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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

U. S. S. S H A N G R I - L A

(CV-38)

7 August 194~~2~~ - 31 December 1944

1 January 1945 - 10 April 1945

10 April 1945 - 12 June 1945

13 June 1945 - 20 September 1945 (2)

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U. S. S. SHANGRI-LA (CV-38)

c/o Fleet Post Office
San Francisco, California

(20/CHG/jg)

CV38-A12
Serial 030

FEB 18 1945

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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-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 embark-
ed.

RECEIVED S-C FILES

Room 2055

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ROUTE TO 28 FEB 1945

Op File No. (du)

Enc. No.

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File No.

A12-1/CVE-38

J.D. BARNER

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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

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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, AMMLc, 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.

November 24, 1944: During routine flight operations one SB2C-4 crashed into the sea while attempting to land aboard.
Pilot: Ens. E.W. Stockman, AL, USNR.
Recovered.
Passenger: REED, W.D., 805-85-92, ARM3c
USNR. Lost.

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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.

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HISTORY OF THE USS SHANGRI-LA (CV38)

I.

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-

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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

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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

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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 Gyax, USN,

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Commandant of the Navy Yard; the acceptance of the ship by Captain James D. Barner, USN, Commanding Officer; and the setting 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 respects it had just begun. There were still the fitting-out, the trial runs, the shakedown--each as integral a part of final preparedness 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 attain 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 afoul 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.

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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.

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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: leadingmen 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.

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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.

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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 batteries 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.

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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!"

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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

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Commander H. S. Bottomly, USN, with W. W. Koefel, AMMLc, 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

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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 [REDACTED] 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-

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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

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drones stimulated competitive interest and tested the marksmanship of anti-aircraft gunners under conditions simulating actual attack. Likewise night battle practice, employing starshell and searchlight illumination against towed surface targets, furnished valuable exercise in the control of gunfire and in the service of 5-inch batteries.

As for flight operations--in addition to a successful accomplishment 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 screening 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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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^{ed}/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,

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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-

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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

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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.

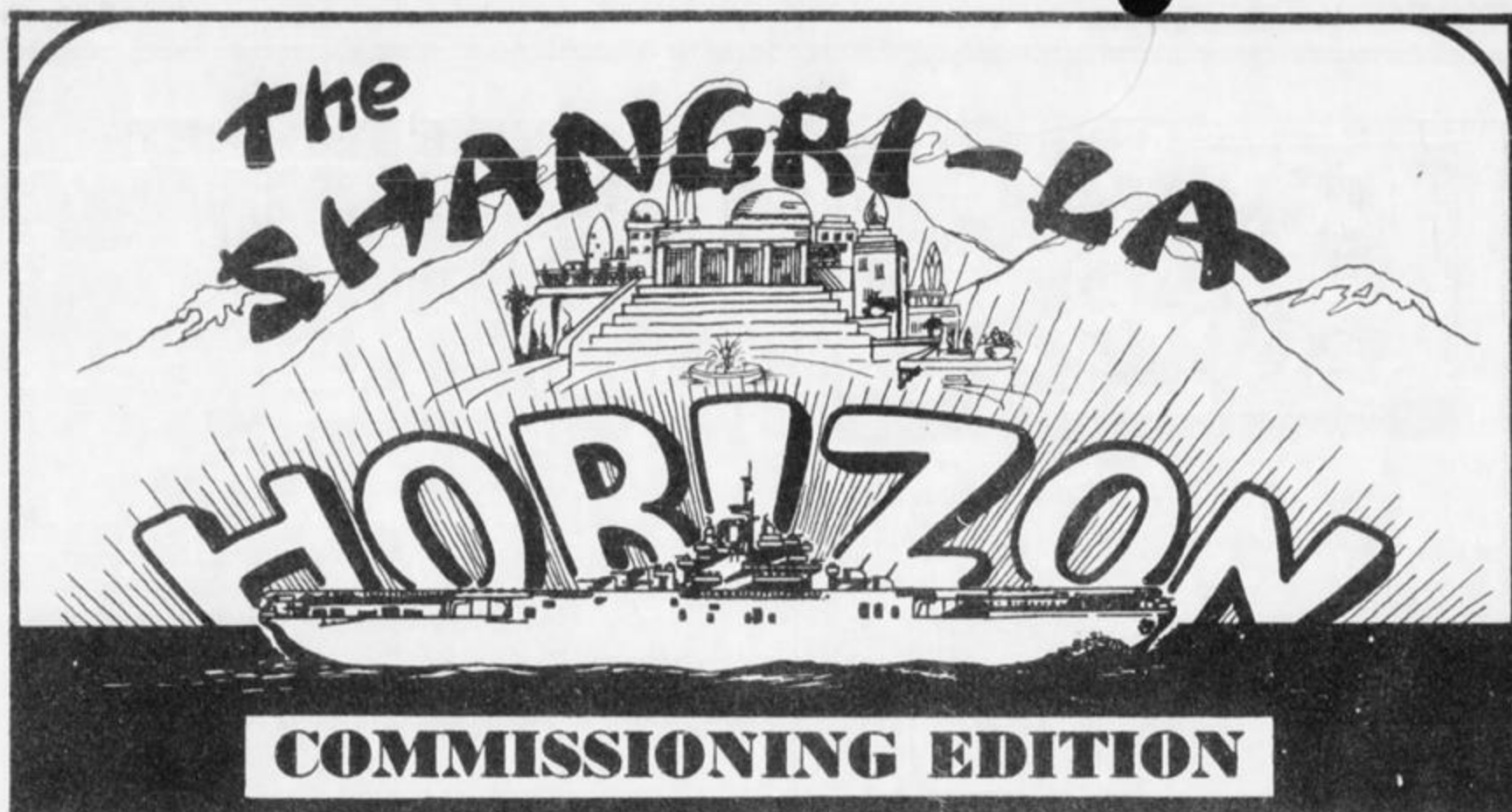
This time, as the SHANGRI-LA steamed up the Elizabeth River and stood in under the power of tugs, there were no regrets aboard.

CONFIDENTIAL

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!

ENCLOSURE (B)



THE COMMANDING OFFICER



Since entering the naval service in 1907, Captain James D. Barner has served on numerous combatant ships, including the U.S.S. CALIFORNIA, U.S.S. NEW MEXICO, U.S.S. WYOMING, U.S.S. LEXINGTON, U.S.S. RANGER and the U.S.S. LONG ISLAND. He was designated a Naval Aviator (HTA) on 17 June 1922.

He has had a colorful career in Naval Aviation serving as Test Pilot, Squadron Commander, Inspector of Naval Aircraft, Executive Officer and Commanding Officer of the U.S.S. LONG ISLAND and Commanding Officer of the U.S. Naval Station, Astoria, Oregon.

On 1 June 1930, he was ordered to the Bureau of Aeronautics for duty in the Maintenance Division of that Bureau. After serving three

(Continued on Page 2)

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

(Continued on Page 3)



(The Ship's Paper of The U. S. S. Shangri-La)

J. D. Barner, Captain, USN, Commanding

J. F. Quilter, Comdr., USN, Executive Officer

Editor....P. L. Mitchell, Chaplain, USNR

Asst. Editor..P. Martineau, Chaplain, USNR

Sports Editor...S. W. Peffle, Lieut., USNR

Art Editor.....V. E. Swinford, MM1c

Photographer....B. A. McLawhorn, Photo.

Printer.....A. Juskie, Ptric

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. Quilter, 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 H. 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-o-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. Martineau may be consulted at any time in the Crews Library office.

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

Catholic Mass at 0900 - Chaplain Martineau.

Protestant Service at 1000 - Chaplain Mitchell.

GENEROUS 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 Koenigsbergor 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. LONG ISLAND, 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. His vast 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 materiel 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



Commander J.F. Quilter, Executive Officer of the U.S.S. Shangri-La, was born in Binghamton, N.Y., 29 March 1907, and graduated from the U.S. Naval Academy in the class of 1928.

Upon receiving his commission as an ensign, he was assigned to the U.S.S. Pennsylvania, and upon modernization of that ship in 1929 was assigned to the U.S.S. Oklahoma for recommissioning after modernization.

Following this tour of duty, he was assigned to the Naval Air Station at Pensacola for Heavier-Than-Air training from March to December, 1930. Upon receiving his wings as a flight officer, he was assigned to the aviation unit attached to the U.S.S. Augusta. While attached to that ship for five years, he made its shakedown cruise and operated with it on the east and west coasts and on the Asiatic Station where as flagship of the Asiatic Fleet the ship visited Japan, China, the Philippines, Guam, the Dutch East Indies, the Malay States, Siam and Australia.

Upon returning to the United States by way of India, the Mediterranean and Europe, he was assigned for two years as instructor and engineering officer of Squadron VN18 at the Naval Air Station, Pensacola.

He was then assigned for a year as executive officer of VT-6, participating in the shakedown cruise of the U.S.S. Enterprise, and this was followed by a tour of duty aboard the U.S.S. Yorktown (CV5) as flight deck officer.

Later, in the Bureau of Aeronautics, he was assigned to the aircraft carrier and arresting gear deck during the design and construction of CVE's, CVL's, and the building of the CV9 class.

Commander Quilter makes his home in Arlington, Va., is married and has two daughters.

Pray not for lighter burdens but for stronger backs.

--Theodore Roosevelt

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 H.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 bombardier in a PB4Y-1 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 dead-weight tons.

During the construction period 540,000 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, strayed 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 SHANGRI-LA

HORIZON

THANKSGIVING EDITION

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 HEAVER" 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 USNK in 1930 and in July 1941 as a Lieutenant Commander, he was ordered into active service as Assistant to the Inspec-

(Continued on Page 2)

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.

/s/I.D. BARNER



(The Ship's Paper of The U. S. S. Shangri-La)

J. D. Barner, Captain, USN, Commanding

J. P. Oulter, Comdr., USN, Executive Officer

Editor.....P.L. Mitchell, Chaplain, USNR

Entertainments..P. Martineau, Chaplain, USNR

Sports Editor.....Dale Harwood, CB(A)

Art Editor.....V.E. Swinford, MM1c

Photography.....Photo. Lab.

Printing.....Print Shop

THANKSGIVING DAY - 1944

Today, Thanksgiving Day..we have much for which to be thankful. Our land is unscarred by war, our naval and military units are closing in for the kill and the food trays which we carry are the heaviest-laden in the world.

O On the dream ship *Shangri-La*, routine will continue without let-ups, but special services and a thumping big turkey dinner with all the trimmin's will serve as a reminder that its Thanksgiving Day.

At 1900 tonight a twenty minute Thanksgiving Service will be held on the Hangar Deck for all hands. Before the movies, therefore, come for a few minutes to give thanks to Almighty God and to remind ourselves of the many benefits we and our loved ones receive at His hands.

THE ENGINEER OFFICER

(Continued from Page 1)

tor of Machinery, USN, at a plant where most of our modern Navy's boilers are manufactured.

From there he was called to the *USS Long Island* under our present Captain--as Chief Engineer of our first converted Aircraft Carriers. Then to the Naval Station, Astoria, Oregon, assisting in the commissioning of fifty Kaiser escort carriers. Last June he was assigned to the *Shangri-La*.

Under his guidance, and with the help of a FEW experienced officers, chiefs and men, the Engineering Department has already given a fine performance which is a promise that this Engineer's Department will do its part in making the glorious history the *Shangri-La* has already begun.

S2c: "You wouldn't blame me for something I didn't do, would you?"

Chief: "Of course not."

S2c: "Well I didn't get to muster this morning."

ANSWERING ALL BELLS

Shortly after the *U.S.S. Shangri-La* was launched last 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 officers 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 out 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 Bu-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 propellers 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. Vandergrift

ATHLETICS ABOARD SHIP

Athletics aboard ship is by necessity different from what we have been used to on shore stations and in civil life. First, is the potential irregularity of the schedule. We can not 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 off in spaces where we find room. Courts may be smaller or larger than ordinary and occasionally have an irregular shape but 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 varied as possible. For example, there will be boxing, wrestling, 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 more 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 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 be sure that every man knows his job thoroughly. They must have confidence that our repair parties can handle any 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 become 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 that 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 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 Sunday. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell.

COMMISSIONING PRAYER

"ETER... EVERPRESENT GOD, we stand in rever... 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 toward which all peoples look. 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 tragedy 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 Christman 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 bordered 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, Happy, Sleepy, Bashful, Doc, Sneezy, Grumpy and Dopey.

On the sides and bottom in all the colors of the rainbow are Mickey Mouse, Pinocchio, Donald Duck, Goofy, Bambi, Figaro, Baby Weems, Hughie, Dewey, Louie, Thumper, Don Carioca, 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.

by Cassone and Cowdery

FLIGHT QUARTERS--



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 scrambling.

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 HOFIZON and follow the trials and troubles of Pepper.



HELLZAPOPPIN IN THE FWD. ENG. RM.

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?"

Barber: "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 bums.

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

Thanksgiving Day--November 23, 1944



Vol. 1 No. 3

U. S. S. SHANGRI-LA

December 1, 1944

OUR AIR OFFICER



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 Officer 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

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.

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-26) 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.



(The Ship's Paper of The U. S. S. Shangri-La)

J. D. Barner, Captain, USN,....Commanding
J. F. Quilter, Comdr., USN, Executive Off.
Editor.....P.L. Mitchell, Chaplain, USNR
Entertainment..P. Martineau, Chaplain, USNR
Sports Editor.....Dale Harwood, CB(A)
News Reporter.....M. Peck, PhOMlc
Art Editor.....V.E. Swinford, MMlc
Photography.....Photo. Lab.
Printing.....Print Shop

DECK SPLINTERS

Shangri-La! That word is passed when our Skipper is leaving or coming aboard the ship. It also stands for the finest ship afloat. But - it takes more than a name to make it a great ship. It takes the co-operation and co-ordination of every man on board. Co-ordination can come only after months of hard work. Doing your share is not enough. Give the "green hands" a little help. Time is the very essence of the things we have to do. Let every Shipmate become a Helpmate. It's your ship. Keep the Shangri-La first and foremost in the fleet.

Sun tan plus sore muscles were much in evidence the day following our Entertainment Officer, Chaplain Martineau's first shin-dig ashore. Swimming, baseball, tennis, food and drinks (beer and coke) were on the order of the day. Music was furnished by our own ship's band, namely Gus Bivona and his Musical Pirates. The entertainment was furnished by Murray Peck, PhOMlc. Much credit goes to Lt. Peffle and his staff for successful handling of all sports; to Lt. Cmdr. Pabst and his staff of the Supply Department for eats; to all hands for the manner in which they conducted themselves. Stand by, Port Watch, it's your turn next.

If your performance at sea is any criterion, then it looks like some sort of a record. True, we never want to cross our bridge before we get there, but facts speak for themselves and right now it is all in our favor. Hats off to our Air Group and swell flying performance. Bouquets to landing signal officer, F.C. Hamilton, for bringing them in "on the beam". To our flight deck officer, Lt. Bedwell and his crew for their work on the flight deck; to catapult officer, Lt. Cmdr. Lanman and his crew for getting 'em off to "a fast start". To hangar deck officer, Lt. Evans and his crew. Landing and clearing decks for planes is hazardous work, and if we haven't had any serious injury so far, it's because these men know their jobs. Keep up the good work.

On-the-Horizon: Our Skipper, Capt. Barner, watching flight operations with a feeling of pride. Our Exec, Cmdr. Quilter--here, there, everywhere, proving the adage--"It's Results That Count"....Cmdr. Howell--The

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 Sunday. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell. Services on the Hangar Deck.

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 did 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 backward 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 surely 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 the USS Shangri-La fired in the Pearl Harbor Cash War Bond Drive was a warning shot fired in the shape of a directive to our sister flat-top, 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, Cmdr. Wigelius--a cigar's best friend. Never without one....Ensign Arthur, our personnel officer--a regular at Gus Bivona's noonday jam sessions. And why not, that's his baby....the crew tapping in rhyth. A swell band we're very proud of....Cord in G....A funny sight seen at the picnic--one of our salties trying to climb a palm tree to gather a few coconuts. A native throwing rocks and getting the same results. Heard from Lt. Bedwell, "That will teach you guys that planes do crash".

Congrats to Lt. Cmdr. Lanman on winning that extra half stripe...good work has its just rewards. Lt.(jg) Coleman, sweating it out for his men. And they "love" him. A thought for today--Help put the Shangri-La "over the top" in the 6th War Bond Drive. GET YOURS NOW.

CAPTAIN BUYS BOND



Everyone 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.

Spearhead 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--

by Cassone and Cowdery



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, our teams will be largely 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 man touch football grudge when they get enough room and corpsmen. 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 S1c 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*, *Cowpens*, 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 Spangled 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."

Aer-E-34-CMB
CV9-21/S83-3
199038

NAVY DEPARTMENT
Bureau of Aeronautics
Washington 25, D.C.

COPY/mck

22 November 1944

RESTRICTED

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. 0234131 of 30 Oct. 1944.
(b) ComFair Norfolk Conf. spdltr. 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

Excerpt from a History of the Norfolk Navy Yard

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 27,000-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 292,500 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. Manch, 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 \$67,650 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



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.

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 chairmen 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.

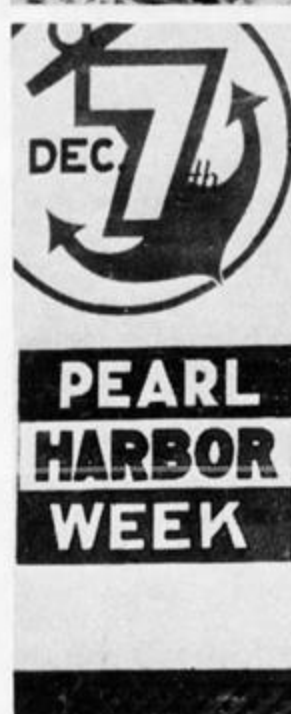
For Manus reported bond purchases by Navy men of \$1,043,256 during the 7-day period of the campaign, for an average purchase of \$32.55. More than a million dollars of hard-earned pay went into the future security of the personnel who prize that security so highly that they are backing their futures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

Jeeps and Piggy Banks



CAMP WALLACE BACKS THE ATTACK
.. DEC 1-7 CASH WAR BOND SALES ..

	10	20	30	40	50	60	70	80	90	100	DESTINATION
ADMINISTRATION											TOKYO
CIVILIAN EMP.											BERLIN
COMMISSARY											MOSCOW
COMMUNICATIONS											MANILA
DISTRIBUTION											SYNGAPORE
MEDICAL-DENTAL											SPAIN
PERSONNEL											THAILAND
PUBLIC WORKS											HAMBURG
SECURITY											COPENHAGEN
SHIPS SERVICE											ST. PETERSBURG
SUPPLY SERVICE											MILAN
WELFARE - REC.											BRUSSELS



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,

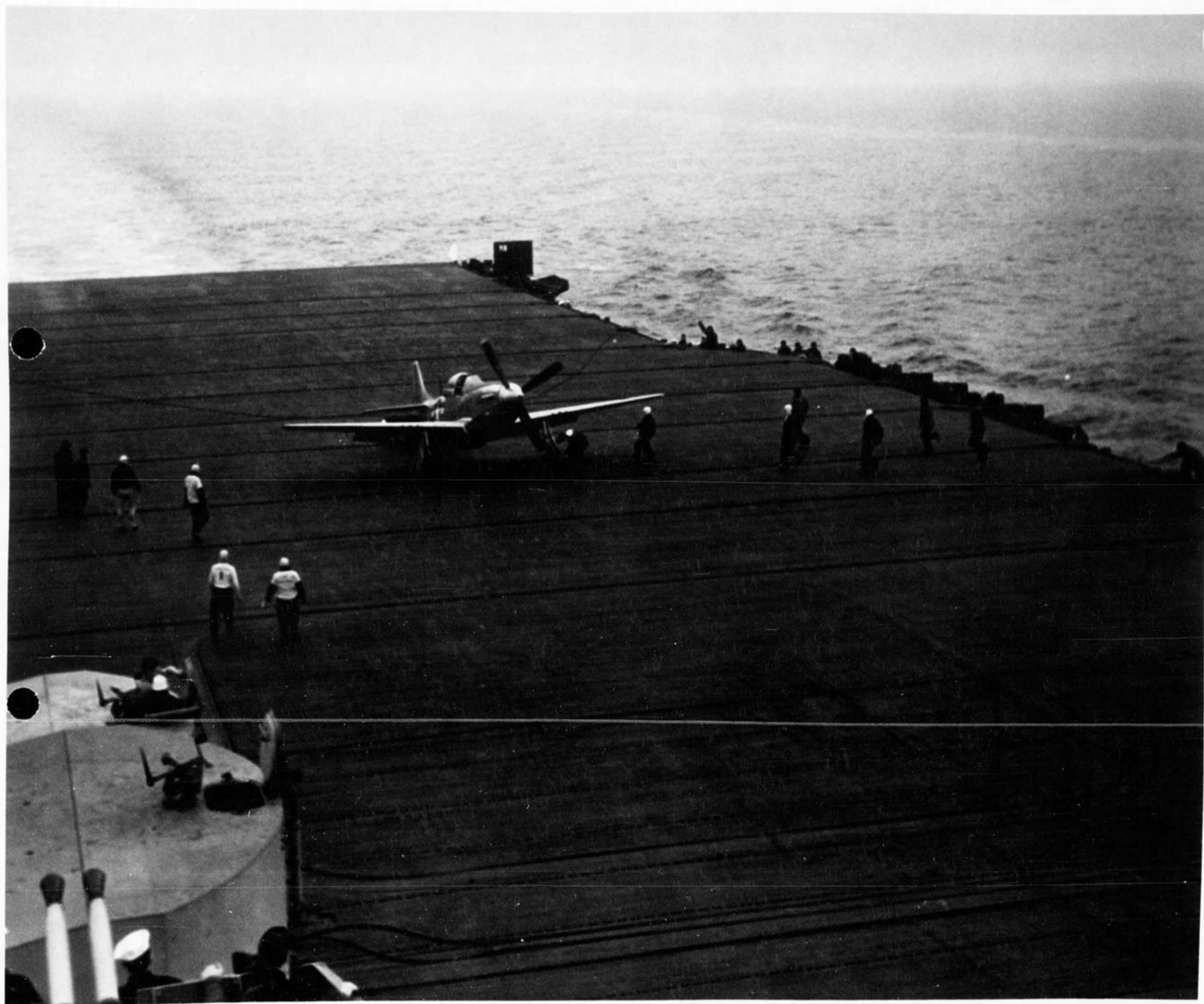
CSP(A), Naval Repair Base, New Orleans, who sold over \$175,000 in bonds; 13ND HQ girls use jeep promotion chart for campaign check list; Camp Wallace, Tex., piles up plenty of 100 per centers; 11ND HQ bond auction produces.



ENCL. F-2



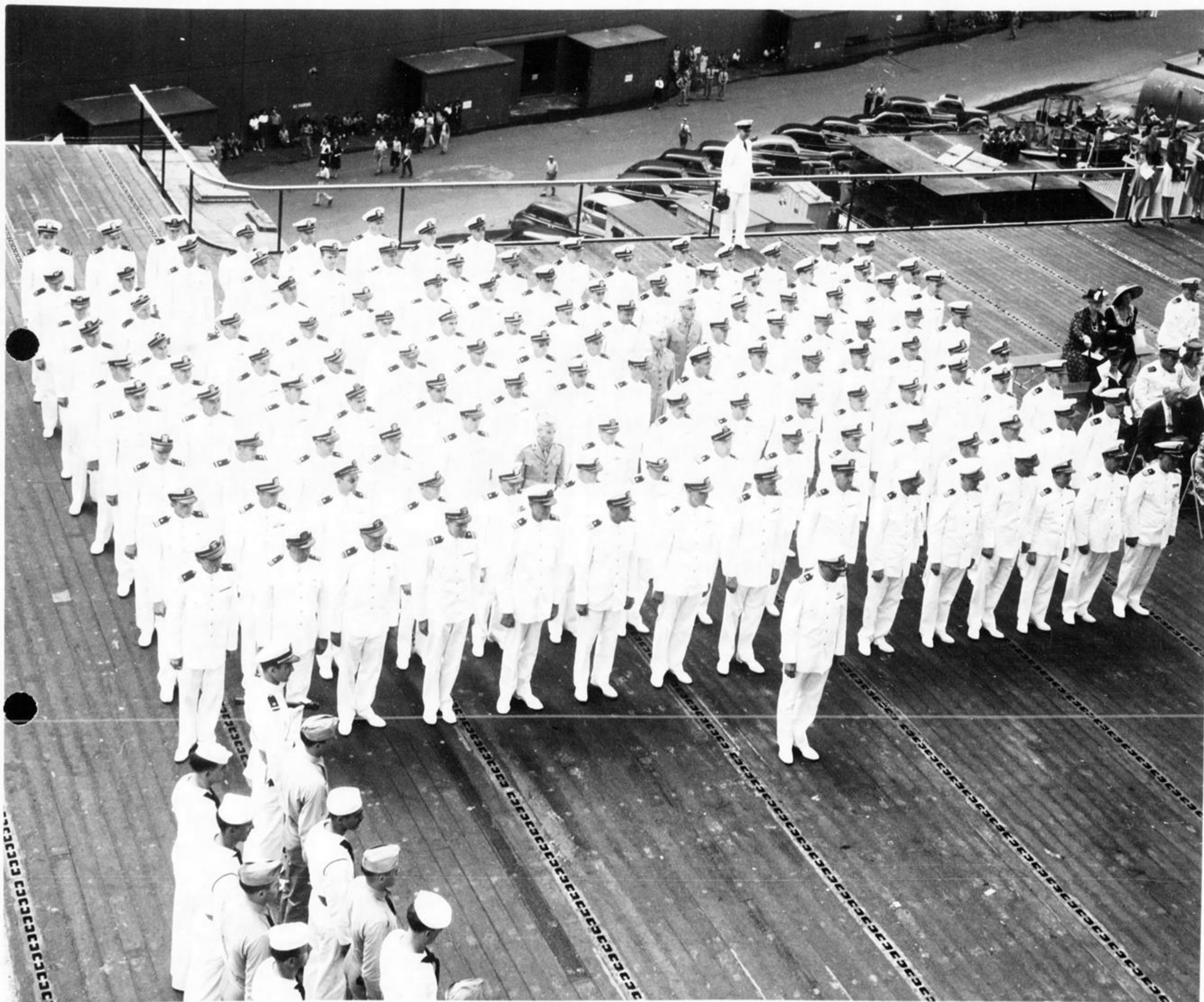
ENCL. F-3



ENCL. F-4



ENCL. F-5



ENCL. F-6



ENCL. F-1

U. S. S. SHANGRI-LA (CV-38)

c/o Fleet Post Office
San Francisco, California

CV38-A12
Serial: 0177

(20/CHG/jg)

CONFIDENTIAL

15 July 1945

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.

RECEIVED S-C FILES

03 ROOM 2055

DATE 10, 1 AUG 1945

Op File No. (06) A12-1/ CV38

Div. No. _____

Copy No. _____

Page No. 2018

J. D. BARNER
J. D. BARNER

CONFIDENTIAL

CHRONOLOGY OF THE USS SHANGRI-LA (CV38)

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

January 14, 1945: Underway for Naval Operating Base, Norfolk, Virginia.

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

January 15-16, 1945: Hoisted aboard planes of CARRIER AIR GROUP 85: VT - 15, VB - 15, VF - 32 and VBF - 37. Total: 99

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.

Pilots: Ensign R. E. Sherman, 346480.
Picked up by escort.

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.

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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.

Entered swept channel and moored to dock at Cristobal, Canal Zone.

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

Moored at Balboa, Canal Zone. Reported for duty to CinCPac.

January 25, 1945: Underway for San Diego, California, in accordance with orders from ComPanSeaFron. Escorted 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 snoopers 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.

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February 2, 1945: Moored to dock at Naval Air Station, North Island, San Diego, California.

February 3, 1945: Underway for 2-day military inspection with Rear Admiral Ralph Jennings (ComCar-Div 12) aboard. Escorts: USS HARRY E. HUBBARD and USS KEITH (DE241). Formation: TASK GROUP 19.15.

Launched support attack against San Clemente Island. SB2C attempted to land without flaps and crashed barrier.

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).

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February 15, 1945:

Established rendezvous and landed planes of CARRIER AIR GROUP 6.

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.

February 20, 1945:

Fired gunnery drone practice. Returned to Pearl Harbor for Navy Yard availability.

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.

CONFIDENTIAL

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 (DD401).

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

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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.

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HISTORY OF THE USS SHANGRI-LA (CV38)

III.

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-

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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

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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

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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

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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

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toward Cristobal.

At a point within striking distance of the Panama Canal, AIR GROUP 85 climaxed 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 complimented the Group upon its effective tactics and--although claiming the destruction of several attacking planes--willingly acknowledged the failure of adequate interception and a resultant assessment of severe damage.

The following day the SHANGRI-LA stood in the swept channel approaching Cristobal, moored alongside one of the docks and concluded 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 significance 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

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a heavy toll for the establishment of its beachheads and the progress of its victories. Already word had leaked out of the increasing 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 fanatical 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 accuracy 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.

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A brief dispatch squelched the shipboard prophets who had held out for Hunter's Point. There would be no guns--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 snoopers 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 swept channel off Point Loma, tied up at the Naval Air Station dock on North Island, and reported to Commander Air Force, West Coast.

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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-

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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-

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tion 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, war-like atmosphere of this vast Pacific naval base lent a grim serious-

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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-

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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 communique 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

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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.

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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 than 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

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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-

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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

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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

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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!



Vol. 2 No. 1

U.S.S. SHANGRI-LA

January 1, 1945

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 sea) 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. Koshliek, 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 co-operative 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. Barner,
Captain, U.S.N.

Enclosure "B"



(The Ship's Paper of The U. S. S. Shangri-La)

J. D. Barner, Captain, USN,....Commanding
J. F. Quilter, Comdr., USN, Executive Off.
Editor.....P.L. Mitchell, Chaplain, USNR
Entertainment..P. Martineau, Chaplain, USNR
Sports Editor.....Dale Harwood, CB(A)
News Reporter.....M. Peck, PhMlc
Art Editor.....V.E. Swinford, MMlc
Photography.....Photo. Lab.
Printing.....Print Shop

DECK SPLINTERS

BOUQUETS: During our first G.Q. problem, handling of the rations was very well executed....Randolph conceding to Shangri-La winner in the recent Pearl Harbor Week Bond Drive. A tribute to War Bond Officer, Chaplain Mitchell; assistants--Lt. Friedman, Lt.(jg) Coleman and Murray Peck, PhMlc, for their efforts in putting over the drive for a total of \$91,000....and to the men who invested their fighting dollars to make this possible....Lt. Comdr. Ayers, First Lt. and Damage Control Officer, went over in a big way following his splendid talk on Damage Control to the crew.

BRICKBATS: To the one who is persistently getting into the wrong lockers....there'll come a D-A-Y, etc....those throwing loose gear around....letting the other fellow do it....Cooling-off-with-outside-weather-reports: Norfolk, Rain, Frost and Snow.

"Semper Fidelis." Corporals Erler, Lane and Green are Marine retreads, each having done a hitch before the war. Incidentally, Corp. Erler is the writer of that fine eulogy on the Shangri-La. Be sure and get your copy....P.F.C. Walker has done two

(Cont. on Page 4)

THE FIRST



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 Sunday. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 Chaplain Mitchell. Services on the Hangar Deck.

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 renews the bonds of devotion, prayer and fellowship which mean so much to the human heart.

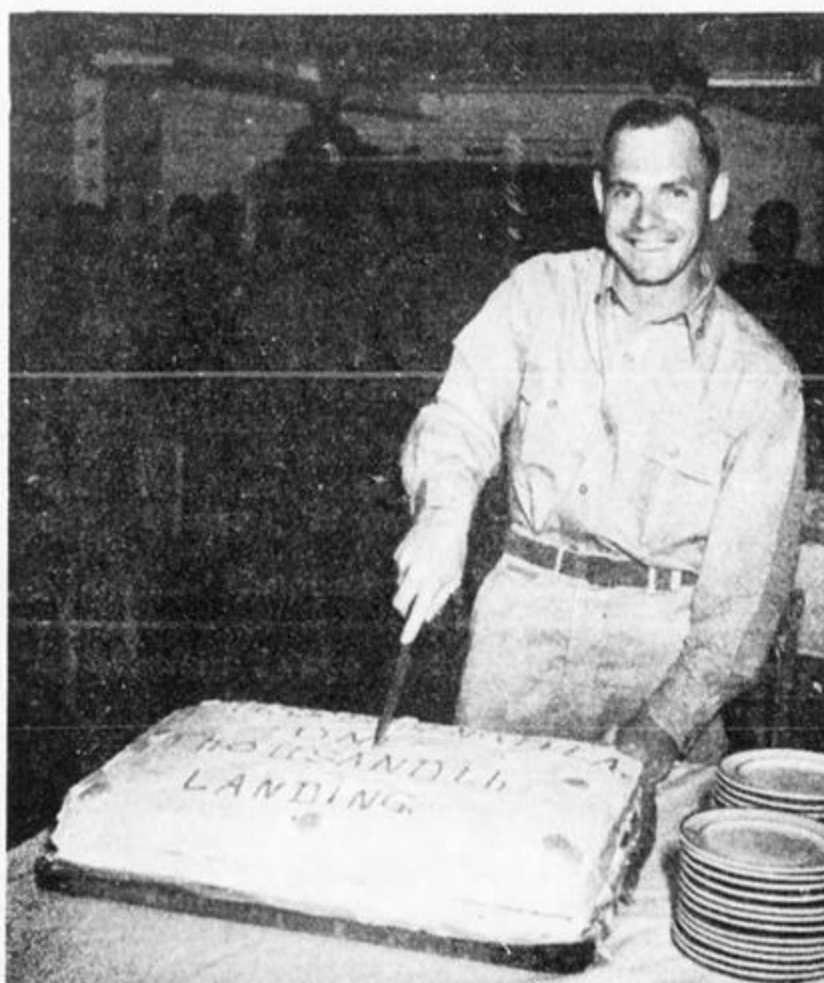
We greet you, the officers and men of the Shangri-La, in the Name of Him, whom to know is life abundant, and life eternal. Though it be a time of war, may the spirit of Christ bring you this season that inner peace which passes human understanding.

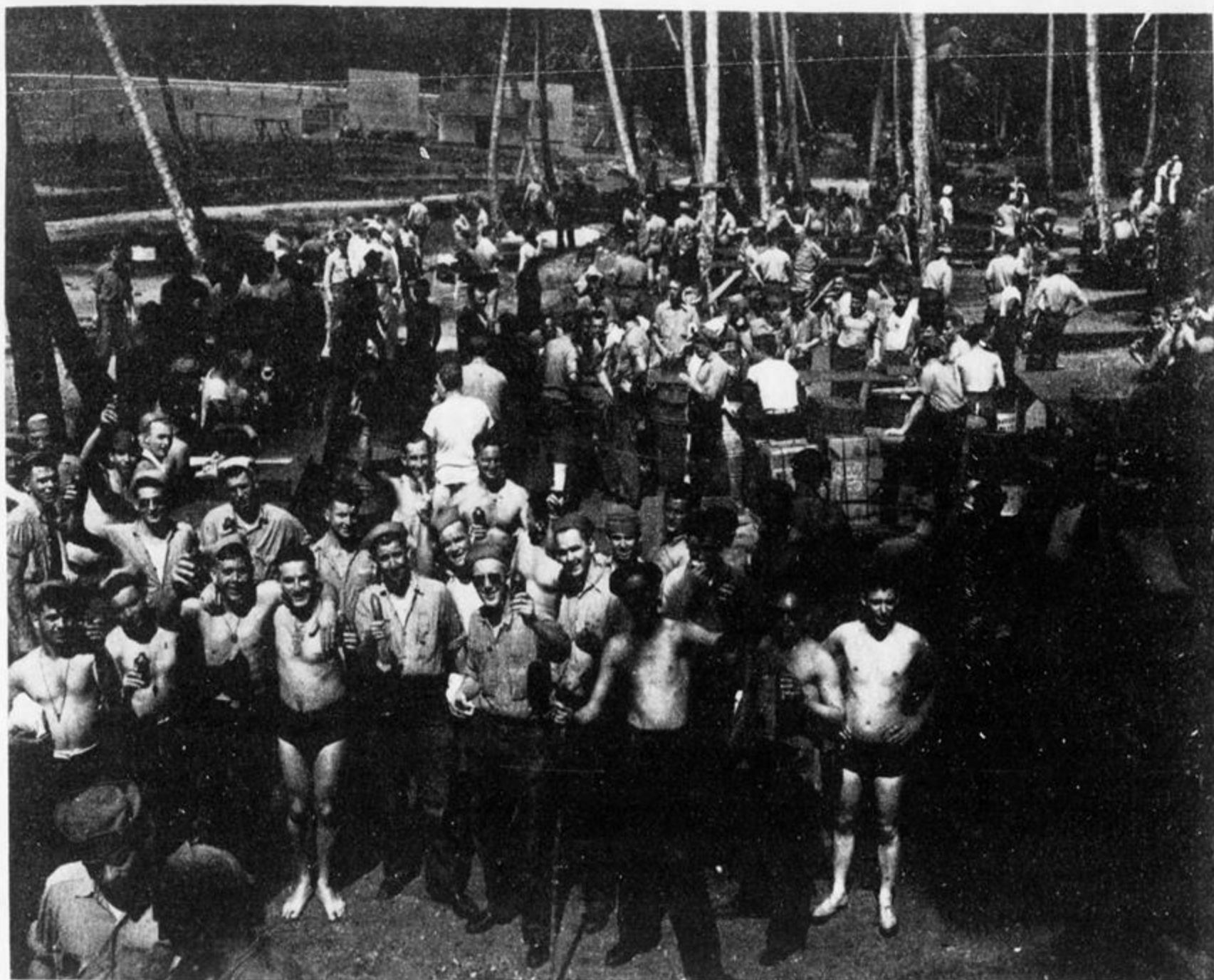
We wish you the blessings of God's protecting providence and a double portion of His sustaining grace.

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 3" 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, went to Tokyo with the *Hornet*, later survived 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 Division Officer, controlled 20mm in the *Enterprise*, 40mm in the *Yorktown*, and now 5" in the *Shangri-La*. The Bureau of Ordnance 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. Strogberg of G-4 learned to keep the 40mm shooting in the *CVE Nassau*. That his experiences 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 newsreels. In fact, I'll bet our shakedown 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 *Chenango*.

Many other officers and men of the Gunnery 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--

by Cassone and Cowdery



BOXING ROUNDUP

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. Russel, MM2c, EM Div. and Leroy Sparks, UM Div. Merlin and Russel have fought two draw matches in workout exhibitions with Merlin showing professional use of a right to the body, and Russel 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, RM3c, V3R Div. and J.O. Desormeaux, 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, AQMM....One 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. Comdr. 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.



Vol. 1 No. 5

U. S. S. SHANGRI-LA (CV-38)

February 1, 1945

CHEERFUL RESPONSE

The Infantile Paralysis Fund-Raising Appeal received a cheerful response by the men of the SHANGRI-LA as they contributed \$900.00 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 results 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 Chairmen have done a fine job and are commended on this excellent showing.

/S/ P.N.L. BELLINGER

THE FIRST LIEUTENANT

Commander K.A. Ayers was born in Olympia, Washington, November 8, 1906 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 aboard who has crossed the Arctic Circle and gone around the Horn in the same year.

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

"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 Ship's Paper of the U. S. S. SHANGRI-LA)

J. D. Barner, Captain, USN Commanding
J. F. Quilter, Comdr., USN Executive Officer

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Printing Print Shop

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FIRST LOOEY'S SPIEL

The Hull Department is one of the hardest working and closest knit organizations on this ship. The veterans have worked long and hard to train the new men in their multitude of duties. Too much praise cannot be given the enlisted men in the department who have spent many tedious hours at the difficult jobs of learning a new ship and preparing the ship for sea and battle. Its officers, too, can be commended for the detailed job of creating an efficient and fighting organization. The duties of the Hull Department are many and embrace every individual on this ship. The Hull Department brings you aboard, beds you, sees that you are fed, and then keeps the ship afloat in order that you may fight it.

A job of the Hull Department involving many headaches is the routine upkeep of the ship. This includes cleanliness, the condition of the hull and decks, and the keeping of the ground tackle, the boats, and the ship's rigging in a shipshape fashion. This branch of the Department is also concerned with the messing and berthing of the ship's company. All these duties come under the supervision of Lt. Comdr. Moore, with able assistance given by Lt. Kievit and the Ship's Boatswain Wagner.

Another duty of the Hull Department is the maintenance and repair of all hull items. Available are shipfitter, carpenter, plumbing, and sailmaker shops for this purpose. On a ship of this size the job of maintaining all the various hull items keeps our shops running full blast at all times. This important duty falls to veteran Lt. Comdr. Kutz, assisted by Ensign Double-day and ship's Carpenter Ashton.

Messing on this ship assumes tremendous proportions and the job of serving you as efficiently as possible falls to Lt. Friedman, assisted by Ensign Shealy. The grinding of the garbage and the burning of the trash in the incinerators also fall in this category. (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.

Divine Worship will be held on the Hangar Deck. Give God a chance. Attend church this week. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell. Jewish services in the Library, Friday at 1830.

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 Buddah. 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 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 pray. 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.



Seen on the Hangar Deck while loading ammunition. The urge that was unrestrained.
'As a man thinketh. . . .'

IMPORTANCE 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 Primm.

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 Larning" coupled with actual practice during drills will make a crack Damage Control outfit. The slogan of the Hull Department is: "Never Fear When Damage Control Is Near."

Blessed is he that expecteth nothing, for he shall not be disappointed.

FLIGHT QUARTERS--

by Cassone and Cowdery



SHANGRI-LA IN HIMALAYAS

There really may be a Shangri-La unless four 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.

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 #1 elevator and 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 con-

DECK SPLINTERS

Hi, Mates! 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" "Winged 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.

FOTOFANATICS: P.K. Shirley, PhOM 2c, whose fair lady is sporting an engagement ring, in a daze between mail call.... "Professor" McKay, PhOM 2c, busier than a one-armed fiddler, without the fiddle.... Ed Touhy, our newly-ordained chief, looking over the CPO galley.

An up-and-coming harmony quintette headed by Skipper, STM 1c, made their debut the other evening at showtime. Good going, boys, let's have more of it. A challenge--UM Division will take on any other division in Basketball and Boxing.

sidered an, Irish Pennant and cut loose. Each man is held responsible for his own gear.

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6c
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Vol. 1 No. 6

U. S. S. SHANGRI-LA (CV-38)

February 15, 1945

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 helping others you may help yourself.

HOME TOWN NEWS

Chicago (CNS) At least 101 U.S. physicians have died in action and 255 others have died while in military service since the outbreak of World War II, the Journal of the American Medical Association reports.

Runnemede, 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."

Ft. 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.



OUR NAVIGATOR

Comdr. Frank A. Nusom, our navigator, is a very much sought-after man when at sea. Since every one on board is interested in knowing where we are going, when we leave and how long it takes to get there, Comdr. Nusom is much in demand.

In his duties as Navigation Officer, he knows all the answers and sees all the secrets but discusses only the strange ways of the albatross.

Comdr. Nusom came to the U.S.S. SHANGRI-LA as Navigator in July 1944. He had prepared for this chosen work while at the Naval Academy, graduating in 1934. He served on the U.S.S. OKLAHOMA for three years as a junior officer. He then was

(Cont. on page 2)



(The Ship's Paper of the U. S. S. SHANGRI-LA)

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OUR NAVIGATOR

(Cont. from page 1)

transferred to Pensacola, Florida for a year of flight training and then to a scouting squadron on a heavy cruiser where he served for three years.

Upon completion of this sea duty, Comdr. Nusom served a year on NAS, Guantanamo Bay, Cuba. While here a charming native pierced his heart with Cupid's arrow. In 1943, while serving in Pensacola, they married.

The work of our Navigator is closely associated with Ens. Charles N. Itte, the Assistant Navigator, who came to the ship after a long period of service in the Aleutians and with 59 months of sea duty to his credit. Another associate is Ens. George S. Gatter, 2nd Assistant Navigator and Division Officer, who graduated from Annapolis in the 1944 class.

THE DEEP SIX

Early to bed and early to rise makes a man realize -- he's in the Navy.

* * *

Tilly: "I may be mistaken but that man you were with last night acted married."

Milly: "Well, he certainly isn't! He told me himself that he lives in the Bachelor Officers' Quarters."

* * *

Waitress: "How did you find your steak?"

Sailor: "It was just luck. I happened to move that piece of potato and there it was."

* * *

Much sought after are girls with blue eyes and greenbacks.

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. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell. Jewish services in the Library, Friday at 1830.

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, PhOMlc. 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 to 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 Navigators--they'll take us there and bring us back.

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.

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.

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 McLawhorn and his crew of photographers. Whether it be movies, stills or aeriels, these johnny-on-the spot photographers mates are recording history.

Sabotageous: Someone with a mania for cutting up things, slashed a sea bag belonging to M. Peck, PHOM ic 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 thru 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.

FLIGHT QUARTERS--

by Cassone and Cowdery



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.



Boxing Award for the Winner

The top contestants in basketball so far have been the UM and GM 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 G5 and Ramos of UM. These boys were, coincidentally, teammates on their high school basketball team and add much to the overall playing of their two respective clubs.

Volley ball and Badminton gear are now available for those who enjoy this form of recreation. All equipment, racquets, shuttlecocks, volley balls, 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 gaze at mine--vexation.
Soft hands closed in mine--palpitation.
Fair hair brushing mine--expectation.
Red lips close to mine--temptation.
Footsteps--damnation.

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Vol. 1 No. 7

U. S. S. SHANGRI-LA (CV-38)

March 5, 1945

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 \$1164.00.

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 SHACK 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.....



OUR COMMUNICATION OFFICER

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.



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Art Editor V. E. Swinford, MM1c

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Gunnery R. C. Erler, Corp.

Hull J. V. Sledz, Y3c

Medical J. H. Caton, PhM3c

Supply J. E. O'Connor, SK1c

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DID YOU KNOW?

Did you know that there are over 300 officers and men on this ship, whose only duty during General Quarters is the control of damage in case of a hit?

Did you know that D.C.U. is the only university in the world devoted entirely to the study of Damage Control?

Did you know that the several miles of ventilation ducts are supplied by over 150 supply and exhaust blowers, which supply every space on this ship where men work or live?

Did you know that each valve for the Hangar Deck Sprinkling System has four controls: Conflagration Station, Hangar Deck Alcove, Second Deck Remote Control Switch and Third Deck Motor Control Valve?

Did you know that a hole with an area of one square foot, fifteen feet below the water line would admit approximately 13,900 gallons of water per minute?

Did you know that Ensign Doubleday's great-great-grandfather was the founder of the beloved American Institution called BASEBALL?

* * *

In a letter home a sailor wrote as follows: "Ma, everything here is swell, and for nothing. We have a dental officer who keeps our teeth in condition for nothing. We have a medical officer who keeps us well for nothing. We have a chaplain who keeps us good for nothing."

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. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell. Jewish services in the Library, Friday at 1830.

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.

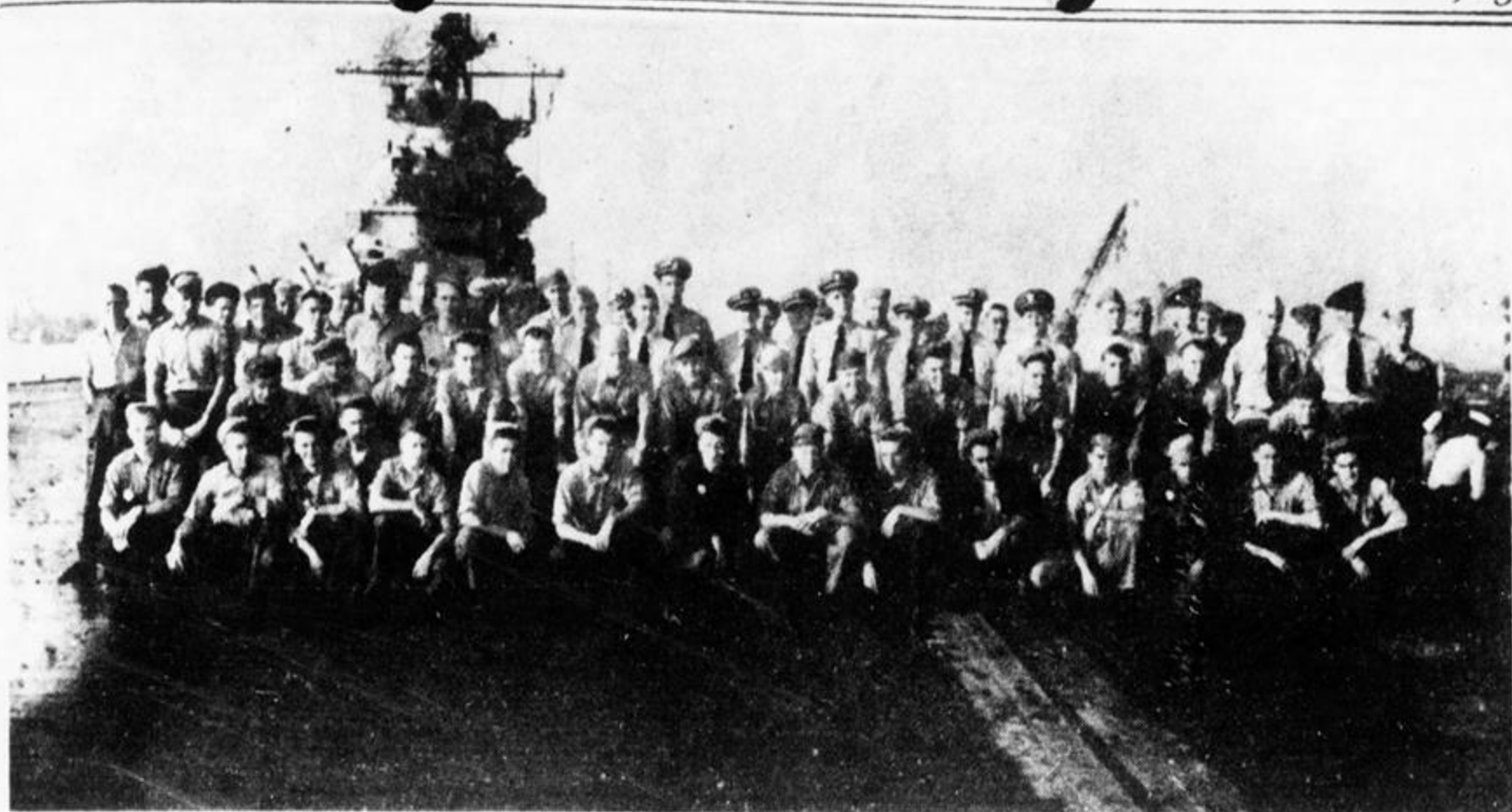
STAR SHELLS

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 comradeship 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.



The Communication Department---censored--censored--censored.

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.B. 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. N.C. Hartley, Lt. (jg) T.F. Clark and Lt. (jg) C. Gargas, the radiomen live in their shack listening to the dit-dah 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 radiomen 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 every one 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 longingly 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? "Sack-time" Arena, doing what? Combing his hair, of course... Druziak 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 "Crashdive" Maxwell making his entrance to Sick Bay... Chief Reich "Where the 'ell is Sims?" Green taking a muster of his "pets" after taps... A big noise from No. 3 elevator pit.

Never To Be Seen Or Heard... Nunnally 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... R.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. EEFT Room: Next patient, Scanlon! At Taps: What _____ stole my blankets? Anywhere, Anytime: Take 'er down 300 and air bedding.

Then there is the Coding Room functioning smoothly under the capable hands of the assistant communications officer, Lt. J.D. Rooney, 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."

FLIGHT QUARTERS

by Cassone and Cowdery



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 Spreen scored 16 points for the winner. The SHANGRI-LA Signalmen defeated the NEW 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 dived into one I met 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 seducement."

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

She: "You're telling me."

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

Sailor: "Go 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.



Vol. 1, No. 8

U. S. S. SHANGRI-LA (CV-38)

March 20, 1945

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 4)



THE SENIOR MEDICAL OFFICER

Comdr. Paul Vaughan, our Senior Medical Officer, was born in Missouri in 1904, the son and grandson of country doctors. He received his B.A. Degree from the University of Missouri in 1925 and directly after receiving his M.D. Degree from the University of Colorado School of Medicine in 1929, he entered the Navy.

His first assignment was to the USNH, San Diego. Later he served on the USS CALIFORNIA and then on four-stack destroyers. Returning to Navy Yard, Puget Sound, he was among 230 Navy Medical Officers loaned to the Army for duty with the Civilian Conservation Corps.

In 1934, he reported to the Portsmouth N.H. Navy Yard and after a year there, was sent to USNH, Guam, remaining for two years and five months. This duty was somewhat of a diversion from the regular routine of a

(Cont. on Page 3)



(The Ship's Paper of the U. S. S. SHANGRI-LA)

J. D. Barner, Captain, USN Commanding
J. F. Quilter, Comdr., USN Executive Officer

Editor P. L. Mitchell, Chaplain, USNR

Sports Editor Dale Harwood, CB(A)

News Reporter M. Peck, PhM1c

Art Editor V. E. Swinford, MM1c

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Communication E. F. Abood, RM3c

Engineering R. J. Hardin, MM3c

Gunnery R. C. Erler, Corp.

Hull J. V. Sledz, Y3c

Medical J. H. Caton, PhM3c

Supply J. E. O'Connor, SK3c

The HORIZON receives Camp Newspaper Service material. Republication of credited material is prohibited without permission of CNS, War Department, N. Y. C. 17.

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. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell. Jewish services in the Library, Friday at 1830.

The Padre 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 maneuvers, 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, CincPac 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, Y1c, now possesses a Victrola which he is sharing with the gang in the Personnel office.

"Tony" Torcivia, SSMT 3c and Eddie Commiskey, 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...DITTO...Willie Cosgrove, 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."

BOND ALLOTMENT

"If you want a job well done, do it yourself" is one of the homely proverbs with which we are all familiar. That applies to the job of "saving today for tomorrow" as truly as it does to any other job. For many Navy-uniformed personnel, there will be the shift from military to civilian life.

The \$100 to \$300 provided for eligible uniformed personnel under the so-called G.I. Bill of Rights is fine as a starter. But only as a starter. Buying a civilian outfit or two, and getting settled down again will take all of that and perhaps more.

The smart thing to do then is to sign your own "G.I. Bill of Rights" by signing a War Bond Allotment or pay-roll savings pledge. You can save yourself from future want by saving now for future security.

Your Division Officer has application form blanks and will help you fill one out. Every man on the ship is urged to apply for an additional bond or a larger bond, or a new bond. Allot it and later on enjoy it.

DID YOU KNOW?

It is possible to receive a sock of 440 volts and still live to tell about it. If you're in doubt, ask Pario Slc, HA Division. (Note--These socks are non-reg.)

That our firemain system has a total of 278 firemain valves.

That a single extra coat of paint adds approximately 25 tons to the weight of the ship.



In Preparation--E.H. Sims, PhM3c; C.R. Space, PhM2c; H.V. Green, PhM2c; J.G. LaMay, HA1c.

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 sparingly 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 238 Chamorra babies.

On return to the U.S. in June, he was re-assigned to Navy Yard, Puget Sound, and was stationed there until November 1940, 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, FMF, 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.

FLIGHT QUARTERS-- at Norfolk Naval Air Station

by Cassone and Cowdery



THE SEARCHLIGHT

The HORIZON Searchlight today centers on a man overboard. Richard S. Nunnally, HALC 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!

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 tubs 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 Gunnery Department carries on.

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."

FROM: _____ TO: _____

3¢
1st Class

6¢
Air Mail

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Vol. 1, No. 9

U. S. S. SHANGRI-LA (CV-38)

April 5, 1945

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 home-town 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 home-town 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: "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."



(The Ship's Paper of the U. S. S. SHANGRI-LA)

J. D. Barner, Captain, USN	Commanding
J. F. Quilter, Comdr., USN	Executive Officer
Editor	P. L. Mitchell, Chaplain, USNR
Sports Editor	Dale Harwood, CB(A)
Department Reporters	
Air	Lt. R. W. Lugton
Communication	E. F. Abood, RM3c
Engineering	R. J. Hardin, MM3c
Gunnery	R. C. Erler, Corp.
Hull	J. V. Sledz, Y3c
Medical	J. H. Caton, PhM3c
Supply	J. E. O'Connor, SK3c

The HORIZON receives Camp Newspaper Service material. Republication of credited material is prohibited without permission of CNS, War Department, N. Y. C. 17.

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 HM 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 Brailey of VIH in the 135 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 155 pound class. A draw.

Marlin of EM was kept busy trying to get to Hass Micheal in the 155 pound bracket but didn't get anywhere 'till Micheal'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 Clemons. 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. 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. Catholic Mass at 0900 - Chaplain Martineau. Protestant Service at 1000 - Chaplain Mitchell. Jewish services in the Library, Friday at 1830.

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 guzzling on shore and not on ship.



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



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, PhoM1c; J.W. Sledz, Y3c; Chaplain P.L. Mitchell; F. Kotch, 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's printers. Left to right: L.G. Winters, Prtr3c; O.B. Collier, Slc; J. Juske, Prtr(M)1c; D.E. Shanley, Prtr(M)3c.

FLIGHT QUARTERS--



by Cassone and Cowdery



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."

THIS COPY MAY BE SENT HOME

COMMUNICATIONS

The "ultra-modern" CR Division now elating 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, S2c, CR Division, boasts that he is the shortest man (or reasonable facsimile thereof) aboard the SHANGRI-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.

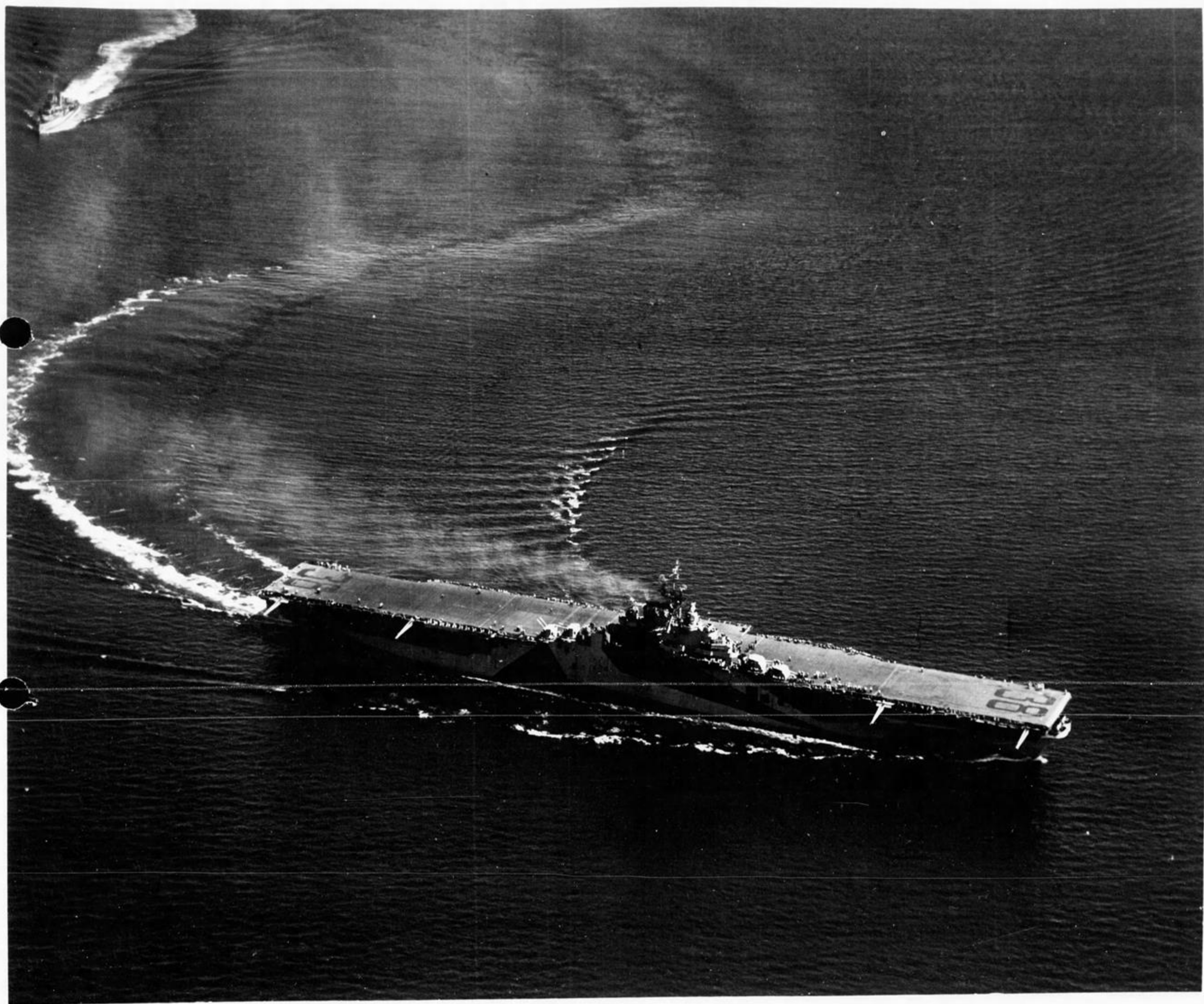
* * *

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

S2c: "Dunno. I just opened my wallet and there she was."



Lined up on pay-days, the men receive not only crisp new bills and frequent hypodermics but also copies of the HORIZON, passed out by Fred Kotch, S1c and A.J. Martin, AMM2c.





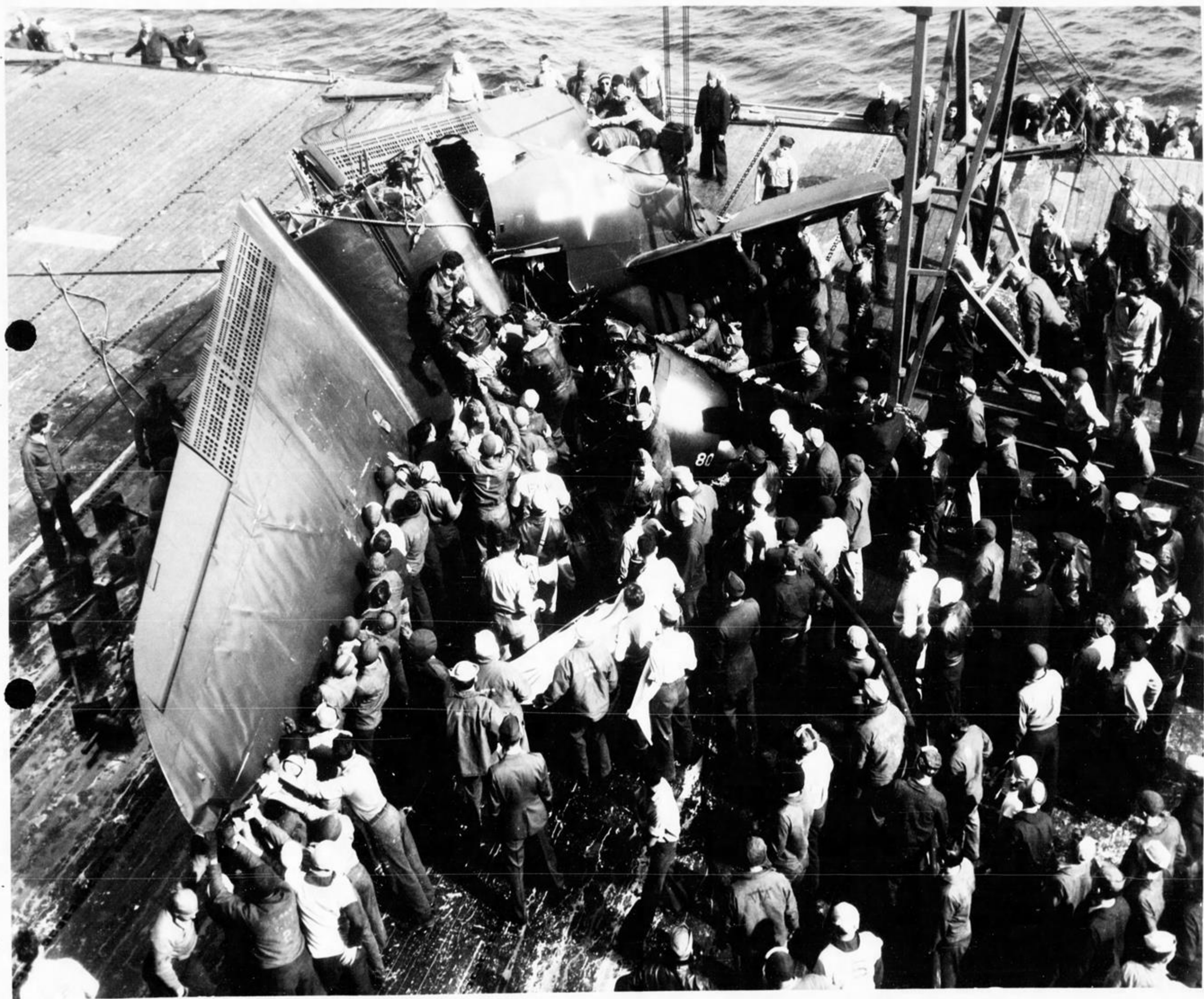


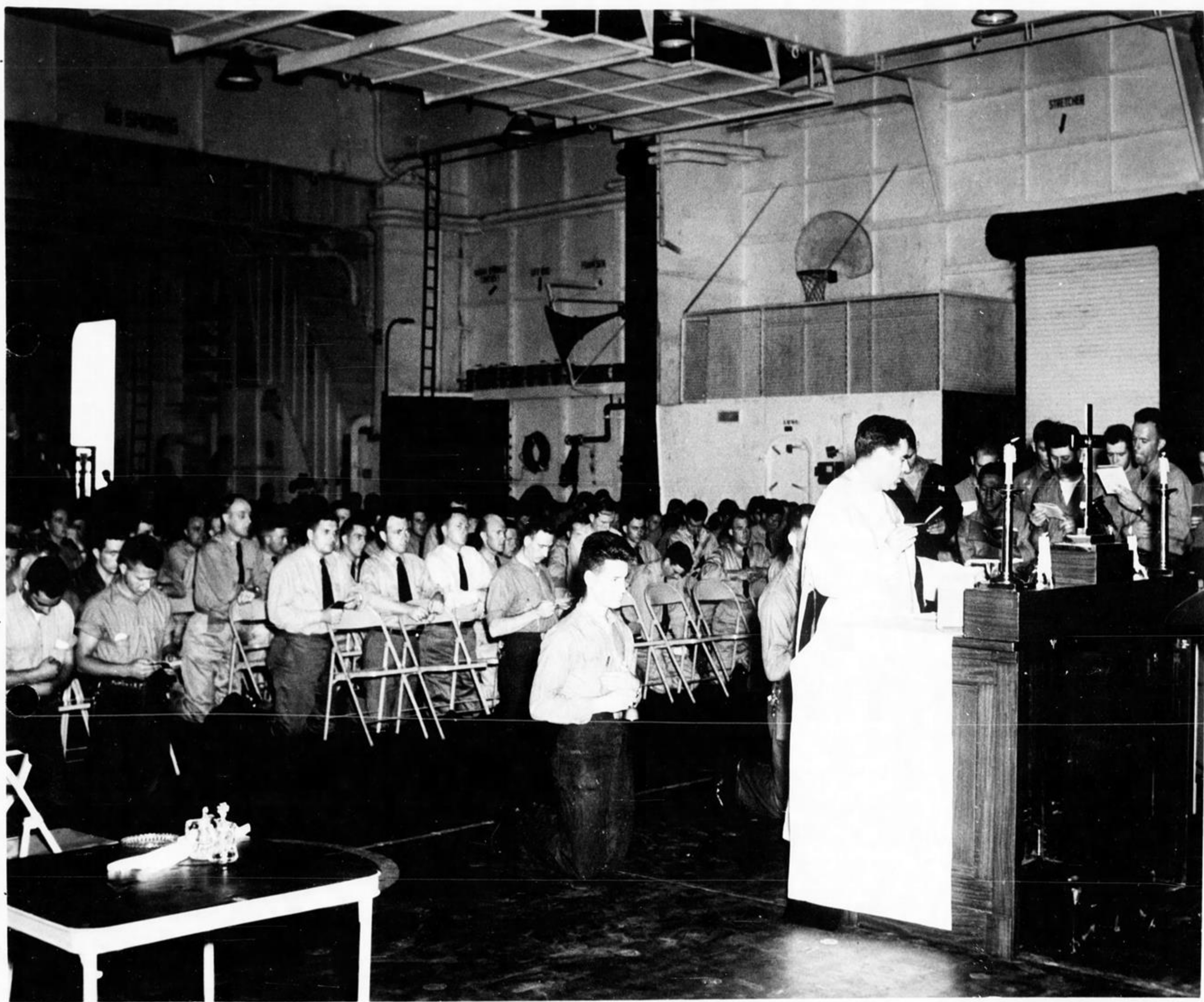


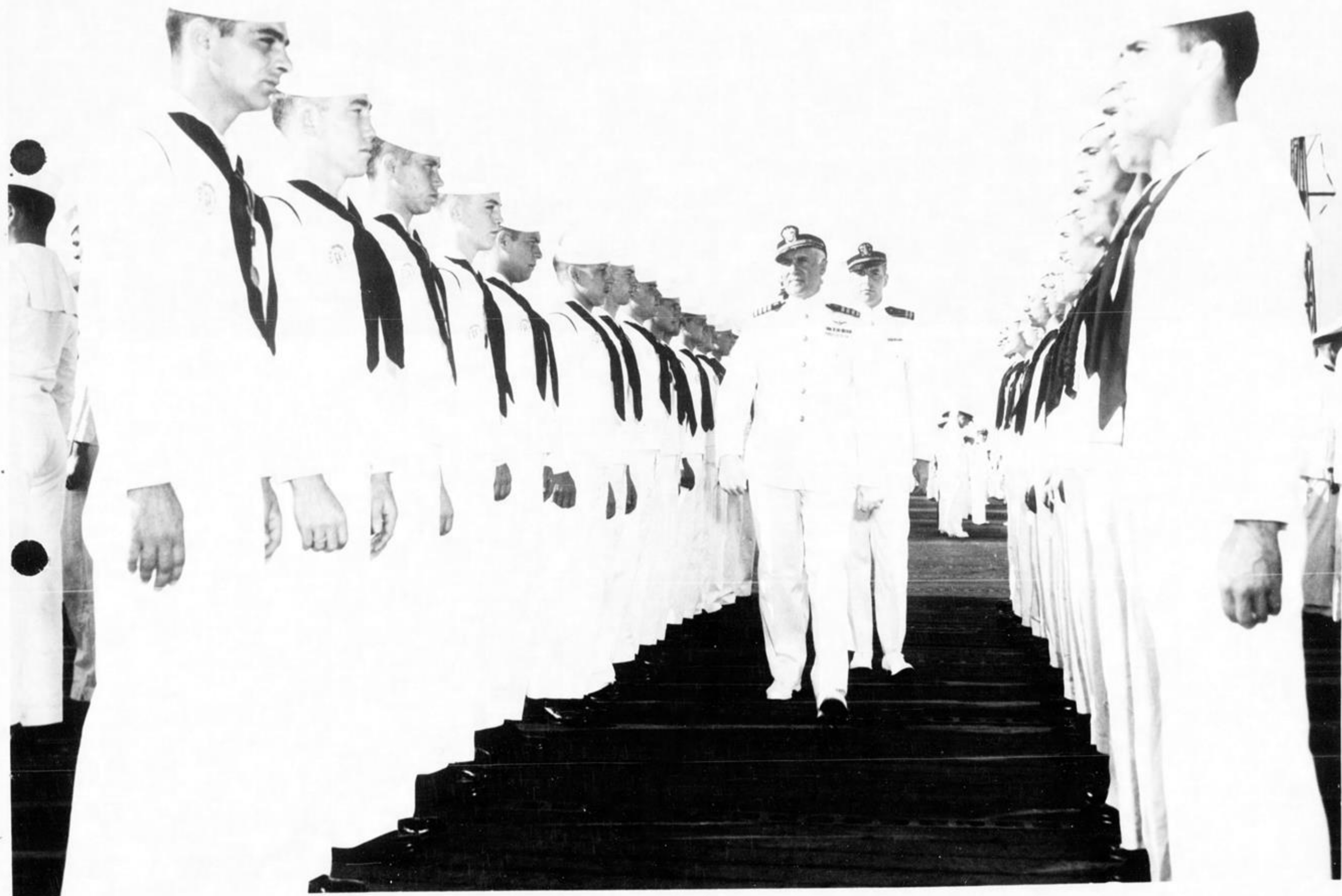












U. S. S. SHANGRI-LA (CV-38)

c/o Fleet Post Office
San Francisco, California

CV38-A12
SERIAL 0283

CONFIDENTIAL

(20/CHG/jg)

SEP 14 1945

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 em-
barked at that time.

RECEIVED S-C FILES

03 Room 9055

ADULT 16 26 SEP 1945
ON FILE 46 (00) 1712-1/CK39

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23/61

R. F. Whitehead

R. F. WHITEHEAD

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CHRONOLOGY OF THE USS SHANGRI-LA (CV38)

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 ELD.

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.

Pilot: Lieutenant Richard T. Schaeffer, 95780, Reading, Massachusetts. Picked up by escort.

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 STEMBEL (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.

Enclosure "A"

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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

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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.
Pilot: Lieutenant (jg) Robert W. Elmore, 251151, Princeton, West Virginia.
Missing in action.

Aircrewman: Atwell, M. H., Jr., ARM3c, 807 29 24. 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.
Pilot: Ensign Charles C. Brownmiller, Jr, 351434, Easton, Pennsylvania.
Missing in action.

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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 Tokuna. During CAP two of our planes shot down a Jill 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

CONFIDENTIAL

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 Zekes, 5 Type 93 twin float biplanes, and 3 Petes. On TCAP over Kikai Jima VBF-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. Pilots: Lieutenant (jg) F. S. Siddal, 337137, Upper Darby, Pennsylvania. Recovered by Dumbo.

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-1D 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 fuzes. In addition, 6 150-gallon tanks of Napalm were dropped on gun emplacements and military installations.

CONFIDENTIAL

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.

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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. Kincannon, 114564, Griggs, Oklahoma. Missing in action.

Sorties: Target 44, TCAP 61, CAP 41, Rescue 4, Utility 2.

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

CONFIDENTIAL

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, TCAP 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.

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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 SHANGRI-LA as his flagship.

New strike day routine inaugurated aboard the SHANGRI-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 SHANGRI-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.

CONFIDENTIAL

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 Tojo and damaged a Zeke.

The following casualties were sustained by AIR GROUP 85:

One F4U-1C spun-in on take-off from ship.
Pilot: Lieutenant (jg) William H. Marr,
338032, Memphis, Tennessee.
Drowned while attempting to swim
from life raft to rescue destroyer.

One F4U-1C, previously damaged in air battle, crashed enroute to ship.
Pilot: Lieutenant (jg) Harold R. Kennedy,
337469, Thomasville, North Carolina.
Missing in action.

One FG-1D, while orbiting Kennedy, ran out of gas and made water landing.
Pilot: Lieutenant (jg) Charles N. Kirkham,
347327, Sunnyside, Washington.
Missing in action.

One F4U-1D was shot down by enemy fire while orbiting YORKTOWN pilot and Dumbo.

CONFIDENTIAL

June 2, 1945:

Pilot: Lieutenant (jg) Saul Chernoff,
347306, Hollywood, California.
Missing in action.

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

Pilot: Lieutenant Roy A. Fuller, 106132,
Alexandria, Virginia. Missing in
action.

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

Pilot: Lieutenant Wallace Atkinson,
157866, Summit, Mississippi.
Missing in action.

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 pro-
bably 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.

Pilot: Lieutenant John H. Scroff, 84269,
Tucson, Arizona. Missing in action.

CONFIDENTIAL

June 3, 1945:

One F4U tore off its tail in an enemy chase and crashed between Tojimbara and Chiran.

Pilot: Lieutenant Sigurd Lovdal, 106677, Jacksonville, Florida. Missing in action.

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

Pilot: Lieutenant (jg) Edward Dixon, Jr., 347017, Cannelton, Indiana. Missing in action.

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

Pilot: Ensign Robert J. Sundquist, 355225, Muskegan, Michigan. Missing.

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 canceled 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.

CONFIDENTIAL

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.

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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

CONFIDENTIAL

June 12, 1945:

One FG-1D spun-in during take-off, but
the pilot was rescued.