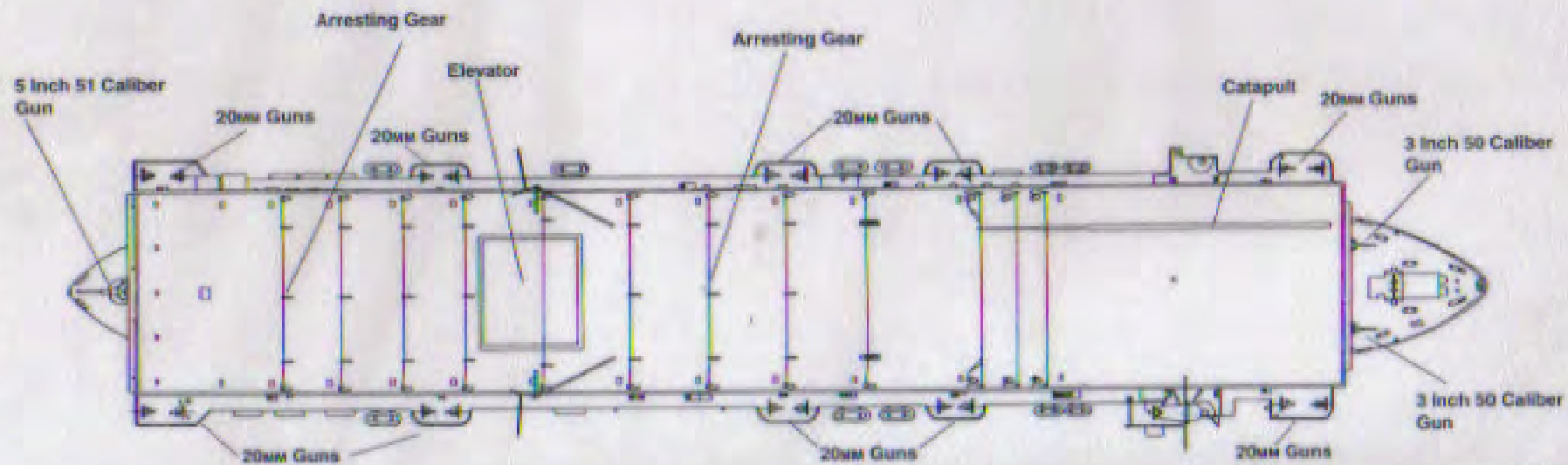
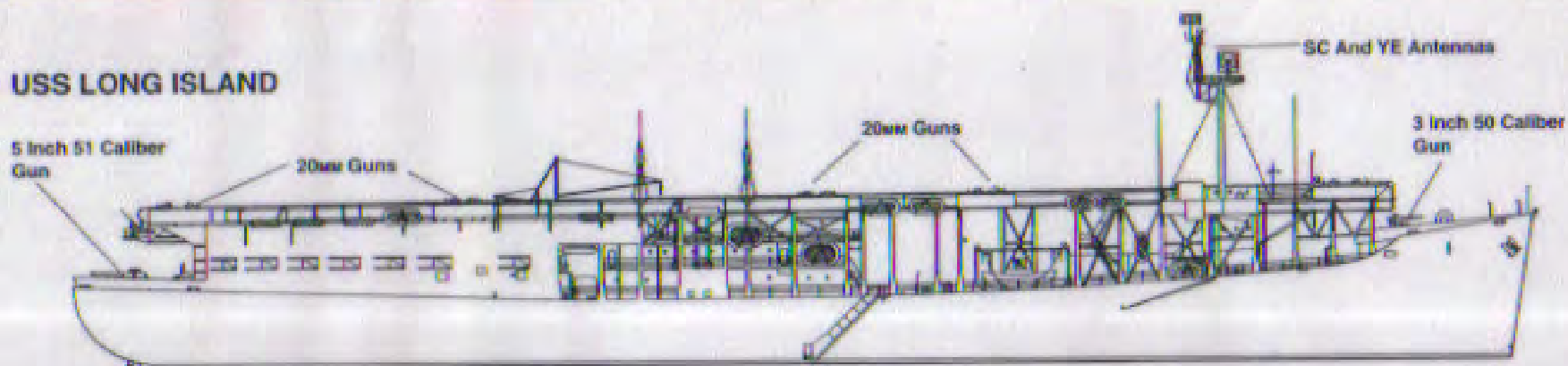
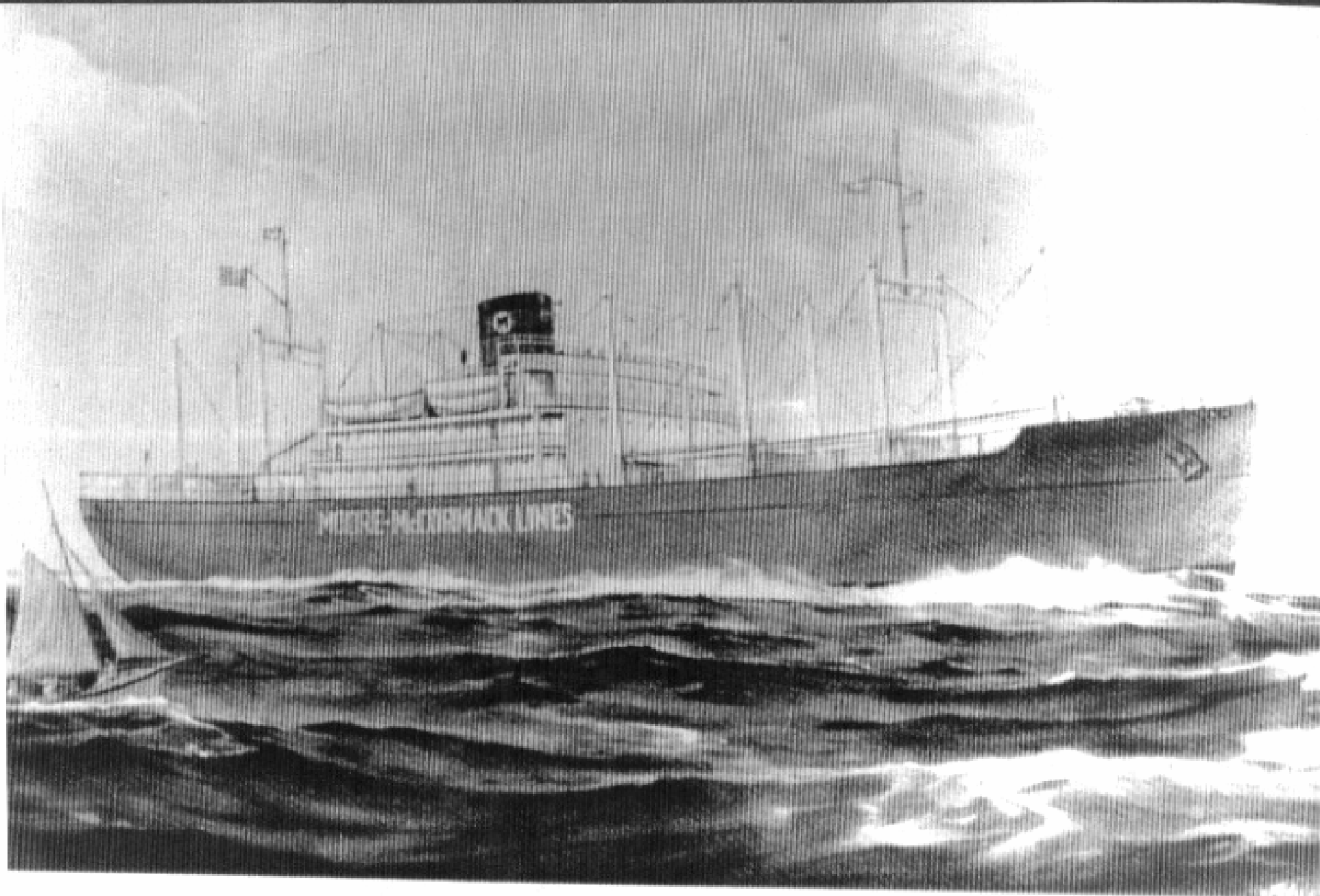


USS LONG ISLAND





THE LONG ISLAND BEFORE CONVERSION. Prior to acquisition by the Navy in March, 1941 she was the M.S. MORMACMAIL operated by the MOORE-McCORMAK LINES of Indiana, sailing as a fast, modern cargo and passenger ship. In all she had completed four voyages, covering 56,000 miles between ports of the United States and the East Coast of South America.

THE FIRST BABY FLATTOP ESCORT CARRIER

THE NAVY'S "BABY FLAT TOP" PROGRAM, WHICH HAS NETTED MORE THAN 100, MAY BE DIRECTLY ATTRIBUTED TO THE LONG ISLAND, NAMED FOR LONG ISLAND SOUND. ITS FORESHORTENED FLIGHT DECK WITHOUT AN ISLAND PRESENTED A SILHOUETTE APPEARANCE ALMOST IDENTICAL WITH MANY OF JAPAN'S LIGHT AIRCRAFT CARRIERS.

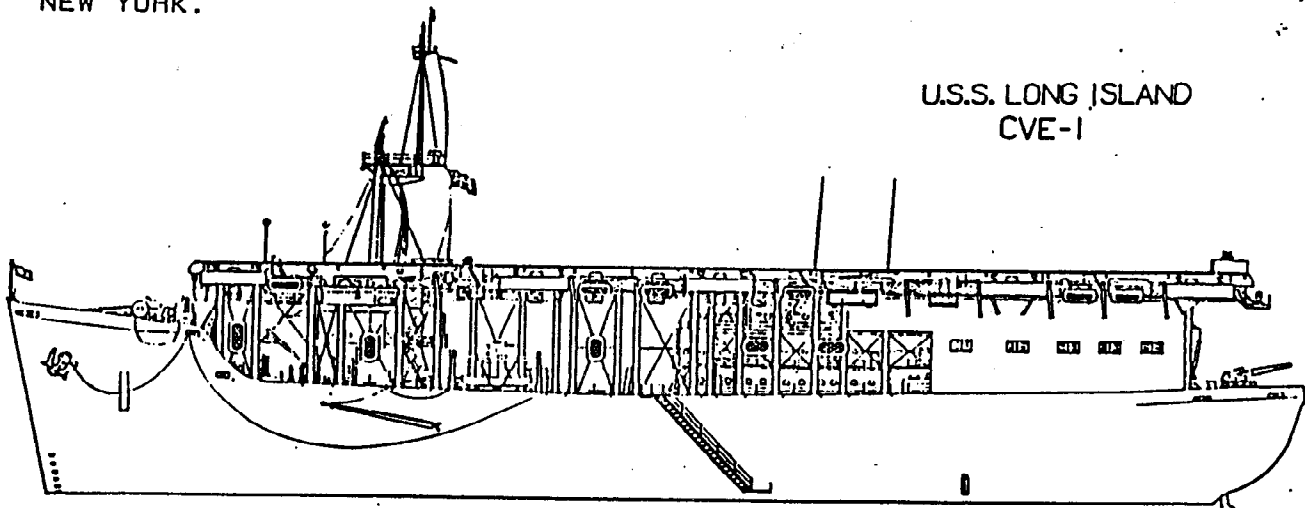
AS HER NUMBER (ORIGINALLY AVG-1, THEN AUG-1, AND FINALLY CVE-1) INDICATES, THE LONG ISLAND WAS THE FIRST OF MORE THAN 100 OF A LARGE AND IMPORTANT FLEET OF UNARMORED BABY FLATTOP ESCORT CARRIERS BUILT FOR THE NAVY DURING THE WAR. THE LONG ISLAND PROVED SO SUCCESSFUL THAT THE GENERAL BOARD DECIDED TO INITIATE A CONVERSION PROGRAM OF CONSIDERABLE MAGNITUDE. ABOUT 15 HULLS WERE MADE AVAILABLE FOR CONVERSION BY THE MARITIME COMMISSION. OTHERS WERE KAISER CVE'S...ALL TWIN SCREWS WITH 6 TO 8 "WATERTIGHT" COMPARTMENTS. A NUMBER OF THEM WERE TURNED OVER TO THE BRITISH UNDER OUR "LEND-LEASE PLAN".

NOMENCLATURE - C-3 hull; length, 492 ft.; beam, 69'6"; displacement, 13,499 tons; draft, 25'8"; speed, 16.5 knots.

ARMAMENT - Two 3" guns on bow; one 5" gun on fantail; six groupings of 20mm guns on starboard and port side catwalks just below flight deck level.

ON MARCH 17, 1941 FIFTY-NINE MEMBERS OF THE BIRMINGHAM, ALABAMA RESERVES REPORTED ABOARD FOR ACTIVE DUTY ON THE LONG ISLAND. MANY OF THEM WERE PROMOTED AND TRANSFERRED TO OTHER SHIPS AND BASES. SOME REMAINED ON BOARD UNTIL THE LONG ISLAND WAS DECOMMISSIONED ON APRIL 12, 1946.

THE SHIP WAS COMMISSIONED ON JUNE 2, 1941 AS THE U.S.S. LONG ISLAND (AVG-1) AT THE NORFOLK NAVY YARD UNDER THE COMMAND OF COMDR. DONALD R. DUNCAN. IN ALL THERE HAD BEEN A TOTAL OF 7 COMMANDING OFFICERS AND 5 EXECUTIVE OFFICERS ON BOARD UP UNTIL TIME OF DECOMMISSIONING. THE SHIP WAS NAMED FOR THE BODY OF WATER BETWEEN THE SOUTHERN SHORE OF CONNECTICUT AND THE NORTHERN COAST OF LONG ISLAND, NEW YORK.



Drawn by Casey Edwards Stanislawek

ATLANTIC DUTY

THE LONG ISLAND LEFT THE NORFOLK AREA IN JULY, 1941 AND CRUISED IN THE ATLANTIC. FOLLOWING TRAINING ASHORE, COMPOSITE SQUADRON ONE WENT ABOARD THE LONG ISLAND IN JULY, 1941 FOR A SHAKEDOWN AND CONTINUED OPERATIONS THROUGH THE FALL. A FEW WEEKS OF TRIALS AND FINAL PREPARATIONS, THEN WITH SQUADRON VGS-1 EMBARKED, SHE SET OUT ON HER FIRST SEA VOYAGE. HER FIRST PORT WAS IN THE WEST INDIES, AFTER WHICH CAME A LONG SHAKEDOWN CRUISE WHICH CARRIED THE LONG ISLAND CLOSE TO THE COAST OF SOUTH AFRICA.

ATLANTIC RENDEZVOUS

IN AUGUST, 1941 THE LONG ISLAND WAS ORDERED TO A MID-ATLANTIC NEWFOUNDLAND AREA RENDEZVOUS WHERE SHE MET OTHER SHIPS OF THE FLEET ABOARD THE CRUISER USS AUGUSTA, OF THE CLUSTER OF SHIPS, ADMIRAL KING, PRESIDENT FRANKLIN D. ROOSEVELT AND THE PRIME MINISTER OF ENGLAND, WINSTON CHURCHILL, WERE FORMULATING THE ATLANTIC CHARTER. IT WAS THEN A DEMONSTRATION WAS GIVEN FOR WINSTON CHURCHILL AND PRESIDENT ROOSEVELT AS TO WHAT THE CONVERTED CARRIER WAS CAPABLE OF. A FIGHTER PLANE (F2A BREWSTER BUFFALO) CATAPULTED AND LT. HENRY MADE A 90 FT. DECK TAKE OFF---A REMARKABLE FEAT. HIS PLANE JUST ROLLED OFF THE FLIGHT DECK AND EVERYONE THOUGHT HE WAS FINISHED, HOWEVER, HE RECOVERED AND A MIGHTY CHEER WENT UP FROM THE CREW. THE LONG ISLAND THEN PROCEEDED TO PHILADELPHIA.

THE ORIGINAL VS-201 AIR SQUADRON

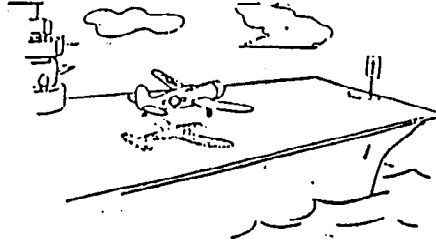
THE ORIGINAL SQUADRON ASSIGNED TO THE VESSEL WAS COMPOSED OF EXPERIENCED PILOTS UPON WHOSE SUCCESS OR FAILURE IN WORKING FROM THE "TEST" SHIP LARGELY LAY THE FUTURE OF ESCORT CARRIERS OF THIS TYPE. ITS SQUADRON LEADER WAS LT. COMMANDER LEX L. BLACK, WHO LATER BECAME CAPTAIN OF THE LONG ISLAND. THE FIRST SQUADRON TO FLY FROM THE LONG ISLAND WAS VS-201, LATER RENAMED VC-1. THIS WAS THE SQUADRON WHICH LATER FURTHER DISTINGUISHED ITSELF IN THE BATTLE OF THE ATLANTIC WHEN ITS RECORD AGAINST ENEMY SUBS WON IT THE PRESIDENTIAL CITATION. AT THAT TIME THE SQUADRON WAS OPERATING FROM THE USS CARD. THE MISSION OF THE SHIP AND SQUADRON WAS TO ASCERTAIN WHETHER OR NOT IT WAS FEASIBLE TO CONDUCT CARRIER OPERATIONS FROM SUCH SMALL CONVERTED CARGO SHIPS.

DECEMBER 7, 1941

IN THE TENSE MONTHS BEFORE PEARL HARBOR, THE NEW ESCORT CARRIER OPERATED OUT OF NORFOLK, CONDUCTING EXPERIMENTS TO PROVE THE FEASIBILITY OF AIRCRAFT OPERATIONS FROM CONVERTED CARGO SHIPS. THE DATA GATHERED BY LONG ISLAND GREATLY IMPROVED THE COMBAT READINESS OF LATER "BABY FLATTOPS." JUST AFTER THE JAPANESE ATTACK, LONG ISLAND ESCORTED A CONVOY TO NEWFOUNDLAND AND QUALIFIED CARRIER PILOTS AT NORFOLK BEFORE DEPARTING FOR THE WEST COAST MAY 10, 1942.

FROM THE ATLANTIC TO THE PACIFIC

ON THE MORNING OF DECEMBER 7, 1941, WHEN PEARL HARBOR WAS ATTACKED, SHE WAS AT ANCHOR IN GRASSE BAY HARBOR, BERMUDA. BRITISH WEST INDIES. ALMOST IMMEDIATELY SHE BEGAN THE JOB OF FERRYING AIRCRAFT TO OUTLYING BASES. THIS DUTY WAS INTERRUPTED ONLY BY PERIODS WHEN SHE WAS USED AS A TRAINING SHIP TO TEACH YOUNG NAVY AND MARINE PILOTS THE TECHNIQUES OF CARRIER TAKE-OFFS AND LANDINGS.



ON CHRISTMAS EVE, 1941, SHE RETURNED TO NORFOLK AND THE DAY AFTER CHRISTMAS HER FIRST CAPTAIN, COMDR. D. B. DUNCAN, WAS RELIEVED BY COMDR. J. J. BALLENTINE, FORMER EXECUTIVE OFFICER OF THE RANGER. THE SAME DAY THE LONG ISLAND LEFT FOR A TRIP NORTH, BATTERED BY WIND AND WAVE, ARRIVED AT AN ADVANCED BASE ON NEW YEAR'S DAY. THERE SHE WAITED FOR A BREAK IN THE WEATHER, WHICH NEVER CAME. THE LATTER PART OF JANUARY SHE PROCEEDED BACK TOWARD HER HOME PORT. IT WAS DURING THIS CRUISE THAT THE GERMAN SUBMARINE MENACE ROSE TO ITS HEIGHTS, SINKING SHIPS CLOSE BY.

AFTER A SHORT STAY IN NEW ENGLAND, THE SHIP ARRIVED AT HER HOME PORT IN THE BEGINNING OF FEBRUARY, SPENT TWO WEEKS IN THE NAVY YARD AND THEN SET HERSELF TO THE TASK OF TRAINING PILOTS. FOUR MONTHS LATER, JUST 19 DAYS AFTER THE SNEAK ATTACK ON PEARL HARBOR, THE BABY FLATTOP SUCCESSFULLY ESCORTED A CONVOY THROUGH THE SUB INFESTED WATERS TO NEWFOUNDLAND AND BACK. HER PLANES PROVIDED THE AERIAL PROTECTION.

IN MAY, 1942, AFTER A SHORT PERIOD IN THE YARDS, THE LONG ISLAND SET SAIL FOR THE WEST COAST. JUST PRIOR TO LEAVING, CAPTAIN BALLENTINE, WHO HAD BEEN ADVANCED SHORTLY AFTER ASSUMING COMMAND, WAS DETACHED AND COMDR. BARNER, FORMER EXECUTIVE OFFICER, TOOK OVER. COMDR. BUTTERFIELD, WHO HAD COMMISSIONED THE SHIP AS AIR OFFICER, BECAME EXECUTIVE OFFICER.

BEFORE LEAVING THE EAST COAST THE LONG ISLAND STOPPED BRIEFLY TO DROP OFF 75 SURVIVORS WHO HAD BEEN PICKED UP BY A CONVOY FROM A TORPEDOED SHIP JUST AHEAD. SHE FINALLY PROCEEDED THROUGH THE PANAMA CANAL AND UP THE WEST COAST REACHING SAN FRANCISCO ON JUNE 5, 1942. THE SHIP IMMEDIATELY GOT UNDERWAY AND JOINED ADMIRAL PYE'S FOUR BATTLESHIPS AND PROVIDED AIR COVER WHILE AT SEA AND LATER TO REINFORCE ADMIRAL NIMITZ'S FORCES AFTER THEIR BRILLIANT VICTORY IN THE BATTLE OF MIDWAY, DEFEATING THE JAPANESE FLEET BOUND FOR HAWAII. LEAVING THE FORMATION, SHE RETURNED TO THE WEST COAST.

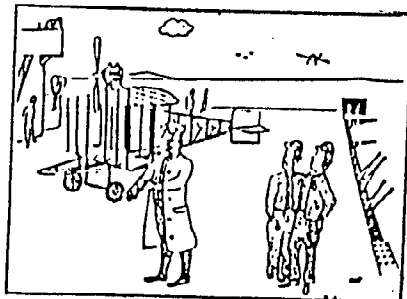
ON JULY 8, 1942, THE LONG ISLAND DEPARTED FROM SAN DIEGO, ARRIVING AT PEARL HARBOR ON THE 17TH. AFTER A TRAINING RUN SOUTH TO PALMYRA ISLAND, THE SHIP LOADED TWO SQUADRONS OF MARINE CORP AIRCRAFT AND GOT UNDERWAY FOR THE SOUTH PACIFIC.

PACIFIC TOUR OF DUTY

THE LONG ISLAND CROSSED THE EQUATOR FOR THE FIRST TIME ON AUGUST 7, 1942 TO BECOME INVOLVED IN THE ALLIES FIRST PACIFIC OFFENSIVE ACTION. ENCOUNTERING STIFF OPPOSITION AFTER THEIR INITIAL LANDINGS ON GUADALCANAL, THE MARINES WERE IN NEED OF CONTINUING AIR SUPPORT, MORE THAN COULD BE SUPPLIED BY THE MERE HANDFUL OF CARRIERS AVAILABLE AT THE TIME. THE LONG ISLAND WAS ORDERED TO CARRY ITS TWO SQUADRONS OF MARINE CORP AIRMEN IN AS CLOSE AS POSSIBLE.

TOUCHING FIJI ISLANDS, SHE THEN STEAMED TO A POINT 200 MILES SOUTHEAST OF GUADALCANAL AND CATAPULTED HER PLANES ON AUG. 20, 1942 WHICH CONSISTED OF GRUMMAN WILDCAT (F4F) FIGHTERS AND DOUGLAS DAUNTLESS (SBD) DIVE BOMBERS. THE FIGHTER SQUADRON, VMF-223, UNDER THE COMMAND OF LT. COL. RICHARD C. MANGRUM, USMC, OF SEATTLE, WASH. WAS IN COMMAND OF THE BOMBING SQUADRON, VMSB-232. THEY WERE THE FIRST TO REACH HENDERSON FIELD AND WERE INSTRUMENTAL IN THE LIBERATION OF GUADACANAL.

THEIR MISSION WAS ACCOMPLISHED IN AN OUTSTANDING FASHION AND THEY WENT ON TO COMPILE A DISTINGUISHED WAR RECORD. AMONG THEM, LT. COL. JOHN SMITH, USMC (THEN A CAPTAIN), RECEIVED THE CONGRESSIONAL MEDAL OF HONOR FOR SHOOTING DOWN 19 ENEMY PLANES DURING THIS CAMPAIGN. HE WAS ONE OF THE PILOTS WHO TOOK OFF FROM THE LONG ISLAND AS SHE MOVED TO WITHIN 30 MILES OF THE ISLAND IN THE FACE OF ENEMY RESISTANCE.



"I was inclined to scoff at first, too—but he has eight Jap planes to his credit."

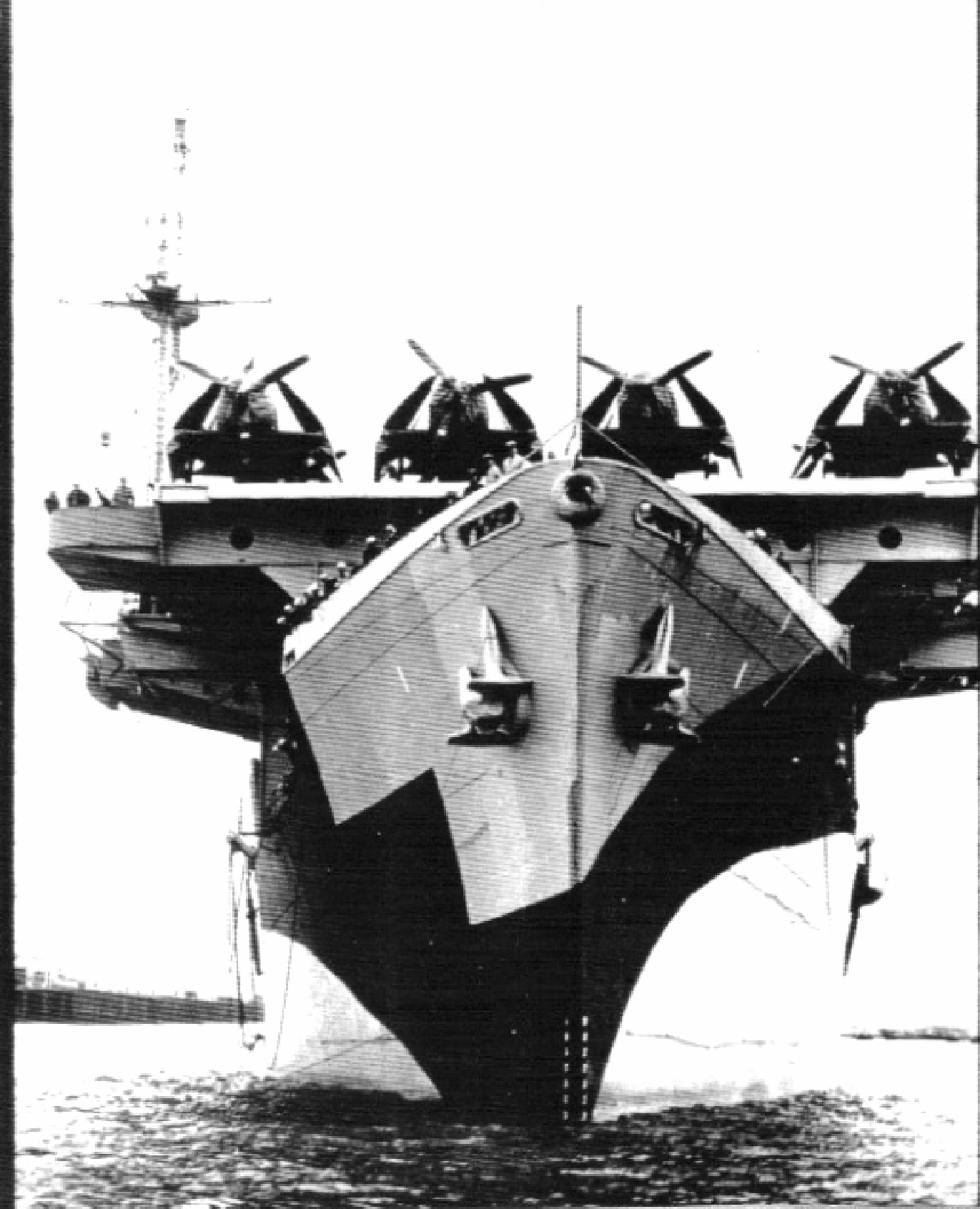
RECLASSIFIED ACV-1 ON AUGUST 20, 1942, THE LONG ISLAND SAILED FOR EFATE, NEW HEBRIDES ARRIVING ON AUGUST 23 AFTER WHICH TIME SHE HEADED BACK TO THE STATES CARRYING THE SURVIVORS OF THE ILL-FATED USS TUCKER. BACK TO HER HOME PORT OF SAN DIEGO IN SEPTEMBER, 1942, TIME WAS SPENT TRAINING CARRIER PILOTS AS NEW BABY FLATTOPS TOOK UP THE SLACK IN THE PACIFIC. ON JULY 15, 1943, THE LONG ISLAND WAS RECLASSIFIED CVE-1.

LATER, AT ULITHI, THE CARRIER WAS PRESENT DURING A KAMIKAZE ATTACK BY SEVERAL JAP PLANES. ON HER LOG ARE ALSO THE RECORDS OF SUCCESSFUL RESCUES AT SEA OF TORPEDOED SAILORS AND DOWNED AIRMEN.

AFTER V-J DAY, SHE REVISTED MANY OF THESE SAME BASES WHILE TRANSPORTING SOLDIERS AND SAILORS BACK HOME DURING OPERATION "MAGIC CARPET", DEMOBILIZATION PROGRAM FOR DISCHARGEES.

Photo # 80-G-12906 F2A-3 fighter in the catwalk on USS Long Island after landing accident, July 1942





Anchors aweigh! On the trip from San Francisco to Japan the main engines consumed approximately 250,000 gallons of diesel fuel. At 7¢ a gallon this amounted to \$17,500 in 1946 dollars. Sufficient fuel was carried to go around the world one and one-half times. In addition, she was capable of carrying over a half million gallons of aviation gas plus carloads of ammunition, bombs and torpedoes adding more danger while underway.

THE FIRST LONG ISLAND

A STEAM TRAWLER WAS BUILT IN 1912 BY COBB & BUTLER, ROCKLAND, MAINE; PURCHASED BY THE NAVY APRIL 18, 1917 FROM HER OWNER, GEORGE B. MORRILL, PORTLAND, MAINE; TAKEN OVER MAY 1, 1917; AND COMMISSIONED MAY 8, 1917 AT BOSTON, ENS. STEPHEN BLACK, USNR, IN COMMAND.

SPECIFICATIONS: Length, 164'4"; beam, 24'1"; tonnage, 167; speed, 11.5 knots; displacement, 8'9".

ASSIGNED TO THE 1ST NAVAL DISTRICT, LONG ISLAND THROUGHOUT THE WAR SERVED OUT OF BOSTON AS HARBOR PATROL SHIP, MINESWEEPER AND ICEBREAKER. FROM MARCH 30 UNTIL APRIL 18, 1918 SHE ESCORTED A SUBMARINE CHASER BETWEEN BOSTON AND BERMUDA. SHE THEN SAILED TO NEW LONDON, CONN. AND NEWPORT, R.I. BEFORE RETURNING TO BOSTON APRIL 30.

LONG ISLAND DEPARTED BOSTON JANUARY 30, 1919 FOR CHARLESTON, S.C. WHERE SHE ARRIVED FEBRUARY 5. ASSIGNED TO THE 6TH NAVAL DISTRICT, SHE SERVED AS A TEMPORARY LIGHTSHIP OFF CHARLESTON UNTIL MAY 25. DETACHED FROM THE 6TH NAVAL DISTRICT JUNE 24. DURING THE NEXT TWO MONTHS SHE OPERATED ALONG THE ATLANTIC COAST FROM HAMPTON ROADS TO BOSTON. SHE DECOMMISSIONED SEPTEMBER 13, 1919 AND WAS SOLD DECEMBER 1, 1919 TO DOUGLAS CO., INC., REEDEVILLE, VA.

THE M.S. MORMACMAIL

ON JULY 7, 1939, THE M.S. MORMACMAIL WAS LAID DOWN UNDER MARITIME COMMISSION CONTRACT BY THE SUN SHIPBUILDING & DRYDOCK CO., CHESTER, PA. SHE WAS LAUNCHED ON JANUARY 11, 1940, SPONSORED BY MISS DIAN D. HOLT. THE C-3 TYPE OF SHIP WAS 492 FT. LONG, 11,735 DEADWEIGHT TONS AND COULD ACHIEVE A SPEED OF 17.8 KNOTS.

IN EARLY 1941, THE NAVY GENERAL BOARD DIRECTED THAT A C-3 MARITIME COMMISSION VESSEL, THE M.S. MORMACMAIL, A DIESEL DRIVEN SHIP OPERATED BY THE MOORE-MCCORMACK LINES, INDIANA, BE FITTED OUT WITH A FLIGHT DECK AND OUTFITTED WITH A NUMBER OF PLANES FOR USE AS AN ESCORT VESSEL. SHE WAS ACQUIRED BY THE NAVY ON MARCH 5, 1941 AND CONVERTED AT THE NEWPORT NEWS SHIPBUILDING AND DRYDOCK CO. IN THE AMAZINGLY SHORT TIME OF 75 DAYS.

RUMOR HAD IT THAT THE IDEA WAS A BRAIN CHILD OF PRESIDENT FRANKLIN D. ROOSEVELT AS AN EXPERIMENT. AT THE TIME, NEWSPAPER MEN CALLED HER "A SPEEDY FORMER CARGO SHIP" AND "NEW DEFENSE FOR CONVOYS". BUT SHE HAD YET TO SEE CONVOY DUTY. HER ENGINES WERE DIESELS WHICH THE MANUFACTURERS SAID WOULD PROVIDE "OVERFLOWING QUOTA OF DEPENDABLE AND ECONOMICAL SERVICE YEARS":

Photo # 80-G-26567 USS Long Island underway, 8 July 1941



SPECIAL EVENTS

June 2, 1941--USS LONG ISLAND commissioned.

Aug. 14, 1941--LONG ISLAND Composite Squadron One take-off and landing operations reviewed by President Franklin D. Roosevelt and Prime Minister Churchill from deck of cruiser USS Augusta in North Atlantic Nova Scotia area.

Dec. 31, 1941--LONG ISLAND completes first 6 months of 106 days at sea.

June 6, 1942--LONG ISLAND with 12 fighter planes and 12 scouting planes escorts Admiral Pye and Admiral Nimitz's 6 battle-ship task force as rear guard during the Battle of Midway stopping Jap Fleet bound for Hawaii.

Aug. 20, 1942--LONG ISLAND Launches 32 planes including Capt. John Smith's Marine Squadron at Guadalcanal, Solomon Islands establishing first Navy Fighter planes to land on Henderson Field.

Oct. 25, 1944--Jap Fleet claimed to be battered and beaten.

Nov. 2, 1944--Japs hit Saipan during night time raid. G-Q all night. LONG ISLAND ordered underway in middle of night.

Dec. 30, 1944--Cruiser USS Baltimore closes in fast within 8 miles and almost blasts away at LONG ISLAND mistaking it for a Jap aircraft carrier. Location: Enroute to Manus, Admiralties.

March 12, 1945--LONG ISLAND joins huge task force at Ulithi, Caroline Islands. Three Jap Kamikaze planes attack fleet striking aircraft carrier USS Randolph, anchored near the LONG ISLAND, causing explosion with casualties and severe damage to ship and its planes. Aircraft carrier USS Cowpens and mess hall on beach also struck. LONG ISLAND ordered underway and to get out of force.

April 19, 1945--LONG ISLAND's destroyer escort drops depth charges on Jap sub near Manus, Admiralty Island area.

Aug. 6, 1945--A-BOMB dropped over Japan. 70,000 casualties.

Aug. 14, 1945--War over with the Japs.

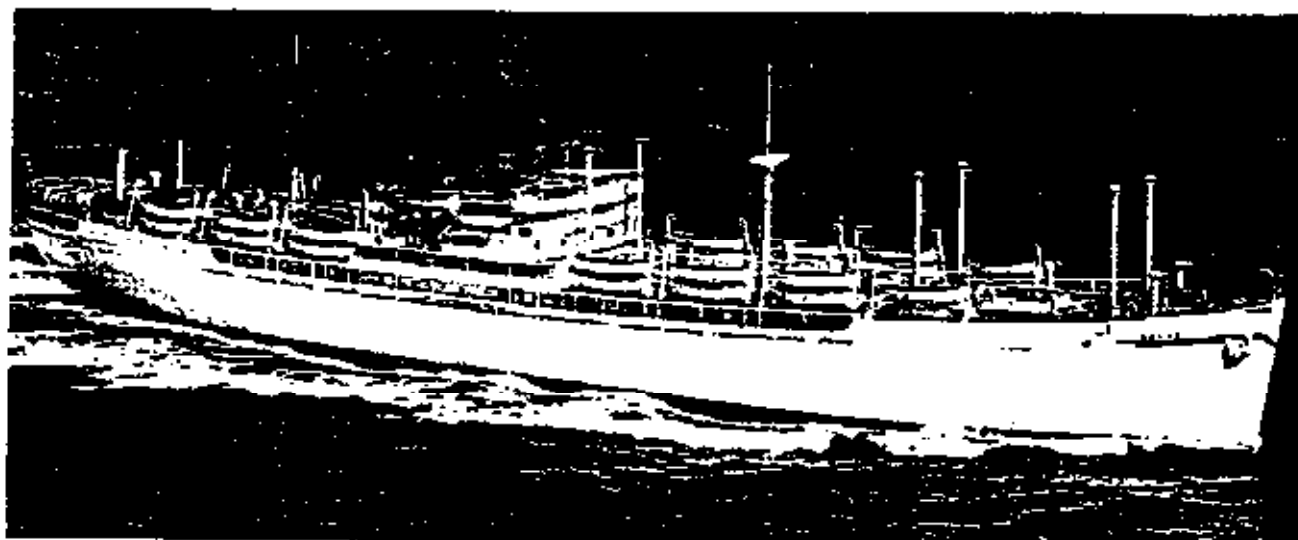
Sept. 13, 1945--LONG ISLAND battles and survives dangerous typhoon near Guam.

Nov. 26, 1945 thru Dec. 1, 1945--LONG ISLAND sails into Tokyo, Yokosuka and Yokohama in Japan. Captain Lex L. Black gives all hands liberty as well as a captured Japanese rifle to take home.

March 26, 1946--USS LONG ISLAND is decommissioned.

April 12, 1946--LONG ISLAND is struck from the U.S. Naval fleet.

LONG ISLAND HAD TRAVELED OVER 375,000 SEA MILES DURING ITS NAVAL CAREER FROM 1941 THROUGH MARCH, 1946. A MOST IMPRESSIVE NAVAL RECORD FOR ANY SHIP IN THE UNITED STATES FLEET.



MORMACMAIL as NELLY, after conversion from the escort carrier LONG ISLAND

THE LONG ISLAND MISSION

THE NUMBER OF MEN THE LONG ISLAND HAD SENT TO MAN OUR EVER-GROWING FLEET WAS OF GREAT SIGNIFICANCE. TRAINING WAS AT A MAXIMUM ON BOARD AND IN TWO YEARS OF SERVICE SHE HAD EFFECTED 1,269 ADVANCEMENTS IN RATING. ABOUT 600 SEASONED MEN HAD BEEN TRANSFERRED TO OTHER SHIPS. THERE WERE TWO INSTANCES WHERE MEN HAD COME ABOARD IN THE RATE OF SECOND CLASS PETTY OFFICER AND ADVANCED TO WARRANT RANK. MORE THAN 50 TRAINED OFFICERS HAD LEFT TO SERVE ON BOARD OTHER SHIPS OF THE FLEET.

ONLY FOUR OF THE ORIGINAL COMMISSIONING OFFICERS REMAINED ON BOARD AND LESS THAN 50 MEMBERS OF THE CREW WHO REPORTED ON JUNE 2, 1941, WERE STILL SERVING ON THE LONG ISLAND BEFORE BEING DECOMMISSIONED ON APRIL 12, 1946.

ALMOST 20 MEN HAD BEEN ADVANCED FROM ENLISTED STATUS TO WARRANT OR COMMISSIONED RANK, ALL OF WHICH TOOK PLACE IN THE SECOND YEAR OF THE LONG ISLAND'S SERVICE. ABOUT 10 MORE MEMBERS OF THE CREW WERE SIMILARLY ADVANCED BUT ADVANCEMENTS WERE EFFECTED AFTER THEY HAD BEEN TRANSFERRED FROM THE SHIP. EARLY IN THE WAR, THE LONG ISLAND SERVED AS A TRAINING SHIP FOR FLEDGLING PILOTS. FRESH FROM ADVANCED TRAINING ASHORE, NAVAL AVIATORS BOARDED THE CARRIER AND WERE SCHOOLED IN CARRIER OPERATIONS. LATER ON SHE HAD TRANSPORTED OVER 2,000 REPLACEMENT PLANES TO VARIOUS PACIFIC OUTPOSTS.

THE LONG ISLAND HAS LOST MANY A MAN -- BUT ALL WERE LOST BY TRANSFERS, AND HER LOSSES WERE THE GAIN OF THE FLEET!

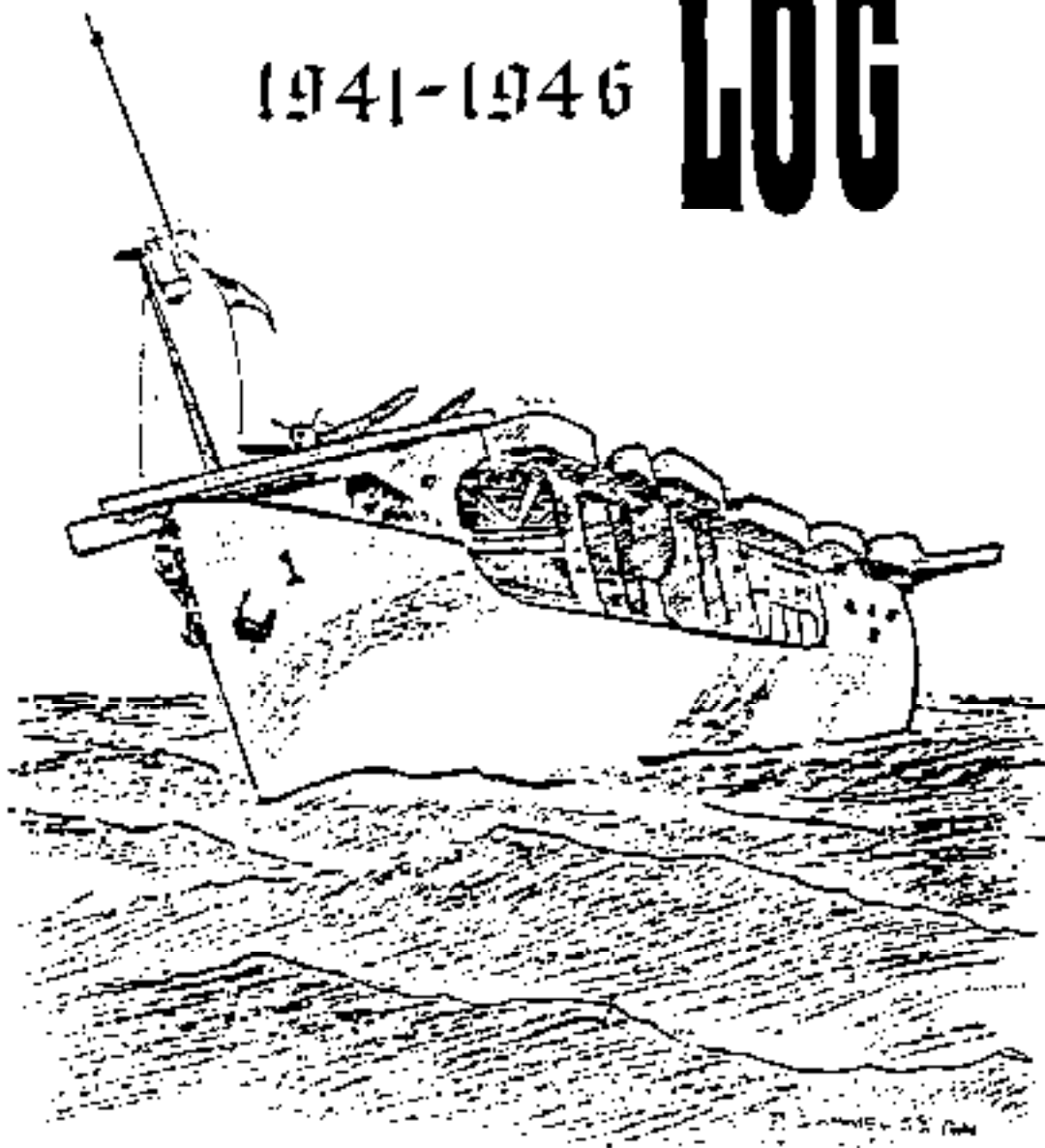


(Official USN Photo) USS CHARGER CVE-30

U.S.S. LONG ISLAND

1941-1946

LOG



LONG ISLAND LOG1947

<u>P O R T S</u>	<u>ARRIVED</u>	<u>DEPARTED</u>
Newport News, VA	Mar. 18	June 2
Portsmouth, VA (L.I. Com- missioned)	June 2	June 22
Norfolk, VA	June 22	June 30
Lynnhaven Roads, VA	July 1	July 3
Norfolk, VA	July 4	July 7
Chesapeake Bay Area	July 7	July 13
Portsmouth, VA	July 14	July 15
Norfolk, VA	July 16	July 19
Hampton Rds. & Chesapeake Bay	July 19	July 20
Norfolk, VA	July 20	July 26
Bermuda	July 27	Aug. 1
Cape Cod Bay	Aug. 4	Aug. 11
Provincetown, MA	Aug. 12	Aug. 13
Nova Scotia Area	Aug. 14	Aug. 15
Philadelphia, PA	Aug. 17	Aug. 23
Bermuda	Aug. 27	Aug. 28
Bermuda, Dakar, Africa Area		
Bermuda	Sep. 9	Sep. 9
Hampton Rds. & Chesapeake Bay	Sep. 12	Oct. 13
Portsmouth, VA	Oct. 14	Oct. 19
Norfolk, VA	Oct. 19	Oct. 23
Newport News, VA	Oct. 24	Oct. 25
Hampton Rds, VA Area	Oct. 26	Oct. 28
Newport News, VA	Oct. 28	Oct. 29
Norfolk, VA	Oct. 30	Nov. 10
Hampton Rds. VA	Nov. 11	Nov. 12
Norfolk, VA	Nov. 13	Nov. 14
Lynnhaven Rds., VA	Nov. 14	Nov. 15
Norfolk, VA	Nov. 15	Nov. 18
Hampton Rds. VA	Nov. 18	Nov. 19
Bermuda, Grass Bay Harbor	Nov. 22	Dec. 23
Norfolk, VA	Dec. 25	Dec. 27
Portland, ME	Dec. 30	Dec. 30

1942

<u>P O R T S</u>	<u>ARRIVED</u>	<u>DEPARTED</u>
Argentia, Newfoundland	Jan. 3	Jan. 14
Portland, ME	Jan. 25	Jan. 27
Hampton Rds, VA Area	Jan. 31	Feb. 16
Portsmouth, VA	Feb. 16	Mar. 10
Chesapeake Bay Area	Mar. 10	May 6
Norfolk, VA	May 6	May 9
San Juan, Puerto Rico, Cristobal, Canal Zone,		
Balboa, Canal Zone	May 20	May 20
San Diego, CA	June 1	June 2
Alameda, CA		June 6
San Francisco, Midway Area		
San Francisco, CA		June 18
San Diego, CA	June 26	July 9
Pearl Harbor	July 16	July 23
Palmyra, Island	July 26	July 26
Pearl Harbor	Aug. 2	Aug. 3
Crossed "Line" (Equator)- First Time	Aug. 7	Aug. 7
Suva, Fiji Islands	Aug. 14	Aug. 15
Esperanto Santos, New Hebrides	Aug. 19	Aug. 19
Guadalcanal, Solomon Is.	Aug. 20	Aug. 20
Suva, Fiji Islands	Aug. 21	Aug. 26
EFate (Vile) New Hebrides		Aug. 29
San Diego, CA	Sep. 21	Sep. 25
San Diego, CA Area	Sep. 25	Oct. 25
Pearl Harbor	Nov. 1	Nov. 5
San Diego, CA	Nov. 13	Nov. 14
San Francisco, CA	Nov. 17	
Alameda, CA		Nov. 19
Mare Island, CA	Nov. 19	Dec. 21
San Francisco, CA	Dec. 22	Dec. 23
San Diego, CA	Dec. 25	Dec. 31

1943

<u>P O R T S</u>	<u>ARRIVED</u>	<u>DEPARTED</u>
San Diego, CA		Feb. 12
Pearl Harbor	Feb. 18	Feb. 22
Suva, Fiji Islands	Mar. 6	Mar. 7
New Hebrides	Mar. 8	Mar. 11
San Diego, CA	Mar. 29	Apr. 9
Pearl Harbor	Apr. 15	Apr. 16
Palmyra Island	Apr. 19	Apr. 19
Pago Pago, Samoa	Apr. 25	Apr. 27
Espiritu Santo, New Hebrides	May 2	May 6
Pearl Harbor	May 16	May 18
San Diego, CA	May 26	May 28
Alameda, CA	May 30	May 31
Pearl Harbor	June 7	June 9
Alameda, CA	June 16	June 18
Pearl Harbor	June 24	June 28
Canton, Phoenix Islands	July 3	July 5
Palmyra, Line Islands	July 8	July 9
Pearl Harbor	July 11	July 13
San Diego, Destroyer Base	July 20	Aug. 2
Pearl Harbor	Aug. 9	Aug. 10
Pago Pago, Samoa	Aug. 17	Aug. 18
Espiritu Santo, New Hebrides	Aug. 23	Aug. 26
Alameda, CA	Sep. 11	Sep. 13
San Diego, CA	Sep. 15	Sep. 17
Pearl Harbor	Sep. 24	Sep. 26
Alameda, CA	Oct. 12	Oct. 10
Brisbane, Australia	Nov. 1	Nov. 2
Noumea, New Caledonia	Nov. 5	Nov. 6
Oakland, CA, Pier #4	Nov. 24	Nov. 27
Bremerton, WA (Navy Yard)	Dec. 1	

Where is Eniwetok? It's an atoll in the South Pacific at the northwestern end of the Ralik Chain of islands, northwest of the Marshall Islands. It is a circular atoll made up of 40 small islands that surround a 25 mile lagoon.

1944

<u>P O R T S</u>	<u>ARRIVED</u>	<u>DEPARTED</u>
Bremerton, WA		Feb. 17
Alameda, CA	Feb. 20	Feb. 22
Pearl Harbor	Feb. 29	Mar. 6
Espiritu Santos, New Hebrides	Mar. 17	Mar. 19
Funa Futi, Ellice Islands	Mar. 21	Mar. 22
Pearl Harbor	Mar. 30	Apr. 3
San Diego, CA	Apr. 10	Apr. 16
Pearl Harbor	Apr. 23	Apr. 27
Majuro, Marshall Islands	May 4	May 5
Eniwetok, Marshall Is.	May 8	May 10
Kwajalein, Marshall Is.	May 12	May 13
Pearl Harbor	May 21	May 23
San Francisco, CA	May 29	May 31
Alameda, CA	May 31	June 10
Pearl Harbor	June 15	June 13
Majuro, Marshall Islands	June 25	June 30
Pearl Harbor	July 5	July 8
Alameda, CA	July 14	July 15
San Diego, CA	July 17	July 21
Pearl Harbor	July 28	July 31
San Diego, CA	Aug. 6	Aug. 9
Espiritu Santos, New Hebrides	Aug. 24	Aug. 28
Piuch Haven, New Guinea	Sep. 3	Sep. 3
Manus, Admiralty Islands	Sep. 4	Sep. 9
Pearl Harbor	Sep. 22	Sep. 23
San Diego, CA (Destroyer Base)	Sep. 30	Oct. 15
Pearl Harbor	Oct. 21	Oct. 22
Eniwetok, Marshall Is.	Oct. 30	Oct. 30
Saipan, Marianas Islands	Nov. 2	Nov. 2
Guam, Marianas Islands	Nov. 3	Nov. 5
Eniwetok, Marshall Is.	Nov. 9	Nov. 10
Majuro, Marshall Islands	Nov. 12	Nov. 12
Pearl Harbor	Nov. 17	Nov. 19
Roi, Marshall Islands	Nov. 28	Nov. 27
Majuro, Marshall Islands	Nov. 28	Nov. 30
Pearl Harbor (3rd year in war)	Dec. 4	Dec. 7
San Diego, CA	Dec. 14	Dec. 17
Pearl Harbor	Dec. 24	Dec. 28

1945

<u>P O R T S</u>	<u>ARRIVED</u>	<u>DEPARTED</u>
Manus, Admiralty Islands	Jan. 7	Jan. 10
Pearl Harbor	Jan. 20	Jan. 22
San Francisco, CA Pier 25	Jan. 28	Feb. 14
Pearl Harbor	Feb. 21	Feb. 23
Guam, Marianas Islands	Mar. 6	Mar. 8
Ulithi, Caroline Islands	Mar. 9	Mar. 12
Pearl Harbor	Mar. 23	Mar. 26
Guam, Marianas Islands	Apr. 6	Apr. 7
Manus, Admiralty Islands	Apr. 10	Apr. 11
Guadalcanal, Solomon Is.	Apr. 14	Apr. 16
Manus, Admiralty Islands	Apr. 19	Apr. 22
Guam, Marianas Islands	Apr. 25	Apr. 27
Pearl Harbor	May 7	May 8
Alameda, CA	May 14	May 16
Pearl Harbor	May 24	May 26
Alameda/San Francisco, Pier 25	June 1	June 19
Pearl Harbor	June 25	June 26
Roi, Marshall Islands	July 2	July 4
Samar, Philippine Is.	July 11	July 12
Guam, Marianas Islands	July 16	July 17
Pearl Harbor	July 27	July 28
Alameda, CA	Aug. 4	Aug. 9
<u>A-BOMB DROPPED-AUG. 6</u>		
<u>WAR OVER WITH JAPS</u>	Aug. 14	
Pearl Harbor	Aug. 16	Aug. 19
Eniwetok, Marshall Is.	Aug. 27	Aug. 28
Ulithi, Caroline Islands	Sep. 1	Sep. 4
Samar, Philippine Is.	Sep. 7	Sep. 9
Guam, Marianas Islands	Sep. 13	Sep. 15
(Big Typhoon)		
Pearl Harbor	Sep. 24	Sep. 27
Alameda/Frisco, Pier 33		
Moore Dry Dock, Oakland	Oct. 3	Oct. 25
Pearl Harbor	Oct. 31	Nov. 1
Alameda, CA	Nov. 7	Nov. 11
Tokyo Bay, Japan Tokyo, Yokosuna	Nov. 26	
Moved to Yokosuna	Nov. 29	
Leave Tokyo Bay		Dec. 1
San Pedro, CA	Dec. 15	Dec. 15

1945-continued

<u>P O R T S</u>	<u>ARRIVED</u>	<u>DEPARTED</u>
San Diego, CA	Dec. 15	Dec. 19
Pearl Harbor	Dec. 26	Dec. 27

1946

San Pedro, CA	Jan. 4	Jan. 10
Tacoma, WA	Jan. 14	
Leave Tacoma, WA for Seattle, WA		Feb. 25
Puget Sound, <u>Long Island</u> Decommissioned	Mar. 26	

FREQUENT "FLYER" TRIPS

(Ports visited 6 times or more)

- o Pearl Harbor - 31 times
- o San Francisco Bay Area - 18 times
- o San Diego Area - 15 times
- o Norfolk - 10 times
- o Marshall Islands - 10 times (Eniwetok,
Majuro, Kwajalein, RMI)
- o Espiritu, New Hebrides - 7 times
- o Marianas Islands - 6 times (Guam)

COMMANDING OFFICERS OF THE USS LONG ISLAND

- * Capt. D. B. Duncan, USN - July, 1941
- * Capt. J. J. Bellentina, USN - Jan. 1942
- * Capt. J. J. Banner, USN - May, 1942
- * Capt. James H. McKay, USN - Feb. 1943
- * Capt. E. O. McDonnell, USN - July, 1944
- * Comdr. W. M. Nation, USN - Dec. 1944
- * Capt. Lex L. Block, USN - August, 1945

ANCHORS AWEIGH

DURING THE LONG ISLAND'S FIRST YEAR OF COMMISSION, SHE TRAVELED 39,263 MILES AND ALMOST DOUBLE THAT FIGURE IN THE SECOND YEAR, MAKING A TOTAL OF MORE THAN 80,000 MILES TRAVELED--MORE THAN FOUR TIMES AROUND THE WORLD.

ALMOST HALF OF THE SHIP'S FIRST TWO YEARS OF SERVICE WAS SPENT UNDERWAY STEAMING 231 DAYS OUT OF 288 DAYS in 1944. TOTAL SEA MILES TRAVELED DURING ITS NAVY TENURE, FROM 1942 THROUGH 1946, WAS OVER 175,000 MILES--EQUIVALENT TO ABOUT 15 TIMES AROUND THE WORLD. FEW NAVY SHIPS CAN BOAST OF SUCH AN IMPRESSIVE RECORD.

PORTS OF CALL

PEARL HARBOR
SUVA, FIJI ISLANDS
ESPIRITO SANTO, NEW HEBRIDES
CANTON, PHOENIX ISLANDS
PALMYRA, LINE ISLANDS
PHOENIX, PHOENIX ISLANDS
PAGO PAGO, SAMOA ISLANDS
BRISBANE, AUSTRALIA
FUNA FUTI, ELLICE ISLANDS
FINCHSHAVEN, NEW GUINEA
MANUS, ADMIRALITIES
ENIWETOK, MARSHALLS
ROI (NAMUR) MARSHALLS
MAJURO, MARSHALLS
SAIPAN, TINIAN, GUAM - MARIANAS ISLANDS
ULITHI, CAROLINES
GUADACANAL, SOLOMONS
NOUMEA, NEW CALEDONIA, LOYALTY
SAMAR, PHILIPPINE ISLANDS
TOKYO, YOKOSUKA, YOKOHAMA, JAPAN

EQUATOR CROSSINGS

(11 TIMES)

Aug. 7, 1942
Feb. 28, 1943
Mar. 10, 1943
Apr. 21, 1943
July 2, 1943
Aug. 14, 1943
Oct. 19, 1943
Mar. 10, 1944
Aug. 21, 1944
Jan. 5, 1945
Apr. 10, 1945

INTERNATIONAL DATE LINE CROSSINGS

(12 TIMES)

Aug. 20, 1943
Oct. 25, 1943
Mar. 14, 1944
June 22, 1944
Aug. 21, 1944
Oct. 26, 1944
Nov. 23, 1944
Dec. 31, 1944
Mar. 29, 1945
June 30, 1945
Aug. 22, 1945
Nov. 19, 1945

DECOMMISSIONING

IN AUGUST, 1945, CAPT. LEX L. BLACK, AN ANNAPOLIS GRADUATE 1920, RETURNED TO TAKE OVER COMMAND OF THE LONG ISLAND. SHORTLY AFTER COMMISSIONING, CAPT. BLACK, THEN A LIEUTENANT AND SQUADRON EXECUTIVE OFFICER, LANDED THE FIRST FIGHTER PLANE AT THE TIME, A BREWSTER BUFFALO F2A-1. IN ADDITION, NAVY F6A & F7-PLANES WERE USED FOR CARRIER CILDT TRAINING. THEY WERE NOTED FOR THEIR SHORT TAKE-OFF AND LANDING ABILITY ON THE SMALL FLATTOP BACK IN 1941.

THE LONG ISLAND WAS DECOMMISSIONED MARCH 26, 1946 AT THE BUJET SOUND NAVAL SHIPYARDS. SHE WAS STRUCK FROM THE FLEET APRIL 14, 1946.

RECONVERSION - A "NEW" CARGO SHIP

ON APRIL 24, 1947 SHE WAS SOLD TO THE ZIDELL SHIP DISMANTLING CO., PORTLAND, OREGON FOR THE PURPOSE OF SCRAPPING. THIS WAS NOT TO BE. THE OLD WARRIOR STILL HAD SOME LIFE LEFT IN HER. ON MARCH 12, 1948 SHE WAS DESTINED TO BE RECONVERTED FOR THE SECOND TIME BACK TO A MODERN CARGO SHIP. THE EXTENSIVE \$12 MILLION RECONVERSION JOB WAS UNDER CONTRACT BY THE ALSTNA ENGINE & MACHINE WORKS, PORTLAND, OR. FOR THE CARIBBEAN LAND & SHIPPING CORP.

THE SHIP UNDERWENT A MAJOR TRANSFORMATION IN PORTLAND WHICH TOOK NINE MONTHS TO COMPLETE. THE ENTIRE FLIGHT DECK, ELEVATOR, SUPPORT STANCHIONS, AND TROOP ACCOMMODATIONS WERE REMOVED. 2600 TONS OF CONCRETE BLOCKS COVERED WITH A LAYER OF CONCRETE IN SEVERAL OF THE BOTTOM HOLDS (USED FOR THE PURPOSE OF BALANCING THE TOP HEAVY SHIP) WERE ALSO REMOVED. THE ENTIRE SUPERSTRUCTURE WAS COMPLETELY REBUILT, ALL ENGINES AND MACHINERY OVERHAULED AND THE HULL PAINTED WHITE.

THE SHIP'S INTERIOR CONTAINED BEAUTIFUL WOOD paneled QUARTERS FOR 12 PASSENGERS, ATTRACTIVE CREW QUARTERS AND FIRST CLASS DINING SALONS FOR BOTH OFFICERS AND CREW. THE PANELED PASSENGER SALON AND READING ROOM WAS FLANKED BY AN ATTRACTIVE CASSEU-IN LOCKTAIL BAR.

THE "NELLY"

UPON COMPLETION ON JANUARY 30, 1949, THE SHIP ENTERED THE IMMIGRANT SERVICE WITH AUSTERITY ACCOMMODATIONS TO CARRY 1300 DISPLACED PERSONS FROM GERMANY TO AUSTRALIA UNDER THE INTERNATIONAL REHABILITATION ORGANIZATION OF THE UNITED NATIONS. THE VESSEL CARRIED THE NAME "NELLY", NAMED AFTER THE WIFE OF ONE OF THE OWNERS OF THE CARIBBEAN LAND & SHIPPING CO.

RENAMED "SEVEN SEAS"

IN 1953 SHE WAS NAMED SEVEN SEAS AND IN 1956 WAS PURCHASED BY THE NEWLY FORMED EUROPE-CANADA LINE (A GERMAN SUBSIDIARY OF THE HOLLAND AMERICA LINE) AND AFTER A REFIT, COMMENCED NORTH ATLANTIC SERVICE TO THE USA AND CANADA. SHE COULD CARRY 20 FIRST AND 987 TOURIST CLASS PASSENGERS. THE VESSEL ALSO MADE SOME EDUCATIONAL CRUISES AND IN 1963 HAD PARTIAL AIR-CONDITIONING INSTALLED.

SHE RETURNED TO THE AUSTRALIAN RUN IN MARCH, 1965. THIS LASTED ONLY 18 MONTHS. IN SEPTEMBER, 1966 SHE WAS AGAIN SOLD TO BECOME A STUDENT'S HOSTEL AT ROTTERDAM, OWNED BY THE UNIVERSITY OF ROTTERDAM. SUBSEQUENTLY THE SHIP PASSED TO VEROLME UNITED SHIPYARDS, BECOMING A HOSTEL FOR THEIR FOREIGN SHIPYARD WORKERS. IN MAY, 1977 SHE WAS TOWED TO GHENT, BELGIUM FOR SCRAPING.