

**THE
AIRCRAFT
CARRIER
USS WASP
CV-18**

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U. S. Navy Photographers
Aboard USS WASP

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In Memoriam

*To those Men of Ship's Company who, in the Line of Duty,
Gave their Lives While Serving Aboard USS WASP, this Book
is Respectfully Dedicated in Appreciation of their Efforts to
Make this World a Better Place for All Mankind.*



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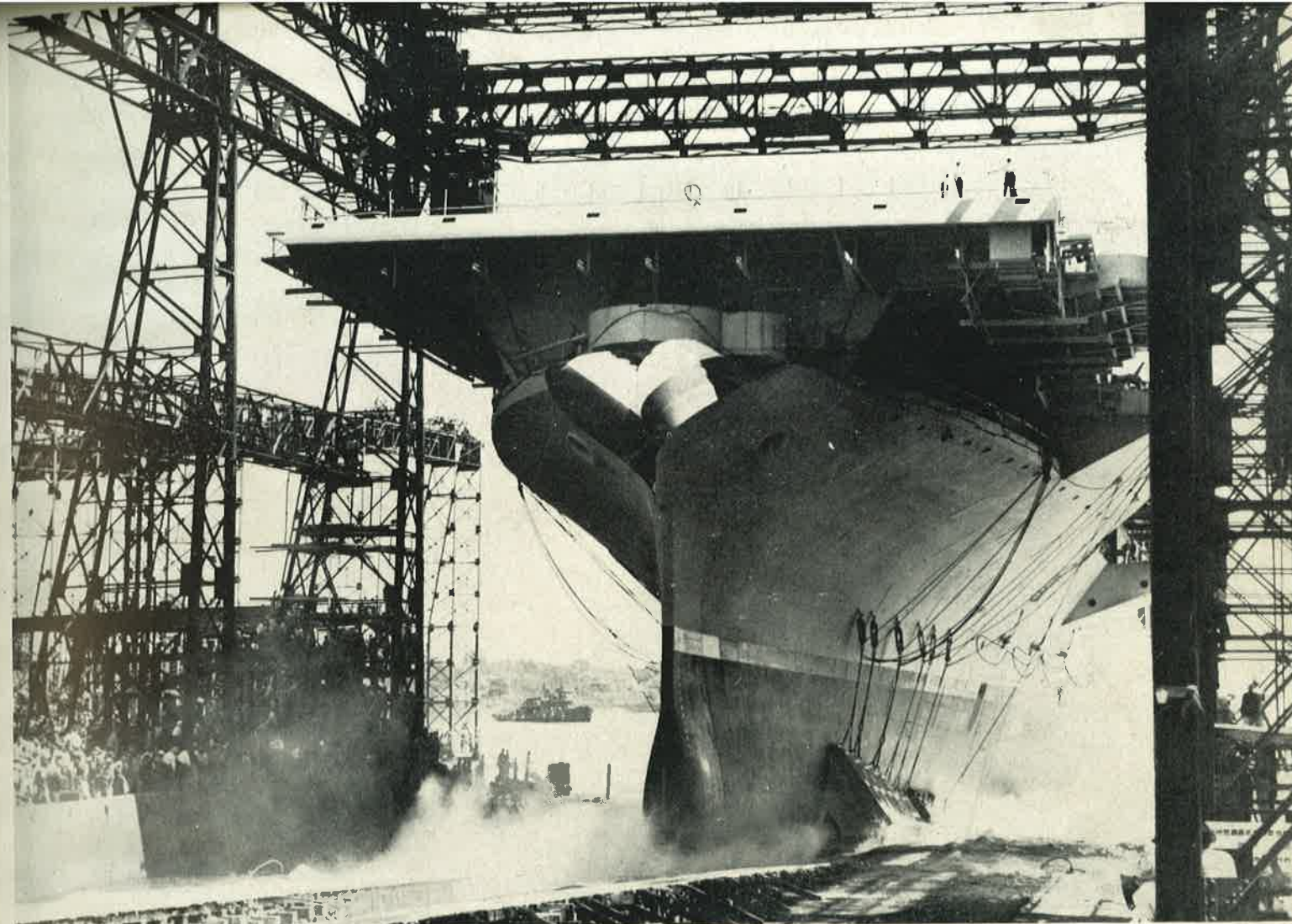
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"ETERNAL FATHER"

*Eternal father, strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep,
Its own appointed limits keep,
O bear us when we cry to thee
For those in peril on the sea.*



Launching and Commissioning the Aircraft Carrier USS WASP

The Launching

The launching of a great Warship is always a thrilling event. The matter of sliding thousands of tons of metal smoothly and easily into the water is one, the technicalities of which, stagger the mind of the layman. WASP was no exception to this rule, but the long experience with many launchings and the thorough preparation for the event assured its carrying out as a successful operation.

WASP's keel was laid 18 March 1942 on a slope of one-half inch per foot and when the Ship was completed the average pressure on the ways was about two tons per square foot. The Ship was released by six mechanical triggers fitted with electrical tripping devices to insure simultaneous action. Powerful hydraulic rams were in readiness to make an initial start in case of necessity. To stop the Ship after leaving the ways, eight chain drags were used, four of twenty tons and four of fifty tons each, connected to the Ship by six steel wire cables, using more than a mile of two-and-one-half-inch diameter plow steel wire, which brought the Ship to rest with her bow about three hundred feet off the ways.

The launching was witnessed by high-ranking officials of the State and City, as well as Government and Naval officials. Interested observers were three boys, Jimmy Burlingame, age ten, and his brother, Bobby, nine. Jimmy had written to the President asking to see this Ship launched. The third boy was Jackie Shea. Jimmy's father, Gunners Mate Archie C. Burlingame of Alton, Illinois, and Jackie's father, Commander John Shea of Cambridge, Massachusetts, lost their lives during the Battle of the Solomon Islands in which the other WASP was lost. It was Commander Shea who had written his son,

Jackie, the famous letter which has become a classic in the annals of literature relating to letters from fathers to sons.

The Commissioning

In the following history of WASP will be found story and illustrations of the commissioning. The formal program of commissioning is given here.

Anchors Aweigh, RECEIVING STATION BAND.

Invocation, The Right Reverend HENRY K. SHERRILL, D.D., Bishop of the diocese of Massachusetts.

Order to Commission, Captain R. C. GRADY, USN, Captain of the Yard, Boston Navy Yard.

National Anthem, Hoisting of National Ensign, Jack and Commission Pennant.

Acceptance of Command, Captain C. A. F. SPRAGUE, USN.

Setting of the Watch, Rear Admiral R. A. THEOBALD, USN, Commandant First Naval District.

Greetings from the Commonwealth, GOVERNOR LEVERETT SALTONSTALL.

Greetings from the City of Boston, Mayor MAURICE J. TOBIN.

Introduction, Miss JULIA WALSH, Sponsor.

MRS. FRANKLIN D. ROOSEVELT.

Address, Vice Admiral, JOHN S. MCCAIN, USN, Deputy Chief of Naval Operations for Air.

Address, Captain C. A. F. SPRAGUE, USN, Commanding Officer.

Presentation of Air Medal to Lt. (jg) Edward N. Coppola, USNR.

National Anthem, RECEIVING STATION BAND.



HONORABLE LEVERETT SALTONSTALL, GOVERNOR OF MASSACHUSETTS ADDRESSING ASSEMBLY AT COMMISSIONING OF USS WASP



MRS. FRANKLIN D. ROOSEVELT ADDRESSING ASSEMBLY AT COMMISSIONING OF USS WASP



CAPTAIN SPRAGUE, MRS. ROOSEVELT, AND LIEUTENANT JOHN A. ROOSEVELT AT COMMISSIONING OF USS WASP



2

The History of U. S. S. WASP "THE MIGHTY STINGER"



HE LAYING of the keel on 18 March 1943, at the Bethlehem Steel Company yards in Quincy, Massachusetts was the first step in the rearing of what was to be the seventh mighty sea fighter to carry the name USS WASP. This newest of Aircraft Carriers was originally assigned the name ORISKANY, but shortly after the sinking of the sixth WASP in the Pacific in September 1942, the name was

changed making this new ship the seventh American warship to carry the name of WASP.

The first WASP was a schooner carrying eight guns obtained for the Continental Navy before the signing of the Declaration of Independence.

The second WASP was a ship of eighteen guns built at the Washington Navy Yard in 1806.

In 1813, a third WASP with eighteen guns was built at Newburyport, Massachusetts.

The fourth WASP was an iron side-wheel steamer formerly named EMMA HENRY purchased in January 1865.

The fifth WASP was the steel steam yacht COLUMBIA, purchased new in 1898.

The sixth and last previous WASP was the one whose keel was laid at the Fore River Yard on 1 April 1936, and which was placed in commission on 25 April 1940. Her short career was abruptly terminated on 15 September 1942, when she was hit in quick succession by three torpedoes from a Japanese submarine which had gotten within range without being detected. About ninety percent of the Ship's crew were rescued after which she was sunk by American torpedoes. The violent

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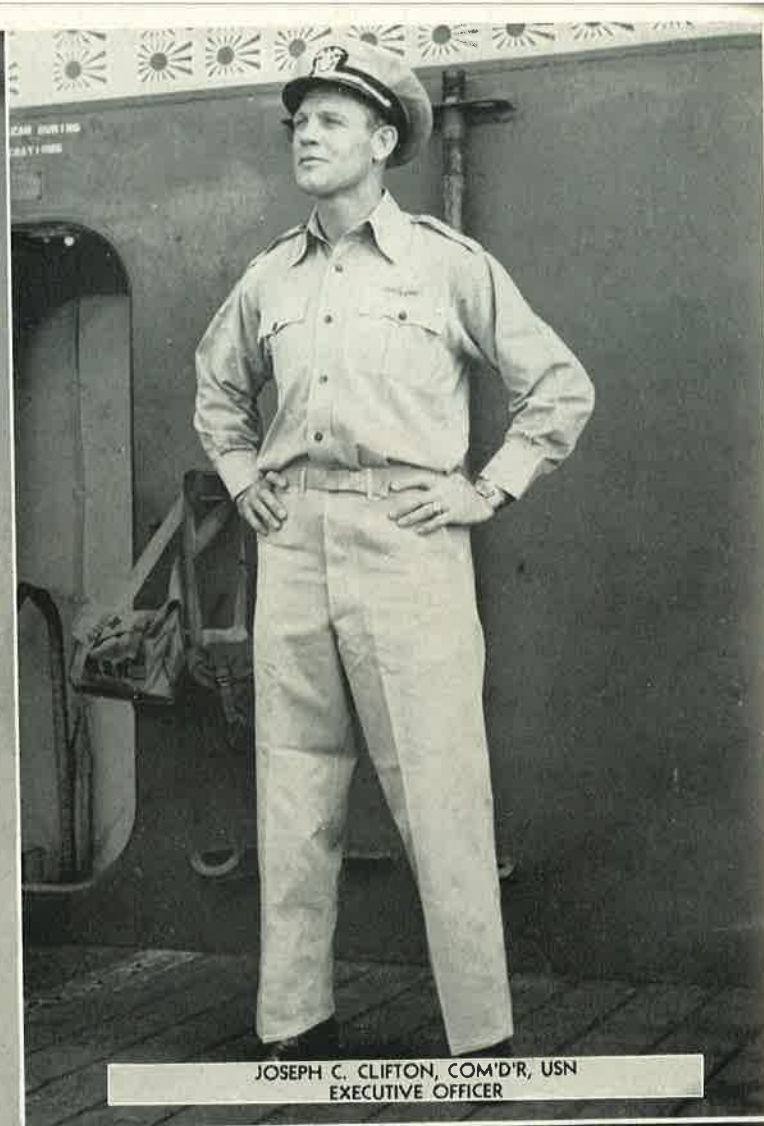


3

1. Hoisting Commissioning Pennant
2. Bos'uns Setting Watch
3. Snow on Flight Deck



WENDELL G. SWITZER, CAPT., USN
COMMANDING



JOSEPH C. CLIFTON, COM'D'R, USN
EXECUTIVE OFFICER



1. Ship in Boston Navy Yard

and sudden end she experienced was a blow to our Navy and to our Country which was to be avenged.

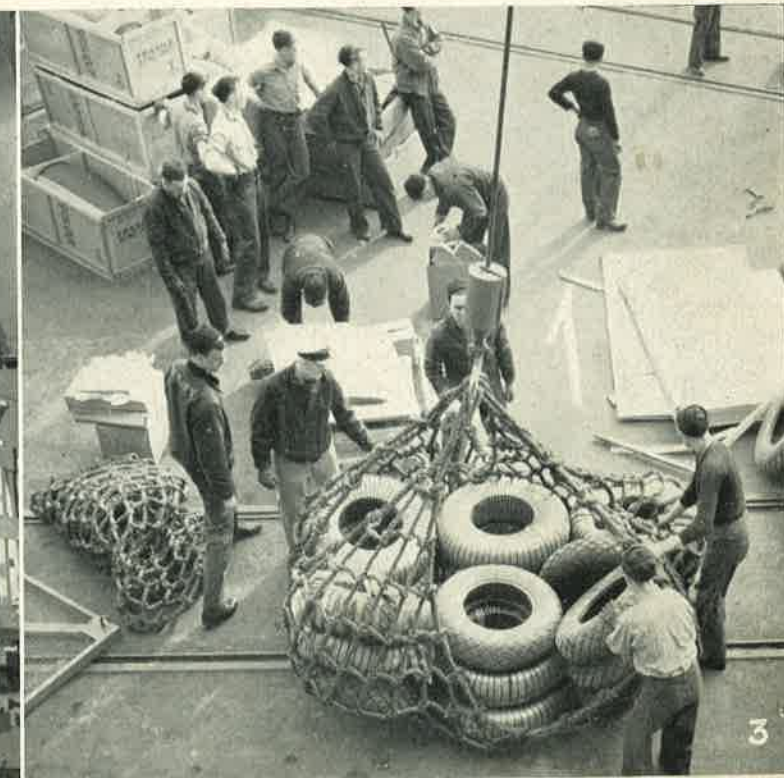
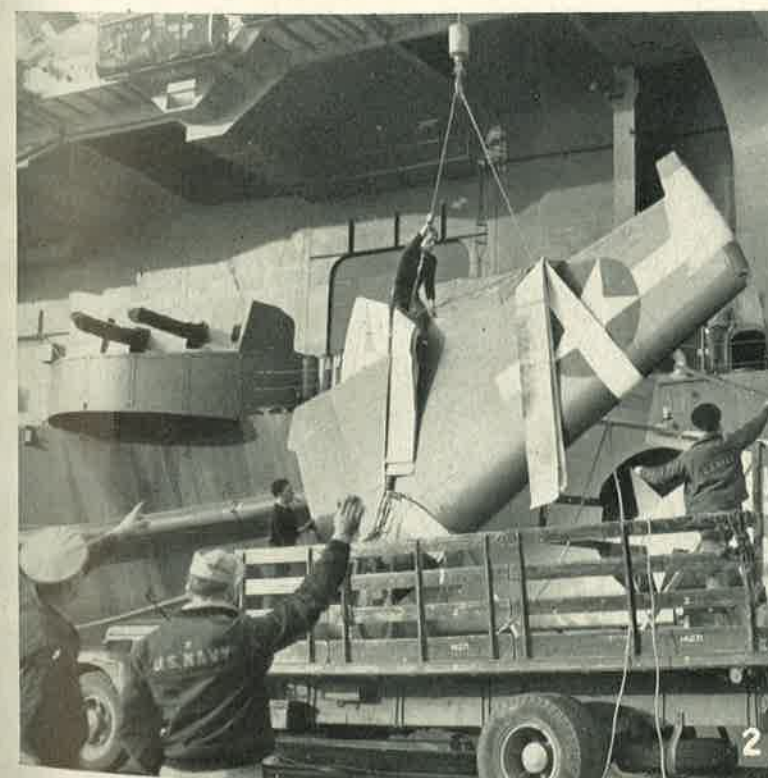
The seventh Wasp, this new ship, bigger, more powerful, and better protected than her immediate predecessor of the same name, was built on the same ways from which the sixth Wasp was launched on 4 April 1939. After a record job, during which the commissioning date was advanced three times, Miss Julia Walsh, sister of David I. Walsh, United States Senator from Massachusetts, broke the champagne bottle over the bow as this mighty Carrier slid down the ways on 17 August 1943.

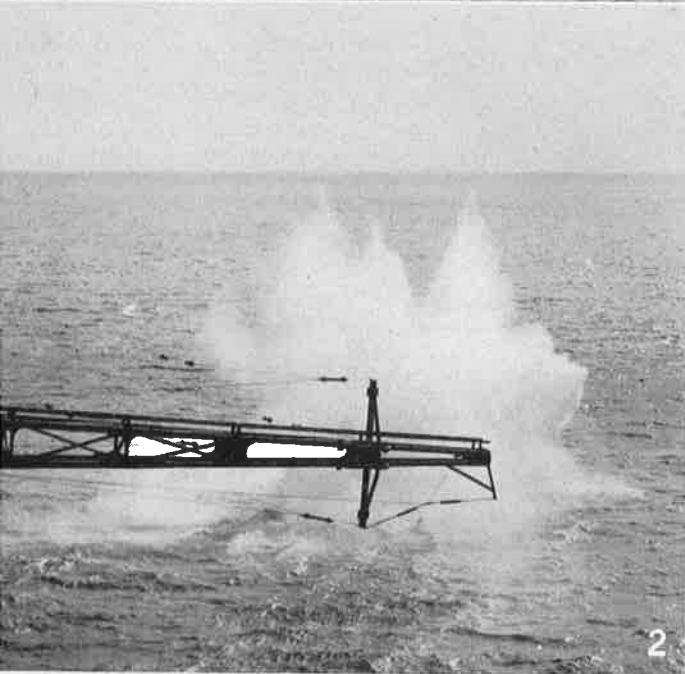
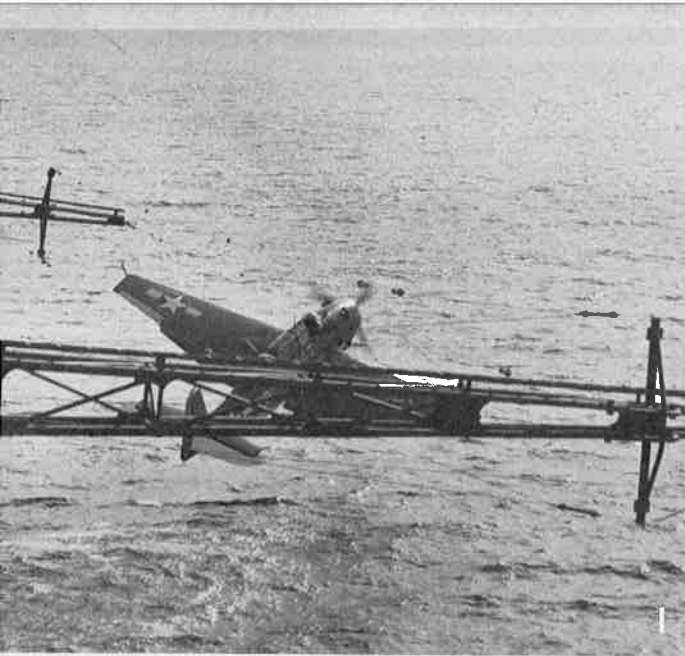
This latest addition to our Naval punching

power was officially introduced to the American people on 24 November 1943 with Mayor Maurice J. Tobin, Governor Leverett Saltonstall, Mrs. Franklin D. Roosevelt, and Vice-Admiral John S. McCain, USN, among the notables and high ranking officers to take part in the commissioning ceremonies, while thousands of well-wishers witnessed this impressive event.

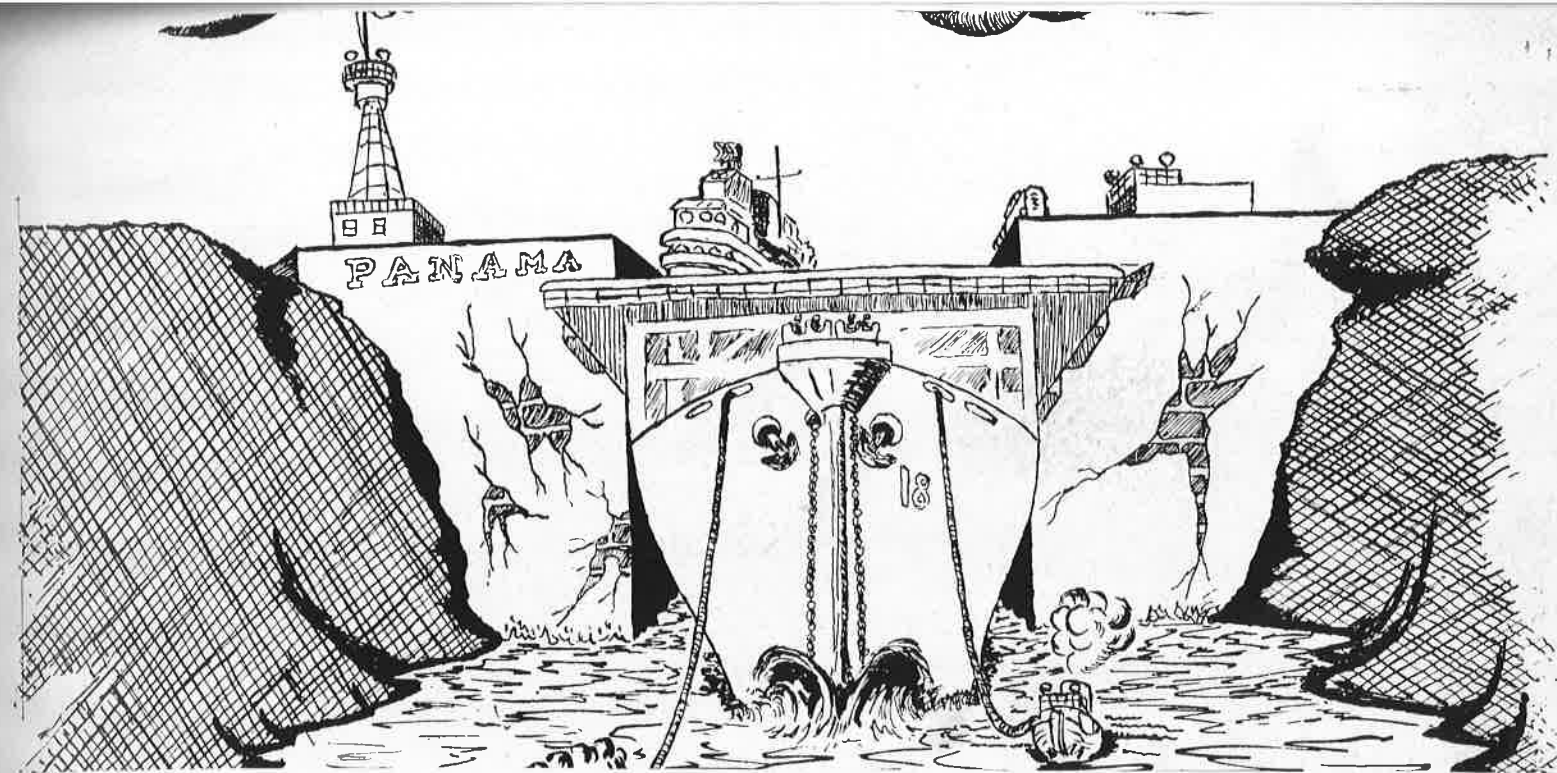
With Captain C. A. F. Sprague, USN, in command and with Air Group Fourteen aboard, Wasp steamed out of Boston harbor on 10 January 1944 to begin her shakedown cruise and to work the stiffness from her joints. Among the crew were

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Plane drops off Deck 2. Big Splash 3. Pilot and Gunner out 4. Radioman out All Men Recovered Plane Lost
5. SB2/C Nose Dives 6. 1000th Landing by Lieut. C. E. Russell



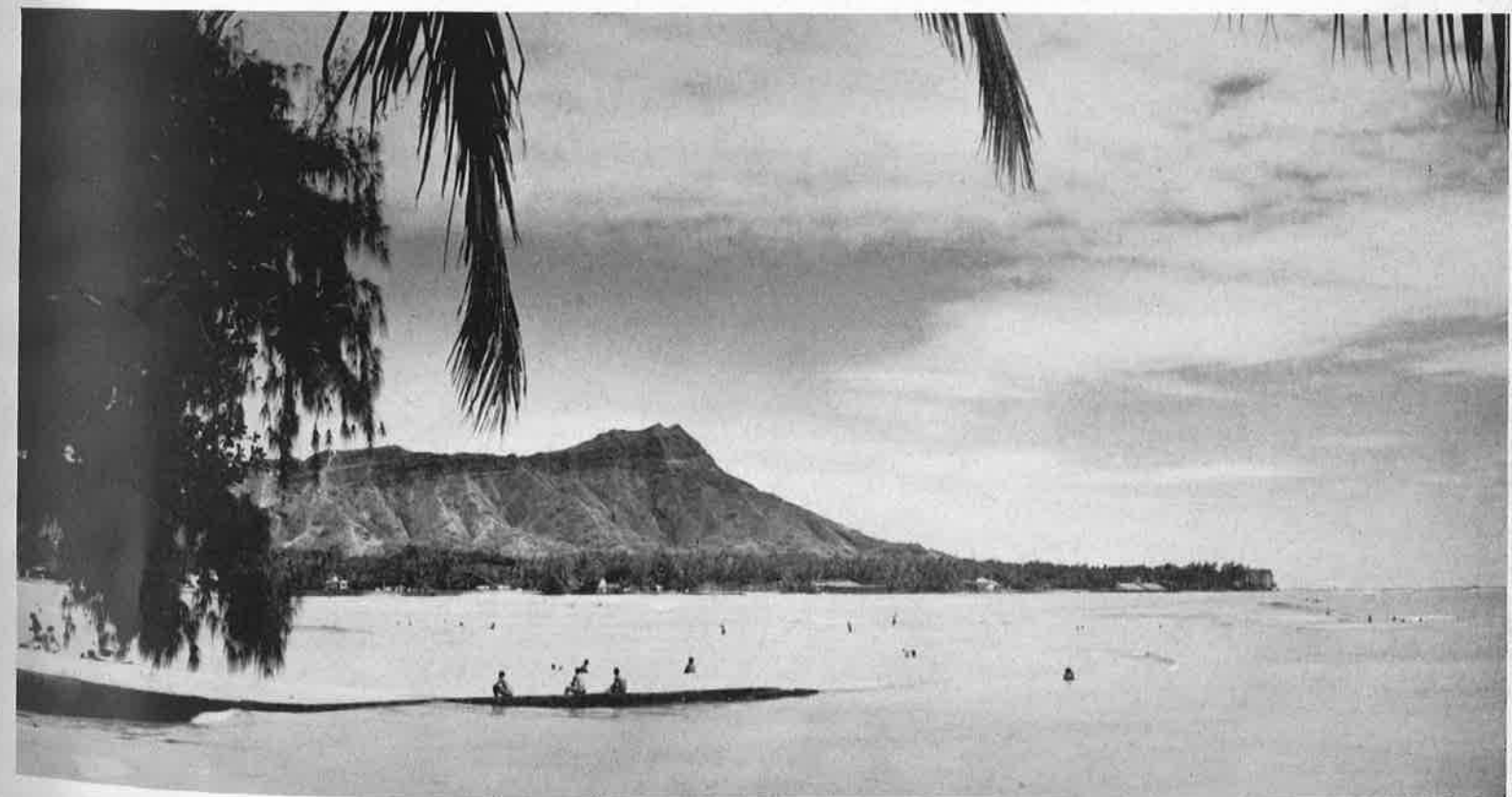
1. Wasp in Panama Canal

many men going to sea for the first time and all hands were eager to get the training over and anxious to have the Japs smart under the blows of the "Mighty Stinger." For forty-eight days all hands worked diligently to whip this great Ship into a smooth running fighting machine with its shake-down cruise taking them through the Caribbean Sea, to the northeast coast of South America and to the island of Trinidad before returning to Bos-

ton on 27 February 1944. Air Group Fourteen was now a seasoned striking force aboard its new Carrier with more than a thousand landings to its credit.

Finally word was received to report to the Pacific and to the Battle Line, so once again WASP left Boston, this time not to return until after the war was over.

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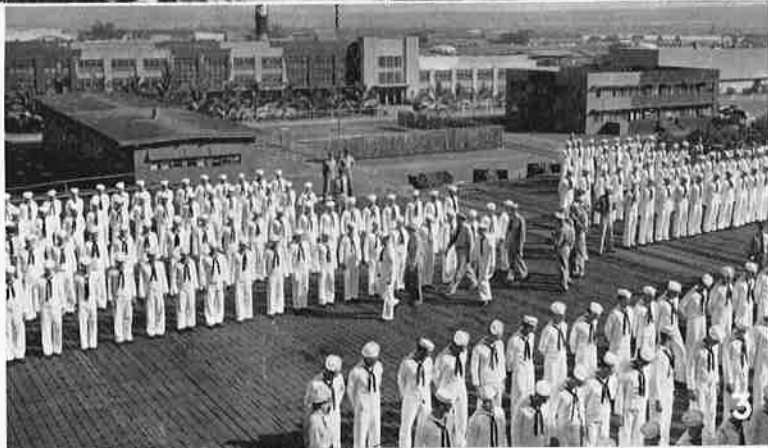


2. Diamond Head



*Crowded Conditions
Hangar Deck from
San Diego to Pearl*

*Flight Deck Parade
at Ford Island*



*4. Fightin' 14 Pilots Re-
ceive Instructions Prior
to Marcus Raid*

*5. And there are Accidents
— Plane Crashes into
Sea. One Man Killed*



*1. Hawaii Hula
2. Dancing Girls
3. "Mae West" of
Hawaii*



*4. Hula Girl Choir
5. Liberty Lineup
6. Hula Jive
7. Hawaiian Trio*





The trip through the "Big Ditch" to San Diego was utilized for further training and Wasp was gradually becoming no longer a mere collection of steel frames and plates floating in the water, but a Ship with an individuality of its own.

Passage through the Panama Canal caused excitement and slight damage to the dignity of Wasp as well as making casualties of a few lamp posts lining the edge of the Locks.

Chattering monkeys and gaping civilians were spectators bantering with members of the crew lining the flight deck as the Ship scraped its way along the passage.

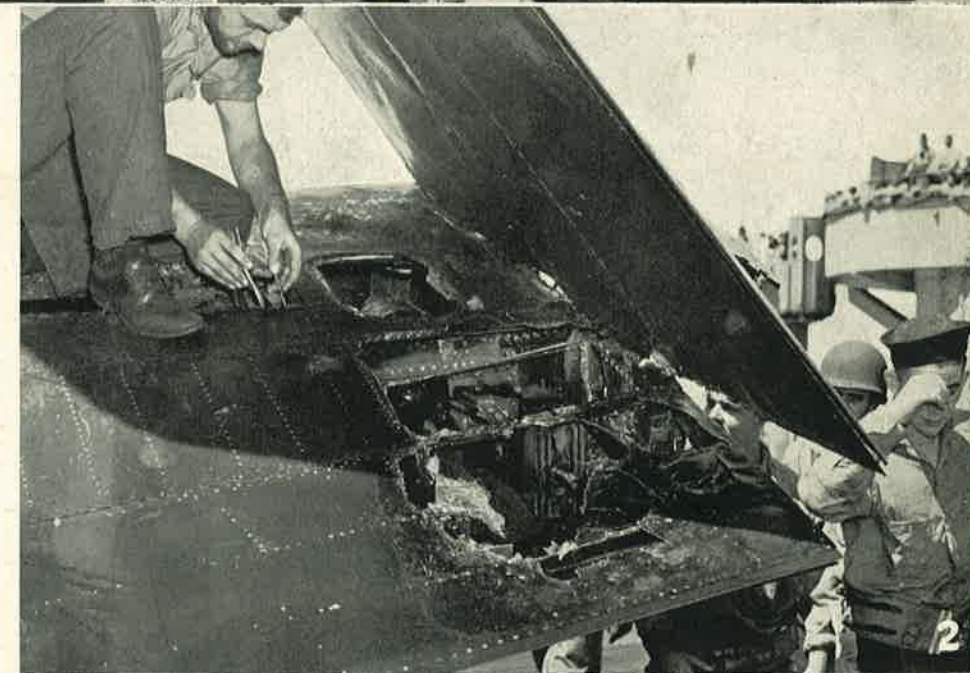
Wasp seemed pleased and proud to meet the caressing of the blue Pacific as she pointed her bow toward the California coast. Only two days were spent at San Diego where twenty-eight hundred Marines and two hundred planes were jammed aboard for passage to Pearl Harbor.

After a fast trip all hands welcomed the sight of Diamond Head on 3 April 1944 and were glad to spend a month in the Hawaiian Islands before pushing on to the forward area.

By May 1944 Wasp was dealing out punishment in her maiden attacks against Marcus Island on the 19th, while Wake Island felt her sting a few days later.

Supporting the Saipan and Tinian operations in June 1944, Wasp hurled her planes into the wide ranging engagement known as the "Battle of the Philippine Sea." On the 19th, waves of attacking Jap planes were decimated in the famed

1. First Planes take off for Marcus
2. Arming Planes
3. Night Patrol
4. Breaking out Bombs for Marcus



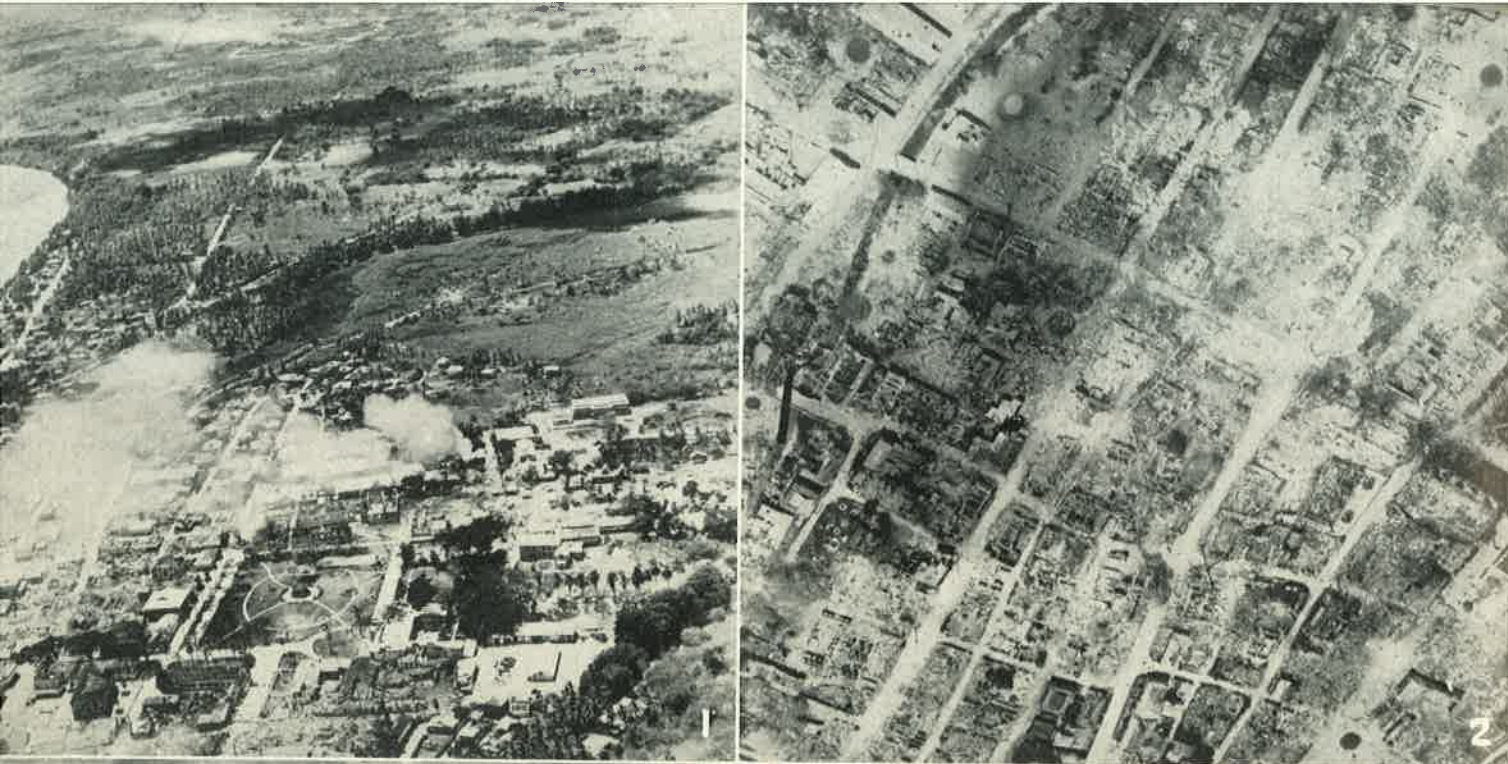
"Marianas Turkey Shoot." The bag for the day totaled four hundred and two enemy planes destroyed. During the battle, Wasp shot down five enemy planes and the Airgroup, twelve.

Late in the afternoon of the 20th, contact was made at the extreme range of two hundred and seventy miles with a formidable part of the Japanese Fleet. Wasp launched heavy strikes of fighters, bombers and torpedo planes, many of which ran out of fuel as they returned in the darkness. Searchlights finally were turned on to aid the returning flyers. Among them in the landing circle around Wasp, was a Jap who took a wave-off and flew into the night. Nine planes from other carriers landed on Wasp while fifteen of ours found a safe haven on other units of the Task Force. About half the pilots and aircrewmembers of the fifteen ditched Wasp planes were rescued.

Two Jap Carriers were sunk and of the remaining two Battleships,

Continued on Page 17

1. Loaded Flight Deck before Strike
2. Damaged SB2/C in Marcus Raid
3. Radar Plotting Board
4. Resting Between Strikes



Agana Town at beginning of Carrier Attacks—9 July, 1944 2. Destruction of Agana Town is complete on W-Day
Flight Operations Over USS HORNET (left) and USS BENNINGTON Enroute to Tokyo

Escort Carriers and Cruisers, some were sunk or damaged, as the Nipponese attempt to beat back the American offensive was crushed by U. S. Naval air power, flying from fighting ships.

WASP planes celebrated the 4th of July 1944 by devastating Iwo Jima, before specializing on Guam in whose capture WASP assisted on "W Day" 21 July, the day the Ship's second skipper, Captain O. A. Weller, USN, reported aboard for duty.

On 22 July WASP's crew made a buzzing acquaintance with the giant flies of Saipan, as WASP and FRANKLIN anchored two miles from shore.

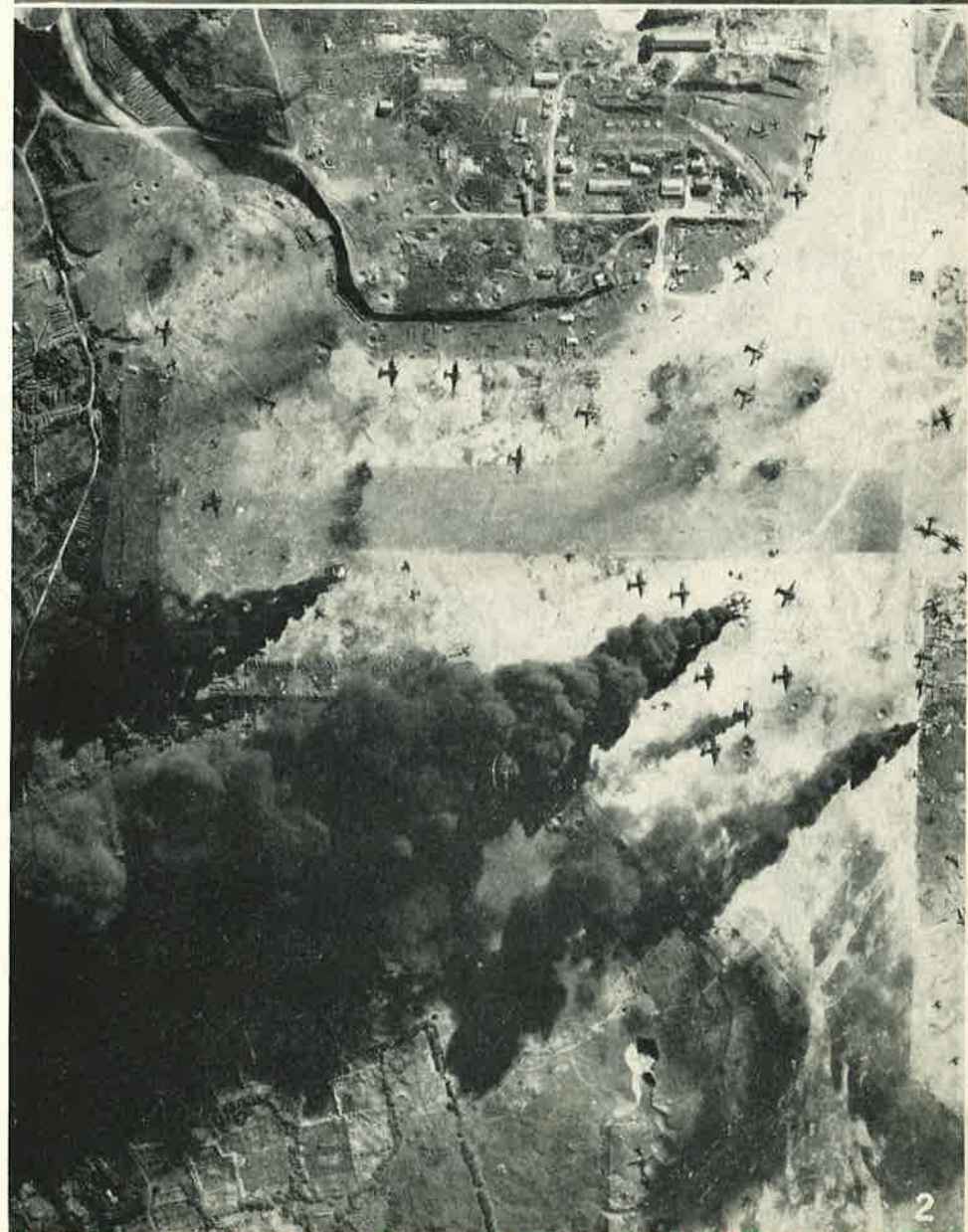
The hangar deck movie audience had their attention distracted from the screen by flashes of the fighting for Tinian, two miles to the star-board.

Rear Admiral Davison hauled down his flag in the middle of August and a few days later Vice Admiral McCain, who was to win fame as the Commander of the Second Carrier Task Force, stepped on board WASP. As part of Task Group 38.1, WASP sailed from Eniwetok on 29 August.

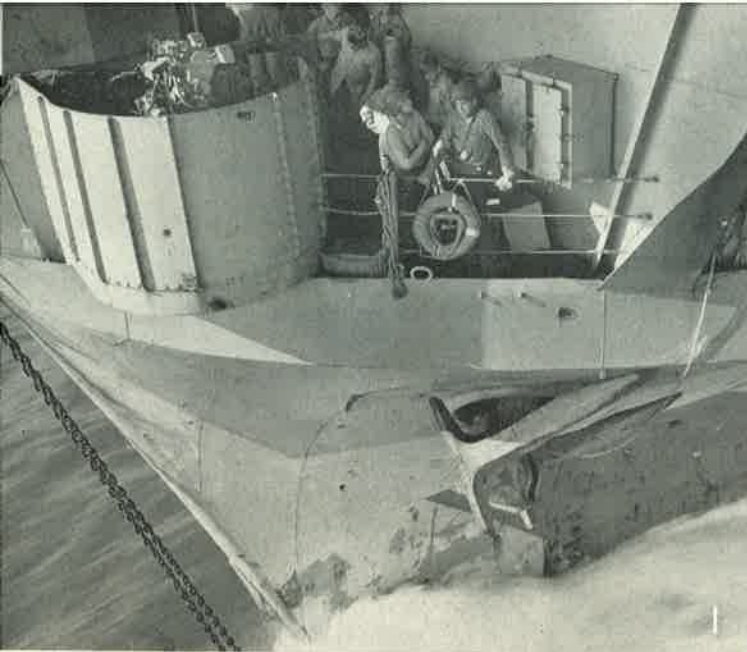
WASP and HORNET detoured for two days to support MacArthur's landings on Morotai on 15 September, and then back to the Philippines by way of Palau.

September and October saw the beginning of the great naval campaign against the inner perimeter of the Japanese defenses, the Philippines, Formosa and Okinawa. So successful were the Naval air strikes against Mindanao that MacArthur's invasion of the Philippines was accelerated two months.

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1. Iwo's Famous Suribachi
2. Planes Burning on Iwo



Jap Dive Bomb Attack "Near Miss". Shrapnel Holes in Port Bow and 40 MM Gun Director
 Albert James Bridges, GM 1/c, Our First Casualty of War, Committed to Sea.
 3. Re-Arming 50 Cal. Machine Guns
 5. Waiting for Planes to Return
 6. Grand Parade Back to Ulithi

Many islands such as Palau, Ngebesus, Cebu, Negros and Celebes took thorough pummelings in September, before Manila's shipping and air installation shuddered under a bombing attack on the 21st, spearheaded by WASP planes.

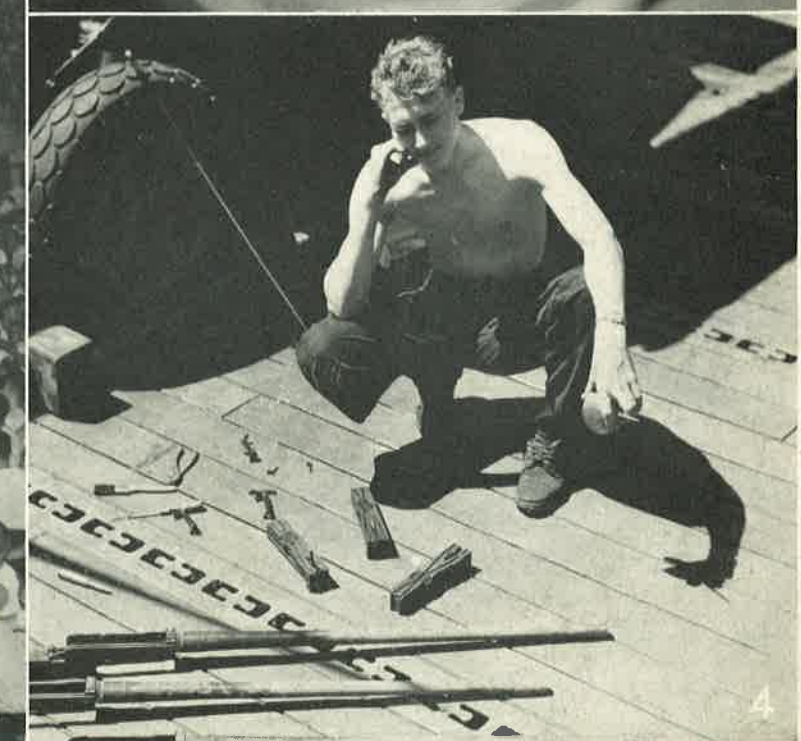
Moving north in October with HORNET in TG 38.1 in the wake of a typhoon, the great waves of which killed a man on the catwalk above the forecastle, WASP planes joined in pounding Okinawa and Naha Jima on the 10th, Appari and Northern Luzon on the 11th, while Formosa for the first time was jolted by Carrier bombing on the 13th.

The full fury of Japanese air power was now

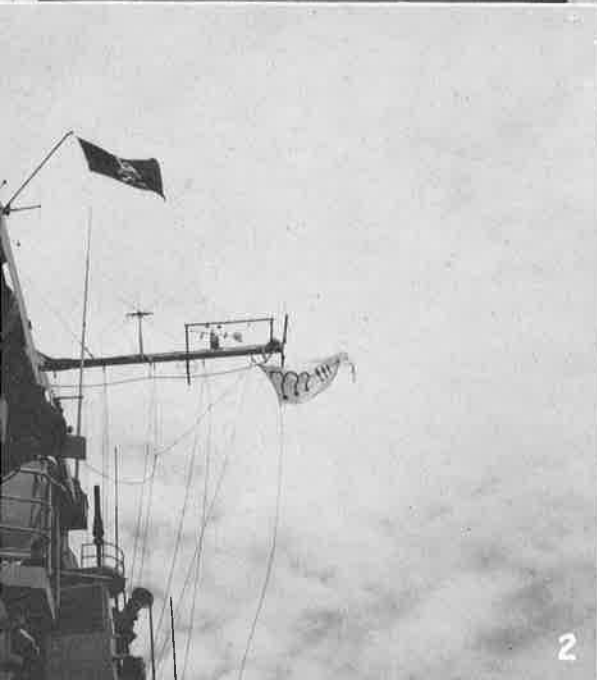
thrown at Halsey's daring task force. The next three days and nights will live long in the memory of those on WASP. At dusk on the 13th of October, a low flying attack by eight to ten death dealing "Betty" type torpedo planes concentrated on WASP. Superb handling of her 5"/38 and automatic weapons downed four but the sleek Cruiser, USS CANBERRA, close aboard WASP, received two torpedoes that were intended for WASP. CANBERRA immediately fell out of formation.

After smashing at Okayama on Formosa during daylight on the 14th, a group of "Betty's," heading at dusk for WASP, was avoided by remarkable sea-

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1. Five Aces: Turner, Revel, Knight, Hoffman, Stokes
 2. USO Girls Visit Ship at Ulithi
 3. Weary Capt. Sprague after Battle
 4. Cleaning Guns After the Fight



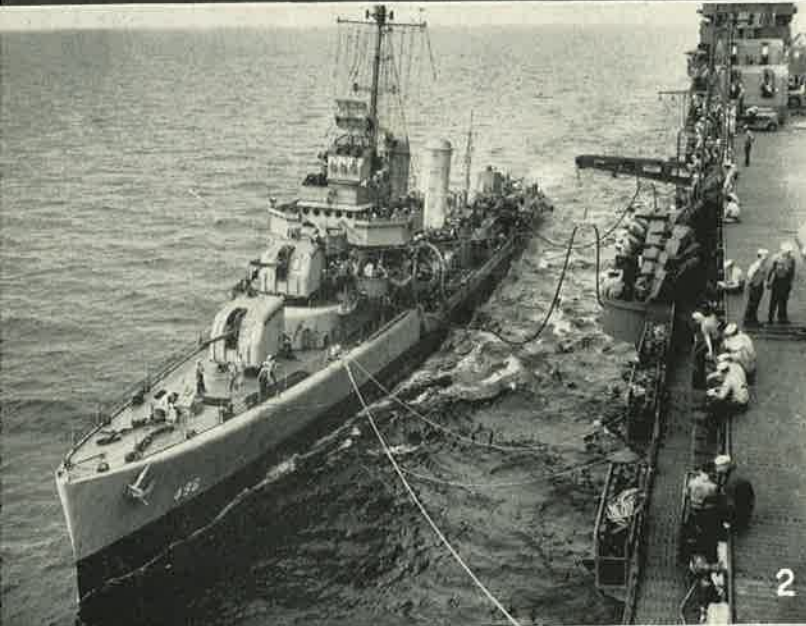
Admiral McCain Comes Aboard

2-3-4-5-6-7. Ceremonies Aboard WASP While Crossing the Equator



1. Philippine Strikes Rendezvous

2-3-4-5. SB2/C Crashes on Port Side After Unsuccessful Landing



manship. Most of them were shot down, but one torpedo caught USS HOUSTON, that had arrived in position a few hours before to replace the stricken CANBERRA.

On the 15th, WASP Combat Air Patrol intercepted a flock of Jap planes, plunging thirty-one out of thirty-five to a quick exit from this life, without the loss of an American flyer or plane. WASP made smoke all through the night to hide her wake from the probing fingers of the parachute flares dropped by the Japs overhead.

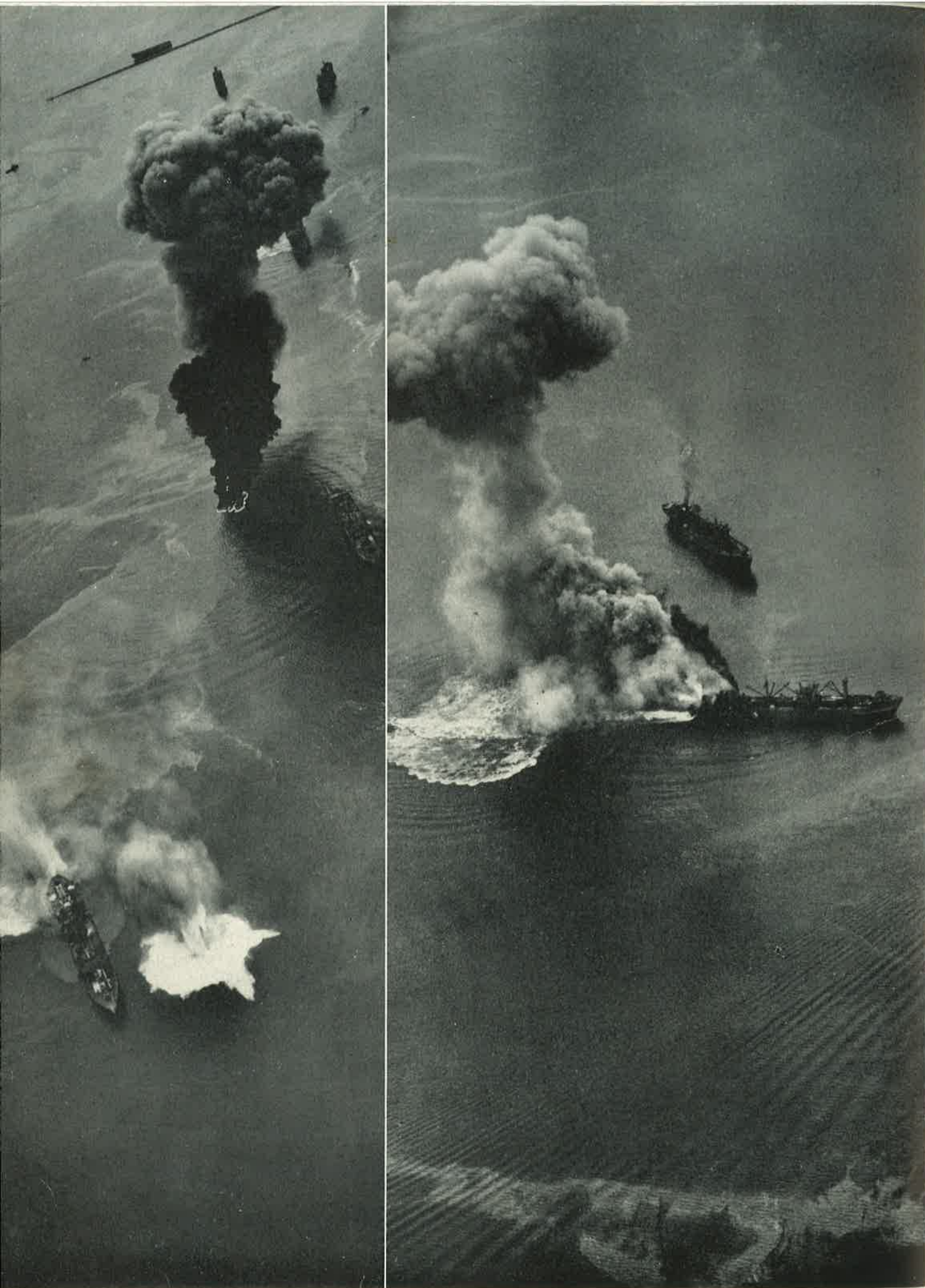
On 23, 24 and 25 October was fought one of the greatest Naval

Continued on Page 25

1. Direct Hit on "Yamato"
2. Destroyer Fuels at Sea
3. Baker, McCain Pace Deck
4. Lieutenant E. B. Turner Downs Five Japs
5. Wash Takes Tanhox Alongside



Manila and Saigon Bombing



Manila and Saigon Bombing



battles of all times, "The Battle for Leyte Gulf." The bold Jap gamble to wipe out MacArthur's landing on Leyte was beaten back with the loss of two Battleships in the Surigao Strait, the huge Battleship, MUSASHI, three Cruisers and three Destroyers in the San Bernadino Strait-Samar area, and far to the north, Halsey sent to the bottom four Carriers, a light Cruiser and a Destroyer off the coast of Luzon. The tremendous Jap Battleship YAMATO took a bomb hit from a WASP plane, a fine picture of which was featured in many newspapers.

WASP carried an unexpected passenger during the last week of October in the person of a 'teen age Jap aircrewman who survived the final plunge of his plane.

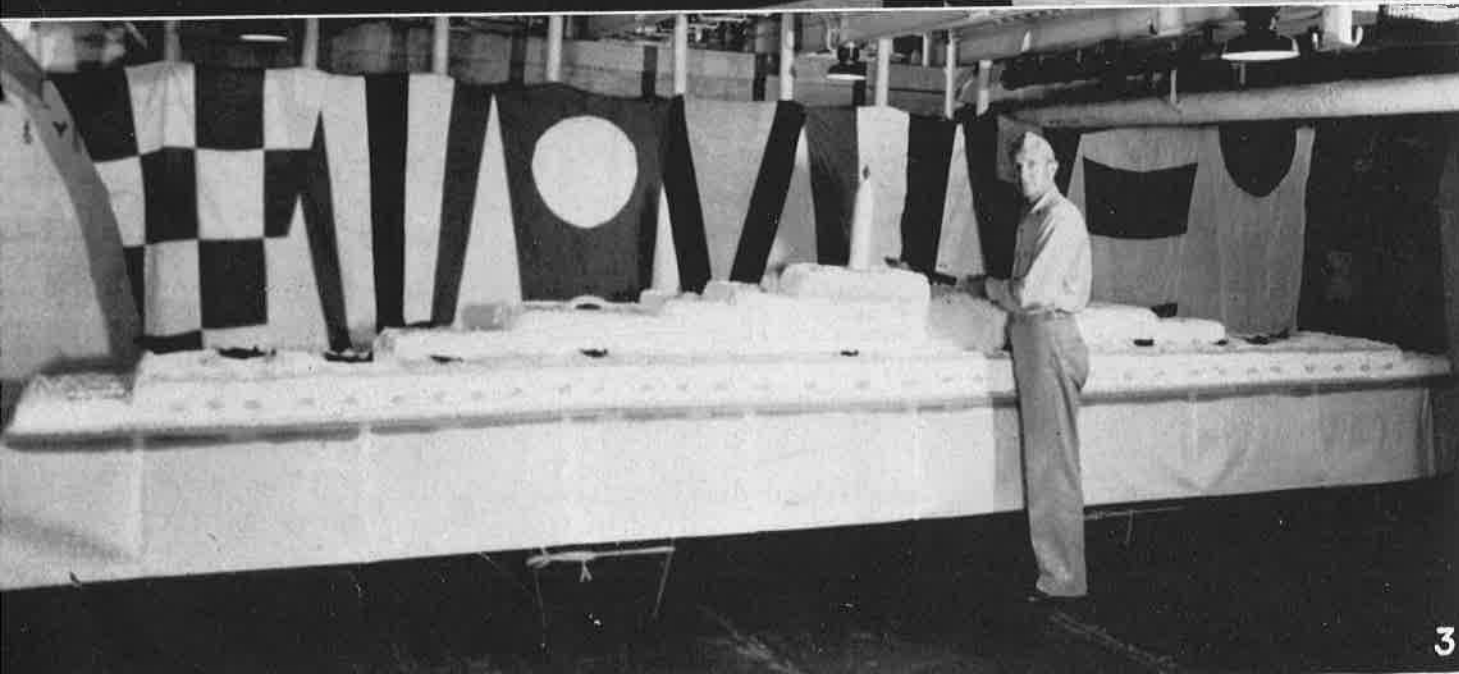
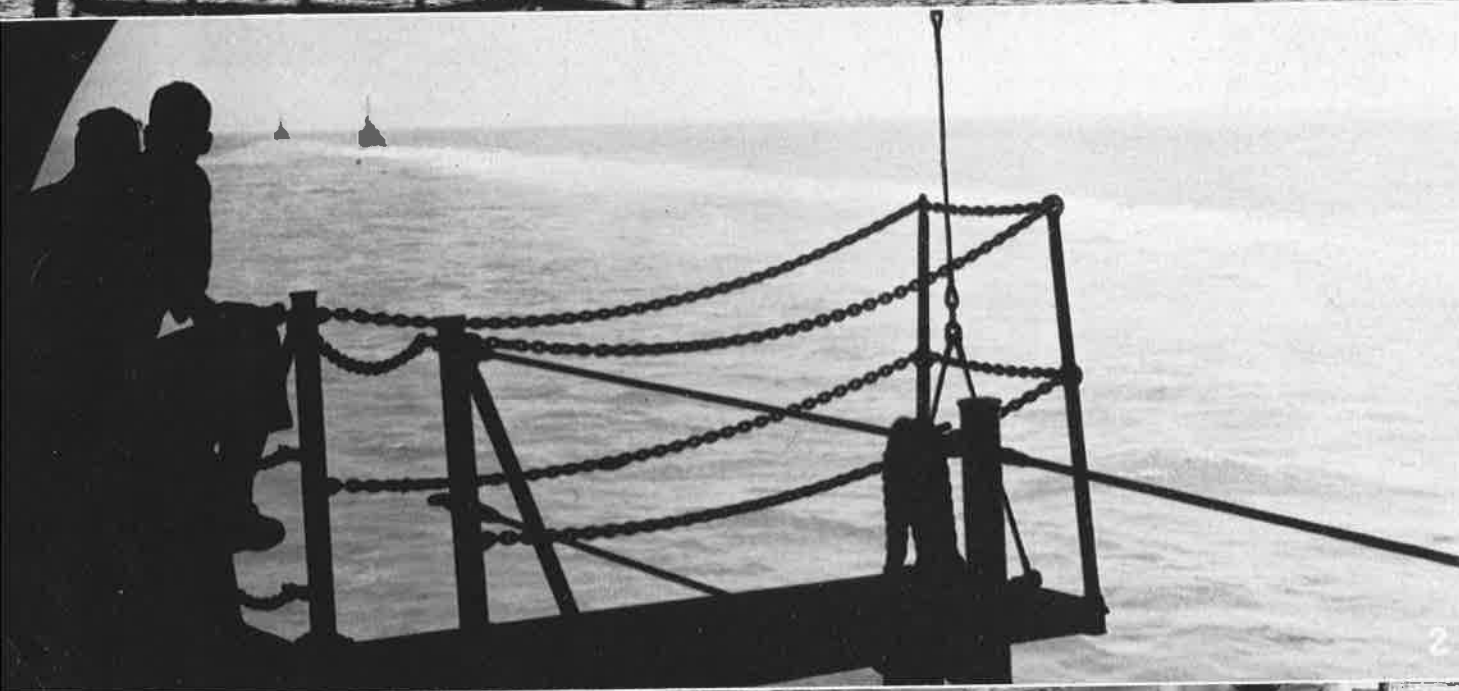
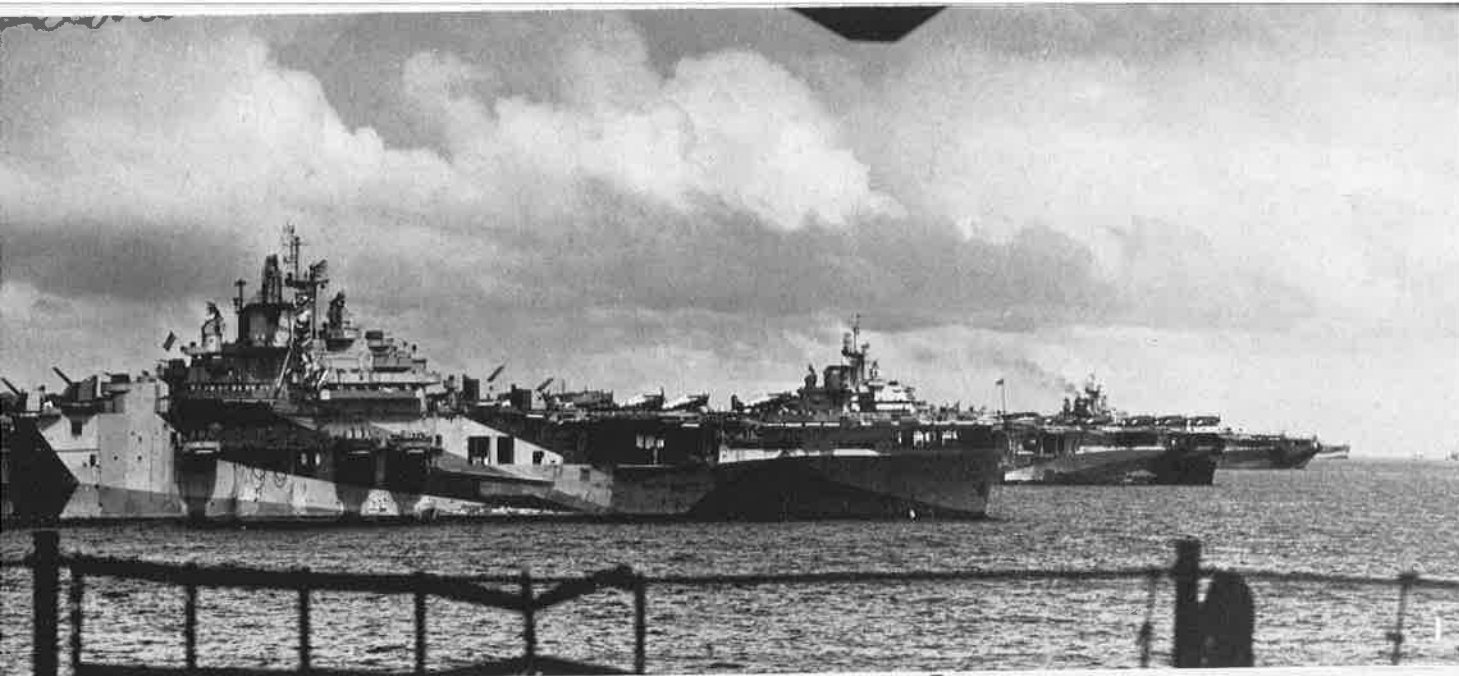
WASP, with other units, sailed proudly into Ulithi Lagoon and was cheered for the victory and her well executed job of staying behind the task group to protect the two Cruiser cripples off Formosa, a trap that almost lured out the Japanese fleet.

On 10 November WASP's crack Airgroup Fourteen left for a much

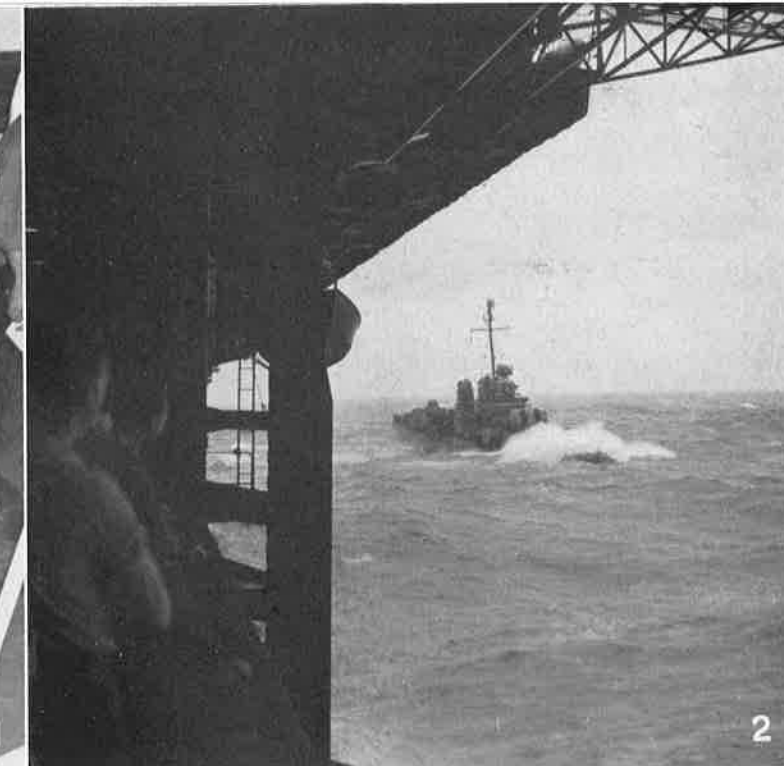
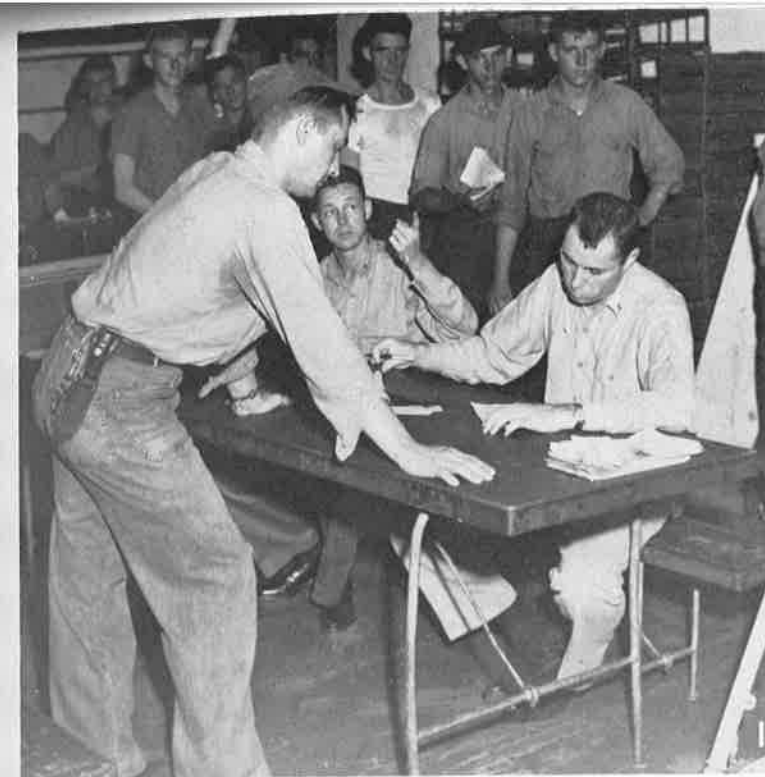
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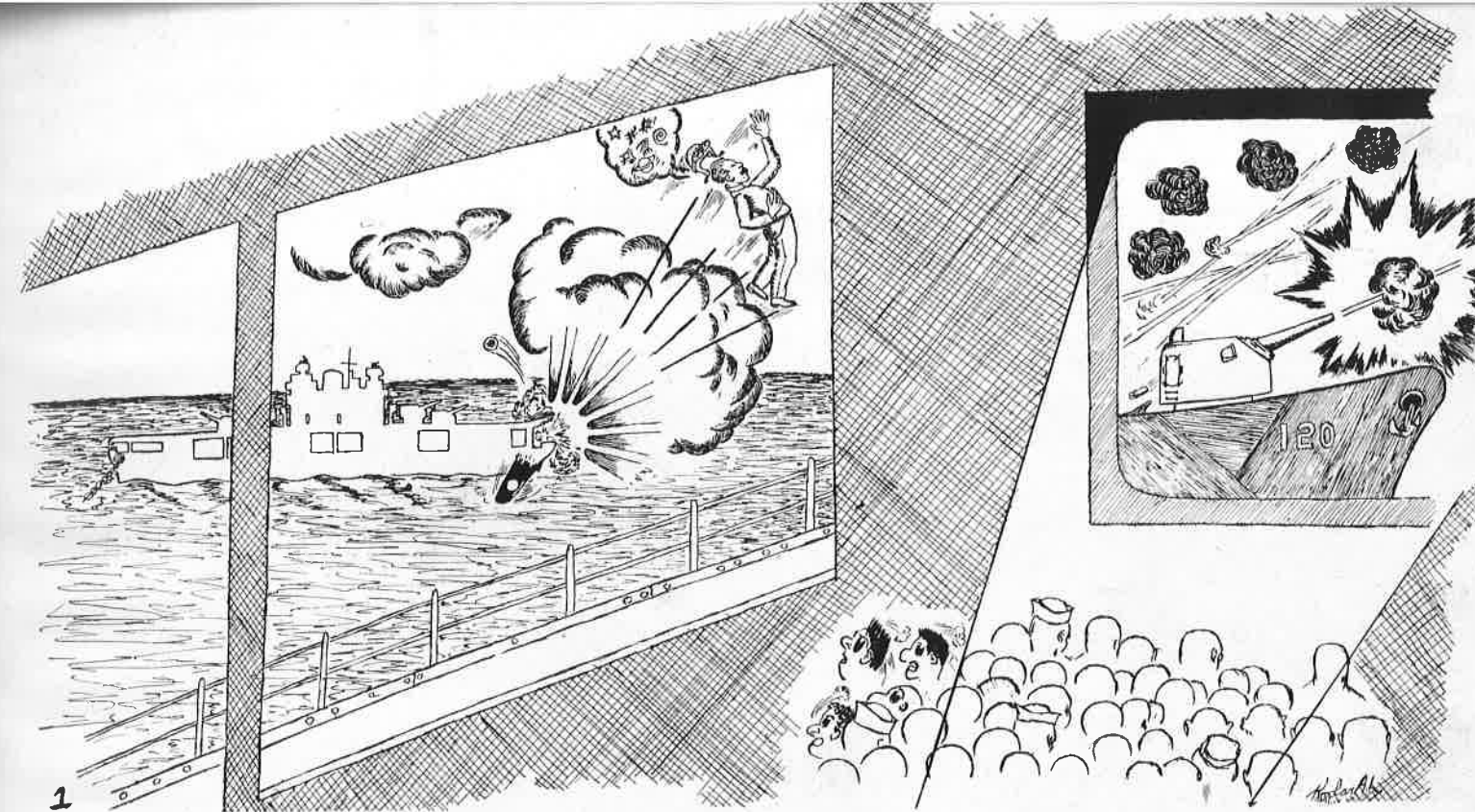
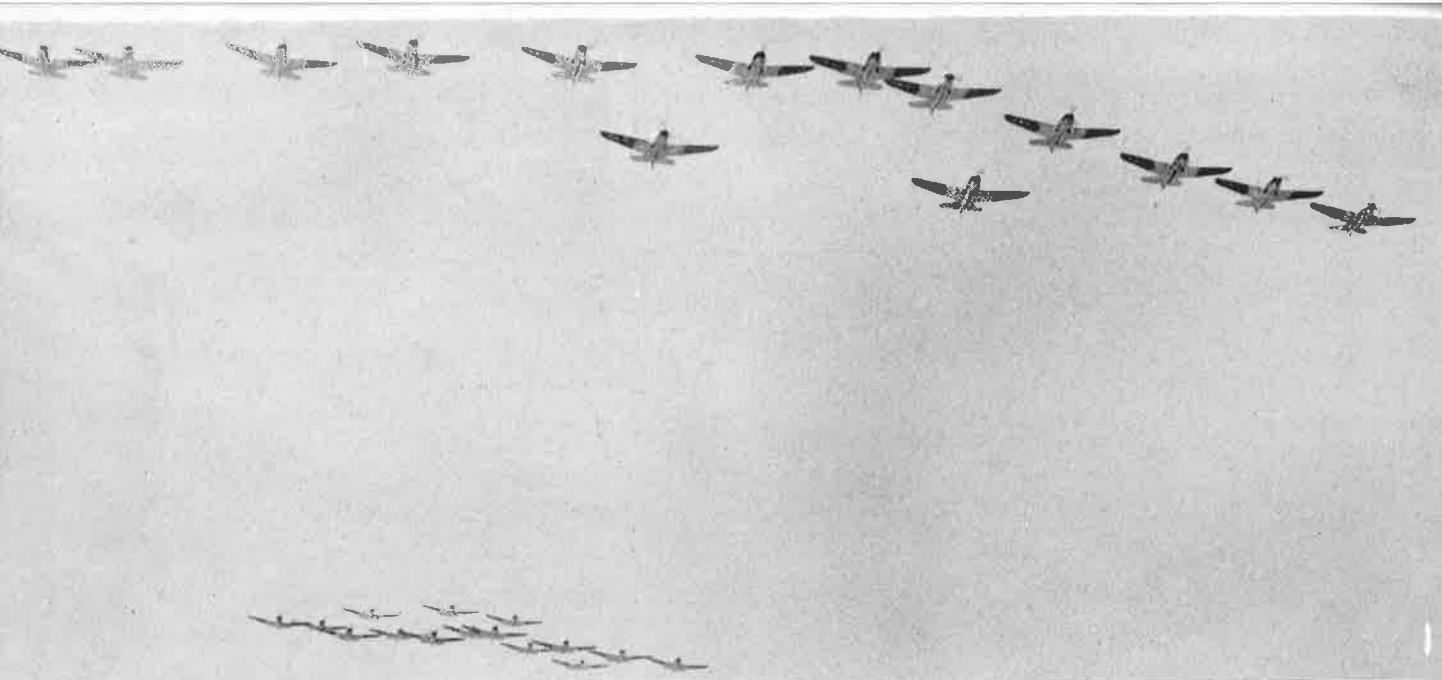
1. McCain Leaves
2. Abe Nijoya, Jap Air Man, Taken Aboard
3. Comdr. Eddie Peabody Entertains
4. Pilot Leaves SP2 (in V)



1. Yorktown, Hornet and Hancock at Anchor in Ulithi Lagoon
2. Approaching Ulithi 3. Capt. Weller cutting the first birthday cake



1. Officers of Xmas Gift Committee check Order Forms of Crew Members before sending to AES.
2-3. Destroyer in heavy December Seas



1. Randolph Hit at Movietime





needed rest and was relieved by Airgroup Eighty-one at Guam. Hitting the Philippines Wasp was caught in the big typhoon of 18 December in which the wind velocity reached ninety-five knots. The big Flat Top sustained little damage. Three Destroyers however foundered in the heavy seas with a great loss of life.

Christmas in Ulithi saw huge numbers of mail bags coming aboard Wasp bringing good news and good cheer from the States. On one day alone three hundred bags of mail were delivered on board.

Early in January, Halsey fired his Task Force through the Bashi Channel into the South China Sea where Wasp saw action hitting Saigon, Camranh Bay, Hong Kong, and the Canton area. Japan lost over one hundred and forty thousand tons of shipping as direct result of this audacious thrust.

A month later Wasp's planes were first over the target in the first regular Carrier attack against

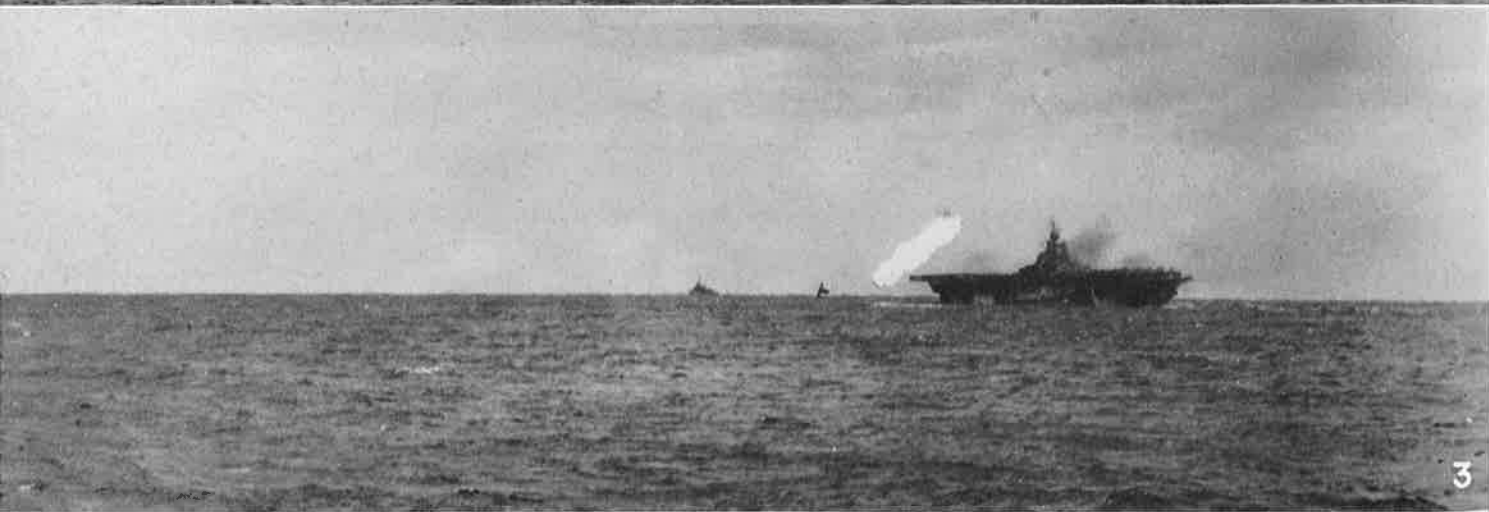
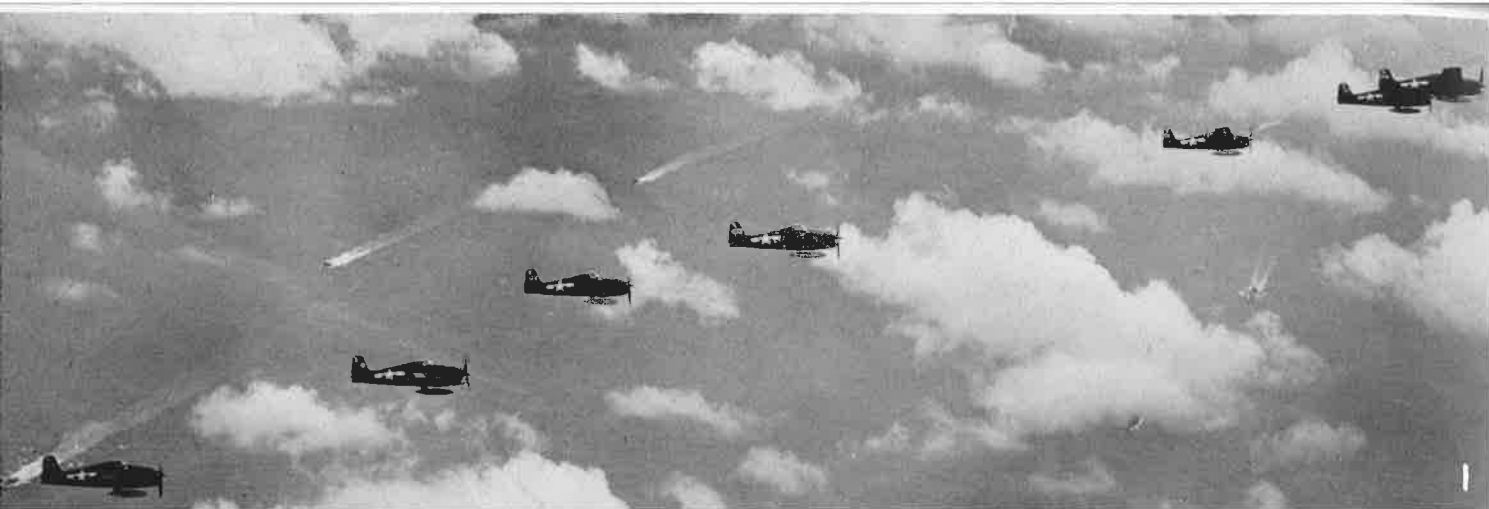
Continued on Page 33

1. Shipping - Hong Kong - Kowloon
2. Burning Merchantman at Cape Padaran
3. Bombing of Two Merchantmen



1. Loading Bombs on TBF in Rain for First Tokyo Strike
2. Fueling TBF in Rain for Tokyo Strike

3. Arming Plane
4. TBF Crashes Sans Flaps



1. Combat Air Patrol on Station.

2-3-4. "So Solly"

Tokyo, the exact moment of which was carried to the Ship through the medium of the excited jabbering of the radio announcer conducting the early morning setting up exercises. The next day an enemy Carrier rolled over after a rain of bombs from WASP planes. Under cover of this constant pounding the Iwo Jima landings were effected on 19 February.

Taking Airgroup Eighty - six aboard on 13 March, WASP was moved up off the coast of Japan and heavy attacks were launched until the morning of the 19th when USS FRANKLIN was badly hit and two minutes later a lone Jap plane darted out of the clouds dead ahead of WASP dropping a five hundred and forty pound semi-armor piercing bomb that exploded in the galley on the third deck just abaft of midships. Excellent work by the fire fighting parties quickly controlled the fires and WASP, never out of formation, was ready for flight operations in an hour. Casualties were one hundred and two dead or missing and over two hundred wounded.

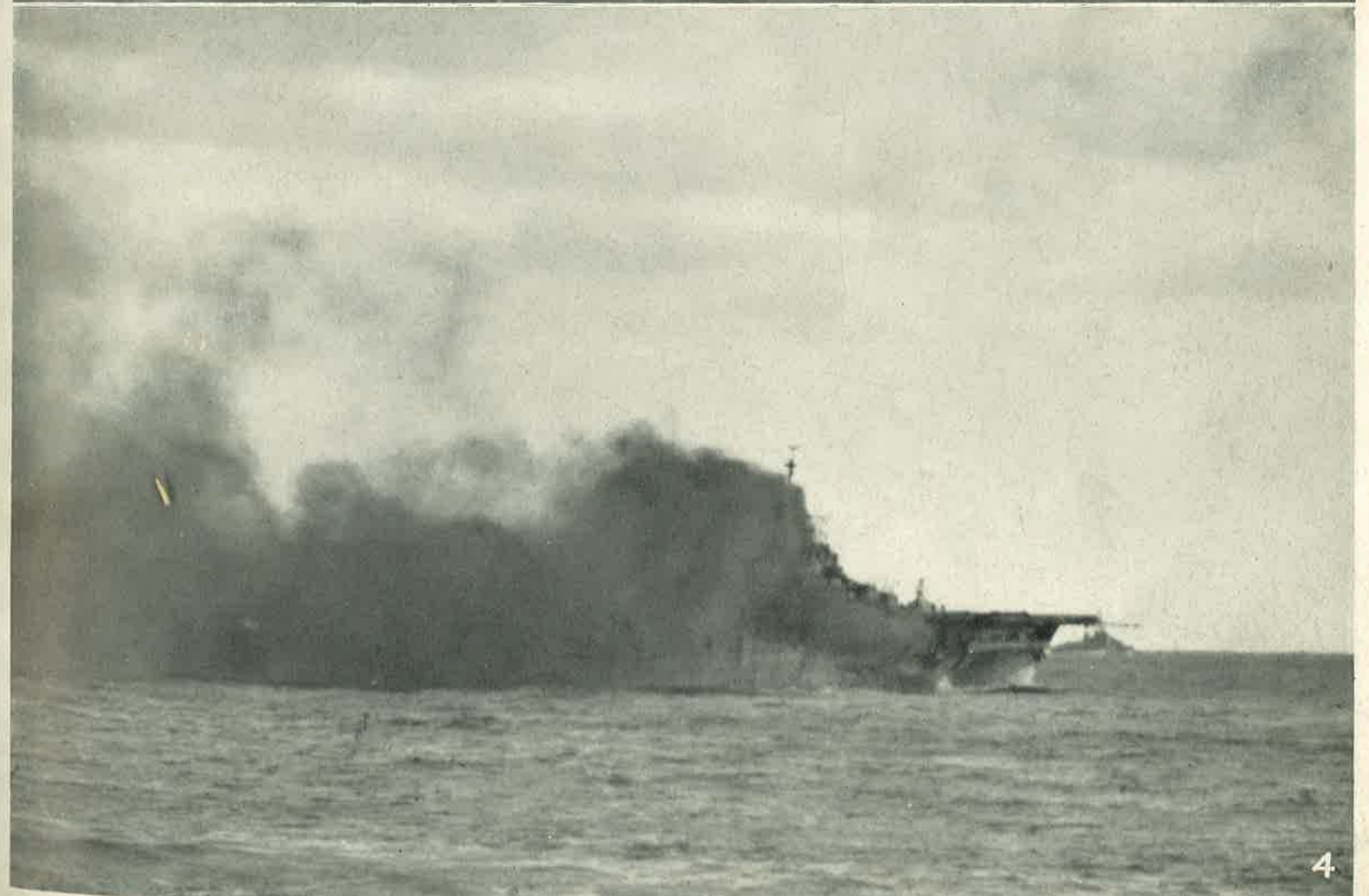
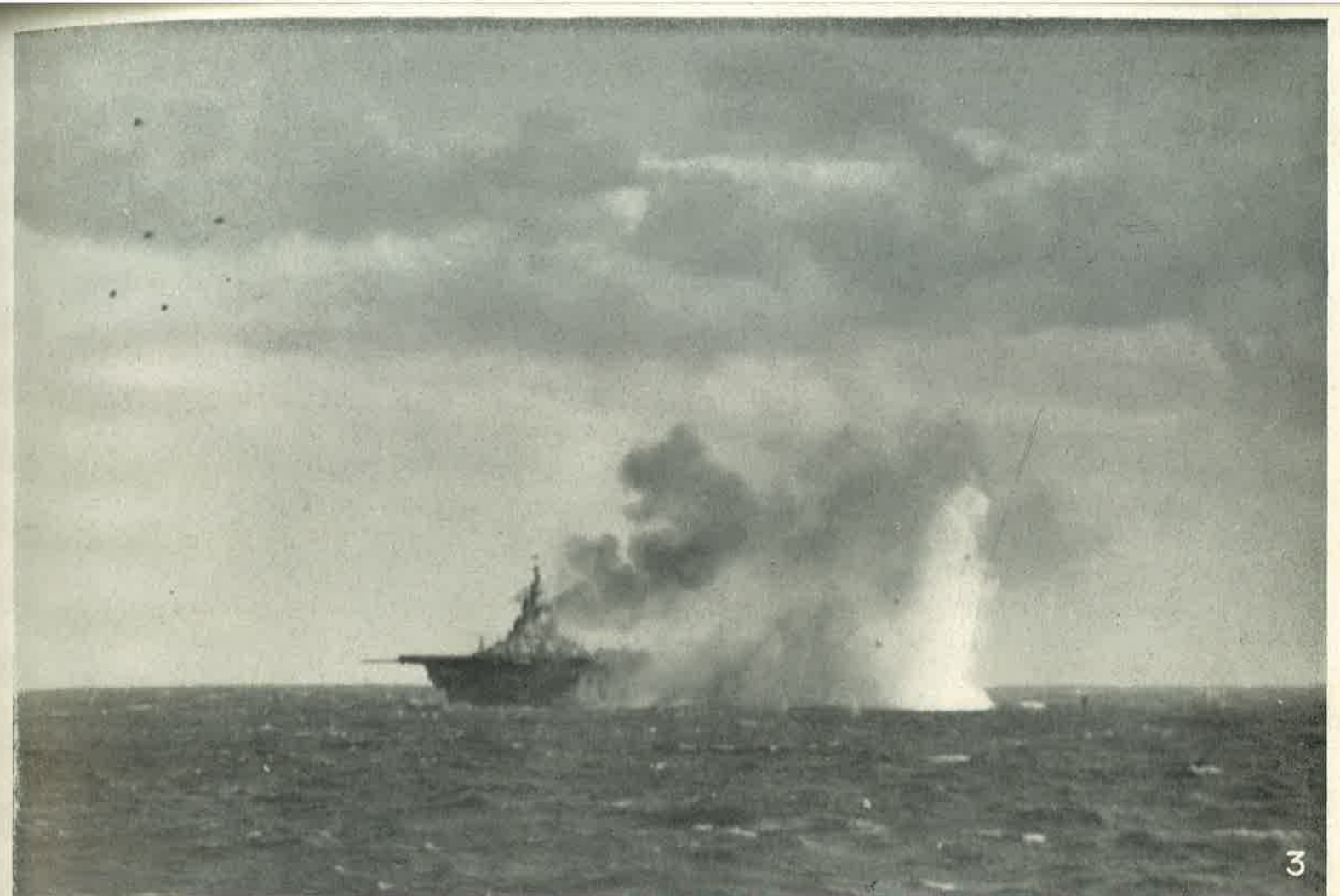
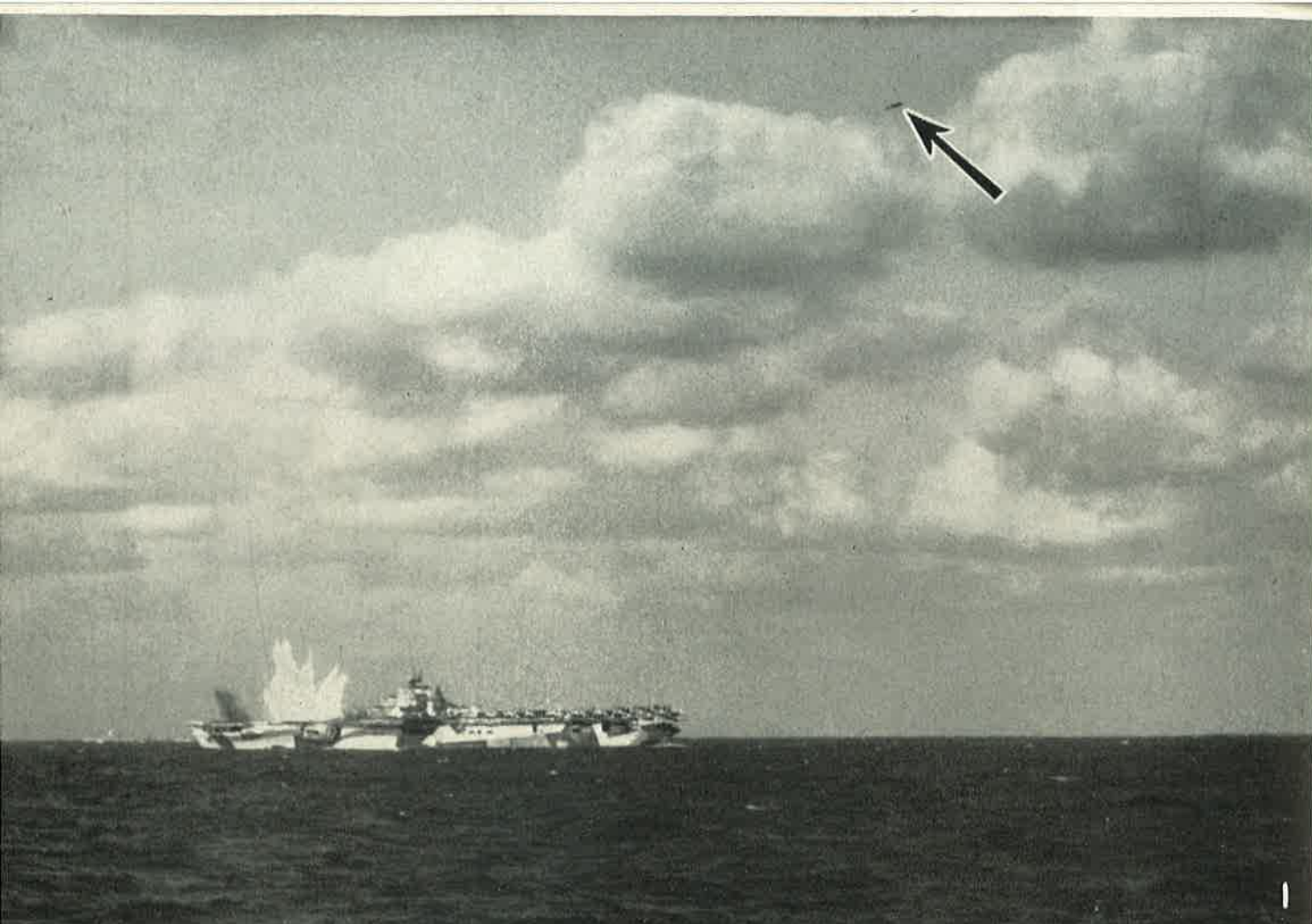
One hour after the bomb explosion gutted the after-messing compartment, a deadly, green, two-engined "Jill" chose the wounded WASP for a Kamikaze dive. WASP's large, medium and small batteries crescendoed and killed the pilot or jarred his aim enough to cause him to crash into the water missing the deck edge elevator by thirty feet.

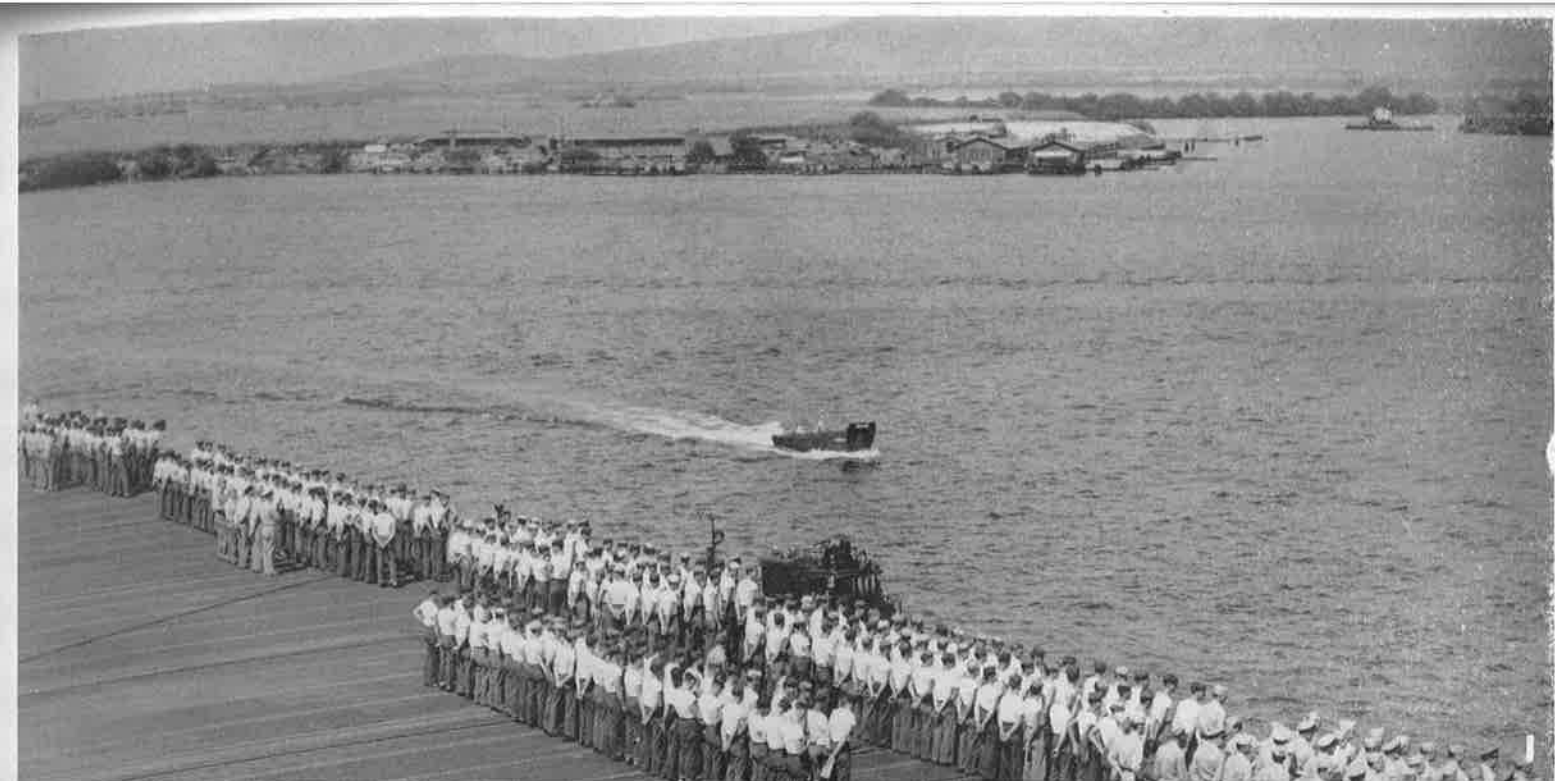
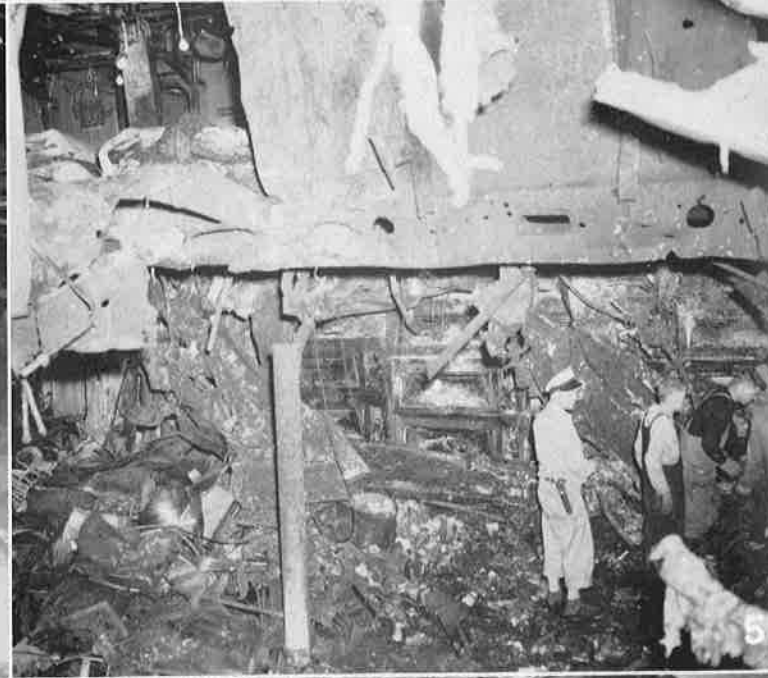
WASP, carrying rear Admirals Davison and Bogan, then became the Flagship for a Task Group of cripples and reported to Ulithi Lagoon. The group consisted of the bombed WASP and FRANKLIN and Kamikazed ENTERPRISE and the stove-in SANTA FE (crushed when debarking FRANKLIN survivors), and destroyer

Continued on Page 38

1. Five Inch Hits Judy 18 March
2. Judy Continues Dive on Wash







1. Shell Hole in Hangar Deck

3. Pumping Out
4. Looking Aft

5. Looking Forward
6. Looking From Gallery

1. Muster on Flight Deck on entering Pearl Harbor
2. Awarding Purple Heart

3-4-5. Presentations of Awards for Meritorious Service



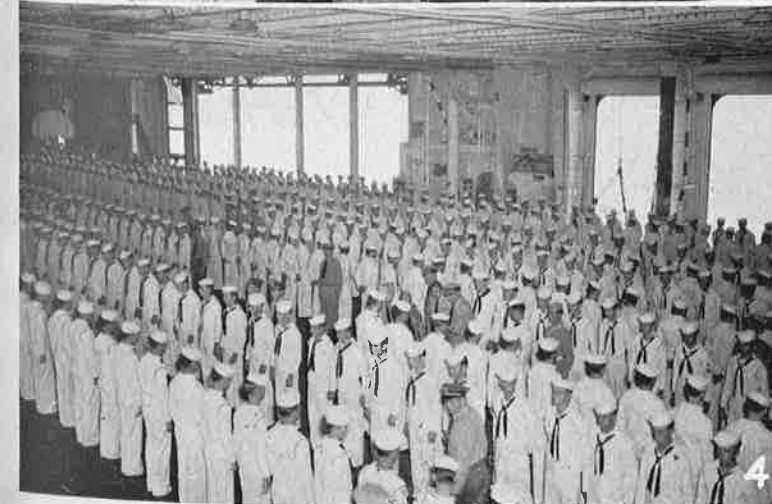
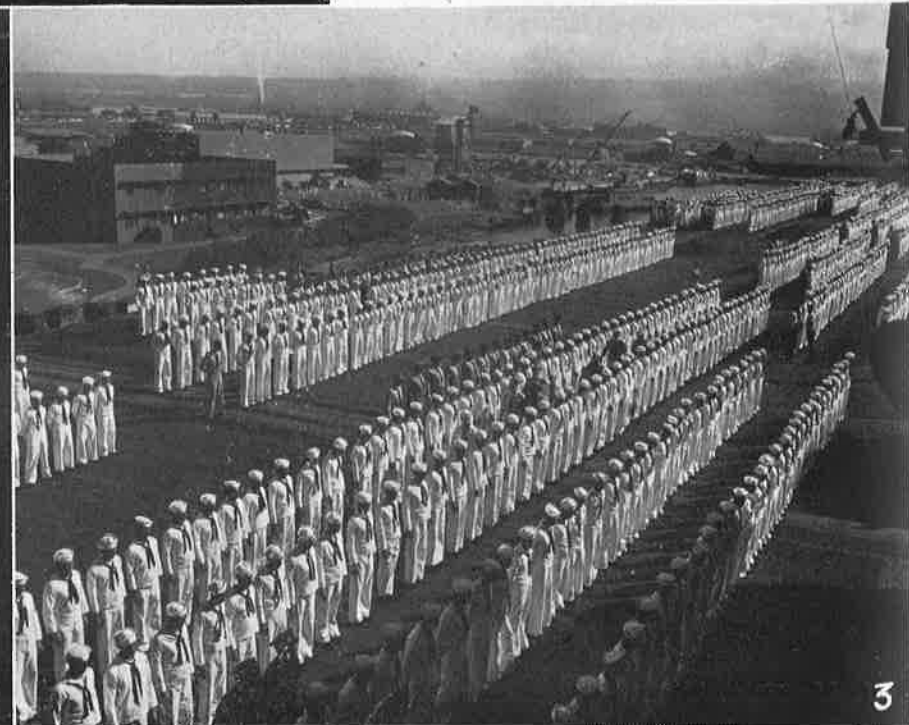
squadron 52. With the repair ship USS AJAX tied up alongside for two days, WASP was soon ordered to Pearl at maximum practical speed. WASP experienced two Easter Sundays, by crossing the International date line on Easter Sunday.

At berth fox 9 Ford Island, Waves and a Navy band playing "California Here I Come" greeted WASP and then hurried to the adjacent berth to which FRANKLIN was approaching. The band was right, FRANKLIN continued on to Brooklyn Navy Yard and WASP's battle damage necessitated repairs at Bremerton, Washington. Streaming in the breeze a six-hundred-foot going-home pennant, WASP sailed out beyond Diamond Head, passing the new USS BON HOMME RICHARD enroute to the forward area for the first time.

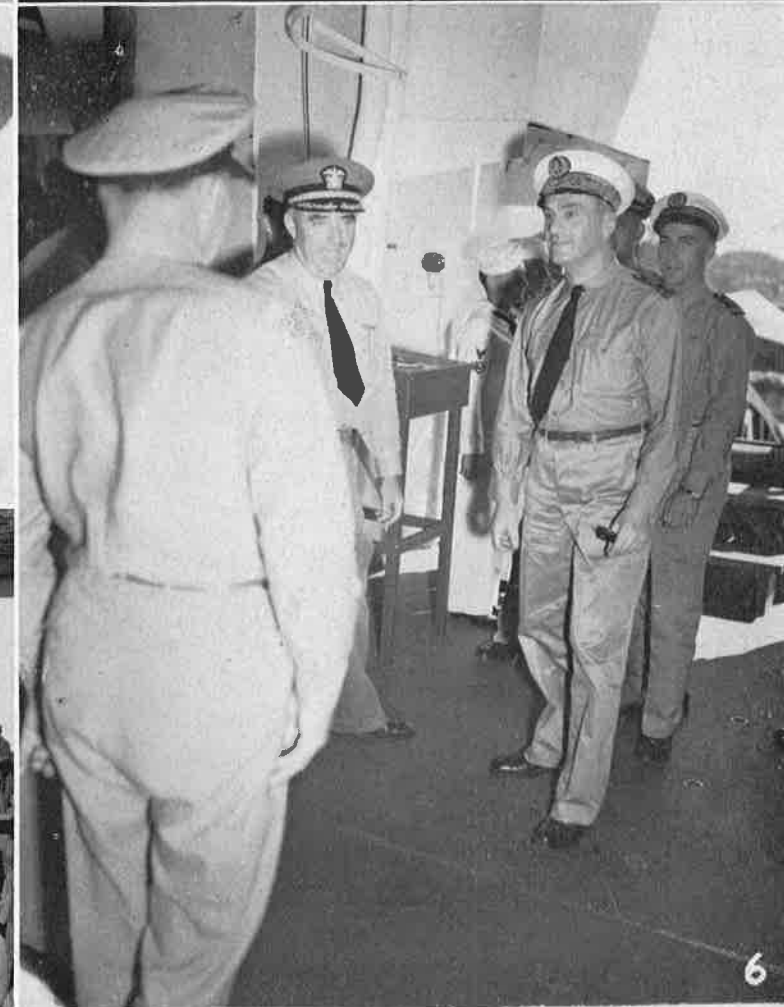
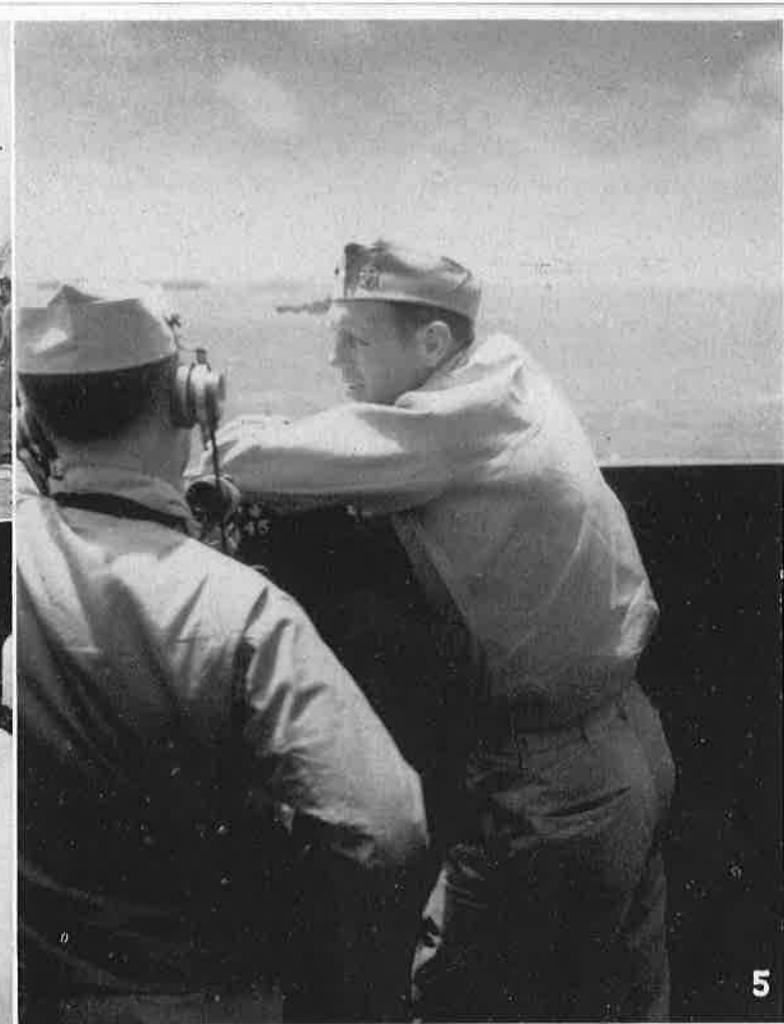
11 April meant leave and reunion for half of the Ship's complement who debarked from WASP by special ferry to Seattle immediately upon arrival in beautiful Puget Sound. On 13 April WASP moored to Pier 6, Puget Sound

Continued on Page 41

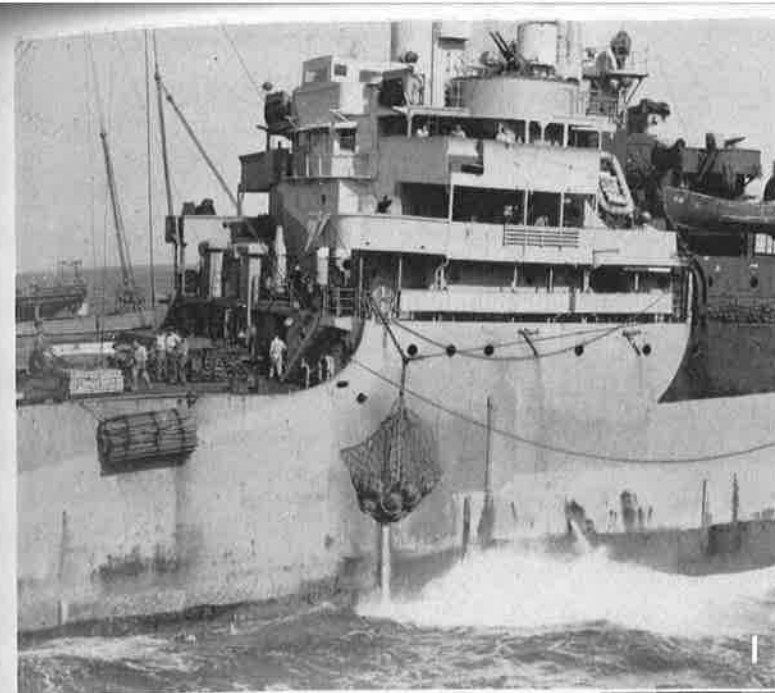
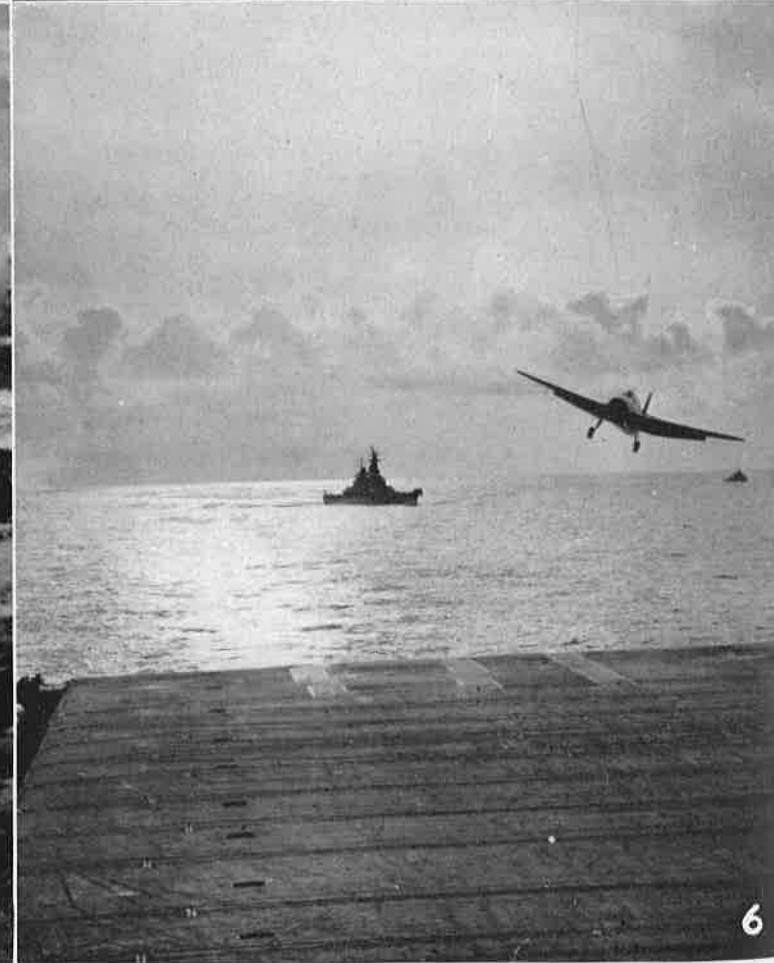
1. Weller Welcomes Switzer
2. Change of Command
3. Quarters on Entering Pearl



1. F6F Crackup
- 2-3-4. Inspection by Captain



5. Commanders Joseph C. Clifton and James A. Thomas
6. French Admiral Comes Aboard



Navy Yard, Bremerton, Washington, where she found the USS LEXINGTON, USS SARATOGA, USS NEW JERSEY (Admiral Halsey's former flagship), USS MARYLAND, and USS MINNEAPOLIS.

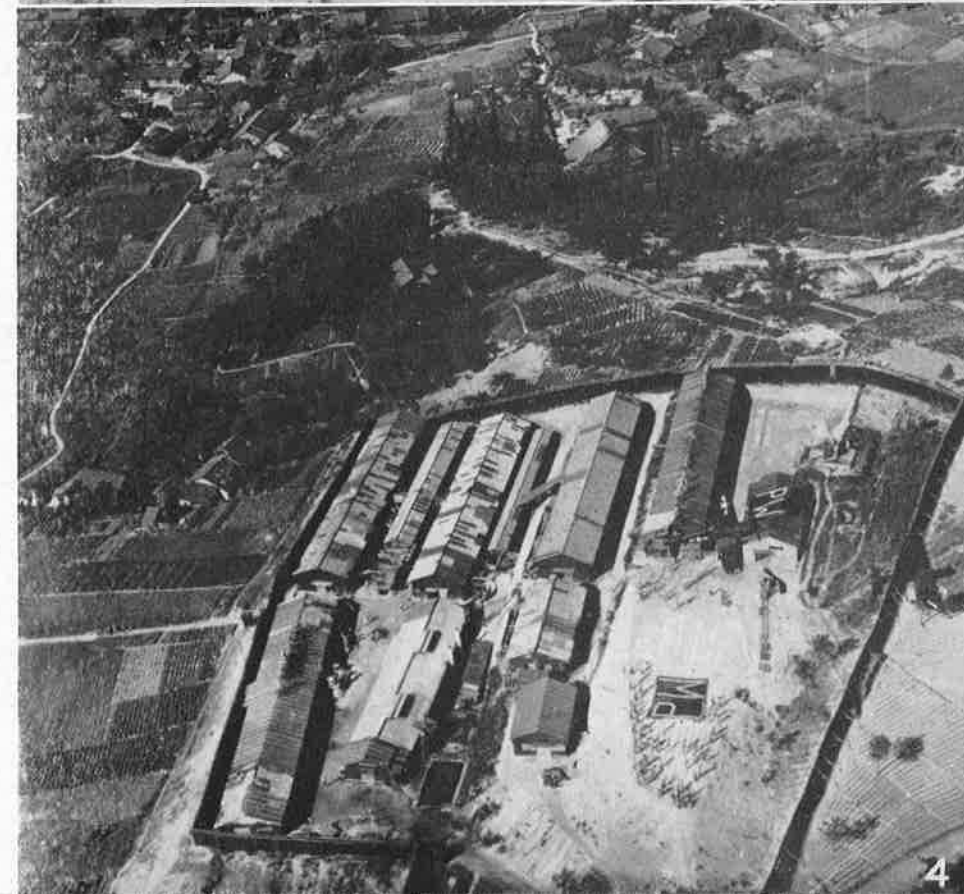
On 25 May Captain W. G. Switzer, USN, relieved Captain O. A. Weller, USN, as Commanding Officer.

During the yard availability, 22 April to 1 June, five thousand Navy Yard employees worked on WASP daily. The Ship's armament was increased, the Pilot House and Flag Bridge lengthened and additional Sea Cabins were installed in the Island Structure, among other improvements, making WASP the last word in Flagships.

On 2 June 1945, gay memories of leave behind her, WASP left the Navy Yard, her overhaul and battle repair completed and prepared for a few days' training exercises, test firing and degaussing, before departing for the Alameda docks in the San Francisco area. From Alameda WASP set course for Pearl on 13 June having picked up Airgroup Eighty-six once again and having as passengers Airgroup Ninety-five.

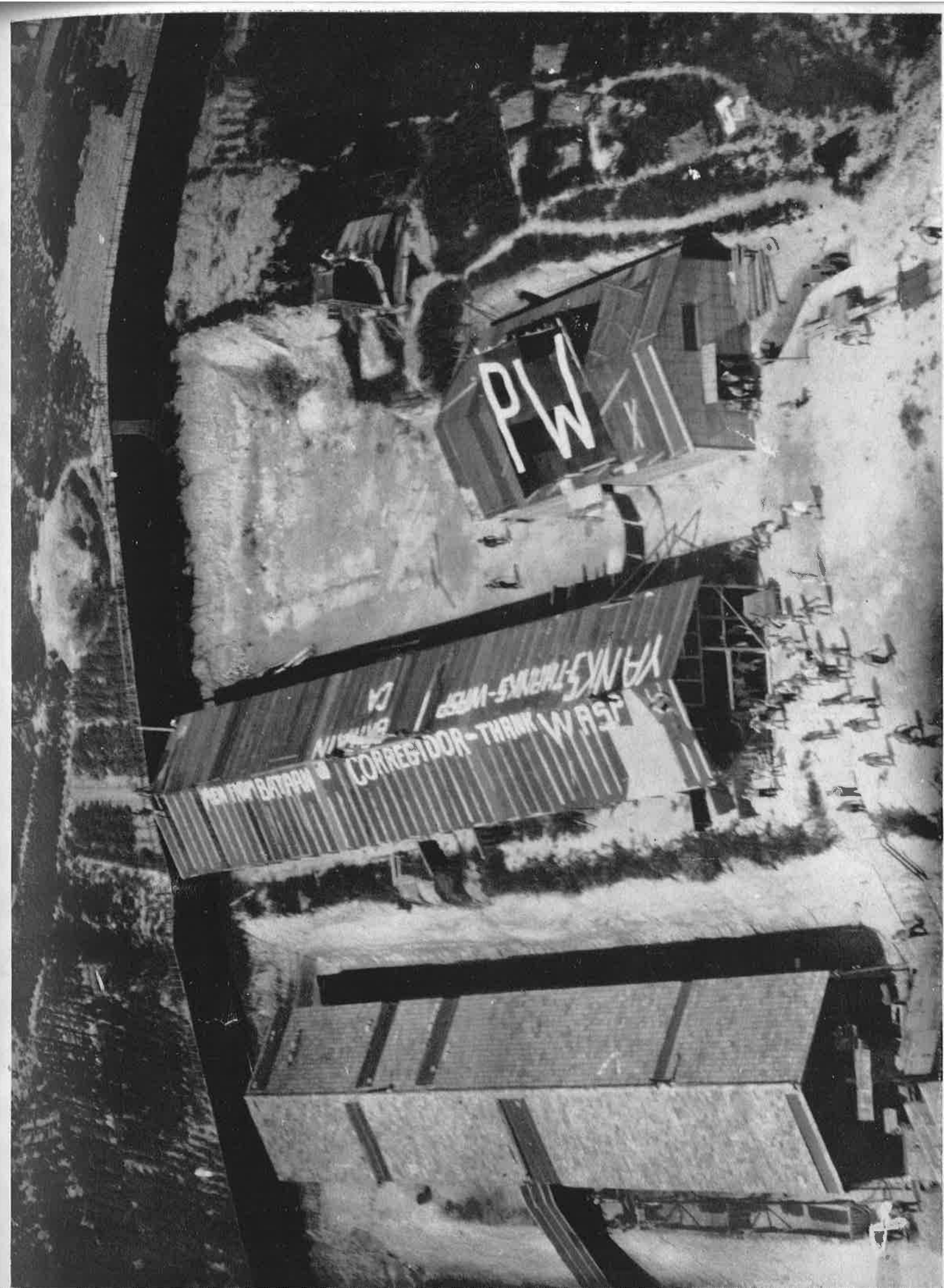
Commander J. C. Clifton, USN,

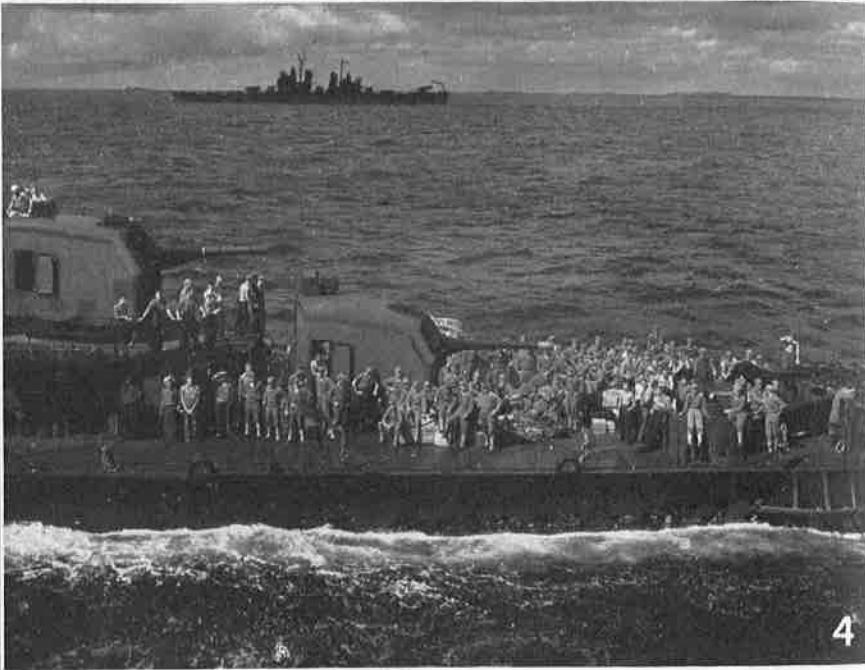
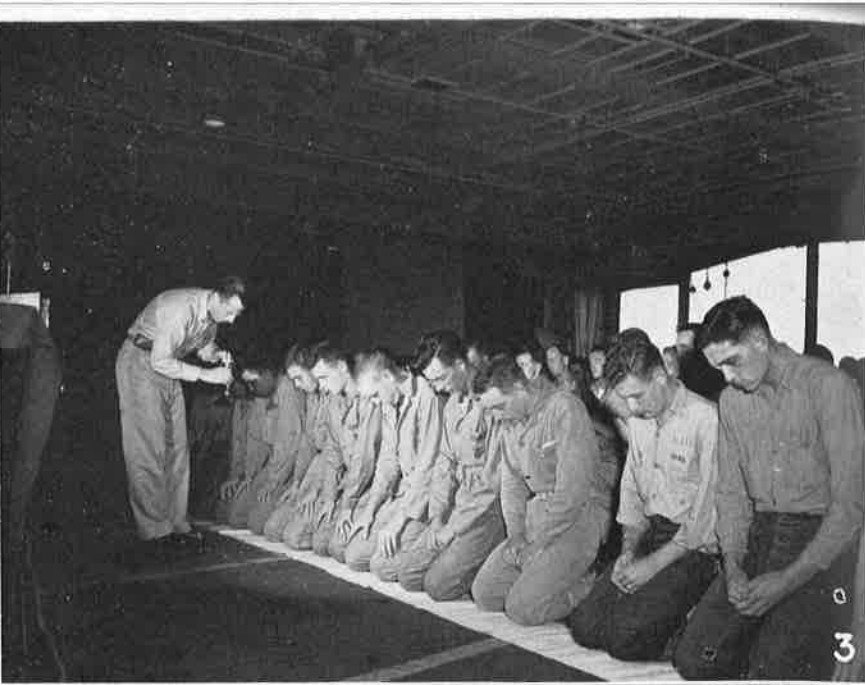
Continued on Page 44



fighters "Warm Up" for Formosa Strike 2. Waiting for Strikes to Return 3. Bomb and Rocket Hits on Wake Island 4. Battleship of IOWA Class in the Background

1-2. Arming Ship





1. Landing Party Inspected
2. Marine Crawls into Breeches Buoy

3. Communion for Marines before Landing
4. Wasp Detachment Aboard Destroyer

...ving Wasp's Executive Officer, Commander J. Slattery, USN, came aboard at Alameda. After a short series of training cruises out of Pearl, Wasp was underway on 11 July bearing the forward area. Giving the Jap-held Wake a good going over on the 18th Wasp pulled into Saipan on the 19th, and on the 26th joined the Third Fleet off the coast of Japan.

...winging into action on the 28th against enemy units at Kure Harbor, Wasp planes with fighters bombed the Light Cruiser OYODO and the battleship HARUNA leaving the former on her side and the latter a smoking, beached wreck.

...Army flyers dropped the first Atomic Bomb in Japan on Hiroshima on 7 August; a second one

was dropped on Nagasaki on the 9th, while Wasp planes were hitting Honshu airfields. The Task Force was under steady attack, when at 1612 a Wasp pilot spotted a "Grace" diving on Wasp from seven thousand feet. Smoking one wing of the enemy, Wasp pilot pulled away giving Wasp gunners a chance to pour lead into this last Kamikaze of the war, plopping him into the sea less than one hundred feet from the starboard bow.

Attacks were launched against airfields in the area of Tokyo Plains on 10 and 13 August while the 14th brought the news of the surrender of Japan. Still enemy planes kept coming in and Wasp combat air patrol shot down the last plane of the war. On 15 August, the day the official Al Nav 194 was received carrying the message of



1. Waves over Bow



2. Heavy Seas

the Secretary of the Navy in which he took "satisfaction in the conclusion of the War," Admiral Halsey addressed the Third Fleet and the British Pacific Fleet, thus ending the seventh Wasp's twenty and one-half months of active duty out of forty-four of World War II.

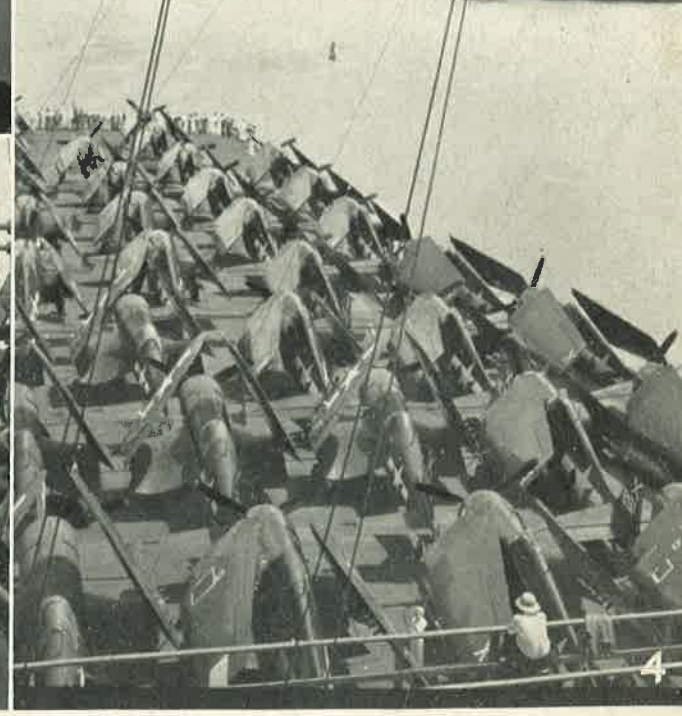
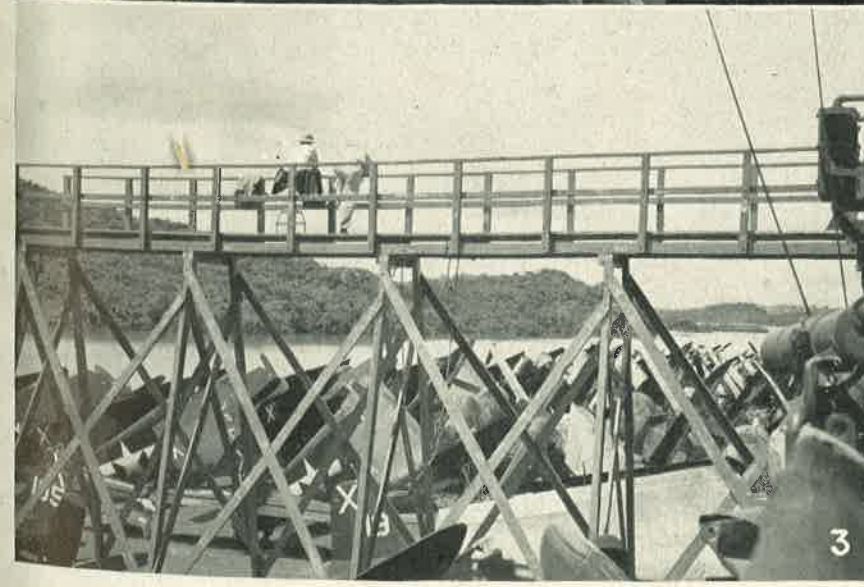
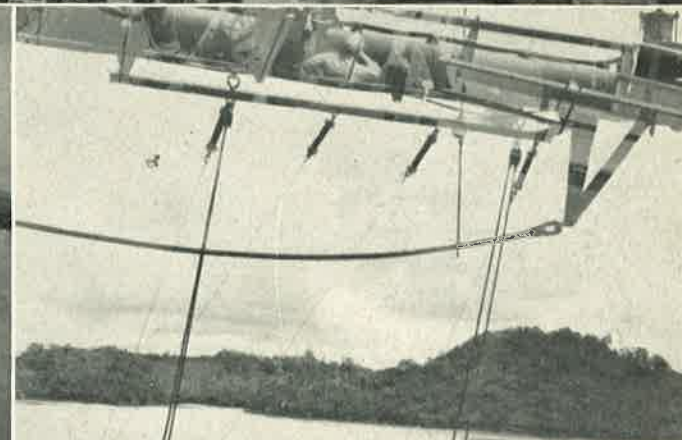
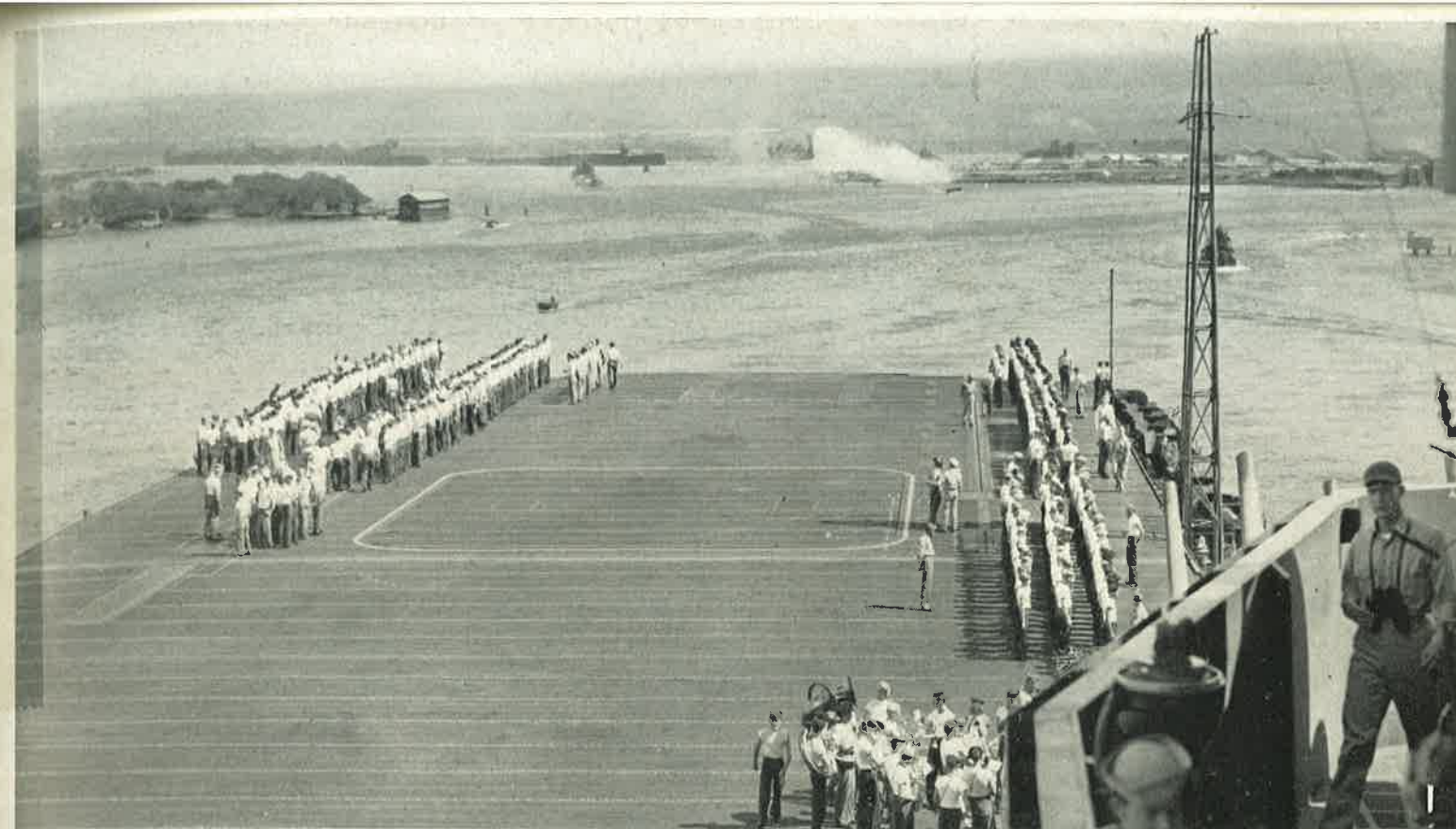
On 25 August with the war behind her, Wasp now rolled and pitched in a typhoon with wind gusts reaching 78 knots. The giant waves smashing down, caved in 30 feet of the forward end of

the flight deck, making it necessary for Wasp to return to Pearl for repairs.

Before the return trip however, Wasp flew numerous mercy missions to deliver supplies to prisoners of war in the Nagoya area of Japan.

Following repairs, Wasp on 1 October headed east through the Panama Canal for Boston, where she was to participate in the first peacetime Navy Day in almost four years.



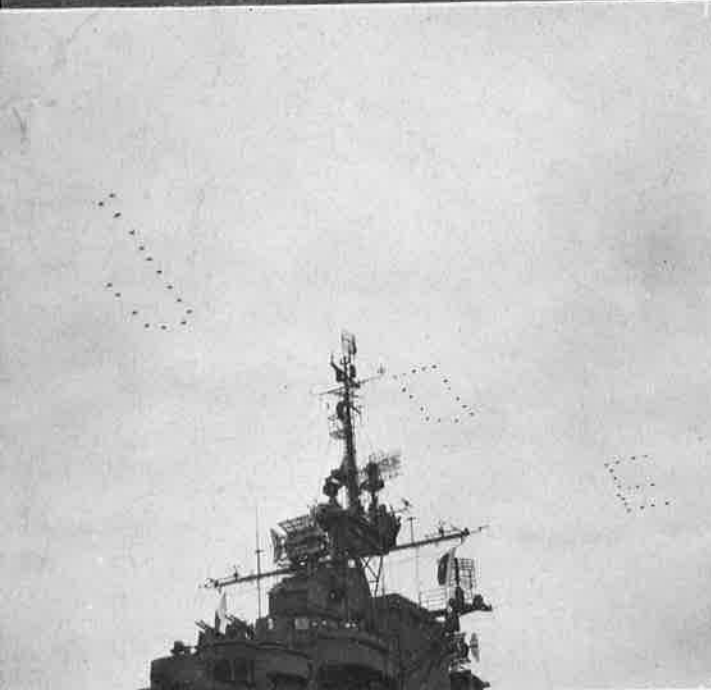
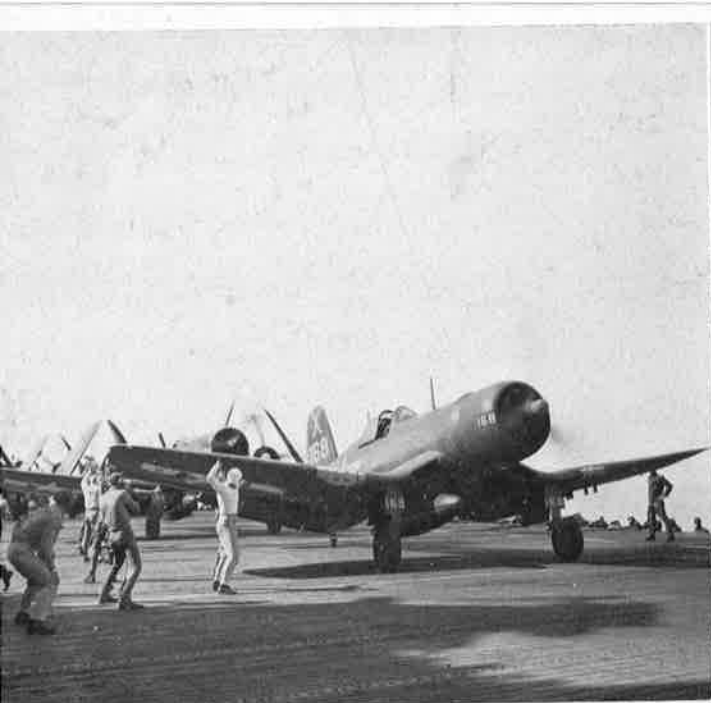


V-J Day in Ready Room
29th Landing

3. Passengers Quartered on Hangar Deck between Eniwetok
and Pearl Harbor

1. Pearl Harbor again 10 Sept: 1945

2-3-4. Passing Through Panama Canal



Passengers Exercising on Flight Deck

“The Magic Carpet”

A final chapter, and not the least important one, was added to WASP's history after the gala celebrations of Navy Day. In the Navy Yard Annex at Bayonne, New Jersey almost the last vestiges of aircraft carrier functions were stripped from WASP. The hangar deck was converted into a huge barracks by the installation of over forty-one hundred bunks and other facilities. In two weeks WASP was ready to serve as a transport in the fleet which earned the name “THE MAGIC CARPET.” The Army was anxious to demobilize many thousands of men from the various theaters of war, and WASP was to bring back the impatient GI's waiting in Italy and England.

To Naples

Our departure from New York was delayed until 18 November, so that we could transport over twelve hundred men and officers of Italian service units back to their homeland. The trip was uneventful, the passengers happy and very grateful for the comfortable passage. The officers and men of WASP met and solved the new problems confronting them in preparation for the much greater loads of the return trips. A New York

Times correspondent and several Navy Department representatives—a Carrier Engineer and official photographers—were passenger-observers covering all angles of this trip.

WASP arrived in the bomb-and shell-battered port of Naples, in the shadow of Mt. Vesuvius, on 26 November; sight-seeing, gift-shopping and souvenir-hunting were the order of the day. The deepest impressions on the crew were made by the poverty of the people, the inflation and black market practices, and by the amazingly preserved ruins of the ancient city of Pompeii.

By noon on 27 November over fifty-five hundred troops were loaded, filling every available space, and WASP immediately set sail for home. Precedent was shattered by the inclusion of fourteen women among the passengers, consisting of Army nurses and Red Cross workers. They caused surprisingly little disruption to the daily shipboard routine. The return trip was fast and pleasant for all hands; the highlight was a miniature Army-Navy game on the flight deck, refereed by Commander “Jumping Joe” Clifton, from which the Navy emerged victorious. The Ship arrived at Newport News, Virginia on 4 December.

troops immediately debarked in a pouring rain the final stage of their demobilization.

Southampton

After a week in Norfolk, Virginia Wasp departed for Southampton on 12 December, this time without passengers. A severe storm, with winds up to eighty knots, in the latter half of the trip, wreaked havoc with the hangar deck curtains. This ended all hope of completing the return trip to Christmas. During the course of the storm, one member of Wasp's crew, Andrew Mikita, S1/C, suffered a severe fracture and dislocation of the right arm, necessitating his transfer to an Army Hospital in England.

Wasp put in to Plymouth, England, for repairs on 19 December, and remained there until the 25th. During this time, the crew availed themselves of the opportunity to visit London, and to enjoy the warm hospitality of the English. The appalling conditions of the "blitz" made all realize how fortunate our cities had been to escape that fate.

On Christmas day Wasp sailed for Southampton. Christmas trees appeared in all their glory. The holiday was devoted to Church Services and an excellent dinner. The Ship tied up at Southampton on the 26th, loaded close to six thousand troops (and not a female among them), who had been waiting many weeks for transportation, and on the 27th headed for New York.

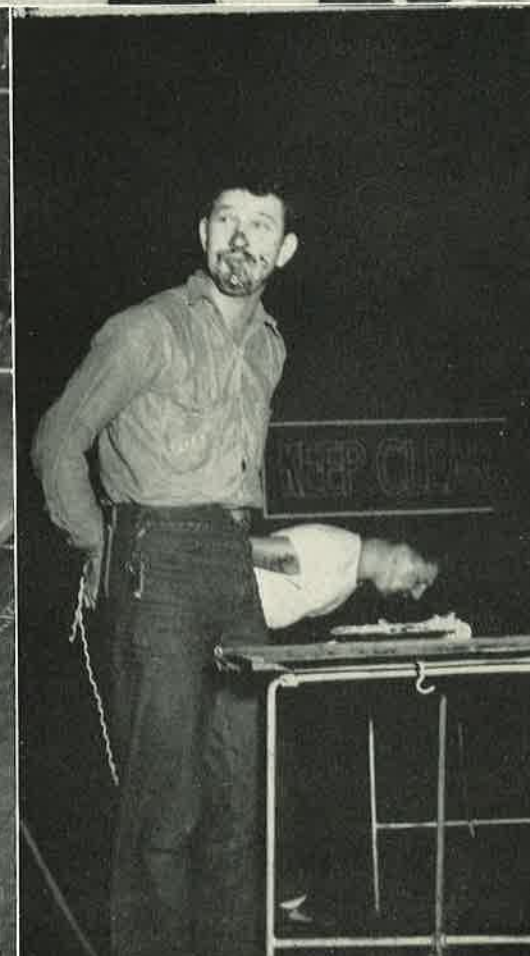
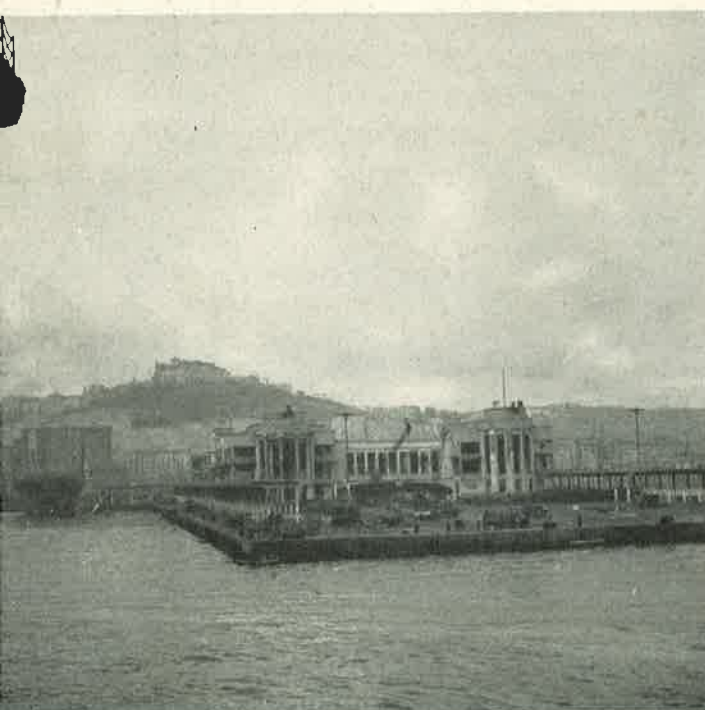
In the next few days Wasp ran into some of the fiercest storms of any winter in the North Atlan-

tic. The constant pounding of the head seas weakened and finally smashed the forward portion of the flight deck and the starboard side of the bow. Beams and bulkheads twisted and buckled. The port side of the flight deck gave and hung over the bow, while several officers' rooms on the starboard side had to be vacated. Damage control measures by the constantly vigilant and hard-working Hull Department prevented any injuries to personnel and succeeded in limiting the damage. The Ship was forced to change course, and headed south in an attempt to get out of the storm area. On New Year's Eve, the storm's fury was at its height, and there was very little celebrating at midnight. The crew were too tired, the GI's too seasick.

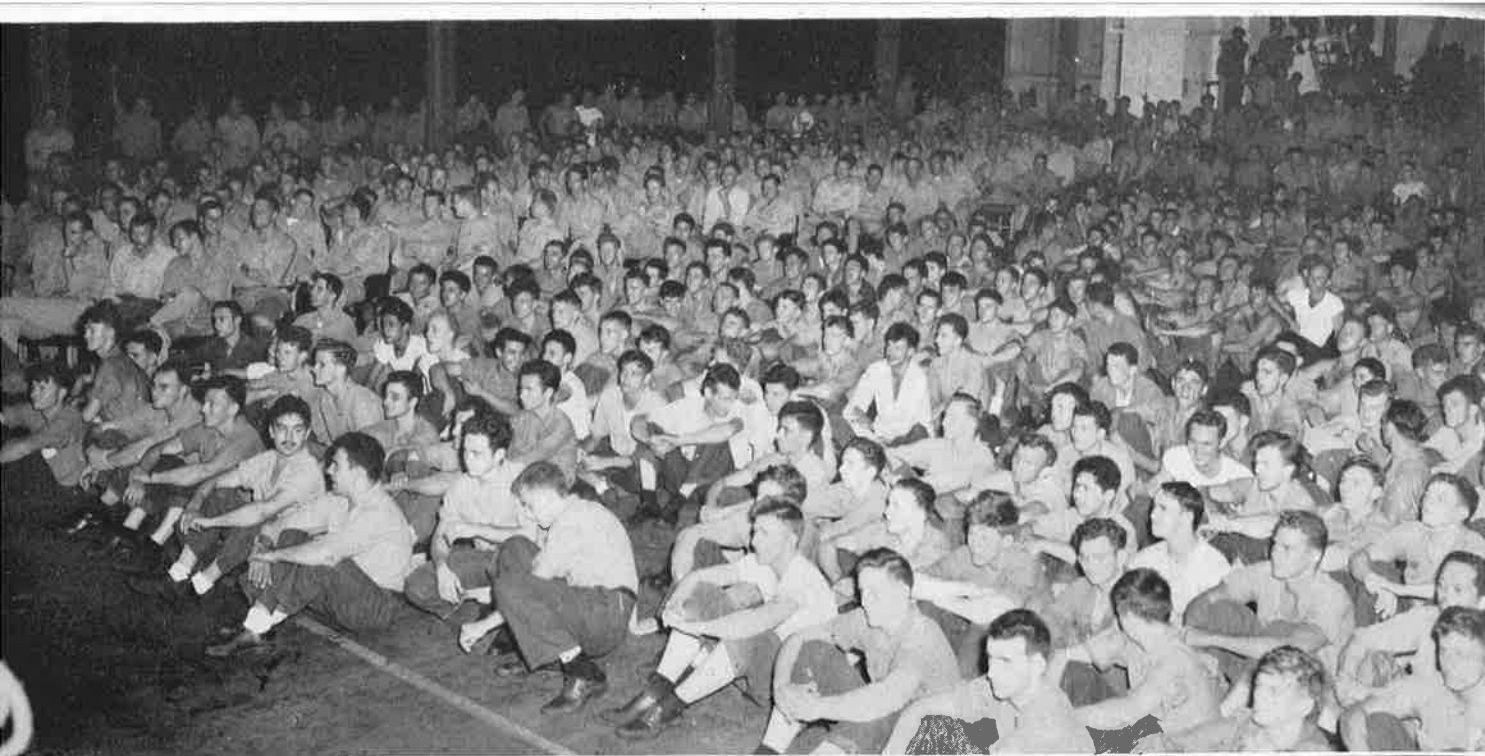
The New Year brought new and better weather, and the remainder of the trip was untroubled. Our original ETA of 1 January had gradually moved ahead, and it wasn't until 5 January that Wasp, limping but proud, was slowly warped into her berth at the Port of Embarkation in Staten Island. The tired yet happy troops bid us farewell as they quickly debarked to the cheers and waving of a welcoming New York.

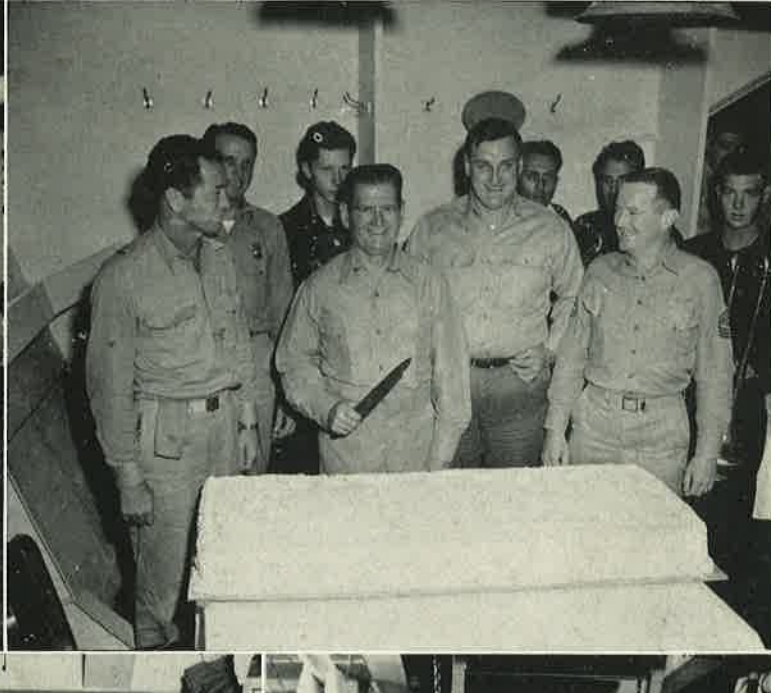
The Last Mile

On 6 January 1946, Wasp moved to the New York Navy Yard Annex at Bayonne, New Jersey. There she is undergoing repairs and overhaul, and there she is destined to be retired to the Inactive Reserve which she has so thoroughly earned.







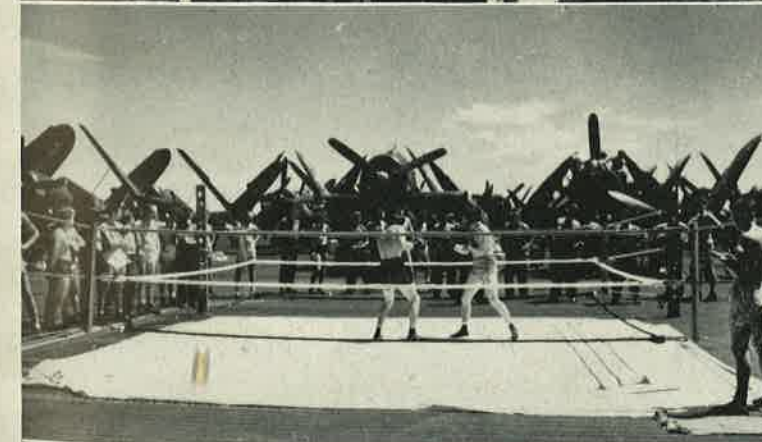
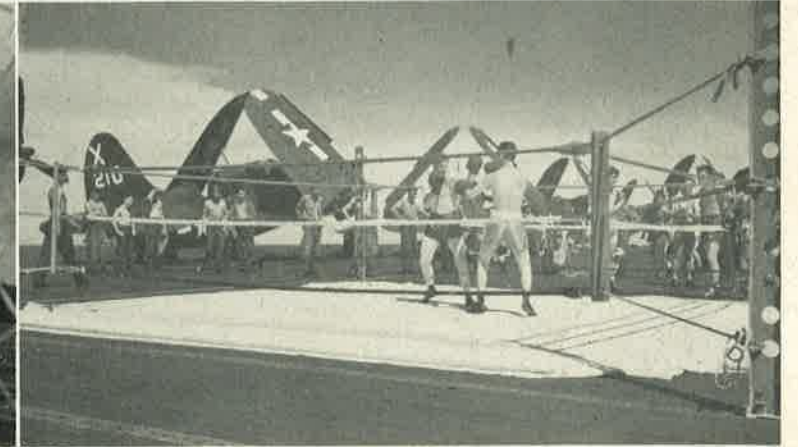


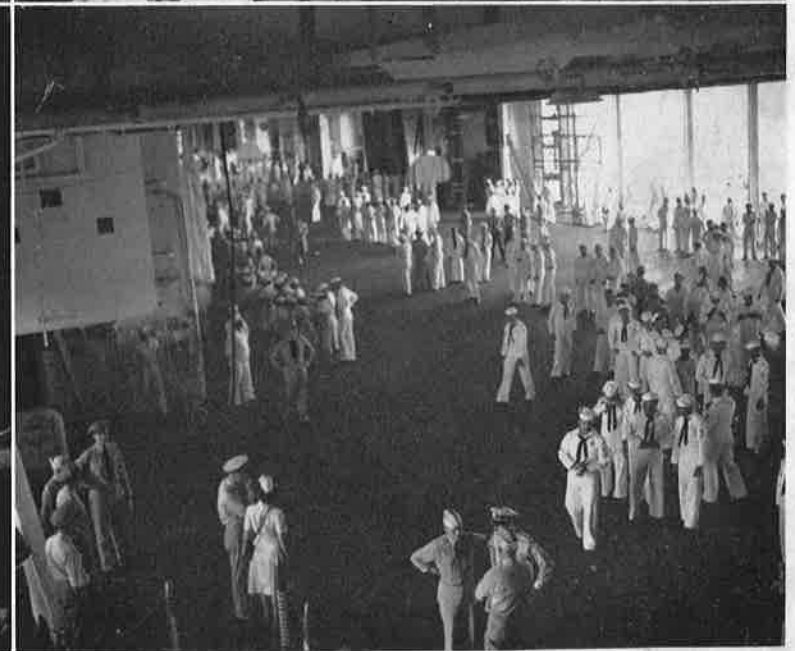
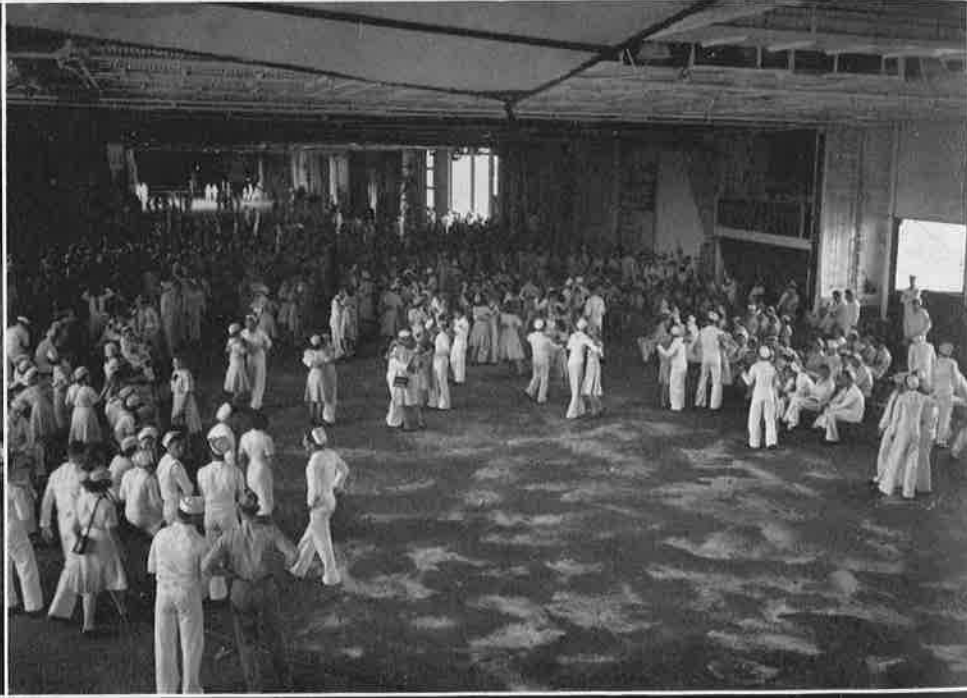
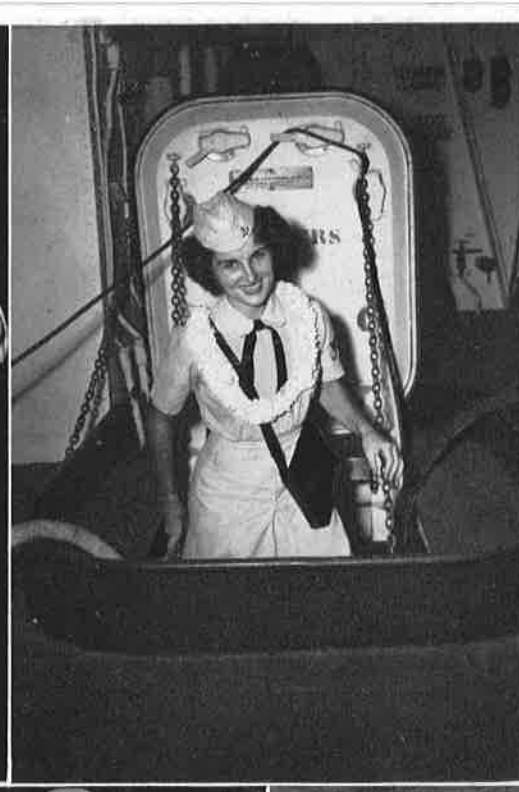
1. Quintet
2. At the Controls—Studio A

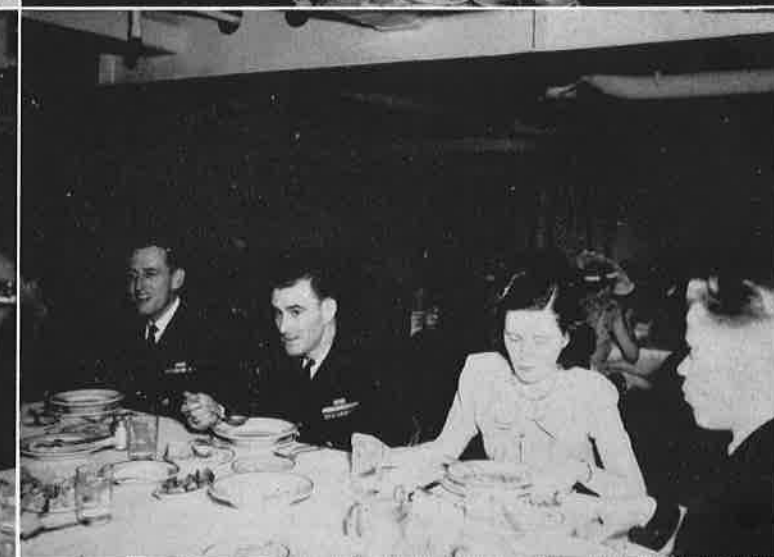
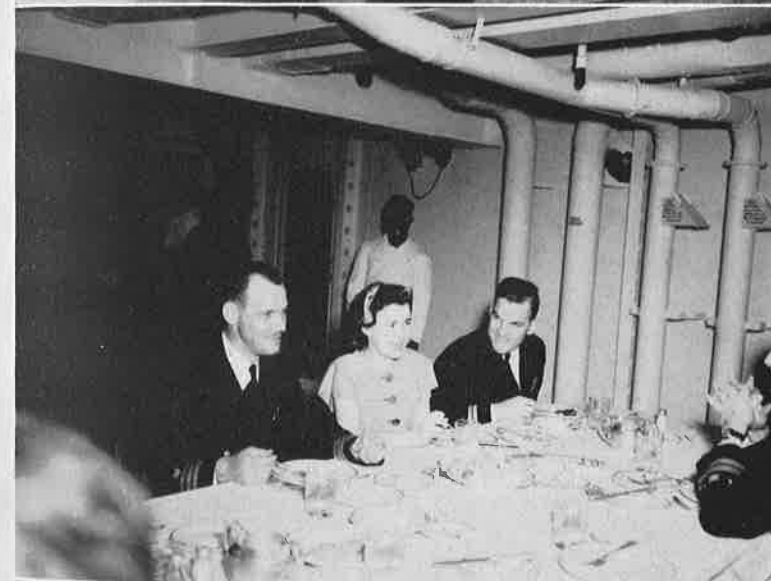
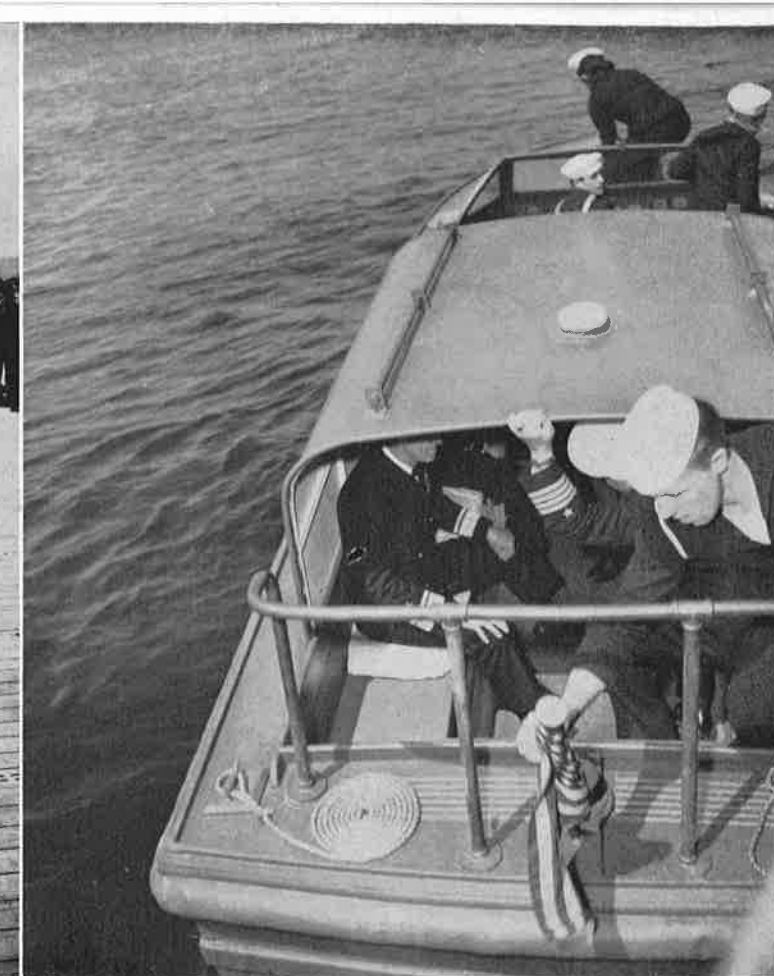
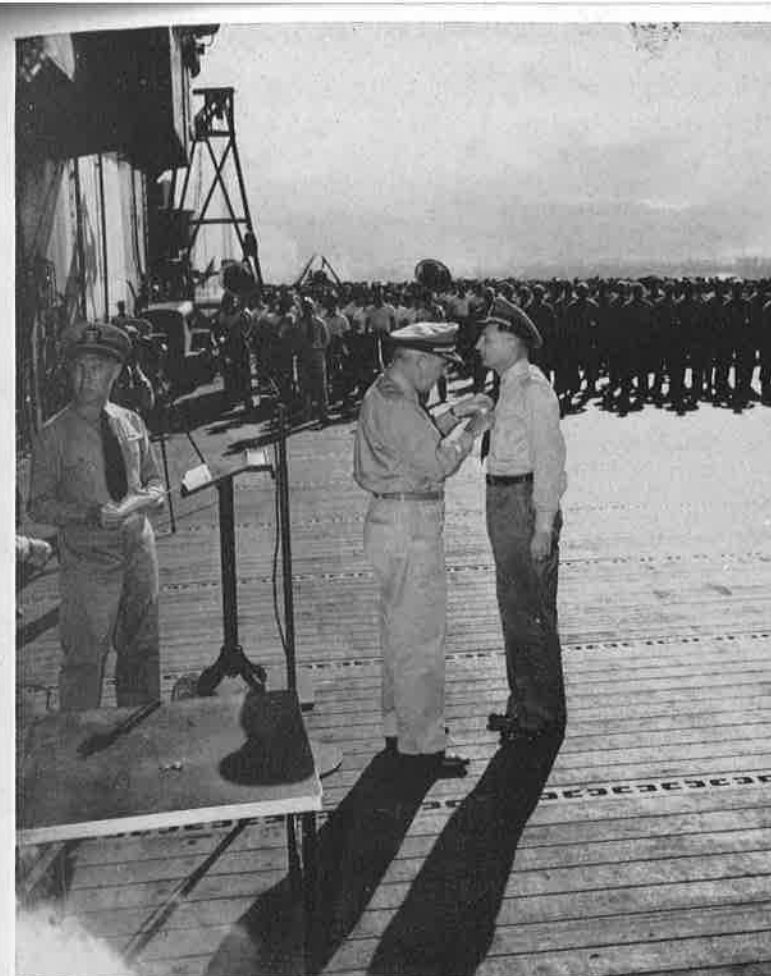
3. Dramatics
4. On the Air W-A-S-P

5. Get Set
6. Round Table of the Air
7. Colored Quintet

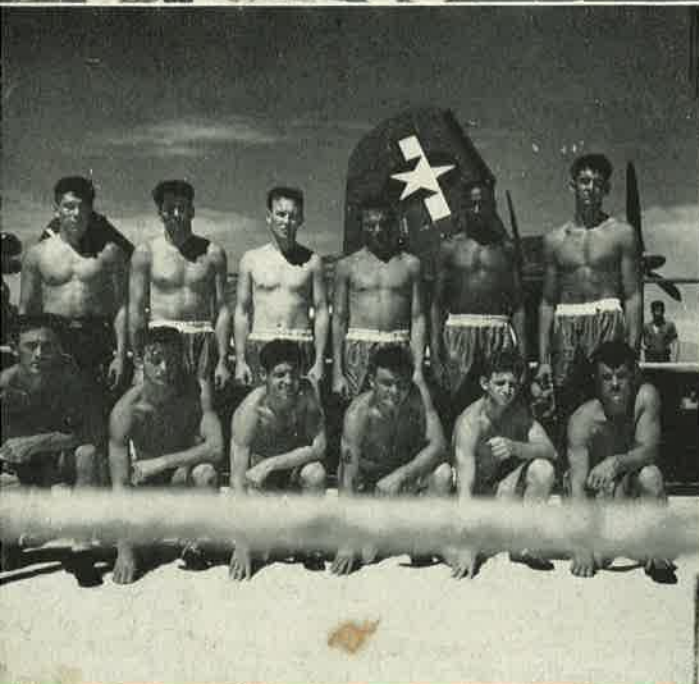
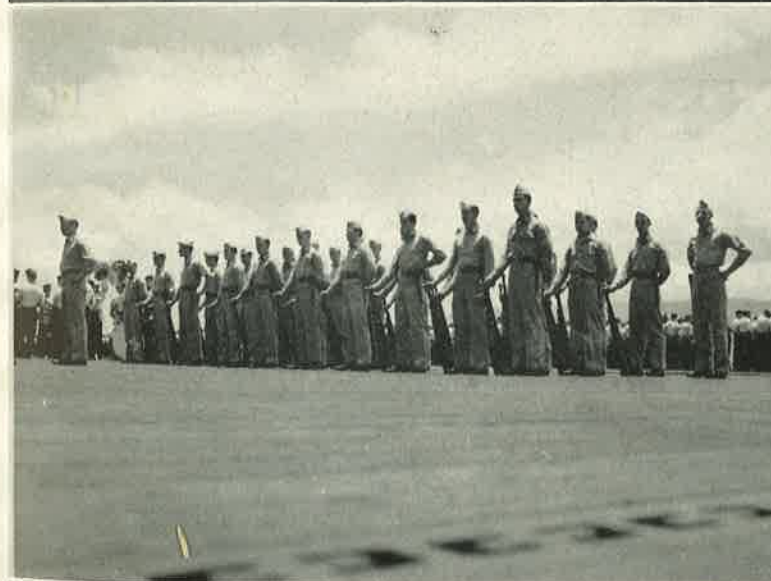
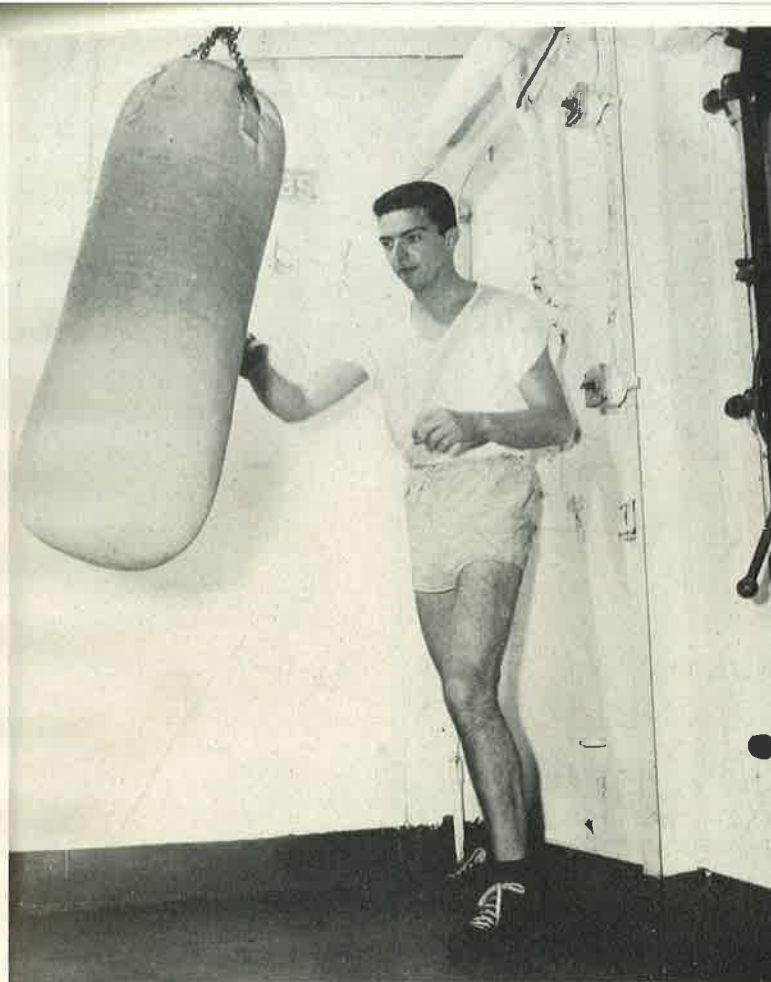
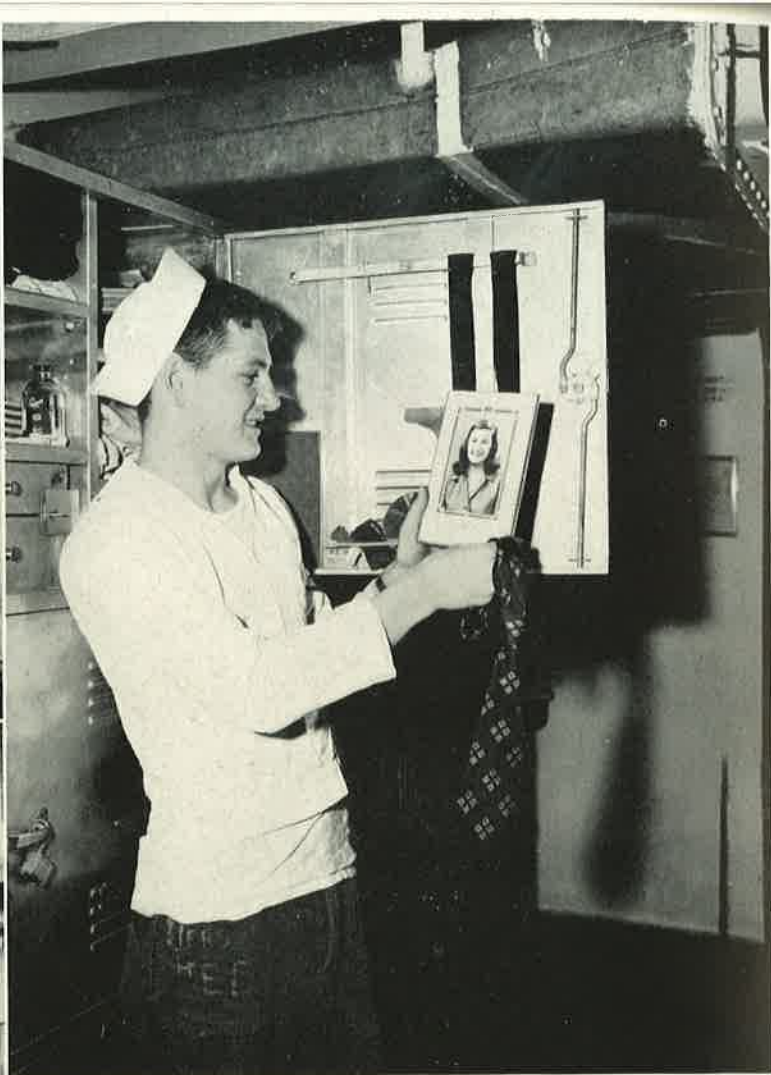


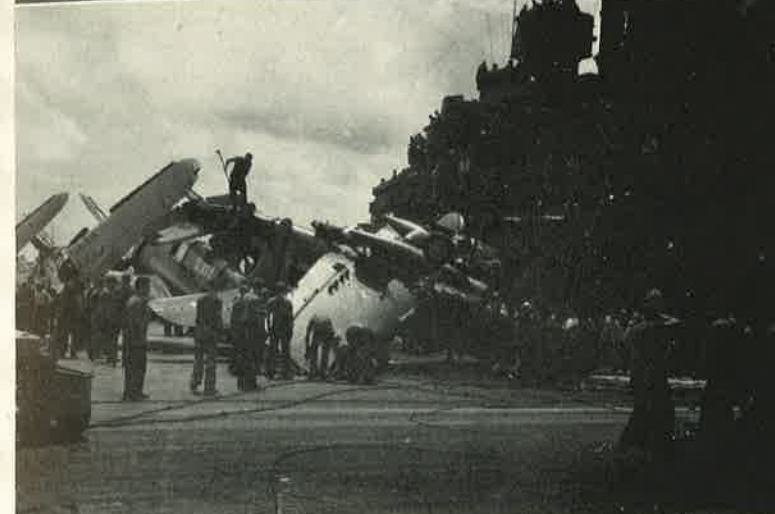
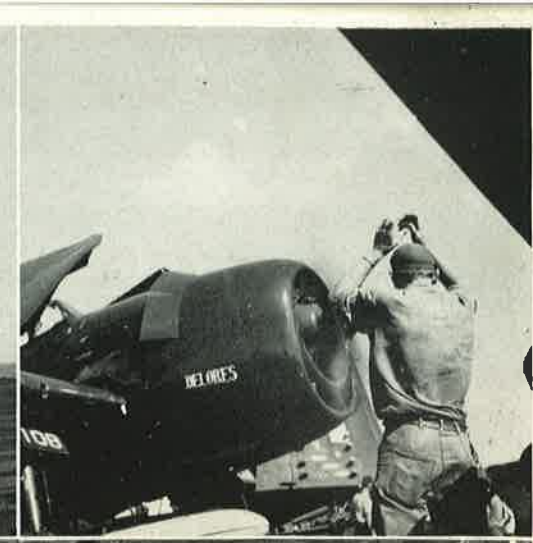
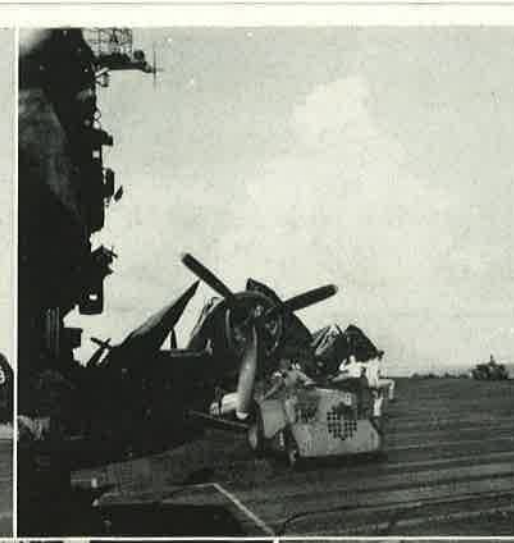
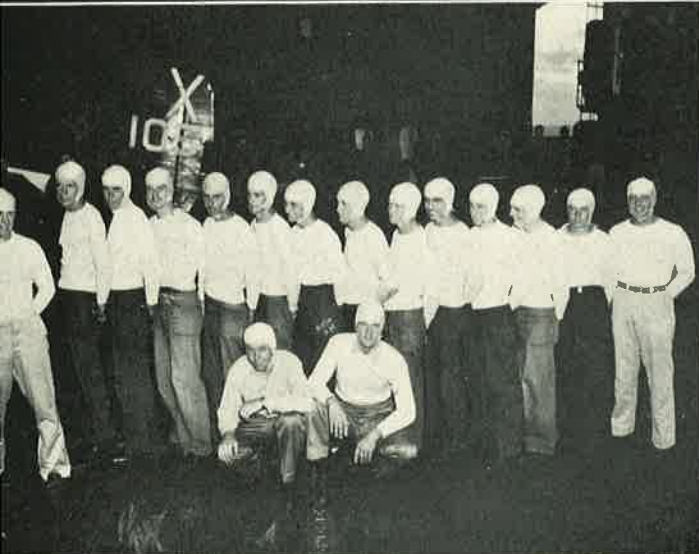


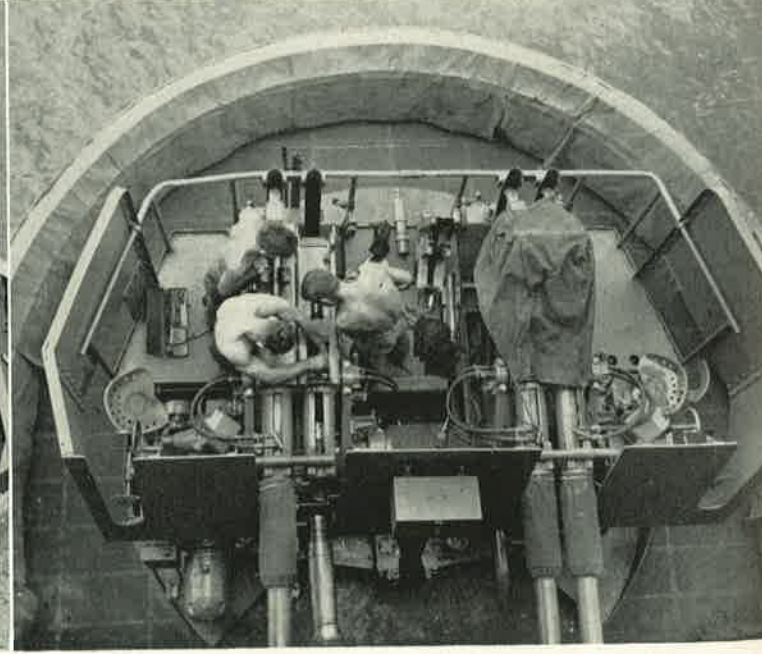
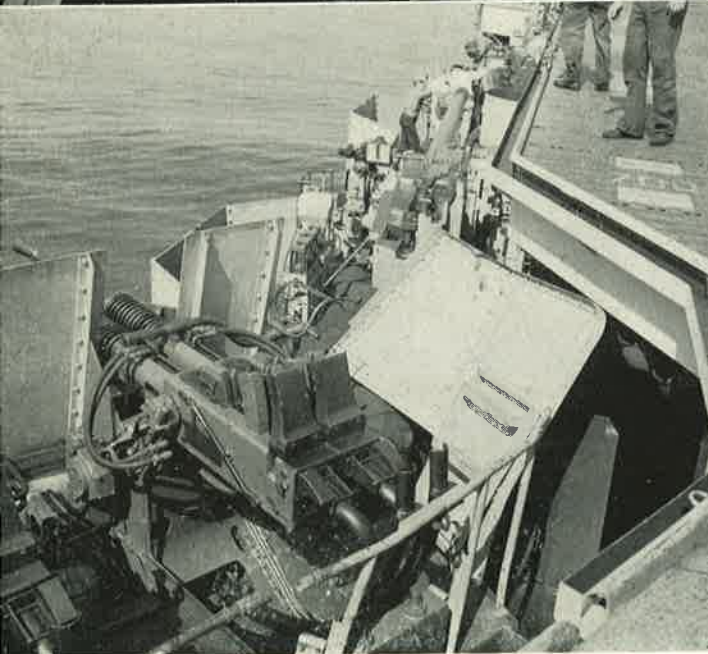
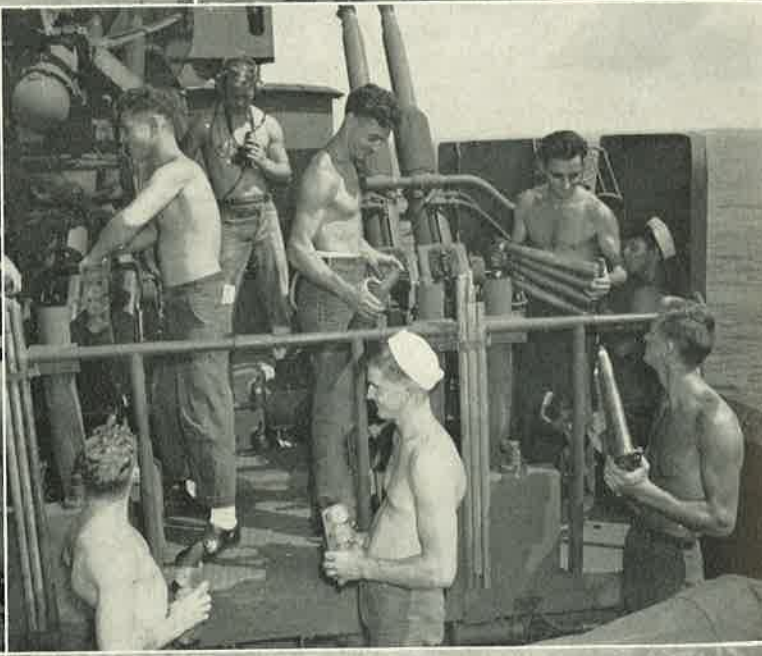
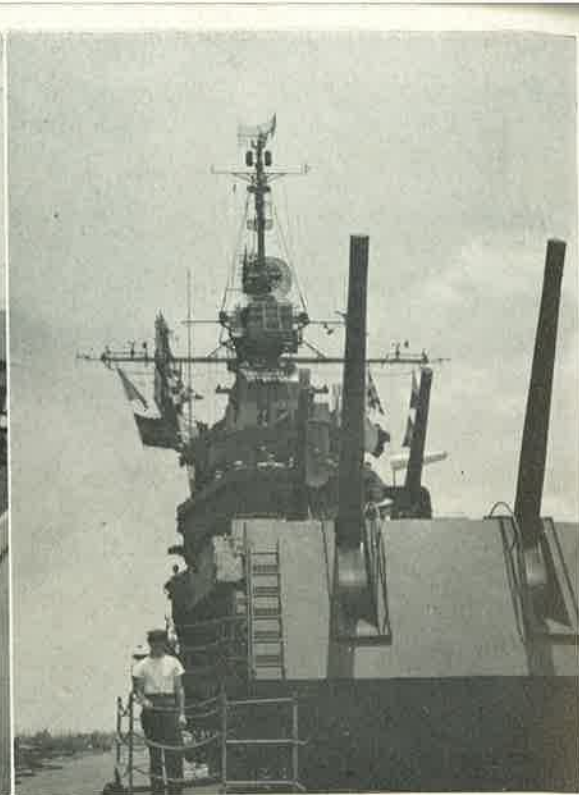


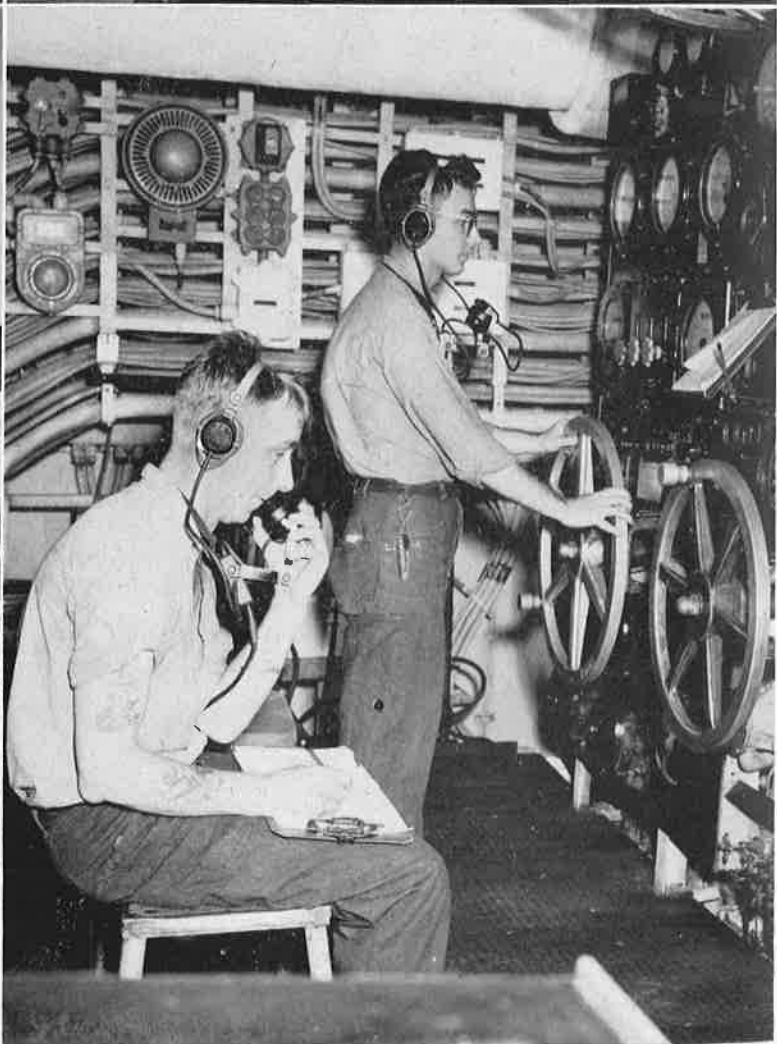
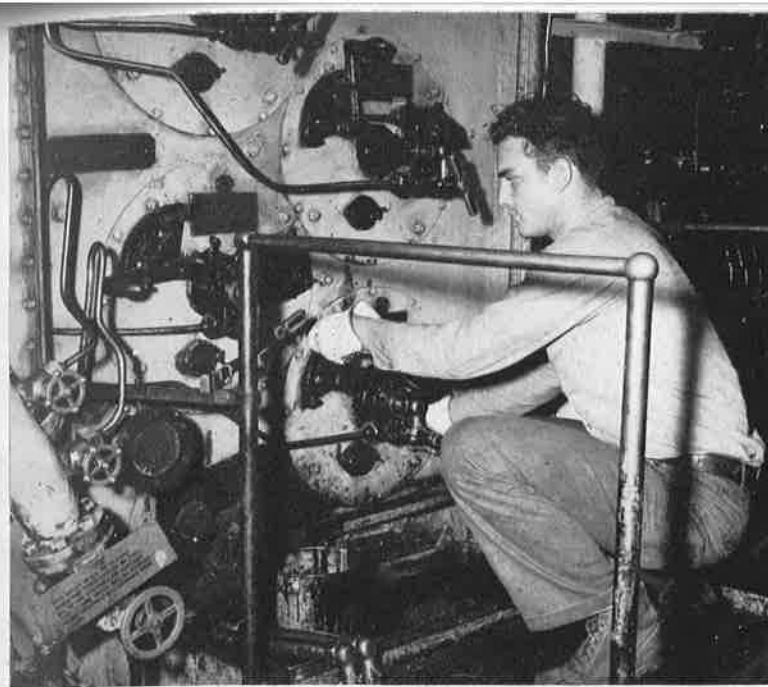


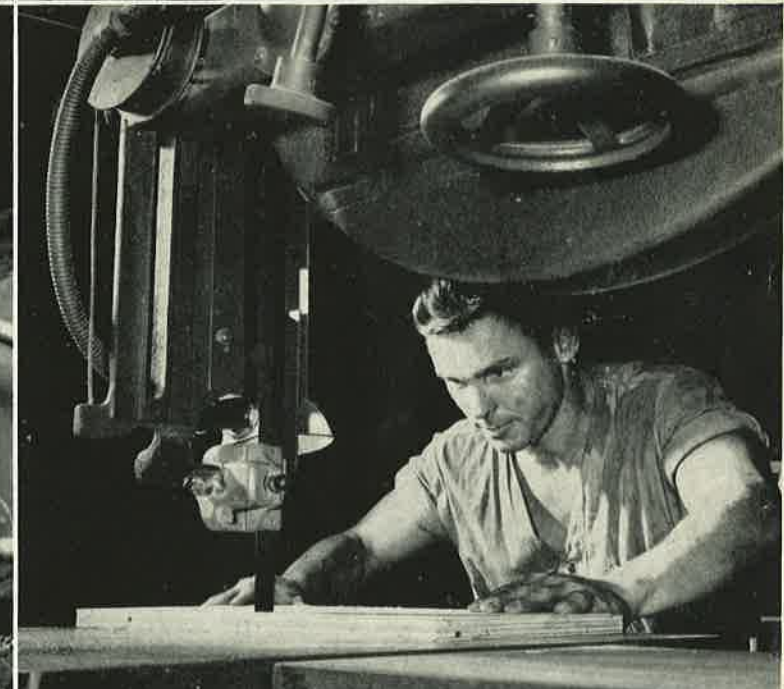
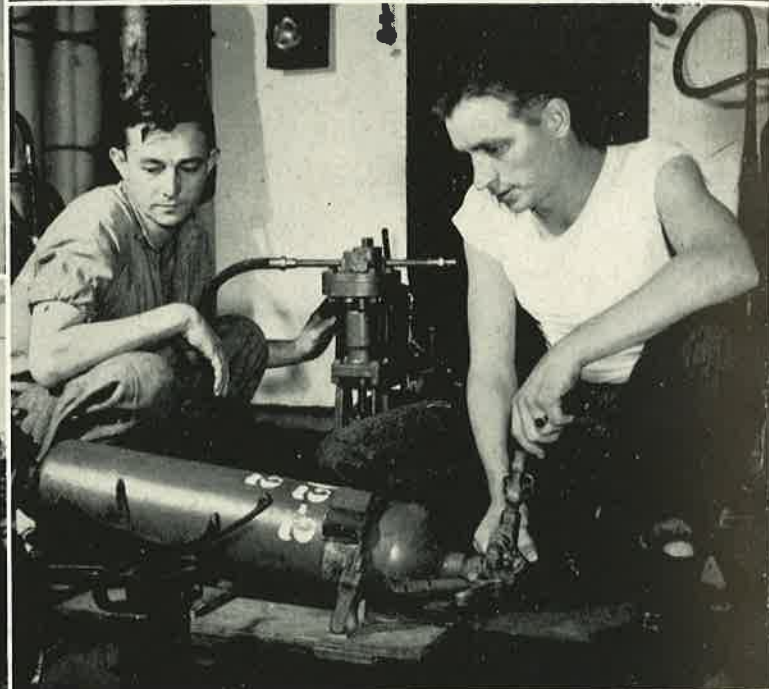
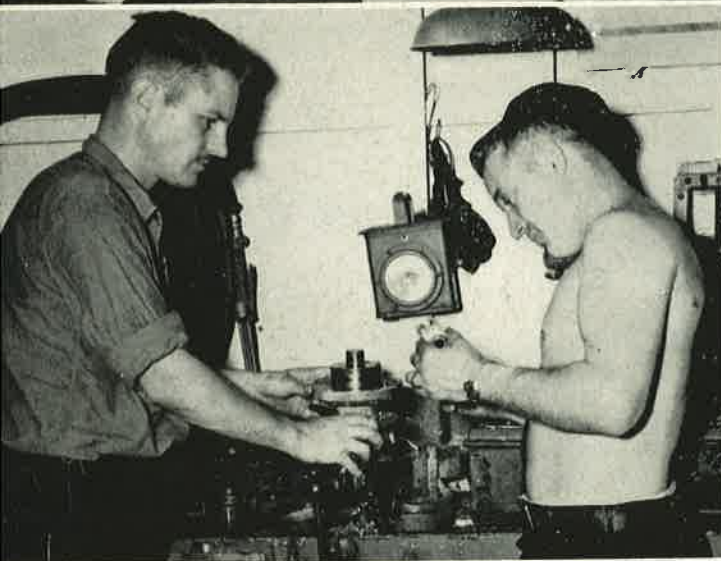
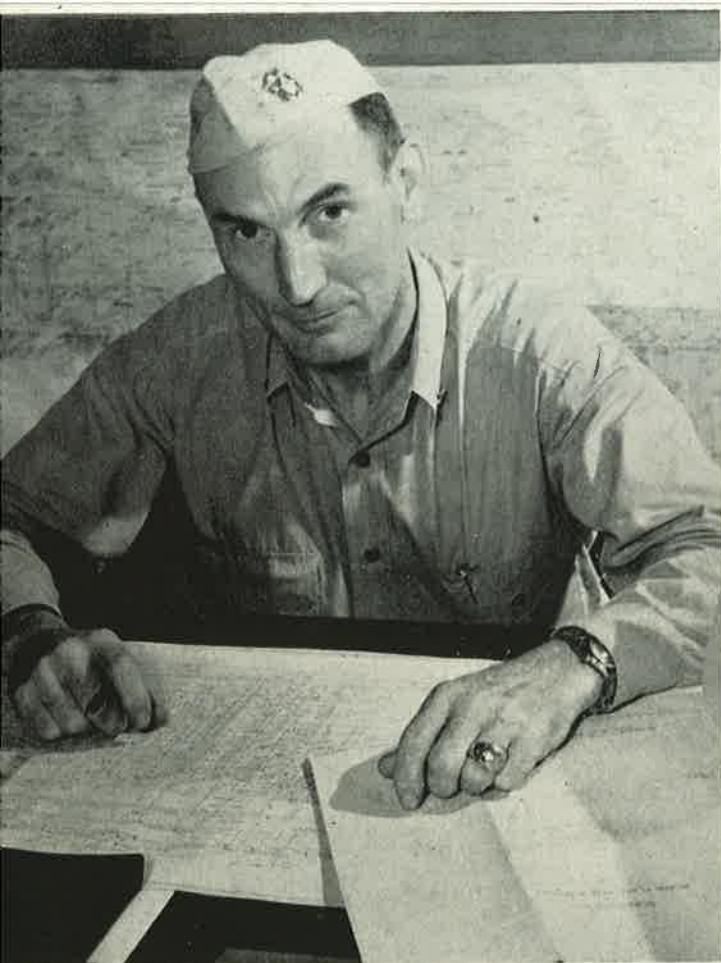


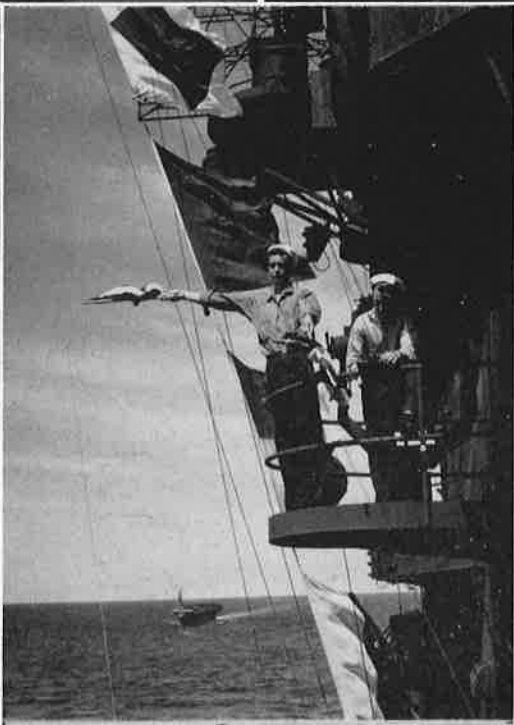


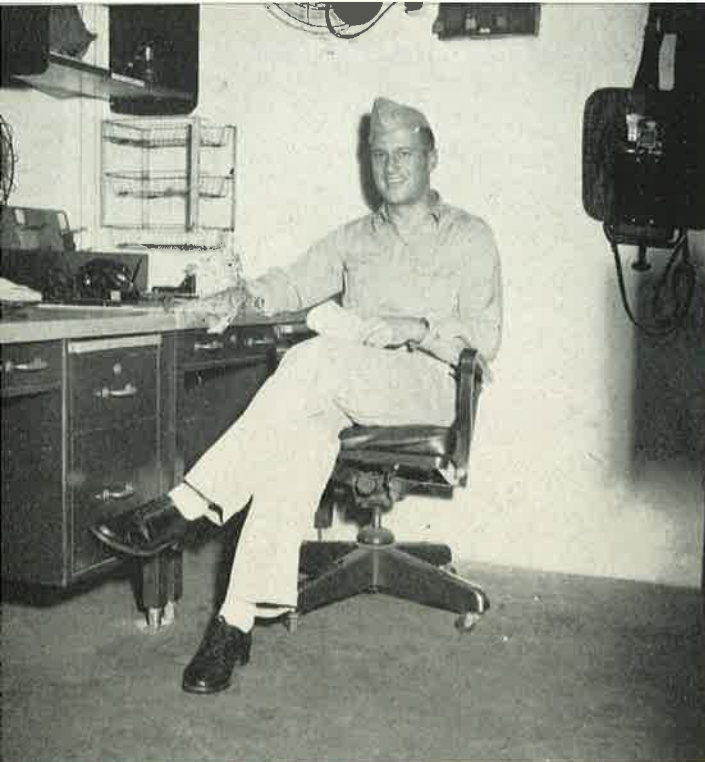




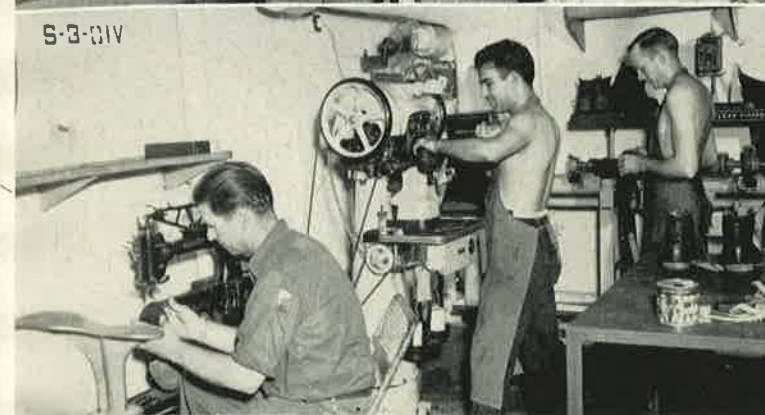






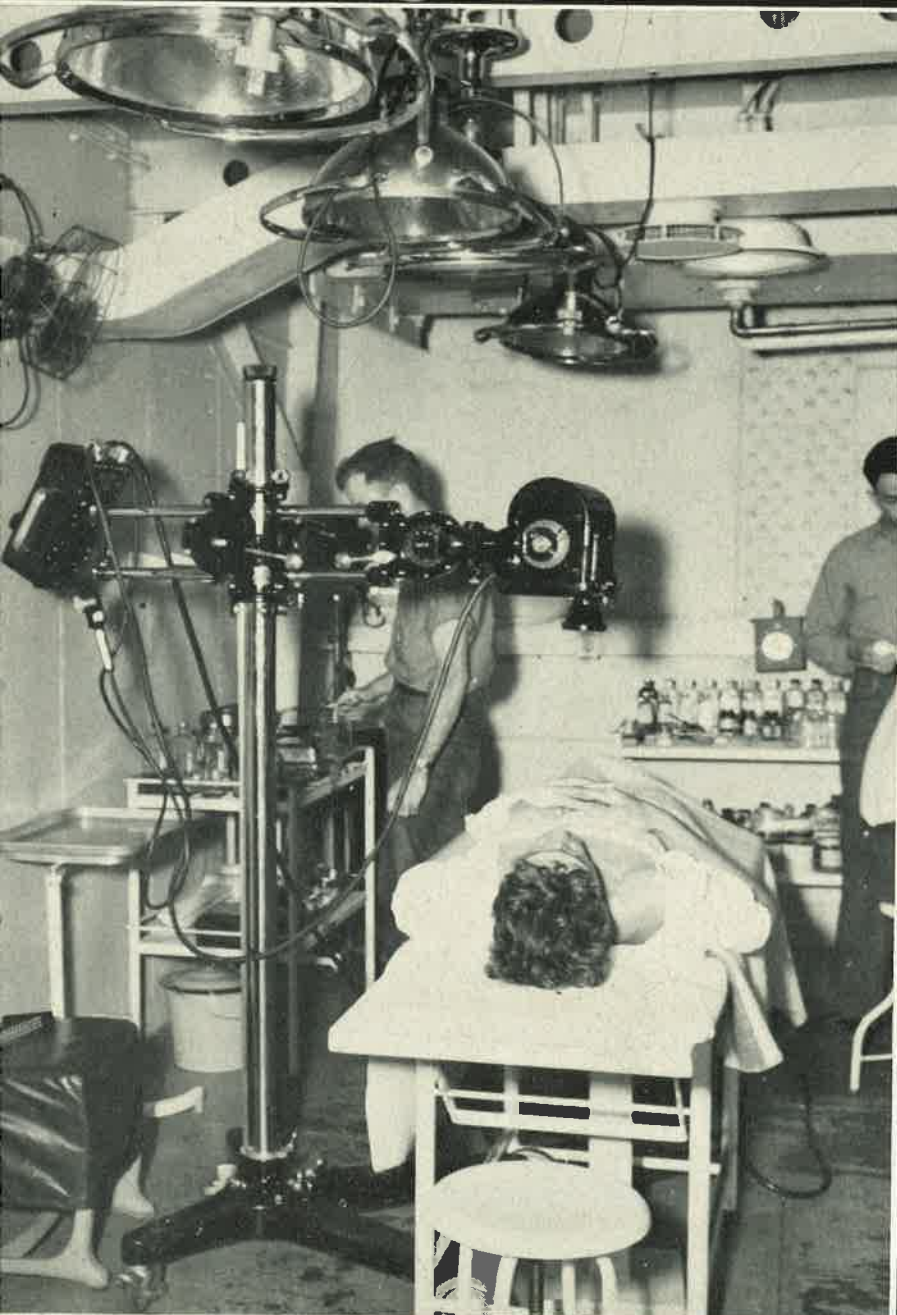
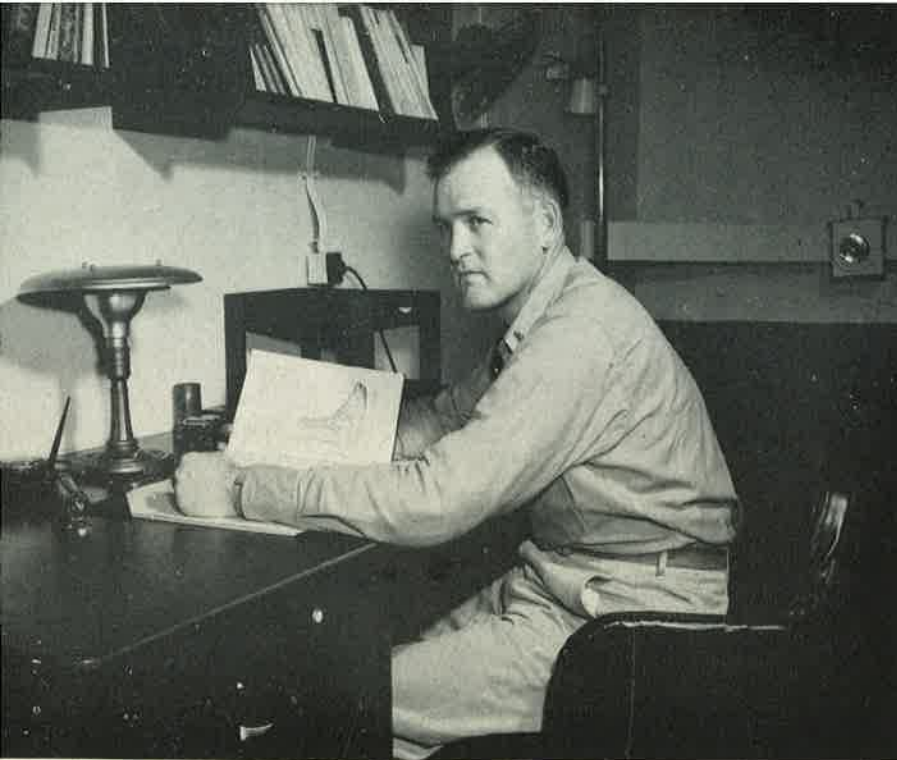


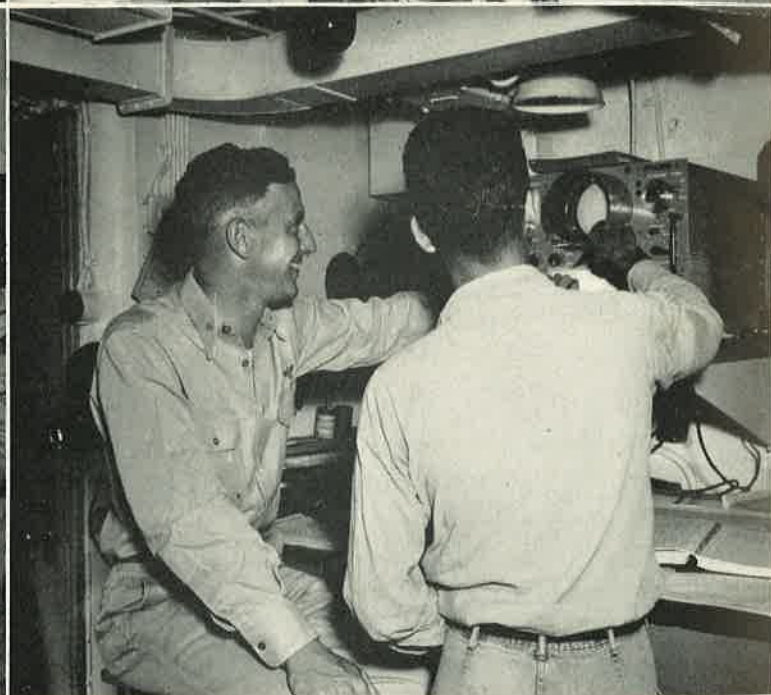
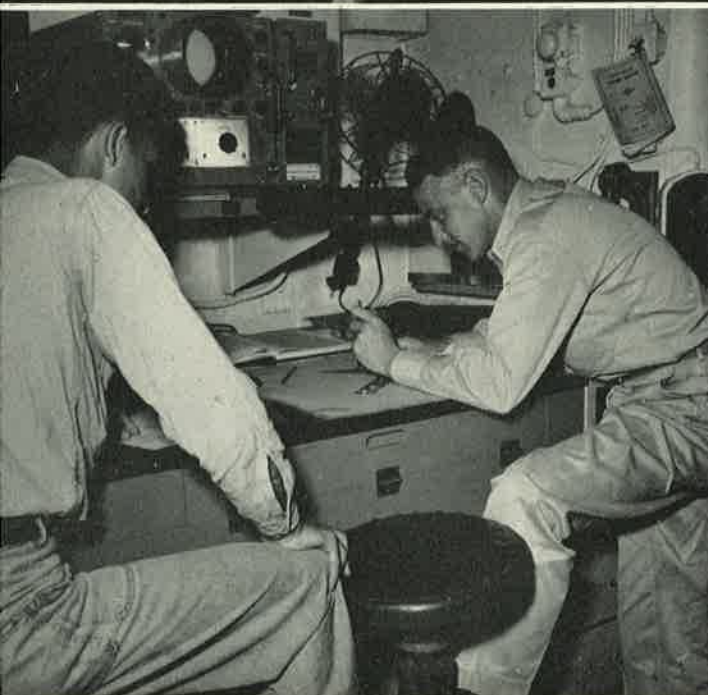
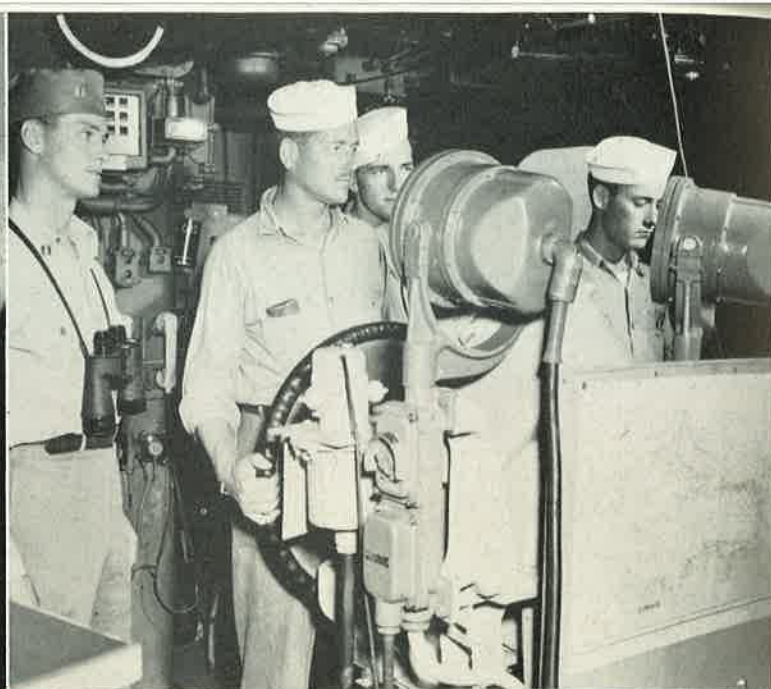
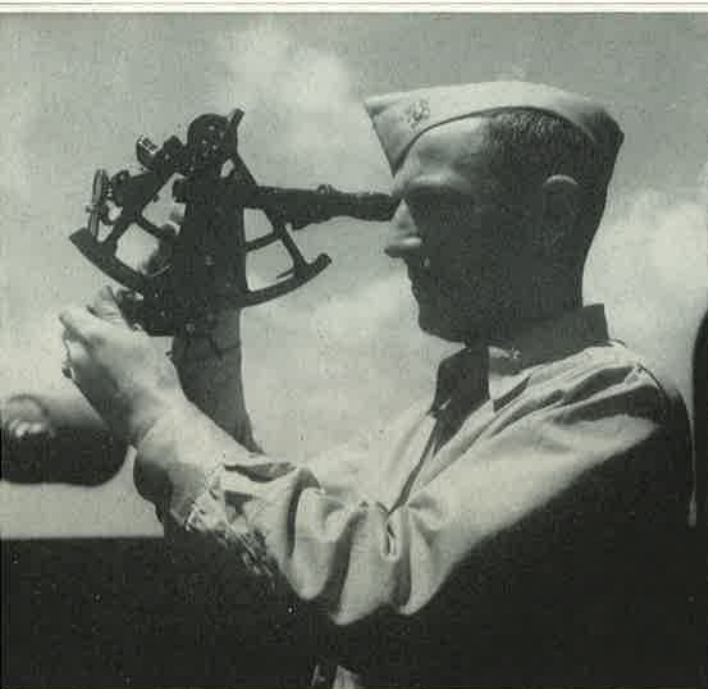
Supply



Department







The Organ Loft in the Chapel



The subject of religion in the life of a ship this size has also played an important part. It has been quoted by many that this is one of the most religious ships afloat. The attendance at all services at all times has been very gratifying to the Chaplains. It is believed that the USS WASP is the only ship afloat that can boast of imitation stained glass church windows painted on the bulkhead in the organ loft. While at Bremerton last May for repairs, the two Chaplains, Chaplain Fitzgerald, Catholic, and Chaplain Ferris, Protestant, obtained the permissions of the Executive Officer, the Gunnery Officer (since 40

MM gun barrels hung where the murals are painted), and the First Lieutenant to have an organ loft built between two frames on the port side of the ship near the forward elevator. Here was placed a beautiful Hammond electric organ which was donated at Commissioning by the Governor of Rhode Island. As time went on, Buddy Feather, a Sioux Indian, who had done murals at the Golden Gate Exhibition, volunteered his free time to do four stained glass imitation windows.

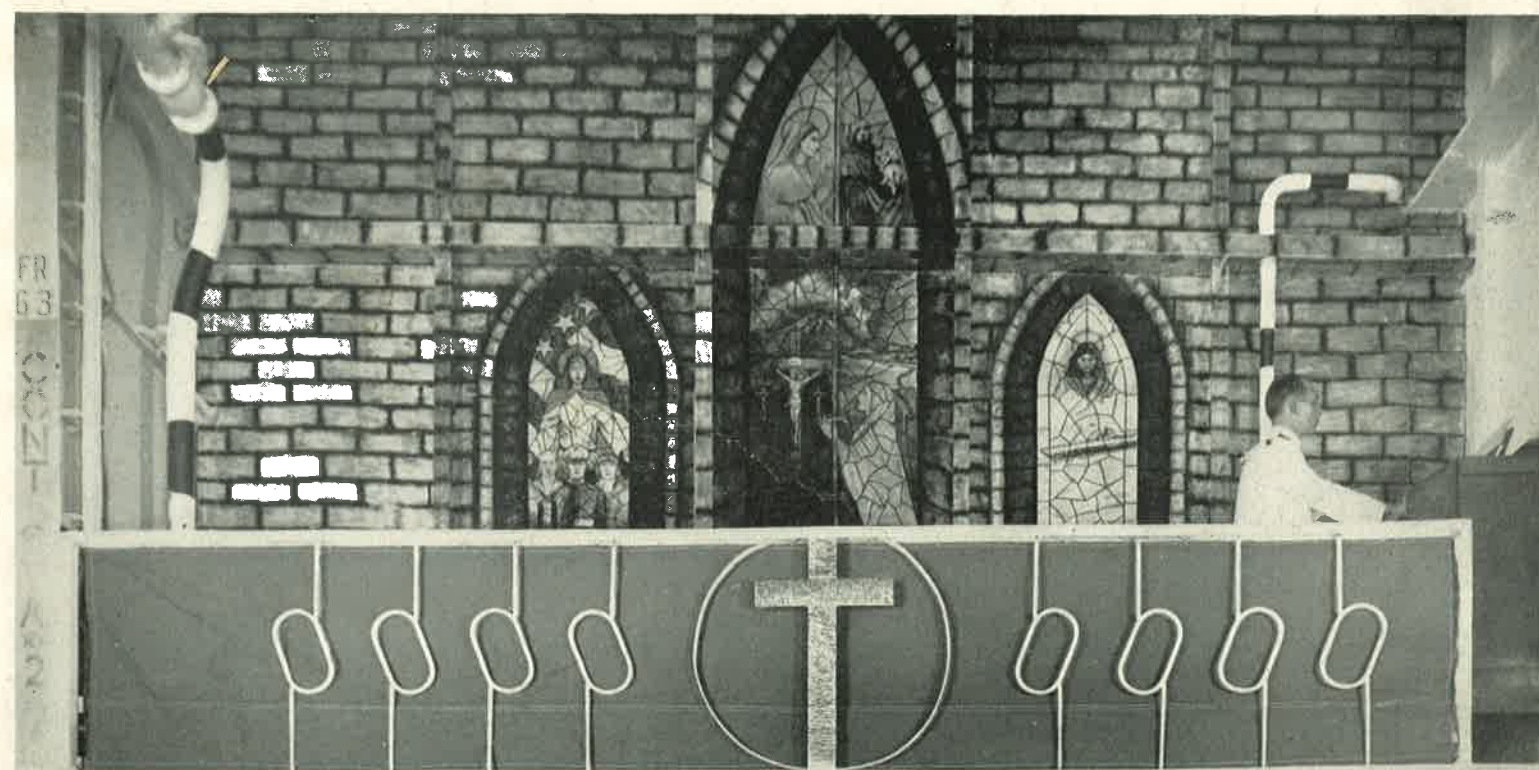
Painted at sea, between the United States, Pearl Harbor and Japan; they depict, in left to right order, first, on an American Flag background, the protecting Mother of God showering Her Blessings on a sailor, a Marine and a Naval pilot; secondly, the Crucifixion of Christ; thirdly, the face of Christ, high in the cumulous clouds, watching over the WASP as she plows her way through the ocean under an umbrella of planes from her flight deck; and lastly, in the top panel, the Blessed Virgin Mary and Saint Joseph holding the Christ Child.

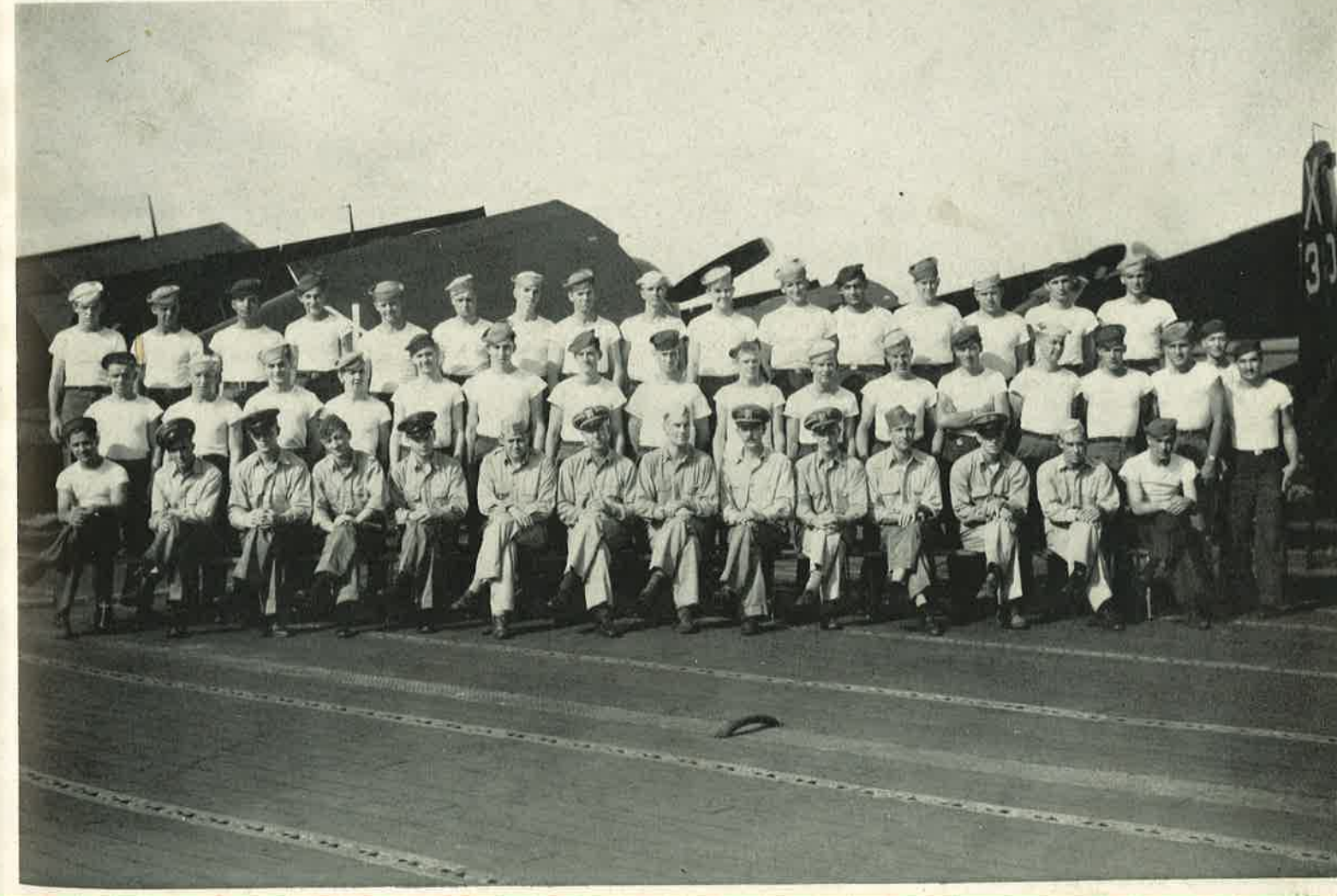
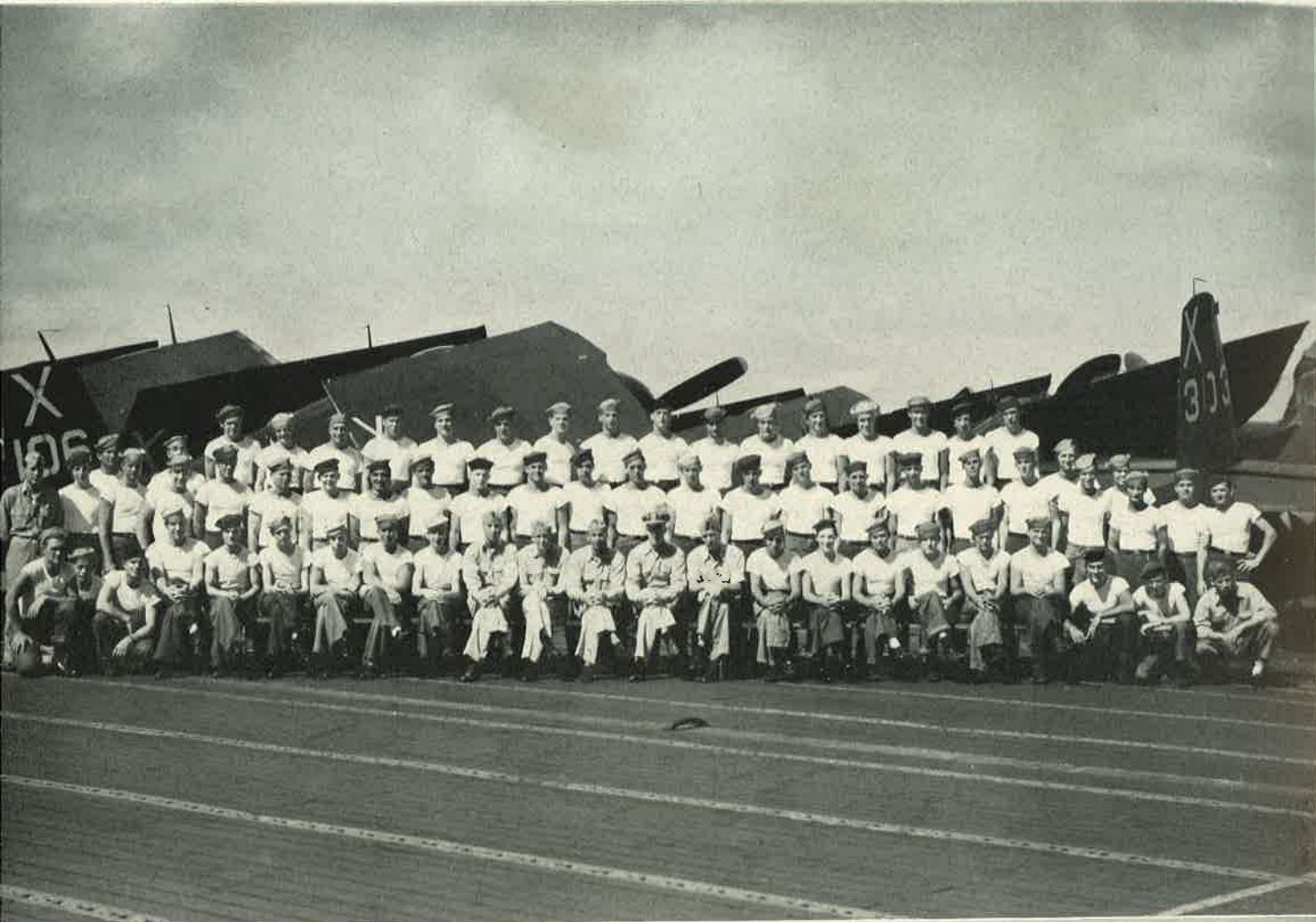
It is just below the organ loft that four services are held every Sunday:—two Catholic Masses and two Protestant services. Jewish services are conducted by a seaman every Friday evening in the library. Latter Day Saint Services are held in the library on Sunday mornings.

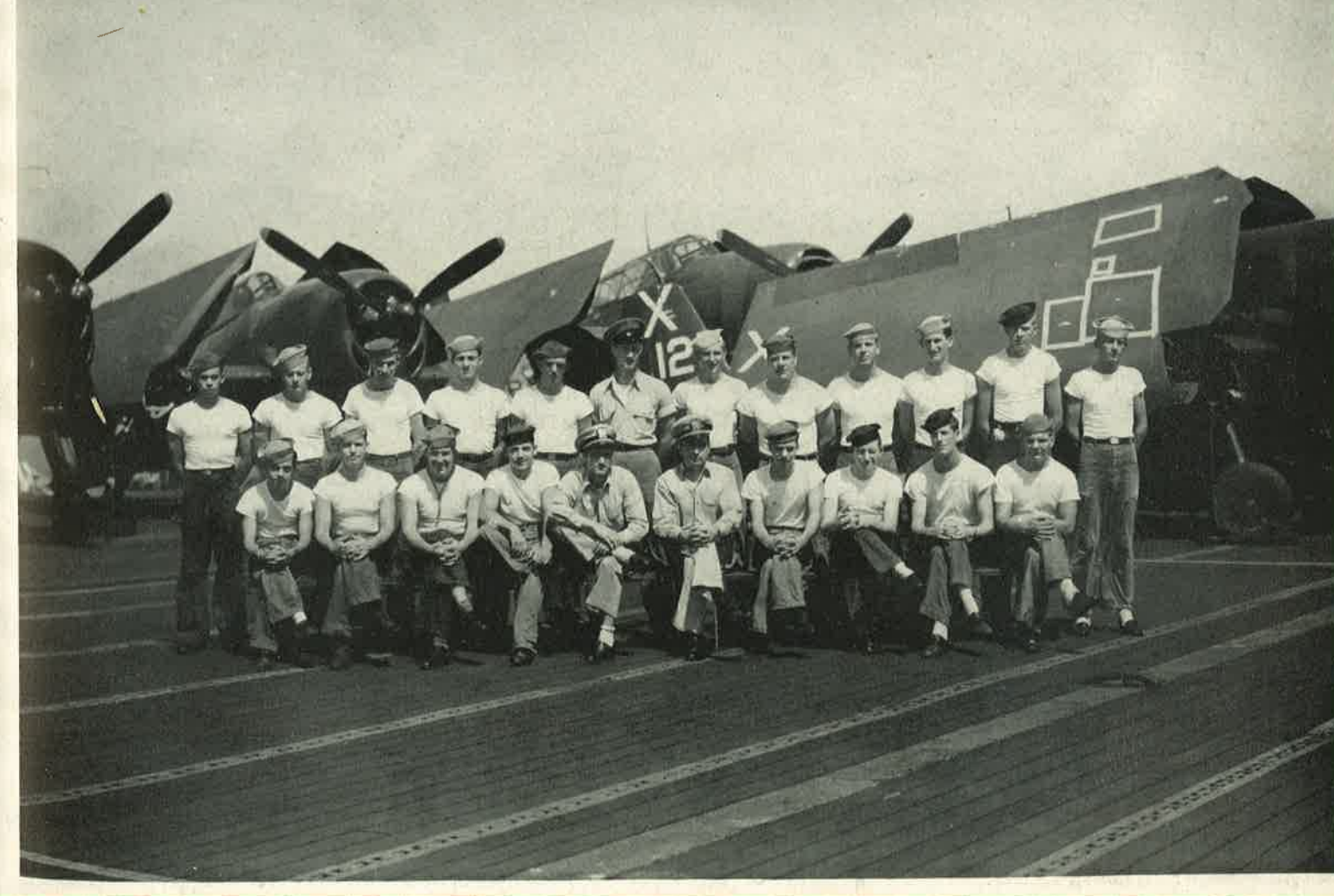
Truly then, God has not been forgotten, but has held high priorities in this floating city both in the forward and rear areas of war. The cooperation of the officers and men during church services has been excellent.

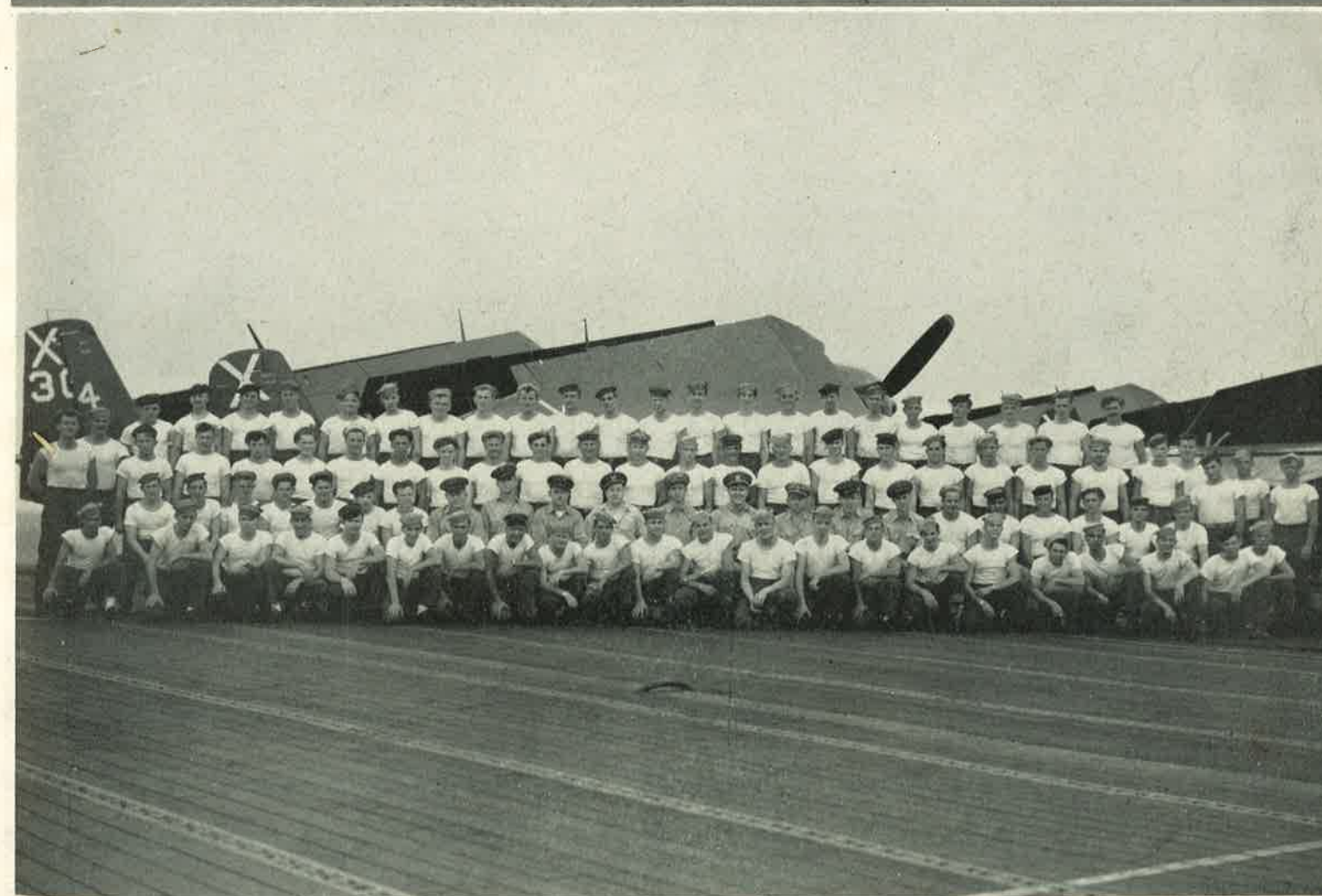
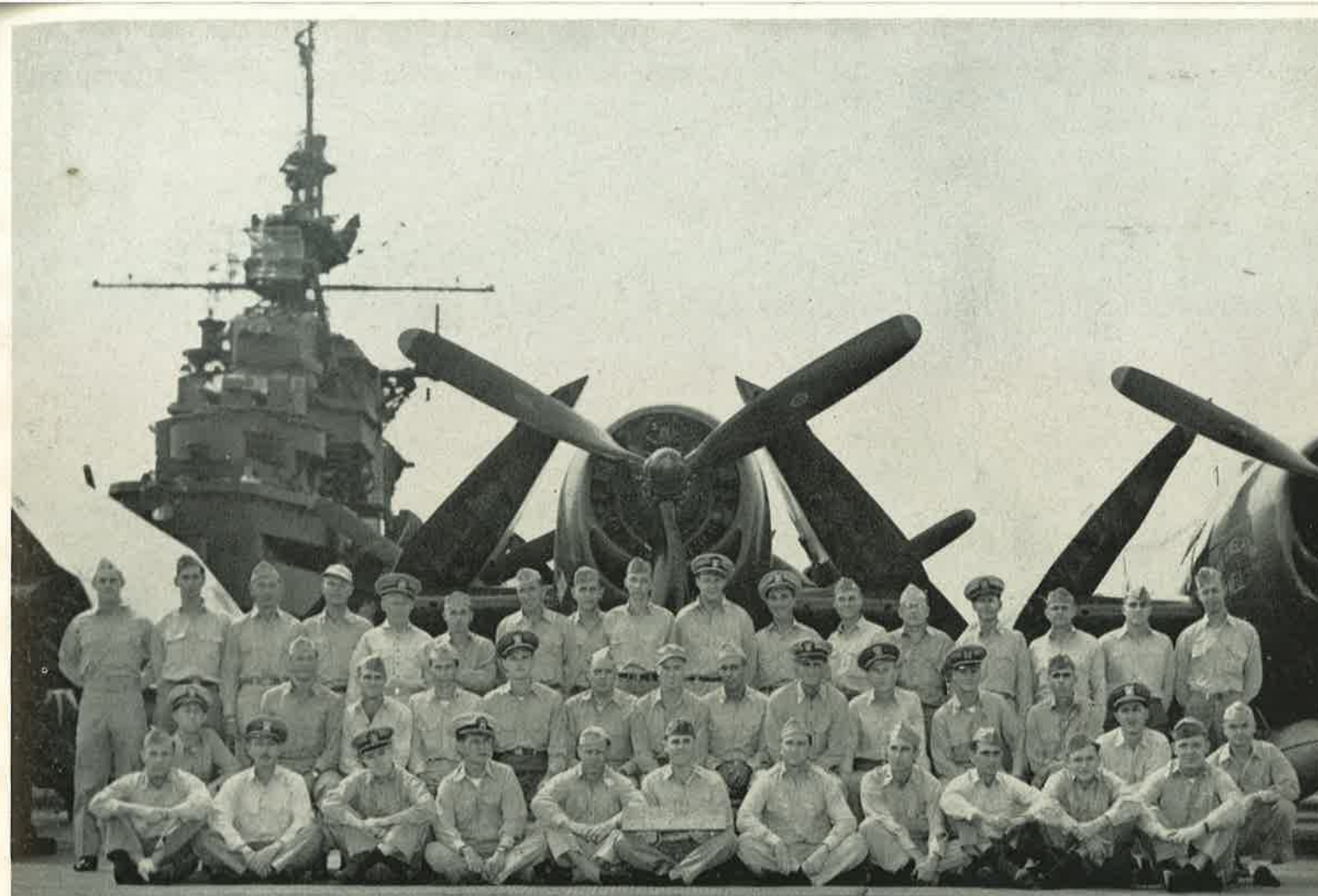
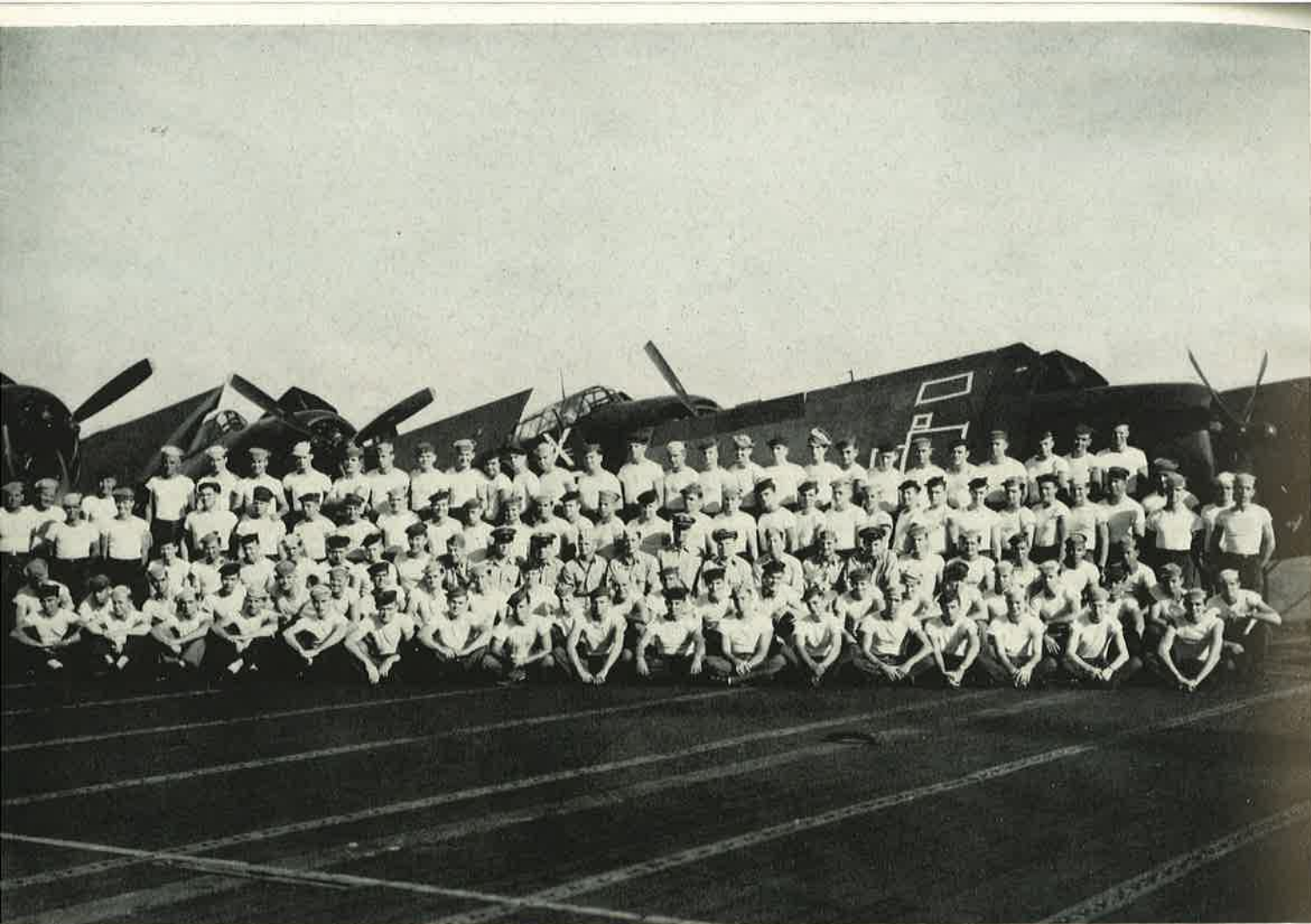


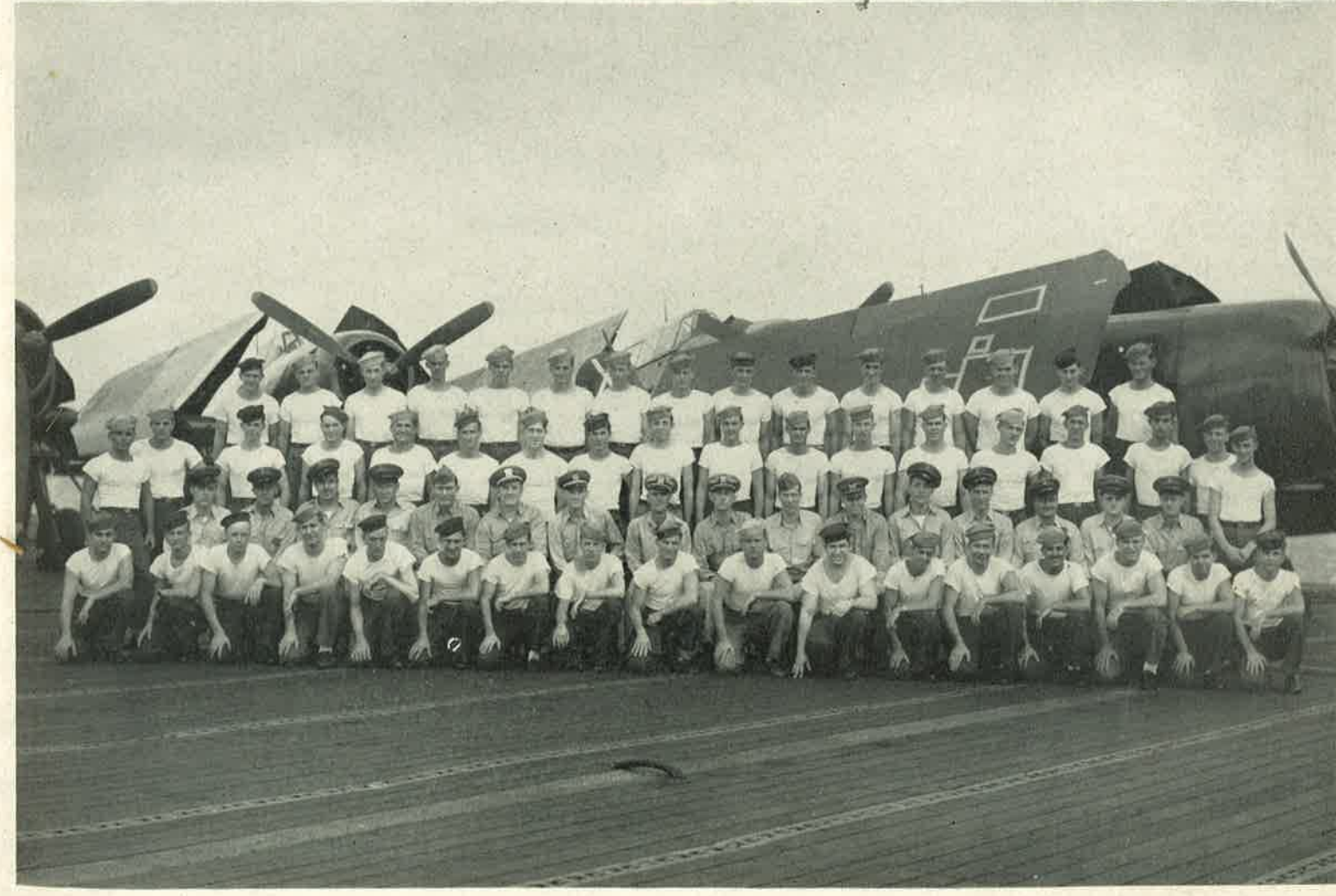
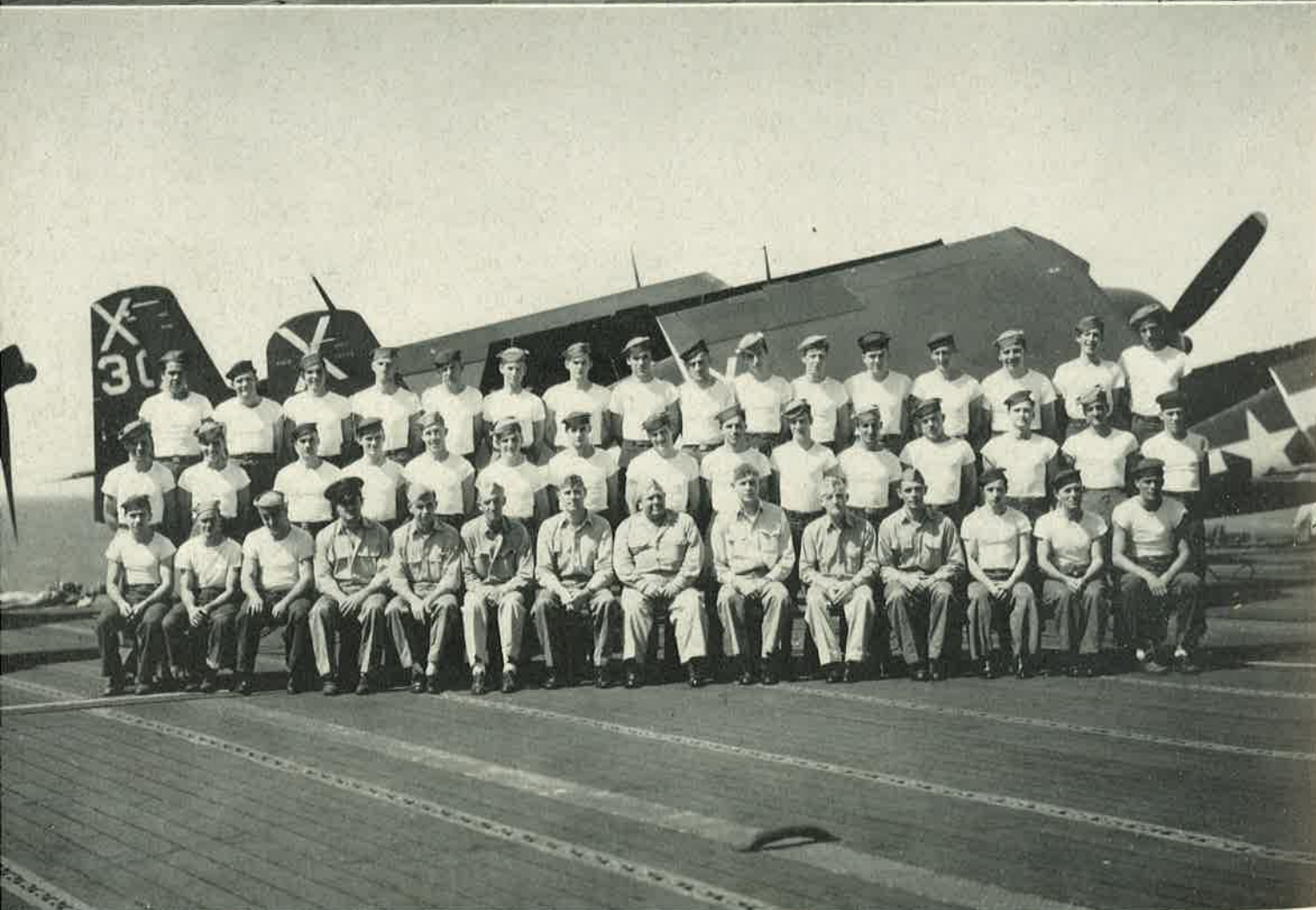
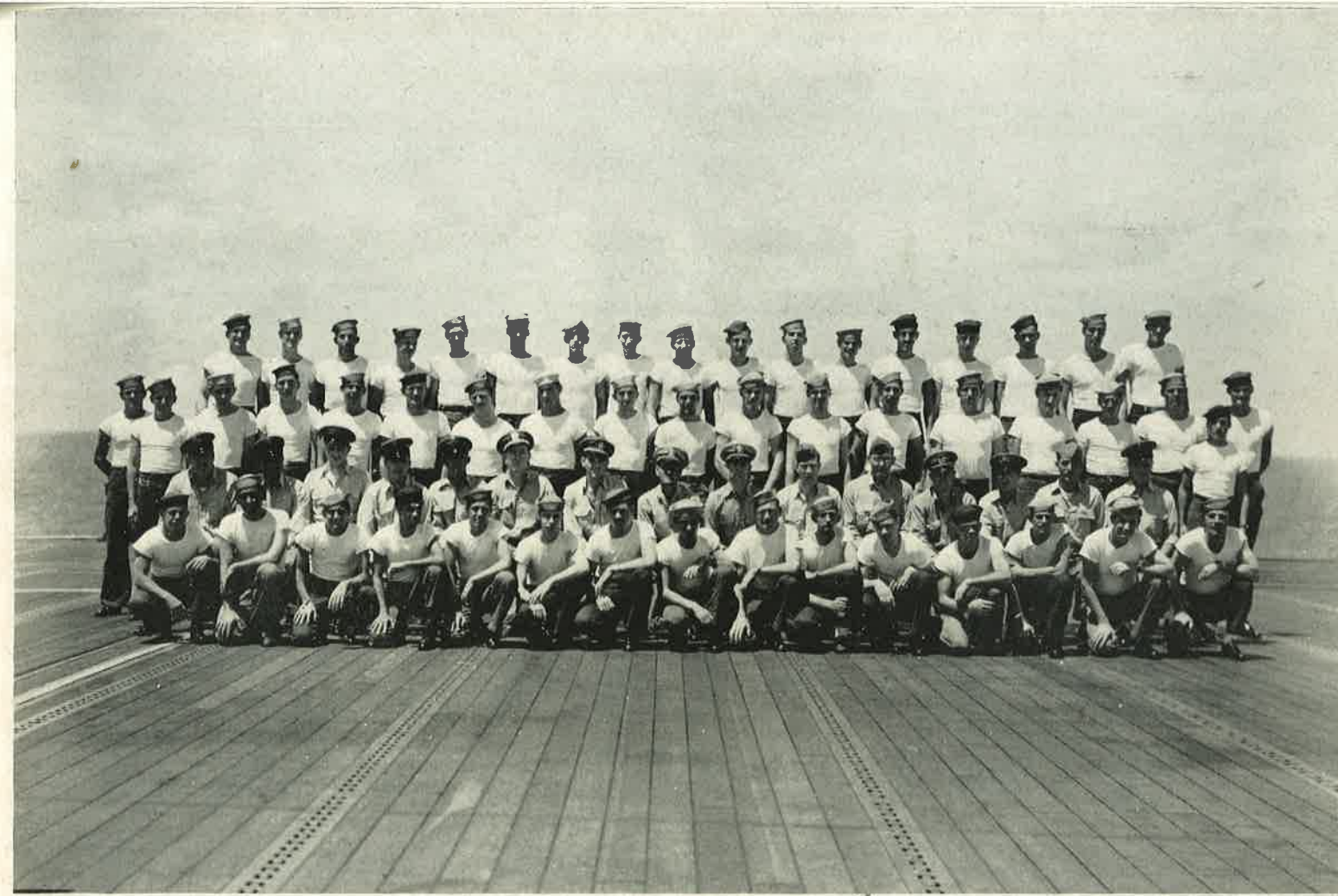
BUDDY FEATHER, AMM1/C
AT WORK PAINTING RELIGIOUS MURALS
REPRESENTING STAINED GLASS
CHURCH WINDOWS





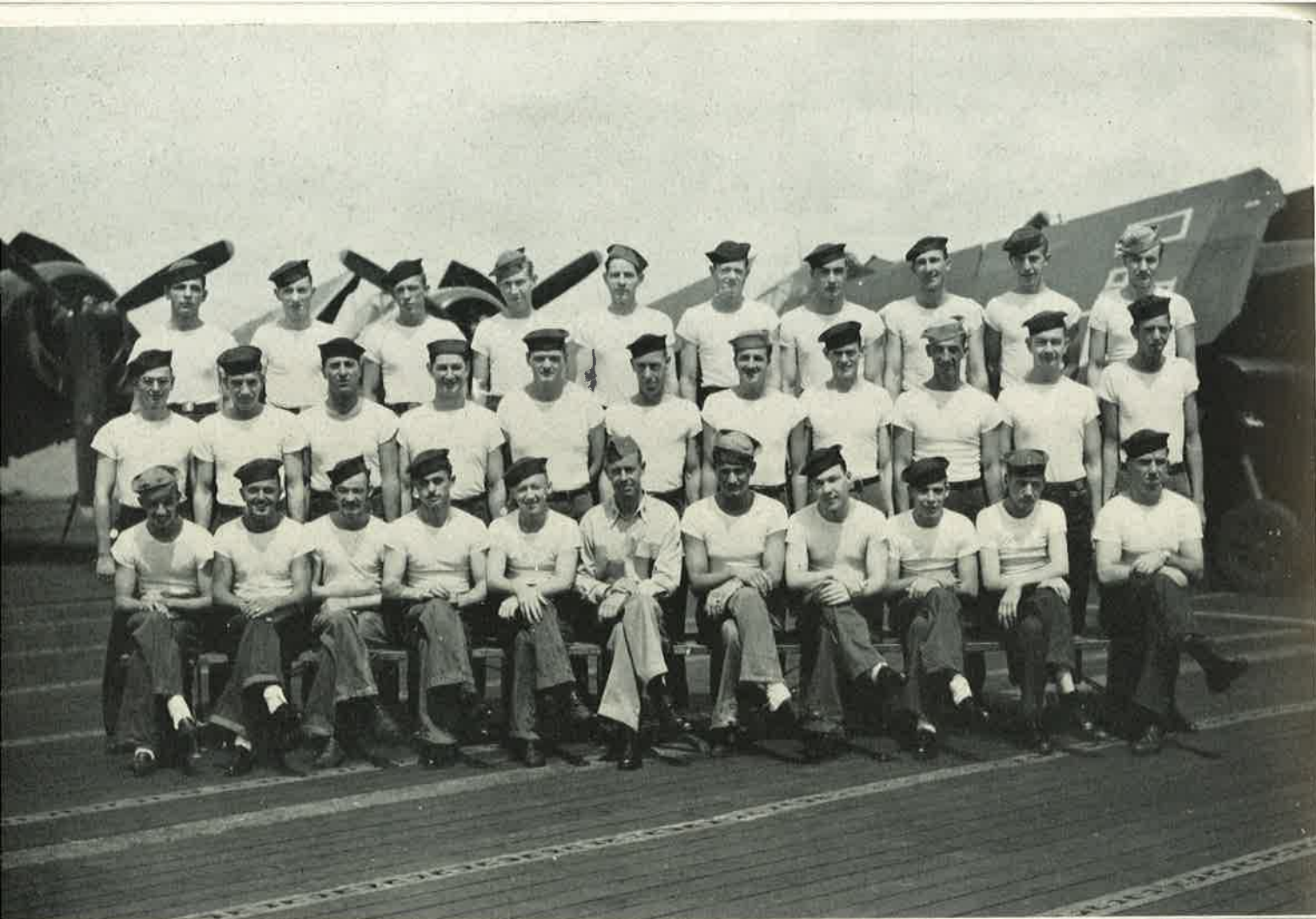






"B" Division

"F" Division

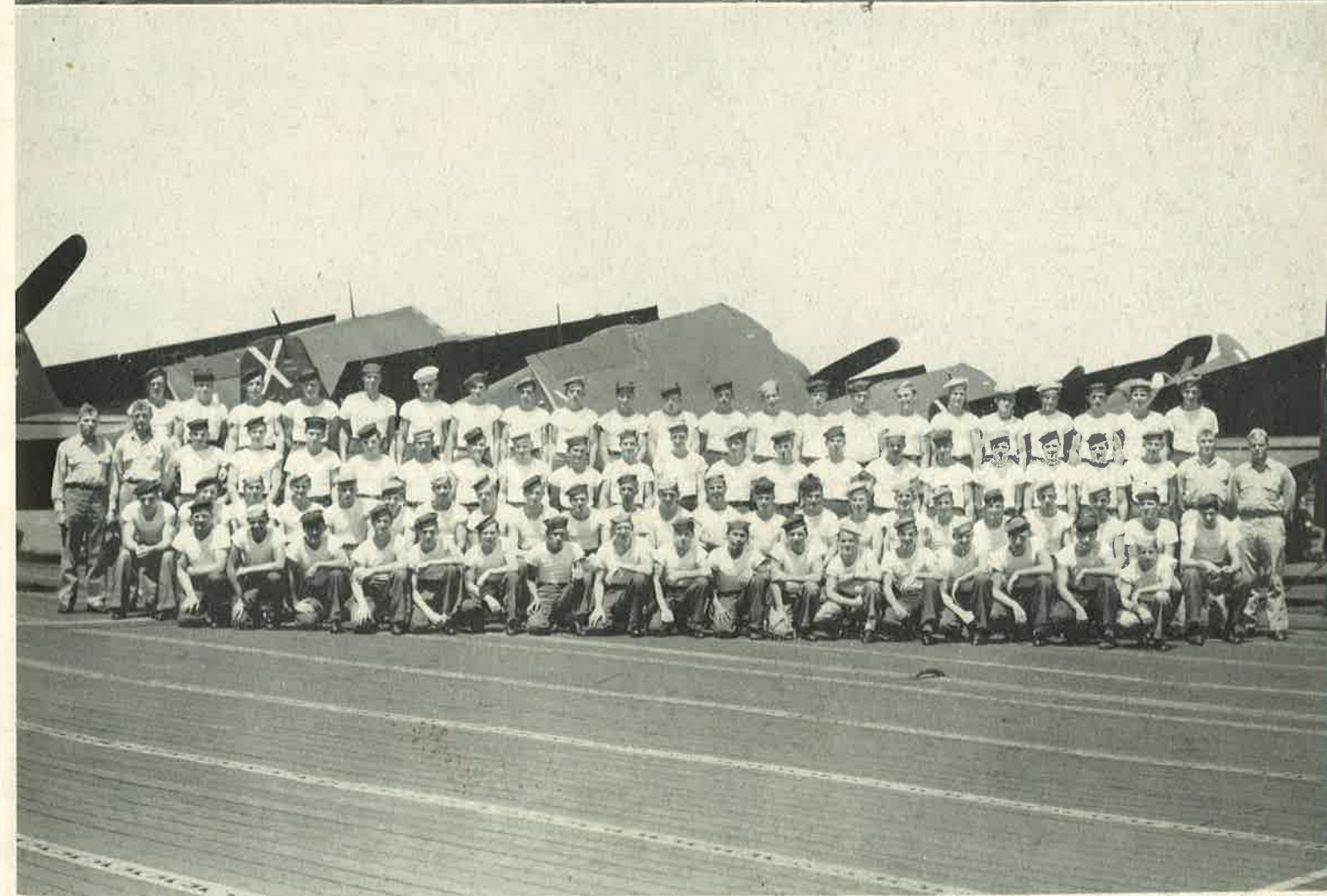
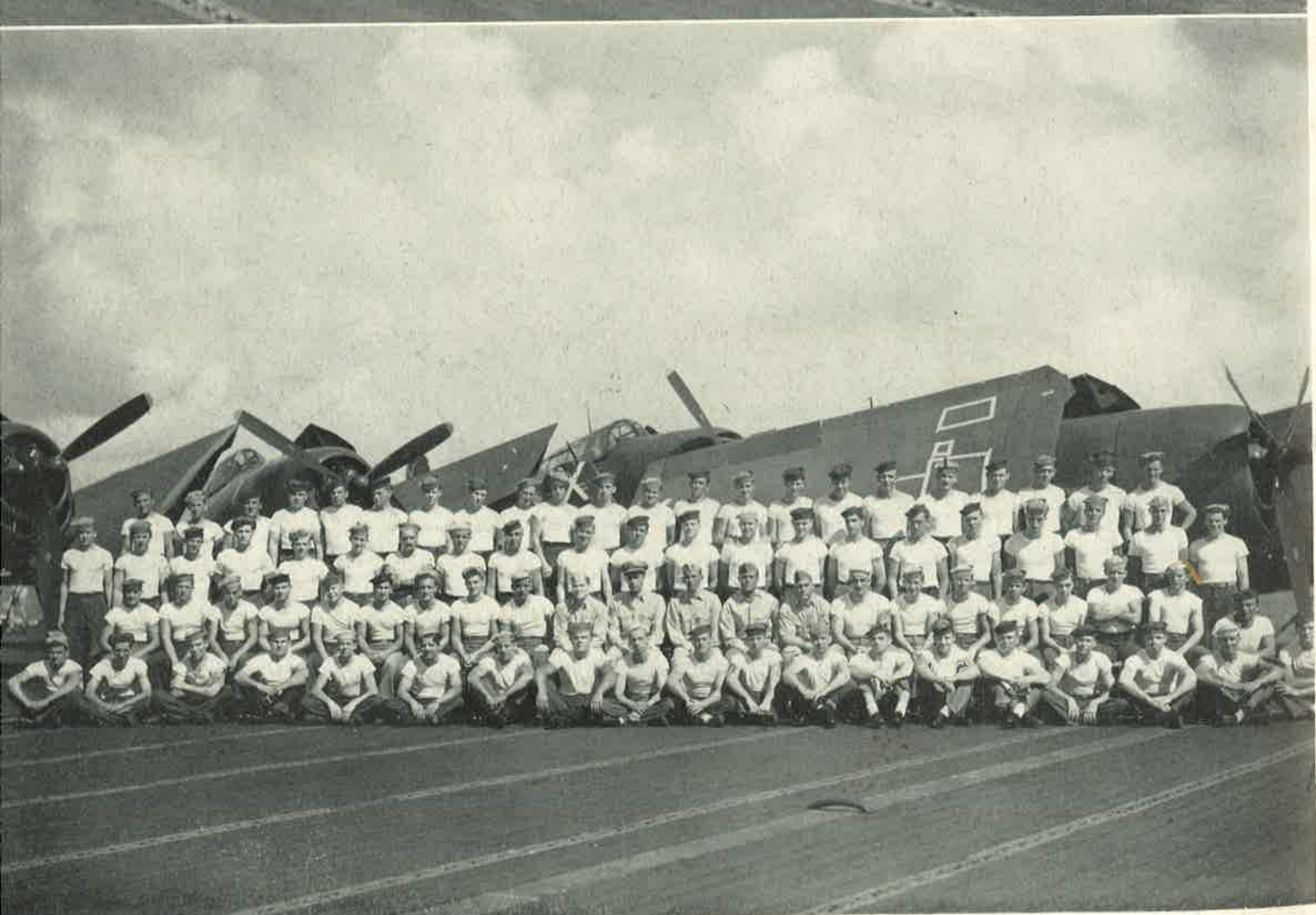
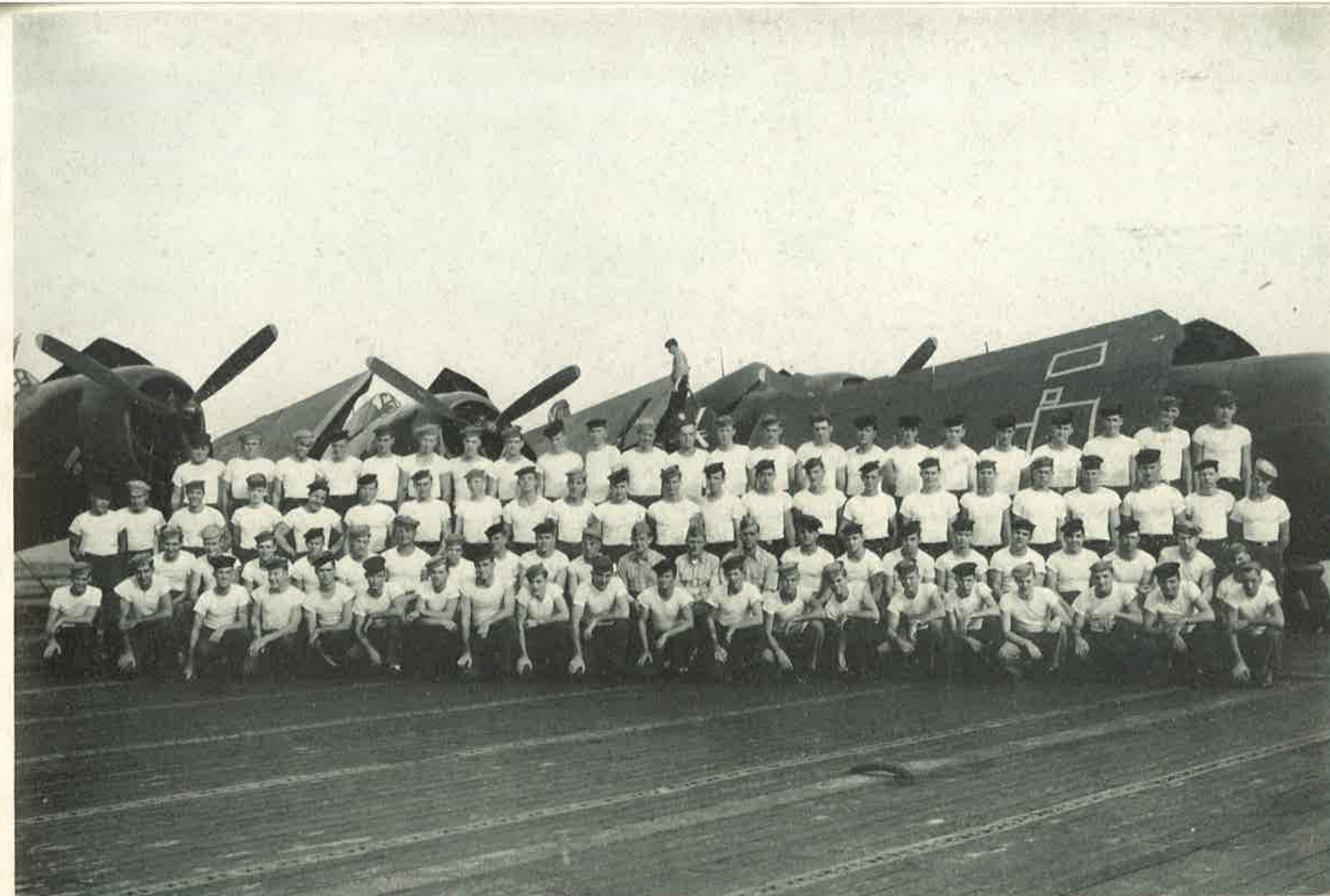
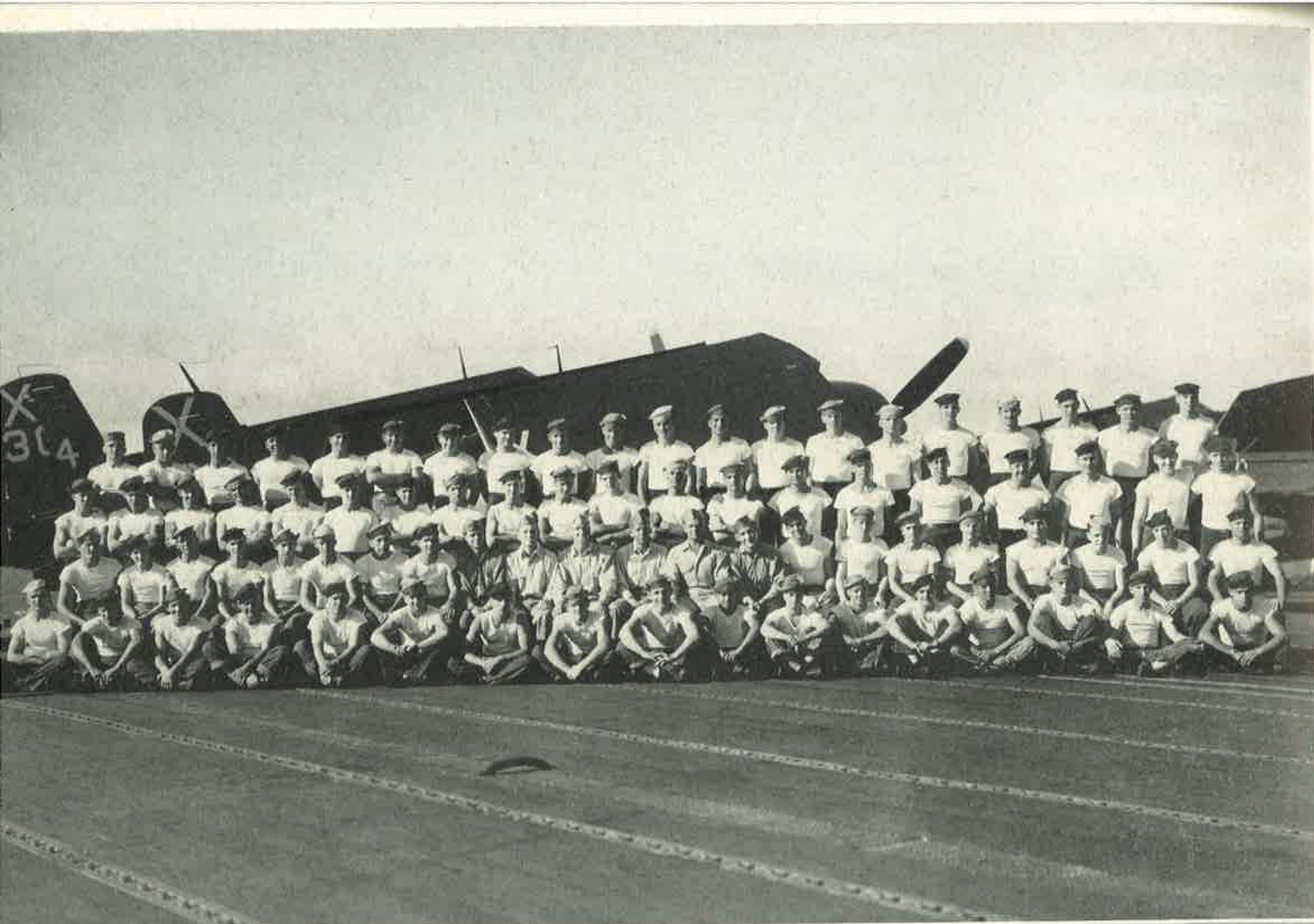


"M" Division

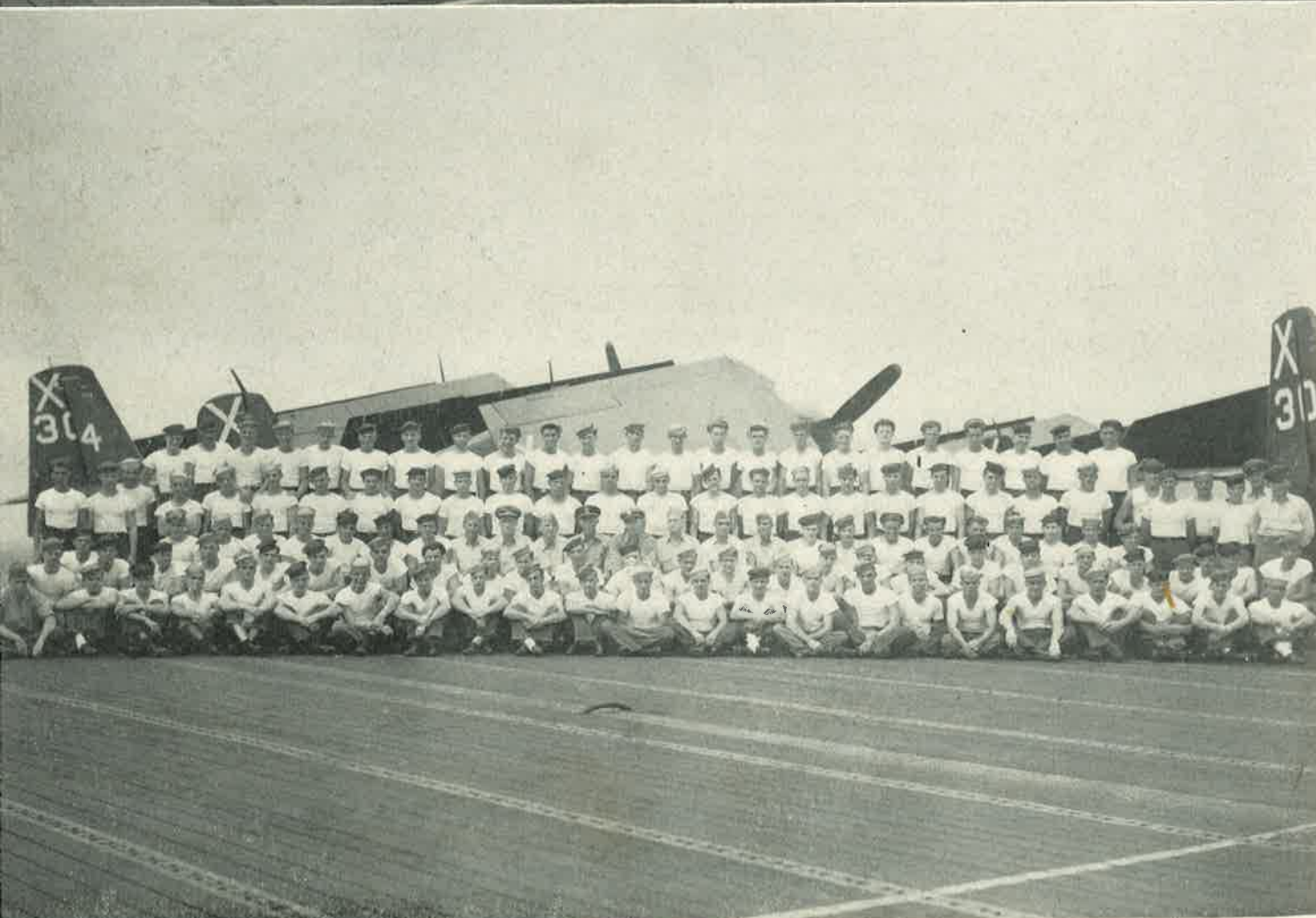


P. 1 Division

P. 2 Division

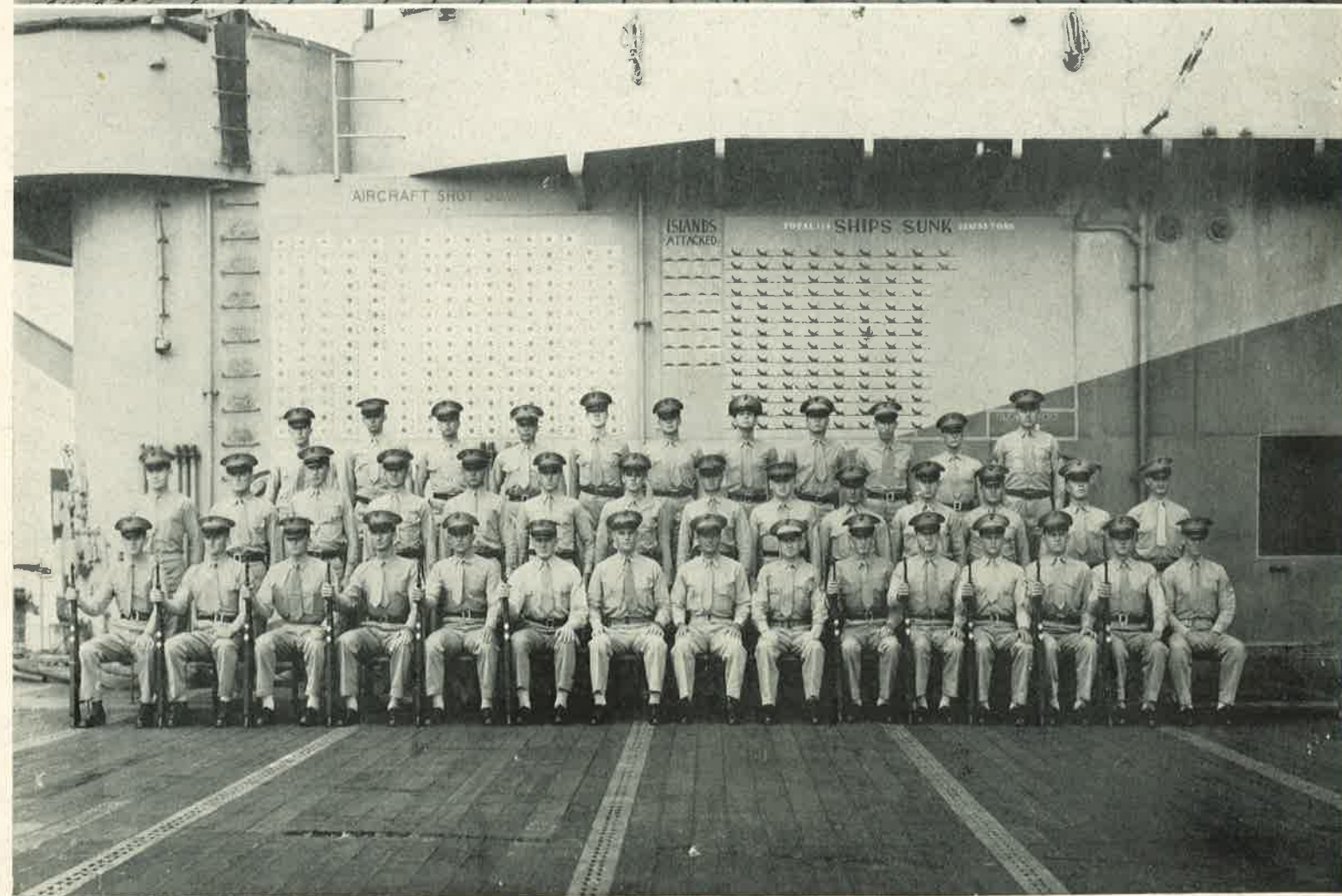
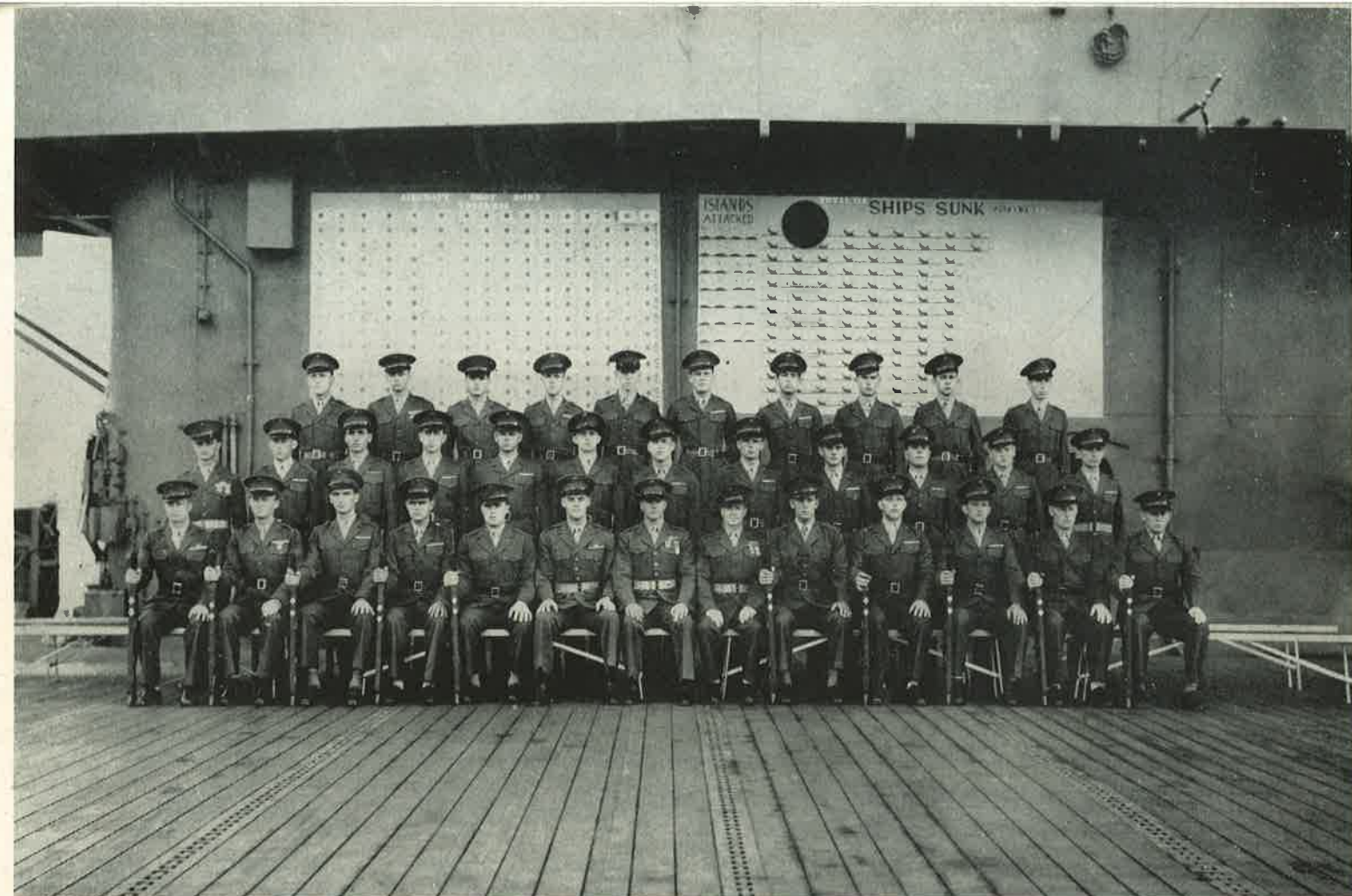


Third Division Fourth Division

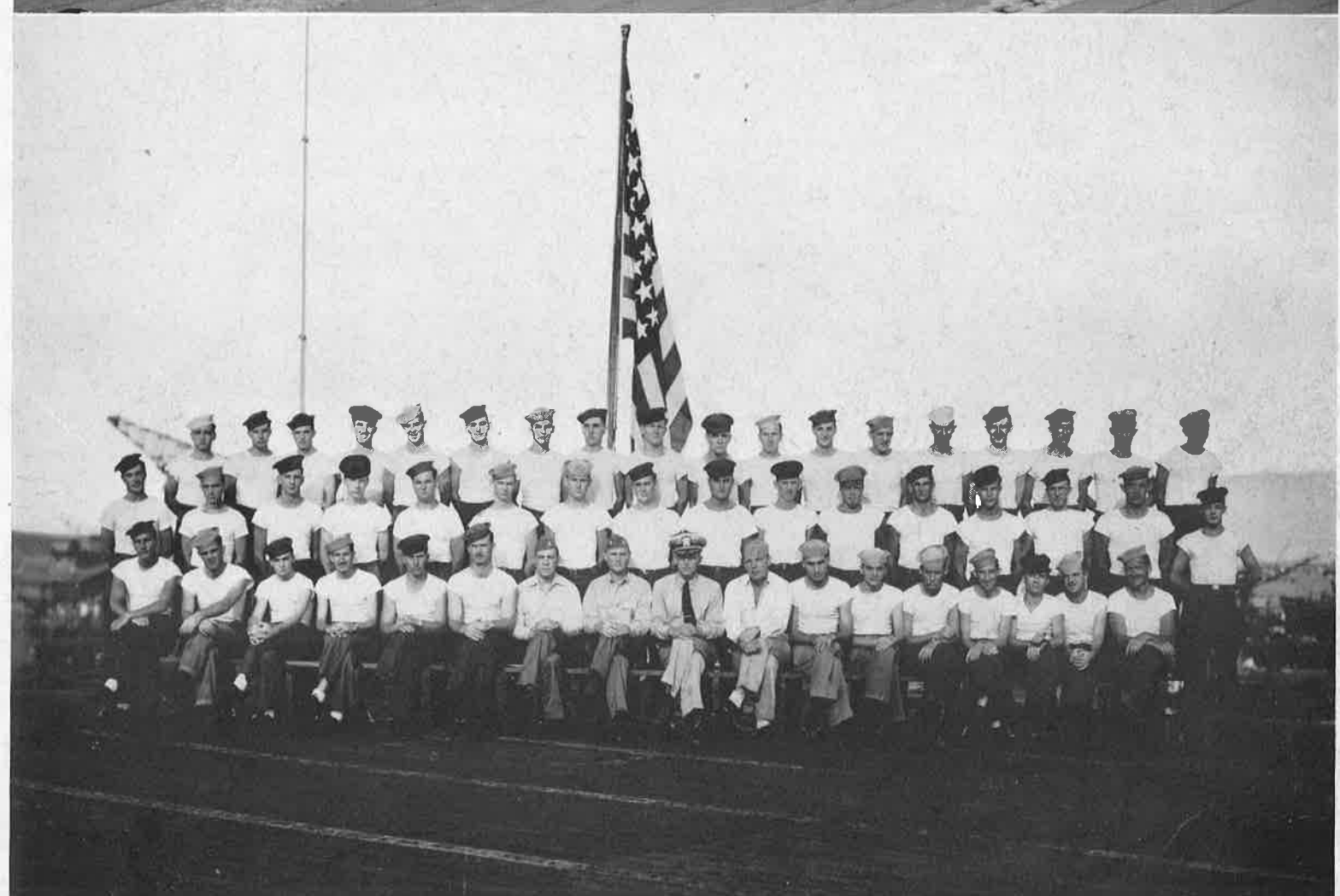
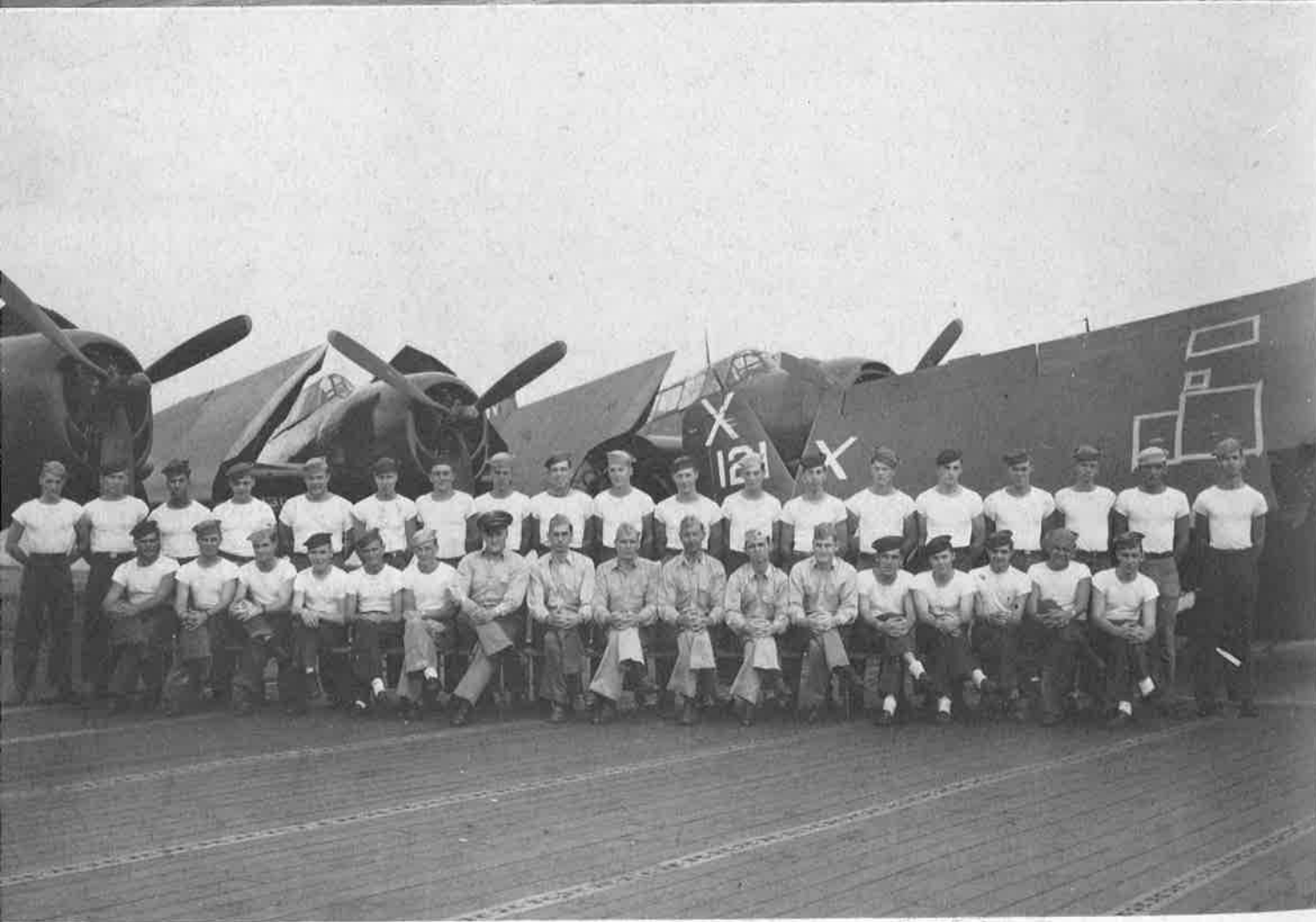
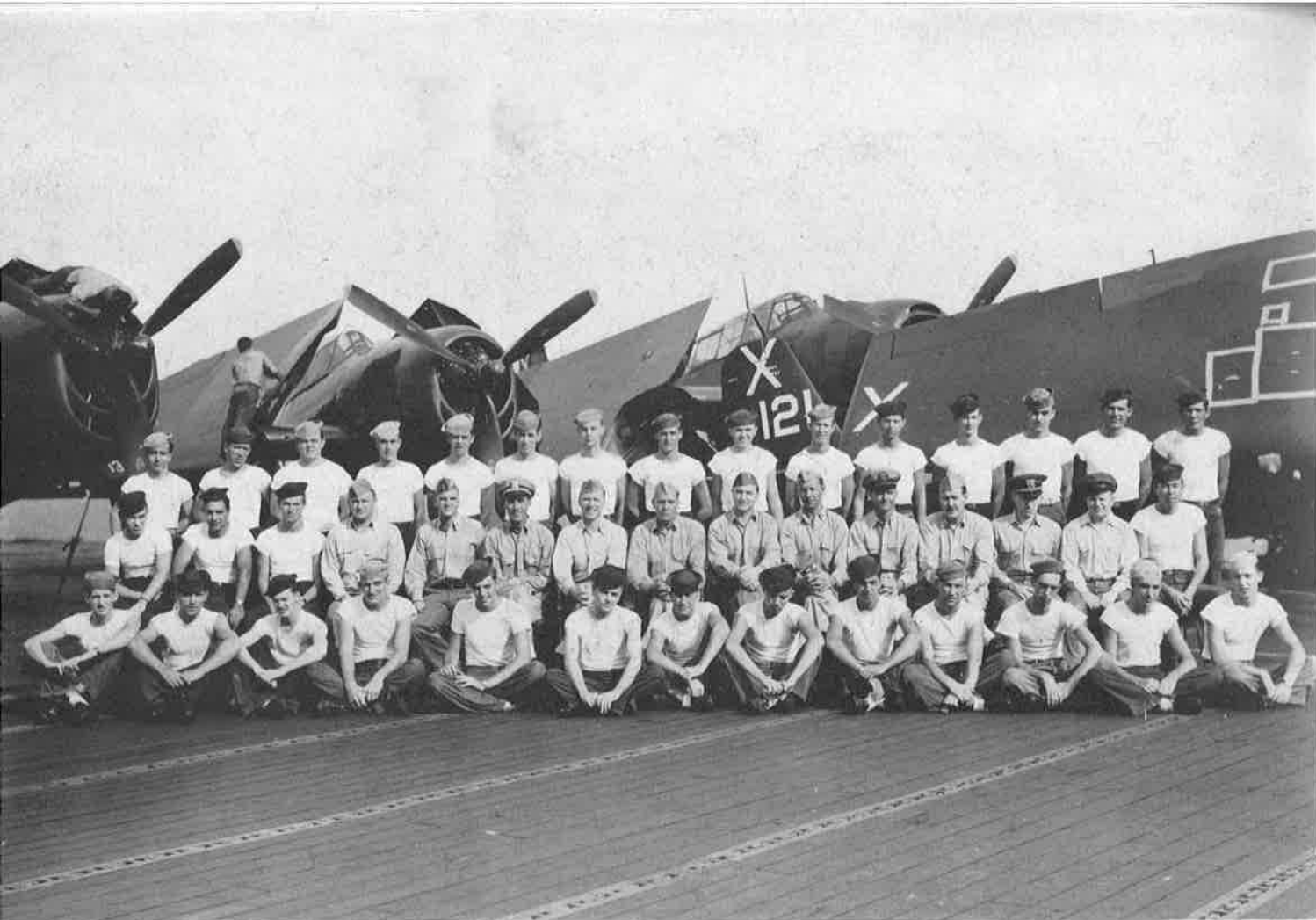


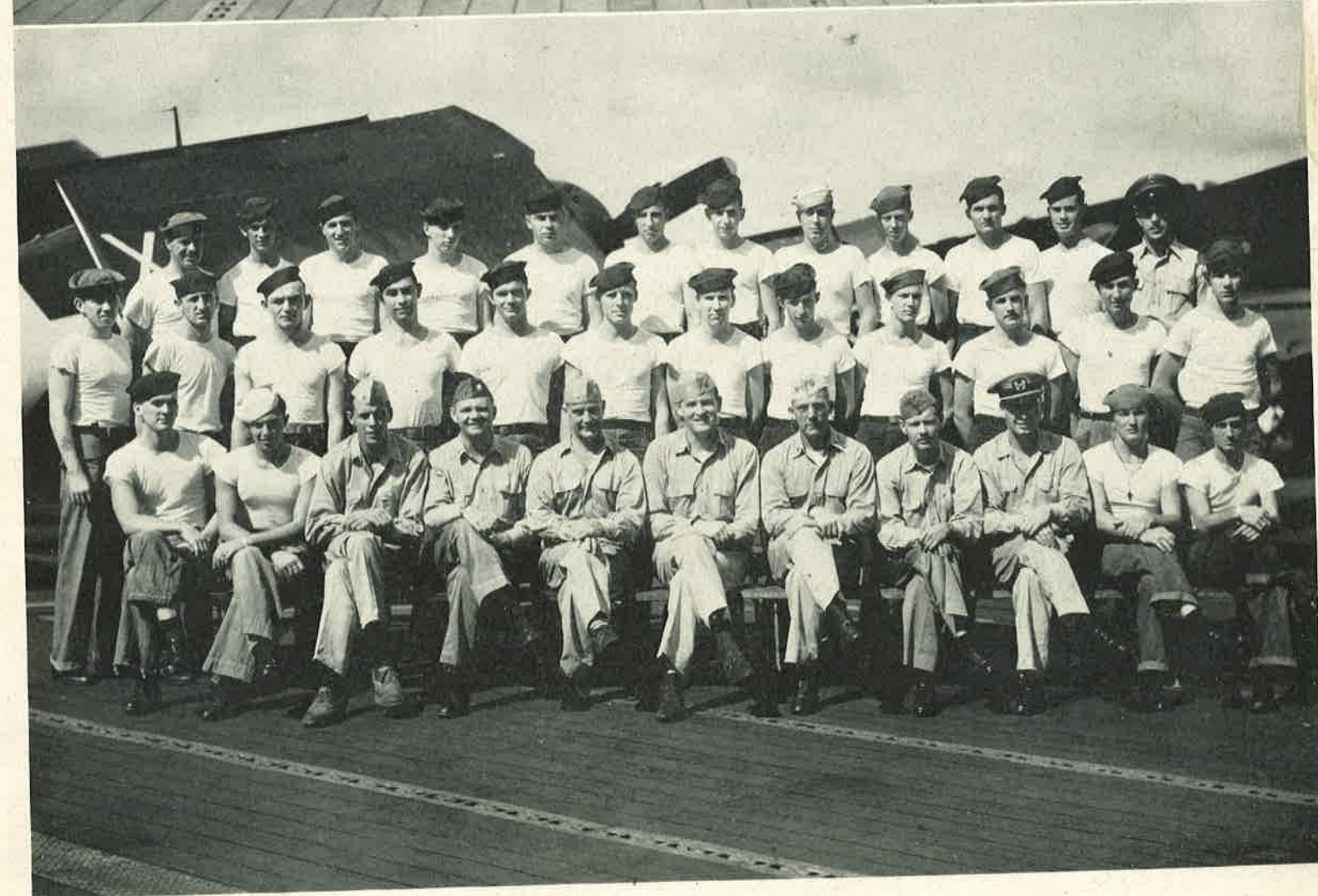
Fifth Division

Fifth Division



Sixth Division





S-3 Division

"H" Division

RENNY HANSEN ATTACHED
300 ISLANDS

NO. 1000

Handwriting practice sheet showing multiple rows of the Chinese character "一" (one) written on lined paper.

MAJOR CITIES ATTACHED

SAIGON CAMRANH BAY CANTON
MANILA HONG KONG KURE

SEVERAL TONS OF BOMBS DROPPED

NUMBER OF ROCKETS FIRED

OF SORTIES OVER TARGET 6,504.

**CIRCULARS IN THE AIR
AND SUBMITTING THEM
TO THE AT COUNCIL**

[illegible]

A close-up photograph of a book cover featuring a repeating geometric pattern. The pattern consists of horizontal rows of small, stylized sunburst or star shapes. Each shape has a central black dot from which several thin, black lines radiate outwards, creating a star-like effect. These shapes are arranged in a staggered, grid-like fashion across the cover. The background is a light, textured surface, possibly paper or cloth. The overall effect is a dense, rhythmic visual texture.

AIRGROUP 14 AIRGROUP S1 AND AIRGROUP S6

AIRCRAFT DESTROYED ON GROUND

405

2000-2001

SHIPS DAMAGED

231

Florian Woisor

R.D. #1 Lebanon, Pa.

Hornetad, Pa.