U. S. S. SHANGRI-LA

(CV-38)

7 August 1943 - 31 December 1944
1 January 1945 - 10 April 1945
10 April 1945 - 12 June 1945
13 June 1945 - 20 September 1945 (2)
From: Commending Officer.
The Chief of Naval Operations.

To: Ship's History - U.S.S. SHANGRI-LA (CV38) - Submission of

Subject: Reference: (a) CNO Ltr Op-33-J-6-HMD ser. 506233 dtd. 5 Oct 1944.
(b) Aviation Circular Letter No. 74-44 of 25 July 1944.

Enclosures: (A) Chronology and Narrative
(B) Three (3) issues "Shangri-La Horizon"
(C) Copy of letter from Chief of Bureau of Aeronautics
(D) Excerpt from History of Norfolk Navy Yard
(E) Excerpt from January 1945 issue of "Fighting Dollars"
(F) Six (6) photographs from ship’s files

1. In accordance with references (a) and (b), enclosures (A) through (F) are forwarded herewith.

2. The ship's history for the U.S.S. Shangri-La embraces the period 7 August 1942, to 31 December 1944, and does not include an individual history of the air group embarked.
CHRONOLOGY OF THE USS SHANGRI-LA (CV38)

August 7, 1942: Authorized. 12th ship of the Essex (CV9) class and 20th CV to be commissioned in the U.S. Navy.

January 15, 1943: Keel laid in Norfolk Navy Yard, Portsmouth, Virginia.

August 16, 1943: The name, USS SHANGRI-LA, assigned in an announcement from the Office of the Secretary of the Navy.

February 24, 1944: Launched before 100,000 witnesses. Sponsored by Mrs. James H. Doolittle, wife of Lieutenant General Doolittle, who led the carrier-based raid against Tokyo on April 18, 1942.

September 15, 1944: Commissioned at Norfolk Navy Yard, Portsmouth, Virginia. Captain James D. Barner, USN, Commanding Officer.

October 15, 1944: Trial run in Chesapeake Bay. First aircraft landed aboard by Commander Wallace A. Sherrill, USN, of CARRIER AIR GROUP 85.

November 4, 1944: Moored at Pier 7, NOB Norfolk. Reported readiness for shakedown cruise to Commander Air Forces, Atlantic Fleet. Commander CARRIER AIR GROUP 85 reported to Commanding Officer of CV38 for duty and assumption of ship-based status as directed.

Aircraft complement of Air Group: 51 VF's, 23 VB's, and 18 VT's. Total 92

Pilot complement of Air Group: 77 VF, 37 VB, and 36 VT. Total 150
November 5, 1944: Underway from NOB Norfolk for Chesapeake Bay area operations.

November 6-8, 1944: Anchored at Annapolis Roads. Official delegation from Navy Department, Washington visited aboard.

November 14, 1944: Rear Admiral L.B. Richardson, USN, came aboard to witness experimental landings and catapult shots.

November 15, 1944: Experimental flight operations conducted outside Bay.

FIRST CARRIER LANDING of P-51 fighter by Lieutenant R.M. Elder, USN. Total of four landings and take-offs successfully completed.

FIRST CARRIER LANDING of F7F-1 twin-engined fighter by Lieutenant C.B. Lane, USN. Total of five landings and take-offs successfully completed.

FIRST CARRIER LANDING of PBJ bomber by Lieutenant Commander H.S. Bottomly, USN, with W.W. Koefel, AMM1c, as passenger. Also first catapult take-off.

November 18, 1944: Chesapeake Bay area operations completed. Moored to Pier 7, NOB Norfolk. Inspection by ComFair Norfolk.

November 21, 1944: Underway for NOB Trinidad in accordance with shakedown schedule and operation order. Escorts: USS TRIPPE (DD403) and USS RHIND (DD404).

Full complement of CARRIER AIR GROUP 85 flew aboard from NAS Norfolk.

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November 26, 1944: Anchored NOB Trinidad, B.W.I.

November 29, 1944: During routine flight operations at night, one SB2C-4 crashed into the sea astern of ship while attempting to land.

Pilot: Lieutenant S.J. Boros, USNR, 129582. Lost.

No passenger.

December 4, 1944: During routine flight operations one SB2C-4 was forced into a water landing by failure of propeller governor.

Pilot: Ensign G. L. Mather, USNR. Recovered
Passenger recovered.

December 6, 1944: 1,000th landing by Lieutenant D.L. Irgens. Type of plane: F4U-1D.

December 8, 1944: During pre-dawn flight operations one SB2C-4 crashed into barriers. Plane salvaged for usable parts and jettisoned.

Pilot: Lt(JG) B.C. White, Al, USNR. No injuries.

December 13, 1944: Damage control battle problem.

December 16, 1944: Underway from Port of Spain harbor in Trinidad for Hampton Roads, Virginia, in accordance with shakedown schedule. Escorts: USS TRIPPE (DD403) and USS RHIND (DD404).

December 18, 1944: During air group exercise conducted against Culebra Island, one F4U-1 crashed into the sea when starboard catapult failed to provide sufficient power for successful take-off.

Pilot: Ensign G.M. Chappell, Al, USNR. Recovered uninjured.

December 21, 1944: CARRIER AIR GROUP 85 took off for NAS Norfolk to assume shore-based status for duration of ship's availability at Norfolk Navy Yard.
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December 23, 1944: Moored in Norfolk Navy Yard, Portsmouth, Virginia, for post shakedown alterations.
The USS SHANGRI-LA (CV38) is the twelfth aircraft carrier of the Essex Class and the twentieth CV to be commissioned in the United States Navy. Designed as a vital fighting unit to augment our expanding fleet, she was officially authorized exactly eight months after the Japanese attack on Pearl Harbor—during those critical days when the Navy was mustering its Pacific force for initial landings in the Solomon Islands.

Her keel was laid in the ways at Norfolk Navy Yard, Portsmouth, Virginia, on January 15, 1943.

But it was not until the announcement of her name and the publicity attendant thereon that she really became a figure of national interest. Her origin in that respect dates back to the historic morning of April 18, 1942—when the USS HORNET (CV8) turned into the wind 800 miles off the Japanese homeland to launch a squadron of low-flying Army bombers across a vast stretch of hostile Pacific.

The world has long since become familiar with the adventures of Lieutenant General James H. Doolittle (then a Lieutenant Colonel) and his band of intrepid flyers. Their heroic tale of sup-
reme sacrifice has immortalized every mile of that desperate journey, from the flight deck of the carrier to the rooftops of Tokyo. But, for many weeks following the disclosure of the mission, details of its source and outcome were cloaked in a tight veil of official censorship. President Roosevelt himself uttered the most famous challenge to public speculation when he sought to assuage the curiosity of a White House press conference by announcing simply and enigmatically that the surprise raid had originated at a "secret base" on "Shangri-La".

It was immediately obvious, of course, that his answer had revealed nothing but a confirmation of military security. For most of the world knew that Shangri-La was a geographical myth, a sort of fictional wonderland popularized by author James Hilton in a novel by the name of "Lost Horizon".

That, in fact, was all they did know until the USS HORNET was lost. A subsequent account of her gallant war record included an announcement of her participation in the Tokyo raid and identified her for the first time as the original Shangri-La.

The American people, stirred by the dramatic tale, were not long in lending genuine significance to the President's cryptic remark. In response to a nation-wide sales drive sponsored by the retail merchants of the United States, they bought enough War Bonds and Stamps to establish the "mystery base" as a formidable reality in future prosecution of the war and to perpetuate the
name of "Shangri-La" in the annals of U.S. naval history.

The distinctive origin of this new man-o'-war and the great public interest which naturally attended her construction yielded the USS SHANGRI-LA an early niche in the hall of fame. More requests were received in the Bureau of Naval Personnel for service aboard this ship than any other in the history of the Navy. Long before her completion the eyes of the fleet and of the nation were looking forward to the day she would turn the combined might of her squadrons and her armament against the enemy. For destiny had handed her a proud name and an inspiring challenge. To the many thousands of Americans who shared in her a sense of personal ownership, the end of the war seemed a little nearer and the avenging of the Tokyo flyers a little surer.

On the morning of February 24, 1944—a little over thirteen months after her keel had been laid—she went down the ways. Appropriately sponsored by Mrs. Doolittle, wife of the General, her launching was witnessed by a crowd estimated at 100,000 in an impressive ceremony which was broadcast to the United Nations as a heartening reminder of America’s ever-increasing strength.

Although unable to be present, Secretary of the Navy Frank Knox added an official statement to the occasion: "This ship, which bears a name made famous in our generation, is launched at a moment when the world still rings with the news of a great
American victory in the Pacific. . . . Let the SHANGRI-LA strike the enemy fast, surprisingly and devastatingly. Hit them, SHANGRI-LA, and hit them hard!"

Toward that end above all else, her complement of officers and men began to assemble from various naval activities afloat and ashore, proudly dubbed their ship the "Tokyo Express", and settled down to the serious business of preparing her for war.

In both the Pre-Commissioning Detail at Newport and the Navy Yard at Portsmouth these men who faced the immense task of making the SHANGRI-LA live up to her name trained themselves intensively in the duties they would assume aboard ship. By the time they had finally merged ranks and marched up the gangway on the morning of September 15, 1944, even the rawest recruit had a working knowledge of the obligations and responsibilities of a man-o'-war's man.

There, mustered for the first time on the long flight deck of the big carrier, they listened to the ships' bells on harbor craft proclaim high noon as Commander J. F. Quilter, USN, their Executive Officer, passed the first official word, "All hands, attention!"

It was hot and humid under the sunless Virginia sky. But these were historic moments, passing only once: the reading of the commissioning directive by Rear Admiral Felix Gygax, USN,
Commandant of the Navy Yard; the acceptance of the ship by
Captain James D. Barner, USN, Commanding Officer; and the set-
ting of the first watch.

By these simple tokens, administered in profound solemnity,
the USS SHANGRI-LA became a full-fledged warship in the United
States Navy--dedicated to the primary mission of placing against
the enemy the maximum destructiveness of her total air power.

But readiness for battle did not end there. In many res-
pects it had just begun. There were still the fitting-out, the
trial runs, the shakedown--each as integral a part of final pre-
paredness as the building of the ship and the training of her
crew. And somewhere in the midst of all this there were the
squadrons to be embarked: the Corsairs, Avengers and Helldivers
of CARRIER AIR GROUP 85, without which the SHANGRI-LA could at-
tain neither the full measure of her identity nor the ultimate
test of her fighting efficiency.

So for several weeks, while yard work pressed to a close--
she carried out normal routine to the disturbing accompaniment
of welding torches and chipping hammers, her deck spaces afool
with rubber hose, steel lines, and divers forms of construction
gear. On the afternoon of October 9, as dockside cranes pulled
down her brows and yard tugs nudged in against her hull, she
performed her first all-hands evolution of getting underway.
CONFIDENTIAL

It wasn't much of a cruise. Just a broad enough turn around the bend of Elizabeth River to align her on the keel blocks of Dry Dock #4. But to the men on duty below decks and to those mustered at quarters on topside, it was a significant step in the right direction. Under the tedious strain of building and fitting out, they had all but lost sight of their identity as fighting men. Now, however, with the ship actually in motion and the enormous task of construction entering its final phase, the prime motive for their existence aboard seemed a little nearer justification.

The next day, after an inclining experiment had been performed, they went over the side to rig stages, scrape paint and chip barnacles, while the ship's crack band gave off tuneful airs from the dock floor. By early morning of October 15, when the SHANGRI-LA stood out into the channel for her builder's trial run, she had put on the full regalia of a fleet warrior. From stem to stern and topmast to waterline, her original gray had been buried under an intricate pattern of camouflage for combat.

With the cold wind of early autumn cutting sharply across her bow, the big carrier moved proudly down the buoyed river under her own steam, yielded her pilot to a tug off York landing, and headed straight for the entrance to Chesapeake Bay. In the wardrooms, the passageways and the crew's galleys, an undercurrent of repressed excitement had charged the air ever since reveille.
CONFIDENTIAL

That inherent feeling of detachment and exclusiveness, shared alike by men at sea, gave the short jaunt up the bay an exalted aspect of high adventure.

Over and above her complement that day, the SHANGRI-LA carried with her a quota of passengers who had in one way or another contributed to this great moment: leading men from the Navy Yard and representatives from manufacturing concerns--technicians and observers who had come to check the effectiveness of their handiwork. All morning they stood by at respective stations while the ship's company conducted drills, performed experiments, and executed various tactical maneuvers.

But the main event in the plan of the day was left to Commander Wallace A. Sherrill, USN, of AIR GROUP 85. For the initial operation he was scheduled to take-off from the Naval Air Station at Norfolk in a torpedo bomber, establish a rendezvous with the carrier and land the first aircraft aboard.

By the time "Flight Quarters" was sounded over the general announcing system, every catwalk and gun mount on the port side of the island structure was crowded with eager spectators. For this too was a momentous occasion in the life of a great warship, equalled in importance only by the launching and commissioning. That day the SHANGRI-LA would win her wings!

Overhead the Commander kept station in a continuous orbit until the ship sounded her warning blast and turned to the wind.
As soon as the white flags went up, the lone TBM took a high lead dead ahead, banked smoothly off to port and fell into a broad landing circle. For just a moment, as it squared off astern of the carrier, the plane seemed to hang—motionless in space. Then, like a great bird coming down to roost, it settled lightly upon the deck, caught the first arresting cable and lunged to an abrupt halt.

An irrepressible cheer went up from the island gallery as Commander Sherrill taxied amidships, "revving up" his engine until the familiar circle of blue vapor streamed from its propeller tips. A moment later the big torpedo bomber was roaring out across the forward end of the flight deck and climbing high into the wind.

Four times he repeated the performance with equal skill and precision—circling, landing, taking off again. And then he returned to his base. The catwalks and gun mounts emptied. "Flight Quarters" was secured. And the SHANGRI-LA, her first air operation a complete success, turned lazily downwind and headed home.
II.

After the excitement and adventure of that first day out it was difficult for the officers and men to settle down to the dull monotony of port routine. But there was still a good deal of construction and fitting out to be finished before the SHANGRI-LA could report her readiness for the shakedown cruise.

No sooner had the gangways been rigged at her old mooring in Berth 42 than yard workers streamed aboard with betteries of shipbuilding appliances and loaded cranes hovered over her with materials and supplies.

For the next few weeks more than one phase of normal routine was modified in order to shorten the period of pre-shakedown availability. Morning parade was abandoned and the crew was mustered on stations. When ammunition barges pulled up alongside, the regular nightly movies on the hangar deck were suspended so that working parties might carry on without interference until the loading and stowing to magazines had been completed. In instances where observance of regular duty hours hindered the expedition of urgent tasks, liberty schedules were rearranged.
As a result, the busy interval in the yard was shorter than anyone had expected. On November 2, the SHANGRI-LA passed the night in a deperming slip and the second morning afterward, with all preliminary preparations squared away, she tied up at the Naval Operating Base in Norfolk and reported for shakedown three days ahead of schedule.

For the first two weeks operations were confined to the Chesapeake Bay area. With one fighter, one bomber and one torpedo plane hoisted aboard from the dock, the carrier steamed a general course north. There were a few additional details of more or less administrative nature before she actually settled down to the grim business of rehearsing for war. Dropping anchor in Annapolis Roads the second day out, she played host to various representatives from the Navy Department at Washington and held her first official Captain's Inspection with the U.S. Naval Academy as an impressive background.

"You've done a great job under adverse conditions," Captain Barner summed up in an informal address to the ship's company, "and I'm very proud of you. I asked you to turn to so that we might report a few days early. And you gave me everything you had. Now I believe the most unpleasant part of our task is over for a while. From here on out, we're going to have some fun!"
CONFIDENTIAL

He meant what he said. While experienced seamen were getting the "feel" of the new ship and first timers were learning to find their way around under restricted conditions of damage control, most of the exasperating associations with construction and fitting out quickly disappeared. Under the frequent bark of gun batteries and the roar of aircraft engines, routine duties soon acquired an acute air of military significance.

To officers and men alike it seemed as if the end toward which they had been working all these weeks were at last in sight. They had been well trained. The ship had been well built. This was the beginning of a process which would make the best use of both of them: weed them out, shake them down, and eventually weld them into a tough, efficient fighting machine. The things that the men of SHANGRI-LA learned and put into practice today would be the things that would save their ship and their lives tomorrow.

On November 9, full-scale flight operations got off to a good start. For the first time, the planes of CARRIER AIR GROUP 85 contacted the ship in complete formation and landed aboard by squadrons. It was a well coordinated exhibition of one of the most vital operations in modern naval warfare: the recovery and launching of ship-based aircraft at sea. Plane by plane, they banked in off the port quarter, cut out their engines over the stern ramp of

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the flight deck and idled to a halt against the arresting cables.

No sooner had one pilot cleared the crash barriers amidships and taxied toward the forward catapults than another moved in and settled down. Some of them made it on the first run. Others took wave-offs from the landing signal platform, climbed high to port, and tried again. All in all they gave a good account of themselves. By the time "Flight Quarters" was secured they had run up a score of 50 landings, 44 catapults, and 7 take-offs without an accident.

Gathering experience from two more days of similar operations, the SHANGRI-LA, on November 15, made her initial entry into naval aviation history by conducting a series of experimental landings and catapult shots which had never before been attempted aboard an aircraft carrier.

For this special occasion, because low wind prevailed in the Bay, the USS RHIND (DD404) and the USS HAAS (DE424) were assigned as escorts through the swept channel into the Atlantic so that operations might be carried out under conditions of maximum advantage.

Less than an hour after she had cleared the buoy at the outer end, she took aboard and launched a P-51 type fighter plane piloted by Lieutenant R. M. Elder, USN, in a series of four successive landings and take-offs. Later in the afternoon she repeated the performance with a twin-engined F7F fighter piloted by Lieutenant C. S. Lane, USN, and a twin-engined PBJ-1 bomber piloted by Lieutenant
Commander H. S. Bottomly, USN, with W. W. Koefel, AMM1c, as passenger. The latter, after landing, was spotted on the forward end of the flight deck and shot by catapult. Because none of these aircraft had ever before operated in conjunction with a carrier, the Chief of the Bureau of Aeronautics, in a letter to the SHANGRI-LA, complimented the ship's officers and men on the results of the experiment and the effective accomplishment of three "firsts" in a single day.

The remainder of the ship's activities in the Chesapeake Bay area were routine and uneventful. On November 18, in accordance with schedule, she returned to the Naval Operating Base at Norfolk for an "on reporting" inspection and a replenishment of stores for her long cruise to Trinidad, B.W.I. and subsequent shakedown operations in the Gulf of Paria.

In company with two escorting destroyers, the USS RHIND (DD404) and the USS TRIPPE (DD403), the SHANGRI-LA got underway again on the morning of November 21.

Originally it had been intended to take the squadrons aboard outside the Chesapeake, but a 30- to 40-knot wind rendered the operation inadvisable. So the carrier proceeded through York Spit Channel, landed its full complement of 91 planes in a run of three miles, and steamed outside the Bay. By late afternoon, as
she cleared the end of the swept channel, she was rolling and pitching against high wind and a heavy running sea.

It was an early initiation for the ship and the first timers among her crew, but in the end they both rode out the storm with casualties no more serious than the suspension of a day's flight operations and the forfeiture of a few meals. By the time Thanksgiving got around, all was secure again. The Air Group was able to accomplish 60 landings, 15 take-offs, and 45 catapult shots, while the crew found appetite for a hearty turkey dinner with all the trimmings.

As the SHANGRI-LA group approached the West Indies on November 24, the carrier suffered her initial casualty. Ensign E. W. Stockman, USNR, while returning from a routine operational flight in an SB2C bomber, squared off astern of the ship and closed in for a landing. To an untrained eye it might have looked like any one of hundreds of previous performances. But something was wrong. Before he could cut out his engine and glide in, a brisk wave-off from the landing signal platform warned him of danger.

He tried to pull out and gain altitude for another try. But the time was too short and the strain too great. The big, single-engined bomber nosed upward for a brief instant, then rolled over and crashed into the sea.
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The pilot, sustaining only minor injuries, broke out and remained afloat until he could be picked up by one of the escorting destroyers. But the rear seat radio-gunner, either jolted into unconsciousness or unable to extricate himself, went down with the plane.

On the flight deck the next morning, in a dismal downpour of rain, the officers and men of the SHANGRI-LA and her Air Group uncovered and stood at attention with bowed heads while the chaplain invoked divine favor upon W. D. Reed, ARM3c, USNR, the first man among them to give up his life in the service of his country.

Upon arrival in the Gulf of Paria, the carrier anchored off the Naval Operating Base while conferences were held with NOB authorities to arrange a detailed training schedule for the duration of the shakedown period in that area.

But all was not work. The first morning there half of the ship's crew went over the side on cargo nets and Jacob's ladders, boarded harbor craft which pulled up alongside, and set out for a beach party at Scotland Bay. Along the palm-studded shores of that tropical inlet, they took full advantage of the extensive recreational facilities provided by the Navy. Swimming in the clear waters of the bay, playing games on a network of courts that fringed the beach, visiting the native zoo, scaling palms and ex-
ploring jungles, they came back to the ship late that afternoon, tired and sunburned but hale and hearty. There were three more similar outings before the Trinidad schedule drew to a close—two for the remaining half of the crew and another for them.

The second phase of the shakedown cruise began early the next morning as the SHANGRI-LA moved out into the designated Gulf area and commenced a succession of flight operations, gunnery exercises and damage control drills which continued, one after the other, until time for her return to the States.

Dawn and dusk "General Quarters" were held daily and damage control problems arising out of fires, flooding, and electrical casualties were devised for the education and training of repair parties. On December 11, all hands aboard ship remained at battle stations for a period of seven hours in order to rehearse the serving of rations under protracted emergencies and approximate the general atmosphere of combat restrictions. Two days later, a detailed battle problem, involving almost every conceivable casualty which might befall a ship at sea, provided an excellent opportunity for studying the essential principles of watertight integrity up to a point of actual abandonment.

In gunnery, loading and tracking drills gave inexperienced hands a gradual familiarization with ordnance equipment. Firing of the ship's batteries upon towed sleeves and radio-controlled
drones stimulated competitive interest and tested the marksmanship
of anti-aircraft gunners under conditions simulating actual attack.
Likewise night battle practice, employing starshell and search-
light illumination against towed surface targets, furnished valu-
able exercise in the control of gunfire and in the service of
5-inch batteries.

As for flight operations—in addition to a successful accom-
plishment of 1,693 landings for the period in the South, the ship
and her air group carried out numerous other training activities
required for the advancement of combat coordination.

Short and long navigational hops were conducted intermittently,
both night and day. Message dropping was practiced in low-
altitude runs over the flight deck until every pilot had completed
at least two drops. "Window" interference for purposes of enemy
radar deception and smoke-laying exercises for protective screen-
ing were also included in squadron curricula.

In the course of such rigorous and intensive training, there
were bound to be accidents. Neither the human nor the mechanical
elements involved in flying were constant or infallible. During
the full six weeks of her operations, however, the SHANGRI-LA
chalked up a shakedown record which compared favorably with the
shakedown records of other ships of her class.

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CONFIDENTIAL

There were tire blowouts and minor deck crashes. Two planes--coming in on consecutive days--cleared the stern ramp, engaged the cable, and then suddenly collapsed on deck as a result of landing gear failure. An SB2C was forced down in the water by default of its propeller governor. Another, coming in high at night, completely cleared the arresting gear and rammed the upright barriers, flinging out its engine and ripping off its port wing against a parked jeep.

Although the amount of damaged material and the number of stricken aircraft amply exceed personnel injuries and loss of life, the SHANGRI-LA did not emerge from her operations in the Gulf of Paria without a fatality.

During night qualification flights on November 29, she lost one of her air group pilots in a virtual duplication of the accident which had cost her a radio-gunner on the cruise South. Lieutenant Steven J. Boros, USNR, flying alone in an SB2C scout bomber, spun-in astern of the carrier while attempting to take a wave-off and plunged into the sea. Although flight operations were secured immediately thereafter and the remainder of the group's unlanded planes were dispatched to Waller Field for the night, a thorough search of the area by escorts and crash boats failed to reveal any evidence of the pilot's survival.

And so, for the second time since she had left her home port,
the SHANGRI-LA paused in the midst of her urgent war games to pay respectful tribute to a supreme sacrifice. By now the term "indoctrination for combat" was beginning to carry a deeper, grimmer significance than the mere firing of guns and flying of planes. To the officers and men who assembled under the shadow of the island structure that day for the chaplain's prayer, the Gulf of Paria seemed a little less removed from the far reaches of the Southwest Pacific.

Not all of the accomplishments which the carrier achieved on her shakedown cruise were laid down in an operation order. At quarters on the morning of December 1, Captain Barner announced the opening of the Sixth War Loan, presented the chaplain with his own personal check for the first bond, and urged the ship to support the latest Pearl Harbor Drive to the fullest extent.

Perhaps more than any other vessel in the U.S. Fleet, she had a deep personal interest in the sale of bonds. Two years before, through the wholehearted response of the American people under similar circumstances, she had come into existence. It was her turn now to show what she could do. In a way, her self-respect and an accurate appraisal of her gratitude lay at stake.

She faced the test in high spirits and came through with flying colors. In less than a week, through inter-departmental com-
petition, ship-wide lotteries and auctional bidding, she ran the Captain's original subscription up to a total of $67,650 in actual cash sales, and earned for herself a letter of commendation from Vice Admiral P.N.L. Bellinger, Commander Air Force, Atlantic Fleet.

On the afternoon of December 16, with her shakedown schedule completed in the Gulf of Paria, the SHANGRI-LA got underway from the Port of Spain harbor in Trinidad and departed for Hampton Roads, Virginia. Her complement of officers and men were a happy lot as the carrier steamed out toward the narrow channel emptying into the Caribbean. Another big job was behind them. Another great challenge lay ahead.

From the flight deck, the hangar openings, the forecastle and the fantail, they gazed at the green islands jutting up out of the sea and watched the Point Gourde signal tower blink farewell. Much water had run under the keel since they had first stood out from their original berth in the Norfolk Navy Yard. The delay that had seemed interminable was now only a dull moment in the forgotten past. The long wait and the tedious preliminaries were drawing to a close. In a few weeks they too--along with the others who had gone before them--would be matching wits and pitting strength against the land, sea and air forces of the enemy.

To meet this supreme test of fighting efficiency, to endure the shock and strain of baptismal fire, they needed to make use of every
training facility at their command and every available hour this side of combat.

They did not relax enroute to the States. On December 18, a group offensive was staged against Culebra Island, Puerto Rico. An imaginary D-day was established and a definite objective was rehearsed. To the SHANGRI-LA fell the task of winning aerial supremacy over Flamingo Beach in a series of deckload strikes, maintaining control of the air until H-hour, and then supplying call missions afterward. The exercise was carried out effectively by a pre-dawn launch of fighter sweep, three strikes and four call missions, with combat air patrol over the target and anti-submarine patrol over the ship. One plane was lost during the course of the operation when the starboard catapult failed to provide sufficient power for a successful take-off and an F4U nosed into the sea. The pilot, however, escaped uninjured and was picked up by an escorting destroyer.

Two days later the ship fired drone practice off the entrance to Delaware swept channel and the air group squadrons took off for the Naval Air Station at Norfolk, where they were scheduled to assume shore-based status until completion of the carrier’s post shakedown availability at the Navy Yard.

This time, as the SHANGRI-LA steamed up the Elizabeth River and stood in under the power of tugs, there were no regrets aboard.
Her experienced seamen had gained renewed confidence and personal satisfaction from the resumption of old tasks in familiar surroundings. Her first timers had earned for themselves a stout pair of sea legs and the right to an American Area ribbon.

But there was more than that behind the excitement and enthusiasm of that Saturday afternoon. Included within the three-week period of availability at the Norfolk Navy Yard were Christmas, the New Year—and an 8-day leave!
A Message From The C. O.

Welcome on board, shipmates.

Today we place in commission our new ship, the U.S.S. SHANGRI-LA. It should be, and I am sure is, a proud day for all of us. It is a great honor to have been selected as a member of the original crew of the SHANGRI-LA.

More requests were received by the Bureau of Naval Personnel for service on this ship than any other in the history of the Navy. All could not be granted, but many were.

The ship, as you know, was made possible by the purchase of War Bonds by the people of the United States and the Navy Yard, Norfolk, was given the task of the construction work. The personnel of the yard have built well and we have a splendid ship - none better in the World’s Navies.

The eyes of the Fleet and of the Nation are upon us, the crew of the SHANGRI-LA, and we are proud of that fact, but it carries with it a very great responsibility. Great things are expected of us and we must live up to these expectations.

However, ships, planes, tanks or any other armored vehicles are useless without men. We have the ship, we have the men; now it is up to us to develop this combination into a fighting team. It means long hard work, DRILL, DRILL, DRILL until we are perfect, and when we are we will join the Fleet as a part of the great Task Forces which are daily making history in the Pacific.

That we will fight bravely against the enemy is not enough. We must at all times conduct ourselves so that all who see us will point with pride to a member of the crew of the SHANGRI-LA with that idea in view, our uniforms must always be correct when we go ashore. We must always be careful to carry out all the rules of military courtesy, i.e., salute all officers senior to us, and be proud to extend this military courtesy to senior officers and above all we must conduct ourselves ashore so that we will...
Commissioning Ceremonies

In impressive ceremonies at high noon today, the U.S.S. Shangri-La became a fully commissioned and fighting ship of the mighty U.S. Navy.

As ship’s bells on craft in the vicinity rang out eight bells Commander J.F. Quitter, the Executive Officer of the Shangri-La passed the word: "All hands, attention! A moment later, the Commandant of the Navy Yard, Norfolk, Rear Admiral Felix Gygax, USN, accompanied by the Commanding Officer of the Shangri-La, Captain J.D. Barner, USN, arrived on the flight deck of the carrier, the first official step in the commissioning ceremonies.

The Commandant then read the Commissioning Directive. Upon completion of the directive, the Shangri-La band struck up the National Anthem as all hands, including the many guests aboard for the occasion, faced the colors as the National Ensign, the Union Jack, and the Commissioning Pennant were hoisted.

Honors were then rendered the Secretary of the Navy, James R. Forrestal, and the Commandant. The Invocation was given by the Chaplain, Lt. Comdr. P.L. Mitchell.

Following this, the Commandant made a brief address and turned the vessel over to its commanding officer, Captain J.D. Barner, USN, who read his orders and accepted the ship.

The commanding officer ordered the executive officer to "Set the Watch" and the U.S.S. Shangri-La became at that moment a fully commissioned man-of-war of the American Navy, twenty months from the day her keel was laid in the Norfolk Navy Yard.

Captain Barner introduced Mrs. James Doolittle, wife of the general who, as a lieutenant colonel, led the first carrier-based raid upon the Japanese homeland. Mrs. Doolittle sponsored the Shangri-La.

The next guest of honor introduced was Secretary of the Navy Forrestal who made a brief address.

The ship was presented two ship's bells by E.C. Davidson, general secretary-treasurer of the International Association of Machinists, and

DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P.L. Mitchell and P.F. Martin, both may be consulted at any time in the crew's library office.

Divine Worship will be held on the hangar deck. Start your cruise by attending this first Sunday. Give God a chance.


GENEROSITY DONATION

Present at the Commissioning Service today are representatives of the B'NAI B'RITH Women of Washington D.C. On behalf of this group Mrs. Lawrence Koenigsberger presented the U.S.S. SHANGRI-LA with a donation amounting to $3,300. This is to be used in the purchase of a piano, magazines, etc. Happy days ahead.

The happiness of your life depends upon the character of your thought. — Marcus Aurelius

THE COMMANDING OFFICER

(Continued from Page 1)

years in the Bureau of Aeronautics he was ordered to the Fleet as Squadron Commander of VB Squadron Five, attached to the U.S.S. RANGER. Shortly before the outbreak of World War II he was ordered to the U.S.S. LONGBEACON, the first converted aircraft carrier, as Executive Officer, and later moved up to the command of that ship. After operating in both the Atlantic and the Pacific for twenty months, Captain Barner was ordered to Astoria, Oregon, for the tremendous task of placing Kaiser CVE's in commission at the rate of one per week.

While at the Naval Station, Astoria, Oregon, fifty Kaiser carriers were commissioned in fifty weeks. Captain Barner’s experience as a Naval Aviator coupled with the fact that he has virtually grown up in aircraft carriers was perhaps the deciding factor in his selection as the first Commanding Officer of the U.S.S. SHANGRI-LA.

The Naval Station, Astoria, Oregon, then a Section Base, was ill-equipped to handle the tremendous influx of personnel and material necessitating a full-fledged expansion of all existing facilities. Obviously, this could not be accomplished over night. However, in scarcely more than four months’ time the station was ready to receive the first CVE carrier. The first carrier, U.S.S. CASABLANCA (CVE-55) was commissioned on 8 July 1943 and the last carrier of that program, U.S.S. MUNDA (CVE-104) was commissioned on 8 July 1944, thus, bringing to a successful completion a feat never before duplicated in modern shipbuilding.

This, then, is our skipper, in whose hands the destiny of the U.S.S. SHANGRI-LA has been placed. We pledge to him our wholehearted support and we are confident that the U.S.S. SHANGRI-LA, superbly built by the Navy Yard Norfolk and operated by an enthusiastic and determined crew, will go down in history as one of the famous ships of all time.

$2,500 by Mr. J.H. Overton in behalf of the Yard Co-Operative.

The Commanding Officer closed the commissioning ceremonies by making a brief address.
THE EXECUTIVE OFFICER

Warrant Officers Get Citations

At Shangri-La Commissioning

Two warrant officers attached to the U.S.S. Shangri-La were awarded citations today at the ship's commissioning ceremonies.

Boatswain’s Mate J. L. Collier, USN, was awarded the Presidential Unit Citation for service in the U.S.S. Card during anti-submarine patrols in the mid-Atlantic from 27 July 1943 which contributed largely to the withdrawal of the German U-boats from that area.

Gunner Harold F. Adams, USN, was awarded the Air Medal for his services as a bombadier in a P31-I airplane during the bombardment of Wake Island in October, 1943. This bombing caused severe damage to enemy installations on the island. The medal was awarded Gunner Adams by Commander-in-Chief, Pacific.

Be sure to put your feet in the right place, and then stand firm.

--- Abraham Lincoln

Greetings from James Hilton

Captain J. D. Barner, USN
Commanding Officer
U. S. S. Shangri-La

Eleven years ago walking late at night near St. Paul's Cathedral, London, I tried to think of a suitable name for a place in a novel I was then writing. It was to be a place of beauty and peace and presently the name came to me: SHANGRI-LA. As I walked on that night knowing that I had made the right choice I thought of Shangri-La a great deal but one I never did imagine, even in my wildest dreams, was an aircraft carrier of the United States Navy and yet today the name in this connection seems doubly right for the Shangri-La as I saw for myself at the launching is a ship of great beauty and I know that the Shangri-La will help to bring peace to the world.

May that peace come soon and may the Shangri-La sail the seas happily, gloriously, and in victory,

James Hilton.

A Message From The C. O.

(Continued from Page 1)

at all times bring credit to ourselves, our ship, our Navy and our Country.

I am very honored to have been selected as the first Commanding Officer of the SHANGRI-LA; I am very proud of the ship and of each and every member of the crew. I want you to be proud of yourselves and your ship.

We are starting out on a new sea cruise together. Great adventures lie ahead for all of us. If every man does his part, which I am sure he will do, we will make a name for ourselves and our ship which will be a matter of record and our ship, the U.S.S. SHANGRI-LA will go down in history as one of the most famous ships of all time.

J. D. BARNER
Captain, U. S. Navy
Commanding
ON THE HORIZON

The new aircraft carrier, Shangri-La, is the first United States Ship to bear this name.

The name, Shangri-La, was assigned to her in an announcement from the Office of the Secretary of the Navy, on August 16, 1943. It originated from the historic bombing raid on Tokyo, April 18, 1942, when Major General James H. Doolittle, then a Lieutenant Colonel, led 16 Army B-25 medium bombers against the Japanese in their home land.

The planes took off from an aircraft carrier 800 miles from Tokyo, the first time that Army bombers ever took off in numbers from an aircraft carrier of the Navy. The fact that the planes flew from a carrier was withheld when the story of the raid was released. When President Roosevelt was questioned at a press conference, about this mission, he replied that the Tokyo bombers took off from a new secret base in "Shangri-La." Shangri-La is the fictional land created by James Hilton in his book "Lost Horizon."

Money to build this ship was raised through nation-wide purchase of War Bonds and Stamps in a special "Shangri-La" drive by persons who desired to see the mystery ship become a reality.

President Regrets Absence

President Franklin Delano Roosevelt, in a letter to the Commanding Officer, expressed regrets that he could not accept the invitation to be present at the commissioning of the U.S.S. Shangri-La.

Launching Notes

Launching of the U.S.S. Shangri-La at 10:32, 24 February 1944 ranks high among the historical events of the history-rich Hampton Roads area.

It is estimated that 100,000 persons witnessed the ship’s first contact with the salt water of her normal habitat.

The Shangri-La was on the ways just a few days over 13 months, her keel having been laid on 15 January 1943. She is a 27,000 tons Essex-class carrier with modifications. At the time of launching her tonnage was 20,500 deadweight tons.

During the construction period 510,000 pounds of welding metal and 292,500 rivets went into the steel frames and sheets which were being moulded into a fighting ship capable of carrying sea and aerial warfare to the mainland of Japan itself. Man-hours required in her construction totaled 750,000.

To prevent excessive friction during launching 45,000 pounds of axle grease were used in the ways.

BUY WAR BONDS AND STAMPS

NAS PHOTO LAB HELPS

Lost, strewed or stolen—type for the U.S.S. SHANGRI-LA Print shop.

Found, a friend in Commander B.J. Burns of the NAS Photo Lab. who, crowded in the printing of this first copy of the Ship's Paper. Thanks muchly.
THE ENGINEER OFFICER

While serving as a "grand kicker" during the Army’s Mexican Border Dispute, our Chief Engineer, Comdr. G.F. Howell learned there were easier ways to see the world than marching. He then began a seafaring life which has continued ever since.

During World War I he served in the Navy as "COAL HEAVY" first class.

After World War I he entered in the Merchant Maritime Service where he obtained license in 1925. During this roaming of the seven seas a charming Holland girl captured his heart and brought him to the Altar...and ashore as a steamboat inspector on the Great Lakes.

He was commissioned Lieutenant(jg) in the USN in 1930 and in July 1941 as a Lieutenant Commander, he was ordered into active service as Assistant to the Inspect-

THANKSGIVING GREETINGS

To the Officers and Men of the Shangri-La:

This is for the second edition of our ship’s paper and I know you are all glad that we are now in a position to do our own printing. Since the second issue comes out at Thanksgiving time, I am very glad to be able to give my shipmates a thanksgiving message.

You have all had a hard, trying time these last two months but you have just completed the worst part of our shake-down. I feel confident you will all get more fun out of the remainder of our first cruise.

Gunnery practice by a new crew is usually quite poor. I thought the shooting by the Shangri-La gun crews was excellent and your handling of planes reminded me of a carrier that had been in commission many months. It was splendid. Keep up the good work. Other departments were also much above average, in fact—excellent. The men of the Engineering department functioned like veterans. The Communication department handled many dispatches without a hitch. The quartermasters, signal men, galley force, in fact, all hands carried to completion a difficult job and I am very proud of each and every one.

Now I know that many men feel that every thing about this or any other ship should be different; that we should not be required to work so hard, or have so much drill or have so little liberty. After all, our lot is so much better than that of soldiers, sailors and marines who are engaged in far more hazardous fighting than we shall ever be called upon to do, that today, at this thanksgiving time let us all give thanks to God for our good health, our splendid new ship, and for the many other blessings which have been bestowed upon us all.

/sg/I.D. HABER
ANSWERING ALL BELLS

Shortly after the U.S.S. Shangri-La was launched in February, members of the "Black Gang" began forming the "Shangri-La Detail". Their duty consisted of going on board ship every day and getting acquainted with the engineering plant. Some of the engineers and men had years of experience in high pressure steam engineering, but many were digging in to learn from the bottom up.

Slowly but surely they traced out those steam lines and fuel lines through a maze of air hose, rigging, and yard workmen. They observed and assisted the yard force in installing pumps, valves, motors and pipe lines. They inspected and tested every item of machinery in the Engineering Department.

Weeks before commissioning, each of the eight big boilers had generated a full head of steam. Each of the four main engines had turned over its shaft and screw. One of the finest and fastest plants, complete with the latest improvements by U.S. Ships and Norfolk Navy Yard, was ready to be put to the test. One hundred fifty thousand horses were harnessed and ready to go.

Shortly after commissioning, the engineers took her out for a trial spin and were highly pleased with the results of their efforts. A few more wrinkles were ironed out, a few touches added here and there and the plant was ready for inspection by the Admirals and Captains on the Board of Inspection and Survey. They gave us one of the highest ratings awarded to a ship of this class.

At their battle stations in hot engine rooms and hotter fire rooms, every man is an important cog in the machinery that keeps our ships and fighters turning and the Shangri-La in position to launch and recover her planes. Go down below and you will hear a discussion about how fast she will go at full power or how many volts the main generators produce. Then again you may hear some light gurgle about liberty and women or note just enough of a low growl to know that the Black Gang has really come through.

From his battle station in Main Engine Control, Commander Howell, the "Chief Engineer" directs, sometimes very personally, the main propulsion operation. Surrounded by telephones connecting him with every machinery space, he is ready to answer every turn rung up by the Bridge. At this stage of our cruise, Commander Howell feels that his gang has put in some good hard hours and has done a swell job. They have shown the will, spirit and ability to put the U.S.S. Shangri-La out in front and now intend to keep her there.

MARINES MAKE GOOD

"I assure you that it is a source of personal satisfaction that the Marines are carrying this war to the enemy in a way that hurts; not only in physical combat but in their support of the War Bond Program."

Lt. Gen. A.A. Vandegrift
ATHLETIC ABOARDSHIP

Athletics aboard ship is by necessity different from what we have been used to on shore stations and in civil life. First, it is the potential irregularity of the schedule. We cannot have a definite time scheduled for athletics each day. We have to grab the time when we can. It may come during the morning or afternoon, depending upon our schedule of operations.

Secondly, we do not have the fine courts and fields we have ashore. These areas have to be marked of in spaces where we find rooms. Courts may be smaller or larger than ordinary and occasionally have an irregular shape. We simply go ahead with what is available and play the game.

Some days we are unable to have any program and then there are days when we can have a larger program than usual.

The activities in which men may participate will be as wide as possible. For example, there will be boxing, restling, volleyball, basketball, touch football, hand-to-hand combat (judo), and a variety of others to contribute to one's health and happiness.

The main order of the day will be competition in these activities. Everyone likes to compete whether as an individual or as a member of a team. Team competition will be conducted on a divisional basis. Each division may enter one or two teams in various tournaments, depending upon the size of the division. Records will be kept of the achievements of the various divisions with outstanding records at various times. Awards will also be given to the winners of individual tournaments.

Of course, the big question in everyone's mind is "When is this going to start?" Let's answer that by placing ourselves in the position of the Captain and Executive Officer. Their big job is to get this ship ready to fight. They must make sure that every man knows his job thoroughly. They must have confidence that our repair parties can handle damage that might occur and that every officer and man knows what to do should an emergency arise. Their only way of knowing this is by good performance of these duties at the drills that we have when they become satisfied that we can handle our jobs, the number of drills will decrease and more time will be made available for our athletic program. So let's all pitch in and learn our jobs as quickly and thoroughly as possible.

Then will come time for our athletic program, which will equip us physically to withstand the strain of prolonged periods of combat, and to help develop that competitive attitude which is essential to a happy fighting ship.

Visitor Aboard: "I would like to see someone with a little authority."

Ensign: "What can I do for you? I have about as little as anybody."

DIVINE WORSHIP

Two chaplains are aboard to advise officers and men in their worship life. Chaplains F.L. Mitchell and F. Martineau may be consulted at any time in the Crews Library office.


COMMISSIONING PRAYER

"EVERER AND EVERPRESENT GOD, we stand in reverent awe before thee as we humbly beseech thy divine favor upon the exercises of this hour. May this vessel, which is here commissioned to serve in the Navy of the United States, be a holy vessel in the hollow of thy hand; consecrated to the destruction of evil and the preservation of those finer values towards which mankind looks. Grant that in the performance of its varied duties there may be present always the highest loyalty to the priceless traditions associated with the display of the Star Spangled Banner. Keep secure those who in this ship shall commit their lives to the dangers of the deep. Watch over them we pray, that in peril or pleasure, no evil shall befall them or disaster come nigh to hurt their souls; and so, through all the adventures of these momentous days, bring them by thy mercy over the horizon of time into that promised city of delight, not made with hands, eternal in the heavens, through JESUS CHRIST OUR LORD. AMEN."

The above prayer was given at the Commissioning of the U.S.S. Shangri-La by Chaplain P.L. Mitchell.

MEMO. TO ALL HANDS

An ideal Christmas present for the children of Navy men has been announced by the Navy Department - and will be available on this ship.

It is a War bond - plus a handsome Treasury certificate decorated with Walt Disney animals and dwarfs in full color.

At the top of the certificate - which is 8 by 10 inches and suitable for framing - are the Seven Dwarfs: Sleepy, Bashful, Doc, Sneezy, Grumpy and Dopey.

On the sides and bottom in all the colors of the rainbow are Huey, Dewey, Louie, Thumper, Don Alcoca, Feline and, of course, Pluto.

The certificate will be inscribed with the name of the child and will be given free for the asking to those who buy War Bonds during the Pearl Harbor Drive and until Christmas. Information and bond application forms may be obtained from the War Bond Officer, Chaplain Mitchell, in the Crews Library.
FLIGHT QUARTERS

A regular feature of the HORIZON will be "Flight Quarters," the Norfolk Naval Air Station's Dope Sheet comic strip.

Featured in "Flight Quarters" is Miss Pepper Burns, a saucy little gal with a streamlined chassis, who works in the Ship's Service. One good look at Pepper and you'll see why "Flight Quarters" is popular and appropriate, for she usually has the lads scurrying.

She's just a "boot" as far as Navy life is concerned, and in her blissful ignorance, she occasionally startles the men aboard. So, get your copy of the HORIZON and follow the trials and troubles of Pepper.

From: The Secretary of the Navy.
To: All Ships and Stations.
Subj: Extra Cash War Bond Sale.

1. The period December 1 to 7, 1944, inclusive, is hereby designated for the Navy's Extra Cash War Bond Sale. Regulations and instructions for stimulating and reporting such cash sales will be issued to all commands by Coordinator for War Bonds.

/s/ James Forrestal

Flossie: "What's a military objective?"
Tessie: "Just walk past those sailors on the corner—you'll find out."

Mac: "Is that hair tonic any good?"
Farber: "Good! Say, I spilled some of it on my comb last week and now it's a brush!"

"I've taken my girl dancing and to the movies, bought her flowers and candy twice. Do you think I ought to kiss her?"

"I should say not! You've done enough for that girl already."

Did you ever stop to think that a Nudist is the only person who runs a sailor any competition for lack of pocket space?

... don't forget to buy a bunch of bonds, to buy a bunch of bombs, to bomb a bunch of urns.

"Thanks, Darling, for the Christmas present bond. It's a nice way for you to do your Christmas shopping."

Thanksgiving Day—November 23, 1944
OUR AIR OFFICER

THREE YEARS AGO

Remember three years ago? Sure you do, for we have a bit of a score to settle with the Japs for a bit of sneak treachery that blasted our fleet at Pearl Harbor.

But instead of wrecking our Navy, we now have the World's greatest. For three years we have been building, fighting and buying bonds to pay for the building and now comes official word from the Navy that we have the mightiest surface fleet in world history.

Rear Admiral Crisp, Director of the Navy Division on shore establishments and civilian personnel, disclosed Tuesday that twelve ships a day are now sliding down the ways. He said we have on hand more than 1155 combat ships and a newborn armada of 45,207 landing craft, not to mention 7,000 smaller vessels.

Because we have a score of our own to settle with the Japs, the Navy has its own Pearl Harbor bond drive. This is the week, to buy that extra bond, the time to invest a little more money in the fight to scatter the Japs all over the Pacific, a time to show that we're in there fighting with our dollars as well as with our planes and guns, a time to prove that a ship built by bonds can buy bonds to build another ship.

"Highly commendatory reports have been received on the Department of the Starboard Watch at the recent beach party. Unofficial comments were that our party was the most successful carrier party yet held there."

From Plan of Day.

Commander Frank E. Wigelius, U.S. Navy, our Air Officer, began his career in naval aviation during the fall of 1926. He joined the Naval Reserve at the Naval Reserve Air Station, Seattle, as a seaman striking for aviation machinist. The flying bug bit him hard and he finally persuaded his Commanding Office to let him be changed to student naval reserve aviator. A year at the University of Washington, and continuing his reserve status, he received an appointment to Annapolis in the summer of 1928.

The Commander graduated from the Naval Academy in the class of 1932 and was assigned to the Saratoga for two years. From this fine ship he went to Pensacola for flight training. He then went back to the Saratoga in Scouting Squadron Two. Then followed a tour of two years' duty in patrol planes in the Seattle-Alaska area, and back to Pensacola as an instructor in flying. A short tour at Jacksonville as an instructor and back to sea in August 1941 in a Lockheed Hudson Squadron.

In the spring of 1942 he was ordered to the USS Sangamon (CVE-20) where he worked at every job in the Air Department. In January 1944 he was ordered to the CVE Pre-commissioning Detail, Astoria, Oregon. Under our Captain, he served as Air Officer and later as Executive Officer of this splendid organization.
DIVINE WORSHIP

Two chaplains are aboard to advise officers and men in their worship life. Chaplain E. Mitchell and P. Martinez may be consulted at any time in the Crews Library office.


THE PADRE SAYS

"If you were suddenly to lose your memory, you would be a lost person. You would not know where you came from, so you would not know where you were. And how could you know where you were going if you do not know where you came from? A man who has lost his memory is a pitiful figure.

The same is true of a nation or group. Our heritage, our tradition is one of the most precious things that we possess. Looking back, as done at Washington, Lincoln, and Lee gives us our bearings. We go forward surely only after we have looked backward. One man calls this the boatman's philosophy. By that he means that a man at the oars can, by fixing his eyes on a point on the shore he is leaving, row toward his destination unseen behind him.

No group is more conscious of its heritage than the Christian Church. We look back to the historical figure of Jesus of Nazareth, and, because of that backward look, we know which way is forward."

ACROSS THE BOW

The first shot fired by the USS Shangri-La in the Pearl Harbor Cash War Bond Drive was a warning shot fired in the shape of a dis- creetly placed sign on the USS Randolph as follows: "You are hereby challenged for the honor of being the victor in the forthcoming war bond drive Dec. 1 Dec. 7 X Daily reports to be exchanged at 0800X"

The Randolph reply soon came over, "Accept your challenge with pleasure."

The American Way of Living is the Right Way to Live and the Only Way to live—BUY BONDS!

pulse of the ship, his baby. His slogan, 'Knots to you'...Our Air Officer, Cdr. Wigellius—a cigar's best friend. Never without one...Ens. Arthur, our personnel officer—a regular at Gus Bivona's noon day jam sessions. And why not, that's his baby...the crew tapping in rhythm. A swell band we're very proud of...Cord in G...A funny sight seen at the picnic—one of our sailors trying to climb a palm tree to gather a few coconuts. A native throwing rocks and getting the same results.

From Lt. Bedwell, "That will teach you guys that planes do crash."

Congrats to Lt. Cdr. Lamm and winning that extra half stripe...good work has its just rewards. Lt. (jg) Coleman, sweating it out for his men. And the thought for today—Help put the Shangri-La over the top in the 6th War Bond Drive. GET YOURS NOW.
CAPTAIN BUYS BOND

Every one is happy as Captain J. D. Barner launches the Pearl Harbor Day Bond Drive by handing to Chaplain Mitchell, Bond Officer, a check in exchange for a $30,000.00 bond receipt. The look of approval by Comdr. J. F. Quilter shows he's 100% in back of the present War Bond Drive.

WHY WAR BONDS?

Navy personnel on this ship are not asked to buy War Bonds for patriotic reasons. They are asked to buy Bonds in their own self-interest for the following reasons:

1. So that they may own the safest investment in the world. War Bonds (Series E) yield 2.9% interest compounded semi-annually. The Government guarantees to buy the Bonds back from you for at least 100 cents on the dollar, anytime after 60 days. Thereafter, the longer the Bond is held, the greater is its value. In ten years, the Government returns $4 for every $3 invested.

2. So that they will have accumulated a savings fund for the readjustment period which must necessarily follow the war.

3. So that they will be prepared to take advantage of opportunities after the war, and not be forced to take the first job offered them. Some will wish to go in business for themselves. Others will wish to use such accumulated capital to buy a home, to educate a son or daughter, to get a new car, to buy home furnishings, to get married, etc.

4. So that they will not find themselves at a disadvantage when mustered out of the service. Over 35 million civilians are storing up future purchasing power by investing regularly in War Bonds. Buy a Bond this pay

KEEP 'EM FLYING

When the USS Shangri-La finally tangles with the Japs, the Air Department, with a nucleus of veterans from the Pacific war, will be "manned and ready" as a fighting team.

With our Air Group now operating aboard ship, the finishing touches are being applied on an organization whose watchword is teamwork, and whose motto is speed.

Headed by Comdr. F. E. Wigelius, USN, Air Officer, and Comdr. A. A. Giesser, USN, Assistant Air Officer, the department, largest aboard ship, is concentrating on ironing out "bugs" in a chain of duties that extend from launching and recovering aircraft and their maintenance and repair to long-range detection of enemy raids on the USS Shangri-La's task force.

Spearshead for the Shangri-La's forthcoming blows against the enemy is the Air Group, led by Comdr. W. A. Sherrill, USN, the Air Group Commander. Under him and in charge of the respective three squadrons composing the air group are Lt. Comdr. W. W. Ford, USN, fighter skipper; Lt. Comdr. E. V. Wedell, USNR, leading the torpedo squadron, and Lt. Comdr. S. B. Strong, USN, head of the bomber group.

In all three squadrons and sprinkled (Continued on Page 4).
FLIGHT QUARTERS --

ATHLETIC FOOT NOTES

Inter Ship Competition
The next few weeks will bring our ship's Basketball, Boxing, Wrestling and Volleyball varsity teams up against those of our near-by sister carrier and possibly a cruiser. Normally, our varsity teams would be made up of outstanding players of the ship Divisional and Departmental teams. However, because practice has up 'till now been limited to those lucky enough to find time and space, this team will largely be made up of untried volunteers.

Now is the time to start showing other ships the heels of their superiors. If you play any of the above sports, let's see your name on the Athletic Bulletin Board (Hangar Deck, below the Control Tower).

Intra Ship Competition
Divisional and Departmental competition in all sports will begin when time and space become available. So far we have had a Medical Basketball squad put up against all divisional comers. The VIA and VIC divisions will play off their eleven men touch football grudge when they get enough room and corporals. We have been hearing reports on VIA's O'Neil. Haven't seen him as yet, but suppose that he is some small, speedy back.

Athletic Petty Officers
It is advised that the men of each division be on the lookout for an active man in their group to act as division athletic petty officer. The more divisional competition, the less calisthenics... a good man can put a great deal in your way in the form of recreation and fun.

Your choice need not be limited to a petty officer. Pick the best man, whether he be a SLc or a Chief... selections will be requested in the near future.

KEEP 'EM FLYING
(Continued from Page 3)
throughout the Air Department deck and hangar force are many veterans of Pacific Action. Personnel from other carriers long in action, such as the Essex, Enterprise, Bunker Hill, Independence, Companys, and Intrepid, are aboard and lending their experience toward molding the Air Department into a smooth-functioning, hard-fighting team.

THE DEEP SIX

Barber: "Haircut?"

Mac: "No, just change the oil."

Mother: "What's that noise, pet?"

Daughter: "A wolf howling, mom."

Mother: "It sounds to me like a sailor whistling."

Daughter: "You're right, mother."

In reading THE DEEP SIX always bear this in mind, "There's Nothing New Under the Sun" So how can we help it.

Boot: "I've got a right to love you."

Red-head: "And your left isn't paralyzed either."

Control tower to pilot. Control tower to pilot. Your landing gear has just dropped off. Your landing gear has just dropped off. That is all. That is ALL, brother....

Sentry: "Halt, who's there?"

Voice: "An American."

Sentry: "Advance and recite The Star Span-gled Banner."

Voice: "I don't know it."

Sentry: "Proceed, American."

A colored Preacher was hearing the confession of a young man. In the middle of it he stopped the young sinner, saying: "Wait a minute, young man, wait a minute. You ain't confessin--you's braggin.'
NAVY DEPARTMENT
Bureau of Aeronautics
Washington 25, D.C.

22 November 1944

RESTRIC TED

From: Chief of the Bureau of Aeronautics.
To: Commanding Officer, USS SHANGRI-LA (CV38)
Subj: Carrier Operation Tests of Three Airplanes.
Ref: (a) CNO Conf. ltr. ser. 0234/31 of 30 Oct. 1944.
(b) ComFair Norfolk Conf. spdltcr. Ser. 0924 of 2 Nov. 1944.

1. As Chief of the Bureau of Aeronautics, I desire to compliment you, your officers and men on the results of the experimental operation conducted on 15 November 1944. The successful accomplishment of three "firsts" in one day with a comparatively new organization must have been as gratifying to you as it was to the Bureau of Aeronautics.

D. C. RAMSEY
Rear Admiral, U.S.N.
Chief of the Bureau of Aeronautics

CC:
CNO
ComAirLant
ComFair Norfolk
The Norfolk Navy Yard has a long record of building ships for war, beginning with the early days of our country. Another chapter was added to the Yard's interesting history, and to the story of the first United Air Force raid on Tokyo, when on February 24, at the famous Yard, the mighty new aircraft carrier Shangri-La was launched, to be made ready for a journey which will carry her and other powerful warships half the way around the world with the only kind of answer Japanese barbarism understands.

Mr. Al T. Lewis, feature writer of the Norfolk Virginian-Pilot news staff and a contributor to the Norfolk News Service, wrote in covering the historic launching:

"In record time, the workers, male and female, of Norfolk's greatest industry had fabricated a weapon of offense fit to bear the name which all America had learned to associate with our impending hammer strokes of revenge for the torture and murder of captured American airmen by the savage beasts of Nippon."

"From far and wide a mighty throng, too numerous to be counted but estimated at nearly 100,000 persons, gathered in the Yard and along the shores of the Elizabeth to feel a part in this event of real and sentimental significance. Naval authorities had made a poetically appropriate choice of the sponsor. She was Mrs. James Doolittle, wife of the Major General now commanding the Eighth United States Army Air Force, who led the medium bomber mission when it took off from the flight deck of the USS Hornet on April 18, 1942, for the attack on Tokyo. Intent upon performing her pleasant task without the possibility of a hitch, Mrs. Doolittle declined to swing the champagne bottle on suspended ribbons, but grasped the flagon by its neck and smashed it against the warship's bow."

"At that moment, 10:32 a.m., EST, February 24, 1944, nation-wide radio hookups carried by long and short wave signals to people of the United Nations a message that still another great champion of freedom had been added to their arms, and to the trembling tyrants of a shrinking Axis world the disturbing news that their day of awful retribution had been brought nearer."

"The Shangri-La was launched just a few days more than 18 months after the building order was placed with the Navy Yard on August 7, 1942. Her keel was laid on January 15, 1943. She is a 27,500-ton ship of the Essex class with modifications vastly increasing her defensive and offensive firepower. (Deadweight at time of launching was 20,500 tons.)"

"Construction of the Shangri-La to the launching stage had required about 750,000 man days. Welders had woven her frame and shell together with 540,000 pounds of welding metal, and she contained 202,500 rivets. To minimize friction as gravity pulled her toward the water, 45,000 pounds of axle grease were spread on the ways.

"Mrs. Doolittle's only attendant for the ceremony was Miss Mary McClellan, daughter of P. S. McClellan, leadingman of the outside machine shop. Present with them on the launching stand was Captain J. E. Manech, of Staunton, only Virginian who accompanied Doolittle on the Tokyo raid. He had flown to Norfolk from Hill Field, Utah, to take part in the ceremonies."

"The name Shangri-La commemorates an event in American history which already has taken its place among the heroic episodes of the past, and will be as familiar to school children of the future as that of Washington's crossing of the Delaware. The story began when the American high command decided upon an attack on Tokyo, at a moment when the war was going definitely in favor of the Nipponese and Allied heavy forces had only begun to organize for the painful island-by-island comeback against the foe. An Army squadron of medium bombers, led by Doolittle and composed of volunteer crews, was assigned to take off from the flight deck of the USS Hornet. The operation was new to Army pilots. The bombers were so large that their wings barely cleared obstacles on the flight deck.

"They took off while the carrier was 800 miles away from Tokyo, their pilots not intending to return, but to fly across Japan after their mission was completed, hoping for happy landings on Chinese bases. Most of them did just that. Some landed on fields in the USSR, and were interned by the Red authorities, since Russia was not at war with Japan. Others were unlucky. They fell into Japanese hands, and the story of their death by torture was not released by the Government until all hope for their survival, and for the survival of other American prisoners in Japanese hands, had been abandoned."

"The attack on Tokyo was made on April 18, 1942, and President Roosevelt announced it to a press conference shortly thereafter. Reporters immediately asked whence these planes had flown for an attack on the enemy's capital and principal city. The President, unwilling to let Jap intelligence know how the blow had been delivered, simply gave his questioner a quizzical smile and said the planes had taken off from Shangri-La."

"Shangri-La was a name coined by James Hilton for a fictional happy land, situated presumably somewhere in Tibet."

"For a long time the American public knew no more than that about the actual point of origin of the attack. After the USS Hornet was lost in the Battle of the Coral Sea, the record of her valiant exploits included a notice of her participation in the Doolittle raid, thus identifying her for the first time as Shangri-La."

The name and story took hold of the American imagination. Last August, the retail merchants of the United States announced that they would sponsor a nation-wide sale of war stamps, with an agreement from the Treasury Department that money thus derived would be earmarked for construction of an aircraft carrier already laid down, to be known as the USS Shangri-La. The sale brought returns amounting to more than $100,000,000, and for that reason many thousands of Americans, including innumerable school children, have a feeling of personal proprietorship in the great new vessel which, if the war does not end soon, will have a part in knocking the last vestige of daylight out of an Empire of savage pigmies who thought they could rule the world."
USS "Shangri-La" Turns in Outstanding PHD Job

One of the best stories to come out of the Pearl Harbor Day campaign concerned the USS Shangri-La, a carrier whose War bond history has already set it apart as unique.

Personnel of the Shangri-La bought the record total of $67,500 of War bonds during the Pearl Harbor Day campaign, proudly living up to its bond traditions.

Three divisions of the ship subscribed 100 percent, with many of the men buying more than one bond.

This "mystery ship" that has become a terrifying reality to the enemy, bears the name that was conceived by James Hilton for the fictional land in his novel "Lost Horizon." Shangri-La also was the new secret base, President Roosevelt told a press conference shortly after the event, from which Maj. Gen. James H. Doolittle, then a Lieutenant Colonel, took off with a group of Army B-25 medium bombers against Tokyo in April 1942.

The Shangri-La was a War bond "baby." Money to build the ship was raised through a Nation-wide bond campaign. The Doolittle mission to Tokyo and the crying need for carriers in the dark days early in the war inspired the Nation to raise the necessary amount and to see the mystery ship become a reality.

The Pearl Harbor Day bond performance of the complement of the Shangri-La occasioned a letter of commendation from Vice Admiral P. N. L. Bellinger, Commander Air Force, Atlantic Fleet, in which he noted that "this result, achieved through the very busy period of shake-down cruise, indicates enthusiasm and sound planning and organization by those in charge of the program. The officers, and the entire crew and the War bond chairman have done a fine job and are commended on this excellent showing."

Manus Island Bond Buyers' Purchases Over a Million

Going hand in hand, Navy's smashing offensive across the Pacific is being matched by the financial power being built up by Navy's fighting men who are pushing back the wrecked perimeter of the Japanese Empire, and who are saving much of their pay through the medium of War bonds.

A striking instance of this is the story of Manus, one of the Admiralty Islands, with its huge naval base, its concentrated facilities for unleashing further attacks, and its bond-conscious personnel who are putting their pay into bonds at a rate that would astonish those not so near the realities of war.

This bond frame of mind of Manus Island Navy personnel was accentuated when Pearl Harbor Day reports came in from the Pacific.

For Manus reported bond purchases by Navy men of $1,043,256 during the 7-day period of the campaign, for an average purchase of $32.55. More than a million dollars of hard-earned pay went into the future security of the personnel who prize that security so highly that they are backing their futures to the limit.

Approximately half of that total was purchased by Seventh Fleet personnel; the other half by those of the Pacific Fleet in that area.

Two activities at the Naval Base stood out in the final totals—Captain of the Yard, with $148,463, and Ship Repair Unit, with $116,131.

Nor is the interest of the personnel confined to extra bond cash sales. The bond spirit is part of the daily routine.

EVERYONE appears pleased as Capt. J. D. Barner, USN, skipper of the USS "Shangri-La," launches the Pearl Harbor Day campaign aboard ship by buying his bond from Commander P. L. Mitchell, ship's chaplain. Commander J. F. Quilter, executive officer, looks on approvingly.
Jeeps and Piggy Banks

RUNNING clockwise, from upper left—Mary Sanzo invests contents of piggy bank in extra bond; Lt. Comdr. L. H. Huebner, 13ND disbursing officer, and her father, Fred Sanzo, SK3/c. complete the transaction; Nolan Maurin, CSP(A), Naval Repair Base, New Orleans, who sold over $175,000 in bonds; 13ND HQ girls use jeep promotion chart for campaign check list; Camp Wallace, Tex., piles up plenty of 100 per centers; 11ND HQ bond auction produces.
U. S. S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California

CV38-A12
Serial: 0177

15 July 1945

CONFIDENTIAL

From: Commanding Officer.
To: The Chief of Naval Operations.

Subject: Ship's History - U.S.S. SHANGRI-LA (CV38) from 1 January through 10 April 1945 - Submission of

Reference: (a) CNO Ltr Op-33-J-6-HMD Ser. 506233 dtd. 5 Oct 1944.
(b) Aviation Circular Letter No. 74-44 of 25 July 1944.

Enclosures: (A) Chronology and Narrative.
(B) Six (6) issues of "Shangri-La Horizon"
(C) Ten (10) photographs from ship's files

1. In accordance with references (a) and (b), enclosures (A) through (C) are forwarded herewith.

2. The ship's history for the U.S.S. SHANGRI-LA embraces the period from 1 January to 10 April 1945, and does not include an individual history of the air group embarked.
CHRONOLOGY OF THE USS SHANGRI-LA (CV38)

January 1, 1945: Moored in Norfolk Navy Yard, Portsmouth, Virginia, for post shakedown alterations.

Moored in same berth as before. Loaded stores and ammunition.


January 17, 1945: Underway from Naval Operating Base, Norfolk, Virginia, in accordance with orders from CinCLant. Escort: USS FORREST (DMS24)

January 18, 1945: Flight operations. 2,000th landing by Lieutenant A. G. Symonds, Jr in an SB2C.
Two planes of VBF squadron involved in mid-air collision.
Ensign M. G. Parker, 338029. Lost at Sea.

January 19, 1945: Established rendezvous with ComCruDiv 16 in USS GUAM (CB2) and ComDesRon 64 in USS HARRY E HUBBARD (DD748).
Formation of TASK GROUP 21.12 enroute to Panama Canal Zone. OTC: Rear Admiral Francis S. Low, USN.

January 21, 1945: USS GUAM and USS FORREST formed TASK UNIT 21.12.1 and left disposition for Guantanamo Bay for inspection of cruiser's main engines.
January 21, 1945: USS SHANGRI-LA and USS HARRY E HUBBARD formed TASK UNIT 21.12.2 and proceeded to Panama Canal Zone.

January 22, 1945: Carried out routine flight operations and maintained CAP in "Nullus" exercise. Attack on unit by 18 Army bombers at 20,000 feet unintercepted because of low altitude of our CAP.

January 23, 1945: Launched simulated strike against Panama Canal defenses. Attack carried out successfully. Only one group of SB2C bombers intercepted by Army planes.

January 23, 1945: Entered swept channel and moored to dock at Cristobal, Canal Zone.

January 24, 1945: Transit through Panama Canal with all planes aboard.

January 24, 1945: Moored at Balboa, Canal Zone. Reported for duty to CinCPac.

January 25, 1945: Underway for San Diego, California, in accordance with orders from ComPanSeaFron. Escort by USS HARRY E HUBBARD. Held gunnery practice and drill exercise with tame submarine in Gulf of Panama.

January 26, 1945: During routine flight operations an SB2C contracted engine sputter during take-off and crashed into the sea.

Pilot: Ensign J. L. Hansen, Al, USNR. Sustained broken leg.

January 27, 1945: Simulated attack against SHANGRI-LA and HUBBARD by Army Air Force from Panama. All Army snoppers intercepted. Main raid by eighteen B-24's intercepted by CAP.

Mid-air collision of two F4U's of VF 85.

Pilots: Ensign H. M. Barber, Al, USNR. Lost.

Ensign H. M. Harrington, Al, USNR. Lost.
February 2, 1945: Moored to dock at Naval Air Station, North Island, San Diego, California.


Pilot: Ensign Glen Even, Al, USNR, 363561. Seriously injured.

Crewman: Frank Ranker, ARM2c, USNR, 670-14-65. Killed.

February 4, 1945: Re-entered San Diego swept channel and moored again at Naval Air Station dock.

February 5-6, 1945: Loaded 71 planes for transport to Pearl Harbor and embarked 148 officers and 565 enlisted men as passengers.

February 7, 1945: Underway for Pearl Harbor in accordance with orders from ComFair West Coast to carry out remainder of original orders received in Panama.

February 8-12, 1945: Flight operations suspended because of deckload of planes.

February 13, 1945: Anti-aircraft gunnery practice with shore based tow planes.

Arrival at Pearl Harbor. Moored to Ford Island and reported for duty to ComAirPac.

February 14, 1945: Hoisted out planes of CARRIER AIR GROUP 85 as Group received orders to shore base at NAS, Barber's Point.

February 15, 1945: Underway for fleet operating area in order to conduct familiarization exercises for replacement air groups. Formed TASK GROUP 19.1 in company with USS NICHOLSON (DD442) and USS WILKES (DD441).

While attempting to land aboard, SB2C hit flight deck on one wheel and crashed over port quarter into the sea.

Pilot: Lt(jg) John E. Freeman, Al, USNR, 320642. Rescued without injuries.

3,000th landing made by Lt(jg) Hogue of Torpedo Squadron 6.

February 17, 1945: CARRIER AIR GROUP 6 flew ashore at completion of training.

CARRIER AIR GROUP 83 landed aboard.

February 19, 1945: During familiarization exercises, CVG 83 carried out two simulated attacks against the SHANGRI-LA, and then the group departed for shore.


March 3, 1945: Underway again for operating area to conduct carrier familiarization exercises for CARRIER AIR GROUPS 87 and 88. Escorted by USS NICHOLSON and USS WILKES.

Landed CVG 88 planes aboard.

March 4, 1945: Conducted training for CVG 88.

March 5, 1945: 4,000th landing made by Ensign B. E. Rodgers of Fighting Squadron 88.

March 6, 1945: CARRIER AIR GROUP 88 flew ashore at completion of training.

CARRIER AIR GROUP 87 landed aboard.

March 8, 1945: Returned to Pearl Harbor and moored to dock at Naval Air Station, Ford Island.
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March 12, 1945: Underway again for operating area to conduct training exercises for CVG(N) 91 and CVG 85. Escorted by USS HARRY E HUBBARD and USS MAURY (DD461).

March 14, 1945: During night qualification exercises a NACTU squadron TBM, while attempting to land aboard, failed to engage either arresting gear or barriers. Flew length of deck and crashed over starboard side, damaging forward antenna mast.

Pilot: Ensign A. D. Stratton, Al, USNR, 382625. Suffered minor lacerations and shock.

March 15, 1945: 5,000th landing made by Lieutenant N. W. Frees, Al, USNR in a TBM-B3.

March 17, 1945: Returned to Pearl Harbor and moored to Naval Air Station dock at Ford Island.

March 20, 1945: Underway again for operating area to continue carrier familiarization exercises for CARRIER AIR GROUP 88. Escorted by USS ALBERT WILLIAM GRANT (DD649) and USS MUGFORD (DD389).

Landed CVG 88 planes aboard.

March 22, 1945: Conducted simulated attack against island of Oahu in conjunction with Army and other Navy squadrons based in the area. Attacking force consisted of TASK GROUP 19.11, with Army and selected Navy squadrons defending. OTC in SHANGRI-LA with CVG 88 embarked.

CVG(N) 53 flew aboard for carrier familiarization and night exercises.

March 25, 1945: Returned to Pearl Harbor and moored at Navy Yard.

March 30, 1945: Underway again for operating area to conduct carrier training exercises for CARRIER
March 30, 1945: AIR GROUP 1 and a night fighter unit of CARRIER AIR GROUP 85. Escorted by USS HARRY E HUBBARD.

April 2, 1945: Returned to Pearl Harbor and moored to berth in Navy Yard for availability.

April 7, 1945: CARRIER AIR GROUP 85 returned aboard and reported for duty.

April 8, 1945: Shifted berth to Ford Island and hoisted in planes of CVG 85.

April 10, 1945: Underway in accordance with CinCPac dispatch ordering ship to proceed to Ulithi to report to CTF 58 for duty in the Fifth Fleet. Obtained routing from ComHawSeaFron and proceeded singly to Eniwetok.
Several factors which had not existed aboard the SHANGRI-LA during her construction and fitting out period tended to shorten the duration and relieve the monotony of her post shakedown availability in the Norfolk Navy Yard. The 8-day leave actually reduced it by a third. With only half of the ship's company on board during the first two weeks of alterations, the maintenance of normal routine and the imposition of additional duties to compensate for absentees helped to speed up the interval of delay.

The leave itself was an undeniable factor in stepping up incentive and boosting morale. Coming at the most nostalgic season of the year—providing a sort of final holiday before shoving off—it sent officers and men back to the ship with fresh resolve and higher spirits, despite transportation difficulties and a protracted spell of foul weather which closed in from the middle west to the Atlantic seaboard.

Whether from prevailing elements, however, or sheer personal negligence, a large number of overleaves had to be accounted for at the expiration of each period. By the end of the third week in the Yard there were a great many stragglers and a few outright deserters. But, on the whole, the crew came through reasonably well considering the ratio of absentees to the ship's total comple-
ment and the circumstances involved.

By January 14 the principal governing tasks undertaken by the Yard had been completed. A change in the main ventilation ducts had eliminated the projecting armored boxes on the hangar deck and afforded additional space for the spotting and parking of planes. Rebuilt magazines had provided adequate stowage for the ship's full allotment of ammunition. More efficiently equipped for her role in the Pacific War as a result of these and numerous minor adjustments, the SHANGRI-LA steamed once again down the Elizabeth River, moored at the Naval Operating Base in her old berth and commenced the familiar process of loading stores and ammunition for her cruise to the West Coast.

In a further step toward the over-all advancement of combat efficiency CARRIER AIR GROUP 85, during its shore-based interim at the Naval Air Station in Norfolk, had reorganized its aircraft complement and flying personnel. In order to correlate the individual functions of each squadron as well as augment the striking power of the whole group, a fourth subdivision was formed by the redistribution of pilots on a qualification basis, and this unit was officially commissioned as Fighter-Bomber Squadron 85. Although enlarged by only a few planes, the new group which reported aboard at the termination of the ship's availability was definitely more compact, more versatile and better equipped to challenge an enemy whose
desperation had mounted steadily in the face of successive defeats.

After everything else had been squared away, there came the last night of farewells. Wives who had stood by their husbands as far back as pre-commissioning were finally faced with the inevitability of separation. Romances which had run a course no longer than the ship's attachment to the area were ultimately suspended outside the sentried gates. This time it wasn't a matter of a few days between liberties or a few weeks in the South. The SHANGRI-LA was moving out for good. To all intents and purposes she was structurally complete, thoroughly trained and more modernly outfitted than any carrier yet consigned to the fleet. Every recent improvement that had been conceived and developed in the fields of ordnance, damage control, communications and the launching and recovery of naval aircraft had been incorporated within the steel confines of her gigantic hull. Graduated at long last from the weary vicissitudes of preparation, she was ready for battle.

If there had been some way of passing the word, the men of SHANGRI-LA would have carried aboard with them that night the steadfast hope and faith of millions of other Americans who--save for the restrictions of military security--might likewise have shared in the poignant glory of that moment.

But this was a war prepared in silence and executed in surprise. On the cold, gray morning of January 17, the SHANGRI-LA slid as quietly away from the dock as if she might have been standing out
for a routine operation, proceeded to the Chesapeake Bay for magnetic compass compensation, and then passed through the swept channel into the Atlantic, with the USS FORREST (DMS24) keeping station dead ahead.

Besides herself and her escort, the other units which comprised TASK GROUP 21.12 for the cruise to Panama were: the USS GUAM (CB2), carrying Rear Admiral Francis S. Low (ComCruDiv 16) as Task Group Commander, and the USS HARRY E. HUBBARD (DD748) with ComDesRon 64. When the arrival of these two ships was delayed twenty-four hours because of bad weather, the SHANGRI-LA took advantage of the opportunity to remain in the rendezvous area and conduct her first flight operations since the return from Trinidad.

In a series of 50 take-offs, 32 catapults and 80 landings she took aboard that day her 2,000th plane since commissioning and suffered her third fatality. Two F4U's from the newly formed Fighter-Bomber Squadron collided in mid-air some distance from the ship and hurtled into the sea. One of the pilots was eventually picked up by the escorting destroyer and restored to the Group uninjured—but the other, Ensign M. G. Parker, was lost.

At 0800 on the morning of January 19, rendezvous was established with the GUAM and the HUBBARD and the formation of TASK GROUP 21.12 was completed enroute to the Panama Canal Zone.

This second cruise to the Caribbean was much the same as the first. In addition to the ship's company and the air group, there
were special passengers aboard who—for one reason or another—had secured permission from the Navy Department for transportation to some port of destination along the way. Among them this trip were several prominent figures in the theatrical world and the publishing profession who had requested passage for the purpose of observing standard warship procedure in order to acquire atmosphere and background for possible dramatic productions and editorial analyses on life aboard an aircraft carrier. For them the cruise yielded an endless succession of thrills and surprises, but for the men who had become conditioned to fire and wings, the explosion of shells and the drone of engines was much less exciting than the nightly movie or a hometown newspaper.

Day after day was devoted to scheduled air exercises, tactical maneuvers and general shipboard drills. Until the SHANGRI-LA fired her first gun in anger, however, and launched her first plane toward an actual objective, all preliminary training was more or less a continuation of the shakedown routine. In view of the great task which lay ahead of her, there could be no compromise with perfection of skill and hardening of endurance.

Upon approach to the West Indies, TASK GROUP 21.12 was dissolved. In the early afternoon of January 21 the GUAM and the FORREST took leave of the disposition to proceed to Guantanamo Bay for an inspection of the cruiser’s main engines while the carrier and her escorting destroyer—as TASK UNIT 21.12.2—continued their course.
toward Cristobal.

At a point within striking distance of the Panama Canal, AIR GROUP 85 climaxcd its Atlantic operations by a mock assault against Zone installations which was so eminently successful that only one group of eleven SB2C dive bombers was intercepted by Army aircraft. In a subsequent critique at Balboa, the Canal defense command com-
plimented the Group upon its effective tactics and--although claim-
ing the destruction of several attacking planes--willingly acknow-
ledged the failure of adequate interception and a resultant assess-
ment of severe damage.

The following day the SHANGRI-LA stood in the swept channel 
approaching Cristobal, moored alongside one of the docks and con-
cluded preparations for transit through the Canal.

There was a great deal of time for last minute speculation as the carrier got underway for Balboa early the next morning. The tight squeeze through the locks was a spectacle of military signi-
ficance as well as navigational precision. After Panama, where?
San Diego seemed the logical jumping-off place for the forward area.
Yet, what of Hunter's Point? For days there had been talk of further availability at some West Coast navy yard for the installation of additional 40-mm. quads. Was the SHANGRI-LA, after all these months, still, unequipped to hold up her end of the fight against the enemy?

Foreboding truths, distorted and exaggerated by scuttlebutt, argued to the contrary. The invasion of the Philippines had exacted
a heavy toll for the establishment of its beachheads and the pro-
gress of its victories. Already word had leaked out of the increas-
ing frequency of an incredible weapon which the enemy was employing
in an all-out effort to stem the mounting tide of our advance, a
method of warfare conceived in desperation and executed with fan-
tatical effectiveness: the Japanese suicide bomber. Undoubtedly, in
view of the damage sustained by active units in the combat zone,
the SHANGRI-LA must be urgently needed for replacement. On this
basis--guns or no guns--it seemed quite logical that she might not
wait for another port after she once entered the Pacific.

The transit through the canal with all planes aboard was an
8-hour evolution, but she negotiated it without a mishap. In slow
succession--her broad flight deck overhanging the rails of tugging
locomotives--she climbed through the first set of immense locks
near the Atlantic entrance and christened her keel in the fresh
waters of Gatun Lake. Towed expertly through the winding passes of
Culebra Cut, she crossed the highest point of the channeled isthmus
like a bulky giant wading a narrow ditch. At Pedro Miguel--on the
way down--she scraped paint in a few spots and chinned the high walls
by a mere foot. But in the end she came through with startling ease,
thanks to the skill of experienced pilots and the hairbreadth accur-
acy of naval blueprints. By late afternoon she had moored at Balboa
according to schedule and reported for duty to the Commander in
Chief, Pacific Fleet.
A brief dispatch squelched the shipboard prophets who had held out for Hunter's Point. There would be no guns—\textit{not} Stateside anyway. From Panama the SHANGRI-LA would proceed to San Diego for a military inspection. From there, direct to Pearl Harbor.

Routine flight operations were conducted daily enroute to the West Coast destination. There were three major accidents during this first stage of the cruise in the Pacific. On the second day out an F4U developed an engine sputter in the course of its take-off run, toppled over the forward ramp of the flight deck and crashed into the sea. The pilot, although eventually picked up by the HUBBARD, suffered a broken leg while attempting to extricate himself from the rapidly sinking plane.

The next two casualties occurred the following day, when an Army air force from the Panama Canal Zone flew out for a simulated attack against the carrier and her escort. Both the advance spotters and the main raid by eighteen Liberators were successfully intercepted by Combat Air Patrol. But in the execution of a vigorous counterattack, Ensigns H. M. Barber and H. M. Harrington of AIR GROUP 85 lost their lives when the two fighters they were piloting collided over the sea and exploded simultaneously.

The remainder of the operations to San Diego proceeded without accident. On the morning of February 2 the SHANGRI-LA steamed through the swift channel off Point Loma, tied up at the Naval Air Station dock on North Island, and reported to Commander Air Force, West Coast.
As a final check-up on combat fitness, the carrier and her air group were subjected to two days of rigid military inspection by Rear Admiral Ralph Jennings, Commander Carrier Division 12. Forming TASK GROUP 19.15 in company with the USS HUBBARD and the USS KEITH (DE241), the SHANGRI-LA stood out for her assigned area early the next morning, rehearsed a typical battle problem and conducted extensive practices in damage control. In addition to exercises carried out exclusively by ship's personnel, the air group launched support attacks against San Clemente Island during both days of operations.

But ill luck stalked the carrier again on her first day out. While attempting to bring in an SB2C dive bomber without flaps, Ensign Glen Even—with Frank Ranker, ARM2c, as his passenger—failed to engage the cables at the after end of the flight deck and crashed headlong into the barriers. The forceful impact nosed the big plane over in a burst of flame, ripped off its tail assembly and left the seriously injured flyer pinned down helplessly in the cockpit. Fire parties made short work of the blaze, but it was a slow and painful job to cut the pilot free. The radio-gunner, who had been flung to the deck several feet ahead of the wreckage, never regained consciousness.

A general summary of the inspection revealed that the material condition of the SHANGRI-LA was entirely satisfactory. Her military features were adequate and effective, and her general training pro-
gram had knitted the ship's organization into a compact fighting unit. But in the maintenance of operation schedules she had fallen behind. Her need for additional training had been discovered by apparent lack of practice in group coordinated attack missions which employed service ammunition and live bombs. All in all, however, she was in good shape, fully as well qualified for combat as any of the fast carriers who had joined the fleet ahead of her. Three weeks of intensive exercises underway would quickly smooth down the rough edges and bring her around to the proper degree of battle proficiency. That was the verdict of Rear Admiral Jennings when he reported the results of the inspection.

Back at the Naval Air Station on North Island, the ship devoted her last day on the West Coast to preparations for sea. Like the others who had gone before her she loaded aboard—in addition to fresh provisions and stores—a consignment of 71 planes for transport to Pearl Harbor and a passenger quota of 148 officers and 565 enlisted men, consisting principally of replacement pilots for the forward area and amphibious personnel of the Fleet Marine Force.

In compliance with the remainder of orders received in Panama, the SHANGRI-LA and the HUBBARD departed from San Diego shortly after noon on February 8.

Because of the surplus of planes embarked, flight operations were necessarily suspended for the duration of the cruise. Further modifications in the general plan of the day provided for the occupa-
tation and amusement of passengers in order to minimize interference with normal routine. Hangar deck watches were established for enlisted Marines who bunked cot to cot under the wings and fuselage of spotted planes. All movies were shown once in the morning and twice at night, and the ship's band played overtime to break down monotony and bolster morale.

In the end the crossing was neither as dull nor as devoid of military character as might have been expected. General Quarters and other routine drills—insofar as conditions permitted—were maintained throughout the 7-day interval. On the morning before arrival at Pearl Harbor, shore-based tow planes flew out from the Islands to provide an opportunity for further tracking and firing exercises by the ship's anti-aircraft weapons.

It was around noon on February 13 that the SHANGRI-LA steamed past old Diamond Head at the southern tip of Oahu and slipped through the narrow channel guarding America's first battleground of World War II. Even in those days, with the fight going our way, the arrival of a new fast carrier enroute to the fleet was a memorable and heartening occasion. To the men aboard, who for five months had sweated and strained toward the ultimate attainment of this end, it marked a final step in the long transition from construction to combat. Although the battle line was still thousands of miles to the west, the angry memory of December 7 and the industrious, warlike atmosphere of this vast Pacific naval base lent a grim serious-
ness to the traditional welcome at Ford Island.

Moored port side to while the Naval Air Station band rendered its "Aloha" from the pier, the SHANGRI-LA set about the business of hoisting out her cargo of planes and disembarking her passengers. There was a flurry of excitement and conjecture aboard as the Marines filed down the gangway in their battle garb and the aircraft crane inched up to the deck-edge elevator. Yet beneath all this outward force of movement and activity, there flowed an invariable undercurrent of suspense and curiosity. The same questions lingered in the minds of the men and the same rumors ran the length of the ship. What was to be done here? How long would it take? And how much liberty would be granted?

Hardly had first timers set their feet on Hawaiian soil or felt the pinch of military curfew restrictions on the island than the answer came from Commander Air Force, Pacific Fleet. It wasn't what they had expected. In one broad, surprising move, CARRIER AIR GROUP 85, which had seemed by this time to be an inseparable part of the ship, was suddenly detached and assigned to shore-based status at Barber's Point while the SHANGRI-LA, instead of advancing into the forward area, was ordered to conduct carrier familiarization exercises for the benefit of replacement air groups stationed in the Hawaiian Sea Frontier.

She got her recommended three weeks of training—and more. For nearly two months she worked day and night in designated areas north—
east of Oahu. On her initial run of five days she divided her attention between AIR GROUP 6 and AIR GROUP 83, ran up her landings to a total well over 3,000 and returned to the Navy Yard at Pearl Harbor for a brief period of availability.

It was on the afternoon of her first day underway that news reached the ship of Vice Admiral Marc A. Mitscher's powerful strike against Tokyo. Making use of the general announcing system to keep his command informed of the progress and development of a war toward which they were inevitably heading, Captain Barner passed the word to all hands aboard of this latest spectacular achievement of TASK FORCE 58.

This was the communiqué the whole Allied world had been waiting for: the first thrust by carrier aircraft against the heart of Japan since Lieutenant General Doolittle (then a Lieutenant Colonel) had led his triumphant raid from the flight deck of the USS HORNET. If the exultation of the men of SHANGRI-LA was tempered by a certain feeling of frustration and disappointment, it was only because of professional envy and injured pride. Like the benched football player who watches from the sidelines while his teammates score the winning touchdown, they recalled the boastful nickname they had adopted for themselves at Newport and wondered why the fortunes of war had passed them by.

Somehow—without regard for the swift development of Pacific strategy—they had hoped to be ready for this grand slam against the enemy homeland. Yet here they were, steaming in protected American
waters—too late to launch the power and share the glory of a vengeance they had called their own.

While Marines of the 4th and 5th Divisions battled their way across the volcanic ash of Iwo Jima, the SHANGRI-LA entered the second phase of her Hawaiian operations. With AIR GROUPS 88 and 87 flying out during consecutive periods, the carrier repeated her schedule of familiarization exercises and then returned to Ford Island for further orders.

For all of March and a few days into April she repeated the process—moving in and out of Pearl Harbor half a dozen times, picking up a couple of new air groups after each sortie and working out with them day and night in assigned operating areas.

It was a monotonous, inglorious routine to those hands aboard who were spoiling for a fight, who believed that important history was being made while they were standing idly by. They sought to appease their conscience and deflate their ego by humorous references to the ship as the "Pearl Harbor Raider," "Queen of the Pineapple Fleet," and "the Reluctant Dragon". But they knew—in the light of cold logic—that there was no alternative. The SHANGRI-LA was the only carrier currently available for these short refresher courses which were so vital to the maintenance of replacement groups. In the complicated logistics of full-scale, uninterrupted warfare, her mission was just as essential to complete victory as that of her older sisters who were slugging it out on the front lines.
During her seven weeks of operations in the area she launched and recovered a total of nine air groups or squadrons thereof, put them through a gruelling series of landings, take-offs and catapult shots, and passed on to the Commander Air Force, Pacific Fleet her detailed opinion on the individual qualifications of each particular unit. She worked conscientiously toward maximum elimination of wave-offs, sought to improve landing intervals, and schooled the less experienced pilots in rendezvous, group break-up and flight deck procedure. She experimented with night landings under various methods of controlled and indirect lighting and conducted live ammunition and rocket firing exercises against towed sleds. On March 22, with AIR GROUP 88 embarked, she launched a mock attack against the island of Oahu, with various shore-based Navy squadrons and an Army Air Force defending.

In the end she gained much more in valuable training and experience that she lost by postponed advancement into the combat area. By April 1 she had brought her total landings up to 6,315, with no major personnel casualties for the strenuous period in Hawaiian waters and surprisingly few accidents.

Barrier crashes comprised the majority. The most serious occurred during night qualification tests when a TBM from a Night Aircraft Combat Training Unit (NACTU) came in too high to engage either the arresting gear or the barriers. Flying almost the complete length of the flight deck, the big torpedo plane dropped over the starboard
catwalk, snapped off the forward antenna mast close to its base, and crashed into the sea. The pilot, picked up by an escorting destroyer, sustained minor lacerations and suffered from shock.

For a while the SHANGRI-LA felt the war in the Pacific only in terms of daily communiques read by her captain, press sheets copied by her radio gang and the inevitable scuttlebutt which made the rounds of the island. With detached, vicarious interest her officers and men pursued the victorious course of their contemporaries through the bloody capture of Iwo Jima and the initial landings on Okinawa. And then the stark, unpublished evidence of battle began to come home to them with sobering reality as major units of the fleet—names that had been making history for months—limped back to Pearl Harbor, erupted by terrific explosions and gutted by raging fires.

When the USS SARATOGA (CV3) tied up to Ford Island for a few days enroute to the States, they saw the gaping hole in the starboard side of her hull, the ugly bulge on the forward end of her flight deck, and the charred skeleton of her living compartments below. And, for the first time, they bore witness to the marks of the Kamikaze and heard graphic tales of these strange suicide bombers who, with diabolical treachery, managed to elude our fighters, sneak in upon our surface forces and dive themselves to death in a fanatical attempt to cripple our carrier-based air power.

Again, when the USS FRANKLIN (CV13) returned from the forward area with her flight deck a shambles and her hangar a jungle of twist-
ed steel, they learned of the incredible destructiveness of two timely and well-placed bombs and saw the tragic consequence of a complete surprise attack.

But these were not all. The USS WASP (CV18) was laid up too. And back in the States, west coast Navy Yards held other U. S. fast carriers which had been forced out of action by the persistence of these savage suicide attacks. To the enemy, beaten back to his very doorstep by the combined assaults of American air power, the carrier had become a priority target. It no longer mattered whether a flat-top could be sunk or not. A single explosion which left a 50-foot hole in her flight deck was sufficient to withdraw one CV from combat for several weeks and diminish by the amount of her aircraft complement the total striking power of the fleet.

And so the Japanese, mauled and beaten and driven to desperation, had at last fallen upon a weapon which—to their way of thinking—brought generous returns on a cheap investment. Compared to the subtraction of a hundred American planes—even though temporary—what was a single aircraft, a handful of bombs, and a human life?

Such was the situation that existed in the central Pacific as the SHANGRI-LA's period of Hawaiian operations drew to a close. The Fifth Fleet under Admiral Raymond A Spruance was gradually whittling down the Japanese air force. The Tenth Army and the 1st and 6th Marines were forging steadily ahead on opposite ends of Okinawa. But the Kamikaze was still getting through and nobody seemed to know
CONFIDENTIAL

exactly how to stop him.

Included among the various air groups which worked out with the SHANGRI-LA during the months of February and March was CVG 85, the unit which had been originally assigned to her at Norfolk but had been detached upon arrival at Pearl Harbor. In four days of rigorous exercises off Oahu, Commander Sherrill's squadrons gave such an excellent account of themselves that the ship's Air Officer, Commander Frank E. Wigelius, bade them a reluctant farewell as they took off for Barber's Point and expressed his wish that they might be re-embarked for the forward area.

Watching them from Primary Fly as they concluded their operations with a furious attack against an incendiary target which had been dropped into the sea, he remarked reflectively, "A fine bunch of flyers with plenty of what it takes! I'd like to take them with us and launch them right over Tokyo!"

Part of his wish was granted. The rest remained to be seen. On April 7, while the SHANGRI-LA was closing her final period of availability at the Pearl Harbor Navy Yard, the personnel of AIR GROUP 85 returned aboard to report for duty. The next day, after the ship had shifted berth to Ford Island, their planes were hoisted in, and final preparations were completed for readiness for sea.

Ordered underway on the morning of April 10, the carrier was to proceed singly to a point near Eniwetok, where an escort would be provided if available. If not, she was merely to increase her speed.
of advance, arrive in Ulithi during daylight of April 20, east longitude time, and report to the Commander of TASK FORCE 58 for duty in the Fifth Fleet.

And so, with a message of thanks for her efforts in the Hawaiian area and ComAirPac's best wishes for "good luck and Godspeed", the SHANGRI-LA at last stood out to do battle--seven months and nearly seven thousand landings after commissioning. If it took preliminary training and operational experience to qualify a fighting ship, there could be no doubt about it: she was ready!
OUR GUNNERY OFFICER

The Gunnery Officer, Lt. Comdr. J.D. Reilly, has served in the cruising cruiser Chester (the pride of the Navy and the terror of men) for five years, starting at the bottom, in the plotting room, and reaching the top as main battery spotter. The Assistant Gunnery Officer, Lt. Comdr. Kochlic, first saw duty in the cruiser Quincy, later boarded the newly built Hornet with a full bag, and not much later swam away from her in only his skivvies. He liked the water and soon found himself in submarines, pushing up periscopes to see Japan. His last duty was that of control officer at the line of departure (where one stops to pray) off the beach of Saipan. Lt. Alexander, the Second Assistant Gunnery Officer, who knew the names of every Jap battleship and cruiser when he was fifteen, kept an even better record of them during three and (Cont. on Page 3)

ANOTHER VICTORY

Pearl Harbor Cash Bond sales on board the good ship Shangri-La went over $91,000.00. One thousand six-hundred and forty-four bonds were bought. The average per man amounted to forty-five dollars.

Many men whose finances would not permit buying a bond had an opportunity to invest a few dollars in a good cause and among these men 157 won a Christmas Gift Bond.

Officers and men alike worked for the good name of the Shangri-La and every division came through in swell fashion.

Not the least interesting was the challenge sent to our sister ship the Randolph to prove that we were the champion Flat Top of the fleet. They accepted our challenge and after seven days sent the following message: "Shangri-La is congratulated on splendid record of cash war bond sales during the Pearl Harbor Drive. Randolph total cash sales through seven December twenty-three thousand dollars."

Now let's hold these bonds and keep the Jap head down.

WELL DONE

The following has been received by the Captain: "On behalf of our officers and men I thank you very much for letting us have the use of your very fine band for the concert and dance. Ensign Arthur was very cooperative and the music by your very finished players was much enjoyed by all who were able to hear them; I appreciate your courtesy very much indeed."

C.C. Baughman, Commodore, U.S.N.
Commander, NOB

"From all the comments I have heard, the ship passed a most excellent Damage Control Problem. My sincere congratulations to all hands. Well Done."

J.D. Barnett, Captain, U.S.N.
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains F. L. Mitchell and F. Martineau may be consulted at any time in the Crew's Library office.


THE PADRES SAY

With every passing year, the blessed season of our Saviour's birth brings hope and cheer to those of the Christian faith, and renew the bonds of devotion, prayer and fellowship which mean so much to the human heart.

We greet you, the officers and men of the Shangri-La, in the Name of Him, whom to know is life abundant, and life eternal. Though it be a time of war, may the spirit of Christ bring you this season that inner peace which passes human understanding.

We wish you the blessings of God's protecting providence and a double portion of His sustaining grace.

MUFFLERS FOR CHIEFS

CPOs may now wear mufflers with their overcoats under a recent addition to uniform regulations. When worn, they are to be of white silk, rayon or wool, plain or ribbed, woven or knitted, to be of approximately commercial size.

AND THOUSANDTH
BEACH PARTIES GALORE ONE, TWO, THREE, FOUR.

OUR GUNNERY OFFICER

(Cont. from Page 1)

one half years in the cruiser Chester. He
began his combat career cutting fuses on 37
shells with a hand wrench during the first
raid on the Marshalls, and now is charged
with the maintenance of the Shangri-La's
ordnance equipment.

The G-1 Division Officer, Lt. Nestor,
got to Tokyo with the Hornet, later sur-
vived many an action in the Essex. It is
believed that he is still single because
he hasn't been "States-side" long enough to
find a wife, but perhaps his prospective
Mrs. doesn't like the home he is so used to
--a Mk 37 director. Lt. Margolis, G-2 Di-
vision Officer, controlled 20mm in the
Enterprise, 40mm in the Yorktown, and now
5" in the Shangri-La. The Bureau of Ordi-
nance will design him a larger AA gun for
Christmas. Lt. Cecil of G-3 Division left
the Minneapolis just after she completely
destroyed two enemy torpedoes. He then
served in the mighty New Jersey throughout
the Central Pacific campaigns. Lt. Stro-
berg of G-4 learned to keep the 40mm shoot-
ing in the CVE Nassau. That his experi-
ences were stimulating will be guaranteed
by any Damage Control Officer. Lt. Heck of
G-O Division, the sea daddy, has been at
sea over ten years, eight of which were in

IT'S A SECRET

Don't tell the Gunnery Officer, but we're
better than he thinks. During the last
two firings we shot down four drones, and
without using much ammunition. Tuesday
morning we got so tired of waiting for the
drone to be launched we almost shot it out
of the hands of the Joe on the boat. But
we waited and shot it down in the afternoon.
It isn't such a small target; it ought to
tow a sleeve. You should have seen it fall
in flames, just like the new reels. In
fact, I'll bet our shake down report sounds
just like a Communique. "One plane known
to have been hit, another thought to have been
hit, and the last one last seen burning
fiercely, thought to have been destroyed.

/s/ Cannoners with Hairy Ears.

the battleship Idaho and two in the Che-
nango.

Many other officers and men of the Gun-
nery Department have met the foe, but they
left the job unfinished, so that everyone
could have the chance to earn free drinks
after the victory parade. A snappy salute
to the Gunnery Department and watch those
shells hit as one man expressed it, "We
ain't sweating here for nothin' "
FLIGHT QUARTERS...

With a good turnout, considering the work done and to be done, our varsity boxing team begins to shape up with a few names to be watched.

The middle weight class shows the most competition with V.S. Merlin, MM3c, EM Div., C.W. Russell, MM2c, EM Div. and Leroy Sparks, UM Div. Merlin and Russell have fought two draw matches in workout exhibitions with Merlin showing professional use of an arm to the body, and Russell the form of a good all-around boxer. Sparks, and don’t forget that name of his, has the natural ability of a mean contestant.

Representative of good welter weight competition are W.A. Cochran, RB3c, VS3 Div. and J.O. Desarnaux, SF3c, HA Div.

However, with no spots sewed up, the call is still out for boxers of all weights. Amateur or professional, beginner or expert, if you are interested in boxing report to CSP (A) Trannett at any one of the flight deck athletic activity periods.

DECK SPLINTERS

(Cont. from Page 2)

years in the Canadian Army. Pvt. Browne has served time in the U.S. Army....P.F.C. Beaman and Pvt. Lampert each has seen service in the Coast Guard....The first beach party resulted in the Marines losing their first softball game. However, they came back to even the score in the second........The 4th Detachment wishes Corp. Cox many happy returns of the day on his 24th birthday. Me too.

On-the-Horizon: C.L. Andrews, CEM, will combine Xmas bells with wedding bells come Xmas....A swell job of mess catering is being done by Chief C.E. Shealy, CQM....Winner of the Chiefs individual War Bond Raffle was won by Chief Gardner, ACMM....On hundred smackeroos....Ensign Arthur, Gus Bivona and his Musical Pirates were a distinct hit during their three day playing engagement at N.A.S. Navy 117.

Supply Officer, Lt.Cdr. Pabst, sporting a brand new mustachio....not going native

THE DEEP SIX

Girl: "My husband is in the Navy."

Wolf: "Oh, so your anchor's aweigh."

Millie: "When it comes to sailors, I like 'em tall, dark and handsome."

Daisy: "Yeah? When it comes to sailors, I like 'em tall, dark and handcuffed."

Mac: "Was her father surprised when you said you wanted to marry her?"

Mate: "Surprised! Why, he nearly dropped the shotgun."

Girl: "Do you like the girls who kiss better than the others?"

Sailor: "What others."

And did you hear about the prayer a SIc made on going into his first sea battle? "Oh Lord, please distribute the enemy's shots like the pay...mostly among the officers."

Sailor, walking into recruiting office: "Gimme that ol' sales talk again. I'm gettin' kinda discouraged."

A flirt is a woman who believes that it's every man for herself.

Sailors don't get along with southern girls. They talk so slow--a guy asks for a kiss, and by the time she says "Yes," his leave is up.

on us, are you Commander?...It is now Chief Commissary Steward, Wheatly.
CHEERFUL RESPONSE

The Infantile Paralysis Fund-Raising Appeal received a cheerful response by the men of the SHANGRI-LA as they contributed $300.00 to that worthy cause. Here’s hoping none of our sons will ever need to draw on this fund.

COMMENDATION

From: Commander Air Force, Atlantic Fleet.
To: Commanding Officer, USS SHANGRI-La.

Subj: PEARL HARBOR DAY Cash War Bond Sale.

1. Commander Air Force, Atlantic Fleet, notes with pleasure the excellent result obtained by the personnel of the U.S.S. SHANGRI-LA during the recent PEARL HARBOR DAY Cash Bond Sale.

2. In purchasing 1474 bonds for a total of $67,650.00 with a maturity value of $90,200.00 the personnel of the U.S.S. SHANGRI-LA has achieved the highest total of any carrier in the Atlantic Fleet.

3. This result, achieved during the very busy period of shake-down cruise, indicates enthusiasm and sound planning and organization by those in charge of the program.

4. The Officers, the entire crew and the War Bond Chairman have done a fine job and are commended on this excellent showing.

/S/ P.W.L. BELLINGER

"I've got a date with a sailor for the first time and I am wondering if I should let him kiss me good night."

"Don't worry, he'll decide that for you."

the staffs of Admirals Kincaid, Fletcher, Reeves, Taffinder and Freeman.

Our First Lieutenant maintains he is very pleased with his present Naval assignment and says he can prove he has the best job in the United States Navy.

THE FIRST LIEUTENANT

Commander K.L. Ayers was born in Olympia, Washington, November 8, 1926 and spent much of his early boyhood around the ships and boats then plying Puget Sound.

After an uneventful grammar school career, he entered high school, only to leave school during his junior year in favor of the sea. He started on the old President Jefferson then on the Oriental run. Ayers finally returned to complete high school and then re-embarked on his sea-going career. He spent many years in ships of all types and is one of the few ahoard who has crossed the Arctic Circle and gone around the Horn in the same year.

Most of Cmdr. Ayers' time in the Navy has been spent in the North Pacific, Alaska and the Aleutians where he was assigned to
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.

Divine Worship will be held on the Hangar Deck.
Give God a chance. Attend church this week.

THE PADRE SAYS

Some day you may be lying on the flight deck with a bullet where it hurts. When that day comes, you're going to want Jesus Christ to listen to you.

Jesus Christ must get pretty tired of the way a lot of men in uniform use His name. They decorate their conversation with it and drag the Holy Name into every sentence. They use the Holy Name in the course of a dirty story. They hit their thumb and they use the Holy Name. There's no letter in the mail for them and angrily they use the Holy Name.

They use the Holy Name so often that the good Lord realizes they are not talking to Him. They are just saying, 'Jesus Christ' because the words have come to have some kind of queer obscene meaning.

A Christian is a follower of Jesus Christ. You don't hear the Chinese cursing the name of Buddha. You don't hear the Russians dragging Stalin and Lenin as obscene words into a crap game. If you don't believe in God at all, you still have a great respect for a wonderful man, a hero who believed in a truth so much that He was willing to die for it. So, why constantly drag the name of Jesus Christ into all kinds of ugly, silly, or unnecessary conversation? Some day you may want Jesus Christ to hear you.

But if He has heard you using His name foolishly He may pay no attention to you when you need Him most. So do a little thinking about this important matter and use the name of Jesus Christ reverently.

U.S. MARINES

The Marine Detachment which became part of the SHANGRI-LA was formed 22 August 1944 under the capable guidance of Capt. Coggins, Lt. Lynch and Lt. Conklin. Its conversion into sea-going Marines was soon completed.

Their happy moment arrived when Lt. Comdr. Reilly, ship's gunnery officer, passed the word that, due to the great accomplishment of the Marine gunners on his last ship, they would be given five very fine mounts to man.

Officers and men alike have pledged themselves to perform every duty in such a way as to make the career of the SHANGRI-LA as glorious as her name.

Sailor's remark: What I want to get most out of this Navy is me.
IMPORTANT OF GUNNERY

Wars are won by destruction. Almost all destruction in war is caused by explosives. The country that uses explosives most effectively will win. Some explosives are planted in the ground or water; these are called mines. Some move through the water, such as torpedoes and depth charges. Many kinds of explosives are dropped from the air. But of all methods of delivery, the gun is the most fundamental. It is the only weapon that can hit again and again for a sustained period of time.

The U.S. Navy gunner possesses a heritage of bravery in action starting with John Paul Jones and his 18-pounders in 1779. Despite the many automatic features of modern guns, they’re no better than the gunners who control them.

Gunnery today is a science, and the complexities and features of operation of the gun must be thoroughly known in order to operate it intelligently. The day has not yet come when anyone can push the trigger and watch the enemy planes fall. Battle actions show that not only the well-trained, but the most courageous and experienced gunners get the results which impress the Emperor.

The SHANGRI-LA gunners are off to a good start. The Gunnery officer states that they have done well on the shakedown, but still have a long way to go. Good gunners, he says, are qualified only in action.

FIRST LOOEY’S SPIEL

(Cont. from Page 2)

During battle conditions, Damage Control is the major duty of the Hull Department. Recent developments have shown the need for efficient Damage Control and has given new impetus to our endeavors to make this ship Damage Control conscious. Drills are held frequently with the actual battle condition simulated as much as possible. The maintenance of fire-fighting gear and the training of personnel to use it, constitutes a good portion of the work in this branch. Watertight Integrity, Chemical Warfare, Stability, and the various piping systems come under this heading. The job is supervised by efficient Lt. Gorman, assisted by Lt. (Jg) Lezak, Lt. (Jg) Harris and Ensign Prizm.

As a part of its training program, this department recently established a Damage Control University, more familiarly known as D.C.U. The faculty is composed of officers of the Hull Department who give lectures and hold discussions on the various phases of Damage Control. The idea has caught on and the “Book Learning” coupled with actual practice during drills will make a crack Damage Control outfit. The slogan of Hull Department is: “Never Fear When Damage Control Is Near.”

Blessed is he that expecteth nothing, for he shall not be disappointed.
SHANGRI-LA IN HIMALAYAS

There really may be a Shangri-La unless our transport pilots who have been ferrying supplies to China over the Himalayas are seeing things because of too much altitude. Anyhow, these four have reported separately, that on occasions they have gotten somewhat off their course, they have spotted an astonishingly fine city in a remote valley which is completely walled off, and which looked to them like a counterpart of the beautiful haven from the troublesome world invented by James Hilton in his novel, "Lost Horizon." Incidentally, these same pilots also report encountering a mountain peak which, according to their altimeters, is higher than Mt. Everest, generally considered the highest peak in the world.

By Inquirer Washington Bureau Staff.

DECK SPLINTERS

Hi, Hates! We’re coming in for another landing bringing you more shavings from Deck Splinters. The past couple of weeks were activated by the presence of some of the biggest names on Broadway. What were they doing aboard? Like the SHANGRI-LA, it’s a mystery. However, here are a few names you have met. Moss Hart, who was responsible for such stage and screen hits as, "Once In A Lifetime," "You Can’t Take It With You," "The Man Who Came To Dinner," "Lady In The Dark," "Hinged Victory" and many others. Gilbert Miller, stage producer, who had at one time managed Tallulah Bankhead. Howard Barnes, drama critic for N.Y. Herald-Tribune. Robert Crowthers, drama and motion picture critic for the New York Times. Francis Carmody, Washington Evening Star, and others.

ATHLETIC FOOT NOTES

Tournament awards now on display in the forward Ship’s Service Store are examples of the medals to be given winners and runners-up of the coming tournament. We want to give them away, but we also want to give them to the best men.

Athletic gear of all types is available for all hands at the Athletic Gear Issue Room—Frame 100, starboard side of hangar deck, from 1000 to 1800 daily. Basketball and boxing equipment has been installed on the forward part of the hangar deck and elevator will be rigged as operations permit.

Fishing gear has recently been obtained in quantity and will be issued in the same manner as athletic gear. Fishing tackle left unattended over the side will be considered an Irish Pennant and cut loose. Each man is held responsible for his own gear.

FROM: ____________________________
TO: ____________________________

3c 1st Class
6c Air Mail

Do not write anything in this paper except addresses in the space provided. You MUST use your correct return address. Do not seal or fasten in any way. Attach stamp.
NAVY RELIEF

From: COMINCH & CNO. To: NAVOP. 30 Jan. 1945

*Problems of Naval Personnel, particularly those of dependents of deceased Naval Personnel, tend to become greater as the war progresses. The alleviation of these problems is an important part of our war effort and the Navy Relief Society is the Navy's own organization founded to mitigate such conditions.

During the period 1 to 15 February 1945, these facts should be made known to all personnel. As stated in COMINCH Serial 9277 of 1 December 1944 although no appeal is made for large contributions from any individual, all hands should be given the opportunity to contribute and by so doing provide the means to help their own as well as their shipmates' families when in need.

Donations will be received from officers 15 February and from enlisted men, 20 February. In making others you may help yourself.

HOME TOWN NEWS

Chicago (CNS) At least 104 U.S. physicians have died in action and 286 others have died while in military service since the outbreak of World War II. The Journal of the American Medical Association reports.

Bunnemede, N.J. (CNS) Suing for the return of his engagement ring, William Wittmer testified that he and his fiancée had a falling out over beds. "I wanted one," he said. "She wanted two—one for us and one for her mother."

Lt. Meade, Md. (CNS) A GI who recently arrived at the Separation Center here, went AWOL while awaiting his discharge from the Army.

Danville, Va. (CNS) The donors of prizes for farmers at a tobacco auction were asked to leave them in the lobby of a local bank. One donor drove his prize to the front door in a truck, demanded the bank to open its doors. The prize—a ton of fertilizer.
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.


THE PADRE SAYS

There are times when the atmosphere is right. It is hard to define it, but somehow a hidden factor makes for harmony, gladness, and understanding. Jesus once wrote in the sand with his finger until the atmosphere, tense with anger and self-righteousness, had changed.

He once took a towel and basin and washed his disciples’ feet until an argument about privileges came to an end. The second mile, the gentle answer, the good returned for evil, can change the atmosphere.

The fruits of true religion are love, joy, peace, long-suffering, gentleness, goodness and faith. What a difference these will make in the atmosphere today! Try it out on a shipmate and see how it works.

JEWISH SERVICES

Jewish Services were held aboard Friday, Jan. 19, 1945 in the ship’s library. The service was led by Lt. (Jg) Coleman and Murray Peck, PhOM 1c. A public relations office representative aboard, was the principal speaker.

Last Friday, thirty-three men attended. These services are held at 1830 each Friday in the library. All are welcome.

Teacher: “Modern dancing is merely hugging music; our big problem is how to reform it.”

Voice from rear: “Cut out the music.”

**

Old Salt: “Hey, that wasn’t the tooth I wanted pulled.”

Dentist: “Calm yourself—I’m coming to it.”

**

A censor reports an authentic letter written by a Tennessee lad, reads as follows: “Dear Pa: I’m in a tight spot, cooped up here on this carrier with guns and ammunition, bombs and airplanes and Yankees all around me. Tell Ma not to worry.”

**

Love is one game which is never called off on account of darkness.
THE NAVIGATION DEPARTMENT

This department is small in numbers compared with many other departments; small but select, with 3 officers, 20 quartermasters, 5 buglers and 1 yeoman.

The main work of this department is to direct the ship to its destination and avoid dangers. Other duties involve assisting the Deck Watch Officer while on bridge watch, steering the ship and keeping the ship's log. The buglers, of course, put out the smoking lamp and send you to general quarters.

In the chart house may be found several thousand charts covering all the waters of the earth, in addition to many publications and valuable instruments. New instruments and methods are being devised continually in the science of Navigation but the old method of observing the stars is still basic.

Any morning or evening while stars and horizon are clear, you may see the SHANGRI-LA's navigators measuring the altitude of various stars, noting the time and working out the ship's position. On cloudy days, much time is spent "sweating out the sun" or taking a sight as it breaks through a hole in the clouds.

When our planes are out on a mission, the chart house is busy keeping the ship within visibility of where the pilots expect to find her upon completing their mission.

Wherever the SHANGRI-LA is ordered to go, the Navigation Department is prepared to pick out the course and steer her there. Just don't ask questions.

DECK SPLINTERS

Lt. Peffle, Athletic Officer and his two aides, Chiefs Dale Harwood and Lou Trannett, are hard at work preparing schedules for Basketball and Boxing...All men interested should sign up immediately...Warrant Officer replacing Ensign Arthur, who was transferred on account of illness...Ditto Bob Wyatt, a new link in the personnel office change...Lt. J-N. Copper, new assistant and administrative division officer, who replaced Lt. Damm. Welcome aboard, Mr. Copper...Have you signed up as a student at D.C. University. If not, do it now! No tuition fee. An opportunity for training in one of the most important jobs aboard ship.

For further information, call Hull Dept.

Playing a big part in the naval maneuvers aboard our good ship SHANGRI-LA is Ensign McLawborn and his crew of photographers. Whether it be movies, stills or aerials, these Johnny-on-the-spot photographers make recording history.

Sabotage: Someone with a mania for cutting up things, slashed a sea bag belonging to M. Peck, PHM 1c and helped himself to a complete sea-going outfit plus manuscripts, music, scripts and gags. This material, gathered during the past twenty years, was brought aboard for the purpose of presenting shows. Anyone knowing whereabouts of this material, please contact Peck by dialing Ext. 242.

LEST WE FORGET...A year ago this month, Feb. 24th to be exact, the U.S.S. SHANGRI-LA was launched. With months of hard, diligent work, we have been able to come through so far, shattering a few records on the way and now almost to the year we are ready to join in the cry of General MacArthur's "On to Tokyo." On board ship are men from every state, city and nationality, sleeping shoulder to shoulder and soon to be fighting side by side...that their hopes and dreams may become a reality...so that in the future, they may be working shoulder to shoulder with tools of honest labor helping to preserve America with its Four Freedoms.

THE HORIZON

The ship's paper has space available for items of interest from all men and activities aboard. Turn in all contributions to the Chaplains in the library.
ATHLETIC FOOT NOTES

The illustration below is a reproduction of the boxing award that will soon be the property of the ship’s top boxer in each weight bracket. One award will go to each of the open and novice class winners of each weight group.

The top contestants in basketball so far have been the UM and OM divisions teams. Captains or managers of all division teams will be able to draw knee pads and game jerseys for tournament play. Many individual team players have availed themselves of the high-top sneakers and khaki shorts on sale at Small Stores. The use by teams of a standard uniform will add a lot of sparkle to the coming tournament.

Votes for sportsmanship and ability go to Basketeers St. Pierre of 06 and Ramos of UM. These boys were, coincidentally, teammates on their high school basketball team and are both playing on their two respective clubs.

Volley ball and Badminton gear are now available for those who enjoy this form of recreation. All equipment, raquets, shutteocks, volleyball, nets and standards will be issued 1000 to 1800 at frame 100, starboard side of hangar deck. These nets may be set up anywhere on the hangar deck where space is available.

It is to be noted that all hands who check out athletic gear are responsible for clearing the decks in case of emergency or conflicting operations.

Father: "I never kissed a girl till I met your mother. Will you be able to say the same to your son when you grow up?"

Son: "Not with such a straight face, father."

Blue eyes gone at mine—vesteation.
Soft hands closed in mine—palpitation.
Fair hair brushing mine—expectation.
Red lips close to mine—temptation.
Footsteps—damnation.

Boxing Award for the Winner

FROM: ___________________________ TO: ___________________________

1st Class
Air Mail

Do not write anything in this paper except addresses in the space provided. You MUST use your correct return address. Do not seal or fasten in any way. Attach stamp.
Our Communication Officer first entered the Naval service in 1930, when as a candidate for a commission in Uncle Sam's Navy, he was sworn into the Naval Reserve Officers Training Corps at Harvard University. Four years later he received his commission as an Ensign.

In 1937 he joined the 13th Division of the First Naval District at Lynn, Mass., where the division was training for destroyer duty.

In November 1940, the division, together with other reserve divisions throughout the country, was called to active duty. The Lynn division found themselves reporting aboard a transport, one that was being converted from a luxury liner to a Naval vessel in Hoboken, N.J.

After two years with the Amphibious Force in the North Atlantic, our Communication Officer reported to the CVE Pre-commissioning Detail, Astoria, Oregon where he assisted in commissioning and fitting-out of the CVE CASABLANCA. In June 1944, he received his new construction - the U.S.S. SHANGRI-LA.

NAVY RELIEF
To aid in the work of the Navy Relief Society, the personnel attached to the SHANGRI-LA last week contributed the sum of $1184.00.

THE RADIO SHACK
One of the most antique, yet mysterious, essential components of the ship is the Radio Shack. The radioman is known to the other elements of the ship only as a colorful character, who copies code like a madman and drinks coffee at all hours of the day (and night). The layman conceives him as a hunched figure before a typewriter, with cigarette butts piled up at his side, and him up to his neck in messages, attempting to tune a receiver and copy his beloved code at the same time. Well, this is a reasonable description of the radioman some years ago, but such a summary is far from complete, were one to be drawn of the sparks of today.

The duties of the radioman of today are numerous and complicated. With the advent of a new kind of war...measures are necessary to safeguard the security of our communications system. The revolution of the aircraft carrier has brought on an added necessity for this department--voice. An unbroken, unhampered vocal union between this ship and its aircraft is absolutely imperative. This requires the combined services of individual staffs of technical and aviation radiomen. War is news...and demands an enlightened crew. The SHAX therefore produces a complete picture of world events daily. The navigator looks to the radioman for his daily weather reports; the skipper, for his instructions.

As in most departments, war brings on tremendous, added responsibilities to the communication department, but that staff is performing well all its varied duties. It has made a corresponding advance with the ship in proficiency and perfection. It will be a decisive factor when we bomb Tokyo, Yokohama and....
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.

Divine Worship will be held on the Hangar Deck. Give God a chance. Attend church this week.


THE PADRE SAYS

We sometimes speak of a vicious circle; by it we mean that one evil follows another in a dreadful order of sequence. There is also a precious circle in which goodness follows goodness in a happy round of sequence.

In the worship of God, he bestows his goodness upon us. This awakens in us a response which results in our showing goodness to others, who in turn pass it on.

When worship of God makes this circle complete, people have learned the meaning of true religion. Worship God Sunday and strengthen that precious circle.

WEIGHT OF A CHIP

The man who carries a chip on his shoulder usually has difficulty maintaining his balance. It isn’t the weight of the chip that makes the difference, but the knowledge that it is there.

STAR SHELLS

It is the privilege of Star Shells in its initial copy to introduce the SHANGRI-LA Gunner, be he Bluejacket or Marine, a regular or reserve, an old-timer or a recruit, battle-scarred or untried, be he a citizen by birth or naturalization, he is an American. His God, his country and his ship represent his duty. He is, and always will be, faithful to his three major ideals. He will live with honor and die if necessary with glory to further promote what is his common belief.

The SHANGRI-LA Gunner has found, instead of monotony and loneliness, the friendship of his shipmates. He has extracted from his Battle Station the camaraderie that only men who depend on each other for life, can find. In the tense moments of General Quarters he has found that no man on earth can live alone. He knows that teamwork, the coordination of men and machines, is the answer to real efficiency. He knows that orders, the smart distribution and the unhesitating acceptance is the secret of the American Navy. With this knowledge the SHANGRI-LA Gunner is a credit to his ship, his ship is a credit to his country and his country can lead the world to a glorious Christian Victory.

***

Don’t borrow trouble—lend it.
EYES, EARS AND MORALE

"The Eyes, the Ears, and the Morale of the Navy." This is the Communication Department.

Our signalmen, under Lt. A.K. King and Lt. (jg) B. H. Mahoney as signal officer and assistant signal officer, respectively, are continuously scanning the sea and air for any flashing light, flag, ship or plane. The "eyes" of the Navy—the majority of them can be recognized by their blue eyes.

Sparked by Lt. K.C. Hartley, Lt. (jg) T.F. Clark and Lt. (jg) C. Gargis, the radionmen live in their shack listening to the distress of every nation, and when the occasion demands, transmit the news that the Tokyo Express is on her way to join in the action. To insure that the radionmen get and give the word, Lt. (jg) W.H. Hutchings and Radio-Electrician C.G. Allison and their material gang are forever adjusting and tuning receivers and transmitters. These men are the "ears" of the Navy.

Under MORALE comes such important things in life as mail from home. The postal officer Mr. Clark and his seven assistants handle all incoming and outgoing mail and if a man does not receive his mail promptly it is because he has not informed his correspondents of his correct address. Concerning outgoing personnel mail, it must be evident to everyone aboard that this mail must be censored. If the letter comes back, it is for some definite reason. All hands should consult their division officers if they have any questions as to what is prohibited. Matter. Your families and friends at home like to hear from you—don't hold up their letters.

The small but hard-working Print Shop is another morale factor, for while at sea, the printers publish the Daily Press and print the bi-monthly ship's paper.

SICK BAY SHOTS

Seen But Not Heard... Barnes gazing longing-ly at the picture of his Georgia peach... while composing a masterpiece to her... Mooney also gazing at the same picture and wondering... Sims with his hand in somebody's shirt pocket—what could he want? "Sacktime" Arena, doing what? Combing his hair, of course... Duzaik with that gleam in his eyes at mail call... The S.M.O. observing things with those admonishing eyes.

Heard But Not Seen... "Inkibinker" Scanlon blowing his nose... Pharmacist "Crashdiver" Maxwell making his entrance to Sick Bay... Chief Reich "Where the hell is Sims?" "Green taking a musher of his "pups" after taps... A big noise from No. 3 elevator pit.

Never To Be Seen Or Heard... Namuly saying "good morning" to someone... Scanlon jumping out of his sack at reveille, eager to get to work... Carlson caught with a broom in his hand... K.G. Payne in a big hurry to do something.

Familiar Phrases From Familiar Places...

Morning Quarters: Let's get back down below and square our places away for sick call.

Then there is the Coding Room functioning smoothly under the capable hands of the assistant communications officer, Lt. J.D. Boone, assisted by Lt. H. Winkler, Lt. F.J. Scanlan, Ship's Secretary, Lt. (jg) W.L. Chambers, the Custodian; Lt. (jg) C.H. Glassley, Ship's Historian, Lt. (jg) C.S. Leutwiler, plus officers from the radio and radio maintenance divisions. It is here where the information is received that stills all the rumors flying about the ship.

No wonder then that the Communication Department is known as "the eyes, the ears, and the morale of the Navy."
ATHLETIC FOOT NOTES

Results of recent basketball games with other ships indicate that the SHANGRI-LA can more than hold her own. Scheduled to open with the INDEPENDENCE, a last minute shift to a double-header brought forth another game with the LONG ISLAND. Splitting our strength into two teams (one of Marines one of Blujackets) the Marine team defeated the INDEPENDENCE 50-48. Finnegan’s set shot from the center of the floor decided the issue after the gun had ended the game. Finnegan finished with a total of 22 points, while Simmons collected 18. In the second game, the Blujackets, after leading most of the way, lost in the last thirteen seconds to the LONG ISLAND by a 40-39 count. Contreras scored 29 points for the SHANGRI-LA.

Later our club played the BATAAN on their ship court. The SHANGRI-LA came out on the long end of a 44-30 score. The same two teams played a return game on the SHANGRI-LA court two nights later, the BATAAN winning by a 55-37 count.

Recently the SHANGRI-LA accepted the challenge of the NEW MEXICO and eked out a 31-26 win. High point man of the evening was our Finnegan with 15 points. The SHANGRI-LA ship’s Officers’ team defeated the BATAAN Officers’ team by a count of 34-26. Ensign Walt Sprack scored 16 points for the winner. The SHANGRI-LA Signalmen defeated the NW MEXICO Signalmen in basketball by a score of 31-20.

In softball competition, the HA Division softball team representing the SHANGRI-LA, lost a close decision to the INDEPENDENCE softball team by a score of 2-1. Johnson pitched fine ball for the losers, but two unearned runs provided the margin of victory.

THE DEEP SIX

One luscious Hollywood chick just back from the U.S.O. tour of the war theatre, says she can’t understand why foxholes are called foxholes. *Every time I dive into one I net a wolf.*

***

Payclerk (to undecided groom): "You even get a $50.00 increase in pay when you take a bride."

Seaman (brightening): "Say, that is a seduction."

***

Sailor: "I’m not feeling myself tonight."

She: "You’re telling me."

***

Guest on board: "Hello, sailor, how do you find it here?"

Sailor: "Do down that hatch and walk aft."

All divisions are urged to enter teams in a touch football and volleyball league that will be conducted along the same lines as the basketball league. Sign up at the Athletic Gear Ready Issue Room, frame 100 on the starboard side of hangar deck.

Divisional Boxing teams are now being formed. Submit names as soon as possible. Men will be matched according to weight and experience. Special time schedules will be made for each division to work out. Instructions in boxing will be given to each team as they report.

FROM: ___________________________ TO: ___________________________

3c 1st Class
6c Air Mail

Do not write anything in this paper except addresses in the space provided. You MUST use your correct return address. Do not seal or fasten in any way. Attach stamp.
CAPT. BARNER EXTENDS GREETINGS

The SHANGRI-LA has been in commission six months, and it is my great pleasure to give a message to the crew of the ship for inclusion in this issue of the HORIZON. Six months ago the SHANGRI-LA was a naval vessel built to Navy specifications and manned by a Navy crew, but she was not in any sense a Man-of-War.

In the six months just passed, the officers and men of the SHANGRI-LA, working together whole-heartedly, have made this splendid naval ship into a Man-of-War ready to take her place with the Fast Carrier Task Force of the Pacific Fleet and carry her full and equal share with the veteran carriers which have reported ahead of us.

I have watched the development of the ship and the individual members of the crew with a great deal of interest. In the six months just passed you have all gained in experience and many of you have developed from mere children into fighting Man-of-War’s men. Our Air Group, under the able leadership of Comdr. Sherrill, has also developed and today that group is ready to take its place in the front line at any time.

I realize that putting a new ship in commission is a hard job for a great many men. Some of you had never been away from home before and living on board ship was a new experience for you. On board ship you lived in confined spaces, your duties were new as were your shipmates, and it took some time for many of you to get used to these new and strange conditions. I am very proud to say that with few exceptions the entire crew, both officers and men, have lived up to my complete expectations and today, because of your whole-hearted efforts, the SHANGRI-LA is one of the finest fighting ships in the Pacific Fleet.

Our development in the next six months will be, I fully expect, even more rapid and I predict that when the SHANGRI-LA has her one-year birthday, she will be classed as one of the most outstanding fighting ships in the Navy.

(Cont. on Page 3)
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.


The Poole Says

"A ship is only as good as its crew. An old ship with a good crew is better than a new ship with a poor crew." For six months the SHANGRI-LA has been going through manuevers, and the crew taking part in drills. A fighting ship reaches its peak only after its crew and officers reach a maximum degree of spirit, team work and experience.

It is difficult, however, to build excellent spirit and team work through daily routine alone, and we resort to other activities to help achieve our goal, and to understand our shipmates. Entertainment and athletic recreation programs are organized for your benefit and it will help you to become better acquainted with your shipmates, to understand them, and to be more considerate of them.

Doing your work and being able to help your shipmates in a pinch, is the type of spirit and team work that we want to develop. As we visit other ships, the more we know the SHANGRI-LA is a good ship. For six months we have worked hard, and now we are ready for the real test of combat. Take advantage of all the activities, know and understand your shipmates, be willing to help them in a pinch, and qualify yourself as a member of the fighting crew of the best carrier in the fleet.

DECK SPLINTERS

"Handy" Hancock, enlisted Navy Correspondent, LincPac Press Division, now aboard to gather material which will let the folks at home know what their boys are doing. Question now lying in the pending basket of the personnel office is, "When do we get liberty?"... Joe Denmark, YLC, now possesses a Victrola which he is sharing with the gang in the Personnel office.

"Tony" Torevis, SSMT 3c and Eddie Comisky, SKD 3c, both formerly New York firemen, received letters and cards from Mayor LaGuardia, stating that their jobs will be waiting for them after this war... DJTIO... Willielm Lorence, SKD 3c and Ed Roberts, SKD 1c, former policemen on the N.Y. staff. They hail from Manhattan and Yonkers, respectively.

**

Sailor: "What do you mean, I have nice baby hands?"

Wave: "They're just beginning to creep."
THE MEDICAL DEPARTMENT

A Pharmacist Mate is versatile. He is at once a seamstress while suturing cuts, a mason while applying plaster of Paris casts, a machinist as he repairs live machines, and a first-class janitor.

The supreme criterion of the Medical Department's abilities is, "To keep as many men at as many guns as possible." Their job is to take care of the wounded in battle and care for the sick.

Six of the eight officers of this department have seen combat duty. This includes the three medical officers, two hospital corps officers, and one dentist. Their former duties represent practically every branch and type of craft in the Navy. This includes Aviation, Submarine, Large and small Surface Vessels, Amphibs, and Fleet Marines. Since these officers are both teachers and leaders, their previous experience is invaluable in aiding with real or theoretical problems. Together, with several enlisted veterans, they form a vital nucleus which cannot but help make this a capable organization.

Not only is the department well equipped with personnel but also with material. The latter is being used sparsely now in order to be better prepared for the future. The operating room is replete with the facilities, instruments, etc., to perform any minor or major operation.

But even with this up-to-date equipment and trained personnel there is a limited number of pharmacist mates and doctors. It is possible that the ship may suffer several hundred casualties in a matter of minutes. If communications are cut off, the likelihood of reaching all of these casual-

ANOTHER SPLENDID GIFT

A final report shows the offering to the Navy Relief Society amounted to $3,400.00. This speaks well for the fine spirit of the USS SHANGRI-LA.

THE SENIOR MEDICAL OFFICER
(Cont. from Page 1)
Navy Medical Officer inasmuch as the entire population of 20,000 natives was cared for by the Navy. During this period he delivered 236 Chammorra babies.

On return to the U.S. in June, he was reassigned to Navy Yard, Puget Sound, and was stationed there until November 1944, at which time he was transferred to Navy Yard, Pearl Harbor. Just prior to Dec. 7, 1941, he had joined a Marine Unit and during the attack on Pearl Harbor, an emergency dressing station was set up under his direction in a Marine Barracks.

He accompanied the Third Defense Battalion, 1942, which was attached to the First Marine Division for the assault and defense of the Tulagi-Guadalcanal area. He wears the Presidential Unit Citation Ribbon awarded the First Marine Division for this action. Back in the U.S., Dec. 1942, he was designated a Naval Flight Surgeon after completing a course in Aviation Medicine at NAS, Pensacola. His next duty was in the capacity of Staff Medical Officer on the staff of the Chief of Naval Air Technical Training with headquarters in Chicago, which billet he held until shortly before reporting aboard the USS SHANGRI-LA.

ties in time is small indeed. Therefore, it's up to all to learn first-aid. Only with full co-operation can the Medical Department function with maximum efficiency.
THE SEARCHLIGHT

The Searchlight today centers on a man overboard. Richard S. Nunnally, Hale from Richmond, Va., really knows what the term "shipmate" means today after being saved when accidentally knocked overboard.

It was the split second coordination on the part of his shipmates and those on a nearby destroyer, that probably saved his life. When Nunnally, sans plane, accidentally flew from the flight deck into the blue water far below, so well trained were the crew members, that it was almost as though the accident had been rehearsed.

Immediately, a pilot in a nearby plane on the hangar deck, pulled the release cord on the plane's life raft which plummeted into the sea near Nunnally. At the same time, another shipmate tossed a smoke marker into the sea so that a nearby destroyer could locate his position and the "man overboard" word was passed to all ships in the vicinity.

It was only a matter of minutes before Nunnally was in the life raft and a short time later pulled to safety on board the destroyer. It is reported that Nunnally is asking for flight pay.

CAPT. BARNER EXTENDS GREETINGS

(Cont. from Page 1)

I desire to express to each officer and man my sincere appreciation for the hard work and loyal support you have given me in the six months the SHANGRI-LA has been in Commission.

/s/ J.D. BARNER

Register your War Bond Allotment Now!

FROM: 
TO: 
3c 1st Class
6c Air Mail

Do not write anything in this paper except addresses in the space provided. You MUST use your correct return address. Do not seal or fasten in any way. Attach stamp.

STAR SHELLS

A great splash of flame fills the sky overhead. It is the last effort of the sun to light our world. The sun is sinking nobly below the sheer-like horizon, leaving its rays to remind us another day is fading into the past. The ship's bugler calls us to the thoughts of darkness, with "darken ship" call. The turrets and the tubes stir with activity.

The SHANGRI-LA Gunner is now in another world; behind is the gaiety and brightness of day, ahead is night. Beneath the blanket of ebony quickly shrouding the ship, he becomes tense with suspicion and alert to the danger which may lurk beyond his vision. While the rest of the crew drop into peaceful slumber, the gun watch check the guns to insure immediate operation should the emergency arise.

Throughout the long weary night, in every form of weather, the Gunner remains at his gun only to be relieved by the ever-welcomed dawn of a new day. Another day to thank God for the hope he places in us, and for the ability He bestows upon us to do our job well. So, the Gunner Department carries on.

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A Star Shell to illuminate the future of a prospective movie idol, G4's own George Hildenbrand. Another flash for the dual vocations of Roy Kannister, G4's Pugilistic Poet Laureate.

**

The working party singing: "Praise the Lord, there ain't no ammunition."
CREW MEMBERS GET PUBLICITY

"Hey look, Ma, Johnnie got his name in the paper!" And pretty soon, that is what the families and friends of all the men on board the SHANGRI-LA are going to be saying, for just recently one of the first Navy enlisted correspondents was assigned to this ship to write newspaper stories about the men on board for the home-town newspapers back in the States.

The correspondent is "Handy" Hancock, a member of the CinCPac Press Staff, who will be permanently assigned to this ship during the coming cruise. His job will be to write stories about every man on the ship, and his stories will be forwarded to the hometown newspapers of every "Johnnie" and "Joe" on the SHANGRI-LA so that the folks at home can see what every man is doing while out in the great Pacific.

When we go into battle, the folks at home will read about it. If a man is advanced in rate, awarded medals, transferred to a new billet, ship or station, given commendations, or a thousand and one other things, the folks at home will read about that too.

Stories will go to the hometown papers about the daily life of every man while at sea, telling about the routine work of his division as well as the battles he fights. This and many other things will be sent to the newspapers so that crew members of the SHANGRI-LA will get publicity at home for all they are doing while away at war.

A publicity questionnaire has been distributed to every man on the ship. This material will be used as background information by the Navy correspondent while writing the stories about you. This is just one phase of this new program the Navy Department has started to procure for the personnel public recognition.

The man who can please everybody has never been born and both his parents are dead.

A good man dies when a boy goes wrong.

EXPRESSIONS OF APPRECIATION

It is a pleasure to quote the following which has been received from the Commanding Officer of Air Group: "During the period in which Air Group was embarked on the SHANGRI-LA, the ship's company displayed a high degree of cooperation and willingness to assist the air group personnel in every possible manner. As a result, the air group was able to work in a highly pleasant atmosphere, and performed its task with enthusiasm and zeal. This command wishes to express its appreciation for this splendid attitude of the ship's company and to thank the Commanding Officer and all hands in behalf of the officer personnel of Air Group."

The following letter addressed to the Commanding Officer has been received from ComServLant: "Acknowledgement is made of your contribution of $900.00 to the Infantile Paralysis Fund. Your contribution was included in the list of those activities participating in this appeal for funds and was forwarded with the list to the National Foundation for Infantile Paralysis, via the Commander-in-Chief, U.S. Atlantic Fleet. Mr. Basil O'Connor, President of the Foundation, has acknowledged receipt expressing appreciation for the most generous contribution made by yourself and those who serve under you."

DO NOT CASH BONDS

Indicating how practical Americans are, only 12 per cent have cashed their E, F and G bonds since they went on the market on 1 May 1941 although a total of $4,749,000,000 have been sold.

The exact figures are: redemption 12.04% retention 87.96%. The wise sailor has as his motto: 'Allot now, a lot later.'

A sailor known to think no more of a dollar than his right eye, sent his wife a check for a million kisses on her birthday. She promptly wrote in reply, "Dear Joe--Thanks for the generous check. The ice man cashed it today."
ATHLETIC FOOT NOTES

The ship's first competitive boxing show on 19 March started the boxing ball rolling with gusto.

In the opening tilt, Gô's Red Douglas and Joe Young of HM in the 143 pound class put on a slugfest from start to finish. Red took the nod. The next bout saw Carroll of V3L and Brailey of VHI in the 135 pound bracket box to a draw.

Marine Ted Megargee and Randall of Gô slugged it out to a draw. This bout was so well fought and evenly matched that the divisions have demanded a return match.

Irish Pat Cochran of V3R, a good boxer with a stinging left, and VHI's Colissimo in the 145 pound class put on an interesting bout. With points in favor of both boys the judges had a hard time calling this one.

The Marines came back with Yokum but he found his hands full with Contreras of G3. This fight was in the 135 pound class. A draw.

Marlin of FM was kept busy trying to get to Hass Michael in the 155 pound bracket but didn't get anywhere 'til Michael's legs gave way in the third round and Marlin got a KO. These boys both deserved the hand they received.

Middleweight Rassell of EB Division showed himself a cool, collected two-handed boxer in out-fighting LM's Classy Clemens. These men gave a good demonstration of boxing skill.

DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martinneau may be consulted at any time in the Crews Library Office.


The Padre Says

During a raid on Schweinfurt several months ago, one of our bombers, "Battlin' Bobbie," was hit and two of her engines were knocked out. For 500 miles the bomber hedge-hopped over trees, roof tops and enemy pill boxes.

All the time as the plane limped along, her crew kept praying that the two smoking engines wouldn't smoke out. Then they finally reached the airfield and the perspiring pilot climbed out of the ship, his comment was, "We made a Chapel out of that airplane today."

It pays the child of God to make a Chapel out of the place in which he works, sleeps, lives, travels or fights. In fact, he should make a Chapel out of this ship and recognize that God is on board.

BEER ON THE BEACHES

Pacific (CNS) - Members of Uncle Sam's Fighting Fleets in the Pacific are eagerly awaiting their next beach. Navy Secretary James Forrestal has just ruled that naval vessels may now carry beer and ale for their crews, with the provisions that the bluejackets do all their guzzling on shore and not on ship.

Photographer shoots photographer. While Ensign D. A. McLawhorn, official ship's photographer is focusing, he in turn is shot by the HORIZON scout photographer.
SUPPLY SCUTTLE

When you see a finger-lift jitney racing over the hangar deck like a jeep on maneuvers, that is the sign that J.W. Lyons, 51c has just been turned loose to move stores.

When you hear sweet music drifting from Clothing and Small Stores, it is only L.L. Bisbee, SK2c, playing his new phonograph which he won back from the rest of the SKs.

When you smell a big cigar you might see M.M. Wright, SK1c, in the office smoke screen. It really isn't because he likes them, it's just to cover up all those Varga calendars he has been receiving lately.

When you think of it, all in all, the fellows are a nice bunch, if their officers could only get them bunched.

STAR SHELLS

To start the day right you must meet "Little Sam" Martinero, though his mirth may sometimes be hidden "neath his prominent protrusion, he is ever laughing and congenial, the Joker of G2 Division.

To Lawrence, Mass., an honorary STAR SHELL to light the proud spirit shown by a civilian, who named his summer home, the "SHANGRI-LA" in honor of the ship his son is serving on.

Not a STAR SHELL, but a fire-cracker to Seaman Hetzel who unfortunately was "shell-shocked" by the loading machines.

To further prove the high degree of cooperation between Gyrenes and Bluejackets--gaze aloft to that gun crew consisting of both.

The department reporters finally saw the point in one of the Deep Six jokes as they turned in copy for the next issue of the HORIZON. Left to right: W.W. Gentry, Y3c; M. Peck, Pho1c; J.W. Sledz, Y3c; Chaplain P.L. Mitchell; F. Ketch, Sic; A. Caton, Phm3c; E.F. Abood, RM3c; Corp. R.C. Erler.
THE DEEP SIX
"What kind of sailors are they?" asked St. Peter.

"American," replied the gatekeeper.

"Oh, let 'em in," said St. Peter, "they will want a transfer in six months, anyway."

* * *

Boot: "You should be more careful to pull your shades down at night, Chief. I passed your home last night and saw you kissing your wife."

Chief: "Ha, Ha! The joke's on you, Mac. I had the duty last night and wasn't home."

* * *

Judge: Are you sure this man was drunk?"

Cop: "Well, he put a penny in the mail box, looked up at the bank clock and yelled, My gawd, I've lost 20 pounds."

COMMUNICATIONS
The "ultra-modern" CR Division now elaborating over their mastery of the rudiments of first-aid. Honest, fellows, you needn't be dismayed at the popular conception of first-aid... Bundles of bandages, crushing tourniquets, pulverized "burn" victims, etc. That is merely "movie talk." On the contrary, first-aid is comparatively simple, and it saves lives. Ask any "Flo Nightingale" in the CR Division.

Emmet Skipworth, S2c, CR Aviation, boasts that he is the shortest man (or reasonable facsimile thereof) aboard the SHANGHAI-LA. He barely tips five feet in height. "Skip-pie" is from the rugged state of Texas, the land of the big badmen; but, he admits that he was the Lone Star's Lone Blacksheep.

* * *

S1c: "That was a classy girl you were with last night. Where did you find her?"

S2c: "Unno. I just opened my wallet and there she was."
From: Commanding Officer
To: The Chief of Naval Operations

Subject: Ship's History - USS SHANGRI-LA (CV38) from April 10, 1945 through June 12, 1945 - Submission of

Reference:
(a) CNO Ltr Op-33-J-6-HMD Ser. 506233 dtd. 5 Oct 1944.
(b) Aviation Circular Letter No. 74-44 of 25 July 1944.

Enclosures:
(A) Chronology and Narrative
(B) Four (4) issues of "Shangri-La Horizon"
(C) Ten (10) photographs from ship's files

1. In accordance with references (a) and (b), enclosures (A) through (C) are forwarded herewith.

2. The ship's history for the USS SHANGRI-LA embraces the period from April 10 through June 12, 1945, and does not include an individual history of the air group embarked at that time.
April 11, 1945: Underway from Pearl Harbor to Ulithi in accordance with dispatch ordering USS SHANGRI-LA to report to CTF 58 for duty in the Fifth Fleet.

April 13, 1945: Crossed 180th meridian and at midnight changed date to 15 April E1D.

April 17, 1945: USS STADTFELD (DE29) from Eniwetok joined carrier to provide escort for remainder of cruise to Ulithi.

Flight operations resumed and gunnery exercises conducted throughout the day.

April 19, 1945: Deck load take-off and landings with simulated Kamikaze attacks on carrier. One FG-1D from VBF-85 made water landing.


April 20, 1945: Arrived at Ulithi atoll and anchored in Berth 24.

April 21, 1945: Got underway again in TASK UNIT 50.9.10 under tactical command of ComBatDiv 7 in USS IOWA (BB61) and in company with USS STAMBERG (DD644) and USS HAGGARD (DD555). Ordered by ComSerOn 10 to proceed to fueling rendezvous with Task Force 58 in vicinity of Okinawa operations.

TASK UNIT 50.9.10 to be dissolved upon reporting to CTF 58.

April 22, 1945: Flight operations included one deck load strike with simulated attack on the USS IOWA in addition to regular CAP and ASP.
April 23, 1945: CARRIER AIR GROUP 85 launched mock attack on the formation.

One F4U-1D from VBF-85 lost at sea during operations.

Pilot: Lieutenant (jg) C. W. S. Hulland, 57897. Lost at sea.

April 24, 1945: Arrived at fueling rendezvous of Task Groups 58.4 and 50.8. TASK UNIT 50.9.10 dissolved. SHANGRI-LA reported for duty to CTG 58.4, took station in disposition and fueled from tanker.

April 25, 1945: Underway with TASK GROUP 58.4. Launched AIR GROUP 85 in its first strike against an enemy target, Okino Daito Jima.

Completed 36 sorties against radio and radar stations, warehouses and living quarters on this tiny enemy island. All planes returned safely aboard.

7,000th landing aboard made by Lieutenant B. N. Jarrett, 72764, Ravenswood, West Virginia.

April 26, 1945: Commenced normal strike routine with TASK GROUP 58.4 in support of Okinawa operation. Furnished CAP over ship, target and radar pickets, also TCAP over Tokuno airfield and southern Okinawa.

Completed 62 sorties over target and 44 CAP.

April 27, 1945: Resumed CAP over Tokuno and Okinawa. CAP over Tokuno airfield dropped six bombs on runway and two in revetments, rendering field inoperational.

Sorties over target: 71 CAP, 40 Day and 6 Night.

April 28, 1945: Established rendezvous with tanker group for refueling and received bombs from
April 28, 1945: ammunition ship. Departed from fueling rendezvous in afternoon.

April 29, 1945: Resumed strike routine with TASK GROUP 58.4.

SHANGRI-LA shot down her first Japanese plane during the midwatch. Bogey picked up at 50 miles by radar and NCAP vectored out. Plane identified as Betty and splashed.

Pilot: Ensign J. S. Patton, Homer, Louisiana.

Operations for the day consisted of TCAP over Tokuno and strikes against Kikai Jima. Before taking patrol stations over Tokuno, AIR GROUP 85--on 5 missions to the airfield--dropped a total of 32 500-pound bombs, including 8 GP. In two strikes against Wan airfield on Kikai Jima, the SHANGRI-LA squadrons dropped 110 quarter tonners and 17 half tonners.

One SB2C lost outboard section of wing and spun-in northwest of Wan airfield.

Aircrewman: Atwell, M. H., Jr., ARM3c, 8072924. Missing in action.

Another SB2C made hard water landing about 5 miles north of Wan airfield as result of fire under port wing. Both pilot and aircrewman saved.

One TBM-3 burst into flame as result of light anti-aircraft fire. Both pilot and aircrewman bailed out. The former was lost but the latter was picked up.
April 29, 1945:
Sorties over target: 88, Photo 8 CAP and other 34.

In late afternoon TASK GROUP 58.4 was under enemy air attack and SHANGRI-LA fired for first time on Jap plane by radar control. One hostile plane, apparently headed for the USS WISCONSIN was shot down by the task group at low altitude.

April 30, 1945:
Resumption of operations centering around Tokun. During CAP two of our planes shot down a J11 18 miles east of the ship’s force. Nothing sighted during 7 routine patrols over Tokuno.

Sorties: TCAP 39, CAP 69, Photo 1.

May 1, 1945:
Operations centered around Okinawa, with the usual routine patrols. Nothing was sighted on TCAP over Okinawa and Amami. In two support missions over Okinawa AIR GROUP 85 dropped 98 500-pound bombs on troop concentrations, caves and mortar positions. Four Helldivers from VB-85 dropped 8 500-pound bombs on enemy troop concentrations north of Shuri Town.

Sorties: Combat 31, TCAP 61, CAP 30, Photo 3.

May 2, 1945:
Rendezvous with logistic support group for refueling and rearming.

First operational accident during this period of operations occurred when an F6F-5N landed aboard from night patrol with his wheels up. Belly tank burst into flame but pilot uninjured. Plane stripped and jettisoned.

May 3, 1945:
TASK GROUP 58.4 returned to Okinawa to resume patrols and strikes.

On two missions in support of the Tenth Army, CVG-85 dropped 58 500-pound GP’s
May 3, 1945:

on Japanese military emplacements and troop concentrations. TCAP sighted nothing.

A planned sweep of Minami Shima was cancelled as a result of limited visibility.

Sorties: Combat 4, TCAP 16, CAP 12.

May 4, 1945:

SHANGRI-LA had a day of good hunting against the Japs. On TCAP over Okinawa VF-85 shot down a total of 13 enemy planes consisting of: 5 Zeke's, 5 Type 93 twin float biplanes, and 3 Fletes. On TCAP over Kikai Jima VB-85 dropped 4 500-pound GP bombs on Wan airfield prior to assuming patrol station. Other TCAP's over Okinawa and Kikai sighted nothing.

During attack by enemy aircraft north of Okinawa, two F4U-1C's were shot down.


Lieutenant (jg) Saul Chernoff, 347306, Hollywood, California. Picked up by patrol vessel.

Sorties: TCAP 64, CAP 39, RAPCAP 8.

May 5, 1945:

AIR GROUP 85 continued its operations over Okinawa and Kikai Jima. On TCAP over Kikai SHANGRI-LA fighters and bomber-fighters dropped four bombs on the Wan airfield before taking up patrol. One F4U-ID and one FG-1D were knocked down by light anti-aircraft fire east of Kikai.

Pilots: Both made water landings and were picked up by Dumbo.

During strike on Kikai Jima, Wan airfield was hit by 28 500-pound GP's, 19 250-pound GP's and 96 100-pound GP's with 6-hour and 12-hour delay fuses. In addition, 6 150-gallon tanks of Napalm were dropped on gun emplacements and military installations.
May 5, 1945: Upon return from this strike one SB2C-4E—with a large flak hole in the leading edge of its wing—spun-in while taking a wave-off. Pilot: picked up and returned to the ship.

Sorties: Target 24, TCAP 72, CAP 29.

May 6, 1945: Offensive and defensive sorties were flown in the Amami, Okinawa and Kikai Areas. The Wan airfield on Kikai was again plastered with 500-pound bombs and its anti-aircraft positions were strafed by machine-gun fire.

In a strike on Amami a landing craft was left burning, a 40-foot motor boat exploded under a direct hit, and an ammunition dump was detonated by strafing.

Okinawa support missions dropped 151 500-pound bombs on assigned targets menacing the Tenth Army. Anti-aircraft emplacements, houses and trucks were damaged and a landslide buried a group of caves. Trenches along the Japanese front were erupted by numerous explosions.

No opposition was encountered in the air.

Sorties: Target 61, TCAP 35, CAP 44.

May 7, 1945: Rendezvous was established with logistic support units and the day was spent in rearming and refueling.

May 8, 1945: The SHANGRI-LA cruised in the Okinawa area, but weather conditions prevented flight operations.

May 9, 1945: Operations resumed in Okinawa area. Support missions bombed troop concentrations and an enemy supply dump. 32 500-pound bombs dropped on an ammunition dump failed to inflict damage because their instantaneous fuzes failed to provide penetration.
May 9, 1945:
The TCAP over Okinawa for the day sighted nothing.

Sorties: Target 24, TCAP 52, CAP 24, Other 2.

May 10, 1945:
Operations for the SHANGRI-LA centered around Okinawa, Tokuno and Amami.

At 0835 CAP splashed one Judy, bringing the air group’s total of planes shot down to sixteen.

Tokuno airfield was hit by 7 500-pound bombs. Before taking patrol station, the TCAP over Kikai Jima dropped 8 500-pound bombs on Wan airfield and made a run on enemy anti-aircraft positions. Two Okinawa support missions dropped a total of 100 500-pound bombs on artillery positions and troop concentrations behind Japanese lines.

One F4U-1C was downed from an undetermined cause during patrol over Amami. Pilot bailed out and was picked up by Dumbo.

One FG-1D was downed during the patrol over Kikai. This pilot also parachuted to the sea, but climbed ashore on the island and was captured by the Japanese. Pilot: Lieutenant D. C. Kincaid, 114564, Griggs, Oklahoma. Missing in action.


May 11, 1945:
The SHANGRI-LA had another profitable day in the area around Okinawa and Tokuno. Her NCAP tallyhoed a Betty 15 miles from the ship, damaged the plane with direct shots but did not see it fall.

Okinawa support missions dumped 20 quarter-ton GP’s and 44 HVAR on Gushichan Town.
May 11, 1945: and on Japanese houses, troop concentrations and artillery installations on the southern end of the island.

On patrol between Tokuno and Tori Shima, 16 fighters from the SHANGRI-LA encountered a swarm of Zekes. 9 were shot down and 2 more probably destroyed. Others at high altitude might have been splashed but the 20-mm guns on the fighters jammed and only gun camera shots were obtained.

On patrol over Tokuno one F4U-1C was shot down by anti-aircraft fire, but the pilot was rescued by Dumbo.

Sorties: Target 20, TCA 91, CAP 22, Other 2.

May 12, 1945: TASK GROUP 58.4 departed from combat area for period of recreation and replenishment at Ulithi.

May 14, 1945: Anchored at Ulithi.

May 15-17, 1945: SHANGRI-LA made preparations to receive the flag of Vice Admiral John S. McCain, USN, Commander Second Carrier Task Force, Pacific.

May 18, 1945: Vice Admiral McCain hoisted his flag in the SHANGRI-LA.

May 24, 1945: TASK GROUP 58.4 sortied from Ulithi and got underway again for area of Okinawa operations.

May 27, 1945: Joined Task Group 58.3 at fueling rendezvous.

During morning Vice Admiral Marc A. Mitscher, Commander First Carrier Task Force, Pacific, transferred aboard via destroyer for conference with Vice Admiral McCain in the SHANGRI-LA.
May 28, 1945: At midnight TASK GROUP 58.4 changed its designation to TASK GROUP 38.4—and was joined at dawn by the USS MISSOURI (BB63), Flagship of Admiral William F. Halsey, Commander Third Fleet.

That afternoon Vice Admiral McCain relieved Vice Admiral Mitscher as OTC and Commander Task Force 38, with the SHANORI-LA as his flagship.

New strike day routine inaugurated aboard the SHANORI-LA. Crew remained at battle stations from before dawn until after sunset, thereby enabling the ship to maintain a high material condition of closures throughout the day. Relaxation was provided by setting Condition 1E when conditions permitted.

On two TCAP missions over Okinawa, AIR GROUP 85 shot down 10 Japanese planes: 2 Oscars, 2 Nicks, 4 Franks, 1 Nate and 1 Val.

Sorties: TCAP 48, RAPCAP 15, DADCAP 4, CAP 8.

May 29, 1945: Admiral William F. Halsey relieved Admiral Raymond A. Spruance as Commander Third Fleet.

In two support missions over Okinawa, squadrons from the SHANORI-LA bombed, rocketed and strafed caves in a hill north of Naha airfield with no enemy opposition. On the southeastern tip of the island they bombed, rocketed and strafed Aragusuku Town, Minatoga Town and the road connecting them.

Sorties: TARGET 52, SEARCH 8, DAY 12, RAPCAP 8, OTHER 4.

May 30, 1945: Operations consisted of defensive patrols off northern Okinawa. Limited visibility reduced the effectiveness of two TCAP missions and cancelled two others.
May 30, 1945:  
Sorties: TCAP 32, CAP 20, RAPCAP 16, Other 3.

May 31, 1945:  
Schedules for all flights to Okinawa were delayed as a result of low fog over the group. Those which did take-off sighted nothing.

Sorties: CAP 20, TCAP 44.

June 1, 1945:  
TASK GROUP 38.4 rearmed and refueled from logistic support group.

June 2, 1945:  
AIR GROUP 85 launched sweep over Kyushu, striking Chiran, Kagoshima and Izumi airfields. While orbiting two downed pilots from the USS YORKTOWN (CV10), the SHANGRI-LA flyers were attacked by a group of 20 to 30 enemy planes.

In the resultant melee they shot down one Jack and one Oscar, probably destroyed one Tony and damaged a Zeke.

The following casualties were sustained by AIR GROUP 85:

One F4U-1C spun-in on take-off from ship. 
Drowned while attempting to swim from life raft to rescue destroyer.

One F4U-1C, previously damaged in air battle, crashed en route to ship. 
Missing in action.

One FG-1D, while orbiting Kennedy, ran out of gas and made water landing. 
Missing in action.

One F4U-1D was shot down by enemy fire while orbiting YORKTOWN pilot and Dumbo.
June 2, 1945:


One F4U-1D was shot down by anti-aircraft fire off Ibusuki seaplane base.

One F4U-1C was hit by enemy fire near Ibusuki and crashed near Kuchino Shima.

One FG-1D ran out of gas on return to ship but pilot was picked up.

One F4U-1D which was badly damaged by enemy anti-aircraft fire landed aboard but was stripped and jettisoned.

Sorties: TARGET 32, SEARCH 12, DAY CAP 28, NCAP 4, RAPCAP 8, OTHER 2.

June 3, 1945:

TASK GROUP 38.4 made another long range strike on the airfields of Kyushu. When the planes of AIR GROUP 85 arrived over the target, 20 to 30 Japanese fighters were awaiting their sweep. In the air battle which resulted the following enemy planes were accounted for: 2 Zekes, 1 Tony and 1 Tojo shot down; 2 Tojos and 1 Zeke probably destroyed; 1 Tojo, 1 Zeke and 1 Tony damaged.

The following casualties were sustained by AIR GROUP 85:

One FG-1D was shot down by enemy fire near a beach south of Byu.
June 3, 1945:
One F4U tore off its tail in an enemy chase and crashed between Tojimbara and Chiran.

One F4U-1C was missing in flight near Kagoshima.

One F4U-1D, while climbing at 3,000 feet, suddenly dove straight down into the sea.

Sorties: TCAP 18, SEARCH 10, TARGET 20, SUBCAP 4, RAPCAP 8, DAY 24, Other 2.

June 4, 1945:
AIR GROUP 85 resumed support and TCAP missions over Okinawa. After three early morning launches during which caves in the cliffs of southern Okinawa were bombed, further offensive sorties were cancelled because of reports of approaching typhoon.

One F4U-1C ran out of gas at 200 feet and ditched 15 miles west of Iheya Shima, but the pilot was picked up.

Sorties: TARGET 9, TCAP 14, CAP 8.

June 5, 1945:
TASK GROUP 38.4 spent most of the day outrunning typhoon which was traveling north from Philippine Sea. At 0600 the storm reached its closest point to the SHANGRI-LA, 35 miles on bearing 180—by radar.

When wind and sea subsided, the group joined Task Group 30.8 and replenished until sunset.
June 6, 1945:

TCAP and support missions were carried out concurrently with refueling and replenishing operations.

In four support missions over Okinawa, AIR GROUP 85 bombed Japanese troop concentrations and rocket emplacements. On Senaga Shima the fighter and torpedo squadrons from the SHANGRI-LA destroyed mortar positions which were harassing the operations of the Tenth Army on Naha airfield.

For two of the support missions that day, the air group earned a "well done" from CTG 38.4.

Sorties: TARGET 55, TCAP 63, CAP 8, Other 6.

June 7, 1945:

AIR GROUP 85 resumed support missions over Okinawa, again bombing and strafing enemy troop concentrations and gun emplacements in the caves of Senaga Shima. Support director commended VB-85 on its excellent coverage.

One F4U-1C ditched as a result of engine cut-out south of Kikai Jima, but the pilot was picked up by an OS2U.

Sorties: TARGET 36, CAP 37, Other 5.

June 8, 1945:

Task Force 38 made a final sweep on Kyushu. SHANGRI-LA furnished fighter cover, arrived at target approximately five minutes ahead of the strike groups. Only five Japanese planes were seen. They made a run on the fighters from CVG-85, but there was no score on either side. CAG in the SHANGRI-LA was target coordinator for the occasion.

One FG-1D crashed as a result of engine cut-out while attempting to land aboard. The pilot was picked up and returned to the ship.

Sorties: TARGET 24, CAP 31, SUBCAP 12, Other 4.
June 9, 1945: While TASK GROUP 38.4 was replenishing in fueling area, operations were conducted against Okino Daito Jima and Minami Daito Shima. Squadrons from the SHANGRI-LA, prior to taking up interdiction patrol, dropped 6 500-pound bombs on the Minami airstrip.

A mission to test the effectiveness of Napalm and VT fuzes on anti-aircraft installations was conducted during a strike on Minami and results were found to be extremely satisfactory against surface objects and revetted emplacements.

Sorties: TARGET 26, PHOTO 3, DAYCAP 32 DAWNCAP 4, RESCUE CAP 4, TARGET CAP 8, ASP 8, Other 2.

June 10, 1945: SHANGRI-LA pilots bombed the southeast sector of Minami with VT-fuzed 260- and 500-pound bombs, silencing anti-aircraft positions. Again the VT fuzes proved exceptionally effective in their wide blanketing of from 100 to 200 feet radius from the center of explosion.

One F4U-1D crashed during take-off as a result of engine failure, but the pilot was rescued.

Sorties: TARGET 30, CAP 40, RAPCAP 8, Other 7.

June 11, 1945: TASK GROUP 38.4 departed from area of operations and headed for Leyte Gulf, Philippine Islands for a period of recreation and replenishment.

June 12, 1945: During flight operations enroute to Leyte, two planes were lost.

One F4U-1C landed in the water as a result of engine failure while attempting to come aboard. The pilot was picked up and returned to the ship
June 12, 1945: One FG-1D spun-in during take-off, but the pilot was rescued.
HISTORY OF THE USS SHANGRI-LA (CV38)

CONFIDENTIAL

IV.

On the afternoon of April 10—a few hours west of Pearl Harbor—the officers and men of the SHANGRI-LA stood at parade on the forward end of the flight deck while Captain Barner told them with intimate frankness just what lay ahead of the long cruise to Ulithi.

The arduous period of rehearsal was over now and the curtain was about to rise on their initial performance in the big show. For months they had looked forward to it with the sort of repressed impatience which men oftentimes display toward hazardous inevitabilities. They would have liked to postpone the danger, but until the war was ended their prime mission remained unfulfilled.

So they quietly resigned themselves to the uncertainties of the future and tried to allay any doubts and misgivings which might have been aroused by the untimely appearance of the SARATOGA and the FRANKLIN. Although a good deal of the glamour attached to carrier warfare had been rubbed out within the past few weeks, they still had faith in their ship and in their ability to take care of themselves. The SHANGRI-LA was nearer the enemy now than ever before and yet—for the first time—she was steaming unescorted on the open sea.

"Like our pioneer forefathers in the old covered wagon days," was the way Captain Barner put it, "we're heading west. Ulithi
will be our last friendly outpost. From there on we hit Indian territory—where anything can happen. I want you to remain on the alert and make use of everything we've learned in these last few months. We have a good ship, a splendid air group, a fine crew—and a long, tough job ahead of us! Let's tackle it like veterans!"

During her first week underway the ship took frequent time out for holiday routine. Men whose duties confined them below decks found recreation in basketball, volleyball and badminton on the hangar courts or climbed to the weather decks and stripped for the warm Pacific sun. Afternoon quarters for group calisthenics limbered up taut muscles and cleared logy heads. The pilots, who had heavy schedules behind them and even busier days ahead, conditioned themselves in the officers' workout room or staged competitive relays on the flight deck. On these lazy afternoons the SHANGRI-LA looked no more belligerent than a luxury liner, her planes quietly at roost with folded wings, her topside littered with indolent sun bathers and her band rendering concerts from the forward elevator.

In the end it was not fear of enemy contact or imminence of possible attack that disturbed the complacency of the crew and yielded historical import to the 10-day cruise. It was a remote, play-by-play description of the great Russo-American steamroller which was crushing the life out of Hitler's Third Reich and a tragic interruption that startled the world.

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CONFIDENTIAL

On April 12—just when Allied press releases had begun to calculate the collapse of German resistance in days—a flash communiqué announced a sudden, unexpected loss which any nation at war can ill afford: the death of its Commander in Chief. Franklin Delano Roosevelt had brought his country through twelve years of troublous times, only to expire pathetically short of a victory to which he had dedicated his health and his life. The passing of the President was a particular shock to the Navy, which he had always sponsored with warm affection, and to the SHANGRI-LA, whom he had given a name. Memorial services were conducted throughout the fleet on the day of the funeral in Hyde Park and flags were ordered flown at half mast for a period of 30 days.

As the carrier crossed the 180th meridian and consigned all the landlubbers of her crew to the realm of the Golden Dragon, the warlike character of her mission stepped up with mounting realism. Besides the gas masks and life belts which they had already received, all men aboard were issued standard Mark I dirks and flashproof clothing. Officers, in addition, were equipped with pistols, flashlights and first aid kits.

On April 17, after the USS STADTFELD (DE29) had steamed up from Eniwetok to provide escort to Ulithi, the ship resumed flight routine for the first time since leaving Pearl Harbor and held gunnery exercises against simulated Kamikaze attacks by CARRIER AIR GROUP 85. Off Guam two days later she conducted damage control practice.
and rehearsed battle feeding while her crew remained at General Quarters from sunrise to sunset.

Around 1400 on April 20 the SHANGRI-LA entered Mugai Channel, steamed slowly into the immense anchorage at Ulithi atoll and dropped her hook in Berth 24. She had only a single night’s delay while making arrangements to join the Fifth Fleet in the North. A little over twenty-four hours later she was underway again, this time as part of TASK UNIT 50.9.10 which included—besides herself—the USS IOWA (BB61), the USS STEMBEL (DD644) and the USS HAGGARD (DD555). This unit, under the tactical command of ComBatDiv 7 in the IOWA was ordered by Commander Service Squadron 10 to proceed to a fueling rendezvous in the area of Okinawa operations and then dissolve itself upon reporting for duty to Task Force 58.

To take advantage of every possible opportunity for last-minute training before setting out in actual combat, various units of CVG 85 launched repeated attacks against the formation enroute. Once again imitating the tactics of the Japanese suicide bomber, they dove from high altitudes and unpredictable angles, getting lookouts accustomed to the deadly speed of their approach and giving gun crews a fleeting chance to track them down.

On the second day of these exercises the SHANGRI-LA suffered her first personnel casualty since San Diego when one of the Corsairs from her Bomber-Fighter Squadron hit the sea. Unable to break out
of the cockpit before it was completely submerged, the pilot, Lieutenant (jg) C. W. S. Hulland, went down with his plane.

In addition to the intensive training furnished by these live targets from which they withheld fire, the men on the anti-aircraft batteries opened up in earnest the next afternoon on a series of drones launched by the IOWA. By the time TASK UNIT 50.9.10 established its rendezvous with Task Groups 58.4 and 50.8, both the air group and the ship's gunners had undergone a rugged workout.

On that calm, gray morning when the SHANGRI-LA merged with the Fifth Fleet and reported for combat duty to the Commander TASK GROUP 58.4, the Okinawa operation was entering its third phase. The northern end of the island had been secured and the American ground forces were inching ahead in the south against stubborn enemy resistance. While the remainder of the Japanese navy had been virtually immobilized, the Kamikazes, suicide boats and Baka bombs had proved a definite menace to the logistical operations of Task Force 51.

In order to prevent further losses to that vital support group and relieve pressure against our soldiers on the island, the air plans of TASK GROUP 58.4 called for a series of attacks on enemy airfields in the Nansei Shoto area and strike missions against troop concentrations, caves, emplacements and supply dumps beyond the front lines of the Tenth Army.
Under the tactical command of Rear Admiral Arthur W. Radford, USN, in the USS YORKTOWN (CV10) and in company with the formidable firepower of three IOWA-class battleships and two ALASKA-class large cruisers, the SHANGRI-LA and three carriers of the INDEPENDENCE class got underway from the fueling rendezvous on the morning of April 25 and steamed out to do battle.

The first target assigned to CARRIER AIR GROUP 85 was Okino Daito Jima—a tiny phosphate depository southeast of Okinawa which the Japanese were using as a weather station. Against radio and radar installations, warehouses and living quarters, Commander Sherrill led the opening installment of explosive vengeance from the arsenal of the SHANGRI-LA. Less than three hours past noon his initial flight was in the air, formed up and headed out across the open sea. For a combat debut it was a propitious operation. In thirty-six sorties over the target and four photo missions, these Corsairs, Helldivers and Avengers who had only been training before rained down in anger a devastating total of twenty-eight 500-pound bombs, eleven half-tonners and twenty-four HVAR rockets. In addition they brought back on film ample evidence for assessment of damage.

All this they accomplished without material damage, personnel injury or loss of life. To the SHANGRI-LA, who loitered impatiently in the background to recover them from flight, they brought the
first report of a mission fulfilled and unequivocal identity with combat.

By sunrise the following morning TASK GROUP 58.4 had arrived in the Okinawa-Tokuna area and the SHANGRI-LA commenced normal strike routine in conjunction with the other carriers supporting the Okinawa operation.

Sorties for the next two days included Combat Air Patrol over the task group, over radar pickets and over targets in addition to support missions against southern Okinawa. A few hours after runways and revetments on the Tokuna airfield had been hit with quarter-ton GP's, Japanese troop concentrations and caves in the vicinity of the American Tenth Army were plastered with bombs and rockets. No aerial contacts were established and no anti-aircraft found its mark. By the end of their third day over hostile territory the squadrons of AIR GROUP 85 still maintained their unblemished record. Again they had successfully completed all assignments and returned aboard ship without detriment to material or personnel.

In the face of the enemy's fanatical determination to defend Okinawa to the last dead Jap, however, the odds ran pretty high against persistent good fortune and prolonged invulnerability. After a day of fueling and re-arming, TASK GROUP 58.4 returned to the Tokuna area and the tempo of war stepped up with furious pace for the SHANGRI-LA and her air group. A heavy schedule of assignments gave them—in addition to extensive assessments of damage on enemy
airfields—their first Japanese plane and their first combat casualties.

The plane was a Betty, picked up by ship's radar on the midnight watch. Approaching Task Force 58 from a distance of 50 miles, the lone twin-engined bomber suddenly closed to 35, then veered off of its original course and opened out. The pilot may have transmitted contact and amplifying reports but he never got back to base.

Ensign John S. Patton of VF 85--flying Night Combat Air Patrol at the time—was immediately vectored out to intercept. In the murky half-darkness of early morning he almost mistook the Japanese prowler for a friendly B-26, but soon established its hostile identity, closed with a stream of deadly fire and sent it crashing into the sea. His resolute courage and superb marksmanship were proudly commemorated in the first "rising sun" on the ship's island scoreboard.

The casualties occurred during a morning strike against Kikai Jima, where the fighter, bomber and torpedo squadrons of AIR GROUP 85 pressed home a determined attack in the face of the most effective anti-aircraft fire they had encountered to date. Although they cratered the Wan airfield with thirty-seven quarter-tonners and six half-tonners, they left behind them three planes, three pilots and two aircrews.

One SB2C spun-in when an outboard section of its wing ripped off as a probable result of anti-aircraft fire. Neither the pilot,
Lieutenant (jg) Robert W. Elmore, nor the rear seat gunner, Merrill H. Atwell, Jr., ARM3c, was recovered after the crash.

With a fierce blaze under its port wing, another SB2C made a hard water landing about five miles north of the airfield on Kikai Jima. Both the pilot and the gunner were picked up and eventually restored to the ship.

The third plane—a TBM—was struck by anti-aircraft fire and set aflame. This time the pilot, Ensign Charles C. Brownmiller, and the crewman, Frederick F. Coffee, AMM3c, bailed out and parachuted into the sea. The crewman, suffering from second degree burns, was recovered by a Dumbo from Rescue Combat Air Patrol. But the pilot, observed for a short time by an orbiting plane, disappeared before a life raft could be dropped to him.

Not all of the excitement and suspense of that day was restricted to the air group, however. The entire force was almost continuously heckled by bogies, and during late afternoon TASK GROUP 58.4 was under a brief attack.

For the SHANGRI-LA this was "it"—the moment she had been expecting and preparing for ever since her arrival in hostile waters. With battle stations fully manned and closures battened down, she fired for the first time on an enemy plane by radar control, but failed to observe results because of clouds. Two destroyers on picket stations, the USS HAZELWOOD (DD531) and the USS HAGGARD (DD555), were struck by Kamikazes and set ablaze. Another Japanese pilot—with apparently
similar intentions toward the battleship WISCONSIN—penetrated to the center of the disposition before the guns of TASK GROUP 58.4 shot him down.

By the time the last bogey had disappeared from the screen the total score for ships and aircraft of the force had mounted to seventeen enemy planes. For the SHANGRI-LA and her air group—newcomers to battle—almost a full cycle of combat experiences had been compressed into a single day. They had downed their first Jap plane, had endured the tension of an imminent attack, and had suffered the loss of three airmen, missing in action.

From then until May 12 TASK GROUP 58.4—with occasional time out for replenishment of ammunition and fuel—remained in the area and continued its aerial support of the Okinawa campaign. Under the relentless patrols and strikes, the ground forces on the southern end of the besieged island were slowly but steadily blasting out the entrenched Japanese. It was a fierce, bloody process—as it had been on Saipan and Iwo Jima—but enemy casualties were mounting daily and the end was coming in sight.

Before the 12-day period was out the guns of AIR GROUP 85 had shot 24 more Japanese planes out of the sky and damaged numerous others. Thirteen of this total were accounted for in a single day when twelve Corsairs on Target Combat Air Patrol over Okinawa suddenly encountered an outnumbering force of enemy aircraft. In the furious melee which followed, the fighters from the SHANGRI-LA des-
troyed five twin-float biplanes, an equal number of Zekes and three Petes. Other planes claimed Japs in their sights at high altitude but their 20-mm guns jammed. Two F4U's were shot down in the course of the engagement, but the pilots were recovered by Dumbo and patrol vessel.

The damage and destruction dumped on concentrated targets in the area of Okinawa, Kikai, Amami and Tokuna and the mounting score of enemy air casualties cost AIR GROUP 85 a total of ten planes for the first eleven days of May.

The first was an operational accident which occurred on the night of May 3. Returning to the ship from routine patrol, a night fighter landed aboard with its wheels up, rupturing its belly tank and setting up an explosive gust of flame on the after end of the flight deck. By alert presence of mind and quick action the pilot escaped without injury. The blaze was extinguished before it got out of control, but the plane had to be stripped and jettisoned over the side.

The other losses were direct results of combat--flak bursts over target areas and splashes by enemy aircraft. Of the nine planes which went down to the sea, eight were fighters and one was a bomber. Of the nine pilots who flew them and the lone crewman who handled the guns, only one man was unrecovered.

To him befall that luckless fate which is dreaded by every flyer in the Pacific War. Bailing out over enemy territory when his
Corsair was damaged by anti-aircraft fire, Lieutenant David C. Kin-
cannon, landed in the water beside a jagged reef and climbed to the
beach at Kikai Jima. Either wounded by shrapnel or stunned by the
force of his fall, he made no move in the direction of escape, des-
pite the fact that an overhead patrol dropped a life raft in his im-
mediate vicinity and an offshore Dumbo stood in as far as it dared.
When hostile fire finally repelled all friendly planes, he was last
seen, still clinging to his precarious position in the face of advanc-
ing Japanese troops--hopelessly beyond rescue and an inevitable pri-
soner of war.

Combat maturity was coming high to the SHANGRI-LA. For the
support which she lent the Tenth Army, for the destruction which she
wrought against enemy holdings in the Ryukyus and for the 25 Jap flags
which she wore on her island structure, she paid an expensive toll of
thirteen planes and four pilots in her first seventeen days of battle.

The ship itself suffered no damage during the period. There were
minor tactical difficulties at first, a few errors in routine proced-
ure and air discipline, and other evidence of the customary confusion
which results from inexperience in certain phases of task group coor-
dination. It was no simple matter for a new ship--regardless of
training--to adapt herself to a battle force in the midst of an oper-
ation which had been underway for weeks.

On May 1 the SHANGRI-LA earned a "well done" from the Task Group
Commander for an alert display of initiative which added a sudden
turn of excitement to an otherwise routine strike day. Picking up three Marine Corsairs from Yontan which were lost and low on gas, one of the ship's CIC officers--convinced that even inexperienced carrier landings would be safer than an attempt for base--checked their friendly IFF, vectored them in to TASK GROUP 58.4 and turned them over to the YORKTOWN for control. Although none of the Marine flyers had ever flown aboard a carrier, they entered the landing circle with scarcely enough fuel for a single wave-off and, under the astute coaching of the landing signal officer, plopped down on the deck of the flagship with damage no more serious than a shattered tail wheel.

In spite of the heroic advance of our forces against the death-stead of the Japanese, however, and the spectacular support of Army troops by Naval air power, the whole Pacific War was momentarily overshadowed by the swift disintegration of the Nazi Wehrmacht and the ultimate cessation of hostilities in Europe. On May 9--while air squadrons from the SHANGRI-LA were having a busy day over Okinawa--President Harry S. Truman officially announced the unconditional surrender of Germany and the designation of a V-E Day which the world had been awaiting for weeks.

While victory in Europe held no immediate physical relief for the men who were fighting in the Pacific, the cogent realization of its future effect on the struggle against Japan gave considerable
boost to morale. It dispensed with an enemy whose defeat had occupied strategic priority ever since the commencement of hostilities, narrowed the war to one ocean and made way for the immediate diversion of a ponderous force of men and machines. In long range balance of power it tipped the scales toward utter annihilation of Japanese resistance and earlier victory in the East. In that final analysis by which all fighting men invariably appraise the fortunes of war, it meant a long step nearer peace--and home!

Concentration on the immediate tasks at hand, however, left the men of SHANGRI-LA with little time to reflect upon the far-flung significance of a victory halfway around the earth. For the ship and many of her crew the war had just begun. Although they had at last merged their own striking power with the renowned might of Task Force 58, they had yet to test themselves under the initiatory shock of baptismal fire. The proximity of danger and death seemed no greater now than it had at Pearl Harbor. True, the air group had felt the sting of the Jap. But the ship--except for that one afternoon when a single enemy plane slipped through--had never really faced a real threat of attack.

Day in and day out she prowled her course in hostile waters, launching and recovering strikes within hazardous range of Japanese air bases, sometimes so incredibly close that the rugged terrain of Okinawa was clearly visible on the Pacific horizon. Numerous bogies
crossed the ship's radar screens and frequent calls to General Quarters alerted her to maximum readiness. But somehow her luck held out. Either the approaching planes were identified as friendly or were splashed before they could close the group in which she steamed.

This was far from the sort of stage she had expected to enter upon when she took up her new role in the Pacific theatre. To many of the men aboard the SHANGRI-LA the frightening tales of 

Kamikazes

and the horrors of the FRANKLIN and the SARATOGA had borne a dismal conception of carrier warfare. Convinced that the enemy was fully aware of the effectiveness of his "special attack corps" and was frantically determined to neutralize the support of Task Force 58, they were quite unprepared for two full weeks of reprieve from exploding bombs and diving planes. When only one bogey got through during the first week of operations, however, and none of the others even penetrated the group's screen, they began to man their battle stations with less apprehension and greater confidence until they finally reached the point where a sudden call to General Quarters was no more startling than the anticipation of an emergency landing or a practice round from the 5-inch guns.

Besides the end of the war in Europe there were other diversions to take their minds off the Japs. Their present cruise in the forward area was to be shorter than they had expected. On May 12 TASK GROUP 58.4 was scheduled to return to Ulithi for a brief period of
replenishment during which time the SHANGRI-LA would be converted into the flagship of Vice Admiral John S. McCain, Commander Second Carrier Task Force, Pacific. The USS MISSOURI (BB63)--taking leave of the group on May 5--would proceed to Guam for embarkation of the top flag of Admiral William F. Halsey, Commander Third Fleet. After the turnover had been completed the Fifth Fleet would officially retire from the combat area and current operations would be resumed by the Third Fleet.

If the officers and men aboard the SHANGRI-LA--preoccupied with the prospects of temporary retirement and the prestige of a flag command--had been lulled into a false sense of security by the constant trend of good fortune, they were jolted back to realism during the closing operations of May 11.

On this very eve of their departure the USS BUNKER HILL (CV17)--flagship of Vice Admiral Marc A. Mitscher--was striking the same objectives from TASK GROUP 58.3 when two Kamikazes dove through her Combat Air Patrol, dropped bombs ahead of them and crashed her flight deck with a double impact that set off a series of violent explosions. The great, rolling column of smoke that surged upward from burning oil and gasoline was plainly visible from the SHANGRI-LA. Although some of the officers and men of his staff were killed, Vice Admiral Mitscher, Commander Task Force 58, survived without injury, took leave of the ravaged carrier by boatswain's seat and transferred
his flag to the USS RANDOLPH (CV15). When her fires were finally extinguished and her casualties accounted for, the BUNKER HILL retired to Ulithi under her own power—a grim reminder that no ship within flight range of the enemy was immune to destruction as long as one Kamikaze roamed at large.

Departing from the combat area with TASK GROUP 58.4 on the morning of May 12, the SHANGRI-LA reverted to her routine schedule of air patrols and gunnery exercises. Despite the personnel and material losses which she had suffered in her first seventeen days of operations with the fleet, she had 25 Jap planes to her credit and well over 8,000 landings aboard.

Her extensive investment in preliminary training at Trinidad and Pearl Harbor paid off with commensurate dividends. Hard work and hearty cooperation had established a high degree of coordinated efficiency between the ship’s Air Department and AIR GROUP 85. At a time when even a single operational accident might have disrupted a full day’s schedule, flight operations had been conducted so skillfully that 1,579 landings were completed during the period with only one crash on deck and none on the barriers.

Ordnance difficulties had comprised the major trouble in the air and may have held down the score of Jap planes. After the first few days of operations most of the gun stoppages resulting from belt hang-ups, feed links, chute jams, and extraction failures had been eliminated by the progressive experience of all hands in proper load-
ing procedure. At altitudes above 15,000 feet, however, the 20-mm installations on the new F4U-1C's continued to freeze out, despite thorough corrective measures and a wide range of experimental tests. Unless gun heaters were available to overcome these failures and stoppages, it was evident that either the range of efficiency of these planes would be definitely lowered or the lives of pilots unpredictably endangered.
Around noon on May 14 the long procession of warships from TASK GROUP 58.4 filed single column into the great lagoon at Ulithi, dispersed to their assigned berths and dropped anchor. For eight days thereafter skimmers, motor whaleboats and landing craft shuttled back and forth from ship to atoll: to the quonset huts of Asor for work, to the palm sheds and coral beaches of Mog Mog for play.

Officers and men of the SHANGRI-LA--eager to set foot on soil for the first time since Pearl Harbor--swarmed ashore in regularly scheduled liberty parties. The facilities were crude and the heat was torrid. Yet there was a sort of tropical lure to the tiny, deserted isle with its towering palms, sun-scorched huts and crumbling gravestones. After a long spell at sea, a few cans of beer and a plunge in the surf made any spot in the vast wilderness of the Pacific look like an island paradise. It was escape from the ship and diversion from routine that helped more than anything else--and Mog Mog evidently offered them that. Under the sweltering sun of late afternoons each landing craft that hit the beach or tied up at the coral pier was as swamped with traffic as a homebound Manhattan ferry.
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From the anchorage at Ulithi the first group of officers to be transferred from the SHANGRI-LA since her commissioning took leave of the ship and proceeded to new duty in accordance with orders. But far fewer left than reported aboard.

On May 18 Vice Admiral John S. McCain hoisted his flag and quartered his staff, bringing to this new carrier which had operated in the forward area for less than a month the gratifying distinction of an experienced reputation and a famous name. As Commander Second Carrier Task Force, Pacific, Vice Admiral McCain would henceforward control the destiny and vast resources of the Third Fleet’s great aerial armada—the powerful, redoubtable Task Force 38.

Although the SHANGRI-LA was presumably fitted out to meet the requirements of a flagship during her construction period in the Norfolk Navy Yard, there was still a tremendous amount of work necessary before the staff could be adequately accommodated. Much of the time which the ship’s force should have devoted to routine upkeep and preventive engineering had to be diverted to major installations, modification of spaces and cannibalizing of other carriers in order to set up standard flag equipment which should have been designed and originally incorporated by the ship’s builders. The major portion of the task was completed before it was time to get underway, but the remainder had to be accomplished enroute.

On the morning of May 24 the carriers, battleships, cruisers and destroyers of TASK GROUP 58.4—their recreation ended and their
replenishment provided by ComSerOn 10--commenced their sortie from Ulithi and headed out once again for operations in the vicinity of Okinawa. Three days later they joined Task Group 58.3, steaming idly at fueling rendezvous with Task Group 50.8. While other ships of the group were busily engaged in logistical operations, the SHANGRI-LA received a destroyer alongside and took aboard via boat-swain's seat Vice Admiral Marc A. Mitscher, Commander First Carrier Task Force, Pacific.

There, in a conference behind the closed doors of Vice Admiral McCain's private sea cabin, these two famous naval leaders of World War II--one being relieved and the other replacing him--sat down for an official chat about a turnover of command which involved the most formidable aggregation of sea and airborne power that had ever been assembled in a single force.

When they had finished the dye was cast. At midnight the following night the Task Group changed its designation from 58.4 to 38.4. And at dawn the following morning--under the watchful eye of Combat Air Patrols--Admiral William F. Halsey arrived on the scene in the battleship MISSOURI to join TASK GROUP 38.4 as over-all commander of the entire Third Fleet. Transferring before noon to the fleet flagship for a conference with Admiral Halsey, Vice Admiral McCain, Commander Second Carrier Task Force, later in the day formally relieved Vice Admiral Mitscher as OTC and Commander Task Force 38--with the SHANGRI-LA as his flagship.
No sooner had the last detail been consummated than this immense segment of the Third Fleet departed from its rendezvous and steamed forward to resume its thrusts against the enemy. The situation was much the same as before. The Japanese were holding out with maniacal tenacity on Okinawa, striking back in wild, indiscriminate flights and plunging into headlong body-brashing dives on ships of our supporting force.

In half a day of fair weather flying, Corsairs from the SHANGRI-LA had a veritable field day over the northern tip of the beleaguered island. While maintaining Combat Air Patrol over the target, the first flight of pilots from her fighter squadron shot down a total of nine hostile planes without a single loss to themselves. On a subsequent mission to the same area, Lieutenant Hugh R. Horne of the bomber-fighters sighted a Val which was heading in toward one of our picket destroyers, ran it down in a desperate chase and fired it into the sea.

Low clouds and heavy rain squalls prevented a return to the target that afternoon, but AIR GROUP 85—with ten planes to her credit in two flights out—had already renewed her punch with vengeful ferocity.

Back at the ship too, strike days took on a deeper and more appropriate significance. In order to maintain the highest material condition of closures throughout protracted periods when the carrier
was most vulnerable to attack, a rigorous protective policy was inaugurated. Beginning before dawn and continuing until after sunset, all officers and men stood by their battle stations from the launching of the first flight to the recovery of the last, thereby assuring maximum readiness in the event of a raid and localization of fires and casualties in the event of a hit.

Served a hot breakfast immediately after reveille, they lunched at noon upon battle rations and ate evening supper after securing from General Quarters. It was a monotonous and rugged departure from previous routine but they endured it unprotestingly, for the evil threat of the Kamikaze still hovered over them like a hungry vulture. Against him—against excessive loss of life and irreparable damage to the ship—no defensive measure, however drastic, was unendurable.

On May 29, AIR GROUP 85 flew two support missions to Okinawa, bombing, rocketing and strafing a hill north of the Naha airfield and blasting two southeastern towns and the road connecting them. Pressing home these attacks in an area totally undefended by anti-aircraft fire or enemy airborne opposition, they demolished an artillery position at the former target and damaged caves and gun emplacements at the latter. The remaining two days of the month were restricted to defensive patrol operations over Okinawa which were eventually delayed and cancelled by a prevalence of low fog over the task group and conditions of extremely limited visibility over
the target.

On their initial sweep over Kyushu on June 2 thirty-two Corsairs from the SHANGRI-LA were jumped by a sizeable force of enemy aircraft and challenged to an all-out battle for their lives. Taking off from the ship at dawn to strafe several airfields on this southernmost Japanese isle, they had just made a pass at Chiran when they observed in the sea below them two YORKTOWN pilots who had been shot down off Ibusuki. While the full sweep was orbiting to mark the spot for rescuers, a flight of 20 to 30 hostile planes dove sharply out of the overcast and the fight to the death was on.

They passed, tailed, dogfought and maneuvered violently to turn the tables on this crack team of enemy pilots which had ambushed them from the clouds. But the Japs were experienced and aggressive—quite different from those previously encountered in the area—and they attacked with that bold ferocity which is oftentimes inspired by the tactical advantage of surprise. By the time the affray had ended and the last plane had landed aboard the carrier that luckless mission to Kyushu had cost AIR GROUP 85 an exorbitant total of eight Corsairs and six pilots.

The first casualty of the day was operational. During the group take-off at dawn, Lieutenant (jg) William H. Marr spun-in ahead of the carrier, successfully broke out of his sinking plane and then failed to swim the distance from his life raft to a rescue destroyer.
All of the others were direct or indirect results of enemy action. Lieutenant (jg) Saul Chernoff was shot down in the attack over Ibusuki. Lieutenant Wallace Atkinson, Jr.--struck by Japanese fire in the same encounter--crashed with his plane near Kuchino Shima. Flak bursts off the Ibusuki seaplane base sent Lieutenant Roy A. Fuller into the sea.

The two other pilots who failed to return had managed to survive the dynamic air battle but were lost enroute to the ship. When Lieutenant (jg) Harold R. Kennedy was unable to keep his plane in flight because of previously sustained damage, Lieutenant (jg) Charles N. Kirkham--while orbiting the position where his comrade had fallen--ran out of gas and landed in the water. Neither was recovered.

In addition, there were two plane losses without personnel casualties. One pilot was picked up when his fighter was forced down at sea by fuel exhaustion. Another managed to fly his F4U back to the carrier for a landing despite severe damage by enemy fire, but the plane was cannibalized and jettisoned over the side.

The squadrons of AIR GROUP 85 took a great deal more than they gave that day. Against the quick surprise blows of the Japanese, their own retaliatory punches seemed vainly ineffectual. For the casualties gallant fight which they waged and the heavy/which they suffered they extorted a disproportionate toll of two planes downed, one probably destroyed and one damaged.
When twenty-four of the SHANGRI-LA's bomber-fighters arrived over Kyushu the next morning, the Japs were waiting for them. Over the assigned target area 20 to 30 hostile fighters with the same exhibition of skill and aggressiveness plunged them into a pitched sky battle. Those of the enemy who were unable to track the elusive Corsairs with their own guns engaged in various maneuvers to lure them down within range of destructive flak bursts from the fields below.

Three planes and pilots from AIR GROUP 85 failed to come through. Lieutenant John H. Schruff was shot down by enemy fire near a beach south of Byu. At some point between Tojimbara and Chiran Lieutenant Sigurd Lovdal completely ripped off the tail of his craft during a furious dive on one of the Japanese fighters. Lieutenant (jg) Edward Dixon, Jr. was lost in flight near Kagoshima.

Before the tight aerial deadlock was finally broken, the blazing guns of VBF-85 had knocked four Jap fighters out of the sky, probably downed two more and damaged one. So the score was hardly as lopsided as it had been the day before.

If the pilots of AIR GROUP 85—in their eagerness to destroy the enemy—had underestimated the proficiency of the Empire's better trained and better equipped flyers, they got a rude awakening in the skies over Kyushu. If they had concluded that the Japanese air force had been whittled down to a "special attack corps" which made up in suicidal determination what it lacked in experience, they were un-
prepared for the well-timed, well-coordinated attacks which the enemy launched against them on June 2 and 3. The Japs flew tight formations and retained altitude advantage throughout—and their initial strike through a high overcast at 22,000 feet indicated radar control. In some instances they were able to out-dive Corsairs at an IAS of well over 400 knots and at the same time make right turns. If this was a sample of the men and machines which were destined to defend the enemy homeland, the prospectors for softening up and invading could add another pang to their tactical headache.

Not all of the SHANGRI-LA's misfortunes of June 3 resulted from contact with the Japanese. During routine Combat Air Patrol near Okinawa, a Corsair flown by Ensign Robert J. Sundquist—for some unknown reason—suddenly dropped out of formation while climbing at 3,000 feet, dove downward through a thick blanket of clouds and crashed into the sea.

On June 4 the carrier resumed her missions of support and target patrols in the Okinawa area. On an early morning hop one of the fighters exhausted the gas from its belly tank at 200 feet and ditched fifteen miles south of Iheya Shima. The pilot was picked up and returned to the ship.

Barely two flights had taken off at dawn, however, when tropical storm warnings halted all further launchings of offensive sorties. That night and most of the next day TASK GROUP 38.4 steamed a course southeastward from the operations area in an attempt to avoid the
path of a typhoon which was traveling north from the Philippine Sea. Around noon the next day—when the recurvature of the storm took a southeasterly direction and intercepted the formation—the SHANGRI-LA cleared her weather decks and secured all lose gear about the ship as precautionary measures against mounting wind velocity and a heavy running sea. For hours she and the other ships in her group maneuvered on various courses and steamed at different speeds in order to ride out torrential rains and keep to the edge of the typhoon's track.

Although TASK GROUP 38.4 successfully eluded the full strength of the tropical cyclone, other units of Task Force 38 sustained considerable damage. Tornadic winds ripped 50 feet from the bow of the USS PITTSBURGH (CA72) and collapsed the forward end of the flight deck on the USS HORNET (CV12). There were varying degrees of material impairment on some of the other ships which had caught the brunt of the storm, but only these two required complete withdrawal from the Third Fleet and Navy Yard availability for repairs. By late afternoon TASK GROUP 38.4—safely out of danger—established rendezvous with a logistics support group and commenced refueling.

For the next two days the SHANGRI-LA took up where she had left off: launching support missions and furnishing Combat Air Patrol over targets on Okinawa. For the excellent results achieved in bombing and strafing Japanese troop concentrations and in silencing mortar
positions which were menacing our operations on Naha airfield, AIR GROUP 85 received a heartening "well done". An engine cutout cost the Fighter Squadron one plane, but there were no personnel casualties for the two-day period.

By June 8 the battle for Okinawa was near an end. Despite his usual tendency toward suicidal fanaticism in the final stages of defeat, the enemy was surrendering in greater numbers than ever before. The ceaseless pounding of Army and Marine Corps artillery, combined with a steady concentration of naval air bombardment, had disgorged the stubborn Japs from their entrenchments and caves and compressed them into isolated areas of futile resistance. A few days—a few weeks at the most—and the island would be secured.

For Task Force 38 the campaign was all but over. The thousands of officers and men who served under the flag of Vice Admiral McCain were already looking forward to an early withdrawal from operations and a two-week period of recreation and replenishment in the Philippines.

There were still a few potential threats to our ground forces on the island, however. One of them was the Kanoya airfield on the southernmost extremity of Kyushu. Here the Japanese were reported to have 193 revetments containing almost an equal number of operational aircraft, well dispersed and heavily defended. On the morning of June 8 the whole force went after them in a large-scale fighter sweep and bomber strike.
For this closing phase of operations in the Okinawa area each carrier was assigned an individual mission in a specific sector. To the SHANGRI-LA fell the responsibility of providing fighter cover to arrive over Kanoya five minutes ahead of the main body of strike groups. Target coordinator for the occasion was Commander Sherrill of AIR GROUP 85.

In actuality the sweep preceded the bombing attack by about eight minutes, found the enemy already alerted and observed no aircraft activity whatsoever on any of the fields. Only five Japanese planes were encountered in the air. These made a wild run on the SHANGRI-LA fighters and then retreated, attempting without success to draw them over the thick barrage of anti-aircraft fire which was streaking upward from the target.

Close on the tail of the sweep the strike thundered in. Within a brief space of five minutes 200 planes from the mighty air arm of Task Force 38—attacking from a southeast to southwest quadrant—struck a quick series of devastating blows that completely saturated hostile defenses. Although full damage assessment was impossible at the time, the whole area below them was rocked by successive explosions and swept by spreading fires.

AIR GROUP 85 lost two planes that day, but all of the pilots returned to the ship. It took a great deal more than mere luck to bring back Lieutenant (jg) Raymond L. Meltebeke. For a couple of
nerve-shattering hours he battled with cool courage and relentless
determination against a fate ten times more terrifying than the guns
of the enemy. His engine had cut out enroute to the target and his
Corsair had hit the water in a steep dive south of Kikai Jima. With
nothing to protect him but the precarious buoyancy of a rubber life
raft and the pointblank fire of a .38, he successfully repelled a
school of marauding sharks until an OS2U could stand in close enough
to pick him up.

The following day--while Task Force 38 was replenishing in the
fueling area--the SHANGRI-LA launched a strike against Minami Daito
Shima to test the effectiveness of Napalm and VT fuzes on enemy ground
installations. Next morning--over the southeast sector of the same
island--her squadrons silenced a battery of anti-aircraft implacements
and reported enthusiastically on the blanketing destructiveness of
VT-fuzed fragmentation bombs.

That was all for the time being. On June 11 the carrier and
her air group headed south for Leyte Gulf. With the plan of the day
reduced once again to operational training exercises and routine
patrols, the tension of the past two weeks was relaxed and the war
was temporarily forgotten.

For officers and men of the ship's company this second interlude
in the combat zone was even less frightening than the first. The
threat of the Kamikaze had all but passed. Only once had TASK GROUP
38.4 been approached by an evaluated bogey, and even then it was fast and high—obviously a snooper on a reconnaissance mission.

If the worst had come the SHANGRI-LA was prepared for it. Under adoption of the new strike day routine she had kept every gun manned and ready for the gravest emergency and every watertight compartment securely "buttoned up" against a threat of spreading fire or flooding sea. Outside of a few anxious moments during landings, when aircraft tangled with the barriers or live bombs jarred loose from their moorings, she had been aware of the imminence of danger only through the casualties which befell her air group: pilots who never returned and planes which swooped down on her flight deck with missing flaps, damaged wheels and telltale shrapnel scars.

Although her air losses were heavy she contributed her share to the advancement of our ground troops on Okinawa and to the total assessment of damage and destruction inflicted upon the enemy by Task Force 38. By the end of the period she had stenciled sixteen more Jap flags on her island scoreboard and had struck her first targets on the Imperial homeland.

Thus again—with profound relief and prayerful gratitude—she turned her back upon the hunting ground of the enemy and headed south for protective sanctuary in American waters. Not all of her good fortune was attributable to luck. The ships and planes which fought before her had already blazed a sea lane to the doorstep of Tokyo,
had cut the Emperor's fleet down to its bare roots and pruned his
airforce to a mere stubble of heckling resistance.

If the Japanese "special attack corps" had been saving its
strength until Vice Admiral McCain's task force steamed within range,
it had made a poor showing indeed against the winged patrol which
his carriers had flung around the fleet. This time there was no
last-minute casualty like the BUNKER HILL to renew the dread of the
"Divine Wind" and mar the record of an otherwise successful operation.
The airmen had carried the war to the skies of the enemy and—in most
instances—had kept it there.

Not once, thanks to their alert responsiveness, had the SHANGRI-
LA been exposed to falling bombs or diving planes. With utmost con-
fidence in the gallant fighting spirit of AIR GROUP 85 and in the re-
lentless vigilance of her gunners and damage control parties, she was
able to prosecute her missions against the enemy with none of the
tension, diversion or interferences ordinarily coincident with self-
defense. All of the time and all of the effort of her Air Department
could therefore be devoted to the launching and landing of aircraft
and to the other primary functions of a mobile air base in a striking
fleet—a condition most favorable to maximum efficiency in the waging
of carrier warfare.
CREW MEMBERS GET PUBLICITY

"Hey look, Ma, Johnnie got his name in the paper!" And pretty soon, that is what the families and friends of all the men on board the SHANGRI-LA are going to be saying, for just recently one of the first Navy enlisted correspondents was assigned to this ship to write newspaper stories about the men on board for the home-town newspapers back in the States.

The correspondent is "Handy" Hancock, a member of the CinPac Press Staff, who will be permanently assigned to this ship during the coming cruise. His job will be to write stories about every man on the ship, and his stories will be forwarded to the hometown newspapers of every "Johnnie" and "Joe" on the SHANGRI-LA so that the folks at home can see what every man is doing while out in the great Pacific.

When we go into battle, the folks at home will read about it. If a man is advanced in rate, awarded medals, transferred to a new billet, ship or station, given commendations, or a thousand and one other things, the folks at home will read about that too.

Stories will go to the hometown papers about the daily life of every man while at sea, telling about the routine work of his division as well as the battles he fights. This and many other things will be sent to the newspapers so that crew members of the SHANGRI-LA will get publicity at home for all they are doing while away at war.

A publicity questionnaire has been distributed to every man on the ship. This material will be used as background information by the Navy correspondent while writing the stories about you. This is just one phase of a Brand new program the Navy Department has started to procure for the personnel public recognition.

***

The man who can please everybody has never been born and both his parents are dead.

***

A good man dies when a boy goes wrong.

EXPRESSIONS OF APPRECIATION

It is a pleasure to quote the following which has been received from the Commanding Officer of Air Group: "During the period in which Air Group was embarked on the SHANGRI-LA, the ship's company displayed a high degree of cooperation and willingness to assist the air group personnel in every possible manner. As a result, the air group was able to work in a highly pleasant atmosphere, and performed its task with enthusiasm and zeal. This command wishes to express its appreciation for this splendid attitude of the ship's company and to thank the Commanding Officer and all hands in behalf of the officer personnel of Air Group.

The following letter addressed to the Commanding Officer has been received from ComServLant: "Acknowledgement is made of your contribution of $900.00 to the Infantile Paralysis Fund. Your contribution was included in the list of those activities participating in this appeal for funds and was forwarded with the list to the National Foundation for Infantile Paralysis, via the Commander-in-Chief, U.S. Atlantic Fleet. Mr. Basil O'Connor, President of the Foundation, has acknowledged receipt expressing appreciation for the most generous contribution made by yourself and those who serve under you."

DO NOT CASH BONDS

Indicating how practical Americans are, only 12 per cent have cashed their E, F, and G bonds since they went on the market on 1 May 1941 although a total of $41,749,000,000 have been sold.

The exact figures are: redemption 12.04% retention 87.96%. The wise sailor has as his motto: "Allow now a lot later."

***

A sailor known to think no more of a dollar than his right eye, sent his wife a check for a million kisses on her birthday. She promptly wrote in reply, "Dear Joe--Thanks for the generous check. The ice man cashed it today."
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.


The Padre Says

During a raid on Schweinfurst several months ago, one of our bombers, "Battlin' Bobbie," was hit and two of her engines were knocked out. For 500 miles the bomber hedge-hopped over trees, roof tops and enemy pill boxes.

All the time as the plane limped along, her crew kept praying that the two smoking engines wouldn't smoke out. When they finally reached the air field and the perspiring pilot climbed out of the ship, his comment was, "We made a Chapel out of that airplane today."

It pays the child of God to make a Chapel out of the place in which he works, sleeps, lives, travels or fights. In fact, he should make a Chapel out of this ship and recognize that God is on board.

BEER ON THE BEACHES

Pacific (CNS) -- Members of Uncle Sam's Fighting Fleets in the Pacific are eagerly awaiting their next beach. Navy Secretary James Forrestal has just ruled that naval vessels may now carry beer and ale for their crews, with the provisions that the bluejackets do all their glazing on shore and not on ship.

ATHLETIC FOOT NOTES

The ship's first competitive boxing show on 19 March started the boxing ball rolling with gusto.

In the opening tilt, G4's Red Douglas and Joe Young of BN in the 145 pound class put on a slugfest from start to finish. Red took the nod. The next bout saw Carrol of V3L and Bailey of VIH in the 153 pound bracket box to a draw.

Marine Ted Megargee and Randall of G6 slugged it out to a draw. This bout was so well fought and evenly matched that the divisions have demanded a return match.

Irish Pat Cochran of V3R, a good boxer with a stinging left, and VIH's Colisimo in the 145 pound class, put on an interesting bout. With points in favor of both boys the judges had a hard time calling this one. A draw.

The Marines came back with Yokum but he found his hands full with Contreras of G3. This fight was in the 153 pound class. A draw.

Marlin of BM was kept busy trying to get to Bass Michael in the 151 pound bracket but didn't get anywhere 'til Michael's legs gave way in the third round and Marlin got a KO. These boys both deserved the hand they received.

Middleweight Russel of EB Division showed himself a cool, collected two-handed boxer in out-fighting UM's Classy Clemens. These men gave a good demonstration of boxing skill.
The department reporters finally saw the point in one of the Deep Six jokes as they turned in copy for the next issue of the HORIZON. Left to right: W.W. Gentry, Y3c; M. Peck, Phm3c; J.W. Sleds, Y3c; Chaplain P.L. Mitchell; F. Ketch, Slc; A. Caton, Phm3c; E.F. Abood, RM3c; Corp. R.C. Erler.

SUPPLY SCUTTLE

When you see a finger-lift jitney racing over the hangar deck like a jeep on maneuvers, that is the sign that J.W. Lyons, Slc has just been turned loose to move stores.

When you hear sweet music drifting from Clothing and Small Stores, it is only L.L. Bisbee, SK2c, playing his new phonograph which he won back from the rest of the SKs.

When you smell a big cigar you might see M.M. Wright, SK1c, in the office smoke screen. It really isn't because he likes them, it's just to cover up all those Varga calendars he has been receiving lately.

When you think of it, all in all, the fellows are a nice bunch, if their officers could only get them bunched.

STAR SHELLS

To start the day right you must meet "Little Sam" Martinero, though his mirth may sometimes be hidden 'neath his prominent protrusion, he is ever laughing and congenial, the Joker of G2 Division.

To Lawrence, Mass., an honorary STAR SHELL to light the proud spirit shown by a civilian, who named his summer home, the "SHANGRI-LA" in honor of the ship his son is serving on.

Not a STAR SHELL, but a fire-cracker to Seaman Hetzel who unfortunately was "shell-shocked" by the loading machines.

To further prove the high degree of cooperation between Gyrenes and Bluejackets—gaze aloft to that gun crew consisting of both.

Checking the first copies as they come off the press, are the ship' printers. Left to right: L.G. Winters, Prtr3c; O.B. Collier, Slc; J. Juske, Prtr(M)1c; D.E. Shanley, Prtr(M)3c.
THE DEEP SIX
"What kind of sailors are they?" asked St. Peter.

"American," replied the gatekeeper.

"Oh, let 'em in," said St. Peter, "they will want a transfer in six months, anyway."

***

Boot: "You should be more careful to pull your shades down at night, Chief. I passed your home last night and saw you kissing your wife."

Chief: "Ha, Ha! The joke's on you, Mac. I had the duty last night and wasn't home."

***

Judge: Are you sure this man was drunk?"

Cop: "Well, he put a penny in the mail box, looked up at the bank clock and yelled, My gawd, I've lost 20 pounds."

COMMUNICATIONS

The "ultra-modern" CR Division now eating over their mastery of the rudiments of first-aid. Honest, fellows, you needn't be dismayed at the popular conception of first-aid... Bundles of bandages, crushing tourniquets, pulverized "sham" victims, etc. That is merely "movie talk." On the contrary, first-aid is comparatively simple, and it saves lives. Ask any "Flo Nightingale" in the CR Division.

Emmet Skipworth, 52c, CR Division, boasts that he is the shortest man (or reasonable facsimile thereof) aboard the SHANGRI-LA. He barely tips five feet in height. "Skippy" is from the rugged state of Texas, the land of the big badmen; but, he admits that he was the Lone Star's Lone Blacksheep.

***

51c: "That was a classy girl you were with last night. Where did you find her?"

52c: "Dunno. I just opened my wallet and there she was."
OUR SUPPLY OFFICER

Lt. Comdr. Avery A. Pabst, SC USNR, has the distinction of being the First Naval Reserve Supply Officer ordered to outfit, as Head of Department, a large combatant Aircraft Carrier.

The Supply Officer was born in Everett, Washington and received his education at the University of Washington. In 1929, he entered the Legal Department of the Shell Oil Company at Seattle, Washington, and in 1936, while head of the Sales Service Department of his company, and handling a large volume of governmental petroleum bids and contracts, he was offered a commission in the Naval Reserve.

During the ensuing years, he was an active member of the Seattle Naval Reserve and has taken training cruises on the USS CHICAGO, USS MINNEAPOLIS and USS CALIFORNIA. He also attended the Naval Reserve Supply School at the Puget Sound Navy Yard during its sessions in 1939 and 1940.

(Cont. on page 2)

CONGRATULATIONS

Recently, the Legion of Merit was presented to the Captain by Vice-Admiral George D. Murray, Commander Air Force, Pacific Fleet. The citation reads: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the Naval Station, Astoria, and the CVE Pre-Commissioning Detachment, Astoria, from Feb. 11, 1943 to July 8, 1944. Maintaining difficult and heavy commissioning schedules throughout this critical period, Captain Garner was responsible for the outfitting, commissioning and preparing of Escort Carriers for service in the Fleet and, by his marked organizational ability, handled the countless details of assembly and installation of equipment and many problems of adjustment, expeditiously and with comprehensive thoroughness. A splendid and inspiring leader, unflinching in his devotion to duty, Captain Garner has contributed essentially to our effective prosecution of the war by his success in insure these ships against serious material casualties at sea."

The entire ship's company joins in congratulating Captain Garner.

Harry Tomlinson, BMc and Paul Koehl, QM3c are today the holders of the Presidential Unit Citation which was presented to them recently by Captain Garner for their service while attached to the Destroyer, USS LEA.

The citation was awarded the Escort Carrier, USS BOGUE, her embarked planes and escort vessels, one of which was the LEA, "for outstanding performance in combat", from April 20, 1943 to July 3, 1944.

MEMORIAL SERVICES

Sunday, 15 April 1945, Memorial Services were held for Franklin D. Roosevelt, President of the United States and Commander-in-Chief of the Armed Forces, Ensign Walter Bartschat, USNR and Norman F. Riker, AM3c, USNR. They gave their all to the service they loved and so nobly upheld.
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.


The Padre Says

You can pray without kneeling. Prayer, after all, is simply lifting the heart up to God. Now, unfortunately, none of us can be on our knees all the time, praying formally. Each day, in and out, we have or will have a certain amount of work, recreation, eating, sleeping to do. Did you ever realize that Christ’s religion, sublime and perfect in its totality, nevertheless is so simple that we can offer the whole day up to God? And this includes all the difficulties of the Navy service.

"Do you mean, for example," you may ask, "that even my reading this article can be offered up to God?" If reading this article is a form of suffering, I have a happy idea that it can be offered as well. But how about a good movie? Yes, even a good movie, if it is legitimate recreation, can be offered up to God and is a prayer.

We can, by means of the Morning Offering, put everything—our works, prayers and sufferings of the ensuing day—on a paten, as it were, and offer it up to God. Then, with the exception of sin, everything we do throughout the day, whether eating, sleeping, working, reading or fanning the breeze, being so offered up, takes on supernatural value which means that we merit an increase of sanctifying grace. Everything we do throughout the day is offered up with Christ and through Christ in union with his sacrifice of Calvary.

It is simple, isn’t it? And yet, like so many simple things, it is too valuable to omit for even one day. Memorize this short morning offering and repeat it every day: “My God, I offer you all my thoughts, words, and deeds of this day.”-Chaplain Martineau.

LOYALTY AGAIN DEMONSTRATED

The War Bonds by allotment the week just closed, reveals again the thrift and loyalty of the SHANGRI-LA personnel. The Bond Officer reports 437 new allotments totaling $6,718.75 for maturity value $11,625.00 per month.

The total number of War Bond allotments now is 1693. The total amount of bonds bought by allotment is $25,334.00 per month. The maturity value bought by allotment amounts to $405,336.00 per year. The percentage of men buying bonds is 63.81%. We believe this is close to a record for CVs.
THE SUPPLY DEPARTMENT

Lo you need a sailmaker’s needle, a left-handed monkey wrench, an airplane engine, or a spare part to refloog the flodghoaster? Do you want early chow, late chow, special pay, or a priority for a victrola? See the Supply Department. Do you need a new uniform or the services of a barber, tailor, cobbler or laundry? They are all available as part of the activities of this ambidextrous outfit.

Some 15,000 items are carried in stock and accounted for by a group of men familiarly known as storekeepers. This simple designation is far from being a true description of their duties, for they must be truck drivers, typists, stevedores, warehousemen, bookkeepers, and most important, diplomats—all rolled into one. In addition they must know their stuff on their machine gun or repair party.

To take care of all phases of activity, the Supply Department is divided into four divisions, each with its specialty. The SG Division handles general ship’s stores and aviation material. Considerable technical knowledge is required of these men, and they play no small part in keeping the ship running and the squadrons flying.

The SD Division takes care of all disbursements and collections, files your allotments, operates a 4% ship’s bank, keeps your pay records, and accounts to Uncle Sam for every penny handled.

Then there is the important SC Division whose cooks, bakers, butchers and vegetable men, work around the clock to see that we

ATHLETIC FOOT NOTES

Boxing stock aboard ship went up several points with the latest ship’s smoker. In the card’s kickoff bout, GP’s Fassell outpointed Pitts of VZT in a three-round decision. The second match, voted the most spectacular of the evening, brought clean, classy Karshner of EB at 150 up against stolid, slugging Carbonara of GP, also at 150. Carbonara, though slightly marked, won a close decision.

(Cont. on page 4)
FLIGHT QUARTERS

WHAT DO YOU
SO BURNED UP
ABOUT BETTY?

YOU'LL SEE
PEPPER
WASH
THAT
CHEAP
SHINING
ELMER, NOW?

YOU BUM! IF THE STONE
IN THAT RING YOU
SAW, POISONED THAT
THING! WHAT'S
THE IDEA?

I DIDN'T
THINK
YOU'D FIND
OUT
DING-BONG IS
BLIND...
THEY SAY!

YES... BUT
NOT STONE
BLIND!

THE SUPPLY DEPARTMENT

(Cont. from page 3)
not only get appetizing chow, but necessary
gadgets called vitamins. It might surprise
even Ripley to know that this busy outfit
uses between seven and eight tons of provi-
dions daily in preparing our chow.

Equally as important from a morale stand-
point, is the SS Division representing
Ship's Service, whose forty-five special-
ists maintain the two ship's stores, the
sofa fountain, and all of the service shops-
Laundry, Barber, Cobbler, and Tailor. All
profits from the ship's stores are turned
over to the Commanding Officer each month
and may be spent at his discretion for the
welfare of the crew.

ATHLETIC FOOTNOTES

(Cont. from page 3)
G6's Randall and EB's Haritakes, at 156
and 154 respectively, fought three clean
count rounds in the third match. Haritakes'
whirlwind aggressiveness won him the deci-
sion. In the fourth bout, Carlington of CQ
and Johnson of EA, fought their 133 pound
match with surprising stamina. Carlington
was awarded a decision win.

Allen of G1, at 150, gathered a TKO over
Thompson of EA, at 143, in the fifth bout.
Both hard punchers, these men received a
big hand from the crowd. The final bout
showed a newcomer in the form of Stimpson
of C0, and a last minute challenger--Boehm
of EB, together in the 170 pound bracket.
Boehm after receiving several solid punches,
showed good form in taking the decision.

CLASSIFIED ADS
FOR SALE MISCELLANEOUS--Clearance sale now
on. Sharp reductions in prices on all sta-
pies. Some below cost. Ship's Store Super-
markets No. 1 and 2. All sales final.

FINANCIAL--No collateral or co-signers re-
quired. Just sign one of our allotment ap-
plications; we have the money sent. No cut
rates. One ladder down to Disbursing Office.

PERSONAL--Wanted: Your wife's name and ad-
dress. We will insert it on the beneficiary
slip in your service record. Personnel Of-
Fice, just across from the Log Room. Open
nights.

WANTED MISCELLANEOUS--Unnecessary gadgets,
scrap metal, junk, equipment or anything
else to reduce weight in the ship. Our
burners and chippers will gladly go to work
on your problem. No cost to you. All charger
paid by U.S. Government. Call Hull Office
885 before or after 1700.

SCHOOLS AND COLLEGES--Free college educa-
ion. Send no money. One ladder up or by
elevator to Training Room. No extra charge
for examinations.

FREE NIGHT SCHOOL CLASSES DURING THE DAY.
On the Government's time. Damage Control
Institute. 3rd deck at Sail Locker. Hot
meal to each student after class. (In mess
line.)

HELP WANTED--Men of all rates. No previous
experience necessary. To wear steel helmets,
flashproof clothing, etc. at General Quar-
ters. The only chance for advancement in
the Battle Zone.
GERMANY COLLAPSES

NEWS BREAKS ON SHANGRI-LA

May 5, 1945—All hands were alert and listening. "This is the Captain speaking. I have a message which just came in that is of interest to everyone. Beaten Germany surrendered Denmark, Holland and all that remained of the Reich in the north, Friday, silencing the guns of Europe’s northern battlefields for the first time since that fateful day of September 1st, 1939. All the Reich that Hitler ruled when he came to power has vanished save for a tiny dot surrounding his own Berchtesgaden in southern Bavaria and it was reported that the U.S. 7th Army captured and cleared it today. All the soldiers who on the September day struck at Poland to erect a Reich for one thousand years were dead, captured or were backed into isolated Norway. The southern pocket has already been cut in two around Dresden and in surrounded French posts. General Dwight D. Eisenhower, who brought American armies across an ocean, assaulted British, French, Poles, Dutch and Belgians in Britain and invaded Fortress Europe, today announced the surrender order. It becomes effective at 8 A.M. British double summer time Saturday (0600 GMT). Said General Eisenhower’s announcement: 'Field Marshal Montgomery has reported to the Supreme Allied Commander that all forces in Holland, northwest Germany and Denmark have surrendered to the 21st Army Group. If any additional news comes in I will give it to you."

That was our first word, but the word we had waited long to hear. As we listened we thought: "Truth crushed to earth shall rise again. The eternal years of God are hers; but error, wounded, writhes in pain, and dies among her worshippers."

PARIS:—It was reported today that more than 1,000,000 German troops in northwestern Europe, Holland and the Frisian Islands have surrendered to the 21st Army Group.

PARIS:—Allied Headquarters at Rome announced that over 1,000 German naval personnel have surrendered, including the German senior officer of Adriatic E-Boats.

PARIS:—On the other end of the western front, the American 7th Army has broken through the Brenner Pass area to link up with the American 5th Army at Vipiteno. On the Eastern front, the Russians in the north cooperated with the British in clearing local groups of resistance and generally restoring order.

MOSCOW:—Adolf Hitler’s blazing Chancellery in Berlin failed to yield up the body of the German Fuehrer whom the Nazis said had died there, May 1st. Dispatches from the German capital said. Meanwhile, German prisoners went to work clearing up their ruined city as thousands of civilians wandered through the rubble streets facing starvation.

NEW YORK:—Two transports, bringing home 1,988 American soldiers who were prisoners of war in Germany, arrived Saturday at the New York port of embarkation. The men boarded trains for Camp Kilmer, New Jersey. Furloughs will follow.
AVIATION REPAIR SHOP CREW

The Aviation Repair Shop is one of the eight technical repair and overhaul shops in the V2M Division. They are charged with the maintenance and repair of all metal structures on all planes of the Air Group.

The "Airedale Shipfitters" do everything from aircraft repair to building tow bars and doing any of the many repair and maintenance jobs on the ship that are required by and for the Air Department.

The main purpose of these busy shops is to keep the Air Group ready for flight at all times. If you hear and see activity in the shop on the hangar deck, port side aft, in the wee small hours, you can bet that by early morning the Aviation Repair Shop will have almost all our planes ready to fly, so far as metal structure is concerned.

This crew is composed of seventeen men under the supervision of Carp. R. Castel, V2M Division Officer and ACMs Bergin and Kealin.

Fun is like insurance—the older you get the more it costs.

THE DIT-DA TRIO

By E.F. Aboud, EM3c

Say, Mates, what say you meet an unusual trio! I call them the "Siamese Trio."

It all started twenty-eight months ago, when these lads braved boot camp together. There they became so attached to each other and so mutually inclined that they responded to the same call, infiltrating from a Naval Radio School in Idaho. Graduating in one piece from this school of dits and das, they decided to see the Pacific together. August 2, 1944, they ventured forth to a tiny Pacific island known as the "Ellice Islands." The Island of Samoa was another stepping stone to Tokyo these "Muskeeters" inhabited. In early May 1944, they found themselves on a transport headed for the States, still together. After a madcap thirty days leave, the Norfolk Navy Yard welcomed this vigorous trio into its realm, where the USS SHANGRI-LA was awaiting its commissioning. Together, they were assigned to this ship, into the CR Division, where they are still serving. They are Paul Manley, Robert Hayes and Roger Ackerman. Yep, you guessed it right, they even have the same rate—EM3c.
PLENTY OF SMOKE

The men who participated in the Ship’s Smokers deserve a lot of credit—win, lose or draw. This third smoker proved a howling success in every way.

The first bout of the evening ended in a TKO for Babitt of VIH over Brailey of the same division. This 135 pound tussle showed a lot of spark and speed from two men who are new to the ship’s contestants.

Haritakis of EB and Wilcox of V2R fought the second match to a draw. This was in the 150 pound class. It is a credit to both men to acknowledge that Haritakis has proved to be one of the fastest and most aggressive of the ship’s boxers.

In the 155 pound class, Carroll of VIT and Barton of EM fought to a draw. Both sides of the fence found argument in this decision, but the bout was too evenly fought from start to finish to have been judged otherwise.

Cochran of V3R and Douglas of G4 fought to another heavily-contested draw. This was a well matched fight featuring two of the outstanding men in our fistic circles.

In the fifth match, Marine Megargee finally found the key to a decision win over Randall of VIC in their second rematch. A couple of able boys and good sportsmen, these men were deserving of the applause given them.

Powell of VIH and Zwissler of GM gave us the first heavyweight tussle of the evening in the sixth match on the card. Decision was for Powell after three closely fought rounds.

The final and feature bout of the evening brought an exhibition from two great boxers, Merlin of EM and Russell of EB. Russell at 154 outpointed Merlin at 152 to take the decision.

THE PLUMBERS

By J. V. Sledz, Y3c

Since the commissioning of the SHANGRI-LA the Plumbing Gang has put in many long, hard hours of work. Their work consists of everything pertaining to that all important and scarce commodity—water, from the fresh water you drink and shower in to salt water in all the risers and main lines of the fire mains. They have added many fireplugs throughout the ship and installed additional sprinkling systems to fight fire more effectively if ever our time comes. By their many hours of hard work, the ship has been greatly improved in its ability to resist damage and minimize the loss of life. The Plumbing Gang is then, relatively little known on board ship, but nevertheless, a highly important organization.

(Cont. on Page 2)
DIVINE WORSHIP

Two chaplains are aboard to aid officers and men in their worship life. Chaplains P. L. Mitchell and P. Martineau may be consulted at any time in the Crews Library Office.

Divine Worship will be held on the Hangar Deck.

Give God a chance. Attend church this week.


THE PADRE SAYS

Don't stay away from church service just because you don't accept everything the Chaplain says. Of course, doubts and perplexities often face us in the life of religion. We were educated in a free country and have learned to accept and reject what we choose. But have a good reason for what we believe or reject.

A great religious thinker once said, "We should approach Christianity as a cow eats in a pasture, when a cow comes upon something which it cannot at that moment eat, it does not snort and refuse to eat anything in the pasture. No! It moves slowly around that plant and continues to eat quietly what it can. It seems to have the good sense to know that other creatures may be able to consume what it cannot, and that perhaps, later on, it too, may find that edible."

So let every man attend church. Men of all beliefs are welcome at all services aboard ship. If you cannot accept some thought presented, do not snort and quit.

Take what you can, remembering that we all grow in faith and that what is indisputable now may be understood with ease at a later time.

Surely, today we can appreciate God's presence and protection better than we could a year ago. Snort, if it makes you feel better but don't stay away from church.

THE PLUMBERS

(Cont. from Page 1)

Nearly all the petty officers have had previous sea duty. Tumblety, Chief Shipfitter, in charge of the shop, has served at sea continuously for the past seventeen years. He has served on board nearly every type of vessel with the exception of submarines, and for the most part, in Asiatic waters. Frazer, SF1c, is a real carrier sailor, having spent all of his time on them, including four years on the SARATOGA. Beardsley, SF1c, tells weird stories about his experiences around the Alaskan waters. Ahern, SF2c, and the Mad Russian, Smerno, SF3c, are shipmates from the BOREALIS WOOD. Along with all this work and toil, they all seem to idolize the King of Swing, Benny Goodman, as their favorite band leader. A tune of sweet and swing music can be heard blaring forth from their quarters on the fantail after the day's work is done.
THE FACE OF CHRIST

There is a face in the above picture. Some persons see it right away. Others will look in vain for months, and then suddenly, there it is, yet, some have looked long and hard and never have seen it.

Legend has it that the picture was taken by a Chinaman, an amateur cameraman, who resolved to accept Christianity if he could but see the face of Christ.

One day, carrying his camera down a road splotched with half-melted snow he received an urge to take a photograph. He did. When he developed the film, all he saw at first was black and white spots. Later, he saw the face, which he firmly believed was that of the Christ. Can you see the face?

BLACK GANG NEWS

By E. Little, W1c

J. O. Inving, W1c and E. J. Tonak, W1c, are on the road to recovery, thanks to clear-headed shipmates and the best of medical care.

E. Johnson, W2c, is going around in circles after receiving two letters from his wife. Contents--maybe it's a boy, maybe it's a girl. No further news as yet.

C. J. Schultz, EM2c, busted all the buttons off his shirt after reading his latest letter from home--you guessed it, a blue-eyed blond baby girl, 6 pounds, 2 oz., born April 23, 1945. Congratulations.

MEDICS MEMOS

By J. H. Caton, P1c

The Medical Department is quite sure its own John Nelson is the holder of some sort of a speed record. He receives his greatest impetus from a certain bugle call. The fact that he usually starts from a prone position is no handicap to this modern Mercury who attributes this inimitable skill to his previous experience in England dodging "buzz bombs."

Wanted by Scanlon: One pair of Jap ears for his kid brother who is in urgent need of them to uphold his reputation in the neighborhood. He was much disappointed because Pat failed to produce them after the Chesapeake Bay cruise.

Reliable sources have it that members of "Reich Raiders" have voted him their most "Unforgettable Character."

The late fad of mustachio cultivation which was prevalent throughout the ship, and incidentally found many faithful followers among pharmacist mates, seems to have an opposite trend--sort of a follicle field day so to speak--and now these self-asserted Cabals, befit of hair in general, look like... well, whoever said, "Monkeys are Funny People" must have found his inspiration from somewhere.

Fan Dancer: "Doctor, I want you to vaccinate me where it won't show."

Doc: "Okey, stick out your tongue."
THE DEEP SIX
Lady: "Can you give me a room and a bath?"

Clerk: "I can give you a room, madam, but you will have to take your own bath."

A girl in a crowded bus remarked quite audibly to a friend standing by her side: "Oh, dear, I wish that good-looking sailor would give me his seat!" And five gobs promptly got up.

The fluttery summer visitor approached the old sea captain seafaringly. "You know, I've always wondered—why do you sea folk always call a boat 'she'?"

The captain's answer was ready. "Ever try to steer one?"

Daughter: "He says he thinks I'm the nicest girl in town. Shall I ask him to call?"

Mother: "No, dear, let him keep on thinking so."

Sic: "I dreamed I got a commission.
Sge: "Selling what?"

EM'S A LITTLE TROUBLE IF YOU LEAD A HELLO ON—THEN, NOT WHEN WE THINK YOU'RE WILLED, YOU ROLL OUT!

I SUGGEST YOU ROLL OUT, SIR...

WAYS YOU MIGHT COMFORTABLE AND BE FORT WITH YOU..."
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From: Commanding Officer.
To: The Chief of Naval Operations.

Subject: Ship's History - U.S.S. SHANGRI-LA (CV38) - Submission of.

Reference:
(a) CNO Ltr Op-33-J-6-BMD ser. 506233 dtd. 5 Oct 1944.
(b) Aviation Circular Letter No. 74-44 of 25 July 1944.
(c) Aviation Circular Letter No. 101-45 of 11 September 1945.

Enclosures:
(A) Chronology and Narrative.
(B) Three (3) issues of "Shangri-La Horizon", ship's paper.
(C) Fifteen (15) photographs from ship's files.

1. In accordance with reference (a), (b) and (c), enclosures (A), (B) and (C) are forwarded herewith.

2. The ship's history for the U.S.S. Shangri-La covers the period from 13 June 1945 to 20 September 1945, and does not include an individual history of the air groups embarked.

3. This is the final installment of the ship's history.

R. F. WHITEHEAD

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012
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CHRONOLOGY OF THE USS SHANGRI-LA (CV38)

June 13, 1945: SHANGRI-LA entered Leyte Gulf, Philippine Islands, with TASK GROUP 38.4 and dropped anchor in San Pedro Bay for 2 weeks of replenishment and recreation.

July 1, 1945: Underway again for 10 days of training exercises and flight operations prior to resumption of strikes against the enemy in the homeland.

July 2, 1945: Another "first" for the SHANGRI-LA. Oath of office administered to John L. Sullivan, Assistant SecNav for Air, by Vice Admiral Aubrey W. Fitch, Deputy Chief of Naval Operations for Air. First ceremony of its type ever conducted aboard a warship in the combat zone.

July 4, 1945: 10,000th plane landed aboard by Lieutenant R. W. Paland in a TBM. His passenger on the occasion was John L. Sullivan, Assistant SecNav for Air.

While landing from routine operational flight, P6F pulled out tail hook and crashed over the side.

Pilot: Ensign W. K. Dando, Akron, Ohio.
Lost at sea.

July 10, 1945: SHANGRI-LA's first strikes in the Tokyo area. Total of 4 sweeps and 2 strikes netted considerable damage on enemy airfields with little airborne resistance and no planes or pilots lost by AIR GROUP 85.

Sorties: SWEEP 46, STRIKE 78, GRAPHIC 8, SUBCAP 10, RAPCAP 16, DOAP 24, TOTAL 182.

July 11, 1945: Task Force 38 commenced retirement from Tokyo area and changed course to northward for operations against Hokkaido.

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Encl "A"
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July 14, 1945:

Primary targets on Hokkaido closed in by weather; strikes diverted to shipping at Muroran. SHANGRI-LA pilots sank one FTC, one PF and 3 luggers. Inflicted damage on 16 vessels of various types and 7 luggers.

One F4U-1C ran out of gas on return from target and ditched. Pilot recovered.

One SB2C pulled up into overcast and disappeared after attacking train at Tomatoi. Never seen again.

Crewman: O. B. Rasmussen, ARMMc.

Missing in action.

One TBM-3 and two FG-1D's made crash landings as result of flak damage and were jettisoned.

Sorties: STRIKE 68, SWEEP 20, SUBCAP 8, GRAPHIC 4, DOAP 24, RAFCAP 16, TOTAL 140.

July 15, 1945:

Day was spend in offensive operations against shipping and land targets in the Hokkaido area. Pilots from the SHANGRI-LA sank 11 vessels and damaged 6. Two locomotives were blown up and 3 destroyed.

One pilot was lost and 5 Corsairs were lost, 2 in combat and 3 operationally.

Two F4U's ran out of gas on return and were ditched. Both pilots recovered.

One FG-1D ditched near bombardment group as result of oil pressure trouble due to flak damage. Pilot recovered.

One FG-1D crashed barriers upon landing and was jettisoned.
July 15, 1945:
One FG-1D was shot down by flak at Otaru.
Pilot: Lieutenant (jg) J. S. Weeks.
Missing in action.

Sorties: STRIKE 46, SWEET 38, GRAPHIC 7,
RACPAP 16, SUBCAP 10, DCAP 22, TOTAL 139.

July 16, 1945:
During replenishment Captain Richard F.
Whitehead, USN, officially relieved Captain
James D. Barner as Commanding Officer of
the SHANGRI-LA.

July 17, 1945:
Offensive operations resumed in Tokyo area,
but flights cancelled after first strikes
prevented by foul weather.

Sorties: RACPAP 16, DCAP 24, SUBCAP 2
TOTAL 42.

July 18, 1945:
Activities were centered around Tokyo.
Although SHANGRI-LA's early strikes were
delayed by rain, her squadrons successfully
attacked airfields and the Japanese naval
base at Yokosuka. 28 unidentified planes
damaged on ground. Against heaviest flak
to date, AIR GROUP 85 inflicted extensive
damage on the battleship NAGATO with 1,000-
pound GP bombs.

6 Avengers and 5 Helldivers were damaged
over Yokosuka. 3 planes were hit in after
fuselage.

One SB2C returned to ship with aircrewman
who had died enroute of external hemorrhage.
Aircrewman: Alfred P. Bonosconi, ARM1c.

One SB2C4E with damage to tail made a no-
hook landing and crashed barriers.

Sorties: STRIKE 38, SWEET 20, SUBCAP 2,
GRAPHIC 4, DCAP 4, RACPAP 8, TOTAL 76.

July 24, 1945:
After several days of steaming toward
replenishment rendezvous, refueling and
re-arming, TASK GROUP 38.4 conducted oper-
ations against airfields and naval combat-

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July 24, 1945:

Ant ships at Kure. Although weathered out at Mihoc, AIR GROUP 85 attacked in the Wakayama, Himeji, Miki and Yonago areas. Destroyed 7 unidentified planes and 2 Topsys; damaged 24 planes on the ground.

At Kure 3 small freighters and 21 luggers were sunk. Damage was inflicted on 6 warships, including the battleship HARUNA, and 9 smaller craft. 7 locomotives were destroyed.

Five planes, two pilots and two aircrewmen were lost by the SHANORI-IA.

One FG-1D which was damaged by mid-air collision over target, crash-landed on deck and was jettisoned. One SB2C was damaged by barriers on landing and was jettisoned on July 27.

One SB2C was damaged by flak over Kure and ditched. Pilot was recovered.

One SB2C was missing from action over Kure and another was shot down by flak.


Aircrewman: Edward Hicks, ARM1c Missing in action.
Robert F. Hanna, ARM2c Missing in Action.

Sorties: SWEEP 40, STRIKE 75, GRAPHIC 8, SUBCAP 16, DCAP 16, RAPCAP 16, WEATHER RECCO 6, DUMBOCAP 6, TOTAL 183.

July 25, 1945:

TASK GROUP 38.4 launched strikes in the same areas as the day before, but weather nullified attempts against Kure combatant ships. AIR GROUP 85's score for the day
CONFIDENTIAL

July 25, 1945:

was 3 ships sunk and one damaged. 3 aircraft were shot down from the air, 16 destroyed on the ground and 41 damaged.

One F4U-1C was ditched as a result of flak damage over Miho. The pilot was recovered.

Sorties: SWEEP 33, GRAPHIC 4, SUBCAP 12, DCAP 16, RADCAP 16, WEATHER RECCO 4, TOTAL 85.

July 28, 1945:

For the SHANGRI-LA the primary targets for the day were the battleship HARUNA and the light cruiser OYODO. In a terrific strike and a subsequent sweep against these Kure warships, the pilots of AIR GROUP 85 scored many direct hits, left the HARUNA beached, down by the stern and flooded, and the OYODO capsized.

Other sweeps against airfields in the Miho area netted the SHANGRI-LA a total of 26 planes destroyed and 23 damaged.

Casualties for the day were five planes, three pilots and three aircrewmen.

One FG-1D was jettisoned as a result of flak damage over the target. One SB2C4E which had been damaged over Kure was ditched enroute to the ship. Pilot was recovered.

One TBM was shot down over Kure during attack on the HARUNA.
Pilot: Lieutenant Guy M. Brown, Jr. Vicksburg, Mississippi.
Missing in action.
Aircrewmen: C. E. Smith, A0M2c
W. H. Winn, ARM2c
Both missing in action.

One SB2C4E was shot down in flames over Kure.

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July 28, 1945:

Pilot: Lieutenant Edward D. Gibson,
Prophetstown, Illinois.
Missing in action.

Aircrewman: C. H. Linsz, ARM2c
Missing in action.

One FG-1D was missing after the attack
at Kure.

Pilot: Lieutenant (f/g) Joseph G. Hjelstrom,
Upper Montclair, New Jersey.
Missing in action.

Sorties: STRIKE 65, SWEET 36, GRAPHIC 8,
SUBCAP 16, DCAP 16, RAPCAP 15, WEATHER 4,
TOTAL 160.

July 30, 1945:

SHANGRI-LA targets for the day were air-
fields east of Tokyo, but foul weather
minimized the results achieved in that
area. Targets of opportunity yielded pro-
fitable results.

Japan Imperial Aircraft plant was bombed
and rocketed and left burning.

In the Maizuru area one large transport,
10 luggers and 3 small freighters were
damaged. In the Tokyo area 3 large subs
and 3 midget subs were sunk. 4 midget subs
and 2 small freighters were damaged and one
locomotive was destroyed.

One SB2C4E and one T4U-1C were jettisoned;
the former as a result of flak damage over
Maizuru; the latter as a result of damage
in deck handling.

Sorties: STRIKE 46, SWEET 20, GRAPHIC 8,
SUBCAP 12, DCAP 24, RAPCAP 8, WEATHER 6,
TOTAL 124.

July 31-August 8, 1945:

TASK GROUP 38.4 spent this period in re-

tirement for replenishment and for purposes
of avoiding an impending typhoon which ob-
structed approach to target. Gunnery exer-
CONFIDENTIAL

July 31-August 8, 1945: Cises and training flights were conducted during diversion to an area northeast of Iwo Jima.

August 9, 1945: Operations were resumed by SHANGRI-LA against enemy targets on northern Honshu. In two sweeps and four strikes, pilots of AIR GROUP 85 attacked airfields and ground installations in the area. Destruction of aircraft on the ground was successful but actual evaluation impossible because of employment of VT fuzes.

During the day many bogies heckled Task Force 38, but none approached the SHANGRI-LA.

One FG-1D landed without flaps and was jetisoned.

Sorties: STRIKE 91, SWEEP 24, GRAPHIC 8, SUBCAP 4, DCAP 24, RAPCAP 8, WEATHER 6, AUTOCAT 1, TOTAL 166.

August 10, 1945: Although attacks were concentrated in the Tokyo area again, previous sweeps had inflicted so much damage and the weather was so unfavorable that meagre results were obtained.

That night first word was received aboard the SHANGRI-LA of the Japanese peace proposal.

STRIKES 75, SWEEPS 39, GRAPHIC 7, SUBCAP 4, DCAP 24, RAPCAP 8, WEATHER 4, TOTAL 161.

August 13, 1945: After previous day's operations were cancelled by weather, the SHANGRI-LA struck again on the airfields of Tokyo.

Despite the fact that peace negotiations were underway, much fighting took place with 22 snoopers intercepted by Task Force 38. Three were splashed by AIR GROUP 85.
Damage and destruction in the target area consisted of: one submarine sunk, 26 planes destroyed on the ground and three splashed. Substantial damage was inflicted on hangars and ground installations.

Two planes were lost that day, one pilot and one aircrewman.

One TEM was ditched as a result of engine failure during return to the force. The pilot and one aircrewman were recovered, but the other aircrewman went down. Aircrewman: J. C. Shirley, ARM3c. Missing as a result of drowning.

One FG-1D went down on Kasumigaura Lake as a result of flak damage and the pilot was not recovered. Pilot: John H. Chapman, Jr. Los Angeles, California Missing in action.

Sorties: STRIKE 42 SWEEP 43, GRAPHIC 8, SUBCAP 4, RAPCAP 8, CAP 28, WEATHER 4, TOTAL 137.

August 15, 1945:

Attacks were repeated against the Tokyo airfields. Only one sweep arrived over the target, however, before the SHANGRI-LA was ordered to cancel all further strikes and maintain strong defense patrols only.

ALNav 195 announced the cessation of hostilities, but Japanese planes kept approaching the force throughout the afternoon.

The SHANGRI-LA’s RAPCAP splashed one Judy and damaged one Frank. No planes penetrated the aircraft patrol defense line to the ship.

Two FG-1D’s were lost that day, and one pilot. One of the Corsairs was catapulted over the bow. Pilot recovered. The other
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August 15, 1945: went down on Kasumigaura Lake and the pilot was not recovered.
     Pilot: Lieutenant (jg) John C. Dunn
     Coutice, Ohio
     Missing in action

     Sorties: SWEEP 9, RESCUE CAP 10, DCAP 24,
             RAPCAP 8, WEATHER 4, TOTAL 55

August 19, 1945: During replenishment with a logistics group the SHANGRI-LA transferred her Marine detachment and a medical detail to the USS OZARK (SV2) for temporary duty in connection with initial occupational landings in Japan.

August 22, 1945: Task Force 38 conducted mammoth air review with all of the planes in the force participating in a flight over the various groups. Total planes in the air; 1,001.


     A TBM from the SHANGRI-LA made the first naval landing on Japanese soil at Atsugi, carrying as passengers liaison and public information representatives.

September 1, 1945: Vice Admiral John H. Towers, USN, relieved Vice Admiral John S. McCain as Commander Second Carrier Task Force Pacific.

September 2, 1945: A massed flight of 67 planes from the SHANGRI-LA joined with other planes from Task Force 38 to conduct a parade of power over the Emperor's Palace and over the USS MISSOURI during the signing of the surrender.

     At Atsugi airfield planes from Torpedo Squadron 85 picked up five prisoners of war who had been missing in action from the SHANGRI-LA and returned them to the ship.

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September 2, 1945: The group included:

Pilots: Lieutenant (jg) Edward Dixon
        Lieutenant (jg) John C. Dunn
        Ensign Richard W. Mann
        Ensign John H. Chapman

Aircrewman: Robert F. Hanna, ARM2c

Except for Chapman and Dunn, who had gone down on Kasumigaura Lake when the war was almost at its end, the above men had been definitely given up for lost.

September 3, 1945: AIR GROUP 85 was replaced by AIR GROUP 2, under Commander I. M. Hampton, USN. Transfer and exchange of the two groups was effected at sea by the USS ATTU (CVE102).

September 4, 1945: The exchange of air groups was completed when 80 planes of AIR GROUP 85 were launched and 80 planes of AIR GROUP 2 were landed aboard the SHANORI-LA.

September 5, 1945: Designation of TASK GROUP 38.4 was changed to TASK GROUP 38.1. Rear Admiral Radford in YORKTOWN still in tactical command.

SHANORI-LA left the formation to operate independently in training the new air group.

September 8, 1945: SHANORI-LA's Marine detachment reported back aboard from occupational duty at Yokosuka.

Black-out at sea officially lifted and all ships turned on all running lights and used visual signal lights for the first time since the beginning of the war.

September 16, 1945: After 78 consecutive days at sea, SHANORI-LA entered Tokyo Bay and anchored off Yokohama.

September 19, 1945: Surviving crewman of SB2C crash over Hokkaido brings SHANORI-LA her most spectacular tale of adventure.
September 19, 1945: Aircrewman Oliver B. Rasmussen, ARM1c, eluded capture for 68 days in northern Japan and returned to the ship only 14 pounds under his previous weight.

THE END
The long cruise from Okinawa to the Philippines was no more fraught with danger than a trial run in Chesapeake Bay. By midday of June 13 the SHANGRI-LA and the other warships of TASK GROUP 38.4 were steaming leisurely through the sunlit waters of Leyte Gulf. The flanking screen of destroyers which skirted fore and aft of the long procession seemed to be engaged in a peacetime tactical drill rather than a protective measure of defense, for there was nothing in the clear blue sky or calm broad sea to yield even the slightest suspicion of a lurking foe.

Yet less than a year before in the shadow of these same islands, Admiral Halsey's Third Fleet had fought one of the bloodiest battles of the whole Pacific War, had cleared the Philippine seas of the last pestilent Jap and sent the battered remnants of the Imperial Navy skulking back to the shelter of home ports.

Unmolested now and restored to supremacy in one of the first areas overrun by the enemy, the units of this same fleet filed triumphantly into San Pedro Bay, sought out their respective berths and dropped anchor amidst the greatest assemblage of ships ever united under a single command.
The fighting was over for a spell but the work went on. These periodic retirements from the front lines of battle were more difficult than their name implied. In the complex logistics of total war the word "replenishment" covered a multitude of labors and at an advanced base even the term "recreation" bore its own peculiar connotation of endurance. What the humid heat added in misery to one it subtracted in enjoyment from the other.

Nevertheless, to all hands who had been conditioned to the hardships of battle, its restrictions were negligible. Few of the officers and men of the SHANGRI-LA failed to muster at the quarterdeck when the liberty call was sounded. After long hours of loading provisions, checking-in stores, standing watches, stowing ammunition, welding, chipping, painting, repairing, and installing new equipment, they found the LCM's and LCVP's which sputtered abreast of the accommodation ladders every afternoon just as irresistible as the personnel boats which had shuttled back and forth from North Island to San Diego or the ferries which had linked Portsmouth to Norfolk.

When mail calls were no longer greeted with wild hilarity and afternoon sports and nightly movies on the hangar deck became regular routine, the days in port settled back into the same rut of anonymity as the days at sea.

There was a great deal to be done aboard the SHANGRI-LA between the crew's beach parties on Leyte and the officers' jaunts to
Samar. For its forthcoming strikes against the enemy in the north, the Third Fleet had already been ordered to prepare itself for "extensive operations at sea". This meant that for weeks on end Task Force 38 would have to sustain itself underway with only those urgent requirements of provisions, fuel and ammunition which could be provided by periodic rendezvous with logistics groups and that class of alterations and maintenance which could be undertaken by a ship's force. There would be no withdrawal to an advanced base or availability at a Navy Yard unless battle damage compelled it. And nobody wanted that.

By the time the boilers were lit off and the special sea detail was set the majority of the work was done. Some of it had to be left for underway. But there was ample time for that. Operations against the enemy would not be resumed until ten days after the sortie. For the interlude enroute to the combat zone Task Force 38 was scheduled to conduct a series of intensive training exercises to refresh its skill and condition its endurance. The job ahead of them this time would be a big one. And it had been over two weeks since they had launched a strike.

As the great fleet emerged from San Pedro Bay it began to form up under the same constitution it had entered. The SHANGRI-LA still flew the flag of Vice Admiral McCain, Commander Second Carrier Task Force Pacific, and took her orders from Rear Admiral Radford, Commander TASK GROUP 38.4, in the YORKTOWN. In the 45,000-ton battle-
ship MISSOURI Admiral Halsey still exercised over-all command from a station in the same group. The renowned fighting team which had tracked the enemy down many times before was off on the greatest game hunt of its career that morning of July 1.

Aboard the SHANGRI-LA the following day the crew was called to quarters on the flight deck in full battle regalia to witness for the first time in U. S. Naval history the administration of an oath of office aboard a man-o’-war under combat conditions.

In an impressive ceremony John L. Sullivan was formally sworn into office as Assistant Secretary of the Navy for Air by Vice Admiral Aubrey W. Fitch, Deputy Chief of Naval Operations for Air. As the Assistant Secretary’s flag was broken at the truck, a 17-gun salute was rendered by the ship’s 5-inch batteries, another by the guns of the YORKTOWN, and a returning salute of 13 guns by the SHANGRI-LA for the Commander Carrier Division SIX. At the conclusion of honors the flag was hauled down and presented by the ship’s Captain Barner to the newly inaugurated Assistant Secretary of the Navy for Air.

Two days later—on the 4th of July—Lieutenant Richard W. Paland swung his TBM around the stern of the carrier and settled down upon the deck for the ship’s 10,000th landing since commissioning. He brought with him as passengers from a routine operational flight the honorable John L. Sullivan and J. G. Shirley, ARM3c.
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During the 9-day period of patrols and training exercises conducted enroute to the scheduled area for operations, the SHANGRI-LA lost four planes and one pilot. When two Corsairs hit the sea—one as a result of fuel exhaustion and the other during take off—both pilots were picked up and restored to the carrier. One Helldiver crashed on deck and was jettisoned several days later. The fourth casualty preceded the ceremonious 10,000th landing by a mere 15 minutes. While the torpedo squadron was orbiting overhead with its distinguished passenger, a Hellcat night fighter swept down on the deck, ripped out its tail hook and plunged over the side. The pilot, Ensign Willard K. Dando, went down with his plane.

At General Quarters on the morning of July 9 all of the mounting suspense and rampant scuttlebutt which had accompanied the cruise north came to an abrupt, dramatic climax as Captain Barner's familiar voice filtered through the announcing system to every compartment aboard the ship.

"Ever since the SHANGRI-LA was commissioned," he began with quiet seriousness, "we have all looked forward to the day when we would strike Tokyo and other targets on the enemy homeland. Our time has come at last. . . . These forthcoming operations will involve some of the heaviest fighting and include some of the most dangerous missions we have undertaken since our arrival in the combat area. For long periods we shall be cruising off the coast of Japan, within hazardous range of Kamikazes, submarines, Baka bombs, or any
other instruments of defense which the enemy may choose to hurl against us. I want every man to remain constantly aware of this--to condition himself to perpetual alertness, off his battle station as well as on... Today we stand due east of Honshu, capital island of the Empire. Tonight we shall steam due west in a high speed run that will bring us to our launching point before dawn. Tomorrow our target is Tokyo! Let's do a good job!"

This was it. Scarcely two hours past midnight on July 10 the men of SHANGRI-LA set their bare feet on chill decks to keep a date with destiny.

No other strike day had ever held such tremendous significance. In a few hours their ship would earn her name and redeem a heritage. Her first bombs exploding on the airfields of Tokyo would round out an ingenious cycle of American vengeance and forge the last link in a chain of events which had begun three years and three months before--when Jimmy Doolittle's band of intrepid flyers had launched their one-way strike from the flight deck of the old USS HORNET. Toward ultimate resumption of that heroic mission the SHANGRI-LA had been bought and paid for by citizens of the United States. In commemoration of it she had been given a name by the late Franklin Delano Roosevelt. Today she would keep her faith with them.

By the time General Quarters was sounded and the ship went into strike routine, the sluggishness of early reveille had been shaken off and every man was ready for what the day might bring. Over the
speakers the chaplain's morning prayer solemnly reminded those below decks of the serious business transpiring topside. The pilots of AIR GROUP 85 had been briefed thoroughly on targets in the Tokyo area and the first planes were warming up to a steady drone. Long before daylight broke the eastern horizon the initial sweep of fighters was belching fire along the forward end of the flight deck and roaring out into blackness over the sea.

From dawn to dusk the SHANGRI-LA lay about 150 miles off the coast of Honshu while her airmen—in four sweeps and two strikes—strafed, bombed and rocketed airfields in the vicinity of Tokyo. Shop buildings were damaged, revetted areas were burned out and gun emplacements were demolished.

Only fifty aircraft were visually sighted at Shiri. One Betty and one unidentified plane were destroyed by strafing and at Katori another was burned in a revetment. The enemy offered no air-borne resistance during the day and dispatched no Kamikazes over the group. In her first strikes against the heart of the Japanese homeland the SHANGRI-LA recovered every pilot and every plane and saw few bogies on her screen. Her cocksure boast, flaunted in conspicuous shingles from the frame buildings of Newport, had at last come true. The "Tokyo Express" had lived up to her name—with better results and less danger than any man aboard had ever dared expect.

That night TASK GROUP 38.4 retired eastward until 0245, then changed course to northward and established rendezvous with a log-
istics support group to receive fuel, gasoline and replacement planes. When replenishment was finished the ships commenced a run toward the coast of Hokkaido, target for July 13. At the designated launching point, however, low haze and thick mist delayed operations for a day and strikes against this northern island of Japan were not conducted until early morning of July 14.

Again the squadrons of ATR GROUP 85 lashed out at the enemy homeland. Finding most of the airfields closed in tightly by the weather, the fighters and bomber-fighters from the SHANGRI-LA struck at shipping in the Muroran area. At Hokodate they rocketed an old destroyer and a medium transport and set fire to two freighters by strafing. Near Oshambe they burned five sea trucks and two trains with gunfire and rockets. Subsequent strikes, pressed home in the face of extremely foul weather, destroyed locomotives and freight cars near Shiraoi and blasted hundreds of feet of track.

When the score was added up at the end of the day five planes had been lost, one pilot and one aircrewman. In return a division of RAPCAP--vectored out by picket destroyers--had tallyhoed and splashed one Japanese Betty and smoked another.

Two of the SHANGRI-LA's losses were operational. One Corsair ran out of gas on return from the target and was ditched; another crashed into the barriers upon landing and was jettisoned.

A couple of the combat casualties, returning to the ship around noon, furnished the men on topside battle stations with half an hour
of suspense and a pair of the most spectacular thrills they had wit-
nessed to date.

Badly damaged by enemy fire and with only one wheel down, an
Avenger and a Corsair came limping back to the carrier for emergency
landings. There was precious little time to debate the issue as
each alternative was fraught with danger. A fouled-up flight deck
might seriously interrupt the ship’s schedule of operations. A
couple of water landings might lose four lives.

Alerting every man in the catwalk gun buckets and ordering a
Crash crew to stand by, the Air Officer gave the distressed flyers
the white flag. One after another—like great crippled birds—they
hung for a spell over the churning wake, then cut their engines and
came in. The big torpedo plane caught a cable the instant it touched
the deck and keeled over at a dead halt. The fighter taxied for a
few seconds on its single wheel, then careened to one side, raking
up a brisk shower of splinters. The flight deck was cleared and
the airmen were uninjured, but both planes were damaged beyond re-
pair.

The fifth casualty of the day occurred during an aerial bombard-
ment of the Hokkaido coast near Shiraoi. Diving through one of the
cloud openings which occasionally appeared over the target in widely
scattered spots, Lieutenant (jg) Howard E. Egleston, Jr. gave an
enemy train at Tomakomai a close-range strafing from the guns of his
Helldiver, then pulled up sharply into an overcast and was never seen again. He carried with him in that fateful climb an ARMco by the name of Oliver B. Rasmussen.

In addition to the combined air raids launched against Hokkaido during the day by TASK GROUP 38.4 the cruisers USS CHICAGO (CA136) and USS QUINCY (CA71) took leave of the disposition at dawn to join a surface group operating against shipping and inshore land targets along the coast of Honshu.

On July 15 the same foul weather prevailed. All primary land targets on which the pilots had been originally briefed were closed in so that the strikes were concentrated once again on accessible alternates. Shipping, locomotives and bridges caught a large share of the bombs dropped and rockets fired. A radar station and power house burst into flames at Tomakomai. A building was burned at Mori. A large factory was touched off by incendiaries at Moseushi.

But the cost absorbed the profit that day. Two Corsairs were ditched by fuel exhaustion. A third went down near the bombardment group as a result of oil pressure trouble due to flak damage. A fourth crashed the barriers upon landing and was jettisoned. The pilots of all these planes escaped uninjured. But Lieutenant (jg) John S. Weeks—in the fifth fighter to be lost that day—was shot down by anti-aircraft fire over Otaru and never recovered.

Again as on the day before heavy units of the fleet moved in to augment the devastating air power of Task Force 38. At midnight
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Admiral Halsey's flagship MISSOURI, together with the IOWA, WISCONSIN, and escorting destroyers, slipped quietly out of TASK GROUP 38.4 and steamed off toward the coast of Hokkaido. There, in bold defiance of Japanese shore batteries, they loosed salvo after salvo of 16-inch shells, plastered inshore targets with a thundering rain of destruction and then slid out again to join the fleet.

The following morning while taking time out to receive fuel, gasoline and replacement aircraft the SHANGRI-LA bade farewell to Captain James D. Barner, her first commanding officer. A formal ceremony for the turnover of command had been previously scheduled for the flight deck, but the perpetual foul weather held it off. Thick fog and blanketing mist lent a dismal background to the Captain's final speech over the general announcing system:

"Every officer taking command of a ship knows that someday that command must end. Back in Norfolk--when we were wondering what the future held in store for us--this cruise which I am completing today seemed to cover a long period of time. Today, as I reflect on the past, it has ended much too soon... For the remainder of your tour of duty out here I wish for you a continuation of the good luck we've had to date and the best of hunting!"

He closed by reading orders which transferred him back to the States for command of the U.S. Naval Air Test Center at Patuxent, Maryland, and then turned over his command to Captain Richard F. Whitehead, USN, who from that moment forward became the second
"Skipper" of the SHANGRI-LA.

By the time a destroyer had pulled alongside, groups of officers and men had gathered on the fantail, gun mounts and overhanging cat-walks to say goodbye to the man who had led them through a strenuous shakedown period, introduced their ship to combat in the closing phase of the Okinawa campaign and brought her striking power to bear against the enemy in the capital of his homeland. To the accompaniment of a rousing send-off by the band, he was harnessed in the ship's deluxe boatswain's seat, hoisted clear of the lifelines and whisked out across a choppy gap of sea.

The next day a continuance of low ceiling, poor visibility and cloudy overcast thwarted the attempts of AIR GROUP 85 to resume offensive operations in the vicinity of Tokyo and attack the battleship NAGATO. When the first sweep was forced to expend its rockets in the sea and the second failed to get even as far as the target area, all further flights for the day were cancelled.

That same afternoon—under the designation of Task Force 37—powerful units of the British Pacific Fleet commanded by Vice Admiral Sir Bernard Rawlings joined the U.S. Third Fleet off the coast of Honshu for the first combined operations ever conducted against Japan.

On July 18 the force moved to a launching point southeast of Tokyo to carry out the postponed strikes of the day before. Heavy rain delayed early attacks but by noon the SHANGRI-LA squadrons were
strafing unidentified planes on Yatake and Katori and blanketing flak in the Yokosuka area with VT-fuzed fragmentation bombs.

Over the breakwaters of Japan's key naval base the entire air arm of Task Force 38 flew hundreds of sorties, releasing a veritable torrent of bombs and rockets upon enemy ships at anchor and underway. Prize among them was the ponderous NAGATO, one of the last proud remnants of a decimated fleet. Like a clumsy mastodon tracked to its lair, she stood at bay under a swarming attack of Corsairs, Avengers and Helldivers, trying to swat them down with the full fury of her combined batteries. As the 1,000-pound GP's exploded in relentless succession, the sea about her erupted in violent geysers and plumes of smoke enshrouded her bristling topmast. If the airmen failed to sink her they at least succeeded in damaging her to such an extent that she would be out of the fight for a while. By the time she had bound up her wounds they could come back.

In the Yokosuka raid the pilots of AIR GROUP 85 ran into the deadliest concentration of anti-aircraft fire they had ever encountered over any of the islands of Japan. Plowing impatiently toward her rendezvous, hanging breathlessly onto every word that was passed, the SHANGRI-LA tried to piece together a play-by-play description of the great air attack. Deck hands and gun crews stood tightly by their stations, alerted for any emergency. As the carrier swung to the wind and her returning airmen dropped out of the sky, one by one, harsh marks of battle began to bear mute testimony to the rug-
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gedness of their fight.

Six Avengers and five Helldivers were riddled with holes. Three planes had been hit in the after section of the fuselage. Two rear seat gunners—with legs badly shattered by flak—brought back to the ship that afternoon the angering sight of blood and the cold shock of death. In one of the shell-pierced SB2C's which bounced to a halt, the body of Alfred P. Bonosconi, ARMLc, slumped forward lifelessly. On the long flight home he had failed to arrest an arterial hemorrhage. The other crewman had better luck. Although weak from excessive bleeding and painfully wounded, he had fashioned a tourniquet which had saved his life.

Before the crash crews, fire hands and first-aid squads could get a chance to relax, another cripple entered the landing circle and the voice of the Air Officer passed resoundingly up and down the flight deck: "All hands topside, take cover! Clear the deck forward! Personnel in the catwalks and gun mounts, keep your heads up and your eyes open! Emergency crews and fire squads, stand by! A bomber is coming in without a tail hook!"

Over the whole scene of intense activity the lone Helldiver took a brisk wave-off, cleared the port elevator with a deafening roar and drew its bowed legs inboard across its grooved belly. Out to sea for another try and back again, it closed the carrier now in a steadier run, held its altitude until the "cut" from the landing signal platform, then dipped down on the flight deck and
bolted straight for the barriers. The first series of upright cables parted against the blunt nose and whirling propeller, but the second entangled in the blades and shaft and brought the runaway to a screeching halt.

That evening—in an interview by the ship's Executive Officer—Lieutenant Commander Arthur L. Maltby, Jr. gave the men of SHANGRI-LA a bird's-eye account of the bombardment in Tokyo Bay and his own personal reaction to the prospects of landing without a tail hook.

"I got a good look at the NAGATO as our bombers plastered her with 1,000-pounders. She must have taken a dozen shorts and near misses in addition to a couple of direct hits. My tail was shot up badly—probably during the pull-out—but I didn't know my hook was gone until I got a 'Prep Charlie' from the ship."

"How did you feel when you found out?" Commander Quilter asked.

The boss of Bombing Squadron 85 hesitated a moment before he replied. "Well, at that time there was only one thing on my mind. I had to land—crash or otherwise. My crewman had some shots of the NAGATO hits and I didn't want to lose them. If I'd known there was 47 knots of wind across the deck I believe I could have made a normal landing instead of intentionally crashing the barriers."

But no one thought about the damage. He had completed a hazardous mission, brought back valuable evidence for interpretation, and effected a skillful deck crash without injury to himself or his
passenger. Not much more advantage could have been taken of such a precarious opportunity.

The next day while steaming toward another replenishment rendezvous the SHANGRI-LA conducted her first burial at sea. With both the ship's company and air group mustered on the forward half of the flight deck to pay respects, Chaplain Paul H. Martineau administered divine rights in behalf of the aircrewman who had given his life in service to his country. The tilting board was rigged on the port elevator and the flag-draped shroud was flanked by shipmates who had worked and fought beside the man whose sacrifice the ship was remembering that day. As Marine rifles volleyed their salute to the dead and "Taps" cut the silence like a plaintive cry, the last earthly remains of Alfred P. Bonosconi, AM1c, was solemnly committed to the deep.

Later that same day the SHANGRI-LA combat air patrol was vector-ed out to a bogey which proved to be a Japanese balloon, similar in type to the bomb-carrying variety which had been found on the U.S. west coast. This lighter-than-air contrivance, carrying a suspended box-type antenna, drifted aimlessly over the group off the ship's port beam and furnished the crew with a good deal of excitement and speculation before it was finally shot down and left to sink.

For the next two days TASK GROUP 38.4 took time out for re-arming, provisioning, fueling and replenishing gasoline and planes. One fighter from the replacement group ran out of gas enroute to the
SHANGRI-LA and was ditched, but the remainder of the operation proceeded without mishap. U.S. Mail was brought aboard for the first time in weeks and many destroyers rode alongside the carrier’s fantail on official trips for the staff of Commander Task Force 38.

On July 22 the force steamed westward toward its assigned target area, conducted coordinated attacks on towed sleds enroute and rehearsed limited visibility approach procedure.

On July 24-25 the aerial might of the Third Fleet was loosed against Japanese airfields and naval combatant ships in the area of Kure. Many of the targets were closed in, but the fighters and bomber-fighters from the SHANGRI-LA made maximum use of cloud cover and scattered openings as they pressed home their attacks against the enemy.

In four sweeps and two strikes they hit the jackpot in spite of the odds. At Kure three small freighters and 21 luggers went down under their incessant hammering, and damage was inflicted on several large warships—among them the battleship HARUNA. In the air one Oscar was splashed and one Tony damaged. On some of the busiest fields which AIR GROUP 85 had hit to date, a total of nine planes were destroyed and 33 damaged. In addition to aircraft and shipping, other prize targets were reduced to varying stages of debris and rubble: locomotives, workshops and roundhouses in the Wakayama and Miho areas. The activity was so intense and the results so lucrative that the group was late in returning to the ship and

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many of the flyers had to land after dark.

Encouraged by their first day's score against the enemy, the squadrons formed up early the next morning and flew out for a repeat performance in the same area. But foul weather nullified many of their attempts, particularly around Kure. The vicinity of Miho, on the north shores of Honshu, provided the best targets for the day. One freighter was sunk, one damaged; three aircraft were splashed, nine destroyed on the ground and 23 damaged. On one field in the area subsequent photo interpretation identified many of the planes as dummies.

Not all of the punishment was borne by the Japs. The SHANGRI-LA lost six planes, two pilots and two aircrewmen. One fighter--damaged in a mid-air collision--crash-landed on deck and was jettisoned. Another was ditched as a result of flak over Miho, but the pilot was picked up by Dumbo.

July 24 was a bad day for the bombers. One deck-crashed and was hoisted over the side. Three others were lost during strikes on Kure. Of these, one pilot and one aircrewman were picked up and returned to the ship. Two pilots and two aircrewmen were unrecovered: Lieutenant Alfred G. Symonds, Jr., Lieutenant (jg) Richard W. Mann, Edward Hicks, ARM1c, and Robert F. Hanna, ARM2c.
VII.

During another pause for replenishment on July 26, the morning press aboard the SHANGRI-LA carried an announcement of the Allied ultimatum. From Potsdam, Germany, the President of the United States and the Prime Minister of Great Britain had set before the Japanese Emperor the full terms of unconditional surrender. If he refused to accept within a reasonable length of time, his cities, his towns, his people—everything within the physical boundaries of his homeland—would be subjected to the most systematic pattern of annihilation ever unleashed by the destructive forces of war.

But the Japanese press continued to shout defiantly. Editorials urged the people to unite behind their emperor and frank warnings of an imminent Allied invasion called upon them to defend their homes and every square inch of their soil to the death.

On July 28 Task Force 38 gave them a generous measure of what they were asking for, concentrating its activities once again upon hostile combatant ships around Kure and aircraft in the Miho area.

Prodded by the enemy's stubbornness, the SHANGRI-LA set out with renewed vengeance. Her first two sweeps were off the deck by
0600, found a great many Japanese planes still in the target area, destroyed 23 on the ground and in revetments and damaged 17. Later in the morning eight of her bomber-fighters were diverted in the air to Aragawa where observation failed to disclose any aircraft despite the fact that photos indicated 40 in revetted areas. Sighting a 4-ship convoy on rendezvous, the pilots scored seven direct rocket hits on a large twin-stack transport and left it helplessly ablaze ten miles off the coast in the Sea of Japan.

It was the morning strike and afternoon sweep on Kure, however, that furnished the hottest hunting and netted the fattest game. In a special mission 11 Corsairs, 12 Helldivers and 13 Avengers set out for a concentrated attack on the battleship HARUNA and the light cruiser OYODO. The ships put up a desperate fight but in the end they were no match for the redoubtable airmen. This was there chance for a crippling blow and they made the most of it.

Down through shafts of fire and clusters of bursting flak they dived in relentless procession, hammering home one destructive blast after another until the whole area was blanketed in cascading smoke and belching flame. The HARUNA beached, went down by the stern and flooded. The OYODO rolled over on her side. That afternoon—in a returning sweep to Kure—other planes from the SHANGRI-LA added insult to injury by dealing the battleship a second merciless beating, this time leaving her severely damaged and burning furiously.

From the morning sweep over Aragawa one fighter came back to
the ship so badly shot up that it had to be put over the side. In
the strike over Kure a burst from the HARUNA's batteries gave Torpedo
Squadron 85 its initial loss of one plane and three men when an
Avenger piloted by Lieutenant Guy M. Brown, Jr. crashed into the
sea with both of its crewmen, Charles E. Smith, Jr., A0M2c and
William H. Winn, ARM2c. In the afternoon an SB2C was ditched en-
route to the carrier, but both occupants were picked up and returned
to the ship. Another bomber--caught in a burst over Kure--exploded
in flames and crashed to the sea with Lieutenant Edward F. Gibson
and Charles Linsz, ARM2c. Missing from the same action but unob-
observed were a fighter and its pilot, Lieutenant (jg) Joseph G.
Hjelstrom.

On July 30 Task Force 38 returned to the vicinity of Tokyo Bay
for further operations against Japanese aircraft but closed-in wea-
ther on all fields diverted the strikes to targets of opportunity
and shipping in the area.

During a successful attack by bombs and rockets upon Japan Im-
perial Aircraft Plant, a SHANGRI-LA fighter was damaged by anti-
aircraft fire over Fujisawa. Compelled to ditch the stricken plane
on the way back to the ship, Lieutenant Richard F. Schaeffer was
unrecovered.

In a couple of morning sweeps that followed ATR GROUP 85 sank
three large enemy submarines, destroyed one locomotive, damaged four
midget submarines and two small freighters and struck a radar station
and a lighthouse with bombs and rockets. No ships were observed to sink as a result of strikes in the Maizuru area but one cruiser, two large transports, 10 luggers and three small freighters were left burning. Afterward--back aboard the carrier--a flak-riddled SB2c and an F4U which had its tail clipped by deck handlers, were jettisoned over the side.

For a period beginning the last of July and continuing through the first seven days of August, operations were interrupted by intervals of replenishment, threats of an impending typhoon and an unexpected order which suddenly cancelled all missions originally scheduled and diverted the force to a course northeast of Iwo Jima. While cruising in this vicinity TASK GROUP 38.4, withdrawn from combat, began conducting training exercises in deckload strikes and gunnery practice preparatory to resumption of operations in the Hokkaido-North Honshu area.

But why? The men of SHANGRI-LA began to dig for an underlying motive behind this abrupt suspension of hostilities. Something was in the wind. Replenishment had been completed. The weather had lifted. Within a few weeks the group was scheduled to retire to Eniwetok for another period of recreation. Why were they steering clear of the enemy homeland--playing games again--when every precious moment counted? If the Japanese intended to ignore the Potsdam ultimatum, what was the Third Fleet waiting for?

They found out on the morning of August 7. In a statement which
carried almost as much impact as the secret it revealed, President Truman told the story of Hiroshima and the incalculable destructiveness of the atomic bomb. Then—before the smoke had cleared over the disintegrated city or the Japanese had recovered from the horrifying reality of prospective extinction—a quick series of sledgehammer blows struck with clocklike regularity, precisely timed for the kill.

As carriers of Task Force 38 launched their squadrons against northern Honshu and Nagasaki reeled under the second atomic bomb, Russia flung her legions across the borders of Manchukuo and the formidable alignment of might which had crushed the breath out of Germany was at last pressed in totality against Japan.

For days—while AIR GROUP 85 plastered enemy airfields with bombs, rockets and machine-gun fire—the SHANGRI-LA waited for the worst. If ever the Japs were coming out, this was the time. Blockaded in their tight little island empire with the world’s most powerful fleet striking at will off their east coast, a new enemy overwhelming them from the west and whole cities falling apart under the detonation of a single bomb, they would have to make a wild stab in some direction. Either that or go down in defeat with their hoarded strength untapped.

Yet early August exposed the SHANGRI-LA to no greater dangers than late July. On several occasions bogies heckled the force. But few of them got through. Those which did were hopelessly out-
numbered and outclassed by the fleet’s combat air patrol. On the afternoon of the 9th the USS WASP (CV18) shot down an enemy plane which was closing her stern for a dive. But most of the others were splashed long before they could reach the center of the group. Many never got beyond the pickets.

On August 10 the great coming event cast its first shadow. From dawn to dusk it was no different than any other strike day. Restricted by the usual foul weather and previous damage, AIR GROUP 85 had strafed and rocketed targets in the vicinity of Tokyo and North Central Honshu. The SHANGRI-LA had plied her course to the rear, sending them out and taking them in, forever alert against hostile snoopers and Kamikazes. Everything else was just the same as it had always been before until the ship secured from General Quarters late that evening. Then word of a Japanese peace proposal hit the mess decks like a thunderbolt, swept upward through the long lines that stretched down the hangar and spilled over into every compartment aboard the carrier.

In a wild wave of premature rejoicing officers and men alike cast off the weary mood of despair which had gripped them since the Potsdam ultimatum and looked forward for the first time to an imminent cessation of hostilities. The response which they had expected from the Japs ever since Hiroshima, Nagasaki and Manchukuo was at last turning the tide.

When the tumult and shouting gave way to restive sleeplessness, however, and all hands turned out of their bunks the next morning to
discover that the war was still on and strikes would be resumed as usual, the agonizing letdown set in. Forty days at sea had left them in no mood to be taunted by unconfirmed reports or false rumors. When it came to joking about peace, they had no sense of humor. Constant uncertainty of the future and the aggravating fatigue of extended operations against the enemy had left them with raw nerves and quick tempers.

They knew now that there would be no retirement to Eniwetok until the issue of surrender had been settled one way or the other. They knew too that the longer it took to bring the negotiations to a favorable conclusion the longer they would be fighting a war that had already been won.

For two days they sweat it out and then, on the morning of August 13, an unexpected announcement at reveille brought fresh tidings of hope. A message had just been relayed from the ship's coding room to the Captain's sea cabin ordering all strikes to be cancelled for the day and normal routine to be observed. To men who were eager to meet any good news more than halfway such a turn could mean but one thing: official word from Washington to terminate hostilities. For the ship's company, no more nerve-straining hours at cramped battle stations. For the air group, no more adventures with death over the enemy homeland. The Japs had really hoisted the white flag this time! The end had come!
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In the crazy welter of excitement and confusion which gripped the world in those days, however, nothing made sense. Less than an hour later the SHANGRI-LA was called to General Quarters. Bewildered gunners were stumbling up ladders as hatches closed behind them and heartsick pilots were streaming off the end of the flight deck, bound for Tokyo! And the one day which the ship had expected to spend in peace turned out to be the most hectic interlude she had spent in war.

Bogies swarmed out in greater numbers than ever before and tension mounted to a terrific climax as the metallic voice of 300 loud speakers shouted warning after warning. More than once the men sealed below decks—hearing without seeing—wondered if the SHANGRI-LA's hour had finally come, if she would let them down at the last moment with a bomb through her flight deck or a "fish" through her hull.

Destroyers on the picket line and combat air patrols over the force were knocking Japs out of the sky with magnificent consistency. But more kept coming out and the voice kept bearing down: "Heads up! Five enemy planes approaching at four o'clock, ten miles out!" And then, as if that were not enough: "One enemy plane directly overhead! He's diving on the group!"

If there had been any slack at all, it tightened now. Unanimously girded for battle in their steel helmets, life jackets and flash-proof clothing, the men of SHANGRI-LA stood by to fight their ship with all the vengeance and all the ferocity that the danger confront-
ing them engendered. They had come a long way without seeing the
whites of the Japs' eyes, without hearing the death rattle of machine-
gun shells or feeling the concussive thunder of exploding bombs. But
if they had to have their baptism of fire at the eleventh hour, they
could take it.

For breathless moments that dragged like days they held out until
the skies had cleared and the last threat had passed and then they
mopped their brows, stretched their legs and resigned themselves once
again to the endless monotony of waiting.

The air group more than made up for any combat opportunities the
ship may have lacked that day. Bombs bursting over the airfields of
Tokyo and enemy planes shot out of the sky tipped the scales of balance
definitely in the carrier's favor and stopped the Jap dead in his
tracks. Against meagre flak and continuously foul weather pilots
from the SHANGRI-LA gave installations at Kitaura a thorough pounding,
sank a large submarine at Shimoda Ko, and burned hangars and destroy-
ed 12 grounded aircraft at Kasumigaura.

Even though peace negotiations were well underway and the U.S.
press was optimistic about final acceptance by the Japanese, the Third
Fleet had a busy day in the Western Pacific. A total of 22 hostile
snoopers was intercepted by Task Force 38, three of which were splash-
ed by SHANGRI-LA patrols before they could get within striking distance
of the ship.
Two men and two planes from AIR GROUP 85 were lost in action. Engine failure during return to the carrier ditched a TBM. The pilot and one aircrewman were picked up/injured, but J. G. Shirley, ARM3c, went down with the plane. In an FG damaged by flak over Kasumigaura Lake, Ensign John H. Chapman, Jr. managed to effect a successful water landing but was subsequently abandoned by friendly planes when Japanese shore batteries repelled all attempts at rescue.

When TASK GROUP 38.4 passed the next day in a fueling area with no official word regarding the outcome of negotiations, the dismal shadow of despair began to settle down on the ship again. According to communiques the United States had reiterated the only terms which would be acceptable for unconditional surrender and tossed the proposal back to the Emperor of Japan. The Domei press seemed to be conditioning its readers for some sort of unprecedented emergency, but the vagueness of its language and the obscurity of its motive still left room for doubt. No one had forgotten the last time the Japanese talked peace—with envoys in Washington and bombers over Pearl Harbor. Who was to say whether this was another overture of treachery, an effort to stir up confusion or stall for time?

Task Force 38 pulled no punches to find out. If the enemy needed nudging, the carriers had squadrons to do it. On August 15 twelve of the SHANGRI-LA's bomber-fighters were off the deck before dawn and headed straight for the airfields of Tokyo, where they swept Kashima with a hail of withering fire that destroyed five planes and
damaged three on the ground.

Before clearing the area and returning to the ship, however, they were forced to leave behind another luckless comrade in flight whose Corsair had gone down on Kasumigaura Lake. Handicapped by the same circumstances and committed to the same fate as the VBF pilot of two days before, Lieutenant (jg) John C. Dunn became the last member of AIR GROUP 85 to be listed as "missing in action".

For at 0637 that same morning the belated word finally came through and the bomber-fighters which were recovered from Kashima with jubilant shouting rang down the curtain on the SHANGRI-LA's final mission against the enemy homeland. From Commander TASK GROUP 38.4 came the flashing visual message to cancel all strikes and maintain strong defense patrols only, followed up an hour later by the AlNav from Secretary of the Navy James Forrestal announcing the cessation of all offensive operations.

Even at that the inertia of total war spilled over into the first few hours of peace. As victory congratulations began pouring into Third Fleet coding rooms from all over the world, numerous Japanese planes--either reluctant or uninformed--kept harassing the force. By noon they were coming out so thick and fast that the SHANGRI-LA battened down her hatches once again in self-defense and manned her battle stations.

A few of the recalcitrants penetrated to the center of the group and were shot down by the ship's RAPCAP, but none inflicted damage.

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By the time the carrier had secured from General Quarters the war's anti-climax had come to a close and the men who had kept their fingers crossed to the last moment cast their eyes longingly toward home.

But there were still a great many military responsibilities to be assumed before the Third Fleet could retire from the Western Pacific: a maintenance of constant patrol in the area until surrender details could be arranged and signatures affixed, and the colossal task of occupation. In the early afternoon of August 17, the SHANGRI-LA called her crew to quarters and Captain Whitehead passed the word on prospects for the future:

"I believe every officer and man aboard this ship had a hand in making the Nips say 'uncle' and I wish I could promise you the one reward you deserve above everything else: an early return to the States. But of course you know the situation out here as well as I do. There's still a lot of unfinished business to be taken care of in converting from war to peace. And the sooner we adapt ourselves to this period of readjustment, the easier it's going to be. Now that we've settled down to postwar routine, perhaps we shall have time for some of the things we couldn't get around to while the Japs were on our tail. Meanwhile, it's much too early to make any predictions about where we'll go or what we'll do. It is possible that we may take part in some phase of the occupation."

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He was right. Two days later the USS OZARK (LSV2) pulled up alongside and the ship's detachment of Marines, together with a medical detail, were transferred aboard for temporary duty in connection with the initial landing of U.S. occupational forces in Japan.

Despite the rapid transition from war to peace, life aboard the SHANGRI-LA lost little of its thrill and excitement during the first few days after the cessation of hostilities. On the afternoon of August 22 Task Force 38 staged a spectacular air parade. Every flyable carrier plane took to the skies, formed up beyond the Pacific horizon and flew over the various groups in solid formation. Out of a distant overcast dead ahead they stretched as far as the eye could see—1,001 in all, wing to wing and prop to tail—swarming over the thronged decks of the Third Fleet's warships like a drifting thunderhead. To the cheering thousands who watched them from below—who owed a great measure of their victory and security to the gallant fighting spirit of these men with wings, they brought a lump of gratitude and a swell of pride.

On the same day, from a destroyer alongside, Vice Admiral John H. Towers, USN, and three members of his staff were transferred aboard the SHANGRI-LA in preparation for the relief of Vice Admiral McCain, Commander Second Carrier Task Force Pacific, who was scheduled for return to the States and retirement from active duty.
The entry of designated fleet units into Sagami Wan was originally set for August 26, but a recurrent spell of bad weather postponed the operation for a day. AIR GROUP 85 flew combat air patrol over the vanguard of the occupation forces and press representatives, photographers and commentators over the Tokyo area. In a series of reconnaissance hops over war camps on the island of Honshu, pilots from the SHANGRI-LA dropped food to prisoners who were suffering from malnutrition, and on August 28 a TBM from Torpedo Squadron 85 delivered liaison and public information representatives to Atsugi in the first landing of a naval airplane on the Japanese homeland. Subsequent flights over prisoner-of-war camps and patrols over the Tokyo entrance rounded out another busy day for the airmen and brought interesting tales back to the ship of Japanese acquiescence. No opposition was encountered on any of the sorties. At airfields many planes had been pulled out of hiding but none were operating. Civilians who two weeks before had taken cover at the first drone of an engine now calmly went about their business without even as much as an upward glance.

On August 30 the end of the war began to take on real personal significance as the USS DAYTON (CL105) pulled up alongside the carrier and the first officers and men to be released from active duty were transferred aboard. The SHANGRI-LA gave them a rousing send-off, rigging her boatswain's seat with a homeward bound pennant and breaking out her band.
While the carrier was still steaming in an area east of Tokyo Bay on September 1, Vice Admiral Towers officially relieved Vice Admiral McCain as Commander Task Force 38 and that afternoon, in a heavy rain squall, both officers left the ship by destroyer to attend the formal surrender ceremony aboard the MISSOURI.

On the fantail members of the staff who were remaining behind and many of the air group pilots and ship's company officers said goodbye for the last time to the gallant, goodnatured warrior who was a friend to every man in his force and an enemy to every Jap. His stirring message of farewell to all hands who had served under him on his final tour of duty was a classic of heartfelt sentiment and restrained dignity: "I am glad and proud to have fought through my last year of active service with the renowned fast carriers. War and victory have forged a lasting bond among us. If you are to be as fortunate in peace as you have been victorious in war, I am now talking to 110,000 prospective millionaires. Goodbye, good luck, and may God be with you."

The following morning, on one of the most momentous occasions in modern history, 67 pilots from the SHANGRI-LA joined other groups from Task Force 38 in a parade of air power over the Emperor's Palace and the USS MISSOURI, rendezvous of the surrender signatories.

As a fitting climax to this great day of prayer and rejoicing, torpedo planes from AIR GROUP 85 landed on the airfield at Atsugi, picked up four SHANGRI-LA pilots and one aircrewman who had been
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released from prison camps near Tokyo and returned them to the ship.

They all brought back the same familiar tales of wretched subsis-
sistence and fiendish atrocities. One of them, Lieutenant (jg) Ed-
ward Dixon, Jr., had been lost over Kyushu as far back as June 3,
when Corsairs from the SHANGRI-LA had put up their second great air
battle over this southern Japanese island. Interrogated, beaten
and ill-fed for three months, he had survived through sheer physical
resistance and a determined will to live.

Suffering similar experiences of shorter duration, Lieutenant
(jg) Richard W. Mann and his radio-gunner, Robert F. Hanna, ARM2c,
had been captured and imprisoned after their Helldiver was shot down
over Kure on July 24, during an attack on the battleship HARUNA.
Until the initial occupational forces had landed and war camps had
been inventoried, all hope for the survival of these three men had
been definitely abandoned.

With the other two it was different. Both Lieutenant (jg) John
C. Dunn and Ensign John H. Chapman, Jr. had gone down on Kasumigaura
Lake when the end of the war was near. They too had been humiliated
and abused at the hands of their captors--prodded with bayonets,
mauled with clubs and stoned by civilians. But their misery was more
endurable and their hopelessness less abject for they knew the war
was almost over. Unless the enemy put an end to them in a fit of
angry reprisal, they at least would escape the rigors of malnutrition,
dysentery and slow death by starvation.

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On September 3 the ship and AIR GROUP 85 came to a final parting of the ways. As the USS ATTU (CVE102) slid up alongside with CARRIER AIR GROUP 2 aboard for replacement, the men who had flown with the SHANGRI-LA through her entire tour of combat duty were transferred in an exchange at sea. Save for seven weeks at Pearl Harbor they had all slept, eaten, trained and fought together ever since shakedown. That day they said goodbye. To those departing the regret of separation was alleviated by immediate prospects of the States and home; to those remaining it was merely aggravated.

Although the ATTU remained off the starboard quarter most of that afternoon, adding to her passenger list many of the ship's officers and men who were eligible for separation, AIR GROUP 85 was not completely replaced until the next day, when 80 of her planes were launched and 80 of CVG 2's were landed.

After that the remainder of the carrier's days at sea were only occasionally highlighted by incidents of exceptional interest and departure from routine.

On September 5 TASK GROUP 38.4 was dissolved and a reorganization which became effective at 0800 changed its designation to 38.1. The composition remained the same, with Vice Admiral Towers, Commander Second Carrier Task Force Pacific, still in the SHANGRI-LA, and Rear Admiral Radford, Commander TASK GROUP 38.1 in the YORKTOWN.

That afternoon AIR GROUP 2, under Commander I. M. Hampton, got its first workout. In their initial training exercises and familiar-
ization flights the new pilots got off to a propitious start with a "well done" from Commander Wigelius, the ship's Air Officer.

A couple more entries in the SHANGRI-LA's log brought realization of peace a little nearer home. On September 8—with bitter tales of subsistence on K-rations and salt water showers—the Marines returned aboard after their tour of temporary occupational duty at Yokosuka. And that night the blackout at sea was officially lifted for the first time since the beginning of the war.

By now only one dreary hangover from hostilities remained: the persistent continuation of a long, arduous cruise which had begun in San Pedro Bay on the 1st of July. But that too came to an eventual end when the SHANGRI-LA steamed proudly into Tokyo Bay on September 16 with TASK GROUP 38.1 and dropped her anchor off Yokohama. After 78 consecutive days at sea and 28,702 miles of uninterrupted cruising since her sortie from the Philippines, she rigged her ladders and lowered her boats in waters which a little over a month ago had belonged exclusively to the enemy.

Dead ahead, inside the breakwaters of Yokosuka, stood the blackened hull of the NAGATO, her charred topmast flying American colors, and beyond her, with wary batteries trained out to sea, the USS SOUTH DAKOTA (BB57). Exactly one year and one day after her commissioning in the Norfolk Navy Yard, the "Tokyo Express" had arrived.

She had gotten a late start and it had been an anxious journey. But she had been a lucky ship. Fresh from training and new to combat,
she had launched her first strikes at a time when the Navy was sustaining its heaviest losses of the war, when Kamikazes around Okinawa were dealing the U.S. fleet a series of trip-hammer, body-crashing blows that only the efficiency of its logistics and the overwhelming superiority of its numbers could continuously absorb. Yet she had come through without a scratch.

From the 10th of July to the cessation of hostilities she had flung her squadrons against the Empire homeland from a launching point that would have astounded the old USS HORNET and her trail-blazing Tokyo flyers. Yet not a single Jap plane had come close enough to set off the defensive fire of her combined batteries.

For all of her offensive operations and most of her protection she gave full credit to the men with wings. It was they who carried the war to the skies of the enemy, who blew the Japs out of the caves of Okinawa and dumped cargoes of destruction on Hokkaido, Honshu and Kyushu. In exchange for the lives which they had lost, the material damage they had suffered and all the rigorous hardships in between, the pilots of CARRIER AIR GROUP 85 had downed or destroyed 389 Japanese planes, sunk or destroyed 55 ships and blasted 33 locomotives.

Behind them—day in and day out—the SHANGRI-LA had divided her time between hustling and waiting, armed to the teeth and buttoned up to the last hatch. Her prime mission was to place against the enemy the greatest air power possible and anything which did not contribute to that end was secondary. Every battle station aboard ship--
from the towering gun director in sky forward to the keel-deep radar screens in CIC--was structurally designed and specifically manned to get her squadrons off in time, to keep them flying, and to be there--safe and sound--when they got back. In the measure to which she fulfilled these objectives, the SHANGRI-LA discharged her responsibilities to AIR GROUP 85, contributed to the defeat of Japan, and brought a happy ending to a 3-year-old American dream.

While she still stood in Tokyo Bay on September 19, dispatching liberty parties to the Japanese homeland and awaiting orders to return to the States, her most fantastic story of the war suddenly came to light in an epilogue of high adventure and willful self-preservation. A dispatch announcing the survival of Oliver B. Rasmussen, ARMLc, who had disappeared from action in an SB2C over southern Hokkaido on July 14, unfolded an amazing tale of youthful resourcefulness and courageous ingenuity.

After an attack on an enemy train at Tomakomai, the bomber in which he was flying pulled up into a low overcast and struck its left wing against a mountainside. The pilot, Lieutenant (jg) Howard E. Eagleson, Jr., was killed immediately, but Rasmussen suffered only a few abrasions and minor shock. Sleeping off recurrent spells of amnesic dizziness for the first two days, he recovered his composure and wandered through the rugged wilderness of the island.

His first real nourishment came from a cow staked near an isolated farmhouse. Every night for nine days he stole to the spot, milked
her dry and drank his fill. When the farmer eventually turned the animal loose because she was failing to produce, Rasmussen wandered back into the hills again, found a deserted railroad shack and there--for nearly a week--subsisted on onions stolen from a Jap garden, raw frog's legs, bird's eggs which were still warm, and uncooked rice.

Then his luck began to change and the trail grew hot. A Jap workman discovered him in his hideout and he spent another week moving about to avoid suspicion. With lumber which he found he built a crude shack in a secluded clump of trees near five farms, and every night he made his way to a river where the Japs cooled their milk in cans, skimmed off the cream and drank it.

"My best night was 9 quarts," he said, "but I couldn't take it with me. It would have soured. On the night of September 5 dogs started howling at one of the farms and several Japs came out jabbering excitedly. One started to close in on me and I bowled a couple over and ran like hell. That was really my closest call!"

Shortly afterward, in his wanderings, he began to notice Allied planes flying low and unmolested over the countryside and he began to wonder if the war could possibly be over. But he was afraid to take a chance. For ten more days he kept up his nightly raids on community farmhouses, feeding upon raw corn, squash and on a couple of occasions, boiled potatoes and stew.

The increasing number of American planes over the area aroused his hopes again and on September 15 he made his way to a beach, drew
the word "HELP" in bold letters and sat down to test his luck. When nothing happened he decided to venture into the town of Tomakomai and on his way stumbled into a Jap who was carrying a scythe. Instinctively wary of any potential weapon, he made a show of defense at first, then withdrew his phrase book and conveyed the fact that he was an American. Whereupon the man broke a cigarette in two, handed him half and then after much unintelligible jabbering and many gesticulations confirmed the message which Rasmussen had read in the sky: the war was over!

In Tomakomai the chief of police called in an interpreter who questioned him about the strange recurrence of farmhouse thefts in the community. Rasmussen shook his head and admitted nothing. After the miracle of his survival on the mountainside and the exhaustive task of keeping himself alive for 68 days while eluding capture, he had no intentions of being stymied this late in the game by complicated ethics. He was alive. His conscience was clear.

The next day an Army officer from the Air Evacuation Center at Chitosi took him in hand, arranged for his flight to Atsugi and for further transportation to Yokosuka, where the SHANGRI-LA had shifted berth to a mooring buoy inside the breakwater.

The world he came back to in a motorboat was a great deal different than the world he had left behind in the rear seat of a Helldiver. AIR GROUP 85 had been detached from the ship and most of his old buddies were gone. Even the carrier from which he had taken off so many
times to do battle looked strangely out of place standing at peace in Tokyo Bay. But the warm showers and the hot meals struck a nostalgic chord of familiarity. So did the Class 2 air priority coming up-- and the homeward flight to the States--and his mother, who didn't even know he was alive. . . . .

THE END
C-O-N-F-I-D-E-N-T-I-A-L

From: Commanding Officer.
To: The Commander in Chief, U.S. Fleet.
Subject: War Diary, U.S.S. SHANGRI-LA (CV38).
Reference: (a) CominCh ltr. PFL/AL2-1/Al6-3, serial 7152 of 29 October, 1943.
(b) ALNAV 176 of 1943.
Enclosure: (A) Installment of War Diary of U.S.S. SHANGRI-LA (CV38) for period 1 September, 1945 to 30 September, 1945.

1. In accordance with instructions contained in references (a) and (b), enclosure (A) is forwarded herewith, the War Diary of U.S.S. SHANGRI-LA (CV38) for the period of 1 September, 1945 to 30 September, 1945.

R. F. WHITEHEAD

cc: CincPac
    ComAirPac
    File

146659
U.S.S. SHANGRI-LA (CV38)
oc/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

WAR DIARY

U.S.S. SHANGRI-LA (CV-38)

From 1 September, 1945

To 30 September, 1945

Pages 1 to 8
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L


1 September 1945. (Zone minus 9 time)

Attached to and operating with Task Group 38.4 of the Third Fleet in Japanese waters. Air Group CVG-85 embarked. Task Group flagship is YORKTOWN (CVL0). SHANGRI-LA is flying the flag of Vice Admiral John S. McCain, USN, Commander Second Carrier Task Force and Commander Task Force 38. Steaming in the area east of TOKYO BAY to support the entry of occupation forces into the Empire. Sent two planes into YOKOSUKA and flew Combat Air Patrols. Reconnaissance flights were cancelled because of bad weather. At 1000 Vice Admiral John H. Towers, USN relieved Vice Admiral McCain as Commander Second Carrier Task Force and Commander Task Force 38. Both the admirals left the ship by destroyer in the afternoon to go into TOKYO to attend the formal surrender. Vice Admiral Towers then returned to this ship, Vice Admiral McCain to proceed to the United States. At 1718 ESSEX (CV9) left this Task Group to proceed to replenishing area in preparation for return to the United States.

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<thead>
<tr>
<th>TIME</th>
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<tr>
<td>0800</td>
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<tr>
<td>2000</td>
<td>34° 44.7' N</td>
<td>141° 57.2' E</td>
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2 September 1945.

Steaming as before with Task Group in assigned operating area. At dawn we sighted land for the first time since 1 July 1945. This was the island of HONSHU east of TOKYO BAY. Later in the day the islands of O SHIMA and MIXAKE SHIMA were visible, and before sunset had one view of FUJI-SAN peak at a distance of about 95 miles.

Air operations were CAP over TOKYO BAY plus a mass flight of 67 planes which joined other groups from Task Force 38 in a parade of air power over TOKYO and the MISSOURI where the formal surrender was signed. Our torpedo planes landed at ATSUGI and picked up 4 pilots and 1 air crewman from Air Group 85 who had just been released from prisoner of war camps near TOKYO. They were returned to the ship.

(Enclosure A)
U.S.S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-S-C-L-O-S-E-D

2 September 1945. (continued)

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<tr>
<td>2000</td>
<td>34 - 15.9 N</td>
<td>141 - 07.7 E</td>
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</table>

3 September 1945.

At dawn Task Group 38.4 joined the replenishing group 30.8.
SHANGRI-LA took fuel from a tanker and then went alongside
the CVE ATTU to receive personnel of Air Group CVG2 and transfer
personnel of CVG35 which had been assigned to the ship since
commissioning. Also transferred some ship's officers and
enlisted men for transportation to the United States and
release from active duty.

<table>
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<tr>
<th>TIME</th>
<th>POSITIONS</th>
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<tr>
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<td>144 - 32 E</td>
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<tr>
<td>2000</td>
<td>32 - 05.7 N</td>
<td>145 - 01.9 E</td>
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</table>

4 September 1945.

The Task Group remained with the replenishing group today.
We completed the exchange of air groups by launching all
planes of CVG35 to land on replacement CVE's and receiving
the planes of CVG2, which were newer planes of the same
types: Corsair, Helldart, Helldiver, and Avenger. During
the time in the combat zone, Air Group 85 showed the following
record in action reports:

- Enemy planes destroyed in the air: 50
- Enemy planes damaged in the air: 14
- Enemy planes destroyed on ground: 134
- Enemy planes damaged on ground: 190
- Enemy ships sunk: 22
- Enemy ships damaged: 58
- Own planes lost: 65
- Own personnel lost: 32

After exchange of airplanes, SHANGRI-LA took ammunition from
an ammunition ship and gasoline from a tanker; held AA gunnery
practice in the late afternoon.
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

4 September 1945 (continued)

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<td>2000</td>
<td>33 - 08.9 N</td>
<td>142 - 12.5 E</td>
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5 September 1945.

At 0800 Task Force 38 was reorganized. Task Group 38.4 changed designation to 38.1 with Yorktown (Rear Admiral Radford, Com Car Div 6 and Commander Task Group 38.1), Shangri-La (Vice Admiral J. H. Towers, Commander Second Carrier Task Force and Commander Task Force 38), Bon Homme Richard, Independence, and Cowpens assigned plus supporting and screening vessels. At 0820 by order of CTG 38.1, Shangri-La screened by DD’s Huntington, Moale, Lowry, left the formation to operate independently training our new air group (CVG2) to rejoin the Task Group before sunset. During the night after rejoining the Task Group we crossed the NAMPU SHOAAL south of MIRURA SHIMA into the Philippine Sea.

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<td>2000</td>
<td>33 - 53.9 N</td>
<td>140 - 09.1 E</td>
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6 September 1945.

After fueling two destroyers, Shangri-La at 0743 cleared the formation, screened by DD’s Heerman, Moale, and Lowry to operate independently same as yesterday for training our air group. At 1050 Lowry exploded a floating mine near us with gunfire. Rejoined the Task Group at 1800.

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<th>TIME</th>
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<td>0800</td>
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<td>2000</td>
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U.S.S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

7 September 1945.

After fueling three destroyers, SHANGRI-LA at 0645 cleared the formation, screened by DD'S SWENSON, COLLETT, BRUSH, to operate independently and as yesterday for final training of own air group in CV operation. At 1130 USS COLLETT exploded a floating mine with gunfire. The air group flew in mass formation over the YORKTOWN and at the end of the day appeared fully ready for Task Group operations. Rejoined the Task Group at 1725. Ensign J. V. Mertile of Air Group 2 made the 14,000th landing aboard.

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<td>33 - 23.7 N</td>
<td>137 - 50.8 E</td>
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8 September 1945.

Operating with Task Group 38.1. Our air group flew CAP over own force and made reconnaissance flights over NAGOYA area but Prisoner of War camps found were already evacuated. Our marine detachment returned aboard via the APA GARRARD, having done guard duty at YOKOSUKA during the initial occupation. At sunset all ships turned on full running lights and used visual signal lights for the first time at sea since the war began (and for the first time since SHANGRI-LA was commissioned.).

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<td>33 - 27.3 N</td>
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9 September 1945.

Task Group 38.1 joined the logistics group at dawn. We took gasoline and fuel oil from tanker. Took replacement planes and flew routine patrols.
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

9 September 1945 (continued)

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<td>32 - 41°0 N</td>
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10 September 1945.

Operating with Task Group 38.1. Flew reconnaissance flights over TOKYO BAY area. Found no occupied Prisoner of War Camps and no unusual activity on any airfields.

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<td>35 - 25°6 N</td>
<td>142 - 39°1 E</td>
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11 September 1945.

Operating with Task Group 38.1. Flew reconnaissance mission without incident over the TOKYO BAY area. Air operations were cancelled in the afternoon pending arrangements to rendezvous with a tanker.

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<tr>
<td>2000</td>
<td>34 - 58°7 N</td>
<td>141 - 49°4 E</td>
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12 September 1945.

At 0200 SHANGRI-LA was detached by order of Commander Task Force 38. We left Task Group 38.1 and screened by destroyers LOWRY and COTTEM proceeded toward TOKYO BAY entrance. At noon we joined AO-62 TALUGA which had come out of TOKYO BAY. We went alongside and transferred all our aviation gasoline (120,000 gallons), in order to commence repairs on some leaking gasoline tanks. We left the tanker at 1530 and proceeded to rejoin Task Group 38.1.
U.S.S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L


12 September 1945 (continued)

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<tr>
<td>2000</td>
<td>35 - 03.2</td>
<td>141 - 19.5 E</td>
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13 September 1945.

At 0500 rejoined Task Group 38.1. We maneuvered with the group but did not operate planes because, ship's tanks being empty, we were saving the fuel in the planes. We began receiving air mail via destroyer from YOKOSUKA.

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<td>2000</td>
<td>35 - 17.5</td>
<td>141 - 50.9 E</td>
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14 September 1945.

Task Group joined fueling group at dawn. We topped off with fuel oil from tanker. Held gunnery practice in the afternoon.

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<td>34 - 36.8 N</td>
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15 September 1945.

Steamd with Task Group 38.1 on this first anniversary of SHANGRI-LA's commissioning. Did not operate planes. Since commissioning, SHANGRI-LA steamed 74, 737 miles, took fuel 29 times from a tanker at sea, and fueled 94 destroyers at sea. Total landings on board were 14,247.
U.S.S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California


15 September 1945.

| TIME | POSITIONS | LONG.
|------|-----------|------
| 0800 | 35 - 19.7 N | 141 - 54.2 E |
| 1200 | 35 - 29.0 N | 112 - 08.7 E |
| 2000 | 34 - 51.0 N | 141 - 15.1 E |

16 September 1945.

Task Group 38.1 started in past O SHIMA island at dawn; the carriers formed column (YORKTOWN, SHANGRI-LA, BON HOMME RICHARD, CONIFERS, INDEPENDENCE) at 0930 we anchored for the first time since departure from LEYTE GULF on 1 July, this time off YOKOHAMA. Purpose of entering TOKYO BAY was to give ships of the group 5 days upkeep at anchor. Since departing from LEYTE we steamed 28,702 miles without stopping.

| TIME | POSITIONS | LONG.
|------|-----------|------
| 0800 | 35 - 13.5 N | 139 - 45.5 E |

17 September 1945.

At anchor TOKYO BAY. In the afternoon we went to 4 hours notice for getting underway because of an approaching typhoon. High wind was expected on the 18th, but about 2100 the wind was 20 knots increasing. At 2330 commenced preparations for getting underway.

18 September 1945.

At 0015 set special sea details. Wind increasing in force from south. Many small craft sighted adrift during the night. At 0548 commenced turning over to cutboard engines to ease the strain on the anchor. Wind was 50 knots, with gusts of 60. At 0615 wind was highest - 62 knots for 1 minute with gust of 67 knots, from south. At 1000 was the lowest barometer reading 29.25 inches. Between 1000 and 1100 the center of the typhoon passed about 140 miles north west of us, moving north east. Wind died gradually and shifted westerly in the afternoon. During the forenoon the ship dragged anchor about 1000 yards northward. The captain decided to remain where we were, as we were not interfering with any other ship's berth.

(Enclosure A)
U.S.S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L


19 September 1945.

Anchored as before.

20 September 1945.

At 0000 Third Fleet units in the TOKYO area changed designation to Fifth Fleet, Admiral Spruance in the NEW JERSEY having relieved Admiral Halsey in command of U.S. Naval forces in Japan. The Second Carrier Task Force became Task Force 58, Vice Admiral Towers in SHANGRI-LA commanding, and ComCardDiv6, in the YORKTOWN became Commander Task Group 58.1.

21 September 1945.

Original plans to spend 5 days at anchor and return to sea as a group now changed by Commander Task Force 58. Task Group 58.1 will remain in TOKYO BAY after 22 September, with one carrier at a time operating in SAGAMI WAN to take care of any air missions that might arise. SHANGRI-LA is allowed special availability with the service force present to repair gasoline tanks.

At 1500 shifted berth to mooring buoy #6 inside YOKOSUKA breakwater.

22–30 September 1945.

Moored as before to buoy #6 at Yokosuka. On 26 September completed repairs to gasoline tanks and filled tanks to half capacity with aviation gasoline. The ship is now ready for operations.

The following ammunition was expended during September by the ship:

5"38 Cal. AA 27 rounds
40mm 1312 rounds
20mm 1092 rounds

R. F. WHITEHEAD

(Enclosure A)
U.S.S. SHANGRI-LA (CV-38)
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

WAR DIARY

U.S.S. SHANGRI-LA (CV-38)

From 1 October, 1945

To 31 October, 1945

Pages 1 to 7
CV38/Al2-1  U.S.S. SHANGRI-LA (CV38)  60/FAM/gs
Serial: C311  c/o Fleet Post Office
San Francisco, California

8 NOV 1945

CONFIDENTIAL

From: Commanding Officer.
The Commander in Chief, U.S. Fleet.

To: The Commander, U.S.S. SHANGRI-LA (CV38).

Subject: War Diary, U.S.S. SHANGRI-LA (CV38).

Reference: (a) CominCh ltr. FF1/Al2-1/Al6-3, serial 7152 of 29 October, 1943.
(b) AINAV 176 of 1943.

Enclosure: (A) Installment of War Diary of U.S.S. SHANGRI-LA (CV38) for period 1 October, 1945 to 31 October, 1945.

1. In accordance with instructions contained in references (a) and (b), enclosure (A) is forwarded herewith, the War Diary of U.S.S. SHANGRI-LA (CV38) for the period of 1 October, 1945 to 31 October, 1945.

R. F. WHITEHEAD

cc: CincPac
    ComAirPac
    File
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L  WAR DIARY

1 October 1945. (Zone minus 9 time)

Moored to buoy in YOKOSUKA HARBOR, TOKYO BAY, JAPAN. Attached to Task Group 58.1. Flying the Flag of Commander Second Carrier Task Force and Commander Task Force 58, Vice Admiral J. H. TOWERS. Air Group CVG 2 is embarked. YORKTOWN is Task Group flagship. At 1114 by order of Task Group Commander, got under way as Task Unit 58.1.10 in company with Yorktown, Hancock, Cowpens, plus escorts, for Okinawa, thence to the West Coast. We were scheduled to get under way at daylight but fog caused the zero hour to be delayed. The movement resulted from Commander Task Force 58 Operation Order for having Task Group 58.1 embark passengers due for release from service and proceed to the West Coast. 58.1.10 was to pick up passengers at Okinawa, other units in the Marianas and all units to rendezvous with tankers on 9 October at lat 35-45'N, 142-30'W.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200</td>
<td>35-15.8 N</td>
<td>139-45.5 E</td>
</tr>
<tr>
<td>2000</td>
<td>33-53.3 N</td>
<td>138-09.0 E</td>
</tr>
</tbody>
</table>

2 October 1945.

Steaming en route to Okinawa with Task Unit 58.1.10. Held training flights, deck load launches. At 1342 made an emergency turn to avoid a floating mine dead ahead.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>33-06.0 N</td>
<td>135-57.1 E</td>
</tr>
<tr>
<td>1200</td>
<td>31-39.9 N</td>
<td>134-58.8 E</td>
</tr>
<tr>
<td>2000</td>
<td>30-50.4 N</td>
<td>134-04.0 E</td>
</tr>
</tbody>
</table>

3 October 1945.

Steaming en route Okinawa with Task Unit 58.1.10. Topped off destroyers and held routine training flights.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>29-12.5 N</td>
<td>131-51.4 E</td>
</tr>
<tr>
<td>1200</td>
<td>29-11.9 N</td>
<td>131-41.8 E</td>
</tr>
<tr>
<td>2000</td>
<td>28-09.5 N</td>
<td>130-43.0 E</td>
</tr>
</tbody>
</table>

(ENCLOSURE A)
U.S.S. SHANGRI-LA (CV38)  
c/o Fleet Post Office  
San Francisco, California  

C-O-N-F-I-D-E-N-T-I-A-L  
WAR DIARY  

4 October 1945.  
Steaming en route Okinawa with Task Unit 58.1.10. Held gunnery practice in the forenoon, then entered Buckner Bay and anchored at 1418.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>26 - 28.6 N</td>
<td>129 - 06.2 E</td>
</tr>
<tr>
<td>1200</td>
<td>26 - 15.8 N</td>
<td>128 - 22. E</td>
</tr>
</tbody>
</table>

5 October 1945.  
At anchor Buckner Bay, Okinawa. Received aboard 1730 passengers for trip to the West Coast.

6 October 1945.  
At anchor Buckner Bay. 1526 Got under way with Task Unit 58.1.10 for the West Coast. Before departing, the Task Group Commander shifted his flag from Yorktown to Boxer and part of his staff transferred to Shangri-La which became flagship of the Task Group and Task Unit as well as Task Force 58. Flew homeward bound pennant leaving harbor.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>Long.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>26 - 44.5 N</td>
<td>128 - 47.5 E</td>
</tr>
</tbody>
</table>

7 October 1945.  
Steaming with Task Unit 58.1.10 en route to West Coast. All planes are parked on flight deck and passengers are sleeping on hangar deck. No flight operations.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>28 - 30.4 N</td>
<td>131 - 31.8 E</td>
</tr>
<tr>
<td>1200</td>
<td>29 - 11.4 N</td>
<td>132 - 30.2 E</td>
</tr>
<tr>
<td>2000</td>
<td>30 - 16.7 N</td>
<td>134 - 15. E</td>
</tr>
</tbody>
</table>

(Enclosure A)
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-C-I-N-T-I-A-L
WAR DIARY

8 October 1945.

Steaming as before. Topped off destroyers.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LAT.</td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>32 - 07.1 N</td>
<td>136 - 56.7 E</td>
</tr>
<tr>
<td>1200</td>
<td>32 - 46.2 N</td>
<td>138 - 01. E</td>
</tr>
<tr>
<td>2000</td>
<td>33 - 52.3 N</td>
<td>139 - 46 E</td>
</tr>
</tbody>
</table>

9 October 1945.

At dawn the Task Unit joined the fueling group, four tankers, and Shangri-La took fuel. During the forenoon the other units joined us, having picked up passengers in the Marianas. At 1430 Task Group 58.1 took departure from the fueling group. We set course 080° (OTC in Shangri-La) to southward of our great circle track, in order to be certain that the typhoon which just struck Okinawa yesterday would pass us to the west and north.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LAT.</td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>36 - 05 N</td>
<td>142 - 30 E</td>
</tr>
<tr>
<td>1200</td>
<td>36 - 35.6 N</td>
<td>142 - 48.5 E</td>
</tr>
<tr>
<td>2000</td>
<td>37 - 14.3 N</td>
<td>144 - 37 E</td>
</tr>
</tbody>
</table>

10 October 1945.

Steaming as before en route to San Pedro Bay. At 0900 set clocks ahead one hour to zone minus ten time. At 0956 changed Task Group designation from 58.1 to 38.1, because the Third Fleet is in West Coast Portes.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LAT.</td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>37 - 47.5 N</td>
<td>148 - 36.3 E</td>
</tr>
<tr>
<td>1200</td>
<td>37 - 56. N</td>
<td>149 - 35.5 E</td>
</tr>
<tr>
<td>2000</td>
<td>38 - 19 N</td>
<td>152 - 17 E</td>
</tr>
</tbody>
</table>

11 October 1945.

Steaming as before en route to San Pedro Bay. Topped off destroyers.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LAT.</td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>39 - 00.3 N</td>
<td>156 - 13 E</td>
</tr>
<tr>
<td>1200</td>
<td>39 - 10.4 N</td>
<td>157 - 17 E</td>
</tr>
<tr>
<td>2000</td>
<td>40 - 14 N</td>
<td>159 - 42 E</td>
</tr>
</tbody>
</table>

(Enclosure A)
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

12 October 1945.

Steaming as before en route San Pedro Bay. At 0900 set clocks ahead one hour to zone minus eleven time.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>41 - 41.5 N</td>
</tr>
<tr>
<td>1200</td>
<td>42 - 03</td>
</tr>
<tr>
<td>2000</td>
<td>42 - 55</td>
</tr>
</tbody>
</table>

13 October 1945.

Steaming as before en route San Pedro Bay. Topped off destroyers. 0900 Set clocks ahead one hour to zone minus twelve time.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>44 - 03.4 N</td>
</tr>
<tr>
<td>1200</td>
<td>44 - 03.7 N</td>
</tr>
<tr>
<td>2000</td>
<td>44 - 41.2 N</td>
</tr>
</tbody>
</table>

13 October 1945.

Steaming as before en route San Pedro Bay. 0000 Changed to zone plus twelve time (repeating yesterday's date). 0750 Crossed 180th meridian.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>45 - 38.1 N</td>
</tr>
<tr>
<td>1200</td>
<td>45 - 51.5 N</td>
</tr>
<tr>
<td>2000</td>
<td>46 - 24.3 N</td>
</tr>
</tbody>
</table>

14 October 1945.

Steaming as before en route San Pedro Bay. 0900 Set clocks ahead to zone plus eleven time.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>46 - 45.8 N</td>
</tr>
<tr>
<td>1200</td>
<td>46 - 53.1 N</td>
</tr>
<tr>
<td>2000</td>
<td>47 - 01.5 N</td>
</tr>
</tbody>
</table>

(Enclosure A)
U.S.S. SHANGRI-LA (CV38)
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San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L  WAR DIARY

15 October 1945.
Steaming as before en route San Pedro Bay. Topped off destroyers.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>47 - 00.3 N</td>
<td>160 - 51 W</td>
</tr>
<tr>
<td>1200</td>
<td>47 - 00.0 N</td>
<td>159 - 07.2 W</td>
</tr>
<tr>
<td>2000</td>
<td>46 - 54.8 N</td>
<td>156 - 16 W</td>
</tr>
</tbody>
</table>

16 October 1945.
Steaming as before en route San Pedro Bay. 0900 Set clocks ahead one hour to zone plus ten time. 1005 Task Units 38.1.2 and 38.1.3 left the formation (Bon Homme Richard, Yorktown, Independence, Oakland, Topeka, Duluth plus 12 destroyers) for San Francisco and Seattle. Shangri-La became guide of Task Unit 38.1.1 (with Hancock, Cowpens plus four destroyers). Set course for San Pedro Bay.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>46 - 25.5 N</td>
<td>151 - 25.6 W</td>
</tr>
<tr>
<td>1200</td>
<td>46 - 09.4 N</td>
<td>150 - 19.0 W</td>
</tr>
<tr>
<td>2000</td>
<td>45 - 28.5 N</td>
<td>147 - 37.5 W</td>
</tr>
</tbody>
</table>

17 October 1945.
Steaming as before en route San Pedro Bay. At 0900 set clocks ahead one hour to zone plus nine time.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>44 - 21.4 N</td>
<td>143 - 38 W</td>
</tr>
<tr>
<td>1200</td>
<td>44 - 11 N</td>
<td>142 - 39 W</td>
</tr>
<tr>
<td>2000</td>
<td>43 - 31 N</td>
<td>140 - 09.3 W</td>
</tr>
</tbody>
</table>

18 October 1945.
Steaming as before en route San Pedro Bay.

<table>
<thead>
<tr>
<th>TIME</th>
<th>POSITIONS</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>42 - 13.6 N</td>
<td>136 - 56.7 W</td>
</tr>
<tr>
<td>1200</td>
<td>42 - 01.7 N</td>
<td>135 - 40 W</td>
</tr>
<tr>
<td>2000</td>
<td>40 - 59.5 N</td>
<td>133 - 18.6 W</td>
</tr>
</tbody>
</table>

(Enclosure A)
U.S.S. SHANGRI-LA (CV38)  
c/o Fleet Post Office  
San Francisco, California  

C-O-N-F-I-D-E-N-T-I-A-L  
WAR DIARY  

19 October 1945.  
Steaming as before en route San Pedro Bay. 1630 Cowpens plus two destroyers left the formation to proceed to San Diego. Remaining ships of 38.1.1 formed column - Shangri-la, Hancock, Erben, and Huntington.

<table>
<thead>
<tr>
<th>TIME</th>
<th>LAT.</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>39 - 19.5 N</td>
<td>130 - 06. W</td>
</tr>
<tr>
<td>1200</td>
<td>38 - 44 N</td>
<td>129 - 03. W</td>
</tr>
<tr>
<td>2000</td>
<td>37 - 34.8 N</td>
<td>127 - 00 W</td>
</tr>
</tbody>
</table>

20 October 1945.  
Steaming as before en route San Pedro Bay. 0900 Set clocks ahead one hour to zone plus eight time. Launched one third of the air group to fly to San Diego, in order to give more room aboard for handling visitors.

<table>
<thead>
<tr>
<th>TIME</th>
<th>LAT.</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>36 - 30.5 N</td>
<td>123 - 31.4 W</td>
</tr>
<tr>
<td>1200</td>
<td>36 - 11 N</td>
<td>122 - 42 W</td>
</tr>
<tr>
<td>2000</td>
<td>34 - 49.3 N</td>
<td>121 - 26.4 W</td>
</tr>
</tbody>
</table>

21 October 1945.  
At 1035 entered San Pedro Bay. All ships present sounded off whistles and sirens. Moored to Pier D Long Beach, California, at 1137. Commenced discharging passengers. Ship reported to SOFA Com Task Group 30.1 (Com Bat Div 5 in TEXAS) for administrative control. Total miles steamed since commissioning 81271.

<table>
<thead>
<tr>
<th>TIME</th>
<th>LAT.</th>
<th>LONG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>33 - 38.5 N</td>
<td>118 - 43.4 W</td>
</tr>
</tbody>
</table>

(Enclosure A)
U.S.S. SHANGRI-LA (CV38)
c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

22 - 31 October.

Moored to Pier D Long Beach. One half the ship’s company departed on leave. On Navy Day 27 October 37,192 visitors came aboard to see the ship. On 28 October 13,079 visitors were received aboard. On 30 October TEXAS departed from harbor. Shangri-La assumed SFPA and Com Task Group 30.1.

31 October 1945.

At noon Com Bat Div 9 in Wisconsin assumed SOPA and Com Task Group 30.1. At 1500 Vice Admiral Towers officially dissolved Task Force 38, Hauled down his flag and left the ship.

R. F. WHITEHEAD

(Enclosure A)