

in the impenetrable Harbor of Mindora. Our valiant flyers strafed repeatedly the larger units of the gigantic American force. Finally after exhausting their superior ammunition our fearless aviators flew low among the smoking hulks of the vanquished foe and completely stilled all efforts to repulse their intrepid attack. Many of the larger aircraft carriers present were unable to launch a single plane due to the complete surprise of our courageous airmen and were sunk without firing a shot. Our pilots retired leaving the once powerful naval base, which they destroyed as an afterthought, in shambles.

Unfortunately two of our super flyers were killed when their planes collided on the way home.

(Admiral Ryssy) In the harbor was anchored the "Terrific Tangiers", flagship for a squadron of sea planes employed in scouting. The Tangiers would change anchorage every night. Nearby was a Jap installation which would send attack planes at twilight and dawn. One such group visited our group. There was a lot of shooting. A plane was shot down and all the ships in the division claimed the honor of shooting it down. A few days later each ship had a plane painted on the bridge. Captain Collins said he saw a 3-inch shell from his ship hit the plane????

November 1, 1944

Departed Morotai about 1200 to go on patrol below Palau Island on a line 180 miles long, running from East to West. Sandusky is with us. Our sound gear is still out of order and here we are on sub patrol, but it doesn't make sense. We are to patrol Long. 133° E to Lat. 4° N to 135° E Long. Lat. 40° N.

(Amazing Wreckord)

Ed Stoker, or "Dependable Ed" as he is affectionately referred to by his bos'n mate, has been holding out on the crew. Ed's vocal arrangement of "Poor Little Butterfly" and "Alfalfa Kay", is something that should precede the evening cinema.

A big send-off to Flags Falkenheimer and John Dean who have forsaken this deck division for the Communications Dept. Good Luck, Boys!

It should be comforting to the Combat Dept. to know that in the event that their radar kicks out Frank "Nose" Piazza has generously offered the services of his old proboscis to detect the enemy. "Ain't dat a blow!"

Whatever bar room opens its doors to "Bobbie" O'Kelly and "Red" Nichols on their first liberty after this cruise, will have more than an evenings entertainment for its guests.

In view of yesterday morning's activities this gruesome twosome will go all out to top each others tall stories of how they turned the tide of battle in the southwest Pacific. If all goes well, before the night is over, our modest gunners will be behind the bar drawing their own.

The Captain is having entered in every man's record, a statement of commendation on the recent A.A. action which brought such fine results.

Harry Beecher has extended his enlistment two years and will be awarded the Good Conduct Medal. With the reenlistment money coming to him he will purchase cigars for all hands.

November 3, 1944

Sandusky left today for Palau. Now we are really sitting ducks in a shooting gallery.

November 3, 1944
(Amazing Wreckord)

Fistic festivities reached a peak last week when "Two Ton" George Stavis met his worthy opponent "Blow for Blow", bugler Jackson. Everything was going about even, Stavis managing to get some mighty blows in, while Jackson swift on his feet, with plenty of bobs and weaves to boot applied his share just as effectively. Then it happened - Georgy made the fatal mistake of leading with his chin, and - - POW - - the final blow of the fight was struck. Our hero "Two Ton" was lifted off his feet most firmly, and in a matter of seconds the structure of frames 178 to 180 of the Mighty A was tested beyond a shadow of a doubt, as Georges' fantail applied itself with a bang. Yes sir, Boys, Jackson can Blow that Call and Call that Blow.

ASIDE TO MILSLAGLE

An American soldier said to a captured German prisoner, "I hear that in Germany people eat horse meat" - - "Ach" replied the prisoner, "that was in the good old days".

November 4, 1944

At about 12:30am received orders by radio to go back to Kaoe Bay and join the Charlottesville and Machias on patrol, being our sound gear was out. Passed Lobi Island at 1400. Picked up a sub at dusk. Lucky it was friendly.

November 5, 1944

Joined Charlottesville and Machias at about 0300. We are again patrolling in the Hahmehara Sea only this time in a new direction. Moratoi was under

another air raid at 0400 so we of course went to GQ but the Japs stayed over land. A big raid.

November 6, 1944

Still patrolling same area. Very windy, a big storm north of us. It's time we went in for fuel. No air raid as there was no bombers near. Last night was a big one.

(John Dean)

I don't know if I could single out the one incident or a recurring theme that could convey to everyone else aboard the "A" or to an outside observer the Allentown Experience from my viewpoint. Indeed from this point in time my viewpoint is probably not the same as it was at any time and place during the time I served. Although many things completely escape me and others have become hazy or perhaps even in some cases, rather embellished or distorted, I was, have been, and am many times aware of how the Lord so many times looked after us individually and corporately.

I have reflected many times on a night somewhere on a particularly inky dark night in the Pacific. I had chosen as others often did to move my sleeping place from a lower, hot, poorly ventilated berthing compartment to a spot on the open deck. The advantage was not only one of comfort but had the practical feature of a closer and quicker access to the duty station in the event of a General Quarter scramble which was bound to occur on a rather frequent basis. The particular spot I had chosen and often used was the top of the port side spud locker on the bridge near the wheel house. The "spud locker" was a large metal bin some four feet deep and having a single hinged top six to seven feet long, designed to store potatoes. Since in our case our potatoes were in flakes or powder, the bins usually held spare life jackets. Some time during the night I was very abruptly and as always the case, almost dramatically aroused by the weird clanging, ringing pitch of the General Alarm which courses through your entire being. As you have been trained so thoroughly in doing, and have done so often, the immediate response is organized frenzy, and the first act is to hit the deck running. Usually getting in motion from the top of the locker was a vaulting action which thrust me well out onto the deck and hopefully in the direction of my general quarters station. This I did almost instantly and automatically. Had I acted in my usual automatic manner someone else would probably have written or speculated about what had become of me and an empty space at General Quarters. Pausing just briefly, which I never did, I extended a foot down in the direction of what should be the deck. There was none there, I was turned toward the outboard side of the locker and a vault from there I believe, would have, at least, with a slight port roll, deposited me into the dark, deep Pacific with no life jacket and no one aware of what had happened to me and no way to see or find me. This to me was not the only time and way that the Lord looked over us but to me personally, one of the more dramatic.

November 7, 1944

Departed from barrier patrol at 1215 for a new patrol area with Charlottesville and Machias.

November 8, 1944
(Amazing Wreckord)

Old "Peaches" McGrath had some trouble explaining to the captain what a sea painter was - seems as though he had the idea that it was a "Sea-going Artist" - tch, tch.

Is it true that (Swoonatra) Severino is living up to the traditional Simon Legree - (How about that Gil) too bad, and so young too.

Has anyone seen McEwen lately? Just call him "Boils" for short.

General Alarms ringing - Men shouting "Man Overboard" - - and all sorts of debris being thrown to him to keep him afloat as one of the Mitey M's men fell overboard. Oh well, at least he was soon found and brought back to his ship (too bad old man, whoever you are, you almost made it too).

It has been rumored that someone wants a Jap flag on the motorwhale boat - for the Jap prisoner we got with two beer cans a few weeks back.

Homestead says that all babies are Communistic at birth because they are brought into the world through labor's efforts and the first thing they wear is a "Union Suit".

Langley and Altomere (both of the Indiana Hayseed variety) carried on a rather rugged fistic battle out by the stock early this week - they claim they're just practicing to bring the title back to Indiana from whence it came - so they say.

(Ed. Note - We are glad to print this challenge, we haven't seen any blood spilled since the Hull-Melnyczuk affair.

Someone, probably Haggstrom, asked "Is a school of flying fish called a flock when they are flying"?

November 8, 1944

At 1215 we passed by Mapia Island (St. David Islands) and changed course to 060°. Mapia Islands are three in number. The San Pablo, our boss, is now moved down to Hollandia, N.G.. That means we will pull into Hollandia now for

fuel and supplies. The Morotai patrol is being taken over by Australian corvettes. We are out of sugar and just about out of flour. The Jap radio just stated that 65 aircraft were destroyed at Morotai - what a lot of bull!

They have girls on the air that talk excellent English. We usually get a kick out of listening to Jap radio.

November 9, 1944

We are patrolling from Lat. $1^{\circ} 20'N$, Long. $138^{\circ} E$ to Lat. $2^{\circ} 25'N$, 140° Long.

A man fell overboard from the Machias about 1000 and was picked up. So all afternoon we had man overboard drills. Patrolled till 1800 then headed for Woendi Lagoon, Padiado Islands. We are glad. Some talk we will head for the states.

November 10, 1944

Enroute Woendi we again passed over the equator at 0315, the 3rd time. Arrived Woendi at 1300 hours. We had mail waiting but most of it is at Morotai and is being sent down. We are still missing a month of mail. Taking on fuel and supplies and thank God, sugar. I never knew I could miss sugar so much.

(Amazing Wreckord)
November 10, 1944

Doyle does not readily admit it but he served in the last war also. One day while we were standing watch together, I asked him, "Tom, just what induced you to join the Coast Guard in this war - was it the love of adventure, a chance to bat the Germans around, or because you like the Coast Guard routine"?

Doyle just smiled his slow pleasant smile and said in all seriousness, "You see son, it ain't none of them things. When I was in the Coast Guard in the last war my uniform was like a magnet - gals all went for me like I was a millionaire, but being a dumb guy then, (I was pretty young then) I didn't pay any attention to them. Well, 25 years has passed since the last war and I ain't been married yet, and danged if I ain't getting lonely"!

Believe It??

Mr. Dugan: "Why didn't you salute me?"

Bartlett: "I didn't see you sir."

Mr. Dugan: "Oh good, I thought you were mad at me."

Red Nichols to librarian Omar Mountain: "Have you got anything on how to win friends and influence bosun mates?"

Doc Davis at mess: "Hey chief, I think I found a worm in my spaghetti."
Chief Millslagle: Well look again and make sure. I ain't got time to waste on rumor."

Very belated Birthday Greetings to James F. Dunn (684-026), Seaman Second Class, U.S. Coast Guard Reserve, erstwhile Quartermaster striker. May you have clear sailing for stormy days ahead.

November 11, 1944

Was lucky enough to go ashore on a beer party today. Second section first then 25 of the third section. To be back at 1300 to take over watches. A landing craft took us to the rec island, we each with our 4 cans of beer. The natives build many of their huts out over the water. They are friendly and constantly barter for cigarettes and our beer. We wanted a ride in one of their canoes but they thought we would steal it, so no canoe. At one village, the chief gave us an emergency plane full tank, cut in half and about the size of a canoe. We put on wood outriggers then Rocky, White and I took it out. Man, we really had a lot of fun. The natives laughed their heads off. We ended up soaked but happy. The women cooked concoctions wrapped in coconut leaves and put in the fires. Terrible smell! Had lunch with the Sea Beas working nearby. Enjoyed a bull session with them about the states. We missed our return boat and wandered around some more. Met the island chief, who wore GI clothes and is paid by the Dutch government. We gave him leftover food which he gave out. He is 35 years old, had two wives and ten children. Went back aboard at 1700. Got a nice batch of mail.

(Amazing Wreckord)

The Allentown has steamed 27,643 miles at an average speed of 13.3 knots. That's over once around the world fellows! Didn't think she could do it, did you?

The OOD told Haggstrom to hoist the ensign first thing in the morning. The following morning Mr. Earnest was missing from officers mess.

Lt. Dugan to Tarquinio - "The barometer is falling."
Tarquinio answered "No sir, it's still hanging on the bull head."

Happy Birthday to Stuart Campbell, Nov. 8, and Tom Moseley, the Arkansas Traveler, Nov. 11.

November 12, 1944
(Bob Lincoln)

We were returning to the ship from liberty on the small island near Morotai. The Commadore was seated on the port side near the stern of the whaleboat. The Captain was standing in the stern facing forward, lord and master of all he surveyed. The Commadore spoke but the Captain was unable to understand him due to the wind and engine noise. The Captain bent over to the Commadore and begged his pardon. The Commadore replied, "I said you are standing on my foot, goddamnit!"

November 13, 1944

Went out on new sub plans and were back in Woendi by 1700. Had a movie every night in port when the machine works. Last night, no sound. About 91 SD's pulled out today with DD's as escorts, enroute to Philippines.

November 14, 1944

Taking it easy, rumor says we are moving up soon. Many men sleeping top side. Still in the 7th fleet.

November 15, 1944

Mail today. Departed Woendi Lagoon at 1350 along with the San Carlos, a sea plane tender, the Machias and Charlottsville. Bound for Leyte in Philippine Islands. Fighting began there October 19 and heavy fighting is still going on. We expect a rough time. Crossed the equator again (4th) at 2200, a common occurence for us.

November 16, 1944

At 0530 we had a fire in the void space under the wheelhouse. Life jackets are kept there and in very severe weather, 32 gun crew sometimes takes shelter there, although I remember it as being only about 30 inches high. No great damage but scary as ammo is close by.

(Amazing Wreckord)

In the Halamaheras. - raids by enemy planes continue and one raider has been shot down, although these persistant raids on Morotai have been too small to be effective.

November 17, 1944

Expect to arrive in Leyte tomorrow afternoon. At 2730 we picked up several targets at 20 miles, but they turned out to be friendly destoryers with convoy bound for Leyte. About 2220, Machias broke down so we left her under the protection of the Charlottsville while we and the San Carlos continued at 28 knots.

November 18, 1944

Arrived at the entrance of Leyte Bay about 1100. At entrance to the bay were

seven destroyers. We had a sub contact, turned out to be fish. Our gyro repeater went out. In the bay we passed a task force of battleships; the Maryland, Pennsylvania and Colorado, plus four cruisers of New Orleans class and two others. It was a long distance to our anchorage. Although Hollandia had a lot of ships Leyte Bay has more, of every type known, in large numbers. Before we even had a chance to anchor, there was an air raid. We saw three planes approach the beach; one burst into flame, apparently shot down by the other two U.S. planes who patrol overhead constantly. We had GQ about once an hour.

November 19, 1944
(Godlesky)

On gun 32 - Early in the morning we were called to man guns twice. On the second alert, three Jap planes came out of the low clouds in a steep dive and made suicide crashes on three merchant ships. One hit his target, two missed. Two of the ships fired on the planes before being hit, one didn't. Gunner will have to be damn fast to get on one of those diving planes. This has convinced me to never trust a Jap. Haven't seen a dogfight due to cloud cover, although they go on every day. Our fighters are P38's and Thunderbolts. All guns are manned almost constantly. We have about 7 raids a night. The TBS radio warnings are thus:

Flash Red - Enemy aircraft in immediate vicinity - Condition I
Flash Blue - Enemy aircraft in vicinity - Condition II
Flash White - All clear
Condition Green - Do not fire at any aircraft
Condition Yellow - Fire at all aircraft.

November 20, 1944

Left our anchorage at 0630 to go along side tanker "Sinclair" to refuel. No air raid yet today. It is raining like hell and is very foggy. It seems to rain all the time. Haven't seen the sun since coming here. At 0700 GQ was called, while we refueled. Scary! Night is so dark and foggy you must creep around the deck to keep from running into someone or something. Not much Jap activity.

November 21, 1944

Started the day with a raid of short duration. Our planes chased them overland. About 0800 eight canoes full of native Filipinos came over to our ship. There were men, pretty girls and children. They are nice people; clean, free of skin diseases, unlike other islanders. Most spoke English fairly well. The girls looked darn good. We, of course, traded clothing, cigarettes, soap or anything else. When I offered a cake of Lux soap to a pretty girl, she said "Please give it to me for a Christmas present so I can look pretty". I gave it to her as a Christmas present. The Captain even allowed them aboard on the fantail. I got some coins and Jap occupation money. We moved at 1000 to pick up depth charges and hedge hogs as we expect to go on patrol tomorrow. Captain Collins gave a critical talk on our trading of cigarettes, soap and clothing. Says we are low on these items. We saw the sun today for about

seven hours, then lost it with rain. Had our air raids but no damage resulted to anyone. A Liberator with wounded aboard crashed nearby.

November 22, 1944

As usual the little yellow boys were over this morning. We pulled alongside a supply ship at 0600 and took on over ten tons of stores in about a half-hour. Everyone really worked and it rained like hell. We departed Leyte at 0630, our decks piled high with supplies to go on patrol in front of Leyte Gulf, called "Hell's Gate". We have no set patrol; we are on the lookout for Jap subs trying to get into the Gulf to work over our big battle ships and cruisers there. Got stores put away by 0830 with all hands helping. Sea is very rough and we are taking water over the bow. We can now wear the ribbons of the Philippine Campaign and Invasion Bar due to our work at Halmahera.

November 23, 1944

Still on patrol at Hell's Gate with the Charlottsville and two destroyers, USS Read and O'Bannon, the most famous destroyer in our navy. (She sunk a battle ship.) No excitement but one GQ, our own aircraft.

November 24, 1944

Patrolling Hell's Gate. A large convoy went into Letye, two came out. A large cruiser and destroyer shield went in - couldn't identify. The Charlottsville went back to Leyte to have her radar fixed, leaving us to patrol 20 miles instead of 10. Had a 2200 raid over the task force.

November 25, 1944

A quite enjoyable Sunday. Had movie "God's Country", about Alaska, wrote letters and just took it easy. Had GQ at 2300 due to air raid.

November 26, 1944

Patrolling Hells Gate - no relief in sight. Raining as usual. Convoys going in and out steadily. Sea is rough.

(Amazing Wreckord - Nov. 28, 1944)

THE NEWS OF THE DAY ABOARD THE MIGHTY "A"
(OR A RUMOR MONGERS PARADISE)

- 0800: The Allentown and her brood will leave for Philadelphia, the day after tomorrow.
0900: The "A" will be used to bombard Jap shore installations.
1000: There will be five men transferred to LST's.
1100: (Correction on last rumor.) There will be 10 men and two officers transferred to LCI's.
1200: Only a nucleus crew will be left aboard to take the ship to Boston.
1300: The whole crew will take the Allentown to San Francisco, to have five inch guns mounted, and then we are coming back.
1400: All of the Frigates are being transferred to the Pacific Fleet and we are staying for the duration.
1500: The Consort is to be used as a flagship in an important harbor!
1600: The Consort will support PT's and will be used as a "killer group".
1700: No more inspections till we are out of the combat zone.
1800: Personnel inspection next Saturday.
1900: One of our Correspondents goes to bed, and the other to the laundry, so there is a lull in the news. Naturally all this news is top secret, and is to be passed only by word of mouth to reliable personnel.

Signed

BRENNAN & BRENNAN
CHIEF RUMOR MONGERS

NOW TO THE FAMILIAR SCENES DEPARTMENT

George (need we mention the last name) in a horizontal position.
Brennan (T.D.) of course) getting a new rumor out of the dryer.
Joe Krum on the sick list.
The confusion when the Captain gives the order to haul in the Foxer gear.
"ACE" slapping his holster while underway.
"Amazing" leaving a familiar scent in the passageways.
Mountain spreading his good cheer about Nimitz and King.
Sivanich trying to get his weight down to 205 lbs.
"Doc" Davis playing checkers.
Howell and his gang squeegging down after the tubes have been blown.
The Chief M.A. with his book and pencil in the wee hours of the morning.
"Smitty" going to the bow to give expert pistol instructions.
Sonar getting a contact on a school of fish.
One table on the mess deck being reserved for Mountain, Clifford, Andrews, Meyers, Lindstrom and Kelso.

November 28, 1944

Big convoy going into Leyte about 0800 escorted by old 4-stack destroyers made into APD's. At 1100 got orders to return to Leyte. Glad for that news. Arrived Leyte at 1500 and anchored. The same old story, GQ at all hours of day and night. We have a new technique now. All the LCI's in the bag at dusk start going around the harbor putting out smoke screens and keep it up all night. Still raining and very cloudy. Had five flash reds before midnight.

LOG OF THE U.S.S. BELFAST P.F.35
Second Trip Homboldt Bay, New Guinea, to Leyte Gulf, Philippines
Recorded by Art Wells

11/29/44 15:30 Shoved off with 37 ship convoy headed for Leyte, Philippines. P.F. Escorts were Belfast, Glendale, San Pedro and Ogden. 18:00 Took sick man with burned eye off the P.A. 57 and headed back to Homboldt Bay. 1900 Put man on Hospital Ship USS Hope. 1915 Headed towards convoy. 2200 Caught up with convoy.

11/30/44 All quiet Thanksgiving Day.

12/1/44 1730 U.S.S. Coronado and two ships join convoy making 39 Ships, 5 P.F.'s.

12/2/44 Official Bulletin - Commander of Seventh Fleet to Atlantic Fleet Commander. Estimated time of arrival for Escort Division 25 and 29 at Panama Canal 1/10/45. We're heading home after this convoy.

12/2/44 1830 U.S.S. San Pedro and tanker left convoy for Palau Island.

12/3/44 1730 U.S.S. San Pedro returns to convoy.

12/4/44 All quiet.

12/5/44 0845 Jap "Zeke" dived bombed L.S.T. in convoy missing by feet. G.Q. sounded 0930 Convoy fires on friendly planes. 0935 - 20mm exploded on our deck being fired from ship in convoy. Three men were hit by shrapnel with slight injuries. 1130 Secure from G.Q. 1230 G.Q. again Jap "98" bomber made strafing run through convoy on return run, dropped a torpedo hitting Liberty ship in the Boiler Room. 1330 Another Jap 98 made another torpedo run on the same ship hitting #2 hold, 1345 Liberty Ship condition hopeless, abandoning ship. 1350 U.S.S. San Pedro and U.S.S. Coronado stay back to pick up survivors. 1400 Secured from G.Q. 1430 G.Q. again. 1500 Jap "Zeke" dive bombed, missed stern of Liberty Ship. 1505 Zeke returned and suicide dived same ship and missed crashing in water. 1515 Another Jap "Zeke" suicide dived another Liberty Ship hitting it in the bow, exploded and started a fire. 1520 Liberty Ship fell behind with a F.S. assigned to give assistance. 1530 Secure G.Q. 1600 G.Q. again. Jap torpedo bomber made strafing run on convoy. Her torpedo missed all ships. 1630 U.S.S. Howarth D.D. joined convoy and took over our escort position. We dropped back to the tail end position. 1700 Jap "97" bomber made strafing run on convoy. 1715 another D.D. U.S.S. (?) joined convoy. Liberty ship with suicide hit is back in convoy with fire out. 1730 We, Belfast, reversed course to locate F.S. assigned to assist the Liberty Ship. 1930 caught up with F.S. Went to wrong ship. 1940 started back to convoy with F.S.

12/6/44 0300 Rejoined convoy. 0430 Entered Leyte Gulf, Philippines. 1900 Liberty Ship requested to return to sea to bury her dead. Jap plane had hit below the forward gun tub, went right through knocking off both anchors. 1030 Convoy dispersed. 1230 Dropped anchor San Pedro Bay, Leyte Island, Philippines. The U.S.S. Hope, L.S.T. 169 and U.S.C.G.C. Spencer are here. 1800 G.Q. again. Two Jap planes shot down, one trying to land on airfield. 1930 U.S.S. Hope reported Jap bomb missed them. All night air alerts.

12/7/44 Saw P-38 crash in water, pilot saved. U.S.S. San Pedro and Coronado entered harbor. Their Liberty ship sank. Loss million dollars, Radar Searchlight equipment and 10,000 sacks of Christmas mail. Hospital Ship U.S.S. Mercy is in now.

12/8/44 Took aboard 50 passengers. 1400 pulled hook and headed back to Hollandia, Homboldt Bay, Dutch New Guinea, with convoy of 21 Ships and 9 Escorts, our P.F. flotilla and 4 D.D.'s.

NOTE: USS Allentown was passing this convoy at the time. we were southbound, they were northbound.

November 29, 1944

In Leyte Bay. Air raid from 0530-0630. We will be here about five days. Everyone turned to and started cleaning up the ship. Five of us were cleaning down the mast when another air raid was called. You should see the mad scramble to get down. It's no fun being 93 feet in the air during a raid. We worked all morning on the mast and in the pm washed down half the stack. We saw our first new destroyer of the twin "S" class that just arrived from the Atlantic. One of them was put in service near us in the New York Navy Yard as was the battle ship Missouri. We are no longer in the 70.2.1 Killer Group. Gun crews were kept at GQ all night as we had a full moon and they were over all the time but did no damage. We were covered by the LCI's smoke screen. Tomorrow is Thanksgiving!

(Admiral Ryssy) Shortly after being relieved by a navy destroyer division off the entrance to Leyte Gulf, a squadron of Jap planes badly shot up the destroyer division. They had the fire power to hold off the attack - we didn't. The relief was just in time as far as the PF's were concerned.

November 30, 1944

What a Thanksgiving Day, everything went wrong. In the morning we painted the deck in the Combat room and just finished when it was announced we would be getting underway at 1500. Boy, we were ready to throw in the towel. Here we had just finished the deck and planned not to walk on it for a couple of days and the place was a mess; gear all over, and now this. But guess I have a lot to be thankful for, a great Mom and Pop, a nice home and a swell girl friend. Showered and shaved and got ready for my Thanksgiving Dinner. Boy we really had a meal. Instead of eating off steel trays and helping ourselves, we had table cloths on the tables and we were waited on by mess cooks. We ate in groups of 50 and the cooks were kept busy all day feeding about 200 men. It took two days to cook all the food and pies. They managed to have enough turkey so everyone got some, but we had Virginia ham to fill in. Guess we were lucky to get any turkey away out here. Along with this we had shrimp cocktail, cream of tomato soup, cranberry sauce, candied yams, mashed potatoes, beets, corn, mincemeat and pumpkin pie and coffee.

We cleaned up combat, and put down rubber matting to walk on over the wet paint. The CG cutter Spencer pulled into Leyte today. She is now a communications ship. Also the Hospital ship "Bountiful" pulled in. We left Leyte at 1500 on one boiler as the other was being cleaned. We are going out to patrol between Dingagat Island and Homonkon Island which is the entrance to Leyte Gulf. It seems that two destroyers that were patrolling last night were attacked and over 35 men were killed by bombs or machine gun fire (Kamikaze?) They really caught hell and here we go to Hell's Gate. It is the only entrance to Leyte Gulf and is about 12 miles wide. Since the whole task force is in Leyte Gulf, this is the most important patrol in the Philippines. With us is Charlottesville. The Machias and Sandusky are out further patrolling. We're on GQ from dusk to 1000 but no Japs came over. End of another Thanksgiving Day. Last year in Curtis Bay, Md. and the year before in Bethany Beach, Delaware.