

The Story of USS *Indianapolis*



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The Story of USS *Indianapolis*

*“The life and times of a ship and her crew
that served with honor in World War Two”*

*Was there more than one
United States Navy ship that was named*

USS *Indianapolis*?

Since 1918,
four US Navy Ships
were commissioned
using the name

“USS *Indianapolis*”

1. USS *Indianapolis* (ID 3865)

A Cargo Ship

(In commission from 12/12/1918 to 7/9/1919)

2. USS *Indianapolis* (CA-35)

A Cruiser Ship

(In commission from 11/15/1932 to 7/30/1945)



**We will learn
about this
ship!**

3. USS *Indianapolis* (SSN-697)

A Submarine

(In commission from 1/5/1980 to 12/22/1998)

4. USS *Indianapolis* (LCS-17)

A Combat Ship

(Commissioned on 10/26/2019)

USS *Indianapolis* (CA-35)

USS *Indianapolis* (CA-35) was a *Portland Class* **Cruiser** Ship that was commissioned by the United States Navy on 15 Nov 1932.

Her nickname was: *INDY*

INDY was commissioned just one week after Franklin Delano Roosevelt's (FDR's) successful win in the 1932 US Presidential Election.

Let's consider the reasons why this newly elected President of the United States would establish an affection for USS *Indianapolis* (CA-35) ...

Franklin Delano Roosevelt's Early Years

At an early age, FDR learned sailing.

At age 16, his father gifted him a sailboat.

Here is a photo of future President Franklin Delano Roosevelt in 1900 at the age of 18



Lifelong Affection for the Navy

History has recorded that FDR developed a

“Lifelong Affection for the Navy”

It is also recorded that, by age 31, FDR had already collected almost 10,000 Naval Books and he claimed to have read “all but one.”

Assistant Secretary of the Navy

As a young man in his thirties, FDR was appointed by President Woodrow Wilson to serve the United States as the

Assistant Secretary of the Navy

He served in this role from 1913-1919.

Here is a photo of FDR as he assumed this important United States Navy position in 1913 at the ripe young age of 31



32nd President of the United States

As we learned earlier, FDR's political career ultimately led to his election in 1932 as the

32nd President of the United States

Here is a photo of FDR which was taken during his tenure as President



FDR's "Ship of State"

Perhaps FDR's aforementioned "*Lifelong Affection for the Navy*," in conjunction with the timing of his election win (*just one week prior to the cruiser's commissioning*), were the key factors in his decision to select USS *Indianapolis* (CA-35) as his

"Ship of State"

FDR's "Presidential Naval Reviews"

FDR also selected *INDY* to serve as a host ship for his review of selected air and naval forces of the United States Navy.



Photo # NH 688 Planes fly over USS Indianapolis during Naval Review, May 1934

FDR's "Key Cruises on Indy"

Throughout FDR's presidency, he often selected USS *Indianapolis* (CA-35) to host multiple Presidential Cruises for himself and his guests.

Most notably, these cruises included:

1933 - Panama Canal transition

1934 - Embarked FDR to Brazil, Argentina & Uruguay

1936 - South American "Good Neighbor" Tour

Crossing the Line Ceremony

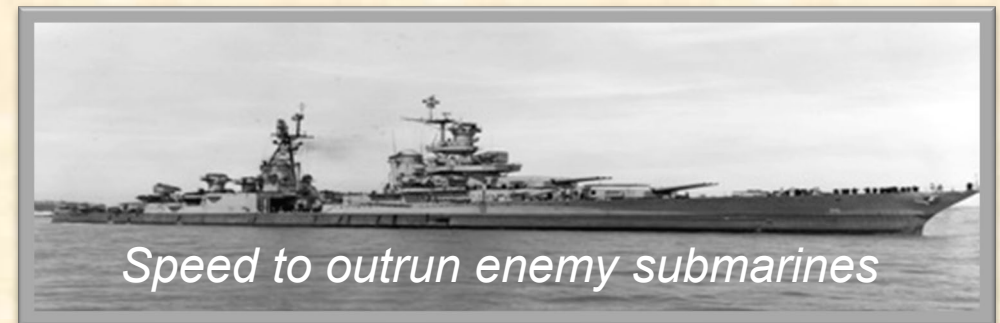
Indy was an “Elegant Ship”

USS *Indianapolis* (CA-35) was a fast, sleek and beautiful ship that could proudly carry the President of the United States and his guests anywhere with understated elegance.

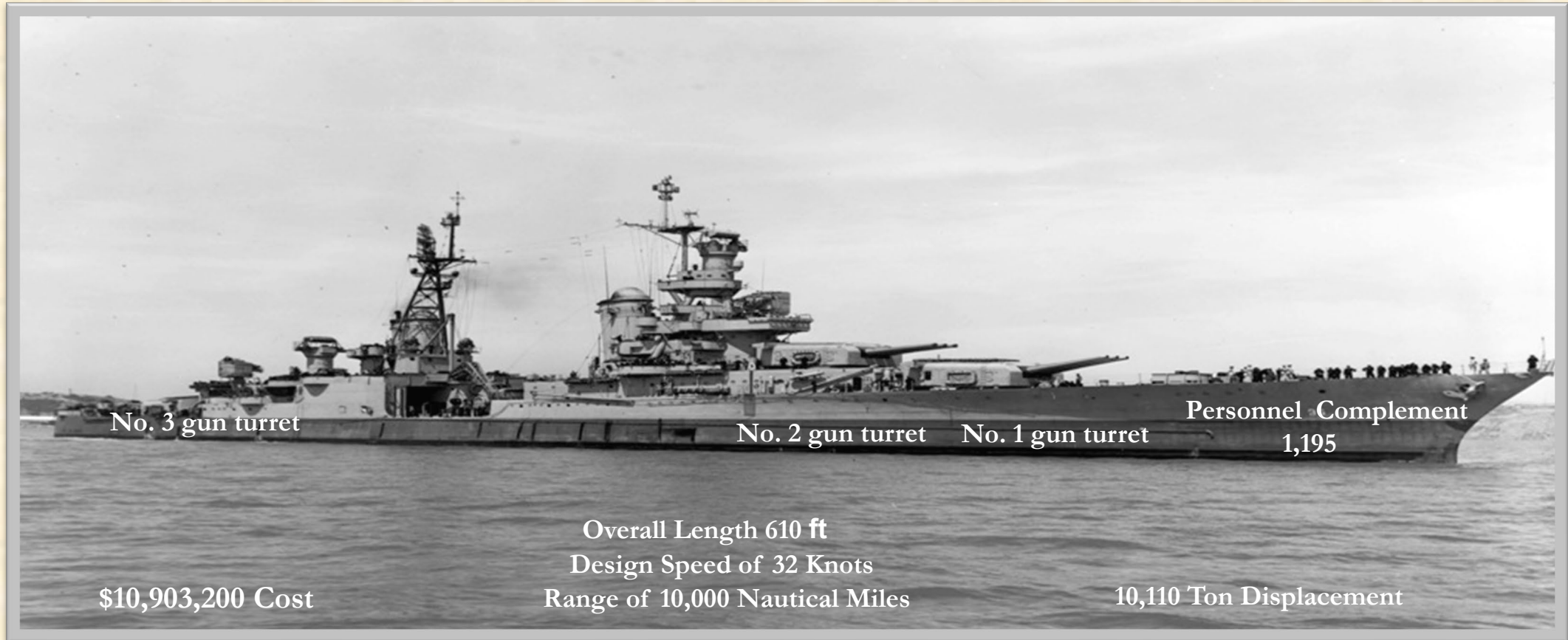
She had a beautiful polished teak wood deck area on the quarterdeck (*great for dancing and special events*) and her rails were often decorated with Japanese lantern lights.

But, she was more than just an **Elegant Ship**

Indy was a “Warship”



“A Picture is Worth a Thousand Words”



The above data represents the final configuration of the ship just prior to the end of WWII

Indy's Peacetime Service

During the first nine years of *Indy's* service as a US Naval vessel (Nov 1932 thru Nov 1941), she served during a time of peace.

Her service was exemplary and she was selected to serve as the

"Flagship" for the **Commander of Scouting Force 1.**

She served in this role for eight years.

Serving as a flagship was indeed an honor given that an admiral would be assigned to live aboard the ship and command during selected periods of fleet maneuvers.

This peaceful time would end in December of 1941.

Pearl Harbor – 7 December 1941

The Imperial Japanese Navy (IJN) attacked the Naval Port at Pearl Harbor, Hawaii during the early Sunday morning hours of 7 December 1941.

This unprovoked attack prompted the United States of America to declare war on Japan.

The United States of America then joined with other Allied Countries to officially engage and participate in

World War Two (WW II)

Indy begins her WW II period of service

On 7 December 1941, *Indy* was not in Pearl Harbor.

She had been participating in a mock bombardment at Johnston Atoll (*an uninhabited island located 750 nautical miles southwest of Hawaii*).

That day, she joined Task Force 12 to search the area for Japanese ships but their combined search proved unsuccessful.

Indy then sailed to Pearl Harbor and on 13 December she joined Task Force 11 to officially begin her WW II period of service.

Indy served as a “Flagship” in WWII

From February 1942 thru March 1945, *Indy* actively participated in multiple campaigns and battles throughout the Pacific as a member ship under the overall command of CINCPAC (*Commander in Chief, Pacific*) Admiral Chester Nimitz.

In November 1943, she was selected to serve as a CINCPAC

“Flagship”

for

Admiral Raymond A. Spruance*

*

Admiral Spruance used Indy as his flagship as Commander of the Central Pacific Force and the Fifth Fleet from November 1943 thru March 1945.

Battle Stars

During WW II, many US Navy Warships earned Battle Stars.

Battle Stars (*also known as “Commendations”*) were issued to US Navy Warships in recognition of their meritorious participation in battle or for having suffered damage during battle conditions.

In honor and recognition of her valiant service in WW II, *Indy* ultimately earned a total of Ten (10) Battle Stars.

Let's take a look at each of *Indy's* Ten (10) Battle Stars!

★ 1st Battle Star ★

Bougainville Air Action and Salamaua-Lae Raid

20 February 1942 and 10 March 1942

Indy joined Task Force 12 and traveled to South Pacific to escort the aircraft carrier Lexington. On 20 Feb, the ships in TF12 were attacked near Rabaul, New Britain by 18 Japanese aircraft. Of these, 16 were shot down by aircraft from the Lexington and Indy participated with her anti-aircraft armory and joined other TF12 ships in destroying the remaining 2 planes. On 10 Mar, Indy joined with the carrier Yorktown and other U.S. ships to attack Lae and Salamaua, New Guinea against Japanese amphibious forces that were marshaling there. Heavy damage was inflicted on Japanese warships and transports by the combined Task Force group.

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★ 2nd Battle Star ★

Aleutians Operation: Attu Occupation

25 May 1943 – 2 June 1943

Indy's participation in the Aleutians Campaign actually began on 7 August 1942 when Indy and the Task Force attacked Kiska Island which was a Japanese staging area. Japanese shore batteries were destroyed by the Task Force Ship's main guns. Months later, on 19 February 1943, Indy led two destroyers on a patrol of Attu Island and sank a 3,150 ton Japanese cargo ship (Akagane Maru) laden with troops, munitions and supplies). Through mid-1943, Indy remained near the Aleutian Islands and escorted American convoys and provided shore bombardments which supported amphibious assaults. In May, the Allies captured Attu.



★ 3rd Battle Star ★

Gilbert Islands Operation

20 November 1943 – 8 December 1943

After receiving service and refit at the Mare Island naval Shipyard in San Francisco, Indy moved to Hawaii and was selected as the flagship of Admiral Spruance who commanded the 5th Fleet. She left Hawaii on 10 November to participate in Operation Galvanic (the invasion of the Gilbert Islands). On 19 November, Indy bombarded Tarawa Atoll and the next day pounded Makin. She then returned to Tarawa to provide fire-support for the landings. Her guns shot down an enemy plane and shelled enemy strongpoints as landing parties fought Japanese defenders in the Battle of Tarawa. She continued this role until the island was secured three days later.



★ 4th Battle Star ★

Marshall Islands Operation:
Occupation of Kwajalein and Majuro Atolls
And Occupation of Eniwetok Atoll

29 January 1944 – 8 February 1944

17 February 1944 – 2 March 1944

Indy met other ships of her task force at Tarawa, and on D-Day minus 1 (31 January 1944), she joined other cruisers to bombard the islands of Kwajalein Atoll. Shelling continued on D-Day, with Indy suppressing two enemy shore batteries. The next day, Indy destroyed a blockhouse and other shore installations and supported advancing troops with a “Creeping Barrage” (shelling moved forward slowly at about 100 yards every few minutes to keep pace with the infantry).

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★ 5th Battle Star ★

Asiatic-Pacific Raids:
Palau, Yap, Ulithi and Woleai Raid

30 March 1944 – 1 April 1944

Indy, as the Flagship of the 5th Fleet, led in participating in multiple attacks in the Western Carolines (Palau, Yap, Ulithi and Woleai islands). On 30-31 March, carrier planes at Palau sank three destroyers, 17 freighters and five oilers and damaged 17 other ships. On 31 March, Yap and Ulithi were struck by the 5th Fleet Task Force with Indy serving as the Flagship. The strike continued at Woleai on 1 April. Indianapolis shot down a torpedo bomber and the Japanese lost 160 planes, including 46 on the ground. These attacks by Indy and the 5th Fleet were very important in that they prevented Japanese forces stationed in the Carolines from interfering with the US landings on New Guinea.



★ 6th Battle Star ★

Marianas Operation:
Capture/Occupation of Saipan and Guam
Battle of the Philippine Sea

11 June 1944 – 10 August 1944

In June, the 5th Fleet was busy with the assault on the Marian Islands. Raids on Saipan began with carrier-based planes on 11 June followed by surface bombardment, in which Indy had a major role. A combined US fleet fought the Japanese on 19 June in the Battle of the Philippine Sea. That day the US Navy destroyed a reported 426 Japanese planes while losing 29. Indianapolis shot down one torpedo plane. This day of aerial combat became known as the “Marianas Turkey Shoot”. With Japanese air opposition wiped out, the US carrier planes sank Hiyo, two destroyers, and one tanker and damaged others. Taiho and Shokaku (carriers) were sunk by submarines.

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★ 7th Battle Star ★

Capture/Occupation of Tinian Island

24-25 July 1944

Indy returned to Saipan on 23 June to resume fire support and later moved to Tinian to attack shore installations. Meanwhile, Guam had been taken and Indy became the first ship to enter Apra Harbor since early in the war.

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★ 8th Battle Star ★

Western Caroline Islands Operation: Capture/Occupation of Southern Palau Islands

6 September 1944 – 14 October 1944

In early September, Indy moved to the Western Carolines, where further landings were planned. From 12 to 29 September, she bombarded Peleliu before and after the landings. She then sailed to Manus Island where she operated for 10 days before returning to the Mare Island Navy Shipyard in California for refitting.

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★ 9th Battle Star ★

Iwo Jima Operation: Fifth Fleet Raids against Honshu and the Nansei Shoto

15 February 1945 – 6 March 1945

Overhauled, Indy joined Vice Admiral Marc A. Mitscher's fast carrier task force on 14 February 1945. The task force raced to the Bonin Islands to support the landings on Iwo Jima. Indy remained there until 1 March, protecting the invasion ships and bombarding targets in support of the landings. American forces destroyed 158 planes and sank five small ships while Indy joined in pounding ground installations and destroying trains.

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★ 10th Battle Star ★

Okinawa Gunto Operation:
Fifth/Third Raids in Support of Okinawa Gunto
and Assault/Occupation of Okinawa Gunto

17-25 March 1945
and 26 March 1945 – 5 April 1945

*Indy was assigned to Task Force 54 for the invasion of Okinawa. Beginning on 24 March, Indy spent 7 days pouring 8-inch shells into the beach defenses. During this time, enemy aircraft repeatedly attacked the American ships. Indy shot down six planes and damaged two others. On 31 March, Indy Lookouts spotted a Japanese Nakajima Ki-43 "Oscar" Fighter (a **Kamikaze** Plane). Indy's 20 mm guns opened fire, but the pilot managed to release a bomb before crashing his plane on Indy's fantail. The bomb traveled down through the ship and exploded at the bottom killing 9 sailors and injuring 26 others. Indy suffered physical damage and returned to Mare Island Naval Shipyard for dry-dock and repairs.*



Kamikaze

As was just shared, It was a “**Kamikaze**” plane that created tragedy for *Indy* when she earned her 10th Battle Star in the Okinawa Gunto Operation.

In the latter days of WW II, the Imperial Japanese Navy (IJN), *in desperation*, resorted to extreme offensive tactics in the Pacific.

The tactics included the use of suicide pilots and planes.

Simply put, Japanese “**Kamikaze**” pilots deliberately guided and crashed their planes into enemy ships to cause damage and hopefully sink them.

Tragic Events were recorded

As previously mentioned, *Indy* was the Flagship for Admiral Spruance.

Flag Staff Log Books are maintained to record the details of daily life and events aboard and around a Flagship.

Admiral Spruance's Flag Staff Log Book includes detailed descriptions about all of the events that occurred onboard *Indy* and other Task Force ships and aircraft during the March to April 1945 Okinawa Gunto Operations.

***Let's take a look at the actual captivating Log Book entries which describe
(in horrific detail) the Kamikaze attack and tragedy that unfolded
aboard USS Indianapolis in Okinawa!***

Admiral Spruance's Flag Staff Log Book – Page 1

MARCH 27, 1945:

After this morning we are all thankful to be alive on the Indy. This is one morning we'll never forget. I am a little shakey yet from the thought of it. Just at daylight this morning we were attacked by enemy suicide planes and one headed straight for us. It seemed to ride right down on our fire pointed right at us. Although hit quite a little ways from the ship he still kept coming. About three hundred yards off he was hit again and crashed only about 150 yards from us, exploded with a terrific roar and burned. Another came in at the same time on our destroyer escort, crash dived at it but our fire brought it down just a few yards off his bow. He hit so close to the escort that one man had his leg broken from the concussion of the explosion. Six planes were shot down within a two mile radius of us this morning. We got two. This makes three planes shot down and two probables this trip so far. An LST was hit by a plane early this morning too, and destroyers have been picking up survivors. I guess it will be this way for a long while now. Will continue our bombarding on the west side of Okinawa in the East China Sea. Attacked by Jap planes again this evening. One destroyer was sunk and one damaged.

Admiral Spruance's Flag Staff Log Book – Page 2

-10-

MARCH 28, 1945:

Jap planes over again this morning. Two planes were shot down in our group, but we didn't score any today. One was a suicider and tried to crash dive a destroyer, but missed and hit the sea. Have been bombarding the main island of Okinawa all day today. Many fires are burning this afternoon.

MARCH 29, 1945:

Jap planes attacked again this morning and six were shot down in our group. Have been bombarding all day today and it is now 1600. Many fires are burning and many gun emplacements have been knocked out. Okinawa is a pretty island with many nice homes and terraced landscapes. Similar to the homeland I guess. It is about 65 miles long with a civilian population of 500,000. The city of Naha is very modern also.

MARCH 30, 1945:

Planes attacked again this morning, and a suicide plane hit the Nevada. Did some damage. Haven't heard the word on casualties yet. Bombarded all day on the western side of Okinawa.

Admiral Spruance's Flag Staff Log Book – Page 3

MARCH 31, 1945:

Well, today the thing we have dreaded, happened, and we are all lucky to be alive. A suicide plane dove on us about 6 PM this morning and went right through our main deck aft and on down into the compartments. Pieces of the plane and pilot were scattered all over the fantail. The engine tore through the side of the ship and several compartments are still flooded. Four men were blown over the side but were picked up by a destroyer and a battlegroup. So far, the count is eight dead and fifteen wounded. We have limped into the little anchorage of Kerama Rhetto that we took early this week and divers are down to determine the extent of the damage. Two compartments are still flooded with oil and water and seven men are trapped below—dead. One man is a flag yeoman, and three were good friends of ours who are quarter masters on the bridge. Two of our three observation planes were wrecked and gasoline was strewn all over the ship along with oil. It's just a miracle that we didn't catch fire or there would have been many more casualties than there was. We may be transferred to another ship any time this week. Divers were down and we have one screw shaft broken and two large holes in the hull where a delayed action bomb exploded. They are trying to put a temporary patch on now. We still do not know when we will be transferred. Funeral services were held for one man this evening at sunset—during an air raid. The others are still below the flooded compartments, but will probably be brought up tomorrow.

APRIL 1, 1945:

Scuttlebutt has it that the landings have been postponed for a few days. Still no word as to whether we'll move to another ship

Admiral Spruance's Flag Staff Log Book – Page 4

-11-

APRIL 1, 1945: (continued)

or not. Divers are still working on the hull. Planes and suicide boats attacked last night again but were finally driven off. The suicide boats are one man affairs made out of plywood about 18 feet long and have two depth charges on the rear. They explode on contact with their target. The destroyer Adams was sunk by a suicider this morning. Today is Easter. One year ago we were in the Marshalls. Funeral services were held today for 7 men. The total is nine dead now, as one more man was found in the compartment when it was pumped out. It is now 4 AM and Jap planes have been over us all night. No sleep again. Everyone is pretty jittery after what happened. Guess it will be that way from now on. The landings went off as scheduled today and opposition has been light so far. We have both airfields already. Repairs on the ship are coming along. We have no fresh water as the evaporators have been destroyed, but we get water to drink every four hours. We also have salt water showers to bathe in. The laundry is flooded too, and the clean clothes we have on our backs.

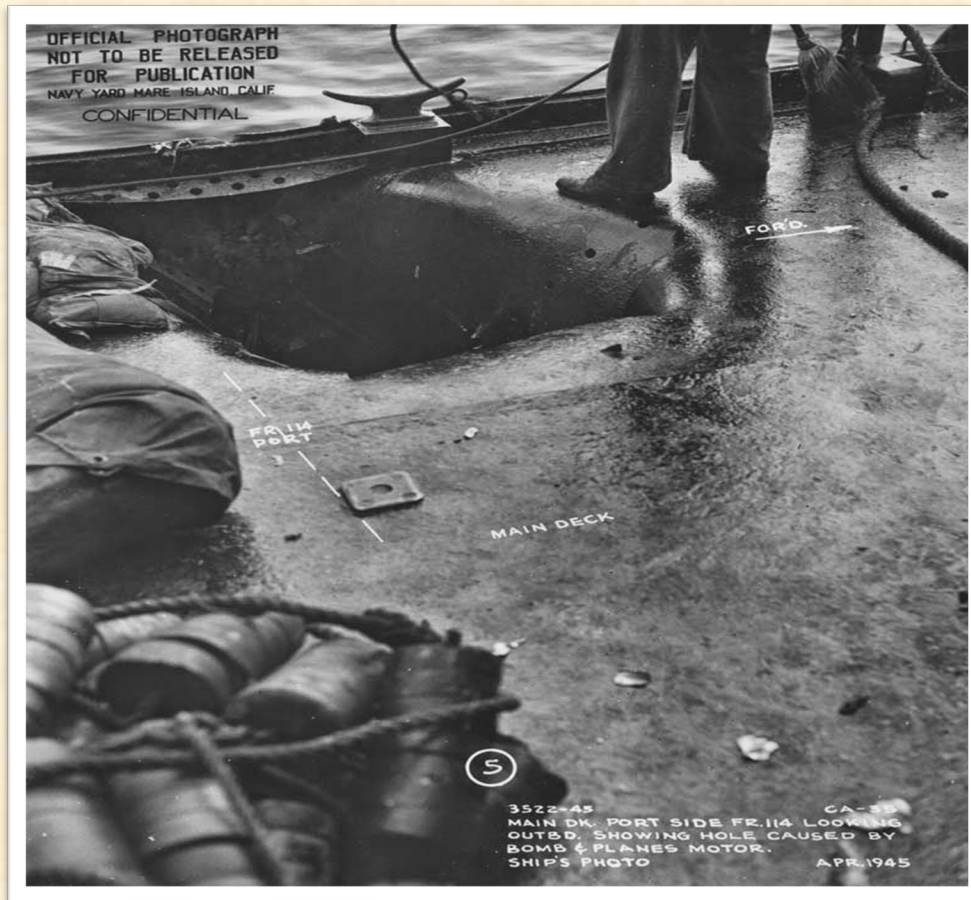
APRIL 2, 1945:

Planes attacked all night long and this morning, but were driven off by ack ack. One suicider came in and attempted to crash an LST but missed and splashed. Though he was coming in on us again but he overshot. Guess we will transfer to the New Mexico in a couple days.

Admiral Spruance's Flag Staff Log Book Summary

In summary, *Admiral Spruance's Flag Staff Log Book* recorded the details of the following events that occurred onboard Indy

- **Kamikaze plane dropped bomb and crashed onboard**
- **Nine (9) crew members were killed**
- **Twenty-Six (26) crew members were wounded**
- **Severe damage was sustained on Indy**



Damage at the portside fantail deck entry point where a 500 lb bomb from a Kamikaze plane penetrated and traveled down to a delayed explosion below *Indy's* hull.

Killed by Jap Suicide Pilot

Earl Procai, 19, Navy bugler, second class, was killed aboard the USS Indianapolis March 31 when a Japanese suicide plane struck his ship, his parents, Mr. and Mrs. Anthony



EARL PROCAI

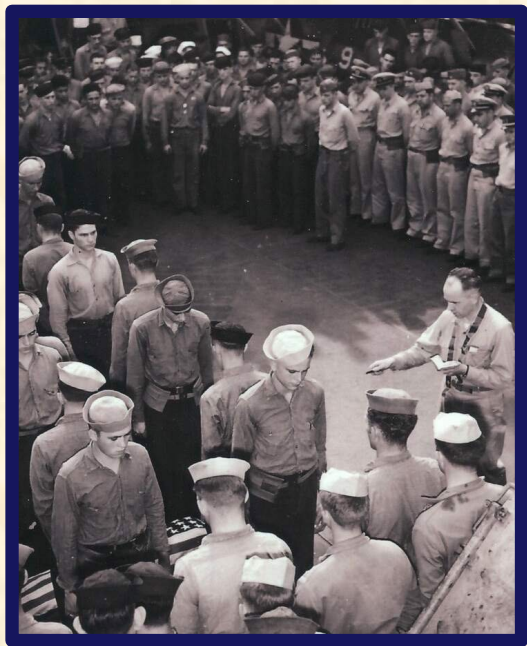
Procai, 707, Tenth avenue, S. E., Minneapolis, Minn., were informed recently, the Minneapolis Times reported (clipping sent to Weekly by Rev. A. Kist).

Procai, who had been in the South Pacific area since early in 1944, was buried on Zamami island, ten miles from Okinawa.

He joined the Navy, after attending Vocational High School, in September, 1943. Besides his parents, he is survived by three sisters. Memorial services for him were held in St. Michael's Ukrainian Orthodox Church in Minneapolis.

Obituary - 19 year old Bugler Earl Procai

Burials at Sea



Major Repairs at Mare Island, CA

After receiving preliminary repairs in the South Pacific, *Indy* sailed under her own power to Mare Island in Vallejo, CA (35 miles north of San Francisco).

She arrived at Mare Island on 3 May 1945.

There, *Indy* entered dry dock for overhaul and repair of the combat damage she had suffered in the Okinawa Gunto Operation.

During the period of dry dock, many of her crew would take leave to return home to visit their families.

About 25% of her crew would turnover, and many new, younger crew members would come aboard during this period.

Captain Charles B. McVay, III

Over Indy's 12+ years of consecutive service in the United States Naval Fleet, there were a total of ten U.S. Navy Captains who served in the role of Commanding Officer (CO) aboard USS *Indianapolis* (CA-35).

Captain Charles B. McVay, III was one of those men and he served as *Indy's* CO (*aka Skipper*) during the last two campaigns in which *Indy* CA-35 earned her 9th and 10th Battle Stars.

Captain McVay would ultimately serve as the ship's last CO.



A Special Assignment

Captain McVay retained his command of the ship throughout the Mare Island overhaul and repair.

On 12 July 1945 (*just over 2 months after arriving at Mare Island*), Captain McVay was informed that *Indy* had been selected for a Special Assignment.

He received orders that *Indy* was being scheduled to leave Mare Island on 16 July 1945 and would be transporting a

“**Top Secret Cargo.**”

Top Secret Cargo

On 15 July 1945, a large wooden crate (5 ft high x 5 ft wide x 15 ft long) was loaded by crane onto *Indy's* main deck and was then transferred to the port hangar where armed marines were posted for guard duty around the clock.

Also, two metal canisters were hand carried from the dock up the ship's brow and then on to the Flag Secretary's quarters where they were chained to the deck with eye bolts. Two armed marines were then stationed at the quarter's entrance to begin guard duty (24/7).

A ten day trip to Tinian Island would begin on 16 July 1945 and *Indy's* arrival (to offload the cargo) was scheduled for 26 July 1945.

Hunter's Point to Pearl Harbor to Tinian Island

On 16 July, *Indy* departed Hunter's Point, CA .

Just 74.5 hours later, *Indy* arrived at Pearl Harbor for a brief stop to unload passengers and refuel.

The 2,091 mile voyage marked from Farallon Light, San Francisco (*where Indy came out of the channel after leaving Hunter's Point*) to Diamond Head, Pearl Harbor, had set a new

US Navy Speed Record

After just a few hours in Pearl Harbor, *Indy* left port and was again underway for the remainder of her trip to Tinian Island.

Indy arrived on schedule at Tinian Island on 26 July where the “**Top Secret Cargo**” was safely off-loaded.

We will learn about the contents of this cargo later in this presentation!

Tinian Island to Guam

After delivering the “**Top Secret Cargo**” at Tinian Island, *Indy* departed for a 120 mile overnight trip to Guam.

She arrived at Guam on 27 July where she was refueled and cargo and ammunition were loaded.

Captain McVay went ashore and met with Senior Staff to schedule details for her next voyage.

There, he received orders that *Indy* was to depart Guam on the morning of 28 July for an 1,100+ mile voyage to Leyte (Philippines).

Route Peddie Recommended

Captain McVay's orders also included traversing the Philippine Sea from Guam to Leyte by following an almost directly westward route commonly referred to as

“Route Peddie.”

McVay traveled without an escort which was unusual for a ship the size of *Indy*.

He was advised that there was a low probability that he would encounter enemy ships, so “*Route Peddie*” was recommended.

Here is an actual photo of *Indy* at Guam on 27 July 1945
(this photo is purported to be the last actual photo of Indy)

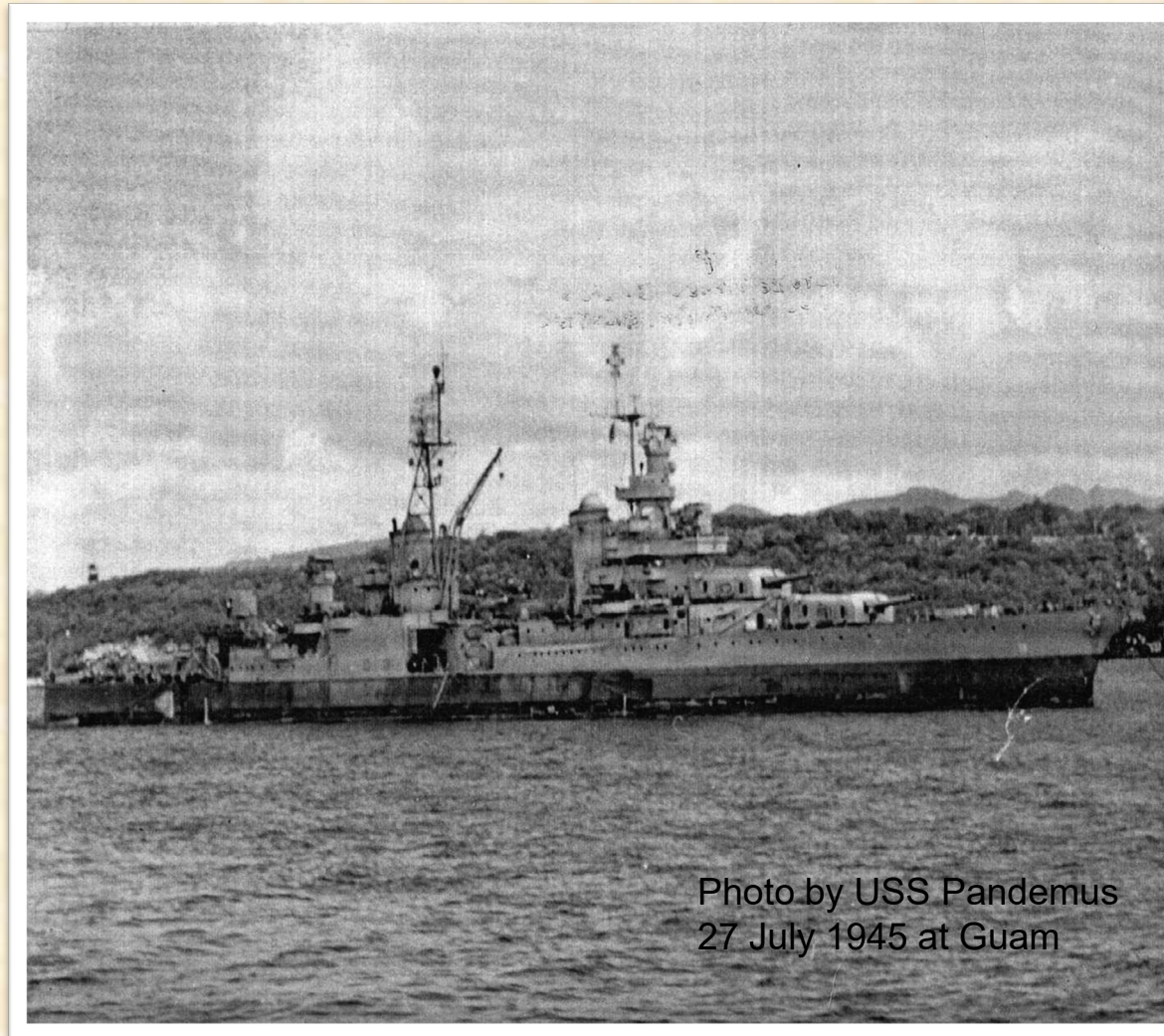


Photo by USS Pandemus
27 July 1945 at Guam

Training Exercises in Leyte

Captain McVay's orders were to take *Indy* to Leyte to participate in training for his crew.

As previously mentioned, during the 2+ months of *Indy*'s Mare Island overhaul, about 25% of his crew had turned over and were replaced by younger and very inexperienced sailors (*many of whom had never been to sea*).

Once training was completed, *Indy* would then be prepared to join other forces and participate in an imminent "Invasion of Japan."

Here is a depiction of Indy silhouetted in a very “peaceful” sunset
(a view that could have been seen before Indy’s 28 July 1945 Guam departure)



Underway from Guam to Leyte

Captain McVay had negotiated that *Indy* would travel “*Route Peddie*” at an SOA (*Speed of Advance*) of 15.7 knots per hour in order to complete an arrival at Leyte on the morning of Tuesday, 31 July.

He was advised to “Zig Zag” the ship “At his discretion.”

Zigzagging was a defensive strategy in which the helmsman steered a ship back and forth at angles across the base course in order to throw off the calculations of enemy sub skippers attempting torpedo attacks.

Indy departed Guam at 0900 hrs on Saturday, 28 July 1945.

Out to Sea Routines

Many of the crew chose to sleep topside for a few hours (*between their duty watches*) during the darkness of the night of 28 July.

The evening air was sweltering hot (*especially in confined sleeping compartments below deck*), so Captain McVay invited the crew at their discretion to sleep out under the stars on the main deck.

The crew awoke on Sunday morning (*29 July*) in anticipation of enjoying a relaxing day onboard (*church, meals, card games, etc.*).

The only exception were the six 4 hour time periods throughout the 24 hour day when pre-assigned crew members would be fulfilling **US Navy Duty Watch** obligations (*standard US Navy protocol*).

US Navy Duty Watches

During WW II (*and throughout subsequent years following WWII*), standard US Navy Operating Procedures for large ships required $\frac{1}{4}$ of the crew (*at any point in time during a 24 hour period*) to be officially assigned **Duty Watch** obligations for each established 4 hour shift.

In the minutes of time just prior to the end of a defined 4 hour shift period, a sailor (or marine) serving **Duty Watch** would hand over the watch responsibilities to a previously assigned and scheduled replacement.

Duty Watch Schedule

A twenty-four hour day was divided into *Six (6) Duty Watch Periods*.

1	Mid Watch	0000 – 0400 hours	(12:00am to 04:00am)
2	Morning Watch	0400 – 0800 hours	(04:00am to 08:00am)
3	Forenoon Watch	0800 – 1200 hours	(08:00am to 12:00pm)
4	Afternoon Watch	1200 – 1600 hours	(12:00pm to 04:00pm)
5	Dog Watch	1600 – 2000 hours	(04:00pm to 08:00pm)
6	First Watch	2000 – 2400 hours	(08:00pm to 12:00am)

“War Lookout” Watches

“**The Bluejacket’s Manual**” is a sailor’s “*Guidebook*” which provides detailed information related to a sailor’s daily life.

Critical information about the duties of a “**War Lookout**” (so called during *times of war*) were included in the

1943 Bluejacket’s Manual 11th Edition

The last sentence in the Deck Seamanship Section of the manual states:

**“*Nothing* should be taken for granted and
left unreported in a lookout’s sector.”**

“War Lookout” Stations and Sectors

War Lookout Stations aboard a US Navy Ship were defined by dividing the 360 degrees of bearing arc into “**Sectors**” (usually 16).

Each **Sector** was 22 ½ degrees of arc width ($22.5 \times 16 = 360 \text{ degrees}$).

During **WW II**, there were **Three (3) War Lookouts** assigned to each **Sector**:

Water Lookout (*for Submarines*)

Horizon Lookout (*for Ships*)

Sky Lookout (*for Planes*)

“Water Lookout” Responsibilities

A **Water Lookout** had the responsibility of visually searching his assigned ocean **Sector** to spot an enemy submarine on the surface!

This was especially important onboard *Indy* since the ship was NOT equipped with Sonar (*used to detect submerged submarines*) and her radar was also ineffective against submerged subs.

It was also important on *Indy*'s voyage from Guam to Leyte as she was traveling alone and without having the protection of an accompanying ship (*typically a Destroyer Escort*).

Duty Watch Period 6 – 29 July 1945

Hundreds of crew members were again sleeping topside during the hot dark night hours of **Duty Watch Period 6** on 29 July.

As the evening progressed, there was an overcast sky with pitch black visibility.

Because of poor visibility, Captain McVay directed that the ship stop zigzagging.

He instructed the OOD (Officer of the Deck) to recommence zigzagging should visibility improve.

Throughout the entire **Duty Watch Period 6**, all *Indy* personnel (*and especially the assigned **Water Lookout Watches***) never actually saw any enemy naval craft on the evening of 29 July.

IJN Submarine I-58

An Imperial Japanese Navy Submarine (I-58) was maneuvering near “*Route Peddie*” during *Indy*’s **Duty Watch Period 6**.

Lieutenant Commander Mochitsura Hashimoto was the Commanding Officer on I-58.

LCDR Hashimoto is depicted here at his sub’s periscope.



Actual photo of Commander Hashimoto's IJN I-58 submarine



I-58 locates *Indy*

At 2226 hours (*after the moon had risen*), Hashimoto's sub was still submerged, but she rose to periscope depth. Hashimoto was under the impression that visibility was too poor to search for ships using the periscope.

At 2335 hours, I-58 briefly surfaced. Hashimoto was still looking through the night periscope when the I-58's navigator, using binoculars, shouted,

“Bearing red nine-zero degrees, a possible enemy ship.”

Hashimoto then confirmed with his own binoculars and located Indy at a distance of 10,000 meters.

I-58 prepares to attack *Indy*

I-58 re-submerged and Hashimoto initiated his plan for an attack and acquired his target using his night periscope.

He directed his crew to prepare six Type 95 torpedoes.

He also ordered two **Kaiten** (suicide) pilots to stand ready as a possible alternative weapon in the event the torpedo attack should fail.

Kaiten Suicide Craft

An extreme offensive weaponry used on Imperial Japanese Navy (IJN) submarines was the use of a submerged torpedo that was “manned” by a suicide pilot.

Multiple Kaiten Suicide Craft were physically attached to the outer hull of a submarine and upon command could launch and the Kaiten’s suicide pilot would steer the weapon to target to make a direct hit.

While Hashimoto was optimistic that he could successfully attack his target using Type 95 Torpedoes, he nevertheless gave the order,

“Kaitens Stand By.”

I-58 closes in on Indy

At 2348 hours, I-58 was approximately 3,000 meters from Indy.

In the remaining minutes just prior to 2400 hours, *Indy's* watch personnel for **Duty Watch Period 6 (for 29 July)** were relieved and their replacements were on duty.

Watch personnel for **Duty Watch Period 1 (for 30 July)** then visually scanned the surface and saw nothing of concern since I-58 was submerged.

I-58 attacks *Indy*

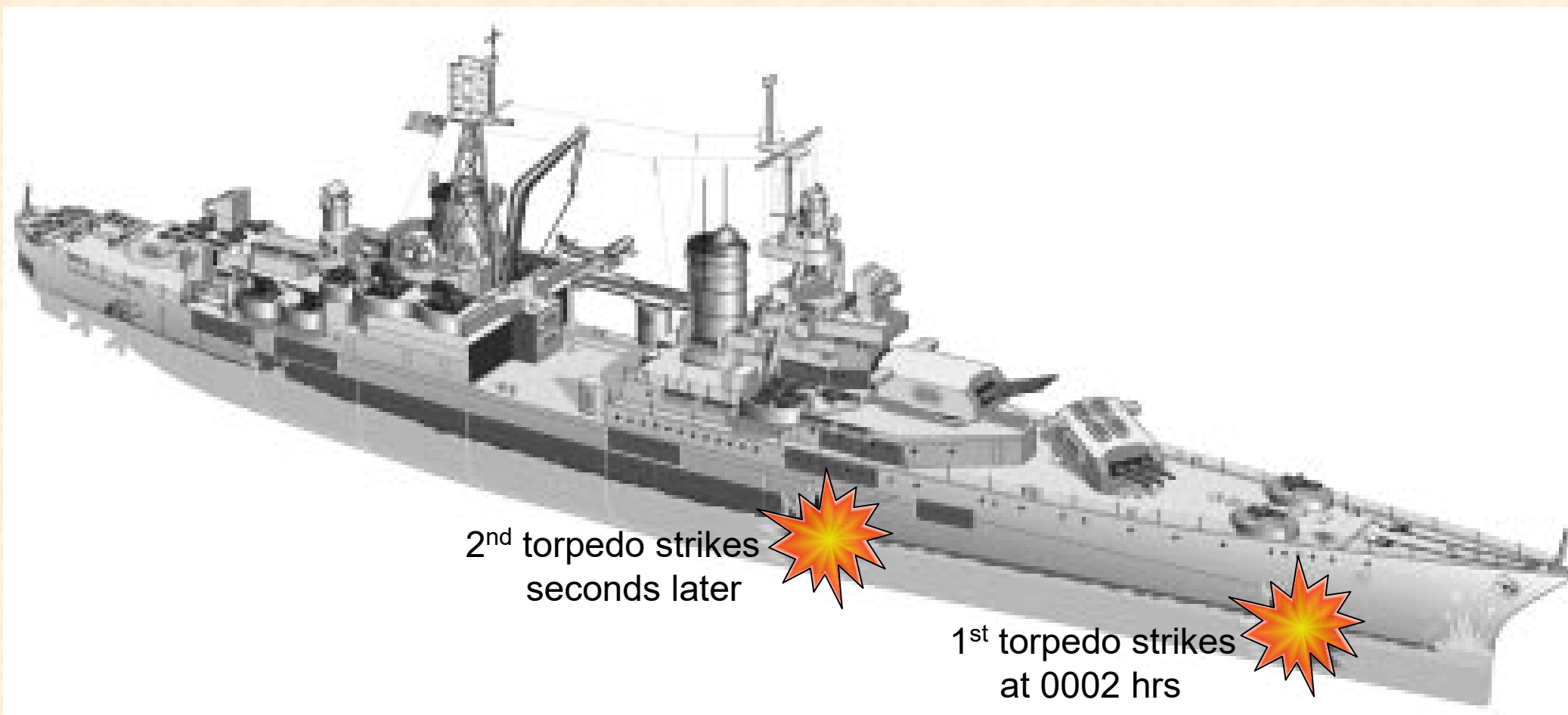
When I-58 was within 1,500 meters from *Indy*, Hashimoto ordered his crew to fire a spread of 6 torpedoes within the approximate time period of 2356 to 0002 hours.

At about 0002 hours, the first of two successful torpedoes hit the bow area forward of the 8" Gun Turret #1 on *Indy's* starboard side.

Within seconds, the second successful torpedo hit close to amidships adjacent to the 8" Gun Turret #2 also on *Indy's* starboard side.

Additional multiple explosions from *Indy's* internal gasoline tanks and ammunition storage areas soon followed.

Graphic Depiction of the Torpedo Hits



An Artistic Rendering of the Attack Scene



Indy suffers catastrophic damage

The first torpedo opened up most of Indy's bow and water began rushing in as the ship continued to move forward.

With the second torpedo explosion (*and ensuing internal explosions*), the ship began to list, first 2 degrees, then quickly on to 10, 25, 45 and finally 90 degrees onto her starboard (right) side.

All power was lost and internal communication systems were destroyed which prevented Captain McVay from receiving updates from engine rooms below.

Damage to Radio Rooms 1 and 2 impacted the ability to confirm whether distress signals were being transmitted or not.

By word of mouth, Captain McVay passed the message

“Abandon Ship.”

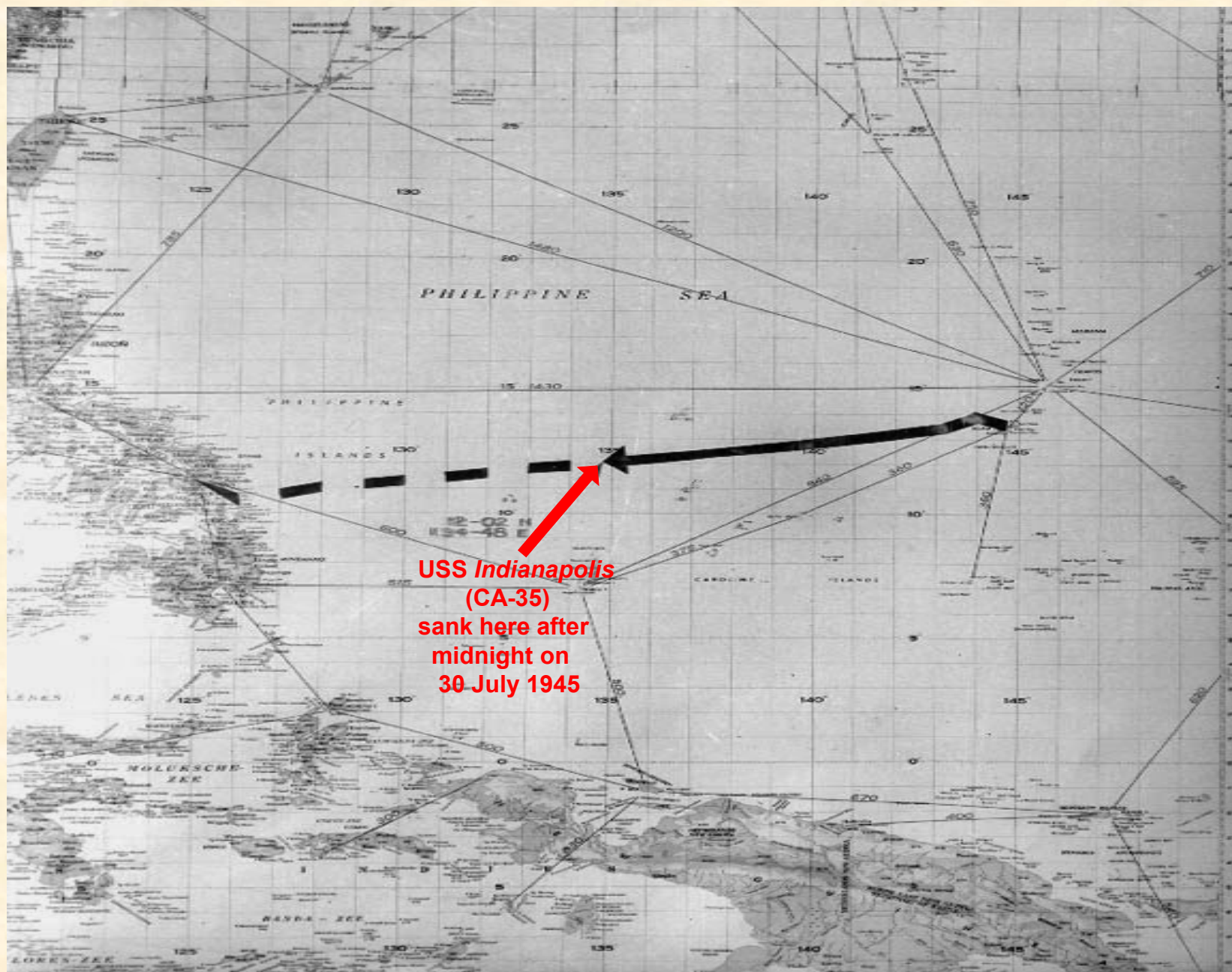
Indy Sinks at 0015 on 30 July 1945

USS *Indianapolis* (CA-35) was so severely damaged that it sank about 12 minutes after the second torpedo hit.

As a result of the rapid sinking, only a few life rafts were deployed and most men had only a kapok life Jacket or an inflatable life belt. There were many men who had no life supporting equipment.

About 200 ft of *Indy's* stern rose vertically out of the water as the ship descended and sunk bow first.

USS *Indianapolis* (CA-35) sank about midway between Guam and Leyte at approximately 0015 on 30 July 1945.



USS Indianapolis
(CA-35)
sank here after
midnight on
30 July 1945

Photo # 80-G-702117 USS Indianapolis' last voyage chart

1,195 Onboard on 30 July 1945

	<u>Navy</u>	<u>Marine</u>	<u>Total</u>
Officers	80	2	82
Enlisted	<u>1,076</u>	<u>37</u>	<u>1,113</u>
Total	1,156	39	1,195 *

*
1,194 Indy crew and 1 passenger (US Navy Captain Edwin Crouch)

Missing Men

An estimated **300** men went down with the ship.

About **100** men survived the sinking but had suffered severe and traumatic wounds sustained in the torpedo explosions. They would die within the first few hours after the sinking.

Another **475** men died in the water over the next 4 ½ days from multiple causes: *dehydration, overexposure, exhaustion, intentional saltwater ingestion, hallucinatory driven attacks on fellow crew and frequent and multiple shark attacks.*

Note that following rescue, dozens of bodies were identified and buried at sea by crew members serving aboard US Navy Recovery Ships, but

875 men were initially reported as

“Missing.”

320 were rescued

	<u>Onboard</u>	<u>Missing</u>	<u>Rescued</u>	<u>Survived</u>
Officers	82	67	15	15
Enlisted	<u>1,113</u>	<u>808</u>	<u>305</u>	<u>301</u> *
Total	1,195	875	320	316

* Four (4) deceased post-rescue

Deceased Post-Rescue

Four (4) crew members initially survived through rescue, but were in very critical condition. Sadly, they passed away during the early hours of the **Post Rescue** period.

The four **Deceased Post-Rescue** sailors were:

Frederick E. Harrison
Ralph R. Peterson
Robert A. Russell
Robert L. Shipman

Pain, Suffering and Fear

Those rescued had faced many challenges:

- Sun exposure in daylight hours
- Temperature drops at night
- Dehydration and salt water sores
- Injuries sustained from onboard fires
- Hypernatremia (*Salt Water Poisoning*)
- Physical attacks from deranged shipmates
- Bunker oil ingestion and eye exposure
- Sharks, sharks and more sharks

Planes Overhead

Post sinking, survivors saw multiple planes fly over; but all were so high (*and out of range*) that the pilots never spotted them despite survivor efforts to send up flares.

On the second night, a U.S. Army Air Force pilot flying from Manila to Guam had reported “naval action” around 1900 on 31 July, 400+ miles east of Manila. In hind sight, it was likely that the pilot had seen flares sent up from a few of the survivor rafts.

The “naval action” was reported to Operations and Navigation at Guam. The action was dismissed under the assumption that if it was naval action, the Navy was already aware of it!

About noon on 2 August (84 hours post sinking), survivors would be discovered (*by chance*) by the pilot of a PV-1 Ventura plane!

An “Angel” arrives

a PV-1 Ventura piloted by Lt Chuck Gwinn flies over

- The plane’s radio antenna required service
- Lt Gwinn turns over controls to co-pilot
- In flight, Gwinn services the antenna
- He looks thru hatch in bottom of plane
- He sees an oil slick and returns to controls
- He sees “*Ducks on the Pond*” (*bodies in water*)
- He radios in to request rescue assistance
- Survivors would label Gwinn “**Our Angel**”

Our Angel



PV-1 Ventura Pilot Chuck Gwinn

A PBY-5A arrives

a PBY-5A Catalina piloted by Lt Adrian Marks flies over

- The PBY-5A was the first recovery craft to arrive on scene
- Lt Marks advises home base upon arrival
- Marks witnesses sharks attacking survivors
- Against regulations, he lands his plane in the water
- He begins to taxi his plane to pick up survivors
- Mark's crew is successful in rescuing 53 survivors
- Survivors fill plane's body with many strapped on wings
- The PBY-5A was damaged and was later destroyed



PBY-5A Catalina Playmate 2



PBY-5A Catalina Crew

US Navy Surface Craft arrive on scene



USS Cecil Doyle
DE-368 rescues 39

USS Bassett
APD-73 rescues 151

USS Ringness
APD-100 rescues 39

USS Ralph Talbot
DD-390 rescues 24

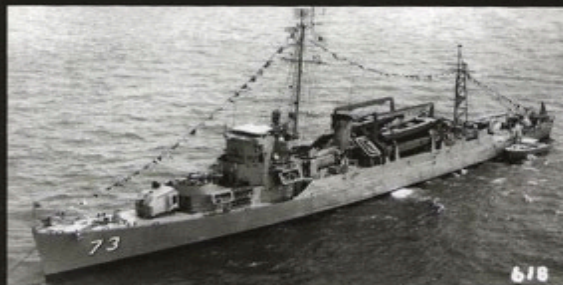
USS Register
APD-92 rescues 12

USS Dufilho
DE-423 rescues 1

PBY-5As:
(Marks) rescues 53
(Alcorn) rescues 1
and transfers
to USS Doyle

320
rescued

RESCUE VESSELS



USS *Bassett* (APD-73)
151 Rescued



USS *Cecil J. Doyle* (DE-368)
39 Rescued



USS *Dufilho* (DE-423)
1 Rescued



USS *Ralph Talbot* (DD-390)
24 Rescued



USS *Register* (DE-423)
12 Rescued



USS *Ringness* (APD-100)
39 Rescued

Once the rescue of Survivors was accomplished, many ships were ordered to the area to aid in the onerous task of recovering, identifying, and burying those who did not survive. Despite the horrific tasks before them, these heroic young men rose to the enormous challenges. Ships involved in the recovery effort include: USS *Aylwin* (DD-355), USS *Cockrell* (DE-366), USS *French* (DE-367), USS *Helm* (DD-356) & USS *Madison* (DD-425). *Doyle*, *Register*, and *Ringness* also returned to help with the recovery effort.

Survivors transported for care

The last *Indy* survivor was rescued at about 1300 hours on Friday, 3 August 1945 (4 ½ days or 107 hrs after *Indy's* sinking).

Survivors were initially transported by various rescue ships to either Fleet Hospital #114 in Samar, Philippines or Base Hospital #20 in Peleliu, Palau.

The Samar group would later be flown to Guam Base Hospital #18.

The Peleliu group would later be transported by USS *Tranquility* (AH-14) to Guam Base Hospital #18.

The survivors remained under medical care for weeks.

Actual photos taken Post Rescue



USS *Tranquility* AH-14 with *Indy* Survivors



Photo # 80-G-490322 TISS Indiananolic' survivors on Guam Aug 1945

All brought to Guam Base Hospital #18

Survivors

316* crew members survived to return home to the USA.

These survivors had spent up to 4½ days and nights in the water.
(with many suffering from flash burns, deep cuts and broken bones)

Collectively, they were members of at least seven (7) separate groups of survivors that had formed and drifted apart.

The groups were spread over approximately 25 square miles at rescue.

There were a few stray groups that were much smaller, and some with even 1-3 men.

* A cover sheet dated 8 August 1945 (with supporting documentation) was presented to the US Navy's Court of Inquiry that convened from 13-20 August 1945. The sheet listed 316 Survivors, 4 Dead and 876 Missing. As previously mentioned, the 4 deceased crew members were alive, but in very critical condition at rescue. They passed away within hours of being rescued. One man (Clarence Donner) was initially recorded as "Missing," but he was subsequently confirmed to have not been aboard on *Indy's* Final Voyage. In total, 879 men would not survive to return home and were recorded as "Lost At Sea" and/or "Deceased".

Survivor Quotes

These actual survivor quotes **“Tell It All”** ...

“Never Give Up”

“I lost my home!”

“The guys I knew on the ship were all killed!”

“I never left the ship The ship just left me!”

“Water was everywhere yet not a drop to drink!”

“Thirst was agonizing, an inconceivable torture!”

“How could anything that big and beautiful sink?”

“This event never dies. It is always in the life of the leftover men.”

“I heard terrible screaming of men beneath me being burned alive!”

Japan surrenders on 15 August 1945

While still receiving medical care, the survivors learned of the Hiroshima and Nagasaki bombings (*6 and 9 Aug, respectively*).

They also learned of Japan's surrender on 15 August 1945.

It was not until after 15 August 1945 that the survivors would learn the details about the contents of the **Top Secret Cargo** that *Indy* had transported and delivered to Tinian Island back on 26 July.

Little Boy

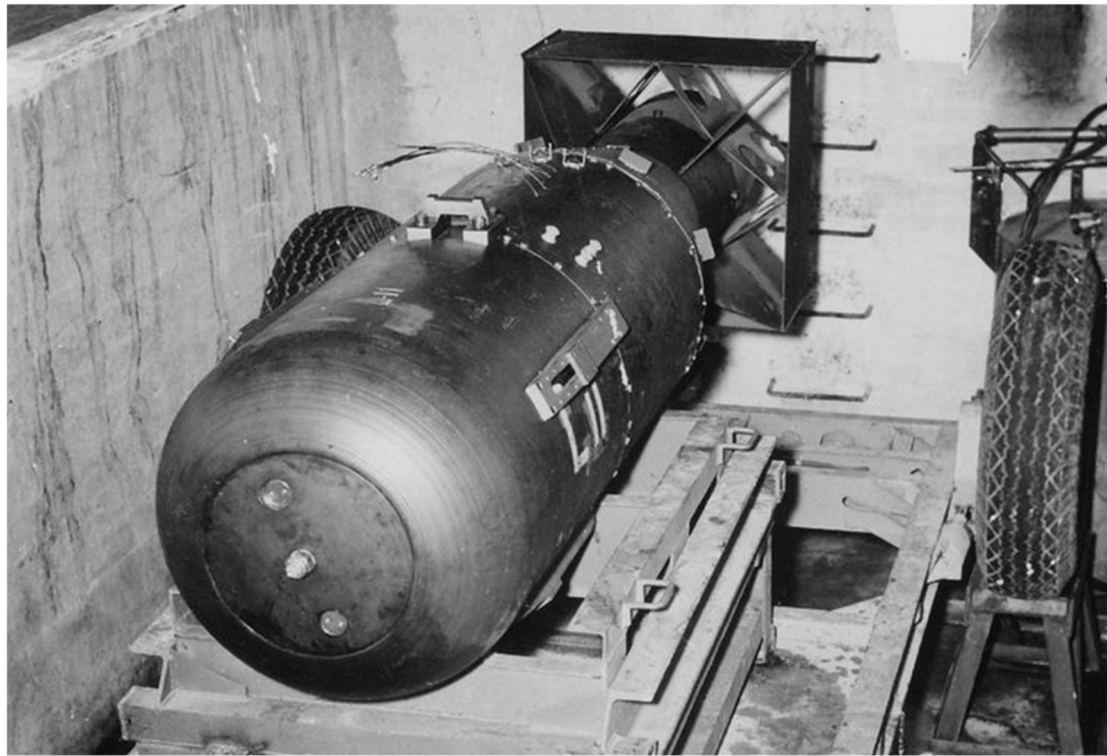
The contents of the **Top Secret Cargo** were unknown to the Captain and crew before, during and immediately after Indy's 26 July delivery to Tinian Island.

Captain McVay had only been informed that the **Top Secret Cargo** must be protected at all cost and that a speedy transport of the cargo would result in a sooner end to the war.

What would eventually be disclosed and learned by the crew was that the **Top Secret Cargo** had contained components of “**Little Boy**” (**the Atomic Bomb**) which was dropped on Hiroshima on 6 August as the initial step to end the war with Japan.

Shown below are photos of “**Little Boy**” and the plane “**Enola Gay**” and her crew that would drop the atomic bomb at Hiroshima on 6 August 1945.

Little Boy



Enola Gay

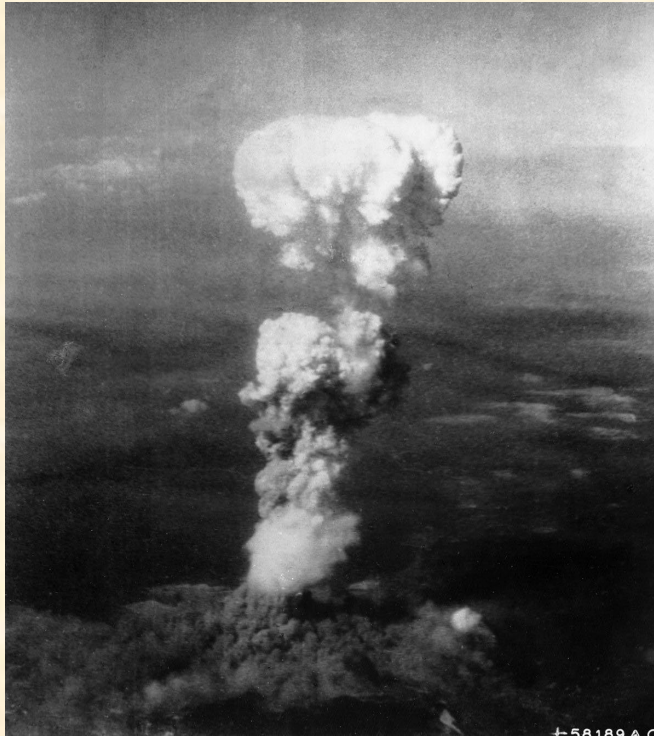


Atomic Bombs End the War

On 6 August 1945, an atomic bomb was dropped on Hiroshima.

On 9 August, a second bomb was dropped on Nagasaki.

On 15 August, Japan surrendered to end the war.



A Court of Inquiry

A **Court of Inquiry** was convened on **13-20 August 1945** in Guam.

The purpose of the inquiry was to investigate and assign responsibility as appropriate with regard to the sinking of USS *Indianapolis* (CA-35).

Captain McVay and selected crew members testified.

Port Authorities from Guam (*ship's departure port*) and Leyte (*ship's destination port*) testified.

US Navy standard procedures and responsibilities as applicable to the onboard crew and onshore support installations were also reviewed in detail.

Court of Inquiry – *Facts and Opinions*

A **Court of Inquiry** report begins with a “**Finding of Fact**”.

“**Opinions**” are things that the Board of Inquiry infers from the facts.

The **Court of Inquiry** produced a list of **Forty-Six (46) Opinions**.

These opinions were based on numerous assumptions about conditions, situations and personnel responsibilities both onboard and off the ship.

The **Final Opinion #46** stated that:

“All personnel losses and injuries were incurred in line of duty, and not as a result of their own misconduct.”

(Note that Opinion #46 was a technical finding that simply put the injured and dead in the “combat casualty” category rather than the “accident” category. What this means is that the government will compensate them for their loss. It does not mean, however, that nobody was to blame.)

Court of Inquiry - *Recommendations*

Notwithstanding the Final Opinion, the **Court of Inquiry** produced a list of **Eight (8) Recommendations**.

Key to those recommendations was **Recommendation #1 A**:

1. **A. That Captain Charles B. McVay, III, U.S. Navy, be brought to trial by general court-martial on the following charges:**
 - I. **Culpable inefficiency in the performance of his duty.**
(under Article 8, Section 10, articles for the government of the Navy)
 - II. **Negligently endangering lives of others.**
(under Article 22, articles for the government of the Navy)

Court of Inquiry - *Conclusions*

The **Court of Inquiry** concluded that:

- **Captain McVay should face trial by court-martial for not zigzagging the ship and additionally for his delay in issuing the call to “Abandon Ship.”**
- **A letter of admonition was to be given to the Leyte Port Director for his error in not reporting that Indy had not arrived in Leyte.**
- **Disciplinary actions were to be given to Communications Officers in Leyte.**

The Court-Martial

The Court-Martial of Captain McVay was held in Washington, D.C. at the Washington Navy Yard during the first week of December 1945.

During the trial, the US Navy made an unprecedented decision to bring LCDR Mochitsura Hashimoto from Japan to the United States to serve as a trial witness in Captain McVay's Court-Martial.

In his testimony, however, LCDR Hashimoto stated that a decision by Captain McVay to Zig-Zag (or not) would not have impacted his ability to successfully attack and sink USS *Indianapolis* (CA-35).

Court-Martial - *Conclusions*

Captain McVay was convicted of negligence in hazarding his ship by not zig-zagging.

He was acquitted on the charge of having not timely issued an “Abandon Ship” order to his crew.

The court sentenced McVay to lose 200 “numbers” toward his advancement in rank. This meant that 200 other officers would be put ahead of McVay for his promotion from captain to rear admiral.

As a result of the court martial, McVay’s career would essentially be ruined and he would never again serve in command of another ship.

Court Martial - *Aftermath*

In the years following the Court-Martial, USS *Indianapolis* survivors (as well as the general public) shared a mutual feeling that Captain McVay was the “Navy’s Scapegoat.”

After meeting with fellow shipmates at Indy’s First Reunion in 1960, survivors joined together to initiate efforts aimed at securing an exoneration for Captain McVay.

An exoneration would be forthcoming, but not for decades!

Sadly, on November 6, 1968, Charles B. McVay, III committed suicide.

Indianapolis Reunions

USS *Indianapolis* (CA-35) was lost to the sea on 30 July 1945.

The memories of *Indy*, her crew and the roles they played during WW II will never be forgotten.

The Survivors and Lost At Sea families and friends have been keeping *Indy's* story alive for future generations.

Many reunions have been held over the years and they have each served (*and will continue to serve*) to keep alive the legacy of USS *Indianapolis* (CA-35) and her storied crew.

The First Reunion

The **First Reunion (15th anniversary)** honoring the survivors and the lost at sea's families and friends of USS *Indianapolis* (CA-35) was held in Indianapolis, Indiana on **July 30-31, 1960**.



Ongoing Reunions

After breaking the ice in 1960, the tradition of holding *Indy* Reunions has continued over the years.

A 75th reunion in Indianapolis, IN was planned for the year 2020; but, due to the Covid-19 Pandemic, the reunion was held in a “Virtual” format and attended via Zoom computer technology.

At the time of the 75th reunion (30 July 2020), 8 of the 316 survivors were still living.

The next few slides share actual photos from a few recent reunions leading up to the 75th



2010 Reunion - Survivors with special guests



2019 Reunion – Survivor Edgar Harrell



2013 Reunion - Survivors with Indiana Governor Mike Pence



2019 Reunion – A Full House at the Hyatt Hotel in Indianapolis, IN

LOVE



Cpl Desmond Doss
Medal of Honor
Okinawa

HEALING



Desmond Doss Jr

Atsuko Iida Pak

Jim Belcher Jr



CDR Mochitsura Hashimoto
IJN Submarine I-58

TOLERANCE



USS Indianapolis Survivor
James R Belcher S1

FORGIVENESS

Preserving Indy's Legacy

Sharing stories at reunions to pass on to future generations!



Jim Belcher Jr

Jim Belcher Sr

Jim Belcher III

National Memorial

On 2 August 1995, (*coinciding with the 50th Reunion*), **USS *Indianapolis* (CA-35) National Memorial** was dedicated at the north end of the Canal Walk in the city of Indianapolis.



Exoneration of Captain McVay

In the late 1990's, the combined efforts of Florida middle-schooler Hunter Scott, Congressman Bob Smith of New Hampshire, and Captain William Toti, skipper of the namesake submarine USS *Indianapolis* (SSN-697), led to **Captain McVay's Exoneration**.

Even Mochitsura Hashimoto, former commander of I-58, the sub that sank the cruiser *Indianapolis*, played a part. In November 1999, Hashimoto wrote a letter to the U.S. Senate reiterating his long-held position that it was time for the American Navy to set aside Captain McVay's conviction.

In 2000, a letter addressing Captain McVay was signed by President William J. Clinton. Clinton's Secretary of the Navy, however, would not allow the exoneration to be added to McVay's letter. In **2001**, President George W. Bush's Secretary of the Navy (Gordon England) directed U.S. Navy Captain William Toti to have the **Exoneration Language entered into McVay's Service Record**.

“Still at Sea”

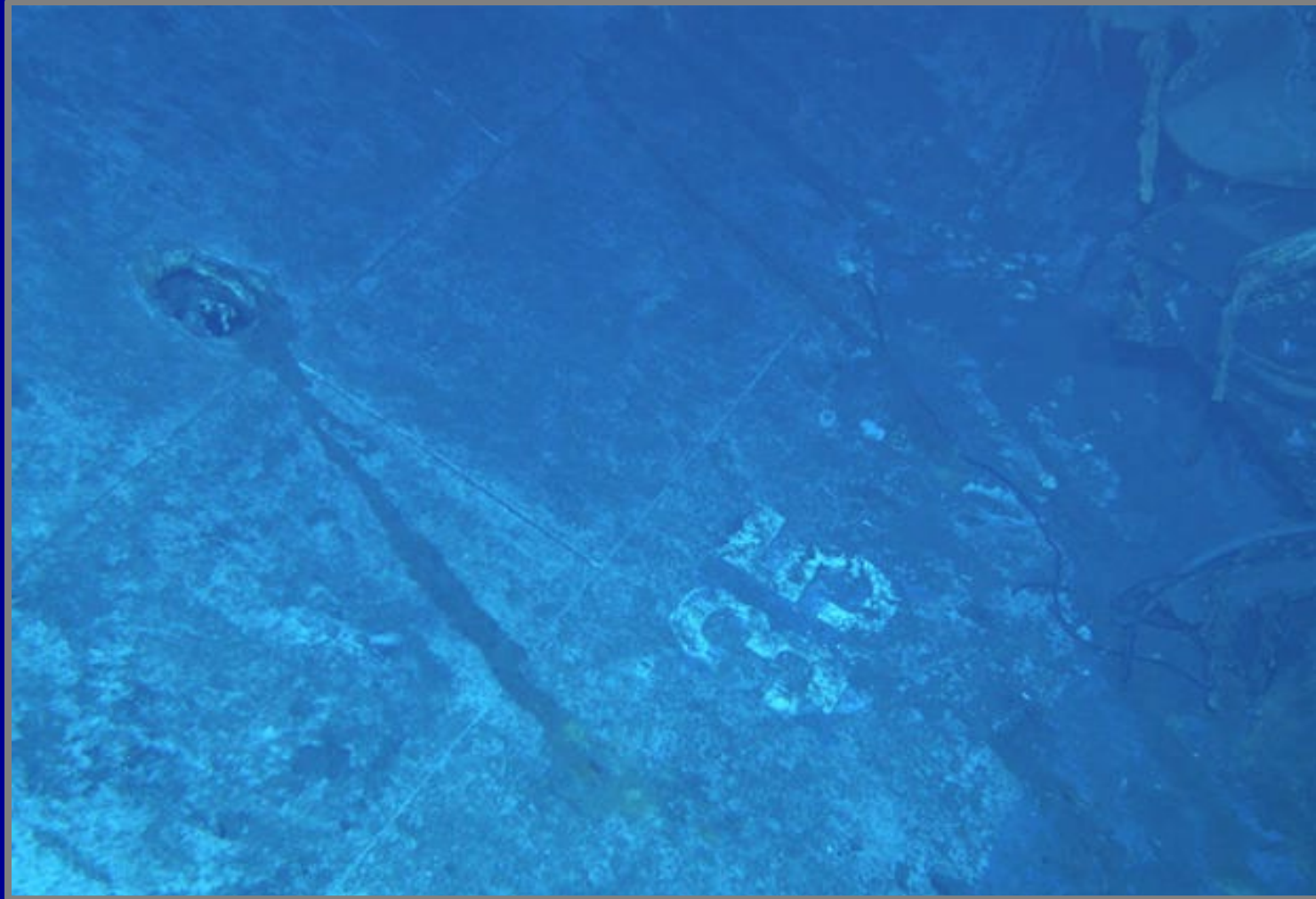
On 18 August 2017 (*just over 72 years after the sinking*), **USS Indianapolis (CA-35)** was found by an underwater search team.

Indy is resting 18,000+ feet below the surface in the North Pacific Ocean. Its final resting place is honored and will remain recognized by the United States Navy as a sacred grave site.

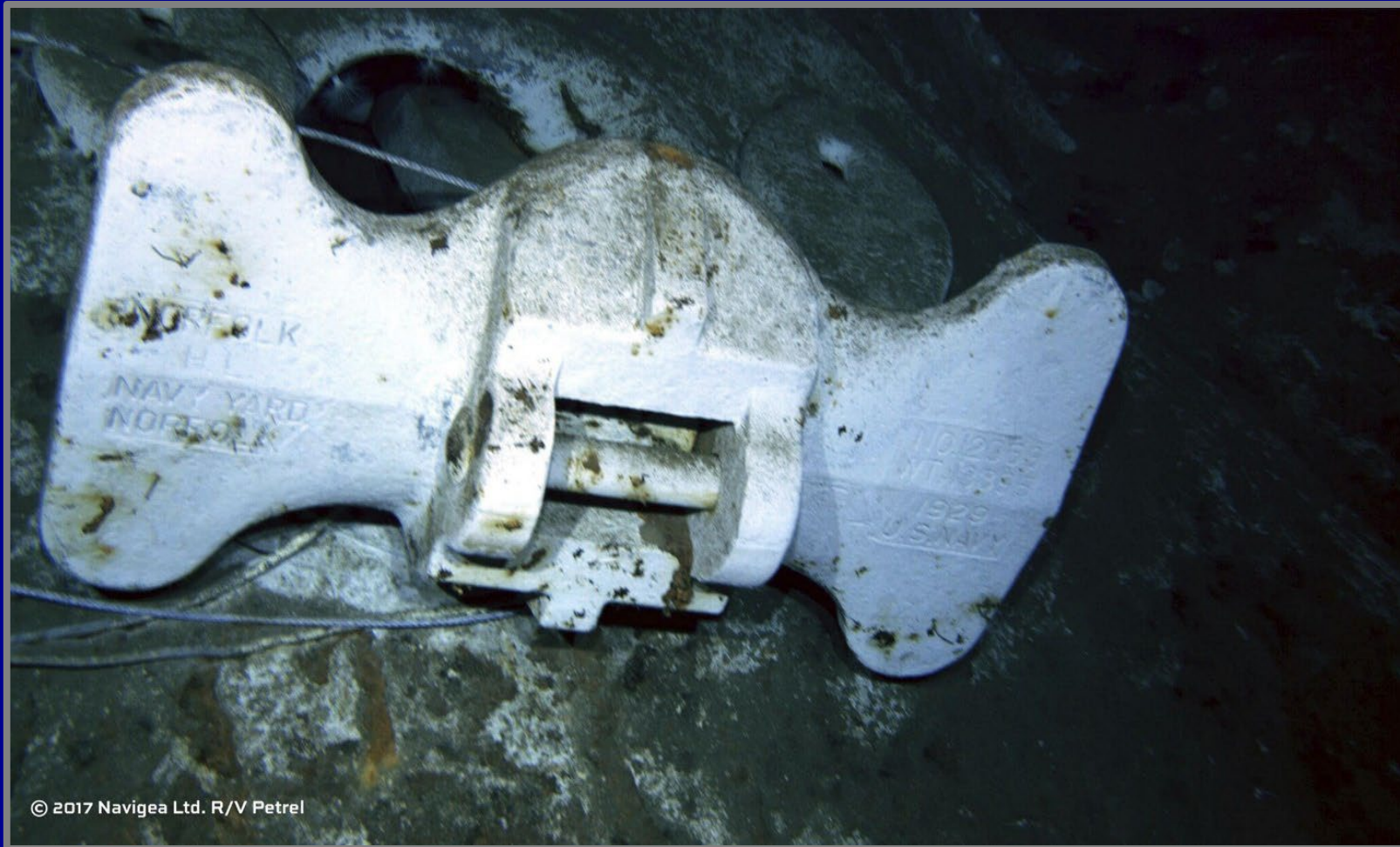
The following five (5) pictures are samples of many that were taken by the Paul Allen Underwater Team & RV Petrel



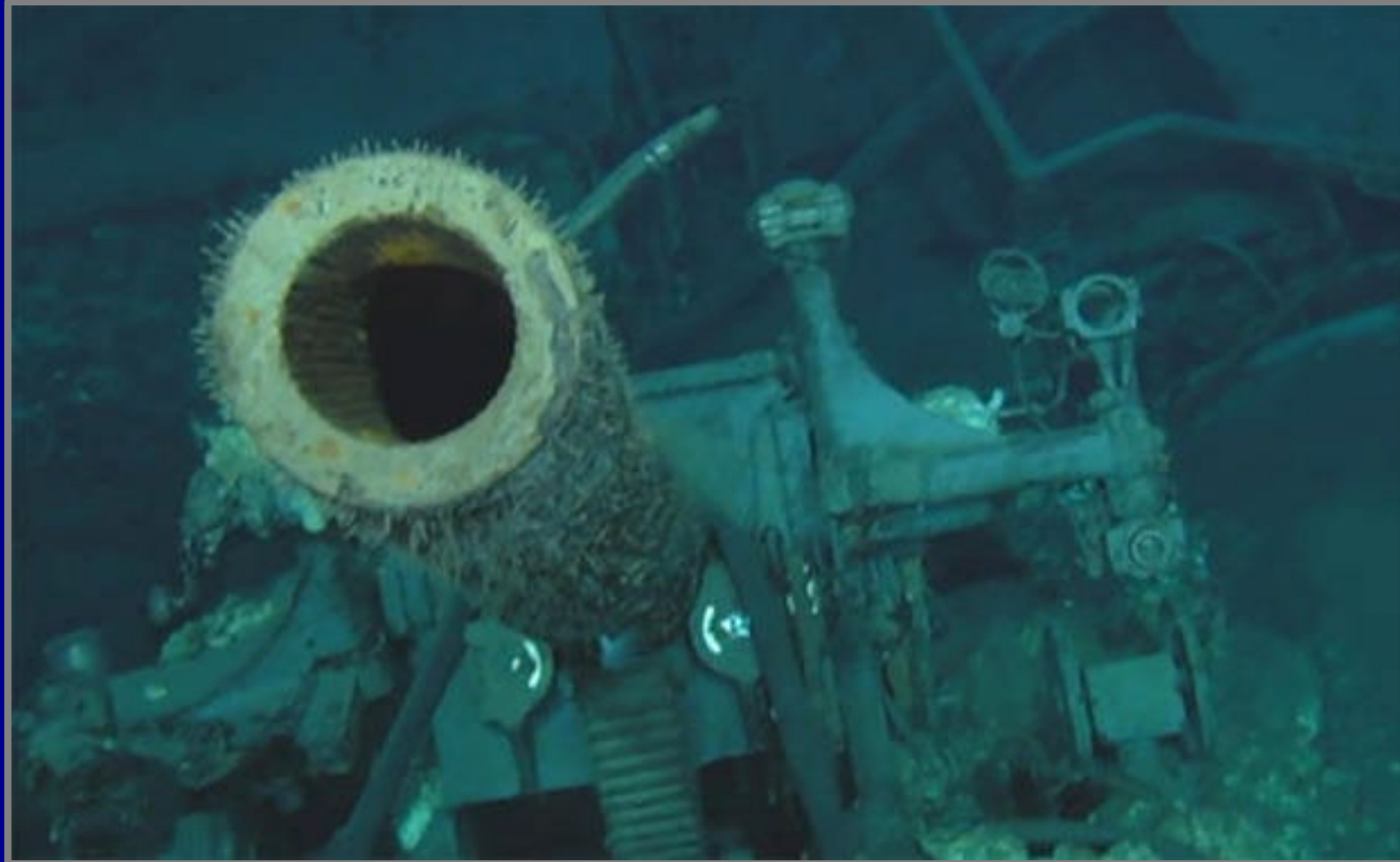
Hull number of USS *Indianapolis* (CA-35)



Anchor is marked "NAVY YARD NORFOLK VA"



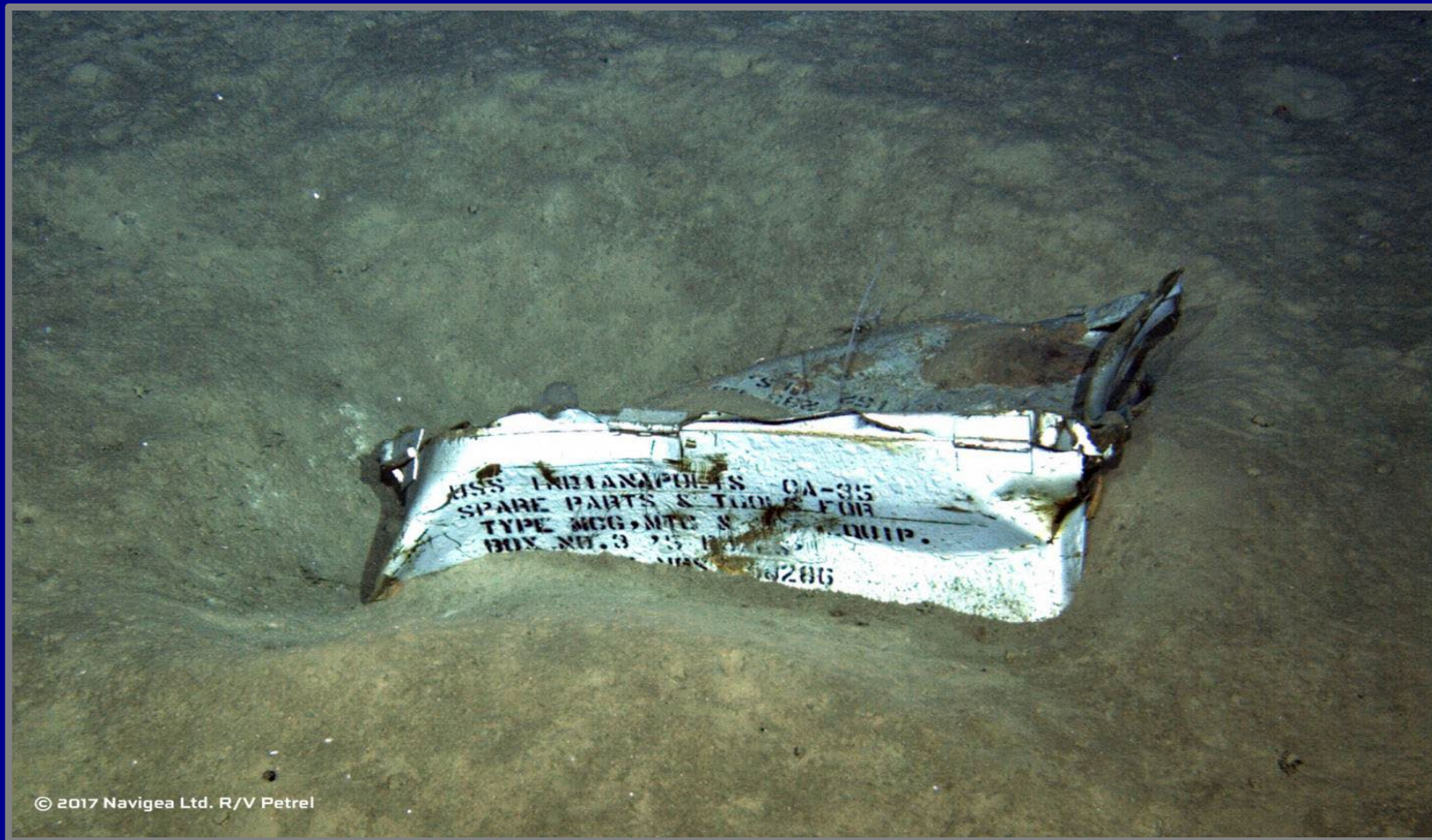
5" Gun, Rifling visible



Aircraft Float



Spare Parts Box stenciled "USS INDIANAPOLIS CA-35"





In **2018**, **USS *Indianapolis* CA-35 Legacy Organization** was founded by family members and friends of Indy's final crew.

It is a non-profit entity that was founded for the purpose of educating the public about the accomplishments and sacrifices made by this highly decorated ship and its storied crew.

The Legacy Organization is classified as a Section 501(c)(3) public charity of the Internal Revenue Code.

Congressional Gold Medal

On **30 July 2020** (*the 75th Anniversary of the sinking of USS Indianapolis (CA-35)*), the United States Congress held a ceremony to commemorate the sacrifices made by *Indy* and her crew.

At the ceremony, a **CONGRESSIONAL GOLD MEDAL** was presented



CONGRESSIONAL GOLD MEDAL PRESENTED TO THE CREW OF **USS *INDIANAPOLIS* CA-35** JULY 30, 2020

Since the American Revolution, Congress has commissioned gold medals as the highest expression of national appreciation for distinguished achievements and contributions. The medal to honor the crew of USS *Indianapolis* CA-35 is in recognition of their perseverance, bravery, and service to the United States. The single gold medal, struck by the United States Mint, will be permanently displayed at the Indiana War Memorial, Indianapolis, Indiana.

The obverse design depicts USS *Indianapolis* CA-35 with her ten battle stars interspersed among the border of rivets. Featured on the bow is Indy's hull number, 35. Inscriptions are "USS *Indianapolis* CA-35" and her dates of service, "1932-1945."

The reverse design depicts members of the crew clinging to a life raft and offering support to each other during their ordeal. The realization that rescue is on the way is indicated by the circling of Lt. Wilbur Gwinn's PV-1 Ventura plane, and Lt. Adrian Mark's PBY-5A Catalina, along with the searchlight from USS *Cecil J. Doyle* (DE-368), renewing their hope and their will to survive. Survivors reported seeing the PV-1 Ventura tipping its wings; and many recall the searchlight from *Doyle* as a sign from above that help was on the way. Sadly, it was too late for so many of the crew. Inscriptions are "1,195 SAILED, 316 SURVIVED" and "ACT OF CONGRESS 2018."



Congressional Gold Medal awarded in July 2020 to crew of USS *Indianapolis* (CA-35). At left, Earl Henry, Jr. represented lost-at-sea crew to include his father, LCDR Earl Henry. At right, Marine Sgt Edgar Harrell (Survivor) represented all 316 survivors. U.S. Mint Police Officer D. Drumgole holds the real Gold Medal that was later placed on display in USS *Indianapolis* room at Indiana War Memorial Museum in Indianapolis, IN. (Photo courtesy of Earl Henry Archives)

As we near the end of this “Self-Study” Module, lets review a listing of the
Highlights *of what we have learned about the service of*

USS *Indianapolis* (CA-35)

Highlights – USS *Indianapolis* (CA-35)

1930s - **Ship of State** for President Franklin Delano Roosevelt

- **Presidential Naval Reviews** for Franklin Delano Roosevelt

1941 - **Flagship for Commander Scouting Force 1** eight years from 1933 to 1941

1943 - **Flagship for Admiral Raymond A. Spruance** from Nov 1943 thru Mar 1945

1945 - **Earned Ten (10) Battle Stars in WW II** from Feb 1942 to Apr 1945

- **Nine crew deaths and physical damage in Okinawa Gunto** on 31 March
- **US Navy Speed Record from San Francisco to Pearl Harbor** 16-19 July
- **Transported and delivered “Little Boy” components** 16-26 July
- **Torpedoed and Sunk** on 30 July
- **316 Survivors and 879 Lost At Sea and Deceased** per official navy records

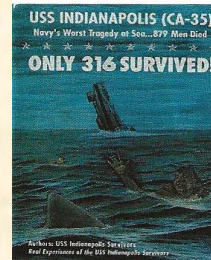
Highlights – USS *Indianapolis* (CA-35)

- 1945** - **Court-Martial of Capt McVay** in early December
- 1960** - **1st Survivor Reunion** held in Indianapolis on 30-31 July
 - **Survivors begin their decades long fight for McVay Exoneration**
- 1995** - **Indy Memorial dedicated in Indianapolis** on 50th Anniversary of sinking
- 2001** - **Exoneration of Capt McVay** fifty-six years after the sinking
- 2017** - **Ocean Gravesite of Indy discovered** by RV Petrel on 18 August
- 2018** - **USS *Indianapolis* CA-35 Legacy Organization** was founded
- 2020** - **Congressional Gold Medal** awarded at 75th Anniversary on 30 July

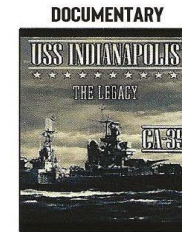
OVER THE YEARS,
MULTIPLE BOOKS
& MOVIES HAVE
TOLD INDY'S
STORY!

BOOK & DOCUMENTARY RESOURCES

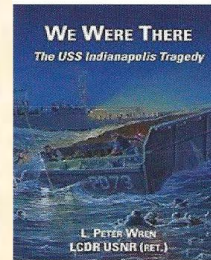
(IN ORDER OF RELEASE DATE, BEGINNING WITH THE MOST RECENT)



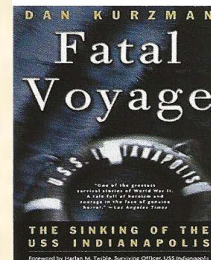
SURVIVORS - 2020 (KINDLE)



FILMS BY SERENDIPITY - 2016



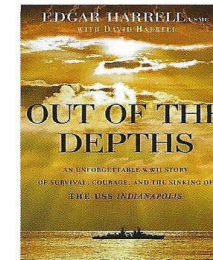
WREN - 2002



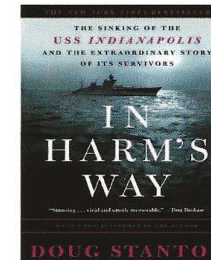
KURZMAN - 1990



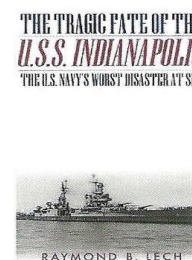
PBS/LONE WOLF - 2019



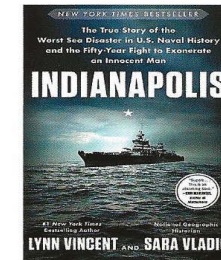
HARRELL - 2014



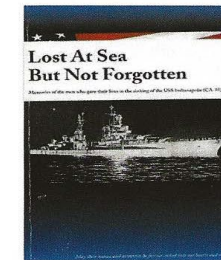
STANTON - 2001



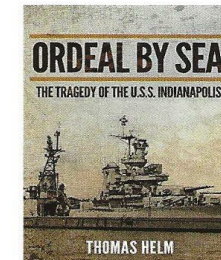
LECH - 1982



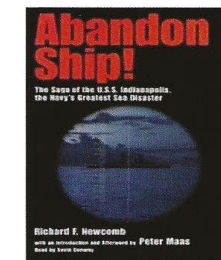
VINCENT & VLADIC - 2018



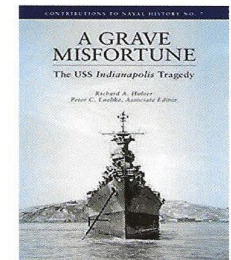
LAS FAMILIES - 2008



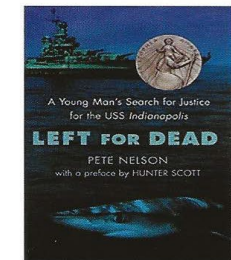
HELM - 2001



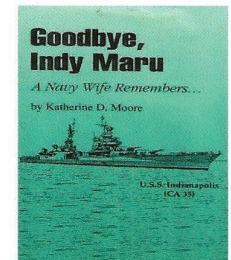
NEWCOMB - 1958



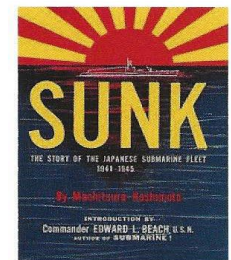
HULVER - 2018



NELSON - 2003



MOORE - 1991



HASHIMOTO - 1954

The next Three Slides document the “***Photo Credit***” information for each of the photographs that were used in this learning module!

Photo Credits – Page 1

- Slide 1** USS *Indianapolis* CA-35 off of Hawaii. Carl Mydans, *Life* Magazine 1940.
- Slide 7** Franklin Delano Roosevelt, 1900. Courtesy of FDR Presidential Library and Museum.
- Slide 9** Franklin Delano Roosevelt, 1913. Dutchess County Historical Society.
- Slide 10** Franklin Delano Roosevelt. FDR Presidential Library & Museum – CT 09-109(1)
- Slide 12** USS *Indianapolis* during naval review, 1934. U.S. Naval Historical Center.
- Slides 15 and 16** *Indianapolis* off Mare Island, 10 July 1945 . Bureau of Ships Collection, U.S. National Archives.
- Slide 39 A** USS *Indianapolis* (CA-35) by ship's photographer Alfred Sedivi. BUSHIPS War Damage Reports, RG 19, Boxes 30-31, NARA II, College Park, MD. Declassified, Authority (NND960035)
- Slide 39 B** Obituary of Earl Procai. *Indianapolis: The True Story of the Worst Sea Disaster in U.S. Naval History and the Fifty-year Fight to Exonerate an Innocent Man*. By Lynn Vincent & Sara Vladic. Simon and Schuster 2018.
- Slides 40 A B C D E** Burial service aboard USS *Indianapolis*, March 31, 1945. U.S. Naval Archives.
- Slide 42** USS INDIANAPOLIS (CA-35) *Commemorating 75 Years, 1945-2020*. Sara Vladic & Jane Goodall, 2020. Page 10.
- Slide 48** USS *Indianapolis*. Photo by Gus Buono, Ship's Photographer for USS *Pandemus* (ARL-18), 27 July 1945 in Guam. (Purported to be the last photo taken of the USS *Indianapolis*.)
- Slide 50** Desktop Wallpapers ship Painting Art military, 1ZOOM.Net
- Slide 59** INDIANAPOLIS: *The True Story of the Worst Sea Disaster in U.S. Naval History and the Fifty-year Fight to Exonerate an Innocent Man*. By Lynn Vincent & Sara Vladic. Simon and Schuster 2018
- Slide 60** I-58 during trials in 1944. Photo available at Wikipedia
- Slide 66** Illustration of USS *Indianapolis*' torpedo damage. This Day in History, History.com.
- Slide 67** IJN Submarine Illustration, artist unknown. .
- Slide 70** *Indianapolis*'s intended route from Guam to the Philippines. A chart of the Western Pacific, U.S. Navy/National Archives.
- Slide 77** Lt. Chuck Gwinn. U.S. Naval Archives.

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Slide 78 A and B PBY5-A Catalina Illustration, artist unknown. Photo of PBY5-A Catalina crew, U.S. Naval Archives.

Slide 79 Cover art: *We Were There* by L. Peter Wren, 2002. Illustrator unknown.

Slide 80 *USS INDIANAPOLIS (CA-35) Commemorating 75 Years, 1945-2020*. Sara Vladic & Jane Goodall, 2020.

Slide 82 A USS Tranquility (AH-14) at Guam with USS *Indianapolis* (CA-35) survivors, 8 August 1945. U.S. Naval Archives.

Slide 82 B USS *Indianapolis* survivors transported to Guam naval hospital, August 1945. National Archives.

Slide 87 A The atomic bomb dubbed “Little Boy.” Public domain.

Slide 87 B Enola Gay and Crew. National Archives.

Slide 88 A Photograph of Hiroshima bomb on impact, photographed by personnel aboard the Enola Gay.

Slide 88 B Photograph of Hiroshima in the aftermath of the bombing. en.wikipedia.org

Slide 97 *USS INDIANAPOLIS (CA-35) Commemorating 75 Years, 1945-2020*. Sara Vladic & Jane Goodall, 2020.

Slide 99 A Survivors and Sailors in uniform, fritzinger.smugmug.com, 2010

Slide 99 B Survivor Edgar Harrell, fritzinger.smugmug.com 2019

Slide 99 C Survivors and Indiana Governor Mike Pence, fritzinger.smugmug.com, 2013

Slide 99 D A Full House at the Hyatt Hotel in Indianapolis, fritzinger smugmug.com 2019

Slide 100 Photograph of Desmond Doss, Jr / Atsuko Iida Pak / Jim Belcher, Jr.. Courtesy of Jim Belcher.

Slide 101 Three generations of the Belcher family at the USS *Indianapolis* Memorial on Canal Walk, Indianapolis, Indiana. Courtesy of Jim Belcher.

Slide 102 USS *Indianapolis* Memorial, Canal Walk, Indianapolis, Indiana. Wikipedia.

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- Slide 104** *Indianapolis* off Mare Island, 10 July 1945. Bureau of Ships Collection, National Archives.
- Slide 105** USS *Indianapolis* wreck site, hull number, at the bottom of the Philippine Sea. Photo Courtesy of Vulcan, Inc.
- Slide 106** USS *Indianapolis* wreck site, anchor, at the bottom of the Philippine Sea. Photo Courtesy of Vulcan, Inc.
- Slide 107** USS *Indianapolis* wreck site, gun mount, at the bottom of the Philippine Sea. Photo Courtesy of Vulcan, Inc.
- Slide 108** USS *Indianapolis* wreck site, at the bottom of the Philippine Sea. Photo Courtesy of Vulcan, Inc.
- Slide 109** USS *Indianapolis* wreck site, spare parts box, at the bottom of the Philippine Sea. Photo Courtesy of Vulcan, Inc.
- Slide 112 A** Congressional Gold Medal description. U.S. Mint.
- Slide 112 B** Congressional Gold Medal Ceremony. Photo courtesy of Earl Henry, Jr.
- Slide 116** USS *Indianapolis* in popular culture. USS INDIANAPOLIS (CA-35) Commemorating 75 Years, 1945-2020. Sara Vladic & Jane Goodall, 2020.

THANK YOU

USS *Indianapolis* CA-35 Legacy Organization appreciates the time you've spent learning about Indy's legendary story.

We encourage you to spread the word and share what you have learned here about this storied ship and the 1,195 who sailed on its last voyage.

The sacrifices of all of our military servicemen and women are important for all Americans to remember, honor and cherish.

Our freedoms have been bought and paid for by our brave veterans.

For more information about *Indy* and its Legacy Organization, please visit our website at:

www.ussindianapolis.com