HISTORY OF THE USS SHANGRI-LA (CV38) CONFIDENTIAL IV.

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

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

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

and yet -- for the first time -- she was steaming unescorted on the open sea.

"Like our pioneer forefathers in the old covered wagon days," was the way Captain Barner put it, "we're heading west. Ulithi

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will be our last friendly outpost. From there on we hit Indian territory--where anything can happen. I want you to remain on the alert and make use of everything we've learned in these last few months. We have a good ship, a splendid air group, a fine crew-and a long, tough job ahead of us! Let's tackle it like veterans!"

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

In the end it was not fear of enemy contact or imminence of possible attack that disturbed the complacence of the crew and

yielded historical import to the 10-day cruise. It was a remote, play-by-play description of the great Russo-American steamroller which was crushing the life out of Hitler's Third Reich and a tragic interruption that startled the world.

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

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

On April 17, after the USS STADTFELD (DE29) had steamed up from Eniwetok to provide escort to Ulithi, the ship resumed flight routine for the first time since leaving Pearl Harbor and held gunnery exercises against simulated <u>Kamikaze</u> attacks by CARRIER AIR GROUP 85. Off Guam two days later she conducted damage control practice -44-

and rehearsed battle feeding while her crew remained at General Quarters from sunrise to sunset.

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

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

a fleeting chance to track them down.

On the second day of these exercises the SHANGRI-LA suffered her first personnel casualty since San Diego when one of the Corsairs from her Bomber-Fighter Squadron hit the sea. Unable to break out

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of the cockpit before it was completely submerged, the pilot, Lieutenant (jg) C. W. S. Hulland, went down with his plane.

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

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

In order to prevent further losses to that vital support group and relieve pressure against our soldiers on the island, the air plans of TASK GROUP 58.4 called for a series of attacks on enemy airfields in the Nansei Shoto area and strike missions against troop concentrations, caves, emplacements and supply dumps beyond the front lines of the Tenth Army.

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Under the tactical command of Rear Admiral Arthur W. Radford, USN, in the USS YORKTOWN (CV10) and in company with the formidable firepower of three IOWA-class battleships and two ALASKA-class large cruisers, the SHANGRI-LA and three carriers of the INDEPENDENCE class got underway from the fueling rendezvous on the morning of April 25 and steamed out to do battle.

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

All this they accomplished without material damage, personnel injury or loss of life. To the SHANGRI-LA, who loitered impatiently in the background to recover them from flight, they brought the

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first report of a mission fulfilled and unequivocal identity with combat.

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

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

In the face of the enemy's fanatical determination to defend Okinawa to the last dead Jap, however, the odds ran pretty high

against persistent good fortune and prolonged invulnerability. After a day of fueling and re-arming, TASK GROUP 58.4 returned to the Tokuna area and the tempo of war stepped up with furious pace for the SHANGRI-LA and her air group. A heavy schedule of assignments gave them--in addition to extensive assessments of damage on enemy

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airfields--their first Japanese plane and their first combat casualties.

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

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

The casualties occurred during a morning strike against Kikai Jima, where the fighter, bomber and torpedo squadrons of AIR GROUP 85 pressed home a determined attack in the face of the most effective anti-aircraft fire they had encountered to date. Although they

cratered the Wan airfield with thirty-seven quarter-tonners and six half-tonners, they left behind them three planes, three pilots and two aircrewmen.

One SB2C spun-in when an outboard section of its wing ripped off as a probable result of anti-aircraft fire. Neither the pilot,

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Lieutenant (jg) Robert W. Elmore, nor the rear seat gunner, Merrill H. Atwell, Jr., ARM3c, was recovered after the crash.

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

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

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

For the SHANGRI-LA this was "it"--the moment she had been expecting and preparing for ever since her arrival in hostile waters. With

battle stations fully manned and closures battened down, she fired for the first time on an enemy plane by radar control, but failed to observe results because of clouds. Two destroyers on picket stations, the USS HAZELWOOD (DD531) and the USS HAGGARD (DD555), were struck by <u>Kamikazes</u> and set ablaze. Another Japanese pilot--with apparently

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similar intentions toward the battleship WISCONSIN--penetrated to the center of the disposition before the guns of TASK GROUP 58.4 shot him down.

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

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

Before the 12-day period was out the guns of AIR GROUP 85 had

shot 24 more Japanese planes out of the sky and damaged numerous others. Thirteen of this total were accounted for in a single day when twelve Corsairs on Target Combat Air Patrol over Okinawa suddenly encountered an outnumbering force of enemy aircraft. In the furious melee which followed, the fighters from the SHANGRI-LA des-

troyed five twin-float biplanes, an equal number of <u>Zekes</u> and three <u>Petes</u>. Other planes claimed Japs in their sights at high altitude but their 20-mm guns jammed. Two F4U's were shot down in the course of the engagement, but the pilots were recovered by Dumbo and patrol vessel.

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

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

The other losses were direct results of combat--flak bursts over target areas and splashes by enemy aircraft. Of the nine planes

which went down to the sea, eight were fighters and one was a bomber. Of the nine pilots who flew them and the lone crewman who handled the guns, only one man was unrecovered. To him befell that luckless fate which is dreaded by every fly-

er in the Pacific War. Bailing out over enemy territory when his

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Corsair was damaged by anti-aircraft fire, Lieutenant David C. Kincannon, landed in the water beside a jagged reef and climbed to the beach at Kikai Jima. Either wounded by shrapnel or stunned by the force of his fall, he made no move in the direction of escape, despite the fact that an overhead patrol dropped a life raft in his immediate vicinity and an offshore Dumbo stood in as far as it dared. When hostile fire finally repelled all friendly planes, he was last seen, still clinging to his precarious position in the face of advancing Japanese troops--hopelessly beyond rescue and an inevitable prisoner of war.

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

The ship itself suffered no damage during the period. There were minor tactical difficulties at first, a few errors in routine procedure and air discipline, and other evidence of the customary confusion which results from inexperience in certain phases of task group coor-

dination. It was no simple matter for a new ship--regardless of training--to adapt herself to a battle force in the midst of an operation which had been underway for weeks. On May 1 the SHANGRI-LA earned a "well done" from the Task Group Commander for an alert display of initiative which added a sudden

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

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

had been awaiting for weeks.

While victory in Europe held no immediate physical relief for the men who were fighting in the Pacific, the cogent realization of its future effect on the struggle against Japan gave considerable

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boost to morale. It dispensed with an enemy whose defeat had occupied strategic priority ever since the commencement of hostilities, narrowed the war to one ocean and made way for the immediate diversion of a ponderous force of men and machines. In long range balance of power it tipped the scales toward utter annihilation of Japanese resistance and earlier victory in the East. In that final analysis by which all fighting men invariably appraise the fortunes of war, it meant a long step nearer peace--and home!

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

Day in and day out she prowled her course in hostile waters, launching and recovering strikes within hazardous range of Japanese air bases, sometimes so incredibly close that the rugged terrain of Okinawa was clearly visible on the Pacific horizon. Numerous bogies

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crossed the ship's radar screens and frequent calls to General Quarters alerted her to maximum readiness. But somehow her luck held Either the approaching planes were identified as friendly or out. were splashed before they could close the group in which she steamed.

This was far from the sort of stage she had expected to enter upon when she took up her new role in the Pacific theatre. To many of the men aboard the SHANGRI-LA the frightening tales of Kamikazes and the horrors of the FRANKLIN and the SARATOGA had borne a dismal conception of carrier warfare. Convinced that the enemy was fully aware of the effectiveness of his "special attack corps" and was frantically determined to neutralize the support of Task Force 58, they were quite unprepared for two full weeks of reprieve from exploding bombs and diving planes. When only one bogey got through during the first week of operations, however, and none of the others even penetrated the group's screen, they began to man their battle stations with less apprehension and greater confidence until they finally reached the point where a sudden call to General Quarters was no more startling than the anticipation of an emergency landing or a practice round from the 5-inch guns.

Besides the end of the war in Europe there were other diversions to take their minds off the Japs. Their present cruise in the forward area was to be shorter than they had expected. On May 12 TASK GROUP 58.4 was scheduled to return to Ulithi for a brief period of

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replenishment during which time the SHANGRI-LA would be converted into the flagship of Vice Admiral John S. McCain, Commander Second Carrier Task Force, Pacific. The USS MISSOURI (BB63)--taking leave of the group on May 5--would proceed to Guam for embarkation of the top flag of Admiral William F. Halsey, Commander Third Fleet. After the turnover had been completed the Fifth Fleet would officially retire from the combat area and current operations would be resumed by the Third Fleet.

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

On this very eve of their departure the USS BUNKER HILL (CV17)-flagship of Vice Admiral Marc A. Mitscher--was striking the same objectives from TASK GROUP 58.3 when two <u>Kamikazes</u> dove through her Combat Air Patrol, dropped bombs ahead of them and crashed her flight deck with a double impact that set off a series of violent explosions. The great, rolling column of smoke that surged upward from burning oil and gasoline was plainly visible from the SHANGRI-IA. Although some of the officers and men of his staff were killed, Vice Admiral Mitscher, Commander Task Force 58, survived without injury, took leave of the ravaged carrier by boatswain's seat and transferred

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his flag to the USS RANDOLPH (CV15). When her fires were finally extinguished and her casualties accounted for, the BUNKER HILL retired to Ulithi under her own power--a grim reminder that no ship within flight range of the enemy was immune to destruction as long as one Kamikaze roamed at large.

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

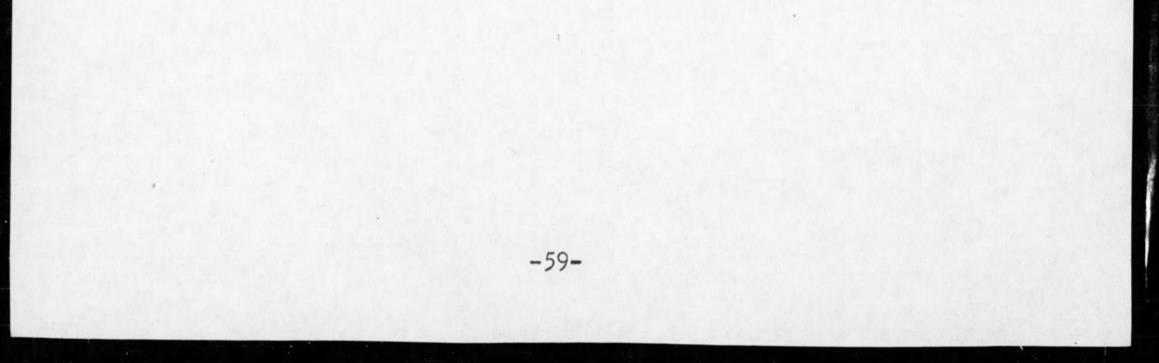
Her extensive investment in preliminary training at Trinidad and Pearl Harbor paid off with commensurate dividends. Hard work and hearty cooperation had established a high degree of coordinated efficiency between the ship's Air Department and AIR GROUP 85. At a time when even a single operational accident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

Ordnance difficulties had comprised the major trouble in the air and may have held down the score of Jap planes. After the first few days of operations most of the gun stoppages resulting from belt hang-ups, feed links, chute jams, and extraction failures had been eliminated by the progressive experience of all hands in proper load-

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ing procedure. At altitudes above 15,000 feet, however, the 20-mm installations on the new F4U-1C's continued to freeze out, despite thorough corrective measures and a wide range of experimental tests. Unless gun heaters were available to overcome these failures and stoppages, it was evident that either the range of efficiency of these planes would be definitely lowered or the lives of pilots unpredictably endangered.



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Around noon on May 14 the long procession of warships from TASK GROUP 58.4 filed single column into the great lagoon at Ulithi, dispersed to their assigned berths and dropped anchor. For eight days thereafter skimmers, motor whaleboats and landing craft shuttled back and forth from ship to atoll: to the quonset huts of Asor for work, to the palm sheds and coral beaches of Mog Mog for play.

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

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From the anchorage at Ulithi the first group of officers to be transferred from the SHANGRI-LA since her commissioning took leave of the ship and proceeded to new duty in accordance with orders. But far fewer left than reported aboard.

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

Although the SHANGRI-LA was presumably fitted out to meet the requirements of a flagship during her construction period in the Norfolk Navy Yard, there was still a tremendous amount of work necessary before the staff could be adequately accommodated. Much of the time which the ship's force should have devoted to routine upkeep and preventive engineering had to be diverted to major installations, modification of spaces and cannibalizing of other carriers in order to set up standard flag equipment which should have been

designed and originally incorporated by the ship's builders. The major portion of the task was completed before it was time to get underway, but the remainder had to be accomplished enroute. On the morning of May 24 the carriers, battleships, cruisers and destroyers of TASK GROUP 58.4--their recreation ended and their

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replenishment provided by ComSerOn 10--commenced their sortie from Ulithi and headed out once again for operations in the vicinity of Okinawa. Three days later they joined Task Group 58.3, steaming idly at fueling rendezvous with Task Group 50.8. While other ships of the group were busily engaged in logistical operations, the SHANGRI-IA received a destroyer alongside and took aboard via boatswain's seat Vice Admiral Marc A. Mitscher, Commander First Carrier Task Force, Pacific.

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

When they had finished the dye was cast. At midnight the following night the Task Group changed its designation from 58.4 to 38.4. And at dawn the following morning--under the watchful eye of Combat Air Patrols--Admiral William F. Halsey arrived on the scene in the battleship MISSOURI to join TASK GROUP 38.4 as over-all

commander of the entire Third Fleet. Transferring before noon to the fleet flagship for a conference with Admiral Halsey, Vice Admiral McCain, Commander Second Carrier Task Force, later in the day formally relieved Vice Admiral Mitscher as OTC and Commander Task Force 38--with the SHANGRI-LA as his flagship.

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No sooner had the last detail been consummated than this immense segment of the Third Fleet departed from its rendezvous and steamed forward to resume its thrusts against the enemy. The situation was much the same as before. The Japanese were holding out with maniacal tenacity on Okinawa, striking back in wild, indiscriminate flights and plunging into headlong body-brashing dives on ships of our supporting force.

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

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

ferocity.

Back at the ship too, strike days took on a deeper and more appropriate significance. In order to maintain the highest material condition of closures throughout protracted periods when the carrier

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was most vulnerable to attack, a rigorous protective policy was inaugurated. Beginning before dawn and continuing until after sunset, all officers and men stood by their battle stations from the launching of the first flight to the recovery of the last, thereby assuring maximum readiness in the event of a raid and localization of fires and casualties in the event of a hit.

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

On May 29, AIR GROUP 85 flew two support missions to Okinawa, bombing, rocketing and strafing a hill north of the Naha airfield and blasting two southeastern towns and the road connecting them. Pressing home these attacks in an area totally undefended by antiaircraft fire or enemy airborne opposition, they demolished an artil-

lery position at the former target and damaged caves and gun emplacements at the latter. The remaining two days of the month were restricted to defensive patrol operations over Okinawa which were eventually delayed and cancelled by a prevalence of low fog over the task group and conditions of extremely limited visibility over

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CONFINENTIA

the target.

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

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

The first casualty of the day was operational. During the group take-off at dawn, Lieutenant (jg) William H. Marr spun-in ahead of the carrier, successfully broke out of his sinking plane and then failed to swim the distance from his life raft to a rescue destroyer.

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All of the others were direct or indirect results of enemy action. Lieutenant (jg) Saul Chernoff was shot down in the attack over Ibusuki. Lieutenant Wallace Atkinson, Jr.--struck by Japanese fire in the same encounter--crashed with his plane near Kuchino Shima. Flak bursts off the Ibusuki seaplane base sent Lieutenant Roy A. Fuller into the sea.

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

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

The squadrons of AIR GROUP 85 took a great deal more than they gave that day. Against the quick surprise blows of the Japanese,

their own retaliatory punches seemed vainly ineffectual. For the casualties gallant fight which they waged and the heavy/which they suffered

they extorted a disproportionate toll of two planes downed, one pro-

bably destroyed and one damaged.

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When twenty-four of the SHANGRI-LA's bomber-fighters arrived over Kyushu the next morning, the Japs were waiting for them. Over the assigned target area 20 to 30 hostile fighters with the same exhibition of skill and aggressiveness plunged them into a pitched sky battle. Those of the enemy who were unable to track **more** the elusive Corsairs with their own guns engaged in various maneuvers to lure them down within range of destructive flak bursts from the fields below.

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

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

If the pilots of AIR GROUP 85 -- in their eagerness to destroy

the enemy--had underestimated the proficiency of the Empire's better trained and better equipped flyers, they got a rude awakening in the skies over Kyushu. If they had concluded that the Japanese air force had been whittled down to a "special attack corps" which made up in suicidal determination what it lacked in experience, they were un-

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prepared for the well-timed, well-coordinated attacks which the enemy launched against them on June 2 and 3. The Japs flew tight formations and retained altitude advantage throughout--and their initial strike through a high overcast at 22,000 feet indicated radar control. In some instances they were able to out-dive Corsairs at an IAS of well over 400 knots and at the same time make right turns. If this was a sample of the men and machines which were destined to defend the enemy homeland, the prospectors for softening up and invading could add another pang to their tactical headache.

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

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

returned to the ship.

Barely two flights had taken off at dawn, however, when tropical storm warnings halted all further launchings of offensive sorties. That night and most of the next day TASK GROUP 38.4 steamed a course southeastward from the operations area in an attempt to avoid the



path of a typhoon which was traveling north from the Philippine Sea. Around noon the next day--when the recurvature of the storm took a southeasterly direction and intercepted the formation--the SHANGRI-LA cleared her weather decks and secured all lose gear about the ship as precautionary measures against mounting wind velocity and a heavy running sea. For hours she and the other ships in her group maneuvered on various courses and steamed at different speeds in order to ride out torrential rains and keep to the edge of the typhoon's track.

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

For the next two days the SHANGRI-LA took up where she had left off: launching support missions and furnishing Combat Air Patrol over targets on Okinawa. For the excellent results achieved in bombing and strafing Japanese troop concentrations and in silencing mortar

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positions which were menacing our operations on Naha airfield, AIR GROUP 85 received a heartening "well done". An engine cutout cost the Fighter Squadron one plane, but there were no personnel casualties for the two-day period.

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

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

There were still a few potential threats to our ground forces on the island, however. One of them was the Kanoya airfield on the

southernmost extremity of Kyushu. Here the Japanese were reported to have 193 revetments containing almost an equal number of operational aircraft, well dispersed and heavily defended. On the morning of June 8 the whole force went after them in a large-scale fighter sweep and bomber strike.

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For this closing phase of operations in the Okinawa area each carrier was assigned an individual mission in a specific sector. To the SHANGRI-LA fell the responsibility of providing fighter cover to arrive over Kanoya five minutes ahead of the main body of strike groups. Target coordinator for the occasion was Commander Sherrill of AIR GROUP 85.

In actuality the sweep preceded the bombing attack by about eight minutes, found the enemy already alerted and observed no aircraft activity whatsoever on any of the fields. Only five Japanese planes were encountered in the air. These made a wild run on the SHANGRI-LA fighters and then retreated, attempting without success to draw them over the thick barrage of anti-aircraft fire which was streaking upward from the target.

Close on the tail of the sweep the strike thundered in. Within a brief space of five minutes 200 planes from the mighty air arm of Task Force 38--attacking from a southeast to southwest quadrant-struck a quick series of devastating blows that completely saturated hostile defenses. Although full damage assessment was impossible at the time, the whole area below them was rocked by successive explosions

and swept by spreading fires.

AIR GROUP 85 lost two planes that day, but all of the pilots returned to the ship. It took a great deal more than mere luck to bring back Lieutenant (jg) Raymond L. Meltebeke. For a couple of

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nerve-shattering hours he battled with cool courage and relentless determination against a fate ten times more terrifying than the guns of the enemy. His engine had cut out enroute to the target and his Corsair had hit the water in a steep dive south of Kikai Jima. With nothing to protect him but the precarious bouyancy of a rubber life raft and the pointblank fire of a .38, he successfully repelled a school of marauding sharks until an OS2U could stand in close enough to pick him up.

The following day--while Task Force 38 was replenishing in the fueling area--the SHANGRI-LA launched a strike against Minami Daito Shima to test the effectiveness of Napalm and VT fuzes on enemy ground installations. Next morning--over the southeast sector of the same island--her squadrons silenced a battery of anti-aircraft implacements and reported enthusiastically on the blanketing destructiveness of VT-fuzed fragmentation bombs.

That was all for the time being. On June 11 the carrier and her air group headed south for Leyte Gulf. With the plan of the day reduced once again to operational training exercises and routine patrols, the tension of the past two weeks was relaxed and the war

was temporarily forgotten.

For officers and men of the ship's company this second interlude in the combat zone was even less frightening than the first. The threat of the <u>Kamikaze</u> had all but passed. Only once had TASK GROUP

-72-

38.4 been approached by an evaluated bogey, and even then it was fast and high--obviously a snooper on a reconnaisance mission.

If the worst had come the SHANGRI-LA was prepared for it. Under adoption of the new strike day routine she had kept every gun manned and ready for the gravest emergency and every watertight compartment securely "buttoned up" against a threat of spreading fire or flooding sea. Outside of a few anxious moments during landings, when aircraft tangled with the barriers or live bombs jarred loose from their moorings, she had been aware of the imminence of danger only through the casualties which befell her air group: pilots who never returned and planes which swooped down on her flight deck with missing flaps, damaged wheels and telltale shrapnel scars.

Although her air losses were heavy she contributed her share to the advancement of our ground troops on Okinawa and to the total assessment of damage and destruction inflicted upon the enemy by Task Force 38. By the end of the period she had stenciled sixteen more Jap flags on her island scoreboard and had struck her first targets on the Imperial homeland.

Thus again -- with profound relief and prayerful gratitude -- she

turned her back upon the hunting ground of the enemy and headed south for protective sanctuary in American waters. Not all of her good fortune was attributable to luck. The ships and planes which fought before her had already blazed a sea lane to the doorstep of Tokyo,

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had cut the Emperor's fleet down to its bare roots and pruned his airforce to a mere stubble of heckling resistance.

If the Japanese "special attack corps" had been saving its strength until Vice Admiral McCain's task force steamed within range, it had made a poor showing indeed against the winged patrol which his carriers had flung around the fleet. This time there was no last-minute casualty like the BUNKER HILL to renew the dread of the "Divine Wind" and mar the record of an otherwise successful operation. The airmen had carried the war to the skies of the enemy and--in most instances--had kept it there.

Not once, thanks to their alert responsiveness, had the SHANGRI-LA been exposed to falling bombs or diving planes. With utmost confidence in the gallant fighting spirit of AIR GROUP 85 and in the relentless vigilance of her gunners and damage control parties, she was able to prosecute her missions against the enemy with none of the tension, diversion or interferences ordinarily coincident with selfdefense. All of the time and all of the effort of her Air Department could therefore be devoted to the launching and landing of aircraft and to the other primary functions of a mobile air base in a striking

fleet -- a condition most favorable to maximum efficiency in the waging

of carrier warfare.





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 hometown newspapers of every "Johnnie" and "Joe" on the SHANGRI-LA so that the folks at home can see what every man is doing while out in the great Pacific.

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

Stories will go to the 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.

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.

. . . .

- 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. 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."



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Communication	E. F. Abood, RM3c
Engineering	R. J. Hardin, MM3e
Gunnery	R. C. Erler, Corp.
Hull	J. V. Sledz, Y3c
Medical	J. H. Caton, PhM3c
Supply	J. E. O'Connor, SK3c

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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 V1H 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 loft, and V1H'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.

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.

Che 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.



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.

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, S1c; 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 "shellshocked" by the loading machines.

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



Checking the first copies as they come off the press, are the ship' printers. Left to right: L.G. Winters, Prtr3c: O.B. Collier, S1c; J. Juske, Prtr(M)1c; D.E. Shanley, Prtr(M)3c.



THE DEEP SIX

"What kind of sailors are they?" asked St. Peter.

"American, " replied the gatekeeper.

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

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

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

Judge: Are you sure this man was drunk?"

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

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 firstaid....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 Livision, boasts that he is the shortest man (or reasonable facsimile thereof) aboard the SHANGRI-LA. He barely tips five feet in height. "Skippie" 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.

Slc: "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.



Vol. 1, No. 10

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

April 20, 1945



OUR SUPPLY OFFICER

Lt. Comdr. Avery A. Pabst, SC USNR, has the distinction of being the first Naval Reserve Supply Officer ordered to outfit, as Head of Department, a large combatant Aircraft Carrier.

The Supply Officer was born in Everett, Washington and received his education at the University of Washington. In 1929, he entered the Legal Department of the Shell Oil Company at Seattle, Washington, and in 1936 while head of the Sales Service Department of his company, and handling a large volume of governmental petroleum bids and contracts, he was offered a commission in the Naval Reserve.

CONGRATULATIONS

Recently, the Legion of Merit was presented to the Captain by Vice-Admiral George D. Murray, Commander Air Force, Pacific Fleet. The citation reads: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the Naval Station, Astoria, and the CVE Pre-Commissioning Detail, Astoria, from Feb. 10, 1943 to July 8, 1944. Maintaining difficult and heavy commissioning schedules throughout this critical period, Captain Barner was responsible for the outfitting, commissioning and preparing of Escort Carriers for service in the Fleet and, by his marked organizational ability, handled the countless details of assembly and installation of equipment and many problems of adjustment, expeditiously and with comprehensive thoroughness. A splendid and inspiring leader, untiring in his devotion to duty, Captain Barner has contributed essentially to our effective prosecution of the war by his success in insuring these ships against serious material casualties at sea."

The entire ship's company joins in congratulating Captain Barner.

Harry Tomlinson, BM1c and Paul Koehl, GM1c are today the holders of the Presidential Unit Citation which was presented to them recently by Captain Barner for their service while attached to the Destroyer, USS LEA.

During the ensuing years, he was an active member of the Seattle Naval Reserve and has taken training cruises on the USS CHICAGO, USS MINNEAPOLIS and USS CALI-FORNIA. He also attended the Naval Reserve Supply School at the Puget Sound Navy Yard during its sessions in 1939 and 1940. (Cont. on page 2)

The citation was awarded the Escort Carrier, USS BOQUE, her embarked planes and escort vessels, one of which was the LEA, "for outstanding performance in combat", from April 20, 1943 to July 3, 1944.

MEMORIAL SERVICES

Sunday, 15 April 1945, Memorial Services were held for Franklin D. Roosevelt, President of the United States and Commander-in-Chief of the Armed Forces, Ensign Walter J. Bartschat, USNR and Norman F. Riker, AMM2c, USNR. They gave their all to the service they loved and so nobly upheld.

Shangri-La Horizon



Page 2

Supply

(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 R. Hebert, SK2c

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OUR SUPPLY OFFICER (Cont. from page 1) Lt. Comdr. Pabst was called to active duty in August 1941 as Supply, Disbursing and Commissary Officer of the newly commissioned Section Base at Astoria, Oregon. In this capacity he assisted in the outfitting of YMS and LST craft building in that area. In January 1943, the Section Base was redesignated as a Naval Station and was greatly expanded to handle the outfitting of a large number of Escort Carriers. He served as Supply and Accounting Officer of this new activity until April 1944, when he received orders and was detached to report to his present billet.

The Supply Officer maintains his residence in Seattle, Washington, where his charming wife and two handsome boys, aged four and seven (whose pictures he has much in evidence) will keep the home fires burning until his return.

From his own picture, it will be noted that he is now sans mustache--the result, it is rumored, of pressure from Seattle Headquarters.

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.

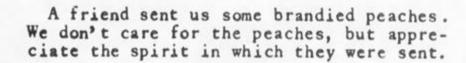
Che Padre Says

You can pray without kneeling. Prayer, after all, is simply lifting the heart up to God. Now, unfortunately, none of us can be on our knees all the time, praying formally. Each day, in and out, we have or will have a certain amount of work, recreation, eating, sleeping to do. Did you ever realize that Christ's religion, sublime and perfect in its totality, nevertheless is so simple that we can offer the whole day up to God? And this includes all the difficulties of the Navy service.

"Do you mean, for example," you may ask, "that even my reading this article can be offered up to God?" If reading this difticle is a form of suffering, I have a hagy idea that it can be offered up because all suffering can and should be offered. But how about a good movie? Yes, even a good movie, if it is legitimate recreation, can be offered up to God and is a prayer.

We can, by means of the Morning Offering, put everything--our works, prayers and sufferings of the ensuing day--on a paten, as it were, and offer it up to God. Then, with the exception of sin, everything we do throughout the day, whether eating, sleeping, working, reading or fanning the breeze, being so offered up, takes on supernatural value which means that we merit an increase of sanctifying grace. Everything we do throughout the day is offered up with Christ and through Christ in union with His sacrifice of Calvary.

It is simple, isn't it? And yet, like so many simple things, it is too valuable to omit for even one day. Memorize this short morning offering and repeat it every day: "My God, I offer you all my thoughts, words, and deeds of this day." Chaplain Martineau.



* * *

Give some guys enough rope and they'll skip with you girl.

> * * * Go Easy On That Water

LOYALTY AGAIN DEMONSTRATED

The War Bonds by allotment the week just closed, reveals again the thrift and loyalty of the SHANGRI-LA personnel. The Bond Officer reports 437 new allotments totaling \$8,718.75 for maturity value \$11,625.00 per month.

The total number of War Bond allotments now is 1693. The total amount of bonds bought by allotment is \$25,334.00 per month. The maturity value bought by allotment amounts to \$405,336.00 per year. The percentage of men buying bonds is 63.81%. We believe this is close to a record for CVs.



Caught in the act of working in the Supply Office. Left to right: Rex Haynie, SK1c; Roy Hebert, SK2c; Paul Goodrich, SK2c (Office Manager); H.C. Keeton, SK3c; W.J. Stand, SK2c; Marcus Wright, SK1c; and CPC L.S. Waller.

THE SUPPLY DEPARTMENT

Lo you need a sailmaker's needle, a lefthanded monkey wrench, an airplane engine, or a spare part to reflooge the flodghoister? Do you want early chow, late chow, special pay, or a priority for a victrola? See the Supply Department. Do you need a new uniform or the services of a barber, tailor, cobbler or laundry? They are all available as part of the activities of this ambidextrous outfit.

Some 15,000 items are carried in stock and accounted for by a group of men familiarly known as storekeepers. This simple designation is far from being a true description of their duties, for they must be truck drivers, typists, stevedores, warehousemen, bookkeepers, and most important, diplomats--all rolled into one. In addition they must know their stuff on their machine gun or repair party.

To take care of all phases of activity, the Supply Department is divided into four divisions, each with its specialty. The SG Division handles general ship's stores and aviation material. Considerable technical knowledge is required of these men, and they play no small part in keeping the ship running and the squadrons flying.

ATHLETIC FOOT NOTES

Boxing stock aboard ship went up several points with the latest ship's smoker. In the card's kickoff bout, G5's Fassell outpointed Pitts of V2T in a three-round decision. The second match, voted the most spectacular of the evening, brought clean, classy Karshner of EB at 150 up against stolid, slugging Carbonara of GF, also at 150. Carbonara, though slightly marked, won a close decision. (Cont. on page 4)

Page 3



The SD Division takes care of all disbursements and collections, files your allotments, operates a 4% ship's bank, keeps your pay records, and accounts to Uncle Sam for every penny handled.

Then there is the important SC Division whose cooks, bakers, butchers and vegetable men, work around the clock to see that we (Cont. on page 4)

Lt.(jg) George Flather and CSK C.V. Sund in the Disbursing Office checking up on new Bond Allotments.



CLASSIFIED ADS

FOR SALE MISCELLANEOUS--Clearance sale now on. Sharp reductions in prices on all staples. Some below cost. Ship's Store Supermarkets No. 1 and 2. All sales final.

FINANCIAL--No collateral or co-signers required. Just sign one of our allotment applications; we have the money sent. No cut rates. One ladder down to Disbursing Office.

PERSONAL--Wanted: Your wife's name and address. We will insert it on the beneficiary slip in your service record. Personnel Office, just across from the Log Room. Open nights.

WANTED MISCELLANEOUS--Unnecessary gadgets, scrap metal, junk, equipment or anything else to reduce weight in the ship. Our burners and chippers will gladly go to work on your problem. No cost to you. All charges paid by U.S. Government. Call Hull Office 885 before or after 1700.

SCHOOLS AND COLLEGES -- Free college education. Send no money. One ladder up or by elevator to Training Room. No extra charge for examinations.

FREE NIGHT SCHOOL CLASSES DURING THE DAY. On the Government's time. Damage Control Institute. 3rd deck at Sail Locker. Hot meal to each student after class. (In mess line.)

HELP WANTED--Men of all rates. No previous experience necessary. To wear steel helmets, flashproof clothing, etc. at General Quarters. The only chance for advancement in the Battle Zone,

THE SUPPLY DEPARTMENT (Cont. from page 3)

not only get appetizing chow, but necessary gadgets called vitamins. It might surprise even Ripley to know that this busy outfit uses between seven and eight tons of provisions daily in preparing our chow.

Equally as important from a morale standpoint, is the SS Division representing Ship's Service, whose fourty-five specialists maintain the two ship's stores, the soda fountain, and all of the service shops-Laundry, Barber, Cobbler, and Tailor. All profits from the ship's stores are turned over to the Commanding Officer each month and may be spent at his discretion for the welfare of the crew.

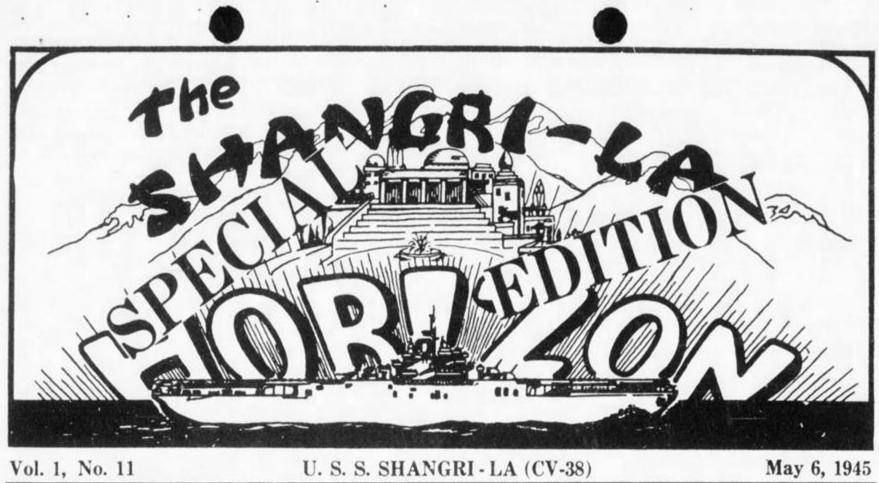
ATHLETIC FOOT NOTES

(Cont. from page 3)

G6's Randall and EB's Haritakes, at 156 and 154 respectively, fought three clean cut rounds in the third match. Haritakes' whirlwind aggressiveness won him the decision. In the fourth bout, Carlington of CO and Johnson of EA, fought their 135 pound match with surprising stamina. Carlington was awarded a decision win.

Allen of Gl, at 150, gathered a TKO over Thompson of EA, at 143, in the fifth bout. Both hard punchers, these men received a big hand from the crowd. The final bout showed a newcomer in the form of Stimpson of GO, and a last minute challenger--Boehm of EB, together in the 170 pound bracket. Boehm after receiving several solid punches, showed good form in taking the decision.





GERMANY COLLAPSES had waited long to hear. As we listened we **NEWS BREAKS** thought: "Truth crushed to earth shall rise again. The eternal years of God are hers; **ON SHANGRI-LA** dies among her worshippers. "

May 5, 1945--All hands were alert and listening. "This is the Captain speaking. I have a message which just came in that is of interest to everyone. Beaten Germany surrendered Denmark, Holland and all that remained of the Reich in the north, Friday, silencing the guns of Europe's northern battlefields for the first time since that fateful day of September 1st, 1939. All the Reich that Hitler ruled when he came to power has vanished save for a tiny dot surrounding his own Berchtesgaden in southern Bavaria and it was reported that the U.S. 7th Army captured and cleared it today. All the soldiers who on the September day struck at Poland to erect a Reich for one thousand years were dead, captured or were backed into isolated Norway. The southern pocket has already been cut in two around Dresden and in surrounded French posts. General Dwight D. Eisenhower, who brought

but error, wounded, writhes in pain, and PARIS: -- It was reported today that more

than 1,000,000 German troops in northwestern Europe, Holland and the Frisian Islands have surrendered to the 21st Army Group.

PARIS: -- Allied Headquarters at Rome announced that over 1,000 German naval personnel have surrendered, including the German senior officer of Adriatic E-Boats.

PARIS: -- On the other end of the western front, the American 7th Army has broken through the Brenner Pass area to link up with the American 5th Army at Vipiteno. On the Eastern front, the Russians in the north cooperated with the British in clearing local groups of resistance and generally restoring order.

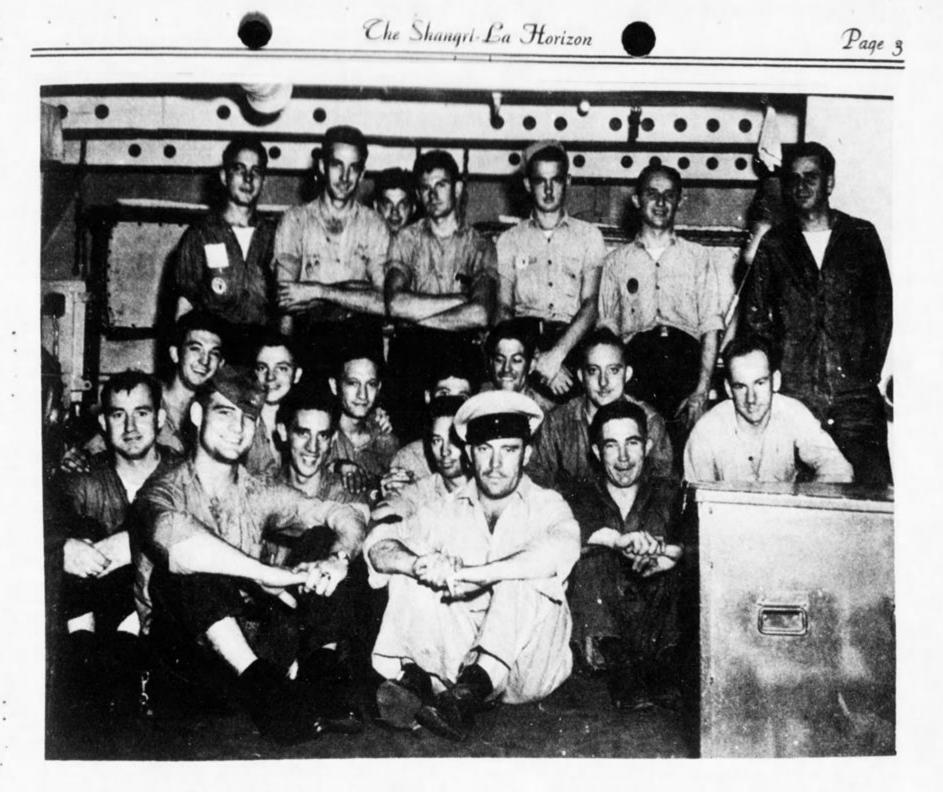
MOSCOW: -- Adolf Hitler's blazing Chancellery in Berlin failed to yield up the body of the German Fuehrer whom the Nazis said had

American armies across an ocean, rallied British, French, Poles, Dutch and Belgians in Britain and invaded Fortress Europe, today announced the surrender order. It becomes effective at 8 A.M. British double summer time Saturday (0600 GMT). Said General Eisenhower's announcement: 'Field Marshal Montgomery has reported to the Supreme Allied Commander that all forces in Holland, northwest Germany and Denmark have surrended to the 21st Army Group.' If any additional news comes in I will give it to you."

That was our first word, but the word we

died there, May 1st dispatches from the German capital said. Meanwhile, German prisoners went to work clearing up their ruined city as thousands of civilians wandered through the rubbled streets facing starvation.

NEW YORK: -- Two transports, bringing home 1,988 American soldiers who were prisoners of war in Germany, arrived Saturday at the New York port of embarkation. The men board ed trains for Camp Kilmer, New Jersey. Furloughs will follow.



AVIATION REPAIR SHOP CREW. Standing Top Row: Left to Right, H.N. Spieler, AMic, P.J. Smith, AM3c, E.S. Rectoris, AM2c, W.F. Akseneau, AMic, J.W. Browning, AMic, J. Pazzaglia, AM3c, F.D. Colletti, AM3c. Kneeling: Left to Right, T.J. Callahan, AM2c, H.C. Jahr, AM2c, F. Chimeri, AM3c, R.B. Hanéy, AM3c, E.W. Eaton, AM2c, E.A. Kosinski, AM3c, J. Drzich, AM3c. Sitting: Left to Right, R. Gastow, AMic, F.J. Kealin, ACM, G.W. Barnier, AM2c, E.E. Marquart, AM3c, G. Bergin, ACM, J.A. Tutorow, AM2c.

AVIATION REPAIR SHOP CREW

The Aviation Repair Shop is one of the eight technical repair and overhaul shops in the V2M Division. They are charged with the maintenance and repair of all metal structures on all planes of the Air Group.

The "Airedale Shipfitters" do everything from aircraft repair to building tow bars and doing any of the many repair and maintenance jobs on the ship that are required by and for the Air Department.

THE DIT-DA TRIO By E.F. Abood, RM 3c

Say, Mates, what say you meet an unusual trio! I call them the "Siamese Trio."

It all started twenty-eight months ago, when these lads braved boot camp together. There they became so attached to each other and so mutually inclined that they responded to the same call, infilterating from a Naval Radio School in Idaho. Graduating in one piece from this school of dits and das, they decided to see the Pacific together. August 2, 1943, they ventured forth to a tiny obtrusion in the Pacific Ocean known as the "Ellice Islands." The Island of Samoa was another stepping stone to Tokyo these "Musketeers" inhabited. In early May 1944, they found themselves on a transport headed for the States, still together. After a madcap thirty days leave, the Norfolk Navy Yard welcomed this vigorous trio into its realm, where the USS SHANGRI-LA was awaiting its commissioning. Together, they were assigned to this ship, into the CR Division, where they are still serving. They are Paul Manley, Robert Hayes and Roger Ackerman. Yep, you guessed it right, they even have the same rate--RM2c.

The main purpose of these busy shops is to keep the Air Group ready for flight at all times. If you hear and see activity in the shop on the hangar deck, port side aft, in the wee small hours, you can bet that by early morning the Aviation Repair Shop will have almost all our planes ready to fly, so far as metal structure is concerned.

This crew is composed of seventeen men under the supervision of Carp. R. Castel, V2M Division Officer and ACMs Berg in and Kealin.

Fun is like insurance--the older you get the more it costs.

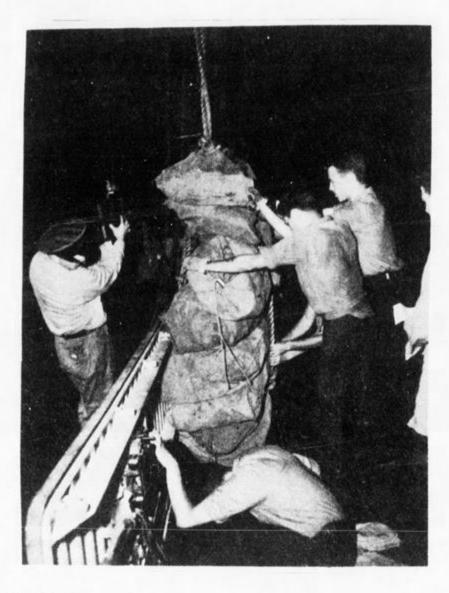
Page 4

Che Shangri-La Horizon

FLIGHT QUARTERS









MAIL CALL. Boy, Oh Boy! Look at the mail. Over 3000 bags of it. As to how many "Ahs" and "Ohs" it calls forth, is your guess as well as ours, Only, according to Lt. T.F. Clark, Postal Officer, It's all for the other fellows. "But" he added, "Ours is on the way." THE LONG AND SHORT OF IT. Yes Sir! The V5F Division challenges any other division to produce something better in the way of contrasts. As evidence, they offer the above picture of Vincent A. Kirsch, AMM3C, standing at a mere six feet, five inches and Lawrence J. (Pee-Wee) Antenucci, S2C, topping the mark at four feet eleven inches.





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

June 5, 1945

PLENTY OF SMOKE _

Vol. 1, No. 12

The men who participated in the Ship's Smokers deserve a lot of credit--win, lose or draw. This third smoker proved a howling success in every way.

The first bout of the evening ended in a TKO for Babbitt of V1H over Brailey of the same division. This 135 pound tussle showed a lot of spark and speed from two men who are new to the ship's contestants.

Haritakis of EB and Wilcox of V2R fought the second match to a draw. This was in the 150 pound class. It is a credit to both men to acknowledge that Haritakis has proved to be one of the fastest and most aggressive of the ship's boxers.

In the 125 pound class, Carroll of VIT and Barton of EM fought to a draw. Both sides of the fence found argument in this decision, but the bout was too evenly fought from start to finish to have been judged otherwise.

Cochran of V3R and Douglas of G4 fought to another heavily-contested draw. This was a well matched fight featuring two of the outstanding men in our fistic circles.

In the fifth match, Marine Megargee finally found the key to a decision win over Randall of V1C in their second rematch. A couple of able boys and good sportsmen, these men were deserving of the applause



Top Row, left to right: R. W. Ahern, SF2c; R. Fruzer, SF1c; CSF Tumbelty; S. F. Kautz, SF2c; R. Beardsley, SF1c. Center: A. J. Jones, S1c; B. Johnson, SF2c; C. Conner, S2c; P. Smerno, SF3c J.O'Dwyer, S1c; A. A. Grosska. Front: D. Goodridge, S1c; M. LeBlanc, S1c; H. D. Lampe, SF3c; H. Morris, SF3c.

THE PLUMBERS

By J.V. Sledz, Y3c

Since the commissioning of the SHANGRI-LA the Plumbing Gang has put in many long, hard hours of work. Their work consists of everything pertaining to that all important and scarce commodity-water, from the fresh water you drink and shower in to salt water in all the risers and main lines of the firemains. They have added many fireplugs throughout the ship and installed additional sprinkling systems to fight fire more effectively if ever our time comes. By their many hours of hard work, the ship has been greatly improved in its ability to resist damage and minimize the loss of life. The Plumbing Gang is then, relatively little known on board ship, but nevertheless, a highly important organization.

given them.

Powell of VIH and Zwissler of GM gave us the first heavyweight tussle of the evening in the sixth match on the card. Decision was for Powell after three closely fought rounds.

The final and feature bout of the evening brought an exhibition from two great boxers, Merlin of EM and Russell of EB. Russell at 154 outpointed Merlin at 152 to take the decision.

(Cont. on Page 2)



J. JUSKE, Prtr(M)IC	USNR
R. R. Reightler, Prtr(M)2c	USNR
D. E. Shanley, Prtr(M)3c	USNR
O. B. Collier, S1c(Prtr)	USNR

All Photos used in this issue are furnished by the Ship's Photo Lab.

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STAR SHELLS

Page 2

By Cpl R. Erler

From way back States side comes this inquiry, "What is a Star Shell? I have heard of star fish and sea shells, but never star shells. Will you please tell me if there is any connection? Who wants to tell her?

Before the eyes of a Gunner, is unfolded a sight more beautiful, more melodic and more dramatic than many operas or musicals. Stationed aloft, our gun tub becomes a box seat, the adulterated sky in contrast with the deep royal blue of the sea magicly appears as a backdrop, the flight deck is the immortal stage. We absorb and permanently deposit in our memories, the cheerful evermoving plane handlers in their costumes, multi-colored to designate their part. The slim, wiry fighter planes with their high pitched voices of turning propellers and their comrades in flight, the deep-throated dealers of falling destruction supply the tensive song. The agile and sturdy but youthful pilots star in our show. All this we witness--the careful preparation, the precise departure, the victorious return. The Shangri-La Gunner feels he is a part in the production and the success, for he

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

Don't stay away from church service just because you don't accept everything the Chaplain says. Of course, doubts and perplexities often face us in the life of religion. We were educated in a free country and have learned to accept and reject what we choose. But have a good reason for what we believe or reject.

A great religious thinker once said, "We should approach Christianity as a cow eats in a pasture. When a cow comes upon something which it cannot at that, moment eat, it does not snort and refuse to eat anything in the pasture. No! It moves slowly around that plant and continues to eat quietly what it can. It seems to have the good sense to know that other creatures may be able to consume what it cannot, and that perhaps, later on, it too, may find that edible."

So let every man attend church. Men of all beliefs are welcome at all services aboard ship. If you cannot accept some thought presented, do not snort and quit. Take what you can, remembering that we all grow in faith and that what is indigestible now may be understood with ease at a later time.

Surely, today we can appreciate God's presence and protection better than we could a year ago. Snort, if it makes you feel better but don't stay away from church.

THE PLUMBERS

(Cont. from Page 1)

Nearly all the petty officers have had previous sea duty. Tumbelty, Chief Shipfitter, in charge of the shop, has served at sea continuously for the past seventeen years. He has served on board nearly every type of vessel with the exception of submarines, and for the most part, in Asiatic waters. Frazer, SF1c, is a real carrier sailor, having spent all of his time on them, including four years on the SARATOCA. Beardsley, SFIc, tells weird stories about his experiences around the Alaskan waters. Ahern, SF2c, and the Mad Russian, Smerno, SF3c, are shipmates from the BFILEAU WOOD. Along with all this work and toil, they all seem to idolize the King of Swing, Benny Goodman, as their favorite band leader. A tune of sweet and swing music can be heard blaring forth from their quarters on the fantail after the day's work is done.

is the family waiting at the window. He fosters the air group, he defends its home and ardently bids good hunting and happy landings.

Hanging on a Star Shell and going places with advancement in ratings, our best wishes go to the following named men: A. J. Jasich, CHM(AA); P.E. McGarrity, BM1c; A.V. Bakotich, (M3c; T.M. Blassingame, GM3c; C.H. Schipp, Y3c; R.C. Seeley, GM2c; R.C. Sullivan, Cox; W.A. Pope, Cpl; R.C. Bush, Cpl. What, no seegars? Che Shangri-La Horizon



THE FACE OF CHRIST

There is a face in the above picture. Some persons see it right away. Others will look in vain for months, and then suddenly, there it is. Yet, some have looked long and hard and never have seen it.

Legend has it that the picture was taken by a Chinaman, an amateur cameraman, who resolved to accept Christianity if he could but see the face of Christ.

One day, carrying his camera down a road splotched with half-melted snow he received an urge to take a photograph. He did. When he developed the film, all he saw at first was black and white spots. Later, he saw the face, which he firmly believed was that of the Christ. Can you see the face?

BLACK GANG NEWS

By E. Little, WT3c

J.O. Inving, WT1c and E.J. Tonak, WT3c, are on the road to recovery, thanks to clear-headed shipmates and the best of med-

MEDICS MEMOS

By J.H. Caton, PhM3c

The Medical Department is quite sure its own John Nelson is the holder of some sort of a speed record. He receives his greatest impetus from a certain bugle call. The fact that he usually starts from a prone position is no handicap to this modern Mercury who attributes this inimitable skill to his previous experience in England dodging "buzz bombs."

Wanted by Scanlon: One pair of Jap ears for his kid brother who is in urgent need of them to uphold his reputation in the neighborhood. He was much disappointed because Pat failed to produce them after the Chesapeake Bay cruise.

Reliable sources have it that members of "Reich Raiders" have voted him their most "Unforgettable Character."

The late fad of mustachio cultivation which was prevalent throughout the ship, and incidentally found many faithful followers among pharmacist mates, seems to have an opposite trend--sort of a follicle field day so to speak -- and now these selfasserted Gables, bereft of hair in general, look like ... well, whoever said, "Monkeys are Funny People" must have found his inspiration from somewhere.

ical care.

E. Johnson, WI2c, is going around in circles after receiving two letters from his wife. Contents--maybe it's a boy, maybe it's a girl. No further news as yet.

C. J. Schultz, FM2c, busted all the buttons off his shirt after reading his latest letter from home--you guessed it, a blueeyed blond baby girl, 6 pounds, 2 oz., born April 23, 1945. Congratulations.

Fan Dancer: "Doctor, I want you to vaccinate me where it won't show."

Doc: "Okey, stick out your tongue."

Che Shangri-La Horizon



THE DEEP SIX

Page 4_

Lady: "Can you give me a room and a bath?"

Clerk: "I can give you a room, madam, but you will have to take your own bath."

111

A girl in a crowded bus remarked quite audibly to a friend standing by her side: "Oh, dear, I wish that good-looking sailor would give me his seat!" And five gobs promptly got up.

111

The fluttery summer visitor approached the old sea captain smilingly, "You know, I've always wondered--why do you sea folk always call a boat 'she'?"

The captain's answer was ready. "Ever try to steer one?"

111

Daughter: "He says he thinks I'm the nicest girl in town. Shall I ask him to call?"

Mother: "No, dear, let him keep on thinking so."

Sic: "I dreamed I got a commission. "

S2c: "Selling what?"

Male Call

Then there's the rebel who was in the Navy three weeks before he found out the Navy anthem wasn't "Yankees Away."

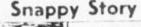
111

The less a man knows the more he tells.



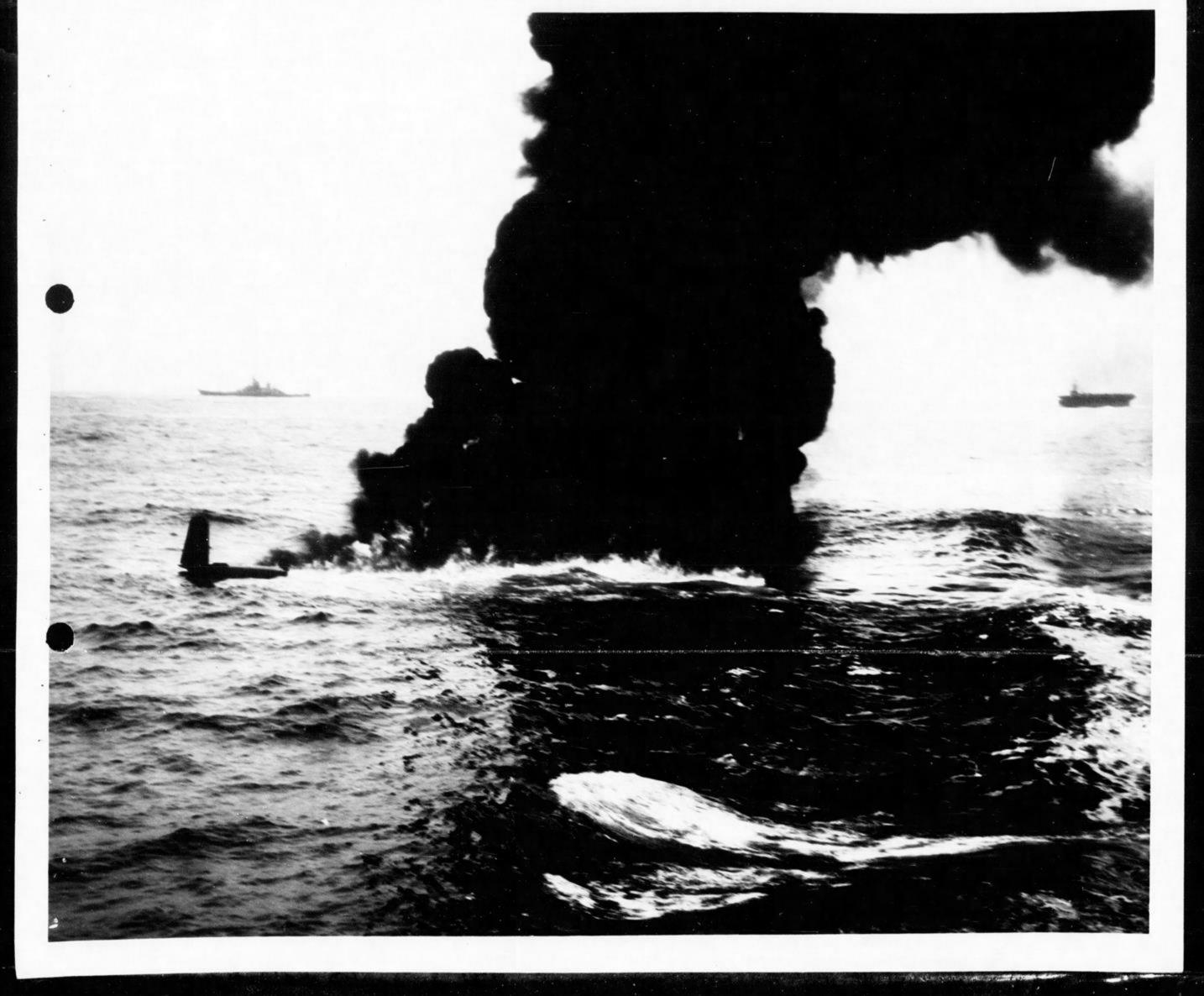
No' This is not Lambie Pie!

by Milton Caniff creator of Terry and the Pirates





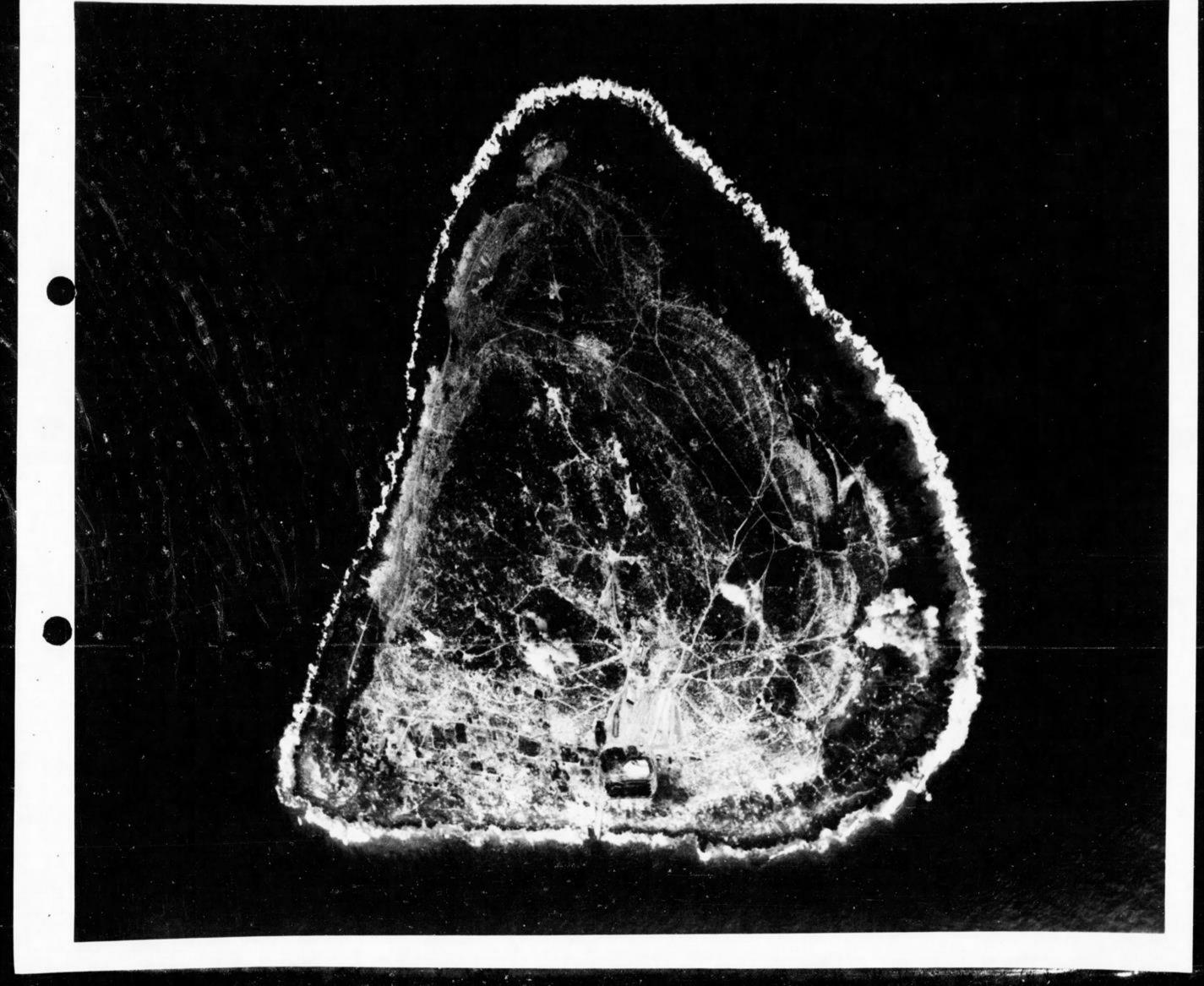




















U. S. S. SHANGRI-LA (CV-38) c/o Fleet Post Office San Francisco, California

CV38-A12 Serial: C308 CONFIDENTIAL

(20/CHG/jg)

25 OCT 1945

From: To:

Subject:

Reference:

Commanding Officer. The Chief of Naval Operations.

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

- (a) CNO Ltr Op-33-J-6-BMD ser. 506233 dtd. 5 Oct 1944.
- (b) Aviation Circular Letter No. 74-44 of 25 July 1944.
- (c) Aviation Circular Letter No. 101-45 of 11 September 1945.

Enclosures:

- (A) Chronology and Marrative.
- (B) Three (3) issues of "Shangri-La Horizon", ship's paper.
- (C) Fifteen (15) photographs from ship's files.

1. In accordance with reference (a), (b) and (c), enclosures (A), (B) and (C) are forwarded herewith.

2. The ship's history for the U.S.S. Shangri-La covers the period from 13 June 1945 to 20 September 1945, and does not include an individual history of the air groups embarked.

3. This is the final installment of the ship's history.

REFERENCE OF ME R. F. Ohe Len TANKISSIN AREA I Sp File in ... SO OCI 18 /CV38 R. F. WHITEHEAD 800. He Copy No. NO. 18.

July 11, 1945:

CHRONOLOGY OF THE USS SHANGRI-LA (CV38)

June 13, 1945:	SHANGRI-LA entered Leyte Gulf, Philippine Islands, with TASK GROUP 38.4 and dropped anchor in San Pedro Bay for 2 weeks of re- plenishment and recreation.
July 1, 1945:	Underway again for 10 days of training exercises and flight operations prior to resumption of strikes against the enemy in the homeland.
July 2, 1945:	Another "first" for the SHANGRI-LA. Oath of office administered to John L. Sullivan, Assistant SecNav for Air, by Vice Admiral Aubrey W. Fitch, Deputy Chief of Naval Op- erations for Air. First ceremony of its type ever conducted aboard a warship in the combat zone.
July 4, 1945:	10,000th plane landed aboard by Lieutenant R. W. Paland in a TBM. His passenger on the occasion was John L. Sullivan, Assist- ant SecNav for Air.
	While landing from routine operational flight, F6F pulled out tail hook and crash- ed over the side. Pilot: Ensign W. K. Dando, Akron, Ohio. Lost at sea.
July 10, 1945:	SHANGRI-LA's first strikes in the Tokyo area. Total of 4 sweeps and 2 strikes netted considerable damage on enemy air- fields with little airborne resistance and

no planes or pilots lost by AIR GROUP 85.

Sorties: SWEEP 46, STRIKE 78, GRAPHIC 8, SUBCAP 10, RAPCAP 16, DCAP 24, TOTAL 182.

Task Force 38 commenced retirement from Tokyo area and changed course to northward for operations against Hokkaido.

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End "A"

July 14, 1945:

Primary targets on Hokkaido closed in by weather; strikes diverted to shipping at Muroran. SHANGRI-LA pilots sank one FTC, one PF and 3 luggers. Inflicted damage on 16 vessels of various types and 7 luggers.

One F4U-1C ran out of gas on return from target and ditched. Pilot recovered.

One SB2C pulled up into overcast and disappeared after attacking train at Tomakomai. Never seen again. Pilot: Lieutenant (jg) Howard E. Eagleston, Jr., Ft. Wayne, Indiana.

Missing in action. Crewman: O. B. Rasmussen, ARM1c.

Missing in action.

One TBM-3 and two FG-1D's made crash landings as result of flak damage and were jettisoned.

Sorties: STRIKE 68, SWEEP 20, SUBCAP 8, GRAPHIC 4, DCAP 24, RAPCAP 16, TOTAL 140.

Day was spend in offensive operations against shipping and land targets in the Hokkaido area. Pilots from the SHANGRI-LA sank 11 vessels and damaged 6. Two locomotives were blown up and 3 destroyed.

One pilot was lost and 5 Corsairs were lost, 2 in combat and 3 operationally.

Two F4U's ran out of gas on return and were ditched. Both pilots recovered.

July 15, 1945:

One FG-1D ditched near bombardment group as result of oil pressure trouble due to flak damage. Pilot recovered.

One FG-1D crashed barriers upon landing and was jettisoned.

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July 15, 1945:

One FG-1D was shot down by flak at Otaru. Pilot: Lieutenant (jg) J. S. Weeks. Missing in action.

STRIKE 46, SWEEP 38, GRAPHIC 7, Sorties: RAPCAP 16, SUBCAP 10, DCAP 22, TOTAL 139.

Whitehead, USN, officially relieved Captain

During replenishment Captain Richard F.

James D. Barner as Commanding Officer of

July 16, 1945:

July 17, 1945:

Offensive operations resumed in Tokyo area, but flights cancelled after first strikes prevented by foul weather.

Sorties: RAPCAP 16, DCAP 24, SUBCAP 2 TOTAL 42.

Activities were centered around Tokyo. Although SHANGRI-LA's early strikes were delayed by rain, her squadrons successfully attacked airfields and the Japanese naval base at Yokosuka. 28 unidentified planes damaged on ground. Against heaviest flak to date, AIR GROUP 85 inflicted extensive damage on the battleship NAGATO with 1,000pound GP bombs.

-28-

the SHANGRI-LA.

6 Avengers and 5 Helldivers were damaged over Yokosuka. 3 planes were hit in after fuselage.

One SB2C returned to ship with aircrewman who had died enroute of external hemorrhage. Aircrewman: Alfred P. Bonosconi, ARMlc.

One SB2C4E with damage to tail made a nohook landing and crashed barriers.

July 18, 1945:

STRIKE 38, SWEEP 20, SUBCAP 2, Sorties: GRAPHIC 4, DCAP 4, RAPCAP 8, TOTAL 76.

After several days of steaming toward replenishment rendezvous, refueling and re-arming, TASK GROUP 38.4 conducted operations against airfields and naval combat-

July 24, 1945:

July 24, 1945:

ant ships at Kure. Although weathered out at Miho, AIR GROUP 85 attacked in the Wakayama, Himeji, Miki and Yonago areas. Destroyed 7 unidentified planes and 2 Topsys; damaged 24 planes on the ground.

At Kure 3 small freighters and 21 luggers were sunk. Damage was inflicted on 6 warships, including the battleship HARUNA, and 9 smaller craft. 7 locomotives were destroyed.

Five planes, two pilots and two aircrewmen were lost by the SHANGRI-LA.

One FG-1D which was damaged by mid-air collision over target, crash-landed on deck and was jettisoned. One SB2C was damaged by barriers on landing and was jettisoned on July 27.

One SB2C was damaged by flak over Kure and ditched. Pilot was recovered.

One SB2C was missing from action over Kure and another was shot down by flak. Pilots: Lieutenant Alfred G. Symonds, Jr, South Norwalk, Connecticut. Missing in action. Lieutenant (jg) Richard W. Mann, Dickinson, N. Dakota. Missing in action.

Aircrewman: Edward Hicks, ARMlc Missing in action. Robert F. Hanna, ARM2c Missing in Action.

July 25, 1945:

Sorties: SWEEP 40, STRIKE 75, GRAPHIC 8, SUBCAP 16, DCAP 16, RAPCAP 16, WEATHER RECCO 6, DUMBOCAP 6, TOTAL 183.

TASK GROUP 38.4 launched strikes in the same areas as the day before, but weather nullified attempts against Kure combatant ships. AIR GROUP 85's score for the day

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July 25, 1945:

was 3 ships sunk and one damaged. 3 aircraft were shot down from the air, 16 destroyed on the ground and 41 damaged.

One F4U-1C was ditched as a result of flak damage over Miho. The pilot was recovered.

Sorties: SWEEP 33, GRAPHIC 4, SUBCAP 12, DCAP 16, RAPCAP 16, WEATHER RECCO 4, TOTAL 85.

For the SHANGRI-LA the primary targets for the day were the battleship HARUNA and the light cruiser OYODO. In a terrific strike and a subsequent sweep against these Kure warships, the pilots of AIR GROUP 85 scored many direct hits, left the HARUNA beached, down by the stern and flooded, and the OYODO capsized.

> Other sweeps against airfields in the Miho area netted the SHANGRI-LA a total of 26 planes destroyed and 23 damaged.

Casualties for the day were five planes, three pilots and three aircrewmen.

One FG-1D was jettisoned as a result of flak damage over the target. One SB2C4E which had been damaged over Kure was ditched enroute to the ship. Pilot was recovered.

One TBM was shot down over Kure during attack on the HARUNA. Pilot: Lieutenant Guy M. Brown, Jr. Vicksburg, Mississippi. Missing in action. C. E. Smith, AOM2c Aircrewmen: W. H. Winn, ARM2c Both missing in action.

July 28, 1945:

One SB2C4E was shot down in flames over Kure.

-30-

July 28, 1945:

Pilot: Lieutenant Edward D. Gibson, Prophetstown, Illinois. Missing in action. Aircrewman: C. H. Linsz, ARM2c Missing in action.

One FG-1D was missing after the attack at Kure.

Pilot: Lieutenant (jg) Joseph G. Hjelstrom, Upper Montclair, New Jersey. Missing in action.

Sorties: STRIKE 65, SWEEP 36, GRAPHIC 8, SUBCAP 16, DCAP 16, RAPCAP 15, WEATHER 4, TOTAL 160.

SHANGRI-LA targets for the day were airfields east of Tokyo, but foul weather minimized the results achieved in that area. Targets of opportunity yielded profitable results.

Japan Imperial Aircraft plant was bombed and rocketed and left burning.

In the Maizuru area one large transport, 10 luggers and 3 small freighters were damaged. In the Tokyo area 3 large subs and 3 midget subs were sunk. 4 midget subs and 2 small freighters were damaged and one locomotive was destroyed.

One SB2C4E and one F4U-1C were jettisoned; the former as a result of flak damage over Maizuru; the latter as a result of damage in deck handling.

Sorties: STRIKE 46, SWEEP 20, GRAPHIC 8,

July 30, 1945:

SUBCAP 12, DCAP 24, RAPCAP 8, WEATHER 6, TOTAL 124.

July 31-August 8, 1945: TASK GROUP 38.4 spent this period in retirement for replenishment and for purposes of avoiding an impending typhoon which obstructed approach to target. Gunnery exer-

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July 31-August 8, 1945:

August 9, 1945:

cises and training flights were conducted during diversion to an area northeast of Iwo Jima.

Operations were resumed by SHANGRI-LA against enemy targets on northern Honshu. In two sweeps and four strikes, pilots of AIR GROUP 85 attacked airfields and ground installations in the area. Destruction of aircraft on the ground was successful but actual evaluation impossible because of employment of VT fuzes.

During the day many bogies heckled Task Force 38, but none approached the SHANGRI-LA.

One FG-1D landed without flaps and was jettisoned.

Sorties: STRIKE 91, SWEEP 24, GRAPHIC 8, SUBCAP 4, DCAP 24, RAPCAP 8, WEATHER 6, AUTOCAT 1, TOTAL 166.

Although attacks were concentrated in the Tokyo area again, previous sweeps had inflicted so much damage and the weather was so unfavorable that meagre results were obtained.

That night first word was received aboard the SHANGRI-LA of the Japanese peace proposal.

STRIKES 75, SWEEPS 39, GRAPHIC 7, SUBCAP 4, DCAP 24, RAPCAP 8, WEATHER 4, TOTAL 161.

After previous day's operations were cancelled by weather, the SHANGRI-LA struck again on the airfields of Tokyo.

August 10, 1945:

August 13, 1945:

Despite the fact that peace negotiations were underway, much fighting took place with 22 snoopers intercepted by Task Force 38. Three were splashed by AIR GROUP 85.

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August 13, 1945:

Damage and destruction in the target area consisted of: one submarine sunk, 26 planes destroyed on the ground and three splashed. Substantial damage was inflicted on hangars and ground installations.

Two planes were lost that day, one pilot and one aircrewman.

One TBM was ditched as a result of engine failure during return to the force. pilot and one aircrewman were recovered. but the other aircrewmen went down. Aircrewman: J. G. Shirley, ARM3c. Missing as a result of drowning.

One FG-1D went down on Kasumigaura Lake as a result of flak damage and the pilot was not recovered. John H. Chapman, Jr. Pilot: Los Angeles, California Missing in action.

STRIKE 42 SWEEP 43, GRAPHIC 8, Sorties: SUBCAP 4, RAPCAP 8, CAP 28, WEATHER 4, TOTAL 137.

Attacks were repeated against the Tokyo airfields. Only one sweep arrived over the target, however, before the SHANGRI-LA was ordered to cancel all further strikes and maintain strong defense patrols only.

AlNav 195 announced the cessation of hostilities, but Japanese planes kept approaching the force throughout the afternoon.

August 15, 1945:

The SHANGRI-LA'S RAPCAP splashed one Judy and damaged one Frank. No planes penetrated the aircraft patrol defense line to the ship.

Two FG-1D's were lost that day, and one pilot. One of the Corsairs was catapulted over the bow. Pilot recovered. The other

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August 15, 1945:

went down on Kasumigaura Lake and the pilot was not recovered. Pilot: Lieutenant (jg) John C. Dunn Coutice, Ohio Missing in action

Sorties: SWEEP 9, RESCUE CAP 10, DCAP 24, RAPCAP 8, WEATHER 4, TOTAL 55

August 19, 1945: During replenishment with a logistics group the SHANGRI-LA transferred her Marine detachment and a medical detail to the USS OZARK (:SV2) for temporary duty in connection with initial occupational landings in Japan.

August 22, 1945: Task Force 38 conducted mammoth air review with all of the planes in the force participating in a flight over the various groups. Total planes in the air; 1,001.

August 25, 1945: AIR GROUP 85 flew reconnaisance sorties over Japanese airfields and cities and over prisoner-of-war camps.

> A TBM from the SHANGRI-LA made the first naval landing on Japanese soil at Atsugi, carrying as passengers liaison and public information representatives.

September 1, 1945: Vice Admiral John H. Towers, USN, relieved Vice Admiral John S. McCain as Commander Second Carrier Task Force Pacific.

September 2, 1945: A massed flight of 67 planes from the SHANGRI-LA joined with other planes from Task Force 38 to conduct a parade of power over the Emperor's Palace and over the USS MISSOURI during the signing of the surrender.

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At Atsugi airfield planes from Torpedo Squadron 85 picked up five prisoners of war who had been missing in action from the SHANGRI-LA and returned them to the ship.

September 2, 1945:

The group included:

Pilots: Lieutenant (jg) Edward Dixon Lieutenant (jg) John C. Dunn Ensign Richard W. Mann Ensign John H. Chapman

Aircrewman: Robert F. Hanna, ARM2c

Except for Chapman and Dunn, who had gone down on Kasumigaura Lake when the war was almost at its end, the above men had been definitely given up for lost.

September 3, 1945: AIR GROUP 85 was replaced by AIR GROUP 2, under Commander I. M. Hampton, USN. Transfer and exchange of the two groups was effected at sea by the USS ATTU (CVE102).

September 4, 1945: The exchange of air groups was completed when 80 planes of AIR GROUP 85 were launched and 80 planes of AIR GROUP 2 were landed aboard the SHANGRI-LA.

> Designation of TASK GROUP 38.4 was changed to TASK GROUP 38.1. Rear Admiral Radford in YORKTOWN still in tactical command.

SHANGRI-LA left the formation to operate independently in training the new air group.

September 8, 1945: SHANGRI-LA's Marine detachment reported back aboard from occupational duty at Yokosuka.

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Black-out at sea officially lifted and all ships turned on all running lights and used visual signal lights for the

September 16, 1945:

September 5, 1945:

first time since the beginning of the war.

After 78 consecutive days at sea, SHANGRI-LA entered Tokyo Bay and anchored off Yokohama.

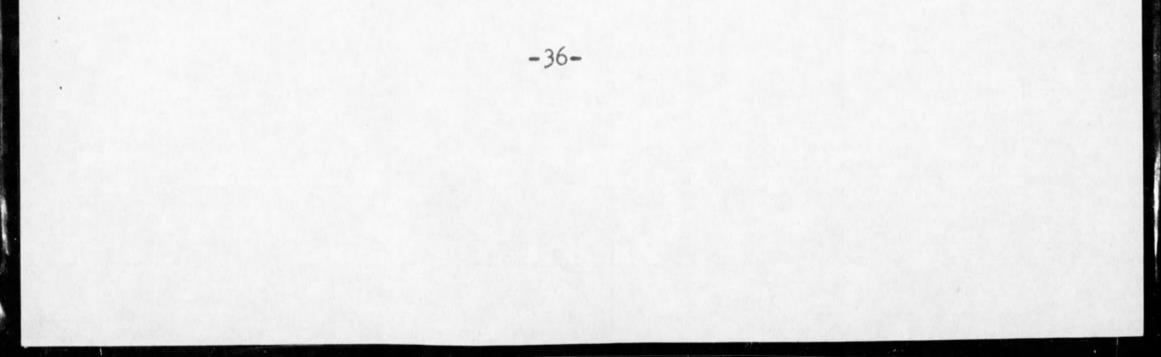
September 19, 1945:

Surviving crewman of SB2C crash over Hokkaido brings SHANGRI-LA her most spectacular tale of adventure.

September 19, 1945:

Aircrewman Oliver B. Rasmussen, ARM1c, eluded capture for 68 days in northern Japan and returned to the ship only 14 pounds under his previous weight.

THE END



VI.

The long cruise from Okinawa to the Philippines was no more fraught with danger than a trial run in Chesapeake Bay. By midday of June 13 the SHANGRI-LA and the other warships of TASK GROUP 38.4 were steaming leisurely through the sunlit waters of Leyte Gulf. The flanking screen of destroyers which skirted fore and aft of the long procession seemed to be engaged in a peacetime tactical drill rather than a protective measure of defense, for there was nothing in the clear blue sky or calm broad sea to yield even the slightest suspicion of a lurking foe.

Yet less than a year before in the shadow of these same islands, Admiral Halsey's Third Fleet had fought one of the bloodiest battles of the whole Pacific War, had cleared the Philippine seas of the last pestilent Jap and sent the battered remnants of the Imperial Navy skulking back to the shelter of home ports.

Unmolested now and restored to supremacy in one of the first

areas overrun by the enemy, the units of this same fleet filed triumphantly into San Pedro Bay, sought out their respective berths and dropped anchor amidst the greatest assemblage of ships ever united under a single command.

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The fighting was over for a spell but the work went on. These periodic retirements from the front lines of battle were more difficult than their name implied. In the complex logistics of total war the word "replenishment" covered a multitude of labors and at an advanced base even the term "recreation" bore its own peculiar connotation of endurance. What the humid heat added in misery to one it subtracted in enjoyment from the other.

Nevertheless, to all hands who had been conditioned to the hardships of battle, its restrictions were negligible. Few of the officers and men of the SHANGRI-LA failed to muster at the quarterdeck when the liberty call was sounded. After long hours of loading provisions, checking-in stores, standing watches, stowing ammunition, welding, chipping, painting, repairing, and installing new equipment, they found the LCM's and LCVP's which sputtered abreast of the accommodation ladders every afternoon just as irresistible as the personnel boats which had shuttled back and forth from North Island to San Diego or the ferries which had linked Portsmouth to Norfolk.

When mail calls were no longer greeted with wild hilarity and

afternoon sports and nightly movies on the hangar deck became regular routine, the days in port settled back into the same rut of anonymity as the days at sea.

There was a great deal to be done aboard the SHANGRI-LA between the crew's beach parties on Leyte and the officers' jaunts to -76-

Samar. For its forthcoming strikes against the enemy in the north, the Third Fleet had already been ordered to prepare itself for "extensive operations at sea". This meant that for weeks on end Task Force 38 would have to sustain itself underway with only those urgent requirements of provisions, fuel and ammunition which could be provided by periodic rendezvous with logistics groups and that class of alterations and maintenance which could be undertaken by a ship's force. There would be no withdrawal to an advanced base or availability at a Navy Yard unless battle damage compelled it. And nobody wanted that.

By the time the boilers were lit off and the special sea detail was set the majority of the work was done. Some of it had to be left for underway. But there was ample time for that. Operations against the enemy would not be resumed until ten days after the sortie. For the interlude enroute to the combat zone Task Force 38 was scheduled to conduct a series of intensive training exercises to refresh its skill and condition its endurance. The job ahead of them this time would be a big one. And it had been over two weeks since they had launched a strike.

As the great fleet emerged from San Pedro Bay it began to form up under the same constitution it had entered. The SHANGRI-LA still flew the flag of Vice Admiral McCain, Commander Second Carrier Task Force Pacific, and took her orders from Rear Admiral Radford, Commander TASK GROUP 38.4, in the YORKTOWN. In the 45,000-ton battle-

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ship MISSOURI Admiral Halsey still exercised over-all command from a station in the same group. The renowned fighting team which had tracked the enemy down many times before was off on the greatest game hunt of its career that morning of July 1.

Aboard the SHANGRI-LA the following day the crew was called to quarters on the flight deck in full battle regalia to witness for the first time in U. S. Naval history the administration of an oath of office aboard a man-o'-war under combat conditions.

In an impressive ceremony John L. Sullivan was formally sworn into office as Assistant Secretary of the Navy for Air by Vice Admiral Aubrey W. Fitch, Deputy Chief of Naval Operations for Air. As the Assistant Secretary's flag was broken at the truck, a 17-gun salute was rendered by the ship's 5-inch batteries, another by the guns of the YORKTOWN, and a returning salute of 13 guns by the SHANGRI-LA for the Commander Carrier Division SIX. At the conclusion of honors the flag was hauled down and presented by the ship's Captain Barner to the newly inaugurated Assistant Secretary of the Navy for Air.

Two days later--on the 4th of July--Lieutenant Richard W. Paland swung his TBM around the stern of the carrier and settled

down upon the deck for the ship's 10,000th landing since commissioning. He brought with him as passengers from a routine operational flight the honorable John L. Sullivan and J. G. Shirley, ARM3c.

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During the 9-day period of patrols and training exercises conducted enroute to the scheduled area for operations, the SHANGRI-LA lost four planes and one pilot. When two Corsairs hit the sea--one as a result of fuel exhaustion and the other during take off--both pilots were picked up and restored to the carrier. One Helldiver crashed on deck and was jettisoned several days later. The fourth casualty preceded the ceremonious 10,000th landing by a mere 15 minutes. While the torpedo squadron was orbiting overhead with its distinguished passenger, a Hellcat night fighter swept down on the deck, ripped out its tail hook and plunged over the side. The pilot, Ensign Willard K. Dando, went down with his plane.

At General Quarters on the morning of July 9 all of the mounting suspense and rampant scuttlebutt which had accompanied the cruise north came to an abrupt, dramatic climax as Captain Barner's familiar voice filtered through the announcing system to every compartment aboard the ship.

"Ever since the SHANGRI-LA was commissioned," he began with quiet seriousness, "we have all looked forward to the day when we would strike Tokyo and other targets on the enemy homeland. Our time has come at last. . . These forthcoming operations will involve some of the heaviest fighting and include some of the most dangerous missions we have undertaken since our arrival in the combat area. For long periods we shall be cruising off the coast of Japan, within hazardous range of <u>Kamikazes</u>, submarines, <u>Baka</u> bombs, or any

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other instruments of defense which the enemy may choose to hurl against us. I want every man to remain constantly aware of this-to condition himself to perpetual alertness, off his battle station as well as on. . . Today we stand due east of Honshu, capital island of the Empire. Tonight we shall steam due west in a high speed run that will bring us to our launching point before dawn. Tomorrow our target is Tokyo! Let's do a good job!"

This was it. Scarcely two hours past midnight on July 10 the men of SHANGRI-LA set their bare feet on chill decks to keep a date with destiny.

No other strike day had ever held such tremendous significance. In a few hours their ship would earn her name and redeem a heritage. Her first bombs exploding on the airfields of Tokyo would round out an ingenious cycle of American vengeance and forge the last link in a chain of events which had begun three years and three months before--when Jimmy Doolittle's band of intrepid flyers had launched their one-way strike from the flight deck of the old USS HORNET. Toward ultimate resumption of that heroic mission the SHANGRI-LA had been bought and paid for by citizens of the United States. In

commemoration of it she had been given a name by the late Franklin Delano Roosevelt. Today she would keep her faith with them. By the time General Quarters was sounded and the ship went into

strike routine, the sluggishness of early reveille had been shaken off and every man was ready for what the day might bring. Over the

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speakers the chaplain's morning prayer solemnly reminded those below decks of the serious business transpiring topside. The pilots of AIR GROUP 85 had been briefed thoroughly on targets in the Tokyo area and the first planes were warming up to a steady drone. Long before daylight broke the eastern horizon the initial sweep of fighters was belching fire along the forward end of the flight deck and roaring out into blackness over the sea.

From dawn to dusk the SHANGRI-LA lay about 150 miles off the coast of Honshu while her airmen--in four sweeps and two strikes-strafed, bombed and rocketed airfields in the vicinity of Tokyo. Shop buildings were damaged, revetted areas were burned out and gun emplacements were demolished.

Only fifty aircraft were visually sighted at Shiroi. One <u>Betty</u> and one unidentified plane were destroyed by strafing and at Katori another was burned in a revetment. The enemy offered no airborne resistance during the day and dispatched no <u>Kamikazes</u> over the group. In her first strikes against the heart of the Japanese homeland the SHANGRI-LA recovered every pilot and every plane and saw few bogies on her screen. Her cocksure boast, flaunted in conspicuous shingles from the frame buildings of Newport, had at last come true. The "Tokyo Express" had lived up to her name--with better results and less danger than any man aboard had ever dared expect. That night TASK GROUP 38.4 retired eastward until 0245, then changed course to horthward and established rendezvous with a log-

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istics support group to receive fuel, gasoline and replacement planes. When replenishment was finished the ships commenced a run toward the coast of Hokkaido, target for July 13. At the designated launching point, however, low haze and thick mist delayed operations for a day and strikes against this northern island of Japan were not conducted until early morning of July 14.

Again the squadrons of AIR GROUP 85 lashed out at the enemy homeland. Finding most of the airfields closed in tightly by the weather, the fighters and bomber-fighters from the SHANGRI-LA struck at shipping in the Muroran area. At Hokodate they rocketed an old destroyer and a medium transport and set fire to two freighters by strafing. Near Oshemba they burned five sea trucks and two trains with gunfire and rockets. Subsequent strikes, pressed home in the face of extremely foul weather, destroyed locomotives and freight cars near Shiraoi and blasted hundreds of feet of track.

When the score was added up at the end of the day five planes had been lost, one pilot and one aircrewman. In return a division of RAPCAP--vectored out by picket destroyers--had tallyhoed and splashed one Japanese <u>Betty</u> and smoked another.

Two of the SHANGRI-LA's losses were operational. One Corsair ran out of gas on return from the target and was ditched; another crashed into the barriers upon landing and was jettisoned. A couple of the combat casualties, returning to the ship around noon, furnished the men on topside battle stations with half an hour

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of suspense and a pair of the most spectacular thrills they had witnessed to date.

Badly damaged by enemy fire and with only one wheel down, an Avenger and a Corsair came limping back to the carrier for emergency landings. There was precious little time to debate the issue as each alternative was fraught with danger. A fouled-up flight deck might seriously interrupt the ship's schedule of operations. A couple of water landings might lose four lives.

Alerting every man in the catwalk gun buckets and ordering a crash crew to stand by, the Air Officer gave the distressed flyers the white flag. One after another--like great crippled birds--they hung for a spell over the churning wake, then cut their engines and came in. The big torpedo plane caught a cable the instant it touched the deck and keeled over at a dead halt. The fighter taxied for a few seconds on its single wheel, then careened to one side, raking up a brisk shower of splinters. The flight deck was cleared and the airmen were uninjured, but both planes were damaged beyond repair.

The fifth casualty of the day occurred during an aerial bombard-

ment of the Hokkaido coast near Shiraoi. Diving through one of the cloud openings which occasionally appeared over the target in widely scattered spots, Lieutenant (jg) Howard E. Eagleston, Jr. gave an enemy train at Tomakomai a close-range strafing from the guns of his

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Helldiver, then pulled up sharply into an overcast and was never seen again. He carried with him in that fateful climb an ARMlc by the name of Oliver B. Rasmussen.

In addition to the combined air raids launched against Hokkaido during the day by TASK GROUP 38.4 the cruisers USS CHICAGO (CA136) and USS QUINCY (CA71) took leave of the disposition at dawn to join a surface group operating against shipping and inshore land targets along the coast of Honshu.

On July 15 the same foul weather prevailed. All primary land targets on which the pilots had been originally briefed were closed in so that the strikes were concentrated once again on accessible alternates. Shipping, locomotives and bridges caught a large share of the bombs dropped and rockets fired. A radar station and power house burst into flames at Tomakomai. A building was burned at Mori. A large factory was touched off by incendiaries at Moseushi.

But the cost absorbed the profit that day. Two Corsairs were ditched by fuel exhaustion. A third went down near the bombardment group as a result of oil pressure trouble due to flak damage. A fourth crashed the barriers upon landing and was jettisoned. The

pilots of all these planes escaped uninjured. But Lieutenant (jg) John S. Weeks--in the fifth fighter to be lost that day--was shot down by anti-aircraft fire over Otaru and never recovered. Again as on the day before heavy units of the fleet moved in to augment the devastating air power of Task Force 38. At midnight

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Admiral Halsey's flagship MISSOURI, together with the IOWA, WISCON-SIN, and escorting destroyers, slipped quietly out of TASK GROUP 38.4 and steamed off toward the coast of Hokkaido. There, in bold defiance of Japanese shore batteries, they loosed salvo after salvo of 16-inch shells, plastered inshore targets with a thundering rain of destruction and then slid out again to join the fleet.

The following morning while taking time out to receive fuel, gasoline and replacement aircraft the SHANGRI-LA bade farewell to Captain James D. Barner, her first commanding officer. A formal ceremony for the turnover of command had been previously scheduled for the flight deck, but the perpetual foul weather held it off. Thick fog and blanketing mist lent a dismal background to the Captain's final speech over the general announcing system:

"Every officer taking command of a ship knows that someday that command must end. Back in Norfolk--when we were wondering what the future held in store for us--this cruise which I am completing today seemed to cover a long period of time. Today, as I reflect on the past, it has ended much too soon. . . For the remainder of your tour of duty out here I wish for you a continuation of the good

luck we've had to date and the best of hunting!" He closed by reading orders which transferred him back to the States for command of the U.S. Naval Air Test Center at Patuxent, Maryland, and then turned over his command to Captain Richard F. Whitehead, USN, who from that moment forward became the second

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"Skipper" of the SHANGRI-LA.

By the time a destroyer had pulled alongside, groups of officers and men had gathered on the fantail, gun mounts and overhanging catwalks to say goodbye to the man who had led them through a strenuous shakedown period, introduced their ship to combat in the closing phase of the Okinawa campaign and brought her striking power to bear against the enemy in the capital of his homeland. To the accompaniment of a rousing send-off by the band, he was harnessed in the ship's deluxe boatswain's seat, hoisted clear of the lifelines and whisked out across a choppy gap of sea.

The next day a continuance of low ceiling, poor visibility and cloudy overcast thwarted the attempts of AIR GROUP 85 to resume offensive operations in the vicinity of Tokyo and attack the battleship NAGATO. When the first sweep was forced to expend its rockets in the sea and the second failed to get even as far as the target area, all further flights for the day were cancelled.

That same afternoon--under the designation of Task Force 37-powerful units of the British Pacific Fleet commanded by Vice Admiral Sir Bernard Rawlings joined the U.S. Third Fleet off the coast of

Honshu for the first combined operations ever conducted against Japan.

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On July 18 the force moved to a launching point southeast of Tokyo to carry out the postponed strikes of the day before. Heavy rain delayed early attacks but by noon the SHANGRI-LA squadrons were

strafing unidentified planes on Yatake and Katori and blanketing flak in the Yokosuka area with VT-fuzed fragmentation bombs.

Over the breakwaters of Japan's key naval base the entire air arm of Task Force 38 flew hundreds of sorties, releasing a veritable torrent of bombs and rockets upon enemy ships at anchor and underway. Prize among them was the ponderous NAGATO, one of the last proud remnants of a decimated fleet. Like a clumsy mastodon tracked to its lair, she stood at bay under a swarming attack of Corsairs, Avengers and Helldivers, trying to swat them down with the full fury of her combined batteries. As the 1,000-pound GP's exploded in relentless succession, the sea about her erupted in violent geysers and plumes of smoke enshrouded her bristling topmast. If the airmen failed to sink her they at least succeeded in damaging her to such an extent that she would be out of the fight for a while. By the time she had bound up her wounds they could come back.

In the Yokosuka raid the pilots of AIR GROUP 85 ran into the deadliest concentration of anti-aircraft fire they had ever encountered over any of the islands of Japan. Plowing impatiently toward her rendezvous, hanging breathlessly onto every word that was passed,

the SHANGRI-LA tried to piece together a play-by-play description of the great air attack. Deck hands and gun crews stood tightly by their stations, alerted for any emergency. As the carrier swung to the wind and her returning airmen dropped out of the sky, one by one, harsh marks of battle began to bear mute testimony to the rug-

-87-

gedness of their fight.

Six Avengers and five Helldivers were riddled with holes. Three planes had been hit in the after section of the fuselage. Two rear seat gunners--with legs badly shattered by flak--brought back to the ship that afternoon the angering sight of blood and the cold shock of death. In one of the shell-pierced SB2C's which bounced to a halt, the body of Alfred P. Bonosconi, ARMLc, slumped forward lifelessly. On the long flight home he had failed to arrest an arterial hemorrhage. The other crewman had better luck. Although weak from excessive bleeding and painfully wounded, he had fashioned a tourniquet which had saved his life.

Before the crash crews, fire hands and first-aid squads could get a chance to relax, another cripple entered the landing circle and the voice of the Air Officer passed resoundingly up and down the flight deck: "All hands topside, take cover! Clear the deck forward! Personnel in the catwalks and gun mounts, keep your heads up and your eyes open! Emergency crews and fire squads, stand by! A bomber is coming in without a tail hook!"

Over the whole scene of intense activity the lone Helldiver took a brisk wave-off, cleared the port elevator with a deafening roar and drew its bowed legs inboard across its grooved belly. Out to sea for another try and back again, it closed the carrier now in a steadier run, held its altitude until the "cut" from the landing signal **Sector** platform, then dipped down on the flight deck and -88-

bolted straight for the barriers. The first series of upright cables parted against the blunt nose and whirling propeller, but the second entangled in the blades and shaft and brought the runaway to a screeching halt.

That evening--in an interview by the ship's Executive Officer--Lieutenant Commander Arthur L. Maltby, Jr. gave the men of SHANGRI-LA a bird's-eye account of the bombardment in Tokyo Bay and his own personal reaction to the prospects of landing without a tail hook.

"I got a good look at the NAGATO as our bombers plastered her with 1,000-pounders. She must have taken a dozen shorts and near misses in addition to a couple of direct hits. My tail was shot up badly--probably during the pull-out--but I didn't know my hook was gone until I got a 'Prep Charlie' from the ship."

"How did you feel when you found out?" Commander Quilter asked. The boss of Bombing Squadron 85 hesitated a moment before he replied. "Well, at that time there was only one thing on my mind. I <u>had</u> to land--crash or otherwise. My crewman had some shots of the NAGATO hits and I didn't want to lose them. If I'd known there was 47 knots of wind across the deck I believe I could have made a normal

landing instead of intentionally crashing the barriers." But no one thought about the damage. He had completed a hazardcus mission, brought back valuable evidence for interpretation, and

effected a skillful deck crash without injury to himself or his

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passenger. Not much more advantage could have been taken of such a a precarious opportunity.

The next day while steaming toward another replenishment rendezvous the SHANGRI-LA conducted her first burial at sea. With both the ship's company and air group mustered on the forward half of the flight deck to pay respects, Chaplain Paul H. Martineau administered divine rights in behalf of the aircrewman who had given his life in service to his country. The tilting board was rigged on the port elevator and the flag-draped shroud was flanked by shipmates who had worked and fought beside the man whose sacrifice the ship was remembering that day. As Marine rifles volleyed their salute to the dead and "Taps" cut the silence like a plaintive cry, the last earthly remains of Alfred P. Bonosconi, ARMIc, was solemnly committed to the deep.

Later that same day the SHANGRI-LA combat air patrol was vectored out to a bogey which proved to be a Japanese balloon, similar in type to the bomb-carrying variety which had been found on the U.S. west coast. This lighter-than-air contrivance, carrying a suspended box-type antenna, drifted aimlessly over the group off the ship's

port beam and furnished the crew with a good deal of excitement and

speculation before it was finally shot down and left to sink.

For the next two days TASK GROUP 38.4 took time out for re-arm-

ing, provisioning, fueling and replenishing gasoline and planes. One fighter from the replacement group ran out of gas enroute to the

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SHANGRI-LA and was ditched, but the remainder of the operation proceeded without mishap. U.S. Mail was brought aboard for the first time in weeks and many destroyers rode alongside the carrier's fantail on official trips for the staff of Commander Task Force 38.

On July 22 the force steamed westward toward its assigned target area, conducted coordinated attacks on towed sleds enroute and rehearsed limited visibility approach procedure.

On July 24-25 the aerial might of the Third Fleet was loosed against Japanese airfields and naval combatant ships in the area of Kure. Many of the targets were closed in, but the fighters and bomber-fighters from the SHANGRI-LA made maximum use of cloud cover and scattered openings as they pressed home their attacks against the enemy.

In four sweeps and two strikes they hit the jackpot in spite of the odds. At Kure three small freighters and 21 luggers went down under their incessant hammering, and damage was inflicted on several large warships--among them the battleship HARUNA. In the air one <u>Oscar</u> was splashed and one <u>Tony</u> damaged. On some of the busiest fields which AIR GROUP 85 had hit to date, a total of nine

planes were destroyed and 33 damaged. In addition to aircraft and shipping, other prize targets were reduced to varying stages of debris and rubble: locomotives, workshops and roundhouses in the Wakayama and Miho areas. The activity was so intense and the results so lucrative that the group was late in returning to the ship and

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many of the flyers had to land after dark.

Encouraged by their first day's score against the enemy, the squadrons formed up early the next morning and flew out for a repeat performance in the same area. But foul weather nullified many of their attempts, particularly around Kure. The vicinity of Miho, on the north shores of Honshu, provided the best targets for the day. One freighter was sunk, one damaged; three aircraft were splashed, nine destroyed on the ground and 23 damaged. On one field in the area subsequent photo interpretation identified many of the planes as dummies.

Not all of the punishment was borne by the Japs. The SHANGRI-LA lost six planes, two pilots and two aircrewmen. One fighter--damaged in a mid-air collision--crash-landed on deck and was jettisoned. Another was ditched as a result of flak over Miho, but the pilot was picked up by Dumbo.

July 24 was a bad day for the bombers. One deck-crashed and was hoisted over the side. Three others were lost during strikes on Kure. Of these, one pilot and one aircrewman were picked up and returned to the ship. Two pilots and two aircrewmen were unrecovered: Lieutenant Alfred G. Symonds, Jr., Lieutenant (jg) Richard W. Mann,

Edward Hicks, ARMIC, and Robert F. Hanna, ARM2c.



VII.

During another pause for replenishment on July 26, the morning press aboard the SHANGRI-LA carried an announcement of the Allied ultimatum. From Potsdam, Germany, the President of the United States and the Prime Minister of Great Britain had set before the Japanese Emperor the full terms of unconditional surrender. If he refused to accept within a reasonable length of time, his cities, his towns, his people--everything within the physical boundaries of his homeland--would be subjected to the most systematic pattern of annihilation ever unleashed by the destructive forces of war!

But the Japanese press continued to shout defiantly. Editorials urged the people to unite behind their emperor and frank warnings of an imminent Allied invasion called upon them to defend their homes and every square inch of their soil to the death.

On July 28 Task Force 38 gave them a generous measure of what

they were asking for, concentrating its activities once again upon hostile combatant ships around Kure and aircraft in the Miho area. Prodded by the enemy's stubbornness, the SHANGRI-LA set out with renewed vengeance. Her first two sweeps were off the deck by

-93-

0600, found a great many Japanese planes still in the target area, destroyed 23 on the ground and in revetments and damaged 17. Later in the morning eight of her bomber-fighters were diverted in the air to Aragawa where observation failed to disclose any aircraft despite the fact that photos indicated 40 in revetted areas. Sighting a 4-ship convoy on rendezvous, the pilots scored seven direct rocket hits on a large twin-stack transport and left it helplessly ablaze ten miles off the coast in the Sea of Japan.

It was the morning strike and afternoon sweep on Kure, however, that furnished the hottest hunting and netted the fattest game. In a special mission 11 Corsairs, 12 Helldivers and 13 Avengers set out for a concentrated attack on the battleship HARUNA and the light cruiser OYODO. The ships put up a desperate fight but in the end they were no match for the redoubtable airmen. This was there chance for a crippling blow and they made the most of it.

Down through shafts of fire and clusters of bursting flak they dived in relentless procession, hammering home one destructive blast after another until the whole area was blanketed in cascading smoke and belching flame. The HARUNA beached, went down by the stern and flooded. The OYODO rolled over on her side. That afternoon--in a returning sweep to Kure--other planes from the SHANGRI-LA added insult to injury by dealing the battleship a second merciless beating, this time leaving her severely damaged and burning furiously. From the morning sweep over Aragawa one fighter came back to

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the ship so badly shot up that it had to be put over the side. In the strike over Kure a burst from the HARUNA's batteries gave Torpedo Squadron 85 its initial loss of one plane and three men when an Avenger piloted by Lieutenant Guy M. Brown, Jr. crashed into the sea with both of its crewmen, Charles E. Smith, Jr., AOM2c and William H. Winn, ARM2c. In the afternoon an SB2C was ditched enroute to the carrier, but both occupants were picked up and returned to the ship. Another bomber--caught in a burst over Kure--exploded in flames and crashed to the sea with Lieutenant Edward F. Gibson and Charles Linsz, ARM2c. Missing from the same action but unobserved were a fighter and its pilot, Lieutenant (jg) Joseph G. Hjelstrom.

On July 30 Task Force 38 returned to the vicinity of Tokyo Bay for further operations against Japanese aircraft but closed-in weather on all fields diverted the strikes to targets of opportunity and shipping in the area.

During a successful attack by bombs and rockets upon Japan Imperial Aircraft Plant, a SHANGRI-LA fighter was damaged by antiaircraft fire over Fujisawa. Compelled to ditch the stricken plane on the way back to the ship, Lieutenant Richard F. Schaeffer was unrecovered.

In a couple of morning sweeps that followed AIR GROUP 85 sank three large enemy submarines, destroyed one locomotive, damaged four midget submarines and two small freighters and struck a radar station

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and a lighthouse with bombs and rockets. No ships were observed to sink as a result of strikes in the Maizuru area but one cruiser, two large transports, 10 luggers and three small freighters were left burning. Afterward--back aboard the carrier--a flak-riddled SB2c and an F4U which had its tail clipped by deck handlers, were jettisoned over the side.

For a period beginning the last of July and continuing through the first seven days of August, operations were interrupted by intervals of replenishment, threats of an impending typhoon and an unexpected order which suddenly cancelled all missions originally scheduled and diverted the force to a course northeast of Iwo Jima. While cruising in this vicinity TASK GROUP 38.4, withdrawn from combat, began conducting training exercises in deckload strikes and gunnery practice preparatory to resumption of operations in the Hokkaido-North Honshu area.

But why? The men of SHANGRI-LA began to dig for an underlying motive behind this abrupt suspension of hostilities. Something was in the wind. Replenishment had been completed. The weather had lifted. Within a few weeks the group was scheduled to retire to Eniwetok for another period of recreation. Why were they steering clear of the enemy homeland--playing games again--when every precious moment counted? If the Japanese intended to ignore the Potsdam ultimatum, what was the Third Fleet waiting for? They found out on the morning of August 7. In a statement which

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carried almost as much impact as the secret it revealed, President Truman told the story of Hiroshima and the incalculable destructiveness of the atomic bomb. Then--before the smoke had cleared over the disintegrated city or the Japanese had recovered from the horrifying reality of prospective extinction--a quick series of sledgehammer blows struck with clocklike regularity, precisively timed for the kill.

As carriers of Task Force 38 launched their squadrons against northern Honshu and Nagasaki reeled under the second atomic bomb, Russia flung her legions across the borders of Manchukuo and the formidable alignment of might which had crushed the breath out of Germany was at last pressed in totality against Japan.

For days--while AIR GROUP 85 plastered enemy airfields with bombs, rockets and machine-gun fire--the SHANGRI-LA waited for the worst. If ever the Japs were coming out, this was the time. Blockaded in their tight little island empire with the world's most powerful fleet striking at will off their east coast, a new enemy overwhelming them from the west and whole cities falling apart under the detonation of a single bomb, they would have to make a wild stab

in some direction. Either that or go down in defeat with their hoarded strength untapped.

Yet early August exposed the SHANGRI-LA to no greater dangers than late July. On several occasions bogies heckled the force. But few of them got through. Those which did were hopelessly out-

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numbered and outclassed by the fleet's combat air patrol. On the afternoon of the 9th the USS WASP (CV18) shot down an enemy plane which was closing her stern for a dive. But most of the others were splashed long before they could reach the center of the group. Many never got beyond the pickets.

On August 10 the great coming event cast its first shadow. From dawn to dusk it was no different than any other strike day. Restricted by the usual foul weather and previous damage, AIR GROUP 85 had strafed and rocketed targets in the vicinity of Tokyo and North Central Honshu. The SHANGRI-LA had plied her course to the rear, sending them out and taking them in, forever alert against hostile snoopers and <u>Kamikazes</u>. Everything else was just the same as it had always been before until the ship secured from General Quarters late that evening. Then word of a Japanese peace proposal hit the mess decks like a thunderbolt, swept upward through the long lines that stretched down the hangar and spilled over into every compartment aboard the carrier.

In a wild wave of premature rejoicing officers and men alike cast off the weary mood of despair which had gripped them since the Potsdam ultimatum and looked forward for the first time to an imminent cessation of hostilities. The response which they had expected from the Japs ever since Hiroshima, Nagasaki and Manchukuo was at last

turning the tide.

When the tumult and shouting gave way to restive sleeplessness, however, and all hands turned out of their bunks the next morning to

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discover that the war was still on and strikes would be resumed as usual, the agonizing letdown set in. Forty days at sea had left them in no mood to be taunted by unconfirmed reports or false rumors. When it came to joking about peace, they had no sense of humor. Constant uncertainty of the future and the aggravating fatigue of extended operations against the enemy had left them with raw nerves and quick tempers.

They knew now that there would be no retirement to Eniwetok until the issue of surrender had been settled one way or the other. They knew too that the longer it took to bring the negotiations to a favorable conclusion the longer they would be fighting a war that had already been won.

For two days they sweat it out and then, on the morning of August 13, an unexpected announcement at reveille brought fresh tidings of hope. A message had just been relayed from the ship's coding room to the Captain's sea cabin ordering all strikes to be cancelled for the day and normal routine to be observed. To men who were eager to meet any good news more than halfway such a turn could mean but one thing: official word from Washington to terminate hostilities. For

the ship's company, no more nerve-straining hours at cramped battle stations. For the air group, no more adventures with death over the enemy homeland. The Japs had really hoisted the white flag this time: The end had come:



In the crazy welter of excitement and confusion which gripped the world in those days, however, nothing made sense. Less than an hour later the SHANGRI-LA was called to General Quarters. Bewildered gunners were stumbling up ladders as hatches closed behind them and heartsick pilots were streaming off the end of the flight deck, bound for Tokyo! And the one day which the ship had expected to spend in peace turned out to be the most hectic interlude she had spent in war.

Bogies swarmed out in greater numbers than ever before and tension mounted to a terrific climax as the metallic voice of 300 loud speakers shouted warning after warning. More than once the men sealed below decks--hearing without seeing--wondered if the SHANGRI-LA's hour had finally come, if she would let them down at the last moment with a bomb through her flight deck or a "fish" through her hull.

Destroyers on the picket line and combat air patrols over the force were knocking Japs out of the sky with magnificent consistency. But more kept coming out and the voice kept bearing down: "Heads up! Five enemy planes approaching at four o'clock, ten miles out!" And then, as if that were not enough: "One enemy plane directly over-

head! He's diving on the group!"

If there had been any slack at all, it tightened now. Unanimously girded for battle in their steel helmets, life jackets and flashproof clothing, the men of SHANGRI-LA stood by to fight their ship with all the vengeance and all the ferocity that the danger confront-

-100-

ing them engendered. They had come a long way without seeing the whites of the Japs' eyes, without hearing the death rattle of machinegun shells or feeling the concussive thunder of exploding bombs. But if they had to have their baptism of fire at the eleventh hour, they could take it.

For breathless moments that dragged like days they held out until the skies had cleared and the last threat had passed and then they mopped their brows, stretched their legs and resigned themselves once again to the endless monotony of waiting.

The air group more than made up for any combat opportunities the ship may have lacked that day. Bombs bursting over the airfields of Tokyo and enemy planes shot out of the sky tipped the scales of balance definitely in the carrier's favor and stopped the Jap dead in his tracks. Against meagre flak and continuously foul weather pilots from the SHANGRI-LA gave installations at Kitaura a thorough pounding, sank a large submarine at Shimoda Ko, and burned hangars and destroyed 12 grounded aircraft at Kasumigaura.

Even though peace negotiations were well underway and the U.S. press was optimistic about final acceptance by the Japanese, the Third

Fleet had a busy day in the Western Pacific. A total of 22 hostile snoopers was intercepted by Task Force 38, three of which were splashed by SHANGRI-LA patrols before they could get within striking distance of the ship.

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Two men and two planes from AIR GROUP 85 were lost in action. Engine failure during return to the carrier ditched a TEM. The pilot and one aircrewman were picked up/injured, but J. G. Shirley, ARM3c, went down with the plane. In an FG damaged by flak over Kasumigaura Lake, Ensign John H. Chapman, Jr. managed to effect a successful water landing but was subsequently abandoned by friendly planes when Japanese shore batteries repelled all attempts at rescue.

When TASK GROUP 38.4 passed the next day in a fueling area with no official word regarding the outcome of negotiations, the dismal shadow of despair began to settle down on the ship again. According to communiques the United States had reiterated the only terms which would be acceptable for unconditional surrender and tossed the proposal back to the Emperor of Japan. The Domei press seemed to be conditioning its readers for some sort of unprecedented emergency, but the vagueness of its language and the obscurity of its motive still left room for doubt. No one had forgotten the last time the Japanese talked peace--with envoys in Washington and bombers over Pearl Harbor. Who was to say whether this was another overture of treachery, an effort to stir up confusion or stall for time?

Task Force 38 pulled no punches to find out. If the enemy needed nudging, the carriers had squadrons to do it. On August 15 twelve of the SHANGRI-LA's bomber-fighters were off the deck before dawn and headed straight for the airfields of Tokyo, where they swept Kashima with a hail of withering fire that destroyed five planes and

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damaged three on the ground.

Before clearing the area and returning to the ship, however, they were forced to leave behind another luckless comrade in flight whose Corsair had gone down on Kasumigaura Lake. Handicapped by the same circumstances and committed to the same fate as the VBF pilot of two days before, Lieutenant (jg) John C. Dunn became the last member of AIR GROUP 85 to be listed as "missing in action".

For at 0637 that same morning the belated word finally came through and the bomber-fighters which were recovered from Kashima with jubilant shouting rang down the curtain on the SHANGRI-LA's final mission against the enemy homeland. From Commander TASK GROUP 38.4 came the flashing visual message to cancel all strikes and maintain strong defense patrols only, followed up an hour later by the AlNav from Secretary of the Navy James Forrestal announcing the cessation of all offensive operations.

Even at that the inertia of total war spilled over into the first few hours of peace. As victory congratulations began pouring into Third Fleet coding rooms from all over the world, numerous Japanese planes--either reluctant or uninformed--kept harassing the force. By noon they were coming out so thick and fast that the SHANGRI-LA battened down her hatches once again in self-defense and manned her battle stations.

A few of the recalcitrants penetrated to the center of the group two and/were shot down by the ship's RAPCAP, but none inflicted damage.

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By the time the carrier had secured from General Quarters the war's anti-climax had come to a close and the men who had kept their fingers crossed to the last moment cast their eyes longingly toward home.

But there were still a great many military responsibilities to be assumed before the Third Fleet could retire from the Western Pacific: a maintenance of constant patrol in the area until surrender details could be arranged and signatures affixed, and the colossal task of occupation. In the early afternoon of August 17, the SHANGRI-LA called her crew to quarters and Captain Whitehead passed the word on prospects for the future:

"I believe every officer and man aboard this ship had a hand in making the Nips say 'uncle' and I wish I could promise you the one reward you deserve above everything else: an early return to the States. But of course you know the situation out here as well as I do. There's still a lot of unfinished business to be taken care of in converting from war to peace. And the sooner we adapt ourselves to this period of readjustment, the easier it's going to be. Now that we've settled down to postwar routine, perhaps we shall have time for some of the things we couldn't get around to while the Japs were on our tail. Meanwhile, it's much too early to make any predictions about where we'll go or what we'll do. It is possible that we may take part in some phase of the occupation."

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He was right. Two days later the USS OZARK (LSV2) pulled up alongside and the ship's detachment of Marines, together with a medical detail, were transferred aboard for temporary duty in connection with the initial landing of U.S. occupational forces in Japan.

Despite the rapid transition from war to peace, life aboard the SHANGRI-LA lost little of its thrill and excitement during the first few days after the cessation of hostilities. On the afternoon of August 22 Task Force 38 staged a spectacular air parade. Every flyable carrier plane took to the skies, formed up beyond the Pacific horizon and flew over the various groups in solid formation. Out of a distant overcast dead ahead they stretched as far as the eye could see--1,001 in all, wing to wing and prop to tail--swarming over the thronged decks of the Third Fleet's warships like a drifting thunderhead. To the cheering thousands who watched them from below--who owed a great measure of their victory and security to the gallant fighting spirit of these men with wings, they brought a lump of gratitude and a swell of pride.

On the same day, from a destroyer alongside, Vice Admiral John H. Towers, USN, and three members of his staff were transferred aboard the SHANGRI-LA in preparation for the relief of Vice Admiral McCain, Commander Second Carrier Task Force Pacific, who was scheduled for return to the States and retirement from active duty.

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The entry of designated fleet units into Sagami Wan was originally set for August 26, but a recurrent spell of bad weather postponed the operation for a day. AIR GROUP 85 flew combat air patrol over the vanguard of the occupation forces and press representatives, photographers and commentators over the Tokyo area. In a series of reconnaisance hops over war camps on the island of Honshu, pilots from the SHANGRI-LA dropped food to prisoners who were suffering from malnutrition, and on August 28 a TBM from Torpedo Squadron 85 delivered liaison and public information representatives to Atsugi in the first landing of a naval airplane on the Japanese homeland. Subsequent flights over prisoner-of-war camps and patrols over the Tokyo entrance rounded out another busy day for the airmen and brought interesting tales back to the ship of Japanese acquiescence. No opposition was encountered on any of the sorties. At airfields many planes had been pulled out of hiding but none were operating. Civilians who two weeks before had taken cover at the first drone of an engine now calmly went about their business without even as much as an upward glance.

On August 30 the end of the war began to take on real personal significance as the USS DAYTON (CL105) pulled up alongside the carrier and the first officers and men to be released from active duty were transferred aboard. The SHANGRI-LA gave them a rousing send-off, rigging her boatswain's seat with a homeward bound pennant and breaking out her band.

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While the carrier was still steaming in an area east of Tokyo Bay on September 1, Vice Admiral Towers officially relieved Vice Admiral McCain as Commander Task Force 38 and that afternoon, in a heavy rain squall, both officers left the ship by destroyer to attend the formal surrender ceremony aboard the MISSCURI.

On the fantail members of the staff who were remaining behind and many of the air group pilots and ship's company officers said goodbye for the last time to the gallant, goodnatured warrior who was a friend to every man in his force and an enemy to every Jap. His stirring message of farewell to all hands who had served under him on his final tour of duty was a classic of heartfelt sentiment and restrained dignity: "I am glad and proud to have fought through my last year of active service with the renowned fast carriers. War and victory have forged a lasting bond among us. If you are to be as fortunate in peace as you have been victorious in war, I am now talking to 110,000 prospective millionaires. Goodbye, good luck, and may God be with you."

The following morning, on one of the most momentous occasions in modern history, 67 pilots from the SHANGRI-LA joined other groups from Task Force 38 in a parade of air power over the Emperor's Palace

and the USS MISSOURI, rendezvous of the surrender signatories. As a fitting climax to this great day of prayer and rejoicing, torpedo planes from AIR GROUP 85 landed on the airfield at Atsugi, picked up four SHANGRI-LA pilots and one aircrewman who had been

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released from prison camps near Tokyo and returned them to the ship.

They all brought back the same familiar tales of wretched subsistence and fiendish atrocities. One of them, Lieutenant (jg) Edward Dixon, Jr., had been lost over Kyushu as far back as June 3, when Corsairs from the SHANGRI-LA had put up their second great air battle over this southern Japanese island. Interrogated, beaten and ill-fed for three months, he had survived through sheer physical resistance and a determined will to live.

Suffering similar experiences of shorter duration, Lieutenant (jg) Richard W. Mann and his radio-gunner, Robert F. Hanna, ARM2c, had been captured and imprisoned after their Helldiver was shot down over Kure on July 24, during an attack on the battleship HARUNA. Until the initial occupational forces had landed and war camps had been inventoried, all hope for the survival of these three men had been definitely abandoned.

With the other two it was different. Both Lieutenant (jg) John C. Dunn and Ensign John H. Chapman, Jr. had gone down on Kasumigaura Lake when the end of the war was near. They too had been humiliated and abused at the hands of their captors--prodded with bayonets,

mauled with clubs and stoned by civilians. But their misery was more endurable and their hopelessness less abject for they knew the war was almost over. Unless the enemy put an end to them in a fit of angry reprisal, they at least would escape the rigors of malnutrition, dysentery and slow death by starvation.

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On September 3 the ship and AIR GROUP 85 came to a final parting of the ways. As the USS ATTU (CVE102) slid up alongside with CARRIER AIR GROUP 2 aboard for replacement, the men who had flown with the SHANGRI-LA through her entire tour of combat duty were transferred in an exchange at sea. Save for seven weeks at Pearl Harbor they had all slept, eaten, trained and fought together ever since shakedown. That day they said goodbye. To those departing the regret of separation was alleviated by immediate prospects of the States and home; to those remaining it was merely aggravated.

Although the ATTU remained off the starboard quarter most of that afternoon, adding to her passenger list many of the ship's officers and men who were eligible for separation, AIR GROUP 85 was not completely replaced until the next day, when 80 of her planes were launched and 80 of CVG 2's were landed.

After that the remainder of the carrier's days at sea were only occasionally highlighted by incidents of exceptional interest and departure from routine.

On September 5 TASK GROUP 38.4 was dissolved and a reorganization which became effective at 0800 changed its designation to 38.1. The composition remained the same, with Vice Admiral Towers, Commander Second Carrier Task Force Pacific, still in the SHANGRI-LA, and Rear Admiral Radford, Commander TASK GROUP 38.1 in the YORKTOWN. That afternoon AIR GROUP 2, under Commander I. M. Hampton, got its first workout. In their initial training exercises and familiar-

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ization flights the new pilots got off to a propitious start with a "well done" from Commander Wigelius, the ship's Air Officer.

A couple more entries in the SHANGRI-LA's log brought realization of peace a little nearer home. On September 8--with bitter tales of subsistence on K-rations and salt water showers--the Marines returned aboard after their tour of temporary occupational duty at Yokosuka. And that night the blackout at sea was officially lifted for the first time since the beginning of the war.

By now only one dreary hangover from hostilities remained: the persistent continuation of a long, arducus cruise which had begun in San Pedro Bay on the 1st of July. But that too came to an eventual end when the SHANGRI-LA steamed proudly into Tokyo Bay on September 16 with TASK GROUP 38.1 and dropped her anchor off Yokohama. After 78 consecutive days at sea and 28,702 miles of uninterrupted cruising since her sortie from the Philippines, she rigged her ladders and lowered her boats in waters which a little over a month ago had belonged exclusively to the enemy.

Dead ahead, inside the breakwaters of Yokosuka, stood the blackened hull of the NAGATO, her charred topmast flying American colors, and beyond her, with wary batteries trained out to sea, the USS SOUTH DAKOTA (BB57). Exactly one year and one day after her commissioning in the Norfolk Navy Yard, the "Tokyo Express" had arrived: She had gotten a late start and it had been an anxious journey. But she had been a lucky ship. Fresh from training and new to combat,

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she had launched her first strikes at a time when the Navy was sustaining its heaviest losses of the war, when <u>Kamikazes</u> around Okinawa were dealing the U.S. fleet a series of trip-hammer, body-crashing blows that only the efficiency of its logistics and the overwhelming superiority of its numbers could continuously absorb. Yet she had come through without a scratch.

From the 10th of July to the cessation of hostilities she had flung her squadrons against the Empire homeland from a launching point that would have astounded the old USS HORNET and her trailblazing Tokyo flyers. Yet not a single Jap plane had come close enough to set off the defensive fire of her combined batteries.

For all of her offensive operations and most of her protection she gave full credit to the men with wings. It was they who carried the war to the skies of the enemy, who blew the Japs out of the caves of Okinawa and dumped cargoes of destruction on Hokkaido, Honshu and Kyushu. In exchange for the lives which they had lost, the material damage they had suffered and all the rigorous hardships in between, the pilots of CARRIER AIR GROUP 85 had downed or destroyed 389 Japanese planes, sunk or destroyed 55 ships and blasted 33 locomotives.

Behind them--day in and day out--the SHANGRI-LA had divided her time between hustling and waiting, armed to the teeth and buttoned up to the last hatch. Her prime mission was to place against the enemy the greatest air power possible and anything which did not contribute to that end was secondary. Every battle station aboard ship--

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from the towering gun director in sky forward to the keel-deep radar screens in CIC--was structurally designed and specifically manned to get her squadrons off in time, to keep them flying, and to be there--safe and sound--when they got back. In the measure to which she fulfilled these objectives, the SHANGRI-LA discharged her responsibilities to AIR GROUP 85, contributed to the defeat of Japan, and brought a happy ending to a 3-year-old American dream.

While she still stood in Tokyo Bay on September 19, dispatching liberty parties to the Japanese homeland and awaiting orders to return to the States, her most fantastic story of the war suddenly came to light in an epilogue of high adventure and willful selfpreservation. A dispatch announcing the survival of Oliver B. Rasmussen, ARMIC, who had disappeared from action in an SB20 over southern Hokkaido on July 14, unfolded an amazing tale of youthful resourcefulness and courageous ingenuity.

After an attack on an enemy train at Tomakomai, the bomber in which he was flying pulled up into a low overcast and struck its left wing against a mountainside. The pilot, Lieutenant (jg) Howard E. Eagleston, Jr., was killed immediately, but Rasmussen suffered only a few abrasions and minor shock. Sleeping off recurrent spells of amnesic dizziness for the first two days, he recovered his composure and wandered through the rugged wilderness of the island. His first real nourishment came from a cow staked near an isolated farmhouse. Every night for nine days he stole to the spot, milked -112-

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her dry and drank his fill. When the farmer eventually turned the animal loose because she was failing to produce, Rasmussen wandered back into the hills again, found a deserted railroad shack and there-for nearly a week--subsisted on onions stolen from a Jap garden, raw frog's legs, bird's eggs which were still warm, and uncooked rice.

Then his luck began to change and the trail grew hot. A Jap workman discovered him in his hideout and he spent another week moving about to avoid suspicion. With lumber which he found he built a crude shack in a secluded clump of trees near five farms, and every night he made his way to a river where the Japs cooled their milk in cans, skimmed off the cream and drank it.

"My best night was 9 quarts," he said, "but I couldn't take it with me. It would have soured. On the night of September 5 dogs started howling at one of the farms and several Japs came out jabbering excitedly. One started to close in on me and I bowled a couple over and ran like hell. That was really my closest call:"

Shortly afterward, in his wanderings, he began to notice Allied planes flying low and unmolested over the countryside and he began to wonder if the war could possibly be over. But he was afraid to take a chance. For ten more days he kept up his nightly raids on community farmhouses, feeding upon raw corn, squash and on a couple of occasions, boiled potatoes and stew.

The increasing number of American planes over the area aroused his hopes again and on September 15 he made his way to a beach, drew

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the word "HELP" in bold letters and sat down to test his luck. When nothing happened he decided to venture into the town of Tomakomai and on his way stumbled into a Jap who was carrying a scythe. Instinctively wary of any potential weapon, he made a show of defense at first, then withdrew his phrase book and conveyed the fact that he was an American. Whereupon the man broke a cigarette in two, handed him half and then after much unintelligible jabbering and many gesticulations confirmed the message which Rasmussen had read in the sky: the war was over!

In Tomakomai the chief of police called in an interpreter who questioned him about the strange recurrence of farmhouse thefts in the community. Rasmussen shook his head and admitted nothing. After the miracle of his survival on the mountainside and the exhaustive task of keeping himself alive for 68 days while eluding capture, he had no intentions of being stymied this late in the game by complicated ethics. He was alive. His conscience was clear.

The next day an Army officer from the Air Evacuation Center at Chitosi took him in hand, arranged for his flight to Atsugi and for further transportation to Yokosuka, where the SHANGRI-LA had shifted

berth to a mooring buoy inside the breakwater.

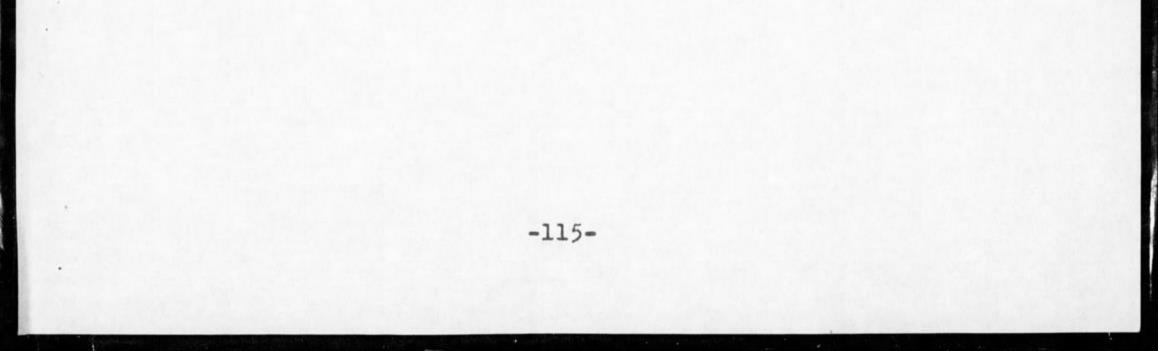
The world he came back to in a motorboat was a great deal different than the world he had left behind in the rear seat of a Helldiver. AIR GROUP 85 had been detached from the ship and most of his old buddies were gone. Even the carrier from which he had taken off so many

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times to do battle looked strangely out of place standing at peace in Tokyo Bay. But the warm showers and the hot meals struck a nostalgic chord of familiarity. So did the Class 2 air priority coming up-and the homeward flight to the States--and his mother, who didn't even know he was alive. . . .

THE END



CV38/A12-1 Serial: 0302 U.S.S. SHANGRI-LA (CV38) c/o Fleet Post Office San Francisco, California 60/FAN/gs

REG. NO 2443 R.S. NO REC. SHEET NO 13

OCT 6 1945

C-O-N-F-I-D-E-N-T-I-A-L

From: Commanding Officer. To: The Commander in Chief, U.S. Fleet.

Subject: War Diary, U.S.S. SHANGRI-LA (CV38).

Reference:

(a) CominCh ltr. FF1/Al2-1/Al6-3, serial 7152 of 29 October, 1943.
(b) ALNAV 176 of 1943.

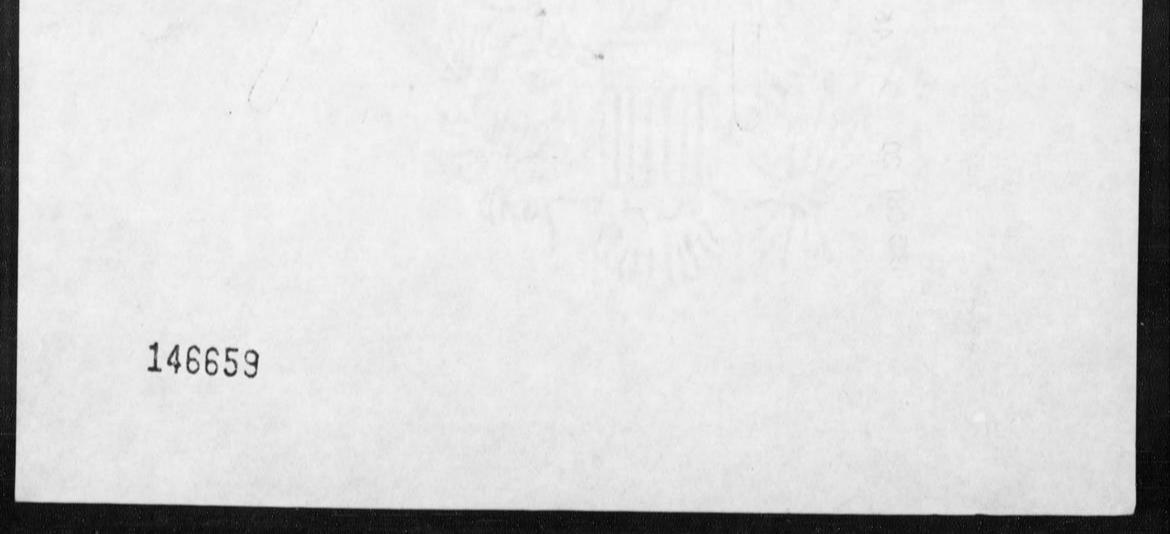
Enclosure:

(A) Installment of War Diary of U.S.S. SHANGRI-LA (CV38) for period 1 September, 1945 to 30 September, 1945.

1. In accordance with instructions contained in references (a) and (b), enclosure (A) is forwarded herewith, the War Diary of U.S.S. SHANGRI-LA (CV38) for the period of 1 September, 1945 to 30 September, 1945.

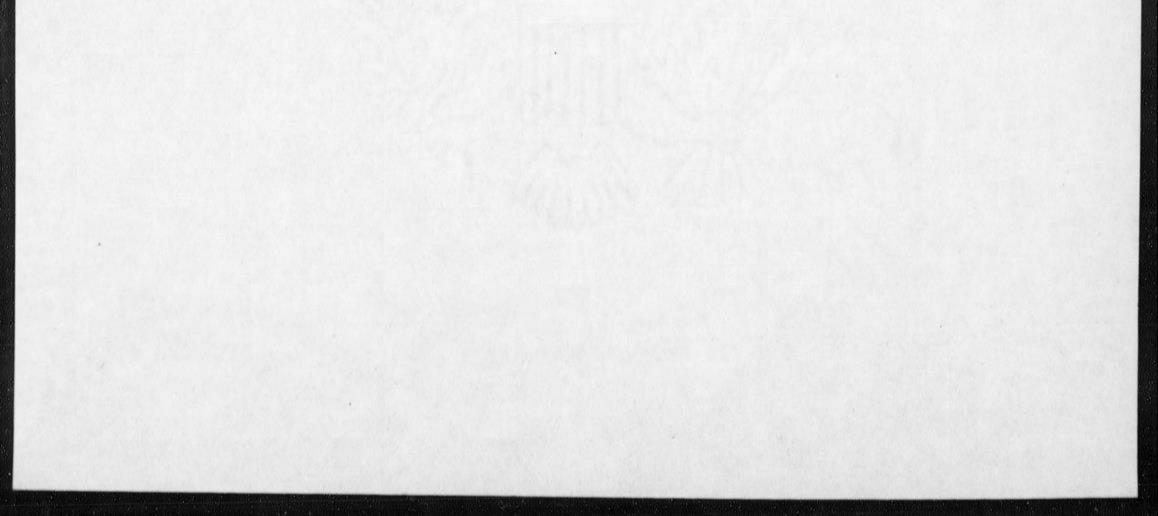
R. F. WHITEHEAD

cc: CincPac ComAirPac File





<u>C-O-N-F-I-D-E-N-T-I-A-L</u> WAR DIARY U.S.S. SHANGRI-LA (CV-38) From 1 September, 1945 To 30 September, 1945 Pages 1 to 8





C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

1 September 1945. (Zone minus 9 time)

Attached to and operating with Task Group 38.4 of the Third Fleet in Japanese waters. Air Group CVG85 embarked. Task Group flagship is YORKTOWN (CV10). SHANGRI-LA is flying the flag of Vice Admiral John S. McCain, USN, Commander Second Carrier Task Force and Commander Task Force 38. Steaming in the area east of TOKYO BAY to support the entry of occupation forces into the Empire. Sent two planes into YOKOSUKA and flew Combat Air Patrols. Reconnaissance flights were cancelled because of bad weather. At 1000 Vice Admiral John H. Towers, USN relieved Vice Admiral McCain as Commander Second Carrier Task Force and Commander Task Force 38. Both the admirals left the ship by destroyer in the afternoon to go into TOKYO to attend the formal surrender. Vice Admiral Towers then to return to this ship, Vice Admiral McCain to proceed to the United States. At 1718 ESSEX (CV9) left this Task Group to proceed to replenishing area in preparation for return to the United States.

	POSITIONS	
TIME	LAT.	LONG.
0800	34 - 33.2 N	142 - 09.9 E
1200	34 - 24.6 N	142 - 11.5 E
2000	34 - 44.7 N	141 - 57.2 E

2 September 1945.

Steaming as before with Task Group in assigned operating area. At dawn we sighted land for the first time since 1 July 1945. This was the island of HONSHU east of TOKYO BAY. Later in the day the islands of O SHIMA and MIYAKE SHIMA were visible,

and before sunset had one view of FUJI-SAN peak at a distance of about 95 miles.

Air operations were CAP over TOKYO BAY plus a mass flight of 67 planes which joined other groups from Task Force 38 in a parade of air power over TOKYO and the MISSOURI where the formal surrender was signed. Our torpedo planes landed at ATSUGI and picked up 4 pilots and 1 air crewman from Air Group 85 who had just been released from prisoner of war camps near TOKYO. They were returned to the ship.

-l-



C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

2 September 1945. (continued)

	POSITIONS	
TIME	LAT.	LONG.
0800	34 - 35.5 N	139 - 47.3 E
1200	34 - 40.0 N	140 - 07.5 E
2000	34 - 15.9 N	141 - 07.7 E

3 September 1945.

At dawn Task Group 38.4 joined the replenishing group 30.8. SHANGRI-LA took fuel from a tanker and then went alongside the CVE ATTU to receive personnel of Air Group CVG2 and transfer personnel of CVG85 which had been assigned to the ship since commissioning. Also transferred some ship's officers and enlisted men for transportation to the United States and release from active duty.

	POSITIONS	
TIME	LAT.	LONG .
0800	32 - 03.6 N	144 - 08.4 E
1200	32 - 20.3 N	144 - 32 E
2000	32 - 05.7 N	145 - 01.9 E

4 September 1945.

The Task Group remained with the replenishing group today. We completed the exchange of air groups by launching all planes of CVG85 to land on replacement CVE's and receiving the planes of CVG2, which were newer planes of the same types: Corsair, Hellcat, Helldiver, and Avenger. During the time in the combat zone, Air Group 85 showed the following record in action reports: Enemy planes destroyed in the air 50 14 Enemy planes damaged in the air 134 Enemy planes destroyed on ground 190 Enemy planes damaged on ground 22 Enemy ships sunk 58 Enemy ships damaged 65 Own planes lost 32 Own personnel lost

After exchange of airplanes, SHANGRI-IA took ammunition from an ammunition ship and gasoline from a tanker; held AA gunnery practice in the late afternoon.

-2-



C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

4 September 1945 (continued)

POSITIONS	
LAT.	LONG.
32 - 15.7 N	143 - 23.3 E
	142 - 58.3 E
33 - 08.9 N	142 - 12.5 E
	$\frac{LAT}{32 - 15.7 N}$ 32 - 01.4 N

5 September 1945.

At 0800 Task Force 38 was reorganized. Task Group 38.4 changed designation to 38.1 with Yorktown (Rear Admiral Radford, Com Car Div 6 and Commander Task Group 38.1). Shangri-La (Vice Admiral J. H. Towers, Commander Second Carrier Task Force and Commander Task Force 38), Bon Homme Richard, Independence, and Cowpens assigned plus supporting and screening vessels. At 0820 by order of CTG 38.1, Shangri-La screened by DD's Huntington, Moale, Lowry, left the formation to operate independently training our new air group (CVG2) to rejoin the Task Group before sunset. During the night after rejoining the Task Group we crossed the NANPO SHOAL south of MIKURA SHIMA into the Philippine Sea

	POSITIONS	
TIME	LAT.	LONG.
0800	34 - 00.7 N	141 - 17.9 E
1200	34 - 27.3 N	141 - 32.7 E
2000	33 - 53.9 N	140 - 09.1 E

6 September 1945.

After fueling two destroyers, Shangri-Ia at 0743 cleared the formation, screened by DD's Heerman, Moale, and Lowry to operate independently same as yesterday for training our air group. At 1050 Lowry exploded a floating mine near us with gunfire. Rejoined the Task Group at 1800.

	POSITIONS	
TIME	LAT.	LONG.
0800	33 - 54.3 N	137 - 36.0 E
1200	34 - 04.5 N	138 - 07.2 E
2000	33 - 42.0 N	137 - 55.4 E

-3-



C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

7 September 1945.

After fueling three destroyers, SHANGRI-LA at 0645 cleared the formation, screened by DD's SWENSON, COLLETT, BRUSH, to operate independently same as yesterday for final training of own air group in CV operation. At 1130 USS COLLETT exploded a floating mine with gunfire. The air group flew in mass formation over the YORKTOWN and at the end of the day appeared fully ready for Task Group operations. Rejoined the Task Group at 1725. Ensign J. V. Merline of Air Group 2 made the 14,000th landing aboard.

	POSITIONS	
TIME	LAT.	LONG.
0800	33 - 40.2 N	138 - 06.9 E
1200	33 - 34.5 N	138 - 06.8 E
2000	33 - 23.7 N	137 - 50.8 E

8 September 1945.

Operating with Task Group 38.1. Our air group flew CAP over own force and made reconnaissance flights over NAGOYA area but Prisoner of War camps found were already evacuated. Our marine detachment returned aboard via the APA GARRARD, having done guard duty at YOKOSUKA during the initial occupation. At sunset all ships turned on full running lights and used visual signallights for the first time at sea since the war began (and for the first time since SHANGRI-LA was commissioned.)

	POSITIONS	
TIME	LAT.	LONG.
0800	34 - 02.8 N	138 - 18.9 E
1200	33 - 48.5 N	137 - 51.7 E
2000	33 - 27.3 N	138 - 03.0 E

9 September 1945.

Task Group 38.1 joined the logistics group at dawn. We took gasoline and fuel oil from tanker. Took replacement planes and flew routine patrols.



C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

9 September 1945 (continued)

	POSITIONS	
TIME	LAT.	LONG.
0800	32 - 02.2 N	138 - 42.7 E
1200	32 - 04.4 N	139 - 12.4 E
2000	32 - 41.0 N	140 - 22.4 E

10 September 1945.

Operating with Task Group 38.1. Flew reconnaissance flights over TOKYO BAY area. Found no occupied Prisoner of War Camps and no unusual activity on any air fields.

	POSITIONS	
TIME	LAT.	LONG.
0800	34 - 56.7 N	141 - 10.4 E
1200	34 - 53.7 N	141 - 47.3 E
2000	35 - 25.6 N	142 - 39.1 E

11 September 1945.

Operating with Task Group 38.1. Flew reconnaissance mission without incident over the TOKYO BAY area. Air operations were cancelled in the afternoon pending arrangements to rendezvous with a tanker.

	POSITIONS	
TIME	LAT.	LONG.
0800	35 - 30.4 N	142 - 06.8 E
1200	35 - 29.9 N	142 - 15.6 E

1200	22 - 27.7 N	THE - 73.0 E
2000	34 - 58.7 N	141 - 49.4 E

12 September 1945.

At 0200 SHANGRI-LA was detached by order of Commander Task Force 38. We left Task Group 38.1 and screened by destroyers LOWRY and COTTEN proceeded toward TOKYO BAY entrance. At noon we joined AO-62 TALUGA which had come out of TOKYO BAY. We went alongside and transferred all our aviation gasoline (120,000 gallons), in order to commence repairs on some leaking gasoline tanks. We left the tanker at 1530 and proceeded to rejoin Task Group 38.1.



C-O-N-F-IDE-N-T-I-A-L

W-A-R D-I-A-R-Y

12 September 1945. (continued)

	POSITIONS	
TIME	LAT.	LONG.
0800	34 - 36.0 N	140 - 54 E
1200	34 - 32.8 N	140 - 05.8 E
2000	35 - 03.2	141 - 19.5 E

13 September 1945.

At 0500 rejoined Task Group 38.1. We maneuvered with the group but did not operate planes because, ship's tanks being empty, we were saving the fuel in the planes. We began receiving air mail via destroyer from YOKOSUKA.

	POSITIONS	
TIME	LAT.	LONG.
0800	35 - 29.0 N	142 - 16.0 E
1200	35 - 35.0 N	142 - 14.0 E
2000	35 - 17.5	141 - 50.9 E

14 September 1945.

Task Group joined fueling group at dawn. We topped off with fuel oil from tanker. Held gunnery practice in the afternoon.

	POSITIONS	
TIME	LAT.	LONG.
0800	33 - 38.6 N	140 - 54.7 E
1200	33 - 40.8 N	141 - 25.3 E
2000	34 - 36.8 N	141 - 34.3 E

15 September 1945.

(Enclosure A)

Steamed with Task Group 38.1 on this first anniversary of SHANCRI-LA's commissioning. Did not operate planes. Since commissioning, SHANGRI-LA steamed 74, 737 miles, took fuel 29 times from a tanker at sea, and fueled 94 destroyers at sea. Total landings on board were 14,247.

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C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

15 September 1945.

	POSITIONS	
TIME	LAT.	LONG.
0800	35 - 19.7 N	141 - 54.2 E
1200	35 - 29.0 N	142 - 06.7 E
2000	34 - 51.0 N	141 - 15.1 E

16 September 1945.

Task Group 38.1 started in past O SHIMA island at dawn; the carriers formed column (YORKTOWN, SHANGRI-LA, BON HOMME RICHARD, COWPENS, INDEPENDENCE) at 0930 we anchored for the first time since departure from LEYTE GULF on 1 July, this time off YOKOHAMA. Purpose of entering TOKYO BAY was to give ships of the group 5 days upkeep at anchor. Since departing from LEYTE we steamed 28,702 miles without stopping.

139 - 45.5 E

	POSITIONS	
E	LAT.	
ō	35 - 13.5N	

17 September 1945.

TIM 080

At anchor TOKYO BAY. In the afternoon we went to 4 hours notice for getting underway because of an approaching typhoon. High wind was expected on the 18th, but about 2100 the wind was 20 knots increasing. At 2330 Commenced preparations for getting underway.

18 September 1945.

(Enclosure A)

At 0015 set special sea details. Wind increasing in force from south. Many small craft sighted adrift during the night. At 0548 commenced turning over two outboard engines to ease the strain on the anchor. Wind was 50 knots, with gusts of 60. At 0615 wind was highest - 62 knots for 1 minute with gust of 67 knots, from south. At 1000 was the lowest barometer reading 29.25 inches. Between 1000 and 1100 the center of the typhoon passed about 140 miles north west of us, moving north east. Wind died gradually and shifted westerly in the afternoon. During the forenoon the ship dragged anchor about 1000 yards northward. The captain decided to remain where we were, as we were not interfering with any other ship's berth.

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C-O-N-F-I-D-E-N-T-I-A-L

W-A-R D-I-A-R-Y

19 September 1945.

Anchored as before.

20 September 1945.

At 0000 Third Fleet units in the TOKYO area changed designation to Fifth Fleet, Admiral Spruance in the NEW JERSEY having relieved Admiral Halsey in command of U.S. Naval forces in Japan. The Second Carrier Task Force became Task Force 58, Vice Admiral Towers in SHANGRI-IA commanding, and ComCarDiv6, in the YORKTOWN became Commander Task Group 58.1.

21 September 1945.

Original plans to spend 5 days at anchor and return to sea as a group now changed by Commander Task Force 58. Task Group 58.1 will remain in TOKYO BAY after 22 September, with one carrier at a time operating in SAGAMI WAN to take care of any air missions that might arise. SHANGRI-LA is allowed special availability with the service force present to repair gasoline tanks.

At 1500 shifted berth to mooring buoy #6 inside YOKOSUKA breakwater.

22-30 September 1945.

Moored as before to buoy #6 at Yokosuka. On 26 September completed repairs to gasoline tanks and filled tanks to half capacity with aviation gasoline. The ship is now ready for operations.

The following ammunition was expended during September by the ship:

5"38 Cal. AA 40mm 20mm 27 rounds 1312 rounds 1092 rounds

R.F. Ohe R.

R. F. WHITEHEAD





U.S.S. SHANGRI-LA (CV38) c/o Fleet Post Office San Francisco, California

REG. NO 255-

60/FAN/gs

Ru-G

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

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

From 1 October, 1945

To 31 October, 1945

Pages 1 to 7

150196

CV38/A12-1 Serial: 0311 U.S.S. SHANGRI-LA (CV38) c/o Fleet Post Office San Francisco, California 60/FAN/gs

8 NOV 1945

C-O-N-F-I-D-E-N-T-I-A-L

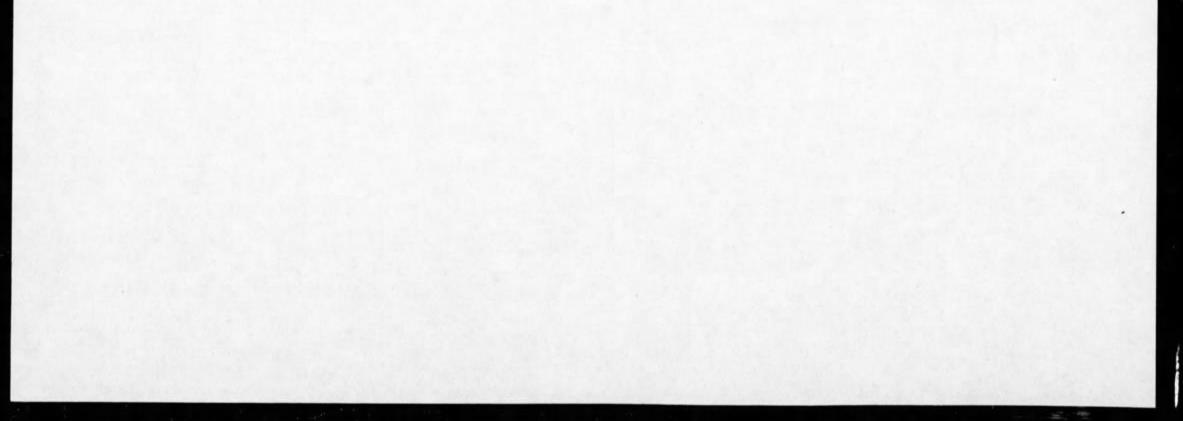
From: To:	Commanding Officer. The Commander in Chief, U.S. Fleet.
Subject:	War Diary, U.S.S. SHANGRI-LA (CV38).
Reference:	 (a) CominCh ltr. FF1/A12-1/A16-3, serial 7152 of 29 October, 1943. (b) ALNAV 176 of 1943.
Enclosure:	(A) Installment of War Diary of U.S.S. SHANGRI-LA (CV38) for period 1 October, 1945 to 31 October, 1945.

1. In accordance with instructions contained in references (a) and (b), enclosure (A) is forwarded herewith, the War Diary of U.S.S. SHANGRI-LA (CV38) for the period of 1 October, 1945 to 31 October, 1945.

R. F. WHITEHEAD

cc:

CincPac ComAirPac File



C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

1 October 1945. (Zone minus 9 time)

Moored to buoy in YOKOSUKA HARBOR, TOKYO BAY, JAPAN. Attached to Task Group 58.1. Flying the Flag of Commander Second Carrier Task Force and Commander Task Force 58, Vice Admiral J. H. TOWERS. Air Group CVG 2 is embarked. YORKTOWN is Task Group flagship. At 1114 by order of Task Group Commander, got under way as Task Unit 58.1.10 in company with Yorktown, Hancock, Cowpens, plus escorts, for Okinawa, thence to the West Coast. We were scheduled to get under way at daylight but fog caused the zero hour to be delayed. The movement resulted from Commander Task Force 58 Operation Order for having Task Group 58.1 embark passengers due for release from service and proceed to the West Coast. 58.1.10 was to pick up passengers at Okinawa, other units in the Marianas and all units to rendezvous with tankers on 9 October at Lat 35-45°N, 142-30°E.

	POSITIONS	
TIME	LAT.	LONG.
1200	35 - 15.8 N	139 - 45.5 E
2000	33 - 53.3 N	138 - 09.0 E

2 October 1945.

Steaming en route to Okinawa with Task Unit 58.1.10. Held training flights, deck load launches. At 1342 made an emergency turn to avoid a floating mine dead ahead.

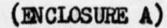
	POSITIONS	
TIME	LAT.	LONG.
0800	33 - 06.0 N	135 - 57.1 E
1200	31 - 39.9 N	134 - 58.8 E
2000	30 - 50.4 N	134 - 04 E

3 October 1945.

Steaming en route Okinawa with Task Unit 58.1.10. Topped off destroyers and held routine training flights.

	POSITIONS	
TIME	LAT.	LONG.
0800	29 - 12.5 N	131 - 51.4 E
1200	29 - 11.9 N	131 - 41.8 E
2000	28 - 09.5 N	130 - 43 E

-1.





C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

4 October 1945.

Steaming en route Okinawa with Task Unit 58.1.10. Held gunnery practice in the forenoon, then entered Buckner Bay and anchored at 1418.

	POSITIONS	
TIME	LAT.	LONG.
0800	26 - 28.6 N	129 - 08.2 E
1200	26 - 15.8 N	128 - 22. E

5 October 1945.

At anchor Buckner Bay, Okinawa. Received aboard 1730 passengers for trip to the West Coast.

6 October 1945.

At anchor Buckner Bay. 1526 Got under way with Task Unit 58.1.10 for the West Coast. Before departing, the Task Group Commander shifted his flag from Yorktown to Boxer and part of his staff transferred to Shangri-La which became flagship of the Task Group and Task Unit as well as Task Force 58. Flew homeward bound pennant leaving harbor.

	POSITIONS	
TIME	Lat.	Long.
2000	26 - 44.5 N	128 - 47.5 E

7 October 1945.

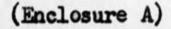
Steaming with Task Unit 58.1.10 en route to West Coast. All planes are parked on flight deck and passengers are sleeping on hangar deck. No flight operations.

POSITIONS

LAT. 28 - 30.4 N 29 - 11.4 N 30 - 16.7 N

-2-

LONG. 131 - 31.8 E 132 - 30.2 E 134 - 15 E



C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

8 October 1945.

Steaming as before. Topped off destroyers.

	POSITIONS	
TIME	LAT.	LONG.
0800	32 - 07.1 N	136 - 58.7 E
1200	32 - 48.2 N	138 - 01. E
2000	33 - 52.3 N	139 - 46 E

9 October 1945.

At dawn the Task Unit joined the fueling group, four tankers, and Shangri-La took fuel. During the forenoon the other units joined us, having picked up passengers in the Marianas. At 1430 Task Group 58.1 took departure from the fueling group. We set course 080° (OTC in Shangri-La) to southward of our great circle track, in order to be certain that the typhoon which just struck Okinawa yesterday would pass us to the west and north.

	POSITIONS	
TIME	LAT.	LONG.
0800	36 - 05 N	142 - 30 E
1200	36 - 35.6 N	142 - 48.5 E
2000	37 - 14.3 N	144 - 37 E

10 October 1945.

Steaming as before en route to San Pedro Bay. At 0900 set clocks ahead one hour to zone minus ten time. At 0956 changed Task Group designation from 58.1 to 38.1, because the Third Fleet is in West Coast Ports.

	POSITIONS	
TIME	LAT.	LONG.
0800	37 - 47.5 N	148 - 36.3 E
1200	37 - 56. N	149 - 36.5 E
2000	38 - 19 N	152 - 17 E

0000	
1200	
2000	

11 October 1945.

Steaming as before en route to San Pedro Bay. Topped off destroyers.

	POSITIONS	
TIME	LAT.	LONG.
0800	39 - 00.3 N	156 - 13 E
1200	39 - 10.4 N	157 - 17 E
2000	40 - 14 N	159 - 42 E

-3-

(Enclosure A)



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C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

12 October 1945.

Steaming as before en route San Pedro Bay. At 0900 set clocks ahead one hour to zone minus eleven time.

	POSITIONS	
TIME	LAT.	LONG.
0800	41 - 41.5 N	163 - 44.7 E
1200	42 - 03	164 - 47
2000	42 - 55	167 - 37

13 October 1945.

Steaming as before en route San Pedro Bay. Topped off destroyers. 0900 Set clocks ahead one hour to zone minus twelve time.

	POSITIONS	
TIME	LAT.	LONG.
0800	44 - 03.4 N	171 - 46. E
1200	44 - 03.7 N	172 - 47.5 E
2000	44 - 41.2 N	175 - 30.9 E

13 October 1945.

Steaming as before en route San Pedro Bay. 0000 Changed to zone plus twelve time (repeating yesterday's date). 0750 Crossed 180th meridian.

	POSITIONS	
TIME	LAT.	LONG.
0800	45 - 38.1 N	179 - 55.6 W
1200	45 - 51.5 N	178 - 59.8 W
2000	46 - 24.3 N	175 - 10.1 W

14 October 1945.

Steaming as before en route San Pedro Bay. 0900 Set clocks ahead to zone plus eleven time.

	POSITIONS		
TIME	LAT.	LONG.	
0800	46 - 46.8 N	170 - 27 W	
1200	46 - 53.1 N	169 - 16 W	
2000	47 - 01.5 N	165 - 58.3 W	

-4-

(Enclosure A)

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U.S.S. SHANGRI-LA (CV38) c/o Fleet Post Office San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

15 October 1945.

Steaming as before en route San Pedro Bay. Topped off destroyers.

	POSITIONS	
TIME	LAT.	LONG.
0800	47 - 00.3 N	160 - 51 W
1200	47 - 00.0 N	159 - 07.2 W
2000	46 - 54.8 N	156 - 16 W

16 October 1945.

Steaming as before en route San Pedro Bay. 0900 Set clocks ahead one hour to zone plus ten time. 1005 Task Units 38.1.2 and 38.1.3 left the formation (Bon Homme Richard, Yorktown, Independence, Oakland, Topeka, Duluth plus 12 destroyers) for San Francisco and Seattle. Shangri-La became guide of Task Unit 38.1.1 (with Hancock, Cowpens plus four destroyers). Set course for San Pedro Bay.

	POSITIONS		
TIME LAT.		LONG.	
0800	46 - 25.5 N	151 - 25.6 W	
1200	46 - 09.4 N	150 - 19.0 W	
2000	45 - 28.5 N	147 - 37.5 W	

17 October 1945.

Steaming as before en route San Pedro Bay. At 0900 set clocks ahead one hour to zone plus nine time.

	POSITIONS		
TIME	LAT.	LONG.	
0800	44 - 21 4 N	143 - 38 W	
1200	44 - 11 N	142 - 39 W	

2000

43 - 31 N

140 - 09.3 W

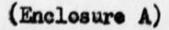
18 October 1945.

Steaming as before en route San Pedro Bay.

POS	SI	TIONS	
	L	IT.	
42	-	13.6	N
42	-	01.7	N
40	-	59.5	N

-5-

LONG. 136 - 56.7 W 135 - 40 W 133 - 18.6 W





C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

19 October 1945.

Steaming as before en route San Pedro Bay. 1630 Cowpens plus two destroyers left the formation to proceed to San Diego. Remaining ships of 38.1.1 formed column - Shangri-La, Hancock, Erben, and Huntington.

	POSITIONS	
TIME	LAT.	LONG.
0800	39 - 19.5 N	130 - 06. W
1200	38 - 44 N	129 - 03. W
2000	37 - 34.8 N	127 - 00 W

20 October 1945.

Steaming as before en route San Pedro Bay. 0900 Set clocks ahead one hour to zone plus eight time. Launched one third of the air group to fly to San Diego, in order to give more room aboard for handling visitors.

	POSITIONS	
TIME	LAT.	LONG.
0800	36 - 30.5 N	123 - 31.4 W
1200	36 - 11 N	122 - 42 W
2000	34 - 49.3 N	121 - 26.4 W

21 October 1945.

At 1035 entered San Pedro Bay. All ships present sounded off whistles and sirens. Moored to Pier D Long Beach, California, at 1137. Commenced discharging passengers. Ship reported to SOPA Com Task Group 30.1 (Com Bat Div 5 in TEXAS) for administrative control. Total miles steamed since commissioning 81271.



POSITIONS LAT. 33 - 38.5 N

LONG. 118 - 43.4 W

(Enclosure A)



C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY

22 - 31 October.

Moored to Pier D Long Beach. One half the ship's company departed on leave. On Navy Day 27 October 37,192 visitors came aboard to see the ship. On 28 October 13,079 visitors were received aboard. On 30 October TEXAS departed from harbor. Shangri-La assumed SOPA and Com Task Group 30.1.

31 October 1945.

At noon Com Bat Div 9 in Wisconsin assumed SOPA and Com Task Group 30.1. At 1500 Vice Admiral Towers officially dissolved Task Force 38, Hauled down his flag and left the ship.

R.V. OA

R. F. WHITEHEAD

(Enclosure A) -7-