

ST. PAUL'S SCHOOL

manship" displayed on this occasion, Snowdon was cited by Major General Partridge, commanding the 3rd Bombardment Division.

In September, 1944, the crew of the "Bust'r" having completed their combat tour of duty, were returned to the United States.

After reporting at Reclassification Center, Atlantic City, Snowdon was sent to the Four Engine Instructors School, Hendricks Field, Sebring, Florida. There he served as instructor, until July 14, 1945, when he was killed in a crash during a routine night training flight.

Killed at twenty-three, after more than three years of service in the Air Corps, and after flying thirty-five missions in the European Theatre, Snowdon at least had the satisfaction of knowing that victory had been won in one half of the conflict and that in the other it could not be much longer deferred.



WILLARD FOSTER WALKER, JR.

1940

Willard Walker entered the Third Form in 1936. In the summer of 1937, he had a severe attack of pneumonia which handicapped him for some time afterwards. Nevertheless, he rowed on the third Shattuck crew, played a useful part in many School organizations and graduated *cum laude* in 1940. He was a boy of unusual gentleness and charm, whose persevering courage showed itself both at the School and later in his country's service.

At Yale, he rowed on the Freshman 150-pound and on the Davenport College crews; and he was on the business board of the *Yale Literary Magazine*. He enlisted in the Navy in February, 1942, took the Naval R.O.T.C. course, was commissioned Ensign in June, 1943, and, after training at Norfolk, Virginia, was ordered to Seattle for duty in connection with the fitting out of a vessel. Yale awarded him a B.S. degree, October 25, 1943, as of the class of 1944.

Walker was Radar Officer of U.S.S. *Longshaw* (DD-559). He did his work well: he was posthumously cited for the accuracy of his spotting. The ship was commissioned December 4, 1943, and then served sixteen months in the South Pacific, from the Hollandia landings to the invasion of Okinawa. On one stretch, she was under way 86 days, refuelling and taking on supplies at sea. She travelled 100,000 miles. In the Philippines she was caught in a typhoon and rolled 53 degrees without sustaining damage. In the first Tokyo strike she spent two days on patrol within twenty miles of the Japanese coast.

On May 18, 1945, at Okinawa, the officers and men of the *Long-*

*shaw* had been on their feet for thirty-six hours. They had fired 500 rounds of 5-inch ammunition and had dealt with numerous kamikaze attacks. They started another bombardment mission, their thirtieth in thirty days, moved in too close to shore and stuck on Ose reef. Other destroyers were trying to get them off when Japanese shore batteries opened fire. The *Longshaw* was soon hit and badly damaged, but her forward batteries continued firing. Then her magazine exploded and fires broke out. Fire fighting parties worked below decks until the pressure gave out. All the survivors including many wounded were taken off. Then the *Longshaw* was sunk by American gun fire. Eighty-three of her officers and men, including Willard Walker, were killed in action.