

RESTRICTED

10 81.
RESTRICTED



BLIMPRON 14 OVERSEAS

CONFIDENTIAL

RESTRICTED

STORY IN PICTURES

"BLIMPRON 14 OVERSEAS" tells in pictures the story of the movement of Blimp Squadron 14 from the States to an operational area overseas.

This series of photographs has been planned to fulfill three needs:

First, it records for naval and airship historical purposes the story of the first movement of an entire, operating blimp squadron from the States to an overseas theater near an active war zone.

Second, this "photographic essay" demonstrates the seldom considered mobility of a blimp squadron.

Third, these pictures illustrate the problems and the "hows" of the movement--how the gear was handled in transit; how the masts were erected; how the airships and crews arrived; how operations were started.

Since the Squadron photographic detail (Stephen J. Kubarych, Photo/c) accompanied the advance unit, the photographs center around the activities of that group of 22 officers and 62 men. But, since the experiences of this advance unit were essentially the same as those of the group which followed it, the photographs depict accurately the activities of the entire movement.

1 August 1944
Port Lyautoy,
French Morocco

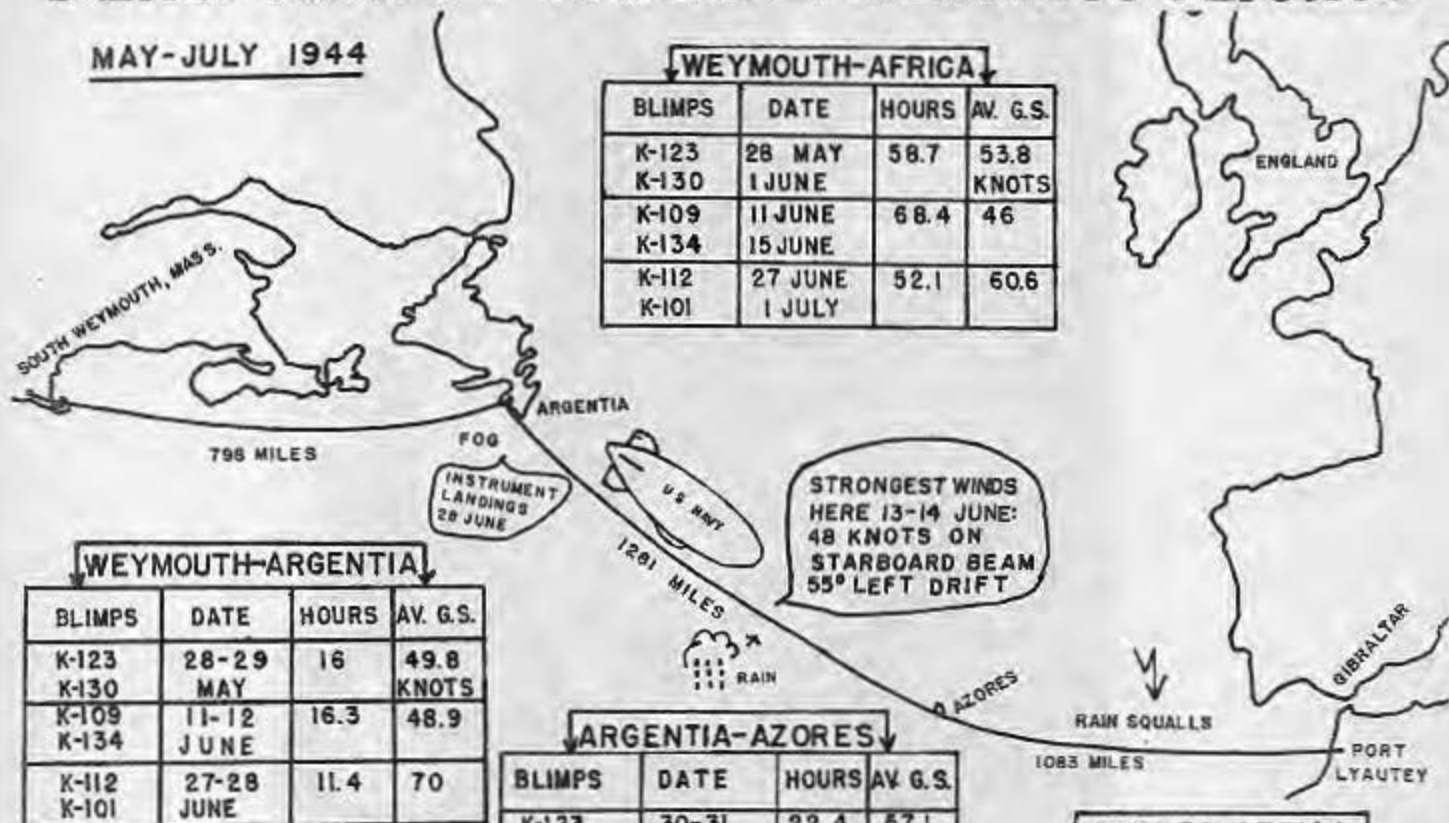
Lt. (jg) R. C. Kline,
A (V) N, USNR,
Photographic Officer

The Cover Photograph

The K-130, with Commander E. J. Sullivan, squadron skipper, on the elevator, starts landing approach at Craw Field, Port Lyautoy in French Morocco 1 June 1944. The K-123 is in the background.

BLIMPRON 14 TRANS-ATLANTIC FLIGHTS

MAY-JULY 1944



WEYMOUTH-AFRICA

BLIMPS	DATE	HOURS	AV. G.S.
K-123	28 MAY	58.7	53.8
K-130	1 JUNE		KNOTS
K-109	11 JUNE	68.4	46
K-134	15 JUNE		
K-112	27 JUNE	52.1	60.6
K-101	1 JULY		

WEYMOUTH-ARGENTINA

BLIMPS	DATE	HOURS	AV. G.S.
K-123	28-29	16	49.8
K-130	MAY		KNOTS
K-109	11-12	16.3	48.9
K-134	JUNE		
K-112	27-28	11.4	70
K-101	JUNE		

ARGENTINA-AZORES

BLIMPS	DATE	HOURS	AV. G.S.
K-123	30-31	22.4	57.1
K-130	MAY		KNOTS
K-109	13-14	27	47.4
K-134	JUNE		
K-112	29-30	20.9	61.2
K-101	JUNE		

AZORES-AFRICA

BLIMPS	DATE	HOURS	AV. G.S.
K-123	31 MAY	19.9	53.4
K-130	1 JUNE		KNOTS
K-109	14-15	25.1	43.5
K-134	JUNE		
K-112	30 JUNE	19.8	54.7
K-101	1 JULY		

FLIGHT FACTS

AV. R.P.M.: 1400
 AV. ALTITUDE: 500 FEET
 AV. FUEL LOAD
 AT TAKEOFF: 1150 GALS.
 AV. HOURLY FUEL
 CONSUMPTION: 30 GALS.
 CREW: 4 OFFICERS, 5 MEN
 NAVIGATION: RADIO AIDS,
 DEAD RECKONING, RADAR,
 CELESTIAL
 AIRSHIPS AVERAGED 3,100-LBS.
 HEAVY AT TAKEOFF

CONFIDENTIAL
 (2714 PHOTOGRAPH LIBRARY)

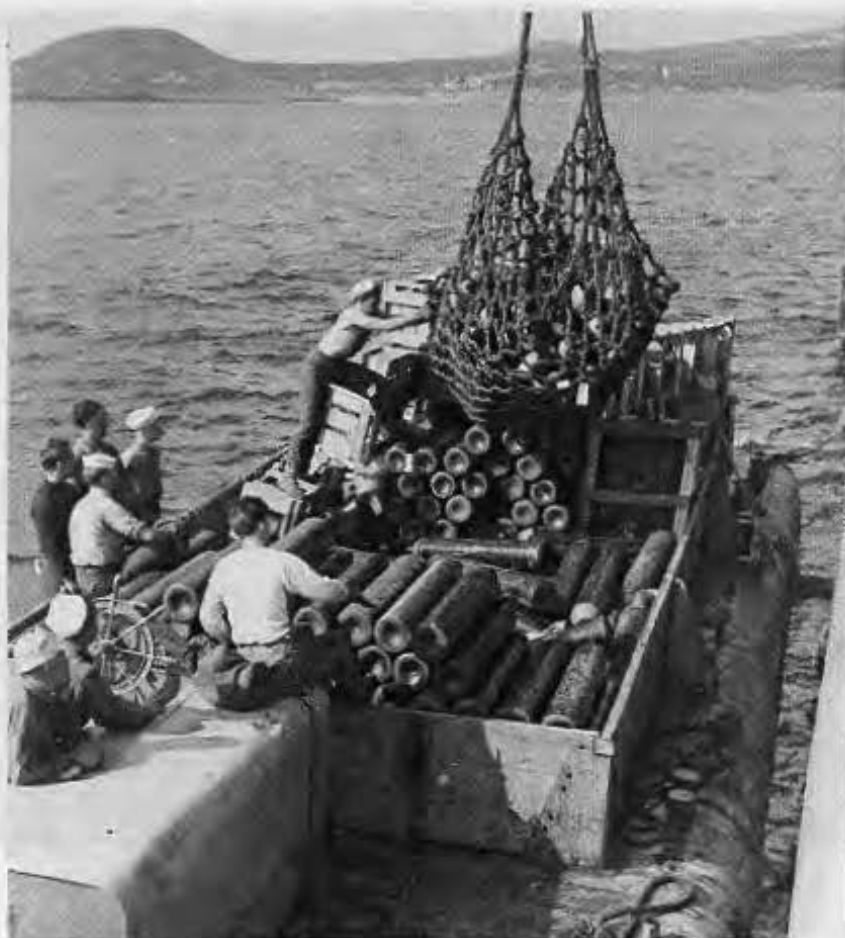
RESTRICTED



7083

An advance unit of 22 officers and 62 men--four combat air crews and skeleton maintenance units--left the Naval Air Station L.T.A. (Wreckville) Elizabeth City, N.C. 16 May 1944. These men sailed aboard the U.S.S. Rehoboth, AVP#50, the following day from Norfolk, Va. Late on 23 May, blimp personnel aided the ship's company in preparation for unloading gear at the Azores. H. E. Walter, blimp radioman, (above, left) helps hoist helium bottles from the forward hold of the seaplane tender. The second "wave" of 35 officers and 139 men made the trip on the Mission Bay, escort carrier, leaving New York City 28 May 1944.

RESTRICTED



7084

An United States army lighter took 200 bottles of helium and two stick masts ashore at Terceira, one of the Azores islands, the morning of 24 May. A cargo net filled with helium bottles (above) is lowered to the lighter from the Rehoboth. Praia da Victoria, port at which the gear was left, can be seen in the background. Low-hanging cumulous clouds obscured the tops of surrounding hills at the time this picture was taken. The stop here lasted only a few hours. After completion of the ferry flights, this gear was stored on the island.

RESTRICTED



7085

Two officers and eight men went ashore with the gear at the Azores to make preparations for landing blimps at Lagens Field during the trans-Atlantic ferry flights. Officer-in-charge was Lt. (jg) Willie Bishop. Lt. (jg) Don Winslow was aerologist. The men (in boat above just before going ashore) were (left to right) John T. O'Neill, Sl/c; William A. Duncan, AMB/c; Edward J. Migala, AMB/c; Arthur F. Lonsdale, CBM; Norman O. Warren, AM/c; Louis F. Hirst, AEM/c; John G. Taylor, ARTL/c; E. S. Bragg, BML/c. After completion of ferry flights, Lt. (jg) Winslow returned to Lakehurst; Lt (jg) Bishop and the eight men proceeded to Africa.

RESTRICTED
CONFIDENTIAL



70 86.

The Rehoboth (above) voyage ended at noon 27 May at Casa Blanca, French Morocco. During the ten days of smooth sailing, blimp personnel aided the ship's company by standing radio and lookout watches; others helped in the galley and first lieutenant's office. As soon as the Rehoboth had docked, unloading operations started. Gear was stacked on the dock while Moroccan guards looked on (foreground above).

Aboard the Mission Bay, blimp crews kept busy, too--on radio and security watches and working in the bilges. Training classes were held and the carrier's aerologist described for them the climate of North West Africa. The Mission Bay docked at Casa Blanca 6 June.

CONFIDENTIAL
UNRESTRICTED



1087

There was no delay in Casa Blanca for the officers and some of the men in the advance unit. Gear was loaded aboard heavy trucks, officers and some men climbed atop the loads and a rough 80-mile ride north to Port Lyautey began. This contingent arrived at Craw Field, just north of Port Lyautey, a few hours after the Rehoboth had arrived at Casa Blanca. Because of crowded conditions at Craw field, 46 men remained in Casa Blanca until a construction battalion moved from the Port Lyautey air field. Officers checked their gear (above) at the dock. Lt. J. A. Priory (without blouse looking away from camera) was in charge of the Rehoboth unit. Lt. C. F. Wilcox, electronics officer, has his back to camera.

Lt. A. R. McCausland was in charge of the Mission Bay group. These men arrived at Port Lyautey 7 June.

~~CONFIDENTIAL~~
RESTRICTED



7088

Erection of stick masts at Craw Field at Port Lyautey started the day after the arrival of the advance unit--28 June 1944. Three days later--30 June--both masts were up and ready for airships. The masts were located on the southeast corner of the field near the French H.T.A. hangar. This original landing area for blimps became the field used for upkeep of blimps.

A crane truck (above) is being used to move a ditch-digger which was used to dig holes for the guy wire anchors. This equipment, borrowed from Construction Battalion units at the air station, sped the erection of the masts and made it unnecessary to use the jin pole. Crates (right) were used by enlisted men to build lockers for their tent quarters.

RESTRICTED



7089.

Bos'n Boyd H. Smith (hands on hips, looking upward) supervised the erection of the masts. Lt. (jg) I. C. Phares (with T-shirt and sun helmet) aided, with other officers in the advance unit, in putting up the masts.

Concrete deadmen were not used to anchor the guy wires. The telephone pole anchors included in the mast assembly were sunk 8 feet. These held satisfactorily on one mast, but on the other they worked loose after several weeks use. This mast was taken down after arrival of mobile masts. The six-inch posthole diggers included with the mast assemblies were too small to dig holes for the anchors. Ten-inch diggers are required.

CONFIDENTIAL



7090

While the preparations for the arrival of the blimps were being made in Africa, similar work was being done on the Azores. Two stick masts were set up at Lagens Field on Torceira Island of the Azores group. Lt. (jg) Willie Bishop directed this work and made preparations for landing and handling the six ships ferried across. The landing party here was made up of "Seabees" from the naval air facility.

Blimps remained here only long enough for refueling, checking engines, topping up with helium and changing crews. The first two airships landed here 31 May; the second two arrived 14 June, and the last two 30 June.

RESTRICTED



7091



7092.

These are the crews which flew the airships from South Weymouth to Argentina. The second 798-mile flight was made in zero-zero conditions by these crews.

(Left picture) Standing left to right: Lt. (jg) C. H. Wolfarth, Aspinwall, Penn.; Lt. (jg) J. J. Connery (in charge of flight) Jamaica Plain, Mass.; Ens. R. J. Myers, Medford, Mass. Kneeling: R. G. Anderson, AMM2/c, Elmhurst, L.I.; A. A. Kinsman, AOM2/c, Dorchester, Mass.; E. A. Boock, ARM3/c, New Ulm, Minn.; R. P. Thull, ARML/c, Rutland, Vt.; S.L. Goldsmith, AMM1/c, Los Angolas; (right picture) Standing left to right: W.H. Rediker, AMM2/c, Lincoln, Kan.; Ens. D. D. Crowder, Richmond, Va.; Lt (jg) R.L. Kersey, (pilot) Richmond; Ens. L.P. Tylenda, Milwaukee; C.J. Dempsey, ACRM, Berkeley, Cal.; kneeling left to right: J.N. Will, ARM3/c, Quincy, Mass.; F.B. Schuler, AMM2/c, Easton, Pa.; E. O. Kinsley, BML/c, Philadelphia.

RESTRICTED



70 93

These are the two crews (above) which flew the airships from Argentina to the Azores. On the three ferry flights, each crew member spent 70.3 hours in flight.

Standing (left to right): Lt. (jg) A. I. Morse, USN, Alameda, Cal.; Ens. A. J. Papageorge, USN, San Francisco, Cal.; Ens. R. M. Garner, USN, Newport, N.C.; Lt. (jg) R. W. Goldstein, Cleveland, O.; Lt. (jg) H. E. DeVore, Lincoln, Neb.; Lt. E. W. Steffen, Seattle, Wash.

Kneeling (left to right): F. A. Bach, ARM3/c, Ozone Park, Long Island; E. J. Krueger, ARM2/c, Buffalo, N.Y.; C. A. Sipes, AMM3/c, Baltimore, Md.; W. D. Vilven, ARM2/c, Wagono, Kansas; C. E. Belcher, AM/c, Pennington Gap, Va.; A. N. Gambert, BM1/c, Teaneck, N.J.; D. M. Rhodes, AMM1/c, Rocky Mount, N.C.; P. G. Appelman, AMM1/c, Clermont, Ia.; A. J. Eavey, AMM2/c, Hopewell, Va.; R. L. Kramer, ARM2/c, Baltimore, Md. (Not in picture Lt. R. G. Hill USN)

RESTRICTED



70 94.

Here are the first two airships moored on Lagens Field in the Azores the morning of 31 May. Pilots reported that the cloud formations shown here were ever present over the island. The longest any airship remained on this field was 8 hours. A total of 225 bottles of helium were used here in topping up the six ships. None was used at Argentina.

The army weather service provided a weather plane for the Azores-Africa leg. This plane flew the route ahead of the blimps and sent weather to the blimp flight periodically. weather for the Argentina-Azores leg was provided by a surface craft.

CRESTENATED



7095

Here's the first K-type airship to land outside the Western Hemisphere. The K-130, with Commander E. J. Sullivan, squadron commander, on the elevator, is met by the landing party on Craw Field at Port Lyautey, French Morocco, 1 June. The landing was completed at 1105Z. Thus ended the last of three legs used in the Atlantic crossing. A different crew flew each leg. Since leaving South Weymouth, Mass. 28 May the K-130 had been in the air 58.7 hours, and, during the 3,162-mile overseas trip, had averaged 53.8 knots ground speed.

A 35-knot wind on the port beam during the Azores-Africa leg was the strongest wind encountered by the K-130 and K-123. The K-130 led the flight, but each ship checked on the navigation of the other.

CONFIDENTIAL



7096.

Commander Sullivan cuts the forward engine switches as Lt. Comdr. G. H. Winton (right) squadron executive officer, waits to congratulate him. The Atlantic crossing by this airship, and the K-123, although not as fast as the third flight of two blimps was to be, had been made without incident. All gear operated satisfactorily. Average altitude during the flight was 500 feet. During the night, the two ships kept in contact by use of radar and voice communication. Weather was good except for thunder and rain storms during the Azores-Africa leg. Each blimp burned an average of 30 gallons of fuel each hour at the average R.P.M. of 1400.

RESTRICTED



7097.

The crew of the K-130 pose before the blimp which made the first trans-Atlantic crossing. This picture was taken immediately after landing at Port Lyautey.

Standing (left to right) Ens. W. F. Gasner, USN, Brooklyn, N. Y.; Lt. (jg) E. J. Russell, Toms River, N.J.; Comdr. E. J. Sullivan, USN, squadron commander, Denver, Colo.; Lt. J. J. Barefoot, Raleigh, N. C.; L. Brodsky, CBM, Philadelphia, Penn.;

Kneeling (left to right) H. E. Isreal, ARM2/c, Lamar, Colo.; F. J. Platt, ARM1/c, Trenton, N. J.; J. Grimaldi, AMM1/c, USN, Brooklyn, N. Y.; W. Nicol, AMM2/c, USN, Sterling, Conn.

RESTRICTED



Commodore G. T. Owen (left), commander Fleet Air Wing 15, congratulates Commander Sullivan on the first trans-Atlantic crossing by a K-type airship. The last blimp to make the crossing, the K-112, made the fastest time of any of the ships. Takeoff time at South Weymouth, Mass., was 0215Z 27 June, and the final landing was made at Port Lyautoy at 1148Z 1 July. This blimp was in the air 52.1 hours averaging 60.6 knots ground speed for the crossing.

RESTRICTED



Lt. (jg) H. B. Bly, pilot of the K-123, smiles at onlookers after landing at Port Lyautey 1 June. Lt. (jg) Bly was the officer in charge of the second two flights of two airshipsearch on the Azores-Africa leg. Ens. William Kaiser co-pilot, is in the forward lookout position. This ship had about 400 gallons of fuel remaining when this landing was made.

~~CONFIDENTIAL~~
RESTRICTED



Ens. W. H. Ireland, emerging from the K-123, carries the first mail to cross the Atlantic by airship. These letters did not carry a special blimp cachet. They had been forwarded to Lakehurst for squadron personnel overseas and were picked up there at the start of the first flight across.

RESTRICTED
CONFIDENTIAL



This is the crew which flew the second ship on the initial Azores-Africa leg.. On the second two flights, this crew flew the leading airship.

Kneeling (left to right): Ens. W. H. Ireland, Canon City, Colo.; Lt. (jg) H. B. Bly, pilot, Commerce, Tex.; Ens. William Kaiser, Freeport, Long Island; Ens. F. W. Miehle, jr., USN, Staten Island, N. Y.

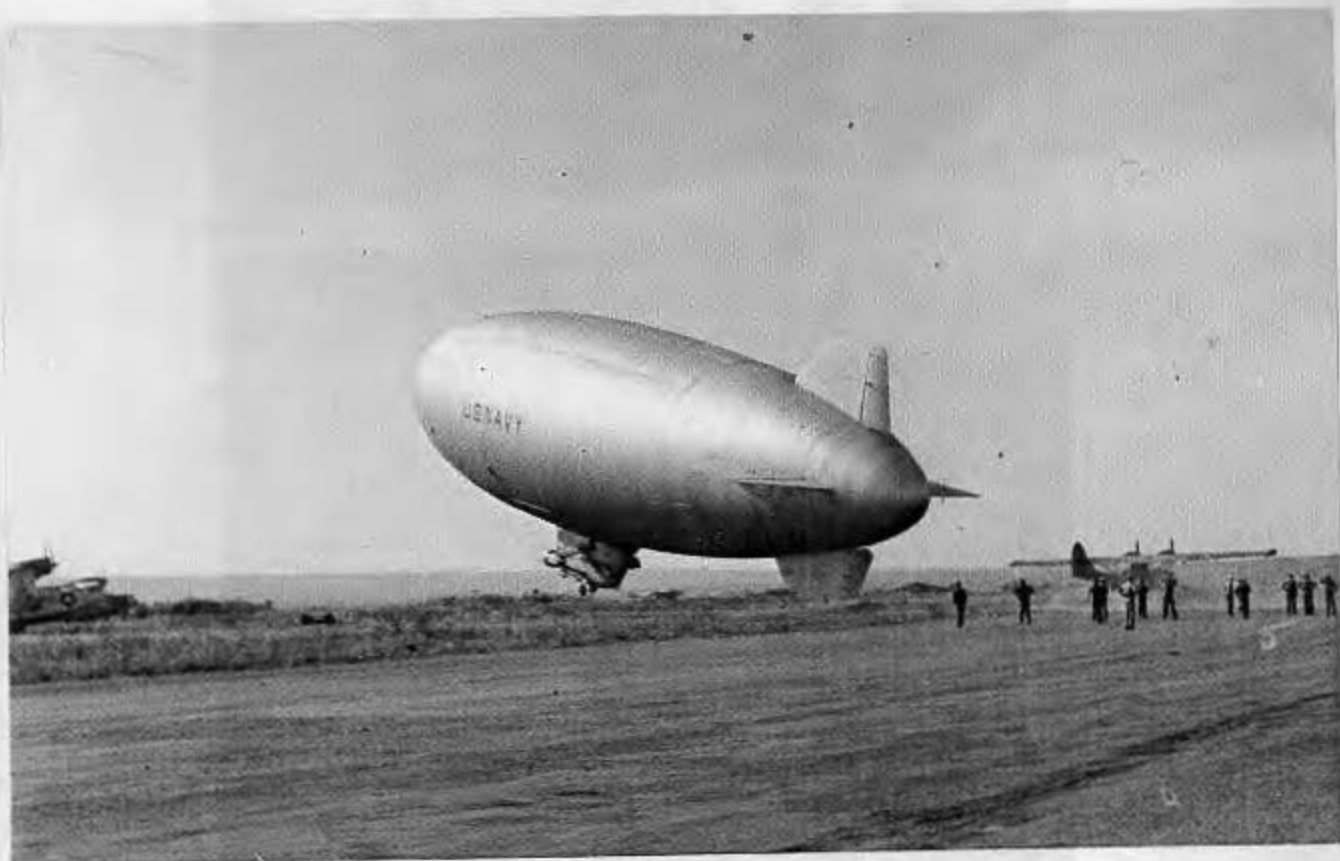
Standing (left to right): R. T. Hartley, AMM2/c, Newark, N. J.; P. J. Galbreath, ARM2/c, South Haven, Mich.; W. J. Mussone, AMM2?c, West Orange, N. J.; F. A. Lange, ARM2/c, Charleston, S. C.; V. M. Naughton, BM1/c, USN, Gilroy, Cal.

RESTRICTED
CONFIDENTIAL



The first two K-type airships to cross the Atlantic here are pictured soon after they had been moored at Port Lyautey. In the foreground is the K-130; the K-123 is in the distance. Among onlookers who gathered around the airships during the mooring operations were French and South African servicemen. The K-123 was out on training flight two days after completion of the ferry flight. Operational flights began the evening of 6 June. Note helium stacked around masts.

RESTRICTED
CONFIDENTIAL



Five days after the completion of the trans-Atlantic ferry trip, the first operational flight in North Africa was flown. The K-123 is here taking off on patrol the night of 6 June. Normal night patrol has been two airships, with two flying training hops during the day. The squadron also was assigned escort missions.

RESTRICTED
CONFIDENTIAL



At the end of the first operational flight, Commander Sullivan leaves the airship. Operational flights average 14 hours with four hours spent going to and from the area of patrol.

RESTRICTED
CONFIDENTIAL



Work on mobile masts began after arrival of the first two blimps. Erection of these masts was hampered by (1) damage to some girders incurred during transit (2) lack of spare bolts and wrenches in mast assemblies (3) lack of identifying marks on component parts of each mast. Crews (above) work on the first mast erected at Port Lyautey. There were no bolts in the mast assembly shipped to Gibraltar. During the first few weeks, operations were carried on from the two stick masts.

RESTRICTED



One month after the arrival of the first two blimps, the K-112 (right above), last of the squadron's six ships to complete the trans-Atlantic flight, landed at Port Lyautoy at 1148Z 1 July. This photograph shows how closely the airships were landed and moored on this temporary operating field.

RESTRICTED



This is the K-112--the first K-type airship to land on continental Europe. Commander Sullivan made two landings at Gibraltar 18 July in the initial service test of facilities established there for handling airships. The 1,396-foot "Rock" with its attendant wind "spill" coupled with the rudderman's ticklish job of avoiding neutral Spanish territory during the approach makes a Gibraltar landing a task for seasoned pilots. Fifty ratings from R.A.F. activities directed by an airship pilot and three L.T.A. enlisted men ground handled the ship. The landings were made successfully in a 19-knot cross-"Rock" wind and a British Vice Air Marshal taken for a short hop. A duty Blimp pilot is kept at Gibraltar for liason purposes.

RESTRICTED
CONFIDENTIAL



Maintenance and check work began as soon as the airships had been moored. In the photograph at left above, A. F. Trudeau, ARL/c, checks major controls of K-130 a few minutes after completion of the ferry flight. At the right, Trudeau replaces a tail wheel lost from K-101 during takeoff in July. Fabric repairs to the fin also were made from the web ladder. Number five base fin patches on the K-130 were replaced during July.

RESTRICTED
CONFIDENTIAL



Electronics maintenance presented some new problems for radio technicians. J. P. Shimkus, ARTI/c, (above right) makes electrical repairs from web ladder held by maintenance riggers. Electronics shops were located in tents (left) during the first six weeks operations at which time they were moved into a quonset hut in the maintenance area.

~~RESTRICTED~~
~~CONFIDENTIAL~~



Electronics shops were first set up in tents in the maintenance area. Lt. C. F. Wilcox (above), squadron electronics officer, supervises unpacking of gear in one of the newly-erected tents. These shops later were moved to a quonset hut. Blimpron 14's experience indicates a prerequisite for successful electronics maintenance is the setting up of complete operating spares of each type gear used in airships. Such units, set up in shops, serve as yardsticks for checking operating gear.

RESTRICTED



All maintenance departments were originally housed in tents. K. F. Ley (sunhelmet right above) ACOM, loads ordnance gear. Principle ordnance problem revolved around the devising of retro-acting flare chutes. Riggers (above left) fill special 100-pound containers of sand fashioned from small amount of fabric available. Shortage of sandbags created a minor problem during the first six weeks operations.

CONFIDENTIAL



Tools for metalsmiths apparently were overlooked in the squadron's hurried departure from the States. Hand tools needed for required metal work were borrowed from other navy activities and a shop set up in a tent. V. C. Timmerman, ACM (right in photograph at right) supervises tack welding of pressure blower elbow made by this squadron activity. Blimpron mechanics, limited to working during the day because of the danger of malaria infection present at night, kept on schedule with periodic engine checks. F. R. Pekarek, ACMM, line chief (seated center above left) and R. F. Carriere, ACMM, engineering chief (astraddle engine) supervise removal of cylinder.

RESTRICTED



Purging of airships with the two portable helium purification units began 18 July. Designed by the Bureau of Aeronautics and E. I. DuPont de Nemours and Co., Inc., the purification units operate on the principle of selective absorption of air from helium by refrigerated activated charcoal. The purity of the K-130--first ship to be purged--was boosted from 93.0% to 95.5% in 25 hours. Estimated rate of purification was 7,000 cubic feet an hour. Three other ships were purged during the last two weeks of July. The ships are purged while they are undergoing check and maintenance work. Lines were rigged on a mobile mast in such a manner that the airship was free to swing 360 degrees. Lt. (jg) F. W. Horner supervised installation of the units shown above.



RESTRICTED



Late in July, a barrage balloon was rigged on a trailer as a nurse balloon (above) to be used for (1) conserving helium valved because of high field temperatures (2) carrying helium from the maintenance area to other fields for topping up operations. On 30 July when the field temperature reached 101 degrees F., 5,000 cu. feet were valved into the balloon from the K-112. Chief fault with the arrangement was the slowness with which the Homelite blower (Lt. Horner starting it upper left) exhausted the nurse balloon when the helium was restored to the airship--34 minutes required to add 2,000 cubic feet to ship (lower right). Topping up during first two months operations required 165,000 cu. feet; on Aug. 1, the squadron had 400,000 cu. ft. on hand.

RESTRICTED
CONFIDENTIAL



Training accent was on submarine tracking with two or more airships. British and French "tame" subs were used (above left). At least two ships always worked with the subs (above right) to develop teamwork and co-ordination in tracking and attacking. "Ground work" included practice in visualizing tracking tactics. Ens. V. R. Gustafson (seated left) and Ens. G. E. Powell (right) use tracking trainer. Operational flying required constant low-altitude flights in restricted areas and in close proximity to other airships. Crews averaged 80-100 hours flying per month. All officers in the squadron except the captain, executive officer and operations officer stood pressure watches.

RESTRICTED



Squadron warehouse was located in a concrete structure a short distance off the air base. Lt. J. L. Coppock (right in upper photograph), squadron supply officer, checks inventory at the warehouse. Chair in this photograph is one removed from the airships for ferry flight. L. M. Peterson, SK2/c (lower photo) builds flight clothing locker from packing case while J. K. Vincent, CSK, talks with duty storekeeper. Other Navy and Army activities in the area--especially Construction Battalion Maintenance Unit #566--eased the problems of supply which resulted from the squadron's sudden departure from the States.

RESTRICTED
CONFIDENTIAL



Recreation facilities at Port Lyautey were used to combat flight crew fatigue which resulted from constant low-altitude flying at night. Officers rented a villa (right above) at nearby Mehdia beach for pilots (on steps) to rest at the day after a night flight. Housekeepers (on roof) inspect damage which resulted when a gas lantern being loaded by an Arab servant caught fire. Enlisted men spent the 8-hour liberty which they rated every third day in Port Lyautey (left above) or at Mehdia beach. On the base blimp personnel went to movies ("Shine on Harvest Moon" 29 July) or watched Joe Louis box after collecting his autograph (center above). Fast mail service--five days from the Middle West. at times--kept crew's morale high.

RESTRICTED



Officers and men took 15 minutes of calisthenics each morning before the squadron offices as part of their daily athletic program. Athletic facilities at Craw field were good. Blimpron softball teams placed high on station leagues. Three officers and two men competed at Casa Blanca in regional Allied swimming meet in July. The squadron's 76 officers and 110 men and the A.S.G.'s (aviation service group) 9 officers and 128 men kept the squadron's three typewriters going constantly in the effort to keep abreast of "paper work" (above). This limited number of typewriters slowed administrative work somewhat. Mimeograph (in lower photograph above) aided squadron work greatly and was one of few available on station.

RESTRICTED



"Advance base" living conditions existed at Port Lyautey. First inspection of the enlisted men's tents was held in July (above left). Five men--all members of the same combat air crew--lived in each tent. Sand and dust were the chief problems of the men living in tents. During the first month, squadron junior officers were housed in a similar "tent city". Later, all officers were quartered either in BOQ or quonset huts (above right). Each hut housed 18 to 20 officers. Commander Sullivan and Lt. Comdr. Winton are making the inspections in above photographs.

RESTRICTED



Original operating field was tiny, rough and surrounded by planes and other obstructions (above left). Operations from this field demanded expert ship handling on take-offs and precision technique on landings. Later this field became the maintenance area. Portable helium units and maintenance shops are in front of ship moored above. Note, also, stick mast at right and location of new blimp field (white area top of picture at left). The second field used by the squadron was small but free of obstructions (photograph at right). Four ships were moored here. Loss of three tail wheels and one cracked radar hat were the only casualties which resulted from use of these small fields. On Aug. 1 time on squadron's six ships totaled just over 2,500 hours with the K-123 having the highest total 573.6.

RESTRICTED



On 29 July the new blimp field atop hill west of the main field looked like this (above). This mat--1,000 feet by 800 feet--has a three degree slope downward toward the side on which it has been built up (right). Surfacing consists of oil and topsoil sprinkled with sand. Squadron offices will be located in huts at edge of field. A 200-foot runway will extend from point at which tractors are working. When operations from this field start --expected sometime during August--the small maintenance field will continue to be used for upkeep work. Enlisted men's tent city can be seen at upper right. Picture taken from south.

RESTRICTED



Admiral King spoke briefly with Commander Sullivan the morning of 18 June. He congratulated the squadron on its expeditious movement from the States. Commander Sullivan had just returned from a night patrol.