


TWO -  - NINE

Seima

Honolulu

Batavia

China

Manila

Tokyo

Yokohama

Peleliu

Ulithi

Legaspi

Santo

Saipan

Tinian

Manila

Manana Peta

Lasebo

San Fernando

Jared Perry

TWO-O-NINE



A SHIP'S BIOGRAPHY

Published by

U. S. S. TAZEWELL APA 209



In Dedication

To the wives, parents and children of the officers and men of the *U.S.S. Tazewell* who so proudly sent them to the Service and so patiently awaited their victorious return, we gratefully dedicate the

TWO-O-NINE.



FOREWORD

The period under review by this book takes the reader from the day of commissioning to the first anniversary dinner.

In the last twelve months innumerable changes have taken place in the lives of the crew of this ship. Many have been awakened to a new sense of regard for his responsibilities and for his fellow man.

During this long or short year, as each may see it, many enduring and true friendships have been formed. As an aid for the continuation of these and for fireside reminiscence in the years of peace to come, this first yearbook of the *U.S.S. Tazewell* is given.



COMMANDER HERBERT S. OLSEN

Commanding Officer,

U.S.S. Tazewell

COMMANDER HERBERT S. OLSEN, (DM), U. S. Naval Reserve is the first and present Commanding Officer of the *U.S.S. Tazewell*.

His sea-going career commenced in 1905. He received his first license in 1912 and his first command in 1923. During the time previous to active service with the Navy he served as master on steam vessels in European and Far Eastern trade.

The Captain joined the U. S. Naval Reserve in 1929 as Lieutenant Commander. Prior to taking command of the *U.S.S. Tazewell* he served aboard the *U.S.S. George Clymer* (APA 27) in the capacity of First Lieutenant and Executive Officer and participated in such campaigns as Fort Layautey (Mehdia), French Morocco, Africa, and Guadalcanal and Bougainville in the Pacific. While aboard the *Tazewell* he participated in the Philippine liberation and the invasion and support of Kerama Retto Islands, Okinawa and Ie Shima Island in the Ryukyus Retto.

The Captain resides in New Orleans, Louisiana.



THE COMMANDING OFFICER'S STATEMENT

It was with mingled feelings that I stepped aboard the *U.S.S. Tazewell* on that memorable day, October twenty-fifth, nineteen hundred and forty-four. A new ship, a new crew, on the sea lanes where our mission would take us to the buttresses of the enemy in his outlying forts. I could visualize hostile submarines, mines, low flying torpedo planes, kamikaze planes, all shielding a fanatic race, whose religious beliefs are, "To die for the Emperor is to go to Heaven." Could we take it?

Since then the bastions of the enemy strongholds have crumbled. The last to fall was Okinawa where the *Tazewell* participated for the first thirty-six days of the campaign, when the whole amphibious force was under almost nightly attacks of kamikaze planes, suicide boats and at times submarines. "Make smoke," "Commence firing," were the orders most often heard. From this she emerged, proudly displaying the painted miniature of an enemy plane on each side of the bridge, telling the world at large she had one plane to her credit for certain. Many were downed, but with ships firing from all angles it was hard to determine who hit the bull's eye. But we did get one.

So today it is with justified pride I look upon the *Tazewell*. From personal observation, based upon long experience, she is the most efficient and clean ship in the amphibious forces, manned by some of the smartest boys from all over the country, to whom goes the credit for making the *Two-O-Nine* a number we shall long remember.

To you, to whom this book is dedicated, the mothers, fathers and wives of the men who made up the crew of the *Tazewell*, you can thank God, proudly look the world in the eye and smile. "Your boy did his duty."

H. P. Olsen



LIEUTENANT-COMMANDER

EDGAR C. SHERMAN

EXECUTIVE OFFICER, U.S.S. TAZEWELL

LIEUT. COMMANDER SHERMAN and the *Tazewell* had their first meeting on the sixth of June, 1945, and if remembered correctly that was the first day in port for the big "T" after many months steaming.

Prior to his present assignment Lieut. Commander Sherman served on the *PC 1129*, a ship that has seen continuous action throughout the war in the Pacific. A short time after his detachment from that vessel Mr. Sherman learned that it was sunk during a landing operation at the south entrance to Manila Bay.

His earlier career in the Navy began as a Naval ROTC cadet, and during that time he had the privilege to undergo training cruises on the battleships *Idaho* and *Oklahoma*, and the destroyer *Trevor*. Later as a Naval Reserve Officer he also cruised on the *Enterprise*, the *Pyrox*, and the *Langley*.

In civilian life Mr. Sherman, after his graduation from the University of Washington as a chemical engineer, took a position with a Washington pulp and paper company, and at the time of his entrance into the Navy was the company's technical supervisor.

Lieut. Commander Sherman's residence is at Seattle, Washington, where at present reside his wife and two children, David, who is 7½, and Gerda Anne, 5½ years old.

EXECUTIVE OFFICER'S STATEMENT

My first impression of the *Tazewell* was not too favorable, as I approached her over the waters of San Francisco Bay on the afternoon of June 6, 1945, reporting for duty as Executive Officer. Her sides were in sad condition, with patches of rust showing everywhere. It must be admitted that my heart sank a bit.

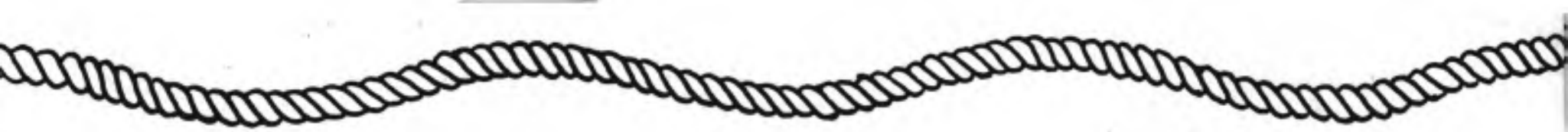
On stepping aboard, however, it became apparent that work was being done to put the ship back into respectable condition. The decks were newly painted and interior spaces had a fresh, clean appearance. My hasty opinion was just as hastily revised, and I immediately knew I was going to like her. It did not take long to find out her rusty sides were due to a five months sojourn in the Southwest Pacific area and Okinawa where no opportunity arose to primp the lady up because of the operations schedule.

One of the best compliments that can be paid a ship is to say she is a happy ship. My first wardroom meal convinced me the *Tazewell* was in that category. The whole atmosphere was one of friendliness and good nature. I knew at once I had a swell bunch of officers as shipmates.

The Commanding Officer, I was delighted to find, was a former merchant mariner of many years standing, and in addition was an experienced naval officer. One instinctively sensed he knew his way around. I was given every break in the world in adjusting myself to this new tough job to which I had been ordered. It took longer to learn the enlisted personnel, of course, but almost immediately one could feel that here was an outfit with terrific morale. Everything since I came aboard has confirmed that impression.

In conclusion I can only say I'd stack the *Tazewell* up against any similar craft in the Fleet in any kind of competition and confidently expect her to win hands down.

E. C. Sherman



Steaming Along



PRECOMMISSIONING DATA

The *U.S.S. Tazewell* was constructed by the Permanente Metals Corporation, Richmond Shipyard No. 2, Richmond, California, under the U. S. Maritime Commission Contract MC-15762, Hull No. 557. The ship was outfitted by the Kaiser Company, Incorporated. It was the 536th vessel turned out by the Permanente Shipyards, being constructed according to U. S. Maritime Commission specifications and plans VC2-S-AP5 for a single screw transport, together with those changes which were found to be necessary in building.

The gross tonnage is 7,408, length 455 feet and 3 inches, with a beam of 62 feet. This vessel has a light displacement of 6,330 tons, and when loaded 11,760 tons. It is capable of making 18.6 knots with a full load displacement. The ship mounts one 5"/38 gun, five 40mm's (1 quad of twins), and ten 20mm's, and carries twenty-six landing craft. Her sister ships are the APAs 117 through 235. Our complement totals 521 officers and men, with a berthing accommodation for 2,116 personnel, including troop berthing.

The ship's keel was laid on June 2, 1944, and she was launched at 5:00 p.m., August 22, 1944. The *Tazewell* was named after counties in Illinois and Virginia. The sponsor at the launching was Mrs. Samuel I. Rosenman, White House, Washington, D. C., and Mrs. David D. Bohannon, Oakford Road, Redwood City, California, was the matron of honor. Mrs. Lois Berry, 2315 Dwight Way, Apt. 112, Berkeley, California, was the flower girl. The Chaplain was W. N. Vincent, U. S. Naval Reserve, Treasure Island. Mr. Edgar Kaiser was the speaker and Mr. Bedford was the master of ceremonies. A dinner was given in honor of Mrs. Rosenman at the Yard Three Banquet Room at 6:00 p.m., August 22, 1944.

The *U.S.S. Tazewell* was commissioned at pier 27, San Francisco, California, at 1400, 25 October 1944.

THE TRAVELS OF THE TAZEWELL

The *U.S.S. Tazewell* (APA 209) was to be no longer just the name of the ship to which we had been assigned. She was now as never before a definite and important part of our lives and future, and we a part of hers.

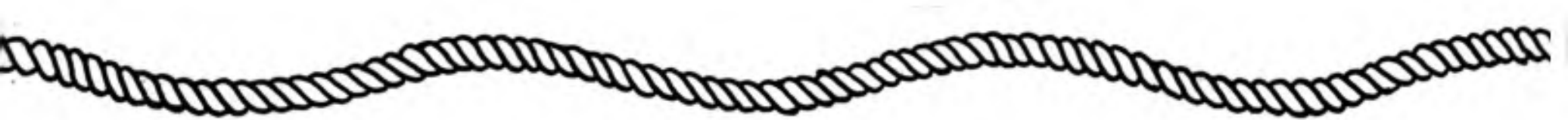
A cheerful October 25, 1944, found us a most proud and elated crew aboard a vessel newly commissioned, but as yet untried. Immediately after the traditional commissioning ceremony we made our departure from pier 27, San Francisco, assisted by Navy tugs. With the goodbyes and cheers of loved ones, and well-wishes still ringing in our ears, we were slowly towed across San Francisco Bay. Our destination to be, the Naval Supply Depot at Oakland.

Our stay at the NSD was but a brief one; supplies were loaded day and night until all stores were aboard. From the supply depot we re-crossed the bay, this time to the U. S. Naval Drydocks, Hunter's Point. It was here that all minor repairs and alterations were made, which in time would mean so very much to the smooth operation of the ship. It was at Hunter's Point that the "*Trembling T*" was clothed in her first war painted suit. Zigzagging lines of every shape, size, and color covered the ship's contours from stem to stern. Freshly painted and with all necessary repairs completed, the "*T*" was pronounced fit for sea.

Preparations were then made to get underway for Mare Island. It was there that the ammunition, which was to provide the life's spark of our guns, was loaded. We remained at Mare Island for about a day until loading was completed. Returning to San Francisco we lay at anchor in the stream awaiting further orders. A directive was received sooner than was expected, ordering us to sail for San Pedro, California.

The trip from San Francisco to San Pedro was a pleasant one; it lasted only a day, and we were escorted part of the





Traveling across town, next visited was the Oriental Section of Honolulu. Here could be seen the Chinese and other Orientals living their strange ways and customs. The city's population is comprised of Chinese, Filipinos, Hawaiians, and Japanese. There are of course peoples of other nationalities living in Honolulu, although the above-mentioned are the most numerous. The Oriental Section was very filthy. The strong spicy aroma combined with odors of freshly slaughtered chickens seemed to fill the air, making it unpleasant to one's sense of smell. One did however find himself impressed with the lovely simplicity of the Chinese pagodas that could be seen here and there about this section of the city.

A tremendous amount of money is spent by tourists for souvenirs and remembrances to be sent Stateside to loved ones and friends. This is exceedingly true of Uncle Sam's servicemen. Curio shops are numerous throughout the city and prove to be one of its commercial mainstays at the present.

Also, worth mentioning are the military bases of Pearl Harbor and Schofield Barracks. Pearl Harbor is one of the finest natural harbors in the Pacific, and has the world's most modern submarine base. Schofield Barracks quarters and trains thousands of the Army's charges for combat duty in the advanced Pacific areas.

Our liberties here were enjoyable, although in one day you can see as much of Honolulu as you would care to. Very soon we were to find out that ours was a serious mission, for at this time troops were boarding the ship and before long Honolulu and the rest of Hawaii would be but a pleasant memory.

With calm seas, sunny days, and cool evenings, the next phase of our journey proved a pleasant one. Flying fish were frequently seen to break through the surface of the calm water. On the morning of January 25th, our eighth day at sea, the *Tazewell* entered the East Channel of the Eniwetok Atoll. An atoll is a great island-dotted reef surrounding a large inner lagoon. Eniwetok is the northernmost island of what is known as the Ralik or "Sunset Chain" of the Marshalls. January 26th found the ship underway and westward bound, as we had remained at Eniwetok only long enough to be refueled. With the dawn of each new day the feeling of tension became greatly increased, for the "*Trembling T*" and her crew were now in easy striking distance of the enemy raiders. Gielap and Iar, small islands of the Ulithi group were now long in our wake, and ahead lay Kossal Roads and the Palaus.

Our next port was reached without mishap on February first. It was the volcanic Island of Pelelieu, one of the southernmost islands of the Palaus. These islands are of a volcanic origin and are completely surrounded by coral reefs. Not easy to forget was the time we had to veer sharply off our course in order to avoid the floating mine sighted in our path. Had it made its contact

renowned Royal Hawaiian Hotel. Finally, the camouflaged Aloha Tower itself was sighted; we had arrived. A tug took us in tow and we soon were tied up to one of the many piers along Honolulu's water front.


In the few hours that followed, the troops made their way happily but noisily down the gangways erected for their use, carrying their barracks' bags and rifles. Laboriously they made their descent to pier and long sought "terra firma". They disembarked to the strains of sprightly marches and popular melodies played by an Army band on the pier below. It was the arriving "doggies" war-time welcome to Hawaii.

Time flew, and January 10th greeted us with the prospect of liberty.

Spotlessly clean in liberty whites, shoes polished to a high gloss, the shore bound "Swabbies" of the "*Trembling T*" stood restlessly assembled for dress inspection. Anxiety reigned as this was our first liberty on foreign shores. Liberty was to commence at 1000 and expire aboard at 1700. This seemed sufficient time to complete a sight-seeing and shopping tour of Honolulu.

Honolulu was found to be a very large and flourishing city. The downtown or business section teemed with continuous activity. Nearly all of the city's many stores of any size, were modernized. Streetcars and busses were to be seen everywhere. Theatres, skating rinks, bowling alleys, and other sources of amusement were numerous. Swimming at Waikiki proved to be fun since American girls were frequently to be seen lounging around on the beach. The Royal Hawaiian Hotel appeared as beautiful as the postcards portraying it, and the Poincianas blooming in sweet fragrance in the colorful cultured garden lent an arresting atmosphere to the scene.





way by schools of playful porpoises. It might be mentioned here how the *Tazewell* acquired her nickname the "*Trembling T*". Enroute to San Pedro, every time the ship's screw cleared the water's surface because of lack of ballast, she trembled from stem to stern. Thus the crew dubbed her, the "*Trembling T*".

Off the coast of Southern California the *Tazewell* was put through her shakedown cruise. Each day in the early morning, we'd put out to sea, and cruise southward along the coast, leaving in our wake Catalina and San Clements Island. At the day's end, we'd return a very tired crew and ship, to the APA filled harbor of San Pedro. The official shakedown period lasted approximately fourteen days, all of which proved to be busy ones for ship's crew and officers alike. During the shakedown period all guns were fired, speed trials run, data taken, and final adjustments made to bring the *Tazewell's* performance to that of perfection. The following two weeks saw us through amphibious operations off San Diego. On December 22nd, after a successful shakedown, we found ourselves northward bound.

Three days later, on a very bleak and chilly Christmas day, the ship entered the snow blanketed port of Seattle, Washington. We were berthed at pier 48, until orders were received to change berths to pier 42. It was here that Army troops were taken aboard. From Seattle our destination—overseas?

We aboard considered ourselves most fortunate in that we had been able to enjoy Christmas and New Years in the States, for January 2nd found the *Tazewell* at sea, westward bound.

It would be quite safe to say that our maiden voyage proved to be our roughest one as far as the weather was concerned. After a day or more of riding "Neptune's Rollercoaster", soldiers and sailors alike crowded the ship's rails giving up to the sea their meals of bygone hours.

On January 9th, six days after our departure from the States, in the early part of the morning the faint outlines of the Island of Molokai came into view. The island is long and narrow in appearance, and is noted for its Kalawao County, wherein lies the island's famous leper colony. Shortly after, the Isle of Oahu could be seen, and its green grasses and trees were a pleasant spectacle after the long days at sea.

The "*T*" proudly steamed toward her destination, Honolulu, Hawaii. All the crew not on watch lined the rails to greet with interest the scenes that presented themselves. Until now, these landmarks passing in review had been seen only in pictures by a majority of the men aboard. The mountainous projection which we recognized as "Old Diamond Head" loomed suddenly into view off our starboard side. This picturesque volcano, though extinct for many years, has served to mark one end of Honolulu's huge harbor. Only a short time elapsed before Waikiki's sandy beach was seen with its beautiful and

then, the cruise of the "*Trembling T*" might well have been ended in the Palaus. No anchorage being available, after Condition 1-A was sounded, the soldiers and supplies were lowered over the side into boats while the ship was underway. This operation, much to the surprise of everyone, was performed flawlessly, though it had been practised many times before in the amphibious part of our training. Interesting things to remember about Pelelieu are: before the island underwent its terrific bombardment from sea and air, a rare species of prehistoric lizards that grew to a length of five to six feet could be found habitating the island. It was also on this islet that the "Battle of Bloody Nose Ridge" was fought and dearly paid for with the lives of almost a complete Marine division. Not many miles north of Pelelieu is situated the by-passed island of Babelthuap, where twenty thousand "sons of heaven" were slowly starving to death. It was these hunger crazed Japs, who when the tide was low, swam and stumbled across the coral reefs to unsuccessfully "banzai" against our soldiers' quarters on Pelelieu.

No sooner was the task of unloading completed than orders were received directing us to sail for San Pedro Bay, Leyte, P. I. The next few days were spent steaming slowly in convoy, until on February 9th, the hooks of our anchor dug in on the harbor bottom of San Pedro Bay. The following day we weighed anchor and soon were underway to tie up to a waiting tanker to be refueled. After refueling we cast off, and once again proceeded to the anchorage. We remained idle in San Pedro Bay for over a month; the days slowly dragging on in endless fashion. Little then did we know that we were to be a small part of what would be the largest invasion fleet ever assembled.

The natives from the surrounding islands of Leyte and Samar paid us frequent visits in their outrigger canoes; they carried their usual assortment of wares to barter. The majority of these sea-going souvenir shops offered for trade such articles as bananas, bolo knives, hula skirts, and a few hand woven hats and mats. Very little English is known by the native traders, and for most of them their vocabulary consisted of two words, "Hey Joe"; however, these proved sufficient to attract the attention of their prospective buyers. In exchange for their goods they would accept our mattress covers, cigarettes, clothing,



and the least preferred, money. They insisted that the money be in fifty-cent pieces, for they would accept only silver. Our half dollar is equivalent to one peso in Philippine currency. They use mattress covers in the making of sails



and clothing; as for the cigarettes we have doubts. One aged wrinkled old native was seen to put three cigarettes into his mouth and chew them up quite thoroughly.

A dungaree liberty was finally granted us about our second week in port and we were taken ashore by P-boat. The ride in was a pleasant

one, and it felt great to be going ashore, if only for a few hours. Once ashore we visited the village of San Antonio and found it to be dirty and unsanitary, with living conditions in general surprisingly primitive. The villagers live in single-roomed, thatched huts constructed of straw and raised above the ground on poles, one at each corner of the building. They sleep on straw woven mats similar to the ones they traded us. Their eating utensils are awkward things, and resemble dippers and salad forks made from bamboo. Hollowed out coconut shells are used as bowls and dishes.

Coconut trees grow in abundance throughout the village, and their fruit can be had just for the picking and climbing. Patrolling SP's prevented our entering the village and so all our bartering had to be done from the far side of a ravine that separated us from the natives. They however, not being under the jurisdiction of the Navy, carried their wares to our side of the ditch. The native girls really took a liking to our scented soaps and perfumed hair oils, which they appropriately called "foo-foo water". These articles could be readily exchanged for their woven mats, purses, and hula skirts. We soon learned that one in the possession of a loud pair of pajamas could practically purchase the island.

Besides the enjoyable hours spent in trading with the natives, an equally good time was had by all who took part in the lively soft-ball games played on the area's large athletic field. Many of the men spent the afternoon enjoying a cool dip in the ocean at the nearby beach. Not to be forgotten were the two cans of beer given each man, our first since departing from the States.

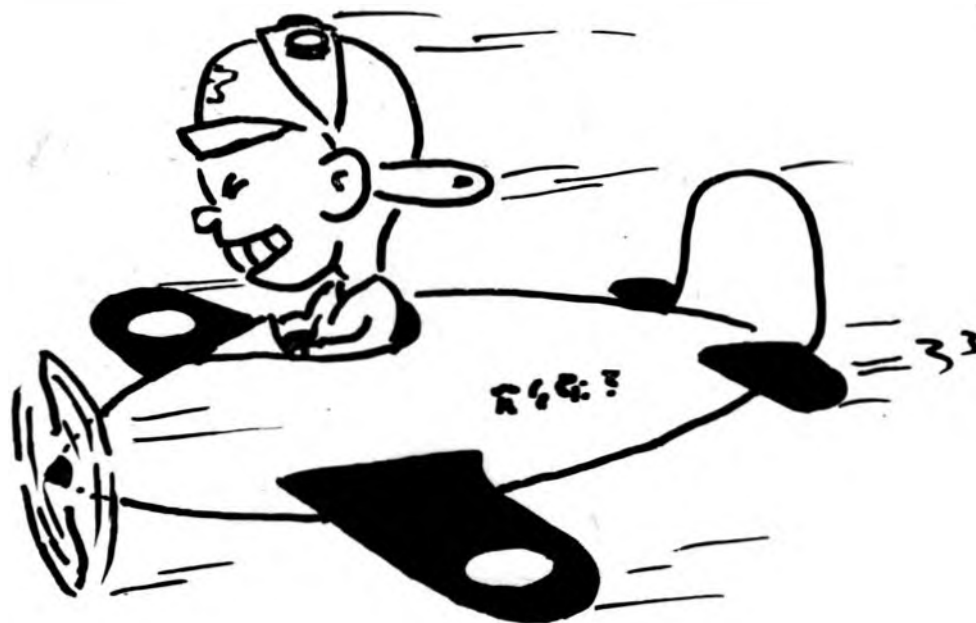
The day's end found a tired but happy crew, quite willing to leave the island to the natives and get back aboard ship. The *Tazewell* seemed more than ever like home after seeing the conditions of filth and hardship that existed for the men stationed on the beach.

Many of our sleepless nights down there were due to the incessant visits of "Alarm Clock Charlie", a Jap reconnaissance plane that seemed to make it a point to fly about in our vicinity in the early hours of the morning, causing all ships to sound General Quarters. Shortly after these reconnaissance flights were made, Tacloban and Dulag were bombed.

Once again the ship was loaded with troops of the 306th Infantry of the Seventy-seventh Division, all well primed for combat. Our remaining time in the Philippines was occupied with a series of simulated battle-drills, in preparation for fulfilling the part assigned to us in the forthcoming operation.

At 1248 on the 21st of March, 1945, we pulled out of San Pedro Bay in the Philippines, underway with Task Group 51.1 to a secret destination. Officially it was a secret, but within there was something that seemed to explain the secret. We were assigned to the job we were trained to do. From that time on things began to take shape and form a picture, much as we had heard and read about and seen in the news-reels at home. Actual combat was the picture. A few aboard the *Tazewell* had been through it before and had an idea of what to expect.

Let us, before we get scared, cruise up to where the show takes place. We were traveling in a convoy of about twenty ships, the greater number of which were APA's. Protection accompanied us in the form of Destroyer Escorts. We were loaded for an invasion with supplies, provisions, ammunition, army equipment, and army personnel, totalling thirty-eight officers and six hundred and seventy-five enlisted men. The fourth day underway, March 24th, an escort (DE 343) reported a submarine contact. Later dispatch proved the contact to be false.



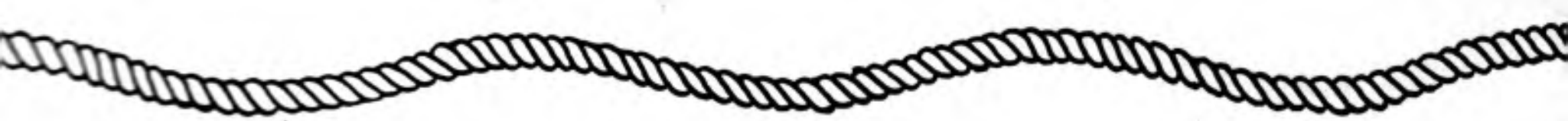
One morning while at "Dawn Alert", we heard planes. Later we noticed the lights on the planes and knew they were our buddies. At daybreak three carriers appeared on the horizon and our morale lifted perceptibly. Planes coming and going from them gave us assurance.

March 25th: still underway and our convoy was growing large as the dangers were becoming closer—dangers such as enemy mines. The following morning General Quarters was sounded and at 0515 all boats were lowered to the water. We had reached Kerama Retto, our secret destination being a small group of islands lying to the west of Okinawa in the East China Sea or better to say, in Japan's backyard. At daybreak it seemed as though everyone was experiencing a few chills, which weren't caused by the cool air. Here we were among the invasion force playing decoy by debarking a part of the 420th Field Artillery Group so that they could get set up and lob shells over on Okinawa from the West. The main, and one of the biggest invasions of the war took place on the east coast of Okinawa on the first of April; thus we were there six days in advance of the main event. At 0630 on this same morning of March 25th, AA fire, the first real thing we had seen, appeared on the horizon, and a few minutes later a fire was noted off our starboard quarter indicating a possible suicide dive into one of the protecting ships. It



was later reported that an enemy plane had dived into the *U. S. S. Kimberly* (DD 521) and it is assumed that this was the ship seen on the horizon. A few minutes later, two more suicide bombers dived for ships but crashed into the sea. Around 0700 another suicide dive was observed and it was believed to be a Jap

"Val". There was considerable AA fire prior to the dive and it is believed this aided in causing the plane to miss the ship. Observers failed to identify the destroyer under attack. This sort of thing continued each day and night while at Kerama Retto. As yet they hadn't reached us in great force. By the time they had pierced our picket line of ships and carrier planes surrounding the area, their number would be diminished to the extent that only one or two might reach the transport area.



On most nights we would clear the area and cruise around in circles in the vicinity of Okinawa, as it was better to be on the move in case of night air attacks. Each night, at about the time we were getting to sleep, we would be called to General Quarters. Yes Sir, the Mighty "T" was always "on the ball", always being the first to sound the alarm and the last to secure. However, we accepted the honor of being first with grace, while the other ships by not being "on the ball" gained a little more sleep. The Japs and everything else which interrupted our sleep were rapidly becoming a nuisance and some of our prophetic or rather lazy shipmates, who just knew GQ would be secured before they could get dressed and to their stations, would stay in their sacks until a deep voice would say: "Where is your station, and what is your name?" It was April 2nd, just at sundown when the "sack boys" were cured of their lazy ways by the unexpected rumbling of the big guns of the *Tazewell*.

Yes, April the Second is a night all on this ship will remember, and also should not fail to remember how fortunate we were. That was the show that would make a three-ring circus look like a side-show without freaks. At about 1830 General Quarters was sounded along with the sound of AA fire, and before all could get to their stations the convoy was under attack by enemy planes. It was estimated there were twelve planes, of which number eight were either shot down or fulfilled their mission as suicides. Observers first reported two F4F Wildcats on the tail of two Jap planes. Anti-aircraft fire cause one Jap plane to crash on the horizon, and the other one crash dived into the *U. S. S. Henrico* (APA 45) starting a fire and causing the ship to drop out of formation. This being the first real and close experience for most hands in this Squadron, we humbly acknowledged the credit given to us after the battle was over. "You did a swell job, and I am happy to *still* be with you", reported the squadron commander. "But, you fired like a bunch of 'trigger happy' recruits, as was shown when the Jap ships went down, and firing continued at the F4F's." Things were now happening all around, and most of the ships were getting their turn to fire; some were afire. The sun was down, and in the twilight all action and destruction seemed to be at its peak. On the horizon were fires, and ships around us were burning. About that time a lone man in a life raft was seen floating by our port side.

Before we were challenged by the Japs, our sister ship the *U. S. S. Telfair* (APA 210), was hit by a suicide plane, the wing tipping the forward mast and glancing off their port bow. It is believed that one wing of the plane hit their 40mm "quad." An unconfirmed report listed one man killed, an officer, and four enlisted men wounded.

Just then another plane made a suicide dive on the *U. S. S. Dickerson* (APA 21), one of the screening vessels which was just off our port bow and successfully hit it.

It was now getting late and as the Japs were running out of planes we began to feel as though we would be neglected. Three enemy planes were reported coming in at relative bearings 000°, 020°, and 060° respectively, and several ships opened fire on them. Our 40mm "quad" opened fire on the plane at 000° at extreme range. This plane headed for our bow, but being hit several times by our 40mm "quad", winged over and exploded at the stern of the *U. S. S. Goodhue* (APA 107). The plane at 020° appeared to receive a direct hit from a five-inch shell and burst into flames, but the pilot held on and went into a dive, heading for the destroyer which had sent up the salvo of five-inch stuff. He overshot his target and made a beautiful splash just aft of the destroyer.

"Someone better take care of that plane at 060° which appears to be diving on us", was the report from our control station. In a flash we knew, for in maniacal fashion the pilot headed her in, brushing aside or absorbing our AA as we opened a broadside fire on it with our 40mm guns and the five-inch, thirty eight. We continued firing with our 40mm and as soon as the plane came within range, the 20mm guns took their six short for a quarter, and the continuous firing of lead and trembling of the knees was maintained until the right wing was shot off and faltered like a feather making a splash for Hirohito. Immediately the tremendous cheers arose from the now breathing bodies of those on this ship.



Darkness had now set in and we hoped that sooner or later we would be able to "turn in", but this was not to be for the remainder of the night. "Bogey" reports and the sight of AA fire in the distance prevented us from "securing" although the situation was relatively quiet until at 0600 when we heard a plane

in the low-ceiling fog. A Jap "Tony" had crashed into the sea.

It was at this point that the whole squadron lived up to its name of "Trigger happy" recruits. Four planes passed overhead in formation and everyone opened fire. They were soon identified as F6F Hellcats—our air coverage. We were tired and scared, thinking all planes were Japs, firing first and attempting recognition later. Suddenly a giant plane flying at very high altitude appeared overhead

and all ships sent up AA fire with flack bursting low. This turned out to be a B-29 Super-fortress, but it was far out of range. It was also at about this time that an AKA off our port quarter was taking pot shots with a 20mm at a Mariner coming in at low level for a landing at Kerama Retto.

The 2nd and the 3rd of April, 1945, still remain as the days containing our most exciting experiences. Thank God for bringing us through without a scratch.

The next day the strategists agreed that the Japs were getting too rough and whittling us down too much each day, and so our Task Group 51.1 was sent to a waiting area in the Pacific, east of Okinawa, to sail around in circles for ten days awaiting further orders. While in this waiting area we witnessed the performances of one of the Navy's then secret weapons; the method of refueling while underway.

On April 13th we received orders to sail to Okinawa, where we were to disperse with the rest of our cargo and troops, the bulk of which was beached on Ie Shima by our sturdy and well-trained boat crews. From the Okinawa anchorage, where we parked at night without sleep, but with smoke in our eyes, we would leave each morning returning to Ie Shima, proceeding under Condition 1-A. The main event of this operation occurred on the morning of April 16th when at 0620 we commenced unloading cargo and troops; the invasion of Ie Shima was on. The Japs being aware of that fact, sent out a force of approximately two hundred planes to stop us. About nine planes got beyond the screening vessels to the transport area, and they were well taken care of by our fighter planes and the surrounding ships. The



Mighty "T" opened fire on two low flying enemy planes approaching from our port beam at extreme range. They separated before coming into effective range, one being shot down by surface craft and the other by two of our fighter planes.

The *Tazewell* then joined in a mock invasion upon the southeast shore of Okinawa. Task Group 51.1 along with battleships, cruisers, destroyers, and many planes put on a spectacular show to encourage the Japs to draw their defenses, enabling the Marines to advance from the other side of the island. The boat crews that day again earned praise by riding a very rough sea.

From that time until April 30th, we cruised around Okinawa and spent most of our time running to and from General Quarters. Yes! General Quarters was the routine day and night while we were undergoing bombing raids, and more suicide planes, and hoping that the Baka Bomb or a Suicide Boat would not pick our ship as a target. However we did manage to exist, eating the regular chow, sleeping now and then, and eating "smoke". At that time, inspired by the order "make smoke", Lewis F. Connor, CM3c, wrote the following poem:



"MAKE SMOKE"

It was off Okinawa in forty-five,
Where the Japs invented the suicide dive.
They first came days, and then at night;
The nights were long and the moon was bright.

The alarm would ring and that's no joke;
The words we would hear were "Make
Smoke",
And the smoke we would make all through
the night
As planes came in from far out of sight.

They dropped their bombs and hurried away
And let us go for another day.
The sun came up and we were glad—
We'll always think of the nights we had!

Then we would eat and "turn to":
A bit of rest we never knew.
The days dragged on, then the dusk;
Again they came, and in God we would
trust.

We waited for days—what a terrible strain,
Then came the clouds and then the rain.
The rain meant rest and rest we had,
But it was short and the story sad.

The skies cleared up and again they tried;
They tried their bombs, then suicide.
They died in vain trying that,
But planes hit our ships fore and aft.

A few were sunk and that's no joke,
But our worst battle was "Making Smoke".
Now we're far away from there,
And we can breathe some good fresh
air.

I hope they give away our boats,
And send us back where there is no
smoke.
As our job was finished and we cruised away
We thanked our God for giving us an-
other peaceful day.

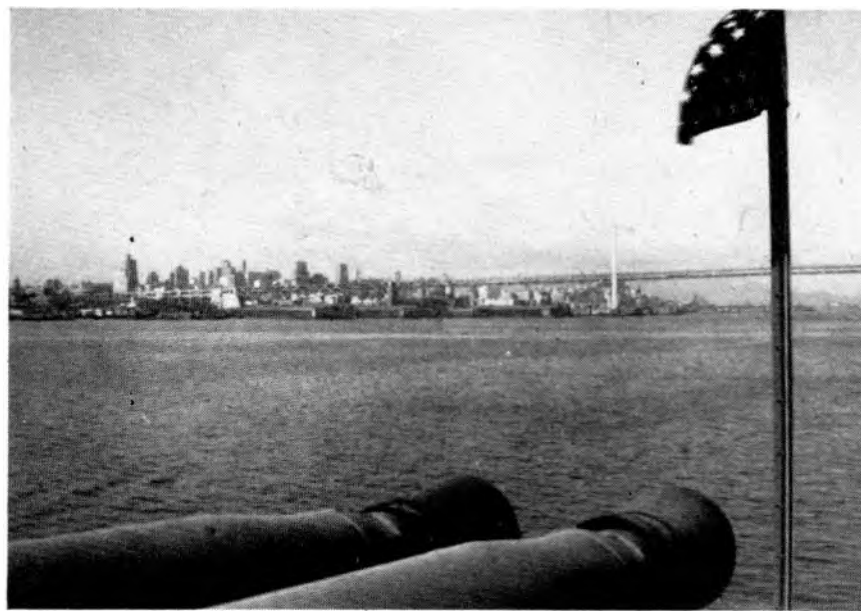
On April 30th we departed from Okinawa in convoy for our next stop, Saipan, where we arrived on the morning of May 5th. The next day the port watch was granted liberty and getting our feet on Mother Earth again, eating peanut butter sandwiches, drinking a few bottles of beer or coke, and playing ball was enjoyed by all who made the trip to the Navy Recreational Center on Saipan.

Once again we enjoyed the privilege of sleeping through the night without the sounding of General Quarters.

Then came the message we were waiting for: "Proceed to San Francisco". Happiness and excitement ran through the ship with the knowledge of our destination, and as we got underway the sight of freshly washed dress blues hanging from stem to stern brought thoughts of the good times ahead. These thoughts were accompanied to the tune of hammers going chip-chip-chip, as the Captain had given the order to "clean 'er up and paint 'er down." He realized full well that a clean ship and also the Jap plane painted on the bridge would be good arguments to back up a request for leave.

At 0750 on June 6th, the Mighty "7" dropped her anchor on the floor of San Francisco Bay. The surrounding atmosphere was natural for Frisco, but the sights at hand were of great ease to the eyes. The requests for leaves began to swamp the Exec's office, and a good portion of them, to our surprise, were granted.

But let us pause a moment before we go on leave, and glance back to Okinawa taking into consideration a few facts that should be imprinted in our minds. Let us look at these little things, without which, we would not be able



to get along, the little things that grow with the support of the helping hand. It is here that we turn to the office of Lt. Doyle Ragle, the ship's Chaplain, who directed and comforted the many who visited him during these times.



Our Navy knows that this service to the men is very necessary to the maintenance and smooth running of the ship. Not once during a religious service did the General Alarm sound.

From March 26 to April 30 General Quarters was sounded many times due to enemy action, but not once did enemy action cause damage or injury in any way upon this ship or its crew. During this time twenty-two enemy planes were sighted and hundreds of rounds of ammunition were fired by our guns in action.

There are many more little facts that are not easily recalled. Let us remember that the Japs were sent out to fight and die for what they believed in. We were sent out to fight and live for the things in which we believed.



After two short days in San Francisco Bay, we again steamed under the beautiful Golden Gate Bridge and turned northward, Seattle bound. It was a cool Sunday morning, the 10th of June, when the Mighty "T" entered the famous Straits of Juan de Fuca. We could see the fir-lined shore of Canada off the

port-side and the virgin timber of Washington to the starboard. Proceeding into Puget Sound, a few hours sailing brought us to Seattle where we tied up at Vashon Island in time to make liberty. The old town surely looked good. Some of the crew were able to take short leaves while others had to be satisfied with seventy-two hour liberties.

The ship spent two weeks in the shipyard undergoing minor voyage repairs. Then, with her sides scraped and a new paint job, the *Tazewell* was ready for business again. We steamed across into the Seattle Port of Embarkation. In three days we had embarked three Army General Hospital units; the 304th,

the 309th, and the 310th. A sick man didn't have a chance with all those "Docs" aboard. Our holds were bulging with medical equipment and we had a capacity load of troops.

On the twenty-seventh of June we reluctantly shoved off for Tinian in the Marianas where the Army was planning a large hospital in preparation for the invasion of Japan. The two-week trip was made on an unusually calm sea. Arriving at Tinian we quickly debarked the troops at their new home. Then we moved over to the neighboring island of Saipan to await further orders. It was quite a thrill to watch the huge Superforts take off loaded with bombs for the Japanese home islands. Both Saipan and Tinian had large B-29 fields. In a few days we were again headed "Stateside" with a small group of Marines who had been overseas for many months."



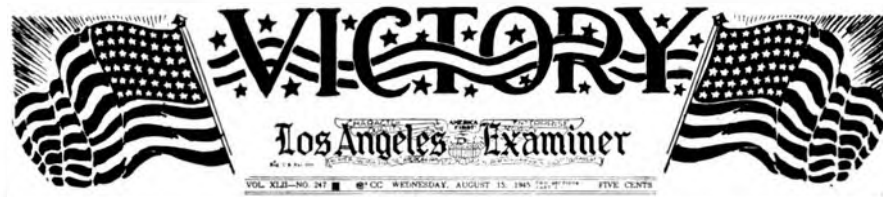
July twenty-ninth saw the *Tazewell* anchoring in the bay just off Long Beach, California. Scuttlebutt had it that another yard period was in the offing so the Exec's Office was deluged with leave requests. Many of us were able to take substantial leaves, and it surely was great to get home again, if only for a short visit.

Then things began to happen. The B-29's had been pounding Japan's cities unmercifully; peace feelers were emanating from Tokyo. Then came the atomic bombs which virtually demolished Hiroshima and Nagasaki.



Rumors came thick and fast of Japanese surrender and, almost before we realized it, the war in the Pacific had ended.

Although the war was won, our work was far from completed. It was time to load up for another cruise on the Pacific. We sailed from San Pedro on August twenty-sixth with a very unhappy load of "Doggies" on board. This



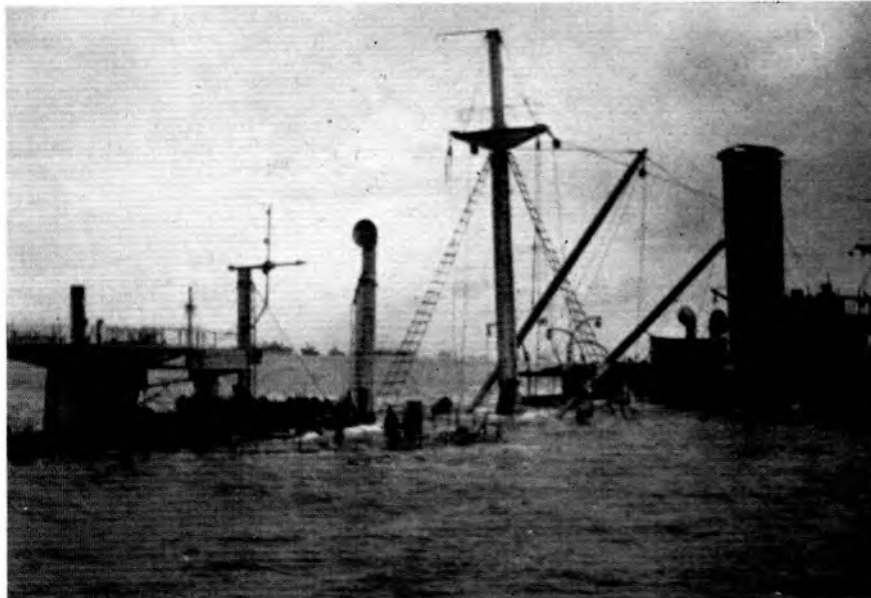
WAR IS ENDED!

MACARTHUR WILL RULE JAPAN

Hirohito to Stay as Figurehead; Formal Armistice Will Be Signed in Few Days

time our destination was Manila, largest city of the Philippine Islands. We steamed past Hawaii and on to Eniwetok where we stopped for fuel and mail. Another week brought us through the San Bernardino Straits and up into Manila Bay.

Manila Bay was literally loaded with ships. Here were transports, hospital ships, merchant vessels of many nations, amphibious craft of all descriptions and even the British carrier *Illustrious*. Here and there a humbled Jap freighter furtively stuck her bow out of the water. Inside the breakwater smaller Japanese vessels lay helplessly on their sides.



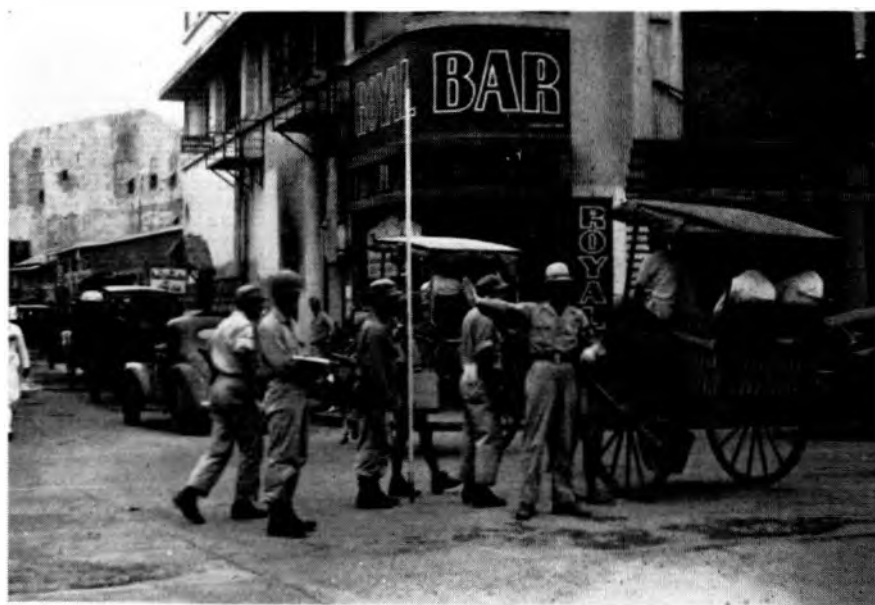
We all had opportunity to make liberty in war-torn Manila. Here was an opportunity to see the ravages of war firsthand. What had once been a beautiful city was transformed into a rubble of bricks, tottering buildings and hungry people. Whole areas of the city were in ruins. Pock-marked buildings still standing, attested to heavy artillery fire and street fighting. Shops had



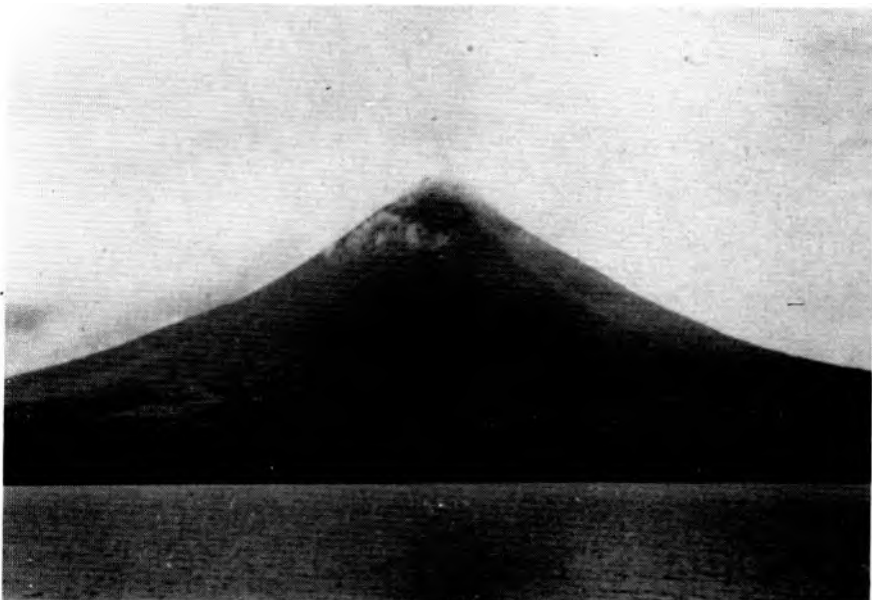
blossomed amidst bombed-out buildings, selling articles of all descriptions; hand-made sandals, woven baskets and purses, daintily embroidered handkerchiefs, and water-buffalo horns. Little Filipino boys darted among the crowds of sight-seers selling Jap invasion money, postage stamps and cheap rings. Prices were extremely high.

Worn-out trucks and small, pony drawn carts, known as carromatas furnished the only civilian transportation on the streets which were narrow and dusty. The military was much in evidence with an endless stream of jeeps, trucks, tanks, and ambulances rushing here and there.

We soon received orders to debark our troops at San Fernando Bay in upper Luzon; then back to Manila to tie up at a pier. Here we loaded occupation forces of the Eighth Army headed for Yokohama in Japan. Leaving Manila we sailed southward to Batangas. Then on to Legaspi where we met the remainder of our squadron. The village of Legaspi is located at the foot of Mount Mayon, altitude of 7,943 feet, considered the world's most perfectly shaped active volcano. An eruption takes place every ten years. The next one is expected in 1948. We were given a liberty here and were able to barter with the natives. The boys came back from liberty loaded down with bananas, pineapples, woven baskets and grass skirts.



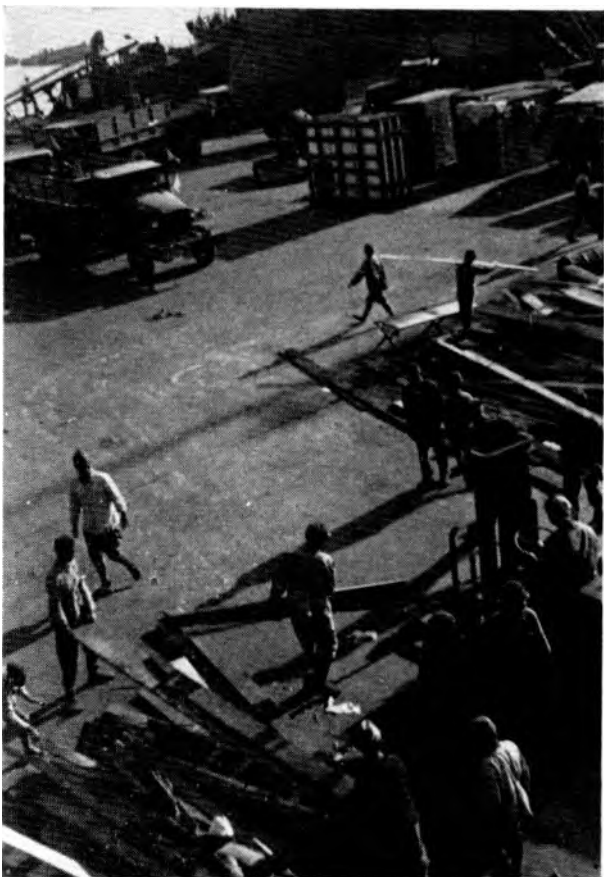
After a short delay we headed for our destination in Tokyo Bay. No less than three times we were forced to retreat southward, in order to avert the typhoon which ripped up Okinawa and caused considerable damage, and loss of a number of ships.



Finally on Saturday morning, the 13th of October, we steamed in Tokyo Bay, up past Yokosuka Naval Base and into Yokohama. It was with mixed emotions that we watched a group of Japanese dock workers, prodded by an Army sergeant, tie up the *Tazewell* to the pier at Yokohama.

In very short order our troops were off and our cargo was being unloaded onto Army trucks.

With Japanese Yen 15 for one dollar, and liberty declared for twenty-five per cent of the crew, the first party went ashore to see Japan.



Tokyo, the world's third largest city, lies at the head of Tokyo Bay, with a population of seven and one quarter million. It is divided by the Sumida River over which have been built many fine concrete bridges. These are a few of the structures undamaged by the bombings, and are used almost constantly by a continuous parade of military vehicles. A reconstruction program was completed in 1930 which

gave Tokyo over 200,000 new buildings. Many of these are of Western architecture and are the ones remaining today. This reconstruction was the outcome of the earthquake and tidal wave of 1923, and resulted in wide tree lined streets replacing the narrow dirty lanes. These streets are made of two by four inch piling and paved over with rock and asphalt. The reason for this type of construction is the lack of natural, solid road-bed foundation soil.

The distance between Tokyo and Yokohama, which is Tokyo's port, is about twenty miles and the area of devastation between the two cities runs a width of approximately three miles. This area was a conglomeration of factories, dwellings, public buildings, shrines and cemeteries. After seeing such congestion it is easily understood how a person could be born, live, die and be buried all within a space of a few acres. Land is the premium in Japan. This area is now just one great ash heap as a result of the Eighth Air Forces' relentless bombings. Only incendiary bombs were used here and this once vast industrial section is now reduced to heaps of junk.

An electric elevated train operates between Tokyo and Yokohama on the half hour, and appears to be very fast and modern; Navy personnel are not permitted to ride. The trolley system in Tokyo is very dilapidated, but never-the-less is in use daily with each car loaded to the steps.

Many strange methods of transportation are seen along the streets. The majority of trucks and automobiles are operated on charcoal burners. Cattle can be seen tugging at heavily loaded



cars. Men, women and children are seen pushing and pulling the same sort of loads and overgrown tricycles with a platform between the rear wheels are used for hauling. It is very common to see people attempting to salvage some



useful wreckage for building purposes, as thousands will be without shelter this winter. All over this devastated area small green patches of young gardens appear as the citizens fall back on the soil for sustenance.

The same scenes are repeated in and about Yokohama, a city before the war considered the world's greatest in silk exporting. Now the frame warehouses are gone and only the steel and solid concrete ones remain. Nearly all of the merchandise was destroyed in the fires, and it is difficult to find silk of any quantity or quality; most of the articles for sale have come from private homes. A great variety of purchases were made by the crew during our six days here. Among

the items bought were silks, works of art, china, opium pipes, fans, chop sticks and other souvenirs characteristic of Japan.

We left Tokyo Bay and Yokohama on October 20, 1945 and sailed south along the eastern coast of Honshu Island past Shikoku Island. Then we passed through Osumi (Van Diemen) Strait, northwest along the coast of Kyushu which is the southernmost of the Japanese home islands. We cruised past

Nagasaki and on up to Sasebo arriving on the twenty-third.



Here is located one of the Japanese Naval Academies which is still intact. It sets on about an eighteen acre tract containing approximately one hundred and twenty buildings which are now occupied by the Marines. Next to the academy is

one of the Japanese Government buildings, presumably of the military, since it is surrounded by a display of various types of arms and munitions. This building is in very good condition and is also being used by the occupation forces.

Sasebo was known as a naval base and ship building center and the remains of eight drydocks with their huge cranes can still be seen. Like the rest of the important cities, Sasebo suffered terrific incendiary bombings. The entire business and industrial portions of the city are gone. Hundreds of Geisha Girls perished in one fire that swept through that section of the city. However, the residential districts lie up on the hillsides leading back from the beach, and suffered little or no damage.

There is an electric railway system here which connects Sasebo with Nagasaki. The same methods of transportation are to be seen here as mentioned before. This part of the island is very rugged and hilly. All of the fields are terraced along the hillsides, producing the chief crops of sweet potatoes, soy beans and rice.

Liberty expired at 1630 on the fleet landing and after a thirty minute ride in a P-Boat, the liberty party was back aboard the ship.





An Anniversary Dinner was all prepared and the hungry crew lined up ready to be served. The following menu was heartily enjoyed by each and every man, climaxing the first year on the "Good Ship *Tazewell*".



M E N U

Mixed Nuts	Cigars
Roast Tom Turkey	
Raisin Dressing and Giblet Gravy	
Mashed Sweet Potatoes	Buttered Asparagus
Mixed Pickles	Cranberry Sauce
Ripe and Green Olives	
Chocolate Layer Cake	Strawberry Ice Cream
Hot Parker House Rolls and Butter	
Coca Cola	Hot Tea

The foregoing narrative of the ship's travels has been written and compiled by the following persons:

From San Francisco to San Pedro Bay....Leslie H. Levinson, PhM3/c
From San Pedro Bay to San Francisco....Robert W. Burgess, SK3/c
From San Francisco to Yokohama.....James R. Reed, PhM2/c
From Yokohama to Sasebo.....John C. Givens, S1/c

MT. FUJIYAMA







Officers Country





LT. HERBERT DOYLE RAGLE

Chaplain, U.S.S. Tazewell

Herbert Doyle Ragle was born the 19th of May 1918 on a ranch at Lovington, New Mexico. In 1921 his family moved to Olton, Texas, which has been his home ever since.

After graduating from Olton High School, he attended Wayland Junior College at Plainview, Texas. Chaplain Ragle then attended McMurray College, Abilene, Texas, where he received his degree in Bachelor of Arts; then Southern Methodist University, Dallas, Texas, where he graduated with a Bachelor of Divinity degree.

He held his first pastorate while eighteen years of age and was associated with the Methodist Churches in Center Plains, Plastico, Borger, Wellington, and Shamrock, Texas. It was while serving as Assistant-Pastor of the University Park Methodist Church in Dallas, that Chaplain Ragle came into the Navy.

He attended the Naval Chaplain's Training School at Williamsburg, Virginia, for three months and was then assigned as Chaplain at St. Albans Naval Hospital. He remained at the Naval Hospital in New York from September 1943 until June 1944, when he was transferred to the Small Crafts Training Center, San Pedro, California. It was in August, 1944, that Chaplain Ragle received his orders for duty aboard the *U. S. S. Tazewell*.

After his release from the service, Chaplain Ragle plans to become Pastor of a Church in the Northwest Texas Conference of the Methodist Church.

The Chaplain has been married since December 1942 and a daughter, Sarah Catherine, was born February 1945 while the *Tazewell* was at Palau. His family now resides at 2818 Roberts Street, Abilene, Texas.



THE CHAPLAIN'S STATEMENT

It hasn't all been fun; and yet in a few years from now most of us will look back on our life on the *Tazewell* and will realize that there were many more good things than bad about this experience. We have had to learn to live with a large group of men all living in a very small space. Possibly some of our bad habits have been broken and we have learned how better to make friends and to be a friend.

This matter of making friends is one of the most important things that could have happened to us and it is hoped that many of us have made friendships which will be meaningful during our entire future lives. But, even if we never see our *Tazewell* shipmates again; if we have learned better how to make real friends and to be a real friend this experience on the ship will have been of great value.

This Year Book was planned with the purpose in mind of helping each man to maintain his shipboard friendships and to help each of us remember the many interesting experiences of the year. Naturally during the year's time there have been many unpleasant experiences—let's forget these and remember the pleasant and beneficial incidents.

These months spent in serving our country aboard the *U. S. S. Tazewell* have developed each of us in many ways. It is my hope that we have each become better Christian Gentlemen by having served aboard this ship.

Sincerely,

H. Doyle Ragle



A MUSTANG

Among the officers aboard the *U. S. S. Tazewell*, none is quite so conversant with Naval traditions and terminology as "Doc" Liermann. His stock of sea stories of the "Old Navy" are unlimited. He has served efficiently as Assistant "H" Division Officer since the *Tazewell* went into commission, and then in May 1945, took over the reins as Division Officer.

Mr. Liermann's Naval career began in June 1919, when he enlisted as a Hospital Apprentice 2c and went through "boot camp" at Great Lakes, Illinois. Choosing the Hospital Corps, he was sent to school for Pharmacist Mates at Great Lakes and when it closed, completed his training at Hampton Roads where he worked in a ward as a Hospital Apprentice. Then followed duty aboard the coal burning ship, the *U. S. S. Mercy*, with a tour of duty in the Far East following. Most of the time was spent in the Philippine Islands at the Naval Hospital, Canacao, and the Cavite Navy Yard Dispensary. The next assignment was the Goat Island Naval Training Center out in San Francisco Bay. This was before the construction of the Bay Bridge or Treasure Island, when ferries plied between San Francisco and Oakland.

After several months as a civilian after his enlistment had expired, Mr. Liermann returned to the Navy. Duty aboard the battleship *Tennessee*, the destroyer *Sturtevant*, and the battleship *West Virginia*, in that order, served to increase his wealth of experiences. World War II found Chief Liermann with the crew of the *U. S. S. Standsbury* (DMS 8) which saw action in both World Wars. Another destroyer, the *U. S. S. Evans* was his assignment. Not the least to be remembered is the year Mr. Liermann served on the "209". He reported aboard as Chief Pharmacist and in April of 1945 was appointed Lieutenant Junior Grade in the Hospital Corps.

As soon as demobilization is completed, Mr. Liermann plans to retire from the Navy after 24 years of active duty. He and his wife will move to northern Georgia in the Sand Mountains, where hunting and fishing abound. Hats off to a regular guy and an old sailor who came up the hard way!

BAPTISM *of* FIRE

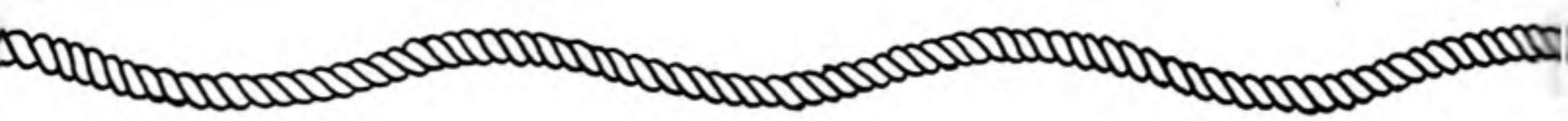


The *U. S. S. Tazewell* left Leyte for Okinawa March 21, 1945. The route was first north-east, then north, then west, then north again into Kerama Retto; the initial landings being made there the morning of March 26.

The night of Sunday March 25 was cloudy and very dark. It was very difficult to see the adjoining ships in the squadron and impossible to see the escorts ahead or the flattops and their escorts astern. Reveille was sounded about 0230 Monday morning, March 26, and all hands rolled out without the usual additional persuasion. Breakfast was served but few felt like eating, however, the usual big supply of hot coffee was hard hit. Meanwhile, the Officer of the Deck and his Junior Officers of the Watch (*see picture above*) were busy keeping station and attending to their many other duties. Captain H. S. Olsen and the navigator, Lt. (jg) R. H. Porritt, had been up most of the night studying their charts and making the many last-minute checks.

By 0330 a faint tract of light was beginning to show. The squadron was close enough to hear the bombarding guns and see the flashes of fire on the horizon. Then the Captain ordered "Go to General Quarters". The usual bustle and noise of the men that followed the call to Battle Stations was missing that morning for most of them were already on their station, quiet and waiting. Lt. (jg.) W. B. Andreas, Ens. Nick Pappas, and Ens. D. N. Parkinson were already on the bridge, ready to take over, as was APC G. W. Pifer whose job it was to write the action report.

Back on Secondary Control was the Executive Officer, Lieutenant Commander J. A. Sawyer, who was later transferred and relieved by the present Executive Officer, Lieutenant Commander E. C. Sherman. Also stationed there was Lieutenant Commander B. T. Doremus, the Beachmaster; and Lt. D. W. Menold, the Beach Platoon Executive Officer.



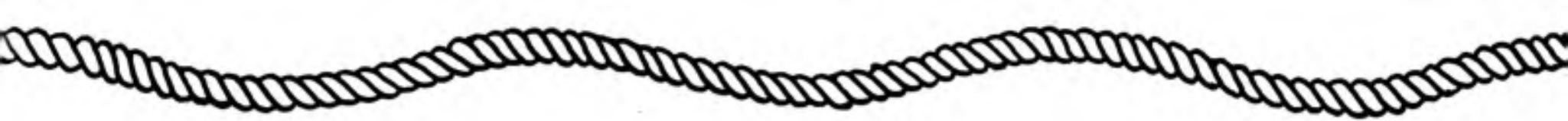
The Communications Officer, Lt. (jg.) P. M. Lowe, was stationed anywhere that communications were received or sent out: the signal bridge for "visuals"; the bridge for "voice"; and the Radio Shack for other messages. In the coding room were Lt. T. S. Kelly, the Supply Officer, Ens. L. K. King, Ens. F. J. Manaut, and APC R. E. Beebe. Beebe also doubled as photographer during the daylight hours.

The Flying Bridge was always a lively place during general quarters for it was there that the Gunnery Officer, Lt. J. C. Tolson, was stationed. With him was the Assistant Gunnery Officer and Officer in charge of the 40mm fire control, Lt. (jg.) W. W. Hutchison; and Ens. K. E. Steryous, the 20mm fire control officer. Also stationed on the Flying Bridge was Ens. G. A. Mann, the Recognition Officer; Lt. W. B. Newgord, in charge of guns 23 and 25; and Ens. J. A. Nelson, in charge of guns 24 and 26.

The engine room officers were seldom seen but always made their presence felt during general quarters. Frequently overlooked because their duties are unostentatious until something goes wrong, they might well be called the forgotten men. Fortunately, the *Tazewell* had very little engine trouble under way and the credit for this belongs to the officers and men of that department. The capable Chief Engineer, Lt. C. W. Phillips; the Assistant Engineer, Lt. (jg.) M. C. Emery; Ens. W. R. Langrill; and Machinist C. A. Rogers were stationed in the engine room while Lt. (jg.) D. G. Bunnell and Ens. D. F. Andrews were in the log room. Electrician F. A. Shannon, later replaced by Electrician Goold was stationed in the I. C. Room. Ens. C. F. Prunier, another engineer, was in charge of the handling room during alerts.

All stations reported manned and ready in a very short time that morning; for awhile all was quiet. The squadron continued northward, following the path swept by minesweepers. As they neared the small group of islands called Kerama Retto, the escorting carriers turned back.

In the Combat Information Center (C. I. C.) Ens. H. V. Neece, the C. I. C. Officer, took radar bearings for navigational plots while listening to the inter-ship radio which was beginning to squawk after a long period of quiet. Then it came: "Many bogies, bearing one two five, distance thirty miles". This information was passed to all stations and the lookouts were alerted. As the minutes passed, and they seemed like hours, the raid came closer and closer until finally a lookout reported sighting a plane. Shortly another, then another, then several planes were sighted. The Commodore reported, via radio, that friendly planes were remaining clear of the area and gave permission to fire when ready.



From then on things happened fast. First Captain Olsen gave permission to fire when ready, then Lt. Tolson passed the word to the forties "Commence Firing". Up forward Lt. D. B. Close and his quad-forty crew opened up immediately and were closely followed by guns 43 and 45 who had Lt. (jg) J. T. Bohan and Ens. J. A. Magavero in charge. Ens. W. A. Reeves at gun 42 and Ens. G. W. Brown at gun 44 didn't get to fire that time; nor did the five inch, with Lt. (jg) N. D. Stein and Ens. C. E. Currier in charge.

As the planes came within range of the twenties their noise was added to the din. Officers at these guns, in addition to those already mentioned, were: Ens. R. P. Stenger, guns 21 and 22; Lt. C. V. Brouillette, guns 27 and 28; Ens. B. S. Esser, gun 29; and Lt. (jg) W. D. Stone, gun 20/10.

The repair parties throughout the ship were more or less isolated from the other activities and did not receive information on the engagements as did other stations. However, when the firing started they became doubly interested and started rechecking their gear, while keeping an ear open for sounds that would indicate the success of the gun crews. Lt. (jg) R. V. Alling, the acting-First Lieutenant and damage control officer until Lt. (jg) J. Roberts reported aboard was in charge and ably assisted by Carpenter R. N. Hague and Boatswain D. W. Montgomery.

It is not hard to imagine some of the thoughts that must have crossed the minds of the officers on the battle dressing stations when they heard the firing. Fortunately, they were not called upon to attend a single battle casualty aboard the *Tazewell*. Yet they were at all times prepared to give immediate treatment to those who needed it. Commander J. K. Stack was the Senior Medical Officer; later replaced by Commander J. B. Hassberger. Other medical department officers at that time were Lieutenant Commander G. L. Ackerman, MC; Lieutenant Commander F. C. Ciafone, MC; Lieutenant C. R. Oliphant, MC; Lieutenant T. S. Elliott, MC; Lt. (jg) L. G. Brown, MC; Lieutenant C. W. Herschleb, DC; and Lt. (jg) H. A. Liermann, HC. Chaplain. H. D. Ragle was always on his station at the after battle dressing station.

Within a very short time, the firing ceased and soon none could be heard from the surrounding ships. Even the bombarding ships stopped firing temporarily and moved aside to let the transports through. Orders began to come over the radio, faster and faster. Soon the first troops would be going ashore. The invasion was on. Captain Olsen gave the order "Set Condition 1-A" and preparations for lowering boats began. Our baptism of fire was over.

—by Ens. H. V. Neece.

Department Heads



Sitting, left to right: Doremus, B. T. (Beach Platoon Comdr.); Sherman, E. C. (Executive Officer); Phillips, C. W. (Engineering Officer); Roberts, J. (First Lieutenant).

Standing, left to right: Hassberger, J. B. (Medical); Porritt, R. H. (Navigator); Tolson, J. C. (Gunnery Officer); Kelly, T. S. (Supply Officer); Brouillette, C. V. (Boat Group Commander).

Not in Picture: Lowe, P. M. (Communications Officer); Morris, J. K. (Transport Quartermaster).

Officers



Sitting, left to right: Lowe, P. M.; Kelly, T. S.; Herschleb, C. W.; Hassberger, J. B.; Olsen, H. S.; Sherman, E. C.; Doremus, B. T.; Tolson, J. C.; Ragle, H. D.; Phillips, C. W.; Brouillette, C. V.

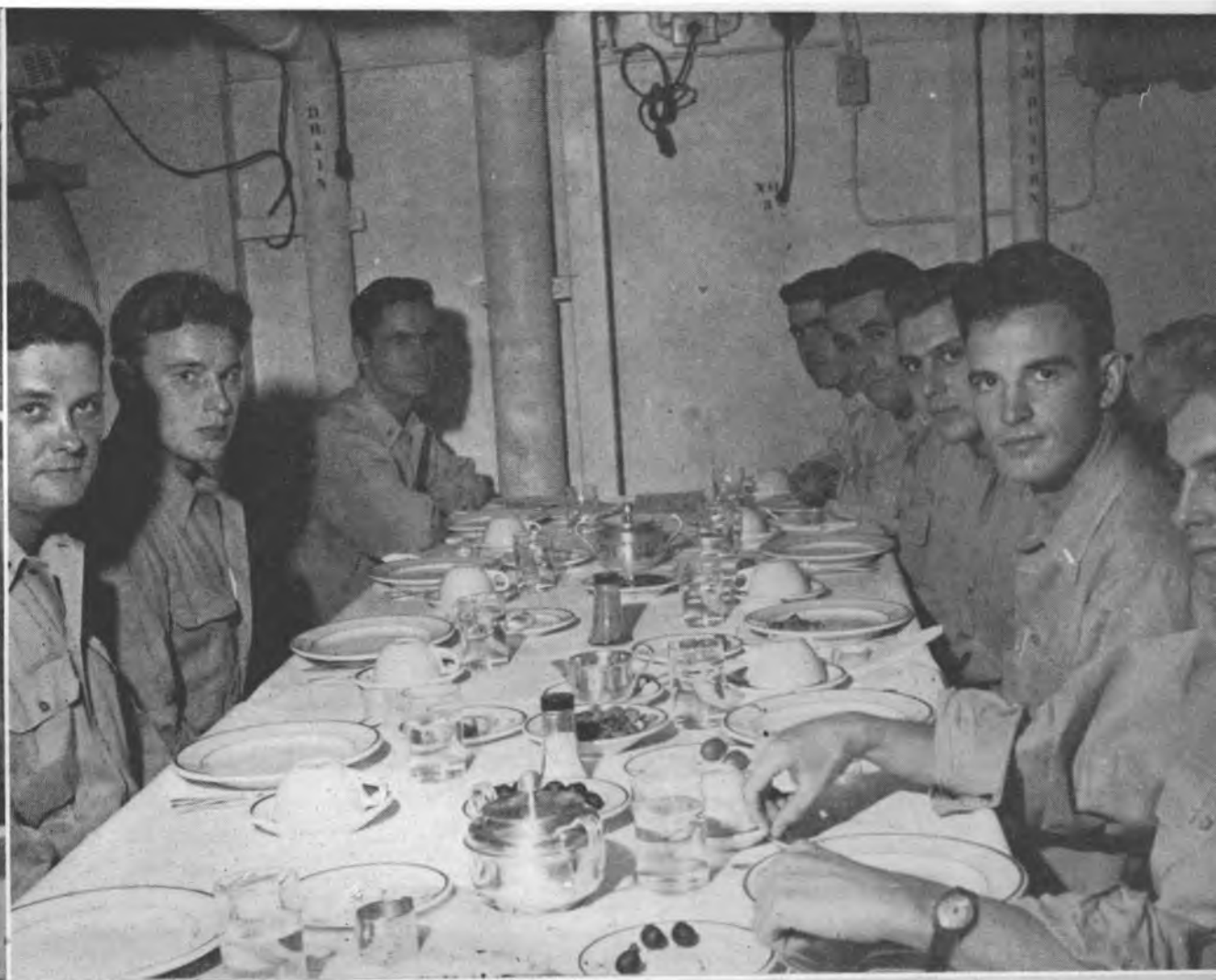
Standing, left to right: Nelson, J. A.; Liermann, H. A.; Roberts, J.; Stone, W. D.; Bohan, J. T.; Emery, M. C.; Neece, H. V.; Hague, R. N.; Montgomery, D. W.

Standing. (2nd row), left to right: Stein, N. H.; Brown, G. W.; Langrill, W.; Manaut, F. J.; Stenger, R. P.; Steryous, K. D.; Bunnell, D. G.; Alling, R. V.; Courier, C.; Beebe, R. E.; Goold, R. H.; Andrews, D. F.



TOP—CHAPLAIN RAGLE
BOTTOM—CAPTAIN MORRIS

TOP—THE DOCTORS TAKE A SWIM—HONOLULU
BOTTOM—MR. LIERMANN



TOP—BUSINESS SECTION—CAVITE
BOTTOM—THE WARRANT OFFICERS

TOP—THE WARDROOM
BOTTOM—F. P. O. SAIPAN



TOP—OFFICERS AT SASEBO

BOTTOM—INSPECTION

TOP—WEDDING ABOARD SHIP
CENTER—SEXTANT

BOTTOM—OFFICERS AT MANILA

Happy Hour





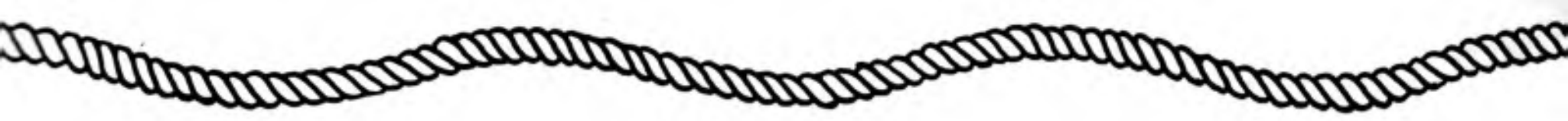
What is Your Name?

As I lie sleeping so peacefully,
And my dreams are on the wane,
Suddenly a voice is shouting;
Wake up; what is your name?

So I sit up on the edge of my bunk,
But soon I'm lying back,
And once again that voice demands,
Get up; get OUT of that sack.

From the shores of Okinawa
All the way to the Golden Gate,
Every morning—the same old story,
Get up; what *was* your rate?

I hate to get up in the morning
It always gives me a pain,
To hear that voice a shouting
Get up; what is your NAME?



This is such a sad, sad story,
I really hate to tell it.
Is isn't only your name he wants
It's also, how DO you spell it?

I think I'll make a little sign
In letters clear and plain
So that angry voice won't shout,
He'll see, what is MY NAME.

Get OUT of that SACK,
What is your NAME, and also
How do you, YOU spell it?
What was your rate, you're on report,
But does he have to yell it?

When I get out of the NAVY
I'll run right home and not stoppo,
Then I'll tell my wife of the grief and strife
We had with the ship's Gestapo.

When in the morning she awakens me,
I'll not give her any sass
I'll just say my name is Cooper,
My rate was Second Class.

—by Rex Cooper, Bkr2/c

Foreword

It is to the memory of the cat "Shotgun", that strayed and wayward friend of all members of the "T", that these wacky jingles are dedicated.

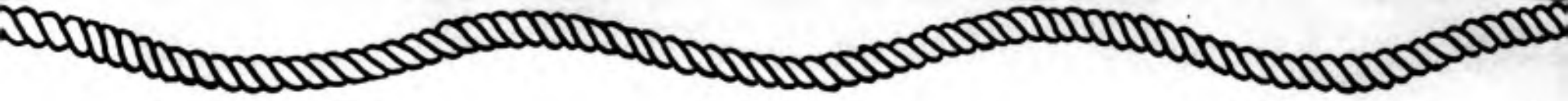
In passing it might be appropriate to offer sympathy to that peerless, fearless crew of gun "51" for "Shotgun" was truly their mascot, and in no small way responsible for the maintenance of their morale during the trying days at Okinawa. No guncrew that could expend as much ammunition as they did, without hitting anything, could long keep up a fighting spirit, and were it not for that buoyant, vibrant personality known as "Shotgun", dark and mysterious things might have taken place on the fantail. It was rumored among the members of the crew, that if "51" shot off ten thousand more rounds and failed to hit anything, some deep-sixing might be in order. So, thanks to "Shotgun" the boys did not lose spirit, but just kept right on shooting, and with the same perfect score—.000.

To have remembered the cat in lines of funereal prose, would not have been in keeping with the spirit of that frivolous feline, and so remembering him for what he really was, I offer:

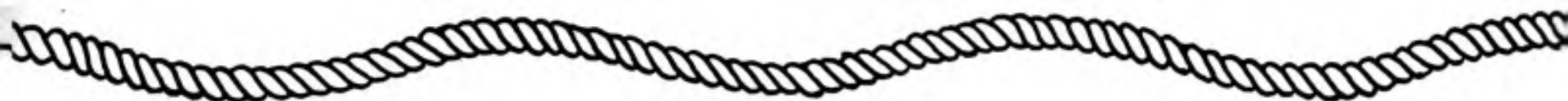


"SHOTGUN"—A. W. O. L.

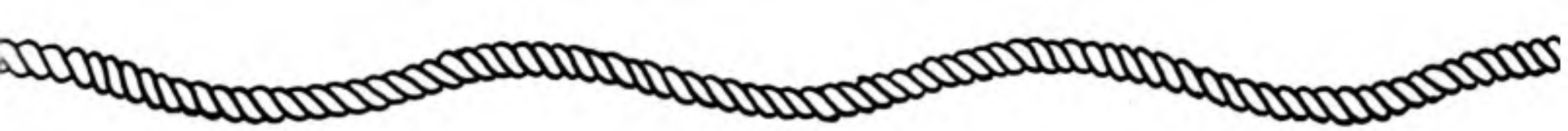
"Over the hill" he did run off,
And at all the warnings of his friends he did scoff.
He was told that to go, meant shame and disgrace,
And it would surely bring, loss of face.



Quietly down the gangway in the dead of night;
He stayed in the shadows and well out of sight,
Or else might have awakened the OOD,
And the poor man would have passed out in fright.
He hit the pier and let out a meow,
And took one last look at the *Tazewell*, the scow,
For at last he was a free cat now.
With the dawn's golden hue,
He was foot-sore and blue.
But what the heck, wouldn't you have been too?
To stop for a snoozer at this time he deemed best,
And so he curled up for a well earned rest.
His slumber was disturbed by a dream so uncontrolled,
That please, if there are any ladies present, it cannot be told.
The dream I'll now tell, so it may serve you well,
For the moral of the story is never go AWOL.
The dream it would seem began like this:
"Shotgun" had just laid his head on his paw,
When out of the night, called a voice so loud and near,
That it sounded like a thousand stampeding steers.
It was the voice of the man who won undying fame;
Who coined the phrase, "what is your name?"
By the scruff of the neck, old "Shotgun" he did grab,
And all the while saying; "now cat none of your gab."
Back to the ship our friend he did drag,
And very step of the way he ranted and bragged.
Coming down the ladder, into the cat's ribs he did dig,
And with one mighty toss, he flung him into the brig.
For days without end he walked to and fro;
Well! Where else could he go?
At night after taps when all was still,
His poor tired body with sleep he tried to fill,



But Morpheus somehow, his grip would elude,
And eternally it would seem by the brig door he stood.
It was maddening to him, for through the bars he would peep,
And there would be the guard, fast asleep.
At last the day came when to trial he must go,
And by now his hair had turned white as snow.
He worried and fretted, but to no avail.
For that had never been known to get anyone out of jail.
The stage was set, the trial had begun,
When suddenly the Skipper said;
"Where were you on the night of the 15th my little one?"
"Oh, to the commissary for some catnip, sir,
When on my way back I was chased by a yellow cur."
"A likely story" he answered with a bellow,
That would have made a bass horn sound like a one string cello.
"A fakir! A fibber! Now cat you can't fool me
Despite my forty years at sea.
I have traveled all these years and more,
But I have never seen catnip with ears and a tail on it before.
The findings of this court, "I say," are most severe I know,
For never more will you romp in rain or leave your tracks in snow.
Your playmates will miss you, over in yon alley,
But the sentence of this court must stand,
And it is, that you take your meals in the ship's galley."
"OH! Spare me Captain! Spare me!
A fate that's worse than death,
For the chow that they purvey down there
Smells like a polecat's breath."
The sentence it would seem was most unfair and mean,



For who ever heard of a cat thriving on Navy beans.
He watched and waited, for he must soon make a break,
For daily he was getting weaker
From eating "New Zealand Steak."
At last his chance came,
And his freedom he did gain,
Though his going we knew would cause the crew grievous pain.
At this point in his dream, he awoke with a start,
For there stood a bulldog unleashing loud barks.
He was up and away and the hound he did outrun,
And he didn't stop until into San Pedro he had come.
Now recalling the dream, he was filled with fright,
And he decided then and there
That he was through with the "T" and the fight.
In those war-torn days, he was a diversion and fun,
But now the war was over and his job was done.
He would settle down and find a home,
And never more at sea would he roam.
There are some that may think him a coward, and so,
Taunt him with jibes wherever he may go,
But the crew of the "T" for his honor will fight,
For his valor he proved during Okinawa's stormy nights.
To end this sad tale, it is just about time,
So here's the final effort and I hope it will rhyme.
Now come those dark nights, on all Seven Seas,
Or wherever sailors meet to shoot the breeze,
There's one tale that they'll never fail to tell,
And that is about "Shotgun", AWOL.

—by Edward A. Flynn, Y 2/c.



Life Aboard The Tazewell

or

"Sweepers Man Your Brooms"

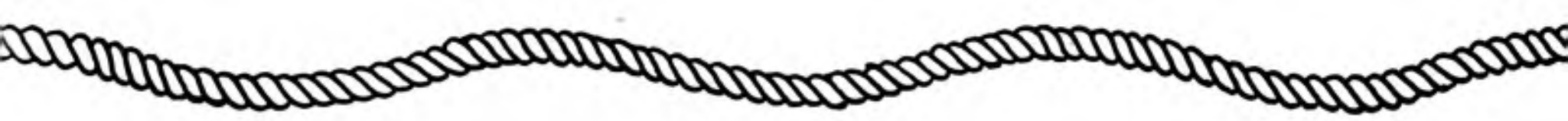
I've never been a destructive person, but there is one phonograph record aboard this ship I'd sure like to break. Which one? Why the one that blares out every morning at 0530 without fail. When reveille sounds each and every man must hit the deck immediately. Occasionally some sailor will try to pick up an extra forty winks only to have some big fellow with an important looking badge on his chest whisper gently into his ear, "what is your name?"

A few minutes after reveille a familiar call comes: "Sweepers man your brooms, clean sweep down fore and aft, sweep down all decks, and ladders, empty all trash cans."

Around 0600 chow call is heard and 400 sailors rush to be first in the chow line, only to find 1,000 soldiers still waiting for dinner from the day before. Oh well, we weren't hungry anyhow.

At five after eight muster is held. Here all the divisions line up and each man's name is called to find out whether any man is still sleeping in the ice box or fell over the fantail during the night. At eight fifteen officers have their call,—officers' call,—that's where they call all the officers from their divisions to go back to bed again.

Now all the divisions turn to their respective jobs. During the morning there is sick call, occasional drills, pay day, and don't forget sweepers who have to man their brooms every hour on the hour.



At eleven o'clock all work is knocked off for chow. We have two hours before getting back to work, so the chances are fifty-fifty for getting something to eat. Any time left over after chow and before one o'clock is strictly free-time. However, I still haven't learned to shower and shave in that five minutes.

One o'clock is time for all hands to "turn to" again. At two o'clock it is time for Army sick-call. Army sick-call is merely a continuation of the chow line, in fact, it is estimated that more soldiers come to sick-call per day than eat chow. It's a funny thing, but the soldiers still think that the "black and white" we give them is a drink of scotch. Of course the call for sweepers is still heard very regularly.

At four-thirty all work is knocked off and evening chow begins. At five-thirty the last call for sweepers is heard. One of these days, some ignorant sailor will actually have a broom in hand and all the hoarse boatswains will feel that their work was not in vain.

When we're in port we have movies, topside. In order to see the movie one must do several things. First, you must miss chow in order to get a seat, secondly you have to endure a cramped position for several hours, and thirdly you have to be willing to get wet, as it rains every night in port at seven-thirty. The last movie was pretty good, the fellows told me, after it was over. Personally all I could see was two cooties playing bean bag on a soldier's head in front of me.

With the blowing of taps we take leave of the boys on the 209, each sailor tucked snugly in bed, filled with anticipation, and longing for the start of a new day cramed with something new and something different—"sweepers man your brooms."

—by *Gilbert Mombach, HA1/c.*



J - V
GOSSIP

TITLE — PHONES, SOUND POWERED — CONVERSATION, IMAGINARY.

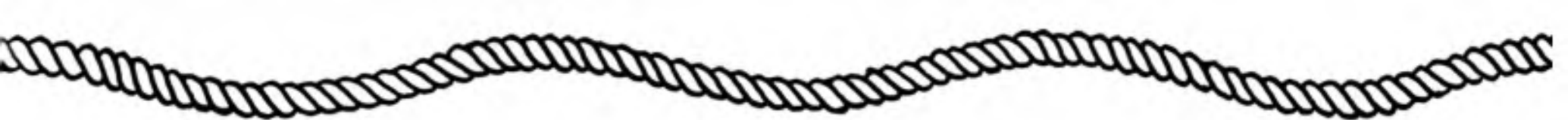
TIME—0437.

PLACE—An APA anywhere in the Pacific.

Warning: Anything in this script, words, locations, and names are purely fictitious, and anything said herein that might be construed as relating to persons living or detached from the *Tazewell* is entirely co-incidental.

ACT I, Scene 1.

Damage Control: Damage control, damage control, damage control.
Control II: Damage Control?
Damage Control: Damage control, damage control, damage control.
Control II: Are you manned and ready?
Damage Control: Wait. (pause) Two precincts not heard from. Wait. (pause) Another precinct heard from. Repair II has not reported.
Bridge: Repair Two? O Repair Twooh?
Repair II:



Bridge: Repair Two (hollered).
Repair II: (Later) RepairTwoMannedAndReady.
Bridge: Where were you?
Repair II: Right here with my phones on, I couldn't hear a thing.
Bridge: Next time plug in the phone.

At this point the conversation ceases to permit the playing of "Rose of San Antone", a recording, the compliments of an unidentified Station. Ah-haaaaa.

Bridge: Bogies at 145°.
Repair I: What time is it?
All Stations: Shuddup.
Bridge: Make 35 turns.
Bridge: Make 35 1/2 turns.
Bridge: Engine Room, how many turns are you making?
Engine Room: Wait.
Bridge: For What?
Engine Room: 35 1/2 turns.
Control II: The Exec wants power on gun 45.
Main Swbd: No motor in that gun for two weeks now.
Control II: Oh.
Bridge: Repair Two?
Repair II:
Bridge: Repair Two where are you?
Repair II: Standing right here with my phones on, I couldn't hear a thing. Whaddy want?
Bridge: Who's on Repair Two?
Repair II: Me, Mefoofsky.
Bridge: I understand.
Repair I: What time is it?

Unidentified
 Station: Put power on winch No. 9.

Engine Room: Identify your station, You.

Unidentified
 Station: This is the Exec.

Engine Room: The power is practically on, *Sir*.

Battle
 Dressing I: Damage Control our station's on fire.

Damage Control: Did you pour water on it?

Battle
 Dressing I: Yes.

Damage Control: Sorry, that's all we could do.

Scene II. Voices are heard through the bridge phone as Jap planes come thundering toward us.

Voice I: Should we open fire?

Ass't. voice: I don't know, what do you think, ask the Captain.

JV talker: Open fire.

Voice I: Guns 21 & 22 didn't shoot, what's the matter?

JV talker: They don't answer.

Voice II: Send someone down and wake them up.

Bridge: After crows' nest—anything coming your way?

Aft Crows Nest: It has wings, flies, and ain't a bird.

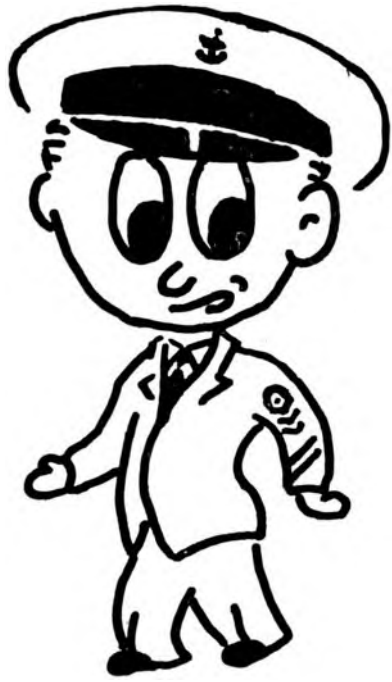
Voice I: Let's have all guns shoot simultaneously at the same time together.

Aft Crows Nest: (Open phone) (singing) She's only a bird in a gilded cage.

Bridge: Secure from General Quarters.

Repair I: (Two hours later) What time is it?

—by Francis A. Sebastian, Y1/c.



GUESS WHO?

There are some men aboard the ship,
Who are always in the way.
The swabbies do the dirty work;
And they get all the pay.

They have their private quarters,
And they chow alone by heck,
They never have to chip and paint;
Just saunter 'bout the deck.

They all look fat and sassy;
And are ready with the guff,
For when you get to be one,
You too will strut your stuff.

In case by now you haven't guessed,
As to who gives out with beefs,
It's the men I speak of in our midst,
The men we call the chiefs.

—by John C. Givens, S1/c.

DO YOU REMEMBER.....?



THE SMILE - - - Jack Caudle

MIRROR CONSCIOUS - - -
- - - "Baby Face" Mahaffey

BODY BEAUTIFUL - - -
- - - "Charles Atlas" Wagner

VEN TEMPERED - - -
- John "Twenty Year" Colleary

CHOW HOUND - - -
- - - "Eager Beaver" Minter

THE DOPESTER - - -
- "Willie The Tongue" Edmonds

THE HYPOCHONDRIAC -
- - - "Alway Ailing" Swanson

THE PEDDLER - - - -
- - - - "Pushcart" Morelli

GUMBEATER - "Scotty" Shevlin

THE SCUTTLEBUTTINIST -
- - - - "Legs" Connors

GREATEST CAPACITY - -
- - - - "Pipes" O'Hara

BROADEST - - - -
- - - Andrew "Brother" Easter

MOST MISCELLANEOUS - -
- Fred "The only Marine" Geisler



TALLEST - "Skyscraper" Sharpe

SHORTEST - "Pewee" Peacock

THE VOICE - - - -
- - "Andy Devine" Schneider

MOST INDIFFERENT - -
- - Bob "I don't care" Waldo

THE SAGGING CHEST - -
- - - - "Maps" Clark

MOST FEARED - - - -
- Any "Pill-peddling" corpsman

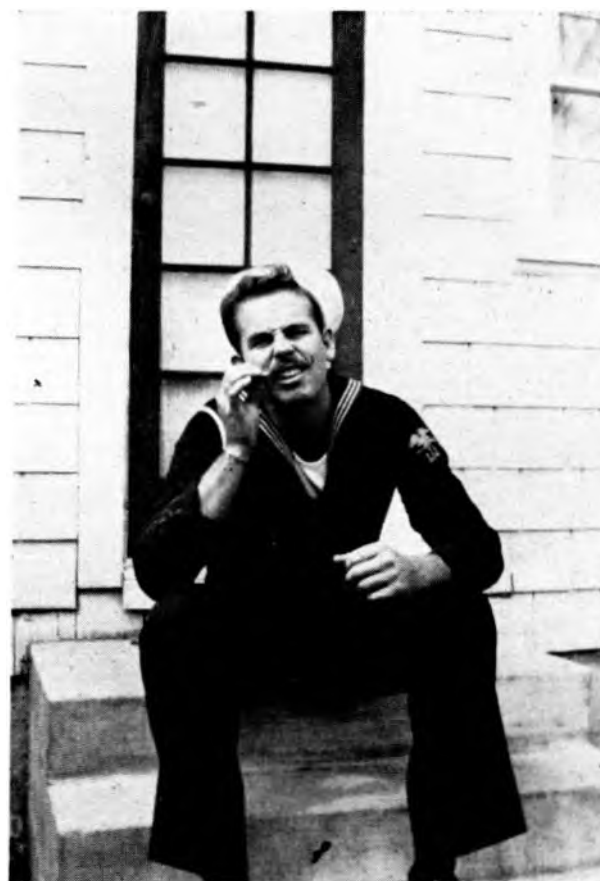
CREWS CHOICE FOR M.A.A.
- Louis "Make a move" Mimms

MOST POPULAR PASTIME -
- - - - "craps" and cards

MOST POPULAR COM-
PARTMENT - - The Galley

MOST SUBDUED - - - -
- - "Daisy Dental" Wetter

FARTHEST FROM A
CIVILIAN - "Low Point" Leso-
vick, LeVasseur, and Hellman.



MUSTACHIOS - - - -
- - "Louie The Lip" Perdue

BRIEFEST ABOARD *THE*
TAZEWELL - - - -
- - Earl "55 minutes" Tweedy

Didja-Know? *The Tazewell* has cruised 50,457.46 miles and never crossed the Equator.

Didja-Know? The cooks are responsible for the cleaning of the ships bell.

Didja-Know? *The Tazewell* has used 6,341,935 gallons of fresh water the past year.

Didja-Know? That Charley Noble is not a crew member, but the galley smoke stack.



MOTHER

(God's Creation)

God created the heavens,
Earth and all its life;
Tho' to me his best creation,
Is the girl Dad calls his wife.

Indeed I feel so lucky,
That throughout this world so wide,
God made me a son,
To this girl Dad chose his bride.

Through infancy to manhood I grew,
She tended my every care;
Ready always, her understanding love,
To soothe my least despair.

Tho' now I'm many miles from home,
My every thought's of you,
The Mother God gave to me,
Who's love is always true.

Oh! Lord, I want to thank you,
I know not what to say;
To express my every love and joy,
Upon this "Mother's Day".

For you have given me a mother,
With whom none can compare,
She's ever loving, kind, and true,
All a grateful son could ask of you.

—by *Leslie H. Levinson, PbM3/c.*

(Editor's note: This poem, inspired at Okinawa, was used by a number of the crew as "Mother's Day" greetings.)

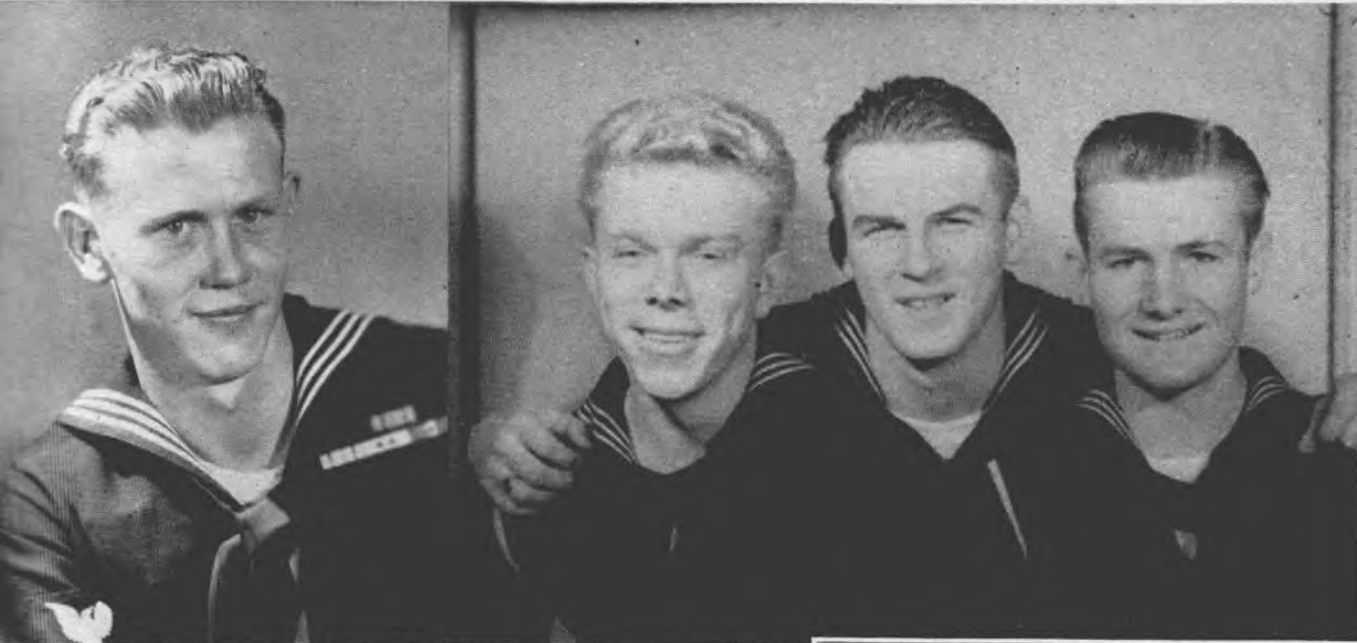
Lucky Bag





TOP—EVENING COKE BRAWL
CENTER—ON MR. NELSON
BOTTOM—"SMITTY"

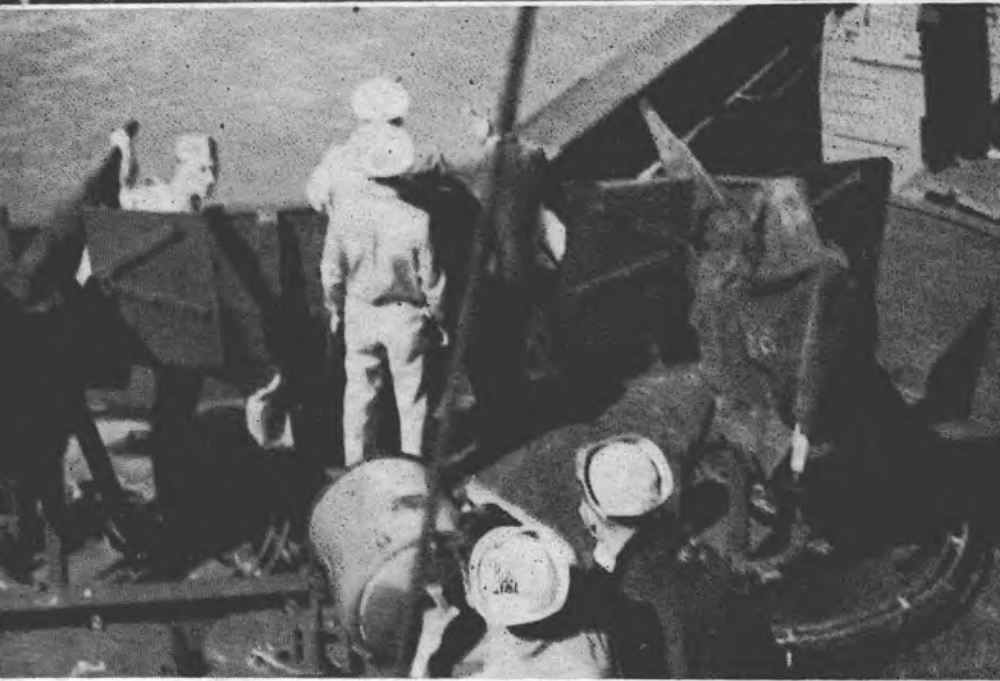
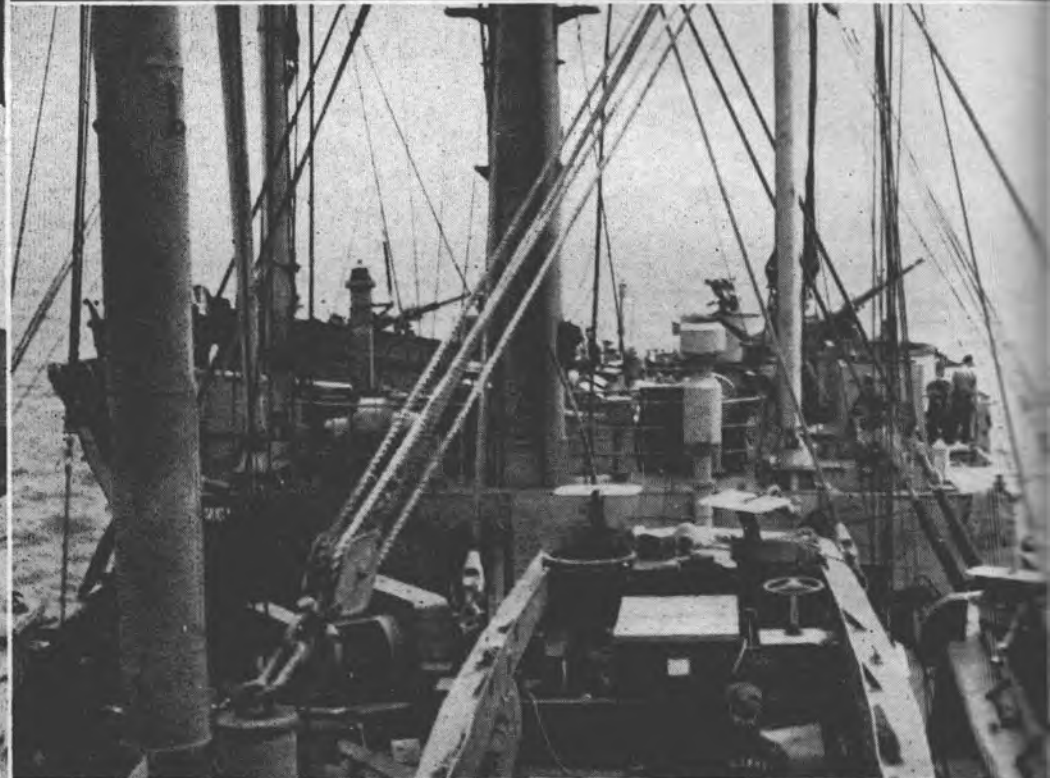
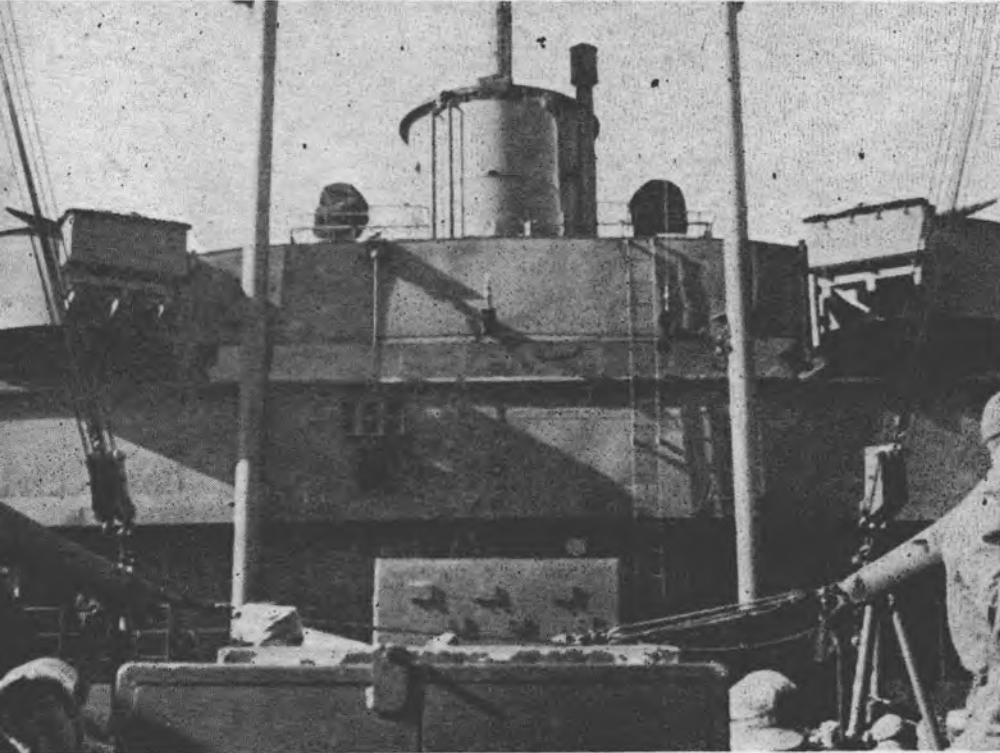
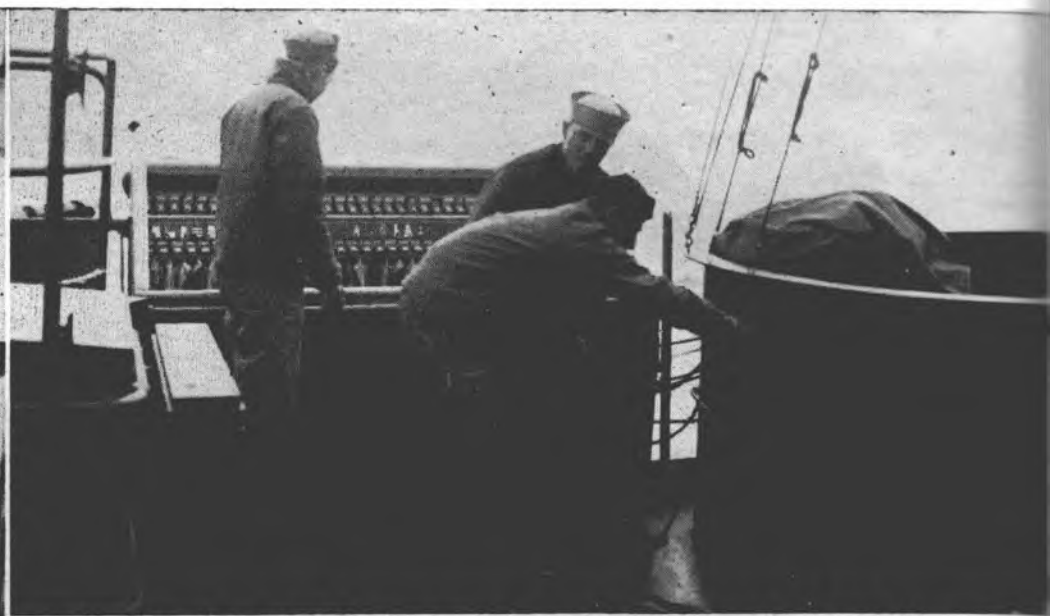
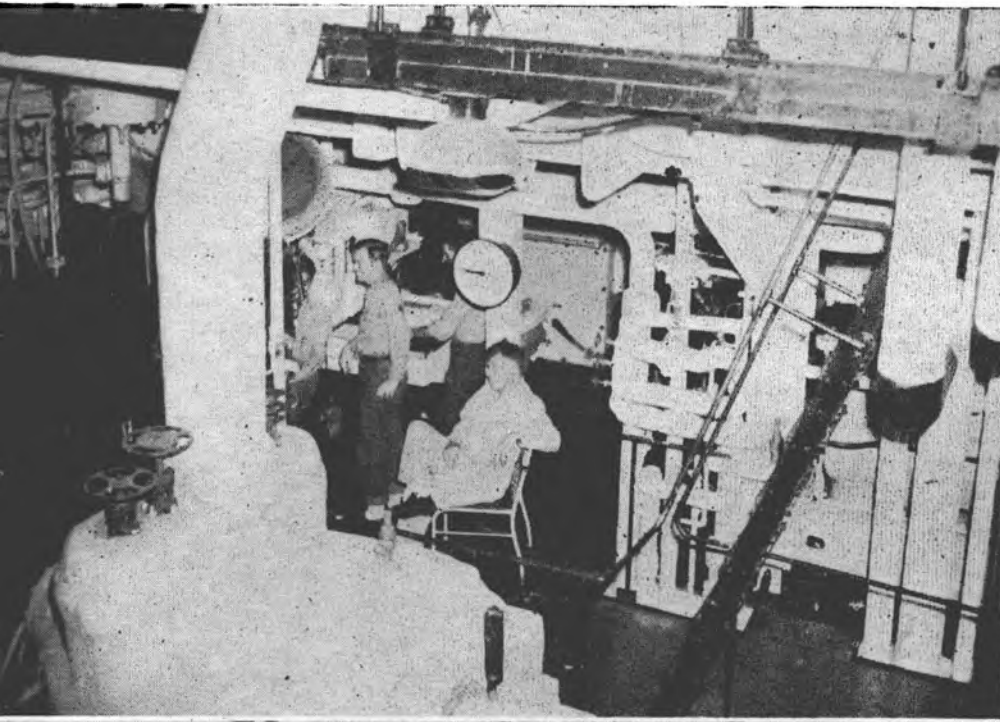
TOP—WEEK END LIBERTY
CENTER—TAKING LIFE EASY
BOTTOM—JUST FRIENDS



TOP—BEACH PARTY
 CENTER—"CLIFF"
 BOTTOM—BUGGY RIDE—MANILA

CENTER—A THREESOME
 BOTTOM—SWEG

TOP—"SHORTY"
 CENTER—HOME
 BOTTOM—CREW OF THE GIG



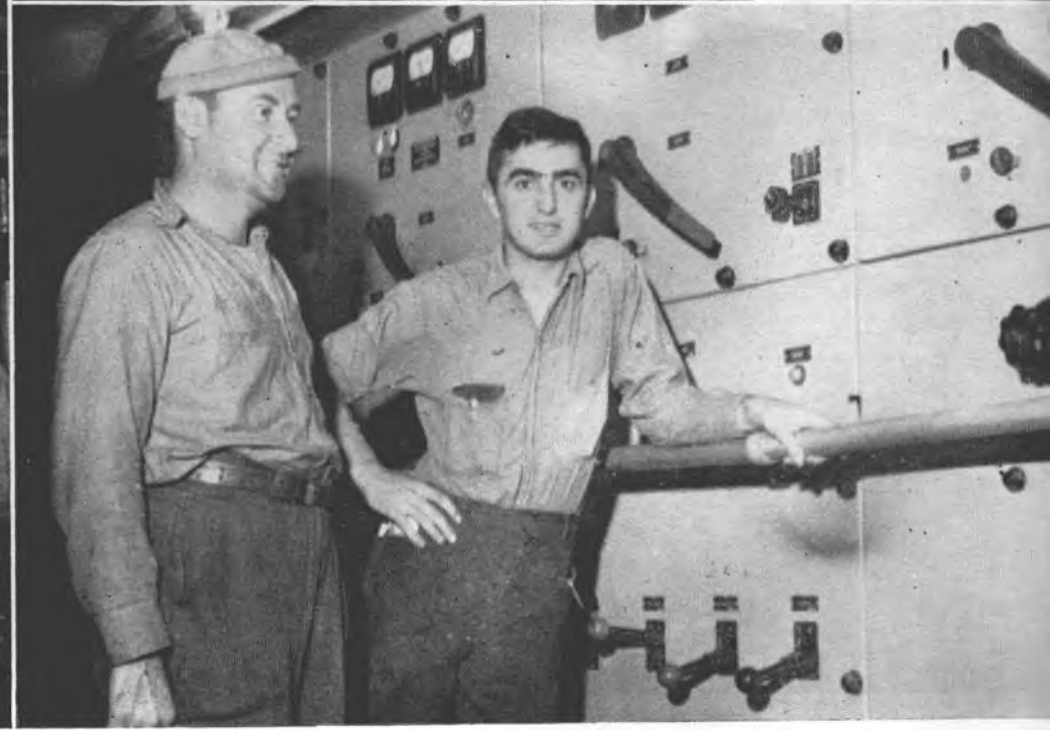
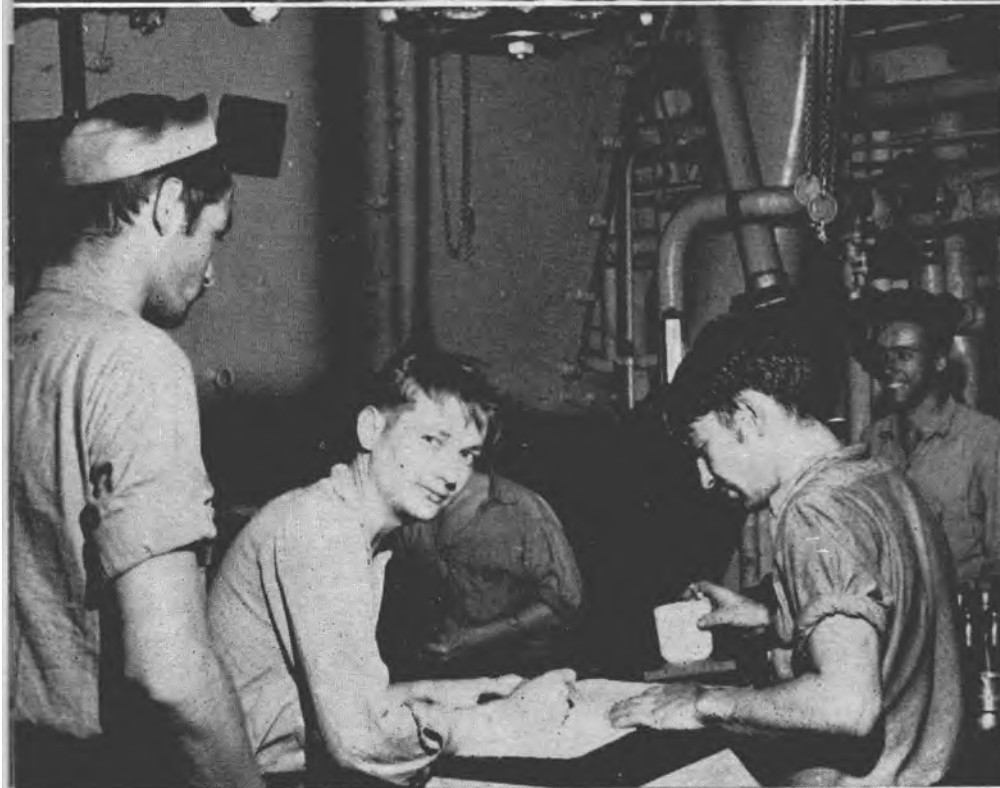
TOP—ENGINE ROOM—by J. D. Roots.
CENTER—LOOKING UP AT THE BRIDGE
BOTTOM—JAP PILOT GUIDING US INTO TOKYO BAY

TOP—SIGNAL BRIDGE—by J. D. Roots.
CENTER—LOOKING AFT FROM THE BRIDGE
BOTTOM—VIEW FROM THE BRIDGE



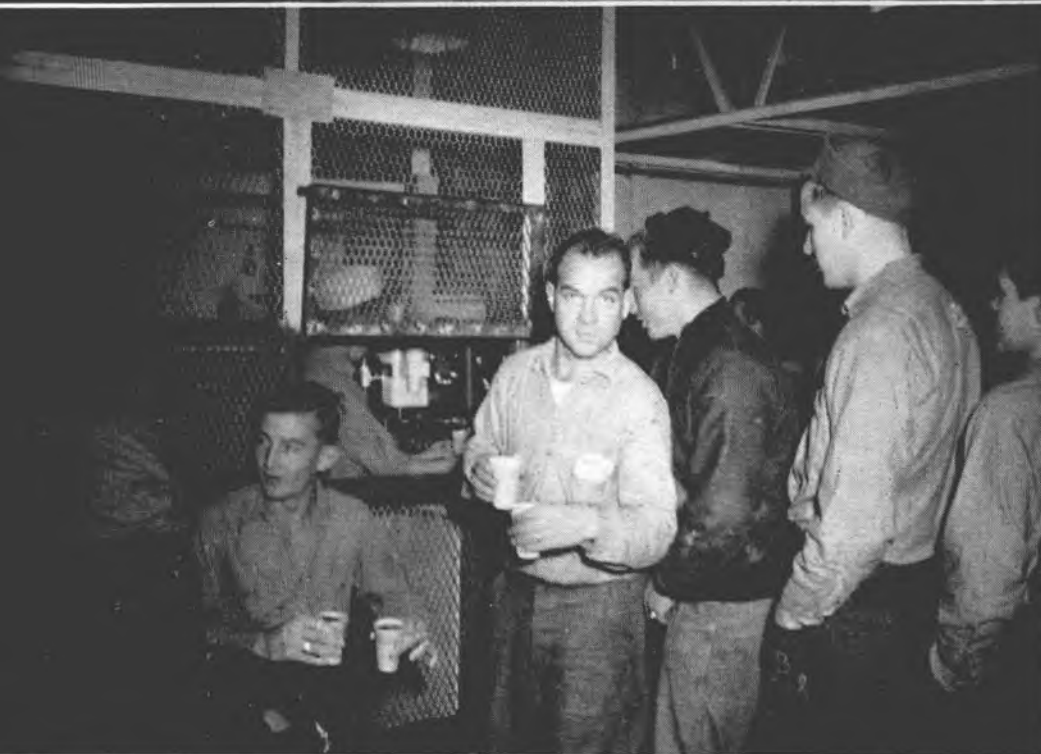
TOP—5" GUN
CENTER—THROCKMORTON P. TAZEWELL
BOTTOM—SICK CALL—*by J. D. Roots.*

TOP—WHEELHOUSE—*by J. D. Roots.*
CENTER—LOWER ENGINE ROOM FLAT
BOTTOM—BAKE SHOP—*by J. D. Roots.*



TOP — POST OFFICE—by J. D. Roots.
CENTER—GALLEY—by J. D. Roots.
BOTTOM—FIRE ROOM

TOP—SAN FRANCISCO AT NIGHT
CENTER—CHIEFS' MESS—by J. D. Roots.
BOTTOM—MAIN SWITCHBOARD



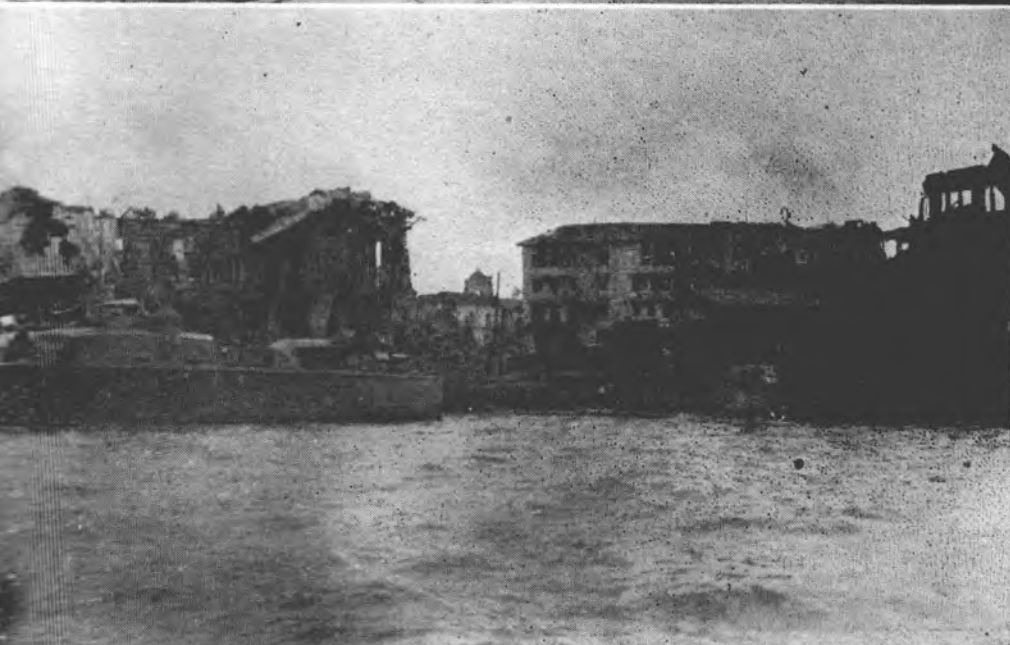
TOP—RADIO ROOM
 CENTER—BOATSWAINS' LOCKER
 BOTTOM—COKE LINE

TOP—CREW'S MESS
 CENTER—SHIP'S STORE
 BOTTOM—SHIPFITTERS' SHOP
 —all by J. D. Root.



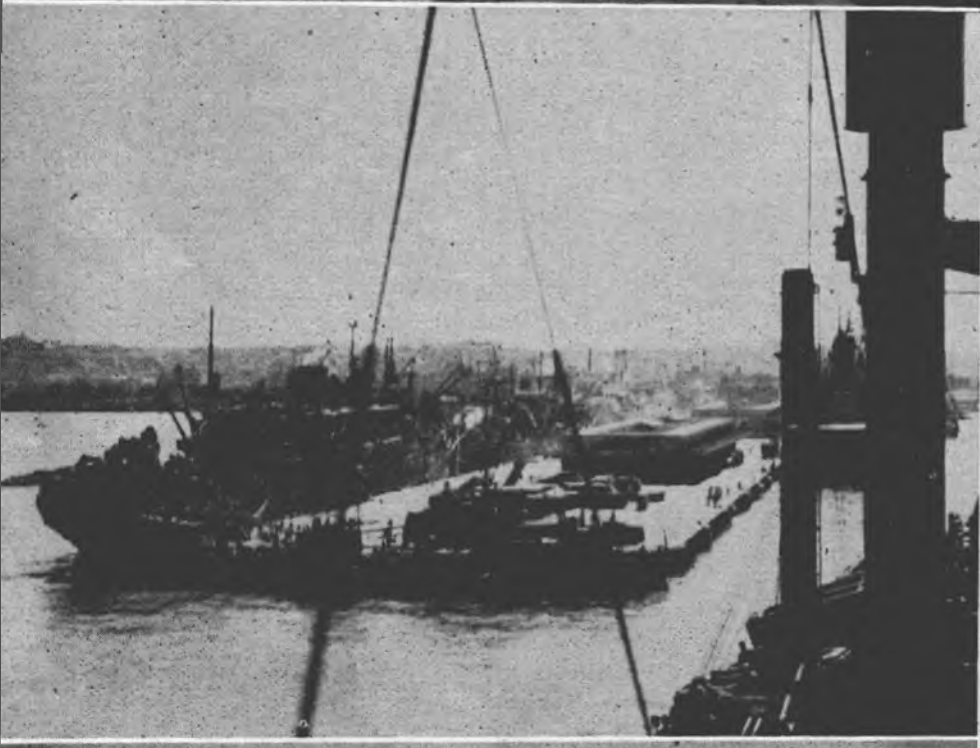
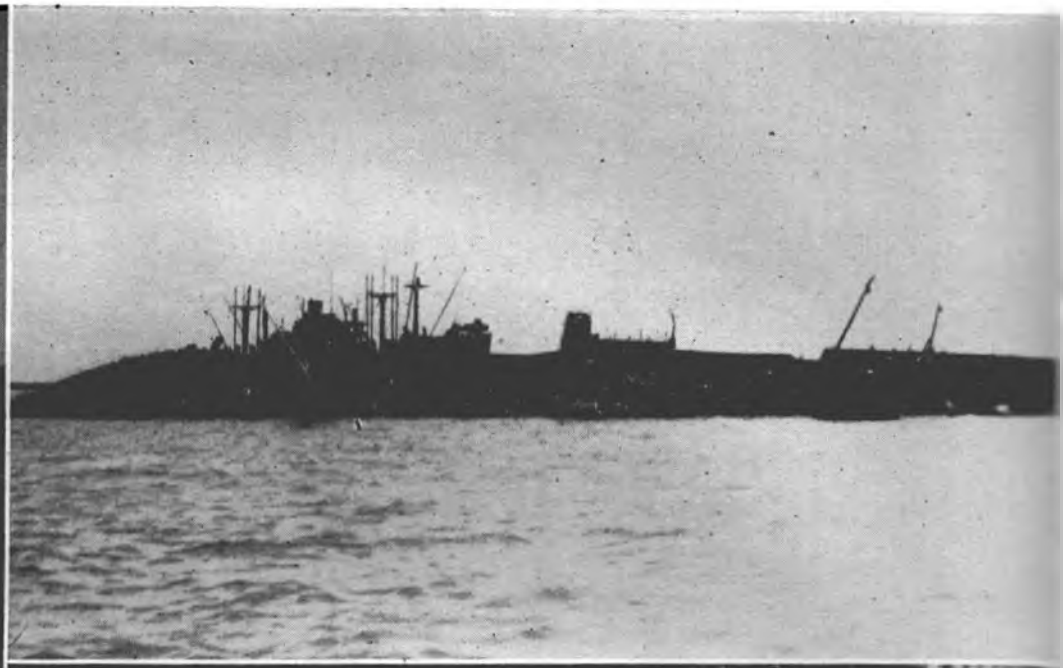
TOP—"D" COMPARTMENT --by J. D. Roots.
CENTER—20MM GUN
BOTTOM—TYPHOON'S EDGE

TOP—CARPENTER SHOP --by J. D. Roots.
CENTER—"TAKING IT EASY"
BOTTOM—SICK BAY --by J. D. Roots.



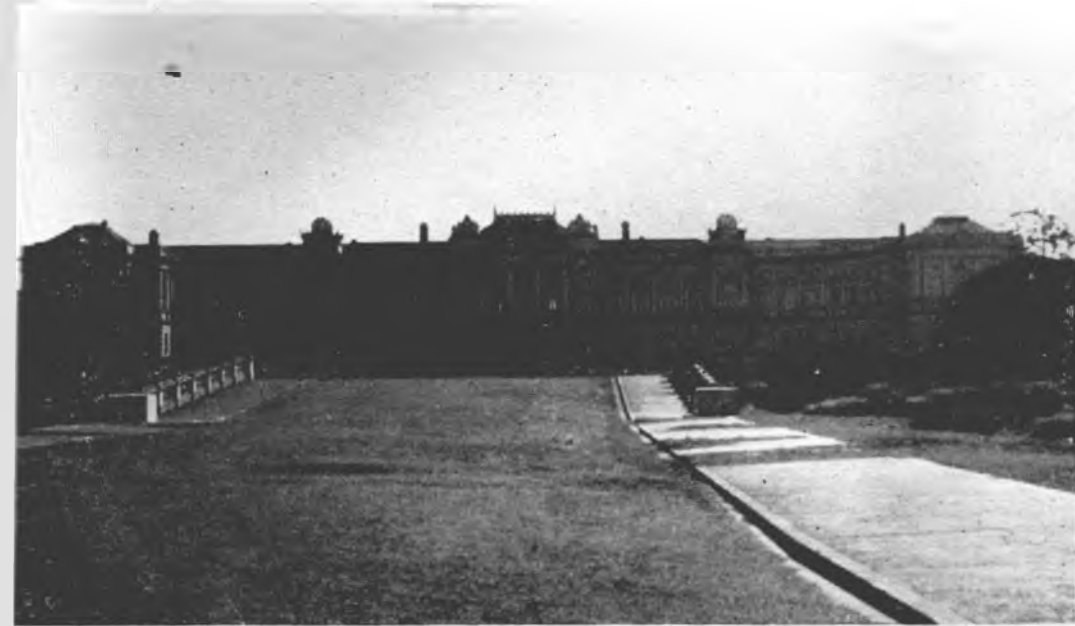
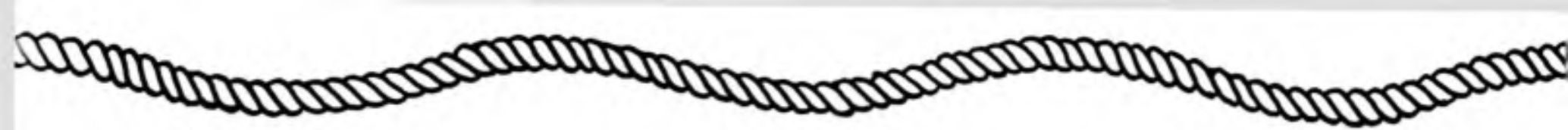
TOP—STREET SCENE—YOKOHAMA
 CENTER—FLEET LANDING—MANILA
 BOTTOM—RUINS IN MANILA

TOP—MARKET PLACE IN MANILA
 CENTER—"NATIVE SECTION"—CAVITE
 BOTTOM—LIBERATION MONUMENT ON LUZON



TOP—VIEW FROM A "P" BOAT
CENTER—DOCK AT YOKOHAMA
BOTTOM—RUINS IN MANILA

TOP—JAP SHIPS IN MANILA HARBOR
CENTER—BOARDWALK OF MANILA
BOTTOM—CATHOLIC CHURCH—MANILA



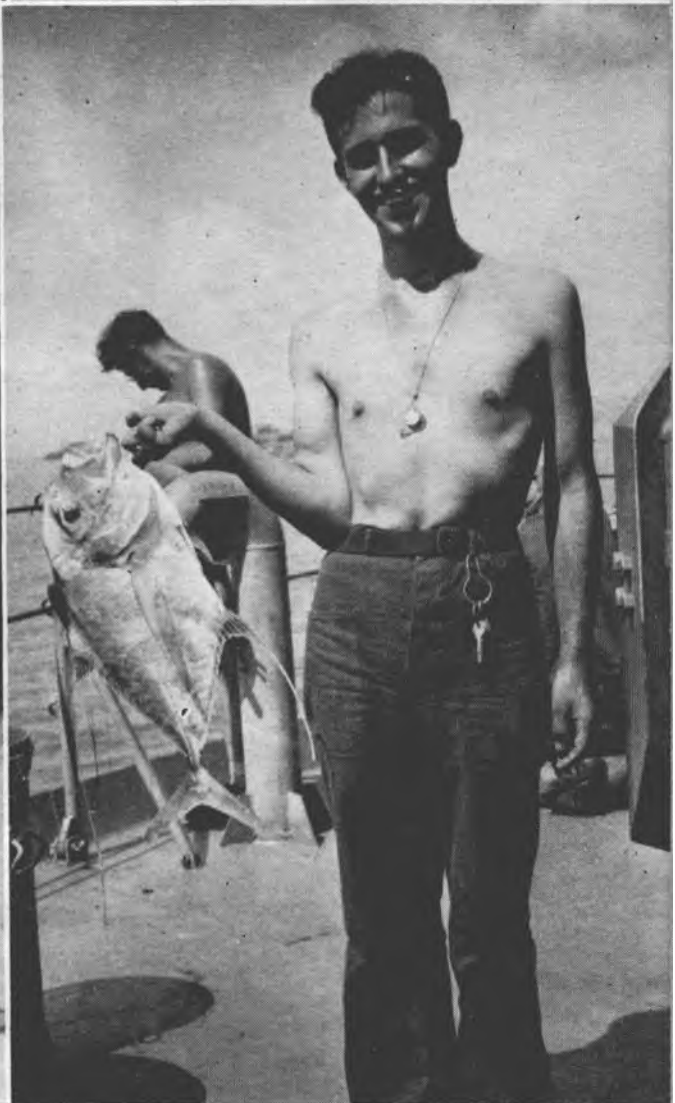
TOP—IMPERIAL PALACE—TOKYO
CENTER—LAUNDRY DAY—MANILA
BOTTOM—BEAST OF BURDEN —by Deejay.

TOP—MOAT AROUND IMPERIAL PALACE
CENTER—CHINESE PAGODA—MANILA
BOTTOM—MOORING AT YOKOHAMA



TOP—WASHING SWEET POTATOES—by DeeJay.
CENTER—AGRICULTURE—KYUSHU—by DeeJay.
BOTTOM—RESIDENTIAL SECTION—SASEBO—by DeeJay.

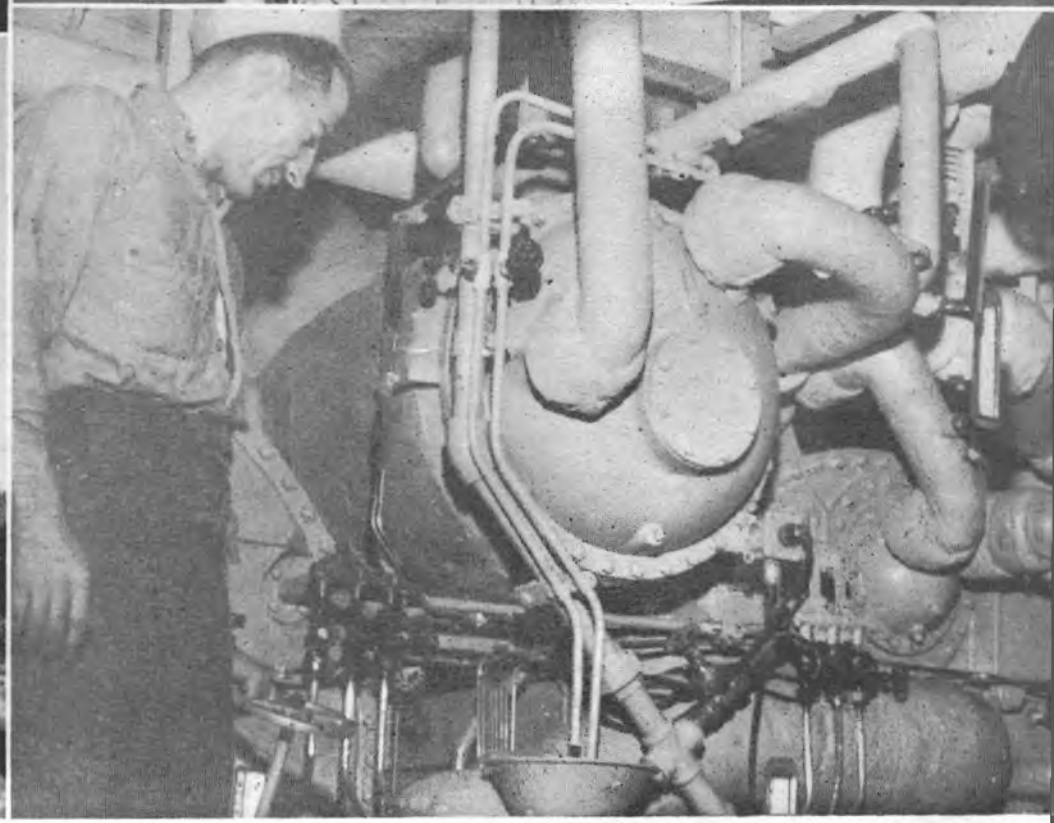
TOP—JAP DEMOBILIZATION—by DeeJay.
CENTER—STREET SCENE—SASEBO—by DeeJay.
BOTTOM—HOUSE BOATS IN YOKOHAMA



TOP—STATUE—JAPAN
BOTTOM—"BARE FACTS"

TOP—TAKING A STROLL—by DeeJay.
BOTTOM—JAPANESE FEMININITY

TOP—LOOKING AT THE SEABAT
BOTTOM—"GOOD FISHING"



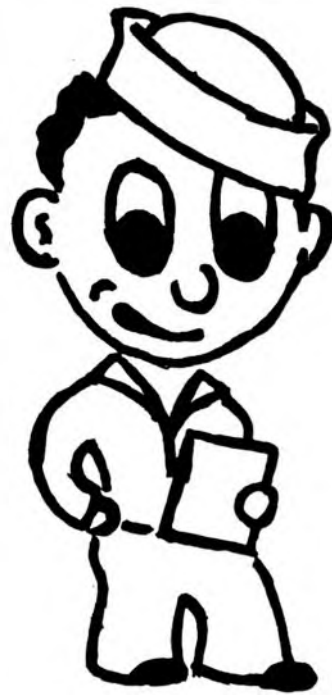
TOP—SHRINE AT SASEBO—by DeeJay.
CENTER—SIGNAL BRIDGE—by J. D. Roots.
BOTTOM—ONE OF THE BETTER HOMES—by DeeJay.

TOP—SHRINE ON KYUSHU—by DeeJay.
CENTER—EVAPORATOR MEN ON DUTY
BOTTOM—EVAPORATORS

(Editor's Note: The photographs, "by DeeJay", were taken and presented to the *Two-O-Nine* by Donald J. Messinger, Bowmansville, N. Y. All portraits and division pictures were by J. Dickson Roots, Pittsfield, Mass.)



Muster



"H" DIVISION



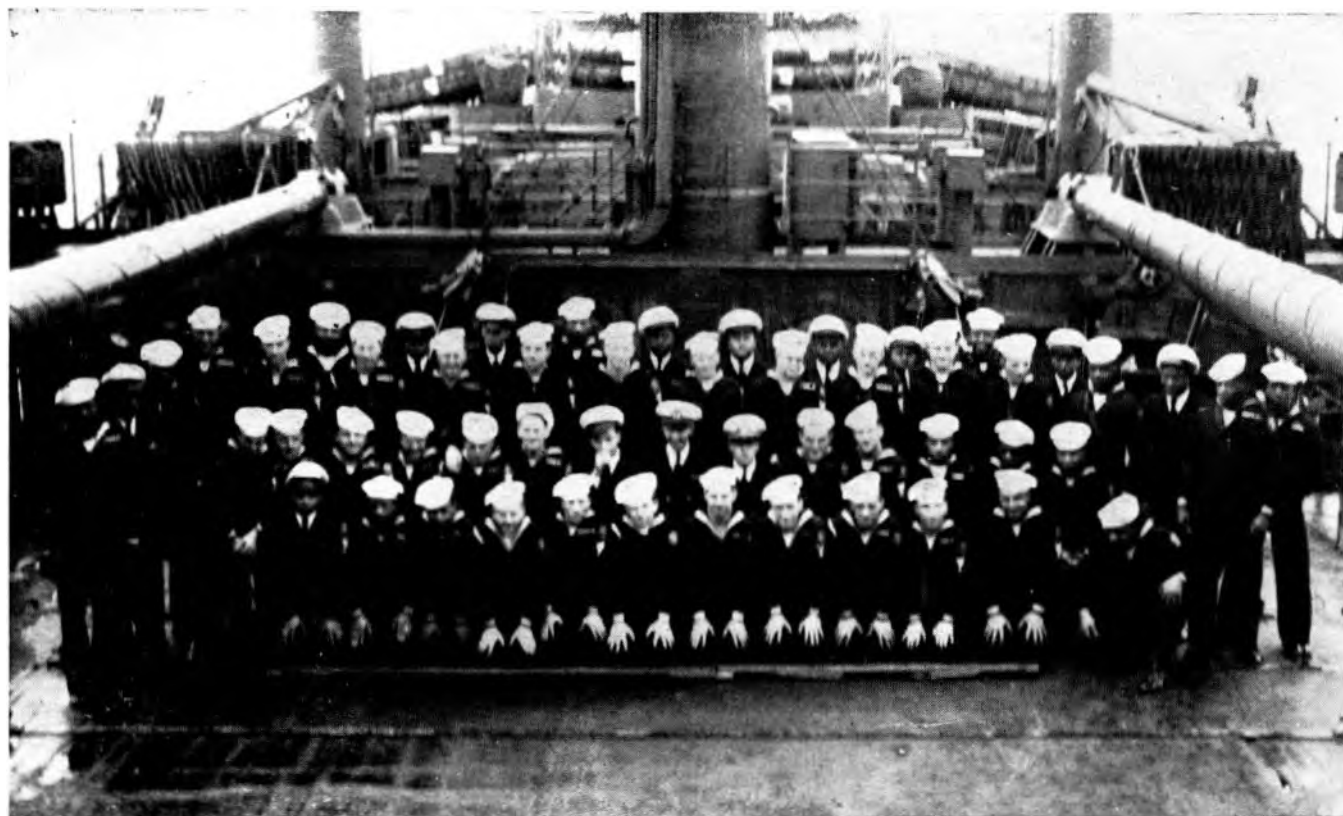
—by J. D. Roots.

Sitting, left to right: Powell, R. F.; Broom, J. D.; Wisniewski, T. L.; Liermann, H. A.; Hassberger, J. B.; Vance, H. D.; Wetter, R. J.; Hannis, C. L.; Reed, J. R.; Levinson, L. H.

Standing, left to right: Haslitt, J. P.; Loftus, A. D.; McGinnis, D. L.; Crane, R. W.; Barger, A. K.; Addison, A. A.; Osmundson, L. H.; Mombach, G. S.; Swiatlowski, M. J.

The "H" division is the hospital corps aboard ship. The function of the Medical Department is to promote the health of the Naval Personnel of the ship, to determine physical fitness and to treat the sick and injured. During General Quarters they maintain four battle dressing stations located in different parts of the ship. The division officer is Lt. (jg) H. A. Liermann.

"S" DIVISION



—by J. D. Roots

Kneeling, left to right: Knox, T. W.; Brown, E. D.; Young, W. H.; Cobb, R.; Barnes, W.; Hellman, H. N.; Franze, C. F.; O'Connor, J. V.; Green, R.; Beall, J. W.; Sladewski, F.; Wechorek, H. E.; Guerra, F. V.

Sitting, left to right: Chandler, J. J.; Mann, J. T.; Cicchetti, J.; Lindsey, M. R.; Burgess, R. W.; Nichols, R. J.; Hullin, G.; Beebe, R. E.; Manaut, F. J.; Lau, R. W.; Wardian, L. J.; Bender, C. E.; Nichols, E. L.; Clark, W. J.

Standing, (1st row) left to right: Schwegman, C.; Messick, M. E.; Crisp, L.; Baughman, R.; Morelli, T.; Stokley, R. A.; Sprey, L. R.; Taylor, A. P.; Meier, R.; Galess, W. R.; Cline, H.; Holifield, E.; Johnson, W.; Yates, P. S.

Standing, (2nd row) left to right: Attins, W. J.; Hayes, L. L.; Livingston, L. E.; Bryant, W.; Dunlap, N. B.; Clark, A. V.; Richmond, R. L.; West, R. H.; Bramlett, F. R.; Balungay, D.; Wright, W.

The "S" division is the supply unit. They have charge of general stores, commissary, ship's store and clothing, small stores, and disbursing sections, and the division includes the Steward's Mates. The division officer is Ens. F. J. Manaut.

"R" DIVISION



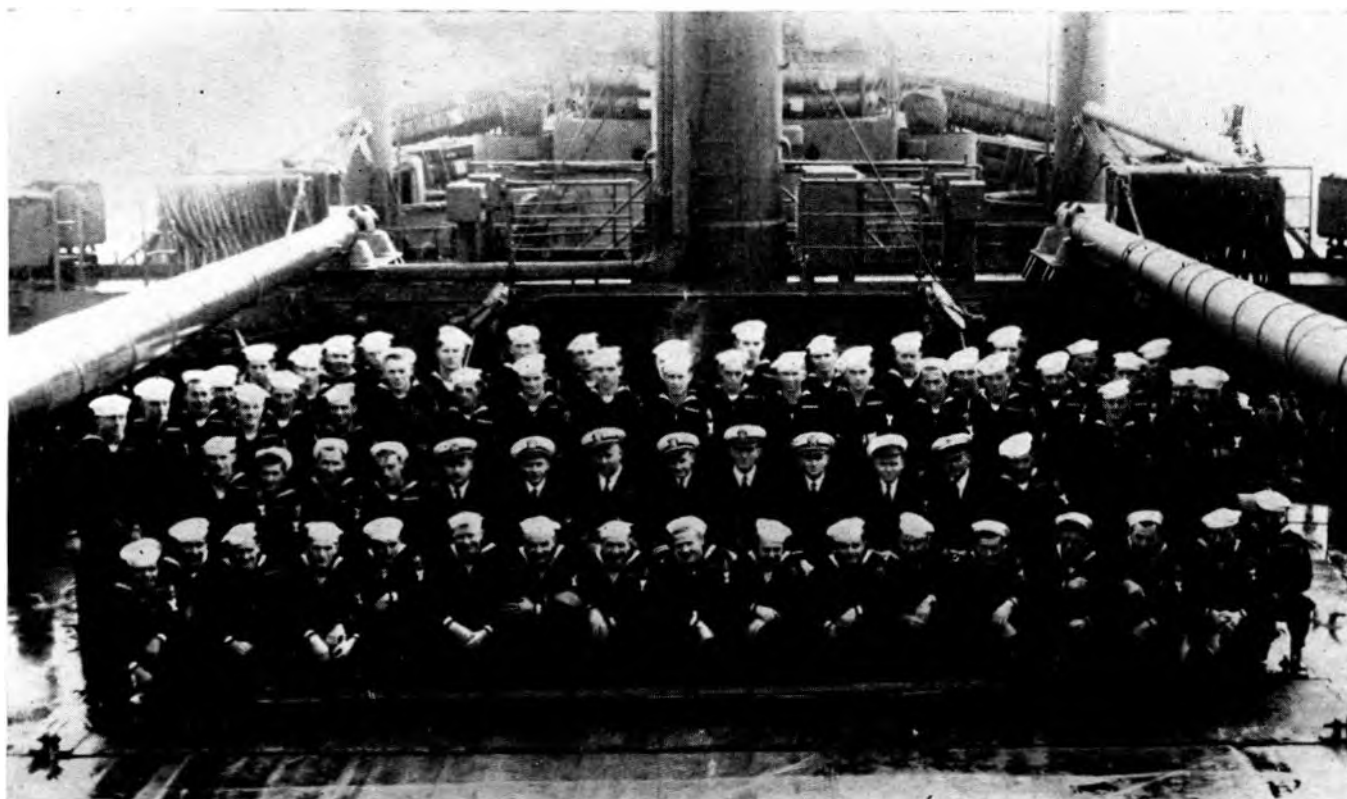
—by J. D. Roots.

Sitting, left to right: Conners, L. F.; Swida, S.; Tull, J. E.; Davis, W. W.; Hague, R. N.; Alling, R. V.; Montgomery, D. W.; Deas, J.; Spotts, R. D.; Guillery, L. T.

Standing, left to right: Peevy, J. R.; Charters, D. J.; Keohane, D.; Lancaster, R. C.; O'Hara, L. V.; Korous, H. J.; Davis, D. W.; Zampedri, J. W.; Lowell, F. A.; Phillips, C. P.; Jewitt, E. B.; Wildermuth, G. F.; East, W. M.

The "R" division is responsible for the cleanliness, good order, and neat appearance of the ship, outside and inside, except for those compartments coming under the Engineer Officer. They are responsible for those matters pertaining to the structural strength and watertight and gastight integrity, and stability of the ship. The division officer is Lt. (jg) R. V. Alling.

"E" DIVISION



—by J. D. Roots

Kneeling, left to right: Esparza, E. M.; Padilla, A.; Bennett, B. D.; Lee, R. V.; Peters, E.; Johansen, C. J.; Reinke, E. A.; Shevlin, E.; Ferreira, F. T.; Robideau, J.; Iacono, N. J.; Jones, L. R.; Weeks, H. D.; Chauvin, R. P.; Hendrick, W. E.; Tierney, J. W.; Rodriguez, A.

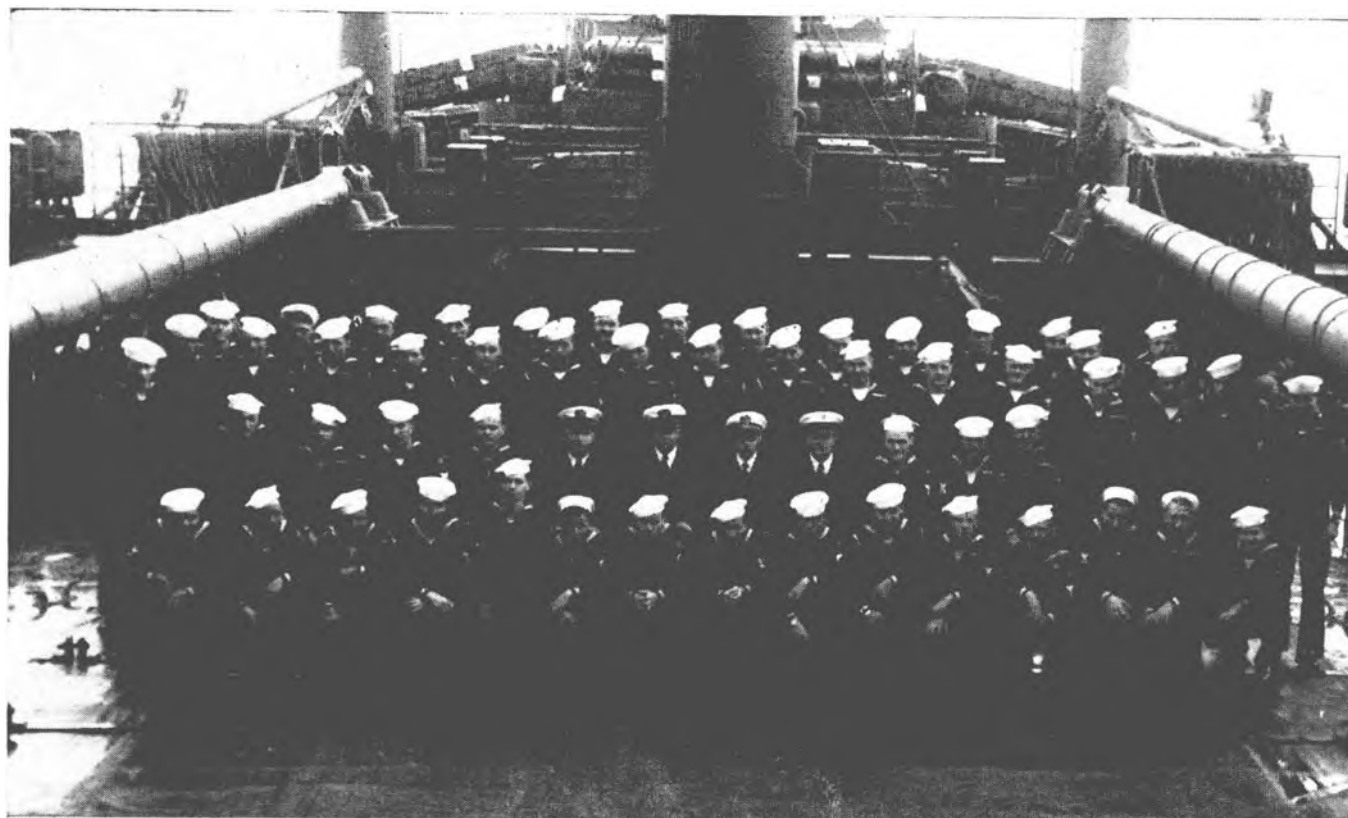
Sitting, left to right: Blazek, E. E.; Cornette, C. R.; Weshinsky, H. E.; Arnold, J. W.; Goold, R. H.; Bunnell, D. G.; Emery, M. C.; Phillips, C. W.; Andrews, D. M.; Langrill, W. R.; Green, R. D.; Moore, J. E.; Williamson, H. R.; Bergeron, R. A.; Gouchala, H. J.

Standing, (1st row) left to right: Bossuet, A. G.; White, C. A.; Conant, H. G.; Thompson, A. A.; Fisher, A. G.; Page, F. E.; Cotton, W. R.; Scalabrino, L. P.; Elliot, G. R.; Gordon, J. R.; Crumrine, R. D.; Jones, J. F.; Schaufler, W. J.; Horsch, P. H.; Bender, J. R.; Hillburn, H. E.; Grisham, C. L.; Eernisse, D. E.; Rosenberger, W. G.

Standing, (2nd row) left to right: Romano, J.; Clark, M. P.; Forrest, C.; Wallen, W. L.; Cook, E.; McMichael, S. F.; Buchanan, W. H.; Johnsen, H. L.; Brown, P. H.; Frantum, R. E.; Reynolds, W. C.; Hadley, E. C.; Sobolewski, F. V.; Sommerfield, R. J.; Tucker, R.; James, A. R.; Bush, R. J.

The "E" division maintains all the electrical apparatus aboard the ship with the exception of the radio and radar equipment. The gyro, evaporators, diesel engines, boilers, and machine shop are only a small part of their worries. The division officer is Ens. D. F. Andrews.

"C" DIVISION



—by J. D. Roots

Kneeling, left to right: Coots, W. R.; Marple, J. J.; Mattley, J. A.; Kral, C.; Tellez, Z. J.; Boyd, C. M.; Beverly, J. C.; Hughes, J.; Bernard, W. A.; Martin, W. R.; Carlos, J. J.; Kock, C. E.; Pulley, R. W.; Briley, B. G.; Cochran, G.

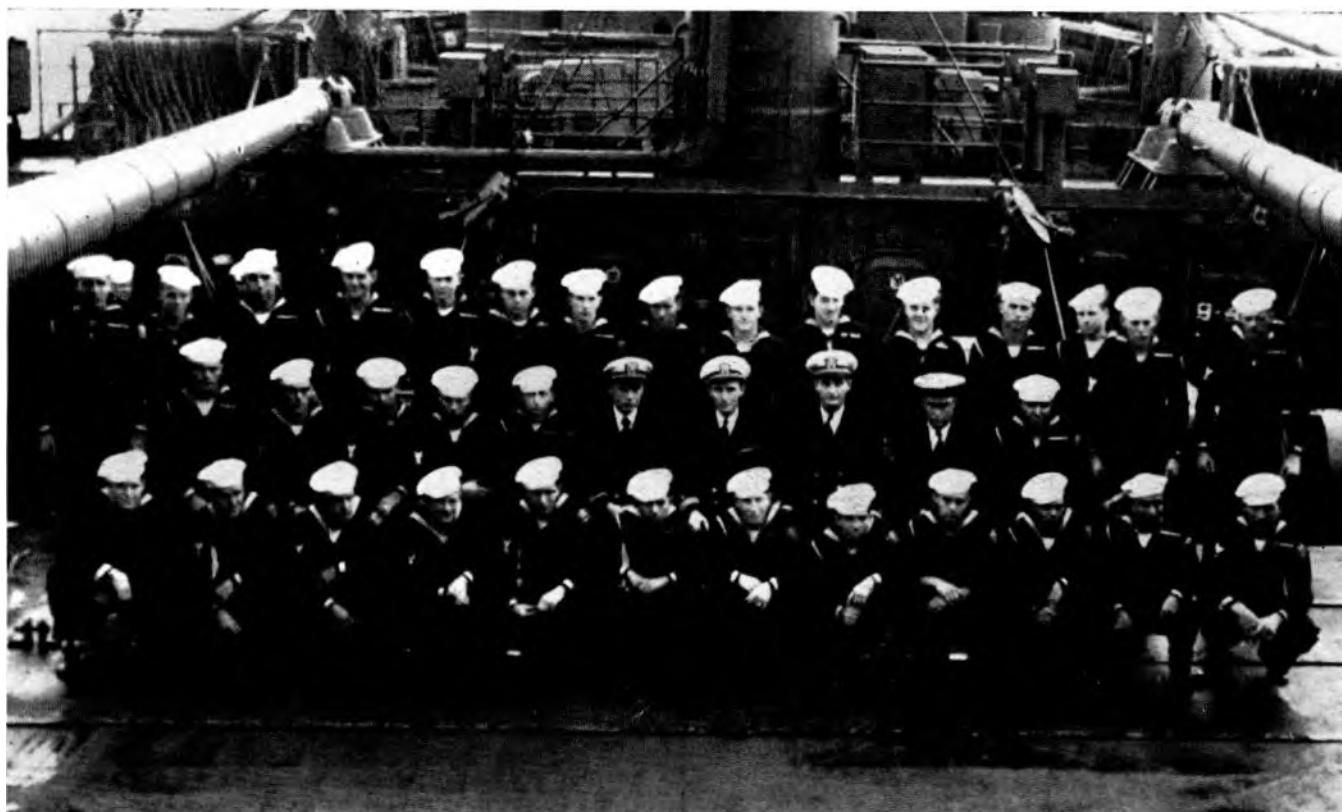
Sitting, left to right: McFadden, R. L.; Sebastian, F. A.; Lenning, C. T.; Hansen, B. A.; Hanson, D. M.; Neece, H. V.; Lowe, P. M.; Nelson, J. A.; Martin, D. V.; Flynn, E. A.; Smith, N. H.; Connors, R. A.; Conley, J. L.; Rubin, D.; Lloyd, D. E.; Gutiewrez, W. R.

Standing, (1st row) left to right: Daniel, C. L.; Howard, E. R.; Brown, R. A.; Givens, J. C.; Bettis, H. A.; Keefe, J. L.; Stednick, W.; Dickensheet, R. F.; Scott, E. C.; Colliary, J. L.; Pfeifer, R. H.; Phillips, R. A.; Jarzab, T. J.; Dossier, E. B.

Standing, (2nd row) left to right: Collier, R. R.; Johnson, I. G.; Markt, M. C.; Elvebak, H. A.; Banham, W. F.; Halvorsen, R. G.; Sangals, E. W.; Owens, R. R.; Smith, J. F.; Podany, G. M.; Driscoll, L. H.; Herbster, L. A.

The "C" division is made up of the ship's communication group, and includes Radiomen, Signalmen, Radarmen, and Yeomen. It is truly the eyes (Signalmen) and ears (Radiomen) of the ship. When foul weather settles down and around us, the Radarmen send out their magic waves and all is well. The yeomen take care of the official correspondence. They also perform what every man agrees is the most important function of the Navy, and that is make out leave papers. The division officer is Lt. P. M. Lowe.

1ST DIVISION



—by J. D. Roots

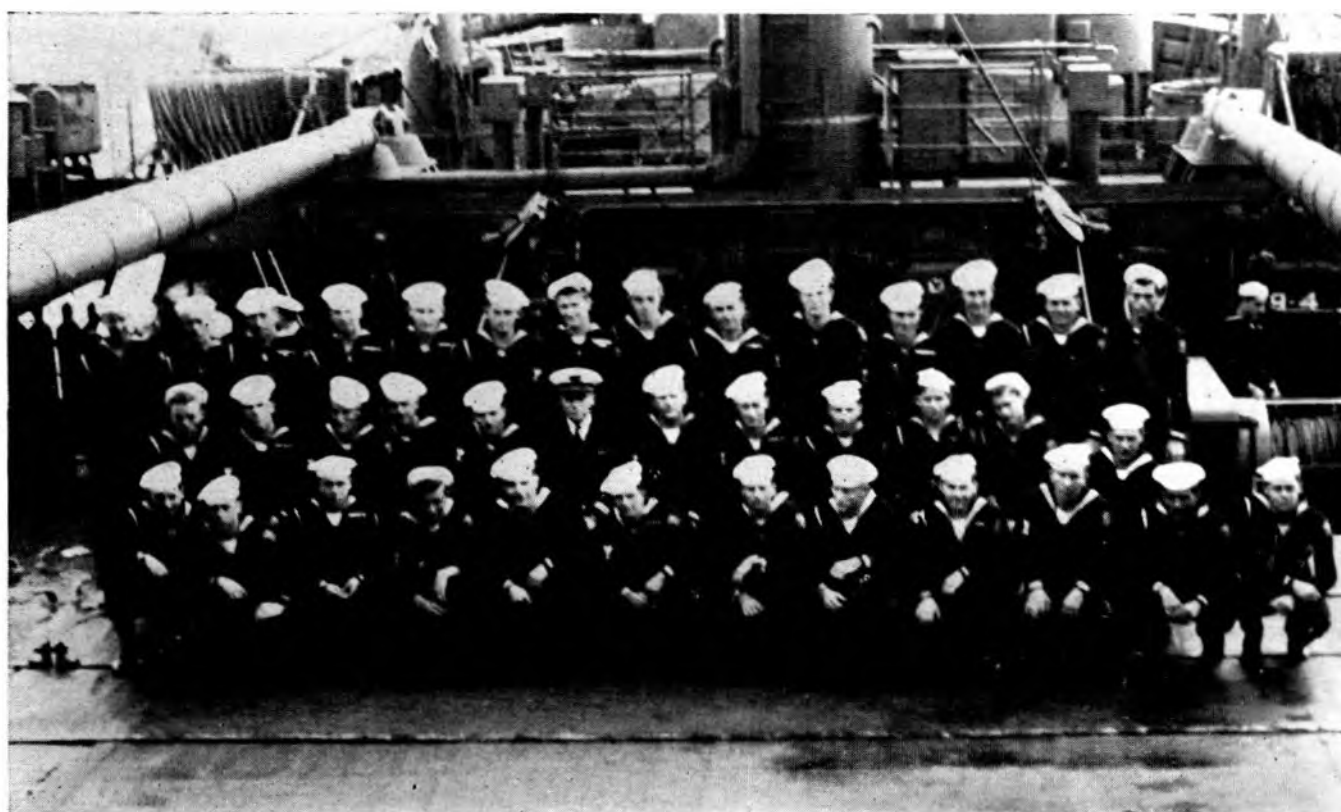
Kneeling, left to right: Wood, V.; Saeger, B. J.; Freet, W. H.; Thomas, E. C.; Kilgenstein, W. E. Gonzalez, G.; Trudeau, W.; Jurado, G.; Serdynski, N. A.; Bonner, W. L.; Garcia, J. J.; Kostik, J.

Sitting, left to right: Krebs, J.; Hood, L. D.; Day, D. T.; Astel, W. H.; Marietta, R. L.; Friedman, I.; Stenger, R. P.; Close, D. B.; Steryous, K. D.; Mimms, L. H.; Hernandez, A. M.; Lewis, C. D.; Davis, V.

Standing, left to right: Williams, W. E.; Stephens, J. H.; Johnson, E.; Jacks, B. E.; Inderwiesche, A. R.; O'Connel, D. P.; Hooper, J. N.; Layton, W. A.; Garcia, A. R.; Matland, A. J.; Holland, C. E.; Smith, N. F.

The 1st division has charge of all deck spaces forward of the bridge. Holds 1, 2 and 3 come under their supervision, as well as the loading and unloading of these holds. They are also responsible for the maintenance and cleanliness of crews "C" compartment and troop compartments 1, 2, 3 and 4. The anchor detail and lookouts 1 and 2 are chosen from this group. For their battle stations, the men form the nucleus of the crew that man the major armament of the ship. The division officer is Lt. D. B. Close.

2ND DIVISION



—by J. D. Roots

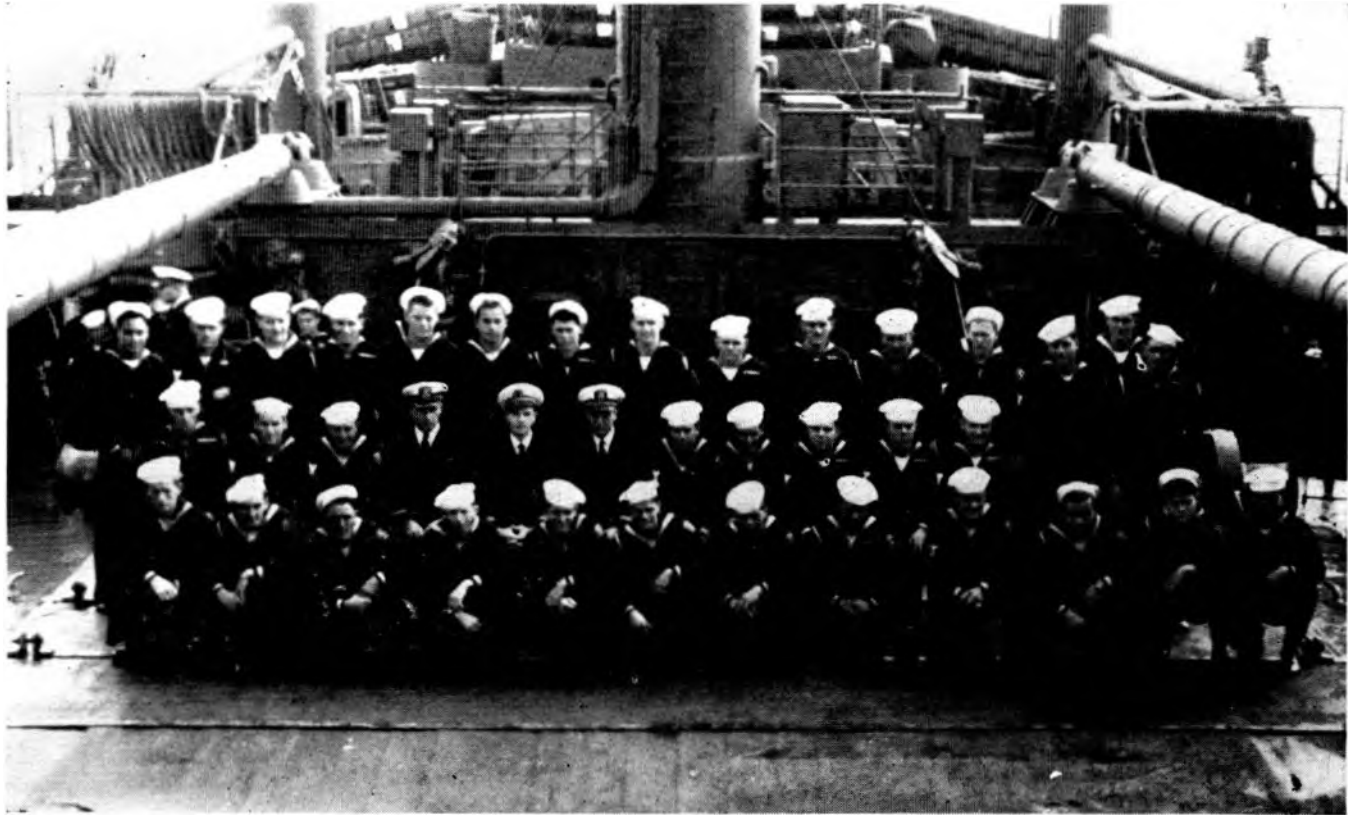
Kneeling, left to right: Hale, J. G.; Pugh, H. D.; Davis, W. E.; Neisler, D. B.; Harwood, N. E.; Webb, W. P.; Mahaffey, F. H.; Holtman, L. W.; Sobotka, R. A.; Robinson, F. R.; Gonzalez, J. B.; Pearce, A. A.

Sitting, left to right: Huddleston, L. K.; Loggins, H. J.; Young, R. T.; Neldon, F. M.; Clark, A. L.; Brouillette, C. V.; Albright, L. F.; Roepke, R. L.; Felkel, M. F.; Mouser, V. E.; Schneider, C. E.; Crittenden, G. E.

Standing, left to right: Long, W. L.; Tush, G. M.; Sasin, T. A.; O'Connor, H. B.; Etter, N. H.; Kirby, W. M.; Ray, A. A.; Trent, W. C.; Delafuente, F.; Dufranc, R. A.; Denney, S.; Parsons, A. C.; Lemaster, R. O.; Proffitt, Z. I.

The 2nd division has charge of and maintains the boat deck up to the bridge, and the spaces around number 4 hatch. Officers' Country passageways and ladders leading there, also fall to their cleaning lot. They are also responsible for crews "D" compartment and hold number 4. Lookouts 5 and 8 are manned by this division. General Quarters finds its members at all points of the ship doing jobs ranging from telephone talkers to ammunition handlers. The division officer is Lt. (jg) W. C. Andreas.

3RD DIVISION



—by J. D. Roots

Kneeling, left to right: Smith, W. H.; Otremba, E. E.; Geno, R. C.; Hill, J. F.; Hayes, H. L.; Lesoveck, C. A.; Hamlett, W. M.; Beach, C. R.; Wheeler, C. E.; Horne, J. R.; Welty, R. S.; Klam, S. V.

Sitting, left to right: Crohen, C. A.; Zak, D. H.; Yesavage, S. J.; Brown, G. W.; Stein, N. H.; Stone, W. D.; Stagnaro, E. N.; Trentham, A. W.; Bowen, J. M.; Christian, J. H.; Stroud, R. G.; Inman, M. R.; Riggs, W. T.

Standing, left to right: Luna, C. G.; Phillips, O. E.; Minter, P. R.; Barthelmes, R. S.; Waldo, B. E.; Perdue, V. G.; Deslatte, J. G.; Schnider, F. J.; Dickson, C. L.; Ferguson, J. L.; Easter, A.; Disney, C. L.; Zielinski, F. M.

The 3rd division spaces embrace all of that area aft of the boat deck commonly known as the fantail. Crew's "J" compartment and troop compartments 5 and 6 are serviced by men of this division. Secondary control and number 5 hold are also policed by the 3rd. Battle alerts finds a goodly portion of the men performing their military duties on gun No. 44 and No. 45 as well. Not to be outdone when it comes to over-seeing things, they also furnish the after crows nest lookout. The division officer is Lt. (jg) N. H. Stein.

"N" DIVISION



—by J. D. Roots

Sitting, left to right: Clarke, C. C.; Porritt, R. H.; Bohan, J. T.; Smale, W. F.

Standing, left to right: Swanson, A. B.; Perkins, R. D.; Marty, J. F.; Savelberg, W. T.; Berland, F. E.; Zoepfel, H. L.

The "N" division is the navigation department. They are responsible for the navigation of the ship, education of the enlisted men, and the deck watch supervision. The division officer is Lt. (jg) J. T. Bohan.

STRAGGLERS' PICTURE



—by J. D. Roots.

Kneeling, left to right: Heath, F. J.; Barnhardt, C. E.; McEachran, C. L.; Cercena, E. E.; Peacock, O. L.; Stupl, R. C.; Sharpe, A.; Schmidt, G. W.; Crews, J. P.; Case, R. A.; Lewis, R. E.; Wilson, W. D.

Sitting, left to right: Hall, A.; Heimer, A. J.; McLaughlin, W. A.; Benton, M.; Pike, B. B.; Parks, J. A.; Fowler, L. D.; Rachor, A. L.; Saelens, R. M.; Trullinger, F.; Suess, J. G.

Standing, left to right: Hanes, J. D.; Hardin, R. L.; Wagner, R. L.; Starce-
vich, J. A.; Gingrass, R. H.; Train, D. E.; Eyerly, J. L.; Dorsey, C. E.; Matheny,
E. D.; Davis, W. C.

OFFICERS ROSTER

Plank Owners Still Aboard

ALLING, Ronald V., Lt. (jg)
313½ W. Saginaw St., Lansing, Mich.
ANDREAS, William C., Lt. (jg)
110 Carr Ave., Cripple Creek, Colorado
ANDREWS, David F., Ensign
23 Ellis Ave., Abbeville, South Carolina
BEEBE, Ronald E., Pay Clerk
1055 Barbara Place, Salt Lake City, Utah
BOHAN, John T., Lt. (jg)
214 First Ave., Pelham 65, N. Y.
BROUILLETTE, Carl V., Lieut.
121 So. Leonard, Liberty, Missouri
BROWN, George W. Jr., Ensign
2975 Scarborough Rd., Cleveland Hts., O.
BUNNELL, Donald G., Lt. (jg)
318 N. Sixth St., Miamisburg, Ohio
CLOSE, Daniel B., Lieut.
2577 Euclid Hts. Blvd., Cleveland Hts., O.
DOREMUS, Burton T., Lt. Comdr.
50 W. Front St., Red Bank, N. J.
EMERY, Mervin C., Lt. (jg)
4032 Michigan Ave., South Gate, Calif.
HAGUE, Robert N., Carp.
602 Lincoln St., Austin, Minn.
HERSCHLEB, Charles W., Lieut.
61 Dietz St., Queonta, N. Y.
HUTCHISON, Wilmer W., Lt. (jg)
R.F.D. 1, Fairfax, Virginia
KELLY, Thomas S., Lieut.
75 Sanford St., East Orange, N. J.
LANGRILL, William R., Ensign
103 Tuscola Rd., Rt. 4, Bay City, Mich.
LIERMANN, Herbert A., Lt. (jg)
10034 Empire Road, Oakland 3, Calif.

LOWE, Peter M., Lt. (jg)
Willard, Utah
MANAUT, Frank J., Ensign
1807 Pepper St., Alhambra, Calif.
MONTGOMERY, Donald W., Bosn.
230 Stillwater Ave., Dayton, Ohio
MORRIS, John K., Capt.
172 Bates St., Lewiston, Maine
NEECE, Harold V., Ensign
319 W. Halsey, Maryville, Missouri
NELSON, James A., Ensign
Hobson Drive, Des Moines 13, Iowa
OLSEN, Herbert S., Comdr.
9528 Strolitz St., New Orleans, La.
PHILLIPS, Charles W., Lieut.
6659 Walnut Ave., Long Beach, Calif.
PORRITT, Richard H., Lt. (jg)
62 Atlantic Ave., Manasquan, N. J.
PRUNIER, Charles F., Ensign
18 Second St., Old Orchard Beach, Maine
RAGLE, Herbert D., Lieut.
2818 Roberts St., Abilene, Texas
ROGERS, Curtis A., Mach.
530½ - 10th St., Paso Robles, Calif.
STEIN, Newton H., Lt. (jg)
5241 Logan St., Minneapolis, Minn.
STENGER, Richard P., Ensign
117 North Stone Ave., LaGrange, Ill.
STERYOUS, Kenneth E., Ensign
532 W. King St., Martinsburg, W. Va.
STONE, Walter D. Jr., Lt. (jg)
215 Wynsum Ave., Merrick, L. I., N. Y.
TOLSON, John C., Lieut.
610 University Park Way, Baltimore, Md.

Officers Reporting Aboard Since Commissioning

BROWN, Leland G., Lt. (jg)
1570 Conger St., Galesburg, Ill.
CURRIER, Clayton E., Ensign
504 Groveland St., Haverhill, Mass.
ESSER, Bernard S., Ensign
619 West 2nd, Washington, Missouri
GOOLD, Ralph H., Elec.
2420 Crenshaw Blvd., Los Angeles, Calif.

HASSBERGER, John B., Comdr.
1360 Northlawn Dr., Birmingham, Mich.
ROBERTS, Jesse, Lt. (jg)
2866 Magnolia Ave., Long Beach, Calif.
SHERMAN, Edgar C., Lt. Comdr.
2500 Boylston N., Seattle, Wash.

Detached Officers

ACKERMAN, Gerald L., Lt. Comdr.
26 June, 1945
341 Brockway Place, Saginaw, Mich.
DERACZUNAS, Anthony J., Carp.
8 Aug., 1945
4033 Higbee St., Philadelphia, Pa.
CIAFONE, Frank C., Lt. Comdr.
22 Sept., 1945
3128 - 28 Road, Astoria, New York
ELLIOTT, Thomas S., Lieut.
22 Sept., 1945
Ord, Nebraska
FORTENBERRY, Robert A., Mach.
11 May, 1945
684½ - 14th St., San Pedro, Calif.
FOTHERGILL, Henry R., Lieut.
17 Dec., 1945
Wildwood Glen, Alpine, Mich.

HATFIELD, Raymond F., Carp.
6 May, 1945
P. O. Box 845, Rutland, Ohio
KING, Lawrence K., Ensign
24 Aug., 1945
305 E. Main St., Clarksville, Ark.
MANN, Glendon A., Ensign
24 Aug., 1945
53 McAlpine Ave., Erlanger, Ky.
MENOLD, William D., Lieut.
28 Sept., 1945
Benzonia, Michigan
MOGAVERO, John, Ensign
20 Oct., 1945
2217 - 125th St., College Point, N. Y.
NEWGORD, William B., Lieut.
22 Sept., 1945
2008 - 6th St., N. E., Minneapolis, Minn.

OLIPHANT, Charles R., Lieut.
25 Aug., 1945
7316 Chamberlain St., University City, Mo
PAPPAS, Nick, Ensign
31 July, 1945
336 N. Lafayette, South Bend, Indiana
PARKINSON, Donald S., Ensign
20 Oct., 1945
402 W. Rudisill Blvd., Fort Wayne, Ind.
PIFER, Griffin W., APC
24 Aug., 1945
232 Madison, Vallejo, Calif.
REEVES, William A., Ensign
23 Oct., 1945
235 Pine St., Salinas, Calif.
SAWYER, John A., Lt. Comdr.
7 June, 1945
3303 Kerckhoff Ave., Fresno, Calif.

SHANNON, Frank A., Elect.
6 June, 1945
404 N. Puente Ave., Baldwin Park, Calif.
STACK, James K., Lt. Comdr.
24 Aug., 1945
999 Lake Shore Drive, Chicago, Ill.
TYLER, George R., Ensign
24 Feb., 1945
1445 Pinegrove Ave., Jacksonville, Fla.

DECEASED

GIFT, Arthur Theodor, Lt. (jg)
7 March, 1945
111 - 41st Ave., San Francisco, Calif.

ENLISTED PERSONNEL

*—Plank Owners Still Aboard

- ADDISON, Alfred Anderson, PhM1/c
150 Bergman Ave., New Hyde Park, N. Y.
- * ALBRIGHT, Leroy Francis, Cox.
1845 N. 6th St., Milwaukee, Wis.
- * ARNOLD, James Ward, MM3/c
R.F.D. No. 2, Chariton, Iowa
- * ASTLE, William Henry, Cox.
Haven, Kansas
- * ATKINS, Willie James, StM1/c
Route No. 1, Box 188, Camden, Ark.
- BALUNGAY, Domingo (n) CK3/c
Linhue, Kausi, T. H.
- BANKS, James Preston, Bkr2/c
507 N. 7th St., Frederick, Okla.
- BARGER, Allen Kenneth, PhM3/c
356 N. W. 65th St., Miami, Fla.
- * BARNES, William Walter, StM2/c
1215 G St. N. E., Washington, D. C.
- BARNHARDT, Charlie Ephriam, S1/c
Cooleemee, N. C.
- * BARTHELMES, Robert Stephen, S1/c
360 W. 29th St., Erie, Pa.
- * BAUGHMAN, Raymond James, SK2/c
Route No. 2, Littletown, Pa.
- * BASHAM, Paul Richard, RM3/c
Troy, N. Y.
- * BEACH, Clifford Ray, S1/c
4839 N. E. Union Ave., Portland, Ore.
- * BEALL, James Wilson, SSML3/c
Box 39, Aitkin, Minn.
- * BENDER, Charles Edward, StM1/c
Route No. 1, Mt. Juliet, Tenn.
- * BENDER, John Ray, MoMM2/c
123 Greenfield Ave., SW, Canton, Ohio
- BENHAM, William Francis, Rdm1/c
834 N. Alfred St., Los Angeles 46, Calif.
- BENNETT, Bill Oscar, F2/c
619 S. 12th St., Yakima, Wash.
- * BENTON, Melvin (n), SM3/c
Route No. 5, Box 235, Muskogee, Okla.
- * BERLAND, Fred Edward, Jr., S1/c
Zurich, Kansas
- * BERNARD, Warren Albert, RM2/c
202 S. Murat St., New Orleans, La.
- BERGERON, Roger Albert, WT3/c
101 Stark St., Manchester, N. H.
- BETTIS, Howard Eugene, S1/c
R.F.D. No. 3, Anthony, Kansas
- * BEVERLY, John Carroll, RM3/c
Route No. 3, Kingsport, Tenn.
- * BLAZEK, Emil Edward, MoMM1/c
1469 S. 16th St., Omaha, Neb.
- BONNER, Wilbur Lee, S2/c
262 Kirby Ave., Portsmouth, Va.
- * BOSSUET, Archer Gurden, MoMM1/c
10646 Art St., Roscoe, Calif.
- * BOWEN, Jacob Mason, Cox.
Duffield, Va.
- * BOYD, Charles Mitchell, RM3/c
1234 - 27th Ave., San Francisco, Calif.
- BRAMLETT, Frank Richard, StM1/c
1398 Gold St., Memphis, Tenn.
- * BREWER, Tommie Melvis, SC3/c
Gen. Del., Whitesville, Tenn.
- * BRIGHT, Arthur Bird, StM1/c
Route No. 1, Murphyboro, Tenn.
- * BRILEY, Billie Gene, S1/c
Route No. 1, Box 112-A, Clackama, Ore.
- BROOM, Jimmie Doil, PhM3/c
Keota, Okla.
- * BROWN, Basil Hooten, WT1/c
Route No. 1, Smyrna, Ga.
- * BROWN, Ed. Jr., StM1/c
20760 Gleadlarge, Frenal, Mich.
- * BROWN, Robert Arden, Rdm3/c
North 4114 Adams, Spokane, Wash.
- * BRYANT, William (n), StM1/c
227 Shaw Ave., Clairton, Penna.
- * BUCHANAN, William Henry, MoMM2/c
Gen. Del., DeWitt, Ark.
- * BURGESS, Robert Woodward, SK3/c
215 N. 4th St., Cripple Creek, Colo.
- * BUSH, Reginald Joseph, MoMM2/c
1020 Lansing, Mount Pleasant, Mich.
- * CARLOS, Julius Joseph, RM2/c
1030 E. Main St., Houma, La.
- * CASE, Richard Allen, WT2/c
3423 Northwestern Pkwy., Louisville, Ky.
- * CAUDLE, Jack Qus D'Tonta, StM1/c
Route No. 7, Box 72, Texarkana, Ark.
- * CERCENA, Edward Eugene, MM3/c
24 Pawcatuck Ave., Clark's Village, Conn.
- * CHANDLER, John Jay, SK1/c
Route No. 1, Itasca, Texas

- *CHARTERS, Don John, CM1/c
219 Lynn St., King City, Calif.
- CHAUVIN, Raymond Paul, F2/c
Route No. 1, Box 355-A, Houma, La.
- *CHRISTIAN, Jack Hill, GM3/c
509 Cross St., Ogden, Utah
- *CICCHETTI, John (n), SSMB2/c
238 N. Rodney St., Wilmington, Del.
- *CLARK, Albert Ulysses, St3/c
504 Jefferson St., Demopolis, Ala.
- *CLARK, Argus Lytle, BM1/c
R.F.D. No. 1, Clarkton, N. C.
- *CLARK, Melvin Ross, MoMM3/c
Route No. 2, Medaryville, Ind.
- CLARK, Willie James Sr., StM2/c
Route No. 1, Luella, Ga.
- *CLARKE, Charles Clifton, QM1/c
3 River St., Piedmont, S. C.
- *CLINE, Howard Wayne, S1/c
1038 - 6th St., West Salem, Oregon
- COBB, Richard (n), StM2/c
Box 56, Hoboken, Ga.
- COCHRAN, Glen (n), S1/c
366 S. 1st Ave., Walla Walla, Wash.
- *COLLEARY, John Lawrence, Y2/c
125 Claremont Ave., Vernon, N. J.
- *COLLIER, Robert Roy, Rdm3/c
1116 W. 1st St., Sioux City, Iowa
- *CONANT, Harry Gilbert, MoMM3/c
1357 Rural St., Rockford, Ill.
- *CONLEY, John Louis, RT2/c
Route No. 1, Box 176, Chino, Calif.
- *CONNER, Lewis Frederick, CM3/c
824 N. 7th St., Quincy, Ill.
- *CONNORS, Raymond Aloysius, RM2/c
32 Park Ave., Yonkers, N. Y.
- *COOK, Earl Wilkins, MM3/c
Box 221, Hayti, Mo.
- *COOTS, William Raymond, SM1/c
614 W. 1st, Fort Worth, Texas
- *CORNETTE, Charles Ray, MoMM3/c
Whitesburg, Kentucky
- COTTEN, Walter Russell, F1/c
407 N. Ave., Sanford, N. C.
- CRANE, Robert Leslie, PhM1/c
874 Ti-O-Runda Dr., Cheektowaga, N. Y.
- *CREWS, Joseph Peter Jr., WT3/c
3808 Hull St., Richmond, Va.
- CRISP, Logan (n), S1/c
Robbinsville, N. C.
- *CROXEN, Charles Alonzo, FC2/c
1403 Boone St., Boone, Iowa
- *CRUMRINE, Robert Dale, MoMM2/c
East Canton, Ohio
- CRUTTENDEN, George Emery, S2/c
Mendocino, California
- *DANIELS, Orville Lanier, SM2/c
c/o Denman's Store, Fort Myers, Fla.
- *DAVIS, Arthur Wilbert, SF3/c
Route No. 1, Box 300, Manteca, Calif.
- *DAVIS, Virgle (n), Cox.
Box 205, Sparta, Tenn.
- *DAVIS, Walter Warren, CBM
1524 Temple Ave., Long Beach, Calif.
- *DAVIS, Warren Calvin, WT3/c
Patterson, Georgia
- DAVIS, Wilbur Edward, S1/c
601 Francis St., Jackson, Mich.
- *DAY, David Tilman, GM1/c
Marble, North Carolina
- *DEA, James David, CEM
925 - 3rd Ave. S., Great Falls, Mont.
- *DEAS, John (n), CBM
2231 Francisco Rd., Santa Rosa, Calif.
- *DE LA FUENTE, Faustino (n), S1/c
Box 47, Seven Sisters, Texas
- *DENNY, Sammy (n), Cox.
Route No. 2, Willow, Oklahoma
- *DESLATTE, George Joseph, S1/c
Avery Island, Louisiana
- *DISNEY, "C". "L"., BM2/c
Route No. 4, Cleveland, Tenn.
- *DICKENSHEET, Richard Gordon, SM1/c
1720 Lemon St., Alhambra, Calif.
- *DICKSON, Curtis Lamar, S1/c
Route No. 2, Oran, Missouri
- *DORSEY, Clyde Edgar, WT2/c
1610 Eutaw Place, Baltimore, Md.
- *DOSSER, Emmet Bascom, Y2/c
518 N. 31 St., Box 1394, Corsicana, Tex.
- *DRISCOLL, Louis Henry Jr., SM2/c
1823 Crockett St., El Paso, Texas
- *DUFRENE, Roland Adam, Cox.
102 Laroussinei St., Westwago, La.
- *DUNLAP, Napoleon Bonaparte, CK2/c
402-A Bethlehem St., Tyler, Texas
- *EAST, Wally Marc, CM3/c
Route No. 2, Box 300-F, Beaumont, Tex.
- *EASTER, Andrew (n), S1/c
Truman, Arkansas
- *EDMOND, William (n), RM2/c
797 Crotona Park North, Bronx, N. Y.
- ELLIOTT, Glenn Reece, F1/c
Route No. 2, Carthage, N. C.
- *ELVEBAK, Howard Alexander, Rdm3/c
Route No. 2, Anacortes, Wash.
- *ESPARZA, Ernest Maximo, MoMM3/c
Gen. Del., San Ysidro, Calif.
- *EERNISSE, Donald Earl, MoMM1/c
215 Water, Harbor Beach, Mich.
- *ETTER, Noel Harvey, S1/c
Gen. Del., Weslaco, Texas
- *EYERLY, James Louis, MoMM3/c
532 W. Howard St., Hagerstown, Md.
- *FELKEL, Melvin Floyd, S1/c
16 Cherry St., Sumter, S. C.
- *FERGUSON, James Lawrence, S1/c
467 Pearl St., Darlington, S. C.
- *FERREIRA, Fergus Thomas, EM3/c
58 Horn Way, Jamaica Plains, Mass.
- *FISHER, Arthur Gregory, MoMM2/c
Ballonia, Indiana
- *FLYNN, Edward Anthony, Y2/c
10129 Beverly Ave., Chicago, Ill.
- *FOLEY, Jack Junior, S1/c
Box 55, Danville, Ark.
- *FORD, James Edward, S1/c
Route No. 4, Box 793-A, Waco, Texas
- *FORD, Robert Milton, CK
Route No. 1, Box 32, Meridianville, Ala.
- *FORREST, Clayton Charles, F1/c
245 Sheridan Ave., Elmirs Heights, N. Y.
- *FOWLER, Leon Dixon, SC3/c
Route No. 1, Laurel Hill, N. C.
- *FRANTUM, Robert Edward, WT2/c
2144 Bellmore Ave., Philadelphia, Pa.
- *FRANZE, Carmine Felix, SC3/c
9815 Des Moines Way, Seattle, Wash.
- FREET, William Henry, FC3/c
436 S. Main St., Chambersburg, Pa.
- *FRIEDMAN, Isadore (n), S1/c
6158 Samson St., Philadelphia, Pa.
- GALES, William Richard, S1/c
Box 152, Cooleemee, N. C.

- *GARCIA, Arthur Rubio, S2/c
2911 Asbury St., Los Angeles, Calif.
- *GARCIA, Jose Jacinto, S1/c
Rt. La Lindre, Box 24, Chaperito, N. M.
- GARRITY, John King, S1/c
172 Sycamore Lane, Fairfield, Conn.
- *GENO, Robert Carlton, S1/c
Box 372, Lepanto, Ark.
- *GINGRAS, Richard Harvey, F1/c
Pond Hill Road, Wallingford, Conn.
- GIVENS, John Charles, S1/c
2230 Burton Ave., Garvey, Calif.
- *GLADDEN, Louis Floyd, S1/c
Gen. Del., Ardmore, Okla.
- *GLAYZER, Edward Pershing, S1/c
2118 W. 47th, Kansas City, Kansas
- *GONZALES, Guadalupe (n), S1/c
2844 Margarite St., Corpus Christi, Texas
- *GONZALES, Juan "B", S1/c
Gen. Del., Alice, Texas
- GORDON, James Russell, F2/c
514 - 5th St., Oakmot, Penna.
- *GOSS, Cyril Archie, GM3/c
325 S. 6th W., Brigham, Utah
- *GREEN, Roger Davis, CMM
2830 E. 16th St., National City, Calif.
- *GREENE, Ray (n), S1/c
R.F.D. No. 1, Mill Spring, N. C.
- *GRISHAM, Clifford Lee, MoMM2/c
Idaho City, Idaho
- *GRUCHALA, Harry Joseph, MoMM1/c
7429 Minnesota Ave., St. Louis, Mo.
- *GUERRA, Fred Vinson, S1/c
Gen. Del., Wilburton, Okla.
- *GUILLORY, Lawrence Thomas, Cox.
644 St. Louis St., Baton Rouge, La.
- *GUITERREZ, William Raymond, S1/c
4158 Avalon Blvd., Los Angeles, Calif.
- *HADLEY, Everett Chester, F1/c
710 Turnpike St., Stoughton, Mass.
- *HALE, John Gale, S1/c
613 - 2nd Ave., Dallas, Texas
- *HALL, Arch (n), S2/c
Fisher, Arkansas
- HALVORSEN, Robert Glenn, RM2/c
4800 - 10th Ave., Sacramento, Calif.
- *HANES, Gerald Dean, S2/c
Route No. 3, Gilmer, Texas
- HANSEN, Bruce Andrew, RM3/c
619 E. Park St., Butte, Mont.
- *HANSON, Dale Milford, RM2/c
429 E. 15th St., Long Beach, Calif.
- *HANNIS, Charles Irwin, Jr., PhM3/c
1931 S. Evanston, Tulsa, Okla.
- *HAMLETT, Walter Maurice, S1/c
500 West St., Route No. 3, Clovis, N. M.
- *HARDEN, Robert Lee Jr., HA1/c
3200 N. Pulaski Road, Chicago, Ill.
- HARWOOD, Norman Earl, S1/c
2561 Sturtevant St., Detroit, Mich.
- *HARRINGTON, Walter Ray, GM3/c
Route No. 1, Box 248, Abbeville, La.
- *HASLIT, James Patrick, HA1/c
c/o City Tailoring Co., Middlesboro, Ky.
- *HAYES, Harvey Laverne, S1/c
1105 Dudley Ave., Compton, Calif.
- *HAYES, Louis Lee, StM2/c
Dolomite, Alabama
- *HEATH, Frank Junior, S2/c
2325 Nelson St., Bakersfield, Calif.
- *HEIMER, Alfred John, SC3/c
Gen. Del., Payson, Okla.
- HELLMAN, Hugo Neal, S2/c
34 Edgeworth Ave., Portland, Me.
- *HENDRICKS, William Eugene, EM2/c
615 S. W. 29th, Oklahoma City, Okla.
- *HERBSTER, LeRoy Allen, SM3/c
Route No. 4, Box 60, Vancouver, Wash.
- *HERNANDEZ, Adam Menchaca, S1/c
1411 Pecos St., Dallas, Texas
- *HILL, John Frederick, S2/c
3828 N. 8th St., Phoenix, Arizona
- *HILLBURN, Herbert Ezra, S1/c
Route No. 3, Jonesboro, Arkansas
- *HINSLEY, Arlis Richard, S2/c
Box 153, Dierks, Arkansas
- *HOLOFIELD, Elisha (n), StM1/c
Route No. 1, Box 33, Greensboro, Ala.
- *HOLLAND, Carmel Elvin, S2/c
1623 - 7th St., Lubbock, Texas
- *HOLTMAN, Louis William, S1/c
528 E. Ave. D, San Angelo, Texas
- *HOOD, Loran Donald, S1/c
Route No. 1, Hilly, Louisiana
- *HOOD, Walter Clements, S2/c
3731 E. 53rd St., Maywood, Calif.
- *HOOPER, Joseph Nathaniel, S1/c
Route No. 1, Lake Charles, La.
- *HORNE, John Raymond, S1/c
West Prestonburg, Kentucky
- *HORSCH, Patrick Henry, MoMM1/c
124 Floral Ave., Dayton, Ohio
- *HOWARD, Ernest Richard, Rdm3/c
Box 967, Shafter, Calif.
- *HUDDLESTON, Leroy Kenneth, S1/c
Route No. 3, Stuart, Oklahoma
- *HUGHES, Virgil (n), RM2/c
3026 May, Fort Worth, Texas
- *HULLIN, George (n), CCS.
1322 Geary St., San Francisco, Calif.
- HULT, Bert Edwin, S2/c
1256 W. 83rd St., Chicago, Ill.
- *IACONO, Henry Joseph, F1/c
2169 W. 6th St., Brooklyn, N. Y.
- *INDERWIESCHE, Alfred Roy, Cox.
1011 Magnolia Ave., San Bernardino, Cal.
- *INMAN, Marvin Roscoe, S1/c
Box 322, Bald Knob, Arkansas
- *JACKS, Bobby Earl, S1/c
408 Fry, Denton, Texas
- *JACKSON, Dave Lamar, S1/c
Route No. 3, Shelbyville, Texas
- *JARZAB, Theodore John, MaM2/c
1000 Ferdinand Ave., Forest Park, Ill.
- *JAMES, Alonzo Ray, S1/c
729 Grand Ave., Shreveport, La.
- *JASENSKY, Steve Walter, S1/c
536 - 5th Ave., Ford City, Penna.
- *JEWETT, Edward Burnett, SF3/c
208 N. Helena St., Anaheim, Calif.
- JOHANSEN, Carl Jacob, EM2/c
61 W. 35th St., New York, N. Y.
- *JOHNSON, Herbert Leslie, MoMM2/c
Route No. 1, Monroe, Washington
- *JOHNSON, Edward (n), S1/c
Box 815, Starks, Louisiana
- *JOHNSON, Ivan George, Rdm3/c
Hazen, North Dakota
- *JOHNSON, Joe (n), CK1/c
Route No. 1, Box 112, Gallion, Ala.
- *JOHNSON, Willie (n), CK3/c
P. O. Box 55, Eustis, Florida
- *JONES, Jerry Franklin, F1/c
Box 169, Alamogordo, N. M.

- * JONES, Leonard Ray, F1/c
17 N. 5th St., Van Buren, Ark.
- * JURADO, George (n), S1/c
2965 E. 3rd St., Los Angeles, Calif.
- * KEEFE, James Louis, S1/c
910 E. 88th St., Los Angeles, Calif.
- * KENNEDY, James Clifton, S1/c
2909 Baltimore, Wichita Falls, Texas
- KEOHANE, Daniel (n), SF2/c
825 Chenery St., San Francisco, Calif.
- * KILGENSTEIN, William Edward, Cox.
1619 Suman Ave., Dayton, Ohio
- * KIRBY, Wayne Morgan, S1/c
Star Route No. 2, Littlefield, Texas
- * KLAM, Sylvan Victor, S1/c
Route No. 3, Schulenburg, Texas
- * KNOX, Thomas Wesley, ST2/c
502 Cantrell St., Philadelphia, Pa.
- * KOCH, Charles Edmund, Y3/c
907 N. Esplanade St., Cuero, Texas
- * KOROUS, Harold James, S1/c
3049 S. 7th East, Salt Lake City 5, Utah
- * KOSTIK, Joseph (n), GM2/c
44 Walnut St., Newark, N. J.
- * KOWSKIE, Francis John, CBM.
3831 Martha St., Omaha, Neb.
- KRAL, Charles (n), RM3/c
Route No. 1, Box 151, Calexico, Calif.
- * KREBER, Raymond George, EM2/c
808 Fairview St., Rapid City, S. D.
- * KREBS, Jacob (n), S1/c
817 Corinthian Ave., Philadelphia, Pa.
- * LANCASTER, Raymond Clarence, SF3/c
Gen. Del., Beggs, Oklahoma
- * LANNING, Cecil Troy, RM3/c
Box 704, Olustee, Oklahoma
- * LAU, Raymond William, SK3/c
Pony, Montana
- * LAYTON, Wesley Albert, S1/c
1034 Dalzell St., Shreveport, La.
- LEE, Richard Verl, EM3/c
1372 Loring St., San Diego, Calif.
- LESOVECK, Charles Arthur, S2/c
706 Weathersfield Ave., Hartford, Conn.
- * LEMASTER, Richard Owen, Cox.
Park Hill, Oklahoma
- LEVASSEUR, Louis Phillip, S2/c
25 Washington St., Caribou, Maine
- * LEVINSON, Leslie Herbert, PhM3/c
168 Allston St., Allston, Mass.
- * LEWIS, Charles Durwood, Cox.
Star Route, Lockney, Texas
- * LEWIS, Robert Eugene, MoMM3/c
504 Scott St., Davenport, La.
- * LINDSEY, Mark Rex, SK2/c
1921 E. Blaine St., Seattle, Wash.
- * LLOYD Douglas Ellsworth, Rdm3/c
Route No. 3, Canton, Ohio
- * LIVINGSTON, Leo Lee, ST3/c
558 S. Jackson St., Decatur, Ill.
- LOFTHUS, Aldus Dayton, PhM1/c
P. O. Box 718, McCloud, Calif.
- * LOGGINS, Howard Stanly, Cox.
6220 Humble, R.D., Houston, Texas
- LONG, Walter Lawrence, S1/c
Isle, Minnesota
- * LOPEZ, Martin "G", Cox.
Route No. 2, Yoakum, Texas
- * LOWELL, Frank Arthur, SF2/c
20 Raymond St., Bath, Maine
- * LUNA, Crespín Guerrero, S1/c
P. O. Box 154, Needles, Calif.
- MAC LAUHLIN, William George, CMM.
24 Williams St., St. Johnsville, N. Y.
- * MAHAFFEY, Fred Huotari, S2/c
Pinedale, Wyoming
- * MAITLAND, Arthur Joseph, S1/c
59 Union St., Fall River, Mass.
- * MANN, John Thomas, SK3/c
Route No. 1, Abbeville, Ga.
- * MARIETTE, Robert Lawrence, BM1/c
55 Wallace St., Joliet, Illinois
- * MARKT, Maurice Charles, Rdm3/c
609 E. Highland Ave., St. Joseph, Mo.
- * MARPLE, John "J", SM2/c
3 Blinker Ct., Middle River, Md.
- * MARTIN, Dalton Vernon Jr., CY.
Route No. 1, Jackson, Louisiana
- MARTIN, William Raymond, S1/c
1413 Marlow St., Indianapolis, Ind.
- MARTY, James Francis, S1/c
1264 Blair Ave., St. Paul, Minnesota
- * MATHENY, Euritte Otto, S1/c
921 F. St., Charleston, Illinois
- * MATTLEY, John Arnold, SM2/c
Box 445, Jackson, Calif.
- MC EACHRAN, Clyde Laverne, S1/c
65 Kellogg Park, Portland, Oregon
- MC FADDEN, Richard Lawrence, SM3/c
Box 187, Plummer, Idaho
- * MC GHEE, William Washington, SM2/c
Route No. 3, Bristol, Tenn.
- * MC GINNIS, Donald Leroy, PhM1/c
Choteau, Montana
- * MC LAUGHLIN, Warren "A", S1/c
Jethro, Arkansas
- * MC MICHEAL, Samuel Frederick, WT3/c
410 Mount Washington Dr., Los Angeles
- * MEIER, Raymond John Henry, SK3/c
Route No. 2, Lincoln, Kansas
- MESSICK, Marion Edward, S1/c
4411 Yellowstone, Los Angeles, Calif.
- * MIMS, Louie Frank, CGM.
Route No. 2, Newville, Alabama
- * MINTER, Raymond Rexford Jr., S2/c
1721 N. W. 1st St., Oklahoma City, Okla.
- MOMBACH, Gilbert Samuel, HA1/c
7333 Brookcrest Dr., Cincinnati, Ohio
- * MONTEPHONE, Michael (n), S1/c
231 E. 82nd Place, Los Angeles, Calif.
- * MOORE, Joe Ellidge, CWT.
1841 - 25th St., San Francisco, Calif.
- * MORELLI, Anthony Victor, SK2/c
881 Longfellow Ave., Bronx, N. Y.
- MOUSER, Vernon Eugene, S2/c
Route No. 1, Millersville, Mo.
- * NEISLER, Doy Bruce, GM2/c
Fillmore, Illinois
- * NICHOL, Robert John, SSMB3/c
Route No. 1, Egypt Rd., Norristown, Pa.
- NICHOLS, Ernest Linwood, SC2/c
833 A Ave., Norfolk, Virginia
- * O'CONNELL, Daniel Peter, S1/c
1595 Union St., Brooklyn, N. Y.
- * O'CONNOR, Harold Baldwin, S1/c
947 Bush St., San Francisco, Calif.
- O'CONNOR, James Victor, S2/c
1409 Harper St., Augusta, Ga.
- * O'HARA, Leroy Vern, SF2/c
1002 Pennsylvania, Bremerton, Wash.
- OSMUNDSON, Lyndon Henry, PhM1/c
404 E. Chevy Chase, Glendale, Calif.
- * OTREMBA, Elmer Eugene, S1/c
Box 717, Tenino, Washington

- *OWENS, Robert Ray, RT1/c
Greenwood, Arkansas
- PADILLA, Abran Young
Jarales, N. M.
- *PAGE, Floyd Elmo, F1/c
308 Harris St., Burlington, N. C.
- PARKS, John Alfred, SC2/c
Route No. 3, Box 4, Warrior, Ala.
- *PARSONS, Arthur Cadde, Cox
Gen. Del., Granite, Oklahoma
- *PEACOCK, Oswald Lowell, SM2/c
2447 - 16th, Port Arthur, Texas
- *PEARCE, Arthur Allen, SF1/c
Route No. 1, Heber Springs, Ark.
- *PEEVY, Jared Roscoe, CM3/c
Box 43, Alma, Arkansas
- *PERDUE, Vernon Guy, S1/c
Route No. 2, Box 93, Eugene, Ore.
- *PERKINS, Roy Dale, QM3/c
701 East St., Snohomish, Wash.
- *PETERS, Ernest (n), Em3/c
3221 Geyer Ave., St. Louis, Mo.
- *PFEIFFER, Richard Henry, Rdm3/c
93 Elk St., Buffalo, N. Y.
- *PHENNING, Fred Peter, CMM.
8706 S. Wilton Pl., Los Angeles, Calif.
- *PHILLIPS, Charles Peter, SF3/c
365 N. Saratoga St., New Orleans, La.
- *PHILLIPS, Otis Elwood, Cox.
Grahm, Kentucky
- *PHILLIPS, Richard Austin, Rdm3/c
330 W. 7th St., Rushville, Ind.
- *PIKE, Dale Blaine, SM3/c
Elk Point, South Dakota
- *PODANY, George Michael, SM3/c
203 E. 17th St., Minneapolis, Minn.
- POWELL, Robert Francis, PhM2/c
216 Lyon N. E., Grand Rapids, Mich.
- *PRIOR, George William, BKR3/c
4066 Ingrham St., Los Angeles, Calif.
- *PROFFITT, Zeb Lee, S1/c
Dermott, Arkansas
- *PUGH, Herman Deirks, S1/c
1728 N. 9th St., Oklahoma City, Okla.
- PULLEY, Richard William, SM3/c
218 - 7th Ave., Bethlehem, Pa.
- RACHOR, Alvin Leo, EM2/c
419 Allen Ave., E. Grand Forks, Minn.
- *RANEY, Calvin Franklin, S2/c
Route No. 1, Allen, Oklahoma
- *RAY, Alfred Anthony, Cox.
2966 Salmon St., Philadelphia, Pa.
- RECOBS, Graves Hubbard, BKR2/c
231 W. 4th Ave., Columbus, Ohio
- *REED, James Richard, PHM2/c
206 S. Monroe St., Streator, Ill.
- REED, William Albert, S2/c
622 Somerset St., Johnstown, Pa.
- *REINKE, Edward August, EM3/c
209 Webster Ave., Jersey City, N. J.
- *REYNOLDS, William Cecil, MoMM3/c
178 Veranda St., Portland, Maine
- *RICHARDSON, James Albert, GM3/c
223 S. Freemont Ave., Los Angeles, Calif.
- *RICHMOND, Rogia Lincoln, ST2/c
2316 Sauer, Houston, Texas
- *RICKS, Willie Truben, Cox.
Route No. 2, Lufkin, Texas
- ROBIDEAU, Jerome (n), F1/c
6531 Emlen St., Philadelphia, Pa.
- *ROBERTSON, Frederick Ruggles, BM2/c
Blackrock Road, West Warwack, R. I.
- *RODRIGUEZ, Albert (n), F1/c
725 Collins St., Joliet, Ill.
- *ROEPKE, Richard Louis, FC2/c
Woodville, Wisconsin
- ROMANO, Joseph (n), F1/c
235 Lexington St., East Boston, Mass.
- *ROSENBERG, William George, MM2/c
2920 N. Melvina Ave., Chicago, Ill.
- *RUBIN, David (n), Rdm2/c
6250 Clemens, University City, Mo.
- *SAEGER, Basil John, FC2/c
R D. No. 1, Box 188, Aliquippa, Pa.
- *SAELEN, Robert Morris Joseph, MM3/c
20 S. 20th Ave. W., Duluth, Minn.
- SANDERS, James Howard, S2/c
Route No. 1, Chesnee, South Carolina
- *SAKELIAN, Albert (n), CMoMM.
5863 S. Los Angeles St., Los Angeles
- SANGALS, Erwin Wilhelm, S1/c
123 E. 7th St., Newton, Kansas
- *SASIN, Tom Anton, S1/c
Route No. 1, Taylor, Texas
- *SAVELBERG, Wiltred Thomas, QM3/c
Ketchum, Idaho
- *SCALABRINO, Lawrence Paul, MoMM2/c
101-A Culver St., San Francisco, Calif.
- *SCHAUFLE, William Thomas, F1/c
114 Glendale Ave., Pleasantville, N. J.
- *SCHMIDT, George William, MM3/c
1028 River Rd., Agawam, Mass.
- *SCHNEIDER, Charles Everett, S1/c
Route No. 3, Mart, Texas
- SCHNIDER, Fred Joseph, S1/c
Route No. 4, Box 38, Puyallup, Wash.
- *SCHWEGMAN, Conrad Bernard, S1/c
611 - 19th Ave. S., St. Cloud, Minn.
- SCOTT, Eldon Claude, S1/c
Route No. 1, South Haven, Kansas
- *SEBASTIAN, Francis Anthony, Y1/c
310 Fairview Ave., Park Ridge, Ill.
- SERDYNSKI, Norbert Anthony, S2/c
2014 W. Coulter St., Chicago, Ill.
- *SHARP, Arthur (n), BM2/c
843 Shamut Ave., New Bedford, Mass.
- SHARPE, Albert (n), CPhM.
Route No. 2, Tucson, Arizona
- *SHEVLIN, Edward (n), MoMM3/c
385 E. 157th St., Bronx, N. Y.
- SLADEWSKI, Frank (n), S1/c
829 - 5th, Wyandotte, Michigan
- *SMALE, Wallace Firmen, QM2/c
3001 Ulloa St., San Francisco, Calif.
- *SMITH, John Franklin, S1/c
Oneida, Kansas
- SMITH, Neal Franklin, S1/c
305 Jasper, Rome, N. Y.
- *SMITH, Norman Halleck, SM3/c
Box 502, Lander, Wyoming
- SMITH, Wayne Edward, CRM.
R.F.D. No. 1, Box 158, Quincy, Fla.
- SMITH, William Henry, Cox.
1969 N. Collington Ave., Baltimore, Md.
- *SMOTHERMAN, Elis Arthur, S1/c
10032 - 30th S. W., Seattle, Wash.
- *SOBOLEWSKI, Frank Vincent, EM1/c
421 - 60th St., Brooklyn, N. Y.
- SOBOTKA, Ronald Augustus, S2/c
428 S. Grove Ave., Oak Park, Ill.
- SOMMERFIELD, Raymond Joseph, B1/c
5114 S. Hoyne Ave., Chicago, Ill.
- SPOTTS, Robert Duane, CM3/c
5821 San Jose Ave., Richmond, Calif.

- SPREY, Leroy Raymond, SSML3/c
19219 Fine Point Rd., Detroit, Mich.
- *STAGNARO, Ernest Matteo, BM1/c
58 Garkey St., Santa Cruz, Calif.
- *STARCEVICH, John Alexander, MoMM3/c
1509 Catherine, Pekin, Illinois
- *STEDNICK, William (n), SM3/c
P. O. Box 255, Thermopolis, Wyo.
- *STEPHENS, John Henry, Cox.
Lewistown, Montana
- *STOKLEY, Raymond Andrew, SSNL2/c
Box 725, Bishop, Calif.
- *STROUD, Robert Gene, GM3/c
511 Palmer, Miles City, Mont.
- *STUPL, Raymond Clemens, CSM.
2701 Atlantic St., Houston, Texas
- *SUESS, Joseph George, MM1/c
2620 Sumner St., Pittsburg, Pa.
- *SWANSON, Arnold Bailey, QM3/c
4217 Interlake Ave., Seattle, Wash.
- *SWAITLOWSKI, Milton John, PhM1/c
22 North St., Three Rivers, Mass.
- SWIDA, Stanley (n), S2/c
8525 Muskegon Ave., Chicago, Ill.
- SWIFT, Terrence Allen, RM3/c
347 S. 3rd, Missoula, Mont.
- *TAYLOR, Allen Phillip, SSML2/c
2851 Gracious Ave., St. Louis, Mo.
- TEDESCO, Dominic (n), Cox.
R. D. Cherryville Rd., Medford, N. J.
- *TELLEZ, Zero Jose, RM1/c
Box 53, White Swan, Wash.
- *THOMAS, Edward Clyde, BM1/c
13 N. Center St., Merchantville, N. J.
- *THOMPSON, Alfred Andrew, MoMM2/c
105 Locust St., Bluefield, W. Va.
- *TIERNEY, Jimmie Walter, EM3/c
906 Martin, Great Bend, Kansas
- TRENT, William Carl, S2/c
Hot Springs, Virginia
- *TRENTHAM, Amos Wayne, GM2/c
Garlinburg, Tennessee
- *TRUDEAU, Willima Paul, S1/c
232 N. Central Ave., Duluth, Minn.
- *TRAIN, Daniel Elvior, MoMM3/c
841 W. Rose St., Stockton, Calif.
- TRULLINGER, Francis Quarton, MM1/c
1170 Bobbett Dr., San Bernardino, Calif.
- *TUCKER, Richard (n), Em2/c
1212 - 13th St., Oregon City, Ore.
- *TULL, James Edward, CCM.
1825 Hardwick St., N. Long Beach, Calif.
- *TUSH, George Martin, S1/c
216 E. 5th St., Garnett, Kansas
- VANCE, Harry Dean, HA1/c
Caney, Kentucky
- *WAGNER, Raymond Lee, MoMM2/c
804 W. 11th St., Albany, Oregon
- *WALDO, Bobie Eugene, S1/c
2104 Cleveland, Baxter Springs, Kansas
- *WALLEN, Warren Lee, MM2/c
Dora, New Mexico
- *WARDIAN, Lloyd John, SK(D)3/c
444 - 6th St., Cloquet, Minn.
- *WEBB, William Price, GM2/c
715 W. Monroe, Magnolia, Arkansas
- *WECHOREK, Harold Edward, SC1/c
708 W. Arnold St., Mashfield, Wis.
- *WEEKS, Harold Darwin, WT3/c
Route No. 1, Winslow, Ind.
- *WEIL, William Harry, Bkr1/c
Siloam Spring, Arkansas
- WELDON, Floyd Marshal, S1/c
1808 - 17th Ave., San Francisco, Calif.
- WELTY, Roland Sam, S2/c
123 E. 13th, Newton, Kansas
- WESHINSKEY, Harry Eugene, MM2/c
Route No. 4, Pinckneyville, Ill.
- *WEST, Richard Howard, CK3/c
3816 Adair St., Los Angeles, Calif.
- *WETTER, Robert Joseph, PhM2/c
111-01 - 125th St., Richmond Hill, N. Y.
- WHEELER, Charles Eli, GM3/c
1647 Santa Clara St., Santa Clara, Calif.
- *WHITE, Carl Alva, MM2/c
3407 NE. Union Ave., Portland, Ore.
- WILDERMUTH, Grant Franklin, S2/c
101 Independence St., Oewigsburg, Pa.
- *WILLIAMS, William Earl, Cox.
1226 S. Serrano St., Los Angeles, Calif.
- *WILLIAMSON, Kyel Roland, MoMM3/c
Route No. 1, Anniston, Alabama
- *WILSON, William Daniel, WT1/c
Fort White, Florida
- WISNIEWSKI, Theodore Leo, PhM3/c
3862 Yemans, Hamtrack, Mich.
- *WOOD, Verne (n), S1/c
3171 W. Williams, Banning, Calif.
- *WRIGHT, Walter (n), StM2/c
Route No. 2, Rock Hill, S. C.
- WRIGHT, Warren (n), SC1/c
Center Point, Arkansas
- *YATES, Phillip Spencer, StM1/c
Faulkner, Maryland
- *YESAVAGE, Simon John, BM2/c
256 S. Sheridan St., Wilkes Barre, Pa.
- *YOUNG, Roland Trine, Cox.
Diagonal, Iowa
- *YOUNG, William Henry, ST3/c
502 Cantrell St., Philadelphia, Pa.
- *ZACK, Frank Benjamin, SF1/c
2511 Summit St., Columbus, Ohio
- *ZAK, Donald Harold, Cox.
2323 - 2nd St. NE., Minneapolis, Minn.
- *ZAMPEDRI, Joseph William, CM2/c
211 - 25th St., Ogden, Utah
- ZIELINSKI, Ferdinand Michael, BM2/c
1680 Pioneer Ave., Pittsburg 26, Pa.
- *ZINGER, Robert Hugo, SC3/c
3225 Keota Ave., Davenport, Iowa
- *ZOEPFEL, Herbert Leonard, S1/c
1517 W. 17th St., Davenport, Iowa

MEN TRANSFERRED

- ABBEY, Richard James, S1/c
ACKER, Allan Melvin, HA1/c
ADAMS, Joe Frank, HA1/c
ALEXANDER, Robert Watson, HA1/c
ANDERSON, Alfred B., CM1/c
- ARENOS, David Harold, HA1/c
ARMSTRONG, Ralph Martin, PhM3/c
ARNOLD, Robert Elwin, PhM1/c
ATER, Lloyd Jesse, PhM3/c
ATKINS, Henry Harold, PhM3/c

ATKINSON, James Lewis, Cox.
 AYNES, Ralph Edna Sr., WT2 c
 BACON, Daniel Avery, S2 c
 BARNETT, Fred Harold Jr., S1 c
 BATTS, Albert Adolph, CGM.
 BAYLISS, Willie Edward, StM2/c
 BECKER, Albert Oscar, MM3/c
 BLYSTONE, Joe Wallis, CM3/c
 BLYTHE, Thomas Earl, GM1/c
 BONIGER, John Benton, PhM3 c
 BONTHUIS, Richard C., EM2 c
 BRACK, Milton Leonard, BM1 c
 BROWN, Byron Delbert, CBM
 BROWNING, Francis W., CPhM.
 BULL, Montoe Eugene, HA1 c
 BURGESS, Samuel Thompson, S2/c
 CAMPBELL, Charles (n), StM2 c
 CAVERTY, Harvey Delbert, Cox.
 CHESHER, Howard Stanley, CMM.
 CICOTTE, Charles Chester, CCS.
 CLEMENT, Andrew Jackson, F1/c
 COLLIER, Ernest Lee, St2/c
 COOPER, Rex Alvah, Bkr2/c
 CRAWFORD, George William, Y1/c
 CROMWELL, Melvin Joseph, S2/c
 CROUCH, Floyd (n), S1/c
 DARNELL, Harold Racey, S2/c
 DENNIS, Roy William, MM2/c
 DERACZUNAS, Anthony J., CSF.
 DICK, Earl Phillip, S1/c
 EDMUNDSON, Robert Cornelius, StM1/c
 EDWARDS, Claude Caldwell, BM1/c
 ELLISON, Charles Albert, MM1/c
 ERNST, Charles Nixon, S2/c
 FOHN, Frank Joseph, BM2/c
 FORRESTER, Marvin Edward, S2/c
 FORTENBERRY, Robert C., CMM.
 FRIEND, Charles Harrison, F1/c
 FUGATE, Robert Arlington, QM2/c
 FURMANSKI, Leon Jr., F2/c
 GABRIEL, Tony Lloyd, S2/c
 GARRETT, David Arnold, S1/c
 GERLACH, Herbert Henry Jr., HA1/c
 GIBBS, William Edward, PhM3/c
 GILCRIST, William C., PhM3/c
 GILMAN, John Frederick, SK3/c
 GOLDSTEIN, Seymour (n), F2/c
 GOMEZ, Robert Montano, S1/c
 GOOKSTETTER, Jay Gordon, SF1/c
 GORDER, Roy Joseph, SC3/c(T)
 GRAY, James Vincent, HA1/c
 GREER, Estel (n), SF3/c
 GRIFFIN, John Raymond, RM2/c(T)
 HANBRICK, Samuel Graham, Qm3/c
 HANNA, Robert Ray, CPhM(T)
 HARTMAN, Karl Edward, PhM3/c(T)
 HATFIELD, Raymond F., CCM(T)
 HENDERSON, John Raymond, CQM (AA) (T)
 HICKEY, Merle Dean, S1/c
 HOOVER, Stephen Edgar, CMM(T)
 JONES, Charles Francis, MM2/c
 JONES, Richard Rovie, M2/c
 KING, Weseley George, S2/c
 KOSS, Leon Jacob, PhM2/c
 LA FORTUNE, Fred (n), RM1/c
 LAUGHTON, Robert Emerson, S1/c

LEATHERS, Kenneth E., Y2/c(T)
 LEMIRE, Wilfred Ernest, PhM1/c
 LEVINE, Irving Morris, Rdm3/c
 MABRAY, Gardner Allen Jr., PhM2/c
 MARCHIO, Alfred Phillip, GM2/c
 MARTINS, Albert (n), CMM(T)
 MC FADDEN, R. L., S2/c
 MC KAY, William DeVaney, S1/c
 MEIER, William Henry, PhM3/c
 MERRITT, Roy Miller, CY(T)
 MICKENS, Paul Montgomery, PhM2/c
 MITCHELL, Michael William CQM(AA)
 MORGAN, Wilfred Otto, CSK(T)
 NELSON, Robert Frank, S1/c
 NESTERVICK, Michael (n), PhM2/c
 O'ROURKE, William Joseph, EM3/c(T)
 OWENS, Edwards Jr., St3 c(T)
 OWINGS, James Green, F1 c
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 WILSON, Ray Henry, GM3/c(T)
 WITTENBERG, Favius Ezra CSK(AA) (T)
 WYLER, Joseph (n), SK3/c(T)
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 YOUNGJOHN, Irving Jr., SM1/c
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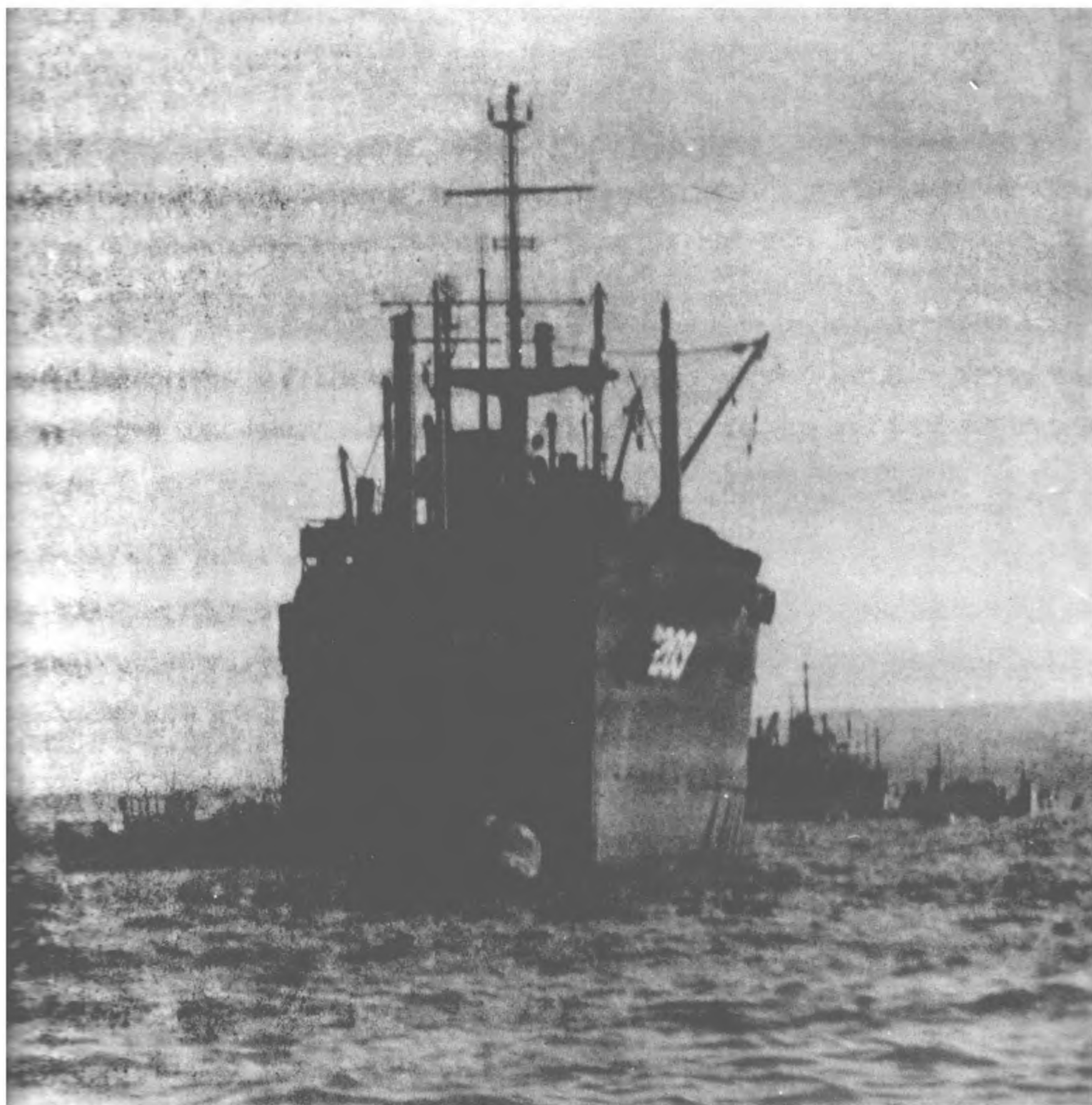
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ACKNOWLEDGEMENTS

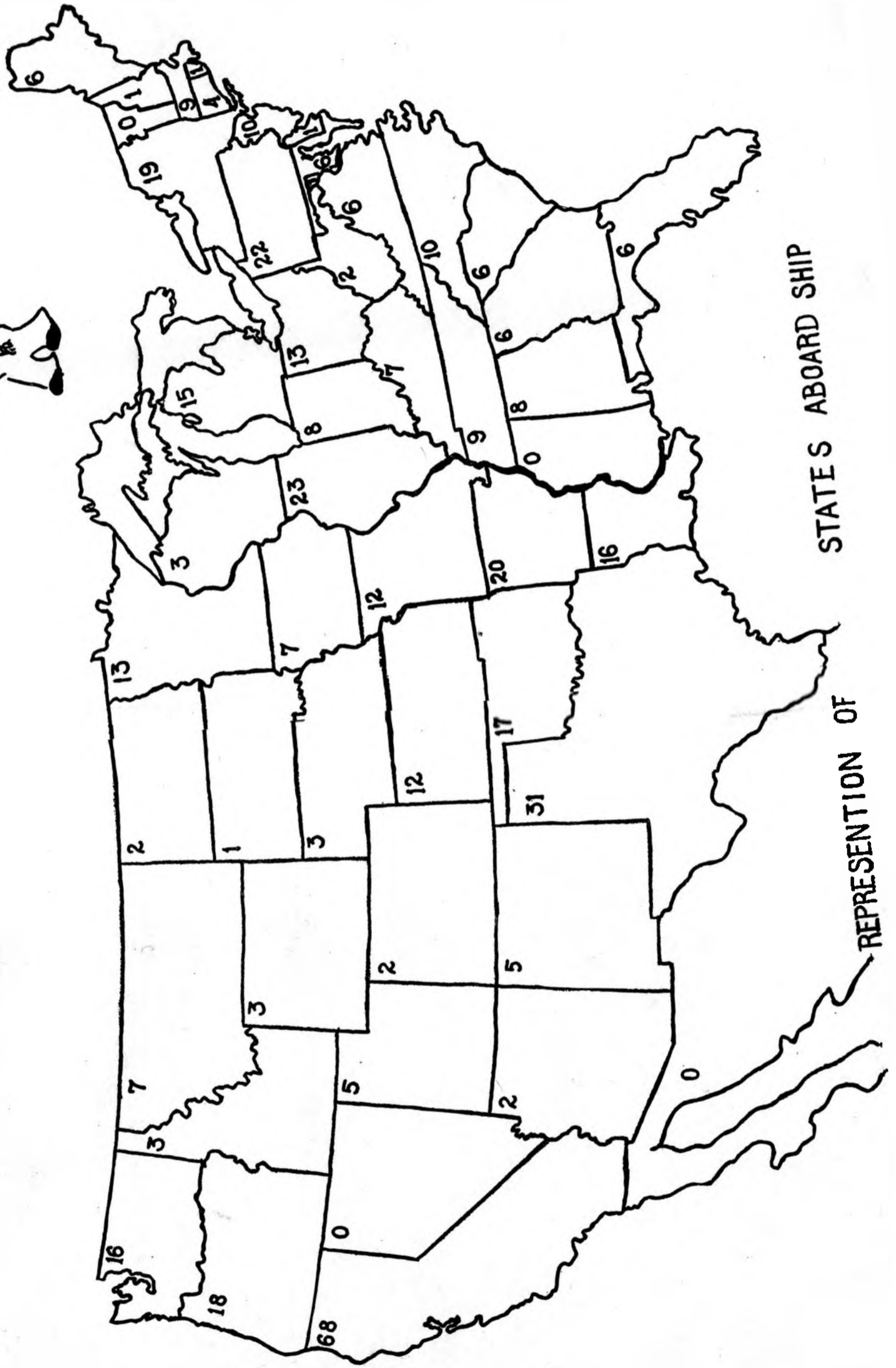
To the above named men, who made possible the editing of this yearbook, and to all others who contributed, no matter how large or small, goes our vote of thanks. To Mr. Morgan North, of the Howell-North Press, whose valuable assistance made possible the printing of the "TWO-O-NINE", we extend our deepest gratitude.

It is our hope that this book will be cherished and treasured by the entire personnel of the TAZEWELL. If this is true, we have achieved our aim.—THE EDITOR.









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