U. S. S. BLOCK ISLAND
CVE 21 and CVE 106
UNITED STATES NAVY

THE STORY OF TWO ESCORT CARRIERS
WHO CARRIED THE WAR TO THE
ENEMY DURING THREE YEARS OF
CONFLICT
FOREWORD

Now Hear This:

This volume is prepared as a fitting memorial to men who have served their country in a great and terrible war. Some of them were trained in the Navy. Others have left their homes, schools and work benches but the trained and untrained have worked side by side to defend their country against the Germans and Japanese who delivered that terrible air attack on Pearl Harbor, 7 December 1941.

Nothing we can put into pictures or words can fully express the earnestness of these men, their skill and their courage. To catch the patriotism, the fearlessness, and the devotion to duty characteristic of them, it is necessary to read much between the lines. Nor can we fully narrate the hard work, the long gruelling hours of training, the tiresome loading and stowing of supplies, and the tense drawn faces at General Quarters Stations ready for any eventuality.

Captain Wallace M. Beakley has been anxious to have this book prepared for the permanent record of the Navy and all men who have served aboard either or both BLOCK ISLANDS. Many of our personnel have spent all their Navy careers in one or both of these vessels. Without Captain Beakley's interest, effort and assistance, the book would have been impossible.

We, who have worked upon the story, know that many names have been omitted. It has not been possible to give every man his full account. Only incomplete records are available because of the sinking of CVE 21. The book is a story of a team and not a man. To have prepared a full Who's Who of our gallant crew would take more volumes than we can afford to print. Many men whose faces fail to smile back at them in these pictures may well claim their share in the glorious record of CVE 21 and CVE 106.

The illustrations in this volume are official U. S. Navy and Marine Corps photographs and may not be reproduced without permission. The landing signal officers were drawn by Frances Mend.
THE COMMAND

REAR ADMIRAL DIXWELL KETCHAM, USN

ADmiral Dixwell Ketcham graduated from the U. S. Naval Academy in 1920 and became a naval aviator 19 December 1922 after training at Pensacola. After many important tours of duty, 1939 found him Air Officer in the USS Saratoga. The following year he became Operations Officer of Carrier Division One and later aide and Chief of Staff. In 1943 he commanded the USS Chenango while he was attached to Carrier Division 27 his flag flew from the Block Island masthead. Admiral Ketcham is now Commander, Fleet Air Wing One.

CAPTAIN LOGAN RAMSEY, USN

Captain Logan C. Ramsey graduated from the U. S. Naval Academy in 1918 with the class of 1919. During the last six months of World War I he served aboard the USS Texas in the British Grand Fleet. Captain Ramsey became a naval aviator in 1921. When the attack was levelled at Pearl Harbor, Captain Ramsey was Operations Officer of the Patrol Wings based in the Hawaiian Area. In May, 1942 he became Operations Officer at the island of Midway. Subsequently he served as Chief of Staff to Commander Aircraft, Pacific Fleet. 8 March 1943 he became the Commanding Officer of the USS Block Island CVE 21 and served aboard until 10 March, 1944, when he was ordered to duty as Chief of Staff to Commander, Fleet Air, Norfolk. He is now the Commanding Officer, USS Lake Champlain.

CAPTAIN FRANCIS MASSIE HUGHES, USN

Captain Francis Massie Hughes, Academy Class 1923, made records as quarterback on the football squad and won letters in wrestling and lacrosse. His first sea duty was aboard the USS Texas. He achieved his wings March 1931 at Pensacola. After a tour of duty in the USS Chicago, he served with air units at Pearl Harbor and aboard three great carriers. His PBY squadron was 25, was the first to get into the air at Pearl Harbor on 7 December 1941. Still in his pajamas, which he didn’t doff for 45 hours, his Catalina careered up the channel and was off on a 1500 mile patrol flight. He commanded squadrons in the combat areas of the Pacific until he came aboard the USS Block Island, CVE 21, 10 March 1944. He is now Chief of Staff to Commander, Fleet Aircraft, West Coast.

CAPTAIN WALLACE M. BEAKLEY, USN

Captain Wallace M. Beakley, Naval Academy 1924, earned his wings at Pensacola in 1926 after tours of duty in the USS Utah and the USS Mahan. Renowned for his ability as an aeronautical engineer, he took post-graduate courses in this field. At the start of the present war he commanded Fighting Squadron Five and subsequently was Air Group Commanding Officer aboard the USS Wasp until it was sunk by the enemy submarine attack. He became Air Operations Officer of the Staff of Vice Admiral Towers, Comairpac, and took part in strikes on Marcus and Tarawa made by the USS Yorktown and the USS Lexington. After nearly 2 years on the staff of Fleet Admiral King, Captain Beakley 1 August 1945 became Commanding Officer of the Block Island.
The Navy Soars With Wings

Men have always wanted to fly. The balloon provided the first successful vehicle for going aloft. Leonardo da Vinci conceived three distinct devices for carrying men in the air. First he designed two pairs of wings which a man might use using his arms and legs to flap them. His second was a helicopter with an aerial screw 96 feet in diameter to be turned by a strong and nimble operator. His final scheme of flight was a framed sail on which a man would glide. For nearly four centuries there was no significant advance.

Then came Kitty Hawk.

17 December 1903 Wilbur and Orville Wright achieved the first powered flight of a heavier-than-air machine. Naval authorities showed their interest in aviation by sending official observers to report on Orville Wright's demonstration of his airplane at Fort Myer, Virginia, in September 1908. Captain W. I. Chambers, USN, determined to interest the Navy in aviation, arranged with the Curtiss Company, after the Wrights had shown an unwillingness to cooperate, to have Mr. Eugene Ely, a skilled pilot, fly from a platform constructed on the bow of the USS BIRMINGHAM at Hampton Roads, Virginia.

Mr. Curtiss, taking advantage of the profound impression which this flight made, offered to teach a naval officer to fly free of charge. Lieutenant T. G. Ellyson, USN, was ordered to the Curtiss camp at San Diego on 23 December 1910. The potential value of aviation to the Navy was brought out more forcibly the following month 18 January 1911 when Mr. Ely landed on a platform built on the stern of the USS PENNSYLVANIA, anchored in San Francisco Harbor, and a few minutes later took off from the platform and returned to his base.

In addition to learning to fly, a difficult task at that time, Lieutenant Ellyson was assisting Glenn Curtiss in experiments on a hydroplane attachment. 17 February 1911 a plane thus equipped landed in the water alongside the USS PENNSYLVANIA and was hoisted aboard, then hoisted out on the water again making a take-off and flying back to the air field.

From 1911 on, naval aviators contributed much to the world history of aviation. Wind tunnels were built; model seaplane basins established; endurance and flight records achieved. 12 November 1912 Lieutenant Ellyson piloted the plane in the first successful catapult launching.
FIRST ANTI-AIRCRAFT FIRE ENCOUNTERED

Two planes with complete equipment were sent aboard the USS MISSISSIPPI, which was ordered to Vera Cruz and another was attached to the USS BIRMINGHAM en route to Tampico, all three planes to be used in connection with the occupation of Vera Cruz in April 1914. Although not equipped for landing operations, these planes made scouting flights over the trenches in and around the city of Vera Cruz on 43 consecutive days. The plane piloted by Lieutenant P. N. L. Bellinger during these flights was struck by bullets, the first fired at U. S. Navy aircraft.

WORLD WAR I

On the date war was declared, the Navy had only one air station, Pensacola, Florida; a total of 38 naval aviators; and 163 enlisted men. At the Armistice, 11 November 1918, 21 schools and stations were in operation in the United States, and 2,335 officers with 30,683 enlisted men were attached to the aviation program. This number does not include nearly four thousand student officers undergoing aviation training. Of this number 1,237 officers and 16,287 enlisted men were sent overseas during the war. Although air operations were exclusively land based and for the most part limited to convoy protection, submarine patrol, and in the case of the North Bombing Group, to bombing raids on submarine bases, the Navy learned much and contributed a great deal to the advancement of aviation. The war demonstrated clearly that the airplane was an essential component of military armament.

During the uneasy period between the two world wars, the most important accomplishment was the development of a mobile airdrome. The carrier, a floating, moveable, well-armed flying field was the result. The first step in this development was made in 1922 and the naval collier JUPITER was converted into a floating airfield and renamed the USS LANGLEY.

Six years later, after the USS LANGLEY had undergone many alterations, two practically completed battle cruisers, apparently destined for the scrap heap by the Washington Treaty for the Limitation of Armament, were completed as aircraft carriers and joined the fleet as the USS LEXINGTON and the USS SARATOGA. The USS RANGER, built in 1934, only six years before the dastardly attack on Pearl Harbor, was the first carrier designed and built from the bottom up as such.

It was during these same years that the Bureau of Aeronautics experimented with, and finally adopted the air-cooled engine, now found in every type of naval service plane. There were many other advances, the substitution of metal alloys for wood in plane construction, the installation of self-starters, de-icers, retractable landing gears, and complete radio equipment. There were steady improvements in material, in performance of planes and armament, in experimentation with new weapons, new methods of attack, new fields of research, new and efficient methods of training personnel.
CVE-21 was built on a C-3 hull in Seattle-Tacoma Shipyards at Tacoma, Washington and commissioned at Bremerton on 8 March 1943. At an impressive ceremony the ship was accepted by the Navy and Captain Logan C. Ramsey, USN, was placed in command. The ship was named for Block Island, a small island off the Rhode Island shore. After a shakedown cruise in the Pacific the ship made two trips from New York to the United Kingdom travelling through submarine infested waters to deliver essential aircraft to the European front.
When Hitler’s hordes began to terrorize Europe, Congress encouraged Naval Aviation. 14 June 1940, it raised the number of naval planes from 3,000 to 4,500.

The next day it jumped the ante to 10,000 and four days later to 15,000! At last, 19 June, a measure was passed containing the statement that this number could be exceeded “if, in the judgment of the President, it proved insufficient to meet the needs of national defense.

When Pearl Harbor was attacked the President did raise the naval air complement to 27,500 planes.

The Navy enlarged its training program, preparing to train 30,000 pilots a year as well as a proportionate number of technicians and other aviation personnel. Seventeen flight preparatory, 90 war training service, five pre-flight, 13 primary and two intermediate schools were established.

The Navy had but seven carriers: SARATOGA, LEXINGTON, YORKTOWN, ENTERPRISE, RANGER, WASP and HORNET. It was fortunate that the Japanese attack on Pearl Harbor was against battleships, not so essential in the early days of the war as carriers.

After that malicious attack 7 December 1941, plans were made at once to build more carriers. The Japanese already outnumbered us in this class of ship. The Navy had experimented with a smaller type of carrier for escort purposes and had already built some which it loaned to the United Kingdom.

These small escort carriers, the first of 10,000 tons, could be built quickly to operate a small air group, and by lost without conspicuous expense in man or air. The CVE, as now CVE is one of the great stories of the war. Their value was quickly realized. Before nearly one hundred were flying our flag as effective and important. All were engaged in the Philippines and the Pacific. They were in action in every battle, from the first battle of Guadalcanal to Okinawa, and in every major operation of the war.

Once the Navy’s escort carriers proved their ability to operate as the tactical air support of ground forces, the big carriers were left free to comb the seas on independent strategic missions. Acting as spotters, support carrier pilots directed the bombardment of surface ships and of shore-based artillery. They made uncountable low-level attacks on Japanese pill-boxes, machine-gun nests, and other targets beyond the range of other forms of artillery. They flew in low, hitting over hills and around corners. Escort carrier pilots also flew countless reconnaissance and observation hops, local combat air patrols, anti-submarine patrols and air-sea rescue missions. They laid smoke screens, dropped food, water, ammunition and first-aid equipment to isolated patrols, and even reduced malaria and typhus casualties by actually spraying the beaches with DDT on or before D-Day.
BLOODHOUNDS

VS

WOLF PACKS

In the Atlantic naval aviators sank 65 German submarines, more than half the total credited to the entire United States Navy. It is indisputable that carrier aviation swung the pendulum to victory in the Battle of the Atlantic. In 1942 U-Boats were sinking one in every 233 ships. That ratio dropped sharply in 1943 when escort carriers began to be used, and continued to drop until by 1944 only one in every 1,000 ships were sunk.

In their counter-offensive the wolf packs tried a new trick—they remained submerged during the day and attacked at night. In January and February of 1944 these new tactics were successful. Then the USS BLOCK ISLAND developed new maneuvers. Our escort carriers began flying at night and, from that point on, the shadow of disaster deepened over the German submarines. Navy torpedo planes, flying from the deck of the USS BLOCK ISLAND (CVE 21) were the first, also, to attack with airborne rockets.
The Navy developed what is technically known as the HF/DF or high frequency radio direction finders. This electronic equipment was housed in stations dotting the coastline on both sides of the Atlantic, on mid-ocean islands, such as Ascension Island, and on ships at sea. A typical action was the sinking of U-Boat U-66 near the Cape Verde Islands.

In May 1944, U-66, operating off the west coast of Africa, wanted to refuel off Cape Verde Islands and decided to notify the home base of his location. His radiogram was very brief. It was sent in less than 15 seconds. But 26 Allied DF stations of the Atlantic net obtained bearings on it. From these the position was plotted nearly 18 degrees North and 34 degrees 30 minutes West. This was passed to the Commander-in-Chief, who dispatched the USS BLOCK ISLAND and her escorts to the scene. This group cruised in the area for five days, sending up squadrons of search planes each hour of daylight. Finally the surfaced submarine picked up at night by radar, was followed by a patrol plane. The USS BUCKLEY was coached to the scene by the pilot overhead, who held the U-boat’s attention by making passes and firing his .45 calibre automatic into the conning tower. The BUCKLEY closed in on the German, engaged him in a running gun duel and then rammed the U-boat. The desperate Nazis leaped from their sinking submarine to the forecastle of the little destroyer and grappled with her crew. This was the first time in over 100 years that a United States warship had been boarded in a battle at sea. The Nazis were quickly subdued and the doomed submarine was finished off by gunfire. Fifty German prisoners were taken and the FBI rode victoriously into port with the skipper’s pants.

The USS CORRY was guided to another submarine by the B.I. dusk patrol. At dawn the ships and planes attacked in force, impelled the wounded vessel to surface, and there it was blown to pieces by gunfire. Most of the crew survived and were taken captive.

A Nazi sub captain who had lost his ship, tried to commit suicide. He was picked up out of the Atlantic with other members of his crew. The FBI medical officer removed the shell from his neck and he was given a new lease on life which continued in a U. S. prison camp.

Frequently the planes got the submarines. One aircraft team surprised a surfaced sub-wolf at dawn, completely destroying it in the first blazing sweep of fire. One of the planes was lost. The sole survivor, a young pilot-observer, managed to launch his little yellow life raft and as he sat there awaiting rescue he encountered the captain of the submarine with two of its crew. He held the Germans captive until he was rescued.

Twenty-four hours a day the planes from the flight deck of the FBI searched for submarines in the Atlantic. Twelve WILDCATS, and nine AVENGERS kept up a constant vigil. 45 pilots readily ventured out in the hunt. These men were skilled and fearless flyers anxious to be in at the kill. One aviator who bragged in the Ready Room that he’d get a “sub” on his next mission, achieved his goal but became so excited that he spun in. A passenger ensign lived to tell the story but the gallant pilot was lost.

Each night at sunset an AVENGER, having a 301 gallon belly tank, would be launched for patrol duty. This plane, flying on a beam search of 50-75 miles from the moving carrier travelling at 16 knots, sought to discover wolves as they surfaced for an evening breather. One submarine was literally caught with its pants down. The crew was in swimming.

Each hunting expedition lasted about three weeks. The adventurers ranged between the Equator and Latitude 30°, from the Azores to within a few hundred miles of Europe. Each safari ended with recreation and rehabilitation at Casablanca.
A LAST ROUND UP

Nearly every day there was a periscope feather or other alarm and then on 23 May the flattop sailed out from Casablanca on another mission of destruction. A U-Boat, known to be headed south from the Bay of Biscay was its target. The FBI task force conducted round the clock air and surface operations. 27 May, 0225, Lt. jg Calvin E. Mansell, in a regular TBM scouting flight, made radar contact in 34°00' N., 22°40' W., on a target evaluated to be a submarine. As he started his approach the ICS went out and the plane passed over the contact before the pilot could ascertain the submarine’s position. Lt. Mansell was unable to regain contact. Lt. Jack Littlefield was vectored to the scene of contact and relieved Lt. Mansell. Lt. Littlefield started square search and picked up blip, holding contact intermittently for one hour. The destroyer escorts were ordered to investigate contact but obtained only negative results. 29 May, 0255, Lt. John W. Magee saw the wake of a submarine, prepared to launch depth charge attack and then his flare went out. Lt. Magee once more illuminated area but sighted nothing. Several more planes were vectored out but the submarine, apparently alerted by the flare, submerged and the contact was lost. The task force, determined to locate the wolf, change its course and backtracked to the north at about 1958. It is probable that the CVE passed very close to the Nazi which thought itself cornered and launched a suicidal attack.

At 2013 without warning of any kind a torpedo struck the USS BLOCK ISLAND (CVE-21) approximately at frame 12, near the bow, probably on the port side. Four seconds later another torpedo struck farther aft, travelling through several frames of the ship and exploded in an oil tank through the shaft alley and up through five inch ammunition magazines.
The rudder jammed to port 20° and the vessel was out of control. Escort destroyers went to flank speed, reversed their courses and headed toward the carrier. All power was lost and communications with screening destroyers failed. At 2021 a periscope was sighted from the BLOCK ISLAND bridge. Because of power failure, guns could not be brought to bear on the target in time, although efforts to train manually were made. With the BLOCK ISLAND dead in the water and sinking fast, orders were given to prepare to abandon ship. The executive officer ordered all men in the hangar deck crews to go topside and this undoubtedly is responsible for the small number of casualties. At 2023 the carrier was hit again by another torpedo which blew a thirty foot hole in the aft end of the hangar deck. There was an opening of about 18 inches completely across the flight deck and down the side to the hangar deck. All salvage steps that could be taken were of no avail. Not only was there danger of the ship breaking in two but there was an ever present threat of another torpedo hit. The ship was abandoned at 2036. It had settled about 20 feet by the stern. Officers and crew left the ship on the starboard side, which was the windward side. Captain Hughes and the fast of the personnel abandoned ship at 2145 after a man, pinned in the wreckage, had died while being extricated. A heavy explosion, probably of the remaining depth charges, occurred at 2208 and brought to an end the CVE 21.

In this disaster, six men were lost, only a few injured. Within an hour the crew, which had left their ship in an orderly manner, were kept close together on rafts. The stronger swimmers aided the injured and placed them with the weaker men in rafts. There was no disorder or confusion among these well trained naval men and many of them displayed high heroism the full story of which will never be known. That not one man was lost in this evolution although some were in the water over two hours until well after darkness had set in and during underwater explosions, demonstrates the discipline and character of all hands. Most of the personnel were picked up by the USS AHERNS and USS PAINE. The USS ELMORE took the USS BARR in tow after it had been damaged by the submarine which was fighting like a trapped animal. The AHERNS and the PAINE, after all men were rescued, stood clear of the area for the night while the ELMORE and the BARR stood by. In the morning the ships made a rendezvous and searched the area for any possible additional survivors. It is believed that 29 May at 2127 the submarine which had made the attack was exploded and sunk by hedgehogs from the USS ELMORE.

After probably causing the demise of eleven submarines, the crew of the USS BLOCK ISLAND came into Casablanca 1 June at 1230. Although they had lost their ship, the crew was not without high honor.
In Memoriam

When the USS BLOCK ISLAND was torpedoed six men aboard were lost. The demise of these shipmates depressed everyone although each man was thankful that the casualties in so great a disaster were so few.

JAMES O'NEIL FRANKS, COX, USNR
JAMES PETER KIBASH, MM3c, USNR
PETER TYCH, S1c, USN-I
HENRY ALFRED MEYER, EM2c, USNR
JAMES BYROL OWEN, AMM1c, USNR
JOHN J. SCHLINKER, S1c, USNR

Six fighting planes were in the air at the time their carrier was destroyed. Having nowhere to land, they flew to the nearest islands. Only two of the planes made successful landings although when setting their planes down on Portugal possessions, they knew the reception would not be cordial. They were rescued as soon as possible by planes from Casablanca. To the four aviators of the FIGHTING BLOCK ISLAND who were lost, we make a final salute.

LIEUTENANT ROBERT P. BUHL, USNR
LIEUTENANT JG JULIAN L. PITT, USNR
LIEUTENANT JG ROBERT W. WYATT, USNR
ENSIGN ROBERT E. INNIS, USNR

Fifteen other men were injured and taken to the U.S. Naval Base Hospital at Casablanca, where they recovered and most of them regained their full strength, returning to active duty in the Navy.
Captain Hughes was determined to keep his valiant crew together and find another ship for the FIGHTING BLOCK ISLAND tradition. A new 23,000 ton carrier, a larger and newer type of CVE, the second in the COMMENCEMENT BAY class, was being finished at the TODD-PACIFIC SHIPYARDS, Tacoma, Washington. It had been launched 10 June 1944 and christened by Mrs. E. S. Hallenback, Okanogan, Washington. She is the mother of Major Gregory “Pappy” Boyington, a 30-year old Marine ace who was missing after shooting down 25 Jap planes. Later, after CVE 106 was commissioned, he was found to be still alive.

The launching is one of the most critical moments in the life of a ship. Imagine the problem involved in moving a fifty story skyscraper, lying on its side, the distance of a city block and you can get some idea of the task of launching a ship like the USS BLOCK ISLAND. There are two sets of launching ways. They are called ground ways and sliding ways. The ground ways are stationary and run the length of the ship extending well out into the water. The sliding ways are placed on top of the ground ways and sandwiched in between is a good half an inch of wax and grease. The ship is transferred to the sliding ways and is ready for launching. The sliding ways go with the ship on the greasy trip and are picked up in the water to be used again. Transferring the weight of the ship from keel blocks and cribbing to the sliding ways is accomplished by driving several hundred feather tipped oak wedges between the sliding ways and the hull.

The launching rites have a background of 4000 years of colorful history. Human sacrifice, the spilling of blood, incantations by high priests—these little extras marked the ceremonies of the early launchings. A little known but ancient custom took place aboard the BLOCK ISLAND during her trial and speed tests shortly before her commissioning. In early days a newly launched ship sailed out to sea on her trial run manned by a skeleton crew from the shipworkers who built her. The rest of the workers remained ashore perched along the ways, on high buildings, and in trees. If the trials were successful, a galley broom was run up the masthead, bristles up, a signal to the anxious workers that the ship they had built was accepted by those for whom she had been constructed. The first to sight the bough high on the masthead let out a great shout and spontaneous rejoicing and merry-making followed which lasted far into the night. A ship returning without a broom was known to be full of bugs and require more work to be acceptable. When the BLOCK ISLAND returned from her trial runs, proudly adorning her masthead was the witch’s broom, attesting to the fact that the workmen had made a clean sweep.

After thirty days leave the FBI crew re-assembled in Tacoma, Washington. In spite of the inevitable transfers, the ship’s company at the time of the commissioning contained 660 men and 52 officers who had been aboard CVE 21, out of its complement of 857 men and 63 officers.

30 December 1944 approximately 1000 high ranking naval officers, city officials and guests gathered with the ship’s crew in the hangar deck to witness the simple ceremonies, shorn of their trimmings, to fit the tempo of war. Captain J. L. McGuigan, USN, superintendent of shipbuilding in the Tacoma area, presided.

At 1521, the colors were piped aloft and the ship’s first watch set. A bronze memorial plaque having on it a replica of the ship, designed by Edward J. Garrison, together with a fund for the Ship’s Welfare, was presented in behalf of the men and women employees of Todd shipyards who had worked on the carrier by Mrs. Jewell Greening, a fellow-employee, who made the presentation in honor of her son, Lt. Col. Charles Ross Greening, a participant in General Doolittle’s first bombing of Tokyo, and at this time a prisoner of war in Germany. The plaque, appearing on the frontispiece of this book, is mounted on the Quarterdeck bulkhead.

In an impressive ceremony which followed, many men received awards for their unusual wisdom and gallantry at the time CVE 21 was torpedoed.
LEGION OF MERIT
Captain Francis Massie Hughes, USN
Commander Delos Edwin Wait, USN

NAVY AND MARINE CORPS MEDAL
Chief Carpenter Clarence Meyers Bailey, USN

BRONZE STAR MEDAL
Commander Jasper Leslie Custer, USNR
Lieutenant Commander Robert Stinchfield Knowles, USNR
Lieutenant Commander George Richard Gronvold, USNR
Chief Boatswain’s Mate Arthur Price, USN
Aviation Machinist’s Mate 2/c Alexander Culberson, USNR
Aviation Machinist’s Mate 2/c Don Arlo Taylor, USNR
Aviation Machinist’s Mate 3/c Leonard Leroy Johnson, USN

COMMENDATION RIBBON
Boatswain’s Mate 1/c Ellis Charles Church, USN
Carpenter’s Mate 1/c Emil George Bazzini, USNR
Shipfitter 2/c Joseph Duran Lago, USNR
Coxswain Harold Roy Simms, USNR
Pharmacist’s Mate 1/c Lawrence D. Anderson, USNR
U. S. S. BLOCK ISLAND DID IT "FIRST"

CVE 21 pioneered in the use of HF/DF (high frequency direction finder) against the submarine menace in the Atlantic.

The planes of CVE 21 were the first to use airborne rockets in attacks on German submarines.

CVE 21 was the first and only U.S. Naval Aircraft Carrier sunk by enemy action in the Atlantic.

The crew of CVE 21 was the first crew of a U.S. Naval vessel which had been sunk in combat to be maintained as a unit until another ship of the same name could be prepared for its use in World War II.

CVE 106 was the first U.S. Naval Aircraft Carrier to have an All Marine Air Group aboard.

Vice Admiral Barbey, Acting Commander Seventh Fleet, delayed the Balikpapan (Borneo) campaign until the Fighting Block Island became available because it was the first CVE with an experienced and skilled "night fighter" air group.

CVE 106 was the first U.S. Naval ship to sail through the Straits of Makassar after the Pearl Harbor attack.

CVE 106 was the first carrier to be used in the training of recruits. For nearly two months it served as a recruit training ship at Camp Peary in the York River. About 7,500 "boots" had their first experience aboard a naval vessel in this ship.

It will be the first aircraft carrier and combatant ship of a World War to be permanently anchored and used as a training ship at the United States Naval Academy.

THE HANGAR DECK CVE 21
The carrier planes became the eyes and the fists of the Fleet. They provided the long range sea searchers, plus the long-range artillery and shifting flexible power needed to overcome the advantages of distance and geography the Japanese had in the Pacific. In the Battle of the Atlantic the escort carriers were the steel barrier on which the Nazi wolf packs finally broke their teeth. In the Pacific the big flattops took the offensive almost alone, against the spreading Japs.

The Navy chose the new BLOCK ISLAND for an experiment. It would have an entire Marine Air Group. Commander Hood, Air Officer of CVE 21 would continue in that capacity but the Marines would furnish the squadrons. Marine Carrier Aircraft Service Squadron One came aboard with 13 officers and 216 enlisted Marines. These men would service and maintain aircraft. It meant that some old timers would have to go on the beach. It was hard to leave this splendid new ship with a grand old name but only 144 enlisted naval air personnel could remain aboard.

Lt. Colonel John F. Dobbin, USMC, holder of a Navy Cross for the destruction of 8 Japanese planes in the Guadalcanal campaign commanded the Marines. Two powerful squadrons fought the planes. Marine Fighting Squadron 511 and Marine Torpedo Bombing Squadron 233. The pilots were experienced men with splendid records in Marine Aviation in earlier campaigns. The unusual combination of Navy and Marine aviation units require many adjustments but worked out well under the splendid leadership of cooperating officers.

Four different types of missions of aircraft operated from the decks of the FBI and made its nights as busy as its days. CVE pilots flew as many as four long support missions every day, which said Rear Admiral Durgin, “meant nine hours in the air of constant flying and fighting.” “That’s too much,” he added. The BI had twelve Corsairs (F4U-1D and FG-1) which fought brilliantly by day. Ten HELLCATS (F6F-5N) continued the battle into the night. Twelve Avengers (TBM-3) launched torpedoes at strategic points.
A MEMORIAL SERVICE ON THE FLIGHT DECK

TAPS

These Marines aboard the BLOCK ISLAND in San Diego on 3 February 1945 carried on extensive operational training. Not all the heroes of this war or any war die in combat. There are the men who do the research, make the experiments, and risk their lives in training. Before this ship entered the actual combat eight of its flying personnel were lost.

MAJOR ROBERT WESLEY WAUPELL, USMC
2nd LIEUTENANT CHARLES CLINTON HARRIS, USMC
2nd LIEUTENANT ROBERT J. Haire, USMC
2nd LIEUTENANT RAYMOND DE LAUGHER, USMC
SERGEANT GUNTHER WILLIAM GUSTAV HUNRICHS, USMC
SERGEANT F. PAWLOWSKI, JR., USMC
TECHNICAL SERGEANT JAMES WILLIAM MILES, USMC
P.F.C. EUGENE SHUTE, USMC
THE FLYING DEADHEADS

CAMPAIGN AT OKINAWA

The BLOCK ISLAND entered the fray after its shakedown cruise on 4 May at Okinawa alongside such fighting veterans as the SANTEE, SWANEE, and CHENANGO, the first ships of this type to see action in WORLD WAR II. The FBI shared in the last 43 days of the 63 day siege at Okinawa, the longest in Naval history.

The Japanese, realizing that the loss of Okinawa would mean the loss of the war, used every means of its yellow power to stop the invasion of the Army and the Third Fleet which supported it. The losses of the Okinawa campaign were the heaviest in any single campaign of our Navy.

On 29 May when the anniversary of the sinking of CVE 21 rolled around they baked a cake but what was more important and made that day a special day in air operations, all bombs and rockets were marked as memorials. The flight schedule was typical. Over 30 planes flew from the carrier, fired 161 five-inch Holy Moses Rockets, more than 10,000 rounds of machine gun ammunition and dropped 19,000 pounds of bombs against the enemy. That day the attack was against Ishigaki, an island 500 miles from Japan proper.

From 4 May through 16 June the planes flew 1202 sorties.

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<th>Sorties over target</th>
<th>262 VF</th>
<th>11 VF (N)</th>
<th>12 VF (P)</th>
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<tr>
<td>Total</td>
<td>587</td>
<td>478 VF</td>
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<td>Sorties over own forces</td>
<td>615</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

On these sorties they fired:

- 444,900 pounds of bombs expended
- 2,213 five inch rockets launched
- 297,000 rounds of machine gun ammunition

The usual position of the ship in the Okinawa campaign was about 80 miles southeast of the island:

- 320 miles from Formosa
- 390 miles off the coast of China
- 380 miles from the southern tip of Japan
- 510 miles from the northern tip of Luzon
- 920 miles from Tokyo
- 1,100 miles from Chunking

1,130 miles from Guam
5,300 miles from New York City
The shortest line from the BLOCK ISLAND to New York City, we knew, was by the way of Tokyo.

Our planes carried quarter ton bombs to Shuri Castle and dropped them squarely on the wrought steel gates of that formidable stronghold, bursting them open for our land forces. Other 500 pounders were dropped on the big twin airfields of Miyako Jima. Once our planes came over a battlefield early in the morning, found a troop carrier truck rolling up the road with thirty Japs sitting on the rail. Then suddenly there was none.

The planes launched their rockets into cave entrances until whole hillsides quaked with internal explosions. They damaged airfields until the busy little yellow bees got tired of repairing them.

Enemy installations of every kind were attacked and annihilated.

The BLOCK ISLAND Marines proudly reported the havoc they wrought upon the enemy.
Okinawa Targets

Bracelet’s chickens and turkeys do well!

The 500 pound bombs hit their marks.
PROCLAMATION

PRESIDENT TRUMAN HAS PROCLAIMED THE
UNCONDITIONAL SURRENDER OF GERMANY:

Friday, 11 May 1945

"YOU AND YOUR ALLIES HAVE WON A GREAT VICTORY. THE PRICE WAS HIGH; IT HAS BEEN WON BY DETERMINATION, SACRIFICE AND BLOOD. WITH THIS VICTORY YOU HAVE WON SOMETHING MORE; THE ADMIRATION AND GRATITUDE OF AMERICANS AND THE WORLD. THE TASK HAS NOW BEEN HALF ACCOMPLISHED. ANOTHER POWERFUL ENEMY REMAINS. IT WILL REQUIRE ALL OUR RESOLVE AND FORTITUDE TO DESTROY HIM. ONLY BY DOING SO CAN WE KEEP FAITH WITH THOSE WHO HAVE FALLEN. LET US NOW GO FORWARD TO SPEEDY AND COMPLETE VICTORY IN THE PACIFIC."
THE MARINES
in the READY ROOM
Work, Play and Eat

BEFORE THE READY ROOM "BOARD"

A SNACK AFTER A MISSION

NOW THERE'S THE COURSE

AFTER 2000 LANDINGS
ACTION REPORT

The “Action Report” of a carrier is two-fold. First the strikes must be recorded. We proudly paint another Japanese flag on our board, report the destruction of a machine gun nest, prepare glowing reports of large fires set by our bombs. We talk about these things in the READY ROOM, each man bragging about his accomplishments but listening for hints from the other boys. The READY ROOM is the most gossipy place on the ship. There’s tense waiting. There are thrilling reports. There is food and fun in between. It’s a great life. But back in each man’s mind the “Action Report” is the failure to return of some of our chickens and turkeys. The daily strike can best be felt now that it is so far removed by recalling the men who failed to make the return rendezvous.

24 May, eight of our TBMs were called upon to help the Army with the stubborn Japanese units on Hill 72. Dug-in Japanese guns were concentrated just below the brow of the hill, only a couple of yards from American soldiers on the skyline. Captain Berry and Captain Takacs brought their divisions in to plant 30 five hundred pound bombs squarely among the Japanese manned mortars.

27 May, Major Robert C. Maze, USMC, commanding officer of VMF failed to come back. He led a dive attack against a shipyard on the coast of Ishigaki Shima. On the same day, 2nd Lt. R. A. Goldberg, USMCR, a Corsair pilot in VMF 511, after going down with a four plane run against Ishigaki airfield from high altitude disappeared. These losses are to be expected in our line of business but they always leave a mark and a heavier burden on the men who follow them.

29 May, more casualties came our way. 2nd Lieutenant Jack Marconi, USMCR, pilot, S/Sgt. Joe F. Survey, USMC, Turret Gunner; S/Sgt. Ben D. Cannan, Jr., USMC, radiogunner, lost their lives while making a bombing run on targets in the edge of Ishigaki, a short distance from where we had our losses two days before. Antiaircraft fire was intense during the attack and other pilots saw Lt. Goldberg's plane wing come off and the plane failed to pull out of the run.

Reconnaissance planes brought back photographs and reports to show that our losses had not been in vain. Principal buildings in the neighborhood of the airfields had been gutted. Big radio stations were leveled. The airfields looked like hell's half-acre.

16 June, we lost another shipmate, 2nd Lieutenant A. E. Jones, USMCR. Having successfully completed a rocket attack on the seaplane base of Konoya on Amami Island, Lt. Jones, piloting a HELLCAT, was presumably struck by the heavy antiaircraft fire. But the Japanese were becoming more and more discouraged. Now our planes were landing at Okinawa to refuel. Okinawa was secure and the USS BLOCK ISLAND sailed with her sister ships for Leyte.

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U.S.S. BLOCK ISLAND
Dispatch

10 May 1945

FM: Bracelet
TO: Federal 3

This is my report of aircraft missing X time of takeoff 1616 X plane call Bracelet 64 X pilot 2nd Lt. Douglas H. Herrin File No. 035081 X mission target two X not seen to crash X last observed commencing run on target X possibly made water landing near target unobserved X will you initiate air sea rescue action X time 102005 X item

That was our first loss. Lt. Herrin was on a bombing mission over Okinawa. His flying crew included E. T. Gunning, S/Sgt., USMCR and J. L. Butchorn, Sgt., USMC.
READY

CHECK?

ARMED TO THE TEETH

THE SUN GOES DOWN LIKE THUNDER
Okinawa well secured, shortly after dark on 16 June, the BLOCK ISLAND, SUWANEE, GILBERT ISLANDS and Santee were detached from Task Unit 32.1.3 and proceeded to Leyte for a well earned rest. The ship’s work continued but the men managed a little time ashore.

Word came through that a strike was to be made against Borneo to re-capture the Dutch territories and rich oil lands enjoyed by the Japanese during the war. On his way to that front, Vice Admiral Barbey, Acting Commander SEVENTH FLEET and CFT 78, came through Leyte on 23 June. After a conference with the Chief of Staff, Seventh Fleet, it was decided that the invasion could be delayed until the BLOCK ISLAND could join the CVEs assigned to provide air coverage at Balikpapan. CVE 106 was desired because it had a Marine support group and night fighters and it was evident that in this campaign that type of air operation would predominate. The mustering of carrier escorts for this campaign was the Navy's ace-in-the-hole to provide against failures on the part of shore-based aircraft.
THE WILD MEN OF BORNEO

29 June, the BLOCK ISLAND left Leyte Harbor, threaded its way past Samar, Mindanao and the Islands of the Philippines, steaming south toward the Straits of Makassar, through water too blue to describe. One man said it looked as if the sea were “blue jello.” The FBI was the first line ship of the U. S. Navy to enter these straits since early 1942.

Five minutes ahead of schedule, at 0855, 1 July, the landings at Balikpapan were accomplished. Amphibious forces of the Seventh Fleet, troops of the Seventh Division, Australian Imperial Forces, landed on the Klandasan Beaches a few moments after a staggering barrage of more than 8,000 rockets. LCTs stood a few hundred yards off shore. Farther out lay the cruisers and destroyers bombarding the beach incessantly. The attack was successful and, we were informed, worked out according to plan.

The carriers of Task Unit 78.4 stood about sixty miles off shore during the day. They were not too busy with combat but concerned with Air Patrol and Submarine Patrol. The FBI was the first aircraft carrier to strike in the Borneo-Celebes area when Captain Secrest with Lieutenants Haidt, Skelly and Johnson were ordered from a local patrol to attack a motorized column that had been spotted 3 miles north of the landing beaches. They found 14 trucks and 12 automobiles along a jungle road. The troops had taken cover in slit trenches at the roadside. When the Corsairs retired, four of the trucks were burned, the remainder damaged and the troops in the trenches had been strafed.

Squadron after squadron of Army planes came down from Tawi Tawi during the next day to provide the bulk of the bombing and support work for the invasion. Our night fighters flew patrols throughout the hours of darkness and received a “WELL DONE” from the Admiral. 2 July, the BLOCK ISLAND launched its biggest strike, 24 planes off the deck in one operation of which 22 went for the target. It was a field day. Our flyers were assigned an area four miles back of the beach where a concentration of military warehouses, barracks, trucks and troops were nested in heavy jungle. Control told them to go after it any way they wanted. The pilots cut loose. Altogether they made 170 passes over those targets, dropped 11 tons of bombs, 82 rockets, besides firing away many thousands of rounds of fifty calibre stuff. This “shoot” wound up the Borneo campaign in which we can take unusual pride not only because of our achievements but because we had NO CASUALTIES. 82 sorties over our own forces, 38 over the target, using 21,700 pounds of bombs, 82 five-inch rockets, and 10,800 rounds of machine gun ammunition and not a man or plane lost!
THE REALM OF NEPTUNUS REX

The battle done against the yellow man for the moment, the FIGHTING BLOCK ISLAND encountered a jealous and sensitive sovereign, Neptunus Rex. He was welcomed aboard on 29 June 1943 and his flag flew from the yard-arm. The royal kingdom was entered at 118°56'12" E. Lat.

The auspicious event was not given full cognizance until we had crossed a second time. On 4 July the pollywogs did obeance at the Shellback court. The court consisted of:

Neptunus Rex, Chief Warrant Bailey
Royal Queen, Captain Hollis
Prosecutor, Lt. Comdr. Gilman
Devil, Chief Boatswain’s Mate Wright
Royal Baby, Chief Able
Royal Barber, Lt. jg. Gaffrey
Royal Dentist, M.U/Sgt. Thomas
Royal Undertaker, Kubler

The pollywogs were assembled on the flight deck in shorts and socks as the uniform of the day. The Shellbacks dressed as pirates.

When the King and his court made the royal inspection, the pollywogs bowed and were scraped. As the Royal Court was seated the pollywogs crawled before it on all fours being urged on by Shellbacks with paddles.

The pollywogs crawled in grease, were washed with grease so that things would be “smooth” for them. Finally they were allowed to wash themselves in the swimming pool built into the forward elevator.

Captain Hughes had warned his men to “Beware of that, —er—this, equatah.” Three-fourths of the crew were pollywogs, a fact which led to unhealthy conceit among them. Lieutenant Comdr. Knowles even rallied the pollywogs on the forward end of the flight deck to remind them of their power when General Quarters was sounded for a “Bogey” not Japanese, we are sure.

FROM THE PLAN OF THE DAY

His Royal Highness King Neptunus Rex prior to his departure informed the Commanding Officer he was well pleased with the condition of the Good Ship Block Island, although somewhat disappointed in the low level of Pollywog Material he was forced to work with due to their unruly characteristics. At one time he thought he was going to have to resort to the use of gas. He indicated that with the education given during his visit that the pollywog level was raised to the point where he felt all crew members would make fit members of his Realm and that he would welcome and entertain any or all on their next visit.

COMING CLEAN FOR KING NEPTUNE

THE EQUATOR FLAG FLIES

SHELLBACK has been initiated into our fold having crossed the Equator on the U.S.S. BLOOM ISLAND (CVL 25), having the name unknown during World War I.

Neptunus Rex, Paity Jones

AFTER THE DAY IS OVER

DOING OBEISANCE AT THE COURT OF NEPTUNUS REX
RUNNING THE GAUNTLET OF NEPTUNE'S ROYAL SHELLBACKS

THE PILOTS HAVE THEIR OWN WAY OF PAYING THEIR WAY ACROSS THE "LINE"

A SHELLBACK EMBRACES A POLLYWOG

A POLLYWOG IS MADE SMOOTH FOR THE ROYAL RECEPTION

A POLLYWOG IS RESTRAINED

AN EQUATOR BAPTISM
V-J Day

Sunday, 19 August 1945

The following dispatches have been received:

ComAirPac: “It is with a feeling of pride and humility that I say to all officers and men of the Air Force Pacific Fleet, well done. From the grim early days of the war to the glorious day of victory over the last of the aggressors Naval Aviation has been in the forefront. The notable part you and your comrades, whose lives were bravely sacrificed, have played in the reduction of Japanese military might is known to and will be remembered by all the world. You have earned the blessing of peace and the enduring gratitude of your country-men.”

Fleet Admiral King: “Please accept my sincere congratulations for your successful conduct of the war against Japan. The war has been an all hands job in which teamwork has been responsible for victory. Under your outstanding leadership all personnel in the United States Pacific Fleet and Pacific Ocean Area contributed their full share.”

AT QUARTERS WE GOT THE WORD

The Commander in Chief and Chief of Naval Operations:

“To the men and women of the United States Navy, United States Marine Corps and the United States Coast Guard the final victory has at last arrived. Japan has surrendered. Her fleet which once boasted that it would drive us from the seas has been destroyed. The United States Naval Service played a major role in this mighty triumph therefore we observe this hour with a special pride and satisfaction in our achievement. Especially do we remember the debt we owe the thousands of our comrades of the Navy, the Marine Corps

A JAPANESE TOMB ON OKINAWA

WE CELEBRATE THE VICTORY
POW'S ABOARD CVE 106 ENROUTE TO MANILA

THE JAPANESE IDEA OF CAMOUFLAGE

MANILA
died of malnutrition; others were yet to die in spite of the best efforts of our medical officers. They were provided with new issue Navy clothing, haircuts, plenty of food, and good bunks. They ate themselves into nausea.

Their docility and readiness to fall in line, their happiness and yet their sorry condition, impressed all hands. Divine services of thanksgiving were held to a pew of bunks.

Before the ship reached Manila a smoker was held on the hangar deck. The British Chaplain, to express his appreciation, gave an Ensign of the ship a precious gift, 10 yen, about two months' salary in prison.

The prisoners came from three camps, only 89 being Americans. Some of them were survivors of the "Death March" from Bataan. The British, many of them survivors of Dunkerque, were from artillery and engineering units who fought down the Malayan Peninsula in 1942, through the battle of Singapore. At least one man had escaped from Singapore to Java, fought there, took to the jungles when the battle became hopeless, and was at last captured in the hills. Almost universally these British and American soldiers had been forced to labor under sickening conditions for the past three years in the copper mines of Kinkaseki in Northern Formosa. Some walking skeletons had farmed rice and tea plantations, grown sweet potatoes and been thankful when they were allowed to eat the tops.

These men will never forget the glorious comforts and delicious food of the great CVE 106, and the trip that meant "going Home."

The following letter is one of the many received from the evacuated prisoners.

_ Tuesday, 11 September 1945_

"Before we disembark from the ships under your command, we should like to express on behalf of all the prisoners of war whom you have rescued, our deep gratitude and sincere appreciation of the delightful courtesy and lavish hospitality with which we have been treated by all ranks of the United States Forces since they first contacted us on September 2nd. The celerity and efficiency with which Colonel A. D. Cooley and his officers and men swept into Tailoku and swept us out in less than twenty-four hours will always amaze us. Lastly, I should like to bring to your notice the names of Lieutenants John MacLellan and John Selon of the United States Navy and Lieutenant Cook of the United States Army, who, in the teeth of many difficulties first contacted us from the China Theatre of Operations on September 2nd, established a buffer between us and our captors, and gave us our first foretaste of the treatment we have received ever since.

"You must realize that these poor words are in no way commensurate with the depth of our feelings. The days since September 2nd have been one of the greatest experiences of our lives." Col. Fitzpatrick, British Army, Lt. Col. Glattly, U. S. Army, Lt. Col. Blythe, Australian Imperial Forces.
AN ERRAND OF MERCY

1,200 prisoners of war were rescued at Formosa. At dawn on 5 September, planes were sent from the BLOCK ISLAND in parade formation over Formosa, a rich island once Japan’s strongest fortress south of her homeland, now battered and in ruins. A fighter plane dropped messages directing the Japanese Commandant to send harbor pilots out to meet the DEs T. J. GARY and KRETCHEMER at that time standing off the port of KIIRUN. Covered by combat air patrol from the FBI and the USS SANTEE (CVE 29) the two small ships entered the port which they found littered with the hulks of ships destroyed in the last year of the bombing raids. Colonel Cooley, USMC, set forth to the Japanese the terms of the occupation. Our men brought the first official word of Japanese surrender.

An advance rescue party had landed a few days previously but their reports had not been made. Information from China indicated that prisoners of war were dying for lack of medical aid and food. An Avenger torpedo plane, piloted by Captain Dick Johnson, USMC, took off the BI and landed unheralded on Matsuyama Airfield in the outskirts of the city of Taihoku. Major Peter Folger, a passenger, set out to determine the most critical needs of prisoners in camps near the city. Scared Japanese drove him in a Packard to the prison camps. Within a short time divisions of fighter and torpedo planes from both carriers, with rations, and medical supplies stowed in their auxiliary tanks and bomb bays, were landing at the airfield. Japanese soldiers willingly scurried about offering assistance, and trucking the supplies to the camps. It was found that the liberated prisoners had turned the tables on their oppressors since V-J Day, taking the camps under their own control but supplies were still scarce. Colonel Cooley commandeered a railroad train at KIIRUN, travelled to Taihoku. The prisoners greeted him joyously and piled aboard, leaving behind under Navy medical officers only 79 men, whose pitifully emaciated state prevented their moving.

The men were sent to the USS BLOCK ISLAND and the USS SANTEE after dark Wednesday night. As they boarded the BI orchestra played loudly everything from God Save the King to Rum and Coca-Cola. The men deposited their clothes and belongings on a sponson for delousing. Then they were given a shower, being sprayed with DDT powder. Their bodies were a pitiful sight but smiles were upon their faces. They bore the signs of beriberi. Their buttocks were two sharp bones. They were marked with scars from beatings at the hands of brutal Japanese soldiers. One man’s face was misshapen from a broken jaw suffered at the hands of a Japanese tyrant who left him tied to a stake after the beating. Dozens of their buddies had
and Coast Guard who are absent today because they gave their lives to reestablish a world in which free peoples might live. Our sympathies go out to their relatives and friends. At the same time we extend thanks and appreciation to our companion services of the Army and to the gallant allies who fought beside us and to the millions of people on the homefront who supported us with their labors and their prayers.

It is as a team we have worked and fought to the victorious conclusion of the war. As we turn now from the vital tasks of war I call upon all members of the Armed Services to re-dedicate their efforts with the same courage devoted to duty and united spirit to the work of resolving the great problems of peace. Only by doing this can we fulfill our obligations in preserving the freedom which has been gained at such great cost and effort. I am proud to have served with every one of you.”
DIVINE SERVICES

The two ships have had two chaplains. Chaplain Gordon McGinnis reported before the commissioning of CVE 21 and left CVE 106 in Manila. Chaplain Edward Reighard is his successor. The Hammond Organ installed in the hangar deck has enriched the services and furnished much entertainment. The beautiful altar and its appurtenances, provided by the Navy, is further enriched by a prayerbook presented by the DAR of Block Island, R. I.

The Chaplains have not only provided counsel and regular services aboard but have sought to comfort men in the extremities of life. In addition to those already mentioned the following men gave their lives while on duty in these ships.

1st Lieutenant Harold Paul Harmer, USMCR was declared missing at Luzon, P. I.

PFC Joseph Lawrence Cordova, USMCR, was knocked off balance by the tail of a plane striking him as it swerved. He fell from the catwalk to the gun sponson below.

T/Sgt. John Donald Sykes, Jr., USMC was knocked from the flight deck when an incoming plane landed on top of a plane parked on the flight deck.

These men are to be numbered among the heroes of the ship.
Join the Navy and See the World

SAILING! SAILING!

FORMOSA

FORMOSA

FORMOSA

MANILA

FORMOSA

FORMOSA

MANILA
THE LOG
CVE 106

January 10, 1945 Left Tacoma, Wash.
January 10 to January 20, 1945 Puget Sound area. Loaded ammo, bombs, and supplies.
20 January 1945 Left Port Angeles, Wash., for San Francisco, California.
22 January 1945 Arrived San Francisco, Calif.
24 January 1945 Left San Francisco for San Diego, Calif.
26 January 1945 Arrived San Diego.
26 January to 20 March 1945 Trained Squadron off San Diego, yard period.
20 March 1945 Left San Diego, Calif., for Pearl Harbor, T. H.
26 March 1945 Arrived Pearl Harbor, T. H.
26 March to 17 April 1945 Trained Squadron off Pearl Harbor, took on ammo, bombs, and supplies.
17 April 1945 Left Pearl Harbor for Ulithi Islands.
20 April 1945 Crossed 180th meridian date line.
29 April 1945 Arrived Ulithi Islands. Liberty Mog Mog.
30 April 1945 Left Ulithi Islands for Okinawa operations.
3 May 1945 Joined Task Group off Okinawa.
16 June 1945 Left Okinawa area for San Pedro Bay, P. I.
19 June 1945 Arrived San Pedro Bay, P. I. Liberty at Osmena Beach.
26 June 1945 Left San Pedro Bay, P. I., for Balikpapan operation.
29 June 1945 Crossed the Equator.
3 July 1945 Left Balikpapan area for San Pedro Bay, P. I.
4 July 1945 Shellback Day.
6 July 1945 Arrived San Pedro Bay, P. I.
23 July 1945 Left San Pedro Bay, P. I., for Guam, M. I.
26 July 1945 Arrived Guam, M. I. Liberty at Gab Gab and Hoover Park.
13 August 1945 Left Guam for San Pedro Bay, P. I.
17 August 1945 Arrived San Pedro Bay, P. I.
29 August 1945 Left San Pedro Bay, P. I., for operations off Korea.
3 September 1945 Now enroute to Formosa.

6 September 1945 Picked up allied POW's, departed for Manila, P. I.
9 September 1945 Arrived Manila, P. I.
17 September 1945 Left Manila, P. I., for Okinawa.
20 September 1945 Arrived Hagsaru anchorage, Okinawa.
14 October 1945 Left Okinawa for Formosa operations.
19 October 1945 Left Formosa area for Saipan, M. I.
23 October 1945 Arrived Saipan, M. I. Liberty at Roosevelt Park.
23 November 1945 Left Saipan for Guam.
24 November 1945 Arrived Guam. Picked up passangers, loaded planes, departed for Pearl Harbor, T. H.
2 December 1945 Arrived Pearl Harbor, T. H.
5 December 1945 Left Pearl Harbor, T. H., for San Diego, Calif.
11 December 1945 Arrived San Diego, Calif.
5 January 1946 Left San Diego, Calif., for Norfolk, Va., via the Panama Canal.
13 January 1946 Arrived Balboa, Canal Zone.
15 January 1946 Left Balboa for passage through Panama Canal for Norfolk, Va.
29 January 1946 Arrived New York, N. Y.
31 January 1946 Left New York, N. Y., for Norfolk, Va.
1 February 1946 Arrived Norfolk, Va.
11 February 1946 Left Norfolk for Guantanamo Bay, Cuba.
14 February 1946 Arrived Guantanamo Bay, Cuba.
20 February 1946 Left Guantanamo Bay, Cuba, for Norfolk, Va.
23 February 1946 Arrived Norfolk, Va.
6 March 1946 Left Norfolk for Camp Peary, Va.
6 March 1946 Arrived Camp Peary, Va.
25 April 1946 Left Camp Peary for Portsmouth, Va.
31 May 1946 Left Portsmouth and moored in Norfolk.
6 June 1946 Left Norfolk.
7 June 1946 Moored in North Severn River, Annapolis.
U. S. S. BLOCK ISLAND

"Plan of the Day"

Uniform of the Day—Officers: Khakis or greys without ties.
C.P.O.: Khakis or greys without ties.
Enlisted Men: Dungarees with shirts.

DUTY M.A.A. Sloan, BM2c
DUTY SECTION: Fourth
STANDBY SECTION: Second
WORKING DIVISION: V-2
0530 Call Cooks and Bakers.
0400 Reveille. Trice up bunks.
0445 General Quarters. Make necessary arrangements for completing breakfast in time.
0531 Sunrise.
0630 15 hand working party from Gunnery Department report to 7/Sgt. HARRIS in forward mess hall for breaking out rockets. Comp. TB-108 Air Bedding.
0740 Sick call.
0800 Personnel of all departments, less Air, will receive second cholera shot today.
0930 Pay Navy crew, M-Z, fwd. mess compt. std. side.
0900 Pay Marine, fwd. mess hall, port side.
0945 Pay stragglers fwd. mess compt. std. side.
1130 Pipe sweepers. Knock off work. Pipe down all aired bedding.
1140 Mess gear.
1300 Turn to locker inspection.
1500-1600 Library Hours.
1600 Sweep down.
1630 Mess Gear.
1730 If operations permit. Movies: "No Place For A Lady" starring William Gargan and Margaret Lindsay.
1910 Sunset. General Quarters.
1930 Make department security reports to Executive Officer.
2000 Lights out in living compartments.

1. Excessive water consumption -- 32 gallons per man per day! Until further notice the following water hours will be in effect:
   0545-0645  1145-1245  1645-1745

2. The ship has used more than 200 boxes of paper clips in the past four months as well as 8000 number 2 pencils. Have they all been used sensibly in the paper war which is essential to the operation of the ship? Supplies cannot be obtained in the forward area.

3. Men are again warned to keep their sleeves rolled down as a precaution against flash burns.

4. Surface lookouts and all guns' crews watches are cautioned to be especially alert in looking for floating mines.

5. A black wallet with a sum of money and many snapshots of girls in swimming briefs has been found. The owner may claim same at ship's office.

6. A Bible study and discussion class will be held in the Chaplain's Office at 1830.

7. Register an allotment for a $25.00 War Bond "Save Today For Tomorrow." See your division officer for information on War Bond Allotments.

"I CAN ASSURE YOU THAT IT IS A SOURCE OF GREAT SATISFACTION THAT THE NAVY IS CARRYING THIS WAR TO THE ENEMY ON ALL THE SEVEN SEAS BUT ALSO HAS ASSUMED THE LEADERSHIP OF THE ENTIRE NATION IN THE HIGHLY IMPORTANT BOND EFFORT."

Under Secretary Ralph A. Bard.

8. Take it slow and easy during darkened ship — several persons have been knocked down by hasty individuals rushing out of a lighted space into a dark space.

S. L. MEAD
Executive Officer

No. "G" Division.

USS BLOCK ISLAND
LIBERTY CARD

OF I. Wanta Fortyweight

0830-1430, (1730-1917-22-1-1219-9-96)

AUTHORIZED LIBERTY

This Liberty Card Entitles:

I. Wanta Fortyweight 31c 0633 37 56

Signature

BY DIRECTION OF THE COMS, OFFICER:

S. L. MEAD

Authorized Officer
EXECUTIVE OFFICERS

CAPTAIN RICHARD S. MOSS, now NAS, GUANTANAMO BAY, CUBA

CAPTAIN DELOS E. WAITE, now NAS, PATUXENT RIVER

COMMANDER SANFORD L. MEAD, USS BLOCK ISLAND

HEADS OF DEPARTMENTS

Left to right: Chaplain Reichard, Lieutenant Freeman (Gunner's), Lieutenant Gled (Engineering), Lieutenant Rassch (First Lieutenant), Lieutenant Keating (Communications), Commander Mead (Executive Officer), Commander Hood (Air Officer), Lieutenant Commander Mims (Supply Officer), Lieutenant Comdr. Almen (Medical Officer), Lieutenant Harris (Navigation Officer).
The “chips” and “snaps” which follow are notes and pictures found in the ship’s files. Not all of the divisions aboard had pictures taken but that does not mean that “K” Division did not guard its circuits, maintain excellent communications, and provide fine yeomen, or that others were missing from the activities in war and peace. This book had its beginnings after many of the men who served aboard both ships had been detached.
ONE OF OUR CRASH LANDINGS

TOO CLOSE TO THE PORT SIDE

YET THEY GOT HER BACK ON DECK

OVER SHE GOES

THE END OF A FIGHTER

SHE'S TIPPING

LOADING ROCKETS
My Day

IN THE CRIB

MAIL COMES ABOARD

THE WORD IS PIPED

SHAVE AND SHOWER

MESS GEAR

CHOW DOWN
41,665,274 REVOLUTIONS. Each revolution will normally move the USS BLOCK ISLAND through 20 feet of water. Already the ship has travelled 68,769 nautical miles. Each propeller has four blades and is made of solid magnesium bronze. The diameter of the screws is 17 feet, 6 inches and their pitch 20 feet, 10 inches. Each propeller weighs 22,416 pounds.

The twin screws are driven by independent power plants. Each plant comprises two boilers which supply steam to a high and low pressure turbine driving a double reduction gear unit and propeller shaft. The astern unit is located in the low pressure turbine. The forward plant, located in Number One Fire and Engine room, furnishes power to the starboard shaft, and the after-plant, located in the Number Two Fire and Engine rooms, supplies power to the port shaft. The plants are capable of delivering 8,800 shaft horsepower to their respective shafts, driving them at 109 revolutions per minute for ahead operation. 3,200 shaft horsepower per shaft can be provided for astern operations. The actual record speed of the ship through the water is 19.3 knots.

The “M” Division has the job of maintaining and operating this equipment. It’s a hot but interesting job. One doesn’t get much sunshine or much of the brilliant glare of publicity but the work is as important as flying a plane from the flight deck. Good officers and good crews have made this division one of the smoothest operating units of both ships.
“B” DIVISION

“B” DIVISION is the Boiler Division.” The boilers of CVE 106 are bent-tube, superheated, attaining a temperature of 770° F. and developing 450 pounds pressure per square inch. The men have a “hot time” in this division. The thermometer at the throttle has often reached 138° F. and stayed there for hours at a time.

They use a lot of fuel. The tanks can carry 971,990 gallons of fuel oil, 128,198 gallons of Diesel oil, and 10,240 gallons of lubrication oil. At the standard speed of 16 knots the ship will burn 30,200 gallons of fuel oil in 24 hours. Even when the ship is not underway, four to five thousand gallons of fuel oil are required daily.

The “B” Division makes the fresh water—one of the big jobs on the ship. The boilers require 5,500 gallons each daily. The rest of the 36,000 that the evaporators can produce daily is available for use in the laundry, the mess hall, the showers. “Water hours” are familiar to the men of both BLOCK ISLANDS. Our three plants can only produce so much and the demands in the heat of the Pacific are great. We have tried to maintain a reserve of 90,743, the capacity of our reserve tanks. With the exception of that one unpleasant day when it was discovered that some one had ignorantly opened a valve that pumped our fresh water over the side, we have never been dangerously short.

“A” DIVISION

The “A” Division mans the auxiliary engines. They keep the whole boats in running order. Provide the steam for the anchor windlass and the steering engine. Spread all over the ship, their excellency in their varied activities involves the efficiency of the entire vessel.

“E” DIVISION

Electricity is the nerve system of any modern naval vessel. From the time the word is passed over the public address system, the lights are turned on for shaving, the food is cooked on the electric stoves, to the time of Movie Call at night, everyone is obviously aware of the importance of electric power. The radio and radar, the telephones and the refrigerated storage, searchlights, the laundry and gedunk stand, everything seems to depend on the generators. No one can estimate how many thousand power outlets there are in the ship; how many electric light bulbs, fans, and phones. The power plant of CVE 106 consists of four A.C. Turbo-Generators. There is a special D.C. generator. An emergency Diesel Generator is the most precious engine on the ship. It can automatically cut in to furnish power for essentials when all other power is gone. The “E” Division and its circuits are about as important as anything on the ship but no good sailor will ever evaluate one division higher than the other because each man must do his job.

FIRST LIEUTENANT

The First Lieutenant and his crew are the housekeepers of the ship. They Construct and Repair. They are the damage control, the fire fighters and the leak pluggers. This ship has fortunately been in the hands of skilled First Lieutenants.

These fellows can build anything and put back together almost anything they take apart.
GREAT GUNS

The gunnery divisions on our ships have made splendid records although they have seldom had to fire in defense of their vessel. CVE 21 had two five-inch thirty-eights manned on the fantail; ten twin forty-millimeter guns arranged about the flight deck catwalks and on the fantail. Twenty-seven twenty-millimeter guns were located on the flight deck and lower sponsons. These guns showed accuracy in drill. In actual combat in the Atlantic the guns were trained on submarine attacks. Star shells from their barrels guided planes on patrol.

CVE 106 had more firing power. In addition to the usual two five-inch guns on the fantail, there were 3 quadruple forty-millimeter mounts, two on the stern and one on the forecastle. Twelve twin 40 millimeter guns were located in gun sponsons at the sides of the ship. Twenty twenty-millimeter guns provided close range protection from the catwalks along the flight deck.

As in the first USS BLOCK ISLAND, the gunnery department made a fine showing. Since planes did not break through our air screen at Okinawa it was never necessary to fire other than practice rounds. Firing at bogies in Ulithi proved the efficiency of our gun crews. On the way back to San Diego, after leaving Pearl Harbor that last time, the record of the guns was unusually high for ships of this class.

When the gunnery department was not actually on watch at their stations, they were busy about the ship. It is a job to maintain guns but the men found time also to keep many spaces of the ship in first class condition.
Arresting Gear — Catapult

The BLOCK ISLAND drew a “WELL DONE” from the Commander, Task Unit on 20 May 1945 when it launched 8 planes in four minutes, starting only 14 minutes after the order was received. During the war this ship launched 3,447 planes. Only 493 of these were fly aways. The others were launched by the H-2 and giant H-4 catapults, gigantic hydraulic guns capable of firing a 19,000 pound airplane into the air at 75 miles an hour. Lt. jg H. L. Linquist received a commendation from Admiral Chester Nimitz, ComCinPac, for his maintenance and operation of the catapults aboard. The FBI catapults showed higher efficiency than similar installations on other ships.

RADAR

RADAR, which made this war as safe and as dangerous (depending upon how you look at it) as it was, is of first importance on a carrier. To understand the radar we need only know that certain radio waves or pulses traveling with the speed of light (186,000 miles per second) bounce when they hit an object in their paths. Twenty years ago, two men, experimenting with radio waves in Washington, D. C., discovered a distortion in receiving radio signals and that that distortion was due to a small steamship in the Potomac. From this it became obvious that if an object is squarely facing the source from which radio beams are sent, they will bounce back to the source. The most familiar use of radar was the PPI (Plan Position Indicator), a round fluorescent glass disc the face of a cathode ray tube, on which a constantly changing topographical chart appeared. This showed approaching ships and improved navigation as it would reveal the location and types of land nearby. IFF (Identification, Friend or Foe) came second. The ship’s radar picks up approaching planes on its screen. Unable to tell through the overcast darkness whether it is an enemy plane or one of its own, the station sends out an interrogating pulse. If the plane is friendly, its IFF transmitter is triggered off by the plane and proceeds, without human operation, to send out a coded signal. The BTO (Bombing Through Overcast), jokingly called the “Big Time Operator” guides the planes and tells the pilot exactly when to begin his bomb run. The radar man’s job is a big one and highly technical but the results pay off.
“H” DIVISION

The ship is her sailor’s home. When we are at home we often get careless. Sick Call on any ship is a line of men who’ve skinned a shin or broken a bone while falling over a seabag, slipping on a oily deck, or passing through a hatch. Then there is the usual run of operations and the appendectomies had a way of becoming acute in the midst of typhoons. Three such operations were undertaken during typhoons in the Okinawa area in the Fall of 1945.

Commander J. L. Custer, MC, USNR, who served on both ships saved many a life and salved innumerable wounds. His assistants, Lt. J. K. Richardson on CVE 21 and Lt. ig Robert H. Cummings on CVE 106, were not without their own skill and patience. Doctor Custer was awarded the Bronze Star, as were several of the men who assisted him in efforts to save the life of James O. Franks, Cox, at the time the first ship was torpedoed. Franks was standing a gun watch on the forward port side 40mm gun when the first torpedo struck the ship slightly forward of his station. The force of the explosion crumpled upward the steel deck of the catwalk on which he was standing.

The ragged edges of the steel deck caught his left leg at the knee and his right ankle, pinning these areas between the deck and the ship’s hull. An effort was first made to free this man from the mangled steel by the use of a cutting torch but this was unsuccessful. As the ship was settling rapidly by the stern, his left leg was amputated at the knee and his right shoe cut away in order to free him. Franks died from the shock. He was prepared for burial and even in those last minutes of the life of the ship, he had the final service of a hero.
“S” DIVISION

It was difficult to shop so far from safety zones. The BLOCK ISLAND got its fuel, freecackers, and food at Kerama Retto. The ship usually rushed there in the morning to load and take on the “sugar reports.” Kerama Retto is a fabulous kind of place. It was the first ground that the U. S. Forces took anywhere in the Nansei Shoto operation. 26 March, six days before the Easter Day landings on Okinawa, landing forces stormed ashore on the islets that make up this group. Then, during the week that followed, while Tokyo radios shrilled about “unimportant landings on barren islands,” the Army and Navy quietly built up their forces in this natural anchorage.

Literally “Retto” means “little group of islands” while “Gunto” means “big group of islands.” The largest island of Kerama Retto is five miles long, very rough, and having only a few villages where the natives fish for a living. Liberty parties were not safe ashore and time spent in the harbor was not a Sunday School excursion. We loaded stores with all G.Q. paraphernalia at hand — and loaded in a hurry. It was best to get out before sunset. But it’s all over now.

“S” Division brings home the bacon. It provides the necessities of life. It is a real job to plan for all the necessities of home without expecting any deliveries for three months. At any time, this ship has been prepared to remain three months at sea without contact with a beach. It supplies the technical needs of the ship as well as the personal needs of its company.

Its corner drug store (the ship’s store) has a capital of $22,000 and grosses $9,500 to $14,000 monthly — an amount of business any neighborhood store would covet. 80 gallons of ice cream is produced a day and 2,000 cokes are sold daily at the Gedunk Stand.

The “haberdashery shop” (small stores) will sell about $3,600 monthly of the latest thing in G.I. clothing. Since the CVE 106 has been commissioned the ship has sold over 18,000 pairs of drawers. That’s a lot of drawers.

The BLOCK ISLAND BANK AND TRUST COMPANY carries 12 types of accounts and paid in cash in December 1945 a total amount of $219,000. The capital of the “bank” is as great as that of the United States and the actual cash carried aboard usually amounted to about $300,000, enough to meet the full payroll if every man drew all that he had on the books.

The Barber Shop, Cobbler Shop, Tailor Shop and Laundry are all Ships Service activities manned by men rated for these jobs and strikers. On the FBI all these services were free saving men about ten to fifteen dollars a month.
THE COBLER

GEDUNKS

CLEAN SWEEP DOWN FORE AND AFT

LAUNDRY

1245146 Everybody I do O
(Put or service number)
(5th name)
(First name)
(Initial)

NAVY PAY RECEIPT
U.S.S. Block Island 8 May 1946
(Skip or station)

I acknowledge to have received from the Disbursing Officer, in person and IN CASH, on account of pay, the sum of:

Five and 50 Cents
(Amount in words)

$5.50
(Amount in figures)

(Dollars)

L. O. Everybody
(Payee's signature)

U.S.N.
(Rank or rating)

(Right hand should be left specifc other right improved)

THE BATTLE OF CORROSION
Recreation parties at Casablanca, Mag Mag and Gab Gab Beaches in the forwarded areas will never be forgotten. The feel of the sand underneath one’s feet instead of cold steel; the great quiet after the vibration of the pounding motors and blowers; the swim in the crystal blue waters of the Pacific; the feeling of comparative safety after danger of attack; all these things made a few hours ashore equal to a week at Coney Island.

The larger parties at the Commissioning, in San Diego, and at Camp Peary are a few of the social events with lady guests that must be recalled.

“Happy Hours” in the BLOCK ISLANDS have been unusually good. Some have depended upon “home talent.” On August 3 the best talent in the Ship’s Company joined to produce the BLOCK ISLAND PIN-UP GIRLS. The stars should have a future at the Old Howard in Boston. We’ve had some fine boxing and tumbling acts.

The two “shows” aboard which stand out is the one pictured here in the book when the dusky ladies of the Pacific entertained in the hangar deck and even Captain Waite tried to learn to HULA. The other was in Panama when the best talent of the night clubs gave a suppertime performance under the direction of the USO.

We’ve had a good time. If we could have shared the fun with those we love at home, it might have been the best time of our lives in spite of the danger and hardship.
OFFICERS AT PLAY

CAPTAIN WAITE LEARNS THE HULA

OFFICERS ENTERTAIN

ENSIGN RAMSEY IN THE FLOOR SHOW

COMMODORE PERRY, CAPTAIN HAGER AND CAPTAIN BEAKLEY AT THE CAMP PEARY PARTY

A BALL GAME AT GUANTANAMO BAY — COMMANDER HOOD SLIDES HOME
The BLOCK ISLAND majored in basketball. Yet its softball teams have won their laurels too—the enlisted men usually defeating the officers. Our basketball season began 16 January 1945 when the USS CASABLANCA issued a challenge. That evening a group of unpracticed but experienced players traveled about five miles via motor whaleboat through a storm to lose a fast game by the score of 67-53.

Our team has played in every climate from the cold of Puget Sound to the torrid heat of Leyte Gulf winning about 85 of the 96 games played. In San Diego we played a team from the Destroyer Base in which the BI ballmen emerged with a one point victory which might have been a defeat had the game lasted another 3 seconds. After the whistle blew, in a few seconds the opponents made a final basket. Probably one of the highest scoring games ever played on any court was between CASU 47 and BI in a quonset hut on Saipan. The score at the end of the game was 107-93. We defeated the USS KASAAN BAY which had not gone down in two years. The teams from the USS QUINCY, USS MISSISSIPPI and USS SHANGRI LA bowed to the FBI crew. The crew will always recall the brilliant passing and shooting of Teagarden, Tyer, Hagan and Silvola. Many times the opponents hadn’t been able to get the ball down the courts to the half line before one of the forwards had it and was well on his way to another score.

Russ Nielson, our slender center was superb in his play around the keyhole. Bobby Tyer, who made the game look easy, made uncanny shots from the side and in back of himself. All around basketball knowledge and experience stamps Buck Teagarden as one of the best players in the history of both BLOCK ISLANDS. Our little red-headed Irishman, Bill Hagan, always rolled up his share of the points while Harv Murdock proved an excellent defense player. Other men who have contributed their talents to the team are Ronnie Lund, Butler, Lovelady, Hurdle, Page, Domke, Erbbs, the Brasher twins, and Martin. All in all we have seen some great ball played in our hangar deck. Follow the sporting pages and see many of these names on the top notch college teams of the nation.
Training Ship for Future Admirals

The USS BLOCK ISLAND has been singularly honored by its selection for training purposes at the Naval Academy. The berth to which CVE 106, the successor to CVE 21 is going about 1 June carries with it much prestige and permanence. It will be moored at Annapolis across the river from the USS REINA MERCEDES and be actively used for a great many years, surviving most other ships of this class.

The FBI in years to come will be as much a legend to Navy men as the REINA. The REINA MERCEDES, built in 1887 by Spain, was sent by the Spaniards to block the channel of Santiago Harbor during the Spanish-American War. She was sunk by the fire of the USS TEXAS and the USS MASSACHUSETTS, was later raised and brought to the Academy for training purposes. Few ships of her date continue in active service and she has played an important part in the life of Midshipmen for 40 years.

CVE 106 will serve midshipmen in even a larger way. Although she will not make cruises, over 600 enlisted men and 75 officers will live aboard. Some 250 midshipmen will study and lunch aboard daily. All spaces, except living and messing compartments, will be used as classrooms with offices for instructors.

The trip to the Academy marks the beginning of a new era for our carrier rather than the end of her career. Men who remain with her will be fortunate indeed. Annapolis is a beautiful city, conveniently located in relation to Washington and Baltimore. Duty with her will offer opportunity for the sort of experiences and contacts every good Navy man seeks.

7 June 1946

Captain Beakley was relieved of his command by Commander Frank Slater who will be officer-in-charge of the ship at the Academy.
"Much have I seen and known—cities of men,
And manners, climates, councils, governments,
Myself not least, but honored of them all—
And drunk delight of battle, with my peers,
Far on the ringing plains of windy Troy;
I am a part of all that I have met."

WORDS OF ULYSSES AS PHRASED BY TENNYSON
THE ROSTER

The names of men who have served in both CFE 21 and CFE 106 are preceded by a star.