

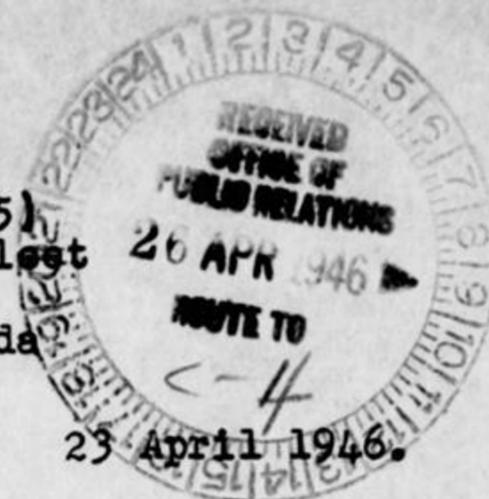
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Serial 86-46

U. S. S. WEBER (APD-75)
Florida Group, Sixteenth Fleet
U. S. Naval Station
Green Cove Springs, Florida



APR 29 1946

From: The Commanding Officer.
To: The Secretary of the Navy (Public Information).
Subject: Ship's History - Forwarding of.
Reference: (a) Allant 70
(b) Com16thFlt ltr. A12/(08), Serial 981, dtd 2
March 1946.
Enclosure (A) Ship's History

1. In accordance with reference (a) and (b), Enclosure (A) is forwarded herewith. This enclosure includes a list of the Commanding Officers and dates of command. No officers or enlisted men have received awards while serving on this vessel.

M. S. Evans
M. S. EVANS.

cc with Enclosure to:
CinClant
Commander 16th Flt
ComFlaGrp16thFlt

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Florida Group, Sixteenth Fleet
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HISTORY OF THE

U S S W E B E R (APD-75)

IN

WORLD WAR II

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Florida Group, Sixteenth Fleet
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HISTORY OF THE USS WEBER IN WORLD WAR II

A. Launching and Beginning Operations

The USS Weber, Destroyer Escort 675, was launched on Saturday, May 1, 1943, at the Fore River Shipyard of the Bethlehem Steel Company, Quincy, Massachusetts. Her sponsor was Mrs. Matt R. Walsh of 1809 Bateman Street, Galesburg, Illinois, mother of Lt(jg) Frederick Thomas Weber, USNR, naval air hero who died fighting in the Battle Of Midway Island, June 4, 1942.

Lt. Weber attended Knox College at Galesburg and was a graduate of Drake University. Commissioned an ensign in the United States Navy in June 1940, he participated in the early actions against the Japanese in the Pacific. Serving as a bomber pilot in the Battle of Midway Island, he secured a direct hit on an enemy aircraft carrier in the face of concentrated anti-aircraft fire, and while pressing home a counter attack against overwhelming fighter opposition, was shot down. For his distinguished service in action, Lt. Weber was awarded the Navy Cross posthumously, and the USS Weber was named in his honor.

The Commissioning of the USS Weber on June 30, 1943, came at a critical time in the history of World War II. The U-Boat was threatening the allied supply lines in the Atlantic, and the battle against this menace was far from won. During the month of March 1943, over 20,000 tons of allied shipping had been sunk daily by German U-Boat activity

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alone. The nation was relying heavily on the destroyer escort type of vessel with its modern underwater detection devices and its lethal destruction equipment to keep the allied supply lines open.

The group of two hundred officers and men who assembled at the commissioning that bright June day of 1943, did not have a clear picture of what their future would be. They were eager but for the most part inexperienced to the ways of the sea. The majority of the crew had just passed through that period of indoctrination known as bootcamp to all sailors. Now as they filed aboard, they were about to experience the actual conditions of life at sea---watches to stand, scraping and painting, rigging, guns to shoot, radar and sound gear to comprehend and operate, shipboard rules and regulations and the unwritten laws of the sea to learn. Few of those first members of the crew will ever forget the almost insuperable difficulties incident to their training and preparation for the day when the Weber would be ready to take her place in the Atlantic Fleet.

During the succeeding period of outfitting and preparation for sea, the officers and men were instructed and encouraged by the Weber's first Commanding Officer, Commander (now Captain) R. N. Norgaard, USN, of Arlington, Virginia. His untiring efforts and leadership made the trying days more bearable than they otherwise would have been. As the first Commanding Officer and later as first division commander, he will always hold a position of high esteem and respect in the hearts and minds of the men.

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Upon completion of the weeks of outfitting, the Weber departed for "shakedown" at Bermuda. Departing from Provincetown Harbor on July 23, 1943, she proceeded to Bermuda and anchored in Great Sound, Bermuda Island on July 25, 1943. After extensive drills in gunnery, anti-submarine warfare and damage control, the initial training was completed, and she sailed from Bermuda on August 18th, arriving at the Charleston Navy Yard at Boston on August 21, 1943, for a period of availability. After making repairs, she departed for New London, Connecticut for further training and practice in anti-submarine warfare.

Leaving for Brooklyn, New York, the Weber was now prepared for her first large Atlantic assignment, convoying troops and cargo to the United Kingdom. The convoy of transports departed from New York on September 5th and arrived in the British Isles on September 16th. The Weber tied up at Lough Foyle, Londonderry, Ireland, awaiting a returning convoy. The convoy was formed up on September 21st and sailed for St. John Harbor, Newfoundland, reaching the latter port on October 1st. The Weber then proceeded to Brooklyn, New York for ten days' availability.

After necessary alterations and repairs were made, the Weber departed for Curacao, Netherlands, West Indies serving as convoy escort. The convoy arrived safely on October 24th in Santa Anna Harbor, Wilamstad, Curacao.

A new convoy was formed with the Weber acting as picket, and departure was made for the United Kingdom on October 29th. It arrived safely on November 11th. After engaging in anti-submarine exercises off the northern coast of Ireland, the Weber sailed from Londonderry on November 18th and

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and assisted in escorting a convoy back to the United States. The convoy arrived in New York on November 27th.

After ten days' availability the Weber departed for Casco Bay, Maine, for further training in gunnery and anti-submarine work, arriving in Casco Bay December 7th for four days of practice with units of Escort Division 17. During the return voyage to New York, the Weber was caught in a storm off the New England Coast and suffered some damage while vainly searching for the Suffolk, a coastal collier that had foundered in the storm.

After repairs in the Brooklyn Navy Yard, the Weber got underway on December 15th with Division 17, escorting a convoy to the United Kingdom. The convoy reached Northern Ireland safely on Christmas Day.

B. 1944 Period Escorting New York to Londonderry, North Ireland

From January 1, 1944 to August 20, 1944 the Weber with the ships of her division made eleven successful convoy crossings of the Atlantic from New York to Londonderry and return with arrivals and departures on the following dates:

<u>Departure from</u> <u>Londonderry, N.I.</u>	<u>Arrival in</u> <u>New York</u>	<u>Departure</u> <u>from New York</u>	<u>Arrival in</u> <u>Londonderry</u>
January 1	January 10	February 1	February 12
February 18	February 27	March 19	March 29
April 5	April 17	May 3 (Boston)	May 13
May 19	May 29	June 16	June 26
July 2	July 12	July 26	August 5
August 7	August 20		

During these months of Atlantic duty the Weber was part of Escort Division 17, which was comprised of the following Destroyer Escorts:

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USS Burke, USS Enright, USS Frament, USS Schmitt, USS Scott, and USS Weber. The Weber joined with her division after her First Atlantic crossing. Escort Division 17's first Commander was Commander R.N. Norgaard, USN. In March of 1944, Commander A. Wildner, USN, became the division commander and served in that capacity until the division was dissolved at the end of 1944. The convoys and escorts were usually organized in a task unit or group (Usually Task Group 21.7) serving under Admiral R. E. Ingersoll, Commander-in-Chief of the Atlantic Fleet.

On numerous occasions during these months of routine escort work, sonar contacts were established and charges were fired at suspected submarines. The Weber made several investigations and dropped numerous depth charges. The possible sighting of a surfaced submarine was made on March 28th, but no trace was found of it during a diligent search.

On April 16, 1944, during a heavy fog a radar contact was made ahead of the convoy returning to New York. The USS Weber and the USS Enright were sent to investigate and divert it if it proved to be friendly. As the Weber approached the area, the Enright collided with the target which was later identified as the S.S. Thome, flying the flag of Portugal outbound from Philadelphia. Both vessels were able to make port in spite of the damage sustained. The Weber escorted the Enright to New York for repairs to her damaged hull.

All of the Atlantic crossings were made with the assistance of escorts of British or Canadian forces until the return crossing on August 7, 1944, when an all-American escort group was employed for the

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first time. The Weber had the distinction of serving with this group in escorting Convoy ONS 248F safely across the Atlantic.

The 1944 crossings were completely successful for no attacks developed and the convoys reached their destinations unharmed. Through stormy rough seas and ice the Battle of the Atlantic was waged and slowly won. It must be remembered that the success or failure of a convoy crossing was measured--not on the fights with the enemy--but whether or not the convoys arrived at their destinations with their cargoes intact. Every effort was made to avoid the enemy, and a vast intelligence network was built up to outwit him. Changes in convoy instructions and routes were often made on an hourly basis if there was reason to believe that enemy submarines or planes were in the vicinity. The escorts themselves with their direction-finder gear and radar fitted into the intelligence picture by determining the location of submarines and turning the convoys in time to avoid them. The more exciting work was left for the killer groups who combed the waters where submarines were known to be operating, to find them and finish them off.

C. Escorting to Cherbourg, France, and the Mediterranean

On September 4, 1944, the Weber departed from New York in company with Task Group 21.7 to escort one of the first convoys (CU 38) to the United Kingdom and to Cherbourg via the southern coast of England. Before that time, the convoys were routed around Northern Ireland to avoid enemy aircraft and the U-boat bases established along the French coast.

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The crossing was made safely on September 14th, with part of the group proceeding directly to Cherbourg, France. The ships were convoyed safely across the English Channel. The escorts returned to Portsmouth, England, and the Weber departed from this latter port on September 22, 1945, escorting convoy UC 38 back to New York. This was the last time that Escort Division 17 operated as a unit. It was split up preparatory to the conversion of these vessels for duty in the Pacific.

After ten days' availability for repairs in New York and four days' gunnery and ASW exercises in Casco Bay, the Weber proceeded to Norfolk, Virginia, to join Task Force 65, which was escorting Convoy UGS 58 to North Africa and the Mediterranean ports on October 21, 1944. At 0550 on the morning of November 7th, two days out of Gibraltar, the Weber was directed to divert an independent ship away from the convoy formation. While maneuvering to head off the suspicious vessel that was heading into the convoy, the Weber struck the vessel, Alberto Segundo, a Portuguese fishing vessel bound for Lisbon, Portugal. The vessel was badly damaged and sank shortly thereafter. All members of the crew clambered aboard the Weber. These twenty-three surviving fishermen were landed at the Rock of Gibraltar, and the Weber proceeded onward with the convoy to Bizerte, Tunisia arriving on November 12th and departed for Palermo, Sicily, the following day to undergo repairs resulting from the collision. After the repairs were made, the Weber proceeded to Oran, Algeria, and rejoined Task Force 65, which departed the 23rd of November with Convoy GUS 59. On approaching the North American continent, the Weber was placed in charge

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of the Delaware section of the convoy escorting this group to Philadelphia, arriving on December 10th.

The Weber's work in the North Atlantic was now finished. The U-Boat was no longer a formidable foe. Tonnage losses had decreased to a trickle in comparison to the days when the issue on the high seas were doubtful. More attention could now be paid to the war in the Pacific. There was need for high-speed transports with shallow drafts that could approach close to reef-bound shores and land demolition squads to blast a path for the invasion forces. The destroyer escort was suitable for this type of amphibious operation. Work was started to convert the Weber immediately. Her classification was now changed to the USS Weber APD 75.

D. Conversion and Operations in the Pacific Theatre

During the next three months the Weber underwent conversion at the Philadelphia Navy Yard. During this period every man and officer aboard the ship went to school to increase his ability to handle his particular job. Amphibious warfare was new to all the crew. Shore bombardment, Japanese tactics, and operation with large invasion units had to be learned in detail.

By the middle of March 1945, the USS Weber (APD-75) was ready for sea again. She now carried heavier AA batteries and a five inch dual purpose gun for shore bombardment and aircraft. In addition she still had here underwater sound gear and depth charges. There were quarters for demolition teams and extensive stowage space for their gear. After careful trial and tests, the Weber put to sea on the 20th of March for Norfolk, Virginia, to conduct exercises in shore bombardment, and anti-aircraft drills. Upon

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completion of this final period, departure was made for the Panama Canal escorting the USS Griggs and the USS Grundy, two troopships carrying men to the Pacific. The Weber carried fifty-five passengers and arrived in Cristobal, Canal Zone on April 19th after a five day trip. Task Unit 29.6.3 was then dissolved, and the Weber reported to the Commander-in-Chief of the Pacific Fleet for duty.

After discharging of passengers and passing through the Panama Canal on April 20th, the Weber proceeded to San Diego, then on to Pearl Harbor. She carried 105 passengers on this latter voyage, arriving in Pearl Harbor on May 8th. After a brief period for repairs, the Weber proceeded to Maalaea Bay, Maui, T. H. to commence advanced training with an underwater demolition team. Underwater reconnaissance and demolition exercises were carried out off Beck's Cove, Kahoolawe with Underwater Demolition Team #23 until the 19th of May. Valuable experience was gained in these operations. After further refresher training in anti-submarine work, the Weber sailed from Pearl Harbor on May 24th with Task Unit 16.8.12, escorting convoy to Eniwetok atoll arriving on June 1st. After a day's delay to refuel, a new troop convoy was formed and departed for Ulithi, arriving at this latter port on June 6th. The Weber reported for duty to Commander Task Force 31.

The battle for Okinawa was at its height during the first weeks in June. The Weber's initiation into the battle began when she escorted to Okinawa the USS California, who was to assist in the shore bombardment of the Southern part of that island. The group departed on June 13th and

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arrived at Okinawa on June 17th. The flares and flashes from the big guns gave grim evidence of the struggle that was taking shape before Naha. After a brief stay in Hagushi anchorage, the Weber proceeded to Kerama Retto (part of the Okinawa group) to fuel and prepare to repel air attacks that developed with increasing intensity during the following week. During the week of arrival, in one eleven hour period over thirty raids were beaten off by the island defenders. The Combat Air did heroic work in protecting ships in the harbor. Vessels were sunk by the Jap Kamakazis, but the superb organization of the island defenders left no doubt about the final outcome. Strict vigilance, night and day, was kept by all ships, and coordination of communications alerted the entire forces on land and sea when the enemy was approaching or suspected.

To forestall any surprise thrust by the Japanese against our communication and supply lines to Okinawa, Task Group 32.15 was formed under the command of Vice-Admiral J. B. Oldendorf, USN, the Commander of Task Force 32 comprised of the following battleships: USS California, USS West Virginia and cruisers: USS Wichita, USS Tuscaloosa, USS San Francisco, USS St. Louis and the USS Chester. The Weber joined this group as anti-submarine and mine escort on June 25th. She operated with this group until July 1st, returning to Hagushi Anchorage at Okinawa on that date. Several mines were sunk by the escorts, and while the group was snoopied by at least two Japanese aircraft, no attacks developed.

On July 8th, the Weber was part of the ASW screen escorting a convoy to Saipan. The convoy arrived safely on July 12th. On the following day the Weber departed for Leyte, Philippine Islands, and arrived in San Pedro

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Bay, Leyte on July 17th for a ten-day period of availability. This was the staging area for further blows against the Japanese. All possible time was devoted to preparing for the offensive. "At sea" training was conducted with the USS Mobile and the USS Vicksburg on August 4th. On August 6th, when a suspected enemy submarine had attempted to enter Leyte Gulf, the Weber proceeded on ASW patrol.

The Weber was lying at anchor in San Pedro Harbor, when the first news of the Japanese offer to submit to the terms of the Potsdam Conference was received. The entire harbor participated in the celebration. Thousands of flares, rockets, star shells, and other pyrotechnics were shot into the sky. The harbor took on the appearance of a huge Fourth of July arena. Ships that had never known anything but strict blackout were lighted that night. In spite of the fact the news was sketchy and nothing more than rumor, to the thousands of men aboard those ships "the war was over". Events proved that the celebration was not premature.

In anticipation of the occupation of Japan, ships were ordered Northward. The Weber was part of Task Group 32.90 comprised of the USS Idaho, USS Mississippi, together with two additional escorts: the USS Barber, (APD-57) and the USS Tatum (APD-81). This task group proceeded to Okinawa and the Weber reported for duty on August 21st, to Commander Task Force 95. After a brief period of training with Task Group 95.3 on August 30th, the Weber returned to Buckner Bay, Okinawa, and reported for duty to Commander Task Force 55 in the USS Santa Fe on September 7th.

Peace with Japan had become a reality and with the cessation of hostilities came organization of a different nature. Japan had to be occupied

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and prisoners of war had to be evacuated and cared for with utmost despatch. Every day's delay meant further suffering and hardship for those who had received all degrees of treatment from the Japanese in the prisoner of war camps. The situation was urgent, and all rescue operations were speeded up.

E. Rescue Work at Nagasaki, Japan

Organized in Task Unit 55.7.1 on September 10th, the Weber departed for Nagasaki, Japan, from Okinawa with the USS Wichita, the USS Haven, a United States Hospital Ship, and three additional escorts to evacuate ex-prisoners of war from the Island of Kyushu. Arriving at the rendezvous outside Nagasaki on the morning of September 11th, the task unit threaded its way through the mined waters with the cruiser Wichita in the van, followed by the USS Weber, USS Haven, USS Mugford, USS Smith, and USS Corson. All ships were alerted and ready for any eventuality and action if necessary. The passage was made without incident and upon reaching the dock area of Nagasaki, the Weber's four landing craft were swung over the side and proceeded to the Wichita and shortly thereafter landed the first contingent of Marines at the Dejima Docks. Vigilance was kept on a twenty-four^{hour} basis while anchored at Nagasaki.

During the next two weeks, ex-prisoners of war were brought to Nagasaki from all parts of Kyushu. Here they were quickly processed by the medical staffs of the Haven and placed aboard ships for home or hospitalization depending upon their condition. On September 13th, the ship's doctor was dispatched with a small unit to Omuta, site of two of the prison camps on Kyushu, to render speedy medical aid to the allied prisoners. The work of caring for

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and evacuating proceeded on a twenty-four hour basis. As soon as a ship was loaded, it departed for one of the separation areas. In spite of the typhoon which struck Japan on September 18th, the work did not stop. Within twelve days approximately 10,000 ex-prisoners of war were evacuated from the island.

With the evacuation completed, the Weber returned to Okinawa in Task Unit 55.7.60 consisting of the USS Haven and two other escorts on September 25th. As another typhoon was approaching shortly after the arrival in Okinawa, the Weber was ordered to get underway and escort the USS Chenango, USS Marcus Island, and the USS Bouganville, all CVE class carriers, to ride out the typhoon. This group steamed south and proceeded down the coast of Formosa to the lee of Western Luzon. On the return voyage to Okinawa after the typhoon had passed, aircraft were launched by the carriers to locate ships of a tow convoy that were dispersed by the typhoon. The group returned to Hagushi Harbor on October 3rd.

F. Escorting Troops and Supplies to China

On October 7th, the Weber joined Task Unit 78.1.97 comprised of the USS Kermit Roosevelt (ARG 16) and 7 LST's, to escort the group to Tsingtao and Taku, China. In conformity with the United States' policy of assisting the Chinese National Government to stabilize conditions in Northern China, United States Marines were dispatched to the area. Two days out of Okinawa the Task Unit was caught in the outer fringes of the typhoon that completely wrecked Okinawa. The ships of the unit were blown hundreds of miles apart. The LST 469, one of the group, was damaged and leaking. The Weber was sent

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to her aid, escorting her back to Okinawa on the 12th of October. The Weber rejoined the remainder of the Task Unit that was forming again. The group was split on October 15th, four of the LST's proceeding to Tsingtao with the Kermit Roosevelt and the Weber heading Task Unit 78.1.97A with two LST's for Taku. This latter group reached Taku on October 16th.

The Weber departed the following afternoon, acting as anti-mine escort for two United States merchant ships bound for Okinawa. She had approximately 100 naval and marine passengers aboard who were proceeding to Manila for discharge. Taking departure from the two merchant ships off Okinawa, the Weber proceeded to Manila, Philippine Islands, entering Manila Bay on October 23, 1945. After a brief interval to discharge the passengers and reorganization, the Weber proceeded to join and escort Transport Division 49, comprised of eight transports, carrying Chinese Troops from Hengkeng to Northern China. A rendezvous was made with these transports bound for Chinwangtao, China, on October 27th, the Weber acting as anti-mine escort for the group. The voyage was completed without incident on November 1st. The Chinese troops were disembarked and the Transport Division got underway on November 2nd for Hengkeng, arriving at the latter port on November 8th. The balance of the Chinese troops were loaded, and the transport division, comprised as before, with the addition of two more transports departed for Tsingtao, China, on November 10th; the Weber patrolling anti-mine escort station ahead of the formation. The division arrived in Tsingtao on November 15, 1945, and disembarked the Chinese troops without incident.

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On this trip and during the period of escort work in the Pacific, the Weber's gun crews sank several mines and suspicious mine-like objects. Her real value lay in her ability to maneuver and serve large units during emergency. Had some of the larger ships ever struck a mine, the Weber's high speed and maneuverability would have been a vital factor in saving lives and perhaps a valuable ship as well.

G. Preparation for and Duty in the Inactive Fleet

While in Tsingtao, the Weber, on the direction of the Commander in Chief, Pacific Fleet, was ordered to load to capacity with personnel destined for the east coast of the United States and to sail via Pearl Harbor, San Diego, and the Canal Zone. Her missions completed in the Pacific Ocean areas, the Weber was to return to the states loaded with high-point men and officers destined for east coast separation centers.

With a load of prospective discharges, the Weber sailed independently from Tsingtao, China, on November 25, 1945, bound for Okinawa and arrived in Buckner Bay on November 28th. At Okinawa, she loaded additional passengers and got underway for Guam arriving there on the second day of December. The following day, the Weber departed for Eniwetok Atoll, arriving on December 6th, and after fueling ship, got underway the next day for Pearl Harbor. The situation had changed since the last time the Weber had put into Pearl Harbor. It had last arrived there on the day of the German surrender, but when the war with Nippon was at its height. Ship movements were shrouded in secrecy and ships were being dispatched to the forward areas in large task forces. Now the world was at peace and ships could once again cross the ocean lanes

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burning navigational lights without fear of sudden air or submarine attack.

The Weber arrived in Pearl Harbor on December 13, 1945, after completing anti-aircraft gunnery exercises on the same morning.

Three days later, the Weber sailed for San Diego, California, arriving there on December 22nd. After a seven day layover in San Diego, the Weber got underway for the Canal Zone, arriving on January 6, 1946, where she reported for duty to the Commander-in-Chief, Atlantic Fleet.

The Weber was ordered by Cinclant to proceed to the United States Naval Shipyard, New York, for an availability for repairs in connection with its proposed transfer to the inactive Atlantic Fleet. Sailing from the Canal Zone on January 9, she arrived in the Navy Yard, New York, on January 15. After discharging her passengers, the Weber began its yard availability, the first step in the long and tedious process of preserving her as a unit of the inactive Atlantic Fleet.

During this availability, all urgent repairs were accomplished; all ammunition was unloaded; the ship was drydocked and the ship's bottom sandblasted and painted with a special preservative paint. On February 18, the Weber, on orders from the Commander, Amphibious Forces of the Atlantic fleet, proceeded to Norfolk, Virginia, from where, after provisions were taken aboard, she sailed two days later for Jacksonville, Florida. Arriving in Jacksonville on February 23, the Weber completed additional repair work and sailed down the St. John's river on March 4, for Green Cove Springs, Florida, where she reported to the Commander, 16th Fleet for duty and laying up with the Florida group of the inactive fleet. The Weber had been designated flagship for Transport Division 162.

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She, and ships like her being placed in an inactive status, comprise the reserve fleets. They are intended for future service. Readiness for duty in the future is a prime requisite, and this readiness is insured by a complete preservation of the ship and its facilities. Gun mounts are removed; the radar and sonar gear is preserved and sealed, and the ship is covered with a coat of special preservative paint, designed to protect it from the effects of moisture and resultant corrosion.

H. The Weber's Commanding Officers and the periods they served.

The Weber had had seven commanding officers. It was their leadership that set the pace aboard the vessel. Those who served in this capacity were:

Commander R.N. Nergaard, USN, of Arlington, Virginia.
June 1943 to September 1943

Lt. Commander R.H. Stevens, USNR., of Detroit, Michigan
September 1943 to June 1944

Lt. Commander R.W. Whalen, USNR., of New Haven, Connecticut
June 1944 to November 1944

Lt. Commander Frederick Faver, USNR., of Wilmette, Illinois
November 1944 to December 1944

Commander Arthur D. Berliss Jr., USNR., of New York, N.Y.
December 1944 to November 1945

Lt. Commander Herbert J. Kanter, USNR., Atlanta, Ga.
November 1945 to March 1946

Lieut. M.S. Evans, USN., of Red Oak, Iowa.
March 1946 to _____

H. Concluding Statements

The Weber sailed over 150,000 miles during World War II, guarding the sea lanes ---insuring that troops and supplies go through to their destinations. Her work was not the heroic but more of the common-garden variety of work behind the scenes. The work was dangerous but often became boring to the men who were organized to cope with emergencies. She, like other escorts, were the eyes and ears of the groups to which they were attached and responsible in a large measure for their safety.

The USS Weber takes her place in the history of ships of the United States Navy, having attained a record that the American people and the men who sailed her in this fight for a decent and free world, can well be proud.

...