



SEA GOLD' MEMORIES



U. S. S. LANIER
U. S. Navy Attack Transport
APA 125

22 DECEMBER, 1944
1 NOVEMBER, 1945

5343

#32

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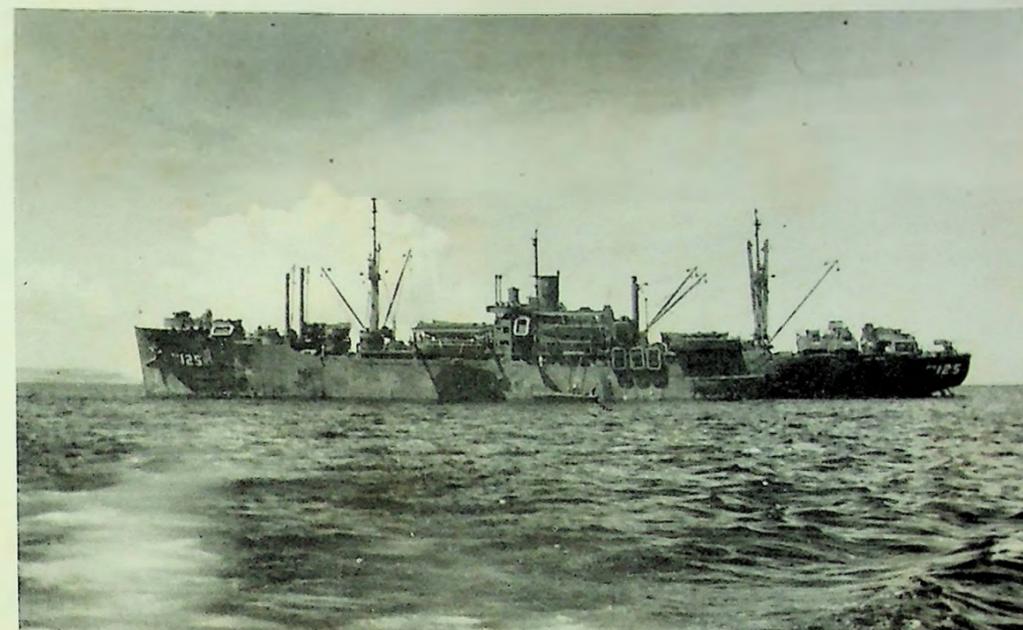


22 December, 1944 — 1 November, 1945



Dedication

To all Navy men who died
that the Nation might live



ONE of Uncle Sam's most potent weapons throughout the war proved to be the assault transport, of which the USS LANIER is a late model. Carrying troops with which to fight the enemy on unfamiliar, heavily defended beaches, the USS LANIER was destined from the outset to earn its share of glory and fame alongside its more highly publicized and more powerful heavy units of the U. S. Fleet. The LANIER also boasts a record of not a single serious accident, injury or death to any of its personnel during 11 months at sea—a period which covered two months of rigorous training of a green crew as well as participation in occupation of Iwo Jima, Okinawa and landings in Japan.

With a capacity of 14,000 tons, the USS LANIER'S main job of hauling assault troops is overshadowed in importance but slightly by the task of carrying heavy equipment such as jeeps, half-tracks, trucks, cranes, tanks, cannon, ammunition and other supplies, including medical necessities, food and amphibious gear.

At the conclusion of its strategic importance in a war role, the USS LANIER was placed at the disposal of the "Magic Carpet," a group of ships aptly named because of its mission of transporting thousands of war-weary, homesick G. I.'s and sailors back to their native land, their states, and their families. The LANIER, in this duty, not only did her job—but more. Extra bunks were installed wherever possible—in the holds, sick bay, troop officers' compartment—cots were placed on deck and all available space used in "Officers' Country." These moves enabled 500 extra men, as well as 40 above-quota officers, to catch a glimpse of the Pacific Slope just a little bit sooner.

In war or in peace, the USS LANIER, APA 125, did her part.



Capt. B. W. Cloud, U.S.N

WITH a miles-covered record of more than 170,000 since the war's start as Commanding Officer of a Fleet oiler, transport and attack transport, Captain Benjamin W. Cloud, USN, launched his naval career in 1917. Entering the Naval Reserve in April, 1917, Captain Cloud was commissioned Ensign on 24 June to attend the first Reserve Officers Class of the Naval Academy. On 14 September he was given a temporary Ensign's commission, Regular Navy.

Our skipper served aboard the USS GEORGIA until February, 1918, at which time he assisted in outfitting and commissioning the USS NEW MEXICO. Promoted to lieutenant [ig] [temporary], in November, 1918, 8 days later he was commissioned Lieutenant [temporary]. Later, after competitive examination, he was commissioned Lieutenant [permanent]. For three years Captain Cloud acted as aide to the Executive Officer and was Spot One aboard the USS WYOMING.

After a tour of duty at the Philadelphia Navy Yard, our skipper served for 3 years on the Hydrographic Survey Ship, USS NIAGARA, as navigator. In the spring of 1929 he was graduated from Chemical Warfare school at Edgewood, Md., attending a year's course at the Post Graduate [general line] school, U. S. Naval Academy. He then became a member of the Junior Class, U. S. Naval War College, Newport, R. I., for one year.

Soon after arrival in China, Captain Cloud was commissioned a Lieutenant Commander in 1931. It was here he served as executive officer aboard the destroyer McCORMICK and later the destroyer BULMER. During the Japanese action in Shanghai in February,

1932, Captain Cloud was transferred to Hankow and assumed duties as Senior Aide and Flag Secretary to Commander Yangtze Patrol on USS LUZON, for 2½ years.

From the fall of 1934 to 1936 Captain Cloud was in charge of the Material Section at the Bureau of Engineering, Navy Department, Washington, D. C. On 1 July, 1938, the Skipper was commissioned a Commander. He then served as First Lieutenant and Damage Control Officer of the USS PHILADELPHIA until May, 1939.

Acting as Personnel and Safety Officer at the Philadelphia Navy Yard, Captain Cloud was also Senior Member of the Labor Board until 1 January, 1942. On this date he became Executive Officer of the USS CHATEAU THIERRY, taking over the command in May of the same year. On this ship he steamed more than 90,000 miles, including trips to Iceland, Newfoundland, the Red Sea and the Mediterranean, and climaxed with participation in the initial landing at Gela, Sicily, in July, 1943. He was promoted to Captain, USN, 10 June, 1943.

After de-commissioning of the CHATEAU THIERRY in September, 1943, Captain Cloud put in commission the USS TOMAHAWK, AO 88, in April, 1944. In action off Saipan, Tinian, Guam, Palau, the TOMAHAWK also took part in the Second Battle of the Philippine Seas.

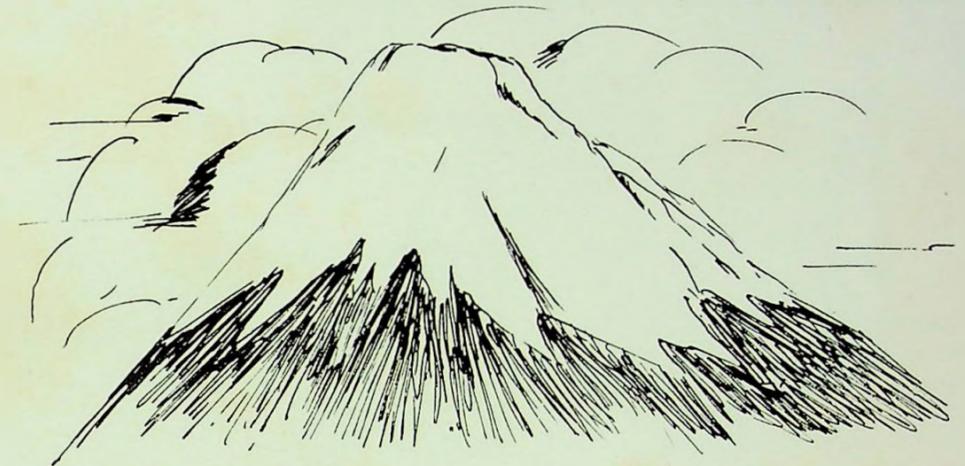
After a period of hospitalization at Pearl Harbor, Captain Cloud assumed command of the LANIER on 6 March, 1945, with a policy of "a full stomach and an empty brig."



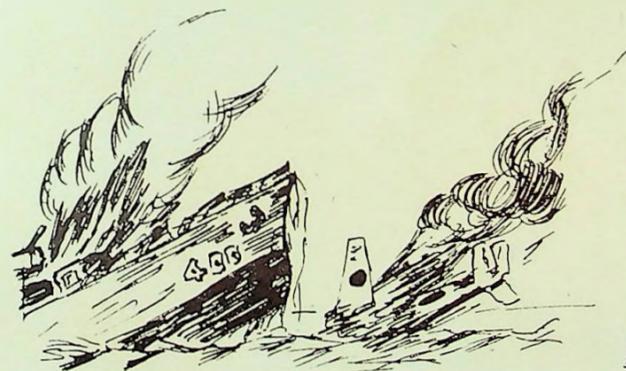
Diamond-head



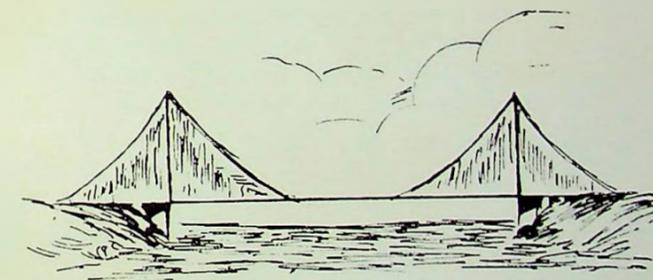
Iwo Jima



Mt. Fuji, Japan



Okinawa



That Golden Gate



Commissioning

ALTHOUGH a pouring rain continued throughout the day when the USS LANIER was commissioned, the spirit of the officers and crew which permeated the ship's atmosphere from the first day was not dampened in the slightest.

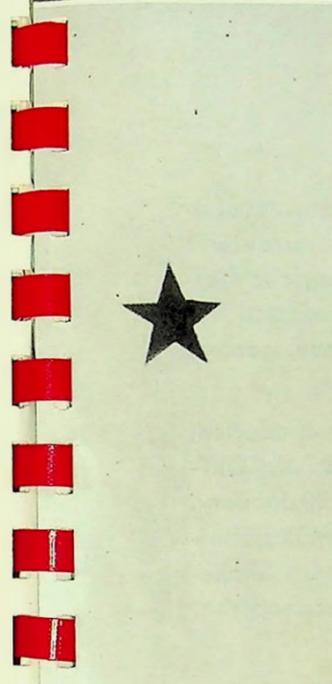
It was a green crew that took over on that 22nd of December, 1944. Many of the officers themselves had never been to sea and had little more than book-knowledge of what the Navy was all about. It was the primary concern of the LANIER'S first Skipper and Executive Officer to whip up a crew that would be ready to sail within a matter of days.

The "whipping up" task was admirably accomplished by Commander Walter W. Rockey, USN, Captain, and Lt. Commander Hubert W. Fisher, USN, Executive Officer.

Commissioning ceremonies conducted aboard the LANIER were witnessed by several hundred officials, friends and families of the officers and crew. The ship was sponsored by Mrs. Earl English, whose husband is vice president of the Industrial Engineering Company, Oakland. The LANIER was built by the California Shipbuilding Corporation, San Pedro, Calif., and outfitted by Moore Drydock Company, Oakland, Calif.



MRS. EARL ENGLISH



Chests, hair and helmets

"Ready, load!"

Ensign Tuttle's Twenty

Target practice

Off to the beach



Lieutenant Commander and Mrs. Hubert W. Fisher, first executive officer, and Commander and Mrs. Walter W. Rocky, first skipper of The LANIER

The Log

IMMEDIATELY after commissioning ceremonies, the LANIER proceeded to the Naval Supply Depot, Oakland, where everything from potatoes to light bulbs, enough supplies to last for weeks, were taken aboard.

A three-day delay at the request of the Central Commissioning Detail, West Coast, was effected beginning 28 December, due to faulty engine room valves. After this brief overhaul at Bethlehem Steel Shipyard, San Francisco, the ship moved out to anchor almost beneath the 7-mile-long Oakland Bay Bridge. At this time the ship's allowance of 26 assault boats was taken aboard, and preparations were made for shakedown training.

The new year of 1945 was inaugurated for the LANIER by its participation in a month's period of withstanding trials and tribulations such as only a shakedown detail can sponsor. Boats were lowered and hoisted, booms

rigged, winches operated, compasses compensated, radar gear tested, paravanes streamed, speed trials run, turning circle established, as well as drills conducted for abandon ship, fire, fire and rescue, general quarters, signals and collision.

Simple tactical maneuvers were conducted, accompanied by the APA's AUDUBON, CORTLAND and BRAXTON, from 18 to 20 January. Four days later a personnel and material inspection was held by the San Pedro Shakedown Group. Later, word was received that our ship was "quite satisfactory."

Anchored off the Coronado Strand, San Diego, from 1 February through 4 February, the LANIER'S boats and personnel were exercised in the rough surf. Numerous T-3 and T-4 practice landings were made, debarkation and net handling drills conducted and communications procedure was tested.

A gate to heaven



THE LOG—Continued

On 5 February the LANIER proceeded to the San Clemente Island area, where for five days, together with the APA's AMERICAN LEGION, HUNTER LIGGETT, BROADWATER, PONDERA and CORTLAND, it participated in mock invasion. On 9 February the ship moored in a well-cluttered bay at San Pedro, where, until the 20th, it underwent repairs during its availability period. The next day the LANIER set sail for San Francisco.

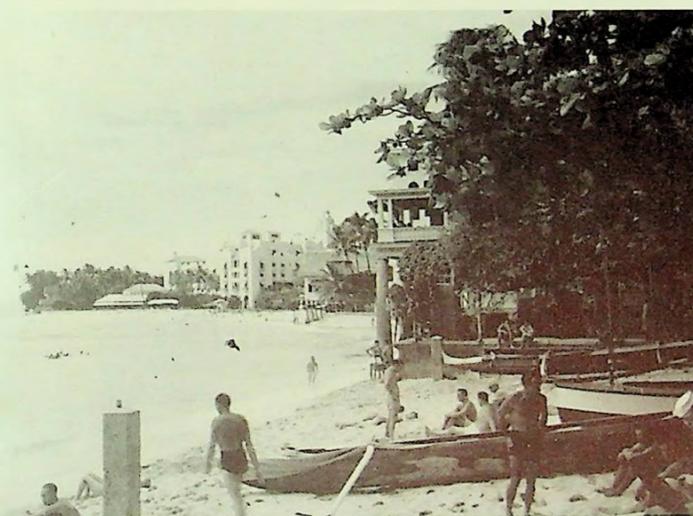
It was Washington's Birthday, the 22nd of February, when the LANIER loaded 335 rather sober-looking civilians, together with 80 officers and 9 enlisted men, bound for Pearl Harbor. The ship left on 23 February, 1945. A good share of the crew as well as many of the officers got their first glimpse of

territory outside the United States when the LANIER, after sailing alone, arrived at Pearl Harbor on 2 March.

Commander Rocky, on 3 March, was detached for hospitalization at Pearl Harbor. Three days later, on 6 March, Captain Benjamin W. Cloud, USN, assumed command, reading his orders before the entire ship's company.

With the SAN SABA skipper as O. T. C. [Officer in Tactical Command], the LANIER, CLEBURNE, CORTLAND AND CRENSHAW got underway on 17 March for Maui, Territory of Hawaii, to conduct practice amphibious operations. Five days were spent in T-3 and T-4 exercises, including laying of smoke screen and streaming of paravanes.

On the beach at Waikiki
Cloud-shrouded Isle of Oahu



Embarking at Oahu
Oahu





Beach party over the side, Maui

THE LOG—Continued

On 22 March the LANIER returned to Pearl Harbor and the following day moved to Honolulu, where cargo was taken aboard. Four days later the ship went back to Pearl Harbor and embarking of troops was begun. Seventy officers and 1,415 enlisted men [service troops, half negro, half white] of the U. S. Army boarded for transportation to a forward area.

Captain Jesse B. Gay, USN [Ret.], aboard the Dutch merchant vessel, the BLOEMFONTEIN, led a convoy of 17 ships on 29 March for Eniwetok, Marshall Islands. The ships were: AUDUBON, COTTLE, OSKALOOSA, BLOEMFONTEIN, ORMSBY, BROADWATER, BRULE, EXCHANGE, SEAMARLIN, MERMACPORT, MORMACKWREN, DORTHEA L. DIX, DAUPHIN, BINGHAM, BERGER, PONDERA and LANIER. Designated as Task Unit 16.8.19, the convoy was accompanied by three destroyer escorts.

Cleaning the 5-inch



Passing the 180th Meridian on 3 April, the convoy arrived at Eniwetok on 6 April. After refueling and a conference, Task Unit 91.6.12 was formed, comprising the transports BINGHAM [O. T. C.] and LANIER, with the STEELE as destroyer escort. This group sailed from Eniwetok on 7 April, for Saipan, in the Marianas, arriving on the 10th.

Colors and jacks of several hundred ships at anchor at Saipan were lowered to half mast simultaneously as official news was received on 14 April of the death of the President of the United States, Franklin D. Roosevelt. To thousands aboard ships scattered throughout Pacific Ocean areas, the news



"Battle of Maui"

of the President's death was received with amazement, mixed with genuine concern for the Nation's future and sorrow for the millions who were numbered as mourners.

On the following day, 15 April, a joint Army-Navy Memorial service was held aboard the LANIER, conducted by Captain Cloud, assisted by Col. J. C. Wilson, troop commander, and Chaplain L. V. Pick. Every man aboard came topside to pay respects to the late President of the United States.

During the seven-day stay at Saipan, liberty was granted for both troops and crew at the huge Saipan recreation area. The men played softball, went swimming in the crystal-

THE LOG—Continued

clear, coral-bottom salt water and drank ice cold beer or coca cola. The area has 14 asphalt-covered tennis courts, more than a dozen baseball fields, 20 horseshoe pits, Red Cross facilities, band performances almost daily and plenty of sunshine. Most men agree it is the best liberty spot, with the exception of Manila, west of Pearl Harbor.

On 17 April, led by Captain B. W. Cloud on the USS LANIER, the LANIER, MENKAR and ROBERT FULTON, escorted by the DE's DALEY and SPANGLER, got underway for Iwo Jima. On 20 April the convoy passed alongside a mountain destined to live long in history—Mt. Suribachi, where a handful of marines two months previously had planted Old Glory amidst flying bullets and shrap-

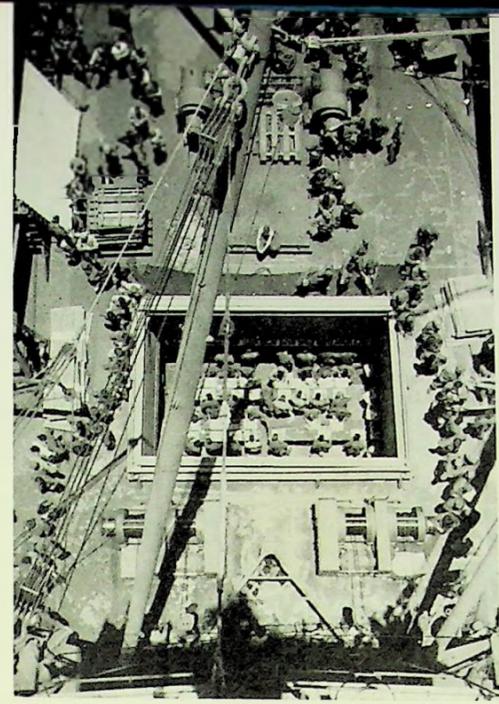
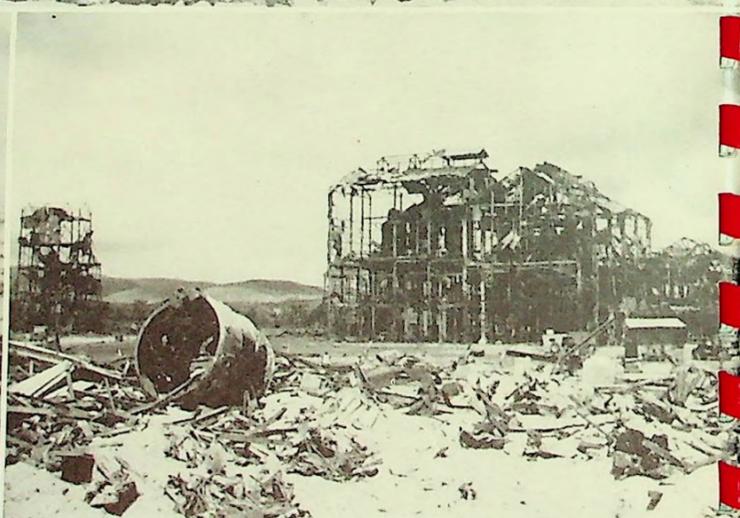
nel. Iwo Jima gave the impression, from a distance, of just one, huge rock. It certainly gave no hint of its importance as a life-saver to hundreds of pilots on runs to and from Tokyo. From the harbor it was a depressing-looking place. Commencing unloading the same day, the LANIER was empty by 22 April.

The LANIER and DE DALEY departed from Iwo on 22 April, arriving at Saipan two days later. After refueling and loading cargo, the ship embarked troops on 30 April, completing in one day the embarking of 11 officers and 1,431 Army casualties. Heading for Okinawa, the convoy on 2 May consisted of the following ships: LANIER [O. T. C.], GRANVILLE, SEA PARTRIDGE, SEA FLYER and two escorts, the BULL and EISELE. While approach-

*Yes, it's there — Eniwetok
Ships at rest, Saipan*

*The Tree of Chinieero [Eniwetok]
Saipan Superforts*





Snake-like chow line terminates below

THE LOG — Continued

ing the Okinawa harbor at 1000 on 6 May, general quarters was sounded, as Japanese planes were in the vicinity. It was the first time many of the crew and officers aboard the LANIER had been in an enemy air raid. Unloading of passenger personnel was completed by 1800. Another air raid sent the crew to general quarters at 1919. The "Tokyo

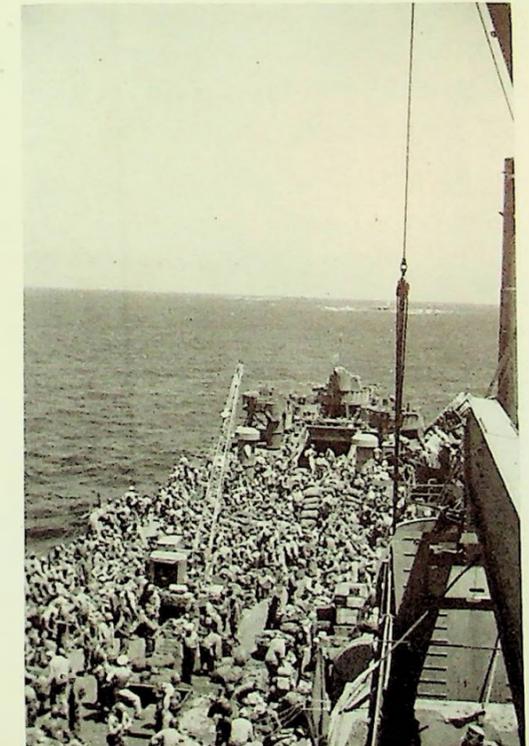
Express" came over the anchorage again at 0200, keeping every ship in the harbor at battle readiness for three hours. A pea-soup smoke screen, laid by ships' smoke boats, covered the harbor like a blanket, but it was reported the next day that several ships had been sunk that night. The Navy never perfected a sure-fire technique against suicide planes.

A weather "break" gave the ships a respite from air raids on 7 May. It poured rain all day and through the night. Casualties were taken aboard without mishap. They included: Army, 2 officers, 19 enlisted men;



Rock known as Iwo Jima

Unloading personnel at Iwo



Navy, 3 enlisted men; Marines, 3 officers, 39 enlisted men. The ship prepared for sea.

On 8 May a 22-ship convoy, led by Captain W. W. Campbell, USN, aboard the ANNE ARUNDEL, left Okinawa Shima [its full Japanese name], with the following ships: DOROTHEA L. DIX, DUTCHESS, FLORENCE NIGHTINGALE, KARNES, PINKNEY, PONDERA, SHELBY, TERROR, CAPE CHALMERS, CLARKSDALE VICTORY, LOMA VICTORY, SEA BASS, SHARON VICTORY, VIRGINIA CITY VICTORY and the escorts ZELLARS, CRANTER, HALLORAN, BULL, REEVES, GRIFFIN and BASS.

*"Woolworth's," Saipan
Ensign Harner inspects wreckage
Ships and floating docks, Saipan*

*Humbled, but Japanese
God is worshipped everywhere
Saipan factory — once*



Naha ruins
Smoke boat pool, Okinawa
High school, college ruins, Naha

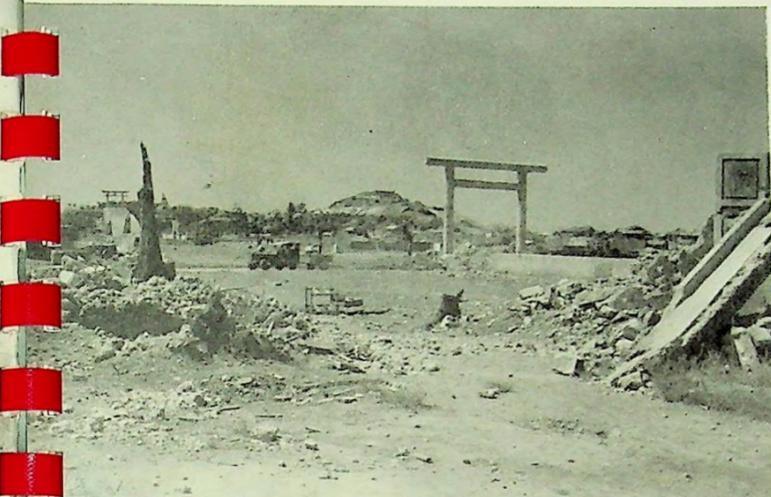
"Gyrenes" at Naha
Jap plane, Naha airfield
More Naha ruins



Naha, Okinawa's capital
Smoke boat crew on the alert



Jap plane, Naha airfield
Naha airfield in ruins



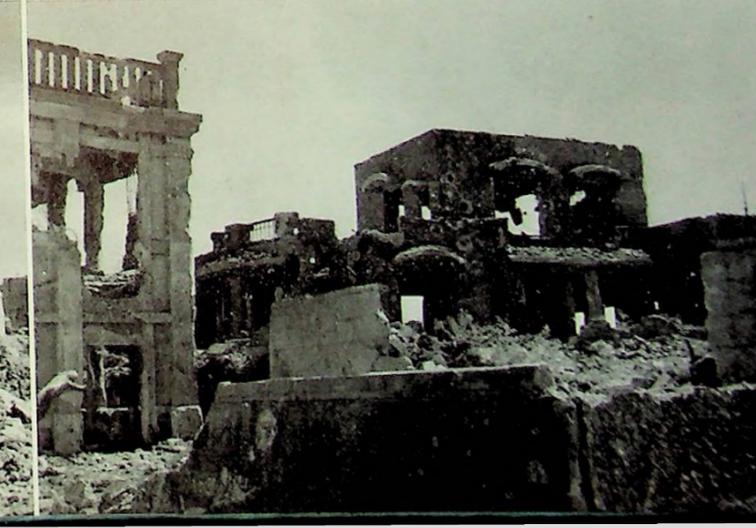
THE LOG — Continued

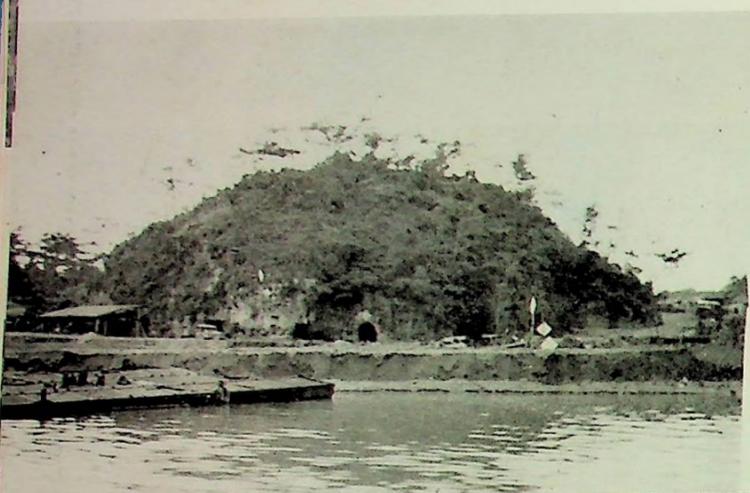
At 1345 on 10 May the Ensign was put at half mast for burial at sea of Pvt. Nicholas Campellone, USMC, who died aboard the LANIER of wounds suffered during battle on Okinawa. Chaplain Pick conducted the service. A rifle detail fired a salute as the flag-draped body hit the water, accompanied by: ". . . We, therefore, commit this body to the deep, to be turned into corruption, looking for the resurrection of the body, when the sea shall give up her dead, and the life of the world to come . . ."

The convoy arrived at Saipan on 12 May, debarking casualties the following morning. That afternoon survivors from the DD USS LITTLE came aboard for transportation back to the United States. The LITTLE was sunk by suicide planes off Okinawa while on picket duty. Fourteen officers and 240 men were brought aboard.

After fueling on 14 May the LANIER set sail for the United States, unescorted. She passed by Oahu, Hawaiian islands on 24 May. Six days later the ship steamed under the Golden Gate Bridge, anchoring at 1008, Berth 8, San Francisco. Survivors from the LITTLE were debarked on this date.

On the following day, 31 May, the LANIER refueled and set out for Seattle. It was 2 June when the ship entered the Juan de Fuca Strait, picked up a pilot off Port Angeles, Wash., and proceeded up the strait to Seattle. Cargo and stores were loaded from 3 June until 7 June, on which date the ship was sent to Puget Sound Bridge and Dredging Company's dock where, during four days' availability period, a few repairs to the ship were effected.





Jap-used caves, Okinawa



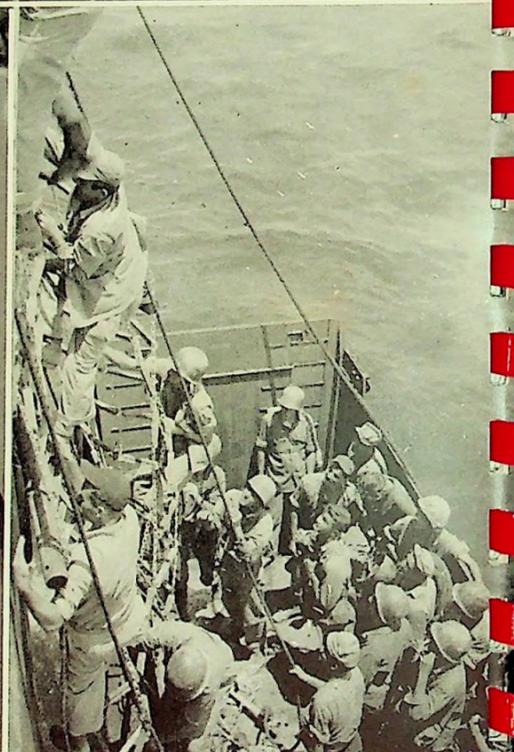
Naha tomb



Stretcher cases, Okinawa



Going aboard via debarkation nets



Embarking at Okinawa

THE LOG — Continued

Moving to Pier No. 39 on 11 June, the ship embarked the following personnel: Army, 37 officers, 1,212 enlisted men; Navy, 9 officers, 164 men. The next day the ship got underway for Pearl Harbor, but difficulty with a reduction gear bearing forced an overnight delay, the ship anchoring off Bush Point. On 13 June, 1945, the USS LANIER again left the United States, with but one man missing.

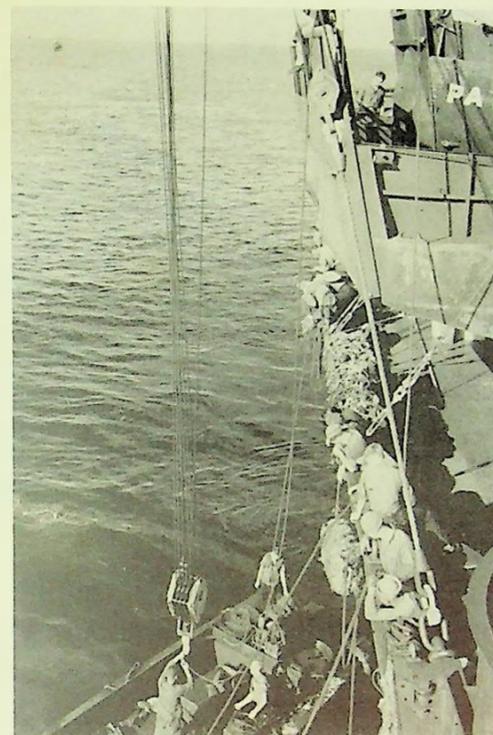


Lined up for target practice

AS, WELEMAN, WHITMAN and CHARLES R. GREER. On the evening of the first day the OKANOGAN dropped out of the convoy, returning to Pearl Harbor. The ANNE ARUNDEL then became O.T.C. Passing the 180th Meridian on 25 June, the convoy sighted and anchored off Eniwetok Atoll on 30 June.

Changing anchorages on 1 July, the LANIER moved closer to Chinieero Island, where troops and ship's company were taken ashore for recreation, which consisted of swimming, playing football, looking for seashells and drinking two cans of beer per man. At this time the ship was granted 36 hours' availability to make necessary engine repairs.

On 8 July a new convoy was formed, destination — Ulithi, Caroline Islands. Captain A. T. Moen, USN, aboard the USS GRIMES, was convoy commodore of the following ships: LANIER, NESHIBA, MERIWETHER, DUTCH-ESS, PRESIDENT POLK, HYDE, ROCKBRIDGE, KITTSOON, FLORENCE NIGHTINGALE, CAPE MEARES, NAVARRO and the DD's STRONG, HALFORD and HUNTINGTON. The group arrived on 12 July.

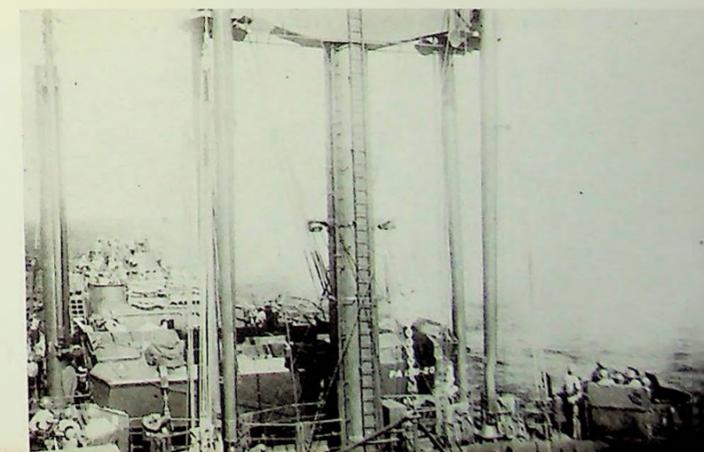


"Lower away!"

The Island of Oahu was sighted on 19 June. After morning target practice, exercising the ship's gun crews in firing at plane-towed sleeves, the ship moved into Pearl Harbor. On the following day 27 Navy passengers were taken aboard.

With the OKANOGAN as O.T.C., 11 ships sailed from Pearl Harbor on 22 June. These were the LANIER, BARNETT, HEYWOOD, ANNE ARUNDEL and the escorts BURDENA R. HASTINGS, LE HARDY, HAROLD C. THOM-

"Hit that target!"





Rustic island park, Ulithi
Palm row, Mog-Mog, Ulithi
Island beauty, Mog-Mog

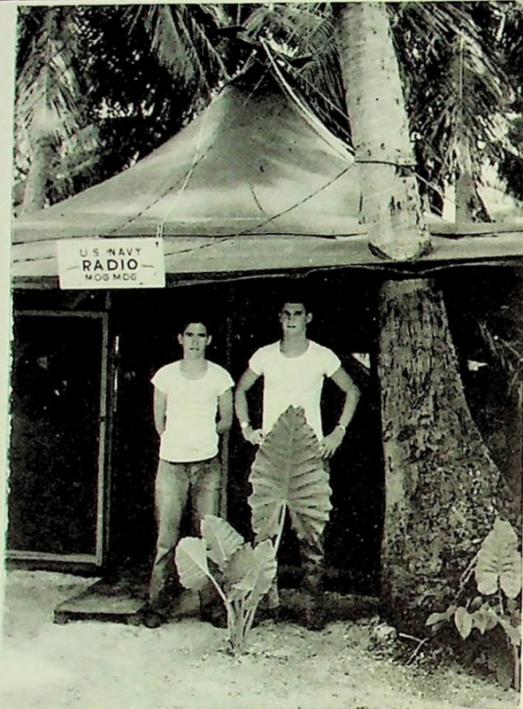
Mog-Mog coconut palms
Relief!
Interior of Mog-Mog



Shoemaking, Jap internment camp
Bathing at the Japanese camp, Saipan
Japanese children

Korean camp, Saipan
Jap internees, Saipan
Japanese children in camp





The interior, Mog-Mog Island

Trolling along

Radio station, Mog-Mog

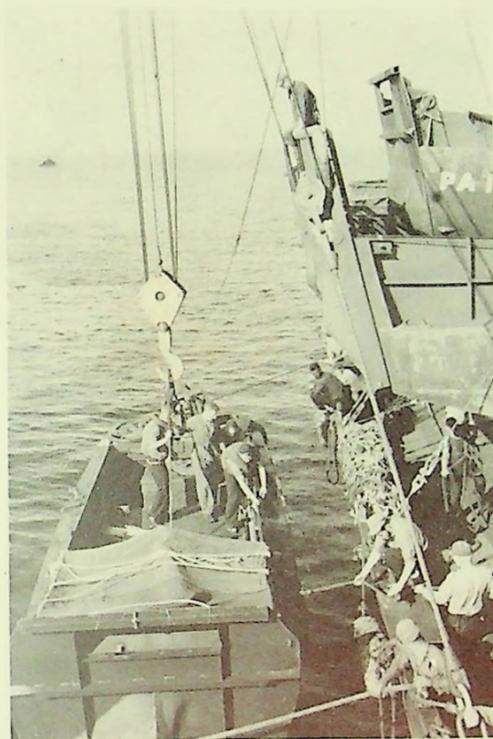
Officer's Club, Mog-Mog, Ulithi

Grass home, Mog-Mog

THE LOG — Continued

For the next 8 days, crew and troops took advantage of Ulithi's large recreation center, where several thousand can be accommodated at the various facilities offered. The usual two cans of beer or two bottles of coke per man is Ulithi's chief recreation, aside from playing softball. Bands play daily in a bandstand in the center of the island's sports area.

Of all the Pacific Isles LANIER men visited, Ulithi, perhaps more than any other, fits into the preconceived idea of a tropical isle—



Boat clear

with its towering coconut palms, sandy beach and thatched houses. A favorite sport at the Officers' Club is throwing rocks at the coconuts in an effort to knock them down. Occasionally somebody will challenge, dare or bet a shipmate he can't climb the tree and there's always one man in every crowd who'll take a bet. Needless to say, they don't re-



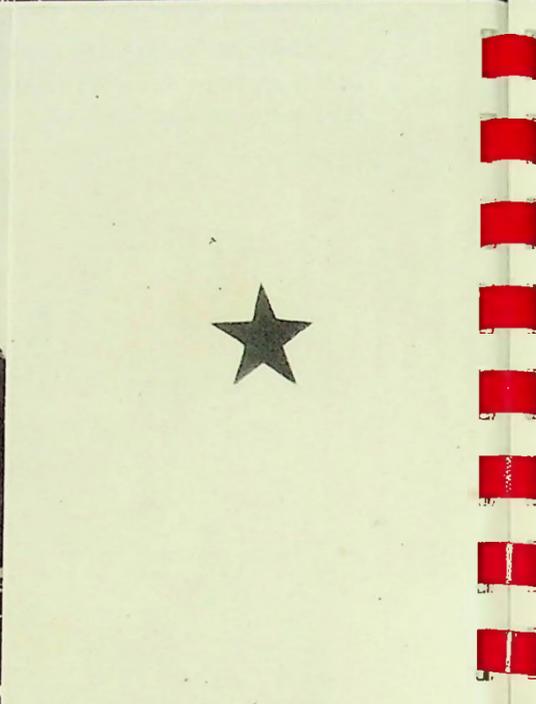
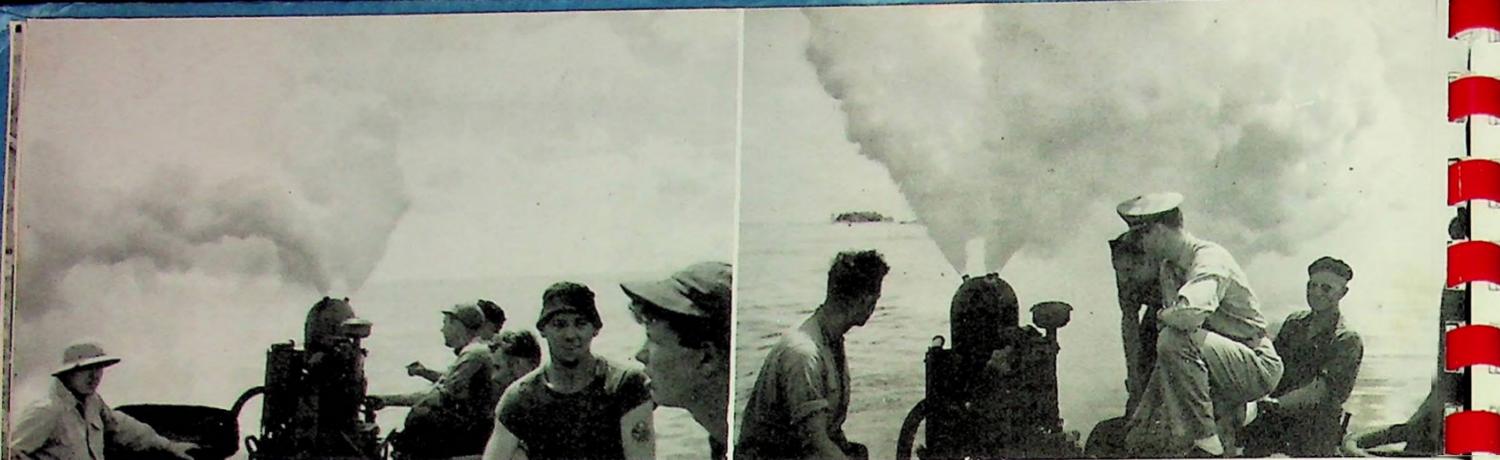
Caves along the Bishi Gawa [River] Okinawa

mind one of natives scrambling up a tree like monkeys, but rather like caterpillars climbing a greased flagpole.

With the GRIMES as O. T. C., a 46-ship convoy left Ulithi on 20 July. Included were the LANIER, WINDSOR, LEGION VICTORY, DENISON VICTORY, CAPE LOPEZ, KITTSOON, OCONTO, CAPE STEPHERES, PAN AMERICAN VICTORY, CAPE CATOCHE, OKANOGAN, HARRIS, ROCKBRIDGE, ELKHART, CEPHUS, HYDE, LAURENS, PRESIDENT POLK, MELLETTE, SHARON VICTORY, GRIMES, NAVARRO, ACONCAGUA, WAKE FORREST VICTORY, CAPITOL VICTORY, SALAMAUA, HEYWOOD, BRAXTON, TOLOVANA, VIRGINIA CITY VICTORY, NESHOPA, WARREN, ENOREE, SARANAC, ST. JOHN VICTORY, MERIWETHER, SAMUEL CHASE, SEA BLENNY, WEST LYNN VICTORY, BATES VICTORY and the escorts CHARLES D. HUGHES, AYLWIN, BEGOR, TRIPPE, PATTERSON and H. S. CLARK. The SALAMAUA [CVE] stayed with the convoy until 1643, supplying comforting air coverage.

Shrine entrance, Naha, Okinawa





MAKING SMOKE

THE LOG—Continued

The convoy, known as TransDiv 60, pulled into port at Okinawa Shima on 24 July, 1945, the LANIER anchoring in Machinato Bay. By evening the LANIER had debarked all its Army personnel. The next day Navy passengers were discharged and the unloading of cargo began. Call to battle stations was sounded several times a day [and night] for the duration of the stay at Okinawa. By 28 July all cargo had been unloaded. On 31 July the ship shifted anchorage to Berth H-144, Hagushi anchorage.

Reports of a typhoon heading toward Okinawa forced the ships in the harbor to put out to sea to ride out the storm. Task Unit 95.5.212 was formed comprising the LANIER, HARRIS, HYDE, ELKHART, MERIWETHER, MELLETTE, OKANOGAN, WINDSOR, OCONTO, NAVARRO and escorts. The group left Okinawa on 1 August. Two days later the unit returned to Okinawa. The LANIER, on 5 August, commenced embarking passengers: Army, 78 officers, 570 enlisted men; Marine Corps, 4 officers, 146 men. Many of the Army group were members of the famous New York "Fighting 69th" and were high-point men who had served more than 3 years overseas without seeing the Golden Gate.

On 6 August, Convoy OKU No. 17, TransDiv 60 got underway for Ulithi, including the following ships: GRIMES [O. T. C.], KITTSOON, BRAXTON, FLORENCE NIGHTINGALE, WAUKESHA, SAMUEL CHASE, WARREN, SEMINOLE, HEYWOOD, ROCKBRIDGE, OKANOGAN, ENOREE, SARANAC, SEA DEVIL, PARK VICTORY, DOUGLAS VICTORY, ESCANABA, ELKHART, NAVARRO, MERIWETHER, OCONTO, TOLOVANA, ACONAGUE, ANACOSTIA, WINDSOR, PRESIDENT POLK, CEPHEUS, LANIER and OZARK, as well as the escorts DEWEY, MacDONOUGH, CAVALLERO, PRESLEY, RAYMOND, DALE, FARRAGUT, SILVERSTEIN, HILARY P. JONES, CROSS and LEWIS.



Naha ruins, Okinawa



Exploring Naha tomb



46-ship convoy, Okinawa-bound



Sunset-silhouetted ships

Okinawa bound

Chamorro mother, Saipan

Heading for Okinawa

Destination, Okinawa

THE LOG—Continued

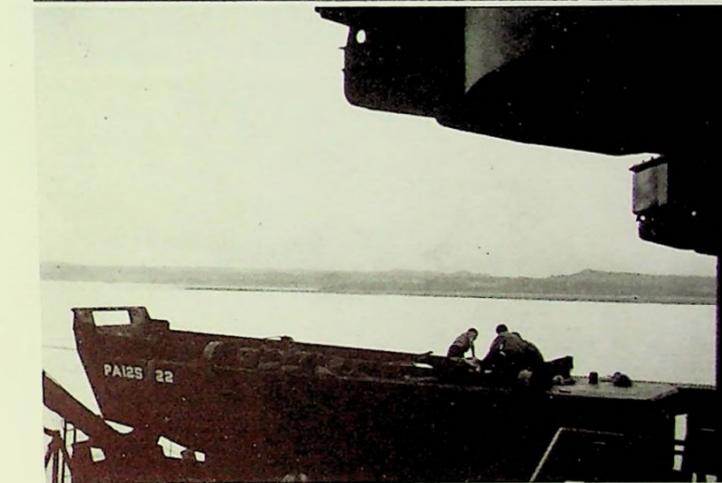
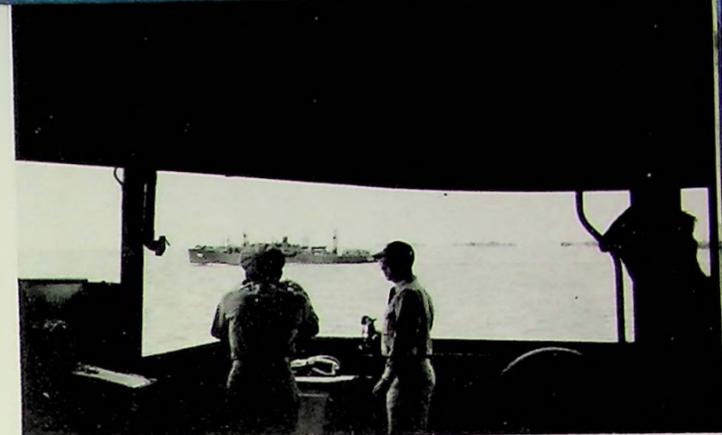
Gunnery practice was held on the morning of 10 August, with the convoy arriving at Ulithi that afternoon. The ship refueled and prepared to continue its trip.

It was on the 10th of August that the first definite rumor of peace reached the LANIER. Many rumors had circulated throughout the Pacific before, but this time the air was filled with a more promising atmosphere. The rumors took on more and more significance as time went on.

All hands hoped and prayed for peace. They also wondered just how peace, if it came suddenly, would affect the travels of the good ship LANIER. Conjecture aboard ship was divided into two generalized schools of thought. One group contended our load of States-bound personnel would stay aboard and we'd continue as planned, taking them back to San Francisco. The others insisted our chances were good we'd be diverted, would go to Saipan or Guam, get rid of our Army personnel, pick up combat troops and head for Japan.

How right the latter group was!

College building, Naha

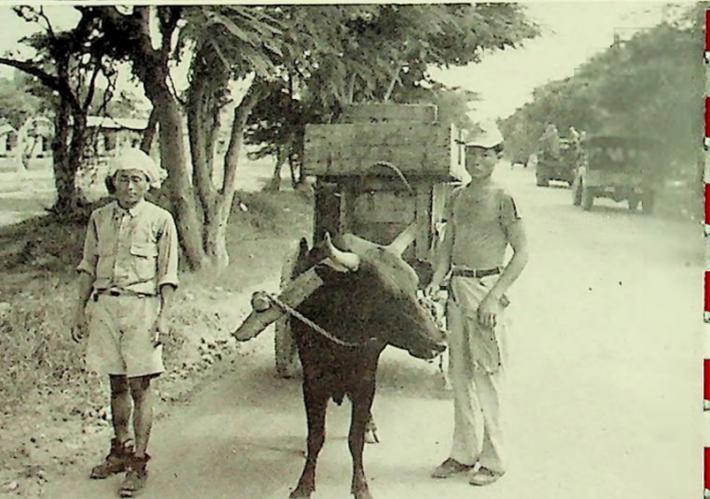


Keeping station
Convoy, in column, leaves Okinawa
Okinawa



*Jap internment camp, Saipan
Chamorro transportation
Lt. [Santa Claus] McGown and Korean children*

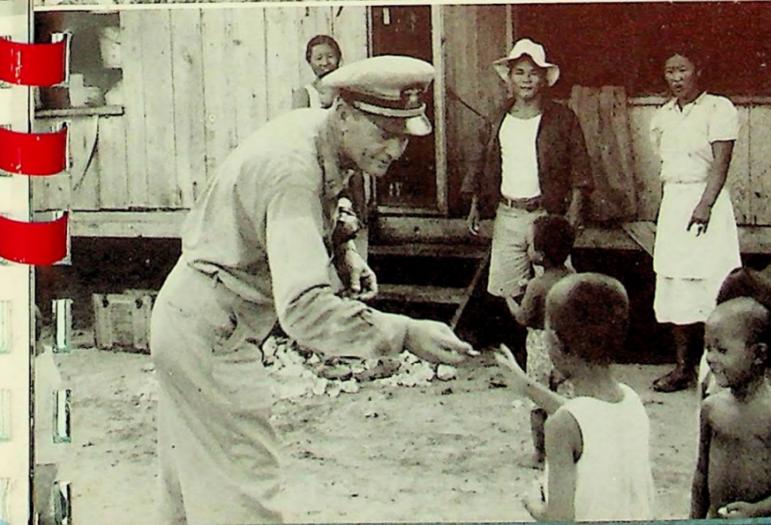
*Home in Saipan's Korean camp
Chamorro farm, Saipan
Jap internees, Saipan*



Lt. McGown, two Chamorro lassies and Chief Steward Jesus, a native of Guam, at Saipan

*Jap internment camp, Saipan
Jap children interned on Saipan*

*Chamorro family
Chamorro farm
Koreans, Saipan*



Occupation of Japan



"The Setting of the Rising Sun" behind Fujiyama as seen from U.S.S. MERIWETHER [APA 203]
showing U.S.S. LANIER in the foreground



Amphitrack dump, Saipan

Chamorro "fish girls"

Chamorro gals

Native Chamorro dwelling, Saipan

Okinawa coming up

Native fishermen, Saipan



Marines get on as Army gets off at Guam
Lt. Hamilton has his problems

ON the following pages of this section is recorded a pictorial story of the USS LANIER'S part in the occupation of Japan. It deals with changes of orders, the Third Fleet, weather, landings and interesting sights.

TransDiv 60 left Ulithi on 13 August, for Saipan. CinCPac soon dispelled all rumors as to the LANIER'S future with a sudden change of orders, via radio, while underway. Our course was altered slightly, the convoy split up and the following ships proceeded to Guam: GRIMES [O.T.C.], MERIWETHER, MELLETTE, BRAXTON, WAUKESHA, LANIER and the escorts DALE, MacDONOUGH and AYLWIN. The convoy arrived on 14 August.

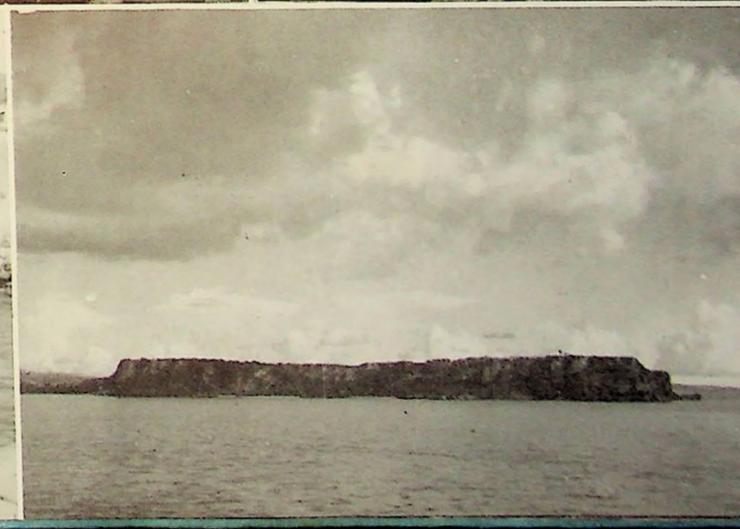
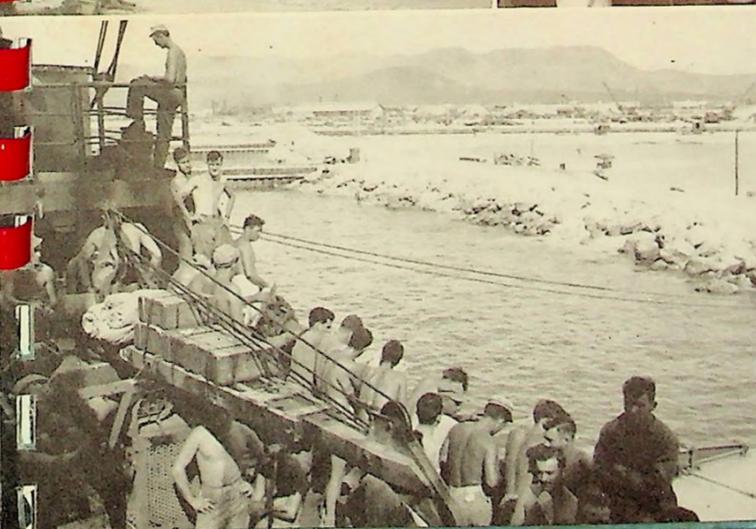
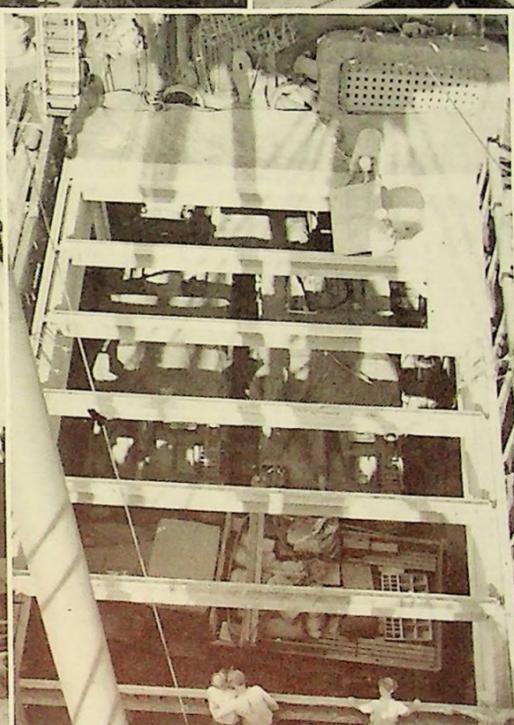
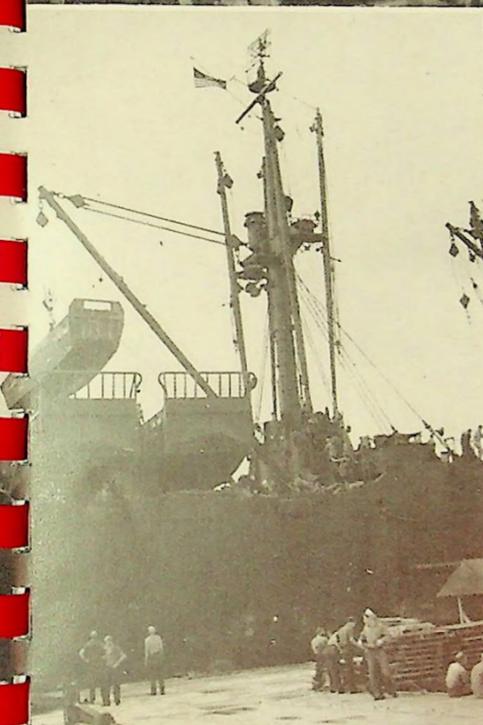
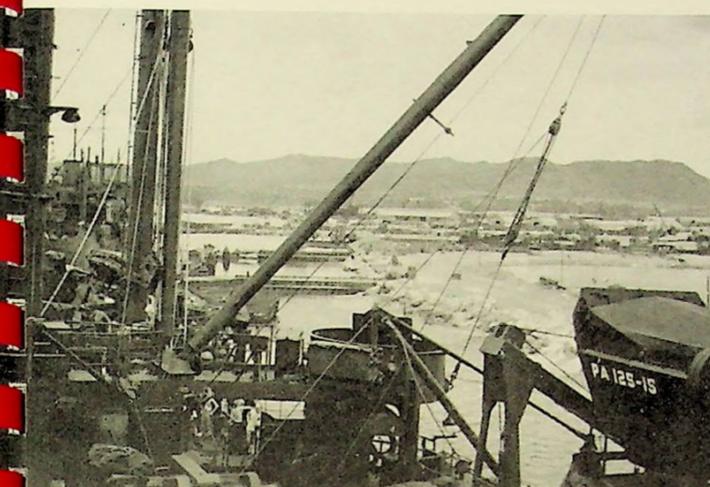
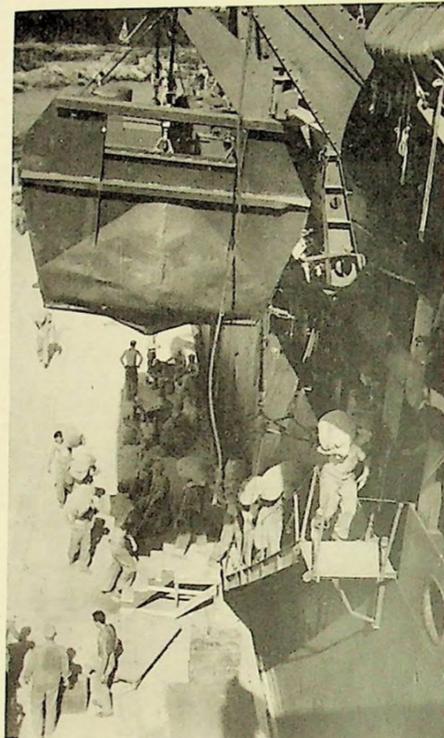
It then became the LANIER'S task to unload the entire ship of its Statesbound personnel and reload combat marines of the 4th Regiment, 6th Division, as well as 10 war correspondents, including such famous personalities as Frank Tremain, United Press; Robert Trumbull, "New York Times"; Kyle Palmer, "Los Angeles Times" and others representing newspapers in the U.S., China, Britain and Australia.

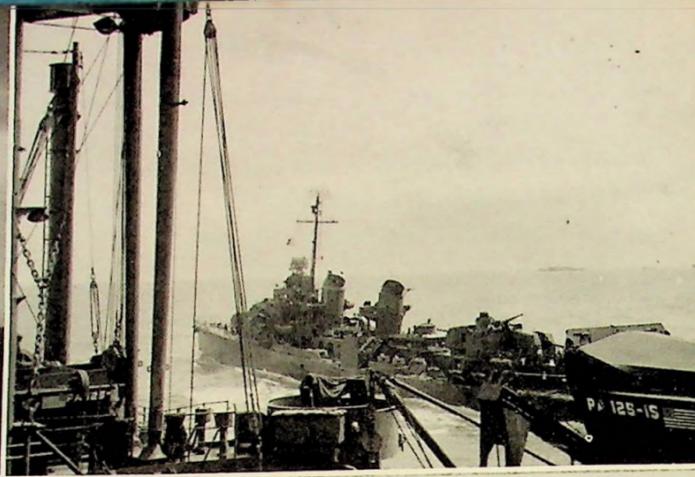
Unloading, and then reloading of cargo and passengers was accomplished in record time—22 hours—by ship's company and a Marine detail. Personnel taken aboard included 54 Marine officers, 1,240 enlisted men, the Fourth Marines reorganized from the famous Raiders, 3 Navy officers, 1 enlisted man and 10 correspondents.

Harbor at Guam—where LANIER celebrated peace
"P" boat [LCVP] leaves No. 4 hatch
"Cherry-picker" comes aboard

Guam harbor, 14 August, 1945
Guam's "Old Faithful"
Guam ruggedness

Marines with packs invade the LANIER loading at Guam





Norman Soong, Central News Agency, China; Max Desfor, A.P. photographer whose pictures of LANIER landing troops appeared in newspapers throughout the United States

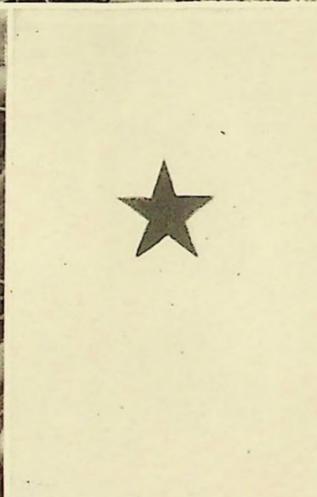
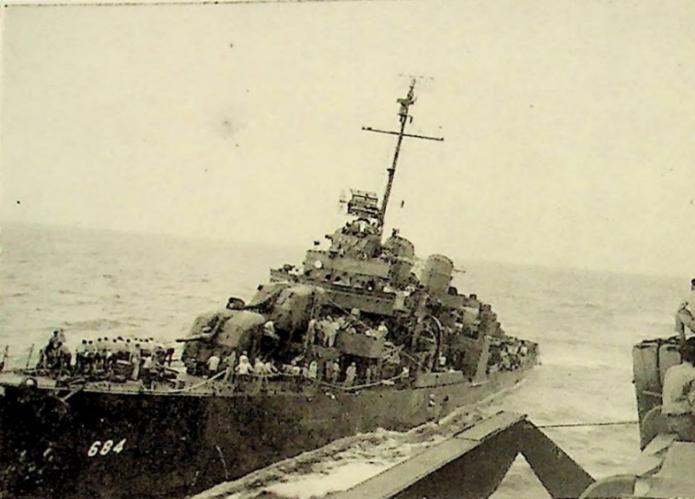
Mt. Fuji at sunset

Sagami Wan [Bay]

Troops' view, Fujiyama

Sagami Bay

Transports nestled in Sagami Bay



Transferring mail

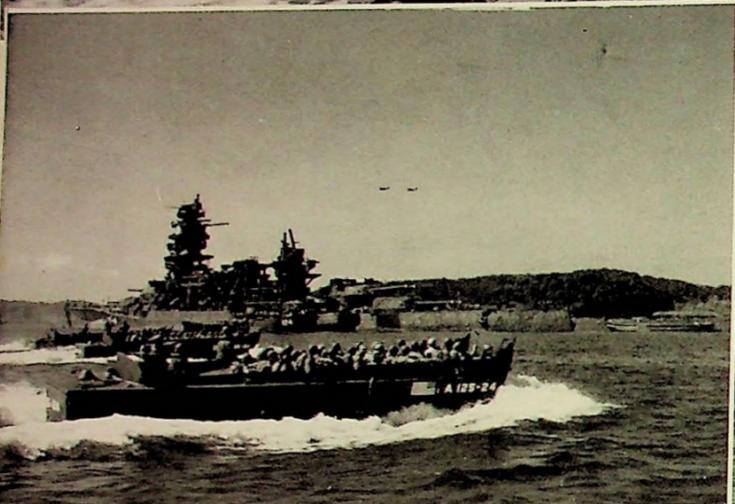
SAN DIEGO, IOWA, GRIMES

IOWA

Destroyer off Japan

Transferring personnel at sea via "breeches buoy"





First wave of Marines to land amphibiously are put ashore by LANIER crews

Marines more intent on gutted Jap battleship, NAGATO, than on beach directly ahead

Marines "present arms" as Old Glory is hoisted

"Red Beach," Yokosuka Naval Base

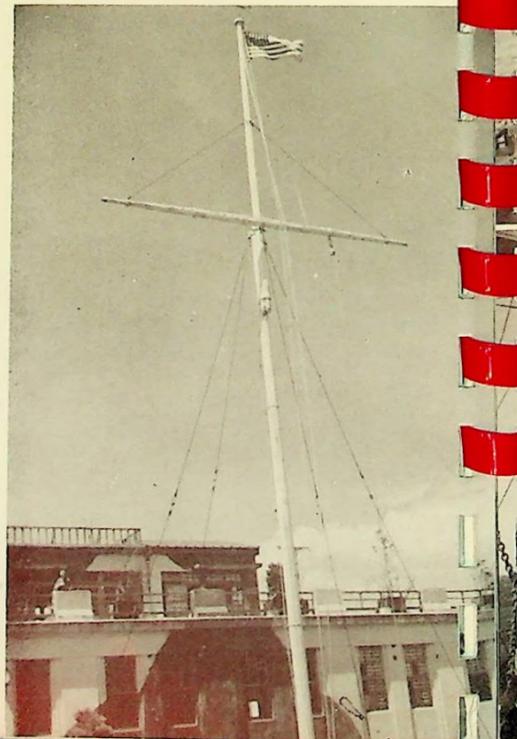
Yokosuka Occupation

WORD was received by radio on 15 August that Japan had given up the fight officially. Ships in the harbor from the USS NEW JERSEY to ocean-going tugs sounded whistles, clanged bells and whooped it up in general. It was a day that will be long remembered in Guam.

On the same afternoon the APA's GRIMES [O.T.C.], LANIER, MERIWETHER, MELETTE and BRAXTON and the AKA WAUKESHA, together with the destroyers BRONSON, COTTON and GATLING, left Guam to make history. These were the few ships whose honor it was to put ashore the first load of occupation troops on Japan. These were the few ships which would bear the brunt of any possible enemy foul play. General MacArthur himself later admitted it was a risk, but one well worth while. Presence of the entire Third Fleet, however, would have made any aggressive attempt on Japan's part pure self-destruction.

After passing Saipan on 16 August, 1945, the TransDiv 60 unit proceeded to "Point Drink", Lat. 32.00 N-43.30 E. From 19 August to 27 August the unit sailed in circles with the Third Fleet, awaiting orders to continue on to Japan. This point was about 275 miles off the main

U. S. flag flies



island of Honshu. On 27 August the entire Task Force received orders to proceed to Sagami Wan [Bay], Japan, just outside Tokyo Bay. The LANIER dropped its hook in the calm waters of Sagami Bay, overlooking beautiful Mt. Fujiyama, at 1702, 27 August.

"L" Day was scheduled for Thursday, 30 August, 1945. TransDiv 60 [which now included the APA GARRARD and the LSV OZARK, to bring the total in the transport group to six APA's, an AKA and an LSV], left Sagami Bay at 0241, heading for the Yokosuka area, Tokyo Bay, following a mine-swept channel.

At 0717 "Condition One Able" was set, and at 0741 the LANIER anchored in Berth "D", transport area "Able", Tokyo Bay, just off Yokosuka. By 0811 all boats had been lowered into the water. "H" hour, originally set for 1000, was moved back one half hour to 0930, taking advantage of the good weather, calm water and absence of any great difficulties in lowering boats. At 0915 the boats left the "line of departure," and the USS LANIER, APA 125, put ashore the first wave of Marines to land amphibiously on the shores of Japan, exactly at "H" hour, 0930, 30 August, 1945.

The first few waves contained a host of photographers, newspapermen and publicity men who gave the landing good "coverage" in newspapers and over the air throughout the United States.

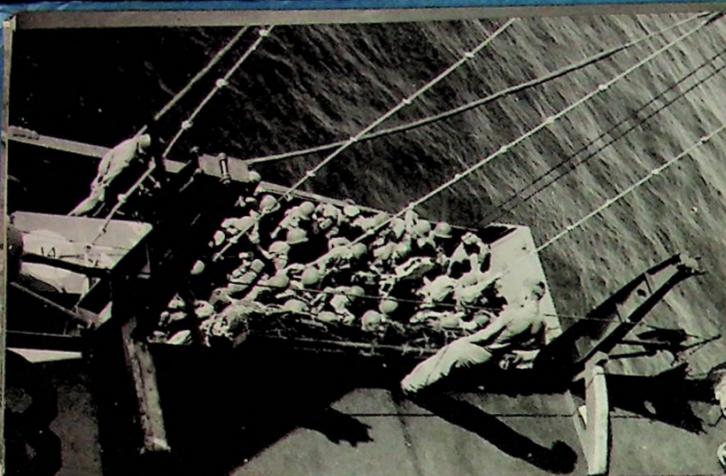
Man being transferred at sea hovers over water with but six feet to spare

IOWA

Captain Cloud holds press conference enroute to Japan

IOWA and Third Fleet





YOKOSUKA OCCUPATION Continued

The "4th Marines" from the LANIER, after hitting the beach, deployed to cut off the peninsula which protrudes from the southern tip of the Bay. Cargo unloading proceeded very slowly at first, due to lack of facilities on the beach, but the next day American trucks, caterpillars and "cherry-picker" cranes had the stuff moving along very well indeed.

On 1 September Task Unit 30.3.5 got underway for Saipan. It consisted of the following ships: GRIMES [O.T.C.], MERIWETHER, BRAXTON, WAUKESHA and LANIER, with BANGUST and KYNE as escorts. The group arrived on 6 September, refueled and took on troops.

★ ★ ★

On the following pages are snapshots taken by Ensign Tuttle, staff photographer, of the scenes in and around the Japanese Naval Base, Yokosuka, Japan.



The "Blue ribbon" sign at Yokosuka

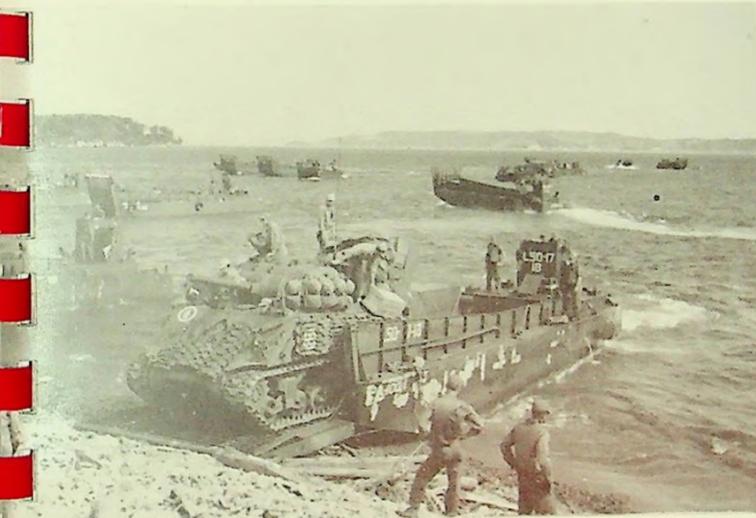


Tougher going at Green Beach [near Yokosuka Naval barracks]

Ens. Staudt, Lt. [jg] Hudson, Ens. Roane and Lt. McGown, peeping out

LCVP's and LCM's had to take turns unloading

Tank leaves LCM at Green Beach



Rail loading, Tokyo Bay
[Note 14-ball on "P" boat engine hatch]

Wet ramp indicates slight choppiness

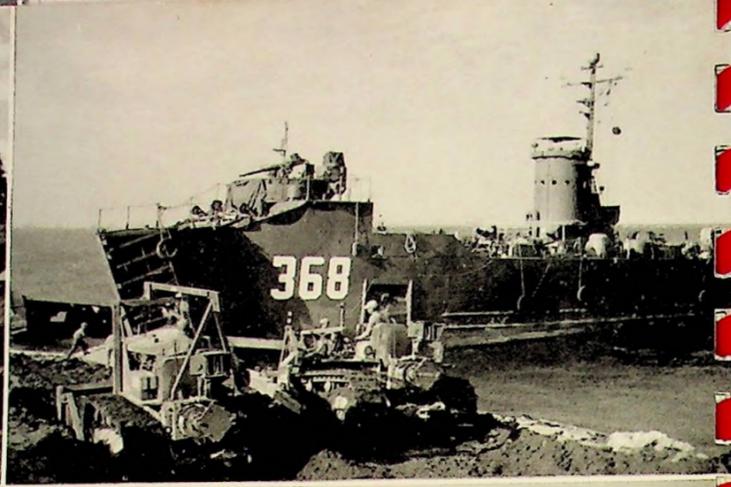
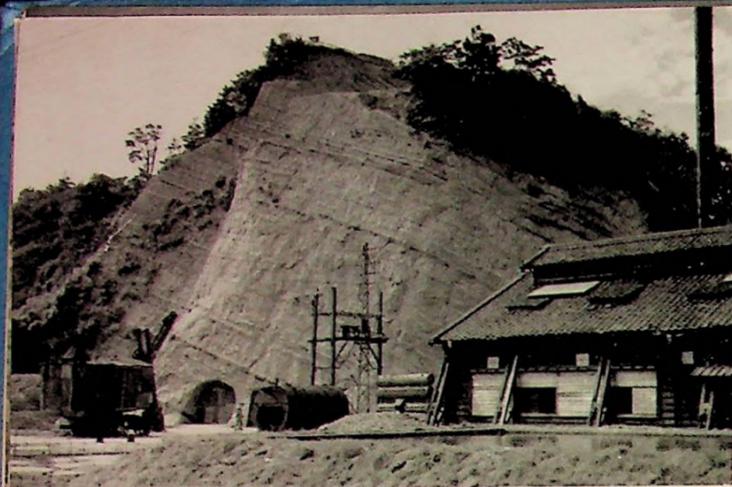
Marines are not taking "invasion" too seriously

Marines walk up seaplane ramp, Red Beach

Marines march off to sever peninsula

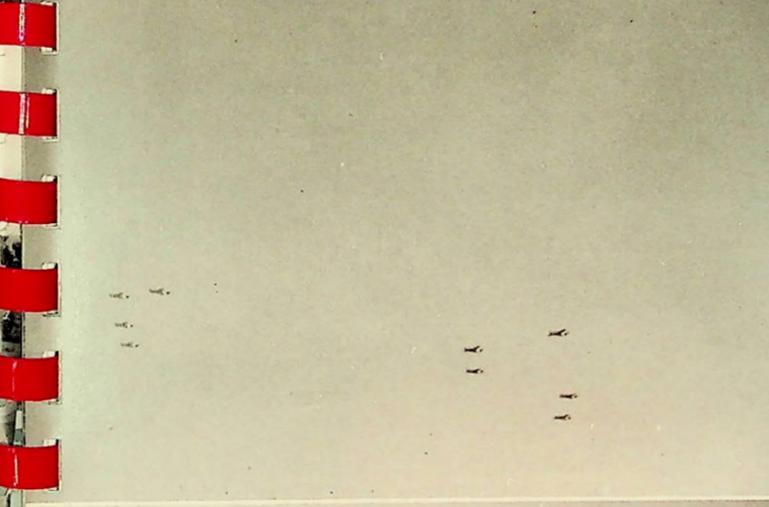
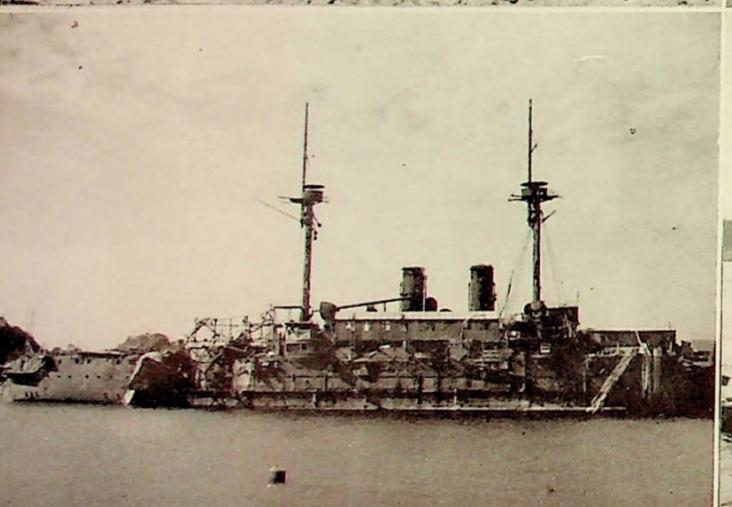
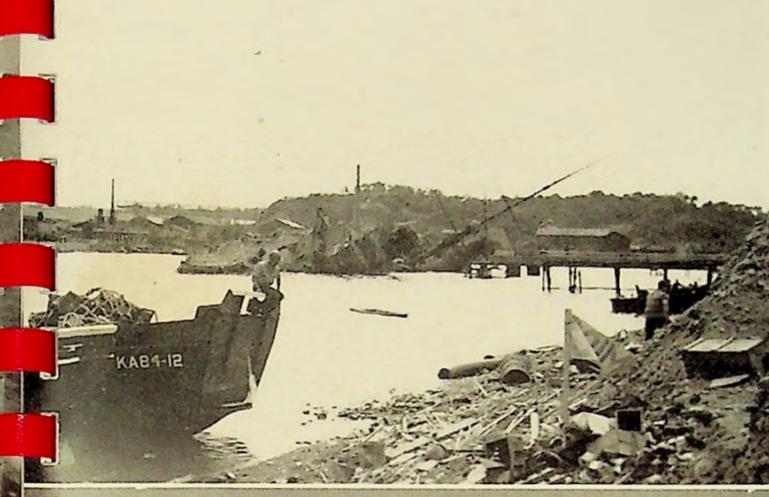
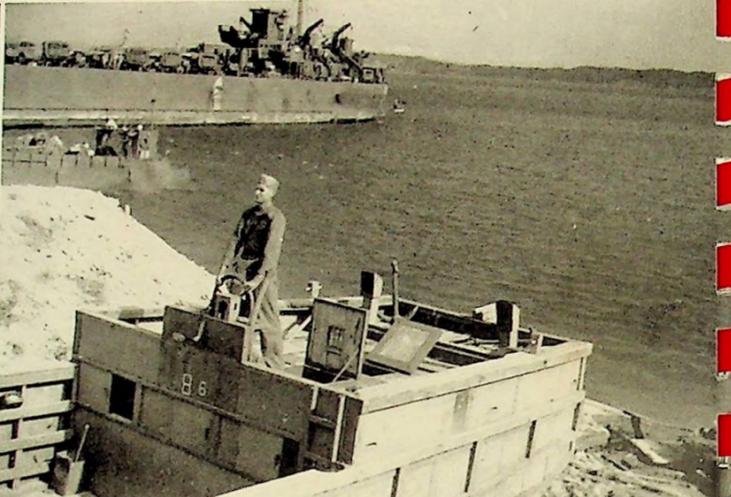
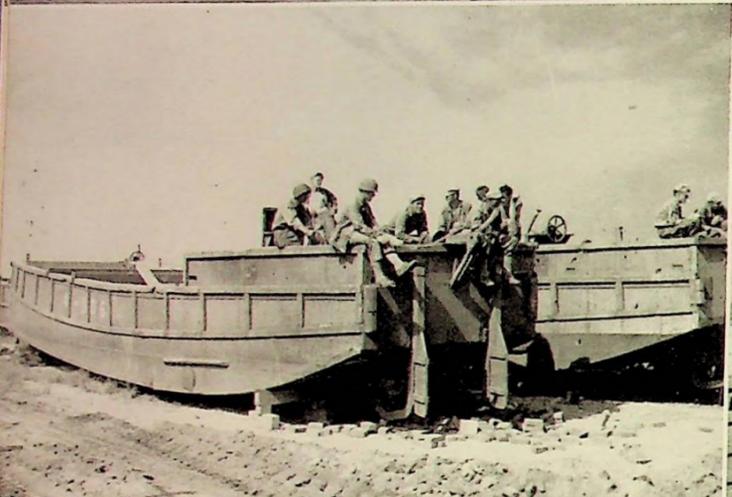
Modern bus stands idle as Marines hike





*Submerged Jap vessel, Green Beach
TBF's help out in air-covering invasion
LSM, empty, awaits orders*

*Japanese landing barge
TBM vigilance
LST opens its jaws*



*Cave-full of souvenirs, Yokosuka
Twin-screw, twin-rudder Jap "M" boats
Gutted Jap training ship, Yokosuka*

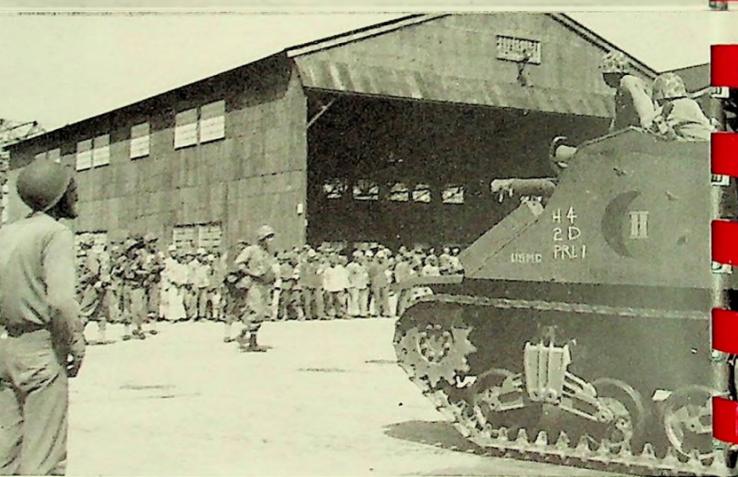
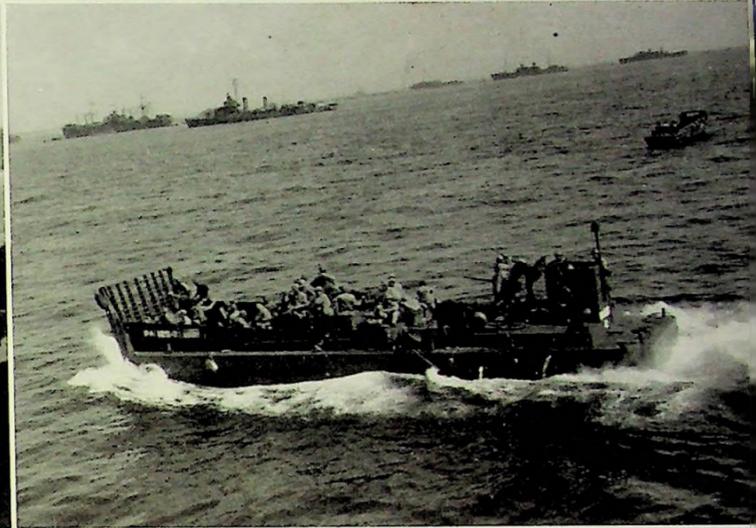
*Bulldozers get to work on beach
Jap barge [man at helm denies he's a Jap]
LST dwarfs "P" boats, Green Beach*





Ens. McQuiston led first wave to hit Japan
Boats rendezvousing at Yokosuka
"CINCPAC" newsreel boat set to record history

"M" boat carrying tank destroyer, Yokosuka
Wave heads for beach; LST in background
Approaching line of departure, Yokosuka



Automobiles, trucks waiting for Americans
Japs, some at attention, some at ease, as they await orders from LANIER beachmaster
Japs waiting for orders

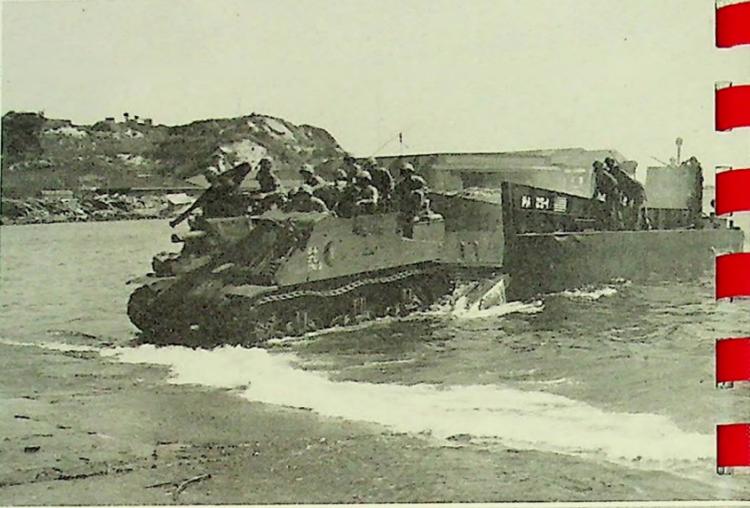
Japs in hangar appear unconcerned
Japs watch Americans and vice versa
Tank crew looks for trouble, finds none





Yakosuka airfield [American SB2C's, P-47's, TBM's]
"R" boat had little to salvage in line of duty
Tank leaving "M" boat as AKA 84 boat retracts

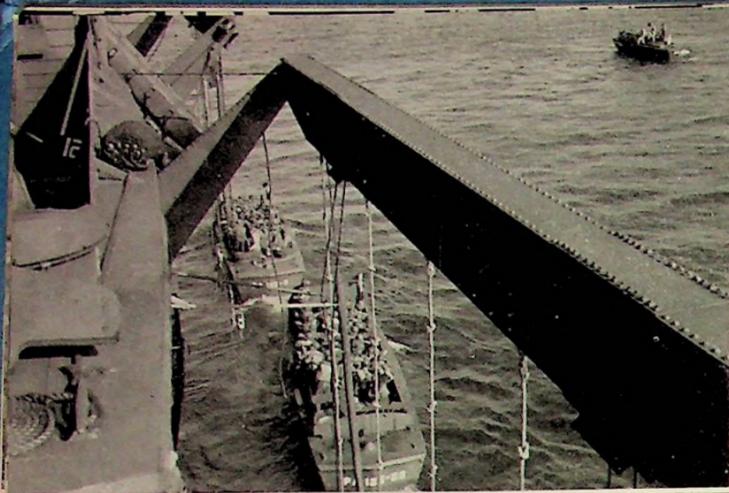
Jap planes—"Nick", left, and "Betty"
Radio-equipped tanks ready for use
Photographer [Ens.] Tuttle and his gear



"Ruehlmann's Raiders", first medical detachment on Japan;
Jap "Lorna" in background
Jeep hauling much-needed gasoline
Torpedo trainer

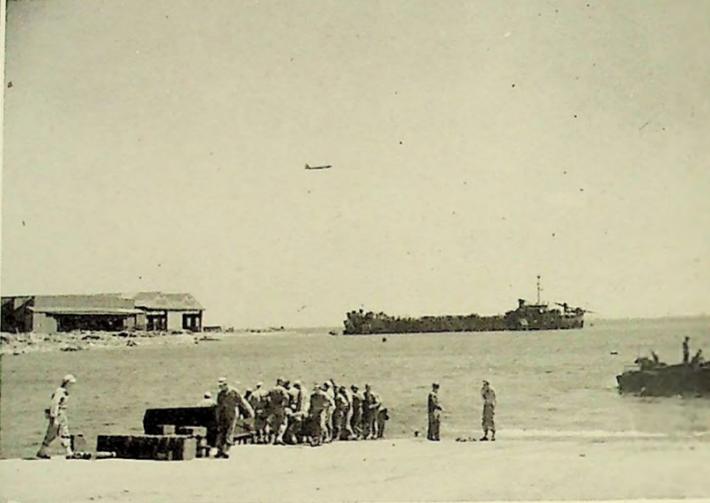
A Jap "Baka" bomb
Tank, fully manned and then some, emerges
from "M" boat
Beach party headquarters, Red Beach No. 2





Rendezvous—circling off Yokosuka
Boats at rendezvous
"Roger" [line abreast] formation leaving line of departure

Beach Party Chief Mortenson signals oncoming wave
More rendezvousing
Landings at Green Beach, Yokosuka



Boats ready to proceed to rendezvous area as Boat Group Commander stands by

LCM pours out troops and tanks

Boat Group Commanders get together

B-29 glides overhead

"R" boat crew

Salvage and B.G.C.—Lt. [ig] Hudson and Lt. McGown



Occupation of Nagasaki

The remainder of this section is devoted to pictures and story of Nagasaki, Japan, and the results of the atomic bomb

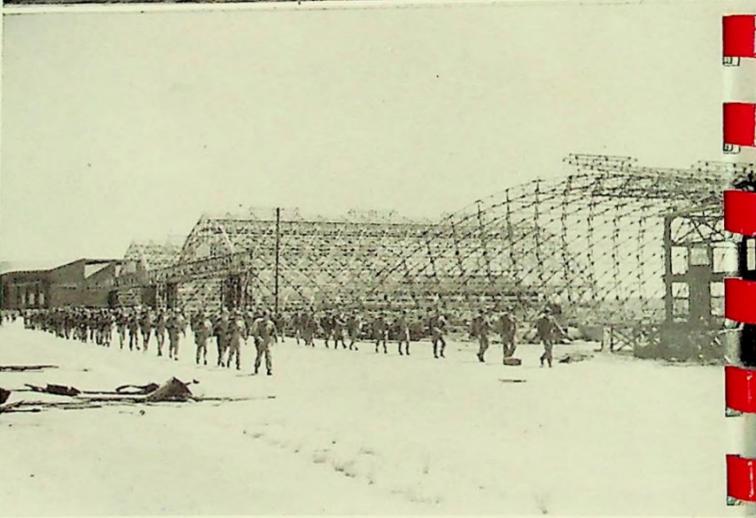
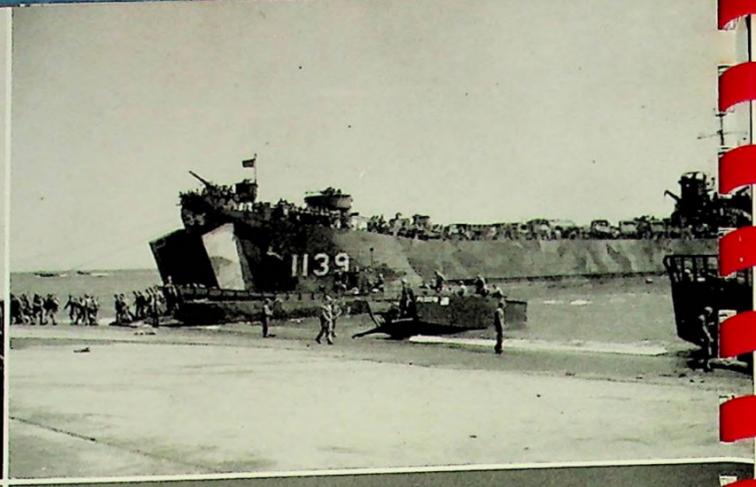
AN advanced Marine unit was loaded aboard the LANIER on 9 September. It was the 2nd Regiment, 2nd Division, consisting of 13 Officers and 274 enlisted men. With the LANIER anchored in the outer harbor at Saipan, heavy swells due to a nearby typhoon interrupted the loading process. As it became impossible to hoist boats aboard, they were sent ashore for three nights, though they continued to bring supplies to the ship during daylight hours. By 13 September all supplies had been loaded.

The second run to Japan was begun by ships of the following convoy on 18 September, 1945: WAYNE, MENIFEE, GAGE, AUDRAIN, McINTYRE, AQUARIUS, OTTAWA, GRIMES, CAMBRIA, FREESTONE, MENARD,

LYCOMING, APPLING, ANDROMEDA, CAPRICORNUS, BRAXTON, LANIER, MERIWETHER, MELLETE, WAUKESHA and TYRELL. Commodore Knowles aboard the CAMBRIA was convoy commodore.

Questions which ran through minds of those aboard the LANIER as they approached the outer Nagasaki harbor on 23 September included: "How much of the city was damaged by the atomic bomb?"; "Are the people starving?"; and "What does the inner harbor look like?" As the ship dropped its hook and stood by to lower its boats and personnel the harbor filled up with transports, interrupting the tranquil domestic scene of small villages surrounding the Bay.

"Atomic Valley", with Mitsubishi arms plant on right, looking toward Nagasaki harbor



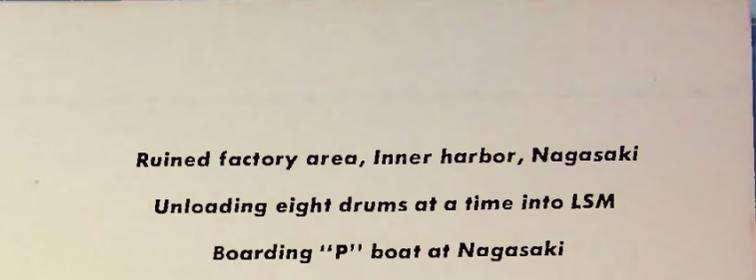
LCM's hitting Red Beach No 2, Yokosuka
Water churned as boats leave visible wake
Gold braid talks over situation

Red Beach No. 1, LST disgorges troops
"Line of departure"
Marines march off, Yokosuka





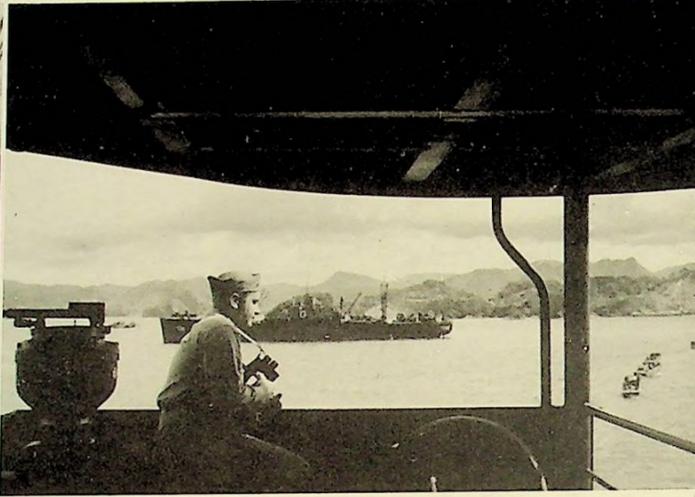
End of Inner Harbor [atomic bomb area extreme right background]
Marines scramble down debarkation net
HAVEN nurses helped morale [SANCTUARY] alongside



Ruined factory area, Inner harbor, Nagasaki
Unloading eight drums at a time into LSM
Boarding "P" boat at Nagasaki



Outer harbor, Nagasaki
"P" boat, with wave paddle on ramp, ready for Nagasaki landing



Akuseki Jima in Jokara Gunto, 200 miles south of Nagasaki
Ens. Wright views outer harbor, Nagasaki



OCCUPATION OF NAGASAKI—Continued

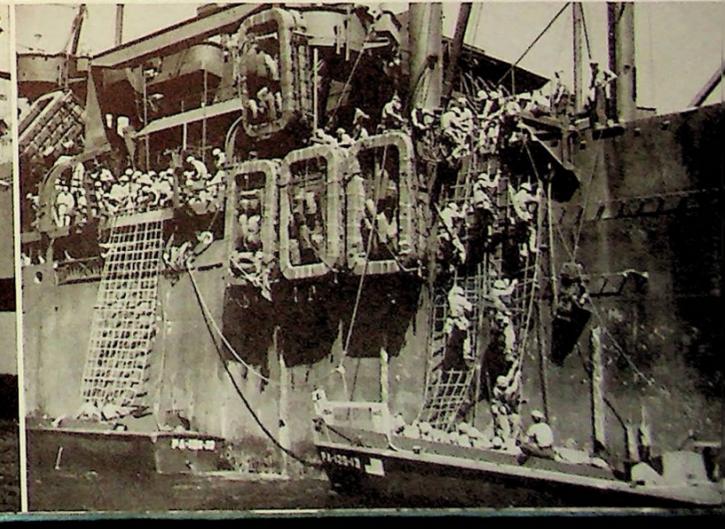
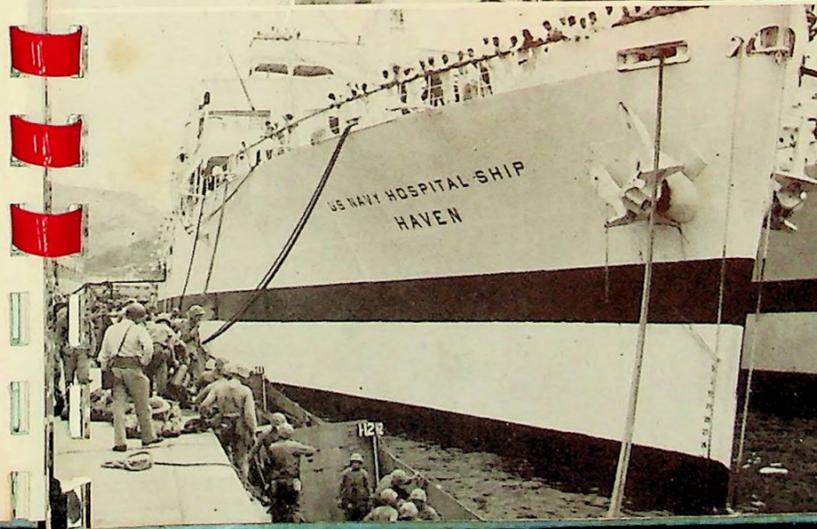
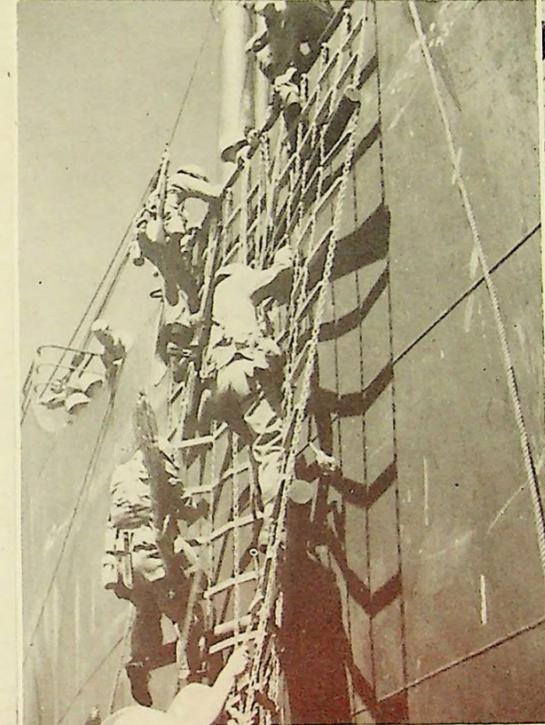
Buildings in the few villages visible were in a most disreputable state. Those at the waterfront resembled a slum district. One frame building had a room which obviously would not shed water, and which apparently housed two families. The only building which remotely resembled those back home was a large, concrete Christian church building, with a large cross atop a neat spire. It looked like a small Cathedral and stood out like a neon light in a dark room.

At 1150 we got the word to lower all boats [26 of them] into the water. At 1230 the first wave was well on the way to the beach, 5 miles away. As the waves went in [there were 12 boats to a wave on this operation], they travelled down a 4-mile-long estuary. In approaching the destination in the boats the effects of American bombing became

more and more visible as the waves neared the Customs House where cargo and personnel were to be discharged.

Grim-faced Japanese soldiers, still wearing their khaki clothes and box-like miner caps, lined the banks, stood in darkened doorways or lounged on piles of debris. Two American nurses aboard the hospital ship USS SANCTUARY earned their month's salaries in just smiling and waving to the sailors and marines as they approached this foreign port.

Unloading of personnel proceeded smoothly, as the 600-foot dock facilitated the operation greatly. Cargo, as usual, took much longer to dispose of, because of the limited number of available trucks. But it doesn't take the Marines long to do a job, and soon all the ships were unloaded. Jap-



OCCUPATION OF NAGASAKI—Continued

Japanese working parties, who worked like beavers at the unloading process for 50c a day and a chance at American cigarettes or "K" Rations, aided the LANIER in its goal to be unloaded as soon as possible.

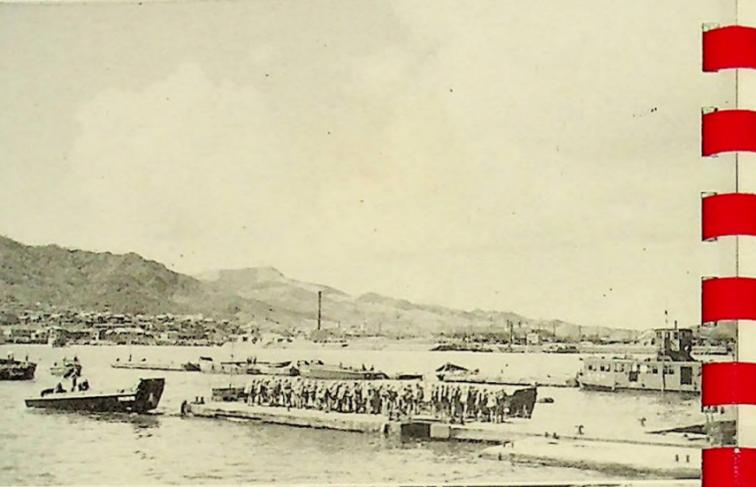
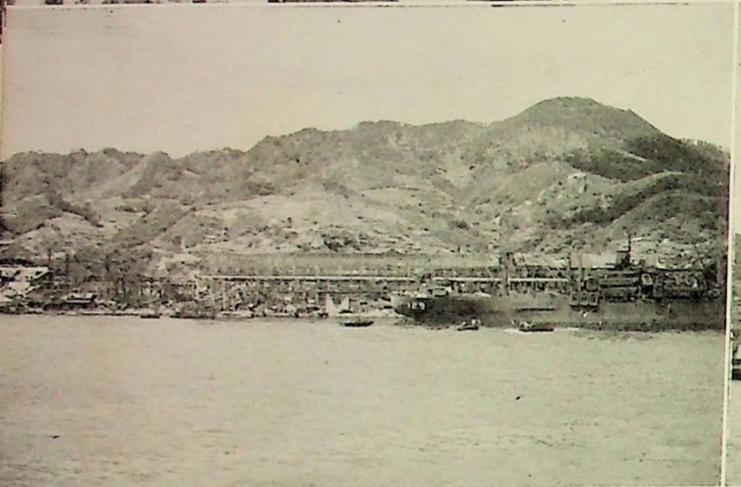
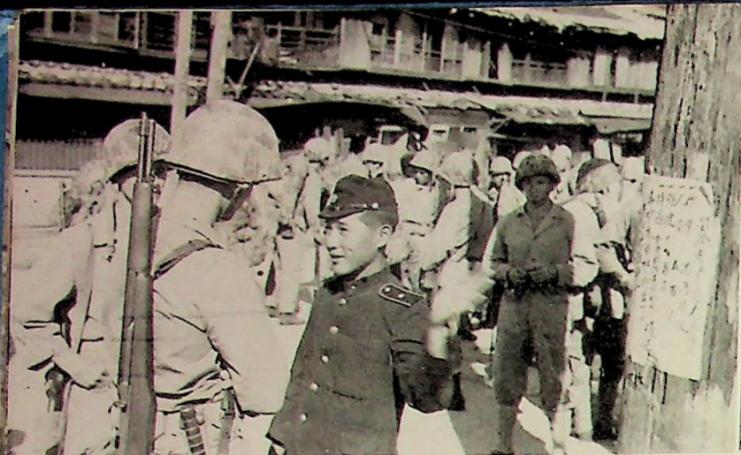
The world's most destructive force—the atomic bomb—reduced to complete nothingness an area a half mile wide and a mile in length and further demolished three additional square miles. The "exploration" was conducted by four LANIER boat officers, acting in the following capacities: Ensign W. P. Tuttle, photographer; Lt. [ig] T. B. Thornton, reporter; Ensign H. L. Buckmaster, cigarette-bearer, and Lt. C. McGregor, two-striper.

In walking up the paved highway which leads to the atomic bomb scene one can see the effects of previous bombings by United

States planes. In the more congested city area many homes, shops of all kinds, official city buildings, etc., were all badly bombed, burned out or levelled. But the difference between this kind of bombing and that of the atomic variety was immediately obvious, once there was a chance to compare the two. The difference was this: there was something left to see where the ordinary bombs had apparently fallen. But where the full force of the atomic bomb was felt, three concrete archways stood alone along a mile of smooth, level rubble. Our photographer had a most difficult time finding any small spot shielded from the sun which would enable him to change film.

The road which parallels the atomic bomb site also parallels the Mitsubishi arms plant, which, bombed most thoroughly, was still a

One End of "Atomic Valley"



Youthful Jap policeman wags directions to Marines
Beauty of hills in background marred by bombed factories
Japanese soldiers earned 50c daily, unloading supplies

This woman ran to escape camera [note street car tracks, undamaged, and gas tank]
Marines pile out of "P" boats; Jap ferry on right
Street scene, Nagasaki



This contraption undamaged, but where is factory?

Nagasaki costumes vary

Abandoned Jap auto reveals odd engine, well-worn tire

Digging for household utensils in atomic ruins

Mother and daughter pull heavy wagon, Nagasaki

Lt. McGregor and terraced hills

OCCUPATION OF NAGASAKI—Continued

pile of torn, twisted steel. Along this road a constant stream of native Japanese pass all day long. The storybook characters never failed to entertain home-grown U.S. provincials.

Among scenes observed by the group were: an ox pulling a cart led by a wizened, tough-looking old man; a little woman who weighed something under 100 pounds carrying a blanket roll twice her size; a woman with a baby in a basket dangling on one end of a pole slung across her shoulders, and women with very frightened looks. One Japanese girl did venture a smile, but it was difficult to ascertain whether she was flirting or just trying to be friendly.

Long files of people passed by, some looking as if they were taking to the hills—others as if they were just coming back. One ricksha was among the curios, with a little boy pull-

ing the cart on which rode another little boy. They looked as if nobody owned them. They did not seem to mind, however.

It is impossible for an un-travelled American to imagine the costumes visible on Nagasaki streets. Soldiers with complete uniforms were not uncommon, nor were their salutes. Some men were naked to the waist, wearing very baggy breeches. Some women were attired in what generously might be called "slacks", but which were obviously a salvaged pair of men's trousers. Some men wore box-like uniform caps, white shirts, shorts, home-made cloth leggings with buttons and canvas shoes containing a separate compartment for the big toe. One man the group met was typed as a student because of his horn-rimmed glasses, a tie and a black briefcase. Another was ascribed as a Shinto priest because of his black robe which nearly swept the ground, and his dignified strut.

Ens. Tuttle watching Jap train [below right], Nagasaki-bound



OCCUPATION OF NAGASAKI—Continued

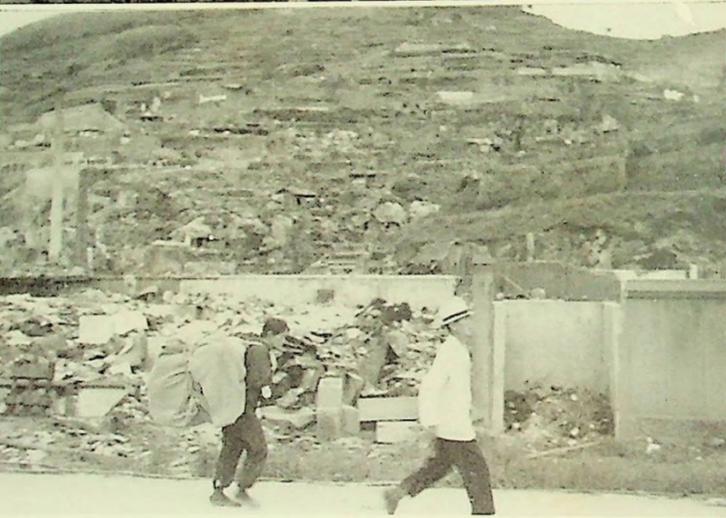
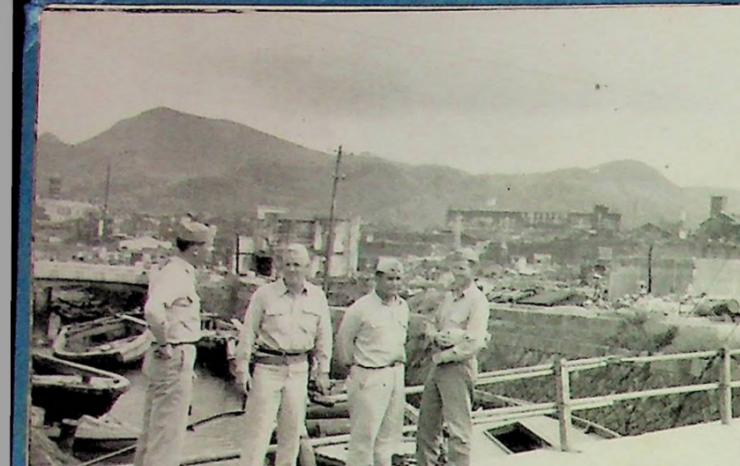
The many horses which inhabited Nagasaki streets looked much better cared for and certainly more well-fed than the people leading them. It was difficult to see just what kept the civilian population of the city alive. Many of the Japanese, particularly the women, carried gauze or white handkerchiefs over their mouths. Later it was discovered this was an Oriental custom that demanded mouth-covering in the presence of any strangers.

Carts which the Japanese used to carry their belongings were peculiar. They had two large wheels in back, about the size of an automobile wheel, with two smaller ones forward. These odd vehicles were pulled by horse, oxen, men or women. The bizarre assortment of belongings they carried—bashed-

in pots and pans, sewing machines, wicker baskets, blankets, shovels—attested to their dire need. The homes of many were literally their carts. These were the people observed along the atomic bomb highway—and these were the people whose arrogance had been replaced by fear and humility.

Near the upper reaches of the atomic bomb site a very modern, earthquake-proof, bomb-proof hospital was left standing, but inside every living person was said to have been killed, probably by suffocation. Behind this hospital are two tall smoke stacks, adjacent to each other. One is literally bent about 15 degrees, two thirds of the way up, and leans to almost touch the one still upright.

Ruined factory area, Inner Harbor, Nagasaki



Ens. Buckmaster, Lt. McGregor, Lt. [jg] Thornton discuss limited value of exercise with Ens. Coffin, APA 138 officer

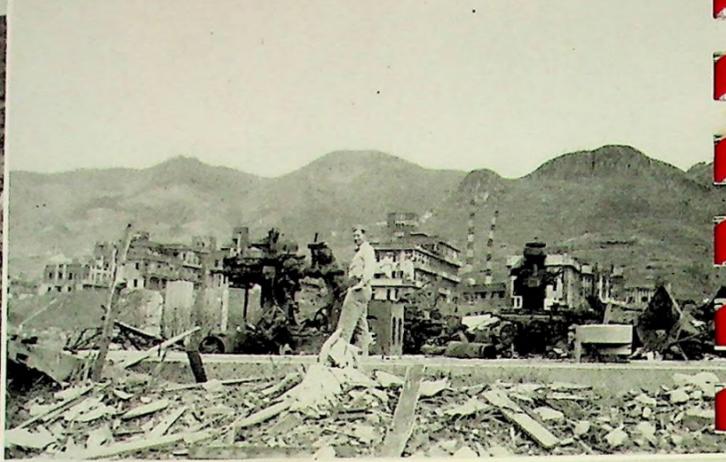
Marines waiting word

Nagasaki taxi

Part of LANIER Beach Party, Nagasaki

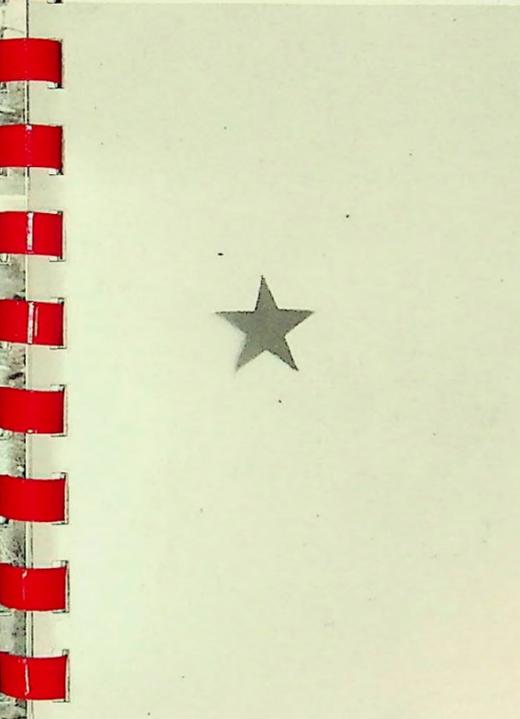
Mitsubishi plant [east end]

Japanese woman, five feet in height, struggles with huge blanket roll



*Nagasaki dock where "P" boats discharged personnel
Those in boat keep net taut for those coming down
Steps merge into water for small boat convenience*

*Ships in the inner Nagasaki harbor
Mitsubishi arms plant [west end]*



She, too, was camera shy

Hospital in background with twisted smoke stack

One of three archways standing in center of atomic bomb area

Jap soldiers return home; some trees burned —others just "shaved" by blast

Upper part of "Atomic Valley"

Ens. Buckmaster inspects two-man [Jap] air raid shelter



OCCUPATION OF NAGASAKI—Continued

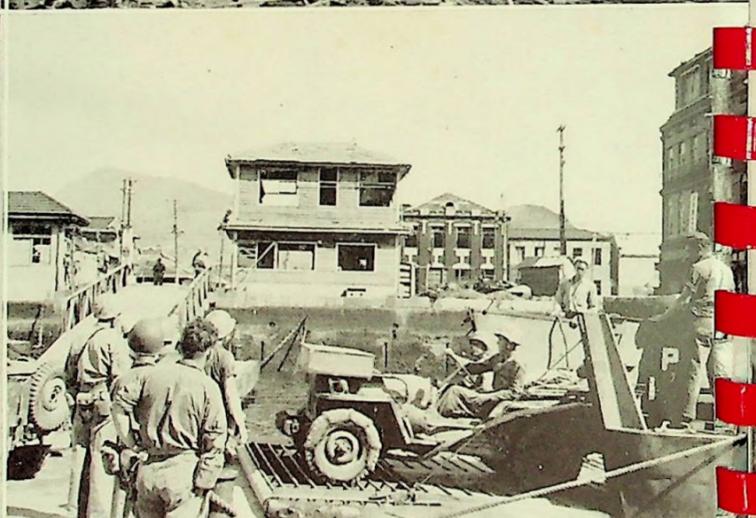
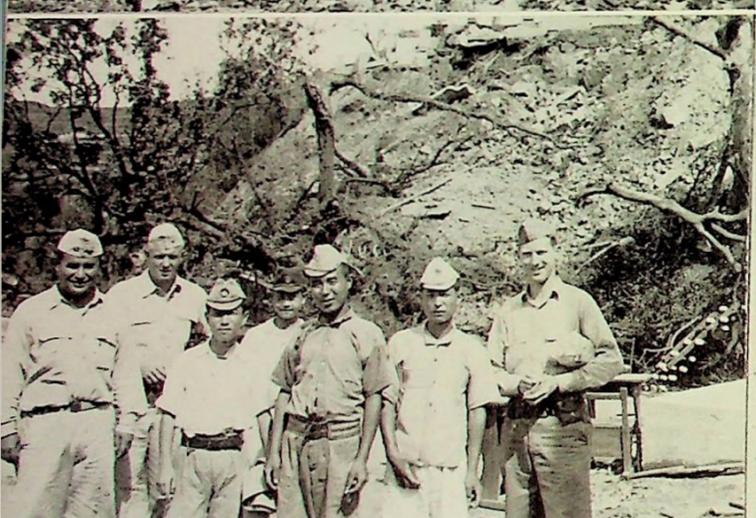
The atomic bomb, said to have exploded about 1,800 feet from the ground, seared off surrounding hills and tore leaves, branches and all, from the several trees still standing. Many of the trees showed absolutely no signs of burning, but rather resembled results of some super-human monster with an urge to whittle. Atop this one end of the valley one can see the best results, or the worst, depending upon one's classification as a realist or humanitarian. In the main, the homes' debris revealed the sector was probably a wealthy one, as evidenced by the site itself, which overlooked the valley and the bay, and by the finding of a great number of electrical appliances such as clocks, motors, fans, sewing machines, flashlights, meters, etc., as well as sinks, stoves, fireplaces, chinaware and tile. From these heights, looking down on the

devastation, the scene resembled a huge city dump, level with tin cans and rubbish. One could walk in any direction without being hindered in his roaming by brick walls, remnants of collapsed homes or anything similar.

A pitiful scene confronted the sight-seers on the hill overlooking "atomic valley." A cluster of 11 Japanese had cultivated a small plot of ground around a shack built of scrap metal, tin street signs and miscellaneous boards. In this squalor the Japanese lived.

Even as the pictorial story unfolded results of this—the most revolutionary weapon of all time—the group could not help but wonder what a future war would involve; whether it could reduce whole cities as this one area had been reduced—completely, swiftly, terribly.

Assorted junk; flashlight, Singer sewing machine, gas meter dial, electric fan, clock



This was a factory

Earthquake-proof, bomb-proof hospital where every doctor, nurse and patient was said to have been killed by blast [note angle of smoke stack on right]

Lt. McGregor, Ens. Buckmaster, ex-soldiers and Lt. [ig] Thornton

Part of Mitsubishi plant ruins

This valley bore the brunt of the atomic bomb; three arches [two on right, one center] are visible

"M" boat discharges jeep with not much room to spare

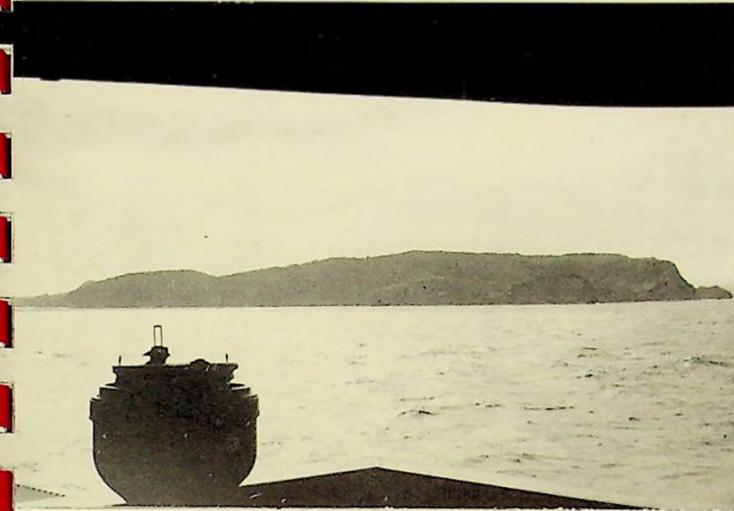


The impression of war-time Manila is one of business, confusion, sailors and soldiers. But farther out, away from the vast stretch of territory known as Manila, a more genteel population dwells. Here still is found many Filipino schedules barely touched by war.

Quaint villages but 10 miles away from Manila reveal a large proportion of its people as essentially home-loving, industrious and tillers of the soil. Rice fields make geometric patterns in the landscape. One characteristic of many native villages is an abundance

History-making spot, Corregidor
Japanese vessel, Manila harbor
Carabao-boys

Corregidor
Intramuros, Manila
Pagoda, Chinese cemetery



Fleet landing, Manila
Village street, Pateros, Philippine Is.

Chinese cemetery, Manila
Native dwellings, Bambang, 10 mi. SE of Manila

The Philippines

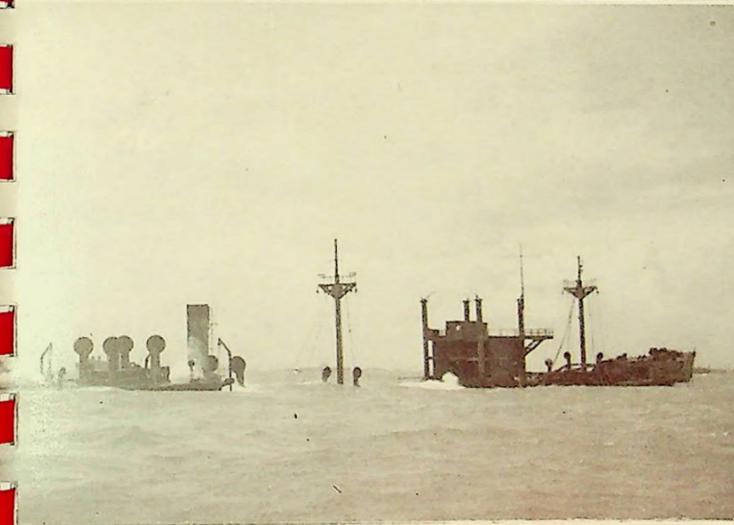
THOSE last days at Bataan and Corregidor run the gauntlet of imagination as one views the two spots from topside, one on the port hand, the other on the starboard. Into one's mind spring scenes of trying days, horrible waiting and bombs—scenes of imagination which may or may not have been surpassed in actuality. Only those who survived will know.

As the LANIER entered the great harbor at Manila, ships were visible almost as far as the eye could see. Hundreds and hundreds of ships, some half-submerged but still visible at rakish angles, filled the harbor in all directions. Ships were limited in their inner-harbor maneuvering because of the clutter of abandoned, sunken Japanese hulls and masts which protruded from the water's surface. Navy planes accounted for a great number of ships sunk.

Arriving from Japan, the LANIER dropped its hook in the Manila harbor on 1 October, 1945. The first day after arrival Captain Cloud addressed all hands on liberty in Manila, a talk which was taken in the right spirit and used advantageously.

Manila gives every evidence of having been second to no large city of comparable size in pre-war magnificence. Its modern, air-cooled buildings, of which there are many pictures and descriptions, are indicative of a prosperity which may take many years to regain. Manila boasts one of the earliest Universities, in its Santo Tomas, built in 1611, as well as a culture founded on efforts of early Catholic missionaries. Catholicism is the dominant religion.

Wreckage in Manila compares with some in Japan, except that the intrinsic value of the properties destroyed in Manila is much greater. The tall downtown buildings, which lie spilled over sidewalks, may contain the entombed bodies of hundreds of victims. On a still day the stench of some sections lingers. The ancient Walled City, remnants of which are represented on these pages in pictures, was damaged most heavily by American artillery fire. The Japanese selected the natural fortifications as one of their last defensive positions in Manila. The walls of the city vary between four and six feet in thickness, making anything but direct hits ineffective.





Thus as the LANIER left the land of G.I.'s, jeeps, wreckage and bamboo huts, members of the crew could retain memories of sidewalk purse stores, green bottles, sailors, fleet landings, wet trips back to the ship, mail-

fall, the Army-Navy football game, overland hikes, Japanese money-selling on the sireets and "bumboats." Leaving Manila on 16 October for duty with the "Magic Carpet," the LANIER arrived at Saipan on 21

Building in background, Manila, indicates modernness

LANIER sailor buys "authentic" Jap flag at sidewalk department store, Manila

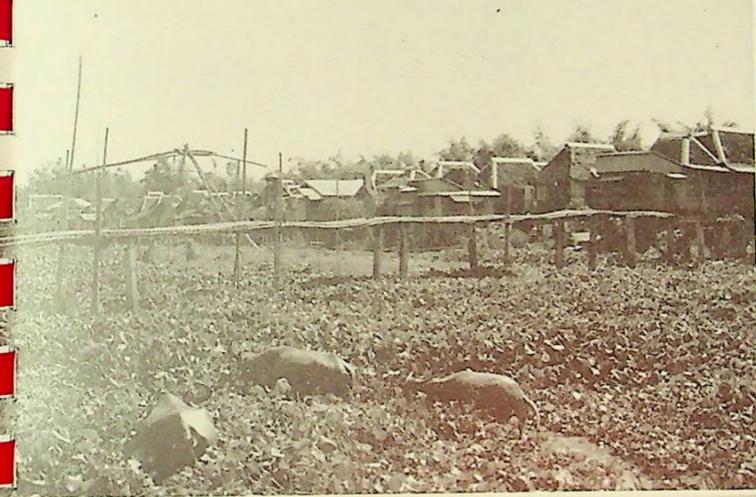
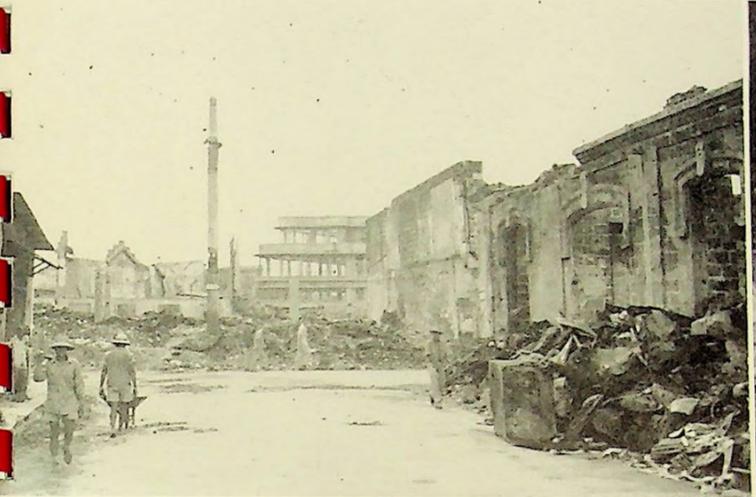


Tagig River at Tagig

One woman "bathes," clothes and all, while others wash clothes

Chinese cemetery

Catholic cemetery, Tagig



Department store area, Manila

Laguna de Bay [Inland Lake]

Boatman poles "bunca" boat across Tagig River, Pateros

University of Santo Tomas, Manila, built in year 1611

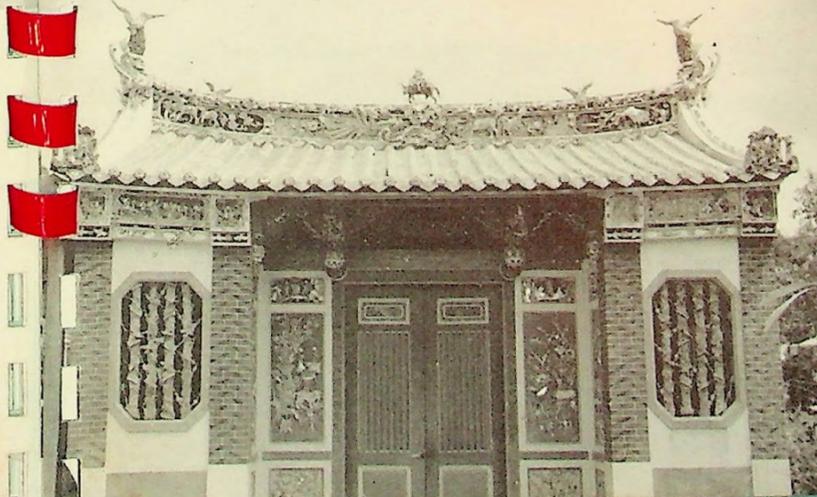
Rice fields between Pateros and Tagig

Carabao [water buffalo], Pateros

THE PHILIPPINES—Continued

of small children, dogs and "Hello, Joe's." Every American, regardless of uniform, is "Joe" to the grin-

ning Filipino tots who probably learned the word as the next one after "mamma." Rivers around the villages were extremely muddy, yet bathing and washing clothes in them was the rule rather than the exception.



THE PHILIPPINES—Continued

October. After one day at Saipan, spent in embarking high-point Army personnel, the Good Ship LANIER headed for the Golden Gate on 22 October.

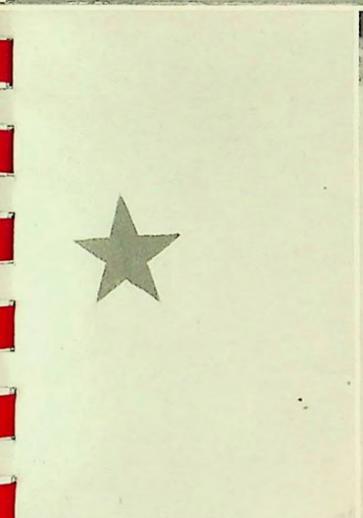
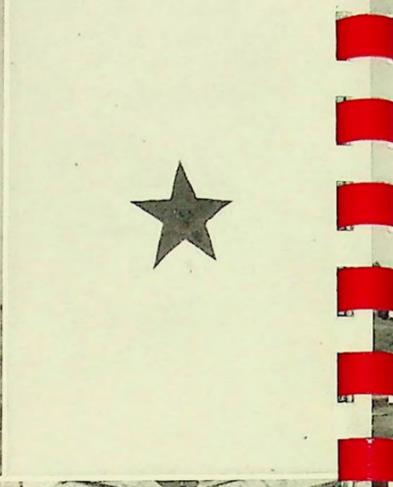
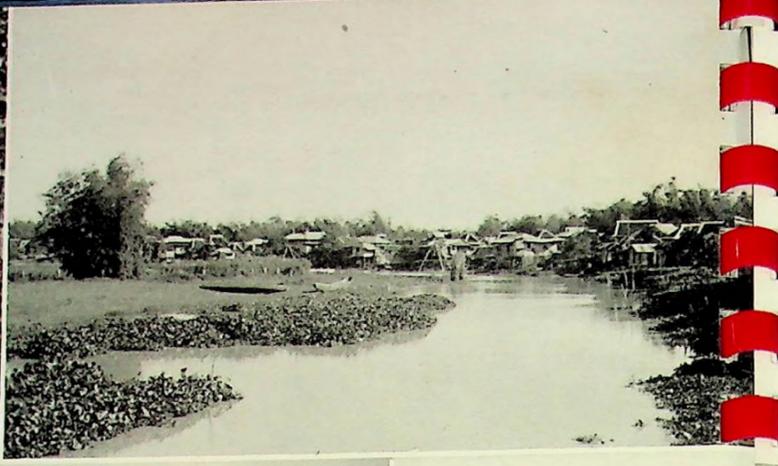
Fate and the U.S. Navy intervened, however, and the LANIER'S orders were changed to read "Seattle." As Captain Cloud suggested, the "ship with a destiny but no destination" finally arrived on 4 November, 1945.

The Walled City, Manila

Pateros women beating . . . dirt out of the clothes

Army-Navy game, Rizal Stadium, Manila, 16 October, 1945

Rizal Stadium—Navy furnishes between-halves entertainment



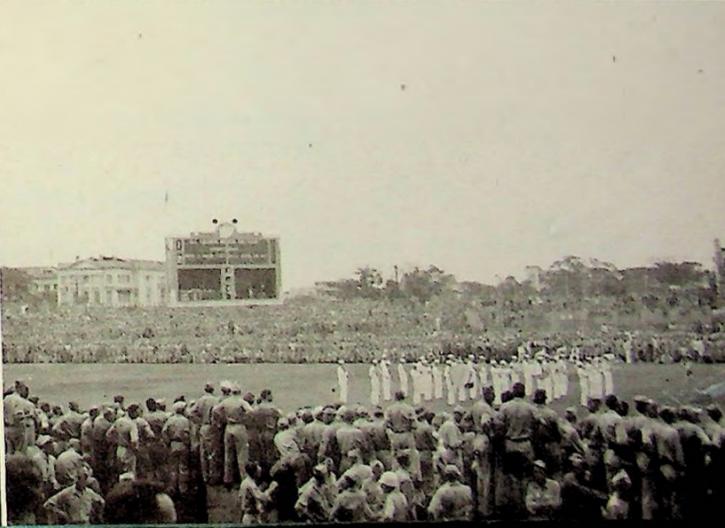
Her pet carabao

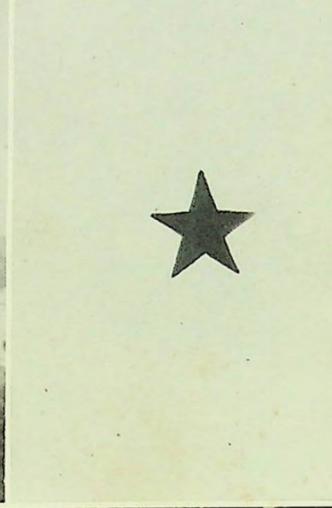
Tagig River [from Bamboo bridge]

Japanese shipping, Manila harbor

"MacArthur" greets Ens. Tuttle

University of Santo Tomas, Manila





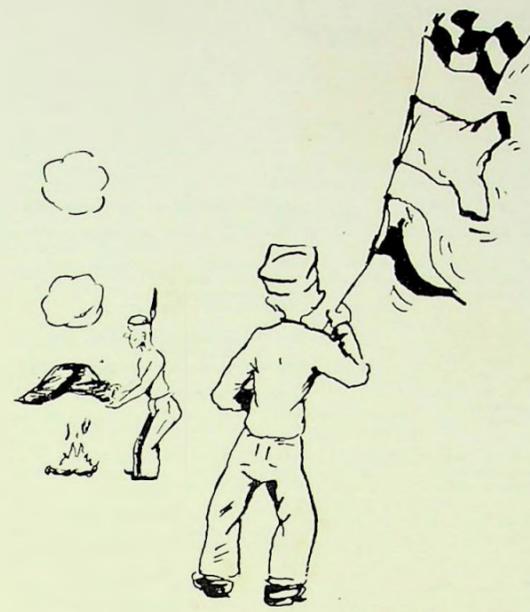
Japanese prisoners made to work; scene near University of the Philippines

"Bunca" boats, ready to cross Tagig

Hagonoy's children and Ens. Tuttle

Chinese cemetery, once a scene of action

Chinese cemetery



Even our Signalmen need a stand-by!



Our Yeomen at their daily duties!

S'matter Bud- Some thing wrong with YOU?



Roster of Officers and Crew

APA 125

CLOUD, BENJAMIN W., Capt., USN
Captain [6 March '45]
228 Congress Ave., Landsdowne, Pa.

ROCKEY, WALTER W., Comdr., USN
Captain [22 Dec. '44-3 Mar. '45]
La Jolla, Calif.

FISHER, HUBERT W., Lt. Comdr., USN
Exec. Officer [22 Dec. '44]
42 Copley Road, Upper Darby, Pa.

MATHESON, DAVID W., Lt. Comdr., USNR
Navigator [22 Dec. '44-3 Sept. '45]
Exec. Officer [15 Sept. '45]
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CARTWRIGHT, G. C., Lt. Comdr., USNR
Engineering Officer [22 Dec. '44-3 June '45]
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Asst. Eng. Officer [22 Dec. '44-3 June '45]
Engineering Officer [3 June '45]
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St. Cloud Daily Times, St. Cloud, Minn.

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Matt, North Dakota

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Andalusia, Ala.

CLARK, RAYMOND E., SCB3/c
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CLINE, EVERETT E., S1/c
% Mrs. Everett Cline,
Tanasket, Wash.

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55 W. Brickley, Hazel Park, Mich.

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Janesville, Wis.

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COLLINS, JAMES R., PhM1/c
% Gertrude's Flower Shop,
Tuscaloosa, Ala.

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CORDES, CHESTER H., EM3/c
Fayetteville, Texas

CORDOVA, TONY D., S1/c
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COWAN, RICHARD W., SK2/c
Naches, Wash.

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Savoy Hotel, Seattle, Wash.

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CULLEN, EARL S., MM1/c
608 West 1st St., Aberdeen, Wash.

CUPOLO, MICHAEL J., F1/c
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CURRY, CHARLES V., S1/c
1439 W. Rosewood,
San Antonio, Texas

DALE, ALBERT B., S1/c
Box 45, Dawson, New Mexico

DAMRON, CLARENCE E., S1/c
RR No. 5, Chillicothe, Ohio

DAVIS, JOHNNIE L., SIM2/c
Ridgeland, S. C.

DAVIS, RICHARD A., S1/c
Newport, R. I.

DAVIS, WAYNE [n], S1/c
207 Pen. Ave., Weirton, W. Va.

DAY, WILLIAM A., S1/c
1833 Hamilton S. W.,
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Hoyville, Ohio

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REID, OSCAR L. Jr., S1/c
Rt. 2, Box 251, Reidsville, N. C.

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RICE, LEROY G. Jr., S1/c
509 N. Lincoln, Erie, Kan.

RICHARDSON, SAMUEL, SIM1/c
415 No. Summit, Charlotte, N. C.

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HAGERMAN, N. M.

RIEGER, ROBERT B., EM3/c
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RISLEY, CLAUDE M., QM2/c
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Salt Lake City 5, Utah

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ROGERS, ARCHIE PHM3/c
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San Francisco, Calif.

SAULSBERRY, EDWARD



SHIP'S OFFICERS

Standing—left to right: Lt. McGown; Lt. Waits; Lt. [jg] Holmes; Lt. [jg] McClain; Lt. Comdr. Hyllestad; Lt. Morehouse; Ens. Dunn; Ens. Baker; Ens. Buckmaster; Lt. Russert; Lt. Comdr. Hartley; Lt. [jg] Hudson; Lt. [jg] Logan; Ens. Roberts; Lt. McGregor; Lt. [jg] Roemmich; Lt. Comdr. Ballard; Ens. Ramezane [hidden]; Lt. [jg] Snett; Ens. Harner; Lt. [jg] Murphy; Ens. Wright; Lt. [jg] Ruehlmann; Lt. [jg] Thornton; Ens. Moore; Lt. Dunn; Phar. Landers. Sitting—back: Ens. Davidian; Lt. Comdr. Matheson; Lt. Comdr. Cartwright; Lt. Comdr. Fisher; Capt. Cloud; Lt. Comdr. Brill; Lt. Comdr. Marshall. Sitting—front: Ens. LaBorde; C. Bos'n. Morris; Mach. Czarnecki; Pay Clerk Venuti; Lt. [jg] Ogden; Pay Clerk Witt; Ens. Huso; Ens. Dawes.

Left to right—Last row—standing: Nielson, CPHM; Shoman, CSK; Panian, CSF; Maris, CMM; Kraft, CWT; Whitworth, CCM; Byrd, CRM. Third row: Fitzgerald, CY; Parker, CEM; Jurashen, CSF; Dowdy, CQM; Moore, N.M., CMoM. Second row—sitting: Miller, CSM; Bradley, CCS; Slater, CMM; Jeglinski, CGM; Garland, CMM. Front row: Buck, CBM; Mortenson, CBM; Baglini, CBM; Burrows, CBM; Rachupka, CBM.

CHIEF PETTY OFFICERS



Ens. Davidian and Pharmacist Landers

The "Exec" mans his battle station

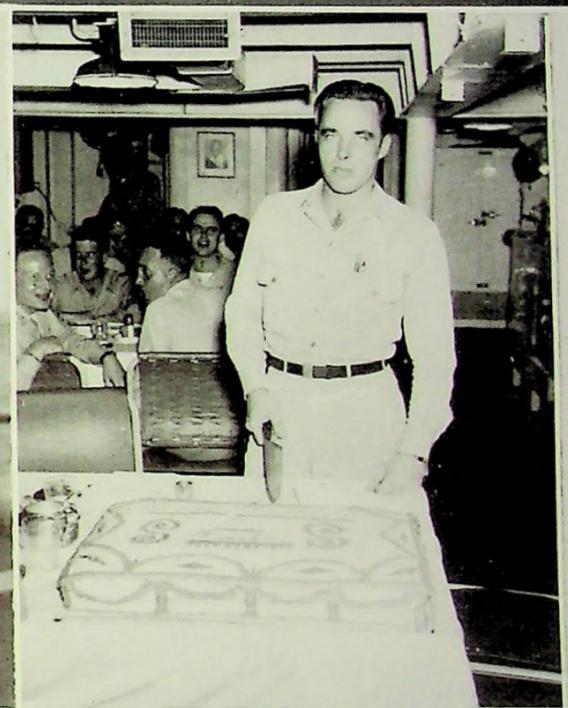
Shipboard crepe paper



Lt. Comdr. Ballard checks stadimeter reading while Ens. McQuiston takes a bearing

"Happy Birthday," Lt. Waits!

Smoke Officers—Ensigns Moore, Buckmaster, Staudt, Tuttle



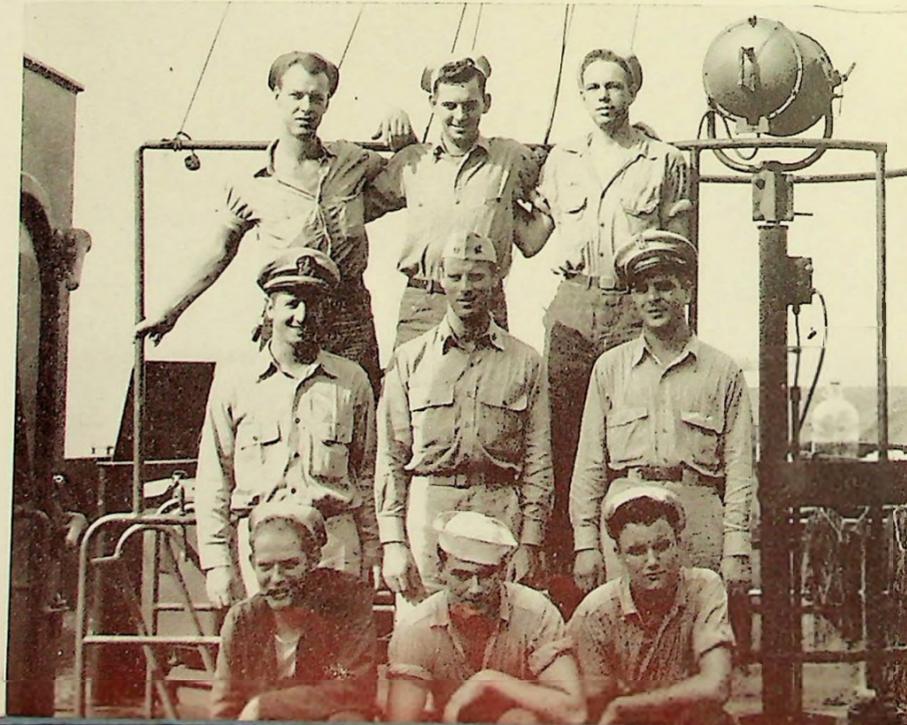


BEACH PARTY

Left to right—last row: Duffner, S1/c; Fucci, RM3/c; Searce, S1/c; Fogo, RM3/c; Garrigan, RM3/c; McEuen, SM2/c; Heitzman, CM2/c; Pound, PHM3/c; Nelson, S1/c. Third row: Tosel, S1/c; Mollach, S1/c; Carlson, MoMM3/c; Doyle, S1/c; DeRoche, MoMM3/c; Quandt, S1/c; Kelly, EM3/c; Ross, HA1/c; Cordes, EM3/c; Anderson, S1/c; Carrol, MoMM3/c; Astorga, HA2/c; McAdon, Cox; Askeland, HA1/c. Second row: Rogers, HA1/c; Eads, S1/c; Palmer, SM3/c; Egge, S1/c; Gordon, S2/c; Pascual, SM3/c; Pate, SF1/c; Mitchell, S1/c; Brown, CM1/c; Lt. Morehouse; Price, PHM3/c; Lt. Russert; Forand, RM3/c; Kielwasser, PHM2/c; Hansen, S1/c. Front row: Myers, BM1/c; Hamill, PHM3/c; Prudome, S1/c; Lt. [ig] Ruehlmann; Thomas, S1/c; Mortenson, CBM.

Standing—back row: Ketterer, QM3/c; Lieuwen, QM2/c; Risley, QM2/c. Standing—middle row: Ens. Davidson, Asst. Navigator; Lt. Comdr. Matheson, then Lt., Navigator; Dowdy, CQM. Kneeling—front row: Parker, QM2/c; Waller, QM3/c; Plath, QM3/c.

QUARTERMASTERS



Smoke crew

Pharmacists' Mates and Corpsmen of Beach Party

Straightening screws



Carpenters busy fixing "P" boat

Smoke crew

Captain's gig [Cox'n, Underwood; Motormac, Miller]





**FIRST DIVISION
Starboard Section**

Left to right—last row—standing: Collier, S1/c; Drake, Cox; Robertson, Cox; Aldrich, S1/c; Augustine, S1/c; Hensley, S1/c; Tosel, S1/c; Hansen, S1/c. Third row—kneeling: Byrne, FC3/c; Celaya, S2/c; Cervantes, S2/c; Dale, S1/c; Diedrich, S1/c; Mitchell, S1/c; Shofner, S1/c. Second row—sitting: Ridgley, BM2/c; Tollison, BM1/c; Baglini, CBM; Ens. LaBorde; Amich, GM1/c; Russell, GM1/c. Front row—kneeling: Gordon, S1/c; Maguire, S1/c; Evanko, BM2/c; Lovelace, S1/c; Nelson, S1/c.

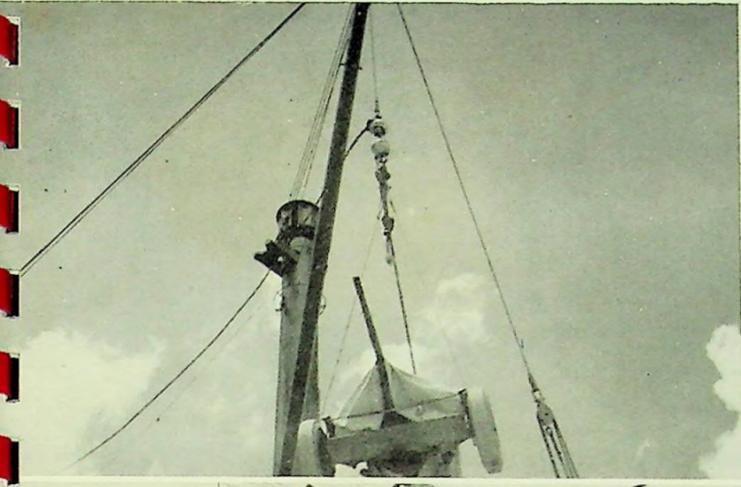
Last row—standing: Eads, S1/c; Deering, S2/c; Jones, S1/c; Ailing, S1/c; Shull, S1/c; Samuels, FC1/c; Collicott, Cox. Third row—kneeling: Day, S1/c; Trusty, S1/c; Quandt, S1/c; Dilworth, Cox; Oravik, GM3/c. Second row—sitting: Emerson, S1/c; Green, Cox; Tollison, BM1/c; Baglini, CBM; Ens. Ramezane; Strickland, BM2/c; Carter, Cox; Prudome, S1/c. Front row—kneeling: Corbitt, S1/c; Fama, S1/c; Klinge, GM3/c; Rader, S1/c; Carpenter, S1/c; Salgren, S1/c.

**FIRST DIVISION
Port Section**



**Marine gun comes aboard
Getting set for "over the side"**

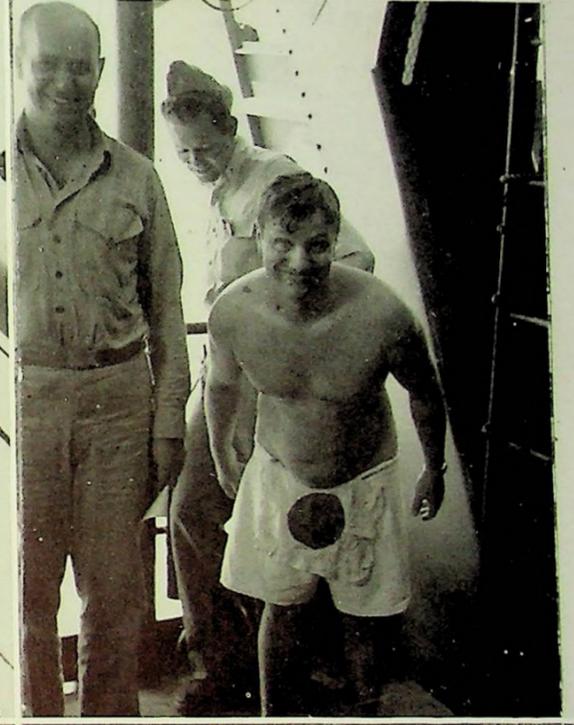
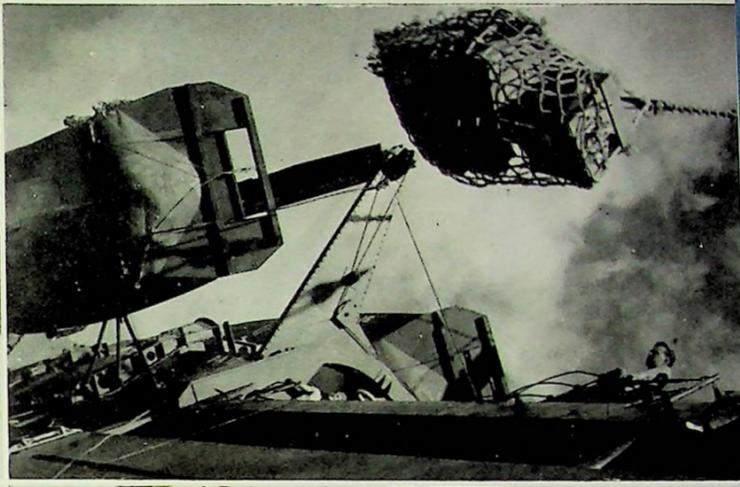
Robert Trumbull, N.Y. TIMES; Kyle Palmer, LOS ANGELES TIMES;
Frank Tremaine, UNITED PRESS; Pay Clerk Venuti;
Lt. [ig] McClain and Doc [The body] Ogden



Cargo bound for Japan comes aboard

Peace declared—dignity goes overboard

Bingo, for corn and coke





**SECOND DIVISION
Starboard Section**

Standing—left to right—last row: Chaney, S1/c; Rice, S1/c; Sidenfaden, S2/c; Overman, GM2/c; Halsey, S1/c; Vilvens, S1/c; Duffner, S1/c. Third row—kneeling: Williams, S1/c; Huffman, S1/c; McAdon, Cox; Brown, S1/c; DeVault, S1/c; Hamilton, S1/c. Second row—sitting: Hovermale, CGM; Stenger, FC1/c; Lt. Morehouse; Walker, BM2/c; Smith, BM2/c. Front row—kneeling: Fullmer, Cox; Palmer, S1/c; Pressley, FC3/c; Rogers, Cox; Thomas, Cox.

Last row—standing: Warbington, S1/c; Firman, S1/c; Rastetter, S1/c; Reichardt, S1/c; Barker, Cox; Egge, S1/c; Turner, S1/c; Thompson, Cox. Third row—kneeling: O'Neil, S1/c; Cline, S1/c; Jackson, GM3/c; Mason, FC3/c; Sutherland, GM3/c; McKiethian, Cox. Second row—sitting: Schlitt, Cox; Buck, CBM; Ens. Dunn; Jeglinski, CGM; Wheeler, BM1/c; O'Dell, Cox. Front row—kneeling: Cintas, S1/c; Anderson, S1/c; Weiner, S1/c; Doyle, S1/c; Hammons, S1/c.

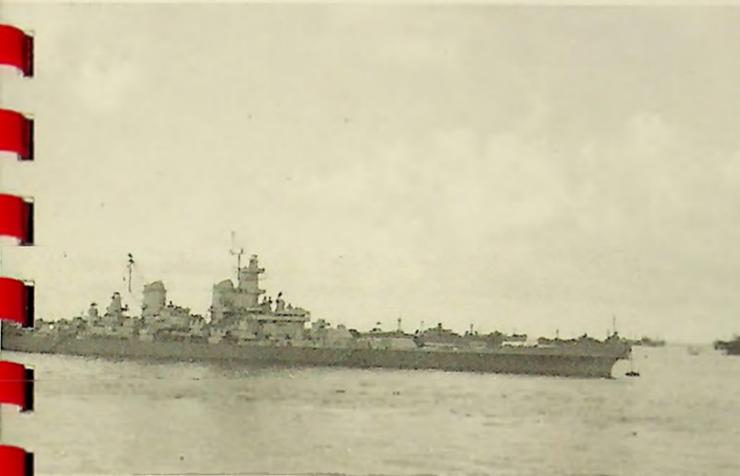
**SECOND DIVISION
Port Section**



Battleship NEW JERSEY, Guam

Fixing a "P" boat engine

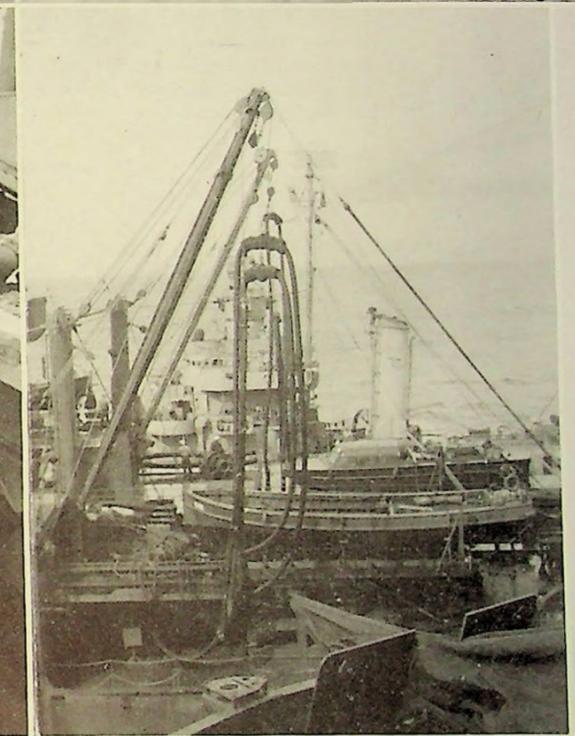
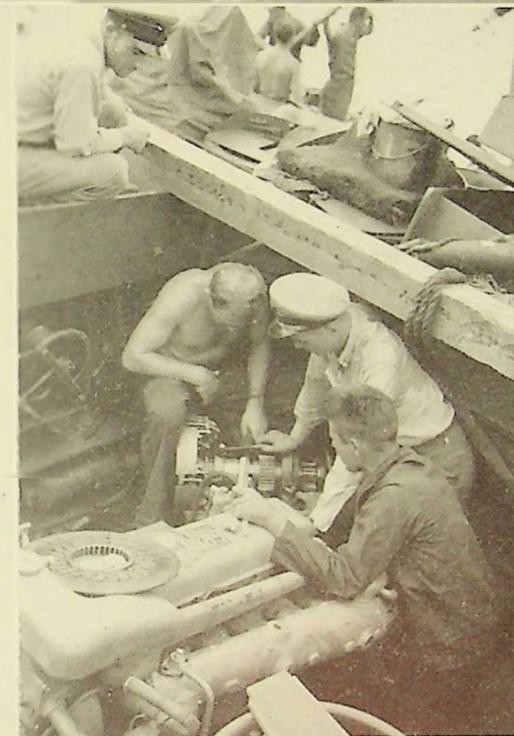
Preparing to take aboard "P" boat, No. 4 hatch



Native fishermen, Saipan

Destroyer fuels on one side, LANIER on other

The NEW JERSEY





**BL DIVISION
First Section**

Standing—left to right: Morgan, S1/c; English, SF1/c; Mitchell, CM2/c; Damron, S1/c; Evard, GM2/c; Moore, Cox; Lemm, S1/c; Moore, S1/c. Third row: Laughlin, S1/c; Minter, S1/c; Lowther, S1/c; Burrows, CBM; Hays, S1/c; Lamberth, S1/c. Second row: York, MoMM1/c; Donahue, F1/c; Ferry, MoMM3/c; Ens. Buckmaster; Fitzpatrick, MoMM3/c; Page, MoMM3/c; Flanders, MoMM3/c. Front row: Aldridge, Cox; Bates, BM2/c; Todd, Cox; LeBlanc, S1/c; Laberdee, Cox.

Standing—left to right: Laughlin, S1/c; Kuhn, S2/c; Urback, S1/c; Wales, S1/c; Moore, GM3/c; Trujillo, S1/c; Brush, Cox. Third row: Larson, SM3/c; Harvey, SM3/c; Haas, MoMM1/c; Hebert, S1/c; Crosby, S1/c; Hays, S1/c. Second row: Miller, MoMM2/c; Boger, MoMM3/c; Crismond, MoMM3/c; Elletson, MoMM3/c; Ens. Staudt; Englert, MoMM3/c; DuPaul, MoMM3/c; Elrod, MoMM3/c. Front row: Underwood, BM1/c; Chirrick, Cox; Utley, BM2/c; Turner, S1/c; Gerhardt, BM2/c; Wise, Cox; Vaughn, Cox; Pickard, Cox.

**BL DIVISION
Second Section**



**BL DIVISION
Third Section**

Standing—left to right: Hightower, S1/c; Morgan, S1/c; Vieira, S1/c; Vanscoy, S1/c; Martin, BM1/c; LeMaster, S1/c; Gedaka, MoMM2/c; Briggs, EM3/c. Third row: Gremillion, S1/c; Story, S1/c; Franklin, S1/c; Moore, N. M., CMoMM; Lopez, S1/c; Vidrine, S1/c; Smith, S1/c. Second row: Draper, MoMM3/c; Fredrick, MoMM3/c; Porter, WT3/c; Ens. J. Moore; Forsyth, MoMM2/c; McGhee, MoMM2/c; Vanvels, F1/c. Front row: Vucich, Cox; LaPiene, Cox; Stricklin, Cox; Brackett, CBM; Warr, Cox; Turner, S1/c; Nolan, BM2/c.

Standing—left to right: Brackeen, S1/c; Waldron, Cox; Griswold, EM3/c; Straub, S1/c; Pajatsch, MoMM3/c; Davis, S1/c; Hanna, S1/c; Wagoner, Cox; Maiman, S1/c. Third row: Trost, Cox; Baca, S1/c; Fielder, S1/c; Laser, S1/c; Warden, S1/c; Lowman, S2/c. Second row: Ertel, MoMM3/c; Gebran, MoMM3/c; Fink, MoMM3/c; Ens. Tuttle; Fowler, MoMM3/c; Eisenman, MoMM3/c; Allen, MoMM3/c. Front row: Walsh, BM2/c; Minarchick, Cox; Fleek, BM2/c; Allen, BM1/c; Turner, Cox; Curry, S1/c; Vickers, BM2/c.

**BL DIVISION
Fourth Section**





"Keystone" officers

These men have "fond" memories of Okinawa
Standing, left to right: Lloyd, S2/c; Draper, MoMM3/c; Laughlin, S1/c; Leggett, Cox;
Seated: Vandenberg, S1/c; Giovanni, MoMM3/c; Smith, Cox.

Smoke crew

Native competition?

Ens. Buckmaster reviews men on amphibious doctrine in preparation for Japan "invasion"

This Navy's a tough life

**C & R DIVISION
Carpenters**



Standing—back row: Heitzman, CM2/c; Robertson, CM2/c; Powitzky, CCM; Kerzic, CM2/c; Sawyer, BM1/c; Olson, CM3/c. Sitting—middle row: Rachupka, CBM; Morris, C Bos'n; Ens. Roberts; 2nd Lt. Hamilton; Perry, Corp. Kneeling—front row: Kube, CM3/c; Fishburn, CM3/c; Brown, CM1/c; O'Neill, Sgt.-MC; Moore, Y3/c.

Standing—back row: Pate, SF1/c; Eberly, SF3/c; Keller, SF3/c; Hanson, Y3/c; Palazolo, SF2/c. Sitting—middle row: Alexander, M1/c; Panian, CSF; Lt. [jg] Holmes; Jurashen, CSF; Fisher, SF/1c. Kneeling—front row: Belbeck, SF3/c; Gates, SF2/c; Coble, SF3/c; Oster, S1/c; Rutledge, SF3/c.

**C & R DIVISION
Shipfitters**



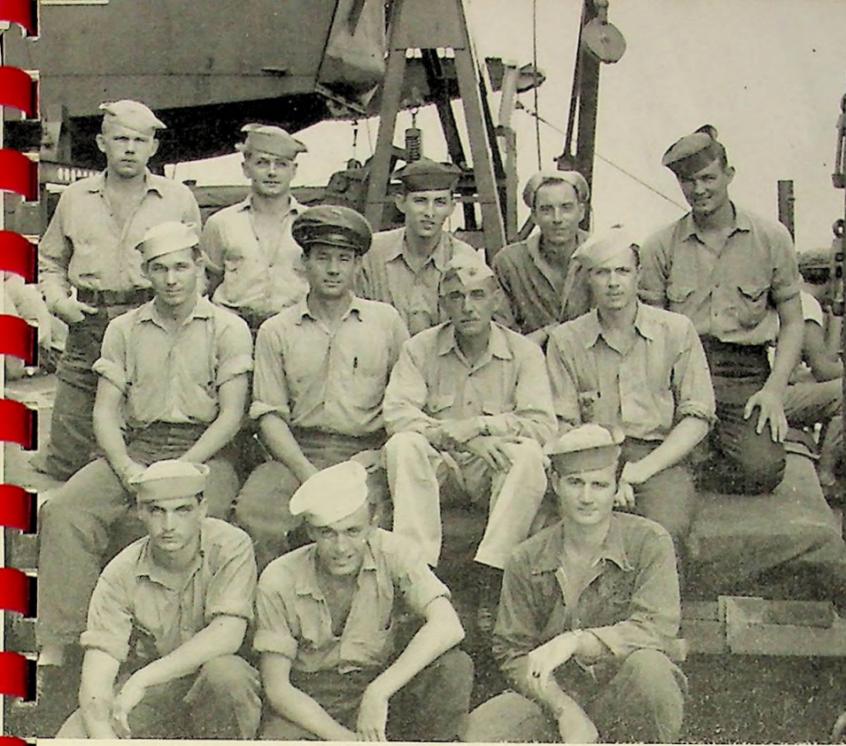


**"M" DIVISION
Engineers**

Top row—left to right: Mann, MM3/c; Whitock, MM2/c; Reid, MM2/c; Jackson, MM2/c. Third row: Logsdon, MM2/c; Morris, F1/c; Collins, MoMM1/c; Tackett, MM2/c. Second row: McGill, MM1/c; Sheppard, MM1/c; Ens. Huso; Maris, CMM. Front row: Krall, MM2/c; Przygoda, MM3/c; Shaffer, MM3/c.

Top row—left to right: Lyons, WT3/c; Witnik, WT3/c; Rehus, WT3/c; Taft, F1/c; Bristow, WT1/c. Third row: Barnett, F1/c; Gerdes, F1/c; Slingbaum, WT3/c; Levesque, WT3/c. Second row: McDerby, B1/c; Johnson, WT1/c; Ens. Shalders; Kraft, CWT. Front row: Regruit, WT3/c; Hill, WT2/c; Reeves, F1/c.

**"B" DIVISION
Engineers**



**"E" DIVISION
Engineers**

Back row—left to right: Radford, EM2/c; Brumback, EM2/c; Kelly, EM2/c; Lotz, EM2/. Middle row: Dodgen, EM1/c; Parker, CEM; Lt. [ig] Logan; Dickerson, CEM. Front row: Brama, EM3/c; Coalson, EM3/c; Raffi, EM1/c.

Top row—left to right: Wall, MM3/c; Baker, F1/c; Hopkins, F1/c; Smyton, F1/c. Third row: DeRoche, F1/c; Carlson, MoMM3/c; Hood, MM[R]2/c. Second row: Webber, MoMM1/c; Machinist Czarnecki; Garland, CMM; Langrall, MM1/c. Front row: Lantry, MoMM1/c; Sapieka, MM3/c; Lippert, Y2/c.

**"A" DIVISION
Engineers**





**WATCH SECTION
Engineers**

Standing—left to right: Stanford, MM3/c; Butler, MM3/c; Cupolo, F1/c; Buehler, EM3/c. Middle row: Nichols, MM2/c; Slater, CMM; Lt. Comdr. Marshall, Chief Engineer; Baugus, WT1/c. Front row: Ranly, MM3/c; Tillmes, MM3/c; Glockner, WT3/c.

Back row—left to right: Johnson, St.M1/c; Hearn, St.M1/c; Johnson, St.M1/c; Mason, St.M1/c; Jameson, St.M1/c; Jenkins, St.M1/c; Ralston, St.M1/c. Third row: Dixon, St.M1/c; Hanks, St3/c; Williams, CK2/c; Handy, St3/c; Simon, St3/c; Haynes, Ck3/c. Second row: Powell, CK1/c; Melvin, St3/c; Quarles, CK3/c; Jesus, CST; Ester, Ck3/c; Saulsberry, St3/c; Loston, CK2/c. Front row: Frazier, St.M1/c; Eason, St.M1/c; Johnson, St.M1/c; Reid, St.M1/c; Pankey, St.M1/c; Richardson, St.M1/c.

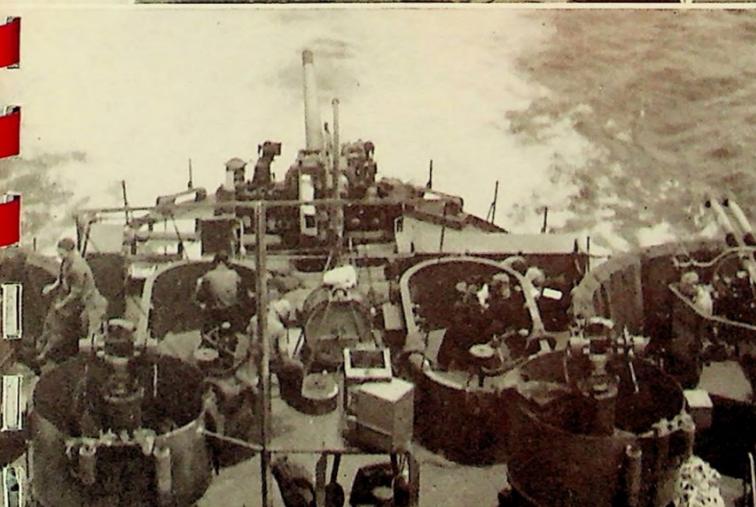
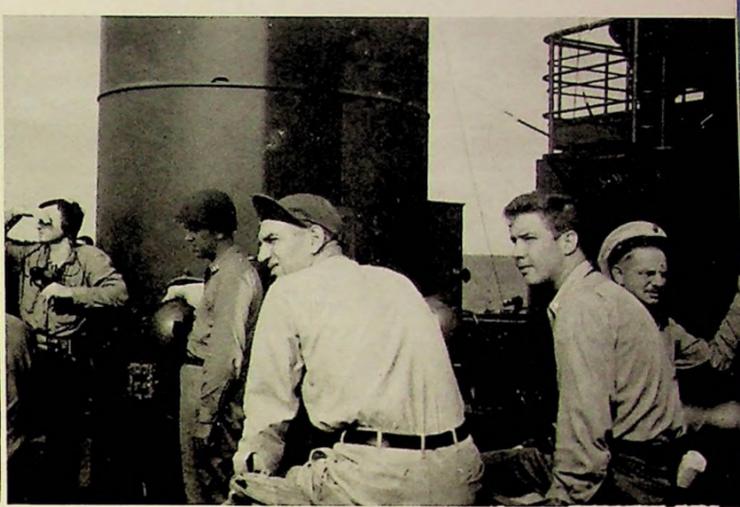
**STEWARDS
MATES**



Table Number One
Fueling at sea
Fantail stingers



Williams, Y2/c; Lt. Comdr. Ballard; Lt. Morehouse;
Lt. [ig] Hudson; Miller, MoMM2/c
Troop Commander Wilson, Captain Cloud on gangway
By the beards of Sinbad!





**NC DIVISION
Radiomen**

Left to right—last row—standing: Ellis, RM3/c; Nelson, RM1/c; Rakestraw, RM3/c; Dowd, RM3/c. Middle row—standing: Dinkins, RM3/c; Lt. Dunn; Lt. [jg] Snepp; Byrd, CRM; Gustafson, S2/c. Front row—kneeling: Thulin, RM3/c; Johnson, RM3/c; Graves, RM1/c; Hutton, RM3/c.



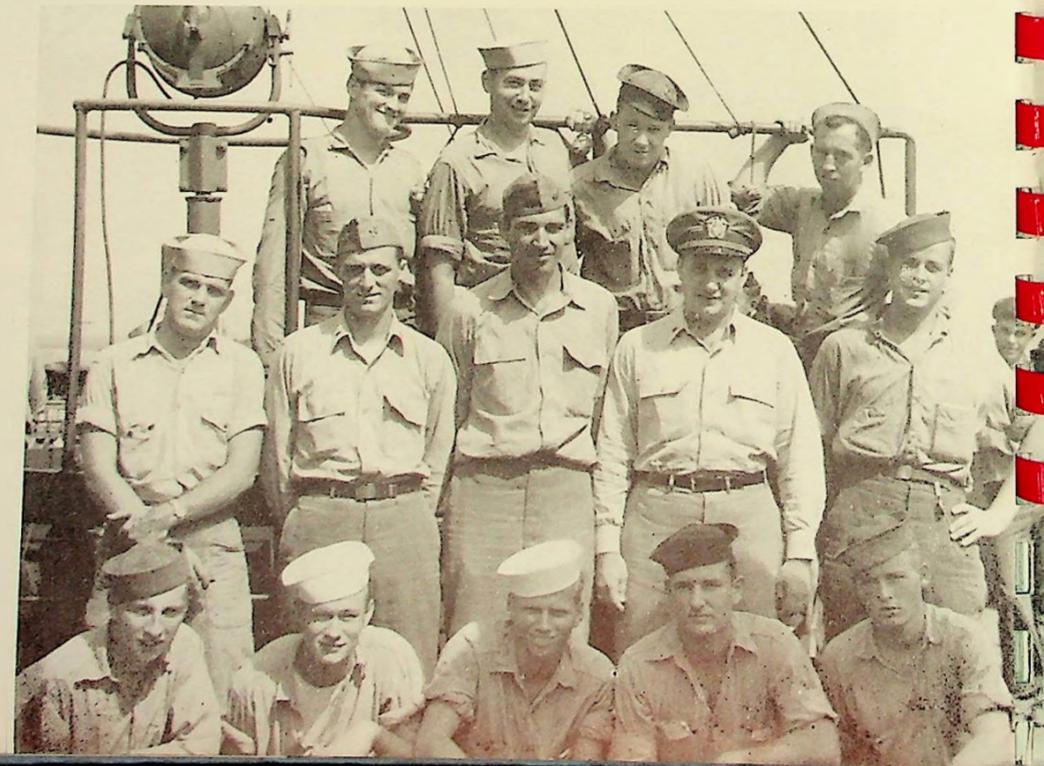
**NC DIVISION
Signalmen**

Last row—standing: Byrne, FC3/c; Palmer, S1/c; Jones, S1/c; Bates, GM3/c; SM3/c; Peppler, SM2/c; Thomas, S1/c. Middle row—standing: Keane, SM2/c; Palmer, SM3/c; Worster, S1/c; Lt. Russert, Miller, CSM; Paschall, SM3/c. Front row—kneeling: Hinsley, SM3/c; McNichols, SM2/c; Kennedy, SM1/c; Wiederholt, SM3/c; Schiller, SM1/c.

Last row—standing: Anderson, S1/c; Newell, RdM3/c; Henry, RdM2/c; Malone, RdM2/c. Middle row—standing: Gorman, RdM3/c; Ens. Roberts; Lt. [jg] Carr; Ens. Wright; Gifford, RdM3/c. Front row—kneeling: Viele, S1/c; Ruckman, S1/c; Vrolyk, RT1/c; Woody, RdM2/c; Wier, S1/c.

Last row—standing: Byrne, FC3/3; Palmer, S1/c; Jones, S1/c; Bates, GM3/c; Moore, GM3/c; Jackson, GM3/c. Third row—kneeling: Samuels, FC1/c; Pressley, FC3/c; Russell, GM1/c; Overmann, GM3/c; Oravik, GM3/c. Second row—sitting: Stenger, FC1/c; Jeglinski, CGM; Lt. Comdr. Ballard; Lt. Morehouse; Hovermale, CGM; Amich, GM1/c. Front row—kneeling: Mason, FC3/c; Klinge, GM3/c; Sutherland, GM3/c; Minton, GM2/c; Turner, GM2/c.

**NC DIVISION
Radarmen**



**GUNNERS MATES
and
FIRE CONTROLMEN**



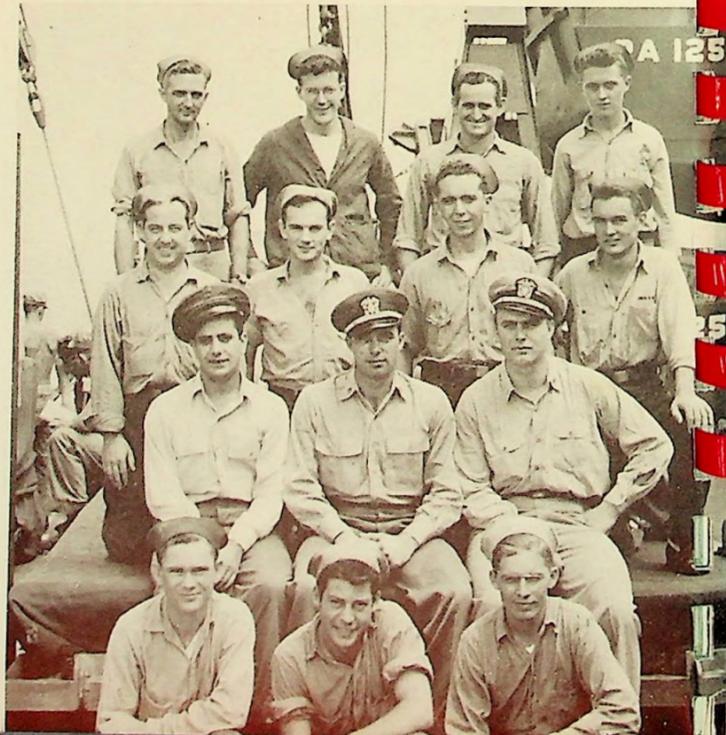


YEOMEN

Back row—left to right: Williams, Y3/c; Cavanaugh, MaM2/c; Schofield, Y1/c; Lippert, Y2/c; Johnson, Y3/c; Williams, Y2/c; Lane, S1/c. Middle row—standing: Brown, Y3/c; Nordyke, Y2/c; Campbell, Y3/c. Front row—sitting: Fitzgerald, CY; Gintoff, Y1/c; Ens. Baker.

Back row—standing: Hall, SK3/c; Carey, S1/c; Tinnin, SK2/c; Sullivan, SK3/c. Third row—kneeling: Gmur, SK1/c; Chouinard, SK1/c; Nolan, SK1/c; Cowan, SK2/c. Second row—sitting: Shoman, CSK; Lt. Waits; Lt. [jg] McClain. Front row—kneeling: Howard, SK3/c; Estes, SK3/c; Stone, S1/c.

STOREKEEPERS



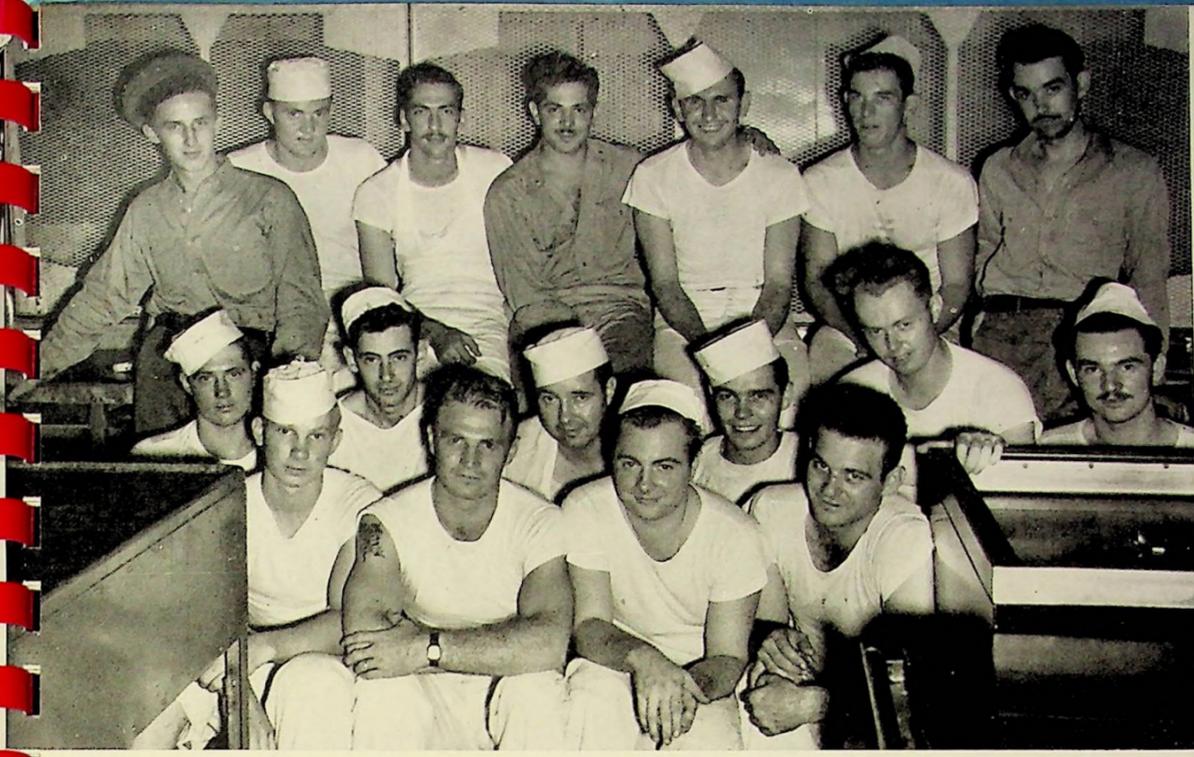
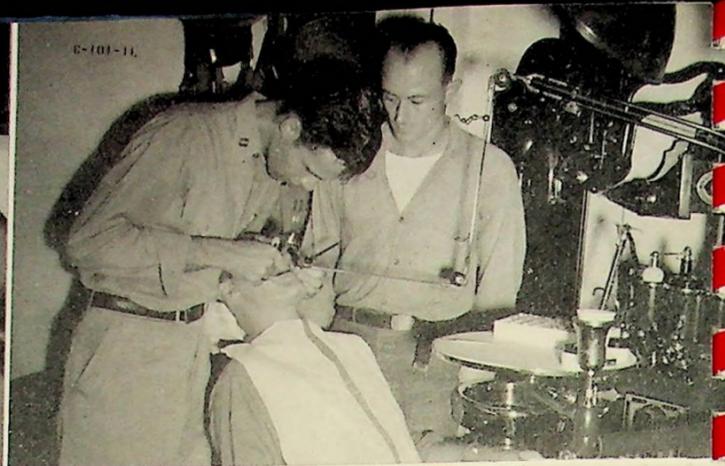
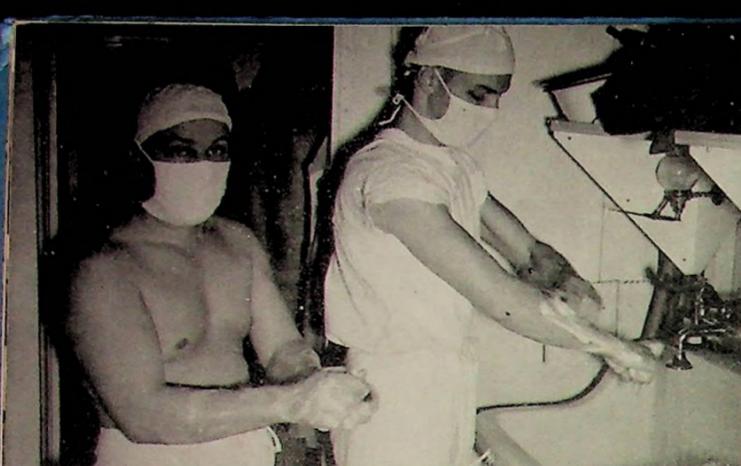
"H" DIVISION

Standing—left to right: Pound, PhM3/c; Stevens, PhM3/c; Hamill, PhM3/c; Kielwasser, PhM1/c; Astorga, H.A.1/c; Clark, PhM3/c; DeVelbiss, PhM1/c; Axelrod, CPhM. Third row: Shanahan, PhM3/c; Collins, PhM1/c; Hansen, PhM2/c; Byers, PhM2/c; Gould, PhM3/c; Ellis, PhM2/c. Second row: Nielson, CPhM; Lt. Comdr. Hartley [dentist]; Lt. [jg] Ruehlmann [Beach Party]; Lt. Comdr. Brill [SMO]; Lt. [jg] Ogden; Pharmacist Landers. Front row: Ross, H.A.1/c; Rogers, PhM3/c; Price, H.A.1/c; Askeland, PhM3/c; Pendley, PhM3/c.

Left to right—third row—standing: Lt. [jg] Roemmich; Lt. [jg] Thornton; Ens. Staudt; Ens. McQuiston; Ens. Buckmaster. Second row—standing: Ens. Roane; Lt. McGregor; Lt. McGown; Lt. [jg] Hudson; Ens. Baker. Front row—kneeling: Ens. Moore; Ens. Dawes; Ens. Tuttle Jr.

BL DIVISION OFFICERS

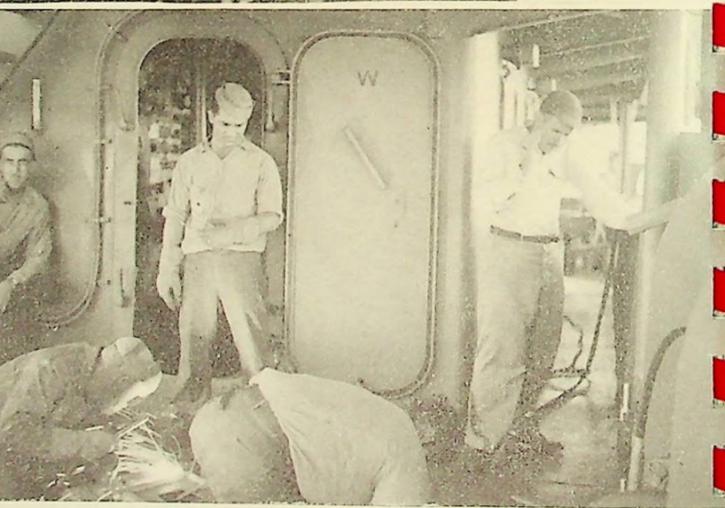
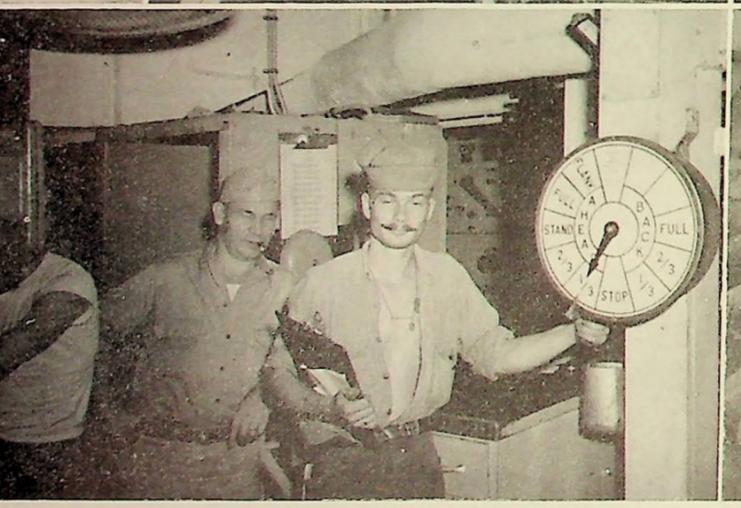
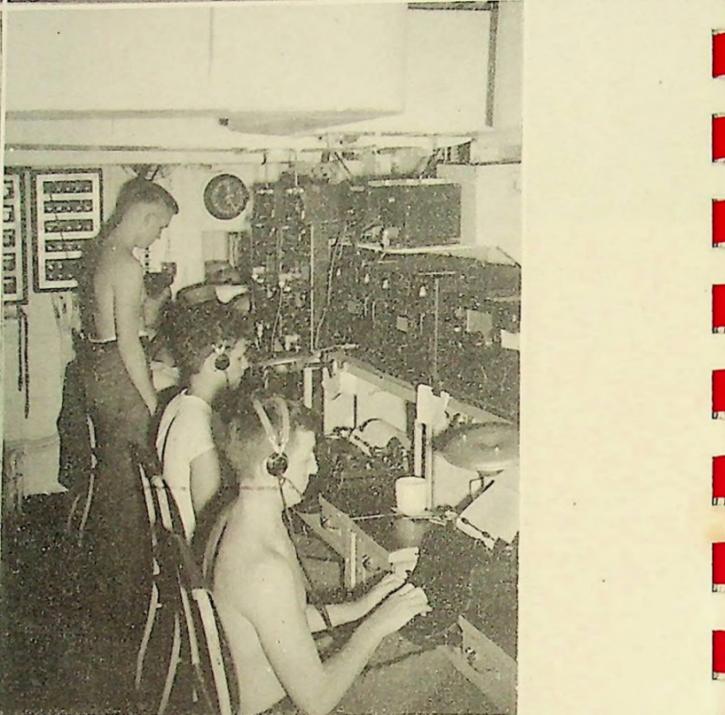
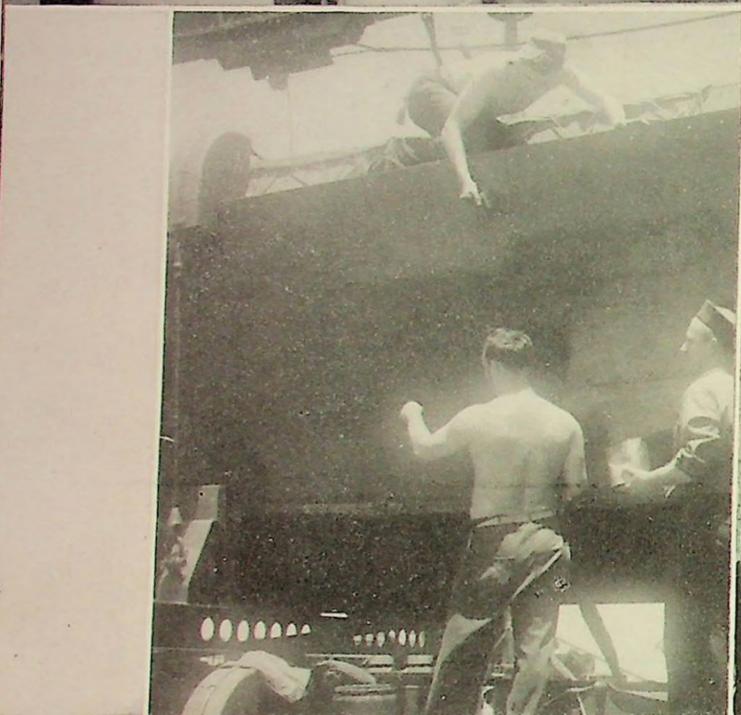




**COOKS
and
BAKERS**

Standing—left to right: Bradley, CCS; Gunem, SC2/c; Freeman, SC1/c; Venuti, PC; Portier, SC1/c; Whitehead, S1/c; Bates, CCS. Middle row—left to right: Chaney, S1/c; Clark, SC3/c; Jarvinen, SC3/c; Vietor, S1/c; Wilcox, BKR3/c; Clements, S1/c. Front row—left to right: Pojanowski, SC3/c; Nelson, BKR3/c; Dixon, SC2/c; Venable, BKR2/c.

Back row: Stout, SSM[T]2/c; Valeri, SSM[B]2/c; Spanicciati, SSM[L]2/c; Terhoffer, SSM[L]3/c. Front row: Enea, SSM[L]2/c; Writt, CPC; Hanson, SSM[L]3/c.

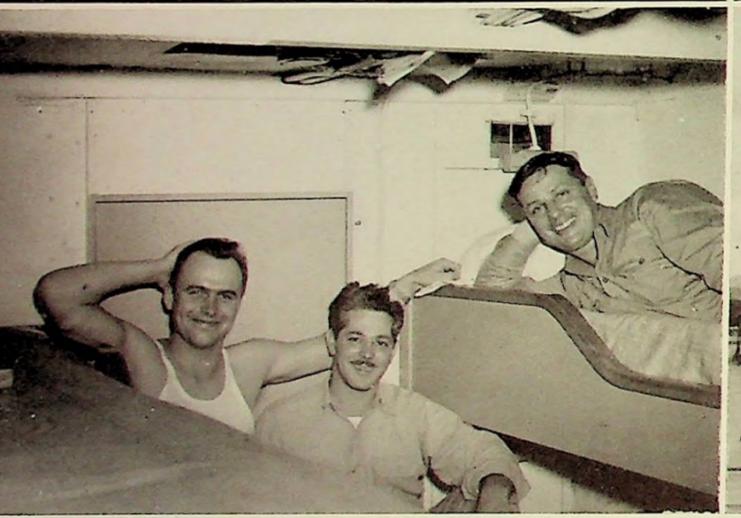
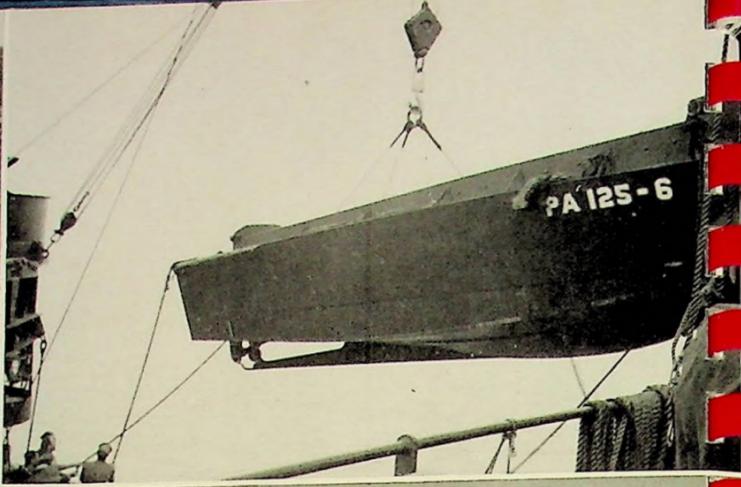


*Scrubbing up for an appendectomy
Doctors Ogden and Ruehlmann
New coat for "P" boat
Making one-third ahead*

*Li. Comdr. [Doc] Hartley gives 'em the works
Hemingway, Kranz, Fucci, radiomen
No that's not what he's welding*



**SHIP'S
SERVICEMEN**



*The "Battle of Maui"
Hospital ships on the job
Three in a room, sleepy lagoon*

*"Over the side"
Fortified island guarding Tokyo Bay entrance
Boat group men and boats*



The last letter!

MAIL



No Letter to-day

Religious Life

RELIGIOUS LIFE aboard the USS LANIER forms an extremely important part in shipboard spirit and morale of the crew. To Chaplain L. V. Pick, [ChC], USNR, must go the credit for his constant interest and devotion to duty in attending to the spiritual needs of the officers and crew. To Captain B. W. Cloud must go thanks for his complete cooperation in things religious.

Catholic by faith, Chaplain Pick leads general religious services at sea when no Protestant chaplain is available, and the services are always well attended, both by the officers and crew. Many faiths and denominations are represented in these services. In port, arrangements are always made for a visiting Protestant Navy chaplain from ashore or another ship in harbor.

Mass is said daily aboard the LANIER and the Holy Days of the Catholic Church observed regularly.

Several all-hands services stand out among those held during the LANIER'S first year at sea. These include the Easter service; President Franklin D. Roosevelt Memorial service, the service devoted to the burial at sea of Pvt. Nicholas Campellone, USMC, who died aboard ship of wounds suffered during the battle of Okinawa, and the special Thanksgiving service commemorating the end of the war.

Lt. [ig] Thornton's choir

Memorial service for President Roosevelt



One of the largest church-going crowds of the year participated in Easter services on 1 April when hundreds of troops as well as a major portion of the crew were in attendance. Chaplain Pick celebrated Easter Mass and an Army chaplain conducted Protestant services. Included on the latter program were a special quartet, comprised of Lts. [ig] Ruehlmann, Roemmich, Thornton and Ensign Wright, and Easter songs by the audience and special prayers.

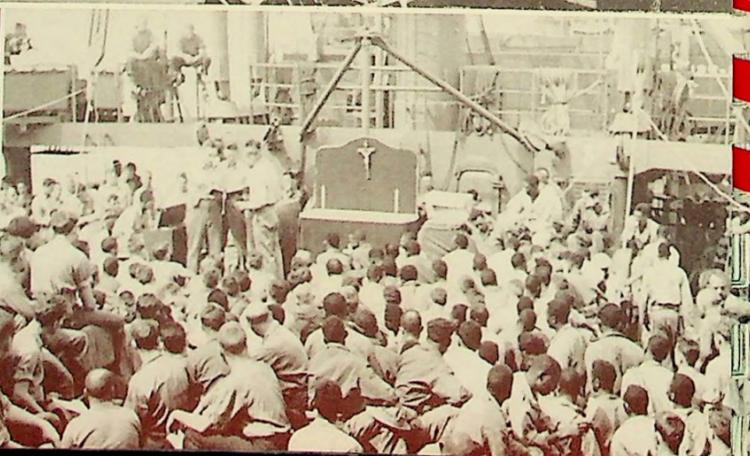
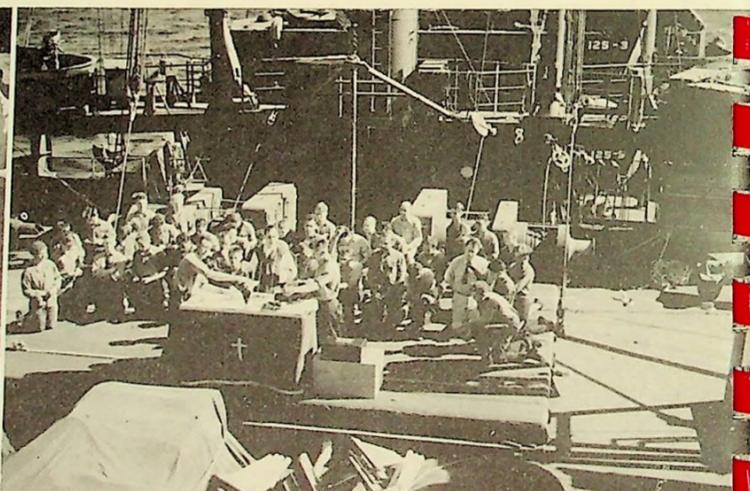
Personnel of the LANIER joined the nation in mourning the death of the late President Franklin D. Roosevelt. Captain Benjamin W. Cloud, USN, spoke for the Navy; Col. W. J. Wilson for the Army, and Chaplain Pick rendered the invocation. Work throughout the ship was suspended while all hands gathered to pay last respects to the nation's late leader.

A rifle guard stood by as the flag-draped body containing the body of Pvt. Nicholas Campellone was lowered over the side while the ship was underway. This was the only service of its kind ever held aboard the LANIER. Once again the ship's chaplain officiated, with the assistance of Lt. F. S. Hamilton, USMC, LANIER troop liaison officer.

A general Thanksgiving service was held on the Sunday designated by President Truman, in which all hands joined in thanking God for the peace which had just been declared.

... Our Father"

Easter-time quartet [Ens. Wright, Lts. [ig] Thornton, Roemmich and Ruehlmann



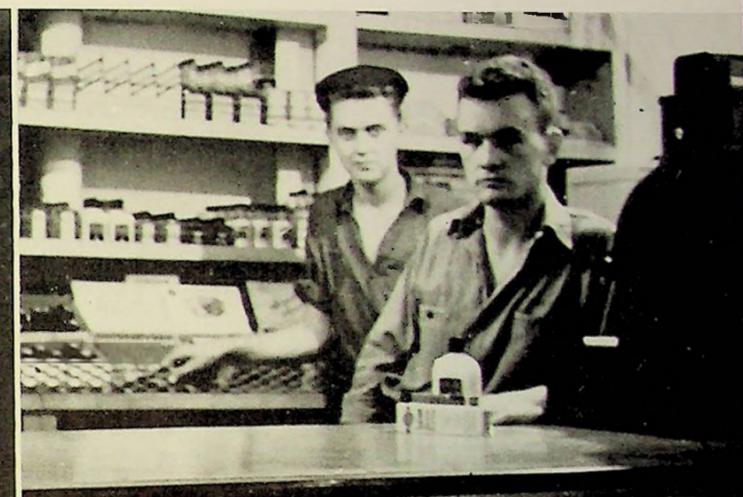
Mid-week Vesper services were held for Protestant worshippers on several of the longer voyages, with the assistance of Lt. [ig] T. B. Thornton. Mr. Thornton also organized and directed the all-negro choir shown.

That personnel aboard the LANIER can find and take the time to worship God amid the busy routine of shipboard life attests to a sincerity and devotion which characterizes the Navy men.

Chow down

Engine room

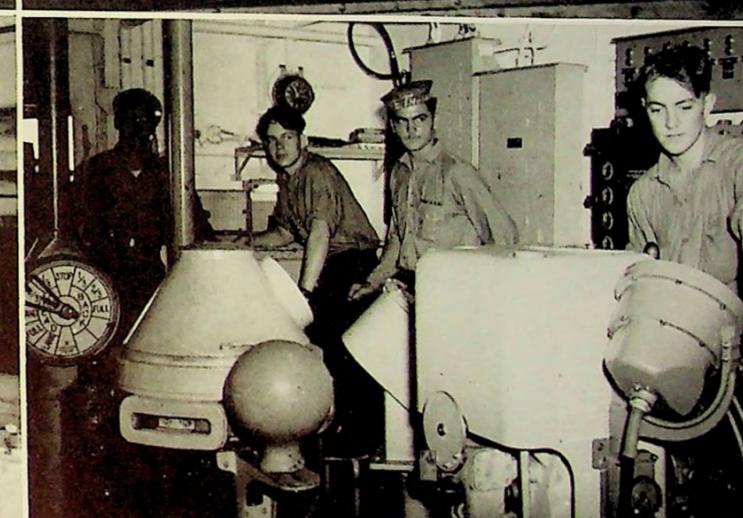
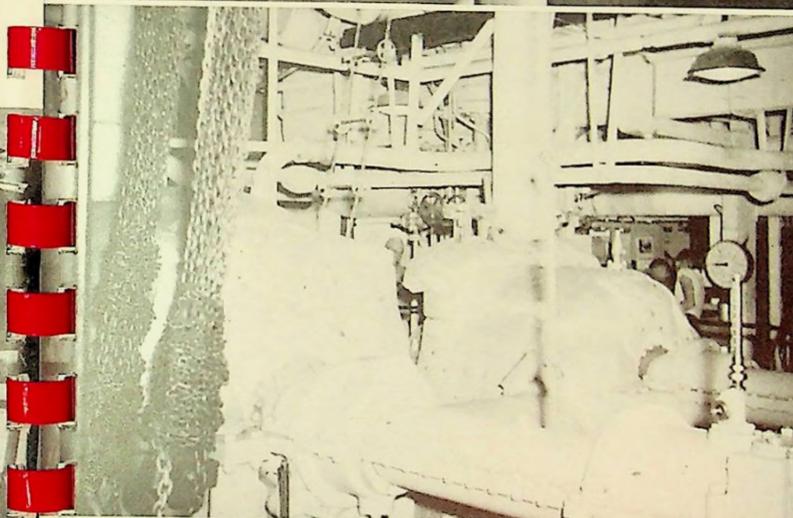
Welders

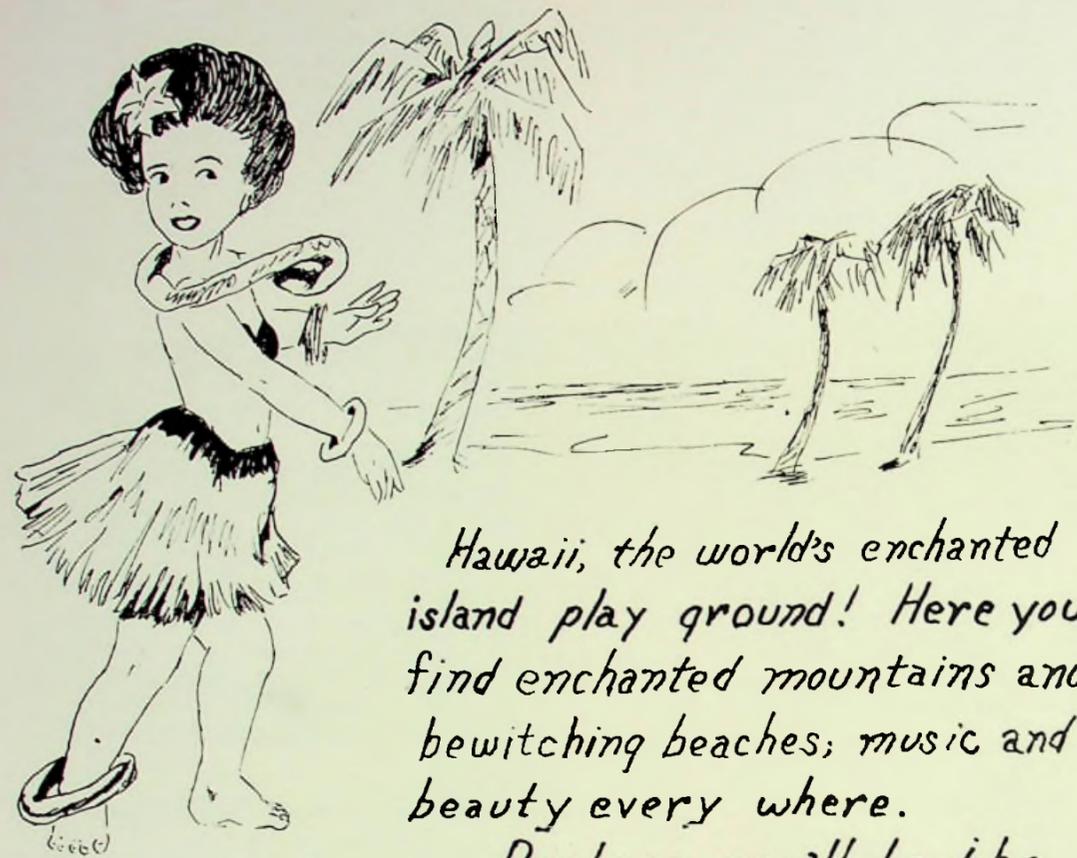


"What will you have, men?"

"Aye, aye, sir!"—Wheelhouse

"Nothing like it, eh, Brooklyn?"

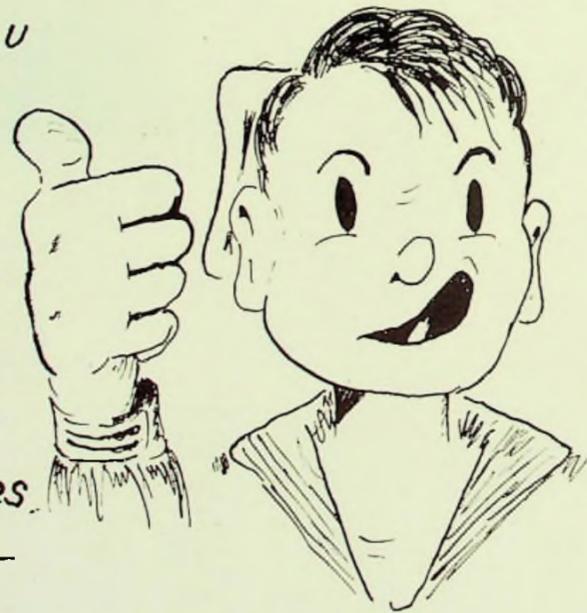




Hawaii, the world's enchanted island play ground! Here you find enchanted mountains and bewitching beaches; music and beauty every where.

Perhaps you'll be the

honored guest at a luau (native feast,) and there you'll see the real Hawaiian hula. They say that if you visit the island once you'll always want to return. There is magic — a magnet — in coral shores and slanting palms —

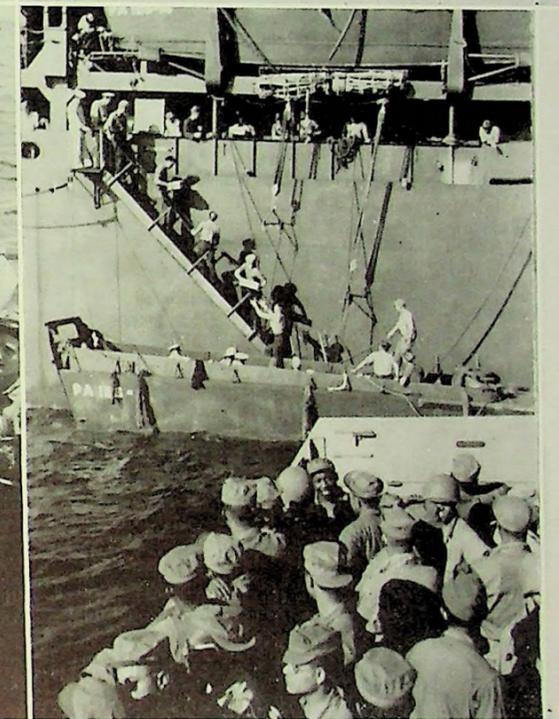


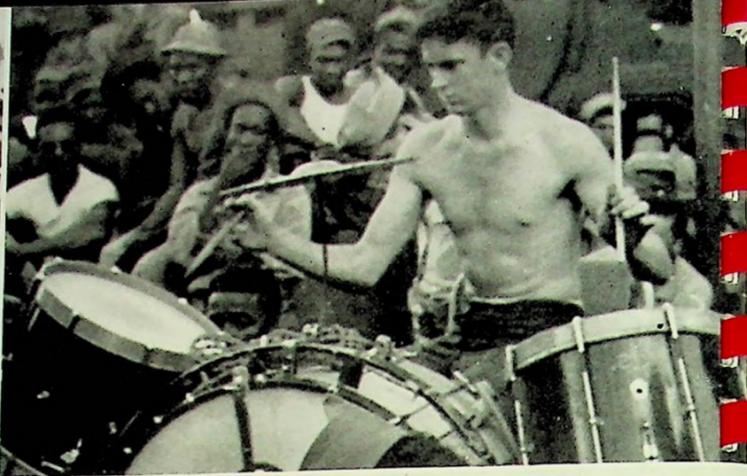
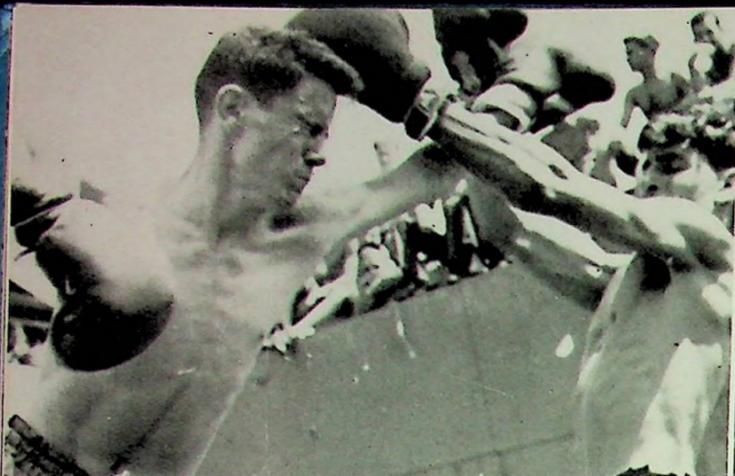
Don't you believe it!

**Beer hounds, Eniwetok
Chief's fishing party
Tree of Chinieero**



**Crews watch as troops play
"Beerling" up under the strain
Beer call**





Cleaning the .20mm

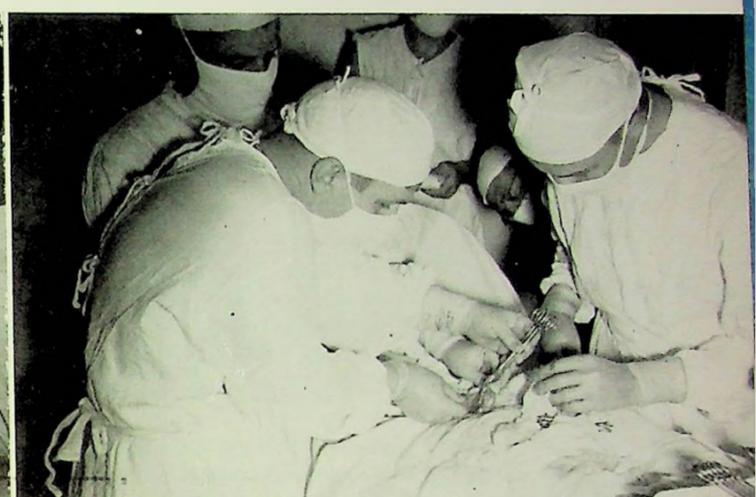
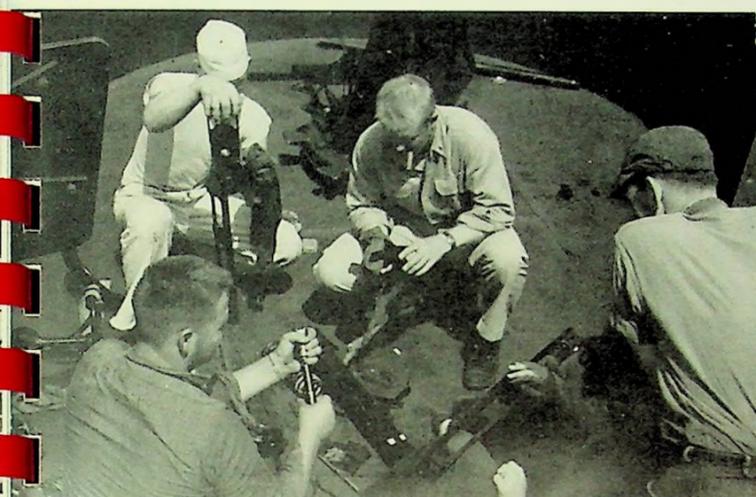
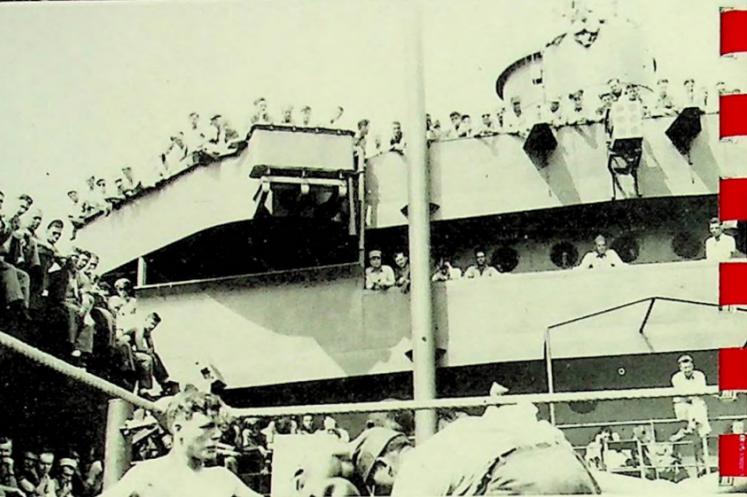
Compass off its binnacle

Beans again?

Appendectomy

Engine room

Boat repair



*Energy expended
The "Okanogans" entertain*

*"Cow-cow Boogie"— Happy Hour
Between rounds*

Recreation Aboard

ALTHOUGH an assault transport is as crowded as Coney Island on Fourth of July when troops are aboard, recreation for crew and troops has been provided on a large scale, from time to time.

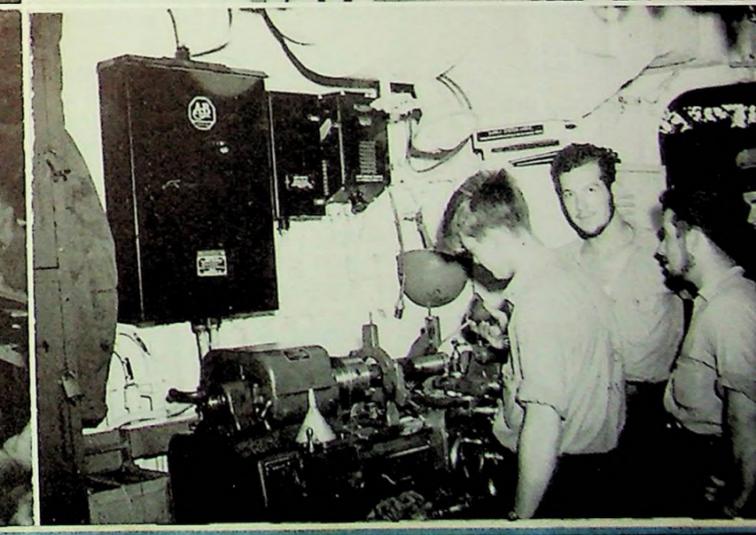
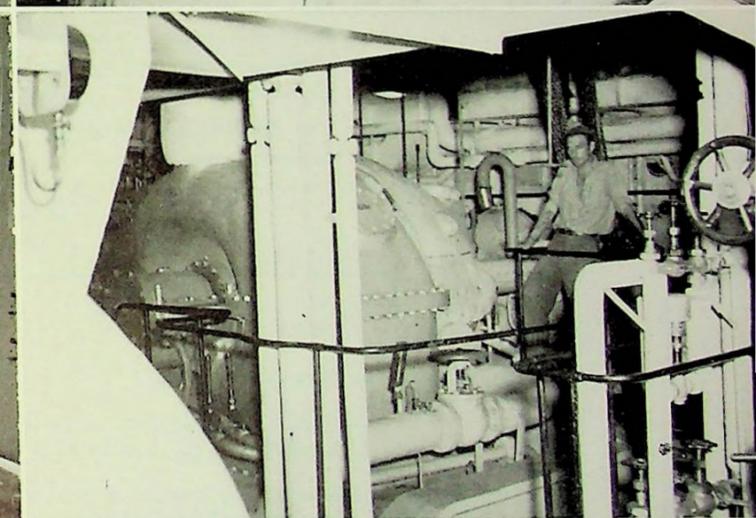
The most popular of all sports aboard ship is boxing. Regular boxing matches between Army and Navy personnel, or Navy and Marines, have always attracted a large crowd, to say the least. But the size of the crowd was no match for the enthusiasm of both participants and audience. One bout even featured the troop commander of Marines, a full colonel, who went three rounds with a hand-picked opponent. A punching bag is installed for individual practice.

Movies are held aboard every night when in port, and underway when no troops are carried. The Navy's movie service is highly commendable. "Happy Hours," always a delight, have been featured when sufficient personnel has been carried who could "man the horns." These programs consist of band numbers, gags, community singing and specialty performances.

Many men find reading their most enjoyable hobby. The ship's library, small but serviceable, is thoroughly utilized by officers and crew alike. Magazines are distributed periodically to all hands. Some men kill time by playing cards, listening to the ship's radio or their own phonograph records.

These are the things that go toward making the LANIER a happy ship.

"They're sparring now . . ."



Pay line, with Sullivan, Sk3/c, Lt. [jg] McClain and Chief Shoman behind table

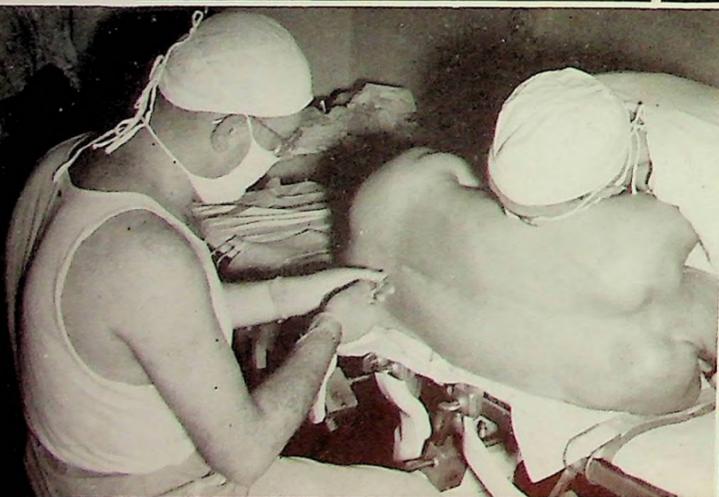
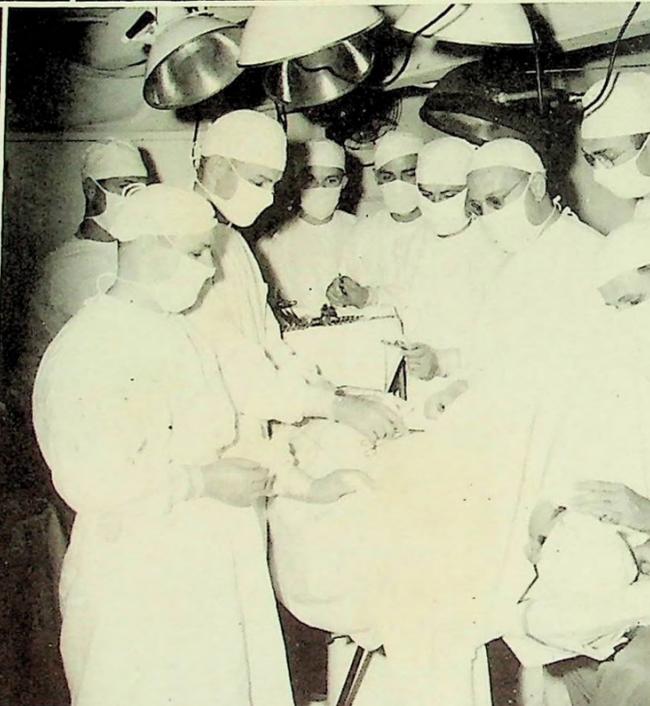
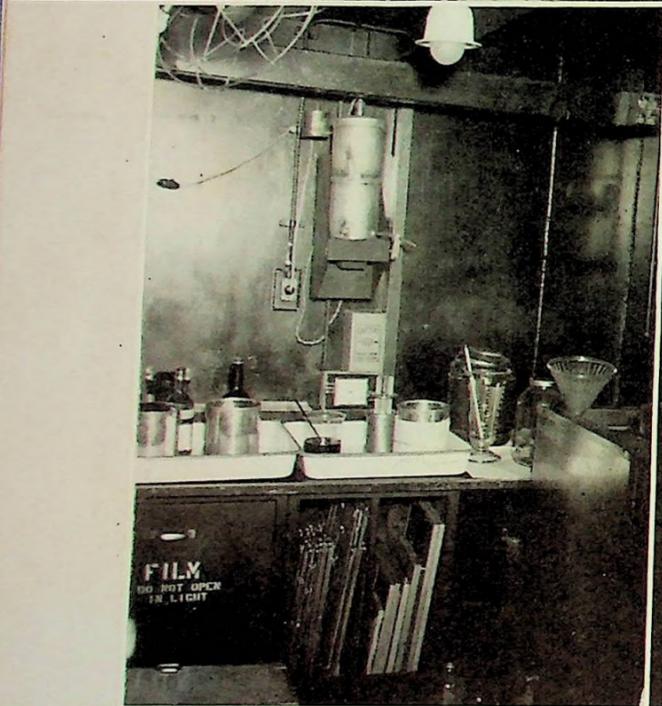
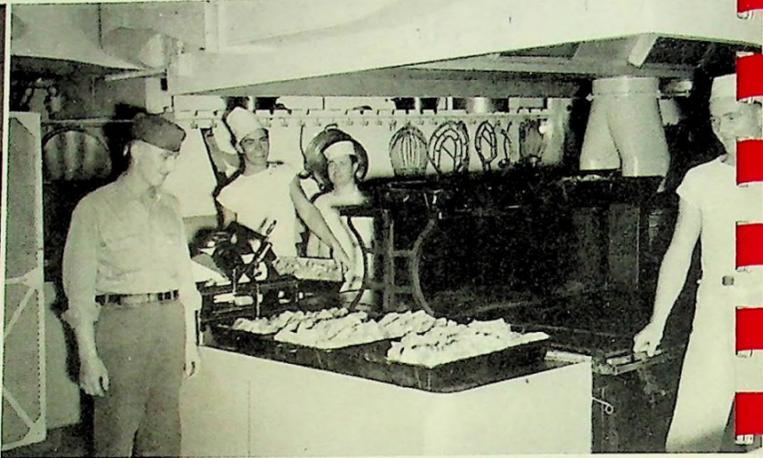
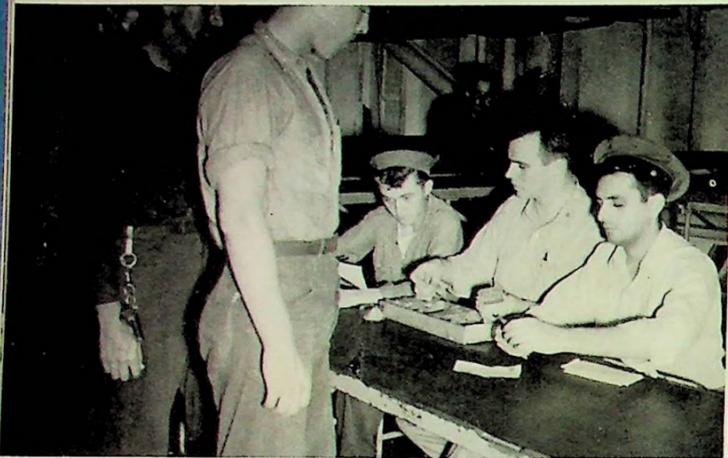
Ship's "dark room"

Lt. Comdr. [Doc] Brill administers spinal anesthesia

Galley connoisseurs

Escape impossible, too!

Wardroom stewards mates



More Steam!
What happened to
that thirty thousand
gallon of oil?
Were you all asleep?
Where is the vacuum?
Why don't some one do some thing?!



The Engineers



Liberty hounds leaving the ship

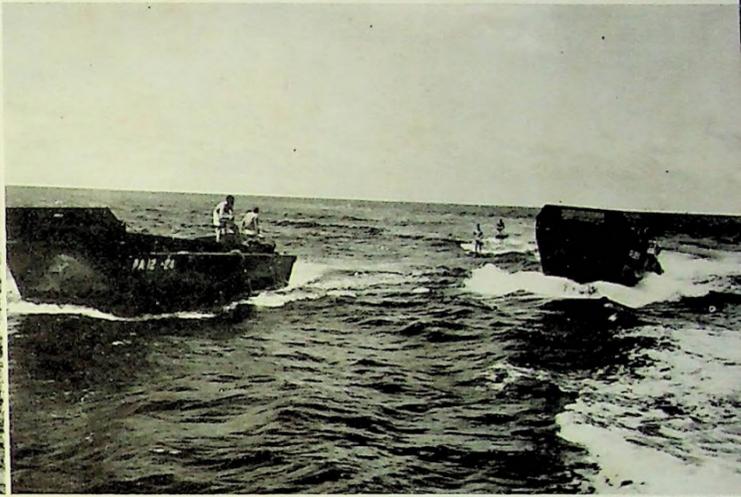
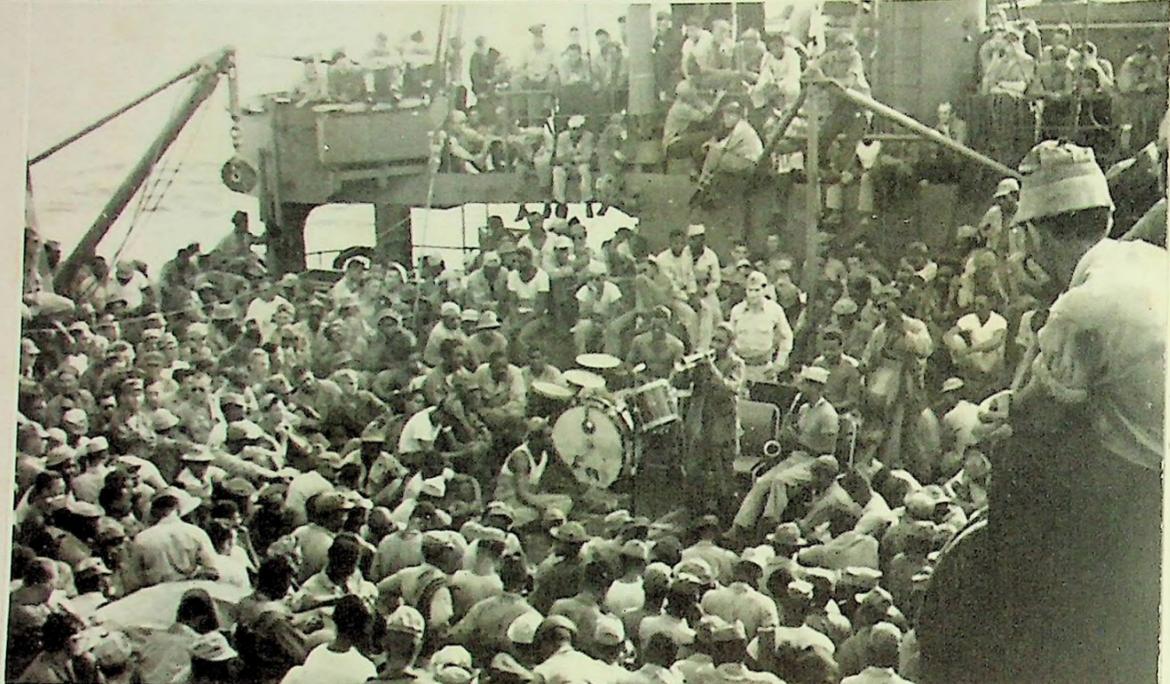
Surf boarding—Eniwetok

Shell hunting

Sea shell searching on seashore

Beer-isle, Eniwetok

Anglers



Sailors' send-off

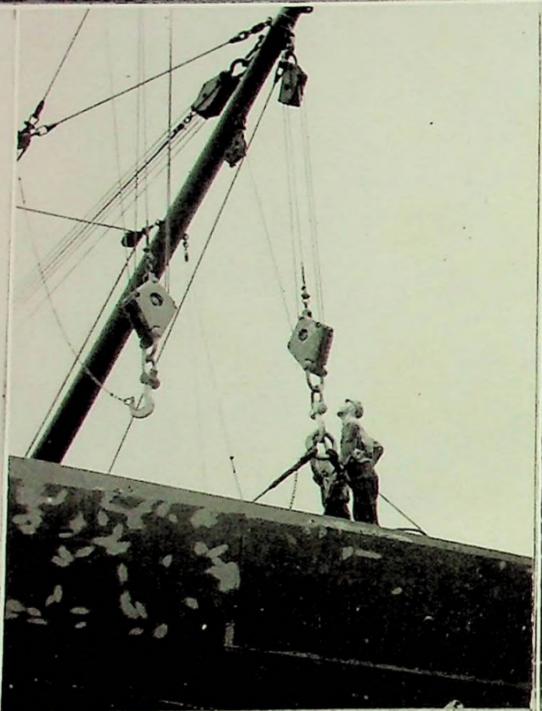
Bluejackets, gold braid toss a party

For Auld Lang Syne—ship's party

Happy Hour

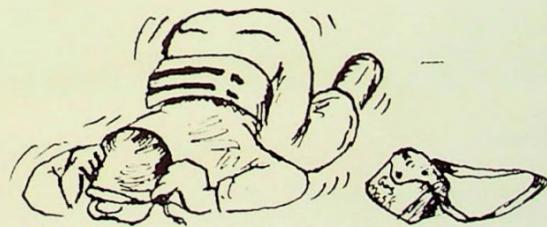
What a party THAT was!





Waikiki Wiggle

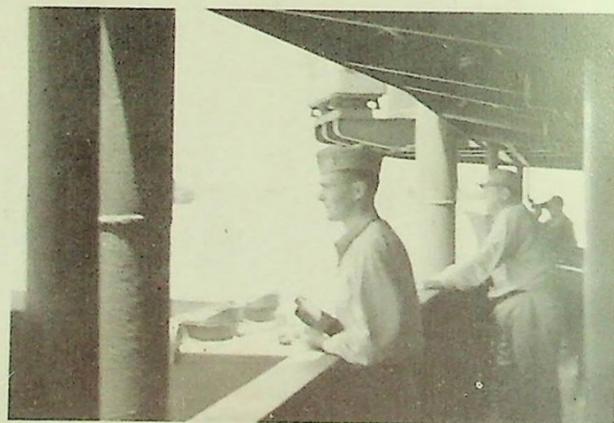
Fear has no place in the Navy. He's only cold!



"The Old Man"

Getting set for "over the side"

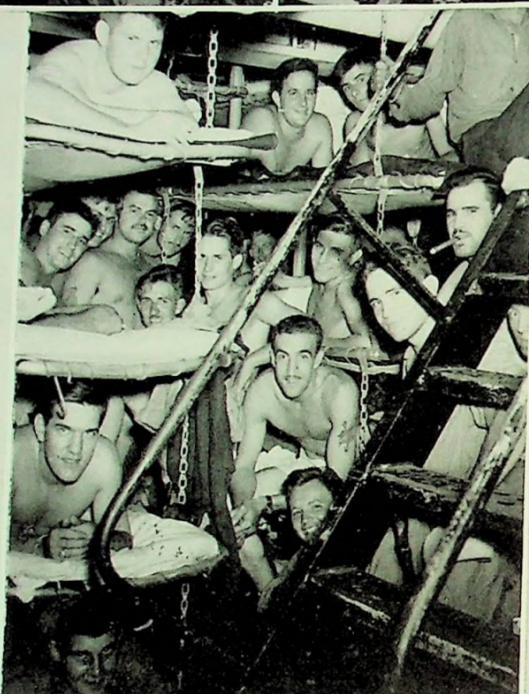
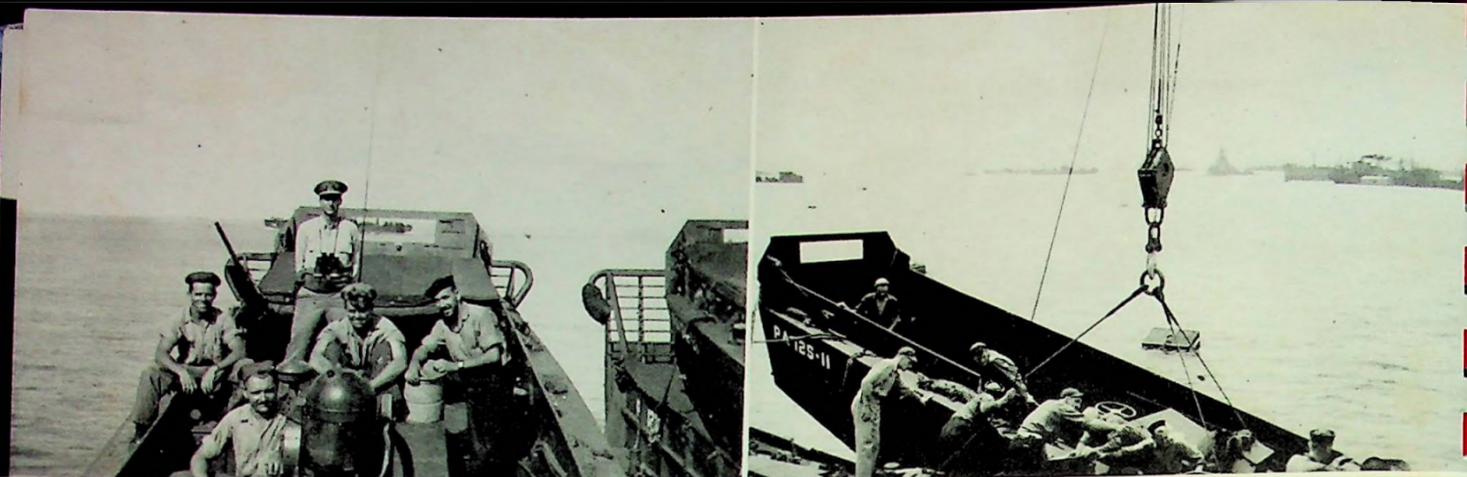
Smokepot, Story, LaPine, Vieira, Frederick



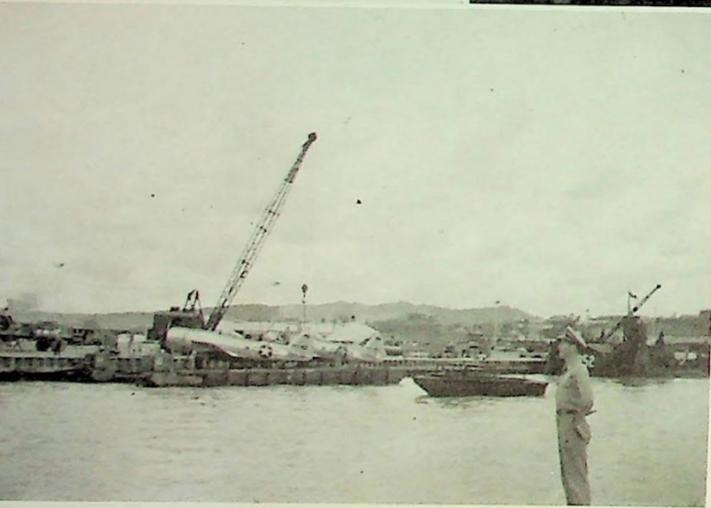
Briefing men for Japan landing as Marines clean rifles in background

"P" boat leaves No. 1 hatch

Lt. Comdr. Fisher, Captain Cloud on the bridge



The Mighty LANIER



First smoke crew, generator, radio antenna, Ens. Tuttle

Manning "P" boat as it goes over the side

Guam activity

"J" compartment

Navy SB2C Helldiver

