

RIPTIDE

U. S. S. APPALACHIAN



With warm personal regards and sincere appreciation
to officers and men who served with me
flagships, USS Appalachian December 1943-August 1945
Ph Conolly
RADM US Navy

This is an issue of RIPTIDE that we have long been waiting to print ... a VICTORY edition .. VICTORY over Japan.

At last the war is over. Peace is a reality once again. We have emerged victorious over all those forces of evil which we fought so hard and so valiantly to eradicate from the face of the earth.

It hasn't been a pleasant task. The picture did not always look bright. We have had dark days. But our spirit and determination has never been broken. Even in those early days of the war we forged ahead with what forces we had. We never turned back. We never fled from the fight.

Today the silver lining has come through. We stand at the threshold of a new era--an era of peace and understanding. An era of friendship and good feeling among the nations of the world. We have won the war. Now let us turn our energies to the problems of winning the peace.

Peace is not only a word. Peace is all the things that you and I do to make this a better place in which to live and be. It is getting along with men of all nationalities, races, colors, and creeds. Peace requires a determined effort on our part. For it to succeed among nations, it must succeed in our homes, even in our own hearts. We must never forget for one moment that all men are brothers. In this spirit we will never lose the peace that we have fought so hard to win.

We of the Appalachian have been lucky. We have never been hit or damaged in battle yet we have been through the worst that our enemy had to offer--Guam, Saipan, Leyte, and many others. Others among us have not been so fortunate. There are many we will leave behind who gave their lives in order that our great nation might see this day---A day of total VICTORY. We shall not forget them.

Victory will mean a lot of different things to the men of the Appalachian. For some it will mean "going home". Going home under the Navy's discharge system. For those who have had a good bit of sea duty without leave it will mean a return to the States, with a leave in store and then perhaps some shore duty. For others it will mean continuing to do our daily task to keep this the finest ship in the fleet. For us all it will mean an end to bloodshed, a new security which we have never known.

It will mean that our loved ones at home need never know the horrors of war. Also it will mean that upon our return to civilian life we will be free to follow the pursuits and interests of our own mind, unmolested. It will mean freedom from want, freedom from fear, freedom of worship, and freedom of speech, not only for us but for all of our posterity.

"And the Star Spangled Banner in TRIUMPH shall wave, o're the land of the free, and the home of the brave."

RIPTIDE

A weekly newsmagazine, published aboard the U. S. S. Appalachian, Fleet Post Office, San Francisco. Captain Joseph B. Renn, USN, commanding. Navy Dept. Bulletin 45-526 has been complied with in the production of this newsmagazine. Published at no cost to the government, on government equipment. Photographs and news matter herein have been approved by censorship, and issues, unless expressly ordered otherwise, may be mailed by all personnel.

On December 8, 1941, one day after the Jap attack on Pearl Harbor, a great American, in asking Congress for a declaration of war, said; "...We shall gain the inevitable triumph so help us God."

Today we have gained that triumph. The end is at hand. The victory for which we all fought is a reality.

With the coming of peace, the TOKYO EXPRESS makes it's last stop. It has finished it's journey. There is no return trip. The way has not been easy. The going has sometimes been rough. But there has never been any turning back.

There were a number of factors which probably speeded up the arrival of the EXPRESS at it's destination. Not the least among them was the atomic bomb, which appears to be the most destructive element of war

ever devised by man. Then too, the entry of Russia into the war materially and psychologically helped to strengthen the position of the Allies and hurry the end of the conflict.

Japan's real reason for surrender perhaps will never be known in full but it stands to reason that the tremendous destruction heaped upon that nation by the Allies was more than they could stand.

Whatever be the reason for the fall of this nation, apparently bent on world conquest, this is not important. The main problem at hand is the preservation of the peace that we have won.

We are not sorry that this is the end of the TOKYO EXPRESS. It means that "government of the people, by the people, and for the people shall not perish from the earth."

CITATION

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of the Third Distinguished Service Medal to

REAR ADMIRAL RICHARD LANSING CONOLLY, UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility as an Attack Group Commander during the Leyte operation, and as Commander of a Task Group during the Lingayen Gulf operation, prior to and during the assault and occupation of enemy Japanese-held Islands of Leyte and of Luzon in October 1944, and January 1945, respectively. An inspiring and resolute leader, Rear Admiral Conolly ably organized, loaded and rehearsed his attack group in preparation for the assault then, conducting a large convoy to the objective at Leyte, landed the troops of the 7th United States Infantry Division and directed expeditious unloading of the division's equipment and stores. Commanding a reinforcement group scheduled to support the Lingayen Gulf operation, he rapidly assembled miscellaneous transports and LST's from scattered ports and transported infantry troops from Neomfoor and Noumea to Lingayen Gulf, reaching the transport area in strict accordance with the prescribed plan despite changes affecting the assigned landing site, the target date and the mission of troops carried by his task group. His brilliant organizational and administrative abilities and his effective control of the operations of ships under his command were important factors in the successful invasion and capture of these islands and his indomitable determination and unswerving devotion to duty in the fulfillment of his vital missions reflect the highest credit upon Rear Admiral Conolly, his gallant command and the United States Naval Service."

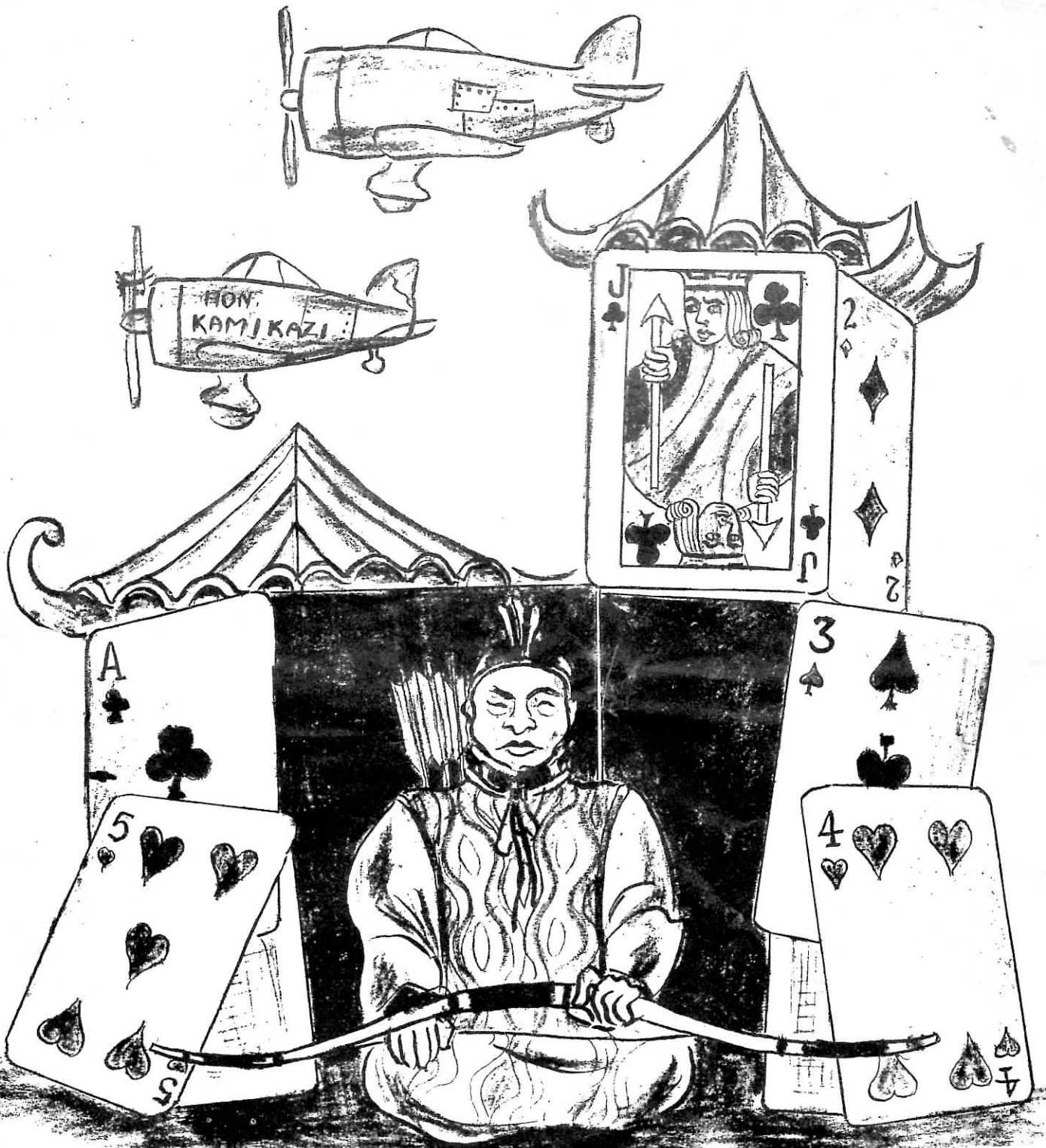
For the President ,

/s/ JAMES FORRESTAL

Secretary of the Navy

PRESENTED TO REAR ADMIRAL CONOLLY BY VICE ADMIRAL WILKINSON ON 19

AUGUST 1945 ABOARD THE U.S.S. ELDORADO SOMEWHERE IN THE PACIFIC



Gough

"...WITH OUR 'YAMATO DOMASHI' DATING BACK 3000 YEARS, WE ARE VASTLY SUPERIOR TO THE ENEMY."

TWO STARS HERE IS THE STORY OF OUR ADMIRAL--RICHARD L. CONOLLY

It is altogether fitting that we should dedicate this issue of RIPTIDE -- The VICTORY Issue -- to a man who has done so much to bring about our triumph. Under his able leadership we of the Appalachian, his staff, and the men under his command have played a great part in bringing about final victory. It is in this light that we respectfully dedicate this edition to Rear Admiral Richard L. Conolly, United States Navy. ED.

This is the story of Rear Admiral Richard Lansing Conolly -- a story unembellished by high-sounding phrases and fantastic claims, but a factual record of naval achievement that has placed him among the figures who have led the American navy to victory.

Just for the record, Admiral Conolly was born in 1892 in Waukegan, Illinois. He entered the Naval Academy in 1910 and graduated in 1914 as Ensign R. L. Conolly. His first duty afloat was aboard the U.S.S. Virginia, a battlewagon, and he stayed aboard until 1916, at which time he was assigned to the destroyer Smith. He served sixteen months in the European war zone during World War I escorting troop and merchant ship convoys out of the Azores, Queenstown, and Brest. During this period he was awarded the Navy Cross, and in October of 1918 was promoted to Lieutenant.

In the years following the War, he served on various units of the fleet -- destroyers, cruisers, and battleships. During his entire career, Admiral Conolly has always been with the U. S. Fleet, never serving with the Asiatic fleet or on outlying stations.

He was married in 1921 in Boston to Miss Helen Jacobs, a graduate of Wellesley College. In June of 1925 he was promoted to Lieutenant Commander, and in 1929 got his first command as skipper of the destroyer Case. Later he became skipper of the destroyer DuPont, and during the ensuing ten years almost all of his duties were among the hard hitting "cans". He was promoted to Commander in July 1935.

From 1936 to 1939 he served at the U.S. Naval Academy, part of the time as acting Head of the Department of Navigation and Seamanship. In 1939 he became commander of Destroyer Division 7. In February of 1941 he became commander of Destroyer Squadron 6 and shortly thereafter was promoted to Captain.

During the days before Pearl Harbor, Conolly, as commander of Desron 6, became closely acquainted with Lord Admiral Louis Mountbatten, then skipper of the British carrier *Illustrious*, later chief of combined operations for the British Admiralty, and now chief of the Asiatic theatre. Mountbatten rode with Conolly on the squadron flagship, the destroyer *Balch*, and during the course of several weeks the two became close personal friends.

Few people know that Admiral Conolly -- then Captain Conolly -- led the first organized navy offensive assault against the Japs soon after the attack on Pearl Harbor.

As commander of destroyers under Admiral Halsey, who was in command of a carrier task force on the carrier *Enterprise*, Conolly stood on the bridge of his flagship off the Marshall and Gilbert Islands early on the morning of February 1, 1942 and asked permission to bombard at close range with his squadron. Permission was granted and they moved in -- and moved in close, particularly during the bombardment of Taroa in Maleolap atoll, Marshall Islands. And therein lies another tale. For it was during this first offensive action against the Jap held islands that the Admiral earned his nickname, "Close-In" Conolly, a name that was to prove its truisms even more as the war progressed.

The squadron commander took his small craft in close for bombardment, raking the beach from point-blank range. And that was when the Japs were ruling the Pacific. Exactly two years later Admiral Conolly was to lead a huge amphibious attack force into the Marshalls to plant the American flag on Jap mandated Roi and Namur islands.

"Close-In" Conolly proved that his nickname was no misnomer in later Pacific engagements in 1942. When he led his squadron in an attack on Wake Island on February 24 of that year he again went in close. His flagship, the *Balch*, sank a Jap gunboat and laid such a rapid and terrific shore bombardment that Tokyo Rose later described her as a "super cruiser" with automatic guns. On March 4, 1942 on the first American raid on Marcus Island, just 1000 miles from Tokyo, Conolly again commanded the screen of small craft.

Later he was commander of destroyers screening the carriers *Enterprise* and *Hornet* when they took General Jimmy Doolittle's band of

raiding bombers to within 800 miles of Tokyo for the first raid on Japan proper. Plans called for the surface force to move closer to Japan but an unfortunate encounter with a Jap small craft left the possibility of discovery of the secret mission--hence the early launching.

A short time before the battle of Midway Admiral Conolly was transferred to the staff of the Commander in Chief, U.S. Fleet, in Washington. He remained in Washington with the fleet commanders staff for seven months, being promoted to Rear Admiral at the end of that period.

When Admiral Conolly was sent to Africa in February of 1943 to assume command of all amphibious bases and landing craft in Northwest African waters he was destined to become one of the pioneers and leaders in the navy's new No. 1 weapon -- amphibious warfare.

In northern Africa, under command of Vice Admiral Hewitt and in company with two other attack forces commanded by Rear Admiral Hall and Rear Admiral Kirk, he mounted two of the largest naval attack forces ever seen up to that time and successfully directed them in assaults on Sicily and Italy.

During the action at Sicily Admiral Conolly true to his tradition, moved his flagship to point blank range of the shore batteries and was caught by the rays of the Italian searchlights from the beach. As the campaign progressed he was given overall charge of the Naval support for the Seventh Army.

At the conclusion of the Sicilian operation he returned to Bizerte to prepare for the Salerno assault. In September he led his group into Salerno for one of the bloodiest amphibious conflicts of the war. At Salerno Captain George C. Dyer, the Admiral's Chief of Staff, was seriously wounded by a shell hit while standing beside the Admiral on the bridge of the flagship.

Upon completion of the Italian landing Admiral Conolly was ordered to the West Coast of the United States to organize Group Three of the Fifth Amphibious Force. (The title of this command later changed to Com-

The Way Out: Along the Path of Reason or Utter Destruction

Text of the surrender proclamation:

1--We, the President of the United States, the President of the National Government of the Republic of China, and the Prime Minister of Great Britain, representing the hundreds of millions of our countrymen, have conferred and agreed that Japan shall be given an opportunity to end this war.

2--The prodigious land, sea, and air forces of the United States, the British Empire, and of China, many times reinforced by their armies and air fleets from the west, are poised to strike the final blows upon Japan. This military power is sustained and inspired by the determination of all the Allied nations to prosecute the war against Japan until she ceases to exist.

3--The result of the futile and senseless resistance to the might of the aroused free peoples of the world stands forth in awful clarity as an example to the people of Japan. The might that now converges upon Japan is immeasurably greater than that which, when applied to the resisting Nazis, necessarily laid waste to the land, the industry, and the method of life of the whole German people. The full application of our military power, backed by our resolve, will mean the inevitable and complete destruction of the Japanese armed forces and just as inevitably the utter devastation of the Japanese homeland.

4--The time has come for Japan to decide whether she will continue to be controlled by those self-willed militaristic advisers whose unintelligent calculations have brought the empire of Japan to the threshold of annihilation, or whether she will follow the path of reason.

5--Following are our terms. We will not deviate from them. There are no alternatives. We shall brook no delay.

6--There must be eliminated for all time the authority and influence of those who have deceived and misled the people of Japan into embarking on a world conquest. We insist that a new order of peace, security, and justice will be impossible until irresponsible militarism is driven from the world.

7--Until such a new order is established and until there is convincing proof Japan's war-making power is destroyed, points in Japanese territory to be designated by the Allies shall be occupied to secure the achievement of the basic objectives we are here setting forth.

8--The terms of the Cairo declaration shall be carried out and Japanese sovereignty shall be limited to the Islands of Honshu, Hokkaido, Kyushu, Shikoku, and such minor islands as we determine.

9--The Japanese military forces, after being completely disarmed, shall be permitted to return to their homes with the opportunity to lead peaceful and productive lives.

10--We do not intend that the Japa-

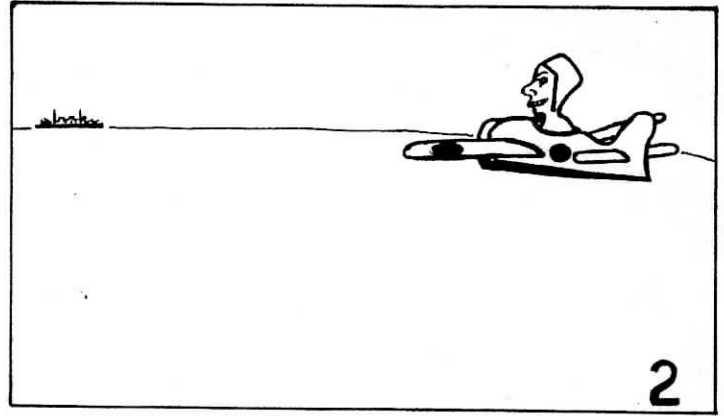
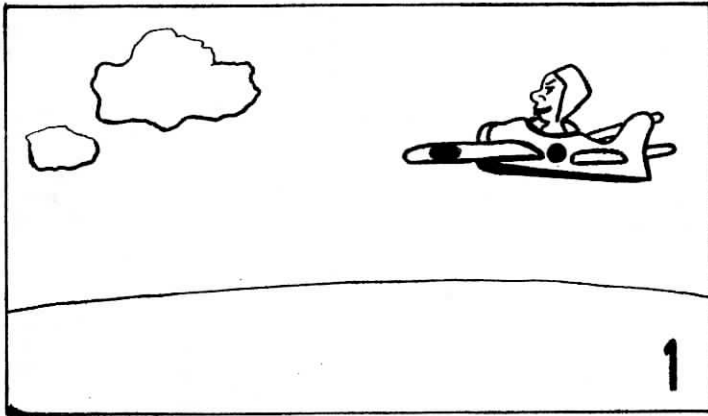
nese shall be enslaved as a race or destroyed as a nation, but stern justice shall be meted out to all war criminals, including those who have visited cruelties upon our prisoners. The Japanese Government shall remove all obstacles to the revival and strengthening of democratic tendencies among the Japanese people. Freedom of speech, of religion, and of thought as well as respect for the fundamental human rights shall be established.

11--Japan shall be permitted to maintain such industries as will sustain her economy and permit the exaction of just reparations in kind, but not those which would enable her to rearm for war. To this end, access to, as distinguished from control of, raw materials shall be permitted. Eventual Japanese participation in world trade relations shall be permitted.

12--The occupying forces of the Allies shall be withdrawn from Japan as soon as these objectives have been accomplished and there has been established in accordance with the freely expressed will of the Japanese people a peacefully inclined and responsible government.

13--We call upon the government of Japan to proclaim now the unconditional surrender of all Japanese armed forces, and to provide proper and adequate assurances of their good faith in such action. The alternative for Japan is prompt and utter destruction.

ROCKS AND SHOALS



mander Amphibious Group Three, U.S. Pacific Fleet.)

On the 2nd of December 1943 he boarded the U.S.S. Appalachian in San Diego and this ship has remained his flagship to the present date. After the assumption of his new command Admiral Conolly trained, rehearsed, and combat loaded the 4th Marine Division on the West Coast of the United States. Then, as Commander of Task Force 53 (Northern Attack Force) he participated in the operation for the capture of Kwajalein Atoll, landing the 4th Marines at Roi - Namur.

In July of 1944 Admiral Conolly became Commander of Amphibious Operations for the capture of Guam. As commander of the Southern Attack Force he landed the Third Amphibious Corps on Guam, including the Third Marine Division, First Provisional Marine Brigade, and the Seventy-Seventh Infantry Division.

In October, as the Pacific fleet swept closer to Japan, the Admiral took part in the invasion of the Philippines. As Commander of Task Group 79.1 he landed the Seventh Infantry Division at Dulag while participating in operations for the capture of Leyte Island.

Continuing the sweep up the Philippines, he next took part in operations in the Lingayen Gulf, off Luzon, by bringing in the Twenty-Fifth Infantry Division and the 158th Regimental Combat Team. For his outstanding part in these latter two operations Admiral Conolly was awarded a Gold Star in lieu of the Third Distinguished Service Medal, the accompanying citation of which appears elsewhere in this issue.

Back home the Admiral is a family man, just like the rest of us. His wife is temporarily living in Washington, awaiting his return. He has a daughter Ann, who is 22. She graduated from Wellesley College last June and is now employed at the Navy Department. He has two sons, Richard, 19, who is now at West Point, and Robert, 18, who has just entered Annapolis.

Among decorations which Admiral Conolly holds are the Navy Cross, for World War I; the Distinguished Service Medal with two Gold Stars, for operations at Roi-Namur, Guam, Leyte, and Lingayen; the Legion of Merit with one Gold Star for the Sicilian invasion and the Italian invasion at Salerno; the Commendation Ribbon for the Marshall Island raids; the Mexican Service Medal; the Victory Medal with Destroyer Clasp (World War I); the American Defense Service Medal, American Area Service ribbon, European-African-Middleeastern Service Ribbon with 3 bronze stars, the Asiatic-Pacific Service with one silver star (equivalent of 5 bronze

stars); the Philippine Liberation Ribbon with 2 bronze stars; and the Companion of the Bath a British Decoration, for the Sicilian invasion.

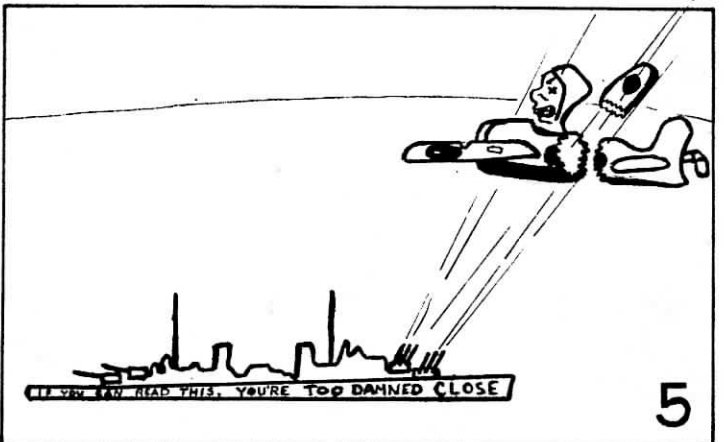
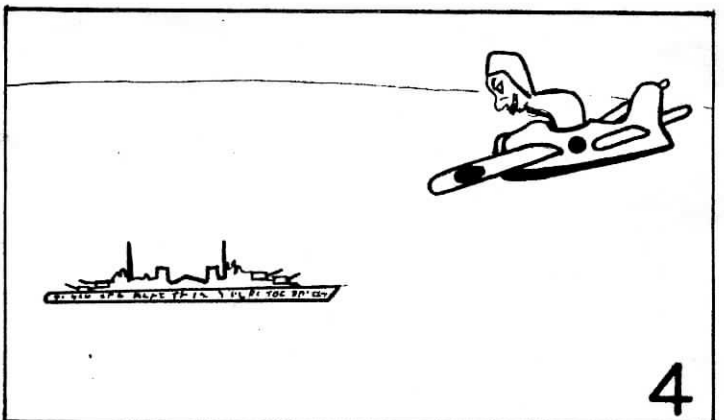
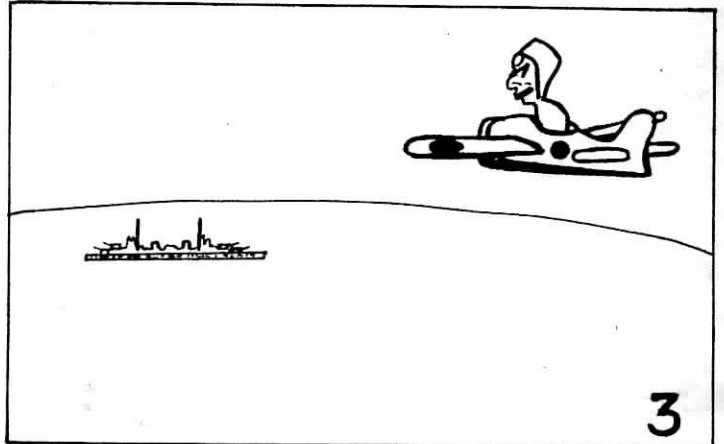
And this is the story of our Admiral - Richard Lansing Conolly, an able leader, a Navy man, through and through.

His able leadership, his resourcefulness, and his unfailing devotion to duty have proved his merit.

It is with justifiable pride that we of the Appalachian say "Well Done" to him for his accomplishments in the past and wish for him continued success in the future.

We are proud to have him aboard.

The first booby trap we've heard of on the ship was rigged last week by Ensign Bob Diener, and all inadvertently, too. He hitched up his sack—a middle one—to the top frame with a sort of makeshift wire hook, ignoring for some unknown reason the usual chain method of suspension. Along came his roomie, Lt. (j.g.) Art Pratt, and flopped into his lower sack in the manner of a man utterly exhausted. Clunk, down came Mr. Diener's sack, right on top of poor Mr. Pratt. Ensign George Ragon, an innocent bystander, was busting open a coconut while all this was going on, and passersby swear you couldn't tell which was the coconut and which was Mr. Pratt's skull when the booby trap went off.





BETTY GRABLE

LETTERS

"MEET MISS LACE"

CONVERSATION

Editor:

I hope you have some idea of how much we (the Home Front) appreciate your efforts to make life aboard the Appalachian a little less dull. I know from what Gordon (Gordon Blakeslee RdM3/c) says that the fellows look forward each week to your little publication as much as we at home do... But aside from the fact that we appreciate your helping them along, I'd like you to know, too, that the reason I enjoy RIPTIDE so much... is that it gives me a small picture of what Gordon does from day to day, for I know that he is probably doing much the same sort of things that you write about and picture in your very fine photographs.

You fellows out there know what your families are doing at home, because you have been here and done those same things with them.

But we don't know nearly as much about you out there as we would like to, and it helps a lot to read about your "family" aboard the ship...

Much as I enjoy RIPTIDE, I might add here that I hope you don't have the opportunity to continue your efforts too much longer. I hope, sincerely, that you will not have a chance to wish a Merry Christmas to all of the fellows collectively.

MRS. GORDON BLAKESLEE

Boise, Idaho.

Editor:

Please accept a small note of thanks from possibly your most fervent reader.

"RIPTIDE" has become a very important factor in my morale. Yes, civilians need morale boosting too, even we "Apple" wives. Your publication tells us about our particular guys; what they are thinking, what they are doing, little everyday things we hunger to learn about life aboard that gallant ship which is home for our men until they can return to us. After all, your everyday routine is about the most important thing in our suspended lives.

The photography is just what we want to see -- our own men and what goes on aboard that mysterious "rival" of ours.

The cartoons are excellent. It is a constant source of wonderment how you can dig up so much talent right there aboard ship.

And, Editor, your sense of humor. It's priceless. I read every word -- I who barely scanned "Forever Amber." Particularly I enjoy your geographical sketches and Sir Geoffrey Heats-Gaddings. Being a confirmed Isbell diner, I revel in the way you inject 940 Rush (Street) into the darndest locations. You're doing a simply super job--so please keep it up for us who only wait. We're depending on you.

Everyone in my company, from the President down to the red-headed office mail girl, enjoys your stuff and all are regular readers.

By the way, if you happen to bump into my particular guy -- Bud Byrne (Prtr.1/c) -- give him a nice big kiss from his little new (4 months only) wife -- please, will you?

Thanks a million,

(MRS.) DELPHINE BYRNE

*In behalf of former editor Dave Hoff (now on detached duty) who is personally responsible for such fine editions in the past we of RIPTIDE express our warm appreciation to two devoted readers. It is such letters as these that make our work worthwhile. ED.



This, as any fool could see, is Miss Lace. She's the creation of Milton Caniff, the man who draws one of our favorite State-side strips, "Terry," but she's strictly all ours. Caniff designed her and copyrighted her for distribution through Camp Newspaper Service, an outfit we haven't allied ourselves with yet. Consequently we haven't made contact with Miss Lace, either. We swiped this picture out of Life Magazine, and because so few Lifes find their way aboard we thought maybe there were lots of people hereabouts who hadn't seen this job.

Miss Lace is the main figure--and brother, we mean FIGURE--in "Male Call," a story about G.I.s and us guys. As we say, we haven't met Lace. But we can dream, can't we?

I'll never forget that morning. Everything went wrong. A storm which had been brewing since early the night before broke sometime near midnight, unleashing the elements in all their fury. I don't quite remember what had awakened me. It wasn't the electric alarm--the storm had seen to that. In fact, none of the electric clocks were running.

I glanced at my watch. It, too, had failed me. Not an accurate timepiece in evidence, and I hadn't the slightest idea as to the time.

Was I late? On raising the window shade, I looked out upon a scene of utter desolation. The rain was still coming down in torrents, and seemed to blot out all vision beyond the swollen stream whose bed was Hillcrest Avenue.

Without stopping for further mental debate, I hurriedly dressed for protection against the weather, and went outdoors. As I made a mad dash for the car I knew it would be futile to even attempt to use it. It had been standing out all night and was probably wet through and through.

I just had to keep that appointment. After all, the success of three weeks' effort depended on that call. Yes, sir, it had taken three solid weeks of persistent groundwork to make an appointment with that buyer. Frantically I flung the car door open and scrambled inside.

Hoping against hope, I jammed the key into the ignition lock, turned it, and prayerfully stepped on the starter. No response. I tried again, only this time I held the contact somewhat longer. Still no response. So I gave up in disgust. What a predicament.

What to do? Get out and walk, or take a bus? That was it--a bus. Oh, but wait--which one? I could call a cab. A cab, ah, that was it. Call a cab. I dashed back into the house, picked up the phone, and hastily dialed the number of a well-known taxi company.

Why didn't they answer? Presently my call was completed. Even now I can hear that sweet feminine voice reassuring me: "The cab will be right out, sir." Precious moments went by, and in due time the taxi was in front of the door.

After a death-defying ride through a busy section of the city, the cab pulled up in front of the building where my prospect had his office. Without waiting for a complete stop, I grabbed my sample cases, tossed the cabbie a bill, and raced madly into the reception office.

The stillness that greeted me was almost terrifying.

Where was everyone?

I glanced at a clock on the nearby wall. It was exactly 9:20. I still had ten minutes.

Presently a door opened somewhere, and as I turned toward the sound, I saw a white-clothed figure heavily laden with all manner of cleaning equipment. It was only the janitor.

"Well, possibly he can enlighten me as to the possible whereabouts of the party I am seeking," I thought to myself. I expressed my query vocally. The janitor laconically informed me:

"Ain't nobody ever shows up around here--on Sundays."

CURLY MECKES

FILE NO.

OFFICE OF THE COMMANDER
AMPHIBIOUS GROUP THREE
UNITED STATES PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

SERIAL NO.

TO THE OFFICERS AND MEN OF MY STAFF AND THE U.S.S. APPALACHIAN:

Now that the Japanese have been brought to heel and are about to surrender unconditionally, I would like to avail myself of the opportunity of saying a few words in RIPTIDE to the Officers and Men of my Staff and the U.S.S. Appalachian.

I want you to know that in all my Naval experience, I have never been with a group of officers and men who have displayed more loyalty, enthusiasm, devotion to duty and courage than you who have served with me in my flagship. Through the tense moments of operations at Roi-Namur, Guam, Leyte and Lingayen; through the hectic planning and rehearsal phases preparatory to those operations; through the tedious and for the most part sweltering days of inactivity between operations, the unfailing spirit of all hands has been of the highest order.

There are few, if any, flag officers who have been fortunate enough to fight through the final phases of this war for so long a time on the same flagship. I am proud of the Appalachian. I am proud to have exercised my command in so fine a ship. I am proud of the officers and men who have manned her and who have served on my staff while we did our part in forcing the enemy back across the Pacific to abject defeat in his own homeland.

Although we still have work ahead to complete the job, each and every one of you can feel a justifiable pride in the part you have played in the final defeat of Japan. I sincerely appreciate your loyalty and help.

Well done and good luck to you all!

August 23, 1945


R. L. CONOLLY.