
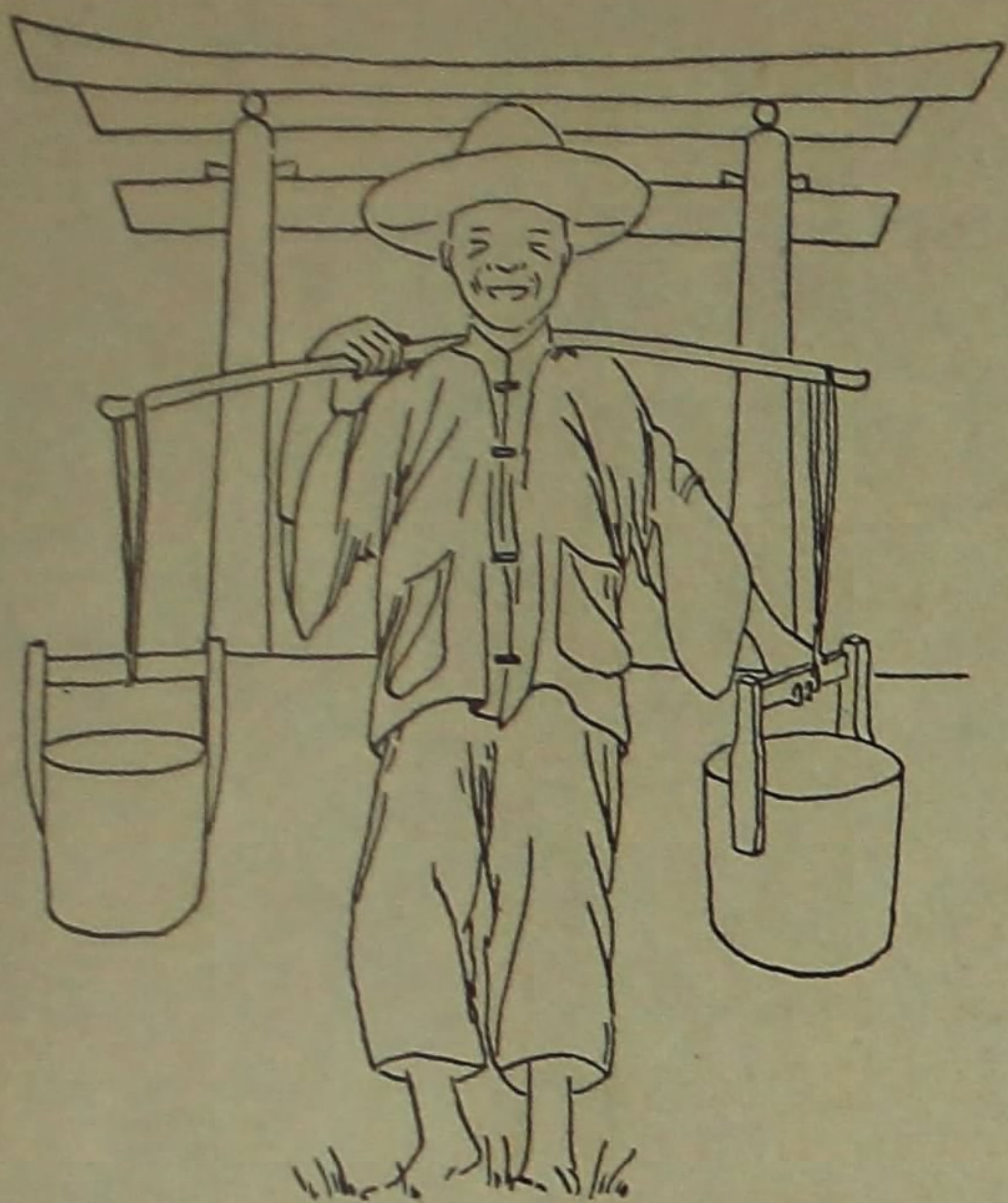


CA 45—The U. S. S. Wichita underway off Kyushu, Japan, October, 1945.

SOURCE INFORMATION

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NAGASAKI, JAPAN

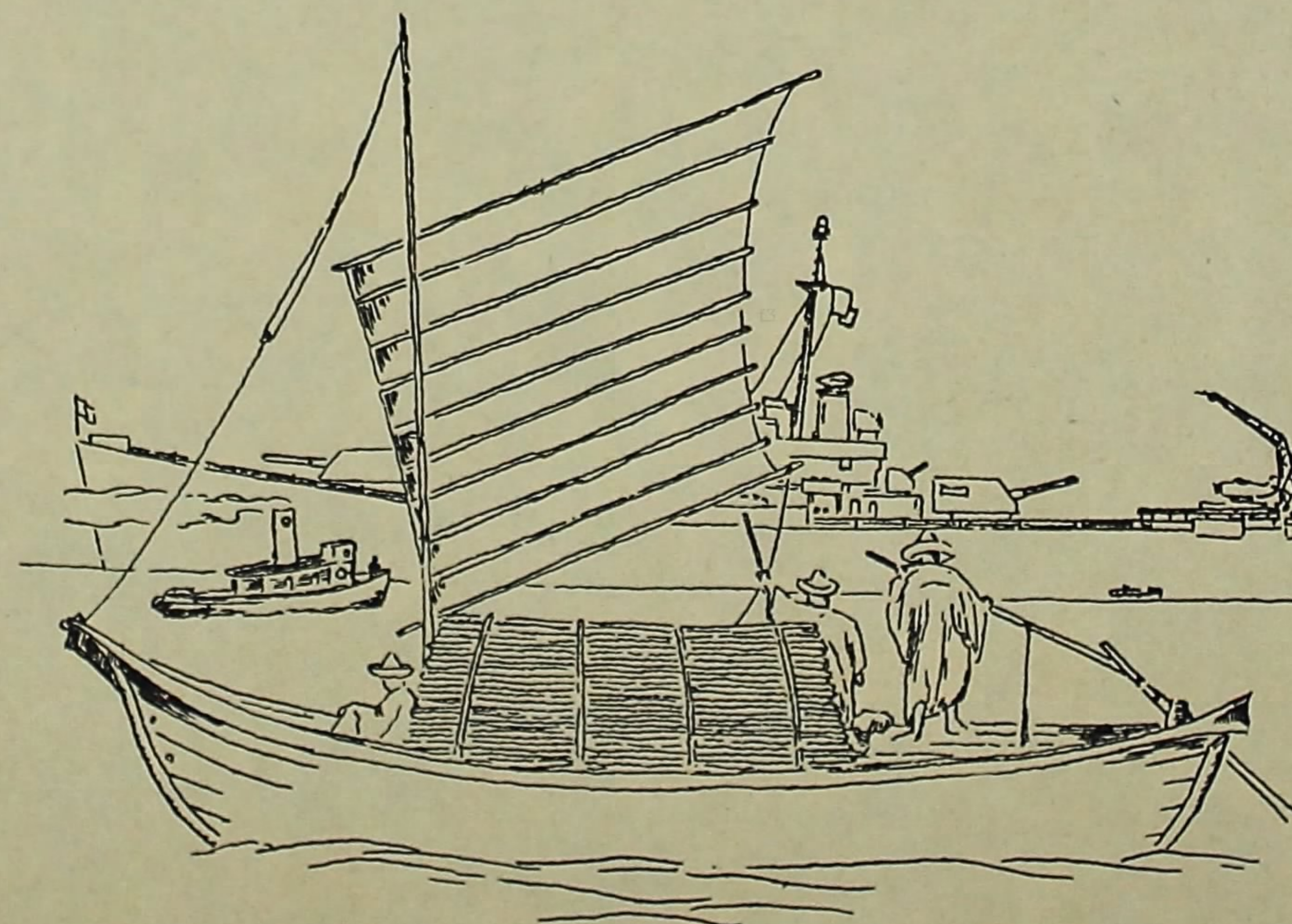
EARLY in September, Admiral Fahrion was given command of a task group whose mission was to evacuate an estimated 10,000 recovered Allied Military Personnel from Jap prison camps in Kyushu. Leaving Buckner Bay September 10, the Wichita, as the flagship, led a small task group, consisting of the U. S. Navy Hospital ship Haven, two destroyers, a seaplane tender and a destroyer transport to Nagasaki. Because this was the first United States force to reach this area, the ship went to General Quarters, manning all guns, just before entering the long narrow harbor, early in the afternoon of September 11. The Wichita proceeded up the channel slowly, dodging hulls of ships sunk by bombing raids and passing shipyards and a few launched but not completed merchant ships. Several Japs, in nondescript fishing vessels, gazed impassively. From battle stations, the crew could see some midget subs in one partially ruined shipyard, and, looking toward the hills, the terraced agricultural plots, typical of Japan, were visible. Below the farming area, there were many clusters of closely grouped thatched roofs, rising in steps from the water's edge.

As the Wichita "walked a tight rope" up the channel, more and more damaged buildings began to appear. Later it was learned that practically all of the damage in the whole area was caused by the atomic bomb. After the ship moored to buoys, the Marine detachment was sent ashore to clear a three block square area. They were prepared for any eventuality but the landing was made without incident.

After a day was spent in explaining to the local Japanese officials

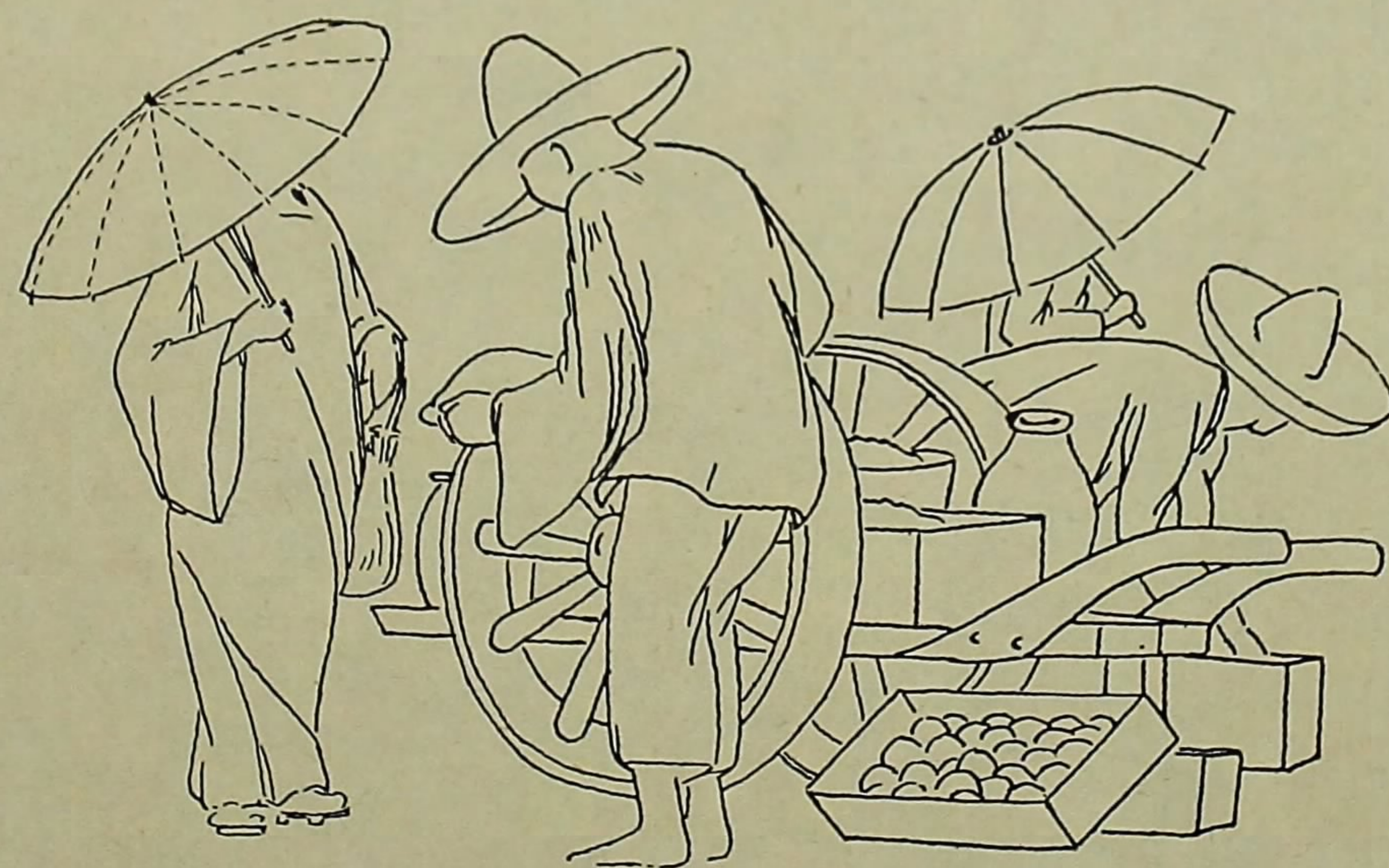
the purpose of the mission and in cleaning the dock area, everything was ready to take care of the first evacuees. They arrived early on the morning of September 13, having been evacuated from a camp on a small island near the entrance to the harbor by amphibious craft. All of the other prisoners were brought to Nagasaki on the narrow gauged Jap trains which puled in at the dock area.

As each train arrived, the ship's ten piece band greeted the new ar-



rivals with "Hail, Hail, the Gang's All Here," "California, Here I Come," and other old favorites. Most of the ex-POWs had been in Jap custody for three and a half years. Many had been captured immediately after war was declared. The stretcher cases, of which there were many, were taken off the trains first and brought to the hospital ship for immediate attention. Most of these men were living skeletons, suffering from starvation, while others were victims of Jap brutality or accidents in the mines where many had been forced to work. Because of the vast quantities of food dropped to them from B-29s since the Jap surrender, all of the prisoners had gained considerable weight.

After the evacuees were given hot coffee and doughnuts, they filled out data sheets, took hot showers with plenty of soap, and were sprayed from head to foot with the new disinfectant, DDT. Navy medical officers then examined them carefully to determine which men needed treatment on the hospital ship. The next stop for the ex-POWs was at the clothing issue room where they received a completely new outfit. Then they were given Red Cross kits with soap, shaving gear, books, pipes, candy and other items. At the end of the processing, which took



about 45 minutes, sandwiches, ice cream and chocolate malted milk was waiting for them. When they were through eating they were taken in landing craft to the warships which left Nagasaki daily for Okinawa.

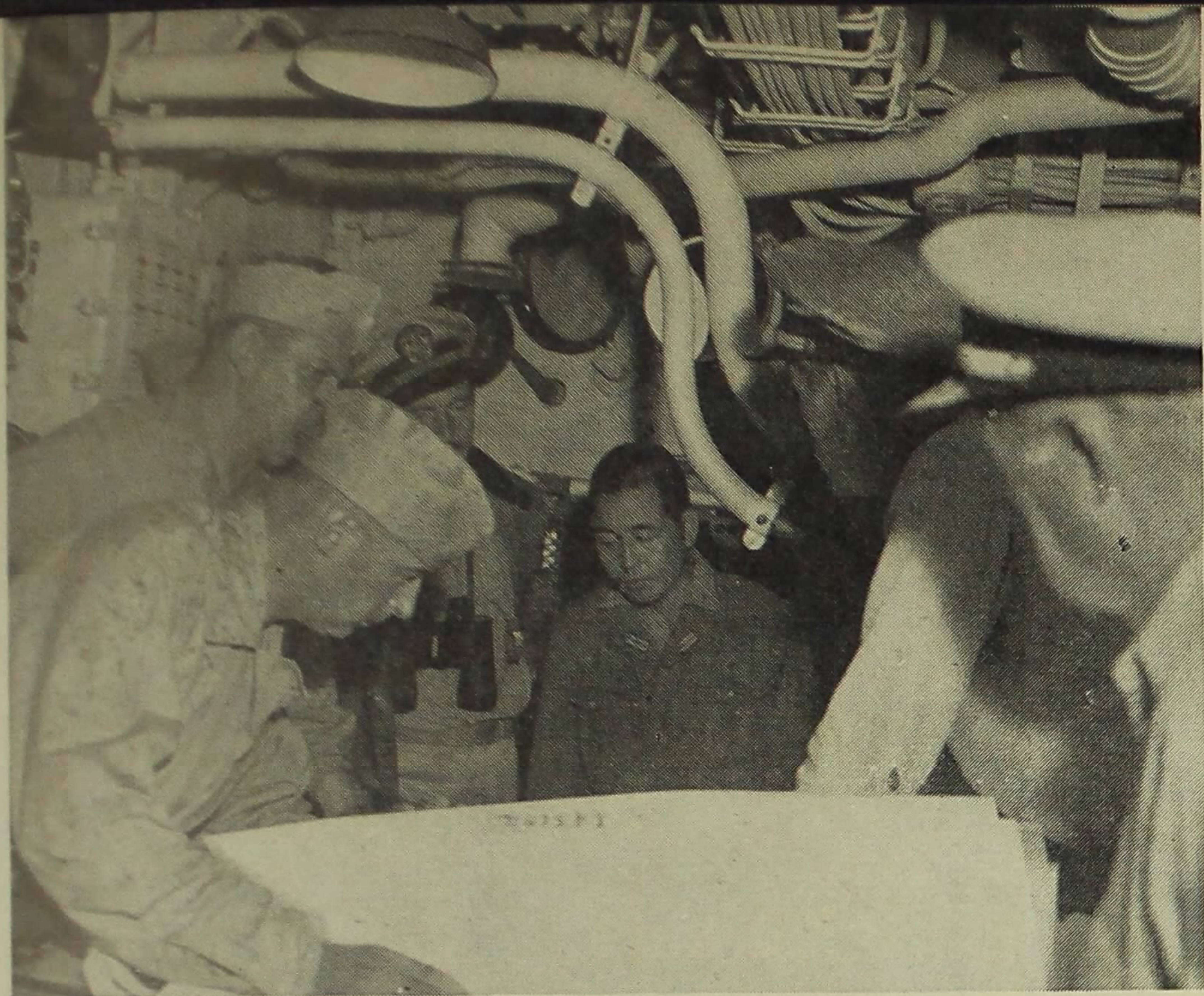
Most of the Wichita's crew got a chance to talk with many of the evacuees, while the sailors helped give out food and clothing or acted as a reception committee. In all, 9,041 persons were evacuated. There were 1,512 Americans, most of them soldiers captured on Batan and Corregidor. The largest group, 3,662, was composed of Dutch and Javanese, taken when the Japs invaded Java; 2,667 British, and 1,060 Australians were also evacuated.

Each officer and enlisted man on the Wichita was given an opportunity to see the damage caused by the atomic bomb. All were taken in trucks on a tour of the area which was completely devastated. This area, about four miles long and two miles wide, was practically leveled. All that was left was rubble and a few concrete walls. The vast Mitsubishi Iron Works, nearly a mile long and four blocks wide, was a mass of twisted and tangled steel girders. In one block which formerly housed a factory, only the seared lathes, drills and other machine tools were standing. A few families were still living in caves.

Upon completing the evacuation of the former prisoners-of-war, the Wichita was assigned to the naval forces supporting the occupation troops in Kyushu. She remained at Sasebo, the former large Jap naval base, as flagship for Admiral Fahrion, who was given command of Task Force 55, until relieved by the U. S. S. Boston, November 5.

The Wichita was then assigned to "magic carpet" duty, transporting military personnel eligible for discharge to the states. With a load of 788 enlisted and 141 officer passengers, the ship left Sasebo, November 8, for San Francisco.

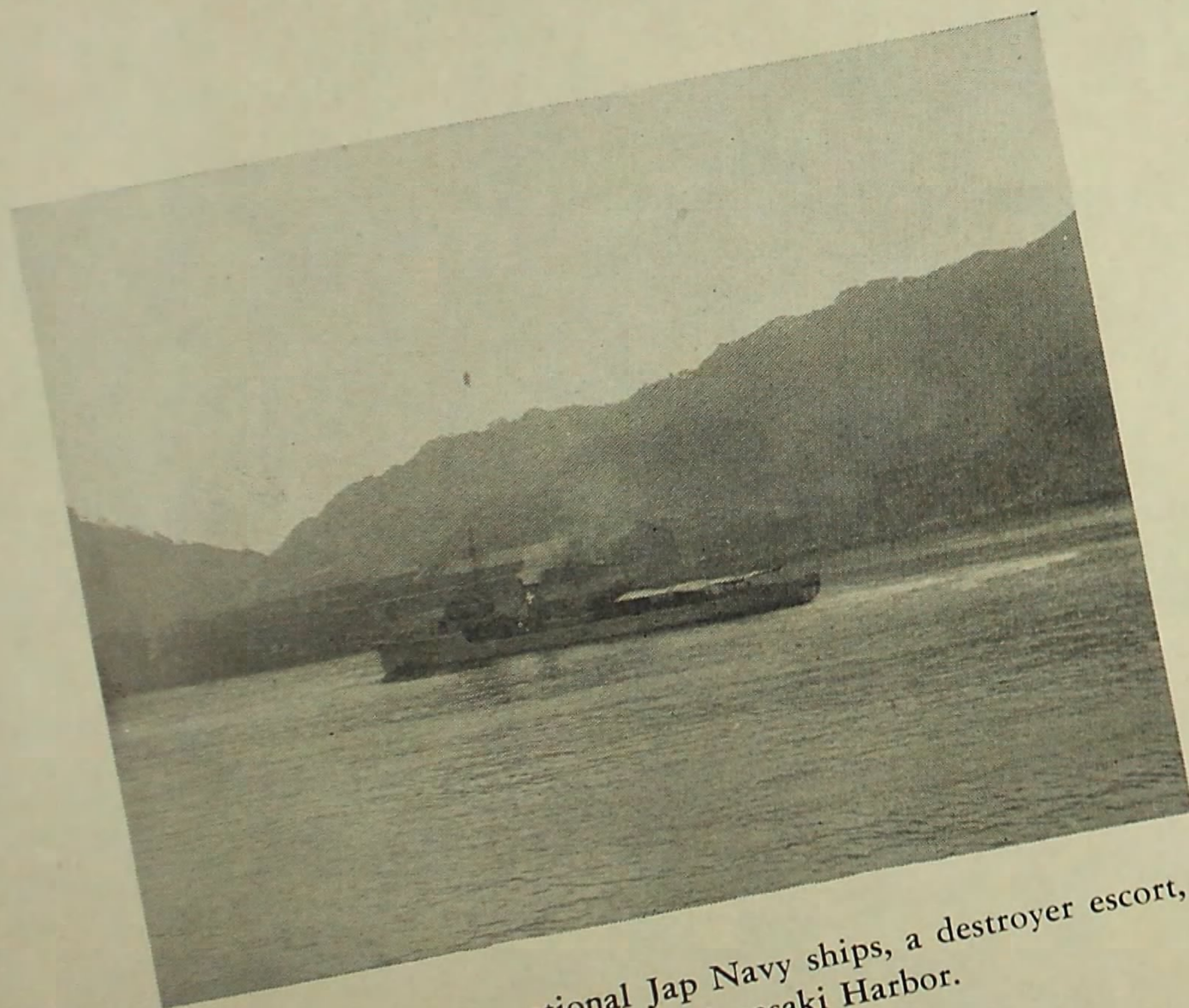
En route to the States, the Wichita "topped off" on fuel in Tokyo Bay, with Mt. Fujiyama the feature attraction of the visit. When the ship reached San Francisco November 24, the total mileage since commissioning approximated 300,000 miles. Of this total, 75,000 miles had been travelled in the Atlantic and 210,000 in the Pacific during the war.



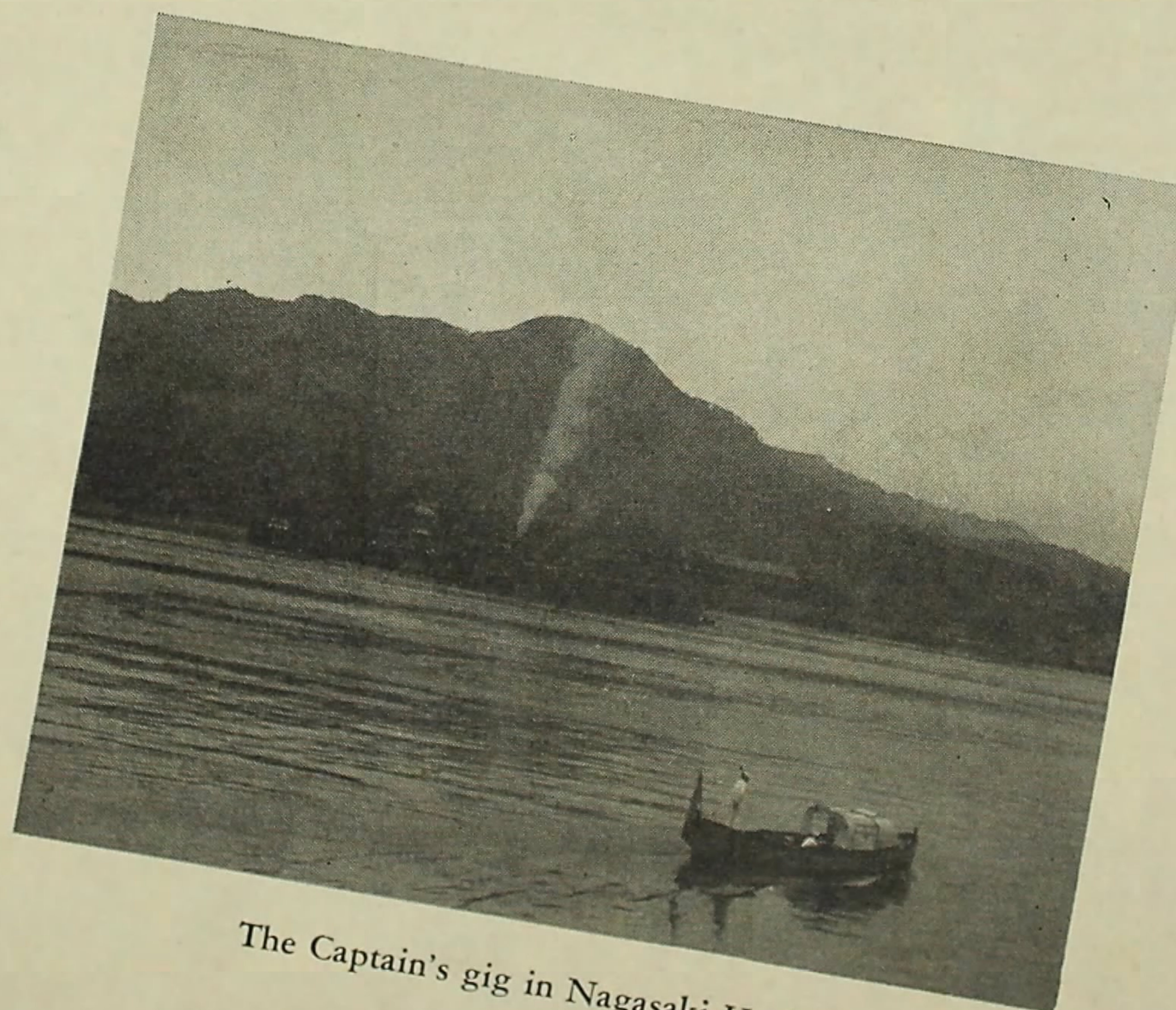
The Jap pilot explains the route to Nagasaki. (The Captain swears he has never met anyone who knew less.)



An almost-completed merchant ship points her bow at the Wichita at Nagasaki.



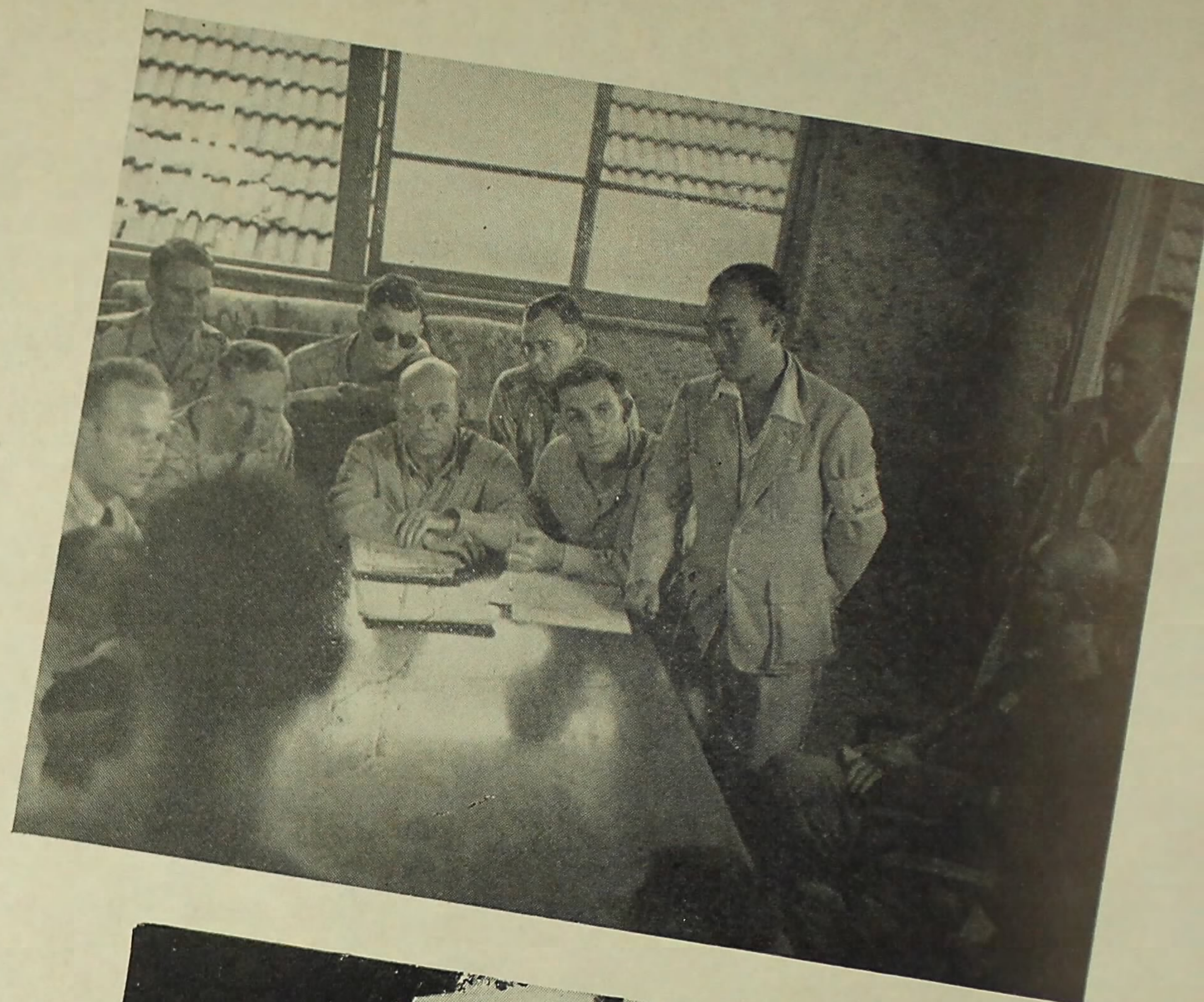
One of the few operational Jap Navy ships, a destroyer escort, steams around Nagasaki Harbor.



The Captain's gig in Nagasaki Harbor.



PRELIMINARIES TO EVACUATING THE RECOVERED ALLIED MILITARY PERSONNEL—*Above:* The Wichita marine detachment, reinforced by the Arkansas' contingent, disembark to secure the three block square dock area. *Upper right:* The Allies tell local Jap officials the plans for rescuing the ex-prisoners of war, as U. S. Navy, Army, Australian, and Netherlands East Indies officers confer. *Right:* Mary Walker was her English name, she said. She was one of the interpreters furnished by the Japs and aided during the first visit to the atomic bomb site.

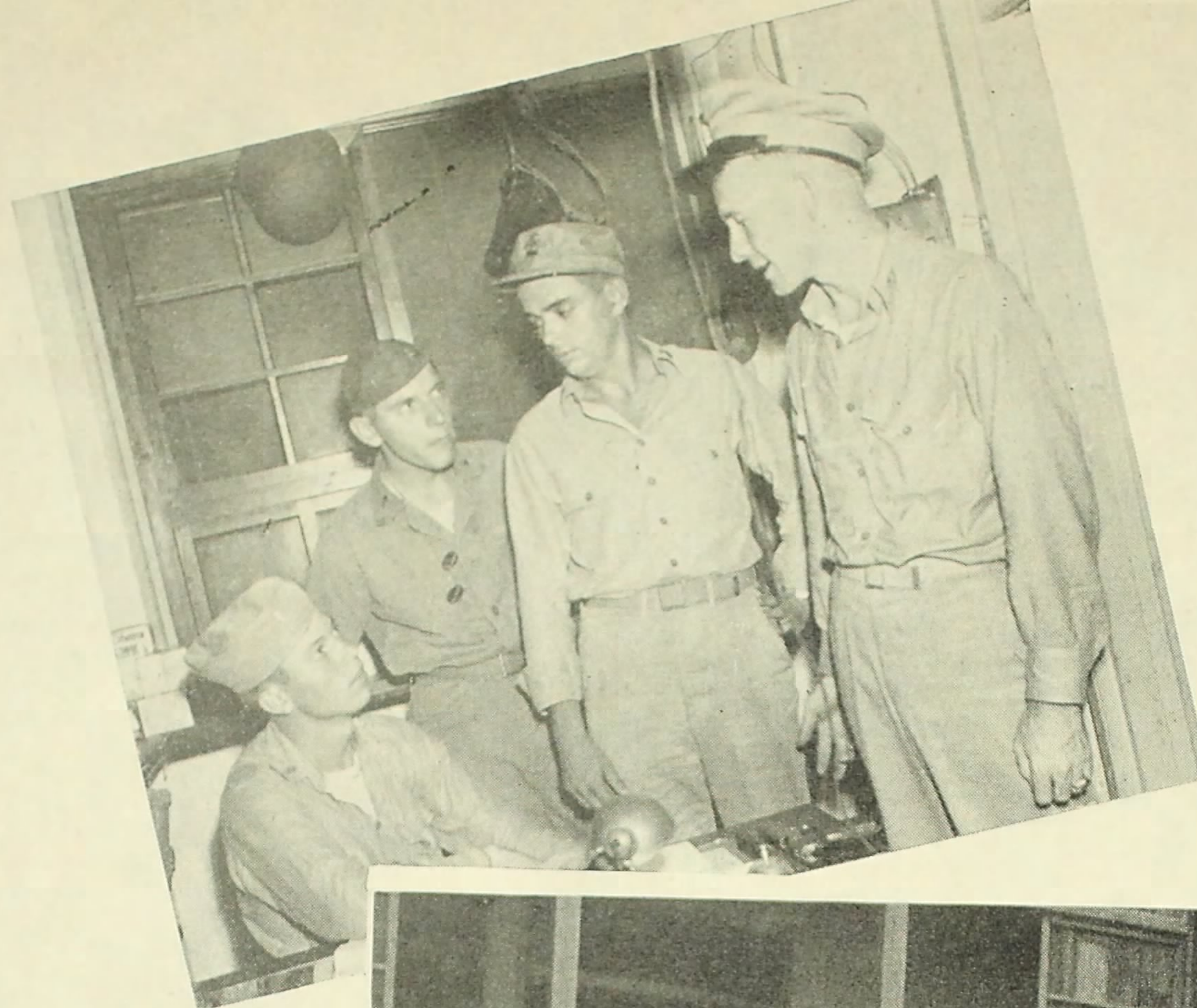


THE U. S. NAVY TAKES OVER NAGASAKI HARBOR—With the spotless white hospital ship Haven tied up to the docks, the first group of Navy ships practically fill the narrow harbor. The Wichita's bow points toward the area obliterated by the atomic bomb.

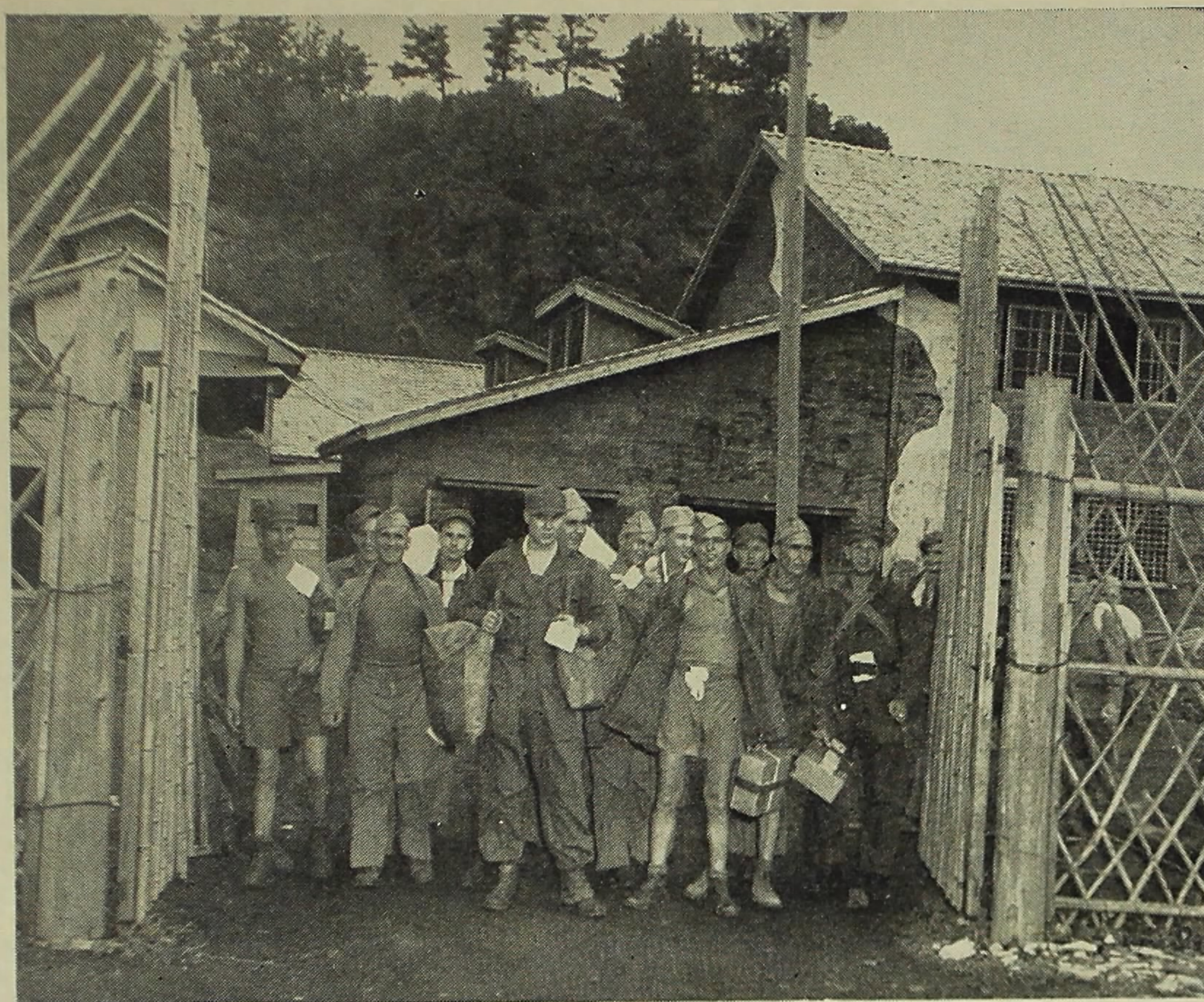


COMMANDER, CRUISER DIVISION FOUR—Rear Admiral Frank G. Fahrion, U.S.N., and his staff. The Wichita was Admiral Fahrion's flagship from February 28, 1945, until November 5, 1945.

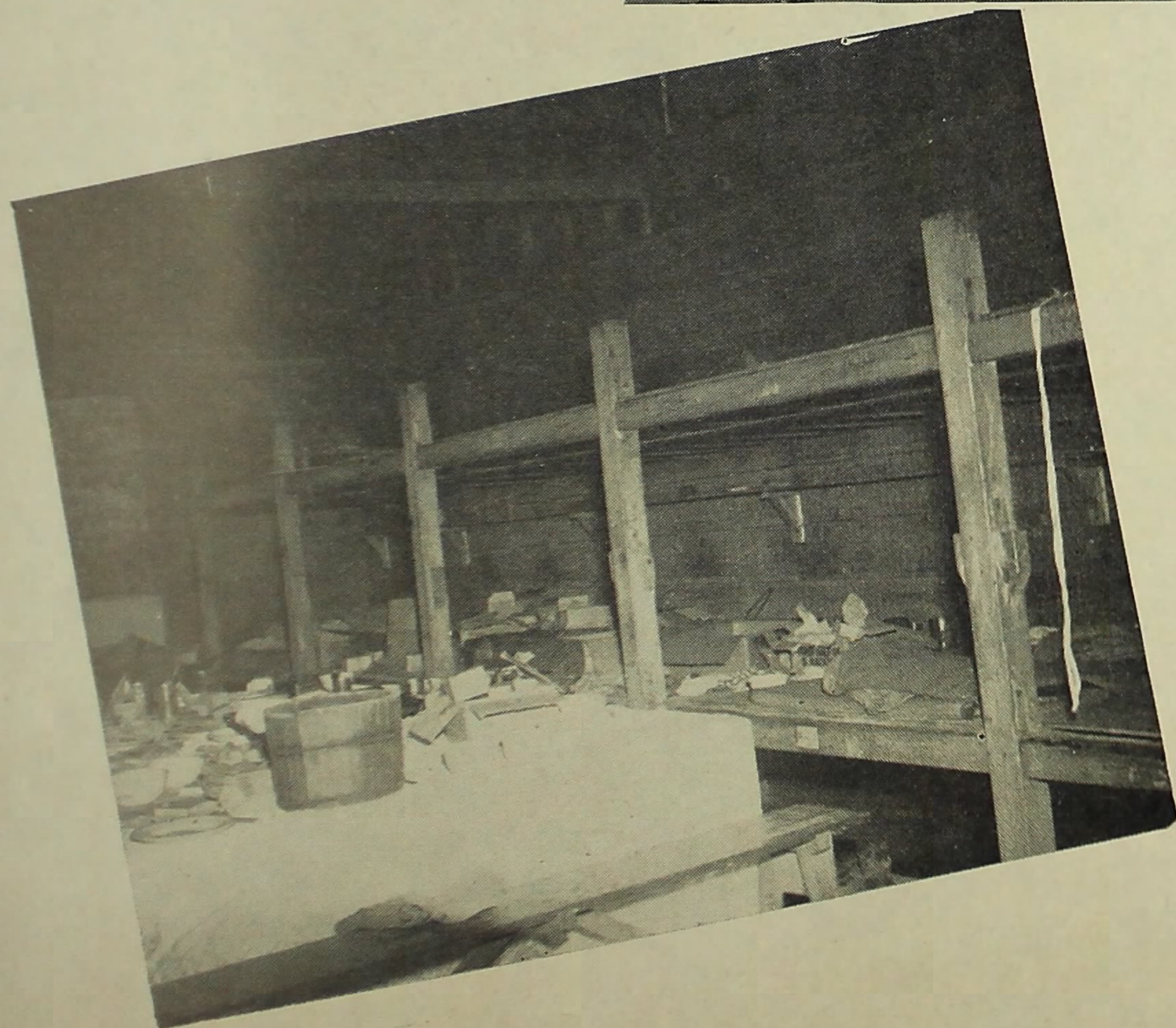


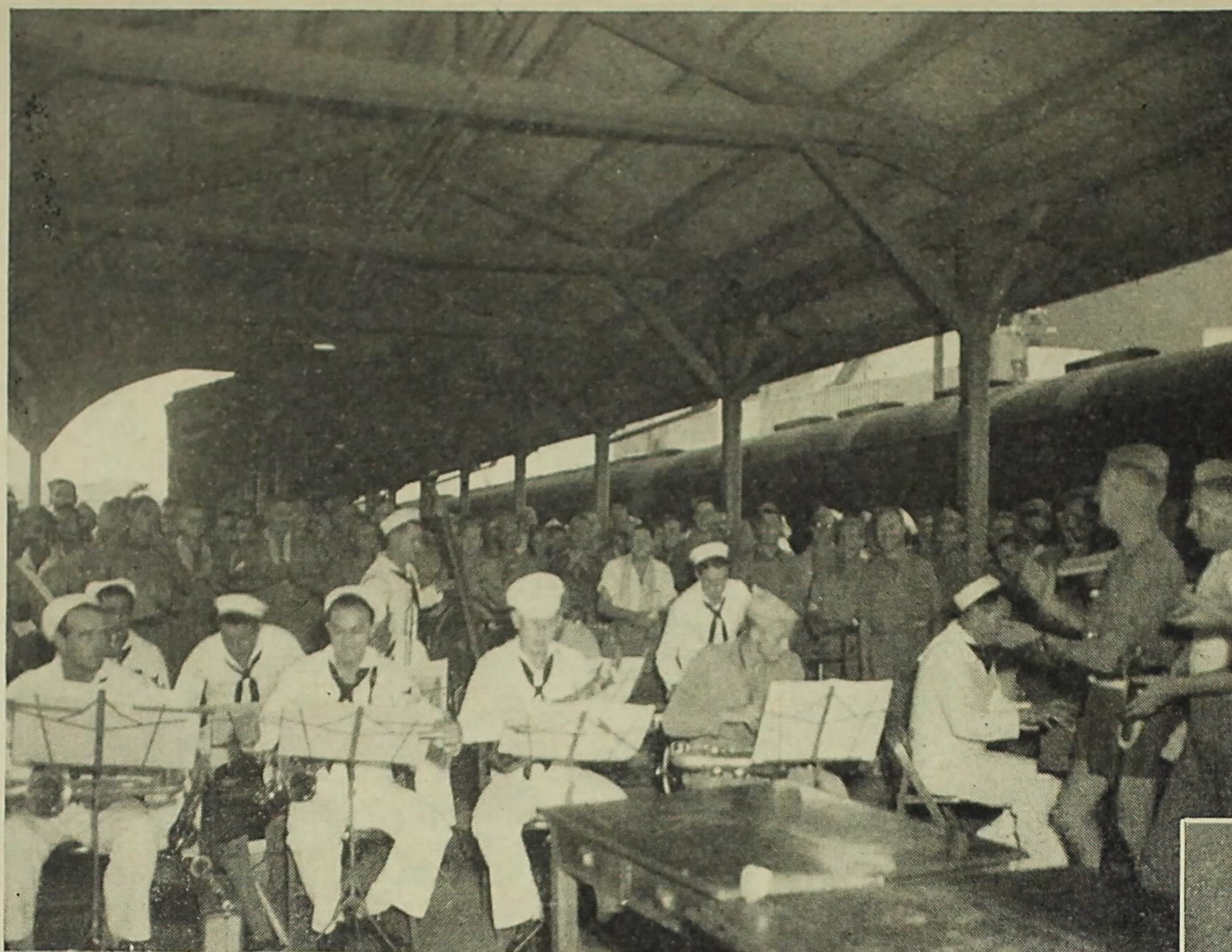


THE SITUATION IS WELL IN HAND—The Marines set up their headquarters in a relatively undamaged building just behind the railroad tracks.



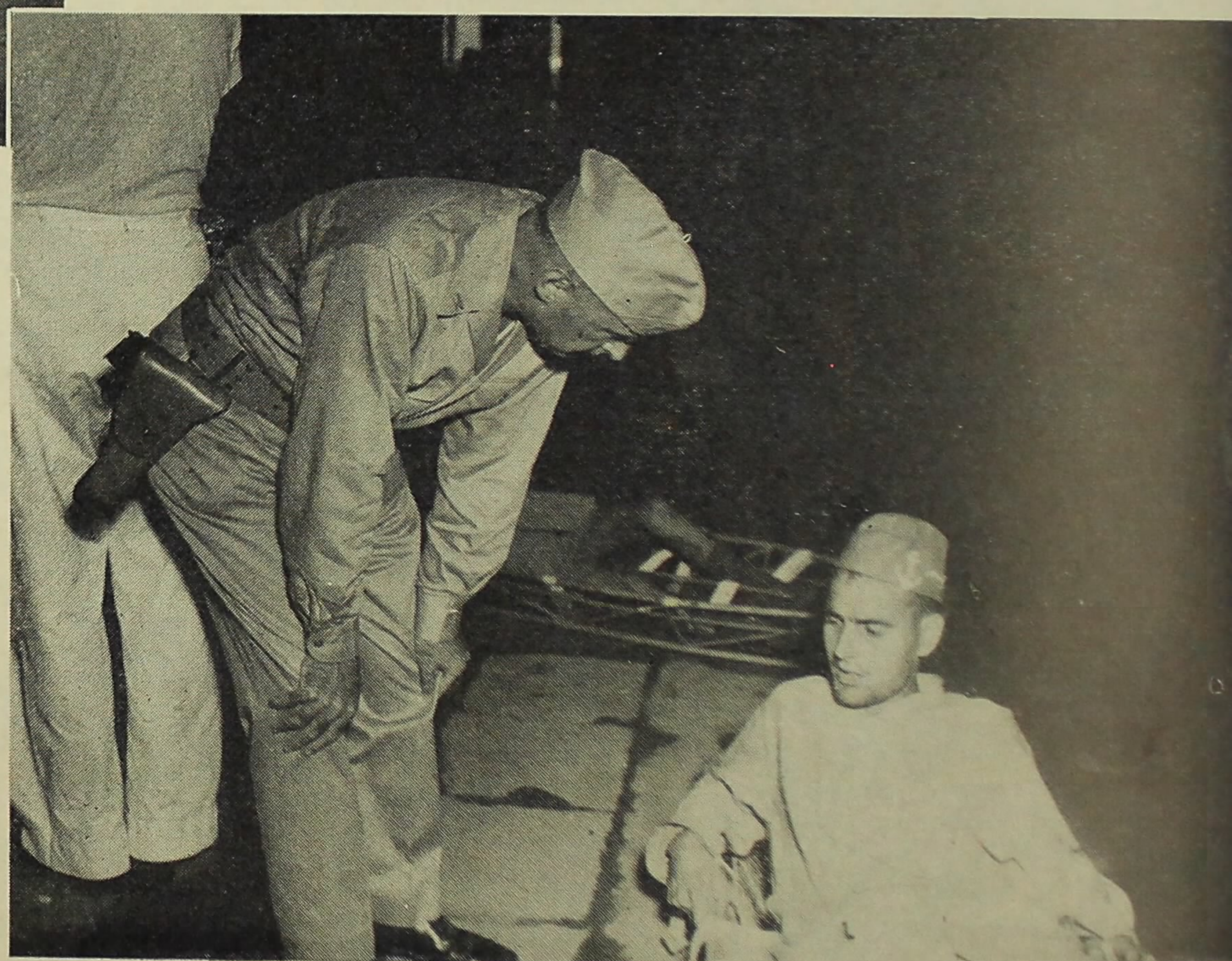
RESCUED—The first group of ex-POWs was taken from this prison camp which was on a small island at the entrance to Nagasaki Harbor. A "task force" of amphibious craft took them to the receiving area. The entrance to the camp and interior and exterior views of a barracks are shown. The men slept on the shelves. This camp was reported to be one of the better places of incarceration.

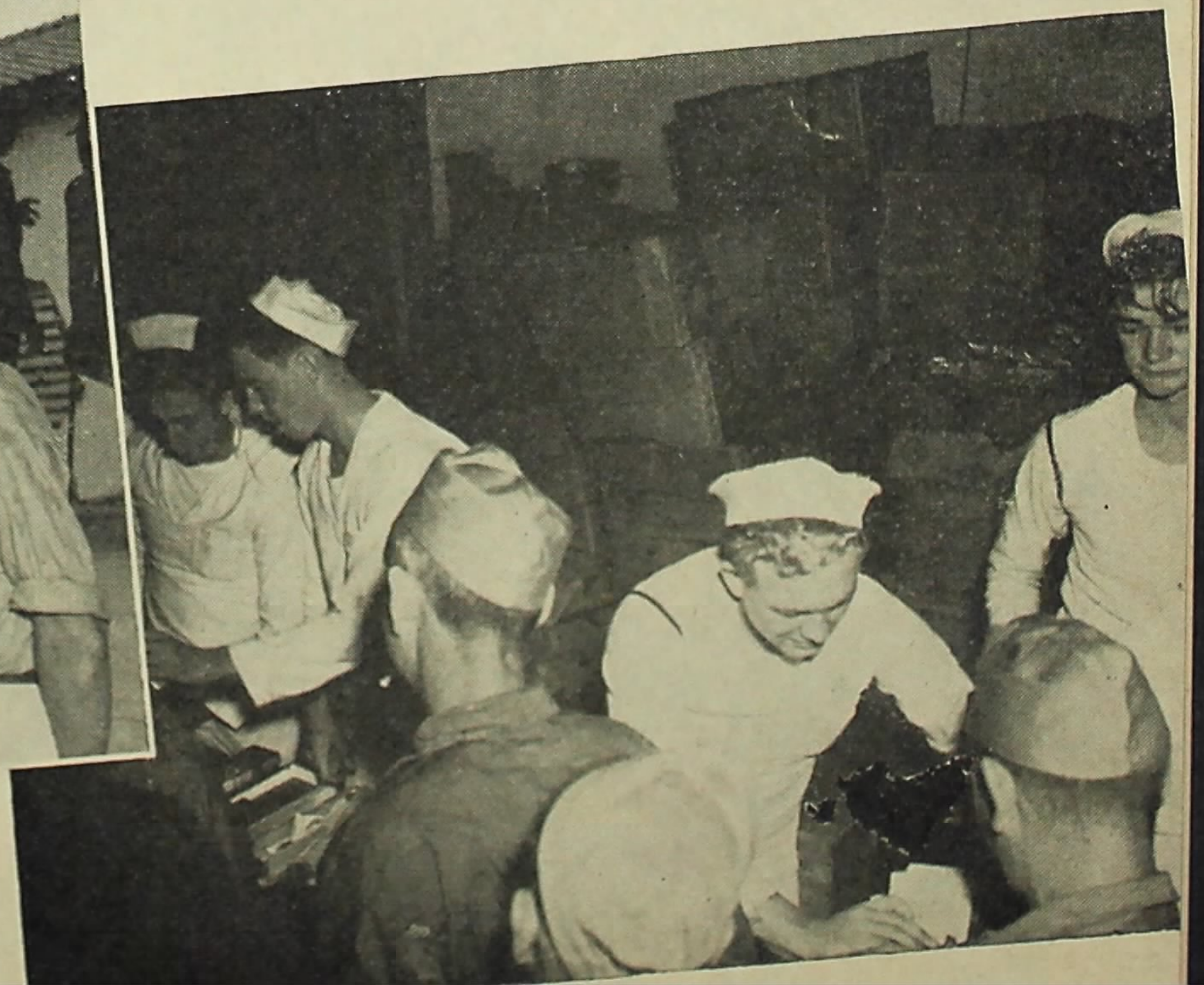
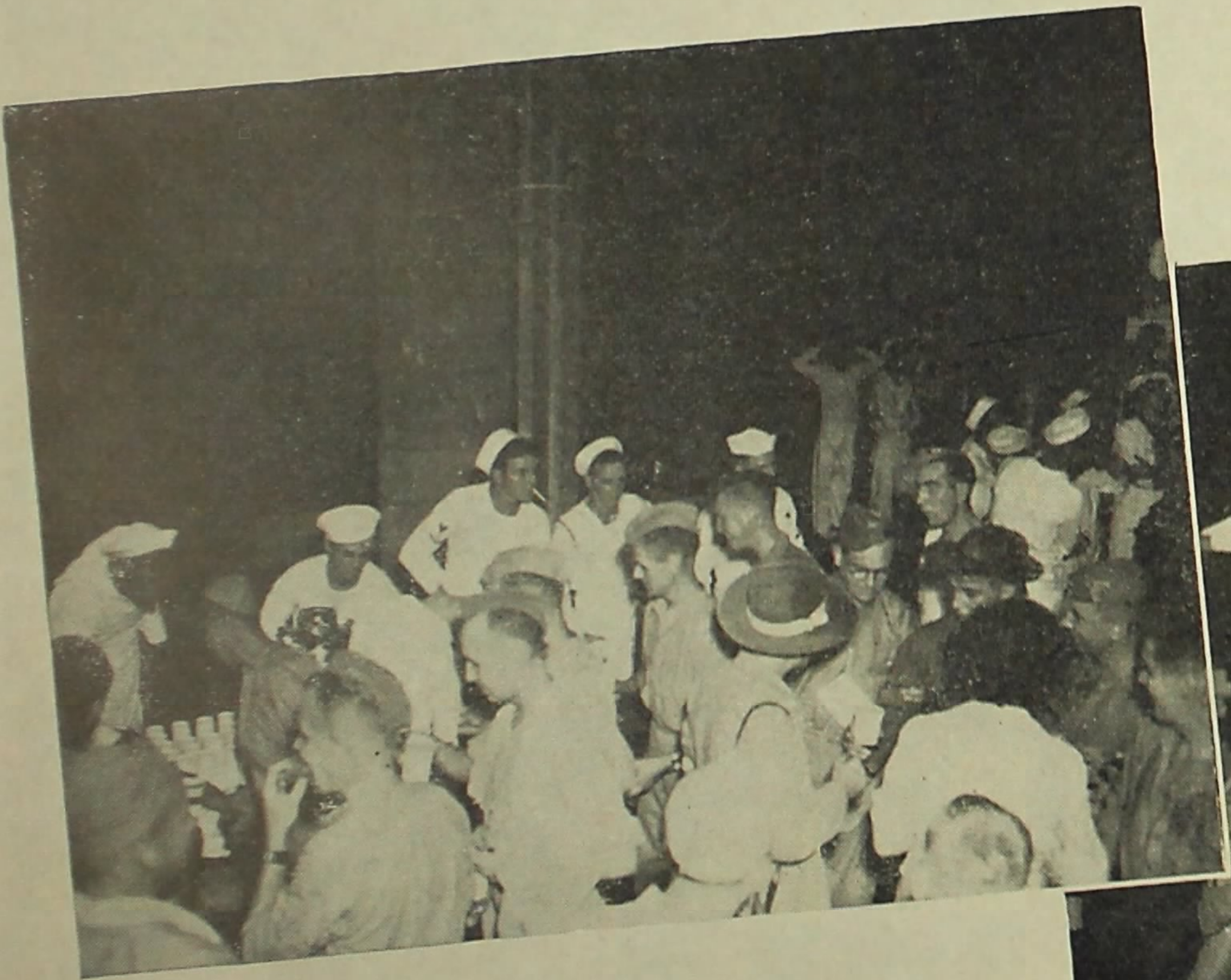


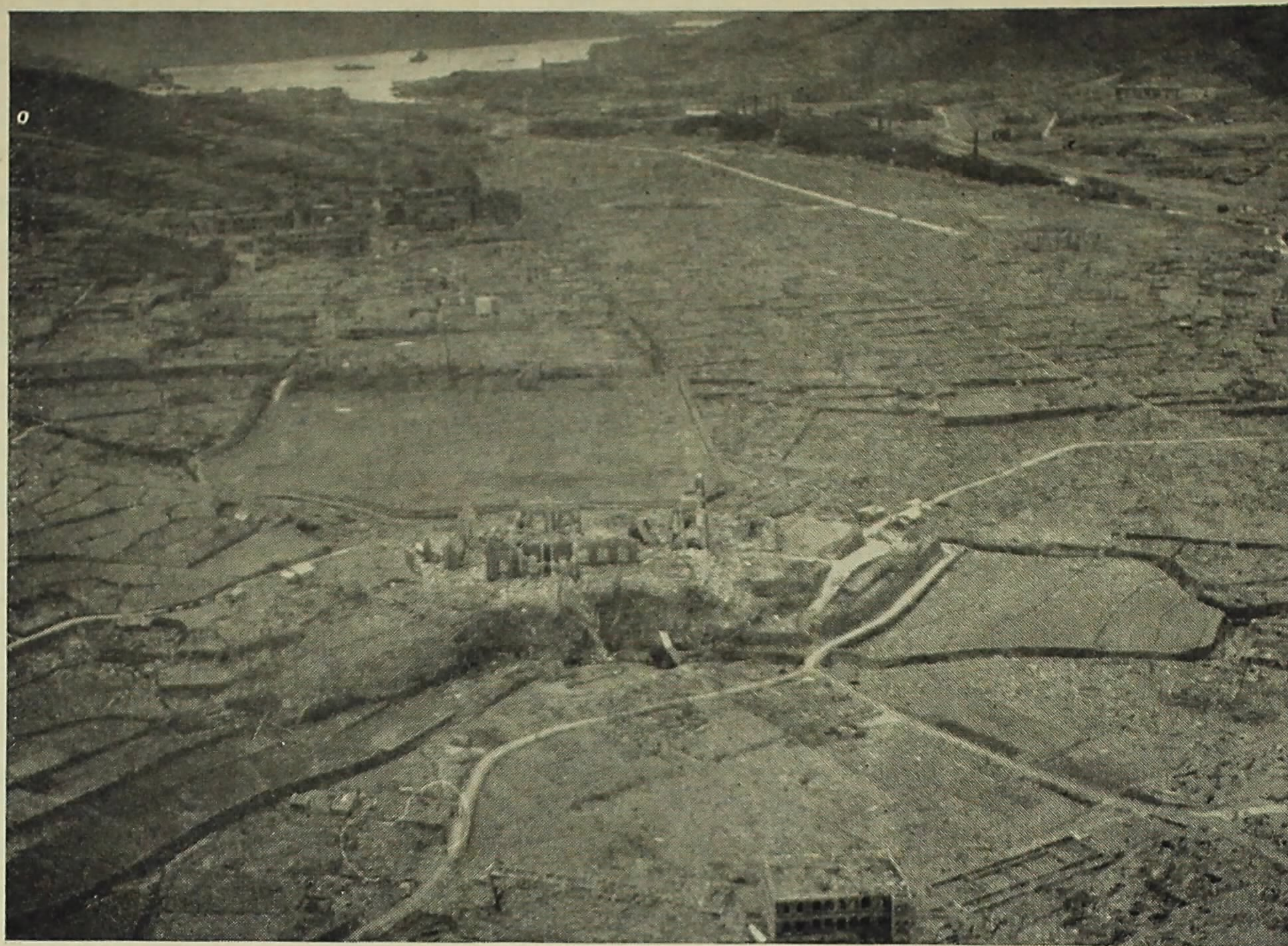


JAM SESSION FOR THE POWS—The popular music provided by the flag band when each trainload of evacuees arrived did more than anything else to pep up the reception. For ten days the band played three to five shows daily. It was the first real music heard by many of the prisoners for three years.

"YOU'LL BE HOME SOON, NOW"—Captain Rend talks with one of the stretcher cases who is waiting for an examination and a cleaning up before being placed on the Haven. On the opposite page, the candid camera presents glimpses of some of the recovered military personnel listening to the band, showing their souvenirs, getting coffee and doughnuts, talking to the Red Cross girls, and receiving kits of shaving gear, candy, books, and stationery.



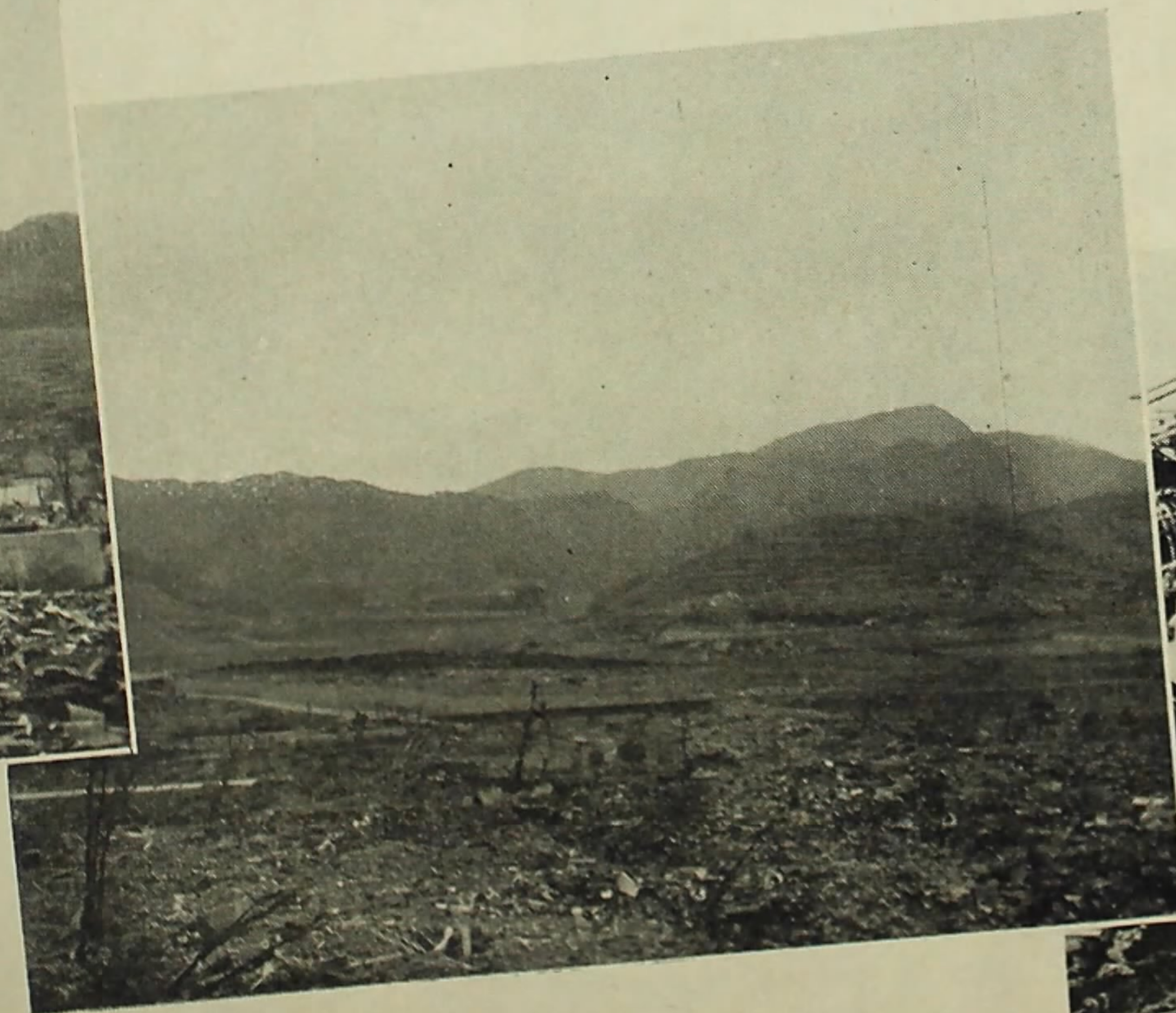
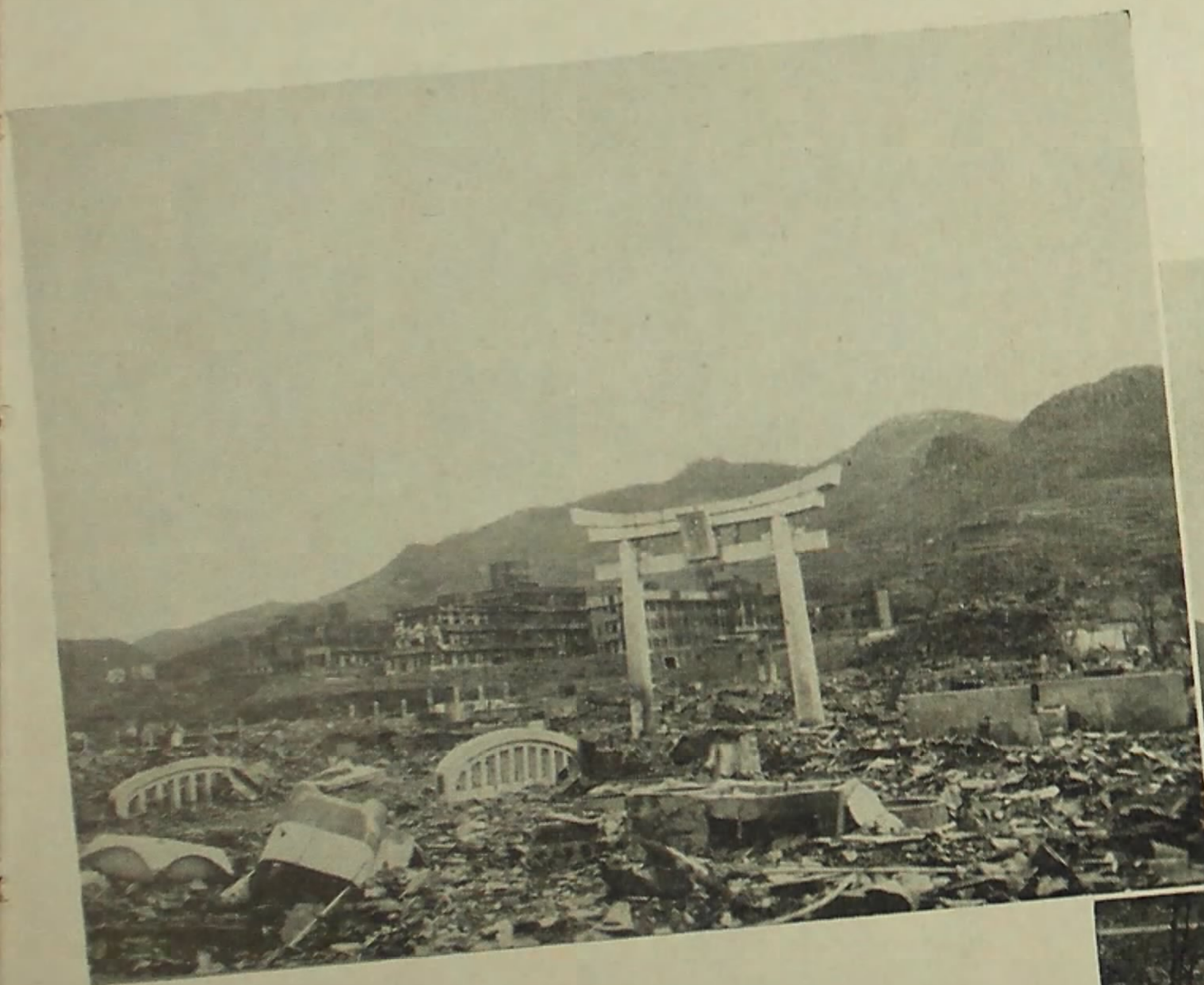
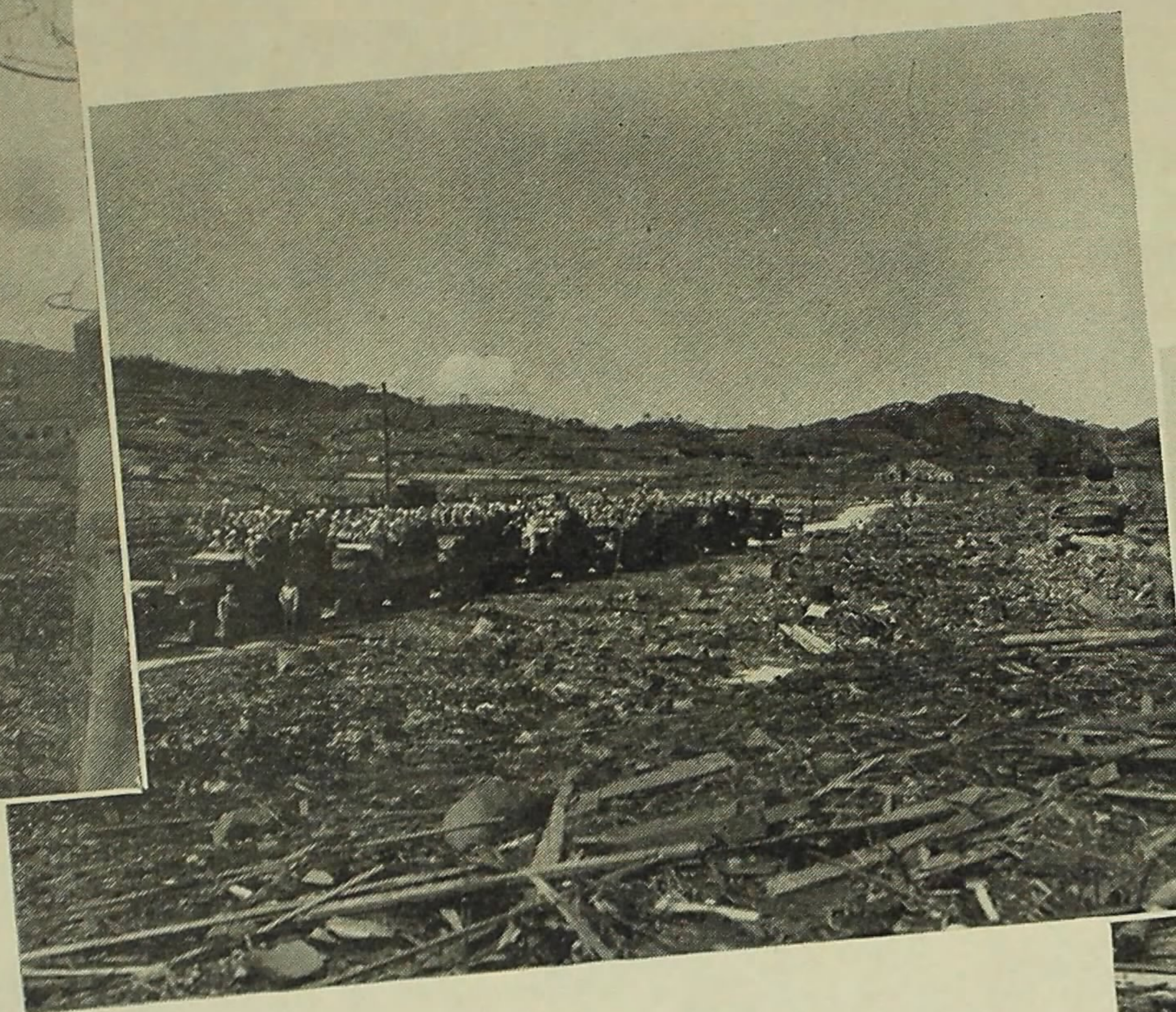
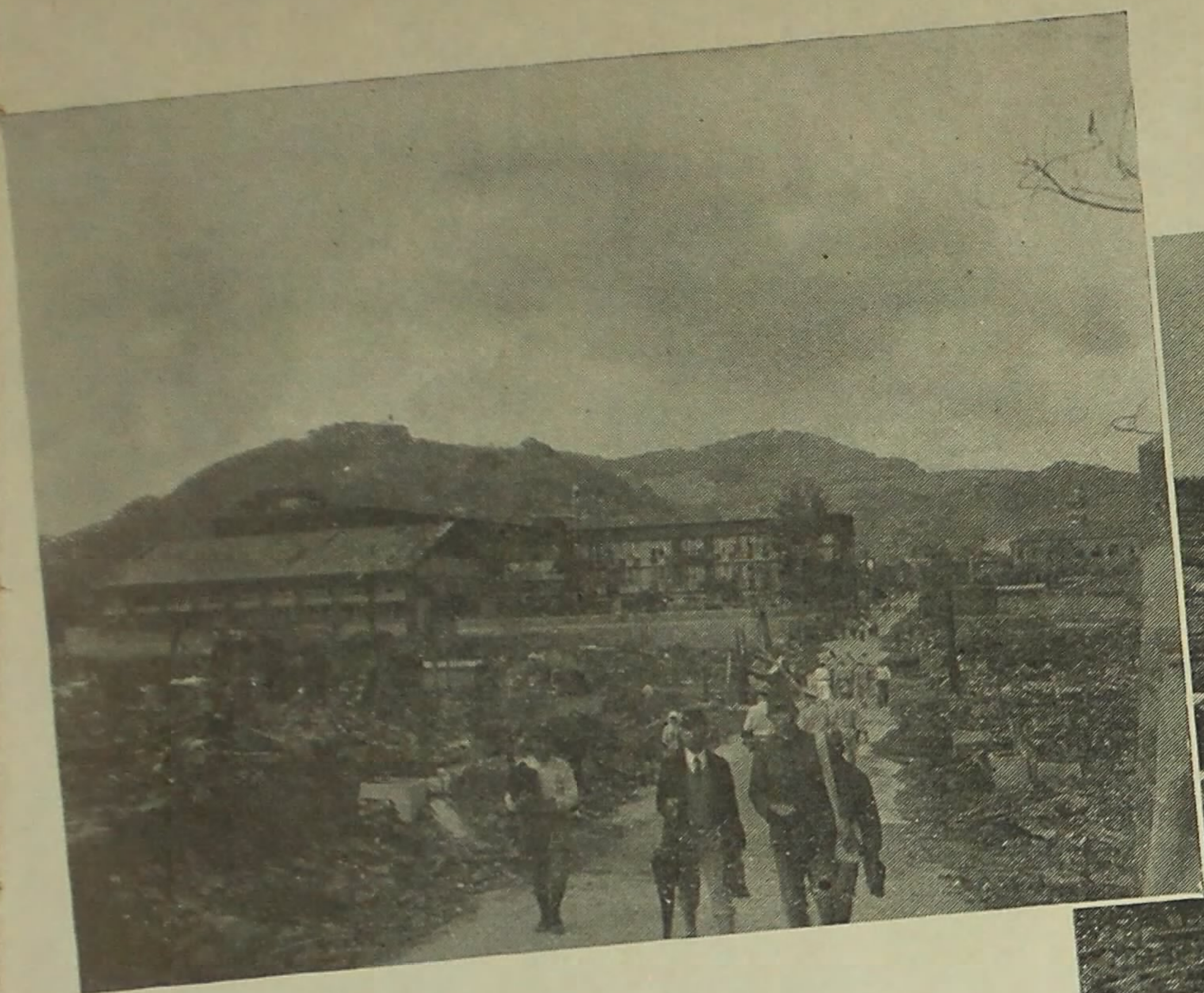


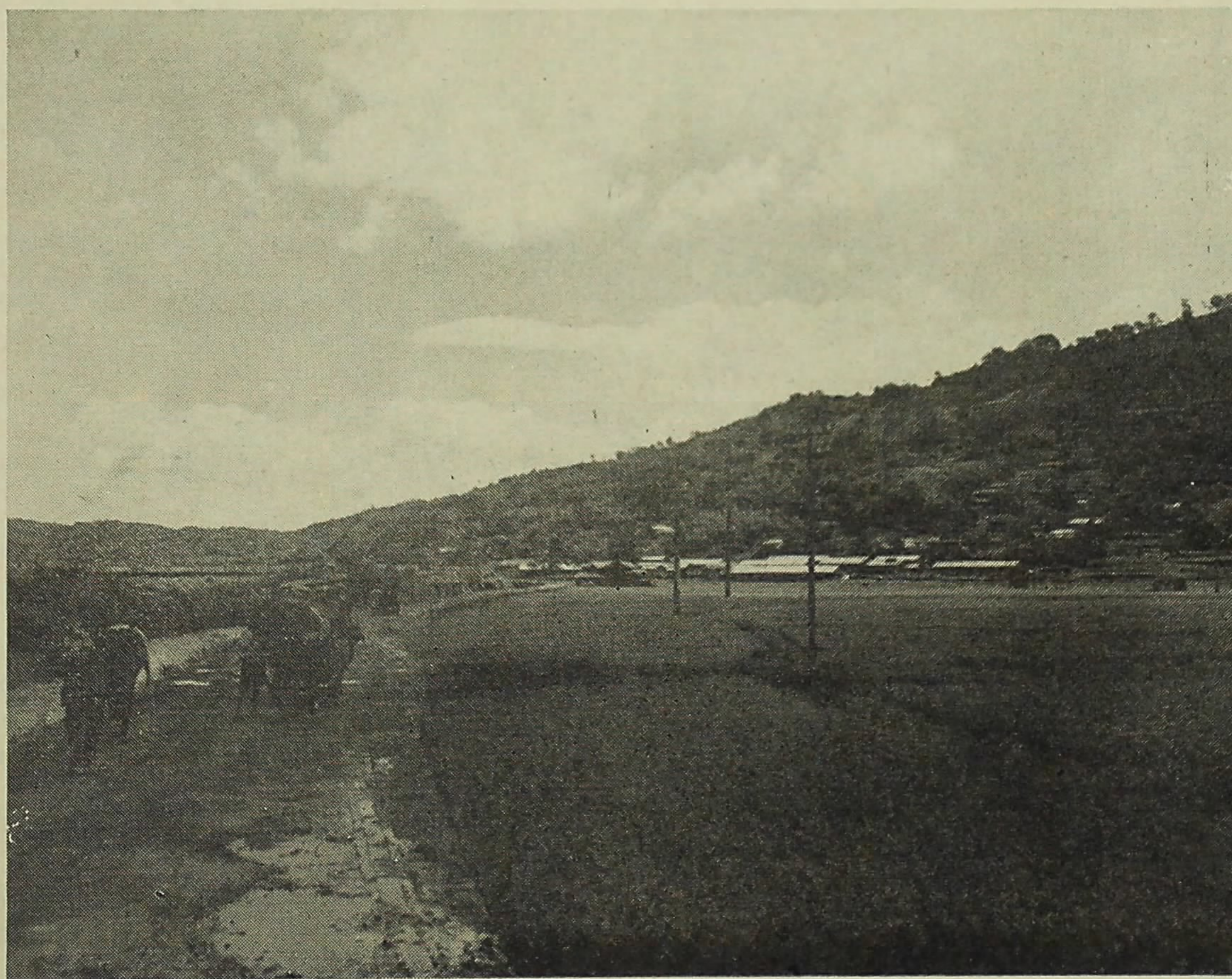


JUST ONE BOMB DID ALL THIS—The second, and last, atomic bomb dropped by the United States caused all the damage at Nagasaki shown to the left and on the following page. The area in which every building was almost totally destroyed was approximately four miles long and two miles wide. Factories, homes, and other structures were reduced to rubble. One of the Wichita's sight-seeing parties is shown.

WERE WE SAFE? In order to determine whether there were any X-radiation after-effects from the atomic bomb, the Wichita's senior medical officer, Comdr. J. J. Timmes, U. S. N., made exhaustive tests in the bombed area. Here he is shown placing X-ray film in and on the ground. The results showed there was no need to worry.

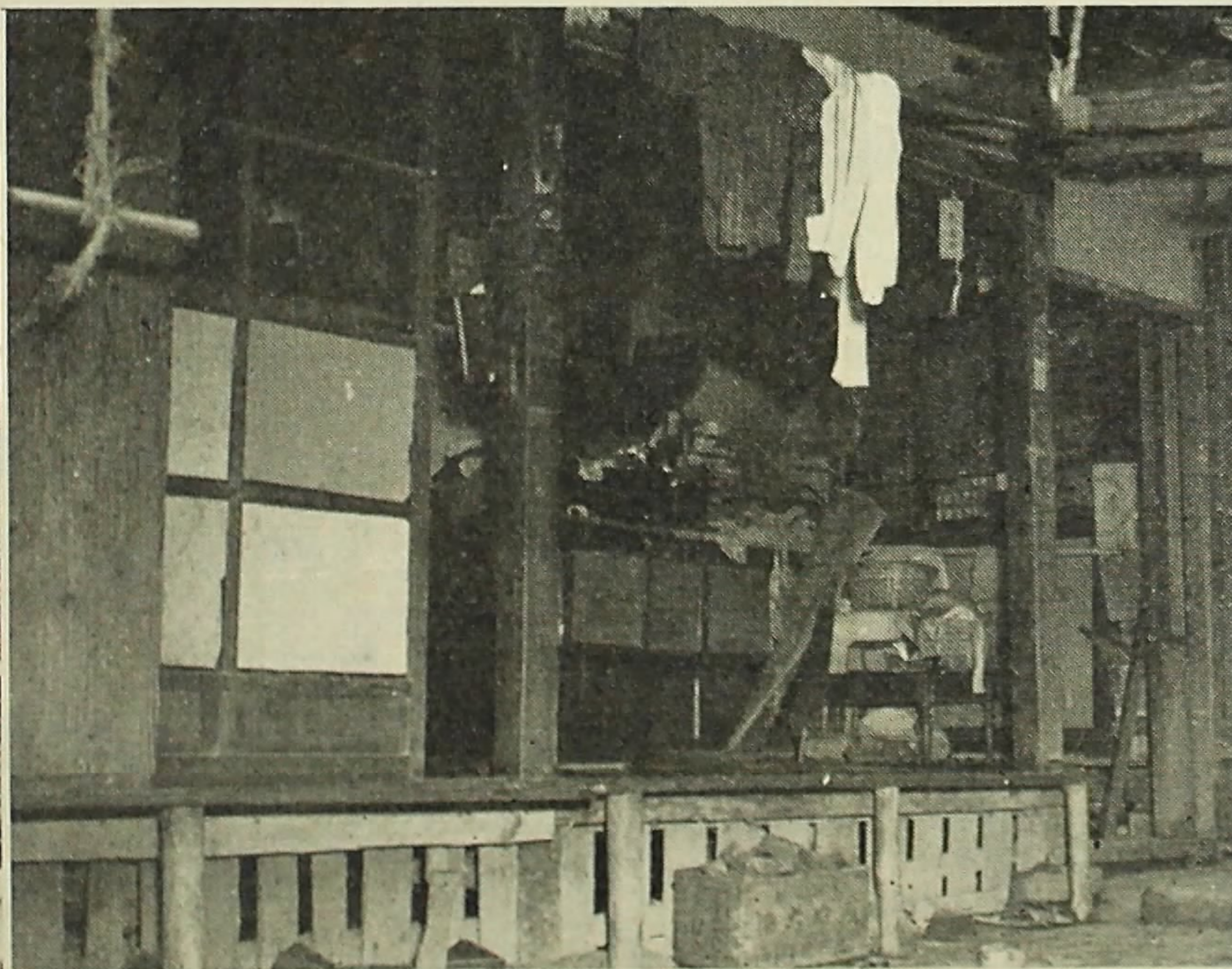
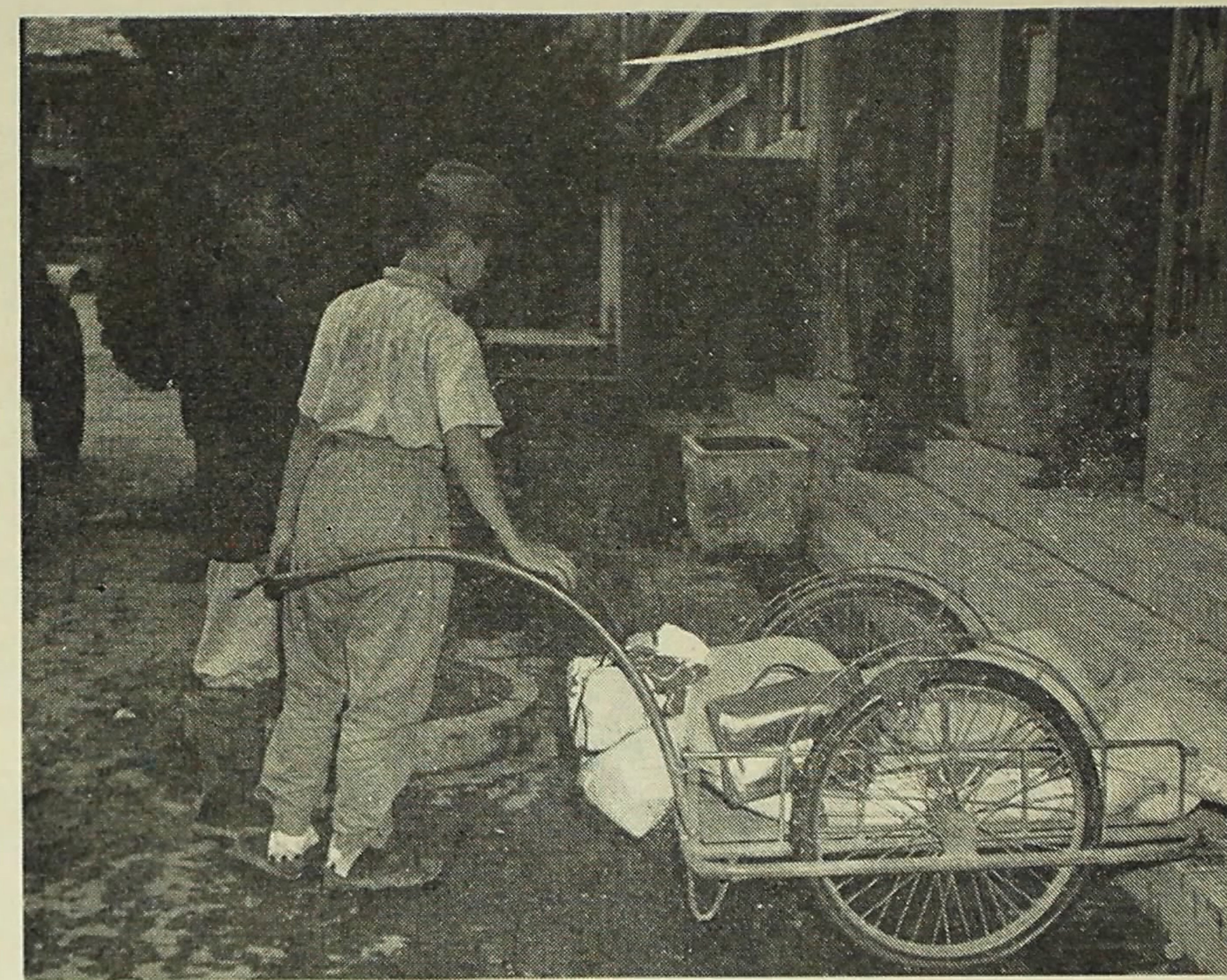
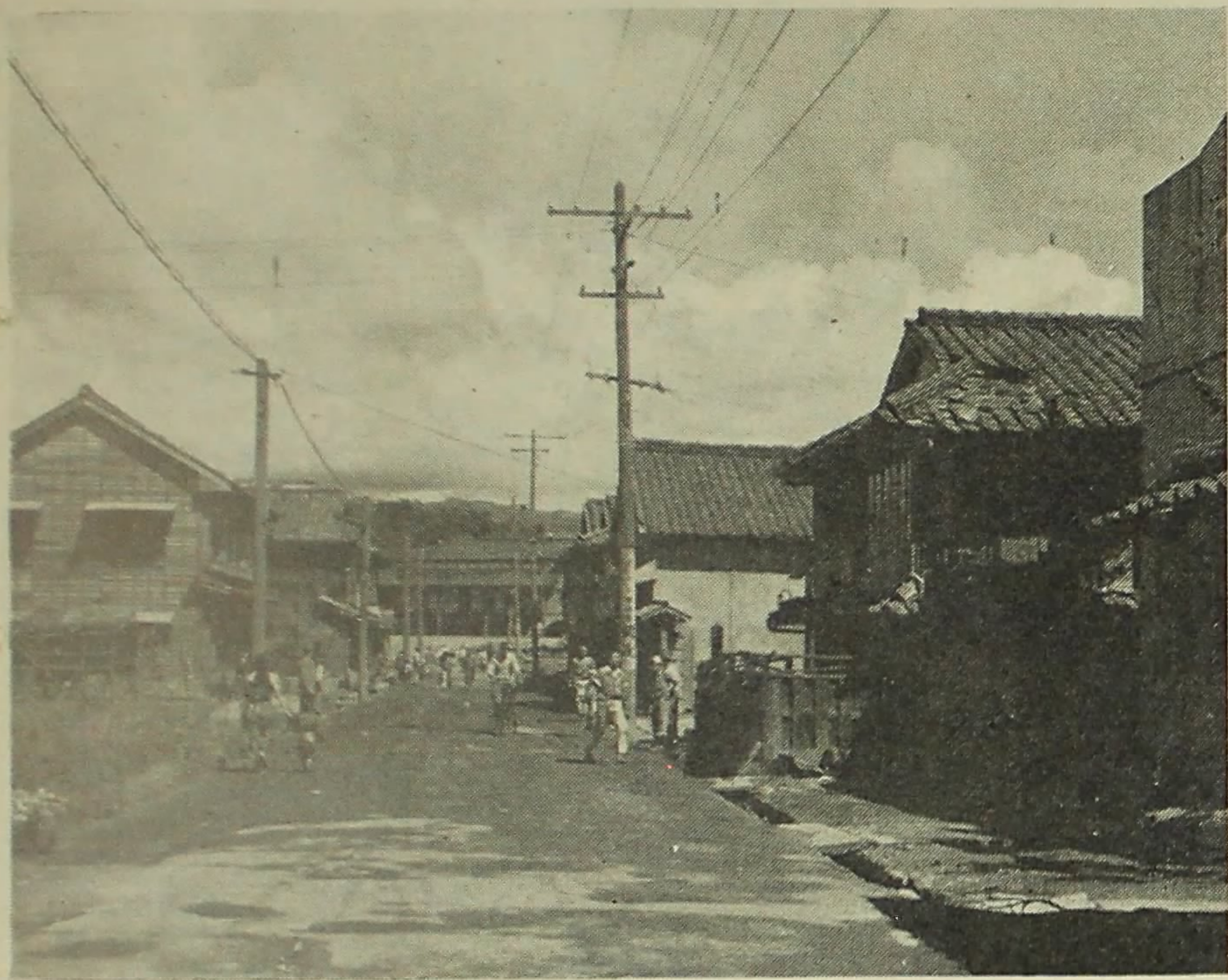


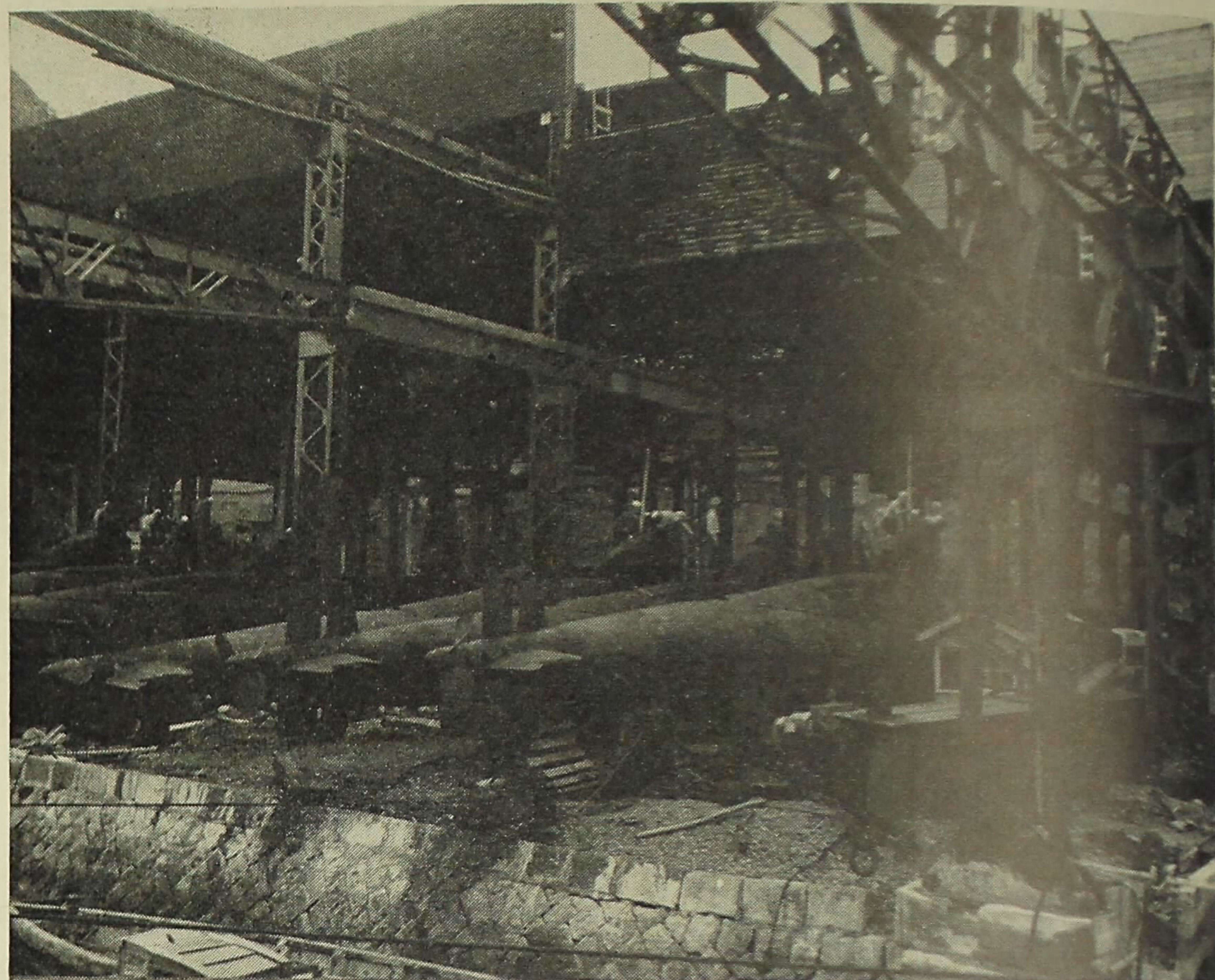




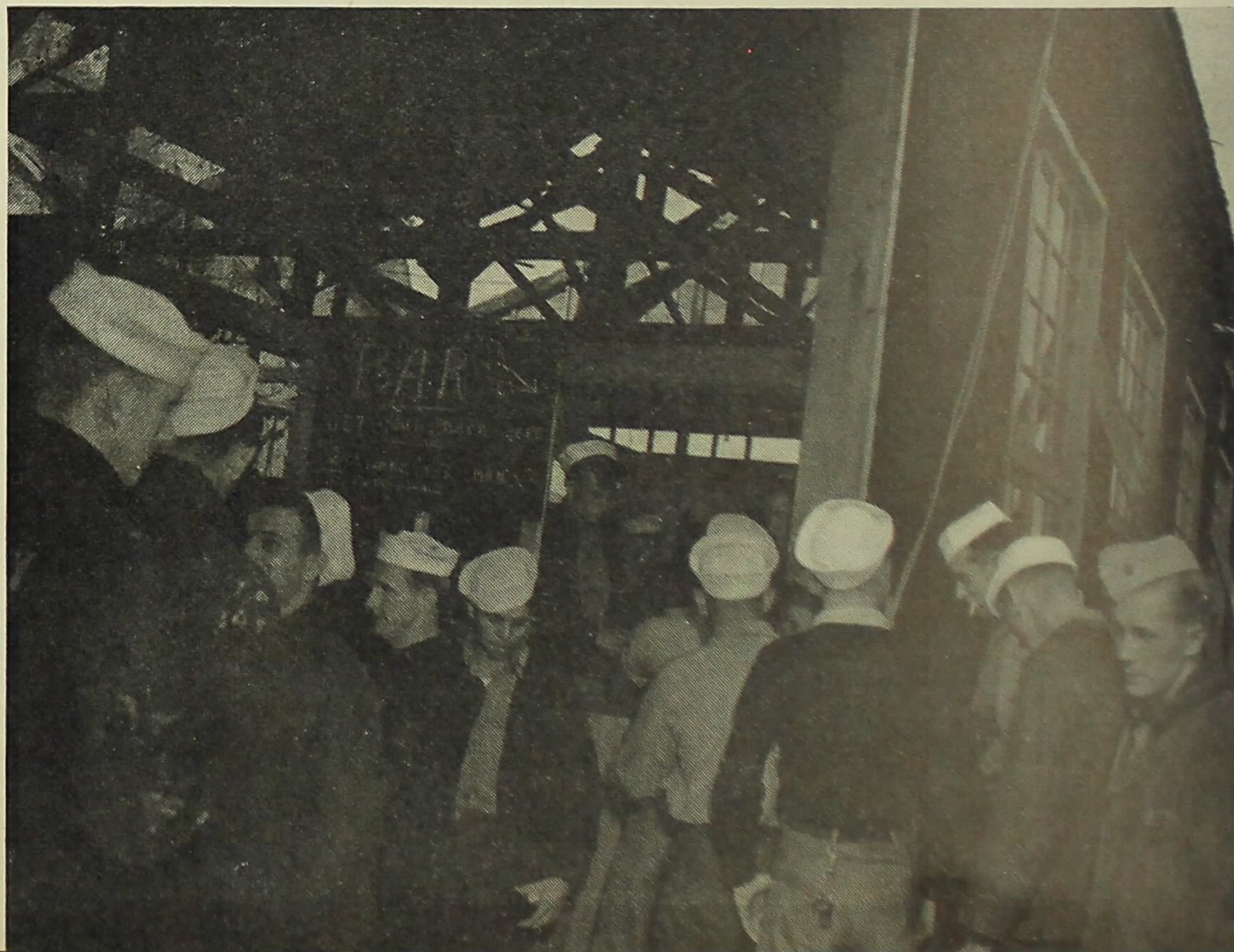
CONTRASTS IN NAGASAKI—A trip through various parts of the city revealed both the old and the new. *Upper left:* Typical of the undamaged residential areas was this group of houses. *Above:* Spared by the atomic bomb was this modern department store. *Left:* Rice fields encroach upon the narrow strip of pavement, used mostly by pedestrians and horses. On the opposite page are random views inside the city and one view looking toward the sea from a hillside.

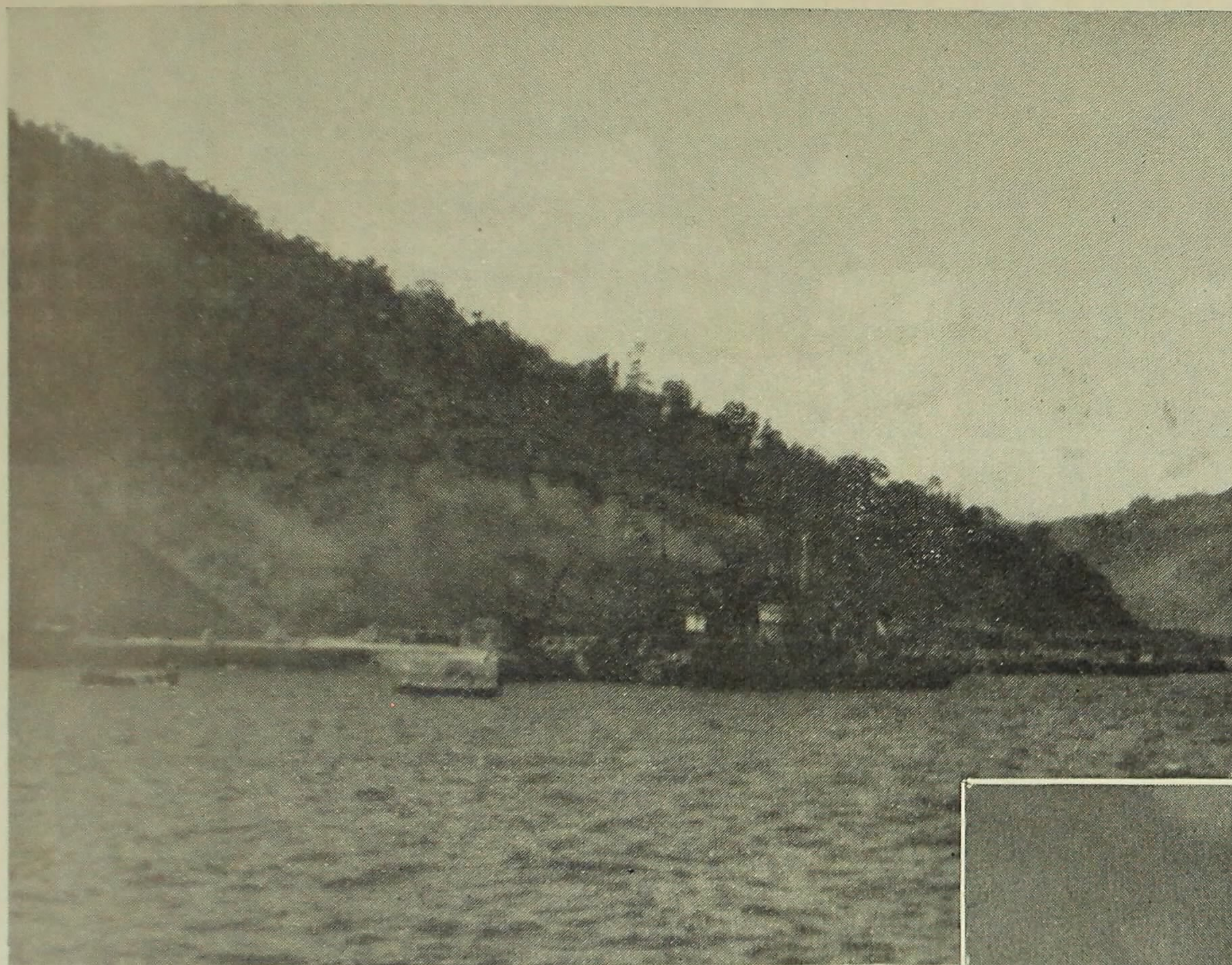






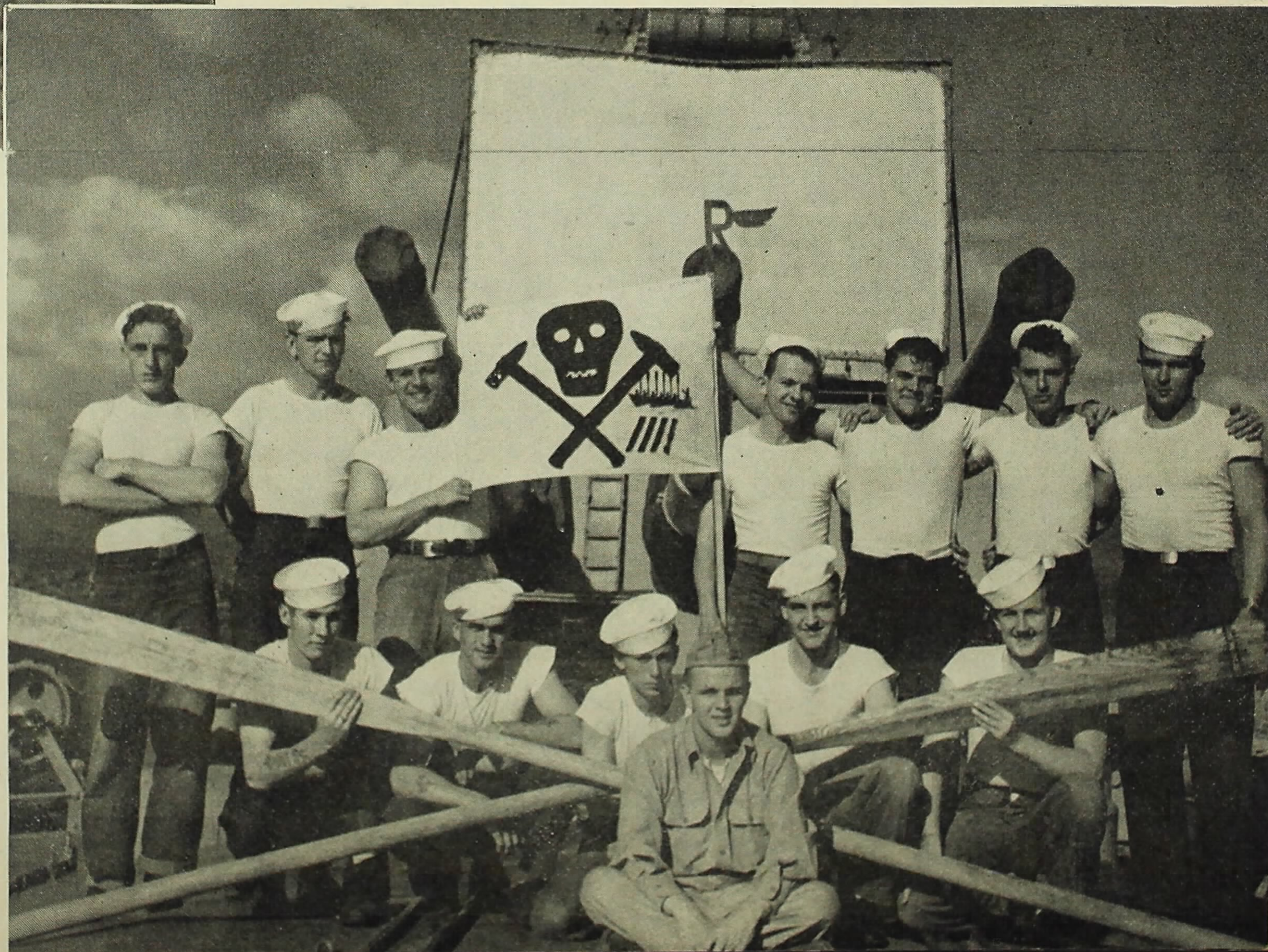
NAGASAKI RECREATION—The liberty area at Nagasaki was a midget submarine assembly factory. *Above:* The chiefs had their own nook for recreation and here the Padre keeps a watchful eye on them. *Upper right:* There were several almost completed subs in the establishment. *Right:* The crew waits in line for the ration of refreshments.

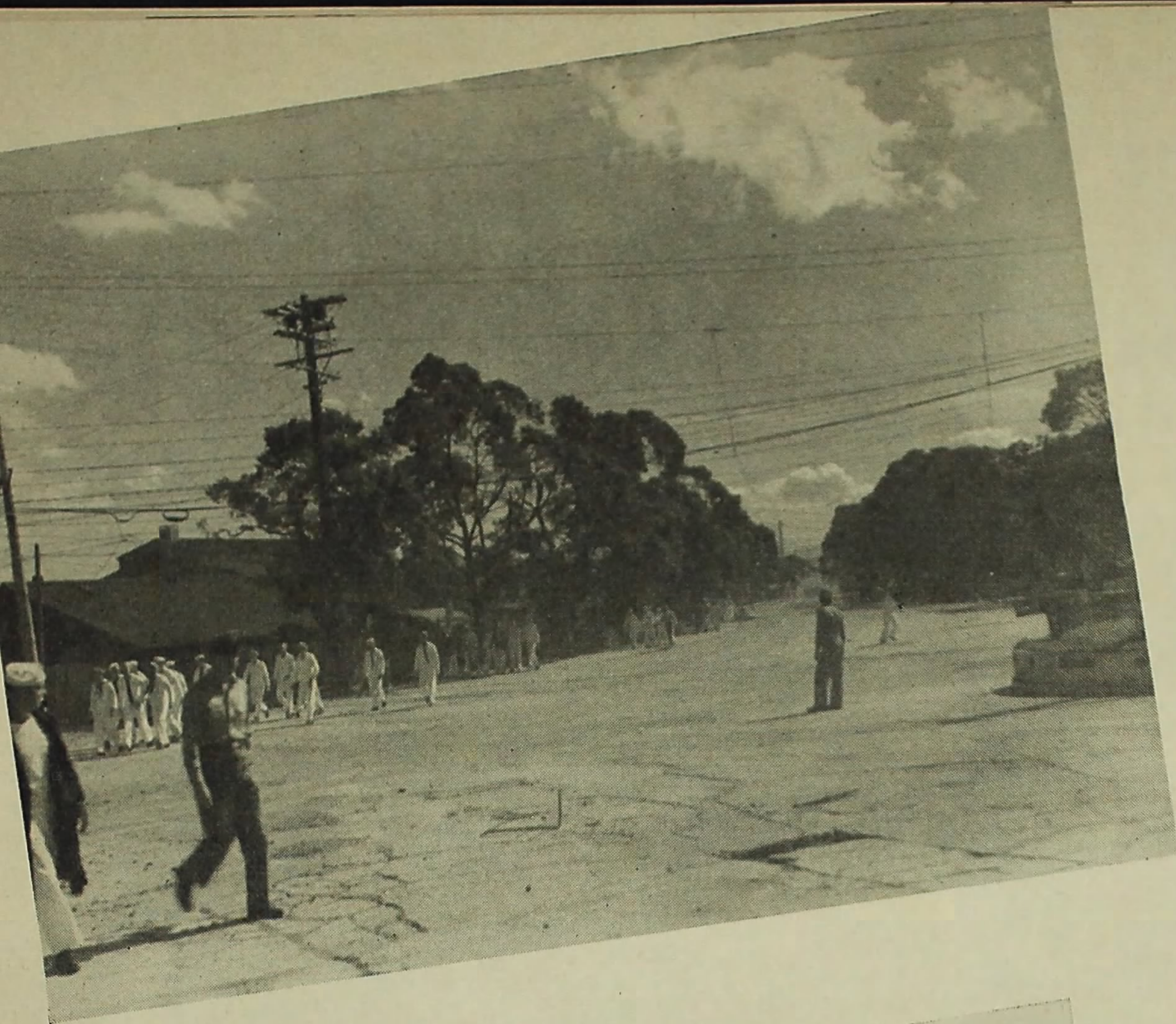




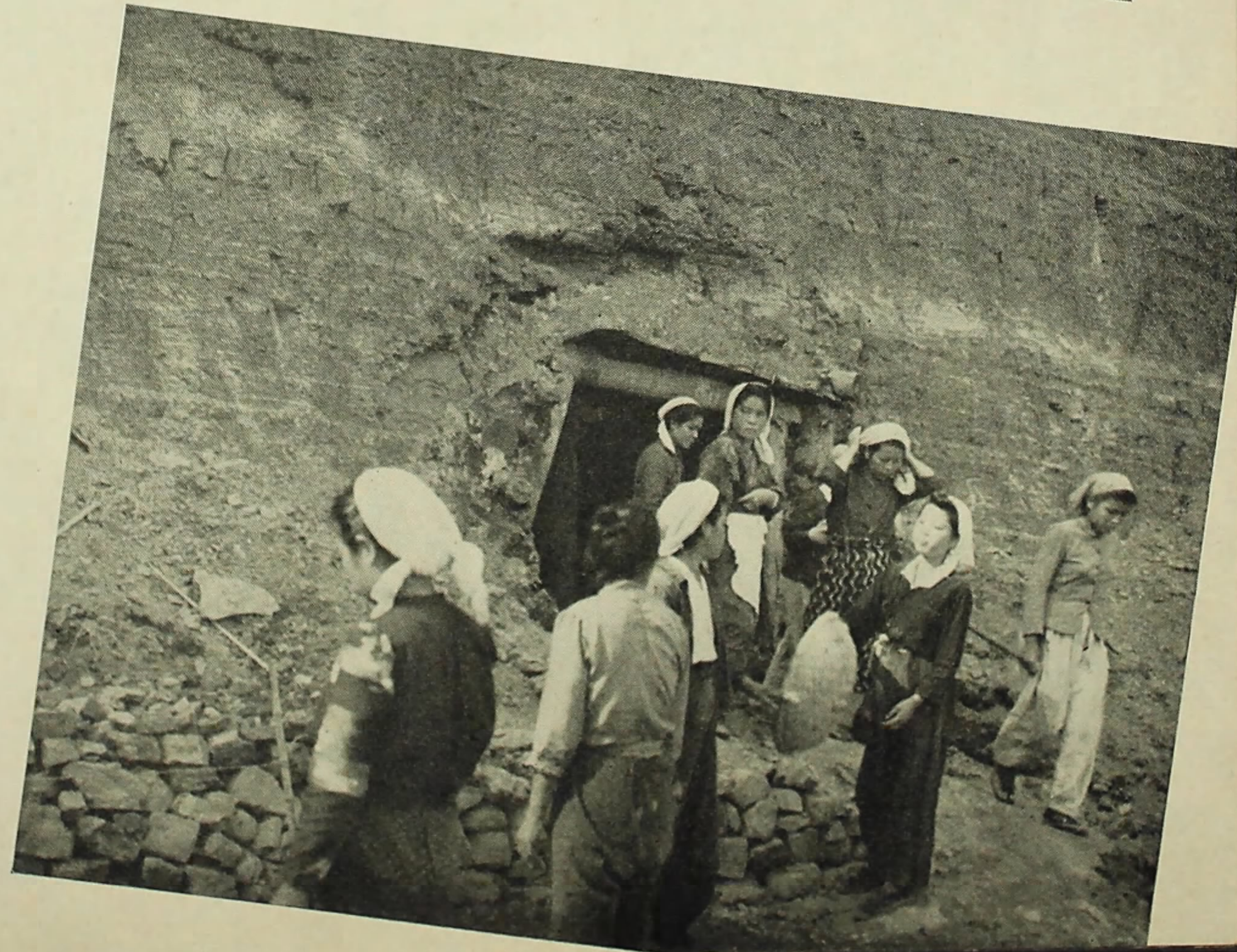
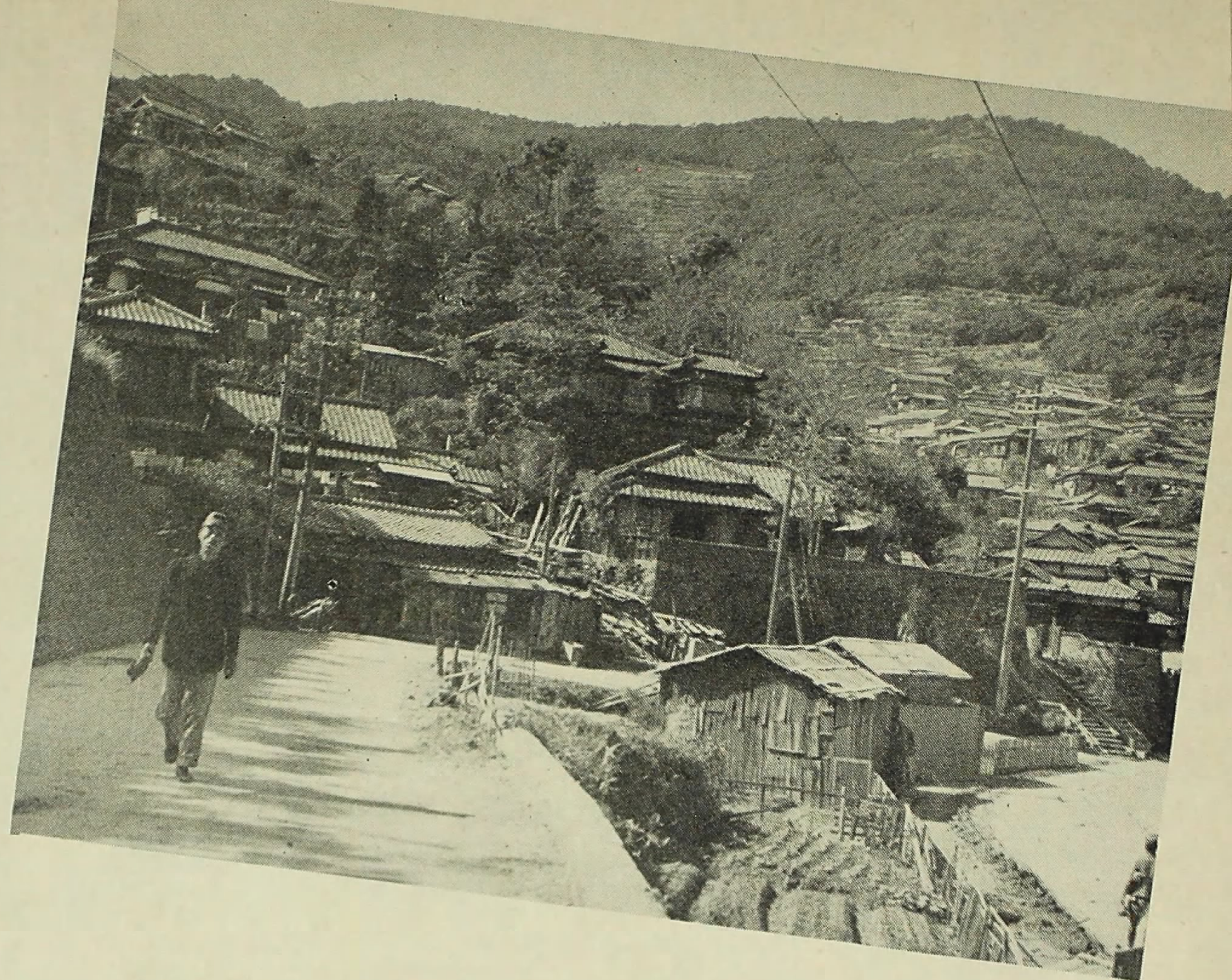
SASEBO REGATTA — After completing the evacuation of recovered prisoners from Nagasaki, the Wichita went to Sasebo. There, after considerable practice, a series of elimination races was held to determine the best pulling boat crew. The winning boat in the finals is about to cross the finish line.

THE WINNERS—Teamwork paid off for the R division crew, which swept in ahead of all competition.

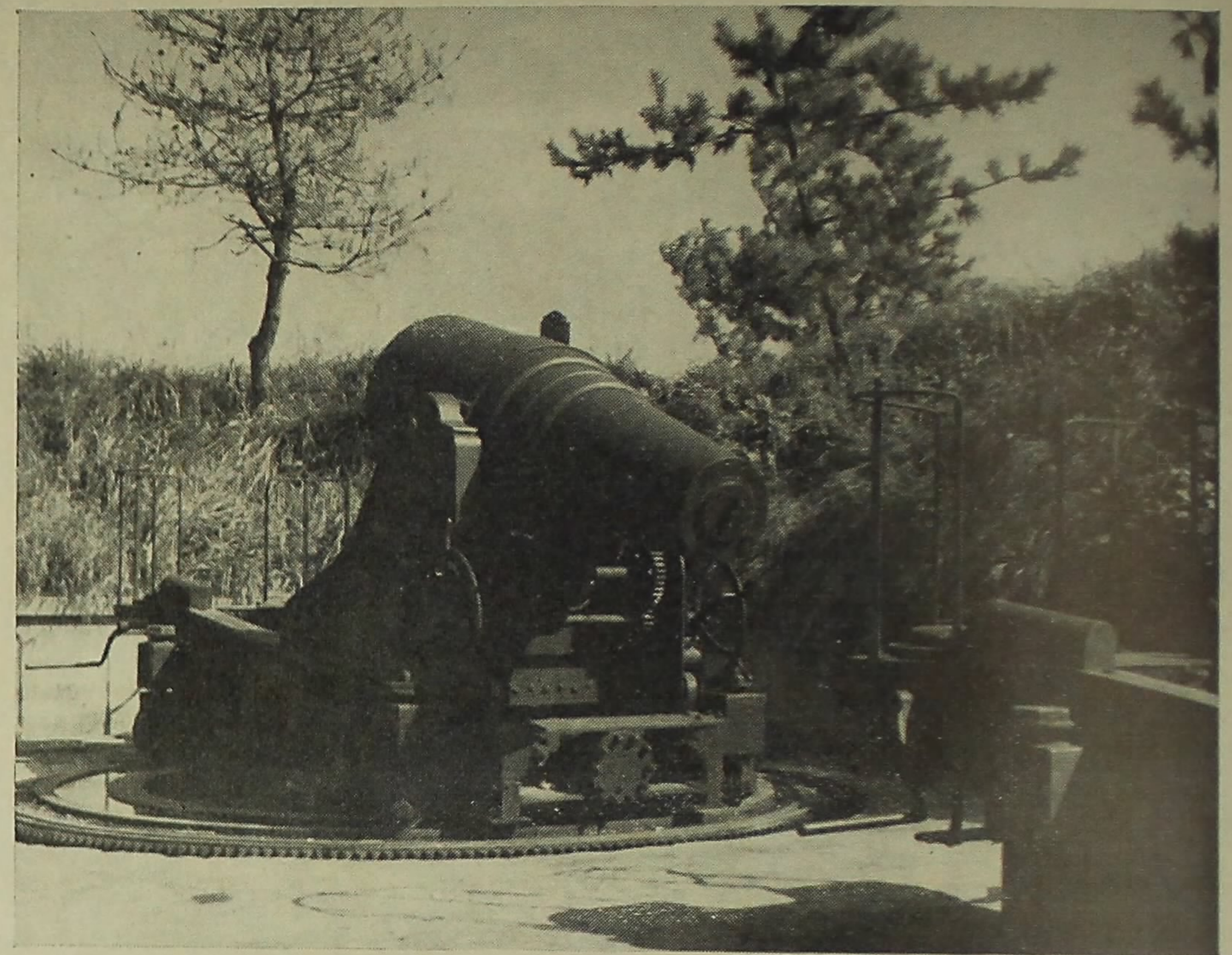




LIBERTY IN SASEBO—Here the officers and crew had ample opportunity to see a Japanese city, as there were only a few out-of-bound areas. It was a long dusty walk from the liberty landing to the shopping area, but it was good to be able to stretch one's legs. *Upper right:* The "old-fashioned" bombs, as compared to the atomic ones, did a good enough job on the business district. Only a few store buildings were undamaged. *Left:* A few structures escaped with little damage.



SASEBO SIGHTS—*Above:* There weren't many, but one quite comely miss was discovered who was more than willing to pose in approved "pin-up" style. *Upper right:* The roofs rose in steps in every ravine. *Lower right:* Working party, Jap style. It was the women who seemed to be doing what little work was in progress so far as clearing bomb damage was concerned.



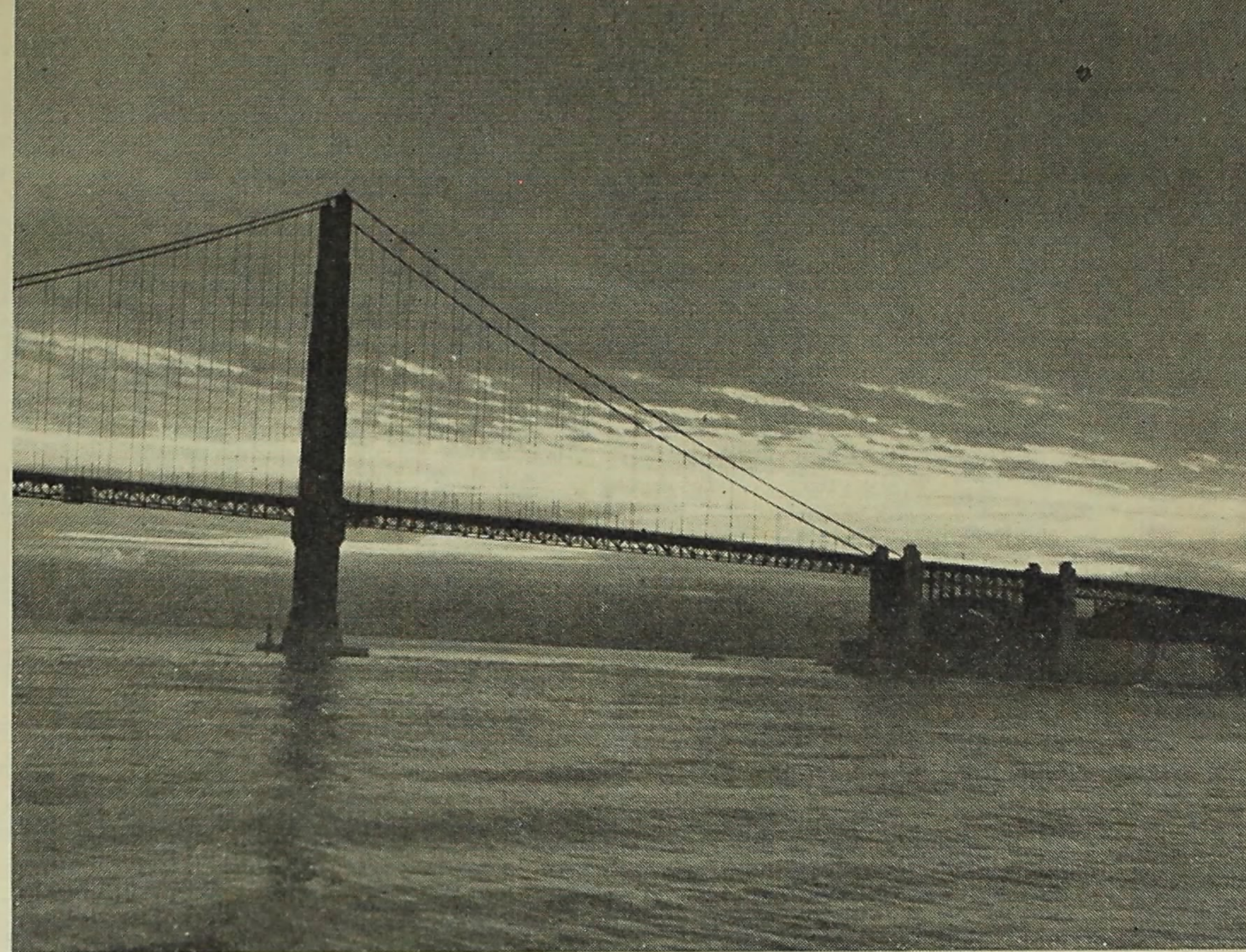
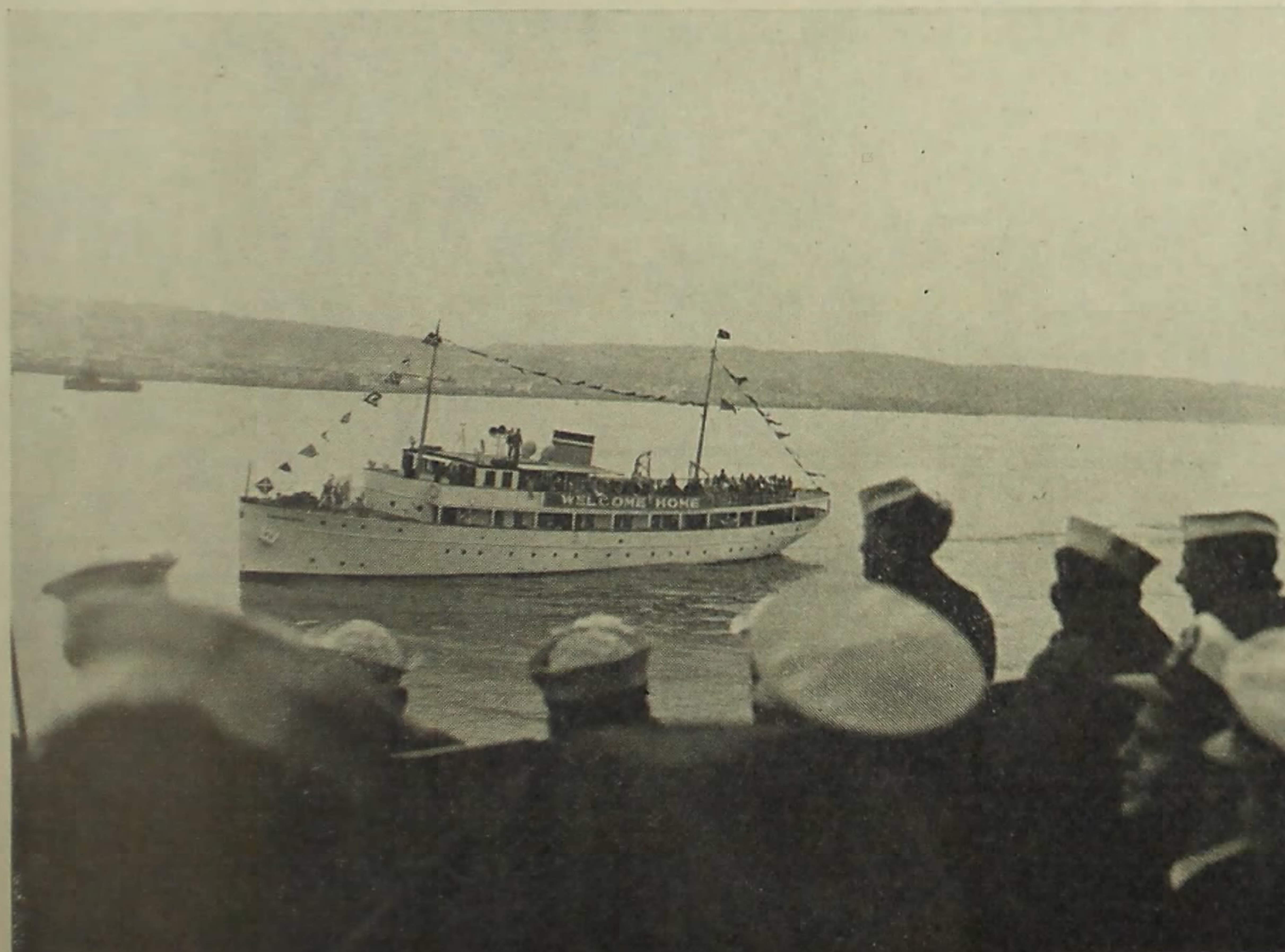
LAST DIVE—*Above:* Some of the few remaining Jap planes are scrapped by Marines. WAITING FOR US—*Upper right:* This Jap coast defense mortar, fortunately, didn't fire upon us. SPECIAL DELIVERY—*Lower right:* We almost got our mail unexpectedly, as the LST which served as fleet post office at Sasebo is buffeted about during a typhoon.





LIKE A MARSHMALLOW SUNDAE—With chocolate ice cream. Mt. Fujiyama, in all its spectacularness, was waiting for the Witch when a brief stop was made in Tokyo Bay for fuel.

BOBBY SOX BRIGADE—A beautiful white yacht, complete with GIRLS and a WAC band circled the Wichita as she made her way to Pier 7.



BEST SIGHT OF ALL—Golden Gate in Forty-five, not Forty-eight. The ship passed under the bridge 30 seconds ahead of the time estimated when we left Sasebo.

GOING OUT—The passengers and members of the crew who were eligible for discharge were unloaded immediately after the ship docked.

