



NAPALOGUE

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Introduction

THE NAPALOGUE is the tale of the U.S.S. Napa and her men, by whose personalities she differed from other attack transports of the same physical specifications, although all were engaged in substantially the same work in World War II.

For this story of the life of the U.S.S. Napa, the form of a ship's log has been used in a somewhat modified form. A ship's log is the complete official record of a ship during her lifetime. Official records are apt to make dull reading, whereas the combination of fact and fancy which appears on the following pages, while authentic within limits, is designed to be interesting and to portray as vividly as possible the life of this ship and her men.

TO the officers and men of the U.S.S.
NAPA who gave their lives in
the service of their country,
this book is respect-
fully dedicated.



Captain's Address:

THE story of the NAPA is that of a typical Attack Transport of the Amphibious Force. But those of us who have served in her see in her evidence of the old truth that every ship has a personality. This personality is the product of the hammers and torches of the shipwrights who built her and of the officers and men who man her. As in the case of any other person, each of us will see different phases of her personality. May this book help to preserve in each of us, a memory of the NAPA we knew best.



CAPTAIN F. KENT LOOMIS, USN

7 JUNE 1944 — At the Oregon Shipyards, Portland, Oregon, was laid the keel for Kaiser Hull No. 1107, a Victory Ship, designated Hull No. V-123 in the United States Maritime Commission emergency shipbuilding program. Leased by the Navy, this hull was converted during construction to become the attack transport, APA 157, named U.S.S. Napa after Napa County, California.

First Division

MORE CAPTAIN'S Masts can be claimed by no other division than that occupying the "front porch" of the ship. As our name infers, we are first in everything from chow line in Mr. Ballard's "weevil shop" to leaning over the side in a heavy sea.

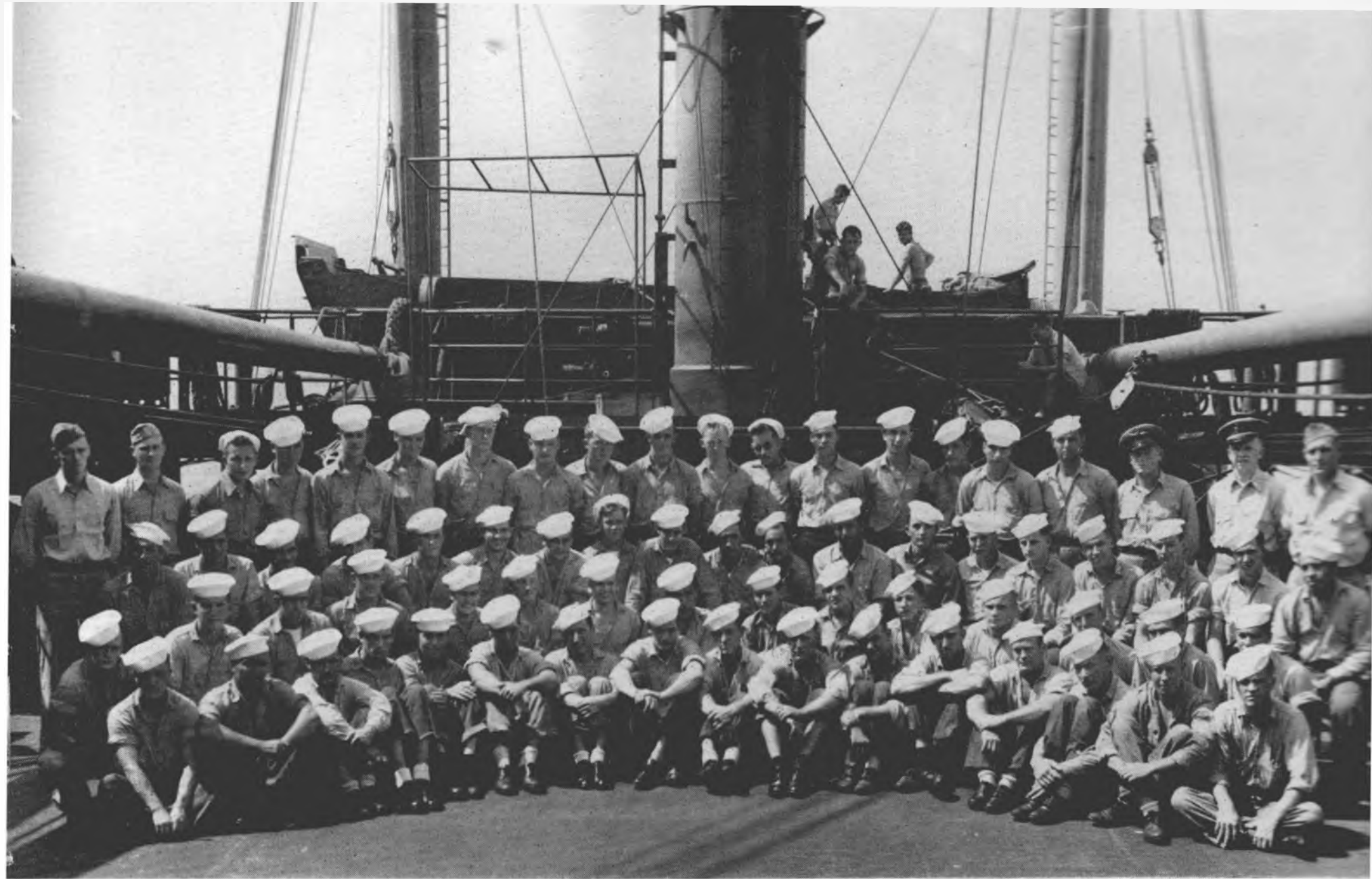
Under the watchful eye of Chief Bosn's Mate Fitzgerald, "USN—silly man," numbers one and two hatches operate comparably to the smoothness of a "P" boat in a typhoon.

Our four "whip-crackers," three ensigns and a j.g.—one j.g. short of a full house—work with us side by side (we by the side of the hatch and they by the side of the "joe pot" in the wardroom). Chipping paint may be a task for some divisions, but to us it means that our "Simon Legree"-like officers can't hit the rack because of the incessant staccato rap of our woodpecker-like chipping hammers.

Perhaps cleaning heads and scuttlebutts is essential to the protection of our home-land; maybe streaming paravanes and piloting liberty boats did win the war; but why must we stand gun watches when if the enemy attacks we "make smoke"?

Home was never like this, but who wants to go home when we can see the enchanted islands of the South Pacific, the strange mysteries of the far east, the beauty and friendliness of the oriental girl? Furthermore, each successive month out here adds one quarter point to our scores—not that we want a discharge, because we are all "Twenty-year" men. Yes indeed! two years in the navy and eighteen years on leave!





First Division

FIRST ROW, left to right: Reed, J. M., Cox.; Dearen, R. P., Cox.; Fowler, W. D., Cox.; Staubitz, G. F., GM2c; Edmonds, J. J., Cox.; Carpenter, G., Cox.; Hammergren, H. J., GM3c; Johnson, H. V., GM2c; Montgomery, C. E., BM1c; Meeks, W. L., Cox.; Earl, D. C., Cox.; Neustedt, A. W., Cox.; Tate, T. C., GM3c; Jenkins, J. L., GM3c; Hamilton, J. D., Cox.; Greer, J. M., Cox.

SECOND ROW, left to right: Moody, D. W., S2c; Doolan, R. A., S1c; Barnett, W. F., S2c; Downing, J. D., S1c; Bishop, W. C., S2c; Query, E. C., S1c; Brooks, J. H., S1c; Gomez, R., S1c; Robin, J. J., S1c; Duncan, D. K., S2c; Ranczka, W. A., S1c; Saari, H. J. A., S1c; Townsend, A. L., S1c; Eldridge, B. W., S1c; Fellhauer, E. G., S1c.

THIRD ROW, left to right: Mancillas, P., S1c; Hebert, H. L., S1c; Florence, J. H., S1c; Jensen, J. C., S1c; Collier, R. T., S1c; Williams, R. C., S2c; Babbitt, E. P., S1c; Hall, J. E., S2c; Perrault, T. A., S1c; Swearingen, J. H., S1c; Fleming, W. E., S1c; Romine, L. A., S1c; Brown, T., S1c; Potz, J. R., S1c; Schlutter, E. A., S1c; Lexow, C. R., S2c; Hennessey, J. A., S1c; Dykes, W. L., S1c; Chavez, E. L., S1c.

FOURTH ROW, left to right: Gebhardt, D. F., Ens.; Strand, H. K., Ens.; Alexander, B. G., S1c; Norberg, C. W., S1c; Dutton, E. H., S1c; Swank, L. D., S1c; Ross, E. A., S1c; Harless, G. H., S1c; Spoor, C. G., S1c; Brand, J. W., S1c; Williford, R. G., S2c; Copeland, J. W., S2c; Pertl, C. S., S1c; Fell, W. D., S1c; Gregory, A. D., S1c; Pecchio, F., S1c; Pantel, E. C., S1c; Fitzgerald, T. W., CBM; Piper, C. F., Ens.; McCutcheon, W. C., Lt. (jg). *Not in picture:* Jensen, R. R., GM3c; Francis, E. R., S1c.

28 JUNE 1944—Ensign J. J. Burke, USNR, was joined at the APA Precommissioning School (still uncommissioned), Seattle, Washington, by Ensign J. E. Shiffler and Lt. (jg) H. G. Carpenter, Jr. They, however, did not prevent him starting to worry on behalf of the Napa and her crew, the majority of whom at this time were still in training in boot camps all over the country.

Second Division

THE Second Division, otherwise known as the "Forced Labor Battalion," works from dawn 'til far into the night in an honest endeavor to furnish potatoes, spam, and other choice delicacies under adverse conditions for the ship's larder—otherwise known as Number Four Hold.

Number Four Hatch is used as a parking lot for any "liberty" boats which are in need of repair. Repairs may be defined as anything from replacing missing hand tools, to major overhaul, or the "deep six." The doughty "Second" is really a versatile crew. A certain bos'n, inspired by their lowering and raising of boats, began writing an article entitled "The Art of Boathandling" or "Who Knocked the Hole in the Captain's Gig?"

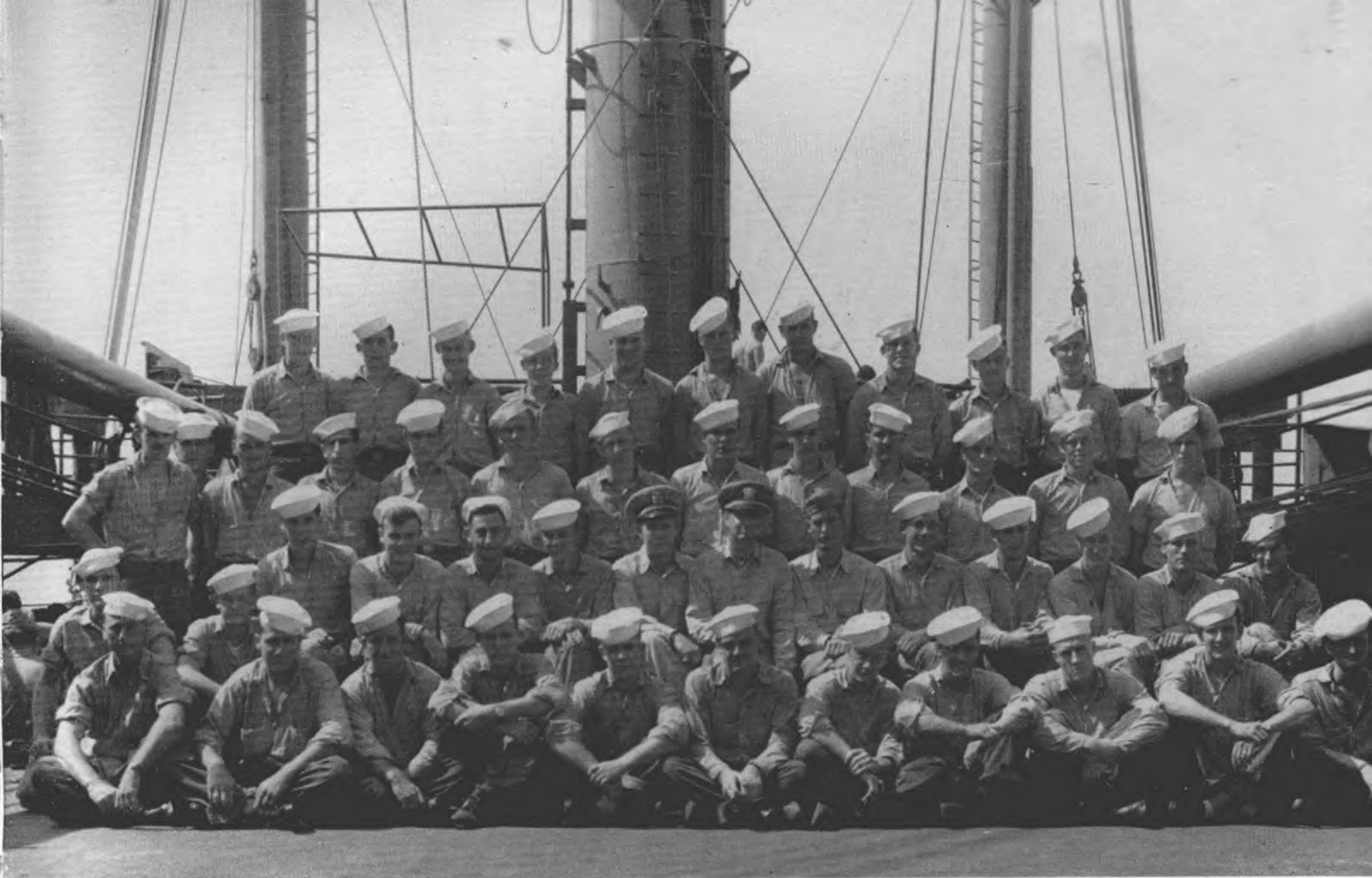
They are really proud of the fact that they have occupied compartment 305 since the ship first went into commission for it is really one of our choicest living spaces. Sandwiched between the bake shop, the evaporators, and the engine room, the heating problem is simplified. The men say it reminds them of perpetual summer in the Sahara or the "Black Hole of Calcutta"!

The exclusive "Coffee Club," a recent innovation in the division, has been "clamped down on" by the OPA. Having been away from the States for so long, it is essential to our physical and spiritual well-being that we have *some artificial* stimulant at least twice a day.

The division is not without labor problems. The ship was forced to use Chinese volunteers for shipping the deck when the members of the United Paint Chippers of America, Napa Local 157, issued an ultimatum demanding longer handles on their chipping hammers. This would put them farther away from their work. The demands were rejected by the union president, stating that the strikers were a bunch of chiselers.

The "Second" is as hardy a crew as ever answered to the battle cry of "Sweepers, Start Your Brooms."





Second Division

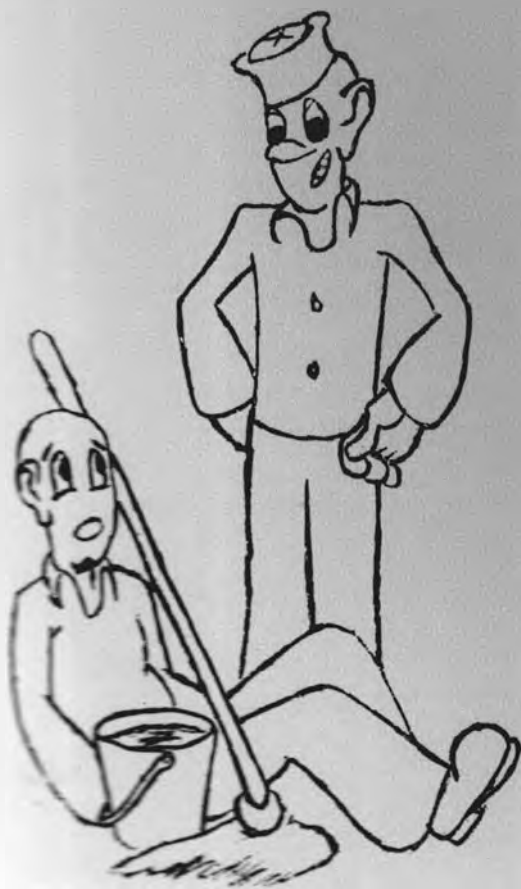
FRONT ROW, left to right: Froelich, R. W., S1c; Hall, E. M., S2c; Papetti, S. J., Cox.; Fontenot, C., S2c; Jarrett, P. D., S1c; Dodgins, F. H., S2c; Powell, B. F., S1c; Savoie, W. D., S2c; Kelly, F., S1c; Maynard, H. R., S1c; Parker, C. D., S2c.

SECOND ROW, left to right: Snyder, J. M., S2c; Goodknight, E. R., S1c; Wilmoth, R. L., Cox.; Smith, R. S., GM2c; Levine, S., FC1c; Castlebury, B. J., Cox.; Ray, D. T., Ens.; Howard, W. T., Lt. (jg); Reed, B. W., Ens.; Brown, W. E. Cox.; Perminas, P. J., BM1c; Jones, L. C., BM2c; Gilmore, E. F., Cox.; Pisani, W. L., Cox.

THIRD ROW, left to right: Crow, R. L., S1c; Quellette, P. E., S1c; Fouts, B. J., S1c; Michaels, J. A., S1c; Smith, J. E., S1c; Pelham, J. A., S2c; Gall, J. N., S1c; Gann, T., S1c; Rasnick, C. A., S2c; Garza, A. R., S1c; Reeves, C. H., S1c; Sanders, W. R., S1c; Raskey, E. R., S2c.

FOURTH ROW, left to right: Folkmann, R. G., S2c; Jones, V. E., S2c; Parkhill, C. E., S1c; Woodward, W. P., S1c; Carter, M. E., S1c; Rhoten, H. L., S1c; Schmersahl, C. W., S1c; Cartter, R. D., S1c; Givigliano, P., S2c; Glass, G. W., S1c; Griffith, J., S1c.

28 JULY 1944 — The "APA 157 Detail" took over Building No. 6 at the APA Precommissioning School. After they had cleaned their new quarters and stowed their gear, old salts from sea duty or advanced service schools and new boots, fresh from basic training, were interviewed and assigned to divisions as a nucleus crew with Lt. John O. Bracken, USNR, prospective Engineer Officer, as SOP.



Third Division

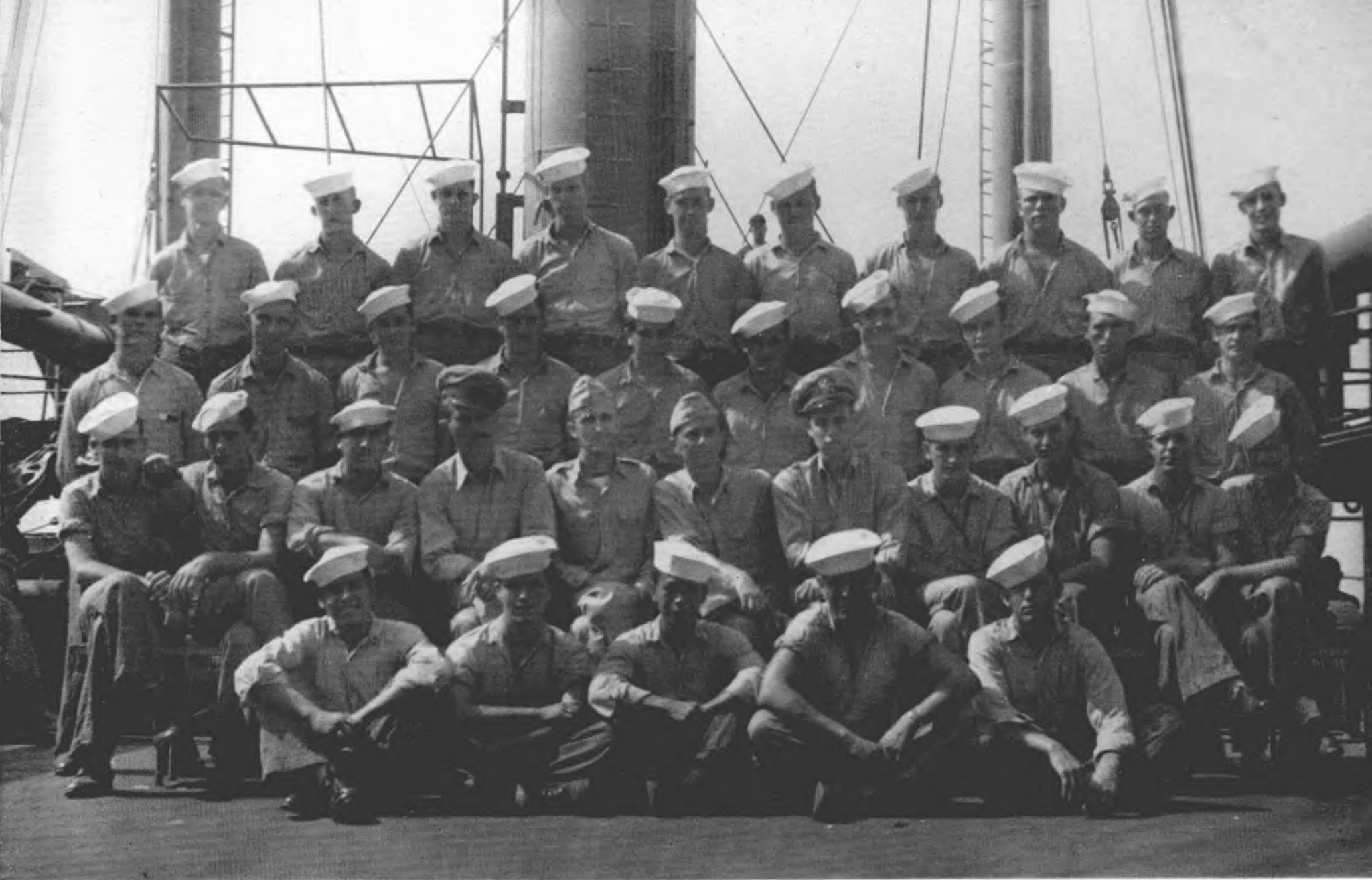
"BATTLEWAGON" Rowell sat chipping his teeth about the dirty deal he got—not being furnished with a seat on his chipping hammer. "Bostin" Pannie asked "Handle Bar" Rouse what color the deck should be painted—said Rouse, "Baby Blue!" Striking for Gunner's Mate, E. B. (ear-banger) Reid was gettin' buck fever thinkin' of the 5".

Today the winch operators were instructed by Bos'n Chicka in the masterful art of operating winches by the use of the Bos'n Pipe, but Kolos, BM2c, along with his assistants, Winken and Temple, make it sound more like jazz; so they continued to operate their winches by the use of the "finger system."

The third division is a very talented group, having already given the ship hash slingers, gun swabbers and bilge rats. Should they ever need a radio girl, "Swampy" Zeringue is standing by. Even the fish are friends of the third division. The Life Line boys, Sadovich, Little, Dodds and Lyons, are always giving them second-hand meals while at sea.

Under the able guidance of "Sweet Potato" Smoot, the third division is making "fan tail" history. He recently acquired two more officers to help him carry on in the personages of "P-38" Danzero and "Short in the Stirrups" McDaniel, the latter being from the infamous "Lone Star" state.

Should a call ever go out for a message runner we have one unexcelled in this profession, he being "Shrimp Eater" Robichaux. At the slightest disturbance he mans his "float coat." The ship's bugler, W. J. Root, who hails from this division, is the best by test. He's the only man who can roll 'em out in the mornings by sounding both G.Q. and reveille at the same time. "Old Man" Payne is strictly a "feel-at-home" guy. While in Manila he spotted some Carametta ponies, mistaking them for thoroughbreds from Texas. Our other wave riding cowboys are K. A. Root, alias the Chimeneas Kid from Ventura, California, and C. L. Perry.



Third Division

FIRST ROW. *left to right:* Flores, L. Slc; Ramsey, B. A., GM3c; Dacanay, F. A., GM2c; Root, K. A., Slc; Phillips, R. W., Slc.

SECOND ROW. *left to right:* Hannes, C. W., Slc; Root, W. J., Slc; Flores, C. R., Slc; Rouse, G. E., Chief Bos'n Mate; Danzero, A. E., Lt.; Smoot, P., Lt. (jg); McDaniel, E. S., Ens.; Kolos, A. S., BM2c; Brewster, B. C., GM1c; Winken, C. D., Cox.; Reid, E. B., GM3c.

THIRD ROW. *left to right:* Temple, R. E., Cox.; Terry, B. J., Slc; Little, E. E., Slc; Evers, V. O., Slc; DeLeon, D. M., S2c; Robichaux, E. J., Slc; Holmes, H. H., Slc; Longfellow, L. A., Slc; Payne, E. L., Cox.; Sadovich, J. D., Cox.

FOURTH ROW. *left to right:* Dodds, R. L., Slc; Holmes, R. G., Slc; Rowell, H., S2c; Grizzle, J. F., Slc; Zeringue, A. P., Slc; Rasco, J. A., Slc; Newton, R. E., FC3c; Fleming, W. R., Slc; Perry, C. L., Slc; Pennie, R. W., Slc.
Not in picture: Lyons, J. E., Cox.

Launching

12 AUGUST 1944—

Sponsored by Mrs. Cranston Williams, the *Napa*, in an impressive ceremony, slipped down the ways to enter her element — temporarily the Columbia River, fresh water instead of salt.

7 JUNE, 1944, saw the *Napa* a roll of blueprints and a keel No. 1107. She was just a steel spine in the Oregon Shipbuilding ways at Portland, Oregon. The “I” beam No. 1107 slowly moved into place and then a ship, our ship, became a tangible reality. Rivets, welding arcs, steel plates and electric cables strengthened and fashioned her so that on 12 August, 1944, hull No. 1107 bore her prow before the christening platform to be dubbed “*Napa*” and slide down the ways.

In the yard, among other hulls and other numbers, our National Anthem opened the ceremonies which would soon give a name to one number, our name. The Portland Oregonian’s Mr. Hoyt introduced Mr. Cranston Williams as the first speaker. Mr. Williams, the General Manager of the American Newspaper Publishers Association, addressed the audience of workers and friends of the ship to be called “*Napa*.” His timely speech was both concise and stimulating. Attorney General Francis J. Biddle followed Mr. Williams as the second speaker of the day. It was with the same vigor and magnitude which has permanently marked him as an orator that he addressed the *Napa* on the day of her launching. Then minds turned to God as Bishop Benjamin D. Dagwell of the Episcopal Diocese of Oregon invoked His protection on the *Napa* and all the men who sail her. As the prayer concluded, the metal plates binding the *Napa* to earth were being severed. Then, with the momentous words:

“I christen thee, the U.S.S. *Napa*,” Mrs. Cranston Williams launched another ship to save the fate of another generation.

To a dock to be fitted for her task of war and to receive a part of the men who would man her, our new ship was towed away from her land cradle.

On the 27th of September the *Napa* made her first performance run down the Columbia River. Three days later she left her birthplace for Astoria, Oregon, to become an integral part of a fighting force of the United States Navy.





Launching

18 AUGUST 1944—

"H" division assembled as a group — began organized activity after receiving training in corpsman technique.

"H" Division

WE, the members of the "Pill Brigade," verify the humanitarian notion of the Red Cross.

The first of our merciful acts is to stab each man on the ship with a slight dose of lead poisoning. In this way we acquire patients. Lately, "Life, Liberty and the Pursuit of Happiness" of the crew are all we can handle.

It is common knowledge that if you are sick, the last place in the world you want to go is Sick Bay because you wouldn't want to force us corpsmen to sleep in our own sacks, would you? If you do turn in, a corpsman may look at you once a day, but you'll go below and get your own chow. We'll give you all the shots you want and if the present policy goes through, there will be a G.I. can of A.P.C. pills available to all who report to sick call. You mustn't disturb the corpsman's nap, his volleyball or his pinochle.

Thanks be to all, there was only one operation! The memory of actual work still exhausts us. However, with an injection of plasma in the left ear and a "cut-down" shot of Scotch, we managed to get them all to Guam where they could get some medical care.

In the form of diagnoses, if you have the "Mog Mog gong gong," the "Chinese Rot," or just plain "Spick Itch," we have a variety of paints for you to choose from. If you are the Purple Type, or the Red-purple, or if there is a flair in you for crimson feet, we have all three colors. Then if you are the bashful type, we have a colorless variety, but don't blame us if you "peel off" up to your arm pits.

We have to stand by for the fights and watch the diving contests into "P" boats, but if you happen to get banged up, with luck, the Duty Corpsman may be found in an hour or so, just before you bleed to death.

"Patients, stay away from our door!"





"H" Division

FIRST ROW, *left to right*: Perry, J. W., CPhM; Donohue, D. M., PhM2c; Easley, M. E., HA1c; Taylor, G. D., PhM2c; Baldwin, M., Lt. (jg), MC; Newhouse, M. L., PhM3c; Denney, D. D., PhM3c; Cook, W. W., HA1c; Simpson, G. M., CPhM.

SECOND ROW, *left to right*: Witherow, J. L., PhM3c; Streng, W. L., HA1c; Haedel, P. P., PhM3c; Blackburn, J. E., PhM1c; Buckles, K. W., PhM3c; Schattschneider, A. H., PhM2c; Davis, W. R., PhM3c; Corban, C. B., PhM2c; Wehber, W. W., PhM1c; Sparr, E. C., PhM3c.

28 AUGUST 1944—APA 157 Detail reported aboard the U.S.S. Arlington for a ten day training cruise. Gold, green, red, blue crews; starboard, port; boat-deck, well-deck, weather-deck; director-tubs, gun-tubs; welin davits; stays, guys, blocks and booms. Four crews in training getting in the way of the ship's complement. Puget Sound ferryboats, Alaskan winds, Port Townsend at night (lumber, paper mill, smells--especially SMELLS), Port Angeles for gunnery practice. Where is my station? What crew are we today? When do we get liberty? MoMM Jones landed in the drink when he fell off Pier 91 while *sneaking* over the "fan tail" at 2400. He forgot he had overnight liberty! Is there a first aid instruction this morning? Where is No. 4 hatch?

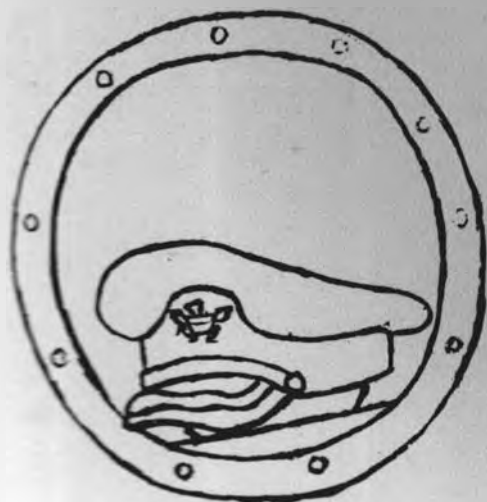
7 SEPTEMBER 1944 — Building No. 6 vacated by Napa crew to make room for boots assigned to a later APA. Underway by bus to Receiving Barracks, Tacoma, Washington — not expected by Tacoma authorities. Arrived Tacoma for temporary billeting between CVE crews. Pacific Street, "Pappy's Cabin," "Crescent Ballroom," beer every afternoon. Of course, marred by inspections, Tacoma managed to make an impression. Those lucky (?) 100 who took a side trip to Pacific Beach for AA gunnery, some hang!



Shipboard



1 OCTOBER 1944 — Officers and crew assembled at quarters on the after boat-deck before invited guests, relatives and friends and heard "Napa Napa" resound over the P. A. system for the first time as Captain A. R. Ponto, USN, Commanding Officer of the Naval Station, Astoria, Oregon, came aboard for commissioning ceremonies. After the invocation by Chaplain Malcolm W. Eckel, USNR, the U.S.S. Napa (APA 157) was placed "in full commission in an active status" in the United States Navy. Captain Francis J. Firth, USN, pursuant to orders from the Bureau of Naval Personnel, assumed command and ordered the watch to be set. His watchwords, "Our motto — work, our destination — doubtful and confidential," both equally unpleasant, both equally necessary, in time equally true.



Commissioning Ceremony



Assembly of Crew

Music by the Band

The Commanding Officer, Naval Station, Astoria, Is
Received at the Gangway

Prayer by Chaplain Malcolm W. Eckel, USNR

Commissioning Orders and Remarks by
Captain A. R. Ponto, USN



COMMISSIONING OF SHIP

Band plays the National Anthem.

National Ensign, Jack, and the
Commission Pennant are hoisted.

The Command Is Transferred to
Captain Francis J. Firth, USN

Reading of Orders and Remarks by
Captain Francis J. Firth, USN

The Watch Is Posted by
Lieut. Commander Robert C. Lynch, USNR
The Sounding of Retreat



The Mission of the Napa

THE CAPTAIN extends a hearty welcome to the officers and men assigned to duty in the U. S. S. Napa and hopes that our duty together will be happy and fruitful. All of you realize, no doubt, that our missions will be very essential and most important. They will be no easy jobs nor luxury cruises; therefore, there is no place on board for weaklings or shirkers. To accomplish those missions, sincere thought and consideration must be given to the following principles:

Unity of purpose activated by a sincere loyalty should be our rule or the missions cannot be accomplished.

Service to God and Country.

Ship-preservation, which lies close to the first law of nature.

Nowledge of our ship and our duties.

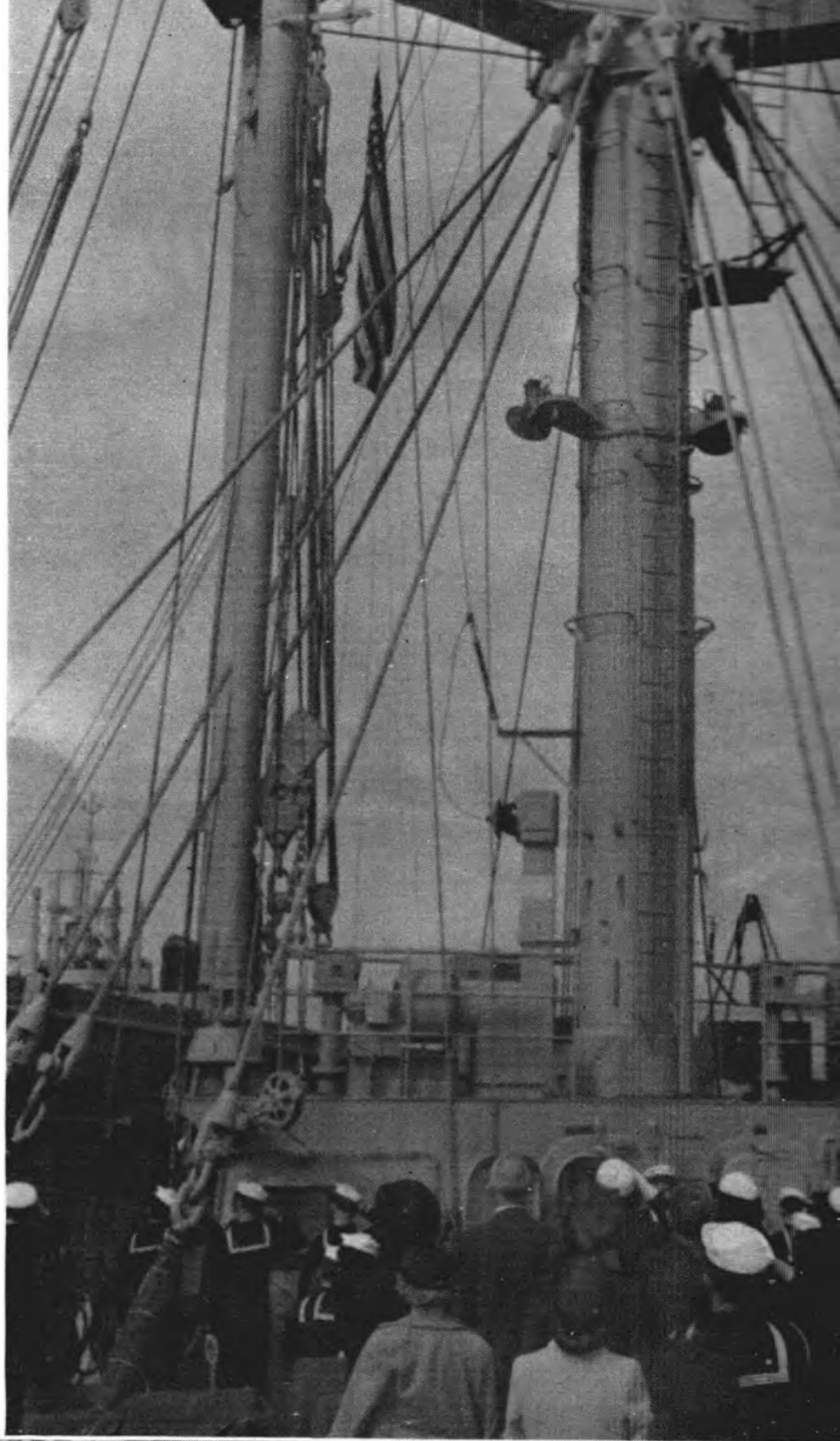
Application of those principles which are essential to the accomplishment of our missions.

Perseverance which will enable us to win through to the end.

Action in thought, in word, and in deed.

Put them all together and you have the U.S.S. NAPA. Put them into practice, and you have an APA of which both you and the Navy can be proud.

F. V. Fieth



1 OCTOBER 1944 — The Boat Group, which had trained as a separate unit at Coronado, California, reported aboard the Napa at 1700 under Lt. Lester R. Schroeder, Boat Group Commander.

Boat Group

“**L**OWER all boats to the rail!” Out of the dreary early hours of the morning comes the most dreaded command of all. Is it dreaded because it means “contact” with the enemy? Not necessarily. It is dreaded because the boat group is leaving the ship.

Ship’s company dreads “1-Able” because it means that they’ll have to eat Spam and Cheese sandwiches until the “indispensable” boys return. You see, when the boat group “disembarks,” the Napa is like “a ship without a sail” (but with a mighty fine engine), “a child in the wilderness” (like Tarzan).

The boat group dreads “1-Able” because they place their lives in the hands of the men who handle the winches. It also means hours and perhaps days of trying to “survive” on “K-Rations” and what wee morsels of food they could “hijack” (such as chicken-ala-king, Virginia baked ham, fresh pineapple and peaches, etc.). On one operation one man swore that he saw hot coffee being given out, but since he could furnish no witness to corroborate his statement, it was attributed to the deliriums of a mild case of “bottle” fatigue.

After one operation the boat group, tired and battle-weary from the beaches, still “hot under fire,” returned to the Napa to solace and comfort the crew aboard who had “withstood” the trying “ordeal” of seeing shrapnel fall to the deck. Said one, “Why there must have been SIX PIECES of it!”

Fable: Once upon a time an APA made a 500-mile run without a boat group.

Tell that to Ripley!

It was probably the “happiest” APA in the fleet.





Boat Group

FIRST ROW, left to right: Larsen, F. M., MoMM2c; Glenn, T. J., Slc; Gann, T., (n) Slc; Silvia, F., (n) Slc; Goodknight, E. R., Rasnick, C. A., Slc; Parks, C. R., Flc; Martin, J. H., Flc; Pelham, J. A., Slc; Taylor, C., (n) Slc; Roberts, W. W., MoMM2c; Germond, C. W., RM3c; James, W. C., Cox.; Smith, W. R., MoMM3c; Roberts H., MoMM2c.

SECOND ROW, left to right: Hightower, J. E., MoMM3c; Glass, G. W., Slc; Wilmoth, R. H., Cox.; Lipetri, J. F., MoMM3c; Burkett, F. R., Flc; Peterson, R. V., Jr., MoMM2c; Stevison, J. H., MoMM3c; Ross, F. A., MoMM2c; Loney, H. R., Slc; Phillips, L. E., Slc; Temple, R. E., Cox.; Edwards, W. L., MoMM1c; Peters, E. L., MoMM2c; Ragland, J. S., MoMM3c; Gaudern, C. S., MoMM3c; Fouts, B. J., Slc; Tuck, A. C., Slc.

THIRD ROW, left to right: Robichaux, E. J., Slc; Root, K. A., Slc; McCann, R. E., RdM3c; Carter, M. E., Slc; Raskey, E. R., S2c; Garza, A. R., Jr., Slc; Dodgins, F. H., S2c; Castlebury, B. J., Cox.; Flores, L., Slc; Ouellette, P. E., Slc; Lt. Comdr. J. R. Schroeder; Lt. W. C. McCutcheon; Hennessey, J. A., Slc; Townsend, A. L., Slc; Norberg, C. W., Slc; Smith, J. C., MoMM3c; Chavez, E. H., Slc; Collier, R. T., Slc; Brooks, J. H., Slc; Jensen, R. R., GM3c; Brown, T., (n), Slc.

FOURTH ROW, left to right: Lattore, L., (n), MoMM3c; Gall, J. N., Slc; Rhoten, H. H., Jr., Slc; Snyder, J. M., S2c; Folkmann, R. C., S2c; Gulliver, D. E., SM2c; Harmen, R. E., Slc; Fowler, W. D., Cox.; Reid, J. M., Cox.; Edmonds, J. J., Cox.; Wilson, R. A., CMoMM; Fitzgerald, T. W., CBM; Dutton, E. H., Slc; Brand, J. W., Slc; Swank, L. D., Slc; Florence, J. H., Slc; Eldridge, B. W., Slc; Lexow, C. R., Slc; Pisani, W. L., Cox.; Earl, D. C., Cox.

FIFTH ROW, left to right: Reichert, E. J., MoMM3c; Leonard, W. L., MoMM3c; Micheals, J. A., Slc; Davis, W. R., MoMM3c; Jordan, C. A., Sk3c; Fleming, W. R., Slc; Dodds, R. H., Slc; Givigliano, P., (n), S2c; Hebert, H. L., Slc; Janssen, G. F., MoMM2c; Fell, W. D., Slc; Fleming, W. E., Slc; Pantet, E. C., Slc; Hambly, W. H., MoMM1c; Cook, C. G., MoMM2c; Greer, J. M., Cox.; Kelly, F., Jr., Slc; Gilmore, E. F., Cox.; Longfellow, L. A., Slc; Meeks, W. L., BM2c.

Not in picture: Davis, W., Jr., MoMM3c; Doolan, R. A., Slc; Dykes, W. H., Slc; Eason, J. A., Jr., Slc; Fellhauer, E. R., Slc; Fitzgerald, R. M., RM3c; Gregory, A. D., Slc; Griffith, J., (n), Slc; Hall, E. M., S2c; Hamilton, J. D., Cox.; Hannes, C. W., Slc; Hernandez, P. M., Slc; Holmes, R. G., Slc; Jenkins, J. H., CM3c; Jones, L. C., BM2c; Jones, V. E., S2c; Krause, E. A., MoMM3c; Learv, D. F., MoMM3c; Ledbetter, M., MoMM3c; Lyons, J. E., Cox.; Mullican, R., S2c; Pecchio, F., (n), Slc; Perminas, P. J., BM1c; Poulsen, C. K., MoMM3c; Ranczka, W. A., Slc; Rasco, J. A., Slc; Salles, R. C., SM3c; Swank, L. D., Slc.

AT LEFT

FIRST ROW, left to right: Ensign E. S. McDaniel, Lt. M. Ashby, Lt. Comdr. L. R. Schroeder, Lt. (jg) W. C. McCutcheon, Ensign J. T. Ronian, Ensign W. D. Taylor.

SECOND ROW, left to right: Ensign D. F. Gebhardt, Ensign H. K. Strand, Ensign D. T. Ray, Jr., Ensign C. F. Piper, Ensign B. W. Read.

2 OCTOBER 1944—Working parties assembled on the dock to commence the initial loading of supplies aboard the Napa.

6 OCTOBER 1944— Even in all the confusion, the first pay day of the Napa was held at 1330. "Boy! did that lettuce look good." To many of the crew, the Bos'n pipe sounded like our 5 inch 38 going off the next morning—too many cokes?

"S" Division

THIS division modestly admitted it was the most important division aboard ship. Without it, crew-members would have been broke, cold and hungry. It's eight sections composed a floating Super Service, where, thanks to a monopoly, the customer was seldom right.

To begin, there was the Galley—where beans, rice and black coffee were never served more than three times a day. The Butcher Shop occasionally added variety to the ship's diet with generous helpings of Spam or mutton. The Ice Cream Room always used pure, wholesome powdered milk, never face lotions as oft suspected. The Bake Shop sometimes forgot and made pastries.

"Bargain Basement"—officially, Clothing and Small Stores—once wasn't closed for inventory and a few lucky crew members purchased skivvies. The Ship's Store was reasonable with its charges on toothpaste and the like. Profits on no item ever exceeded fifty per cent.

Down at GSK, a chit was always required. Of course, once the chit was produced there were no bolts that size in stock. Disbursing made an honest effort and denied it used a Chinese adding machine to figure payrolls.

Then there were the brave Stewards. They tossed raw meat into the Wardroom zoo and cleaned the officers' cages. Brave, brave, stewards!





Cooks and Storekeepers

FRONT ROW, left to right: Rowlett, H. L., S1c (SK); Marshall, C. C., SC1c; Jones, A. H., CCS; Forsmark, J. E., CSK; Lt. (jg) B. B. Wiese; A.P.C. E. L. O'Neal; Robinson, C. P., SK1c; Gabatino, A. G., SC3c.

SECOND ROW, left to right: Schelle, S., SC3c; Patterson, L. O., SK2c; Woltman, W. H., S1c (SC); Glenn, T. J., S1c (SC); Wood, G. D., S1c (SK); Rost, C., S1c (SC); Flynn, G. W., SK2c; Gillette, R. R., S1c (SC).

THIRD ROW, left to right: Jordan, C. A., SK3c; Rylko, E. L., SC(B)2c; Daugherty, R. F., SC2c; Hansan, J. W., S2c (Bkr); Baher, C. W., Jr., SKD2c; Snow, R. E., Bkr1c; Price, J. R., Bkr2c; Carrico, R. L., S1c (Bkr).

AT LEFT

Stewards and Steward Mates

FRONT ROW, left to right: Robinson, T., St2c; Dixson, J., St3c; Billups, T. S., St3c; Dorsey, A., Ck3c; Carter, R., St3c; Smith, J. T., Ck3c.

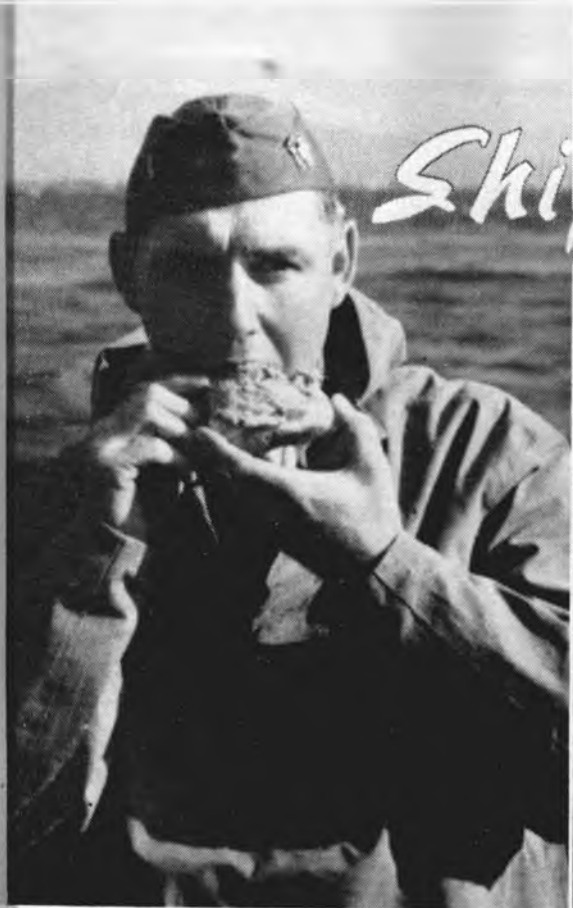
SECOND ROW, left to right: Lt. (jg) B. B. Wiese; Casey, T. S., St3c; Brown, J. D., StM1c; Halley, R., StM1c; Young, S. M., StM1c; Smithers, A. B., StM2c; Roberson, B., StM1c; Anderson, W. J., StM1c.

THIRD ROW, left to right: Smith, E. A., StM1c; Brown, F. D., StM1c; Tisdale, C., Ck3c; Thornton, R. A., StM2c; Brown, R. J., StM1c; Betty, J. W., Ck1c; Smith, R., StM1c; Kennedy, E. L., StM1c.

C & S STORES



12 OCTOBER 1944 —
0830 stationed all special sea
details. 0906 underway on
maiden voyage en route to
Seattle, Washington. Cross-
ing the notoriously rough
bar at the mouth of the
Columbia River, the first
taste of ocean-going was
plenty rugged for the Napa
and her 85% feather-mer-
chant crew. 1401 structural
test-firing of the guns proved
they were in working condi-
tion and well secured to the
ship. 2400 wailing of a fog-
horn added another dismal
touch to the feather-mer-
chants' concept of the sailor's
life.



Shipboard



16 OCTOBER 1944 —
0745 Moored at Pier 91,
Seattle, Washington. Ram-
sey, S2c, and Sadovich, S2c,
injured by winches. Under-
way en route to San Pedro,
California. Stocked with sup-
plies and ammunition, the
Napa now rides like a ship
rather than a patrol boat.

19 OCTOBER 1944—An
eight hour lay-over in San
Francisco was just long
enough for the Boat Group
to acquire their Higgins and
Cris-Craft assault boats. “NO
LIBERTY,” a tough order to
give—worse to take.



21 OCTOBER 1944 — Anchored San Pedro Bay, California, and reported ready for "Shakedown." Gunnery exercises, tactical maneuvers, loading and unloading, debarkation, and assault landing drills proved that Captain Firth had not been joking when he announced "work" as the ship's motto, but final inspection report classed the Napa as outstanding among her group. Despite the rigorous work schedule, Pecos Street Landing daily saw many of the Napa personnel en route to and returning from Long Beach, San Pedro, and even Los Angeles and Hollywood.

Beach Party

WE are the fastest men at digging holes on this ship. They say you can't dig holes in loose shale, well. "thumbs up" had a little excavation that could be termed the initial step in a new "Martial Fields" establishment! Tunneling was the plan of the day but the awkward thing about these ground hogs was they resembled ostriches and some did get their tail feathers plucked!

It was the accepted motto of the Beach Party that everything is "All fouled up!" And we do try to maintain that standard of perfection.

If we haven't lost all communications on the beach, then we have certainly landed on the wrong beach. It matters little what wave we are scheduled for, we just pick any one at hand and then proceed to maneuver to the general frustration of all in charge. On the ship, our manipulation of the winches is unprecedented. We are famous for showering cases of most anything all over the deck, and once we made an omelete on the side of the hatch; recipe: 13,320 eggs, dash well against any solid bulkhead and allow to drip.

Whether your opinion agrees with the usual run of opinions, I shall not inquire, but a Beach Party man is NOT a Marine, nor a soldier and most assuredly not a 4-F (that is, to start out with). It takes months to bring him to the top of his inefficiency, and he is a strictly Navy product. At his uttermost perfection, he does as little as he possibly can on the ship, and hitting the beach, he digs a hole and plans a new attack on shipboard "light duty."

It appears that when they couldn't find anything to call us — that was printable — they inaugurated the infamous Amphibious! It merely means, "occupation doubtful — work assured."

Not even the unions can supply such varied activity as this celebrated organization. From "Sand in My Shoes" to "Paint in My Hair" augmented by "Bounce Me Daddy in a Flat-Bottomed Boat," our anthem emerges.

We venerate our motto, and our spirit shall never change. It shall be forever true to the sterling example of our perpetual and indescribable, "THUMBS UP!"





Beach Party

FIRST ROW, *left to right*: Rouse, G. E., CBM; Lt. C. W. Reynolds, USN; Haedel, P. P. HA1c; Rouleau, J., BM2c; Buckles, K. W., HA1c; Streng, W. L., HA1c; Wright, N. E., SF1c; Neustedt, A. W., S1c; Perl, C. S., S1c; McLeary, C. W., S1c; Carlson, G. A., EM3c; Gregory, H. F., F1c; Estrada, L., RM2c; Denney, D. D., PhM2c.

SECOND ROW, *left to right*: Otto, R., BM2c; Mueller, D. M., S1c; McCullar, G. L., MoMM2c; Hassell, J. W., F2c; Hoegen, C. A., S1c; Williams, M. T., S1c; Dearen, R. P., S1c; Potz, J. R., S1c; Moody, D. W., S2c; Ward, J. M., CM1c; Garner, W. H., RM3c; Brophy, J. F., SM3c; Lt. F. Skubitz.

THIRD ROW, *left to right*: Geurin, A. A., RM3c; Kapp, J. A., SM3c; Bowen, J. D., S1c; Bowen, H. L., MoMM2c; Utz, J. F., Jr., HA2c; Hornick, H. W., S2c; Livsie, E. A., Jr., HA1c; Eagen, M. H., SM3c; Sparr, E. C., HA1c; Staton, E. L., RM3c; Wallingford, J. W., CM2c; Jacobs, M. K., S1c; Mancillas, P., S1c; Wood, G. D., S2c; Corban, C. B., PhM2c.

Not in picture: Hennen, G. R., S1c; McNeely, M., RM3c; Reed, J. M., S1c; Lt. Comdr. E. duPont, Jr.



U. S. S. Napa (APA-157)

BEACH PARTY ANNEX "ABLE" to ANNEX THREE "DOG" OF OPERATION ORDER NINE SEVEN DASH FOUR FIVE OF ADCOM-PHIBSPACSUBORDCOM'S ATTACK PLAN SEVEN THREE DASH FOUR FIVE PAREN JIG XRAY PAREN.

1. D-Day will be 30 February 1946 unless stated otherwise in reference (c), sub-paragraph (3), in which case it will be either 4 June or 25 December 1946 or 1947 as amended in reference (g) paragraph (37), sub-paragraph (j-9).

2. H-Hour will be at 0900 unless trash and garbage is dumped prior to 1900 the preceding day, in which case it will be at 0901. In the event that trash and garbage has not been dumped at all, the entire operation will be pushed back one day.

3. The first echelon of the beach party consisting of one (1) BM1c, two (2) SM2c, and five (5) S1c will leave the NAPA with the first wave in Boat No. 11 (the Captain and Lt. Schroeder willing). Boat No. 11 will remain with the first echelon at Blue Beach One (or Green Beach Seven, depending on which annex to which operation plan is used) until 2200 or until the BM1c in charge of the first echelon has to go to the head.

4. The second echelon of the beach party consisting of three (3) Y1c, four (4) SK1c, and seven (7) AerM1c will leave the NAPA with the first wave of assault troops, will land at Lavender Beach Thirty-Five or Fuchsia Beach Ninety-Seven depending again on which annex to which operation plan is used. This second echelon will use Boat No. 11 for their part in the operation. The second echelon, or Purple Heart Brigade, will use as their main battery one (1) 155 mm. Sling-Shot with five (5) rounds of paper clips as ammunition.

5. In order to avoid confusion, and in order to utilize all boats to the fullest extent, the third

echelon consisting of the Beachmaster and the assistant Beachmaster will remain aboard the NAPA until D-Day plus 365, or until either or both of them accumulate 49 points.

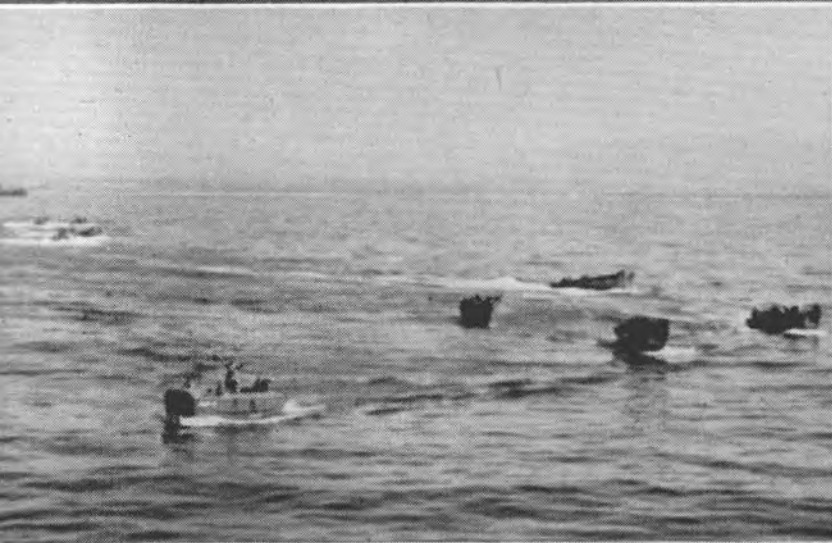
6. The fourth echelon, or repair party echelon, of the beach party will disembark the NAPA with the first wave of assault troops. This echelon will use Boat No. 11, and will land at Chartreuse Beach Thirteen with the Marine Scouting Party. It is the purpose of this echelon (consisting of one (1) AS) to scout the disposition of the Enemy's forces for a distance of ten (10) miles all around his landing spot. In order to make for ease of movement, this echelon will carry the following gear: One (1) complete set of SA Radar; one (1) complete set of SG Radar; three (3) TBS radios all set to the boat operating frequency; three (3) TBS radios set on the common fighter frequency; seven (7) B.A.R.'s; one (1) 5"/38 double-purpose gun; two (2) rolls of Scott-tissue; and one (1) can of SPAM. The SPAM is to be consumed in case of capture by the enemy. (It works much faster than prussic-acid or iodine.)

7. The fifth echelon, or communications echelon, consisting of eleven (11) SM1c, fifteen (15) SM2c, and thirty-seven (37) S1c(SM), will disembark the NAPA with the first wave in Boat No. 11. It is the purpose of this echelon, as its name indicates, to communicate all information to the OTC in the USS ELDORADO as soon as received. In order to achieve this purpose, the fifth echelon will carry with it one (1) set of semaphore flags.

8. It has been the beachmaster's aim in drawing up this annex to the annex of the operation order of the attack plan to clarify several points which may have undoubtedly been confusing you.

E. DuPont, Lt. Comdr., USNR,
Beachmaster.

Coronado



23 OCTOBER 1944 —
0230 Napa fueled for the
first time. Bets placed as to
amount of oil to be spilled.
0610 Fueling completed —
209,396 gallons received —
no errors.

"A" Division

FROM the anchor windlass to the steering engine, from the whistle and siren to the engineroom bilges, from the diesel fire pumps to the emergency generator, from the scuttlebutts to the ice boxes, from the evaporators to the machine shop there's a story turning out.

Shortages, the watchword of the war, does not hold here for steam and water, for when the cooks say, "Nothin's cookin'," it is we who turn the fires on. With everything going out at once and half the repair gang recuperating in Sick Bay, our day is just normal. The other half, to keep up the morale of ship's company and the officers, is tied to the lathe turning out trinkets from parts of Jap planes. Result: the Hobby Lobby Kid, knocking off from the sugar report to Susie Zilch, crams calipers, micrometers, and drawings into one pocket, slings 25 pounds of repair tools over his shoulder and arrives breathless to tighten a bolt.

It is the early to bed, late to quarters, elusive Duty Machinist Mates that are the incomparable "A" Division!

"B" Division

THAT'S right, don't tell us when you're going to fire the five-inch. Just let us sit here and watch the fires go out. That's no five-inch. That's just Sully runnin' down to the fire room.

Whaw! All six safety valves lifted. Trouble? Not on here! Why the fellows on here are so conscientious about their job they often pop off. This probably is the result of the tender care given by our officers. Ask any member of the cinder-pusher gang, providing you are well prepared to really haul ashes.

Not to be outdone in any way, sometimes the boys pull a burner while forgetting to secure the root oil valve. Result: Something new in camouflage both for engine room and snipe. Another feat of juggling is putting oil in the steam drum and water in the fuel oil. This hasn't happened more than five times or it might be serious. What was that said about hauling ashes?

"Permission to blow tubes"—"Granted." There's soot in your eye.





"A" and "B" Divisions

FIRST ROW, left to right: Stittgen, H., F1c (B); Greenup, H. B., WT3c (B); Hayes, G. W., F2c (A); Selander, C. W., WT1c (B); Scott, E. F., Ensign (B); Cornmesser, P. J., Mach. (A); Talbert, H. F., CMM (A); Welden, K. W., WT2c (B); Poloha, S., MM3c (A); Martin, J. H., F1c (B); Nelson, B. O., F2c (B).

SECOND ROW, left to right: Elk, E. E., F1c (A); Siesko, J. E., WT2c (B); Jones, J. B., WT3c (B); Mayer, B. H., WT2c (B); Gill, K. P., F1c (B); Carrington, B. W., Jr., F1c (B); Ray, T. G., WT3c (B); Poland, L. A., F1c (B); Futrell, B., MM3c (A); Edmondson, J. A., MM3c (A); Sidell, W. L., F1c (B).

THIRD AND TOP ROW, left to right: Sherwood, B. D., WT3c (B); Rhen, C. E., S1c (2nd); Heumann, R. E., Y2c (A); Roberts, H. Jr., MoMM3c (A); Smith, J. C., MoMM3c (A); McReavy, M. S., F1c (A); Paulson, G. K., MoMM3c (A); DuBaldo, P. J., MM2c (A); Krause, E. A., MoMM3c (B); Hill, T. W., MM3c (A); Semrad, J. A., MM2c (A).

11 NOVEMBER 1944 —
Moored at pier C, Todd
Shipbuilding Corporation,
San Pedro, California, for
final overhaul. Light and
power received from dock.
“E” and “M” rig gear.

“E” Division

“Fuses blew and sparks flew, Then I blew and also flew.”

SO SAID the electrician’s mate as he described what happened when both generators tripped out. With this kind of en-light-ened reasoning and powerful description the “E” boys are introduced.

There is a story on board that the chief duty of these flashes is to provide lamps for the all-night poker players, or when there is a blackout to lay down “ON” the quarter-deck. If the word isn’t passed at least ten times a day for the duty electrician’s mate, then the navigator is unable to check his chronometers.

It is well to know that besides keeping the big things about the ship operating, the electricians are also responsible for servicing many of the personal conveniences enjoyed by all hands: electric razors, record players, hot plates, etc. This was nearly terminated at Iwo Jima, though, when the electrical shop became a “has been.”

Since commissioning the electrical division has had three warrant electricians and two chief electrician’s mates in the driver’s seat. Backing these sparkplugs are some twelve lesser luminaries. Could the work have burned them out?

“M” Division

THIS is Chief McNevin speaking—“Now men, and you, too, messenger O’Neil, my fifty years in the Navy has taught me a lot. Let me reflect a moment. Just what did it teach me? Oh, yes! Don’t make the Navy a career. That is all and now we will retire for the nonce to Shiffler’s Beer Garden where Hill, the battling kid, will once again tell us about his battles—not against the Japs, but against the Seattleites.”

And so it goes with the mechanics of B-1. The clankity-clank turbines have carried us over 40,000 miles. Very nearly didn’t make it, though. You see it was this way: Brutus Nolte on one occasion started to light off the main plant so he called on some of his King’s men to help. Boy! What a stink! But this stink eventually passed away and things were then squared away. So we did make the 40,000 miles after all.

At this writing we are now hoping the 10,000 miles from Tsingtao, China, to home will be overcome by each turn of the prop. And who is responsible for keeping that prop turning? Why the fellows we mentioned above—the “M” Division.

P. S.: Eventually we did get home. . . . ?





"E" and "M" Division

FIRST ROW, left to right: Brownfield, O. G., MM3c (M); O'Neil, D. J., CMM (M); Demmon, W. E., CEM (E); Shiffler, J. E., Ensign (M); Nolte, L. W., CMM (M); Ledbetter, M., MoMM3c (M); Buel, E. N., EM3c (E); Burke, M. J., MoMM2c (M).

SECOND ROW, left to right: Hunt, H. J., EM2c (E); Sargent, M., EM2c (E); Varela, H. R., EM2c (E); Jacobi, L. F., EM3c (E); Jordan, H., EM3c (E); Cody, J. F., Jr., Flc (E); Peters, R. T., Flc (M); Partain, C. D., MM3c (M); Hicks, E. E., Flc (M).

TOP ROW, left to right: Wegdahl, A. H., EM1c (E); Ewing, D. T., Jr., MM2c (M); Harmen, R. E., S2c (E); Hassel, J. W., Flc (E); Boggs, G. W., EM3c (E); Burrow, D. H., EM3c (E); Parks, R. "L.", MM3c (M).

12 NOVEMBER 1944 —
Alterations and repairs begun. "R" division turns to. It won't be long now.

"R" Division

Here stands the "R" Division
Mighty, brave and strong,
To tell you our story
Won't take long.

We're shipfitters, metalsmiths
And laundrymen few
Also carpenters, harbers
And motor Macs, too.

We are the men
Who tend to repair,
We've caused three captains
To lose their hair.

We're always ready
To do our job
With hammers or welders
The whole damn mob.

There's "Firechief" Bush,
The boss of us all.
Whose screaming voice
Is heard above all.

Then "Watertight" Morris
Is next in command.
He hullies and jostles
Our chaotic band.

Now Chief MAA Wilson,
The "Sheriff" he is.
Whose theory on diesel
Don't amount to a "Fizz."

Now into this scene
Chief Ward, he does enter—
Adjusting his hat
He yells, "Front and center."

You look at our work,
Then start to scream.
It looks like a part
Of a "Surrealist's Dream."

It's lopsided, crooked
And frail as a feather,
And you wonder to God
What holds it together.

So we pull into port
Tho we're long overdue
'Cause the "R" Division
Just wouldn't turn to.

Onward we sail
O'er the seas of foam,
And with Divine Help
We'll all make it home.





"R" Division

FRONT ROW, left to right: Schmidt, L. J., F1c; Wolverton, W. C., SF1c; Wilson, R. A., CMoMM; Bush, G. A., Ens.; Morris, W. T., Ch. Carp.; Ward, J. H., CCM; Edwards, W. L., MoMM1c; Parks, C. R., F2c.

SECOND ROW, left to right: Davis, W., MoMM3c; White, A. L., CM2c; Yarnell, L. R., S1c; Richard, C. P., SSMB2c; Brown, J. V., CM3c; Alexander, W. D., S2c; Leonard, W. L., MoMM3c; Savano, L., SSML3c; Abdon, R. L., MoMM1c; Hightower, J. E., F1c; Lopez, L. R., S1c; Ragland, J. S., MoMM3c.

THIRD ROW, left to right: Lennon, J. H., SSML3c; Wenkus, W. B., S1c; Hanks, J. C., S1c; Wallingford, J. W., CM2c; Williams, M. T., CM3c; Carter, J. P., CM2c; Perez, A. M., S1c; Guisti, D. J., SF2c; Shea, J., S1c; King, J. C., S1c; Silva, W. B., S1c; Larsen, F. M., MoMM3c; Ross, F. A., MoMM2c.

FOURTH ROW, left to right: Vella, L. G., SSMB3c; Smith, R. R., MoMM3c; Grabzack, R. L., SF3c; Lipetri, J. L., MoMM3c; Neely, W. F., CM3c; Fones, R. L., SSML2c; Latorie, L., MoMM3c; Leary, D. T., MoMM2c; Smith, J. E., MoMM2c; Rowe, O. W., S1c; Inman, J. A., S1c; Culbertson, K. S., S1c; Janssen, G. F., MoMM2c; Roberts, W. W., MoMM2c; Wiedeman, R., SF2c; Robertson, W. R., S1c; Grady, H. W., SF3c; Wynn, V., CM3c.

FIFTH ROW, left to right: Carlson, E. A., EM3c; Reichert, E. J., MoMM3c; Routen, R. C., MM3c; Gattenby, E. L., SF2c; Rivera, A. B., S1c; Downs, W. N., MoMM2c; Taylor, O., S1c; Lankford, H. R., SSML3c; Threlkeld, R. R., S1c; Wilson, H. B., CM2c; James, W. C., Cox.; Gaudern, G. S., MoMM3c; Hambly, W. H., MoMM2c; Peterson, R. V., MoMM2c; Peters, E. L., MoMM2c.

Not in picture: Cook, C. G., MoMM2c; Burkett, R. F., F1c.

20 NOVEMBER 1944—
0848 Departed San Pedro.
1413 moored berth 5, Port
Hueneme, California, and
commenced taking the ship's
first payload aboard.

23 NOVEMBER 1944—
0500 Completed loading
cargo. Seabees and civilian
stevedores set the Napa
winch hatchmen a goal of
easy efficiency which was sur-
prising to watch, but a goal
soon topped under tougher
conditions.

25 NOVEMBER 1944—
0909 Departed Port Hue-
neme en route Pearl Harbor,
Hawaii, carrying elements of
the 30th Naval Construction
Battalion. This outfit set
high standard of cleanliness
and discipline and estab-
lished a precedence upon
which subsequent units were
judged.



The Chiefs

We Chiefs of the Napa
In hot water all day.
From the crew to the officers
Our work, we display.

The same old routine
From morning 'til night.
Toils "Sheriff" Chief Wilson.
His badge shining bright.

Concealing all dope
Is "I won't talk" Lynch.
While eyeing his patient
Says Perry. "A Cinch."

The Australian dreamer.
Could be O'Neal;
And Demmon shoots trouble
At Jones' weevil cooked meal.

Brown with a pencil
Scratches all day;
And Rouse, with a growl,
Says, "There'll come a day!"

Talbert smells oil
In the bilges, and how!
While Fitz has his sun bath
Sprawled out on the how.

Chief Ward. "Wood Butcher."
Can box up these ships,
But Bibla still threatens
To blow 'em to hits!

Then out of a novel
Chief Forsmark appears,
To tell all chit holders
G.S.K.'s closed for two years!

So ends our story
Of Napa's proud Chiefs,
How in the world
Did we stay off the reefs?



CHIEFS

FRONT ROW, left to right: Bibla, J. A., CGM; Wilson, R. A., CMoMM; Fitzgerald, P. W., CBM; Ward, J. H., CCM; Lynch, J. E., CRM; Rouse, G. E., CBM; Simpson, G. M., CPHM.

SECOND ROW, left to right: Talbert, CMM; O'Neil, D. J., CMM; Perry, J. W., CPHM; Jones, A. H., CCS; Nolte, L. W., CMM; Forsmark, CSK; Demmon, CEM.



2 DECEMBER 1944 —
0500 Landfall. Island of
Oahu sighted broad on the
starboard bow. From a dis-
tance it met all expectations
based on the tourist and
movie version of Hawaii.
Diamond Head was satisfac-
torily impressive. Only a few
disappointed at the absence
of Hawaiian beauties in war
canoes, carrying leis and
singing tropical love songs.
1200 Moored starboard side
to berth A-12, Pearl Harbor,
to discharge cargo and pas-
sengers, Gun crews secured
when there was a noticeable
absence of Japs.

5 DECEMBER 1944 —
1606 shifted to berth X-7 in
east lock, passing the sunken
and overturned Battleship
Utah on the way. It was our
first glimpse of the results
of Japanese treachery. Other
remaining evidences of Pearl
Harbor day bombing were
passed frequently in ensuing
days by liberty boats going to
and from the fleet landing.



Ode to the Land of Leis, Luau and Okolehao

HAWAII . . . land of golden shores, palm trees, brown-eyed "Wahines," and Waikiki. As we steamed past Diamond Head, many were the thoughts that went through our minds. Some of us thought of Waikiki, others thought of a band waiting to greet us on the dock with the plaintive strains of "Aloha Oe," and still others thought of lithe "Kanakas" diving for pennies which we might throw them from the ship. And of course there were other thoughts, but ". . . we don't talk about that!" But alas! Alack! And what have you? We were doomed to disappointment.

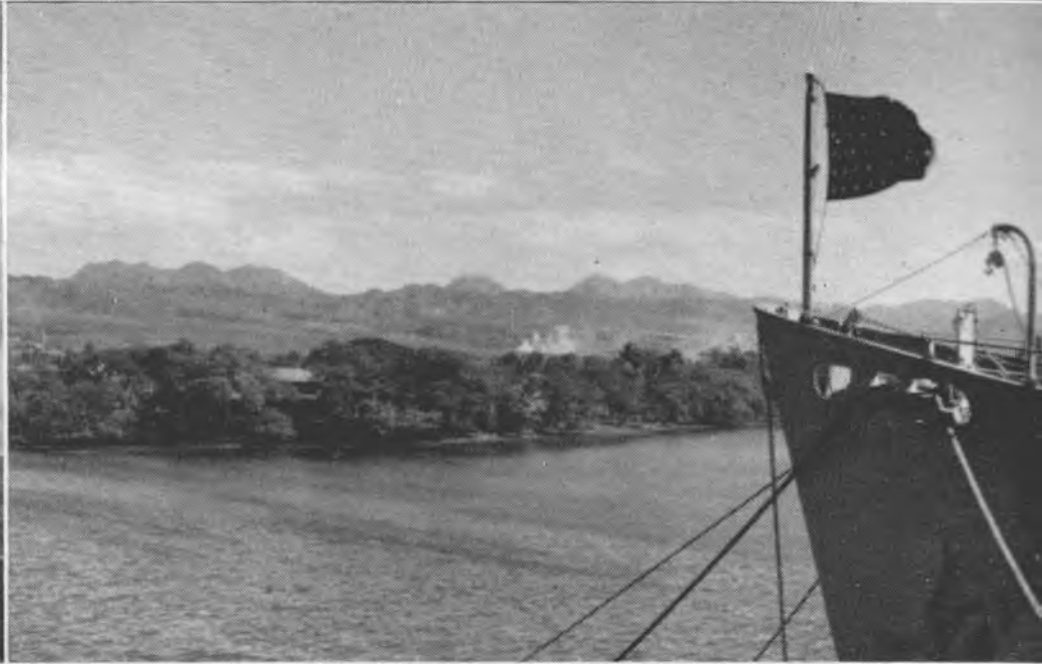
Waikiki . . . a quarter-mile stretch of crustacean-abounding sand perhaps 100 yards wide at its widest point, surrounded on one side by the Pacific Ocean disguised to resemble a sewage disposal canal, and on the other side by curio shops and shooting galleries where ". . . both mother and daughter—working for the Yankee Dollar."

And now let us see what the band played as we proceeded to put our lines out to the dock. Oh, yes, there was a band—a band of native yard workmen, waiting to put up the gangway, and that's about all. "Aloha Oe"? That probably went out with the bustle.

Which brings us to the Kanakas diving for our few paltry pennies. Those selfsame Kanakas that greeted the *Matsonia*, *Mariposa*, et al. are now employed in the Navy Yard for \$1.50 per hour. Who has time to dive for pennies?

(Any similarity between this description and a Fitzpatrick Travelogue is purely malicious.)

Honolulu



12 DECEMBER 1944 —
1800 Captain Firth collapsed
on the bridge from abdomi-
nal pains.

14 DECEMBER 1944 —
1500 Captain Firth trans-
ferred to shore emergency
hospitalization from which
he was not allowed to return
to sea duty.

15 DECEMBER 1944 —
1000 Commander Guido F.
Forster, USNR, reported
aboard and assumed com-
mand in accordance with
orders from the Commander,
Service Force, U. S. Pacific
Fleet.

COMMANDER SERVICE FORCE
UNITED STATES PACIFIC FLEET

SEF-6331-1M/jhc
P16-4/00
15596-63

14 December 1944

From: The Commander Service Force, U. S. Pacific
Fleet.

To: Commander Guido F. FORSTER, (DE), USNR,
(10918).

Subject: Change of Duty.

1. Upon receipt of these orders you will consider
yourself detached from your present duty and from such
other duties as may have been assigned you; will pro-
ceed immediately to the U.S.S. NAPA (APA 157). Upon
arrival you will report to the immediate superior in
command if present otherwise by dispatch, for duty as
Commanding Officer, U.S.S. NAPA (APA 157).

2. No transportation other than government is
necessary or authorized in the execution of these
orders.

3. Delivered and detached this date.

PAUL B. HARTENSTEIN
By direction

Copy to:
BuPers
AdComPhibsPac
USS NAPA (APA 157)

1st End U. S. S. NAPA (APA 157) 15 December 1944.

From: Commanding Officer.

To: Commander Guido F. FORSTER, (DE), USNR,
(10918).

1. You reported on board at 1600, 14 December
1944.
2. Assumed command this date.

G. F. FORSTER





21 DECEMBER 1944 —
0726 Underway for training
maneuvers to practice as-
sault landings on island
beaches at Maui, T. H.

24 DECEMBER 1944—
1200 Beach Party (3 officers
and 38 men) left the ship for
temporary duty under in-
struction on an uninhabited
island beach. "Merry Christ-
man Eve." At least the rest
of us will be on board our
own ship, even though en-
gaged in maneuvers. Christ-
mas Party in the crew's mess
hall with presents for all.
Midnight Celebration of
Holy Communion to usher in
Christmas.

25 DECEMBER 1944—
0440 Underway approaching
objective beach. 0647 Ar-
rived vicinity Transport
Area and commenced lower-
ing boats to simulate de-
barking troops. 0924 Made
smoke. 1012 Ceased making
smoke. 1115 Commenced
hoisting boats aboard. 1210
Underway in retirement
movement. 1400 "Holiday
Routine." Mr. Ballard actu-
ally served everything men-
tioned on the menu to pro-
vide one meal the folks at
home could envy us — no
Spam.



Merry Christmas

YO HO! The spirit of Yuletide and no one feels like Christmas this year. In the first place snow, which is so much of a necessity, is missing. Part of the Christmas packages have been received and some are cached away in preparation for **THE DAY**. December 24th and we are on maneuvers, nothing resembling a holiday spirit, and then the Chaplain springs forth with a Christmas Eve party in the mess-hall. Pharmacist Mate Perry acts as MC, the Napa orchestra gets hot with some "jive" and our two little Christmas spirits, Yeomen Hopkins and Harris, stand by the Christmas tree and pass out presents to all. Cake and punch and carols all add in giving us something to think about and start reminiscences.

Next morning, a half-hearted "Merry Christmas" rings throughout the ship and then back to work on maneuvers. At noon, the miracle happens. "Set Holiday Routine," and three men passed out on deck from the shock. Suddenly, the word is passed for divisions to turn in names for a swimming party on the beach and everyone "bangs ears" with the division officer. A mad scramble for the boats and off we go to the beach just a little way from Lahina Roads, Maui; a beautiful beach, marvelous swimming, baseball and football or just lying in the sun. When we get back to the ship everyone is dead tired and the showers and clean clothes feel good.

To top it all off is Mr. Ballard's masterpiece. What a meal! It almost takes two trays to hold it all but everything is there and the cooks and bakers really outdid themselves this time. A real feast and almost like home. **ALMOST!**

That evening as we sat out on deck and thought about the day, we could see Christmas trees in the homes on the beaches of Maui. Many of us remarked that it wasn't a bad Christmas at all, but, it's not like "back home."

Christmas



27 DECEMBER 1944—
Loaded elements of the 4th
Marine Division. Prepared
to get underway for maneu-
vers with the Marines. The
well-trained "N" division
will get her first operation
work-out.

"N" Division

N IS for negat, nuisance or nuts compiled and recorded for the Napa Year Book.

If it's sewing that you're after, or a private little chat with some two mile off cruiser, don't sit there, tape a nap! There's a light—get that signal—Where's that man for No. 4 hatch? Clear the deck of all spectators—Coming writer—Clear the shack. Yes sir Captain—That's my coffee—Who the hell can fix my pants?

Press sheet, Press sheet—Captain's file board—Joe is ready—QMO! Snoring? What a false assertion, that is merely scrambled code! Who's the originator of this message—Turn that cowboy groaner low! What? You haven't got the scores yet—Get some music down below! "Comeback" dear from San Francisco, pack your silk and hurry home!

Quotamahsta, course and distance—Where's the sextant—Man the wheel! Wheel house, Wheel house—Got no readings—What's the weather, ring the bell! Left no right no left full rudder—lighthouse bearing 232—we're just ten miles off position—Make that simply WATERED joe!

Get a radarman to do it—Bogey—Bos'n sound GQ! Negat on that Bogey Mister, thunderstorm at 332! Range to guide and where's my water—OOD wants his lunch at 2! SA needs a little fixing—Man your swabs at each GQ!

Yeoman, yeoman who's restricted—Where's the morning paper you? Will you check my points this morning—Get me form two nine dash two. Duplicates? I want a million—Liberty at noon today—Summary at 09 hundred—Type this memo right away.

So the eyes, ears, heads and fingers which are called the Napa brains, take a momentary check-up. (Here are heard the clank of chains).





RADIOMEN & SIGNAL GANG — "N" DIVISION

FRONT ROW, left to right: Lynch, J. E., CRM; Lt. (jg) J. J. Wilkes; Lt. (jg) G. B. Higgins; Lt. (jg) D. A. Liercke.

SECOND ROW, left to right: Egan, M. H., SM3c; Smith, E. B., SM2c; Germond, C. W., RM3c; Garner, W. H., RM3c; McCasland, W. J., RM1c; Hanie, S. E., Slc; Brophy, J. F., SM2c; Salles, R. C., SM3c; Sujkoski, W. A., SM2c; Rossano, J. R., SM3c.

THIRD ROW, left to right: Hackler, H. F., SM3c; Schilling, D. H., SM2c; Williams, J. M., RM2c; Jesse, J. D., RM2c; Biggs, R. L., RM3c; Smith, D. R., SM3c; Maiolo, R. M., RM3c; Kapp, J. A., SM3c; Gulliver, D. E., SM2c; Stanfield, A. M., Slc.

FOURTH ROW, left to right: Marshall, R. G., RM3c; Hunt, W. H., RM1c; Heatherly, L. J., RM1c; Estrada, L., RM2c; Staton, E. L., RM3c; McMahan, S. R., RM3c; Guerin, A. A., RM3c; Hinds, G. D., RM2c.

**QUARTERMASTERS, RADARMEN, MAILMEN & YEOMEN
"N" DIVISION**

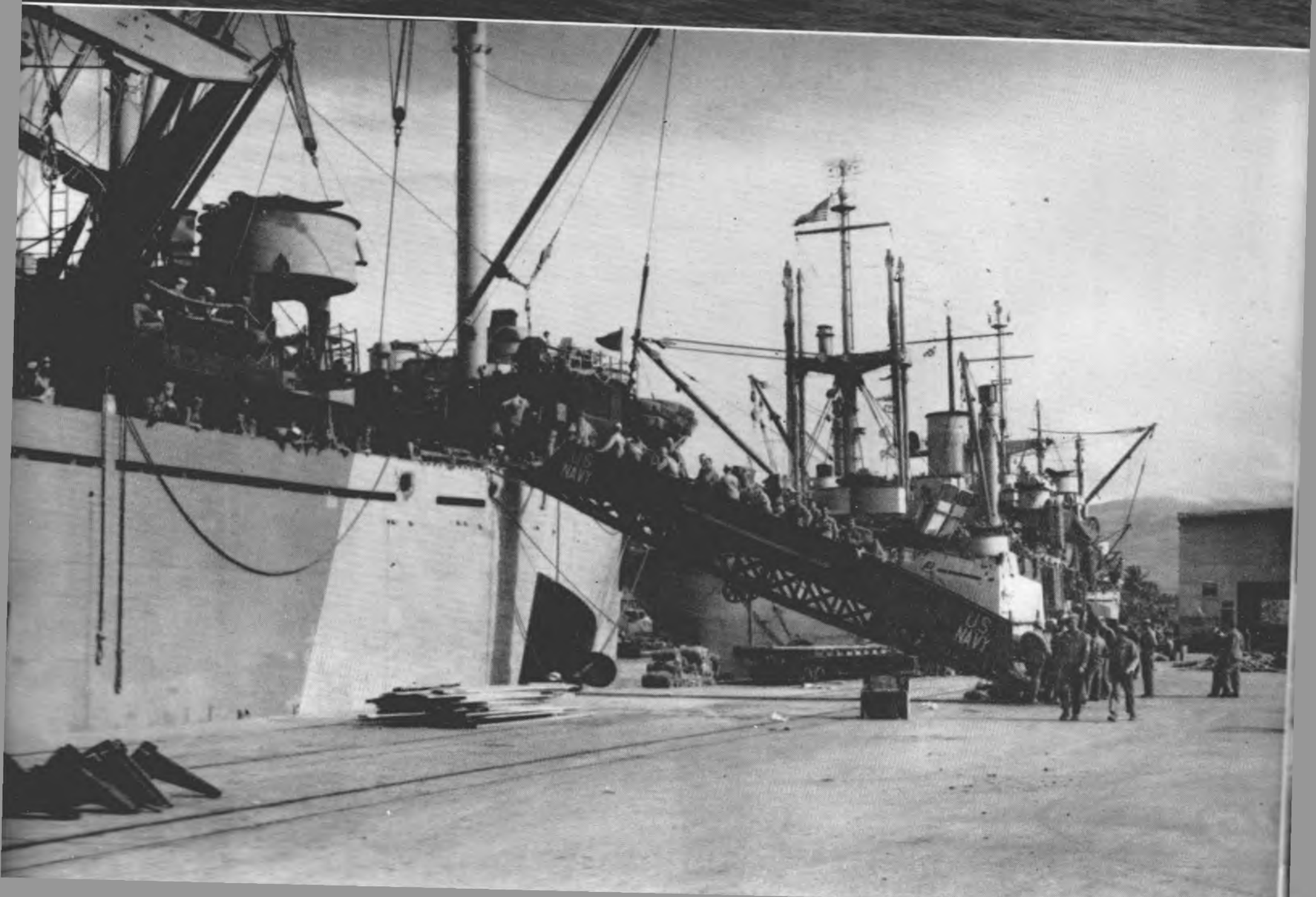
FRONT ROW, left to right: Nomey, J. G., Slc; Harris, W. W., Y2c; Hancock, W. F., RDM2c; Dixon, W. R., RDM3c; Ens, J. H. Hopkins; McCann, R. E., RDM3c; Levy, R. C., RT3c; Abraham, B., RDM2c; Hicks, P. L., MaM2c.

SECOND ROW, left to right: Wright, T. F., Y3c; Radel, W. E., RDM3c; O'Keefe, W. W., Y3c; Hale, R. A., RDM3c; Allen, L. M., RDM3c; Hendren, F. L., Slc; Morris, E. J., RDM3c; Brown, K. D., Y1c.

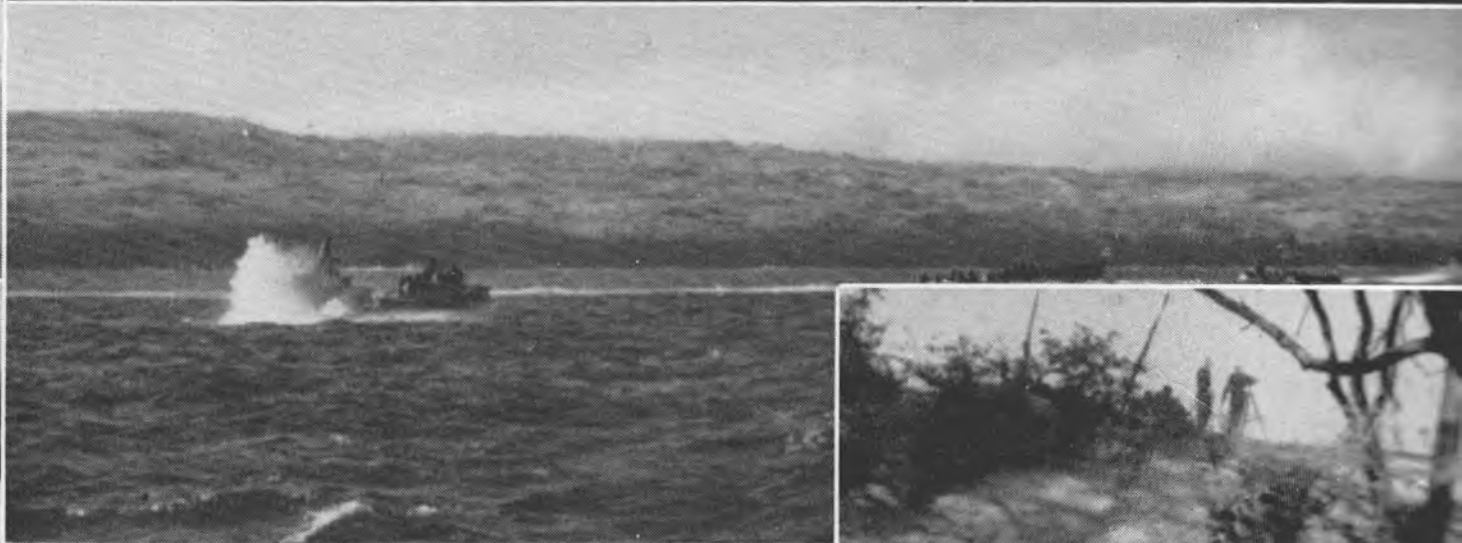
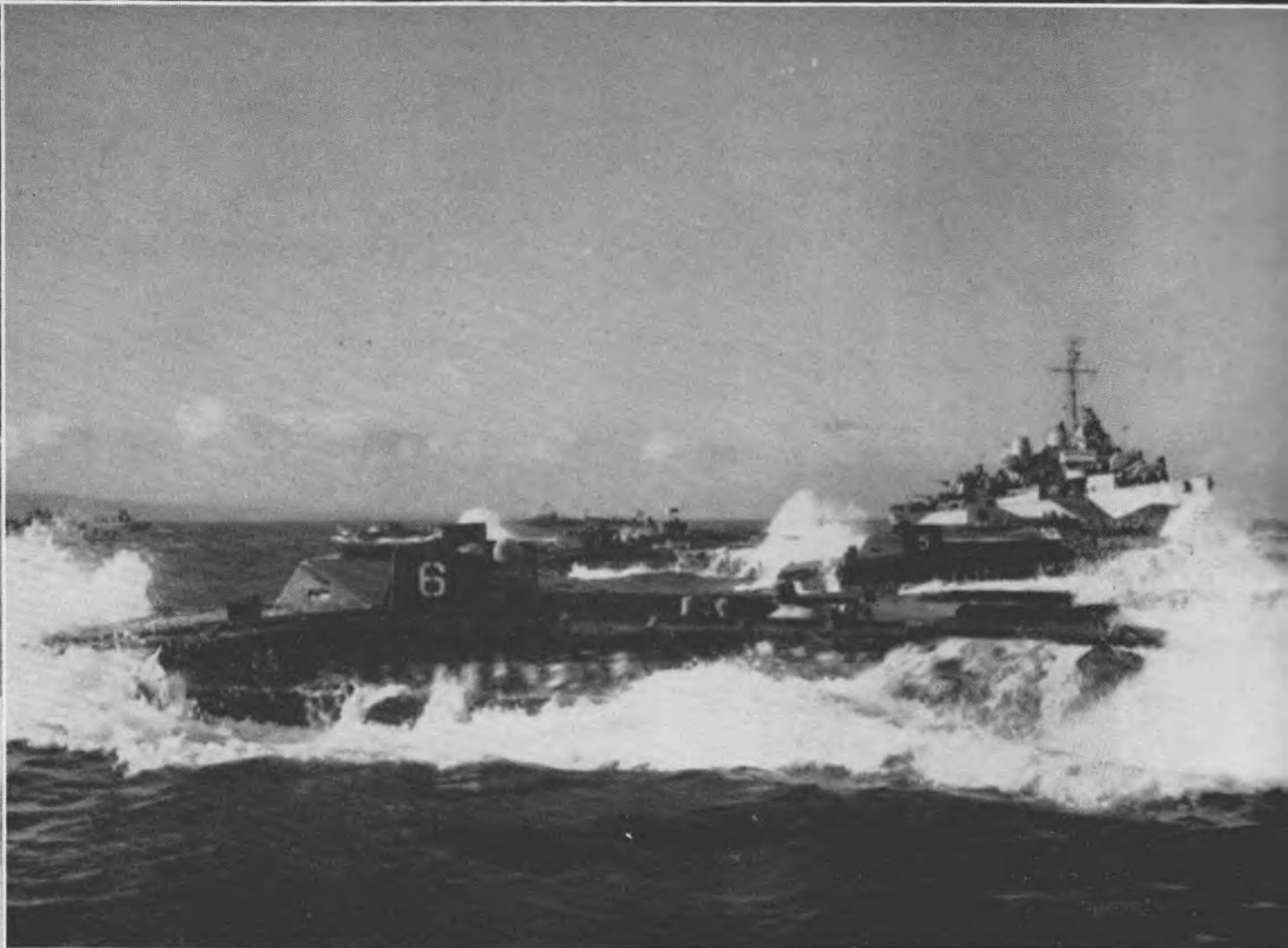
THIRD ROW, left to right: Kinnebrew, J. E., QM1c; Bishop, D. J., AerM2c; Ford, C. R., QM2c; Givens, E. L., RT3c; Bohnett, J. B., RDM2c; Helmuth, E. R., RDM3c; Fenn, G. A., QM2c; Grace, P. L., RDM3c.



Maui



Maui



1 JANUARY 1945 — 0000
Moored starboard side to
berth No. 2, Sand Island.
Honolulu, T. H., with 19
Fathoms of chain out to the
port anchor. Boiler No. 2 in
use for auxiliary purposes.

Here in Honolulu's glow,
We watch the year bow out.
Dulled by the thunderous clank
of arms,
Is the reveller's merry shout.

Four shadows pattern the quarter-
deck,
Where the O.D. prowls his watch.
"Prepare to receive a passenger,
sir;
He's small, but of mighty stock."

While engines turn for auxiliary
arms,
The Captain awaits the bell;
The Exec, sits watching the small
black hands,
Clang . . . Sixteen times . . . The Yell.

Nineteen hundred forty five,
The year that's born for peace;
The year that sees all nations
thrive,
And men weigh arms and feast.

0015 Appendectomy com-
pleted on Pfc. D. L. Burr,
USMC. 0800 The first ad-
vancements were awarded by
the Captain. Twenty-seven
men were advanced in rating
this date. HOLIDAY ROU-
TINE. NO MANEUVERS.

5 JANUARY 1945—2015
While returning aboard
after liberty, Sergeant, Head-
quarters Company of the
25th Marine Division, struck
his shin on the projection of
a bulkhead hatch on port
side of main deck. He suf-
fered a crescent shaped
laceration approximately
one and one half inches long
and one half inch deep and
after necessary treatment
was returned to his quarters.

6 JANUARY 1945—0752
Underway with Transport
Squadron 15 for amphibious
and ship tactical training ex-
ercises. (Zigzagging) 6, 7, 8.

9 JANUARY 1945—1630
Moored at berth No. 2, Sand
Island. More dust, more soft-
ball and football, and what
was that you said about
beer?

12 JANUARY 1945 —
1009 Underway in company
with Transport Division 44.
More maneuvers.

18 JANUARY 1945 —
1137 Back once more at
berth No. 2, Sand Island. Dr.
Baldwin held gas instruction
on Sand Island for officers.
Still causes a stink.

25 JANUARY 1945 —
1100 Lt. (jg) J. F. Fenerty,
S (I), USNR, reported
aboard for temporary duty.
(Note that word "tempo-
rary." 18 October 1945, he is
still on board.)





Imperial Domain of the Golden Dragon

THIS IS TO CERTIFY THAT

All on board

was *Duly Inducted into*

The SILENT MYSTERIES OF THE FAR EAST

having ceased the 180th Medicin on 31 January 1945

ON BOARD THE

U.S.S. NAPA (APA 157)

SIGNED BY *Golden Dragon*

August Ruler of the 180 Medicin

27 JANUARY 1945—0829 Underway. Destination unknown. At sea, Colonel Mustain went on the PA and announced. "Men, our destination is Iwo Jima, an enemy-held island in the Volcano group. On D-day, February 19, we will assault Blue Beach Sector." That was all. Everyone knew the rest.

31 JANUARY 1945 — 2237 Crossed International Date Line. 2400 Changed date to conform to zone 12 time. All hands are now members of the Order of the Golden Dragon.

1 FEBRUARY 1945—"The Lost Day."

2 FEBRUARY 1945 --- 0800 Seventy-six men advanced in rating.

3 FEBRUARY 1945—0800 Wind SE. light, clear weather, sea calm. temperature 81 rising to 87 shortly after noon. hotter than a dice game in the Stewards' quarters.

5 FEBRUARY 1945—0943 Anchored Eniwetok Atoll, berth 328. First anniversary of taking this atoll by 4th Marines. 1245 set Speical Sea and Anchor Details. 1318 Underway en route to Berth 380 to fuel ship. 1516 secured Sea and Anchor Details. 1945 ship blacked out. "No Liberty."

7 FEBRUARY 1945 — 1029 Anchor Aweigh. Underway on next lap of trip to Iwo Jima.

11 FEBRUARY 1945 — 0953 Anchored in Saipan harbor, Marianas Islands. Some of "our" Marines visited graves of brothers and pals here. Japs are still taken daily. 1800 Hoisted all boats aboard despite rough seas which necessitated turning over ship's engines to provide lee. Great Experience!

12 FEBRUARY 1945 — 1716 Underway for a final practice night rendezvous and amphibious landing.

13 FEBRUARY 1945 — 1818 Anchored in Saipan harbor after successful completion of dress rehearsal.

14 FEBRUARY 1945 — 1300 Liberty at Seabees' Beach—Pepsi-cola. Marched two miles in dust for two cans of beer! Maybe sea duty isn't the worst duty in the world after all. Tubes are blown only once a day.

15 FEBRUARY 1945 — 1300 Liberty again.

16 FEBRUARY 1945 — 1443 Underway from Saipan en route to Iwo Jima.



18 FEBRUARY 1945 —
0900 Catholic Mass. 1030
Protestant Divine Service.
1630 Jewish Divine Service.

19 FEBRUARY 1945 —
0510 Set Condition 1-A from
General Quarters. 0600 Ap-
proaching transport area.
0637 Stopped engines. Vessel
lying to in outer transport
area off coast of Iwo Jima,
distance approximately
eight miles. 0641 Com-
menced lowering boats. 0703
Commenced debarking
troops and equipment. 0710
All boats in the water, form-
ing in assembly circles. 0907
Maneuvering following
guide into inner transport
area. 1131 Commenced hoist-
ing casualties aboard. 1520
Secured from taking on cas-
ualties, having received 23
ambulatory patients, 174
stretcher cases. 1821 Maneu-
vering to take formation pre-
paratory to getting under-
way for night retirement.
2140 Commenced zig-zag-
ging. 2355 Ceased zig-zag.

20 FEBRUARY 1945—
0530 Approaching transport
area. 0640 Lying to in outer
transport area. Lowered all
boats, and resumed unload-
ing troops and cargo on call
from beach. 1756 More cas-

ualties received. Underway
from transport area to carry
out night retirement plan.
All boats remained in water,
on beach or at traffic control
posts. 1915 Commenced zig-
zag. 2339 Ceased zig-zag.

21 FEBRUARY 1945 —
0057 Set course for transport
area. 0444 Observed ship
bearing down on port bow,
breakdown lights and green
running light visible. Navi-
gator attempted to maneuver
ship to avoid other vessel.
but was unable to do so, and
sounded the collision siren.
Colliding vessel later identi-
fied as the LOGAN, APA
196, rammed port side, aft of
superstructure. 0446 Word
passed for all hands to man
debarkation stations and
preparations made to evacu-
ate all casualties. Ship listing
10 degrees to port. USS
LOGAN lying to alongside to
port to render assistance.
0500 Ship maintaining buoy-
ancy. USS LOGAN away
from alongside. Pumps in
operation holding water
level. Repair parties shoring
up watertight bulkheads for-
ward and aft of collision at
No. 4 hold. 0642 Ahead at
one third speed to test shaft.
Proceeding to transport area
in company with USS ESTES
and screen of seven escort

vessels. Two tugs standing by
to render assistance. 0700
Mustered crew at quarters
— six absentees. Increased
speed gradually to eight
knots as bulkheads held at
successively higher speed.
1252 Received dispatch stat-
ing death in action of Lt.
(jg) D. E. Ritchie, USNR,
on 19 February. 1350 Re-
sumed unloading cargo. Re-
ceived two casualties aboard
from LSM. 1630 Received
aboard the six men who had
become separated from the
ship during the collision.
1712 Red alert, en route to
transport area. 1955 All clear.

Preliminary survey of dam-
age caused by collision. A
hole approximately 10 feet
wide from main deck down
to unknown depth between
frames 93 and 105. Electrical
workshop, dental office and
sick bay stores demolished.
After end of Welin davit No.
4 smashed. Ice box torn up,
destroying all fresh fruits
and vegetables. King post
cracked at main deck and
torn loose from foundation.
No. 4 hold flooded up to
within five feet of second
deck. Two 20 mm guns port
side out of commission. Fuel
tanks ruptured and fuel oil
on all water in compart-
ments. 2400 Lying to in trans-
port area for the night.

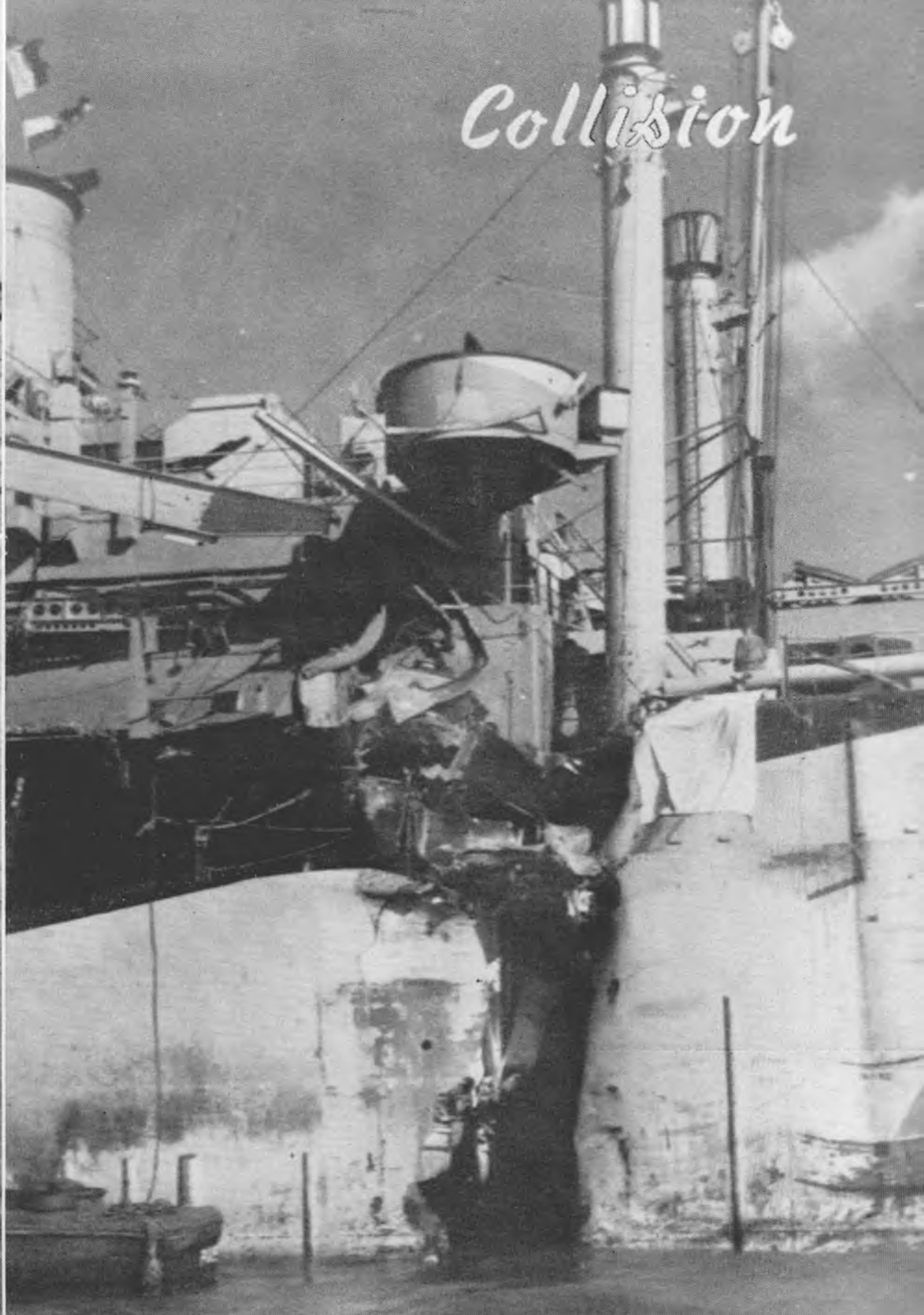


Iwojima



Iwo





25 FEBRUARY 1945—

0800 Mustered crew at quarters: absentees: the following are casualties sustained in the invasion of Iwo Jima: killed in action: RITCHIE, D. E., Lt. (jg), USNR; HORNICK, H. W., S2c, USNR; MORRONE, A. A., F1c, USNR; REED, J. M., S1c, USNR: missing in action and believed dead: OWENS, J. C., S1c, USNR; wounded in action: Lt. Comdr. E. du PONT, Jr., USNR; CHAMPAGNE, S. J., S1c, USNR; HEATHCOTT, A. I., GM3c, USN; DAVIS, S. W., MM3c, USNR (on board); MILLER, S. A., S1c, USNR; WARD, J. H., CM1c, USN; ROUSE, G. E., CBM(AA), USN, (on board); ROULEAU, J., BM2c, USN; MUELLER, D. M., S1c, USNR; JACOBS, M. K., S1c, USNR; PERTL, C. S., S2c, USNR, (on board) DEAREN, R. P., S1c, USNR (on board); OTTO, R. (n), BM2c, USNR.

THOU wert the morning star among the living,
Ere, thy fair light had fled
Now, having died, thou art as the Hesperus giving
New splendor to the dead."

—ANONYMOUS.



In Memory of...

Lt. (jg) Donald Ernest Ritchie, USNR, Boat Group Officer, killed in action during the invasion of Iwo Jima on 19 February 1945. He was in command of and led the eighth wave to a successful landing on Blue Beach when hit by a burst of machine gun fire inflicting wounds which later caused his death. He was buried at sea on 21 February 1945 with full military honors from the U.S.S. Newberry.

Harold Warren Hornick, S2c, USNR, a member of the Napa Beach Party, killed in action on 19 February 1945 on the beach at Iwo Jima. He was hit by enemy gun fire while carrying out his orders. His remains, like many others, are buried on the small island that cost so much in human life.

Anthony Alfonso Morrone, F1c, USNR, engineer member of boat crew LCM 26, killed in action during the invasion of Iwo Jima. He died of wounds received from machine gun fire while his boat was landing on the beach. He died on board the U.S.S. Berrien and was buried at sea on 20 February 1945 with full military honors.

James Carlton Owens, S1c, USNR, boat crew member of LCM 26, killed in action during the invasion of Iwo Jima. Reported missing in action after being wounded by machine gun fire, his death was later verified by the Bureau of Naval Personnel.

John Max Reed, S1c, USNR, a member of the Napa Beach Party, killed in action 19 February 1945 on the beach at Iwo Jima. He was hit by mortar fire on the second terrace of the beach while acting as a stretcher bearer. Like many others who made the supreme sacrifice, his remains are buried in the cemetery on Iwo Jima.

Benjamin Charlie Schlabach, S1c, USNR, died of accidental injuries incurred on 7 August 1945 while manning his battle station during an enemy air raid at Okinawa. A military funeral was held on board the Napa by the ship's Chaplain. His remains were delivered to the Army Graves Registration Service for burial in an American cemetery on Okinawa.

Lt. (jg) Ford Eshleman, MC, USNR, missing in action, served on the NAPA from November 1944 through the Iwo Jima engagement. He was later transferred to destroyer duty and was serving on board the destroyer U.S.S. Braine when she was severely damaged by three kamikaze planes.

They performed their duties in keeping with the highest Naval traditions and Americans all should be greatly proud.

28 FEBRUARY 1945 —
 1225 Moored port side to
 dock No. 5. APRA inner
 harbor. Guam, Marianas Is-
 lands. Messrs. J. P. Marquand
 of Harpers, Frederick C.
 Painton, of Reader's Digest,
 and Norman Soong of Cen-
 tral News Agency of China,
 left the ship, having com-
 pleted transportation from
 Iwo Jima. 1323 Commenced
 debarking ambulatory and
 stretcher patients to the
 seemingly endless stream of
 ambulances lined up on the
 dock. Officers and men alike
 tried to be among the first
 ashore to survey the extent
 of the damage, and to marvel
 at the gaping hole in our
 side. Another ten feet and
 we would have had 30 days
 at home — survivor's leave.
 Repair authorities took one
 look and refused to allow the
 ship to go outside the har-
 bor. Decaying meat was to be
 flushed out of the shattered
 refrigeration spaces — We
 Ate Spam.



NAV. FORM 131-A, Form No. 131-A
 (Revised July 1943)

BILL OF FARE FOR THE GENERAL MESS

U.S.S. NAPA (APA 157)

Any Week beginning _____, 19____

	BREAKFAST	DINNER	SUPPER
MONDAY	Raw SPAM Powdered Eggs Powdered Milk	Fried SPAM Dehydrated Potatoes Dehydrated Cabbage	SPAM en casserole Water
TUESDAY	SPAM Saute Toast Chicory	Breaded SPAM Dehydrated Cabbage Water	SPAM Fricasee Bread Tropical Butter
WEDNESDAY	Fried Pony Peter Powdered Eggs Powdered Milk	SPAM ala King Dehydrated Potatoes Toast	Cold cuts Cold coffee Stale Bread
THURSDAY	Raw SPAM Hard-tack Tea	SPAM sandwiches Water	Breaded SPAM Dehydrated Potatoes Dehydrated Carrots
FRIDAY	Sliced Bologna Powdered Eggs Powdered Milk	Chipped SPAM on toast Bread Tropical butter	Fried SPAM Dehydrated Cabbage Chicory
SATURDAY	SPAM 'n' Eggs (Powdered, of course) Dehydrated Fruits	Roast SPAM Sage Dressing Dehydrated String Beans	Southern Fried SPAM Dehydrated French Fries Dehydrated Carrots
SUNDAY	Toast and coffee	SPAM a la minute Dehydrated Cabbage Hard-Tack Tropical Butter	Barbecued SPAM Dehydrated Green Peas Dehydrated Potatoes Bicarbonate of Soda

Total estimated cost Total estimated ration Estimated ration cost per 7

APPROVED: _____ Respectfully submitted, _____

Guido F. Forster, U.S.N., R. Earcy Ballard, Chief Pay Clerk
 Comdr. Commanding Commissary Supply Corps, U.S.N.,
 16-11590-1 Supply Officer.

Disapproved for the following reasons:

1. Too many unbalanced meals. More desserts and salads should appear on the menu.
2. Bicarbonate of soda wouldn't help anyone who has consumed these meals for a week.

M. Baldwin
 Mailand Baldwin,
 Lt. (jg), MC, USN.

Casualties



EXTRA! EXTRA!

ATTACK TRANSPORT NAPA SUNK AS RUINED ENEMY FLEET PANICS

Napa Napa Destroyed at Iwo Jima Island

By TOKYO ROSE

Once again the persistent fools of the United States Navy have seen the error of their ways, the error that had its beginnings when this same navy of the United States attacked Imperial Forces without warning on December 7, 1941.

Last night a group of American transports was hastily evacuating surviving members of the U. S. Marine Corps from Iwo Jima when a squadron of our glorious bomber aircraft, while on a routine mission, chanced upon these helpless ships. Gasoline was low, but our Flyers of the Divine Winds cared not, they swooped in for the kill. The enemy did not fire a single shot and were pounded mercilessly by our superior men in our superior planes.

As Squadron Leader Itchy Nomora says, "... the slaughter was complete. Not a ship of the once great U. S. Navy is still afloat."

Confusion seemed to be the greatest on a ship of the Victory type which bore the numbers 157 on its bow. However, once the ship was definitely on its way down, the confusion seemed to dissipate, and members of the bomber squadron say that they could hear, very faintly, men on this transport number 157 actually singing. And the words seemed to be these, "... it was sad, it was sad when that great ship went down ... " Death to the Yankees. Death to the Dodgers. Dai Nippon!!

Survivors of Napa Napa Tell Tale of Horror

By BONNIE SMILEY

Tales of raw heroism, raw courage, raw seamanship, and raw SPAM were told today when the transport Napa, a gaping hole in her side, brought 234 wounded from the Iwo Jima fight to Guam hospitals.

"Traveling in the black of night off Iwo Jima at the height of the bloody, blaring battle, the Napa was rammed by another ship of the United States Fleet."

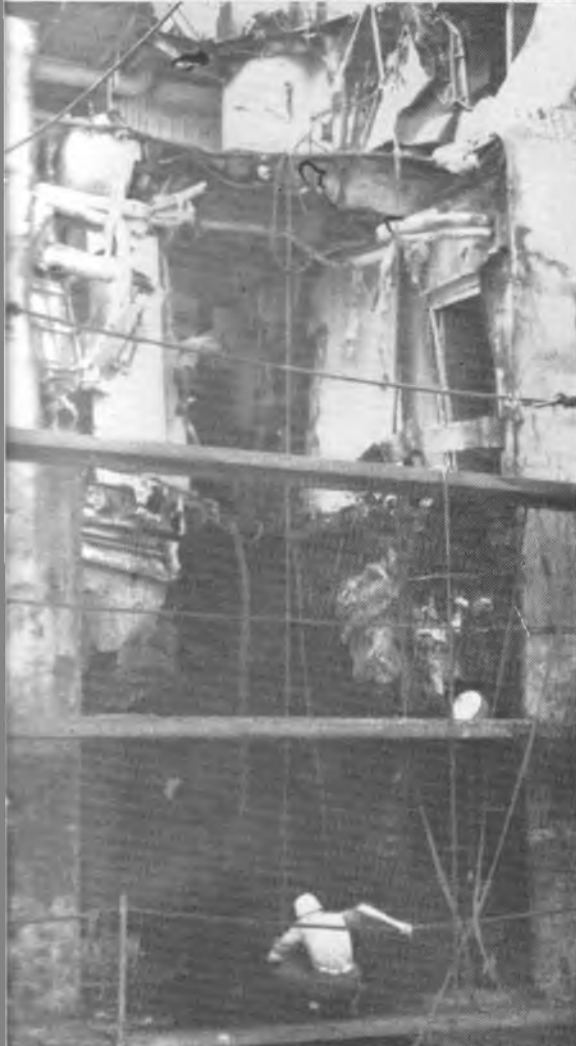
"I didn't know what had hit us," Lt. (jg) Maitland Baldwin, Concord, Mass., in charge of hospital corpsmen, said:

"We got word from the bridge—or pinochle, if you prefer—to prepare to abandon ship, and in ten minutes our corpsmen had every case of brandy safely on deck. Our lifeboats were gone, but our spirits were up, and we prepared to drop the patients over the side and 'turn to' on the brandy."

Tragedy was averted, however, by quick work of the Napa's yeomen, who mimeographed the Plan of the Day in the nick of time. The skipper of the ship that had done the ramming then pulled his vessel alongside the badly listing, happily helpless Napa, in a vain effort to salvage the few remaining bottles of Spiritus Fermentus.

"Our hospital corpsmen were just too, too divine," Lieutenant Baldwin said.

"They forgot all about their own pinochle games, and even gave their best Bicycle Playing Cards to the patients."



5 MARCH 1945 — 1510 Bow of ship crossed sill of floating drydock. 1542 Ship in position. 1552 Main engines secured. Dock commenced pumping out water. 1640 Ship resting on keel blocks. 1655 Cast off all lines to dock. As the water level falls, the extent of the collision damage is revealed. The gash in the Napa's side extends well below the turn of the bilges and it is clear that only the lucky presence of the king post prevented the intruder's bow from shearing clean into the keel of the Napa, which would have inevitably cut her into two pieces.

6 MARCH 1945 — 1400 Ship's company commenced scraping hull preparatory to painting. Bos'n Chicka grins cheerfully as he sees his "feather merchants," now veteran sailors, literally starting at the bottom again. Dock crew, meanwhile, is bracing and shoring, welding and cutting, temporarily patching the wound, so that the Napa can return to sea.

12 MARCH 1945 — 1400 Commenced flooding dock. The Napa, partially repaired, prepares to go alongside dock for final touches. 1540 Napa water borne. 1847 Bow crosses sill leaving dock: all lines clear. 1904 Anchored in Apra Harbor and celebrated by making -moke during red alert.

13 MARCH 1945 — 0620 Commenced making preparations for shifting berth. 0730 Underway from anchorage, proceeding to new berth. 0828 Docked port side to berth No. 1. Inner APRA Harbor. Work begun immediately to finish patch. Ball games beside ship on dock.

18 MARCH 1945 — 2030 While supervising repairs to port side of ship. "Chips" injured in a fall. In sick bay for treatment.

Guam

A LITTLE gem in the blue Pacific; uncut, unpolished, and unfortunately—unforgettable! Because of an acute attack of collisionitis, the reeking Napa floundered into this emerald patch and consented to Dry Dock surgery.

Guam is the only place in the world that measures its rainfall by the mile. When it rains, it pours and when it shines, it's a lie. In such a perfect climate the crew was debarked for recreation. Upon a beautiful strip of coral amid clusters of rusting tanks and jagged rock, we were granted the august privilege of contracting lock-jaw or too-hot-beeritis. The palms there resembled broken umbrellas and the sand was half dirt and half beer cans.

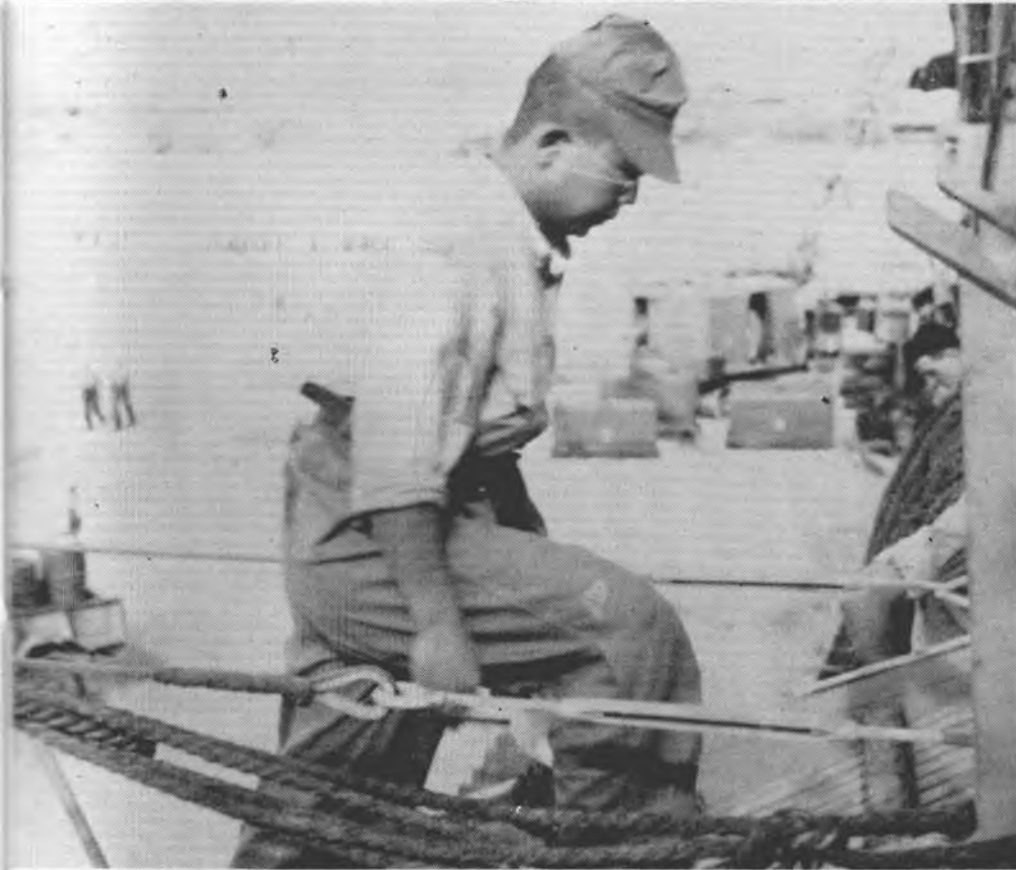
There was swimming, to be sure, and that bottom, which some folks marvel at, holds the true charm of shattered whiskey bottles. Sunburns were easily acquired as were the tons of sand and granulated coral. These soothing nature cures cling to your hair, eyes, back and teeth. The over-all sensation of liberty was nauseating. We had little choice—our ice boxes were demolished and beef doesn't have that tempting aroma when exposed to tropical climates as it appears in the ads and on Mom's platters. In a word the Napa stunk, and for miles.

The crowning experience of our stay at Guam was embarking a load of Jap prisoners! They looked delightfully emaciated. It rained . . . still, and we finally took leave of this garden spot of tropical tangle with high hopes for walking the gilded streets of the fabled U.S.A.

25 MARCH 1945—0845 Repair work finished. Embarked Japanese prisoners of war and Marine guards. 1100 Embarked ambulatory and stretcher patients for transfer to Pearl Harbor or the States. 1533 Underway enroute to position outside of harbor to deballast. 1814 An-

chored in Berth No. 701. 2010 Commenced fueling ship.

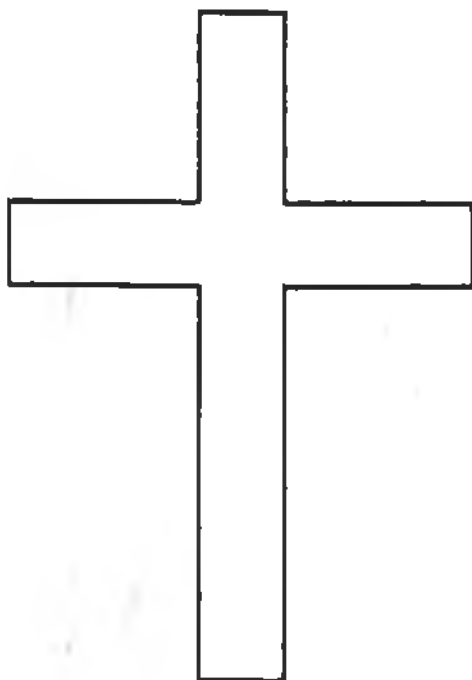
26 MARCH 1945—0811 Underway from anchorage enroute Pearl Harbor, T. H., with prisoners of war and casualties. The big question is—"Do we go to the States or not?"



25 MARCH 1945—Palm Sunday. 0900 Protestant Divine Service was held on the forward boat deck. 0930 A Catholic Church Party debarked for the U.S.S. Proteus and a Jewish Church Party went to NOB Chapel to attend Jewish Service. Men of the three leading faiths thus were given the opportunity to attend Divine Worship.

28 MARCH 1945—1900 Jewish Passover Service held in the Ship's Library.

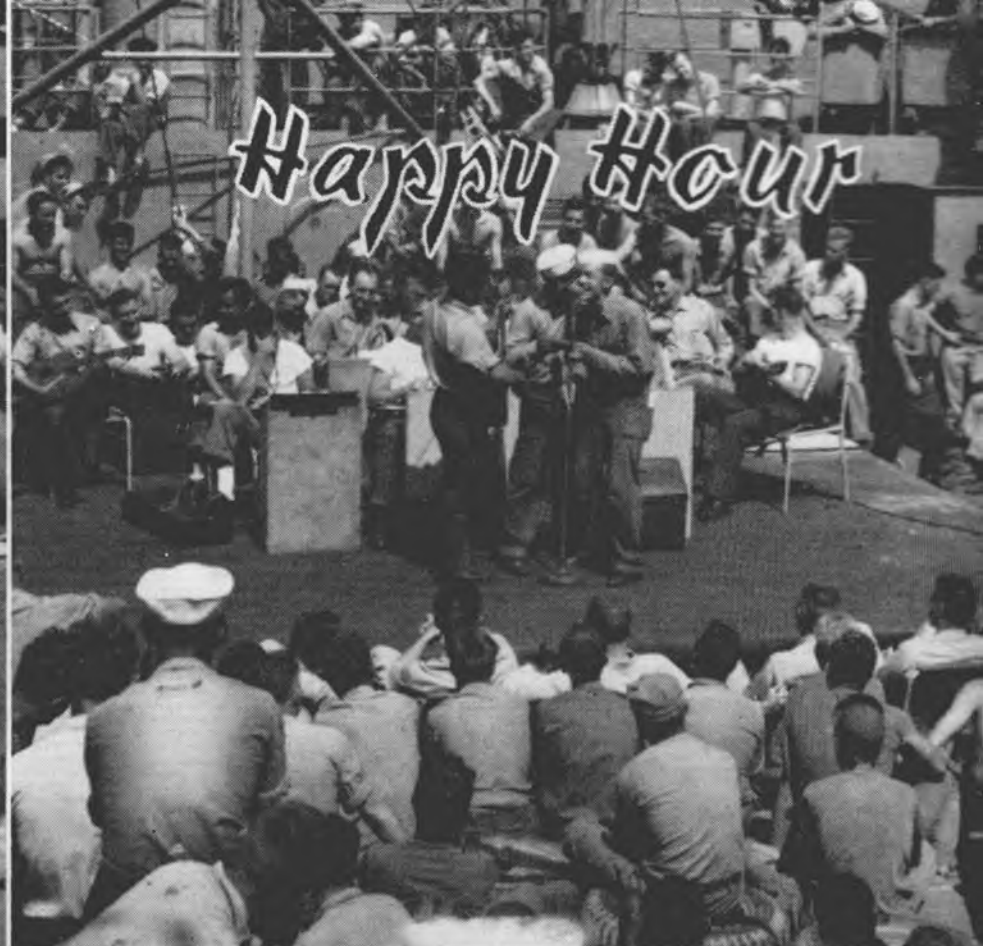
1 APRIL 1945—Easter Day. At sunrise, Protestant Holy Communion Service was



held on the forward boat deck of the Napa while at sea. At 0900 Catholic Prayers were conducted on the forward boat deck by Lt. J. O. Bracken and at 1030 a General Service was broadcast over the Ship's public address system for all the casualties on board. 1400 Napa Happy Hour held on No. 2 hatch for the entertainment of Ship's company and passengers. The Napa Nutcrackers featuring Scintillating Saso on the squeeze box and True-tone Vella on his warbling trumpet, proved another unforgettable performance. MC Johnny Johnson gave his inimitable rendition of "The Road to Mandalay!"

Happy Easter!





2 APRIL 1945—1100 The following named men were given commendation at Captain's Mast for their conduct after the collision off Iwo Jima between the Napa and the USS Logan on the morning of 21 February 1945:

Leicken, W. M., CBM
Bibla, W. A., CGM
Nolte, L. W., CMM
Talbert, H. F., MM1c
Levicke, H. C., WT2c
McCreavy, M. S., MM3c
Ewing, D. T., MM3c
Jacobi, L. F., EM3c
Price, J. R., Bkr3c
Stephenson, J. A., S1c
Papetti, S. J., S1c
Reeves, C. H., S1c
Templet, L. W., F1c

1330 Happy Hour featuring Big Johnny Johnson and his immortal rendition of "The Road to Mandalay." Chief Sullivan, "Big Stupe" and "Barrelgut" Krause put the finishing touches on the festivities, to say nothing of the chocolate meringue which they inhaled to the dismay of their competitors. It is still a matter of discussion which required the greater effort, that or the finals of the All Ship Boxing Tournament.



Athletics

THE athletic program was one of the factors that helped to bridge the yawning gap between the Navy as it should be and the Napa as it was. By roping off a ring on No. 2 hatch for boxing, browbeating bored fleet recreation directors into the loan of softball fields, and converting No. 5 hold into a volleyball court by sheer imagination-power, Napa sports fans kept the spirit of sport alive throughout the Pacific.

High point of the program was a 40-game softball schedule made possible by our extended stay at Pearl for repairs. Two crack outfits ran roughshod over the rest of the league, a bunch of fighting engineers who would rather play ball than eat, and a spirited "N" division outfit sparked by the star battery of Jerry Hinds and Fred Dietrich. The "N" team won the shining trophy made by the engineers' machine shop in a 4-3 contest at the close of the season.

Two boxing tournaments were run off in the spring and another in October. Though not as many men entered as was hoped for, there were some good scraps and Mach. Cornmesser provided a peacetime Navy brand of refereeing.

Opportunities for basketball were few, but a four-team tournament was played off at Pearl, with the hospital corpsmen downing the officers for the title. A Napa team lost a hard-fought game to the carrier Hancock by six points. The Corpsmen also won a tennis tournament at Pearl and walloped the officers at the end of the volleyball league schedule after the "braiders" had led the league for weeks.

Many little memories stand out; playing pitch-and-catch in the sand at Lahaina on Christmas 1944, trolling for deep-sea fish from a P-boat, touch football games on the dock at Guam, and going down for the hall when it went into the water, the team from Napa winning the handy-billy contest at Aeia Fire-Fighting School, sweating through a basketball scrimmage in the equatorial sun on beautiful Mog Mog. Each of us, no doubt, can supply many more.

To sum up the sports program of the Napa, it's too bad we were unable to do any more; it's remarkable we were able to do as much as we did.



Boxing



5 APRIL 1945—1245 Pearl Harbor again. Moored at berth B-17. 1335 Commenced debarking prisoners of war. 1400 Completed debarking prisoners of war. 1425 Commenced debarking prisoner of war casualties. 1500 Completed debarking prisoner of war casualties. "Woe is me." States out. This is official. 1545 Ambulatory patients and Marine guard detachment transferred from ship. 1730 Commenced loading provisions in No. 2 hold. 1845 Completed loading provisions.

8 APRIL 1945—1145 Captain F. Kent Loomis, USN, reported aboard for duty. Radarmen to Fleet Service School for 3 weeks, Officers to Signal Officers' School, Gun Crews to Waianae AATC.



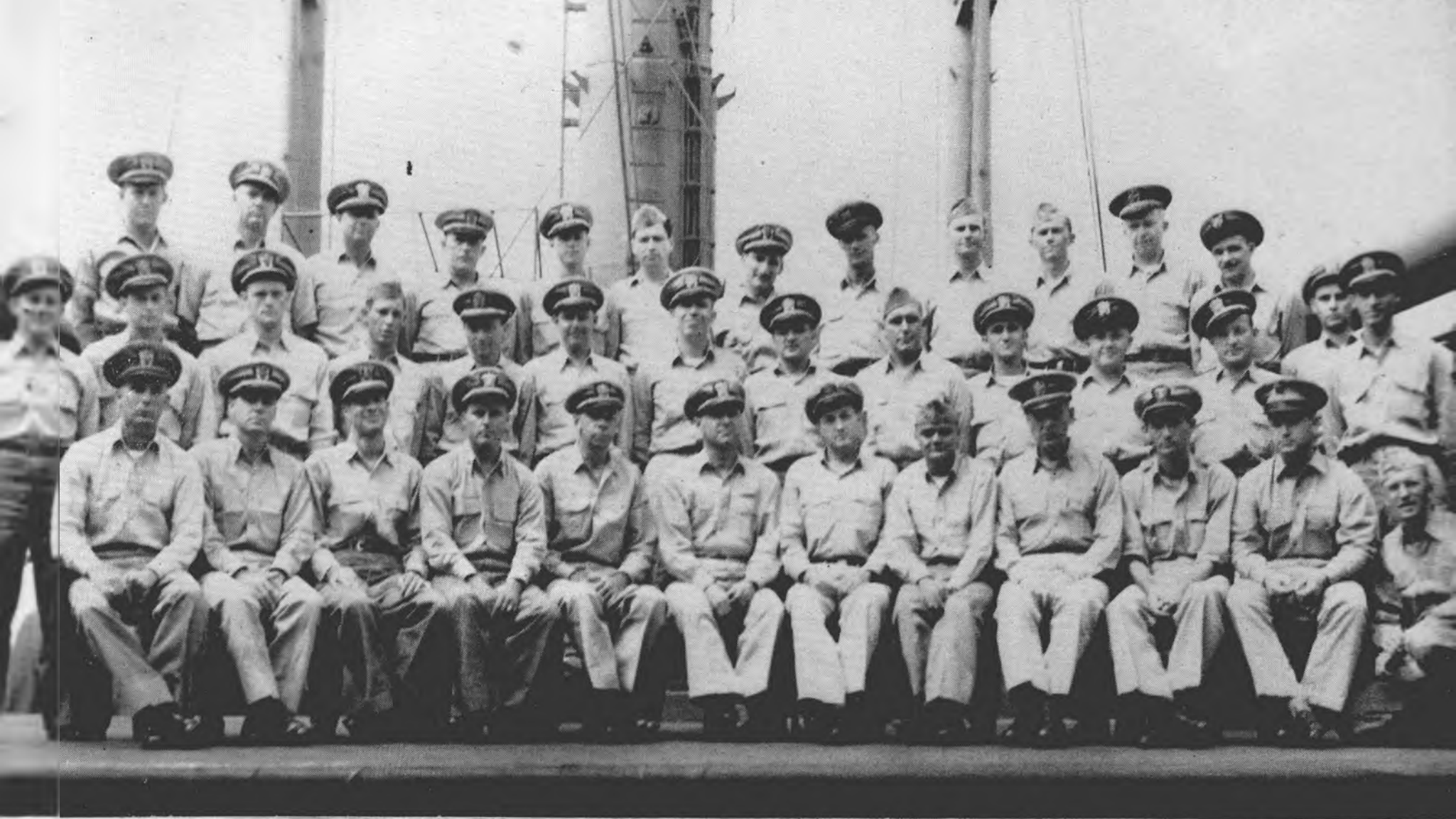
Officers

FROM Wardroom to Quarterdeck to Wardroom to the sack to muster to the sack to work to Sick Bay, the unchanging course of life follows its laborious grind. In the true spirit of cooperation, the Ship's Management fights with the Departments and the Departments with the Divisions and out of the turmoil Lieutenants make Ensign and Ensigns rise to JG. It's who and what you can do, and for how long that counts. If it's a Commander—it's an insult; if it's an Ensign—it's a mistake!

From pillar to post or from more bars to less, the work of the day drops in somebody's lap. So, "Chip paint. Heaven save me," and back to my rack to complete the twelve hours muster broke up. It's a solace and joy to know what work is and to master that function with all possible ease. Three hours a day and ten out for lunch and then Club 0110 is open for business. Our club is like that in the stories you read, where brains are relaxed and tensions eased. Fours, Queens, One-Eyed Jacks and a King with an axe will do more for tinsel than that brass cleaner. You can win, if you're lucky and there's plenty of spirit even if the color is missing and the flavor is rough.

The Mess bill arrives and so aptly termed, "It's robbery!" "It's brutal and more than that, it's a lie!" The laundry comes back with collarless shirts and the buttons are missing and the pants seams are split. The decks are all rusting, we're too sleepy to see and the liberty's canceled and there's no stock for the trip. Oh! the misery we carry and nobody knows, all steaks and no bacon, all sack and no zest. In volleyball, tennis, softball and craps we lose all our skivvies and tarnish our culls. We, proud through it all, for dammit, we've impressions to make and a code to keep up. It's a hard life that calls us, "The Call of the Sea."

Thus we stand, first on the list, first at the gangway and first in the eyes of the advertisements of the nation. Who ever saw a Lux, Ponds or an International Sterling ad without a "bar"?



Officers

FIRST ROW, left to right: Lt. (jg) D. D. Watkins, Lt. Joseph Fennerty, Lt. H. G. Carpenter, Lt. Comdr. J. O. Bracken, Commander, R. W. Harris, Captain F. Kent Loomis, USN, Lt. Comdr. R. C. Lynch, Lt. Comdr. E. duPont, Jr., Lt. Comdr. L. R. Schroeder, Lt. J. C. Senter, 1st Lt. G. N. Jackson, USMCR, Lt. M. W. Eckel.

SECOND ROW, left to right: Ensign G. A. Bush, Ensign J. T. Ronian, Ensign D. F. Gebhardt, Ensign B. W. Read, Lt. M. Ashby, Lt. (jg) B. B. Wiese, Lt. (jg) D. A. Liercke, Lt. E. R. Zaworski, Lt. W. C. McCutcheon, Lt. A. E. Danzero, Lt. (jg) G. B. Higgins, Ch. Carp. W. T. Morris, USN, Ensign W. D. Taylor.

THIRD ROW, left to right: Ensign D. T. Ray, Jr., Ch. Pharm. C. L. DuBose, USN, Lt. (jg) W. T. Howard, C.P.C. E. Ballard, USN, Ensign H. R. Damon, Ensign E. F. Scott, Lt. M. Glazer, A.P.C. E. O'Neal, USN, Ensign H. J. Strand, Lt. (jg) P. Smoot, Ensign C. F. Piper, Ch. Mach. P. J. Cornmesser, USN, Ensign E. S. McDaniel.

Not in picture: Lt. M. P. Corriveau, Lt. R. P. Gill, Lt. (jg) M. Baldwin, USN, Lt. (jg) W. Lewis, Lt. (jg) W. E. Morris, USN, Lt. (jg) L. Sigunick, Lt. (jg) J. J. Wilkes, USN, Lt. (jg) T. E. Winchester, Ensign J. J. Burke, Ensign J. H. Hopkins, Ensign J. E. Shiffler, Ensign H. F. Soule, Ensign C. F. Tobin, Bos'n S. Chicka.

10 APRIL 1945 — 0951 Underway from berth to enter drydock. 1038 Bow passed sill. 1120 Ship in position. water being pumped from dock. 1200 Back on keel blocks again and destined to stay here almost two weeks until damaged part of hull is completely rebuilt to original specifications.

23 APRIL 1945 — 2300 Bishop, D. J., AeRM3c, received aboard for duty. From now on we can have weather reports made to order.

27 APRIL 1945 — Robichaux, E. J., S1c, while engaged in organized recreation (baseball) at ball field, twisted left thigh while running, causing a muscular strain to left leg (No. 2552) and was treated with Methyl Salicylate and heat lamp. (Only the Medical Department knows what No. 2552 means, we hope!) 1920 Bearisto, J. R., Sgt., USMC, reported aboard for assignment to Transport Quartermaster. Lt. Jackson now has staff to defend his office against raids by Ship's Office yeomen.

PEARL HARBOR, T. H., April 10, 1945

With hundreds of wildly cheering WACS perched on the superstructure, the first annual Napa Napa Paint Chipping Contest was run off yesterday afternoon. As expected, the Second Division made a runaway of the event, which was pronounced a huge success by Lt. Bracken, who compared it favorably with sporting events held in Baltimore.

Due to the large number of expert paint chippers, two teams were entered by the Second Division: Castlebury's Commandos representing the Republic of Texas, and Sanders' Pacific Razorbacks upholding the good name of Arkansas. These teams finished in that order, the winners setting a new 7th Fleet record by chipping 100 sq. ft. of boat deck in 12.13.1. A last minute entry, composed of officers from California who had failed to get off the ship last Christmas, came in a strong third, having had plenty of practice on their own teeth.

The event was run off very smoothly, with the exception of a brief disturbance caused when the Engineers tried to enter a team equipped with a mechanical paint-chipping machine, complete with fan, over-the-side disposal chute, and jo-pot. When the judges pointed out that labor and time-saving devices of this nature are un-navy-like, the snipes, peace-loving fellows that they are, retired in perfect order.

Napa Napa!

ON BOARD U. S. CARRIER, PEARL HARBOR, T. H.,
May 20, 1945

Near riot features first defeat of the unbeaten Napa hoopsters. Going down to their first defeat in ten games, the Napites fought a tough fight, but the flight boys were a little too rugged.

Well trained and in the pink of condition, at least their noses were red, the Napa Napa hoys were a little too overconfident. Normal Napa intramural rules were not acceptable to the high flying boys. They were accustomed to contact from a distance. Accidents will happen, though, and the carrier ace is still trailin' the Napa hot shot.

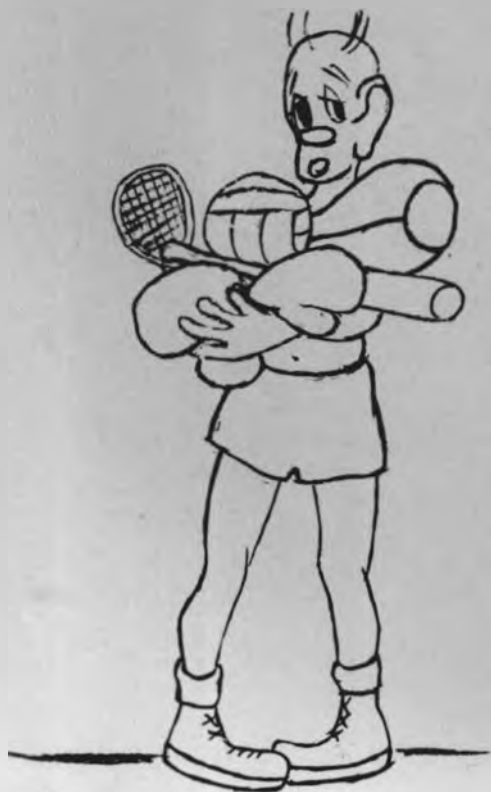
It has been suggested to the Napa team that hand-to-hand combat is a separate sport. Coach Gebhardt has replied, "Yeh! in da women's game, but we ain't no sissies."

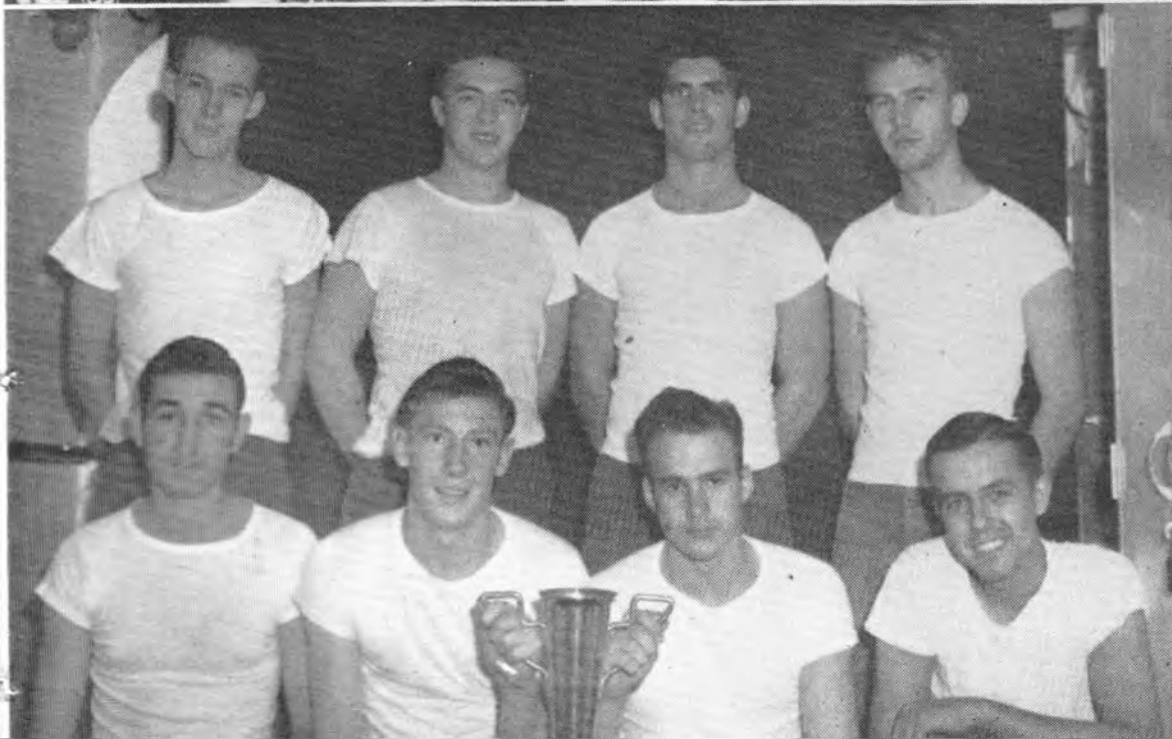
RICHARDSON FIELD, PEARL HARBOR, T. H.,
May 18, 1945

Full of high spirits and Schlitz, the "N" Division piled into a shipward bound P-boat this afternoon, victors over the Engineers, 4-3, in the crucial game climaxing the Napa softball league program. Low in spirits, but full of Schlitz, the snipes followed, brooding over the cruel fate that dropped them in the rolling Hawaiian dust after leading the league parade all season.

A play-by-play account of the game will be found elsewhere in this issue, along with the ship's office plan for maximum leave and liberty in the States. Suffice it to say here that the play as usual was fast, errorless, and of major-league caliber, that the beer truck, as usual, was late, and that the two teams parted the best of friends. That's the Navy way, after all.

The treatment given to the umpire behind the plate, who lost the count with the score tied, bases loaded, and 3 and 2 on the batter, may have seemed severe to some, but this is war, and the morale of the men is important. Friends of the umpire may visit him in sick bay tomorrow. The softball season is over. Now for the Battle of Seattle!





29 APRIL 1945 — 1340
Lt. (jg) D. S. Jacobs, USNR,
reported aboard for temporary
duty.

30 APRIL 1945 — 1605
Fire in No. 4 hold, refrigeration
spaces, and believe it or
not—1610 Fire extinguished.

1 MAY 1945—0800 Sixteen
men advanced in rating.

18 MAY 1945—1800 Ens.
W. T. Howard, USNR, com-
pleted temporary duty on
board and reported for per-
manent duty.

23 MAY 1945—1610 Cast
off all lines; underway en
route Pearl Harbor to Seattle,
Washington.

30 MAY 1945 — 1801
Anchored one mile from
Ferry Landing, Seattle,
Washington. Eight months
in the Pacific makes this city
much more attractive than
it was during our "school
days" here last summer.



NEW MEDICINE STUDIED

SEATTLE, Wash.—June 5. A new elixir of Youth named after its discoverer, Comdr. Robert W. Harris, MC, USNR, studied. "Dr. Harris' Snake Cure" was under investigation by the County Board of Medical Examiners.

Lt. Charles W. Reynolds, MC, USN, protesting the use of the medicine said. "It's 95 per cent alcohol and 5 per cent coconut pulp."

In defense of the product Dr. Harris stated. "What do you expect for 69 cents—Bourbon?"

At the hearing one of Dr. Harris' satisfied customers stated. "Hic—'s wonderful—Hic—."

LIQUOR STORES CLOSED

SEATTLE, Wash.—June 3. The liquor stores in this section of the state will be closed for the remainder of the month of June. In a short statement this morning the State Liquor Board announced that the supply usually consumed in one month had been sold on the first two days of the month, that no bottles remain on the shelves of any of the stores and that many of the clerks are in a state of collapse.

CURFEW IMMINENT

SEATTLE, Wash.—June 1. City Council voted 5 to 4 in favor of placing a curfew on all single girls in the city of Seattle. Under this new city ordinance all unmarried women under 21 years of age must be off the streets before nine o'clock.

R. U. Weke, chairman of the Council, said in explanation of the move. "Since the arrival of a certain naval vessel in Puget Sound, it is no longer safe for a girl to walk the streets of our fair city."

It is believed that the law is a temporary measure and will be lifted in a month.

Wm. J. McCasland, RM1c, in commenting on the new ruling said. "I think it is a splendid thing—how can I get over to Portland?"

HIGGINS OF THE SNAKE PIT or WHO SLAPPED ANNIE ON THE FANNIE WITH A HIGHBALL!

SEATTLE, Wash.—June 8. A certain Mr. Higgins has set the town afire with a new dance, something on the order of "Ducks do it, why can't I do it . . . waddle!" It has gripped the gay set and produced such a demand in the elite clubs, "Snake Pit" and the like, that he has been crowned the new Astaire to modern ballroom dancing. He was so good as to grant an interview to this reporter, and the immortal hooper gave these words of advice: "Mama had a hustle, Papa had a swallow-tail coat and Straus made history by making them wiggle. It is my contention that a wiggle is the secret of success. In my particular style, a waddle, the true expression of the real me, is given complete dominance in my dancing."

Seattle



1 JUNE 1945—0936 Underway to shift berths to Ames Terminal Dock, 1007 Moored starboard side to. It's a long taxi ride to town, but we can sleep a few minutes later in the morning. Let the early birds return by P boat if they prefer. 1130 Nine men advanced in rate. Mast reports absentees are increasing, but not alarming. 0732 Underway to Port of Embarkation. 0907 Moored Pier 37.

16 JUNE 1945—1430 Commenced loading cargo.

17 JUNE 1945—Ens. J. J. Burke, USNR, transferred to U. S. Naval Hospital to be operated on for acute appendicitis after more than a full year on duty with the Napa and its embryo crew. Nearly five months later "Honest John" is still trying to get transportation to the ship in accordance with his orders, but State-side authorities still tell him the Napa is expected in port any day now and refuse to let him leave San Francisco.

19 JUNE 1945 -- 1007 Commenced embarking Army troops. 1755 Completed same. 1859 Underway enroute Honolulu, T. H. Only two men failed to make the ship, and one of them soon re-joined. A few more masts, a few more punishments to be served, and only richly embellished tales, oft retold, will be left of the Napa's return visit to Seattle.

Good Bye Mama, I'm off to Yokohama

THEN the band struck up a most appropriate tune . . . "Sentimental Journey." As the strains of this song were wafted over the clear morning air, many a battle-hardened veteran with (a Good-Conduct Ribbon pinned to his manly bosom) could be heard gulping audibly, and perhaps hiding a tear. For they were off to the wars! It was indeed a touching moment, and even the forced gaiety of the Red Cross women as they cheerfully doled out cups of insipid coffee and plaster of paris doughnuts could not dispel the gloom.

One young lad of seventeen who was wearing the chevrons of a Master Sergeant was trying his best to hide a trembling lower lip. "What's the matter, Sarge," I asked, "sad at the thought of leaving the States?" "Nossir," he replied, "that S.O.B. leading the band won my address book in a crap-game last night, and he's staying here!" Just then a very rugged looking individual came up and took his chevrons away from my seventeen-year-old friend.

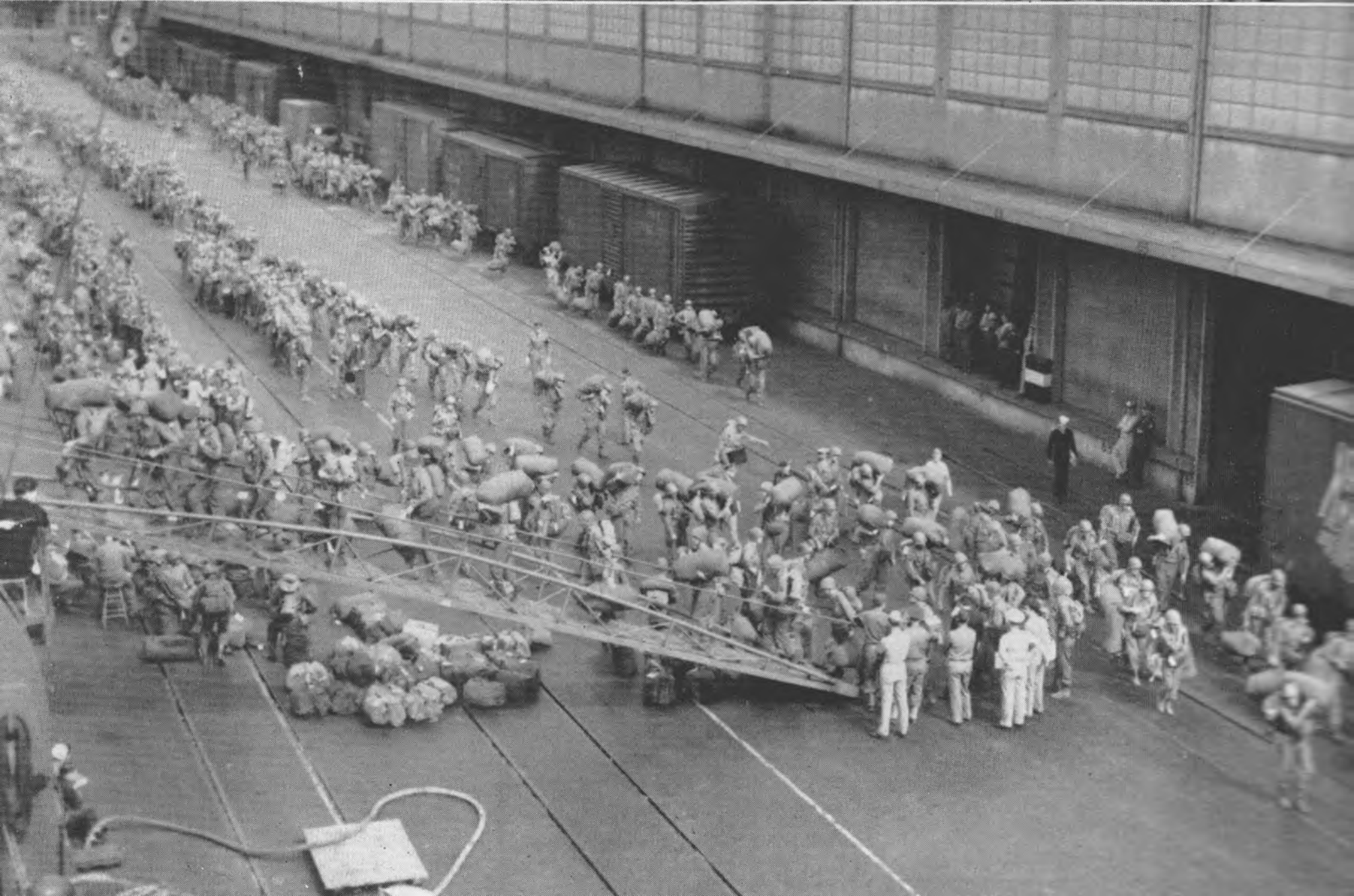
As the last lines were cast off from the dock, a sudden grimness seemed to permeate the atmosphere. Soldiers were to be seen tensely cleaning their rifles, B. A. R.'s, carbines, and stomachs (all internally of course), and sailors were to be seen tensely cleaning brass name plates to the tune of ". . . put some elbow grease with the bright-work polish, you apes."

The trip itself was rather uneventful although on D-Day minus two at approximately 1000, an excited look-out hurriedly awakened the Officer of the Deck with the shout, "Enemy planes, sir." "Where away?" drowsily queried the OOD. "Thataway," proudly replied the look-out. "All hands man your battle stations," and the raucous blaring of the general alarm caused men to rush pell-mell (King size, of course) up and down ladders, and passageways. But before all guns were manned, the members of the "Meat-Ball Express" were already joining their ancestors. An intense and deadly barrage from the "doggies" lining the rail plus voluminous clouds of thick, white smoke prepared by our Chief Smoke Maker (now warrant S.M.) caused the slant-eyes to crash. Thirty minutes after we'd secured from G.Q., a plaintive voice from inside the cavernous depths of a talker helmet could be heard to say, "It's a Betty."

The morning of D-Day dawned (as is always the case) bright and clear. But what's this? No intense pre-invasion bombardment by scores of battleships, cruisers, "tin-cans," and motor whale-boats? No pre-invasion bombing of "Blue-Beach One" by thousands of Navy and Marine Corps planes? Hell no. Mac, this is Honolulu, and you're disembarking over the gangway! And with Diamond Head fading away in the distance, with the strains of "Sentimental Journey" (sentimentally played by a sentimental Army band) still ringing in our ears, we take leave of Hawaii—Paradise of the Pacific—and our doggie passengers, who are even now fighting for their lives in downtown Honolulu.



Loading Troops



26 JUNE 1945 — Moored starboard side to Pier 39-D, Honolulu, T. H., and commenced debarking troops within the hour, unloading cargo later.

27 JUNE 1945 — Four men apprehended in shaft alley with two (2) full cases of beer, one (1) empty case of beer. Evidence in custody of Chief Master at Arms. How many men got away? 2140 Completed loading supplies and provisions from U. S. Naval Supply Depot, having received the following: flower, wheat, 20,000 pounds; sugar, granulated, 5,000 pounds; pumpkin, 1,200 pounds; rice, 2,400 pounds; potatoes (sweet), 2,464 pounds; oil (salad), 360 gallons; BEANS, kidney, 1,000 pounds; soups, assorted, 192 pounds; peas, 2,948 pounds; cereal (dry), 796 pounds; milk, powdered, whole, 1,500 pounds; turnips, 1,170 pounds; sausage, bologna, 1,980 pounds; bacon, 1,847 pounds; pork loins, 2,120 pounds; eggs, 3,000 dozen; butter, 1,980 pounds; beets, 800 pounds; yeast, 300 pounds.

28 JUNE 1945 — 0230 Completed unloading cargo from



States. 2345 Completed loading cargo. 0915 Completed embarking troops.

29 JUNE 1945—1409 Underway enroute Eniwetok, Marshall Islands.

2 JULY 1945—2400 Advanced date one day to conform to zone 12 time. The Fourth of July already, but at sea it's just another day of "STEAMING AS BEFORE."

7 JULY 1945—0939 Anchored in 20 fathoms of water Eniwetok, Marshall Islands. 2115 Hicks, P. L., MaM2c, suffered a laceration of the right eye as a result of an accidental collision with a soldier. After examination he was not admitted to "sick bay." "Red" was so mad explaining that he did not smile for three days.

10 JULY 1945 — 0814 After general quarters drill, went to condition 1-ABLE and unloaded all boats. 1020 all boats back on board and drills secured. OLD STUFF.

11 JULY 1945—Same as the 10th.

12 JULY 1945 — 0800 Chief Kinslow, as popular a sheriff as any MAA can ever be, was transferred to salvage school in New York City. Good duty!

14 JULY 1945—1204 Underway enroute to Ulithi. 1533 Commenced AA firing. The main battery knocked down a sleeve broad on the starboard quarter. Gun 41 claimed credit for it! Secured from AA firing.

18 JULY 1945—0936 Sighted Islands of Zohnoiyuru Bank, at least that's what the navigator entered in the log. 1340 Anchored at Ulithi, Caroline Islands, in 23 fathoms of water, coral and sand bottom. Sounds romantic, but you can have our share of it.



20 JULY 1945 — 1645 Another draft of good men transferred from the Napa to bolster the crews of other less fortunate ships.

21 JULY 1945 — 1945 What seaman "caught first toe of left foot in electric fan upon getting up for watch?" That almost tops the radarman who broke his thumb when he fell out of his bunk during the collision at Iwo!

24 JULY 1945 — Anchored as before. Chief Kruse had a big day—1130 he was promoted to the rank of Electrician (T) and at 1445 he was transferred to the nearest naval district within the continental limits of the United States. "Lucky Man." Chiefs Nickelatti and Key equally lucky a month later.

28 JULY 1945 -- 1710 Lt. Comdr. R. W. Harris, (MC), USNR, was injured while returning to ship from organized recreation: diagnosis, fractured tibia: award, first place in the high jump.

29 JULY 1945—0714 Underway for Hagushi, Okinawa Island, Nansei Shoto group.



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5 AUGUST 1945—1150 Anchored in Machinato anchorage, Okinawa. 1620 Commenced debarking troops. 2035 Ceased debarking troops.

6 AUGUST 1945—0207 Air raid. Went to GQ. 0350 Secured from GQ. No action, but no sleep either. 0755 Commenced unloading cargo.

7 AUGUST 1945—0205 Same as 0207 yesterday. 2058 Air raid. Went to GQ. Quiet, but popular B. C. (Baby Boats) Schlabach fell into No. 4 hold while going to his battle station and died within an hour. 2117 Secured from GQ—A few bombs but none close. 2300 Completed unloading No. 1 and No. 5.

8 AUGUST 1945—0240 Red alert again. GQ until 0400. AA action in distance, but nothing close. 0602 Completed discharging all cargo. 0845 Completed disembarking troops. Military funeral for Schlabach after which he was shipped ashore for burial in a government cemetery. 1101 Underway enroute to Saipan.



Okinawa

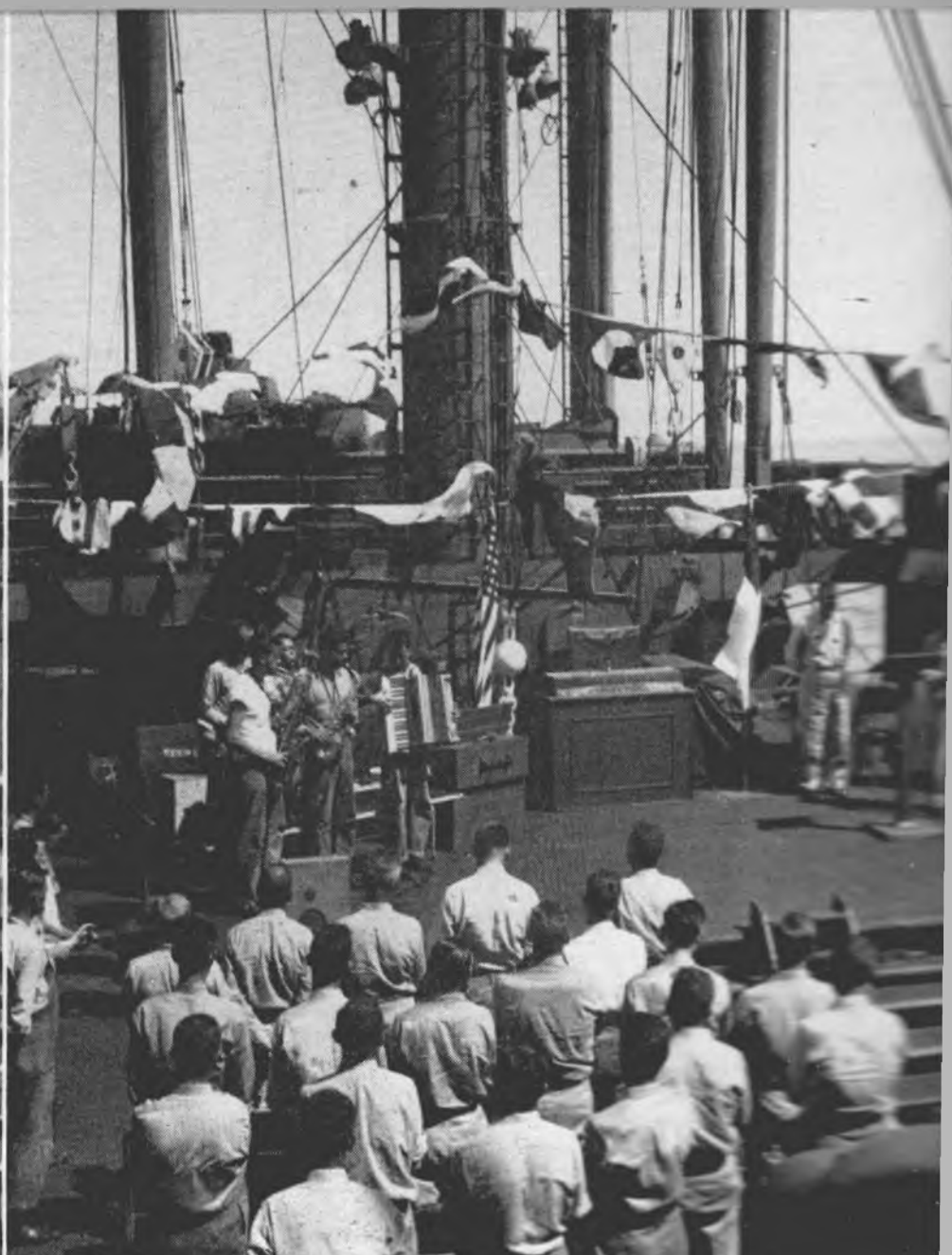
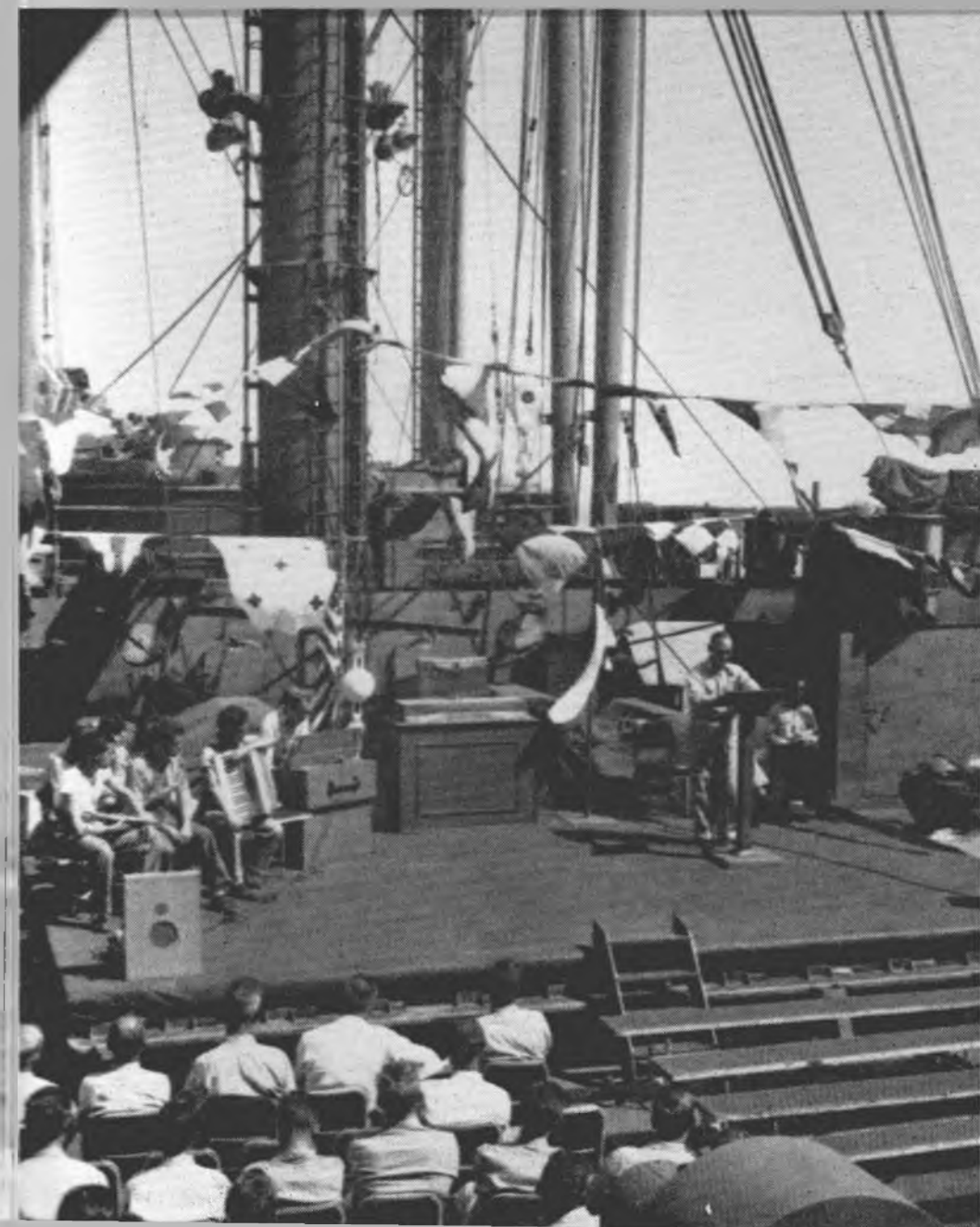


14 AUGUST 1945 — 1358
Dropped anchor in outer harbor, Saipan, Marianas Islands.

15 AUGUST 1945 — 0940
Received official notice as per ALNAV No. 194 of a successful conclusion of the war against Japan.

17 AUGUST 1945 — 1318
Underway enroute to Leyte, Philippine Islands.

W





21 AUGUST 1945—1023
Anchored in San Pedro Bay
Anchorage, Leyte, P. I.

25 AUGUST 1945—1508
Underway proceeding to
Manila, Luzon Island, P. I.
Steaming through historic
waters.

27 AUGUST 1945—0700
Sighted Corregidor Island.
0706 Sighted Mt. Bataan,
bearing 035 true, distance
about 30 miles. 0930 passed
Corregidor Island abeam to
port. 0945 El Fraile (Fort
Drum) to starboard — the
concrete shop. 1110 An-
chored in Manila Bay, Luzon,
P. I. Sangley Point (softball
and beer); Subic Bay, Man-
ila, our first chance to see the
war wreckage of a modern

city; black market prices dis-
couraged souvenir hunting;
poisonous liquor discour-
aged drinking (even mild),
strictly P— P— boys!

28 AUGUST 1945—Gab-
atino and Dacanay left the
ship on six days leave to visit
relatives.

30 AUGUST 1945—1540
First group of high pointers
left the ship to return home.
Now we know the war is
over. Leiken, Forzano, Hyl-
dahl, Hyde, Kartman, Little-
john, Ochandarena, Sulli-
van, Warren, Ray, Johnson,
Titus, Volpe, Hudson. Hope
you fellows take care of
what's left until we make it
too!

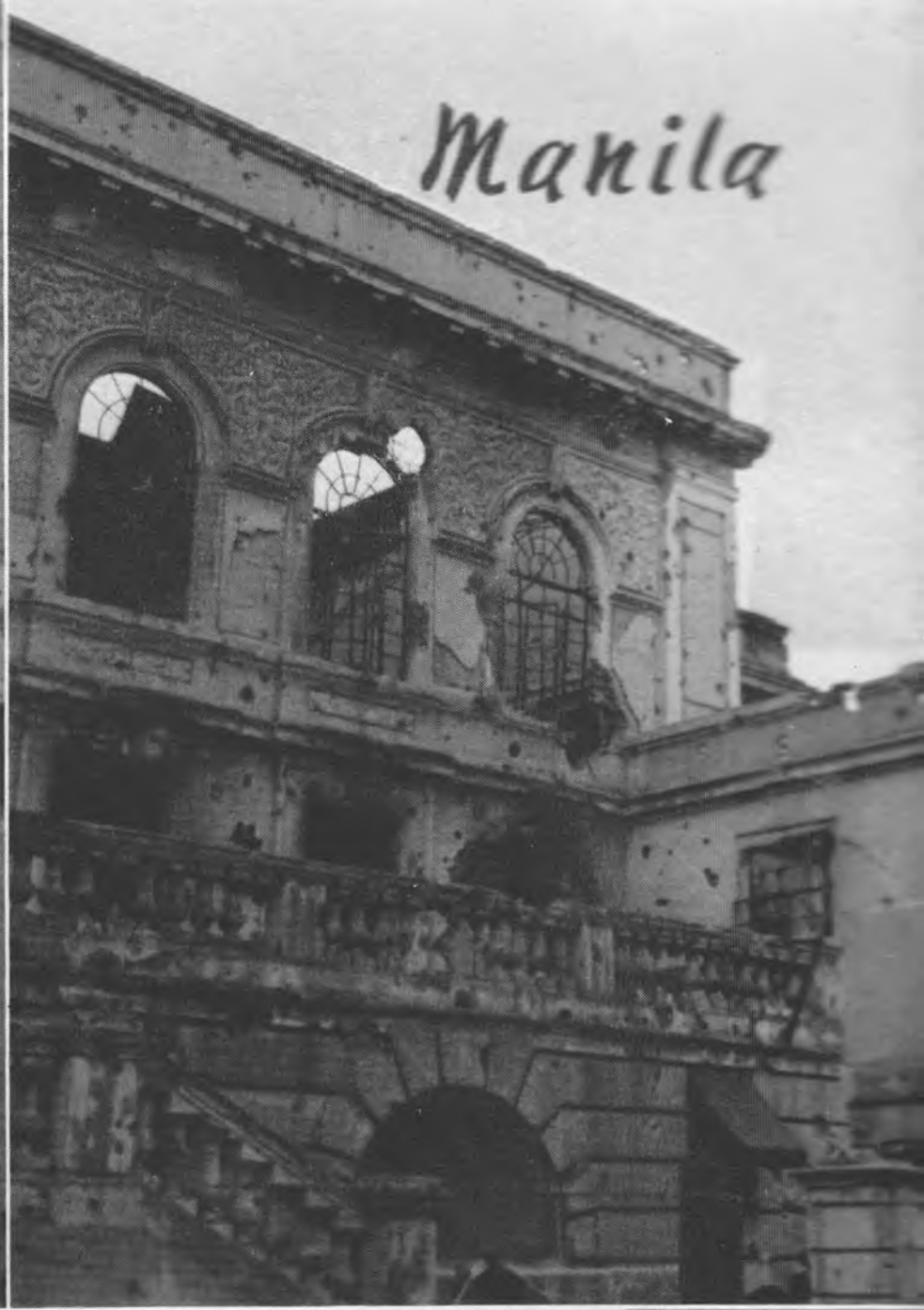
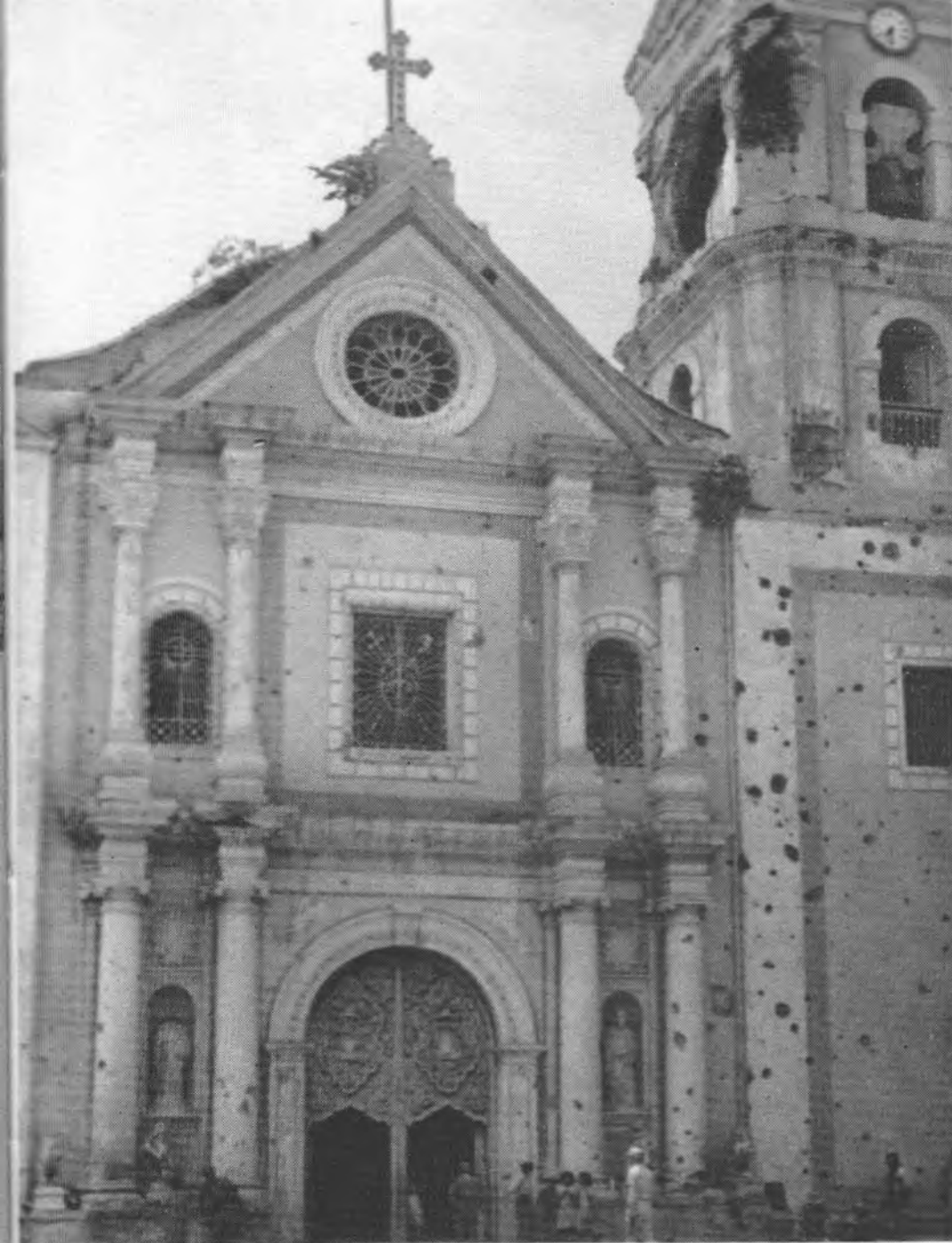
2 SEPTEMBER 1945 —
0945 Moved to berth at Pier
No. 1 in Manila Inner Har-
bor. 1505 Commenced em-
barking troops, elements of
43rd Div., 8th Army. 1700
Commenced loading cargo.

3 SEPTEMBER 1945 —
1645 Completed loading
cargo.

4 SEPTEMBER 1945 —
1600 Completed embarking
troops.

5 SEPTEMBER 1945 —
1720 Fire in the incinerator
room. Repair parties No. 1
and No. 5 called out to take
charge. 1752 Fire reported
extinguished. Estimated
damage: minor damage to
incinerator, laundry stores,
and paint.







PLAN OF THE DAY

- 0127 Call Duty BM, MMA, Bugler, Cooks, Bakers, Yeomen, Deck-Apes.
- 0128 Reveille
- 0130 Pipe to breakfast
- 0135 Pipe sweepers
- 0135½ Turn to (and I do mean you)
- 1100 Call officers
- 1130 Call the executive officer
- 1157 Pipe sweepers
- 1200 Pipe to dinner
- 1202 Pipe sweepers
- 1202½ Turn to (yes again) paint chippers chip paint (and teeth), chromaters follow paint chippers and chromate, painters follow chromaters and paint, chippers follow painters and chip like mad.
- 1530 Knock off work for thirty seconds for a cigarette. The smoking lamp is out throughout the ship.
- 1530½ Set all special sea and anchor details, make all preparations for entering dry dock.
- 1945 Underway
- 2100 Secure special sea and anchor details. Pipe to supper.
- 2102 Set condition 1-A. Lower all boats to the rail.
- 2230 Secure from condition 1-A. Exercise all hands at abandon ship drill.
- 2300 Secure from abandon ship drill. Exercise all hands at man-overboard drill.
- 2315 Secure from man-overboard drill. Exercise crew --period.
- 2330 Secure from all drills and exercises. Pipe sweepers. Tattoo.
- 2400 Taps. Captain's Mast.
- NOTES: There is to be no paint chipping within 100 yards of Officers' Country, and within 200 yards of the Executive Officer's stateroom. Any suggestions which will make for a happier crew are to be turned in to the suggestion box in Number Seven hold.

R. C. LYNCH, Lt. Comdr.
Executive Officer

7 SEPTEMBER 1945 —
1029 Underway for Yokohama, Japan. The war may be over, but we still think anything can happen.

8 SEPTEMBER 1945 —
1935 All ships in convoy turned on full navigational lights. After so many months of darkness the lights look like a harbor full of ferry boats.

13 SEPTEMBER 1945 —
0510 Sighted Suno Saki Point. 0634 Sighted main island, Honshu, and various small islands. 0645 Stopped for Squadron Flagship to take on pilot. 0750 Formed single column. Two months ago no one on the ship would have taken any bets on our steaming up Tokyo Bay in broad daylight with nothing but friendly planes overhead, a few fishing junks as spectators, and without a shot being fired. The weather is slightly overcast, with a strong haze dimming details on shore, but large white squares among the green of the woods show where coastal defense guns have been surrendered to our advance forces. 1046

Passed Fort No. 3. 1054
Passed Fort No. 2. (Don't know what happened to Fort No. 1, do you?) 1241
Anchored off breakwater, Yokohama, Japan. 1752 Stationed armed net sentry and picket boats.

14 SEPTEMBER 1945 —
1235 Moved in to berth A, North Dock, to unload. A



large APA 157 painted in black on the lighthouse at the end of the breakwater—our memorial to a defeated Japan. The boat crews evidently kept busy while awaiting us. Napa Napa! 2230 Completed unloading cargo.

15 SEPTEMBER 1945 —
0715 Debarked troops. 0751 Underway to return to anchorage outside breakwater.

17 SEPTEMBER 1945 —
1915 All boats taken aboard as seas develop. 2315 Veered chain on port anchor to 75 fathoms as wind increases in accordance with typhoon predictions.

18 SEPTEMBER 1945 —
0000 Regular sea watch on deck. Main engine ready for use. Very heavy weather with winds gusting to 50 knots. Heavy seas. Barometer falling steadily. Light to heavy precipitation. 0700 Dropped starboard anchor. Storm reached peak. Wind 52 knots with gusts to 70 knots. 1000 Barometer rising, wind falling. 1158 Heaved in the starboard anchor. 1620 Secured main engine.



Yokohama



19 SEPTEMBER 1945—0600 Underway enroute to Guam.

23 SEPTEMBER 1945 — 1539 Moored port side to pontoon dock Apra Harbor, Guam.

Commenced loading cargo for elements of the 6th Marine Division.

25 SEPTEMBER 1945 — 0452 Commenced embarking Marine troops. 1940 Completed loading cargo and embarking troops.

30 SEPTEMBER 1945—1316 Underway to Saipan. 1616 Streamed paravanes. There may be mines on this trip.

1 OCTOBER 1945 — 0730 Anchored in berth 44, Saipan Harbor, Saipan Island, Marianas Islands.

2 OCTOBER 1945 — 1359 Underway for Chefoo, China.

11 OCTOBER 1945 — 0850 Anchored 600 yards north of berth Fox 10, Tsingtao Harbor, China. (What happened, Navigator?)

16 OCTOBER 1945 — 1935 Received following stores aboard, inspected as to quantity by Chief Pay Clerk E. Ballard, and as to quality by Lt. Comdr. Harris: 4800 dozen eggs, fresh from Lee Shun Co., Tsingtao, China.

17 OCTOBER 1945 — 1558 Underway from Tsingtao, China, to Manila, Luzon, Philippine Islands.

Tsingtao

“UTOPIA,” or the land where you can get fifteen thousand dollars for one! So goes the slogan and so went the millions of wild dollars in a very friendly country.

A sampan fleet was out to greet us. Through the international gestures that always work, the coming liberty was given extra spice and flavor. All that we hoped would be China, China was! “The good Earth” appeared to be literally abundant! Silk, Vodka and the all-too popular “Lotus Blossoms” raised international relations to an exhausted pitch. Now, like the “Old Salts” the “Feather Merchants” can echo—“When I was in China in '45!”

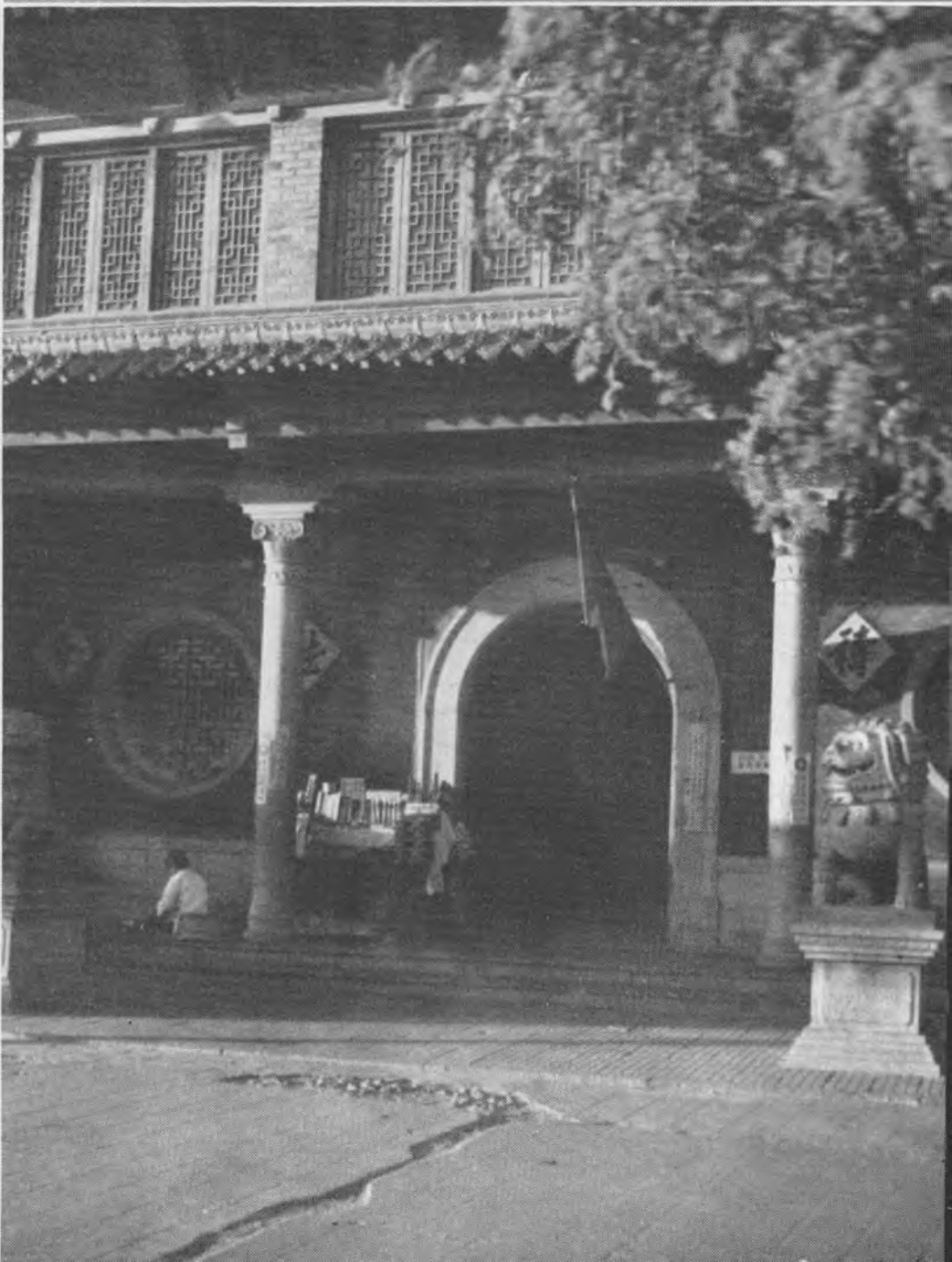
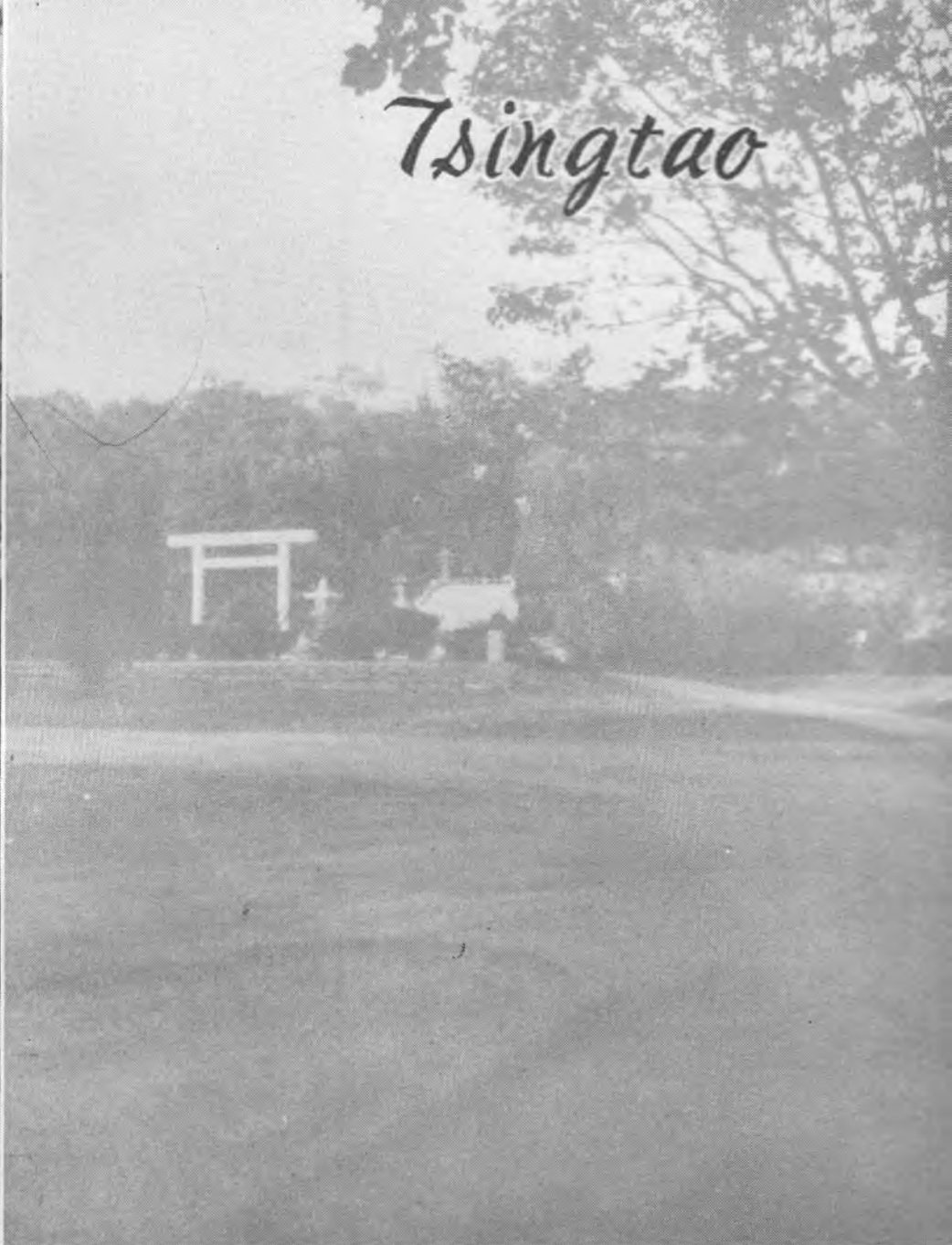
Aside from the human aspects, which were some aspects, the city itself had a type of charm. German, Russian and Chinese influence intermingled to make a completely international appearance. Through the narrow streets, “Chop, Chop” echoed and re-echoed as the Napa Crew galloped the ricksha runners to all the points of interests. Some men went into the thorough investigation of the unusual architecture and their findings were most agreeable. “Clever, these Chinese!”

Along with their art in making silk, their alcoholic manipulations were, to say the least, dazzling! Steak and Vodka, eggs and Vodka, rice and Vodka or just plain Vodka makes an excellent meal! If you can grow plants in liquid, it proves that there is something in this flowing diet! All the U. S. whiskeys were sold there, with a good dash of local fermented rice. Needless to say, there were a goodly number of fermented whiskey lovers!

The citizens received us with open arms, cheers and applause. All the streets were draped in paper flags and all the merchants were draped in yen. It was a happy place with an unsubdued gaiety that captivated everyone who went ashore. The ricksha was a new experience that wanted to be repeated and repeated. Down to the docks, through the bursting streets, the Napa men streamed in. An occasional baby or two was merely an extra present for Mom. “ ‘Cause she loves kids.”

Now we see China, not as a land of make-believe, not as a press notice, but as a living, loving land of teeming smiles and open-hearted people.





23 OCTOBER 1945—0933 Anchored in berth 589, Manila Bay, P. I.

24 OCTOBER 1945—1310 Another group of men sent ashore for discharge: Wolverton, W. C., S1c; Brown, J. V., CM3c; Brown, W. E., Cox.; Flores, C. R., S1c; Froehlich, R. W., S1c; Mancellas, P., S1c; Rivera, A. B., Sr., S2c; Smith, J. E., MoMM2c; Terry, J. B., S1c; Wynn, V., CM3c.

27 OCTOBER 1945 — NAVY DAY. 0800 Dressed Ship. Mustered "Ship" Company for presentation of decorations and awards earned during the Iwo Jima Campaign. Presentations were made to the following:

- Captain F. Kent Loomis, USN—
Legion of Merit
- Lt. Comdr. L. R. Schroeder—
Commendation Ribbon
- Lt. (jg) W. C. McCutcheon—
Commendation Ribbon
- Lt. Comdr. E. duPont, Jr.—
Purple Heart Medal
- G. E. Rouse, CBM — Purple
Heart Medal
- J. H. Ward, CCM —Purple Heart
Medal
- R. P. Dearen, Cox — Purple
Heart Medal
- C. S. Pertl, S1c—Purple Heart
Medal

30 OCTOBER 1945 — 0400 Underway en route Haiphong, French Indo-China.

2 NOVEMBER 1945 — 0738 Anchored in Berth "ABLE-8" in Tonkin Gulf, off Dason Peninsula, French Indo-China. NO LIBERTY!

3 NOVEMBER 1945 — LIBERTY!

4 NOVEMBER 1945 — LIBERTY AGAIN!

7 NOVEMBER 1945 — NO LIBERTY! Special party to Light House Isle. Where's the souvenirs? An old boat, a tree—no beer, no souvenirs. "Whatcha carryin' all those cartons for, mate?"

8 NOVEMBER 1945 — Where are the Chinese? No liberty, no Chinese—NO morale!

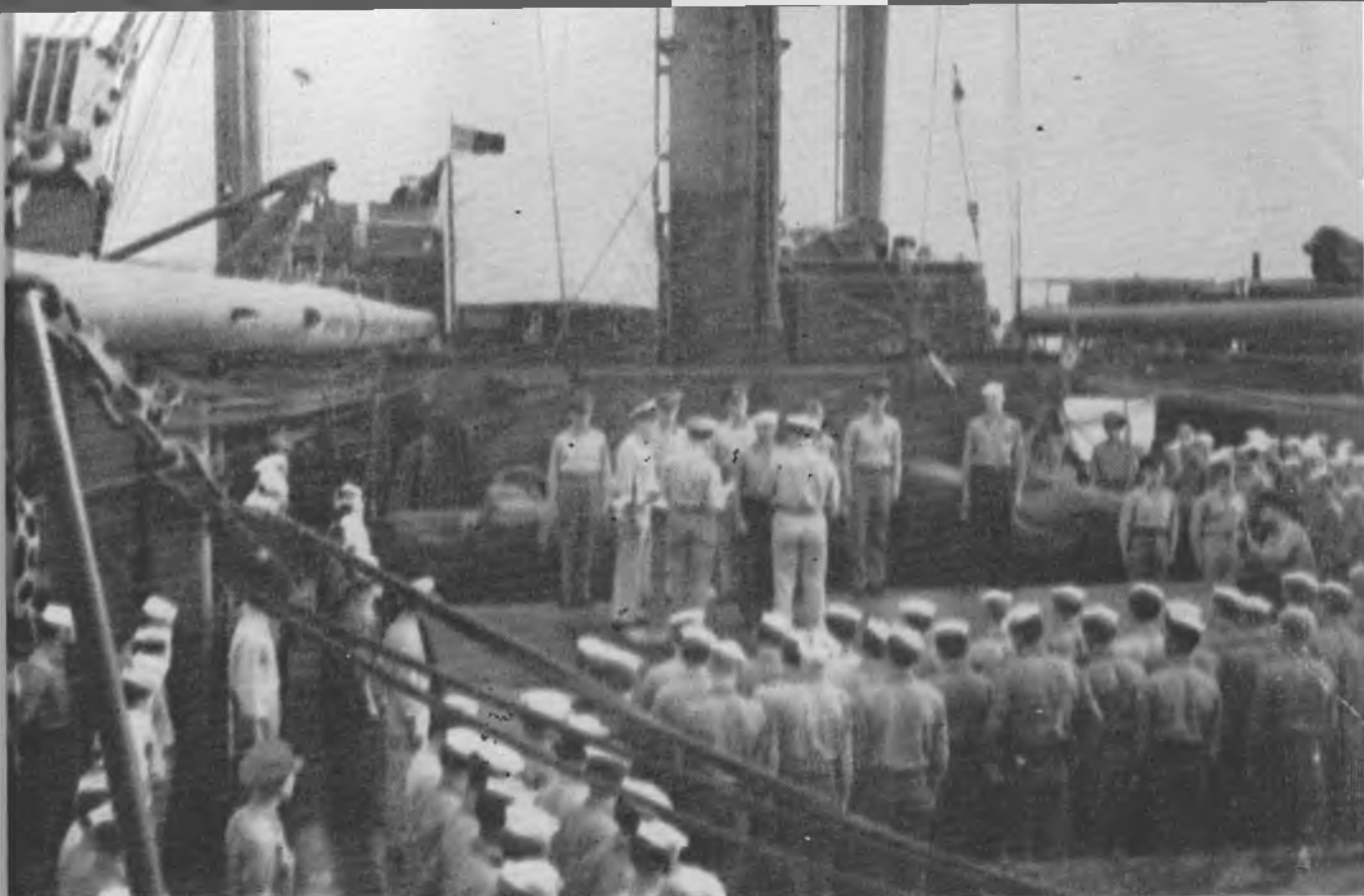
9 NOVEMBER 1945 — 0800 Anchored as before.

13 NOVEMBER 1945 — 0645 Commenced embarking troops—the Chinese. They bring a little morale.

14 NOVEMBER 1945 — 0858 Underway en route Takao, Formosa, with elements of the 62nd Chinese Army on board.

18 NOVEMBER 1945 — 1055 Anchored off shore five miles south of Takao, Formosa. 1145 Commenced debarking all troops. 1230 Completed debarking troops.

19 NOVEMBER 1945 — 0716 Underway en route to Manila, Luzon, P. I. Good weather—



21 NOVEMBER 1945—1129 Anchored in Berth 61, Manila Bay, Luzon, P. I. 1400 Honest John Burke reaches the ship after an extended leave in the States. "Hi, John!"

22 NOVEMBER 1945—Thanksgiving Day. Do we have anything to be thankful for?

22^{1/2} NOVEMBER 1945—???? "This is the Captain speaking. It's still Thanksgiving. In Manila today I turned in the oriental rug and exchanged it for a MAGIC CARPET — STATESIDE!" "That is all."

23 NOVEMBER 1945 — 1300 "Hey mate, don't forget that cable."

26 NOVEMBER 1945 — 1447 Anchors Aweigh! Underway to inner harbor. 1620 Moored starboard side to Pier 15, Manila Harbor.

27 NOVEMBER 1945 — 0805 Commenced embarking troops. "Cherchez les femmes!" Starboard list—15°. "It's verbotem." Ah! The Heart of an Empire! 1155 "San Francisco, here I come."

And How!

First Day—Clear weather, warm sun. Sunbathing.

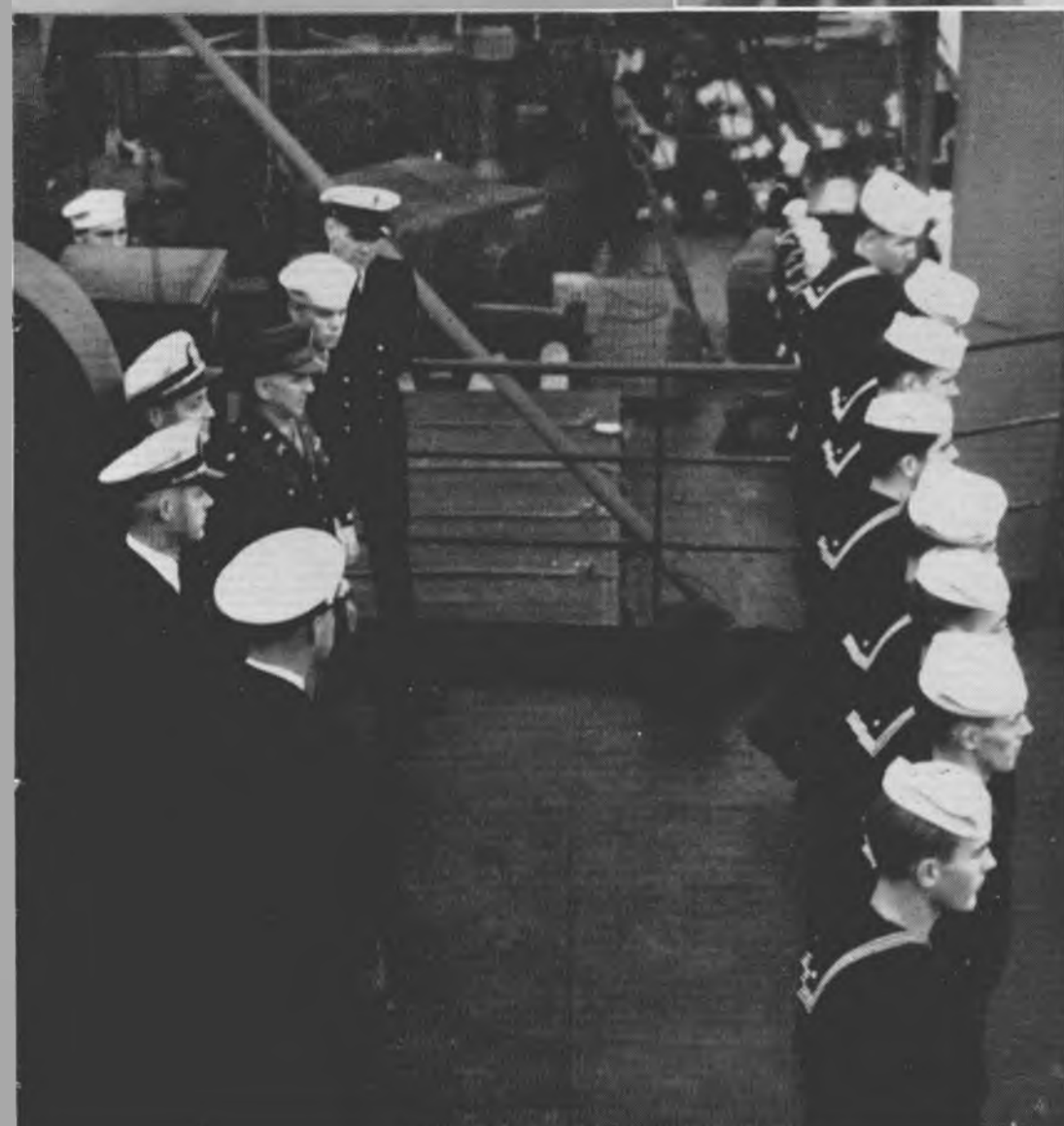
Fourth Day—Where are the Wacs?

Sixth Day—Heavy Seas, cold weather, heavy clothes. No more backless, neckless, legless Wacs.

Tenth Day—Will our destination be changed?

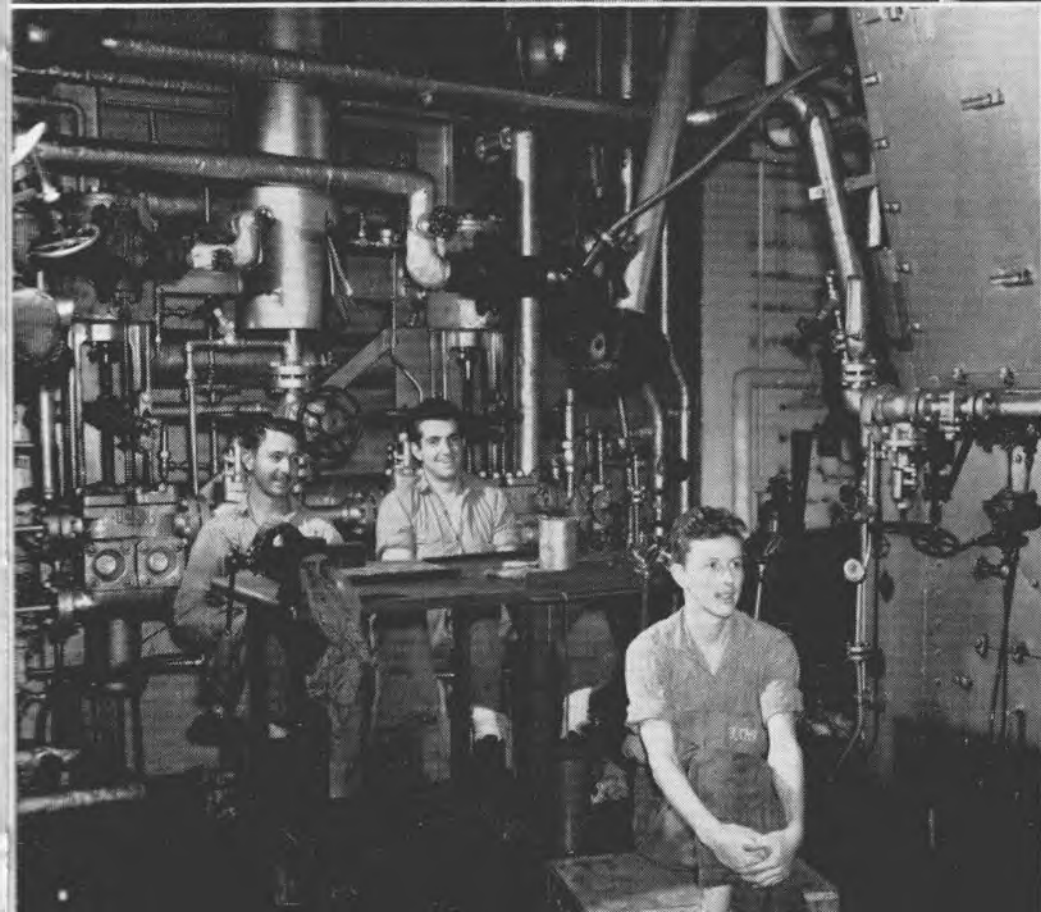
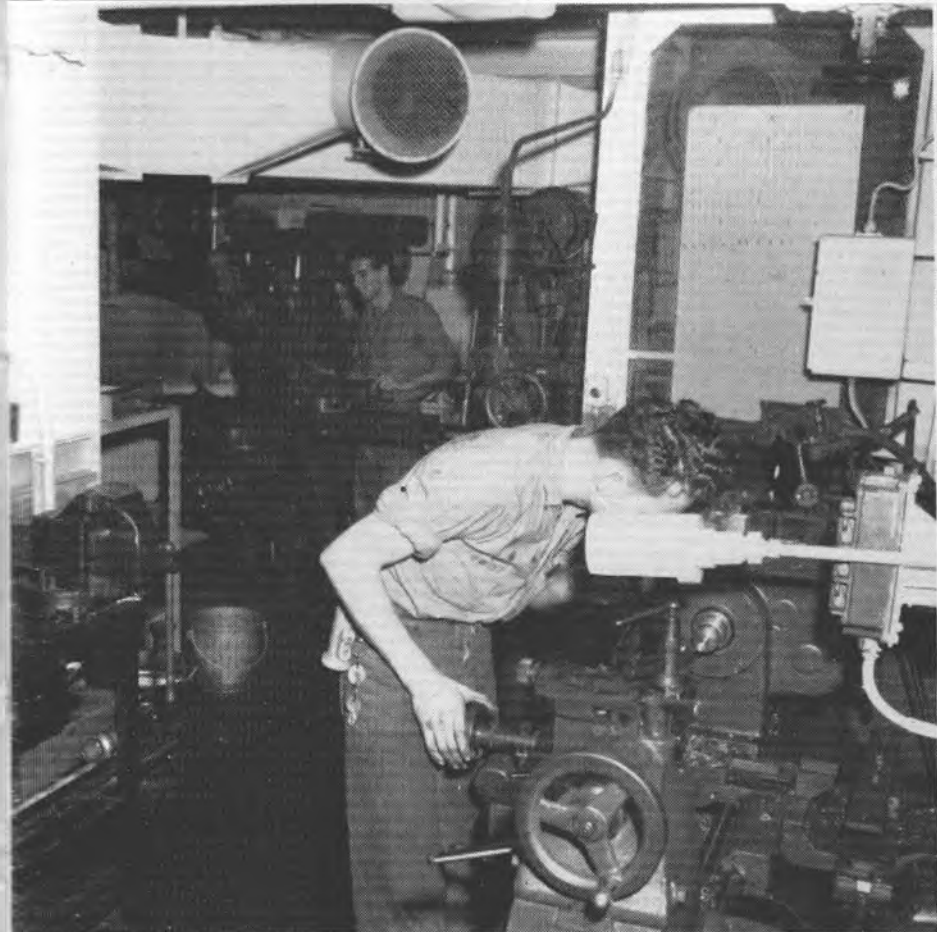
Seventeenth Day—Engineers arrive in Frisco. Navigator still at sea.

15 DECEMBER 1945 — San Francisco, here we are. Open the Golden Gate, we're on our way home.



Home





4 JANUARY 1946. 1322 Commenced receiving mail aboard. 1445 Commenced embarking troops. 1635 Stationed special sea and anchor detail. 1700 Cast off all lines and underway from Pier 38 South, in accordance with CTG 16.12 despatch of 12 December 1945, to Shanghai, China, on various courses and speeds to conform with safe navigation.

5 JANUARY 1946. 0800 Mustered crew at quarters; no absentees. 1000 Made daily inspection of magazines and smokeless powder samples, conditions normal. 1140 Changed course to 070 T and PGC. Returning to San Francisco, California, USA, in accordance with orders from ComWesSeaFron 051912-1946.

6 JANUARY 1946. 2000 Changed course to 245 T and PGC, back to Shanghai.

7 JANUARY 1946. 0000 Steaming independently on boilers No. 1 and No. 2, enroute San Francisco, California, to Shanghai, China. 2129 Exchanged signals with SS OREGON EXPRESS, ship of Norwegian Registry. Changed speed to 43 RPM, 10 knots. Standing by to give medical assistance to wife of Laree BLOM, who is Master of SS OREGON EXPRESS. Symptom of patient is diabetic coma. 2141 Changed course to 300 T and PGC. 2158 Commenced maneuvering to give aid to OREGON EXPRESS. 2214 Lowered boat to take ship's doctor to OREGON EXPRESS.

12 JANUARY 1946. 0930 All hands at quarters for presentation of awards for meritorious action during the assault phases of the invasion of Iwo Jima.

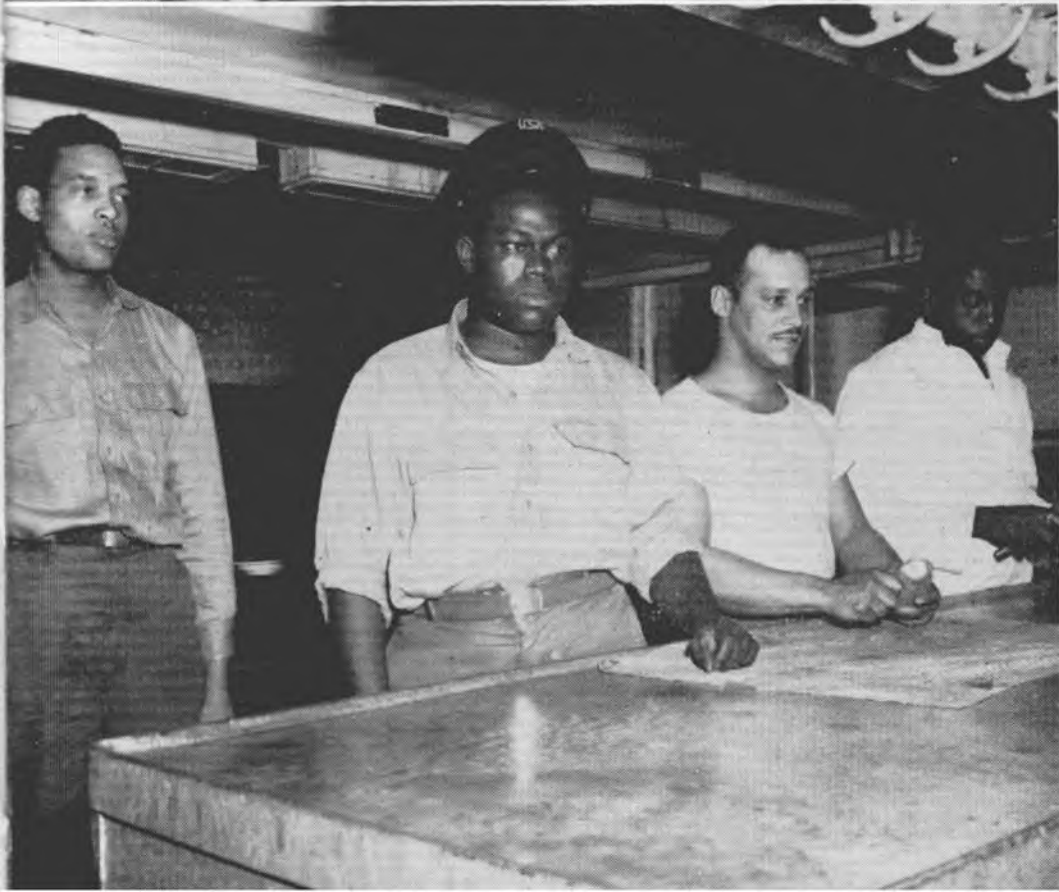
MARE Island, the Napa was home for a "breather" and Georgia Street, Main Street and Nob Hill resounded with the well known battle cry, "Napa, Napa." When the hang-over fog from a gay New Year's Eve party parted and began to blow away, the managers of the Casa de Vallejo and St. Francis Hotel looked around and surveyed the wreckage. Hardly had the eyes of the crew lost their bloodshot look when they found 883 Naval personnel passengers boarding at San Francisco and three fourths of them "red, hot boots." The trip out was going to be very interesting to say the least and then THE MESSAGE was received 18 hours out of port and the laundry was swamped in a wild rush to get "dress canvas" ready.

The excitement had just died down when on the third night we passed the Norwegian ship, S. S. "Oregon Express" and received a call for medical assistance. The "R" boat was lowered and Dr. Morris and Dr. Robertson (a passenger) went over to assist "Willie" Webber on the case. Rumors flew fast and furious and at the time of this writing there are some false impressions, let it be known that the lady in distress was the Captain's wife and she did not have a baby.

Just for everyone's personal satisfaction, does anyone know if that passenger found Charlie Noble to get the key to wind the Anchor Watch from him. There were several other people who were looking for such articles as "red kerosene" for the port running light, the locker with the "eagle poles," the valve for the "blue steam" and the "de-rusting compound" to put in the pail of water that little fellow carried all over the ship.

Not to be outdone in such spectacular performances by the passengers, the Ship's Company "fell in" on the forward boat deck to witness the presentation of awards by the Captain. E. J. Robichaux received the Bronze Star Medal and its twin was sent to R. E. Temple for their exemplary service at Iwo Jima. Letters of commendation were presented to the entire "R" boat crew of the Iwo Jima Operation for their exceptionally meritorious service in that operation. Not a bad display to exhibit to the passengers of the efficiency of this crew. "Shrimp Eater" Robichaux blushed when he got his award but, that's because he's bashful.

Back to a regular steaming watch, what a life!! Nothing ever happens at sea. Ho!!! Hum!!!



23 JANUARY 1946. 0001

Anchored in the outer estuary to the Yangtze River. China with 45 fathoms of chain to the starboard anchor. 0750 Commenced heaving in remainder of anchor. 0813. Anchors aweigh. Underway from outer estuary of Yangtze River steering on various courses and speeds. 1257 Passed quarantine buoy abeam to port, distance 400 yards. 1258 Let go starboard anchor. 1417 Stationed special sea and anchor detail. 1421 Veered starboard anchor to 75 fathoms in seven fathoms of water. 1425 Secured special sea and anchor detail.

24 JANUARY 1946. 0714

Set special sea and anchor detail. 0731 Underway from Quarantine Area. Steering on various courses and speeds to and in Whangpoo River to Shanghai. 1120 Secured special sea and anchor detail. Set a regular port watch. Moored to buoys No. 1 and No. 2. A good anchorage for the Napa—just a few minutes ride to the Customs Jetty.



DEAR Percy,

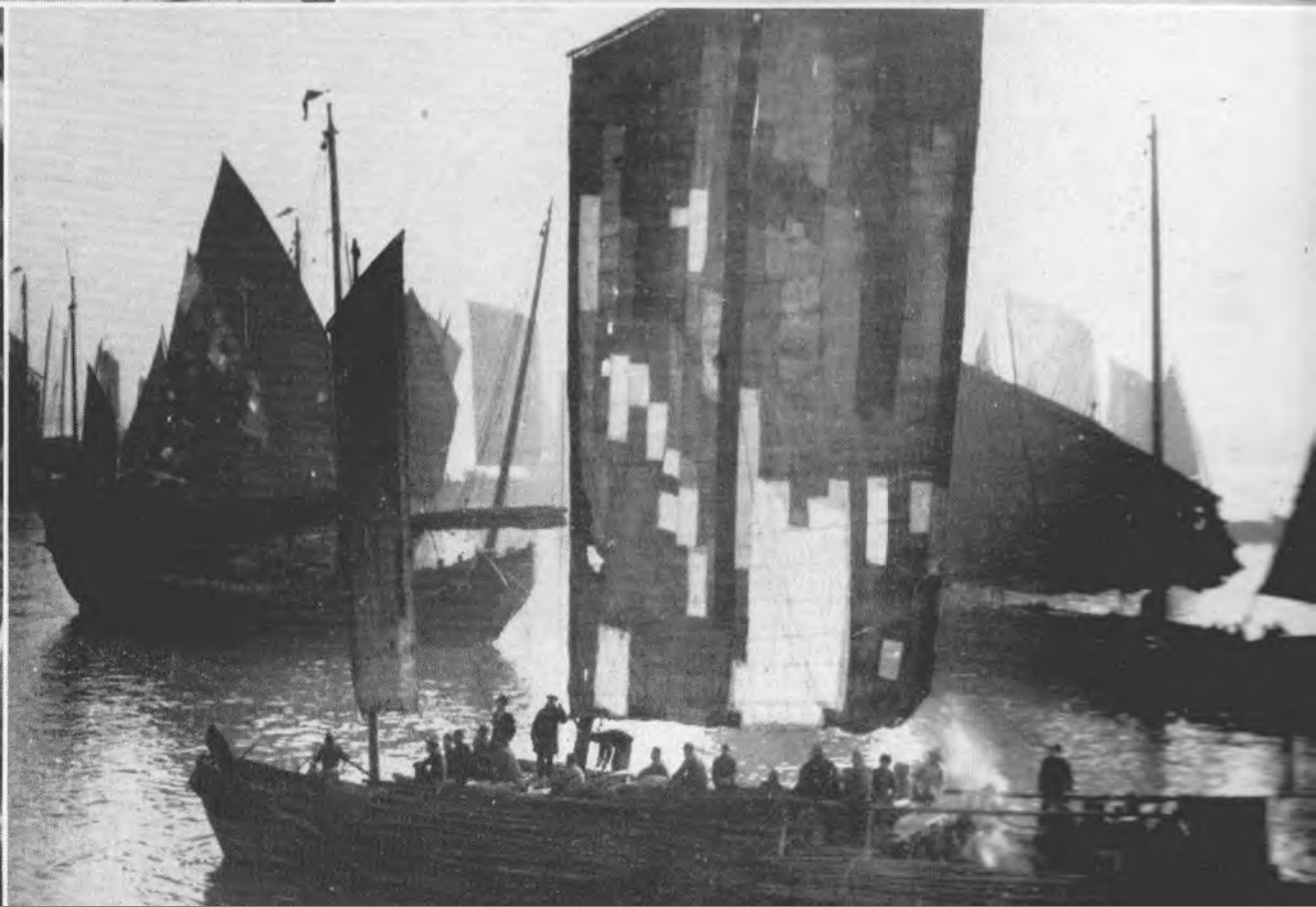
Well, we have at last reached Shanghai, the city of Oriental mystery and Occidental infiltration and inflation. We arrived yesterday to find the Napa written up by the Shanghai press in connection with the sinking of the Enoshima Maru, a Japanese ship which was returning to Japan with approximately 4200 repatriates aboard. She struck a mine at the mouth of the Yangtse and asked for help. The skipper kicked up the speed and when we arrived we found the U.S.S. Brevard had taken the survivors aboard. The Napa was mentioned as offering assistance.

The Yangtse is a dirty brown color and has quite a current and to get to Shanghai you go up the Yangtse with one pilot to the Wangpo, where you trade pilots and then up the winding river Wangpo. The ships in the river are lined up at buoys in the middle of the river in a chain-like fashion and from the air it must look like a snake in the middle of the river. The ships run for miles and are criss-crossed by the hundreds of junks and sampans that carry everything from one or two people to a couple of hundred (stacked two and three deep over the gunwales) and tractors, trucks and barrels of oil. We pulled right up the river to tie up at Buoy No. 1 right in the center of activity and about 5 minutes ride in a "P" boat to the liberty landing.

The liberty landing is the Customs Jetty and is situated right on the International Bund with its contrasting modern buildings and throngs of beggars and scores of rickshaws and something new we have never seen before in the form of a bicycle propelled rickshaw which are called "pedalcabs." Nanking Road is the main thoroughfare through the shopping district and you can buy everything there but fresh milk, even the kitchen sink (in a primitive form) is sold in stores there. Jade, ivory, silk, camphorwood, sandalwood, bronze porcelain, silver, filet mignon, beer, wines, scotches and furs, all are found in shops along this famous street and further out when the name changes to Bubbling Well Road you will find a whole series of night clubs. Seattle had its beer, Manila its snake juice but you should taste the Vodka in Shanghai.

The merchants were allowed to come up and display their wares on the forward boat deck and we had our own department store right out on deck. Of course, everyone is running around now with dragons embroidered on the inside of their cuffs and half length Russian boots. What a hunch of Asiatic "swabbies" this crew is. Well, if I want to go over on liberty again I had better "shove off" and meet the gang at the Paramount or the Park Hotel.

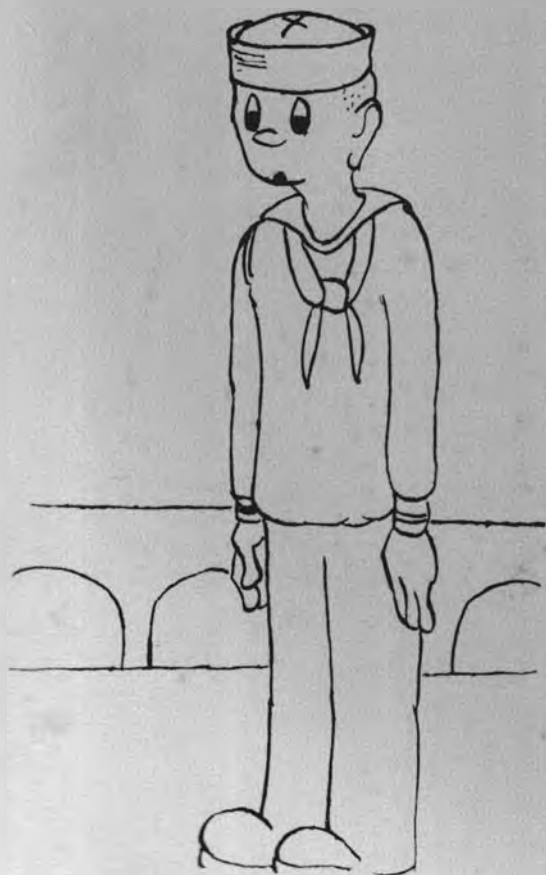
Smooth sailing!



4 FEBRUARY 1946. 1219
Cast off anchor chain from
Buoy No. 1. Underway from
Shanghai, China to Tsingtao,
China, in accordance with
Com 7th Fleet despatch
310708. Maneuvering on var-
ious courses and speeds in
Whangpoo river. Captain,
Executive Officer and Navi-
gator on bridge.

6 FEBRUARY 1946.
Moored port side to north
side Pier No. 2 (same berth
we were moored to on our
initial trip to Tsingtao)
Tsingtao, China. 1300 Heavy
winds and snowstorm de-
tained the Napa in depart-
ing from Tsingtao this date.

8 FEBRUARY 1946. 0630
Set special sea and anchor
detail. 0640 Underway from
Tsingtao, China to San Die-
go, California in accordance
with Com 7th Fleet despatch
310708.



TSINGTAO and Chinese New Year's and what a dead
place it was this trip in. It was colder than a well-digger's
foot and the crew stayed aboard instead of taking liberty
and worked. for the loading was started as soon as possible
in order to keep the ship on a course of 090° headed for
UNCLE SUGAR ABLE. The Marines and Sailors, Coast
Guard and C.B.'s were loaded on the second day in port
and the Napa was scheduled to leave that day, but noon-
time found the ship engulfed in its baptism of real, live,
honest-to-goodness snow and a high wind which kept her at
the dock that night. The troops built fires on the dock to
keep from freezing while they waited to be embarked and
the crew of No. 2 hatch wore half of the clothes they owned
to keep themselves warm.

The trip back proved to be an uneventful one with every-
one busying themselves for discharge and Mr. O'Neal and
his storekeepers had a rough time rationing the cigarettes
and candy. They must have starved those Marines in China
because when they came aboard they really consumed the
chow. The supplies in the larder began to diminish rapidly
and even the breakfast beans disappeared before they could
find their way into dinner time soup.

The two nurses from the **USS REPOSE** didn't even show
themselves on deck and the boys were disappointed not to
see real American women and also were disappointed that
they didn't receive advance intelligence information on the
rate of exchange in this port. The popular question upon
arrival was, "What do the women on this island look like
and do they all wear shoes?"

The day before arrival in San Diego the ship rendez-
voused with **USS LCI 813** and "Doc" Webber took another
boat ride on an errand of mercy. This patient had ureteral
colic and there were no questions nor scuttlebutt asking
about babies. The Napa arrived under usual California
weather conditions (fog) in **SUNNY SOUTHERN CALI-
FORNIA** and if you don't believe it, ask Bob Hope. The
ship was greeted by the usual number of relatives and
friends (girl) besides the Naval Auxiliary Corps on the
beach with cups of fresh milk and doughnuts and fresh
milk and fresh milk.

San Diego was then invaded in the usual Napa custom
and the girls were all called in by their parents at nightfall.
The crew mustered in the telephone booths and the usual
process of "logging in" was carried out with rapidity and
then on to the **USS GRANT HOTEL** Rendezvous. IF the
first bar was too crowded.

So to Panama and Norfolk and **HOME!!!**

24 FEBRUARY 1946.
Steaming independently under Nos. 1 and II boilers enroute from Tsingtao, China to San Diego, California. 1130 Set special sea and anchor detail. Made all preparations for entering San Diego Harbor. 1250 Secured special sea and anchor details. Moored port side to Navy Pier. 1325 Commenced debarking troops. 1430 Finished debarking troops and two Navy Nurses; 55 Naval officers; 478 enlisted Naval personnel; 43 Marine officers; 1129 enlisted Marine personnel. Liberty commenced at 1700 for the Napa crew and officers. State side LIBERTY.



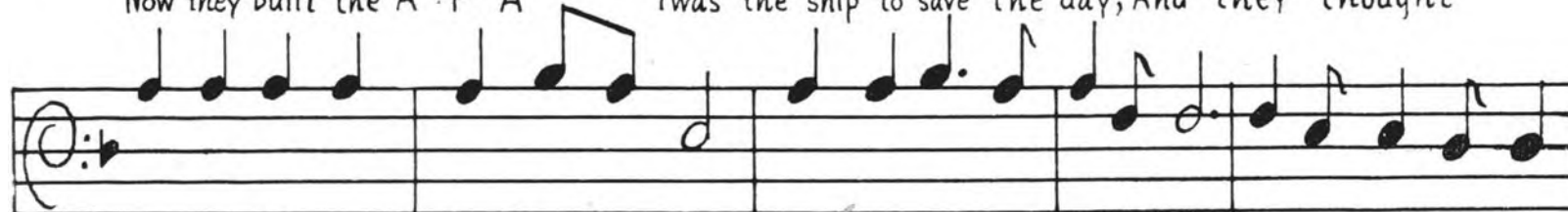


THE Napa was then directed from San Diego by Commander. Western Sea Frontier dispatch 212314 February, to proceed via the Canal Zone to Norfolk, Va., and report to the Commandant of the Fifth Naval District to be decommissioned.

Thus ended the Napa's tour of duty with the Amphibious forces and "magic carpet" duty in the U. S. Pacific Fleet.



Now they built the A - P A Twas the ship to save the day, And they thought



they'd built the ship that ne're would sink. But 'twas nearing Jim-a shore When the morters gav



a roar It was sad when that great ship went down It was sad It was sad. It was sad



when that great ship went down to the bot-tom of the - hus-bands and wives.



little child-ren lost thier lives, It was sad when that great ship went down.

The Napa Song

Written by ENSIGN CHARLES PIPER

I.

Now they built the APA,
'Twas the ship to save the day,
And they thought they'd built a ship that ne'er
would sink.
But t'was nearing Jima's Shore,
When the mortars gave a roar.

II.

Now an Ensign young and bold,
Climbed the ladder from the hold,
And he thought he'd walk around the quarter
deck.
" 'Bandon ship." the Helmsman cried,
As he climbed the six foot side.

III.

Now the Surgeon dropped three stitches,
And the Bos'n lost his breeches,
When the Logan struck abaft the port side beam.
The Captain was asleep,
Dreaming of his gig and jeep.

IV.

In the sack the T.Q.M.,
Heard the Chaplain shout, "Amen."
And the doctor said the booze and beer come
first.
Erse Ballard cursed the stars,
'Cause he'd lost his black cigars.

V.

"It's a Betty." shouted Boncs,
As he threw away his phones,

And old Clifford shouted, "Save the poker chips!"
"Save my ocarina flute,"
Shouted Ensign Peter Smoot.

VI.

With her stern to Jima's shores,
And no meat in number four,
The Napa turned her thoughts again to sea.
Now the crew was eating Spam,
But they didn't give a damn.

VII.

So we sailed down Puget Sound
In the fog Seattle bound.
And the censors thought the secret was intact,
But as we anchored near the town,
Wives and sweethearts gathered 'round.

VIII.

Though the chaplain jumped the gun,
Others followed one by one.
And soon the marriages were coming thick and
fast.
There were few did not comply,
And right now they're wondering why.

IX.

When the Napa left Seattle
She had scars of recent battle,
But we had a string of victories on the shelf.
Wives and sweethearts said goodbye.
Some were ours — some other guys.

Chorus

It was sad when that great ship went down
It was sad
It was sad
It was sad when that great ship went down —
To the bottom of the . . .
Husbands and wives, little children lost their
lives
It was sad when that great ship went down.

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ACKNOWLEDGEMENTS

The Napalogue is the fruit of the combined voluntary efforts of officers and men of the U.S.S. Napa in an attempt to produce a living record of the life of this ship as a souvenir for her men. A spirit of light satire prevails throughout the book, for that most truly represents the spirit in which officers and men live. An attempt has been made to include as much material as possible, and it is hoped that what is presented will give a good picture of Napa life.

In addition to the members of the staff numerous members of ship's company and passengers assisted in the completion of the book. To everyone, the staff wishes to express its appreciation and thanks for the able assistance which was rendered. Without this help it would have been impossible to complete the publication.

STATISTICS

<i>Total engine miles travelled</i>	53,716
<i>Personnel carried to war zones:</i>	
Officers (Navy)	68
Officers (Marine)	84
Officers (Army)	360
Enlisted men (Navy)	1,214
Enlisted men (Marine)	4,050
Enlisted men (Army)	4,145
<i>Foreign personnel carried on board:</i>	
Officers (Chinese National Army)	140
Enlisted men (Chinese National Army)	1,830
Prisoners of war (Japanese)	176
<i>Casualties carried on board:</i>	470
<i>Personnel returned to the States:</i>	
Officers (Army)	27
Officers (Wacs)	3
Nurses (Army)	7
Enlisted men (Army)	1,600
Enlisted Wacs	79
<i>Total Navy standard rations issued to crew and passengers:</i>	
Total rations issued	456,531
Total number of meals served	1,276,344
Weight of food consumed (lbs.)	1,701,792

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- FONTENOT, Clayo, S2c, Route 5, Box 256,
Villeplatte, La.
- *FORD, Clayton R., QM2c, 2626 N.E. Multnomah St.,
Portland, Oregon
- *FORZANO, Nuncie R., GH2c, Travelers Hotel,
East Liverpool, Ohio
- *FOUTS, Billie J., S2c, Box 73, Iredell, Texas
- *FOWLER, Watt D., Cox., Box 3718, Lowell, Arizona
- FRANCIS, Eugene R., Slc, 349 Maxwell Ave.,
Springdale, Pa.
- FREDERICK, George, S2c
- *FROELICH, Roland W., Slc, Box 412, LaGrange, Tex.
- *FUTRELL, Billy, MM3c, General Delivery, Hurst, Ill.
- *GABATINO, Agustin G., SC3c, 1037 7th Ave. N.,
Minneapolis, Minn.
- *GALL, John N., Slc, Route 1, Box 219, Orange, Texas
- *GANN, Ted, Slc, 1704 S. 11th St., Fort Smith, Arkansas
- *GARDNER, Glenn V., BM1c, Box 702, Newport, Oregon
- *GARNER, William H., RM3c, Box 781, Beaumont, Calif.
- *GARZA, Alfredo R., Jr., Slc, Box 852, San Benito, Calif.
- GATLIN, James A., PhM3c, Las Animas, Colo.
- *GATTENBY, Elmer L., SF2c, RFD 5, McAlester, Okla.
- *GAUDERN, George S., MoMM3c, 114 Robert E. Lee St.,
San Antonio, Texas
- GAY, John C., Slc
- *GEISDORF, William C., GM1c, 501 Spruce Ave.,
Upper Darby, Pa.

(*)—Officers and Enlisted Personnel present at commissioning.

(**)—Officers and Enlisted Personnel killed in action.

- GERMOND, Charles W., RM3c, 52 Willcox Ave.,
Oneonta, N. Y.
- *GEURIN, Arvy A., RM3c, 910 33rd St., Bakersfield, Calif.
- *GILBERT, William N., Y3c
GILL, Kenneth P., WT3c, 2342 A.S. 10th St.,
St. Louis, Mo.
- GILLETTE, Robert R., Slc, 207 Mooney Dr.,
Monterey Park, Calif.
- *GILLMORE, Elmer F., BM2c, 73 S. Craig,
Pasadena, Calif.
- GIUSTI, Dante J., SF2c, 1209 Deslonde St.,
New Orleans, La.
- *GIVENS, Thridge L., RT3c, 301 S. 14th St.,
Frederick, Okla.
- GIVIGLIANO, Peter, S2c, 400 S. Ave.,
Los Angeles 21, Calif.
- *GLASS, George W., Slc, Box 246, Inola, Texas
- *GLENN, Thomas J., Slc, 1402 N. Commerce St.,
Fort Worth, Texas
- GOMEZ, Raymond, Slc, Route 4 No. 381-A-1,
Phoenix, Arizona
- *GOODKNIGHT, Edward R., Slc, 116 W. Wanna,
Dennison, Texas
- GOODWIN, Harold E., Slc, 337 Summer St.,
Somerville, Mass.
- *GRABCZAK, Raymond L., SF2c, 1960 Virginia St.,
Gary, Ind.
- *GRACE, Patrick L., Jr., RdM3c, 2920 Kern St.,
Fresno, Calif.
- *GRADY, Henry W., SF3c, 312 E. 6th St.,
Texarkana, Arkansas
- GRAF, John E., S2c, 207 N. Main, Del Rio, Texas
- *GRAHAM, Elgie L., SK1c, Route 6, Somerville, Tenn.
- *GRAHAM, Erman Z., S2c
GRAVITT, Wayne, Slc, 904 Carter Ave., S.E.,
Ardmore, Okla.
- *GREEN, Clay D., Jr., GM2c
GREEN, George A., Jr., Cox.
GREEN, Wallace D., Slc, 1214 N. Division,
Spokane, Wash.
- *GREENE, Robert, RM3c
GREENUP, Herbert B., WT2c, 20 Alice St.,
Pawtucket, R. I.
- *GREER, Jesse M., Cox., Route 1, Harrisville, Miss.
- GREGORY, Albert D., S2c, c/o G. C. Clark,
40 Lee Bros., Mexia, Texas
- *GREGORY, Harold F., Flc
- *GRIFFITH, Johnnie, Slc, Route 1, Box 60,
Fort Stockton, Texas
- GRIZZLE, James F., Slc, Route 6, Lubbock, Texas.
- *GROOM, Charles H., Flc
- *GUANTES, Emilie C., S2c
- *GULLIVER, Don E., SM2c, 10416 Telfair Ave.,
Pacifica, Calif.
- GUSTAFSON, David W., Jr., S2c
- *HACKLER, Harold F., SM3c, Route 2, Box 119,
North Little Rock, Arkansas
- *HAEDEL, Peter P., PhM3c, 525 Meadow Lane,
Oreland, Pa.
- *HALE, Robert A., RdM3c, 624 E. 30th St.,
Davenport, Iowa
- HALL, Earl J., S2c, Garland, Utah
- HALL, Elmer M., Jr., S2c, 1808 Carbronne,
New Orleans, La.
- HALL, "J." E., S2c, Route 4, Brookhaven, Miss.
- *HALLCY, Robert, StM1c, 1521 N. More St., Tyler, Texas
- HAMBLY, William H., MoMM2c, 7329 Vashon Place,
Seattle 6, Wash.
- *HAMILTON, John D., Cox., 508 Apt. B Guava Drive,
Chula Vista, Calif.
- *HAMMERGREN, Howard J., GM3c, 178 Maple St.,
St. Paul, Minn.
- *HANCOCK, Wallace F., RdM2c, 2918 Eudora St.,
Denver 7, Colo.
- HANIE, Samuel E., Slc, 823 Grandview St., Dallas, Texas
- HANKS, James C., Slc, Route 3, Palestine, Texas
- HANNES, Clarence W., Slc, General Delivery,
Elm Mott, Texas
- *HANSAN, John W., S2c, 316 Forest Ave., Oshkosh, Wis.
- HARLESS, George H., Jr., Slc, Route 1, Moselle, Miss.
- HARMEN, Richard E., Flc, 3419 Lee St.,
Los Angeles 23, Calif.
- *HARR, Edward L., SM1c, General Delivery,
Rockaway Beach, Oregon
- *HARRIS, Wayne W., Y2c, 1010 W. 3rd St.,
Little Rock, Arkansas
- *HASSELL, James W., Flc, Box 162, Gibson, Tenn.
- HAYES, George W., F2c, 113 S. Spring St.,
Hillsboro, Oregon
- *HEATHCOTT, Arnold I., GM3c
- *HEATHERLY, Luther J., RM1c, Route 5,
Elizabethtown, Tenn.
- *HEBERT, Henry L., Slc, Route 1, No. 286, Abbeville, La.
- *HELMUTH, Ernest A., RdM3c, Route 1, Box 429A,
Kerman, Calif.
- HENDREN, Fred R., Slc, Route 2, No. 245,
Fort Worth, Texas
- *HENNEN, George R., Slc
HENNESSEY, John A., Slc, 6120 Memphis St.,
New Orleans, La.
- *HERNANDEZ, Pedro M., S2c, 1454 S. Maclay St.,
San Fernando, Calif.
- *HEUMANN, Richard E., Y2c, 5067 Highland Ave.,
St. Louis, Mo.
- *HICKS, Eugene E., Flc, RFD 2, Galena, Mo.
- HICKS, Paul L., MaM2c, Route 3, No. 140,
Nashville, Tenn.
- HIGHTOWER, James E., Flc, Box 225,
Junction City, Arkansas
- *HILL, Frederick T., MM1c, RFD No. 2 Summit Rd.,
Waterbury, Conn.
- HILL, Thomas W., MM3c, 1747 Garza, Dallas, Texas
- *HINDS, Gerald D., RM2c, 10 Post Ave., New York, N. Y.
- *HINE, Nicholas P., Cox., 76 Westford Ave.,
Stafford Springs, Conn.
- *HODGES, Sammy W., StM2c
- *HOEGEN, Charles A., Jr., Cox., 42 Chase St.,
Methuen, Mass.
- HOLMES, Henry H., Slc, General Delivery, Ferriday, La.
- HOLMES, Robert G., S2c, 1715 W. 16th St.,
Texarkana, Texas
- *HOPKINS, Arthur C., Y1c, Box 89, Arkansas City, Kan.
- *HORN, Loren E., MoMM2c, Box 108, Houlton, Oregon
- *HORNICK, Harold W., S2c
- *HUDSON, Samuel D., BM1c, Route 5, Sweetwater, Tenn.
- *HUGHES, Ferrell L., SM1c, 111 Powell St., Atlanta, Ga.
- *HUNT, Henry J., EM2c, West Buxton, Maine
- *HUNT, William H., RM1c, 627 E. Platte Ave.,
Fort Morgan, Colo.
- *HUTCHINSON, Lee V., RM2c, Box 250, Taylor, N. D.
- *HYDE, William E., WT1c, 4748 West North Ave.,
Chicago, Ill.
- *HYLDAHL, Henry C., BM2c, 1037 N. Lawber Ave.,
Chicago, Ill.
- *INMAN, John A., Jr., Slc, Cape Rock Drive,
Cape Girardeau, Mo.
- *JACOBI, Louis F., EM3c, 1302 Poland Ave.,
New Orleans 17, La.
- JACOBS, Frank C., Jr., HA1c, 503 2nd St., Charleroi, Pa.
- *JACOBS, Marion K., Slc
- *JAMES, William C., Cox., Route 3, Chelsea, Okla.
- *JANSSEN, George F., MoMM2c, 2022 Boylston St. N.,
Seattle, Wash.
- *JARRETT, Paul D., Slc, 218 Whitney Ave., Dinuba, Cal.
- *JENKINS, Joe L., GM3c, Box 274, Pilot Point, Texas

(*)—Officers and Enlisted Personnel present at commissioning.

**—Officers and Enlisted Personnel killed in action.

- JENSEN, James C., Slc, 1101 New Hampshire Ave., N.W., Washington, D. C.
- *JENSEN, Robert R., GM3c, Route 1, Safford, Arizona
- *JESSE, John D., RM2c, 6209 Hancock Ave., St. Louis, Mo.
- *JINKENS, Clarence, StM2c
- *JOHNSON, Harold V., GM2c, 4932 12th Ave., Sacramento 17, Calif.
- *JOHNSON, Linder M., CM1c
- *JOHNSON, Melvin H., GM1c, 901 South 56th St., Tacoma, Wash.
- *JONES, Eugene J., Slc
JONES, Joseph B., WT3c, 4435 7th Ave. S., Birmingham, Ala.
- *JONES, Lee C., BM2c, 2035 Harlem Ave., Baltimore, Md.
- JONES, Vernon E., S2c, General Delivery, Kerman, Cal.
- *JONES, Wayne M., MoMM1c
- *JORDAN, Claud A., Jr., SK3c, P.O. Box 144, Visalia, Calif.
- *JORDAN, Harry, EM3c, Route 2, Fairland, Okla.
- *KAMPFE, Otto M., PhM3c, 5909 Irving Park Rd., Chicago, Ill.
- *KAPP, John A., Jr., SM2c, 530 Tuckerman St. N.W., Washington, D. C.
- KASTNER, William J., SF1c
- *KAUL, Clifford L., BM2c, 270 Carlton Ave., San Bruno, Calif.
- *KEELEY, Francis T., FCR3c
- *KELLY, Floyd, Jr., Slc, 727 White Ave., Grand Junction, Colo.
- KELLY, Bernard James, StM1c, 4 Walnut St., Salem, New Jersey
- *KENASTON, Henry R., SM1c
- *KENNEBREW, Jack E., QM1c, Route 1, Box 35, Coalinga, Calif.
- *KENNEDY, Edgar L., StM1c, 1043 N. Fair Oaks, Pasadena, Calif.
- KERLIN, Robert C., SM2c
- *KIEWETZ, Gregory G., RM3c, 5531 N. Nienab Ave., Chicago, Ill.
- *KING, James C., Slc, 1110 Park St., Greenville, Texas
- *KOLOS, Aloysius S., BM2c, 3749 Frazer St., Pittsburgh, Pa.
- *KRAUSE, Eugene A., MoMM3c, 503 Spring St., Hawley, Pa.
- *LANKFORD, "H". R., SSML3c, General Delivery, Cliff, New Mexico
- *LARSEN, Fred M., Jr., MoMM2c, Elsie Rt., Jewell, Oregon
- *LATORRE, Leroy, MOMM3c, 128 Calhoun St., Charleston, S. C.
- *LEARY, Daniel F., Jr., MoMM3c, 157 Rutland Rd., Brooklyn, N. Y.
- LEDBETTER, McCoy, MoMM3c, RFD 5, Livingstone, Tenn.
- *LENNON, John H., SSML3c, 621 Coolidge Ave., Keokuk, Iowa
- *LEONARD, Francis G., SM3c
- *LEONARD, William L., MoMM3c, 303 Lake Ave., Lakemont, Pa.
- *LEVECKE, Henry C., WT2c
- *LEVINE, Sam, FC1c, 4 Manhattan Ave., Brooklyn, N.Y.
- LEVY, Robert C., RT2c, 2502 S. Alsace Ave., Los Angeles, Calif.
- LEWIS, Edom E., SF1c
- LEXON, Calvin R., S2c, 3627 W. 57th Place, Chicago, Ill.
- *LIPETRI, Joseph F., MoMM3c, 354 Elton St., Brooklyn, N. Y.
- *LITTLE, Emmet E., Slc, General Delivery, West Ford, Arkansas
- *LITTLEJOHN, Donald N., SC1c, 407 N. Iuar Ave., Temple City, Calif.
- *LIVSIE, Ellyott A., Jr., HA1c, 3211 Maryland Ave., Richmond, Va.
- *LODGE, Roland L., GM2c
- *LONGFELLOW, Lamar A., Slc, 1200 Canyon Rd., Ogden, Utah
- *LOPEZ, Librado R., Slc, 434 S. Frio St., San Antonio, Texas
- LORENSON, Kenneth B., HA1c, 401 W. Jackson Sullivan, Ill.
- *LORENTZ, Clyde V., Slc
- *LYONS, Chester J., Slc, 819 4th St., Friend, Nebraska
- LYONS, Joe E., Cox., Route 1, Hampton, Tenn.
- *MAIOLO, Robert M., RM3c, 628 West Virginia Ave., Morgantown, West Va.
- MALLICOAT, Hiram F., HA1c, Chickamauga, Ga.
- *MALONE, Leslie W., Cox., North Cove, Wash.
- *MANCILLAS, Pedro, Slc, Box 947, San Benito, Texas
- *MARSHALL, Cecil C., SC1c, Box 276, Benicia, Calif.
- *MARSHALL, Robert G., RM3c, Rt. 6, Greenfield, Ind.
- *MARTIN, John H., Flc, 109 Geneva Ave., Hamilton, Mont.
- *MAYER, Basil H., WT3c, 10615 S. Oaklay Ave., Chicago, Ill.
- *MAYNARD, Harry R., Jr., Slc, 3417 Ave. M., Ft. Worth, Texas
- *MAYNARD, Ulysses J., SSML3c, Garden, Mich.
- *McAVOY, Robert J., GH3c
- *McCANN, Robert E., Jr., RdM3c, 1013 Mill St., Pittsburgh, Penn.
- *McCASLAND, William J., RM1c, Box 654, Artesia, N. M.
- *McCLOSKEY, Joe L., Flc
- *McCULLAR, Glenn L., MoMM1c, Batesville, Miss.
- McKILLIP, William Carl, SK2c, 666 Liberty St., Galesburg, Ill.
- *McKINLEY, Lawrence A., WT2c, General Delivery, Bristol, N. H.
- *McLEAN, James A., Slc
- *McLEARY, Claud W., Slc, Box 142, Hughes Springs, Texas
- *McMAHAN, Samuel R., RM3c, Box 705, Frisco, Texas
- *McNEELY, Mark, RM3c
- *McNEVIN, Louis B., Flc, 1425 Cortland St., Houston, Texas
- *McREAVY, Melvin S., Flc, 314 S. 9th W. St., Salt Lake City, Utah
- *MEEKS, Wilburn L., Cox., 2222 W. Webster, St., Seattle, Wash.
- *MERHOFF, Donald G., Flc, 1220 North June St., Hollywood, Calif.
- MEYER, Milton S., MoMM3c
- *MICHAELS, Joseph A., Slc, 183 Jackson St., Brooklyn, N. Y.
- MILLER, Sam A., Slc
- *MONGELLUZZO, Emmett S., MM3c, Main St., Vanderbilt, Pa.
- *MONTGOMERY, Charles E., BM1c, Box 1, 411B, White Haven, Tenn.
- *MOODY, Daniel W., S2c, Box 57, Little Rock, Arkansas
- *MORRIS, Everett J., RdM3c, 2251 Clay St., Fresno, Calif.
- *MORRONE, Anthony A., Flc
- *MOSES, Lee Livingston, CK3c
- *MUELLER, Daniel M., Slc, 445 Geresse Ave., Los Angeles, Calif.
- *MULLICAN, Rilley, Jr., S2c, 312 E. 9th St., Anadrako, Okla.
- *NEELEY, Williard E., CM3c, 845 W. Franklin St., Sbeleyville, Ind.
- *NELMIDO, Juan, CK3c, 236 S. El Dorado St., Stockton, Calif.
- NELSON, Bill O., F2c, Box 182, Mulberry, Kansas
- *NEMCOSKY, Bernard E., S2c
- *NEUSTEDT, Albert W., Cox., 1142 Meridian Ave., S. Pasadena, Calif.

(*)—Officers and Enlisted Personnel present at commissioning.

(**)—Officers and Enlisted Personnel killed in action.

- *NEWHOUSE, Melvin L., PhM3c, Rt. 1, Box 126A,
Bend, Oregon
- *NEWLON, John B., HA1c, Flemington, West Va.
- *NEWTON, Ralph F., Slc, Box 318, Winlock, Wash.
- *NOMEY, Joseph G., Y3c, General Delivery,
Jonesboro, La.
- *NORBERG, Carl W., Jr., Slc, 324 Green St.,
Morgantown, West Va.
- *OCHANDARENA, Berlin W., MM1c, 5143 46th Ave.,
N.E., Seattle, Wash.
- O'KEEFE, William W., Y3c, 815 Fillmore St.,
St. Louis, Mo.
- ORR, Ramon E., SF2c
- *OTTO, Robert, BM2c
- *OUELLETTE, Paul E., Slc, 387 Talbot Ave., N.E.,
Seattle, Wash.
- **OWENS, James C., Slc
- *PANTET, Earl C., Slc, 523 S. 4th St., Clinton, Okla.
- *PAPETTI, Salvatore, J., Jr., Cox., 1306 Fuesado Ave.,
Calif.
- *PARKER, Clifford D., S2c, 1325 Jeanette St.,
Abilene, Texas
- *PARKHILL, Cecil E., Slc, Box 7, Crowell, Texas
- *PARKS, John L., StM2c
- *PARKS, Raymond L., MM3c, Rt. 6, Trenton, Tenn.
- *PARRY, Donald G., Slc
- *PARTAIN, Charles D., MM3c, Rt. 1, 686, Fontana, Calif.
- *PASCHAL, Thomas H., S2c
- *PATTERSON, Lynn O., SK2c, 707 Bon Ami St.,
De Ridder, La.
- *PAYNE, Edward L., Slc, General Delivery,
Skidmore, Texas
- *PECCHIO, Frank, Slc, 8716 Atlantic Ave.,
Ozone Park, N. Y.
- *PECK, Rollin W., S2c
- *PELHAM, Junior A., S2c, General Delivery,
Wyandotte, Okla.
- *PELLAND, Joseph C., MM1c, 101 Hendrie St.,
Detroit, Mich.
- *PENNIE, Richard W., Slc, 2850 Wyoming St.,
St. Louis, Mo.
- *PEREZ, Albert M., Slc, Box 107A Pope St.,
St. Helena, Calif.
- *PERMINAS, Paul J., BM1c, 3814 Lowe Ave.,
Chicago, Ill.
- PERREAULT, Theodore A., Slc, 50 Charles St.,
Chicopee Falls, Mass.
- *PERRY, Clarence L., Jr., Slc, Rt. 1, Lecrompte, La.
- PERTL, Clarence S., Slc, Rt. 1, Box 60, Caldwell, Texas
- *PETERS, Elmer L., MoMM3c, Rt. 1, Kings, Ill.
- *PETERS, Rodney T., Flc, 4902 Lavender St.,
Houston, Texas
- *PETERSON, Roger V., Jr., MoMM2c, 2305 W. View St.,
Los Angeles, Calif.
- *PHILLIPS, James, Slc
- *PHILLIPS, Louis E., Slc, Rt. 1, Grosvenor, Texas
- *PIPPINS, Billy G., F2c, Box 58, Rule, Texas
- PISANI, Wilton L., Cox., Box 1706, Berwick, La.
- *PITZER, David R., MoMM3c, 715 E. 52nd St.,
Tacoma, Wash.
- PLUM, Paul Munk, S2c, 7725 E. Jefferson, Detroit, Mich.
- *POLAND, Leon A., Flc, General Delivery,
West Paris, Maine
- *POLOHA, Steve, MM3c, RFD 2, Kniffen Rd.,
Painesville, Ohio
- *POSS, Ira M., MoMM3c
- *POTZ, Joseph R., Slc, 115½ W. 70th St.,
Los Angeles, Calif.
- *POULSEN, Gordon K., MoMM3c, 135 Vedder St.,
Staten Island, N. Y.
- POUSSON, Allen M., Slc
- *POWELL, Bobby F., Slc, 139 Bruce St., Flint, Mich.
- PRICE, James R., Bkr2c, General Delivery,
Greenville, West Va.
- *PRILLIMAN, Lewis R., Slc
- *QUERY, Edward C., Slc, General Delivery,
Wilsonville, Nebraska
- *RADEL, Warren E., RdM3c, Wabasso, Minn.
- *RAGLAND, John S., MoMM2c, Box 1408, Alice, Texas
- *RAINES, Stuart L., SF2c
- *RAMSEY, Benjamin A., Slc, 2C Coronado Cts.,
Douglas, Ariz.
- *RAMUSCHAK, Joseph F., Slc
- RANCZKA, Walter A., Slc, 2122 California St., N. E.,
Minneapolis, Minn.
- RASCO, Jack A., Slc, Rt. 2, Thornton, Texas
- RASKEY, Edward R., S2c, 2764 E. 122nd St.,
Cleveland, Ohio
- RASNICK, Charles A., Slc, General Delivery,
Indio, Cal.
- *RAY, Arnold S., Cox., 2100 Hammon Ave.,
Waterloo, Iowa
- RAY, George W., RM1c
- *RAY, Thomas G., WT3c, General Delivery, Nucla, Colo.
- *REED, James M., Cox., Oneida, Tenn.
- **REED, John M., Slc
- *REEVES, Clifton N., S2c, Box 366, Walke City, Texas
- *REICHERT, Edward J., MoMM3c, 303 Monastery Ave.,
Philadelphia, Penn.
- *REID, Ernest B., GM3c, 3008 11th St., Port Arthur, Texas
- *RHEN, Clifford E., Slc, Box 122, Spooner, Minn.
- *RHOTEN, Homer L., Jr., Slc, Rt. 2, Burleson, Texas
- *RICHARD, Curley P., SSMB2c, Rt. 1, Box 209,
Jennings, La.
- RICHMAN, David, PhM2c, 104 Lewis Ave.,
Brooklyn, N. Y.
- *ROBERSON, Buford, StM2c, 1701 8th St., Oakland, Calif.
- *ROBERTS, Howard, Jr., MoMM2c, General Delivery,
Port Barre, La.
- *ROBERTS, William W., MoMM2c, Rt. 2, Bozman, Mont.
- ROBERTSON, William E., HA1c, Newburg, West. Va.
- *ROBERTSON, Winston R., Slc, Rt. 1, Box 23A,
Heber Springs, Ark.
- *ROBICHAUX, Elgin J., Slc, LC Rt., Houma, La.
- *ROBIN, Jeffrey J., Slc, Rt. 3, Arnaudville, La.
- ROBINSON, Colonel P., Sk1c, 116 Walnut St.,
Jesup, Ga.
- ROBINSON, James C., Y2c, Manning, S. C.
- ROBINSON, Taft, St2c, 356 E. 46th St., Chicago, Ill.
- *RODRIGUEZ, Richard J., S2c
- *ROMINE, Leroy A., Cox., Iota City, La.
- *ROOT, Kenneth A., Slc, 71 W. Santa Clara St.,
Ventura, Calif.
- *ROOT, Wallace J., S2c
- *ROSS, Eugene A., Cox., General Delivery, Piedmont, Mo
- *ROSS, Frank, MoMM2c, 82 Gilmore St.,
Bridgeport, Conn.
- *ROSSANO, Joseph R., SM3c, 695 Liberty Ave.,
Brooklyn, N. Y.
- *ROST, Claude, Slc, 289 E. Mt. St., Pasadena, Calif.
- *ROULEAU, James, BM2c
- *ROUTEN, Raymond C., M3c, Box 1013, Benicia, Calif
- *ROWE, Olen W., Slc, 1317 W. Arkansas St.,
Durant, Okla.
- ROWELL, Harvey, S2c, 1634 Euterpe St.,
New Orleans, La.
- *ROWLETT, Hubert L., Slc, General Delivery, Box 412,
South Houston, Texas
- *RUSSELL, Daryl R., Slc
- *RYLKO, Emil F., SCB2c, 3231 St. Clair St.,
Cleveland, Ohio
- *SAARI, Harold J., Slc, General Delivery, Hansboro, N.D.
- *SADOVICH, Joseph D., Cox., 407 S. 1st W. St.,
Tooele, Utah

(*)—Officers and Enlisted Personnel present at commissioning.

(**)—Officers and Enlisted Personnel killed in action.

- *SALLES, Robert C., SM3c, 1807 Kansas St.,
Memphis, Tenn.
- SANDERS, George Ray, Slc, R.R. 4, Springfield, Ohio
- *SANDERS, William R., Slc, Box 23, Cullendale, Ark.
- *SARGENT, Melvin, EM2c, 5433 Kaim St., Houston, Texas
- *SASO, Domenic J., RM2c, 1131 Hollister Ave.,
San Francisco, Calif.
- *SAVANO, Leon, SSM3c, 1330 8th St., Alameda, Calif.
- *SAVOIE, William D., S2c, 611 E. Chosen St.,
El Monte, Calif.
- *SAYRE, Charles A., Slc
- *SCHATTSCHEIDER, Arno H., PhM2c,
2932 W. Orchard St., Milwaukee, Wis.
- *SCHELLE, Siegfried, SC3c, Box 235, Elgin, N. D.
- *SCHILLING, Daniel H., SM2c, 322 Drexler Ave.,
San Antonio, Texas
- *SCHIMMEL, Leonard F., Jr., Flc, 4035 N. Fairhill St.,
Philadelphia, Pa.
- *SCHLABACH, Benjamin C. F., Slc
- *SCHLOTTER, Ralph E., Slc, 421 N. Haccock St.,
Ottumwa, Iowa
- *SCHMERSAHL, Curtis W., Slc, Box 338,
Rosemberg, Texas
- *SCHMIDT, Harry M., S2c
SCHMIDT, Leonard J., Flc, 6505 Vine St.,
Cincinnati, Ohio
- *SELANDER, Clifford W., WT1c, Melby, Minn.
- *SEMRAD, Joseph A., MMR2c, Linwood, Neb.
- *SHEA, James, Slc, 501 Lierely St., Taft, Calif.
- SHELTON, Keenis, Cox.
- *SHERWOOD, Burton D., WT3c, 408 First St., S.W.,
Watertown, S. D.
- *SHOEMAKER, Joseph D., Bkr3c, 338 Caldwell St.,
Jacksonville, Ill.
- *SIDELL, William L., Flc, Box 543, Pekin, Ill.
- *SIESKO, James E., WT2c, 817 Mulbury St.,
Berwick, Penn.
- *SILVIA, Floyd, Slc, Rt. 1, Box 232, Lake Charles, La.
- *SIMPSON, Joe W., Slc
- *SMITH, Dallas, Ck3c, 1014 Woodlawn Ave.,
Logansport, Ind.
- *SMITH, Donald R., SM3c, 14950 E. Jefferson St.,
Detroit, Mich.
- *SMITH, Earl B., SM2c, Shelby Ave., Edinburg, Ind.
- SMITH, Edward A., StM2c, 730 N. 9th St., Quincy, Ill.
- *SMITH, Jack E., SK3c
- *SMITH, James C., MoMM3c, 3021 Coolidge Ave.,
Los Angeles, Calif.
- *SMITH, John E., Slc, 2644 Newell St., Los Angeles, Calif.
- *SMITH, John T., Ck3c, Rt. 1, Box 45, Rayville, La.
- *SMITH, Lawrence C., S2c
- *SMITH, Richard S., GM2c, 38 Elizabeth St.,
Hammond, Ind.
- *SMITH, Robert, StM1c, 2838 Clara St., New Orleans, La.
- *SMITH, Roy, Jr., MoMM3c, Box 191, Port Arkansa, Texas
- *SMITHERS, Albert B., StM1c, 1 Willow St.,
San Francisco, Calif.
- *SNOW, Robert E., Bkr2c, 6507 S. Normandie St.,
Los Angeles, Calif.
- SNYDER, Joseph M., S2c, 2910 E. 7th Ave.
Columbus, Ohio
- SOETH, Norman Cecil, WT2c, Rt. 2, Box 21, Orland,
California
- *SPARR, Edgar C., Sr., PhM3c, 112 East Second St.,
Williamsburg, Pa.
- *SPOOR, Clark G., GM3c, 315 Commercial St.,
Emmett, Idaho
- SPRAGUE, William T., RM2c, 1221 Vermont St.,
Quincy, Ill.
- *STAHL, Andrew A., S2c
- *STANFIELD, Alvin M., Jr., Slc, 1339 W. 27th Drive,
San Pedro, Calif.
- *STATON, Edwin L., RM3c, Rt. 1, Box 105, Braggs, Okla.
- STAUBITZ, Glenn F., GM1c, 221 Newburg Ave.,
Buffalo, N. Y.
- *STEELMAN, Lorenzo M., Jr., Slc
- *STEPHENSON, James A., Slc, 1113 Green St.,
Marcushook, Penn.
- *STEVISON, James L., MoMM3c, R.F.D. 3, Jackson, Ohio
- *STITTGEN, Harmon, Flc, 622 Santa Paula St.,
Santa Paula, Calif.
- STOKES, Waldo, S2c
- STOUGHTON, Maurice C., WT2c, General Delivery,
Columbus, Ind.
- *STRENG, Walter L., HA1c, 520 E. 129th St.,
New York, N. Y.
- *SUJKOSKI, Walter A., SM2c, 89 Hopkins Place,
Irvington, N. J.
- *SWANK, Leslie D., Slc, Rt. 3, Gravette, Arkansas
- *SWEARINGEN, John H., Slc, General Delivery,
Tuskahoma, Okla.
- SXAWERDA, Chester A., Cox.
- *TATE, Thomas C., GM3c, Rt. 1, Ramona, Okla.
- *TAYLOR, George D., PhM2c, 423 57th St.,
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- *TAYLOR, Otto, Slc, Box 216, Anton, Texas
- *TEMPLE, Robert E., Cox., Box 25, Deport, Texas
- TEMPLET, Louis J., Jr., Flc
- *THOMAS, Roland H., Y2c
- *THORNTON, Richard A., StM2c, 1075 Bell St.,
Pasadena, Calif.
- *THREILELD, Robert R., Slc, Shelbine, Mo.
- *TIMMER, Dean P., SC2c
- *TISDALE, Coolidge, Ck3c, 099 Pine St.,
Green Cove Springs, Fla.
- *TITUS, Arthur L., SM2c, 9859 Edas Ave., Oakland, Calif.
- TOWNE, Martin C., PhM3c, Glenn Falls, N. Y.
- *TERRY, Johnny B., S2c, St. Francis, Kansas
- *TOWNSEND, Archie L., Slc, 217½ S. Girard Ave.,
Albuquerque, N. M.
- TUCK, Alfred C., Slc, 26005 Oak St., Lomita, Calif.
- *TURNER, Alfonso A., StM2c
- *UTZ, Joseph F., Jr., HA1c, 122 Gem Ave.,
Bridgeport, Conn.
- VANCE, John W., PhM3c
- *VARELA, Henry R., EM2c, 747 S. Orme Ave.,
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N.E., Atlanta, Ga.
- *VELLA, LaMarr G., SSMB3c, Lyman, Wyoming
- VITALE, Michael, PhM3c, 332 S. 7th St., Newark, N. J.
- *WALKER, Jesse P., ML1c, 7029½ Seaview Ave.,
Huntington Park, Calif.
- *WALLINGFORD, James W., CM2c, 515 Armor Ave.,
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- *WARD, Jack H., CM1c
- WEAKLEY, Richard G., S2c, R.F.D. 6, Kalamazoo, Mich.
- *WEBBER, Willard W., PhM1c, 6628 S. Honore St.,
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- *WEGDAHL, Alvin H., EM1c, Rt. 1, Box 135,
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- *WELCH, Bernal R., Slc
- WELCH, Chester D., MoMM3c
- *WELDEN, Kenneth W., WT2c, R.F.D. 3, St. Joseph, Miss.
- WELLMAN, Richard A., HA1c, 8 Finlay St.,
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- *WENCKUS, Walter B., SF3c, 110 Pierce St.,
San Francisco, Calif.
- *WERNER, Russell C., CM2c
- *WEST, Robert J., Flc
- *WESTBERG, Robert W., BM2c, Rt. 2, Box 1210,
Renton, Wash.
- *WHITE, Austin L., CM2c, Box 75, Vernal, Utah
- WICKWIRE, Claire W., S2c, Box 17, Sergeant, Penn.
- *WIEDEMAN, Robert, SF2c, 100 Locust St., Windsor, Col.
- *WIGGINS, James W., SK2c
- *WILBANKS, William R., S2c

(*)—Officers and Enlisted Personnel present at commissioning.

(**)—Officers and Enlisted Personnel killed in action.

* WILLIAMS, Henry J., ST3c, Rt. 1, Box 12, Camden, Miss.
* WILLIAMS, James, StM1c, Box 203, Arcadia, La.
* WILLIAMS, Marvin T., CM3c, 112 W. Fairview Blvd.,
Englewood, Calif.
WILLIAMS, Raymond C., S2c, Rt. 3, Meadville, Penn.
* WILLIAMS, Thomas, S2c
WILLIFORD, R. G., Slc, Rt. 2, Box 130C, Warren, Texas
* WILLSON, Howard B., CM2c, Rt. 2, Box 417,
San Angelo, Texas
* WILMOTH, Ross L., Cox., General Delivery, Decatur, Ill.
* WINKEN, Clyde D., Cox., Winnebago, Minn.
WINN, Ernest Eugene III, StM3c, 901 Hubert St., Waco,
Texas.
* WITHEROW, James L., PhM3c, Box 72, Orlando, Fla.
WOLTMANN, Wilbert H., SC3c, Rt. 3, Fayetteville, Texas
WOLVERTON, Walter C., SF1c, c/o Burg-Motors,
Main St., Trumansburg, N. Y.
WOOD, Gordon L., Slc, 1822 West Monroe St.,
Phoenix, Arizona

WOODS, Weldon H., Slc
WOODWARD, William P., Slc, 1723 Chandlust St.,
North Little Rock, Arkansas
* WORLEY, Curtis L., S2c
* WRIGHT, Norman E., SF1c, 973 S. Western St.,
Los Angeles, Calif.
WRIGHT, Thomas F., Y3c, 1239 8th St., Douglas, Ariz.
WYNN, Virgil, CM2c, 3607 Bonnie Rd., Austin, Texas

YARNELL, Leon R., SF3c, 102 E. Kentucky Ave., S.,
Anadarko, Okla.
YOUNG, Stanford M., StM1c, 1426 6th Ave. S.,
Birmingham, Ala.
YOUNIE, Donald W., HA2c, Manilla, Iowa

ZARING, John H., HA1c, 765 Cobb Blvd, Kankakee, Ill.
ZERINGUE, Alfred P., Slc, General Delivery,
St. James, La.
ZOBEL, Edgar W., HA1c, Traverse City, Mich.

U.S.S. NAPA (APA-157)

4 January 1946

From: The U.S.S. NAPA
To: All Napaites

Due to the wonderful response which you fellows made when requested to support the Napalogue, Captain Loomis suggested that as a reward to each man a free copy for every subscription be forwarded to you.

This extra copy is subscribed to through the Ship's Welfare Fund.

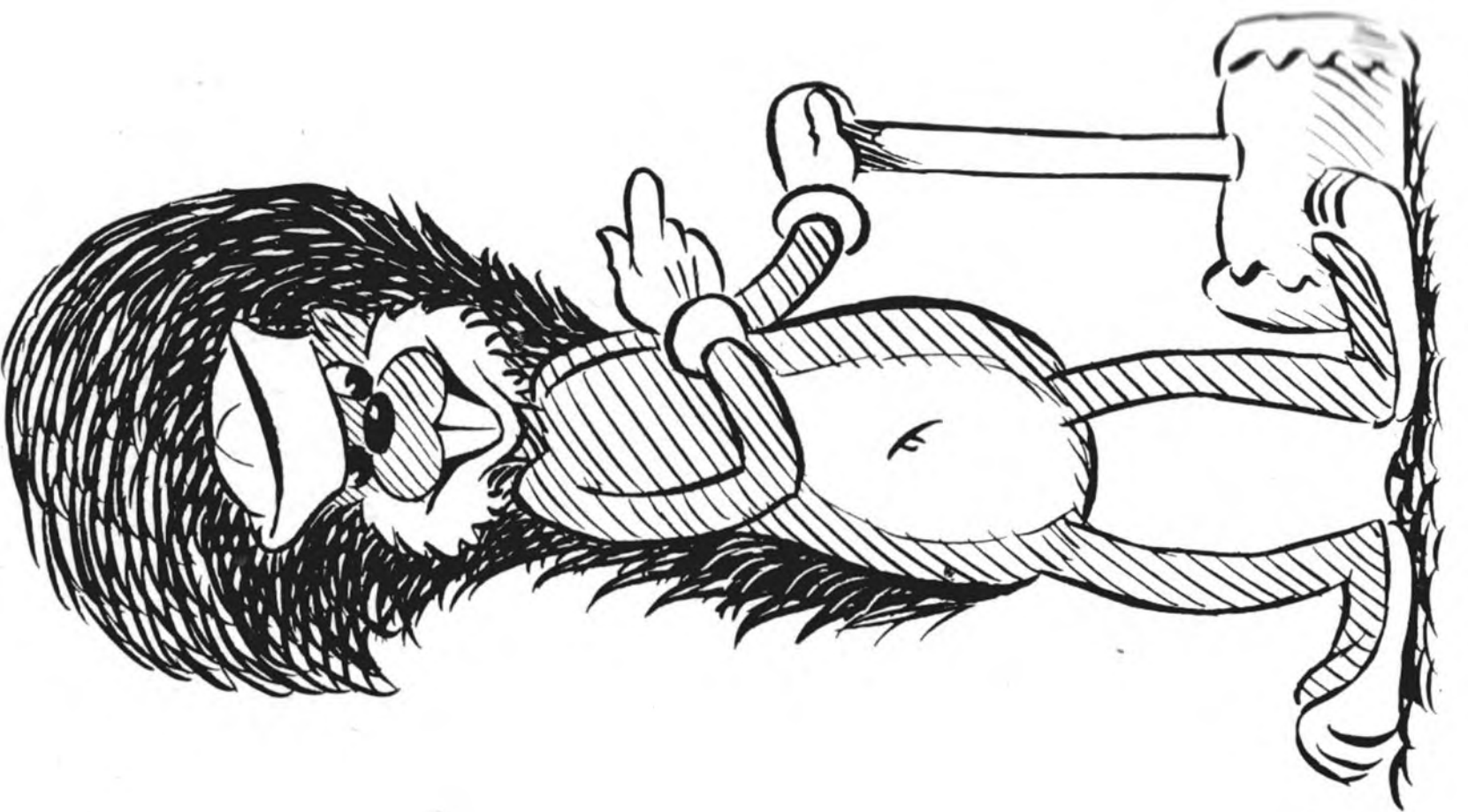
It is with real sense of gratitude that we on the Staff of the Napalogue are able to carry out the Captain's suggestion.

May you enjoy your Napalogues as much as we do in forwarding them to you.

Respectfully
J. O. BRACKEN
Lieut. Comdr., USNR
Circulation Manager

P.S. 486 Copies sold.





10/1/44 - commissioned at Astoria, Oregon
Cruise to Seattle

Maneuvers off San Diego - 4 days

One stop San Fran

San Pedro, Calif.

Maneuvers off Long Beach

Left Port Huenehue 11/25/44 with troops

Arrived Pearl H. - 12/2/44

To Maui Island 12/9/44

12/25/44 swimming on beach at Maui

12/31/44 Aloha Wades - Honolulu

1/27 left PH for Eniwetok, Marshall Is.

Crossed 180° 1/31/45

Sub sunk by our Escort 2/4/45 when we dropped out of formation with dead engine.

2/5/45 arrived Eniwetok.

2/7/45 left Eniwetok for Saipan

2/11/45 arrived Saipan

2/16/45 left Saipan for Iwojima

(2/14/45 - alert for enemy planes)

2/19/45 - arrived for invasion of Iwo.

2/21/45 - ship rammed 0445

2/21/45 - first enemy plane sighted at 2000

2/22/45 - Jap bombers

2/24/45 - left Iwo for Guam

2/28/45 - arrived Guam

3/5/45 - first ship to enter largest floating dry dock.

3/8/45 - alert while in dry dock

3/26/45 - left Guam for Pearl - 174 Jap prisoners + 200 casualties

4/1/45 - crossed 180°

4/5 - arrived Pearl

4/10 - into dry dock

4/23 - out of dry dock

5/8 - V-E Day

5/23 - left Pearl for Seattle

5/31 - arrived Seattle pier #48

6/19 - left Seattle for Pearl, troops

6/26 - arrived Honolulu

- 6/28 left Honolulu for Eniwetok with troops
 7/3 crossed 180°
 7/6 - arrived Eniwetok
 7/14 - left Eniwetok for Ulithi
 7/18 - arrived Ulithi
 7/29 - left Ulithi headed for Okinawa
 7/30 - typhoon due
 8/2 - dodging typhoon - rough
 8/5 - sighted Okinawa
 8/6 - ^{air} attack by bombers
 8/7 - alert
 8/8 - bad alert
 8/8 - OOB to Saipan
 8/14 - arrived Saipan
 8/15 - war over
 8/17 - left Saipan for Leyte
 Shows out engine dead near Truk - alone
 8/21 - arrived Leyte
 leave at Leyte & Samar
 8/25 - OOB for Manila
 8/27 - passed Batuan & Carriedor - arrived Manila
 8/29 - pills for Malaria
 Cavete
 9/7/45 - left Manila
 9/8/45 - no more black outs
 9/9 - typhoon OOB Formosa
 9/13 - arrived at Yokosuka - into Yokohama Docks
 9/18 - typhoon while in harbor.
 9/19 - left for Guam
 9/23 - Guam.