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Logs of the President's Trips: Inspection Trip to the Pacific, July-August 1944

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Inspection Trip to the Pacific, July-August 1944

[Part 1 of 3]

ORIGINAL RETIRED FOR PRESERVATION

LOG OF THE PRESIDENT'S INSPECTION TRIP TO THE PACIFIC



July - August 1944

THE WHITE HOUSE,
WASHINGTON

March 16, 1945.

M E M O R A N D U M

The President has authorized that you be given a personal copy of the following described logs of his official travels.

The President directs that for the present, and until the termination of the war, these logs be considered in a "RESTRICTED" status; that none of the material contained in the logs shall be used for republication in any form; or that the contents be discussed so that quotations may be used for publication.

WILSON BROWN,
Vice Admiral, U.S.N.,
Naval Aide to the President.

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THE PRESIDENT'S PARTY

The President

Admiral William D. Leahy, U.S.N.
 Vice Admiral Ross T. McIntire, (MC), U.S.N.
 Rear Admiral Wilson Brown, U.S.N.
 Major General Edwin M. Watson, U.S.A.
 Captain Chester C. Wood, U.S.N.
 Lieut-Commander Howard G. Bruenn, MC-V(S), U.S.N.R.
 Lieut-Commander George A. Fox, (HC), U.S.N.
 Lieutenant Robert H. Myers, U.S.N.R.
 Lieutenant (j.g.) William M. Rigdon, U.S.N.
 C.W.O. Albert M. Cornelius, U.S.A.
 C.B.M. John H. Green, U.S.N.
 C.Std. Arthur H. Prettyman, U.S.N. (Ret.)
 Fala.

Mrs. John Boettiger,	Washington to Hyde Park; Seattle to Washington.
Mrs. Franklin D. Roosevelt,	Hyde Park to San Diego.
Judge Samuel I. Rosenman,	Washington to Honolulu.
Mr. Elmer W. Davis,	Washington to Honolulu.
Miss Grace G. Tully,	Washington to San Diego; Seattle to Washington.
Mrs. Dorothy Brady,	Washington to San Diego; Seattle to Washington.
Miss Malvina C. Thompson,	Hyde Park to San Diego.
Mr. Dewey Long,	Washington to Honolulu; Seattle to Washington.
Mr. John Cook,	Washington to San Diego; Seattle to Washington.
Major DeWitt Greer, U.S.A.,	Washington to San Diego; Seattle to Washington.
W.O. Hubert Caldwell, U.S.A.	Washington to San Diego; Seattle to Washington.

News Correspondents

Mr. Merriman Smith (U.P.) Mr. Howard Fleiger (A.P.) Mr. Robert Nixon (I.N.S.)

Photographers' Pool

Mr. Hugo Johnson Mr. Al Oeth Mr. George Skadding

Radio Pool

Mr. Carlton Smith Mr. Clyde Hunt Mr. J. M. Whitman

Mr. D. L. Moorman, G.P.A., Baltimore and Ohio R.R. Co. - Washington to
 San Diego - Seattle to Washington.
 Mr. Herbert Harwood, G.P.A., New York Central - Washington to Chicago.
 Mr. Charles Jernigan, G.P.A., Rock Island R.R. - Chicago to San Diego.

THE PRESIDENT'S PARTY (continued)Secret ServiceWith President throughout entire trip:

Assistant Chief James J. Maloney.

Assistant Supervising Agent Guy H. Spaman.

Agents: Charles W. Fredericks.

Edmund J. Waters.

John A. Marshall.

Roland M. Savage.

Andrew G. Daigle.

George A. Schnellbach.

John T. Gorham.

Washington to San Diego and Seattle to Washington:

Agents: Howard S. Anderson.

James H. Griffith.

Gerald A. Behn.

Roger Williams.

Vernon D. Spicer.

Elmer R. Hipsley.

Neil Shannon.

Robert R. Hastings.

Daniel J. O'Driscoll.

In advance of President and at points indicated:At Honolulu and Seattle to Washington:

Supervising Agent Michael F. Reilly.

Agents: Burrill A. Peterson.

James J. Rowley.

Frank B. Wood.

Robert Lowery.

At San Diego, Kodiak, and Seattle to Washington:

Agent Rubert E. Holmes.

At Adak and Seattle to Washington:

Agent James M. Beary.

At Adak, Kodiak and Seattle to Washington:

Agent John E. Campion.

Messmen

Alfred Orig, CCK, USN.

Sotero Abiba, CSt, USN.

Mariano Floresca, CCK, USN.

Celedonio Ordon, CCK, USN.

Pio Estrada, CSt, USN.

Federico Calinao, CSt, USN.

Silvestre Brazal, CSt, USN.

Amando Custodio, CSt, USN.

ITINERARY

<u>Arrived</u>	<u>Place</u>	<u>Departed</u>
-----	Washington, D.C.	2245, 13 July 1944
0900, 14 July	Hyde Park, N.Y.	1800, 14 July.
1220, 15 July	Chicago, Illinois	1415, 15 July.
0200, 19 July	San Diego, California	0013, 22 July.
1500, 26 July	Pearl Harbor, T.H.	1930, 29 July.
1029, 3 August	Adak, Alaska	1949, 4 August.
1154, 7 August	Kodiak, Alaska	1930, 7 August.
0951, 9 August	Auke Bay, Alaska	2110, 9 August.
1625, 12 August	Puget Sound Navy Yard	1755, 12 August.
1900, 12 August	Seattle, Washington	2030, 12 August.
1700, 15 August	Minneapolis, Minn.	1745, 15 August.
0630, 16 August	Chicago, Illinois	0730, 16 August.
0600, 17 August	Washington, D.C.	-----

ORIGINAL RETIRED FOR PRESERVATION



Pearl Harbor: Admiral Nimitz looks on as two old friends reminisce.

FOREWORD

By Rear Admiral Wilson Brown, U.S.N.

- When the President left Washington on July 13, 1944 the world war situation might be summed up briefly as follows:

(a) NORMANDY. In spite of the worst June weather for many years, the beachhead in Normandy had not only been firmly secured but troops and supplies had been landed at rates that established an assured future local superiority; the harbor of Cherbourg was in our possession; decisive superiority in the air and in motorized divisions were destroying enemy reserves more rapidly than they could be thrown into combat. We had carried out our promise to the Russians to establish a second front.

The recent visit of General de Gaulle to Washington gave some promise of better cooperation with the French Liberation Committee, although British and American press continued to criticise our non-recognition policy. Some few individual writers were beginning to point out that General de Gaulle appeared to be more interested in his own political future than in driving the Germans out of France.

(b) MEDITERRANEAN. Allied armies were still pursuing the retreating German armies in Northern Italy. The Germans were believed to be preparing a strong line north of Florence and Pisa for a final stand. The Prime Minister had urged strongly that we abandon the so-called ANVIL operation (an attack on the southern coast of France) in order that our amphibious forces might be available to press attacks in the northern Adriatic. He had reluctantly agreed to continue to prepare for ANVIL in compliance with our promise to the Russians at Teheran and in furtherance of the strategic ideas of General Eisenhower and of our Joint Chiefs of Staff. General Wilson had been directed to make every effort to deliver ANVIL attack by mid-August.

(c) RUSSIAN FRONT. The greatest gamble in all history had been taken when Roosevelt and Churchill and their advisers decided that they could trust Stalin's promise to coordinate his attack with ours. Half-hearted support of our Normandy landing might have cost us all of the men

and equipment that had been thrown into France. Some pessimists feared that the Russians might not carry out their part of the 1944 assault. Although the Russian drive began slowly in late June, by July 13th it had increased steadily in power and effectiveness and was on that date underway along the entire front with a momentum and drive that appeared irresistible. It appeared to many, both among the Allies and among the neutrals, that the final destruction of Germany was certain and that it would be accomplished within the year 1944. The much vaunted secret robot weapon was causing a distressing loss of life and property in England but this destruction was not believed seriously to threaten the total Allied war effort.

(d) CHINA, BURMA AND INDIA. The Japanese thrust at India through Burma had been blocked by the combined forces of Mountbatten. The Japanese were in full retreat and, after having suffered serious loss there, General Stilwell's investment of Myitkyina assured for the time being a continuance of our air supply into China. The Japanese effort to establish a line of supplies between North and South China was meeting with very ineffective opposition by the Chinese and all reports indicated a complete lack of cooperation between the Northern Communist Chinese and the forces of Generalissimo Chiang. In a desperate effort to pull various conflicting forces of China together President Roosevelt, on the advice of the Joint Chiefs of Staff, had urged Chiang to place General Stilwell in command of all operations, political and military, in China. This recommendation had apparently been favorably received but had not as yet been put into effect.

(e) PACIFIC. Except for the weakening of the Allied position on the mainland of China our combined operations in other parts of the Pacific had proceeded with gratifying success. The capture of Saipan and Guam seemed assured. All of New Guinea had been recaptured except for isolated pockets of Japanese resistance. The bombing of the mainland of Japan from Saipan and China was already beginning. Our submarines and powerful carrier task forces were steadily destroying the Japanese merchant marine and such parts of her navy as risked leaving port. The decision as to the nature of further major operations against Japan was still under discussion. A meeting between the President, General

MacArthur and Admiral Nimitz was therefore one of the very greatest importance. The possibility that Russia might give us the use of her Siberian ports and airfields in the near future also gave special importance to the President's visit to the Aleutians and to Alaska.

(f) During the five weeks of the President's absence from Washington the following occurred:

- (1) The President was nominated on July 20th by the Democratic Party for a fourth term with Senator Truman as nominee for Vice President.
- (2) The Russians captured Riga and invested Warsaw.
- (3) The American troops in Normandy captured Brittany, thereby denying to the Germans the use of the ports of Brest, St. Nazaire and Lorient, while making those ports open to attack. Their use for further direct disembarkation of American troops on French soil was of great importance to us.
- (4) The complete capture of Saipan, Tinian and Guam with attendant destructive attacks on the Bonins.

THE LOG OF THE TRIP

Thursday, July 13th:

The President left the White House by automobile at 2215; arrived at the Bureau of Engraving siding at 2225 and embarked in his special railroad car. He was accompanied on the drive from the White House by Mrs. John Boettiger, who was to accompany him as far as Hyde Park, and by Admiral William D. Leahy, Vice Admiral Ross T. McIntire, (Medical Corps), and "Fala". Other members of the President's Party who had previously boarded the train were: Judge Samuel I. Rosenman, Mr. Elmer W. Davis, Rear Admiral Wilson Brown, Major General Edwin M. Watson, Captain Chester C. Wood, Miss Grace Tully and Mrs. Dorothy Brady. Also embarked in the train to accompany the President were: Lieutenant Commander Howard G. Bruenn, (Medical Corps), U.S.N.R., Lieutenant Commander George A. Fox, (Hospital Corps), Major DeWitt Greer, Lieutenant Robert H. Myers, U.S.N.R., Lieutenant (junior grade) William M. Rigdon, Chief Warrant Officer Albert M. Cornelius, Warrant Officer Horace M. Caldwell, Mr. Dewey E. Long, Mr. John Cook, Mr. John J. Maloney, Mr. Guy H. Spaman, Mr. Charles W. Fredericks and various other Secret Service Agents, Chief Boatswain's Mate John H. Green, eight messmen from the U.S.S. POTOMAC, Mr. Merriman Smith of the United Press, Mr. Robert Nixon of the International News Service, Mr. Howard Fleiger of the Associated Press, Mr. Carlton Smith, Mr. Clyde Hunt and Mr. J. M. Whitman representing the radio broadcasting pool, Mr. Hugo Johnson and Mr. Al Oeth representing the newsreel pool, and Mr. George Skadding representing the still picture pool. Mr. Dan L. Moorman, representing the Baltimore and Ohio Railroad, and Mr. Herbert Harwood, representing the New York Central Railroad, were also aboard.

The President's train departed the Bureau of Engraving station, Washington, at 2239, joined up with the advance section which had departed the Bureau of Engraving yards fifteen minutes earlier, and at 2245 the combined special train, operating as "Main 985", departed the Virginia Avenue Station, Washington, for Highland, N.Y. (Hyde Park). The train was composed of nine cars -- the President's private car, three compartment-sleepers, one combination club car and sleeper, dining car, radio car and baggage car. It was raining as we left Washington, the first precipitation in several weeks for that area. Our route to Highland took us over the B & O System to Claremont, N.J., and from Claremont to Highland we operated over the New York Central (West Shore Division).

Friday, July 14th - At Hyde Park.

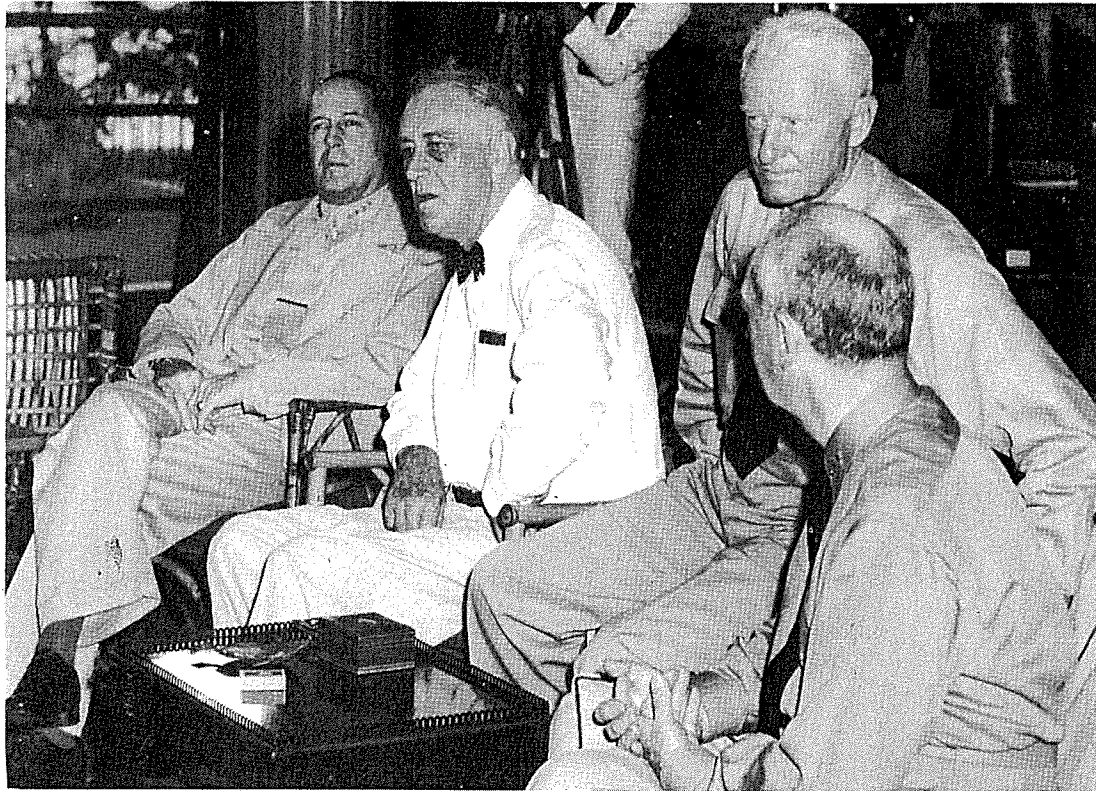
The train arrived at Highland at 0730 and was parked there until 0830 when the President, together with Mrs. Boettiger, Admirals Leahy, McIntire, Brown, General Watson, Mr. Davis, Judge Rosenman, Captain Wood and Lieut-Comdr. Bruenn, left the train to motor to his home at Hyde Park to spend the day. At Hyde Park they were joined by Mrs. Roosevelt. The party breakfasted with the President at Hyde Park and afterwards the President took them to the nearby Franklin D. Roosevelt Library where Miss Margaret Suckley, the Librarian, showed them around, pointing out the numerous exhibits that had arrived at the library since the President's last inspection. From the library the President returned to the Big House. Mrs. Roosevelt took the others to her cottage for a short visit. From here they returned to the Big House at Hyde Park for luncheon with the President and Mrs. Roosevelt. During the afternoon the President rested and later he talked by telephone with Secretary Hull, then in Washington. Mrs. Roosevelt entertained the party at tea at 1700.

The weather at Hyde Park was clear and moderately cool, so that the President and all members of his party fully enjoyed the few hours stop-over there.

Mr. Long, Mr. Cook, Miss Tully, Mrs. Brady, Lt-Comdr. Fox and Lieut(jg) Rigdon moved from the train to Poughkeepsie where they maintained White House Headquarters in the Nelson House Hotel while the President was at Hyde Park. Major Greer and Warrant Officer Caldwell shifted communications headquarters from the train to the estate at Hyde Park from 0800 to 1730, at which time they returned to the train.

At 1800 the President, Mrs. Roosevelt, Admirals Leahy, McIntire, Brown, General Watson, Captain Wood, Judge Rosenman, Mr. Davis, Lt-Comdr. Bruenn and Miss Malvina Thompson left Hyde Park by motor for Highland. The train had been returned to Highland after having been serviced during the day at Kingston. The President and his party arrived on board the train at 1825 and at 1830, exactly on schedule, the train departed Highland. We stopped briefly at Albany, N.Y. (Selkirk Yards) for servicing; thence we proceeded to Chicago, going via Utica, Syracuse, Buffalo, Cleveland, Toledo and Elkhart (New York Central System).

ORIGINAL RETIRED FOR PRESERVATION



The President, his Pacific Commanders and his
Chief of Staff confer at Honolulu.

Saturday, July 15th - Enroute San Diego.

The train arrived at the New York Central (Englewood) Station, Chicago, at 1225. It was switched to the Fifty First Street coach yard (Chicago), where at 1330 (Central Time) it was delivered to the Rock Island Railroad System. Here the train was completely serviced. While being serviced, a special telephone connection was set up for the President in his car and he talked by phone with Mr. Robert E. Hannegan, Democratic National Chairman, who was in Chicago at the time in connection with the forthcoming Democratic convention, due to convene in Chicago on Wednesday, July 19th next. Afterwards Mr. Hannegan and Mr. Edward Kelly, Mayor of Chicago, called on the President in his private car. At 1430 we departed Chicago over the facilities of the Rock Island for Kansas City and points west.

Sunday, July 16th - Enroute San Diego.

We arrived at Kansas City, Missouri, at 0400. Here the train was again completely serviced and inspected. Mail was dispatched to the White House from Kansas City via a postal inspector who met the train there. We departed Kansas City at 0500 for El Reno, Oklahoma.

During the afternoon we passed through several rainstorms, breaking the clear weather that had prevailed along our route since our leaving Washington. It was clear and hot, however, when we arrived at El Reno at 1830. At El Reno we were welcomed by perhaps the largest crowd assembled at any of the several places where our train stopped for servicing. We found these curious crowds despite all the precautions that had been taken to attempt to conceal the identity of our principal passenger. Mrs. Roosevelt was seen through the train window and recognized at several stops and "Fala" made occasional appearances on station platforms for a stretch. These giveaways soon dispelled any question about whose train it was. A gathering of perhaps five hundred folks was on hand at the station in El Reno when we arrived and its number grew rapidly during our one-hour stopover there. At El Reno the train was reserviced and headed westward. At 1930 we were off again, for Tucumcari, New Mexico.

Monday, July 17th - Enroute San Diego.

We arrived Tucumcari at 0745 (Mountain Time), where our train was delivered to the Southern Pacific System and again completely serviced. This done, we departed Tucumcari at 0825 for El Paso, Texas.

We arrived at El Paso at 1714 and remained there for forty minutes for another servicing. While at El Paso a telephone hook-up was made and the President talked by phone with Mr. Hannegan in Chicago and Mr. Harry Hopkins in Washington. A second mail for the White House was despatched from El Paso. We departed El Paso at 1754 for San Diego. Our route was to take us via Douglas, Tucson, Phoenix, Yuma, Calexico and El Centro.

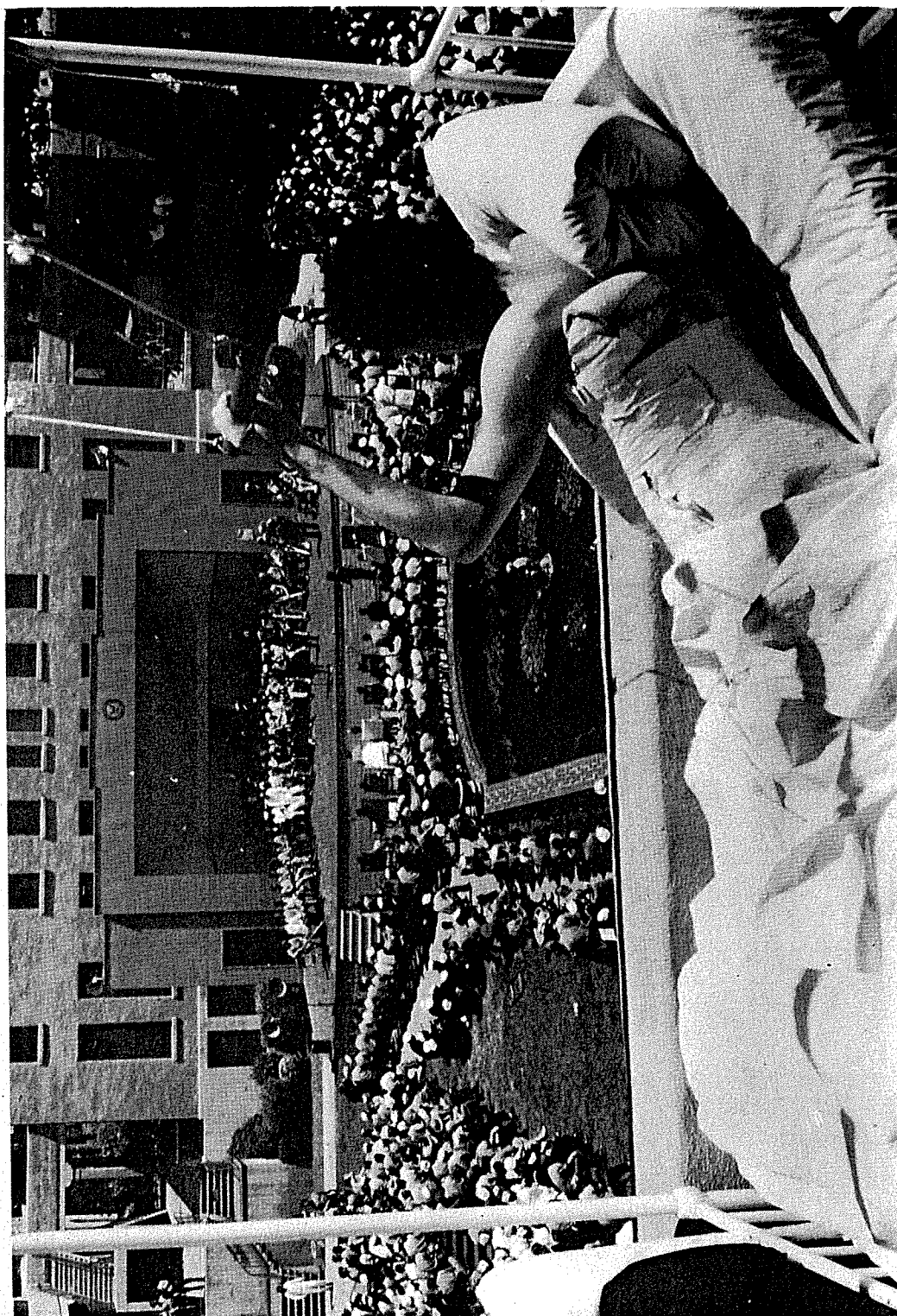
Tuesday, July 18th - Enroute San Diego.

Our train arrived at Fairbanks, Arizona, at 0100 and was parked on a siding there until 0500 so as to afford the railroad operating crew an opportunity to charge the train batteries. The comparatively slow headway that we had made since leaving Chicago had not allowed for this service while enroute. At 0500 we were underway again for Tucson and ultimately San Diego. We stopped at Yuma for servicing. Here a telephone was rigged to the President's car and Mrs. Roosevelt talked to Colonel James Roosevelt in San Diego. At Yuma we encountered the hottest weather of our trip - the official temperature was 112 degrees. We left Yuma at 1530 (Pacific Time), after a thirty minute stopover, and proceeded on to San Diego via what was formerly the "San Diego and Arizona Eastern Railway" line. This is now a part of the Southern Pacific System. The route we followed dips down into Mexico at several points, so that much of our trip from Yuma on was along the northwestern fringe of Old Mexico.

Wednesday, July 19th - At San Diego.

We arrived at San Diego at 0200. Here the train was delivered to the Atchison, Topeka and Santa Fe Railroad and, at 0245, parked on a siding at the nearby Marine Corps Base, on the same location that the President's train occupied when he last visited San Diego - during his inspection tour of the Fall of 1942. The train remained parked here until after the President's departure from San Diego in the U.S.S. BALTIMORE.

Our transcontinental trip was made at a leisurely pace, affording the President opportunity for rest and to work on a speech he planned to deliver while at San Diego. The special train attracted little attention along the route except at El Reno. The trip took us into or across some sixteen states and the country of Mexico -- Maryland, Delaware, Pennsylvania, New Jersey, New York, Ohio, Indiana,



Mrs. Roosevelt at the San Diego Naval Hospital.

Illinois, Iowa, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. Distance traveled, Washington, D. C. to San Diego, Calif., 3422 miles. The route followed, as well as the leisurely pace, gave us all another opportunity to observe some of the evidence of the power and might of our country. The steel mills of Gary (Indiana), the hundreds after hundreds of miles of growing corn and wheat, and the industrial growth of San Diego were awe-inspiring in their magnitude.

At 1100 Major General E. M. Kingman, USMC, Commanding General, Marine Corps Base, San Diego; Major General Price, Commanding General, Fleet Marine Force and Commanding General, Camp Pendleton; Rear Admiral W. L. Friedell, USN, Commandant, Eleventh Naval District; and Rear Admiral R. O. Davis, USN, Commander Training Command, Amphibious Force, Pacific Fleet, called on the President in his private car. These officers departed from the train at 1120.

During the forenoon Mrs. Roosevelt, accompanied by Colonel James Roosevelt, USMCR, visited with the thousands of patients at the San Diego Naval Hospital. Many of these patients were men just back from the fighting in the Marshall and Marianas Islands.

At 1230, the President, Mrs. Roosevelt, Colonel and Mrs. James Roosevelt and Miss Thompson left the Base by motor for Coronado where they lunched with Mrs. John Roosevelt at her home. The party remained at Mrs. John Roosevelt's until 1830 when they moved on to Admiral Davis' residence, at 1517 Ynez Place, Coronado, where Colonel and Mrs. James Roosevelt were hosts at a family dinner. Admiral Davis had made his home available to Colonel Roosevelt for the occasion. After dinner Mrs. Roosevelt and Miss Thompson bade the others goodbye and left for San Diego to entrain for Los Angeles and the East. The President returned to his private car at the Marine Corps Base.

Thursday, July 20th - At San Diego.

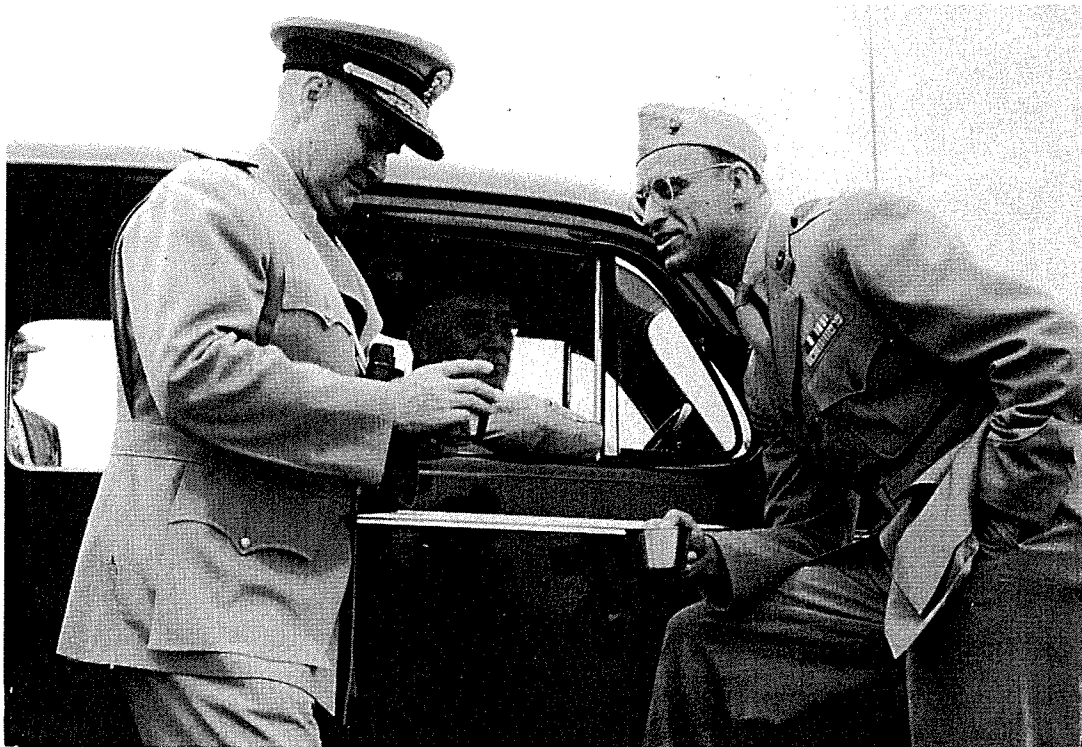
At 0910 the President, accompanied by Colonel James Roosevelt, Admirals Davis, Leahy, McIntire, Brown, General Watson, Captain Wood, Lieut-Commanders Bruenn and Fox,

Lieutenants Myers and Rigdon, left the Marine Corps Base by automobile for a visit to the Amphibious Training Base at Oceanside, California, approximately forty miles north of San Diego. Here the President and his party witnessed a practice amphibious landing exercise conducted by the Fifth Marine Division and Navy-manned amphibious craft. Approximately 5,000 Marines and 3,000 naval personnel were employed in this practice invasion, which was the "graduation test" for the Fifth Marine Division and culminated three months of very intensive amphibious training for them. From time of embarking in the transports to time of "securing the beachhead", three full days are required for this one exercise of their amphibious training. The President saw various craft under test, much of it of the same type as had recently been used in our amphibious landings on the Island of Saipan and still more recently on Guam. The Fifth Marine Division was under the command of Major General K. E. Rockey, USMC, who was on hand at Oceanside to explain for the President the various evolutions and equipment used in the maneuver. General Rockey's men all appeared lean and wiry and exceptionally well trained.

The President's vantage point for viewing this colossal exercise was atop a high bluff overlooking the shore below and this afforded him an excellent and unobstructed view of the miles of beach below which was soon swarming with men and equipment landed via the amphibious craft in wave after wave from the transports which, because of a heavy haze, were barely visible offshore. The LCCs (Landing Craft Control Ships), from which control of the thousands of small craft is maintained once they leave the transports, were also observed for the first time. Because of poor visibility, the air coverage for the landing exercise had to be cancelled.

From this first observation point - at Aliso Canyon, which incidentally was reached after a false start over an extremely dusty trail, the President and his party moved on about a mile northward to a second point on the same bluff overlooking the beach - (Las Flores Canyon), where we watched the unloading of equipment and supplies on the beach. These had been sent in from the transports lying offshore and their safe landing was a part of the exercise conducted by the Fifth Marine Division.

Major General Price was also present during the President's visit to Oceanside. Admiral Brown was particularly interested in this visit as all of the amphibious training activities in the area were started while he was Commander Amphibious Force, Pacific.



At Oceanside, Calif. The President, Rear Admiral Davis and Colonel "Jimmy" observe an amphibious landing maneuver.



The infantry hits the beach.

Colonel Oglesby, USMC, the Chief Instructor of the Troop Training Unit, explained that he has in his organization some seventy six instructors, all of whom have been on duty in the Western Pacific at some time during this war and about 90 percent of whom have participated in actual combat operations. Eighteen instructors are usually sent to field duty with each division of troops completing amphibious training.

A large number of observers, most of them of high rank, was noted at Oceanside. Colonel Oglesby explained that most all of the United Nations now send military observers here to study our training methods and that all observers sent here go through the complete course of training right along with the troops.

The Amphibious Training Base at Oceanside is under the command of Rear Admiral R. O. Davis. Colonel James Roosevelt is the Intelligence Officer on Admiral Davis' staff. Admiral Davis' headquarters is at Coronado. Men of all three services are trained by this organization. The basic training school for Navy and Marine Corps components of the Amphibious Training Command is located at Coronado. The basic school for Army personnel is located at San Luis Obispo, California. The final phases, or advanced phases, of amphibious training for personnel of all three services is conducted at Oceanside. All troops normally embark in the transports at San Diego.

We left Las Flores Canyon at 1050 to return to San Diego. Enroute to San Diego the President motored through the Navy section of the Amphibious Training Base at Oceanside, pausing at several points to observe equipment. Admiral Davis left our party here and we then proceeded on to the Marine Corps Base at San Diego, arriving at the train at 1300. The President had planned to lunch with Mrs. John Roosevelt at her home in Coronado. However, he cancelled this engagement, had lunch on the train and spent the afternoon in his private car resting and listening to the Democratic Convention news as it was broadcast over the radio.

During the afternoon the President received a telegram from Senator Jackson, Convention Chairman, informing him officially of his renomination as Democratic nominee for President.

The President entertained Colonel and Mrs. James Roosevelt and Mrs. John Roosevelt at dinner in his private car this evening. After dinner the President and his party moved

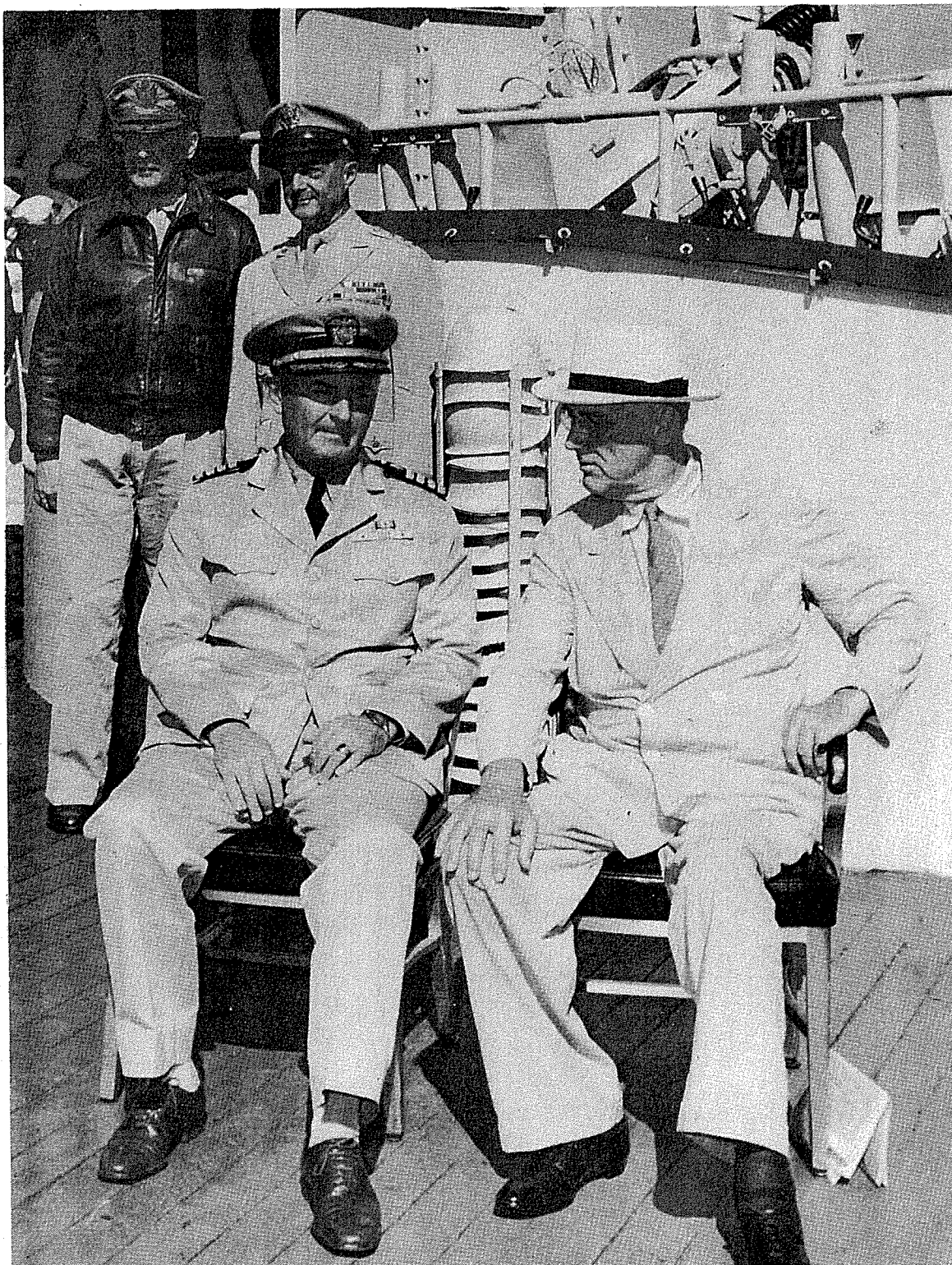
back to an observation car which had been added to the train immediately to the rear of his private car. Here they were later joined by Mr. Davis, Judge Rosenman, Admirals Leahy, McIntire and Brown, General Watson, Captain Wood and Lt-Comdr. Bruenn. At 2020, speaking from this observation car, the President commenced the broadcast of his speech by which he officially accepted the nomination of the Democratic Party as their candidate for the office of President of the United States. His address was completed at 2035. He afterwards re-read some of the highlights of the address for the benefit of the newsreel cameramen.

Friday, July 21st - At San Diego.

At 1100 Major C. H. Bonesteel, U.S.A., Commanding General, Western Defense Command; Major General Courtlandt Parker, U.S.A., Commanding General, Southern California Sector, Western Defense Command; and Brigadier General W. H. Wilbur, U.S.A., General Bonesteel's Chief of Staff, called on the President in his private car. They left at 1130.

At 1530 the President, accompanied by Colonel James Roosevelt and Admirals McIntire and Brown left the Base by auto. The party proceeded first to the San Diego Naval Hospital at Balboa Park. Here the party was greeted by Captain Morton D. Willcutts, Medical Corps, U.S.N., Medical Officer in Command of the Hospital. Captain Willcutts joined the party, riding with the President, and we then drove through the hospital grounds to the officers' ward, where the President paused for a few minutes to chat, from his car, with Lieutenant Colonel Evans F. Carlson, USMCR, famous Marine Raider leader under whom Colonel James Roosevelt served during our raid on Makin Island in early 1942. Colonel Carlson had recently been seriously wounded in the Saipan Campaign. Here too the President met and chatted with Captain Irvine W. Jacobs, Medical Corps, U.S.N., Executive Officer of the Hospital, and Captain Herbert L. Pugh, Medical Corps, U.S.N., Chief of Surgery at the Hospital. The San Diego Naval Hospital is one of our Navy's largest and, located as it is in beautiful Balboa Park, is perhaps our most attractive naval hospital. There were some 9,000 patients at this hospital, the majority of them veterans of recent campaigns in the Central and Western Pacific.

ORIGINAL RETIRED FOR PRESERVATION



Captain Calhoun, of the BALTIMORE, and the President on deck at Pearl Harbor.

ORIGINAL RETIRED FOR PRESERVATION

On leaving the Naval Hospital the party proceeded to Coronado, going via a part of San Diego's busy waterfront and using the San Diego-Coronado ferry. During this particular movement all ferry traffic, except for the President's party, was halted. In Coronado the President visited first the Amphibious Training Center on the Strand just south of the Hotel del Coronado. Admiral Davis met the President here and personally conducted the inspection tour. This is the training center where personnel of the Navy and Marine Corps receive their basic training for amphibious warfare and the President had opportunity to personally observe numerous groups of officers and men engaged in various phases of this training. We left the Amphibious Training Center at 1655.

The party then drove to the home of Mrs. John Roosevelt (848 "J" Avenue, Coronado), where the President stopped for a few minutes to see and say goodbye to his John Roosevelt grandchildren and his daughters-in-law, Mrs. John Roosevelt and Mrs. James Roosevelt.

We arrived at the train at 1730, coming from Coronado via the Ferry and the San Diego waterfront.

At 2100 the President, accompanied by Admirals Leahy and Friedell and "Fala", left his private car at the Marine Corps Base by auto for the U.S.S. BALTIMORE. All other members of his party had preceded him to the BALTIMORE.

At 2117 the President arrived at the Broadway Pier, San Diego, where the BALTIMORE was moored - starboard side to south side of the pier. Admiral Friedell bade the President and his party bon voyage and the President, Admiral Leahy and "Fala" went aboard, using the special brow that had been rigged from the pier level to the main deck of the cruiser. They were welcomed aboard the BALTIMORE by Captain Walter L. Calhoun, U.S.N., her Commanding Officer. By special request of the President, no honors were rendered.

Accompanying the President in the BALTIMORE were the following additional members of his immediate party: Mr. Davis, Judge Rosenman, Admirals McIntire and Brown, General Watson and Captain Wood. The President and members of his party, who were at the gangway to see him aboard, went to their quarters immediately and all were soon comfortably

settled down. The President occupied the Captain's quarters (main deck, starboard side). Admiral Leahy occupied the Flag quarters (main deck, port side). The immediate party messed with the President in his quarters.

Also accompanying the Presidential Party in the BALTIMORE were Lieut-Commanders Bruenn and Fox, Lieutenant Myers, Lieutenant (j.g.) Rigdon, Chief Warrant Officer Cornelius, Mr. John J. Maloney (Assistant Chief of the Secret Service), Secret Service Agents Spaman, Fredericks, Waters, Savage, Gorham, Schnelbach, Daigle, Marshall, Chief Boatswain's Mate Green and Messmen Orig, Estrada, Abiba, Floresca, Ordon, Custodio, Brazal.

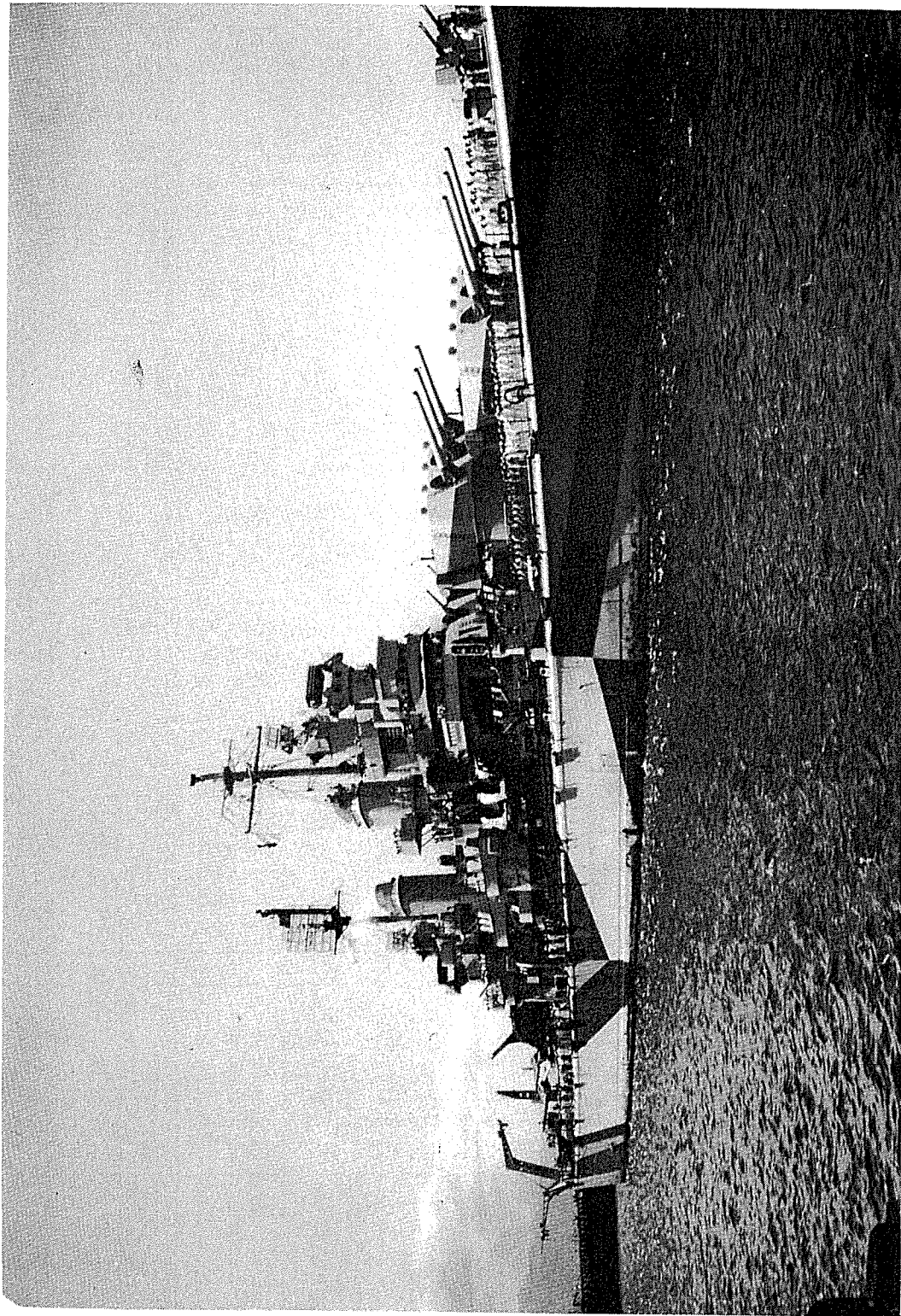
The representatives of the press, radio and newsreels who had been with us since we left Washington did not accompany us beyond San Diego except as noted hereinafter.

During his stay at San Diego the President used the official automobile of the Commandant, Eleventh Naval District (Rear Admiral Friedell) and was chauffeured by Chief Machinist's Mate E. L. Jones, U.S.N., who is the regularly detailed driver for this automobile.

Mail for the White House was dispatched from the train during the afternoon.

Saturday, July 22nd - Enroute Pearl Harbor.

The BALTIMORE unmoored shortly after midnight Friday and at 0013 departed San Diego for Pearl Harbor in company with the destroyers U.S.S. CUMMINGS (DD365), U.S.S. DUNLAP (DD384), U.S.S. FANNING (DD385) and U.S.S. WOODWORTH (DD460). Commander Destroyer Squadron Four (Captain H. P. Smith, U.S. N.) was embarked in the DUNLAP and in tactical command of the escort force. The five vessels operated together as a task group under the command of Captain Calhoun (BALTIMORE). The task group proceeded out of San Diego harbor using various courses and various speeds while conforming to the swept channel. At 0140 the BALTIMORE stopped momentarily and the pilot (Mr. H. G. Johnson) left the ship. At 0345 the task group, now clear of the swept channel, formed cruising disposition and set base course of 243, speed 22 knots.



The Heavy Cruiser BALTIMORE.

ORIGINAL RETIRED FOR PRESERVATION

Throughout the cruise, during daylight hours a pre-arranged zig-zag plan was followed by the task group. From sunset to sunrise all ships were darkened. All war-time cruising conditions were observed.

At 0610 the task group changed base course to 270 degrees.

1200 position and data: Latitude 32-00-00 North; Longitude 121-23-00 West; weather, cloudy and cool with intermittent light rain; sea, moderate swell from north-west; wind, from NW to N, force 3; average temperature 58 (wet bulb reading).

The President spent the entire day in his quarters enjoying the opportunity for a complete rest and relaxation that only a cruise at sea can afford him.

At 2100 the task group reduced speed to 21 knots. At 2400 we set all clocks back one hour to conform to Zone Plus 8 time.

The BALTIMORE (CA68), first of the post-treaty heavy cruisers, was built by the Fore River Shipbuilding Company at Quincy, Mass. She was launched July 28, 1942 and was placed in commission April 15, 1943. There are, or soon will be, eight ships of her class (BALTIMORE, BOSTON, CANBERRA, QUINCY, PITTSBURGH, ST. PAUL, COLUMBUS and DES MOINES). Considerably larger than cruisers built under treaty restrictions, the BALTIMORE's outclass any "heavies" in service in any other navies.

Powered by four General Electric steam turbines, the BALTIMORE can cruise at a top speed of 33.5 knots. She is of 14,500 tons standard displacement and carries a crew of 1,624 (99 officers and 1525 enlisted men - Navy and Marines). She is fitted as a flagship.

The BALTIMORE is commanded by Captain Walter L. Calhoun, U.S.N., and her Executive Officer is Commander F. Monroe, Jr., U.S.N. Both of these officers have been with the BALTIMORE in their present capacity since her commissioning.

The BALTIMORE's armament consists of nine 8"/55 caliber guns in triple mounts; twelve 5"/38 cal. dual purpose guns in twin mounts; 73 barrels of short-range anti-aircraft

weapons (48 40 M.M. guns in quadruple mounts and 25 20 M.M. guns in single mounts); two observation scouting seaplanes and two catapults. Her hangar can accommodate six seaplanes however.

The BALTIMORE joined the Pacific Fleet on October 28, 1943 as a unit of Cruiser Division Ten, and since then has participated with credit in a majority of our offensive actions in the Central Pacific Area. Her engagements include:

- 20 November 1943 - Bombardment of Japanese positions on Makin Island which resulted in the successful occupation by U.S. troops.
- 4-5 December 1943 - Part of a carrier task group which raided Kwajalein Atoll.
- 29 January -
10 February 1944 - Part of a carrier task group during bombing of Wotje Atoll, Maloelap Atoll and Eniwetok Atoll, serving as a covering force during the occupation of Kwajalein Atoll and Eniwetok Atoll.
- 16-18 February 1944 - Part of a carrier task force which made the first bombing attack on Truk Atoll. This attack in addition served as a covering for the occupation of Eniwetok.
- 22 February 1944 - With carrier task force which made the first bombing attack on Saipan and Tinian.
- 30 March to
1 April 1944 - With carrier task force which made the first carrier raid on the Palau Islands, Woleai Island and Yap Island.
- 21-24 April 1944 - Part of the carrier task force participating in the bombing of Hollandia, New Guinea, which also served as a covering action for the landing of U.S. troops.
- 29-30 April 1944 - Part of a carrier task force participating in a carrier raid on Truk Atoll.
- 30 April 1944 - Part of a cruiser task group participating in the first bombardment by naval units of Satawan Island (Carolines).

- 19-20 May 1944 - With carrier task force participating in a bombing raid on Marcus Island.
- 23 May 1944 - Part of carrier task force participating in a bombing raid on Wake Island.
- 11-14 June 1944 - With task force bombing of Guam, Rota, Tinian and Saipan preliminary to landing of U.S. troops on Saipan.
- 15-16 June 1944 - Participated in first carrier task group raid on Iwo Jima, Chichi Jima and Haha Jima (Bonins).
- 19-21 June 1944 - Participated in fleet air action with Japanese task force west of Marianas.
- 23-25 June 1944 - Participated in carrier task group raid on Iwo Jima.

Her skipper and her crew have brought her through all these many offensive missions unscathed and because of the experience thus gained the BALTIMORE is today an even more powerful weapon than she was the day she joined the Fleet.

It is also interesting to note that although in commission but little longer than one year, the BALTIMORE has trained and sent on to other ships of the Fleet a total of 71 officers and 413 enlisted men. This is typical of all ships during the naval expansion of 1943-44, and is even more noteworthy in the case of the BALTIMORE because of the policy of the Navy Department not to transfer officers and men from a newly commissioned ship until the ship has completed its training period and has had some combat duty. Thus the BALTIMORE's turnover in personnel did not begin until December 1943, or just seven months ago.

Sunday, July 23rd - Enroute Pearl Harbor.

We changed course to 248 at 0415 and at 0500 increased speed to 22 knots.

At 1100 the President, accompanied by Admirals Leahy, McIntire, Brown, Captain Wood and Captain Calhoun, attended divine services on the port side of the quarterdeck. The services were conducted by Chaplain (Lieutenant Commander) C. L. Glenn, U.S.N.R.

1200 position and data: Latitude 30-54-00 North; Longitude 131-01-00 West; weather, clear; sea, smooth; wind, light breeze from the North; average temperature 59.

At 1430 we changed course to 250.

During the early morning, about 0230, a radio message was intercepted by the BALTIMORE. It was from the Commander, Hawaiian Sea Frontier and read as follows: "Possible enemy task force located 200 miles north of Oahu. Alert all activities. 231133". As nothing further was heard about it, it was later assumed to be an erroneous report. It was a rather startling reminder, however, that a powerful enemy fleet is still at large in the Pacific and may appear at any point on further surprise missions. Upon arrival at Oahu it was found that one of our air pilots had made the report and that he still believed it to have been correct. It was probably an optical illusion as careful search by other pilots failed to disclose any enemy vessels.

Monday, July 24th - Enroute Pearl Harbor.

1200 position and data: Latitude 27-55-00 North; Longitude 140-09-30 West; weather, clear; sea smooth; wind, from East, force 1; average temperature 69.

During the afternoon the President went to the Flag bridge where he spent several hours enjoying the sun and cool breezes.

At 1605 we sighted the American merchantman S.S. EDWARD COSTIGAN passing us on an opposite course.

This evening the President attended the movies in Admiral Leahy's cabin. "The Mask of Dimitrios" was the picture selected by the President.

At 2100 we changed course to 247. At 2400 we set all clocks back one hour to conform to Zone Plus 9 time.

Tuesday, July 25th - Enroute Pearl Harbor.

1200 position and data: Latitude 24-21-30 North; Longitude 149-09-90 West; weather, clear; sea, smooth; wind, from North, force 4; average temperature 72.

The President spent most of the afternoon on the Flag bridge.

At 1346 we changed course to 249. At 2230 we changed speed to 20 knots. At 2400 we set all clocks back one-half hour to conform to Zone Plus 9½ time. Honolulu being situated near the center of a time zone, uses this split-zone time.