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# USS NORTH CAROLINA



# THE 'SHOWBOAT'

By **DICK GORRELL** and **BRUCE ROBERTS**

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June 21, 1946. The ship was christened by Miss Isabel Story, daughter of North Carolina's Governor.



# THE

The U.S.S. *North Carolina* was born for war, and the only life she knew was the life of battle. Her short career ended when the sounds of battle faded at the end of World War II. She was a little over four years old when Japan surrendered, but in the action-filled years between 1941 and 1945 she earned for herself a reputation that will live as long as man remembers the brutal war in the Pacific.

The enemy could not kill the *North Carolina*, although they claimed she had been sunk six times. They strafed her, dived her, torpedoes her, but still she lived to steam triumphantly from Tokyo Bay at war's end.

Time and advancing technology ended her fighting days. Once, the *North Carolina* and her sister battleships were the most feared warships afloat. Now she is part of yesterday's Navy, a museum piece. Today, the capital ships are the sleek, missile-carrying nuclear submarines and the super carriers.

Men wrote no epitaph for the U.S.S. *North Carolina*. She lives by decree of the people of the state for which she was named. They raised by subscription more than a quarter of a million dollars to save their ship from execution. The crossing watch, Tar Heel declared, would not dismember this fighting lady. They christened her as a war memorial to the men and women of all the U. S. military services who fought for this nation's freedom in World War II.

True, her guns are rusted in a safe and final port. But each day the high drums of her fighting years is relived by the men, women and children who board her for a look at the mighty battleship that faced the crushing Japanese forces in the early days of World War II.

She snared Japanese land installations, shipping, ground forces and air power from Guadalcanal to Tokyo Bay. Her log is a history of the U. S. offensive in the Pacific. She earned 12 battle stars during her 40 months of combat duty. These engagements took the lives of nine of the *North Carolina's* men, and 40 others were wounded.

The last old into the water of the Battleship Navy Yard.

# 'SHOWBOAT'

She dealt out a great deal more punishment than she took. She was credited with downing 24 Japanese planes during her 307,000-mile wartime cruise. She sank one merchantman, and on nine different occasions she steamed within range of enemy guns to dump tons of explosives on Japanese strongholds.

But this is just part of the saga of the lady-of-war sailors called The Showboat.

Her part in history actually began when diplomats from the major powers sat around polished tables in Washington and produced the Naval Treaty of 1922. A battleship *North Carolina* was being built in Norfolk at that time, but because of treaty provisions dealing with the number of capital ships and armament, the hull was scrapped. The Navy abandoned plans for building battleships for some years to come.

Fourteen years later the worthlessness of the treaty became evident. An arms race was on, and the treaty provisions were disregarded. War was

coming, though few in the United States cared to admit it. There were among our national leaders those who foresaw the dangers and took early steps to prepare the United States to defend her shores and far-flung interests. On June 3, 1936, Congress took one of the biggest of these early steps and authorized the building of BB 55, the U.S.S. *North Carolina*.

The original plans for the new battleship included 14-inch rifles, the maximum size allowed by the Washington Treaty. However, in July, before the keel was laid, the State Department announced that "there is not a universal acceptance of the limit of gunpower at 14 inches." When the final plans came off the drafting board, all turret fittings had been changed to house the new 16-inch rifles. On October 27, 1937, the keel was laid in Brooklyn Navy Yard.

The announcement caused little stir on Main Street, U. S. A. For one thing, a man earning \$20 a week found it hard to grasp the significance of a

The U.S.S. *North Carolina* heads west toward the war in the Pacific.





The North Carolina fired the first 16-inch salvo of the war into Japanese territory at Naha.

\$200 million bankship. For another, he considered Hitler some new kind of German fanatic and Mussolini was his posturing Italian counterpart. The Japanese lived in houses with thatched roofs and made cheap toys. Attack us? Not very likely! There were thousands of miles of ocean between the Axis countries and Main Street. Besides, this nation was beginning to stride out of depression; its people were learning to laugh again. The ominous rumblings of war were drowned in the new music of the day. Swing was the thing, and its high priests included Artie Shaw who later served on the North Carolina in the Pacific. Their temples were dance

halls which spawned something new on the American scene, the jitterbug. On any spring night on any U. S. street you could hear radio comedians cracking jokes about Der Fuehrer and his "suppermen."

While America laughed and jitterbugged and enjoyed the respite of prosperity the grim business of building the U.S.S. North Carolina moved ahead. The national mood had changed considerably by the time she slid down the ways on June 15, 1940.

There were 54,000 persons on hand when Miss Isabel Hovey, daughter of North Carolina Governor

#### Enough war in the Pacific.



Clyde R. Hoey, broke a bottle across the base of The Showboat and shattered the new hull and herself with champagne. "In the name of the United States I dedicate this North Carolina," she said. And her father added: "In very power is fascinating. It commands respect and it will help to command the respect of the world. It speaks a language that even a dharma can understand."

The designers paid little attention. They were drunk on success and they thirsted for more. As the North Carolina slid down the ways, German troops were crashing across France. The Japanese were talking peace, but they were planning war.

A worried America watched closely when the North Carolina joined the fleet on April 9, 1941. She was the first battleship commissioned since 1923. All of the major radio circuits were there with microphones when Captain O. M. Ingersoll read his orders to the 1,500 men who would man the North Carolina. She carried seamen whose families were familiar in every part of the country when she steamed out of New York Harbor on trial runs. New Yorkers, watching the massive and majestic ship slide in and out of port, were quick to nickname her *The Showboat*.

And *The Showboat* she was. She made history when she slid down the ways and she made history on her shakedown. She carried the first modern anti-aircraft battery, destined to down many a Japanese aircraft, but her 35-inch rifles were the real show pieces. She used them to tell the world that

a mighty fighting ship was in the commission of the United States when she laid the first 15-gun salvo in modern naval history. With one broadside, *The Showboat* threw 12,750 pounds of steel in a target off Cape Can, Maine.

The North Carolina was shikking down fast. Her crew was getting used to her and to life aboard, and the national and international attention she was getting rightfully brought a touch of pride to an officer named William S. Maxwell. On a cold Sunday morning as *The Showboat* steamed through powerful blue waters in the North Atlantic, he could relax a bit and reflect on the events that had taken place since he was put in charge of her construction. Now he was her chief engineer, and he was proud of her progress. But this particular Sunday was December 7, 1941—the day the Japanese attacked Pearl Harbor. All time for reflection and relaxation ended with the first wave of bombers that rained in over a sleeping Honolulu and caught the Pacific Fleet at anchor. The United States was at war. The youthful *Showboat* had to grow up in a hurry to play the role history had created for her. And she did. For the next six months training aboard the North Carolina was intensive. For her gunners life was a continuous "Load and fire. Load and fire." On May 29, 1942, she put in at Hampton Roads, Virginia, to load ammunition. On June 4 she stood out for the Canal Zone. On June 15 she arrived at San Pedro, Calif. Six days later she was on her way to the war in the Pacific.

Bombing Okinawa.





One of the less glamorous jobs of a sailor's life afloat.



A watch in the Pacific.



36. Fujiama rises against the sky as the "Iowabead" and American fleet arrive victorious off the Japanese coast.



Protection against Japanese submarines while anchored in the Kure Islands.

On July 11, 1942, the U.S.S. *North Carolina* moved into Pearl Harbor. Fleet Admiral Chester W. Nimitz, the Navy's commanding officer in the Pacific, recalls the moment:

"I will remember the great thrill when she arrived in Pearl Harbor during the early stages of the war—at a time when our strength and fortunes were at low ebb. She was the first of the great new battleships to join the Pacific Fleet, and her mere presence in a task force was enough to keep morale at a peak. Before the war's end she had built for herself a magnificent record of accomplishment."

And indeed our fortunes in the Pacific were at low ebb that summer of 1942. Spread before the crew of *The Showboat* in Pearl Harbor were the ruins of the Pacific Fleet. The twisted, blackened hulks of once-great battleships marked the souls of 1,100 men and the graveyard of a fleet. At Iwosan and Corregidor, a heroic resistance by Philippine and American fighting men bought the time the United States needed to recover from the sneak attack on Pearl Harbor. The United States had suffered serious losses in the Java Sea campaign, but the threat to Hawaii and the West Coast had been removed by the fleet's success in the battles of the Coral Sea and Midway. The Japanese offensive had been checked, but the war still hung in the balance. The destiny of the war in the Pacific lay with the few major fighting ships, the Navy's carrier-borne air arm, the growing Amphibious Force, the Army, and the Marine Corps.

*The Showboat* was a muscular youngster among the veterans of the fleet. But could she fight? Was she a good ship or would she be what sailors fear most, a jinx ship?

The answer wasn't long in coming. On July 15, 1942, *The Showboat* stood out under secret orders to Tongalasa in the Tonga Group. On the 24th she dropped her 25,800-pound anchor in Nukunula Anchorage. Her venture into fighting waters had begun. That same day the tenderoom with a task group that would cover the landing of troops on a little-known island called Guadalcanal. Few of *The Showboat's* crew had ever heard of Guadalcanal, but it would be on this little island that a small group of U. S. Marines and a determined, revenge-minded fleet would start the United States on the road to Tokyo Bay.

On August 7 the Marines hit the beach on Guadalcanal. Overhead, covering the landing, were carrier planes. The *North Carolina* was ordered to screen the carriers from enemy air and surface attack. Her position kept her out of the First Battle of Savo Sound, but her baptism of fire was coming.

On August 24, while steaming with the Carrier *Enterprise* and an accompanying force of four



The *North Carolina* takes on

crossers and 11 destroyers, the first Japanese air attack aimed at *The Showboat* developed. The force was moving between Malaya and Bougainville Islands when the furious assault began.

Enemy dive bombers and torpedo planes swarmed down upon the *Enterprise* and the *North Carolina*. Three times the "Big E" was hit. Nazi mines sprayed the *Showboat* many times. A Japanese fighter roared in over the battleship, its machine guns chattering. One sailor was killed. The *North Carolina's* gunners blasted the sky with exploding steel. Her batteries threw up such a barrage that the *Enterprise* inquired anxiously, "Are you alive?"

When the smoke cleared, the *North Carolina's* scuffed armor was seven enemy planes downed and many probables and sinks. The "Big E's" planes had sunk an enemy carrier and damaged a cruiser and a destroyer.

They call this fight the Battle of the Eastern Solomons, and it all but stripped the Japanese of carrier support. The Japanese broke off the fight, although their surface forces were still largely intact.

The *North Carolina* had undergone her first ordeal of battle, and she had been bloodied. Could she fight? Man, could she! The "Big E's" message, "Are you alive?" has become a naval forepower leg-





The assault on Iwo Jima.

and. Her crew bristled with pride. To them, The *Showboat* was a "good ship." To the fleet, the proven of the mighty *North Carolina* was a god-send. To the Japanese, she was a challenge. She had to be destroyed.

After the Battle of the Eastern Solomons, action in the Pacific slowed down. The *Showboat* went on patrol, scouting for enemy surface craft. Patrol is a lonely, frightening business. It strains the nerves. Clayton Price, *Showboat's* main second class, remembers that patrol vividly.

"You keep waiting," he says, "for something to happen. Sometimes you feel like you're all alone and you know that the next minute you're going to see the wake of a torpedo heading straight for you."

It was like that on September 15, 1942, as Price finished up the final minutes of a gun watch on The *Showboat's* port side. When his relief showed up, he went below and climbed onto his bunk. The gentle motion of the ship soothed him. Sleep began to replace the stress of four hours of watching the dark sea and sky for telltale signs of the enemy.

Then it happened. A Japanese torpedo tore into the battleship's armor. The explosion ripped a hundred-foot gash in her side. Price joined the dash for battle stations. He heard that the man who had relieved him a few minutes before had

been blown over the side and lost. Four other airmen were dead.

But The *Showboat* could still maneuver. While Engineer Maxwell and his damage control team worked furiously to heal the wound in her side, The *Showboat* responded to command; she increased speed and maneuvered out of the danger area. With her flooded compartments sealed off, the big ship retired to Pearl Harbor under her own power for repairs.

By December 7, 1942 she was ready to fight again and returned to the strenuous duty of patrol in the submarine-infested Solomons. Many more torpedo attacks were launched at her, but none was successful.

In March, 1943, she sharpened her fighting edge by returning to Pearl Harbor to be fitted out with new and better gunnery installations, fire-control and radar gear. In the months ahead she would need every bit of modern equipment she could get. The U. S. buildup of forces in the Pacific had mounted steadily. The first big offensive, an attack across the central Pacific, was about to get under way, and The *Showboat* would be in the thick of the fighting until it was over.

Operation "Galvanic," the invasion of the Japanese-held Gilbert Islands, was launched from Pearl Harbor in October, 1943. The *Showboat* and the task force she operated with struck hard and fast. During the next months, her gunnery hunted Niato in the Gilberts, Roi and Namur in the Marshall Islands. As the U. S. offensive gained momentum, The *Showboat* and Task Force 58 hit Truk, Guam, Saipan, Tinian, Palau, Yap, Ulithi, Wotani, then Hollandia and New Guinea. As Marines and soldiers fought and became expert in amphibious assault landings on enemy held islands, carrier warfare was being perfected. Task Force 58 was hitting with inconceivable speed, and the *North Carolina's* role as a last-stopping protector of the mighty carriers was all-important.

Then the famous 58 moved northwest to give Truk another aerial pounding. The *Showboat's* seaplane pilot added another chapter to her history when they swooped into Truk Harbor to rescue downed U. S. airmen from beneath the nose of the enemy.

By June, 1944, The *Showboat* was a seasoned fighting veteran, and she was heading into one of the most important battles of the war—the Marianas landings. First came two days of air strikes at Saipan, Tinian and Guam. The *Showboat* bombarded Saipan just prior to the Marine assault on June 15. Then six days later Task Force 58 had its biggest day, the "Marianas Turkey Shoot." The Japanese struck with everything they had in a counterattack. They lost 922 planes to 17 American



The North Carolina was part of the U. S. 3rd Fleet.

planes downed. With further Japanese air attacks on the Marianas out of the question, the last U. S. force went after surface ships. U. S. planes sank two carriers, damaged three. The "turkey shoot" and the Battle of the Philippine Sea had the Japanese reeling. Air-sea superiority belonged to the United States. The Showboat added the silhouettes of two more Japanese planes to her gun director mounts, indicating her kills during the battle.

On July 8, 1944, the North Carolina was ordered to Bremerton, Washington, for repairs. Behind her as she steamed into Puget Sound were 25 months of warfare. She had seen the U. S. Pacific Fleet rebuffs from the smoldering ruins of Pearl Harbor to the greatest navy in the world. Newer and larger ships were smashing the Japanese now, but none were so proud as the crewmen of The Showboat when they strode down the gangplank at Bremerton to go home on leave.

After two months, the North Carolina stood out of Puget Sound for the battle area to rejoin the offensive in the Pacific.

The North Carolina hit Leyte, Luzon, Formosa and took part in attacks on the China Coast.

She was in on the assault and occupation of Iwo Jima and raided the main Japanese island of Honshu with the Fifth and Third Fleets. At Iwo Jima she emptied her entire store of ammunition on enemy installations in four days, one of the greatest naval bombardments in history.

At Okinawa, the Showboat was hit again. A shell killed three men and wounded 40. Despite the damage, the North Carolina continued to shell the island in support of Marine troops.

After repairs, The Showboat returned to action with the Third Fleet to strike again at Japan. Twice during the first week of August, 1945, The Showboat stood by her guns while the U. S. cut loose with a revolutionary weapon—the atom bomb.

On August 13, 1945, the crew of The Showboat witnessed a strange performance. Strike planes returned early from missions over Japan and jettisoned their bomb loads just outside the formation of ships.

Capt. B. H. Haslon, the eighth skipper of the North Carolina addressed the crew: Japan had capitulated. The war was over.

There was silence aboard The Showboat as danger-clad sailors, officers in khaki, old men with ironed arms and fuzzy-checked youngsters thanked God for the end of hostilities.

On September 5, The Showboat anchored in Tokyo Bay. The next day, with her homebound pennant streaming behind her The Showboat stood out from Nagasaki Wan for the happiest voyage of her career.

Four days in Pearl Harbor, three in Panama City and one in Cranford allowed the crew to let off a year's pent up steam.

Early in the morning of October 17, The Showboat raised Cape Cod and then Provincetown Light. Four hours later, the veteran of 10 months in the Pacific stood into Boston Inner Harbor amidst welcoming screams from whistles, sirens and lots of girls.

A proud ship had borne her crew from war into peace. She had won 12 battle stars, steamed 307,000

misses, escorted 25 different ports, destroyed 24 Japanese planes, sank a merchantman and bombarded nine different Japanese strongholds. She had scored the war record from Guadalcanal to Tokyo Bay.

Now her fighting days were done, her usefulness finished. The battleship was obsolete. On June 17, 1947, the North Carolina was decommissioned.

For 14 years the lifeless body of the great fighting ship swung at anchor with the baseball fleet at Bayonne, N. J. In 1960 the Navy condemned her to the scrap heap. She would be cut into scrap metal if the state of North Carolina didn't want her.

But North Carolina did want her, and got her. Three school children gave dimes, citizens from all walks of life contributed dollars and a bevy of North Carolina "admirals" each gave \$100 or more to bring The Showboat home. In less than nine months, Tar Heels had contributed more than \$250,000. Cyril S. Adams, an engineer of Houston, Texas, drew up the blueprint plan for her and gave much additional vital technical assistance and constant encouragement.

In late September, 1961, the North Carolina started her final voyage. This time she was under way. On October 7 she appeared at the mouth of the log-strewn Cape Fear River. Like a gray ghost from the past she loomed out of the mist, and

into the channel. Thousands lined the river bank as she ran her progress. A Southport pilot, Capt. R. M. Berris, guided her through the narrow (for a 108-ft. wide battleship) channel without brushing a buoy. It was late afternoon when her massive superstructure, dwarfing waterfront buildings, slid majestically into the Port of Wilmington. Ahead was the ticklish job of maneuvering her into her slip. At the point she was turned, the 728-ft. battleship was longer than the channel was wide. Everything had to go exactly right, and it almost did. Unfortunately, The Showboat jammed her stern against a floating restaurant and her bow went aground. For 30 feverish minutes 11 rigs and a bulldozer worked to free her.

Waiting for her was the man who helped build her and as chief engineer, sail her in combat—Rear Admiral William S. Maxwell USN (Ret.). Admiral Maxwell was awaiting his old ship for good reason. He has been named superintendent of the North Carolina Battleship Memorial.

As rigs and men fought to free her bow from the mud bank at the entrance of the permanent slip, the admiral gripped the tail of her temporary gangway hard and said over and over, "Come on, baby. You never failed us before. Don't do it now."

And the deal's, BB 55 was a lady to the last.

28 mm. anti-aircraft guns in action against Japanese planes.





Governor Terry Sanford glimpses the North Carolina as she approaches the bar of the Cape Fear River.



Bad weather delayed for one day bringing the



Governor Sanford presents President Kennedy with a certificate making him the first Admiral in the North Carolina Navy. Left to right are: Secretary of Commerce Lister Hodge, President Kennedy, Senator Sam Ervin and Hugh Martin, Chairman of the U.S.S. North Carolina Battleship Commission.

Below, Admiral William S. Maxwell, superintendent of the Battleship Commission Park.





Ship across the bar and up the river.

## Homecoming for the North Carolina



The North Carolina comes up the channel of the Cape Fear River.



Tags ease The Showboat around the turn from the Cape Fear channel into her berthing area.

# How the Money Was Raised to Bring the North Carolina Home

Thousands of North Carolinians contributed money to the Save-Our-Battleship effort, but there were some men who poured their hearts and souls into the operation. They were the men appointed by Governor Terry Sanford to membership on the U.S.S. North Carolina Battleship Commission. Their tireless efforts to help save The Showboat drew the gratitude of a state. They are:

Hugh M. Merton, Chairman	Wilmington
Orville B. Campbell, Vice-Chairman	Chapel Hill
John H. Fox, Treasurer	Wilmington
G. Andrew Jones, Jr., Secretary	Raleigh
Victor Bryant, Sr.	Durham
Thomas C. Ellis	Raleigh
Perry B. Ferebee	Andrews
J. D. Fize	Morganton
T. Ed Pickard, Jr.	Charlotte
Ed L. Rankin, Jr.	Raleigh
Marvin R. Robbins	Rocky Mount
Eugene C. Thompson	Waxhaw
William W. Wilmon	Wilmington
William Wondle	Raleigh
Jack Young	Southern Pines

## THE IDEA CAME FROM JIMMY CRAIG

The idea that mounted the Save-Our-Battleship undertaking came from Wilmington's James S. Craig, Jr., a member of the commission and of the American Legion. Jimmy Craig did not see the main hull of the battleship slide majestically into its sea memorial during an air show crash. He was in the Army Burns Center in Fort Sam Houston, Texas, in critical condition from injuries received in a September 28, 1961, air show crash. He died October 14, the day The Showboat was first opened to the public.

Acting on Craig's idea, Governor Luther H. Hodges in November 1960 appointed a U.S.S. North Carolina Battleship Advisory Committee to investigate the feasibility of saving the ship. The Advisory Committee reported to Governor Hodges and later to Governor Sanford that the ship should be saved, and in April 1963 the Battleship Commission was named to carry out their recommendation. Many members of the Advisory Committee were appointed to the Commission.



The ship in  
anchorage.

# Facts about the 'SHOWBOAT'

Keel laid: October 27, 1917 (Navy Day)

Launched: June 15, 1940

Commissioned: April 9, 1941

Overall length: 728 feet, 4 inches

Draft: 30 feet

Beam: 119 feet, 4 inches

Maximum speed: 27 knots

Crew: 1,890 officers and men

Main battery: Three rows of three 16-inch guns

Secondary battery: 20 five-inch guns

Anti-aircraft battery: 48-mm. and 20-mm. multiple-mount guns

Salvo capability: 18 guns, 32,750 pounds of steel

Armor belt: 18 inches

Total cost: \$208,000,000

Aircraft: Carried two OS2U (Kingfisher) catapult-launched planes

Displacement: 35,000 tons

Earned 12 battle stars in World War II in the Pacific

#### Successive Commanding Officers:

Captain O. M. Herreid

Captain O. C. Ridger

Captain G. H. Fort

Captain W. D. Baker

Captain F. P. Thomas

Captain F. G. Fabron

Captain O. S. Golcough

Captain B. H. Hanson

Captain T. J. O'Brien

Two of the most daring acts of heroism in *The Showboat's* 19-month combat cruise came in the last week of the war: The North Carolina's scout plane pilots, Lt. Jacobs and Lt. (jg.) Oliver, went into the air to rescue flyers downed during strikes on the main Japanese island of Honshu.

One pilot landed his float plane to rescue an airman downed in Tokyo Bay. In his efforts to fish the pilot from the water, he was thrown from the plane into the rough water. The scout plane (a Kingfisher) ran wildly around the bay until destroyed by machine gun fire.

The other scout plane pilot, who had witnessed the incident, landed and rescued the two soaked airmen. The rescue plane and the three pilots were under machine gun attack from Japanese planes during the entire operation.

Both of the North Carolina's pilots were awarded the Distinguished Flying Cross for their heroism.

#### OTHER NORTH CAROLINAS

The first ship of the line to bear the name *North Carolina* was a full-rigged sailing ship mounting 34 guns. She patrolled the Mediterranean and the Pacific from 1820 to 1833.

The second namesake of the name was the armored cruiser *North Carolina*. She mounted four 16-inch guns and 22 three-inch rapid fire guns. The cruiser served in combat and transport lanes during World War I. In 1920, her name was changed to *Charlotte* so that a battleship might assume the name of the state.

PHOTOS COURTESY—4th Fleet, pp. 2-11; U. S. Navy file, call. no. 11, because 107; Joe Bellinger, pp. 10-11; Top Secret Release, p. 11; *South Atlantic* 44, volume Bruce Kistner.

The *Showboat* after arriving in her specially designed berth at Wilmington.





## BATTLE STARS AWARDED THE U.S.S. NORTH CAROLINA

- ★ Guadalcanal-Tulagi Landings—Aug. 7-9, 1942
- ★ Battle of Eastern Solomons—Aug. 23-25, 1942
- ★ Gilbert Islands Operations—Nov. 19-Dec. 8, 1943
- ★ Marshall Islands Operations—1944
  - Occupation of Kwajalein and Majuro Atoll—Jan. 29-Feb. 8, 1944
- ★ Adolph-Pacific Operations—1944
  - Truk Attack—Feb. 16-17
  - Marianas Attack—Feb. 21-22
  - Falau, Yap, Ulithi, Woleai Raid—March 30-April 1
  - Truk, Satawan, Ponape Raid—April 29-May 1
- ★ Western New Guinea Operations—1944
  - Hollandia Operation—April 21-24
- ★ Marianas Operation—1944
  - Capture and Occupation of Saipan—June 11-24
  - Battle of Philippine Sea—June 19-20
- ★ Leyte Operation—1944
  - Luzon Attacks—Nov. 13-14, 19-23, Dec. 14-16
- ★ Luzon Operation—1944-45
  - Luzon Attacks—Jan. 6-7, 1945
  - Formosa Attacks—Jan. 3-4, 9, 13, 21, 1945
  - China Coast Attacks—Jan. 12, 16, 1945
  - Nansei Shoto Attack—Jan. 27, 1945
- ★ Iwo Jima Operation—1945
  - Assault and Occupation of Iwo Jima—Feb. 15-March 1
  - Fifth and Third Fleet raids on Honshu and the Nansei Shoto—Feb. 15-16, 25-March 1
- ★ Okinawa Gunto Operation—1945
  - Fifth and Third Fleet raids—March 17-April 27
- ★ Third Fleet Operation against Japan—July 10-Aug. 15, 1945



THE 'SHOWBOAT'



The North Carolina takes part in the assault on Iwo Jima.



Bad weather delayed for one day bringing the ship across the bar and up the river.