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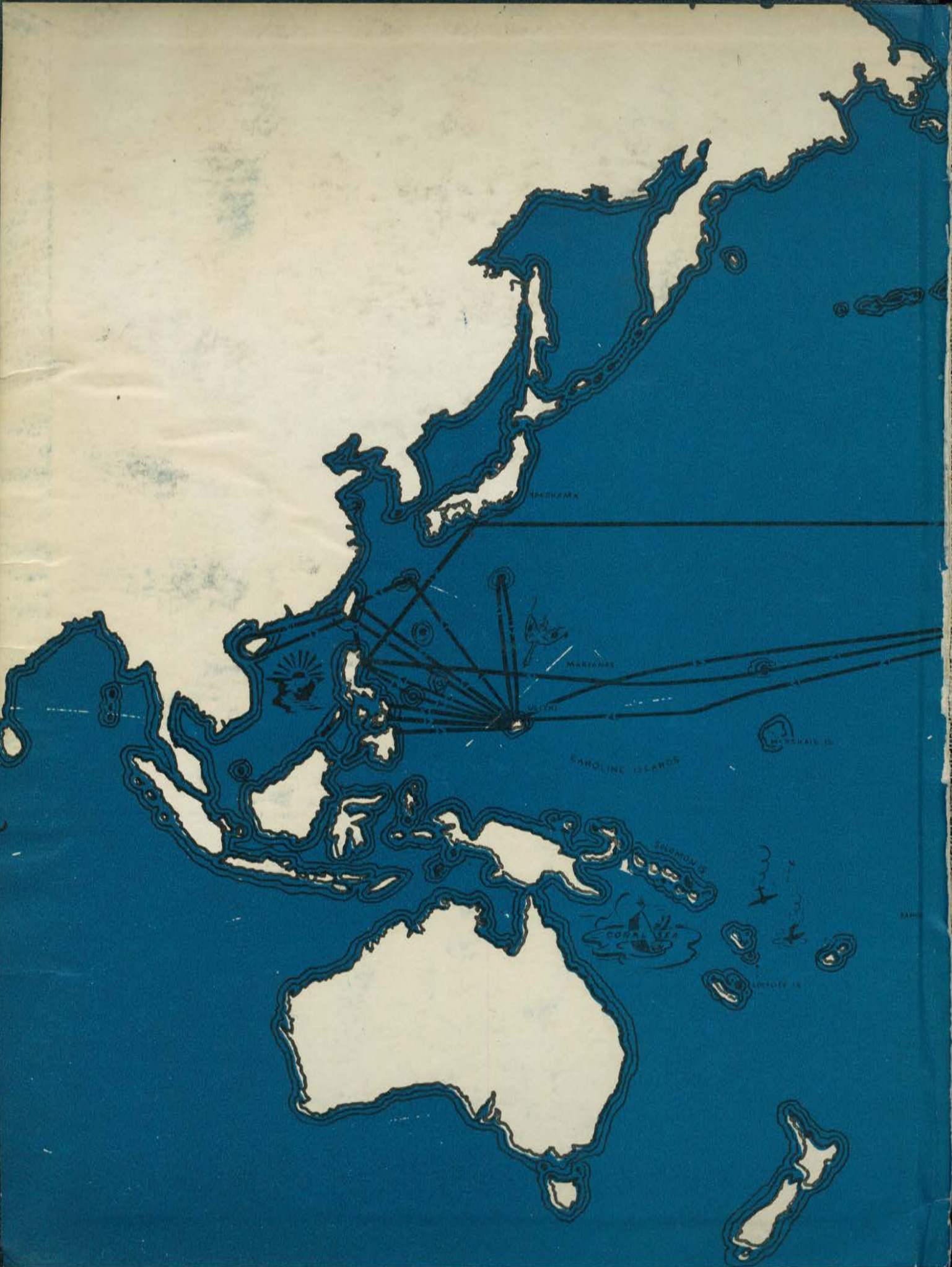
THE FIGHTING HANNAH

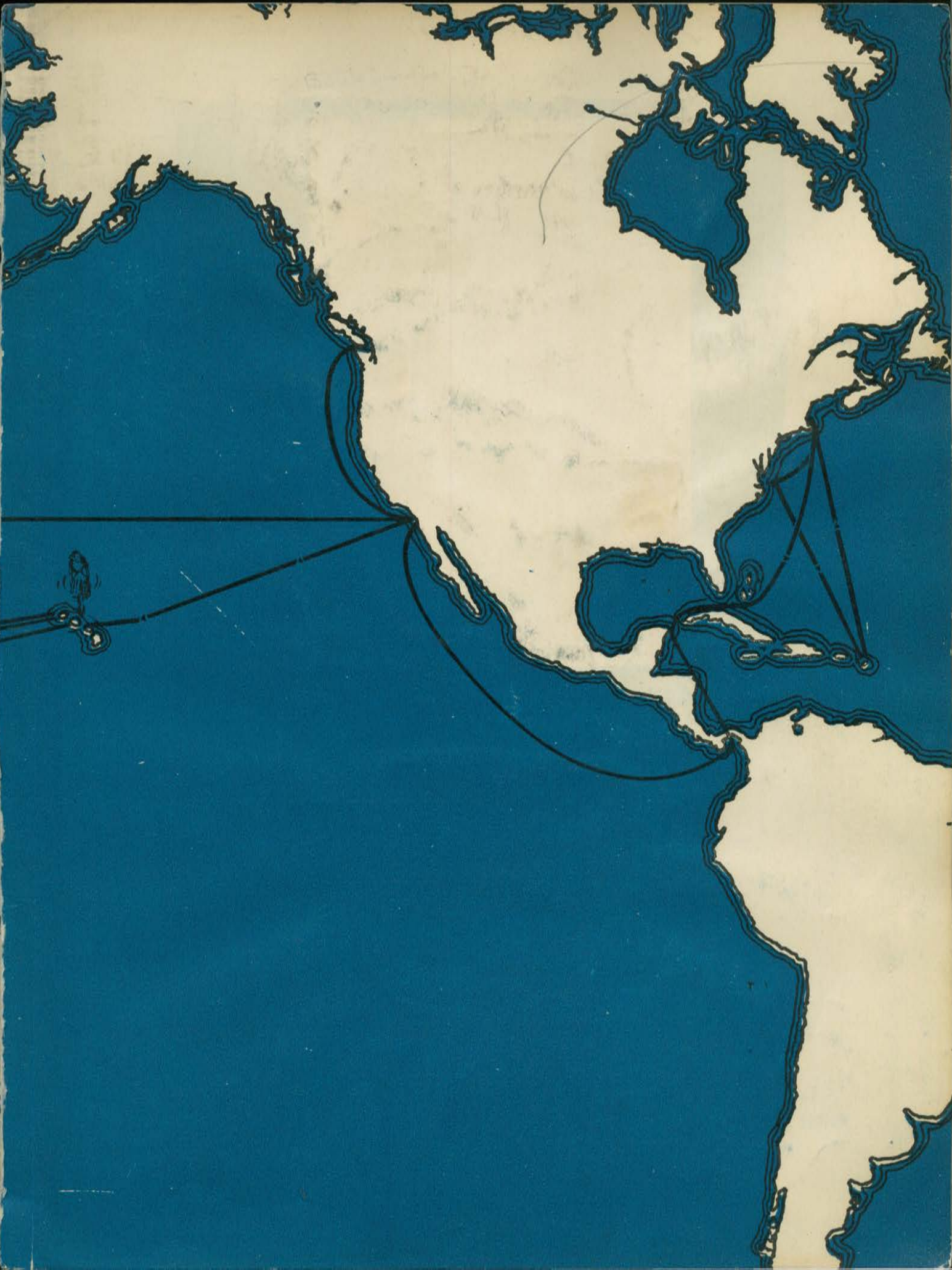


U. S. S. H A N C O C K

C V 1 9







The "Fighting Hannah"



A War History of the U.S.S. Hancock CV-19

By E. G. HINES, USNR

The "Fighting Hannah"

Lads, you hold to the annals of courage,
The books with Honor bound,
And you roll the names that you read there . . .
And faith, 'tis a pleasant sound.

Then think as you're walking the foc'sle,
The HANNAH hull down on the sea;
Think of the men who man Her—
And the men who memory be.

Aye, feel of the throb of Her innards
And look to the sweep of Her prow,
And know by the likes of your feelings
There's trouble ahead of Her bow.

Then know that the fleet's a-waiting
For Her and your kind in the West;
Aye lad, when they've need of full Courage,
The HANNAH will rank with the best.

They'll tell of Her guns and Her skippers . . .
The tales of "WAY BACK WHEN" . . .
And each of those lines will be singing
The praises of gallant men.

They'll write of a mad Old Lady
Who was always willing to fight;
Who spit at the foe until sundown
And searched for it through the night.

Then think . . . if your soul is christian
And allowing someday you'll die . . .
I hope when it comes that I'll find her . . .
OLD HANNAH afloat in the sky.

Then, lad, you can sail for centuries . . .
No watches and double sea pay,
And the sailors of Heaven will envy you . . .
You Men of the Fighting Hannah today!

—Submitted by "Hector", who calls himself
"An Overpaid Sailor"

"I christen thee..."



U.S.S. Hancock slides down the ways as Mrs. DeWitt Clinton Ramsey christens Hull Number 1511 at Bethlehem Shipbuilding Company, Quincy, Mass., January 24, 1944.





Launching . . . Two days less than one year after the keel was laid the
"Hannah" slid down the ways

Commissioning . . .



Captain Fred C. Dickey reads his orders as first commanding officer, April 15, 1944

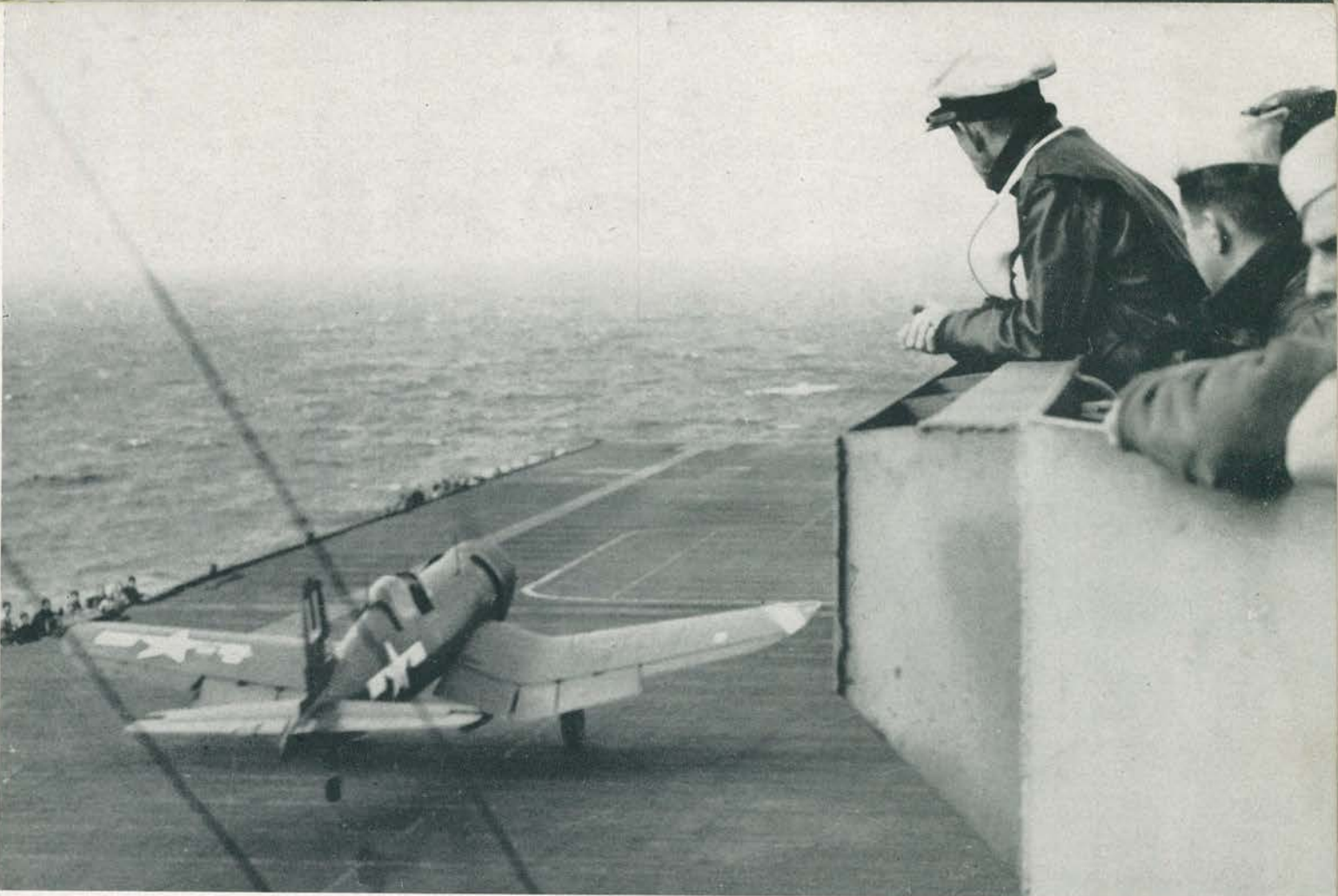


Capt. F. C. Dickey



Capt. R. F. Hickey





*Capt. D. V. Gallery
On the Bridge*



Capt. H. B. Butterfield





"THE FIGHTIN' HANNAH"

By E. G. HINES, USNR.



Naval warfare is one of civilization's oldest sciences; its axioms modified as progress in propulsion and armament dictate but fundamentally unchanged in doctrines and concepts. The successful naval strategist and tactician must be a keen student of history in order to understand the precepts under which his potential enemies, guided as they may be by geographical limitation and political aspiration, must design and deploy their fleet.

It was fortunate indeed that far-sighted naval officers salvaged from the Washington Arms Conference of 1922 the right to convert two battle-cruisers, then under construction, as aircraft carriers. These two carriers, the Saratoga and Lexington, formed the nucleus of a new naval unit, the Fast Carrier Force, which was to weave a vast network of air power over the tremendous reaches of the Pacific in World War II.

Prophetic too, the decision to name this new-type ship for great and decisive battles in the rise of American Democracy and for famous and gallant ships which fought for American principles. Thus the new Hancock became another in the long line of vessels to bear the name of the great statesman

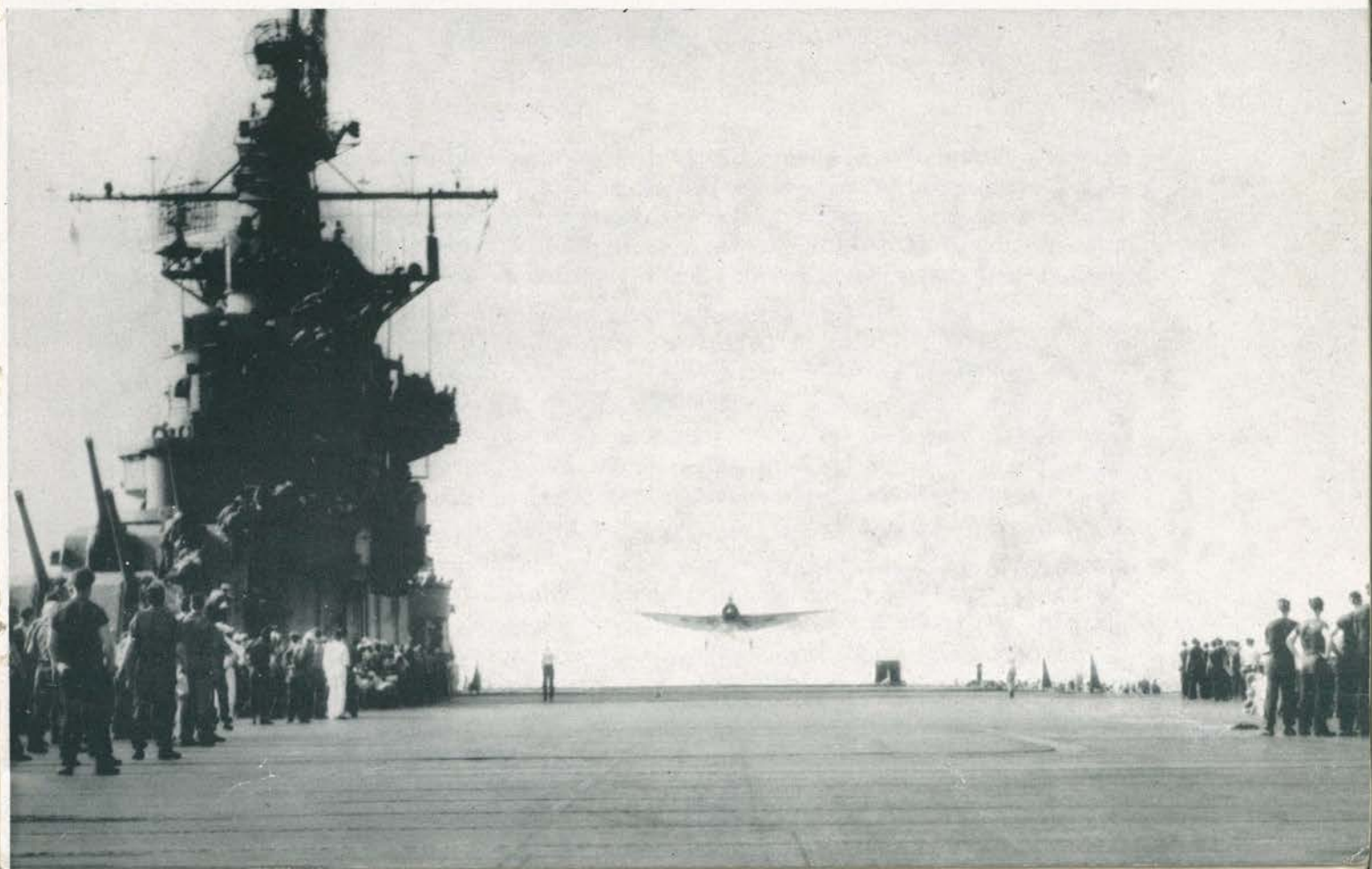
for whom the original Hancock, one of thirteen frigates authorized by the Continental Congress on December 13, 1775, was named. Her namesake, John Hancock, was chairman of the committee which authorized our first Naval vessels in October of the same year.

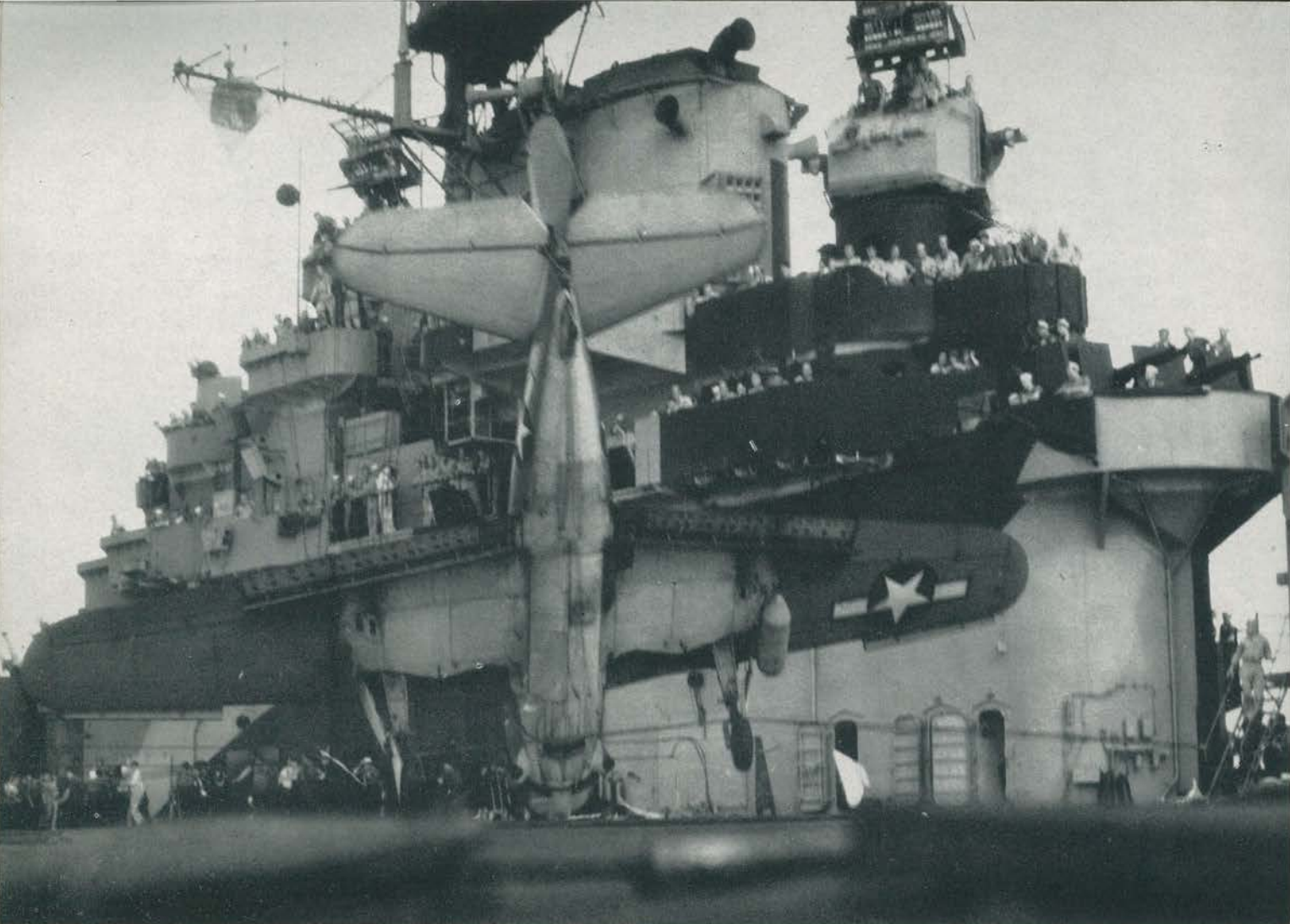
On January 26, 1943, the keel was laid for the U.S.S. Hancock CV-19, eleventh in the proud line of carriers which made their debut with the commissioning of the U.S.S. Essex CV-9 on December 31, 1942.

The new Hancock was originally laid down as the U.S.S. Ticonderoga while the Ticonderoga was laid down as the Hancock. A prominent insurance company is understood to have offered to sell enough War Bonds to pay for the entire cost of the ship if it were built in Quincy, Massachusetts, instead of Newport News, Virginia. As a consequence the names of the two sister ships were exchanged while agents of the insurance company commenced a highly successful War Bond drive. As a result of this drive the total reached was sufficient not only to cover the building costs, but to pay operation costs for the first year of service.

The Essex-class carriers were designed from keel up as "flat tops", combining many superior features of compartmentation and plane-handling facilities which were too expensive or too difficult to alter in the earlier converted cruisers and battle-cruisers. In our previous carrier building programs naval architects had been forced to redesign partially completed cruiser hulls to

First Landing, May 27, 1944. TBM Avenger Piloted by Comdr. W. S. Butts, U.S.N.





Helldiver Comes to an Embarrassing Stop

fit vastly different requirements. Our first lessons were learned from the ex-collier Jupiter which became the U.S.S. Langley CV-1. From experiments with her the big Saratoga and Lexington conversions were made easier. The former, with her 180,000 horsepower electric drive, was the forerunner of a proud fleet of fast fleet carriers.

The pace was set by the early Marshall and Gilbert raids in February of 1942 when Admiral Halsey took the Enterprise and Yorktown on fast hit-and-run strikes against a numerically superior enemy fleet with its network of mandated islands. In laying down our strategy for the early months of the war our naval leaders had chosen the weapon which could best retard the Japanese line of aggression until such a time as our crippled fleet could be repaired and augmented by new units.

As a result of this decision the Navy Department, on January 10, 1942, ordered work halted on the cruiser Amsterdam and her conversion to a new class of carrier, the CVL, or light fleet carrier. Within a few months eight more cruisers in various stages of construction were added to the list of CVL's under construction. The carrier had become a top weapon of defense, as well as offense, receiving top priority in our shipbuilding program.

For nearly a year workmen labored, riveting and welding reverse-frame bars



"Too Low and Too Fast" Often Ends Like This

and main frame bars to the keel, fitting the sheer strakes and garboard strakes and enclosing the whole in a steel envelope of shell plating. Compartment after compartment, deck after deck, the carrier began to take shape. Week after week and month after month went by—tall, spider-like cranes carried heavy machinery to engineering spaces; huge precision-built steel sections were lowered into place to form traverse bulkheads, dividing the 855-foot hull into thousands of cellular compartments. Miles of electrical wiring were installed, connecting intricate mechanisms of gunnery, engineering and navigation to their components in far-removed areas.

On the 24th of January, 1944, Mrs. DeWitt Clinton Ramsey, wife of Admiral Ramsey, U.S.N., Chief of the Bureau of Aeronautics, christened Hull Number 1511, the U.S.S. Hancock, as the big flat top slid ponderously down the ways into the cold waters of the Fore River.

From ships at sea, the farms of Iowa, factories and offices, men arrived to man this new ship. The pre-commissioning detail of the "Hannah" settled down to the tremendous job of organization and familiarization necessary before this vessel could become a workable unit of the Pacific Fleet. With a sprinkling of Regular Navy personnel to "season" the overwhelming majority of "Reserves", many of whom had never been to sea, the task began.



*Vapor Trails on
Warm-up*



*Spotting for
Launch*



Recovery



Stacked Deck

Within a few short weeks, the "Hannah" was formally accepted into the United States Navy by Rear Admiral R. A. Theobald, U.S.N., Commandant of the First Naval District. The ceremony took place on the hangar deck at 1745 on April 15, 1944, less than fifteen months after the keel was laid. Hon. Leverett Saltonstall, Governor of Massachusetts, was present and addressed the guests and crew. Following the playing of the national anthem Admiral Theobald turned the ship over to Captain Fred C. Dickey, U.S.N., her first commanding officer.

Carriers and planes were not strangers to Captain Dickey who began his flying career as a Naval aviator during World War I. From 1918 to the Second World War, Captain Dickey has flown almost every type of naval plane from the early DeHaviland (DH) observation planes to the clumsy, slow biplanes aboard the cruiser Marblehead in the second Nicaraguan Campaign and in 1931 he was ordered to the new cruiser Chicago as Senior Aviator. After several years with shore based patrol planes and various



SB2C's Overhead

administrative jobs, he was ordered in 1941 to a new carrier, the now famous Wasp, as Executive Officer. Saved from the torpedoed, burning Wasp as she went down in the Coral Sea, he was ordered to shore duty until his assignment as prospective commanding officer of the Hancock in February of 1944.

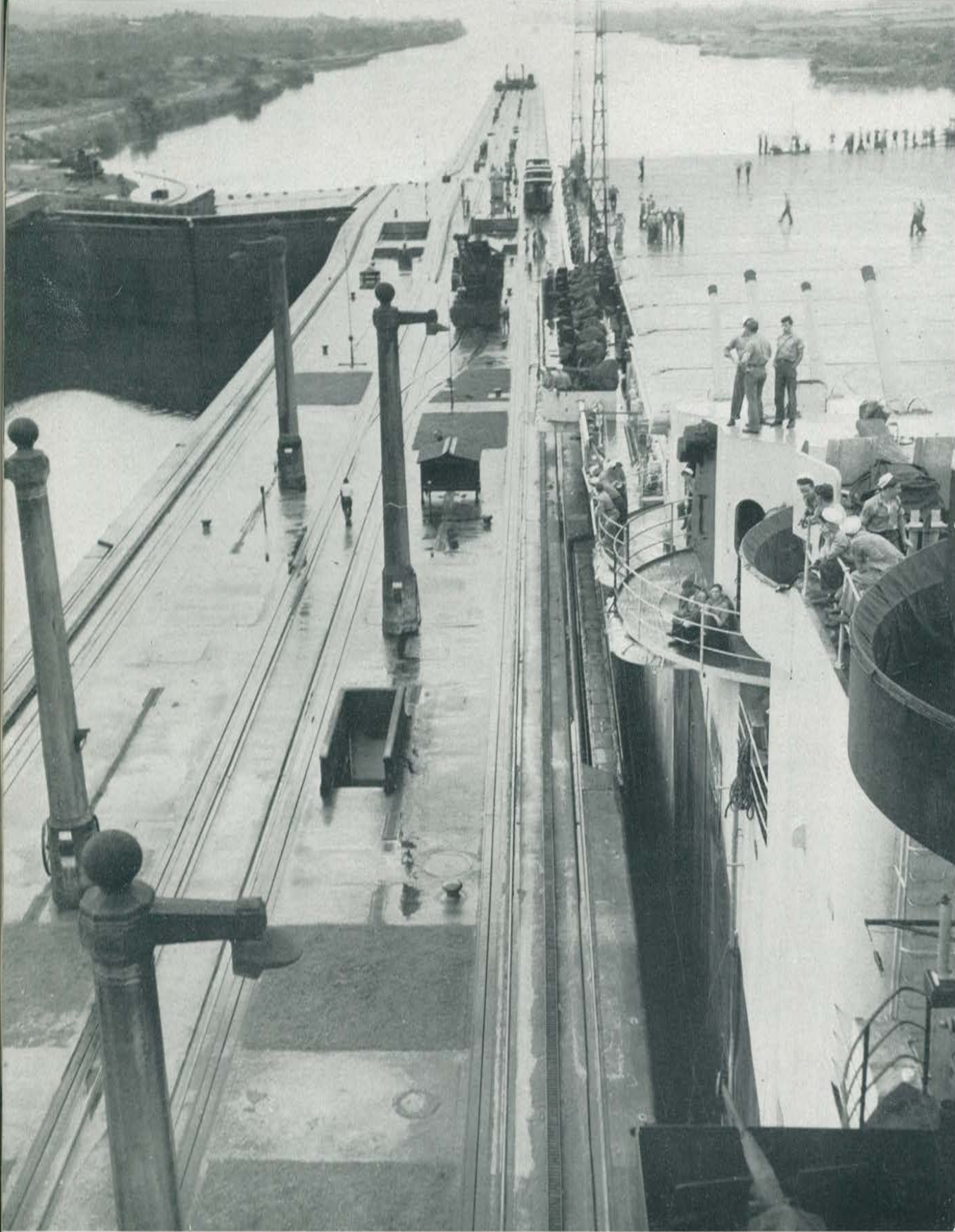
Moving from the drydock to the West Jetty of the South Boston Navy Yard the Hancock received the finishing touches of her fitting-out period and by the last week of May was ready for her maiden voyage. Accompanied by three destroyers, on May 22, 1944, she laid a course for Norfolk, Virginia, to wind up her Atlantic training exercises before heading for the Pacific. Though the carrier was destined for the Pacific Fleet, submarines and mines still presented a menace off the East Coast and so, easing up Chesapeake Bay to Hampton Roads, Virginia, the big carrier entered the deperming station at Lambert's Point. Fresh from her builders' yards and constructed almost entirely of iron in its various carbon alloys she presented a strong attraction to the German-laid mine fields. Deperming, or demagnetizing,



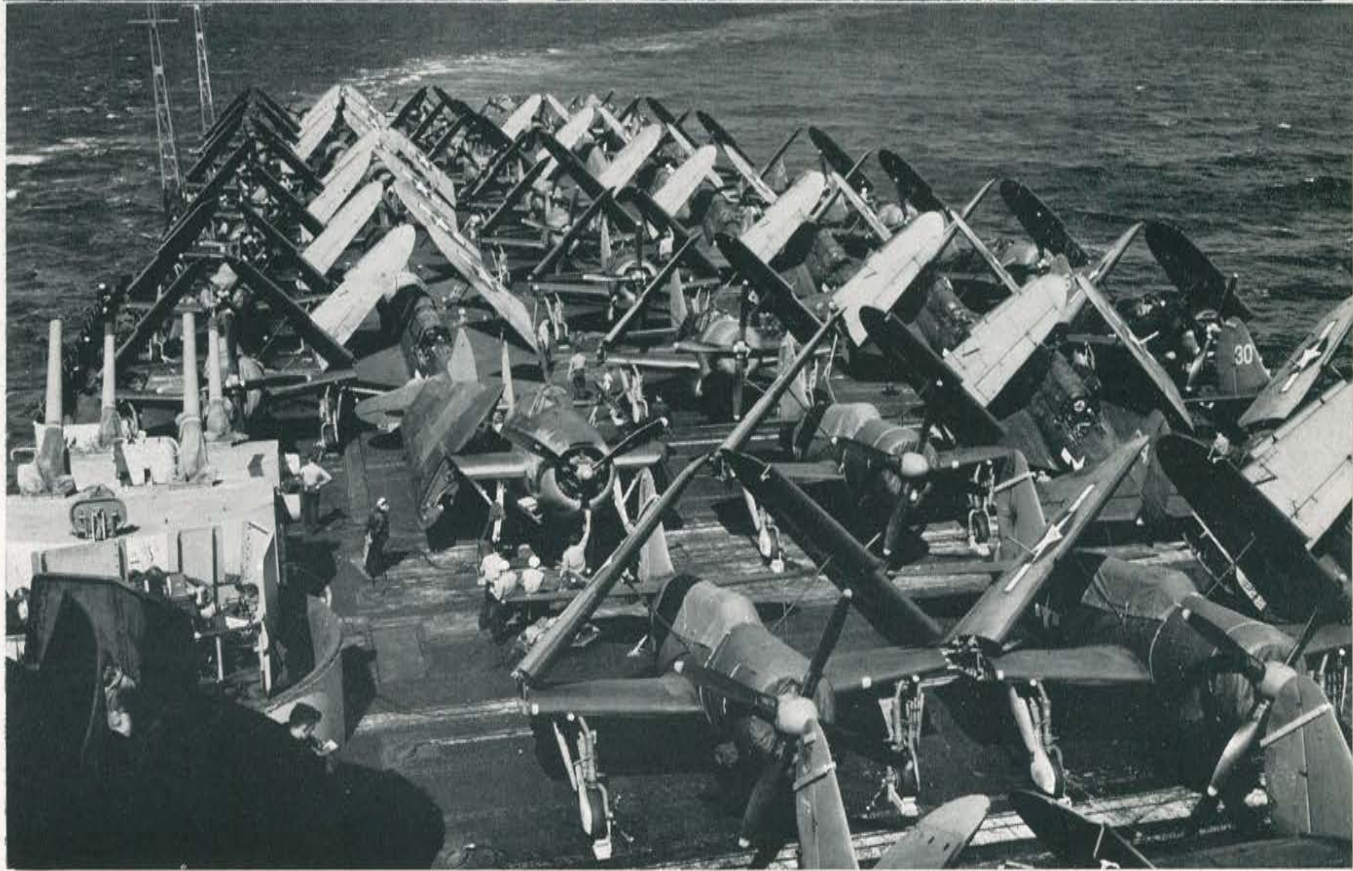
Combat Air Patrol Launched by Catapult at Dawn

End of Patrol





Pacific-Bound Through Gatun Locks



Deckload Power Punch

the Hannah reduced to the point of elimination her vulnerability to magnetic mines.

The magnetic mine came into existence in the early part of World War II when the Germans used planes to plant the English Channel and coastal waters with heavy mines filled with 2,000 pounds of explosive. The mines were activated by the magnetic field which every steel ship acquires in the process of building. The magnetic mine is made far more effective by its broad danger area. Ships sunk by this mine rarely, if ever, make direct contact with it but are ripped apart by the terrific hull-crashing force of tons of incompressible water displaced as the mine's explosives are released by the magnetic influence detector. The first counter-measure by the Allies



Enemy Merchant Ship Strafed and Bombed Off Okinawa—October 10, 1944

was the use of electric degaussing cables strung about the ship which set up a current of polarity identical to that of the mines. After this advantage was offset by the Germans by reversing the polarity of their mines the final answer was gained by coils which maintained a neutralizing effect on the ship's magnetic attraction. As an aid in maintaining a minimum attraction all ships were "depermed" at frequent intervals to eliminate the transient magnetism induced by a ship's passage through the water.

Through the last week of May the Hannah steamed off Chesapeake Bay, test-firing her five-inch batteries, 20 mm's and holding emergency drills to weld a new crew into the efficient team necessary for successful carrier operation.



Rocket Attack on Okinawa Shipping—October 10, 1944

Commander W. S. Butts, U.S.N., became the first pilot to take off and land from the Hannah's deck on May 27th when his TBF led VF-7 into the air for qualification landings.

On June 12th the Hannah commenced her shakedown cruise to Port of Spain, Trinidad, Brit. W. I., where she cruised off the coast of Trinidad and Venezuela for several weeks conducting short range battle practice, night firing, anti-aircraft practice, while streaming paravanes, and building up launching and recovering speed with the new air squadron. Liberty was confined to swimming and athletic parties at Scotland Bay. From the Gulf of Paria to Boston the Hannah continued the gunnery exercises and flight operations on a schedule which left little time for relaxation. Arriving in Boston for post shakedown overhaul the Hannah's crew bade adieux to the many New England friends acquired during the preceding months. The 31st day of July saw the Hannah steam from Boston Harbor for the last time.

Escorted by the destroyers Brush, Cooper and Swenson, the Hancock arrived at Cristobal, on August 8th when all hands not on duty turned out for the spectacle of the canal transit. Through Gatun's double locks, famed Gaillard Cut, Pedro Miguel Lock, Miraflores Lake and the final double Miraflores Locks the Hannah steamed and scraped its way while sailors watched the copper-skinned native Panamanian pilots and the powerful little electric locomotives at work. A liberty at each end of the Canal gave many their first

glimpse of this equatorial melting pot. The Hannah steamed up the west coast of Central America, past Acapulco, Mexico, to San Diego, for a final week in the United States before heading for Pearl Harbor, T. H.

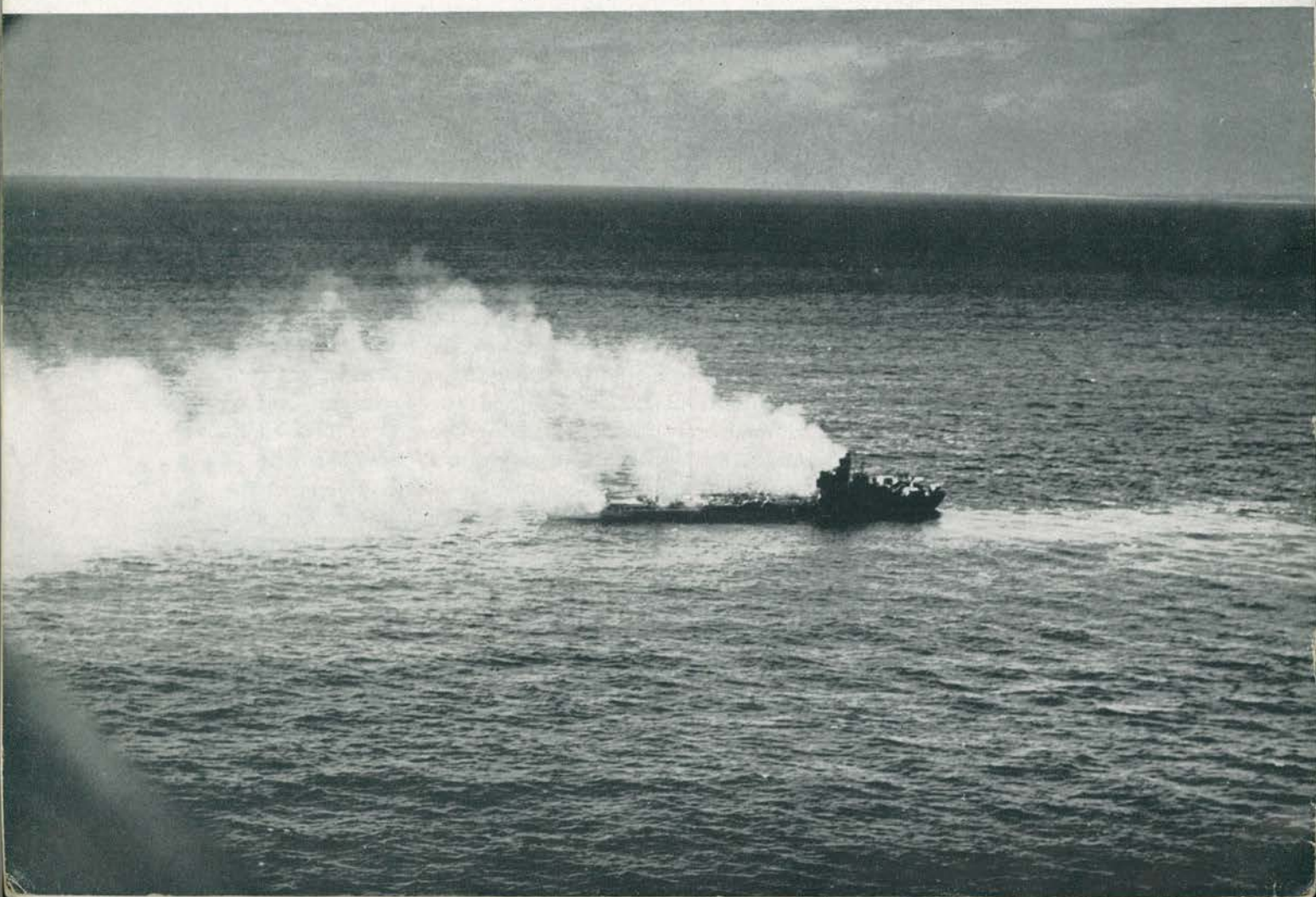
Admiral of the Fleet, Lord Keyes, R.N.; Admiral Nimitz, U.S.N.; Lieutenant General Buckner, U.S.A.; and Rear Admiral Sherman, U.S.N., paying the Hannah a visit on September 14th, were treated to a full day's inspection of air power and performance of an American carrier.

OPERATION ONE

After three weeks of liberty and operational exercises in Hawaii the Hancock moved on to Ulithi, the coral-reefed lagoon in the western Carolines, to join up with Task Force 38.2 of Admiral W. F. Halsey's Third Fleet.

The Hancock sortied Ulithi on October 6th as a part of Task Unit 38.2.1 under Rear Admiral Bogan, U.S.N. The primary task of this unit was to eliminate air power in the principal Philippine support areas in preparation for an amphibious landing at Leyte. Steaming north and west from Ulithi the fast carrier force hit airfields on Okinawa Jima on October 10th while reconnoitering Amami O Jima and Manami Daito Shima, all in the Nansei Shoto Islands. From the flight decks of the Hannah the planes of Air Group Seven rose in 156 sorties over the target, wreaking devastation upon Okinawa's

Enemy Coastal Craft Off Okinawa Hit and Afire—October 10, 1944





*First Plane Returns From First
Mission, October 10, 1944*



*Lt. Comdr. E. J. Krueger, USNR.,
VB-7 Squadron Pilot of First
Returning Plane*



Insomnia for the Japanese



CAP View

*Okinawa
Shipping
Strike*



*Target—
Airfields in
the Nansei
Shoto Islands*





*Hannah's' Planes Hit
Airfields at Karenko,
Formosa, Oct. 12, 1944*



*Operation One—
Destruction of
Japanese Air Power,
Okinawa to
Saigon*

airfields and assembled shipping. The Hannah's planes racked up their first kills in a highly successful sweep which reduced Japanese surface forces by a submarine-tender, a large tanker, a medium freighter, one small oiler, one oil barge, one LST and six luggers. Listed as probably sunk were four medium freighters, six smaller oilers and seven additional luggers. Jap air power was reduced by seven aircraft potted on the ground by raiding Hannah fighters. Air Group Seven lost one scout bomber to anti-aircraft fire.

Striking again while the Japanese were off balance, fast carriers swung north and east through the night to launch strikes against Formosa on Columbus Day. Hitting the north and east coasts the Task Force found it had stirred up a real nest of Mitsubishi's.

As the sun set over the East China Sea a swarm of almost a hundred Japanese aircraft set upon Task Force 38.2. Two confirmed kills were credited to the Hannah's AA guns in a series of raids which lasted for over seven hours. Dawn arose over the nearby Ryukyu Islands as the Japanese retreated to taste another daylight attack on their home fields by the newly-initiated Hannah's bombers and fighters.

Attacking again during the nights of October 13th and 14th the Japanese managed to get torpedoes "home" to the cruisers Houston and Canberra, but both ships were able to make port under their own power. During the attack one plane was shot down within 500 yards of the Hannah.

The morning of the 14th found Air Group Seven airborne again and raiding Taien airfields and shipping along the Formosa coast. As the carrier force retired to the southeast during the afternoon, a heavy force of enemy planes broke through the CAP (Combat Air Patrol) to land several close ones alongside the Hannah.

Death whistled close to the crew of a 20mm mount as a 500-pound bomb penetrated the thin steel gun platform to explode harmlessly in the water below. The near-miss spelled finis for the enemy dive-bomber and the afternoon foray painted another rising sun on the island scoreboard. The few remaining enemy planes were forced to withdraw and the "Battle of the Taiwan (Formosa) Sea" ended as Task Force 38.2 withdrew to aid in the amphibious landings in the Philippines.

Radio Tokyo's hyperbolic claims of a smashing Japanese victory failed to mention the 915 planes lost but told only of the "crippled American Navy" pursued by the "revenging forces" of the Japanese Imperial Fleet. A strong enemy force actually sortied Empire waters on October 16th but garbled radio reports from search planes prevented proper location of the enemy units until too late for effective attack. Enemy search planes had sighted the American Fleet and finding it far from crippled, prudently withdrew to the Inland Sea.

Admiral Halsey's Third Fleet retired from the East China Sea, in accordance with prearranged plans, to support General Douglas MacArthur's return to the Philippines. Tribute to the Third Fleet's prowess lay in the "softening-up assignment" which was to eliminate enemy gun positions, planes and shipping as well as prevent the enemy fleet from breaking through to the beach-heads as they had at the Savo Island Battle of Guadalcanal.



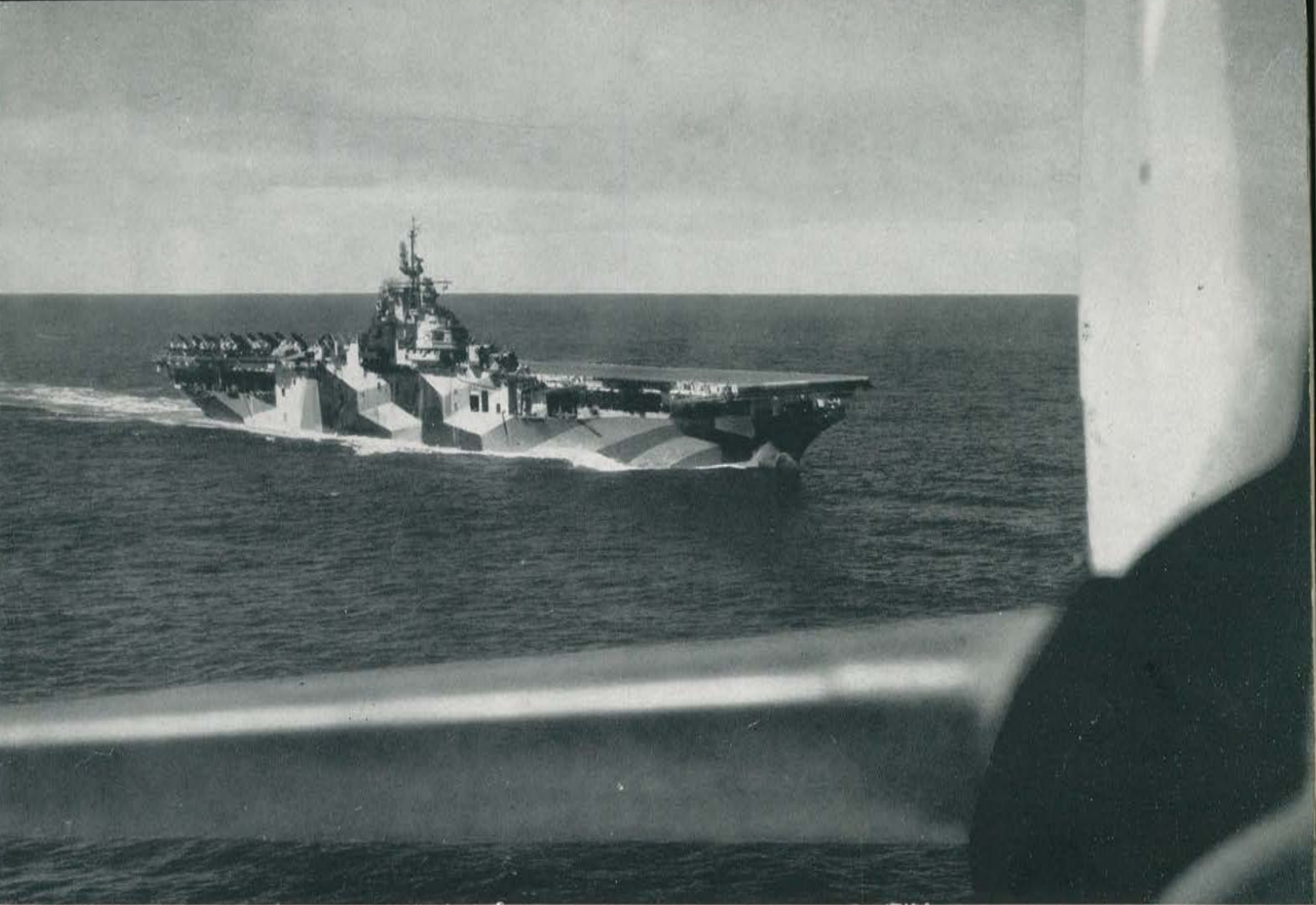
French Indo-China Feels Fury of American Air Attack

Launching attacks against Japanese positions on the 17th of October, the Hannah's planes flew daily strikes against the islands of Cebu, Panay, Negros and Masbate, pounding airfields and shipping until the 21st (one day beyond A-day) when Rear Admiral T. L. Sprague's assisting escort carriers took over the job of close-in ground support and strategic bombing.

Thus relieved, the Hannah retired toward Ulithi for rearming and provisioning. While enroute to Ulithi the Hannah received information of strong enemy units in the Visayan Sea area—one unit sortied Jap-held Singapore through the Sulu Sea and into the more confined, island-bordered Visayan Sea—another entered the Subuyan Sea from west of Mindoro.

While the Hannah reversed course to the westward, flyers from her sister carriers caught up with the southern and central forces, damaging a battleship and several cruisers. The planes were forced to retire for fuel even as the enemy seemed to retreat toward the South China Sea. The westbound Hannah's four racing screws drove the waves under her curved clipper bow higher and higher through the night even as the little damaged southern force attempted to transit narrow Suriago Strait.

Lying in wait for just such a move was a formidable force of battleships, cruisers and destroyers under Vice Admiral J. B. Oldendorf, U.S.N. At about



Hannah's First Party Dress



Fueling LSM at Sea

0130 the van of the enemy force passed the outlying picket torpedo boats near the southern tip of Dinagat Island where two attacks were pressed home with some damage to the enemy. The Japanese commander ignored the PT sting on his exposed flanks and continued northward at high speed. As the heavy enemy ships neared Hibusan Island, Destroyer Squadron 54 opened fire while two more destroyer squadrons, flanking the channel, leaped from a lethargic four to thirty knots and joined in the fray with five-inch batteries pouring a stream of shells at the enemy column. As the destroyers developed their torpedo attack, closing the range at more than 1300 yards a minute, the long-silent guns of Oldendorf's "old battleships" sent salvo after salvo of 14- and 16-inch shells roaring overhead to hit the YAMASHIRO and FUSO. Caught in column formation, while the heavy American forces steamed at a bare five knots across the channel mouth, the enemy could bring only his forward guns to bear as the broadsides of the California, Mississippi, West Virginia, Tennessee, Colorado and Pennsylvania fell in perfect straddles. American destroyers finished off the job as dawn broke over a crippled Japanese destroyer, lone remnant of the fleeing enemy. Transports unloaded at the nearby Leyte beachhead at Tacloban on October 25th unhindered by the Jap battleships and four destroyers—the backbone of the southern force lay at the bottom of Suriago Strait.

Before the Attack





On the Prowl



Jap 540-Pounder Plunged Through This 20mm Platform Without Exploding

CVE's, supporting the landings at Samar, sent air groups into the Sulu Sea after the fleeing survivors of the night battle, leaving only anti-submarine patrols in the vicinity. Steaming eastward through San Bernardino Strait, a central enemy force launched a surprise attack against the thin-skinned CVE's as air strikes were frantically recalled to fend off the threat of total annihilation.

The six "jeep" carriers wheeled into the wind and retired at flank speed from a force of four battleships, about eight cruisers and as many destroyers. The plucky carriers had not the speed of their larger sisters and were soon flanked by the fast enemy cruisers and battleships. The valiant destroyer screen laid down a torpedo attack under smoke screen cover from which the Hoel, Johnston and the DeRoberts failed to return. Early in the action the Gambier Bay went down under a rain of shells from the enemy cruisers and every ship was holed again and again.



*Taking
a Drink*





*Fighter
Tuning Up
for
Take-Off*



*Rockets
for
Luzon
Strike*

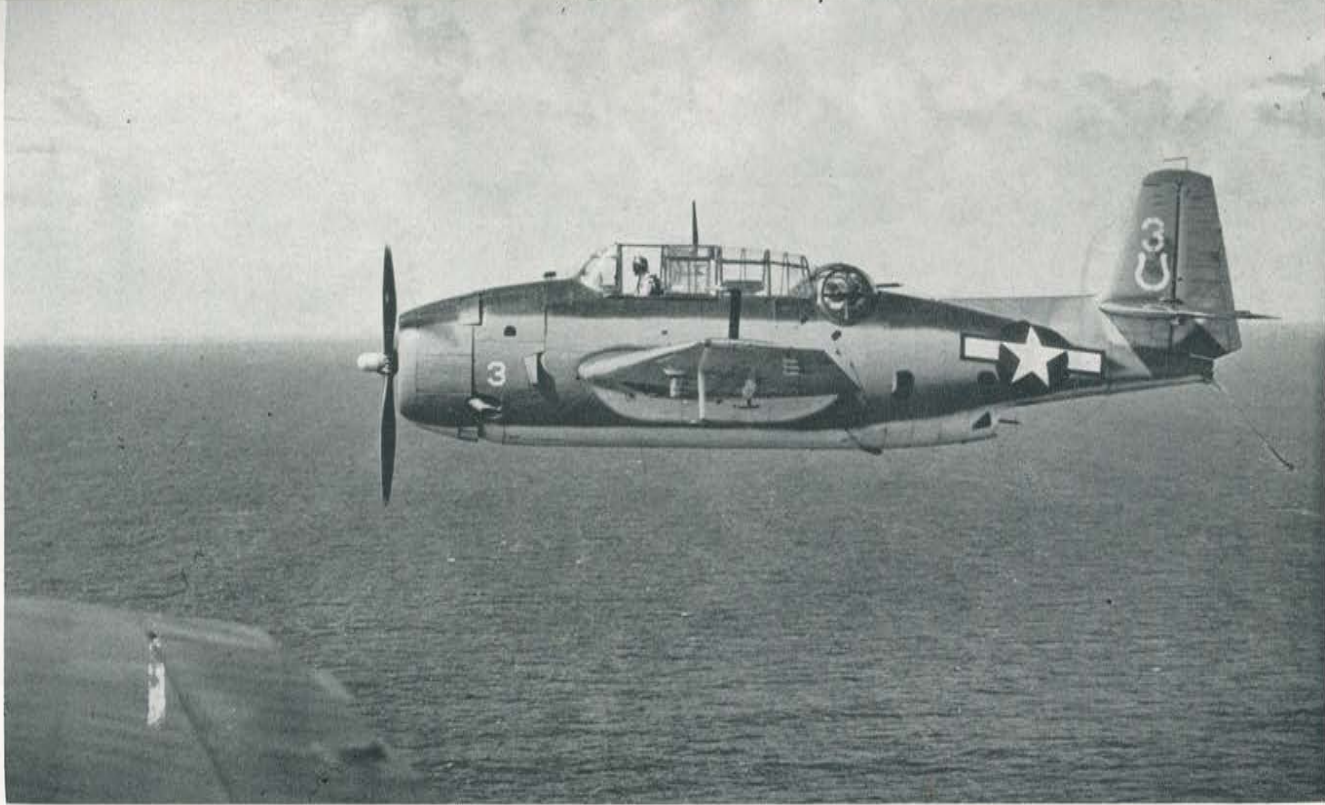


SB2C's Trail Jap Fleet Through Cloud Cover

Air groups from the small carriers made strafing and bombing runs throughout the action, making "dry runs", even after all bombs had been expended. The fantail 5-inch on each carrier barked out a weak but defiant challenge while the enemy cruisers closed to 11,000 yards before breaking off the attack in an unexplained but welcome retreat.

Vice Admiral Oldendorf's southern force was too slow to aid in the action or to drive off the enemy planes which sunk the battered St. Lo and damaged the three remaining carriers. Halsey's northern force was too distant. Too late, too, the Hannah's avenging planes which caught the retreating force off the northeast coast of Samar.

Attacking again and again the Hannah's planes scored hits on a NACHI-class cruiser, a YAMATO-class battleship, an AGANO-class cruiser and a KONGO-class battleship. As the last strike was delivered the central enemy force lay under a heavy pall of its own smoke. Retreating through San Bernardino Strait in the night the enemy force found the Hannah's planes waiting for it as it fled through the Visayan Sea on the morning of the 26th.



TBM Avenger



More Ammo

Northward through Jintotola Channel the force entered the Sibuyan Sea where the battleship MUSASHI, Bismarck of the Jap Navy, was hit with a 1000-pound bomb. Before noon a MOAGAMI-class cruiser had been added to the list, as well as a 5000-ton landing ship.

By this time the Hannah was forced to retire for fuel, returning on the 29th after a rendezvous with fleet tankers at sea. On the 29th the Hannah's fighters hit Clark, Nichols and Angeles airfields as well as shipping in Manila Harbor. The Hannah continued mopping up operations from Manila Harbor to Masbate Island until fighter fields were ready for operation ashore.

For her First Operation the Hannah had hung up an enviable record. The Japanese were minus ninety-seven planes, four large warships, twelve merchant ships and her shipyards were in for some real patching if the cripples ever made port. In Ulithi liberty and recreation were provided by beach parties with beer, hot dogs and baseball games on the coral island of Mog-Mog. The clear green-blue waters gave up many new varieties of fish to the inveterate few, persevering enough to spend long hours in open whaleboats under the sticky heat of this low-altitude archipelago.

OPERATION TWO

For her Second Operation the Hannah caught a brief but whirlwind assignment—the mopping up of airfields which had been heavily reinforced during the "fleet week" just passed. Turning to with characteristic vigor, Air Group Seven supported army ground troops and made shipping sweeps over a 350-mile area to knock out several small vessels around Masbate Island, south of Manila. A typhoon set in during the second week in November, forcing

Direct Hit on Magami Class Cruiser—October 29, 1944





Remnant Fleeing Jap Forces Goes Down Off Masbate, P. I.



*1,000 Pound Bomb Hits Jap Transport—
October 26, 1944*



Finis



Exit One Jap Landing Craft—Philippines, October 26, 1944



Ready to Rearm Returning Strikes

the Hannah to retire to Ulithi for rearming and refueling. Her crew took time off to chalk up an additional sixty-three planes destroyed plus fifty-seven probables.

OPERATION THREE

November 14, 1944, found the Hannah, as a unit of Task Force 38.2, steaming through the narrow opening created as the gate vessels swung a portion of the anti-torpedo net aside. Outside the nets, destroyers nosing here and there screened the heavy units from submarine attack as the formation of Essex-class carriers picked up speed to form up with the New Jersey and Iowa. To the idlers on the fantail, the low atolls surrounding the immense lagoon were soon lost to sight but the tall, straight masts of ships left behind presented a strange contrast to the broad expanse of sea on either hand—like a fantastic pattern of telephone poles on a flooded, barren and treeless Nebraska or Kansas plain.

The offensive against the Philippines had caught the Japanese High Command completely off guard for it came at the beginning of the typhoon season. Landing craft, a necessity in any successful invasion of such magnitude, are particularly poor sea vessels and have little opportunity of survival in a storm approaching typhoon intensity. Lacking the stabilizing influence of a keel, the cellular construction and the hardness of deep-draft ships, the LST's, LSM's, LCI's and their sisters were dependent on favorable weather for efficient operation.

Since the ground troops were dependent entirely upon the Navy for air-support in the initial phases, the weather factor played a vital part in the success or failure of the Philippine liberation. Typhoons, or baguios in the Philippines, are preceded by rising seas which hamper carrier operation and provide land-based planes freedom of action. Consequently enemy planes were afforded two opportunities to blast our new installations without fear of fighter interference—immediately before and immediately after the storm, when high seas, often breaking over the flight decks of the rolling, pitching carriers, prohibited air strikes.

Task Group 38's surprise raid on the Ryukus and Formosa had done much to eliminate reinforcements from those areas but the typhoon had given the Japanese a breather and opportunity to reinforce their battered airfields on Luzon, Mindanao and Masbate.

Tension mounted as the Hannah, rolling easily on the subsiding seas, continued hour by hour to eat up the distance from Ulithi to Manila. Even she seemed to sense the impending battle, for one day out of Ulithi the evening watch was treated to a rare electrical phenomena known as Saint Elmo's fire. Dancing brightly along the various antennae of the Hannah, the flamelike light of the sailor's patron saint was still in evidence to men of the mid-watch.

The Hancock became the flagship of Task Force 30 when Vice Admiral John S. McCain, U.S.N., Commander Second Carrier Task Force, and his staff boarded from the tanker Pecos on the morning of November 17th. Vice Admiral G. F. Bogan, U.S.N., Commander Task Force 38.2, boarded the Hannah from a destroyer during the afternoon. The presence of these Admirals served notice of the coming action.

A fighter sweep was launched on the afternoon of the 18th against shipping in Manila Harbor as well as Nielson, Nichols and nearby airfields. Tragedy



1,000 Pound Bomb Scores Near-Miss on Atagi-Class Cruiser



*Direct Hit on Second Run,
October 29, 1944*

struck quickly and unexpectedly as the fighters returned from raids over enemy-held portions of Luzon. An F6F circled low into the wind and landed on the Hannah's flight deck. It was a perfectly normal landing culminating another successful foray against the Japanese Philippine Air Force—the "hook" bit into the arresting wire and the plane's forward motion slowed under the smooth, controlled action of the arresting gear.

Suddenly, and without warning, the belly tank dropped to the deck, bathing the entire plane in a bright shower of flaming gasoline. Rescue squads armed with fog nozzles and foam equipment, covered the flaming Hellcat with cooling sprays that quickly choked off volatile gasoline vapors while an asbestos-clad fire-fighter broke through to rescue the pilot. Through the long hours of the night, doctors, hospital corpsmen and the chaplain were at his side but the terrific heat had been beyond human endurance and burial services were held on the hangar deck elevator on the 20th as a flag-draped coffin splashed once in the deep waters off Luzon to join a wingmate lost in a parachute mishap on the same day.

Unfavorable weather delayed operations until the 25th when the Hannah's planes again took to the air attacking shipping in the Manila area. The

TBM Avengers Carry 1,000-Pound "Daisy Cutters" to Support McArthur's Luzon Troops





Helldivers on the Wing

strikes were launched between air raids which had commenced at 0400 and continued intermittently until about noon when an unusually large force of enemy planes attacked the formation.

Shortly after noon one of the high-flying Zeke dive bombers picked out the Hannah as his particular choice for initiation into the reckless Japanese fraternal order. Peeling out of the sun the Kamikaze set his course straight for the Hannah in spite of the blistering fire of every gun she could bring to bear. Incredibly he came—through the fire of twelve five-inch and numerous 40mm and 20mm batteries until a direct hit exploded the plane in mid-air about 1000 feet directly overhead. Souvenir hunters had plenty of material as a ten-foot section of the fuselage and the left wing fell to the flight deck while smaller debris fluttered to different sections of the ship. Fire from the wing section was quickly extinguished and the Hannah continued to fight off invading airmen. Flyers returning from strikes were prevented from landing by the twisting and turning Hannah's evasive action.

Two Jap planes swooping below flight deck height in a frantic effort to get at the big ships, were pursued by fighter planes and finally knocked down



Coastal Vessel Draws 1,000-Pound Bomb—October 29, 1944



*Typhoon
Weather—
November 8, 1944*

by fire from all sides. However, they did succeed in diverting attention from dive bombers overhead and within seconds one had suicided into the Cabot while another had hit the unlucky Intrepid. The Cabot's damage was not so severe for the enemy plane pilot released his bomb before striking. From each of the flaming ships, trapped men escaped the flames and smoke by jumping over the side to be picked up by destroyers that pulled up alongside to aid in fighting the fires and to rescue men from exposed gun tubs.

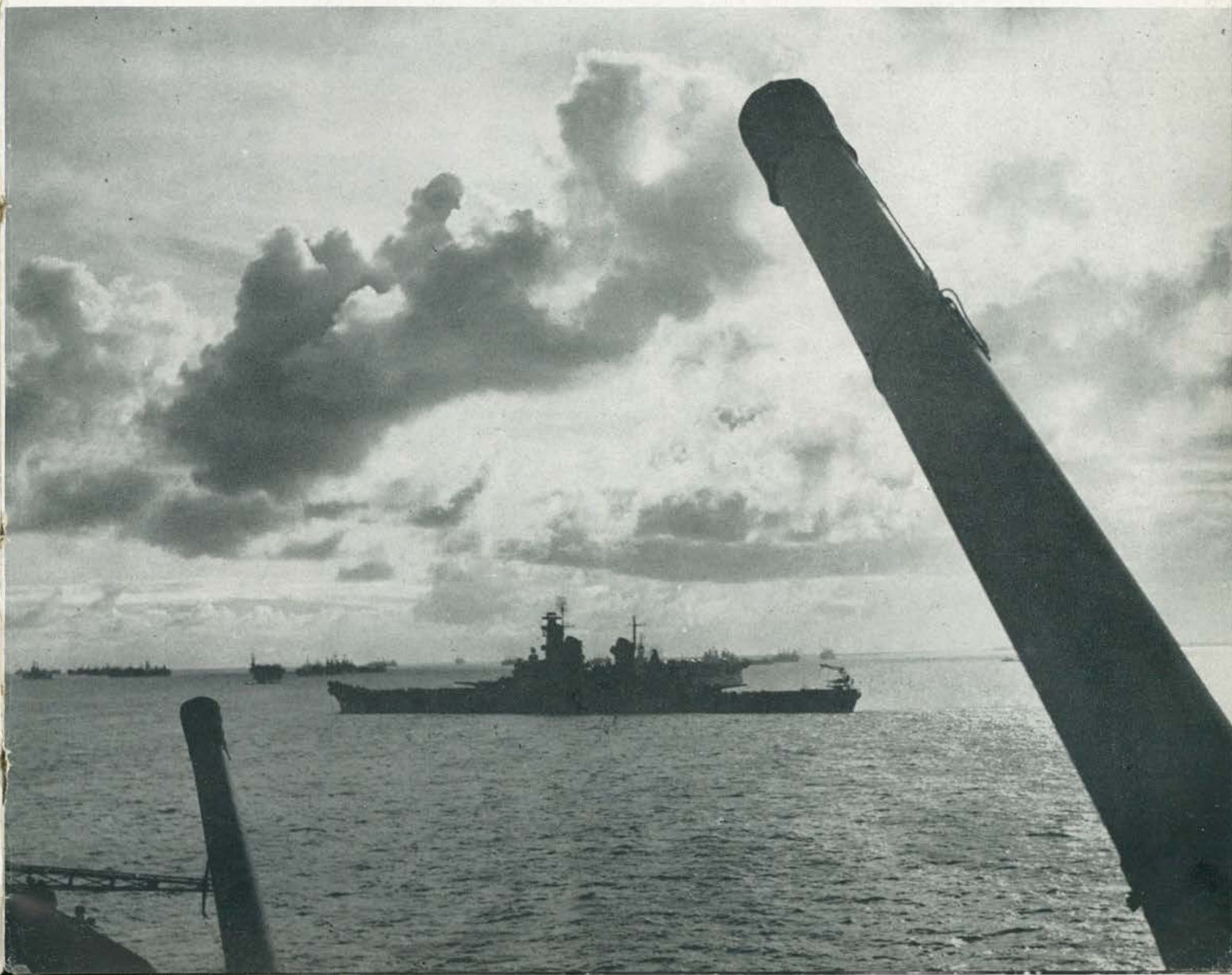
The Intrepid's planes returned from strikes to find their carrier deck aflame and cluttered with burning, wrecked planes. Low on fuel, many landed aboard the Hannah in the gathering dusk while others were forced to make water landings. Destroyers and light cruisers were hard-put to pick up pilots and carrier personnel when the Independence flight deck broke out in bright flames and more personnel were forced over the side by heat and explosions. By 1920 the destroyers were forced to turn on running lights aided by the occasional quick stab of a searchlight to pick up missing personnel. Naval regulations required all hands to wear life jackets topside at all times and each man is provided with a tiny flashlight to signal his presence in such emergencies. Risking destruction themselves the "tin cans" continued the search through the night.

Returning to Ulithi in the Western Carolines, the Hannah found time to sum up the box score for "Operation Three." Heavy weather had allowed only two strike days which netted a total of eight enemy aircraft and one merchant ship destroyed.

During the brief stay in Ulithi Admiral W. F. Halsey paid the Hannah a visit to present medals and awards to her personnel. Top honors for the occasion went to departing Captain Dickey with the presentation of the Silver Star for his services as Commanding Officer of the U.S.S. Hancock. In traditional ceremonies on the hangar deck Captain Robert V. Hickey, U.S.N., relieved Captain Dickey as commanding officer of the Hancock. Following the change of command the new Captain made a personnel inspection of his officers and crew.

Captain Hickey came to the Hancock after a tour of duty as Director of Aviation Personnel in the office of the Chief of Naval Operations. His record in the Navy covers nearly every type of combatant ship from submarine to aircraft carriers. Graduated from the Naval Academy in 1921 his first duty was the battleship Wyoming from which he was ordered to the destroyer Pope, Asiatic patrol. The succeeding months were to bring the Hannah ever closer to the shores which its new commanding officer, as a bright young Ensign in 1922, had patrolled in a "four piper" destroyer only eighteen

New Jersey Surveys Third Fleet at Ulithi Anchorage





Ulithi Atoll



Little Grass Shack

months from its Pennsylvania builder's yard. This same Pope was sunk by superior Jap forces on March 1, 1942, while escorting the battle-damaged British cruiser Exeter (Java Sea) and the Encounter through Soenda Strait between Java and Sumatra after a two-month running engagement against overwhelming odds. From the Pope Captain Hickey went to submarine duty on the S-6 (stricken from Navy register in 1937) where he remained until ordered to Pensacola as a student aviator. From Pensacola he tried his wings aboard the Navy's first carrier, the Langley, CV-1 (ex-collier Jupiter lost off Java, February 28th, 1942), followed by a tour of shore duty before going to sea on the California, West Virginia, Idaho and New Mexico.

OPERATION FOUR

The Hannah again sortied Ulithi on December 10th, intent on knocking out enemy airfields in the Philippines in strategic support of landings on Mindoro. The first strikes were launched on December 14th against Clark and Angeles airfields as well as ground targets on Salvador Island from San Fernando. Japanese air strength had been heavily reinforced from Formosa, China and the Empire and only by maintaining a continual patrol over the target airfields could the new Jap fraternity be prevented from using its suicide attacks against our ships.

Ground troops on Luzon had also been reenforced and the Hannah's Air Group continued strikes against enemy ground installations at Masinloc, San Fernando and Cabanatuan on the 15th while fighter patrols kept Jap airmen down. Shipping strikes were not forgotten during this period and many tons of supplies for the beleaguered Japs became fish food in Manila and other harbors. December 16th was the last strike day in the Hannah's Fourth Operation. Strikes on the 19th and 20th were cancelled due to a severe typhoon which prevented refueling on the 17th and damaged the anti-aircraft cruiser San Juan as well as damaging three destroyers (Hull, Spence and Monaghan) so badly they foundered with severe loss of life. The typhoon was not unexpected but the importance of operation was so great that it could not be curtailed until flight operations were impossible. At the height of the storm waves broke over the Hannah's flight deck, fifty-five feet above the waterline.

OPERATION FIVE

The Third Fleet's Fast Carrier Task Force 38.2 sortied on December 30th on one of the most successful missions of naval history. Utilizing the escort carriers of the Seventh Fleet for close-in ground support in the Philippines, the fast carriers Hancock, Lexington, Ticonderoga and the smaller Independence, accompanied by the new battleships Iowa and New Jersey, plus the cruisers Vincennes, Miami, Pasadena and San Juan, embarked on a destruction against airfields on Formosa, Luzon and a sally into the South China Sea. Steaming north and west from Ulithi, the Hannah launched strikes against Formosa on January 3rd, hitting airfields at Koshun and Heito. A new technique was used on this second raid on the inner-defense ring—each evening at sunset the Independence would swing out of formation to launch planes for a nighttime CAP. Throughout the night planes patrolled overhead to eliminate enemy blows under cover of darkness. On the 4th, after a good night's rest unmarred by GQ (battle stations), the Hannah's planes took to the air over Southwest Formosa to hit shipping and the airfield at Heite.



Uncle Sugar Reports

Retiring at dusk the night fighters again kept peace through the hours before morning twilight. Leaving the coast of Formosa, the Hancock and her cohorts drove southeast again to rendezvous with the Enterprise on January 5th for strikes on the 6th against Luzon in preparation for the coming invasion on Lingayen Gulf. Striking hard at Cabanatuan, Mabalacat, Banban and other Luzon airfields, carrier planes hit targets on the 6th and 7th, maintaining patrols over each field from dawn until dark. Each evening the Enterprise and Independence launched night fighters to heckle enemy ground troops and keep down enemy night raids. These "heckler" raids proved the most effective means yet devised to beat down enemy morale and resistance as round-the-clock bombing became the order of the day.

On D-1 day the Third Fleet's Fast Carrier Force swung north again to hit airfields on Formosa, clearing landing strips of new arrivals from the Empire. Strikes on the 9th were directed against Heito, Kato, Koshun, Giran and the Tokio Seaplane Station. During the night Task Force 38 retired southward through Bashi Channel into the China Sea.

Y'Ami Island, northernmost of the 7,000 islands comprising the Philippine Archipelago (and only ninety-three miles from Taiwan), was abeam to port about midnight and morning found the Hannah well into the South China Sea in search of scattered remnants of the Japanese Fleet and Air Arm.

Morning also found enemy planes striking at the task force but fighters were vectored in for interception and only one succeeded in getting close. The lone Jap managed to elude the fighter screen and first appeared to watchers on the Hannah to be a particularly bright star glowing eerily in the distorting predawn light. The Combat Information Center informed gun crews to be on the lookout for an enemy plane hit by the fighter screen twenty miles out but still coming. Even as the warning came in, the star was made out as a two-engine bomber with left motor ablaze.

The Hannah's batteries opened up as the bogey came within range but the fighter's earlier hits took effect even as the 20's and 40's commenced their staccato bark. The bomber's left wing dropped crazily and the bogey spun in, only a ship's length from the Hannah.

Steaming southward, the "scuttlebutt" (rumors aboard ship) ran from "landings on the China coast" to the actual intention and hope of Admiral McCain

Carrier Row





"Small Boy" Races for Downed Aviator

—a final battle with the remainder of the Japanese Fleet. Turning into the wind on the 12th, the carriers launched attacks against Quinhom on the northeastern bulge of French Indo-China, hitting airfields and shipping to the bewilderment of surprised Japanese garrisons. Roaming southward unchecked, the carriers turned just short of the Gulf of Siam (Thailand) to hit Saigon. Camranh Bay also felt the force of naval planes when an entire convoy in the bay was sunk with its escorts. Outguessing the off-balanced Japanese, the Hannah's sisters swung north again to hit Hainan Island in the Gulf of Tonkin, then north and east again to hit the Pescadores Islands in Tawain Strait. Striking swiftly at enemy airfields and Rising Sun shipping, the fast carriers held a northward course to the very mouth of Taiwan Strait before turning back to hit the coast of China again. On the 15th, raiding planes hit Jap-held Hong Kong and Kowloon, encountering the most anti-aircraft fire experienced in the entire operation. The Hannah lost six pilots and five aircrewmembers in combat. In spite of severe enemy resistance attacks were pressed home with much damage to enemy installations again on the 16th. Targets on the 16th were the Sanchu, Chian airfield and shipping in the harbor at Hong Kong (Victoria) and nearby Kowloon.



*Vice Admiral John S. McCain on Hancock
Flag Bridge*



Admiral and Captain Confer



*Commander
Task Force 38*



Jap Shipping Dots Manila Harbor—November 19, 1944

The anticipated action with the Japanese Navy failed to materialize after a thorough search of the South China Sea for enemy warships proved fruitless. Turning east once again the fast carrier force cut through Balingtan Channel, a narrow pass separating Babuyan Islands north of Luzon and the Bataan Islands (most southern group of Philippine Islands) to enter the Pacific on January 20th. At dawn on the 21st, the carriers were again in position to hit Formosa's airfields at Takao, Toko, Toshein and Koshun. Strikes were continued throughout the morning as carrier planes returned to refuel and rearm as bombs were expended.

At 1328 a torpedo plane returning from a sortie over Formosa made a normal landing on the Hannah and taxied forward in the approved manner to a point abreast of the island. Suddenly a deafening, blinding explosion jarred the Hannah from keel to masthead—a gaping hole appeared in the flight deck where a moment before a plane carried three tired airmen toward its accustomed "spot" by the forward elevator. Within seconds the flight deck was covered in a mass of tangled wreckage, inert forms and burning pools of gasoline. The gallery deck, a maze of staterooms, offices, control rooms and passages located between the hangar deck and flight deck, caught its full share of fire-torn hell as wreckage cascaded through holes in the flight deck to the spaces below. Ruptured fuel lines and burning wreckage combined to make the hangar deck another blazing holocaust as fire parties recovered from the initial shock and commenced to make inroads on the spreading tongues of flame.



Avengers Over Cavite

Already at high speed to recover her planes, the Hannah heeled far over in a sharp turn which took her clear of her column of ships and washed tons of flooding water from her hangar deck. Racing here and there, like a fear-maddened deer with the raking claws of a wildcat on its back, the Hannah utilized the wind to keep the flames from spreading and to shake the cooling but weighty water clear. Long snake-like trains of fire hose trailed from fire mains placed at strategic points on flight and hangar decks. The business end of each hose consisted of a four- to six-foot metal pipe surmounted by a fog nozzle directed at the base of the fire in a cooling spray of salt water. The resultant steam choked off the flame-feeding oxygen. Midst all the heat and turmoil, hospital corpsmen, doctors and the chaplain labored among the injured and the dead, bearing stretchers and giving shots of morphine to the wounded and succor to the dying. In thirty-eight minutes the fire was out and a tired and gallant crew surveyed the damage to the injured ship. Below in the sick bay, seventy burned and bandaged men lay; some so seriously injured that within hours they would join the thirty-seven men to whom no mortal aid could come.

Above on the flight and hangar decks, grim and sad-faced men worked to make room for the Hannah's planes which must find a haven upon their return. They worked with many a conspicuous gap in their ranks—a gap filled with memories of some half-forgotten liberty in far-off "Dago" or perhaps that one-night binge in Panama, or even back to Boston where had come aboard this proud new carrier,



Fatal Fire From F6F Belly Tank—November 19, 1944





Task Force 38 on the Prowl

By 1510 emergency repairs to the flight deck had been completed and landings could be resumed as the Hannah returned to the formation. By morning normal operations were in progress over the patched areas and strikes were launched against a new target—Okinawa in the Ryukyu Islands. On the afternoon of January 23rd, while the Hannah was enroute to Ulithi, burial services were held for the seven officers and forty-three enlisted men who lost their lives in the tragic explosion.

Ulithi was reached without further action twenty-four hours later and the anchor chain rattling through the port hawse pipe spelled finis for Operation Five. From point of damage to the enemy this operation was the Hannah's most successful to date but exultation was tempered by the irreparable loss of many shipmates.

Damage to the enemy included seven enemy warships sunk, four enemy merchant ships sunk, and thirty-six enemy planes destroyed in ten strike days deep in Japanese-held strongholds.

Seven officers and fifty-one men were transferred to the Hospital Ship Solace on January 26th, for treatment of injuries received in the explosion on the



Helldivers Live Up to Name in Manila Harbor

flight deck To add to the sorrows 150 bags of late Christmas mail were lost on the same evening when a LCVF delivering them sunk alongside the Hannah.

On January 28th, Air Group Seven was detached and Air Group Eighty reported aboard for duty. Admiral McCain and his staff left the Hancock and the Hannah became a part of Task Force 58 under Vice Admiral Raymond A. Spruance, U.S.N., Commander Fifth Fleet, and under the direct command of Vice Admiral Marc Mitscher, U.S.N.

OPERATION SIX

Task Force 58.2 sortied Ulithi on February 10, 1945, with the Hancock carrying Rear Admiral T. L. Sprague, U.S.N., as Commander Carrier Division Three. The mission was intended to be the old familiar strategic support of amphibious operations against Iwo Jima by the destruction of enemy aircraft and the inevitable support of ground troops. Tokyo was the target for raids made by Air Group Eighty on February 16th when strikes were directed at airfields east of Tokyo and vicinity, resulting in dogfights over the Japanese capital. Other planes hit installations on Chiba Peninsula, Honshu and Keneike.

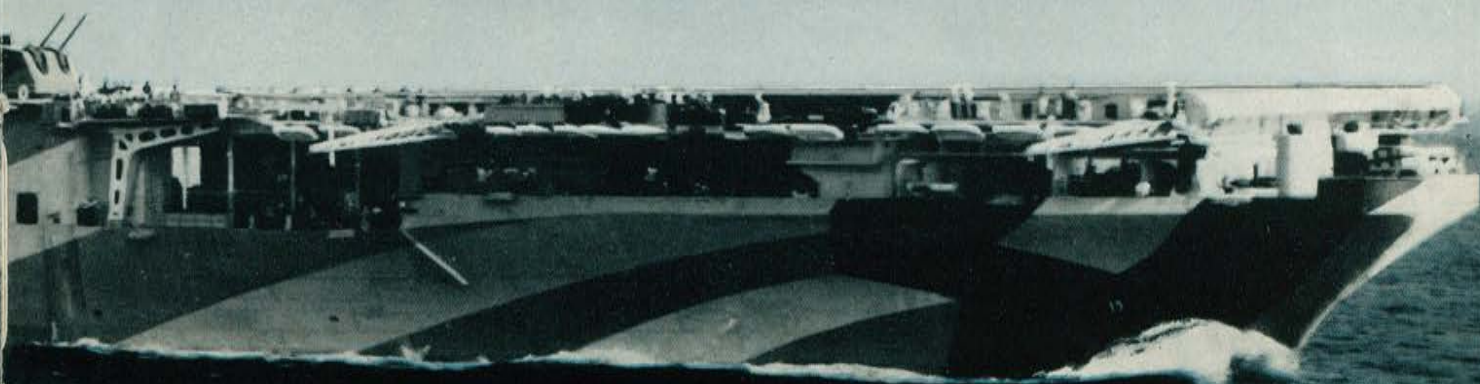
*Cabot Hit
Off Eastern
Luzon—
November 2,
1944*



*Intrepid
Hit and
Afire
Maintains
Position in
Formation*









Hannah Reels Under Air Attack

The record set by Air Group Eighty for the day's operations surpassed the old one set by the Lexington in 1943 at the "Marianas Turkey Shoot." Six strikes from the Hannah's decks knocked seventy-one confirmed enemy planes out of the sky plus eighteen probables and twenty-seven damaged. On the 17th a total of twelve more confirmed enemy planes were turned in as American planes literally took over Japanese sky lanes. Planes that fell to the flaming guns of Air Group Eighty were not "easy kills." They represented everything the Japs could find to fight off the carrier's crippling air strikes. Of the seventy-one planes that fell there were seventeen Zekes, four Vals, sixteen Oscars, six Tojos, two Bettys, two Dinahs and five Tonys.

Leaving the airfields impotent on the big home islands, the Hannah swung south once more to hit Iwo Jima, 700 miles south of Tokyo. Iwo had provided the Japanese with a vital staging point for raids on the huge B-29 fields at Saipan, Guam and Tinian. The small flat island provided the enemy with two airstrips and important air-search radar stations beamed from Mount Suribachi's 541 foot summit. Superforts raiding the home islands from the Marianas were forced to digress from direct air routes to prevent the premature alerting of Jap air defenses.

At 0900 on February 19th, the Fourth and Fifth Divisions of the Fifth Amphibious Corps, United States Marines, landed on the east coast of Iwo Jima.

Though the Army Air Force had hit Iwo Jima for seventy-two days prior to the landings and the Navy strikes had eliminated a large share of reinforcements and supplies before they were able to get ashore, the enemy was so tenaciously dug in that the most thorough air support was necessary throughout the operation.

Strikes were directed against the two completed airfields and one partially completed fighter strip while other groups hit enemy ground troops in low strafing attacks designed to keep them entrenched until Marines were able to blast them out at close range. Hitting the naval base at Chichi Jima and Haha Jima, Air Group Eighty struck shipping in the nearby bays before making a final sweep over the island at nightfall. During the first day's operations, landing craft had ferried 30,000 Marines to the beachhead north and east of Suribachi. The fast carriers launched strikes again on the 21st and 22nd as 60,000 American troops were committed to action on the volcanic little island which measured about five miles in length and two and one-half miles at the widest point.

Driving northward once again the fast carriers attacked the shores of Northern Honshu on the 25th, hitting airfields and shipping at Konoike and the Chiba Peninsula across Tokyo Bay and the Sagami Sea from Tokyo. Inclement weather prevented further strikes on the 26th and 27th. Fortunate timing on the fueling rendezvous effected on the 24th had "topped off" the heavy units of Task Force 58 and allowed for diversionary attacks on the Nansei Shoto Islands on the return to Ulithi. The strikes came off March 1st with

Evasive Action





Kamikaze Planes Continue Attacks as Intrepid Crew Fights Fire

attacks on aircraft and air installations at Koniya Seaplane Base and Tokuna Shima followed with shipping and bombing forays at Anami-O-Shima, Okinoyerabu, Tokuna and Takara Shima.

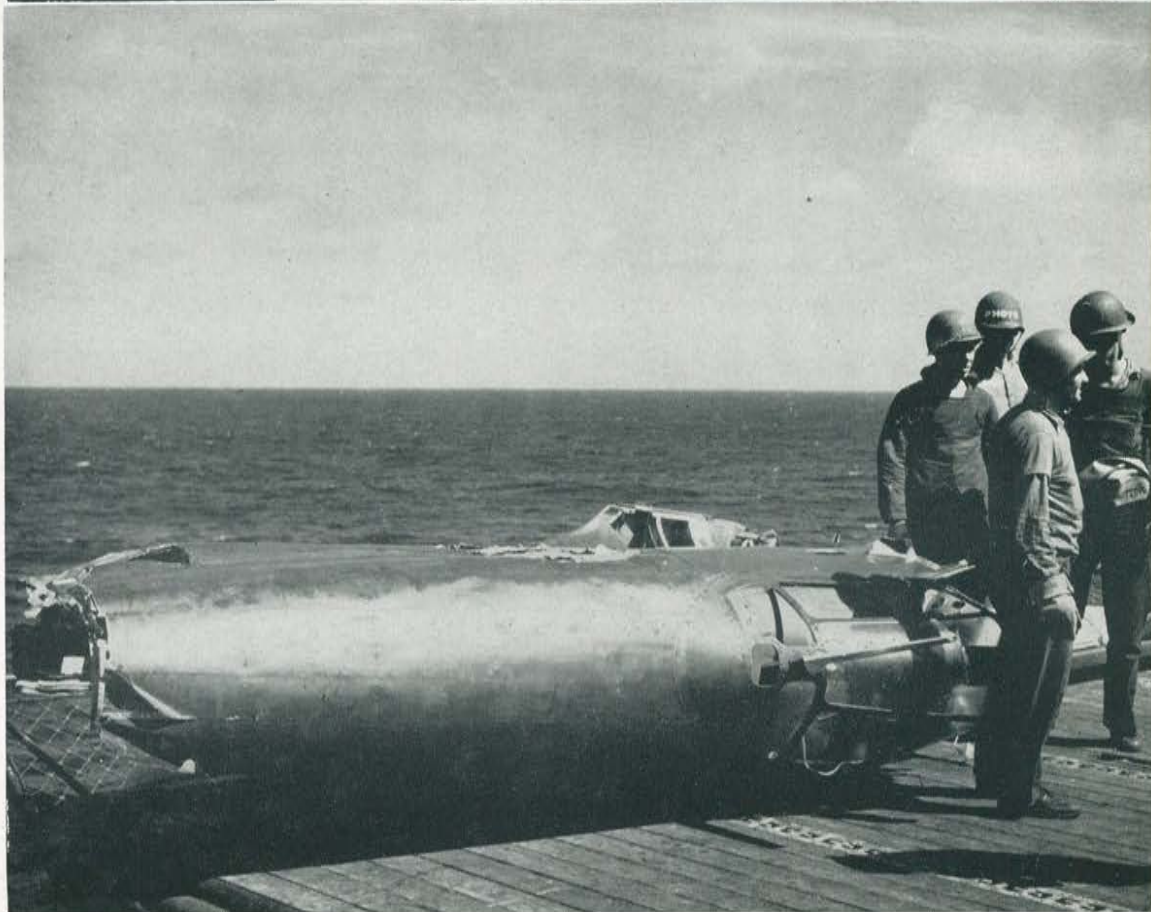
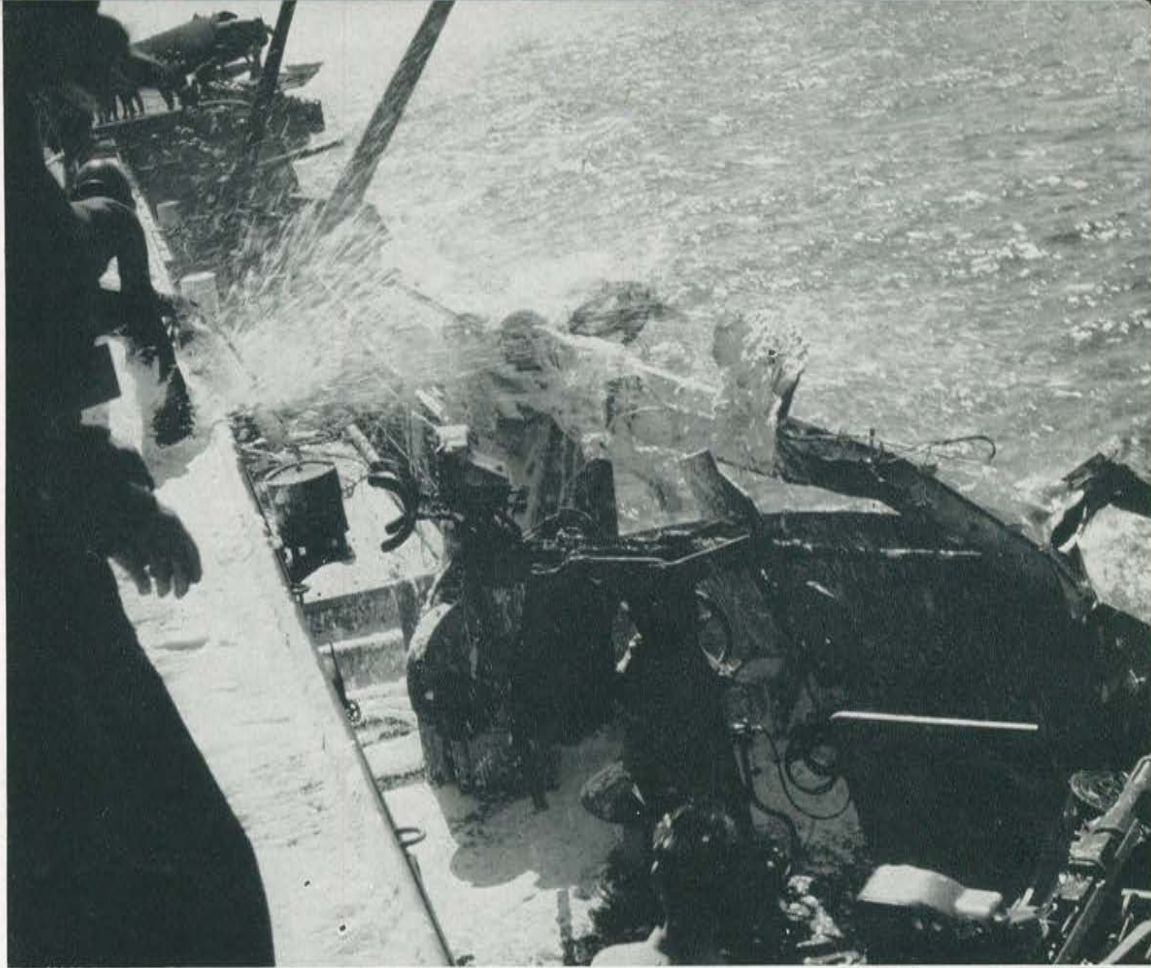
The Hannah anchored in Ulithi in the late afternoon of March 4th to prepare for her next operation against Okinawa.

On March 5th Rear Admiral Ralph Davison, U.S.N., Commander Carrier Division Two, reported aboard for duty and Rear Admiral T. L. Sprague, U.S.N., Commander Carrier Division Three, and staff were transferred to the Wasp. Air Group Eighty was detached on March 9th and Air Group Six reported aboard for duty. This Air Group started the war on the Enterprise and was the first Air Group to see action in the Pacific.

Kamikazes raided Ulithi Lagoon on the evening of the 11th with one getting through the anti-aircraft fire to hit the carrier Randolph in the stern while a confused buddy piled up on a nearby atoll, apparently mistaking it for a flat top.

OPERATION SEVEN

The Hannah's seventh operation commenced in the face of the most serious threat to our naval forces the fanatical Japanese had been able to devise to



The End of One Kamikaze



Hungry Guns

*Sunset at Sea
as Carriers
Retire*



*Barges and
Gigs for
Conference*

date—the Kamikaze. Heavy ships could take the blows and come out damaged but not out of action; the lighter ships were generally forced to withdraw after suffering damage from these attacks.

Following astern of the Franklin, nicknamed "Big Ben", the Hannah sortied Ulithi on March 14th as a unit of Task Force 58.2 of the Fifth Fleet. Iwo Jima fell to the Marines on the 16th of March. The first strike came four days later when the fast carriers launched air attacks against Kyushu, southernmost of the main home islands, repeating the attacks on the 19th, hitting the naval base at Kobe.

The carrier force was under attack throughout the second day, commencing with a disastrous hit at 0706 on the carrier Franklin as she was launching planes. The enemy plane was shot down by her Group Commander but the damage had been done. The entire flight deck was transformed into a burning, exploding mass of planes and bombs as the heat detonated incendiaries and gasoline in the deckload of planes.

The Hannah assumed the formation guide as the battered Franklin pulled out of formation, fighting for her life. Dead in the water at times, she drifted

Sweating Out Returning Strikes





Into the Wind

slowly toward the enemy islands, her crew battling courageously to save her. Before she managed to stave off the doom which at times seemed inevitable, she had a casualty list of over 1,000 men.

Reinforcements were received at 1025 when the big Enterprise and her escort, the cruiser Flint, joined the fray. CAP kept a vigil through the night, knocking out stalkers as they sought to drop flares in the blackened ranks of Task Force 58.

Destroyers scurrying here and there as "messenger boys" used up fuel at a prodigious rate and were forced to refuel from their big sisters many times between regular fueling trips to the big tankers which followed all operations. This practice cost the destroyer Halsey Powell dearly during a "topping off" operation on the afternoon of the 20th. Proceeding at normal speed the Halsey Powell came along the starboard side of the Hannah to "take a drink", in the parlance of the TBS (talk between ships). Soon fuel lines were pulsing to the rhythm of high speed pumps pouring the thick black life-giving fluid to thirsty tanks as the destroyer nuzzled like a puppy to a greyhound brach. An hour, and several thousand barrels later, the General Alarm sent men hurrying to torpedo defense and battle stations under the renewed threat of air attack.



Carriers of Task Force 38

From high over the Hannah, a Kamikaze peeled over into a dive on the handicapped pair as sharp knives flashed to sever the connecting hoses and lines. In a matter of seconds the batteries of the Hannah picked off the enemy plane with a direct hit at seven hundred feet immediately overhead. Again the Hannah's decks felt the impact of fragmentary bits of the plane but the heavy engine and bomb carried over the starboard side and crashed into the fantail of the Halsey Powell fifty feet away, penetrating the thin deck plating and the heavier gun mount.

The blow eliminated steering control on the destroyer which immediately sheered to port while the Hannah backed "emergency" to the din of howling blowers as the carrier's four huge screws churned up white foam giving the big ship sternway in a matter of seconds. From the island, Captain Hickey lost sight of the crippled destroyer as she careened across the bow and under the flight deck overhang. Watchers waited with braced feet for the grinding noise of steel under the momentum of the Hannah's 33,000 tons but the Halsey cleared by inches.

Scarcely had the destroyer episode passed when the Enterprise became the subject of another attack, receiving a bomb hit in spite of the cross-fires set up by the Hannah and other ships of the force. The cruiser Astoria shot down

*Katori Class
Cruiser Hit
By Hannah's
Planes in
East China Sea*



*Down by
the Stern—
January 12,
1944*





*One of 15 Jap
Tankers Hit Off
Camranh Bay—
January 12, 1945*





Avengers Along French Indo-China Coast

another enemy plane as it neared the release point of its bombing run on the Hannah, the bomb striking the water within one hundred feet of "old number nineteen." Enemy planes were everywhere and fighter pilots took many chances by following them right into the formation and through the fire sent up by their own ships. One F6F, set afire as he courageously dove after the raiding planes, managed to right his ship for a water landing but his plane exploded as he hit the water and searching destroyers were unable to find a survivor.

Attacks continued through the night and into the 21st with little let-up. During the raids our own ships hit the Hannah's stack with ack-ack in their efforts to knock down the persistent Japs.

Air strikes were launched against the Nansei Shoto Islands daily from the 23rd through the 27th. On March 28th, strikes were directed against Minami Daito Jima, about 180 miles from Okinawa while strikes on the 29th concentrated on Kyushu again. From March 30th to April 6th the Hannah's planes flew in close support to the Tenth Army which landed on the western coast of Okinawa on April 1st. Again the Japs fought from deep-prepared entrenchments against the onslaught of the Fifth and Sixth Marine Divisions



Bombs Away

and Fourteenth Army Corps. Across the globe, on April 1st, Navy landing craft fooled the Germans by showing up to ferry the troops of Generals Patton, Simpson, Hodges, and Field Marshal Montgomery across the Rhine.

Rockets by the thousands flashed from carrier planes to blast gun emplacements and strongholds but the enemy gave ground dearly, exacting a heavy toll for this important island. A part of the cost of victory was paid by the Hancock's own crew when a Jap plane skimmed through heavy fire in a low level attack that ended with the enemy cartwheeling sickeningly across her flight deck into the spotted planes of Air Group Six. His bomb hit the port catapult with a terrific explosion, followed by the blast of pent-up gasoline fumes as tanks burst under the onslaught of the Japanese juggernaut.

Hit hard at both bow and stern the Hannah reeled once more under searing flames as the fire immediately spread to gallery and hangar decks. Many men were blown over the side by the initial explosion while others were forced to jump to the comparative safety of the open sea by the heat waves that spread over the flight deck, distorting and refracting vision like some surrealist painting of an imagined hell.

Destroyers circled among the bobbing heads, some frantically waving, others inert and motionless except for movement imparted as the waves sought to

close over the life-jacketed figures. Aboard the Hannah men struggled to close off and subdue the fire that threatened her even as the Franklin had been threatened in the previous week.

Once again the Hannah left the formation to fight against destruction. Wheeling in high speed right turns the skipper attempted to throw the three burning planes forward over the side and to dislodge the sixteen planes parked aft from their moorings as the carrier heeled with the wind and force of gravity. The Task Force Commander kept his force near at hand to fight off renewed attacks on the crippled carrier and in less than 50 minutes the Hannah was back in action, hurt and breathing hard, but ready for action. By heroic and skillful work the damage control party had the fire under control within a half-hour and planes returning from strikes were able to land aboard four hours later. At quarters next morning the ranks were thinned by 62 absentees—27 had been killed and 35 were "missing in action" as a result of the fires and explosions of April 7th. On the 8th the destroyer English came alongside with Hannah survivors picked up from the water on the 7th. The Hancock and Cabot were detached from Task Group 58.3 on the afternoon of the 9th and ordered to Ulithi for repairs.

Three hours after leaving the formation the Hancock crew gathered on the hangar deck in honor of the 27 men who were killed aboard the Hannah during the Okinawa operation. At 1515 their bodies were committed to the deep off Okinawa in solemn burial ceremonies conducted by Chaplain James J. Doyle. (For his heroic work in rescuing wounded and dying personnel during the trying hours of the Hannah's misfortune Chaplain Doyle was awarded the green and white striped Commendation Ribbon as a small tribute to his devotion to his shipmates, duty and country.) When the Hannah left the Okinawa area the occupation was still meeting fierce resistance, a resistance that was to continue for seven long weeks.

Enroute from Ulithi to Pearl Harbor for drydocking and repairs the Hannah found time to take count on her seventh operation against the Japanese. Air Group Six had racked up 30 planes destroyed in the air, 45 on the ground, and sank one enemy ship. Three more were listed as probables, while 26, including two carriers, were heavily damaged.

Honolulu provided the closest approach to a real stateside "liberty" for the Hannah's crew and the famed beach at Waikiki drew many sailors for surf-riding and shuffle-board at the Navy-operated Royal Hawaiian. There were few dates for the average officer or sailor and ten o'clock curfew found the busses and taxis crowded with Navy men laden with their purchases of grass skirts, photos, shoes (unrationed in Hawaii), and other souvenirs of the Territory of Hawaii. The crowded, popular Liberty House department store presented a stateside appearance and record or music stores found the Navy men buying records and instruments for shipboard amusement. Assistant Secretary of the Navy for Air, A. L. Gates, honored the Hancock with a visit on May 20th.

After several weeks of post-repair speed and gunnery trials the Hannah joined up with the new Lexington, Cowpens and destroyer screen to form Task Group 12.2 under command of Rear Admiral Albert Jennings, ComCarDiv 11 (aboard the Hancock). The Task Group passed through the anti-submarine nets on June 12 on a strike against the by-passed Jap Garrison on Wake Island.

OPERATION EIGHT

The Hannah's planes struck the surprised enemy on the morning of June 20th and gave them a thorough pasting with rockets and bombs. Wake was a test for the new white phosphorous bombs which covered the vision of enemy gunners and made things a little easier for succeeding waves of bombers and strafers. There were not many planes in evidence and the attackers retired westward to the dawn of a new day—the end of Japanese resistance on Okinawa and the beginning of the end for the doctrine of Japanese expansion.

OPERATION NINE

Arriving in San Pedro Bay, Philippine Islands, on June 25th, the Hannah reported to ComThird Fleet, Admiral W. F. Halsey, aboard the Missouri for operations against the home islands of Japan. During the run northward the force was under constant menace of drifting mines which were quickly dispatched by rifle fire from the destroyer screen. On July 8th the Hannah and her cohorts rendezvoused with units of Service Squadron Six (Service Squadron Six) to fuel and re-arm. Operating from such bases as Ulithi and Leyte the tankers, ammunition ships, refrigerator ships and even sea-going tugs were able to provide the combatant ships with the necessities of warfare without interrupting the air and surface assault on Japan.

During the final phases of World War II the replenishment group steamed within 300 miles of the enemy home islands servicing carriers, cruisers, battleships and destroyers under the noses of an impotent Japanese fleet. The Hannah launched her first strike of her ninth operation on July 10th, hitting airfields and air installations in the Tokyo Plains area. Northward to the edge of the Kurile Islands the fast carriers hit installations on the eastern side of Hokkaido Island on the 14th and 15th, knocking out airfields in addition to hitting shipping in Nemuro Wan and Kushiro Harbor, paving the way for the scheduled landings under Rear Admiral Frank J. Fletcher's Ninth Fleet via the Aleutians.

Cutting the Jap Fuel Line





The End of Three More Jap Tankers

Target for the 17th was Mito, in the Tokyo area with the big sweep on the 18th hitting the important naval base at Yokosuka. Badly damaged from these attacks, the battleship Nagato was rendered useless, to lay a smoking, blackened symbol of a once proud fleet.

Hurricane weather prevented further strikes until the 24th when carrier planes blazed a path across Shikoku Island to hit Kobe and Kure Naval bases on the Inland Sea. The battleship-carrier ISE, the heavy cruiser AOBA and carriers, AMAGI and KATSURAGI suffered heavy damage in Kure Harbor and raids on the 25th and 28th eliminated them from the Japanese "surface fleet". The German Navy had been designed as an undersea fleet but the Japanese Fleet rested on the bottom because of American, not Japanese, design. Strikes were launched against Osaka and Kure airfields on the 20th but little enemy opposition was met.

The planet-shaking atomic bomb floated to earth over the city of Hiroshima on August 6th to wipe out a metropolis of 318,000 and to render the soil beneath the rubble of ruin lifeless beyond the lifetime of any surviving witness. Three days later smaller Nagasaki fell under the unleashed fury of the same incredible force. The Hannah's strikes were dwarfed that day by the lethal power of a single bomb from a single plane.



Escorting Enemy DE Hit in China Sea

Continuing attacks on the 10th, in preparation for the coming landings on the Japanese home islands, the Hannah's planes hit Northern Honshu airfields, railroads and factories, crippling transportation and communication in the same effective manner laid down by the Allies in Europe.

The first news of Japanese acceptance to the terms of the Potsdam Conference were received aboard ship about midnight and within a few minutes the men off watch on the darkened ships were being awakened by shipmates bearing the glad news. Pending official recognition of the Japanese surrender the Navy continued to launch strikes against the home islands, hitting the Tokyo Shibaura Electronics Plant and the Japan International Aircraft Company at Hiratsuka on the 13th. Attacks on the 15th were called back at 1633 before they reached their targets but the photo division was attacked by seven Japanese planes over Sagami Wan. Three were shot down and a fourth escaped in a trail of smoke. At 0839 word was received that the Secretary of the Navy Forrestal and Admiral Chester W. Nimitz, Commander-in-Chief Pacific Fleet, had confirmed the capitulation of Japan.

At 1302 Admiral "Bull" Halsey addressed the powerful Fleet assembled off Japan in a stirring speech broadcast over every ship's public address system. Rank and rate were temporarily forgotten as everyone congratulated everyone else on the cessation of hostilities. Ships steaming in orderly columns

Funeral Pyres





*Shipping Goes
Down Off
Hong-Kong*



Funeral Pyres for Jap Tankers

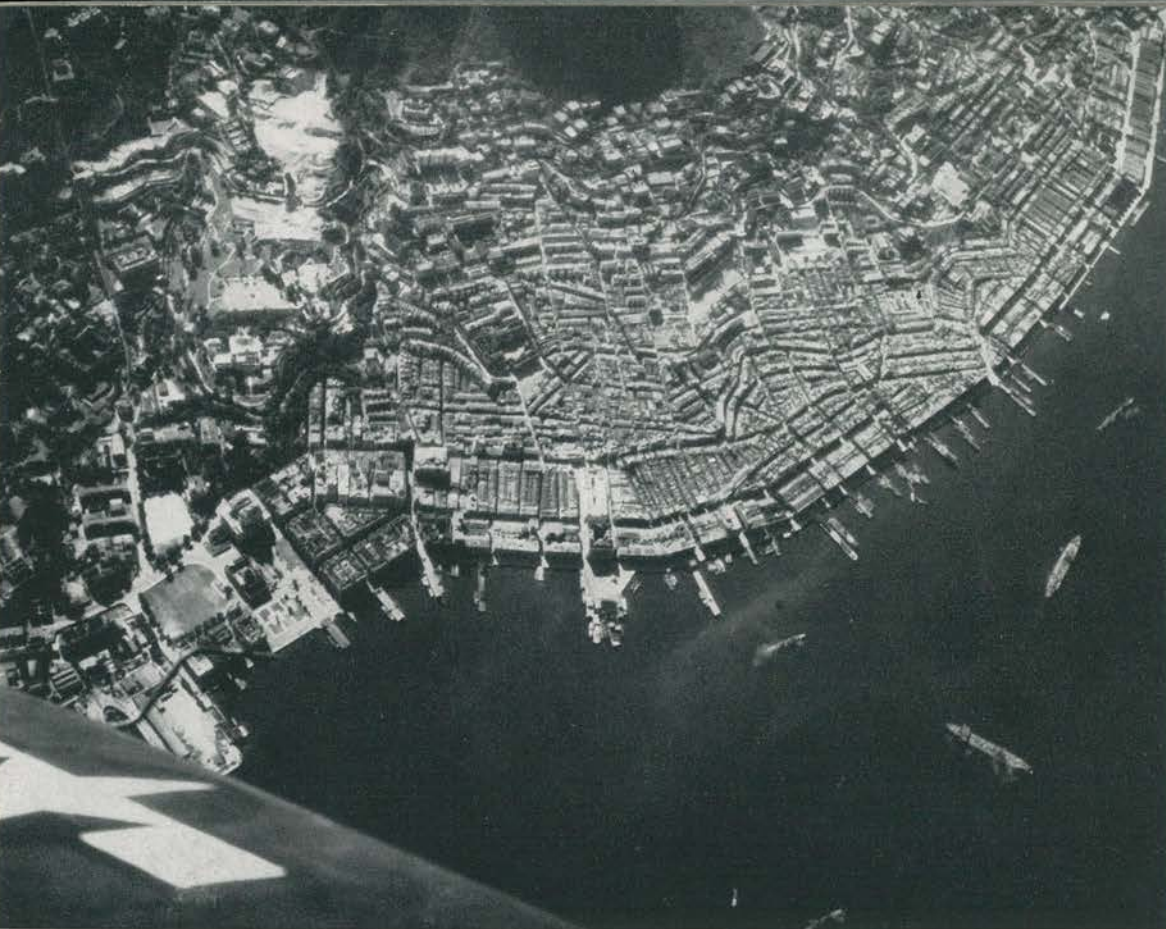




*Taikoo Shipyard,
Hong-Kong, Hit
by Hannah's
Planes—
January 16,
1945*



*Hong-Kong
Gets a
Pasting*



*Business Section,
Hong-Kong,
China*

Oscar Shot Down Over Clark Field

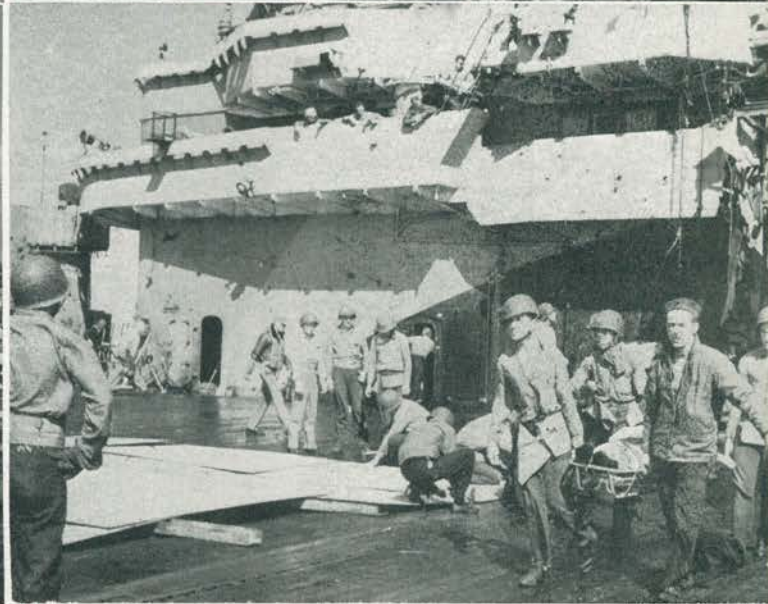




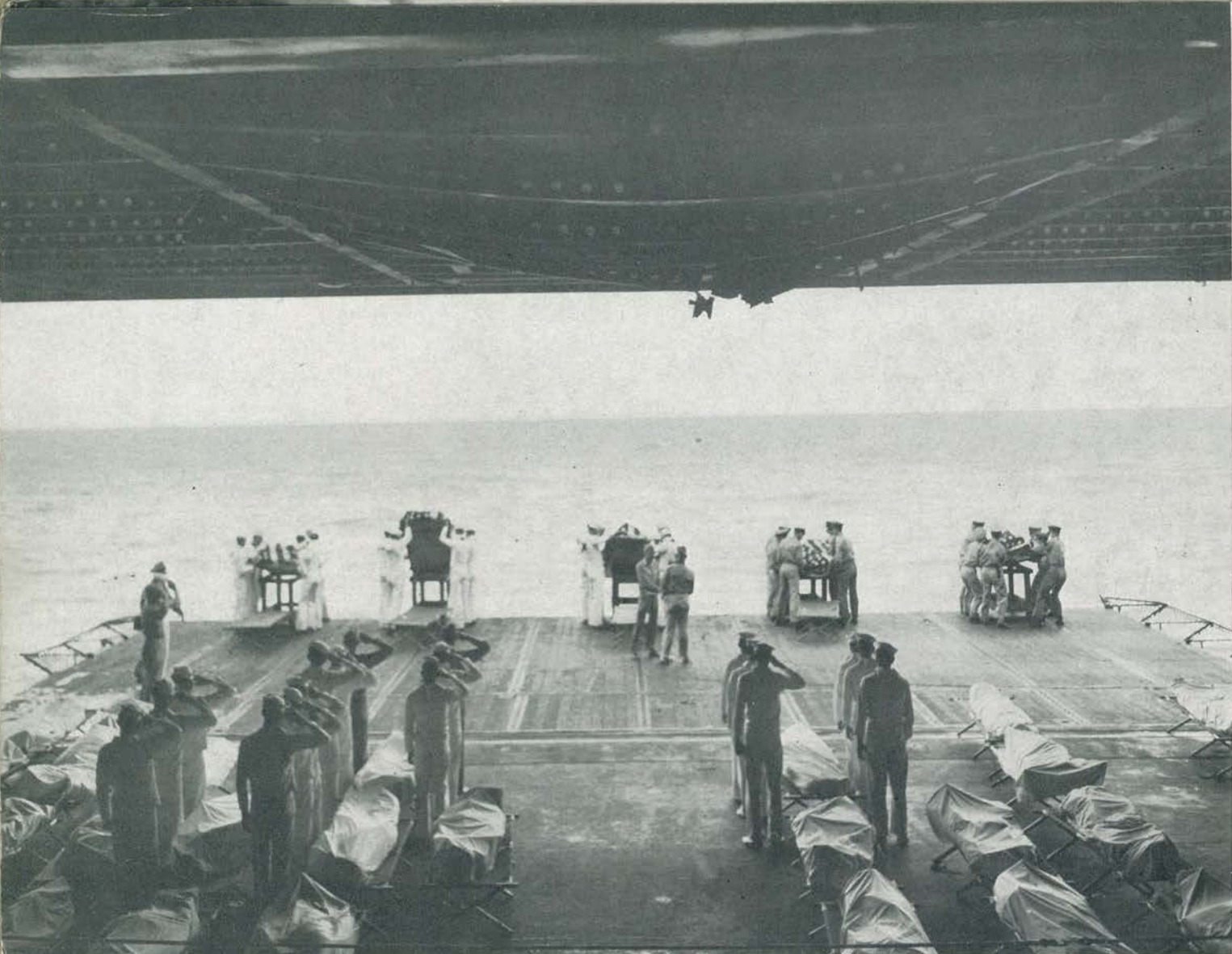
500-Pound Bomb Exploded in Recovery of TBM

broke out in disorderly blasts on powerful steam whistles and men on their bridges took turns, in child-like anticipation, each giving vent to his emotion with the sounding of three short and a long, symbol of Victory. Later in the afternoon the Hannah-launched CAP of Air Group Six shot down the last enemy plane of World War II, a torpedo-carrying Kate diving on a neighboring British Task Force.

In this, the Hannah's last combat operation, her Air Group had destroyed nine enemy aircraft in the air and 304 on the ground. They had assisted in sinking two battleships, two heavy cruisers, two carriers and one destroyer. In addition to the factories, naval bases and air installations damaged the planes destroyed 37 locomotives and damaged 20 more. On August 19th the Hancock Marine Detachment was transferred to the attack transport Gerrard for duty with Task Force 31 in landings on Japan. Commencing on August 16th, planes conducted air search missions over Japan in search of POW Camps, dropping supplies and medicines. From information gained from these flights, a force was dispatched on August 27th to make landings with doctors and supplies for all Allied Prisoner of War encampments. The Force, under the command of Commodore R. W. Simpson aboard the cruiser San Juan, anchored in Sagami Wan to commence evacuation.



Flight Deck Tragedy



Mass Burial Service January 23, 1945

The Hannah's planes joined other units from the carrier force in mass flights over Japan to give the Japanese people an idea of Allied Air Power. On September 2, 1945, the formal surrender of the Japanese Imperial Government was signed aboard the Missouri under the watchful wings of the maximum launch from three task forces steaming off Japan's shores.

The Hancock received a new skipper when Captain Daniel V. Gallery relieved Captain Hickey on September 7th as the Hannah readied herself for her entry into Tokyo Bay. Captain Gallery came to the Hancock after a brilliant career in the Navy climaxed by a tour of duty as commanding officer of the escort carrier Guadalcanal. He graduated from the Naval Academy with the Class of 1921 and spent the next six years on battleships and destroyers. In 1927 he was ordered to Pensacola for flight training, the beginning of 18 years of Navy flying service. World War II found him as Commanding Officer of the Fleet Air Base, Reykjavik, Iceland. Ordered to the new escort carrier, Guadalcanal, he became the first man to take-off and land from her decks and under his command the carrier was credited with eleven German submarines sunk during the Battle of the Atlantic. One submarine was actually captured by a boarding party from his carrier

*Iwo Jima,
With Famed
Mt. Suribachi
to Left*



*Carrier-Based
Aircraft Hit
Jap Installations
on Iwo Jima—
February 19,
1945*





*Helldivers
Cover Landing
Craft at Iwo Jima*

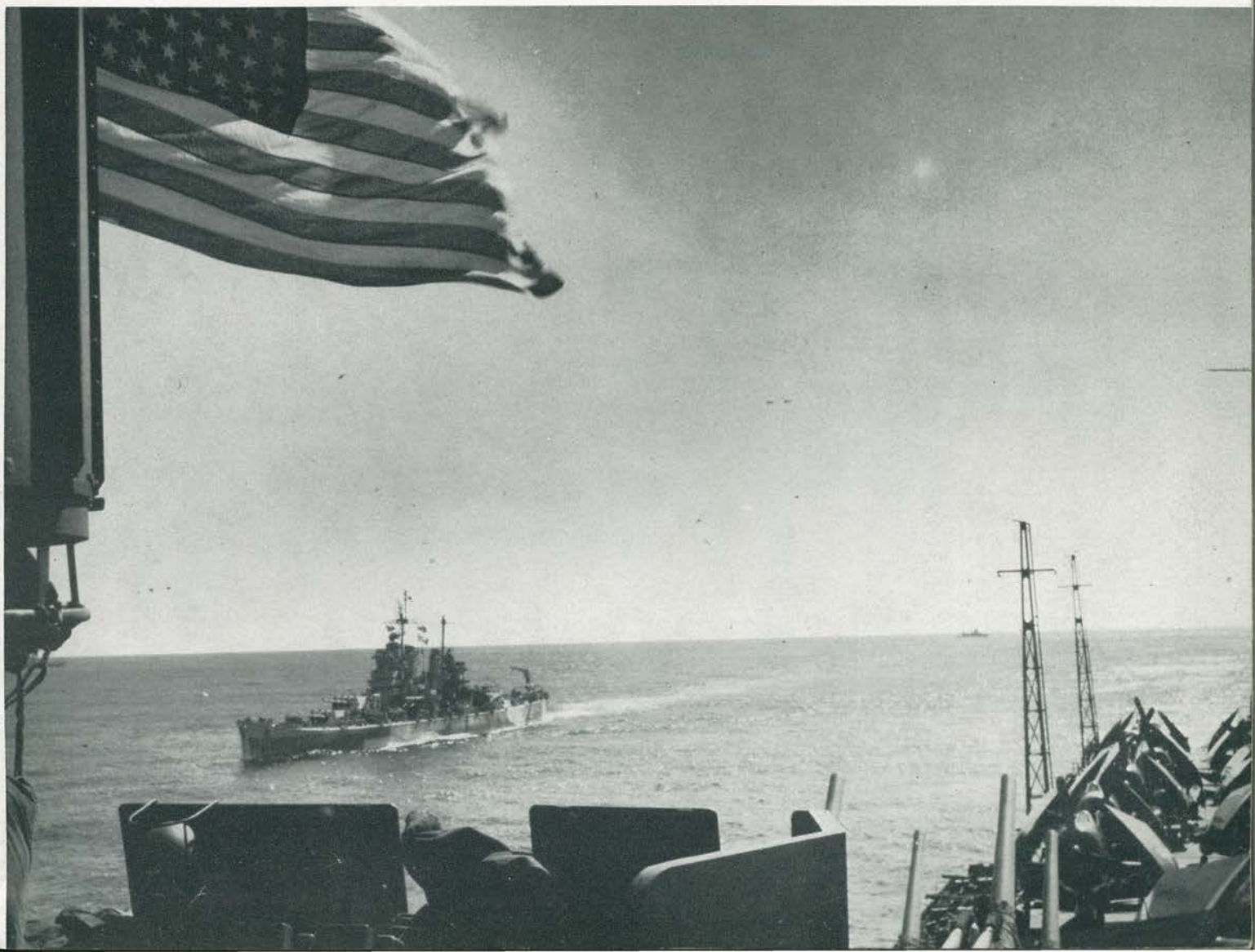


*Pockmarked
Shores of Iwo*

and the accompanying destroyers, Chatelain, Jinks and Pillsbury. Captain Gallery led the boarding party aboard the U-505, first enemy ship to be captured in that manner since 1815. Among his four rows of ribbons, Captain Gallery wears the Distinguished Service Medal, the Bronze Star Medal, the Commendation Ribbon, the Presidential Unit Citation, the Commander of the British Empire Medal, the Expert Pistol Medal.

The U.S.S. Hancock steamed into Tokyo Bay on the 10th of September, 1946. All hands were topside as she threaded her way through the buoyed channel, glimpsing on either hand the destruction wrought by her own planes in this, the heart of an enemy nation. Silent witness to the devastation was the harbor entrance control post and fort which consisted of fathom-thick concrete fortifications which now lay in crumpled confusion like the ancient ruins of a decadent civilization. From the murky, stagnant waters of the Bay protruded the masts of Japanese Navy and Merchant vessels. As the Hannah rounded the breakwater she passed the rusting hulk of a beached Jap destroyer deserted and lifeless in its last resting place. To port the heavy top hamper of the battleship NAGATO loomed in the distance and soon watches on the bridge were able to make out the cranes and workshops of the battered YOKOSUKA Naval Base. To starboard the ships of the invasion fleet stretched row on row to the harbor entrance at Yokohama.

Task Force 58 Off Iwo Jima





*Famed
Mt. Suribachi,
Iwo Jima*



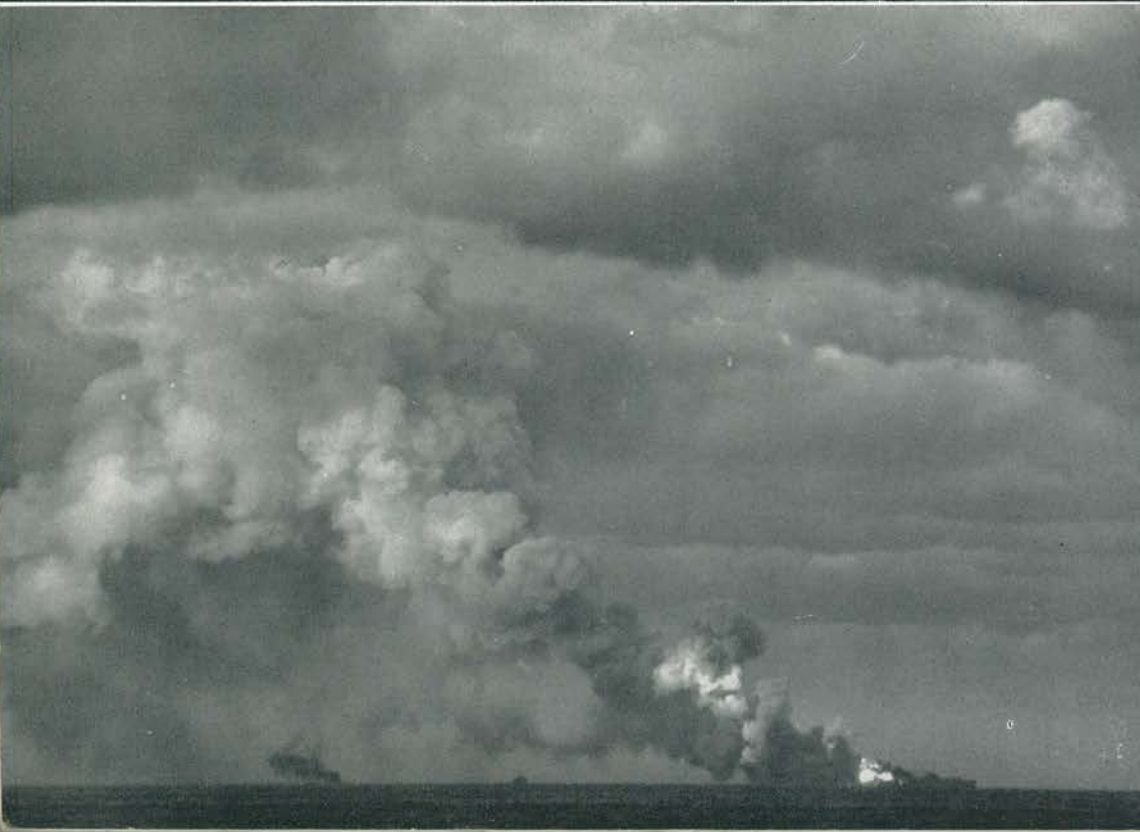
*Hell on
Earth—
Iwo Jima*



Beached Enemy Ships at Iwo Jima



*Carrier Franklin
Hit Off Japan*



*Franklin
Aflame*



Ground Support

American service men walked amongst the rubble of Tokyo, Yokohama and Yokosuka streets with the aimless gait of tourists rather than the cocky strut of conquerors. They came as victors but did not attempt to claim the spoils. Often they were taken in by Japanese shopkeepers who doubled, trebled, squared and cubed their prices.

The men of Japan, regardless of age and physical condition, all wore some remnant of army or navy uniform. The short, predominately dirty citizens gave plenty of berth to Americans as they bowed and stepped aside to let them pass.

Japanese women were rarely seen in the early days of occupation but put in appearance in increasing numbers as their fears proved groundless. Americans were far more interested in taking pictures of them in their peculiar dress and oggling their wooden shoes, which looked like foreshortened park benches, than to lay plans for seduction or to explode popular myths.

Disrupted or non-existent sewer systems gave the cities a pungent unpleasant odor midst all the filth that made a hot shower so inviting, many returned to enjoy it.



Kamikazes Vent Fury on Carriers Off Japan

The water of Tokyo Bay was unfit even for washing down decks and ships had to put to sea to take on water for the evaporators.

During the period in which the Hannah was anchored in Tokyo Bay, Captain Gallery, an ardent sportsman and baseball fan, designed and put into use, screens, which permitted the playing of regulation softball on the 855-foot flight deck—the first in the history of any navy.

The Hancock returned to the United States to celebrate Navy Day, October 27, 1945, at San Pedro, California. Through the months of November, December and January the Hancock retraced her war-time cruise to retrieve the armies spread through myriads of islands in the vast Pacific . . . troops transported westward through forty-four months of continuous convoy work by especially designed troopships.

In typical American fashion, the United States, once committed to action rushed every available ship, regardless of classification, to the mammoth task which quickly gained the name "Magic Carpet". The Hancock transferred all air groups personnel and planes ashore using the vacated hangar deck for the installation of bunks and washroom facilities. Cruisers and



Exit Mr. Kamikaze

destroyers joined the carriers and battleships in making room for every veteran they could crowd aboard for the trip "stateside". During the "Magic Carpet" runs the Hancock herself lost many of the crew that had been with her through the months of toil, labor and success since commissioning.

On December 10, 1945, Captain Horace B. Butterfield, U.S.N., relieved Captain Gallery and took over the helm as the Hannah's fourth commanding officer. Under his guidance the Hannah completed her cruising career and arrived in Seattle, Washington, on May 2, 1946, to be inactivated and retired to the 19th Fleet.

The Hannah has been scraped and painted with special preservatives to prevent corrosion and prolong her natural life. She has been towed from the Naval Station at Seattle's Pier 91 to the Everett Pacific Shipyards in Everett, Washington, for repairs—to the Puget Sound Navy Yard at Bremerton for drydocking and overhaul and finally to a pier at Mukilteo, Washington, for berthing as a unit of the inactive 19th Fleet.

On July 15th, 1946, the U.S.S. Hancock was officially awarded the Navy Unit Commendation for outstanding heroism in action. Two months later



*Avengers Off
Okinawa Gunto*



*Typical Village
On Okinawa*



Fighter Burns on Hannah's Deck

she was formally inactivated and her personnel reduced to five officers and fifty enlisted men who will tend the hundreds of machines that keep her compartments dry and rust-free.

Today she is one of many proud ships moored along the thousand-mile shoreline of Puget Sound, a memorial to the men who trod her decks in the hope of providing a just and lasting peace.

At dusk as the sun dips behind the snow-capped Olympic Mountains to the westward it sets upon a nation which has yet to know a conqueror's tread. The price of that freedom is so great that if the lowering of colors each evening were a tribute to a single fallen hero of World War II it would take a year to honor the Hannah's own casualties and more than eight centuries would elapse ere homage were paid in full.

May we build no earthly monuments to those who lie beneath the far Pacific, or on some foreign shore, save the monument of a lasting peace for posterity—should we falter in our course may those ghostly ships, rising and falling on the eternal tide, serve as a reminder of our obligation to them.



*One Kamikaze
Did This*





Hancock Hit by Kamikaze, April 7, 1945





Packing P.O.W. Bundles



Ulithi



*P.O.W. Camps,
Japan*



V-J Day



*Transferring
Marine
Detachments
for Landings
in Japan*





Marines Return With Trophies



Party Dress



Passengers Coming Aboard—Magic Carpet





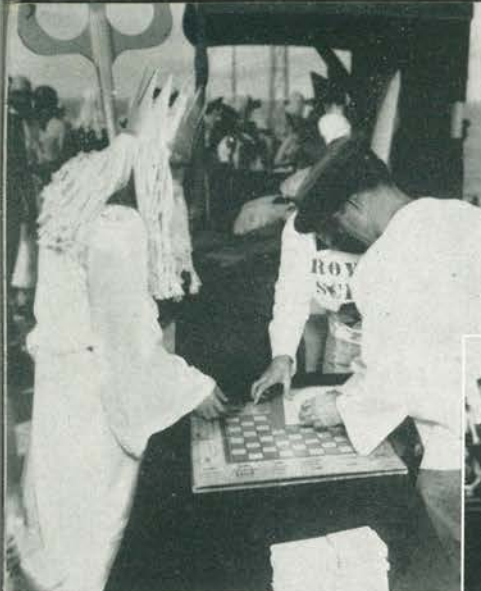
Passengers on Hangar Deck During Magic Carpet Duty

No Shave 'Till the Golden Gate



Hangar Deck Boudoir





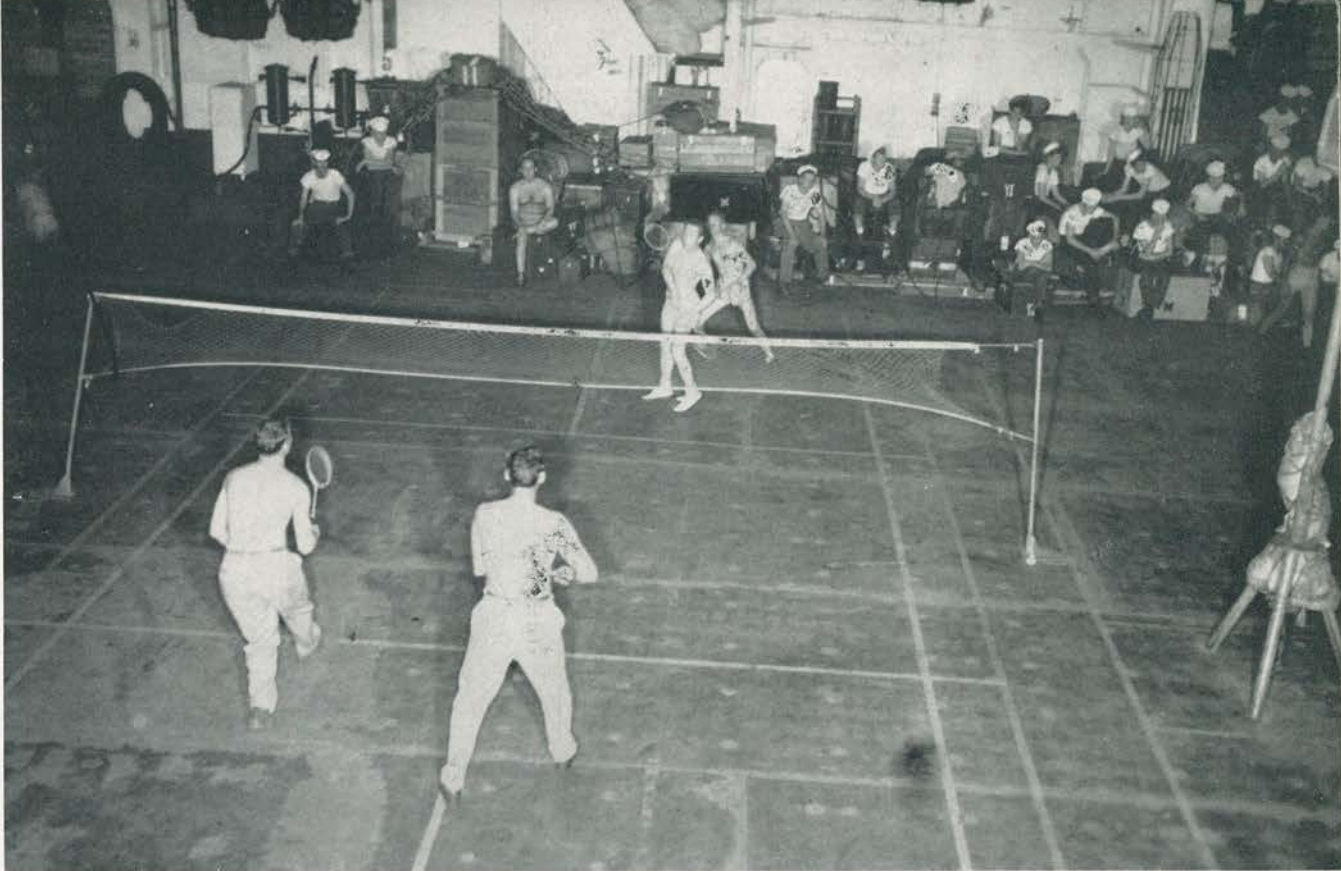
Crossing the Line



Crossing the Line



Flight Deck Follies



Badminton on the Hangar Deck

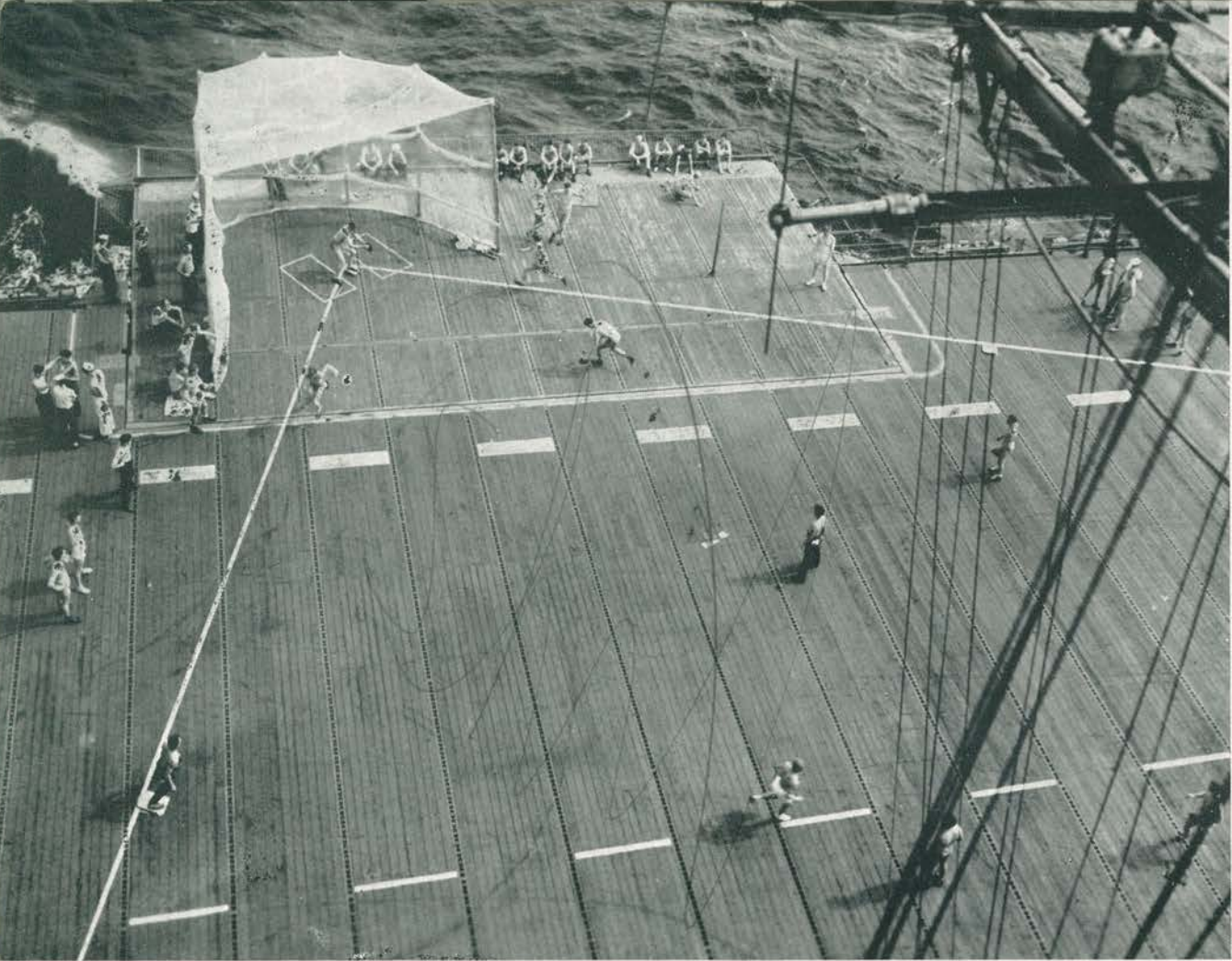
Recreational Activities . . .

Punching Bag



Basketball

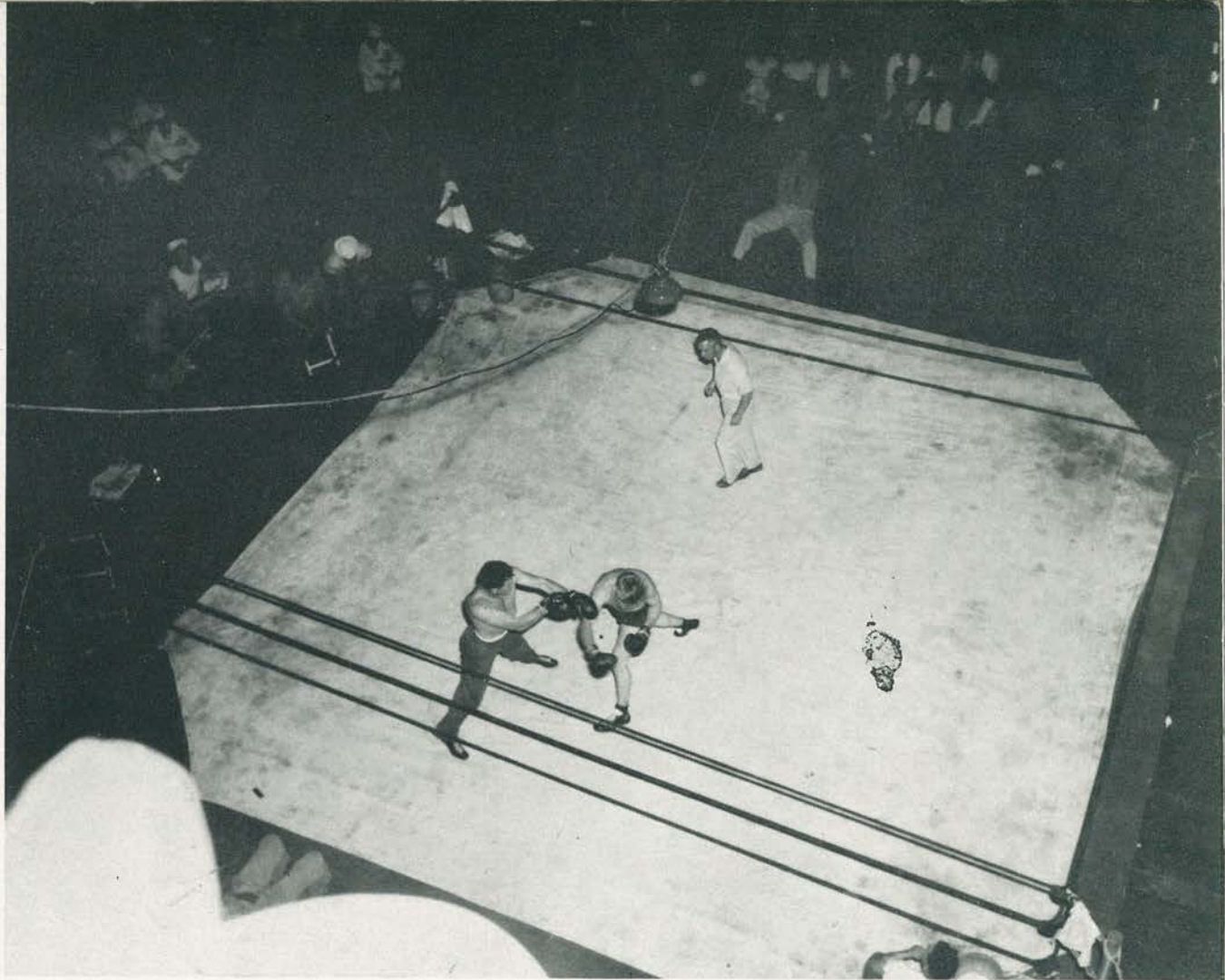




Softball on the Flight Deck



Full Size Basketball Court



Smokers...



*Bob Crosby
Show*



*Spar Choir
Aboard for
Mother's Day*



Recreation Party, Gulf of Paria

Recreation . . .

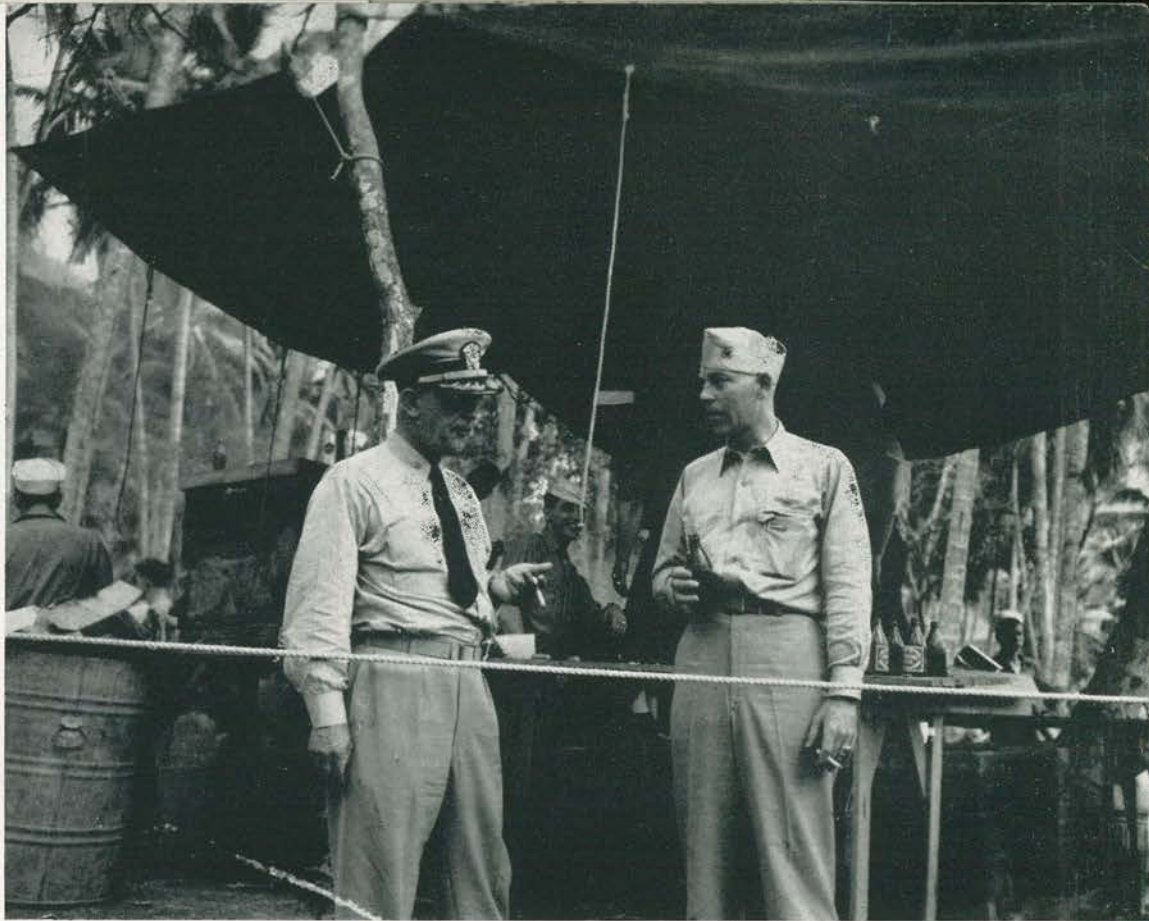
Recreation Party, Gulf of Paria





Trinidad

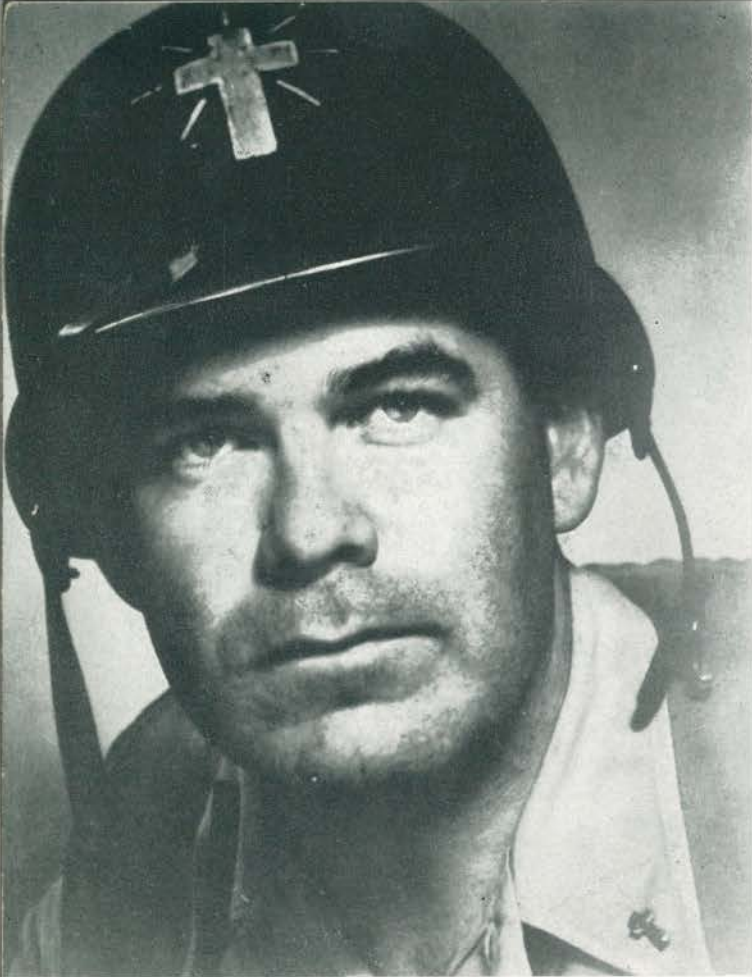




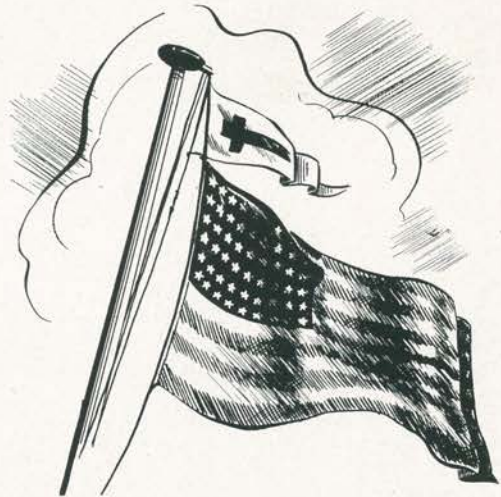
Officers' Recreation, Trinidad



Chow Down



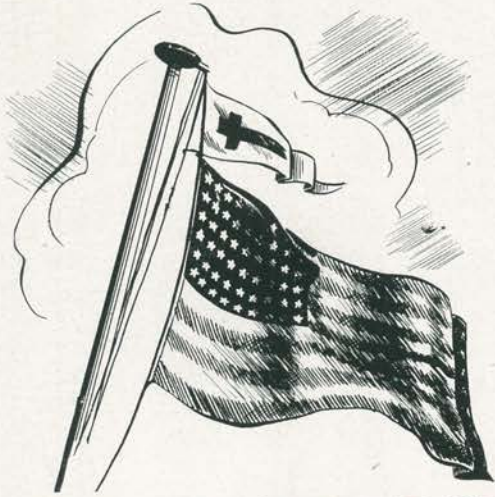
Chaplain J. J. Doyle



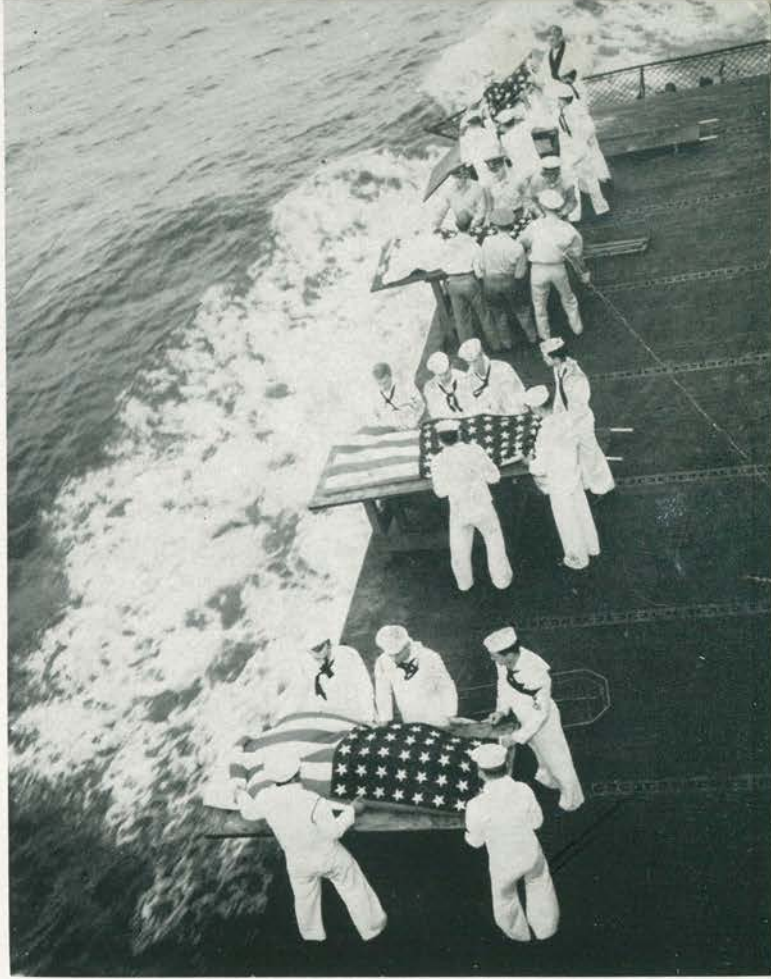
DIVINE SERVICES

Catholic Services



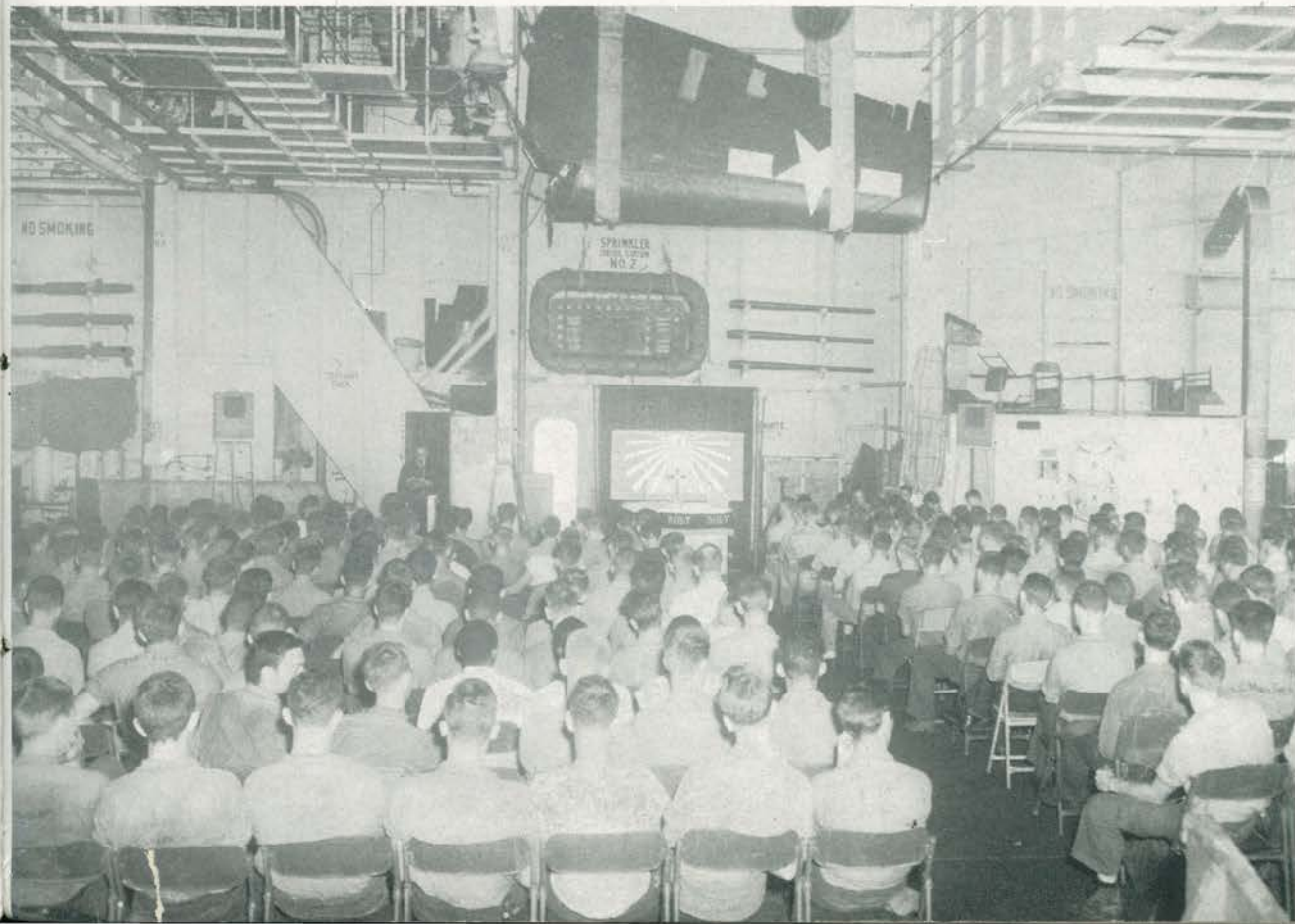


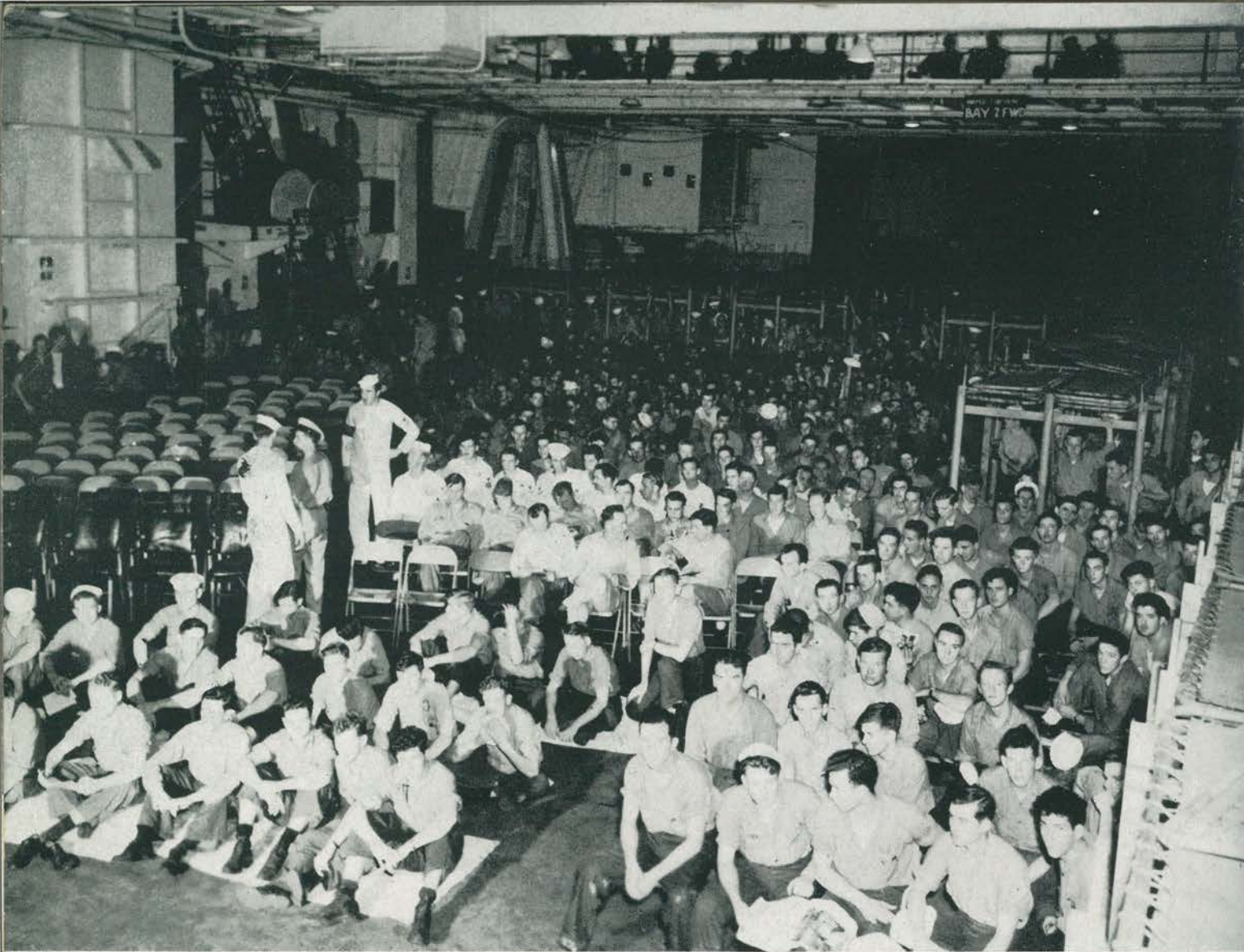
DIVINE SERVICES



Burial at Sea

Protestant Services





Christmas Eve Show

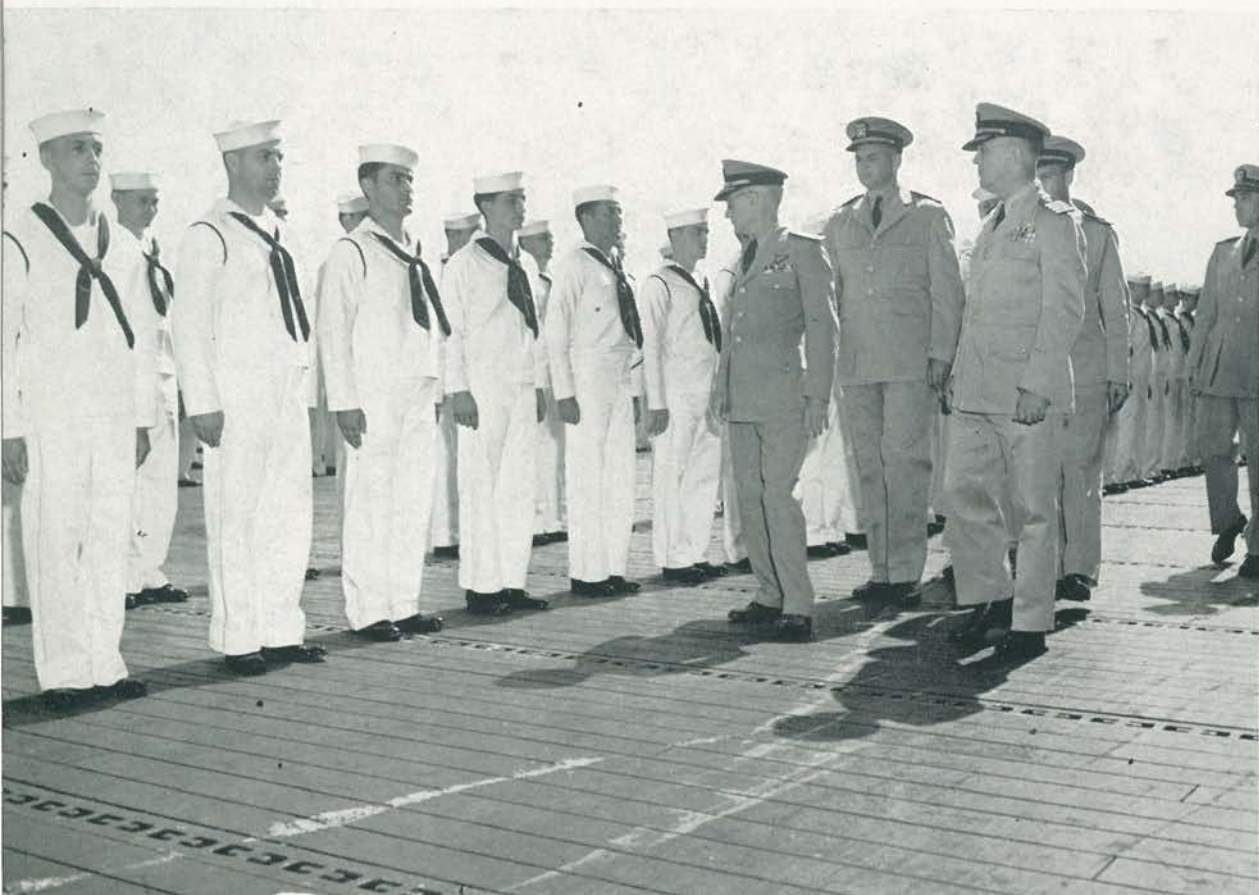


Choir and Orchestra



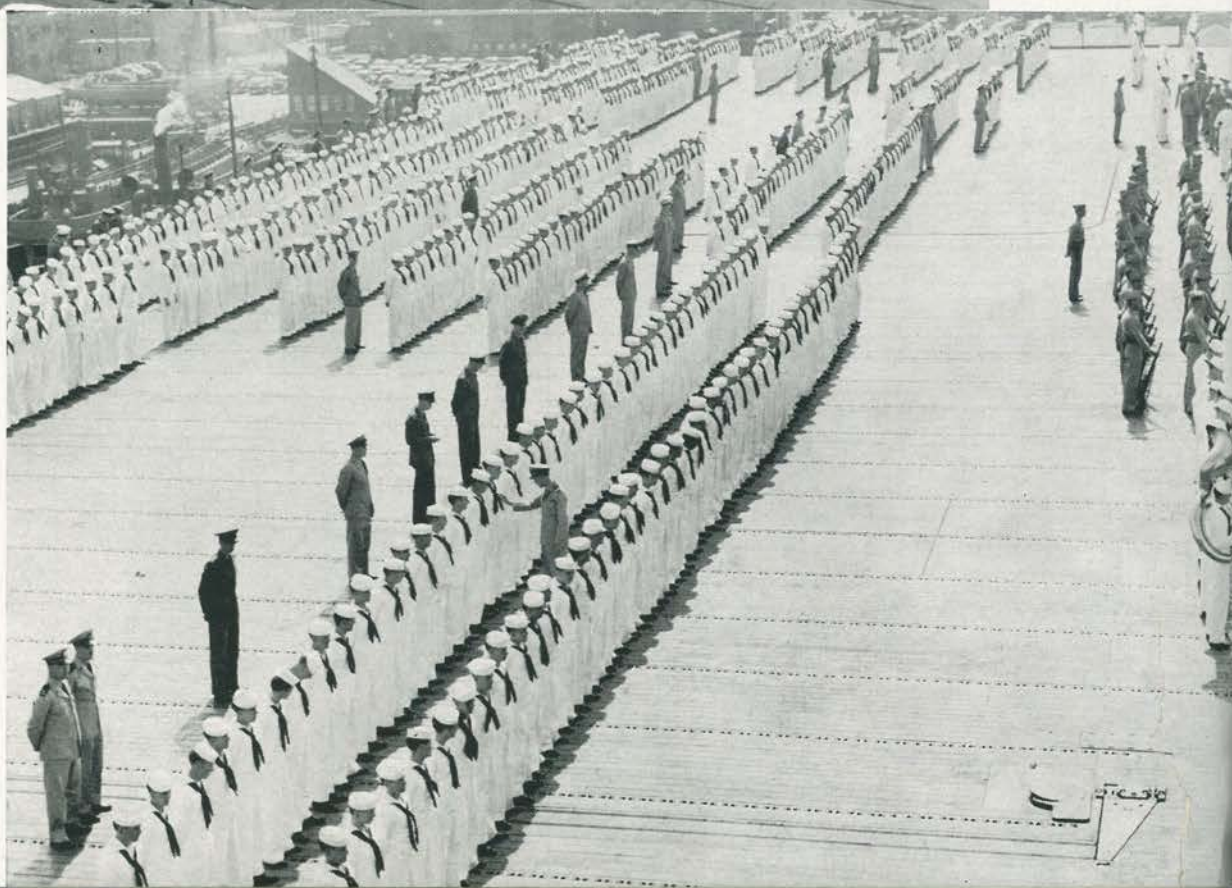
Home-made Christmas Tree

Admiral's



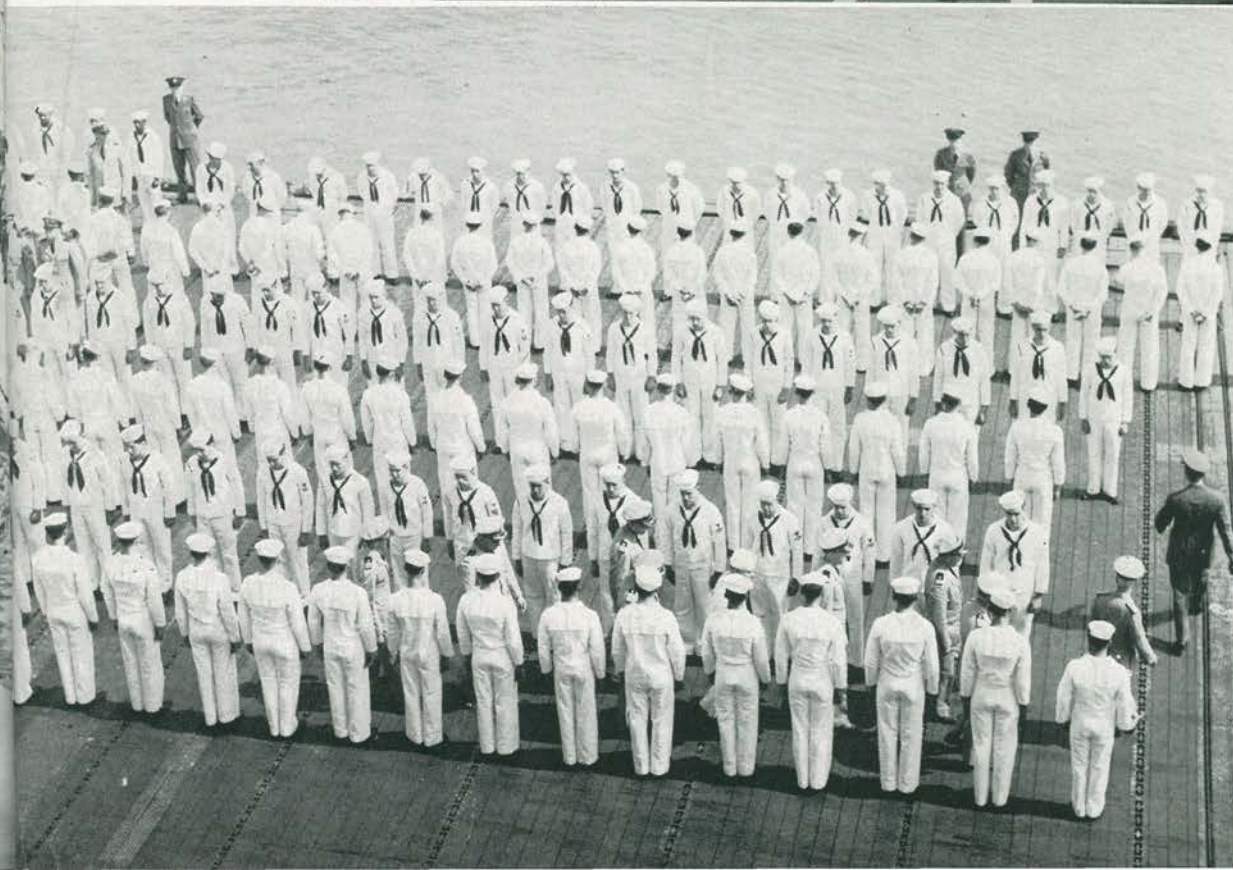
*Rear Admiral
A. C. Reed
Inspects
Personnel,
June 6, 1944*

*Quarters
for Inspection*



Inspection

*Personnel
Inspection*



*Divisions
Under
Inspection*

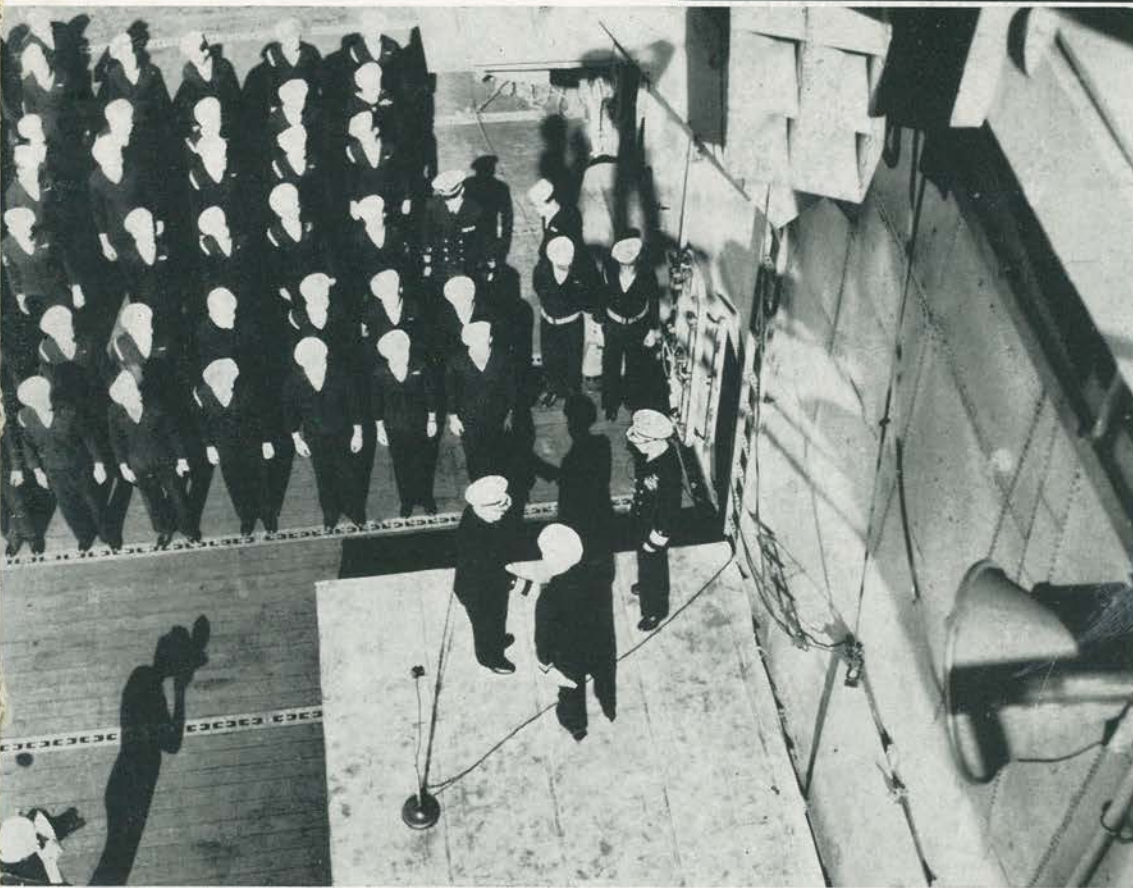
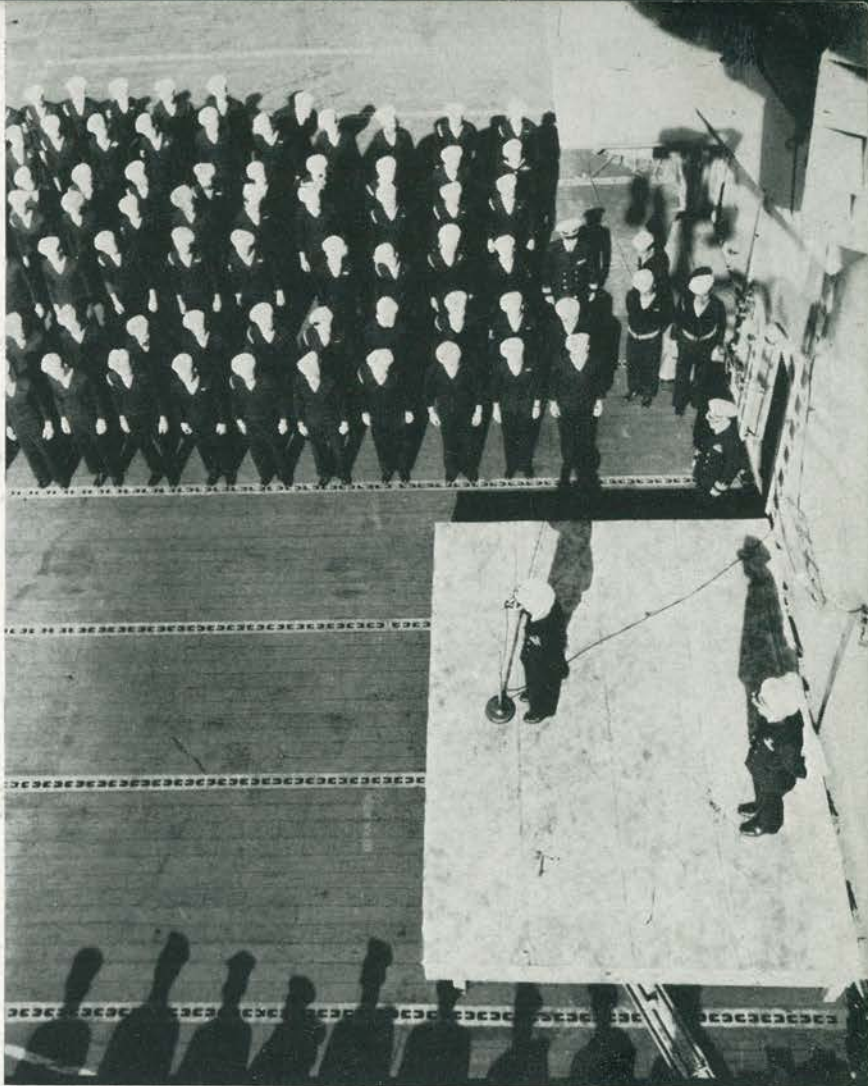


Captain Hickey Relieves Captain Dickey

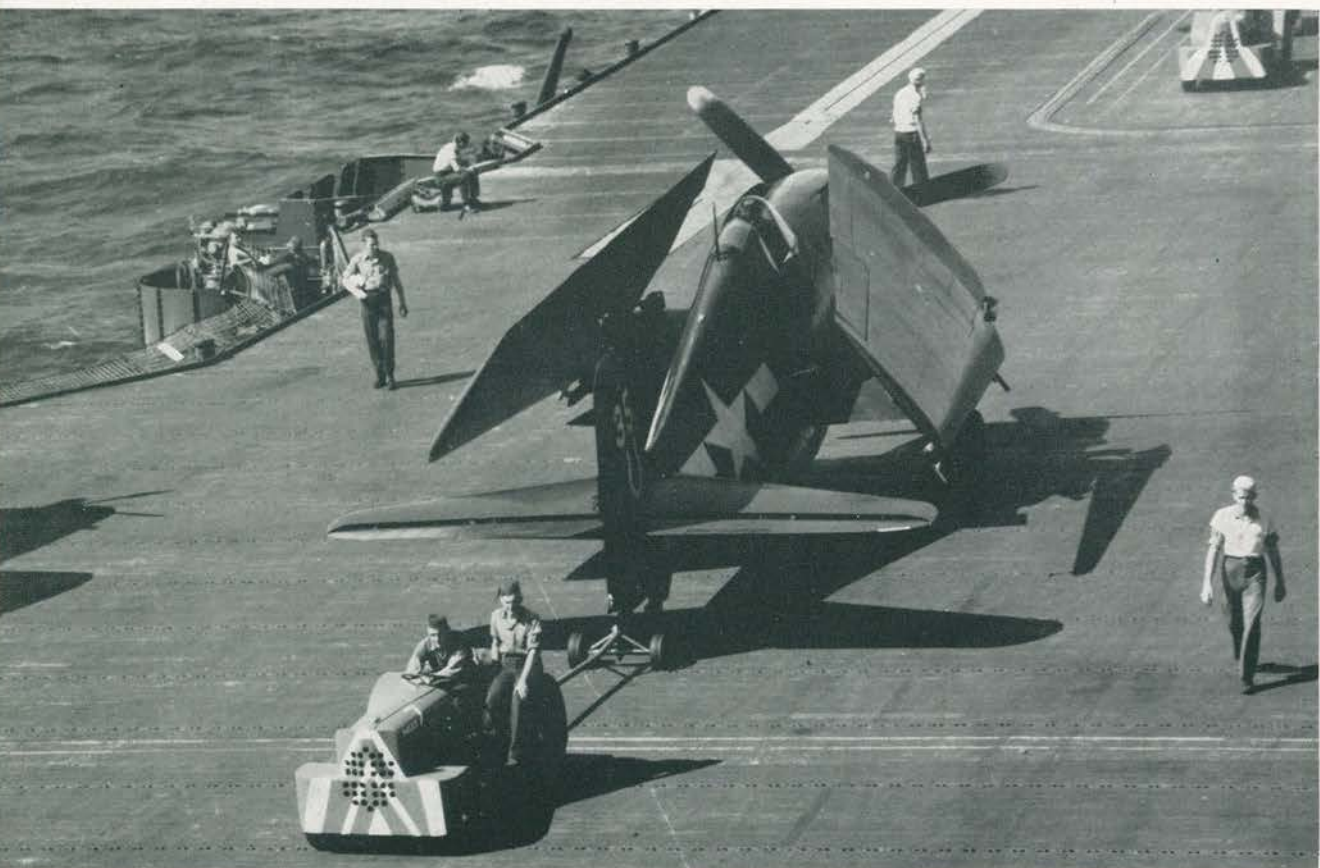


*Captain Hickey Reads Orders
to Command Hannah*

*Changes
of
Command*



Life Aboard the U.S.S. Hancock



*Respotting
the Deck*

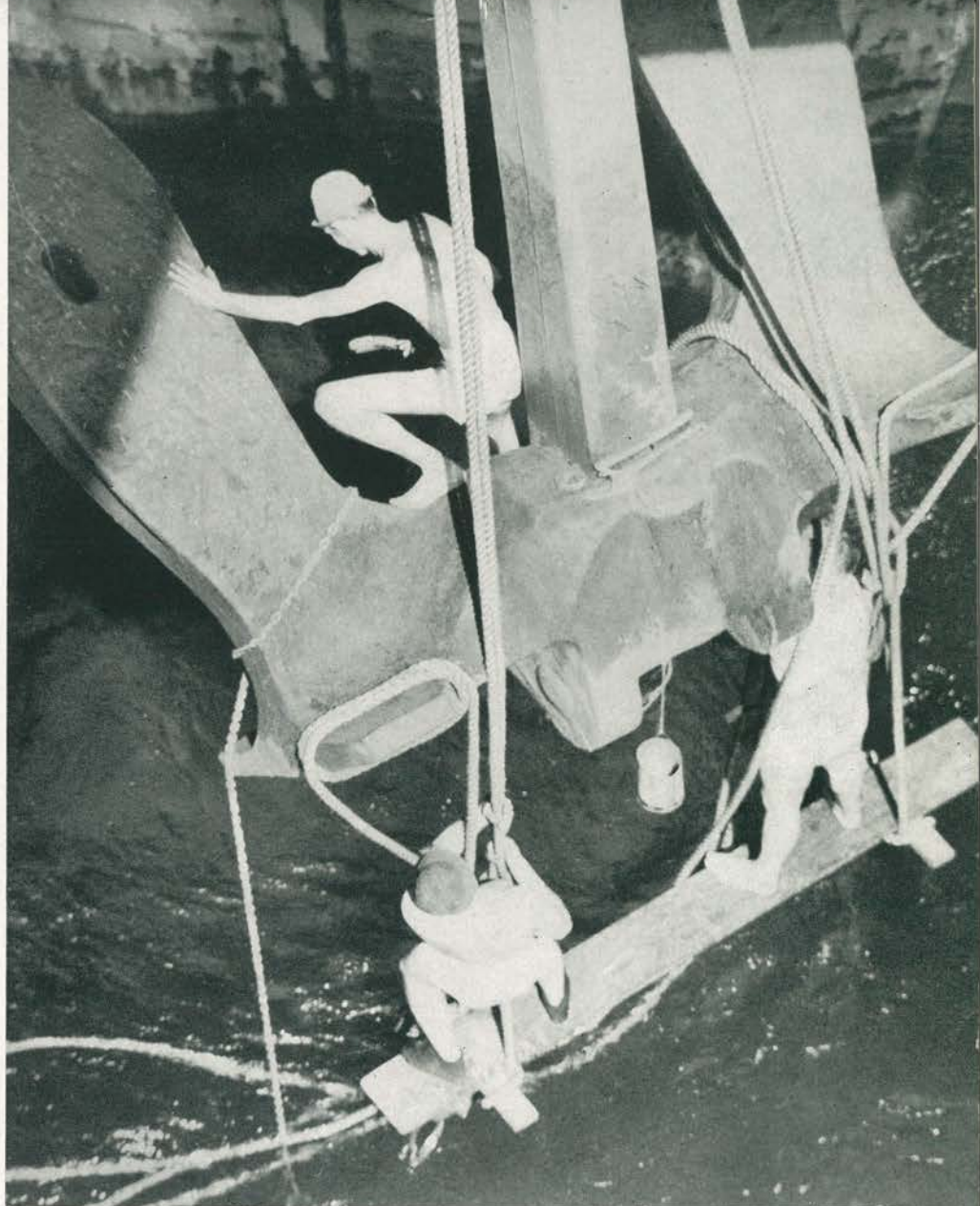
*(Left)
Provisioning*



*(Right)
Loading
Belts*



*Painting the
Hannah's
"Mudhook"*

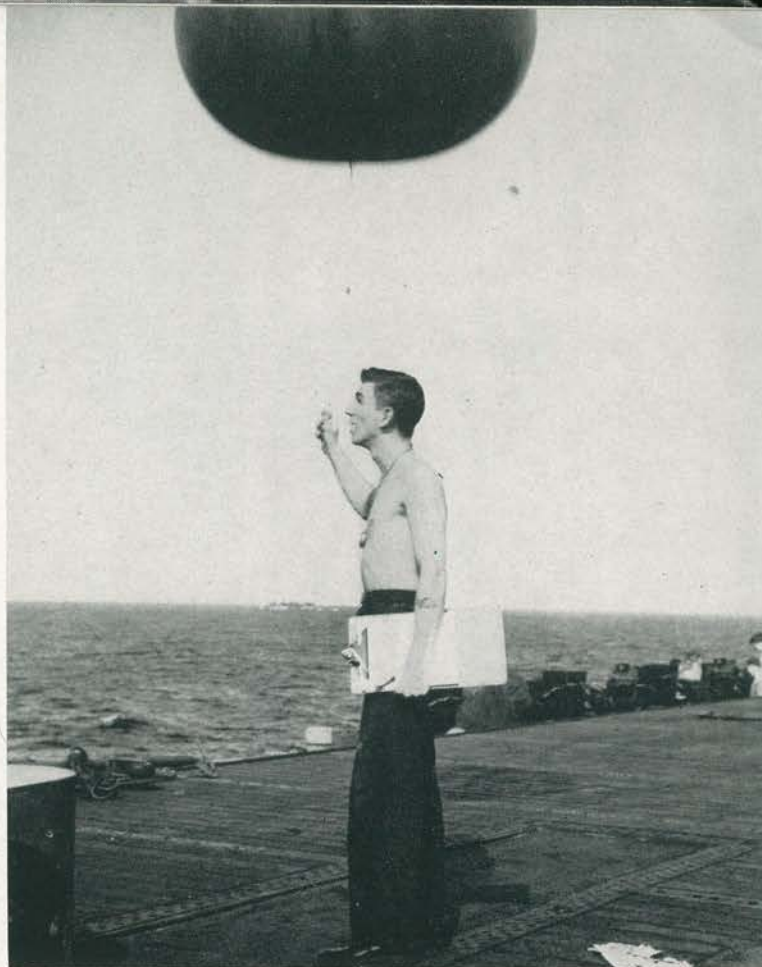


Side Cleaners at Ulithi



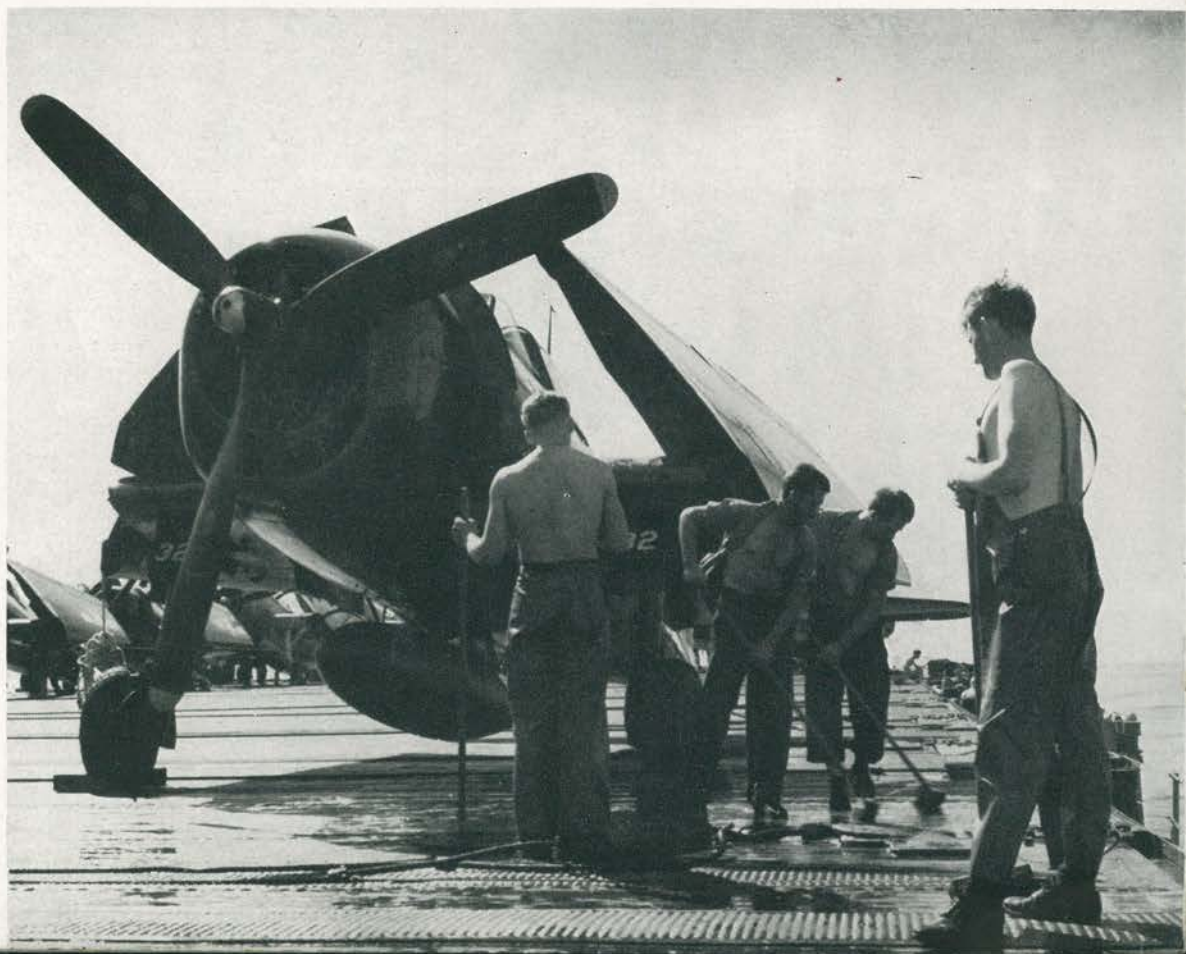


Anchors Aweigh



Tomorrow's Weather Predictor

*Scrubbing Down
Between Strikes*



*Priming a Reluctant
Hellcat*



Dear Mom . . .

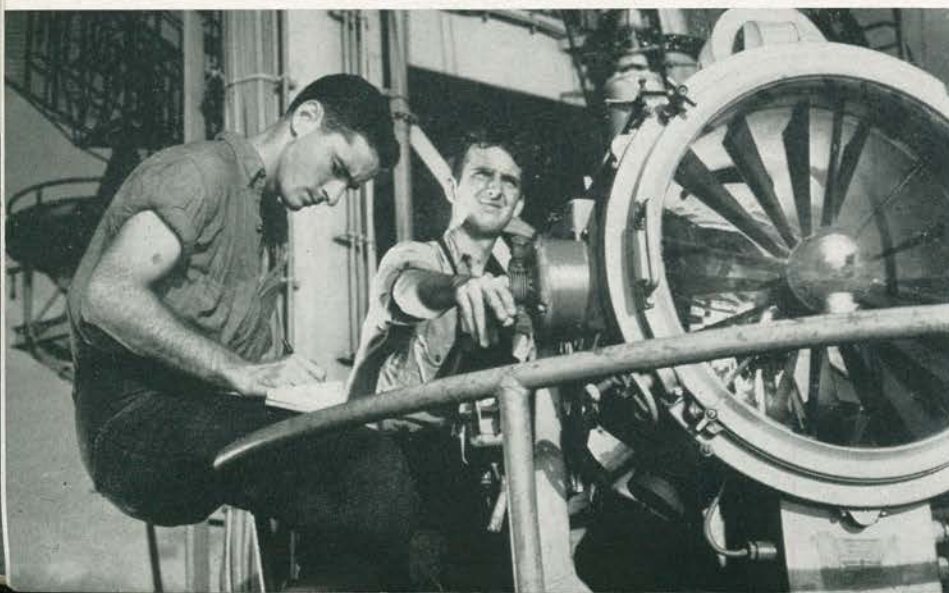
*After Working
Hours*



Sky Lookouts



*Daylight Messages by the
12-inch Searchlight*

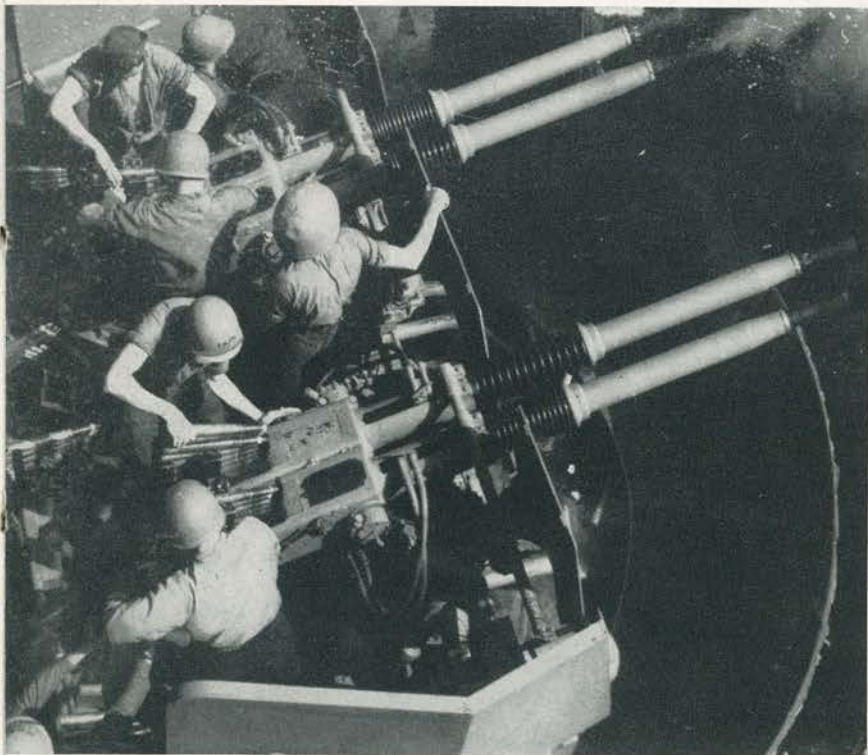


*Long Distance
Visual Messages
By 24-inch Light*

A 40mm Gets a Cleaning



Gun Crews Exercise During Target Practice



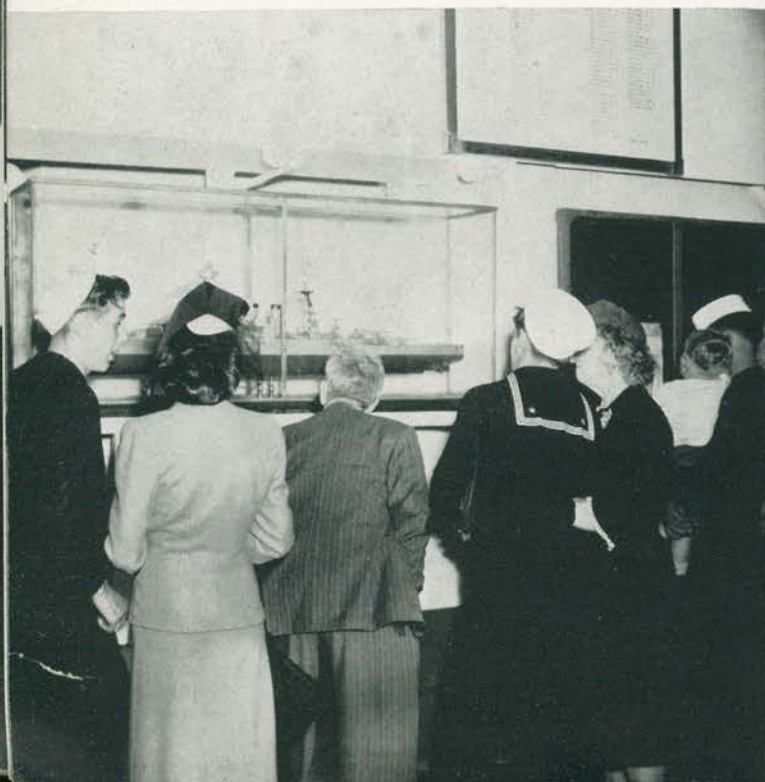
*Air Crewman Checks
His Mount*



Navy 19



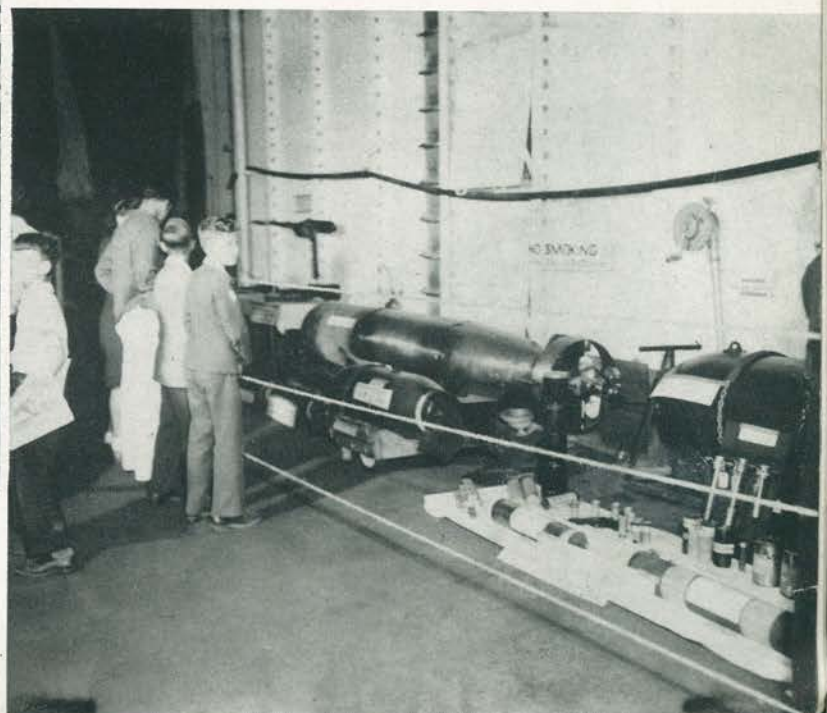
Navy Day, San Pedro



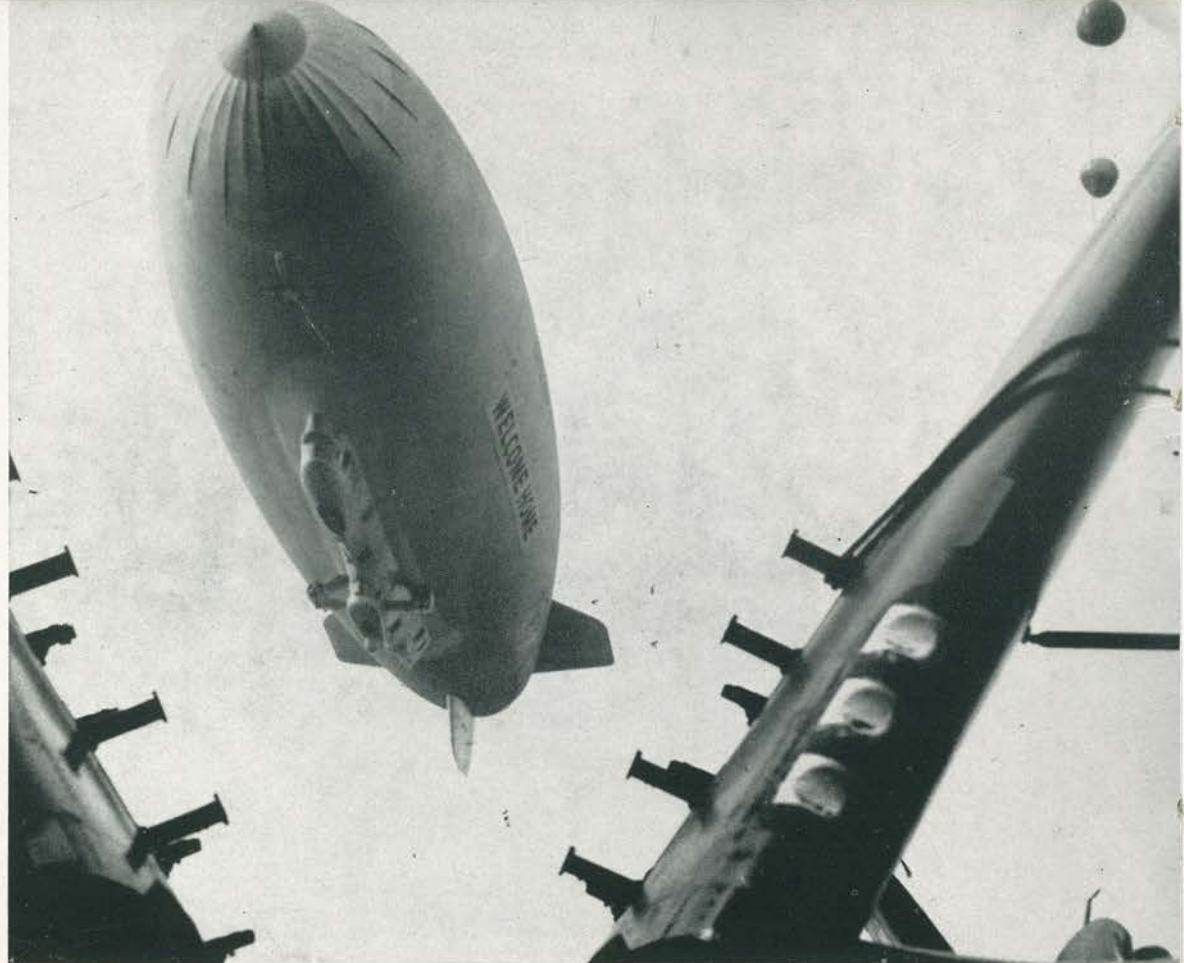
*Day
45*

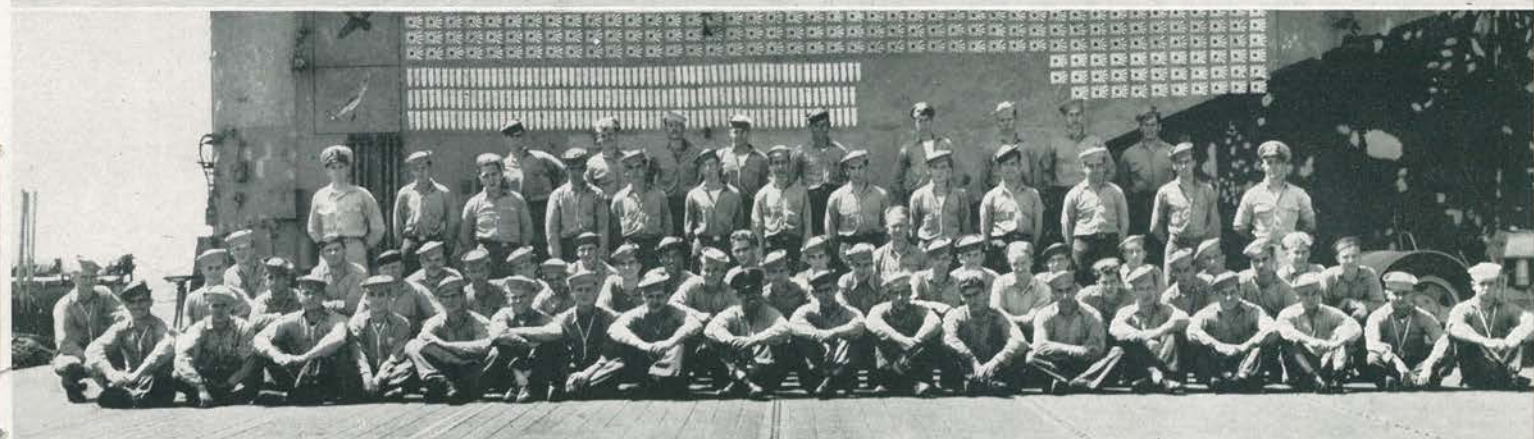
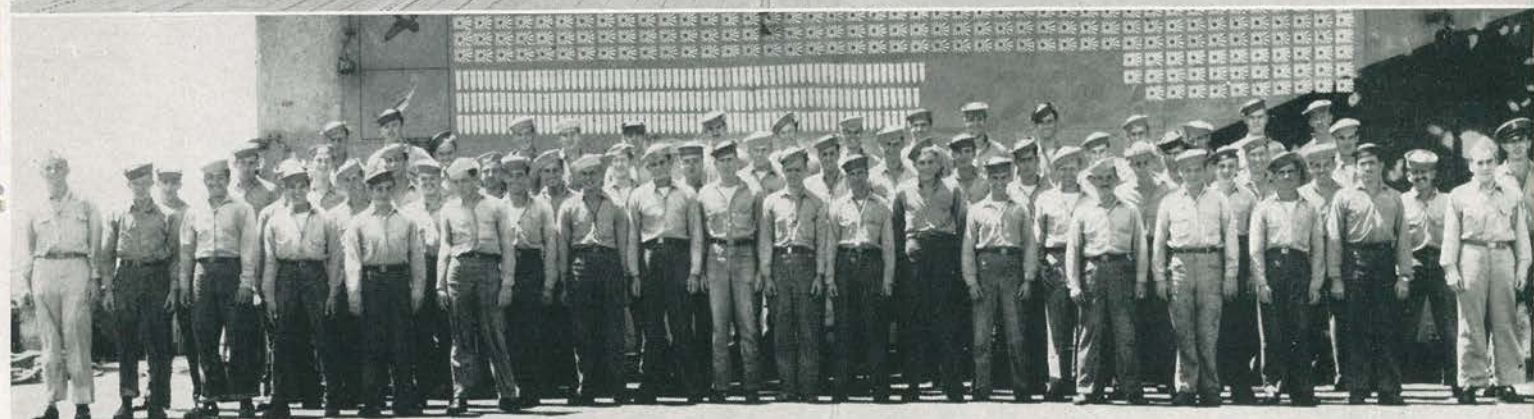
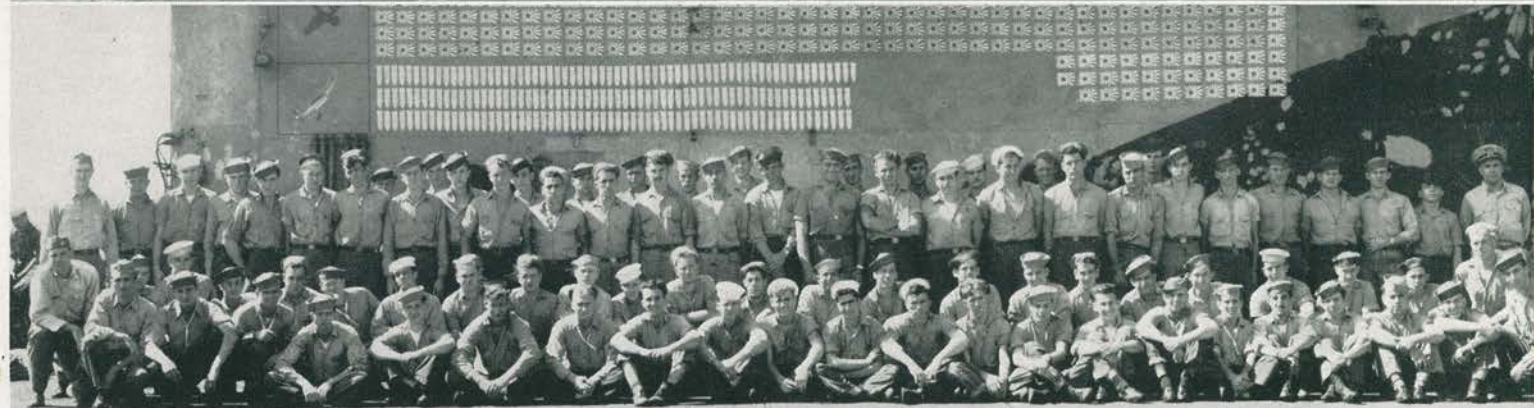


Nay Day, San Pedro



San Pedro Welcome





Men of the Hannah



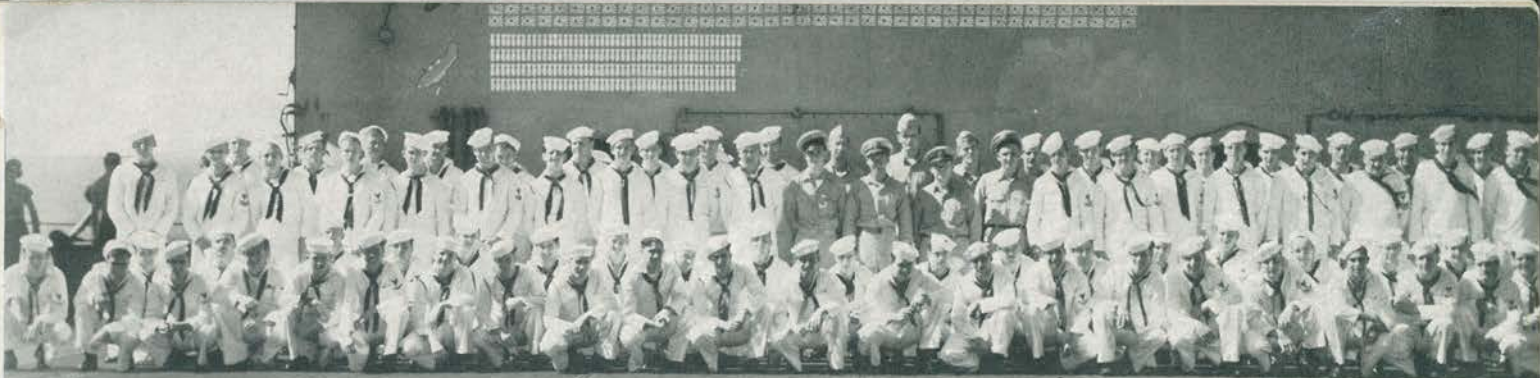
Men of the Hannah



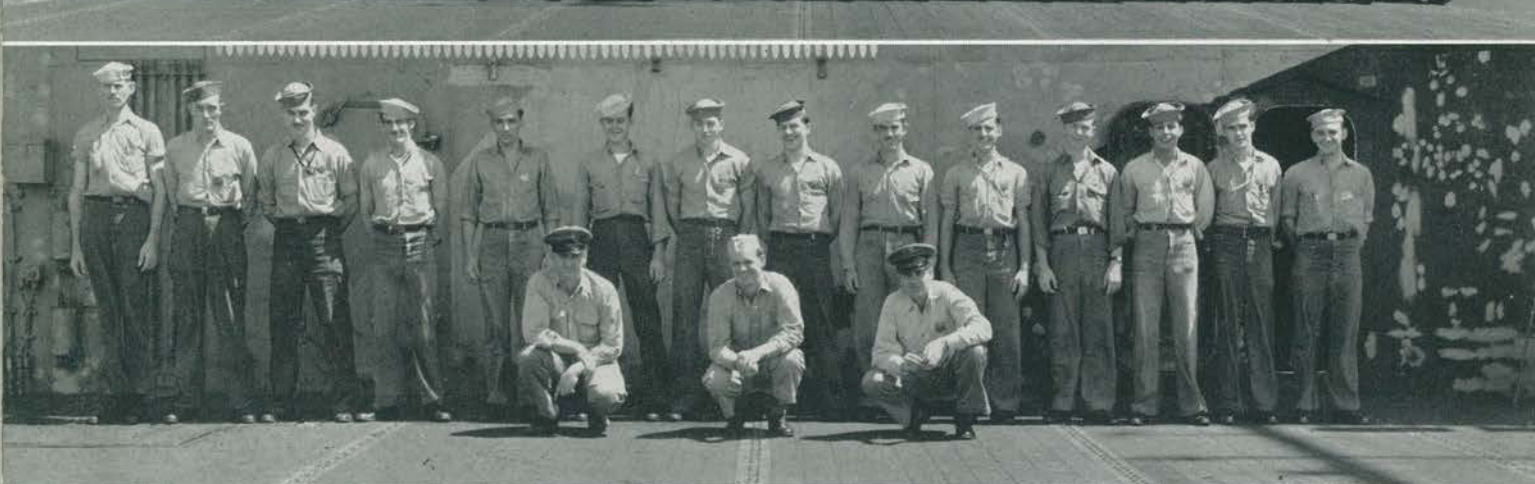
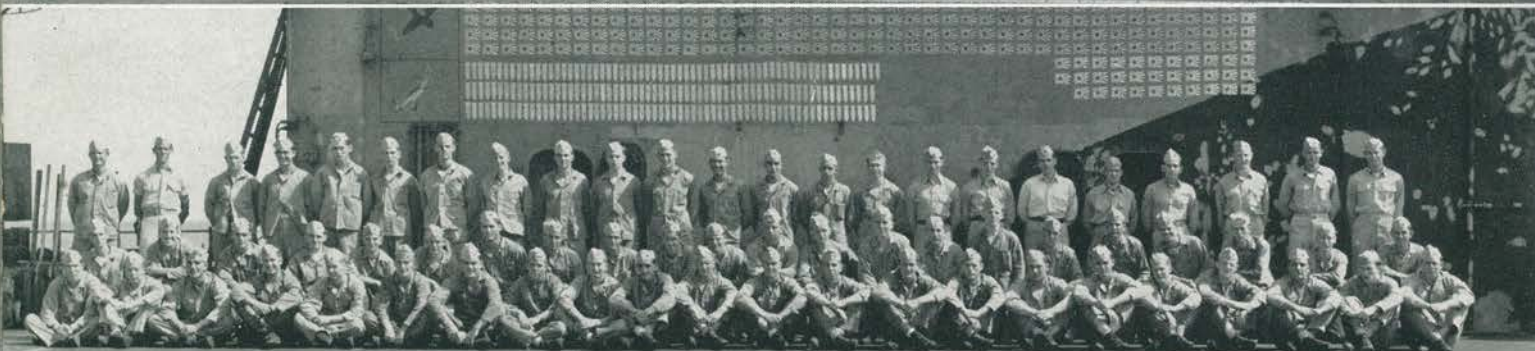
Men of the Hannah



Men of the Hannah



Men of the Hannah



Men of the Hannah

Killed and Missing in Action

AHLMAN, Richard William, Jr., S2c.....	Marblehead, Mass.
ANDERSON, Carl Anders, AM3c.....	Bronx, New York
ANDERSON, Merrill James, ACMM.....	West Seattle, Washington
ANTUNES, William, AMM3c.....	Wallingford, Connecticut
BAKER, Kenneth Alvin, Lieut. (jg).....	
BARNEY, Wallace Arnold, AOM2c.....	
BARTON, Robert Stuart, Lieut. (jg).....	Washington, D. C.
BAUSOR, Clifford Leslie, Ensign.....	Bellwood, Illinois
BECKWITH, Emer Harboid, S1c.....	Kansas City, Missouri
BERGERON, Freddie Paul, ARM3c.....	Dearborn, Michigan
BITZEGAIO, Norman Burns, Ensign.....	
BLAKE, Fred James, ARM3c.....	Akron, Ohio
BLOOMGREN, Edward Roosevelt, M2c.....	
BOSCO, Joseph Steven, SSM(B) 3c.....	New Britain, Connecticut
BOUCVALT, Glen Andres, AMM3c.....	New Orleans, Louisiana
BRUMM, Richard Calvin, GM3c.....	Springfield, Ohio
BUTTERFIELD, David Boyer, Lieut. (jg).....	Sharon, Pennsylvania
BYERS, Wayne David, S1c.....	Youngstown, Ohio
CARLSON, Robert Herman, S2c.....	Worcester, Massachusetts
CARPENTER, Gerald Ardin, AMM3c.....	Wichita, Kansas
CARTER, Sewall Frank, AMM2c.....	Carona, California
CHAPMAN, George William, ACOM.....	Harrison, Tennessee
CLARY, Charlie Bruer, Jr., S1c.....	Gaffney, South Carolina
CONOWAY, Virgil Clifford, Lieut. (jg).....	
CAVERO, Anthony Joseph, Lieut.	Stradford, Connecticut
CURNUTT, Robert Lee, Ensign.....	Dayton, Ohio
DAVIDSON, Aubery Eugene, AMM1c.....	Norecross, Georgia
DEAN, Carroll Rex, Lieut. (jg).....	Spokane, Washington
DE MARCO, Carl James, Cox.....	Astoria, L. I., New York
DEMKOWICZ, Mile, AMM3c.....	Columbus, Ohio
DINDINGER, Robert Ernest, ACMM.....	
DRAPER, Normal Clafin, Lieut. (jg).....	Washington, D. C.
DYCUS, Johnnie Desma, S2c.....	
EBERLE, William Caveny, Jr., Ensign.....	
EDMONDSON, Nathan Thomas, Ensign.....	Robersonville, North Carolina
ELKINTON, James Thomas, ARM3c.....	Washington, D. C.
ELSENSHON, Joseph Darrell, AOM1c.....	Ottumwa, Iowa
EMBREY, James Sidney, S1c.....	Hermundo, Mississippi
ERICKSON, John Lonam, Lt. Comdr.....	New York, N. Y.
ESTES, Douglas Adelbert, ARM3c.....	
FALENI, Theodore Joseph, AMM3c.....	Brooklyn, N. Y.
FASH, Charles Herbert, Lieut. (jg).....	East St. Louis, Illinois
FEJA, Ionel, Ensign.....	
FOWLER, Dan Hayward, Cox.....	Vaughan, Mississippi
FAPPIER, Benedict Henry, ARM3c.....	
GENEROUS, Percy Dilbert, Lt. Comdr.....	Sanborn, Minnesota
GENOVESE, Charles Anthony, PhoM2c.....	Buffalo, New York
GILBERT, Glauson, Henry, F1c.....	Pauline, South Carolina
GRAHAM, Robert Bruce, Lieut. (jg).....	
HALLMAN, James Curtis, S1c.....	Leesville, South Carolina
HERNANDEZ, Rafael Larranaga, AMM3c.....	San Antonio, Texas
HETHERLY, Raymond Joseph, AOM3c.....	

HERRINGTON, Haskell Raymon, Y1c.....	Mount Olive, Mississippi
JENKINSON, William Allen, S2c.....	Pine Bluff, Arkansas
JOHN, Robert Maxwell, Lieut. (jg).....	Rutland Heights, Mass.
JOHNSON, Floyd Edward, S2c.....	Childress, Texas
KENAH, William Henry, Jr., Lieut. (jg).....	Elizabeth, New Jersey
KENNEY, Clifford Ray, S1c.....	Bow, New Hampshire
KING, Paul Camron, S1c.....	Radford, Virginia
KRAFT, Edward Daniel, Jr., AOM2c.....	Babylon, New York
KUKLENSKI, Robert, AM3c.....	Oklahoma City, Oklahoma
LALIBERTE, Wilfred Marcel, AOM2c.....	Somerworth, New Hampshire
LATHAM, Fred, S1c.....	Warren, Ohio
LEE, Robert Earl, ARM3c.....	
LIGHTFOOT, Gilbert Walter, ACMM.....	
LIPSHITZ, Jacob Kalman, S1c.....	Brooklyn, New York
LONG, Keith Vernon, Ensign.....	
MacDONALD, Ronald Fred, SF2c.....	Tacoma, Washington
MARKLEY, Ferdinand Anthony, S1c.....	Detroit, Michigan
MASTERS, Lowell Vance, Lieut. (jg).....	
McGEE, Loring Hummel, Ensign.....	
McIVER, Edsel Victor, S2c.....	Nacogdoches, Texas
McLEON, Charles Clinton, S1c.....	Enterprise, Alabama
MERCHANT, Earl Loyd, S1c.....	Tomah, Wisconsin
MIDYETT, Wesley Leon, Ensign.....	Stanberry, Missouri
MOORE, William Seals, S1c.....	Yoakum, Texas
MORAN, Robert Thomas, S1c.....	Johnston, Rhode Island
MULHEARN, William Joseph, AOM2c.....	Hoboken, New Jersey
NEWTON, Tom Joseph, Lieut. (jg).....	
O'CONNOR, Edward Jr., ARM1c.....	San Diego, California
OLSON, Einar Odin, BM1c.....	Minneapolis, Minnesota
PARKER, William Wyatt, Lieut. (jg).....	Dubuque, Iowa
PEACH, Chester James, S1c.....	Chelsea, Massachusetts
PECK, William Walter, Ensign.....	
PENCEK, Richard Victor, ARM2c.....	
PLYMALE, Arthur Eugene, S1c.....	Fowler, Kansas
RANKS, Eugene John, S2c.....	Portland, Maine
REEVES, George Washington, Lieut. (jg).....	
REINERS, James Devine, S1c.....	Chicago, Illinois
RIPLEY, Gilbert Lester, S1c.....	Searsmont, Maine
ROBERTSON, Charles Alexander, Ensign.....	
ROCK, Shelton Levi, S2c.....	Owensboro, Kentucky
RUSHING, Joseph Terry, ACRM.....	
RYBINSKI, Anthony Francis, S1c.....	
SEIGANTHALER, Chas. Douglas, Ensign.....	Detroit, Michigan
SETTLES, Charles William, Lieut. (jg).....	Flushing, New York
SEXTON, William Michael, S1c.....	Oelwein, Iowa
SHACKLEFORD, Joe Marlin, S1c.....	Ripley, Mississippi
SHIELDS, James Ambrose, F2c.....	Ironton, Ohio
SKAWSKI, Tom Joseph, AOM3c.....	Springfield, Massachusetts
SMITH, Kenneth Alexander, S2c.....	Lynn, Massachusetts
SOLOMON, Morris, AMM3c.....	San Diego, California
STONE, Hugh Marshall, S1c.....	Marietta, Georgia
STONEMAN, Curren Francis, AOM3c.....	Portland, Oregon
STOVER, Elwood Leroy, S1c.....	Reading, Pennsylvania
STREETTER, John Seymour, AOM1c.....	Monroe, Washington
STUBBLEFIELD, Jack Francis, S1c.....	Plainview, Texas
THOMPSON, MacDonald, Lt. Comdr.....	
TURPAK, Thomas Anthony, S1c.....	Lodi, New Jersey
TURPIN, Martin Parks, S1c.....	

VE HAUN, John Robert, Jr., ARM3c.....	Spartanburg, South Carolina
VILSACK, James Richard, Ensign.....	Pittsburgh, Pennsylvania
WALKER, Orville Pursell, AMM1c.....	Fullerton, Kentucky
WEINTRAUB, Harry, PhoM3c.....	New York, New York
WEST, Ernest Leroy, S1c.....	Cord, Arkansas
WETZEL, Louis Charles, AMM3c.....	Islip Terrace, New York
WHITE, Donald Campbell, Pfc.....	Summit, New York
WHITE, Jacob, F1c.....	
WILKSTRAND, Robert Charles, Ensign.....	Woonsocket, Rhode Island
WILLIAMS, Robert Thomas, AMM3c.....	Utica, New York
WINDSOR, Paul Edward, FCO3c.....	Cambridge, Maryland
WOCHOMURKA, Adolph Chas., Lieut. (jg).....	South Willington, Connecticut
ZIM, Edward Ernest, AOM2c.....	Aliquippa, Pennsylvania
GROVES, Wesley Varley.....	Coeur d'Alene, Idaho
GUNN, Roger Wesley, AM1c.....	Chattanooga, Tennessee
LONG, John Sam.....	Alhambra, California

Missing

AUBREY, Alvie Cockerham, F1c.....	Longview, Texas
AUSTIN, Harold Richard, Ensign.....	Kansas City, Missouri
AUSTIN, John Robert, GM1c.....	Ridgewood, New York
BAHR, Wilton Bernard, Lieut. (jg).....	
BAILEY, Guinn Lawson, AOM3c.....	
BARNOW, Eugene Wilber, ARM3c.....	
BARNEY, Wallace Arnold, ARM3c.....	
BARROWS, Dale Allen, Ensign.....	Stickney, South Dakota
BAYER, Clifford Daniel, AMM1c.....	
BAYLE, John Anthony, Lieut. (jg).....	
BECK, William Henry, Lt. Comdr.....	Lamesa, California
BELL, James Henry, Lieut.....	
BEVIS, Edgar Albon, Lieut. (jg).....	
BLIVINS, George Donald, S1c.....	
BRADY, Julian "H.", Ensign.....	
BRANDT, Harold Raymond, Lieut.....	Minneapolis, Minnesota
BRIGGS, George Elmore, ARM2c.....	
BUCK, Richard Marcy, Jr., Lieut.....	Watertown, New York
CALCOTE, Ernest Ronald, Ensign.....	New Orleans, Louisiana
CALLON, William Charles, Lieut. (jg).....	Buffalo, New York
CHECK, Leonard Joseph, Lt. Comdr.....	
CLINGER, Thomas Basil, AMM2c.....	Oil City, Pennsylvania
COLE, Duane Larrabee, ARM3c.....	Lyn, California
CORBETT, George Lucius, AMM2c.....	Corpus Christi, Texas
CUDE, James Mayfield, S1c.....	Munday, Texas
CUEVAS, George Lenard, Jr., Cox.....	Bay St. Louis, Mississippi
DAVIS, James Elige, S2c.....	Adams, Indiana
DAVIS, Louis Loureen, Lieut.....	
DODGE, Edward Harry, Ensign.....	
DRAGOO, John William, Ensign.....	Barrackville, West Virginia
DUNCAN, John Tobert, ARM3c.....	
ENGLES, Harold William, S1c.....	Glendale, New York
FRALICK, Alfred John, AMM1c.....	Chattanooga, Tennessee
GAHRAN, Louis William, AOM2c.....	
GARDNER, Robert Eggleston, Jr., Lieut.....	Dallas, Texas
GELNAW, John Franklin, AOM1c.....	

GILLESPIE, Orrin William, AMM3c.....	
GLINENCAMP, Louis, ARM3c.....	
GORDON, Frank Richard, ARM2c.....	Worcester, Massachusetts
HARRIS, Robert Martin, Ensign.....	
HUGHES, Alvin Wesley, ARM3c.....	
HUNT, Richard "L.", Jr., Lieut.....	
JENSEN, David Edwin, ARM1c.....	Denver, Colorado
JOHNSON, Gordon Grant, ARM3c.....	
JOHNSON, Luther Pope, Jr., AOM3c.....	Portland, Maine
JOHNSTON, Sage Monnish, Ensign.....	
KALUS, Daniel Stephen, Lieut.....	
KEELEY, Jack Spenser, ARM3c.....	Pardeeville, Wisconsin
KILLIAN, Kenward Vincent, Lieut.....	
KINSELLA, Richard Augusto, Lieut.....	San Rafael, California
LINDAHL, Raymond Emil, AMM3c.....	New York, New York
LIVINGSTON, Richard Palmer, RM3c.....	Wilkinsburg, Pennsylvania
MAINS, Robert Edward, S1c.....	Flint, Michigan
MARTIN, James Isiah, S1c.....	Chickasha, Oklahoma
MAXWELL, Newell O'Neal, Lieut.	
MAYNARD, Raymond Edward, Ensign.....	Attelboro, Massachusetts
McCLELLEN, James Leo, Jr., Lieut.....	
McCORMICK, William Michael, ARM2c.....	
McMENAMIN, George Charles, S1c.....	
MILLER, Edward Charles, S2c.....	New Haven, Connecticut
MITCHUM, Rolland Ernest, S1c.....	Cincinnati, Ohio
MIZELL, Travis Fair, Ensign.....	
MOLITOR, Joseph Nicholas, Lieut.....	St. Louis, Missouri
MORRISON, Arol Lee, SSM(B)2c.....	Ocala, Florida
MUGRAUER, Herbert, ARM3c.....	
NALBONE, James Charles, GM2c.....	Trenton, New Jersey
PAIVA, Antone, S1c.....	Swanson, Massachusetts
PETERSON, John Maynard, Ensign.....	Oak Park, Illinois
PORTER, Alton, ACEM.....	Dallas, Texas
PRIOR, Robert Wiley Eugene, S1c.....	
RAZEK, William Jerome, S1c.....	Allentown, Pennsylvania
RIEGERT, Robert Charles, AMM2c.....	Philadelphia, Pennsylvania
RIEMAN, John Junior, S1c.....	Sheffield, Iowa
ROBERTSON, Charles Alexander, Ensign.....	
SAMPELL, Bruce Martin, Ensign.....	
SCHNAUS, Oscar Henry, S1c.....	St. Anthony, Indiana
SCHUMACHER, Paul Adam, Ensign.....	Glendale, California
SCOBBA, John Julius, ARM3c.....	Bisbee, North Dakota
SCOBELL, Richard Cassebeer, Lieut. (jg).....	
SEVERANCE, Leland Edward, AMM1c.....	Colchester, Vermont
SNEAD, Charles Seymour, Lieut. (jg).....	
SULLIVAN, Charles Francis, Ensign.....	
SULLIVAN, Gerald Michael, Lieut.....	
TEIGE, Clarence Arthur, Lieut. (jg).....	
TERRY, Ernest Odell, S2c.....	Cullerlin, West Virginia
THOMAS, Laurence Weyland, Ensign.....	
THOMAS, William Levis, S2c.....	Philadelphia, Pennsylvania
TILLER, Byron Paul, GM1c.....	Clipley, Florida
TINCH, Cosby Arnold, S1c.....	Jamestown, Tennessee
TISONE, Carl Joseph, S2c.....	Youngstown, Ohio
TURNER, Frederick Arthur, Ensign.....	
WALTON, William Paty, ARM3c.....	
WETZEL, William Philip, Jr., S1c.....	Newark, New Jersey
ZUCCALA, Michael Aloysius, AMM3c.....	New York, New York
ZECCOLA, Peter Frank, Cox.....	Long Island, New York



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