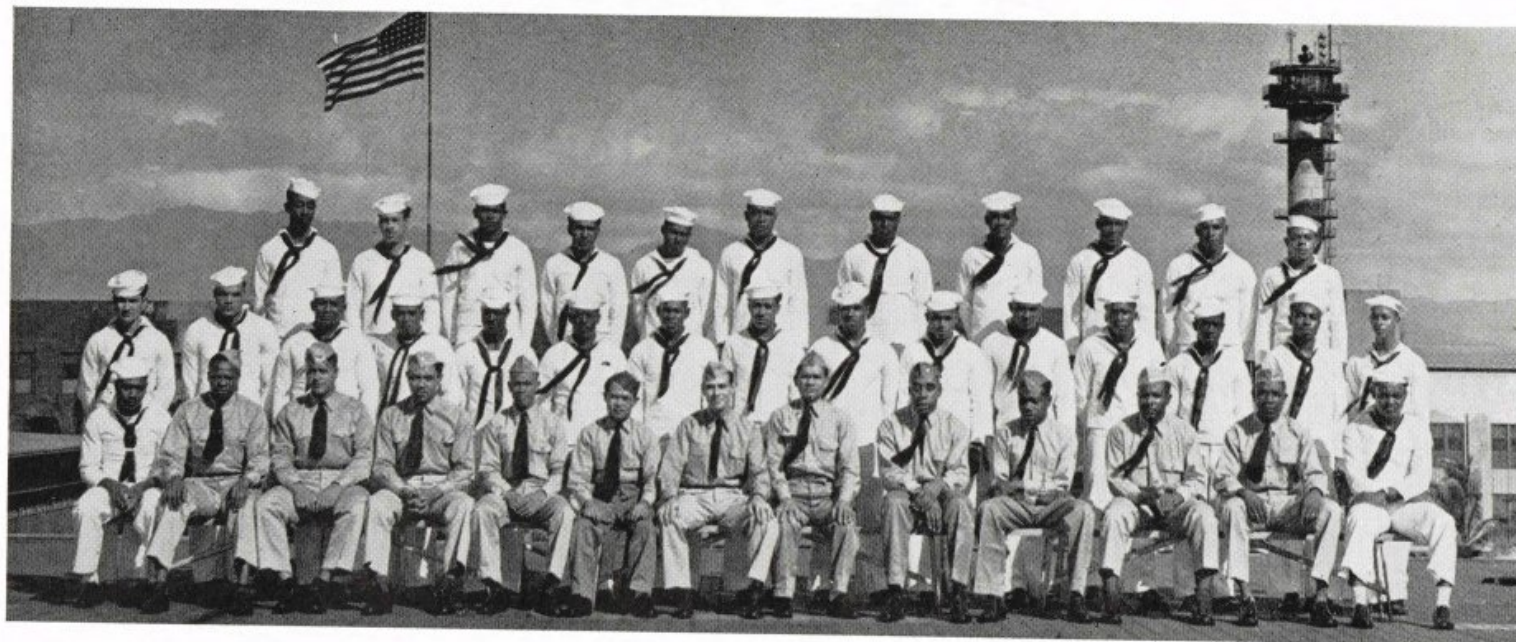
BALANCING THE BOOKS

**SHIP'S**

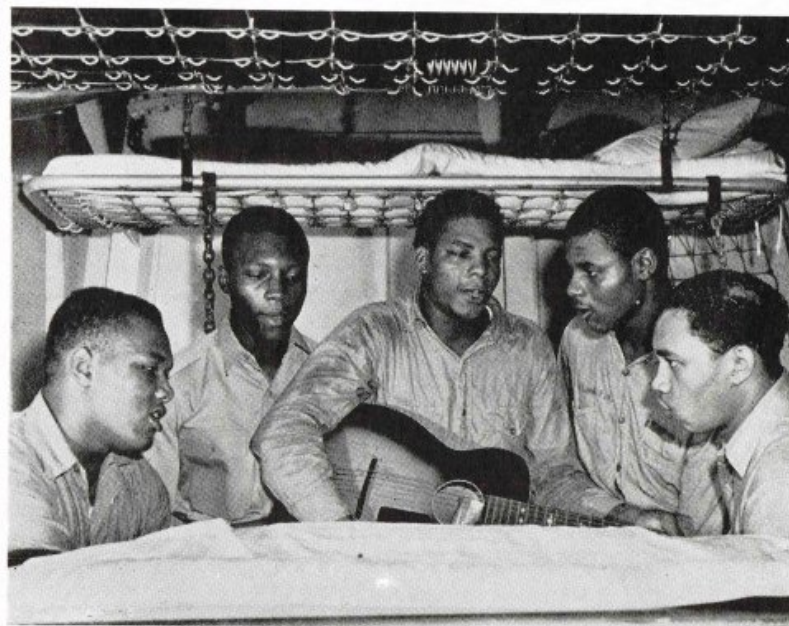
**SERVICE**

**DEPARTMENT**



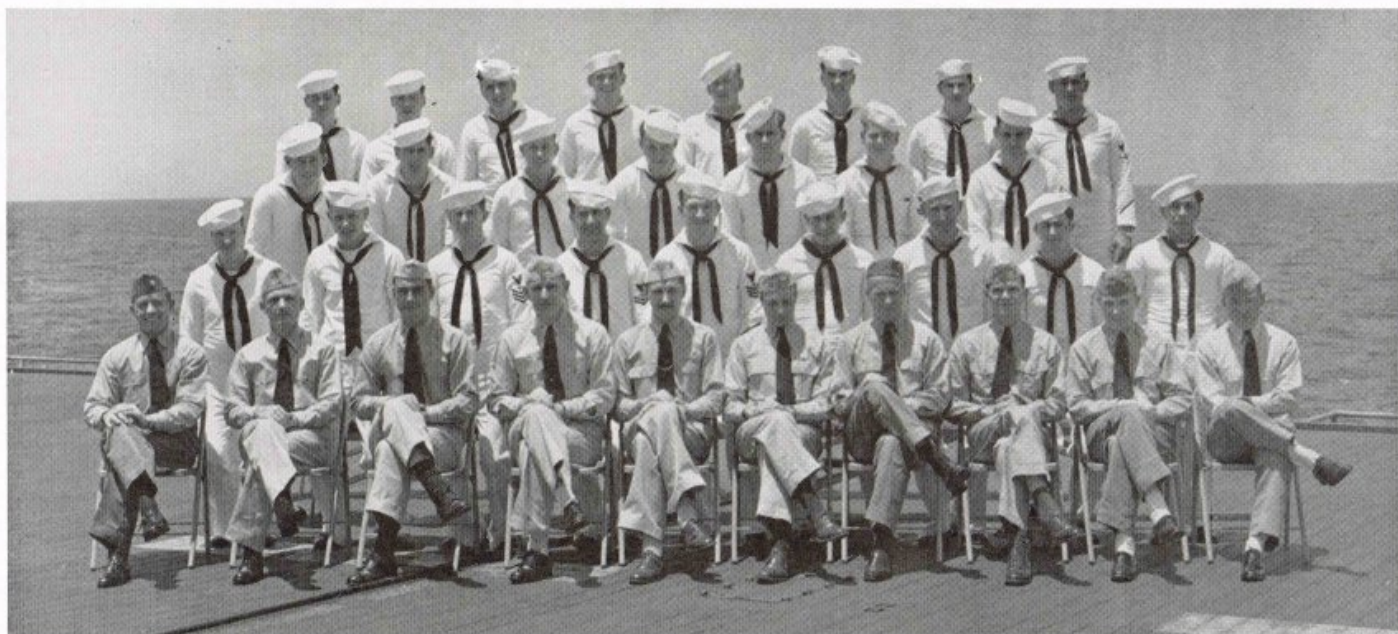


14-2 DIVISION—SUPPLY DEPARTMENT

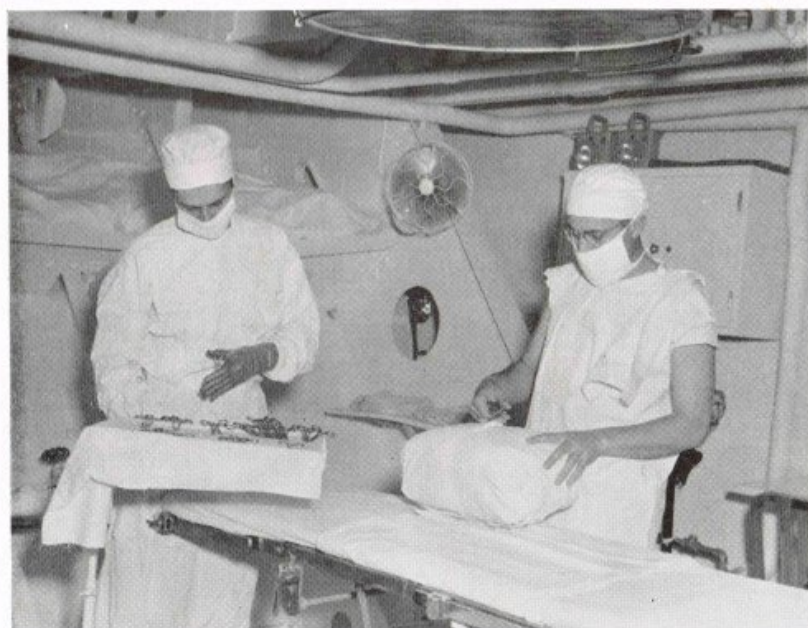


HOWARD L. SMITH





15th DIVISION—MEDICAL DEPARTMENT

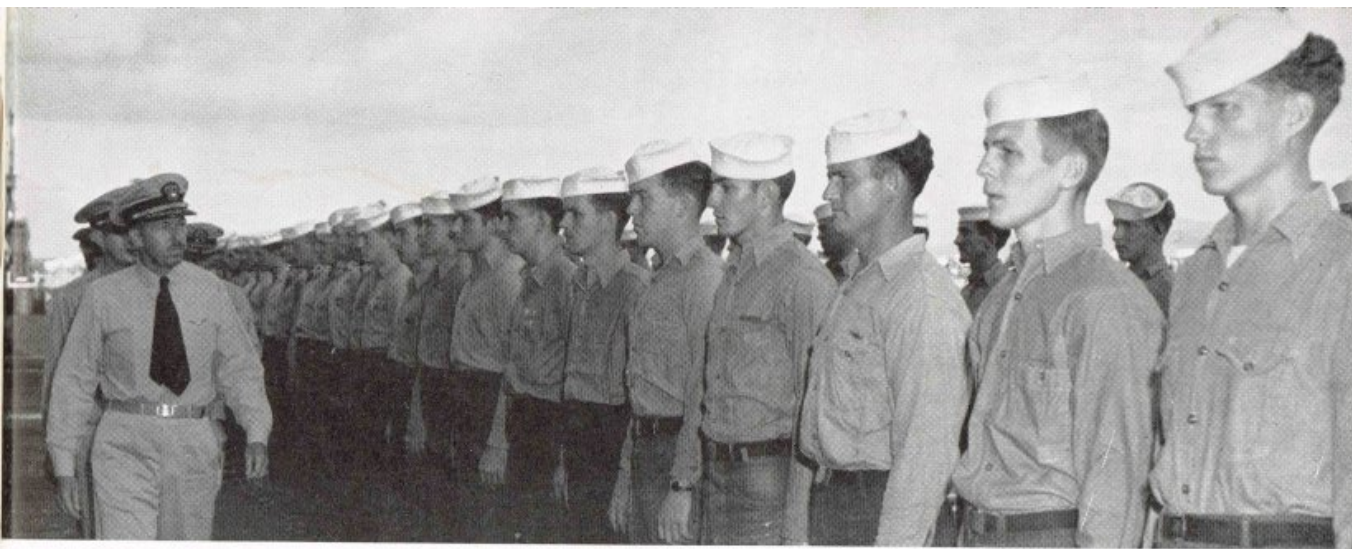


BUTCHER SHOP



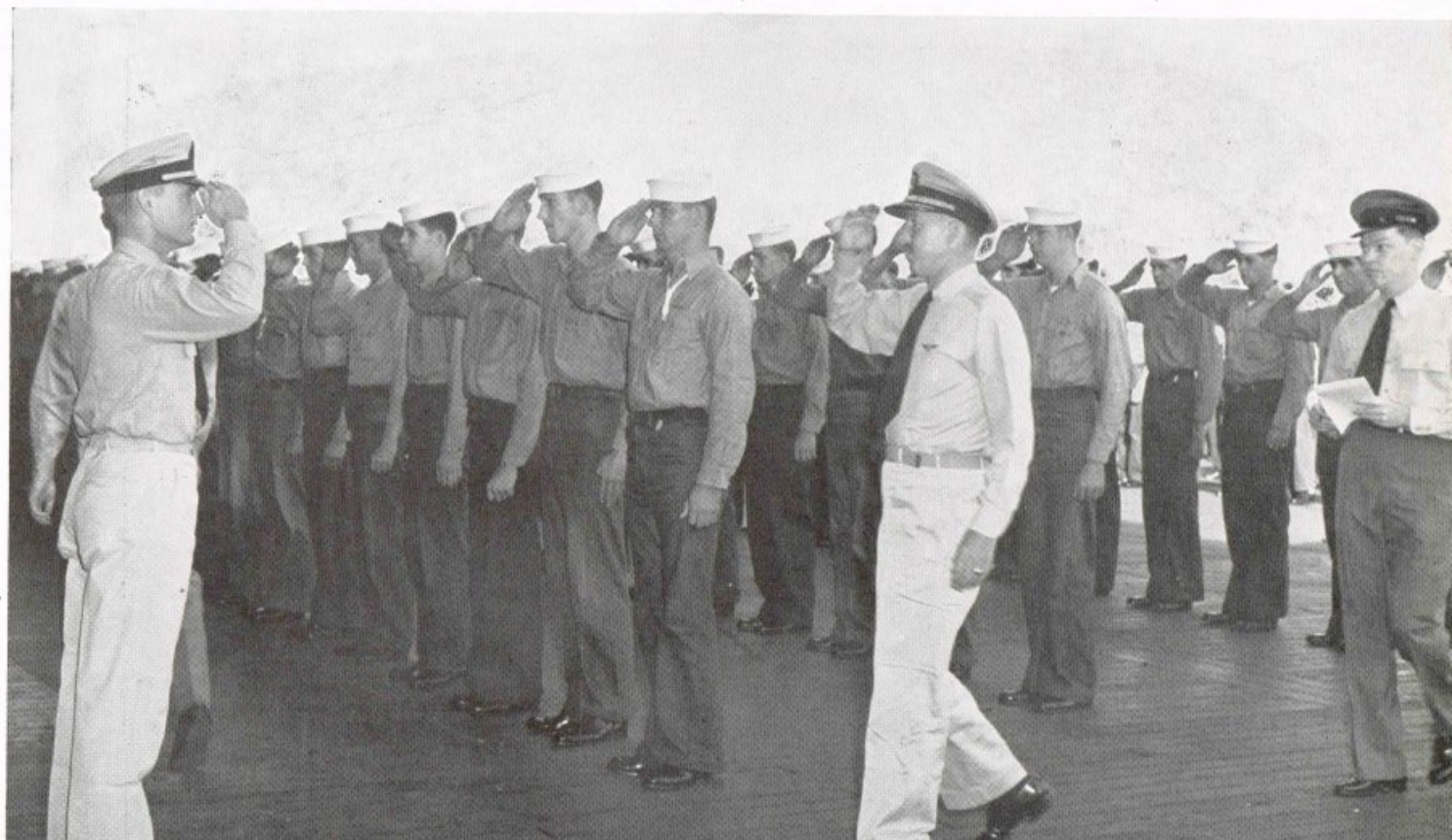
SICK BAY WARD





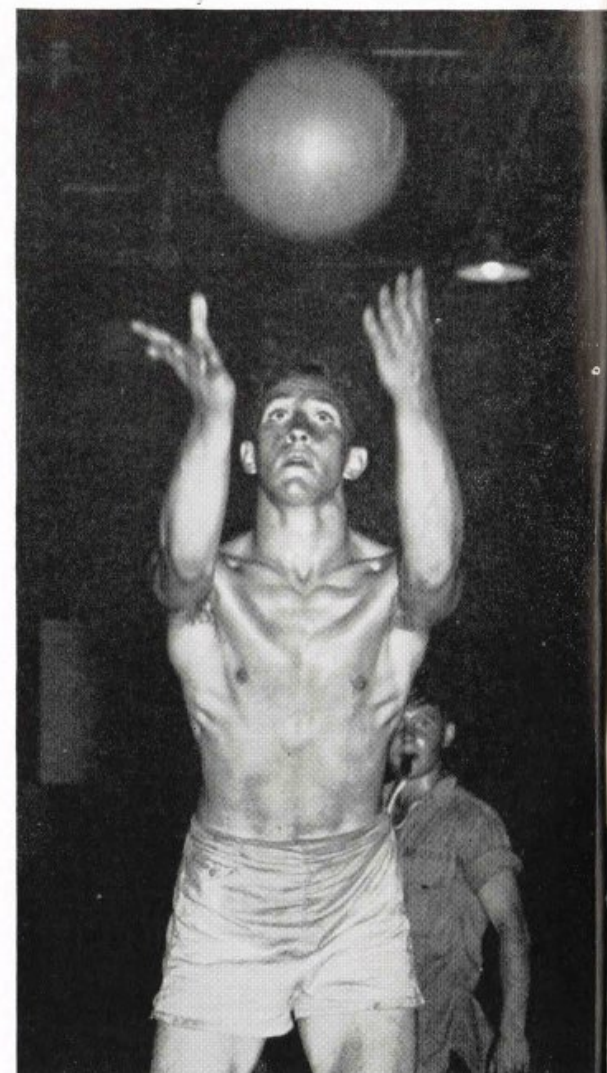
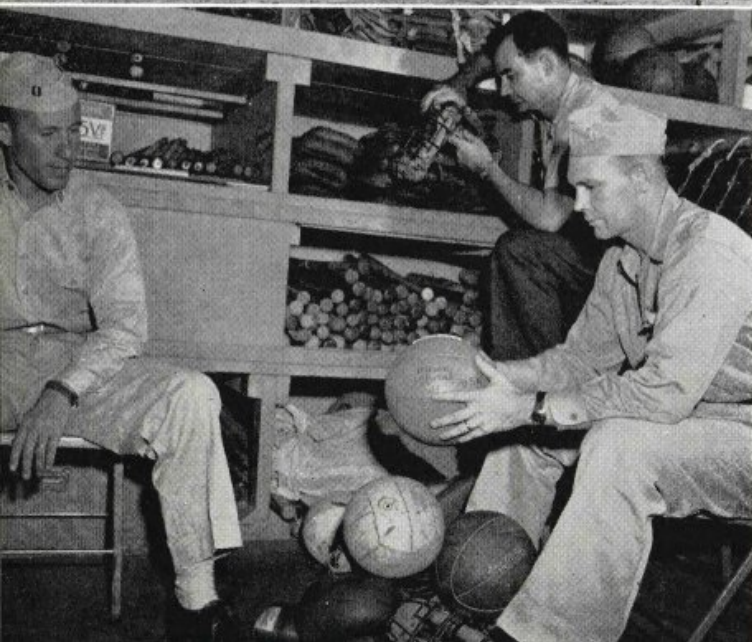
8th DIVISION

## CAPTAIN'S INSPECTION



4th DIVISION





FREE THROW

SARA'S

SPORTS





MARBLES



ARGUMENT



CAMP ANDREWS

OFFICER  
VOLLEYBALL  
CHAMPS





OFFICERS vs.  
PHARMACISTS

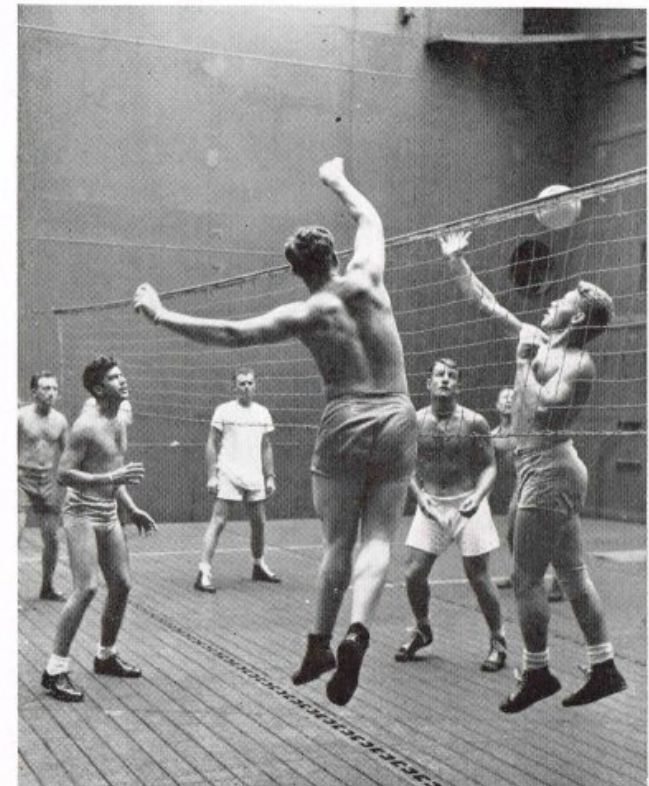
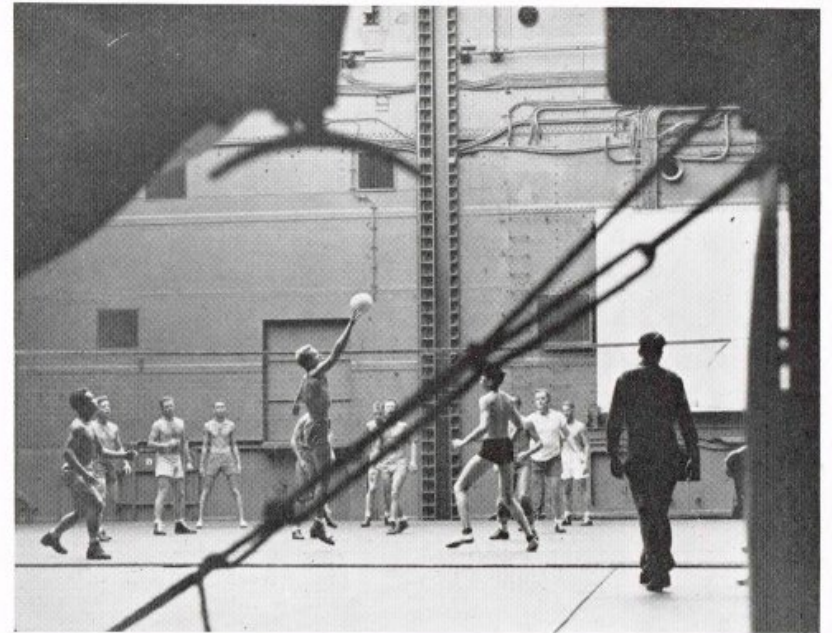
MARINES vs. CORREGIDOR



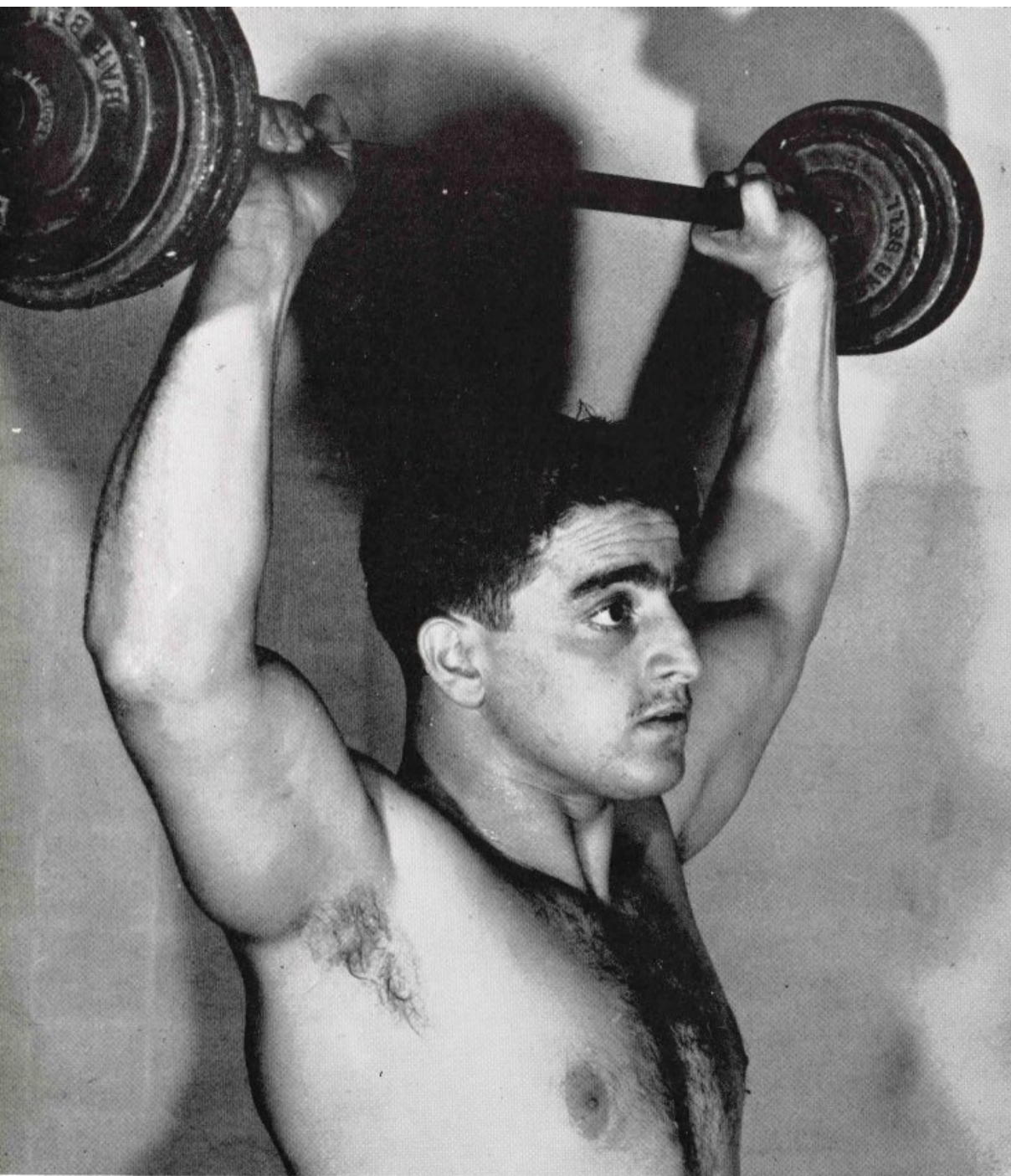




ACTION ON THE HANGAR DECK

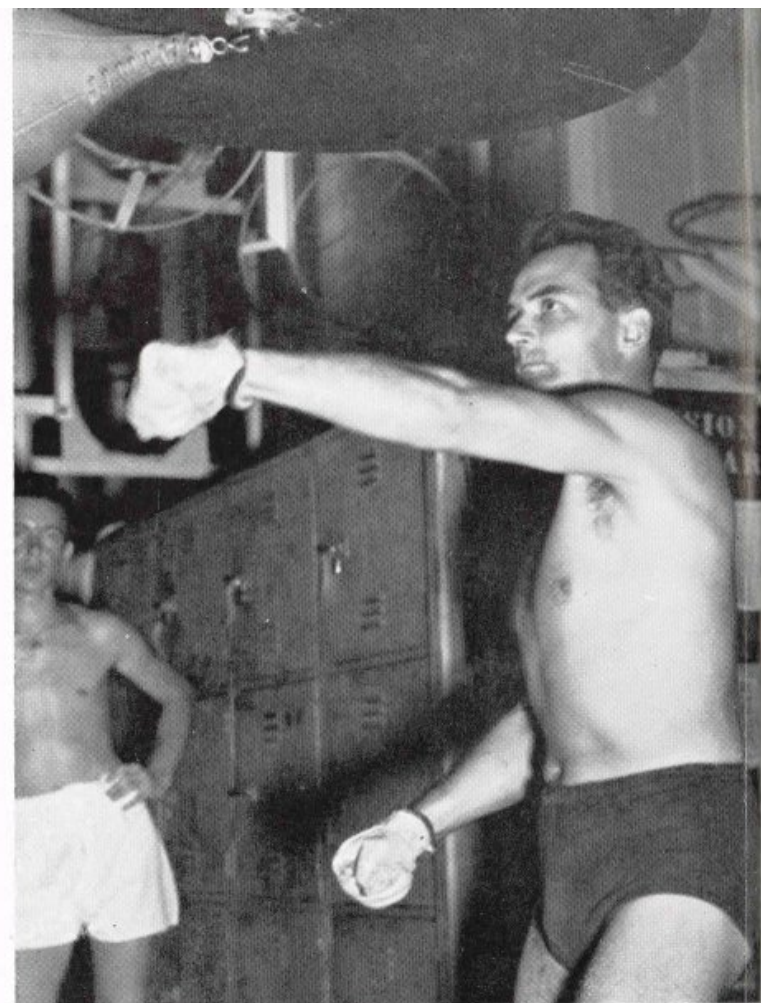






WEIGHT LIFTER

WORK-  
OUT



PUGS  
OF  
'42







SKI PARTY  
MOUNT RAINIER, APRIL, 1945

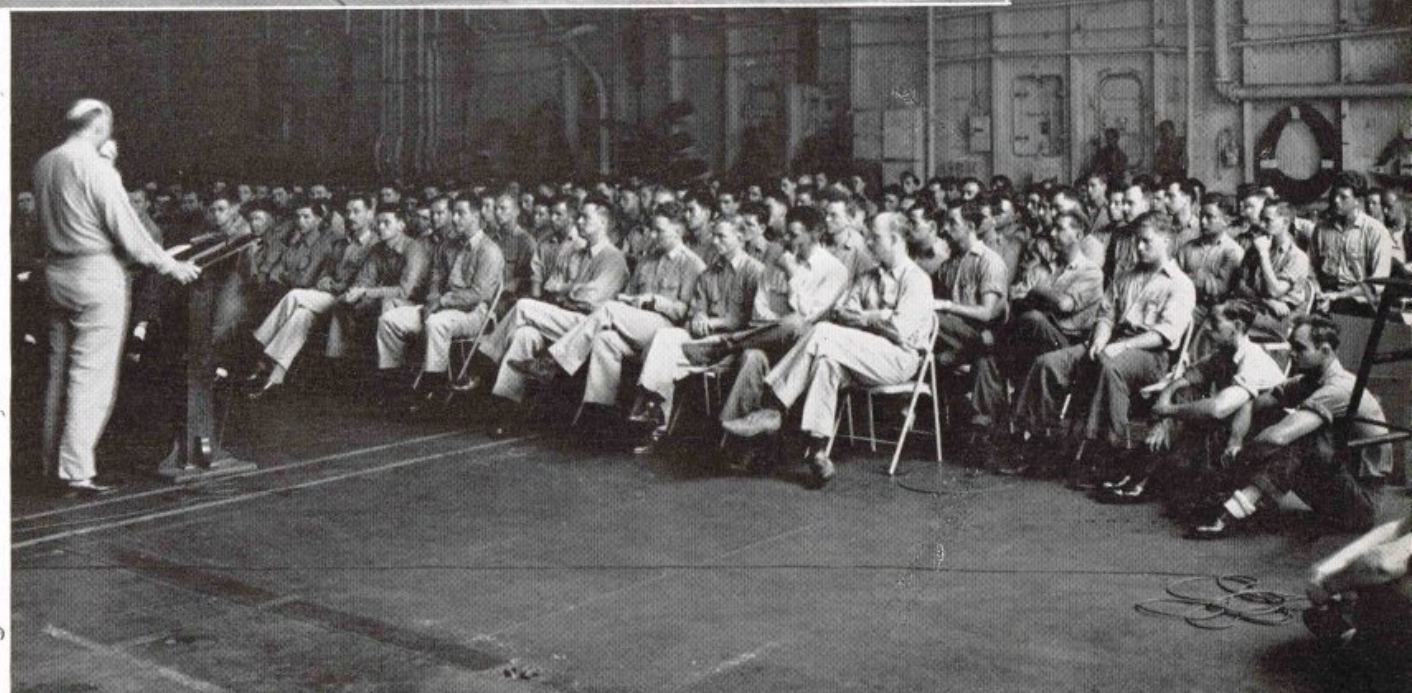
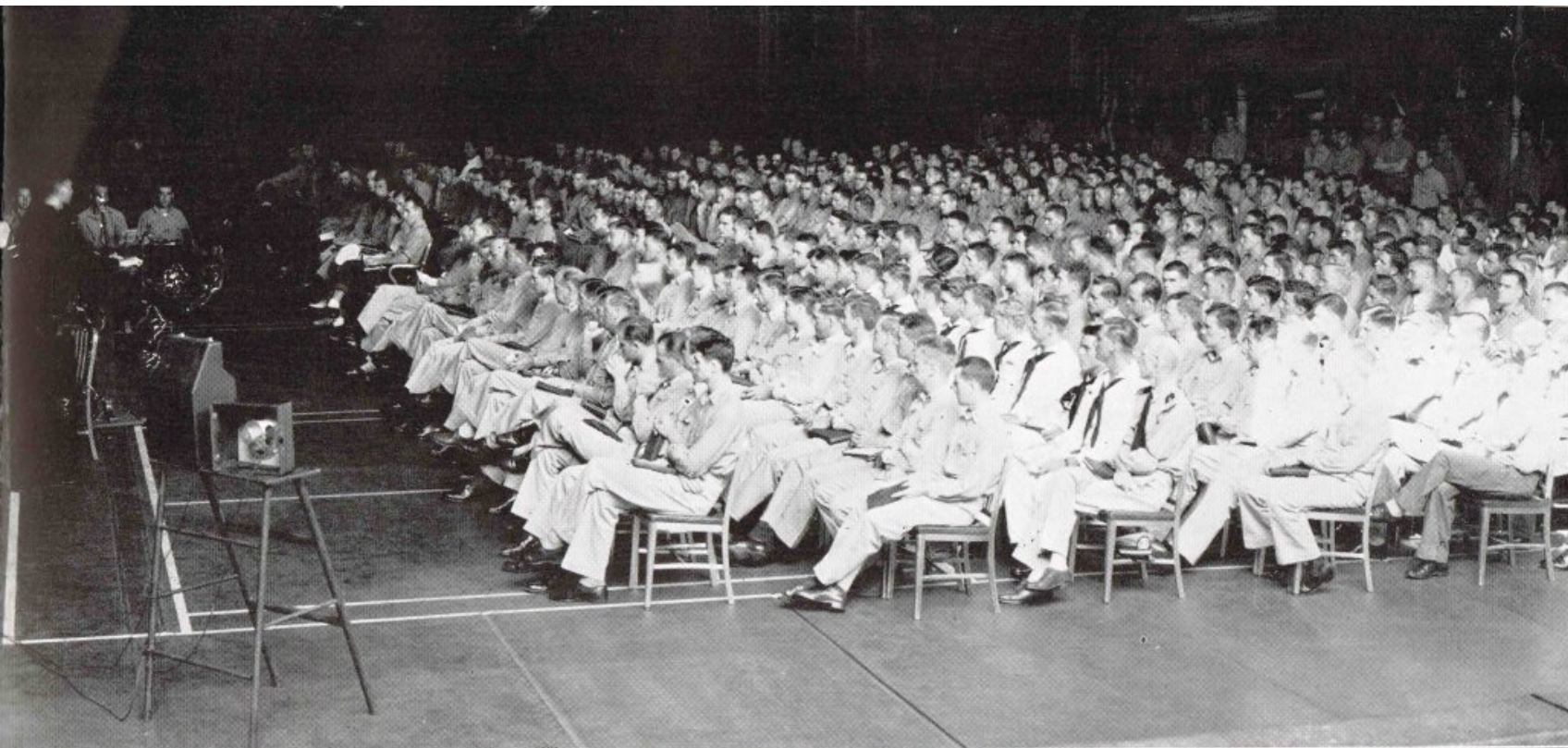


# C H U R C H



CATHOLIC MASS IN THE CREW'S LIBRARY





EASTER SERVICES IN  
INDIA, 1944

PROTESTANT SERVICE ON  
THE HANGAR DECK



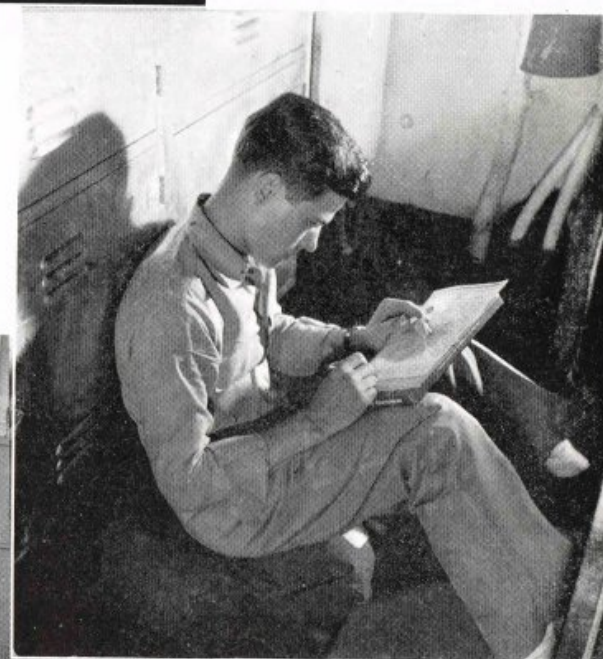
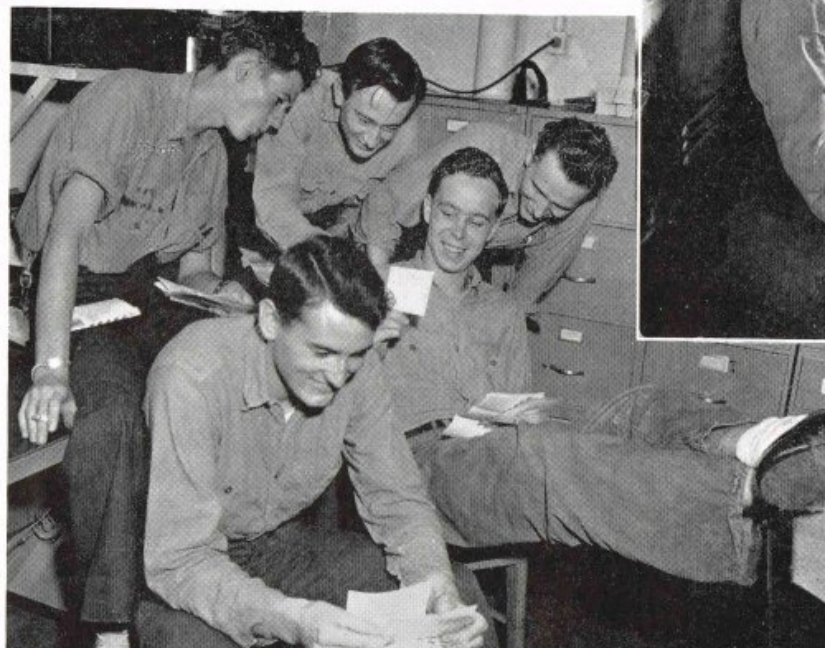


**MAIL**





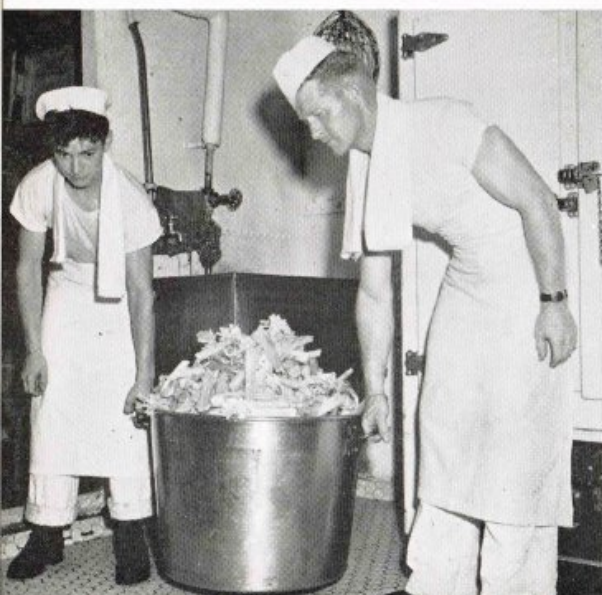
# CALL



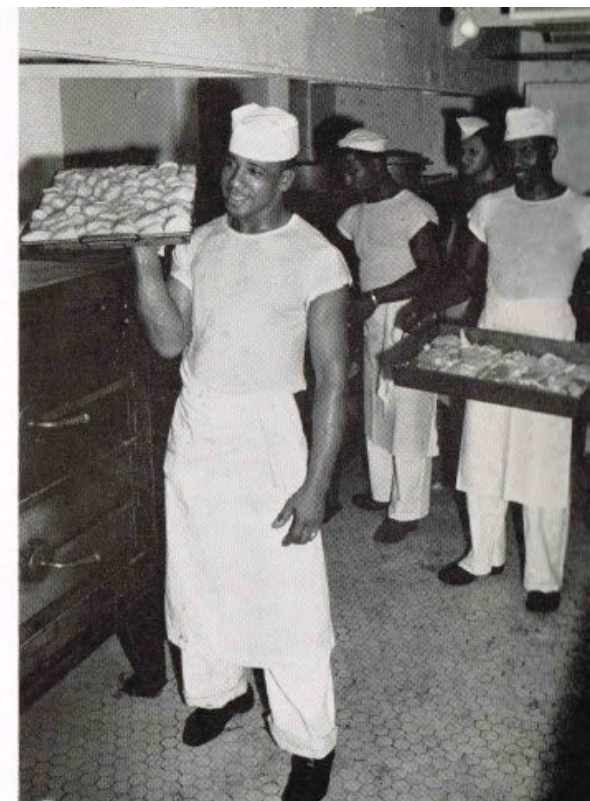
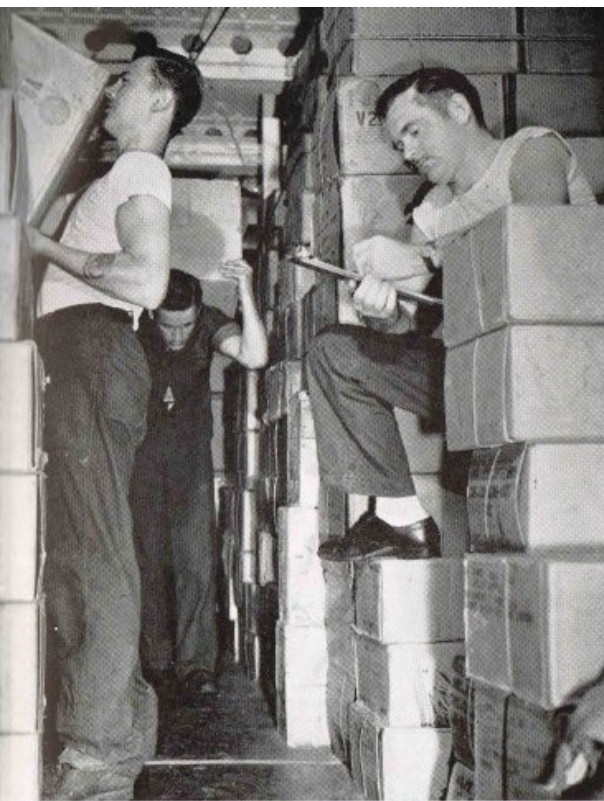




# CHOW







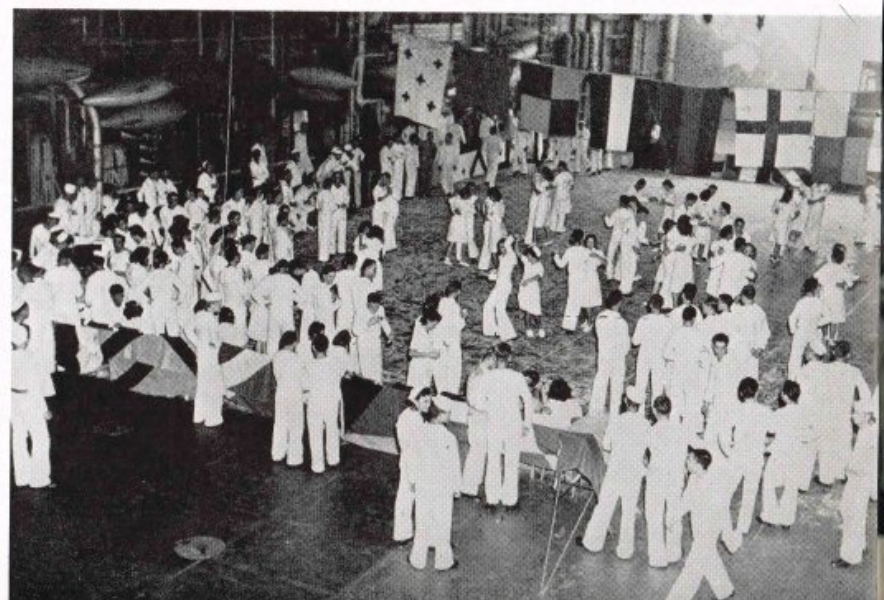
D O W N







## DANCES







A SHINDIG FOR V-3 AT FORD ISLAND, OAHU



COMMANDER AND  
MRS. HOGLE







PALACE HOTEL, DECEMBER 1943  
SAN FRANCISCO

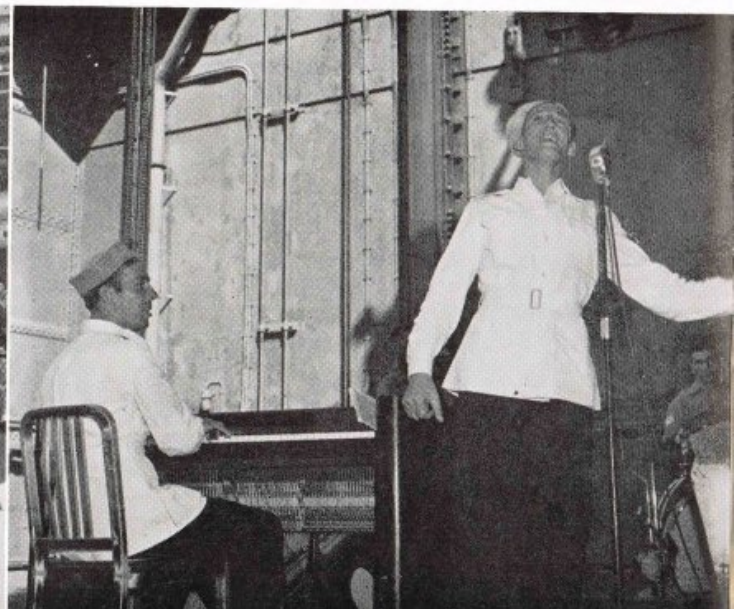
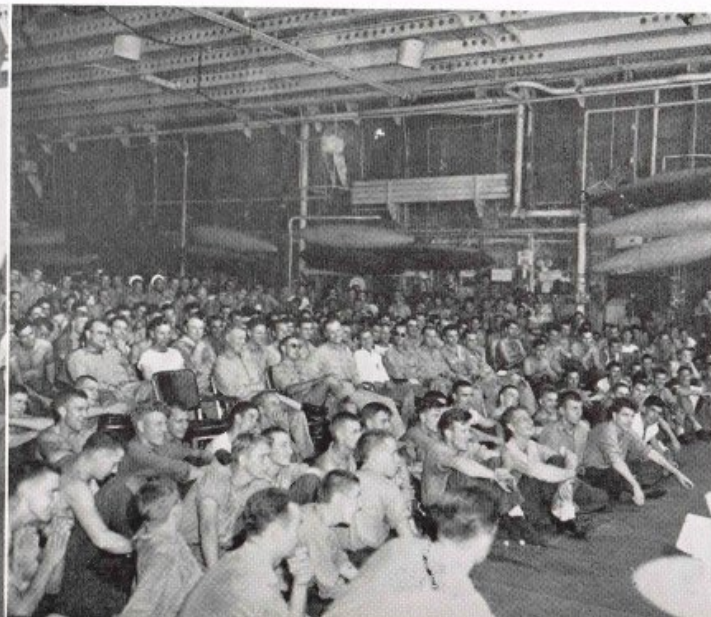








## FAR EAST SHOW







HULA



SHOW







BOB CROSBY AND COMPANY





CLAUDE THORNHILL

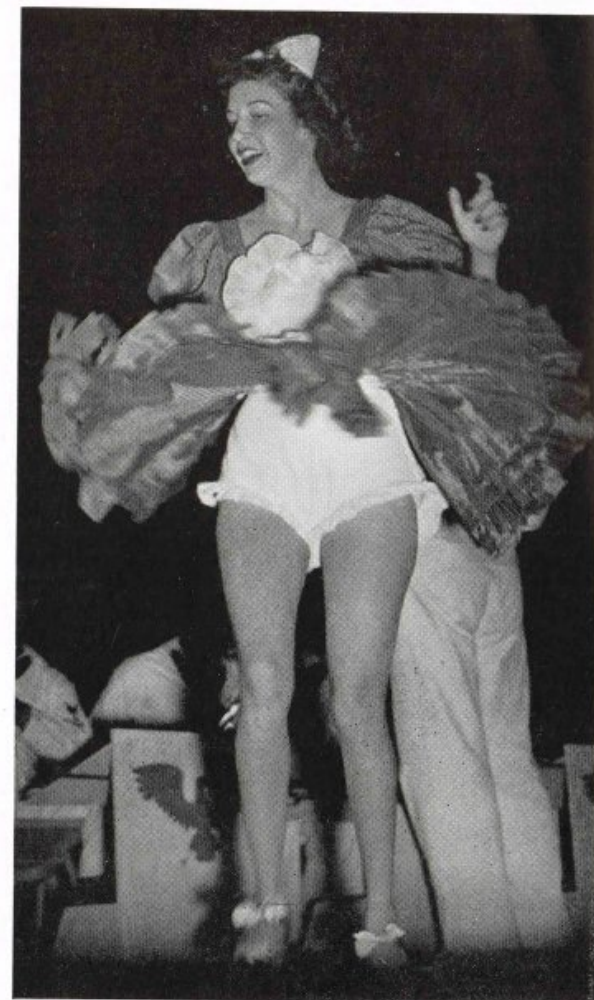
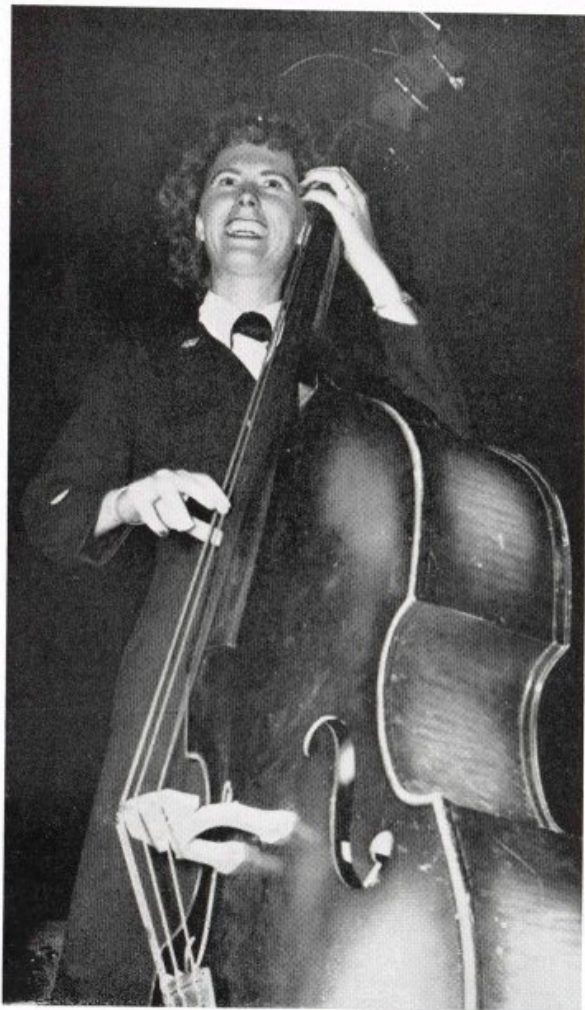


DENNIS DAY



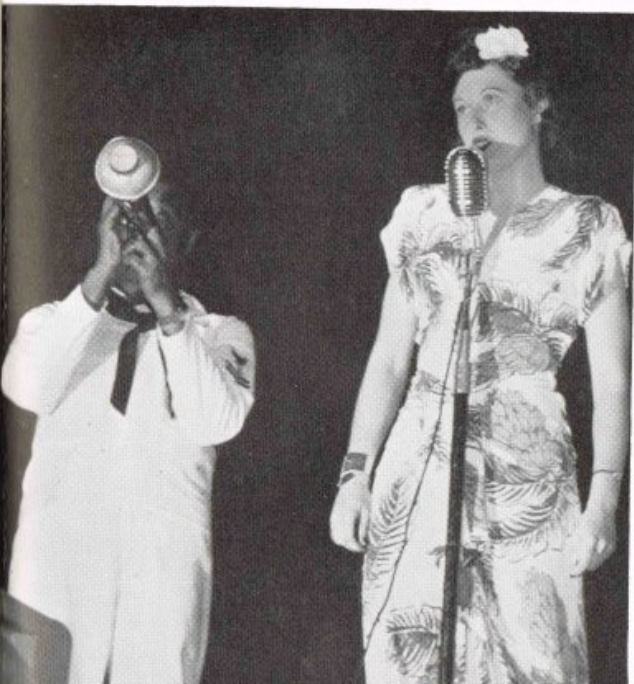
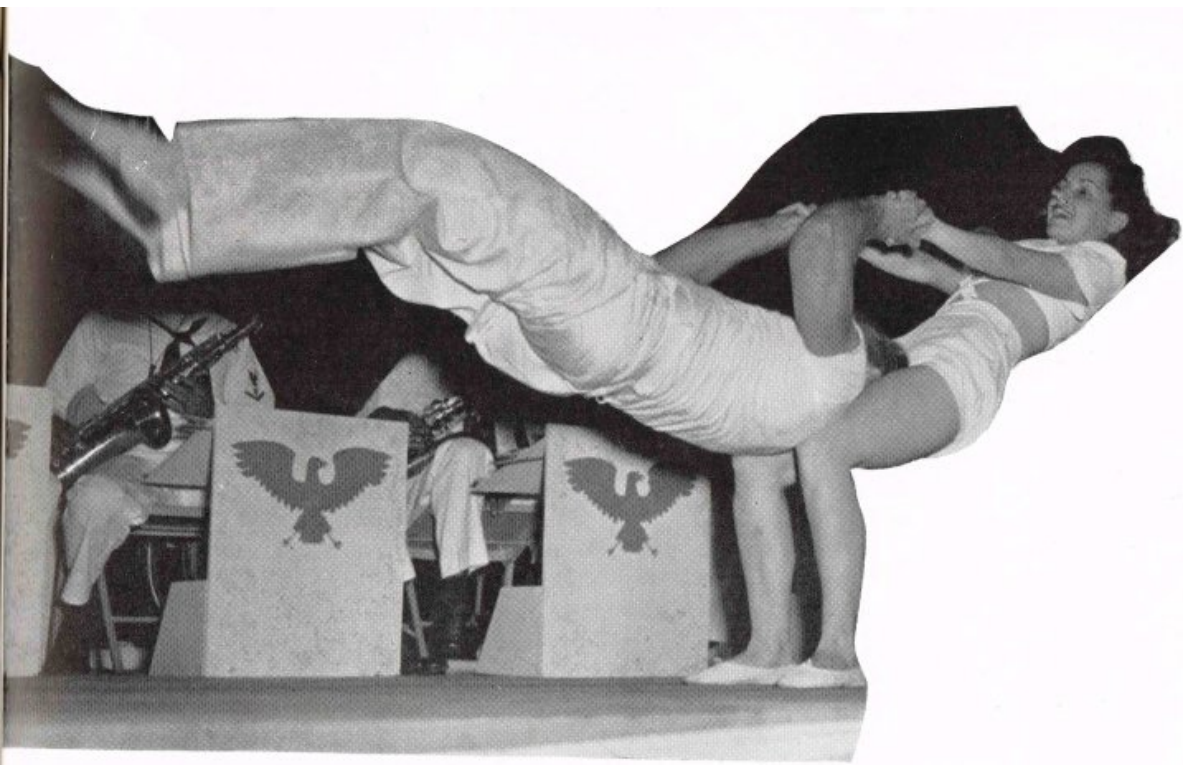
TOMMY RIGGS





## NAUTICAL NONSENSE











AREA



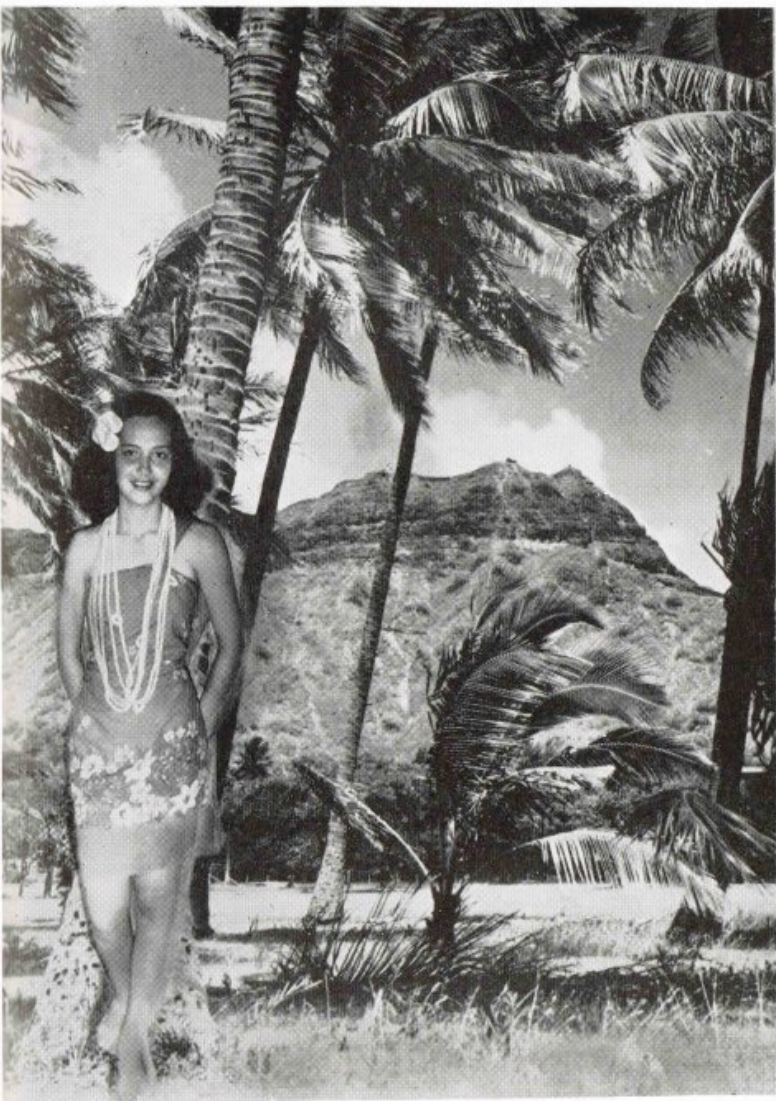
WAIKIKI BEACH





DIAMOND HEAD





NATIVES



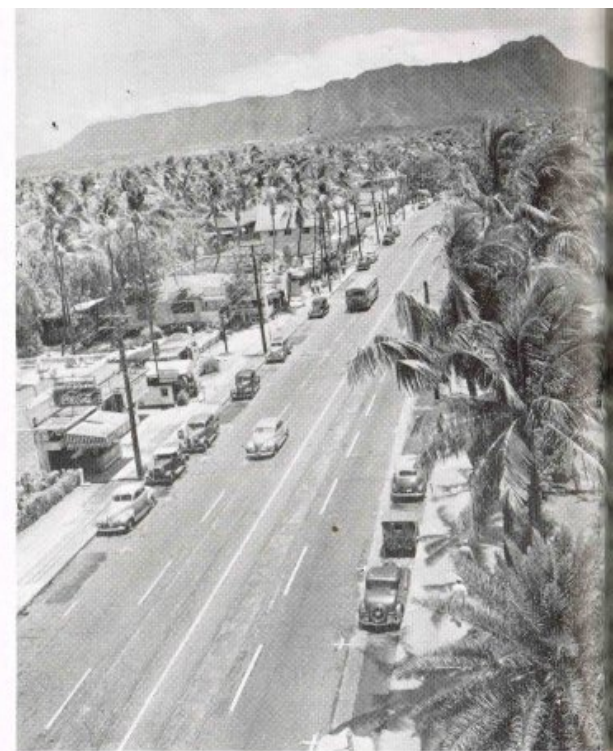




DOWNTOWN



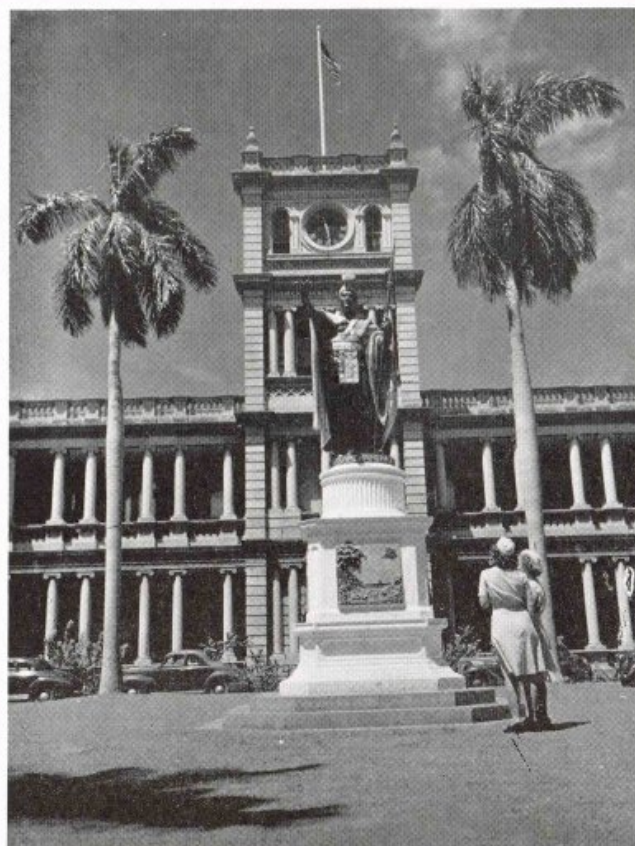
AH! PLEASE



KALAKAUA BOULEVARD



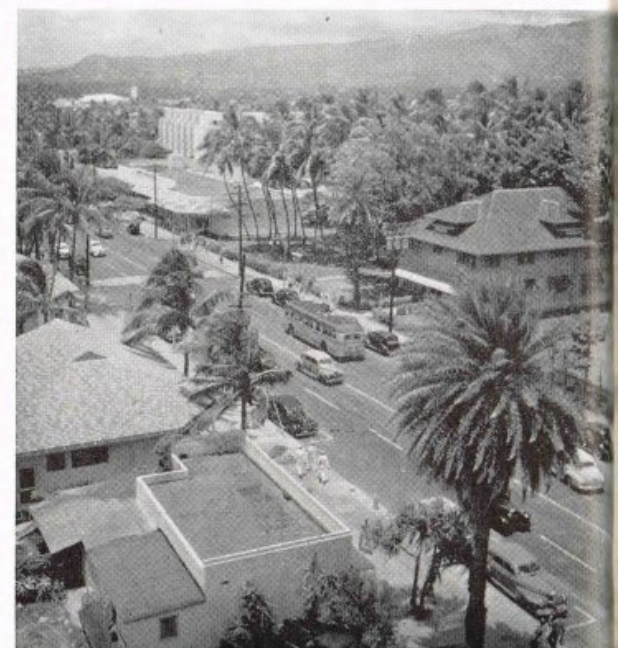
ARMY-NAVY USO



KING KAMEHAMEHA



PICTURES







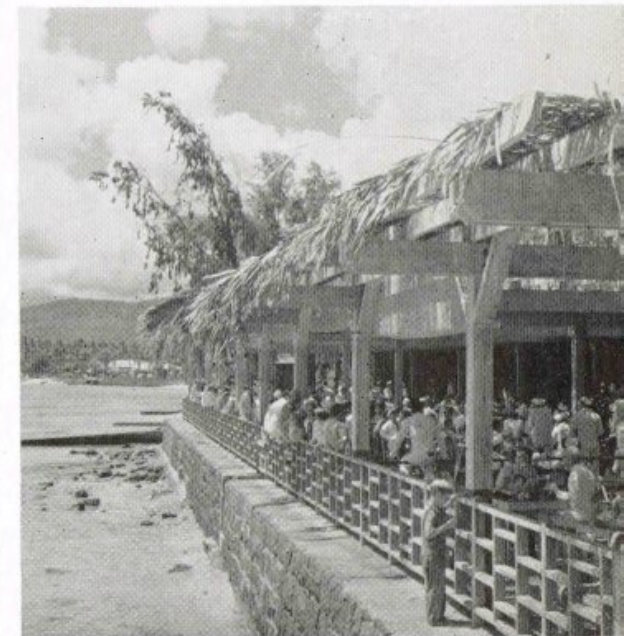
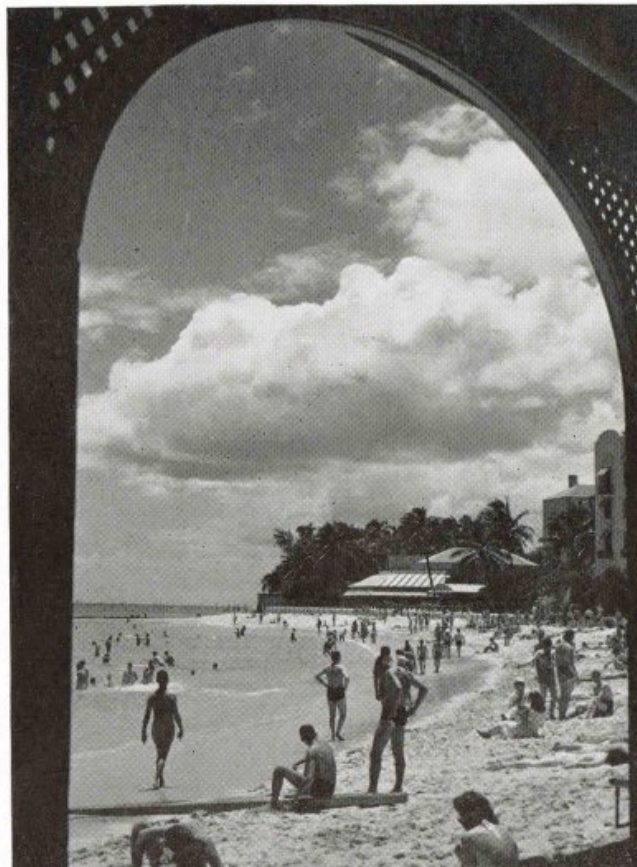
THE ROYAL HAWAIIAN



BUS STOP



THE MOANA







REAR ADMIRAL R. E. JENNINGS ANNOUNCES  
THE END OF HOSTILITIES... OVER THE LOUD  
SPEAKER SYSTEM

# T H E W A R S O V E R



THE CREW HAILS THE GOOD WORD



VICTORY KISS





FLIGHT DECK CREW AROUND A SPEAKER



THE COMMISSARY OFFICE

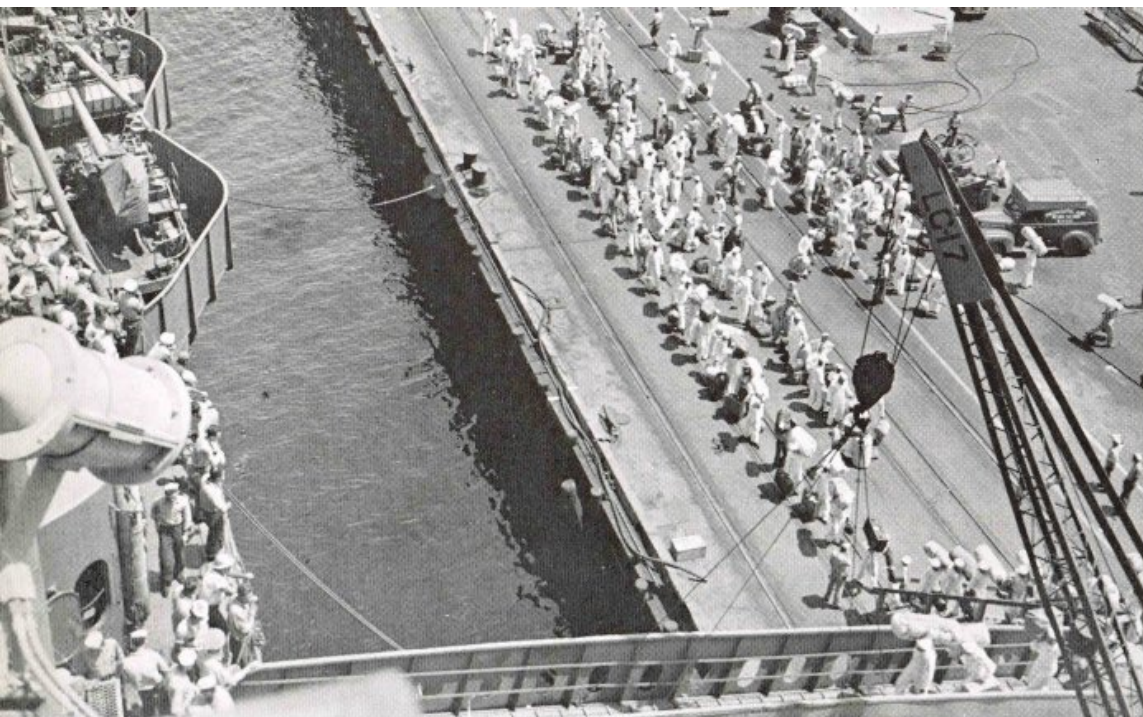


HAPPY  
MARINES

EXPECTANT  
CHIEFS







OUR PASSENGERS FILE ABOARD

## SARA LEAVES

The end of World War II came suddenly and unexpectedly. Overnight, the problem of demobilizing the huge war-time Navy became one of the primary concerns of naval leaders.

To facilitate the return of servicemen from overseas a "Magic Carpet" fleet of warships converted to a peace-time capacity of troop transports came into existence.

It fell to the lot of the Sara to lead off the procession. Her planes and gasoline were removed, her hangar deck converted into a vast living compartment and the entire ship's or-



THE WAVES BID FAREWELL

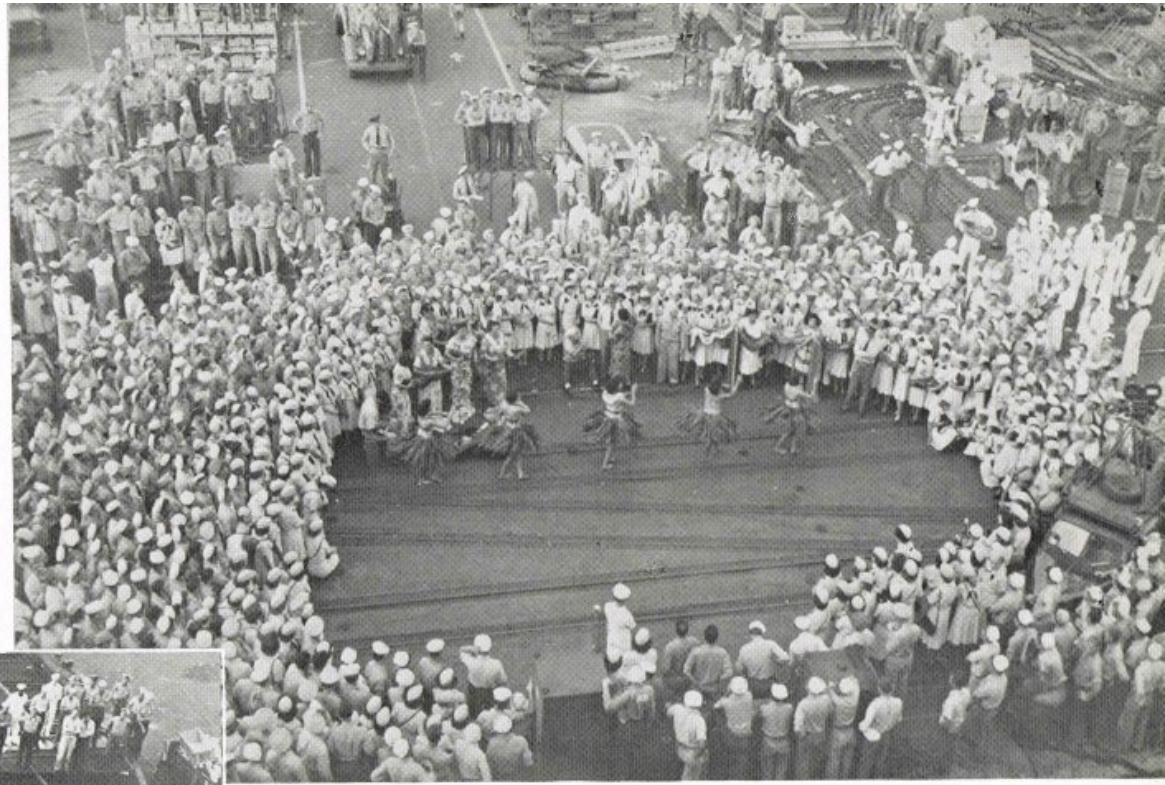


# PEARL HARBOR

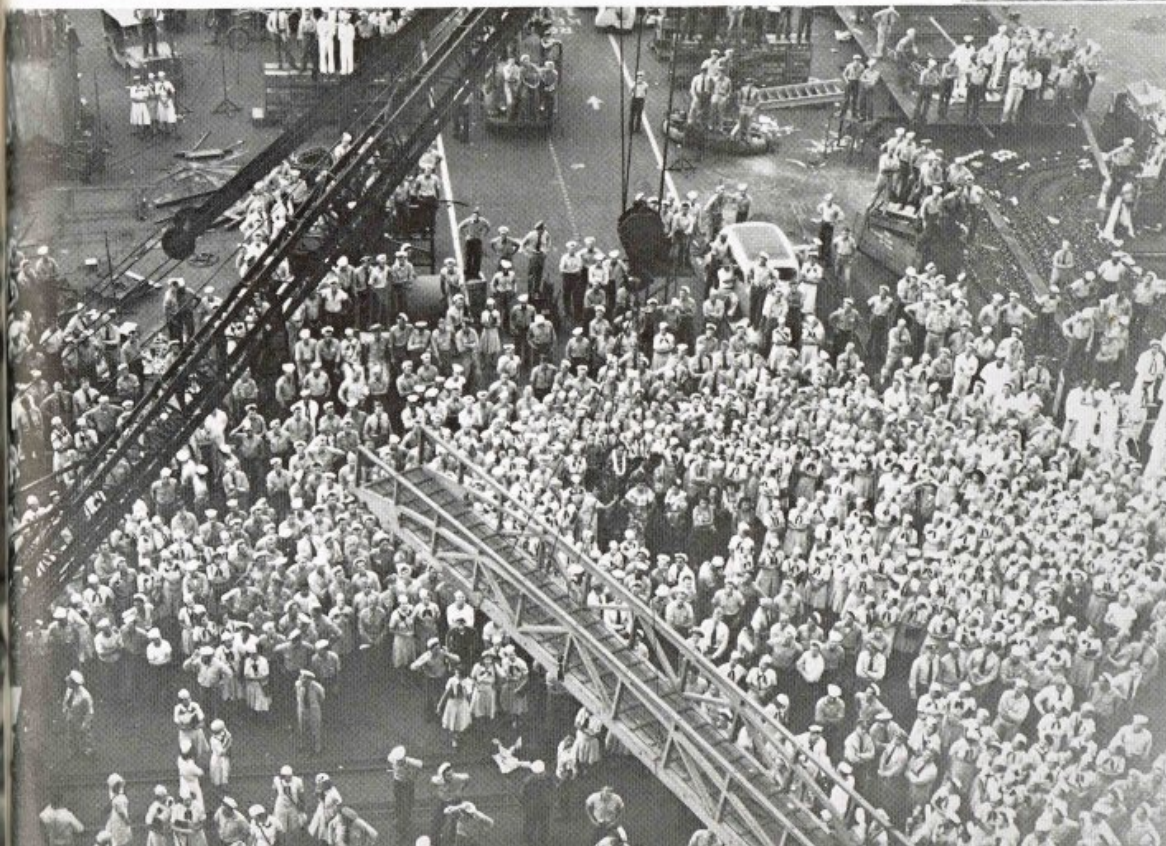
ganization changed to give her a troop capacity of 4,000 persons.

Then, in the second week of September, the Sara sailed from Pearl to the tune of a monstrous celebration staged by the Hawaiians and by the Navy personnel ashore.

In her life of many varied duties, the Saratoga began what may be her last assignment!

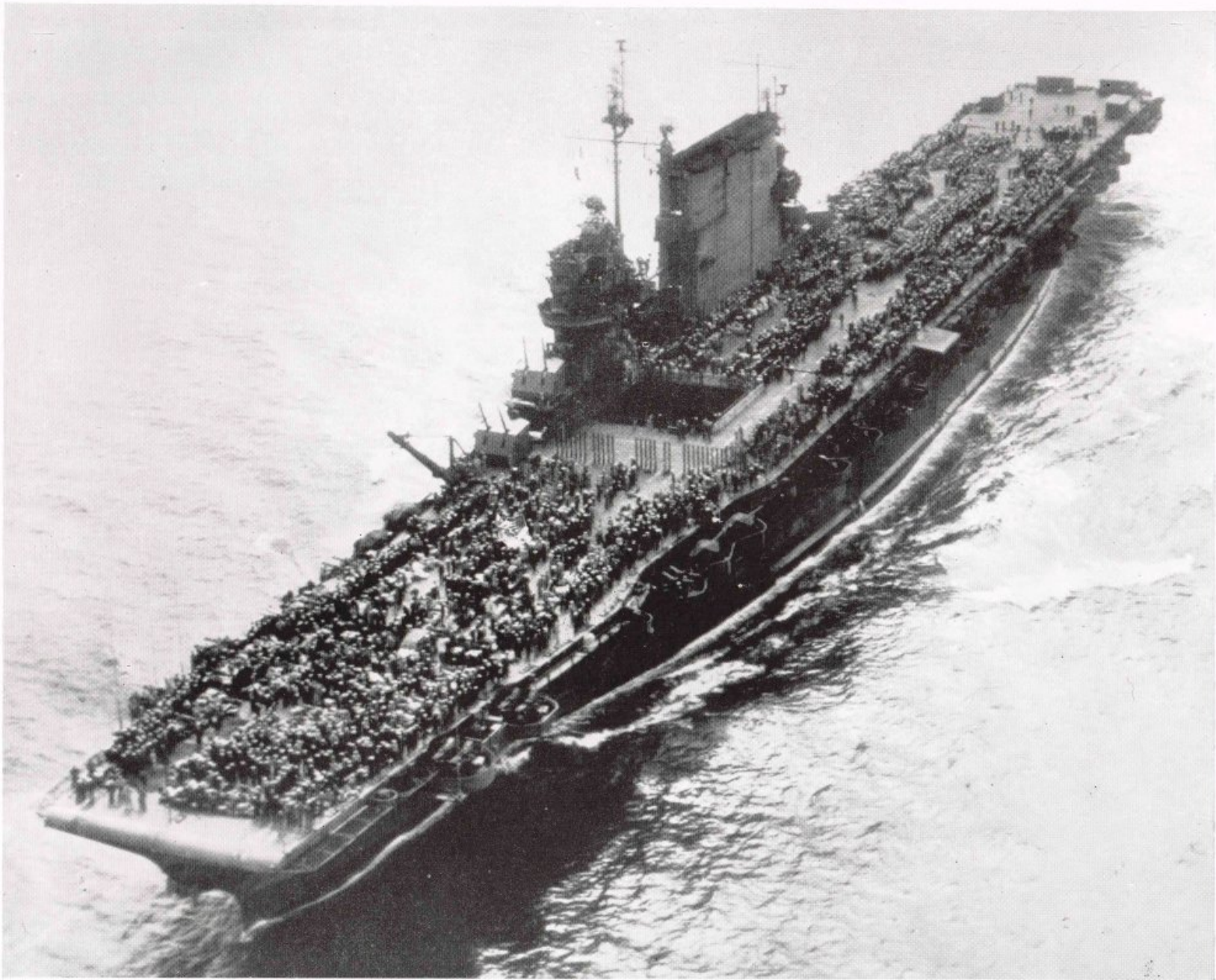


ALOHA FROM THE DOCK...



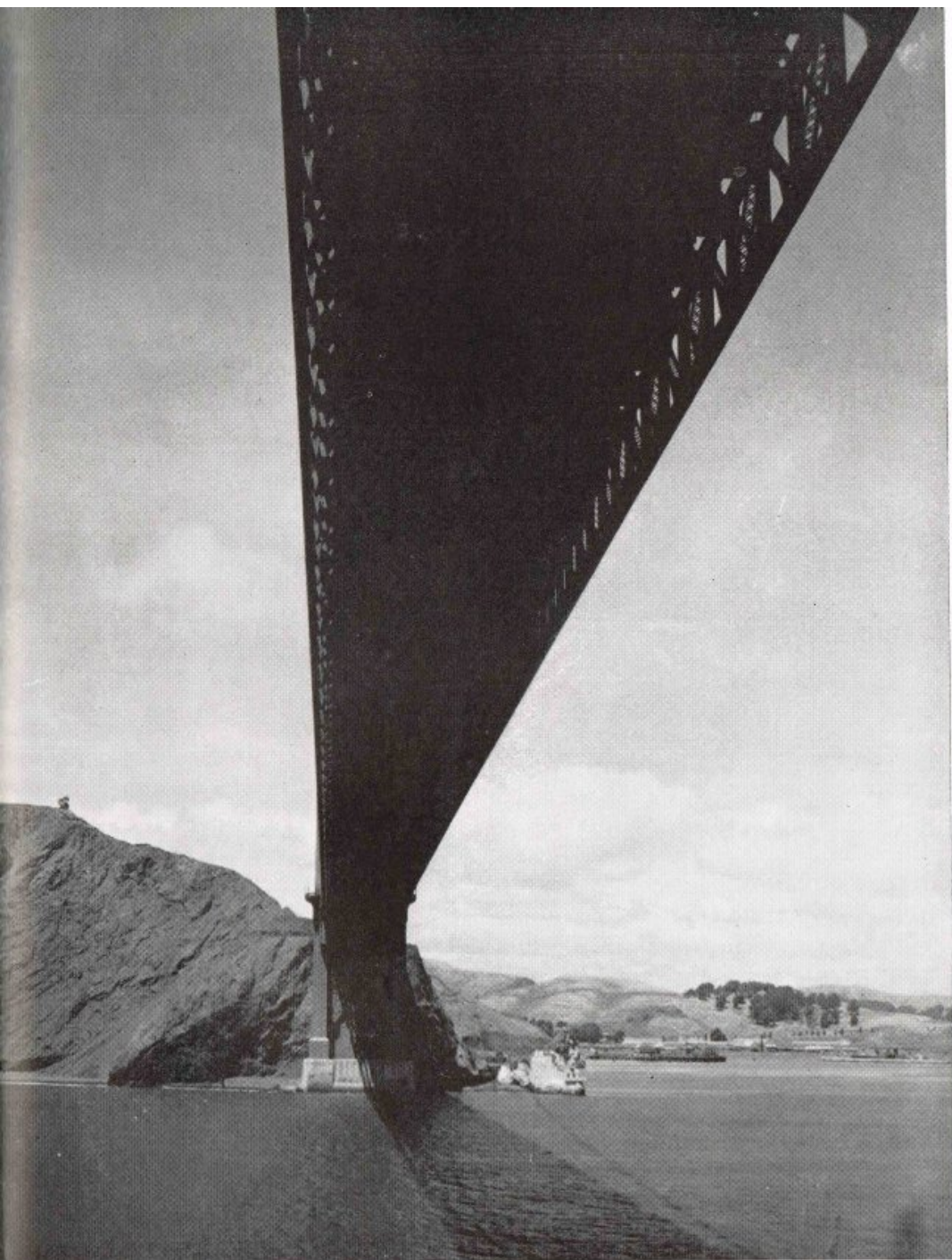
THE GANGWAY IS REMOVED





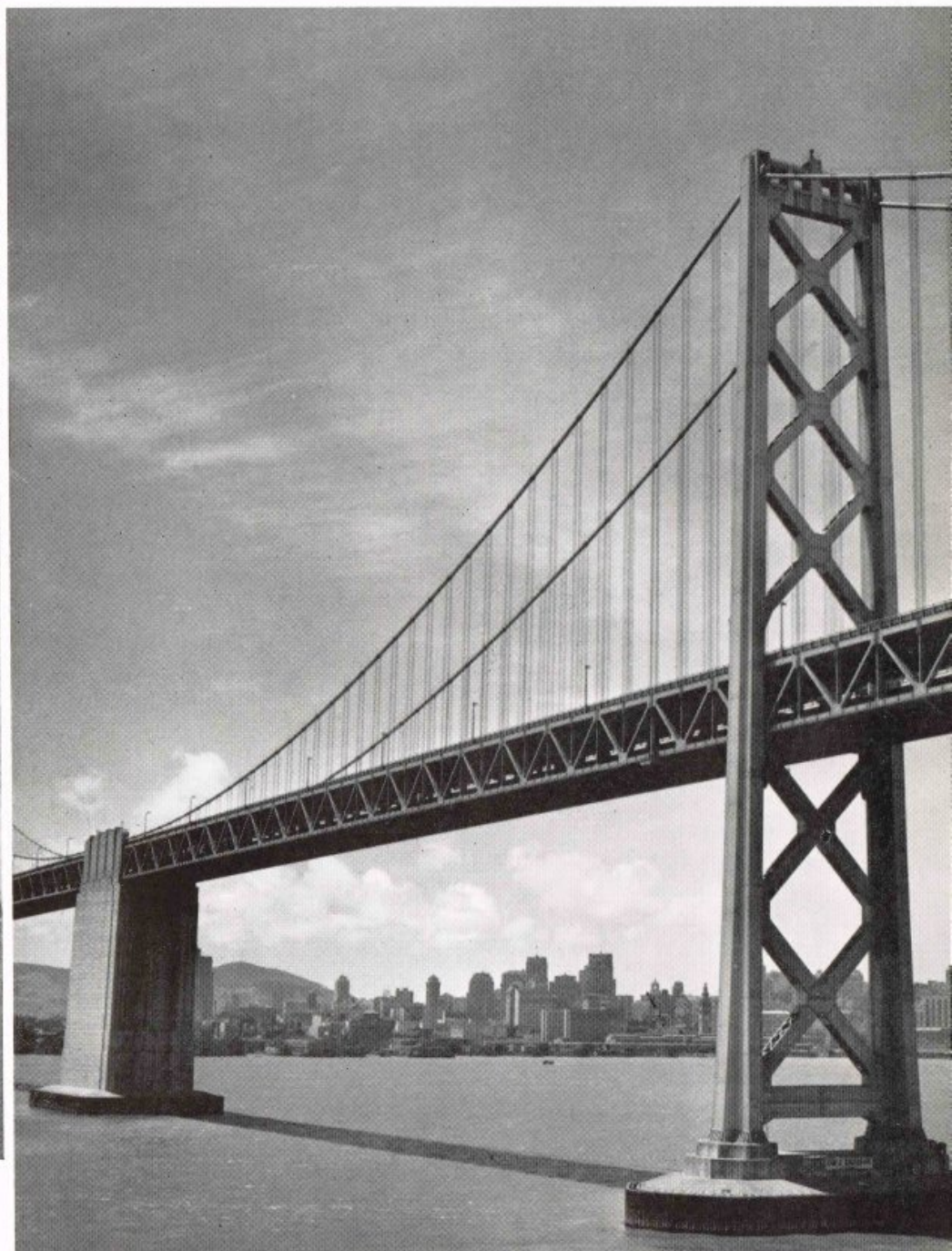
JOURNEY'S END





GOLDEN GATE

OAKLAND BAY BRIDGE





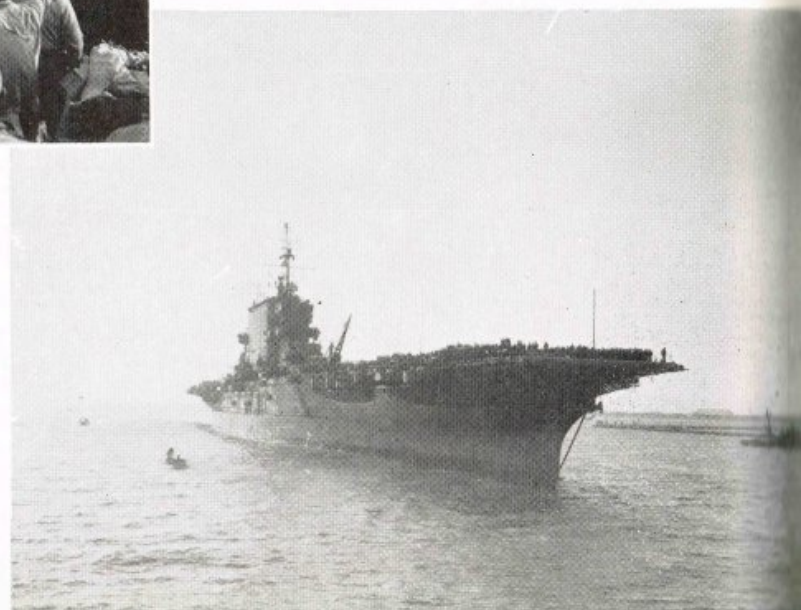


## SARA SLIDES THRU GOLDEN GATE



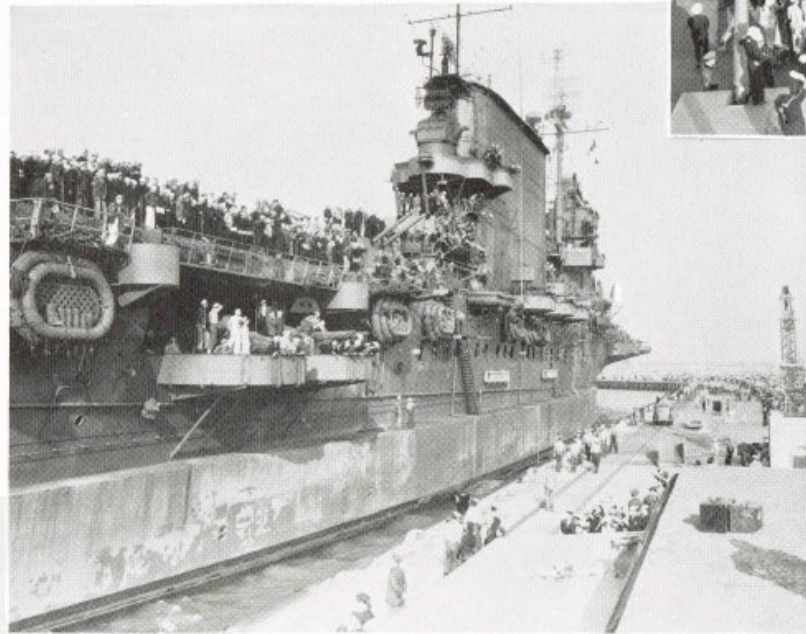
PAST COIT TOWER . . .

TO THE ENTRANCE OF ALAMEDA DOCKS . . .





# AS CROWDS CHEER HOMECOMING





# THE "SARA" STAFF



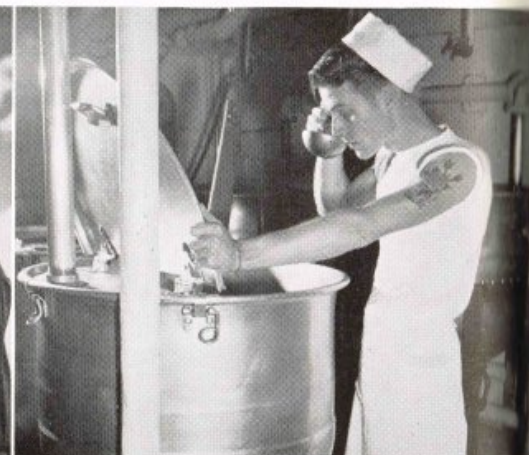
**LT. B. J. RICHARDS**  
Assistant Navigator  
News Announcer  
Editor



**LT. J. R. SCALES**  
Signal Bridge Officer  
Associate Editor



**LT. (JG) M. D. ROSS**  
Aerologist  
Historian



**W. L. UNGER**  
Ship's Cook, Third Class  
Cartoonist



**CHIEF PHOTOGRAPHER**  
**F. F. ZIMMERMAN**  
Associate Editor



**LT. (JG) E. D. FRICK**  
Battery Officer  
Associate Editor



**LT. T. K. COBB**  
ACI Officer  
**LT. D. K. RITCHEY**  
CIC Officer  
Artists



**C. H. ROBINSON**  
Photographer's Mate  
First Class  
Photos







Aboard the Saratoga we have the gol'darndest collection of farmers, bakers, saxophone players, carpenters, machinists, lawyers, school teachers, doctors, insurance men and Texas cowboys that ever assembled aboard a flat-top.

The Saratoga is more than a ship; it is an idea and a dream. The fellow who thought up this great aircraft carrier had vision and guts. The Saratoga is a dream of free people who think by free enterprise and by free consecration of free men to a noble cause. Since the day when the Saratoga first hit the waves until now, it has existed but for one purpose; and that purpose was not to impose tyranny upon the weaker people, not to conquer or subdue the unfortunate, but to protect the freedom to which we as a nation are pledged.

Taken from Planetalk,  
Thanksgiving, 1943.





