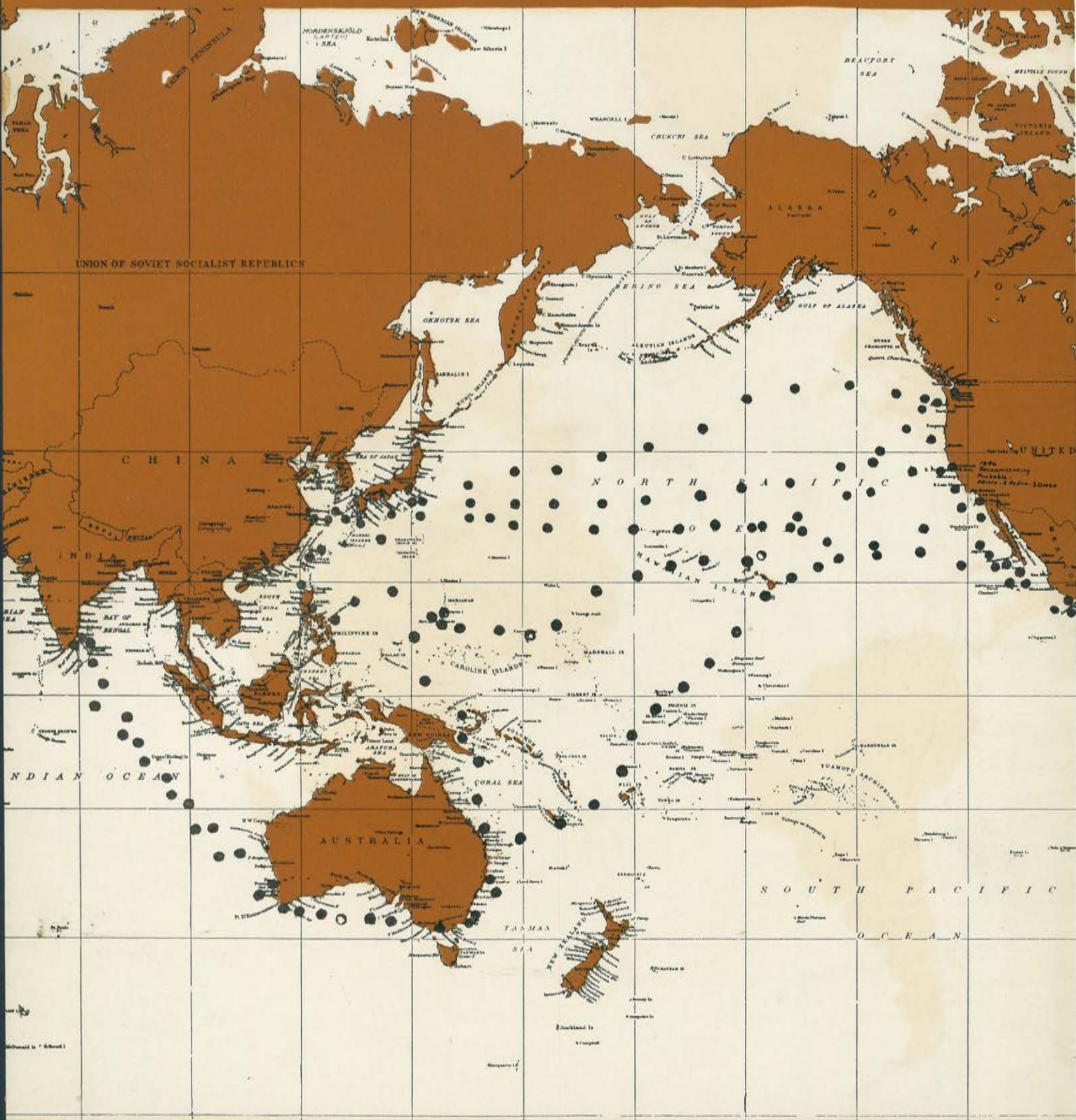
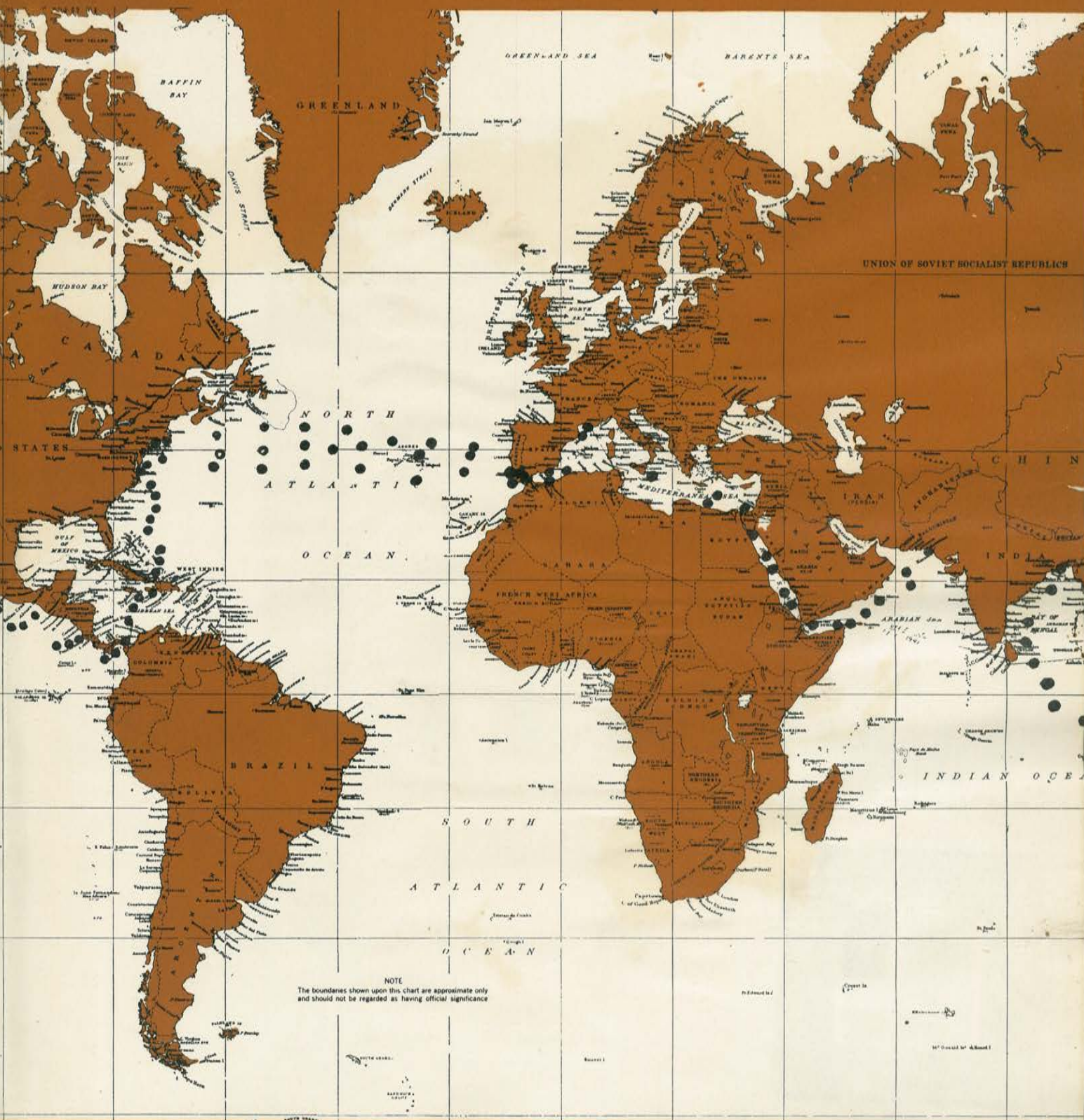


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Log of the
U.S.S.
GENERAL LEROY
ELTINGE

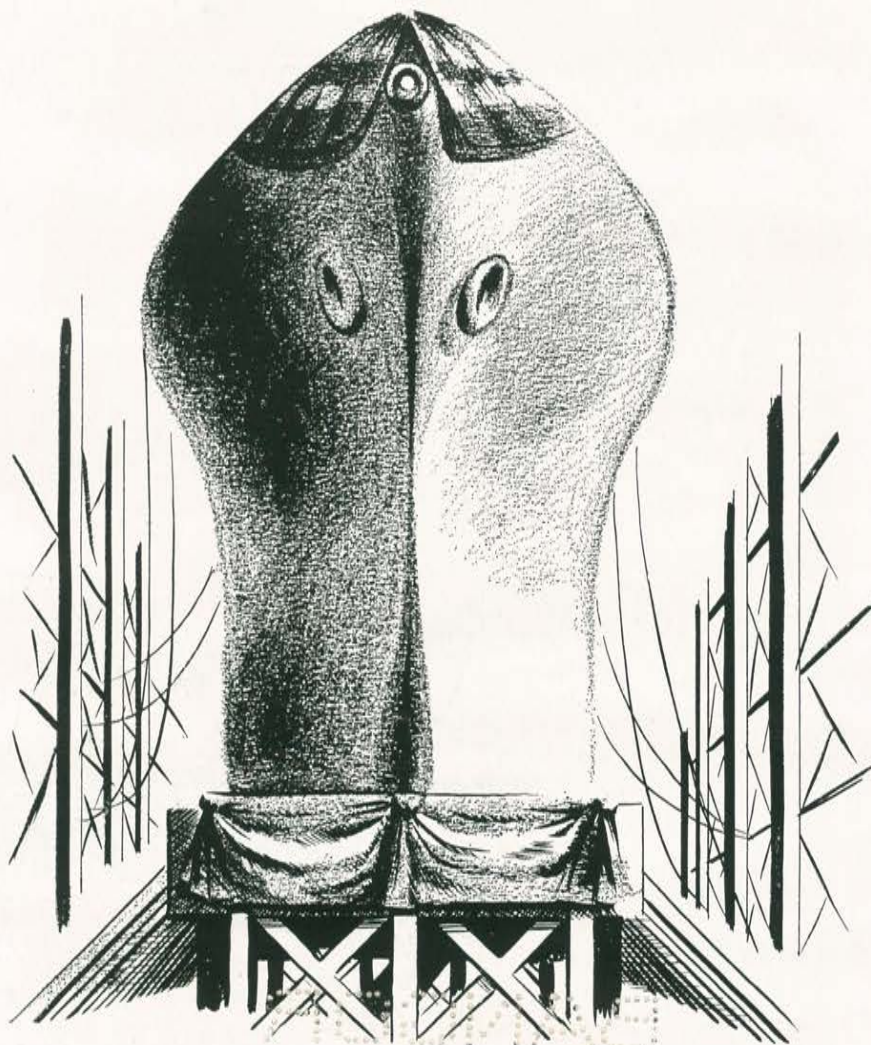




Log of the
U.S.S.
GENERAL LEROY
ELTINGE



AP-154
LIBRARY
BANGOR ME.

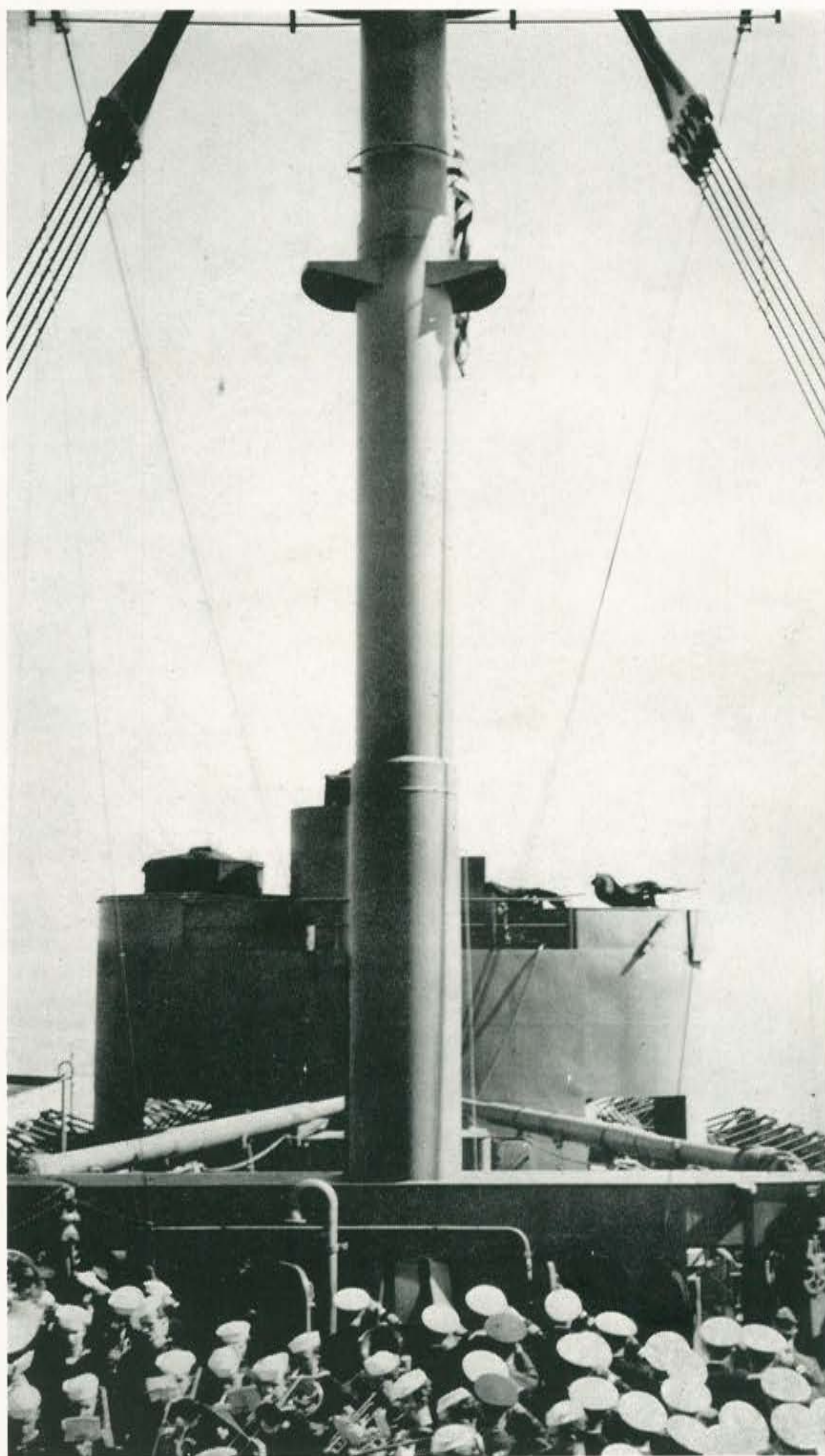


*Launching of the U. S. General Leroy Eltinge
(AP154)*



Commissioning
Day

21 February, 1945





Commissioning Ceremony Guests



The Commanding Officers

CAPTAIN WM. WAKEFIELD, USN

Born 29 November, 1893, Humboldt, Kansas. Enlisted December, 1914. Commissioned Ensign March, 1918, aboard destroyer at Brest, France. Served in destroyers, repair ships and battleships until 1923. Received Master of Science degree after two years postgraduate work at Annapolis and Columbia University. 1925-35 saw duty on submarines and destroyers with 3½ years as commanding officer. After two years as Navigator U. S. S. Northampton commissioned and commanded U. S. S. Pelias, arriving Hawaii in time for Pearl Harbor attack. After tending submarines in Freemantle, Australia, returned to command U. S. S. General Brooke in Europe and Mediterranean area. Commissioned U. S. S. General Leroy Eltinge and commanded her until ordered to Headquarters, Eleventh Naval District. Awarded Legion of Merit for support of submarines in Southwest Pacific.



COMMODORE THOS. BLAU, USNR

Born Riga, Latvia, August 5, 1884. Went to sea in sailing ships in April, 1893. Enlisted in the U. S. Navy as ordinary seaman and was honorably discharged May 12, 1906. Went to sea as Watch Officer and Chief Officer of Pacific Mail. Promoted to Master of S. S. Korea in 1916. Joined U. S. Navy August 30, 1917 as Lieutenant (j.g.) and spent ten months on U. S. S. May on Breton Patrol. Released from active duty as Commander September 18, 1919. Followed the sea as Master of Passenger Ships until 1923, made Director of Operations U. S. Line returning to U. S. as Marine Superintendent.

Recalled to active duty with Naval Transportation Service September 30, 1940. Promoted to Captain July 1, 1941, went on sea duty February 14, 1942, as Commodore of Convoys. Commandant Merchant Marine Training from September, 1942, until March, 1943, returning to sea at his own request as Commodore of Convoys. Assumed command U. S. S. General Leroy Eltinge July, 1945, leaving her in August, 1945, as member U. S. Strategic Bombing Survey in Tokyo, Japan-China, Indo China and the Philippines. Released from active duty March, 1946. Promoted to Commodore U. S. N. R. November, 1945. Crossed Atlantic 144 times, Pacific 142 times, spent 53 years with ships and the sea.



COMMANDER LEROY J. ALEXANDERSON, USNR

Commander Alexander graduated from the New York State Merchant Marine Academy in 1930 and went to sea as an officer in the Merchant Marine. When he received orders to active duty with the Navy in December, 1939, he was Senior Second Officer of the S. S. Manhattan of the United States Lines. He reported to the U. S. S. Melville (AD-2) on the 15th of January, 1940, as a lieutenant and served in various capacities on board including Navigator and Executive Officer. He was assigned as Commanding Officer of the U. S. S. Livingston (AP-163) in October, 1943, and took part in the invasions of the Marshall Islands and Saipan while in command of that ship. He was then ordered to the U. S. S. Gage (APA-168) and assumed command of that ship when she was commissioned in November, 1944. The "Gage" was attached to the Amphibious Force, Pacific Fleet and, among other assignments, took part in the invasion of Okinawa. Commander Alexander remained in command of the "Gage" until after V-J Day and was then ordered to the U. S. S. General Leroy Eltinge (AP-154), assuming command of the "Eltinge" in September, 1945. He remained in command of that ship until she was decommissioned at New York on the 29th of May, 1946. At the end of Commander Alexander's terminal leave, he is returning to the United States Lines in command of one of that company's ships.



EXECUTIVE OFFICERS

COMDR. M. L. KELLEY, USN
February 21-July 21, 1945

COMDR. G. E. COX, USN
July 21-August 22, 1945

LT. COMDR. A. I. ROCHE, USNR (below)
August 22 to decommissioning



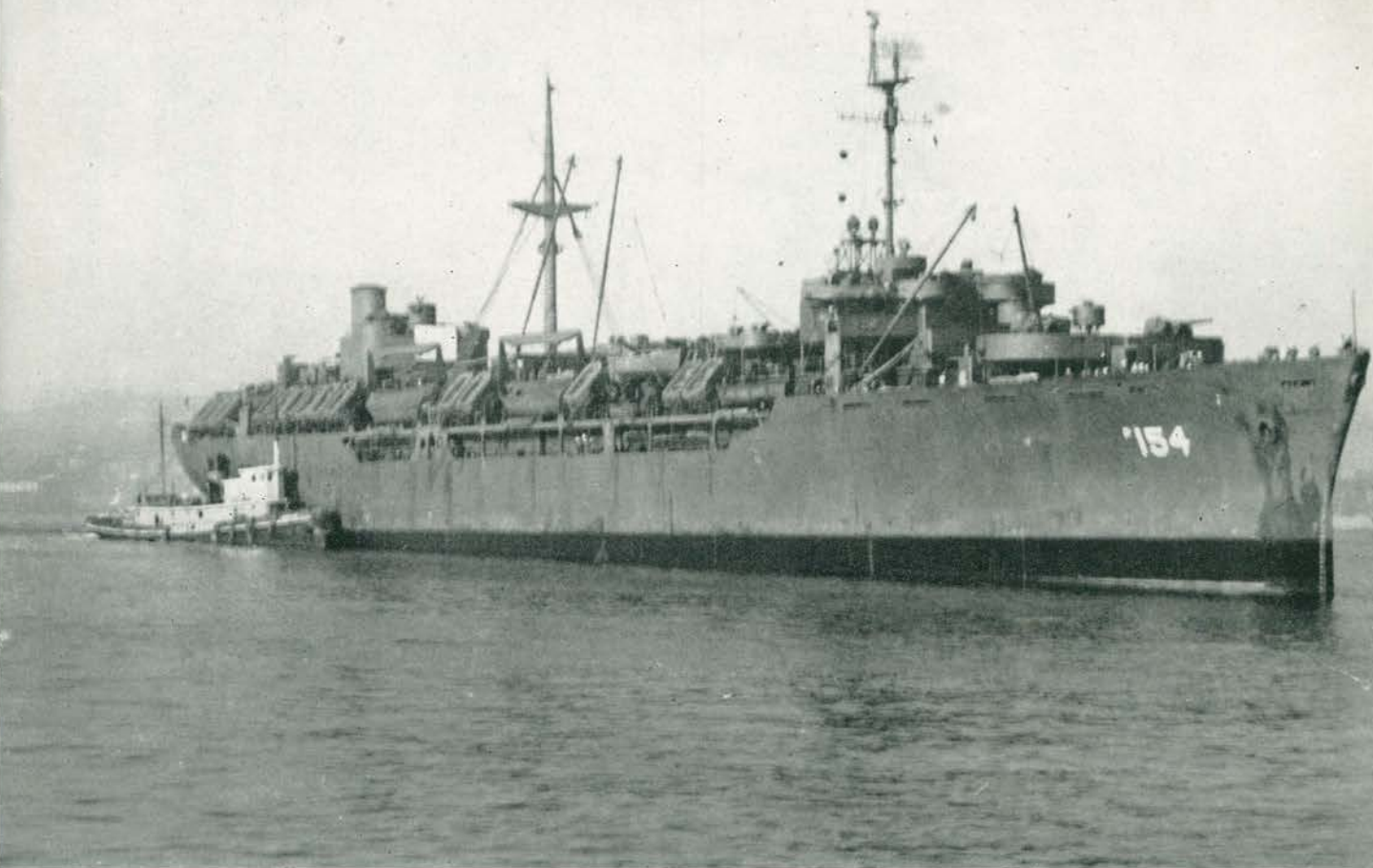
Commander Alexanderson at his cabin desk



CHAPLAIN R. P. BELL
Lieutenant (j.g.), USNR



MAJOR HASTING, USA



The Ship and Her Travels



On February 21st, 1945 the GENERAL LEROY ELTINGE was commissioned at San Francisco. When we fell in on top of Hatch No. 5 for the ceremony, the band was playing and visitors were gathered in the 20mm. gun tubs. The ship was presented to Captain Wakefield and he replied with a short speech of thanks. After the chaplain gave the benediction, the commissioning pennant was run up.

We were through with ceremony and ready for work. There was plenty of that—we went across the bay and loaded stores for 48 backbreaking hours in an all hands evolution. During the days that followed there was much to be done to get things “squared away” in readiness for the shakedown cruise. At last, on March 4th, we got underway for San Pedro. On the way down we held speed runs, gunnery exercises, and dozens of other tests to find out everything we could about our new ship. And everything went well. After we reached San Pedro we went out for more gunnery exercises and for simulated strafing attacks and things still went well. We were ready for sea.

We left Pedro on March 23rd with troops, nurses, and Red Cross workers bound for Calcutta. Accompanying us was the GENERAL CALLEN whose inability to keep up to our speed provided grounds for heckling whenever we afterwards met her in port. The two of us sailed southwest through glassy-smooth waters and sunshine-filled days. It was hot even at night so the troops slept topside,



Calcutta Temples

jammed into every empty space; since we were blacked out, it was impossible to avoid stepping on at least a few of them while walking around the decks or relieving the watch.

Easter morning, April 1st, divine services were held on the Equator and that afternoon "Crossing the Line" devilry went on. Neptunus Rex and his party of shellbacks ran up the "Jolly Roger" and took over the ship. Over the public address system came a blood-curdling warning to all Pollywogs. Then King Neptune, his queen (one of the nurses and a cruel witch at that), and his court made their rounds. Pollywogs were tried by the court, found guilty, and sentenced. Haircuts, or rather, scalpings, and paddlings were doled out plenty. And finally Neptunus Rex announced over the P. A. system

that the Pollywogs had been found worthy of the Solemn Mysteries of the Acient Order of Shellbacks. The Jolly Roger was hauled down and the new shellbacks congratulated.

We arrived at Melbourne on April 11th and, although we stayed only two days, we had enough liberty to find out we liked the place. The Australians were friendly. We enjoyed their steak and eggs but their warm beer left something to be desired.

When we sailed on the 13th the CALLEN was still with us, still struggling to keep up. We went south of Australia and then headed northward. Gun crews were alerted at 0400 daily, for the hours of dawn were when Japanese submarines usually attacked. However, we saw no subs—just the beautiful sunrises over the Indian Ocean. Off of Ceylon we were met by a corvette, H. M. S. ROCKET, which convoyed us to the coast and went up the Hooghly River with us to Calcutta. The Hooghly, which is part of the Ganges, was narrow, muddy, and stinking. Dead bodies floated in it. It was so dirty we shut down our evaporators and used the water in our storage tanks rather than try to make fresh water out of that filthy scum.

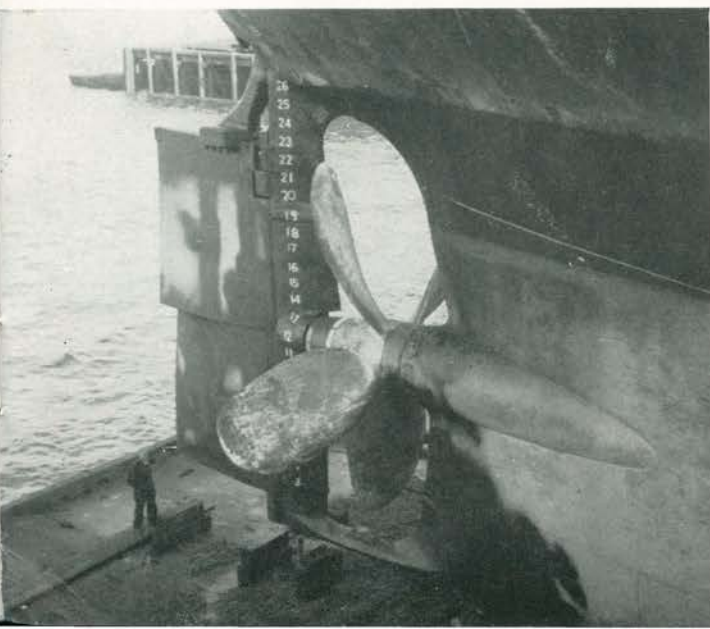
We anchored at Red Jetty on the 27th and debarked our troops by means of river boats. Calcutta was interesting but there wasn't much to do on liberty. We saw the sacred cows and the temples, the shops, and the burning ghats. But it was hot and dusty so we went to the air-conditioned Metro theatre and saw "Mrs. Miniver." The Great Eastern Hotel and Firpo's were air-conditioned, too, and we sat there sipping "lemon squash" until 1700 when drinking hours began. And there was the big beer party at the Red Cross. Calcutta was quite a city.

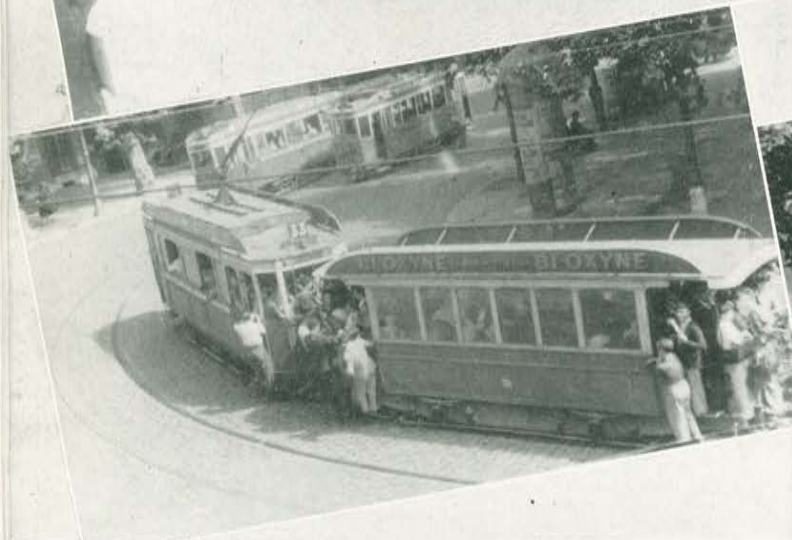
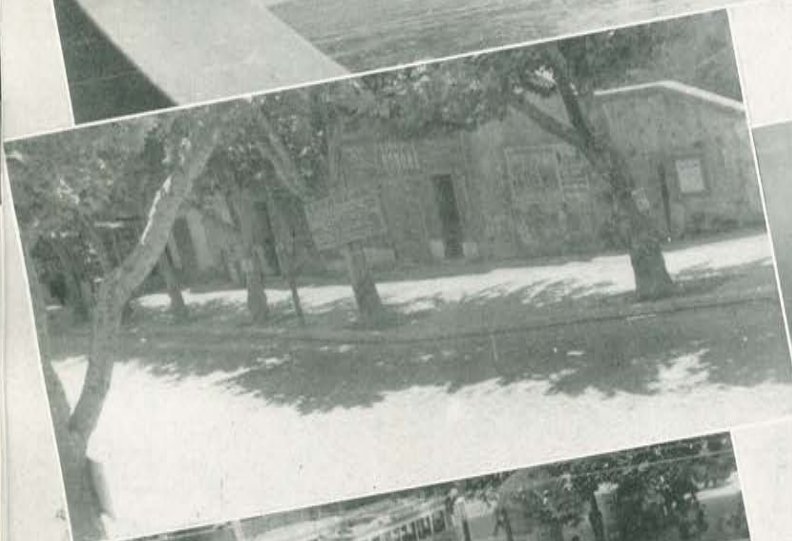
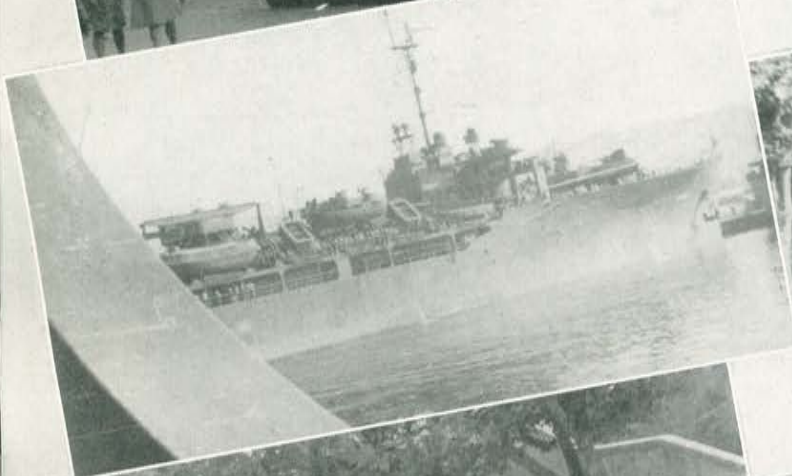
Loaded with troops, nurses and Red Cross workers we started down the river on May 7th. It took us three days to reach the sea as the channel had changed and we ran aground several times. Finally we made it, however, and accompanied by the CALLEN and the ROCKET we went over to Trincomalee, Ceylon, to take on oil.

Although we were in Trincomalee only a day, arriving the 11th and sailing the 12th, we could see that it was clean; its white houses with their red-tile roofs were in contrast to the squalor of Calcutta.

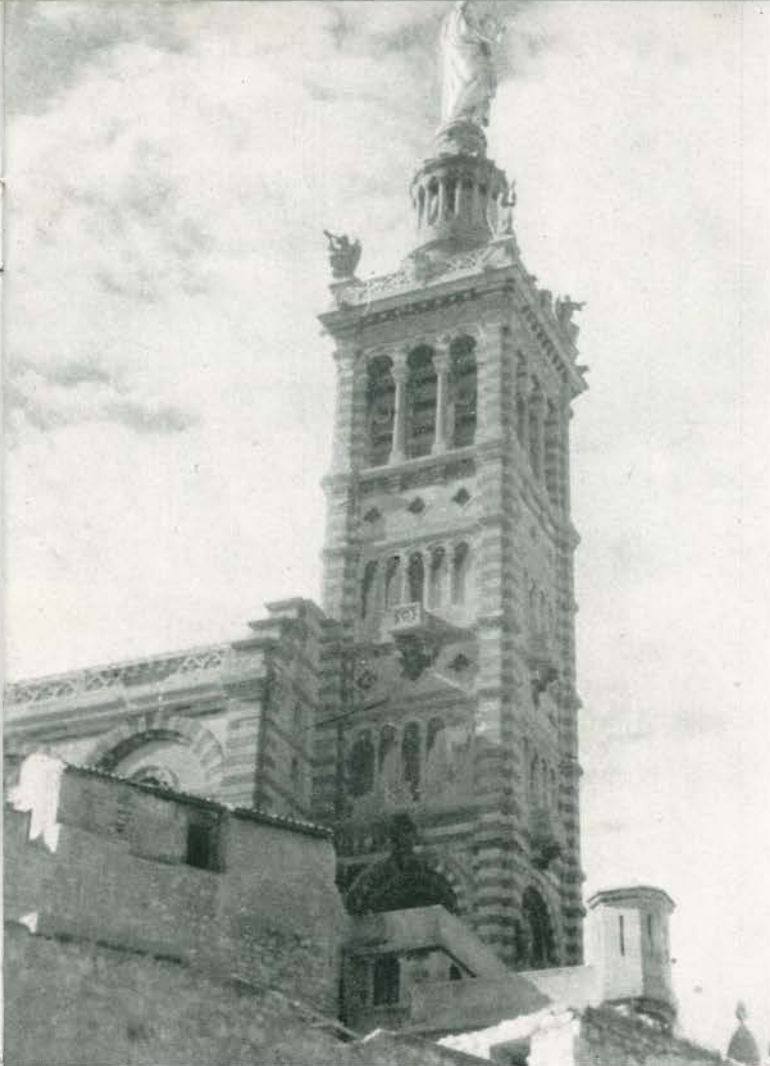
The ROCKET left Ceylon with us but when a Jap cruiser and a destroyer were reported in the vicinity she joined units of the British fleet which later sank the two enemy ships.

Drydocked . . . Harbor Island, Seattle





Liberty in Marseilles, France



Notre Dame de la Garde

The CALLEN and we sailed down to Fremantle and arrived there on the 20th. Here the troops got liberty, too. We went to Perth but liberty was only fair, definitely not as good as in Melbourne. From here we sailed on the 23rd and went over to Manus for fuel, arriving there on June 3rd.

Two destroyer escorts escorted us to Tinian where we exchanged troops. We spent two days there and managed, before we sailed on the 9th, to have a few beach parties and to get a look at the huge B-29 air field.

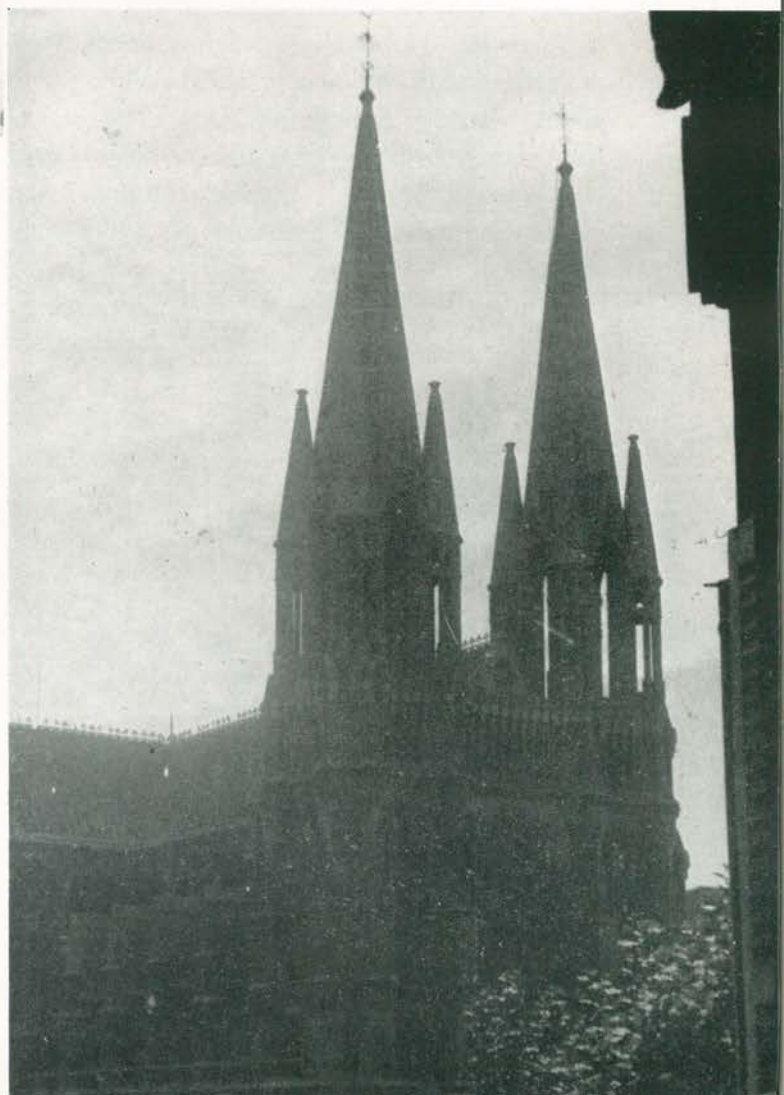
Although the CALLEN went to Saipan after leaving Tinian, we went to Guam. While we were there we saw the cruiser PITTSBURGH which had lost her bow in a typhoon. After spending a day exchanging troops, we sailed for Pearl Harbor on the 10th.

We stayed at Pearl from the 19th to the 21st, debarking troops and receiving aboard war-workers, civilians, headed for the States. Liberty in Pearl was poor—there were too many servicemen around. So we were glad to get back to San Francisco. (That, by the way, was the trip during which we had baby carriages on the superstructure deck. Shades of John Paul Jones)!

From the 27th to the 30th we had some of that Stateside liberty and the Market Street commandos were in their glory. It wasn't too bad leaving there, though, since we weren't going out on another trip but were headed for Norfolk for repairs.

Southward we went, down the coast of Central America to Balboa, Canal Zone,

Cathedral at Marseilles





Suez Canal

arriving there on July 9th. We had hoped for liberty but there wasn't a chance of it since we went right on through the canal. It was our first transit of the canal so everyone was topside to get a good look at the canal itself, its defenses, the alligators, and the thick jungle. We were a little envious of the three other transports that went through the canal with us because they were going to "good liberty ports" while we were headed for Norfolk—we'd never been there but we'd heard what kind of a liberty port it was.

The best thing about Norfolk, everyone agreed, was that we had leave and could get away from it. From July 14th to 31st we were in the yards and in drydock getting the repairs and paint job we needed after that long first trip. While we were in, we found out about Norfolk liberty for ourselves, splashing through the daily cloudburst over to the gin-mills of East Main Street. It was a long way from being good liberty but at least it was State-side—and we always had Callahan Center to fall back on. It was also at Norfolk that one of the best-liked men aboard, Captain Wakefield, left us. Captain Blau was in command when we sailed for Marseilles.

The trip was uneventful; we were sailing without a load and the seas were fairly calm. We passed close to the Azores and, as we approached the Straits of Gibraltar, we were also able to sight Cape Trafalgar. August 8th we passed "The Rock" but it was a little after midnight, only a dim mass

Double Exposure at Port Said . . .





Manhattan Skyline

could be seen silhouetted against the lights of Spain. Approaching Marseilles we entered the Gulf of Lions and, nearing the harbor, we passed close by Chateau d'If, the island castle where the Count of Monte Cristo was imprisoned and where, many years later, Dumas wrote his well-known story of the prisoner.

The harbor at Marseilles was cluttered with sunken hulks, reminders of the invasion of southern France. And the pier at which we tied up the afternoon of August 9th had been bombed. There were signs of destruction everywhere throughout the city—bombed buildings, wrecked tanks, a line of holes on the wall of the Church of Notre Dame de la Garde where a machine gun had raked across.

New York Skyline Through Gunsight





Karachi, India

It was good liberty though, the sidewalk cafes along La Cannebiere, Chaplain Alling's guided tour, the White Elephant and the Pink Elephant, and the OFF LIMITS signs.

We left Marseilles on August 11th with a load of troops, organized units, bound for the Philippines. They were an unhappy lot until August 15th when we received word that the war was over and we were to change course and head for Norfolk. Everyone felt a lot better after that. The 84 army nurses we carried that trip were a welcome relief from the thousands of troops—ship's company found plenty of work to do on the superstructure deck whenever the nurses were sunning themselves on Hatch 5. The nights were warm and the stars were out almost every night on that crossing. . . . The resistor room. . . . While we were still six hundred miles out of Norfolk, one of the doggies yelled "Land!" and three thousand G. I.'s fell for it and rushed to the rail for a look. They were really happy when we actually sighted land and, on August 20th, tied up at Hampton Roads.

We had expected to stay Stateside for awhile but after four days spent loading stores, we sailed back to Marseilles. Just before we sailed Captain Blau was relieved by Commander Cox, who took us across. The trip was much like the one we had just completed. However this time we passed Gibraltar during the daytime on September 1st. Although we arrived at Marseilles on the 3rd and sailed on the 4th we were able to get some more of that good Marseilles liberty . . . Spanish champagne. . . . This time the men we took home were high point men returning for discharge rather than organized units being redeployed. We carried 180 nurses this time but things were quieter than on the previous trip. We had acquired a twelve piece ship's company band at Norfolk and they gave out with music for our entertainment.

We pulled into Hampton Roads on the 14th—our band was playing, the band on the dock was playing, the troops were yelling, and the people on the dock were yelling back. The troops knew they'd be civilians in a few days and were happy about it. After we unloaded, we went into the yards at Portsmouth again for repairs (and for leave).

When we sailed for Karachi on September 29th our commanding officer was Commander Alexander who, as things turned out, remained aboard for the remainder of the time the ship was in commission. This trip was much like our trips to Marseilles until after we passed Gibraltar when, instead of turning northward, we continued on down the Mediterranean close by the coast of North Africa. Past Oran, Algiers, Bizerte, along the Barbary Coast, past Tripoli, Bengasi, and Tobruch we went, arriving at Port Said on October 12th.

Port Said was hot and dirty, although the waterfront was kept clean, possibly to impress passing ships. The surrounding land was flat, stretching out to the mountains in the distance. While we were taking on oil the bumboats clustered around us to sell suitcases, purses, scarves and all the other things which they had found Americans would buy. Other ships were there and Royal Air Force speedboats were roaring by. Late in the afternoon we began the transit of that long, narrow ditch, the Suez Canal.

The night was cool but with morning came the heat of the desert. Slowly we moved southward, occasionally passing small groups of buildings with camels tied in nearby "parking lots." On the ferry landings were a few natives and soldiers but it was the women from the British Army camp in the distance that attracted our attention. We reached Suez, at the southern end of the canal shortly before noon of the thirteenth and, after anchoring for a few hours to take on our mail, which had been sent down from Cairo, we put out into the Red Sea.

As we travelled down the coast we could see Mount Sinai in the distance and farther down the Arabian Peninsula we passed Mecca, the sacred Mohammedan city. The heat was intense and remained so even after we passed through the Gulf of Aden out into the smooth waters of the Arabian Sea. We landed at Karachi on the 20th. The GEN. CALLEN, which we had not seen since we left the Pacific, was there and even before we tied up our signalmen found out from her that liberty wasn't anything special. There was the heat, the smell, the camels and sacred cows in the streets, the curio shops, the Marina Hotel with its own brand of muddy gin, and running around were dozens of little gooks yelling, "Hey, Joe, are you from Brooklyn?" And there was the big beer party at the Red Cross club on Elphinstone Road. We sailed on October 22nd, returning the same way we had come, seeing the same bumboats that had gathered around us before at Port Said.

We took on oil and sailed from there on the 29th. Back through the Mediterranean we went and on November 3rd we passed Gibraltar. When we hit the Atlantic the going really got rough. What a storm! For days we staggered against the heavy seas. The waves grew higher and higher and we rolled and pitched like a mad thing. Our bow would plunge down into the trough of a wave and the breaking seas would send a solid sheet of water up over the flying bridge. Not many of the troops went to chow during that storm—they were in their bunks, or rather, were trying to stay in them which was a tough job since we were rolling 35 degrees. Our

Bargain Counter . . . Karachi





Panama Canal

starboard anchor was pushed through the side of the bow by the pounding of the waves and the starboard forward bulwark was nearly carried away. What a storm!

We were glad to get to New York. We were met at the Narrows by a Welcome Home boat that had real American women aboard and even though the day was cold and damp everyone was topside for a look. As we went along the harbor and up the Hudson River our returning troops were saluted by the whistles of all the passing ships. We tied up at Pier 88, next to the battleship Missouri on November 11th ready for some good liberty. And we did have good liberty. We stayed in for 18 days, part of the time in the Todd yards at Hoboken. Liberty was granted two days out of every three and it was a lot better than Karachi, even Union City. But finally our orders came; we were going to Shanghai.

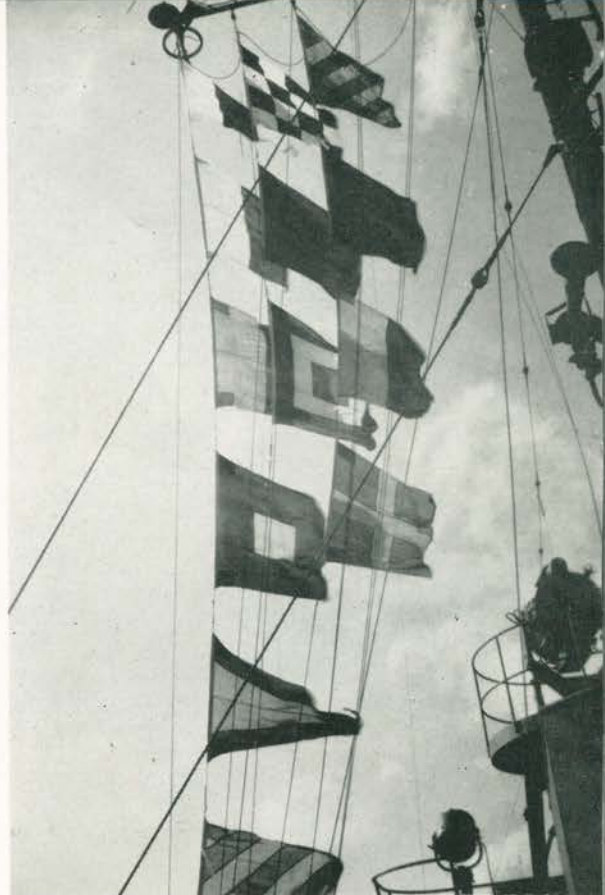
We left on November 29th with a load of replacement troops and civilians for Panama and some civilians, including UNRRA workers, for Shanghai. The trip to Panama was uneventful. However, on December 4th, after we had made the transit of the canal, we tied up at Balboa to debark troops and we had a chance to find out what Panama liberty is like. It's good we discovered. And so is that "Milwaukee Beer" made in the Canal Zone.

On the 5th we sailed and headed northwest as we were routed to pass north of Hawaii. Then we went down past the Marshall Islands, the Marianas group, and Okinawa. Near Okinawa we celebrated Christmas. Midnight services were held the night before. On Christmas day we had a huge dinner followed by a party in the troop mess hall which was appropriately decorated.

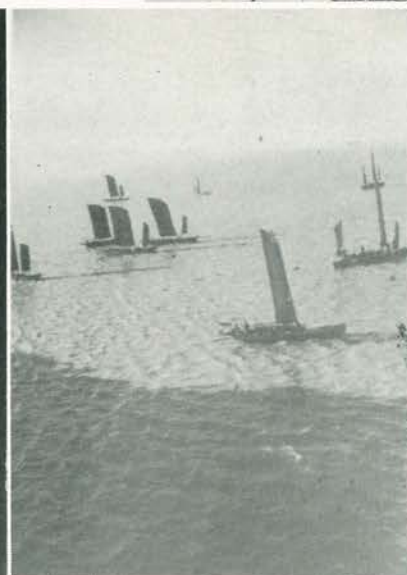
We sailed to the China coast, up the Yangtze river for a few miles and then turned off to the Hwangpoo river, arriving at the Nanking-Yusen-Kaishi Mail Wharf in Shanghai on the 28th.

There was a liberty port! Along Nanking Road and Bubbling Well Road were curio shops galore. And you could jump into a ricksha or a pedicab and go out to the night clubs of Canton Road or Yu Yuen Road. There were the White Russians with their vodka. Yes, there was plenty to do in Shanghai—every street had something new for us. We fought our way through the crowds and enjoyed it all. Especially New Year's eve.

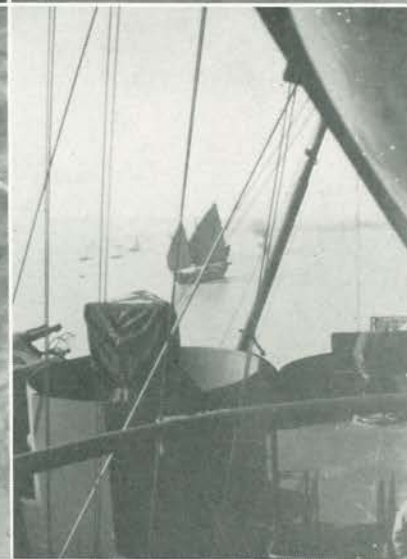
But it couldn't last forever. We sailed on January 6th, bound for Manila since we hadn't taken on a full load of troops at Shanghai. But when we got to Manila there were no troops for us so we took aboard a few merchant seamen and the next day, the 9th, sailed out of the harbor, past Corregidor and Bataan and headed southward. We sailed south of Luzon, through San Bernadino straits and then over to Seattle. That was the trip we had the "Eltinge



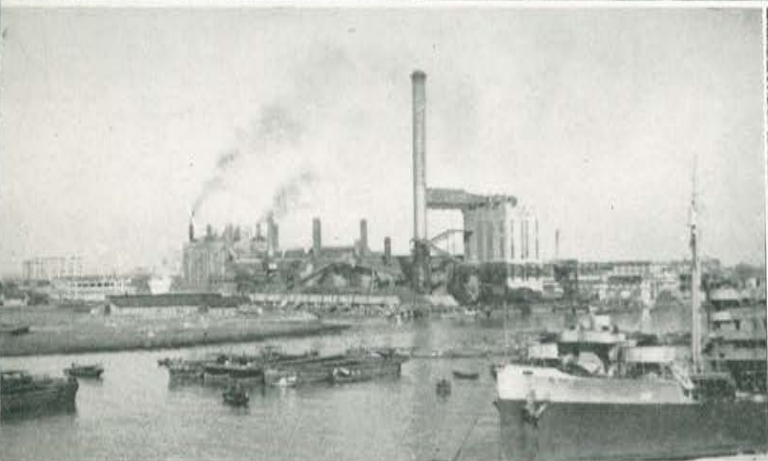
*Top:
Airing Bunting*



*Left to right:
Colby Hotel on
the Bund
H. M. S. Ceylon,
Wangpo River
Chinese Junks*



*Left to right:
N. Y. K. Pier,
Shanghai
Bumboat on
Wangpo River
Eyeglass Liberty,
Wangpo Style*



Left:

*Saddle Island,
Entrance to Yangtze River
Shanghai Street Scenes*



Right:

Corregidor, Bataan

Antics" on Hatch No. 6 with music by the "Rockin' Red Dogs" and skits by "Rotatin' Sam." We had fairly good weather that trip so the show drew large crowds. But after we passed north of Hawaii and started heading north, the going got a little rough.

We came into Seattle on the morning of the 26th and after debarking our navy passengers, went down to Tacoma, where we remained until the 28th, to debark troops. On returning to Seattle we anchored out in the stream for two weeks and finally went into the Todd yards on Harbor Island. Liberty in Seattle was fairly good; it would have been better if it weren't for Seattle's eager Shore Patrol.

Scuttlebutt said we were going to the East Coast for decommissioning but when our orders came, they said we were going to Jinsen, Korea. We sailed on March 3rd with a load of replacement troops; they threw many a longing glance back as the shore receded behind us. Once again we passed just north of Hawaii and sailed on about the same course as we had before, just south of Kyushu, the large, southern Japanese island. This time, however, we turned northward, sailing up through the Yellow Sea to Jinsen on the western coast of Korea.

We could see immediately, when we arrived on the 19th, that Korea wasn't much of a place; the troops knew they'd be spending about a year there and were pretty unhappy about it. They were ferried to the beach in boats as there were no docking facilities for large ships and then for a few days we just sat around. Regular liberty wasn't granted since there was so little to do in Jinsen, but the army arranged a trip to Seoul, the capital, for us. The train that took us was old and dirty. Since there was little glass in the windows, it was cold. The 20 mile trip took two hours as the train was slow

Jinsen, Korea . . . March 10, 1946





Korea

Doc Talks to Korean

Seoul Postoffice



and also stopped every few minutes to take on more passengers although it was crowded to begin with.

Seoul is a large city and the capital, but there wasn't much to do except walk around. Most of the interesting places, including the native section, were out of bounds. There were many curio shops but prices were high; however, some of the men did well by trading toothpaste for souvenirs. The train ride back was as bad as before, just as slow and cold and dirty.

On March 24th, loaded with troops for discharge, we sailed back to Seattle. We took a more northern route than before since the stormy season was over and we made it back in thirteen days, arriving on April 6th. We debarked our troops and then anchored out in the stream for a few days. We knew more about Seattle and could make the most of our liberties this time. Since we needed some repairs, we went into Lake Union by way of the canal and anchored out in the lake while repairs were being made.

It was while we were there, on the 12th, that we got the word that we'd been awaiting for a long time—we were to go to New York for decommissioning.

As this is being written we're almost ready to put out to sea. We'll sail down along the coast to San Diego where we'll receive aboard 154 officers and men of the German battleship PRINZ EUGEN whom we will take to New York.

Then—decommissioning.

That's all, brother, that's all!

U. S. S. GENERAL LEROY ELTINGE . . . FORWARDING ADDRESSES

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GAVIN, HERMAN R., RdM3/c,
GERAGHTY, JAMES, RdM3/c,
GHIO, FORTUNATO, CBM,
2071 Kettner Blvd.,
San Diego, California.
GLICK, ARNOLD L., S2/c (RdM)
2448 Cincinnati St.,
Los Angeles, California.
GORDON, LEROY, S 2/c,
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East Point, Georgia.
GRAHAM, CHARLES M., F1/c,
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Wortham, Texas.
GRAY, ROY R., CM2/c
Raton, New Mexico.
GREENWALT, I. W., CM3/c,
814 Roosevelt St.,
Clinton, Iowa.
GRIMM, H. R., ENS.,
101 S. Loudoun St.,
Winchester, Virginia.
GROACH, FRANCIS, A., MM3/c,
311 26th St.,
McKeesport, Pennsylvania.
GUFFEY, B. E., CH. ELECT.,
3418 Greenwood Rd.,
Los Angeles, California.
GUINDON, STANLEY, G., SF 1/c,
1216 Powderhorn Park Terr.,
Minneapolis, Minnesota.
HAMILTON, N. R., SSMB2/c,
1429 Idaho St.,
Lewiston, Idaho.
HAYDEN, MORRIS L., PFC.,
Independence, Iowa.
HEFT, DAVID D., PFC.,
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Madison, Wisconsin.
HEJL, EDMOND, S1/c
Route 4,
Temple, Texas.
HEMMICK, LAWRENCE S., SK2/c,
124 S. Elm Dr.,
Beverly Hills, California.
HICKS, FRED T. JR., MAM1/c
3215 Lamb Ave.,
Richmond 22, Virginia.
HICKS, JIMMIE E., S2/c
121 Hunnicutt St. N. W.,
Atlanta, Georgia.
HILL, HARVEY H., SC1/c,
P. O. Box 384,
Windsor, Colorado.
HILL, JOHN W., SGT.,
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Kingston, N. Y.
HINDMON, JOSEPH A., S2/c,
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Aragon, Georgia.
HINKEN, ELROY, SF3/c,
2814 Denver St.,
Kansas City, Missouri.
HOCHLEITNER, FRED R., Pfc.,
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HOOK, HOWARD M., RM3/c,
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Stamford, Connecticut.
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Lynn, Massachusetts.
HUMPHREY, HERAM E., PTR1/c,
911 Galveston Ave.,
Fort Worth, Texas.
HUNT, THOMAS J., STM1/c
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Hampton, Virginia.
JANOWSKI, IRVING, F1/c,
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E. Plymouth, Pennsylvania.
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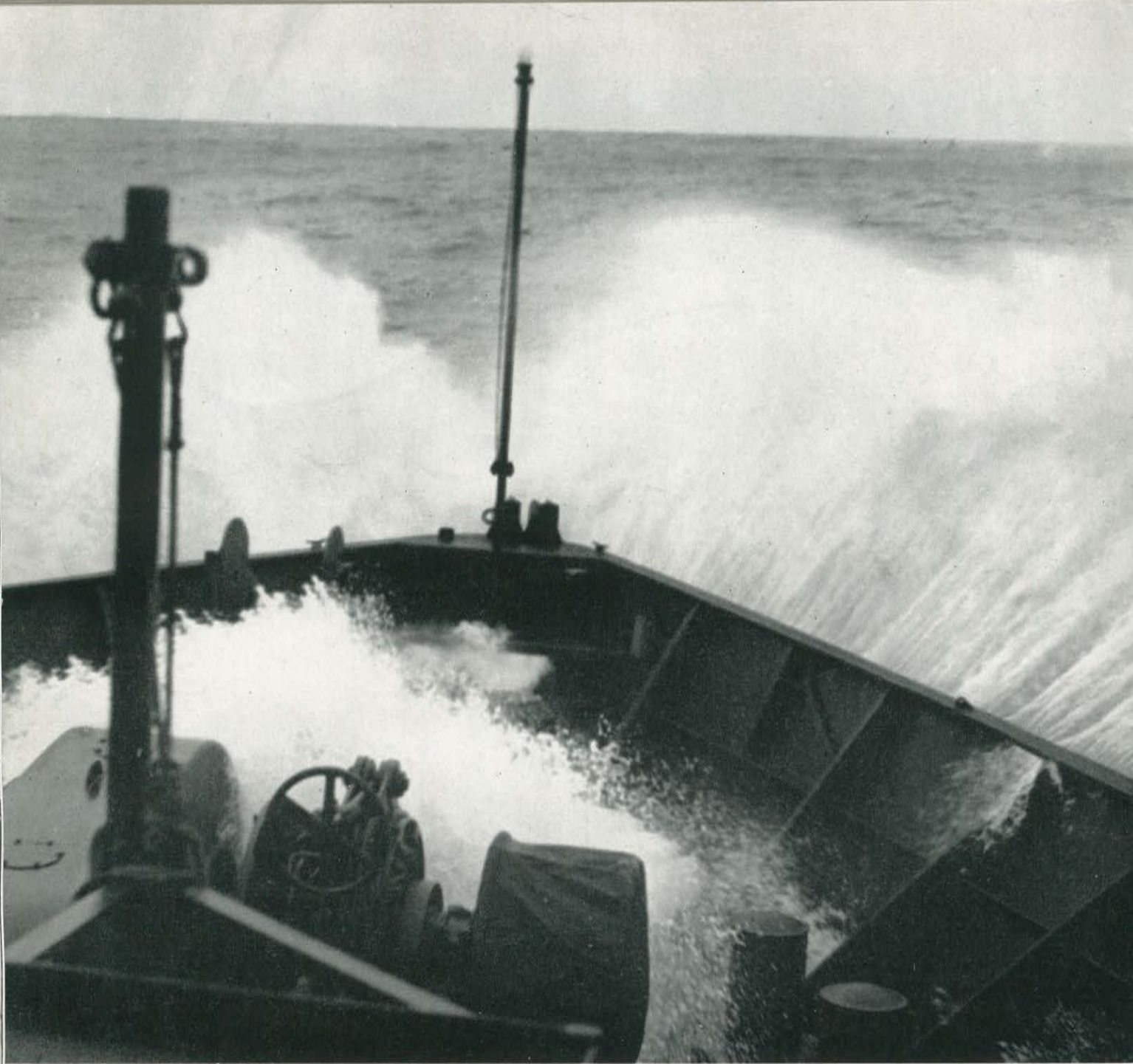
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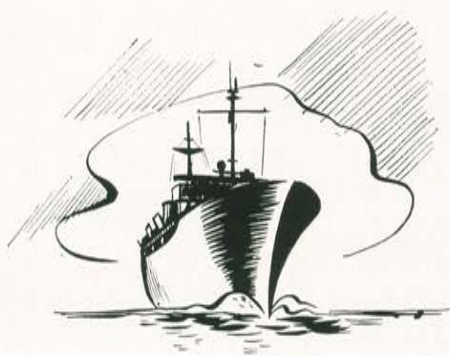








Atlantic Storm



Officers of the U. S. S. General Leroy Eltinge

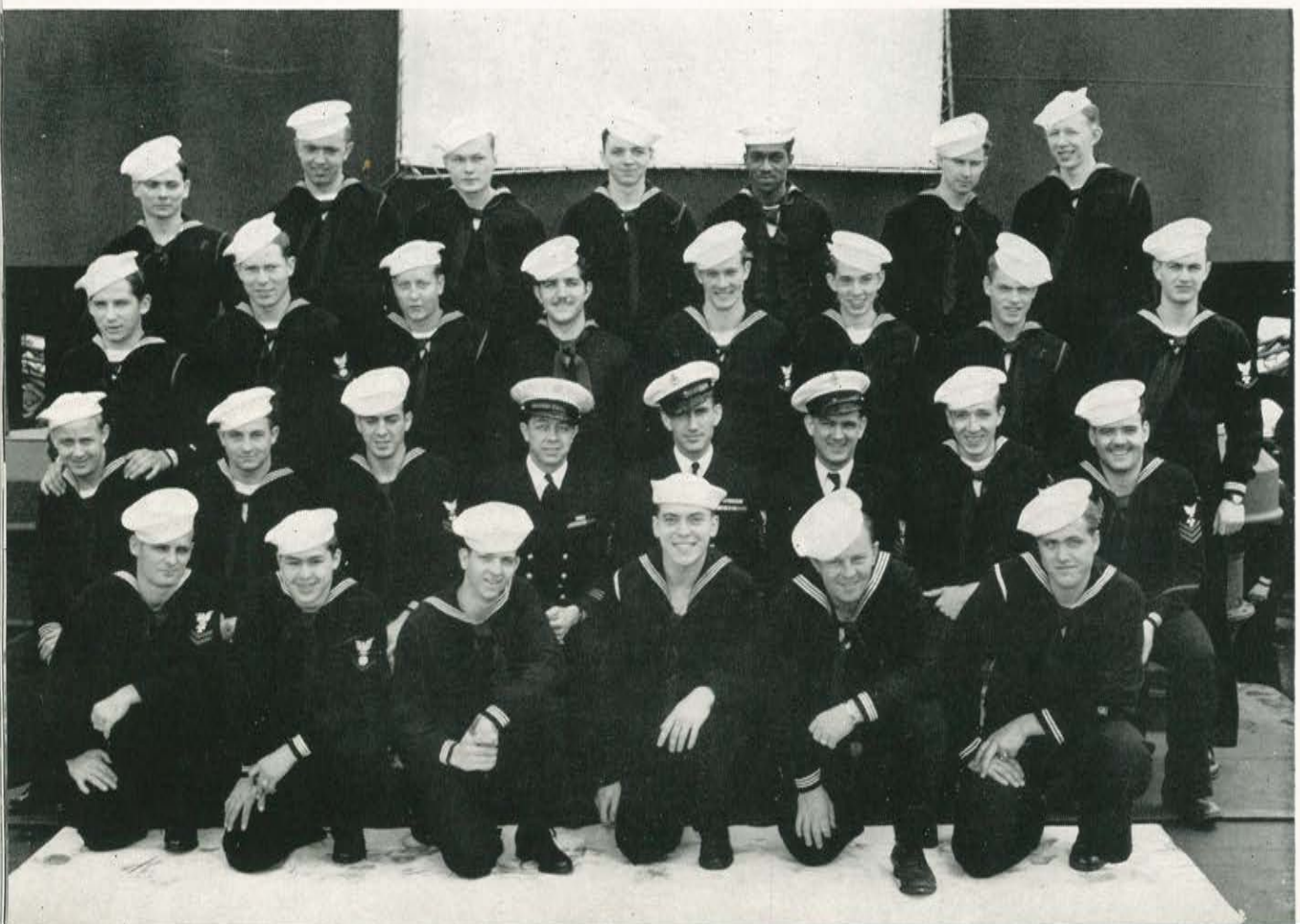


DIVISIONS



Communication and Navigation

Engineering Division

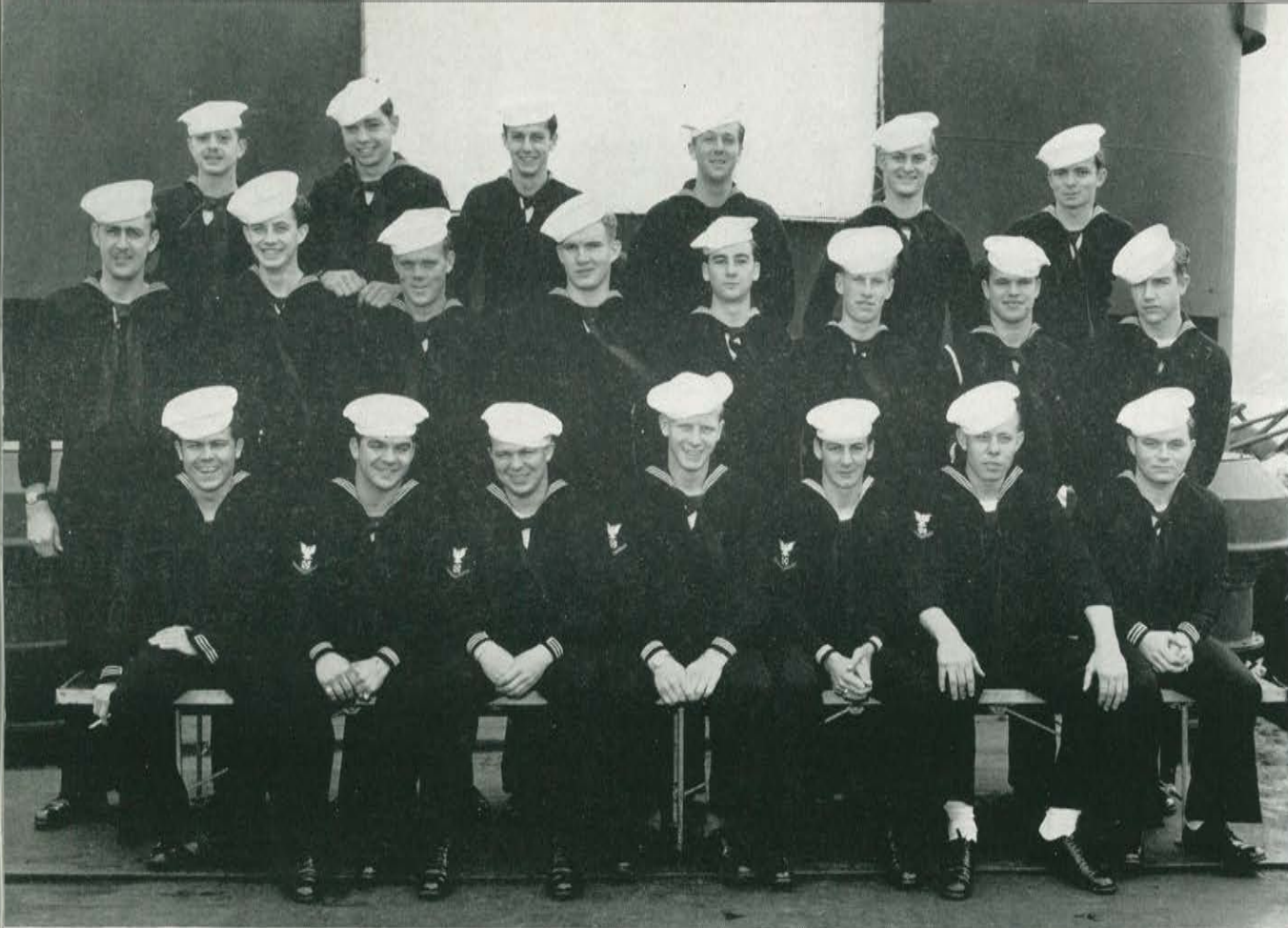




C & R Division

First Division





2nd Division

H Division





S Division

W Division





X Division

Army Personnel



CAPTAINS INSPECTION





Fireroom

Carpenter Shop





Radio Shack

Engineroom Watch

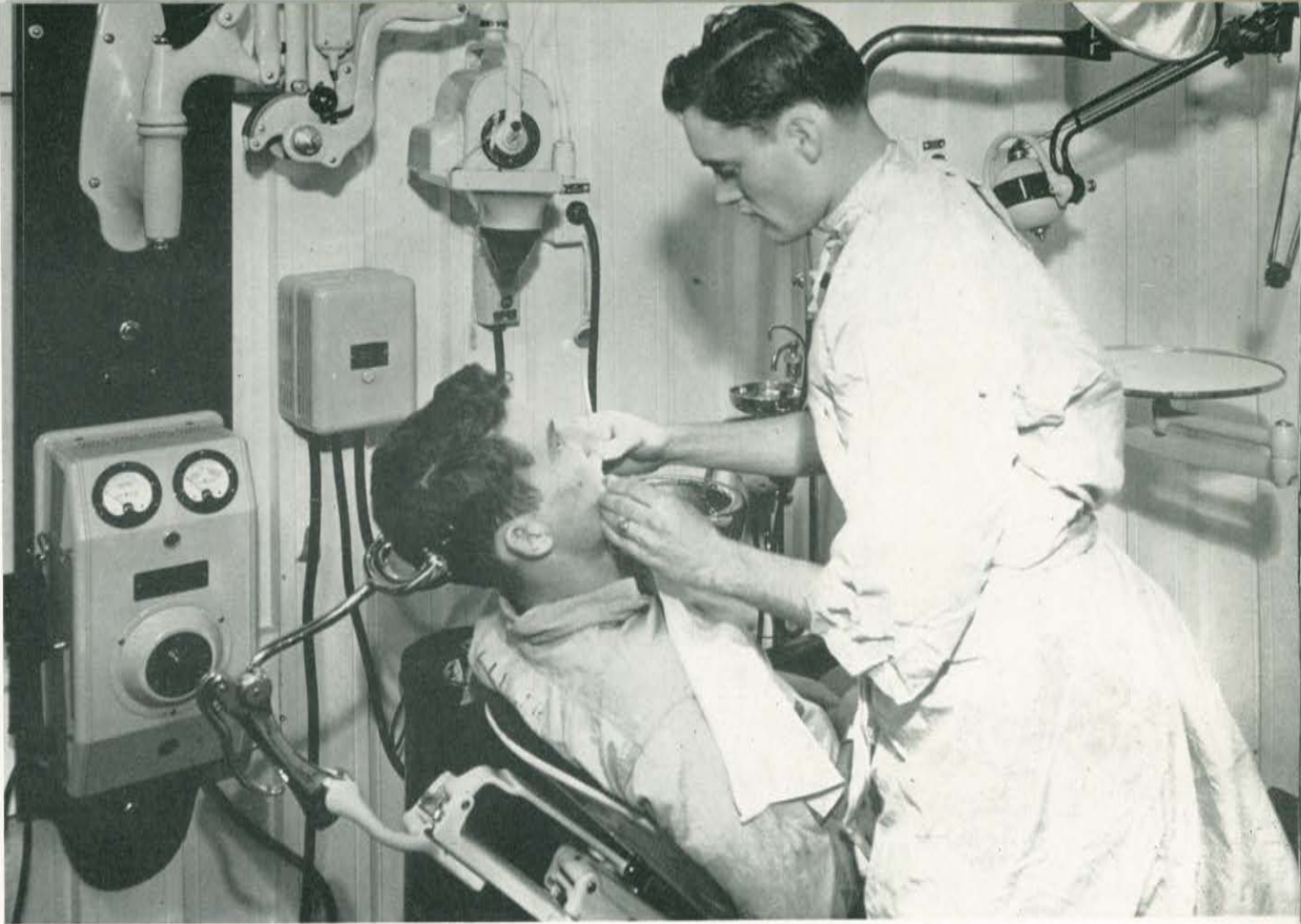




Inoculation

Operating Room





Dentist Chair

Shipboard Barber





Laundry





Crew's Washroom

Crew's Living Compartment





Crew's Mess



Wardroom Mess



Galley

Charthouse





Brig

Gangway Watch

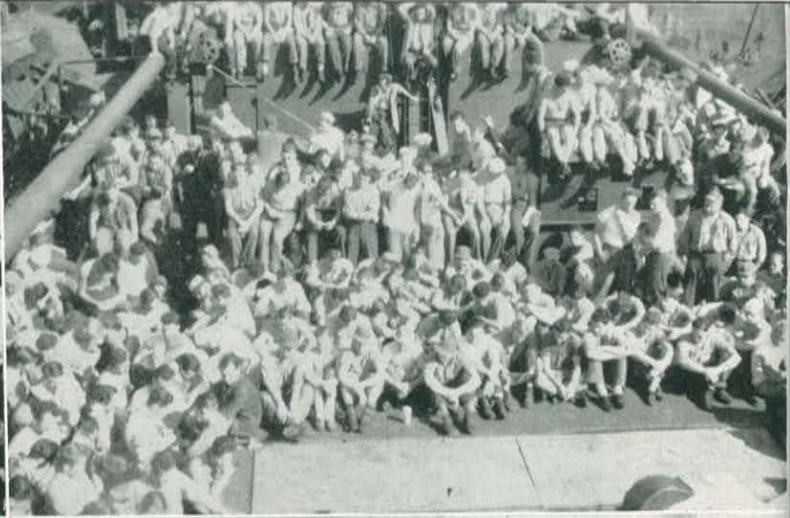




Library

C. P. O. Quarters

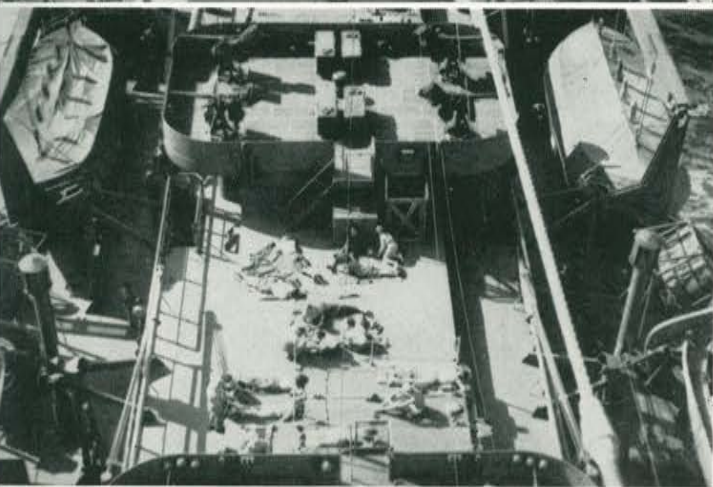
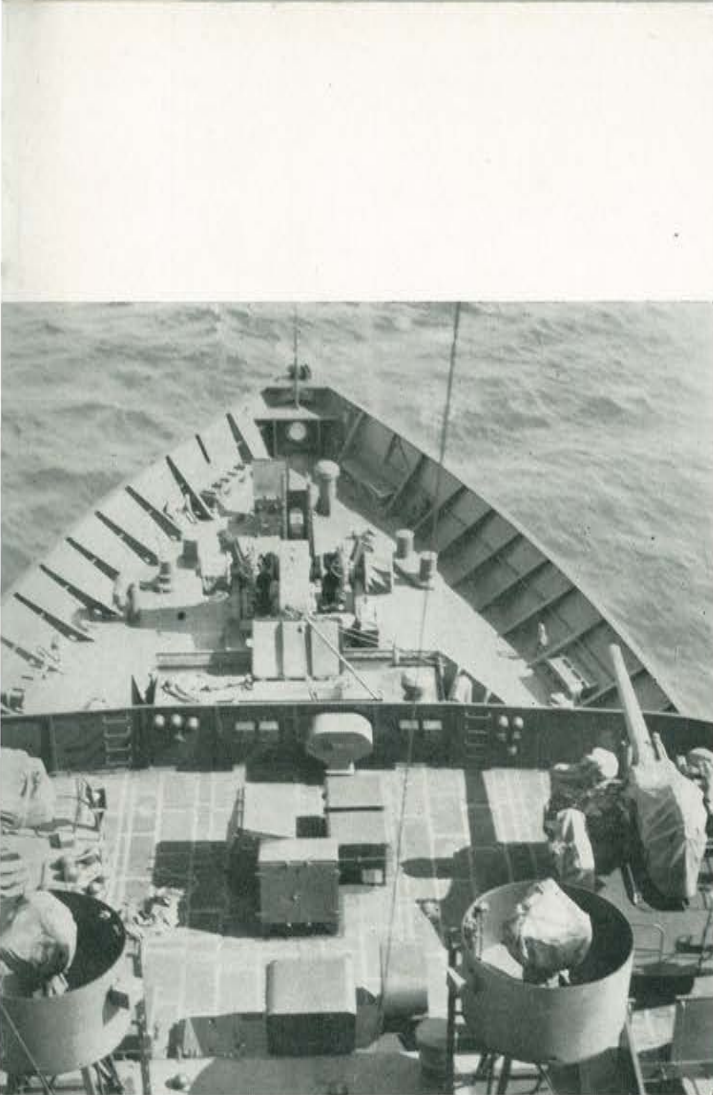




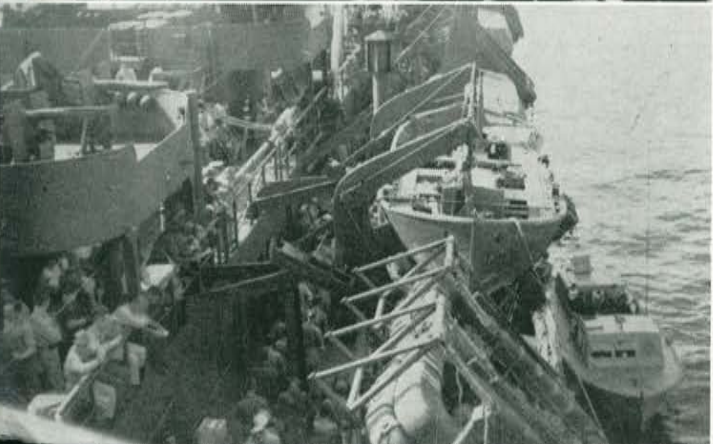
Eltinge Antics

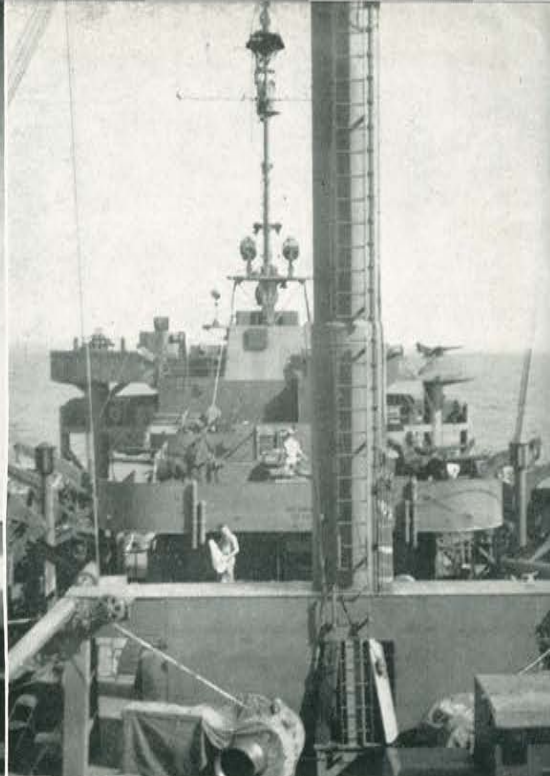
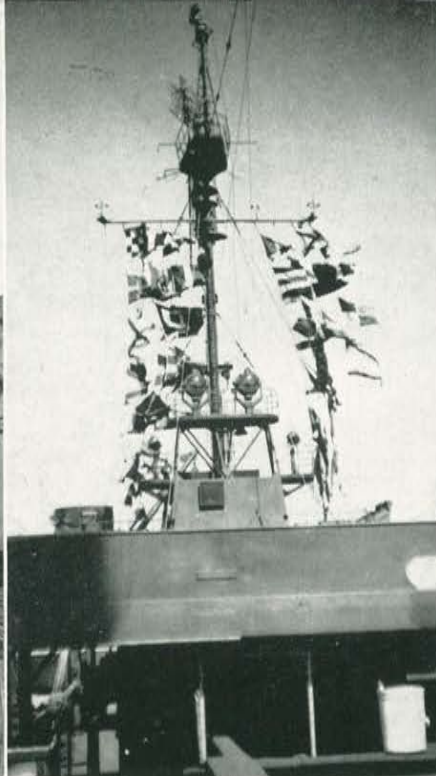
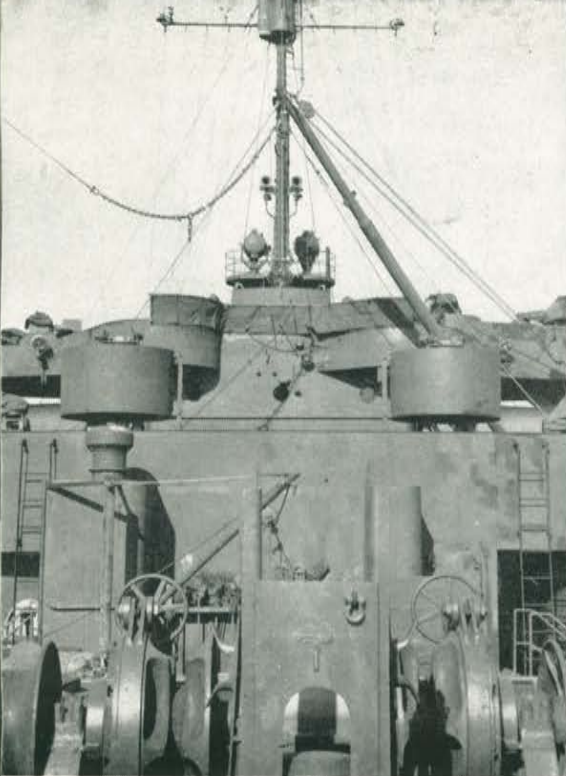


*Captain's Gig manned
and ready*



Random Shots





Topside



Troops Embark

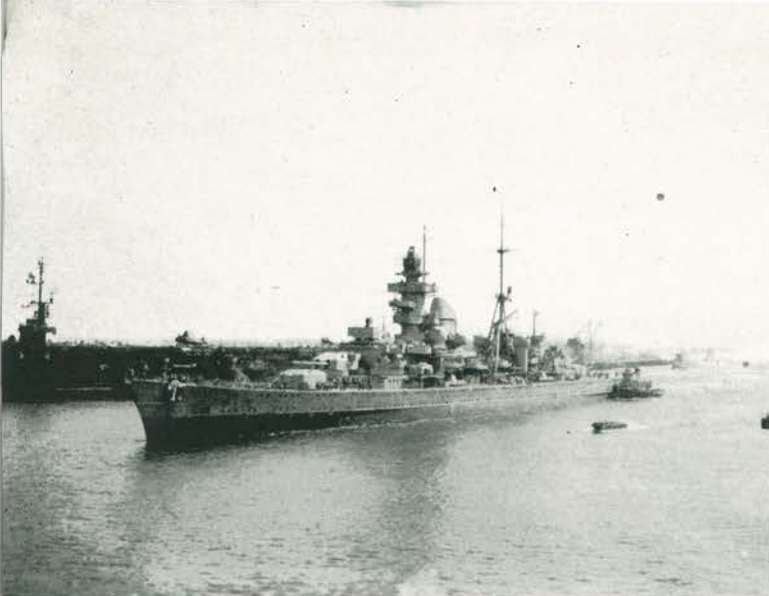




Magic Carpet to Seattle

Liberty boat in Lake Union





Prinz Eugen in San Diego Harbor

11
 T.A.R.
 U.S. Navy
 Transports

U. S. S. GENERAL LEROY ELTINGE
 Care of Fleet Post Office
 San Francisco, California
 (Press Time)

FROM: The Editors
 TO: The Reader
 SUBJECT: Compiling the History of the

GENERAL LEROY ELTINGE



1. The idea began with the Chaplain. The Captain gave his approval and the wheels started turning.
2. Most of the photographs were given to us by Chaplain R. P. Bell, Ens. A. L. Purvis, Ens. E. J. Strukus, E. C. O. Lorenz, ETM 1/c, N. J., Geraci, RM3/c, M. S. Guinnane, RM3/c, W. L. Cooper, EM3/c, and D. D. Rhine, S1/c.
3. Lieut. Comdr. A. I. Roche drew up the mailing list.
4. To the above named men we wish to say "Thanks" for the generous cooperation which made this book possible.

CAPTAIN W. B. SCRUGGS, JR., USA
 ALAN D. STONE, ETM2/c
 Editors



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