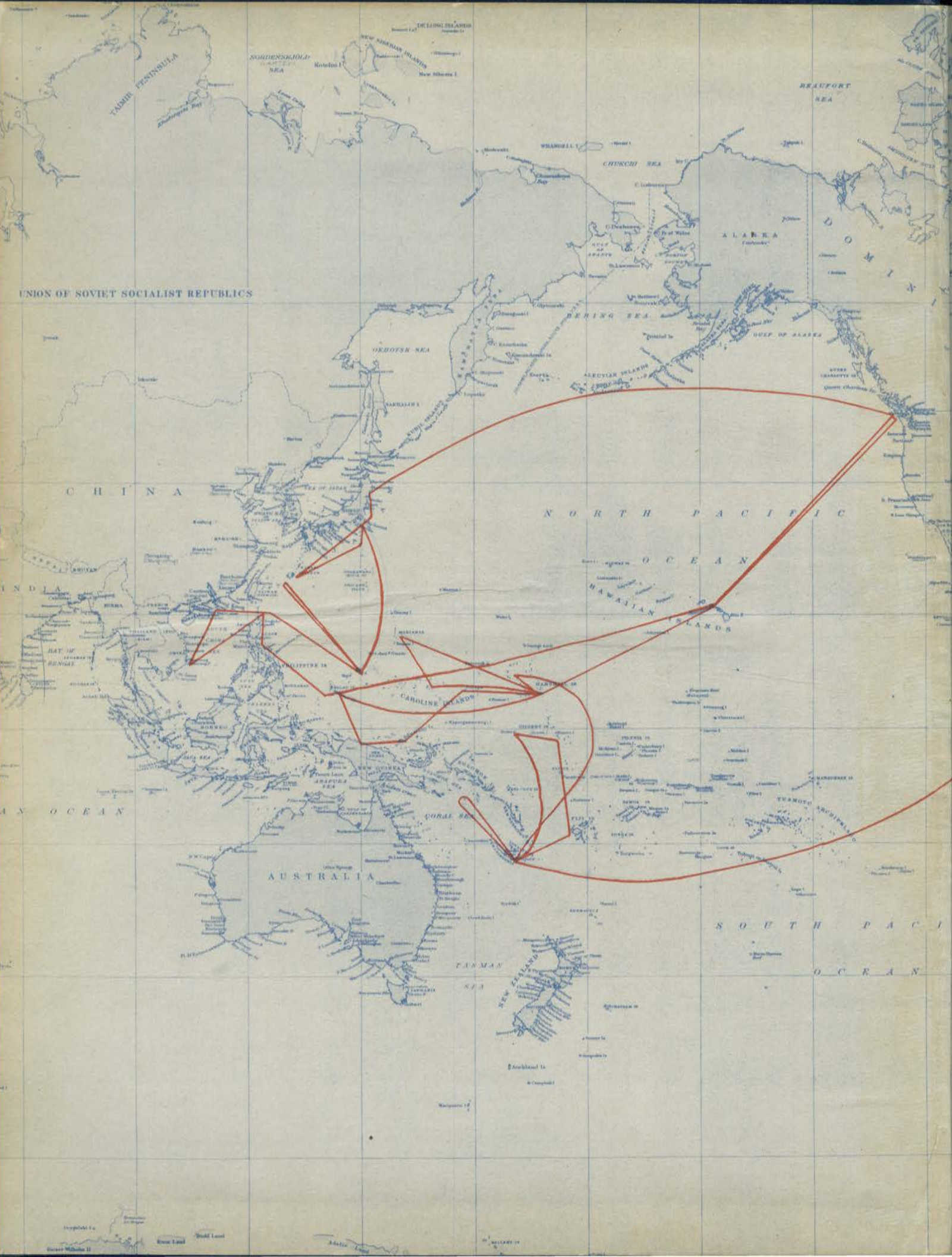


U.S.S. MASSACHUSETTS



APRIL 1942-AUGUST 1945





A Pictorial History
of the
U. S. S. MASSACHUSETTS

BANDOR
PUBLIC
LIBRARY
BANDOR ME.



Affectionately called "Mighty Mamie"

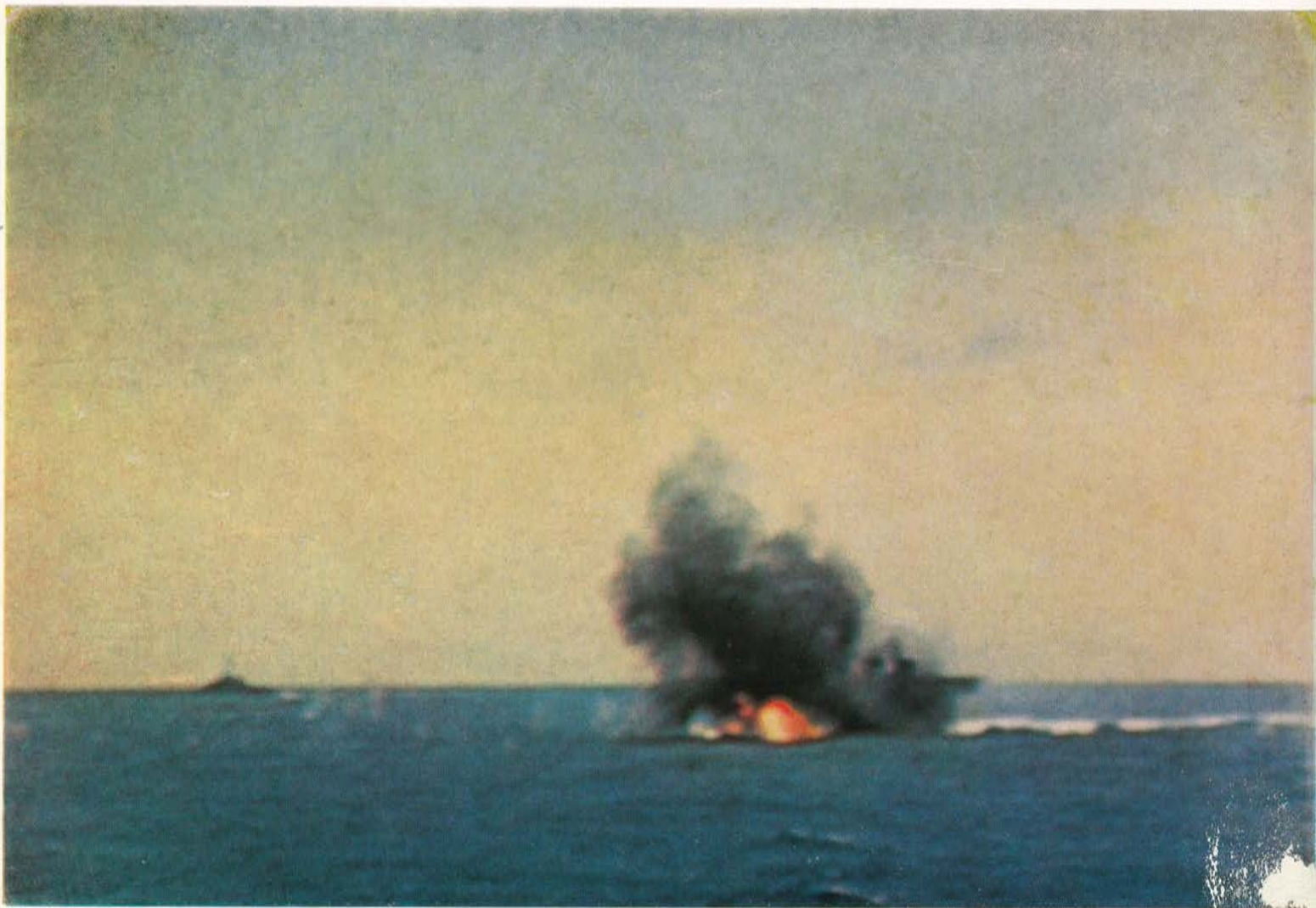
*Dedicated to
the officers and men
who manned her*



Sunset at Sea

This is her Story

April 1942
to
August 1945

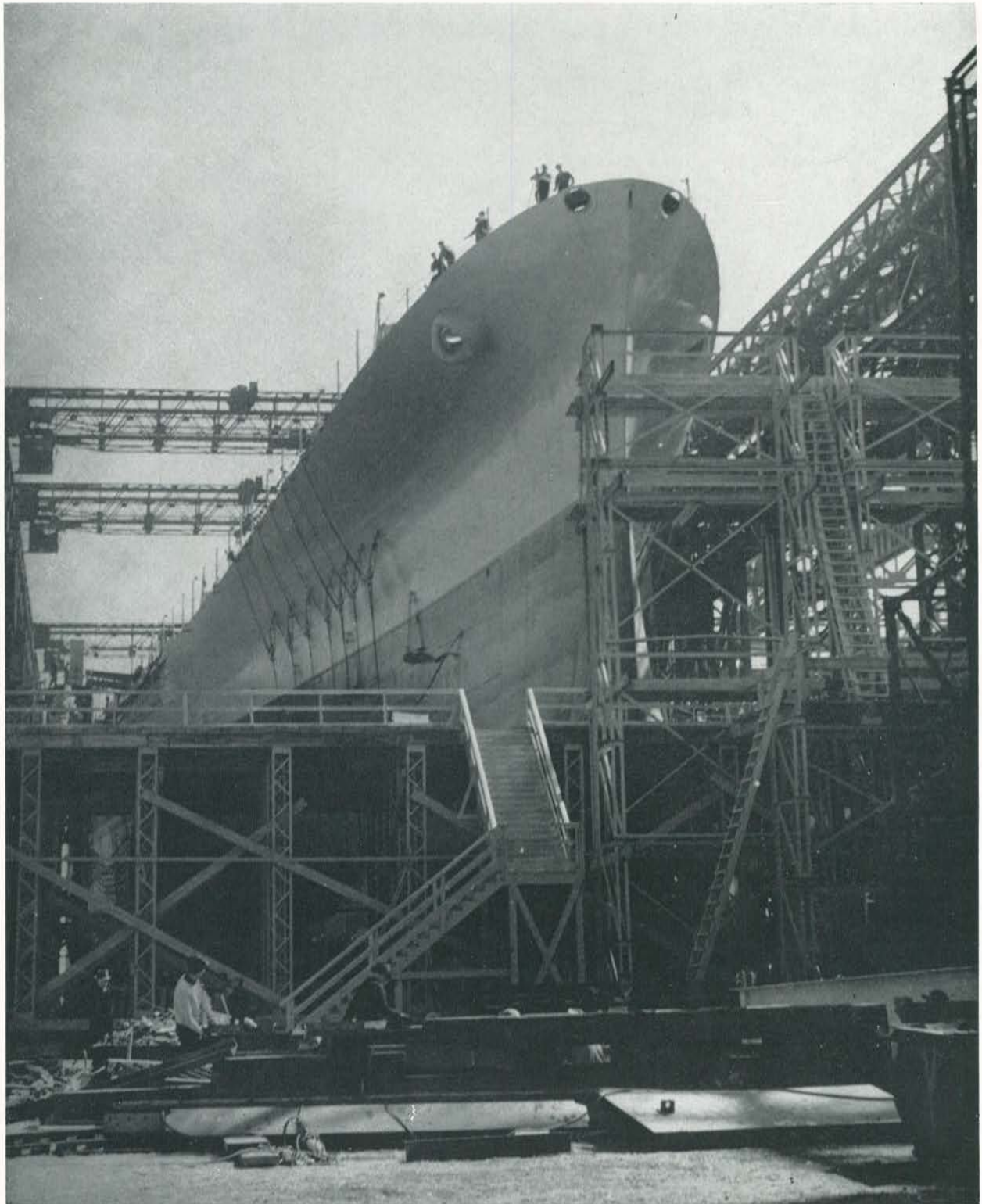


She fought in a Kamakazi War

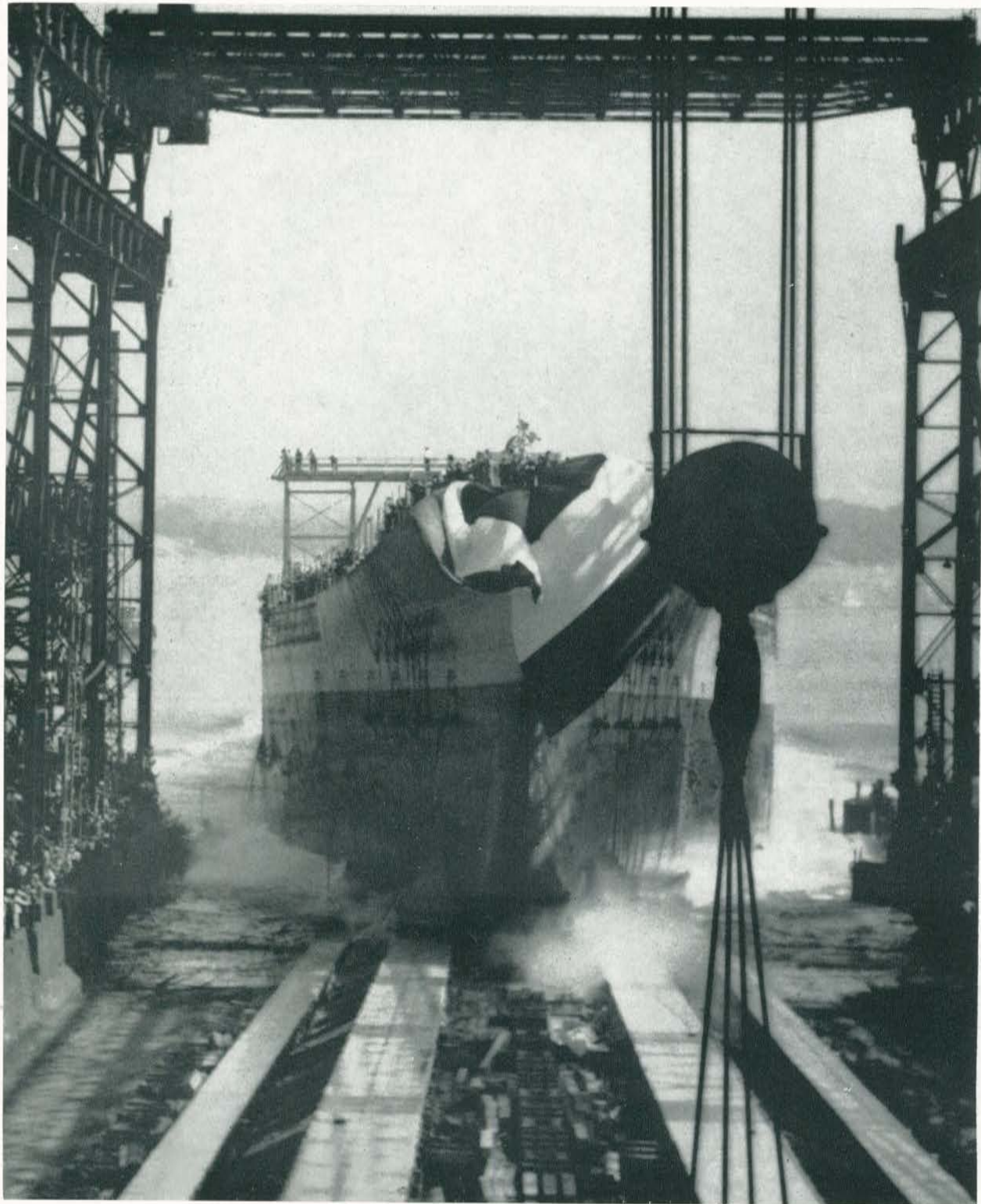


She fought the Sea

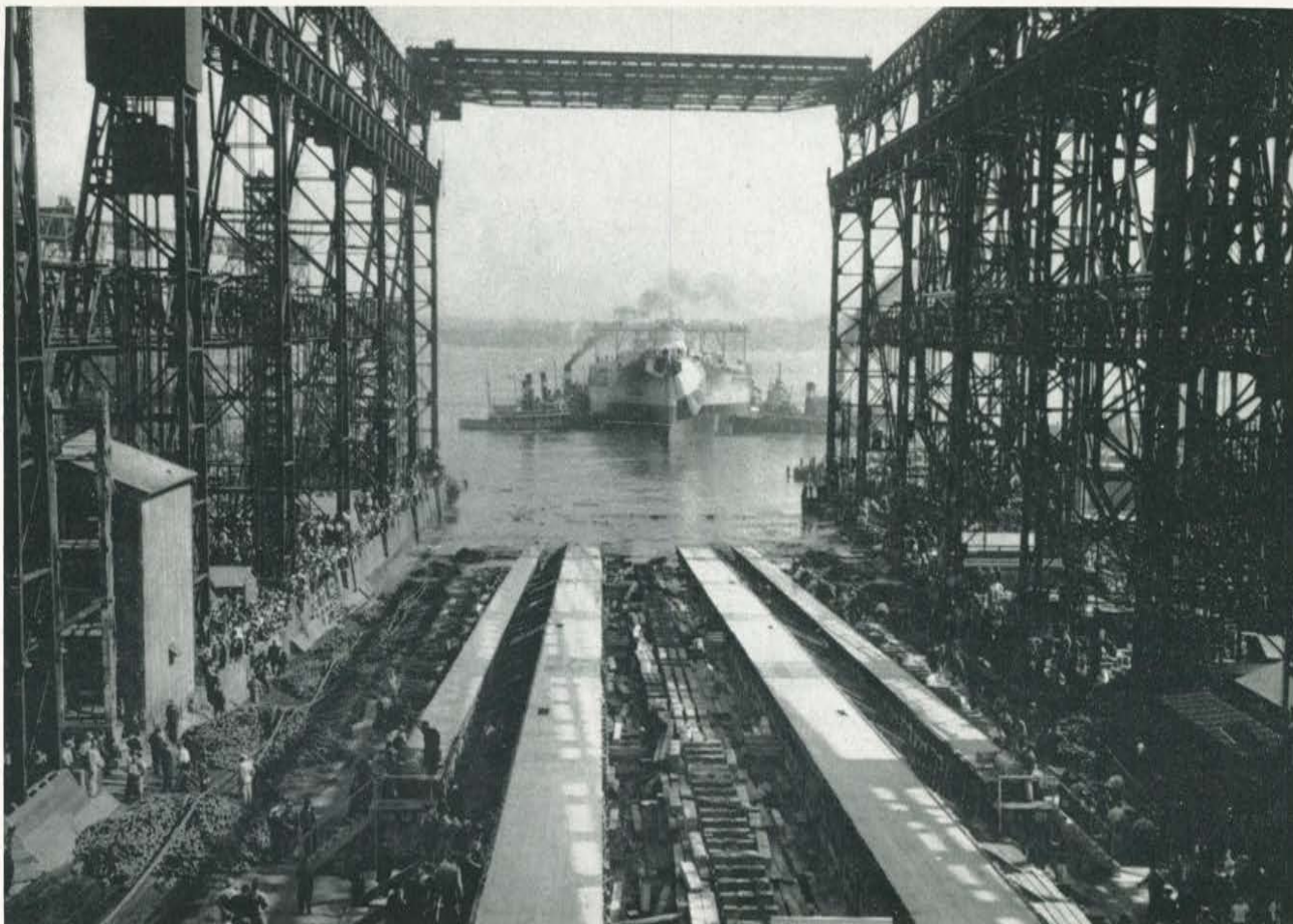
And so . . .



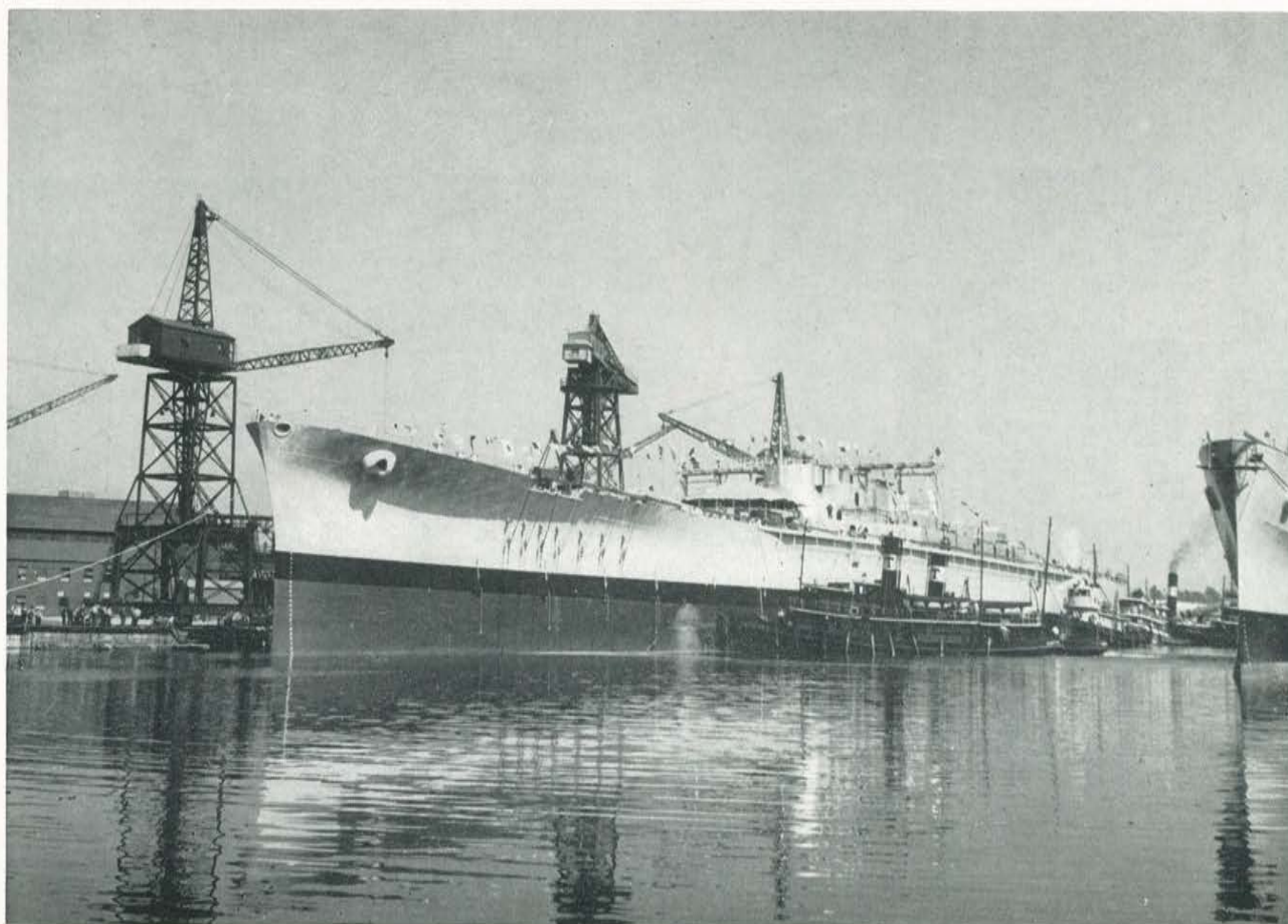
In the Beginning



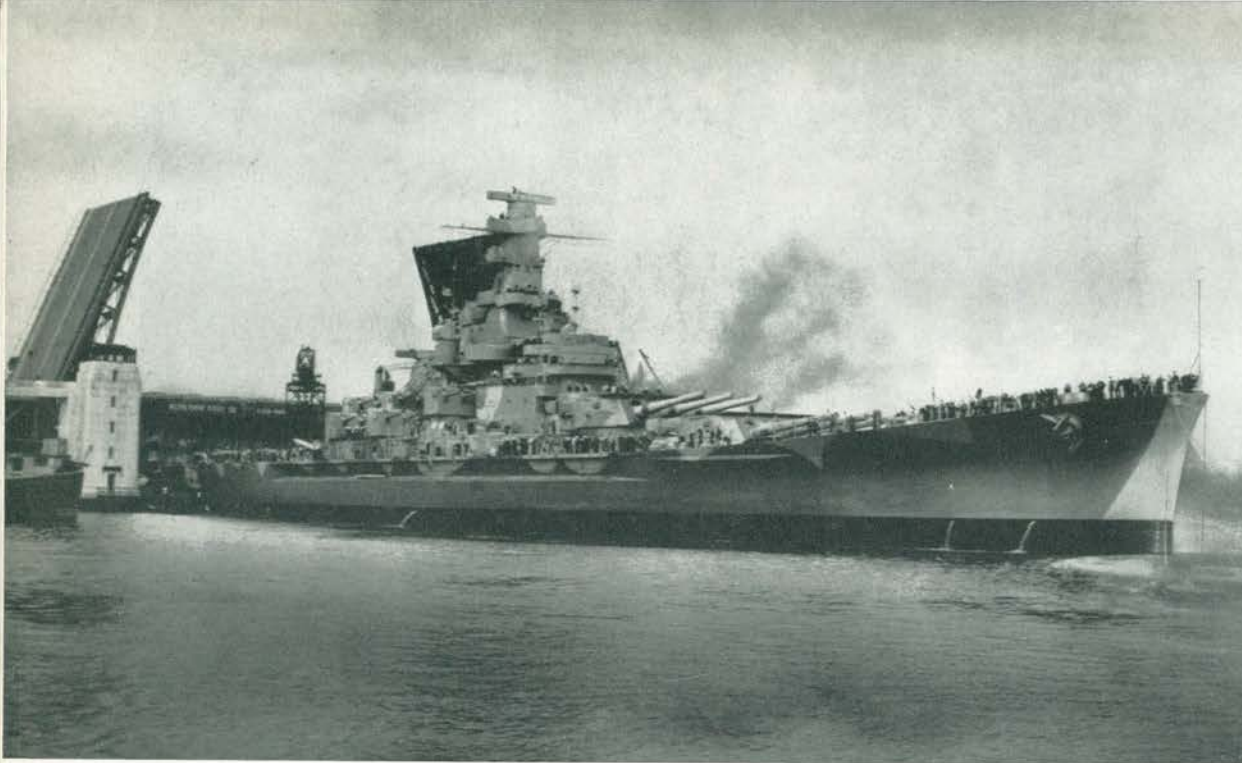
There She Goes — Down the Ways



Into the Water



To be Fitted Out



Standing Out For Action

Cartoons to Help the Crew Shakedown

Ezra an' Jake

"Fit to Kill"



Ezra an' Jake

"Ain't It the Truth"





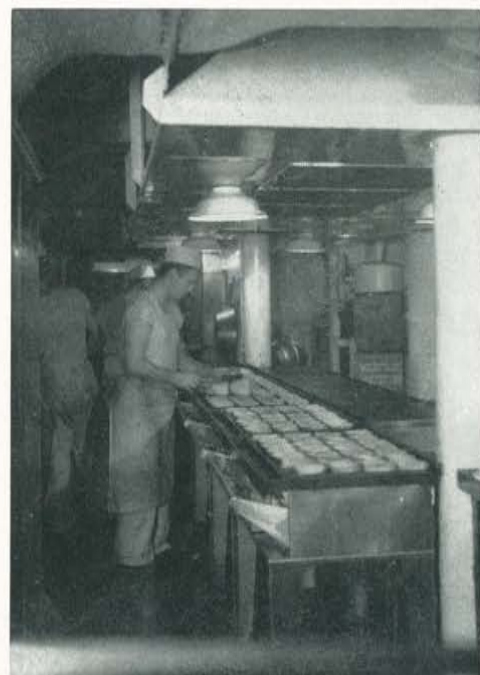
A Sailor's Dream

Reporting Aboard for Duty





What Meat Shortage?



Line Forms to the Right



The Spud Locker



At the Boston Statler with Feminine Pulchritude A-Plenty





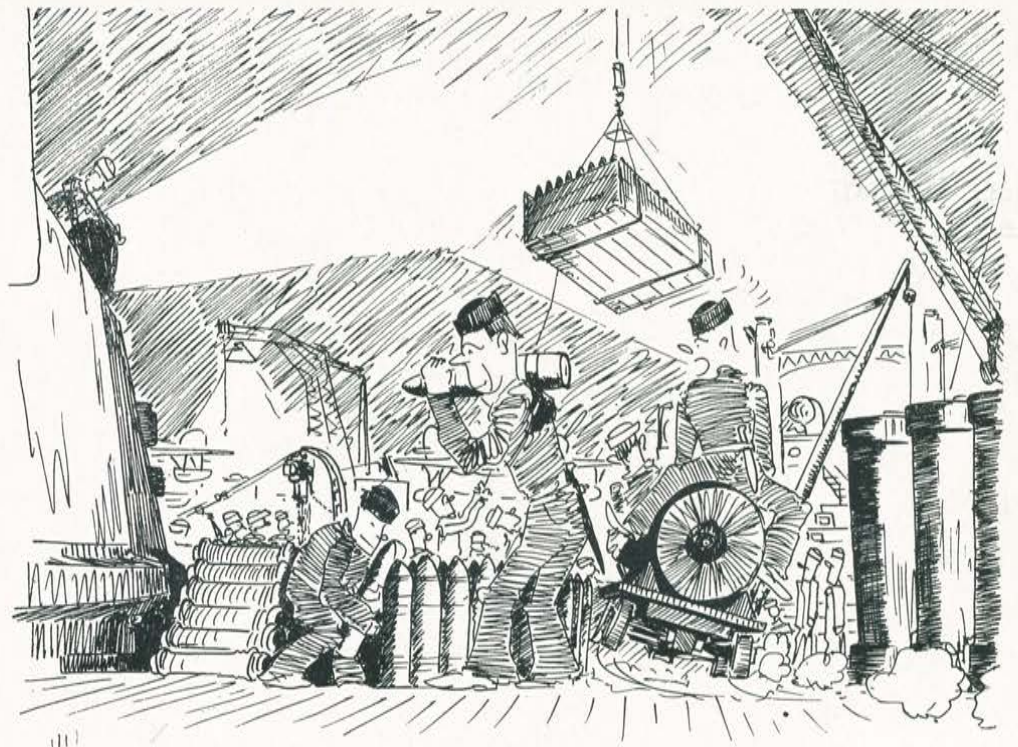
In Portland
Snow and Liberties
Were Plentiful



Captain Whiting
on Veranda

Remember the Anchor????

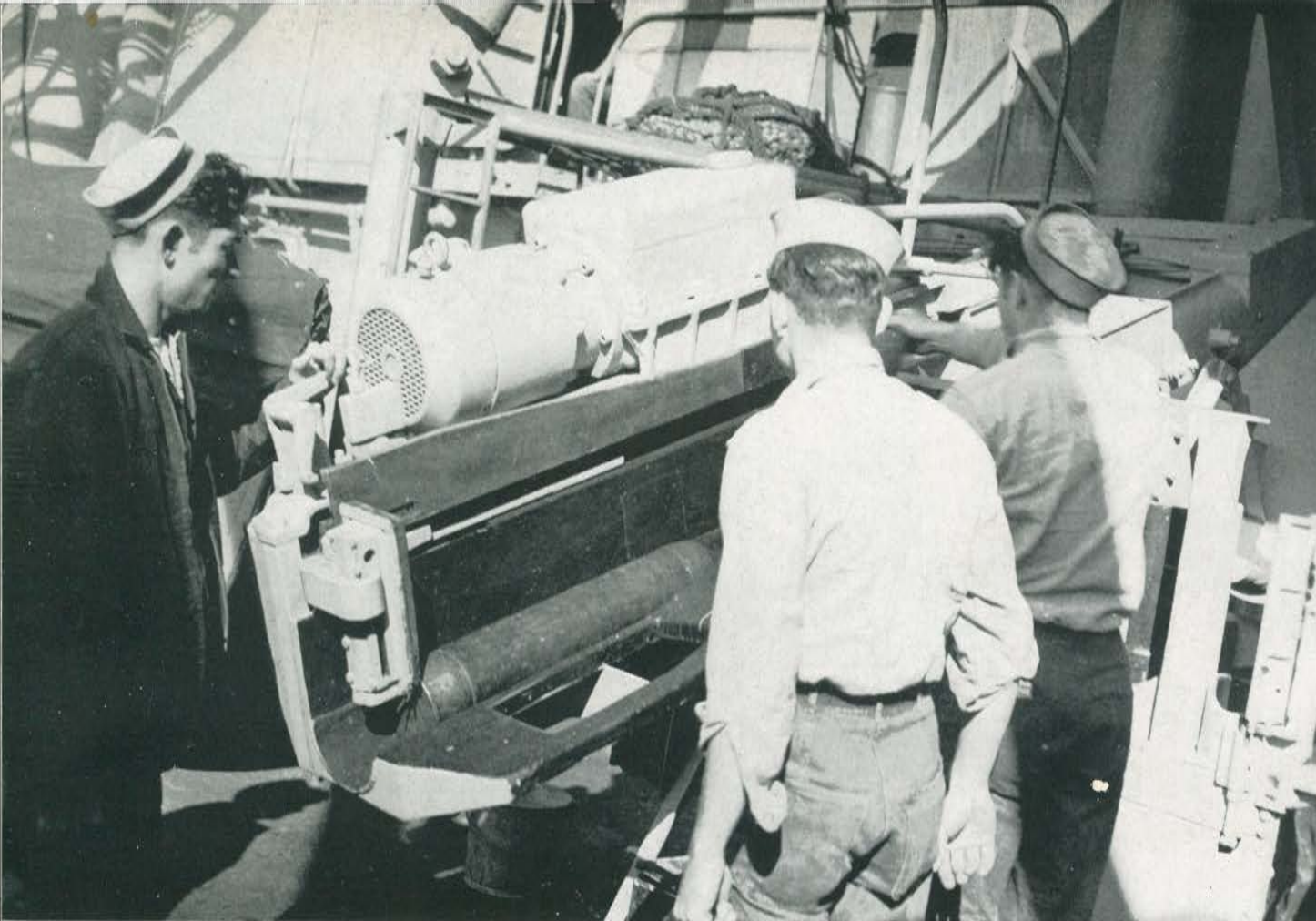




Only PO's Rode Ammo Carts as We Armed at Norfolk

Awaiting First Available Government Transportation to Japan





Two Types of Loading Drills







Our Big Guns Silence the Jean Bart as Torpedoes Straddle the Ship





Sea Stories of Casablanca

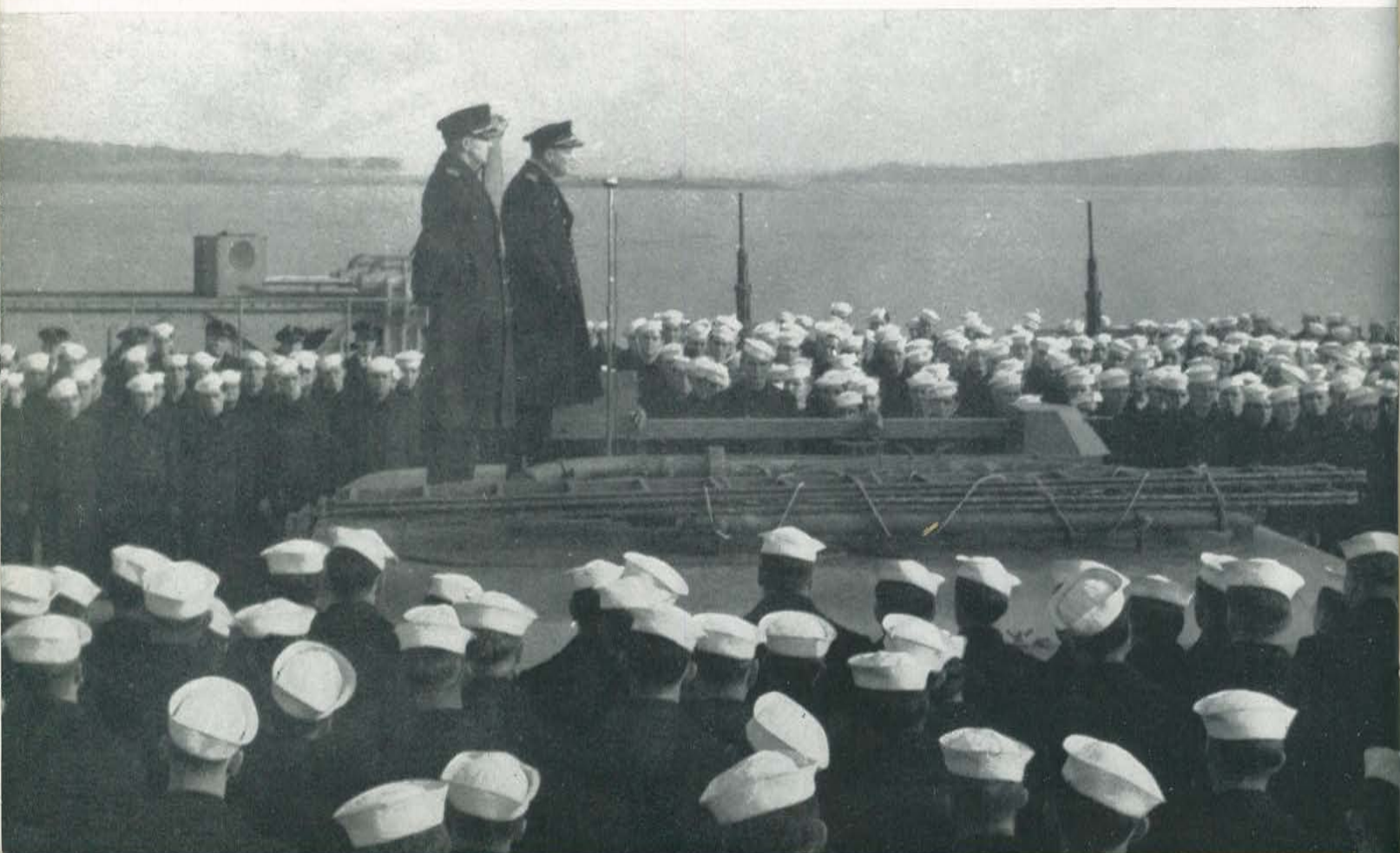
Admiral Giffen on the Bridge

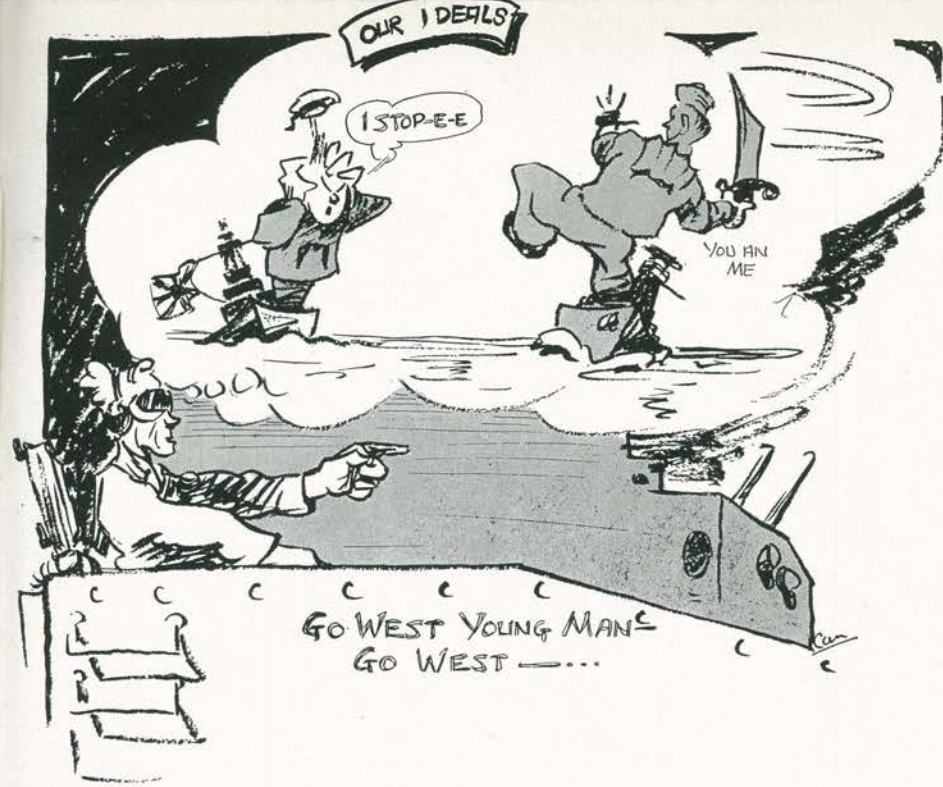




Captain Whiting

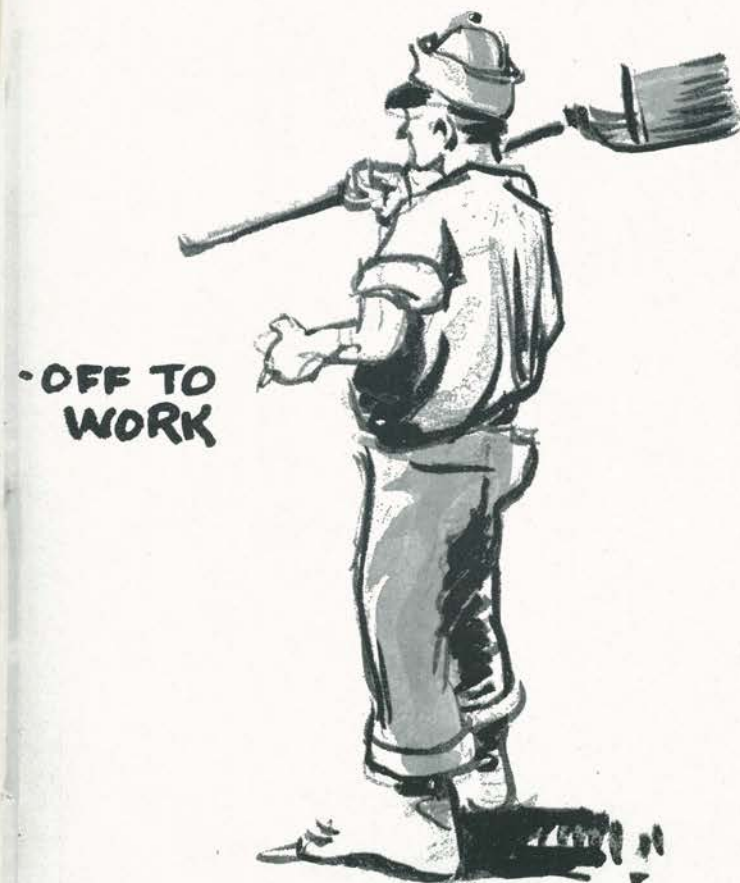
Captain Whiting Relieved of Command by Captain Glover





Having Completed
our Job in the Atlantic,
We Headed West

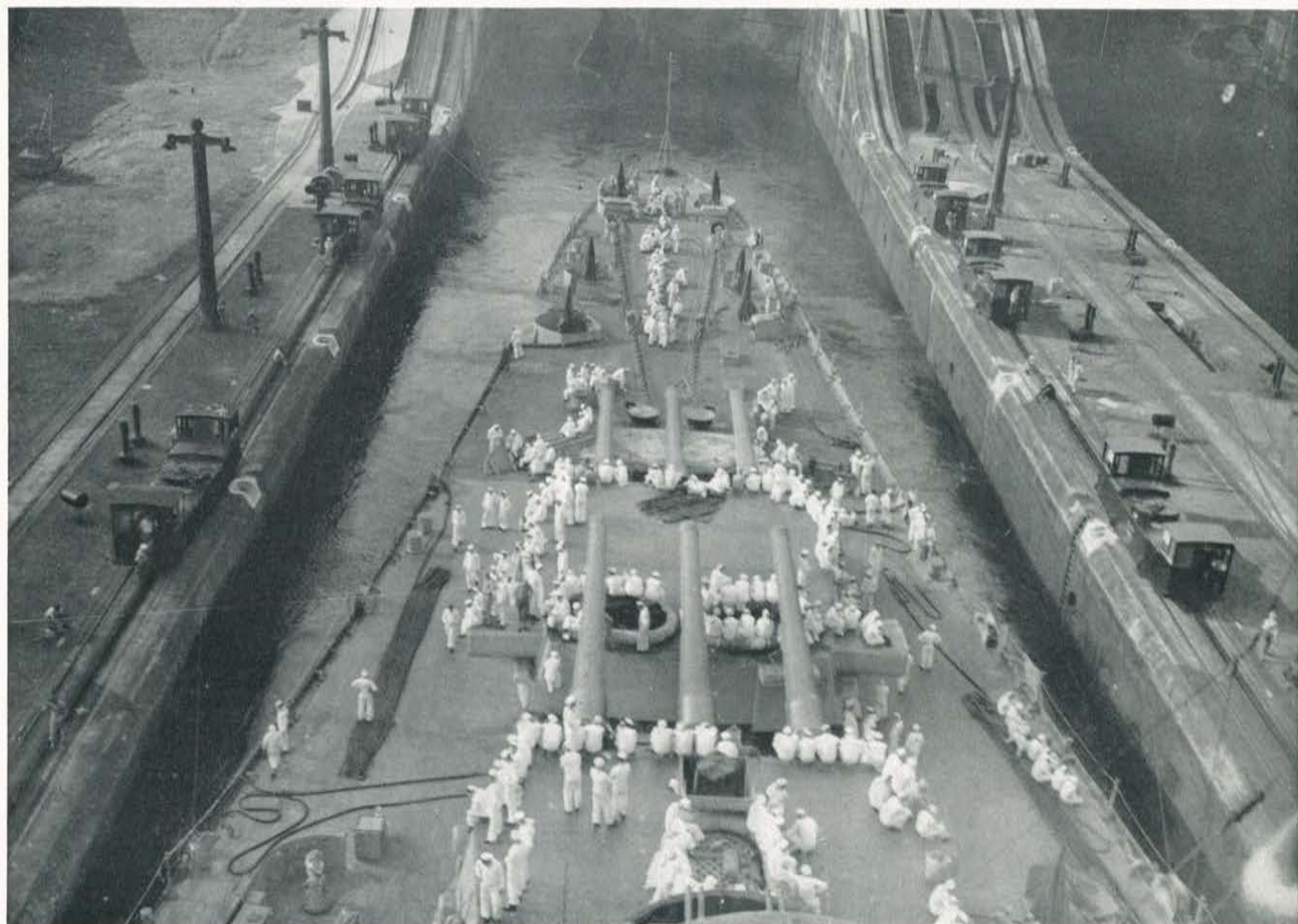
Up All Hands!





Inching Thru the Panama Canal



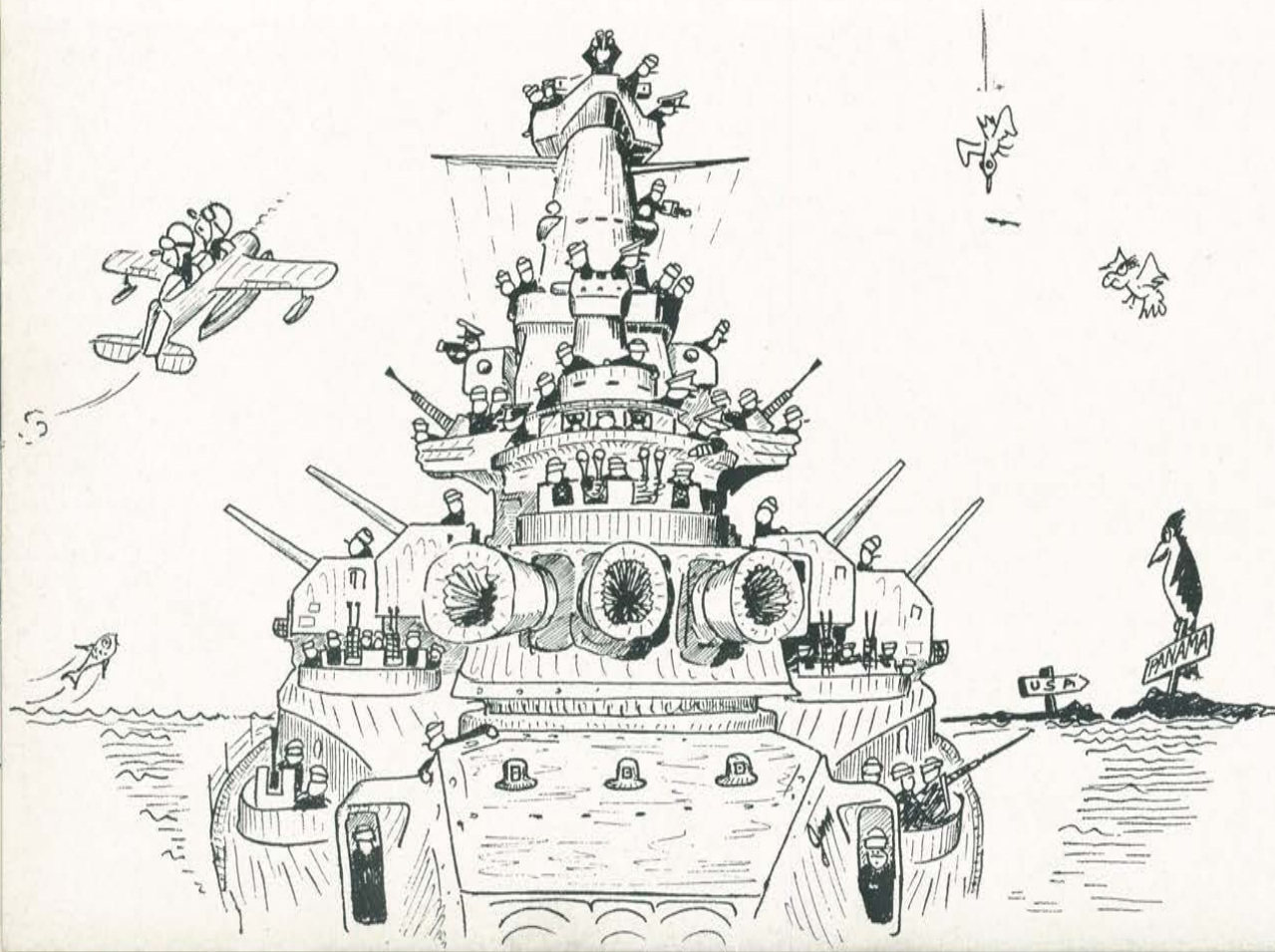


Headed for the Pacific



Pulling Away From Panama
All Hands Expected
Immediate Action

Entering the Pacific



Some Scenes From
Below Deck



Snipes

The Cobbler



Machine Shop

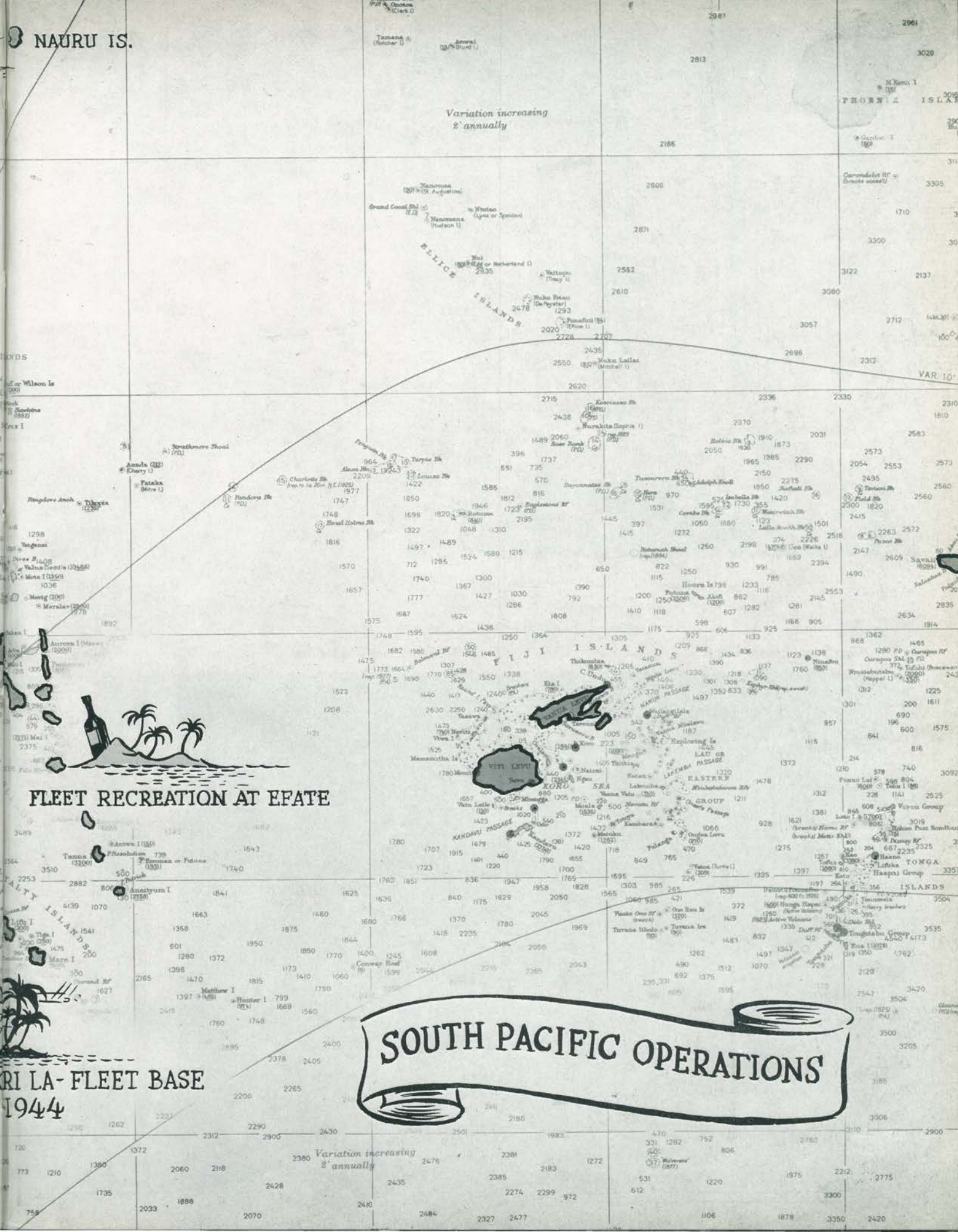




ASSAULT LANDING - 1942

BATTLE OF CORAL SEA

NAUMEA-SHANG



NAURU IS.

Variation increasing
2' annually

FLEET RECREATION AT EFATE

SOUTH PACIFIC OPERATIONS

RI LA- FLEET BASE
1944

Variation increasing
2' annually

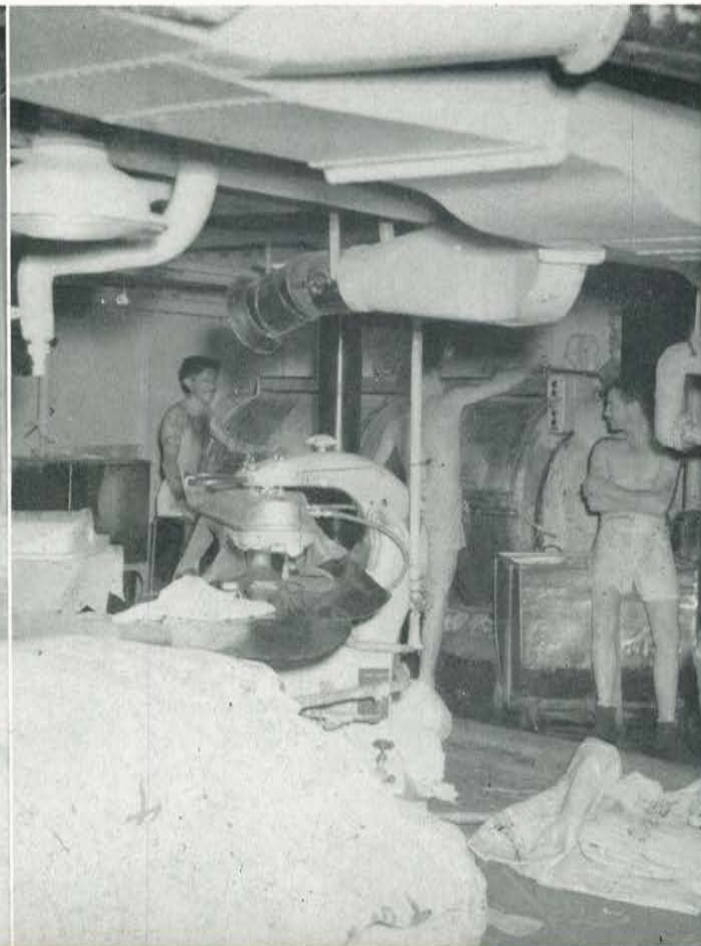


Fresh Bread and Pies
in Spite of the Japs

Cup Super-heater Dept.



The Laundry Did Its Best



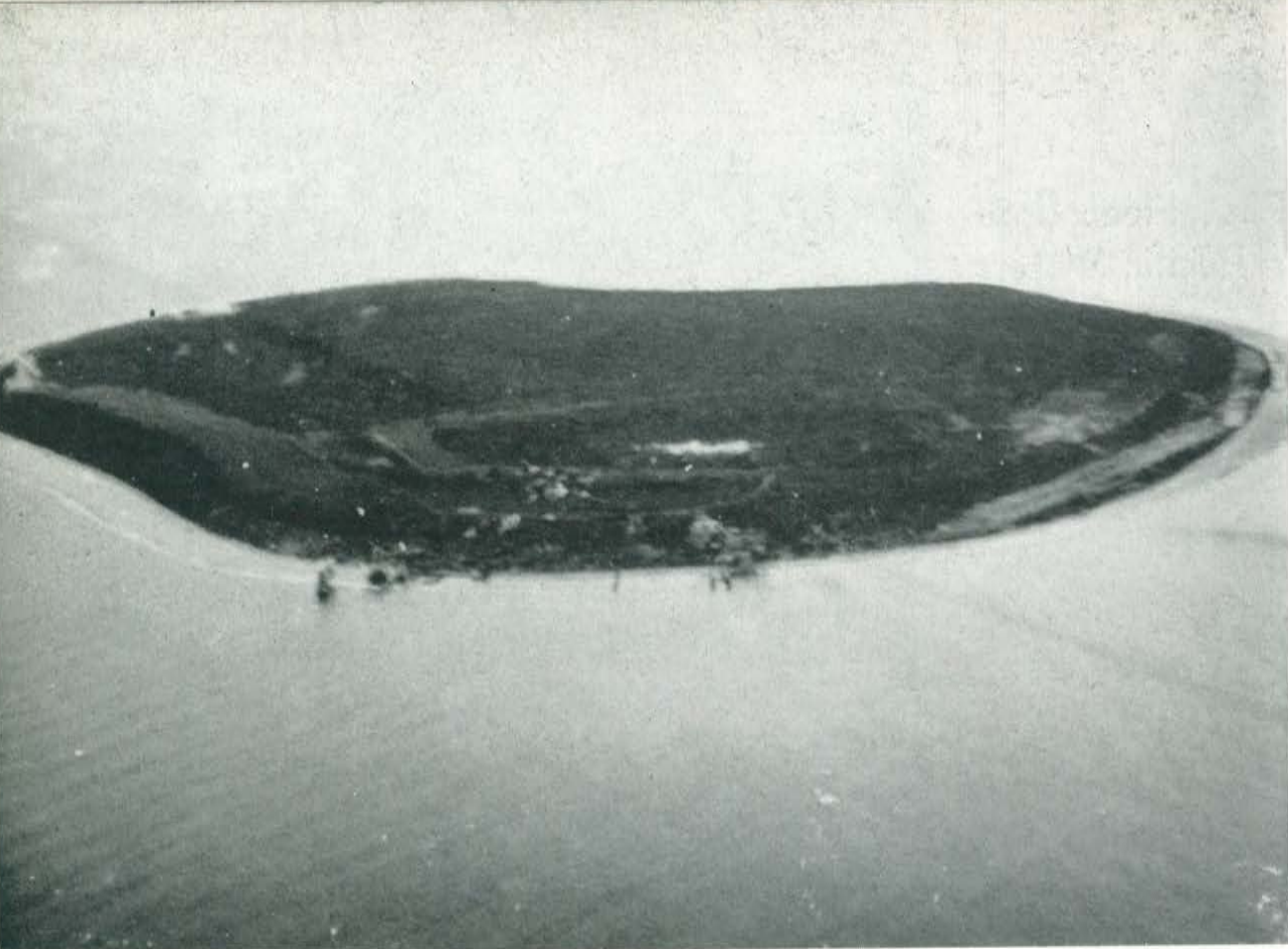
Our First Fleet Base in Far Pacific Waters



Recreation on Noumea

The Graceful Line of the Mass at Sunset



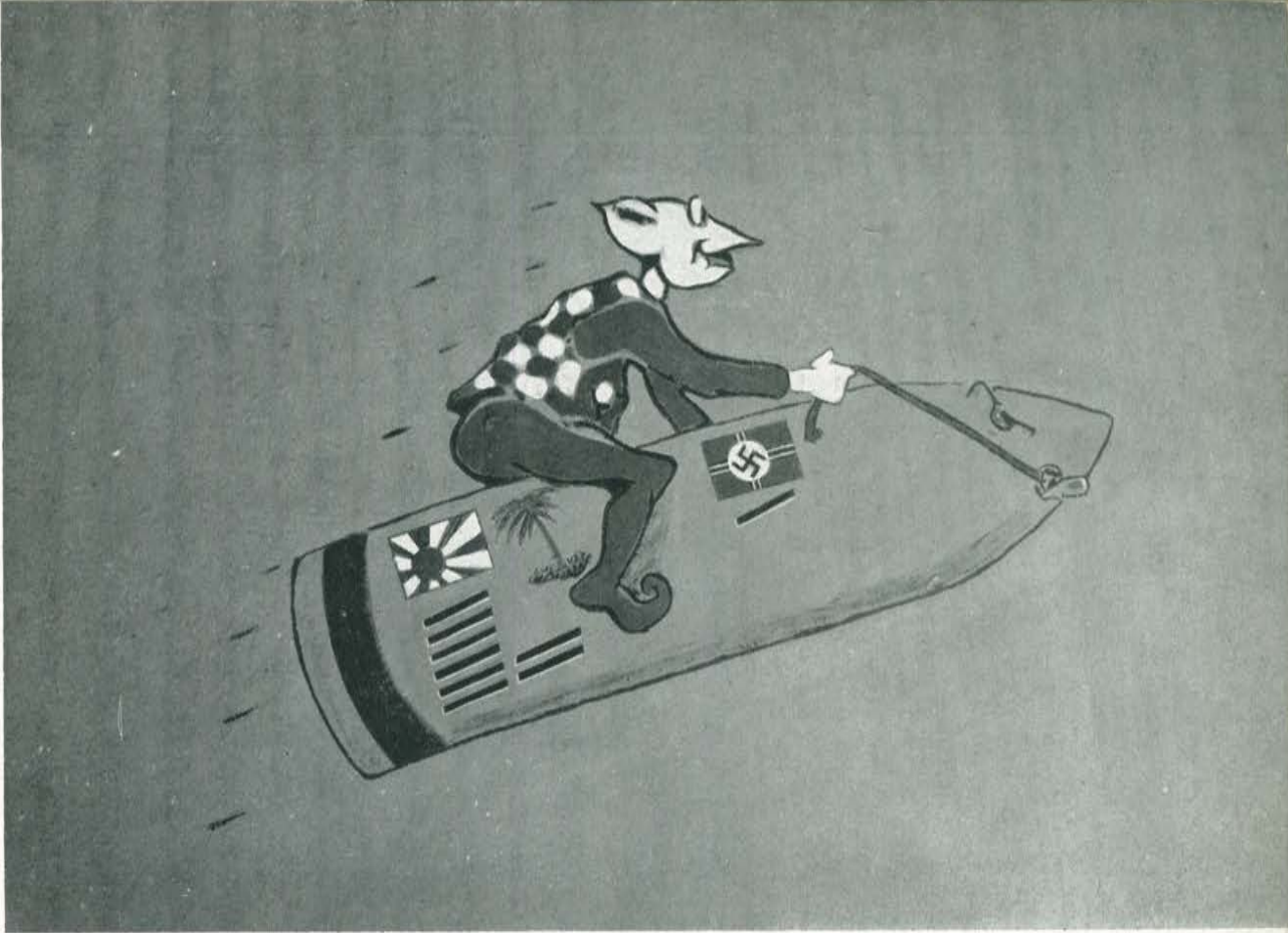


Nauru Before

Nauru After



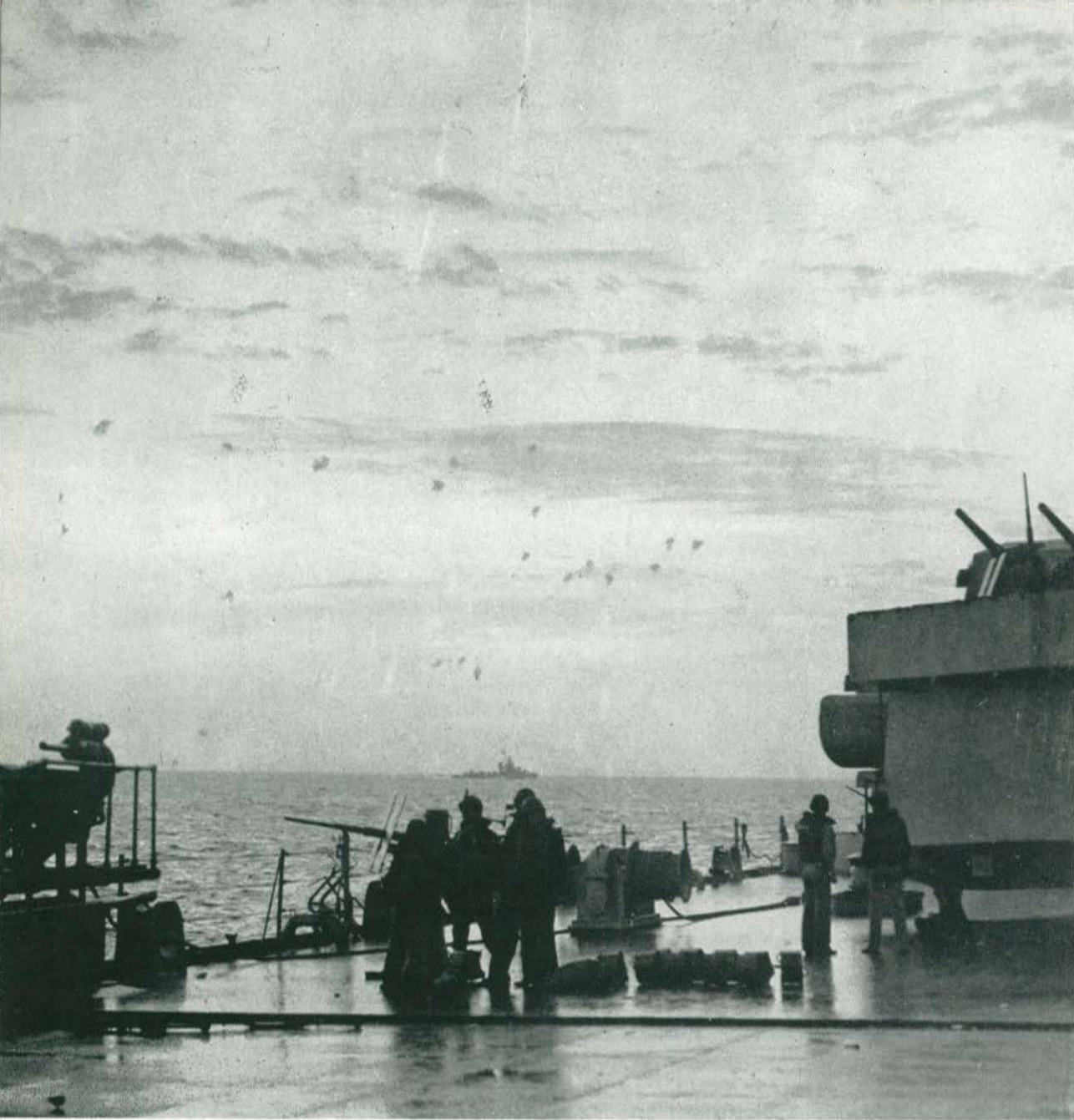
The First Japanese
Occupied Island To
Feel 'Mamie's' Might



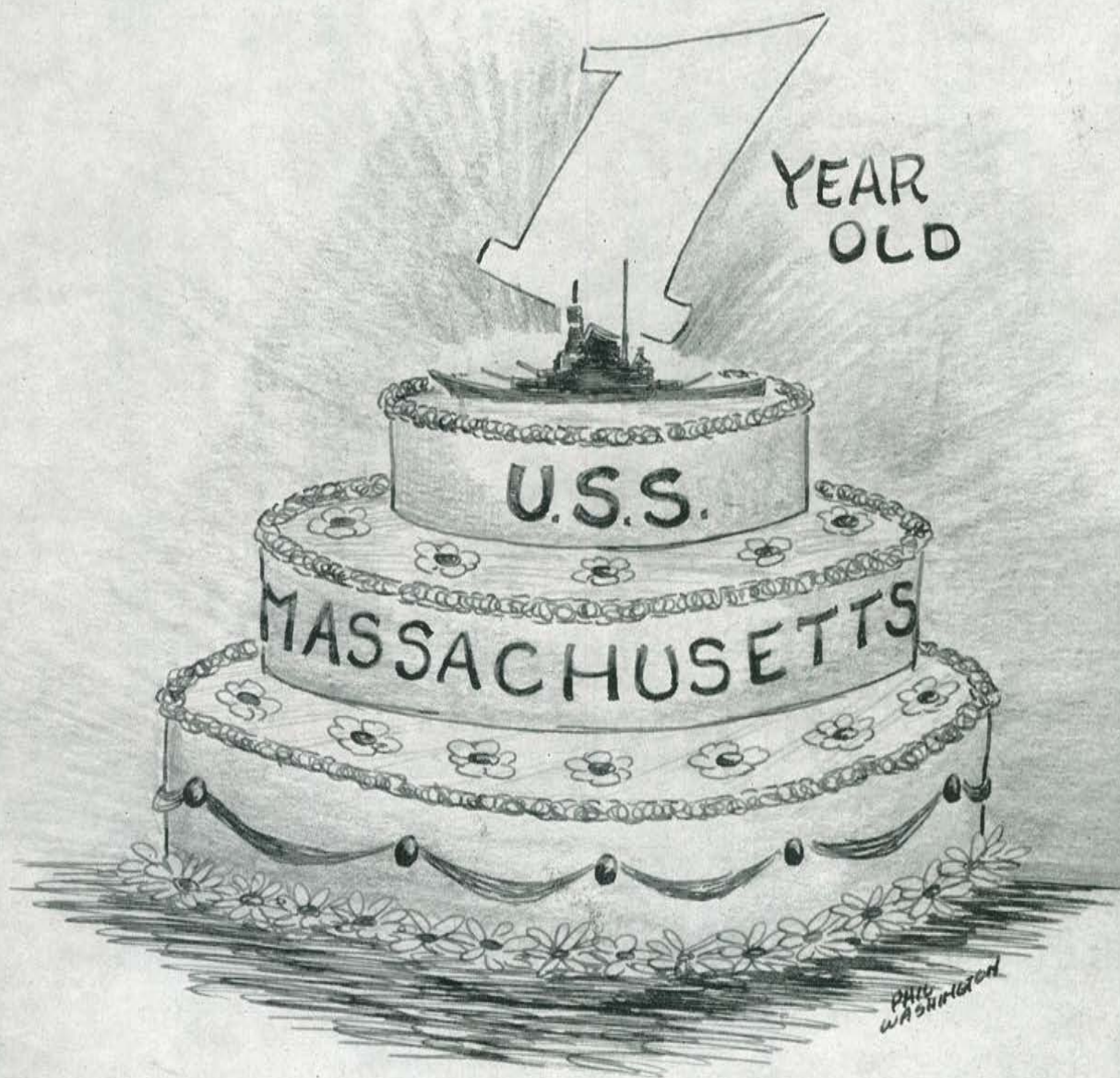
Turret Two's Goblin

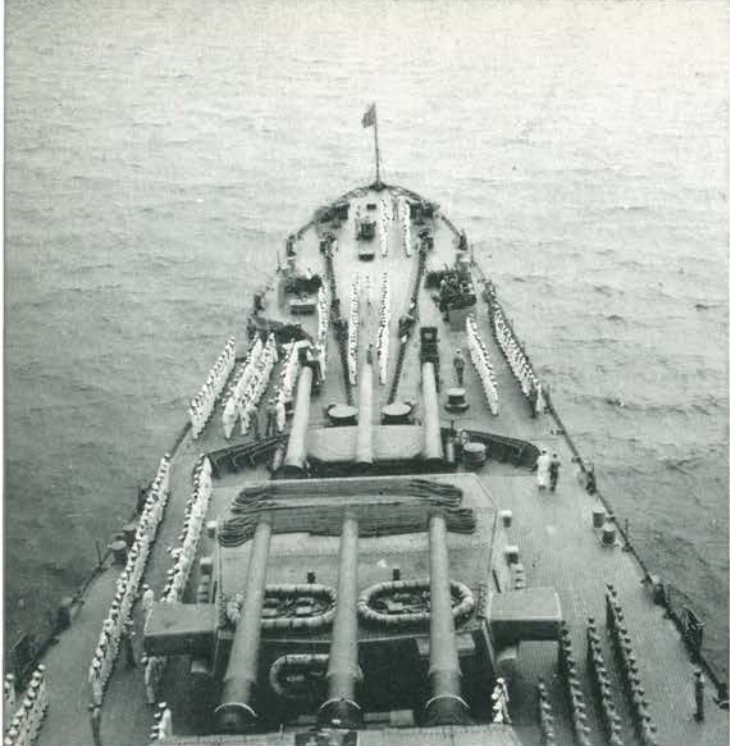
Sixteen Inch Pattern





Splash One Bogie





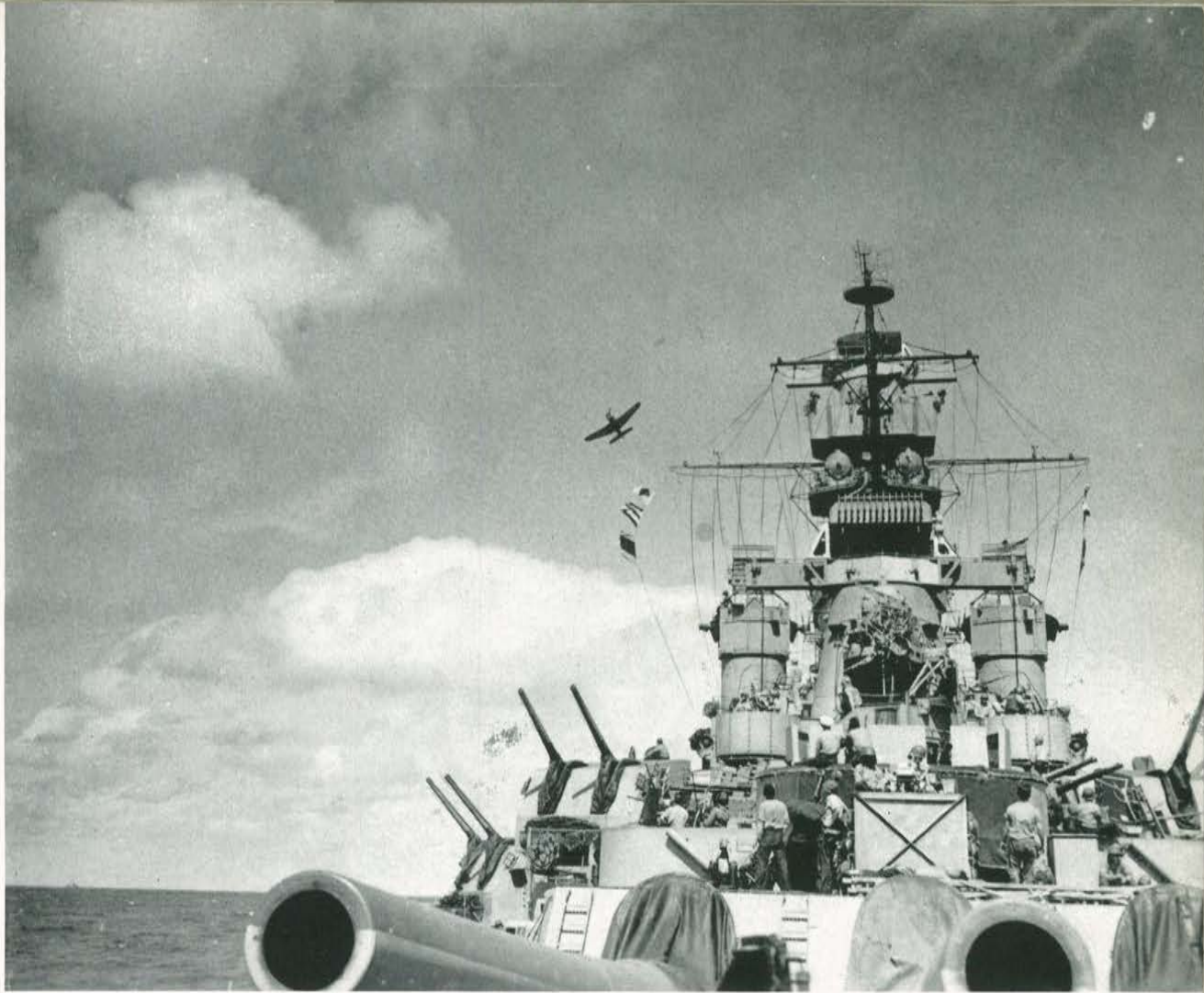
Captain's Inspection



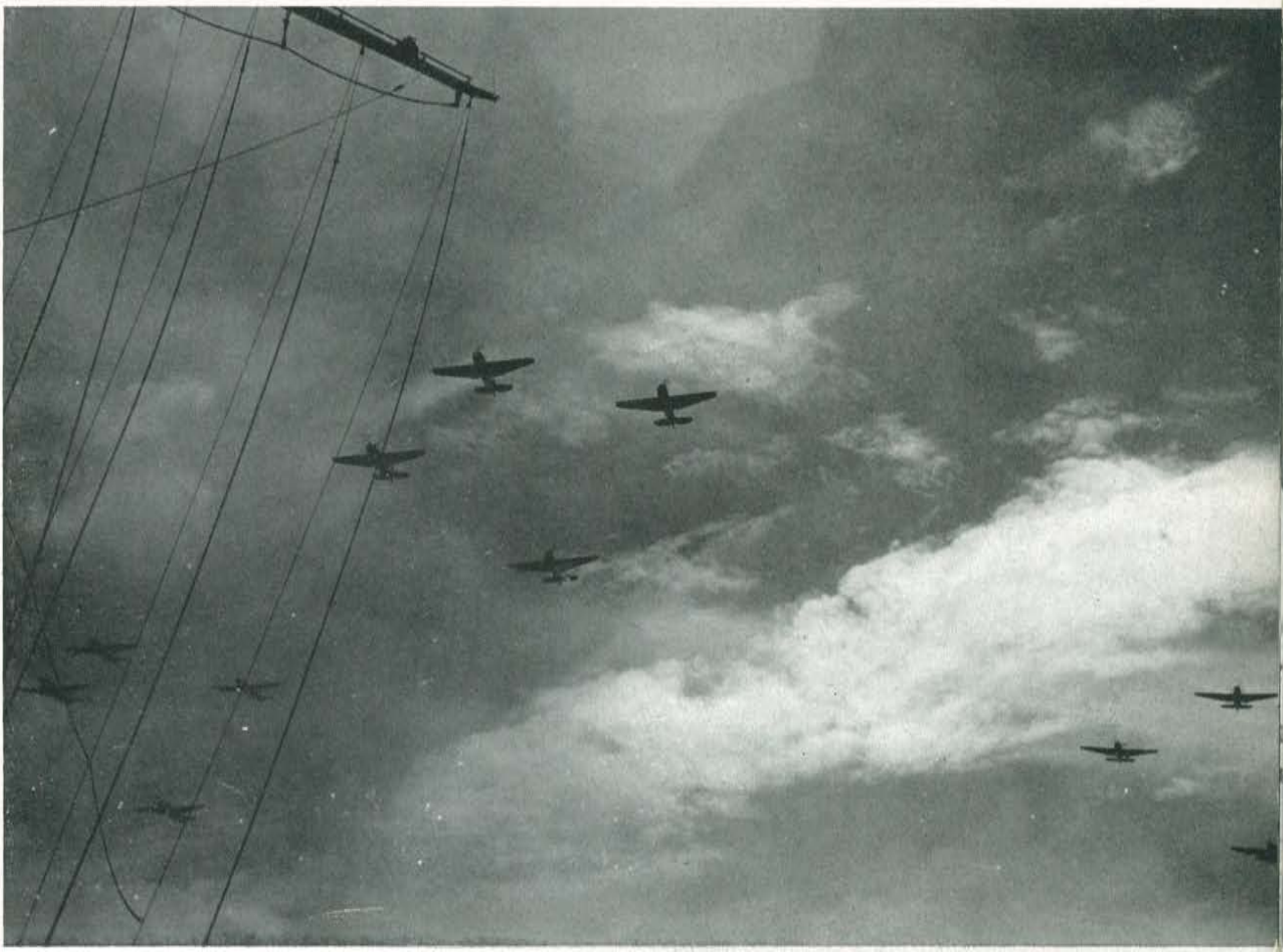
Captain Ruddock



Captain Glover Relieved
of Command by
Captain Ruddock



Our Combat Air Patrol—Ever Faithful

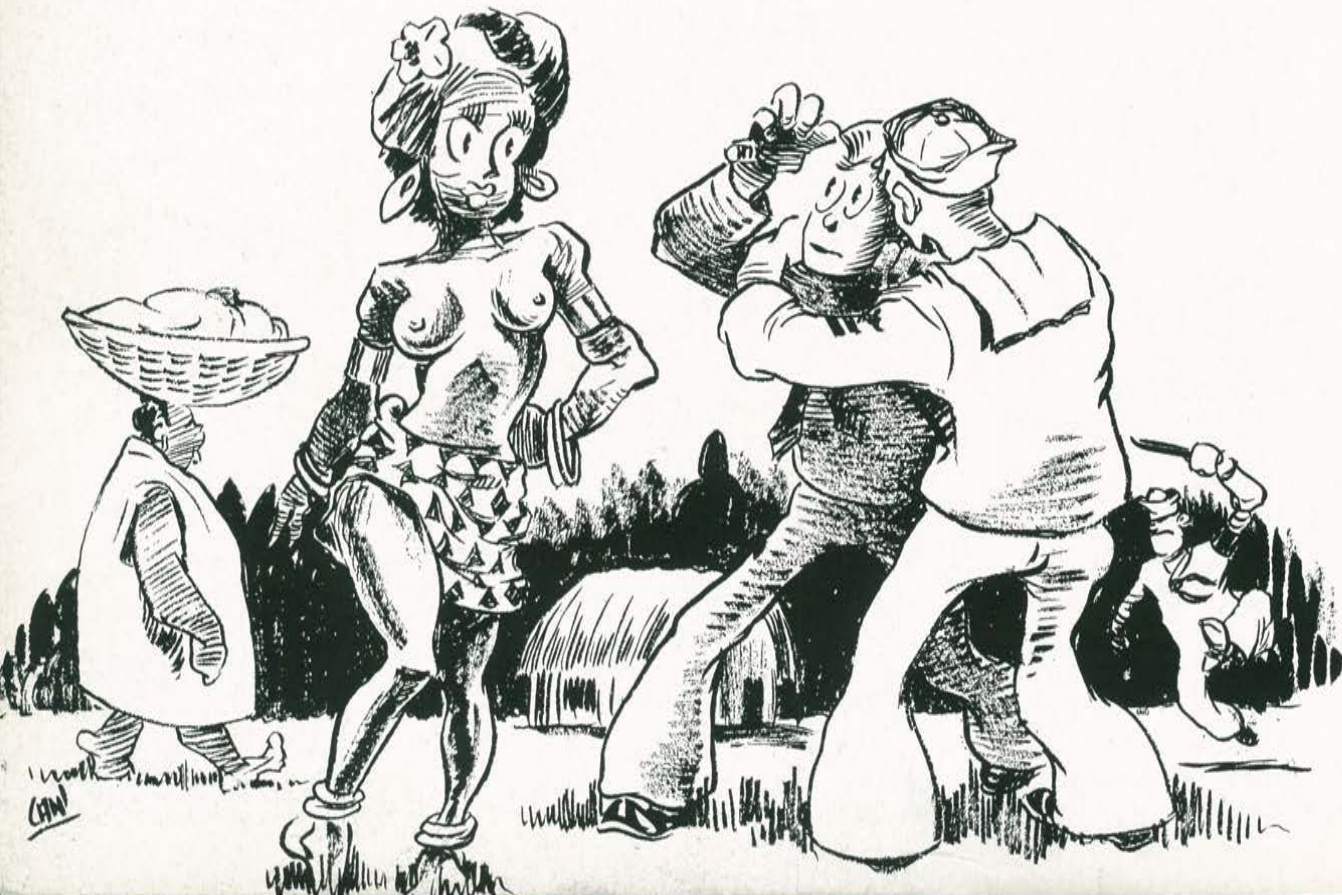


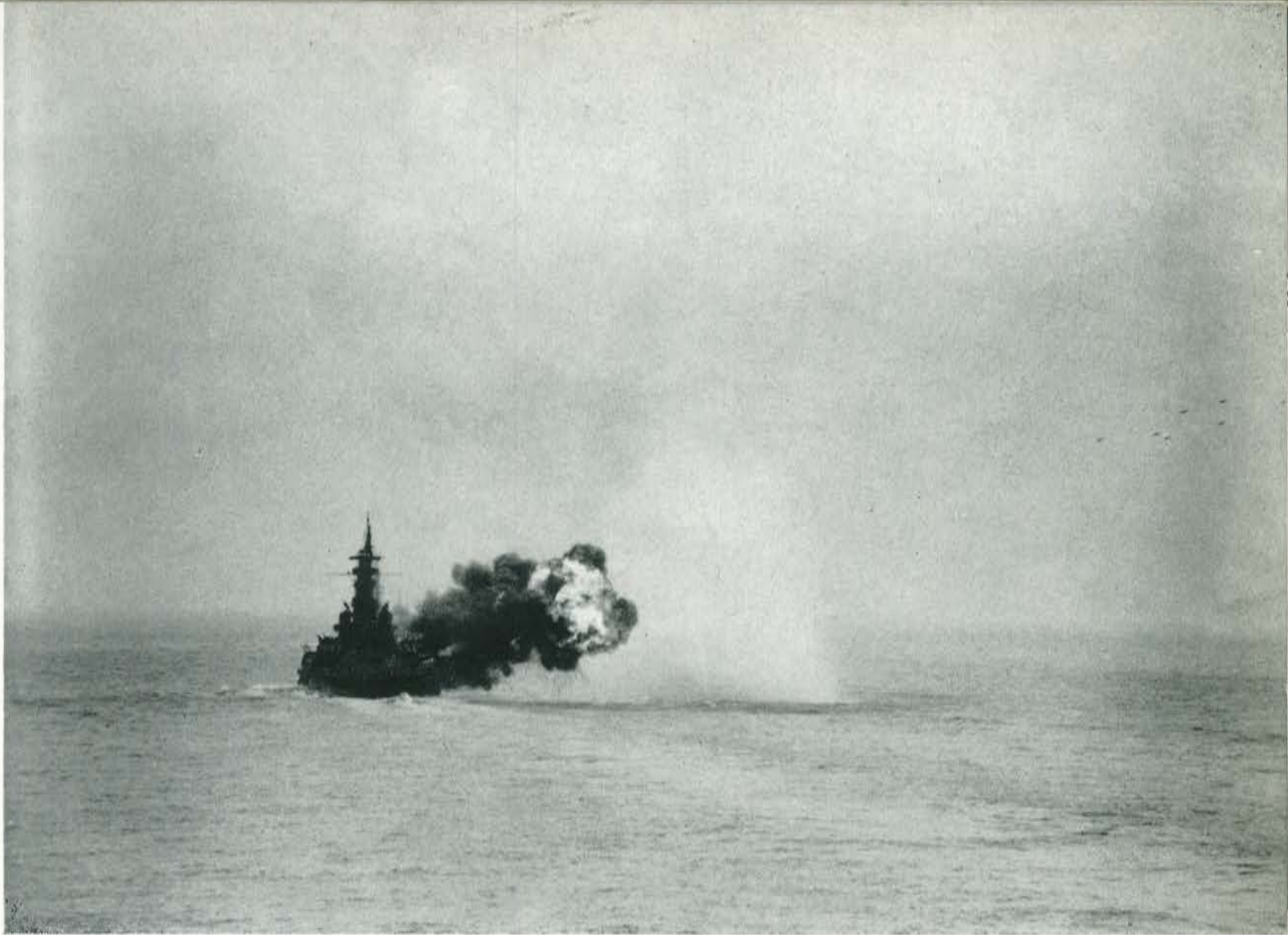


Card Games, Sports,
and Beer Parties
Made Recreation at
Efate Enjoyable

Where's Jeff?

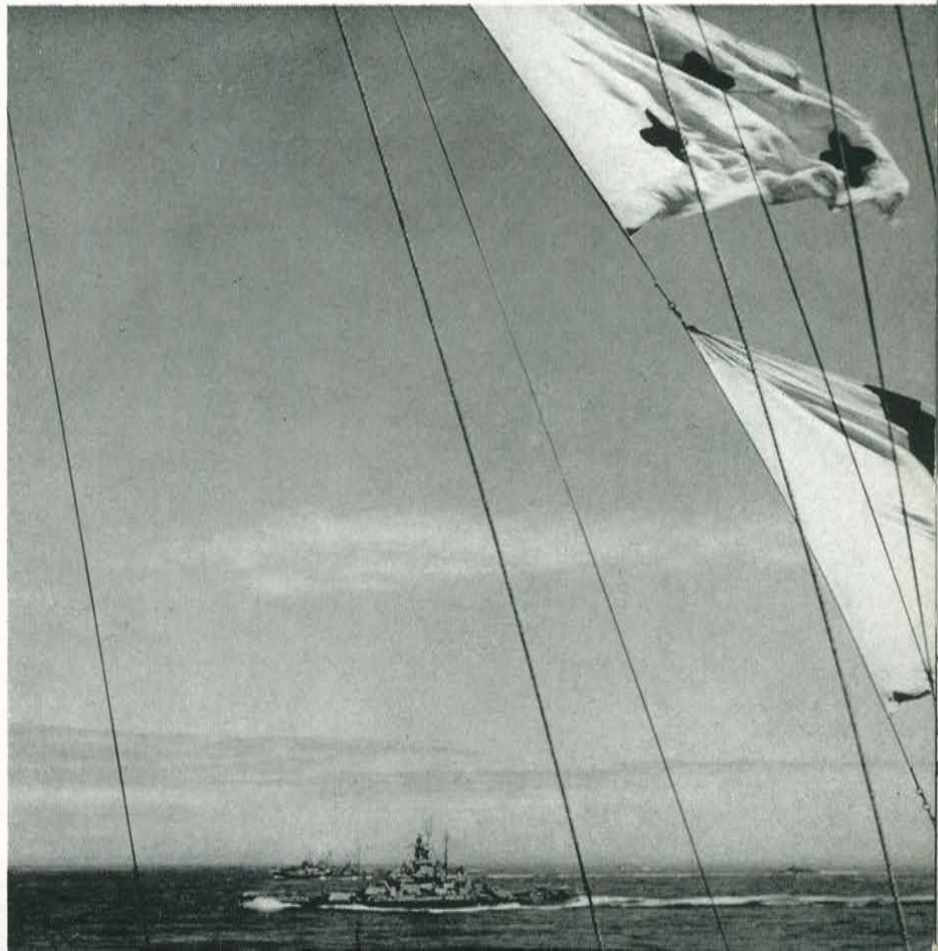
South Sea Glamor





Salvo!!!

We Retire to Re-arm







No Change, No Change — Direct Hit at Ebeye

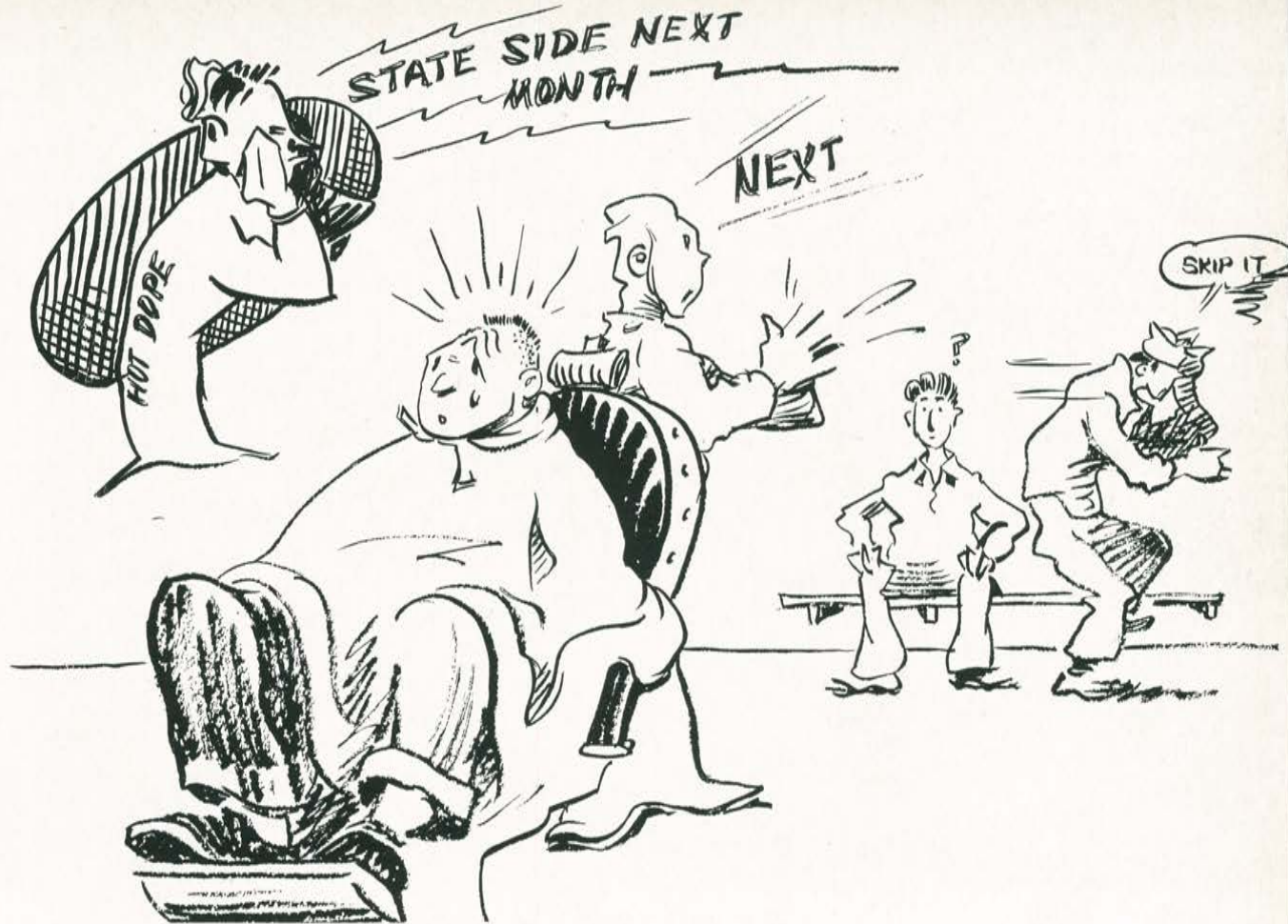
Some Near Misses



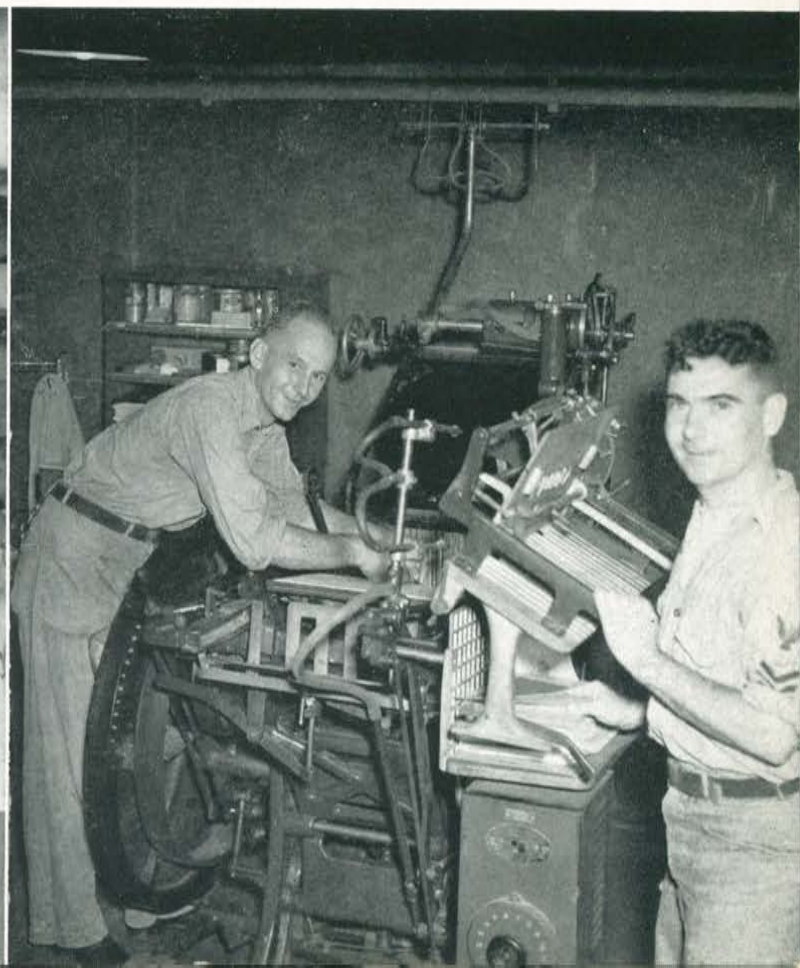


Down In Flames





The Dope Shops





Scrub Down
Underway Overhaul





The Merry Minstrels

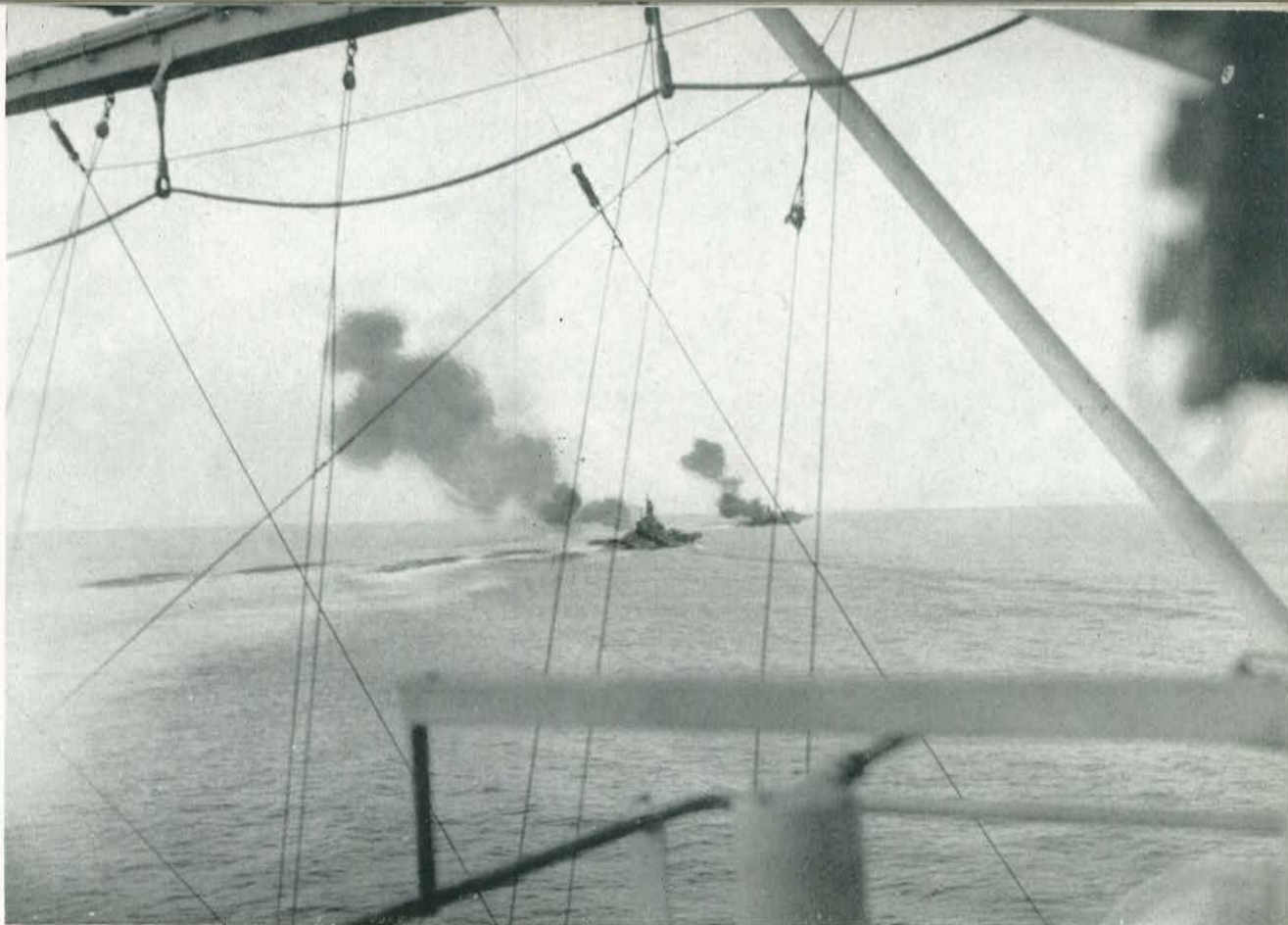




CARRIER PLANES BOMBING
JAP FLEET LINES
★

TRUK RAIDS
APRIL - MAY - 1944

AIR-SEA RESCUE
IN TRUK LAGOON
FEB. 1944



A Sister Ship Opens Fire

Stand-by to Recover One Aircraft to Port





Long operations kept us
at Sea for months on end

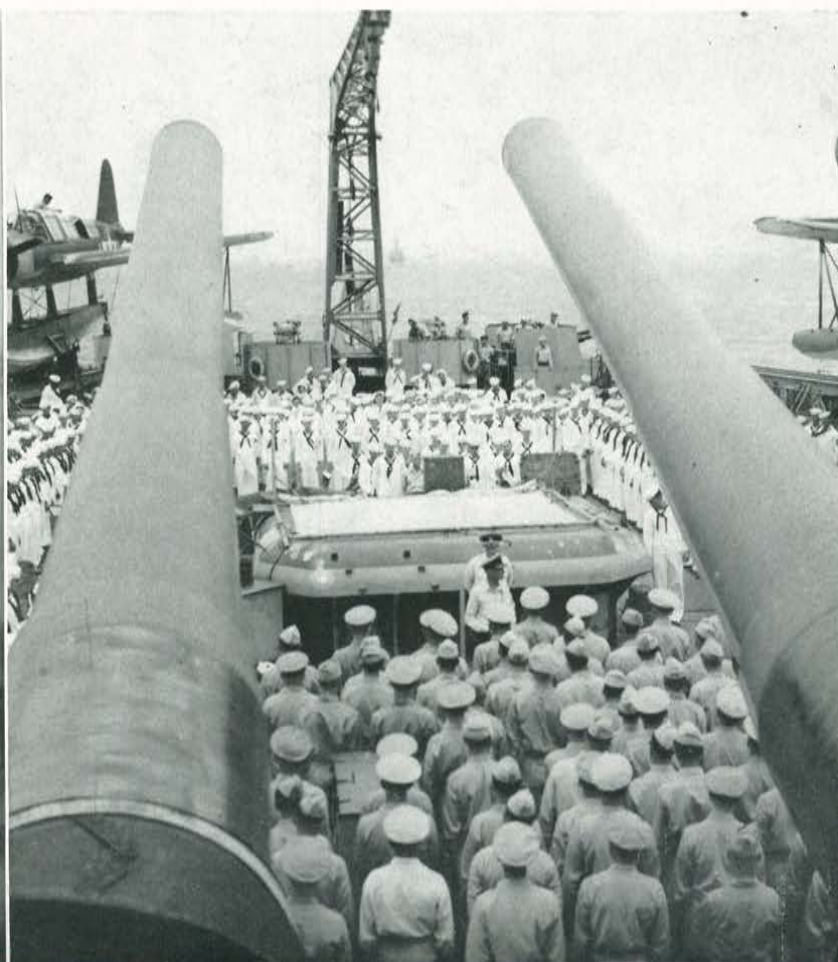
Taking One Over the Bow





Talking It Over

And Looking It Over

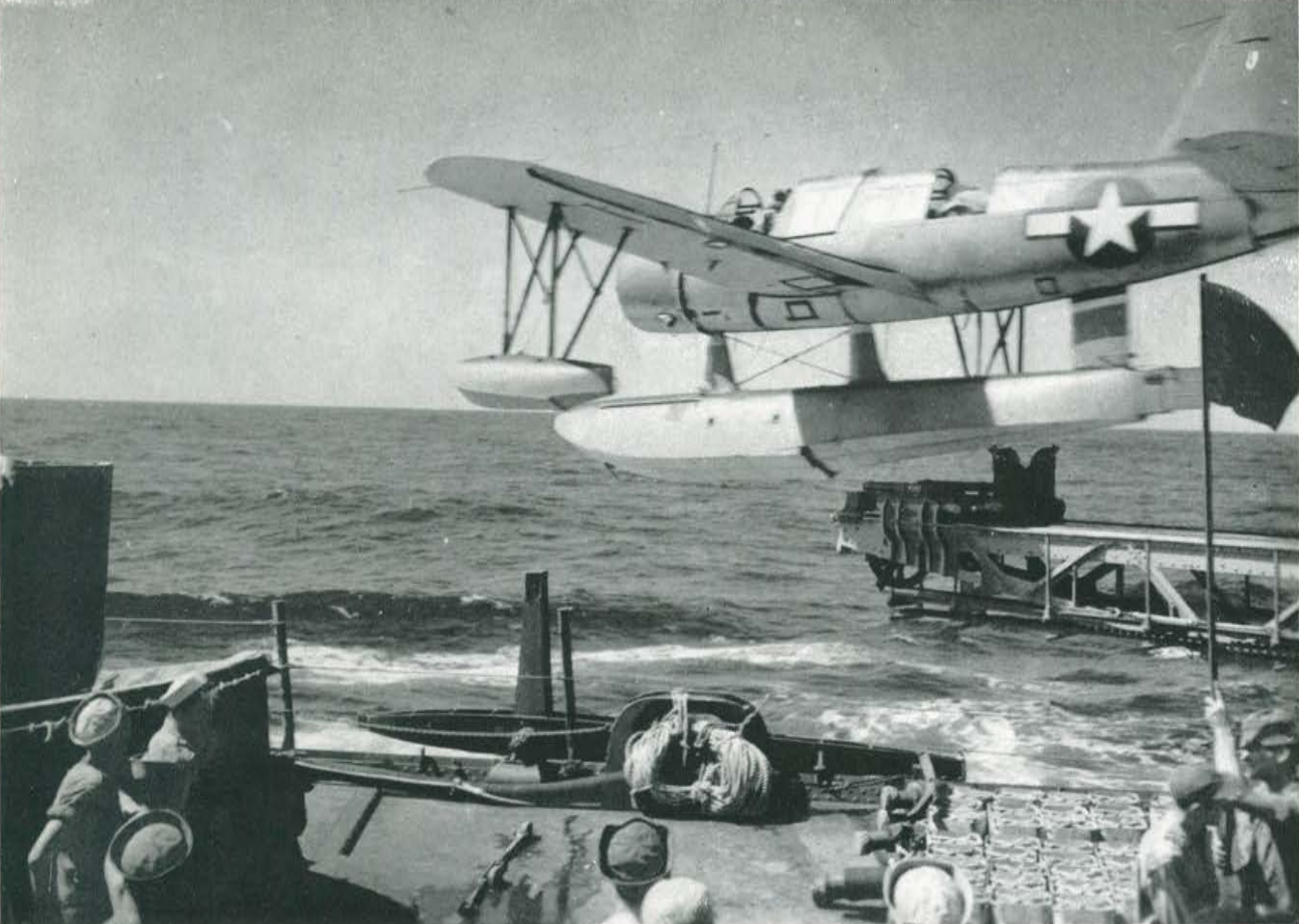


Relaxation at
Meal Time Became
the Best Part
of Daily Routine



CPO Mess





Air-Borne

Strike Day





Lying at Anchor





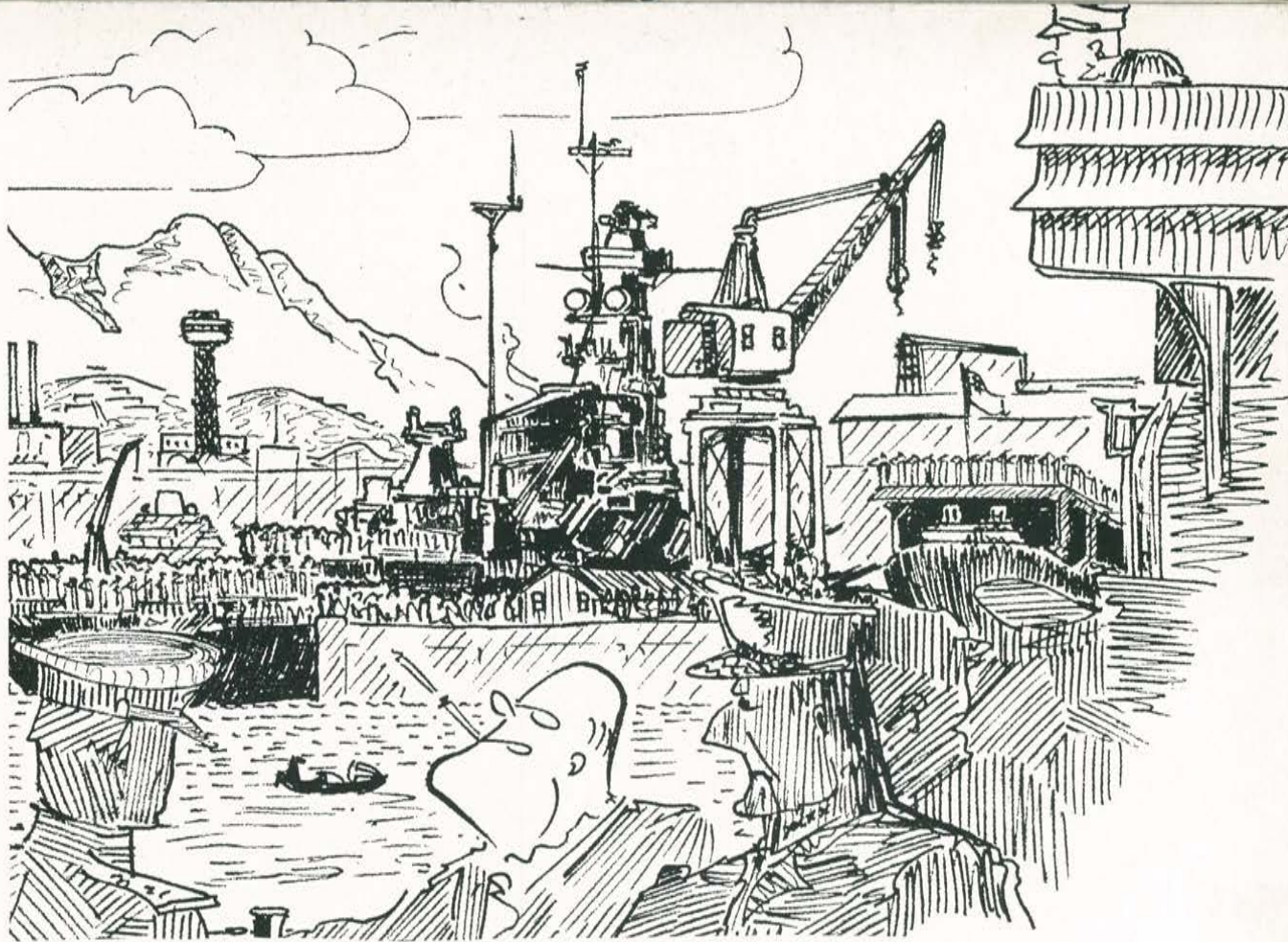
Stateside Bound



Ah, Mail!

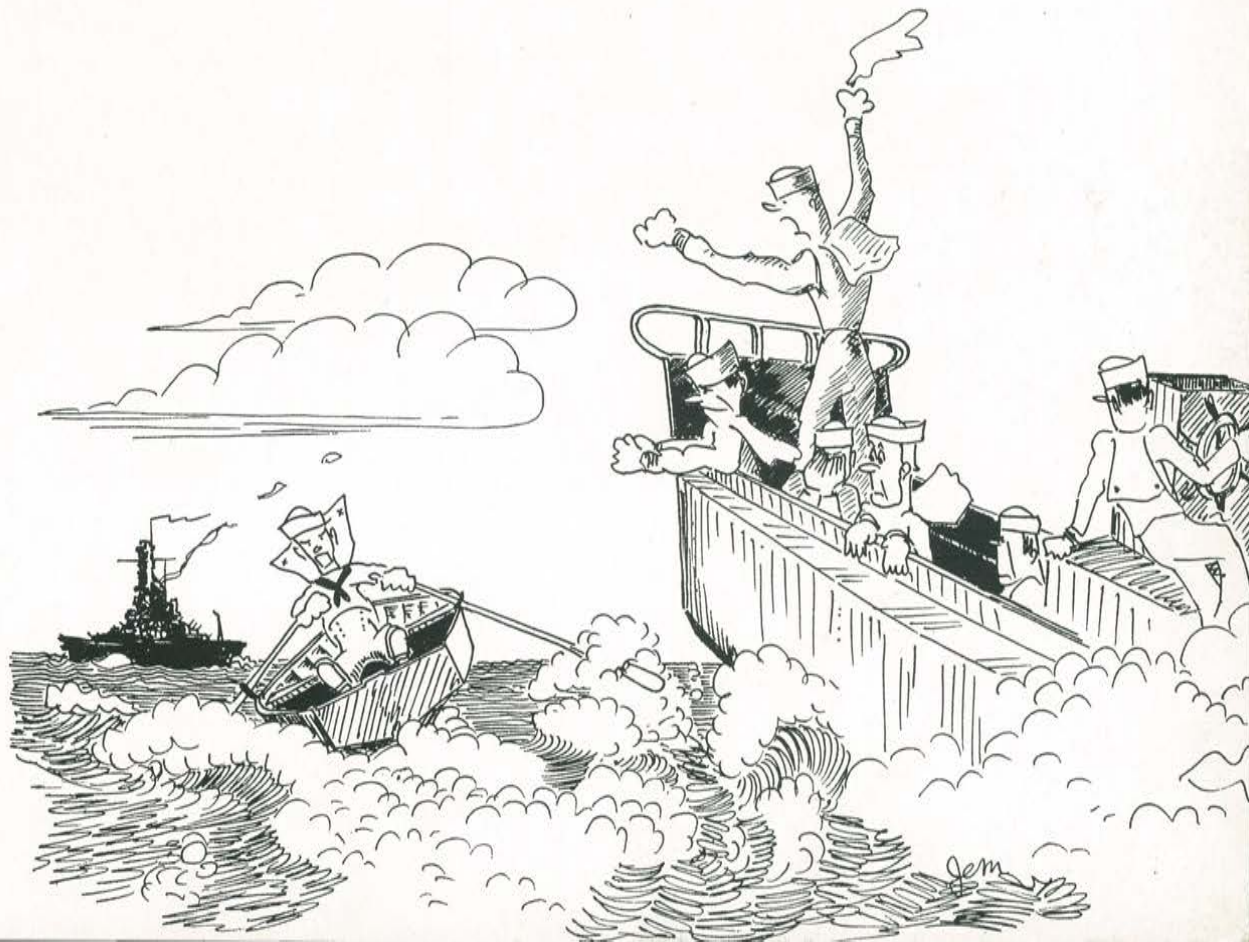


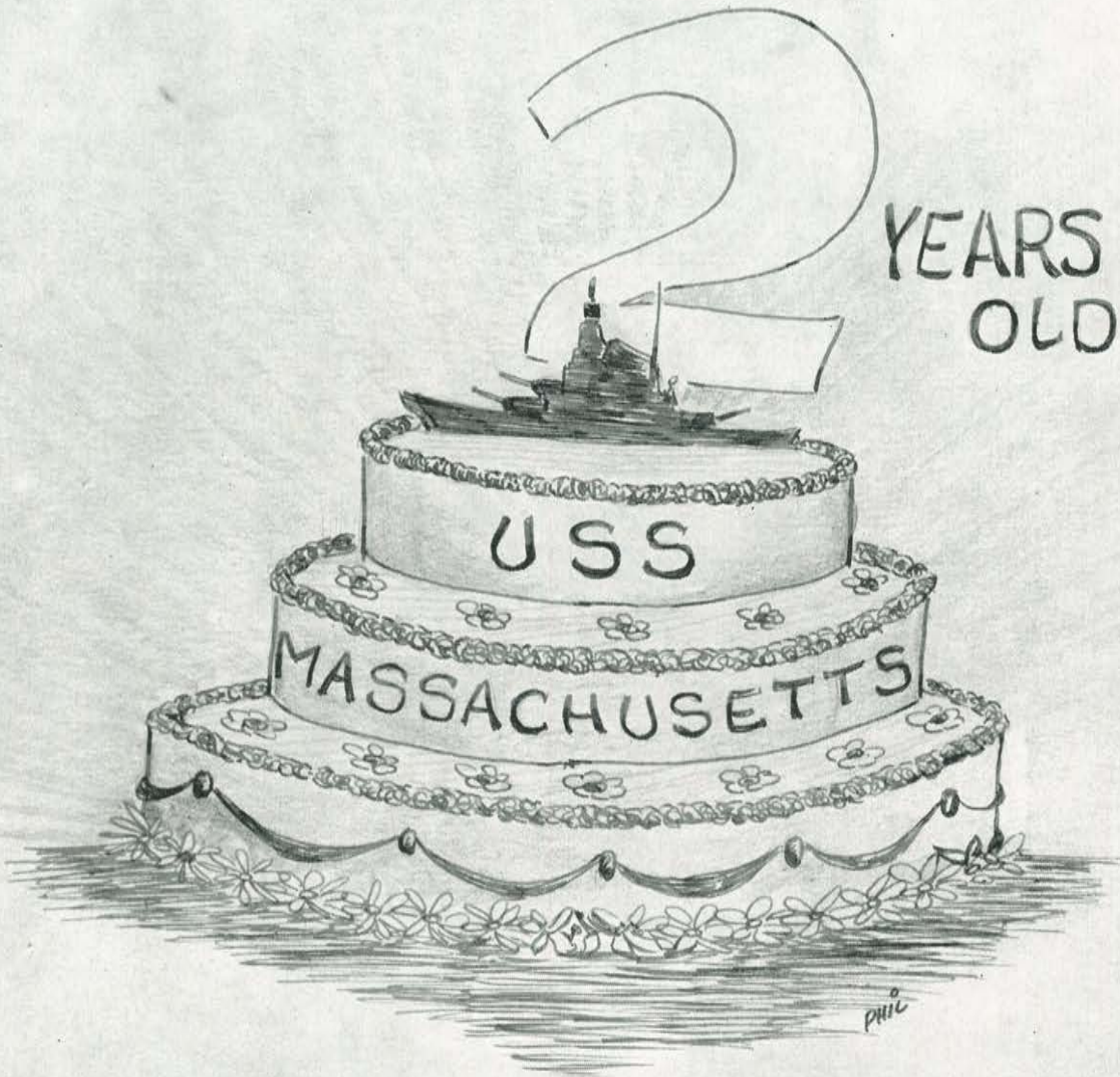
Taking It Easy



A Big Event at Pearl

Hey, Wait For Us!





"Mighty Massy"
Anniversary Committee
 Capt. William W. Warlick, Commanding Officer.
 Comdr. James A. McNally, Executive Officer.
 Lieut. Samuel W. Denmore, Ath. and Rec. Off.
 Chaplain William Leo McBlain.
 Ensign Jonathan P. Anderson.
 ChCarp. Herbert E. Harkness.
 APC Harold M. Boatright.
 Rinebarger, C. H. Chgmt.
 Riding, J. P., EM3c.
 Christy, J. V., Seale.

The Ship
 Keel Laid 20 July 1939
 Launching 23 Sept. 1941
 Sponsor Mrs. Charles Francis Adams
 Commissioned 12 May 1942
 Built Fore River Shipyard, Quincy, Mass.
 Cost \$76,885,750
 Flagship of ComBatDiv Eight
 — Rear Admiral Glenn Benson Davis

Captains
 1. Capt. Francis E. M. Whiting, U.S.N.
 2. Capt. Robert Ogden Glover, U.S.N.
 3. Capt. Theodore D. Ruddock, U.S.N.
 4. Capt. William W. Warlick, U.S.N.

The Log

5 — 15 April 1943	8 November 1942	30 January 1944
27 June — 25 July 1943		31 January 1944
30 August — 5 Sept. 1943		16 — 17 February 1944
19 November — 5 Sept. 1943		22 February 1944
30 — 25 November 1943		22 March — 5 April 1944
25 — 26 November 1943		13 — 22 April 1944
8 December 1943		29 — 30 April 1944
29 January 1944		1 May 1944

Sports
 Tug of War; Rope Climbing; Carry-All; Flye
 Legged Race; Pie Eating; Caterpillar; Dressing;
 Chinning the Eggs; Medicine Ball Heave; Swim-
 ming; Wheelbarrow; Obstacle Race; Egg Race;
 Indian Wrestle.

Entertainment
 Master of Ceremonies Matigzeck, J. F. Spec. 3c
 Massachusetts Music Masters Norton, H. L.
 Specialties: Siders, Moyers, Letourneau, Mittle-
 ton, Harris, Ippolito, Lamar, Remolino, Briggs,
 Cichocki, Hulton, Perry, DeLaney, Kenney,
 McMahon, Emerick, Carlucci, Stone, Lore,
 Ship's Quartet: Fosha, Perry, Springer, Haus-
 man.

Boxing
 "Tally-Hoers" Mauler Nidosik
 Bird Legs Moton (175)
 Killer Kowitz (120)
 Block Buster Batts (175)
 Pop Myers (120)
 Alternates: Letourneau, Nearing, Percy.
 Judges: Ens. L. C. Phillips, Ens. J. J. Crowder.
 Seconds: Freese, Downing, Moreno, Caulkins.
 Coach: Breitenbach, C. G. CGM.

"Ack-Ackers"
 vs. Snake Hips Smith (175)
 vs. Slippery Meuse (120)
 vs. Slasher Haas (175)
 vs. Bad News Riding (120)
 vs. Slugger Williams (120)

Ship's Hymn
 HAIL MASSACHUSETTS, GREAT THINE HONOR BE
 SAIL ON TO VICTORY, MANNED BY MEN WHO MUST BE FREE
 THE PROUDEST OF FINE SHIPS THAT EVER SAILED OVER THE SEA
 WE KNOW THAT WHATEVER COMES YOU WILL BE THERE
 TO TAKE US SAIL ON TO VICTORY.
 WE PUT OUR FAITH IN YOU, BRAVE MEN WITH A JOB TO DO
 AS ONE MAN PLEDGE ALL THE CREW, OUR TASK SURELY WILL BE DONE
 WE WILL STAND TOGETHER, FIGHT TOGETHER, WIN TOGETHER
 TIL THIS WAR IS WON.

Lyrics: Comdr. J. A. McNally
 Music: Companero, E., Mus. 1-c



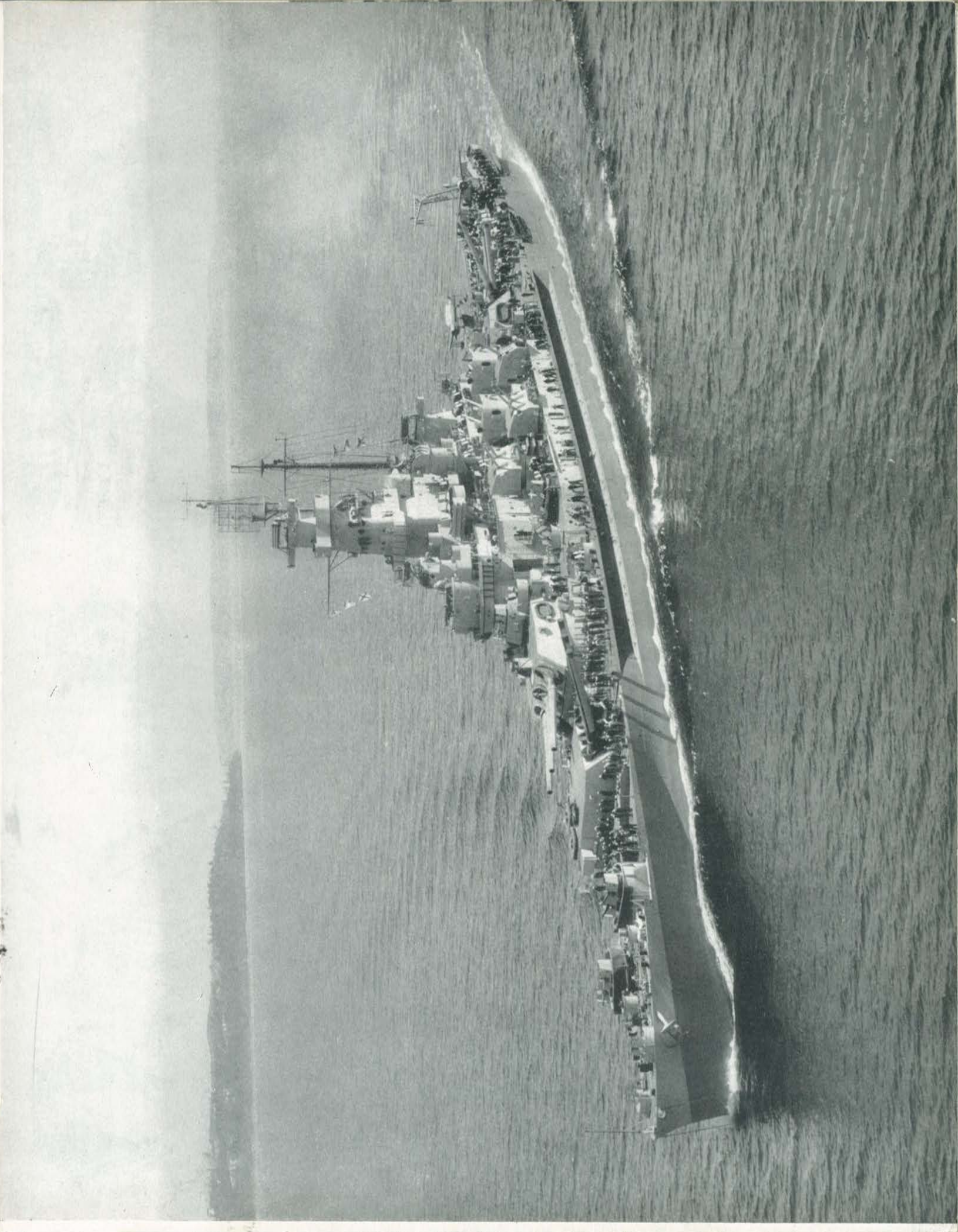
SECOND ANNIVERSARY
 U. S. S. MASSACHUSETTS
 12 MAY 1944 - AT SEA



A Crippled Can Delayed Our Return

But Could Not Dampen the Thrill of Our First Glimpse of "Uncle Sugar"

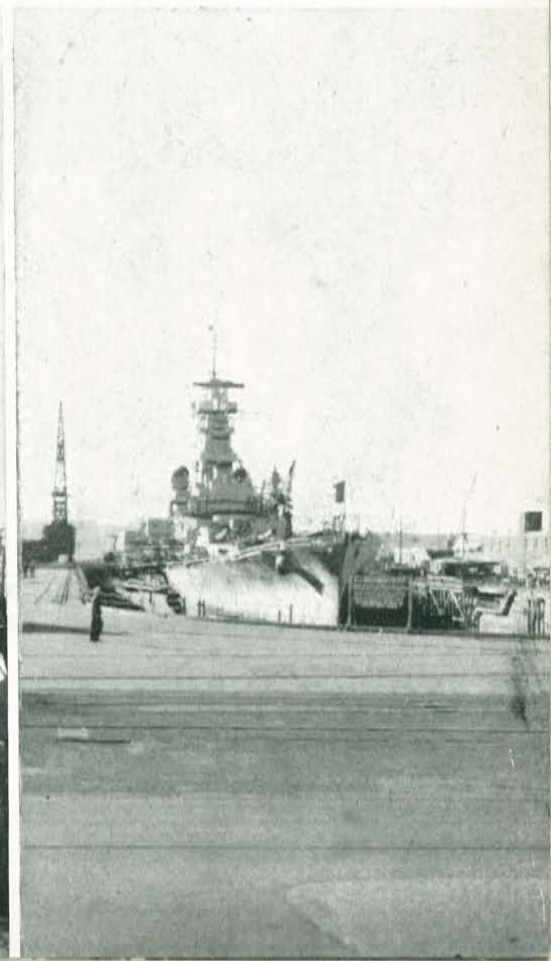
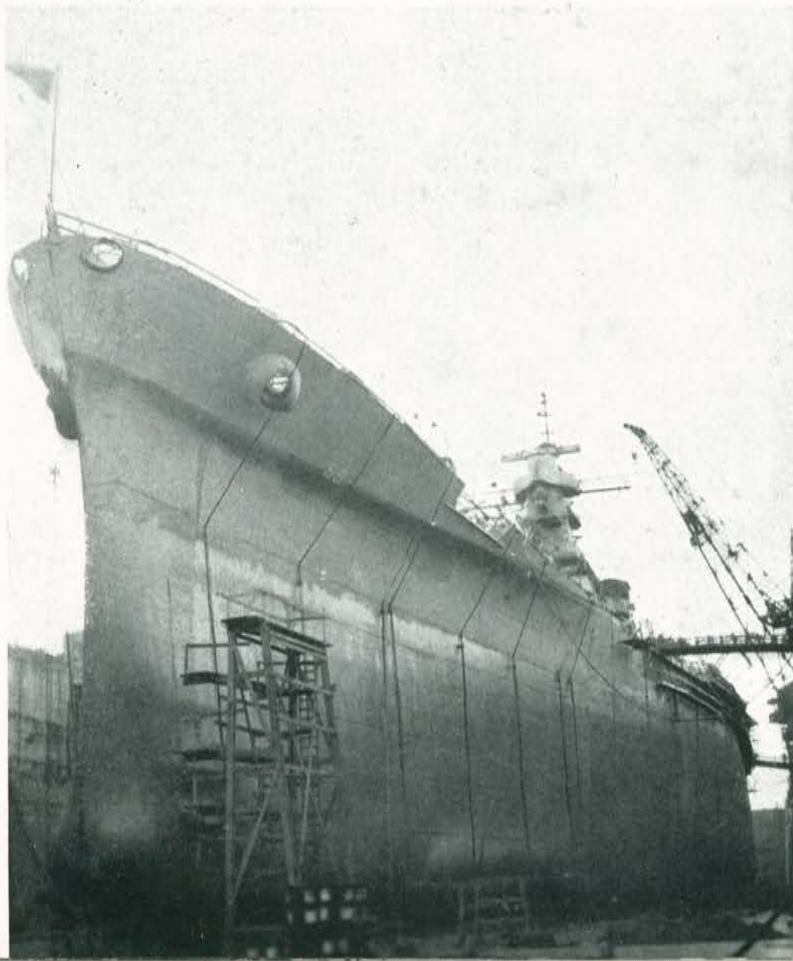






Stores Came on Board

As the Yard Hastened Repairs on the Ship





Port of Seattle—A Hello and Goodbye



Fleet Anchorage—Eniwetok

Captain's Inspection

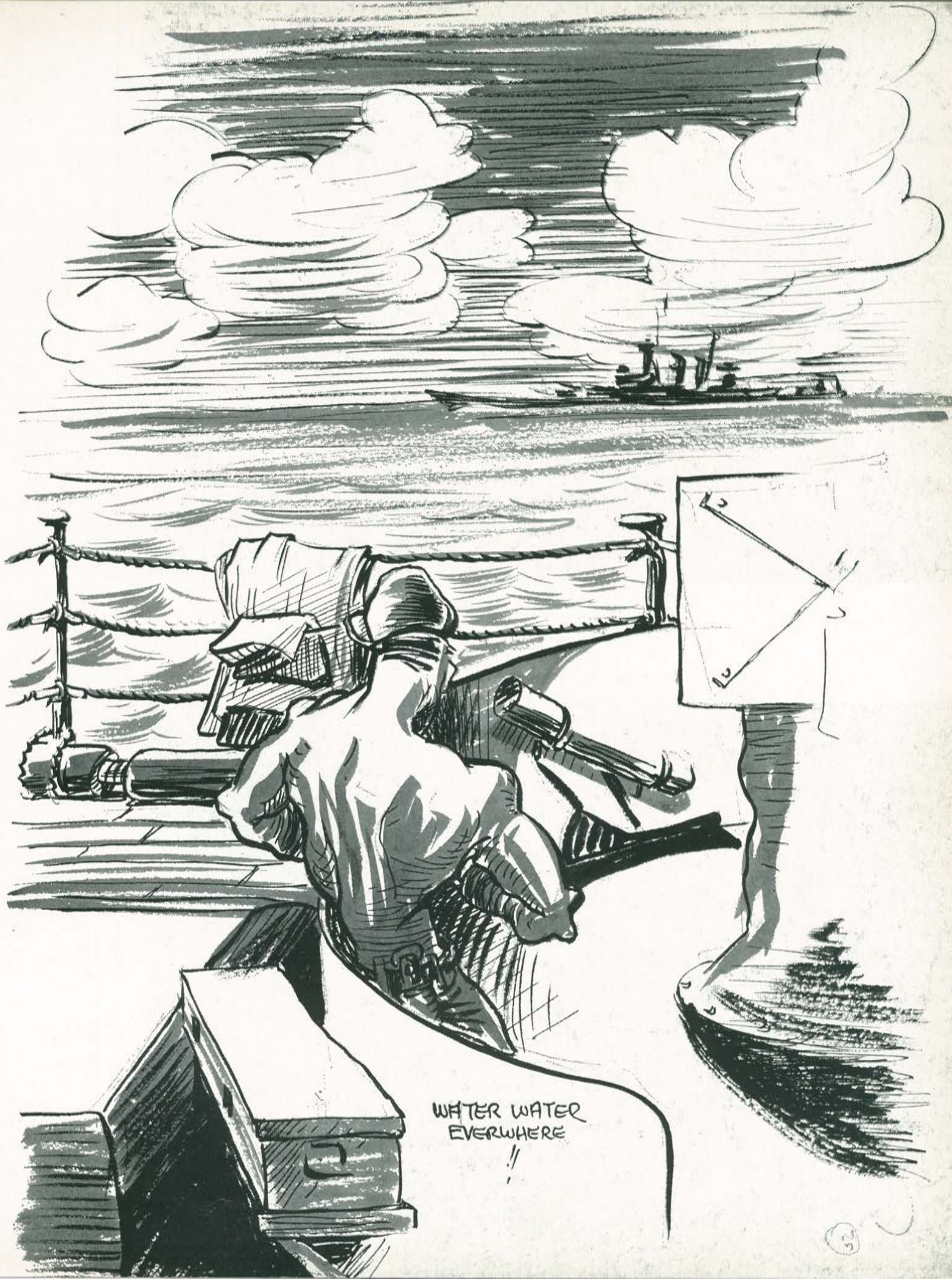




Paper-work Experts

The Bugler





WATER WATER
EVERWHERE
!!



Real Tars — All Full-fledged Shell-backs



Not Even the Officers Escaped



King Neptune Pays His Respects

Assume the Angle

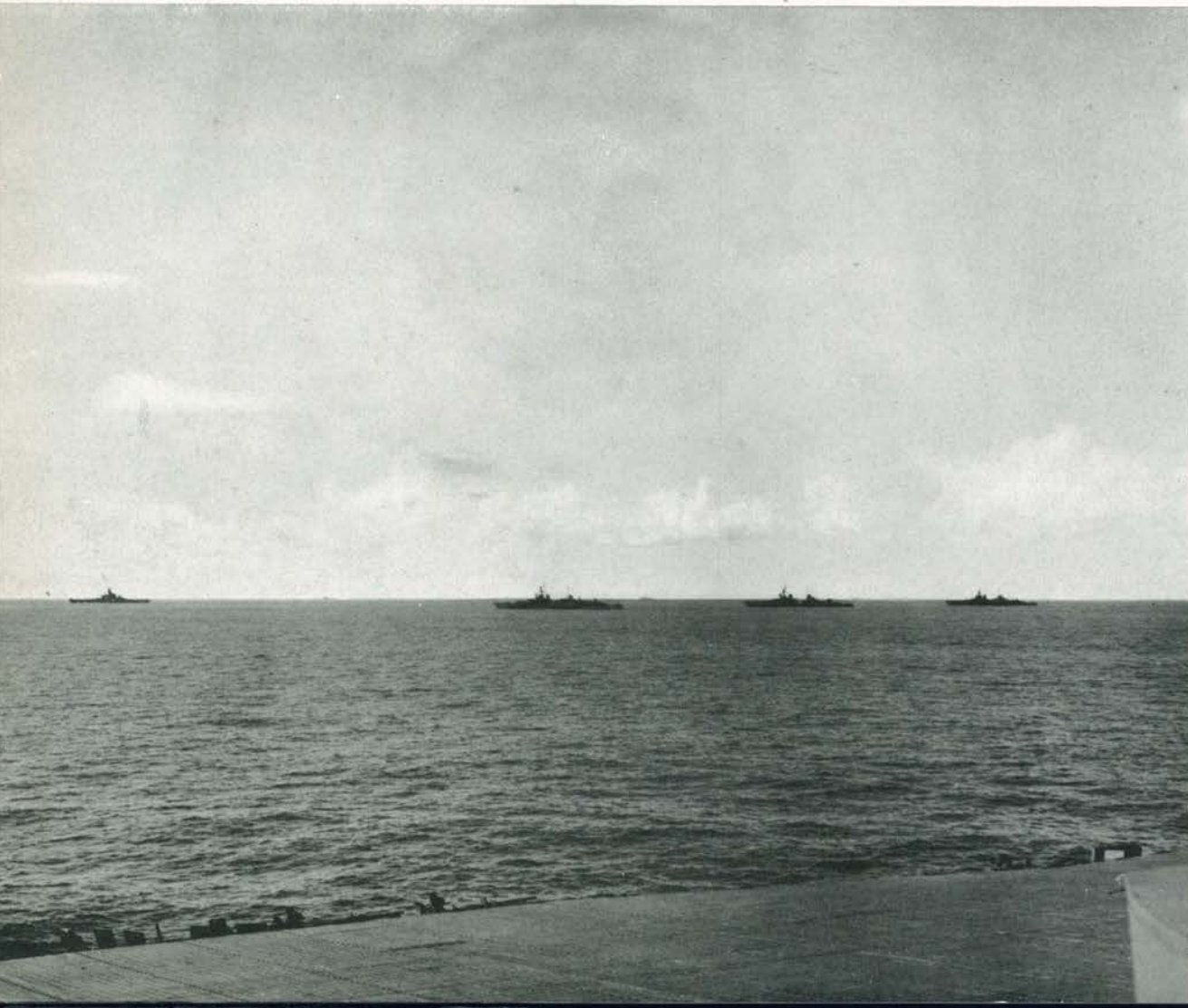


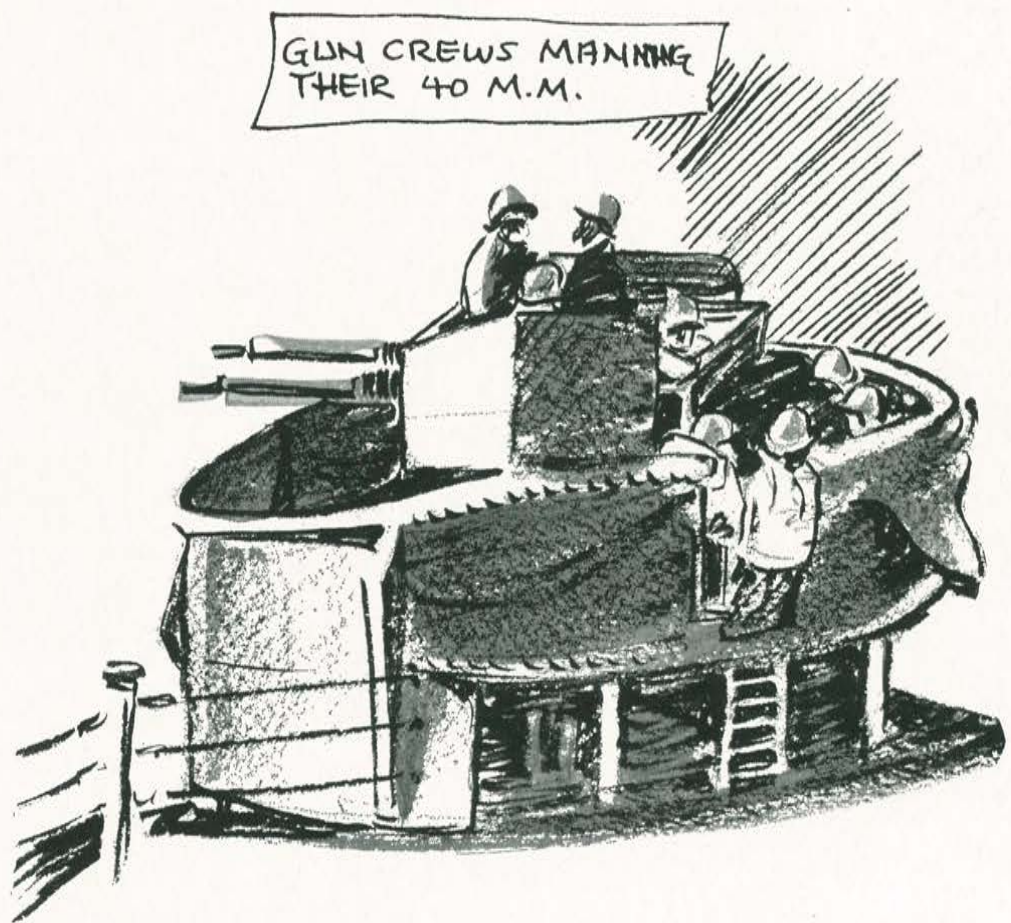


A Display of Expert Seamanship

Our Task Force roamed the Sea at will, provisioning and fueling in sight of the very shoreline of the enemy.

Units of Our Task Force





Drill Action

Action Recorder







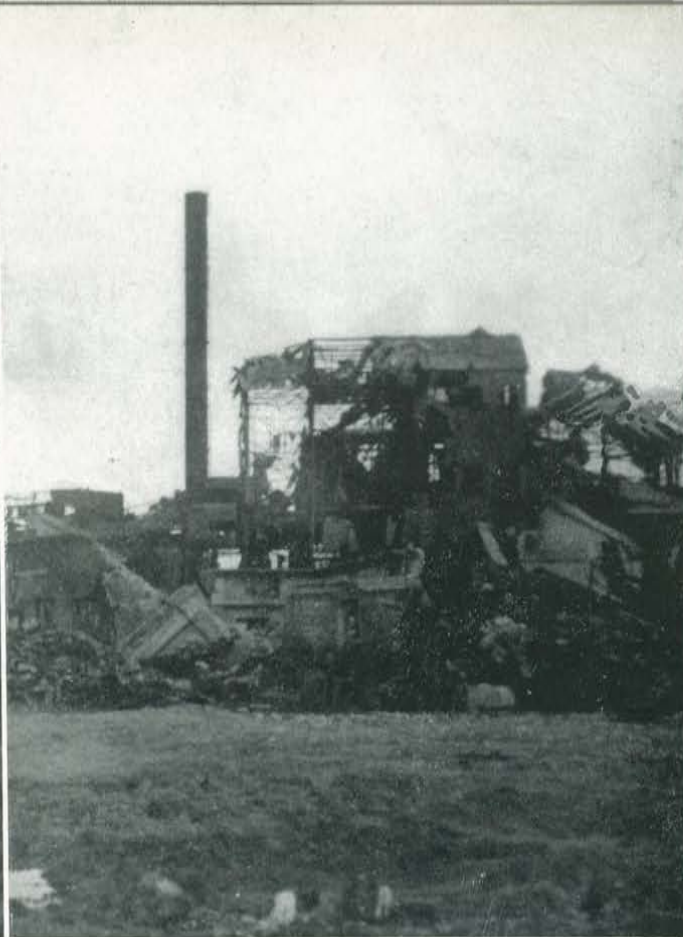
Ashore on Saipan

Japanese Landing Barge





Japanese Pagoda



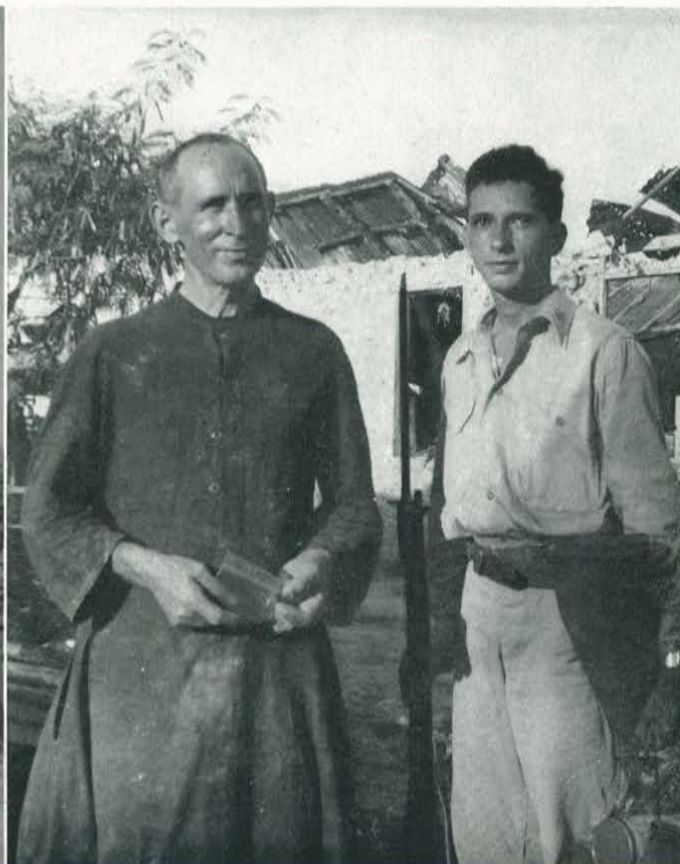
Destroyed Sugar Mill

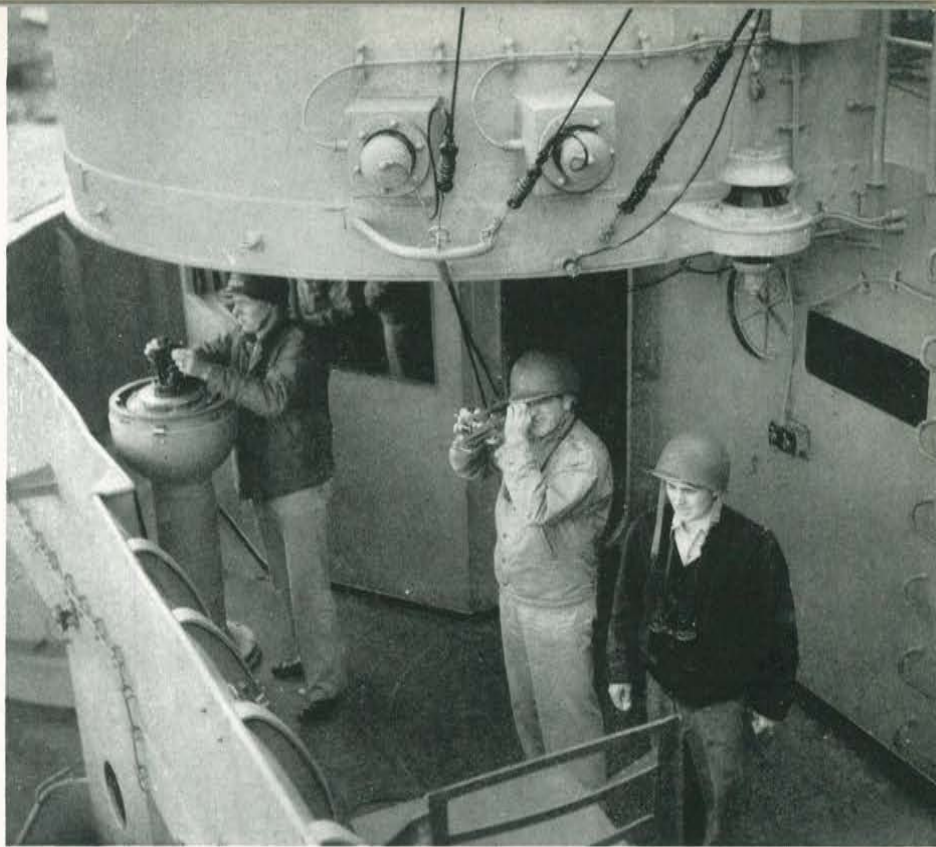
After the Blitz on Saipan

Jap Officers' Club



Surviving Spanish Priest





Station Keeping

Our "Busy" Chaplain



What's For Chow?



SEA

JAP TASK FORCE STEAMING SOUTH

AIR STRIKES ON
MANILA

SINKING OF THE PRINCETON

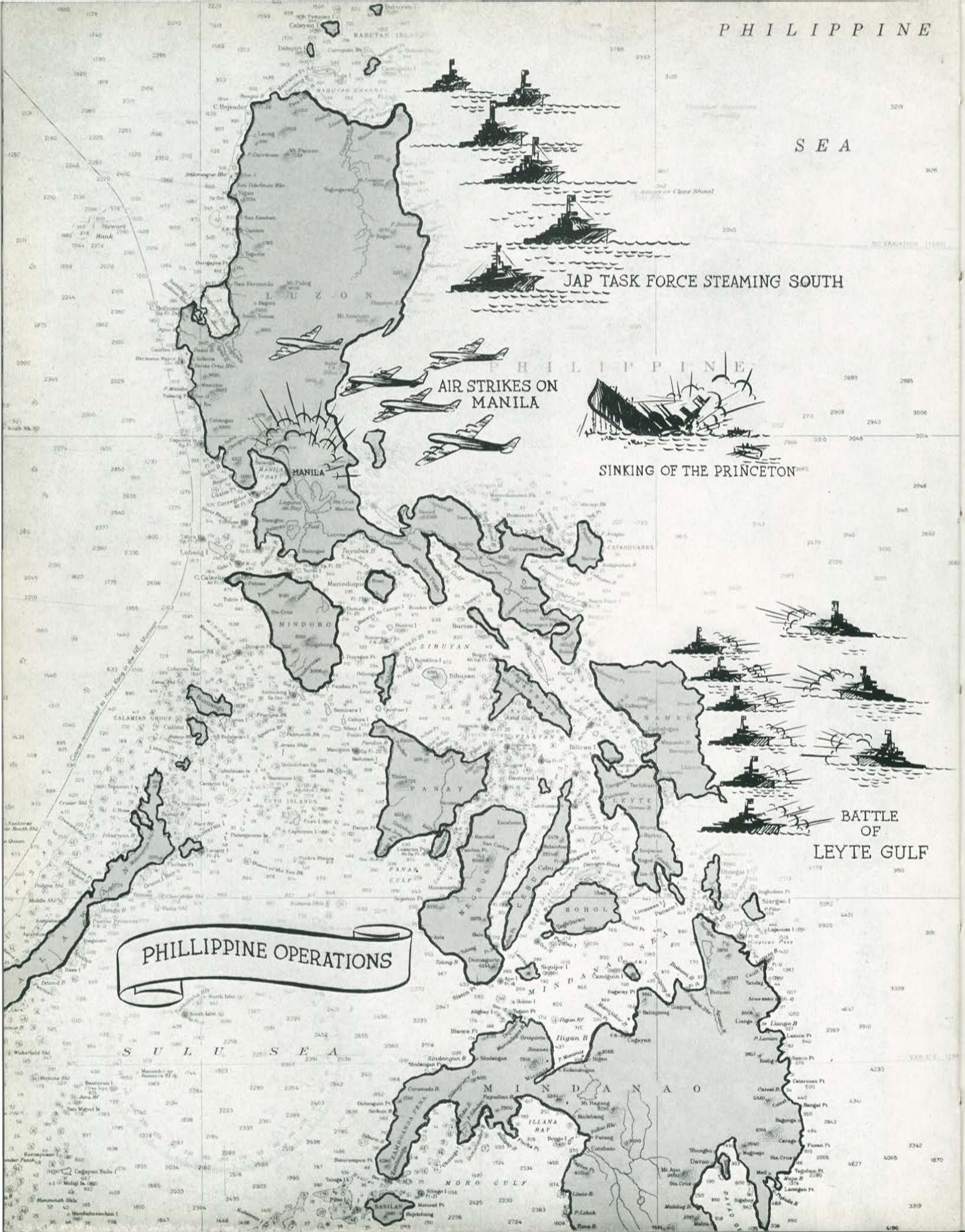
BATTLE
OF
LEYTE GULF

PHILLIPPINE OPERATIONS

S U L U S E A

M I N D A N A O

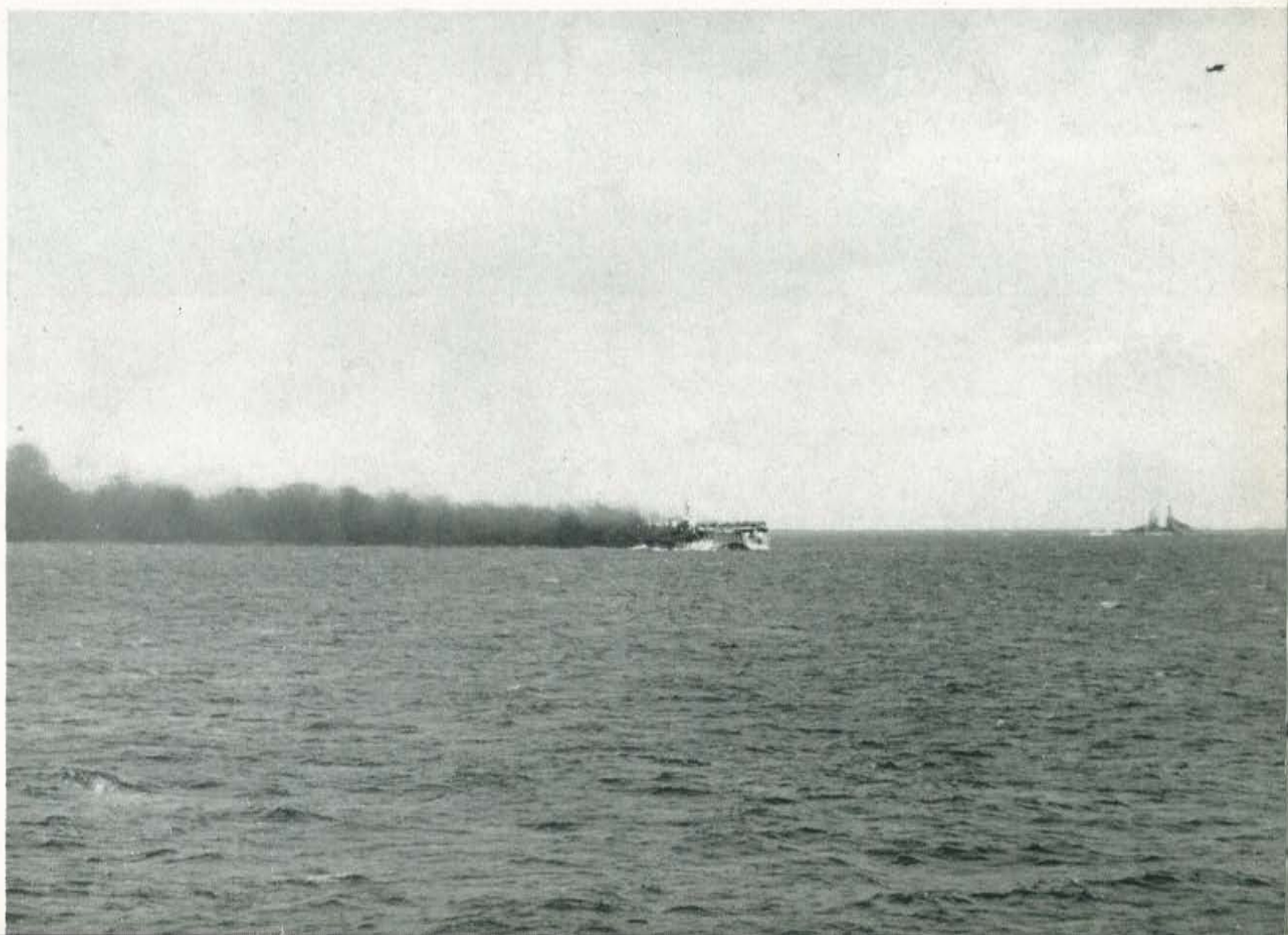
M O R O G U L F

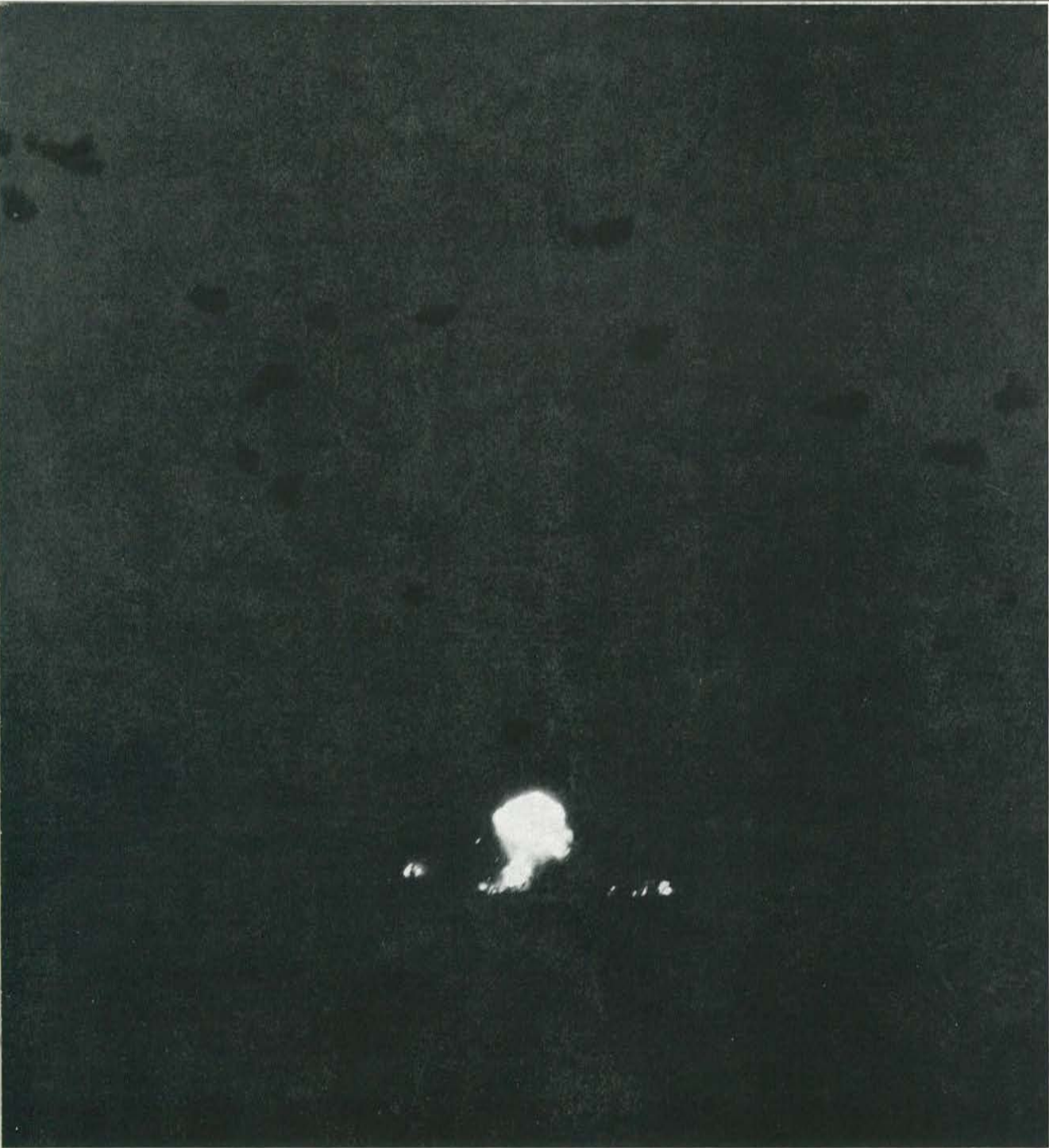




A Jap "Zeke" Dives On the Formation

And Scores a Hit



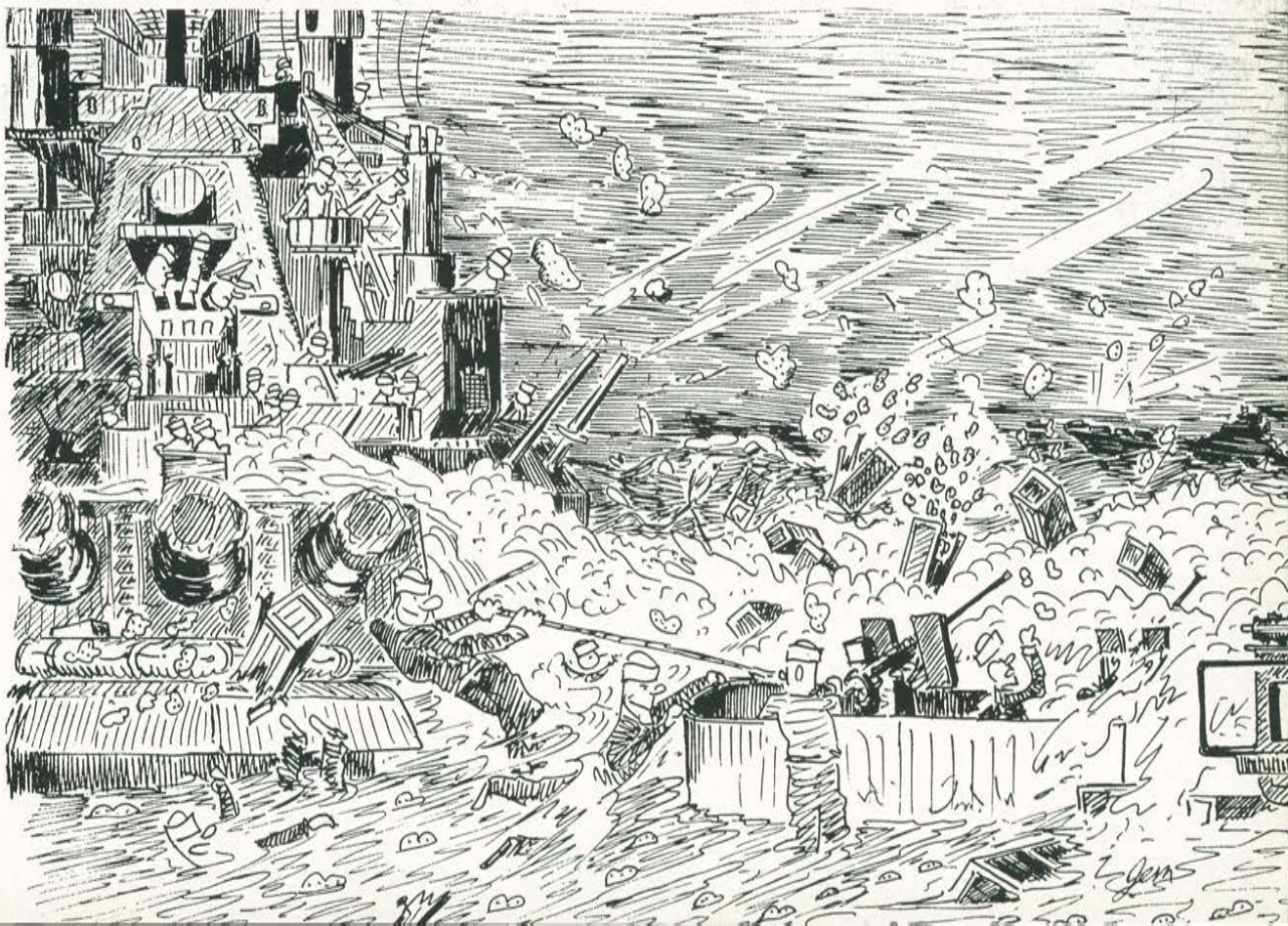


Night Action

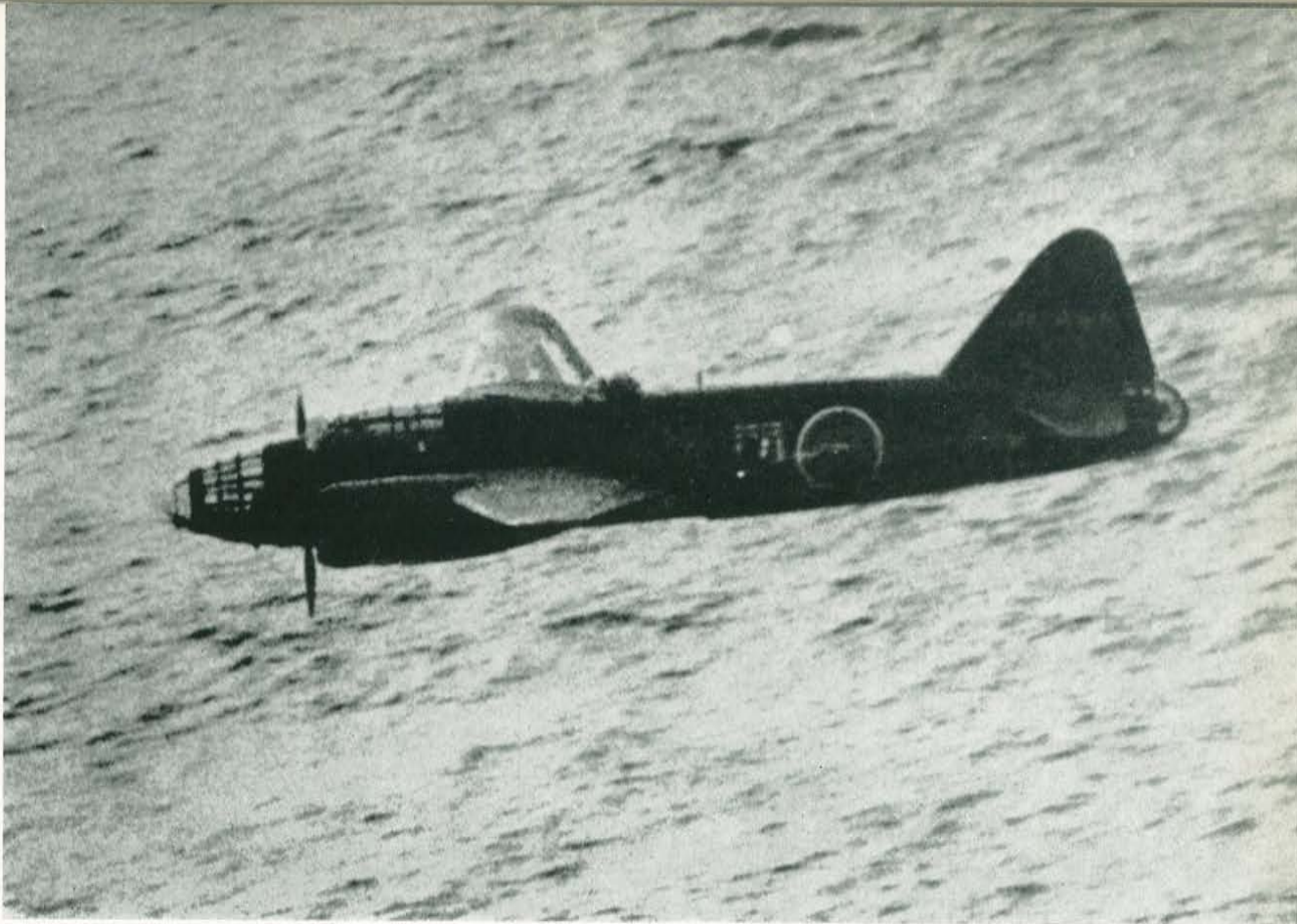


Typhoon

I'll be Right Back Bos'n—Just Forgot My Rubbers

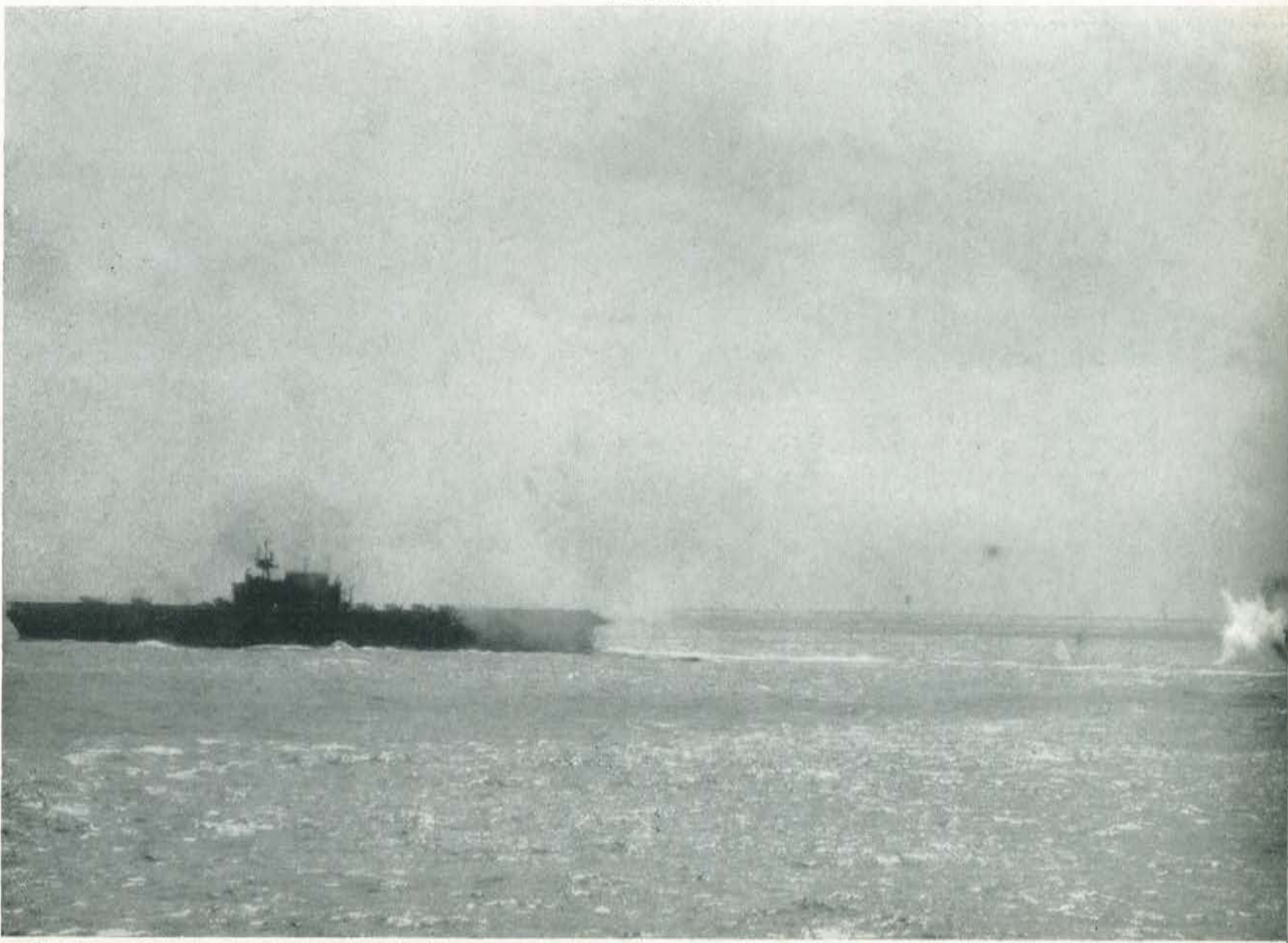






A Betty Passes Close Aboard

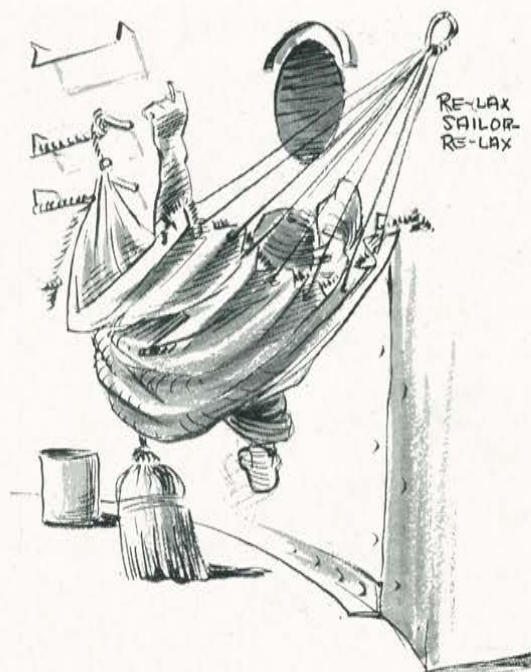
Near Miss

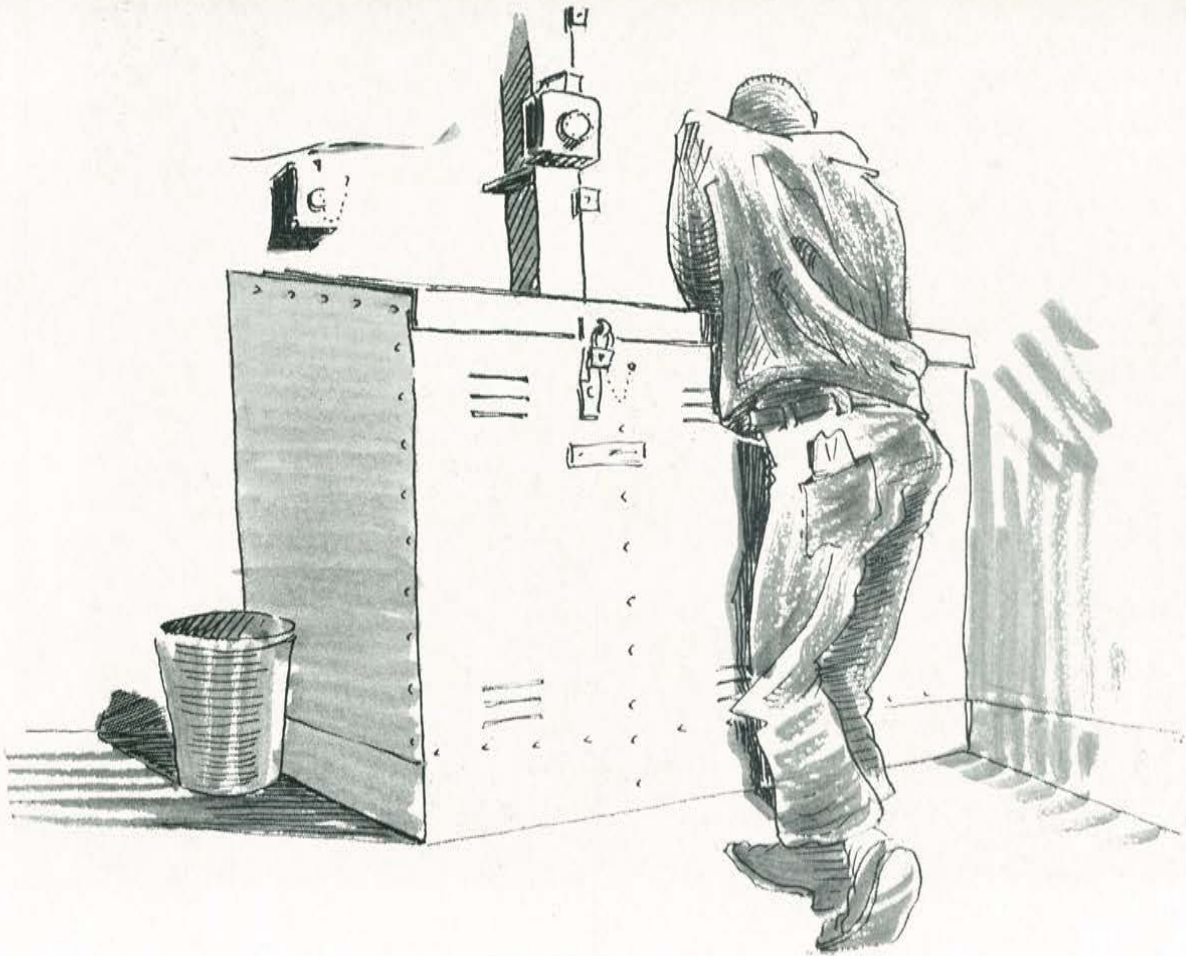




Sand—Beer—and Water

Mog Mog—Island of Paradise!!!

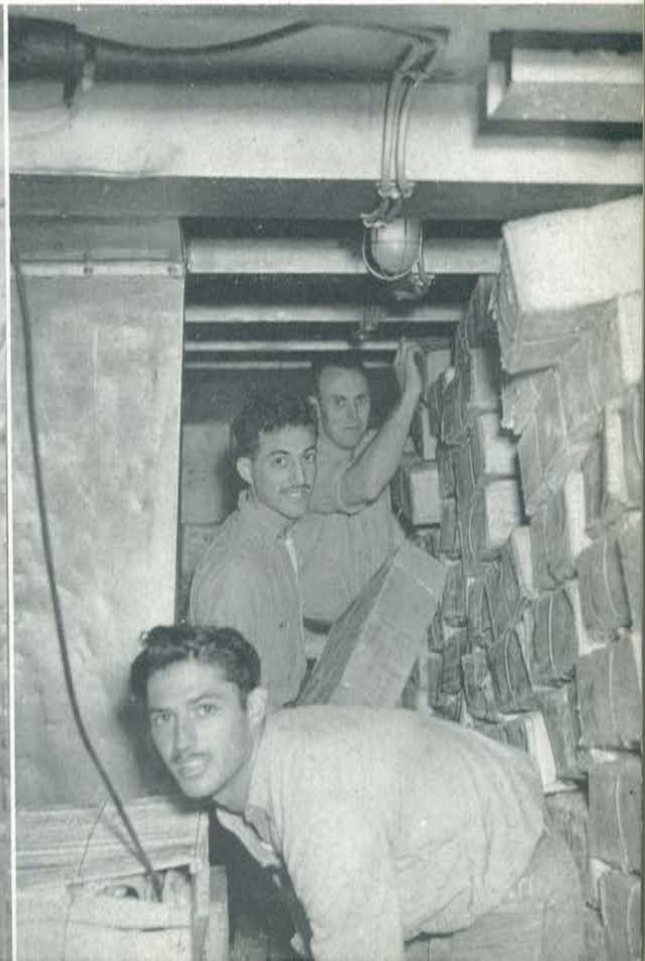




Dear Mom

Turning To

Break Out



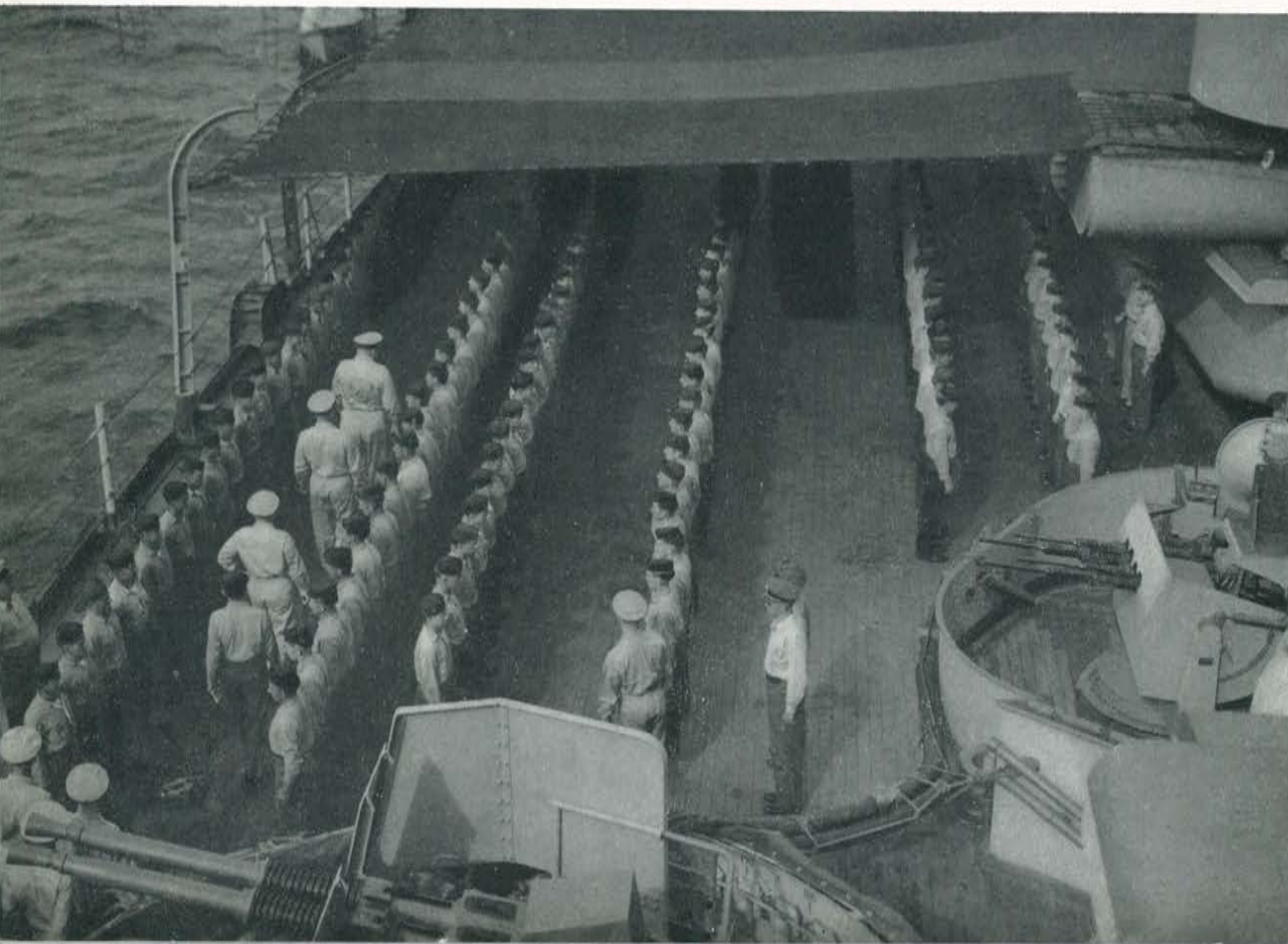


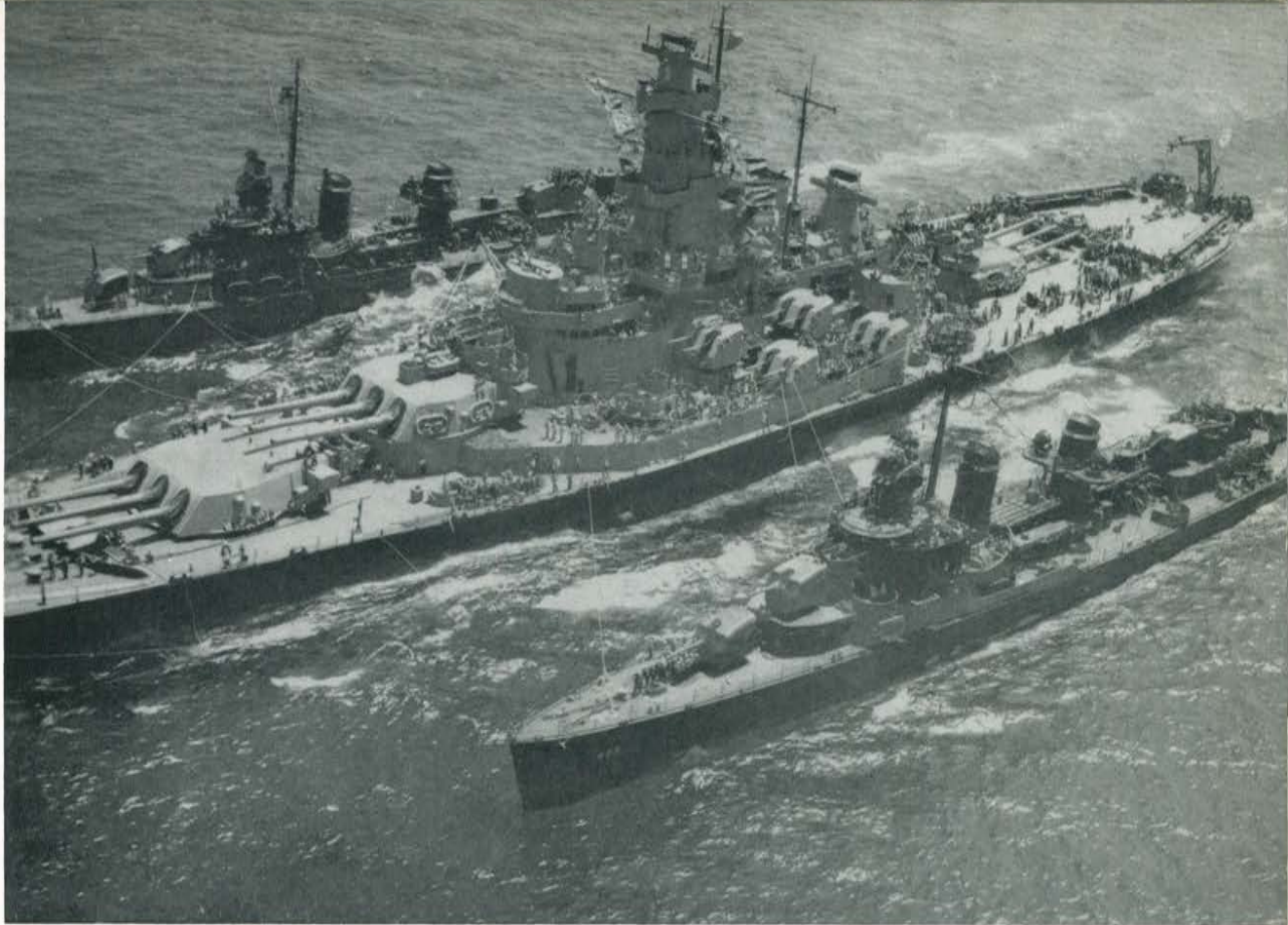
Admiral Davis



Shafroth Vice Davis

Admiral's Inspection





Armored Tanker

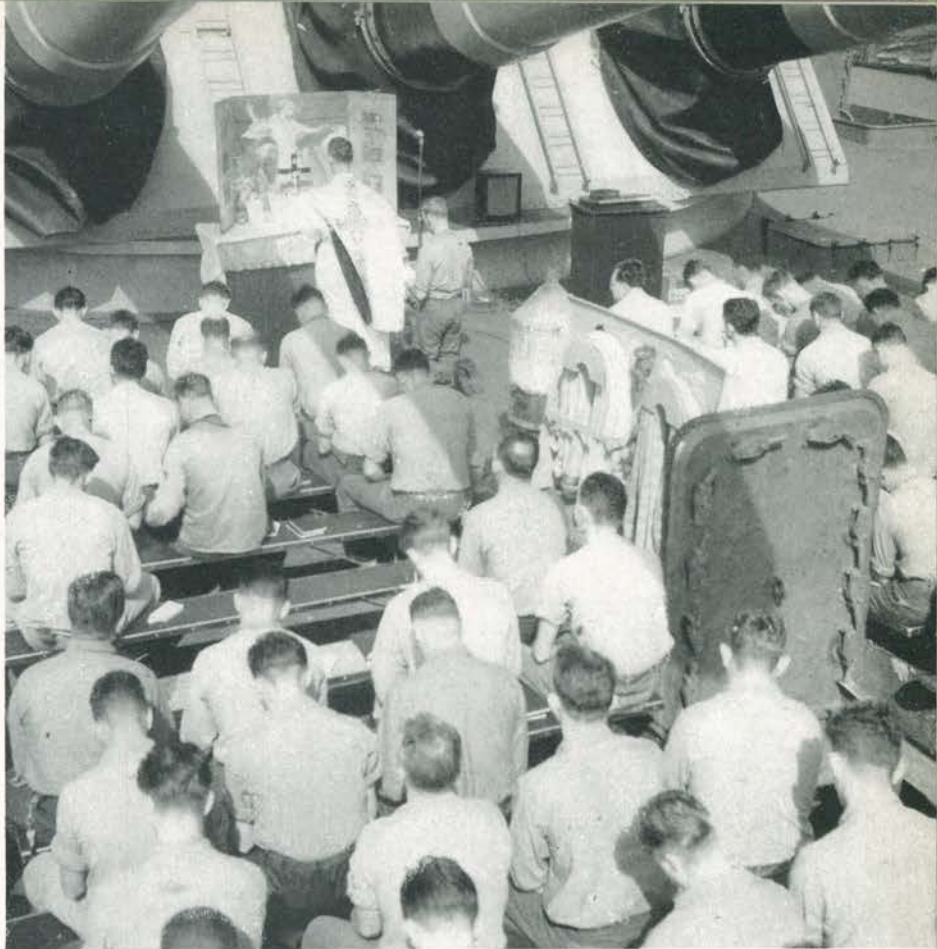
Stand-by to Fuel One Destroyer to Starboard





Christmas in Ulithi Spent in Prayer

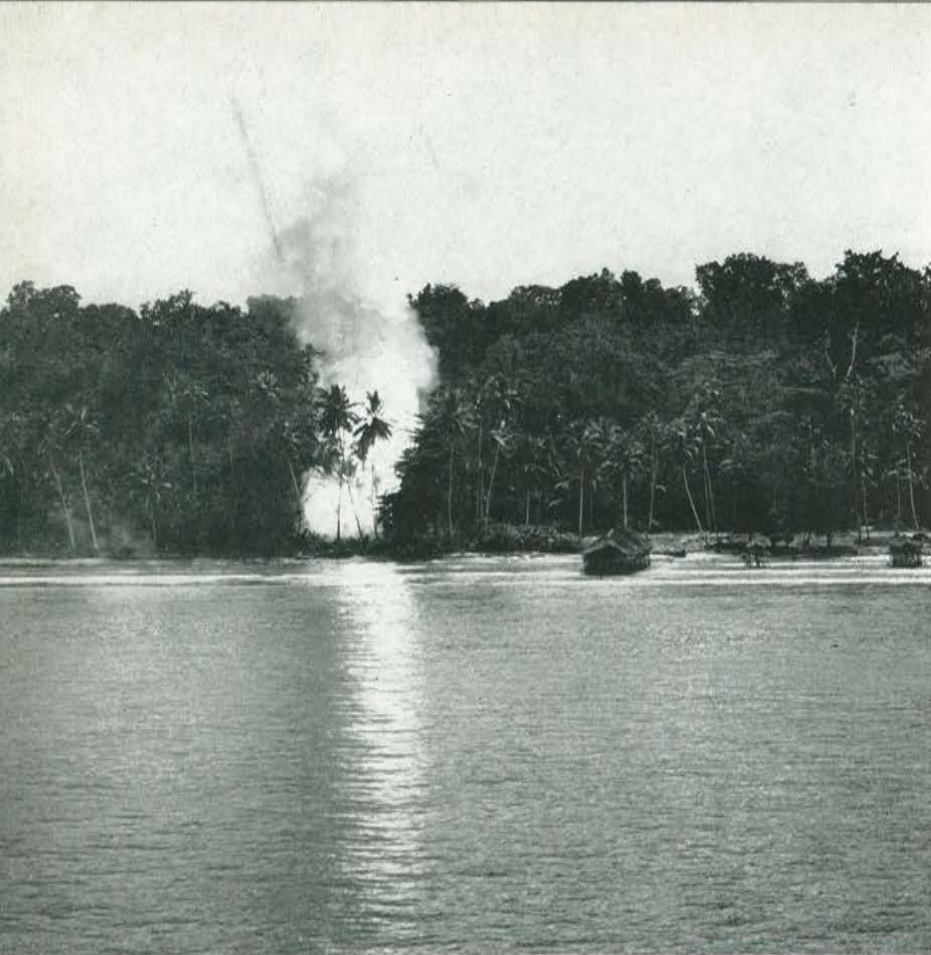
Roman Catholic
Mass



Protestant Divine Service

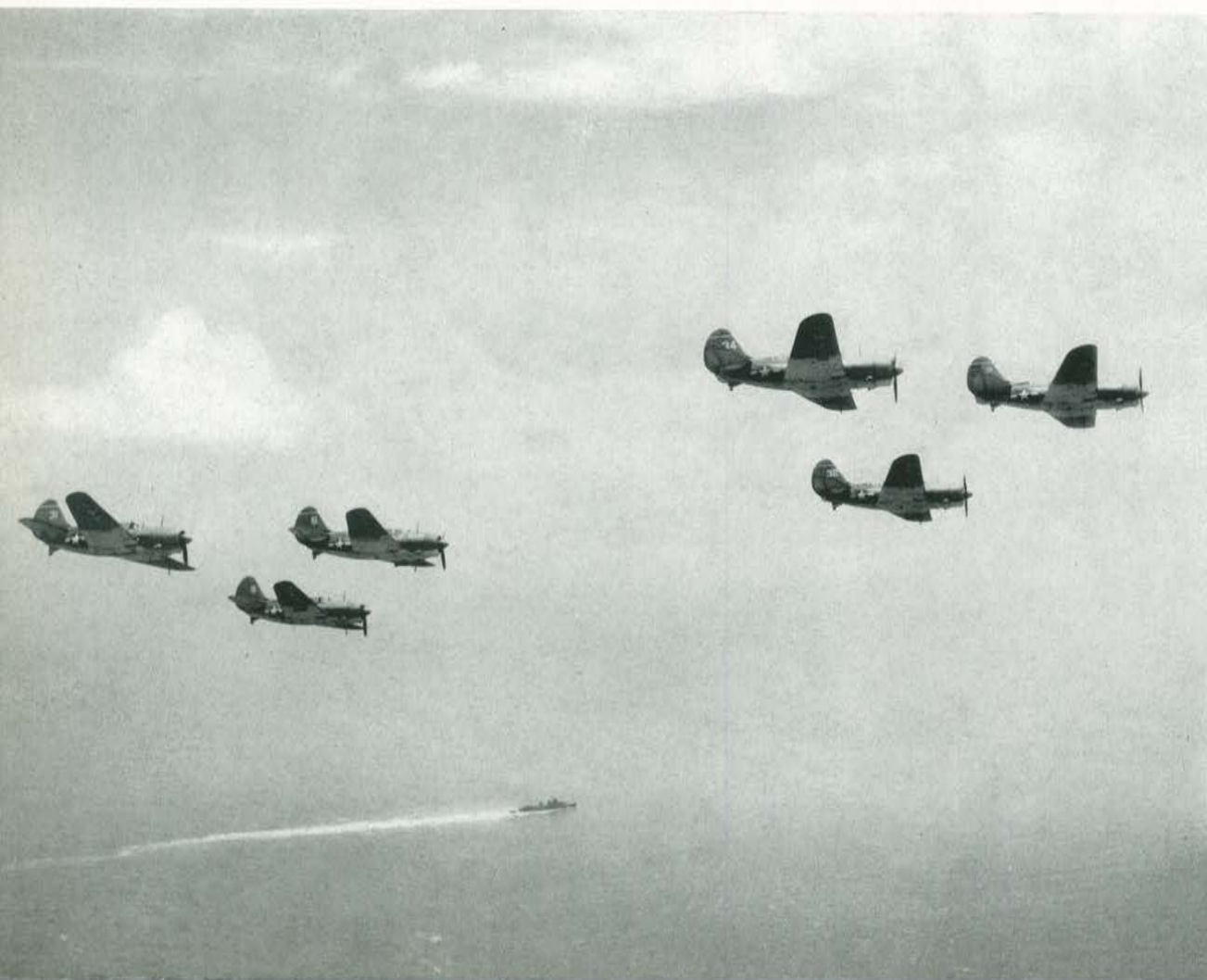


Captain
Warlick



From Formosa to
Iwo then on
to Tokio

Curtiss Helldivers Moving In

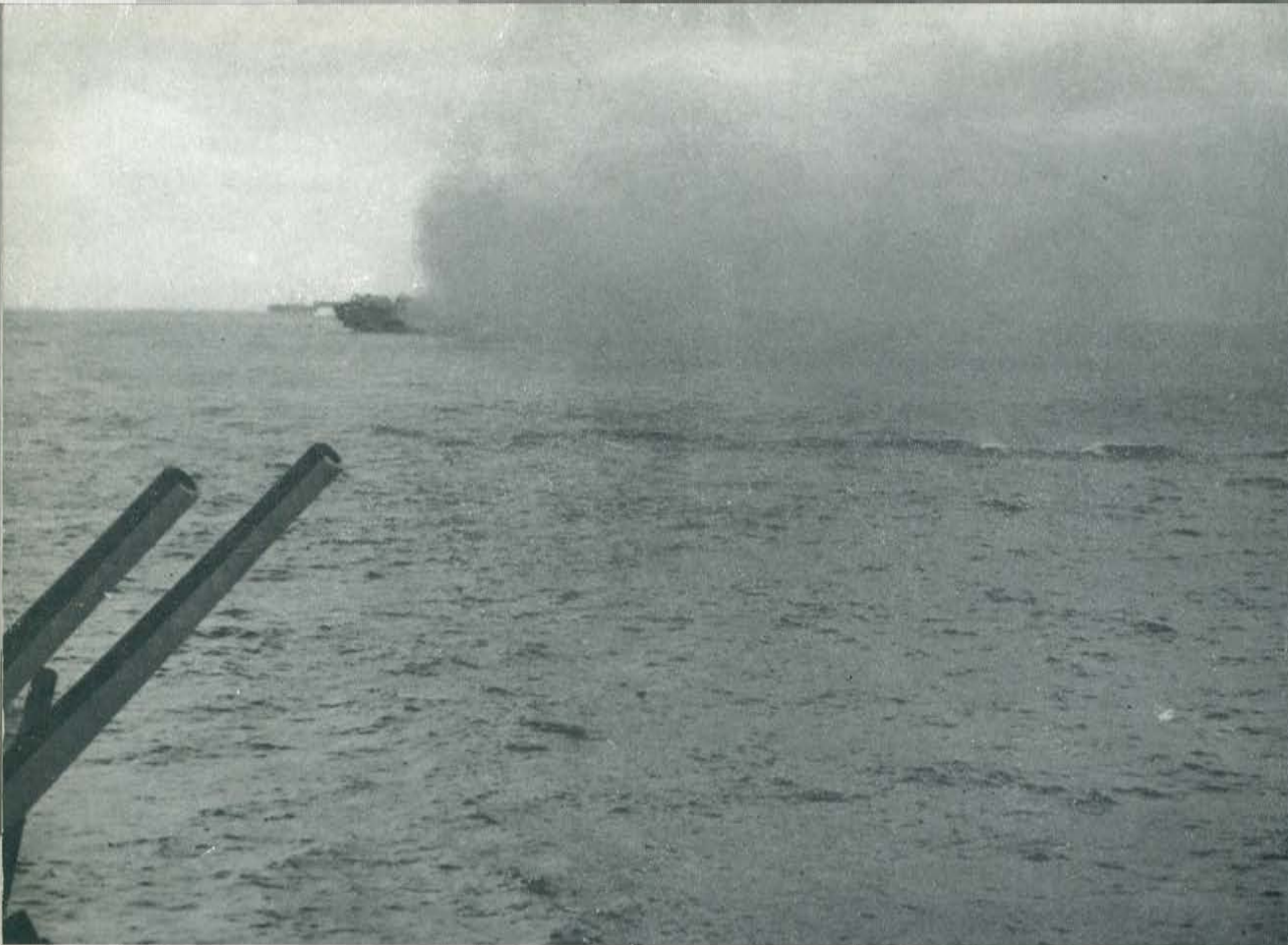




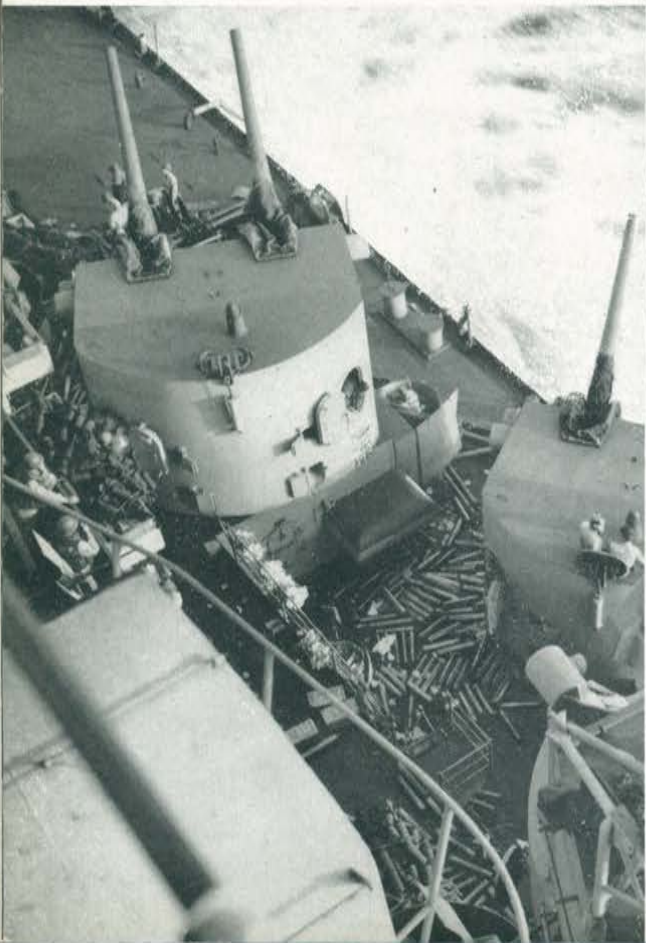
Destroyer's Eye-View of "Big Mamie"

One Got Through





All in the Day's Work





Sunshine

Morale Builder



OKINAWA SHIMA CAMPAIGN
MARCH, 1945 • JUNE, 1945

HEYA RETTO
(See Chart No. 2542)

IZENA SHIMA

HEDO SAKI

IE SHIMA

MENNA SHIMA

CHIMU WAN

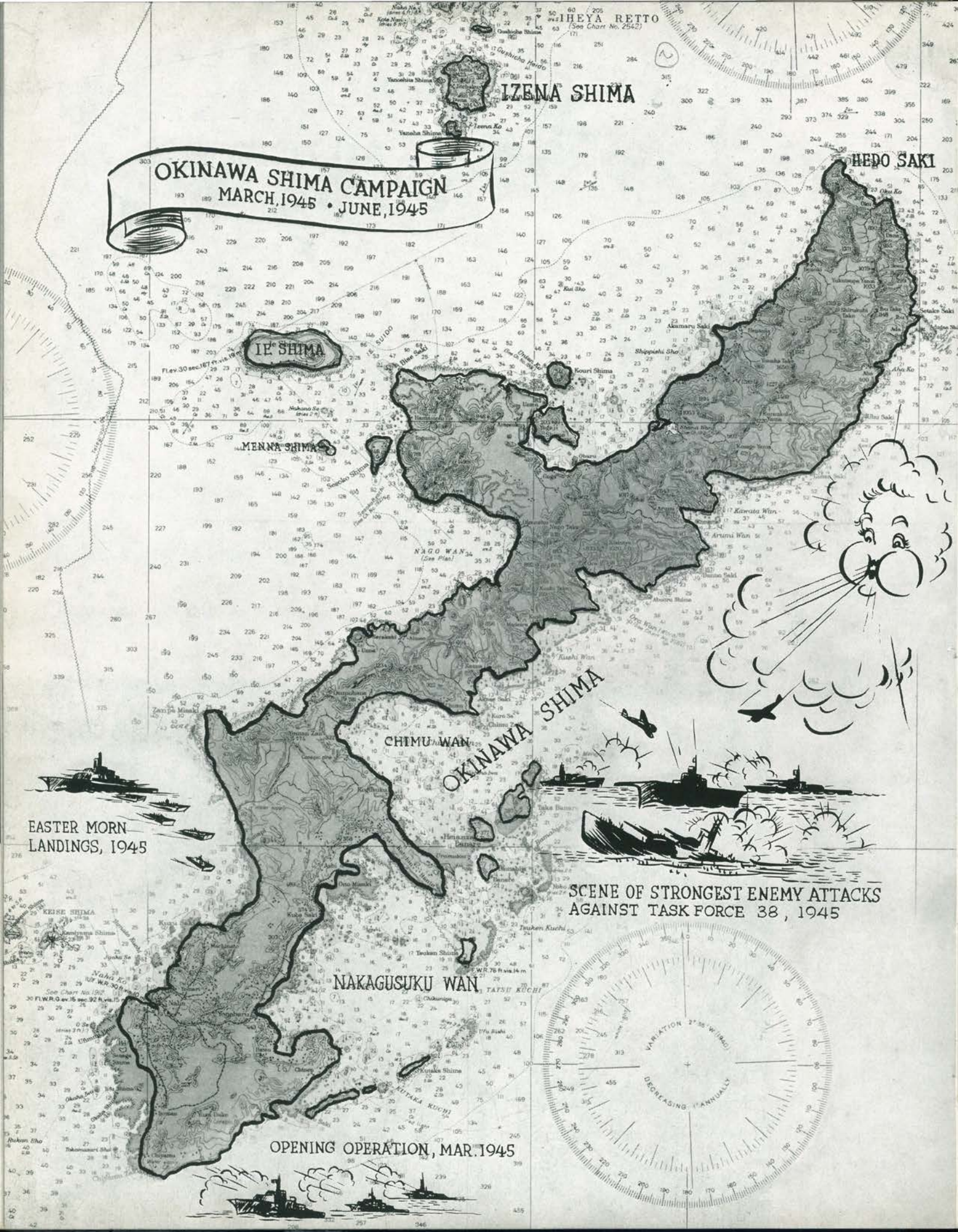
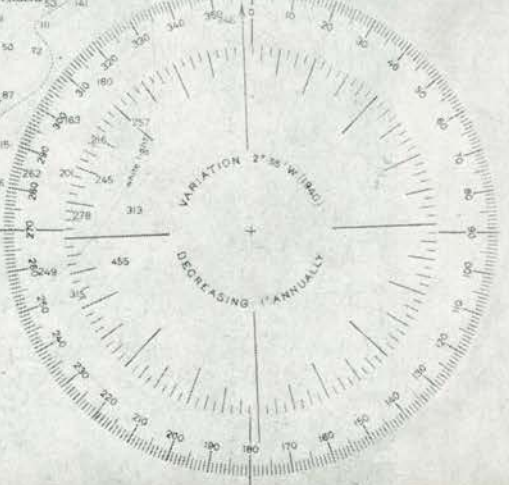
OKINAWA SHIMA

NAKAGUSUKU WAN

**SCENE OF STRONGEST ENEMY ATTACKS
AGAINST TASK FORCE 38, 1945**

OPENING OPERATION, MAR. 1945

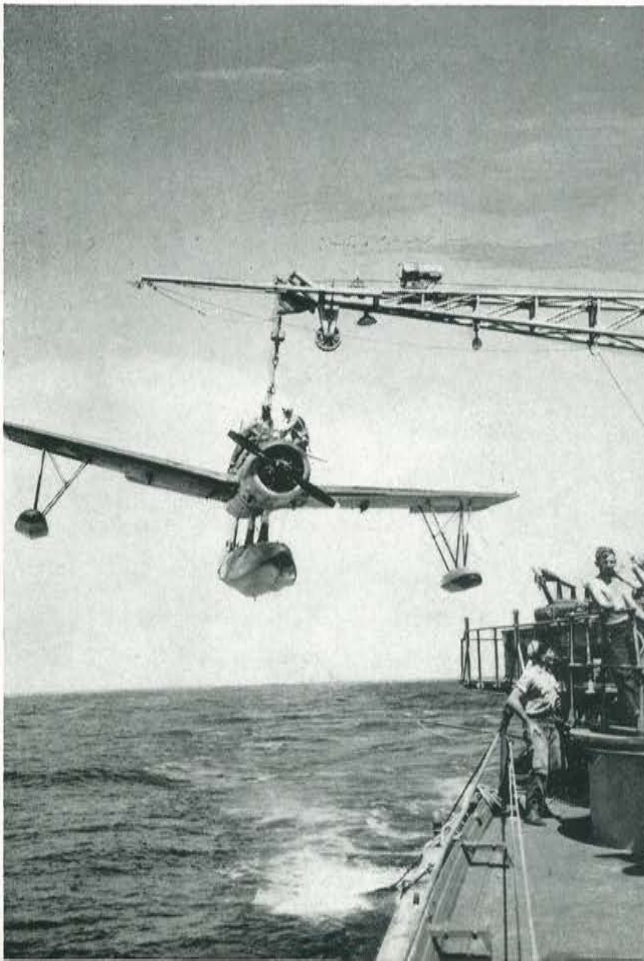
**EASTER MORN
LANDINGS, 1945**

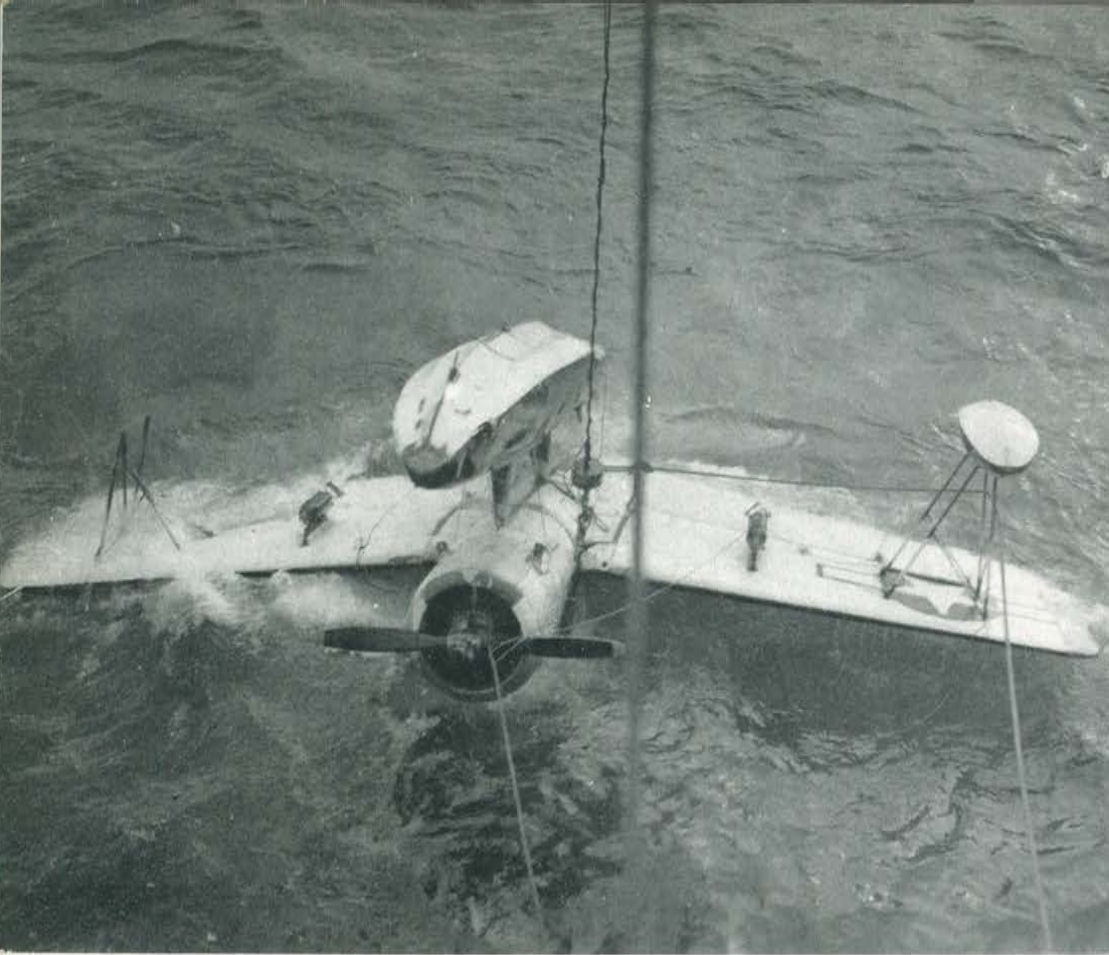




Our Fantail Messerschmidt

After a Successful Rescue Mission





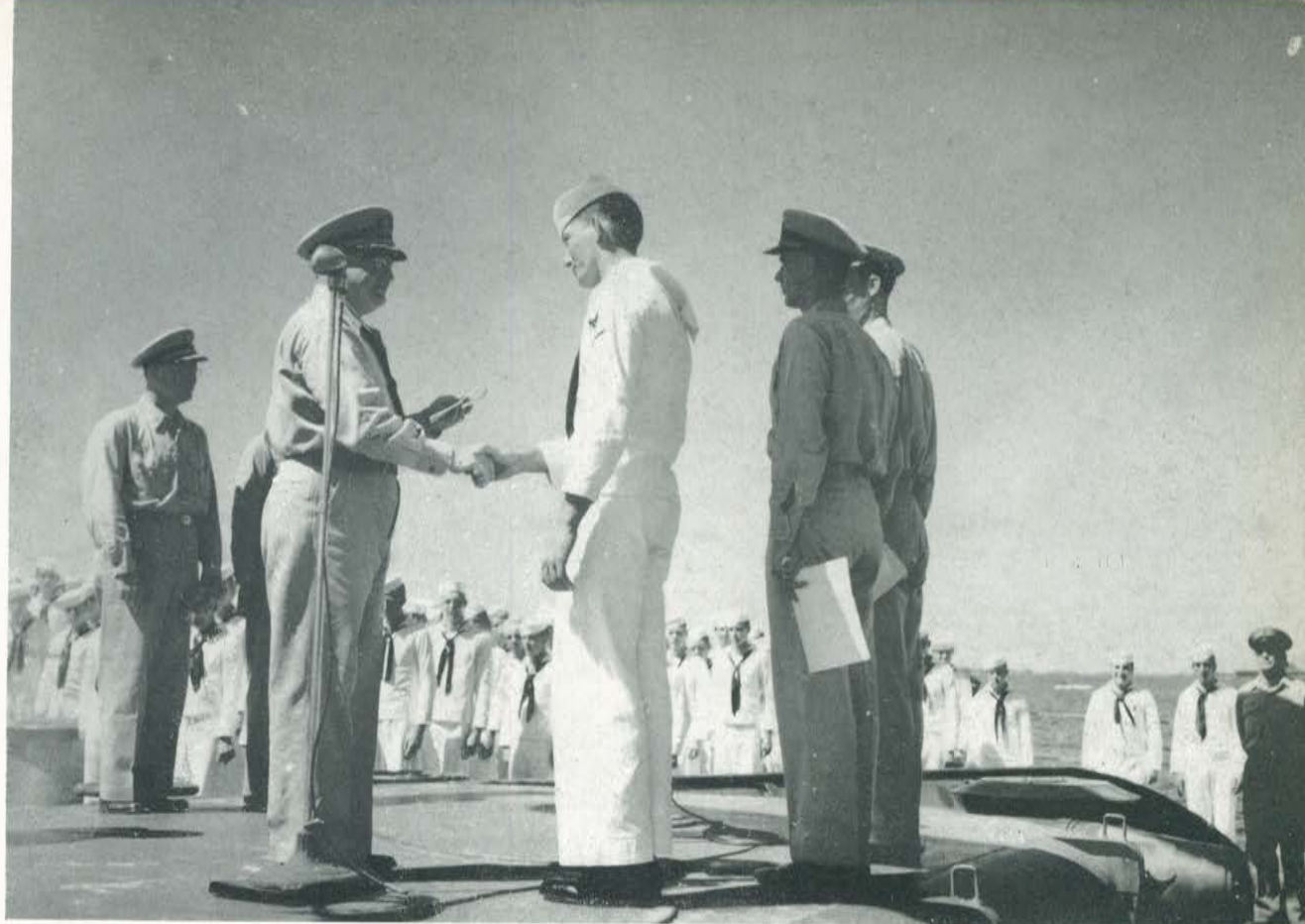
Crash

Rescue



Mission Successful





Commendation

Captain Redman vice Captain Warlick





Over the Side



Captain Redman on the Bridge



Beards and Acey Ducey



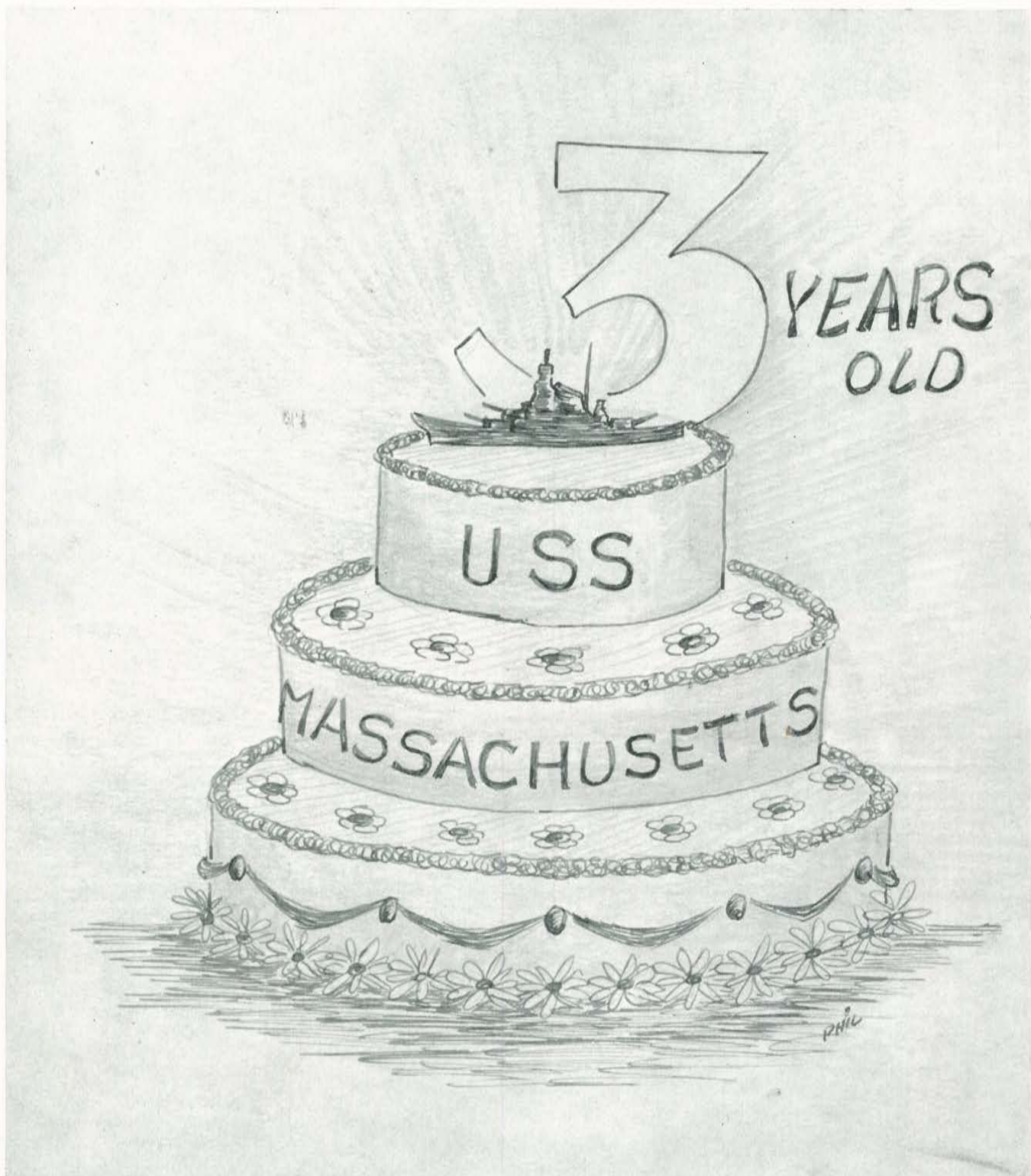
Hot-foot

Hog-Calling Contest



"Betty Grable"





THE SHIP

THE SHIP

Keel Laid	20 July 1939
Launching	23 Sept. 1941
Sponsor	Mrs. Charles Francis Adams
Commissioned	12 May 1942
Built	Fore River Shipyard, Quincy, Mass.
Cost	\$76,835,750
Flagship of	ComBatDiv Eight
	— Rear Admiral John F. Shafroth

1. Capt. Francis E. M. Whiting, U.S.N.
2. Capt. Robert O. ...

SHIP'S OFFICERS
A. McNally
ds of D
Ber

SHIP'S OFFICERS

Comdr. James A. McNally	Executive Officer
Comdr. Carr E. Bentel	
Comdr. Joseph J. Carey	Medical
Comdr. Paul S. Savidge, Jr.	Engineering
Comdr. Charles E. Odgers	Navigation
Comdr. Robert K. Phillips	Gunnery
Comdr. Tom B. Albin	Supply
Comdr. Made N. Young	Hull
Comdr. M. Kane	Chaplain
	Communications

Program of the Day

[illegible]

Judges

Champion Hog Calling	1410	Begin Scavenger Hunt
Lt.(Jr) Herbert L. King	1420	Carry-All
Lt.(Jr) Charles A. Moser	1440	Medicine Ball Throw
Lt.(Jr) James E. Jeter	1460	Scavenger Hunt Final
Champion Hill Billy Band	1480	Entertainment Events
Lt.(Jr) Lowell L. McCoy	1500	Shin-Dig Contest
Ens. William J. Rainey	1520	Champion Hog Caller
Ens. William P. Walther	1530	Champion Hill Billy Band
Medicine Ball Throw	1550	
Ens. Morris B. Lax		
Ens. William P. Crenshaw		
Carry-All		
Capt. Leroy Bald		
Ens. Frank E. Duncan		

Division Captains

Fitzgerald, E. D., RM2c	1st	3-Legged Race	Pharm. Jo
Wolf, F. J., RM3c	2nd	Lieut. Maury	
Fazio, G. A., Cox.	3rd	Lt.(Jr.) Charlto	
King, H. R., Cox.	4th	Rope Climbing	
Woodall, J., Cox.	5th	Lt. Comdr. Warren	
Delphia, M. D., Ste	6th	Heaving Line	
Petrocci, R. R., Sgt.	7th	Lieut. William O. Rile	
		Ens. George H. Hughes	
		Scavenger Hunt	
		Lt.(Jr.) Harold L. Wattel	
		Ens. Harold V. Stewart	

<i>Division Captains</i>		
Eiser, R. W., MM3c	A	Adolph, A. W., RdM2c
Yollmer, P. W., WT3c	B	Bowman, W. E., MM3c
Horh, T. H., RM3c	CR	Upchurch, D., Ste
Carper, B. H., SM3c	CS	Currie, J. A., SF1c
Smith, R. M., EM1c	E	Caraway, L., V., CSK
Moss, H. G., FC1c	FC	DeWees, R., Ste
Fitzpatrick, P. D., PhM3c	H	Fosha, R. L., Music.



THIRD ANNIVERSARY
U.S.S. Massachusetts • 12 May 1945

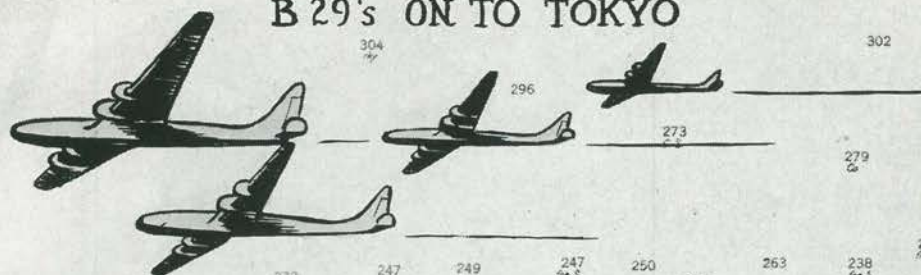


Skeet Shoot

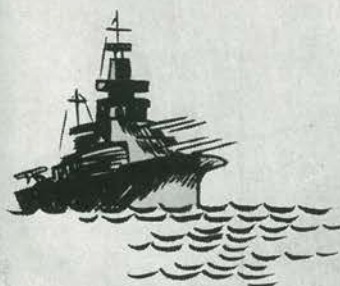
Warrant Officers' Mess



B 29's ON TO TOKYO

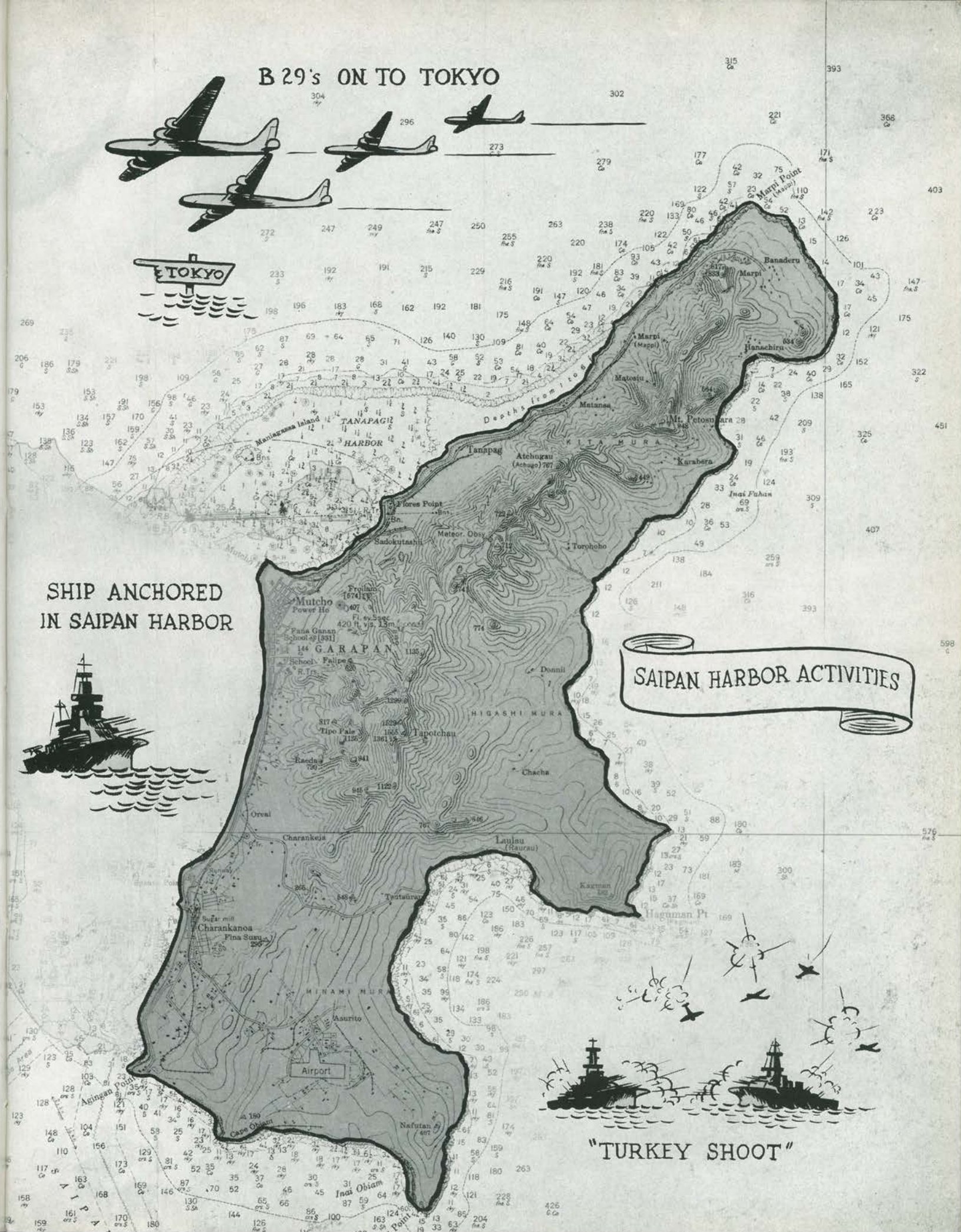


SHIP ANCHORED IN SAIPAN HARBOR



SAIPAN HARBOR ACTIVITIES

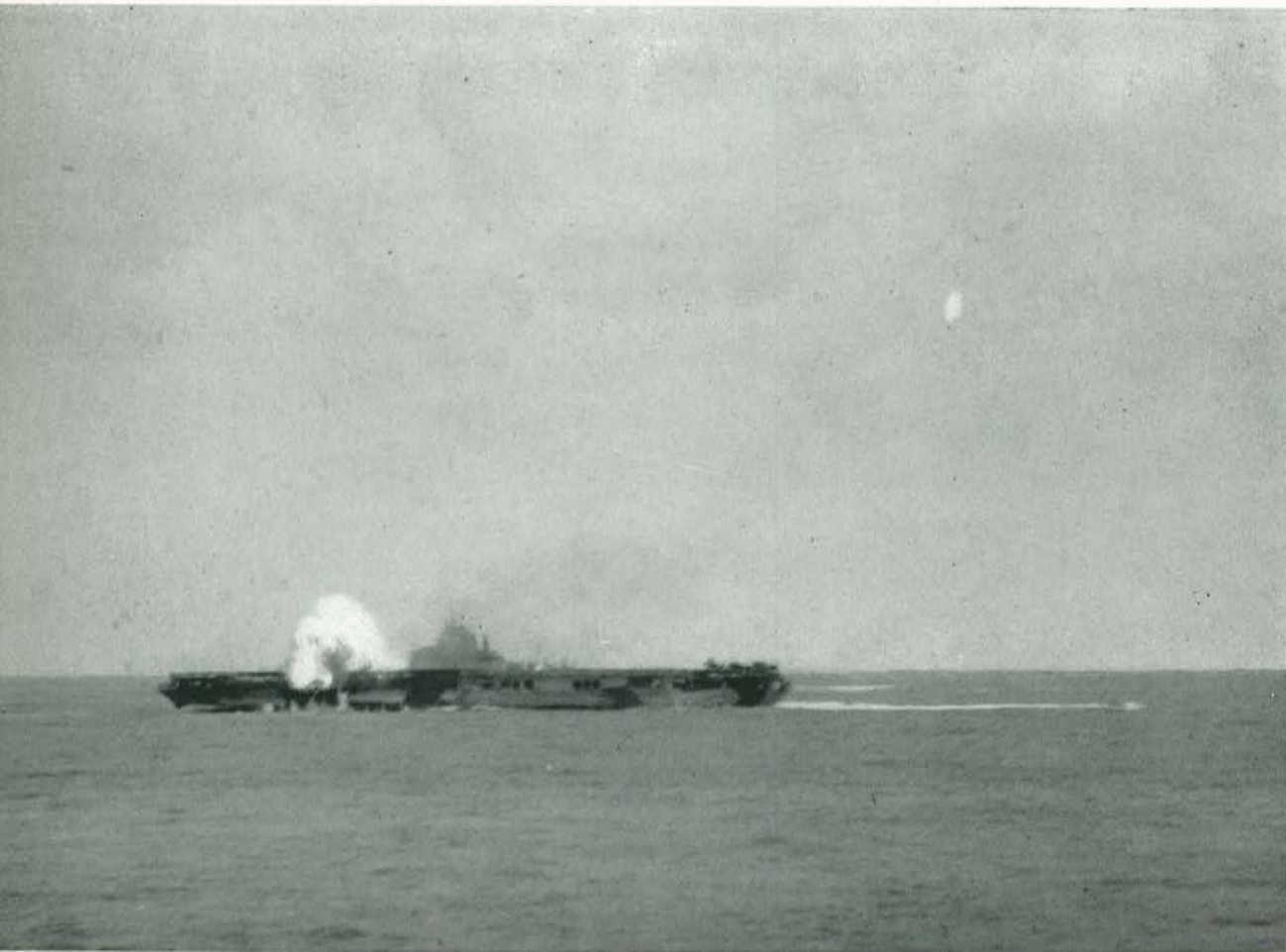
"TURKEY SHOOT"





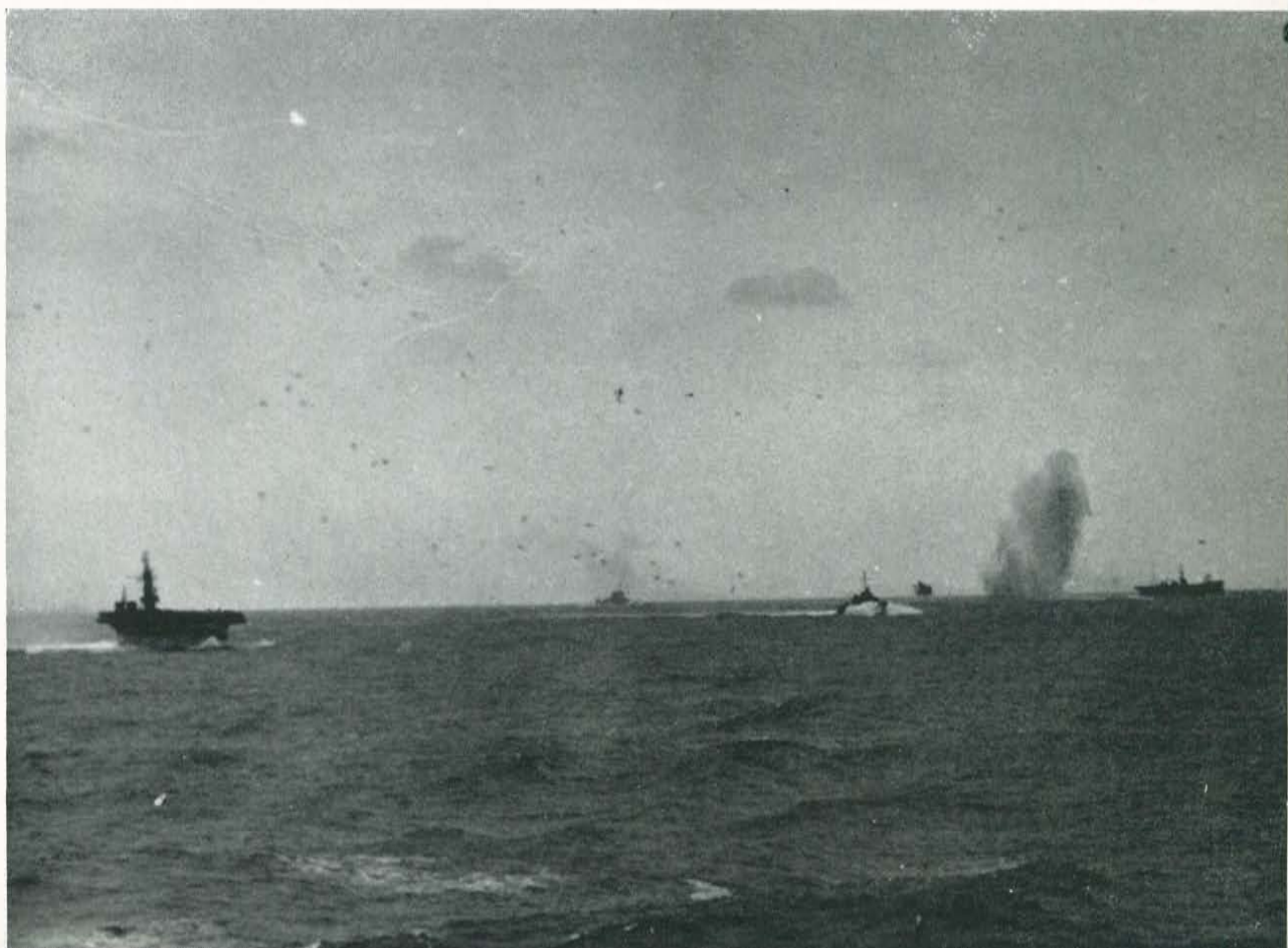
Carrier Warfare

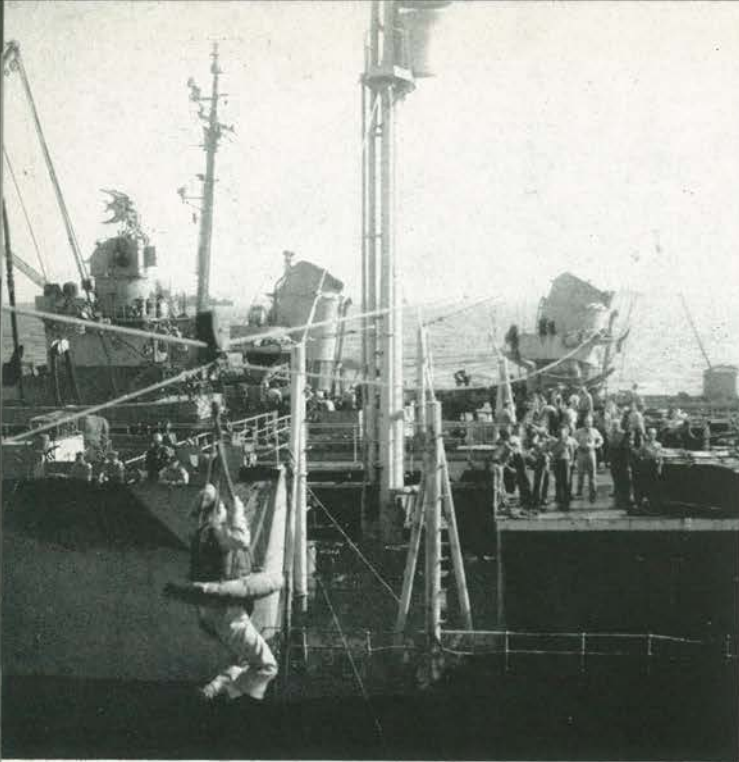
The Wasp is Hit—





—But Fights On





The Band Entertained as
the Ship Fueled, Brought
Aboard Mail, and Trans-
ferred Officers and Men.

Free Ride

Hot Music





Everyday Heroes



Ashore in the
Philippines

Noon Rush — Tacloban

Bario Jail



Barbecue





The People

The Land





RIN

EN

ATOMIC BOMB
DROPPED ON NAGASAKI
1945

FINAL DESTRUCTION OF
JAP FLEET, JULY, 1945

JAPANESE HOMELAND OPERATIONS
★
FEB. 1945 AUG. 1945

FIRST BOMBARDMENT
JAPANESE HOMELAND
JULY, 1945

CARRIER PLANES
BLAST TOKYO

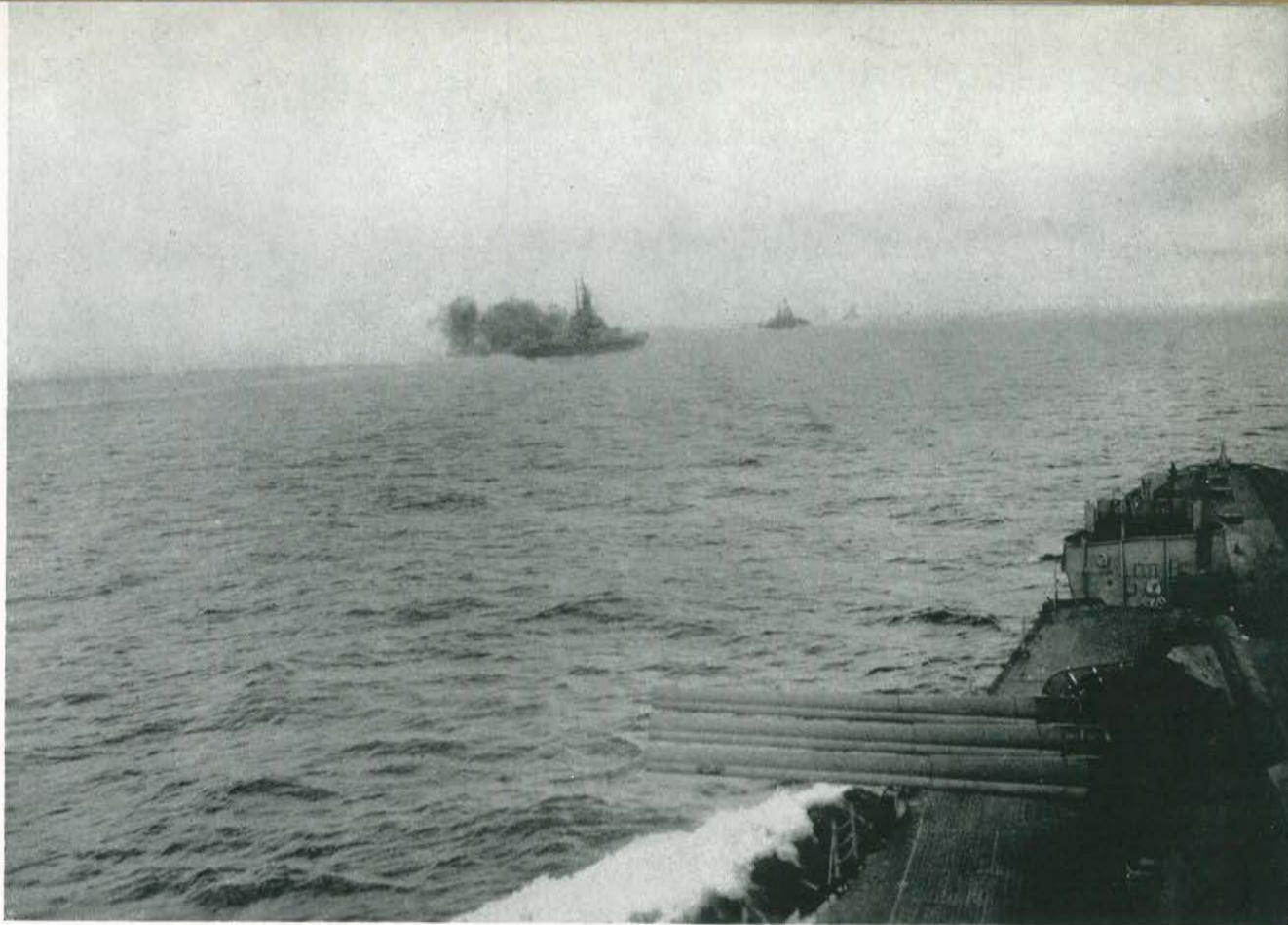
BOMBARDMENT OF HAMAMATSU

WESTERN ISLANDS

SOUTHERN

OGASAWARA GUNTO
(RINRIKAI-TO)

Ramapo Bank



The Massy Standing By for First Salvo on Japanese Homelands

Six for Japan





Towers of Smoke Rise From the Imperial Iron Works
During Bombardment of Kamaishi



The Battle Line

U.S. NAVY PHOTOGRAPHIC SERVICE

The Navigator Fixes Our Position

U.S. NAVY PHOTOGRAPHIC SERVICE





Target Japan

Iron Works





On Target

Ex Iron Works





They Cried
Quits

The Battle's Over





Landing Force





Under Way for Japan



Up and Over



The Nagato—The Last of the Japanese Imperial Battleships



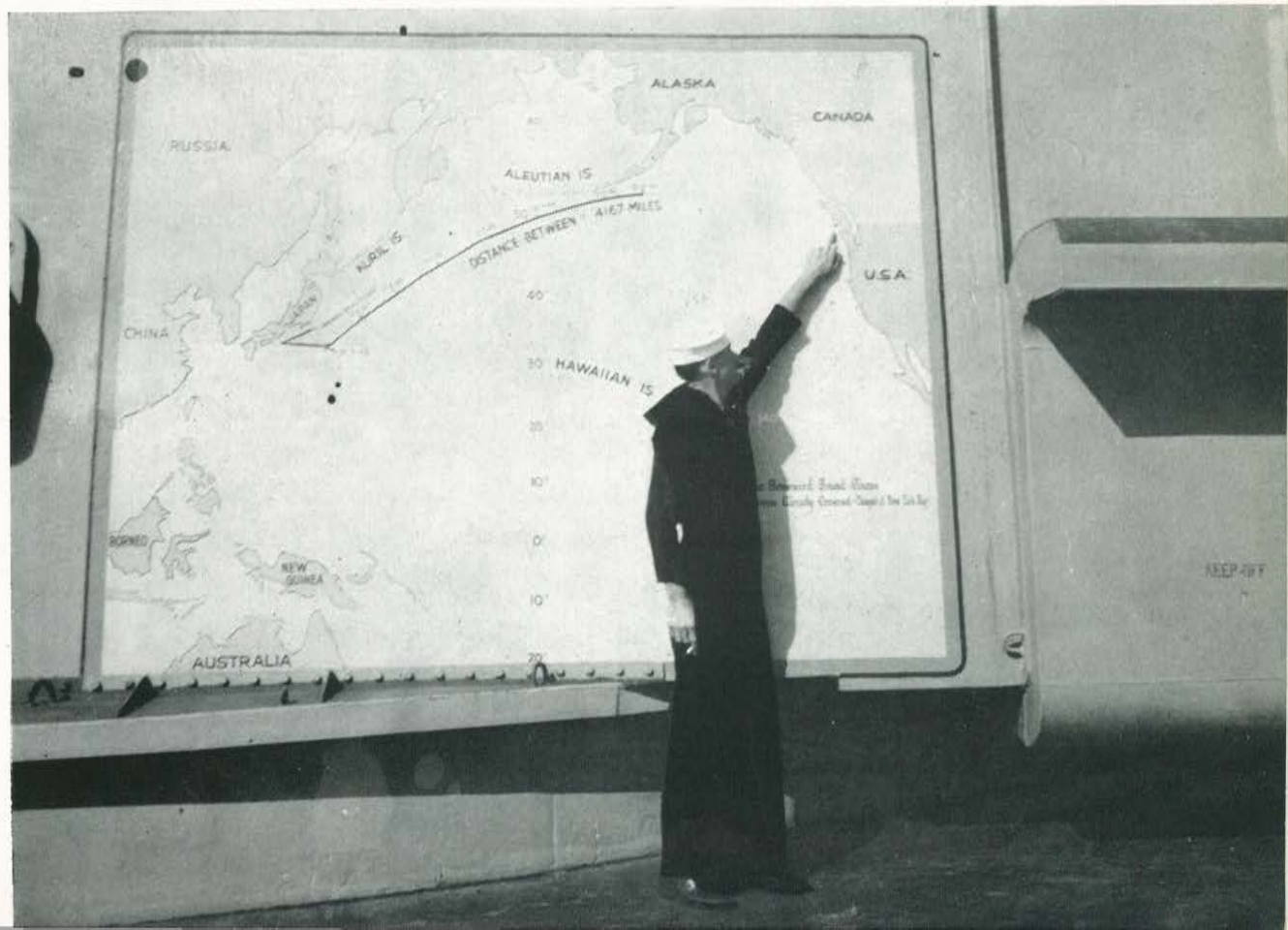
Elements of Our Landing Force Return Aboard

Souvenirs of the Rising Sun



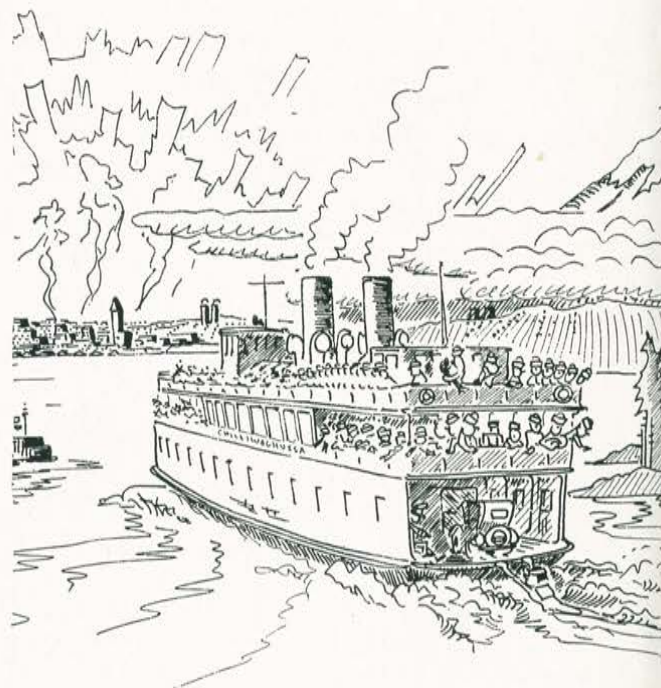
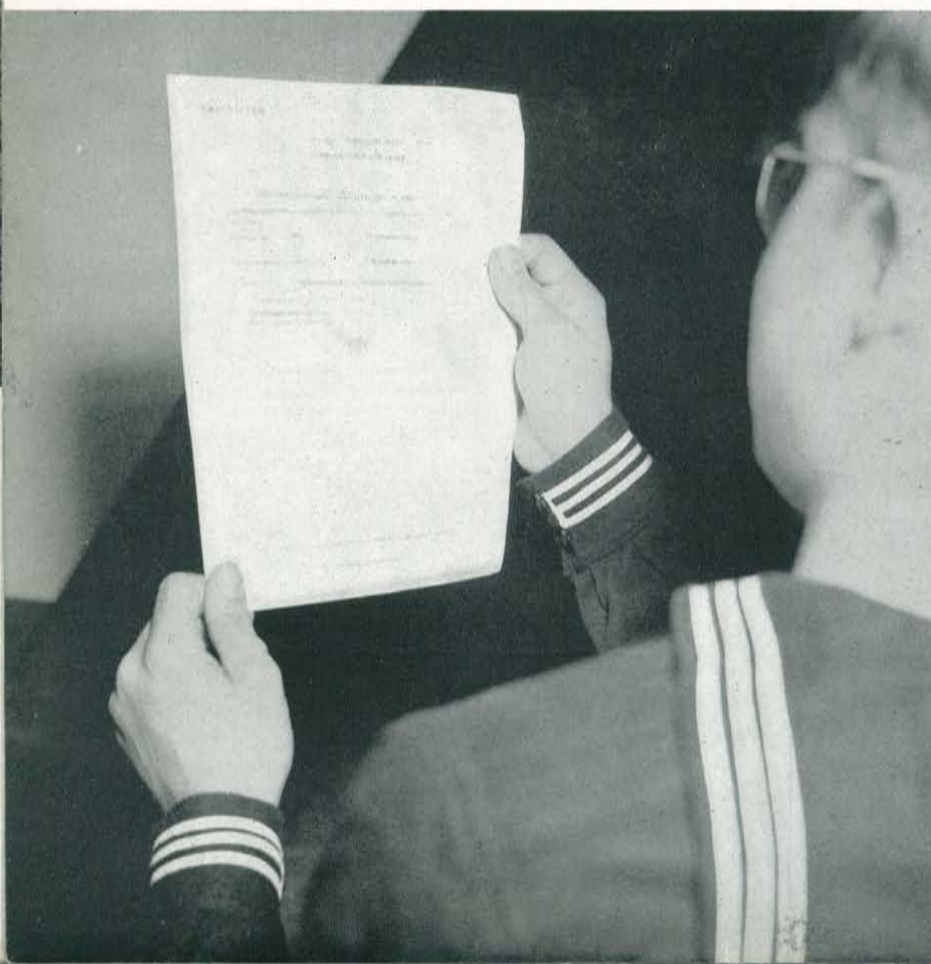


We're Under Way for Home





To All Hands—Well Done!



THE LOG

Tossing the first sixteen-inch shell to open the European offensive and firing the last big naval bullet in the Pacific campaign—these are the outstanding mileposts in the 39-month fighting career of the U. S. S. Massachusetts.

The Japs have capitulated; details for carrying out the formal surrender ceremonies have been arranged for the official end of World War II. The stories that make the war history can now be released and "Big Mamie" has one of her own. It may not be spectacular, but it reveals a ship manned by resolute and efficient officers and men who turned in a workmanlike job and who more than once received "well done" from the Admirals. It wasn't always easy going and the grind was monotonous but . . . here's our story.

When peace came to the Pacific, Mamie could look back on a long and action-packed career. From the time of commissioning on May 12, 1942, until the end of the war in mid-August, 1945, she had logged over 225,000 nautical miles, her journeyings taking her all the way from Casablanca to Tokyo and the China coast. She had taken part in some thirty-five engagements with the enemy. She had sunk or damaged five ships, including the mighty French battleship, Jean Bart. She had taken part in nine bombardments of enemy territory, three of which were directed at the Japanese home islands. She had destroyed or assisted in the destruction of at least eighteen Japanese aircraft. Her scout Kingfisher planes had rescued seven aviators downed by enemy fire, often performing the rescues within sight and range of Jap guns. Thanks to her fire-power and speed, she had lent invaluable support to the fast carrier task forces as they carried out their mission of crippling Japanese airpower and seizing control of Pacific skies.

Our ship has been a workhorse of the Fleet. She was always in there pitching when there was fighting to be done. She went about her tasks without ostentation and with a high degree of competence and skill gained from long hours of practice and of combat.

Birth of a Fighting Ship

Big Mamie's keel was laid July 20, 1939. Her launching took place two years and two months later on September 23, 1941—A few scant months before the attack on Pearl Harbor. Her sponsor at the launching was Mrs. Charles Francis Adams, wife of the former Secretary of the Navy.

The ship, building of which had cost more than \$75,000,000, was formally commissioned on May 12, 1942. She was constructed by the Bethlehem Steel Co. and the workmen at the Fore River Yard at Quincy, Massachusetts. She was given tremendous firepower in her nine 16-inch guns and twenty 5-inch guns—the latter weapons adding to the anti-aircraft might of the many 40-m.m. and 20-m.m. guns bristling from her decks and superstructure.

After her trial runs, Big Mamie, under the command of Captain (now Rear Admiral) Francis E. M. Whiting, USN, began an intensive period of training in preparation for the battles for the battles in which she was soon to take part.

About six or seven hundred of the men who took part in "That Battle" are still aboard and so generous have they been in sharing their reminiscences that even the newest boot just arrived is familiar with the affair down to the last detail, and he almost feels as though he were there himself. Here, briefly, is what happened:

In the early morning hours of November 8, 1942, a large task force of American warships and transports, with the Massachusetts as flagship, moved in toward the coast of Casablanca in French

Morocco. It was the signal that the United States, having marshaled its strength, was now ready to throw its might across the seas.

French fleet units, including the huge new battleship, Jean Bart, were at anchor in the harbor. The American force approached slowly, under orders not to fire unless resistance developed.

Suddenly starshells lit the sky and the Jean Bart fired four salvos. Rear Admiral R. C. Giffen, USN, in command of the American force, gave the agreed signal for action—"Play Ball!"—and the Massachusetts found herself in one of the hottest engagements of her career.

Salvo after salvo poured from her main battery in reply to the fire from the French ship as well as from the shore batteries. Her Kingfisher planes, sent up to spot her gunfire, were attacked by enemy planes and Big Mamie's anti-aircraft guns opened up. Shells were falling all about her as she was bracketed by fire from the direction of Casablanca. At length the Jean Bart was reported afire and in a short time her guns were silenced as she lay at her berth a blazing wreck.

Shore batteries continued to pound away and under cover of a smoke screen enemy cruisers and destroyers got underway and attempted to sortie from the harbor. The battle roared to a new crescendo as enemy planes roared in for fresh attacks; again Mamie's AA fire drove them off. A shell fired by one of the shore batteries struck the ship abreast one of the forward turrets; a small fire that broke out in a lower compartment was quickly extinguished.

The Massachusetts began to close with the enemy ships and again was bracketed with heavy fire. She was hit a second time, the shell striking abreast the after turret.

Meantime, her accurate fire was taking heavy toll. Two enemy destroyers had been hit; one was sunk and the other down by the stern. Then one of our salvos struck another destroyer amidships and in less than a minute she went under.

The French ships laid another smoke screen and tried to head into port but were cut off by our cruisers and caught in a withering cross-fire. Another destroyer went to the bottom before the opposing ships succeeded in withdrawing to the protection of the shore batteries. A final salvo at the beach guns and the battle was over—a battle in which the Massachusetts was credited with sinking the battleship Jean Bart and two destroyers, and with silencing shore batteries. The ship's battle colors received a shell hole during the battle.

Big Mamie returned to the States and her battle-tested crew was granted leaves and liberties. Captain Whiting was promoted to Rear Admiral and replaced by Captain Robert Ogden Glover, USN.

On to the Pacific

On February 6, 1943, the ship left Portland, Maine, and after passing (with little room to spare) through the Panama Canal, proceeded to Noumea, New Caledonia. Another period of intensive training and Big Mamie was ready to add her weight to the warfare in the Pacific which at that time was just beginning to emerge from the defensive stage to the "offensive-defensive" phase.

In April the Massachusetts pushed into the Coral Sea as a member of a task force group supporting operations against Russell Island. The following month she was back in the Coral Sea again, this time covering operations against Munda, New Georgia, in the Solomon islands. Her final operations in this area took place in late August and early September when she supported action against Vella Lavella. There followed a lull during which the ship was based first at Efate in the New Hebrides Islands and later in the Fiji Islands.

On November 19 she returned to the attack, accompanying a task force making air strikes on Makin in the Gilbert Islands. During the next five days she played a supporting role for landing operations on Makin and Tarawa.

Thanksgiving evening saw the Mamie's first brush with Japanese aircraft; her guns opened up and splashed two enemy planes. That night and the next, the task force fought back repeated attacks by Jap torpedo planes in the Gilbert Island area.

Two years and one day after the Pearl Harbor attack, the Massachusetts began her first bombardment of Japanese-held territory—the island of Nauru. American planes roared in adding their bombs to the explosions of the big Navy shells and in a short while Nauru was lost to sight in the blanket of smoke billowing up from the many fires that had been started.

Meanwhile, the strength of the Pacific Fleet was being rapidly built up and by the first of the year the Navy was ready to begin its all-out offensive against the network of Japanese Island defenses, which had been heavily fortified in violations of treaty stipulations.

The first assault was against the Marshall Islands. On January 29 the Massachusetts was part of a fast carrier task force which made initial air strikes against Taroa and Maleolap Atolls. The following day the Mamie and other battleships moved in for bombardment of Kwajalein. There was some reply by shore batteries which was soon silenced. A salvo from the Mamie struck an ammunition dump, causing a tremendous explosion which sent smoke and debris hurtling 5,000 feet in the air—and the captain of another ship promptly messaged: "You hit the jackpot that time!"

The Massachusetts on February 1 helped cover landing operations on Kwajalein, the world's largest atoll. The landing went "according to the book" and within a few days the Fleet anchored at Majuro—the first pre-war Japanese territory to be occupied by American forces.

Truk Struck

In mid-February the Massachusetts took part in the strike that avenged Pearl Harbor: A surprise air onslaught against the Jap's mighty Naval stronghold at Truk. A total of 209 Jap planes were destroyed, both in the air and on the ground, and forty-one ships of various types were sunk or damaged. Lieutenant C. C. Ainsworth, USN, flying one of the Mamie's Kingfishers, made a daring rescue of a fighter pilot forced down in Truk Lagoon, for which he was awarded the Distinguished Flying Cross.

Instead of returning to base after this operation, the Fleet steamed swiftly to the west to launch air strikes against the Marianas. Despite the unexpected of the move, the force was detected by Jap patrol planes and on February 21 and 22 the Massachusetts helped repel repeated and persistent air attacks. This was the longest sustained air attack we had yet encountered, and all hands spent two days and two night at their battle stations. Our planes bombed and strafed Saipan, Tinian, Ota, and Guam. Some 135 Jap planes were destroyed during the operation.

In the latter part of March, the Massachusetts took part in a raid deep into Japanese territory—the strike against the Palau stronghold and Yap, Ulithi, and Woleai islands in the Western Carolines, during which 160 Jap planes were destroyed and 29 ships sunk.

Captain T. D. Ruddock, USN, who had relieved Captain Glover, was promoted to Rear Admiral and replaced by Captain William W. Warlick, USN.

The following month the Massy made a journey far to the south to take part in covering the April 22 invasion of Hollandia—a "leapfrog" amphibious assault which cut off 60,000 Jap troops in New Guinea. On the way back to base, the Fleet launched new air strikes against Truk, dur-

ing which Lt. Ainsworth in one of the Mamie's Kingfishers again rescued a pilot downed within range of shore guns. As carriers were recovering aircraft after the second day's strike, a Jap plane sneaked in and dropped a wild bomb which fell in the water 1,000 yards off our port bow. On May 1 the ship took part in the bombardment of Ponape Island.

Stateside Duty

After fifteen months of the heat and monotony of Pacific duty, the Massachusetts at long last headed back for the States. She celebrated her second birthday at Pearl Harbor and then shoved off with everyone on extra-good behavior in anticipation of stateside leave and liberty. In Puget Sound, all former records were smashed in getting rid of ammunition and by next morning the first leave parties were over the side.

Within less than two months, the Massachusetts headed out again. Another stopover at Pearl and on August 8 she dropped the hook at the Pacific paradise of Eniwetok—very much like the Pacific paradise of Majuro, only bigger. Toward the close of the month she headed for the Palau area and en route took time out to cross the Equator and dish out proper punishment for a number of unworthy Pollywogs that had come aboard in the States.

This vital matter attended to, she supported air strikes against Palau and as the invasion of Peleliu commenced, the Fleet began launching the first of many air strikes against the Philippines—strikes which not only destroyed many aircraft, ships and ground facilities, but which also uncovered the weakness of Jap airpower in the area and led to a speed-up in the plans for invasion of the islands.

The first strikes were made against Leyte, Cebu, Negros, and Panay islands, during which one of Mamie's Kingfishers, piloted by Lieutenant G. A. Robinson, successfully performed a sea rescue. On September 13, shortly after secure from dawn stand-to, a Jap plane, identified as an "Oscar" flew through the formation. The Massachusetts and several other ships opened fire; the plane was splashed and the Massachusetts given credit for the kill. Then the Massachusetts accompanied the force northward and on the 20th of September—after a lapse of two and a half years—the war came back to Luzon and the Manila area. In a two-day strike our carrier aircraft sank forty Jap ships and destroyed 375 Jap planes in the air and on the ground and damaged many more.

On October 10, the Japanese home islands in the Ryukyus archipelago felt the fury of air warfare as our planes swept over Okinawa and other islands in the group. From October 12 to October 14 the Massachusetts operated with the force that made air strikes against Formosa. Big Mamie shot down two planes and effected another sea rescue during this operation.

Fleet Action

Covering the invasion of Leyte, the force made new air strikes against the Philippines. Then, during the period October 22 to October 27, the Massachusetts took part in one of the decisive battles of the Pacific war—the second battle of the Philippine Sea, now officially termed the Battle for Leyte Gulf. The close of the battle found all three of the Japanese forces taking part in the encounter fleeing in defeat, the great majority of their ships having been either sunk or seriously damaged.

After a brief period at the new base in Ulithi, the Massachusetts went back to the Philippines as part of the force making new onslaughts against Japanese airpower. December 14 to 16

found the force making air attacks on Manila and covering the invasion of Mindoro. During this time the Massachusetts weathered one of the worst typhoons in Naval history.

At the start of the New Year, the Massachusetts was in waters off northern Luzon and Formosa while carrier planes made renewed strikes in the area. Then she swung south into the China Sea where air raids were made on shipping and air fields in the Saigon-Kamranh Bay area of Indo-China and the Hong Kong, Swatow, and Amoy areas of the China Coast. The operation, which had severed the Jap's lifeline of communications with its southern empire, lasted until January 23, 1945, and was concluded with new air strikes against Formosa and Okinawa.

Tokyo Bombed

In mid-February the Massachusetts took part in the operation that had been the goal of naval planning and strategy for many months—the first raids by carrier based planes on Tokyo. As our planes sowed destruction over the Japanese homeland, the Massachusetts was in the van of the supporting force, lying less than 70 miles from the coast of the main Jap island of Honshu and 117 miles from Tokyo.

The next operation was in support of air strikes against Chichi Jima and Iwo Jima. After another raid on Tokyo, the Massachusetts remained in the Iwo Jima area until February 28, covering the landing operations there.

Steaming

Oftentimes the Massachusetts cruised in the forward area off Formosa, the Philippines and even Japan without seeing any signs of the enemy. This did not mean, however, that we were relaxed. Then, even more than when in battle, it meant that all personnel had to be alert, ready for any emergency. Going to General Quarters at all hours of the day and night. Watches and routine functions competed for the 24 hours in each day, and the ship, a home for 2,500 men, had to be kept in good repair . . . every gun and piece of equipment had to work.

Though operations grew longer and longer as the fleet found it expedient to continue the offensive, there were times when fueling and replenishing were carried out in port. After thirty or forty days at sea the ships and men retired to such Pacific ports as Eniwetok, Saipan, Ulithi, etc.; it might be noted that these ports must in no way be confused with the island settings frequently seen in Dotty Lamour films. Nor are they as inviting as pictured by correspondents after a one week tour of the Pacific battle theatre.

The Massachusetts has been in port for a total of only 70 days since starting out on the first Philippine operation, August 30, 1944. Most of these days were spent in Ulithi atoll which is typical of the Pacific bases . . . plenty of water surrounded by a circular formation of sandy, palm-topped islands. One of these dunes was designated as a recreation center where thousands upon thousands of liberty-famished officers and men were landed. Baseball diamonds, horseshoe pits, basketball courts and swimming areas were provided for their amusement after which a limited amount of beer was available. The long boat trip to and from the recreation center (at times consuming more than two hours of the afternoon liberty period), the hot sun, and crowded facilities made the excursion a tedious one. It was reported that one correspondent termed Ulithi Atoll "Heaven without women" whereupon an enlisted man retorted, "It seems more like Hell to me and without women." Yet those days in port were soon to be prized. Despite the job of replenishing which kept a goodly portion of the crew busy 24 hours a day after our entry and

the poor nature of the recreation, there was less strain than when underway. Movies were held topside and one had less watches to stand.

March opened with a successful rescue by our "Gooney Birds." The rescue was made possible through a message picked up by the communications plane, and was accomplished despite very adverse conditions. For the exploit, Lt. Robinson was awarded the distinguished service medal while Lt. A. B. Cenedella, and Aviation Radioman First Class Stanley John Krejeski, who were in the communications plane, were awarded air medals.

On March 17 our carriers were launching strikes against Kyushu. Early the next morning, a group of Tojo's lamplighters showed up and dropped a large pattern of flares. An enemy plane swooped in, all but taking off a yardarm as it roared by the Mamie at an extremely low altitude. This was the start of a big day, with air attacks continuing throughout the day, the following night, and well into the next day. Massachusetts' guns splashed a "Nell" fifty yards off the bow of a carrier and then she knocked down two planes near another carrier. Then her 5-inch guns opened up on a plane which burst into flames 8,000 yards away.

Shortly after midnight the lamplighters were back again with more flares. Later in the morning a plane diving on a carrier was brought down by Massachusetts' gunfire assisted by fighter planes.

Retiring from Kyushu, with speed slowed because of a damaged ship in the formation, a large Jap raid came in but was disposed of by fighter planes. While the Mamie was executing an emergency turn, a huge wave broke over the port catapult, damaging one of the Kingfishers beyond repair. Prior to this the Kingfishers had made an air-sea rescue off Kyushu. This was the first mission flown by a Kingfisher in these waters.

The Task Force then turned its attention to Okinawa, launching repeated air strikes. The Massachusetts went in to bombard Okinawa on the twenty-fourth, hurling shells at Jap defense positions for three and a half hours. Her spotting plane nosed over on landing and had to be destroyed. Both Pilot and Radioman were rescued.

Continuing to operate in the Okinawa area, Big Mamie fought off an air attack on April 6, splashing three planes.

The next day the Japs sent over a huge formation of some 380 planes, the great majority of which were dealt with by aircraft. One enemy plane came within range and was downed by gunfire from Big Mamie and other ships before it could attack. Carrier planes then attacked the big battleship Yamato and accompanying ships, sinking or damaging the entire force.

From then until the end of the month, Mamie remained in support of the Okinawa operation, helping to repel the frequent air attacks.

Back in Ulithi, on May 2, Captain Warlick, who had been promoted to Commodore, was relieved by Captain John R. Redman, USN. Celebrating her third birthday en route back to the Okinawa area on May 12, we heard some prophetic words from the new Captain who said: "The forces in the Philippines have about completed the mopping-up of the Jap forces there, and the Tenth Army on Okinawa has only the southern end of the island left to take. These bases will permit further operations which might well bring victory over Japan before the Massachusetts is four years old."

Striking at Kyushu, she underwent several air attacks in mid-May. On the fourteenth, her guns splashed two enemy planes. On the sixteenth, Lieutenant Cenedella, flying a Kingfisher, rescued Lieutenant Commander Hessel, who had been shot down over Minami Daito Shima.

Stormy Weather

The Japs were not the only opponent in the Pacific; the weather frequently proved to be a difficult adversary. On June 5, the Massachusetts weathered a typhoon—the third since coming to the Pacific.

A typhoon is the Pacific's version of a hurricane—with trimmings. The first one came as Mamie was riding the hook in Ulithi in the early morning hours of October 3, 1944. The entire task force group hurriently got underway and by the time she started through the channel, the visibility had dropped to zero. Radar, the "magic eye" of the Fleet, was used to bring her safely out to the ocean where she had sea-room for battling the storm.

The next typhoon, one of the worst in Naval History, struck while the Task Force was refueling off Luzon. Heavy seas and winds in advance of the major part of the storm forced discontinuance of the fueling operation. The next day—the 18th—the storm struck in all its fury with screaming winds and mountainous seas. Many ships sustained damage, with fires breaking out on some of the converted carriers, and three destroyers, the Spence, Hull, and Monaghan, went down in the storm. Luckily, the Massachusetts, except for loss of a seaplane, suffered only minor damage.

An equally vicious typhoon struck early in June—again interrupting a fueling operation. Many ships ran into difficulties, one cruiser lost her bow, and another reported her bow had been buckled by the mountainous waves. The peak of the storm was reached in the early morning hours of June 5 when estimated wind was better than one hundred knots. At 0700, Mamie passed through the "eye" of the storm, and though the wind force dropped sharply, the waves became even more huge. Again Mamie came through with only minor damage, but with a Kingfisher damaged beyond repair.

On June 10 the Massachusetts bombarded Minami Daito Shima, firing both main and secondary batteries. Three days later she came to a new anchorage in San Pedro Bay, Leyte Gulf. Recreation facilities in the Philippines were much the same as Ulithi except for the addition of a longer boat ride and mud.

Going Home

On July 1, Big Mamie took off on what proved to be the final offensive action of the war—the Third Fleet's month and a half of operations in Japanese waters.

Which brings to mind the fact that disappointments aren't too common in this life, for there aren't too many things to set hearts upon. One case, however, stands out and tops them all . . . even tho it is not without its amusing sidelights. July 15th, 1944, was the day Mamie left the States, and on July 16 scuttlebutt was already circulating regarding the next yard period. There isn't a minute of the day that there isn't a new rumor started regarding the ship's chances of going back, and the officers and men devour every bit of it. Well, it wasn't so long ago that the scuttlebutt took on an air of authenticity. Smiles looked out from every stanchion and cleaning space on the ship. Even the Captain was hopeful. "Big Hearted Mamie" opened up her heart and storerooms to distribute well-hoarded supplies to the ships that were to be less fortunate and were to stay while Mamie enjoyed some Stateside fun. Cigarettes, clothing stores, gun parts, paint, paper, radio tubes, etc., were carefully packaged and presented to all comers . . . with the compliments of the Massachusetts. Then . . . rosy-fingered dawn in the nature of "exigencies of war" . . . , Mamie didn't go home. Operation after operation, bombardment after bombardment and she is still in the forward area. Did someone say "stateside?"

The Big Push

The Japs became aware on July 10 that a new fleet operation was in progress when carrier-based fighters, bombers and torpedo planes swept in, blasting air fields and installations in the Tokyo area. For two days Mamie supported carriers as their planes carried out assigned missions of destruction.

On July 14, the planes struck again at the island of Honshu, this time farther north. Then, shortly before noon, watchers along the coast near Kamaishi—the Empire's second largest iron and steel producing center—saw an imposing and portentous sight. A line of big, fast battle-ships, escorted by cruisers and destroyers, was moving swiftly in over the sunlit water. The U. S. Navy, after sweeping all opposition from the Pacific, had penetrated to the very shores of Japan and Mamie was there.

She went in so close that it looked like her men could toss a heaving-line over to the shore with no strain, and steamed nonchalantly about until the spotting planes got into position. Then Big Mamie and her accompanying ships opened fire and the war's first bombardment of the Japanese Homeland was underway. The big shells crashed into blast furnaces, open hearth works, and factory buildings. Oil storage tanks were hit and billowed into smoke and flame. A railroad bridge was straddled by our fire.

For an hour and a half Mamie continued to pound away, tossing projectiles into the target area. No Jap planes were sighted and there was no return fire from shore batteries. When she withdrew, a huge column of dark smoke was rising to blend with the clouds over Kamaishi.

For the next two weeks she was with the carriers as they made continued strikes, while other ships of the fleet bombarded.

Then, on July 29, Mamie went in to participate in the spectacular midnight bombardment of Hamamatsu, an industrial and railroad center. Her particular target was the Japan Musical Instrument Company. The attack on this was not an advance form of musical criticism, but arose from the fact that the factory had been converted to the manufacture of aircraft propellers. Admiral Halsey sent Mamie and her companions a "Well Done" and dubbed them the "Hammer Hamamatsu Club."

On August 9 Mamie returned to Kamaishi and worked over what was left after her first visit. As she withdrew from the bombardment, an officer—who would rather forget the whole matter—said something over the public address system about proceeding "Eastward." But what with continued assaults by the Third Fleet, the entry of Russia into the war, daily pastings by the B-29's with a few atomic bombs as exclamation points, and imminent threat of invasion, the Japs decided to throw in the sponge.

Peace did not come suddenly. Its advent was very hesitant and fighting continued in many areas while messages flashed between the capitals of the warring nations. Even as Admiral Halsey was broadcasting concerning the Jap capitulation, carrier based fighter planes shot down four Jap planes approaching the formation.

But gradually the fighting died out, the Japs went to Manila to get word from General MacArthur concerning surrender procedures, and Mamie began dispatching landing forces. On August 19, her entire contingent of Marines and a number of Bluejackets assigned to the Marines and to a special pool for operating small boats in Jap harbors, were transferred to an attack transport. The next day, a bluejacket landing force went to a high speed transport, a ticklish job as the "APD" was acting skittish in the choppy water.

The end the war found the U. S. S. Massachusetts still cruising and fighting, a member of the Third Fleet, present at the kill.

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