

## U. S. S. SHANGRI-LA CVA-38

## 1956

- Jan. 1 -** Moored port side to Pier L, NAS San Diego, CA.<sup>1</sup>
- Jan. 2 -** Moored as before.<sup>1</sup>
- Jan. 3 -** 0000hrs. Moored as before.<sup>1</sup>
- 0835hrs. Commenced hoisting aboard aircraft of AIR TASK GROUP 3 and detachments.<sup>1</sup>
- 1320hrs. Completed hoisting aboard 61 conventional aircraft and 1 helicopter of ATG-3<sup>1</sup>
- Jan. 4 -** 0000hrs. Moored as before.<sup>1</sup>
- 1322hrs. Commenced loading of six live torpedo warheads.<sup>1</sup>
- 1340hrs. Completed loading torpedo warheads.<sup>1</sup>
- Jan. 5 -** 0000hrs. Moored as before.<sup>1</sup>
- 1005hrs. Underway from Pier L, NAS San Diego, CA., for Pearl Harbor as a unit of TASK FORCE 16 in compliance with COMCARDIV 17 Operations Orders 8-55.<sup>1</sup>
- 1121hrs. Entered International waters.<sup>1</sup>
- 1132hrs. Visibility decreasing. Commenced sounding fog signals.<sup>1</sup>
- 1154hrs. Visibility increasing. Ceased sounding fog signals.<sup>1</sup>
- 1210hrs. Maneuvering to take station in Formation 40D. OTC is COMCARDIV 17 in PRINCETON (CVS-37).<sup>1</sup>
- 1337hrs. Simulated submarine attack commenced.<sup>1</sup>
- 1357hrs. Torpedo wake passed astern from starboard to port. Simulated submarine attack ceased.<sup>1</sup>
- 1445hrs. Manned flight quarters stations.<sup>1</sup>
- 1456hrs. Cruisers HELENA (CA-75), TOLEDO (CA-133), and

COLUMBUS (CA-74) rendezvoused with task force.<sup>1</sup>

1905hrs. Commenced launching and recovering aircraft for refresher operations.<sup>1</sup>

1945hrs. Ceased launching and recovering aircraft for refresher operations.<sup>1</sup>

2228hrs. Resumed Launching and recovering aircraft for refresher operations.<sup>1</sup>

2241hrs. Completed launching and recovering aircraft for refresher operations.<sup>1</sup>

Departed San Diego with TASK FORCE 16 for first WESTPAC since WWII.

**Jan. 6 -** 0000hrs. Steaming enroute from San Diego to Pearl Harbor in accordance COMCARDIV 17 Operations Order 8-55 in company with TASK FORCE 16, consisting of PRINCETON (CVS-37), HELENA (CA-75), TOLEDO (CA-133), COLUMBUS (CA-74), and DESRON 15.<sup>1</sup>

1326hrs. Commenced launching aircraft.<sup>1</sup>

1340hrs. Completed launching aircraft.<sup>1</sup>

1417hrs. Commenced recovering aircraft.<sup>1</sup>

1422hrs. Completed recovering aircraft.<sup>1</sup>

**Jan. 7 -** 0000hrs. Steaming as before.<sup>1</sup>

0726hrs. Commenced launching aircraft.<sup>1</sup>

0730hrs. Completed launching aircraft.<sup>1</sup>

0842hrs. Commenced launching aircraft.<sup>1</sup>

0850hrs. Completed launching aircraft.<sup>1</sup>

0915hrs. Commenced recovery and launching of aircraft for refresher carrier qualifications.<sup>1</sup>

1035hrs. Ceased launching aircraft.<sup>1</sup>

1040hrs. Completed recovery of aircraft.<sup>1</sup>  
1358hrs. Commenced launching aircraft.<sup>1</sup>  
1403hrs. Completed launching aircraft.<sup>1</sup>  
1629hrs. Commenced recovery of aircraft.<sup>1</sup>  
1632hrs. Completed flight operations.<sup>1</sup>

**Jan. 8 -** 0000hrs. Steaming as before.<sup>1</sup>  
1300hrs. KIDD (DD-661) came alongside to starboard for refueling.<sup>1</sup>  
1457hrs. Completed refueling KIDD (DD-661), having given her 82,125 gallons of fuel.<sup>1</sup>  
1500hrs. KNAPP (DD-653) came alongside to starboard to refuel.<sup>1</sup>  
1633hrs. Completed fueling.<sup>1</sup>

**Jan. 9 -** 0000hrs. Steaming as before.<sup>1</sup>  
0800hrs. Commenced launching aircraft.<sup>1</sup>  
0908hrs. Completed launching aircraft.<sup>1</sup>  
0917hrs. Commenced launching aircraft.<sup>1</sup>  
0920hrs. Completed launching aircraft.<sup>1</sup>  
0921hrs. Commenced recovery of aircraft.<sup>1</sup>  
0925hrs. Completed recovery of aircraft.<sup>1</sup>  
1035hrs. Commenced launching aircraft.<sup>1</sup>  
1042hrs. Completed launching aircraft.<sup>1</sup>  
1044hrs. Commenced recovery of aircraft.<sup>1</sup>  
1056hrs. Completed recovery of aircraft.<sup>1</sup>  
1124hrs. Commenced recovery of aircraft.<sup>1</sup>

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1126hrs. Completed flight operations; 2 F9F planes of VF-53 missing. Pilot of one recovered from water by PRINCETON (CVS-37) helicopter and returned to this ship. A search is being conducted for the other pilot.<sup>1</sup>

1318hrs. Sick Bay reports the pilot, LT R. K. MCNEIL, USN, recovered earlier by helicopter and delivered aboard, suffered submersion, nonfatal. Searching for missing pilot, LTJG M. G. HERRING, USNR, is being conducted by aircraft, helicopter, and destroyers in vicinity of mid-air collision near Lat. 25-57N, Long. 146-33W.<sup>1</sup>

1600hrs. Manned gun mounts and lookout stations in search for life raft or debris from planes lost at 1010 this date.<sup>1</sup>

1725hrs. Secured search for missing pilot. Results negative.<sup>1</sup>

**Jan. 10 -** 0000hrs. Steaming as before.<sup>1</sup>

1230hrs. Commenced launching aircraft.<sup>1</sup>

1238hrs. Completed launching aircraft.<sup>1</sup>

1640hrs. Under simulated attack by submarines. Green flares sighted on starboard beam, distance 2,000 yards.<sup>1</sup>

1810hrs. Commenced zig-zagging.<sup>1</sup>

1900hrs. Ceased zig-zagging.<sup>1</sup>

1935hrs. Commenced recovery of aircraft.<sup>1</sup>

1945hrs. Completed flight operations.<sup>1</sup>

**Jan. 11 -** 0000hrs. Steaming as before.<sup>1</sup>

0535hrs. Sighted green flare off starboard quarter.<sup>1</sup>

0537hrs. Sighted green flare off stern.<sup>1</sup>

0615hrs. Sight green flare off port quarter.<sup>1</sup>

0625hrs. Commenced launching aircraft.<sup>1</sup>

0636hrs. Completed launching aircraft.<sup>1</sup>

0737hrs. Commenced launching aircraft.<sup>1</sup>

0742hrs. Completed launching aircraft.<sup>1</sup>

0800hrs. Steaming as before on various courses and speeds while conducting air and antisubmarine evasive operations.<sup>1</sup>

0850hrs. Commenced recovering of aircraft.<sup>1</sup>

0912hrs. Completed flight operations.<sup>1</sup>

1200hrs. Detached from TASK FORCE 16.<sup>1</sup>

1442hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor. Fire reported in Officer's Galley.<sup>1</sup>

1444hrs. Fire out, caused by blow fuse.<sup>1</sup>

**Jan. 12 -** Moored as before.<sup>1</sup>

**Jan. 13 -** Moored as before.<sup>1</sup>

**Jan. 14 -** 0000hrs. Moored as before.<sup>1</sup>

0907hrs. Underway from Pier F-12, Ford Island, Pearl Harbor, in accordance with COMCRUDIV-3 Operation Order 1-56.<sup>1</sup>

1007hrs. Entered International waters.<sup>1</sup>

1015hrs. Under submarine simulated attack. Submarine fired two green flares and surfaced astern.<sup>1</sup>

1302hrs. Commenced launching aircraft.<sup>1</sup>

1319hrs. Completed launching aircraft, having launched 14 ADs.<sup>1</sup>

1335hrs. Memorial services were conducted on the flight deck for LTJG M. G. HERRING.<sup>1</sup>

1620hrs. Commenced recovery of aircraft.

1640hrs. Completed flight operations.<sup>1</sup>

1645hrs. COMCRUDIV 3 in COLUMBUS (CA-74) assumed OTC.<sup>1</sup>

1818hrs. FLEMING, D. A., AN, USN, injured as follows: amputation, traumatic, distal middle phalanx, left hand. Injury received while rigging

arresting gear pendant, not due to own misconduct.<sup>1</sup>

**Jan. 15 -** Steaming in company with TASK GROUP 16.3 composed of COLUMBUS (CA-74), TOLEDO (CA-133), HELENA (CA-75), TINGEY (DD-539), KNAPP (DD-653), MCDERMUT (DD-677), and YARNALL (DD-541) enroute from Pearl Harbor to Yokosuka, Japan, in accordance with COMCRUDIV-3 Operation Order 1-56.<sup>1</sup>

Positions: 0800 - Lat. 24-10.5N, 163-39W; 1200 - Lat. 24-34.8N, Long. 164-45W; 2000 - Lat. 25-39.1W, Long. 166-29W.<sup>1</sup>

**Jan. 16 -** Steaming in company with TASK GROUP 16.3 composed of COLUMBUS (CA-74), TOLEDO (CA-133), HELENA (CA-75), TINGEY (DD-539), KNAPP (DD-653), MCDERMUT (DD-677), and YARNALL (DD-541) enroute from Pearl Harbor to Yokosuka, Japan, in accordance with COMCRUDIV-3 Operation Order 1-56.<sup>1</sup>

Positions: 0800 - Lat. 26-36.5N, Long. 169-05.4W; 1200 - Lat. 27-03N, Long. 170-10W; 2000 - Lat. 27-53, Long. 172-50W.<sup>1</sup>

**Jan. 17 -** 0000hrs. Steaming in company with TASK GROUP 16.3 composed of COLUMBUS (CA-74), TOLEDO (CA-133), HELENA (CA-75), TINGEY (DD-539), KNAPP (DD-653), MCDERMUT (DD-677), and YARNALL (DD-541) enroute from Pearl Harbor to Yokosuka, Japan, in accordance with COMCRUDIV-3 Operation Order 1-56.<sup>1</sup>

0321hrs. MCDERMUT (DD-677) and YARNALL (DD-541) detached to proceed to Midway Island for refueling.<sup>1</sup>

0913hrs. Commenced launching aircraft.<sup>1</sup>

0914hrs. Completed launching aircraft, having launched 2 aircraft.<sup>1</sup>

0945hrs. Commenced recovery of aircraft, having recovered 2 aircraft.<sup>1</sup>

1512hrs. Commenced launching aircraft.<sup>1</sup>

1540hrs. Completed launching aircraft, having launched 8 F9Fs and 4 ADs.<sup>1</sup>

1530hrs. Commenced recovering aircraft.<sup>1</sup>

1540hrs. Completed recovering aircraft, having recovered 3 ADs.<sup>1</sup>

1619hrs. Commenced recovering aircraft.<sup>1</sup>

- 1630hrs. Completed recovering aircraft.<sup>1</sup>
- Jan. 18 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0815hrs. Commenced launching aircraft.<sup>1</sup>
- 0823hrs. Completed launching aircraft, having launched 3 ADs and 3 F2Hs.<sup>1</sup>
- 0915hrs. Commenced launching aircraft.<sup>1</sup>
- 0930hrs. Completed launching 8 F9Fs and 7 ADs.<sup>1</sup>
- 1031hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1109hrs. Completed recovery of aircraft.<sup>1</sup>
- 1228hrs. Commenced launching aircraft.<sup>1</sup>
- 1230hrs. Completed launching 4 ADs.<sup>1</sup>
- 1342hrs. Commenced launching aircraft.<sup>1</sup>
- 1346hrs. Completed launching 2 ADs.<sup>1</sup>
- 1448hrs. Commenced recovering aircraft.<sup>1</sup>
- 1505hrs. Completed flight operations.<sup>1</sup>
- Jan. 19 -** Steaming as before.<sup>1</sup>
- Jan. 20 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0145hrs. Crossed 180<sup>th</sup> Meridian, entered east longitude.<sup>1</sup>
- 1258hrs. Sounded General Quarters for battle problem.<sup>1</sup>
- 1425hrs. Secured from General Quarters.<sup>1</sup>
- Jan. 21 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0720hrs. Preparatory to drone firing exercise, formed column with MCDERMUT (DD-677) and YARNALL (DD-541) astern at standard distance. TINGEY (DD-539) on station as drone recovery ship.<sup>1</sup>

1008hrs. Launched drone for gunnery exercises.<sup>1</sup>

1012hrs. Commenced firing at drone.<sup>1</sup>

1028hrs. Shot down drone.<sup>1</sup>

1030hrs. Ceased firing.<sup>1</sup>

1050hrs. Launched drone.<sup>1</sup>

1055hrs. Resumed firing at drone.<sup>1</sup>

1106hrs. Completed firing.<sup>1</sup>

1130hrs. COLUMBUS (CA-74), TOLEDO (CA-133), HELENA (CA-75), and KNAPP (DD-653) rejoining formation, forming refueling formation in line abreast to starboard.<sup>1</sup>

1155hrs. Secured from AA drill.<sup>1</sup>

1159hrs. TINGEY (DD-539) came alongside to starboard for refueling.<sup>1</sup>

1250hrs. Fueling completed.<sup>1</sup>

1306hrs. TINGEY (DD-539) assumed plane guard station# 1.<sup>1</sup>

1330hrs. Manned AA defense stations.<sup>1</sup>

1331hrs. Commenced launching aircraft.<sup>1</sup>

1338hrs. Completed launching 7 ADs.<sup>1</sup>

1357hrs. Commenced firing at sleeve.<sup>1</sup>

1400hrs. Ceased firing at sleeve.<sup>1</sup>

1415hrs. Resumed firing.<sup>1</sup>

1425hrs. Ceased firing.<sup>1</sup>

1450hrs. Resumed firing.<sup>1</sup>

1456hrs. Completed firing.<sup>1</sup>

1508hrs. Ceased firing runs. Ammunition expended: 817 rounds 3"/50,

49 rounds 5"/38.<sup>1</sup>

1512hrs. Secured from AA defense.<sup>1</sup>

1516hrs. Commenced launching aircraft.<sup>1</sup>

1525hrs. Completed launching 8 aircraft.<sup>1</sup>

1527hrs. Commenced recovery of aircraft.<sup>1</sup>

1542hrs. Completed recovery of aircraft.<sup>1</sup>

1600hrs. Commenced recovery of aircraft.<sup>1</sup>

1602hrs. Completed recovery of 2 ADs.<sup>1</sup>

1651hrs. Commenced recovery of aircraft.<sup>1</sup>

1654hrs. Completed recovery of aircraft.<sup>1</sup>

1705hrs. Commenced recovery of aircraft.<sup>1</sup>

1709hrs. Completed recovery of aircraft.<sup>1</sup>

1800hrs. Commenced launching of aircraft.<sup>1</sup>

1814hrs. Completed launching aircraft.<sup>1</sup>

1911hrs. Commenced recovery of aircraft.<sup>1</sup>

1934hrs. Completed flight operations.<sup>1</sup>

**Jan. 22 -** Steaming as before.<sup>1</sup>

**Jan. 23 -** 0000hrs. Steaming as before.<sup>1</sup>

0858hrs. Commenced launching aircraft.<sup>1</sup>

0907hrs. Completed launching 11 ADs.<sup>1</sup>

1129hrs. Commenced recovering aircraft.<sup>1</sup>

1144hrs. Completed recovering 11 ADs.<sup>1</sup>

1247hrs. HELENA (CA-75) helicopter no. 14 landed for repairs.<sup>1</sup>

1303hrs. Commenced launching aircraft.<sup>1</sup>  
1308hrs. Completed launching 4 ADs.<sup>1</sup>  
1516hrs. Commenced launching and recovering aircraft.<sup>1</sup>  
1525hrs. Completed launching 6 ADs and recovering 4 ADs.<sup>1</sup>  
1625hrs. YARNALL (DD-541) alongside for fueling.<sup>1</sup>  
1703hrs. Completed pumping fuel oil.<sup>1</sup>  
1742hrs. Completed recovering 6 aircraft.<sup>1</sup>

**Jan. 24 -** Steaming as before.<sup>1</sup>

0740hrs. Manned AA defense stations.<sup>1</sup>  
0801hrs. Launched drone for gunnery exercise.<sup>1</sup>  
0830hrs. YARNALL (DD-541) shot down drone.<sup>1</sup>  
0847hrs. Launched drone no. 2.<sup>1</sup>  
1006hrs. Commenced firing at drone.<sup>1</sup>  
1008hrs. Shot down drone and ceased firing.<sup>1</sup>  
1023hrs. Launched drone.<sup>1</sup>  
1027hrs. Resumed firing.<sup>1</sup>  
1028hrs. Shot down drone and ceased firing.<sup>1</sup>  
1042hrs. Launched drone.<sup>1</sup>  
1048hrs. Resumed firing.<sup>1</sup>  
1055hrs. Completed firing.<sup>1</sup>  
1300hrs. Commenced launching aircraft.<sup>1</sup>  
1309hrs. Completed launching 9 aircraft.<sup>1</sup>  
1413hrs. KNAPP (DD-653) alongside to starboard for fueling.<sup>1</sup>

1451hrs. Fueling completed.<sup>1</sup>

1515hrs. Ammunition expended during morning firing exercises: 256 rounds of 3"/50.<sup>1</sup>

1530hrs. Commenced launching aircraft.<sup>1</sup>

1533hrs. Completed launching 4 aircraft.<sup>1</sup>

1537hrs. Commenced recovering aircraft.<sup>1</sup>

1553hrs. Completed recovery of 9 aircraft.<sup>1</sup>

1653hrs. Commenced recovering aircraft.<sup>1</sup>

1656hrs. Completed recovering 4 aircraft.<sup>1</sup>

**Jan. 25 -** 0000hrs. Steaming as before.<sup>1</sup>

0812hrs. Port catwalk, frame 15, 02 level, suffered moderate damage during the night from heavy seas.<sup>1</sup>

0930hrs. Sounded General Quarters.<sup>1</sup>

1048hrs. Secured from General Quarters.<sup>1</sup>

1330hrs. Commenced launching aircraft.<sup>1</sup>

1337hrs. Completed launching 8 aircraft to NAS Atsugi, Japan.<sup>1</sup>

1438hrs. Commenced launching aircraft.<sup>1</sup>

1504hrs. Completed launching 16 aircraft to NAS Atsugi, Japan.<sup>1</sup>

1537hrs. Commenced recovering aircraft.<sup>1</sup>

1538hrs. Completed recovering one F9F-8 aircraft from the 1504 launch which returned due to mechanical difficulties.<sup>1</sup>

**Jan. 26 -** 0000hrs. Steaming as before.<sup>1</sup>

0730hrs. Detached from formation to launch aircraft.<sup>1</sup>

0732hrs. Launched helicopter.<sup>1</sup>

0738hrs. Commenced launching aircraft.<sup>1</sup>

0742hrs. Completed launching 3 aircraft to NAS Atsugi, Japan.<sup>1</sup>

0743hrs. Recovered helicopter.<sup>1</sup>

0812hrs. Released from formation to proceed independently into port.<sup>1</sup>

0921hrs. Launched two helicopters for Oppama.<sup>1</sup>

0955hrs. Recovered helicopter.<sup>1</sup>

0959hrs. Launched helicopter for Oppama.<sup>1</sup>

1035hrs. Recovered two helicopters.<sup>1</sup>

1044hrs. Launched two helicopters for Oppama.<sup>1</sup>

1109hrs. Anchored in Tokyo Bay, Japan, Yokosuka anchorage, Berth E-1, in 20 fathoms, mud bottom, with 100 fathoms of chain to the port anchor.<sup>1</sup>

1446hrs. Underway for Berth 8, Yokosuka, Japan.<sup>1</sup>

1606hrs. Moored starboard side to Pier 8, U.S. Naval Station Yokosuka, Japan.<sup>1</sup>

1610hrs. During mooring of this vessel, GIYANTE, R. F. MMFA, USN, received injuries when he fell from a boat, not due to his own misconduct. Treatment administered by U.S. Naval Hospital, Yokosuka, Japan.<sup>1</sup>

SHANGRI-LA anchors at Yokosuka. It is the first time the ship has been in Tokyo Bay since September 1945. It is also the first time that a fully-modernized carrier has operated in Japanese waters.<sup>2</sup>

**Jan. 27 -** 0000hrs. Moored as before.<sup>1</sup>

RADM F. LEE, USN, COMFAIRWESTPAC, came aboard.<sup>1</sup>

1045hrs. COMFAIRWESTPAC left the ship.<sup>1</sup>

1300hrs. Held personnel inspection.<sup>1</sup>

1405hrs. Secured from personnel inspection.<sup>1</sup>

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1430hrs. CAHILL, T. A., RD3, USN, broke 2 steps in the escalator and put in out of commission by dropping a mess bench on it while it was moving.<sup>1</sup>

Moored, Yokosuka, Japan.<sup>2</sup>

**Jan. 28 -** 0000hrs. Moored as before.<sup>1</sup>

0900hrs. Divers sent down to inspect and affect repairs to hull plating in overall charge of Ship's Superintendent, Repair Facility, Yokosuka, Japan.<sup>1</sup>

Moored, Yokosuka, Japan.<sup>2</sup>

**Jan. 29 -** Moored as before.<sup>1</sup>

Moored, Yokosuka, Japan.<sup>2</sup>

**Jan. 30 -** 0000hrs. Moored as before.<sup>1</sup>

0918hrs. Commanding Officer left the ship to call officially on COMSEVENTHFLT.<sup>1</sup>

1000hrs. Commanding Officer returned to the ship. Divers from U.S. Naval Ship Repair Facility, Yokosuka, Japan, commencing diving operations to inspect the ship's screws, rudder and bearings.<sup>1</sup>

1022hrs. The Commanding Officer left the ship to call officially on COMFAIRWESTPAC.<sup>1</sup>

1515hrs.. The Commanding Officer returned to the ship, having called upon COMFAIRWESTPAC.<sup>1</sup>

1547hrs. Diving operations completed.<sup>1</sup>

1910hrs. A gasoline leak at gasoline station no. 24 repaired.<sup>1</sup>

2136hrs. Gasoline leak at gasoline station no. 24 repaired.<sup>1</sup>

Moored, Yokosuka, Japan.<sup>2</sup>

**Jan. 31 -** 0000hrs. Moored as before.<sup>1</sup>

1431hrs. Commanding Officer left the ship to call officially upon Commander Naval Forces Far East, VADM W. M. CALLAGHAN.<sup>1</sup>

- Feb. 1 -** Moored, Yokosuka, Japan.<sup>2</sup>  
Moored as before.<sup>1</sup>
- Moored, Yokosuka, Japan.<sup>2</sup>
- VC-6, Detachment Able reports aboard.<sup>2</sup>
- Feb. 2 -** 0000hrs. Moored as before.<sup>1</sup>
- 0759hrs. Underway from Pier 8, Yokosuka, Japan, enroute to Iwakuni, Japan, in accordance with CTF 77 300732 January 1956.<sup>1</sup>
- 1340hrs. Launched helicopter.<sup>1</sup>
- 1353hrs. Commenced flight operations.<sup>1</sup>
- 1416hrs. Completed launching 13 aircraft.<sup>1</sup>
- 1421hrs. Commenced launching aircraft.<sup>1</sup>
- 1521hrs. Completed recovering 21 aircraft, 19 of which landed aboard from Atsugi, Japan.<sup>1</sup>
- 1525hrs. Recovered helicopter.<sup>1</sup>
- 1603hrs. Launched helicopter. Commenced recovering aircraft.<sup>1</sup>
- 1634hrs. Ceased recovering 19 ADs, 2 F2Hs, of which 12 ADs landed aboard from NAS Atsugi, Japan.<sup>1</sup>
- 1655hrs. Resumed recovering aircraft.<sup>1</sup>
- 1700hrs. Completed recovering 2 F9Fs and 2 AJs from NAS Atsugi, Japan.<sup>1</sup>
- 1701hrs. Recovered helicopter.<sup>1</sup>
- 2120hrs. Commenced launching aircraft.<sup>1</sup>
- 2128hrs. Completed launching 3 F2H aircraft for NAS Atsugi, Japan.<sup>1</sup>
- Depart Yokosuka, Japan.<sup>2</sup>
- Feb. 3 -** 0000hrs. Steaming as before.<sup>1</sup>

0710hrs. Launched helicopter.<sup>1</sup>

0804hrs. Commenced launching aircraft.<sup>1</sup>

0820hrs. Completed launching 7 F9Fs and 8 ADs.<sup>1</sup>

0824hrs. Recovered helicopter.<sup>1</sup>

0900hrs. Launched helicopter.<sup>1</sup>

0902hrs. Commenced launching aircraft.<sup>1</sup>

0918hrs. Completed launching 2 AJs, 7 F9Fs, and 6 ADs.<sup>1</sup>

0921hrs. Commenced recovering aircraft.<sup>1</sup>

0932hrs. Completed recovering 7 F9Fs.<sup>1</sup>

0940hrs. Recovered helicopter.<sup>1</sup>

0956hrs. Launched helicopter.<sup>1</sup>

1016hrs. Commenced launching aircraft.<sup>1</sup>

1021hrs. Completed launching 8 F9Fs.<sup>1</sup>

1022hrs. Commenced recovering aircraft.<sup>1</sup>

1034hrs. Completed recovering 14 ADs.<sup>1</sup>

1054hrs. Commenced recovering aircraft.<sup>1</sup>

1120hrs. Completed recovering 5 F9Fs, having sent 2 of this flight to NAS Atsugi, Japan.<sup>1</sup>

1300hrs. Commenced launching aircraft.<sup>1</sup>

1307hrs. Completed launching 8 F9Fs and 4 ADs.<sup>1</sup>

1311hrs. Commenced recovering aircraft.<sup>1</sup>

1320hrs. Completed recovering 3 F9Fs.<sup>1</sup>

1340hrs. Commenced recovering aircraft.<sup>1</sup>

1404hrs. Completed recovering 7 F9Fs.<sup>1</sup>  
1424hrs. Commenced recovering aircraft.<sup>1</sup>  
1428hrs. Completed recovering 4 ADs.<sup>1</sup>  
1516hrs. Commenced launching aircraft.<sup>1</sup>  
1528hrs. Completed launching 8 F9Fs and 6 ADs.<sup>1</sup>  
1534hrs. Commenced recovering aircraft.<sup>1</sup>  
1536hrs. Completed recovering 2 AJs.<sup>1</sup>  
1555hrs. Commenced recovering aircraft.<sup>1</sup>  
1605hrs. Completed recovery of 2 aircraft.<sup>1</sup>  
1627hrs. Commenced recovery of aircraft.<sup>1</sup>  
1702hrs. Completed recovery of 5 aircraft.<sup>1</sup>  
1714hrs. Commenced recovery of aircraft.<sup>1</sup>  
1740hrs. Completed recovery of 7 aircraft.<sup>1</sup>  
1945hrs. Commenced launching aircraft.<sup>1</sup>  
1952hrs. Completed launching aircraft.<sup>1</sup>  
2030hrs. Commenced recovery of aircraft.<sup>1</sup>  
2047hrs. Completed recovery of aircraft.<sup>1</sup>

**Feb. 4 -** 0000hrs. Steaming as before.<sup>1</sup>  
0714hrs. Launched helicopter to transfer observers to YARNALL (DD-541) and KNAPP (DD-653).<sup>1</sup>  
0726hrs. Recovered helicopter.<sup>1</sup>  
0835hrs. KNAPP (DD-653) alongside for refueling.<sup>1</sup>  
0914hrs. Completed pumping fuel.<sup>1</sup>

0954hrs. YARNALL (DD-541) alongside for refueling.<sup>1</sup>

1026hrs. Completed pumping fuel.<sup>1</sup>

1441hrs. Commenced launching aircraft.<sup>1</sup>

1451hrs. Completed launching 11 aircraft.<sup>1</sup>

1600hrs. Commenced launching aircraft.<sup>1</sup>

1607hrs. Completed launching 7 F9Fs and 4 ADs.<sup>1</sup>

1612hrs. Commenced recovering aircraft.<sup>1</sup>

1634hrs. Completed recovery of 8 ADs and 2 F9Fs.<sup>1</sup>

1708hrs. Commenced recovery of aircraft.<sup>1</sup>

1728hrs. Completed recovery of 11 aircraft.<sup>1</sup>

1914hrs. Commenced launching aircraft.<sup>1</sup>

1945hrs. Completed launching aircraft.<sup>1</sup>

2056hrs. AD-4, Buno. 127887, of VF-92, pilot LTJG A. A. DITZEN, USN, crashed into the sea off the starboard bow at Lat. 33-46N, Long. 137-06.5E, in 1,050 fathoms of water.<sup>1</sup>

Feb. 6 issue of a Kansas City newspaper reported that LT Allen A. DITZEN was killed Saturday in a plane crash off the coast of Japan.

2105hrs. Detached KNAPP (DD-653) and YARNALL (DD-541) to search for pilot.<sup>1</sup>

2140hrs. KNAPP (DD-653) in plane guard station no. 1. Resumed recovery of aircraft.<sup>1</sup>

2150hrs. Completed air operations.<sup>1</sup>

2152hrs. Detached KNAPP (DD-653) to search for pilot.<sup>1</sup>

**Feb. 5 -** 0000hrs. Steaming on course 090 at 8 knots. KNAPP and YARNALL are conducting an expanding square sector search for missing pilot.<sup>1</sup>

0530hrs. Flight quarters.<sup>1</sup>

0622hrs. Commenced launching aircraft for air search for missing pilot.<sup>1</sup>

0633hrs. Completed launch of 8 ADs.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

0812hrs. Completed launching 13 aircraft.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0905hrs. Completed launching 5 aircraft.<sup>1</sup>

0909hrs. Commenced recovery of aircraft.<sup>1</sup>

0925hrs. Completed recovering 16 aircraft.<sup>1</sup>

0936hrs. Commenced recovering aircraft.<sup>1</sup>

0945hrs. Completed recovering 2 aircraft.<sup>1</sup>

1018hrs. Commenced launching aircraft.<sup>1</sup>

1021hrs. Completed launching 7 aircraft.<sup>1</sup>

1024hrs. Commenced recovering aircraft.<sup>1</sup>

1039hrs. Completed recovering 8 aircraft.<sup>1</sup>

1117hrs. Commenced recovering aircraft.<sup>1</sup>

1124hrs. Completed recovering 7 aircraft.<sup>1</sup>

1300hrs. Commenced launching aircraft.<sup>1</sup>

1313hrs. Completed launching 7 F9Fs, 6 ADs, and 2 F2Hs.<sup>1</sup>

1327hrs. Commenced recovering aircraft.<sup>1</sup>

1329hrs. Completed recovering 2 ADs.<sup>1</sup>

1357hrs. Commenced launching aircraft.<sup>1</sup>

1400hrs. USS KNAPP (DD-653) ceased search for downed aircraft and pilot.<sup>1</sup>

1402hrs. Completed launching 2 F2Hs.<sup>1</sup>

1410hrs. While driving a tractor on the flight deck, DRAWER, W. J., AN, USN, drove down the open No. 1 elevator which was lower about 4 feet. He received contusions and abrasions on the left leg; not due to own misconduct. He was sent back to duty.<sup>1</sup>

1415hrs. Commenced recovery of aircraft.<sup>1</sup>

1428hrs. Completed recovering 7 F9Fs.<sup>1</sup>

1504hrs. Commenced launching aircraft.<sup>1</sup>

1508hrs. Completed launching 8 F9Fs.<sup>1</sup>

1520hrs. Commenced recovering aircraft.<sup>1</sup>

1529hrs. Completed recovering 6 ADs and 2 F2Hs.<sup>1</sup>

1610hrs. Commenced recovering aircraft.<sup>1</sup>

1626hrs. Completed recovering aircraft.<sup>1</sup>

1901hrs. Commenced launching aircraft.<sup>1</sup>

1910hrs. Completed launching aircraft.<sup>1</sup>

1940hrs. Commenced recovering aircraft.<sup>1</sup>

1945hrs. Completed recovery of aircraft.<sup>1</sup>

**Feb. 6 -** 0000hrs. Steaming as before.<sup>1</sup>

0802hrs. Commenced launching aircraft.<sup>1</sup>

0818hrs. Completed launching 1 F2H, 5 F9Fs, 9 ADs, and 2 AJs.<sup>1</sup>

0901hrs. Commenced launching aircraft.<sup>1</sup>

0905hrs. Completed launching 3 F2Hs and 6 F9Fs.<sup>1</sup>

0913hrs. Commenced recovery of aircraft.<sup>1</sup>

0933hrs. Completed recovery of 5 F9Fs, 4 ADs, 1 F2H.<sup>1</sup>

- 1001hrs. Commenced launching aircraft.<sup>1</sup>
- 1004hrs. Completed launching 6 F9Fs.<sup>1</sup>
- 1012hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1040hrs. Completed recovery of 1 AD, 8 F9Fs, 3 F2Hs.<sup>1</sup>
- 1110hrs. Commenced launching aircraft.<sup>1</sup>
- 1121hrs. Completed launching 7 F9Fs and 8 ADs.<sup>1</sup>
- 1125hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1128hrs. Completed recovery of 4 F9Fs.<sup>1</sup>
- 1217hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1229hrs. Completed recovery of aircraft.<sup>1</sup>
- 1312hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1317hrs. Completed recovering aircraft.<sup>1</sup>
- 1553hrs. Launched helicopter for transfer of personnel between KNAPP (DD-653) and YARNALL (DD-541).<sup>1</sup>
- 1614hrs. Recovered helicopter.<sup>1</sup>
- 1851hrs. Commenced launching aircraft.<sup>1</sup>
- 1902hrs. Completed launching 8 ADs.<sup>1</sup>
- 1951hrs. Commenced recovering aircraft.<sup>1</sup>
- 2100hrs. Completed recovering 8 ADs.<sup>1</sup>
- Feb. 7 -** 0000hrs. Steaming singly enroute from Yokosuka to Iwakuni, Japan.<sup>1</sup>
- 0015hrs. Sighted Okino Shima, bearing 025, distance 32 miles.<sup>1</sup>
- 0907hrs. Launched helicopter to Iwakuni.<sup>1</sup>
- 1017hrs. Recovered helicopter with Commanding Officer, NAS Iwakuni, Japan, aboard.<sup>1</sup>

1036hrs. Launched helicopter for NAS Iwakuni.<sup>1</sup>

1145hrs. Anchored in Berth Baker, Iwakuni Bay, Japan, in 11 fathoms of water, with 60 fathoms of chain to the starboard anchor, sand bottom.<sup>1</sup>

**Feb. 8 -** 0000hrs. Anchored as before.<sup>1</sup>

0854hrs. Launched ship's helicopter for Hiroshima, Japan.<sup>1</sup>

0934hrs. Recovered ship's helicopter from Hiroshima.<sup>1</sup>

**Feb. 9 -** 0000hrs. Anchored as before.<sup>1</sup>

1015hrs. CDR R. W. LANGWORTHY, USN, was detached from this ship, retiring from active duty.<sup>1</sup>

1200hrs. Commenced loading aircraft from NAS Iwakuni.<sup>1</sup>

1230hrs. Completed loading aircraft. Received AD, Buno. 132386; AD, Buno. 132340; and F9F, Buno. 131199.<sup>1</sup>

**Feb. 10 -** 0000hrs. Anchored as before.<sup>1</sup>

0729hrs. Underway for sea in accordance with CTF 77 Operation Order 201-T-56.<sup>1</sup>

1400hrs. Held memorial services for LTJG A. A. DITZEN, USN, of VF-92, who was lost at sea on 4 February 1956.<sup>1</sup>

**Feb. 11 -** 0000hrs. Steaming as before.<sup>1</sup>

0830hrs. Commenced launching aircraft.<sup>1</sup>

0850hrs. Completed launching aircraft.<sup>1</sup>

0918hrs. Commenced recovery of aircraft.<sup>1</sup>

0921hrs. Completed recovery of aircraft.<sup>1</sup>

1002hrs. Commenced recovery of aircraft.<sup>1</sup>

1021hrs. Completed recovery of aircraft.<sup>1</sup>

1130hrs. Commenced launching aircraft.<sup>1</sup>

1153hrs. Completed launched aircraft.<sup>1</sup>

1156hrs. Commenced recovery of aircraft.<sup>1</sup>

1207hrs. Completed recovery of 7 aircraft.<sup>1</sup>

1300hrs. Commenced recovering aircraft.<sup>1</sup>

1315hrs. Completed recovery of 12 aircraft.<sup>1</sup>

1355hrs. USS ORLECK (DD-886) alongside for transfer of guard mail.<sup>1</sup>

1430hrs. Launched aircraft.<sup>1</sup>

1443hrs. Completed launching 20 aircraft.<sup>1</sup>

1559hrs. Commenced recovering aircraft.<sup>1</sup>

1623hrs. Completed recovering 19 aircraft.<sup>1</sup>

1730hrs. Commenced launching aircraft.<sup>1</sup>

1735hrs. Completed launching 8 aircraft.<sup>1</sup>

1740hrs. Commenced recovering aircraft.<sup>1</sup>

1743hrs. Completed recovering 4 aircraft.<sup>1</sup>

1911hrs. Commenced recovering aircraft.<sup>1</sup>

1940hrs. Completed recovering 6 ADs and 2 F2Hs.<sup>1</sup>

2200hrs. Secured from flight quarters.<sup>1</sup>

**Feb. 12 -** 0000hrs. Steaming as before.<sup>1</sup>

1217hrs. Submarine sighted bearing 270, distance 3 miles, identified as USS POMFRET (SS-391).<sup>1</sup>

1300hrs. Commenced launching aircraft.<sup>1</sup>

1319hrs. Completed launching 14 aircraft.<sup>1</sup>

1421hrs. Commenced recovering aircraft.<sup>1</sup>

1455hrs. Completed recovery of 6 aircraft.<sup>1</sup>

1513hrs. Set AA defense, Condition 1.<sup>1</sup>

1550hrs. Secured from AA defense, Condition 1.<sup>1</sup>

1600hrs. Commenced launching aircraft.<sup>1</sup>

1602hrs. Completed launching 7 ADs.<sup>1</sup>

1605hrs. Commenced recovery of aircraft.<sup>1</sup>

1606hrs. Completed recovery of 2 F2Hs.<sup>1</sup>

1614hrs. USS ORLECK (DD-886) alongside for transfer of guard mail.<sup>1</sup>

1725hrs. Commenced recovery of aircraft.<sup>1</sup>

1750hrs. Completed recovering 12 ADs, 2 F2Hs, and 1 AJ.<sup>1</sup>

**Feb. 13 -** 0000hrs. Steaming as before in company with TG 77.4 composed of BENNINGTON (CVA-20), KNAPP (DD-653), ORLECK (DD-886), PERKINS (DD-877), enroute to Iwo Jima Operating Area in accordance with CTF 77 Operations Order 201-T-56. SOPA and OTC is COMCARDIV-1 in BENNINGTON.<sup>1</sup>

0700hrs. TG 77.5, composed of KEARSARGE (CVA-33), HANCOCK (CVA-19), AGERHOLM (DD-826) and ANDERSON, made rendezvous with this formation to form TF 77. OTC is COMCARDIV-1 in BENNINGTON (CVA-20).<sup>1</sup>

0810hrs. Alongside oiler.<sup>1</sup>

1050hrs. Fueling complete.<sup>1</sup>

**Feb. 14 -** 0000hrs. Steaming as before. Commenced NAVMARLEX 1-56. Steaming in company with TG 90.2, composed of KEARSARGE (CVA-33), HANCOCK (CVA-19), COLUMBUS (CA-74), TOLEDO (CA-133), AGERHOLM (DD-826), ROGERS (DD-876), ORLECK (DD-886), BAUSELL (DD-845), FLOYD B. PARKS (DD-884), PERKINS (DD-877), CRAIG and ANDERSON in the operating area east of the Iwo Jima in accordance with COMCARDIV 5 Operations Order 2-56.<sup>1</sup>

0216hrs. Commenced launching aircraft.<sup>1</sup>

0230hrs. Completed launching 3 ADs and 2 F2Hs.<sup>1</sup>

0445hrs. Commenced recovering aircraft.<sup>1</sup>

0515hrs. Completed recovering aircraft.<sup>1</sup>

0612hrs. Commenced launching aircraft.<sup>1</sup>

0631hrs. Completed launching aircraft.<sup>1</sup>

0727hrs. Commenced launching aircraft.<sup>1</sup>

0730hrs. Completed launching aircraft.<sup>1</sup>

0731hrs. Commenced recovering aircraft.<sup>1</sup>

0745hrs. Completed recovering 12 F9Fs and 3 F2Hs.<sup>1</sup>

0841hrs. Commenced launching aircraft.<sup>1</sup>

0848hrs. Completed launching 15 aircraft.<sup>1</sup>

0903hrs. Commenced recovery of aircraft.<sup>1</sup>

0909hrs. Manned all AA defense stations.<sup>1</sup>

0921hrs. Completed recovering 12 ADs and 2 F9Fs.<sup>1</sup>

1006hrs. Commenced recovering aircraft.<sup>1</sup>

1015hrs. Secured from AA defense.<sup>1</sup>

1053hrs. Completed recovering 1 F2H, 1 AJ and 2 ADs.<sup>1</sup>

1143hrs. Commenced launching aircraft.<sup>1</sup>

1156hrs. Completed launching 12 F9Fs and 8 ADs.<sup>1</sup>

1224hrs. Commenced recovering aircraft.<sup>1</sup>

1244hrs. Completed recovering aircraft.<sup>1</sup>

1340hrs. Commenced launching aircraft.<sup>1</sup>

1344hrs. Completed launching aircraft.<sup>1</sup>

1347hrs. Commenced recovering aircraft.<sup>1</sup>

1359hrs. Completed recovering aircraft.<sup>1</sup>

1455hrs. Commenced recovering aircraft.<sup>1</sup>

1511hrs. Completed recovering aircraft.<sup>1</sup>

1610hrs. Commenced launching aircraft.<sup>1</sup>

1628hrs. Completed launching 12 F9Fs, 8 ADs, and 1 F2H. The F2H had been recovered from HANCOCK (CVA-19).<sup>1</sup>

1700hrs. CARPENTER (DD-825) alongside for transfer of guard mail.<sup>1</sup>

1730hrs. Commenced recovery of aircraft.<sup>1</sup>

1759hrs. Completed recovery of 12 F9Fs, 8 ADs, and 1 AJ. The AJ returned from NAS Iwakuni.<sup>1</sup>

1946hrs. Commenced launching aircraft.<sup>1</sup>

1949hrs. Completed launching 2 F2Hs.<sup>1</sup>

2151hrs. Commenced recovering aircraft.<sup>1</sup>

2206hrs. Completed recovering 2 F2Hs.<sup>1</sup>

Began NAVMARLEX.<sup>2</sup>

NAVMARLEX - Navy-Marine Landing Exercise: A training exercise that embraced all phases of ship's activity and made demands on all departments - engineering for speed and mobility, gunnery for defense against simulated attacks, communications for smooth transmission and receipt of orders, CIC for detecting "enemy" ships and planes, aerology for supplying weather information for flights, air for the seemingly endless series of launches and recoveries. ATG-3 planes flew 135 sorties in the "D-Day" assault on Iwo Jima. Missions included close air support as forces moved in to establish a beachhead, air observation to guide landing craft to the beach and assist shore bombarding ships in laying accurate fire, strafing runs on defending forces and combat air patrols to intercept "enemy" planes attacking our ships. In an earlier strike our torpedo planes claimed a "kill" when they made a simulated torpedo attack on a "black" force carrier.<sup>3</sup>

**Feb. 15 -** 0000hrs. Steaming as before. RADFORD (DDE-446) alongside for

fueling.<sup>1</sup>

0055hrs. Completed fueling RADFORD (DDE-446).<sup>1</sup>

0700hrs. Commenced launching aircraft.<sup>1</sup>

0707hrs. Completed launching 8 aircraft.<sup>1</sup>

0817hrs. Commenced recovering aircraft.<sup>1</sup>

0830hrs. Completed recovery of aircraft.<sup>1</sup>

0929hrs. Commenced launching aircraft.<sup>1</sup>

0936hrs. Completed launching aircraft.<sup>1</sup>

1045hrs. Commenced recovering aircraft.<sup>1</sup>

1047hrs. Completed recovering aircraft.<sup>1</sup>

1200hrs. Commenced launching aircraft.<sup>1</sup>

1206hrs. Completed launching 2 F2Hs and 8 F9Fs.<sup>1</sup>

1210hrs. Commenced recovering aircraft.<sup>1</sup>

1214hrs. Completed recovering 3 ADs.<sup>1</sup>

1317hrs. Commenced recovering aircraft.<sup>1</sup>

1327hrs. Completed recovery of 8 F9Fs and 2 F2Hs.<sup>1</sup>

1404hrs. Sounded AA defense.<sup>1</sup>

1412hrs. Under simulated attack.<sup>1</sup>

1430hrs. Commenced launching aircraft.<sup>1</sup>

1441hrs. Secured from AA defense.<sup>1</sup>

1445hrs. Came left, with left full rudder, to avoid 2 bombs jettisoned by AD no. 234.<sup>1</sup>

1452hrs. Completed launching 16 F9Fs, 7 ADs, and 1 AJ.<sup>1</sup>

1455hrs. Commenced recovering aircraft.<sup>1</sup>

1458hrs. Completed recovering 2 ADs. Both were emergency landings.<sup>1</sup>

1545hrs. Commenced recovering aircraft.<sup>1</sup>

1605hrs. Completed recovering 16 F9Fs.<sup>1</sup>

1701hrs. Commenced recovery of aircraft.<sup>1</sup>

1705hrs. Completed recovering 5 ADs.<sup>1</sup>

1816hrs. Commenced receiving fuel from HASSAYAMPA (AO-145).<sup>1</sup>

1825hrs. Under simulated attack by aircraft.<sup>1</sup>

1947hrs. Completed receiving fuel.<sup>1</sup>

As part of TASK GROUP 90.2, which includes HANCOCK, KEARSARGE, COLUMBUS, TOLEDO, four destroyers and a submarine, SHANGRI-LA began intensive supporting action for a rehearsal assault on Muko Jima, a deserted island near Iwo Jima. Live ordnance used in the exercise has been and will be expended on this island, 'defended' by simulated enemy forces. Actual opposing forces are located on Iwo Jima where only simulated attacks are being made by SHANGRI-LA planes. Opposing, or Black forces, consist of BENNINGTON, two destroyers, two submarines and defending land forces. VF-122 conducted strafing runs against simulated defending forces on Muko Jima. AD-4NAs of VF-92 followed, dropping napalm and 1,000 pound general purpose bombs. Four VF-122 Cougars intercepted eight Black aircraft and 'downed' seven in a simulated dogfight at 12,000 feet. A simulated night torpedo attack by VC-35 against BENNINGTON was reported successful.<sup>2</sup>

**Feb. 16 -** 0000hrs. Steaming as before.<sup>1</sup>

0752hrs. Commenced launching aircraft.<sup>1</sup>

0808hrs. Completed launching 1 AJ, 16 F9Fs, and 8 ADs.<sup>1</sup>

0911hrs. Commenced recovering aircraft.<sup>1</sup>

0930hrs. Completed recovering 16 F9Fs.<sup>1</sup>

1020hrs. Commenced launching aircraft.<sup>1</sup>

1029hrs. Completed launching 15 F9Fs and 2 F2Hs.<sup>1</sup>

1034hrs. Commenced recovering aircraft.<sup>1</sup>

1052hrs. Completed recovering 8 ADs and 1 F9F and one additional AD from HANCOCK.<sup>1</sup>

1135hrs. Commenced recovering aircraft.<sup>1</sup>

1203hrs. Completed recovering 15 F9Fs and 1 AJ.<sup>1</sup>

1250hrs. Commenced launching aircraft.<sup>1</sup>

1310hrs. Completed launching 3 F2Hs, 15 F9Fs, 1 AJ, and 11ADs.<sup>1</sup>

1340hrs. RADFORD (DDE-446) alongside to transfer mail.<sup>1</sup>

1418hrs. Commenced recovery of aircraft.<sup>1</sup>

1435hrs. Commenced AA defense stations.<sup>1</sup>

1438hrs. Completed recovering 3 F2Hs and 15 F9Fs.<sup>1</sup>

1520hrs. Commenced launching aircraft.<sup>1</sup>

1528hrs. Completed launching 15 F9Fs.<sup>1</sup>

1532hrs. Commenced recovery of aircraft.<sup>1</sup>

1534hrs. Secured from AA defense stations.<sup>1</sup>

1544hrs. Completed recovering 11 ADs.<sup>1</sup>

1635hrs. Commenced recovery of aircraft.<sup>1</sup>

1651hrs. Completed recovery of 15 F9Fs. Launched 1 AD.<sup>1</sup>

1740hrs. Commenced recovering aircraft.<sup>1</sup>

1745hrs. Completed recovering 2 ADs.<sup>1</sup>

1845hrs. Commenced launching aircraft.<sup>1</sup>

1849hrs. Completed launching 2 F2Hs.<sup>1</sup>

2100hrs. Commenced recovering aircraft.<sup>1</sup>

2105hrs. Completed recovering 2 aircraft.<sup>1</sup>

CDR Carl A. BROWN, CO of VF-53, made the 4,000th landing aboard SHANGRI-LA in an F9F-8 Cougar. BROWN caught the number 1 wire.<sup>2</sup>

**Feb. 17 -** 0000hrs. Steaming as before in company with TG 90.2, composed of KEARSARGE (CVA-33), HANCOCK (CVA-19), RADFORD (DDE-446), O'BANNON (DDE-450), CARPENTER (DD-825), FLETCHER (DDE-445) in operating area to east of Iwo Jima in accordance with CTF 90 Operations Order 2-56.<sup>1</sup>

0355hrs. Commenced launching aircraft.<sup>1</sup>

0358hrs. Completed launching 2 F2Hs.<sup>1</sup>

0531hrs. Commenced launching aircraft.<sup>1</sup>

0536hrs. Completed launching 3 ADs.<sup>1</sup>

0608hrs. Commenced launching aircraft.<sup>1</sup>

0632hrs. Completed launching aircraft and commenced recovering aircraft.<sup>1</sup>

0639hrs. Completed launching aircraft.<sup>1</sup>

0659hrs. Recovered 1 F9F.<sup>1</sup>

0729hrs. Commenced recovery of aircraft.<sup>1</sup>

0732hrs. Set anti-aircraft condition of readiness 1.<sup>1</sup>

0739hrs. Ceased recovery of aircraft.<sup>1</sup>

0748hrs. Resumed recovery of aircraft.<sup>1</sup>

0753hrs. Completed recovery of aircraft.<sup>1</sup>

0815hrs. Secured from AA defense.<sup>1</sup>

0845hrs. Commenced launching aircraft.<sup>1</sup>

0855hrs. Completed launching aircraft.<sup>1</sup>

0859hrs. Commenced recovery of aircraft.<sup>1</sup>  
0910hrs. Completed recovery of aircraft.<sup>1</sup>  
0955hrs. Commenced recovery of aircraft.<sup>1</sup>  
1013hrs. Completed recovery of aircraft.<sup>1</sup>  
1040hrs. Manned AA defense stations.<sup>1</sup>  
1110hrs. Commenced launching aircraft.<sup>1</sup>  
1125hrs. Secured from AA defense stations.<sup>1</sup>  
1128hrs. Completed launching aircraft.<sup>1</sup>  
1225hrs. Commenced recovering aircraft.<sup>1</sup>  
1240hrs. Completed recovering 11 F9Fs.<sup>1</sup>  
1340hrs. Commenced launching aircraft.<sup>1</sup>  
1356hrs. Completed launching 15 F9Fs.<sup>1</sup>  
1401hrs. Commenced recovering aircraft.<sup>1</sup>  
1414hrs. Completed recovering 15 ADs.<sup>1</sup>  
1459hrs. Commenced recovering aircraft.<sup>1</sup>  
1515hrs. Completed recovering 15 F9Fs.<sup>1</sup>  
1611hrs. Continued flight operations.<sup>1</sup>  
1715hrs. Completed flight operations. All aircraft recovered.<sup>1</sup>

SHANGRI-LA planes will fly 135 sorties in support of today's "D-DAY" assault against Iwo Jima, supposed enemy stronghold in NAVMARLEX landing exercises. Missions will include close air support for attacking marine units as they move in to establish a beachhead on the island. AIR TASK GROUP THREE will also provide air observers to guide the landing craft to the beaches and will assist the cruisers and destroyers in laying an accurate bombardment curtain.

During these activities, VF-53 has been flying combat air patrols during the day and VC-3 has been conducting similar patrols at night. VC-61 has

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been standing by for possible reconnaissance photography and VC-11 has been conducting anti-submarine and airborne early warning patrols. Overall commander for NAVMARLEX is RADM I. T. DUKE, who has been observing the action from USS MT. MCKINLEY. Attacking amphibious and defending land forces are from the THIRD MARINE DIVISION, normally based at Okinawa and Japan, under the command of MGEN Thomas A. WORNHAM, USMC.<sup>2</sup>

- Feb. 18 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0700hrs. Commenced launching aircraft.<sup>1</sup>
- 0710hrs. Completed launching 12 F9Fs.<sup>1</sup>
- 0806hrs. Launched helicopter for transfer to BENNINGTON (CVA-20).<sup>1</sup>
- 0812hrs. Commenced recovering aircraft.<sup>1</sup>
- 0824hrs. Completed recovery of 12 F9Fs.<sup>1</sup>
- 0827hrs. CARPENTER (DD-825) alongside starboard for transfer of guard mail.<sup>1</sup>
- 0932hrs. Commenced launching aircraft.<sup>1</sup>
- 1012hrs. Completed launching 12 F9Fs.<sup>1</sup>
- 1046hrs. Commenced recovering aircraft.<sup>1</sup>
- 1055hrs. Completed recovering 12 F9Fs.<sup>1</sup>
- 1116hrs. FLETCHER (DDE-445) alongside to starboard for transfer of guard mail.<sup>1</sup>
- 1202hrs. Commenced launching aircraft.<sup>1</sup>
- 1215hrs. Completed launching aircraft.<sup>1</sup>
- 1218hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1229hrs. Completed recovery of aircraft.<sup>1</sup>
- 1314hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1323hrs. Completed recovery of aircraft.<sup>1</sup>

1431hrs. Commenced launching aircraft.<sup>1</sup>  
1450hrs. Completed launching of aircraft.<sup>1</sup>  
1456hrs. Commenced recovery of aircraft.<sup>1</sup>  
1501hrs. Completed recovery of aircraft.<sup>1</sup>  
1537hrs. Launched two TBMs.<sup>1</sup>  
1540hrs. Commenced recovery of aircraft.<sup>1</sup>  
1602hrs. Completed recovery of 14 aircraft.<sup>1</sup>  
1700hrs. Commenced recovery of aircraft.<sup>1</sup>  
1711hrs. Completed recovery of 10 aircraft.<sup>1</sup>  
1818hrs. Alongside USS CHEMUNG (AO-30).<sup>1</sup>  
1845hrs. Secured from flight quarters.<sup>1</sup>  
2024hrs. Completed fueling.<sup>1</sup>

**Feb. 19 -**

0000hrs. Steaming as before.<sup>1</sup>  
0755hrs. Commenced launching aircraft.<sup>1</sup>  
0817hrs. Completed launching aircraft.<sup>1</sup>  
0905hrs. Commenced recovery of aircraft.<sup>1</sup>  
0914hrs. Completed recovery of aircraft.<sup>1</sup>  
1020hrs. Commenced launching aircraft.<sup>1</sup>  
1032hrs. Completed launching aircraft.<sup>1</sup>  
1045hrs. Commenced recovery of aircraft.<sup>1</sup>  
1047hrs. Starboard catapult out of commission due to broken cable in retracting mechanism.<sup>1</sup>  
1051hrs. Completed recovery of aircraft.<sup>1</sup>  
1134hrs. Commenced recovery of aircraft.<sup>1</sup>

1147hrs. Completed recovery of aircraft.<sup>1</sup>

1253hrs. RADFORD (DDE-446) alongside to starboard for transfer of mail.<sup>1</sup>

1358hrs. Commenced recovery of aircraft.<sup>1</sup>

1401hrs. Completed recovery of two aircraft.<sup>1</sup>

1450hrs. Commenced launching aircraft.<sup>1</sup>

1451hrs. Completed launching aircraft.<sup>1</sup>

**Feb. 20 -** 0000hrs. Steaming as before.<sup>1</sup>

0840hrs. Commenced launching aircraft.<sup>1</sup>

0850hrs. Completed launching 12 aircraft.<sup>1</sup>

0955hrs. Commenced recovery of aircraft.<sup>1</sup>

1014hrs. Completed recovery of 11 aircraft. One F9F, side number 304, broke tail hook and was sent to Iwo Jima for repairs.<sup>1</sup>

1110hrs. Commenced launching aircraft.<sup>1</sup>

1129hrs. Completed launching 23 aircraft.<sup>1</sup>

1224hrs. Commenced recovery of aircraft.<sup>1</sup>

1243hrs. Completed recovery of 14 aircraft.<sup>1</sup>

1340hrs. Launched 1 aircraft.<sup>1</sup>

1414hrs. Commenced recovery of aircraft.<sup>1</sup>

1430hrs. Completed recovering of 10 aircraft.<sup>1</sup>

1553hrs. Commenced launching aircraft.<sup>1</sup>

1559hrs. Completed launching aircraft.<sup>1</sup>

1640hrs. Commenced recovery of aircraft.<sup>1</sup>

1643hrs. Completed flight operations.<sup>1</sup>

1820hrs. Completed NAVMARLEX. Dissolved TG 90.2. Forming a column formation, KEARSARGE the guide in station 1, followed by SHANGRI-LA in station 2, and HANCOCK in station 3 at 2,000 yards distance. Destroyers FLETCHER, CARPENTER, RADFORD, and O'BANNON detached to proceed on duty assigned. This formation proceeding from Iwo Jima Operating Area to Buckner Bay, Okinawa, in accordance with COMSEVENTHFLEET 200230Z of February 1956.<sup>1</sup>

2400 hrs., completed NAVMARLEX.<sup>2</sup>

**Feb. 21 -** 0000hrs. Steaming as before.<sup>1</sup>

0750hrs. KEARSARGE (CVA-33) detached, this ship assumed guide, HANCOCK in column astern, 2,000 yards. OTC is commanding officer SHANGRI-LA.<sup>1</sup>

**Feb. 22 -** 0000hrs. Steaming as before.<sup>1</sup>

0731hrs. Anchored in berth B209, Buckner Bay, Okinawa, in 13 fathoms of water, sand bottom, with 70 fathoms of chain to the water's edge.<sup>1</sup>

1435hrs. Underway from anchorage B209, Buckner Bay, Okinawa, for Subic Bay, Philippine Islands, in accordance with COMSEVENTHFLEET message 200230Z of February 1956.<sup>1</sup>

**Feb. 23 -** 0000hrs. Steaming in company with FLETCHER (DDE-445) and O'BANNON (DDE-450) enroute from Buckner Bay to Subic Bay.<sup>1</sup>

0740hrs. REGULUS (AF-57) alongside to starboard.<sup>1</sup>

0745hrs. Commenced receiving dry provisions.<sup>1</sup>

0907hrs. Completed provisioning ship from USS REGULUS (AF-57).<sup>1</sup>

0919hrs. Detached from formation to proceed to Subic Bay in accordance with COMSEVENTHFLT message 200230Z of February 1956; in company with RADFORD (DDE-446)<sup>1</sup>

**Feb. 24 -** 0000hrs. Steaming as before.<sup>1</sup>

1135hrs. LEBSCHI, F. L., AN, USN, fell under wheels of moving AD aircraft; not due to own misconduct. Injuries unknown. Disposition: placed in Sick Bay.<sup>1</sup>

1217hrs. LEBSCHI, F. L., AN, USN, received the following injuries at

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1135 this morning: contusions, right elbow and left thigh. Treatment administered by Medical Officer. Disposition: admitted to Sick Bay.<sup>1</sup>

1406hrs. Commenced launching aircraft.<sup>1</sup>

1409hrs. Ceased launching aircraft.<sup>1</sup>

1424hrs. Resumed launching aircraft.<sup>1</sup>

1426hrs. Ceased launching aircraft.<sup>1</sup>

1441hrs. Resumed launching aircraft.<sup>1</sup>

1443hrs. Ceased launching aircraft.<sup>1</sup>

1445hrs. Recovered 1 AD.<sup>1</sup>

1501hrs. Resumed launching aircraft.<sup>1</sup>

1506hrs. Ceased launching aircraft.<sup>1</sup>

1527hrs. Resumed launching aircraft.<sup>1</sup>

1528hrs. Completed flight operations, having launched 12 ADs and 1 AJ for NAS Sangley Point, Philippines.<sup>1</sup>

**Feb. 25 -** 0000hrs. Steaming as before.<sup>1</sup>

0724hrs. Moored starboard side to Pier B, Cubi Point, Philippine Islands.<sup>1</sup>

0830hrs. In accordance with BuPers 091709Z of January 1956, CDR L. V. SWANSON, USN, reported aboard for duty; prospective executive officer. Commenced offloading aircraft of VF-53, VF-122, VC-3, and VC-61.<sup>1</sup>

1156hrs. Completed offloading aircraft, having offloaded 7 aircraft of VF-53, 7 for VF-122, 2 for VC-3, and 2 for VC-61.<sup>1</sup>

**Feb. 26 -** 0000hrs. Moored as before.<sup>1</sup>

1255hrs. CAPT. I. M. HAMPTON, USN, Commanding Officer of USS JUPITER (AVS-8), came aboard to make an official call.<sup>1</sup>

1430hrs. Commanding Officer of USS JUPITER left the ship.<sup>1</sup>

- Feb. 27 -** 0000hrs. Moored as before.<sup>1</sup>
- 0830hrs. Commenced offloading aircraft of ATG-3.<sup>1</sup>
- 0930hrs. Completed offloading aircraft of ATG-3.<sup>1</sup>
- 1004hrs. RADM G. R. DONAHO, USN, Commander Naval Base, Subic Bay, came aboard.<sup>1</sup>
- 1025hrs. RADM DONAHO departed.<sup>1</sup>
- 1430hrs. CAPT H. G. COREY, USN, COMCORTDESRONONE, came aboard to call officially on COMCARDIV 5 and the Commanding Officer.<sup>1</sup>
- 1520hrs. COMCORTDESRONONE left the ship.<sup>1</sup>
- Feb. 28 -** 0000hrs. Moored as before.<sup>1</sup>
- 0257hrs. Fire reported in stateroom 245, passageway B-205-L, caused by electrical wire shorting.<sup>1</sup>
- 0305hrs. Fire reported extinguished.<sup>1</sup>
- Feb. 29 -** 0000hrs. Moored as before. Ships present include DIXIE, ELECTRON, LEAGUE ISLAND, VIRGO (AKA-20). SOPA is COMCARDIV 5 in this vessel.<sup>1</sup>
- Mar. 1 -** 0000hrs. Moored as before.<sup>1</sup>
- 1450hrs. Commenced loading ammunition.<sup>1</sup>
- 1510hrs. Completed loading ammunition as follows: 44 rounds of 5"/38, 3200 rounds of 30 caliber, 3500 practice signal bombs, 48 personal ejection cartridges, 42 rounds of 3.5 practice rockets, 60 rounds of 2.36 rocket, high explosive antitank.<sup>1</sup>
- Cubi Point, Subic Bay.<sup>2</sup>
- Mar. 2 -** 0000hrs. Moored as before.<sup>1</sup>
- 1230hrs. CDR M. M. DUPRE, III, USN, was detached from this vessel with orders to report to the U.S. Naval Academy, Annapolis, MD for duty.<sup>1</sup>
- 1430hrs. YFNG came alongside to port.<sup>1</sup>

1442hrs. Commenced diving operations alongside.<sup>1</sup>

1729hrs. Diving operations completed. YFNG cast off.<sup>1</sup>

Cubi Point, Subic Bay.<sup>2</sup>

**Mar. 3 -** Moored as before.<sup>1</sup>

Cubi Point, Subic Bay.<sup>2</sup>

**Mar. 4 -** 0000hrs. Moored as before.<sup>1</sup>

2255hrs. The fantail sentry VICK, V. L., SN, USN, reported he was overpowered and his gun taken from him by COX, M. C., BM2, USN.<sup>1</sup>

2305hrs. COX, M. C., BM2, USN, was apprehended and placed on report by ship's master-at-arms STANSFIELD, H. R., Jr., AB2.<sup>1</sup>

Cubi Point, Subic Bay.<sup>2</sup>

**Mar. 5 -** 0000hrs. Moored as before.<sup>1</sup>

1400hrs. Commenced diving operations from barge alongside to port.<sup>1</sup>

1430hrs. Completed diving operations.<sup>1</sup>  
depart Subic Bay, T.P.I.<sup>2</sup>

**Mar. 6 -** 0000hrs. Moored as before.<sup>1</sup>

0800hrs. Underway from Pier B, Cubi Point, P.I. for Manila Bay, P.I., in accordance with COMSEVENTHFLT 02331Z of March 1956.<sup>1</sup>

1000hrs. USS TINGEY (DD-539) assumed plane guard station. Commenced recovering aircraft.<sup>1</sup>

1048hrs. Completed recovering 13 F9Fs, 4 F2Hs, 11 ADs and 1 AJ from NAS Sangley Point.<sup>1</sup>

1120hrs. Detached USS TINGEY (DD-539).<sup>1</sup>

1427hrs. Anchored in Berth 3, Manila Bay, P.I., in 7 fathoms of water, mud bottom, with 35 fathoms of chain to the port anchor.<sup>1</sup>

1441hrs. Barge came along starboard side with two aircraft.<sup>1</sup>

1444hrs. Commenced loading aircraft.<sup>1</sup>

1452hrs. Completed loading 1 F9F and 1 AD.<sup>1</sup>

**Mar. 7 -** Anchored as before.<sup>1</sup>

**Mar. 8 -** 0000hrs. Anchored as before.<sup>1</sup>

0810hrs. COMSEVENTHFLT, VADM S. H. INGERSOLL, USN, came aboard.<sup>1</sup>

0817hrs. Underway from Berth 3, Manila Bay, P.I. for operating area in accordance CTF 77 message 070638Z of March 1956.<sup>1</sup>

1030hrs. Commenced launching aircraft for demonstration exercise.<sup>1</sup>

1056hrs. Completed launching 4 F2Hs, 20 F9Fs, 1 AJ, and 15 ADs.<sup>1</sup>

1100hrs. COMCARDIV 1, RADM T. B. WILLIAMSON, USN, arrived by helicopter to call on COMSEVENTHFLT.<sup>1</sup>

1105hrs. Launched BENNINGTON (CVA-20) helicopter.<sup>1</sup>

1106hrs. Recovered helicopter.<sup>1</sup>

1122hrs. Launched helicopter.<sup>1</sup>

1130hrs. Commenced recovering aircraft.<sup>1</sup>

1200hrs. Completed recovering aircraft.<sup>1</sup>

1203hrs. Recovered helicopter.<sup>1</sup>

1307hrs. USS TINGEY (DD-539) alongside to starboard for transfer of light freight.<sup>1</sup>

1326hrs. RADM T. B. WILLIAMSON, USN, departed by helicopter.<sup>1</sup>

1330hrs. Commenced launching aircraft.<sup>1</sup>

1350hrs. Completed launching aircraft.<sup>1</sup>

1442hrs. Commenced recovering aircraft.<sup>1</sup>

1511hrs. Completed recovering aircraft.<sup>1</sup>

1655hrs. Anchored in Berth 2, Manila Bay, P.I., in 7 fathoms of water, mud bottom, with 35 fathoms of chain to the port anchor.<sup>1</sup>

1700hrs. COMNAVPHIL departed.<sup>1</sup>

1720hrs. COMSEVENTHFLT departed.<sup>1</sup>

**Mar. 9 -** 0000hrs. Anchored as before.<sup>1</sup>

0733hrs. COMSEVENTHFLT came aboard.<sup>1</sup>

0815hrs. Manned the rail, fired a 21-gun salute, paraded full guard of the day and band to honor the arrival of the President of the Republic of the Philippines. Broke the national ensign of the Republic of the Philippines while firing 21-gun salute.<sup>1</sup>

0823hrs. Underway from Berth 2, Manila Bay, P.I., for operating area in accordance with CTF 77 message 290820Z of February 1956 for demonstration of Task Force operations for President MAGSAYSAY and his party by TF 77.<sup>1</sup>

0830hrs. Secured from manning the rail.<sup>1</sup>

1030hrs. Commenced launching aircraft.<sup>1</sup>

1040hrs. Completed launching 3 F2Hs, 20 F9Fs, 15 ADs and 1 AJ.<sup>1</sup>

1130hrs. Commenced recovering aircraft.<sup>1</sup>

1209hrs. Completed recovering aircraft.<sup>1</sup>

1255hrs. USS TINGEY (DD-539) alongside to starboard for high-line transfer of personnel.<sup>1</sup>

1331hrs. Commenced launching aircraft.<sup>1</sup>

1349hrs. Completed launching aircraft.<sup>1</sup>

1445hrs. Commenced recovery of aircraft.<sup>1</sup>

1458hrs. Completed recovery of aircraft.<sup>1</sup>

1510hrs. This ship detached from formation to proceed to Manila Bay.<sup>1</sup>

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1652hrs. Anchored in Berth 3, Manila Bay, P. I., in 7 fathoms of water, mud bottom, with 35 fathoms of chain to the port anchor.<sup>1</sup>

1700hrs. The President of the Philippine Republic and his party departed. Manned the rail, rendered honors, and fired a 21-gun salute. Hauled down the Philippine Republic ensign.<sup>1</sup>

1718hrs. COMSEVENTHFLT departed.<sup>1</sup>

1745hrs. CDR L. V. SWANSON, USN, assumed the duties as Executive Officer.<sup>1</sup>

1835hrs. Underway from Berth 3, Manila Bay, P.I. for Subic Bay, P.I. in accordance with CTF 77 despatch 090705Z of March 1956.<sup>1</sup>

CDR Leroy V. SWANSON relieved CDR Henry S. JACKSON as XO. SWANSON reported from staff of CHIEF OF NAVAL AIR ADVANCED TRAINING.

Ramon MAGSAYSAY, President of the Philippines, came aboard for a day's cruise to witness TF 77 operations.<sup>2</sup>

**Mar. 10 -** 0000hrs. Steaming as before.<sup>1</sup>

0627hrs. Anchored in Berth 108, Subic Bay, P.I., in 18 fathoms of water, mud bottom, with 75 fathoms of chain to the port anchor.<sup>1</sup>

0830hrs. CDR H. S. JACKSON, USN, the outgoing Executive Officer, was detached to report to NAS Pensacola, FL.<sup>1</sup>

1200hrs. Underway for sea in accordance with CTF 77 090705 of March 1956.<sup>1</sup>

1256hrs. Commenced recovering of aircraft.<sup>1</sup>

1300hrs. Completed recovering 5 ADs launched from NAS Sangley Point, P.I.<sup>1</sup>

1519hrs. Launched helicopter.<sup>1</sup>

1526hrs. Recovered helicopter.<sup>1</sup>

1552hrs. Launched helicopter.<sup>1</sup>

1634hrs. Recovered helicopter.<sup>1</sup>

1829hrs. Commenced launching aircraft.<sup>1</sup>

1832hrs. Completed launching 2 F2Hs and 9 ADs.<sup>1</sup>

2003hrs. Commenced recovery of aircraft.<sup>1</sup>

2045hrs. Completed recovery of aircraft.<sup>1</sup>

2055hrs. Darkened ship with dimmed navigation lights. Secured all radar.<sup>1</sup>

CDR Henry S. JACKSON, former XO, departed ship to assume command of the Pre-Flight School at NAS Pensacola.<sup>2</sup>

**Mar. 11 -** 0000hrs. Steaming as before in company with TASK FORCE 77, composed of KEARSARGE (CVA-33), HELENA (CA-75), COLUMBUS (CA-74), FLOYD B. PARKS (DD-884), TINGEY (DD-539), CRAIG and MCDERMUT (DD-677) enroute from Manila, P.I. to operating area in accordance with CTF 77 message 090705Z of March 1956. SOPA is COMSEVENTHFLT in HELENA. OTC is COMCARDIV 5 in this vessel.<sup>1</sup>

0400hrs. Commenced ADEX-10.<sup>1</sup>

0402hrs. Commenced launching aircraft.<sup>1</sup>

0405hrs. Collision reported between COLUMBUS (CA-74) and FLOYD B. PARKS (DD-884).<sup>1</sup>

0415hrs. Completed launching 3 ADs, 2 F2Hs, and 1 AJ.<sup>1</sup>

0528hrs. Commenced recovering aircraft.<sup>1</sup>

0530hrs. Manned AA defense stations.<sup>1</sup>

0531hrs. Completed recovering 2 F2Hs.<sup>1</sup>

0553hrs. Launched helicopter.<sup>1</sup>

0643hrs. Under simulated attack by four VF aircraft.<sup>1</sup>

0648hrs. Commenced recovery of aircraft.<sup>1</sup>

0653hrs. Completed recovery of 3 ADs and 1 AJ.<sup>1</sup>

0716hrs. Under simulated attack by four ADs.<sup>1</sup>

0745hrs. COLUMBUS (CA-74) and FLOYD B. PARKS (DD-884) detached to proceed to Subic Bay, P.I. Superficial damage reported suffered by COLUMBUS. About 50 feet of the bow of FLOYD B. PARKS sheared off with 4 knots maximum speed permissible. Two men reported missing from FLOYD B. PARKS and four men injured. CRAIG and TINGEY (DD-539) have maintained and are continuing search of the area since time of the collision.<sup>1</sup>

0746hrs. Recovered helicopter.<sup>1</sup>

0757hrs. Under simulated attack by two VF aircraft.<sup>1</sup>

0807hrs. Under simulated attack by two VF aircraft.<sup>1</sup>

0816hrs. Launched helicopter.<sup>1</sup>

0830hrs. Commenced launching aircraft.<sup>1</sup>

0843hrs. Completed launching 20 F9Fs and 8 ADs.<sup>1</sup>

0907hrs. Commenced recovering aircraft.<sup>1</sup>

0908hrs. Completed recovering 2 F9Fs.<sup>1</sup>

0909hrs. Recovered helicopter.<sup>1</sup>

0936hrs. Recovered HELENA (CA-75) helicopter.<sup>1</sup>

0942hrs. Launched helicopter to HELENA with COMCARDIV 5 aboard.<sup>1</sup>

0950hrs. Launched helicopter.<sup>1</sup>

1003hrs. Commenced recovering aircraft.<sup>1</sup>

1022hrs. Completed recovering 18 F9Fs.<sup>1</sup>

1023hrs. Recovered helicopter from HELENA. COMCARDIV 5 returned aboard.<sup>1</sup>

1025hrs. Launched HELENA helicopter to HELENA.<sup>1</sup>

1029hrs. Recovered helicopter.<sup>1</sup>

1122hrs. Launched helicopter.<sup>1</sup>

- 1130hrs. Commenced launching aircraft.<sup>1</sup>
- 1144hrs. Completed launching 17 F9Fs, 5 F2Hs, and 6 ADs.<sup>1</sup>
- 1147hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1150hrs. Secured from AA defense Condition 1.<sup>1</sup>
- 1154hrs. Completed recovery of 7 ADs.<sup>1</sup>
- 1258hrs. Commenced recovering aircraft.<sup>1</sup>
- 1330hrs. Completed recovering 26 aircraft.<sup>1</sup>
- 1645hrs. PERKINS was assigned to proceed in company with COLUMBUS (CA-74) and FLOYD B. PARKS towards Subic, P.I.<sup>1</sup>
- 1731hrs. Recovered helicopter from KEARSARGE (CVA-33).<sup>1</sup>
- 1732hrs. Launched helicopter from KEARSARGE.<sup>1</sup>
- 1800hrs. Search discontinued for missing personnel from FLOYD B. PARKS.<sup>1</sup>
- Mar. 12 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0445hrs. This formation made rendezvous the replenishment formation consisting of VIRGO (AKA-20), TALUGA (AO-62), CACAPON (AO-52), REGULUS (AF-57), and JUPITER (AVS-8). BENNINGTON (CVA-20), KNAPP (DD-653) and YARNALL (DD-541) made rendezvous with replenishment formation.<sup>1</sup>
- 0626hrs. TALUGA (AO-62) along starboard side for refueling.<sup>1</sup>
- 0831hrs. Maneuvering to clear TALUGA.<sup>1</sup>
- 0915hrs. Alongside JUPITER (AVS-8).<sup>1</sup>
- 0940hrs. Sighted white flare bearing 350, distance 1500 yards.<sup>1</sup>
- 1022hrs. Submarine USS RASHER (SSR-269) surfaced bearing 185, distance 8,000 yards.<sup>1</sup>
- 1042hrs. Completed receiving stores from JUPITER.<sup>1</sup>

1106hrs. Alongside VIRGO (AKA-20).<sup>1</sup>

1115hrs. Commenced receiving ammunition.<sup>1</sup>

1303hrs. Completed receiving ammunition.<sup>1</sup>

1422hrs. TINGEY (DD-539) alongside to starboard for transfer of personnel.<sup>1</sup>

HELENA, VIRGO, TALUGA, CACAPON, REGULUS, and JUPITER were detached to proceed on duty assigned.<sup>1</sup>

**Mar. 13 -** 0000hrs. Steaming as before.<sup>1</sup>

0949hrs. Launched helicopter.<sup>1</sup>

1000hrs. Commenced launching aircraft.<sup>1</sup>

1019hrs. Completed launching 2 F2Hs, 8 F9Fs, 16 ADs, and 1 AJ.<sup>1</sup>

1049hrs. Commenced recovering aircraft.<sup>1</sup>

1050hrs. Completed recovery of two TBMs.<sup>1</sup>

1055hrs. Recovered helicopter.<sup>1</sup>

1108hrs. Launched helicopter.<sup>1</sup>

1119hrs. Commenced recovering aircraft.<sup>1</sup>

1130hrs. Completed recovering 2 F2Hs and 8 F9Fs.<sup>1</sup>

1137hrs. Recovered helicopter.<sup>1</sup>

1300hrs. Launching aircraft.<sup>1</sup>

1308hrs. Completed launching aircraft. Commenced recovery of aircraft.<sup>1</sup>

1323hrs. Completed recovery of aircraft.<sup>1</sup>

1416hrs. Commenced recovery of aircraft.<sup>1</sup>

1429hrs. Completed recovery of aircraft.<sup>1</sup>

- 1603hrs. Commenced launching aircraft.<sup>1</sup>
- 1615hrs. Completed launching 3 F2Hs, 11 F9Fs, and 15 ADs.<sup>1</sup>
- 1720hrs. Commenced recovering aircraft.<sup>1</sup>
- 1746hrs. Completed recovering 3 F2Hs, 11 F9Fs, and 15 ADs.<sup>1</sup>
- 1900hrs. Commenced launching aircraft.<sup>1</sup>
- 1916hrs. Completed launching 2 F2Hs and 6 ADs.<sup>1</sup>
- 2009hrs. KEARSARGE (CVA-33) reported aircraft crashed into stern of ship. PERKINS (DD-877) and MCDERMUT (DD-677) commenced search of area.<sup>1</sup>
- 2029hrs. Commenced recovering aircraft.<sup>1</sup>
- 2042hrs. Completed recovering 2 F2Hs and 6 ADs.<sup>1</sup>
- 2100hrs. KEARSARGE and YARNALL (DD-541) detached to proceed on duty assigned.<sup>1</sup>
- 2119hrs. BENNINGTON (CVA-20) assumed formation guide.<sup>1</sup>
- 2216hrs. PERKINS and MCDERMUT completed search for KEARSARGE pilot with negative results and were directed to rejoin formation.<sup>1</sup>
- 2230hrs. BRUMBAUGH, J. V., AN, USN, reported injured when hit by tractor on the flight deck, not due to his own misconduct. Extent of injury undetermined. Treatment made by Medical Department. Man placed binnacle list.<sup>1</sup>
- Mar. 14 -** 0000hrs. Steaming as before in company with TF 77, composed of BENNINGTON, CRAIG, TINGEY, PERKINS, KNAPP, and MCDERMUT, in Taiwan Operating Area in accordance with CTF 77 despatch 090705Z of March 1956. OTC is CTF 77 in this ship.<sup>1</sup>
- 0601hrs. Commenced launching aircraft.<sup>1</sup>
- 0618hrs. Completed launching 16 F9Fs, 15 ADs, and 1 AJ.<sup>1</sup>
- 0711hrs. Launched helicopter.<sup>1</sup>
- 0714hrs. Commenced recovery of aircraft.<sup>1</sup>

0731hrs. Completed recovery of 16 F9Fs.<sup>1</sup>

0733hrs. Recovered helicopter.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0908hrs. Completed launching aircraft.<sup>1</sup>

0910hrs. Commenced recovery of aircraft.<sup>1</sup>

0920hrs. Completed recovery of aircraft.<sup>1</sup>

1026hrs. Commenced recovery of aircraft.<sup>1</sup>

1049hrs. Completed recovery of aircraft.<sup>1</sup>

1200hrs. Commenced launching aircraft.<sup>1</sup>

1214hrs. Completed launching 3 F2Hs, 11 F9Fs, 15 ADs, and 1 AJs.<sup>1</sup>

1222hrs. BENNINGTON detached to conduct independent air operations.<sup>1</sup>

1330hrs. Commenced recovering aircraft.<sup>1</sup>

1342hrs. Completed recovering 3 F2Hs and 11 F9Fs.<sup>1</sup>

1500hrs. Commenced launching aircraft.<sup>1</sup>

1506hrs. Completed launching 12 F9Fs.<sup>1</sup>

1507hrs. Commenced recovering aircraft.<sup>1</sup>

1518hrs. Completed recovering 14 ADs and 1 AJ.<sup>1</sup>

1618hrs. Commenced recovery of aircraft.<sup>1</sup>

1629hrs. Completed recovery of aircraft.<sup>1</sup>

1632hrs. CACAPON (AO-52) and ORLECK (DD-886) made rendezvous with this formation.<sup>1</sup>

1749hrs. Alongside port side of CACAPON (AO-52).<sup>1</sup>

1912hrs. Fueling complete.<sup>1</sup>

1930hrs. Commenced launching aircraft.<sup>1</sup>

1953hrs. Completed launching 2 F2Hs and 9 ADs.<sup>1</sup>

2105hrs. Commenced recovering aircraft.<sup>1</sup>

2130hrs. Completed recovery of 11 aircraft.<sup>1</sup>

**Mar. 15 -** 0000hrs. Steaming as before.<sup>1</sup>

0601hrs. Commenced launching aircraft.<sup>1</sup>

0621hrs. Completed launching aircraft.<sup>1</sup>

0730hrs. Commenced recovering aircraft.<sup>1</sup>

0746hrs. Completed recovering 16 F9Fs.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0905hrs. Completed launching 10 F9Fs and 2 F2Hs.<sup>1</sup>

0911hrs. Commenced recovering aircraft.<sup>1</sup>

0925hrs. Completed recovery of 15 ADs.<sup>1</sup>

0941hrs. Commenced recovering aircraft.<sup>1</sup>

0944hrs. Completed recovering 2 F2Hs and 1 AJ.<sup>1</sup>

1027hrs. Commenced recovery of aircraft.<sup>1</sup>

1032hrs. F9F-8, no. 209, Buno. 131239, collapsed port landing gear on recovery. No personnel injuries.<sup>1</sup>

1050hrs. Completed recovery of 10 F9Fs.<sup>1</sup>

1201hrs. Commenced launching aircraft.<sup>1</sup>

1211hrs. Completed launching aircraft.<sup>1</sup>

1214hrs. Commenced recovery of aircraft.<sup>1</sup>

1216hrs. Completed recovery of aircraft.<sup>1</sup>

- 1231hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1232hrs. Completed recovery of aircraft.<sup>1</sup>
- 1329hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1344hrs. Completed recovery of aircraft.<sup>1</sup>
- 1500hrs. Commenced launching aircraft.<sup>1</sup>
- 1516hrs. Completed launching aircraft.<sup>1</sup>
- 1522hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1528hrs. Completed recovery of aircraft.<sup>1</sup>
- 1617hrs. Launched helicopter.<sup>1</sup>
- 1630hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1635hrs. Completed recovery of 2 F2Hs and 4 F9Fs.<sup>1</sup>
- 1655hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1658hrs. Completed recovery of 5 ADs.<sup>1</sup>
- 1700hrs. Recovered helicopter. TINGEY and MCDERMUT detached to proceed as previously directed.<sup>1</sup>
- 1910hrs. Secured SPS-8A radar.<sup>1</sup>
- 1915hrs. Secured SC-5 radar.<sup>1</sup>
- Mar. 16 -** 0000hrs. Steaming as before in company with TF-77 composed of SHANGRI-LA, CRAIG and PERKINS (DD-877) enroute to Manila, P.I. from Taiwan Operating Area in accordance with CTF-77 message 090705 of March 1956.<sup>1</sup>
- 0800hrs. Commenced launching aircraft. COMCARDIV 5 left the ship by aircraft for Sangley Point.<sup>1</sup>
- 0814hrs. Completed launching aircraft.<sup>1</sup>
- 0958hrs. CRAIG and PERKINS detached to proceed as directed.<sup>1</sup>

0930hrs. Secured from flight quarters.<sup>1</sup>

1604hrs. Anchored in Berth Oscar, Manila Bay, P.I., in 6 fathoms of water, mud bottom, with 45 fathoms of chain to the starboard anchor.<sup>1</sup>

**Mar. 17 -** 0000hrs. Anchored as before.<sup>1</sup>

0015hrs. No. 1 utility boat struck a submerged object in Manila Bay approximately 4500 yards north of Berth O, while on a scheduled run to the fleet landing in Manila. Full extent of damage unknown. No personnel casualties.<sup>1</sup>

**Mar. 18 -** 0000hrs. Anchored as before.<sup>1</sup>

1718hrs. Launched helicopter.<sup>1</sup>

1729hrs. Recovered helicopter from test flight.<sup>1</sup>

**Mar. 19 -** 0000hrs. Anchored as before.<sup>1</sup>

0755hrs. Launched helicopter with COMCARDIV 5 aboard.<sup>1</sup>

0944hrs. While at anchor, launched 1 F2H.<sup>1</sup>

1122hrs. Recovered helicopter.<sup>1</sup>

1649hrs. Recovered helicopter, Chief of Staff, COMCARDIV 5 passenger.<sup>1</sup>

1710hrs. Launched helicopter with Chief of Staff, COMCARDIV 5, as passenger for Sangley Point.<sup>1</sup>

**Mar. 20 -** Anchored as before.<sup>1</sup>

**Mar. 21 -** 0000hrs. Anchored as before.<sup>1</sup>

1145hrs. Loaded aboard 1 F2H-3, Buno. 126421, VC-3, from a barge.<sup>1</sup>

Over 500 personnel from U. S. Naval Station Sangley and their dependents attended the open house held aboard SHANGRI-LA for their benefit.<sup>2</sup>

**Mar. 22 -** Anchored as before.<sup>1</sup>

**Mar. 23 -** 0000hrs. Anchored as before.<sup>1</sup>

1956

0825hrs. Underway for operating area in accordance with CTF-77 message 150728Z of March 1956.<sup>1</sup>

0845hrs. Sounded General Quarters.<sup>1</sup>

0905hrs. Secured from General Quarters.<sup>1</sup>

1035hrs. Rendezvoused with AGERHOLM (DD-826), BAUSELL (DD-845), and ROGERS (DDR-876). AGERHOLM assigned plane guard for this vessel. BAUSELL and ROGERS directed to conduct independent ship exercises within visual signaling distance of this vessel.<sup>1</sup>

1102hrs. Commenced recovering aircraft.<sup>1</sup>

1135hrs. Completed recovering 16 F9Fs, 2 F2Hs, 12 ADs, and 2 AJs from NAS Sangley Point, P.I.<sup>1</sup>

1204hrs. Conducting man overboard drill.<sup>1</sup>

1222hrs. Secured from man overboard drill.<sup>1</sup>

1231hrs. Commenced AA defense exercise.<sup>1</sup>

1301hrs. Commenced launching aircraft.<sup>1</sup>

1320hrs. Completed launching 4 F2Hs, 16 F9Fs, and 13 ADs.<sup>1</sup>

1415hrs. Commenced recovering aircraft.<sup>1</sup>

1437hrs. Completed recovering 4 F2Hs, 16 F9Fs, and 1 AD.<sup>1</sup>

1530hrs. Commenced launching aircraft.<sup>1</sup>

1539hrs. Completed launching 2 F2Hs and 15 ADs.<sup>1</sup>

1541hrs. Commenced recovery of aircraft.<sup>1</sup>

1546hrs. Completed recovery of 9 ADs.<sup>1</sup>

1630hrs. Secured from AA defense.<sup>1</sup>

1755hrs. AGERHOLM alongside to starboard for refueling.<sup>1</sup>

1910hrs. Completed refueling.<sup>1</sup>

1956

1930hrs. Commenced launching aircraft.<sup>1</sup>

2000hrs. Completed launching 11 ADs and 3 F2Hs for refresher carrier qualification.<sup>1</sup>

2129hrs. Completed flight operations having recovered all aircraft.<sup>1</sup>

**Mar. 24 -** 0000hrs. Steaming as before.<sup>1</sup>

BAUSELL and ROGERS detached from formation to proceed on duty assigned. AGERHOLM assigned plane guard station 1.<sup>1</sup>

0745hrs. Set AA defense for firing drill.<sup>1</sup>

0808hrs. Commenced launching aircraft.<sup>1</sup>

0809hrs. Completed launching.<sup>1</sup>

0904hrs. Commenced firing exercise.<sup>1</sup>

0941hrs. Completed firing exercise, having fired 32 rounds 5"/38 and 70 rounds of 3"/50. Tow cable from plane towing sleeve fell on the ship. Cable removed with no apparent damage to the ship.<sup>1</sup>

1000hrs. Secured from AA defense.<sup>1</sup>

1012hrs. Commenced launching aircraft. Compartment A-615-E reported flooded with salt water. Water pumped out in 30 minutes and inspection of space began by Damage Control Central.<sup>1</sup>

1024hrs. Commenced recovering aircraft.<sup>1</sup>

1032hrs. Completed recovering aircraft.<sup>1</sup>

1154hrs. Completed recovery of 31 aircraft.<sup>1</sup>

1300hrs. Commenced launching aircraft.<sup>1</sup>

1317hrs. Completed launching 30 aircraft.<sup>1</sup>

1408hrs. Commenced recovering aircraft.<sup>1</sup>

1430hrs. Completed recovery of 22 aircraft.<sup>1</sup>

1530hrs. Commenced launching aircraft.<sup>1</sup>

1538hrs. Completed launching 18 aircraft.<sup>1</sup>

1543hrs. Commenced recovering aircraft.<sup>1</sup>

1555hrs. Completed recovering 13 aircraft.<sup>1</sup>

1651hrs. Commenced recovering aircraft.<sup>1</sup>

1711hrs. Completed recovering 15 F9Fs and 1 AJ. F9F no. 314 to Cubi Point because of defective tail hook.<sup>1</sup>

1900hrs. Commenced launching aircraft.<sup>1</sup>

1912hrs. Completed launching 13 ADs and 3 F2Hs.<sup>1</sup>

1918hrs. ROGERS (DDR-876) made rendezvous with this vessel and assigned plane guard station 3.<sup>1</sup>

1933hrs. Commenced touch and go landings.<sup>1</sup>

1944hrs. Completed touch and go landings.<sup>1</sup>

1953hrs. Commenced recovering aircraft.<sup>1</sup>

2007hrs. Completed recovering 3 F2Hs.<sup>1</sup>

2031hrs. Commenced launching aircraft.<sup>1</sup>

2035hrs. Completed launch of 2 F2Hs.<sup>1</sup>

2037hrs. Commenced recovery of aircraft.<sup>1</sup>

2108hrs. Completed recovery of 13 ADs and 2 F2Hs.<sup>1</sup>

2115hrs. Detached AGERHOLM and ROGERS.<sup>1</sup>

**Mar. 25 -** 0000hrs. Steaming as before.<sup>1</sup>

0707hrs. BAUSELL (DD-845) made rendezvous with this vessel and was assigned to station.<sup>1</sup>

0759hrs. Commenced launching aircraft.<sup>1</sup>

0802hrs. Completed launching 3 aircraft.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0911hrs. Ceased launching 17 aircraft.<sup>1</sup>

0935hrs. Resumed launching aircraft.<sup>1</sup>

0942hrs. Ceased launching 8 aircraft.<sup>1</sup>

1015hrs. Resumed launching aircraft.<sup>1</sup>

1019hrs. Completed launching 13 aircraft.<sup>1</sup>

1020hrs. Commenced recovering aircraft.<sup>1</sup>

1025hrs. Launched 2 aircraft.<sup>1</sup>

1027hrs. Ceased recovering 4 aircraft.<sup>1</sup>

1035hrs. COMDESDIV 12, CAPT R. S. MANDELKORN, USN, arrived aboard via helicopter.<sup>1</sup>

1114hrs. Resumed recovery of aircraft.<sup>1</sup>

1139hrs. Ceased recovering 20 aircraft.<sup>1</sup>

1203hrs. Launched helicopter.<sup>1</sup>

1226hrs. Resumed recovery of aircraft.<sup>1</sup>

1240hrs. Ceased recovery of 6 ADs and 2 F2Hs.<sup>1</sup>

1246hrs. Resumed recovery of aircraft.<sup>1</sup>

1258hrs. Ceased recovery of 7 ADs.<sup>1</sup>

1307hrs. Recovered helicopter.<sup>1</sup>

1324hrs. Launched helicopter to BAUSELL with CAPT R. S. MANDELKORN, USN, COMDESDIV 12, as passenger.<sup>1</sup>

1325hrs. Resumed recovery of aircraft.<sup>1</sup>

1336hrs. Completed recovery of 1 AJ and 2 ADs.<sup>1</sup>

1338hrs. Recovered helicopter.<sup>1</sup>

1348hrs. Commenced radar calibration exercises with BAUSELL.<sup>1</sup>

1458hrs. Launched helicopter.<sup>1</sup>

1501hrs. Commenced launching aircraft.<sup>1</sup>

1502hrs. Completed launching 2 ADs to Cubi Point, P. I.<sup>1</sup>

1506hrs. Recovered helicopter.<sup>1</sup>

1618hrs. Completed radar calibration with BAUSELL.<sup>1</sup>

(Palm Sunday) LCDR Billy L. HAVRON, VF-122, made the 5,000th landing aboard SHANGRI-LA in an F9F-8. The flight was part of a simulated strike against Los Frailas Island, Philippines. HAVRON caught the number 3 wire. The 5,000th landing was made 38 days after the 4,000th landing, but almost 16 of those days were in port.<sup>2</sup>

**Mar. 26 -** 0000hrs. Steaming as before.<sup>1</sup>

0715hrs. Set AA defense condition 1.<sup>1</sup>

0720hrs. Launched helicopter.<sup>1</sup>

0728hrs. Commenced launching aircraft.<sup>1</sup>

0732hrs. Completed launching 2 ADs. Recovered helicopter.<sup>1</sup>

0750hrs. Commenced AA gunnery firing exercise <sup>1</sup>

1018hrs. GUADALUPE (AO-32) made rendezvous with this vessel.<sup>1</sup>

1020hrs. Launched helicopter.<sup>1</sup>

1025hrs. Commenced recovering aircraft.<sup>1</sup>

1027hrs. Completed recovering 2 ADs. Completed firing exercise, ammunition expended 150 rounds of 5"/38 and 420 rounds 3"/50. Secured from AA defense.<sup>1</sup>

1030hrs. Recovered helicopter.<sup>1</sup>

1040hrs. Launched helicopter to BAUSELL with passenger LT MCADAMS.<sup>1</sup>

1956

1045hrs. Recovered helicopter. USS BAUSELL detached to proceed as previously directed.<sup>1</sup>

1101hrs. Manned replenishment stations.<sup>1</sup>

1118hrs. Alongside GUADALUPE (AO-32) for refueling.<sup>1</sup>

1312hrs. Completed receiving fuel.<sup>1</sup>

1326hrs. Secured from replenishment stations.<sup>1</sup>

1340hrs. Recovered 2 ADs from Cubi Point, P.I.<sup>1</sup>

1421hrs. Commenced launching aircraft.<sup>1</sup>

1442hrs. Completed launching 2 ADs and 2 F9Fs to Sangley Point, P.I.<sup>1</sup>

1717hrs. Anchored in Berth O, Manila Bay, P.I., in 35 feet of water, mud bottom, with 45 fathoms of chain to the starboard anchor.<sup>1</sup>

**Mar. 27 -** 0000hrs. Anchored as before.<sup>1</sup>

1609hrs. RADM STORRS, USN, COMCARDIV 5, returned aboard and broke his flag in this vessel.<sup>1</sup>

**Mar. 28 -** Anchored as before.<sup>1</sup>

**Mar. 29 -** Anchored as before.<sup>1</sup>

**Mar. 30 -** 0000hrs. Anchored as before. Ships present include PRINCETON (CVA-37), CARPENTER (DD-825), O'BANNON (DDE-450), FLETCHER (DDE-445), RADFORD (DDE-446), COGSWELL (DD-651), (DD-789), HIGBEE (DD-806), FOSS (DE-59), HANNA (DE-449), AMMEN (DD-527), CATFISH (SS-339) and WALTON (DE-361).<sup>1</sup>

0757hrs. Underway from Berth O, Manila Bay, P.I. enroute to Hong Kong, China in accordance with CTF-77 message 260537 of March 1956.<sup>1</sup>

0800hrs. CORTDESDIV 11 got underway and stood out of harbor. DESDIV 212 consisting of AMMEN, COGSWELL, HIGBEE and EVERSOLE got underway and stood out of harbor.<sup>1</sup>

0930hrs. Sounded General Quarters. Simulated collision on starboard side, frames 20 through 50.<sup>1</sup>

1956

0949hrs. Manned general emergency stations.<sup>1</sup>

1005hrs. Manned abandon ship stations.<sup>1</sup>

1018hrs. Secured from abandon ship stations. Remanned battle stations.<sup>1</sup>

1031hrs. Secured from General Quarters.<sup>1</sup>

1032hrs. DESDIV 212 stationed in column formation ahead of this vessel at distance 1,000 yards.

1232hrs. Alongside ALUDRA (AF-55) to receive stores.<sup>1</sup>

1320hrs. COGSWELL and AMMEN were detached to proceed on duty assigned.<sup>1</sup>

1459hrs. Completed replenishing from ALUDRA.<sup>1</sup>

1623hrs. Launched helicopter.<sup>1</sup>

1625hrs. Commenced recovering aircraft.<sup>1</sup>

1630hrs. Completed recovering 2 ADs and 2 F9Fs from Sangley Point.<sup>1</sup>

1631hrs. Recovered helicopter.<sup>1</sup>

1745hrs. Commenced launching aircraft.<sup>1</sup>

1759hrs. Completed launching 15 aircraft.<sup>1</sup>

1805hrs. Commenced recovering aircraft.<sup>1</sup>

1810hrs. Ceased recovery of 3 aircraft.<sup>1</sup>

1840hrs. Resumed recovery of aircraft.<sup>1</sup>

1915hrs. Completed

**Mar. 31 -**

0000hrs. Steaming as before in company with EVERSOLE (DD-789), HIGBEE (DD-806) enroute from Manila Bay, P.I. to Hong Kong, China in accordance with CTF-77 message 260537Z of March 1956.<sup>1</sup>

0040hrs. AMMEN (DD-527) and COGSWELL (DD-651) made rendezvous with this formation.<sup>1</sup>

- 0730hrs. EVERSOLE alongside to starboard for refueling.<sup>1</sup>
- 0850hrs. Completed refueling.<sup>1</sup>
- 0909hrs. HIGBEE alongside for refueling.<sup>1</sup>
- 1016hrs. Completed refueling.<sup>1</sup>
- 1039hrs. Launched helicopter.<sup>1</sup>
- 1040hrs. Commenced launching aircraft.<sup>1</sup>
- 1048hrs. Manned AA defense stations.<sup>1</sup>
- 1104hrs. Completed launching 4 F2Hs, 14 F9Fs, and 17 ADs.<sup>1</sup>
- 1108hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1130hrs. Recovered helicopter.<sup>1</sup>
- 1226hrs. Completed recovery of 13 F9Fs, 1 AJ, 4 F2Hs, and 14 ADs.<sup>1</sup>
- 1241hrs. Commenced test firing of 20 rounds of 3"/50 from mount 31.<sup>1</sup>
- 1254hrs. Having streamed target sled with 1500 feet of cable for bombing and strafing attacks.<sup>1</sup>
- 1313hrs. Completed test firing having expended 20 rounds.<sup>1</sup>
- 1334hrs. Launched helicopter.<sup>1</sup>
- 1336hrs. Commenced launch of 4 F2Hs, 16 F9Fs, and 11 ADs.<sup>1</sup>
- 1357hrs. Completed launch.<sup>1</sup>
- 1358hrs. Recovered helicopter.<sup>1</sup>
- 1405hrs. Commenced sled firing exercise.<sup>1</sup>
- 1414hrs. Sighted object in water on port bow, distance 300 yards. Object recovered by destroyer and identified as aerological balloon.<sup>1</sup>
- 1415hrs. Interrupted sled firing exercise.<sup>1</sup>
- 1442hrs. Launched helicopter.<sup>1</sup>

1956

1443hrs. Commenced recovery 4 F2Hs, 16 F9Fs.<sup>1</sup>

1502hrs. Completed recovery.<sup>1</sup>

1518hrs. Recovered helicopter.<sup>1</sup>

1522hrs. Resumed sled firing exercise.<sup>1</sup>

1541hrs. Completed sled firing exercise by aircraft.<sup>1</sup>

1601hrs. Commenced launching aircraft.<sup>1</sup>

1607hrs. Completed launching 15 aircraft.<sup>1</sup>

1609hrs. Commenced recovery of aircraft.<sup>1</sup>

1618hrs. Completed recovery of 11 aircraft.<sup>1</sup>

1625hrs. Ship aircraft commenced firing on towed sled.<sup>1</sup>

1640hrs. Completed firing exercise by ship's aircraft.<sup>1</sup>

1702hrs. Recovered 1 aircraft.<sup>1</sup>

1715hrs. Commenced recovery of aircraft.<sup>1</sup>

1732hrs. Completed recovery of 16 aircraft.<sup>1</sup>

1915hrs. Commenced launching aircraft.<sup>1</sup>

1929hrs. Completed launching 12 ADs.<sup>1</sup>

2045hrs. Commenced recovering aircraft.<sup>1</sup>

2108hrs. Completed recovering 12 ADs.<sup>1</sup>

2130hrs. Destroyers formed a concentric screen on circle 3.<sup>1</sup>

**Apr. 1 -**

0000hrs. Steaming as before in company with DESDIV 212 composed of EVERSOLE, HIGBEE, COGSWELL, and AMMEN, enroute from Manila, P.I. to Hong Kong, China in accordance CTF 77 message 260537Z of March 1956.<sup>1</sup>

1336hrs. Launched helicopter.<sup>1</sup>

1358hrs. Recovered helicopter.<sup>1</sup>

1500hrs. Launched helicopter.<sup>1</sup>

1509hrs. Recovered helicopter.<sup>1</sup>

**Apr. 2 -** 0000hrs. Steaming as before.<sup>1</sup>

0728hrs. Launched helicopter.<sup>1</sup>

0732hrs. Launched 1 AD.<sup>1</sup>

0800hrs. Recovered helicopter.<sup>1</sup>

0819hrs. Launched helicopter.<sup>1</sup>

0830hrs. Commenced launching aircraft.<sup>1</sup>

0847hrs. Completed launching aircraft.<sup>1</sup>

0854hrs. Recovered helicopter.<sup>1</sup>

0910hrs. Launched helicopter.<sup>1</sup>

0915hrs. Commenced launching aircraft.<sup>1</sup>

0920hrs. Completed launching aircraft.<sup>1</sup>

0927hrs. Recovered helicopter.<sup>1</sup>

0946hrs. Launched helicopter.<sup>1</sup>

1000hrs. Commenced launching aircraft.<sup>1</sup>

1004hrs. Completed launching aircraft.<sup>1</sup>

1005hrs. Commenced recovering aircraft.<sup>1</sup>

1013hrs. Completed recovering aircraft.<sup>1</sup>

1025hrs. Commenced recovering aircraft.<sup>1</sup>

1030hrs. Completed recovering aircraft.<sup>1</sup>

1031hrs. Recovered helicopter.<sup>1</sup>

1059hrs. Launched helicopter.<sup>1</sup>

1100hrs. Commenced recovering aircraft.<sup>1</sup>

1107hrs. Completed recovering aircraft.<sup>1</sup>

1125hrs. Commenced recovering aircraft.<sup>1</sup>

1130hrs. Completed recovering aircraft.<sup>1</sup>

1135hrs. Recovered helicopter.<sup>1</sup>

1245hrs. Commenced launching aircraft.<sup>1</sup>

1300hrs. Completed launching aircraft.<sup>1</sup>

1302hrs. Commenced recovery of aircraft.<sup>1</sup>

1306hrs. Completed recovery of aircraft.<sup>1</sup>

1405hrs. Commenced launching aircraft.<sup>1</sup>

1416hrs. Completed launching aircraft.<sup>1</sup>

1422hrs. Commenced recovery of aircraft.<sup>1</sup>

1437hrs. Completed recovery of aircraft.<sup>1</sup>

1531hrs. Commenced recovery of aircraft.<sup>1</sup>

1615hrs. Completed recovery of aircraft.<sup>1</sup>

1617hrs. AMMEN detached as plane guard.<sup>1</sup>

1630hrs. Made rendezvous with USS GUADALUPE (AO-32).<sup>1</sup>

1658hrs. First line over to GUADALUPE.<sup>1</sup>

1714hrs. Commenced receiving fuel.<sup>1</sup>

1940hrs. Completed receiving fuel.<sup>1</sup>

2005hrs. Commenced launching aircraft.<sup>1</sup>

2020hrs. Completed launching aircraft.<sup>1</sup>

2044hrs. Commenced recovering aircraft.<sup>1</sup>

2048hrs. Ceased recovering aircraft.<sup>1</sup>

2114hrs. Resumed recovering aircraft.<sup>1</sup>

2118hrs. Completed recovering aircraft.<sup>1</sup>

**Apr. 3 -** 0000hrs. Steaming as before.<sup>1</sup>

0830hrs. USS COGSWELL (DD-651) assigned to plane guard duty for this vessel. HIGBEE, EVERSOLE and AMMEN temporarily detached to conduct individual ship exercises.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0908hrs. Completed launching aircraft.<sup>1</sup>

1024hrs. Commenced launching aircraft.<sup>1</sup>

1026hrs. Completed launching aircraft.<sup>1</sup>

1031hrs. Commenced recovering aircraft.<sup>1</sup>

1034hrs. Completed recovering aircraft.<sup>1</sup>

1128hrs. Commenced launching aircraft.<sup>1</sup>

1142hrs. Completed launching aircraft.<sup>1</sup>

1144hrs. Commenced recovering aircraft.<sup>1</sup>

1149hrs. Completed recovering aircraft.<sup>1</sup>

1240hrs. Launched helicopter.<sup>1</sup>

1249hrs. Commenced launching aircraft.<sup>1</sup>

1301hrs. Completed launching aircraft.<sup>1</sup>

1303hrs. Commenced recovering aircraft.<sup>1</sup>

1311hrs. Completed recovering aircraft.<sup>1</sup>

1324hrs. Commenced recovering aircraft.<sup>1</sup>

1332hrs. Ceased recovering aircraft.<sup>1</sup>

1407hrs. Resumed recovering aircraft.<sup>1</sup>

1438hrs. Completed recovery of aircraft. F9F-8, no. 315, recovered by barricade engagement because of broken tail hook.<sup>1</sup>

1443hrs. Recovered helicopter.<sup>1</sup>

1458hrs. Launched helicopter.<sup>1</sup>

1500hrs. Commenced recovery of aircraft.<sup>1</sup>

1512hrs. Completed recovery of aircraft.<sup>1</sup>

1513hrs. Recovered helicopter.<sup>1</sup>

2246hrs. Manned all General Quarter stations.<sup>1</sup>

2312hrs. Secured from General Quarters.<sup>1</sup>

**Apr. 4 -** 0000hrs. Steaming as before.<sup>1</sup>

0730hrs. Mustered the crew at quarters for Captain's personnel inspection.<sup>1</sup>

0830hrs. Secured from Captain's inspection.<sup>1</sup>

0930hrs. Commenced exercise at General Quarters.<sup>1</sup>

1010hrs. Fire reported in power panel no. 2-129-2; panel isolated and fire extinguished.<sup>1</sup>

1037hrs. Commenced launching aircraft.<sup>1</sup>

1041hrs. Completed launching 3 F2Hs.<sup>1</sup>

1050hrs. Secured from exercise at General Quarters.<sup>1</sup>

1136hrs. Commenced recovering aircraft.<sup>1</sup>

1138hrs. Completed recovering 3 F2Hs.<sup>1</sup>

1200hrs. Received AMMEN alongside for refueling.<sup>1</sup>

1235hrs. AMMEN clear to starboard.<sup>1</sup>

1244hrs. COGSWELL alongside to starboard for refueling.<sup>1</sup>

1320hrs. Man fell overboard after fueling station on COGSWELL. Rescue destroyer EVERSOLE rescued man from water. He was reported to have no apparent injuries.<sup>1</sup>

1329hrs. COGSWELL clear to starboard.<sup>1</sup>

1343hrs. EVERSOLE alongside to starboard for refueling.<sup>1</sup>

1429hrs. EVERSOLE clear to starboard.<sup>1</sup>

1436hrs. HIGBEE alongside to starboard for refueling.<sup>1</sup>

1515hrs. HIGBEE clear to starboard. Fueling completed.<sup>1</sup>

**Apr. 5 -** 0000hrs. Steaming as before.<sup>1</sup>

0837hrs. British tugs ENCORE and FLARE came alongside the bow to assist in mooring.<sup>1</sup>

0851hrs. Moored to buoy no. 1, Hong Kong, China, in 50 feet of water with 10 fathoms of chain on the starboard windlass. Ships present include: USS MATHEWS (AKA-96). SOPA is COMCARDIV 5 embarked in this vessel.<sup>1</sup>

1002hrs. RADM PEDDER, RN, Flag Officer, Aircraft Carriers, Royal Navy, came aboard to call officially on COMCARDIV 5.<sup>1</sup>

1026hrs. Flag Officer, Aircraft Carriers, Royal Navy, departed.<sup>1</sup>

1035hrs. RADM A. P. STORRS, USN, COMCARDIV 5, left the ship to return the official call of Flag Officer, Aircraft Carriers, Royal Navy.<sup>1</sup>

1110hrs. COMCARDIV 5 returned to the ship.<sup>1</sup>

Anchored at Hong Kong. Anchored at Buoy #1, 1400 yards from Fenwick Pier and 500 yards from the mainland of Kowloon. This is SHANGRI-LA's first visit to Hong Kong.<sup>2</sup>

**Apr. 6 -** 0000hrs. Moored as before. Ships present: HMS ALBION, HMS NEWFOUNDLAND, HMS ANZAC, USS FLOYDS BAY, USS YANCEY

(AK-93), USS RASHER (SSR-269), and TOBRUK (Australia).<sup>1</sup>

Anchored as before.<sup>2</sup>

**Apr. 7 -** 0000hrs. Moored as before.<sup>1</sup>

1415hrs. Water barge no. 9 came alongside.<sup>1</sup>

1545hrs. Completed receiving fresh water from water barge no. 9 having received 39,500 gallons. Water barge no. 9 cast off.<sup>1</sup>

Anchored as before.<sup>2</sup>

**Apr. 8 -** 0000hrs. Moored as before.<sup>1</sup>

0920hrs. Commenced receiving fresh water from water barge no. 3.<sup>1</sup>

1140hrs. Completed receiving fresh water from water barge, having received 68,000 gallons. Water barge cast off.<sup>1</sup>

Anchored as before.<sup>2</sup>

**Apr. 9 -** 0000hrs. Moored as before.<sup>1</sup>

1004hrs. Commodore-in-Charge, Hong Kong, came aboard. Rendered honors.<sup>1</sup>

1025hrs. Commodore-in-charge, Hong Kong, left the ship. Rendered honors.<sup>1</sup>

1027hrs. COMCARDIV 5 left the ship to return the call of Commodore-in-Charge, Hong Kong.<sup>1</sup>

1120hrs. COMCARDIV 5 returned to the ship.<sup>1</sup>

1205hrs. Completed taking on water from water barge no. 2, Union Water Company, Hong Kong, China, having received 78,000 gallons. Barge cast off.<sup>1</sup>

Anchored as before.<sup>2</sup>

**Apr. 10 -** 0000hrs. Moored as before.<sup>1</sup>

Water barge no. 9 came alongside to port.<sup>1</sup>

1150hrs. Completed taking on fresh water. Barge cast off.<sup>1</sup>

1810hrs. Commenced taking on fresh water from water barge no. 4.<sup>1</sup>

2055hrs. Completed taking on fresh water from water barge no. 4, having received 50,000 gallons.<sup>1</sup>

Anchored as before.<sup>2</sup>

**Apr. 11 -** 0000hrs. Moored as before.<sup>1</sup>

0931hrs. RADM LOUD, USN, Commander Service Squadron 3, came aboard to call officially on COMCARDIV 5.<sup>1</sup>

0945hrs. Water barge alongside.<sup>1</sup>

1017hrs. RADM LOUD left the ship.<sup>1</sup>

1145hrs. Completed receiving fresh water. Water barge cast off.<sup>1</sup>

Anchored as before.<sup>2</sup>

**Apr. 12 -** 0000hrs. Moored as before.<sup>1</sup>

1250hrs. Tugs HMT FLARE and HMT FLAUNT alongside to starboard.<sup>1</sup>

1401hrs. Underway for Okinawa operating area in accordance with CTF 77 message 070431Z of April 1956. Tugs FLARE and FLAUNT cast off.<sup>1</sup>

1542hrs. AMMEN alongside.<sup>1</sup>

1610hrs. Completed fueling AMMEN.<sup>1</sup>

1622hrs. COGSWELL alongside to starboard for refueling.<sup>1</sup>

1746hrs. Completed fueling COGSWELL.<sup>1</sup>

1759hrs. EVERSOLE alongside to starboard for refueling.<sup>1</sup>

1841hrs. Completed fueling EVERSOLE.<sup>1</sup>

1855hrs. HIGBEE alongside to starboard for refueling.<sup>1</sup>

1936hrs. Completed fueling HIGBEE.<sup>1</sup>

1942hrs. AMMEN alongside to starboard for refueling.<sup>1</sup>

2014hrs. Completed pumping.<sup>1</sup>

2112hrs. Flight quarters for respot.<sup>1</sup>

2250hrs. Secured from flight quarters.<sup>1</sup>

Departed Hong Kong.<sup>2</sup>

**Apr. 13 -** 0000hrs. Steaming as before.<sup>1</sup>

0830hrs. Commenced launching aircraft.<sup>1</sup>

0853hrs. Completed launching aircraft.<sup>1</sup>

0936hrs. Commenced recovering aircraft.<sup>1</sup>

1000hrs. Completed recovering aircraft.<sup>1</sup>

1045hrs. Commenced launching aircraft.<sup>1</sup>

1055hrs. Completed launching aircraft.<sup>1</sup>

1100hrs. Commenced recovery of aircraft.<sup>1</sup>

1110hrs. Completed recovery of aircraft.<sup>1</sup>

1145hrs. Commenced recovering aircraft.<sup>1</sup>

1202hrs. Completed recovery of 4 F2Hs and 12 F9Fs.<sup>1</sup>

1216hrs. Commenced streaming target sled for ordnance exercise by F9F and AD aircraft.<sup>1</sup>

1330hrs. Commenced launching aircraft.<sup>1</sup>

1345hrs. Completed launch of 16 ADs, 16 F9Fs, and 2 F2Hs.<sup>1</sup>

1420hrs. Commenced ordnance exercise by aircraft.<sup>1</sup>

1425hrs. Sighted Taiwan island bearing 105, distance 20 miles.<sup>1</sup>

1430hrs. Completed ordnance exercise.<sup>1</sup>

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1440hrs. Commenced recovering aircraft.<sup>1</sup>

1500hrs. Completed recovery of 15 F9Fs and 2F2Hs.<sup>1</sup>

1501hrs. Commenced rigging crash barrier for recovery of remaining F9F with broken tail hook.<sup>1</sup>

1510hrs. Recovered F9F-8, no. 306, serial 131149, by crash barrier. Pilot not injured. Starboard stud wing and flap, starboard elevator, and nose wheel door damaged.<sup>1</sup>

1547hrs. Commenced launching aircraft.<sup>1</sup>

1553hrs. Completed launching aircraft.<sup>1</sup>

1558hrs. Commenced recovery of aircraft.<sup>1</sup>

1616hrs. Completed recovery of aircraft.<sup>1</sup>

1650hrs. Commenced recovery of aircraft.<sup>1</sup>

1705hrs. Completed recovery of aircraft. Two F9Fs were sent to Taiwan, due to faulty arresting hook on one plane.<sup>1</sup>

1736hrs. HIGBEE reported for duty as night plane guard.<sup>1</sup>

1821hrs. Launched helicopter.<sup>1</sup>

1845hrs. Commenced launching aircraft.<sup>1</sup>

1852hrs. Completed launching 10 ADs and 2 F2Hs.<sup>1</sup>

1855hrs. Recovered helicopter.<sup>1</sup>

1937hrs. Commenced recovery of aircraft.<sup>1</sup>

2014hrs. Completed recovery of 12 aircraft.<sup>1</sup>

CDR Damion W. COOPER, Commander ATG-3, made his 100th carrier landing. An hour later, LT Winthrop P. ROBINSON, OIC VC-35, made his 100th carrier landing.<sup>2</sup>

**Apr. 14 -** 0000hrs. Steaming as before.<sup>1</sup>

0930hrs. Commenced launching aircraft.<sup>1</sup>

0947hrs. Completed launching 15 ADs and 2 F2Hs.<sup>1</sup>

1015hrs. Commenced launching aircraft.<sup>1</sup>

1020hrs. Completed launching 8 F9Fs.<sup>1</sup>

1059hrs. Commenced launching aircraft.<sup>1</sup>

1100hrs. Completed launch of one AJ.<sup>1</sup>

1103hrs. Commenced recovery of aircraft.<sup>1</sup>

1125hrs. Completed recovery of 15 ADs, F2Hs, and 8 F9Fs.<sup>1</sup>

1334hrs. Commenced launching aircraft.<sup>1</sup>

1338hrs. Completed launching aircraft.<sup>1</sup>

1348hrs. Commenced launching aircraft.<sup>1</sup>

1445hrs. Commenced launching aircraft.<sup>1</sup>

1454hrs. Completed launching aircraft.<sup>1</sup>

1456hrs. Commenced recovering aircraft.<sup>1</sup>

1508hrs. Completed launching aircraft.<sup>1</sup>

1555hrs. Set AA defense. Launched helicopter.<sup>1</sup>

1557hrs. Launched 2 ADs.<sup>1</sup>

1600hrs. Commenced recovering aircraft.<sup>1</sup>

1619hrs. Completed recovering 8 F9Fs, 11 ADs, and one AJ.<sup>1</sup>

1620hrs. Recovered helicopter.<sup>1</sup>

1813hrs. Secured AA defense.<sup>1</sup>

1819hrs. Launched helicopter.<sup>1</sup>

1820hrs. Recovered 2 ADs.<sup>1</sup>

1822hrs. Recovered helicopter.<sup>1</sup>

**Apr. 15 -** 0000hrs. Steaming as before.<sup>1</sup>

1100hrs. Commenced launching aircraft.<sup>1</sup>

1114hrs. Completed launching aircraft.<sup>1</sup>

1143hrs. Aircraft commenced firing on target sled.<sup>1</sup>

1159hrs. Completed firing runs on sled. Launched helicopter.<sup>1</sup>

1210hrs. Commenced recovering aircraft.<sup>1</sup>

1231hrs. Completed recovery.<sup>1</sup>

1233hrs. Recovered helicopter.<sup>1</sup>

1251hrs. Commenced firing runs on sled by aircraft.<sup>1</sup>

1321hrs. Aircraft completed firing runs.<sup>1</sup>

1322hrs. Launched helicopter.<sup>1</sup>

1330hrs. Commenced launching aircraft.<sup>1</sup>

1342hrs. Completed launching aircraft.<sup>1</sup>

1345hrs. Commenced recovering aircraft.<sup>1</sup>

1352hrs. Completed recovery.<sup>1</sup>

1356hrs. Recovered helicopter.<sup>1</sup>

1419hrs. Aircraft commenced firing runs on sled.<sup>1</sup>

1432hrs. Aircraft completed firing runs.<sup>1</sup>

1438hrs. Launched helicopter.<sup>1</sup>

1444hrs. Commenced recovery of aircraft.<sup>1</sup>

1509hrs. Completed recovery. One F9F was sent to Taiwan because of broken tail hook.<sup>1</sup>

1510hrs. Recovered helicopter.<sup>1</sup>

1525hrs. Launched helicopter.<sup>1</sup>

1535hrs. Launched one TBM and one TF to Taiwan.<sup>1</sup>

1538hrs. Recovered helicopter.<sup>1</sup>

1652hrs. AMMEN alongside to starboard for refueling.<sup>1</sup>

1718hrs. The following ships made rendezvous with this formation: KEARSARGE, ORISKANY, WORCESTER, HELENA, COLUMBUS, ROGERS, AGERHOLM, BAUSELL, DE HAVEN, COLLETT, MANSFIELD, ANDERSON, LYMAN K. SWENSON.<sup>1</sup>

1736hrs. AMMEN maneuvering clear.<sup>1</sup>

1741hrs. COGSWELL alongside for refueling.<sup>1</sup>

1755hrs. Recovered helicopter from ORISKANY.<sup>1</sup>

1759hrs. Launched helicopter.<sup>1</sup>

1800hrs. Recovered helicopter from HELENA.<sup>1</sup>

1814hrs. COGSWELL cast off.<sup>1</sup>

1830hrs. Launched helicopter.<sup>1</sup>

1836hrs. Recovered ORISKANY helicopter.<sup>1</sup>

1838hrs. Launched ORISKANY helicopter.<sup>1</sup>

**Apr. 16 -** 0000hrs. Steaming as before.<sup>1</sup>

0530hrs. CACAPON (AO-52) and PLATTE made rendezvous with this formation.<sup>1</sup>

0630hrs. Alongside CACAPON (AO-52) to starboard.<sup>1</sup>

1045hrs. Completed refueling.<sup>1</sup>

1204hrs. Commenced recovery of aircraft.<sup>1</sup>

1206hrs. Completed recovery of 3 aircraft from Naha, Okinawa.<sup>1</sup>

1319hrs. VADM S. H. INGERSOLL, USN, COMSEVENTHFLT, arrived aboard by helicopter and broke his flag in this vessel.<sup>1</sup>

1322hrs. Left station. Maneuvering on various courses and speeds while conducting air ops.<sup>1</sup>

1335hrs. Commenced launching aircraft.<sup>1</sup>

1336hrs. Completed launching 3 aircraft to Naha, Okinawa.<sup>1</sup>

1358hrs. RADM I. E. HOBBS, USN, COMCARDIV 3, arrived aboard by helicopter.<sup>1</sup>

1415hrs. RADM F. D. MCCORKLE, USN, COMCRUDIV 3, arrived aboard by helicopter.<sup>1</sup>

1440hrs. CACAPON and PLATTE detached to proceed on duty assigned.<sup>1</sup>

1709hrs. Rendered honors and fired a salute of 17 guns for an official visit by the Under Secretary of the Navy, Mr. T. S. GATES.<sup>1</sup>

1711hrs. The Honorable Mr. GATES, Under Secretary of the Navy, and his official party, came aboard from Naha, Okinawa by helicopters. Rendered honors. Broke the flag of the Under Secretary of the Navy.<sup>1</sup>

1748hrs. COMCRUDIV 3 departed by helicopter for COLUMBUS.<sup>1</sup>

1805hrs. COMCARDIV 3 departed by helicopter for ORISKANY.<sup>1</sup>

1902hrs. Commenced launching aircraft.<sup>1</sup>

1903hrs. Completed launching 2 ADs for NAF Naha, Okinawa.<sup>1</sup>

VIP Day. While approaching Okinawa operations area, ship was visited by Under Secretary of Navy Thomas S. GATES and Vice Admiral INGERSOLL, 7th FLEET COMMANDER.

**Apr. 17 -** 0000hrs. Steaming as before.<sup>1</sup>

0610hrs. MANSFIELD commenced approached to starboard.<sup>1</sup>

0636hrs. Commenced pumping fuel to MANSFIELD.<sup>1</sup>

0658hrs. MANSFIELD maneuvering clear.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

0824hrs. Completed launching aircraft.<sup>1</sup>

0928hrs. Commencing recovering aircraft.<sup>1</sup>

0950hrs. Completed recovering aircraft.<sup>1</sup>

1100hrs. Commenced recovering aircraft.<sup>1</sup>

1115hrs. The Under Secretary of the Navy departed by helicopter for COLUMBUS. Hauled down the flag of the Under Secretary of the Navy.<sup>1</sup>

1118hrs. Completed recovery of aircraft.<sup>1</sup>

1126hrs. The Assistant Secretary of the Navy for Air departed by helicopter for ORISKANY.<sup>1</sup>

1202hrs. Recovered two TBMs from Okinawa.<sup>1</sup>

1300hrs. Launched two TBMs for ORISKANY.<sup>1</sup>

1302hrs. Commenced recovery of aircraft.<sup>1</sup>

1316hrs. Recovery complete.<sup>1</sup>

1424hrs. Recovered helicopter from COLUMBUS with Under Secretary of the Navy, Mr. GATES, aboard as passenger.<sup>1</sup>

1506hrs. Launched two TFs to Okinawa.<sup>1</sup>

**Apr. 18 -** 0000hrs. Steaming as before.<sup>1</sup>

0745hrs. The Assistant Secretary of the Navy for Air, Mr. SMITH, returned aboard by helicopter from ORISKANY.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

0816hrs. Completed launching aircraft.<sup>1</sup>

0843hrs. Formation under simulated submarine attack by USS RASHER. Sighted yellow flare abeam to port, distance 2500 yards.<sup>1</sup>

0850hrs. Sighted submarine bearing 160, 3000 yards, identified as USS RASHER.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0905hrs. Completed launching aircraft.<sup>1</sup>

0907hrs. Commenced recovery of aircraft.<sup>1</sup>

0921hrs. Completed recovery of aircraft.<sup>1</sup>

1016hrs. Commenced recovery of aircraft.<sup>1</sup>

1036hrs. Completed recovery as well.<sup>1</sup>

1047hrs. Recovered one TBM and one TF from NAF Naha, Okinawa.<sup>1</sup>

1123hrs. ROGERS alongside starboard for refueling.<sup>1</sup>

1155hrs. Fueling complete.<sup>1</sup>

1214hrs. Commenced launching aircraft.<sup>1</sup>

1215hrs. Completed launching two TBMs for NAF Naha, Okinawa.<sup>1</sup>

1307hrs. Assistant Secretary of the Navy for Air and COMSEVENTHFLT departed the ship via helicopter for HELENA (CA-75).<sup>1</sup>

1349hrs. MANSFIELD alongside to starboard for personnel transfer.<sup>1</sup>

1357hrs. Under Secretary of the Navy left the ship via highline for MANSFIELD.<sup>1</sup>

1403hrs. Transfer complete.<sup>1</sup>

1407hrs. All lines clear. MANSFIELD maneuvered clear.<sup>1</sup>

1420hrs. Commenced launching aircraft.<sup>1</sup>

1444hrs. Completed launching aircraft.<sup>1</sup>

1502hrs. Assistant Secretary of the Navy for Air and COMSEVENTHFLT returned to the ship via helicopter.<sup>1</sup>

1540hrs. Commenced recovering aircraft.<sup>1</sup>

1616hrs. Completed recovering aircraft.<sup>1</sup>

1656hrs. Under Secretary of the Navy returned aboard by highline from

MANSFIELD.<sup>1</sup>

1900hrs. Commenced launching aircraft.<sup>1</sup>

1908hrs. Completed launching aircraft.<sup>1</sup>

2032hrs. Commenced recovering aircraft.<sup>1</sup>

2046hrs. Completed recovery.<sup>1</sup>

**Apr. 19 -** 0000hrs. Steaming as before.<sup>1</sup>

0600hrs. Rendezvoused with TF 73.3 comprised of PLATTE, JASON, MANATEE, ASHTABULA, GRAFFIAS, POLLUX, VEGA, MT. BAKER, and VESUVIUS.<sup>1</sup>

0711hrs. Alongside VESUVIUS.<sup>1</sup>

0721hrs. Commenced receiving ammunition.<sup>1</sup>

0742hrs. Assistant Secretary of the Navy left the ship via highline for VESUVIUS.<sup>1</sup>

0805hrs. Assistant Secretary of the Navy for Air returned to the ship via highline.<sup>1</sup>

0814hrs. Completed receiving ammunition.<sup>1</sup>

0829hrs. Under Secretary of the Navy and his party left the ship via aircraft for Naha, Okinawa.<sup>1</sup>

0903hrs. Alongside USS VEGA.<sup>1</sup>

0938hrs. COMSEVENTHFLT left the ship via helicopter for HELENA.<sup>1</sup>

1056hrs. Completed receiving stores.<sup>1</sup>

1117hrs. Alongside MANATEE.<sup>1</sup>

1131hrs. Commenced receiving cargo.<sup>1</sup>

1134hrs. Commenced receiving fuel.<sup>1</sup>

1327hrs. Completed receiving fuel from MANATEE.<sup>1</sup>

1335hrs. All lines clear of MANATEE.<sup>1</sup>

1413hrs. Alongside port side of JUPITER for transfer of aviation supplies.<sup>1</sup>

1419hrs. Commenced receiving stores.<sup>1</sup>

1446hrs. Completed receiving supplies from JUPITER.<sup>1</sup>

1515hrs. Alongside port side of POLLUX for transfer of general stores.<sup>1</sup>

1526hrs. Commenced receiving stores.<sup>1</sup>

1534hrs. COMSERVRON 3 and party came aboard by highline.<sup>1</sup>

1600hrs. Completed receiving stores.<sup>1</sup>

1605hrs. COMSERVRON 3 and party departed by highline for POLLUX.<sup>1</sup>

1625hrs. All lines clear.<sup>1</sup>

1639hrs. Commenced recovery of aircraft.<sup>1</sup>

1644hrs. Completed recovery of aircraft from Naha, Okinawa.<sup>1</sup>

1743hrs. Commenced launching aircraft.<sup>1</sup>

1745hrs. Completed launching aircraft to Naha, Okinawa.<sup>1</sup>

**Apr. 20 -** 0000hrs. Steaming as before.<sup>1</sup>

0430hrs. Flight quarters.<sup>1</sup>

0530hrs. Commenced launching aircraft.<sup>1</sup>

0550hrs. Completed launching aircraft.<sup>1</sup>

0600hrs. Commenced ADEX-10 rehearsal.<sup>1</sup>

0606hrs. Commenced recovery of aircraft.<sup>1</sup>

0609hrs. Completed recovery.<sup>1</sup>

**May. 22--** 0000hrs. ~~Steaming as before by highline from JUPITER to POLLUX and~~

1430hrs. Commenced launching aircraft.<sup>1</sup>

1434hrs. Completed launching aircraft.<sup>1</sup>

1458hrs. Set AA defense Condition 1.<sup>1</sup>

1600hrs. Commenced launching aircraft.<sup>1</sup>

1610hrs. Completed launching aircraft.<sup>1</sup>

1702hrs. Commenced recovery of aircraft.<sup>1</sup>

1703hrs. Completed recovery of aircraft.<sup>1</sup>

1713hrs. Secured from AA defense Condition 1.<sup>1</sup>

1725hrs. Commenced recovery of aircraft.<sup>1</sup>

1757hrs. Completed recovery of aircraft.<sup>1</sup>

1855hrs. COLUMBUS made rendezvous with this formation.<sup>1</sup>

Positions: 0800 - Lat. 25-45N, Long. 128-11E; 1200 - Lat. 26-07N, Long. 128-17E; 2000 - Lat. 25-32N, Long. 128-37E.<sup>1</sup>

**May 2 -** 0000hrs. Steaming as before.<sup>1</sup>

0545hrs Commenced launching aircraft.<sup>1</sup>

0605hrs. Completed launching aircraft.<sup>1</sup>

0715hrs. Commenced launching aircraft.<sup>1</sup>

0724hrs. Completed launching aircraft.<sup>1</sup>

0845hrs. Commenced recovering aircraft.<sup>1</sup>

0920hrs. Completed recovery of aircraft.<sup>1</sup>

0930hrs. Commenced recovery of aircraft.<sup>1</sup>

0933hrs. Completed recovery of aircraft.<sup>1</sup>

1015hrs. Commenced recovery of aircraft.<sup>1</sup>

1020hrs. Completed recovery of aircraft.<sup>1</sup>

1025hrs. CARPENTER detached from screen to search for pilot from YORKTOWN who crashed into the sea.<sup>1</sup>

1120hrs. Commenced recovering aircraft.<sup>1</sup>

1126hrs. Completed recovering aircraft.<sup>1</sup>

1315hrs. RADFORD alongside to starboard for refueling.<sup>1</sup>

1349hrs. Completed pumping fuel.<sup>1</sup>

1356hrs. RADFORD maneuvered clear.<sup>1</sup>

1802hrs. Commenced recovering aircraft.<sup>1</sup>

1809hrs. Completed recovery of aircraft.<sup>1</sup>

Positions: 0800 - Lat. 24-59N, Long. 129-50E; 1200 - Lat. 24-19N, Long. 129-51E; 2000 - 25-11N, Long. 129-16E.<sup>1</sup>

LTJG James A. ZIMMERMAN, VF-122, made the 6,000th landing aboard SHANGRI-LA. ZIMMERMAN's landing followed a routine squadron strike against a target island off Okinawa. It was the 56th landing for the pilot on SHANGRI-LA's angled deck.<sup>2</sup>

**May 3 -** 0000hrs. Steaming as before.<sup>1</sup>

0545hrs. HELENA and PLATTE made rendezvous with this formation.<sup>1</sup>

0900hrs. Commenced exercising at general drills.<sup>1</sup>

0925hrs. Commenced recovering aircraft.<sup>1</sup>

0926hrs. Completed recovering aircraft.<sup>1</sup>

1007hrs. Secured from exercising at general drills.<sup>1</sup>

1022hrs. Commenced launching aircraft.<sup>1</sup>

1023hrs. Completed launching aircraft.<sup>1</sup>

1031hrs. TASK GROUP 77.4 dissolved. SHANGRI-LA detached to proceed in accordance with CTF 77 message 250351Z of April 1956.<sup>1</sup>

1050hrs. FLETCHER alongside to starboard for transfer of personnel.<sup>1</sup>

1116hrs. Completed personnel transfer.<sup>1</sup>

1121hrs. FLETCHER is clear.<sup>1</sup>

**May 4 -** 0000hrs. Steaming as before.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

0811hrs. Completed launching aircraft.<sup>1</sup>

0915hrs. Commenced recovery of aircraft.<sup>1</sup>

0920hrs. Completed recovery of aircraft.<sup>1</sup>

1000hrs. Commenced launching aircraft.<sup>1</sup>

1007hrs. Completed launching aircraft.<sup>1</sup>

1017hrs. Commenced recovery of aircraft.<sup>1</sup>

1025hrs. Completed recovery of aircraft.<sup>1</sup>

1113hrs. Commenced recovery of aircraft.<sup>1</sup>

1129hrs. Completed recovery of aircraft.<sup>1</sup>

1230hrs. Commenced launching aircraft.<sup>1</sup>

1240hrs. Completed launching aircraft.<sup>1</sup>

1348hrs. Commenced recovering aircraft.<sup>1</sup>

1358hrs. Completed recovering aircraft.<sup>1</sup>

1431hrs. Commenced launching aircraft.<sup>1</sup>

1439hrs. Completed launching aircraft.<sup>1</sup>

1454hrs. Commenced recovering aircraft.<sup>1</sup>

1506hrs. Completed recovering aircraft.<sup>1</sup>

1548hrs. Commenced recovering aircraft.<sup>1</sup>

1600hrs. Completed recovering aircraft.<sup>1</sup>

1700hrs. Commenced launching aircraft.<sup>1</sup>

1704hrs. Completed launching aircraft.<sup>1</sup>

**May 5 -** 0000hrs. Steaming as before.<sup>1</sup>

1044hrs. Commenced launching aircraft.<sup>1</sup>

1046hrs. Completed launching aircraft.<sup>1</sup>

1103hrs. Commenced maneuvering on various courses and speeds while conducting CIC tactical drill.<sup>1</sup>

1122hrs. Formation set course 140 for emergency deferred recovery.<sup>1</sup>

1128hrs. Recovered 2 ADs.<sup>1</sup>

1214hrs. Launched two ADs to Atsugi, Japan.<sup>1</sup>

1303hrs. Recovered 2 ADs from YORKTOWN.<sup>1</sup>

1403hrs. Launched 2 ADs to YORKTOWN.<sup>1</sup>

1406hrs. Completed tactical maneuvering exercise.<sup>1</sup>

1829hrs. Commenced recovering aircraft.<sup>1</sup>

1831hrs. Completed recovery of aircraft.<sup>1</sup>

Positions: 0800 - Lat. 32-14N, Long 132-52E; 1200 - Lat. 32-31N, Long. 134-04E; 2000 - Lat. 32-44N, Long. 135-59E.

**May 6 -** 0000hrs. Steaming as before.<sup>1</sup>

1400hrs. Commenced launching aircraft.<sup>1</sup>

1406hrs. Ceased launching aircraft.<sup>1</sup>

1417hrs. Resumed launching aircraft.<sup>1</sup>

1424hrs. Completed launching aircraft to Atsugi, Japan.<sup>1</sup>

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1446hrs. Man overboard report port side. OD has the conn. Maneuvering to attempt rescue of reported man overboard.<sup>1</sup>

1526hrs. Held quarters for muster. Absentees: none.<sup>1</sup>

1530hrs. Secured search for man overboard.<sup>1</sup>

1537hrs. Commenced launching aircraft.<sup>1</sup>

1548hrs. Completed launching aircraft to Atsugi, Japan.<sup>1</sup>

1630hrs. Commenced launching aircraft.<sup>1</sup>

1631hrs. Completed launching aircraft.<sup>1</sup>

Positions: 0800 - Lat. 33-19N, Long. 128-28E; 1200 - Lat. 33-55.5N, Long. 138-04E; 2000 - Lat. 33-53N, Long. 137-54E.<sup>1</sup>

**May 7 -** 0000hrs. Steaming as before.<sup>1</sup>

0445hrs. Launched one AD to Atsugi, Japan. Detached RADFORD and CARPENTER to proceed independently.<sup>1</sup>

0719hrs. Anchored in Berth E-2, Yokosuka, Japan, in 17 fathoms of water, sand bottom, with 90 fathoms of chain to the port anchor.<sup>1</sup>

1015hrs. COMCARDIV 5 left the ship for an official call on COMNAVFE.<sup>1</sup>

1140hrs. Commenced offloading aircraft.<sup>1</sup>

1210hrs. Completed offloading aircraft.<sup>1</sup>

1225hrs. RADM A.P. STORRS, COMCARDIV 5, returned to the ship.<sup>1</sup>

Arrived Yokosuka, Japan.<sup>2</sup>

**May 8 -** 0000hrs. Anchored as before.<sup>1</sup>

0757hrs. Underway for Dry Dock # 6, Ship Repair Facility, Yokosuka, Japan.<sup>1</sup>

0808hrs. Tugs no. 414 and 371 alongside to assist in docking.<sup>1</sup>

0857hrs. First line over to dock.<sup>1</sup>

0858hrs. Bow passed over sill of the dock.<sup>1</sup>

0911hrs. Cast off tugs. Secured main engines.<sup>1</sup>

1045hrs. Caisson in place, commenced pumping water from dry dock.<sup>1</sup>

1410hrs. RADM BERGIN, USN, COMDESFLTWESPAC, came aboard to call officially on ADM STORRS, COMCARDIV 5. The ship is resting on the keel blocks in dry dock on a heading of 098.<sup>1</sup>

1420hrs. RADM BERGIN departed.<sup>1</sup>

**May 9 -** 0000hrs. In dry dock as before.<sup>1</sup>

1015hrs. The Hull Board, composed of CDR J. D. DELUCA, USN, senior member, CDR M. B. MULLENIX, LCDR R. D. CHILTON, and LCDR J. M. MURPHY as members, inspected the underwater body of this ship and reported that there was an area of wrinkled plating on the bottom extending from frames 56 thru 62, approximately from the trim of the bilge to the keel, both port and starboard.<sup>1</sup>

1040hrs. COMSTSWESPAC made an official call.<sup>1</sup>

1115hrs. COMSTSWESPAC departed.<sup>1</sup>

**May 10 -** Resting on keel block in dry dock as before, Yokosuka, Japan.<sup>1</sup>

**May 11 -** Resting on keel blocks in dry dock as before, Yokosuka, Japan.<sup>1</sup>

**May 12 -** Resting on keel blocks in dry dock as before, Yokosuka, Japan.<sup>1</sup>

**May 13 -** Resting on keel blocks in dry dock as before, Yokosuka, Japan.<sup>1</sup>

**May 14 -** 0000hrs. Resting on keel blocks in dry dock as before, Yokosuka, Japan.<sup>1</sup>

0800hrs. Commenced flooding dry dock.<sup>1</sup>

0845hrs. No. 3 Fireroom reported flooding.<sup>1</sup>

0855hrs. Flooding in No. 3 Fireroom secured.<sup>1</sup>

1200hrs. Afloat in dry dock with 32 feet of water.<sup>1</sup>

**May 15 -** 0000hrs. Afloat and moored in Dry Dock # 6, Yokosuka, Japan as before.<sup>1</sup>

1430hrs. CDR G. V. EHRLACHER, CHC, USNR, left the ship for TAD in connection with the publication of the SHANGRI-LA cruise book at St. Joseph's Friary, Ripongi, Japan.<sup>1</sup>

**May 16 -** Afloat and moored in Dry Dock # 6, Yokosuka, Japan as before.<sup>1</sup>

**May 17 -** 0000hrs. Afloat and moored in Dry Dock # 6, Yokosuka, Japan as before.<sup>1</sup>

0810hrs. Commenced pumping water out of dry dock.<sup>1</sup>

0930hrs. Ceased pumping water out of dry dock.<sup>1</sup>

1305hrs. Resumed pumping water out of dry dock.<sup>1</sup>

1338hrs. Ship resting on keel blocks.<sup>1</sup>

**May 18 -** Resting on keel blocks in Dry Dock # 6, Yokosuka, Japan as before.<sup>1</sup>

**May 19 -** 0000hrs. Resting on keel blocks in Dry Dock # 6, Yokosuka, Japan as before.<sup>1</sup>

0600hrs. Commenced flooding the dry dock.<sup>1</sup>

0640hrs. Ceased flooding dry dock at 20 feet.<sup>1</sup>

1045hrs. Flooding resumed in dry dock.<sup>1</sup>

1140hrs. Ship clear of keel blocks.<sup>1</sup>

1518hrs. Navy tug 371 came alongside to assist in undocking.<sup>1</sup>

1542hrs. Stern passed over sill.<sup>1</sup>

1557hrs. Bow passed over sill. Underway from Dry Dock 6 for Pier 8, U.S. Fleet Activities, Yokosuka, Japan.<sup>1</sup>

1621hrs. Moored starboard side to Pier 8 with standard mooring lines.<sup>1</sup>

1632hrs. Tug 371 cast off.<sup>1</sup>

1730hrs. YOG-47 came alongside to port.<sup>1</sup>

1826hrs. Commenced receiving black oil from YO-47.<sup>1</sup>

1830hrs. YOG-56 came alongside to port.<sup>1</sup>

1915hrs. Commenced receiving JP-5 fuel YOG-56.<sup>1</sup>

2110hrs. Completed receiving 73,600gallons of JP-5 from YOG-56.<sup>1</sup>

2130hrs. YOG-56 cast off.<sup>1</sup>

2155hrs. Completed receiving 411, 600 gallons of black oil from YOG-47.<sup>1</sup>

2234hrs. YOG-47 cast off.<sup>1</sup>

**May 20 -** 0000hrs. Moored as before.<sup>1</sup>

1100hrs. Navy tug 414 came alongside to assist in unmooring.<sup>1</sup>

1129hrs. Underway from Pier 8, Yokosuka, Japan to anchorage E-2 in harbor.<sup>1</sup>

1155hrs. Navy tug 414 cast off.<sup>1</sup>

1218hrs. Anchored in Berth E-2, Yokosuka, Japan in 15 fathoms of water, sand bottom, with 75 fathoms of chain to the port anchor.<sup>1</sup>

1245hrs. Commenced loading ammunition.<sup>1</sup>

1305hrs. YOG-56 along port side.<sup>1</sup>

1320hrs. Commenced receiving JP-5 from YOG-56.<sup>1</sup>

1540hrs. Completed loading ammunition, having received from U.S. ordnance Facility, Yokosuka, Japan, 396 rounds 5"/38 cal. VTNF projectiles and 500 rounds of 3"/50 cal. VTNF cartridges.<sup>1</sup>

1548hrs. Completed receiving 55,000 gallons of JP-5 from YOG-56.<sup>1</sup>

1553hrs. YOG-56 cast off.<sup>1</sup>

1607hrs. YOG came alongside starboard beam to deliver aviation gasoline.<sup>1</sup>

1655hrs. Commenced receiving aviation gasoline from YOG-56.<sup>1</sup>

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1842hrs. Completed receiving 73,000 gallons of aviation gasoline from YOG-56.<sup>1</sup>

1855hrs. YOG-56 cast off.<sup>1</sup>

**May 21 -** 0000hrs. Anchored as before.<sup>1</sup>

0655hrs. Underway from Berth E-2, Yokosuka, Japan to Taiwan operating area in accordance with CTF 77 message 160805Z of May 1956.<sup>1</sup>

0710hrs. Visibility decreased to less than one mile. Commenced sounding fog signals.<sup>1</sup>

0906hrs. Visibility increased to five miles. Ceased sounding fog signals.<sup>1</sup>

1253hrs. USS BLACK (DD-666) made rendezvous with this vessel. USS TRATHEN (DD-530) made rendezvous with this vessel and assumed a position to westward of this vessel.<sup>1</sup>

1255hrs. Commenced recovering aircraft.<sup>1</sup>

1307hrs. Ceased recovering aircraft.<sup>1</sup>

1340hrs. Resumed recovery of aircraft.<sup>1</sup>

1407hrs. Ceased recovery of aircraft.<sup>1</sup>

1424hrs. Resumed recovery of aircraft.<sup>1</sup>

1458hrs. Ceased recovery of aircraft.<sup>1</sup>

1508hrs. Resumed recovery of aircraft.<sup>1</sup>

1517hrs. Completed recovery of aircraft.<sup>1</sup>

1630hrs. Commenced launching aircraft.<sup>1</sup>

1650hrs. Completed launching aircraft.<sup>1</sup>

1730hrs. Commenced recovering aircraft.<sup>1</sup>

1740hrs. Completed recovering aircraft.<sup>1</sup>

1900hrs. Commenced launching aircraft.<sup>1</sup>

1921hrs. Completed launching aircraft.<sup>1</sup>

1951hrs. Commenced recovering aircraft.<sup>1</sup>

2005hrs. Completed recovering aircraft.<sup>1</sup>

2100hrs. Commenced launching aircraft.<sup>1</sup>

2128hrs. Completed launch.<sup>1</sup>

2152hrs. Commenced recovering aircraft.<sup>1</sup>

2214hrs. Completed recovery of aircraft.<sup>1</sup>

Positions: 1200 - Lat. 34-32.7n, Long. 139-01.11E; 2000 - Lat. 34-25N, Long. 139-02E.<sup>1</sup>

**May 22 -** 0000hrs. Steaming as before.<sup>1</sup>

1000hrs. Manned AA defense stations.<sup>1</sup>

1115hrs. Secured from AA defense stations.<sup>1</sup>

1217hrs. Recovered two TFs.<sup>1</sup>

1343hrs. Commenced launching aircraft.<sup>1</sup>

1344hrs. Completed launching aircraft.<sup>1</sup>

1423hrs. USS TRATHEN (DD-530) alongside for refueling.<sup>1</sup>

1508hrs. USS TRATHEN clear.<sup>1</sup>

1517hrs. USS BLACK (DD-666) alongside for refueling.<sup>1</sup>

1546hrs. Completed pumping fuel.<sup>1</sup>

1559hrs. USS BLACK clear of side.<sup>1</sup>

1918hrs. Commenced recovery of aircraft.<sup>1</sup>

1937hrs. Completed recovery of aircraft.<sup>1</sup>

Positions: 0800 - Lat. 33-33N, Long. 137-35E; 1200 - Lat. 33-20.8N,

Long. 133-37E; 2000 - Lat. 33-00N, Long. 136-11E.<sup>1</sup>

**May 23 -**

0000hrs. Steaming as before.<sup>1</sup>

0542hrs. Visibility decreased to one mile due to fog and rain.<sup>1</sup>

0643hrs. Visibility increased to 4 miles.<sup>1</sup>

1232hrs. Manned AA defense stations.<sup>1</sup>

1258hrs. Launched two ADs for gunnery exercises.<sup>1</sup>

1300hrs. BLACK and TRATHEN were detached to remain in the general vicinity well clear of firing sectors.<sup>1</sup>

1331hrs. Commenced firing gunnery exercise.<sup>1</sup>

1621hrs. Launched one AJ to Atsugi, Japan.<sup>1</sup>

1640hrs. Completed firing.<sup>1</sup>

1712hrs. Secured from AA defense stations.<sup>1</sup>

1720hrs. Recovered two ADs.<sup>1</sup>

1850hrs. Ammunition expended in gunnery exercise: 484 rounds of 3"/50 cal. VT non-frags, 100 rounds of 5"/38 VT non-frags, 100 rounds of 5"/38 SPDN.<sup>1</sup>

1900hrs. Launched two F2Hs and one AJ.<sup>1</sup>

1942hrs. Recovered two F2Hs and one AJ.<sup>1</sup>

Positions: 0800 - Lat. 32.2-8.2N, Long. 133-27.5E; 1200 - Lat. 31-42.5N, Long. 133-08E; 2000 - Lat. 30-34N, Long. 131-53E.<sup>1</sup>

**May 24 -**

0000hrs. Steaming as before.<sup>1</sup>

0801hrs. Manned General Quarters stations.<sup>1</sup>

0951hrs. Secured from General Quarters stations.<sup>1</sup>

1145hrs. Sounded AA defense.<sup>1</sup>

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- 1156hrs. Destroyers released to conduct ISE in general vicinity.<sup>1</sup>
- 1206hrs. Commenced launching aircraft.<sup>1</sup>
- 1211hrs. Completed launching aircraft.<sup>1</sup>
- 1305hrs. Commenced firing runs on both port and starboard side at F6F drone.<sup>1</sup>
- 1333hrs. Drone shot down. Completed firing.<sup>1</sup>
- 1353hrs. Secured from AA defense. Ammunition expended 130 rounds of 5"/38 cal. VT non-frags, 133 rounds 5"/38 cal. SPDN, and 230 rounds of 3"/50 cal. VT non-frags.<sup>1</sup>
- 1417hrs. USS TRATHEN alongside to starboard for refueling.<sup>1</sup>
- 1449hrs. Completed refueling, having transferred 35,000 gallons of fuel.<sup>1</sup>
- 1531hrs. Manned all AA defense stations.<sup>1</sup>
- 1540hrs. Launched one AD as tow plane for gunnery exercise.<sup>1</sup>
- 1552hrs. Commenced firing gunnery exercise.<sup>1</sup>
- 1647hrs. Completed gunnery exercise. Ammunition expended 61 rounds of 5"/38 cal. VT non-frag, 61 rounds of 5"/38 cal SPDN, and 166 3"/50 cal. VT non-frags.<sup>1</sup>
- 1649hrs. Secured from AA defense.<sup>1</sup>
- 1654hrs. Stationed BLACK in plane guard station no. 1 and TRATHEN in plane guard station no. 2.<sup>1</sup>
- 1659hrs. Commenced launching aircraft.<sup>1</sup>
- 1712hrs. Completed launch.<sup>1</sup>
- 1717hrs. Commenced recovery of aircraft.<sup>1</sup>
- 1727hrs. Completed recovery.<sup>1</sup>
- 1800hrs. Commenced launching aircraft.<sup>1</sup>
- 1805hrs. Completed launching aircraft.<sup>1</sup>

1809hrs. Commenced recovery of aircraft.<sup>1</sup>

1824hrs. Completed recovery of aircraft.<sup>1</sup>

1859hrs. Commenced recovery of aircraft.<sup>1</sup>

1911hrs. Ceased recovery of aircraft.<sup>1</sup>

1939hrs. Resumed recovery of aircraft.<sup>1</sup>

1948hrs. Completed recovery of aircraft.<sup>1</sup>

Positions: 0800 - Lat. 28-30N, Long. 128-31E; 1200 - Lat. 27-44N, Long. 127-47E; 2000 - Lat. 26-29N, Long. 126-47E.<sup>1</sup>

**May 25 -** 0000hrs. Steaming as before.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

0813hrs. Completed launching aircraft.<sup>1</sup>

0900hrs. Commenced launching aircraft.<sup>1</sup>

0906hrs. Completed launching aircraft.<sup>1</sup>

0909hrs. Commenced recovery of aircraft.<sup>1</sup>

0930hrs. Completed recovery of aircraft.<sup>1</sup>

1001hrs. Commenced recovering aircraft.<sup>1</sup>

1019hrs. Completed recovering aircraft.<sup>1</sup>

1130hrs. Commenced launching aircraft.<sup>1</sup>

1142hrs. Completed launch.<sup>1</sup>

1145hrs. Commenced recovering aircraft.<sup>1</sup>

1208hrs. Ceased recovery.<sup>1</sup>

1225hrs. Resumed recovery.<sup>1</sup>

1258hrs. Completed recovery of aircraft.<sup>1</sup>

1323hrs. BLACK alongside for refueling.<sup>1</sup>

1408hrs. BLACK is clear.<sup>1</sup>

1440hrs. Commenced sinuous course steering drill.<sup>1</sup>

1545hrs. Completed sinuous course steering. Commenced Operation Seahorse. TF 77 commenced forming in formation 40.<sup>1</sup>

1640hrs. Commenced recovery of aircraft.<sup>1</sup>

1645hrs. Completed recovery of aircraft.<sup>1</sup>

1714hrs. USS BLACK and USS TRATHEN detached to CTG 77.2.<sup>1</sup>

1730hrs. Rendezvoused with TF 77 consisting of ORISKANY, YORKTOWN, PRINCETON, WORCESTER, STODDARD, BLACK, MULLANEY, TRATHEN, BRAINE, JARVIS, ERBEN, WATTS, SHIELDS, MARSHALL, TWINING, HALSEY POWELL, COLAHAN, COGSWELL, EVERSOLE, AMMEN, HIGBEE, GREGORY, PORTERFIELD. OTC is CTF 77 in ORISKANY. SOPA is COMCARDIV 5 in this vessel.<sup>1</sup>

Positions: 0800 - Lat. 23-31.5N, Long. 126-48.5E; 1200 - Lat. 22-46N, Long. 126-26E; 2000 - Lat. 21-55N, Long. 126-54E.<sup>1</sup>

**May 26 -**

0000hrs. Steaming as before.<sup>1</sup>

0500hrs. Manned replenishment stations. Rendezvoused with replenishment group, consisting of KAWISHIWI, HASSAYAMPA, MANATEE, VEGA, GRAFFIAS, POLARIS, JUPITER, MT. KATMAI, and MT. BAKER; WASP, HELENA, and DESDIV 152.<sup>1</sup>

0601hrs. Alongside of MT. BAKER (AE-4) for transfer of ammunition.<sup>1</sup>

0633hrs. Completed receiving ammunition.<sup>1</sup>

0718hrs. Along port side of JUPITER (AVS-8) for transfer of aviation stores.<sup>1</sup>

0740hrs. Completed receiving stores.<sup>1</sup>

0833hrs. Alongside VEGA (AF-59) for receiving stores.<sup>1</sup>

0925hrs. Completed receiving stores.<sup>1</sup>

1027hrs. Alongside KAWISHIWI for receiving fuel.<sup>1</sup>

1310hrs. Completed receiving 438,091 gallons of NSFO.<sup>1</sup>

1505hrs. Detached replenishment group to proceed on duty assigned.<sup>1</sup>

1507hrs. Formed TG 77.5 in formation 40.<sup>1</sup>

1600hrs. Commenced launching aircraft.<sup>1</sup>

1605hrs. Completed launching aircraft.<sup>1</sup>

1635hrs. Sounded AA defense.<sup>1</sup>

2002hrs. Commenced recovery of aircraft.<sup>1</sup>

2010hrs. Completed recovery of aircraft.<sup>1</sup>

Positions: 0800 - Lat. 20-15N, Long. 124-31E; 1200 - Lat. 19-39N, Long. 124-19E; 2000 - Lat. 19-50.5N, Long. 124-17E.<sup>1</sup>

Set new fleet record in a replenishment exercise when the crew received 177 tons of provisions in 52 minutes from USS VEGA (AF-59).

**May 27 -** 0000hrs. Steaming as before in the Philippine Sea southwest of Taiwan in accordance with CTF 77 Operations Order 3-56 as a unit of TG 77.5 in TF 77. TG 77.5 is composed of WASP, SHANGRI-LA, SHIELDS, COLAHAN, TWINING and ERBEN. Operating with radio and radar silence.<sup>1</sup>

0402hrs. Resumed normal radio and radar operation.<sup>1</sup>

0710hrs. Commenced launching aircraft.<sup>1</sup>

0719hrs. Completed launch.<sup>1</sup>

0831hrs. Commenced launching aircraft.<sup>1</sup>

0833hrs. Completed launch.<sup>1</sup>

0835hrs. Commenced recovery of aircraft.<sup>1</sup>

0840hrs. Completed recovery.<sup>1</sup>

0930hrs. Commenced launching aircraft.<sup>1</sup>

0932hrs. Completed launch.<sup>1</sup>

0941hrs. Commenced recovery of aircraft.<sup>1</sup>

0942hrs. Completed recovery of aircraft.<sup>1</sup>

1050hrs. Commenced recovery of aircraft.<sup>1</sup>

1057hrs. Completed recovery.<sup>1</sup>

1102hrs. Under simulated attack by two F9Fs.<sup>1</sup>

1150hrs. Commenced launching aircraft.<sup>1</sup>

1152hrs. Completed launching aircraft.<sup>1</sup>

1157hrs. Commenced recovery of aircraft.<sup>1</sup>

1201hrs. Completed recovery of aircraft.<sup>1</sup>

1310hrs. Commenced launching aircraft.<sup>1</sup>

1314hrs. Completed launching aircraft.<sup>1</sup>

1318hrs. Commenced recovery of aircraft.<sup>1</sup>

1322hrs. Completed recovery of aircraft.<sup>1</sup>

1410hrs. Commenced launching aircraft.<sup>1</sup>

1416hrs. Completed launching aircraft.<sup>1</sup>

1423hrs. Commenced recovery of aircraft.<sup>1</sup>

1424hrs. Ceased recovery of aircraft.<sup>1</sup>

1432hrs. Resumed recovery of aircraft.<sup>1</sup>

1433hrs. Completed recovery of aircraft.<sup>1</sup>

1531hrs. Commenced recovery of aircraft.<sup>1</sup>

1539hrs. Completed recovery of aircraft.<sup>1</sup>

1630hrs. Commenced launching aircraft.<sup>1</sup>

1632hrs. Completed launch.<sup>1</sup>

1633hrs. Commenced recovery of aircraft.<sup>1</sup>

1642hrs. Completed recovery.<sup>1</sup>

1654hrs. Under simulated attack by 2 F9Fs.<sup>1</sup>

1751hrs. Commenced launching aircraft.<sup>1</sup>

1752hrs. Completed launch.<sup>1</sup>

1755hrs. Commenced recovery of aircraft.<sup>1</sup>

1803hrs. Completed recovery.<sup>1</sup>

1851hrs. Commenced launching aircraft.<sup>1</sup>

1852hrs. Completed launching aircraft.<sup>1</sup>

2022hrs. Commenced recovery of aircraft.<sup>1</sup>

2030hrs. Completed recovery of aircraft.<sup>1</sup>

2034hrs. Manned refueling stations.<sup>1</sup>

2057hrs. USS SHIELDS alongside to starboard to take on fuel.<sup>1</sup>

2145hrs. Completed pumping fuel to SHIELDS.<sup>1</sup>

2153hrs. All lines clear, SHIELDS maneuvering to clear side.<sup>1</sup>

2210hrs. USS COLAHAN alongside to starboard to take on fuel.<sup>1</sup>

2253hrs. Unidentified radar contact sighted bearing 015 true, range 9000 yards. Contact tracked and crossed ahead of this vessel endangering entire formation. Contact identified as American merchant ship CAMP NAMANU.<sup>1</sup>

2300hrs. Completed pumping to USS COLAHAN.<sup>1</sup>

2311hrs. All lines clear, USS COLAHAN maneuvering to clear side.<sup>1</sup>

Positions: 0800 - Lat. 22-44.5N, Long. 124-54.5E; 1200 - Lat. 22-52.5N,

Long. 124-58.5E; 2000 - Lat. 23-08N, Long. 124-43.5E.<sup>1</sup>

**May 28 -** 0000 hrs. Steaming as before.<sup>1</sup>

0710hrs. Commenced launching aircraft.<sup>1</sup>

0723hrs. Completed launching aircraft.<sup>1</sup>

0831hrs. Commenced launching aircraft.<sup>1</sup>

0842hrs. Completed launching aircraft.<sup>1</sup>

0845hrs. Commenced recovery of aircraft.<sup>1</sup>

0847hrs. Completed recovery of aircraft.<sup>1</sup>

0930hrs. Commenced launching aircraft.<sup>1</sup>

0938hrs. Completed launching aircraft.<sup>1</sup>

1051hrs. Commenced recovery of aircraft.<sup>1</sup>

1100hrs. Completed recovery of aircraft.<sup>1</sup>

1158hrs. Under simulated attack by 3 ADs.<sup>1</sup>

1159hrs. Commenced recovering aircraft.<sup>1</sup>

1207hrs. Completed recovering aircraft.<sup>1</sup>

1307hrs. Under simulated attack by two F9Fs.<sup>1</sup>

1310hrs. Launched two ADs.<sup>1</sup>

1315hrs. Recovered one AJ.<sup>1</sup>

1505hrs. Under simulated attack by two F9Fs.<sup>1</sup>

1512hrs. Under simulated attack by one F-80 and two ADs.<sup>1</sup>

1527hrs. Under simulated attack by two ADs.<sup>1</sup>

1540hrs. Under simulated attack by two F9Fs.<sup>1</sup>

1628hrs. Commenced recovering aircraft.<sup>1</sup>

1629hrs. Completed recovery.<sup>1</sup>

1750hrs. Commenced launching aircraft.<sup>1</sup>

1752hrs. Completed launch.<sup>1</sup>

2019hrs. Recovered two ADs.<sup>1</sup>

Positions: 0800 - Lat. 25-25.5N, Long. 124-03E; 1200 - Lat. 25-35.5N, Long. 124-16.5E; 2000 - Lat. 25-44.7N, Long. 125-32E.<sup>1</sup>

**May 29 -** 0000hrs. Steaming as before.<sup>1</sup>

0443hrs. Commenced launching aircraft.<sup>1</sup>

0505hrs. Completed launching aircraft.<sup>1</sup>

0522hrs. Commenced launching aircraft.<sup>1</sup>

0528hrs. Completed launching aircraft.<sup>1</sup>

0555hrs. Manned AA defense stations.<sup>1</sup>

0808hrs. Commenced recovery of aircraft.<sup>1</sup>

0813hrs. Ceased recovery of aircraft.<sup>1</sup>

0825hrs. Resumed recovery of aircraft.<sup>1</sup>

0828hrs. Completed recovery.<sup>1</sup>

0848hrs. Commenced launching aircraft.<sup>1</sup>

0910hrs. Under simulated attack by two F9Fs.<sup>1</sup>

0919hrs. Recovered two ADs.<sup>1</sup>

0930hrs. Recovered one F2H.<sup>1</sup>

0949hrs. Completed launching aircraft.<sup>1</sup>

1111hrs. Launched two F2Hs.<sup>1</sup>

1113hrs. Commenced recovery of aircraft.<sup>1</sup>

1117hrs. Completed recovery.<sup>1</sup>

1131hrs. Secured from AA defense stations.<sup>1</sup>

1220hrs. Commenced launching aircraft.<sup>1</sup>

1242hrs. Completed launch.<sup>1</sup>

1248hrs. Commenced recovery of aircraft.<sup>1</sup>

1250hrs. Completed recovery.<sup>1</sup>

1356hrs. Recovered two ADs.<sup>1</sup>

1521hrs. Commenced launch.<sup>1</sup>

1526hrs. Completed launch.<sup>1</sup>

1619hrs. Commenced recovering aircraft.<sup>1</sup>

1620hrs. Completed recovering aircraft.<sup>1</sup>

1918hrs. Launched one AJ to YORKTOWN.<sup>1</sup>

1931hrs. ERBEN assigned plane guard station 1, TWINING plane guard station 2.<sup>1</sup>

2124hrs. Commenced recovery of aircraft.<sup>1</sup>

2126hrs. Completed recovery.<sup>1</sup>

Positions: 0800 - Lat. 25-16N, Long. 124-17E; 1200 - Lat. 25-19N, Long. 124-14E; 2000 - Lat. 25-47N, Long. 124-25E.<sup>1</sup>

**May 30 -** 0000hrs. Steaming as before.<sup>1</sup>

0458hrs. Commenced launching aircraft.<sup>1</sup>

0510hrs. Completed launch.<sup>1</sup>

0544hrs. Launched two AJs.<sup>1</sup>

0641hrs. Under simulated attack by four ADs.<sup>1</sup>

0644hrs. Under simulated attack by two ADs.<sup>1</sup>

0645hrs. Under simulated attack by two ADs.<sup>1</sup>

0915hrs. Commenced launching aircraft.<sup>1</sup>

0917hrs. Completed launching aircraft.<sup>1</sup>

0943hrs. Guide is WASP bearing 100, distance 6000 yards.

0950hrs. SHIELDS, COLAHAN, and ERBEN left formation to proceed to fueling rendezvous. GREGORY, STODDARD, and PORTERFIELD joined the formation.<sup>1</sup>

1021hrs. Commenced launching aircraft.<sup>1</sup>

1026hrs. Completed launch.<sup>1</sup>

1057hrs. Commenced recovery of aircraft.<sup>1</sup>

1115hrs. Completed recovery.<sup>1</sup>

1140hrs. Commenced recovery of aircraft.<sup>1</sup>

1148hrs. Completed recovery of aircraft.<sup>1</sup>

1221hrs. Commenced recovering aircraft.<sup>1</sup>

1224hrs. Completed recovering aircraft.<sup>1</sup>

1508hrs. Commenced recovering aircraft.<sup>1</sup>

1512hrs. Completed recovery of aircraft.<sup>1</sup>

1645hrs. TG 77.5 rendezvoused with replenishment group consisting of MT. BAKER, KAWISHIWI, MANATEE, and MISSPILLION; TG77.4 and TG 77.6.<sup>1</sup>

1650hrs. Detached to proceed independently to replenishment station.<sup>1</sup>

1823hrs. Alongside MT. BAKER.<sup>1</sup>

1914hrs. Completed receiving ammunition.<sup>1</sup>

1948hrs. Alongside MANATEE.<sup>1</sup>

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2152hrs. Completed receiving fuel.<sup>1</sup>

Positions: 0800 - Lat. 27-38N, Long. 126-03E; 1200 - Lat. 27-54N, Long. 125-55E; 2000 - Lat. 28-55N, Long. 126-39.5E.<sup>1</sup>

**May 31 -**

0000hrs. Steaming as before.<sup>1</sup>

0541hrs. Commenced launching aircraft.<sup>1</sup>

0545hrs. Completed launching aircraft.<sup>1</sup>

0615hrs. Commenced launching aircraft.<sup>1</sup>

0623hrs. Completed launch.<sup>1</sup>

0821hrs. Commenced launching aircraft.<sup>1</sup>

0824hrs. Completed launch.<sup>1</sup>

0829hrs. Commenced recovery of aircraft.<sup>1</sup>

0830hrs. Completed recovery of aircraft.<sup>1</sup>

0941hrs. Commenced launching aircraft.<sup>1</sup>

0943hrs. Completed launch.<sup>1</sup>

0944hrs. Commenced recovery of aircraft.<sup>1</sup>

0952hrs. Completed recovery of aircraft.<sup>1</sup>

1028hrs. Commenced recovery of aircraft.<sup>1</sup>

1029hrs. Completed recovery of aircraft.<sup>1</sup>

1102hrs. Commenced recovery of aircraft.<sup>1</sup>

1104hrs. Completed recovery of aircraft.<sup>1</sup>

1124hrs. Commenced launching aircraft.<sup>1</sup>

1125hrs. Completed launching aircraft.<sup>1</sup>

1134hrs. Recovered one AJ.<sup>1</sup>

1210hrs. Commenced recovery of aircraft.<sup>1</sup>

1213hrs. Completed recovery.<sup>1</sup>

1222hrs. Commenced launching aircraft.<sup>1</sup>

1225hrs. Completed launch.<sup>1</sup>

1232hrs. Commenced recovery of aircraft.<sup>1</sup>

1234hrs. AD, Buno. 132282, of VF-92 lost an engine after a hard landing. Fire started in nacelle. Ceased recovery.<sup>1</sup>

1241hrs. Fire in AD extinguished. The pilot, LTJG G. R. BROOKS was uninjured.<sup>1</sup>

1258hrs. Resumed recovery of aircraft.<sup>1</sup>

1301hrs. Completed recovery of aircraft.<sup>1</sup>

1345hrs. Recovered two F2Hs.<sup>1</sup>

1502hrs. Recovered two ADs.<sup>1</sup>

1645hrs. Secured from flight quarters. Completed Operation Seahorse.<sup>1</sup>

1822hrs. Commenced launching aircraft.<sup>1</sup>

1823hrs. Completed launching.<sup>1</sup>

Positions: 0800 - Lat. 31-21N, Long. 127-07E; 1200 - Lat. 31-32N, Long. 126-56E; 2000 - Lat. 30-32N, Long. 129-01.6E.<sup>1</sup>

**Jun. 1 -** 0000hrs. Steaming as before in East China Sea south of Kyushu, Japan in accordance with CTF 77 Operations Order 3-56 as a unit of TG 77.5 in TF 77. TG 77.5 is composed of WASP, TWINING, SHIELDS, ERBEN, and COLAHAN.<sup>1</sup>

0500hrs. Rendezvoused with replenishment group consisting of KAWISHIWI, MISSPILLION, and HASSAYAMPA.<sup>1</sup>

0557hrs. Commenced receiving fuel from MISSPILLION (AO-105).<sup>1</sup>

0640hrs. Completed receiving fuel.<sup>1</sup>

0741hrs. Commenced transfer of personnel and material from AMMEN.<sup>1</sup>

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0813hrs. Completed transfer. AMMEN maneuvering to regain station.<sup>1</sup>

1019hrs. Detached from TF 77 to proceed in company with TRATHEN and BLACK in accordance with CTF 77 message 291131Z of May 1956.<sup>1</sup>

1033hrs. Commenced launching aircraft.<sup>1</sup>

1045hrs. Completed launch.<sup>1</sup>

1100hrs. Sounded AA defense stations.<sup>1</sup>

1233hrs. Commenced recovering aircraft.<sup>1</sup>

1240hrs. Completed recovery.<sup>1</sup>

1317hrs. Commenced launching aircraft.<sup>1</sup>

1322hrs. Completed launch.<sup>1</sup>

1355hrs. Secured from AA defense stations.<sup>1</sup>

1431hrs. Commenced recovering aircraft.<sup>1</sup>

1433hrs. Completed recovery.<sup>1</sup>

1521hrs. Commenced recovering aircraft.<sup>1</sup>

1523hrs. Completed recovery.<sup>1</sup>

1609hrs. Left formation to conduct steering casualty drills.<sup>1</sup>

1700hrs. Completed steering casualty drills.<sup>1</sup>

Positions: 0800 - Lat. 28-38N, Long. 131-26.5E; 1200 - Lat. 28-23N, Long. 131-13E; 2000 - Lat. 29-54N, Long. 131-49E.<sup>1</sup>

**Jun. 2 -** 0000hrs. Steaming as before.<sup>1</sup>

0733hrs. Commenced launching aircraft.<sup>1</sup>

0756hrs. Completed launching aircraft.<sup>1</sup>

0804hrs. Recovered one AD.<sup>1</sup>

0810hrs. Commenced launching aircraft.<sup>1</sup>

0811hrs. Completed launching aircraft.<sup>1</sup>  
0932hrs. Commenced recovery of aircraft.<sup>1</sup>  
0938hrs. Completed recovery.<sup>1</sup>  
1101hrs. Commenced recovery of aircraft.<sup>1</sup>  
1108hrs. Ceased recovery of aircraft.<sup>1</sup>  
1139hrs. Resumed recovery of aircraft.<sup>1</sup>  
1151hrs. Completed recovery of aircraft.<sup>1</sup>  
1332hrs. Commenced recovery of aircraft.<sup>1</sup>  
1335hrs. Ceased recovery of aircraft.<sup>1</sup>  
1404hrs. Resumed recovering aircraft.<sup>1</sup>  
1405hrs. Completed recovering aircraft.<sup>1</sup>  
1410hrs. Set AA defense.<sup>1</sup>  
1446hrs. Commenced launching aircraft.<sup>1</sup>  
1447hrs. Completed launching aircraft. Steaming various courses and speeds while conducting aerial gunnery fire.<sup>1</sup>  
1731hrs. Completed gunnery exercises. Secured from AA defense.<sup>1</sup>  
1750hrs. Commenced recovering aircraft.<sup>1</sup>  
1751hrs. Completed recovering aircraft.<sup>1</sup>  
Positions: 0800 - Lat. 32-18.4N, Long. 132-33E; 1200 - Lat. 32-08.3N, Long. 132-30.4E; 2000 - Lat. 32-11N, Long. 133-35E.<sup>1</sup>

**Jun. 3 -** 0000hrs. Steaming as before.<sup>1</sup>

1301hrs. Commenced launching aircraft.<sup>1</sup>

1308hrs. Completed launching aircraft.<sup>1</sup>

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Positions: 0800 - Lat. 33-29N, Long. 137-06E; 1200 - Lat. 32-40N, Long. 137-39.5E; 2000 - Lat. 33-20N, Long. 139-36E.<sup>1</sup>

- Jun. 4 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0642hrs. Anchored in Berth E-2, Yokosuka, Japan, in 17 fathoms of water, mud bottom, with 42 fathoms of chain to the port anchor.<sup>1</sup>
- 0700hrs. Heaved in anchor and shifted position.<sup>1</sup>
- 0707hrs. Anchored in Berth E-2, Yokosuka, Japan in 17 fathoms of water, mud bottom, with 45 fathoms of chain to the port anchor.<sup>1</sup>
- 0800hrs. Broke flag of COMCARDIV 5 on WASP. COMCARDIV 5 hauled down flag on this vessel.<sup>1</sup>
- 0900hrs. Underway for Yokohama, Japan in accordance with CTF 77 message 291131Z of May 1956.<sup>1</sup>
- 1025hrs. Anchored at Yokohama, Japan in outer harbor in 7.5 fathoms of water, mud bottom, with 45 fathoms of chain to the port anchor.<sup>1</sup>
- 1100hrs. Pursuant to BuPers orders B15J-ngs-1 #13879 of 14 March 1956, CDR Karl S. VAN METER, USN, Operations Officer, was detached from this ship.<sup>1</sup>
- Jun. 5 -** Anchored as before, Yokohama, Japan.<sup>1</sup>
- Jun. 6 -** 0000hrs. Anchored as before, Yokohama, Japan.<sup>1</sup>
- 1020hrs. U.S. Army tug ST-841 left camel along port side to aid in onloading duds.<sup>1</sup>
- 1104hrs. Sounded man overboard for SMITH, L. N., SA, USN, fell over side in bosn's chair while painting side.<sup>1</sup>
- 1118hrs. Secured from man overboard. SMITH, L. N. was uninjured.<sup>1</sup>
- 1145hrs. Completed taking on 68,000 gallons of fresh water.<sup>1</sup>
- Jun. 7 -** 0000hrs. Anchored as before, Yokohama, Japan.<sup>1</sup>
- 1447hrs. Barge came alongside to transfer aircraft to this vessel.<sup>1</sup>
- 1835hrs. Yard barge removed from alongside, having offloaded one F3D,

one F2H, two TBMs, and two Marine helicopters.<sup>1</sup>

**Jun. 8 -** 0000hrs. Anchored as before, Yokohama, Japan.<sup>1</sup>

1000hrs. Pursuant to the orders of the Commanding General, First Marine Air Wing, 1<sup>st</sup> LT V. J. GORMAN, USMCR, reported aboard in charge of one officer and 111 enlisted men for transfer to CONUS.

1315hrs. FPB-220 came alongside to starboard.<sup>1</sup>

1320hrs. Commenced loading aircraft aboard at no. 3 elevator from FPB-220.<sup>1</sup>

1345hrs. Completed loading four F9Fs. FPB-220 cast off.<sup>1</sup>

**Jun. 9 -** 0000hrs. Anchored as before, Yokohama, Japan.<sup>1</sup>

0752hrs. Underway from Yokohama, Japan to Pearl Harbor in accordance with COMSEVENTHFLT message 260756Z of May 1956.<sup>1</sup>

0824hrs. Flight quarters for respot.<sup>1</sup>

1015hrs. Manned AA stations for firing exercise.<sup>1</sup>

1205hrs. Commenced firing at towed sleeves.<sup>1</sup>

1240hrs. Completed firing. Expended 170 rounds of 3"/50 and 142 rounds of 5"/38.<sup>1</sup>

1245hrs. Secured from AA defense.<sup>1</sup>

Positions: 1200 - Lat. 34-25N, Long. 140-17E; 2000 - Lat. 34-36N, Long. 143-25E.<sup>1</sup>

**Jun. 10 -** 0000hrs. Steaming as before.<sup>1</sup>

Positions: 0800 - Lat. 34-34N, Long. 147-42E; 1200 - Lat. 34-33N, Long. 149-18E; 2000 - Lat. 34-21N, Long. 152-21E.<sup>1</sup>

**Jun. 11 -** 0000hrs. Steaming as before.<sup>1</sup>

1405hrs. Commenced maneuvering on various courses and speeds while conducting competitive steering casualty exercises.<sup>1</sup>

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1453hrs. Completed steering casualty exercises.<sup>1</sup>

Positions: 0800 - Lat. 33-52N, Long. 156-35E; 1200 - Lat. 33-44N, Long. 158-09E; 2000 - Lat. 33-17N, Long. 160-44E.<sup>1</sup>

**Jun. 12 -** Steaming as before.<sup>1</sup>

Positions: 0800 - Lat. 32-45N, Long. 164-45E; 1200 - Lat. 32-30N, Long. 166-07E; 2000 - Lat. 32-05N, Long. 165-57E.<sup>1</sup>

**Jun. 13 -** 0000hrs. Steaming as before.<sup>1</sup>

1400hrs. Commenced exercising at general emergency station drill.<sup>1</sup>

1459hrs. Secured from general emergency drill.<sup>1</sup>

1623hrs. Zigzagging.<sup>1</sup>

Positions: 0800 - Lat. 33-04N, Long. 173-00E; 1200 - Lat. 30-48N, Long. 174-25E; 2000 - Lat. 30-04N, Long. 176-58E.<sup>1</sup>

SECOND SET OF LOGS FOR JUNE 13, 1956 BECAUSE OF CROSSING THE INTERNATIONAL DATE LINE FROM THE EASTERN HEMISPHERE INTO THE WESTERN HEMISPHERE (TRAVELING EASTWARD):

0615hrs. Crossed International Date Line. Entered +12 Time Zone.<sup>1</sup>

Positions: 0800 - Lat. 29-02N, Long. 179-04W; 1200 - Lat. 28-48N, Long. 1176-47W; 2000 - Lat. 27-45N, Long. 173-41W.<sup>1</sup>

**Jun. 14 -** 0000hrs. Steaming as before.<sup>1</sup>

0901hrs. Manned general quarters.<sup>1</sup>

0922hrs. Manned general emergency stations.<sup>1</sup>

0940hrs. Secured from general emergency stations.<sup>1</sup>

0954hrs. Secured from General Quarters.<sup>1</sup>

Positions: 0800 - Lat. 26-39N, Long. 170-18W; 1200 - Lat. 26-12.5N, Long. 169-19W; 2000 - Lat. 25-17N, Long. 166-55W.<sup>1</sup>

**Jun. 15 -** Steaming as before.<sup>1</sup>

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Positions: 0800 - Lat. 23-58.5N, Long. 163-31W; 1200 - Lat. 23-32N, Long. 162-15W; 2000 - Lat. 22-41N, Long. 159-59W.<sup>1</sup>

- Jun. 16 -** 0000hrs. Steaming as before.<sup>1</sup>
- 0740hrs. Moored port side Pier F-12, Ford Island, Pearl Harbor. Ships present include LEXINGTON and various other units of the Pacific Fleet, yard, and district craft. SOPA is CINCPACFLT.<sup>1</sup>
- 0830hrs. Department of Agriculture inspector came aboard.<sup>1</sup>
- 0920hrs. Captain left the ship for an official call on COMFAIRHAWAII.<sup>1</sup>
- 0940hrs. Department of Agriculture inspector left the ship, having granted clearance.<sup>1</sup>
- 1000hrs. Captain returned aboard.<sup>1</sup>
- 1044hrs. Captain left the ship for an official call on CINCPACFLT.<sup>1</sup>
- 1300hrs. Pursuant to COMAIRPAC message 121758Z of June 1956, CDR G. M. HARLAN, USN, left the ship to report to COMAIRPAC in San Diego, CA for TAD in a flying status.<sup>1</sup>
- Jun. 17 -** 0000hrs. Moored as before.<sup>1</sup>
- 0530hrs. YTB-142 came alongside to tow special weapons barges to Naval Ammunition Depot.<sup>1</sup>
- 1558hrs. Completed receiving fuel from YO-114.<sup>1</sup>
- 1600hrs. Completed receiving fuel from YON-89.<sup>1</sup>
- Jun. 18 -** 0000hrs. Moored as before.<sup>1</sup>
- 0804hrs. Underway from Pier F-12, Pearl Harbor for San Diego in accordance COMAIRPAC message 090143Z of June 1956.<sup>1</sup>
- 0855hrs. Entered International waters.<sup>1</sup>
- Positions: 1200 - Lat. 21-33N, Long. 156-57W; 2000 - 22-37N, Long. 154-09W.<sup>1</sup>
- Jun. 19 -** 0000hrs. Steaming as before.<sup>1</sup>

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1007hrs. Man reported overboard Lat. 24-36N, Long. 148-59W. Sounded six blasts of the ship's whistle. Maneuvering on various courses and speeds to search area.<sup>1</sup>

1012hrs. Mustered the crew at quarters. Absentees: none.<sup>1</sup>

1044hrs. Secured from quarters.<sup>1</sup>

1103hrs. Completed search of area. Set course 067, speed 20 knots.<sup>1</sup>

Positions: 0800 - Lat. 24-18N, Long. 150-01W; 1200 - Lat. 24-44N, Long. 148-55W; 2000 - Lat. 25-42N, Long. 146-08W.<sup>1</sup>

**Jun. 20 -** Steaming as before.<sup>1</sup>

Positions: 0800 - Lat. 26-55N, Long. 142-11W; 1200 - Lat. 27-22N, Long. 140-51W; 2000 - 28-16N, Long. 138-03W.<sup>1</sup>

**Jun. 21 -** Steaming as before.<sup>1</sup>

Positions: 0800 - Lat. 29-19N, Long. 134-04W; 1200 - Lat. 29-30N, Long. 132-44W; 2000 - Lat. 30-10N, Long. 129-41W.<sup>1</sup>

**Jun. 22 -** Steaming as before.<sup>1</sup>

Positions: 0800 - Lat. 30-43N, Long. 125-28W; 1200 - Lat. 31-13N, Long. 123-58W; 2000 - Lat. 31-48N, Long. 120-58W.<sup>1</sup>

**Jun. 23 -** 0000hrs. Steaming as before.<sup>1</sup>

0907hrs. YTB-704 came alongside to starboard.<sup>1</sup>

0915hrs. YTB-511 came alongside to port to assist in mooring.<sup>1</sup>

0954hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA. SOPA is COMAIRPAC.<sup>1</sup>

1007hrs. COMAIRPAC, VADM A. M. PRIDE, USN, came aboard.<sup>1</sup>

With colorful paper fish flying from her antenna, and with crewmen dressed as geisha dancers on her number three elevator, the attack carrier SHANGRI-LA, Flagship of the Fiesta Del Pacifico, steamed into San Diego June 23 to complete her first tour of duty in the Far East since her recommissioning, January 1955. Greeting SHANGRI-LA, there were thousands of dependents and relatives, over forty majorettes, Fiesta

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dancers in Spanish costumes, Mexican musicians, Miss SHANGRI-LA (Miss Sue Donaldson of Riverside, CA), Miss Coronado, clowns, and the AirPac Band.<sup>4</sup>

Returned to San Diego from WestPac.

- Jun. 24 -** Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- Jun. 25 -** 0000hrs. Moored starboard to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- 0830hrs. Commenced unloading aircraft of ATG-3.<sup>1</sup>
- 1155hrs. Completed offloading aircraft of ATG-3, having offloaded 65 aircraft.<sup>1</sup>
- 1242hrs. YTB-701 and YTB-702 came alongside to port to assist in shifting berths.<sup>1</sup>
- 1304hrs. Underway from Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- 1351hrs. Moored starboard to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jun. 26 -** Moored starboard to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jun. 27 -** Moored starboard to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jun. 28 -** 0000hrs. Moored starboard to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 1025hrs. Fire reported in compartment A-213-1L.<sup>1</sup>
- 1035hrs. Fire extinguished, secured from fire stations.<sup>1</sup>
- Jun. 29 -** Moored starboard to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jun. 30 -** 0000hrs. Moored starboard to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 2204hrs. CAPT George S. JAMES, Jr., USN, Acting COMCARDIV 5 and staff reported aboard.<sup>1</sup>
- Jul. 1 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA. Ships present include BOXER, ESSEX, PRAIRIE, SPERRY,

NEREUS and various other units of the Pacific Fleet.<sup>1</sup>

- Jul. 2 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 3 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 4 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 5 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 6 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 7 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 8 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 9 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 10 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 11 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 12 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>  
  
1713hrs. Received report from Sick Bay that DCC F. E. PLOUGH, USN, died at 1020 this date at the Naval Hospital, Balboa Park, San Diego, CA, having been admitted to the hospital from a liberty status at 1615, 10 July 1956. Cause of death: hernia, internal strangulation.<sup>1</sup>
- Jul. 13 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 14 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 15 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>  
  
1514hrs. Pursuant to BuPer orders CDR W. S. NOCE, USN, reported aboard for duty.<sup>1</sup>
- Jul. 16 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 17 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 18 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

- Jul. 19 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 20 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 1015hrs. LCDR R. C. FENNING, CHC, USN, was detached to report to U. S. Naval Retraining Command, Camp Elliott, San Diego, CA.<sup>1</sup>
- Jul. 21 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 22 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 23 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 24 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Jul. 25 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 0830hrs. Exercised the crew at General Quarters.<sup>1</sup>
- 0900hrs. Secured from General Quarters drill.<sup>1</sup>
- 1509hrs. Fire reported at frame 121 on port side of 02 deck. Called away Fire Party.<sup>1</sup>
- 1513hrs. Fire was burning rags and was extinguished. Secured Fire Party.<sup>1</sup>
- Jul. 26 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 0830hrs. Exercised the crew at General Quarters.<sup>1</sup>
- 0856hrs. Secured from General Quarters.<sup>1</sup>
- Jul. 27 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 0541hrs. Underway from Pier J-K, NAS North Island, for Navy Pier, San Diego, CA.<sup>1</sup>
- 0655hrs. Moored starboard side to Navy Pier with standard mooring lines doubled.<sup>1</sup>

- Jul. 28 -** 0000hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>
- 1058hrs. COMPHIBLANT came aboard.<sup>1</sup>
- 1107hrs. COMAIRPAC came aboard.<sup>1</sup>
- 1128hrs. Governor, Territory of Hawaii came aboard.<sup>1</sup>
- 1134hrs. Governor, State of California came aboard.<sup>1</sup>
- 1135hrs. Governor, State of Oregon came aboard; Governor, State of Idaho came aboard; Governor, State of Baja California Norte came aboard.<sup>1</sup>
- 1136hrs. COMFIRSTFLT came aboard; Governor, State of Nevada came aboard.<sup>1</sup>
- 1256hrs. Governors, States of California, Idaho, Nevada, Oregon, Baja California Norte and Territory of Hawaii departed.<sup>1</sup>
- 1302hrs. COMFIRSTFLT departed.<sup>1</sup>
- 1305hrs. COMPHIBLANT departed.<sup>1</sup>
- 1310hrs. COMAIRPAC departed.<sup>1</sup>
- 1312hrs. Commenced general visiting.<sup>1</sup>
- 1600hrs. Secured general visiting.<sup>1</sup>
- Jul. 29 -** 0000hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>
- 1300hrs. Commenced general visiting.<sup>1</sup>
- 1655hrs. Secured general visiting.<sup>1</sup>
- Jul. 30 -** 0000hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>
- 0840hrs. Went to General Quarters. Set material Condition Zebra.<sup>1</sup>
- 0849hrs. Commenced Battle Problem under observation of FLETRAGRU, San Diego.<sup>1</sup>
- 0934hrs. Secured from General Quarters.<sup>1</sup>

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1122hrs. Fire in compartment B-0201-4C. Evaluated as electrical fire in the air conditioning equipment for Ready Room No. 1.<sup>1</sup>

1135hrs. Fire extinguished. Fire Party secured.<sup>1</sup>

1204hrs. Underway for operating area off southern coast of California in accordance with Nav Port Control message 272010Z of July 56.<sup>1</sup>

1312hrs. Entered International waters.<sup>1</sup>

1422hrs. Manned AA defense stations.<sup>1</sup>

1556hrs. Secured from AA defense.<sup>1</sup>

**Jul. 31 -** 0000hrs. Underway of coast of southern California.<sup>1</sup>

0813hrs. Manned fueling stations for fueling drill and replenishment stations for light freight and personnel transfer drill alongside USS YANCEY (AKA-93).<sup>1</sup>

0845hrs. First line over.<sup>1</sup>

0913hrs. All lines clear. YANCEY maneuvering to clear side.<sup>1</sup>

1003hrs. First line over.<sup>1</sup>

1034hrs. All lines clear. Maneuvering to clear YANCEY (AKA-93). YANCEY detached.<sup>1</sup>

**Aug. 1 -** 0000hrs. Steaming independently at sea off the southern coast of California in accordance with COMFLETRAGRU San Diego Operations Order 31-56.<sup>1</sup>

0800hrs. Manned all AA defense stations.<sup>1</sup>

0852hrs. Commenced firing runs on sled towed by TAWASA.<sup>1</sup>

1216hrs. Completed firing runs. Detached TAWASA.<sup>1</sup>

1217hrs. Secured from AA defense.<sup>1</sup>

1437hrs. Manned Replenishment Station No. 9 for transfer of ammunition from PASSUMPSIC (AO-107) for drill.<sup>1</sup>

1503hrs. Alongside PASSUMPSIC (AO-107). First line over.<sup>1</sup>

1515hrs. All lines clear. Maneuvering to clear the side.<sup>1</sup>

1543hrs. Conducted man overboard drill.<sup>1</sup>

1600hrs. Lowered lifeboat.<sup>1</sup>

1608hrs. Lifeboat hoisted aboard. Secured from man overboard.<sup>1</sup>

1742hrs. First line over to USS PASSUMPSIC (AO-107).<sup>1</sup>

1743hrs. USS VAMMEN (DE-644) collided with starboard quarter of PASSUMPSIC during replenishment approach. No serious damage to either vessel.<sup>1</sup>

1757hrs. Commenced receiving fuel.<sup>1</sup>

1836hrs. Completed refueling, having received 104,800 gallons of fuel.<sup>1</sup>

1853hrs. All lines clear. Maneuvering clear of PASSUMPSIC.<sup>1</sup>

1856hrs. Proceeding to rendezvous TU 54.1.6 consisting of YANCEY, MT. MCKINLEY, SEMINOLE, and RENVILLE.<sup>1</sup>

1920hrs. Sighted TU 54.1.6 bearing 125, distance 10 miles.<sup>1</sup>

1940hrs. Formed column in order: SHANGRI-LA, RENVILLE, MT. MCKINLEY, YANCEY and SEMINOLE at standard distance of 2,000 yards.<sup>1</sup>

Positions: 0800 - Lat. 32-30N, Long. 117-43.7W; 1200 - Lat. 32-25.7N, Long. 117-51.9W; 2000 - Lat. 32-40N, Long. 118-01W.<sup>1</sup>

**Aug. 2 -** 0000hrs. Steaming independently off the coast of southern California in operating area MM 16 and 17 in accordance with COMFLETRAGRU San Diego Operations Order 31-56.<sup>1</sup>

0805hrs. Manned General Quarters stations.<sup>1</sup>

0817hrs. Conducting drills during General Quarters.<sup>1</sup>

0907hrs. Manned general emergency stations.<sup>1</sup>

0922hrs. Secured from general emergency stations.<sup>1</sup>

0937hrs. Secured from General Quarters.<sup>1</sup>

1015hrs. First line over to USS PASSUMPSIC (AO-107).<sup>1</sup>

1201hrs. All lines clear. Maneuvering clear of PASSUMPSIC.<sup>1</sup>

1215hrs. Conducting man overboard drill.<sup>1</sup>

1335hrs. Lifeboat lowered.<sup>1</sup>

1346hrs. Lifeboat hoisted aboard.<sup>1</sup>

1404hrs. Lifeboat lowered.<sup>1</sup>

1415hrs. Lifeboat hoisted aboard.<sup>1</sup>

1417hrs. Completed man overboard drill.<sup>1</sup>

1505hrs. SEMINOLE made rendezvous with this vessel.<sup>1</sup>

1530hrs. Commenced radar calibration drill with SEMINOLE.<sup>1</sup>

1607hrs. Completed radar calibration drill.<sup>1</sup>

1804hrs. Anchored in Berth 158, Coronado Roads, San Diego, CA, in 50 feet of water, sand bottom, 45 fathoms of chain to the starboard anchor.<sup>1</sup>

Positions: 0800 - Lat. 32-38.5N, Long. 118-14.5W; 1200 - Lat. 32-30N, Long. 117-38W.<sup>1</sup>

**Aug. 3 -** 0000hrs. Anchored in Berth 158, Coronado Roads, San Diego, CA.<sup>1</sup>

0641hrs. Underway from Berth 158, Coronado Roads, for Navy Pier, San Diego, CA.<sup>1</sup>

0837hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>

1300hrs. 130 Cub Scouts came aboard for a tour of the ship.<sup>1</sup>

1500hrs. Cub Scouts left the ship.<sup>1</sup>

**Aug. 4 -** 0000hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>

1300hrs. Commenced general visiting hours as event of Fiesta del Pacifico celebration.<sup>1</sup>

1610hrs. Secured from general visiting.<sup>1</sup>

**Aug. 5 -** 0000hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>

1255hrs. Commenced general visiting in conjunction with the Fiesta del Pacifico celebration.<sup>1</sup>

1600hrs. Secured from general visiting.<sup>1</sup>

**Aug. 6 -** 0000hrs. Moored starboard side to Navy Pier, San Diego, CA.<sup>1</sup>

0944hrs. Underway from Navy Pier, San Diego, CA, for operating area in accordance with COMFLETRAGRU San Diego Operations Order 32-56.<sup>1</sup>

1212hrs. Man overboard drill.<sup>1</sup>

1226hrs. Secured from man overboard drill.<sup>1</sup>

1245hrs. Manned refueling station 1 and high line station 7.<sup>1</sup>

1340hrs. First line over PASSUMPSIC (AO-107).<sup>1</sup>

1353hrs. Simulated commencing pumping forward.<sup>1</sup>

1401hrs. All lines clear. Maneuvering to clear PASSUMPSIC.<sup>1</sup>

1427hrs. Sounded General Quarters.<sup>1</sup>

1437hrs. Conducting drills during General Quarters.<sup>1</sup>

1550hrs. Secured from General Quarters.<sup>1</sup>

1935hrs. First line over to PASSUMPSIC.<sup>1</sup>

1955hrs. Completed fueling, having received 288 barrels of fuel oil.<sup>1</sup>

2005hrs. All lines hoses and clear. Maneuvering to clear PASSUMPSIC.<sup>1</sup>

2218hrs. Visibility reduced to one half mile due to fog. Commenced sounding fog signals and stationed two additional lookouts on the bow.<sup>1</sup>

**Aug. 7 -** 0000hrs. Steaming in operating area off southern coast of California.<sup>1</sup>

0030hrs. Ceased sounding fog signals. Visibility increasing.<sup>1</sup>

0806hrs. Manned refueling stations.<sup>1</sup>

0840hrs. First line over to PASSUMPSIC.<sup>1</sup>

0849hrs. Commenced fueling.<sup>1</sup>

0909hrs. Completed refueling, having received 60,000 gallons of black oil.<sup>1</sup>

1001hrs. Manned all AA defense stations.<sup>1</sup>

1532hrs. Secured from AA defense.<sup>1</sup>

1751hrs. Proceeded to rendezvous with TU 54.1.6, consisting of WINSTON (AKA-94) and PASSUMPSIC (AO-107).<sup>1</sup>

2052hrs. Detached WINSTON and PASSUMPSIC to resume duty previously assigned having completed exercise 41-CC.<sup>1</sup>

Positions: 0800 - Lat. 32-40N, Long. 118-17.5W; 1200 - Lat. 32-34N, Long. 118-10W; 2000 - Lat. 32-36.5N, Long. 117-55W.<sup>1</sup>

**Aug. 8 -** 0000hrs. Steaming in operating area off southern coast of California.<sup>1</sup>

0700hrs. Commenced conducting rubber docking drill.<sup>1</sup>

0757hrs. Completed rubber docking drill.<sup>1</sup>

0815hrs. Went to general Quarters.<sup>1</sup>

0818hrs. Commenced various exercises and drills in connection with underway training.<sup>1</sup>

0932hrs. Secured from General Quarters.<sup>1</sup>

0954hrs. Manned replenishment station 9 and high line station 7 in preparation for rearming drill with PASSUMPSIC (AO-107).<sup>1</sup>

1022hrs. First line over to PASSUMPSIC.<sup>1</sup>

1027hrs. Commenced receiving ammunition.<sup>1</sup>

1039hrs. Completed transferring ammunition, having received a token amount for exercise purposes.<sup>1</sup>

1042hrs. All lines clear. Maneuvering to clear PASSUMPSIC.<sup>1</sup>

- 1103hrs. Man overboard starboard side.<sup>1</sup>
- 1105hrs. Mustered the crew at quarters.<sup>1</sup>
- 1106hrs. Lowered the lifeboat.<sup>1</sup>
- 1115hrs. Man picked up by lifeboat, reported as dummy. Evaluation: man overboard drill in connection with underway training.<sup>1</sup>
- 1118hrs. Lifeboat hoisted aboard.<sup>1</sup>
- 1124hrs. Secured from quarters.<sup>1</sup>
- 1233hrs. Completed man overboard drill.<sup>1</sup>
- 1235hrs. Manned AA defense stations.<sup>1</sup>
- 1318hrs. Commenced firing AA exercise.<sup>1</sup>
- 1347hrs. Ceased firing runs.<sup>1</sup>
- 1634hrs. Completed firing AA exercise.<sup>1</sup>
- 1752hrs. Set condition 1 in ship control. Made rendezvous with YANCEY, SEMINOLE, RENVILLE and WINSTON.<sup>1</sup>
- 1800hrs. Formed column astern in order as follows: SHANGRI-LA, YANCEY, SEMINOLE, RENVILLE and WINSTON at standard distance of 1,000 yards.<sup>1</sup>
- 2227hrs. Change course to 230, change speed to 24knots. Proceeding to rendezvous with USS AMMEN (DD-) do assist with critical appendicitis case in accordance with COMFLETRAGRU San Diego message 090458Z of August 56.<sup>1</sup>
- Positions: 0800 - Lat. 32-45N, Long. 118-15.5W; 1200 - Lat. 32-41.8N, Long. 118-13.6W; 2000 - Lat. 32-41.5N, Long. 117-55.5W.<sup>1</sup>
- Aug. 9 -** 0000hrs. Steaming independently enroute to rendezvous with AMMEN in accordance with COMFLETRAGRU San Diego message 090458Z of August 56. Speed 24 knots.<sup>1</sup>
- 0125hrs. Established contact by radio with AMMEN (DD-527). Patients appendix reported ruptured and removed. Condition: serious.<sup>1</sup>

0830hrs. Sounded General Quarters.<sup>1</sup>

0853hrs. Conducting drills during General quarters.<sup>1</sup>

0956hrs. Secured from General Quarters.<sup>1</sup>

1557hrs. Manned replenishment stations.<sup>1</sup>

1603hrs. Rendezvoused with AMMEN (DD-527) and COGSWELL (DD-651). AMMEN commenced approach to starboard side.<sup>1</sup>

1620hrs. First line over to AMMEN.<sup>1</sup>

1641hr. Commenced pumping.<sup>1</sup>

1643hrs. Received patient CRAFT, J. P., FT3, USN, by highline. Condition of patient reported to be fair.<sup>1</sup>

1711hrs. Completed transfer of fuel.<sup>1</sup>

1717hrs. All lines clear. AMMEN maneuvering to station astern.<sup>1</sup>

1718hrs. COGSWELL commenced approached to starboard side.<sup>1</sup>

1726hrs. First line over to COGSWELL.<sup>1</sup>

1735hrs. Commenced pumping fuel.<sup>1</sup>

1753hrs. Completed transfer of fuel. Transferred a total of 32,800gallons to COGSWELL.<sup>1</sup>

1759hrs. All lines clear. COGSWELL maneuvering to rendezvous with AMMEN.<sup>1</sup>

1810hrs. Detached AMMEN and COGSWELL to proceed on duty assigned.<sup>1</sup>

Positions: 0800 - Lat. 31-22N, Long. 123-13W; 1200 - Lat. 31-00N, Long. 125-22W; 2000 - Lat. 30-57N, Long. 126-23W.<sup>1</sup>

**Aug. 10 -** 0000hrs. Steaming off coast of southern California.<sup>1</sup>

0822hrs. Went to General Quarters for Battle Problem.<sup>1</sup>

0830hrs. Commenced Battle Problem.<sup>1</sup>

0834hrs. Conducting drills during Battle Problem.<sup>1</sup>

1016hrs. Completed Battle Problem.<sup>1</sup>

1025hrs. Secured from General Quarters.<sup>1</sup>

1058hrs. Received message drop from VAW-11 aircraft.<sup>1</sup>

1118hrs. Manned AA defense control stations for exercise Z-2-G.<sup>1</sup>

1214hrs. Secured from AA defense.<sup>1</sup>

1320hrs. Anchored in Berth 171, Coronado Roads, San Diego, CA in 10 fathoms of water, sand bottom, with 25 fathoms of chain to the starboard anchor.<sup>1</sup>

1343hrs. Underway from Berth 171, Coronado Roads, San Diego, CA for Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

1521hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 0800 - Lat. 32-00N, Long. 119-37W; 1200 - Lat. 32-35.3N, Long. 117-33W.<sup>1</sup>

**Aug. 11 -** 0000hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

0840hrs. Commenced loading aircraft.<sup>1</sup>

1007hrs. Completed loading 12 F9Fs and 5 AD5Ws.<sup>1</sup>

**Aug. 12 -** Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 13 -** 0000hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

1143hrs. Underway from Pier O-P, NAS North Island, San Diego, CA., for the coast of southern California in accordance with COMFLETRAGRU San Diego Operations Order 33-56.<sup>1</sup>

1300hrs. Went to General Quarters for Battle Problem.<sup>1</sup>

1956

1315hrs. Entered International waters. Conducting various drills during Battle Problem.<sup>1</sup>

1410hrs. Completed Battle Problem.<sup>1</sup>

1422hrs. Secured from General Quarters. Manned all AA defense stations.<sup>1</sup>

1510hrs. Commenced firing at towed sleeve.<sup>1</sup>

1732hrs. Completed firing exercises.<sup>1</sup>

2012hrs. First line over to USS CHEMUNG (AO-30).<sup>1</sup>

2020hrs. Receiving token amount of supplies and simulating refueling.<sup>1</sup>

2102hrs. All lines clear. Maneuvering clear of CHEMUNG. Detached oiler.<sup>1</sup>

Positions: 2000 - Lat. 32-36.3N, Long. 118-06.9W.<sup>1</sup>

**Aug. 14 -** 0000hrs. Steaming independently off coast of southern California.<sup>1</sup>

0730hrs. Sounded General Quarters.<sup>1</sup>

0731hrs. Conducting drill during General Quarters.<sup>1</sup>

0825hrs. Secured from General Quarters.<sup>1</sup>

1210hrs. USS BROWN (DD-546) made rendezvous with this vessel and was stationed astern 2,000 yards. Flight quarters.<sup>1</sup>

1301hrs. Commenced launching aircraft.<sup>1</sup>

1304hrs. Completed launching aircraft.<sup>1</sup>

1319hrs. Commenced carrier qualifications.<sup>1</sup>

1400hrs. Ceased flight operations.<sup>1</sup>

1500hrs. Commenced launching aircraft.<sup>1</sup>

1505hrs. Completed launching aircraft.<sup>1</sup>

1524hrs. Commenced carrier qualifications.<sup>1</sup>

1635hrs. Ceased carrier qualifications.<sup>1</sup>

1711hrs. Resumed carrier qualifications.<sup>1</sup>

1838hrs. Completed flight operations. Detached BROWN to proceed on duty previously assigned.<sup>1</sup>

Positions: 0800 - Lat. 32-41N, Long. 118-05W; 1200 - Lat. 32-24.5N, Long. 118-15.8W; 2000 - Lat. 32-51N, Long. 119-04W.<sup>1</sup>

**Aug. 15 -** 0000hrs. Steaming independently off coast of southern California.<sup>1</sup>

0800hrs. Went to General Quarters.<sup>1</sup>

0935hrs. Completed Battle Problem and drills. Secured from General Quarters. Gunnery personnel remained at AA defense stations.<sup>1</sup>

1027hrs. YV-1, stationed on starboard quarter, launched drone for gunnery exercise.<sup>1</sup>

1036hrs. Commenced firing at drone.<sup>1</sup>

1050hrs. Drone shot down. Ceased firing.<sup>1</sup>

1102hrs. YV-1 launched drone.<sup>1</sup>

1110hrs. Resumed firing.<sup>1</sup>

1111hrs. Shot down drone. Ceased firing.<sup>1</sup>

1116hrs. YV-1 launched drone.<sup>1</sup>

1122hrs. Resumed firing.<sup>1</sup>

1127hrs. Completed firing.<sup>1</sup>

1130hrs. Secured from AA defense.<sup>1</sup>

1220hrs. Launched one TF to USS BENNINGTON.<sup>1</sup>

1330hrs. BROWN made rendezvous with this vessel.<sup>1</sup>

1404hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1420hrs. Secured from AA defense.<sup>1</sup>

1508hrs. Ceased flight operations.<sup>1</sup>

1601hrs. Resumed flight operations for carrier qualifications.<sup>1</sup>

1926hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-36N, Long. 118-05W; 1200 - Lat. 32-35.8N, Long. 118-07.5W; 2000 - Lat. 32-37N, Long. 118-42W.<sup>1</sup>

**Aug. 16 -** 0000hrs. Steaming independently off coast of southern California.<sup>1</sup>

0730hrs. Commenced man overboard drill.<sup>1</sup>

0749hrs. Lifeboat clear of ship.<sup>1</sup>

0759hrs. Lifeboat hoisted aboard. Completed man overboard drill.<sup>1</sup>

0810hrs. Manned AA defense.<sup>1</sup>

0947hrs. Completed maneuvering drills.<sup>1</sup>

1027hrs. Secured from AA defense.<sup>1</sup>

1059hrs. BROWN made rendezvous with this vessel.<sup>1</sup>

1230hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1452hrs. BROWN was detached to proceed as previously directed.<sup>1</sup>

1804hrs. Anchored in Berth 171, Coronado Roads, San Diego, CA in 10 fathoms of water, sand bottom, with 60 fathoms of chain to the starboard anchor.<sup>1</sup>

Positions: 0800 - Lat. 32-41N, Long. 118-19W; 1200 - Lat. 32-46.5N, Long. 117-58W.<sup>1</sup>

**Aug. 17 -** 0000hrs. Anchored in Berth 171, Coronado Roads, San Diego, CA.<sup>1</sup>

0630hrs. Underway from Berth 171, Coronado Roads, San Diego, CA in accordance with COMFLETRAGRU San Diego Operations Order 33-56.<sup>1</sup>

0722hrs. COMFLETRAGRU and observers came aboard.<sup>1</sup>

0750hrs. Proceeding out of channel enroute to operating area.<sup>1</sup>

0812hrs. Entered International waters.<sup>1</sup>

0822hrs. Went to General Quarters. Conducting Battle Problem.<sup>1</sup>

0927hrs. Commenced launching aircraft.<sup>1</sup>

0946hrs. Completed launch.<sup>1</sup>

1117hrs. Completed all drills. Completed Battle Problem.<sup>1</sup>

1125hrs. Secured from General Quarters.<sup>1</sup>

1247hrs. Entered Inland waters.<sup>1</sup>

1317hrs. Fleet Training Group personnel departed by starboard accommodation ladder.<sup>1</sup>

1416hrs. Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 18 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 19 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 20 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 21 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 22 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 23 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Aug. 24 -** 0000hrs. Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

0830hrs. Commanding Officer held personnel inspection.<sup>1</sup>

0915hrs. Secure from personnel inspection.<sup>1</sup>

1000hrs. Commenced loading aircraft aboard.<sup>1</sup>

1445hrs. Completed loading nine ADs, four F7U-3Ms, three F9F-8Ps and eight F2H-3s.<sup>1</sup>

1730hrs. COMCARDIV 5 shifted his flag from this vessel to USS BENNINGTON (CVA-20).<sup>1</sup>

- Aug. 25 -** Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- Aug. 26 -** 0000hrs. Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- 2114hrs. Fire reported aft of the fantail of this vessel in the bay by the fantail watch. Base fire department was called and extinguished the fire.<sup>1</sup>
- Aug. 27 -** 0000hrs. Moored port side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- 0834hrs. Underway for operating area off coast of southern California in accordance with COMAIRPAC message 220170Z of August 1956.<sup>1</sup>
- 1100hrs. AGERHOLM assigned plane guard station no. 1.<sup>1</sup>
- 1110hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>
- 1859hrs. Completed flight operations. Detached AGERHOLM.<sup>1</sup>  
Positions: 1200 - Lat. 32-40.5N, Long. 117-53W; 2000 - Lat. 32-32N, Long. 119-01W.<sup>1</sup>
- Aug. 28 -** 0000hrs. Steaming in operating area off coast of southern California.<sup>1</sup>
- 0725hrs. AGERHOLM (DD-826) reported on station as plane guard.<sup>1</sup>
- 0803hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>
- 1130hrs. Resumed carrier qualifications.<sup>1</sup>
- 1135hrs. AD-5N, Buno. 135006, pilot LT C. H. ZILCH, USN, crashed off the port beam of this vessel at Lat. 32-30.4n, Long. 118-48W, and sank in 560 fathoms of water. Ceased flight operations.<sup>1</sup>
- 1143hrs. AGERHOLM recovered pilot from water, reported no injuries after medical examination. Pilot retained aboard.<sup>1</sup>
- 1204hrs. Resumed flight operations for carrier qualifications.<sup>1</sup>
- 1302hrs. Completed flight operations.<sup>1</sup>
- 1303hrs. Man refueling stations.<sup>1</sup>
- 1410hrs. First line over to AGERHOLM.<sup>1</sup>

1417hrs. Commenced pumping.<sup>1</sup>

1420hrs. LT C. H. ZILCH, USN, transferred aboard by highline.<sup>1</sup>

1446hrs. Completed pumping.<sup>1</sup>

1456hrs. All lines clear. AGERHOLM detached to proceed independently.<sup>1</sup>

1507hrs. Conducting rubber docking drill.<sup>1</sup>

1532hrs. Completed rubber docking drill.<sup>1</sup>

1812hrs. Anchored in Berth C-2, Pyramid Cove, San Clemente Island, in 40 fathoms of water, sand bottom, with 105 fathoms of chain to the port anchor.<sup>1</sup>

Positions: 0800 - Lat. 31-59.8N, Long. 118-07.3W; 1200 - Lat. 32-33.2N, Long. 118-49W.<sup>1</sup>

**Aug. 29 -** 0000hrs. Anchored in Berth C-2, Pyramid Cove, San Clemente Island, CA.<sup>1</sup>

0557hrs. Underway from Berth C-2, Pyramid Cove, San Clemente Island, CA, for operating area.<sup>1</sup>

0751hrs. AGERHOLM made rendezvous with this vessel for plane guard duty.<sup>1</sup>

0801hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1916hrs. Completed flight operations for carrier qualifications.<sup>1</sup>

1919hrs. Detached AGERHOLM to proceed independently.<sup>1</sup>

Positions: 0800 - Lat. 32-18N, Long. 118-24W; 1200 - Lat. 32-34.8N, Long. 118-50W; 2000 - Lat. 33-12N, Long. 119-47W.<sup>1</sup>

**Aug. 30 -** 0000hrs. Steaming in operating area off coast of southern California.<sup>1</sup>

0653hrs. AGERHOLM assigned plane guard station no. 1.<sup>1</sup>

0700hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1040hrs. Completed flight operations.<sup>1</sup>

1450hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

1632hrs. Commenced fueling from YON-91.<sup>1</sup>

1735hrs. Commenced offloading aviation fuel to the pier.<sup>1</sup>

2040hrs. Completed fueling from YON-91, having received 305,676 gallons of black oil.<sup>1</sup>

2120hrs. Completed offloading 45,000 gallons of aviation gasoline.<sup>1</sup>

Positions: 0800 - Lat. 32-57N, Long. 118-07W; 1200 - Lat. 32-46N, Long. 117-41W.<sup>1</sup>

**Aug. 31 -** 0000hrs. Moored starboard side to pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

0910hrs. Commenced loading aircraft.<sup>1</sup>

0930hrs. Pursuant to the orders of the Commandant, U.S. Marine Corps, CAPT M. M. ETHERIDGE, USMC, was detached to report to the 19<sup>th</sup> Special Infantry, USMCR for duty.<sup>1</sup>

1555hrs. Completed loading aircraft aboard.<sup>1</sup>

1637hrs. Underway for operating area off coast of southern California in accordance with COMAIRPAC message 222017Z of August 1956.<sup>1</sup>

Positions: 2000 - Lat. 32-29N, Long. 117-07W.<sup>1</sup>

**Sep. 1 -** 0000hrs. Steaming independently off coast of Baja, California in accordance with COMAIRPAC message 222017Z of August 1956.<sup>1</sup>

0833hrs. Launched two FJ-3 aircraft to NAS Miramar, CA.<sup>1</sup>

0909hrs. Commenced launching aircraft.<sup>1</sup>

0915hrs. Ceased launching aircraft, having launched three A3Ds for National Air Show at Will Rogers Field, Oklahoma City, Oklahoma, to return to this vessel then land at NAS San Diego, CA.<sup>1</sup>

0927hrs. Resumed launching aircraft.<sup>1</sup>

0932hrs. Ceased launching aircraft, having launched four FJ-3s for National Air Show, Will Rogers Field, Oklahoma City, Oklahoma.<sup>1</sup>

0940hrs. Launched one TF to NAS North Island.<sup>1</sup>

0945hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-07N, Long. 117-23W; 1200 - Lat. 32-40.1N, Long. 118-09W; 2000 - Lat. 33-58.5N, Long. 120-39.5W.<sup>1</sup>

In the race for the North American Trophy, an event of the National Air Show, four FJ-3 Furies of VF-24 took off from the SHANGRI-LA at sea off the Pacific coast of Mexico and flew nonstop, 1,198 miles to Oklahoma City without refueling. The winner was LTJG D. K. GROSSHUESCH, with a time of 2 hours 13 minutes 38.6 seconds for an average speed of 537.848 mph.

**Sep. 2 -** 0000hrs. Steaming independently off coast of California in accordance with COMAIRPAC message 222017Z of August 1956, course 331, speed 20 knots.<sup>1</sup>

0807hrs. Launched four F2Hs for National Air Show, Will Rogers Field, Oklahoma City, Oklahoma.<sup>1</sup>

0855hrs. Launched four F3Hs for National Air Show, Will Rogers Field, Oklahoma City, Oklahoma.<sup>1</sup>

0955hrs. Secured from flight quarters.<sup>1</sup>

1424hrs. Launched one TF and one F2H for NAS Alameda, CA.<sup>1</sup>

1725hrs. Recovered one TF.<sup>1</sup>

Positions: 0800 - Lat.36-27.7N, Long. 123-12W; 1200 - Lat. 37-24N, Long. 123-36W; 2000 - Lat. 39-39N, Long. 124-35W.<sup>1</sup>

On the second day of the National Air Show, LTJG R. CARSON, flying an F3H-2N Demon of VF-124 captured the McDonnell Trophy with a nonstop, nonrefueling flight from the SHANGRI-LA off San Francisco to Oklahoma City, covering the 1,436 miles in 2 hours 32 minutes 13.45 seconds for an average speed of 566.007 mph.

**Sep. 3 -** 0000hrs. Steaming off the coast of northern California in accordance with COMAIRPAC message 222017Z of August 1956, course 358, speed 21 knots.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

0835hrs. Commenced launching aircraft to National Air Show, Oklahoma

City, Oklahoma.<sup>1</sup>

0837hrs. Ceased launching aircraft, having launched two A4Ds.<sup>1</sup>

0912hrs. Ceased launching aircraft, having launched two A3Ds to the National Air Show, Oklahoma City, Oklahoma, thence to proceed to NAS Jacksonville, FL.<sup>1</sup>

0932hrs. Commenced recovering aircraft.<sup>1</sup>

1029hrs. Launched one TF to NAS Alameda.<sup>1</sup>

1046hrs. Secured from flight quarters.<sup>1</sup>

1537hrs. Recovered one TF from NAS Alameda.<sup>1</sup>

1611hrs. Launched one TF to NAS Alameda with mail.<sup>1</sup>

1645hrs. Changed course to 120, speed 24 knots. Preparing to launch helicopters on rescue mission at mouth of Klamath River, bearing 113, distance 42 miles.<sup>1</sup>

1704hrs. Launched two helicopters.<sup>1</sup>

1945hrs. Recovered helicopters. Results of search for personnel of capsized boats: negative.<sup>1</sup>

1947hrs. Secured from flight quarters.<sup>1</sup>

Positions: 0800 - Lat. 43-28.2N, Long. 124-45.5W; 1200 - Lat. 43-13N, Long. 125-00W; 2000 - Lat. 41-29N, Long. 124-16.5W.<sup>1</sup>

Two A3D Skywarriors, piloted by CAPT J. T. BLACKBURN, commanding HEAVY ATTACK WING 1, and CDR C. T. FROHNE, were launched from the SHANGRI-LA off the Oregon coast, flew across a finish line at the National Air Show, Oklahoma City, and continued on to Jacksonville without refueling. In completing the 1,543.3 mile leg from the SHANGRI-LA to Oklahoma City in 2 hours 39.7 seconds for an average speed of 606.557 mph, CAPT BLACKBURN was awarded the Douglas Trophy. With this flight a three-day demonstration of carrier mobility was completed, in which the SHANGRI-LA had launched aircraft to the same destination from widely separated points while moving from Mexico to Oregon.

**Sep. 4 -** 0000hrs. Steaming in accordance with COMAIRPAC message 222017Z of August 1956.<sup>1</sup>

0856hrs. Manned all emergency stations for drill.<sup>1</sup>

0916hrs. Secured from emergency stations, remanned General Quarters stations.<sup>1</sup>

0925hrs. Secured from General Quarters, Air Department remained at flight quarters.<sup>1</sup>

0958hrs. Commenced flight operations.<sup>1</sup>

1008hrs. Ceased flight operations.<sup>1</sup>

1530hrs. Secured from flight quarters.<sup>1</sup>

Positions: 0800 - Lat. 36-51N, Long. 124-27W; 1200 - 36-25.2N, Long. 123-53W; 2000 - Lat. 34-54N, Long. 122-05.5W.<sup>1</sup>

**Sep. 5 -** 0000hrs. Steaming off coast of southern California in accordance with COMAIRPAC message 222017Z of August 1956.<sup>1</sup>

1047hrs. Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

Position: 0800 - Lat. 32-34.8N, Long. 117-41W.<sup>1</sup>

**Sep. 6 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Sep. 7 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Sep. 8 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Sep. 9 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

1500hrs. Helicopter, Buno. 130021, landed aboard for use during air operations.<sup>1</sup>

**Sep. 10 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Sep. 11 -** 0000hrs. Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

0829hrs. Underway for operating area off southern coast of California in accordance with CTU 58.2.3 message 080320 of September 1956.<sup>1</sup>

1011hrs. Rendezvoused with HIGBEE and EVERSOLE.<sup>1</sup>

1956

1038hrs. EVERSOLE assigned plane guard station 1. HIGBEE detached to conduct ISE in vicinity.<sup>1</sup>

1040hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1814hrs. Launched one FJ-3 for NAS Miramar, CA.<sup>1</sup>

1900hrs. HIGBEE rejoined and was assigned plane guard station no. 2.<sup>1</sup>

1912hrs. Resumed air operations for night qualifications.<sup>1</sup>

2145hrs. Completed air operations.<sup>1</sup>

Positions: 2000 - Lat. 32-25N, Long. 118-43W.<sup>1</sup>

**Sep. 12 -** 0000hrs. Steaming in operating area off southern coast of California in accordance with CTU 58.2.3 message 080320 of September 1956.<sup>1</sup>

0659hrs. HIGBEE assigned plane guard station no. 1, EVERSOLE to remain in general vicinity.<sup>1</sup>

0700hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1100hrs. Ceased flight operations.<sup>1</sup>

1200hrs. Rendezvoused with TG 16.9 consisting of BENNINGTON, BREMERTON, BAUSELL, RICHARD B. ANDERSON, AGERHOLM, MULLANY, STODDARD, and WILKINSON. OTC and SOPA are COMCARDIV 5 in BENNINGTON.<sup>1</sup>

1330hrs. Commenced launching aircraft.<sup>1</sup>

1345hrs. Commenced ADEX 10.<sup>1</sup>

1623hrs. Launched one F7U.<sup>1</sup>

1644hrs. Secured from AA defense.<sup>1</sup>

1646hrs. Completed ADEX 10.<sup>1</sup>

1652hrs. Ceased recovery of aircraft.<sup>1</sup>

1715hrs. TU-16.9.5 dissolved. This vessel, HIGBEE and EVERSOLE were detached to proceed as previously directed.<sup>1</sup>

1956

2000hrs. Completed flight operations for night carrier qualifications.<sup>1</sup>

Positions: 0800 - Lat. 30-21N, Long. 120-32W; 1200 - Lat. 30-46N, Long. 121-23W; 2000 - Lat. 31-15.5N, Long. 121-20W.<sup>1</sup>

**Sep. 13 -** 0000hrs. Steaming in operating area off southern coast of California in accordance with CTU 58.2.3 message 080320 of September 1956.<sup>1</sup>

0600hrs. HIGBEE detached to conduct ISE in the vicinity. EVERSOLE assigned plane guard station 1.<sup>1</sup>

0700hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1130hrs. KALMIA, with sled and reference vessel MATAKA, rendezvoused with this vessel for gunnery exercise.<sup>1</sup>

1224hrs. Commenced firing to port.<sup>1</sup>

1237hrs. Ceased firing to port.<sup>1</sup>

1249hrs. Commenced firing to starboard.<sup>1</sup>

1256hrs. Ceased firing.<sup>1</sup>

1345hrs. Completed firing. Detached KALMIA and MATAKA.<sup>1</sup>

1356hrs. Secured from AA defense stations.<sup>1</sup>

1520hrs. Completed flight operations, having launched eleven ADs and seven F2Hs for NAS Miramar, CA., four F7Us for NAMTC Point Mugu, CA., and one F2H for NAS North Island, San Diego, CA.<sup>1</sup>

1541hrs. Secured from flight quarters.<sup>1</sup>

1729hrs. Entered Inland waters.<sup>1</sup>

1747hrs. Anchored in Berth 62, Long Beach Harbor, Long Beach, CA., in 45 feet of water, mud bottom, with 50 fathoms of chain to the port anchor.<sup>1</sup>

Positions: 0800 - Lat. 32-10.9N, Long. 118-19.2W; 1200 - Lat. 32-16.2N, Long. 118-09W.<sup>1</sup>

**Sep. 14 -** 0000hrs. Anchored in Berth 62, Long Beach Harbor, Long Beach, CA., in 45 feet of water, mud bottom, with 50 fathoms of chain to the port anchor.

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Ships present include PHILIPPINE SEA, BENNINGTON, SAINT PAUL, HELENA, COLUMBUS, WORCESTER, BREMERTON and various other units of the Pacific Fleet. SOPA is COMCARDIV 5 in BENNINGTON.<sup>1</sup>

0000hrs. Anchored in Berth 62, Long Beach Harbor, Long Beach, CA., in 45 feet of water, mud bottom, with 50 fathoms of chain to the port anchor.<sup>1</sup>

0800hrs. Full dress ship.<sup>1</sup>

1345hrs. Mustered the crew at flight deck parade.<sup>1</sup>

1400hrs. Commenced fleet review as event of Mrs. U.S. Navy program. Ships passing in review: one DL, nine DDs, three DDRs, four Des, one FS, one APD, two SSRs, two SSSs, three MSFs and twelve MSOs.<sup>1</sup>

1445hrs. SHANGRI-LA helicopter made emergency landing aboard BENNINGTON.<sup>1</sup>

1522hrs. SAINT PAUL, with Honorable Charles S. THOMAS, Secretary of the Navy, and COMFIRSTFLT embarked passed abeam to port. Rendered passing honors.<sup>1</sup>

1610hrs. Fleet review and air show completed.<sup>1</sup>

1615hrs. Undressed ship.<sup>1</sup>

1641hrs. Underway for San Diego, CA in accordance with CTU 58.2.3 message 080320Z of September 1956.

2249hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 2000 - Lat. 32-51.2N, Long. 117-37.2W.<sup>1</sup>

**Sep. 15 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

1215hrs. Completed receiving fuel from YON-91, having received 285,894 gallons.<sup>1</sup>

1305hrs. Commenced loading VA-55 aircraft aboard.<sup>1</sup>

1510hrs. Completed loading VA-55 aircraft aboard.<sup>1</sup>

**Sep. 16 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

1650hrs. Twenty-five guests of the Secretary of the Navy arrived aboard for a five day cruise.<sup>1</sup>

**Sep. 17 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

0855hrs. Underway for operating area off coast of southern California in accordance with CTU 58.2.3 message 151554Z of September 1956.<sup>1</sup>

0951hrs. Visibility reduced to less than one mile. Commenced sounding fog signals.<sup>1</sup>

0954hrs. Entered International waters.<sup>1</sup>

1018hrs. Visibility increased to two miles. Ceased sounding fog signals.<sup>1</sup>

1129hrs. Visibility decreased to one mile. Resumed sounding fog signals.<sup>1</sup>

1256hrs. Visibility increasing. Ceased sounding fog signals.<sup>1</sup>

1345hrs. Manned all air defense stations.<sup>1</sup>

1640hrs. Secured from air defense.<sup>1</sup>

1649hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1832hrs. Completed flight operations.<sup>1</sup>

2011hrs. Spotted two red flares bearing 086.<sup>1</sup>

2040hrs. Detached BLACK to investigate flares.<sup>1</sup>

2049hrs. BLACK reported sighting five flares bearing 080.<sup>1</sup>

2120hrs. BLACK ordered to cease search and resume previous position.<sup>1</sup>

Positions: 1200 - Lat. 32-29N, Long. 117-30.3W; 2000 - Lat. 32-13.2N, Lat. 118-22.8W.<sup>1</sup>

**Sep. 18 -** 0000hrs. Steaming in operating area off coast of south California.<sup>1</sup>

0759hrs. BLACK assigned plane guard station no. 1.<sup>1</sup>

0800hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1956

1345hrs. FJ type aircraft from NAS Miramar commenced carrier qualifications.<sup>1</sup>

1830hrs. IRWIN rendezvoused with this vessel and was assigned plane guard station no. 2.<sup>1</sup>

2110hrs. Resumed air operations launching four ADs for NAS Miramar, CA.<sup>1</sup>

2115hrs. Completed air operations.<sup>1</sup>

Positions: 0800 - Lat. 31-53N, Long. 118-58.7W; 1200 - Lat. 31-54.8N, Long. 119-30W; 2000 - Lat. 32-20N, Long. 119-19W.<sup>1</sup>

**Sep. 19 -** 0000hrs. Steaming in operating area off coast of southern California.<sup>1</sup>

0300hrs. Detached IRWIN to proceed on duty assigned.<sup>1</sup>

0702hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1751hrs. Completed flight operations for carrier qualifications.<sup>1</sup>

1817hrs. First line over to USS BLACK.<sup>1</sup>

1828hrs. Commenced fueling BLACK.<sup>1</sup>

1830hrs. Commenced highline transfer of personnel.<sup>1</sup>

1845hrs. Completed highline transfer.<sup>1</sup>

1905hrs. Completed fueling BLACK, having pumped 42,600 gallons of fuel oil.<sup>1</sup>

1911hrs. All lines and hoses clear. Stationed BLACK astern at standard distance.<sup>1</sup>

Positions: 0800 - Lat. 31-57N, Long. 118-18.5W; 1200 - Lat. 32-15.7N, Long. 118-41W; 2000 - Lat. 33-07N, Long. 119-07W.<sup>1</sup>

**Sep. 20 -** 0000hrs. Steaming off coast of southern California.<sup>1</sup>

0704hrs. Entered inland waters.<sup>1</sup>

0752hrs. Moored port side to Pier 1, Berth 13, Naval Shipyard, Long

Beach, CA.<sup>1</sup>

1715hrs. Underway for sea.<sup>1</sup>

Positions: 2000 - Lat. 33-22.8N, Long. 118-05.9W.<sup>1</sup>

**Sep. 21 -** 0000hrs. Steaming off southern coast of California.<sup>1</sup>

0548hrs. BLACK rendezvoused with this vessel and was assigned plane guard station no. 1.<sup>1</sup>

0634hrs. Commenced flight operations.<sup>1</sup>

0837hrs. Sounded General Quarters for drill purposes.<sup>1</sup>

0846hrs. All stations reported manned and ready.<sup>1</sup>

0925hrs. Dropped floating gunnery target into water.<sup>1</sup>

0944hrs. Secured from General Quarters.<sup>1</sup>

1015hrs. Canceled gunnery exercise due to bad weather. Secured from AA defense.<sup>1</sup>

1035hrs. Commenced launching aircraft for NAS Miramar.<sup>1</sup>

1110hrs. Completed launching eleven ADs.<sup>1</sup>

1120hrs. Secured from flight quarters.<sup>1</sup>

1410hrs. Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 0800 - Lat. 32-27.7N, Long. 118-21.3W.<sup>1</sup>

**Sep. 22 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

**Sep. 23 -** 0000hrs. Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

2226hrs. Sprinkler system and fog foam system in Hangar Bays 2 and 3 commenced flooding for reasons unknown.<sup>1</sup>

2235hrs. Sprinkler and fog foam systems secured. Damage: excessive flooding of water and foam in Hangar Bays 2 and 3.<sup>1</sup>

- Sep. 24 -** 0000hrs. Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 0115hrs. Sprinkler system in Hangar Bay 3 commenced flooding; cause unknown.<sup>1</sup>
- 0117hrs. Secured sprinkler system. Damage: none.<sup>1</sup>
- Sep. 25 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Sep. 26 -** 0000hrs. Moored port side to pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 1000hrs. Divers inspecting hull below waterline and ship's screws.<sup>1</sup>
- 1110hrs. Divers completed inspection.<sup>1</sup>
- Sep. 27 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Sep. 28 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Sep. 29 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Sep. 30 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Oct. 1 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA. Ships present include BENNINGTON, HORNET, BADOENG STRAITS and various units of the Pacific Fleet.<sup>1</sup>
- Oct. 2 -** Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- Oct. 3 -** 0000hrs. Moored port side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 0900hrs. COMCARDIV 5, assisted by members of his staff and commanding officer and personnel from BENNINGTON, commenced Administrative Inspection.<sup>1</sup>
- 1450hrs. Commanding Officer, USS BENNINGTON, left the ship. Administrative Inspection complete.<sup>1</sup>
- Oct. 4 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>
- 0548hrs. Underway from Pier J-K, NAS North Island, San Diego, CA for Long Beach, CA, in accordance with CTU 58.2.3 message 021955 of

October 1956.<sup>1</sup>

1122hrs. YTBs 400, 148, 255 and 394 came alongside to assist in dry docking and were stationed alongside the port and starboard bows and quarters.<sup>1</sup>

1150hrs. Bow crossed drydock sill.<sup>1</sup>

1230hrs. Moored in Drydock 1, Naval Shipyard, Long Beach, CA.<sup>1</sup>

1235hrs. Commenced pumping water from drydock.<sup>1</sup>

1420hrs. Ship resting on keel blocks.<sup>1</sup>

1640hrs. Completed pumping water from drydock.<sup>1</sup>

**Oct. 5 -** Drydocked in Drydock 1, Naval Shipyard, Long Beach, CA.<sup>1</sup>

**Oct. 6 -** 0000hrs. Drydocked in Drydock 1, Naval Shipyard, Long Beach, CA.<sup>1</sup>

0700hrs. Commenced flooding drydock.<sup>1</sup>

0942hrs. Ship clear of keel blocks.<sup>1</sup>

1215hrs. Commenced moving ship clear of the dock.<sup>1</sup>

1220hrs. Stern passed over the sill.<sup>1</sup>

1233hrs. Bow passed over the sill; underway from Drydock 1, Long Beach, CA enroute to San Diego, CA in accordance with CTU-58.2.3 message 021755Z of October 1956.<sup>1</sup>

1653hrs. Entered Inland water.<sup>1</sup>

1754hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 7 -** Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 8 -** 0000hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

0843hrs. Underway from Pier O-P, NAS North Island, San Diego, CA for San Diego operating area in accordance with COMAIRPAC message 011734Z of October 1956.<sup>1</sup>

1015hrs. AGERHOLM rendezvoused with this vessel to form TU-16.9.3 consisting of SHANGRI-LA and AGERHOLM. OTC is COMCARDIV 5 in this vessel. AGERHOLM is stationed astern at a thousand yards.<sup>1</sup>

1227hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1703hrs. Completed air operations.<sup>1</sup>

Positions: 1200 - Lat. 32-19N, Long. 117-58W; 2000 - Lat. 31-56N, Long. 119-08W.<sup>1</sup>

**Oct. 9 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0648hrs. TU-16.9.8 rendezvoused with this vessel to form TU-16.9.4 consisting of TOLEDO, BREMERTON, KYES, EVERSOLE, SHELTON, RUPERTUS, SHEA, AGERHOLM and this vessel.<sup>1</sup>

0845hrs. Commenced flight operations.<sup>1</sup>

1300hrs. Commenced ADEX 10 rehearsal.<sup>1</sup>

1438hrs. Under simulated attack by two ADs.<sup>1</sup>

1525hrs. Under simulated attack by two ADs.<sup>1</sup>

1700hrs. Completed ADEX 10 rehearsal.<sup>1</sup>

1720hrs. Detached from TU-16.9.4 reformed TU-16.9.3 with EVERSOLE and SHEA. Commanding Officer of this vessel is OTC.<sup>1</sup>

2135hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 30-50N, Long. 121-14W; 1200 - Lat. 30-25.5N, Long. 121-25W; 2000 - Lat. 31-36.5N, Long. 121-39W.<sup>1</sup>

**Oct. 10 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0636hrs. Rendezvoused with TU-16.9.8 and reformed as TU-16.9.4. COMCARDIV 5 is OTC in this vessel.<sup>1</sup>

0730hrs. Commenced flight operations.<sup>1</sup>

0900hrs. Commenced ADEX 10.<sup>1</sup>

0951hrs. Manned AA defense stations.<sup>1</sup>

1049hrs. Under simulated attack by two VF aircraft.<sup>1</sup>

1218hrs. Secured from AA stations.<sup>1</sup>

1300hrs. Completed ADEX 10.<sup>1</sup>

1315hrs. Detached from TU-16.9.4, reformed as TU-16.9.3 consisting of this vessel, SHELTON and AGERHOLM. CTU-16.9.3 is commanding officer, SHANGRI-LA. TU-16.9.3 detached to the southwest.<sup>1</sup>

1945hrs. Completed flight operations.<sup>1</sup>

2330hrs. TU-16.9.8 rendezvoused TU-16.9.3. Formed TU-16.9.4.<sup>1</sup>

Positions: 0800 - Lat. 30-25N, Long. 121-12.5W; 1200 - Lat. 31-02N, Long. 121-29.5W; 2000 - Lat. 31-37.5N, Long. 122-24W.<sup>1</sup>

**Oct. 11 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0545hrs. First line over to SHELTON.<sup>1</sup>

0631hrs. Completed refueling SHELTON, having pumped 45,000 gallons of fuel.<sup>1</sup>

0654hrs. First line over to AGERHOLM.<sup>1</sup>

0728hrs. Completed refueling AGERHOLM, having pumped 53,600 gallons.<sup>1</sup>

0734hrs. All lines clear of AGERHOLM.<sup>1</sup>

0800hrs. Commenced launching aircraft.<sup>1</sup>

1658hrs. Completed air operations.<sup>1</sup>

2300hrs. Anchored in Berth B-22, Long Beach, CA in 8 fathoms of water, sand bottom, with 30 fathoms of chain to the starboard anchor.<sup>1</sup>

Positions: 0800 - Lat. 32-51N, Long. 120-39W; 1200 - Lat. 32-53.5N, Long. 120-27.5W; 2000 - Lat. 33-21.5N, Long. 119-01W.<sup>1</sup>

**Oct. 12 -** 0000hrs. Anchored in Berth B-22, Long Beach, CA.<sup>1</sup>

1252hrs. Underway from Berth B-22, Long Beach, CA for San Diego, CA

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in accordance with CTU-58.2.3 message 121640Z of October 1956.<sup>1</sup>

1654hrs. Entered Inland waters.<sup>1</sup>

1802hrs. Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 13 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 14 -** Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 15 -** 0000hrs. Moored starboard side to Pier M-N, NAS North Island, San Diego, CA.<sup>1</sup>

0800hrs. COMCARDIV 5 broke his flag on WASP (CVA-18). Hauled down flag of COMCARDIV 5.<sup>1</sup>

0826hrs. Underway for operating area in accordance with CTU-58.2.3 message 130040Z of October 1956.<sup>1</sup>

1010hrs. Went to General Quarters drill.<sup>1</sup>

1110hrs. Secured from General Quarters drill.<sup>1</sup>

1205hrs. Commenced flight operations.<sup>1</sup>

1345hrs. BENNER (DD-807) made rendezvous with this vessel.<sup>1</sup>

1445hrs. BENNER assigned plane guard station no. 1.<sup>1</sup>

1545hrs. Manned AA defense stations.<sup>1</sup>

1650hrs. Secured from AA defense stations.<sup>1</sup>

1739hrs. Completed flight operations.<sup>1</sup>

Positions: 1200 - Lat. 32-19.5N, Long. 117-57W; 2000 - Lat. 32-28N, Long. 118-49.5W.<sup>1</sup>

**Oct. 16 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0700hrs. BENNER assigned plane guard station no. 1.<sup>1</sup>

0705hrs. Commenced flight operations.<sup>1</sup>

1437hrs. Manned AA defense stations.<sup>1</sup>

1616hrs. Secured from AA defense stations.<sup>1</sup>

1642hrs. Completed flight operations.<sup>1</sup>

1645hrs. BENNER detached to remain in the vicinity of this vessel.<sup>1</sup>

Positions: 0800 - Lat. 32-12.5N, Long. 118-04W; 1200 - Lat. 32-42N, Long. 118-54W; 2000 - Lat. 32-55.5N, Long. 118-15W.<sup>1</sup>

**Oct. 17 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0650hrs. BENNER assigned plane guard station no. 1.<sup>1</sup>

0702hrs. Commenced launching aircraft.<sup>1</sup>

0708hrs. Recovered one TF type aircraft.<sup>1</sup>

0728hrs. Launched one TF.<sup>1</sup>

0805hrs. Launched one AJ.<sup>1</sup>

1233hrs. Ceased flight operations.<sup>1</sup>

1236hrs. BENNER detached to remain in the vicinity.<sup>1</sup>

1300hrs. Went to General Quarters for drill.<sup>1</sup>

1359hrs. Secured from General Quarters.<sup>1</sup>

1531hrs. Secured from AA defense.<sup>1</sup>

1555hrs. Rendezvoused with DE HAVEN and BENNER. BENNER assigned plane guard station 1, DE HAVEN stationed ahead at one mile.<sup>1</sup>

1559hrs. Resumed flight operations.<sup>1</sup>

1850hrs. Completed light operations.<sup>1</sup>

1915hrs. DE HAVEN was detached to proceed on duty assigned. BENNER stationed 2,000 yards astern in formation open order.<sup>1</sup>

Positions: 0800 - Lat. 32-57N, Long. 117-58W; 1200 - Lat. 33-09N, Long. 118-16.5W; 2000 - Lat. 33-02N, Long. 118-17.5W.<sup>1</sup>

**Oct. 18 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0650hrs. BENNER assigned plane guard station no. 1.<sup>1</sup>

0700hrs. Commenced flight operations.<sup>1</sup>

0843hrs. Ceased flight operations.<sup>1</sup>

0928hrs. BENNER alongside to starboard for fueling.<sup>1</sup>

1045hrs. All lines clear. BENNER assigned plane guard station no. 1.<sup>1</sup>

1131hrs. Resumed flight operations.<sup>1</sup>

1346hrs. Completed flight operations.<sup>1</sup>

1400hrs. BENNER detached.<sup>1</sup>

1438hrs. Entered Inland waters.<sup>1</sup>

1614hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 0800 - Lat. 32-53.9N, Long. 117-58W; 1200 - Lat. 32-44.2N, Long. 117-51.5W.<sup>1</sup>

**Oct. 19 -** 0000hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>

0855hrs. Underway from Pier O-P, NAS North Island, San Diego, CA for operating area on Navy Wives Cruise.<sup>1</sup>

1004hrs. Entered International waters.<sup>1</sup>

1012hrs. BENNER rendezvoused with this vessel. Manned fueling stations.<sup>1</sup>

1033hrs. BENNER alongside to starboard for refueling.<sup>1</sup>

1100hrs. All lines clear; BENNER taking plane guard station 1.<sup>1</sup>

1119hrs. Commenced flight operations.<sup>1</sup>

1305hrs. Aircraft conducting firing run on towed sled.<sup>1</sup>

1400hrs. Manned AA defense stations.<sup>1</sup>

1408hrs. Completed flight operations. BENNER detached to proceed as previously directed.<sup>1</sup>

1427hrs. Secured from AA defense.<sup>1</sup>

1540hrs. Entered Inland waters.<sup>1</sup>

1634hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 1200 - Lat. 32-32.5N, Long. 117-47W.<sup>1</sup>

**Oct. 20 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 21 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 22 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

0904hrs. Underway for operating area off coast of southern California in accordance with CTU-58.2.3 ORTA 8-56.<sup>1</sup>

0930hrs. Maneuvering in column formation for opposed sortie exercise as an element of TU-12.7.3 composed in order of column as follows: KENNETH WHITING, BAYFIELD, SHANGRI-LA, COLONIAL, CARRONADE, RENVILLE, PICKAWAY, TULARE, CATAMOUNT, TORTUGA, SEMINOLE, WINSTON, and BEXAR. Guide is WHITING. Standard distance is 1,000 yards. CTG-12.7 is COMCARDIV 5 in this vessel.<sup>1</sup>

1050hrs. TU-58.2.3 formed in Formation 50 with this vessel as guide in station 31, DESRON 1 and 17 are formed in screen Formation 1010.<sup>1</sup>

1109hrs. Sighted green flare bearing 220, 500 yards.<sup>1</sup>

1111hrs. Sighted periscope on port beam at 500 yards. Sighted green flare bearing 129, range 1,000 yards.<sup>1</sup>

1245hrs. This vessel and GREGORY detached to proceed on duty assigned. Formed TU-58.2.3. OTC is commanding officer of this vessel.<sup>1</sup>

1258hrs. GREGORY is assigned plane guard station 1.<sup>1</sup>

1300hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

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1336hrs. F9F-8, Buno. 141211, of VF-63, pilot LT W. W. PARKS, had left landing gear collapsed, left wing tank broke loose and crashed into landing mirror causing slight damage. CVI lights were smashed as were inboard alignment and waveoff lights.<sup>1</sup>

1508hrs. Ceased flight operations for carrier qualifications.<sup>1</sup>

1554hrs. Resumed flight operations.<sup>1</sup>

1727hrs. Recovered one AJ. Completed flight operations.<sup>1</sup>

1800hrs. PORTERFIELD rendezvoused with this vessel.<sup>1</sup>

Positions: 0800 - Lat. 32-35N, Long. 117-30W; 2000 - Lat. 32-20N, Long. 118-27W.<sup>1</sup>

**Oct. 23 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0538hrs. PORTERFIELD detached to conduct ISE.<sup>1</sup>

0630hrs. GREGORY assigned plane guard station 1.<sup>1</sup>

0714hrs. Launched one AJ.<sup>1</sup>

0919hrs. Recovered one AJ.<sup>1</sup>

1711hrs. PORTERFIELD joining formation, taking plane guard station 2.<sup>1</sup>

1758hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-25.5N, Long. 118-27.5W; 1200 - Lat. 32-35.5N, Long. 118-41W. 2000 - Lat. 32-46.5N, Long. 118-53.4W.<sup>1</sup>

**Oct. 24 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0330hrs. Flight quarters.<sup>1</sup>

0345hrs. GREGORY assigned plane guard station 1 and PORTERFIELD plane guard station 3.<sup>1</sup>

0427hrs. Launched two AD type aircraft.<sup>1</sup>

0605hrs. PORTERFIELD was detached to conduct ISE.<sup>1</sup>

0646hrs. Launched two AD type aircraft.<sup>1</sup>

1130hrs. COMCARDIV 3 came aboard by TF type aircraft.<sup>1</sup>

1659hrs. PORTERFIELD rendezvoused with this vessel and was assigned plane guard station no. 2.<sup>1</sup>

1840hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-11N, Long. 118-09W; 1200 - Lat. 32-18.8N, Long. 118-35W; 2000 - Lat. 32-40N, Long. 118-54W.<sup>1</sup>

**Oct. 25 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0500hrs. Plane guard in station.<sup>1</sup>

0530hrs. Commenced launching aircraft.<sup>1</sup>

0804hrs. GREGORY was detached for independent exercises, to keep within site of this vessel.<sup>1</sup>

1411hrs. COMCARDIV 3 departed via TF type aircraft.<sup>1</sup>

1456hrs. Sounded AA defense.<sup>1</sup>

1628hrs. Commenced AA firing.<sup>1</sup>

1712hrs. Completed firing AA exercise.<sup>1</sup>

1720hrs. GREGORY and PORTERFIELD rendezvoused with this vessel.<sup>1</sup>

1734hrs. Recovered two F2Hs. Completed flight operations.<sup>1</sup>

1750hrs. First line over to PORTERFIELD for refueling.<sup>1</sup>

1907hrs. All lines clear. PORTERFIELD detached to proceed on duty assigned.<sup>1</sup>

Positions: 0800 - Lat. 32-36N, Long. 118-38W; 1200 - Lat. 32-37N, Long. 118-31W; 2000 - Lat. 32-47.5N, Long. 118-39W.<sup>1</sup>

**Oct. 26 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0150hrs. Flight quarters.<sup>1</sup>

0200hrs. WILKINSON rendezvoused with this formation and was

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assigned to plane guard station 3. GREGORY was assigned to plane guard station 1.<sup>1</sup>

0231hrs. Commenced launching aircraft.<sup>1</sup>

0240hrs. Completed launching aircraft.<sup>1</sup>

0501hrs. Resumed launching aircraft.<sup>1</sup>

0529hrs. Completed launch.<sup>1</sup>

0550hrs. Detached WILKINSON to proceed on duty assigned.<sup>1</sup>

0644hrs. Resumed flight operations.<sup>1</sup>

0802hrs. Manned AA defense stations.<sup>1</sup>

0848hrs. Commencing firing AA exercise at towed sleeve.<sup>1</sup>

0945hrs. GREGORY rendezvoused and was stationed astern.<sup>1</sup>

0953hrs. Completed firing AA firing exercise.<sup>1</sup>

1000hrs. Secured from AA defense.<sup>1</sup>

1105hrs. Completed flight operations.<sup>1</sup>

1404hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

Positions: 0800 - Lat. 32-29N, Long. 118-18W; 1200 - Lat. 32-35.9N, Long. 117-37.5W.<sup>1</sup>

**Oct. 27 -** 0000hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

1300hrs. Commenced general visiting.<sup>1</sup>

1600hrs. Secured from general visiting.<sup>1</sup>

2140hrs. CDR G. V. EHRLACHER, CHC, USNR, was detached to report to Naval Separation Center, San Diego, CA.<sup>1</sup>

**Oct. 28 -** 0000hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

1300hrs. Commenced general visiting.<sup>1</sup>

1437hrs. Manned AA defense stations.<sup>1</sup>

1616hrs. Secured from AA defense stations.<sup>1</sup>

1642hrs. Completed flight operations.<sup>1</sup>

1645hrs. BENNER detached to remain in the vicinity of this vessel.<sup>1</sup>

Positions: 0800 - Lat. 32-12.5N, Long. 118-04W; 1200 - Lat. 32-42N, Long. 118-54W; 2000 - Lat. 32-55.5N, Long. 118-15W.<sup>1</sup>

**Oct. 17 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0650hrs. BENNER assigned plane guard station no. 1.<sup>1</sup>

0702hrs. Commenced launching aircraft.<sup>1</sup>

0708hrs. Recovered one TF type aircraft.<sup>1</sup>

0728hrs. Launched one TF.<sup>1</sup>

0805hrs. Launched one AJ.<sup>1</sup>

1233hrs. Ceased flight operations.<sup>1</sup>

1236hrs. BENNER detached to remain in the vicinity.<sup>1</sup>

1300hrs. Went to General Quarters for drill.<sup>1</sup>

1359hrs. Secured from General Quarters.<sup>1</sup>

1531hrs. Secured from AA defense.<sup>1</sup>

1555hrs. Rendezvoused with DE HAVEN and BENNER. BENNER assigned plane guard station 1, DE HAVEN stationed ahead at one mile.<sup>1</sup>

1559hrs. Resumed flight operations.<sup>1</sup>

1850hrs. Completed light operations.<sup>1</sup>

1915hrs. DE HAVEN was detached to proceed on duty assigned. BENNER stationed 2,000 yards astern in formation open order.<sup>1</sup>

Positions: 0800 - Lat. 32-57N, Long. 117-58W; 1200 - Lat. 33-09N, Long. 118-16.5W; 2000 - Lat. 33-02N, Long. 118-17.5W.<sup>1</sup>

- Oct. 18 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>
- 0650hrs. BENNER assigned plane guard station no. 1.<sup>1</sup>
- 0700hrs. Commenced flight operations.<sup>1</sup>
- 0843hrs. Ceased flight operations.<sup>1</sup>
- 0928hrs. BENNER alongside to starboard for fueling.<sup>1</sup>
- 1045hrs. All lines clear. BENNER assigned plane guard station no. 1.<sup>1</sup>
- 1131hrs. Resumed flight operations.<sup>1</sup>
- 1346hrs. Completed flight operations.<sup>1</sup>
- 1400hrs. BENNER detached.<sup>1</sup>
- 1438hrs. Entered Inland waters.<sup>1</sup>
- 1614hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- Positions: 0800 - Lat. 32-53.9N, Long. 117-58W; 1200 - Lat. 32-44.2N, Long. 117-51.5W.<sup>1</sup>
- Oct. 19 -** 0000hrs. Moored starboard side to Pier O-P, NAS North Island, San Diego, CA.<sup>1</sup>
- 0855hrs. Underway from Pier O-P, NAS North Island, San Diego, CA for operating area on Navy Wives Cruise.<sup>1</sup>
- 1004hrs. Entered International waters.<sup>1</sup>
- 1012hrs. BENNER rendezvoused with this vessel. Manned fueling stations.<sup>1</sup>
- 1033hrs. BENNER alongside to starboard for refueling.<sup>1</sup>
- 1100hrs. All lines clear; BENNER taking plane guard station 1.<sup>1</sup>
- 1119hrs. Commenced flight operations.<sup>1</sup>
- 1305hrs. Aircraft conducting firing run on towed sled.<sup>1</sup>

1400hrs. Manned AA defense stations.<sup>1</sup>

1408hrs. Completed flight operations. BENNER detached to proceed as previously directed.<sup>1</sup>

1427hrs. Secured from AA defense.<sup>1</sup>

1540hrs. Entered Inland waters.<sup>1</sup>

1634hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 1200 - Lat. 32-32.5N, Long. 117-47W.<sup>1</sup>

**Oct. 20 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 21 -** Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

**Oct. 22 -** 0000hrs. Moored starboard side to Pier J-K, NAS North Island, San Diego, CA.<sup>1</sup>

0904hrs. Underway for operating area off coast of southern California in accordance with CTU-58.2.3 ORTA 8-56.<sup>1</sup>

0930hrs. Maneuvering in column formation for opposed sortie exercise as an element of TU-12.7.3 composed in order of column as follows: KENNETH WHITING, BAYFIELD, SHANGRI-LA, COLONIAL, CARRONADE, RENVILLE, PICKAWAY, TULARE, CATAMOUNT, TORTUGA, SEMINOLE, WINSTON, and BEXAR. Guide is WHITING. Standard distance is 1,000 yards. CTG-12.7 is COMCARDIV 5 in this vessel.<sup>1</sup>

1050hrs. TU-58.2.3 formed in Formation 50 with this vessel as guide in station 31, DESRON 1 and 17 are formed in screen Formation 1010.<sup>1</sup>

1109hrs. Sighted green flare bearing 220, 500 yards.<sup>1</sup>

1111hrs. Sighted periscope on port beam at 500 yards. Sighted green flare bearing 129, range 1,000 yards.<sup>1</sup>

1245hrs. This vessel and GREGORY detached to proceed on duty assigned. Formed TU-58.2.3. OTC is commanding officer of this vessel.<sup>1</sup>

1258hrs. GREGORY is assigned plane guard station 1.<sup>1</sup>

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1300hrs. Commenced flight operations for carrier qualifications.<sup>1</sup>

1336hrs. F9F-8, Buno. 141211, of VF-63, pilot LT W. W. PARKS, had left landing gear collapsed, left wing tank broke loose and crashed into landing mirror causing slight damage. CVI lights were smashed as were inboard alignment and waveoff lights.<sup>1</sup>

1508hrs. Ceased flight operations for carrier qualifications.<sup>1</sup>

1554hrs. Resumed flight operations.<sup>1</sup>

1727hrs. Recovered one AJ. Completed flight operations.<sup>1</sup>

1800hrs. PORTERFIELD rendezvoused with this vessel.<sup>1</sup>

Positions: 0800 - Lat. 32-35N, Long. 117-30W; 2000 - Lat. 32-20N, Long. 118-27W.<sup>1</sup>

**Oct. 23 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0538hrs. PORTERFIELD detached to conduct ISE.<sup>1</sup>

0630hrs. GREGORY assigned plane guard station 1.<sup>1</sup>

0714hrs. Launched one AJ.<sup>1</sup>

0919hrs. Recovered one AJ.<sup>1</sup>

1711hrs. PORTERFIELD joining formation, taking plane guard station 2.<sup>1</sup>

1758hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-25.5N, Long. 118-27.5W; 1200 - Lat. 32-35.5N, Long. 118-41W. 2000 - Lat. 32-46.5N, Long. 118-53.4W.<sup>1</sup>

**Oct. 24 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0330hrs. Flight quarters.<sup>1</sup>

0345hrs. GREGORY assigned plane guard station 1 and PORTERFIELD plane guard station 3.<sup>1</sup>

0427hrs. Launched two AD type aircraft.<sup>1</sup>

0605hrs. PORTERFIELD was detached to conduct ISE.<sup>1</sup>

0646hrs. Launched two AD type aircraft.<sup>1</sup>

1130hrs. COMCARDIV 3 came aboard by TF type aircraft.<sup>1</sup>

1659hrs. PORTERFIELD rendezvoused with this vessel and was assigned plane guard station no. 2.<sup>1</sup>

1840hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-11N, Long. 118-09W; 1200 - Lat. 32-18.8N, Long. 118-35W; 2000 - Lat. 32-40N, Long. 118-54W.<sup>1</sup>

**Oct. 25 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0500hrs. Plane guard in station.<sup>1</sup>

0530hrs. Commenced launching aircraft.<sup>1</sup>

0804hrs. GREGORY was detached for independent exercises, to keep within site of this vessel.<sup>1</sup>

1411hrs. COMCARDIV 3 departed via TF type aircraft.<sup>1</sup>

1456hrs. Sounded AA defense.<sup>1</sup>

1628hrs. Commenced AA firing.<sup>1</sup>

1712hrs. Completed firing AA exercise.<sup>1</sup>

1720hrs. GREGORY and PORTERFIELD rendezvoused with this vessel.<sup>1</sup>

1734hrs. Recovered two F2Hs. Completed flight operations.<sup>1</sup>

1750hrs. First line over to PORTERFIELD for refueling.<sup>1</sup>

1907hrs. All lines clear. PORTERFIELD detached to proceed on duty assigned.<sup>1</sup>

Positions: 0800 - Lat. 32-36N, Long. 118-38W; 1200 - Lat. 32-37N, Long. 118-31W; 2000 - Lat. 32-47.5N, Long. 118-39W.<sup>1</sup>

**Oct. 26 -** 0000hrs. Steaming in San Diego operating area.<sup>1</sup>

0150hrs. Flight quarters.<sup>1</sup>

0200hrs. WILKINSON rendezvoused with this formation and was assigned to plane guard station 3. GREGORY was assigned to plane guard station 1.<sup>1</sup>

0231hrs. Commenced launching aircraft.<sup>1</sup>

0240hrs. Completed launching aircraft.<sup>1</sup>

0501hrs. Resumed launching aircraft.<sup>1</sup>

0529hrs. Completed launch.<sup>1</sup>

0550hrs. Detached WILKINSON to proceed on duty assigned.<sup>1</sup>

0644hrs. Resumed flight operations.<sup>1</sup>

0802hrs. Manned AA defense stations.<sup>1</sup>

0848hrs. Commencing firing AA exercise at towed sleeve.<sup>1</sup>

0945hrs. GREGORY rendezvoused and was stationed astern.<sup>1</sup>

0953hrs. Completed firing AA firing exercise.<sup>1</sup>

1000hrs. Secured from AA defense.<sup>1</sup>

1105hrs. Completed flight operations.<sup>1</sup>

1404hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

Positions: 0800 - Lat. 32-29N, Long. 118-18W; 1200 - Lat. 32-35.9N, Long. 117-37.5W.<sup>1</sup>

**Oct. 27 -** 0000hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

1300hrs. Commenced general visiting.<sup>1</sup>

1600hrs. Secured from general visiting.<sup>1</sup>

2140hrs. CDR G. V. EHRLACHER, CHC, USNR, was detached to report to Naval Separation Center, San Diego, CA.<sup>1</sup>

**Oct. 28 -** 0000hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

1300hrs. Commenced general visiting.<sup>1</sup>

1600hrs. Secured from general visiting.<sup>1</sup>

**Oct. 29 -** 0000hrs. Moored starboard side to North Navy Pier, San Diego, CA.<sup>1</sup>

0805hrs. Underway for operating area.<sup>1</sup>

0915hrs. Entered International waters.<sup>1</sup>

1000hrs. Sounded General Quarters. Commenced Battle Problem.<sup>1</sup>

1059hrs. Secured from General Quarters.<sup>1</sup>

1100hrs. COLAHAN (DD-658) rendezvoused with this vessel.<sup>1</sup>

1225hrs. COLAHAN assigned plane guard station no. 1.<sup>1</sup>

1232hrs. Commenced flight operations.<sup>1</sup>

1410hrs. Ceased flight operations. Detached COLAHAN to remain in vicinity.<sup>1</sup>

1412hrs. Manned AA defense stations.<sup>1</sup>

1458hrs. Commenced firing AA exercise at towed sleeve.<sup>1</sup>

1603hrs. Completed firing.<sup>1</sup>

1605hrs. Secured from AA defense.<sup>1</sup>

1616hrs. COLAHAN rendezvoused with this vessel and was assigned plane guard station no. 1.<sup>1</sup>

1622hrs. Resumed flight operations.<sup>1</sup>

1715hrs. SHIELDS (DD-596) rendezvoused with this formation and was assigned plane guard station no. 3.<sup>1</sup>

2050hrs. Completed flight operations.<sup>1</sup>

Positions: 1200 - Lat. 32-31N, Long. 118-08W; 2000 - Lat. 32-59N, Long. 118-53W.<sup>1</sup>

**Oct. 30 -** 0000hrs. Steaming in company with COLAHAN and SHIELDS off the coast of southern California in accordance with COMAIRPAC speed letter

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serial 322/16764 of 16 October 1956.<sup>1</sup>

0500hrs. Sounded flight quarters.<sup>1</sup>

0533hrs. Launched helicopter to COLAHAN to transfer appendicitis patient to this ship.<sup>1</sup>

0550hrs. Detached COLAHAN to conduct ISE in general vicinity. SHIELDS assigned plane guard station 1.<sup>1</sup>

0552hrs. DUNN, R. B., FN, USN, arrived aboard by helicopter from COLAHAN.<sup>1</sup>

0600hrs. Commenced flight operations.<sup>1</sup>

1355hrs. Ceased flight operations. SHIELDS was detached to remain in the vicinity.<sup>1</sup>

1430hrs. Manned AA defense stations.<sup>1</sup>

1508hrs. Commenced firing AA exercise at towed sleeve.<sup>1</sup>

1601hrs. Completed firing AA exercise.<sup>1</sup>

1603hrs. Secured from AA defense.<sup>1</sup>

1615hrs. COLAHAN and SHIELDS rendezvoused with this vessel.<sup>1</sup>

1730hrs. Resumed flight operations.<sup>1</sup>

2109hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-20.5N, Long. 118-35W; 1200 - Lat. 32-20N, Long. 118-50.5W; 2000 - Lat. 33-10N, Long. 119-05W.<sup>1</sup>

**Oct. 31 -** 0000hrs. Steaming off coast of southern California.<sup>1</sup>

0530hrs. COLAHAN assigned plane guard station 1.<sup>1</sup>

0600hrs. Commenced flight operations.<sup>1</sup>

0624hrs. SHIELDS detached to proceed independently for ISE.<sup>1</sup>

0942hrs. Aircraft commenced firing on towed sled.<sup>1</sup>

1106hrs. First line over to COLAHAN.<sup>1</sup>

1108hrs. Recovered sled.<sup>1</sup>

1157hrs. All lines clear of COLAHAN.<sup>1</sup>

1407hrs. Ceased flight operations. Detached COLAHAN to remain in vicinity.<sup>1</sup>

1415hrs. Manned AA defense stations.<sup>1</sup>

1512hrs. Commenced firing AA exercise at drone.<sup>1</sup>

1625hrs. Completed firing exercise and secured from AA defense. SHIELDS and COLAHAN rendezvoused with this vessel.<sup>1</sup>

1759hrs. Resumed flight operations.<sup>1</sup>

1908hrs. F9F-8, PP-94, Buno. 141711, piloted by LT T. E. DAUM, USN, crashed into the sea off the port bow at lat. 32-37N, long. 118-39W. Plane guard SHIELDS and COLAHAN proceeding to downed plane. Maneuvering on various courses while pilot being recovered. Ceased flight operations. Turned on navigation lights.<sup>1</sup> (SEE Nov. 9<sup>th</sup> issue of HORIZON)

1941hrs. Pilot recovered by SHIELDS and reported in good condition. COLAHAN proceeding to plane guard station 1. SHIELDS plane guard station 2.<sup>1</sup>

1959hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 32-18.8N, Long. 118-22W; 1200 - 32-42N, Long. 118-38W; 2000 - 32-32.5N, Long. 118-43.5W.<sup>1</sup>

**Nov. 1 -** Steaming in company with COLAHAN and SHIELDS off the coast of southern California in accordance with COMAIRPAC speed letter serial 322/16764 of October 1956.<sup>1</sup>

0515hrs. COLAHAN detached to conduct ISE. SHIELDS assigned plane guard station no. 1.<sup>1</sup>

0600hrs. Commenced flight operations.<sup>1</sup>

0815hrs. F9F-8, Buno. 141205 of VA-63, pilot LTJG J. H. SHUTTER, USNR, had starboard landing gear trouble and was ordered proceed to

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NAS Miramar, San Diego, CA where a safe landing was accomplished.<sup>1</sup>

0828hrs. Ceased flight operations.<sup>1</sup>

0855hrs. Manned refueling stations 5 and 9 and highline station 7 to refuel SHIELDS.<sup>1</sup>

0927hrs. First line over to SHIELDS.<sup>1</sup>

1031hrs. All lines clear and SHIELDS proceeding to plane guard station 1.<sup>1</sup>

1100hrs. Resumed flight operations.<sup>1</sup>

1135hrs. Aircraft commenced scheduled firing exercises on sled towed by this vessel.<sup>1</sup>

1157hrs. Aircraft completed firing at sled.<sup>1</sup>

1248hrs. Ceased flight operations.<sup>1</sup>

1400hrs. Manned AA defense stations.<sup>1</sup>

1411hrs. SHIELDS detached to remain in the vicinity.<sup>1</sup>

1509hrs. Commenced firing at towed sled.<sup>1</sup>

1636hrs. Completed firing AA exercise.<sup>1</sup>

1640hrs. COLAHAN and SHIELDS rendezvoused with this vessel.<sup>1</sup>

1641hrs. Secured from AA defense stations.<sup>1</sup>

1843hrs. Completed flight operations.<sup>1</sup>

1915hrs. Detached SHIELDS to proceed on duty assigned.<sup>1</sup>

Positions: 0800 - Lat. 32-43N; Long. 117-54.5W; 1200 - Lat. 32-59.9N, Long. 118-09.9W; 2000 - Lat. 33-01.5N, Long. 118-10.5W.<sup>1</sup>

**Nov. 2 -** 0000hrs. Steaming in company with COLAHAN off coast of southern California.<sup>1</sup>

0551hrs. COLAHAN assigned plane guard station 1.<sup>1</sup>

0600hrs. Commenced flight operations.<sup>1</sup>

1004hrs. Completed flight operations.<sup>1</sup>

1007hrs. COLAHAN detached to proceed as previously directed.<sup>1</sup>

1210hrs. Anchored in Berth 168, Coronado Roads, San Diego, CA in 8 fathoms of water, sand bottom, with 20 fathoms of chain to the starboard anchor.<sup>1</sup>

1226hrs. Underway from anchorage.<sup>1</sup>

1405hrs. Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

Positions: 0800 - Lat. 33-00N, Long. 118-13W.<sup>1</sup>

**Nov. 3 -** Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

**Nov. 4 -** Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

**Nov. 5 -** Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

**Nov. 6 -** 0000hrs. Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

0800hrs. Commenced loading special weapons and ammunition.<sup>1</sup>

1502hrs. Completed loading of special weapons and ammunition.<sup>1</sup>

**Nov. 7 -** 0000hrs. Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

0900hrs. Commenced preparations for early deployment to WestPac because of tense world situation.<sup>1</sup>

1000hrs. Commenced receiving fuel YO-203.<sup>1</sup>

1015hrs. Commenced loading supplies aboard.<sup>1</sup>

1020hrs. Commenced receiving JP-5 fuel.<sup>1</sup>

1030hrs. Commenced receiving fuel from YON-91.<sup>1</sup>

1230hrs. Completed receiving fuel from YO-203.<sup>1</sup>

1242hrs. Completed receiving fuel from YON-91.<sup>1</sup>

1315hrs. Completed receiving JP-5.<sup>1</sup>

**Nov. 8 -** 0000hrs. Moored starboard side to Pier L, NAS North Island, San Diego, CA.<sup>1</sup>

1340hrs. RADM T. J. HEDDING, USN, COMCARDIV 3, and CAPT R. L. NEWMAN, USN, Chief of Staff, COMCARDIV 3, came aboard for transportation to YORKTOWN (CVA-10).<sup>1</sup>

1400hrs. VADM A. M. PRIDE, USN, AIRPAC, and RADM J. M. CARSON, USN, Chief of Staff, COMAIRPAC, came on board.<sup>1</sup>

1404hrs. VADM PRIDE and RADM CARSON left the ship.<sup>1</sup>

1410hrs. In accordance with BuPer orders serial 677 of 16 July 1956, CAPT F. D. FOLEY, USN, 71574, reported aboard for duty.<sup>1</sup>

1437hrs. Completed loading supplies and aircraft aboard.<sup>1</sup>

1457hrs. Underway for Alameda, CA in accordance with COMAIRPAC message 071707Z of November 1956.<sup>1</sup>

1608hrs. Entered International waters.<sup>1</sup>

Position: 2000 - Lat. 32-50N, Long. 119-01W.<sup>1</sup>

**Nov. 9 -** 0000hrs. Steaming independently enroute from San Diego, CA to Alameda, CA in accordance with COMAIRPAC message 071707Z of November 1956.<sup>1</sup>

1138hrs. Entered Inland waters.<sup>1</sup>

1147hrs. Passed under the Golden Gate Bridge.<sup>1</sup>

1304hrs. Moored starboard side to south side of Pier 3, NAS Alameda, CA.<sup>1</sup>

1325hrs. COMCARDIV 3 and Chief of Staff departed for YORKTOWN.<sup>1</sup>

1555hrs. Commenced loading ammunition.<sup>1</sup>

1635hrs. Completed receiving fuel. Received 134,624 gallons of Navy special fuel oil.<sup>1</sup>

Positions: 0800 - Lat. 36-43N, Long. 122- 29W.<sup>1</sup>

- Nov. 10 -** 0000hrs. Moored starboard side to south side of Pier 3, NAS Alameda, CA.<sup>1</sup>
- 0320hrs. Commenced loading CVG-2 aircraft aboard.<sup>1</sup>
- 0700hrs. Resumed loading supplies.<sup>1</sup>
- 0805hrs. Completed loading CVG-2 aircraft aboard.<sup>1</sup>
- 2230hrs. Ceased loading supplies.<sup>1</sup>
- Nov. 11 -** 0000hrs. Moored starboard side to south side of Pier 3, NAS Alameda, CA.<sup>1</sup>
- 0800hrs. Resumed loading supplies.<sup>1</sup>
- 1830hrs. Ceased loading supplies.<sup>1</sup>
- Nov. 12 -** 0000hrs. Moored starboard side to south side of Pier 3, NAS Alameda, CA.<sup>1</sup>
- 0743hrs. Commenced moving forward along the pier with the assistance of Navy tugs.<sup>1</sup>
- 0915hrs. Resumed loading supplies.<sup>1</sup>
- 1630hrs. Ceased loading supplies.<sup>1</sup>
- Nov. 13 -** 0000hrs. Moored starboard side to south side of Pier 3, NAS Alameda, CA.<sup>1</sup>
- 0753hrs. Underway for rendezvous with CTF-11 off coast of southern California in accordance with CTF-11 message 130344Z of November 1956 prior to deployment to WestPac with CVG-2 embarked.<sup>1</sup>
- 0822hrs. Passed under San Francisco Bay Bridge.<sup>1</sup>
- 0848hrs. Passed under Golden Gate Bridge.<sup>1</sup>
- 0858hrs. Entered International waters.<sup>1</sup>
- 0945hrs. YORKTOWN (CVA-10) made rendezvous with this vessel. OTC and SOPA are COMCARDIV 3 in YORKTOWN. Sounded General quarters.<sup>1</sup>

1025hrs. Secured from General Quarters.<sup>1</sup>

Positions: 1200 - Lat. 37-13.5N, Long. 122-40W; 2000 - Lat. 35-02.8N, Long. 122-19.9W.<sup>1</sup>

**Nov. 14 -** 0000hrs. Steaming independently enroute from San Francisco, CA to rendezvous with TF-11 off the coast of southern California in accordance with CTF-11 message 130344Z of November 1956.<sup>1</sup>

0725hrs. Rendezvoused with YORKTOWN (CVA-10).<sup>1</sup>

0800hrs. DESDIV-11 consisting of FLOYD B. PARKS (DD-884), JOHN R. CRAIG (DD-885), ORLECK (DD-886) and PERKINS (DD-877); DESDIV-32 consisting of RUPERTUS (DD-851), LEONARD F. MASON (DD-852), GEORGE K. MACKENZIE (DD-836) and HENRY W. TUCKER (DD-875); and HELENA (CA-75) made rendezvous with YORKTOWN and SHANGRI-LA to form TF-11 for operational training enroute to Pearl Harbor. OTC and SOPA are COMCARDIV 3 as CTF-11 embarked in YORKTOWN.<sup>1</sup>

1130hrs. YORKTOWN left formation in company with MASON to conduct flight operations.<sup>1</sup>

1140hrs. This vessel maneuvered clear of formation because of sea and wind conditions to respot aircraft.<sup>1</sup>

1315hrs. Exercised the crew at General Quarters during battle problem.<sup>1</sup>

1426hrs. Secured from General Quarters.<sup>1</sup>

1707hrs. YORKTOWN rejoined formation.<sup>1</sup>

Positions: 0800 - Lat. 32-32N, Long. 123-51.5W; 1200 - Lat. 32-02N, Long. 124-56.7W; 2000 - 31-35N, Long. 127-43.3W.<sup>1</sup>

**Nov. 15 -** 0000hrs. Steaming enroute to Pearl Harbor as part of TF-11.<sup>1</sup>

0705hrs. First line over to MACKENZIE for refueling.<sup>1</sup>

0758hrs. MACKENZIE cast off.<sup>1</sup>

1114hrs. SHANGRI-LA and plane guard MACKENZIE left formation to conduct flight operations.<sup>1</sup>

1121hrs. Commenced launching aircraft.<sup>1</sup>

1245hrs. Manned AA defense stations.<sup>1</sup>

1251hrs. Ceased flight operations.<sup>1</sup>

1400hrs. Secured from AA defense.<sup>1</sup>

1425hrs. Resumed flight operations.<sup>1</sup>

1450hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 30-55N, Long. 131-26.5W; 1200 - Lat. 31-07N, Long. 131-41W; 2000 - 30-02N, Long. 134-24W.<sup>1</sup>

**Nov. 16 -** 0000hrs. Steaming enroute to Pearl Harbor as part of TF-11.<sup>1</sup>

0628hrs. RUPERTUS (DD-851) came alongside to starboard.<sup>1</sup>

0644hrs. Commenced pumping fuel.<sup>1</sup>

0757hrs. All lines clear. RUPERTUS proceeding to screen station.<sup>1</sup>

0910hrs. Sounded General Quarters.<sup>1</sup>

0952hrs. This ship and TUCKER (DD-875) left formation to conduct flight operations.<sup>1</sup>

1000hrs. Commenced launching aircraft.<sup>1</sup>

1013hrs. Secured from General Quarters drill.<sup>1</sup>

1305hrs. Manned AA defense stations.<sup>1</sup>

1407hrs. F9F-8, Buno. 141213 of VA-63 taxied into an AD-6, Buno. 139679 of VA-65, resulting in damage to tail assembly of AD.<sup>1</sup>

1435hrs. Secured from AA defense stations.<sup>1</sup>

1655hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 28-20.2N, Long. 138-01W; 1200 - Lat. 27-53.3N, Long. 138-32W; 2000 - Lat. 27-17.5N, Long. 140-18.5W.<sup>1</sup>

**Nov. 17 -** 0000hrs. Steaming enroute to Pearl Harbor as part of TF-11.<sup>1</sup>

0830hrs. Commenced refueling MACKENZIE. Went to General Quarters for drill.<sup>1</sup>

0921hrs. All lines and hoses clear. MACKENZIE proceeding to screen station.<sup>1</sup>

0933hrs. Secured from General Quarters.<sup>1</sup>

Positions: 0800 - Lat. 25-58.6N, Long 144-15W; 1200 - Lat. 25-36N, Long. 144-36.8W; 2000 - Lat. 24-37.3N, Long. 147-33W.<sup>1</sup>

**Nov. 18 -** 0000hrs. Steaming enroute to Pearl Harbor as part of TF-11.<sup>1</sup>

1121hrs. YORKTOWN reported man overboard. Formation changed course to 060, changed speed to 12 knots.<sup>1</sup>

1129hrs. PERKINS (DD-877) recovered man overboard from YORKTOWN.<sup>1</sup>

Positions: 0800 - Lat. 23-19.7N, Long. 151-41.3W; 1200 - Lat. 22-49N, Long. 153-01W; 2000 - Lat. 22-08.5N, Long. 155-16.5W.<sup>1</sup>

**Nov. 19 -** 0000hrs. Steaming enroute to Pearl Harbor as part of TF-11.<sup>1</sup>

0558hrs. HELENA (CA-75), SHANGRI-LA, and YORKTOWN detached to proceed independently into Pearl Harbor. Destroyers conducting entry screen exercise prior to entering harbor.<sup>1</sup>

0813hrs. Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

**Nov. 20 -** 0000hrs. Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

0800hrs. Held quarters for muster and personnel inspection.<sup>1</sup>

0900hrs. Secured from Captain's inspection of personnel.<sup>1</sup>

0912hrs. COMCARDIV 3 came aboard.<sup>1</sup>

0915hrs. Held quarters for change of command ceremony.<sup>1</sup>

0918hrs. COMFAIRHAWAII came aboard.<sup>1</sup>

0935hrs. In accordance with BuPers orders 677 of 16 July 1956 as modified by BuPers message 041613Z of October 1956, CAPT F. D.

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FOLEY, USN, 71574, relieved CAPT C. W. LORD, USN, 63332, as Commanding Officer of this vessel.<sup>1</sup> (See November 23<sup>rd</sup> issue of NEWS HORIZON)

0950hrs. Secured from change of command ceremony.<sup>1</sup>

0952hrs. COMFAIRHAWAII, COMCARDIV 3 and Commanding Officer HELENA left the ship.<sup>1</sup>

1155hrs. Completed fueling from YO-114, having received 262,543 gallons.<sup>1</sup>

1400hrs. Completed receiving JP-5 fuel from YO-78, having received 45,000 gallons.<sup>1</sup>

1408hrs. In accordance with BuPers orders 22612 of 24 October 1956, CAPT C. W. LORD, USN, was detached from this ship to report to COMCARDIV 3 for duty as Chief of Staff and aide.<sup>1</sup>

1725hrs. Completed taking on fuel from YO-78, having received 136,153 gallons.<sup>1</sup>

1916hrs. Completed taking on fuel from YO-114, having received 234,946 gallons.<sup>1</sup>

The ship's score was 84.4 and CAG-2's score was 87.

**Nov. 21 -** 0000hrs. Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

1042hrs. Fire reported in compartment A-0208-M. Investigation showed that alarm was set off due to overheating of magazine sprinkler system. No dangerous condition existed.<sup>1</sup>

1045hrs. Secured from fire quarters.<sup>1</sup>

**Nov. 22 -** Moored starboard side to pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

**Nov. 23 -** 0000hrs. Moored starboard side to F-5, Ford Island, Pearl Harbor.<sup>1</sup>

0755hrs. Underway in accordance with COMFAIRHAWAII Operations Order serial 300304 of 19 November 1956 for special weapons strike relating to forthcoming ORI.<sup>1</sup>

0823hrs. Went to General Quarters for drill.<sup>1</sup>

0839hrs. CRAIG (DD-885) rendezvoused with this vessel.<sup>1</sup>

0840hrs. Entered International waters.<sup>1</sup>

0914hrs. Secured from General Quarters.<sup>1</sup>

0928hrs. CRAIG assigned to plane guard station 1.<sup>1</sup>

0930hrs. Commenced launching aircraft.<sup>1</sup>

1329hrs. Anchored in Anchorage 5, Mamala Bay, Honolulu, in 25 fathoms of water, gravel bottom, with 45 fathoms of chain to the starboard anchor.<sup>1</sup>

1352hrs. Underway with duty section 3 at special sea and anchor detail stations.<sup>1</sup>

1435hrs. Commenced recovery of aircraft.<sup>1</sup>

1501hrs. Completed recovery of aircraft.<sup>1</sup>

1554hrs. Entered Inland waters.<sup>1</sup>

1717hrs. Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

Positions: 1200 - Lat. 21-02N, Long. 157-45W.<sup>1</sup>

**Nov. 24 -** Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

**Nov. 25 -** Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

**Nov. 26 -** 0000hrs. Moored starboard side to Pier F-5, Ford Island, Pearl Harbor.<sup>1</sup>

0700hrs. Underway from Pier F-5 for Hawaiian Operating Area in accordance with COMFAIRHAWAII Operations Order 30/0304 of 19 November 1956 for operational training.<sup>1</sup>

0736hrs. Sounded General Quarters for drill purposes.<sup>1</sup>

0816hrs. Manned all general emergency stations for drill. PERKINS assigned plane guard station 1.<sup>1</sup>

0837hrs. Secured from general emergency stations; remanned General Quarters.<sup>1</sup>

0930hrs. Commenced launching aircraft.<sup>1</sup>

1417hrs. Ceased flight operations. Detached PERKINS.<sup>1</sup>

1428hrs. Commenced man overboard drill.<sup>1</sup>

1433hrs. Lifeboat lowered away.<sup>1</sup>

1442hrs. Lifeboat hoisted aboard. Completed man overboard drill.<sup>1</sup>

1455hrs. Manned AA defense stations.<sup>1</sup>

1540hrs. Commenced firing at towed sleeve.<sup>1</sup>

1614hrs. Completed firing exercise.<sup>1</sup>

1621hrs. PERKINS rendezvoused with this vessel and was assigned plane guard station 1.<sup>1</sup>

1629hrs. Secured from AA defense.<sup>1</sup>

1630hrs. Commenced launching aircraft.<sup>1</sup>

1810hrs. ORLECK (DD-886) rendezvoused with this formation and was assigned plane guard station 2.<sup>1</sup>

2100hrs. Detached PERKINS. Stationed ORLECK astern in column open order.<sup>1</sup>

2200hrs. Secured from flight quarters.<sup>1</sup>

Positions: 1200 - Lat. 21-00N, Long. 157-38.5W; 2000 - Lat. 20-02.4N, Long. 157-28W.<sup>1</sup>

**Nov. 27 -** 0000hrs. Steaming in Hawaiian Operating Area for operational training.<sup>1</sup>

0730hrs. Held general emergency drill. Manned General Quarters stations.<sup>1</sup>

0732hrs. ORLECK detached to remain in the vicinity.<sup>1</sup>

0748hrs. Manned general emergency stations.<sup>1</sup>

0810hrs. Remanned General Quarters stations.<sup>1</sup>

0813hrs. Completed general emergency drill.<sup>1</sup>

0822hrs. Secured from General Quarters.<sup>1</sup>

0827hrs. Commenced man overboard drill.<sup>1</sup>

0839hrs. Completed man overboard drill.<sup>1</sup>

0841hrs. ORLECK assigned plane guard station 1.<sup>1</sup>

0900hrs. Commenced flight operations.<sup>1</sup>

1137hrs. ORLECK was detached. FLOYD B. PARKS (DD-884) rendezvoused with this vessel and was assigned plane guard station 1.<sup>1</sup>

1319hrs. Commenced recovery of aircraft.<sup>1</sup>

1332hrs. FJ, Buno. 135862 of VF-24, pilot LTJG J. H. LYMAN, USN, crashed into the sea off the port quarter at Lat. 20-22N, Long. 157-04W, and sank in 1250 fathoms of water.<sup>1</sup>

1337hrs. Pilot was recovered by helicopter and delivered aboard this vessel. Injuries to pilot: none.<sup>1</sup>

1423hrs. Completed recovery of aircraft.<sup>1</sup>

1623hrs. Recovered one F7U.<sup>1</sup>

2015hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 19-40.8N, Long. 157-26.3W; 1200 - Lat. 20-17N, Long. 157-19.2W; 2000 - Lat. 19-29N, Long. 157-10.3W.<sup>1</sup>

**Nov. 28 -** 0000hrs. Steaming in company with PARKS and CRAIG in Hawaiian Operating Area in accordance with COMFAIRHAWAII Operations Order 30/0304 of 19 November 1956.<sup>1</sup>

0604hrs. Commenced launching aircraft.<sup>1</sup>

0642hrs. PARKS detached to proceed on duties assigned.<sup>1</sup>

1225hrs. CRAIG was detached. PERKINS reported for duty and was assigned plane guard station 1.<sup>1</sup>

1730hrs. ORLECK assigned plane guard station 3.<sup>1</sup>

1830hrs. Manned General Quarters stations.<sup>1</sup>

1938hrs. Secured from General Quarters drill.<sup>1</sup>

2130hrs. Secured from flight quarters.<sup>1</sup>

Positions: 0800 - Lat. 19-36.3N, Long. 157-34W; 1200 - Lat. 19-39N, Long. 157-27W, 2000 - Lat. 19-44.3N, Long. 157-31W.<sup>1</sup>

**Nov. 29 -** 0000hrs. Steaming in company with ORLECK and PERKINS in Hawaiian Operating Area in accordance with COMFAIRHAWAII Operations Order 30/0304 of 19 November 1956.<sup>1</sup>

0600 hrs. Commenced launching aircraft.<sup>1</sup>

0613hrs. PERKINS detached.<sup>1</sup>

0830hrs. Manned all AA defense stations for gunnery exercise.<sup>1</sup>

0946hrs. Commenced firing at towed sleeve.<sup>1</sup>

1031hrs. Completed firing.<sup>1</sup>

1156hrs. Detached ORLECK to proceed on duty assigned.<sup>1</sup>

1200hrs. JENKINS (DDE-447) rendezvoused with this vessel and was assigned plane guard station 1.<sup>1</sup>

1246hrs. Shot line over to JENKINS.<sup>1</sup>

1254hrs. Commenced receiving mail.<sup>1</sup>

1331hrs. Last line clear. JENKINS resuming station.<sup>1</sup>

1334hrs. Sounded General Quarters. Commenced conducting drills.<sup>1</sup>

1442hrs. Secured from General Quarters.<sup>1</sup>

1740hrs. JENKINS detached to proceed on duty assigned.<sup>1</sup>

1755hrs. TAYLOR (DDE-468) rendezvoused with this vessel and was assigned station astern in column open order at 1,000 yards.

2028hrs. Secured from flight quarters.<sup>1</sup>

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Positions: 0800 - Lat. 19-57.5N, Long. 157-47.8W; 1200 - Lat. 20-19N, Long. 157-32W; 2000 - Lat. 19-34.5N, Long. 157-41.2W.<sup>1</sup>

**Nov. 30 -** Steaming in company with TAYLOR in Hawaiian Operating Area in accordance with COMFAIRHAWAII Operations Order 30/0304 of 19 November 1956.<sup>1</sup>

0330hrs. FLETCHER (DDE-445) made rendezvous with vessel and was assigned station 3 at standard distance.<sup>1</sup>

0600hrs. Commenced launching aircraft.<sup>1</sup>

1303hrs. Sounded General Quarters. Commenced Battle Problem.<sup>1</sup>

1351hrs. Visibility decreasing in showers. Commenced sounding fog signals.<sup>1</sup>

1442hrs. Secured from General Quarters.<sup>1</sup>

1452hrs. Ceased sounding fog signals.<sup>1</sup>

1502hrs. FLETCHER stationed one mile astern.<sup>1</sup>

1506hrs. Resumed sounding fog signals.<sup>1</sup>

1516hrs. Ceased sounding fog signals.<sup>1</sup>

1603hrs. Resumed sounding fog signals.<sup>1</sup>

1612hrs. Ceased sounding fog signals. Visibility increasing rapidly.<sup>1</sup>

1716hrs. Visibility decreasing. Commenced sounding fog signals.<sup>1</sup>

1740hrs. Entered Inland waters.<sup>1</sup>

1756hrs. Visibility increasing. Ceased sounding fog signals.<sup>1</sup>

1921hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor.<sup>1</sup>

Positions: 0800 - Lat. 20-39N, Long. 157-41W; 1200 - Lat. 20-59.2N, Long. 157-51W.<sup>1</sup>

**Dec. 1 -** 0000hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor.<sup>1</sup>

0814hrs. Commenced loading ammunition.<sup>1</sup>

1430hrs. Completed loading ammunition.<sup>1</sup>

1825hrs. Completed refueling from YO-78, having taken on 130,339 gallons.<sup>1</sup>

1845hrs. Completed refueling from YO-114, having taken on 267,180 gallons.<sup>1</sup>

**Dec. 2 -** 0000hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor.<sup>1</sup>

0120hrs. No. 3 utility boat was returned to this ship in tow by no. 1 PL boat. No. 3 utility boat reported an engine fire while enroute to this ship with a liberty party aboard. Minor damage indicated to the engine. No personnel injuries reported.<sup>1</sup>

0618hrs. No. 3 utility boat back in service.<sup>1</sup>

**Dec. 3 -** 0000hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor.<sup>1</sup>

1130hrs. FLETRAGRU Pearl Harbor and FAIRHAWAII observers for ORI came aboard.<sup>1</sup>

1146hrs. COMFLETRAGRU Pearl Harbor, CAPT J. E. SMITH, USN, came aboard.<sup>1</sup>

1215hrs. COMFAIRHAWAII, RADM E. A. CRUISE, USN, came aboard as chief observer for ORI.<sup>1</sup>

1235hrs. Underway for Hawaiian Operating Area for Operational Readiness Inspection with FAIRHAWAII and FLETRAGRU Pearl Harbor observers embarked in accordance with COMFAIRHAWAII Operations Order 10-56.<sup>1</sup>

1330hrs. Entered International waters.<sup>1</sup>

1333hrs. Commenced man overboard drill.<sup>1</sup>

1341hrs. Lifeboat clear of the ship.<sup>1</sup>

1346hrs. Lifeboat hoisted aboard.<sup>1</sup>

1356hrs. Secured from man overboard drill.<sup>1</sup>

1358hrs. Commenced radar anchoring drill.<sup>1</sup>

1427hrs. Entered Inland waters.<sup>1</sup>

1436hrs. Anchored in Anchorage 5, Mamala Bay, Honolulu, in 27 fathoms of water, gravel bottom, with 45 fathoms of chain to the port anchor.<sup>1</sup>

1457hrs. Underway from Anchorage 5.<sup>1</sup>

1507hrs. Entered International waters.<sup>1</sup>

1520hrs. Went to General Quarters for simulated underwater explosion.<sup>1</sup>

1534hrs. Manned general emergency stations.<sup>1</sup>

1535hrs. CARPENTER (DDE-825) and RADFORD (DDE-446) rendezvoused with this vessel.<sup>1</sup>

1612hrs. Remanned General Quarters stations.<sup>1</sup>

1622hrs. Secured from General Quarters.<sup>1</sup>

1831hrs. Exercised the crew at General Quarters.<sup>1</sup>

2008hrs. Secured from General Quarters.<sup>1</sup>

2054hrs. Commenced build up in speed for full power run. Detached RADFORD and CARPENTER.<sup>1</sup>

2330hrs. Commenced full power run.<sup>1</sup>

Positions: 2000 - Lat. 20-31.5N, Long. 157-25W.<sup>1</sup>

**Dec. 4 -** 0000hrs. Steaming independently in Hawaiian Operating Area conducting Operational Readiness Inspection with FLETRAGRU Pearl Harbor and FAIRHAWAII observers embarked in accordance with FAIRHAWAII Operations Order 10-56. Ship's course is 230 at various speeds conducting full power run.<sup>1</sup>

0036hrs. Completed full power run. Reduced speed to 31 knots.<sup>1</sup>

0330hrs. Rendezvoused with CARPENTER and RADFORD.<sup>1</sup>

0333hrs. Sounded flight quarters.<sup>1</sup>

0430hrs. Commenced flight operations.<sup>1</sup>

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0715hrs. AEW aircraft reported submarine at 030, distance 19 miles from this vessel.<sup>1</sup>

0740hrs. Manned AA defense stations for drill.<sup>1</sup>

0815hrs. Secured from AA defense.<sup>1</sup>

1340hrs. Stationed CARPENTER at 090 relative, 1,500 yards for Z-21-C exercise.<sup>1</sup>

1428hrs. Launched four F7U type aircraft.<sup>1</sup>

1436hrs. Completed Z-21-C exercise.<sup>1</sup>

1450hrs. Launched two AD type aircraft.<sup>1</sup>

1525hrs. F2H, Buno. 127497 of VF-64, crashed on the flight deck while being recovered. No injuries to pilot, CDR M. W. NICHOLSON, USN, 84106; moderate damage to aircraft. Ceased recovering aircraft while clearing flight deck.<sup>1</sup>

1534hrs. Resumed recovering aircraft.<sup>1</sup>

1740hrs. RADFORD rendezvoused with this vessel and was assigned plane guard station 2.<sup>1</sup>

2131hrs. Completed flight operations.<sup>1</sup>

2136hrs. RADFORD assigned station 270 relative, distance 14,000 yards for Z-23-CC exercise.<sup>1</sup>

2210hrs. Commenced Z-23-CC exercise.<sup>1</sup>

2303hrs. Completed Z-23-CC exercise. Detached RADFORD to rendezvous at 0500.<sup>1</sup>

Positions: 0800 - Lat. 19-11.8N, Long. 157-33.3W; 1200 - Lat. 19-02.2N, Long. 158-23W; 2000 - Lat. 20-08.3N, Long. 157-48.7W.<sup>1</sup>

**Dec. 5 -** 0000hrs. Steaming in Hawaiian Operating Area conducting Operational Readiness Inspection.<sup>1</sup>

0420hrs. CARPENTER rendezvoused with this vessel and was assigned plane guard station 1.<sup>1</sup>

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0445hrs. RADFORD rendezvoused with this vessel and was assigned plane guard station 3.<sup>1</sup>

0525hrs. Launched one AJ.<sup>1</sup>

0540hrs. Launched one AJ.<sup>1</sup>

0545hrs. Launched two ADs.<sup>1</sup>

0601hrs. Launched two F2Hs.<sup>1</sup>

0628hrs. RADFORD detached to proceed on duty assigned.<sup>1</sup>

0630hrs. Manned AA defense stations.<sup>1</sup>

0700hrs. Launched two F9Fs.<sup>1</sup>

0716hrs. Commenced firing gunnery exercise.<sup>1</sup>

0755hrs. Completed firing gunnery exercise. Commenced Z-2-G tracking exercise.<sup>1</sup>

0958hrs. Secured from AA defense.<sup>1</sup>

0959hrs. CARPENTER assigned plane guard station 1.<sup>1</sup>

1024hrs. FLETCHER reported for duty.<sup>1</sup>

1030hrs. Commenced Battle Problem. Conducting various drills and simulated casualties being imposed during problem.<sup>1</sup>

1037hrs. Detached CARPENTER to proceed on duty assigned. FLETCHER assigned plane guard station 1.<sup>1</sup>

1043hrs. Sounded General Quarters for Battle Problem.<sup>1</sup>

1206hrs. Commenced steering by zigzag plan 26-S.<sup>1</sup>

1211hrs. Ceased zigzagging.<sup>1</sup>

1217hrs. Completed Battle Problem.<sup>1</sup>

1228hrs. FLETCHER resumed plane guard station 1.<sup>1</sup>

1231hrs. Secured from General Quarters. Completed Operational Readiness Inspection.<sup>1</sup>

1321hrs. COMFAIRHAWAII left the ship by AD aircraft.<sup>1</sup>

1459hrs. Detached FLETCHER.<sup>1</sup>

1647hrs. Entered Inland waters.<sup>1</sup>

1744hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor.<sup>1</sup>

Positions: 0800 - Lat. 20-08.8N, Long. 158-55.8W; 1200 - Lat. 20-18N, Long. 158-30.9W.<sup>1</sup>

**Dec. 6 -** 0000hrs. Moored starboard side to Pier F-12, Ford Island, Pearl Harbor.<sup>1</sup>

1300hrs. RADM CRUISE, USN, COMFAIRHAWAII, came on board to conduct the Operational Readiness Inspection critique. Commenced offloading ammunition.<sup>1</sup>

1515hrs. COMFAIRHAWAII left the ship.<sup>1</sup>

1608hrs. Underway for Yokosuka, Japan in accordance with COMFAIRHAWAII message 030138Z of December 1956.<sup>1</sup>

1711hrs. Entered International waters.<sup>1</sup>

1726hrs. Set course 270 at 20 knots.<sup>1</sup>

1744hrs. Commenced sounding fog signals.<sup>1</sup>

1800hrs. Visibility decreasing because of rain showers.<sup>1</sup>

1808hrs. Visibility improving, ceased sounding fog signals.<sup>1</sup>

1914hrs. Visibility decreased. Resumed sounding fog signals.<sup>1</sup>

2006hrs. Ceased sounding fog signals. Visibility improving rapidly.<sup>1</sup>

Positions: 2000 - Lat. 21-32.2N, Long. 158-29.8W.<sup>1</sup>

**Dec. 7 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

2039hrs. Visibility decreasing.<sup>1</sup>

2044hrs. Commenced sounding fog signals.<sup>1</sup>

2056hrs. Visibility improving. Ceased sounding fog signals.<sup>1</sup>

Positions: 2000 - Lat. 25-55N, Long. 167-41W.<sup>1</sup>

**Dec. 8 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

1812hrs. Integrity watch officer reported suspected man overboard at No. 3 Elevator.<sup>1</sup>

1817hrs. Mustered the crew at quarters.<sup>1</sup>

1842hrs. No absentees.<sup>1</sup>

Positions: 0800 - Lat. 27-04.5N, Long. 171-21W; 1200 - Lat. 27-42.7N, Long. 173-00W; 2000 - Lat. 28-38.5N, Long. 175-28.7W.<sup>1</sup>

**Dec. 9 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

1406hrs. Crossed International Date Line.<sup>1</sup>

Positions: 0800 - Lat. 28-45N, Long. 178-31.4W; 1200 - Lat. 28-53.2N, Long. 179-29.5W; 2000 - Lat. 28-50.2N, Long. 178-02E.<sup>1</sup>

**Dec. 10 -** NO LOG FOR THIS DATE BECAUSE OF CROSSING INTERNATIONAL DATE LINE ON PRIOR DAY.

**Dec. 11 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

1642hrs. Visibility decreasing. Commenced sounding fog signals.<sup>1</sup>

1659hrs. Ceased sounding fog signals.<sup>1</sup>

1720hrs. Resumed sounding fog signals.<sup>1</sup>

1809hrs. Visibility improving. Ceased sounding fog signals.<sup>1</sup>

Positions: 0800 - Lat. 28-49.8N, Long. 172-57E; 1200 - Lat. 29-06.2N, Long. 170-53E; 2000 - Lat. 29-42.5N, Long. 166-12E.<sup>1</sup>

**Dec. 12 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

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0953hrs. Changed operational control to CTF-77.<sup>1</sup>

Positions: 0800 - Lat. 30-51N, Long. 160-49E; 1200 - Lat. 30-59N, Long. 159-19E; 2000 - Lat. 31-37N, Long. 155-18E.<sup>1</sup>

**Dec. 13 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

0438hrs. Commenced sounding fog signals while moving through rain squall.<sup>1</sup>

0443hrs. Visibility increased. Ceased sounding fog signals.<sup>1</sup>

Positions: 0800 - Lat. 32-35.2N, Long. 151-06.8E; 1200 - Lat. 33-04N, Long. 149-22E; 2000 - Lat. 34-00N, Long. 145-40E.<sup>1</sup>

**Dec. 14 -** 0000hrs. Steaming independently enroute from Pearl Harbor to Yokosuka, Japan.<sup>1</sup>

0702hrs. Sounded flight quarters.<sup>1</sup>

0801hrs. Commenced launching aircraft.<sup>1</sup>

0814hrs. Completed launching aircraft to NAS Atsugi, Japan.<sup>1</sup>

0938hrs. Passed BOXER (CVA-21) proceeding to sea.<sup>1</sup>

1101hrs. Secured from flight quarters.<sup>1</sup>

1110hrs. Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>

1322hrs. Captain left the ship to make an official call on COMNAVFE.<sup>1</sup>

1430hrs. The Captain returned onboard completing his official call.<sup>1</sup>

1500hrs. Commander, Fleet Activities, Yokosuka, Japan, came aboard to make an official call.<sup>1</sup>

1518hrs. Commander, Fleet Activities, Yokosuka, Japan, left the ship.<sup>1</sup>  
Yokosuka, Japan.

**Dec. 15 -** Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>

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- Dec. 16 -** 0000hrs. Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- 2225hrs. Lost electrical power on no. 3 generator. Forward emergency diesel failed to take over load.<sup>1</sup>
- 2236hrs. No. 4 generator put on the line; electrical power restored.<sup>1</sup>
- 2330hrs. Repairs completed on firemain; water pressure restored.<sup>1</sup>
- Dec. 17 -** Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- Dec. 18 -** Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- Dec. 19 -** Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- Dec. 20 -** Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- Dec. 21 -** 0000hrs. Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- 1500hrs. While maneuvering to moor to her berth in slip adjacent to SHANGRI-LA, USS RICE COUNTY grazed a life raft storage rack, frame 210, port of this vessel. The Commanding Officer was notified. An inspection of damage was made with the following results: slight damage was inflicted to the life raft rack. No damage to the life raft. No damage to the hull or structural supports of the ship was apparent. Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- Dec. 22 -** 0000hrs. Moored starboard side to Forrestal Causeway, Berth 8, Yokosuka, Japan.<sup>1</sup>
- 0940hrs. Underway for Yokosuka Operating Area in accordance with COMSEVENTHFLT message 301530Z of November 1956.<sup>1</sup>
- 1200hrs. O'BRIEN (DD-725) made rendezvous with this vessel and took plane guard station no. 1.<sup>1</sup>
- 1208hrs. Commenced flight operations.<sup>1</sup>
- 1627hrs. Completed flight operations.<sup>1</sup>

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1650hrs. Rendezvoused with WALKE (DD-723), HARRY E. HUBBARD (DD-748) and ERNEST G. SMALL (DD-838).<sup>1</sup>

Positions: 1200 - Lat. 34-55.5N, Long. 139-29.5E; 2000 - Lat. 34-24.2N, Long. 138-57.8E.<sup>1</sup>

**Dec. 23 -** 0000hrs. Steaming in company with DESDIV 132 enroute from Yokosuka, Japan to the operating area in accordance with COMSEVENTHFLT message 301530Z of November 1956.<sup>1</sup>

0700hrs. Commenced air operations.<sup>1</sup>

0710hrs. FJ, Buno. 136057, VF-24, piloted by LTJG James Palmer BUTLER, USN, crashed into the sea at Lat. 33-11N, Long. 137-09E, and sank in 2,200 fathoms of water. Ceased air operations. WALKE, HUBBARD, and helicopter proceeding to the crash scene.<sup>1</sup>

0723hrs. After search of the area, WALKE reports that there is only a small oil slick, and there was no chance of survival of the pilot.<sup>1</sup>

0727hrs. Detached DESDIV 132, less HUBBARD, to continue search. HUBBARD assigned plane guard station 1.<sup>1</sup>

0728hrs. Resumed air operations.<sup>1</sup>

0730hrs. Ceased air operations.<sup>1</sup>

0750hrs. All ships and helicopters concurring that there was no chance of survival of the pilot, the Commanding Officer ordered the search discontinued, and detached WALKE, O'BRIEN and ERNEST G. SMALL for ISE. WALKE remaining in crash area to conduct memorial service for pilot.<sup>1</sup>

0800hrs. Conducting flight operations.<sup>1</sup>

1552hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 33-08N, Long. 136-58E; 1200 - Lat. 32-51N, Long. 136-44E; 2000 - 32-19.8N, Long. 134-57E.<sup>1</sup>

**Dec. 24 -** 0000hrs. Steaming with DESDIV 132.<sup>1</sup>

0734hrs. All line to O'BRIEN for refueling.<sup>1</sup>

0815hrs. Completed fueling O'BRIEN, having pumped 45,000 gallons of

black oil.<sup>1</sup>

0820hrs. O'BRIEN clear.<sup>1</sup>

0832hrs. HUBBARD alongside to starboard.<sup>1</sup>

0841hrs. Commenced pumping.<sup>1</sup>

0911hrs. Completed pumping to HUBBARD, having pumped 39,600 gallons.<sup>1</sup>

0920hrs. HUBBARD clear.<sup>1</sup>

0930hrs. WALKE alongside to starboard.<sup>1</sup>

0945hrs. Commenced pumping.<sup>1</sup>

1019hrs. Completed pumping to WALKE, having pumped 44,500 gallons.<sup>1</sup>

1025hrs. WALKE clear.<sup>1</sup>

1051hrs. ERNEST G. SMALL assigned plane guard station 1.<sup>1</sup>

1100hrs. Commenced flight operations.<sup>1</sup>

1108hrs. O'BRIEN, HUBBARD and WALKE detached for ISE.<sup>1</sup>

1458hrs. Sounded air defense for Z-60-CC exercise.<sup>1</sup>

1616hrs. DESDIV 132, less ERNEST G. SMALL, rejoined formation taking station.<sup>1</sup>

1932hrs. Completed flight operations.<sup>1</sup>

2024hrs. Commenced conducting exercise Z-24-CC.<sup>1</sup>

Positions: 0800 - Lat. 31-21.5N, Long. 132-32.5E; 1200 - Lat. 31-57.8N, Long. 132-51E; 2000 - 32-00N, Long. 133-03E.<sup>1</sup>

**Dec. 25 -** 0000hrs. Steaming with DESDIV 132.<sup>1</sup>

0938hrs. Sighted BON HOMME RICHARD (CVA-31) bearing 090, 28,000 yards.<sup>1</sup>

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1020hrs. Dispatched helicopter to HUBBARD.<sup>1</sup>

1027hrs. Recovered helicopter with HORN, J. P., SA, USN, from HUBBARD with DU appendicitis.<sup>1</sup>

1213hrs. Detached DESDIV 132 to report to screen commander, CTU-77.4.2, embarked in ROWAN (DD-782).<sup>1</sup>

1247hrs. Rendezvoused with TG-77.4 consisting of BON HOMME RICHARD, TG-77.4 embarked, DESDIV 51, less HENDERSON, and DESDIV 132.<sup>1</sup>

1430hrs. O'BRIEN alongside, first line secured.<sup>1</sup>

1446hrs. Commenced pumping to O'BRIEN.<sup>1</sup>

1510hrs. All lines clear. O'BRIEN maneuvering to regain station in screen.<sup>1</sup>

1519hrs. HUBBARD is alongside.<sup>1</sup>

1533hrs. Commenced pumping to HUBBARD.<sup>1</sup>

1551hrs. Ceased pumping, having pumped 32,100 gallons.<sup>1</sup>

1556hrs. All lines clear, HUBBARD maneuvering to regain station in screen.<sup>1</sup>

1604hrs. ERNEST G. SMALL alongside to starboard.<sup>1</sup>

1617hrs. Commenced pumping to ERNEST G. SMALL.<sup>1</sup>

1646hrs. Completed pumping.<sup>1</sup>

1657hrs. All lines clear. ERNEST G. SMALL maneuvering to regain station in screen.<sup>1</sup>

Positions: 0800 - Lat. 29-00N, Long. 133-09E; 1200 - Lat. 29-05N, Long. 134-16.5E; 2000 - Lat. 28-43.2N, Long. 133-12.5E.<sup>1</sup>

**Dec. 26 -** 0000hrs. Steaming in company with TG-77.4, composed of BON HOMME RICHARD (CVA-31) (COMCARDIV 7 embarked), this ship, DESDIV 132 and DESDIV 51, less HENDERSON. Operating off eastern coast of Japan, in accordance with CTG-77.4 Operations Order 055, dated 15 December 1956.<sup>1</sup>

0622hrs. Commenced flight operations.<sup>1</sup>

1155hrs. Sounded General Quarters for exercise.<sup>1</sup>

1356hrs. Secured from General Quarters.<sup>1</sup>

2107hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 27-05N, Long. 132-18.7E; 1200 - Lat. 27-40N, Long. 132-42.2E; 2000 - Lat. 27-56N, Long. 133-16E.<sup>1</sup>

**Dec. 27 -** 0000hrs. Steaming in company with TG-77.4, composed of BON HOMME RICHARD, this ship, DESDIV 132 and DESDIV 51, less HENDERSON. Operating off the coast of eastern Japan.<sup>1</sup>

0530hrs. Commenced flight operations.<sup>1</sup>

0923hrs. First line over to O'BRIEN.<sup>1</sup>

1009hrs. Completed fueling O'BRIEN, having delivered 35,700 gallons.<sup>1</sup>

1013hrs. First line over to WALKER.<sup>1</sup>

1045hrs. Completed pumping fuel, having delivered 35,100 gallons.<sup>1</sup>

1205hrs. Exercised the crew at General Quarters.<sup>1</sup>

1245hrs. Secured from General Quarters. Remained at OA defense stations.<sup>1</sup>

1609hrs. Completed flight operations.<sup>1</sup>

Positions: 0800 - Lat. 28-00N, Long. 133-31E; 1200 - Lat. 27-50.7N, Long. 133-21.5E; 2000 - Lat. 29-18.5N, Long. 134-12.7E.<sup>1</sup>

**Dec. 28 -** 0000hrs. Steaming in company with TG-77.4, composed of BON HOMME RICHARD, this ship, DESDIV 132 and DESDIV 51, less HENDERSON. Operating off the coast of eastern Japan.<sup>1</sup>

0837hrs. Launched BON HOMME RICHARD helicopter.<sup>1</sup>

1111hrs. SOUTHERLAND (DD-743) alongside to starboard for refueling.<sup>1</sup>

1142hrs. Completed refueling SOUTHERLAND, having pumped 59,000 gallons of fuel oil.<sup>1</sup>

1150hrs. SOUTHERLAND clear.<sup>1</sup>

1215hrs. Commanding Officer of this vessel assumed OTC. BON HOMME RICHARD and DESDIV 51 detached to proceed in accordance with CTG Operations Order 055 of 15 December 1956.<sup>1</sup>

1235hrs. Commenced refueling from TALUGA (AO-62).<sup>1</sup>

1400hrs. Held memorial service for LTJG J. P. BUTLER, USNR, who lost his life in a airplane crash at sea on 23 December 1956. Colors were half-masted.<sup>1</sup>

1720hrs. Completed refueling, having received 718,000 gallons.<sup>1</sup>

Positions: 0800 - Lat. 31-37.8N, Long. 136-23.5E; 1200 - Lat. 32-16N, Long. 137-16.8E; 2000 - Lat. 33-10.5N, Long. 40.5E.<sup>1</sup>

**Dec. 29 -** 0000hrs. Enroute from operating area to Kobe, Japan, in company with DESDIV 132, consisting of O'BRIEN, HUBBARD, WALKE and ERNEST G. SMALL.<sup>1</sup>

1003hrs. Flight quarters for Pinwheel Operation.<sup>1</sup>

1125hrs. Three Japanese harbor tugs came alongside to port.<sup>1</sup>

1153hrs. Moored starboard side to Pier 5, Berth S-T, Kobe, Japan.<sup>1</sup>

1223hrs. Secured Operation Pinwheel.<sup>1</sup>

Position: 0800 - Lat. 34-10N, Long. 135.00E.<sup>1</sup>

**Dec. 30 -** 0000hrs. Moored starboard side to Pier 5, Berth S-T, Kobe, Japan.<sup>1</sup>

1145hrs. Launched helicopter for test flight.<sup>1</sup>

1207hrs. Recovered helicopter from test flight.<sup>1</sup>

**Dec. 31 -** Moored starboard side to Pier 5, Berth S-T, Kobe, Japan.<sup>1</sup>

#### NOTES:

Ship's Deck Log shows CAPT LORD's date of rank as June 1, 1949.<sup>1</sup>

LTJG James A. LOVELL, serial no. 507205, date of rank 12/06/53, months on board: 23, months duty: 17, designator 1310/5, billet: team pilot, collateral duty: material officer.<sup>1</sup>

#### ATG-3:

The air group aboard for the '56 cruise was AIR TASK GROUP THREE. ATG-3 was originally formed in November 1954 from the units of VF-53, VF-122, VF-92, VC-35, VC-11, VC-61, VC-3 and HU-1. CDR Damon W. COOPER, USN, took command in March 1955.<sup>2</sup>

#### VC-3:

Flying the famed F2H-3 Banshees, Detachment 'Jig' of COMPOSITE SQUADRON THREE provides SHANGRI-LA's all-weather aerial interception. The squadron, commissioned October, 1949 at Moffett Field, California, was organized to train pilots for air to air defense, come rain or shine. Detachment 'Jig' boasts its pilots have flown more hours in their type of training than any VC-3 detachment to embark on a carrier. OIC of the group is LCDR Dan R. KLINGLER, USNR, a veteran of more than twelve years of flying with the Navy.<sup>2</sup>

#### VF-53:

Adding to SHANGRI-LA's versatile striking power is the famed "Blue Knights" of FIGHTER SQUADRON FIFTY THREE. Leading the swift F9F-8 "Cougar" jet squadron is CDR Carl A. BROWN, USN who recently made the 4,000th landing on SHANGRI-LA's angled deck, bringing further glory to the unit.

Prior to deployment on this cruise to the Far East, "Fighting Fifty Three" spent a year at NAS MIRAMAR, California, training to be "the best air superiority squadron in the fleet." This extensive program emphasized perfection of the jet fighter tactics and air-to-air gunnery, aiming at the goal of readiness to handle any mission assigned.

VF-53, through routine underway flights and combat patrol missions during last week's Navy-Marine Landing Exercises, brought the squadron total to 621 arrested landings on SHANGRI-LA's angled flight deck.

At the outbreak of the Korean conflict, the "Blue Knights" were assigned to VALLEY FORGE, as part of AIR GROUP FIVE in July 1950. Following the Korean Campaign, the squadron made one other cruise aboard the PHILIPPINE SEA.<sup>2</sup>

#### VF-92:

The 'Silver Kings' of Fighter Squadron Ninety Two are part of the striking arm on ATG-3 and SHANGRI-LA. Piloting AD Skyraiders capable of carrying more ordnance than the Flying Fortress of WWII, these pilots are able to deliver bombs, rockets, napalm, mines, and atomic weapons. This range of power emphasizes the Silver Kings' motto, 'Death, Terror, Vengeance.' The combined efforts of 23 officers and 104 enlisted men are required to service the planes of VF-92. During recent NAVMARLEX maneuvers the squadron successfully completed missions assigned them as its part in ATG-3's heavy flight schedule. VF-92 was commissioned in 1951 and is led by CDR R. P. LECKLIDER who assumed command 10 December 1954. Joining CAG-5 in 1952, the

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squadron flew F4U Corsairs into Korean combat from the decks of USS VALLEY FORGE. In 1953, CDR Marcy M. DUPREE, III, present Air Operations Officer of SHANGRI-LA, commanded the squadron during its last tour with CAG-5. At that time, the Silver Kings flew F9F-2 Panthers while on a cruise aboard PHILIPPINE SEA. Upon returning from the Far East, the home port of the squadron was moved from NAS ALAMEDA to NAS Miramar. No long afterwards, VF-92 shifted from jets to the AD Skyraider. A long training period began, reaching its culmination when the squadron and the Air Group joined the ship permanently on 3 January 1956. CDR R. P. LECKLIDER is a veteran of the Battle of the Coral Sea and the Northern Solomons Campaign and also served in the Korean Conflict. His decorations include the Navy Cross, two Distinguished Flying Crosses, and five Air Medals.

VF-122:

"Minute Men", Black Angels" other names for VF-122. One hundred percent equipped for in-flight refueling, the Cougar jets of VF-122 supply SHANGRI-LA with a combination long range fighter and bombing support squadron.

The 21 officer, 106 enlisted man unit is headed by CDR Earle C. GILLEN, a veteran of 15 years service including all the Pacific battles from the Gilbert Islands to Tokyo strikes. He has commanded VF-122 since January, 1955.

The unit boasts its Cougars the first to deliver live ordnance other than standard 20 millimeter cannon fire in a swept wing, carrier based jet plane. VF-122 is also the first swept wing unit to have all its aircraft equipped for in-flight refueling. For this type of refueling, the Cougars have a tube-like structure known as a 'probe' extending from the nose portion. This instrument is used to engage a funnel or 'drogue' at the end of a hose running from the tanker plane. Upon completion of refueling, the Cougar slowly reduces air speed and moves away carefully to prevent breaking the hose.

VF-122 first began with the call to active duty of VF-783, a reserve squadron composed of "Weekend Warriors" from the Long Beach-Los Angeles area, known as the 'Minute Men.'

On May 10, 1951, the unit made its first Korean cruise aboard BON HOMME RICHARD, flying F4U-4 Corsairs. Upon its return, the squadron was based at NAS MIRAMAR and given its first F9F-2 and F9F-5 versions of the Panther jet.

In September, 1952, the 'Minute Men' left for another Korean tour aboard ORISKANY. In February, 1953, VF-783, billets now filled with regular naval personnel, changed its designator to VF-122 and became a component of CARRIER AIR GROUP TWELVE.

As a nickname, they called themselves 'The Black Angels' after the writings of Saint Thomas wherein is described the swooping of a 'Black Angel.'

VC-6:

Two AJ "Savage" attack bombers of VC-6 joined the ranks of AIR TASK GROUP THREE, just prior to SHANGRI-LA's departure from Yokosuka. The unit, which came aboard 1 February, is assigned from VC-6 Detachment Able at NAS ATSUGI.

The nine officer, 33 enlisted man detachment is headed by LT Donald D. EGLY, OIC.

The AJs will enable SHANGRI-LA's air arm to carry the heaviest bomb loads over long distances, in darkness or bad weather. These versatile bombers may be quickly

converted to in-flight refueling stations, increasing the striking range of jet fighters. Besides two R-2800 reciprocating engines, the craft has a unique North American J-33 jet engine in the tail section to assist in take off from a carrier deck. It also provides the power to reach speeds in excess of 350 knots. The AJ which can reach seven mile altitudes, has a three man crew.<sup>2</sup>

#### VC-11:

Among the sleek Banshees and Cougars on SHANGRI-LA flight deck, the round-bellied Guppies of VC-11 appear highly incongruous but their support is as important to the group as any other. Providing airborne early warning, these pregnant appearing AD-5Ws extend SHANGRI-LA's field of radar perception.

The detachment's aircraft carry radar and antenna in their under the body dome capable of detecting low flying aircraft missed by the ship's radar units. This system resulted from WWII action when Japanese kamikazes came sweeping in below shipboard radar patterns to avoid detection.

The seven officer, 27 enlisted man Detachment Jig is headed by LT W. J. MCCAWE, USNR, a veteran of eleven years in naval flying. He has been leader of the group, nicknamed MCCAWE's Flaws, since the unit was organized last fall. The parent squadron is stationed at NAS North Island, San Diego, California.

The Guppy assist the air task group in pathfinding, a process of guiding planes to a target and also fly antisubmarine patrol. Each aircraft carries three personnel. Besides the pilot, there is an airborne air controller, who guides by his radar picture, broadcasts instructions to friendly aircraft, placing them in advantageous, tactical positions. The radar technician, sitting aft, assists the controller by adjusting circuits for the constantly changing situation.

#### VC-61:

Providing aerial photographic reconnaissance for SHANGRI-LA and the Pacific Fleet are the long-nosed photo Banshees of VC-61, Detachment Jig.

The five officer, 30 enlisted man detachment is headed by LCDR Richard G. SHIERS, a veteran of fourteen years in naval flying. He has been with VC-61 since June, 1953.

The unit was designated Detachment Jig in August, 1955 in preparation for this cruise to the Far East. Its parent squadron is stationed at NAS MIRAMAR, California.

The detachment uses three F2H-2P Banshees for their missions. These aircraft each have three cameras that can rotate during flight to oblique and vertical positions.

Prior to an aerial reconnaissance mission, Detachment Jig pilots spend from one to three hours briefing per hop. The main details considered are: the laying of flight lines of the target; required altitude per camera to obtain desired scale; computing the number of exposures required; and procuring all available aerological data and routine checking of equipment.

The predetermined flight lines must be flown accurately to establish a series of photographs that can be assembled for interpretation by the stereoscope. This instrument is a three dimensional viewer used to detect possible targets, gun emplacements and camouflage.

"Jig" is the first VC-61 photo detachment deployed with night photo capability. In

keeping with the squadron's nickname, "Eyes of the Fleet", VC-61 detachment flew over 4,000 carrier based combat photo missions during the Korean conflict.

While on this cruise, the detachment has been taking annual coverage photos used for study of development of U.S. naval installations, plus pictures for fleet public information material.<sup>2</sup>

HU-1:

The helo unit aboard is Unit 11 of HU-1 flying the twin propellered Piasecki helicopter. The two officer, seven enlisted man group is headed by LT R. W. BASS from Kerrville, TX, assisted by LTJG R. L. BENNET from La Selva Beach, CA. Both men have flown wing-type craft prior to becoming helicopter pilots. They claim that they like copters because "It's novel and offers a lot of flight time." Unit 11's parent squadron, stationed at NAAS Ream Field, CA, boasts that one third to one half of its personnel are deployed at all times. Besides the assignment of Piasecki helos to ships of the Pacific Fleet, HU-1 sends Bell helos to the Arctic cold weather operations during the summer. In this type deployment HU-1 helos warn of icebergs and assist icebreaker ships in the search for weaknesses in the ice.<sup>2</sup>

#### **SOURCES:**

<sup>1</sup> Ship's deck logs.

<sup>2</sup> Ship's newspapers.

<sup>3</sup> SHANGRI-LA 1956 Cruise Book, January - June.

<sup>4</sup> "The Happy Shang is Home," AirPac Bull, August 1956.

#### **NOTES FROM SHIP'S NEWSPAPERS (SHANGRI-LA NEWS AND HORIZON)**

1956

January 4<sup>th</sup> issue:

1. In a brief ceremony Wednesday morning on the flight deck, Lt General John W. O'DANIAL received the Navy's third highest decoration, the Distinguished Service Medal. The citation was awarded General O'DANIAL for his help and cooperation with the Navy during its 'Passage to Freedom' evacuation in Indo-China between April '54 and May '55. At that time, he headed the Military Assistance Aid Group in Saigon. The medal was pinned on the veteran of four wars by ADM H. G. HOPWOOD, commander, First Fleet, who was introduced by CAPT C. W. LORD, new commanding officer of SHANGRI-LA. Witnessing the ceremony were approximately 100 special guests and the crew of SHANGRI-LA. After receiving the medal, GEN. 'Iron-Mike' O'DANIAL gave a brief talk in which he stated, 'The Communists are vitally concerned about the control

of Southeast Asia. But they are not going to get that control as long as we maintain our strength there and actively support our allies.'

2. Cub Scouts - Ship Exchange Adoption. Sixty cub scouts from the San Diego area paraded across the decks of SHANGRI-LA on a tour Friday morning, after which, they adopted the entire ship's company as honorary members to their pack. The junior boy scouts zeroed in on the quarterdeck at 0930, proudly surveyed the ship with guides and then, in ceremonies on the flight deck, exchanged adoptions with SHANGRI-LA. CAPT C. W. LORD presented an honorary crew members certificate to each of the 60 members from Cub Scout Pack 861 of Bayview Hills. They in turn, adopted the Commanding Officer and Executive Officer, H. S. JACKSON, as honorary cub masters and the crew as honorary members. Television station KFMB-TV of San Diego was present at the event, taking pictures. At 1100, refreshments were served in the forward mess hall. All of the cubs are sons of men in the armed forces. Five of the boys had fathers aboard SHANGRI-LA..

January 11<sup>th</sup> issue:

1. Today marks SHANGRI-LA's first birthday in her new life. To many on board, it seems only yesterday that 'Set he Watch' was ordered. But reflections and observations will bring forth a realization of great accomplishment - we have come a long way in that year. Although we have yet to prove ourselves on the line, there need be no doubt in anyone's mind that we are as good as any, better than most and we have what it takes if we'll give it. However, additional reflection on where we've been, where we are, and where we're going should tell us that this is not the time to slack off or become complacent. All of us should realize that there are large areas of improvement possible, both individually and collectively. We are capable of doing much, and messages from the fleet commander indicates that much is expected of us. To fulfill and exceed that expectation, we must go ahead - there can be no standing still or slipping back. This past first year was one of which all hands can be proud. May we all be able to be as proud, or more so, of the one to come.

2. Ship's radio back on the air after Hawaii. SHANGRI-LA's own broadcasting network, Channel 4 on the RBOs, will return to the airways upon the ship's departure from Hawaii. The daily broadcast will run from 1600 till movie call and will include 'platter-spinning', ship news and home grown talent. Channel Four will be used only when at sea for the ship's entertainment. The remaining three stations will carry Armed Forces programs and local broadcasts received from nearby shore networks. Requests for songs will be received, as before, by the 'DJs.' The station will be located in the Ladies Retiring Room adjacent to the crew's lounge. Consideration will also be given to playing crewmember's personal records. Personnel who wish to volunteer their services for ship's station should contact Chaplain G. V. EHRLACHER.

3. First year ends with ship staring Far East tour, Hawaii liberty. The first anniversary of SHANGRI-LA's recommissioning found the proud carrier on her first Far East tour

since returning to the active fleet 10 January 1955. One year ago yesterday, all was pomp and military procedure aboard as over four thousand crewmembers and guests gathered to watch the Navy's most modern carrier turned over to CAPT R. L. NEWMAN by RADM A. M. BLEDSOE, Commandant of the Thirteenth Naval District. Where today planes of the ship's air group cluster on the hangar deck, crew and guests heard Assistant Secretary of the Navy, Albert PRATT wish the ship, "fair winds, happy landings, good landfalls, and a happy cruise." It was a full year before that cruise was to begin though. A busy year of preparation and training. A year to work out the kinks in the modernized ship and her new crew. Many of the new features needed changes or refinement. But with the help of the Puget Sound Naval Shipyard these were located and corrected. The short sea trial proceeded SHANGRI-LA's first coastal cruise to San Diego with a ten-day stopover at Alameda giving the San Francisco area its first view of an angled deck, enclosed bow carrier. San Diego, the ship's home port, welcomed the newcomer to her bay with open arms on 12 April, but the carrier with the "new look" had work to do and couldn't relax long. On 25 April the ship started its underway training and by mid-May had its first aircraft aboard. CAPT NEWMAN himself was aboard the first plane, an S2F, to take off and land on the new deck. And with the rigid schedule maintained, it hardly seemed any time at all before Executive Officer CDR H. S. JACKSON was making the one thousandth landing on 17 June. In the interim SHANGRI-LA had received a "Good" rating from the Fleet Training Group, and sold a lot of pilots on the safety features of the angled deck. SHANGRI-LA was something to see, and on every occasion crowds streamed aboard. At her first open house in Bremerton, WA, over 4,300 had attended, a similar event in Tacoma brought out 6,500 as well as a sea parade, city officials and dancing girls. Armed Forces Day brought aboard 8,000 blase Navy-saturated San Diego. But the most important visitors came aboard for a one day cruise on 30 September. They were the crewmember's wives and this was the first time such an event had taken place aboard a West Coast ship. The following day was another memorable first for the ship as six F9F-8s took off on the first coast to coast flight from a carrier. The flight was an aerial salute to the commissioning of USS FORRESTAL and missed the official speed record by only 16 minutes. In October the ship welcomed aboard Air Task Group Three, her main battery. Now she was complete. The ship did have some time for fun though. One of the biggest events was the two day party at the El Cortez Hotel presided over by movie star Mamie Van Doren. Christmas brought more happiness, but this time through the smiling faces of over 400 crewmember's children and fifty handicapped children from San Diego, all guests at the ship's holiday party. As action slowed down for the Christmas holidays, the ship witnessed a change of command. In a simple but impressive ceremony on the flight deck, CAPT C. W. LORD relieved CAPT R. L. NEWMAN as commanding officer on December 20. Immediately after New Years, the crew reassembled. The time had come to put all the training and preparation to practice. On 5 January (1956) the big carrier slowly edged away from her NAS North Island pier, pointed her blunt bow westward and started her first Far East cruise as the first of the Navy's modern aircraft carriers.

January 20<sup>th</sup> issue:

1. Ship crossed the International Date Line on 19 January.
2. LTJG Marrion G. HERRING, VF-53, was killed during air operations while enroute to Pearl Harbor.

January 26<sup>th</sup> issue:

1. SHANGRI-LA arrives Japan. Yokosuka is first port. When SHANGRI-LA enters Yokosuka this morning (January 26) on the first stop of her Far Easter tour, she will be setting a memorable record of "SHANGRI-LA firsts." For most of the men aboard, it is their first trip to Japan and the Orient. It is the first time SHANGRI-LA has entered Tokyo Bay since September 1945. Today also marks the first time that a fully-modernized carrier has operated in Japanese waters. The battleship MIKASA, flagship of the Imperial Navy in the Russo-Japanese War of 1905, can be seen at Mikasa Koen (Park) a few blocks left of the main gate.
2. Name contest for ship's radio. A contest to suggest 'call letter' ideas for the ship's radio and television station was announced this week by the Chaplain's Office. Personnel have an opportunity to win a certificate worth \$10 in merchandise at the Ship's Store. An idea for an entry might be "CVA-TV" or a similar series. Suggestions should be turned in at the Library or Chaplain's Office before 0800, Monday, 30 January.

February 3<sup>rd</sup> issue:

1. Next port of call will be US NAS IWAKUNI. The Chaplain's Office is already making plans for tours on February 8<sup>th</sup> and 9<sup>th</sup>.
2. In line with other Navy carriers, SHANGRI-LA has adopted a "new look" on the mess decks this week with pastel colored bulkheads. The after mess hall, a pale pink forward and blue aft, was completed early this week. It is to be opened to the crew today. The forward mess deck will be secured and painted this coming week. The multi-colored mess halls is part of a trend that has been sweeping Navy ships in recent months as the vessels try to improve their "livability." The carriers WASP, and HANCOCK have already completed their "new look." SHANGRI-LA's "operation pastel" will be completed around 10 February.

February 10<sup>th</sup> issue:

1. LCDR Donald L. JACKA reported aboard 7 February from NAS Agana, Guam. He will assume the job of Communications Officer. LCDR Frederick J. STREIG, present Communication Officer, is expected to leave the ship the end of this month.
2. Heading Air Task Group Three, SHANGRI-LA's striking power, is CDR Damon W.

COOPER from Elizabethtown, KY. After graduation from the Naval Academy in February 1941, CDR COOPER was assigned to the destroyer WATERS as Engineering Officer. He began flight training in February 1943, and graduated July 1944 to head VT-24, a torpedo squadron. The squadron made its way to the escort carrier SANTEE operating in the Philippine and Okinawa area. CDR COOPER then went to the escort carrier KASAAN BAY as Navigator to participate in the Magic Carpet operation. He later entered the Naval Intelligence School at Washington, D.C. and graduated in September 1947. After serving on the COMAIRPAC staff from August 1949 to December 1950, CDR COOPER was transferred to USS PHILIPPINE SEA as Intelligence Officer. He later worked with Joint Operations Center in Korea. In 1951 he served on the intelligence staff for COMCARDIVFIVE and then went to VF-821 aboard ESSEX in the Korean Campaign. Prior to taking command of ATG-3 in 1955, he reported to the Air Warfare Division of the Chief of Naval Operations. CDR COOPER is holder of three Distinguished Flying Crosses, a Bronze Star, 12 air medals and a letter of commendation. He has had experience in flying the TBM, F9F-2, F9F-8 and AD aircraft. He claims SHANGRI-LA as the best ship he has ever served aboard. The Air Group leader states not only do steam catapults and canted decks show great improvements over axial carriers, but the idea of landing without barriers relieves some of the mental strain on a pilot. Since SHANGRI-LA's departure from the states, about 1,800 landings have been made by the various squadrons with another 4,000 landings expected before completion of the Far East tour. ATG-3 was originally formed November 1954 from the units of VF-53, VF-122, VF-92, VC-35, VC-11, VC-61, VC-3 and HU-1. The commander took charge in March 1955. CDR COOPER is the husband of the former Miss Anne LEVERICK of Olympia, WA. They live with their three daughters in Coronado, CA.

February 17<sup>th</sup> issue:

1. CDR LANGWORTHY ends naval career. A brief but memorable ceremony on the hangar deck last Thursday (February 9) marked CDR Richard W. LANGWORTHY's farewell to SHANGRI-LA as he departed for retirement from the Navy. The ceremony, attended by the heads of department, ship's MarDet and a group of officers and enlisted men closed the active career of an officer, who started as an enlisted gunner's mate and finished a veteran Commander. CDR LANGWORTHY reported to the ship in early January 1955 prior to the recommissioning ceremony in Bremerton. The dispatch, directing his retirement, effective 1 March was received last Wednesday morning. His position, as Gunnery Officer, is now filled by LCDR Edvard F. VAN LIER RIBBINK, previously Assistant Gunnery Officer. CDR LANGWORTHY plans to make San Diego his permanent home with his wife, the former Leila SCHULMIER from Gaylord, MI.
2. Post Office modifications neared completion this week with the installation of new features to accommodate the vast mail and money order traffic. A third window has been cut to handle packages and stamps, allowing the other two windows to service heavy money order lines following pay days. For the convenience of the Post Office crew, the office has been extended 24 inches and shelves raised to permit more

working space. Following the Navy's "habitability" trend, the bulkheads are to be painted a pastel color.

3. Iwo Jima invaded as MARLEX forces storm ashore today. SHANGRI-LA planes will fly 135 sorties in support of today's "D-Day" assault against Iwo Jima, supposed enemy stronghold in NAVMARLEX Landing Exercise. Missions will include close air support for "attacking" Marine units as they move in to establish a beachhead on the island. Air Task Group Three will also provide air observers to guide the landing craft to the beaches and will assist the cruisers and destroyers in laying an accurate bombardment curtain. As part of TASK GROUP 90.2, which includes HANCOCK, KEARSARGE, COLUMBUS, TOLEDO, four destroyers and a submarine, SHANGRI-LA began intensive supportive action for a rehearsal assault Wednesday (February 15) on Muko Jima, a deserted island near Iwo Jima. Live ordnance used in the exercise has been and will be expended on this island, 'defended' by simulated enemy forces. The Task Group is commanded by RADM A. P. STORRS. Actual opposing forces are located on Iwo Jima where only simulated attacks are being made by SHANGRI-LA planes. Opposing, or 'Black' forces consist of BENNINGTON, two destroyers, two submarines and defending land forces. On Wednesday (February 15), VF-122 conducted strafing runs against simulated defending forces on Muko Jima. AD-4NAs of VF-92 followed, dropping napalm and 1,000 pound general purpose bombs. In other action Wednesday (February 15), four VF-122 Cougars intercepted eight 'Black' aircraft and downed seven in a simulated dogfight at 12,000 feet. A simulated torpedo attack Wednesday night (February 15) by VC-35 against BENNINGTON was reported successful. Further damage was inflicted the next day in a bombing attack by VF-92. During these activities, VF-53 has been flying combat air patrols during the day and VC-3 has been conducting similar patrols at night. VC-61 has been standing by for possible reconnaissance photography and VC-11 has been conducting antisubmarine and airborne early warning patrols. Overall Commander for NAVMARLEX is RADM I. T. DUKE, who has been observing the action from USS MT. MCKINLEY. RADM DUKE was in command of a similar exercise in which SHANGRI-LA participated last fall. Attacking amphibious and defending land forces are from the Third Marine Division, normally based at Okinawa and Japan, under the command of MGEN Thomas A. WORNHAM, USMC. SHANGRI-LA and her planes will continue to support the exercise until its completion at 2400, Monday, 20 February.

4. VC-3 provides air group's all weather interception. Flying the famed F2H-3 Banshees, Detachment 'Jig' of Composite Squadron Three, provides SHANGRI-LA's all-weather aerial interception. The squadron, commissioned October, 1949 at Moffett Field, CA, was organized to train pilots for air to air defense, come rain or shine. This followed a brief training period at the Pacific Fleet's All-Weather Training Unit, Barbers Point, Hawaii. At that time the pilots were flying the F4U-5N aircraft, later replaced by the F3D. Finally in 1953, the squadron received its first F2H-3, equipped for day attack, photo escort, and night heckler duty. Detachment 'Jig' boasts its pilots have flown more hours in their type of training than any VC-3 detachment to embark on a carrier. Officer-in-Charge of the group is LCDR Dan R. KLINGER, USNR, a veteran of more

than twelve years of flying with the Navy. He entered as a Naval Air Cadet and was designated an aviator in 1943. Late in 1946, the commander was released from active duty, but returned in September 1948, to serve with the Pacific Fleet's All-Weather Training Unit. He moved to VC-3 for his first tour with that squadron late that year. After a tour in Japan with the Air Force, he returned to VC-3 in 1954, and has been on board with his detachment since late 1955.

5. Sail Locker aboard carrier: No sails, but lots of work. Far forward on the second deck is a small, seldom heard of shop known as 'The Sail Locker.' True SHANGRI-LA does not use sails at present and an emergency requiring such does not seem in the offing, but never the less the locker does an important job aboard. The name is left over from the old sailing ship days when the sailmaker was one of the most important men of the crew. Today SHANGRI-LA's sail locker supplies the bunk bottoms for the crew, laundry bags, and all canvas work aboard. The locker also cuts stencils daily from 0900-1000 for the marking of clothing and other supplies. BM3 K. W. BROWN and SN G. H. WRIGHT operate the locker under the direction of LCDR R. D. CHILTON.

February 24<sup>th</sup> issue:

1. VF-53 makes record landing. The four thousandth landing on SHANGRI-LA's angled deck was accomplished last Thursday (February 16), when CDR Carl A. BROWN, CO, VF-53, brought his F9F-8 Cougar aboard from a CAP mission, in the Iwo Jima practice assault. The commander caught the first arresting wire for the landing, reflecting his past experience for having flown approximately 20 different types of military aircraft. A veteran of 4,500 flying hours, he was designated a Naval Aviator, March, 1932, upon graduation from flight school at Corpus Christi, TX. During the Pacific Campaigns of 1942 to 1944, CDR Brown saw action with the VF section of VGS-27, and with VF-72, VF-6, VF-3 and VF-27. His squadron duty took him aboard the carriers COPAHEE, SARATOGA, PRINCETON, ESSEX, and HMS VICTORIOUS. He then served as a VF instructor, followed by line school and finally served a tour in Flog Air Wing. From Officer-in-Charge of Advanced Training Command Seven, CDR BROWN was assigned as Air Operations Officer on CARDIVONE staff, 1953, during the Korean conflict. The commander began as head of the VF-53 'Blue Knights', December, 1954. While the squadron was perfecting fighter tactics at NAS Miramar prior to reporting to SHANGRI-LA, CDR BROWN served as Administration Officer for the Fleet Air Detachment and Commanding Officer for VF-114. CDR BROWN's decorations include the Navy Cross, two Distinguished Flying Crosses, Air Medal, Letter of Commendation, Purple Heart, and the Presidential Unit Citation. Hailing from Texarkana, TX, he is married to the former Anne DE BERARD of De Land, FL. They have one daughter and two sons.

March 2<sup>nd</sup> issue:

1. Horizon tops list for award. SHANGRI-LA's "News Horizon" has been selected for a Department of Defense award as one of fifteen outstanding Armed Forces newspapers.

Winners are selected quarterly in eight different categories. The "News Horizon" topped the group devoted to 'photo offset, overseas' for the months of October, November and December. Included in this division are all overseas stations of the Navy, Army, Air Force and Marines as well as ships using photo offset method of production. The announcement was made in the 'Galley Guide' monthly publication of the Armed Forces Press Service.

2. CDR Marcy M. DUPREE III, former Air Officer, transferred to the Naval Academy last week. LCDR James R. JACKSON, Jr., former CIC Officer, transferred to Antisubmarine Squadron 25 at NAS San Diego last week. LTJG Arthur E. HILL, former Arresting Gear Officer, transferred to Naval Air Material Center, Philadelphia.

3. CDR Marvin B. MULLENIX reported aboard when the ship arrived at Subic Bay from FTG San Diego to become the Gunnery Officer.

4. SHANGRI-LA became the floating headquarters of RADM A. P. STORRS and his staff last Sunday (February 26) at Subic Bay. The Commander of Carrier Division Five and Alternate Commander of Task Force 77 brought aboard with him a staff of 100 officers and enlisted men during the ship's second day in port. Eighteen officers are included in the Admiral's staff. CAPT G. S. JAMES, who reported to COMCARDIVFIVE from Utility Wing Atlantic, is the Chief of Staff and Aide to the Admiral. Other key members of the staff include: CDR S. W. VEJTASA, Operations Officer; CDR G. SHAW-CORTHORN, Air Warfare Officer; CDR R. C. STARKEY, Assistant Operations Officer; LCDR J. V. FALLON, Intelligence Officer; LCDR C. F. DVORACEK, Gunnery and Surface Operations; LCDR W. F. HINES, Communications Officer; LCDR A. L. SOHOLT, Flag Secretary; LCDR W. H. HILE, Jr., CIC Officer; and LCDR F. R. JILLSON, Logistics Officer. LT W. D. BLEVINS is the Flag Lieutenant and Aide to the Admiral and is in charge of the six Flag Marine orderlies. The enlisted men on the staff number 82, plus 15 Communications Technicians. Also reporting aboard was a 16-piece band, led by MU1 Ray M. FOLLAS. The Flag Office is located on the 02 level, midships, at B-0205-L. The enlisted spaces are directly aft at B-0201-16L. The Admirals's Flag was previously flown aboard KEARSARGE, CVA-33.

March 9<sup>th</sup> issue:

1. CDR Leroy V. SWANSON, Oneida, IL, recently reported aboard for assignment as Executive Officer. A graduate of Bradley University, Peoria, IL in 1937, he entered Naval Aviation in December of that year. His first duty was with VS-2 based at San Diego in January 1939. With the commissioning of the first USS WASP, the commander served VS-71 as part of the ship's air group until January 1941. From there he became an aviation instructor at NAS Pensacola. Early in World War II, CDR SWANSON was ordered to the escort carrier CORE as Flight Deck Officer for 18 months. CORE was one of the first CVEs to conduct operations against German submarines in the Atlantic. The commander became XO and then CO of VT-50 in 1943, aboard USS BATAAN at the time of the first battle of the Philippine Sea during

the Pacific Campaign. From a two year tour as Operations Officer of NAS Miami, CDR SWANSON went to Whiting Field and Pensacola as Officer-in-Charge of the Carrier Qualification Training Unit and LSO school. This was followed by General Line School at Newport, VA. He assumed command of VA-45 and made two cruises to the Mediterranean aboard the carriers FRANKLIN D. ROOSEVELT and MIDWAY from 1948 to 1950. His next tour was with the Military Requirements Section of the Office of the Chief of Naval Operations for two years. Returning to ROOSEVELT as Air Group Commander of Air Group 17, CDR SWANSON served aboard during cold weather exercises off Norway and Denmark. He then went to USS WASP for an around the world cruise participating in Operation Mariner enroute. In addition, the ship operated in Korean and South China seas prior to its return to San Diego. During this period the commander flew all types of jet aircraft including the F9F-6, F2H-2 and F2H-3. From there the commander joined the staff of the Chief of Naval Air Training as Single Engine Training Officer until his recent assignment to SHANGRI-LA. CDR SWANSON holds the Air Medal, all WWII theater ribbons, as well as the China Service, Korean Service Award, United Nations, and National Defense ribbons. He is the son of Mr. and Mrs. George A. SWANSON, now living in Woodhull, IL and the husband of the former Miss Margaret FENTRESS of Norfolk, VA. They are presently living with their son and three daughters at Corpus Christi and plan to move to Coronado, CA this summer.

2. The catapult crew of V-2 Division received a commendation from CAPT C. W. LORD, during quarters Wednesday morning (March 7) for their restoration of SHANGRI-LA's catapults to operational fitness in record time despite hardships during the ship's stay at Subic Bay. Both catapults were rendered inoperative immediately following the recent NAVMARLEX exercises off Iwo Jima. Under the guidance of LT Gaylen L. WILKES, Catapult Officer, and ABC Clinton COX, the 41 men of the catapult crew worked day and night, even during liberty hours to complete the job. Willing and cooperative assistance was provided by the Ship Repair Facility at Subic Bay. On 5 March, when the ship steamed from Subic Bay area, the catapults were completely repaired and tested. As a result, SHANGRI-LA is now ready to meet her important operational commitments. CAPT LORD was especially "proud and pleased of the efforts and caliber of work of the V-2 Division Catapult crew." In concluding his commendation, the Captain stated, "To LT WILKES and his men, I give a most sincere 'Well Done'." A copy of the actual letter of commendation will be placed in the service record of each man in the V-2 Division Catapult Crew.

3. Ship's sailors donated 1,021 pints of blood to the Philippine National Red Cross Community Blood Bank Program which set a new record in the Far East. The previous record was 856 pints donated by BENNINGTON in January of 1956. (This record was eventually topped by PRINCETON with 1,051.<sup>4</sup>)

March 16<sup>th</sup> issue:

1. SHANGRI-LA, Task Force demonstrate ability to defend Philippine Island allies. The striking power, skill and efficiency demonstrated by Task Force 77 greatly impressed

the President of the Philippines during his one-day cruise aboard SHANGRI-LA last Friday. President Ramon MAGSAYSAY stated, "Such a show of massive strength inspires in everyone's confidence in the ability of the United States to defend democracy which all liberty loving people cherish." Friday, the President, his party of top Philippine government and American officials and Manila newsmen witnessed a simulated attack on the Task Force by screaming jet and propeller driven fighter planes off the coast of Luzon. The Task Force included two other carriers, BENNINGTON and KEARSARGE, the heavy cruiser HELENA and 7 destroyers. The naval exercises were the second to be witnessed by the President in two years. The first was performed by USS WASP and two destroyers. The President said that the latest exercise impressed him more because there were more participating vessels. Near the close of the exercise, the President remarked that he was convinced of the sincerity of the United States and of its ability to carry out its pledge to come to the aid of the Philippines in the event of an attack. To emphasize his point, the President disclosed that to maintain just one of the three carriers participating in the demonstration, the U. S. government spends \$325 million or about as much as the entire budget of the Philippine government. VADM Stuart H. INGERSOLL, Commander of the 7<sup>th</sup> Fleet, issued the following statement aboard SHANGRI-LA prior to the President's departure at Manila Bay with a 21-gun salute. "It has been a pleasure and a privilege to have the President embarked in SHANGRI-LA and we hope that he and his party have enjoyed the operations as much as we have enjoyed having them with us."

2. New home planned for TV station. Television returned to SHANGRI-LA last week as the ship's TV sets buzzed with pictures of President MAGSAYSAY, air operations, and a highline transfer during the President's visit aboard. Many of the men regretted the lack of sound when President MAGSAYSAY and VADM INGERSOLL appeared together but this was not possible due to a lack of transmitting facilities. The Aerology Officer, LCDR E. D. LEETH, is making available one of his spaces for a radio and television studio. Occupancy however must await the completion of certain alterations being made by the Damage Control Officer, LCDR J. M. MURPHY. LT E. M. WILMARTH, the Electrical Officer, has started the stringing of cable from the new studio to the RBO system to enable live broadcasts to originate from there on channel four. Chaplain EHRLACHER, who is in charge of the programming stated that he is hesitant to keep moving the equipment around due to possible damage, so is awaiting the permanent installation before continuing the ship's radio and television broadcasts.

March 23<sup>rd</sup> issue:

1. Over 500 personnel from U. S. Naval Station Sangley and their dependants attended the open house held aboard SHANGRI-LA Wednesday (March 21) for their benefit. The guests followed pink arrows up ladders, through hatches and passageways and across decks as they learned the workings of a modern aircraft carrier. The arrows were set up by the ship's public information office to guide the visitors. This system was also aided by guides from the working and standby working division. Refreshments were served on the hangar deck. The following dispatch was

received Thursday (March 22) from the Commander of Naval Forces, Philippines: 'COMNAVPHIL desires to express his gratitude for the hospitality afforded the personnel and dependants of NavSta Sangley and tenant activities during the open house on 21 March. Cooperation and interest exhibited by your officers and men was most appreciated.'

2. No salt water for ship's sailors. "Water, water everywhere, but not a drop to drink," is a familiar line being given a new twist by the Bravo Division of Engineering. It is their job to keep the ship supplied with fresh water. Working in 106 degree temperatures, the evaporator crews provide the ship with its daily consumption of about 112,000 gallons of fresh and feed water. To get fresh water, salt water is pumped into a series of evaporators and heated under vacuum. Before distribution, fresh water is checked electrically to determine its salt content. Properly distilled water will barely conduct electricity, while salt water will conduct it easily. The ship's evaporators are located in the forward and aft auxiliary machinery rooms and in No. 3 fire room. LTJG D. E. WOLF, Ship's Boiler Officer, and BTC B. L. BOLTEN, Evaporator Chief, head the 24 man evaporator crew.

March 30<sup>th</sup> issue:

1. Protestant Chaplain gives news broadcast at Sea. Gleason and Como may be vying for the top popularity spot in the States, but Chaplain R. C. FENNIG's "News Roundup" takes all honors aboard SHANGRI-LA. Aired nightly at 1800, the five minute broadcast is fast becoming a much looked forward to daily event among the crew. The Protestant Chaplain discusses the ship's present location, activities of the day, local pertinent news and world-wide information during his short but informative program. His collaborators are LTJG K. R. NICHOLS, of Air Intelligence, and LTJG J. M. BYERS, of Public Information, who assist in the gathering of material. The program was originally suggested by the ship's XO, CDR L. V. SWANSON, and the Chaplain quickly responded with the present program. His statements, such as, "Today we are 227 miles west southwest of Manila, 558 miles south southeast of Hong Kong, and 6,754 miles west southwest from San Diego."

2. A letter was found wedged in post office this week. It was addressed to a sailor at NTC Bainbridge, forwarded to Receiving Station, Massachusetts, and finally processed to SHANGRI-LA, care of Fleet Post Office, New York. The wrinkled, aged piece of correspondence was from Casselberry, Florida. It was received aboard SHANGRI-LA on 9 October 1951.

April 5<sup>th</sup> issue:

1. SHANGRI-LA will anchor in Hong Kong at Buoy No. 1, which is 1400 yards from Fenwick Pier and 500 yards from the mainland of Kowloon.

2. Ship's LSO "Opens Door" for Air Group Three pilots. Just as the power of the ship's

catapults lift its planes into the air, it is the skill of the Landing Signal Officer that brings them down again. Aboard SHANGRI-LA the LSO duties are handled by LT Ray MANHART, senior LSO, assigned directly to ATG-3, with the assistance of LT Eugene H. WHITTLESEY of VF-53. Both men are naval aviators. An LSO is responsible for the field training of his air group long before they go aboard ship. LT MANHART worked with the ATG-3 squadrons from May to September, 1955, on such training. Using a mock flight deck painted on the runway at NAS Miramar, each pilot was required to make from 100 to 200 simulated carrier approaches. In routine carrier recovery of aircraft operations the LSO works with a team. This includes the "talker," who informs him whether the deck is in readiness for the next landing and any instruction from "Pri-Fly," the ship's air traffic control tower. The LSO also works with a "hook spotter," who checks to see that the approaching plane has its arresting hook, flaps, and wheels down. When an airplane makes an approach, the LSO guides the pilot through signals, taking into consideration his altitude, alignment, and speed in relation to the ship. The LSO's hardest duty, according to LT MANHART, is to estimate the proper time to give the approaching plane "the cut" or landing signal. On the other hand, the LSO must be ready to signal a "wave off" in time for the pilot to regain speed to take off and try again should his approach be unsuccessful. The LSO must give one of these two signals and it is mandatory that the pilot answer. Both SHANGRI-LA LSO's agree that the AD and AJ aircraft are easier to give landing instructions. Special attention must be given to the jet aircraft because they make approaches at 140 feet per second and must land in the first one third section of the angled deck. In addition to the standard white suit and brightly colored signaling paddles for day operations, the LSO is equipped with an electrically lighted suit for night operations. Affectionately dubbed the "Christmas Tree," the suit has a series of lights spaced about three inches apart running along the arms, legs and outline of the body. Paddles are also etched in lights and attached to the suit and the whole thing is plugged into an electric power source. The result is the LSO "uniform of the day" for night operations. LT MANHART from Grinnel, KS, has been an LSO since 1950. During that time he has waved aboard about 8500 landings, 2600 were aboard SHANGRI-LA. His record shows that he has never had a man injured while he was on duty. LT WHITTLESEY, from Indio, CA, has been an LSO for 1 ½ years. He has 1250 landings to his credit and is also a fighter pilot for VF-53.

3. Transfer Officer supervises many shipments at sea. Transfers at sea can be quite a difficult job to master, but not for LT Francis T. GAMBLE, SHANGRI-LA's Transfer Officer. Mr. GAMBLE, who is also V-5 Division Officer, first took over the task of sea transfers in late February. His job is to supervise the smooth receipt and forwarding of mail, supplies and personnel while SHANGRI-LA is underway. Destroyers and other ships in the area continually adopt the aid of our helicopters in performing their tasks. For enlisted personnel, there is no longer the long period of waiting ashore till the ship finally docks. A large number of 'whitehats' have already reported aboard for duty through the transfer at sea method. Instead of a weeks wait or more, mail can now be received on board or sent from the ship with added efficiency. Also, much needed supplies are forwarded via the "copters" of HU-1. Packages, sacks and enlisted men

may appear to reach the ship in a novel way to the average 'first timer.' But Mr. GAMBLE's job certainly makes the trip a safe and time saving one for the Navy.

April 14<sup>th</sup> issue:

1. On Tuesday (April 10), while anchored in Hong Kong, LCDR Frederick J. STREIG was detached for duty with Airborne Early Warning Squadron Twelve. He was one of the first officers to report at Bremerton prior to the ship's recommissioning. His latest position aboard SHANGRI-LA was Communications Officer.

2. Hong Kong buys burden ship. Articles from bamboo bar sets to bicycles found their way aboard SHANGRI-LA early this week as personnel placed orders through the U. S. Navy Hong Kong Purchasing Branch. Enough merchandise was ordered to fill four motor launches, according to SKC Lester O. TENNY, leading chief of S-3 Division.

April 20<sup>th</sup> issue:

1. Okinawa will be the next port of call next Tuesday afternoon (April 24). The ship will anchor in Buckner Bay, about one mile from the landing, or a fifteen minute boat ride in the motor launches. The ship will stay at Okinawa till the morning of 30 April.

2. Air Group form "Century club." Continuing to pave the skyways over SHANGRI-LA is CDR Damion W. COOPER from Elizabethtown, KY, heading Air Task Group Three. Affectionately dubbed 'The Great White Father' by his fellow pilots, the commander made his one hundredth landing only last week. Ironically, CDR COOPER's luck came through on Friday, April 13, being the first pilot aboard to break 100. Flying F9F-8 Cougars of VF-53 and VF-122 and AD-4 Skyraiders of VF-92, the commander has flown an average of two to three flights daily. He also has experience in flying the TBM and F9F-2, picking up some 3,000 hours in his career. Leading contender for top 'Century Club' honors is LT Winthrop P. ROBINSON, Officer-in-Charge of VC-35, Detachment 'Juliet.' He made his hundredth landing on this cruise just an hour after CDR COOPER. LT ROBINSON from Watertown, MA, flies AD-5N Skyraiders, ATG-3's work horses. His landing accomplishment has been due to flying mail runs, passenger service and other available flights, including night attack, the squadron's primary mission.

3. Washington dignitaries view 7<sup>th</sup> Fleet in action aboard ship. SHANGRI-LA played the role of host again this week as the Honorable Thomas S. GATES and the Honorable James H. SMITH, Jr., embarked Monday afternoon (April 16) to view the Seventh Fleet in action for three days. The Under Secretary of the Navy and Assistant Secretary of the Navy for Air, who are touring Far East military installations, were welcomed aboard by VADM S. H. INGERSOLL, Commander of the Seventh Fleet; RADM R. D. MCKORKLE, COMCARDIVTHREE; and RADM A. P. STORRS, COMCARDIVFIVE, ship's flag. CAPT C. W. LORD and CDR L. V. SWANSON were also on hand for the brief ceremonies which included a 17-gun salute

as the secretaries' helos approached the flight deck. Personnel from two squadrons in ATG-3 and the 1<sup>st</sup> and 3<sup>rd</sup> Divisions of Gunnery lined the flight deck as Mr. GATES inspected the ship's marine honor guard immediately after his arrival. The veterans of Naval Task Force operations in the Pacific during World War II spent Monday evening relaxing and becoming better acquainted with the high military dignitaries aboard. The second day of their visit began with a briefing by VADM INGERSOLL emphasizing the importance of the Seventh Fleet. Flight operations were at a minimum because of poor flying conditions. Later, the weather improved and the secretaries departed by helicopter to visit other units of the fleet. Secretary GATES spent the afternoon on the heavy cruiser COLUMBUS, which is the flagship for RADM MCCORKLE. Secretary SMITH went to the carrier KEARSARGE for an overnight visit. Full scale sea and air operations were provided Wednesday (April 18) as the visitors spent morning to dusk viewing live ordnance demonstrations of depth charges, napalm bombs, rockets and aircraft artillery. As the sun rose higher over the 'gray speckled' Pacific waters, visits to nearby cruisers and destroyers were made by the secretaries through highline transfers and a ship's helicopter. Air operations continued through the day into evening as 99 sorties were performed in all. During the visit of Mr. GATES and Mr. SMITH, 18 ships were on hand from the Seventh Fleet: three carriers, three cruisers, and twelve destroyers. Early Thursday morning (April 19), the Under Secretary and his companion departed SHANGRI-LA along with the Seventh Fleet heads, for a visit to another part of the Far East.

4. Number one man in SHANGRI-LA's Gunnery Department is CDR Marvin B. MULLENIX, head of the combined ordnance and deck divisions. An administrator for 26 officers and 457 enlisted personnel, he is responsible to see that 'good housekeeping' is maintained aboard ship. Another part of his job is the maintenance of the ship's motor launches and auxiliary boats. Hailing from Hagerstown, MD, he attended Mount St. Mary's at Emittsburg, MD and later the Naval Academy receiving his commission in March 1942. His first duty assignment was at NAS Quonset Point, RI. He then reported aboard USS ALABAMA, which served as part of the British Home Fleet in 1943, and as part of Task Forces 58 and 38 in the Pacific during the remainder of the war. From there he became head of the machine gun section at the Ordnance School of the Naval Gun Factory, Washington, D.C. With the end of WWII, he went on an inactive duty status. In September 1950, he was recalled to service to act as the XO for the U. S. Naval Station, New Orleans. His next assignment was Assistant Gunnery Officer for USS MISSISSIPPI (EAG-128). The ship was used to evaluate new ordnance equipment. He proceeded to Special Weapons School at the Fleet Training Center, San Diego, prior to reporting aboard SHANGRI-LA on February, 1956. CDR MULLENIX is the husband of the former Miss Eva ZENTZ of Thurmont, MD. They have three children, Tommy, Kathy, and Melinda, and reside in Imperial Beach, CA.

April 27<sup>th</sup> issue:

1. Wide screen due for ship movies. SHANGRI-LA is now equipped to show CinemaScope movies it was announced by the Engineering Department. The only

problem is that no movies of the required type have been made available to the fleet, but are expected any day now, according to LT Eugene M. WILMARTH, ship's Electrical Officer. It was explained further by LTJG Gordon J. POST, Movie Officer, that present CinemaScope movies sent to the ship have been reprocessed to be used in ordinary projectors. New movie facilities include a 12 foot by 30 foot wide-angle screen made by members of the sail locker under the direction of LCDR Robert D. CHILTON, First Lieutenant. SHANGRI-LA personnel can look forward to watching CinemaScope movies projected through modern anamorphic lens manufactured by DeVry Corporation.

2. Chief of Naval Operations to arrive aboard Tuesday (May 1). The Chief of Naval Operations, ADM Arleigh A. BURKE, accompanied by a host of Naval officers, will spend two days aboard SHANGRI-LA next week, observing Seventh Fleet operations. ADM BURKE, who drew nationwide acclaim last year when he became CNO, will arrive on board, Tuesday, May 1. Accompanying the CNO, who is making a tour of fleet activities in the western Pacific, will be: VADM R. E. LIBBY, Deputy CNO for Fleet Operations and Readiness; VADM M. E. CURTIS, Deputy Commander in Chief of the Pacific Fleet; VADM S. H. INGERSOLL, Commander in Chief of the Pacific Fleet; and RADM G. W. ANDERSON, Jr., Commander of Fleet Air Wing One and CTF-72. The party of visitors, which also includes seven officers and one chief yeoman, will arrive on the flight deck by COD or helo. Task force operations will be staged near the Ryukyaun Islands, between May 1 and May 3. Extensive air operations will be staged Monday afternoon and evening. The CNO will conduct visits to nearby ships, either by highline transfer or helo, Wednesday.

May 4<sup>th</sup> issue:

1. CNO visit canceled. Due to urgent business in Washington, ADM BURKE, CNO, canceled his planned two day visit aboard SHANGRI-LA, 1 to 3 May. The Admiral and a host of other guests had previously planned to visit SHANGRI-LA and observe Seventh Fleet Operations. The CNO regrets were received in a dispatch early Sunday morning (April 29). It read: 'Urgent developments require that I return to Washington directly from Saigon. Please extend my most sincere regrets to all concerned that I am unable to carry out remainder of schedule as planned.'

2. SHANGRI-LA will return to Yokosuka, Japan next Monday (May 7) for two more weeks. The ship will drydock the first part of her stay and will remain at Yokosuka until Monday, May 21.

3. Ten former classmates from the U. S. Naval Academy got together for a brief session on SHANGRI-LA's flight deck last week. The eight squadron officers and two ship's company officers, all LTJGs, are graduates of the class of '52: James A. LOVELL (future Apollo 13 astronaut), B. D. KNUTSON, J. P. DERR, P. M. MALONEY, J. W. KUNCAS, C. E. ANDREWS III, J. S. MCNEELY, H. M. BURRIDGE, W. B. RIVERS and J. B. WILKINSON.

4. SHANGRI-LA had traveled 48,357 miles since commissioning in January 1955 by the time the ship reached Okinawa. Since leaving San Diego this past January, she has steamed 24, 016 miles.

May 12<sup>th</sup> issue:

1. On arriving at Yokosuka, CDR Charles W. GUNNELS, USN, reported aboard to relieve CDR VAN METER as Operations Officer.

2. World War II Air Hero Now Flag Ops Officer - Obviously of the Navy's most colorful careers lies in the guise of CDR Stanley 'Swede' VEJTASA, Operations Officer for COMCARDIV FIVE. Not long after his graduation from Montana State University and the beginning of his naval service in October, 1937, the commander was greeted by World War II, which eventually led him to take part in most of the crucial battles of the Pacific. CDR VEJTASA (pronounced Veh-ta-sa) was assigned to VF-10 'Grim Reapers' flying F4F Wildcats. These craft with a slight edge in fire power, were matched against the Japanese Zero. The same unit met action in the Battle of the Coral sea in May, 1942 aboard USS YORKTOWN. CDR VEJTASA relates how this meeting of two fleets and the aerial clash that followed marked a new mode in warfare. Raging storms forced enemy units to unknowingly come as close as 25 miles of each other, causing many of the opposing aircraft to attempt landings on each other's aircraft carriers. CDR VEJTASA was accredited with the destruction of eleven aircraft during personnel engagements. Eight of these were shot down in one day during the Battle of Vera Cruz while VF-10 was attached to USS ENTERPRISE. It was in this engagement, designed to check the enemies southwestern aggression, USS HORNET was lost, although damage was inflicted on two enemy carriers. The present COMCARDIV FIVE officer is associated with renowned naval aviation names as Jim FLATLEY, former skipper of the 'Grim Reapers' and now Commanding Officer of USS LAKE CHAMPLAIN. CAPT FLATLEY devised tactics in aerial warfare that proved most successful in the skies over the Pacific. Joe FOSS, presently governor of South Dakota, was also a member of the air unit. Other names the commander worked with included Navy and Marine aces "Killer" William KANE, Pappy BOYINGTON, Marion CARL, Bob DIXON, and Dusty Rhodes. After the war, the commander served as commanding officer for VF-17 in October, 1945 and from there reported to General Line School. In the name of rocket research, CDR VEJTASA went to Edwards Air Force Base, California in February 1949, and was also assigned as Officer-in-Charge of NAS Mojave. While at Edwards, he flew as co-pilot assisting George E. JANSEN, pilot of the B-29 'Mother Ship' that launched the D558 I 'Sky Streak' and the D558II 'Sky Rocket.' During these tests, the 'Sky Rocket,' flown by Bill RICHMOND, a former naval aviator, set a new speed record and attained the highest altitude for a manned rocket type craft at that time. The commander's decorations includes three Navy Crosses, two Bronze Stars, two Letters of Commendation, a Presidential and Navy Unit Commendation. During the Korean Conflict, he served as Air Officer aboard USS ESSEX. CDR VEJTASA, whose career was once recorded in 'Look' magazine, hails originally from

Paris, Montana. He is married to the former Miss Inga BINNHAGEN of Circle, Montana. They presently reside with their three children at Imperial Beach, CA.

3. The latest figure on landing aboard SHANGRI-LA is 6,116. Four pilots are now in the ship's celebrated 'Century Club.' CDR Damon COOPER, ATG-3 head, leads the pack with 111 arrestments. Following close behind are LT Winthrop ROBINSON and LTJG Robert RITZMAN of VC-35 with 109 and 106 respectively. Another pilot from VC-35, LTJG W. RIVERS entered the charmed group with his 100th landing just before the ship arrived at Yokosuka.

4. Marine Master Sergeant Max STEIN was 'sworn in' to the rank of Marine Gunner by CAPT Marion ETHERIDGE, JR., USMC, of the ship's Marines, during formal ceremonies at sea last Saturday. The occasion was attended by CAPT C. W. LORD, ship's Commanding Officer, who pinned on the warrant officer's insignia while CAPT ETHERIDGE pinned on the 'bursting bomb' insignia designating a Marine Gunner. Informed sources disclosed there may be a possibility that this was the first time in Marine history that a person accepted a regular warrant officer appointment while underway aboard a U.S. naval vessel. Marine Gunner STEIN was one of 75 enlisted Marines selected for warrant rank among 4,393 applicants. The veteran of 15 years service with the Marine Corps was awarded two Silver Stars and two Purple Heart medals for Korean service with the 1<sup>st</sup> Marine Division.

5. Plans are now in progress to reorganize the ship's band according to Carl NASHAN, SN, former band director. The ship's band operated from January 1955 until the arrival of the Flag Band in February 1956. For the benefit of the band members, new instruments will be acquired while in Yokosuka.

May 18<sup>th</sup> issue:

1. SHANGRI-LA is brought into drydock for two weeks, the first time since recommissioning in January 1955. A hull check and routine repairs are being made before returning to her tour in the Far East.

2. SHANGRI-LA Dental Department, working with a well-trained staff and modern facilities, have compiled a record 12,134 separate dental treatments since the ship's recommissioning January, 1955. The various field covered by the 12,134 treatments are as follows: Operative Dentistry, 5,020; Intra-Oral X-rays, 2,892; Oral Surgery, 487; Oral Hygiene, 1,224; Prosthetic Dentistry, 322; Examinations, 2,189. In order to give the crew the best possible service in the above mentioned fields, the department utilizes a wide variety of modern dental equipment. This equipment includes: three separate dental operating rooms; a complete prosthetic laboratory ; an X-ray room; and a dark room for processing X-rays of the oral cavity. A dental examination is a prerequisite of any dental work. These examinations are given daily during the dental sick call hour, 0830 to 0930. After examinations all work is rendered by appointment only with the exception of emergencies which are handled at any time. In addition to

dental watch maintained in the Dental Office from 0600 to 2200, there is a duty DT available after taps for emergencies. CAPT W. R. MCCLELLAN is Head of the Dental Department which consist of three officers and five enlisted men. They include: Assistant Dental Officers, LT T. M. SIMPSON II, DC, USNR and LTJG C. E. NEWCOMER, DC, USNR; Senior Dental Technician, M. D. HENDRIX, DTC; Prosthetic DT, N. L. CHARLAND, DT1; General Dental Technicians, E. H. POWERS, DT2 and V. C. CURRY, DT3; Dental Striker, V. H. SACKETT, SA. To give some idea of the dental setup one might mention the fact that the Dental Division is a separate branch in the organization of the Bureau of Medicine and Surgery. This was made by an Act of Congress in 1948. All dental officers in the navy are graduates of an accredited dental school and are commissioned in the rank of LTJG. All dental technicians are graduates of a course in Basic Dental Technology. Class A, B, and C schools for the training of Dental Technicians are located at the Naval Training Centers, Bainbridge, MD., Great Lakes, Ill., and San Diego, CA. There is a continuous need for Dental Technicians in the navy. The department is located on the port side, frame 138, compartment B-320-2L.

3. Veteran USN Aviator Directs Flag Staff - Acting as right hand man for COMCARDIV 5 is CAPT George S. JAMES, Jr., Chief of Staff for SHANGRI-LA's Flag Department. The captain, humorously claims he saw a plane way back in 1915 and from then always wanted to fly one, graduated from the Naval Academy in June, 1932. After two years at sea he enrolled in flight training at NAS Pensacola and was designated a naval aviator in October, 1935. After a two year tour of duty with VF-3B, CAPT JAMES joined VP-101 to fly neutrality patrols in the Pacific during uneasy times before the outbreak of World War II. During this time the captain acted as Navigator for the first mass flight to the Philippines in September, 1939. Beginning at San Diego, the air unit flying PBY-4's made its way Pearl Harbor and after a brief stay eventually carried their reconnaissance missions to areas such as Midway, Guam, and the French China Coast. From November, 1941 to July, 1944 CAPT JAMES worked his way from Operations Officer to Commanding Officer of NAS Anacostia. He also went aboard USS CASTLE ROCK as CO and received the Legion of Merit decoration. This was for acting as Task Unit Commander during Saipan search and reconnaissance assignments from March, 1945 to December 1945. After the war he became the Executive Officer in October, 1946 of the light carrier USS WRIGHT and made its first landing upon being recommissioned. Instruction at the Naval War College followed and then a tour with Fleet Air Wing Lant at the outbreak of the Korean conflict. Then from Chief of Staff for Naval Aviation Basic Training Command and Commanding Officer for Utility Wing Lant, the captain reached his present position with COMCARDIV 5. CAPT JAMES , who hails originally from Hyattsville, MD is married to the former Miss Elizabeth W. Brainard of New Orleans, LA. They are presently residing with their children Mary Louise and George, II in Coronado, CA.

May 26<sup>th</sup> issue:

1. New Supply CDR Reports Aboard. Reporting aboard SHANGRI-LA last Saturday

was CDR Martin J. B. KAHAO, USN, who will shortly relieve CDR William C. NIELSON as SHANGRI-LA's Supply Officer. The CDR, who hails from the 'Bayou Country' of Port Allen, LA, previously had been serving as Director of the Stock Control Division of the Yards and Docks Supply Office, Port Hueneme, CA. After receiving a degree in Business Administration from Tulane University, New Orleans in 1940, he was given a commission in the Navy. A veteran of World War II, CDR KAHAO took part in the Normandy invasion while working in an antisubmarine group in and around the Bay of Biscay. During this campaign he served as Supply Officer for both Fleet Air Wing 7 and the Headquarters Squadron. It was in conjunction with his antisubmarine work that he received a commendation with ribbon from the Commander of Naval Forces in Europe for excellence of logistics planning and support to aircraft squadrons assigned to this campaign. Beside being a graduate of Tulane University, the Commander graduated 'cum laude' from Harvard Business School in 1948, completing this 2 year course during a tour of shore duty. He is married to the former Miss Shirley F. BIERMAN of Lyndon, IL. CDR KAHAO and his wife make their home in Oxnard, CA, with a 4 year old daughter Wendy Lynn.

2. Ship Name Tags Ready For Fleet. Beginning in September, 1956, naval enlisted personnel below chief petty officer, will officially wear ship-name sleeve marks according to recent Bupers Notice 1020 of 3 May. The notice states ship-name sleeve marks have been adopted to enhance unit identity. The conclusion followed a study of 'test' units, who wore the marks and submitted their comments on the plan. The marks describe the ship's name in 1/4 inch white block lettering embroidered in a slight arc. They are to be worn parallel to and with top edge 3/8 inch below the lower row of stitching on the right shoulder seam, centered on the outer face of the sleeve. Upon reporting aboard, personnel will be issued five of the sleeve marks for his dress blue and white jumpers. He may purchase additional marks at 10 cents each.

3. Television - Radio Return To Action. Networks Broadcast While At Sea. 'Just call me lucky', is a phrase SHANGRI-LA crewmembers can start using while they enjoy the return of entertainment being put out through the ship's homemade radio and television networks at sea. There is now little doubt that SHANGRI-LA is among the top ships when it comes to crew entertainment. The ship not only has the facilities to show CinemaScope movies, but now again has its radio and television station. Chaplain G. V. EHRLACHER, who initiated the idea of a combined shipboard radio and television studio, took over this entertainment project before the ship left the States. With the technical assistance and encouragement of Chief Warrant Officer L. Practico the idea took shape. Since the success of such an undertaking was not certain, it was decided to give it a trial run from San Diego to Yokosuka. This testing proved to be satisfactory. New spacing arrangements for radio and TV equipment have now made it possible to operate both programs at the same time. Before, this was impossible. Those helping to make the return of radio and tv possible aboard SHANGRI-LA were Engineering's Metalsmiths, Operation's Electricians and Gunnery's I. C. Electricians. Jack MEYER, ET1, has handled the technical work while John WALKER, SN, has taken care of the actual layout in the broadcasting booth. Also WALKER has the responsibility of

keeping everything running on schedule. Helping WALKER to meet his very busy schedule is Floyd FRANKLIN, FN. The space, compartment B-0205-5A, on the 02 level is a former Aerology Store Room made available by that department. Regular movie films are being used on the TV programs along with specific TV films when they are available. While some records for the radio program are supplied by crewmembers, the Welfare and Recreation Fund provides the basic record library. Personnel volunteering their services as disc jockeys are: Bill SMITH, SN, handling progressive jazz; James WILLIAMS, PN3, rhythm and blues; and Paul HERRIN, PFC, and Robert KAZMERSKI, YN2 handling popular music. Bill THRAILKILL, SN, of the Flag, will spin popular records on the 1100 show. All radio programs are taped for accuracy before being aired. The hillbilly band, composed mainly of VC-6 personnel, is another volunteer group who add musical enjoyment to the radio broadcasts. The band, under the leadership of Dean YOUNG, AN, has spent many off duty nights recording their programs. Each daily radio broadcasting schedule begins at 0630 running periodically through the day and terminating at 2200. On Sundays the programs commence at 1300 and come to a close at 2200. The regular radio casts are heard on position 'one' on the ship's speaker amplifiers. To satisfy the lovers of classical music, Chaplain EHRLACHER is initiating an additional feature for Sunday afternoon listeners on position 'two'. It will include complete symphonies for the 'long hairs'.

4. Admin Chief Now Saltiest Aboard Ship. Reporting aboard SHANGRI-LA last Friday, was jovial Neil R. WOODCOCK, YNTC, now assigned to the Administrative Department. Chief WOODCOCK, who coyly admits he's 'past 56,' has a service record dating back to World war I, when he first entered the Navy in May, 1917. Most of his sea duty has been aboard destroyers and cruisers including USS LOS ANGELES, whom he helped recommission in January, 1951. He spent two years aboard 'L.A.' as she participated in the support of Task Groups 77 and 95 during the Korean Conflict. Hitting high points of the chief's dated career, he assisted in establishing the first radio station on Guam in December, 1917. He recalled how those were typewriterless days, when a yeoman belonged to the 'pen and ink' Navy and all paperwork was painstakingly done in longhand. After a period of inactive duty, World War II brought the yeoman chief to one of its significant operations, that of 'D-Day' on 6 June, 1944. The war ended and he went back to civilian life until the fury of the Korean incident struck and Chief WOODCOCK again answered his country's call. His last assignment prior to reporting to SHANGRI-LA, was as an instructor for Yeoman Class A School at San Diego, where he served for three years. Chief WOODCOCK and his wife Eileen, who reside in Shawnee, OK, can boast a true 'Navy' family. Their sons Duane, FC1; K. Riley, PH2, and Don, IC3, now discharged, were all in the Naval Service.

5. Postal Inspector Task of LT PRAY. LT Robert E. PRAY, USNR, of the Engineering Department has the tedious but important duty of Postal Monthly Inspection and Audit Board Officer. Since the Post Office handles a phenomenal amount of money, it is necessary that periodic checks be made to see that the books are properly balanced. LT PRAY, who was the third officer to report aboard during SHANGRI-LA's recommissioning period, carries out his job as Postal Inspector and Audit Board Officer

once a month. It takes approximately two hours to complete his job and possibly longer if a mistake has been made. However, mistakes are rare since the postal clerks have daily checkups. LT PRAY also insures regular and efficient mail service. Mr. PRAY is married to the former Miss Mildred MCDERMOTT of Manhasset, Long Island, NY. They make their present home in San Diego with six children. He received his commission from the U.S. Merchant Marine Academy at Kings Point in 1944.

June 1<sup>st</sup> issue:

1. Yokohama Next Liberty Port; Ship To Anchor Out Monday - Yokohama, chief port of entry in Japan, will be SHANGRI-LA's next port of call Monday. This Japanese seaport is located 36 miles north of Yokosuka and 18 miles southwest of Tokyo. The ship will stop first at Yokosuka Monday morning to let the Flag off, then proceed to Yokohama. The ship hopes to anchor outside the breakwater approximately two- and one-half miles from shore by noon. Of everything goes according to schedule, early afternoon liberty may be expected. Liberty hours for the ship's stay are not definite yet. Liberty uniform will be undress whites with neckerchief. Crew members may find Yokohama a little damp during liberty since June 4 through 9 is characterized by rains almost every days. The temperature will range from a maximum 70 degrees F to a minimum 63 degrees F. Ship's tourist will not find Yokohama lacking as a port of interest. It is the home of Sojiji Temple, one of the greatest Buddhist monasteries of Japan and Nogeyama Park which contains Japanese gardens and a zoo. Other points of interest include Sanei-En Garden, Hall of Eight Sages and the Yokohama Nursery which contains a collection of native trees and flowers. Personnel who still have shopping to do will find the Motomachi shopping center, and numerous shops lining the main streets most inviting. Also located in Yokohama is a fine PX where servicemen can find economical prices. Since Tokyo is only a 15-minute train ride from Yokohama, shopping, recreation and sightseeing of the large city will be quite expedient for crewmembers. SHANGRI-LA will leave Yokohama on 9 June for Hawaii and then the United States.

2. ALL VC-35 Pilots Become Members Of Century Club. The 'Roadrunners' of VC-35, Detachment Juliet, hold the distinction of having all their pilots qualify for membership in the 'Century Club' by making one hundred landings apiece on SHANGRI-LA's angled deck. The elite group include LT W. P. ROBINSON, Officer-in-Charge, whose landings to date total 119; LTJG R. R. RITZMAN with 117; LTJG W. B. RIVERS, 108; LTJG T. W. DURANT has 103 and LTJG D. F. MOW, 102. Flying AD-5N Skyraiders, the 'Beep! Beep! Zoom!' squadron have accumulated these landings through carrier overseas delivery flights, antisubmarine and night attack missions. The five officers are supported by thirty-seven enlisted men whose efforts have caused the squadron to maintain an average of forty hours per month flight time. 'Century Club' honors also go to CDR D. W. COOPER, Commander AIR TASK GROUP THREE, who has 119 landings, and LT W. L. MCCAWE, Officer-in-Charge of 'McCaw's Flaws' of VC-11, Detachment 'Juliet' who is the club's newest member with 100 landings.

3. SHANGRI-LA Sets New Record In Replenishing Exercises. Participating in a

gigantic 32-ship replenish-operation, last Saturday (May 26<sup>th</sup>), SHANGRI-LA set what is believed to be a new Fleet record, when the crew received 177 tons of provisions in 52 minutes. This time topped that of WASP, CVA-18, who had earlier that day set a new record. Cargo received aboard included: ammunition, aviation supplies, commissary supplies and fuel. The Executive Officer, in a tour of the Hangar Deck, stated that he had never seen as much come aboard so fast. He and the Captain were among the first to extend a hearty well-done to the estimated 500-man working party. Supply ships alongside included: USS MT. BAKER, USS JUPITER, USS VEGA, and USS KAWISHIWI. This marked the last full-scale replenishment for SHANGRI-LA who will turn her bow homeward in a few weeks. Among the thirty-two ships in the replenishment operation were: five carriers, three cruisers, and twenty-four destroyers.

4. Crew Liberty Four Section In San Diego. 'What kind of liberty are we going to have in the States - port and starboard, three-section or possibly four-section?' This penetrating and widely discussed crucial topic has been circulating aboard ship, since a SHANGRI-LA notice published last month stated that there may be port and starboard liberty. Here's the scoop, straight from the top. There will be four-section liberty; however, a few 'ifs' must first be taken to heart by all hands. The excellent spirit of cooperation shown by the crew throughout this cruise has indicated that when extra privileges are granted, everyone turns to and does a better job. This is the theory still in effect when we reach 'stateside.' However, this extra work will have to be absorbed by a smaller group of people if the ship is to maintain its usual clean condition and smart appearance with four-section liberty. If it is found that this can not be accomplished, it will be necessary for us to go back to three-section liberty. Liberty is a touchy issue. When it is stated there will be four-section liberty provided everything is kept 'shipshape', several people are still going out on a limb knowing that they will get full cooperation. So, it's up to you! If you want four sections, don't let the become a word taken for granted.

5. Six Sections In 'A' Division Perform Bulk Of Ship's Work. A large percentage of the ship's work is divided among the six distinct sections found in 'A' Division of the Engineering Department. These sections include: A1, Hydraulics; A2, Diesel Engines; A3, Refrigeration; A4, Machine Shop; A5, Steam Heat; A6, Oxygen-Nitrogen. The one officer, five chiefs, and one hundred white hats in 'A' Division are under the supervision of LCDR Joseph M. MURPHY. The division officer is ENS Thomas A. BRAND. Mr. BRAND is assisted by leading chief J. V. KELL, MMC. Section A1 is under the supervision of E. A. KING, MM1. They maintain and repair all elevators, deck winches, capstans, anchor windlasses, Hangar Bay doors, hydraulic pumps, and steering engines. E. R. LUTTRELL, ENC, is in charge of section A2. They handle emergency generation and the maintenance and repair of all air compressions and boat engines. The general up-keep of the refrigeration plant, scuttlebutts, deep freeze units, ice cream making machines and air conditioning is the responsibility of A3. R. C. GALLAHER, MMC, leads the section. Section A4 takes care of the Machine Shop. With G. F. HORTON, MRC, in charge, the group's main function consists of manufacturing and repairing machine parts for various divisions aboard ship. They also handle the

maintenance and repair of all power machines. Another busy section in 'A' Division is A5, with steam heat maintenance its main function. D. R. LARSON, MM1, leads the men in the upkeep and repair of the heating system, galley equipment, laundry facilities, tailor shop and escalator. The last section in the division is A6 with its chief concern being the ship's oxygen and nitrogen plants. The group takes care of all operations and maintenance of compress gases. G. R. PEIRCE, is the section leader.

6. LSO Promoted To LCDR Status. SHANGRI-LA's senior landing officer, Raymond J. MANHART, recently traded his two silver bars for a gold oak leaf. Mr. MANHART, who has been an LSO since 1950, came aboard early in January 1956 from NAS Miramar. He spent from May to September 1955 at the naval air station in charge of field training of the ATG-3 squadrons. It was this early training in precision teamwork that has helped perfect the efficiency of SHANGRI-LA without the injury of a single man. Mr. MANHART and his wife, the former Miss Suzanne E. WILLIAMS of Detroit, MI make their home in San Diego, CA.

7. To SHANGRI-LA ATG-3. The performance of the SHANGRI-LA's crew and AIR TASK GROUP THREE during the past two weeks gives me yet another opportunity to congratulate and thank all hands. Since leaving Yokosuka we have been engaged in our most arduous program of the cruise, both while the ship was operating singly and while with the rest of TASK FORCE SEVENTY-SEVEN. To each new and difficult challenge, you have responded with a spirit and effectiveness which continues to set new records, and which should be a source of deep personal satisfaction to each of you, as it is to me. It would be impossible without printing a roster of the crew to give individual credit where it is due. However, all share credit for these accomplishments. Our competitive exercise schedule took a giant step toward completion when the Damage Control people finished four of their final exercises in one day, the Signal personnel took in their stride the darndest test the examining ship could throw at them, and Gunnery completed five practices in two half-way periods with Excellent and Outstanding scores. Then, those concerned with replenishment operations turned to and set a fleet record which probably will stand for a long time when they took 177.7 tons of provisions in 52 minutes, measured against a desired performance standard of 90 tons an hour. The refueling detail continued its usual superior performance, handling the destroyers alongside at night just as though it were broad daylight. The catapult gang solved a few more problems not in the book to keep the big sling shots operating. The engineers continued their excellent standard of performance which has, like that of others, come to be taken for granted - even to the point of answering an emergency backing bell from a cruising combination set up without casualty. The Air Group was peaked to top performance, and those who participated in the Task Force exercise just completed, demonstrated it. And the list could go on and on. So, as we near the day when we can get underway and head the Showboat east instead of west from the mouth of Tokyo Bay, once again I say with happy pride to all of you, 'Well Done.' - C. W. LORD, Captain, U. S. Navy.

8. Flag To Depart At Yokosuka; Will Board Carrier WASP. After three eventful months aboard SHANGRI-LA, RADM A. P. STORRS, Commander CARRIER DIVISION FIVE

and senior alternate Commander of TASK FORCE 77, will transfer his flag to the foretruck of USS WASP in Yokosuka. RADM STORRS says in departing, "It has been a great pleasure to fly my flag on the SHANGRI-LA. The alertness of the crew, and the shipshape appearance and excellent operational record of the SHANGRI-LA make me proud to have served in her. No other attack carrier could have met the needs of TASK FORCE SEVENTY-SEVEN in a more adequate or taut manner." Following USS BENNINGTON, USS HANCOCK and USS KEARSARGE, CVA-38 was the fourth flagship to be selected since the staff of 116 personnel left the States last October to relieve COMCARDIV THREE. The transfer to WASP will see some changes in the administration of the flag as some of its members will be reassigned. CAPT George S. JAMES, Jr., Chief of Staff, will prepare to assume command of USS PHILIPPINE SEA, while CDR Stanley W. VEJTASA, Flag Operations Officer, will depart for the Naval War College at Newport, Rhode Island. Another change will see LCDR Charles F. DVORACEK, Surface Operations and Gunnery Officer, join the staff of Commander Fleet Air Japan. "Sayonaras" won't be said to the whole flag, as a body of nine enlisted men under the supervision of ENS William W. HEADLINE, will remain with the ship to maintain flag working spaces and to accompany equipment going back to the States. Hitting highpoint of the staff's tour aboard this ship, crew members will recall how international attention was focused on CVA-38 as President Ramon MAGSAYSAY of the Philippine Republic visited in early March. At this time the air forces of BENNINGTON, KEARSARGE and SHANGRI-LA supported by other SEVENTH FLEET units, joined in an all-day operation demonstrating TF-77 efficiency for the Philippine Chief Executive. April found COMCARDIV FIVE, then Commander TASK FORCE SEVENTY-SEVEN, again acting as host, this time for the Honorable Thomas S. GATES, Under Secretary of the Navy and the Honorable James H. SMITH, Jr., the Assistant Secretary of the Navy for Air. The secretaries were touring the Far East. Informed sources imply that SHANGRI-LA might be the flagship for COMCARDIV FIVE when she returns again to the western Pacific in the fall. This would be pending approval of CINCPACFLT and COMSEVENTHFLT.

9. Yokosuka Supply Orders Total \$56,000. Sixty tons of merchandise predominately chinaware found its way aboard SHANGRI-LA as personnel placed \$56,000 worth of orders through the facilities of the Ship's Store. Records show this roughly to be ten times as large as previous orders from Yokosuka and Hong Kong. Working parties, under the supervision of S-3 Division, labored four days unloading ten 20-ton trucks stocked to a depth of 15feet. The merchandise was then distributed to four of the ship's storage spaces. Although personnel have until 16 June, the Ship's Store section of Supply emphasized that it would be advantageous to make earlier pickups. "Payday has been held early," explains LT L. R. WIDNEY, "to permit purchase of special order merchandise prior to the ship's arrival in Yokohama. This will afford individuals an opportunity to procure items which were ordered, but not delivered and also to correct any discrepancies in sizes and identity in those items which were delivered." Below are the four compartments where merchandise is located therein: B-215-5M: Blue Bell; C-306½-M: Fukagawa; C-414-A: Ashahi Shoten, International, Tokyo Textile, Nitto Trading, Orient Trading, Canon Camera, Miura Trading, Fukagawa, Mikimoto, and Fuji

Pearl and C-419-A: Nitto Trading.

10. COMCARDIVFIVE's Band will return to the States with SHANGRI-LA. With the ship's own band again reorganizing, SHANGRI-LA will now have two separate bands.

11. Personnel are urged to place their orders for the Air Group cruise book to be delivered upon the ship's arrival in Yokohama. Total cost of the book is \$2.75 and orders may be placed with representatives located in each of the squadron ready rooms. Haste is emphasized as the supply is limited. The 150 page book will feature photographs illustrating AIR TASK GROUP THREE in action. Another portion will contain color photos plus group pictures of squadron pilots. Pictures of SHANGRI-LA and the liberty ports she has visited will also be included. The cruise book will offer a historical narration of ATG-3 beginning with its formation and training at NAS Miramar to its present deployment to the Far East.

June 6<sup>th</sup> issue:

1. Commander Pair Head For New Duty. CDR Charles W. GUNNELS became Operations Officer upon the ship's arrival at Yokohama, 4 June, when he relieved CDR Karl S. VAN METER, USN, who was ordered to report for duty as Commanding Officer, Naval Air Technical Training Unit, NAS Olathe, KS. CDR GUNNELS, who reported aboard ship 7 May, formerly performed duty for the Bureau of Aeronautics at Washington, D.C. Reporting for duty 30 December, 1954, CDR VAN METER has carried out his tour of duty as Operations Officer since the ship's recommissioning, January, 1955. One of the highlights of CDR VAN METER's career was his flying participation for scenes in the naval aviation movies 'Bridges Of Toko -Ri' and 'The Fighting Lady.'

2. Cruise Books Arrive; Distributed Friday. Ship Receives 2,500 Aboard; Many For Ship's Stores. 'Where are the cruise books?' This question was abruptly answered Friday morning as an announcement for Department distribution of the ship's Far East chronicle was made. Though the books actual arrived Tuesday evening, a period of four days was needed to allow the print to dry. Finishing touches were added to the attractive book on 5 June after three and a half months in the making. The 280 page book, which records the past events of SHANGRI-LA's Far East Cruise, should bring back many memories of past experiences to crew members. The Far East biography of SHANGRI-LA's activities between January and June serves with good taste the purpose for which it was originally created. The artistic work and pictorial arrangements are both colorful and catchy throughout the book. Seventeen color pages, including shots of the more scenic places visited during the cruise, add variation and personality. A large aerial photograph taken of SHANGRI-LA at sea highlights the color pics. Shipboard activities, liberty ports, recreational activities of the crew with a few pages devoted to each of the ship's divisions are covered well. There were 2,400 books published. With 2,269 orders already filled, the remaining books will go on sale at the ship's store next week.

3. Few personnel can complain about SHANGRI-LA liberty in the Far East. Since leaving San Diego 153 days ago as of Saturday, personnel have had 64 days of liberty against 89 days on the high seas. Amazingly 29 of these days have been spent in Japan, while 20 more days of liberty were spent in the Philippines. It doesn't look like the ship will reach 7,000 landings during this cruise. Still, 6,546 landings is a healthy showing.

June 15<sup>th</sup> issue:

1. Open House Planned For July And August. SHANGRI-LA is tentatively scheduled to berth at North Navy Pier, San Diego, the weekends on 27-30 July and 3-6 August, for general public visiting during the Fiesta Del Pacifico, according to information received from COMAIRPAC. This is part of COMAIRPAC's plan to make one CVA class vessel available at North Navy Pier, for general public visiting each weekend of the annual Fiesta, during the period 18 July - 19 August. USS BENNINGTON and SHANGRI-LA are tentatively scheduled to alternate weekends at the pier.

2. SHANGRI-LA's Yokohama departure found five officers gone or preparing to shift to new commands. CDR Damion W. COOPER, Commander, AIR TASK GROUP THREE, whose leadership led him to accumulate some 120 landings aboard SHANGRI-LA, made his way back to COMAIRPAC staff from which he was assigned as ship's air group head. The air group bid adieu to LT Richard W. BASS and LTJG Richard L. BENNETT, whose familiar Piasecki helicopters stood by during the ship's air operations. The two helicopter pilots, who were TAD to the Air Department, returned to HU-1, their home squadron at NAAS Ream Field. Leaving the ship in Yokohama was LTJG Kenneth R. NICHOLS, Assistant Air Intelligence Officer. Mr. NICHOLS returned from TAD to his administrative command CINCPACFLT. The ship's Hawaiian arrival will find LTJG Stephen J. SCHILT leaving for release to inactive duty. Mr. SCHILT is SHANGRI-LA's Administrative Assistant Officer.

3. Now returning to the states are two Akitas under the watchful eyes of Walter KAM, SN, of Engineering. Also, two poodles, belonging to RADM A. P. STORRS, ship's recent flag, will report aboard ship at Pearl Harbor. One steward and an engineman will escort the canines to San Diego, the Admiral's new home. Since our departure up to the time we reach North Island, SHANGRI-LA will have steamed 36, 945.92 miles.

June 23<sup>rd</sup> issue:

1. Big Fete Planned For Ship's Return. In just a few hours, the 1956 Far East cruise of USS SHANGRI-LA will come to an end. The ship is scheduled to launch its homecoming celebration shortly before arriving at the quay wall at 1000, San Diego time. VADM Alfred M. PRIDE, Commander AIR FORCE PACIFIC FLEET, will initiate the ceremonies while the ship is tying up at its berth. Both bands aboard the ship will furnish music for the gala affair. Ray FOLLAS, MU1, is in charge of the COMCARDIV

FIVE band while the ship's band is under the direction of Carl NASHAN, SN. But what happens prior to the Admiral's welcome and festivities that follow will remain a well-guarded surprise feature. It's anybody's guess as to what plans and schemes for the ship's arrival in the states have been fomenting within the private sanctums of the Recreation Committee during the past three weeks. LCDR E. F. VAN LIER RIBBINK, Special Services Officer, promises that the surprise features will be an appropriate prelude to the hottest news of the week: Stateside leave and liberty. The leave party will be the first off the ship. CHSCLK F. C. REYNOLDS and his crew in the personnel office have worked at top speed this week to carry out unprecedented arrangements making this action possible. The Air Group and liberty sections will follow as soon as the brows are cleared by the leave party. Immediately following the mass migration from ship to shore, wives and friends meeting the ship are welcome aboard. Refreshments will be served from a stand set up on the hangar deck.

2. Leave, Training To Fill Summer. SHANGRI-LA will begin a one month leave period immediately upon its return to San Diego today before resuming a schedule to design to prepare it for redeployment this fall. Following this four-week period the ship will spend another week in port for upkeep and repairs. The next three weeks will find the ship at sea while the weekends will be spent in San Diego. AIR GROUP TWO will probably operate aboard during the final week. Another in-port period will probably follow this. Training for the ship's Overseas Readiness Inspection will commence in the early fall at which time AIR GROUP TWO will come aboard permanently.

3. "It's another SHANGRI-LA first" has certainly become a popular phrase aboard ship as well as on as on the beach. Sometimes jokingly, other times in all sincerity. How many firsts does the ship claim? On July 2, 1945, the oath of office of Asst. Secretary of the Navy for Air was administered to John L. SULLIVAN aboard SHANGRI-LA in the first ceremony of its type ever undertaken in a war zone. In 1946, SHANGRI-LA participated in "Operation Crossroads", the first atomic tests at Bikini. After two years of conversion at PSNS, Bremerton, WA, SHANGRI-LA emerged as the Navy's most modern carrier on 10 January of last year. Throughout 1955, the ship was the "first" modernized carrier to be seen at Bremerton and Tacoma, WA, San Francisco and San Diego, CA. She holds the title, first of the Navy's modern carriers. On September 20, 250 wives came aboard for a one day cruise. This was the first time such an event had taken place on a West Coast ship. Another first greeted SHANGRI-LA the following day as 6 Cougar jets took off on the first coast to coast flight from a carrier. The flight was an aerial salute to the commissioning of USS FORRESTAL. As the ship entered Yokosuka in late January, it marked the first time that a fully modernized carrier had operated in Japanese waters. At Subic Bay in the Philippines in late February, SHANGRI-LA became the first large vessel to donate over 1,000 pints of blood to the Red Cross there. In late May, the ship set a new fleet record when they received 177 tons of provisions at sea in 52 minutes from the USS VEGA, at sea. And so the record of "firsts" are logged as the ship returns to San Diego. But most important is the fact that CVA-38 is the first and only ship to bear the name SHANGRI-LA. At this time, though the column is quite lengthy, the staff of this edition, Mr. BERRISFORD and Mr. THRAILKILL and yours truly, wish to extend a sincere, final, emotional Sayonara to our

readers, the ship and the Navy. It seems the call of civilian life has caught up with us this week....Tragic!!

4. To All Hands. A cruise such as the SHANGRI-LA has just completed must hold many memorable highlights for each man aboard. We saw and did much of interest and importance throughout the Far East, but what I will remember most is the ship and the crew itself. When the ship left San Diego in January, the eyes of the fleet were upon it. It was the most modern and powerful weapon the Navy had, in a material sense, combining a lot of new ideas and equipment designed to get the most out of the aircraft which constituted its punch. It was to undergo its first real test in the Seventh Fleet, and did. The ship met and passed that test with flying colors, because you did. Whatever the demand, whatever had to be done was done. We had many mechanical difficulties, many difficult operational problems to solve, but an observer on another ship or the watchful eyes and ears of a possible enemy never knew it because the troubles were always licked in time. There were no thoughts of forty-hour weeks, or of waiting until someone else picked up the ball; the result was an impressive contribution of power and effectiveness to the Seventh Fleet, serving as a deterrent to aggression and as an ever-ready threat to any who dares breach the uneasy peace in that area. To all hands, officers and men, ship and Air Task Group, who blended their skills, devotion, energy, and courage to make the SHANGRI-LA admired, respected and perhaps feared, I give the Navy's highest praise - "WELL DONE." Whatever your individual future course, may all your cruises be as pleasant, and as useful. C. W. LORD, Captain, USN.

July 14<sup>th</sup> issue:

1. In the spirit of a fiesta occasion, a brightly decorated motor launch, complete with ship's band, leads SHANGRI-LA into San Diego Harbor after an absence of six months while in the Far East.
2. Miss SHANGRI-LA, Susie DONALDSON, flashes a big 'Howdy' to the crew during the ship's Homecoming activities.
3. CVA-38 Welcomes Guests Aboard. SHANGRI-LA played a busy host last Monday (July 9<sup>th</sup>) to 50 members of the San Diego Optimist Club. The Optimists deviated from their regular Monday luncheon routine by eating aboard SHANGRI-LA and afterwards making a tour of the ship. The party was met on arrival at the quarterdeck by CAPT Charles W. LORD and welcomed aboard by CDR Leroy V. SWANSON, executive officer after the luncheon. In a short response to the executive officer's welcome, Dr. Lloyd ADAMS, Optimist President, thanked the ship for inviting them. Coming aboard to visit the ship on 14 July will be 500 Los Angeles newspaper boys and on 24 July Commodore Chai BAUKKARAPUA of Thailand will visit SHANGRI-LA. Seven Governors of western states will board the ship on 28 July as guests of RADM HARTMAN, Commandant, Eleventh Naval District. Their visit will be made during the Governor's Day celebration in conjunction with 'Fiesta del Pacifico.'

July 27<sup>th</sup> issue:

1. Mock Attack For Ship Training Plan. Lasting approximately 35 minutes, the first of two battle problems devised by Fleet Training Group will be held at 0830, Monday, to test our existing state of readiness while under attack. According to Damage Control, the crew is expected to have all stations manned and ready in ten minutes or less, use proper sound-powered telephone procedure, and to correctly and quickly set Condition Zulu. The three GQs this week were held to enable crewmembers to brush up on battle proficiency and familiarize new men with their stations. This preparation is to insure that SHANGRI-LA has a chance to do well in the Training Readiness Battle Problem. Officers and men should be familiar with the problem which is condensed below from an Executive Officers Memorandum. "Our enemy, Black Nation, has invaded the United States in the Oceanside area and has advanced south to Ocean Beach to threaten the Point Loma area. They control the sea and all islands westward. SHANGRI-LA, who with two simulated destroyers and a simulated cruiser form the Reinforcement Unit, has just arrived at the Coronado Anchorage, Berth 146. All four ships will join units of TASK FORCE 54 when directed after getting underway on signal. Due to heavy air attacks, NAS flight operations are very limited and Miramar Air Station is completely paralyzed. Enemy planes are also attacking Fleet Units. To harass shipping, Black Nation had dropped floating mines in San Diego Bay and are utilizing torpedo boats in the Ocean Beach-Point Loma area. SHANGRI-LA is under attack by enemy planes originating from "captured" El Toro Marine Air Station. There is also a possibility of atomic attack." This problem is designed to assist personnel in attaining battle efficiency to control all damage and casualties, while performing its war-time tasks. The second battle problem will occur upon completion of underway training.

2. "Showboat" To Relieve "Ben" Of Fiesta Open House Duty. SHANGRI-LA, in conjunction with San Diego's first annual "Fiesta del Pacifico," will be at North Navy Pier located at the foot of Broadway, this weekend for general public visiting. The open house period is scheduled to commence at 1300 and continue until 1600. Sunday the ship will hold open house again commencing and ending at the above mentioned times. Tomorrow's activities will also include the Governors' Luncheon which will be held aboard ship at noon. Governors are expected from California, Oregon, Idaho, Mexico and the territory of Hawaii. Sunday at 1330, the "Miss Harbor Days" Bathing Beauty contest judging will take place on the flight deck. The winner of the contest will reign as queen of "Harbor Days," a feature of the Fiesta. USS BENNINGTON and USS SHANGRI-LA are the only two CVA class vessels appearing at the pier for public visiting during the Fiesta. The two carriers are alternating weekends at the pier. After a week at sea SHANGRI-LA is scheduled to return to the Pier next weekend for another public inspection.

3. Thai Comdr. Tours CVA-38. Hatches of SHANGRI-LA opened wide as Commodore Chai BAUKKARATUA of the Royal Thailand Navy came aboard Tuesday to tour the ship. The Asiatic military dignitary was greeted on the quarterdeck by CAPT Charles

W. LORD, ship's commanding officer and CDR Leroy V. SWANSON, ship's Executive Officer. This was followed by a tour of the ship under the direction of ENS Lincoln L. ANNAS, Assistant Public Information Officer. From him it was learned that Commodore Chai found the visit educational and was especially interested in SHANGRI-LA's angled deck. The commodore joined CAPT LORD in his cabin where an oriental lunch of rice and curry was served. Also attending were CDR W. S. NOCE, ship's Protestant Chaplain and CAPT M. M. ETHERIDGE, USMC, Commanding Officer of ship's marine detachment.

4. State Leaders To Visit On Governor's Day. SHANGRI-LA will reaffirm the nickname of "Showboat" as it portrays host to governors of four U.S. western states, Hawaii and two of Mexico at a lunch to be held tomorrow in the wardroom. The dignitaries, guests of "Governor's Day" activities of San Diego's "Fiesta del Pacifico" include Governor and Mrs. Goodwin J. KNIGHT of California, Governor and Mrs. Robert E. SMILEY of Idaho, Governor and Mrs. Charles A. RUSSEL of Nevada, Governor and Mrs. Elmo SMITH of Oregon, and Governor and Mrs. Samuel KING of the Territory of Hawaii. State leaders attending the festivities from Mexico will be Governor and Mrs. Alvero OBERGON of Sonora and Governor and Mrs. Bruno MALDONADO of Baja California Norte. The Mayor of San Diego and local business men will escort the party of guests which will also include military leaders Commander, Air Force, Pacific Fleet; Commander, Carrier Division Five; Commander, Cruiser-Destroyer Forces, Pacific Fleet; Commander, Amphibious Forces, Pacific Fleet; and Commander, 1<sup>st</sup> Fleet. Chairman of the fiesta "Governor's Day" program is RADM HARTMAN, Commandant, Eleventh Naval District.

5. COMCARDIV-5 To Change Flagship. RADM A. P. STORRS, Commander Division Five will transfer his flag this week to USS BENNINGTON (CVA-20). The flag group boarded SHANGRI-LA in March during the latter part of the ship's recent Far East cruise. After a three month stay aboard ship, the flag transferred to USS WASP while in Yokosuka. Following a short stay aboard WASP, the group flew from Atsugi, Japan to the states and again made SHANGRI-LA home. Many new faces can be seen in key administrative positions since the flag's return to the ship. CAPT G. S. JAMES, former Chief of Staff, who is now Commanding Officer of USS PHILIPPINE SEA, was relieved from duty by CAPT M. H. TUTTLE. CDR G. P. WEINEL is now Flag Operations Officer relieving CDR S. W. VEJTASA who is attending Naval War College at Newport, RI. Other key changes made in the staff were: CDR W. W. TRICE, Surface Operations and Gunnery Officer replacing CDR C. F. DVORACEK; CDR W. C. GRIESE, Intelligence Officer, replacing CDR J. V. FALLON. Hitting highpoint of the staff's tour aboard ship, crew members will recall how international attention was focused on CVA-38 when President Ramon MAGSAYSAY of the Philippine Republic visited in early March. At this time the air forces of BENNINGTON, KEARSARGE and SHANGRI-LA supported by other Seventh Fleet units, joined in an all-day operation demonstrating TF-77 efficiency for the Philippine President. In April COMCARDIV FIVE acted as host for the Honorable Thomas S. GATES, Under Secretary of the Navy and the Honorable James H. SMITH, Jr., Assistant Secretary of the Navy for Air.

6. New Protestant Chaplain Delivers First Sermon. CDR William C. NOCE delivered his first sermon as Protestant Chaplain aboard SHANGRI-LA Sunday 22 July. CDR NOCE relieved former SHANGRI-LA Chaplain, LCDR FENNING, who was transferred to Camp Elliott. The Christian clergyman served ten years as a civilian minister before his commissioning in the United States Navy in 1943. As a young man he attended Kenyon College with ideas of possibly becoming a student of history. It wasn't until later college years following much thought that he made his decision for the ministry. After receiving his Bachelor of Arts degree from Kenyon he enrolled in Bexley Seminary where he obtained his Bachelor of Divinity degree. Both Kenyon College and Bexley Seminary are in Ohio. A short time after his commissioning in the Navy, Chaplain NOCE attended the Navy's Chaplain School at Norfolk, VA. Of all his ministerial duties as Chaplain, CDR NOCE prefers counseling. He enjoys helping men over the humps created by everyday living. He and his wife, the former Miss Edna Phillips of Mt. Vernon, Ohio, make their home in Modesto, CA. They have two sons, ages twenty and twelve. Chaplain NOCE reported to SHANGRI-LA from the Armed Forces Staff College, Norfolk, VA. During his Naval career, CDR NOCE visited the foreign ports of Bougainville, the Solomon Islands, the Philippines and had duty in French Morocco which he considers his favorite port.

7. Skipper Opens Little League Local Playoffs. Little League baseball fans witnesses the pitching arm of SHANGRI-LA's CAPT Charles W. LORD as he threw out the first ball last Tuesday (July 24<sup>th</sup>), opening the Little League baseball playoffs. Accompanied by his wife and CDR and Mrs. L. V. SWANSON, CAPT LORD and party were received and introduced to the baseball fans by John FEELEY, president of the local Little League Association. Following introductions and presentation of awards to players of both competing teams, CAPT LORD gave a short address to a capacity crowd. He expressed his appreciation for being invited as guest of honor and complimented highly the constructive program Little League baseball provides for the youth of San Diego. Little League teams are in opposition throughout the United States, with the hope of reaching Williamsport, PA to vie for the national championship. The games, which was between the Northeastern All Stars and La Mesa All Stars, was the opening of a series of such contests to determine a champion of San Diego County. Fans with major league enthusiasm saw Northeastern win by a margin of 1 to 0 on pitcher Dave MOREHEAD's home run in the top of the fourth. It was a tight pitching duel with MOREHEAD hurling his 5<sup>th</sup> no-hitter of the season. Jon PEABODY, son of Chief Warrant Officer E. L. PEABODY of Engineering, was the only player to get a hit. SHANGRI-LA will play host to the Northeastern team today.

August 3<sup>rd</sup> issue:

1. 15,795 Board SHANGRI-LA At Broadway. A total of 15,795 visitors, 10,005 on Sunday alone, came aboard SHANGRI-LA during open house at the foot of Broadway over the weekend of July 28-29. Sunday's figure surpasses BENNINGTON's number of visitors the previous Sunday by 2,000. Saturday's feature was the Governor's luncheon. Five western and two Mexican governors, along with high-ranking Naval

officers, ate a modest meal in the wardroom. The entree was chicken salad on tomato basket and the desserts were Fiesta del Pacifico cake and cantaloupe ala mode. The thousands of weekend guests saw exhibits by the ship's various departments and were thrilled by the rides to and from the flight deck on the airplane elevators. Sunday's crowd witnessed eighteen San Diego lovelies vying to be the five finalists in the Miss Harbor Days bathing beauty contest. SHANGRI-LA, which has been designated "Flagship" of the Fiesta del Pacifico, will return to the Navy Pier at the foot of Broadway this weekend for another open house.

2. Underway Training Brings Extensive Drill Schedule. A heavy schedule of drills, lectures and a practice battle problem highlighted SHANGRI-LA's first week of a planned three weeks of underway training period. The underway training period, as devised by the Pacific Fleet Training Group, is designed to evaluate the ships battle efficiency and to assist her in attaining the highest operating standards. Lectures, emphasizing the latest procedures and doctrines in battle readiness, were held daily for the various training units. The first of two battle problems were held Monday at 0835. According to CAPT C. W. LORD, Commanding Officer of CVA-38, the crew performed in yeoman style. General Quarters, AA defense, damage control, engineering and fire drills were among the various drills carried out during the week. These exercises were observed by members of FLETRAGRU, who was on the basis of their duty in the Fleet and current observation with the training group, are in a position to instruct and advise the crew in the proper procedures for actual combat. Friday SHANGRI-LA returns to Navy Pier at the foot of Broadway for general public visiting, Saturday and Sunday. Monday the ship returns to sea for the second week of training. At the end of the three weeks of underway training the ship is graded on the final battle problem. The grading system is set up in such a manner that each department aboard ship is graded on the basis of the performance of individual units within the department. In last year's final battle problem SHANGRI-LA received a grade of "good."

3. Little Leaguers See "Showboat;" Guests Of Capt. Sixty San Diego Little League baseball players will remember Friday, July 27 for a long time, for that was the day that they toured SHANGRI-LA. The youngsters and their coaches, all from the four Northeastern Little League teams, were guided by the members of the ship's baseball and softball teams. Teams represented were: North Park Kiwanis; Painters and Contractors; Lion's Club; and Arden Farms. Covering the giant ship, from the engine spaces to the bridge, the miniature horsehidors rode the escalator and plane elevator to the angled flight deck. At lunchtime, the embryonic major leaguers matched traditionally hungry sailors bite for bite as they downed a meal of scallops, meat loaf, corn on the cob and lemon meringue pie. Interest in the Little League program is strong aboard SHANGRI-LA. CAPT C. W. LORD, Commanding Officer of CVA-38, threw out the first ball opening the Little League playoff series and gave a short speech commending the work done by the nation-wide organization. Chief Warrant Officer Eugene PEABODY, who took an active part in the ship's tour, is a Little League umpire and his wife, Teresa, is a member of the Little League Board of Directors.

4. At Sea News Revived By Chaplain Crew. With a staccato delivery, Chaplain Gordian V. ERLACHER brought the 1800 at-sea news broadcast back to the air Monday, July 30. The Catholic Chaplain will alternate nights with Chaplain William S. NOCE, the new Protestant Chaplain to give the crew as much news as they can in the allotted five minutes. Nearly everyone on ship listens to the 1MC broadcasts which were initiated in late March by the former Protestant Chaplain, Robert C. FENNING. News is taken from the teletypes by Main Communication's personnel. They inform the Public Information Office whose staffers relay it to the Chaplain's stateroom. Ship's departments supply the local news. The Chaplain edits all the news and takes it to the bridge a few minutes before air-time. If there is to be a musical interlude, the Chaplain's office members set up a record player.

August 17<sup>th</sup> issue:

1. Shang Hosts Plane Groups. Two visiting squadrons - Marine Attack (VMA) 323, Detachment A, from Marine Corps Air Station El Toro, CA, and Carrier Airborne Early Warning (VAW-11) Detachment A, from Naval Air station North Island, were aboard ship this week for carrier flying qualifications. The Marine group, commanded by LTCOL K. D. FRAZIER, who has been awarded among other outstanding war medals, the Navy Cross, are nicknamed the "Death Rattlers." Commissioned in July, 1942, records show that the Death Rattlers acclaimed impressive victories in World War II. Personnel in the squadron total 84, of which 27 are officers and 57 are enlisted men. The officers include two LSOs, one Ground Maintenance Officer, a Safety Officer and 22 pilots. The two LSOs are CAPT D. WOOLERY and MAJ J. OVERMEYER, CAPT HICKEY is the Ground Maintenance Officer. The Safety Officer is CAPT F. ELLIS. Also accompanying the squadron is the Marine Attack Group 15 Commanding Officer, LCOL B. B. MANCHESTER and Operations Officer, MAJ FOXWORTH. Detachment A is only half of VMA-323. The other half of the group is stationed at NAAS El Centro, training in the ordnance phase of pilot qualifications. This half of the group will practice carrier flying aboard USS BENNINGTON. The Detachment aboard this ship will depart this afternoon and proceed to NAAS El Centro for ordnance training. The Death Rattlers has distinction of being 3<sup>rd</sup> Marine Air Gunnery Champions. LT John MEALY, USN, commands Det-A of VAW-11, which consists of four pilots, two LSOs and twelve enlisted men. LT O. G. PRINGLE and LTJG W. CAREY are the two LSOs accompanying the group. VAW-11 sends detachments to all carriers of WestPac. These detachments are capable of AEW (Air Early Warning), ASW (AntiSubmarine Warning), path finding, middle man, and bell hop. The group will depart from the ship today but will return in October and again in November. They are scheduled to accompany the ship on the next cruise which begins in November.

2. Nine days of four section liberty await the men of SHANGRI-LA, after today's final battle problem. It has been four weeks of necessary hard work for all hands, with daily GQs and innumerable repair party meetings and antiaircraft defense drills. Shortly before liberty call today, the members of Fleet Training Group will depart the ship from off the Quarter Deck; and even though they are fine men, there will be hardly anyone

on ship who will not be glad to see them go. The men of COMFLTRAGRU came aboard a sunny Monday morning four weeks ago, 23 July, to evaluate the battle efficiency of the ship. Some of the credit for the outstanding progress the crew has made in the four weeks of training must go to these men. Their vigilant supervision, helpful suggestions, and constructive criticism were vitally needed. It will be one short year before SHANGRI-LA goes through underway training again. Repair parties bore the brunt of the work. They monitored results of atomic attacks, put out fires of all classes, and controlled flooding in compartments. They learned to protect themselves and their shipmates from the deadly effects of biological warfare and chemical attack. On the flight deck, the water curtain was rigged to wash away fall-out from nuclear weapons. All the aforementioned situations were, of course, simulated. After the upcoming days in port, CVA-38 will commence four weeks of air operations.

3. New Officers Report As Four Leave CVA-38. Five officers have reported for duty and four have been transferred in a recent change in SHANGRI-LA's officer roster. LCDR Donald M. MONSON, USN, LT Preston LUKE, USN, LT Robert C. JACOBSEN, USN, LT Earl W. HORNGREN, USN, and LT Robert H. ARMSTRONG, USNR, were among the officer reporting aboard for duty. Transferred from the ship were CDR Robert E. CHEVERTON, USN, LT John C. DOUBEK, USNR, LTJG Joseph C. KOENENN, USNR, LTJG Leonard V. QUIGLEY, USNR. LCDR MONSON reported for duty from Air Antisubmarine Squadron 21 and has been assigned as prospective 1<sup>st</sup> Lieutenant, Gunnery Department. LT HORNGREN, formerly from San Bernardino Air Material Area, Norton AFB, San Bernardino, CA, is the new assistant to the Supply Officer. Two of the new officers, LT JACOBSEN and LT LUKE, reported to the ship for Postgraduate School, Monterey, CA. LT LUKE joined the Air Group and will be Assistant Hangar Deck Officer. LT JACOBSEN is the new assistant to the CIC Officer. LT ARMSTRONG, reporting for duty from NAS Olathe, KS, is slated as prospective Aerologist. Three of the transfers, LT DOUBEK, LTJG KOENENN, and LTJG QUIGLEY, were sent to Receiving Station, San Diego, CA, for release from active duty. CDR CHEVERTON, former Air Operations Officer, transferred to Airborne Early Warning Squadron Sixteen for duty.

4. Former WWII POW Air Operations Boss. A probe into the Operations department reveals an obviously colorful career in the guise of CDR Raleigh "Dusty" RHODES, SHANGRI-LA's Air Operations Officer. The Commander entered flight training in the Navy in June, 1951 (sic). After receiving his commission, he was ordered to VF-10 "The Grim Reapers" flying F4F Wildcats from the deck of USS ENTERPRISE. At this time, as U.S. Naval units turned against Guadalcanal. CDR RHODES joined his division of four planes to escort SBDs and TBFs in an attack against a large Jap carrier task force. Approximately 20 minutes after rendezvous with the bombers, a large number of Zeros attacked from out of the sun. RHODES's division engaged the attackers and successfully contained them, thereby permitting the attack group to proceed and carry out its mission against the enemy fleet. His entire division was eventually shot down. He was then plucked from the sea and taken to Truk Island, "the Pearl Harbor of Japan." From October 1942 and for the next 35 months, the

commander suffered abuses as a POW. He was moved from Truk Island to Ofuna and a year later to a POW camp in Yokohama. In June, 1945 during a B-29 incendiary bombing mission, his camp was burned out and he was moved to Niigata, Japan till the war ended in September, 1945. The liberated aviator returned to the States in October, 1945 for refresher flight training and rehabilitation. On completion of training, he went to Patuxent River and six months later was selected as PCO of the "Blue Angels," the Navy's flight exhibition team. The commander recalls that the largest crowd for which they participated was one and a half million people at famed Coney Island, NY. The fighter group which demonstrates precision flying and naval aerial maneuvers was led by CDR RHODES for two and a half years. He then became Executive Officer of VF-112 stationed at NAS North Island in January, 1950 which at that time received F9F aircraft. Six months later the Korean War broke out and the squadron deployed to Korea in USS PHILIPPINE SEA. From her decks VF-112 flew many missions over Korea from September, 1950 to April, 1951. Upon returning home, he attended General Line school and from there served as Operations Officer at NAF NOTS Inyokern, China Lake, CA. There he worked with aerial fire control systems and other ordnance research projects. He was then ordered to VF-121 "The Pacemakers" as Commanding Officer. His squadron was equipped with the first F9F-8s on the west Coast. Toward the end of VF-121's deployment in USS HANCOCK, CDR RHODES paid SHANGRI-LA a "social call" during the Navy-Marine Amphibious Landing Exercises of March. He delivered an F9F-8 as a replacement aircraft to VF-53. He chuckles at the fact that it was his 99<sup>th</sup> carrier landing on the cruise, and he didn't quite make the "Century Club." He like to hunt and fish and admits to be a "poor" golfer. Originally from Fresno, CA, the distinguished flyer now resides with his wife, Betty and their two children, Raleigh, Jr., and Debra Lynn in Coronado, CA.

August 24<sup>th</sup> issue:

1. SHANGRI-LA Rated "Excellent" Following Extensive Training. The Fleet Training Group, San Diego, awarded SHANGRI-LA an unusually high mark after observing the giant carrier go through a three hour and twenty minute battle problem, Friday, 17 August. All but two departments received an excellent rating from the same group that had marked the ship 'Good' last year when CVA-38 was fresh from recommissioning. Damage Control, which was considered "unsatisfactory" before the last week's training, made a remarkable effort to earn a high satisfactory. Engineering department, which was beset by many difficulties of an unusual nature, won themselves a high "good." The problem culminated four weeks of daily GQs, frequent repair party meetings and anti-aircraft shoots. Members of FLTRAGRU said that they had never seen a ship improve so much in four weeks of training. CAPT PARKER, FLTRAGRU Commanding Officer, stated that the ship had improved many fold over last year's showing.

2. Planes Aboard Next Week. An Oklahoma City air show, initial carrier qualifications, and the taking aboard of 277 Naval Reserve personnel will fill the schedule of SHANGRI-LA from Monday 27 August to Wednesday, 5 September. The series of activities start with the boarding of 261 enlisted men and 16 officers on Sunday,

members of the Naval Reserve, who will embark for a two week training cruise. Following a "Welcome" talk, the enlisted personnel will be divided into 18 groups approximately 13 men in each group, and will be assigned berthing spaces by these groups. Nine groups will be absorbed by Engineering with nine groups going to Gunnery. These two units will be rotated after one week. According to CDR L. V. SWANSON, as emphasized in USS SHANGRI-LA Notice 3127 of 14 August, the personnel of CVA-38 are..." to show, instruct and acquaint them (the Reservists) as much as possible during the time they are attached to the departments." This week 38 pilots, including CDR J. H. BOYEM, Commander, CARRIER AIR GROUP TWO, will be aboard for initial carrier qualifications. Visiting squadrons include VF-24, headed by CDR "Pinky" ADAMS, who will bring aboard the Navy's new FJ-3 Fury. There will be VF-64, commanded by CDR M. W. NICHOLSON, who will bring aboard a group of F2H-3 Banshees. Another unique visitor will be a detachment from VX-4, who will be flying the F7U-3 Cutlass with its sting of guided missile capabilities. Other squadrons and detachments to operate with SHANGRI-LA in the near future will be VF-124 introducing new F3H Demons; VFP-61 flying the photo version of the Cougar II; VAW-2E and VAA-35E flying AD Skyraiders. These three units, under the command of CDR BOYEM, will join SHANGRI-LA on her next tour to the Far East as part of CARRIER AIR GROUP TWO. During this training deployment, Labor day spectators at the national Air Show at Will Rogers Field in Oklahoma City, will witness a demonstration of carrier mobility. CVA-38 based aircraft launched from locations off the pacific coast will make the lengthy flight to the three-day event. The ship will be at sea over the labor day weekend in support of these activities, but will return to port on Wednesday, 5 September. Special liberty arrangements will be made to compensate for the lost weekend.

3. C.I.C. - The Eyes and Ears of CVA-38. "The eyes and ears of the ship" is a term which descriptively characterizes the importance of SHANGRI-LA's Combat Information Center (CIC). This precisely coordinated and technically trained group is the nerve center of combat organization. CIC or OI Division, a section in the Operations department, is manned by a total of 57 men which includes 12 officers, one chief and 44 enlisted men. The purpose of CIC is to assist the command in all combat decisions. This decision is based on sound evaluation by the evaluator CDR Charles GUNNELS, Operations Officer. He is assisted by LCDR "Mitch" UDICK, CIC Officer, LT "Moon" MULLEN, Assistant CIC Officer, LTJG Lacy MCLARRY, OI Division Officer, and other officers assigned to CIC. It is their duty to recommend to the Captain their evaluation of the situation derived from different sources of information. These sources of information include the visual lookout's reports, dispatches and intelligence reports, aerological information, charts and navigational aids, operations plans and orders and radar and radio intercepts. During combat, CIC has four important functions to perform. The first of these functions is to collect all information connected with the battle situation from the pre named agencies. Following this a display of the information must be made on various tactical and strategic plots and status boards. The next step taken is the evaluation or which is the final weighing and consideration of all the available factors and information. This is done so that specific tactical decisions may be recommended

to command. Dissemination of the information collected, displayed and evaluated, to the various control stations is the last of these functions. Senior CIC observer CDR MCINTYRE has this to say about CIC's performance during underway training. The responsibility and importance of CIC to SHANGRI-LA is tremendous. If CIC was in some way detracted from this carrier the very essence of the ship's creation would be lost. "Under team performance, component units within CIC did keep other units informed on vital information. Information was well coordinated in CIC and the team did function effectively. It is recommended that training be continued at the same pace for an outstanding team. A grade of excellent is recommended. As a result of this fine performance, SHANGRI-LA's CIC received 'High Excellent.'"

4. New Officers Greet Duties Aboard Ship. Six officers reported aboard for duty and two were transferred as officer changes continued aboard SHANGRI-LA this week. LCDR Robert E. CUSTER, USN, Assistant Air Operations Officer left SHANGRI-LA this week. He was detached to an NROTC Unit at Ann Arbor, MI. ENS Juan MAREZ, USNR, of Operations Department was the only other officer to depart. He was detached from ship's company 20 August with others to report to Pt. Magu, CA to Commander of U.S. Naval Air Missile Test Center for duty. LCDR Albert C. GALLERAN, USNR, reported aboard SHANGRI-LA on 18 August from NATTU NAMC Philadelphia, PA. Reporting aboard 17 August from NAAS Cabaniss Field, Corpus Christi, TX, was LT Harold W. Mount, USN. The remaining four officers reporting aboard were ensigns. ENS Michael C. AHRENS and ENS Thomas ASHWORTH were received aboard 17 August from the Naval Academy, Annapolis, MD. ENS Robert G. WALLNER and William H. CLASS reported from Officer Candidate School, Newport, RI. CLASS will be with the Gunnery Department.

5. Good news loses nothing by repetition, and I hereby repeat the accolade SHANGRI-LA received last week from the Commander, Fleet Training Group, San Diego. According to him, and he was in the best possible position to judge, the ship's improvement since its final battle problem last year has been tremendous, and its further improvement during the month operating under the Training Command was equally spectacular. The mark of 'Excellent' is rarely assigned in a battle problem - yet all but two department or divisions marked achieved that grade. That record reflects the concentrated and intelligent effort of all hands - I feel that it is well deserved, and you may be sure it is fully appreciated. SHANGRI-LA failed to win the Air Pac Battle Efficiency 'E' for the fiscal year just ended primarily because of its poor showing in last year's final battle problem and the subsequent Operational Readiness Inspection. We have taken - most successfully - the first of those hurdles this year. Let's take the rest of them the same way. If we can continue the past month's performance, the ship will stay far ahead of the packs. And again - it is far easier to stay ahead than it is to catch up. CAPT C. W. LORD

6. This Sunday (August 26), SHANGRI-LA will be the "classroom" for some 277 reserve enlisted men and officers as they embark for their annual Reserve Cruise. During this two week tour aboard a sea-going craft, these men will have an opportunity

to put to use what they have learned while attending respective Naval Reserve Stations.

7. Flight deck crews help SHANGRI-LA earn her "excellent" battle efficiency rating by demonstrating skill in uprighting a simulated crashed plane (F4U?) during the past month's training schedule.

August 31<sup>st</sup> issue:

1. Skipper Makes Inspection Tour. CVA-38 held its first personnel inspection Friday, 24 August, since returning to the States last June. A sea of white uniforms lined the flight deck as the inspection commenced at 0830 Friday morning. The Commanding Officer, CAPT Charles W. LORD, accompanied by the Senior Medical Officer, CAPT William M. CRAFT, inspected divisions of the air and Gunnery Departments. CDR Leroy V. SWANSON, Executive Officer, accompanied by Chaplain William S. NOCE inspected the Operations, Administrative, Medical, Dental, Supply, Navigation, Engineering Departments and the 7<sup>th</sup> Division. During the inspection, which lasted approximately an hour, particular attention was paid to military bearing, correctness of uniforms, including service ribbons and haircuts. Both the Captain and the Executive officer were very much impressed by the well-shined shoes and the neat haircuts. Both agreed they were outstanding. However, in some instances rating badges were definitely not up to standard. Several of the badges were found to be loose and tattered. It was decided that the inspection as a whole was well up to standard.

2. Reserves Face Heavy Training Schedule. Naval reservists greeted a heavy schedule as life on the high seas commenced Monday, 27 August, starting their annual two week cruise. SHANGRI-LA's Commanding Officer, CAPT Charles W. LORD welcomed the Reservists aboard Sunday afternoon with a short speech acquainting them with the fundamentals of living aboard ship. Prior to reporting aboard, non-rated men were divided into 18 groups of approximately 13 men in each group. On Monday, 27 August, nine of 18 were sent to Engineering and the remaining nine to Gunnery. At the end of the first weeks these groups will be rotated enabling personnel to obtain a more general background of both departments. Rated men and designated strikers were assigned to divisions according to their perspective rates and job code numbers. The Reserve Officers, a total of 16 in all, were indoctrinated by various training officers. Their indoctrination covered the subjects of: general arrangement of ship, administrative organization of the ship, ship's regulations and orders, OOD watches and Division Officers' duties. Divisions gave orientation instructions to personnel assigned helping to acquaint them with the ship and general navy knowledge. Such items as safety, sanitation, compartmentation, stowage, fire fighting equipment, first aid, and familiarization with the General Emergency Bill and General Emergency Station were covered. Most of the two week training will consist of Divisional training. This will continue throughout the cruise and will help to familiarize individuals with equipment and general knowledge per-training to divisions.

3. SHANGRI-LA To Display Air Might. Aircraft Armada Oklahoma Bound. Following

more than three days of initial pilot carrier qualifications, SHANGRI-LA steams south to prepare for the first of three aircraft launches to Oklahoma City in conjunction with the National Air Show. Tentative plans call for CDR BOYUM, Commander, CAG-2, and three other pilots to make the first launch off the coast of northwestern Mexico in FJ-3 Furies, Sunday. The 1100-mile flight will take two and one-half hours, and the transonic planes will fly over Yuma and Phoenix, AZ, Albuquerque, NM, and Amarillo, TX before landing at Will Rogers Field. Flying along with CDR BOYUM will be: CDR W. L. "Pinky" ADAMS, C.O. of Fighter Squadron 24; LTJG D. K. GROSSHUESCH and LTJG J. A. DICKSON. The Labor Day launch will be made with four F3H-2N night fighting "Demons" off the California coast if wether conditions permit. Otherwise, four F2H-3 Banshees night fighter planes will fly the nearly 1250 mile distance. COMAIRLANT will furnish four A3D Skywarrior heavy jet bombers for the last launch which will be originated from off the coast of Oregon, on Tuesday. Two A4D Skyhawk light jet bombers supplied by BuAir will also make the more than 1400 mile jaunt. This is the same plane that established the 50-kilometer closed course mark with a speed of 695 mph. The last launch will be the first time that CVA-38 has launched planes of these types. The purpose of all the flights is to demonstrate carrier mobility. This week's carrier qualifications were marred by a freak accident on Tuesday (Aug. 28). A prop-driven AD, piloted by LT ZILCH of DC-11, flipped off the flight deck while landing. LT ZILCH, fortunately unhurt, was plucked from the sea by the destroyer USS AGERHOLM and transferred back to SHANGRI-LA by highline.

4. Carrier Qualifications Find CAG-2 Boss Aboard. CDR John H. BOYUM, Commander, Carrier Air Group Two, accompanied his units aboard this week as leader of SHANGRI-LA's vast air arm. The commander first joined CAG-2 while they were at their training headquarters at NAS Alameda, CA, last February. It was learned from the air group leader that the bulk squadrons of CAG-2, which includes VF-24, VF-64, VA-63 and VA-65, began training as a group in June, 1955. At Alameda, the units practiced routine carrier procedures using simulated conditions. The facilities of NAAS Fallen and NOTS China Lake were used for ordnance drill and "all-weapons" indoctrination. This was followed by VA carrier qualifications aboard the BENNINGTON early in the summer while the other units went through this pace this week aboard CVA-38. CDR BOYUM added that all the CAG-2 squadrons, plus splinter groups, would aboard by 10 September. As for his latest duty assignment, the commander remarked that this was "...the best duty in carrier aviation." This mild-mannered aviator hails from Hamakuapoko, Maui, Hawaii and when asked about his home town he chuckles, "I'll spell it for you." Graduating from the Naval Academy in 1940, the commander's first duty was aboard the cruiser USS NORTHHAMPTON. He became interested in aviation and received his wings in the summer of 1943. During WWII he flew F6F-3N Hellcat night fighters from the deck of USS WASP with Air Group 14 during the Pacific campaign. Prior to heading CAG-2, CDR BOYUM was director of the Test Pilot Training Division at Patuxent River, MD. He likes to water ski and claims to be a hi-fi fan. The commander now resides with his wife, Jackie, and their children, a girl and two boys, in Alameda, but are planning to move to Coronado.

5. Unusual Planes Part Of CAG-2. "The Navy is presently going through the most tremendous change it has ever undergone..." said Navy Secretary, Charles THOMAS in a recent statement to Time magazine. An observer aboard SHANGRI-LA would sense this change as he noted the unusual craft of Carrier Air Group Two as they made routine carrier qualifications this week. When the unit is deployed this fall aboard SHANGRI-LA, CAG-2 will feature "moderns" as the transonic FJ-3 Fury jet fighter of VF-24. This revolution in Naval Aviation is the first cousin of the Sabre jet, who gained fame over Korea. VF-64's F2H-3 Banshees will provide the ship's all-weather jet offensive. Joining SHANGRI-LA in the near future will be F9F-8 Cougar jets of VA-63. This fighter squadron has in-flight refueling capabilities for long distance attack missions. These three squadrons will be united with the ordnance-conscious AD-6 Skyraiders of VA-65 and the detachments of VAW-11 and VAAW-35. In CAG-2's "splinter squad" will be a unit from VFP-61, who will fly the photo version of the Cougar II. CVA-38 will see the city razing AJ Savages of VA-6. These heavy attack bombers have atomic capabilities and can be rigged as tankers for in-flight refueling operation. A unique visitor to join the ship's fall deployment will be a detachment from VX-4, whose twin jet F7U-3M Cutlass made its appearance this past week. This high-nosed novelty carries deadly guided missiles. Also in this department will be a unit from GMU-1 whose FJ-3D version of the Fury will provide a further guided missile punch to the SHANGRI-LA's might.

6. Skylines. Probably the most newsworthy event of the week's activities was Tuesday's retrieval of that indestructible LT Chuck ZILCH, when his AD Skyraider departed over the side. He was promptly plucked from the sea by USS AGERHOLM (DD-826). What was a near-disaster turned into a humorous incident when the skipper of AGERHOLM requested 21 ice cream cones in ransom for the VAAW-35 pilot. It was granted in true naval tradition.

September 7<sup>th</sup> issue:

1. SHANGRI-LA To Visit Long Beach. SHANGRI-LA will visit Long Beach, CA for the first time next Thursday and Friday in conjunction with the Mrs. U.S. Navy contest. CVA-38 will arrive the afternoon of the 13<sup>th</sup> and will depart immediately after participating in a fleet review, Friday afternoon. One day of liberty will be granted to the crew during the ship's visit. The ship, itself, will anchor in the harbor with other heavy vessels such as USS BENNINGTON and USS PHILIPPINE SEA, while smaller ships, including a cruiser carrying the Secretary of the Navy and honored guests, pass in review. Approximately 110 aircraft will fly overhead in an impressive show of Navy air might. The Navy's famous precision flying team, the Blue Angels, will be participating in the extravaganza.

2. Reserves End Two Week Training Cruise. The outstanding 36<sup>th</sup> and 37<sup>th</sup> Divisions of the Pasadena Naval Reserve Training Center will end their two week sea venture aboard SHANGRI-LA tomorrow, when they leave the ship to start their homeward journey. Sunday, 26 August, 277 reservists boarded SHANGRI-LA with high

anticipation. Monday, they were divided into groups and assigned to the various departments and divisions of the ship. The ship's officers and enlisted men familiarized the weekend warriors with Navy rules and regulations, Naval terminology and a variety of divisional and shipboard duties. Working with and observing SHANGRI-LA's regulars in action gave the reservists an opportunity to understand shipboard organization. Besides regular duty routine, they traveled almost the entire length of the United States' west coast, participating in a tremendous air show. Rating one and two respectively in the 11<sup>th</sup> Naval District, the 36<sup>th</sup> and 37<sup>th</sup> Divisions have proved themselves an outstanding group. Last year the 37<sup>th</sup> Division gained national acclaim as a reserve group when it ranked third among reservists over the nation. The high morale which existed among both divisions during the cruise received numerous compliments from CVA-38's regulars.

3. Naval Vet LCDR WHITE Commands Reservists. LCDR Harold E. WHITE, Naval veteran of two wars and now a Pasadena City College Zoology and Biology professor, has been commanding officer of the Naval reservists during their two week cruise. LCDR WHITE, who has had adequate experience as a Naval officer and worker with young men, began his Naval career in 1943 after graduation from the University of California. After Midshipman's School at Notre Dame and a short session at a Subchaser's School he boarded a subchaser as Gunnery Officer in August 1944. He was transferred to the carrier USS YORKTOWN in the summer of '45 where he stayed until released from active duty in March 1946. With the finish of the war he returned to civilian life and became a member of the reserves in Pasadena. His life as civilian and reservist continued until 1950 when the cold war began to warm up with the Korean conflict. September 1, 1950, Uncle Sam called Mr. WHITE back into active service, the first of the Pasadena reservists to be called. Receiving command of a freighter he again headed out to sea. However, it wasn't long before he was transferred to "GENERAL MARTIN", a dependent transport, as Executive Officer. In 1952 he finished his tour of active duty while with the Recruit Training Command in San Diego. At the present time LCDR WHITE commands the 36<sup>th</sup> Division of the reserves at Pasadena, besides teaching.

4. Excitement High As CVA-38 Launches Air Show Jets. For three exciting days, from three different west coast locations, catapulted planes from SHANGRI-LA thrilled spectators at the National Air Show at Will Rogers Field, Oklahoma City. There was no question that CVA-38's activities impressed a large number of people, including newspapermen who crowded around ship-to-shore phones and shouted questions into the receiver. Results of the flights proved that there is a definite place for "floating airfields" in modern warfare. The fastest time between the two points was made by one of the Navy's A4D Skyhawk midget jet bombers, which flew a distance of 1342 miles from somewhere off the Oregon coast, 3 September, in two hours and twelve minutes. It was the A3D Skywarrior however, that caught the imagination of the crew. Four of these giant bombers, using ship's fuel in their mix, roared off the flight deck on two occasions. All personnel were forced to take refuge below decks and above the 04 level to avoid the torrid blast of the twin jets. The wide spacing of the engines nullified

the effect of the jet blast deflectors and scorched paint off the island structure. Two of the 60,000 pound planes, first to be launched during the three day event, took off near the northwestern Mexican coast. They circled Will Rogers Field, 1004 miles away, returned to pass over the ship and finally landed at NAS North Island. The other two A3Ds that flew cross-country to Jacksonville, FL in four hours and 32 minutes, were last to be launched to the air Show. The second day's flights, originating near San Francisco, featured four unusually shaped F3H-2N night fighting Demons. One Demon's jet blast blew part of the catapult bridle into the jet deflector. On the same day, two F2H-3 Banshees were forced to land at Palmdale, CA, due to landing gear trouble. Two of these type planes flew on to Oklahoma City.

5. NAA Officials Time Air Show Launchings. The two men in striped referee shirts running about the ship over the Labor Day weekend weren't waiting for the ship's touch football team to work out, but were NAA officials here to check the starting points and times for the National Air Show aircraft. Both men appeared to have background just as colorful as the shirts they wore. Bert RHINE, the official west coast NAA timer, has his own law firm in Los Angeles. His National Aeronautical Association partner, Harry CRINER, is president of Computer Engineering Associates. Mr. CRINER's organization engineers, designs and operates giant computers used by the airframe manufacturers to study aircraft stress, flutter and thermo problems. When asked about the referee-type shirts, Mr. RHINE explained that before they had worn civilian shirts. However at one race, just at the moment for takeoff, a plane mechanic ran over to a competitor's plane and signaled him to kill the engine. Thinking the man was an NAA official, he did just that while the remainder of the planes took off in the race. "That's when we decided we'd better get some means to identify ourselves," RHINE said. Mr. RHINE began flying in 1923 and for 10 years was a reserve officer in the Army Air Corps, then a part of the Signal Corps. During World War II he was a test pilot for Lockheed and was Wing Commander of the California Civil Air Patrol. He is still active in this volunteer program and is now national advisor to the CAP's commanding general. He is a NAA long-timer, having helped clock Jimmy DOOLITTLE's winning of the Bendix Trophy Race back in 1931. Among the recent Navy speed trials he has officiated were the F4D Skyray three kilometer low deck mark set in the fall of 1953; the A4D Skyhawk 500 kilometer closed course record set last October; and the F8U Crusader timing on August 22<sup>nd</sup> for the Thompson Trophy in this year's National Air Show. The Crusader zoomed over the course at 1,015.4 mph and according to Mr. RHINE, was flying under unfavorable conditions. He feels that the plane is capable of going more than 100 mph faster under better conditions. For a project such as the Crusader event, he has from 35 to 40 assistants. Each official gets \$35 a day plus expenses. All of these fees, including the expense money, is then turned over to the NAA for sponsoring of deserving CAP cadets towards a career in military aviation. In going into the NAA background, he said that the organization in the United States' part in the Federation Aeronautique International. The international organization has its headquarters in Paris and is made up of 57 member nations. Mr. CRINER's principal job about SHANGRI-LA was getting the exact launching spot for each aircraft in order to compute the distance to be covered by each plane. He and the ship's Navigator, CDR G. B. RILEY, worked

each problem separately, coming within a few feet of each other's answer every time. They would then "give a little, take a little" until a compromise was reached.

6. VADM PRIDE Sends CVA-38 A "Well-Done." SHANGRI-LA has been formally congratulated for the manner in which the Governor's Day luncheon, 28 July, was conducted. A letter from VADM A. M. PRIDE, Commander AIRPAC, forwarded with pleasure by RADM A. P. STORRS, COMCARDIV 5, states that the ship was a credit to the United States Navy. VADM PRIDE was pleased to note the courteous and efficient manner in which all hands conducted themselves on that day. Copies of the letter have gone to CINCPACFLT, CHINFO, COMFIRSTFLT, COMPHIBPAC and COMELEVEN. Various foreign and United States governors plus distinguished civilian and military leaders attended the luncheon, which was a part of San Diego's 30-day Fiesta del Pacifico.

7. Officers Head For New Duty. Two old hands left SHANGRI-LA last week as two new officers were added to the roster. CAPT Marion M. ETHERIDGE, Jr., and LCDR William E. BAKER were detached from the ship Friday, 31 August. CAPT ETHERIDGE had been the commanding officer of CVA-38's Marine Detachment since 6 January 1955. He was detached to the Director, 9<sup>th</sup> Marine Corps Reserve and Recruiting District, Chicago, IL for temporary duty. Acting as Aircraft Maintenance Officer and also V-6 Division head while aboard, LCDR Baker was assigned temporary duty at NAS North Island in San Diego. Replacing CAPT ETHERIDGE as the Marine Commanding Officer is CAPT Hugh R. BUMPAS. His former duty station was at the marine Corps Clothing Depot, Philadelphia, PA. Also reporting aboard last week was ENS Joseph M. BARRETT, Jr. He joined the ship from an NROTC Unit at Villanova University, Villanova, PA.

September 14<sup>th</sup> issue:

1. SECNAV Guests to Board SHANGRI-LA. SHANGRI-LA will literally become a "showboat" next week as it hosts 25 guests of the Secretary of the Navy during five days of operations. The group is made up of persons of wide acquaintance and high repute in their various communities and lines of work. The guests will come from the Eighth, Ninth, Eleventh, and Thirteenth Naval Districts. The purpose of a cruise of this type is to acquaint the American public with the Navy and with the role of sea power in insuring national security. The representative citizens that will be aboard next week will carry the Navy's story back to their home towns and relate it firsthand through their personal contacts. All hands aboard ship will be charged with the duties of helping host these guests. It is expected that nearly every person aboard will come in some contact with the civilians, since they will be given extensive tours and in addition will have free run of the ship. They will also be invited by CAPT LORD to ask questions of anyone they meet. The group will be given a chance to become further acquainted with the crew through a planned rotation of the evening meals. They will eat in the general mess next Tuesday, in the CPO mess on Wednesday and in the First Class mess on Thursday. By the time they have witnessed the air group and ship's company in action

for five days, it is hoped that they will have realized the capabilities, striking power, flexibility and high degree of technical development involved in modern naval weapons. Perhaps more important to the members of the crew will be the fact that they will base their ideas of the caliber of personnel in the entire Navy on what they observe aboard SHANGRI-LA. A list of guests is included below. Crewmembers are encouraged to seek out the guests from near their homes and talk personally with them. SECNAV guest list: B. de la G. GREEFF, Santa Rosa, CA; RADM J. C. CRONIN (ret.), Vista, CA; R. G. THOMPSON, San Diego; A. N. PACK, Tucson, AZ; G. K. MCQUISTION, Coolidge, AZ; D. W. MCLENNAN, Los Angeles, CA; P. J. MATTEUCCI, Albuquerque; T. M. BERGIN, Los Angeles; M. A. MONTGOMERY, Bellingham, WA; W. L. NUTTEN, Jr., Hollywood, CA; H. H. SHARMAN, Los Angeles; Dr. M. G. KELLY, San Diego; E. A. ARNIM, Flatonia, TX; F. B. ZIGLER, Jennings, LA; Dick HUMMER, Vista, CA; E. S. DOWLING, Indianapolis, IN; M. J. FURLONG, Detroit, MI; Dr. D. G. HALL, Springfield, MO; J. P. HARRIS, Hutchinson, KS; L. W. TARR, Chicago; Wade DAVIS, Carlsbad, CA; Bob GRAY, Carlsbad, CA; Hon. Claude KIRKPATRICK, Jennings, LA; M. D. MILLER, Jennings, LA.

2. Oops! Sorry. News Horizon staff members are wearing sheepish faces when they meet people from VF-64 these days. Seems we goofed last week and claimed two Banshees landed at Palmdale, CA, on their way to the National Air Show. The story show have read that the planes that landed were Demons. All four of the Banshees made it to Oklahoma City in fine style. Our sincerest apologies to VF-64 and the ageless "Banjo."

3. Lookouts Hold High Place In Sea Warfare. In this modern day of television, radar, sonar and guided missiles, the sailor of today seems to overlook the fact that lookouts are still part of modern combat warships as they were in DEWEY's or John Paul JONES' days. Lookouts are the men who search for ships, planes, rocks, periscopes, floating objects, or anything that involves the well being of the ship. They are the eyes of the ship, with the safety of the ship and men depending upon them. Lookouts may be classified as Horizon, for scanning distance; Surface, for objects close aboard; and Sky, for aircraft and weather warnings. SHANGRI-LA has 18 such lookouts, eight of which are qualified experts. The CIC Officer is directly responsible for their training. LCDR Mitchell L. UDICK is responsible for training CVA-38's lookouts with Raymond W. CRONIC, and Henry D. HINSON, BM3s assisting. During periods of reduced visibility the lookouts are called upon to man special stations such as the port and starboard bow, and also to assist in locating and identifying targets long before they are detected by radar. The lookouts who are a part of OI Division, would become OL Division in time of war. The Crow's Nest and the Four Stackers are a thing of the past, but lookouts and the need for them will always be of high security value to the warship.

4. SECNAV Sends Compliments To SHANGRI-LA. Secretary of the Navy Charles S. THOMAS sent his congratulations to all hands aboard SHANGRI-LA for their participation in the National Air Show held 1-3 September. The congratulation note, which was sent in a dispatch, reads as follows: "Please pass my congratulations to all

hands of SHANGRI-LA for a job well done during the successful launching and flights in connection with the National Air Show. Your participation demonstrated the striking power from our powerful mobile air bases and made a real contribution to Naval Aviation."

5. Marine CO Sports Colorful Career. CAPT Hugh Robinson BUMPAS, Jr., a University of Oklahoma graduate, who replaced CAPT Marion M. ETHERIDGE, USMC, as commanding officer, Marine Detachment, brings to SHANGRI-LA an obviously colorful career which would be a credit to any officer or enlisted man. CAPT BUMPAS's Marine career began at the University of Oklahoma where he majored in chemical engineering and was Midshipman Commanding Officer of the NROTC unit at the school. While in college, CAPT BUMPAS participated in summer Midshipman cruises with the NROTC. He recalls that one of these cruises was to the Mediterranean aboard USS COLUMBUS (CA-74). Also while a Midshipman he spent one summer at Naval Air Station Pensacola for aviation indoctrination. Upon graduation from college in June 1951, the captain was commissioned 2<sup>nd</sup> Lieutenant in the Marine Corps. From June to December of 1951 he attended Marine Officers' Basic School, Marine Corps Schools in Quantico, VA. After the completion of Marine Officers School, CAPT BUMPAS attended the Army's Antiaircraft Artillery and Guided Missile School at Fort Bliss, TX, from January to May of 1952. The captain, putting his artillery schooling to use, served as commanding officer of a Marine Light Artillery Battery at Camp Pendleton, CA from May to November of 1952. Overseas duty was next in the captain's Marine career and in November of 1952 he was sent to Korea where he served as commanding officer of a Marine Artillery Battery until December of 1953. It was in December of 1952 while serving in Korea that he was promoted to 1<sup>st</sup> LT in the Marine Corps. In December of 1953, the captain returned to the U. S. and in January of 1954 he was assigned as Inspector-Instructor of the Marine Corps Reserve Artillery Unit in Akron, OH. Good news was in store for CAPT BUMPAS in March of 1954 for it was at this time that he was promoted to captain. The captain reported from the Akron, OH, Reserve Training Center for duty aboard SHANGRI-LA, August 23, 1956. Born in Dallas, TX, the captain now resides with his parents in Oklahoma City, OK. Before attending the University of Oklahoma, he attended Texas A & M College at College Station, TX for one year.

6. Pilots Qualify Aboard CVA-38. Since SHANGRI-LA's return to San Diego from her first Far East cruise in late June, several Navy and a Marine air group have sent detachments to the ship for carrier qualifications. Carrier qualifications, consisting of touch and go and arrested landings, is a phase of pilot qualifications. Each Navy and Marine pilot in order to complete pilot qualification must successfully pass carrier flight training. Aboard in early August for carrier training were Detachment A of Marine Attack (VMA) 323 from Marine Corps Air Station El Toro, CA and Detachment A of Carrier Airborne Early Warning from Naval Air Station North Island. Carrier Air Group Two, which includes the squadrons of VF-24, VF-64, VA-63 and VA-65 are aboard at the present time for the completion of carrier qualifications.

September 21<sup>st</sup> issue:

1. SECNAV Guests End week Cruise Today. Departing from SHANGRI-LA today will be 25 civilian guests of the Secretary of the Navy, who for five days have observed the Navy in action. Outstanding leaders in their own communities, the guests, who represent a variety of vocations such as law, medicine, business, politics, newspaper publishing and several others, are from 11 states of the 8<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup>, and 13<sup>th</sup> Naval Districts. Boarding SHANGRI-LA Sunday, September 16, the guests were given a short welcome aboard speech the following morning by the Executive Officer, CDR Leroy V. SWANSON. To provide an opportunity for the SECNAV group to view and acquaint themselves with shipboard organization, extensive departmental tours were given. Furthering their familiarization of the ship and its crewmembers, the group was granted free run of the ship and a rotation of evening meals were held. They dined in the General mess on Tuesday, the CPO Mess on Wednesday and the First Class Mess on Thursday. Witnessing the Air Group and ship's company in action, the guests had the opportunity to see the importance of the striking power and extraordinary mobility the modern attack carrier lends to Naval warfare. Also the guests observed a destroyer refueling and the transfer of personnel from the carrier to the DD by high line. Upon returning to their communities, these gentlemen will take with them a firmer knowledge of the tremendous part the Navy part plays as protectorate of American security.

2. First Fleet Fetes Mrs. USN Contest. SHANGRI-LA, in conjunction with the Mrs. U. S. Navy Contest, participated in a Fleet Review at Long Beach, Friday afternoon, September 14. The Review featured approximately 53 navy vessels and 110 aircraft. Included in the aircraft were the Navy's famed precision flying team, the Blue Angels, who demonstrated the reasons for their popularity. CDR Raleigh RHODES, SHANGRI-LA's Air Operation Officer, once served as PCO of this famous group. He served in this capacity for two and one half years, beginning the latter part of 1946. The Honorable Charles S. Thomas, Secretary of the Navy, and his guests reviewed the fleet in a parade of destroyers and cruisers. The secretary reviewed the fleet aboard the cruiser USS SAINT PAUL (CA-73). Thursday morning in Long Beach, with 150 Navy and Marine Corps jets flying over, a two hour military parade was marched down Ocean Boulevard. VADM James L. HOLLOWAY, Jr., Chief of Naval Bureau of Personnel reviewed the parade of Marines, Bluejackets, bands drill teams, floats and drum-and-bugle corps. Riding in 31 white convertibles, the contestants were included in the parade. Each was accompanied by her husband and family. In the final judging Saturday, September 15, Mrs. Alfred R. ELLIS, a blond mother of two children, was crowned Mrs. U. S. Navy by SECNAV THOMAS. Mrs. ELLIS lives in Norfolk, VA., and represents the Fifth Naval District.

3. Young Guest States Views On Carrier Life. My first impression of the SHANGRI-LA was its huge size, but now that I've been on the ship for several days I am more impressed with the flight operations, especially at night. As I understand, the angled deck makes all the difference in the world as to flight operations. It is really surprising how rapid the planes can land and take off again. The capability of landing and launching planes must be terrific. Another point I noticed all over the ship is the

readiness of the men for all emergencies, such as fire or crash. Tuesday night, when talking to one of the photo men, I learned that motion and still pictures are taken of all operations, not just for the record, but to point out to the pilots their mistakes. The thing that sticks in my mind the most is the excellent Chain of Command. For instance when one of the planes was to be lowered into the hangar deck, it was done in a matter of seconds, because of the readiness of the men. The maneuverability of the ship seems to be very smooth in comparison to some smaller ships that take such a long time to pull out of dock. When we started to leave the ship was pulled out and turned around in hardly anytime. This also illustrates the perfect coordination of officers and men. I still can't figure out where 3,000 men sleep, but I guess they must do it somewhere. It is really a pleasure to be on this voyage. I am attending the Army and Navy Academy (a prep-school for boys) in Carlsbad, CA and I hope I can take back to our student body some of my exciting experiences on the USS SHANGRI-LA. I want to express my thanks to everyone who has devoted some of his time to make my visit a real experience that I'll never forget.

September 28<sup>th</sup> issue:

1. Admin Inspection Slated 1-5 October. RADM Aaron P. STORRS, Commander Carrier Division Five, with USS BENNINGTON (CVA-20) as the assisting ship, will conduct an Administration Inspection aboard SHANGRI-LA, the week of 1-5 October. This inspection, which includes a personnel and material check, is given annually on CVA class vessels on a competitive basis. The ship has devised a schedule of events that will highlight the coming week. They are as follows: Friday, 28 September, there will be a zone inspection in order to make a final check before the Administration Inspection begins. On Tuesday, 2 October, Division Officers will conduct a lay-out bag inspection in each division. The bags will be laid out according to the diagram given each department head this week. To determine the crew's state of readiness for Friday's inspection, there will be a personnel inspection by division officers at 0745, Wednesday, 3 October. Friday, 5 October, the Administration Personnel Inspection will be held at 0830. A bag inspection of designated divisions will follow. Friday's inspection party will be divided into three groups. The first group will be led by RADM A. P. STORRS, COMCARDIV FIVE, the Chief Inspector. CAPT R. E. C. JONES, Commanding Officer of USS BENNINGTON, the Assistant Chief Inspector will head the second group. The third inspection group will be led by CAPT M. H. TUTTLE, Chief of Staff, COMCARDIV FIVE. The material inspection, which follows the personnel inspection, will be administered by two groups - the Chief Inspector and the Assistant Chief Inspector. Living spaces, the Hangar Deck, galley and special spots designated by SHANGRI-LA's commanding officer, will be inspected by the Chief Inspector. The Assistant Chief Inspector will inspect machinery spaces, double bottoms and storerooms.

2. VF-24 Pilot Streaks To Air Show For Trophy. According to an article appearing in a Wisconsin newspaper, The Sheboygan Press, LTJG David K. GROSSHUESCH of VF-24 won the North American Trophy in the National Air Show at Oklahoma City. The

front page write-up went into detail how LTJG GROSSHUESCH flew his FJ-3 Fury jet from SHANGRI-LA to Will Rogers Airport during the Labor Day weekend. At an average speed of 537.849 miles an hour, the young naval aviator streaked to Oklahoma City following a launch of four planes off the coast of Mexico in a striking demonstration of carrier long range attack capability. The VF-24 pilot covered a 1,259 mile flight in 2 hours 13 minutes and 38.6 seconds in a record shattering speed mark the article said. LTJG GROSSHUESCH was accompanied by CDR J. H. BOYUM, Commander Carrier Air Group Two; CDR W. L. ADAMS, Commanding Officer of VF-24, and LTJG J. A. DICKSON of VF-24. The planes battled headwinds estimated at 35 mph most of the way and landed with almost empty fuel tanks. LTJG GROSSHUESCH, who hails from Sheboygan, WI, will return aboard SHANGRI-LA with VF-24 when she goes to WestPac in November. In February, 1955, he participated in the evacuation of the Tachen Islands.

3. Shutterbug Crew Covers SHANGRI-LA's Activities. SHANGRI-LA's shutterbug crew must be "Johnny on the spot", almost predetermining future events. Headed by Photo Warrant Officer Cecil P. FREE, who has been in Naval photography for 18 years, the 25-man Photo Lab is the OP Division of Operations Department. Although the flashbulb group have a variety of picture taking obligations to perform, their primary mission aboard CVA-38 is the processing and printing of aerial reconnaissance. This involves taking motion and still pictures of air operations enabling pilots to study their own landings for self-improvement. Also, by doing this they photograph accidents and through these photos the cause of the mishaps can often be determined. Besides aerial reconnaissance, they process and print pics for news releases, officers portraits, social functions, I.D. cards and News Horizon, the ship's newspaper. If actual battle conditions existed, the lab would standby 24 hours a day ready to develop all combat photographs. They shoot many pics which are of general public interest and are sent to the Bureau of Aeronautics. BuAir will file them and if the occasion arises, use them for publication. Mr FREE is assisted in his supervision of the Photo Lab by B. W. KORGE, PH1, who too, has had numerous years of experience in photography.

4. Police Chief Lends Hand In Promotion Gag. One misty morning newly promoted CDR Leone E. KIRK, Jr., ship's Assistant Air officer, received a mysterious C.O.D. package sent with cloak and dagger significance. Quickly opening it, he found to his horror that it contained a severed human hand! But no need for alarm as closer examination revealed that it was made of wax and accompanied with a note which read, "If you can't teach it to write, please return so I may send again on your next promotion." The unorthodox congratulations was the brain storm of Police Chief Carl SPRIGGS of Hutchinson, KS, who became friends with CDR KIRK when he was Assistant Training Officer at NAS Hutchinson a year and a half ago. Included in the recent group of SECNAV guests was Mr. A. P. HARRIS, publisher of The Hutchinson, Kansas News-Herald. Since Mr. HARRIS also knew Police Chief SPRIGGS, CDR KIRK thought it an appropriate time to return "the gift" via the newsman. So with sad adieus the hand went on its way, but included with it was a pair of cuff links, tie clasp and belt buckle from the Far East for the policeman and a note explaining that the darn

thing “just wouldn’t learn to write.”

5. Chief MAA Green Departs For New Duty. “GREEN, Aviation Boatswains Mate, Chief, departing, Quarter Deck.” These were the words spoken by the Boatswains Mate of the watch over the 1MC as Chief Fred A. GREEN, “Sheriff” of SHANGRI-LA, departed the ship, Wednesday, 26 September. The popular Chief, who headed the ship’s Master-at-Arms forces since her recommissioning in January 1955, left the ship to report for duty at Pacific Reserve Fleet in San Diego. “This is the finest ship, officers and crew that I’ve ever served with,” the Chief said in a recent interview. He further stated, “I’m not too happy about leaving this ship. The only reason I’m leaving is because of my wife’s health. But she has never complained about my being in the Navy because she is a good Navy wife.” According to the Chief, his wife, Mrs. Eulalia GREEN, has been ill for some time. The Chief also expressed his respect for the Captain and Executive Officer when he said, “There were never two finer gentlemen than the Captain and Executive Officer.” Entering the Navy in December 1915, the Chief has 19 years of active duty to his credit. He has served in three wars and received the Purple Heart in the Battle of Normandy beachhead during WWII. Chief GREEN, aided by a 12 man MAA force, was responsible for maintaining order at Captain’s Masts, Executive Officer’s Enquiries, organizing pay lines, forming liberty parties, handling unauthorized absentees and many other jobs pertaining to the maintenance of order aboard ship.

October 5<sup>th</sup> issue:

1. Admin Inspection Reaches End Today. This week SHANGRI-LA completed her Administrative Inspection, given annually to CVA vessels on a competitive basis. RADM Aaron P. STORRS, Commander Carrier Division Five, with the attack carrier USS BENNINGTON as the assisting ship, conducted the inspection. A bag lay-out held by division officers among their respective divisions was given Tuesday morning to open the Admin Inspection. The following morning division officers held a personnel check readying the crew for Friday’s personnel inspection. Three inspecting parties scrutinized SHANGRI-LA’s crew at 0830 today. RADM A. P. STORRS, the Chief Inspector, conducted group one, CAPT R. E. C. JONES, Assistant Chief Inspector, headed group two and CAPT M. H. TUTTLE led group three. Preceding the personnel inspection was a material examination which was administered by the Chief Inspector and the Assistant Chief Inspector. This examination consisted of a check on living spaces, the Hangar Deck, special spots designated by CAPT LORD, double bottoms, machinery spaces and storerooms. The results of the administrative Inspection will be published in next week’s paper.

2. Looking Into The Future. Always of primary interest to crewmembers is CVA-38’s schedule for the next few weeks. According to the Operations Department, the schedule will run as follows: October 8-12, at sea; 12-14, in port; 15-18, at sea; 19 October, Family Cruise; 20-22 October, in port; 22-26, at sea; 27-29, in port; 29 October to 2 November, the ship will be at sea; 3-5 November, SHANGRI-LA will visit

Long Beach; 5-6 November, enroute to San Diego; 6-11 November, in port; 12-15, at sea; 15-19, in port; 19-20, enroute to Alameda; 20-21 November, CVA-38 will be at Alameda, CA where she will pick up the assigned squadrons; on 21 November, SHANGRI-LA will get underway for Pearl Harbor beginning her six month Far Eastern cruise.

3. Next Month Brings ship Success Drive. SHANGRI-LA's crew will continue to contribute to San Diego's United Success Drive Thursday, 1 November. The United Success Drive supports over 50 different charities in the Carlsbad, Chula Vista, Coronado, Oceanside and San Diego areas. Last year CVA-38 donated approximately \$1500 and this year the goal has been set at 100 per cent contribution. It is assumed that LCDRs and above will give a minimum of \$5.00, other officers \$3.00, CPOs \$2.00 and other enlisted men \$1.00. Specific charities may be singled out for part or all of an individual's donation. The motivation for donating is obvious. Most military men and their families use United Success Services. Last year 3,639,186 visits were made to the Armed Forces YMCA. Nineteen dependent children were well cared for by the Cerebral Palsy Foundation. Five families received care at the Guadalupe Clinic. Almost 10,000 dependent children joined United Success youth organizations. Almost 150 military families brought joy to their lives by adopting babies through the Children's Home Society. Eleven children from needy military families were cared for at Boy's and Girl's Aid Society; three at San Diego's Children's Home.

4. Ship Rests For Repairs In Long Beach. SHANGRI-LA steamed her way to Long Beach Thursday using only three of her four screws for propulsion. Now resting in dry dock, CVA-38 is presently having her number four screw replaced. The "no. four" was replaced once in Yokosuka, Japan by a prop taken from an old ship. A diver discovered the damage accidentally when he went down on a routine check of the hull. According to the engineering Department the replacement should be no more than a 24 hour job. Dry docking for this repairment will alone cost the government 50,000 dollars.

5. SHANGRI-LA Plans For "Family Day" Cruise. The second annual Family Day Cruise will be held Friday 19 October, 1956. Last year's cruise was a roaring success with over 300 visitors participating. Guests will be allowed almost complete freedom of the ship. They will see a movie and will eat chow with the crew. More details as to the routine of 19 October will be published in next week's paper. Simply turn in the number of guests to your Division Officer, along with your name and rate or rank. There is still a chance to take your wife, mother, dad, mother-in-law, father-in-law, sister, brother, son, and/or daughter. All guests must be over 13 years of age.

6. Pay Day Brings Flu Shots For Crewmen. The crew got their money but not their choice Monday 1 October, when influenza shots were administered at the head of the pay-lines. One CC of the vaccine was injected into about 1600 left arms. This dose, a big one as far as injections go, equals one-fourth of a teaspoon. The vaccine is obtained from chicken embryos which have been injected with the influenza virus. Pain, numbness and swelling in the arm was caused by the introduction of foreign