

Diary of Byron A Tietjen  
Served aboard BB57 from May, 1942 to August, 1943  
U.S.S. South Dakota

Came aboard So. Dakota on May 23, 1942. Went through preliminary sea training in Chesapeake Bay starting on June 3. Ended training on July 26. Had leave from July 26 to August 2. Went to Kansas.

August 14, 1942 - Friday ... Left Philadelphia Navy Yard - Destination unknown.

August 15, 1942 - Saturday ... Picked up Destroyers Roman, 407, Keacny 432, Linermore 429. Speed 20 knots, course 170°.

August 16, 1942 - Sunday ... Course, speed same.

August 17, 1942 - Monday... Word was passed, Destination Panama Canal. Course 170, speed 20K.

August 18, 1942 - Tuesday ... Course and speed same - Weather, clear, warm

August 19, 1942 - Wednesday ... Refueled 3 destroyers. Weather clear, Course 170, speed 20K

August 20, 1942 - Thursday ... Changed course to 235. Passed Haiti and Dominion Republic.

August 21, 1942 - Friday ... Speed 20, Course 235. Arrived in Panama at 1630. Refueling Liberty for Sec.3.

August 22, 1942 - Saturday... Entered Canal at 0600. Rainy weather. Scraping sides of canal. Only 1 ft. clearance on either side. Left Canal at 1745. Picked up destroyers Hcenian 485, Lansdown 4186, Landser 487. Course 270 - Speed 20K

August 23, 1942 - Sunday ... Course 270 - speed 20. Changed course - 2

August 24, 1942 - Monday... Course 2 Speed 20. Weather Clear

August 25, 1942 - Tuesday...Cross the equator at Lat Long. 105 - 00 - 00. All pollywogs were initiated. Set condition II

August 26, 1942 - Wednesday... Course 250 speed 20. Destination Tangetaber, a British island about 2,000 miles east of Australia

August 27, 1942 - Thursday... Course 250 Speed 20. Refueled destroyers.

August 28, 1942 - Friday...Course & speed same.

August 29, 1942.- Saturday... Looking for Juneau, a cruiser (AA) which was supposed to have met us. One plane, on landing lost a pontoon and sank. No casualties to personnel. Motor launch turned over and spilled 6 men. The destroyer 486, recovered men.

August 30, 1942 - Sunday... Course and Speed same. Weather cloudy. Set Con. III and II alt.

August 31, 1942 - Monday...Course and Speed same. Fired offset practice at destroyer with 16" - 45 cal. Perfect firing. General Quarters was sounded when we made contact with an unknown ship. We later discovered it was the Juneau.

September 1, 1942 - Tuesday...Course and Speed same. Weather clear. Refueled destroyers.

September 2, 1942 - Wednesday...Course and Speed same. At 2400 last night we contacted and tracked an unknown ship into 1900 yards. Ammunition up. Later found it friendly. We crossed the International dateline. Today is Wednesday, tomorrow is Friday. No Thursday.

September 3, 1942. No such day for us.

September 4, 1942 - Friday...Course 010 Speed 21K. Weather cloudy. We passed one of the Tonga islands. Entered port of Tonga. Refueling and provisioning. Liberty for sec. 2.

September 5, 1942 - Saturday...The island is lousy for liberty.

September 6, 1942 - Sunday...Weather warm and clear. Saratoga, Minneapolis, new Orleans and six destroyers came into harbor. Also the Atlanta. Underway at 1300. At 1400 we struck a reef and tore several great holes in our bottom. This put us out of action so we turned back to port, streaming oil. It is a sad blow to the Pacific Fleet that needed us so badly. The Saratoga must go back to dry dock because a Jap torpedo tore a huge hole in her starboard side.

September 7, 1942 - Monday...The ship is in bad condition. It would have sunk except for her double bottom. Damage estimated at about \$3,000,000. We just heard of the loss of the Quincy, Astoria, the Vincennas and 2 destroyers were trapped and sunk by the Japs in Tulagi. The Australian Cruiser and 6 transports came into port. We are unloading stores and fuel. We won't need them as we must go into dry-dock.

September 8, 1942 - Tuesday...Weather clear. Achilles left.

September 9, 1942 - Wednesday...Refueled the New Orleans.

September 10, 1942 - Thursday...Refueled the David, Dewey, Cummings and Wilson. 125,000 gallons each.

September 11, 1942 - Friday...Finished refueling destroyers. Weather clear.

September 12, 1942 - Saturday...Underway for Pearl Harbor, Hawaii for repairs. Accompanied by the Saratoga, New Orleans and 5 destroyers. Speed 14K, Course 180 till we get away from the reefs.

September 12, 1942 - Saturday...It is the 12<sup>th</sup> again cause we crossed the dateline going east. Course 040, Speed 15.

September 13, 1942 - Sunday...zigzag course, lane course 90. Speed 14. 'Hate to meet the enemy in our condition'.

September 14, 1942 - Monday...Course and Speed same

September 15, 1942 - Tuesday...Course 060 - Speed 13K

September 16, 1942 - Wednesday...Course 060 Speed 14.

September 17, 1942 - Thursday...Course 020, speed 14. At 1830 we made a rapid turn 60° speed increased to 18K. Destroyer made submarine contact and dropped 2 depth charges. No dope on sub's condition.

September 18, 1942 - Friday...Course 000, speed 15. Destroyer made another contact. Dropped 2 depth charges. Last saw destroyer on horizon. It came back later.

September 19, 1942 - Saturday...Course 000, speed 15. Ship had a medical inspection. I notice the morale of the ship has dropped considerably since our accident. We were all willing to go out and fight. I read the Japs have a huge naval force off the Solomon Islands. No doubt we'd have been there to help stop this except for the coral reef.

September 20, 1942 - Sunday... Marjorie Craft's birthday. A great girl. Course 000 (varying with zigzag). Speed 14K. Expect to arrive in Pearl harbor tonight or tomorrow.

September 21, 1942 - Monday...Pulled into Pearl Harbor at 1130. We see the West Virginia's Pennsylvania, Colorado, California, New Mexico, Idaho, Mississippi, Maryland & Tennessee, all Battleships. Also the aircraft carrier Enterprise and Saratoga. We also see the sunken Battleships Arizona, Utah, and Oklahoma. Lots of cruisers and destroyers. We received our first mail today for a month and a half. Only 2 letters for me.

September 22, 1942 - Tuesday...We pulled into dry-dock today. Still don't know the actual extent of our damage.

September 23, 1942 - Wednesday...I went under the ship and saw huge holes torn by corral reef. It must be tuff.

September 24, 1942 - Thursday...Went to Honolulu on liberty. Too many Japs to enjoy it.

September 25, 1942 - Friday...The yard removed screws one and two today.

September 26, 1942 - Saturday...Removed the second shaft today.

October 9, 1942 - Friday...Left dry-dock today. Loading ammunition and stores all day and night.

October 10, 1942 - Saturday...Still loading ammunition and stores. The Enterprise just pulled out. She had 3 bomb hits. The North Carolina and Saratoga are in dry dock with torpedo hits.

October 12, 1942 - Monday...Pulled out of Pearl harbor for test run.

October 13, 1942 - Tuesday...Knocked down 2 radio controlled planes with 5". Also several sleeves. Fire main battery tonight.

October 14, 1942 - Wednesday...Pulled back into Pearl harbor today.

October 15, 1942 - Thursday...All liberty canceled.

October 16, 1942 - Friday...Steamed out of Pearl harbor today with the Enterprise and several destroyers.

October 21, 1942 - Wednesday...Crossed 180o long

October 23, 1942 - Friday...Met the Hornet, Portland, San Juan and other cruisers and destroyers. It is quite a force now.

October 24, 1942 - Saturday...It was announced today that we are to intercept a Japanese force heading for the Solomons. It consists of 2 battleships, 2 aircraft carriers, 2 heavy cruisers, 2 light cruisers, several destroyers and transports. Also nine more in another force.

October 25, 1942 - Sunday...Our force now consists of 1 battleship, 2 carriers, 3 heavy cruisers, 3 light cruisers and 17 destroyers. The Japs are now only about 200 miles northwest of us. We should contact them tomorrow morning.

We are in the Coral sea. It should be quite a day - Hoping! Our torpedo planes took off to harass and attempt to destroy some of those Japanese. We are expecting an air attack at anytime. We will stand on our battle stations all tonight and later.

October 26, 1942. Monday...Late last night at 2036 a Japanese submarine fired two torpedoes at us but missed. It was our first actual encounter. Today at 0630 we set cond. III for breakfast at 0830. General quarters was sounded. 0900 - Our carrier launched planes to attack the Japs. We are flying the flags "We are attacking". 0910 The reports are the Japs have spotted us. They are 150 miles away. 0915 - Slowed speed to 23 knots. 0920 - The enemy have just launched their planes. There are 24 dive bombers approaching. 0958 - The first bomb was launched. We knocked down 44 of them, roughly speaking. We also lost many planes. We are looking for Jap ships now. They are only 150 miles away.

October 28, 1942 - Wednesday...No other contact other than 2 subs. Today we refueled destroyers and took aboard about 300 survivors of the U.S.S. Porter which was put out of commission by a Jap sub and had to be sunk.

October 29, 1942. Thursday...He added for New Caledonia to land survivors and wounded. Sank submarine.

October 30, 1942. Friday...Pulled into New Caledonia today. This morning a destroyer, the Mahan collided with us and was put out of commission. Our starboard side is all beat up.

October 31, 1942. Saturday...Called for the repair ship, "Vestle".

November 1, 1942. Sunday...Vestle is along side repairing the damage done during our collision. Just heard the Hornet sank after another Jap attack at 1800 the 26<sup>th</sup>.

November 4, 1942. Wednesday...The Army picked up an enemy aircraft carrier 80 miles away and we stood General Quarters for half the day.

November 5, 1942. Thursday...No further word of the enemy carrier.

November 6, 1942. Friday...The tanker Sinclair came alongside and refueled us today.

November 7, 1942. Saturday...The converted carrier Nassau (Charger) pulled in today loaded with planes. The carrier itself is terribly small, but it feels good to have it around.

November 8, 1942. Sunday...They are working night and day on the Enterprise which took a bomb.

November 9, 1942. Monday...Received welcome mail today.

November 10, 1942. Tuesday...Still hanging around. Heard another of our ships was torpedoed by a Jap sub around 60 miles out.

November 11, 1942. Wednesday...We pulled out of New Calidonia today and rather suddenly. The Enterprise, Washington and a few cruisers and several destroyers are with us. It is rumored we are to be in position for battle Friday morning (Friday the 13<sup>th</sup>).

November 12, 1942 Thursday...A new broadcast said apparently the American Navy "licked hell" out of the Japs in the battle of Santa Cruz on October 26.

November 13, 1942. Friday...Today may be a big day. I'll take notes as it progresses. At 0825, An Air Contact was made. As it goes:

0828 - General quarters

0835 - Radar reports, Battleship (BB) and 3 destroyers (DD)

0836 - Bogies (unidentified planes) 17 miles

0840 - Bogies 15 miles

0841 - Bogies friendly

0843 - Crews man stations! Director #1 sights ship 006<sup>o</sup> 2 stacks, tall masts

0844 - Plot commence tracking A-270o R-39800

0847 - 3 ships on horizon identified as the Pensacola and 3 DD's.

0849 - A-270o R-35050

0850 - Secure from Gen. Q.

0958 - One of Quad planes sights Jap BB & 500. Dead in the water.

1006 - Plane reports DD's course 310<sup>o</sup> - BB's course 000<sup>o</sup> - Speed 4K and has torpedo in base

BB is of KongsIam. It has 8-14" guns. 16-6" guns and 8-5" guns

1021 - B 17s are attacking the BB.

1043 - A Japanese sub just fired a torpedo at us and missed. It was close. Closing all water tight doors

1102 - The B-17s missed the BB.

1216 - The Jap BB is now making 10 Knots course 280". Just north of Savo Island

1230 - Our force now consists of 1 carrier, 2 battleships (new) 10 destroyers and 4 cruisers (2 heavy, 2 light)

1900 - Orders were just received for the South Dakota, Washington and 4 DD's to proceed to

Guadalcanal. The enterprise and cruisers and 6 DD's have left us.

2020 - Our planes today at about 1400 attacked the Jap BB and last report was it was turning in circles, crippled.

November 14, 1942 Saturday...We are near Guadalcanal now.

0515 - Reveille

0535 - General Quarters. Course 315 Speed 27

0655 - Secure from G.Q for chow.

0750 - General Quarters

0808 - Bogies reported at 260 - 27 miles

0810 - 26 miles

0821 - 21 miles

0824 - Bogies 304<sup>0</sup> 20 miles

0825 - Object visible on horizon at 035<sup>0</sup>

1052 - Set Zed. Submarine

1055 - ALERT! Man all stations

1140 - Secure from General Quarters

1610 - General Quarters. Air contact

1630 - Secure from General Quarters

1949 - Word was just passed we are attacking 12 Japanese transports and several destroyers. We expect to contact them about 2400 (Mid).

2100 - General Quarters. We only have two turrets operating. Our bomb hit on October 26 put #2 out of commission.

2130 - Standing by

2330 - Made contact with unknown vessel. Believe it is what we want.

November 1, 1942 Sunday...(A few minutes later than the last page)

0016 - Opened fire on an invisible target.

Note: I am writing this the same day but later on in the morning. I had no time to write during the battle. Our first salvo hit a Japanese ship but instead of transports we found a very strong force of Jap warships.

They were awaiting us in a course on Savo Island and when the Washington, the South Dakota and the four destroyers went in they opened fire. Our four destroyers were sunk almost immediately. We saw one of them stand on end, burning with the men screaming for us to stop. Of course, we couldn't do it. We fired several salvos and then retired to round the island. The Washington wasn't with us and when we went back the second time they weren't either. On this second time the Japs caught us in a perfect cross-fire. One cruiser illuminated us with a searchlight and got in many fire shots which hit. Of course, lighting us up also revealed his position and we are most positive we sank her with nearly 100-5" shells and many 16". Later inspections of our damage showed a Battleship to have been there firing 14" shells at us. We were outnumbered horribly, especially the second time. We were firing and were under fire about one hour. We lost all power in Plot during the battle, and had to shift to auxiliary.

We don't know the extent of the enemy's damage but are quite certain it was much more than hours. After the fight, looking over the ship, we are beginning to realize some of the horrors of war. I just helped bury 37 men. 6 of them officers. More have died since then. Two of those killed outright were two of my best friends. They were two of the cleanest-living fellows I know. They were inseparable buddies and died together. Also we buried them together if you call the Pacific ocean being together. I do. The things we see now are those we never really read about. They are too horrible to print. No one can realize what they are until they see them. I saw somebody's lung laying out on the deck. Several of the fellows' heads were cut completely off. A few of them were blown into several pieces. It's awful. The decks are just running blood. We just met the Washington. She hasn't a scratch on her. She must've missed it. All together our force must have lost about 1,000 men, counting the crews of the destroyers. We are heading for the Island of new Caledonia again.

November 16, 1942...Monday...Expect to anchor in Noumea tomorrow. Our ship is out of commission. All our radar is out and one of the S.B. directions. We have holes all thru the superstructure and side 8" and 14" shells.

November 17, 1942 ...Tuesday...Pulled into New Calendonias at 1300.

November 20, 1942...Friday...Repair men are patching up the ship making her watertight. We hope we go back to the states but doubt it.

Just listened to the news and heard our sea battle of the 15<sup>th</sup> was as great a sea battle as the world has even seen. The estimate of what our ship alone sank was: 4 cruisers (one of which may have been a battleship), 1 destroyer plus one destroyer and one cruiser had been damaged. We also sank some troop ships but don't know how many. Another estimate says we killed at least 15,600 Japs. Figuring 2,000 men in our crew, that means each of us got about 7 ½ Japanese. The force as a whole (including the day before battle, the 1422) says from 20,000 to 40,000 Japs were drowned. The Washington sank a cruiser (which may have been a battle ship) and damaged others. Admiral Halsey came aboard today and said we were the first American battleship in history to ever see any real action. He said he was proud of us. I hope we're as good as they say we are. Just heard our attack of October 26 was the largest sea-air battle in history too. (5 hours). We may be making history but its no fun and probably no one will believe us if we tell them. Our battle was described as "the Jap's greatest defeat". Our superstructure is just now becoming free of the odor of decayed flesh. I write that because I know other people don't

November 21, 1942...Saturday...The U.S.S. San Francisco and Helena pulled in today. The 'Frisco was all shot up. She really took a beating. I saw a good friend of mine who lives a block from me, joined up 1 week before I, went through school with me and who is on the San Francisco. Dick Patton.

November 25, 1942...Wednesday...We weighed anchor today and then headed for Tongatabin. From there we go to the east coast of the UNITED STATES OF AMERICA!

November 27, 1942...Friday...Anchored off Tongatabin today.

November 28, 1942...Saturday...The Indiana, a sister ship, came in today to relieve us. A few of our men went aboard and gave some information which might prove invaluable in battle. We also transferred a lot of our 20 millimeter guns and ammunition to the Indiana.

November 29, 1942...Sunday...We just read where the Japs admit losing a battleship and having another damaged. The Japs said they sank the major part of our Navy - HA!

November 29, 1942...Sunday...We just crossed the International dateline so its Sunday again.

We know now we are heading for the east coast of the United States via Panama.

February 21, 1943...Sunday...Left Brooklyn Navy Yard at 1045. Anchored off Staten island to load ammunition.

February 22, 1943...Monday...Still loading 16" ammunition

February 23, 1943...Tuesday...Took on 2 million gallons of fuel oil today.

February 25, 1943...Thursday...Got underway today at 1100. Destination, Chesapeake Bay.

February 26, 1943...Friday...Anchored off Norfolk, Virginia at 1300. Loading 5" ammunition.

February 27, 1943...Saturday...Today and for a week, we will practice firing our 5" and 16" guns.

March 6, 1943...Saturday...Pulled into Norfolk Navy yard at Norfolk, Virginia for a limited stay. Second section was granted liberty At 2200 all base and liberty was canceled to be prepared to pull out immediately. Don't know what's up. Loading ammunition until late in the morning.

March 9, 1943...Tuesday...We were told by the Captain we are ready for action again and that we were this time a part of the Atlantic fleet. We get underway for Casco Bay (Portland, Maine) and there we are to meet other war ships to form a task force.

March 10, 1943...Wednesday...Had a submarine alert today. Nothing happened.

March 11, 1943. Thursday...Tonight we ran across one of Germany's "Wolf Packs", a group of 8 or ten subs. The destroyers accompanying dropped depth chargers. Don't know how it came out.

March 12, 1943...Friday...Arrived in Casco Bay at 0800. The "Alabama" (a sister ship) two cruisers, (the Tuscaloosa and Augusta) are with us. Also some cans (destroyers).

March 18, 1943...Thursday...For the past week, we've been going out on tactical maneuvers and firing runs. Some men have been taken to sick bay with spinal meningitis. All liberty has been canceled as it was caught on the beach.

March 19, 1943...Friday...The men in sick bay are not expected to live. We are all required to take 8 pills a day to combat the disease.

March 20, 1943...Saturday...Today is the ship's first anniversary. It was commissioned one year ago today.

April 2, 1943...Friday...Underway at 0900. Destination unknown. With us are the Alabama, Ranger, Augusta, Tuscaloosa and 13 destroyers.

April 5, 1943...Monday...Arrived at Argentia, Newfoundland at 1330. It's cold up here.

April 13, 1943...Tuesday...Underway at 0800. Don't know where we're going but think we'll only be gone a few days on tactical exercises.

April 14, 1943...Wednesday...The Augusta lost 3 men overboard at noon. They recovered one of them but couldn't find the other two. The sea is very rough.

April 15, 1943...Thursday...The Alabama lost a man overboard tonight and we didn't even stop to look. It would be next to impossible to find him and we're afraid of the submarines.

April 16, 1943...Friday...The Ranger launched his planes and one cracked up in the sea. A can picked up the crew. Another plane just crashed. They saved all the crew but the pilot. His life jacket failed and he drowned. We all have to wear our life jackets topside now. The ship is rolling and pitching like an outboard motor boat.

April 17, 1943...Saturday... We ran into a German submarine "wolf pack" and were twisting and turning at top speed trying to dodge their torpedoes. It lasted 2 or 3 hours. The cans dropped depth charges chasing them. They reported they destroyed one of the pig-boats.

April 18, 1943...Sunday...Pulled back into Argentia, Newfoundland at 1330. We have been out practicing shore bombardment for 5 days. It looks as though that's what we're going to be doing soon.

April 20, 1943...Tuesday...Underway at 0800. Fired 16" calibration practice. Good firing. Anchored at Argentia at 1830.

April 24, 1943...Saturday...Underway at 0800. Fired 5" guns at plane towed sleeve. Anchored at 1900.

April 30, 1943. D.B's birthday. 19

May 1, 1943...Saturday...Underway at 0800. Spotted sub but was friendly.

May 11, 1943...Tuesday...Underway. Don't know where. Sub alert.

May 12, 1943...Wednesday...2 sub alerts today. Think we're going "over".

May 14, 1943...Friday...5 sub alerts today. We are now 200 miles north of the Azores.

May 15, 1943...Saturday...4 sub alerts today. We were told by the Captain we are going to Scapa Flow to join with a British fleet. Scapa flow is the northern most tip of Scotland.

May 16, 1943...Sunday...3 sub alerts today.

May 17, 1943...Monday...Tired of sub alerts.

May 19, 1943...Wednesday...Arrived at Scapa Flow, Scotland at 2200. The weather is surprisingly warm.

May 24, 1943...Monday...Went out with the Duke of York, Malaya, Scylla and several British destroyers to see British fire main battery. Fair firing. Other British ships are the H.M.S. Anson, Howe (new 14" BB) Warspite (BB) and Seneral cruisers. That makes about 7 or 8 battleships and a lot of cruisers and cans.

May 25, 1943...Tuesday...Went out today and fired our own main battery. Poor firing. Something in wrong. Looking for it.

May 27, 1943...Thursday...Fired 5" today. We have a lot of British sailors living aboard to teach us their signals and codes. The aircraft carrier "Indomitable" in here. It's quite warm up here and the sun is up 24 hours a day. It's never dark this time of year.

May 31, 1943...Monday...Underway today for Iceland.

June 2, 1943...Wednesday...Arrived in Iceland at 0800. It seems to get warmer as we go north. If, of course, is not like in the states this time of year.

June 6, 1943...Sunday...Underway at 2351.

June 8, 1943...Tuesday...Arrived in Aukureyri at 2200. It is on the north coast of Iceland. We crossed the Arctic circle.

June 9, 1943...Wednesday...Underway at 1000. We got word we are setting a trap, trying to draw the German battleship "Von Tirpitz" out of it's north Norwegian port and do battle. Everyone is all jumped up and excited about it. Men are making out their wills and giving their folks and girls addresses to friends to write "in case" - ?

June 10, 1943...Thursday...Course is 045 degrees heading along the coast of Norway.

June 11, 1943...Friday...We are now within the range of 250 miles of the Von Tirpitz. Still going north. She didn't fall for it and a huge allied convoy safely reached Murmansk, Russia. We reached the northern most point of our run today and turned back rather disappointed. We went farther north than any U.S. warship in this war. 73 degrees - 40' North.

June 12, 1943...Saturday...Course 220 degrees.

June 13, 1943. Sunday...Arrived in Reykjavik.

June 19, 1943...Saturday...Underway at 1000.

June 21, 1943...Monday...Arrived back in Scapa Flow harbor at 1430.

June 23, 1943...Tuesday...Went out with the Alabama and Anson (Eng. BB) to fire 16". Good firing entered Scapa Flow at 1630.

July 7, 1943...Underway at 1600. We were told we are making another attempt to draw the Von Tripitz out of her hiding place. North along Norway.

July 8, 1943...General quarters for an air contact at 1230. At 1430 we spotted a German observation plane. Fighter from the HMS "Turious" took off in pursuit. After allowing the Nazi to report he had seen us, the fighters (spitfires) shot it down. Later we made all smoke possible to advertise our presence but nothing came after us. We passed the spot where the plane was shot down but no survivors or wreckage was to be seen.

July 9, 1943...Anchored at Scapa Flow at 1600.

July 24, 1943...Went out for gunnery exercises today. While coming back in we went to General Quarters. A German plane, a ME 109F was over Scapa Flow on reconnaissance. It got away.

July 27, 1943...Up again along the coast of Norway and Russia.

July 28, 1943...Today the carrier's planes that are with us shot down two more German Blahm Voss planes, and damaged two others.

July 29, 1943. Anchored off Scapa Flow again.

August 1, 1943...Underway today for the UNITED STATES!

August 6, 1943...Received the worst news in history today. We are going to Norfolk Virginia!!. The worst post in all the world! AND, — we get 3 days leave. The crew is so mad I won't be surprised to see half of them go over the hill.

August 9, 1943...Monday...Pulled into Norfolk today. Servicemen hate this city more than Japs!