

# **U. S. S. MOUNTRAIL**

## **APA 213**



**NOVEMBER 16, 1944**  
**TO**  
**DECEMBER 1, 1945**

# FOREWORD

This is the story of our ship. We who were aboard her think of her as a female. Generally she was a lady; but, as at least three spirits of dead Japanese pilots and their crews will testify, she could also be a hellcat. There were even times when we got irritated and she seemed a floosie to us, but now that it is all over, I guess she was a lady most of the time.

All ships have personalities. It's hard to decide whether the personality of a vessel stems from the Captain, the Crew, or the ship itself. In the case of the U.S.S. MOUNTRAIL, we like to think that, what began as an inanimate pile of steel plate at a Kaiser Shipyard in Richmond, California, developed into a spirited, wide-beamed lady through the efforts of sweat, (thank God, not blood) of every man who sailed on her, regardless of his race, rate, or rank.

It seems sort of disrespectful to speak of her in the past tense, but I know that wherever she is today she isn't alive and vibrant with the life and activity that walked her decks from November 16, 1944, to September 2, 1945. She can't be because there isn't a war on now, and she was designed to live and breath in the forefront of war. A specialized, Pacific type of conflict which bore an American trademark; Amphibious warfare.

Our ship possibly wasn't the best in the United States Navy, and she certainly wasn't the most beautiful; but we think that she could outshoot, outhaul, and outwork any other female in her class.

The Navy Department assigned her a letter designation followed by a number. You could see it on the Bow: "A P A 213." The "A P A" stood for Auxiliary Personnel Assault Transport, while the numbers designated her as the two hundred and thirteenth ship of her class.

Shortly after she went into commission she became a mother, by adopting twenty-six lusty offspring. These youngsters were the landing craft carried aboard. They were not stepchildren, however, because the Lady was designed to carry these boats as her main battery in the battle against the Nips. After the night of April the 2nd the Gunnery Officer insisted that our five-inch gun on the stern deserved to also be considered a part of the Main Battery, and even the most biased Coxswain aboard was inclined to agree with him. The boat crews lowered their boats in a personal sort of way, and felt that in them they would be able to make a beachhead anywhere, anytime. Load their craft with the 77th Division, they used to boast, and they would tackle the shores of hell.

We'll try to be honest in our story because we want to remember the lady as she was. Nevertheless, we all earnestly hope that this breed of predatory female shall never have to prowl the seas again. Why! Take our word for it, the Pacific War wasn't any fun.



U.S.S. MOUNTRAIL AT PIER 7, MANILA, P. I.



## THE COMMANDING OFFICER

COMMANDER R. R. STEVENS, USNR

Assumed command of the U.S.S. Montntrail November 16, 1944  
after relinquishing command of the U.S.S. Bridge, a fleet supply ship.



## THE EXECUTIVE OFFICER

LIEUTENANT COMMANDER E. J. MASSELLO, USNR

Assumed his duties on November 16, 1944.

Detached November 29, 1945, after 53 months' active duty.



TACTICAL BOARD

# AMPHIB MAN

You've heard of the air force and the paratroops,  
You've heard of the army and the other groups,  
But think as hard as you can,  
Have you heard of the Amphibious Man?

The amphibious gob is a real rugged sort,  
But unlike the fleet, he has no home port;  
Goes where he is needed, does what he can,  
This poor orphan sailor, the amphibious man.

You might be a battleship sailor, from a cruiser or off a tin can,  
Maybe fresh out of boot training, or perhaps a second cruise man.  
They pick the men at random, how else could they provide,  
A few might choose the duty, but they mostly are shanghaied.

You've heard plenty of the navy, of ship both fore and aft,  
But we'll bet you a pretty penny you've heard least of the landing craft,  
They've built a few already and they're building plenty more,  
For they've got to have the LST to win this blasted war.

They come in with the transports in the middle of the night,  
Sail around to rendezvous, can't even show a light;  
Find their way in darkness, and land upon the shore,  
Through bombs, discharging their cargo, they go back out for more.

Bringing in the first wave doesn't end the job,  
For the troops upon the beach can't live without this gob.  
He brings in reinforcements and everything they use,  
His job is full of danger but he never makes the news.

For when the beach is taken and the radio starts to tell,  
You'll hear of marines and soldiers and how they went through hell,  
You'll thrill to front page stories and of their heroic job,  
But you'll never hear a word of the poor amphibious gob.

And when this war is over and he's back in civil life,  
How in hell will he explain to his kids and to his wife?  
They know he's in the navy, but he's the subject of a gyp,  
He's just an orphan sailor—A gob without a ship.

# FIRST VOYAGE

Now our training was over. We had been commissioned to join the Amphibious Forces as a fighting auxiliary and we rightly felt that we had passed our exams and could consider ourselves graduated to the fleet. So, with the scuttlebutt flying we hoisted anchor on the afternoon of December 21, and that night arrived in Los Angeles Harbor. Christmas and New Year's Eve were celebrated there, and on the morning of January 1, 1945, we set sail for Seattle, Washington. Drills, drills, and more drills. Fire drills, collision drills, damage control drills, were held every day on our trip North. We all knew that they were necessary, but that didn't keep us from despising the very word "drill."

On the morning of the fourth we arrived in this busy Northwest port. More stores were taken aboard; the fuel tanks were topped off, and army troops began coming aboard for the first time. In six short days we were ready for sea with a full load of troops and cargo. It was 2230 on the night of January 10 that we pulled away from the dock, headed North up Puget Sound, turned West, passed through the Straits of Juan de Fuca, and plunged our bow into a stormy, unfriendly Pacific Ocean. The waves looked mountainous to our unhappy eyes. Green water crashing over the bow, sent stinging spray into the faces of even the bridge watch while the curse of mal-de-mer settled heavily on the stomachs of even some of the old timers. The chow line became shorter and shorter each day.

As we progressed Southwest the seas calmed, and the temperature began to climb. Daily, one hour before sunrise, we were routed out of our sacks by nerve-shattering summons of the general alarm. Not until the sun was clearly above the horizon did we secure for breakfast. It soon became generally agreed that these dawn alerts were probably one of the most disagreeable features of our new Navy life. As we steamed deeper into Southern waters the seas became warmer, the days longer, and the dawn alerts earlier. The skies were particularly beautiful as huge thunderheads towered over the horizons, and sudden squalls would drench us at our morning gun stations. Flying fish and porpoise became so common that they no longer drew any attention.

A short run out of Honolulu we were ordered to delay our arrival for one day, so we backtracked, steamed a couple of hundred miles, turned around again, and on the morning of January 19 the MOUNTRAIL sailed past Diamondhead and came alongside a Honolulu dock. As we tied up at berth D, pier 39, an Army band serenaded us with such native Hawaiian music as "Mr. Five by Five" and "Boogie Woogie Jump."

Here we unloaded our troops and cargo, and on the morning of January 23, we cast off and made the short run into Pearl Harbor. We were given a short availability period at Pearl, during which our camouflage paint job was covered over, giving the ship a coat of solid blue. Liberty was granted and everyone went as his fancy dictated.

In peacetime, Honolulu may be a quiet restful little city, but while we were there the streets were a solid mass of white and khaki as thousands of soldiers, sailors, and marines tried to find amusement for themselves. You had to stand in line for everything, to see a movie, buy your dinner, or get a drink. Everyone wanted to buy souvenirs to send home, but most of the stuff for sale was either manufactured in the States, or too expensive to fit our G.I. budgets. However, in all fairness to the island and city, it must be said that it is a beautiful place. Fantastic and exotic flowers and trees were everywhere. The temperature was warm but not uncomfortable, and just to walk around on dry land after our recent seasickness was treat enough.

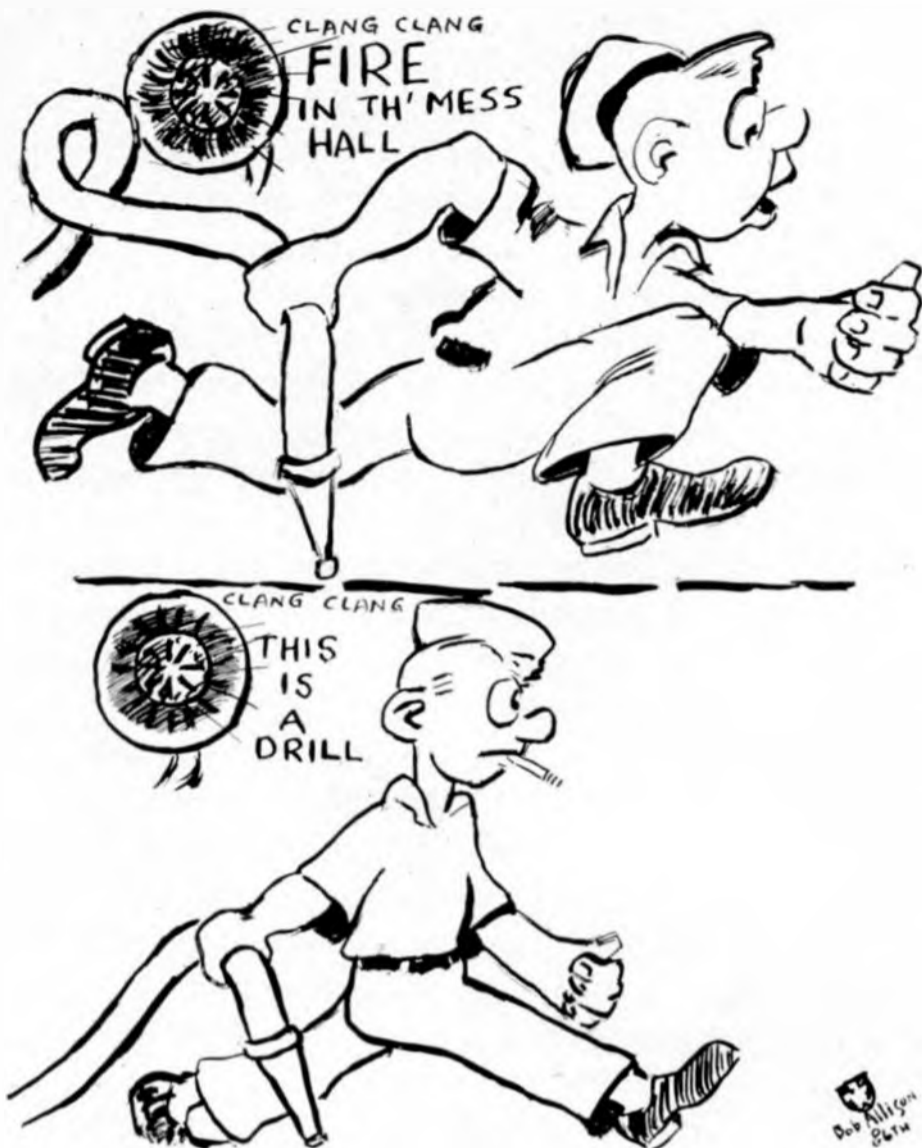
Those of the crew not on liberty had to work hard and long during our stay at Pearl. More provisions were loaded aboard. Spare parts were ordered and received from the Naval Supply Depot. Every ship in the harbor was duplicating our activities. We had our first opportunity to see for the first time a large portion of the battle strength of the Pacific Fleet. The huge battle-cruiser ALASKA was busily preparing to set sail for the Iwo Jima operation. The old battleship NEW YORK, having returned from the Normandy Invasion, was preparing herself for the Pacific war. Around the harbor, if you knew where to look, were a few mementos of the Jap sneak attack of December 7. The abandoned hull of the battleship UTAH lay partly buried in the mud to remind us that we were not on a sightseeing tour.

During the last few days we spent in the harbor, four 45 ton pontoon barges were secured to the sides of the ship. We were then ready to take on troops.

On January 30, 1945 we moved to a dock at Honolulu and troops were hurriedly loaded aboard. That afternoon we said, "Aloha Hawaii," as we lumbered out to sea like a dyspeptic elephant carrying twins.

A few miles out we rendezvoused with the U.S.S. MONTROSE (APA 212) and then set our course for Eniwetok Atoll in the Marshall Islands. On February 3 we crossed the International Date Line at the 180th Meridian and entered the "Domain of the Golden Dragon." Arriving off Eniwetok Atoll on the morning of February 7, our entry was delayed by a task group of transports, destroyers and battleships coming out of the narrow passage. We later learned that this was part of the force assembling to blast the Japs off Iwo Jima. With visions of countless, native Dorothy Lamours dancing before our wishful minds, we entered this, our first, Pacific Atoll. Eniwetok Atoll is made up of a series of small dots of land connected to each other by a reef of coral. The whole group of Islands encircle a lagoon. Normally these islands would be densely covered with cocconut palms. However, the larger ones had received the "Mitscher Haircut," which means that they had been bombarded by our surface forces and aircraft until they were barren wastes of torn coral and sand. The Sea Bees had con-





structed an airfield and hangars, but in spite of the construction, we had never seen a more desolate looking spot. It was hard to realize that these specks of land were important pawns in the eventual destruction of the Japanese Empire.

We sweltered here for two days, and on February the 9th formed up with other APAs and sortied out of the Lagoon on our way to Ulithi Atoll in the Western Caroline Islands. The convoy zigzagged the next few days to throw off the aim of any lurking sub, while the destroyer escorts patrolled our front and flanks constantly. As we travelled West we passed atolls still in the hands of by-passed Japanese garrisons. These Islands were no longer active bases except for midget submarines and an occasional plane might be able to slip through our patrols. The islands did serve a very useful purpose though in training our combat pilots and bombardiers for more dangerous missions later. The Army, Navy, and Marines trained hundreds of pilots by sending them on bombing missions over these atolls. This kept them effectively neutralized, and, as mentioned before, served as the sandlot training for the major leagues farther West.

On the morning of February 13 we arrived at Ulithi and anchored in the lagoon. This atoll seemed little different than Eniwetok except that the Navy had not blasted it. It had been taken without opposition, and except for the teeming harbor and the airfield, was much as it had been before the war. Eliminate the heat and the stifling humidity and it would be a beautiful place. However, no one removed either of these for our benefit. So we were not a bit unhappy when we upped anchor the next day and set sail.

On the 16th, one day later, we sailed through a reef

bound passage into Kassol Roads, Palau Islands. To our left was the island of Babelthaupt, a large mountainous piece of land which we had never bothered to take from the Nips. From our anchorage, four miles away, its peaceful and quiet appearance obscured the fact that it still held twenty thousand frustrated and unfriendly Japs. Squadrons of Corsair fighter planes flying out of Pelelieu, one hundred miles to the South, helped make life miserable for the Japs by daily bombing and strafing attacks. These fighter planes were assisted by groups of PT boats who effectively held the Nips in their island cage by constantly patrolling the shoreline shooting up everything that moved. If it hadn't been so terrifically hot we would have been fascinated, because it was as close as we had come to the fighting war. As it was, we just sweated and hoped we would get underway soon so that we could get a breeze.

We had only two days to wait. On the 18th we again weighed anchor and set our course for Leyte, Philippine Islands. At 2119 on the night of February 21 we arrived at our destination and dropped anchor in Leyte Gulf. Even though it was late we cut loose the pontoons that we had been carrying, and then secured all activities but the Watch.

The next morning we awakened to a beautiful sight. A mile and a half away lay the Island of Leyte. The beaches were covered with palms almost to the waters edge. Small native outrigger canoes with grinning Filipinos milled about the American ships. The natives all seemed to speak English, and all seemed to have the Nicotine habit to a marked degree. The clamor for cigarettes was continuous. We were not surprised at the apparent poverty of everyone in the outriggers, since we heard that the Emperor's armies had treated the Filipinos as an inferior race, taking their homes, food, clothing and women, giving nothing in return but disease, misery and death. There was no doubt in our minds that these people were genuinely glad to see us.

The next day we began debarking the troops we had aboard. As we neared the beach we could see that it marked the Eastern edge of a very flat coastal plain, with towering and extremely steep and jagged mountains marking the Western edge. Just back of the palm groves were stagnant swamps and flooded rice paddies. We were surprised to find that up and down the beach for miles, hidden in the palm groves, were the bivouacs of thousands of troops. There were companies of Amtracs, heavy guns, Dukws, and all the men and equipment necessary to make up an amphibious army. We could guess, and the Army confirmed it, that all these troops were lined up on the beach waiting to be transported to some Jap held territory.

Our next job was to load aboard our ship a battalion landing team with all its equipment. We were to "Combat Load" the 1st Battalion of the 307th Regiment of the 77th Infantry Division. "Combat Loading" means putting aboard a ship the cargo in the reverse order in which it will be needed on a beach head. The first weapons and vehicles to go off onto enemy territory are loaded last. This meant two things to us. First a lot of work and secondly, that we were

now on our way to a first hand view of the war. We commenced loading, using LCMs and an occasional LCT or LSM that would be assigned to us for a couple of round trips to the beach. It was a treacherous shore with sandbars extending just off the beach. Our boats would often broach high and dry. Then the Ship's boat salvage group would spend hours re-floating them. Men in the Beach Party spent a large percentage of their waking hours waist deep in the water, holding broaching lines tied to the stern of the M boats so that the high surf would not swing them sideways upon the beach. Boat crews ate their meals and lived in their boats, while on the ship the hatch and winch crews worked day and night to get her loaded. Several times the beach was secured because of high seas that made it impossible to get the boats safely through the surf with a heavy load. As an added annoyance the Japs would send one or more of their few remaining planes in the Philippines on a bombing raid. The planes flew in from well camouflaged air strips on Mindinao, always making their runs at night.

Their apparent target was the Tacloban airfield. Although they did little damage they had a high nuisance value. Since it was night and they flew very high we could not see the planes. We could, however, see the bursts of our anti-aircraft fire and the fiery blossoms of Jap bomb bursts lent a grim festivity to the night skies.

On the morning of February 27 we sent twelve boats on a twenty mile trip to San Pedro Bay to pick up provisions. A few hours after they had left, the seas began to increase while a strong wind from the East whipped the swells into whitecaps. About six o'clock the Commodore secured all loading operations over the beach, as the surf was becoming dangerously high. At eight o'clock the boats began returning from the stores trip. They were heavily loaded and some of them were taking on water. The hatch and winch crews began unloading them as fast as they could. However, LCV(P) number 4, even though it had been unloaded, began to settle in the water. It was tied up on the starboard side of number one hatch, and the crew assisted by an officer began trying to bail the water out of the boat. It was no use. The swells were running ten and fifteen feet, and in a few minutes the boat sank. As the excitement from this was quieting down, the Officer of the Deck reported to the Captain that the ship was dragging its anchor. Immediately, the special sea detail was set and the ships screw was turned at slow speed to help offset the effect of the wind and sea. There were still fourteen of our boats in the water gathered in a cluster on the starboard side about one hundred yards from the ship. Each was manned by a three man crew all wearing lifejackets. At 0200 on the morning of the 28th boat number 10 swamped and sank. Fortunately, no one was lost or hurt in either of these sinkings, but we all felt pretty bad about the night's happenings.

The wind and seas had calmed down during the night, so, the next morning we continued our loading. On March 2 we shifted berth to San Pedro Bay and took on a load of fuel. The next day we moved back to our anchorage off

Tarragona. We then loaded aboard the last of the 1st Battalion and preparation for a combat landing. The training was for the boat crews, and every day they went through a simulated amphibious landing. On the afternoon of the 13th the squadron of transports to which we were now attached, weighed anchor and set sail for the final invasion rehearsals at two small islands off Southern Leyte.

They were named Cabugan Grande and Cabugan Chico. We sailed all night, and an hour before dawn arrived in the transport area near the islands. Boats were lowered, troops were embarked, and a simulated assault was made on the bits of land. This procedure was duplicated the following day. Then after a series of conferences and critiques, during which all of the apparent errors in procedure were pointed out and discussed, we pulled in our anchor and sailed back up the coast, dropping the hook in San Pedro Bay on March 2nd.

The word was out! We were going to attack islands in the Nansei Shoto group. Our first specified objective would be Kerama Retto, a small group of Islands approximately twenty miles off the Southwestern tip of Okinawa. These islands inclosed a natural basin that would furnish ideal anchorage and base for logistics and service for the main attack that was to follow our attack six days before L Day. "L" or "Love Day" was the time the main landings would be made on Okinawa. The date for this invasion was set as April 1, 1945. We were to make our first landings on Kerama Retto beginning the 26 of March, and were to have the islands secured and an anchorage established by Love Day. It was obvious to all hands that this attack was to be one of the most daring in the Pacific war. From the sizes of the forces that were gathering all over the ocean it certainly was going to be the largest scale operation to date.

Okinawa was considered by the Japs to be a part of their home islands. It is 60 miles long and averages three to ten miles in width. The population was estimated to be one half million Okinawans, who are a mixture of Japanese and Chinese with the Japanese influence predominating. Strategically, the capture of these islands would place us poised for a strike either at the Jap homeland or the mainland of Asia. In addition it would bring most of Japan within medium bomber range of our airforce. To better explain the position of Okinawa in relation to the war the following list of distances might help: It is 330 miles from the tip of Formosa, 790 miles from Manila, 4040 miles from Pearl Harbor, 740 miles from Iwo Jima, 450 miles from Shanghai, 845 miles from Tokyo and only 360 miles from the Southern tip of Kyushu which is the Southernmost island of the Jap home Islands. We were really headed into a hornets nest, and warned, that the Nips could be expected to put up a fanatical fight in defence of these islands.

For weeks we had been told that if we encountered Japanese aircraft we should expect massed suicide attacks. They had started throwing planes and pilots at our ships in the Philippines during the land and sea battles that had raged on and around Leyte and Luzon. The enemies purpose was "a ship for a plane."

This information came to us well documented, but in spite of its authenticity we just couldn't believe that the Japanese airforce would use this type of attack on the same scale that they had used their bombers and torpedo planes in the past. It was inconceivable to us that masses of pilots could be whipped to such a fanatic frenzy that they would try to die en masse in a flaming pyre on our decks. In a few days we were to find that we had underestimated the enemy's fanaticism.

On the afternoon of March 21 we sailed out of San Pedro Bay with our squadron of transports. We entered Leyte Gulf and then set our course Northward towards our foe. We were escorted by destroyers, destroyer escorts and assault personnel destroyers. The sea was moderate, and the entire ship was busily preparing for battle. The guns were checked and checked. The boat engines were tuned. Small arms and ammunition were issued the Boat Crews and the Beach Party. Officers and men were briefed on the job the ship had to perform, and each man's individual responsibilities during the operation were explained.

On paper our task was relatively simple. The troops we carried aboard were to be the floating reserve for the landings on Kerama Retto. They were to remain aboard ship upon call until it was decided by the Army Commander that they were needed to assist in the securing of some heavily defended beach head. This sounded simple, but in reality it was the most difficult assignment to try to prepare for, because, where other ships had one specific beach to hit and only one job to do, we had to have complete information and be ready on short notice to make any one of the seven landings to be made in the Retto. Our boat crews had to be briefed on the characteristics and identification features of each shoreline, and the ship had to be ready to change its plans on a moment's notice.

As we sailed Northward the destroyers sighted and destroyed many floating mines. The day after our departure from Leyte, three small aircraft carriers fell in astern of our formation and added the protection of their planes to give us air coverage. Two days away from our objective, Jap snoopers were reported, but we saw nothing but our own Hellcats.

On the night of the 25th and early morning of the 26th we began our approach to the transport area, which was three miles off the islands of Yakabi Shima and Kuba Shima. We went to general quarters many hours before dawn. At 0402 we arrived at our destination. To the East of us towards shore we could see the flashes of our Naval guns beginning their bombardment. As dawn broke we could see around us ships of every fighting class. The beautiful (to us) silhouettes of battleships, cruisers, and destroyers were visible everywhere.

We also saw for the first time other and more sinister silhouettes. Tiny specks in the sky. Jap planes! The anti-aircraft fire from the capital ships was intense and accurate. One after another of the Nip aircraft would burst into a ball of flame and fall like an incandescent meteor into the sea.

As they hit they would explode violently and then disappear from sight, leaving only a flaming circle of gasoline on the surface of the water to mark their graves.

Our attention was attracted to one Jap fighter plane which was first visible at about five miles off our port. Suddenly, from an altitude of six thousand feet it went into a steep dive. We thought at first that it had been hit, but it was soon obvious that the plane was under control, and that the pilot was hurling himself at a destroyer which was twisting and turning below him. The Jap steepened his dive and gunned his engine, but because of the distance, we could not tell whether he crashed the ship or not. All we saw was a burst of orange flame when he hit. We had seen our first Kamikaze.

Now it was time for our bombardment vessels and the supporting aircraft to commence the final softening up before the landings. The LCI rocket boats moved in and we could see the patterns of their projectiles hissing through the air. Destroyers began firing their five inch guns at point blank range. Then group after group of our divebombers added the screaming crescendo of their deadly loads to this symphony of amphibious war.

The tiny, mountainous dots of land became shrouded in clouds of smoke, flame, and dust as they were mercilessly worked over. From the ships carrying the assault battalions, loaded landing craft headed for the line of departure.

We remained at general quarters most of the day with everyone taking his turn eating. The reports from the beach heads were excellent. Very light and ineffective opposition was being encountered, and all landings were proceeding according to schedule. Later in the day we saw a destroyer that had been hit by a suicider. One of its gun turrets was destroyed. Its deck was being cleaned of burnt debris, and dead were lying on the fantail covered with sheets. We watched it fascinated, and tried desperately to remember everything we had been taught about the defensive tactics to be used against this type of attack.

Just before sunset two boats with an officer in charge departed to assist a net layer in putting out anti-submarine nets in the Retto. Then just before sunset we formed up with our squadron and retired for the night retirement area. This retirement at night was to avoid air and submarine attacks while we were sitting still.

We steamed through the darkness with Jap planes constantly being reported nearby. The following morning we were again off the Islands. The day was relatively uneventful. We furnish fuel to an APD, and we waited to be called into the beach. The fighting on shore was progressing ahead of schedule, and we began to think that the whole show was going to be a very tame one for us. We returned to the retirement area again that night, and the next morning, March 29, we had our first air attack aimed at our convoy. Early in the morning hours a Jap dive bomber sneaked in and made a low level bombing attack on the AKA off our port quarter. The plane zoomed over our ship at a low altitude and escaped.

We could hear the roar of its motor and see its exhaust flashes, but as the night was very dark we could not identify its type. It had dropped one bomb that missed the AKA, but did some underwater damage and the ship had to drop out of formation. At dawn we arrived inside the island's harbor and went to a previously designated anchorage.

Aka Shima was one half mile to the East of us. Kuba

Shima was a half mile to the West and Yakabi was the same distance to the Northwest. There were several air alerts during the day when a couple of Zeros came overhead.

Early in the afternoon one of our signalmen reported that he could see a group of Japs on the beach of Aka Shima. We trained our glasses on them and there in full army uniform, but minus weapons, were a group of twenty or thirty



bandy legged, Nipponese soldiers. One was waving a white flag tied to a pole, while several of the others were gesturing with what appeared to be white handkerchiefs in their hands. They had had enough and wanted to surrender in the worst sort of way. Not one of the ships sent in boats to pick them up. Several hours later they could still be seen trying forlornly to gain attention. At last they decided that they weren't wanted and began wandering off into the brush, rock, and scrub pine that covered the Island.

On the evening of April 1, we again left the anchorage on our way to a night's steaming. The area in which we would travel all night lay between Kerama Retto and the Sakashima Islands to the Southwest, which were still enemy held. The night was dark and overcast with little air activity being reported. An hour before dawn on the morning of April 2, we sleepily dragged ourselves to general quarters. It was misty and the visibility was very limited. We could barely see the last ship in our column even though the vessel was only 1200 yards astern of us. A few moments after we had manned our guns, one of the lookouts reported a plane breaking out of the fog. We all strained our eyes and there above the last ship in the column we could make out the shape of a slow flying, single motor plane. It was skimming along at mast head height trying to keep under the low cloud layer that hung over the water. It calmly flew over the last

ship and as it passed over the transport directly astern of us we suddenly heard the staccato bark of a 20MM anti-aircraft gun. All eyes immediately focused upon the plane which up to now we assumed to be a friendly scout, and as it neared our stern we could clearly see the two red meatballs of the Japanese Empire painted on its wings. We opened fire at a range of about five hundred yards. The pilot, apparently not yet in the mood to die for his Emperor, banked his craft sharply to the left and speedily headed for the nearby cloud cover. As he zoomed for altitude he dropped a bomb which landed between the columns of ships, doing no damage. All our fire did to him was blow a few pieces of aluminum off his wings and possibly frighten him.

We reached gloomy depths because we felt that we had muffed our chance to get a much coveted Jap flag painted upon our bridge. We returned and spent the remainder of the day in our usual anchorage.

Early in the afternoon we again went through the narrow passage between Kuba Shima and Yakabi Shima and headed Southwest. Just as we sat down to our evening meal all hell broke loose. The ensuing action is best described in the official action report which follows, and in the letters of commendation written by the Commander of Army troops aboard, Lt. Col. G. G. Cooney, and his executive officer, Major J. M. Culpepper.

### USS MOUNTRAIL (APA-213)

c/o Fleet Post Office  
San Francisco, California

6 April 1945

From: Commanding Officer.  
To: Commander, Transport Squadron SEVENTEEN.  
Subj: Enemy Aircraft—Claim to Destruction of.  
Ref.: (a) ComTransRon 17 Dispatch 042350.  
(b) PacFlt Ltr. 51L-44 of 28 September 1944  
Enc.: (A) Statement of Lt. Col. Gerald G. Cooney.  
(B) Statement of Major James M. Culpepper.

1. In accordance with reference (a) this vessel submits its claim to have splashed and assisted in splashing five (5) enemy planes during the AA action on the night of 2 April 1945. Three (3) of these planes were "Sure Splashes" unassisted by the gunfire of other ships and two (2) were "Sure Splash Assists."

2. In order to distinguish with unmistakable clarity the particular planes which this vessel claims to have splashed, each plane observed to have participated in the attack, whether taken under fire by this vessel or not, is separately discussed, indicating what part, if any, this vessel played in its destruction. This report is based on a careful and discriminating objective analysis of the testimony of all officers participating in, or in a position to observe, the firing; and careful screening has eliminated all possibility of unintentional duplication.

3. As observed by the personnel of this vessel, nine (9) enemy planes identified as "Francis" participated in the attack. Analysis of the actions of each plane involved in the attack is set forth in chronological sequence as follows.

(a) The first plane sighted was destroyed in the air. It was not under fire from surface vessels. Two friendly F4Us attacked it and it exploded in mid-air after showing a trail of smoke. This vessel in no way participated in its destruction.

(b) The second plane was observed immediately thereafter. At the instant it was observed, it had gone into an attack-dive and crashed the U.S.S. HENRICO. No return fire was observed from any ship. This vessel in no way participated in its destruction.

(c) The surprise and speed of attack achieved by the enemy had averted any return fire up to this point. However, by this time this vessel's after twin 40MM and other War-Cruising Condition gun crews had opened fire on a third plane which appeared off our starboard quarter. General Quarters had been sounded and Condition I gun crews were rapidly manning their stations with a consequent increasing volume of fire being delivered. No gunfire from other ships was observed. Hits were observed and the plane was splashed without threatening any surface ship. Credit claimed for a "Sure Splash" unassisted by other ships in this case.

(d) Next a twin-engined bomber (identified as enemy "Francis") appeared off our starboard quarter. It winged over and went into a suicide dive directed at the U.S.S. TELFAIR which also engaged the plane. Smoke and flame was observed to come from the plane before it struck and splashed over the port bow of the TELFAIR. Observers state that hits were registered by the fire of this vessel. It is believed that the gunfire of this vessel participated in a "Sure Assist."

(e) At this point, a plane was seen to go into a dive well forward of the convoy, followed by a burst and prolonged flames. It is believed that this was the plane that struck the APD-21. This vessel in no way participated in its destruction.

(f) Almost simultaneously a twin-engined bomber (identified as "Francis") appeared slightly forward of the starboard beam on a course of approximately 15 degrees, range about 9000 yards. The 5"/38 gun took it under fire and the first burst appeared to commit the

pilot to his course of action. The plane winged over and went into a dive apparently aimed at the bridge of this vessel. Every starboard-bearing gun commenced rapid fire which was sustained without interruption. The plane kept coming through a solid cone of fire and it appeared that nothing on this earth could possibly stop it. Then, at a range of about 500 yards, it suddenly barrelled over and splashed into the sea. Despite the intent to make this a purely objective and conservative report, it is utterly impossible to describe this action without a sense of emotion for the superb gallantry and heroism of all hands, especially the gun crews. In the face of almost certain destruction, not a single man faltered for so much as an instant. This vessel emphatically claims a "Sure Splash," unassisted by the gunfire of other vessels.

(g) With hardly an opportunity for interruption of fire, another plane appeared in approximately the same position as a previous one and on a parallel-and-opposite course (identified as a "Francis") apparently making an estimate of the situation. The 5"/38 took it under fire and its second burst chewed off its tail. The plane dipped, went into a nose-dive and splashed into the sea without having committed itself to an attack. No gunfire from any other ship was observed. This vessel claims, with equal emphasis, a "Sure Splash" of this plane unassisted by the gunfire of other ships.

(h) Simultaneously (or possibly slightly preceding) the Quad 40MM and Forward Twin Starboard 40MM Guns engaged another plane which was crossing forward from starboard to port and apparently aiming at the U.S.S. GOODHUE. Observers reported that hits were scored and flames were seen to emerge from the plane before it struck the GOODHUE on the fantail. It is believed that the gunfire of this vessel may have participated in a "Sure Assist."

(i) The last enemy plane observed by this vessel failed to participate in the attack. Apart from its enemy character, its identification was somewhat uncertain. It circled and left the area, trailed and apparently pursued by two F4Us. It did not appear to be taken under fire by any surface vessel.

4. If any other enemy planes participated in this attack, they were not observed by the personnel of this vessel.

5. The supporting statements of Lt. Col. Gerald G. Cooney and Major James M. Culpepper, both of whom were present on the bridge throughout the major portion of the action, are enclosed. These statements represent entirely independent observation on the action, although, of course, there has been much general discussion of the action throughout the ship.

6. The Commanding Officer is fully conscious of the magnitude of our claims and, for that very reason, subjected all testimony on the subject to a most exacting and rigid scrutiny, rejecting everything that failed to have the support of numerous independent sources of evidence. He even tested his own direct observations and those of the Executive Officer against the testimony of others to check the coincidence of details. Judged by this exacting and objective attitude, the Commanding Officer feels that he could not, in strict honesty and with good faith toward his ship's company, claim less than has been set forth in the preceding paragraphs.

7. The Commanding Officer at this time wishes to state that the results attained show the benefits of an almost unceasing period of drills and especially great benefits derived by the gun crews always tracking planes whenever they are within sight.

R. R. STEVENS.

---

HEADQUARTERS FIRST BATTALION  
307TH INFANTRY

On the evening of April 2nd I was aboard the U.S.S. MOUNTRAIL with my Battalion (1st Bn. 307th Inf.) when a group of approximately ten (10) Japanese suicide planes attacked our convoy. It was a privilege to witness the splendid courage and devotion to duty of the officers and men of the U.S.S. MOUNTRAIL. The U.S.S. MOUNTRAIL I am sure was the first ship to pick up the enemy planes and open fire. The first plane I saw was flying parallel to our Starboard side. All guns opened up on the Jap "Francis." The plane made a slight roll and angled off to the left with smoke streaming from its tail. On its way down the plane hit the forward part of the TELFAIR. Shortly afterwards the plane that dove on the GOODHUE was brought under fire by all guns forward of the bridge. I am sure their assistance helped considerably in setting the Jap plane afire before it hit the GOODHUE.

A few minutes later a Jap "Francis" far out on our Starboard turned and headed directly into our ship. All the guns on the starboard side opened up and stayed on the approaching Jap plane until it exploded about 500 yards from the ship. This particular action was the most impressive experience I have ever witnessed of courage and plain *Guts!* Considering the fact that these men are 75% new men and their first action. It was extremely encouraging to stand there and watch the crews of two guns in particular stay at their guns with the Jap plane headed directly into the guns. Not as much as an ammunition bearer left his post until the Jap plane exploded close enough to almost feel the blast of the plane as it exploded about 500 yards from the ship. There is absolutely no question that the splendid courage and devotion to duty of these men saved the U.S.S. MOUNTRAIL and our men from a disastrous evening.

The next plane witnessed was at a great range passing parallel to our ship. The five (5) inch gun on the fan-tail fired two shots. The second shot knocked the tail off and the bomber burst into flames and plunged into the sea. Those were the only two shots fired at the plane.

To me this whole action showed splendid courage and devotion to duty which can come only as a result of good training and teamwork. I must say I am exceptionally grateful to be aboard the U.S.S. MOUNTRAIL after witnessing the action of April 2nd.

Lt. Col. GERALD G. COONEY,  
Commanding Officer,  
1st Bn., 307th Infantry.

---

HEADQUARTERS FIRST BATTALION  
307TH INFANTRY

On the evening of 2 April I was on the bridge of the U.S.S. MOUNTRAIL when several enemy planes attacked the convoy. To the best of my knowledge the U.S.S. MOUNTRAIL was the first ship to open fire on the attackers. The first plane fired on was flying parallel to the ship on the starboard side. All guns opened up with effective AA fire and as the plane began its suicide run on the U.S.S. TELFAIR it burst into flames before splashing. It is my belief that the fire of the U.S.S. MOUNTRAIL greatly assisted in the destruction of this enemy plane.

Following this action a twin-engine bomber was brought under fire by the guns of this ship. The plane started a suicide attack on the U.S.S. MOUNTRAIL from about 10,000 yards. The following action was one of gallantry for all officers and men of the U.S.S. MOUNTRAIL. The attacker was kept in a solid cone of fire until it splashed several hundred yards from the ship. There is no doubt that the heroic and gallant action of all gun crews in the face of almost certain destruction, saved the U.S.S. MOUNTRAIL from serious damage to ship, crew, and troops.

A short time later a two-engine bomber was sighted at a great range moving parallel to the ship. The five (5) inch gun of this ship shot its tail off with the second shot and the plane splashed into the sea. There was no other hits observed on this plane.

Another plane attacked the U.S.S. GOODHUE and was set on fire by AA from the U.S.S. MOUNTRAIL and other ships. This plane was kept under constant fire from guns of this ship throughout the suicide run.

The actions of all officers and men of the U.S.S. MOUNTRAIL under enemy fire assured all army troops aboard that we are in "Good Hands" and showed that this ship is prepared to handle any emergency.

JAMES M. CULPEPPER  
Major, 307th Infantry.  
TQM.

The entire action lasted only about twenty minutes, but to us it seemed years. When the plane that nearly got us finally fell, there arose from every man on the ship a cheer of triumph and hate that came from our very hearts. A few moments later when the last enemy plane had been shot down we all stood there straining our eyes looking for another target to destroy, another Jap to kill. That spell lasted only a few minutes, and then we all started chattering like magpies. Every man wanted to give his version of the action, and each had seen the thing a little differently.

We remained at general quarters until 2200 and then wearily went to our bunks to lie awake and let the patterns of planes and tracers whirl around our brains for hours. Our exultation at splashing three planes was more than tempered by the sight of soldiers and sailors dying horrible flaming deaths on the ships that had been hit.

Enemy planes were searching for us all night, but fortunately they didn't find us as the sky was filled with dense low hanging clouds. We were called out of our bunks by the general alarm several times before morning but did not see any more aircraft. We returned to Kerama Retto at dawn and found that the ships that had remained there through the night had also been under constant attack by the suiciders.

We rested at anchor all day and that evening our squadron again sailed out to the retirement area. This time we headed Southeast, which took us out of the path of aircraft coming up from Sakashima and Formosa. We did not return to the anchorage in the morning but continued steaming for the next ten days. We would travel 140 miles on one course, change direction 90 degrees to port, steam 40 miles and then alter course 90 degrees to port and sail back 140 miles. Traveling around this rectangle became monotonous but we were more than thankful that the Japs were not bothering us. We had a couple of submarine contacts. Our escorting destroyers depth charged the area each time they suspected a submarine's presence while we put on full power and hauled out of the way. No positive proof in the form of oil or wreckage ever floated to the surface to prove that subs had actually been stalking us. Late at night on the 14th we turned towards Okinawa, sailed up the Western coast of the island and headed for the Hagushi Beaches. As we traveled along the coast we could see the flashes of the artillery duels on shore and close at hand cruisers and battleships were pouring murderous broadsides into the Jap lines. We could see the red hot projectiles arch their fiery path through the night and burst in a mushroom of flame on the shore. One out of every



*Okinawan Women*

few would be a star shell which would flood the island with an intense light. On shore, small arms and heavy weapons would blast anything that moved, while thousands of eyes peered across the fireswept no-mans-land. Two hundred years ago Francis Scott Key must have witnessed a smaller but in many ways similar display of deadly pyrotechnics when he described such a scene. We too were witnessing freedom's holy light at its grimmest.

The morning of the 15th we awakened to find ourselves anchored about a mile off the beach where the Army and Marines had stormed ashore 15 days earlier. Down the coast, about 5 miles to the south, we could see the pall of smoke that marked the front line positions, while opposite us in the low hills could be seen the Kadena airfield, now being used as a Marine fighter and interceptor base. Up the coast to the north stretched the mountainous section of Okinawa where the Sixth Marine Division was mercilessly digging scattered Jap units out of their caves and hideouts. Around us on all sides were ships representing every class of vessel in commission.

Just at dusk of our first day here we were alerted by an air raid when several Jap planes came over the land, apparently intending to make suicide attacks on the ships in the anchorage. Two were immediately shot down. The third plane, visible to us, miraculously flew one of the densest anti-aircraft barrages that anyone aboard our ship had ever seen. There were numerous other attacks the next two days, but the Marine and Navy pilots did a wonderful job shooting down most of the planes before they even came near the shipping.

We received word on the 16th that we were to participate in a demonstration landing off the southeastern coast of the island. The purpose of this attack was to simulate a full scale landing so that the Japs would draw troops out of their front lines to meet the new threat. This, it was hoped, would enable our army to crack the stubborn defensive positions across the center of the island which were protecting the capital city of Naha and its adjacent airfields.

On the night of the 17th we got underway, and dawn found the ships about 8 miles off the enemy held beaches. Closer to shore our battleships and cruisers were bombarding the shoreline and the territory immediately inland. Still closer to the beaches LCI rocket ships and gunboats were blasting the hills and shore with tons of explosives.

Along with the other ships present, we lowered our boats, loaded them with troops, and dispatched them to the rendezvous area. The transports then headed out to sea to wait until the feint was completed. Our boats formed up in waves and headed for the line of departure through the rough, whitecap covered seas.

Most of the soldiers were seasick before they had barely begun. As we neared the line of departure our boat waves formed a line abreast and waited with their engines idling for the signal that would start them on a two mile dash towards the Jap held shore. The signal was executed and the boats

roared away while the bombarding ships intensified their fire. Several squadrons of divebombers and fighters began bombing and rocketing the shoreline with high explosives. Their gyrations ending in screaming dives reminded us of the attack of an angry swarm of bees.



*Refugees on Okinawa*

As we neared the beach we saw a few splashes in the water which we assumed was enemy mortar or artillery fire, but since the shells were falling at least a quarter of a mile away from us it caused no concern. Two thousand yards from shore our boats swung sharply to the left and then headed out to sea again while our control boat remained behind to see that there were no disabled boats left behind to drift onto the beach. All our craft cleared the area safely, then wet, tired and seasick we turned back to the transport area where the ship was waiting to hoist us aboard. Because of the heavy seas it was difficult to secure the boats. Soon though, the convoy got under way again for the Hagushi Beaches. We dropped anchor that afternoon about a mile off shore.

Four days were spent waiting for word to unload the troops, and sometimes during the day and always at night there were air raids. When it was dark our two smoke boats would lay a dense smoke screen around the ship at the approach of Jap planes. Most of the time the smoke effectively hid us from aircraft, but waiting at our gun stations in a grey billowing artificial fog was hard on the nervous system



when we could hear the engines of the aircraft as they skimmed the water looking for us. We would strain our eyes, and occasionally through a hole in the smoke we would see the exhaust flare of a searching Jap, but gradually we would become used to the routine until a smoke generator would blow up and start burning, or a perverse wind would start to disperse our smoke screen. Our Bullhorn and those of the hundreds of ships around us would bellow out orders over the water to their, often lost, smoke boats. The order "Smoky make smoke" would sound off at first when the planes were miles away and if for some reason the order was not immediately complied with, the horn would keep repeating the order with a volume and urgency entering into the talker's voice that was inversely proportional to the distance the enemy was from us at the time.

Gradually the words "Smoky make smoke" became the battle cry of the Okinawa campaign, while the Hagushi anchorage became known as "Smoky Hollow."

Finally on the 23rd of April we received orders to debark troops and unload cargo. All the boats were lowered and we turned to the job with a will. We wanted to get out of there as soon as we possibly could. The beach party went ashore, set up a command post and started surveying the beaches for a suitable spot to land the vehicles. The boats were loaded and started making shuttle trips to and from the beaches and the unloading pontoons that the Sea Bees were operating. All day and night we worked without stopping except for the inevitable air raid. On the following day we carried the last load to shore and our boat crews then wearily returned to the ship and were hoisted aboard by equally weary deck

hands. In preparation for our departure we sent out a message to all smaller amphibious ships telling them that we had some fresh provisions for issue. Immediately LCIs, LSMs, and LCTs descended upon us like a swarm of hungry ants upon a picnic cake. When we had finished giving food away we had very little left aboard, but we were glad to give it to those people. We were going to return to a rear area while these poor devils would have to stay out here much longer.

April 26th we heaved in and with the entire ship in high spirits we set sail with our convoy bound for Ulithi Atoll in the Western Carolines. As we sailed southward along the coast of Okinawa, I know there were many of us that said a silent and personal prayer for the safety of the men we had carried aboard and who were now getting ready to go into the front lines. We had found the 1st Battalion willing to work and fight alongside us as comrades. Radio Tokio referred to these men as "The Bloody Butchers of Guam" but we will remember them always as good shipmates and friends. We steamed past the Western end of the battle line where we could see clearly the artillery duels still thundering; past the Southern tip of this island that was to exact such a toll of blood from our nation, and then we set our course to the Southeast.

On the 30th of April we anchored in the lagoon at Ulithi and began taking life easy for the next few days. The carpenter shop made a couple of aquaplanes which we towed and precariously rode around the lagoon. We sent daily liberty parties of officers and men to the recreation island of Mog Mog while those left on board started cleaning up and painting the ship.

A few words should be written about the Island Paradise of Mog Mog. It's a small coral dot about one mile long and half a mile wide at the broadest point. On shore there is a large recreation area and a baseball field with the only substantial buildings on the island being the refrigeration huts where thousands of cases of beer are kept cool for the fighting men of the fleet. So far it sounds good. However, the heat is so bad that you sweat continuously, but because the humidity is high the sweat won't evaporate so you become sticky, smelly and uncomfortable. The glare of the hot sun on the glistening white coral is so bright that you get a splitting headache in a very short time. The icy beer tastes wonderful and refreshing but treacherously assists the sun in torturing your aching cranium. Then there are the crowds. Literally thousands of sailors are ashore trying to relax after weeks aboard crowded ships, and if you find a shady spot to rest you are considered either lucky or quite tough. Then to amuse ourselves we fight. Yes that's right, we start fights with men from other ships. They are not vicious battles, mind you, and it's all done in the spirit of hearty good fellowship with everyone joining in but the shore patrol who vainly try to keep more than three or four hundred men from fighting at one time, and also try to keep themselves from being the victims of some minor mayhem. Yes indeed! Mog Mog was



very relaxing. You could go ashore, let off your steam, have a drink, and return aboard with an entirely new perspective on life.

Beginning the 18th we had four days of anti-aircraft firing practice. We anchored our ship in the firing anchorage and planes towed targets past our guns at every imaginable angle. We shot down 7 of the targets and felt justifiably proud because it was the best shooting done by any APA in our group. On the night of May the 21st we received a message aboard ship that we just couldn't bring ourselves to believe was intended for us "PROCEED TO THE UNITED STATES." At 0650 the next morning to the strains of "California Here I Come," we sortied from the lagoon and set our course to the East and Home.

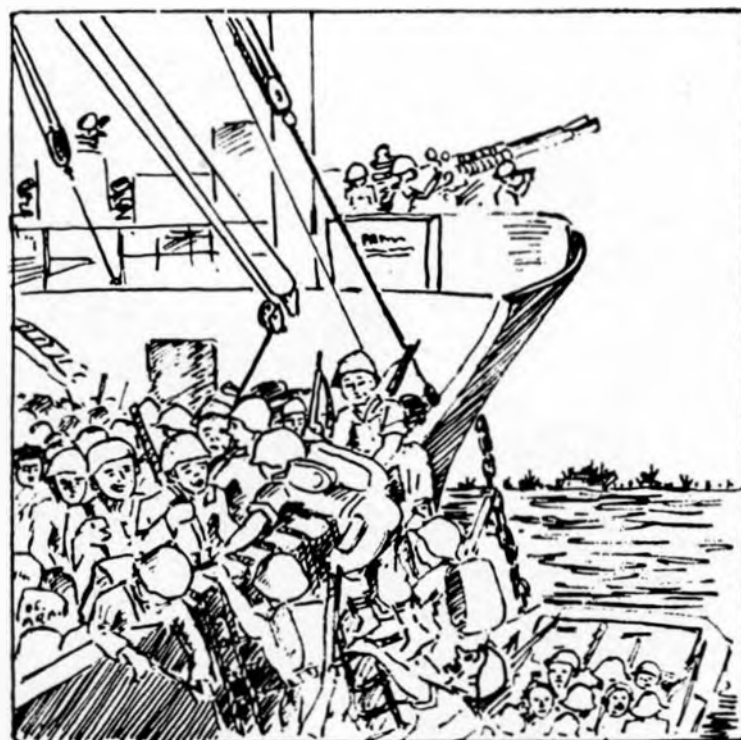
May 28th we re-crossed the International Date Line and lost a day. On June 1st we sighted Diamond Head Light on Oahu in the Hawaiian Islands and kept right on sailing. By the 5th of the month we had the ship really shining for

the Captain's Inspection, and when the Commanding Officer seemed fairly well satisfied with what he found, all minds turned with one accord to making plans for liberty in San Francisco.

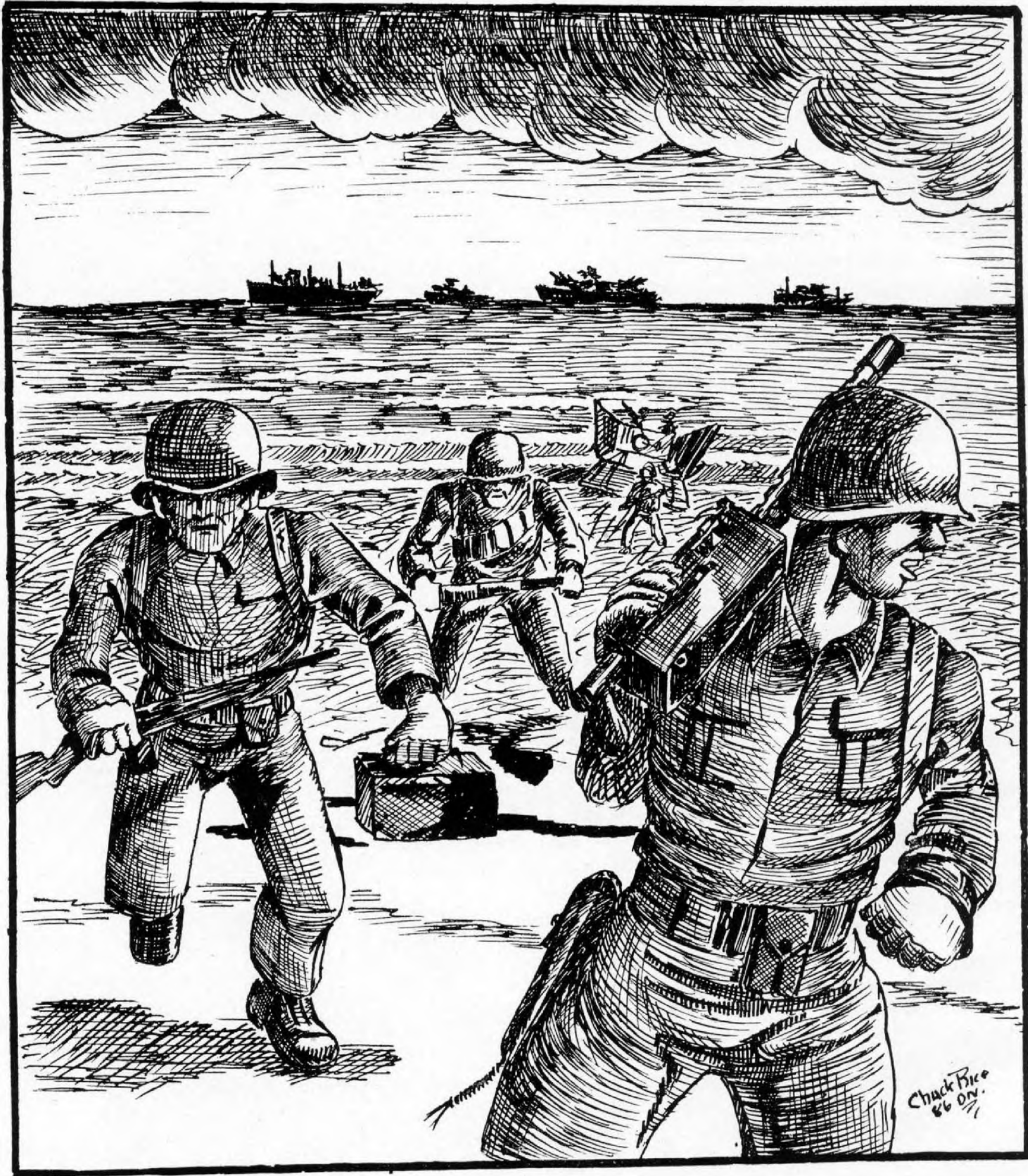
On the morning of June 6th we sailed under the Golden Gate Bridge while the Chaplain said a prayer over the loud speaking system, thanking God for our safe return and praying for the many men left behind us who would never again see the shores of their homeland.

We all felt serious and reflective because we realized suddenly that during the last five months we had learned some very simple truths. We felt that only those who have come close to death can realize how precious life is; that our country represents everything to us that we are fighting for, our homes, wives and families. We were really grateful to be back alive, and capable of returning to finish the destruction of our hated enemies.

LIBERTY COMMENCED AT 1600.



*Going over the side*



Chuck Rice  
86 Dr.

OKINAWA

# SECOND VOYAGE

Those of us who didn't get to see our families while we were in San Francisco at least talked with our homes by long distance telephone. We had so much to tell and so many things to ask about that the hours seemed like minutes and days like hours. On June 12th we shifted to Dock No. 2 in Oakland's outer harbor and, since this move indicated to us that soon we would be underway, we tried with renewed vigor to make the most of every moment of liberty. On the 16th we loaded 80 officers and 1391 enlisted men and made all the necessary preparations for the new voyage. That night each officer and man celebrated his last liberty as fancy dictated; the always difficult farewells were said, and we returned to the ship on the following morning, weary after a sleepless night of celebrating or "mourning," as the case might be.

Casting off our lines at 1414 we steamed slowly down the bay standing at the rails and memorizing every detail of San Francisco's skyline. As we passed under the span of the Golden Gate Bridge we cast pennies into the waters in conformance with the tradition that these offerings to the sea would be accepted by Neptune as insurance for a safe and speedy return. Our bow lifted to meet the first swell and we were officially on our way to Leyte. The first leg of our trip took us North of the Hawaiian Islands and close to Midway. From there we steered sharply to the South. Nine days out of the states we crossed the International Date Line and to celebrate the event all hands, passengers and crew, gathered

topsides. The Golden Dragon flag was unfurled from the foremast while Neptune and his royal retinue opened court on number two hatch. It should be noted that ladies of the court were all stunning creatures, full bosomed, and with a gay lascivious charm about them, although, a few of the less discreet observers did call attention to the fact that the queen could stand a shave. The first to be initiated were six Lieutenant Colonels, who, we were surprised to find, looked little different than the more common breeds of home sapiens when they had been stripped to their shorts. The charges and accusations were solemnly recited and each Colonel was found guilty on all charges regardless of his plea. In turn each had his head clipped of all hair (that is those did who had some) and their bodies were given a bright new lustre with a fine grade of bunker oil, then all were unceremoniously dumped into a large coffin, filled to the brim with salt water. Spluttering and cursing they were carried to an operating table that had an exposed copper plate for them to rest their weary posteriors upon. A small but provocative charge of electricity was sent crackling through their bodies which seemed to immediately bring back their lost youth and make them frisky as ten year olds. Colonel and Yard-Bird received the same fair, impartial treatment although some of us did give special attention to a couple of gorgeous 2nd lieutenants. Tortured and torturers alike had a whale of a time (we like to believe) and the gruesome festivities lasted until the evening meal.

Four days later we dropped anchor in Berth 1 in the lagoon of Eniwetok. We remained there a couple of days and on July 1st sortied through the coral-bound entrance and continued to the Westward, arriving without incident in Ulithi on July 5th. We remained here overnight leaving at noon of the following day.

The heat and humidity again had swept their oppressive cloaks about us so we were uniformly happy to sight cooler rain drenched mountains of Leyte on the morning of the 9th. We anchored in San Pedro Bay which is the Port for Tacloban, provincial capital of the Island, and where General MacArthur landed his first assault troops for the reconquest of the Philippines. The next day we debarked 1023 officers and men on a beach that still showed the ravages of war. Our boats returned to the ship and we left the next day on our way to the Capital of the Philippine Commonwealth, Manila. We passed Southward along the broken shoreline of Leyte, past the Islands of Cabugan, Chico and Cabugan Grande, and then turned to starboard into the Surigao Straits with the rolling hills of Mindanao close at hand to the South. We slid rapidly through the Mindanao Sea and rounding the Southern tip of Los Negros Island, headed North through the Sulu Sea. At no time were we out of sight of land. We saw in turn the shorelines of Panay and Mindoro and often changed our course to avoid one of the small, jutting, jungle covered pieces of land which go to make up this 6000 island



"Lissen, Mac—This ain't no boat, it's a ship, see!"

archipelago. On the morning of July 12th we passed through the narrow entrance of Manila Bay. To the North we saw the hallowed ground of the Bataan Peninsula, a misty halo of clouds ringing its towering mountain peaks. Within a half mile of our port beam was the rocky, barren fortress of Corregidor with its topside blasted and torn by thousands of tons of cordite and steel. Near the Eastern shore of the huge yellow bay was a forest of masts, while shimmering on the sun drenched plain behind we could see the City of Manila, bedraggled "Paris of the Orient."

We weaved our way across to the anchorage, avoiding native lateen rigged sailing boats and the sunken hulls of dozens of Japanese war and merchant ships. Our carrier aircraft had, some months previously, made this shallow, muddy bay the grave for over three hundred Nip vessels. In places their fire and bomb torn decks and superstructures were visible as they lay rotting and rusting in the shallow water.



*Filippino Children Planting Rice*

We anchored about four miles from shore to await our turn to discharge. On the 16th we moved alongside pier 13 and all hands went ashore on liberty. We soon discovered that Manila was no longer anything, but a caricature of a city, a Memorial to the destruction of modern war. Flame, steel and high explosives had gutted every structure of any size; the jagged skyline presented a pitiable and terrifying scene of destruction. Our liberty boats took us up the Passig River which is a heavily traffic waterway that roughly divides Manila in two. On the Northern shore near the waterfront, were the slums teeming with tens of thousands of ragged Filipinos and a scattering of Chinese, each trying to resume their normal lives. This was the least damaged area of any we saw. Farther inland on the same side of the river is the business district which the Japanese fought for from every corner, alleyway and rooftop. Only the unleashed fury of our artillery and flame throwers had been able to blast and burn them out. On the right bank of the river were the shattered structures of the government buildings, the ancient walled city, and farther back, the residential and apartment house

areas where a hierarchy of Jap officialdom had lived like the Oriental despots they were.

As we stepped ashore we were astounded by the numerous bars, bistros, and gaudy night clubs that enterprising natives had built out of rubble and palm fronds. These establishments with victrolas blaring mid-thirties jazz were everywhere. "Mary's Joint," "The Golden Slipper," "Pedro's Greasy Spoon," and "Dirty Girties," were typical of the tin wallboard signs that beckoned the G.I. and sailor to come inside and try poisonous cocktails made of wood alcohol, or a full course meal featuring "real beef steak," (which the old timers recognized at once as being water buffalo) smelly eggs, and in addition, with the compliments of the house, you could at any time get a side order of amoebic dysentery. On the muddy streets urchins were selling genuine Manila-manufactured Jap flags for ten pesos or five dollars American. Nipponese invasion currency of every denomination was the stock in trade of each peddler. However, don't get the impression that the population as a whole were trying to fleece their American cousins, most were far too busy trying to clean up and rebuild this city that they had always been so proud of and which they still loved with a fierce pride.

We visited the walled city which was where the Japs, who had been trapped in Manila, had made their final bloody stand. It is the most ancient section of the city, and is an area about a mile and a half square enclosed by a huge wall of stone and earth that in places is thirty feet thick. Inside there had originally been numerous churches, schools, and homes, but what we saw looked like a scene from the seventh ring of hell as described in Dante's "Inferno." For days artillery fire had swept every square foot of ground, probing with the relentlessness of doom for the entrenched Japs. Very few slant eyed Sons of Heaven lived through this murderous barrage to surrender, and many who did, were babbling pieces of shell shocked flesh little resembling men. We left this scene of destruction and continued our sightseeing along the once fashionable Dewey Boulevard which now carried a constant stream of every imaginable type of Army vehicle. Battle weary troops were being returned to the city from the fierce fighting that still raged in the Northern mountains while fresh units were being moved out on their way to the front lines. Huge supply dumps and staging areas were being set up for another major operation. We also passed other camps, covering acres of muddy swampland, in which had been deposited the shattered wreckage of thousands of Japanese aircraft of every size and description.

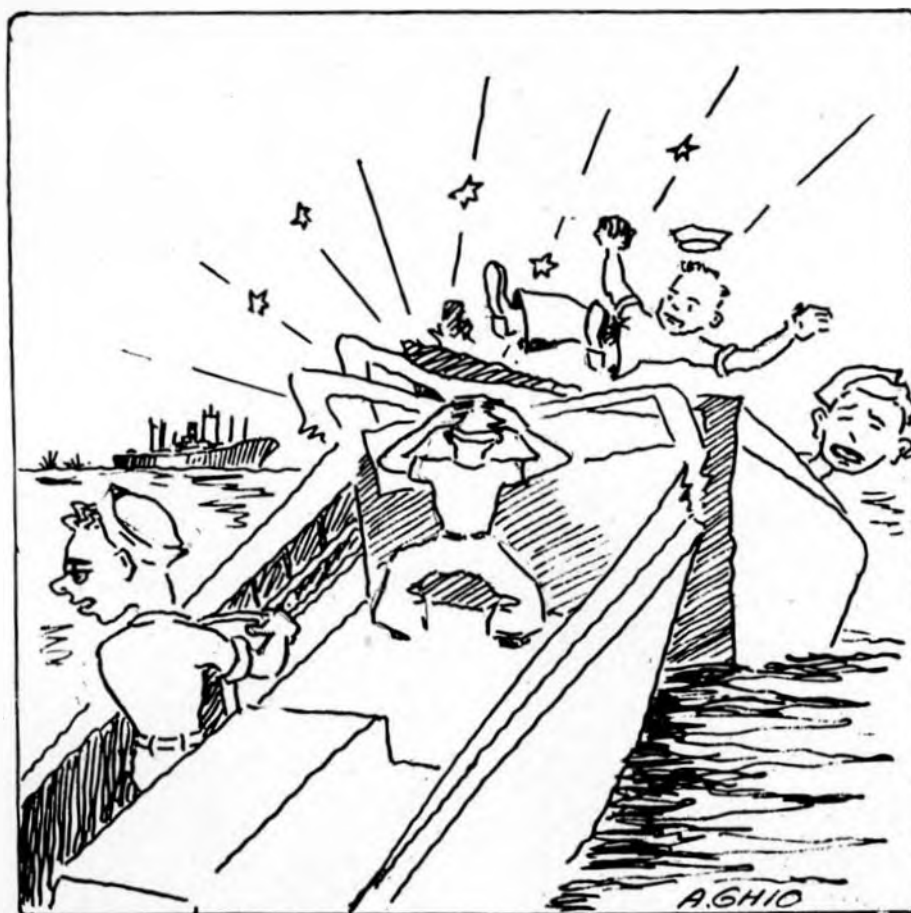
We visited Santo Tomas University which the Army had converted to a modern military hospital with hundreds of tents pitched around the main buildings to accommodate the recuperating patients. The Monkey Men had used it for the much less humanitarian purpose of incarcerating the hundreds of allied civilians who had been trapped in the Islands at the outbreak of the war. Bilibid prison with its forbidding stone walls and barred porticos was now the cage for Japanese prisoners of war who observed all the niceties of military conduct by religiously saluting us as we walked

through its guarded yards. We ignored the salutes of men who had been responsible for the Death March from Bataan and whose brothers in arms had nearly taken our lives on April 2nd off Kerama Retto.

Our sightseeing was abruptly halted on July 19th when we set sail for our return to the United States. Our orders were, to hurry back to the States, pick up a load and return to Manila where we would be assigned to a combat squadron to go into training for a new operation that was being secretly planned. This hush, hush attack, we now know, would have carried us to an amphibious assault on the Jap's home Island of Kyushu. From the bay entrance we turned South into the Sulu Sea, this time our route to the Pacific through the Island barriers took us by way of the Straits of San Bernardine. It was through this passage that the shattered remnants of a proud Jap naval force had fled after our old battleships, many of them being the vessels that had been salvaged since

December 7th from the mud and slime of Pearl Harbor, had destroyed the greater portion, a major portion of their fleet. We, as the fleeing Japs had done, passed through the Straits at night, feeling and groping our way with radar and the skill of our skipper guiding us. At dawn we traveled through the last few miles of the narrow passage bounded by Luzon and Samar, then with a pitch and roll settled on a easterly course through the Pacific.

Seven uneventful days later we refueled at Eniwetok and impatiently got underway again. We polished and painted the ship so that we would be presentable in San Francisco, and the Captain inspected the results of our efforts the day before we arrived. It was after dark on the night of August 5th that we saw the beckoning light of the city of Saint Francis shining through the narrow straits that have watched millions like us sail out of and return through from the war. We were home again. LIBERTY COMMENCED AT 2100.



*Boats Crashing*



*Water buffalo cultivating rice paddies*



*Coastal highway*



*Home Sweet Home for the Filipinos*



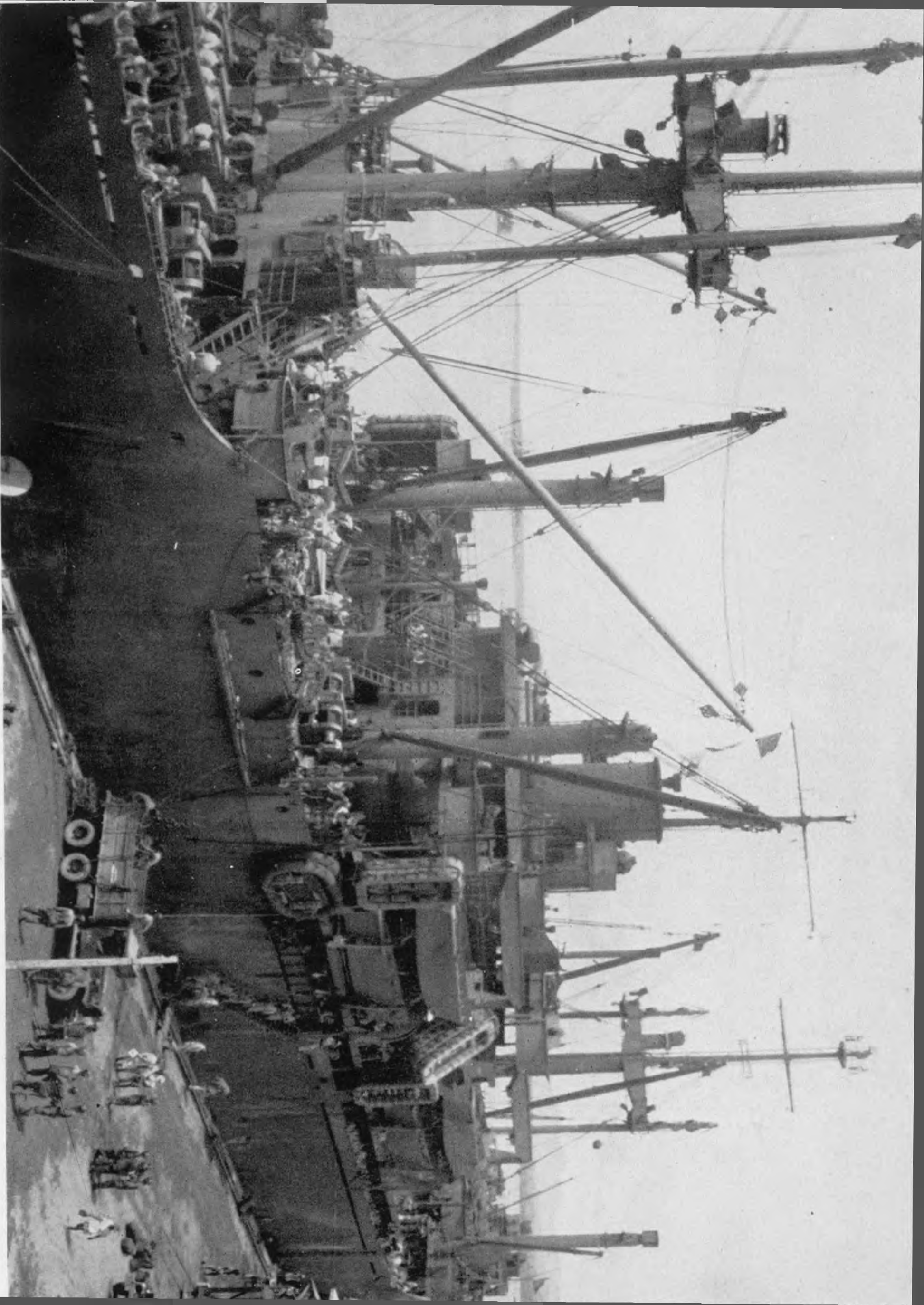
*We looked odd to the Japs, too.*



*Everybody wears a uniform in Japan*



LOADING 77TH DIVISION AT CEBU, P. I.



# THIRD VOYAGE

Our stay in San Francisco was marked by a series of events that the peoples of the world had waited many years to see, the United States loosed the terror of the Atomic Bomb on Nagasaki and Hiroshima, Japan reluctantly surrendered and the MOUNTRAIL had a party. History's tomes will completely discuss the first two happenings, but for fear that they will overlook the third we will discuss it with a few well chosen superlatives. On the night of August 14th all the officers and men, except a skeleton watch, began congregating in the Masonic Temple in San Francisco. Our dates appeared on time and the dancing and beer drinking began. Outside we could hear the howling mobs tearing up the city in a victory celebration. Inside we were enjoying the esthetic satisfaction derived from a fine show of interpretive dancing by as comely a line of buxom blondes and redheads as could be found. Between their abbreviated costumes, our long beers, and the good fellowship of the officers and men relaxing together after a rigorous voyage the evening couldn't have been better.

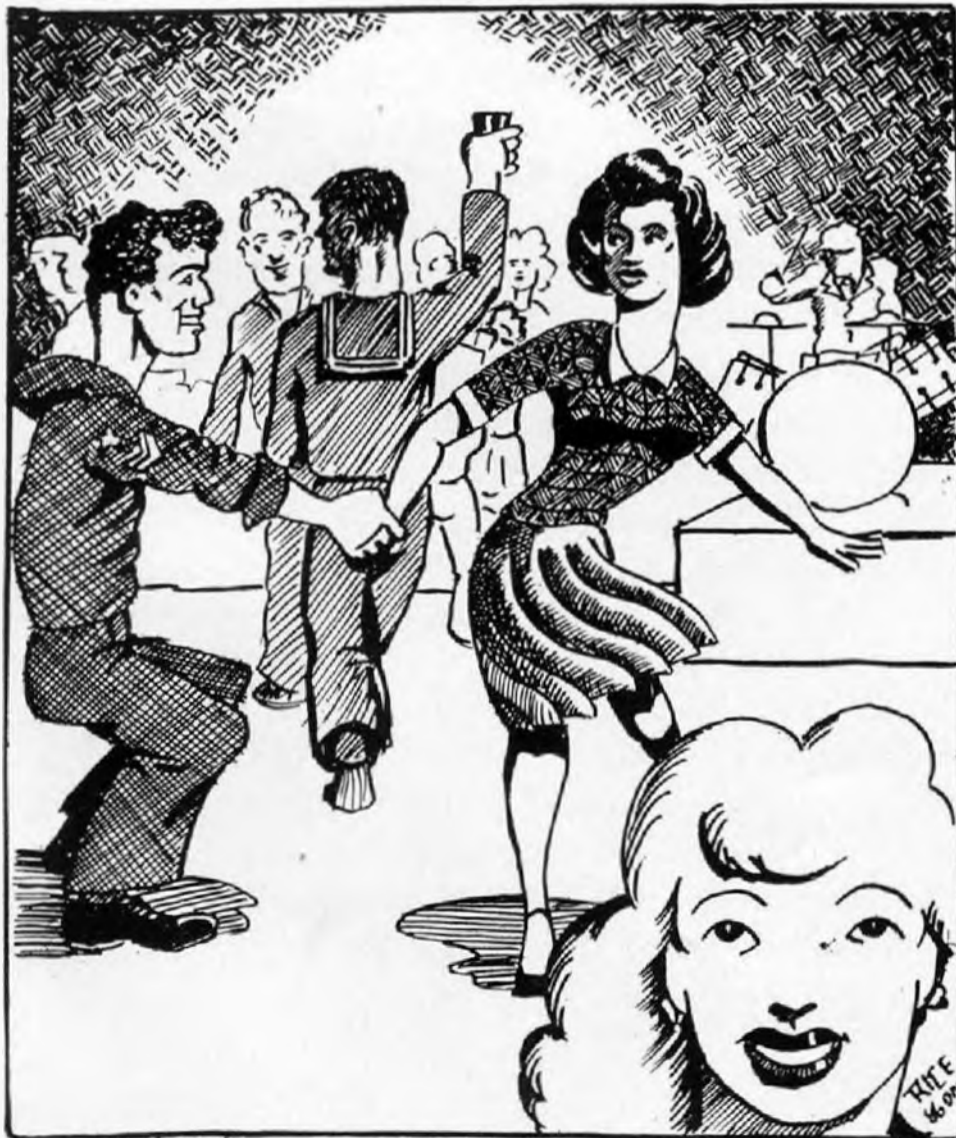
We wearily returned the next morning to the General Engineering and Drydock Corporation's Alameda yard where the ship was undergoing a general overhaul. On the 21st we steamed across the bay to a San Francisco Army dock, took aboard a full load of troops and that same afternoon headed out to sea. We were again headed on what was now to us the boring voyage to Eniwetok. On the 29th we crossed the 180th Meridian and then a few days later stopped at Eni-



*Batangas Cathedral*

wetok, from there to Ulithi, thence to the Philippines, through the San Bernardino Straits, and on the morning of September 11th we came to anchor at the port of Batangas, Luzon. Here we debarked the units of the 86th Infantry Division that we had been carrying aboard, and then took a look at the city. It is a small mountain-encircled port about 70 miles south of Manila. It was here that General MacArthur made a bloodless landing during his encirclement of the Philippine capital. The harbor has a few scarred masts of Jap ships sticking out of the water and the beach was strewn with our and our recent enemy's landing craft. The town itself had been torn by bombs and fire and presented a pitiful sight. The inhabitants had little to sell to the souvenir hunters except the inevitable wooden shoes and hemp table cloths that were to be found everywhere in the islands.

A few days later we sailed back through the dangerous Straits and anchored the following afternoon in San Pedro Bay, Leyte. Here we took on fuel and waited for orders. We received word on the 18th to go to Abuyog about forty miles down the coast to pick up a company of troops and thence to Cebu city on the Island of Cebu and prepare for an operation. We spent the night of September 19th anchored off the village of Abuyog and the next afternoon left



*Ship's party*

for Cebu. We steamed all night through narrow channels studded with pinnacles of coral and rock, arriving at our destination the following morning.

Cebu is the second largest city in the Philippines and before the war was the center from which hundreds of shiploads of hemp and sugar were sent to every nation in the world. The Japanese realizing its value commercially and also coveting its protected harbor made it an Army and Navy Operating Base second only to Manila in size and importance.

During our softening up raids prior to the Philippine Invasion, carrier task forces had made this Island city and harbor the focal point for murderous attacks by air. They blasted the waterfront area and any shipping found in the bay until the muddy bottom was covered with dozens of rusting hulls.

We had a pleasant surprise at Cebu when we found we were going to load a Battalion of our old friends, the 77th Division. Our destination was to be the City of Hakodate on the Island of Hokkaido, Japan. We moved ship from the outer harbor alongside a dock and commenced loading. All hands again were given a chance to go ashore and as usual no one refused the opportunity.

We found the city similar to all others we had seen in the Philippines. Everywhere was an all prevailing rancid sweet smell that is peculiar to the islands. We discovered that its source was rancid coconut oil which is used for everything from cooking to hair pomade. The inevitable wooden shoes and hemp tablecloths were again for sale at the usual inflated

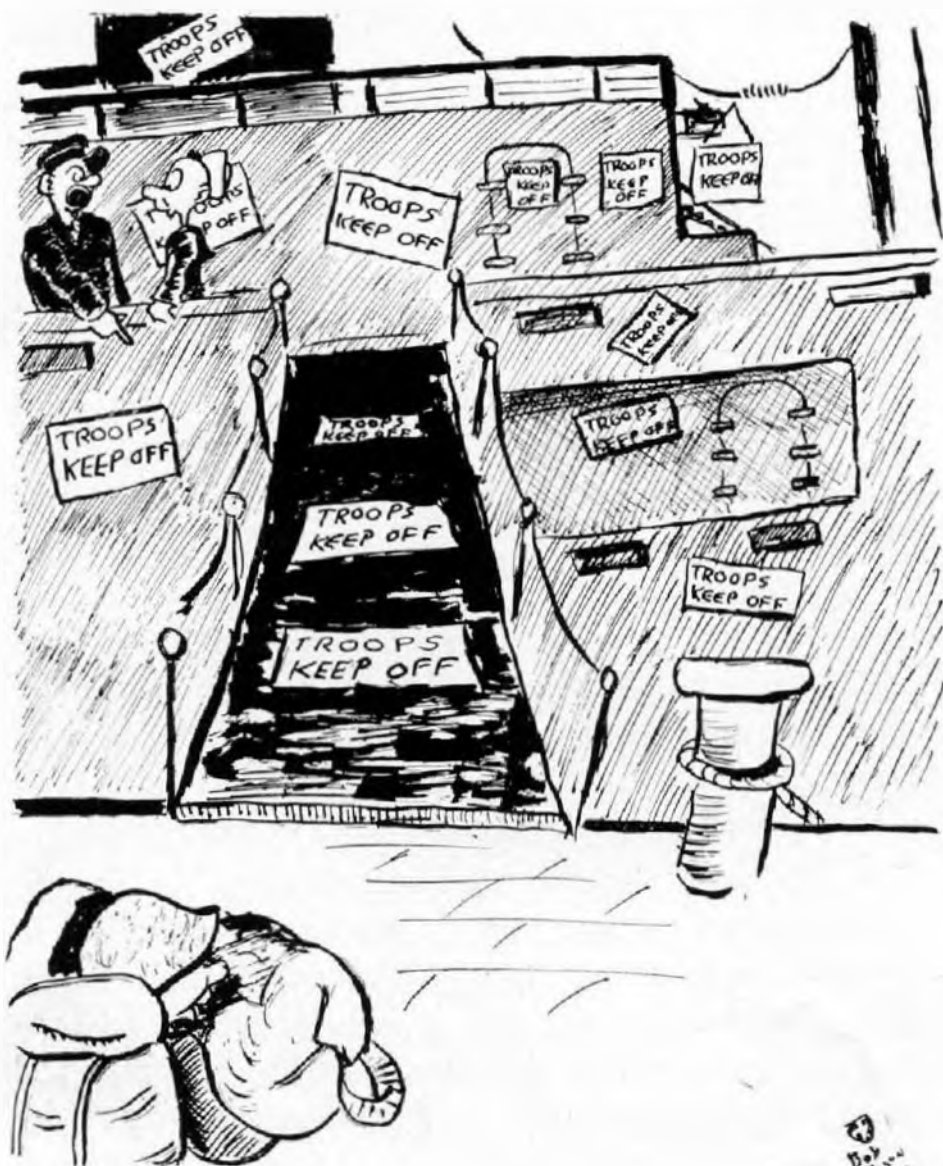


prices. It was a pitiful sight to see ragged underfed natives with pockets bulging with money and nothing for them to spend it on.

Those of us who had an opportunity to take trips along the coastal plain upon which the city is built, saw some of the most beautiful country in the world. Mountain streams came babbling out of the mountains and jungles and emptied into the muddy inland sea. Slow moving water buffalo, up to their bellies in yellow mud, pulled primitive plows through rice paddies. The only evidence of war was the bridges which had been destroyed by the retreating Japanese, who were now impounded inside a barbed wire stockade a few miles out of town. We were told that they made no attempt to escape because the Filipinos still were prone to indulge themselves in their time honored custom of decapitating their enemies.

Our boat crews held a series of rehearsals for the loadings which were to be made just as if we were going in upon a defended beach. Then on the 26th of September we got underway in company with Transport Squadron THIRTEEN and the following morning stopped briefly off Abuyog heading North later in the afternoon. As we progressed northward we received word of a typhoon in our path so we changed course and steamed eastward in an attempt to skirt the storm. We pitched and rolled through froth-covered seas that often broke over our bow but successfully avoided the full fury of this storm that finally expended its destruction on Okinawa. Again we changed course and continued our travels Northward.

On the night of October 4th we entered the narrow Tsugaru Straits between the Jap Islands of Honshu and Hokkaido and the following dawn found us in the outer harbor of Hakodate. Our boats were manned and lowered, formed up in waves and proceeded to line of departure. From



*You can carry it too far*



*Looking down main street in Hakodate*

our vantage point the waterfront appeared deserted, in fact the entire city showed nothing but a few lazy spirals of smoke to show that anyone was there. We received the dispatch order and our landing craft roared into a small boat basin where we discharged the fully armed troops we carried. Here we saw our first Japs. Working parties of stevedores were lined up on the docks ready to assist in the unloading of cargo. You could not characterize these Japs as having any unity of expression or emotion, some were laughing and pointing at everything they saw, some were definitely sullen, while most just stood impassively observing our every move. They were being directed by dapper but sullen Japanese police each in a black uniform with a short decorative but very businesslike dagger at his belt as his badge of authority.

The ship was speedily unloaded and then all hands were given a chance to visit the city with the strict provision that there be no buying or trading and no contacts with the civilians. Higher authority wanted us to enter as conquerors not souvenir hunters. We found the city modern in many ways with street cars, paved streets, department stores and



*Shinto shrine*

wide boulevards but primitive in many other respects with all the sewage from its teeming slums and beautiful residential sections running down ditches at the side of every street. We saw a great many demobilized Japanese soldiers in the streets and most of the men and boys were wearing some kind of a uniform. Women ran as soon as they saw us the first day we were there. A day later they did not run but hurried about their business watching us suspiciously out of the corners of their eyes. Hakodate abounded with religious shrines. We visited Buddhist Temples, an Orthodox Greek Church, a small Catholic Church, and numerous Shinto Shrines.

Our sightseeing was over on the 6th of October when we sailed across the narrow straits, anchored overnight off the city of Aomori on Northern Honshu and then left the following day for Guam in the Mariannas.

Five days later we dropped the hook in Apra Harbor which is the only harbor for this nerve center of the Pacific. Recreation activities were numerous but the Island had so many thousands of soldiers, sailors and Marines on shore that our stay was rather dull. Because of necessity, everything we did was regimented and planned and we had no chance for individual excursions. We did however see the huge B-29 bases from where our Superforts left in the last year of the war to destroy Tokyo and the major cities of the Nipponese empire. While we were here numerous Japanese warcraft put into the harbor to pick up supplies or to carry their prisoners back to their homeland. Again we began taking aboard a new load of troops, this time units of the 6th Marine Division. The day before our departure we had a big beer party and then without regrets set sail for China.

We passed close to Kerama Retto, continued through the South China Sea, entered the Yellow Sea and on October 28th arrived at the North China port of Tsingtao. This city at one time was owned by the Germans who developed its fine harbor, dock facilities, and made of it a modern city for the Orient. During the First World War the Japanese had driven the Germans out and left themselves only to return during the China incident. From the harbor the city appears



*Downtown Hakodate*

to be much more modern than it really is. All the roofs are of red tile and the imposing buildings in the business district appear to be new and clean. When we got a closer look at the city we found it not quite so pure. As they had been in Japan our noses were assailed by a variety of odors the minute we set foot on shore, with the smell of long dead fish being the most predominant. The streets were crowded with thousands of rickshaws each human beast of burden clamoring for our trade.

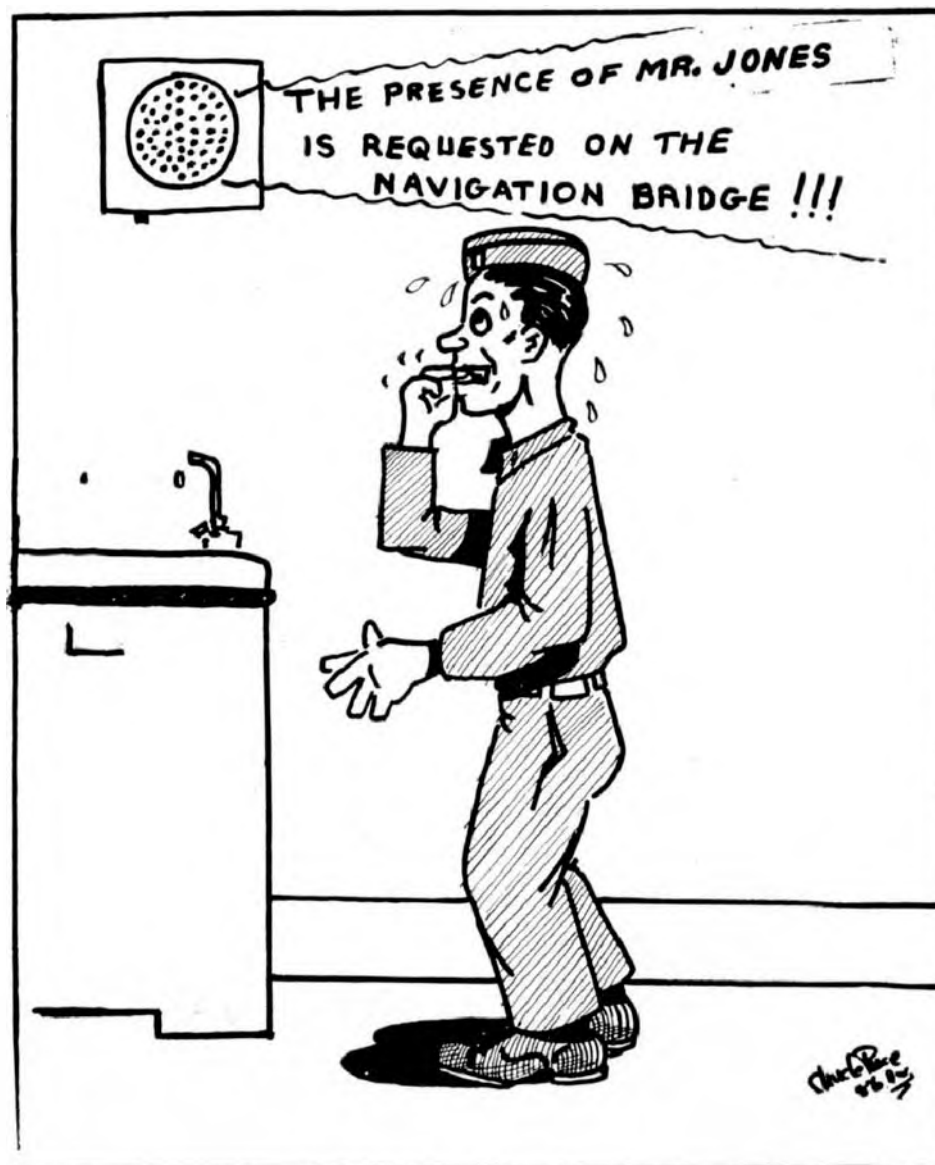
The sidewalks were a milling throng of peddlers, beggars, business people, Chinese soldiers and our own sailors and Marines. Every few steps there were bars and restaurants clamoring for us to taste their poisonous concoctions. White Russians, people without a country, were numerous in the city and their establishments were cleaner and a little more modern than the average Chinese Bistro. The shops were overflowing with goods for sale most of it being cheap Japanese wares with which the recently defeated Nips had flooded every occupied country. The exchange rate for currency when we arrived was three thousand Chinese dollars for one American, however, in a few days it was four thou-

sand to one. Compared to the succession of barren spots we had visited before Tsingtao was a paradise, and we were thrilled when we learned that we were to load our ship with men eligible for discharge and return to the United States via Shanghai. Loaded with souvenirs we prepared to get underway for Central China on the afternoon of November 2nd, but just as we were pulling in our anchor we had a change of orders sending us to Manila.

Gripping with the change in orders but happy to be headed homeward we set sail and five uneventful days later arrived in Manila only staying overnight. On the 8th we left the harbor and began a non stop trip home. On the 16th of November we celebrated the first anniversary of our commissioning. During that year's time we had travelled a total distance of 61,289 sea miles.

The days seemed to be endless on our voyage back and we begrudged every minute of it, but finally on the 24th of November we sailed, many of us for the last time, under the Golden Gate Bridge and into the beloved waters of San Francisco Bay.

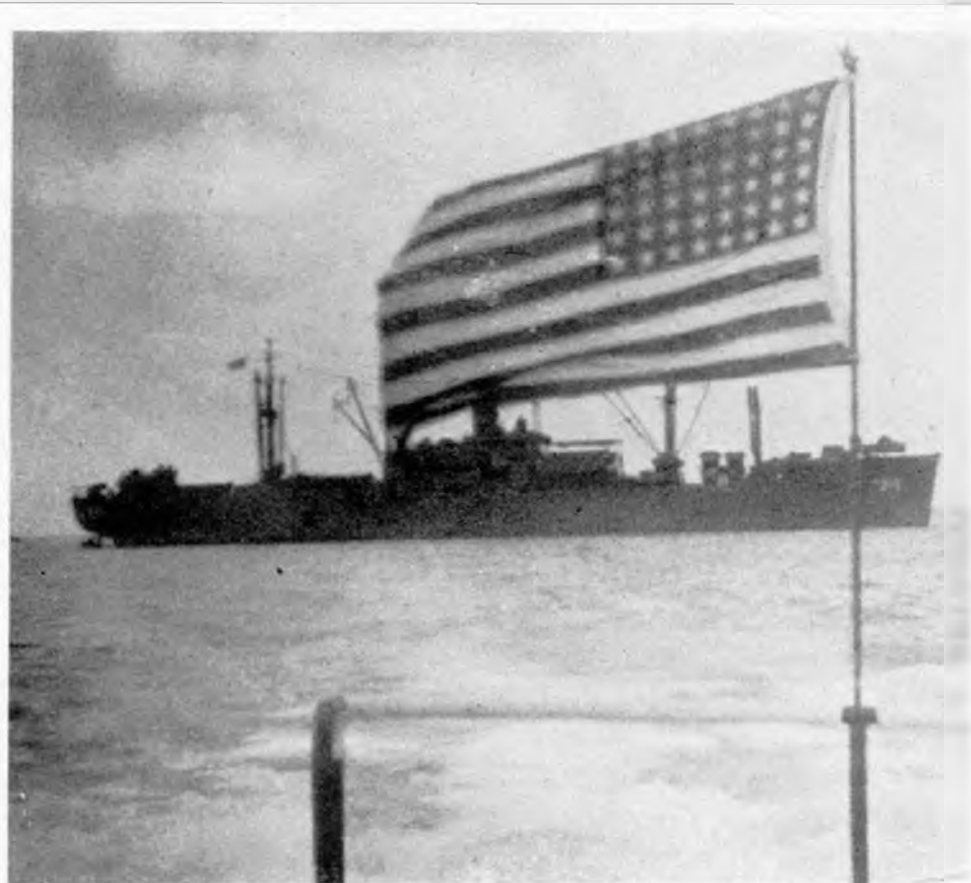
Liberty commenced at 1600.



*Thank God! Safe Again*



*lap destroyer "Hibiki" at Guam*



*Mighty "M", Apra Harbor, Guam*



*Tsingtao main street*



*Chinese beggar "Hundred Dollars Joe"*

# AFTERWORD

This has been the story of a ship. Not the kind of ship that writes its name in history but an humble ship, one of many, a good ship, OUR ship.

Once she was a mass of raw materials pouring into San Francisco from every corner of the land. The sweat and toil and grime and prayers of a nation laid her keel and gave her form. A terrible urgency throbbled in the nation's pulse. Shattering events were rocking the world. In such a time, the U.S.S. MOUNTRAIL slid down the ways, was fitted out and commissioned. Inert and inanimate, a thing of steel, she lay at the dockside awaiting the stream of life that would be her crew.

Fresh from school, factory, farm and business house, from city and countryside, from penthouse, slum or modest home, from every walk of life, with the drawl of Texas and the twang of New England on their tongues, came the five hundred officers and men who clambered across her decks to become her ship's company.

Full of dewy enthusiasms were these men and officers. A swift transit of boot-camp or indoctrination-school had given us only a dim realization of what lay ahead. If we had nursed any illusions, they vanished with nightfall. Endless months of endless days followed while we perspired and labored, erred and faltered, cursed and were cursed, learned and forgot and learned again. There were brief glorious interludes of shoreleave with an aura of Sky-rooms and bubbling cocktails and the scented rustle of silk. But mostly we labored, labored, labored . . . madly, insanely, until we learned to hate the ship and all it represented, almost . . . but not quite.

And then, out of the embers of fatigue and weariness and heartache and homesickness, something new emerged. It shuddered into being and pulsed through the ship. It mingled with the throb of the engines and the sounds of complaint and self-pity. A soul had been born, the soul of OUR fighting ship. It stiffened our backbones, uplifted our hearts, fortified our spirits.

Was there a Utopia aboard ship after that, a "Never Never Land" of honeyed words and sugar-coated phrases? Oh, no! There were still times when we stewed in our own dismay, faltered in our inadequacies, boiled in a cauldron of mute invective. But it wasn't quite the same.

We had meaning and purpose now. Perhaps we didn't like Joe Jones or Ensign Smirk. But we weren't looking for charm and personality those days. This was no mincing minuet in which we were engaged but a hard, grim war of unprecedented savagery. We liked the feel of Joe Jones and Ensign Smirk at the guns, scanning the skies for the lightning

horror that ever threatened. Survival was at stake, our own survival, and it well might hang on the sure eye and steady heart of a shipmate. When the shadow of death looms ever over the horizon, we learn to prize the iron in men, not the glossy finish.

There was joy and laughter too, on the MOUNTRAIL, and an easy fellowship that we so took for granted, we were hardly conscious of it. There were long dreamy periods at sea when work was at a minimum and war seemed so wondrously far away.

One day the MOUNTRAIL will be decommissioned and sent to pasture. We expect that day to come soon. We shall travel, each to his own little world. And what shall we remember of our year on the MOUNTRAIL? Shall it be the late watches, the harsh words, the liberties we didn't get, the dreary nights in boats, the transient joys and trivial triumphs?

No, we shall remember that feeling of calm competency when the order was given to commence operations. We shall remember the cold grey dawn when Kerama Retto first loomed up before our wondering eyes, that calm confidence we shared on the dawn of battle where we had feared to feel fear, the quiet unity and purpose of the entire ship. We shall remember the cool efficiency at the Hagushi Beaches and the quiet conviction of Southeastern Okinawa. We shall remember, of course, the shore leave at Manila, Tsingtao, Cebu, Hakodate, Honolulu, even the beer-brawls at Mog-Mog. Long after the resplendent souvenirs we carried aboard with ecstatic delight have been relegated to the scrap-heap they so richly deserve, the thrill of barter in foreign lands will warm our hearts. And we shall never forget our horrified appreciation of the unwavering fury of our gun crews on April 2nd and our savage exultation when, at last, the menacing kamikaze crashed like screaming meteors into the sea.

These are the things that have become a part of us. Five hundred officers and men poured into our ship the best that was in them. Out of their enthusiasms, disappointments, heartaches, triumphs and fulfillments was distilled an essence that became the soul of the MOUNTRAIL. It flowed into the spirit of every man and gave him strength when he needed strength. Some of us will count it for much and some of us will count it as nothing. Perhaps it will live long in the hearts of the men who trod the MOUNTRAIL'S decks. And then again it may not. While it lived, it fulfilled a purpose. Perhaps, in a later day, there may again be a need and this chronicle of the MOUNTRAIL may serve to rekindle the flame that burned in our hearts at Leyte and Okinawa.

# ROSTER OF OFFICERS

STEVENS, Robert R., Commander, Captain  
2362 18th Avenue, San Francisco, Calif.

MASSELLO, Edmund J., Lt. Comdr., Executive Officer  
21 Dartmouth Street, Somerville, Mass.

HILL, Swen A., Lt. Comdr., Navigator  
Baraga, Michigan

PFANNER, Eugene F., Lt. Comdr., Senior Medical Officer  
221 Hayes Street, Tehachapi, Calif.

KIMBALL, David C., Commander, Senior Medical Officer  
609 "C" Avenue, Coronado, Calif.

SMITH, James W., Lieutenant, Beachmaster  
{Present Executive Officer}  
30 North Easton Road, Glenside, Pa.

DEMPSEY, John H., Lt. Comdr., Assistant Senior Medical Officer  
66 Washington Avenue, Berlin, New Jersey

EISAN, Herman G., Lieutenant, Engineering Officer  
147 Asylum Street, Norwich, Conn.

McCONNELL, Frank P., Lieutenant, Beachmaster  
185 Angell Street, Providence, R. I.

SWEENEY, George C., Lieutenant, 1st Lieutenant  
430 Marion Street, Denver, Colorado

NELSON, Marlin C., Lieutenant, Boat Group Commander  
11301 Blix St., North Hollywood, Calif.

LOOSE, Jack C., Lieutenant, Gunnery Officer  
12 Wyomissing Street, Wyomissing, Pa.

MIMMS, Carney W., Jr., Lieutenant, Communication Officer  
1412 East 5th St., Ocala, Florida

PECK, George S., Lieutenant, Engineering Officer  
421 James Street, Geneva, Illinois

McCALL, Fred C., Lieutenant, Supply Officer  
2014 Whelan Avenue, San Leandro, Calif.

HOWE, Robert E., Lieutenant, 1st Lieut. and Damage Control Officer  
15 8th Street N. E., Rochester, Minnesota

EISOLD, John E., Lieutenant, Navigator  
3698 Avalon Road, Shaker Heights 20, Ohio

DOWNS, Frederick S., Lieut. {jg} CIC Officer  
6 North Cliff Street, Ansonia, Conn.

McAULEY, Terry F., Lieut. {jg}, Navigator  
6023 Waterman Avenue, St. Louis, Missouri

PAUL, Frank R., Lieut. {jg}, Assistant Gunnery Officer  
1350 Euclid Avenue, Miami Beach, Florida

LEE, Russell M., Lieut. {jg}, Assistant Beachmaster  
31747 Cloverly Street, Warren, Michigan

HALE, E. Alan, Lieut. {jg}, Signal Officer  
145 Mitchell Street, Rantoul, Illinois

THARP, Robert J., Lieutenant, Dental Officer  
12147 Harvard Avenue, Chicago, Illinois

ODOM, Vincent L., Lieutenant, Chaplain  
811 East College St., Iowa City, Iowa

LEE, Francis B., Lieut. {jg}, Assistant Medical Officer  
501 South Church St., Monroe, North Carolina

TRUE, DeWitt S., Lieut. {jg}, Assistant Medical Officer  
60 Manthorne Road, West Roxbury 32, Mass.

CLARK, Dayton R., Lieut. {jg}, Assistant Medical Officer  
14 Gleason Road, Lexington 73, Mass.

MARTIN, Frank E., Lieut. {jg}, Beach Party Medical Officer  
70 South 12th Street, Minneapolis, Minn.

McPHERON, Alfred P., Lieut. {jg}, Boat Salvage Officer  
206 Maple Street, Box 120, Shepard, Michigan

RIGGS, Anson V., Lieut. {jg}, Boat Group Executive Officer  
No. 1 Beach Tree Lane, Bronxville 8, N. Y.

PATTERSON, Martin L., 1st Lieut. USMCR, Debarkation Officer  
533 26th Street, Ogden, Utah

MILLER, George H., Ensign, Recognition Officer  
No. 1 Holston Apts., Johnson City, Tenn.

O'NEILL, Richard M., Jr., Ensign, "C" Division Officer  
1679 Church Street, San Francisco, Calif.

McKENZIE, Charles S., Ensign, Assistant 1st Lieutenant  
53 Johnson Avenue, West Medford, Mass.

FAGAN, Paul J., Ensign, Assistant Navigator  
115-58 175th Street, St. Albans, Long Island, New York

SMITH, Edmund H., Ensign, "M" Division Officer  
316 East Bridge St., Westbrook, Maine

MEYN, Frederick W., Ensign, "A" Division Officer  
548 Chestnut Street, Meadville, Pa.

MASTERSON, Edward E., Ensign, Disbursing Officer  
East 728 23rd Avenue, Spokane, Wash.

ALEXANDER, Wayne D., Ensign, Boat Officer  
P. O. Box 289, Concord, North Carolina

CLAPP, Charles L., Ensign, 2nd Division Officer  
51 Lovett Street, Beverly, Mass.

CIFELLI, Richard, Ensign, Assistant Educational Officer  
249 Avon Avenue, Newark, New Jersey

DAVIS, Robert L., Ensign, Assistant Navigator  
1849 Jefferson St., San Francisco, Calif.

FISHER, Robert D., Ensign, "F" Division Officer  
3121 Frazier, Fort Worth, Texas

MUDD, Jack E., Ensign, "B" Division Officer  
1690 Winter Street, Salem, Oregon

STEGMAN, Melvin M., Ensign, 3rd Division Officer  
Offerle, Kansas

STEPHENS, Theodore P., Ensign, 1st Division Officer  
407 Calumet Avenue, Aurora, Illinois

ROBERTS, Mervin F., Ensign, "R" Division Officer  
626 Grassmere Terrace, Far Rockway, N. Y.

KEECH, Paul H., Ch. Pharm., "H" Division Officer  
Elwyn Road, Portsmouth, N. H.

PIPER, Floyd S., Ch. Elect., "E" Division Officer  
2591 218th Place, Long Beach, Calif.

BARTH, DeWayne, Ch. Bos'n, Assistant 1st Lieutenant  
Forrest City, Iowa

LETT, Howard L., Ch. Mach., "B" Division Officer  
1412 South Street, Long Beach, Calif.

RIMER, Elmer L., Chief Pay Clerk, Assistant Supply Officer  
718 Union Street, Geneva, Illinois

PARKER, Clarence W., Acting Pay Clerk, Assistant Supply Officer  
729 44th Street, Oakland, Calif.

VANDAGRIFF, Tony G., Carpenter, Assistant 1st Lieutenant  
Kealia, Kauai, Territory of Hawaii



# ROSTER OF CREW

AKIN, Arvel D.  
Box 333, Tahoka, Texas

ALLGOOD, N. H.  
1624 Plarson Ave., S. W., Birmingham, Ala.

ALSOP, Glenn W.

ANDERSON, Leonard C.  
1692 Linden St., Brooklyn, New York

ANDRUS, Clarence J.  
Maurice, Louisiana

ANGEL, Frank E.

ARCHABAULT, S. A.  
6355 S. Calif. Ave., Chicago 29, Ill.

ASCUAGA, Frank A.

ATKINSON, Jackie C.  
200 Amarillo St., Wellington, Texas

AUSTIN, Charles P.

AYER, Glendon  
Percey's Corners, Bennington, Vermont

BADEN, Francis E.  
811 Errion, Pineville, Louisiana

BAILEY, Harold D.  
610 West Hadley St., Whittier, Calif.

BAIRD, P. B.  
Essex, Missouri

BAKER, George G.  
R. D. No. 1, Downington, Penn.

BARBEE, Maxwell  
2430 River Road, Milwaukee, Oregon

BARTEE, Albert  
1913 Thompson St, Kansas City, Kansas

BARTON, George W.  
Box 91, Oakland, Mississippi

BEASLEY, Hubert P.  
Leon, Iowa

BEAVERSON, Paul R.  
8 N. Mission St., Sapula, Okla.

BELL, Charlie  
216 6th Ave. South, Columbus, Miss.

BENJAMIN, John E.  
1717 Ward St., Berkeley, Calif.

BENSON, Floyd R.  
3662 Venton Ave., Los Angeles 34, Calif.

BERKOWITZ, Maurice  
1212 N. 8th St., Philadelphia, Penn.

BESTARD, Efrain  
556 West 140th St., New York, N. Y.

BIEBEL, Howard H.

BISSETTE, Murray E.  
Star Route, Brandon, Vermont

BLACKFORD, Richard, Jr.  
R. R. No. 1, Nicholasville Rd., Lexington, Ky.

BLISS, Laurence A.  
Box 75, Buena, Wash.

BOEHLE, William A.  
R. R. No. 1, O'Fallen, Missouri

BOKER, John C.  
R. R. No. 1, Gilmore City, Iowa

BOSS, John A.

BRADFORD, Troy C.  
Bee Branch, Arkansas

BRADSHAW, J. W.  
210 W. 9th St., Chandler, Okla.

BRIX, Calvin H.  
137 Lamb St., Cumberland Mills, Maine

BROOKENS, Carter A.  
5649 Praine Ave., Chicago, Illinois

BROWN, E. L.  
309 N. Bye St., Abilene, Kansas

BROWNING, John D.  
304 Moss St., Houston, Texas

BRUMMETT, Austin R.  
1110 Gardena Blvd., Gardena, Calif.

BUCKLES, Delbert G.

BURNS, Robert D.  
Gen. Del., Haileyville, Okla.

BURSON, Norman D.  
2831 Carpenter, Dallas, Texas

BUSCH, Raymond E.  
428 Oliver St., San Pedro, Calif.

BYRD, Larry E.  
Rt. No. 1, Conley, Georgia

CAFFEE, William G., Jr.  
Vance, Alabama

CAIN, Robert L.  
108 E. Scharbauer St., Hobbs, N. M.

CALEEN, Clifford G.  
4 Chatham Place, North Plainfield, N. J.

CAMILLO, Roy J.  
28 Knowles Ave., San Francisco, Calif.

CAMP, Lawrence B.  
3010 Elizabeth St., Dallas 4, Texas

CAMPBELL, Donald J.  
Moon Rd., Chagrin Falls, Ohio

CAPPETTA, William M.  
238 Grand Ave., New Haven, Conn.

CARPENTER, Harley M., Jr.

CARTER, Leslie S.  
364 Orange St., Manchester, New Hampshire

CAYLOR, Daniel R.  
Suspension, Alabama

CHAMBERS, O. M.  
Box 432, Cullman, Alabama

CHAPMAN, George L.  
Isleta, New Mexico

CHARLES, William A.  
34 Allston St., Boston, Mass.

CHATELAIN, Emmanuel P.

CHENAL, Arthur S.  
362 Perry St., Denver, Colorado

CHRISTIANSEN, William H.  
233 Oldfield St., Alpena, Mich.

CIUZIO, Robert E.  
3819 27th St., Long Island City, Ky.

CLARK, Everett R.  
26-229 East River Road, Crosse Ile, Mich.

CLARK, Jack A.  
Prospect Park, Penn.

COBB, William H.  
2121 Avenue K., Galveston, Texas

COE, Wyman W.  
2121 Avenue K., Galveston, Texas

COFIELD, Lonnie  
2643 2nd St., Macon, Georgia

COLLINS, Robert  
508 E. Glendale Ave., Alexander, Va.

CONDREY, Julius L.  
RFD No. 1, Box 196, Livingston, Ala.

COOK, Billy G.  
106 Navasota St., Groesbeck, Texas

COOPER, Carl R.  
11658 Blue St., Los Angeles, Calif.

CORBIN, Blaine E.

COULON, William J.

COUNTESS, Melvin  
Brooklyn 19, New York

COUTURE, Lyle T.  
1408 Maine St., Sioux City, Iowa

COWIE, Alfred J.  
1635 82nd St., Brooklyn, N. Y.

CRABTREE, Robert F.  
Box No. 11, Providence, Utah

CRAWFORD James J.  
559 Taft Pl., Gary, Indiana

CREEKMORE, Henry E.  
Box 979, Eloy, Arizona

CROWNINGSHIELD, Le Roy O.  
Whallonsburg, New York

CRUCIOTTI, John F.

CRUISE, Bob J.  
Seminole, Oklahoma

DELAHOUSSAYE, Joseph  
P. O. Box No. 326, New Iberia, La.

DEMARTINO, George  
1210 Ludi St., Syracuse, N. Y.

DENN, Richard Whitfield  
Box 144, Richards, Texas

DENN, Shirley D.  
Box 132, Italy, Texas

DERAS, Joe L.  
8238 Alix Ave., Los Angeles 1, Calif.

DEUTCH, Carl W.  
205 High St., Garrett, Indiana

DEUSEBIO, Joseph  
1918 86th Ave., Oakland, Calif.

DEWAR, Harry David  
1566 Treeman Ave., San Francisco, Calif.

DIAL, Cecil Eugene, Jr.  
P. O. 3303 So. Highland Sta. Birmingham, Ala.

DICHIARA, Angelo  
64 Cleveland St., Malden, Mass.

DIEFFENWIERTH, Paul N.  
RFD No. 1, Largo, Florida

DIRICKSON, Howard Eugene  
Box 327, Little Field, Texas

DOBROWOLSKY, George Joseph  
46 E. Church Rd., Elkins Park, Pa.

DOLLINS, John J.  
548 Vine St., Glendale 4, Calif.

DONELSON, Earnest  
511 Olive St., Little Rock, Ark.

DOOLEY, Donald F.  
Fleet Records Office, c/o F.P.O., San Francisco, Calif.

DOSSIE, Edward W.  
1017 N. 4th St., Birmingham, Ala.

DOZIER, Joseph H.  
37 B. St., St. Carney's Pt., New Jersey

DRAGICH, Melon  
Bayard Ave., Rice's Landing, Penn.

DUNCANS, Samuel

DUNN, Earl Lennard, Jr.  
480 Sunderland Rr., Worcester, Mass.

DYE, Donald David  
Rt. No. 3, Mineral Wells, W. Va.

DYE, Donn Joseph  
Napa, California

DYKEHOUSE, Harm  
c/o J. R. Dykehouse, 1609 Alma Ave., Kalamazoo, Mich.

ECKMAN, Charles A.  
210 Froy St., Canton, Penn.

EDMONDSON, Robert Buchanan, Jr.  
2818 Harrison St., Arlington, Calif.

EDSENGA, Jack A.  
926 Courtney St., N. W., Grand Rapids, Mich.

EDWARDS, Marion L.

# ROSTER OF CREW

EHRCKE, Charles A.  
1628 Van Urankin Ave., Schenectady, N. Y.

EICHELBERGER, Paul E.  
Gen. Del., Fletcher, Ohio

EICHHOLTZ, James H.

ELLIOTT, William L.  
457 Sharidan St., Ridgville, Indiana

ELTON, Richard N.  
Fitchville, Conn.

ELY, Edward W., Jr.  
204 Myrtle Ave., Jersey City, N. J.

EMANUEL, Louia  
Oakwood, Texas

EMMONS, Paul H.  
Olive Hill, Tenn.

ENDERLE, Henry J.  
R. D. No. 4, Mansfield, Ohio

ENGLISH, William E., Jr.  
Line Road, Laichmont, Penn.

ENQUIST, Harold G.  
114 W. 5th St., Boone, Iowa

ESCHAN, Donald C.  
519 Maple Ave., Newport, Ky.

ESPARZA, William  
134 West 4th St., Pittsburg, Calif.

EVERETT, James H.  
Route No. 1, Arp, Texas

FAGAN, Frank T.  
1811 Orleans St., Chicago, Ill.

FARRAR, George A.  
1513 W. 84th St., Los Angeles, Calif.

FEDELE, Anthony T.  
127 Cullione St., Albany, N. Y.

FEELY, Frank L.

FERENC, Roman  
663 2nd Ave., New Kensington, Penn.

FIFIELD, William A.  
Box 192, Lake City, Iowa

FISHER, Harold G.  
330 So. Jackson, Fresno, Calif.

FLOWERS, Raymond Frederick  
1003 Poplar, Centralia, Ill.

FORMAN, Ira J.  
20 Main St., Bingham Canyon, Utah

FORTUNE, James B.  
Pikeville, Kentucky

FOSTER, Kenneth E.  
White Cloud, Michigan

FOSTER, Robert M.  
Ness City, Kansas

FRANCISCO, John  
East Seansit St., Providence, R. I.

FRIES, Archie  
305 No. Maple Ave., Fresno 2, Calif.

GABEL, Richard N.  
619 SW 35th St., Oklahoma City, Okla.

GARLAND, James C.  
Kansas City, Missouri

GARRY, Charles E.  
134 Franklin Ave., Hartford, Conn.

GATTERDAM, James G.  
132 So. Champion Ave., Columbus 5, Ohio

GERMAN, Robert G.  
Rt. No. 1, Sumas, Washington

GLENN, James L.  
2626 West Armitage Ave., Chicago, Ill.

GHIQ, August  
3746 Clinton St., San Diego, Calif.

GIERZEWSKI, Raymond W.  
1421 N. Rockwell St., Chicago, Ill.

GLOEDE, Harvey E.  
Rt. No. 1, Box No. 524, Racine, Wis.

GLOYER, Amos L.  
Rt. No. 3, Box No. 67, Marianna, Florida

GITTINS, Norman  
Smithfield, Utah

GOCHNEAUR, Lee D.  
11448 Euclid Ave., Cleveland 11, Ohio

GOINS, W. T.  
908 19th St., Cleveland, Tenn.

GONTARZ, Theodore  
144 Cross St., Methuen, Mass.

GOODWIN, Cloal R.  
330 W. 13th St., Ada, Okla.

GORE, Vance  
Ash, North Carolina

GREEN, Devere J.  
217 E. Linsey Blvd., Flint, Michigan

GREENAGE, Robert F.  
518 Gay St., Denton, Md.

GREGG, Roscoe H.  
Rt. No. 5, Box 109 W. Oklahoma City, Okla. or  
730 West 2nd St., Ada, Oklahoma

GRIFFIN, John W.  
Henderson, Kentucky

GRIGER, Steve J.  
2785 So. 9th St., Omaha, Neb.

GROSS, Samuel C., Jr.  
Hastings, Florida

GUNS, Frank (n)  
72 Livingston Ave., Newark, N. J.

GUBERA, Frank A.  
c/o Haskell Inst., Lawrence, Kansas

GUPTON, Lawrence J.  
4579 Maybury Road, Detroit, Mich.

HAHN, Robert M.  
1726 So. 10th Ave., Sioux Falls, S. D.

HALL, Calvin Wriston  
101 Miller St., Beckley, W. Va.

HALL, Harold E.  
R. R. No. 1, Bailey, Michigan

HALL, Henry Schuberth, Jr.  
R. R. No. 1, Downingtown, Penn.

HAMES, Marlin A.  
2180 Bush St., San Francisco, Calif.

HAMILTON, Elbert  
423 Latimer Court, Tulsa, Oklahoma

HAMMOND, Eldon L.  
New Boston, Illinois

HAMMOND, James A.

HANOLD, Leonard H.  
R. R. No. 1, Sheldon, Wisconsin

HANCOCK, Julian R.  
451 Irwin St., Pontiac, Mich.

HANSON, Hermie A.  
340 7th Ave. So, Fargo, N. D.

HARVEY, Norman W.  
RFD No. 4, Tanquaneck, Penn.

HASKELL, Vernon John  
527 "T" St., Bakersfield, Calif.

HASTINGS, Carlile H.

HAYES, Clifford P.  
587 Capital Ave., Atlanta, Georgia

HAYMES, Richard R.  
448 Belded Ave., Los Angeles, Calif.

HAYNES, William N.

HAYNIE, Charles K.  
RFD No. 1, Pacific Junction, Iowa

HEARN, Raymond A.

HERBERT, Lionel M.

HEIDTMAN, Paul Stewart  
3426 National Ave., Detroit, Mich.

HENDERSON, Leo F.  
P. O. Box 573, Hughson, Calif.

HENDERSON, Malvin B.  
South Hills Br., R.D. No. 9, Box 250, Pittsburgh 16, Pa.

HERDEJURGEN, Bracey J.  
1570 Munger St., Houston, Texas

HERMINZEK, Harry F.  
300 Harding St., Latrobe, Penn.

HIBLAR, John J.  
Rt. No. 3, Box 445, Tacoma, Wash.

HICKS, William E., Jr.  
3018 Lamp Ave., St. Louis, Mo.

HOARD, Ray  
Auburn, Illinois

HODGE, Ervin W.  
Redway Lodge, Garberville, Calif.

HODGE, Wade L.  
Delay, Mississippi

HOEFLICKER, Edward J.  
618 Arrin St., Bakersfield, Calif.

HOEFLINGER, John J.  
825 54th St., Brooklyn 20, N. Y.

HOERING, Thomas C.  
3532 California Ave., Alton, Ill.

HOLEMAN, Robert

HOLMES, Chester C.  
Mankato, Kansas

HOLZWARTH, Aaron E.  
Brownsville, Minnesota

HUBBARD, Vernon Lee  
203 S. W. Kenyon St., Des Moines, Iowa

HORNER, Donald Edward  
901 Ecorse Rd., Ypsilante, Mich.

HUGHES, D. M.  
145 East 60th St., Los Angeles, Calif.

HULBERT, L. G.  
Rt. No. 1, Box No. 30, Hamet, Calif.

HUNTINGTON, Collis P., Jr.  
1073 Commercial Ave., Coos Bay, Oregon

HURLEY, James Donald  
153 Sanbaurn St., Fitchburg, Mass.

HURSH, Thomas W.  
Prue, Oklahoma

HURTADO, Francisco V.  
938 Nicherson Ave., Trinidad, Colo.

HUTCHINGS, Donald R.  
c/o Elms Hotel, Excelsior Springs, Mo.

IKERD, Merville O.  
Rt. No. 4, Box 1967, Modesto, Calif.

IRWIN, Warren E.  
P. O. Box 197, Birmingham, Iowa

JACKSON, Ralph E.

JAMRUCK, Stanley M.  
1746 N. 9th St., E. St. Louis, Ill.

JEFFORDS, Mortimer  
119 Progress St., Providence, R. I.

JAUERNIG, James D.  
R. No. 4, Burlington, Kansas

JENSEN, Ernest R.

JERNIGAN, John W.  
R. No. 1, Trenton, Texas

JOHNSON, Ralph  
175 63rd Ave., W. Ruluth, Minn.

JOHNSTON, Bert L.  
226 So. 4th West, Brigham City, Utah

# ROSTER OF CREW

JONES, Frederick M.  
1212 Good St., Dallas Texas

JONES, George F.

JONES, William F.

JORDAN, James A.  
1743 E. Grand Ave., Des Moines, Iowa

JOSEPH, Azzatte D.  
Box 190, Ranger, Texas

JUDY, George W.

JUNGERS, Edwin E.  
Hespers, Iowa

KALLENBERGER, Waldon (n)  
Eureka, South Dakota

KALOKITUS, Albert W.  
16 Pulaski Ave., Shamakin, Penn.

KAYE, Kenneth I.

KAZEZSKI, Stanley (n)

KEARNS, Wayne T.  
1514 Madison St., Charleston, Illinois

KEELING, John L.  
412 South Huntington Ave., Jamaica Plain, Mass.

KEMP, Don L.  
414 So. 1st St., Zandy, Utah

KENT, Robert P.  
1122 Del Paso Blvd., N. Sacramento, Calif.

KILBORN, Cecil O.  
R. No. 5, Box 7884, Sacramento, Calif.

KILBRIDE, John P.  
Bearing, Missouri

KIMBROUGH, John R.  
Houlka, Mississippi

KISZTY, Andrew S.  
5017 Langhorn St., Pittsburgh, Penn.

KITZINGER, William E.  
4125 Woods Ave., Evansville, Indiana

KLATT, Paul F.  
731 Union St., Monroe, Mich.

KLEPPIN, Felix E., Jr.  
1316 N. 14th St., East St. Louis, Mo.

KOEHLER, Edwin L.  
Caseyville, Illinois

KOHLHAAS, Dean P.  
312 N. Garfield St., Algona, Iowa

KOCH, Frederick C.  
2624 Upshur Drive, San Diego, Calif.

KORTZ, Joseph H.  
West Clark St., Rt. No. 2, Albert Lea, Minn.

KOSINSKI, Joseph P.

KRAUSE, Charles G.  
2622 Rodge Ave., Ft. Wayne, Indiana

KRETSER, Kiath (n)

KROEPLIN, Herbert A.  
409 Plunes St., Warsaw, Wisconsin

KRUEGER, Carl A.

KRUEGER, Melvin R.  
2317 4th St., Milwaukee, Wisconsin

KUNDUS, Joseph R.  
925 E. Indianola Ave., Youngstown, Ohio

LACKEY, George V., Jr.  
3108 Coolidge Ave., Oakland, Calif.

LAFFERTY, Clell F.  
R. R. No. 1, Arlington, Ohio

LAHAY, Bernard J.  
1806 Arcola Ave., Garden City, Mich.

LAKE, John E.  
1764 Chestnut St., Redding, Calif.

LAMB, James C.  
Hubbell, Nebraska

LARSEN, Verner B.  
1034 Treat Ave., San Francisco, Calif.

LARSON, Rudolph O.  
521½ La. Bill. N. Thier, River Falls, Minn.

LASCH, Robert H.  
Rd. No. 5, Madiera, Ohio

LATHROP, Frederick M.  
Old Beonton Rd., Denville, N. J.

LAWRENCE, James T.  
P. O. Box 588, Mena, Arkansas

LAWRENCE, LaVern E.  
Henada, Ohio

LEACH, William F., Jr.  
Rt. No. 3, Syersburg, Tenn.

LE BLANC, Roy J.  
35 West Charlotte St., Ecorse, Tenn.

LENNY, Albert T.  
107 North Burdish, Rt. No. 2, Opportunity, Wash.

LEPPARD, Thomas E.  
1267 Glencoue Rd., Syracuse, N. Y.

LEVERONI, Mario E., Jr.  
447 Green St., San Francisco, Calif.

LEVINE, Donald (n)  
133 Smalley St., New Britain, Conn.

LEVINSKI, Joseph C.  
2157 Medburg Ave., Detroit 11, Mich.

LEWIS, David A.  
208 N. Oak St., Owastonna, Minn.

LEWIS, Robert K.  
West 1st St., De Ridder, Louisiana

LISOWSKI, Bert J.  
2608 Evergreen Ave., Chicago, Ill.

LICHTY, "H" "J"  
Route No. 4, Waterloo, Iowa

LIEN, Irvin N.  
Box 64, Presho, South Dakota

LIMP, John L.  
R. R. No. 3, Box 108, Huntingburg, Indiana

LONGCOR, Oliver B.  
R. R. No. 2, Bustington, Iowa, c/o Mr. Rasa Hand

LOUKIDES, Michael H.

LYONS, David  
1110 Hugh St., Fort Wayne, Indiana

MAPLES, Raymond V.  
Rt. No. 2, Westville, Oklahoma

MARINELLI, Joseph (n)  
6335 Race St., Philadelphia, Penn.

MARSHALL, R. E.  
921 Fairfax Ave., Los Angeles 46, Calif.

MATHESON, Malcolm (n)

MATTHEWS, R. W., Jr.  
525 So. Coronado St., Los Angeles 5, Calif.

MAYER, Steven L.  
Baring, Missouri

McBRIDE, Joseph P.  
120 Orange St., Chelsea, Mass.

McBRIDE, Virgil D.  
837 Pine St., Fulton, Missouri

McCANN, Wagene R.  
2714 Duffin St., San Bernardino, Calif.

McCASLAND, Jarold C.  
923 Curtis St., Ranier, Colorado

McCLUSKEY, Russel C.  
Beach Star Rt., Box 20, Bellingham, Wash.

McCRAW, Harold K.  
826 Peach St., Abilene, Texas

McHOOD, E.  
Rt. No. 2, Belton, Texas

McKILLIP, James L.

McMAHON, James J.  
1293 Cambridge St., Cambridge, Mass.

MENICHETTI  
78 Bedford St., New York City, N. Y.

MESSINGERI, Raymond P.  
63 Delano Ave., Yonkers 65, N. Y.

MICHAEL, Bobby W.  
Rt. No. 1, Marietta, Oklahoma

MIELKE, Charles E.  
Box 138, Sidney, Montana

MILLER, Ralph W.

MILLER, Robert G.

MILLER, Robert P.

MILLS, J. A.  
Rt. No. 6, Box 496-A, Olympia, Wash.

MINTZ, Reginald A.

MOLELLA, Fred A.  
43 Abbot St., Springfield, Mass.

MOORE, J. T.  
236 Monroe St., Clarksdale, Mass.

MONAHAN, W. J.  
4815 So. Ward St., Chicago 9, Ill.

MORWOOD, B. B.  
Forbing, Louisiana

MOSER, Raymond P.  
6831 Kollenback St., Huntington Park, Calif.

MOSCOWITZ, Arthur B.

MUNDIGLER, Roswell R.  
8055 111th St., West Allis, Wisconsin

MUNSEY, J. L.  
1007 E. 17th Ave., Denver 5, Colorado

MUSSELMAN, R.  
9344 Wilshire Blvd., Beverly Hills, Calif.

MYERS, Thomas O., Jr.  
382 Addison Ave., Clanhurst, Ill.

MYSKA, Edward J.  
105 Hayes St., New Britain, Conn.

NORBURY, Kenneth L.  
Talihina, Oklahoma

NORRIS, Jack C.  
511 Peach Tree & Battle Ave., Atlanta, Ga.

NORRIS, W. G.  
Valencia, Pennsylvania

NORTON, Donald M.  
Aumade, Texas

NUZUM, Carl J.  
RFD No. 4, Worthington, W. Va.

OLIVER, D. V.  
1215 Henry St., Hanston, Texas

OCONNOR, Louis F.  
New Cambria, Missouri

ODELL, Frank H.  
67 So. Munn Ave., East Orange, N. J.

OLCOTT, Byron R.

OLTHOFF, Peter R.  
RFD N. 2, Hesperia, Mich.

OSBORNE, Edward J.  
649 E. Gerhard St., Philadelphia, Penn.

PALLET, R.  
2218 Pierce St., Detroit, Mich.

PATTEN, "H" "T"  
2227 E. 63 Rd., Long Beach, Calif.

PARRISH, "J" "B"  
Rt. 8, Box 360, Ft. Worth, Texas

# ROSTER OF CREW

PATCHETT, K.  
Box 1, Oswego, Oregon

PATENAUDE, Joseph A. R.  
151 So. A St., Taftville, Conn.

PATTERSON, Frank A.  
2112 Colby, Everett, Wash.

PATTON, Charles W.  
Rt. 21, Box 359, Memphis, Tenn.

PAYNE, Donald E.  
P. O. Box 95, Royal Oak, Mich.

PEASE, Edwin N.  
140 Walnut Ave., Redding, Calif.

PENCE, M. D.  
Rd. No. 4, Eaton, Ohio

PERCIVAL, Walter L.  
1213 Seway Ave., Los Angeles, Calif.

PERKINS, Louis B., Jr.  
2305 So. E. Taggart St., Portland, Oregon

PERDUE, Clyde W.  
R. No. 2, Box 1025, Albuquerque, New Mexico

PERSHALL, Billy J.  
Eldorado, Kansas

PETERSON, Raymond M.  
3011 Malcolm Ave., West Los Angeles, Calif.

PHILLIPS, George (n)

PHILLIPS, Kenneth R.

PHILPOT, Allen E.  
146 Main St., Northanson, Maine

PHOENIX, Raymond J.  
Bough Road, Cohows, N. Y.

PICKRODT, Henry P.

PINKERTON, Pickens P.  
Rt. 1, Tyler, Texas

PISCAGLIA, Frederick L.  
6901 South Adams St., Peoria, Ill.

POLLZZIE, B. J.  
1116 Franklin St., Monroe, Mich.

PRITCHARD, William A.  
205 B St., Youngstown, Ohio

PRAWITZ, Loren E.

PUGHSLEY, Noah W.  
1725 Navarro Ave., Lima, Ohio

QUINN, James C.

RANES, William B.  
9255 11th St., Centerville, Iowa

RAQUINO, Lanny R.

REEDER, W. F.  
8 N. Kresson St., Balto, Mo.

REIN, George W.  
219 W. 30th St., Wilmington, Calif.

RENNELL, Clarence A.  
175 N. Rd., North Adams, Mass.

RESAR, Steve (n)

RICHARDSON, Bruce H.  
85 Essex St., Laurence, Mass.

RICHARD, Selwyn D.  
St. Gabriel, Louisiana

RIDER, William R.  
1012 83rd St. Terrace, Kansas City, Mo.

RIGGS, James C.  
Monarch, Arkansas

ROBINSON, William E.  
85 Essex St., Laurence, Mass.

ROBISON, John L.  
Rt. 1, Box 178, Palmetto, Florida

RODRIGUES, Louis (n)

ROLLINS, Warren K.

ROSE, Clyde L.  
Rt. 1, Box 1, Spanish Fork, Utah

RAUCH, Samuel  
3225 Ilinville Ave., Box 67, New York City

SADBERRY, Henry (n)  
600 Garfield St., Jackson, Mich.

SARGENT, Frederick E., Jr.  
1836 1/2 W. 36th Place, Los Angeles, Calif.

SAULTER, Vernon A.  
1700 Sherwood St., Missoula, Mont.

SAVAGE, George W.

SCAGLIA, Paul (n)  
7576 Grand Ave., Kansas City, Mo.

SCHEMPP, John W.

SCHIEDEL, Charles A.  
c/o W. L. Campbell, Golden Gate Ave.,  
Belvedere, Calif.

SCHLUETER, Raymond L.  
Box 73, New Trenton, Indiana

SCHMELLING, George G., Jr.

SCHUIER, William H.  
1723 Market St., Youngstown, Ohio

SCI, Rosario R.  
Old Cider Mill Rd., Darien, Conn.

SCHAUMBURG, Wallace D., Sr.  
131 125th Ave. N. W., North St. Paul, Minn.

SCOTT, Benjamin (n)  
362 Mass Ave., Boston, Wash.

SEDDON, Melvin H.

SEDERQUEST, John H., Jr.  
12 La Salle St., Wakefield, Mass.

SELBY, J. V.  
2904 Steven, Louisville 12, Ky.

SHAIN, Albert B.  
280 Gusdon St., Bridgeport, Conn.

SHAVIES, Isaac  
1624 12th St., Oakland, Calif.

SHIFFER, Lawrence E.  
RFD No. 1, Malters, Illinois

SHIREY, Norman Hale  
500 N. Chestnut St., Perry, Penn.

SHORT, Gordon (n)

SHORT, Henry (n)  
2504 Filbert St., Oakland, Calif.

SILVA, Robert H.  
U.S.S. Moutrail, c/o San Francisco, Calif.

SIMMERMAKER, Bob (n)  
1516 S. Union Ave., Tacoma, Wash.

SIMMONS, Roscoe B.  
Rt. No. 4, Wenterville, North Carolina

SIMS, E. V.  
Rt. No. 1, Stratman, Texas

SIMPSON, Roger W.  
1209 N. W., So. Spain Ave., Pendleton, Oregon

SINGER, Gerald S.

SITES, Wannie E.  
Petersburg, West Virginia

SLATER, Theodore W.

SMITH, James P.  
Reedsport, Oregon

SMITH, Raymond L.  
2611 No. Franklin Rd., Arlington, Va.

SNYDER, Philip R.  
Rd. No. 2, Harrisville, Penn.

SOLEY, Verner M.  
1605 E. Madison, Seattle, Wash.

SORRELS, Gerald H.  
Box No. 42, Abbott, Arkansas

SOUTHARD, Donald L.  
1636 W. 15th St., Anderson, Indiana

SPARKS, Girvan R.  
1102 Sophia St., Carthage, Missouri

SPATES, Vernon L.

SPATOFORRE, Emilio R.

SPENCER, Dallas C.  
Route No. 2, Sheridan, Oregon

SPRENGER, William R.

STERLING, James F.  
749 So. Clarkson St., Denver, Colo.

STEENBERG, Kenneth O.  
117 Park St., Westly, Wisconsin

STEWART, Douglas C.  
3333 Brayton St., Long Beach, Calif.

STOTTS, Arthur L.  
71 S. Wick Ave., Waterbury, Conn.

STOUT, James G.

STRICKLAND, Joseph (n)  
283 W. 118th St., New York, N. Y.

STEWART, R. S.  
1464 Pacific St., Redlands, Calif.

SUTTON, Clarence W.  
1st St., Floreffe, Penn.

SUTTON, James O.  
RFD No. 3, Box 32, Portsmouth, Virginia

SUTTON, John E.  
Matthews, Indiana

SWEENEY, Alfred C.  
5056 Winnernac Ave., Chicago, Ill.

SWEET, Harry L.  
209 N. Franklin St., Springfield, Mo.

SWEET, Stewart C.

SYX, Ellis D.  
1079 Grant St., So. Akron, Ohio

SZAFRAN, Eugene J.  
103 Walnut St., Holyoke, Mass.

TANGEMAN, Robert G.  
1118 Garden St., Hoboken, N. J.

TAYLOR, Kenneth E.  
316 S. Walnut St., Ames, Iowa

TAYLOR, Paul J.  
Rd. No. 1, Aspers, Penn.

TOMMIE, "J"

TELLES, John P.  
Box No. 16, Bent, New Mexico

TENWINKEL, Richard J.  
East Troy, Wisconsin

TEVIS, Warren R.  
2017 California Ave., Topeka, Kansas

THIEMSEN, Charles, Jr.

THOMAS, Dorian L.  
R. R. No. 4, St. Maries, Idaho

THOMAS, Sherman  
1811 Stafford Ave., Los Angeles, Calif.

THOMPSON, James R.  
Wichita, Kansas

TIBBS, M. E.  
Rt. 4, Box 179, Fairmont, W. Va.

TITMAS, Frederick H.  
813 1/2 So. Tejon St., Colorado Springs, Colo.

TODD, James H., Jr.  
R. R. 3, Charlestown, Indiana

TOOLE, J. J.  
4932 Renier St., New Orleans, La.

TOWNSEND, David S.

# ROSTER OF CREW

TOPPER, Harold L.  
 Box 94, Orangeville, Ohio

TRICKEY, F. J.  
 467 W. Shaw St., St. Peter, Minn.

TRAWEEK, B. B.  
 Beeville, Texas

TUCKER, Clarence T.  
 1543 Ridgewood Ave., Toledo, Ohio

TURDO, Rocco A.

TURNER, Fenis L.

TUTTLE, Carroll E.  
 1659 Nipon Drive N. W., Grand Rapids, Mich.

URBAN, Arthur J.  
 Box 163, Old Ocean, Texas

URESTE, George (n)  
 Port O'Connor, Texas

VAIL, Robert L.  
 R. R. 2, Effingham, Illinois

VANCE, James E.

VAN OSDOL, K. G.  
 5027 N. Roslyn Ave., Indianapolis, Indiana

VAUGHAN, Walter F.  
 Pixaen, Missouri

VAUGHN, George W.  
 147 West 57th St., Los Angeles, Calif.

VAUGHN, Harry L.

VAUGHN, Woodrow W.  
 207 McNary Ave., Princeton, Ky.

VEDDER, William E.  
 Rt. 2, Box 210-A, Arlington, Texas

VIAU, Earl R.  
 17 Johnson, Pawtucket, R. I.

VIDALES, Alexander (n)  
 1015 Chapmen St., Houston, Texas

VISCO, Alphonse A.  
 74 Roger Ave., Lynn, Mass.

VOGTS, Marvin V.  
 Madison, Kansas

VOLKERDING, R. R.  
 Batavia, Ohio

WARREN, Hobart D.  
 1311 18th St., Detroit, Michigan

WALKER, Walter R.  
 214 East Cedar Ave., Jefferson City, Mo.

WARWICK, James E.  
 Rt. No. 1, Box 585, El Paso, Texas

WANAGEL, A. W.  
 2828 35th St., Astoria, L. I., N. Y.

WASNAK, Alvin G.  
 3041 6th St. S. W., Anton, Ohio

WATKINS, Donavan D.  
 70 Libby St., Clarkston, Wash.

WEAVER, Billy H.  
 Bailey Heights, Natchitaches, Louisiana

WEAVER, James "T"  
 P. O. Box 1376, Pryor, Oklahoma

WEBER, Edward C.  
 Woycesburg, No. 1, Ohio

WEBER, Victor A.  
 2616 Libbell St., Cincinnati, Ohio

WELCH, L. B.  
 490 St. River Range, 18, Mich.

WELLER, John H.

WENDT, John H.  
 New Lenox, Ill., c/o E. J. Butzen

WHISLER, W. R.  
 2945 Jackson Blvd., Chicago 12, Ill.

WHITACRE, Jonas D.  
 843 E. 43rd St., Cleveland, Ohio

WHITE, Charlie C.

WHITE, James V.

WHITE, William F.

WHITTED, Elijah M.

WIERENGA, Charles H.  
 617 Oak St., Manestigue, Mich.

WILES, H. E.  
 210 E. Samuel Ave., Peoria Heights, Ohio

WILLIAMS, Charles N.  
 873 Campbell St., Oakland, Calif.

WILLIAMS, James F.  
 1916 Schoff Rd., Cleveland, Ohio

WILLIAMSON, Harry V.  
 2707 Knight Ave., Rockford, Ill.

WILMS, W. L.  
 RFD No 2, Newton Falk, Ohio

WILSON, Raymond L.  
 R. R. No. 1, Caney, Kansas

WINTERS, Clarence M.  
 Williamsburg, Indiana

WISE, Howard R., Jr.  
 RFD No. 2, Mansfield, Ohio

WISE, J. R.  
 1714 Stewart Place, Nashville, Tenn.

WISEMAN, Quentin H.  
 1100 Washington Ave., Alton, Illinois

WISNIESKI, Harold J.  
 1505 E. 69th Place, Chicago 37, Ill.

WOLF, John M.  
 1017 S St., Harrisburg, Penn.

WOOD, J. A.  
 87 N. Shirley, Pontiac, Mich.

WOODS, Bernard J.  
 414 Baldwin Ave., Jersey City, N. J.

WOODS, Ralph E.  
 4411 N. Florissant St., St. Louis, Mo.

WOOTEN, John L.  
 Star Route, Love Lady, Texas

WRIGHT, Charles E.  
 Stevensville, Maryland

WUTTKE, Robert T.  
 137 N. East St., Holyoke, Mass.

YOUNG, Arthur F.  
 1409 N. Michigan St., Plymouth, Indiana

WHITNEY, R. B.  
 1276 Ohamce Ave., Akron, Ohio

WURNMEST, R. E.  
 615 N. Main St., Kennett, Mo.

ZIEMNIK, Edward F.  
 2389 Fremont Ave., Cleveland, Ohio

CULLEN, James F.  
 P. O. Box No. 24 Stoneham, Mass.

CUMMINGS, Paul D.  
 R. R. No. 3, Mansfield, Ohio

CUNDIFF, Edward, Jr.  
 Rt. No. 4, Claraville, Ohio

CURCIO, Eugene B.  
 6552 La Mirada Ave., Hollywood, Calif.

CURLEE, Sterling  
 Box 13, Itasca, Texas

CURRAN, William  
 3357 N. Second St., Milwaukee, Wis.

CURTIS, Roger K.  
 7024 Kester Ave., Van Nuys, Calif.

CZACHOROWSKI, Edward F.  
 207 Boyd Ave., Jersey City, N. J.

DALEY, James  
 404 S. W. 35th St., Oklahoma City, Okla.

DALY, James J.

DAMATO, Henry J.  
 21 E. Day St., East Orange, N. J.

DANA, Leslie R., Jr.

DANIEL, Paul H.

DANSIE, Donald A.  
 Riverton, Utah

DANZI, Vincent  
 392 New Hersey Ave., Brooklyn, N. Y.

DAVIDSON, James A.  
 Rt. No. 4, Granger, Texas

DAVIES, Gerald L.  
 8916 2nd Ave., Indewood, Calif.

DAVIS, Charles R.  
 1023 10th Ave. So., Nampa, Idaho

DAVIS, Langford Wayde  
 Rt. No. 1, Box H0212, El Dorado, Ark.

DEAN, Melvin C.  
 Woodruff, Utah

DEAN, Ralph Lee

DE ANGELIS, Gaetano  
 86 Barrows St., Providence 1, R. I.

DEAVOHR, Theron H.

DECKER, Alvin  
 Ponchatoula, La.

DEETER, Ray Leroy  
 3344 Kerckhoff Ave., San Pedro, Calif.

STONE, Dandle Edward

STRINGER, Brooks

Jimmie Weaver  
Prayer, Okla.  
J. H. Foster  
Bob Mc Givley

Donald M. Norton  
Robert Diaz

Joseph B. ...  
E. W. ...

**Autographs**

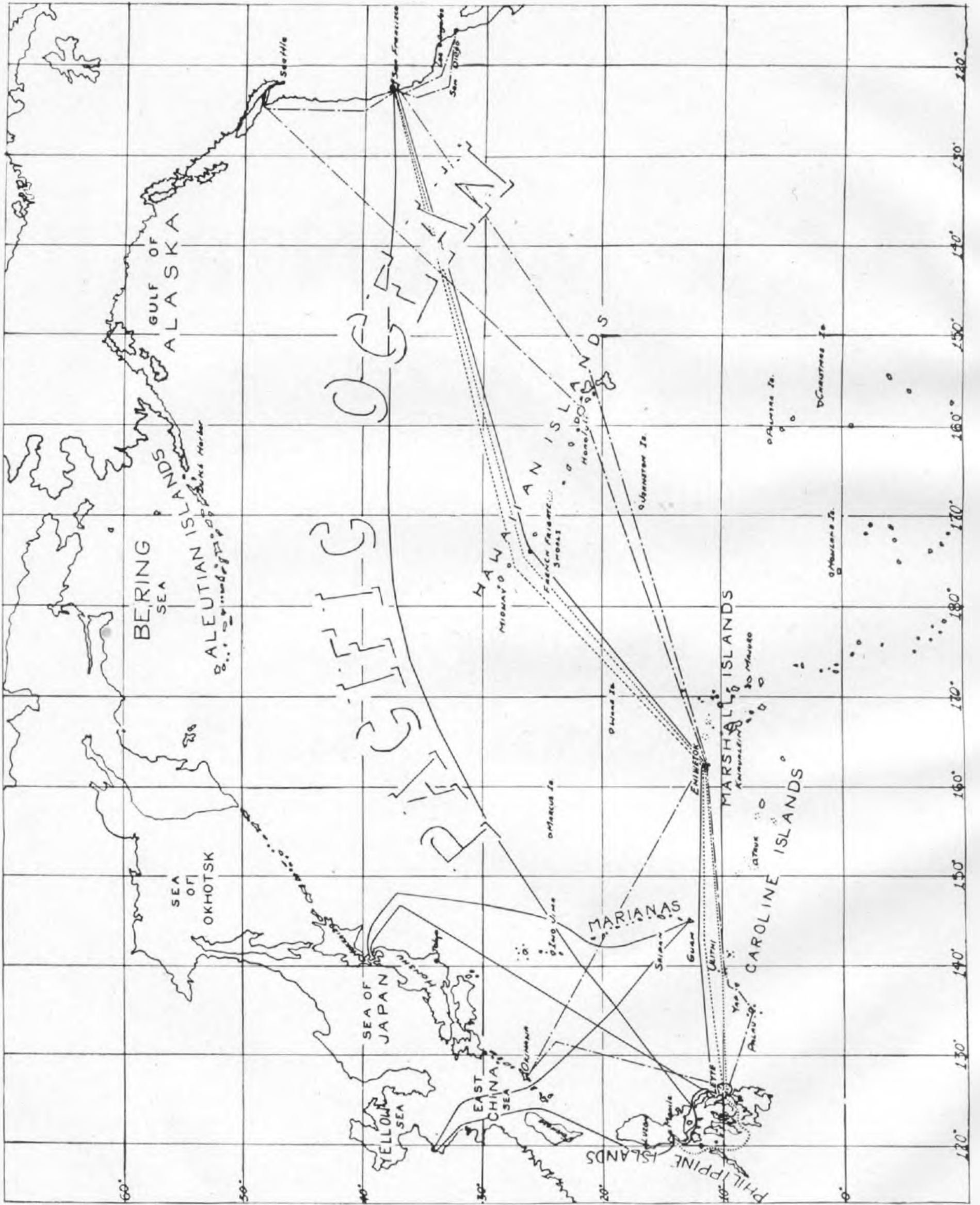
Geo. Miller  
Harold Piley  
Marko ...  
Howard H. Wise

James Battudam  
C. A. Bennett

Robert J. Bancarte

William S. Leach  
William D. Farmer

To a good ...  
Ernie ...  
Joe ...  
M. ...



# ROSTER OF CREW

AKIN, Arrel D.

Box 333, Tahoka, Texas

ALL600D, N. H.

1424 Plaison Ave., S. W., Birmingham, Ala.

ALSOP, Glenn W.

ANDERSON, Leonard C.

1692 Linden St., Brooklyn, New York

ANDRUS, Clarence J.

Maurice, Louisiana

ANGEL, Frank E.

ARCHABAULT, S. A.

4355 5. Calif. Ave., Chicago 21. Ill.

ASCUAeA, Frank A.

ATKINSON, Jackle C.

200 Amarillo St., Wellington, Texas

AUSTIN, Charles P.

AYEU, Slendon

Percey's Corners, Bennington, Vermont

BADEN, Francis E.

Gil Errion, Pineville, Louisiana

BAILEY, Harold D.

& 10 West Hadley St., Whittier, Calif.

BAIKD, P. B.

Essex, Missouri

BAKER, George &

R. D. No. 1, Downington, Penn.

BARBEE, Maxwell

2430 River Road, Milwaukie, Oregon

BARTEE, Albert

19133 Thompson St. Kansas City, Kansas

BARTON, Seorge W.

Box 91, Oakland, Mississippi

BEASLEY, Hubert P.

Leon, Iowa

BEAVERSON, Paul R.

8 N. Mission St., Sapula, Okla.

BELL, Charlie

214 4th Ave. South, Coluinbus, Miss.

BENJAMIN, John E.

1717 Ward St., Berkeley, Calif.

BENSON, Floyd R.

3442 Venton Ave., Los Angeles M, Calif.

BERKOWITZ, Maurice

1212 N. 8th St., Philadelphia, Penn.



BESTARD, Efrain  
554 West 140th St., New York. N. Y.

BIEBEL, Howard H.

BISSETTE. Murray E.  
Star Route, Brandon, Vermont

BLACKFORD, Bichard, Jr.  
R. R. No. 1, Nicholasville Rd., Lexington, Ky.

BLISS, Laurence A.  
Box 75, Buena, Wash.

BOEHLE, William A.  
«.. R, No. 1. O'Fallen, Missouri

BOKEU, John C.  
R. R. No. 1, Silmore City, Iowa

BOSS. 'John A.

BRADFORD, Troy C.  
Bee Branch, Arkansas

BRADSHAW. J. W.  
210 W. 9th St.. Chandler, Okla.

BRIX, Calvin H.  
137 Lamb St., Cumberland Mills, Maine

BHOOKENS, Carter A.  
544? Praine Ave., Chicago, Illinois

BROWN, E. L.  
309 N. Bye St.. Abilena, Kansas

BROWN I MS, John D.  
304 Moss St., Houston, Texas

BRUMMETT. Austin R.  
1110 Gardens Blvd., (Sardena, Calif.

BUCKLES, Delbert G.

BURNS, Robert D.  
Gen. Del., Haileyville. Olila.

BURSON, Norman O.  
2831 Carpenter. Dallas, Texas

BUSCH, Rayrmond E.  
128 Oliver St.. San Pedro. CalU.

BYRD. Larry E.  
Rt. No. 1, Conley, Georgia

CAFFEE, Williain G., Jr.  
Vance, Alabama

CAIN. Robert L.  
108 E. Scharbauer St., Hobbs, N. M,

CALEEN, Clifford G.  
4 Chatham Place. North Plainfield, N. J.

CAMILLO, Roy J.  
28 Knowles Ave., San Francisco, Calif.

CAMP, Lawrence B,  
3010 Eliiabeth St., Dallas 4, Texas  
CAMPBELL. Donald J.  
Ivlooon Rd., Chagrin Falls, Ohio  
CAPPETTA, William M.  
236 Grand Ave.. New Haven. Conn.  
CARPENTER. Harley M., Jr.  
CARTER, Leslie S.  
364 Orange St., Manchester, New Hampshire  
CAYLOR. Daniel R.  
Suspension, Alabama  
CHAMBERS, O. M.  
Box 432, Cullman, Alabama  
CHAPMAN, George L.  
Isleta, New Me»ieo  
CHARLES, William A.  
34 Allston St., Boston, Mass.  
CHATELAIN, Emmanuel P.  
CHENAL, Arthur S.  
342 Perry St., Denver, Colorado  
CHRISTIANSEN, William H.  
233 Oldfield St., Alpena, Mich.  
CIUZIO, Robert E.  
3BIT 27th St., Long Island City, Ky.  
CLARK, Everett R.  
It>-If East River Road, Croise lie, Mich.  
CLARK, Jack A.  
Prospect Park, Penn.  
COBB, William H.  
2121 Avenue K., Galveston, Texas  
COE. Wyman W.  
2121 Avenue K., Salveston, Texas  
COFIELD, Lonnie  
2443 2nd St., Macon, Georgia  
COLLINS, Robert  
BOB E. Slendale Ave,, Alexander, Va.  
CONDREY, Julius L.  
RFD No. 1. Box 196, Livingston, Ala.  
COOK, Billy G.  
104 Navasota St., Groesbeck, Texas  
COOPER, Carl R.  
ItSB Blue St., Los Angeles, Calif.  
CORBIN. Blaine E.  
COULON. William J.  
COUNTESS, Melvin  
Brooklyn IT, New York

COUTUUE. Lyl« T.  
1408 Maine St., Slou« City, Iowa  
COWIE, Alfred J.  
It35 nnd St., Brooklyn, N. Y.  
CKABTREE, Robert F.  
Bon Ns. II, Providence, Utah  
CRAWFORD Jarnei J.  
559 aft Pl., Gary, Indiana  
CREEKMORE, Henry E.  
Boi 97?, Eloy, Arilona  
CROWNIN6SHIELD, Le Roy 0.  
Whallonsburg, New York  
CRUCIOTTI. John F.  
CRUISE, Bob J.  
Seminole, Oklahoma  
DELAHOUSSAYE, Joseph  
P. 0. Box No. 324, New Iberia, La.  
DEMARTINO. George  
1210 Ludi St. Syracuse. N. Y.  
DENN, Richard Whhfield  
Box 144, Richards, Toias  
DENN, Shirley D.  
Boi 132, Ifaly, Texas  
D ERAS. Joe L,  
8238 Alin A»e,, Los Angeles I, Calif,  
DEUITCH. Cad W.  
205 High St.. Barren. Indiana  
DEUSEBIO. Joseph  
I?18 8tth AYC.. Oakland. Calif.  
DEWAR. Harry David  
15AA Treeman Ave,, San Francisco, Calif.  
DIAL, Cecil Eugene, Jr.  
P. 0. 3303 So. Highland Sta. Birmingham, Ala.  
DICHIARA, Angela  
84 Cleveland St., Maiden, Mass.  
DIEFFENWIERTH, Paul N.  
RED No. I, Large, Florida  
DIRICKSON, Howard Eugene  
Box 327, Little Field, Texas  
DOBROWOLSKY, George Joseph  
4t E. Church Kd,, Elkins Park. Pa.  
DOLLINS, John J.  
548 Vine St., Glendale 4, Calif.  
DONELSON. Earnest  
511 Olive St.. LUtle Rock, Ark.

DOOLEY, Donald F.  
Meet Records Office, c/o F.P.O., San Francisco, Calif,  
DOSSIE, Edward W.  
1017 N.4th St., Birmingham. Ala,  
DOZIER. Joseph H.  
37 B. St., St. Carney's Pt., New Jersey  
DRAGICH. Melon  
Bayard Ave., Rice's Landing, Penn.  
DUNCANS, Samuel  
DUNN. Earl Lemard, Jr.  
480 Sunderland Rr., Worcester, Mass,  
DYE, Donald David  
Rt, No. 3, Mineral Wells, W. Va.  
DYE, Donn Joseph  
Napa, California  
DYKEHOUSE, Harm  
c/o J. R. Dykehouse, It(W Aimo Ave., Kalamaloo, Mich.  
ECKMAN, Charles A.  
210 Froy St., Canton. Penn.  
EDMONDSON. Robert Buchanan. Jr.  
2813 Harrison St., Arlington. Calif.  
EDSENGA, Jack A.  
111 Colirtney St., N. W., Grand Rapids, Midi.  
EDWARDS. Marion L.  
EHRCKE. Charles A.  
1628 Van Urankin Ava., Schtnec+ady. N. Y.  
EICHELBERGER. Paul E.  
Gen, Del., Felcher, Ohio  
EICHHOLTZ, James H.  
ELLIOTT. William L.  
457 Sheridan St.. Ridgeville, Indiana  
ELTON, Richard N.  
Fitchville, Conn.  
ELY, Edward W., Jr.  
204 Myrtle Ave., Jersey City. N. J.  
EMANUEL, Louia  
Oakwood, Texas  
EMMONS, Paul H.  
Olive Hill, Tenn.  
ENDEULE, Henry J.  
K. O. No. 4. Mansfield, Ohio  
ENGLISH, William E.. Jr.  
Lme Road, Laichmont, Penn.  
ENOUIST, Harold S.  
114 W, 51h St.. Beeni, Iowa  
ESCHAN, Donald C.

51? Maple Ave., Newport, Ky.  
E5PARZA, William  
134 West 4th St., Mttiburg, Calif.  
EVERETT, James H.  
Route No. 1, Arp, Texas  
FA6AN, prank T.  
1611 Orleani St., Chicago, Ill.  
FAURAR, &eoro A.  
1513 W. C4«h St., Los Angeles, Calif.  
PEDELE, Anthony T.  
117 Culione St., Albany, N. Y.  
FEELY. prank L.  
FERENC, Roman  
6&3 2nd Ave., New Kensington. Penn.  
PIPIELD. William A.  
Box 192, Lake City, Iowa  
FISHER. Harold S.  
130 So. Jackson, Fresno, Calif.  
FLOWERS, Raymond Frederick  
1003 foplar. Centralia. Ill.  
FORMAN, Ira J.  
20 Main St., Bingham Canyon, Utah  
FORTUNE, James 8.  
Pikeville, Kentucky  
FOSTER, Kenneth E,  
White Cloud. Michigan  
FOSTER, Robert M.  
Ness City, Kansas  
FRANCISCO, John  
East Seanilt St., Providence, R. 1.  
FMES, Archie  
305 No. Maple Ave.. Fresno 2, Calif.  
SABEL, Richard N.  
tl? SW 3S«h St., Oklahoma City, Okia.  
5ARLAND, James C.  
Kansas City,.Missouri  
GARRY, Charles E.  
134 Franklin Ave., Hartford, Conn,  
SATTEUDAM, James G.  
132 So. Champion Ave., Columbus 5. Ohio  
6EKMAN, Robert G.  
Rt. No. 1, Sumas, Washington  
6LENN. James L.  
242\* West Armitage Ave,, Chleaqo, Ill.  
GHIO. August  
3744 Clinton St., San Diego, Calif.

61ERZEWSKI, Raymond W.  
1421 N. Rockwell St., Chicago, Ill.

6LOEDE, Hanff E.  
M. No. I, Box No. 524, Racine, Wis.  
SLOVER, Ames L.  
Rt. No. 3, Box No. 47, Marianna, Florida

SITTINS, Norman  
Smithfield, Utah  
60CHNEAUR, Lee D.  
11448 Euclid Ave., Ckwiand II, Ohio

GOINS, W. T.  
?08 Wh St., Cliveland, Tinn.

SONTABZ, Theodor\*  
144 Cross St.. Methuen, Mass.

600DWIN, Cleal R.  
331 W. 13th St., Adi, Okla.

SORE, Vant«  
Ash, North Carolina

GREEN, Divere J.  
217 E. Unsey Blvd., flint, Michigan

6REENA&E, Robert P.  
518 Gay St.. Denton. Md.

eUE66. Roscue H.  
Rt. No. 5. Bo» 109 W. Oklahoma City, Okla. or  
730 W«t 2nd St., Ada, Oklahoma

SRIFFIN, John W.  
Henderson, Kentucky

&R16EK, Stevi J.  
2785 So. 1th St., Omaha, Neb.

6ROSS, Samuel C., Jr,  
Hastings, MoridSi

GUNS, Frank (n)  
72 Livingiton Ave,, Newark, N. J.

SUBERA, Prank A.  
c/o Haskell Inst., Lawrence. Kansas

SUPTON, Lawrence J.  
457? Maybury Road. Detroit, M!ch.

HAHN, Robert M.  
1724 So. 10;h Ave,, Sieu« Falls, S. D.

HALL Calvin Wriston  
101 Mhler St., Beckley. W. Va.

HALL, Harold E.  
R. R. No. I, Bailey, Michigan

HALL, Henry Schuberth, Jr.  
R R. No. 1. Downingtown, Penn.

HAM EX. Marlin A.  
2180 BLilh St., San Francisco. Calif.  
HAMILTON. Elbert  
423 Latimer Court, Tulsa, Oklahoma  
HAMMOND, Eldon L.  
New Boston, Illinois  
HAMMOND, James A.  
HANOLD, Leanard H.  
K. R. No. 1, Sheldon, Wisconsin  
HANCOCK, Julian R.  
4SI Irwin St., Pontiac, Mich.  
HANSON, Hermil A.  
340 7th Ave. So, Fargo. N. D.  
HARVEY, Norman W.  
RPD No. 4, Tanquaneek, Penn.  
HASKELL, Vernon John  
527 "T" St., Bakersfield, Calif.  
HASTINGS, Carlile H.  
HAYES, Clifford P.  
587 Capital Ave., Atlanta, Georgia  
HAYMES, Richard U.  
448 Belded Ave.. Los Angelei, Calif.  
HAYNES. William N.  
HAYNIE. Charles K.  
RFD No. 1. Pacific Junefion, Iowa  
H EARN, Raymond A.

HERBERT. Lionel M.  
HEIDTMAN, Paul Stewart  
•Mitt National Ave,, Detroit, Mich.  
HENDEUSON, Lio F.  
P. 0. Box 573, Hughson. Calif.  
HENDERSON, Malvin B.  
South Hills Br., R.D. No. t. Bo» 150. Pittsburgh It, Pa.  
HERDEJURSEN, Bracov J.  
1570 Munger St., Houiton, Texas  
HERMINZEK, Harry F.  
300 Harding St., Lalreba, Penn,  
HIBLAR. John J.  
Rt. No. 3, Box 445, Tacoma. Wash.  
HICKS, William E., Jr.  
3018 Lamp Are., St. Louis, Mo.  
HOARD, Ray  
Auburn, Illinois  
HOD6E, EfYin W.  
Redway Lodgai Garberville, Calit.

HOD6E, Wade L.  
Delay, Mississippi  
HOEPLICKER, Edward J.  
118 Arrin St., Baliersfield, Calif.  
HOEFLIN6ER, John J.  
825 54th St., Brooklyn 20, N. Y,  
HOERIN6, Thomas C.  
3532 California Av«.., Alton, Ill.  
HOLEMAN. Robert  
HOLMES. Chester C.  
Mankato, Kansas  
HOLZWARTH, Aaror E.  
Brownsville, Minnesota  
HUBBARD, Vei-non Lee  
203 S. W. Konyon 5t,, Des Moines, Iowa  
HORNER, Donald Edward  
Ecorsa Rd., Ypsilante, Mich.  
HUSHES, D. M.  
14S East Wh St., Los Angeles, Calif.  
HULBERT. L 6.  
Rt. No. I, BOK No. 30, Hemot, Calif.  
HUNTINGTON, Collii P.. Jr.  
1073 Cornmereal Ave., Coos Bay, Oregon  
HURLEY, James Donald  
153 SanbaurN St., pitchburg, Mass.  
MURSH, Thomas W.  
Prue, Oldahoma  
HURTADO, Francisco V.  
938 Nichersan Ave., Trinidad, Colo,  
HUTCHINGS. Donald R.  
c/o Elms Hotel, Excelsior Springs, Mo.  
IKERD Merville O.  
Rt. No. 4, Box IW, Modesto. Calif.  
IRWIN, Warren E.  
P. O. Box 197, Birmingham, Iowa  
JACKSON, Ralph E.  
JAMRUCK, Stanley M.  
1744 N. 9th St., E, St. Lou;s, ill.  
JEPFORDS, Mortimer  
119 Progress St., Providence, R. 1.  
JAUERNIS, James D.  
R. No. 4, Burlington, Kansas  
JENSEN, Ernest R.  
JERNISAN, John W.  
R, No. I, Trenton, Texas  
JOHNSON, Ralph



175 t3rd Ave., W. Ruluth. Minn.  
JOHNSTON, Bert L.  
226 So. 4th West, Brigham City Utah  
JONES. Frederick U.  
1212 Good S«,, Dallas Texas  
JONES, 6eorq« P.  
JONES, William F.  
JORDAN, James A.  
1743 E-. Grand Ave., DBS Momes, Iowa  
JOSEPH, Anatta D.  
Box ITO, Ranger, Texas  
JUDY. Seorge W.  
JUNSEBS, Edwin E.  
Hespers, Iowa  
KALLENBER6EB. Waldon (n)  
Euretta. South Dakota  
KALOKITUS, Albert W,  
li Pulaski Ave., Sharnakin, Penn.  
KAYE, Kenneth 1.  
KAZEZSKI, Stanley (n>  
KEARNS, Wayne T.  
1514 Madison St., Charleston, Illinois  
KEELING, John L.  
412 South Huntington A»e.. Jamaica Plain, Mass.  
KEMP, Don L.  
414 So. lit St., Zandy, Utah  
KENT, Robert P.  
1122 Del Paso Blvd., N, Sacramento, Calif.  
KILBOKN, Cecil O.  
R. No. S. Box 7884, Sacramento, Calif.  
KILBRIDE, John P.  
Bearing, Missouti  
KIMBROUGH, John R.  
Houlka, Mississippi  
KISZTY, Andrew S.  
5017 Langhorn St., Pittsburgh, Penn.  
KITZINGER, William E.  
4125 Woods Ave., Evansville, Indiana  
KLATT, Paul F.  
731 Union St., Man ae. Mich.  
KLEPPIN. Felix E., Jr.  
1316 N. 14th St., East St. Louis, Mo.  
KOEHLER, Edwin L,  
Caseyville. Illinois  
KOHLHAAS, Dean t.  
312 N. Garfield St.. Algona, Iowa

KOCH. Frederick C.  
2624 Upshur Drive, San Diego, Calif.  
KORTZ, Joseph H.  
West dark St., Rt. No. 2, Albert Lea, Minn,  
KOSINSKI, Joseph P.  
KRAUSE, Charles G.  
2622 Rodge Ave., Ft. Wayne, Indiana  
KRETZER, Kiath (n)  
KROEPLIN, Herbert A.  
409 Plunei St., Warsaw, Wisconsin  
KRUEGER, Carl A.  
KRUEGER, Melvin R.  
23174th St., Milwaukee, Wisconsin  
KUNDUS, Joseph R.  
925 E. Indianola Ave., Youngstown. Ohio  
LACKEY, George V., Jr.  
3108 Coolidge Av6,, Oakland, Calif.  
LAFKETY, del I F.  
R. R. No. I, Arlington, Ohio  
LAHAY, Bernard J.  
1804 Arcola Ave., Garden City, Ivlich.  
LAKE, John E.  
1764 Chestnut St., Redding, Calif.

LAMB. James C.  
Hubbell, Nebraska  
LARSEN, Verner B,  
1034 Treat Ave., San Francisco, Calif.  
LARSON, Rudolph O.  
521i;/La. Bill, N. Thier, River Falls, Minn.  
LASCH, Hoburt H.  
Rd. Ne. 5, Madiera, Ohio  
LATHROP, Fredericli M.  
Old Boonton Rd., Denville, N.J.  
LAWRENCE, James T.  
P. O. Boi 588. Mena, Arkansas  
LAWRENCE, LaVern E.  
Henada, Ohio  
LEACH. William P., Jr.  
R+. No. 3. Syersburg, Tenn.  
LE BLANC, Roy J.  
35 West Charlotte S»,,, Ecorse, Tenn.  
LENNY, Albert T,  
107 North Burdish. Rt. No. 1. Opportunity, Wash,  
LEPPARD, Thomas E.  
12t7 Sifrneone Rd., Syracuse, N. Y.

LEVERONI, Mario E., Jr.  
W Green St., San Francisco, Calif.

LEVINE, Donald (n)  
133 Smalley St., New Britain, Conn.

LEVINSKI, Joseph C.  
2157 Medburg AYC.. Detroit II, Mich,

LEWIS, David A.  
208 N. Oak St., Owastonna, Minn.

LEWIS. Robert K.  
Wist 1st St., De Riddir, Louisiana

LISOWSKI, Bert J.  
2\*08 Evergreen Are., Chicago, Ill.

LICHTY, "H" "J"  
Route No. 4, Waterloo, Iowa

LIEN. Irvin N.  
Box 44, Presho, South Dakota

LIMP, John L.  
R. R. No. 3, Box 108, Huntingburg, Indiana

LONSCOR, Oliver B,  
R. R. No. 2, Bustington. Iowa, e/o Mr. Rasa Hand

LOUKIDES, Michael H.

LYONS, David  
1110 Hugh Sr., Fort Wayne, Indiana

MAPLES. Raymond V.  
Rt. No. 2, Westville. Ohiahoina

MARINELLI, Joseph (n)  
4335 Race St., Philadelphia, Penn.

MARSHALL, R. E.  
W Fairfax Ave., Loi Angeles 46, CalU.

MATHESON, Malcolm (n)

MATTHEWS, R. W., Jr.  
525 So. Coronado St., Los Angeles 5, Calif.

MAYER, StevenL.  
Baring, Missouri

McBRIDE, Joseph P.  
120 Orange St., Chelsea, Mass.

McBRIDE, Virgil D.  
837 Pine St., Fulton, Missouri

McCANN, Waoene R.  
2711 Duffin St.. San Bei-nardino, Calif.

McCASLAND, Jarold C.  
923 Curtis St., Ranier, Colorado

McCLUSKEY, Russel C.  
Beach Star Rt., Box 20, Bellingham, Wash.

McCRAW. Harold K.  
824 Peach St., Abilene, Texas

McHOOD, E.

Rt. No. 2, Bilton, Texas

McKILLIP, James L.

McMAHON, Jarnei J.

12M Cambridge St., Cambridge, Mass.

MENICHETTI

78 Bedford St., New York City, N. Y.

MESSINGERI, Raymond P.

13 Delano Ave., Yonkers, N. Y.

MICHAEL, Bobby W.

Rt. No. 1, Marietta, Oklahoma

MIELKE, Charles E.

Box 138, Sidney, Montana

MILLER, Ralph W.

MILLER, Robert Q.

MILLER, Robert P.

MILLS, J. A.

Rt. No. 1, Box 494-A, Olympia, Wash.

MINTZ, Reginald A.

MOLELLA, Fred A.

13 Abbot St., Springfield, Mass.

MOORE, J. T.

236 Monroe St., Clarksdale, Mass.

MONAHAN, W. J.

4615 So. Ward St., Chicago 5, Ill.

MORWOOD, B. B.

Forbing, Louisiana

MOSER, Raymond P.

4331 Kollenback St., Huntington Park, Calif.

MOSCOWITZ, Arthur B.

MUNDIGLER, Roswell R.

8055 111th St., West Allis, Wisconsin

MUNSEY, J. L.

1007 E. 17th Ave., Denver 5, Colorado

MUSSELMAN, R.

9344 Wilshire Blvd., Beverly Hills, Calif.

MYERS, Thorne O., Jr.

392 Addison Ave., Clanhurst, Ill.

MYSKA, Edward J.

105 Hayes St., New Britain, Conn.

NORRURY, Kenneth L.

Talihma, Oklahoma

NORMS, Jack C.

511 Peach Tree & Battle Ave., Atlanta, Ga.

MORRIS, W. 6.

Valencia, Pennsylvania  
NORTON, Donald M.  
Auemade, Texas  
NUZUM, Carl J.  
RFD No. 4, Worthington, W. Va.  
OLIVER, D. V.  
1215 Henry St., Hanston, Texas  
OCONNOR, Loui? F,  
New Cambria, Missouri  
ODELL, Prank H.  
t7 So. Munn Ave., East Orange, N. J.  
OLCOTT, Byron R.  
OLTHOPF. Peter R.  
RPD N. 2, Heiperia, Mich,  
OSBORNE, Edward J.  
frH E. Gerhard St., Philadelphia, Penn.  
PALLET, R.  
2218 Pierce St.. Detroit, Mich.  
PATTEN, "H" "T"  
2227 E. t3 Rd,, Long Beach, Calif.  
PAKMSH, "J" "B"  
Rt. 8, Box 310, Ft. Worth, Texa  
PATCH ETT. K.  
Box I, Oswego, Oregon  
PATENAUDE, Joseph A. R.  
151 So. A S<., Taftville, Conn,  
PATTERSON, Pranli A.  
2112 Colby, Everett, Wash.  
PATTON. Charles W.  
Rt. 21, Box 359, Memphis, Tenn,  
PAYNE, Oonald E.  
P. 0, Box 95, Royal Oak, Mich.  
PEASE. Edwin N.  
140 Walnut Ave., Redding, Calif.  
PENCE, M. D.  
Rd. No. 4. Eaton, Ohio  
PERCIVAL, Walter L.  
1213 Sewey Ave., Los Angelei, Calif.  
PERKINS, Louis B.. Jr.  
2305 So. E. Tagoerf St., Portland, Oregon  
PERDUE. Clyde W.  
R. No. 2, Box 1025, Albuquerque, New Mexico  
PERSHALL, Billy J.  
Eldorado, Kansas  
PETERSON, Raymond M.  
3011 Malcolm Ave., West Los Angeles, Calif.

PHILLIPS. George (n)  
PHILLIPS. Kenneth R.  
PHILPOT, Alien E.  
lit Main St., Norlhanson, Maine  
PHOENIX, Raymond J.  
Bough Road, Cohows, N. Y.  
PICKRODT, Henry P.  
PINKERTON, Pickens P.  
Rt. I, Tyier, Texas  
P15CA6LIA, Frederick L.  
tTOI South Adams St., Peoria, Ill.  
POLLZZIE, B, J.  
111& I-ranklin St., Monroe. Mich.  
PRITCHARD, Williarr A.  
205 B St., Youngstown, Ohio  
PRAWITZ. Loren E.  
PUSHSLEY, Noah W.  
1725 Navarro Ave., Lima, Ohio  
<?UINN, James C.  
PANES. William B.  
?255 11th St., Centerville, Iowa  
RAQUINO. Lanny R.  
REEDER, W. P.  
8 N. Kresson St., Balto, Mo.  
REIN, George W.  
219 W, 30th St., Wilmington, Calif.  
RENNELL, Clarence A.  
175 N. Rd, North Adams, Mass.  
RESAR, Steve (n)  
RICHARDSON, Bruce H.  
85 Essex St., Laurence, Mass.  
MCHARD. Seiwyn D.  
St. Gabriel, Louisiana  
RIDER, William R.  
1012 83rd St. Terrace, Kansas City, Mo.  
RIGSS. James C.  
Monarch, Arkansas  
ROBINSON, William E.  
85 Essex St., Laurence, Mass.  
ROBISON, John L.  
Rt. I, Box 178. Palmetto, Florida  
RODRISUES, Louis (n)  
ROLLINS, Warren K.  
  
ROSE, Clyde L.  
Rl. I, Bo« I, Spanish Fork, Utah

RAUCH, Samuel  
3225 IlinYille A«e.

Box 17, New York City

SADBERRY, Henry (n)  
tOO Sarfield St.. Jackson, Mich.

SARSENT. Prederiek E., Jr.  
1834 1/1 W. 3tth Mace, Los Angeles, Calif.

SAULTER, Vernon A.  
1700 Sherwood St., Missoula, Mont.

SAVASE. Georqi W.

SCAGLIA, Paul (n)  
7576 Grand Ave., Kansas City. Mo.

SCHEMPP, John W.

SCHIEDEL. Charles A.  
c/o W. L. C-imabell. Golden Gate Ave.,  
Belvedere, Calif.

SCHLUETER, Raymond L.  
Box 73, New Trenton, Indiana

SCHMELLING, George G., Jr.

SCHUIER, William H.  
1723 Market St., Youngstown, Ohio

SCI, Rosano R.  
Old Cider Mill Rd,, Daneu, Conn,

SCHAUMBURS, Wallace D., 5r.  
125th Ave. N. W., North St. Paul. Minn.

SCOTT, Benjamin (n)  
362 Mass Ave., Boston, Wash.

SEDDON, Melvin H.  
SEDER(?UEST, John H., Jr.  
12 La Salle St., Wakefield, Mass.

SELBY, J. V.  
2104 Steven, Louisville 12. Ky.

SHAIN, Albert B.  
280 Guidon St., Bridgeport. Conn,

SHAVIES, Isaac  
UM 12th St., Oakland, Calif.

SHIFFER, Lawrence E.  
Rro No. I, Mailer, Illinois

SHIREY, Norman Hale  
500 N. Chestnut St., Perry, Penn.

SHORT, Gordon (n)

SHORT, Henry (n)  
2504 Filbert St., Oakland, Calif.

SILVA, Robert H.  
U.S.S. Moutrail, c/o San Francisco, Calif.  
SIMMERMAKER, Bob (n)  
1516 S. Union Ave., Tacoma, Wash.  
SIMMONS, Roicoe B.  
Rt. No. 4, Wentenville, North Carolina  
SIMS, E, V.  
Rt. No. I, Stratman. Texas  
SIMPSON, Roger W.  
1209 N. W., So. Spain Ave., Pendleton, Oregon  
SINGER, Gerald S,  
SITES, Warnie E.  
Petersburg, West Virginia  
SLATER. Theodore W.  
SMITH. James P.  
Reedsport, Oregon  
SMITH, Raymond L.  
2MI No. Franklin Rd., Arlington, Va.  
SNYDER. Philip R.  
Rd. No. 2, Harrisville, Penn.  
SOLEY, Vernei- M.  
1405 E. Madison, Seattle, Wash.  
SORRELS. Gerald H.  
Box No. 42, Abbott, Arkansas

SOUTHARD, Donald L.  
It36 W, 15<h St., Anderson, Indiana  
SPARKS. Sirvan R.  
1102 Sophia St., Carthage, Miliouri  
SPATES. Vemon L.  
SPATOPORE, Emilio R.  
SPENCER, Dallas C.  
Route No. 2, Shendan, Oregon  
SPRENGER, William R.  
STERLING. James F.  
m So. Clarkson St., Denver, Colo.  
STEENBERG, Kenneth O.  
1 17 Park St., Westly. Wisconsin  
STEWART, Douglas C.  
3333 Brayton St., Long Beach, Calif.  
STOTTS, Arthur L,  
71 S. Wick Ave.. Waterbury, Conn.  
STOUT, James 6.  
STRICKLAND, Joseph (n)  
283 W. 118th St., New York, N. Y.  
STEWART, R, S.



1414 Pacific St., Redlands, Calif.  
SUTTON, Clarence W.  
1st St., Floreffe, Penn.  
SUTTON, Jarnai O.  
RPD No. 3, Box 32, Portsmouth, Virginia  
SUTTON, John E.  
Matthews, Indiana  
SWEENEY, Alfred C.  
5054 Winnernac Ave., Chicago, Ill.  
SWEET, Harry L.  
20? N. Franklin St., Springfield, Mo.  
SWEET, Stewart C.  
SYX, El I is D.  
1079 Grant St., So. Akron, Ohio  
SZAPRAN, Eugene J.  
103 Walnut St., Holyoke, Mass.  
TANGEMAN, Robert G.  
1118 Garden St., Hoboken, N. J.  
TAYLOR, Kenneth E.  
316 S. Walnut St., Arnes, Iowa  
TAYLOR, Paul J.  
Rd, No. I, Aspers, Penn.  
TOMMIE, "J"  
TELLES, John P.  
Box No. It, Bent, New Mexico  
TENWINKEL, Richard J.  
East Troy, Wisconsin  
TEVIS, Warren R.  
2017 California Ave., Topeka, Kansas  
THIEMSEN, Charles. Jr.  
THOMAS, Dorian L.  
R. R. No. 4, St. Maries, Idaho  
THOMAS, Sherman  
1811 Staford Ave., Los Angeles. Calif.  
THOMPSON, James R.  
Wichita, Kansas  
TIBBS, M. E.  
Rt. 4, Box 17?, Paimont. W. Va.  
TITMAS, Frederick H.  
813<sup>1</sup>/<sub>a</sub> So. Tejon St., Colorado Springs, Coto.  
TODD, James H., Jr.  
R. R. 3, Charlestown, Indiana  
TOOLE, J. J.  
4?32 Renier St., New Orleans, La.  
TOWNSEND David S  
TOPPER, Harold L.

Box 94, Orangeville, Ohio  
TRICKEY, p. J.  
467 W. Shaw St., St. Paul, Minn.  
TRAWEEK, B. B.  
Beeville, Texas  
TUCKER, Clarenci T.  
1543 Ridgewood Ave., Toledo, Ohio  
TURDO, Rocco A.  
TURNER, Penis L.  
TUTTLE, Carroll E.  
1159 Nipon Drive N. W., Grand Rapids, Mich.  
URBAN, Arthur J.  
Box 163, Old Ocean, Texas  
URESTE, Seorge (n)  
Port O'Connor, Texas  
VAIL, Robert L  
R. R. 2, Effingham, Illinois  
YANCE, James E.  
VAN OSDOL, K. G.  
5027 N. Roslyn Ave., Indianapolis, Indiana  
VAUGHAN, Walter F.  
Pixen, Missouri  
VAUGHN, George W.  
147 West 57th St., Los Angeles, Calif.  
VAUGHN, Harry L.  
VAUGHN, Woodrow W.  
207 McNary Ave., Prineeton, Ky.  
VEDDER, William E.  
Rt. 2, Box 210-A, Arlington, Texas  
VIAU, Earl R.  
17 Johnson, Pawtucket, R. I.  
VIDALES, Alexander (n)  
1015 Chapmen St., Houston, Texas  
VISCO, Alphonse A.  
74 Roger Ave., Lynn, Mass.  
YOGTS, Marvin V.  
Madison, Kansas  
VOLKERDING, R. R.

WARBEN, Hobart D.  
1311 Ith St., Detroit, Michigan  
WALKER, Waltir R.  
214 East Cedar Av., Jefferson City, Mo.  
WARWICK, James E.  
Rt. No. 1, Box 585, El Paso, Texas  
WANAGEL, A. W.

2828 35th St., Astoria, 1.. 1., N, Y.

WASNAK. Alvin 6.

3041 tth St. S. W., Anton, Ohio

WATKINS, Donovan D..

70 Libby St., Clarkston, Wash.

WEAVER, Billy H.

Bailey Heights, Natchitaches, Louisiana

WEAVER. James "T"

P. O. Box 1371, Pryor, Oklahoma

WEBER, Edward C.

Woycesburg, No. I, Ohio

WEBER, Victor A.

2tll Libbell St., Cincinnati, Ohio

WELCH, L. B.

410 St. River Ranae. 18. Mich.

WENDT, John H.

New Lenox, Ill., c/o 5. J. Butien

WHISLER, W. R.

IW Jackson Bl»d., Chicago 12. Ill.

WHITACR6, Jonas D.

B43 E. 43rd St., Cl«»»land, Ohio

WHITE, Charlie C.

WHITE, James V.

WHITE, William F.

WHITTED, Elijah M.

WIERN6A, Charles H.

«17 Oak St., Manestigue, Mich.

WILES, H. E.

210 E. Samuel Ave., Peoria Heights, Ohio

WILLIAMS, Charles N.

873 CamoblI St. Oakland Calif

WILLIAMS, Jarnii t-.

I?It Schoff Ud,, Cle»iland, Ohio

WILLIAMSON. Harry V.

2707 Knight Ave., Roclilord, Ill.

WILMS, W. L.

UPD No 2, Newton Falk. Ohio

WILSON, Raymond L.

R. R. No. I, Caney, Kansas

WINTERS, Clarence M.

WIUarnsburg, Indiana

WISE. Howard R., Jr.

»PD No. 2, Mansfield, Ohio

1714 Slewart Place, Nashville, Tenn.

WISEMAN, I?"en«in H.  
1100 Washington Ave., Alton, Illinois  
WISNIESKI, Harold J.  
1505 E. Wh Place, Chicago 37, Ill.  
WOLF, John M.  
1017 S St., Harrisburg, Penn.  
WOOD, J. A.  
«7 N. Shirley. Pontiac, Mich.  
WOODS, Bernard J.  
414 Baldwin Ave., Jersey City, N. J.  
WOOS. Ralph E.  
4411 N. plorrissant 51., St. Louis, Mo.  
WOOTBN, John L,  
Star Route, Love Lady, Texas  
WRISHT, Charles E.  
Stevensville, Maryland  
WUTTK6, Robert T.  
137 N. East St., Holyoke, Mass.  
YOUNG. Arthur p.

1409 N. Michigan St., Plymouth, Indiana  
WHITNEY, R. B.  
1276 Ohance Ave., Akron, Ohio  
WURNMEST, R. E.  
tl5 N. Main St., Kennett, Mo.  
ZIEMNIK. Edward F.  
238? Fremont Ave., Cleveland, Ohio

CUI.L6N, Jamll F.  
P. O. Box No. 24 Stoneham, Mass.  
CUMMINGS, Paul D.  
R. R. No. 3, Mansfield. Ohio  
CUNDIfF, Edward, Jr.  
Rt. No. 4, Claras»ille, Ohio  
CURCIO, Eugene B.  
t552 La Mirada Av«., Hollywood, Call\*.  
CURLEE, Sterling  
Box 13, Itasca, Texas  
CURRAN, William  
3357 N. Second St., Milwaukee, Wis.  
CURTIS. Roger K.  
7024 Kester Are., Van Nuys, Calif.  
CZACHOROWSKI, Edward f.  
207 Boyd Ave., Jersey City. N. J.  
OALEY, James  
404 S. W. 35th St., Oklahoma City, Okia

DALY, James J.

DAMATO, Henry J.

E. Day St., East Orange, N. J,

OANA, Leilie R., Jr.

nAMin p3iil H

DANSIE, Donild A,

Riverton, Utah

DANZI, Vincent

MI New Mersey Av«.. Brooklyn, N. Y.

DAYIDSON, Jimes A.

Rt, No. 4, ©ranger, Texas

DAVIES, Gerald L.

8916 2nd Ave,, Indewood, Calif.

DAYIS, Charles R,

1023 10»h Ave. So., Nampa, Idaho

DAVIS, Langford Wayde

Rt. No. 1. Box H0212, El Dorado, Ark.

DEAN, Melrin C,

Woodruff, Utah

DEAN, Ralph I-«e

DEANGELIS, Saelano

86 Barrows St., Providence I, R. 1.

DEAVOHRS, Theron H.

DECKER, Alvin

Ponchatoula, La.

DEETER, Ray Leroy

3344 Kerckhoff Ave., San Pedro, Calif

STONE. Dendle Edward

STRINGER. Brooks