

J. A. Yeager—

J. A. Yeager
his mark

Scat 4
Scat 2
Scat 1
beav

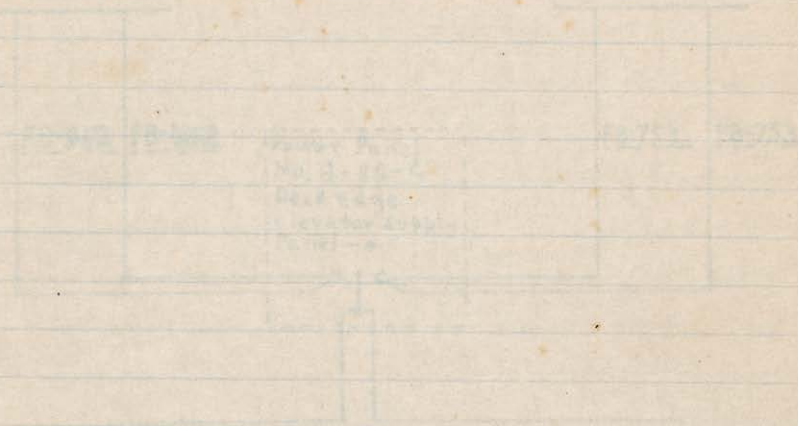
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50174

Diagram for the evaporator system

Evaporator
No. 1

Condenser
No. 2



CONDENSER
No. 2

EVAPORATOR
No. 1

PUMP
No. 3

COMPRESSOR
No. 4

CONDENSER
No. 2

EVAPORATOR
No. 1

PUMP
No. 3

COMPRESSOR
No. 4



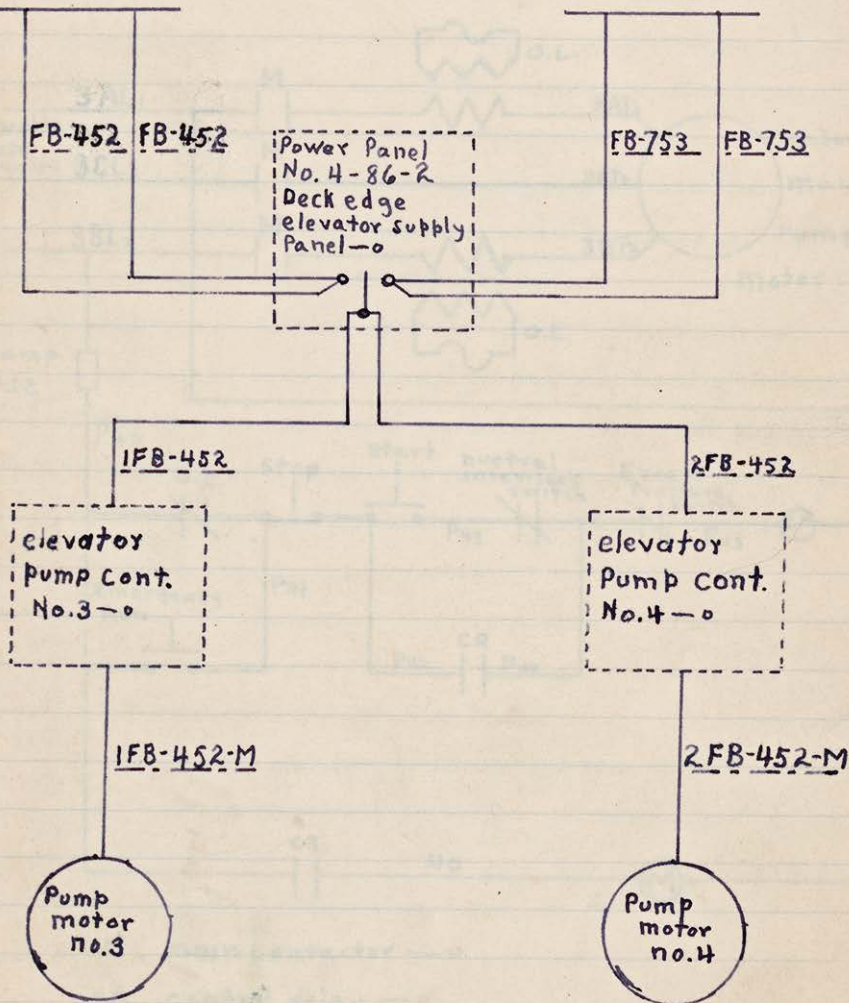
3

°--Diagrams for no.2 elevator room--°

Diagram of feeders for elevator pump motors

Normal supply
No. 3 Board

alternate supply
No. 2 board



Handwritten title or header at the top of the page, possibly describing the circuit or device.

Power supply
No. 2

Power supply
No. 3

RESISTOR

Power Panel
No. 11-24-2
Box 432
Elevator supply
Panel -

RESISTOR

RESISTOR

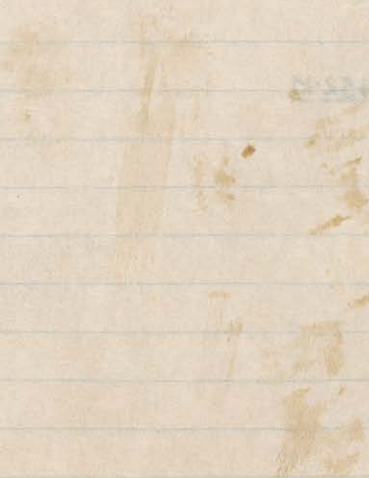
RESISTOR

Generator
Type Cont.
No. 1

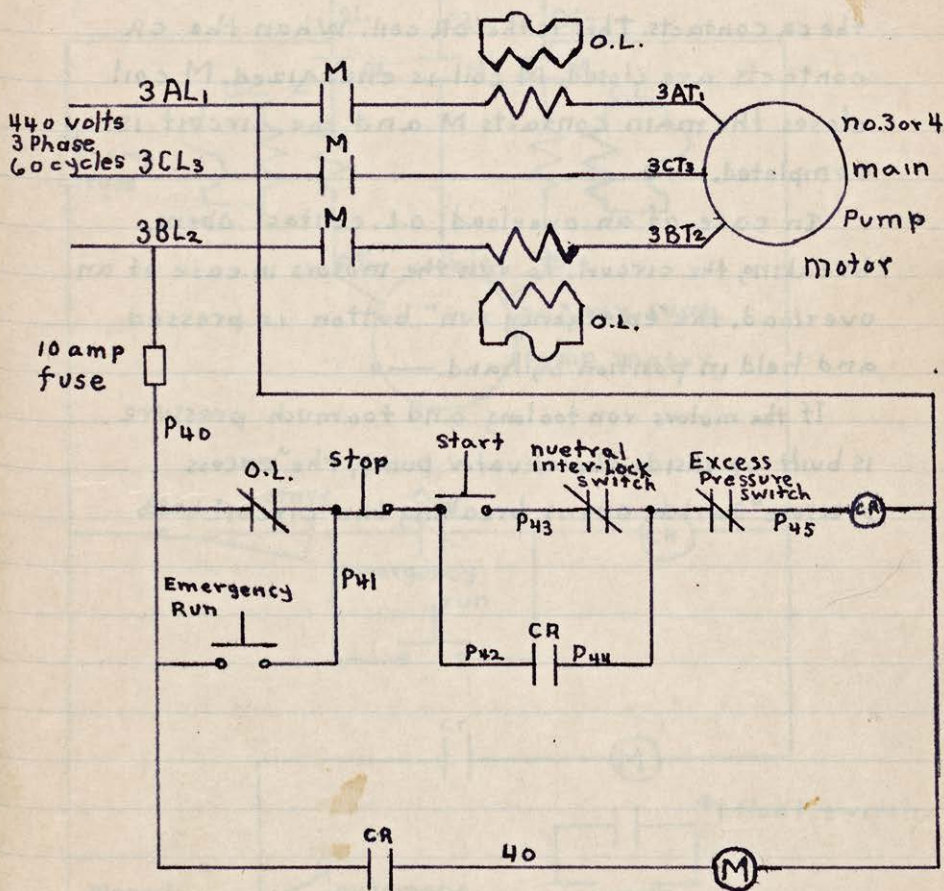
Generator
Type Cont.
No. 2

RESISTOR

RESISTOR



Schematic Diagram of Control Circuit for Elevator Pump Motors No.3 and 4



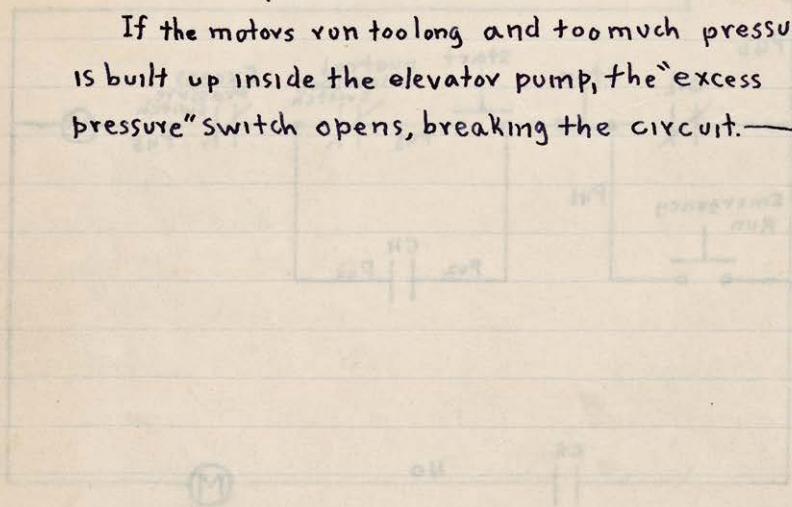
- M main contactor — o
- CR control relay — o
- ok overload relay — o

Explanation for elevator pump motor control circuit—o

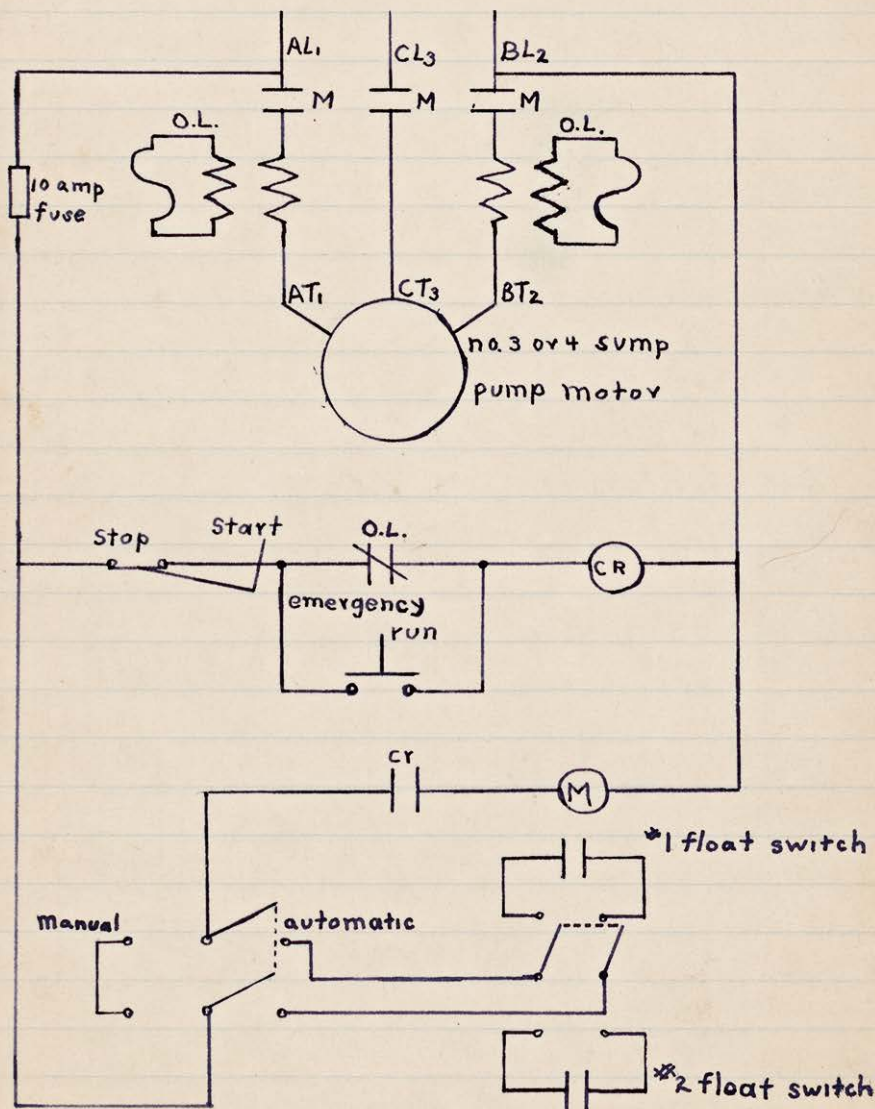
When the "start" button is pushed, a coil closes the CR contacts. This is the CR coil. When the CR contacts are closed, M coil is energized. M coil closes the main contacts M and the circuit is completed.—o

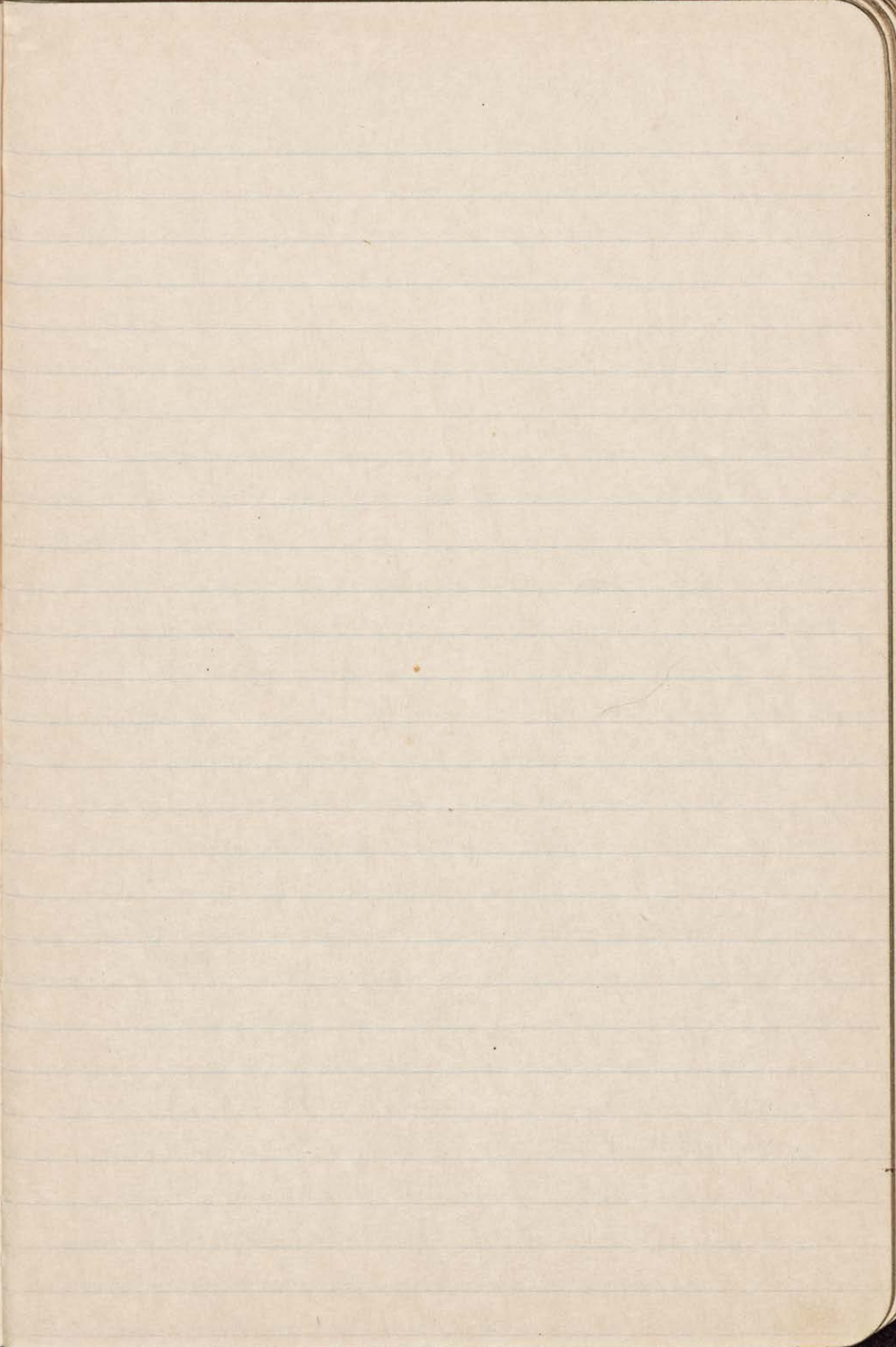
In case of an overload, O.L. contact opens, breaking the circuit. To run the motors in case of an overload, the "emergency run" button is pressed and held in position by hand.—o

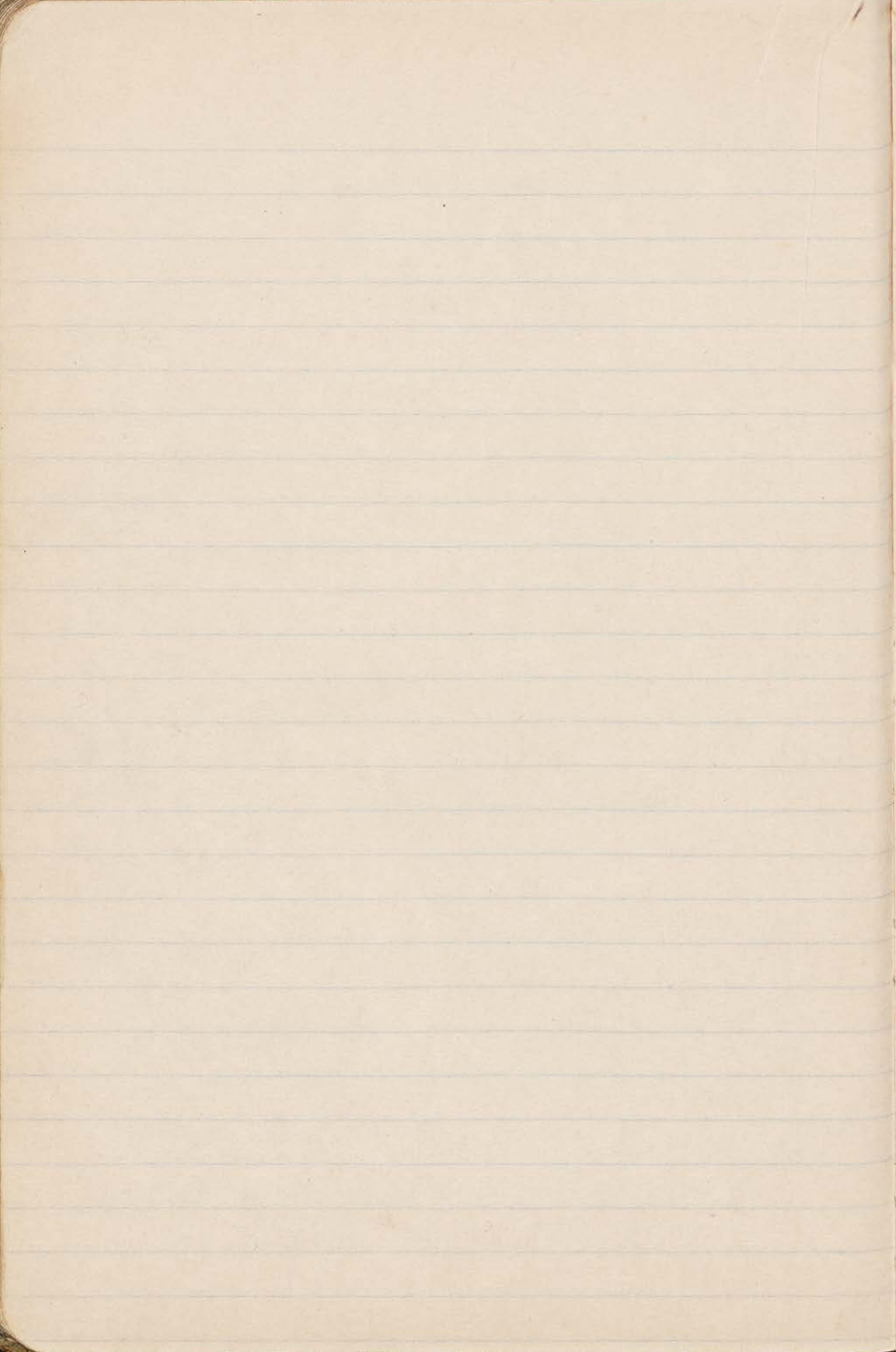
If the motors run too long and too much pressure is built up inside the elevator pump, the "excess pressure" switch opens, breaking the circuit.—o



Schematic diagram of control circuits for elevator sump motors no. three and four. —







Forward out Machinery room - 0

Circuit FE-10 (yellow) - 0

Load center 5-11-2 - 0 Feeder distribution box 5-11-1 - 0

1-2 FE-101 - Feeds 1 through 5 - 0

2-2 FE-102 - Feeds 6 through 10 - 0

3-2 FE-103 - Feeds 11 through 15 - 0

4-2 FE-104 - Feeds 16 through 20 - 0

5-2 FE-105 - Feeds 21 through 25 - 0

6-2 FE-106 - Feeds 26 through 30 - 0

7-2 FE-107 - Feeds 31 through 35 - 0

8-2 FE-108 - Feeds 36 through 40 - 0

9-2 FE-109 - Feeds 41 through 45 - 0

10-2 FE-110 - Feeds 46 through 50 - 0

11-2 FE-111 - Feeds 51 through 55 - 0

12-2 FE-112 - Feeds 56 through 60 - 0

13-2 FE-113 - Feeds 61 through 65 - 0

14-2 FE-114 - Feeds 66 through 70 - 0

— lighting and power circuits for: —

Forward auxiliary machinery room—

Number one fire room—

Number two fire room—

Main engine room—

forward aux. machinery room — 0

Circuit FE-103 (yellow) — 0

load center 5-84-2 — 0 Feeder distribution box 5-81-2 — 0

Circuits: a: 1FE-103 — 0 c: 3FE-103 — 0

b: 2FE-103 — 0 d: FE-103-1 — 0

a: 1FE-103 (yellow) — through inboard bulkhead 5-81-2 — 0

b: 2FE-103 (uncolored) Distribution switchbox 6-82-2 — 0

1: 2FE-103-A — feeds 6 lights: 1-200W; 2-100W; 3-50W. — 0

2: 2FE-103-B+C — feeds 2 S&R boxes; located stanchion 6-82-1 — 0

3: 2FE-103-D+E — feeds 3-200W; 4-100W; 1-50W. — 0

4: 2FE-103-E — feeds 1 S&R box; located stanchion 6-82-2 — 0

5: 2FE-103-F — feeds 1 S&R box; located stanchion 6-82-2 — 0

c: 3FE-103 (yellow) Distribution switchbox 5-81-2 — 0

1: 3FE-103-A+B (uncolored) feeds 1-200W; 2-S&R boxes; Stanchion 5-84-4

2: 3FE-103-C+D — feeds 3-100W; 1-S&R box; stanchion 5-82-2 — 0

3: 3FE-103-E+F — feeds 2-flourescant; 2-100W. — 0

d: FE-103-1 — feeds through bulkhead 6-79-2 — 0

Circuit FE-101 (yellow) — 0

Load center at 5-84-2 — 0

Phase distribution box at 5-86-2 — 0

Circuits: a: 1-FE-101 c: 3-FE-101 — 0

b: 2-FE-101 — 0

a: 1-FE-101 goes to fire room no. 1 and into
distribution feeder box located at trunk 5-87-2 — 0

Circuits: a: 1-FE-101-A b: 1-FE-101-B — 0

1: 1-FE-101-A feeds distribution box 86-1 — 0

a: 1-FE-101-A1 & A2 feeds i.c. relay

located at Bulkhead 6-86-midships — 0

b: 1-FE-101-A7 feeds 4-100W. - 1-S & R box

located on 5th deck

c: 1-FE-101-A3 & A4 feeds junction box

1: 1-FE-101-A3 feeds one S & R box

located at 6-86-1 — 0

2: 1-FE-101-A4 feeds one S & R box

located at 5-86-1 — 0

d: 1-FE-101-A5 & A6 feeds 4-100W. and

one S & R located at 6-86-1 — 0

2: 1-FE-101-B (yellow) feeds bus transfer

Panel located at 5-92-midships — 0

a: 1-FE-101-B1 (Red) feeds feeder

distribution box located at 5-86-1 — 0

1: 1-FE-101-B1a feeds switch distribution panel located at 6-86-1—0

a: 1-FE-101-B1A1 & B1A2 (yellow) feeds three-100 w. and four 50 w.—0

1: 1-FE-101-B1A1 (Red) feeds one battery lantern located at 6-82-1—0

b: 1-FE-101-B1A3 & B1A4 (yellow) feeds six-100 w.—0

2: 1-FE-101-B1B (red) feeds switch distribution Panel located at 5-86-1—0

a: 1-FE-101-B1B1 & B1B2 (yellow) feeds 2 water gauge lights located at 5-88-1—0

b: 1-FE-101-B1B3 feeds one water gauge light located at 5-88-1—0

c: 1-FE-101-B1B4 & B1B5 feeds two water gauge lights located at 5-88-2—0

d: 1-FE-101-B1B6 feeds one water gauge light located at 5-88-2—0

e: 1-FE-101-B1B1 (no color) feeds two battle lanterns located at 5-86-142—0

b: 1-FE-101-B2 (red) goes to fire room number two and into feeder distribution box located at 5-92-midships—0

Circuits: a: 1-FE-101-B2A

b: 1-FE-101-B2B

1: 1-FE-101-B2A (red) feeds switch distribution box
located at 6-92-midships — 0

R
C
D { a: 1-FE-101-B2A1 & B2A2 feed 4-50W. and 2-100W. — 0
b: 1-FE-101-B2A3 & B2A4 feed 4-100W. — 0
c: 1-FE-101-B2A5 feeds one battery lantern — 0

2: 1-FE-101-B2B (red) feeds switch distribution box
located at 5-92-midships — 0

Red { a: 1-FE-101-B2B1 feeds two battery lanterns — 0
b: 1-FE-101-B2B3 feeds one boiler gauge light — 0
c: 1-FE-101-B2B4 & B2B5 feed two boiler gauge
lights — 0
d: 1-FE-101-B2B6 feeds one boiler gauge light — 0
e: 1-FE-101-B2B1 & B2B2 feed two boiler
gauge lights — 0

b: 2-FE-101 (yellow) goes to fire room no. two and into
feeder distribution box located at 5-93-2 — 0

circuits: a: 2-FE-101-A — 0
b: Hvi-326 — 0

1: 2-FE-101-A feeds switch distribution box located
at 6-92-2 — 0

a: 2-FE-101-A1 & A2 feed 2-100W-1-50W-1-54R box — 0
b: 2-FE-101-A3 feeds 1-100W-1-50W-1-54R box — 0
c: 2-FE-101-A4 feeds 1-54R box — 0
d: 2-FE-101-A5 & A6 feed 4-100W — 0
e: 2-FE-101-A7 feeds four periscope lights — 0

C- 3-FE-101 goes to Main engine room Feeder
distribution box located at 5-100-2-0 (yellow).

Circuits: a: 3-FE-101-A-0 c: 3-FE-101-C-0

b: 3-FE-101-B-0 ϕ Hv 1502

1- 3-FE-101-A (yellow) goes to bus transfer located
at 6-100-1-0

a: 3-FE-101-A₁ feeds feeder distribution box
located at 6-100-1-0

1: 3-FE-101-A goes to 5-107-1-0

2: 3-FE-101-A₂ goes to 5-107-1-0

3: 3-FE-101-A₁ goes to 5-stanchion midship
distribution switchbox-0

a: 3-FE-101-A_{1A} and A_{1B} feed IC relay
and 3-100W-0

b: 3-FE-101-A_{1C} feeds 2-100W and 1-50W-0

c: 3-FE-101-A_{1D} feeds 2-100W-0

d: 3-FE-101-A_{1E} and A_{1F} feeds nine
fluorescent lights on switchboard-0

e: 3-FE-101-A_{1G} and A_{1H} feeds 4-100W-0

f: 3-FE-101-A_{1I} feeds one battery lantern,
2-50W-2-100W- one cell ind.-0

G: 3-FE-101-A₁ feeds 3-100W-2 battery
lanterns.-0

2-3-FE-101-B feeds switch distribution box located at 5-100-2.—° (yellow)°

a: 3-FE-B₁ and B₂ feeds 4-50W-1-100W.—°

b: 3-FE-B₃ and B₄ feeds 2-100W-1 pilot indicator on main engine controller.—°

c: 3-FE-101-B₅ feeds 2-50W and 4-100W.—°

3-3-FE-101-C feeds feeder distribution box located at 5-100-2.—° (yellow)°

a: 3-FE-101-C₁ feeds one S&R box.—°

b: 3-FE-101-C₂ and C₃ feeds three S&R boxes.—°

c: 3-FE-101-C₄ and C₅ feeds two S&R boxes.—°

d: 3-FE-101-C₆ feeds one S&R box.—°

e: 3-FE-101-C₇ feeds one S&R box.—°

◦—Main Engine Room—◦

lighting load center located at 5-110-2—◦

—Main Engine Room—

Lighting, ventilation, heating, and other services.

Electricity - 220 V. 50 Hz.

Water - 100 GPM at 100 PSI.

Oil - 100 GPM at 100 PSI.

Compressed Air - 100 PSI.

Waste Water - 100 GPM at 100 PSI.

Gas - 100 GPM at 100 PSI.

Steam - 100 PSI.

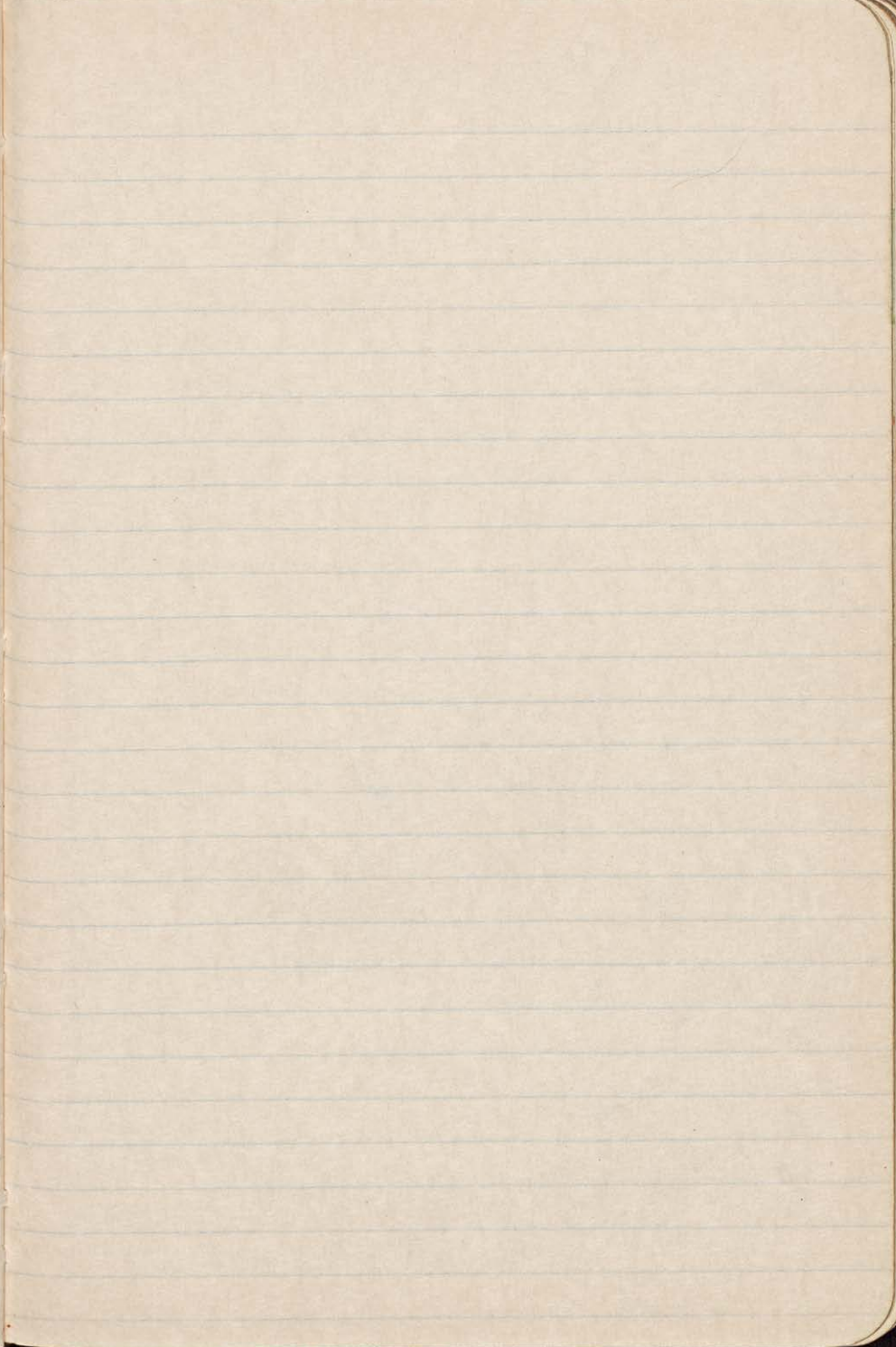
Hot Water - 100 GPM at 100 PSI.

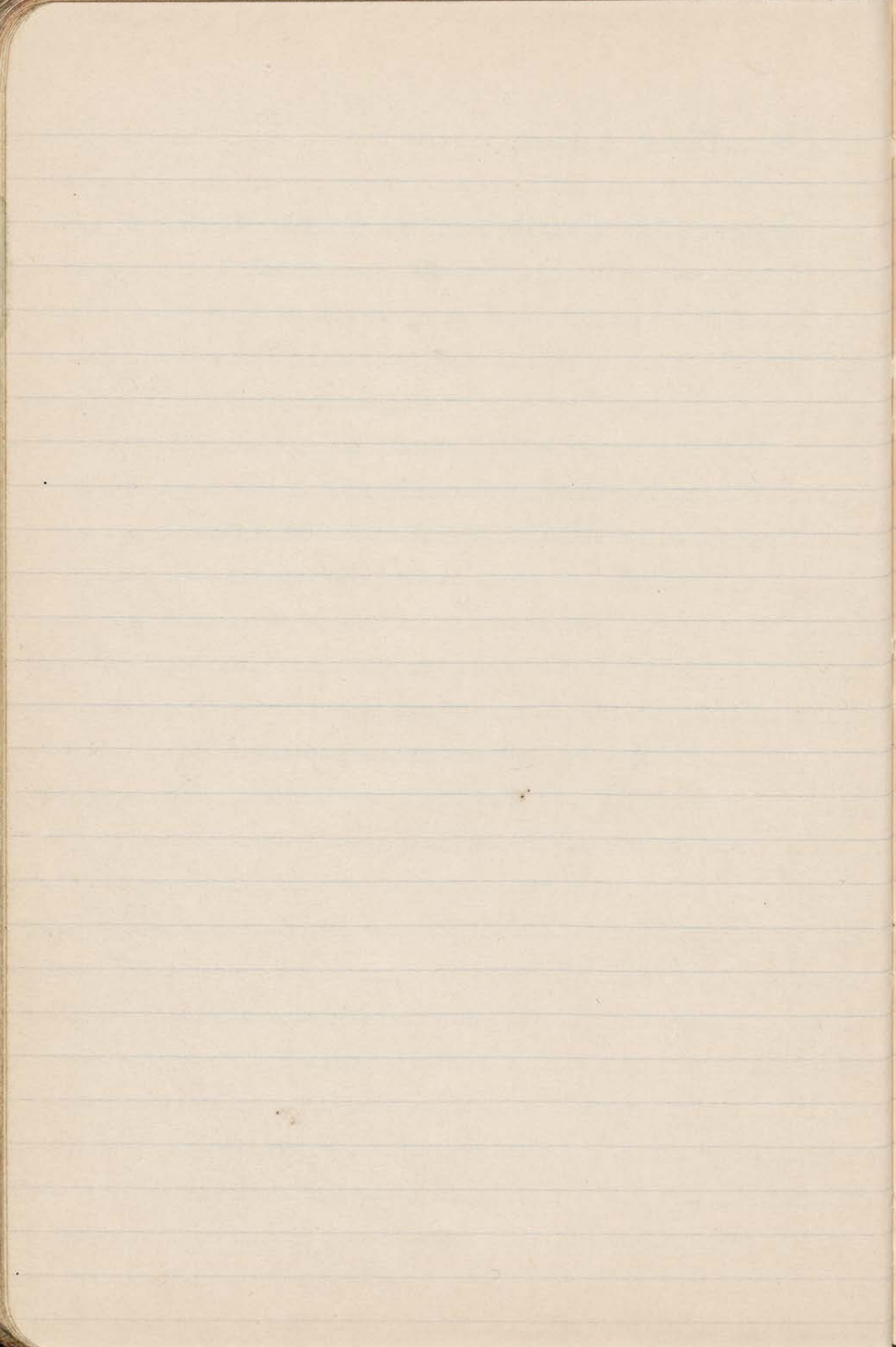
Cooling Water - 100 GPM at 100 PSI.

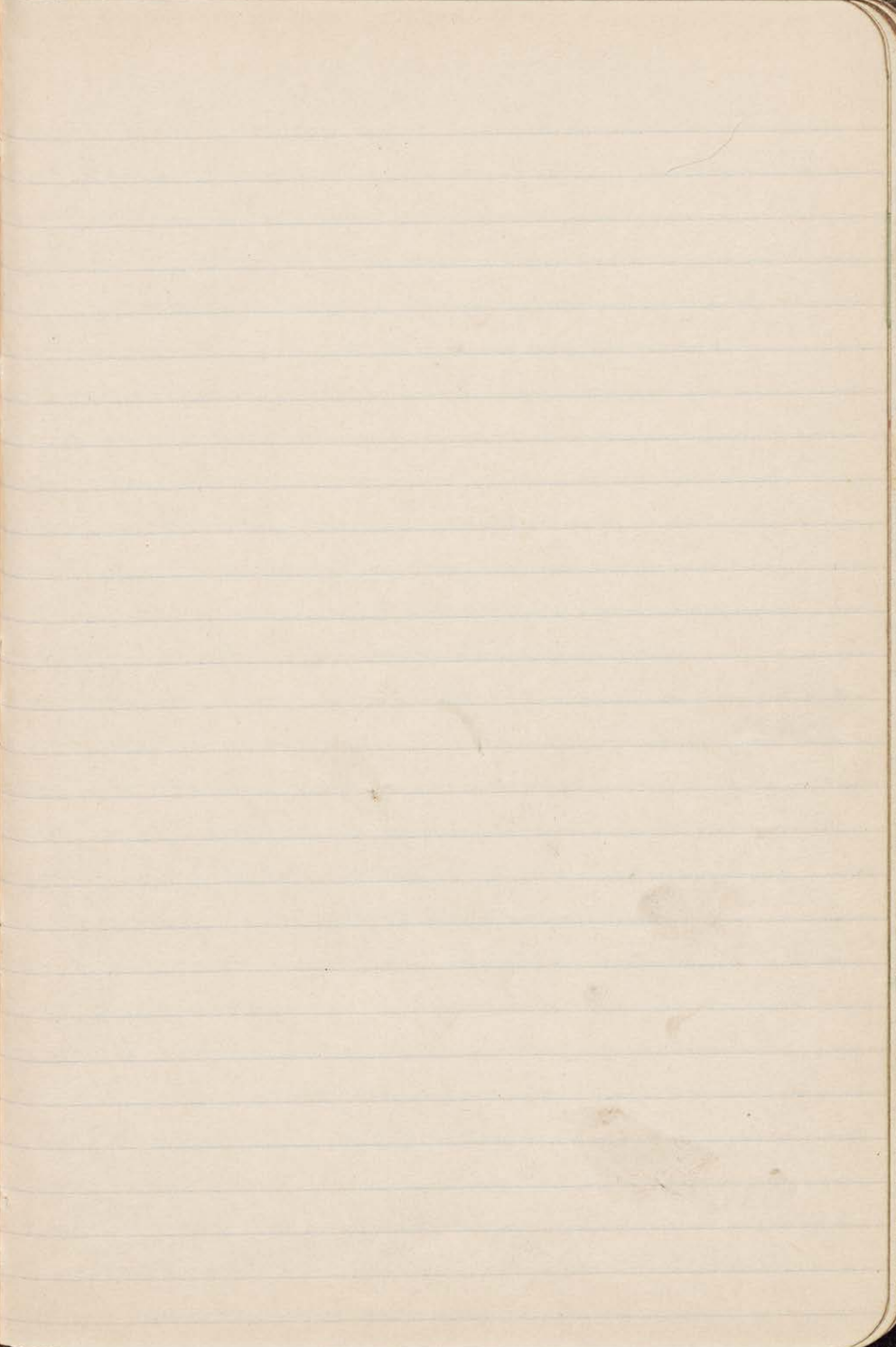
Exhaust - 100 GPM at 100 PSI.

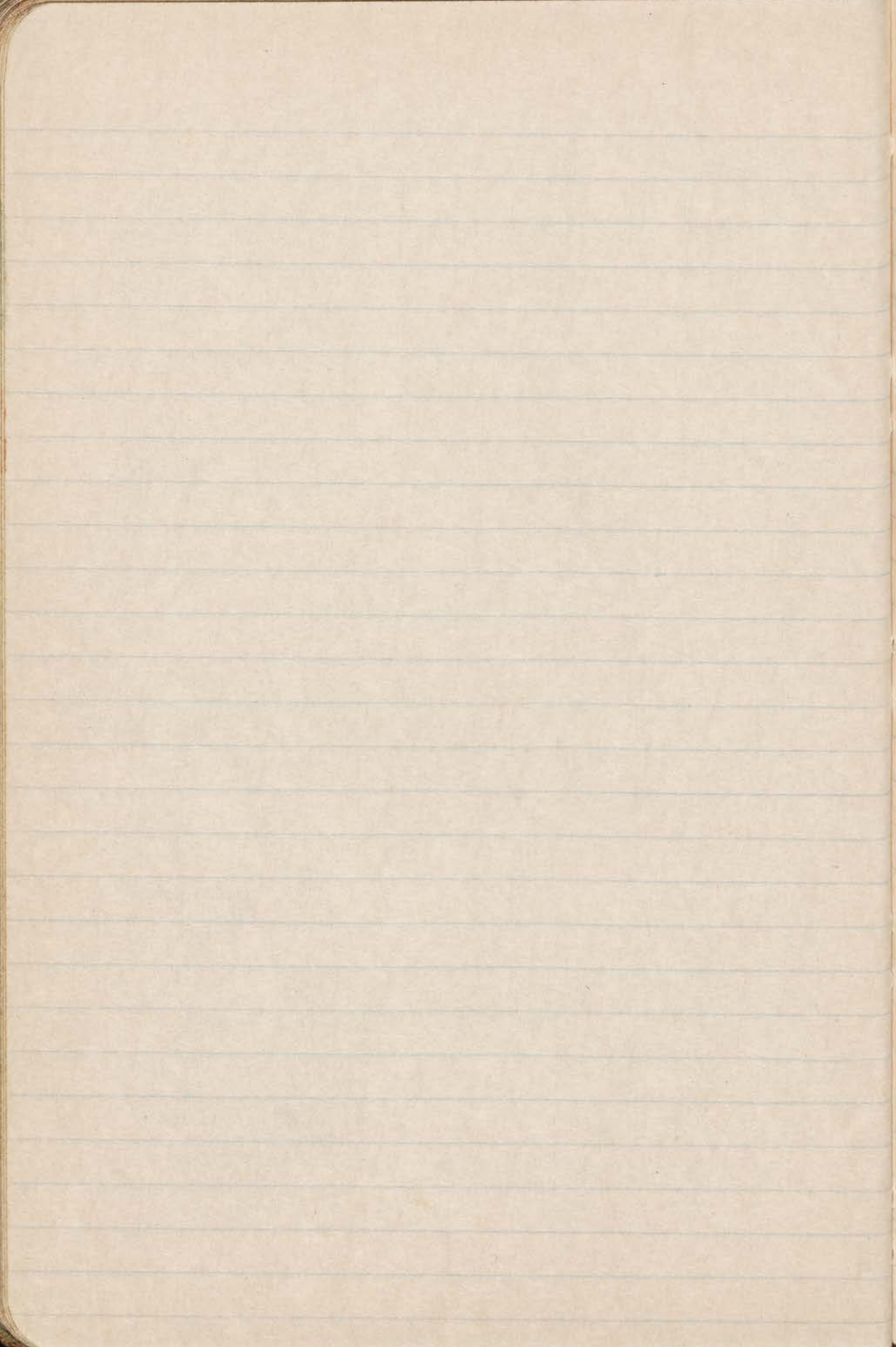
Drainage - 100 GPM at 100 PSI.

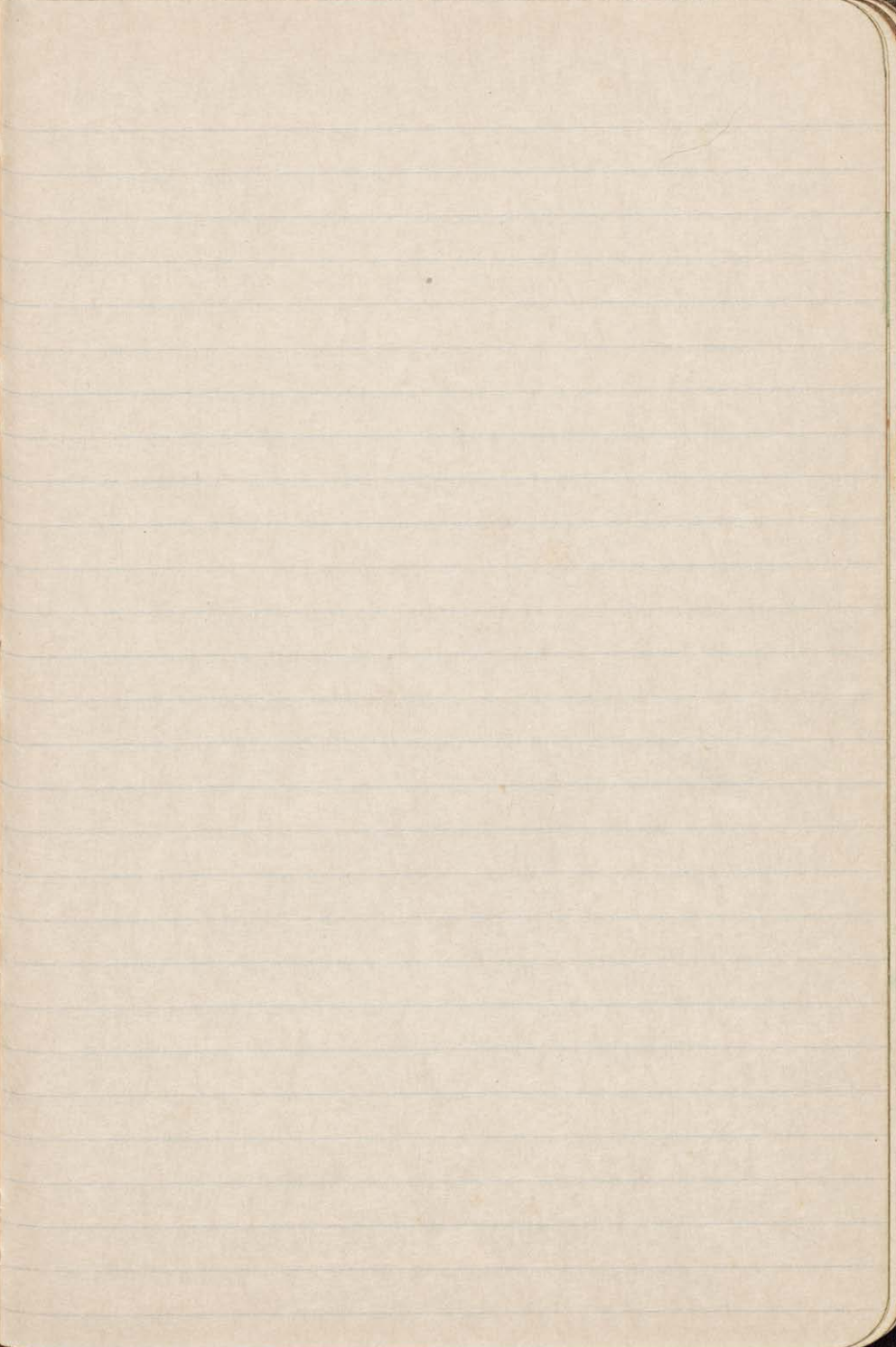
Sanitary - 100 GPM at 100 PSI.

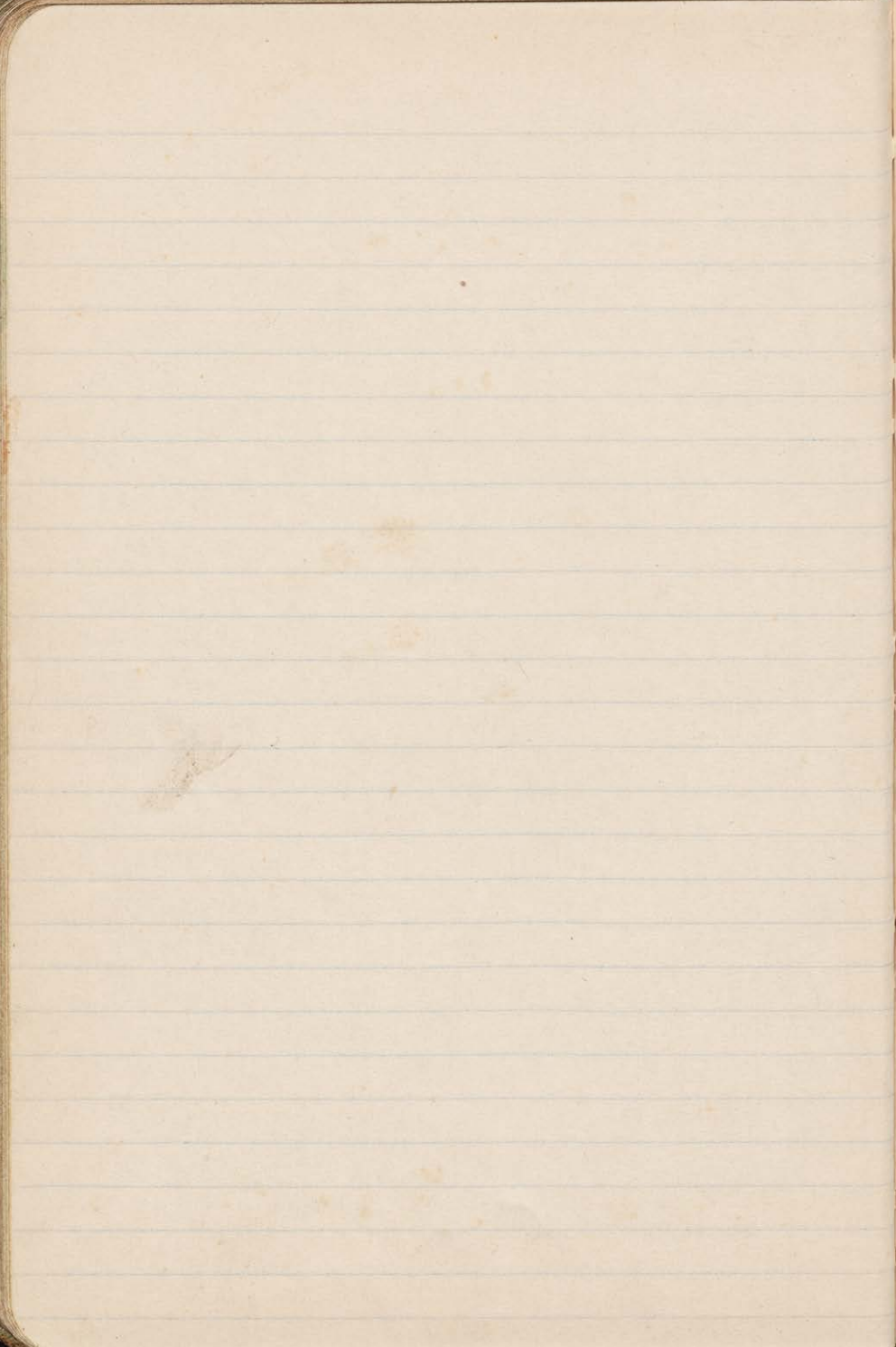


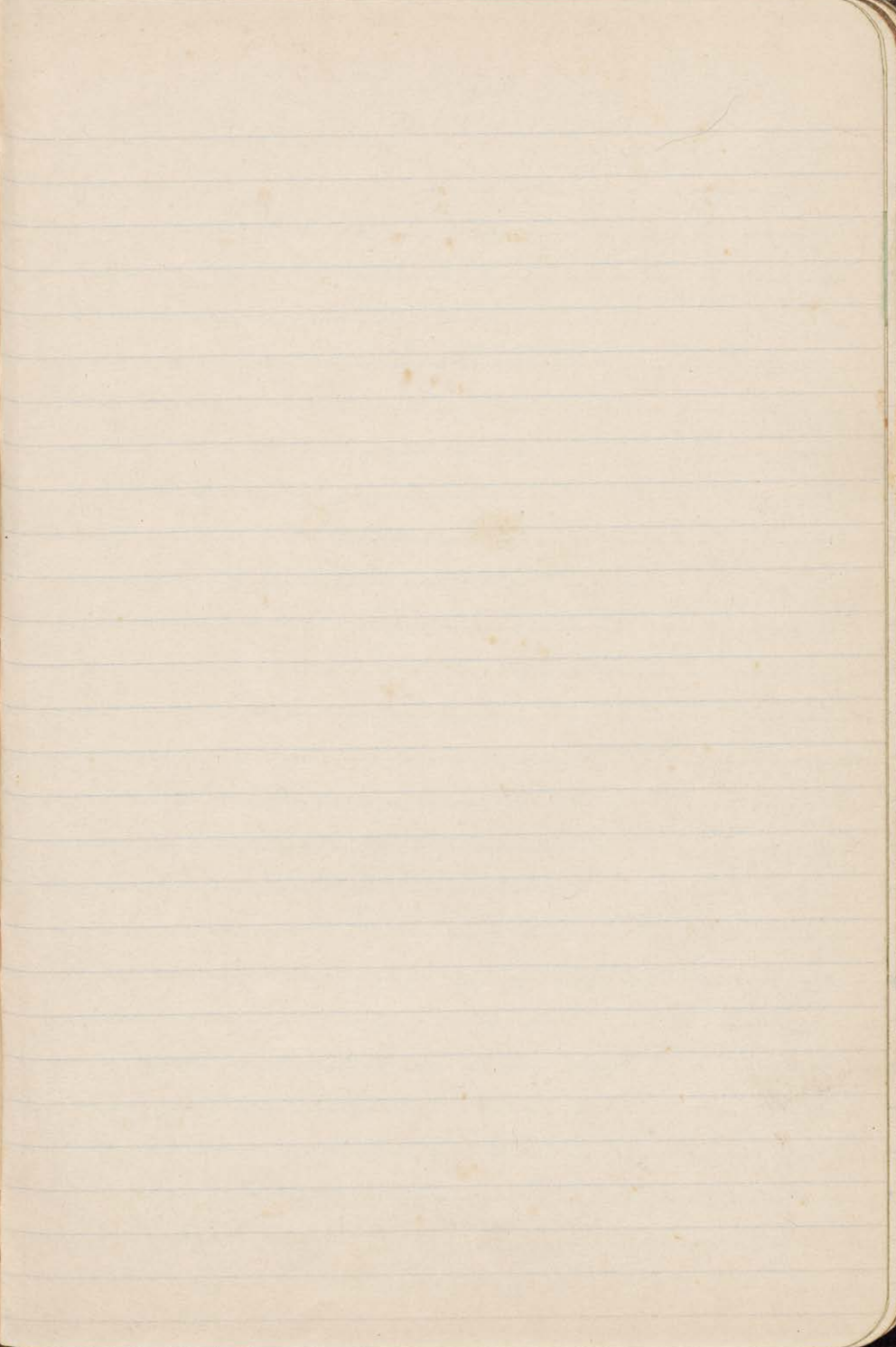


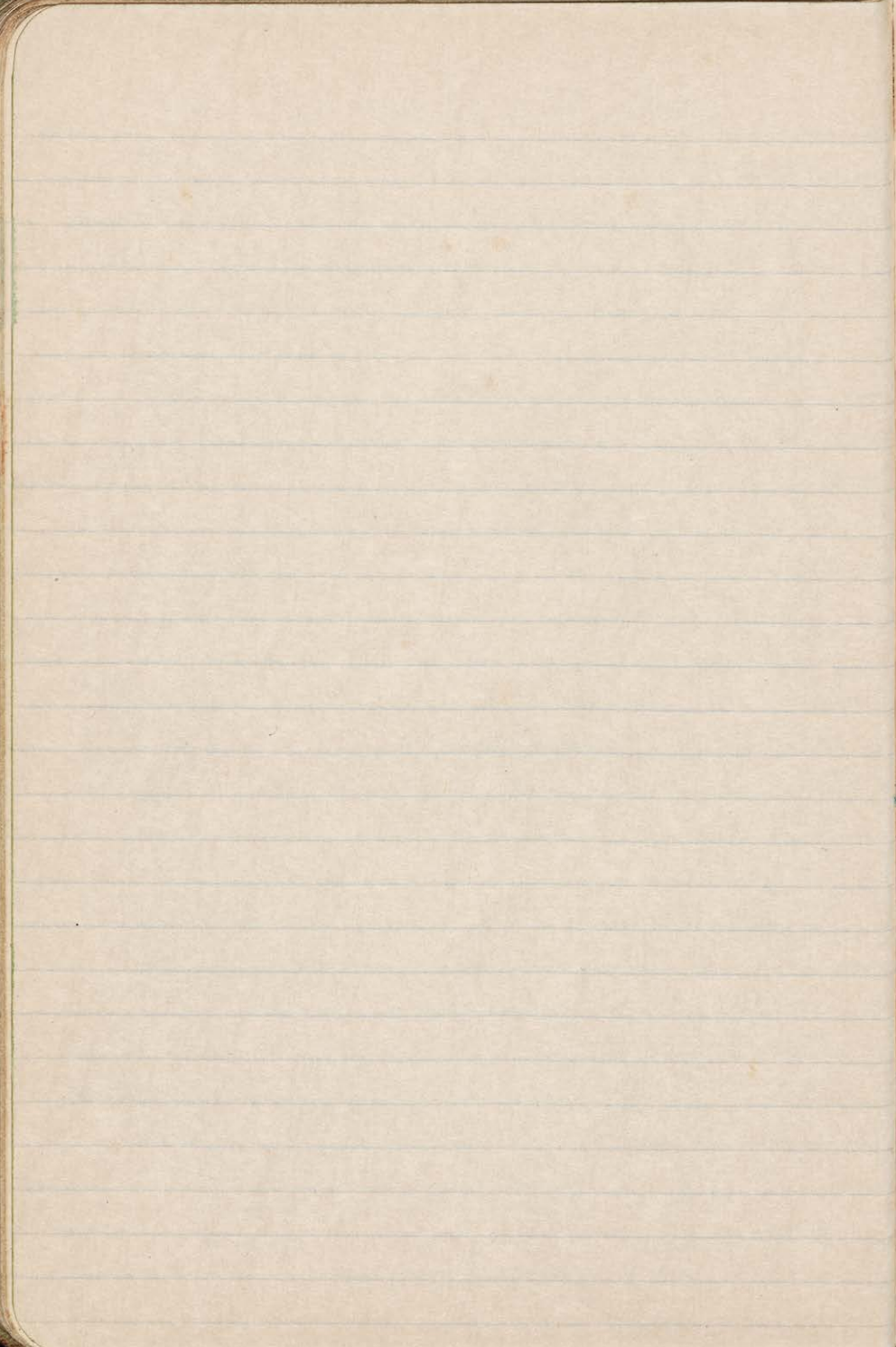


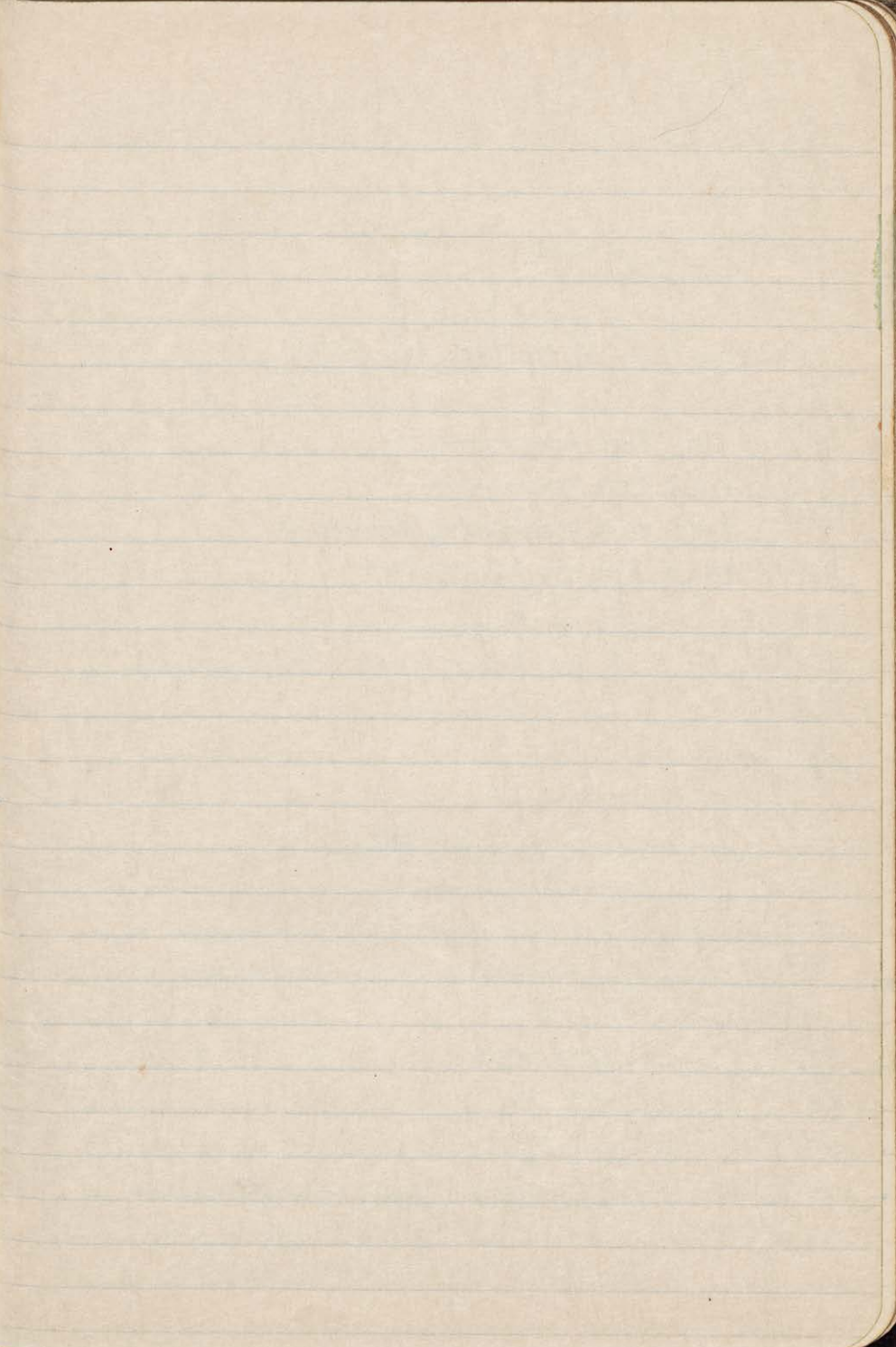


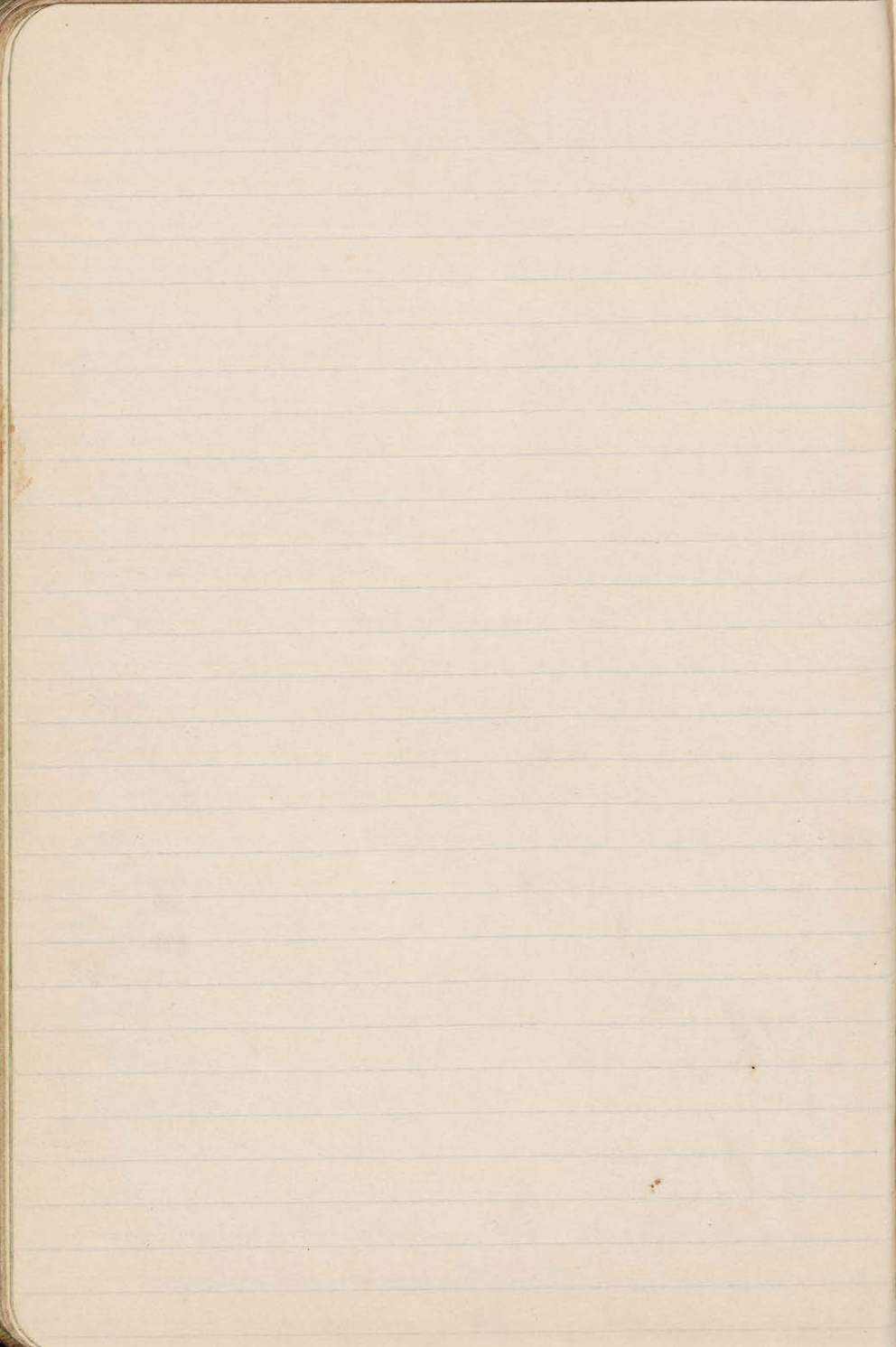




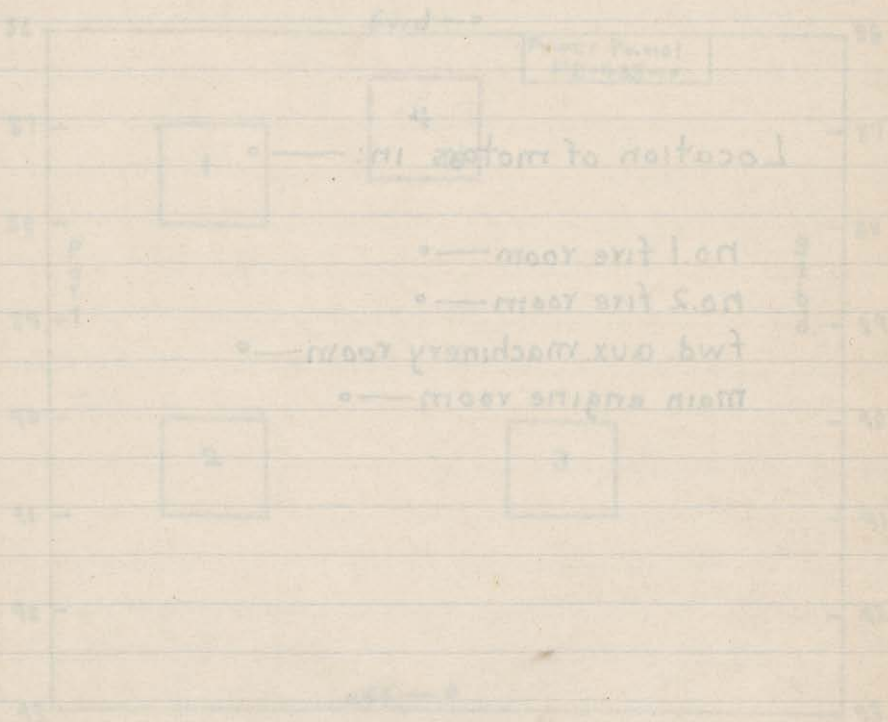








No. 1 fire room - frames 86-93 - 4 motors



Motor number	Motor frame	Motor number	Motor frame
1	vent set 5-90-1	3	3-75-443
2	vent set 5-90-1	4	4-75-443
3	vent set 5-90-1	5	5-75-443
4	Part F.C. Service pump	2	2-75-443

Location of motors in: — °

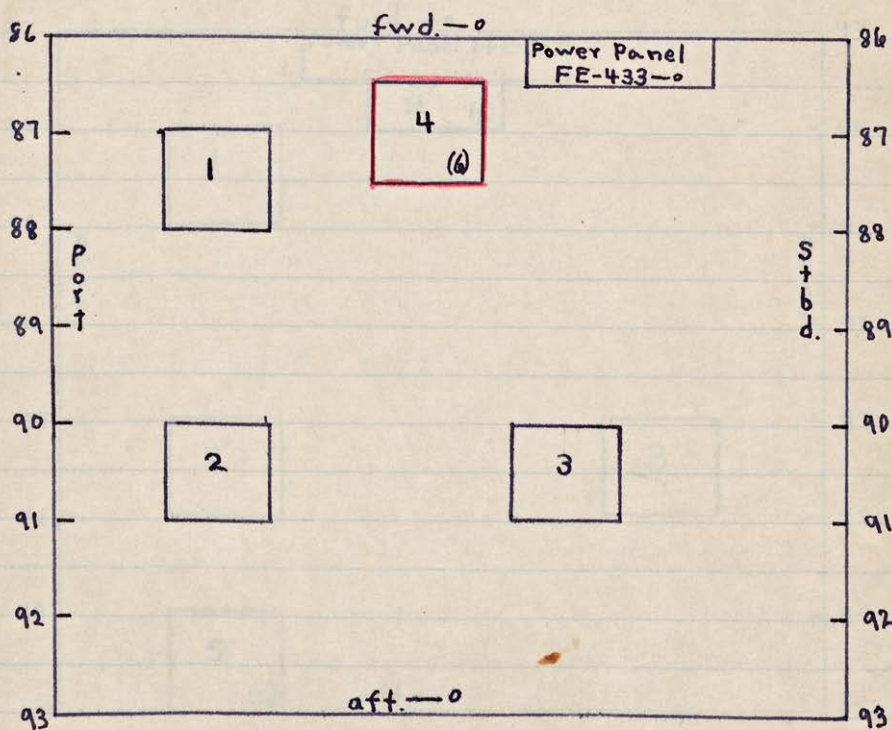
no.1 fire room — °

no.2 fire room — °

fwd. aux. machinery room — °

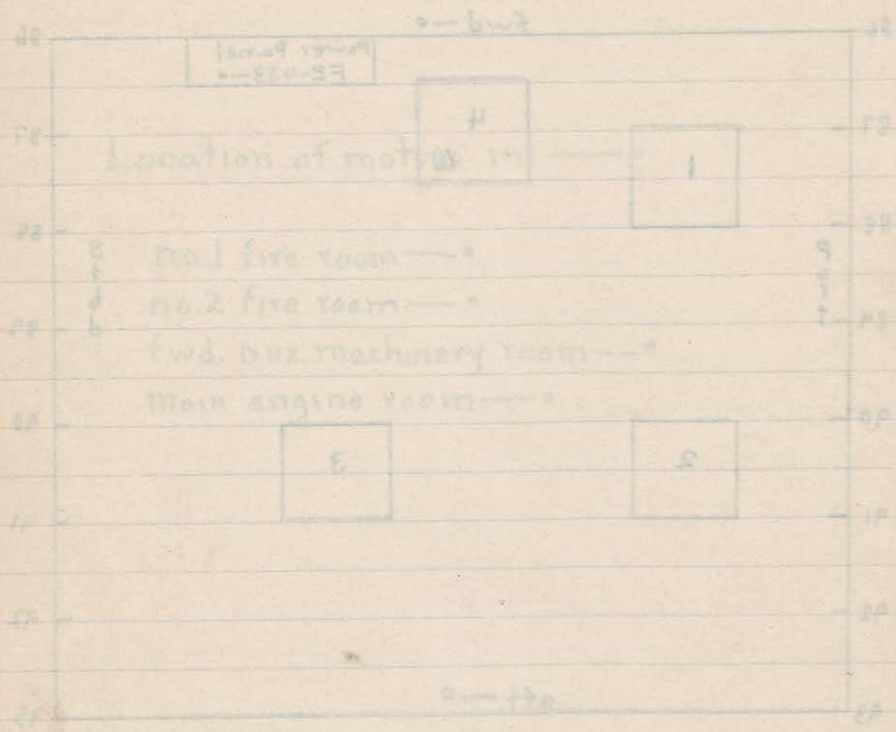
main engine room — °

No. 1 fire room — frames 86-93 — 4 motors —



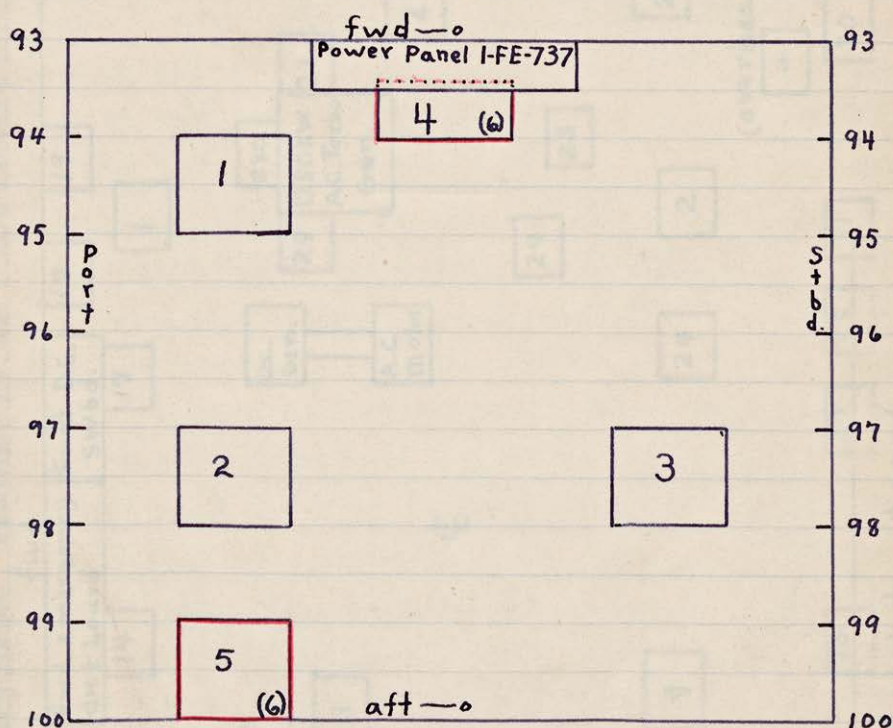
no. —	motor —	circuit number —	Frames —
1	Vent set 5-87-2 —	3-FE-443 —	87 —
2	Vent set 5-90-2 —	4-FE-443 —	90 —
3	vent set 5-90-1 —	5-FE-443 —	90 —
4	Port F.O. service pump number one —	2-FE-443 —	86 —

No. 1 fire room - transfer & P-23 - 4 motors



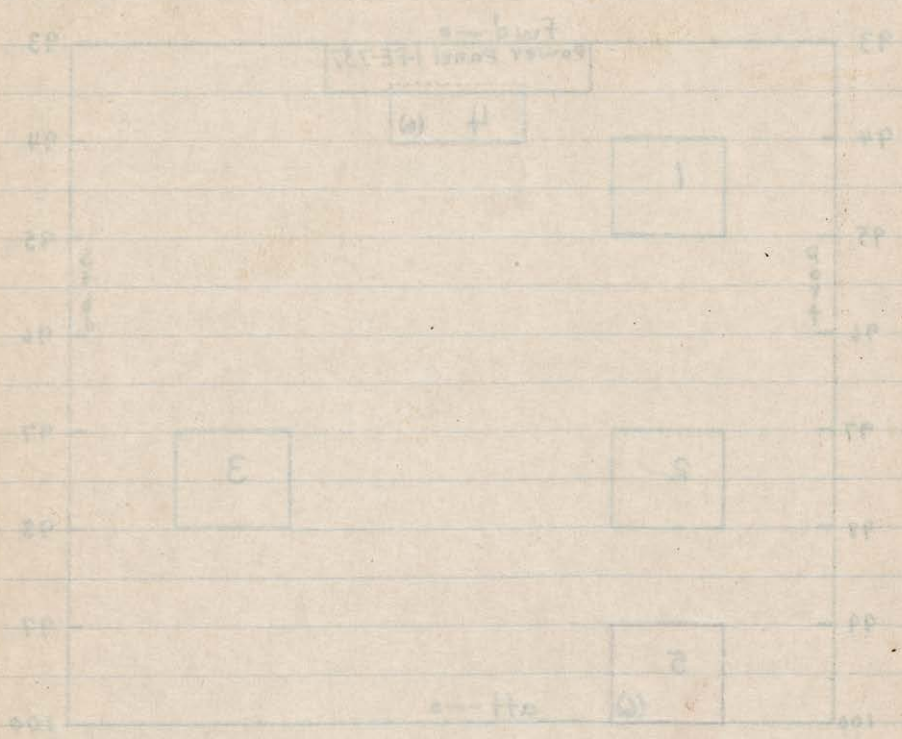
Motor No.	Circuit Number	Transfer
1	Vent set 2-20-2	3-FE-443
2	Vent set 2-20-2	4-FE-443
3	Vent set 2-20-1	2-FE-443
4	Port F.O. service pump	2-FE-443

No.2 fire room - frames 93-100 - 5 motors



No. —	Motor —	Circuit number —	frame —
1	vent set 5-94-2 —	2-FE-737	94
2	vent set 5-97-2 —	3-FE-737	97
3	vent set 5-97-1 —	4-FE-737	97
4	port F.O. service pump number two —	1-FE-737	93
5	aux. cooling water pump —	6-FE-737	100

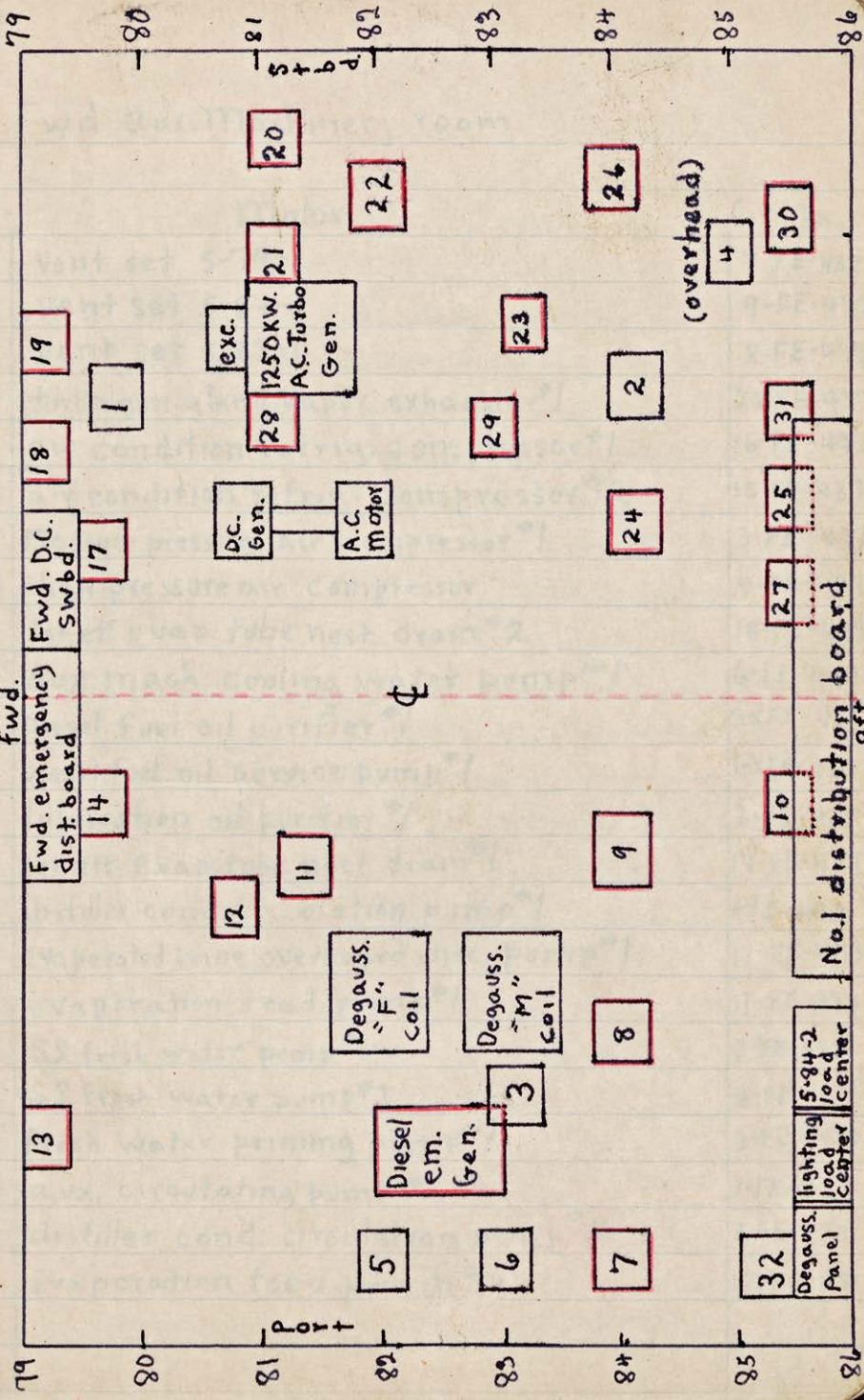
No. 2 fire room - frames 23-100 - 3 meters



No.	Meter	Circuit number
1	Vent set 2-97-5	2-75-137
2	Vent set 2-97-5	3-75-137
3	Vent set 2-97-5	4-75-137
4	portfo service pump	1-75-137
5	number two	
6	cooling water pump	6-75-137

Forward Aux. Machinery Room frames 79-86 - 30 Motors

fwd.



(overhead)

No. 1 distribution board

aft

Fwd. aux. Machinery room

no.	Motor	Cir. No.
1	Vent set 5-79-1	7-FE-437
2	vent set 5-84-1	9-FE-437
3	vent set 5-83-1	8-FE-437
4	turbo gen. gland vapor exhaust [*] 1	25-FE-437
5	air condition refrig. compressor [*] 1	16-FE-437
6	air condition refrig. compressor [*] 2	15-FE-437
7	Medium pressure air compressor [*] 1	3-FE-437
8	High pressure air compressor	4-FE-437
9	1st eff. evap. tube nest drain [*] 2	18-FE-433
10	aux. mach. cooling water pump [*] 1	6-FE-437
11	Diesel fuel oil purifier [*] 1	2-XFE-461
12	Diesel fuel oil service pump [*] 1	1-XFE-461
13	lubrication oil purifier [*] 1	2-FE-437
14	1st. eff. evap. tube nest drain [*] 1	17-FE-437
17	Distiller cond. circulation pump [*] 1	1-FE-433
18	evaporated brine overboard disc. pump [*] 1	13-FE-433
19.	evaporation feed pump [*] 1	11-FE-433
20	S.S. fresh water pump [*] 1	3-FE-433
21	S.S. fresh water pump [*] 2	3-FE-433
22	fresh water priming pump [*] 1	3-FE-433
23	aux. circulating pump [*] 1	1-FE-437
24	distiller cond. circulation pump [*] 2	2-FE-433
25	evaporation feed pump [*] 2	12-FE-433

No.	Motor	Cir. No.
26	aux. condensate pump ^{*1}	2-FE-437
27	evaporated brine overboard disconnecting pump ^{*2}	14-FE-433
28	distiller condensate pump ^{*1}	9-FE-433
29	distiller condensate pump ^{*2}	10-FE-433
30	distiller cond. fresh water pump ^{*1}	15-FE-433
31	distiller cond. fresh water pump ^{*2}	16-FE-433
32	vent set 5-85-2	10-FE-437
	no.1 AC turbo generator	
	no.1 SS DC M-G set	FE-0409
	degaussing Motor-generator "M" coil	
	degaussing Motor-generator "F" coil	
	Forward emergency diesel generator	

1790 - 1800

The first year was a very successful one. I had a great deal of business and my profits were very large. I had a great deal of money and I was very happy. I had a great deal of money and I was very happy. I had a great deal of money and I was very happy.

The second year was also a very successful one. I had a great deal of business and my profits were very large. I had a great deal of money and I was very happy. I had a great deal of money and I was very happy. I had a great deal of money and I was very happy.

No	Trieter	Gr. No
26	aux condensate pump ¹	17-55-437
27	evaporator brim overboard discharging pump ¹	17-55-433
28	distiller condensate pump ¹	17-55-435
29	distiller condensate pump ²	17-55-432
30	distiller cond. fresh water pump ¹	15-55-434
31	distiller cond. fresh water pump ²	15-55-431
32	vent set 5-55-2	15-55-430
	1000 AC turbo generator	
	no. 1 oil M-55-2	15-55-429
	de-aerating Meter-generator "M" coil	
	de-aerating Meter-generator "F" coil	
	forward emergency diesel generator	

More about the War—o

14 Oct—Again we were attacked last night. They came out at dusk. I watched the ships of our ~~task~~ task force shoot down four before we went to General Quarters. Jap planes explode beautifully. They put a couple torpedoes into the U.S.S. Canberra, one of our heavy cruisers. She is now underway at $4\frac{1}{2}$ knots, leaving this area. She is being towed by the Wichita, also one of our cruisers. We got about 15 Japs last night. Today we hit Formosa again to try ~~ing~~ and get what planes they have left.—o

15 Oct—The Japs really were out for blood last night. They attacked us in great numbers starting about 3:15 in the afternoon. We were strafed, and a number of men were wounded. One was a "sparkie". He is in a serious condition. We dodged a few torpedoes and a Jap plane tried to crash dive us aft. He was burning like hell and just missed us by a few feet. He blew up when he hit the water a few feet from our fantail. Two torpedoes came very close. One passed us about 10 feet from the bow, and one exploded in our wake a few feet aft of our fantail. Today we are refueling. We will hit the Philippines in a day or two in preparation for their invasion.—o

20 Oct. the Army went into one of the Main Islands of the Central Phillipines and is meeting moderate resistance—o (Leyte)

21 Oct. We launched supporting strikes for the Army in the Phillipines today, but targets were scarce. Everything has already been blasted by previous strikes—

22 Oct. today we fueled—o

We are very low on supplies and will have to pull into some place soon. We havent even got any beans left, and when the Navy runs out of beans, you know that the situation is desperate—o

24 Oct. this morning we spotted many units of the Jap fleet in the central Phillipines. We launched our planes and they got 11 torpedo hits on Jap wagons and cruisers. Also bomb hits. About 8 o'clock this morning just after we launched this strike at the Jap fleet, we picked up many bogies on our radar. We went under a number of terrific air attacks from enemy planes. the U.S.S. Princeton, one of our smaller carriers was hit amidships by a bomb which

exploded on her hangar deck. She was instantly on fire and she began to blow up. She lost all electrical power which caused all her fire pumps to fail. She could not fight the fire aboard her, and she continued to have violent internal explosions. The crew abandoned ship this afternoon and we had to sink her. She went down about 8 o'clock this evening. Casualties were very high, believed to be about 80% loss of personell.

We dodged quite a few bombs and our planes shot down about 30 Japs. Our Air Group Commander, Commander McCampbell, shot down nine planes which gives him a total of 30 planes shot down since he came aboard the Essex. This is a World record for the number of planes shot down for a carrier pilot—

This evening we spotted 4 Jap carriers, a wagon, a number of cruisers and destroyers north of us. We are going to attack them in the morning.

25 Oct - today we raised a lot of hell. We sank four Jap carriers and a number of cruisers. We damaged the wagon badly. Our battleships contacted the Jap fleet which was operating among the central Phillipines and damaged or sank

every thing. Reports are still coming in, and I will log them tomorrow. There were two Jap task forces. The one which we sank and damaged so badly, and the one which our battleships are now working over.

26 Oct - We are fueling right now, and waiting to hear how badly the Jap fleet is damaged. We were informed this morning that the Jap fleets' back is broken, but we aren't positive of their losses as yet.

28 Oct - Underway for Ulithi for supplies.

30 Oct - Anchored in Ulithi. The Essex has been in commission 22 months today. We have steamed 141,535 miles, an average of 6,433 miles per month or 212 miles per day. I figured I have been with her at least 125,000 of the miles.

Here is an Unofficial report on the Jap losses in "The Battle of the Philippines."

Sunk.-	Probably sunk.-	Damaged.-
1 Battleship	4 Battleships	6 Battleships
2 carriers	1 carrier	6 cruisers
5 cruisers	4 cruisers	4 destroyers
2 or more destroyers	5 to 7 destroyers	

A total of 242 planes were shot down by our ships and aircraft —

Our losses were:

the Princeton, one of our first line Jeep Carriers.

2 carriers of the Escort class built by Kaiser.

a couple more Kaiser carriers damaged.

two tin cans sunk.

This **is** not the official report on the Jap losses. If there are any changes they will be logged. We have been receiving messages of congratulations from all over the world here on the Essex. The latest was from the fleet in Europe. This is said to be one of the greatest sea battles in History, and I'm damn glad I was in on it. The Japs have suffered a terrible defeat, and they know it.

The ~~casualties~~ casualties on the Princeton are very different from what I logged previously. About 200 men are lost, 1227 men, 133 officers and the captain were saved. We have a number of survivors aboard the Essex —

The Official Report on the "2nd Batt. of Phill."

Sunk-	Probables	Damaged
2 Battleships	1 Battleship	6 Battleships
4 carriers	4 heavy cruisers	4 heavies
6 heavy & 3 light cruisers	2 light cruisers	1 light cruiser
9 destroyers	7 destroyers	10 destroyers

1 Nov. - Underway for the Philippines. —

3 Nov. last night the "Reno," one of our A.A. cruisers was hit by a torpedo or ran into a mine. She was damaged badly, and is now underway for Ulithi. —

5 Nov. - Today we hit Luzon in the Manila area. We have been under several heavy air attacks so far, and we are expecting more of same tonight. The Lexington was hit a glancing blow by a suicide dive bomber. Damage was slight. Casualties - 15 killed, 50 wounded. The Japs are using suicide pilots as a last resort. they dive on the carriers with the express ~~purpose~~ purpose of crashing through the flight deck and trying to sink the ship. The Franklin and the Lexington are the only carriers that have been hit thusly so far. —

6 Nov. - We accounted for over 400 Jap planes yesterday, over 150 of them in the air. Commander Mac Campbell, Air Group Commander, now has 32 planes shot down to his credit. We are now retiring from the Philippines. —

8 Nov. - We are in the middle of a tropical typhoon. Very high winds and lightning, heavy seas, etc. —

11 Nov. Back in the Phillipine area, 150 miles from Leyte. We have just landed our strikes aboard after they hit a Jap convoy trying to reinforce Leyte. We sank 3 transports, 6 destroyers and one destroyer got away although badly damaged.—

12 - Retired and fueled.—

13-14 Nov. These last two days have been spent bombing Manila. Dock installations and shipping were primary targets. A cruiser and a couple destroyers along with many cargo ships were sunk in Manila Bay. Docks were blew sky high, and all targets demolished.—

15 Nov. Retiring from Phillipine area. We are going back to Ulithi for a few days. We are scheduled to arrive on the 17th—. The other night the Essex logged her 150,000 th mile.—

17 Nov. Anchored in Ulithi.—

20 Nov. This morning about 6 o'clock some Jap submarines streaked into Ulithi lagoon and started shooting torpedoes. One tanker was hit and started burning. It is rumored that 3 subs were sunk by our destroyers in the lagoon by depth charges. The tanker wasn't sunk, but badly damaged. One of our

hospital ships, the Samaritan, got underway and went over to pick up survivors from the tanker.

Nov. 22 - Underway for the Phillipine area—

We now have a new Air Group Aboard - Air Group 4 - this is our third air group—

Nov. 23 - Thanks giving today, because we are West of International Date Line - therefore, one day ahead of time at home—

Nov. 24 - twenty-two years old today - my second birthday at sea underway - last year we were around Tarawa—

Nov 25 - launched strikes against North and Central Luzon today - about 1300 we went under an air attack. A Jap fighter plane came in on the Essex - we shot him down, but as he was coming down he hit us on the port side fwd. Fire broke out on the flight deck and hangar deck, but we put it out in a few minutes. Damage to the ship is slight - we are repairing as much of it as we can out at sea. Casualties as yet are unknown—

26 Nov - the plane that crashed on us yesterday hit the edge of the flight deck, right among a bank of 20 M.M. AA batteries, which were manned by our negro mess attendants - 9 men were killed, 11 men are missing over the side. Many of these were negroes. I don't know how many men were wounded, but there were a lot of them, a few quite serious, many were minor injuries -

27 Nov - Refueled today - Harmon's birthday -

2 Dec. Anchored in Ulithi today, alongside the repair ship Ajax. We will have our damaged flight deck repaired and take on all the supplies we can get -

11 Dec - Underway for Phillipine area. Our flight deck is all fixed up, and many other minor repairs made. The Army is going in on Mindoa, an island north of Leyte and west of Luzon. We have 73 fighters, 15 torpedo planes and 15 dive bombers aboard. We will hit almost every air field in the Phillipines, numbering about 93. We (the whole fleet) are split into 4 task groups, and the Essex task group will hit the northern part of Luzon, including Manila -

14 Dec - today we hit the Phillipines again for the umpteenth time. Our planes shot up what

was down, and shot down what was up. We got around 70 planes.—o

15 Dec: the Army amphibious Corps went into Mindana this morning, establishing a beachhead with only minor resistance. We launched strikes all day—o

16 Dec.—the Army is doing OK on Mindana. This island is located north of Leyte and 65 miles west of Manila at its closest point—o
We are still launching strikes in support of the Army on Mindana.

Air Group 4 is not nearly as good as our two previous Air Groups, but we all hope they will improve soon.—o

17 Dec.—Retiring to fuel, but a typhoon is coming up. The ship is secured for heavy weather—o

18 Dec.—the typhoon hit us today. It is the worst we have ever been in. The Monterey, a jeep carrier, had a fire on her hangar deck when a plane tipped over and caught on fire. She is alright now, but damaged quite badly.

19 Dec - the typhoon has passed, and we are now feeling.

We lost two destroyers and two Destroyer Escorts in the storm. they capsized, and up to now no survivors have been found. One of the destroyers, the USS Hull, had 14 bags of mail for the Essex aboard. —

20 Dec: We have been launching search planes all day looking for survivors from the ships we lost in the storm. I don't know if any survivors have been found or not. tomorrow we hit Luzon again, to support our troops on Mindora. they are doing good so far. —

It is now $7\frac{1}{2}$ months since the Essex left Pearl Harbor. In this time I have had recreation four times, a total of about 24 hours away from the ship. I have also had 10 bottles of beer in this time, but we all hope the situation will improve soon. Scuttlebutt says that we might get home around March or April of next year. We all hope so.

P.S. We haven't seen a woman (white or black) in this time either, so the gals back home better watch their step when and if we get there.

23 Dec. the official reports on our losses are now as follows: three Destroyers, the Hull, the Spence, and one other. the two DE's were found OK.

We are now underway for Ulithi. We will be there tomorrow, and will spend X-mas there—

the above losses were caused by the hurricane we went through a few days ago—

24 Dec. Anchored in Ulithi—

25 Dec—My third Christmas from home. last year we were in Pearl Harbor and I had dinner at the Royal Hawaiian Hotel with Harry Wilds—

30 Dec—Underway for Phillipines area—

We now have aboard a squadron of Marine fighter pilots, and 36 F4U's, or Corsairs as they are generally known. We also have taken off all our dive-bombers, and we have only 15 torpedo planes aboard. We have a total of about 90 fighter planes aboard now. (Corsairs and hellcats).—

31 Dec - tonight is New Years Eve, and I have the mid-watch—

1 January - 1945

today is the second anniversary of the commissioning of the Essex, and we celebrated with a turkey dinner.

3 January - We hit Formosa this morning. the weather is very bad, and our planes did not do much damage—

4 January - We had a couple bogies on the Radar last night, but they didn't close. We hit Formosa again today, and done quite a bit of damage—

5 Jan. Retired and fueled—

6 Jan. Went in on northern Luzon this morning, launching strikes in preparation for the invasion of Luzon in a few days. the weather is still lousy—

7 Jan. the weather cleared this afternoon and we launched strikes at all Jap airdromes to knock out their air power. I don't know the results yet—

8 Jan. Retired and fueled—

9 Jan. Went in and hit Formosa again. Tonight we are turning west-southwest ~~and~~ and heading for the south China sea. We will hit the China coast from French Indo-China to Hongkong—

10 Jan. Today we launched fighter sweeps and searches all day, looking for anything that comes along. The Essex planes came across a Jap dive bomber and shot him down, of course. We just received word that our troops landed in Langayan Gulf on the coast of Luzon. They are still landing troops, evidently thousands of them.

11 Jan. fueled today. - We are now in the South China Sea—

12 Jan. Hit French Indo China today, sinking many ships in different harbors. Sunk a couple destroyers and cruisers, and many cargo ships. Shot up a lot of planes on the ground, the Essex planes getting about 20 of them—

the weather has been bad ever since we hit Formosa around the first of the month. Consequently much of the damage our planes and ships have done has not been observed.

I forgot to mention that some of our Wagons, Cruisers and cans went in and shelled the Indo-China coast today—

13 Jan- Retired to fuel, but the weather is bad and we have a heavy sea running, so it was impossible to fuel today—

14 Jan- fueled today and lost a man overboard do to heavy seas. He was picked up by a destroyer, and is OK.

15 Jan- Hit Formosa again today- the weather is foul, and results were not observed except in a few places around the island. We sank a few ships, and our fighters shot down a few planes that were heading for us with blood in their eyes—

16-17-18 Jan- We have been trying to fuel the last 3 days, but the weather is foul and the sea is running very high. We have been riding it out, waiting for clear weather and calm seas.—o

19 Jan- the weather cleared up last night and today we are fueling—o

We have done a great deal of damage since we entered the China sea 10 days ago. We sank and damaged hundreds of thousands of ^{tons of} enemy shipping, and destroyed many planes in the air and on the ground. Also damaged a lot of shore installations—o

Up to now, the Essex has launched aircraft to hit the enemy 32 different times. Some of these attacks continued for days. Many Enemy bases have been hit more than once by the Essex planes. We have supported 5 major invasions so far. **the** Gilberts, Marshalls, the Marianas, Palua Islands, and the Phillipines. Also we have been in two fleet engagements with the enemy. I dont know how many air attacks we have been under because I never kept track of them very well in ~~the~~ this log, but it is quite a number.

20 Jan. - this afternoon we headed for the Straits between Formosa and Luzon that lead back into the Pacific Ocean. The Japs were waiting for us when we started through, and we went under an air attack. None of the task force was hit, and we cleared the China Sea and entered the Pacific at 1025 PM tonight.

21 Jan. - today we hit Formosa and went under a heavy air attack at noon. The Ticonderoga, a new Essex Class carrier operating with us was hit by a bomb and then a few minutes later a Jap plane crashed on her ~~the~~ superstructure. She was on fire for over an hour, but she can still do 25 knots and will leave the task force for Ulithi this evening. The Langley was hit with a dud. It penetrated her flight deck and hanger deck but failed to explode. One destroyer was hit by a suicide Jap dive bomber. Casualties were heavy on the Ticonderoga and the destroyer, and one man was killed on the Langley. The Essex took a few near misses, but no damage done.

later: We did not take any near misses.

22 Jan - today we hit the Nansei Shoto
group of Islands north of Formosa.
We sank a few ships and shot up
some planes —

23 - fueled —

24 - Underway for Ulithi —

26 Jan - Anchored in Ulithi —

10 Feb - Underway for Japan and
vicinity —

16 Feb - today we hit Tokyo and surrounding
areas. Many Jap planes have been shot
down and strafed on the ground. We are
90 miles from Japan and 120 miles from
Tokyo at the present time. The weather
is very bad, but it is a little better
over the target. We have not been
attacked as yet —

17 Feb - We hit Tokyo again today, getting
many more planes and getting over 50
bomb hits and many rocket hits on a
very large aircraft factory in Tokyo
suburbs. Also sank a few ships in

Tokyo bay. The weather is still very bad. We have sank a few fishing boats close to the task force, but still have not been under attack. We are now retiring from vicinity—o

18 Feb—fueling destroyers today. One of them picked up seven Jap survivors from a fishing boat and brought them over to the Essex. They are now in our brig. They are all very young, one looks about 12 yrs. old—o

Tomorrow we hit the Bonins. We are invading the Bonins in a few days—o

19 Feb. We hit Iwo Jima in the Bonins today, giving air support to the Marines who landed on that island this morning. This evening some Jap planes came out from Japan and chased us all over hell, but they didn't find us.

20 Feb—Retired and fueled, and this afternoon took on bombs from an ammunition ship which came along side. This is the first time we have done that while underway. The Marines are doing OK, but resistance is heavy in spots—o

21 Feb - Giving support to the Marines on Iwo Jima. Casualties are very high, and I believe Ray Wagner is on Iwo Jima—o

23 Feb - Fueled—o

24 Feb - Tomorrow we hit Tokyo—o

25 Feb - Today we hit Tokyo again, and with good results. Our planes destroyed two aircraft factories in Tokyo and got a lot of planes. Also damaged some shipping.

1 March - The last few days we have been roaming around the Bonin area, but today we hit Okinawa Jima in the Nansei Shoto group of islands. Many planes and some shipping was destroyed—o

4 March - Anchored in Ulithi—o

11 March - this evening, while seeing the movie "Virginia"; two Jap suicide dive bombers sneaked into the harbor. One of them zoomed by us, missed us by a few feet and crashed into the fantail of the "Randolph," a brand new Essex class carrier. The other one crashed into a nearby island, mistaking it for an aircraft carrier in the dark. Damage was slight and casualties were few on the "Randolph." She will be ready for sea in five days.

The luck of the Essex is still holding out—o

14 March - Underway for unknown target—o

18 March - today we hit the main island of Southern Japan. ^{Kyushu.} We got quite a few planes, and also some shipping. We were under air attacks all last night and this morning. The Essex shot down a dive-bomber as it was diving on another carrier.

We now have another air group

aboard - Air Group 83. They are a very good bunch of pilots, much better than our last group. They will no doubt make more records for themselves and the Essex in the following months. - o

19 March - Hit the same part of ^(Kyushu) Japan today, and this afternoon the Japs really **threw** the book at us. We were attacked for 4 or 5 hours. We (the Essex) shot down six planes which were diving on us. ^(Banzai boys) Two of them came very close to hitting us. One dropped a bomb which missed us by a few feet, and showered the flight deck with hundreds of gallons of water. A few men were wounded, one seriously. - o

During the day, five of our carriers were hit. Four of them were Essex class, and the other one was the good old Enterprise. The Franklin, an Essex class, is in very bad shape, and is being towed by the Pittsburg at six knots. We (the whole 5th fleet)

are going to stick with her and save her if possible. She has a 13 degree list at the present time the Wasp, Hornet, and Yorktown were hit with bombs, as was the old Enterprise. ~~3 of~~ 3 of these carriers are back in normal operation at this time. The Intrepid had a near miss, killing one man. Our Air Group got over 60 planes in the air and on the ground in this, their first operation. ^{aircraft} The fleet ^{aircraft} sunk and damaged a few aircraft carriers, cruisers, wagons, and a submarine which were all tied up to docks at one of the Jap Navy bases. Many hits on installations were made. —°

20 March - We are about 275 miles from Japan, giving the Franklin air protection. They tried to hit her again with Dive Bombers, but the attack was repulsed. I believe the old Enterprise was hit again today, but I'm not sure. The Franklin is doing OK, and we expect to have her out of this area in a day or two. Casualties on her are unknown. —°

21 March - Still escorting the Franklin into safer seas. The Japs sent out 25 torpedo planes with fighters escorting them today. No ships were hit, and our fighters shot down over 40 Jap Planes. Tomorrow we will be out of range of the Japs— (these planes carried buzz bombs.)

22 March - the luck of the Essex is apparently still good. We got the Franklin out of danger, and today we are refueling and taking on Bombs from an ammunition ship steaming alongside. Scuttlebutt says that the Wasp has buried 102 men off her fantail so far.—

~~23 March - Fuchū J. I. J.~~

25 March - Hit Okinawa Jima in the Nansei shoto group of islands. Done a lot of damage as usual, and we hit them again tomorrow.

24 March. Hit OKinawa again today, and our wagons are in close, shelling it. An official dispatch was received today, stating that 1200 men are dead, missing or un-accounted for on the V.S.S. Franklin. I don't know how many were wounded, but 1200 men is approximately half of the crew dead—

27 March. Retired and fueled—

28-~~28~~ March. Went back in to OKinawa Jima today again, bombing everything that looks like a presentable target. The Japs came out last night, but we ditched them—

29 March. Received a report that what's left of the Jap fleet was coming out, so we steamed up to Kyushu, the main island of southern Japan, again. We couldn't find them so we hit Kyushu. Went under a light air attack, but no ships were damaged.—

OKinawa will be invaded on Easter Sunday. This will be the 7th major invasion in which the Essex has participated—

30 March. - Hit OKinawa Jima again—o

31 March - Hit OKinawa again—o

1 April - Easter Sunday. We are fueling and taking on Ammunition today. The Marines and the Army went into OKinawa today, and have secured their beachheads.

2-3 April - Supporting our forces on OKinawa with our planes.

4 April - Same as yesterday—o

5 April - fueled and took on Ammo—o

6 April - today the Essex fighter planes shot down 72 Jap planes. We are between OKinawa and the Jap mainland, acting as an intercepting force. A very large group of Jap planes tried to hit our forces on OKinawa today, but we intercepted them, shooting down practically all of them. Our Air Group is really turning out to be a hot bunch of boys—o

7 APRIL - last night we received word that part of the Jap fleet was coming out. We steamed north and intercepted them. Our planes attacked, and one Battleship, two cruisers, and three destroyers were sunk. three Destroyers got away, one of them badly damaged.

We went under an air attack this afternoon, and the Hancock, a new Essex Class Carrier, was hit by a bomb which exploded on her hangar deck. Casualties were light and her hangar deck was damaged pretty bad, but the hole in her flight deck is patched up and she is still steaming with us in good operational condition.

The Essex planes scored bomb and torpedo hits on the Battleship, cruisers and destroyers, which resulted in their sinking. the Battleship blew up —

Our pilots got 68 planes yesterday instead of 72. Also many of the Jap planes did get through and bombed Okinawa —

8-9 APRIL - Strikes on Okinawa —

10 APRIL - fueled and rearmed —

11 APRIL - today we hit the islands between Okinawa and Kyushu. We are acting as an intercepting force, for the purpose of taking care of any Jap planes or ships which are trying to get to Okinawa. We shot down many planes today, and this afternoon we went under a terrific air attack. A 1000 pound bomb missed us by a few feet midships on the port side. The explosion shook the ship badly, causing some damage to the hull. The Jap plane that dropped the bomb kept coming in with intentions of crash-diving us. He came so close he knocked ^{one} of our Radar screens off the top of our mast. It also knocked all the mercury out of one of our Gyro-compasses, and broke a steam line and also a water-main. Casualties were light, and nobody was killed.

12 APRIL - still in the same area. Shot down many more planes that were headed for Okinawa or us. I worked all night on the Gyro Compass, along with the rest of the Gyro gang. We got her fixed up OK and back in commission. We were attacked off and on all night last night, but no further damage done.

13 April - Received the sad news that President Roosevelt died yesterday—

Still in same area, doing same thing. We retire tonight to refuel tomorrow— At sea for one month now—

14 April - Refueled—

15-16-17 April - Back to same area, went under a couple air attacks yesterday and today. No damage.

18 April - Refueled—

19-20 April - Hit OKINAWA the last 2 days in an all-out attempt to button up this invasion—

25,000 landings have now been made on the Essex—

21-22 APRIL - Strikes on OKINAWA—

23 APRIL - fueled and rearmed—

24-25 APRIL - Back to OKINAWA—

26 - Got a letter from Mom telling me Harmon is a prisoner of War over in Germany since March 3rd -

27 - April - fueled, rearmed, and took on supplies today -

28-29 April - Hit Okinawa again. We now have over $\frac{3}{4}$ of Okinawa. The Essex has now steamed about 200,000 miles, equivalent to 8 times around the world at the equator - It is rumored that the War in Europe ended at ~~10~~ 10 o'clock this morning, but it is unconfirmed ← later: Bum dope.

30 APRIL - same old thing -

1 May - Refueled, Rearmed -

2 May - Back to Okinawa -

3-4 May - same as usual -

5 May - the Japs came out with a lot of planes today, but we shot them all down. Our Air Group ~~was~~ got over 30

today, making them a total of over 200
planes shot down out of the air. The
26,000th landing was made on the Essex
today—

* Morris Birthday *

6 May - Refueled, rearmed, took on provisions,
and had a mail call—

7 May - Strikes on Okinawa—

8 May - It has been officially announced
today that Germany has surrendered
to the Allies unconditionally. President
Truman and Churchill will make
speeches at 10 o'clock tonight—

10 May - Refueled, Rearmed, took on provisions—

11 May - Went under an air attack today, and
the Bunker Hill, Essex class carrier, was
hit by two Kamikaze suicide planes. The
Banzai Boys hit her midships, penetrating
to her hangar deck and causing large
fires. Damage was pretty bad, ~~but~~ I
think casualties were ~~heavy~~: She is headed
back to Ulithi now. (over 500 killed.)

13 May - Steamed up north and hit Kyushu today -

14 May - Hit Kyushu again and went under an air attack this morning. The old Enterprise was hit again, this time by a suicide Kamakaze plane, or Banzai Boy as we call them. Damage was not too bad, but she is on her way back to Ulithi again. Seven men were killed, over 30 injured, and a few missing. We were nearly hit again by a Banzai Boy. He missed us by about 50 or 100 feet. The Essex guns shot down two planes today. The task force shot down a total of four, and we got half of them. Not bad for a tired bunch of sailors on a tired aircraft carrier -

the Essex luck is still good -

Sixty-one days at sea now.

15 May - Retired and refueled -

16 May - Rearmed and reprovisioned -

17 May - Back to Okinawa -

only six Essex class carriers still in

operational condition. The rest are being repaired. This is a very costly operation for the carrier fleet—

18. Hit OKinawa and area as usual—

19. Fueled, rearmed, reprovisioned—

Scuttlebutt says that we will pull into Leyte around the first of June—

20 May - Back to OKinawa—

21-22 May - Same old thing—

23 May - Refueled & rearmed—

24 May - Hit Kyushu from a safe distance today—

25 May - OKinawa again—

72 days at sea—

26 May - Same— Harmon is O.K.—

27 May - Refueled and waiting for orders.

29 May - Received orders to proceed to Leyte—

1 June - 1945 - Entered and anchored in Leyte Gulf this morning after 79 days at sea, constantly in enemy waters. —→

2 June - Went ashore on Samar, here in Leyte Gulf. Had 2 bottles of beer, and seen a woman for the first time in 13 months —○

20 June - Underway for Gunnery practise —○

23 June - Back in Leyte —○

30 June - Today our new Captain came aboard. He is Captain Bowman, replacing Captain Weiben —○

1 July - Underway for Japan and vicinity —○

Gunnery and flight exercises the past few days —○

8 July - Fueled.

9 July - Tomorrow we hit Tokyo and vicinity —○

10 July - Hit Tokyo with good results. No opposition—

11 July - Retiring—

12 July - fueling—

13 July - Strikes on Northern Honshu and Hokkaido delayed until tomorrow because of foul weather—

14-15 July - Hit Northern Honshu and Hokkaido today and yesterday. Sunk a lot of ships, destroyed a lot of planes on the ground. Our wagons went in and shelled the beach—

16 July - fueled—

17 July - Strikes on Tokyo area cancelled because of foul weather—

18 July - Hit Tokyo with good results. Wagons went in and shelled the beach—

19 July - Retiring from area —

20 July - Refueled —

21 July - Rearmed —

23 July - Going in to hit Kyushu
and Kure —

24-25 July - Hit Kyushu and
Kure —

26 July - Refueled, Rearmed —

27 July - Enroute Kyushu —

28 July - Hit Kyushu and Kure —

29 July - At approximately 10 minutes after
10 this morning, we recieved word that
we are to proceed to the United States
at the completion of this operation.
The ship is a madhouse. Everyone is
half crazy with joy, and
. We expect
to leave for some port to
unload in a few days.
fueled cans —

30 July - Hit Tokyo Area. We have practically destroyed what was left of the Jap fleet in the past few days—o

31 July - ~~Hit~~ Refueled—o

7 Aug. - the last seven days we have been cruising around, waiting for the weather to clear up over Japan. today we fueled, and tomorrow we hit Hokkaido and Northern Honshu—o

8-9 Aug - Hit above places. Heard about Atomic Bomb for first time. Russians declared war on Japan—o

10 Aug - Retiring—o

11 Aug - fueled—o. The Japs are on the verge of surrendering—o

12-13 Aug - Hit Tokyo Area - shot down a lot of Jap planes that were attempting to attack us—o

14 Aug - fueled—o

15 Aug. - Today the War ended. The Japs surrendered unconditionally this morning. We were going to hit Tokyo area this day, but operations were cancelled. A few Jap Planes were shot down today, as they were attempting to attack us. Today is a big day —

31 Aug. the last two weeks we have been cruising off Japan while surrender negotiations have been underway. the last two days we have been taking on passengers, and this morning we recieved our orders to proceed to the States on the morning of the 3rd of Sept. —

I expect to be home on leave from about the 20th of Oct. to 20th Nov. because I have the second leave party. We expect to arrive in the States around the 12th or 13th of Sept. —

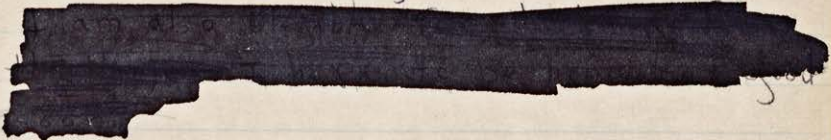
2 Sept. End of war —

the Japs signed treaty on the Missouri in Tokyo Bay this morning.

★ 13 Sept. ★

Today at 3:31 P.M. we anchored in Puget Sound. We will unload all ammunition for the next two days and then go in to Drydock.

We left the States 16 Months and 29 days ago. This ends our second war cruise, also the longest and hardest.



15 Sept. - first liberty, and what a liberty!!

The Essex is to be decommissioned in the near future and I will never go to sea on her again, so I'm ending this log of experiences while serving aboard — o

— o the End — o

16 Aug - Today the War Dept of *

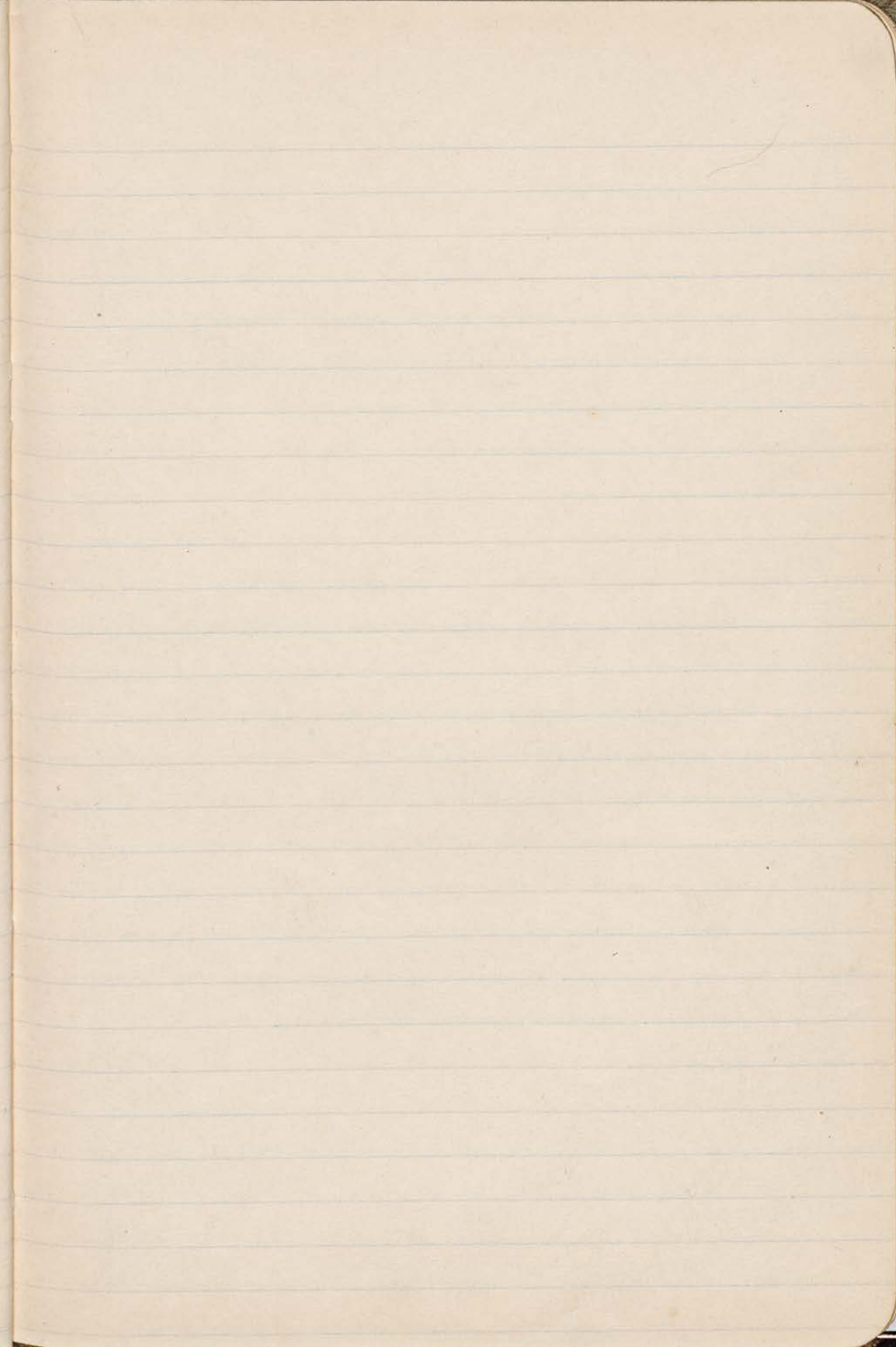
has surrendered unconditionally
in the Pacific. The Japanese
surrendered on 15 Aug 1945.
The Emperor's broadcast was
heard by the Japanese people
and the world. It was the
end of the war in the Pacific.
The Japanese had the largest
army in the world.

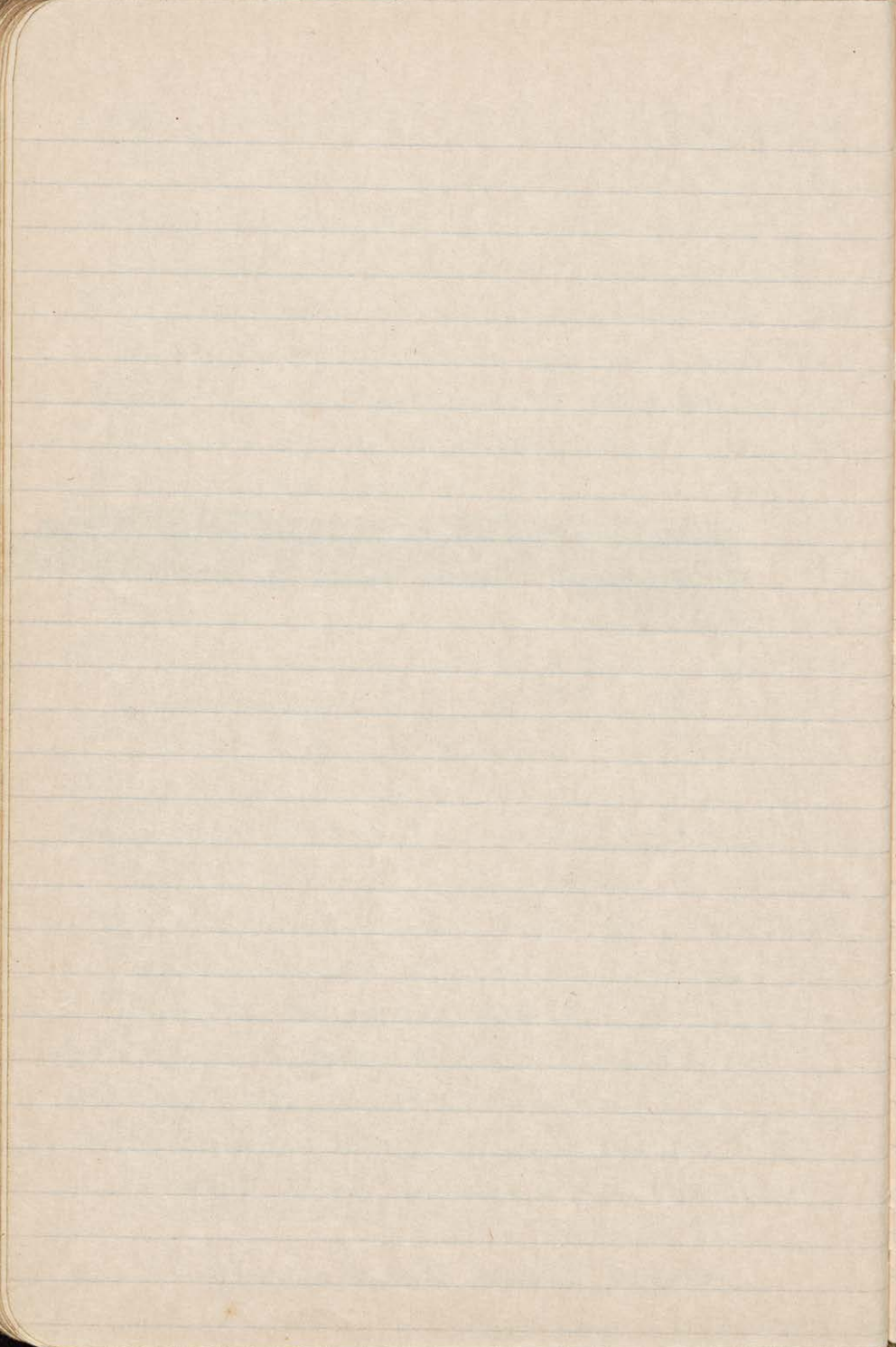
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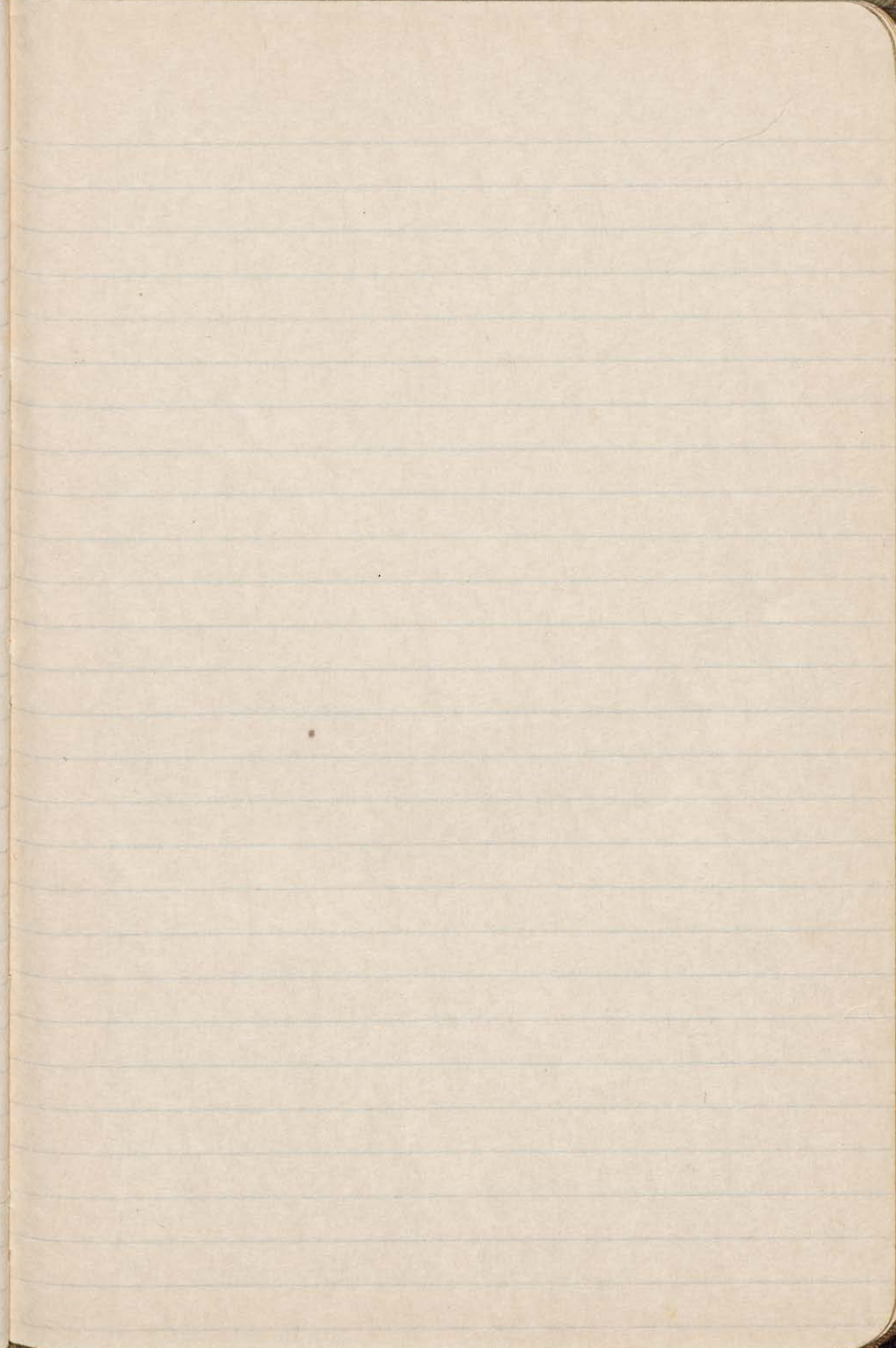
have been crossing the
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underway the last two days
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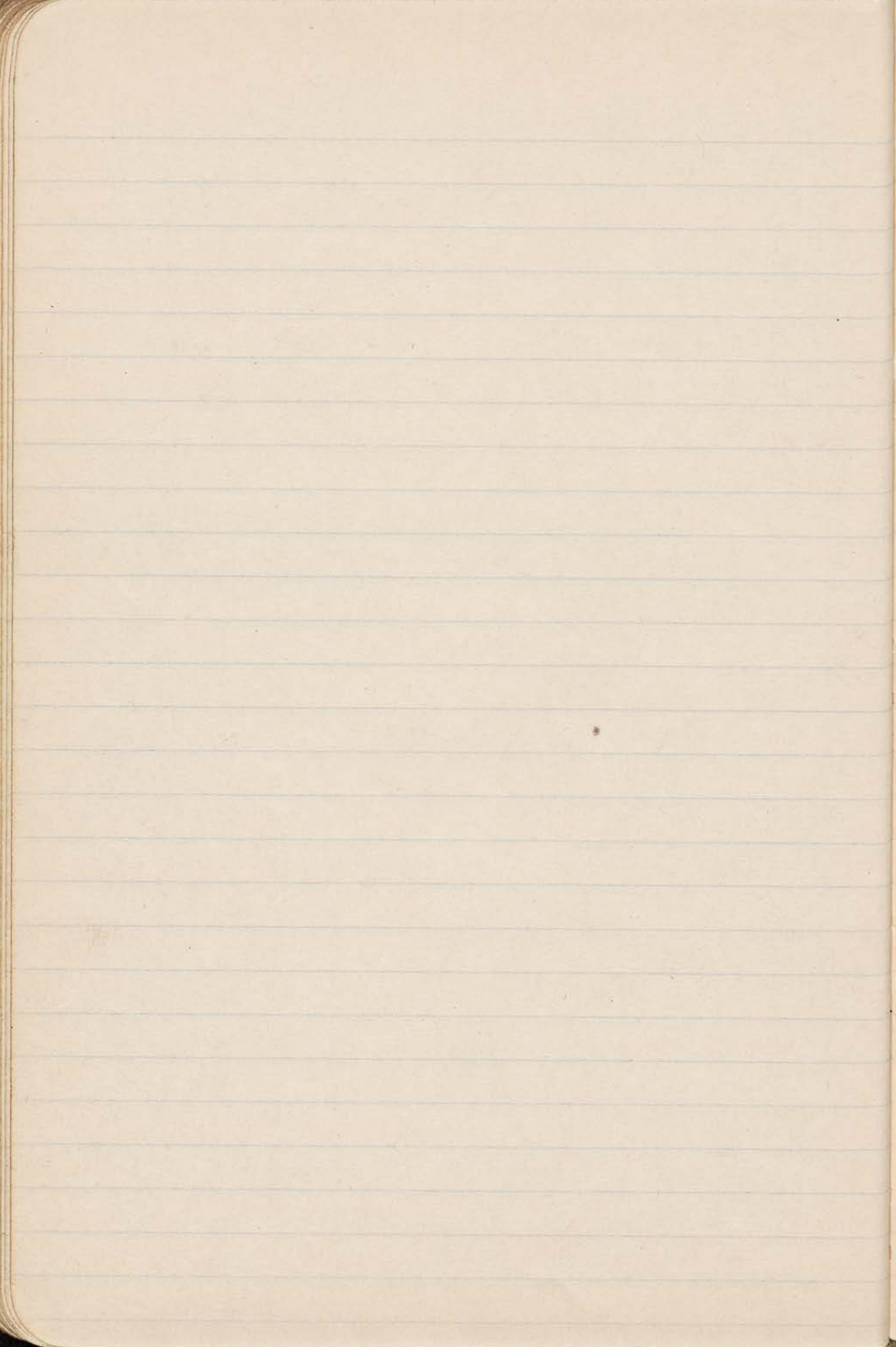
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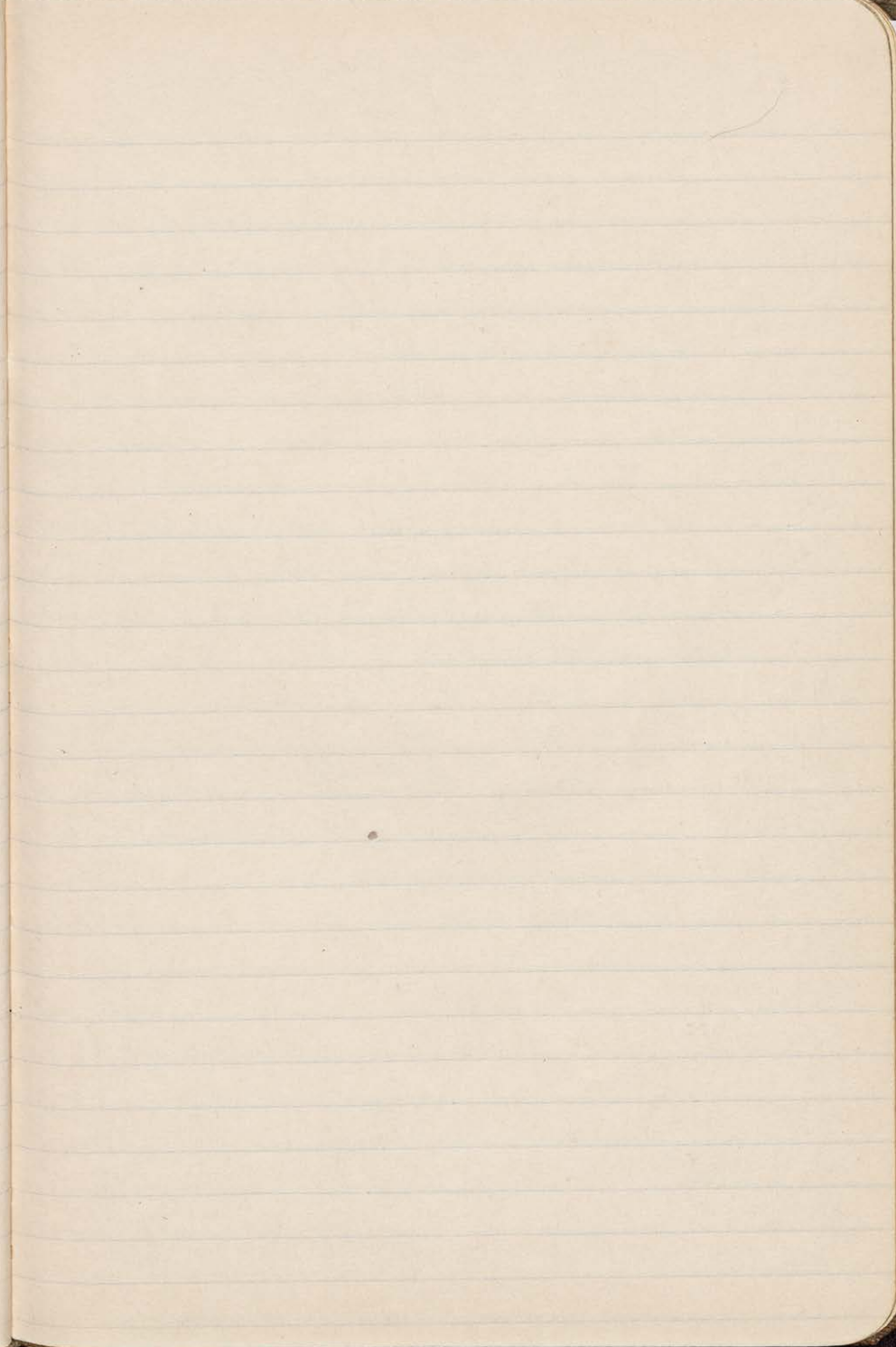
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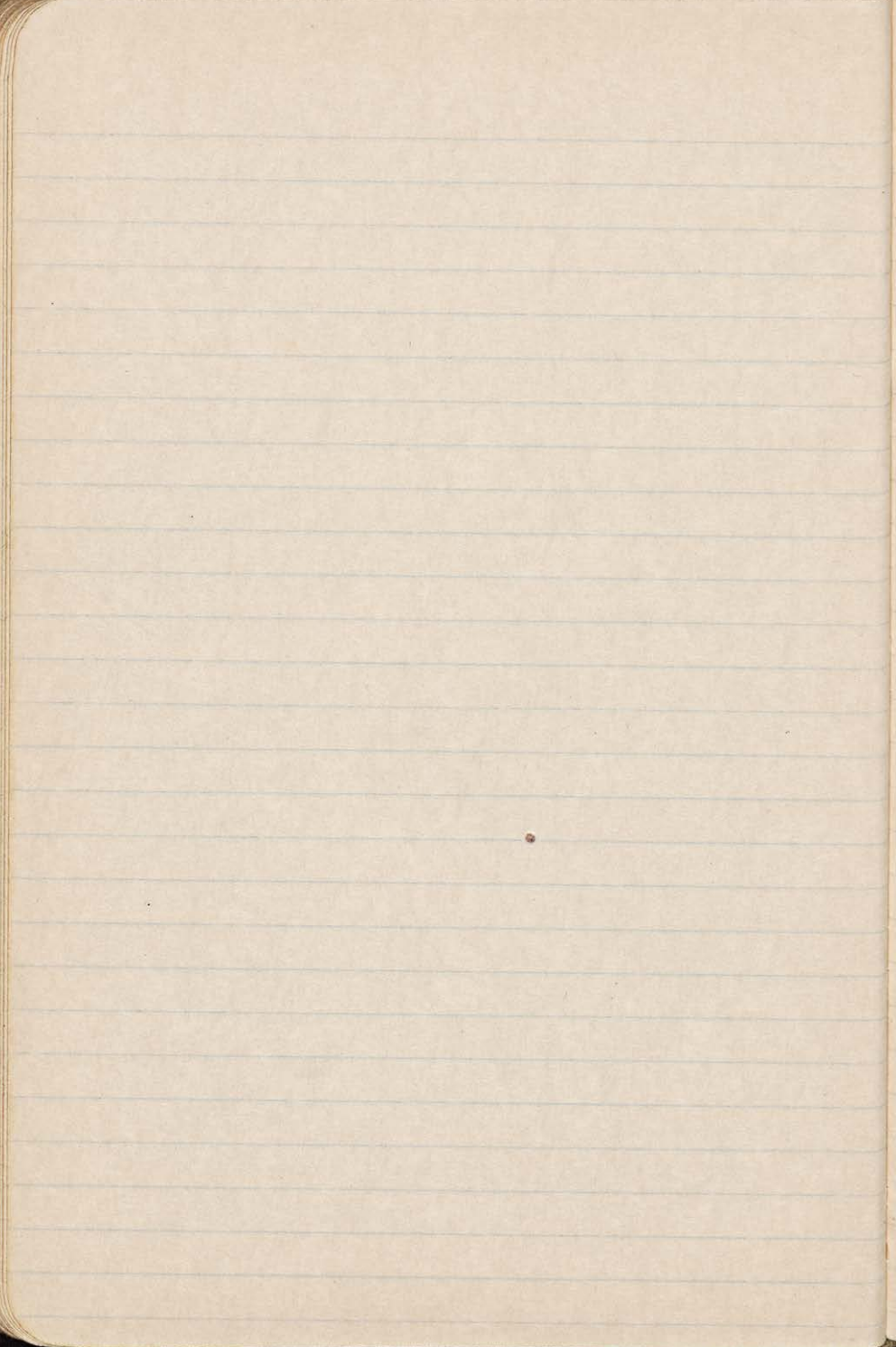


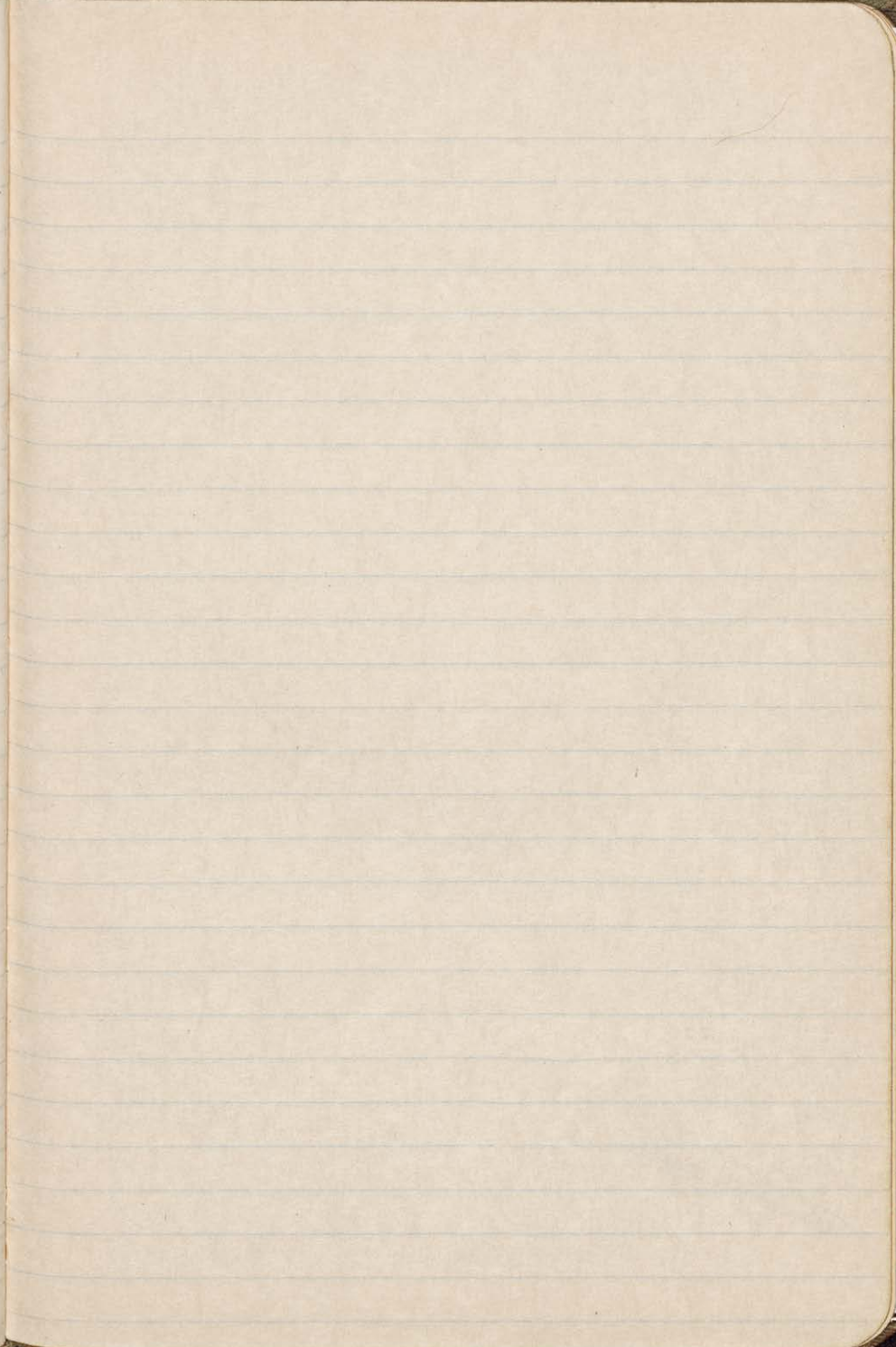


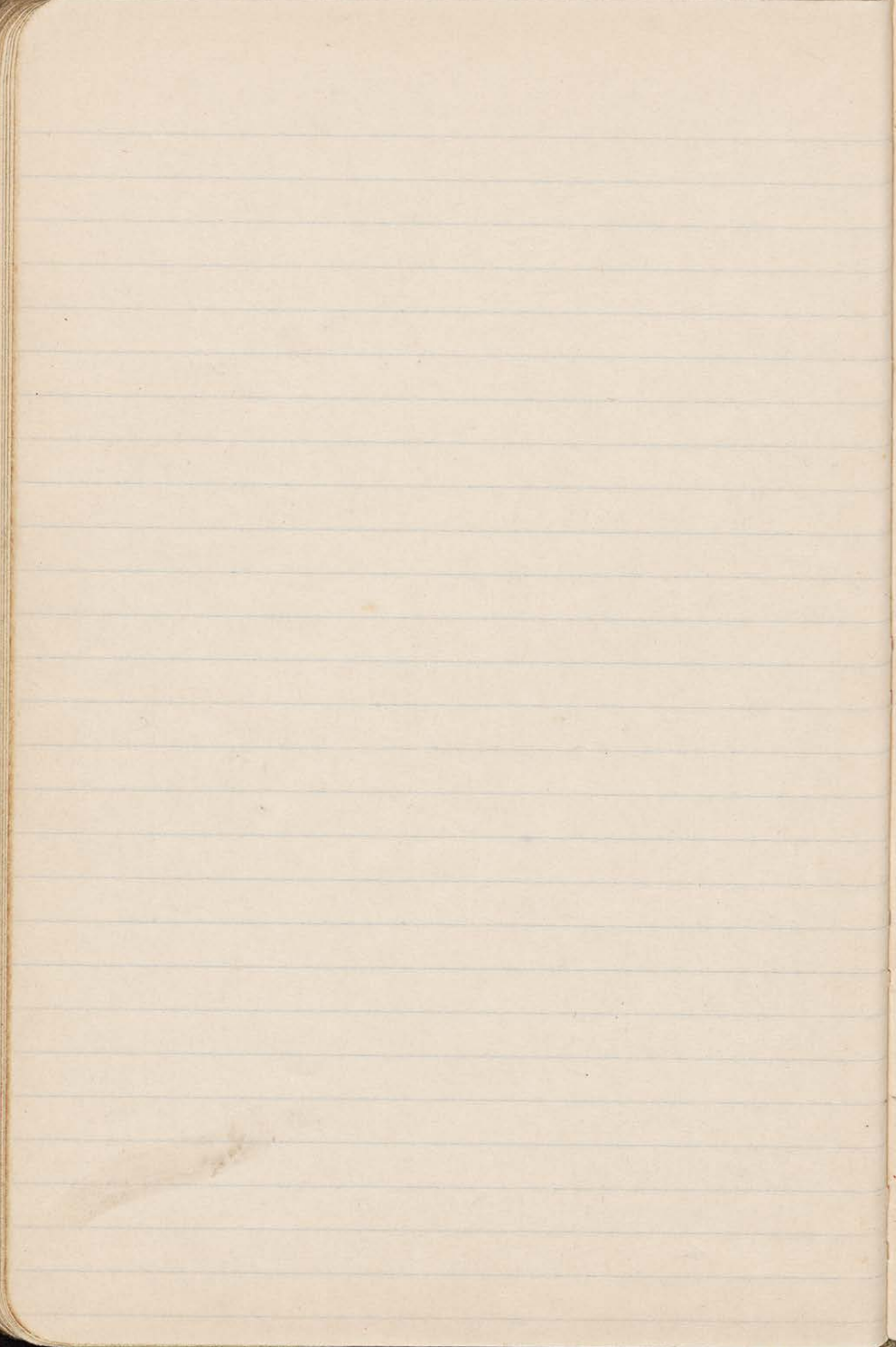


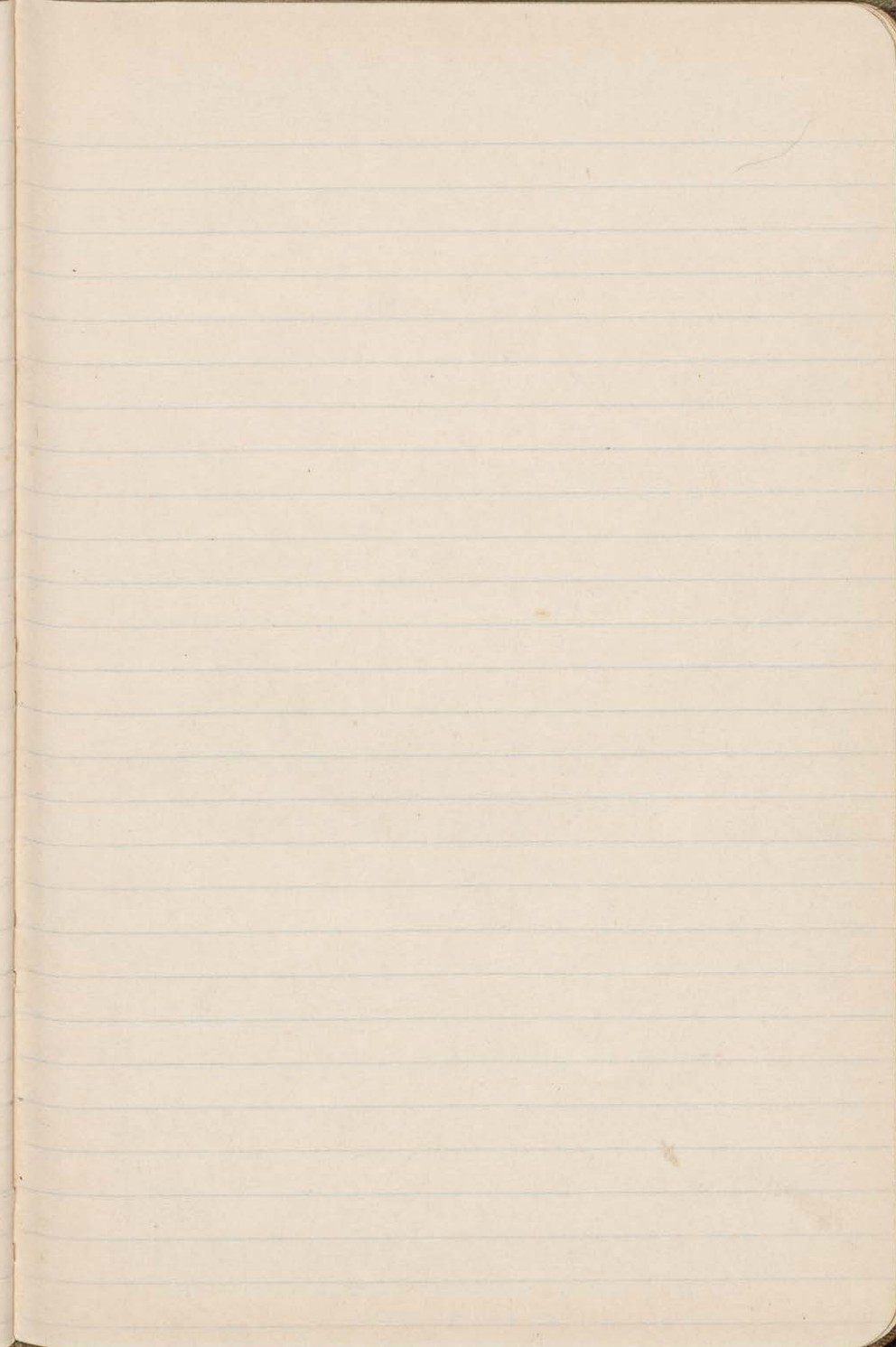


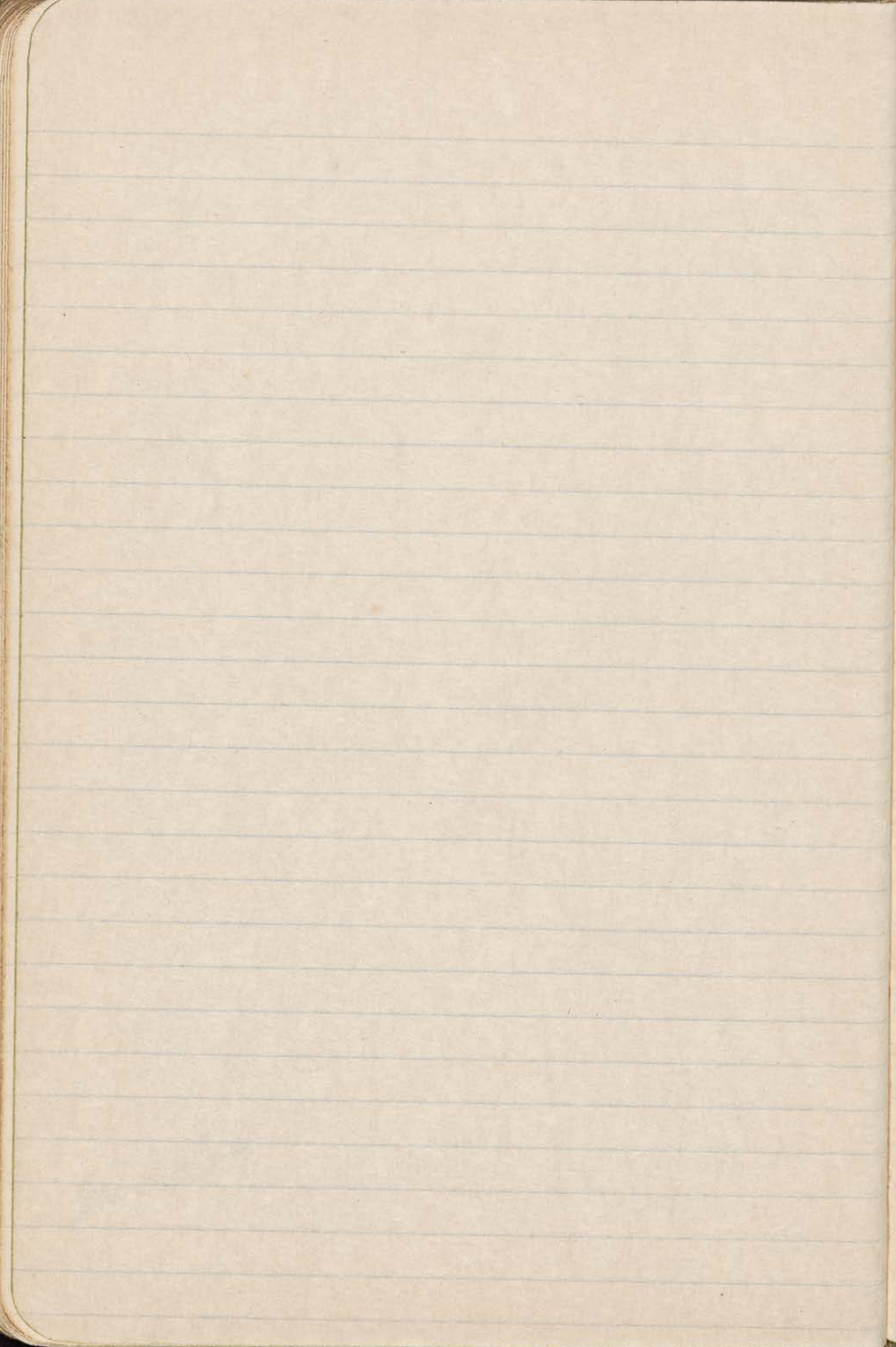


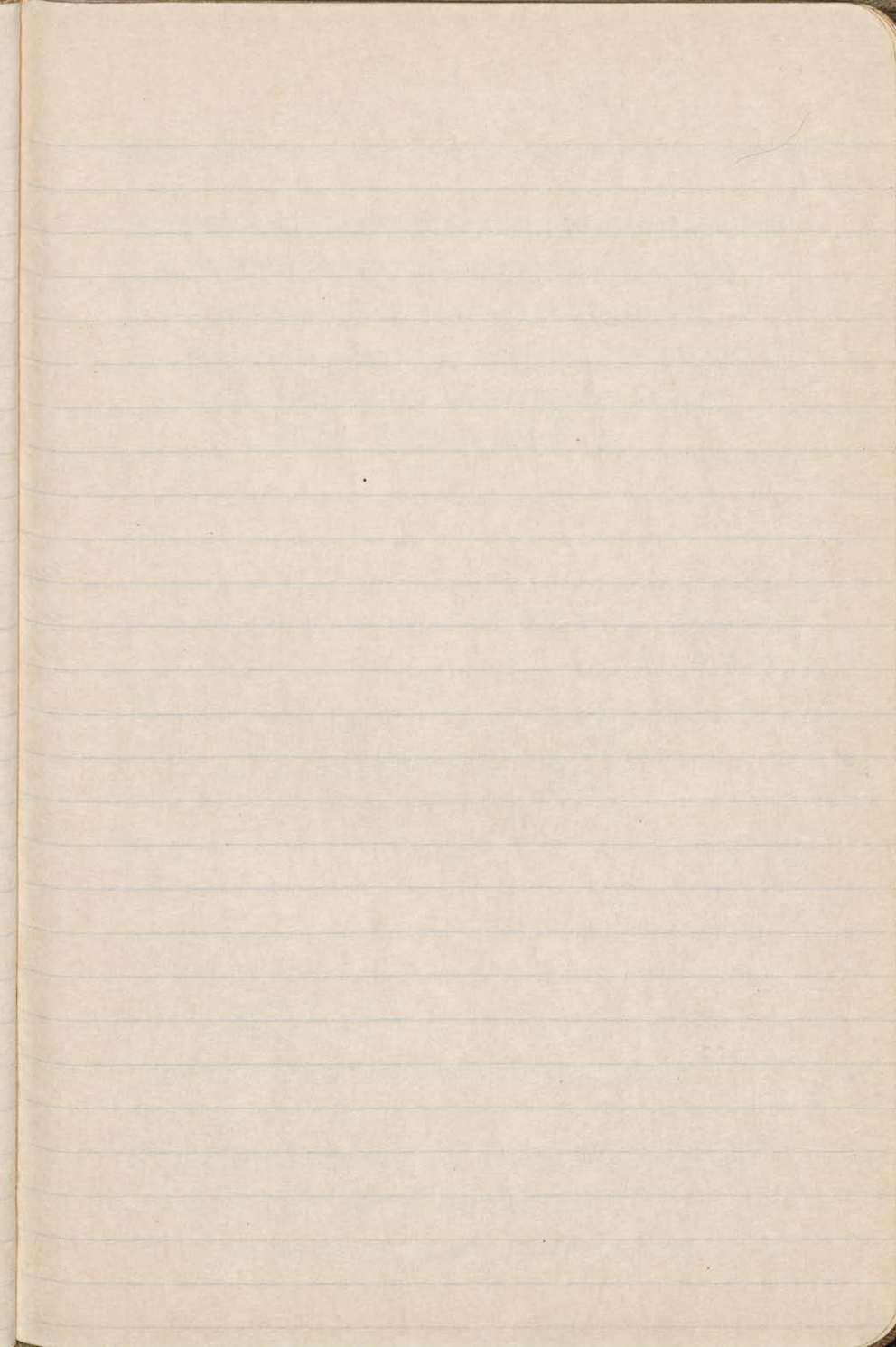


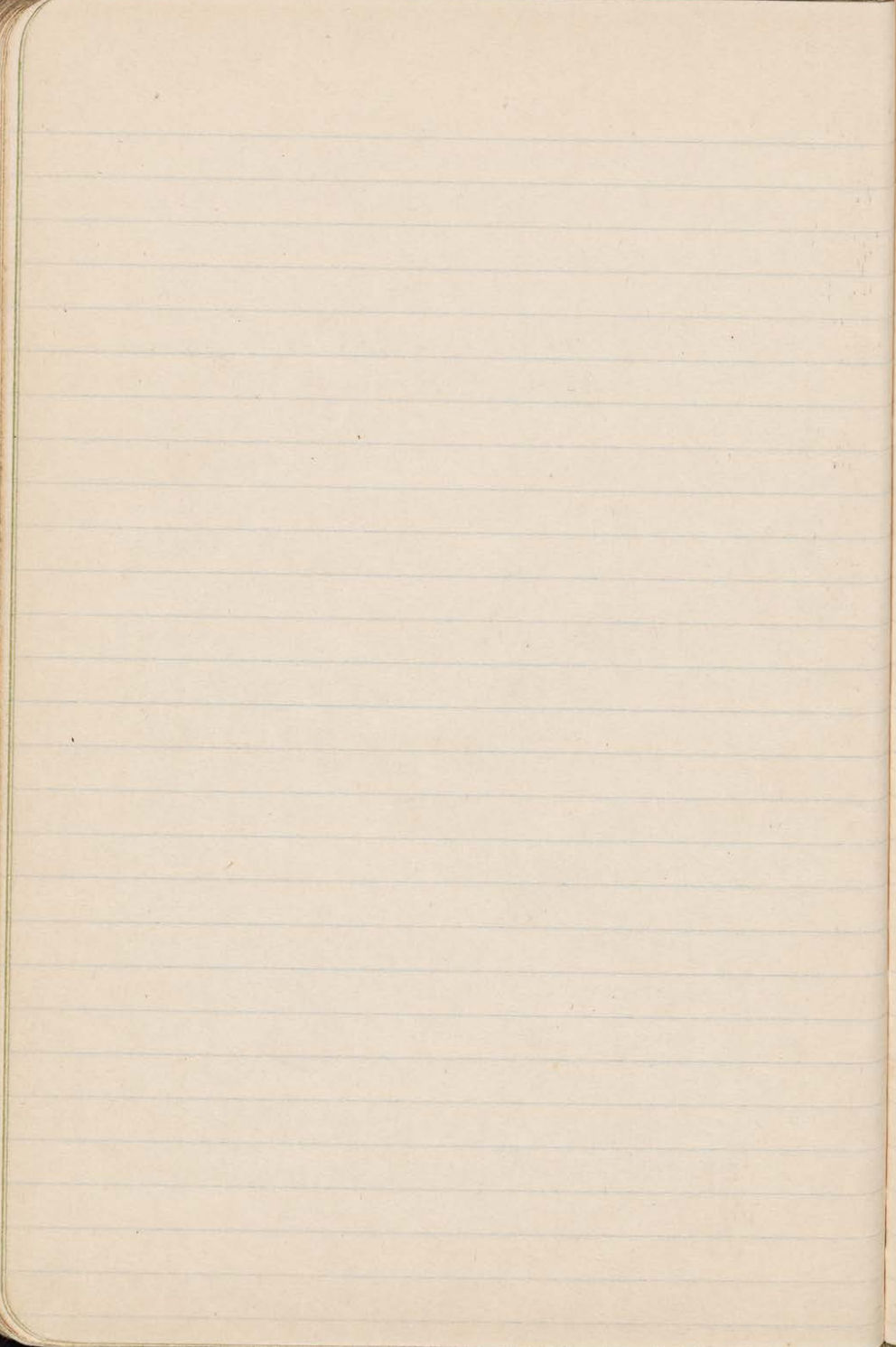


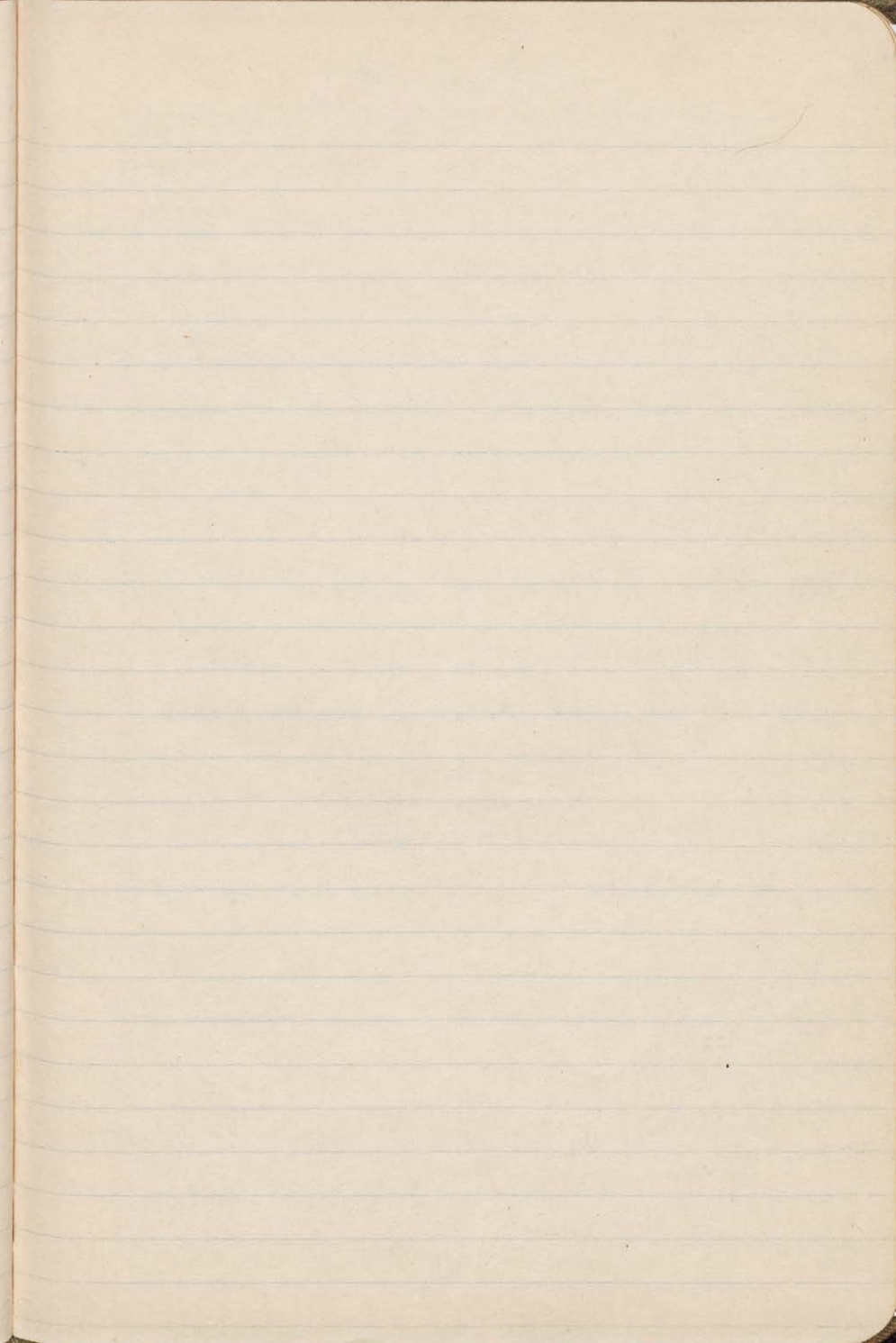


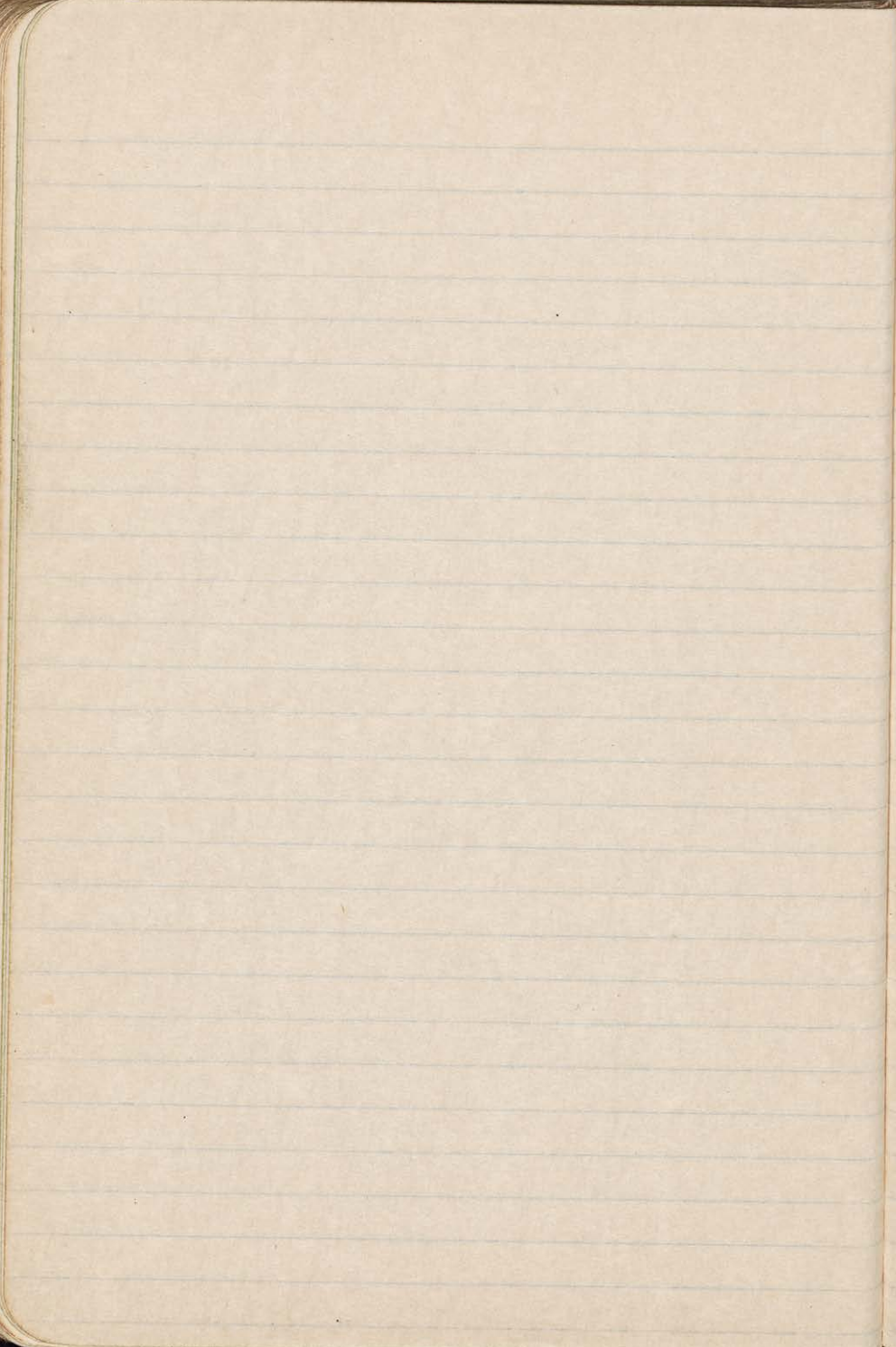










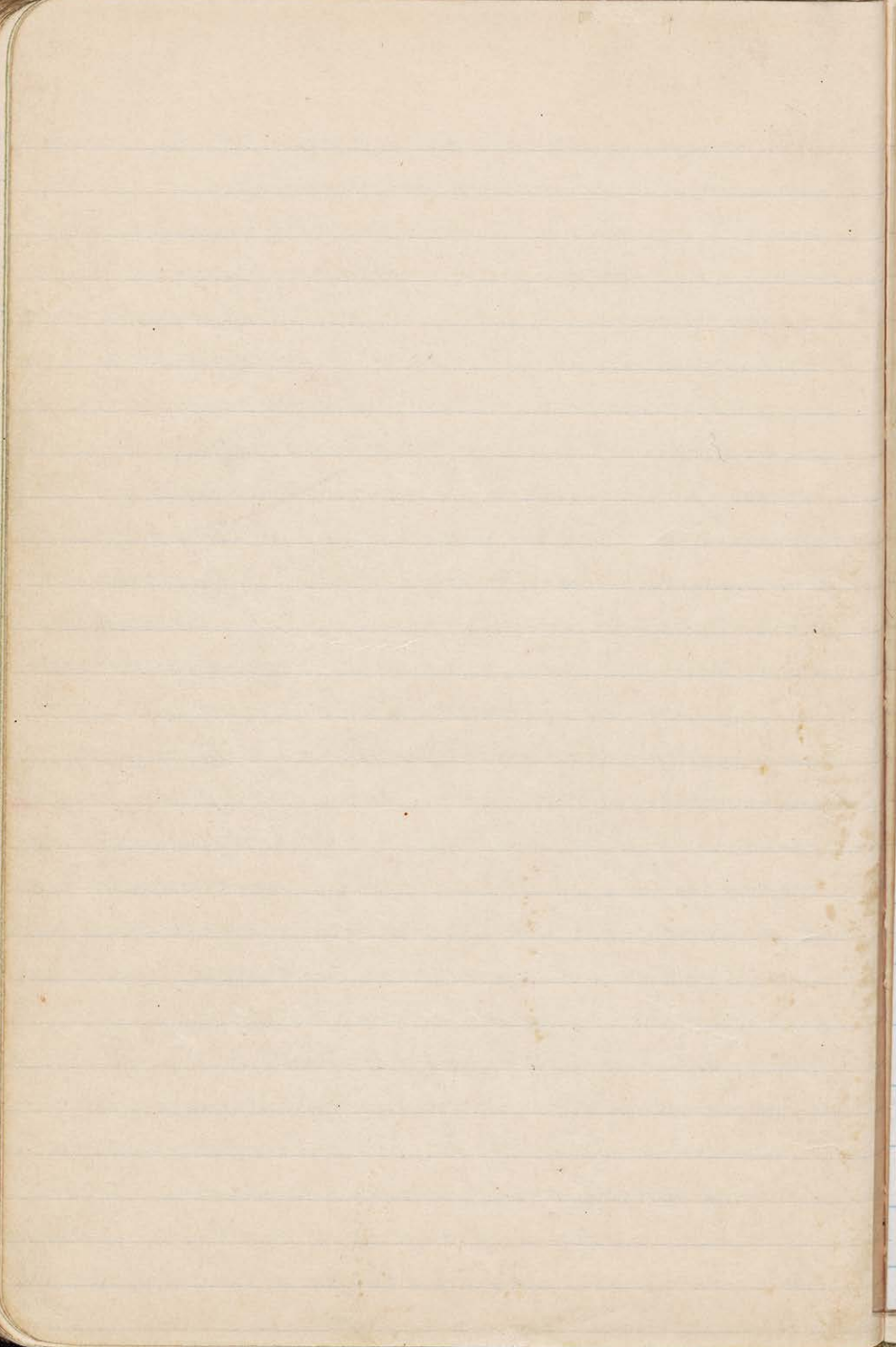


Feb. 3, 1945

Fifty-three years ago and twenty
years old in the U.S. Navy, I came aboard
the U.S.S. Essex (CV-9). For the next 300
days, I had a lot of what happened
during this World War. The end
of a long war.

At that time, through World War, the
private logs were prohibited, but I
knew we were making history.
Please realize that this log was
written by a young sailor through many
difficult times and although many of the
pages are blank, they are a part of
the story.

Thank you very much for the
help and the interest in the
the history of the U.S. Navy.
Sincerely,
[Signature]



Feb. 3, 1996

Fifty-three years ago as a twenty year old in the U.S. Navy, I came aboard the U.S.S. ESSEX - CV-9. For the next 833 days, I kept a Log of what happened aboard ship, until World War Two ended and I came home.

At that time through World War two private Logs were prohibited, but I did it anyway. I knew we were making history.

Please realize that this Log was kept by a young Sailor through many hazardous times and although most of the descriptions are true facts, some of the notes are "scuttlebut".

through the years I have only shared this Log with my family. But due to the suggestion of one of my Essex shipmates recently, here it is.

John A. Yeager - ex - Essex - USNR

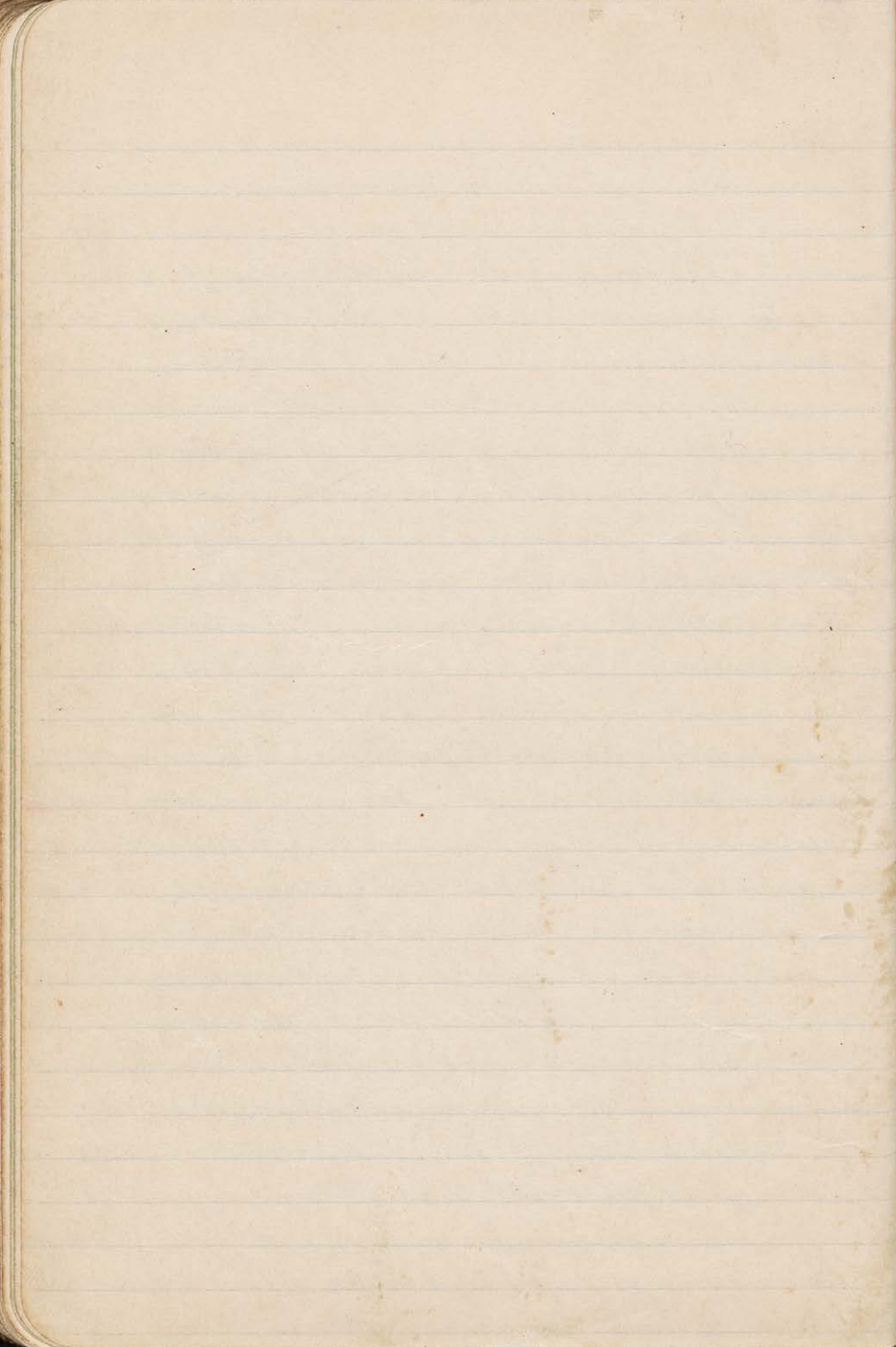
Feb. 3, 1944

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year old in the U.S. Navy, I came aboard
the U.S.S. Essex (C.V. 9). For the next 833
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aboard ship, until World War Two ended
and I came home.

At that time through World War Two
private logs were prohibited, but I did
anyway. I know we were making history.
Please realize that this log was
kept by a young sailor through many
hardships, trials and through most of the
operations and the facts, some of the notes
are "cuddled".

through the years I have only spare
this log with my family. But due to
the suggestion of one of my Essex
shipmates recently, here it is.

John A. Yeager - ex-Exssex



° — Highlights on the Essex — °

19 Aug. 1943 - Came aboard the Essex for duty — °

22 Aug - Set sail for parts unknown — °

31 Aug - Today we bombed Marcus Island. The attack was a complete surprise — °
Was at battle station 12 hours — °
Turned and headed back to Pearl Harbor — °

4 Sept - Wrote 5 letters! — °

7 Sept - Docked at Pearl Harbor — °

9 Sept - Set sail for San Francisco - whoopee! — °

13 Sept - Docked at NAS in Oakland — °

14 Sept - Liberty in Frisco! — °

15 Sept - Set sail for Pearl Harbor — °

19 Sept - Docked at Pearl Harbor — °

24 Sept - Out to sea for maneuvers — °

26 Sept - Docked at Pearl Harbor —°

30 Sept - Set sail for unknown destination —°

5 Oct - Today we bombed Wake Island. Our cruisers have went in and are now shelling it —°
Was at battle station 11 hours - intense heat because of secured ventilation —°

6 Oct - Bombed Wake Island ~~again~~^{again} today —°
Was at battle station 11 hours and 45 minutes —°
Turned and headed for Pearl Harbor —°

11 Oct - Docked at Pearl Harbor —°

21 Oct - Set sail for parts unknown —°

26 Oct - Crossed equator at 10:38 A.M. —°
I am now a shellback —°

5 Nov. - Anchored in Palikula Bay near Espirito Santos —°

7 Nov. - Set sail for unknown destination —°
Yesterday our new skipper came aboard —°

8 Nov.- Anchored in Palikula Bay this morning—
Set sail again this afternoon—

11 Nov.- Celebrated Armistice Day by bombing Rabaul—

We were bombed by the Japs for ~~two~~^{three} hours. They couldnt hit us or torpedo us. We shot down eight or nine Jap planes. Our fighter planes, dive bombers and torpedo planes shot down about fifty Japs both over Rabaul and over us.—

Was at battle station about 14 or 15 hours—

13 Nov.- Anchored in Pallikula Bay—

14 Nov.- left Pallikula Bay for unknown destination—

18 Nov.- We attacked the Island of Tarawa in the Gilbert Island Group today. The Japs came out to get us this evening but after much anti-aircraft fire they lost us. No casualties. Also we crossed the equator this morning going North.—

Was at battle station all day—

19 Nov.- We are continuing our attack on Tarawa. The Japs came out to get us early this morning before sunrise but they lost us in the dark—
Was at battle station all day—

20 Nov.- Continuing our attack on Tarawa. Our troops have invaded the Island and finding plenty of resistance. This evening at dusk the Japs paid us another social call and put a torpedo into our Jeep Carrier. This carrier has now left us for a repair base. The Essex shot down a bomber.—
Was at battle station all day—

21 Nov.- Our planes are supporting our landing force on Tarawa. The enemy on the Island is weakening. They came after us this morning with their bombers but we ditched them—
Was at battle station until this afternoon—

22 Nov.- We are still supporting the invasion force on Tarawa. The Japs were out looking for us again this morning

but couldn't find us. We knew where they were but they never knew where we were. Every time the Japs attacked us it was either dark or just getting dark. They know we can't send up our fighter planes at these times.—o

We just got word that our torpedoed Jeep Carrier is one day away from a

repair base and still going strong.—o
Was at battle station for 4 hours this morning.—o

(Independence)

23 Nov.—Tarawa fell to our troops this afternoon at 1:30 P.M.—o

We are still giving our troops the air protection it needs.—o

The torpedoed Jeep carrier has safely reached a repair base.—o

24 Nov.—Today I am a man. I never dreamed that I would spend my twenty-first birthday on an aircraft carrier in the middle of the Pacific Ocean.—o

We are continuing our present operations.—o

25 Nov. - Today is Thanksgiving Day. We had a very good chow —

Continuing our present operations —

30 Nov. - Today is the fortieth day since we have been ashore —

Three days out of the forty were spent at anchor in the middle of Pallikula Bay —

4 Dec. - Today we attacked the Island of Roi in the Marshall Island Group. We were at General Quarters over 21 hours. —

Turned and headed back to Pearl Harbor —
(Lexington took a fish aft.)

9 Dec. - Docked at Pearl Harbor. We were out at sea for fifty days —

19 Dec. - Out to sea for manuevers —

23 Dec. - Back in Pearl Harbor —

25 Dec. - Christmas Dinner at the Royal Hawaiian with Harry Wilds —

28 Dec. - Out to sea for manuevers —

31 Dec - I celebrated the birth of 1944 at sea. —

1 Jan - Docked at Pearl Harbor —

9 Jan - Out to sea for maneuvers —

13 Jan - Back in Pearl Harbor —

16 Jan - Out to sea for unknown destination —

29 Jan - today we attacked the Marshall Islands in preparation for their invasion by our troops the day after tomorrow —

Our planes caught all of the Jap planes on the ground and destroyed them along with numerous other installations, doing great damage. The attack was apparently a complete surprise —

30 Jan - We are continuing our present operation —

31 Jan - Today our troops went into the Marshalls and found moderate resistance —

1 Feb: All of the Islands except Kwajalein are now ours. The Army is having a rugged time on Kwajalein —o

We are continuing present operations —o

2 Feb: We are supporting the Army on Kwajalein at the present time —o

3 Feb: Today we received word that Raymond Clapper was killed in a plane collision. I used to read his articles regularly —o

4 Feb: Today we anchored in Majuro lagoon, in the Marshall Islands. We are taking on fuel, supplies and ammunition —o

12 Feb: left Majuro lagoon for unknown destination —o

16 Feb: today we attacked Truk Island. Our planes from the Essex shot down thirty Jap planes. Was at battle station all day and night. —o

17 Feb: Continuing our attack on Truk. We were attacked all last night and one carrier was torpedoed. It is now on its way to Pearl Harbor —o (Intrepid)
The Essex done a lot of damage on this deal, shooting down many Japs with our planes, and sinking cargo ships. Also we destroyed ground installations and shot up many Jap planes on the ground —o

22 Feb - Today we attacked the Islands of Saipan and Tinian located near Guam. We were attacked all night last night and early this morning, shooting down a number of planes. —

26 Feb - Anchored in Majuro lagoon —

28 Feb - Set sail for good old Pearl Harbor —

5 March - Docked at Pearl Harbor. We were at sea 49 days this time —

6 March - Underway for San Francisco. —

10 March - Went in to Dry Dock in San Francisco. —

12 March - left for a 15 Day leave in good old Portland —

27 March - Reported back aboard ship from leave. Had $12\frac{1}{2}$ days at home. —

16 April - Underway for Pearl Harbor —

20 April - Docked at Pearl Harbor —

24 April - Out to sea for maneuvers —

28 April - Docked at Pearl Harbor —°

1 May - Out to sea for maneuvers —°

4 May - Docked at Pearl Harbor —°

5 May - Set sail for Majuro —° Morrison's Birthday.

9 May - Anchored in Majuro lagoon —°

15 May - Underway this morning and headed for Marcus Island again —°

19 May - today our planes hit Marcus. They done a lot of damage to facilities and had no air opposition, but the Japs put up a helluva A.A. barrage. We have lost a couple of planes, and many of them are coming back full of holes. The task force has not been attacked yet. —°

20 May - Our planes went in to Marcus again today. they have done a lot of damage. We are now retiring from the target and headed for Wake Island —°

22 May - Today we hit Wake Island. Our planes went in and found no aerial opposition and only light AA fire. We lost two planes which crashed into the water a few hundred yards from us. The cause of the crashes was motor failure while attempting to land aboard. One of the pilots was lost.—

26 May - Anchored in Majuro.—

31 May - Out to sea for gunnery runs.—

1 June - Anchored in Majuro.—

6 June - Underway this morning. This evening we received a radio bulletin telling us that our Troops landed on the beach of Northern France. (June 5 - stateside date)—

11 June - this afternoon we hit ~~Guam~~^{Saipan} in the Marianas in preparation for their invasion on the fifteenth, four days from today. Our planes shot down a few Japs and destroyed quite a number on the ground. We had 4 or 5 bogies on the radar, but our CAP shot them down.—

12 June - Continuing our attacks on ~~Japan~~ ^{Saipan}. Other units of the fleet are hitting Saipan, ~~and~~ ~~the~~ preparing ~~to~~ for ~~the~~ ^{its} invasion on the fifteenth. Today our planes sunk a convoy of Jap ships. Most of them were sunk or left in a sinking condition. Only one ship of the fifteen or more in the convoy got away. This will be a nifty feather in somebodys' cap—

13 June - Still hitting ~~the~~ ^{Saipan}, the remnants of the convoy were sunk this morning. Two Japs tried to attack us a couple minutes ago and were shot down for their troubles by the CAP— I watched them burning on the water—

14 June - last night we retired from the scene of operations and this morning we refueled from a tanker. We are now going to the Bonin Islands to knock out their planes and airstrips—

15 June - This morning our troops went into ~~the~~ ~~area~~ ^{Saipan}, ~~to~~ ~~take~~ ~~it~~. They are finding plenty of resistance. This afternoon we hit the Bonin Islands, which are around 450 miles from Japan. Our planes shot down a number of Japs and shot up plenty of Jap planes on the ground. No other Navy ships outside of submarines have been this close to Japan since the beginning of the war— This is Number twelve for the Essex—

16 June. We hit the Bonins again today and ran into a helluva storm this evening. We are now retiring to fuel destroyers —

17 June. fueled destroyers this morning and one destroyer picked up seven Jap survivors of the convoy we sunk a few days ago. The prisoners were brought aboard the Essex and two were put in the sickbay because of burns and the others are in the brig. The Captain has just announced that the Jap fleet has been observed leaving the Phillipines by our subs. We are now proceeding to intercept the Jap fleet and sink it. They are heading for ~~the~~ ^{Saipan}, and we are heading for them —

18 June. One of our Tin Cans picked up five more Jap survivors and they are now in the Essex' brig. They look like hell. The rest of the Pacific fleet joined us this morning and we are proceeding to intercept the Jap fleet. I just counted 96 ships in our fleet spread over the horizon. This ~~includes~~ includes Battlewagons, Carriers, Heavy and light cruisers, and tin Cans. We expect to contact the

Jap fleet tonight or tomorrow morning. When we sink them it will be a big step toward the day we can go home for good. Our troops are doing OK on ~~the island~~^{Saipan}. I think Ray Wagner went ashore on ~~the island~~^{Saipan}. —

19 June - the Jap fleet turned tail during the night, but not before they launched all their carrier planes to attack us. Our Fleet was attacked at about 1145 AM and it lasted for a couple hours. A total of ~~400~~ Jap planes were shot down by our ships and fighter planes. The Essex lead the parade as usual, ~~4~~ Our planes shot down 64 Japs. Our air group commander got a total of 7 by himself. We got a near miss off the ~~bow~~^{stbd.} bow from a Jap dive bomber that sneaked in, but no damage done. We lost 3 fighter pilots. —

20 June - Today we refueled from a tanker. The Jap fleet was spotted about 600 miles north of US and running home to Tokyo. —

21 June - We hit Saipan and Guam this morning, and we also got word that the rest of our fleet contacted the Jap fleet this morning. The Japs have a total of 4 carriers, 6 wagons, 8 cruisers and around 16 tin cans. The biggest carrier was torpedoed by one of our subs last night (3 fish) - and is now trailing oil.

none of the carriers have planes on them because we shot them all down the day before yesterday. We haven't heard any results of our fleets' attack on them yet. We are heading for that area to help our fleet if they need it—.

22 June. Two of our carriers' air groups attacked the Jap fleet last night and sank one carrier, damaged the other three, damaged a battlewagon, and sank 4 tin cans. This was the only attack made on the Japs because they were getting too close to their base. The Enterprise and the Lexington were our two carriers which participated.

23 June. We are headed back to Guam. Official figures just released credit the Essex and her air groups with a total of more than 500 Jap planes destroyed since we started our first war cruise—.

A new ⁴⁰⁰ estimate of the air battle the other day are that ~~400~~ Jap planes were shot down in two or three hours. The Essex planes got 68 of them.

24 June. We have been attacking Guam the last two days in preparation for its invasion. We lost one plane, but the pilot and radioman were picked up by a tin can. Today we refueled destroyers in between strikes—.

25 June. Continuing our strikes on Guam, Saipan, and Rota—.

26-27-28 June - Continuing strikes against the Mariannas —

29-30 June - Same old thing, but we are running out of bombs —

1-2-3 July - Same as usual. Since we left the States, the Essex personnel have devoured 180,000 pounds of Potatoes.

4 July - Today we are headed for Eniwetok to take on food and ammunition. Celebrated the fourth with a turkey dinner —

6 July - Anchored in Eniwetok lagoon today. We were at sea for 30 days. Had a mail call and I got 22 letters — We logged about 11,000 miles on this cruise —

14 July - Left Eniwetok this afternoon —

17 July - today we began hitting Guam and Rota Islands in preparation for the Invasion of Guam and Tinian on the 21st. There is no opposition of any kind on Guam. The Japs are dug in their holes and waiting for the invasion. —

18 July - Continuing operations against Guam —

19 July - Mail was flown aboard from Saipan today.
had a letter from Mom and June. Continuing operations
against Guam—

20 July - Still hitting Guam—

21 July - the Marines landed on Guam this morning and
have met no resistance so far—

22 July - the Marines seem to be doing OK on Guam.
today we refueled—

23 July - today we hit tinian to soften it up for
it's invasion tomorrow. or the next day.—

24 July - the Marines landed on tinian today, and
are doing OK.—

25 July - We have advanced on Guam and tinian
both so far.—

26-27 July - Same old routine - hitting Guam. Our troops
are doing swell.

28 July - today we anchored off Saipan. We took on
bombs and we have been watching the bombardment
of tinian all day. I just watched them fire Star shells
tonight. We now have half of tinian. Underway tonight—

29-30-31 July. Hitting Tinian and Guam every day—

2 Aug- Tinian is now ours—

4 Aug- mail was flown aboard from Saipan today.
I got 8 letters—

7 Aug- today our skipper, Captain Ofstie, received the Silver Star. The award was presented to him on our flight deck by Admiral Bogan. Captain Ofstie was also promoted to Rear Admiral today and was relieved of his command of the Essex. Our new skipper is Captain Wieber.—

8 Aug. Rear Admiral Ofstie was flown from the Essex to Saipan this morning. Everyone was sorry to see him leave the Essex—

10 Aug- this evening we are heading back to Eniwetok—

11 Aug. this afternoon one of our TBF's crashed in the water, killing all hands. One of the men was recovered by a destroyer and he was buried off our fantail at 4:30 this evening. I watched the ceremonies—

13 Aug. Anchored in Eniwetok this morning. thirty days at sea—

19 Aug. One year ago today I came aboard the Essex for duty. It has been a rather busy year for me—

29 Aug. Underway for unknown destination. It is rumored that we will see the Phillipines before this cruise is over—

Sept.

2 ~~Nov~~. Crossed equator and initiated all Polywogs, Lt. Wayne Morris among them.

6-7-8 ~~Sept~~. ^{Sept.} these three days have been spent blasting Palau in preparation for its invasion. We are now underway for Mindanao in the Phillipines—

9. today we hit Mindanao, the southern Island of the Phillipines. A convoy of 40 sampans was sighted by our returning fighter planes. the planes sunk a few, and then some of our cruisers and tin cans went in and sunk the rest of them.

10 sept. We hit the Phillipines again today with good results—

11 Sept. Retired and refueled—

12-13-14 Sept- The last three days we have hit the central Philippines. We shot down and destroyed on the ground over 400 planes.

15 Sept- today we retired to refuel the tin cans and also refuel ourself from a tanker.

16-17 Sept- Still just cruising around—

18-19-20 Sept- Same old thing, but we are now heading for Luzon.

21 Sept- Hit Luzon and Manila harbor today. Shot down 110 planes and got a lot of them on the ground. The Essex air group sunk a 4-ship convoy. Many other ships were sunk and damaged—

22 Sept- Attacked this morning by a few planes, but shot them down. Still hitting same target.

Mother Nature pulled a fast one on us this afternoon. A typhoon is closing in on us, so we are leaving the Manila area—

23 Sept. Refueled from tanker—

24 Sept. Started hit ^{Cebu} ~~Sulu~~ in the central Philippines. A lot of cargo ships are in, and we are at the present time sinking them. We've got 6 so far.—

25-26 Sept - headed for Palua to take on bombs and ammunition—

27 Sept - Anchored in Kossol passage near Palua—

28 Sept - Out to sea overnight for safety reasons—

29 Sept - Back into Kossol passage this morning and out to sea tonight—

30 Sept - Anchored in Kossol passage this morning. We have been taking on bombs, mostly blockbusters, during the days we are anchored. Underway this evening—

1-Oct - Underway—

2-Oct - Anchored at Ulithi this afternoon to take on some chow—

3 Oct - Underway this morning because a hurricane is heading for Ulithi. We will ride it out at sea because it is safer—

4 Oct - Riding out the hurricane today. The tin cans are taking a helluva beating. We are taking water over the flight deck—

5 Oct - Anchored in Ulithi. No chow available—

6 Oct- Out to sea. It is rumored that we will see Japan this trip—

10 Oct- today we hit the main Island in the group ^(Okinawa) of Islands a couple hundred miles south of the Mainland of Japan called the Nansei Shoto-Islands. We done a lot of damage, sunk A cruiser, 4 tin cans, 6 subs, cargo ships, shot down a lot of planes, and so forth. this is no. 16 for the Essex—

12 Oct- today we hit Formosa. Shot down a lot of planes, and done a great deal of damage.

13 Oct. The Japs came out to get us last night. they attacked us all night, dropping many flares to find us. No ships were hit. We are hitting Formosa again today—

I am continuing this Diary at the forward end of the book. This goddam War is worse than I figured—

Feb. 3, 1995

Note:

At this point in time, October 1944, I realized that I had started this Log too far into the Pages of the Navy Notebook it is written on. So, I had to go to the forward part of the book and start anew.

Also, this was before the days of the ballpoint pen, and some of my printing may not Xerox too well.

J.Y.

to that summer I had intended that we
would have taken the trip

to get today we hit the main island in the group
of 12 that were still in the water south of the

main island in the morning I had
written a lot of things down in the
Note:

At this point in time, October 1944
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Y.Y.

