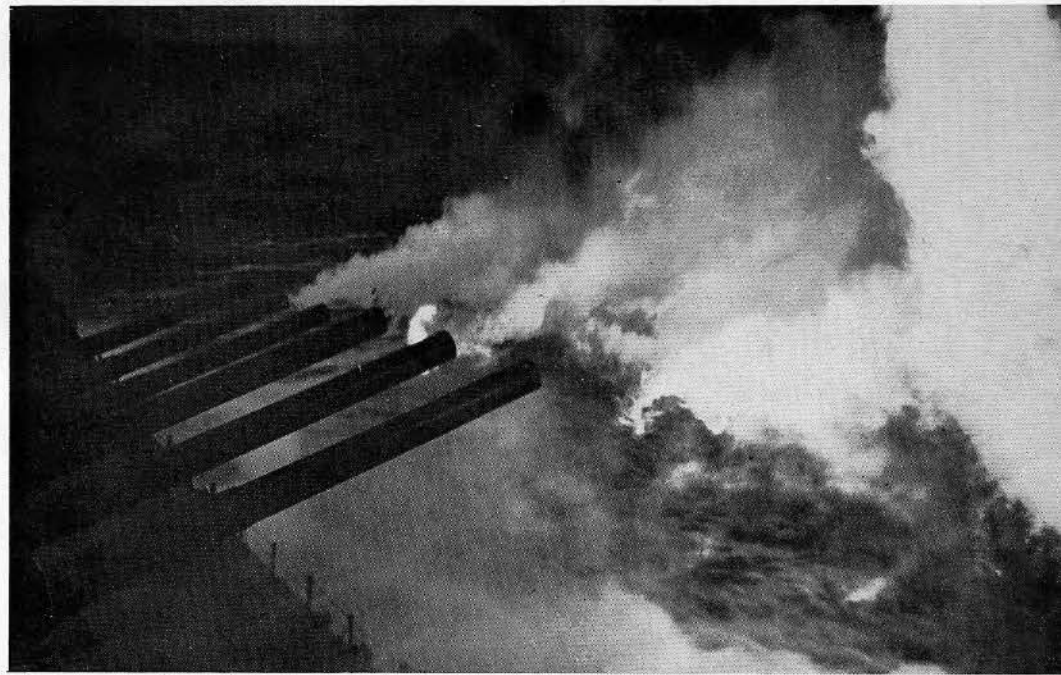


CAMP ENDICOTT
NAVY CONSTRUCTION TRAINING CENTER

Davisville, Rhode Island

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FRANKLIN DELANO ROOSEVELT

Commander-in-Chief



JAMES E. FORRESTAL

Secretary of the Navy



ERNEST J. KING

*Commander-in-Chief United States Fleet
and Chief of Naval Operations*



UNITED



STATES

NAVY

The seeds of the United States Navy are to be found in the domestic transportation, the overseas trade, and the possibilities for a thriving ship building industry in the colonies. Colonial America was destined to become sea-minded, with every phase of life so necessarily influenced by maritime affairs.

In Massachusetts alone, more than 700 ships had been built by 1676. Out of 7,694 vessels engaged in British commerce in 1775, 2,342 were American built.

American colonial ships were finding profitable trade routes through the principal ports of Europe and the West Indies. But the main sea commerce existed between the Southern colonies and the Mother Country. The English Navigation Acts necessarily saw to this. The majority of the Northern colonies' exports went to Southern Europe.

But it should be remembered that preparation for a fight was an essential part of colonial seagoing plans. A commercial voyage, begun when the world was at peace, might easily end in war between the two contracting countries. It was a common practice for colonial merchant ships to set out on their overseas ventures, armed with substantial batteries of broadside guns.

England was mistress of the seas when war broke out between the colonies and the Mother Country. American ships had found any port open to them under English protection but the coming of the war changed all this. The colonies were forced to fight their own battles, both in trade and in warfare. The American Maritime Service was comprised of many trading ships, but no ships of war for protection had ever been built.

The leaders of the American Revolution found little difficulty in gathering together an army, though untrained. But to organize a navy from commercial vessels, to fight the British men-of-war, was not an easy matter. When the trouble between the colonies and the Mother Country began, the colonies had not a single ship large enough to meet any one of the British fleet. Private persons were granted permission to fit out hundreds of small boats, and these privateer vessels forced the British

Navy to protect their own merchant ships, thereby lessening the attack on American commerce to some extent. But this was only a makeshift navy. The first session of the Continental Congress said nothing about ships. To intercept merchant ships bringing supplies to British troops stationed in the colonies, the small armed vessels of the colonists were used, manned by New England seamen. At first, this was done under the auspices of Rhode Island and Connecticut.

When the second session of the Continental Congress met, the situation was felt serious enough to warrant the appointment of a Marine or Naval Commission, "to consider, inquire and report with respect to the organization of a naval force." With John Adams at its head, the Naval Committee began to function.

Fortunately for the colonists, there was one man among them who had spent his early life as an English seaman. This man was a native of Scotland named John Paul, who added Jones to his name after he came to America. The Commission invited him to come to the meeting.

They met at Philadelphia, and Jones showed them that they could not hope to cope with England for the mastery of the seas. His plan was to build colonial naval vessels, neither too small nor too large. He thought that a squadron of frigates, ships rating from 32 to 36 guns, should be kept constantly in British waters, merely to harass the enemy. He further advocated one sharp encounter, which would raise Europe's estimate of the colonies. This could be accomplished by bringing the prize into some French port.

Congress abided by his suggestions and in 1775 ordered 13 frigates to be built. And, in 1776, the Navy had 31 cruisers mounting 586 guns, supplemented by no less than 136 privateers mounting 1,360 guns. The government war vessels in service during the Revolution numbered 64, including the flotilla on Lake Champlain. The destruction that these ships meted out to the British Navy was one of the strongest factors leading to peace. The American force captured 196 vessels, valued at about \$6,000,000. The privateer auxiliary force took some 600 British ships.



JOHN PAUL JONES—Whose famous words, "I have not yet begun to fight," in the victory of the *Bon Homme Richard* over the *Serapis* in 1779, gave our Navy its first bit of glorious tradition.

Congress formed the nucleus of her Revolutionary Navy by purchasing two ships, the *Alfred* and the *Columbus*, and two brigs, the *Andrea Doria* and the *Cabot*. They were converted to warships and Esek Hopkins, now almost forgotten, was made Commander-in-Chief of the Navy.

With this beginning of a naval force, Hopkins did what he could to fight the British. The first ship captured was the *Edward*. John Barry, in the *Lexington*, was responsible for this action. Later he took command of the *Raleigh*.

John Paul Jones, after some small successes in local waters, left to carry the war into British waters. The British insisted upon calling him a pirate when he attacked the forts at Whitehaven and landed upon Scottish soil. He planned to go right around the British Isles, but, in the Irish Channel, his plans were thwarted. He met the British sloop-of-war, the *Drake*, and after very sharp fighting, captured her and brought his prize into a French port. The *Drake* was a more forceful vessel than the American boat, and when the prize was brought into port, the French could hardly believe their eyes.

With his object to startle the world, Jones did all he could to gather together a squadron. Louis XVI gave him a large merchantman, the *Duras*, and he immediately changed her name to the *Bon Homme Richard*, in honor of Benjamin Franklin. Within three months, he had a squadron of five ships ready and was off to sea.

The summer was spent cruising around the British coast, alarming the people. But one morning, a British convoy of forty sails was sighted off Flamborough Head. They were sailing under the protection of two British men-of-war, the *Serapis*, commanded by Captain Pearson, and the *Countess of Scarborough*, commanded by Captain Piercy. Captain Jones ordered his ships to fall in line and immediately gave chase to the enemy convoy. The merchantmen got away, but the two men-of-war accepted the challenge and drew up for the fight. It was a bitter struggle, and when for a time firing ceased on the *Bon Homme Richard*, Captain Pearson asked if she had surrendered. "No, I have not yet begun to fight," answered Captain Jones.

The American captain maneuvered his boat to the side of the *Serapis* and anchored the two ships together. Captain Pearson struck his own colors, but the *Bon Homme Richard* was sinking. She sank the next day, but she had captured the ship which sank her.

The *Hancock*, *Raleigh* and *Randolph*, along with other cruisers authorized by Congress, were excellent ships and there were none superior afloat to the *Alliance* and *Confederacy*, built toward the close of the war.

In 1777, Commodore Nicholas Biddle sailed from Charleston in the frigate *Randolph*. Accompanied by four vessels of the South Carolina Navy, the *General Moultrie*, *Notre Dame*, *Polly* and *Fair American*, Biddle set out on an offensive, searching for British vessels in the vicinity. Learning of the enemy's departure, he proceeded to the West Indies. Near Barbados, his squadron fell in with the 64-gun ship, the *Yarmouth*, and engaged her.

Though wounded early in the action, he directed affairs from a chair on deck. But the *General Moultrie* fired on the *Randolph* by mistake and, though the *Randolph* handled the *Yarmouth* very roughly for a period of about fifteen minutes, she blew up in her moment of glory. The rest of the squadron escaped.

In September of the same year, Commodore Barry, in command of the *Raleigh*, sailed from Boston alone. Almost immediately, he sighted the British vessels, the *Experiment* and the *Unicorn*. Barry sought escape but, after almost three days, the *Unicorn* caught up and in a few broadsides did considerable damage to the *Raleigh*. After receiving three more broadsides from the *Experiment*, the *Raleigh* struck for shore, but the fighting continued. Barry landed the crew during the night, first arranging combustibles to destroy the ship. Why the orders to burn the ship were not carried out, no one knows, and the British caught the *Raleigh* afloat and commissioned her in the British service. A court of inquiry absolved Barry of any blame.

Mention should also be made of the successful squadron cruises in 1779. The frigates *Warren*, Commodore J. B.

Hopkins; *Queen of France*, Captain Olney; and *Ranger*, Captain Thomas Simpson, captured the British privateer, *Hibernia*, east of Cape Horn. The next day they chased a convoy from which seven ships were taken, including the twenty-gun *Jason* and the privateer *Mariah*.

In June, the American ships, the *Boston* and the *Confederacy*, captured the British privateer ship *Pole*, the six-gun schooner, the *Patsey*, and one other prize.

A squadron, under Commodore Abraham Whipple, operating east from Boston in July, captured eleven very valuable prizes from a convoy headed homeward from Jamaica. Three of the captured vessels were subsequently recaptured, but the remaining eight vessels were safely taken into Boston.

The frigates, *Deanne* and *Boston*, were equally as successful on a cruise out of Chesapeake Bay later in the summer. They captured eight prizes, including the sloop-of-war, *Thorn* and the packet ship, *Sandwich*.

Mention should also be made of the naval force fitted out in New Orleans by Oliver Pollack.

A setback to the colonists occurred, however, when the Penobscot Expedition met disaster with a British naval force, headed by the 64-gun ship *Raisonable*. Commodore Saltonstall, Captain Moses Brown and Captain Hacker were in

command of the American ships, the brig *Diligent*, the frigate *Warren* and the sloop, *Providence*, respectively.

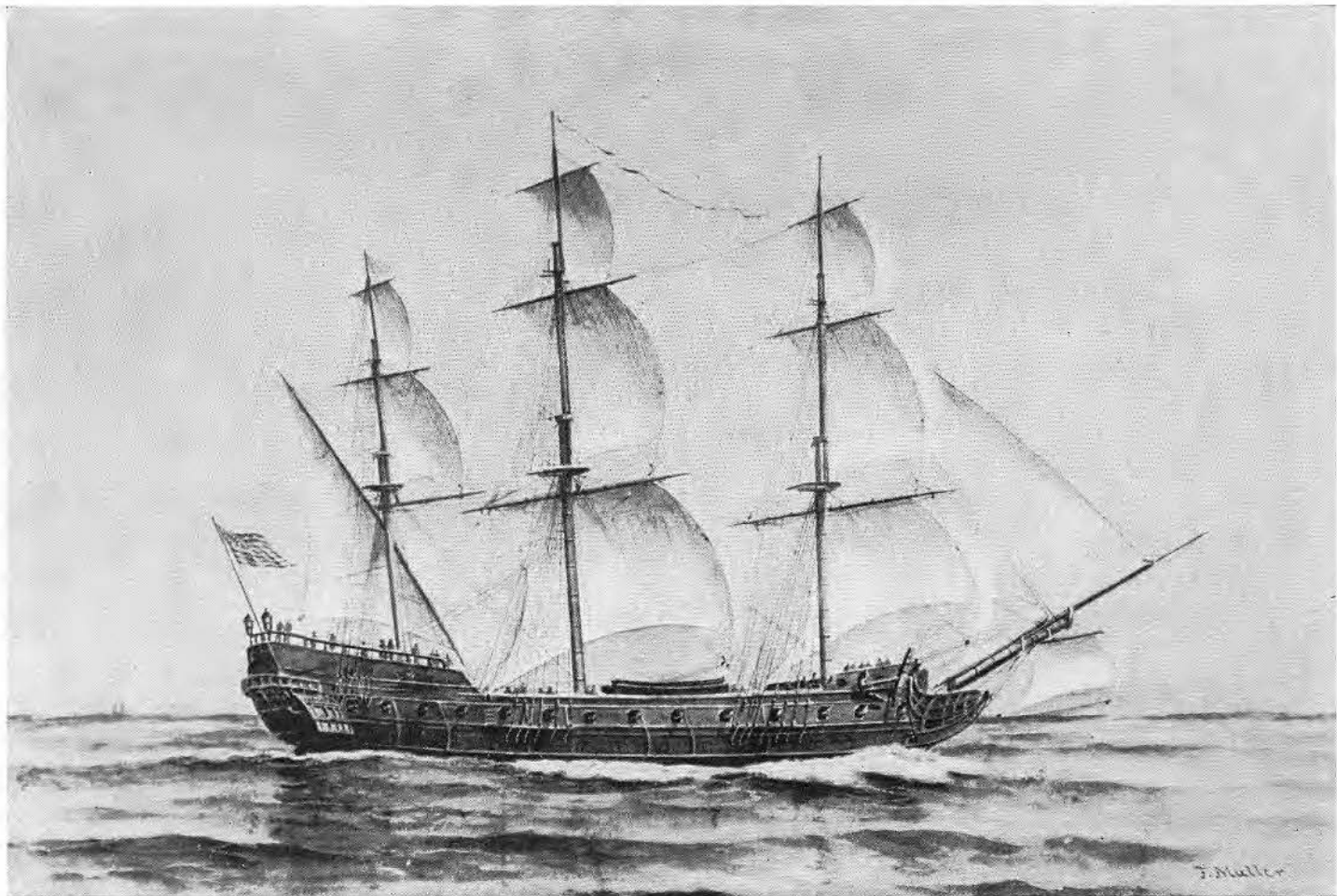
And, on the very next day, Commodore John Paul Jones and his squadron was sailing around the British Isles on the epic cruise previously described.

At home a few months later, a small but gallant Navy suffered a disaster when Commodore Whipple led his squadron to aid in the defense of Charleston, S. C. The frigates, *Boston*, *Providence*, *Queen of France* and *Ranger*, were trapped when Charleston capitulated to the British.

With French cooperation in the war against Great Britain forthcoming in 1780, Washington felt much encouraged, but failed to accept French reinforcement of troops without a decisive naval participation. And, six months later, the fleet of Admiral Comte de Grasse was off the Cape of Chesapeake, defeating a weaker British force and sealing Cornwallis' doom at Yorktown.

The Virginia State naval forces aided in the transportation of troops and supplies for the Yorktown campaign. And, for many months before the Yorktown campaign and thereafter until the end of the war, the Continental Navy activities were at a low ebb. This little force had carried its heavy burden well throughout the war.

Commanded by John Paul Jones, the *Bon Homme Richard* fought and captured the British ship *Serapis* in a stirring battle by moonlight off Flamborough Head in 1779.



Progress stopped with the coming of independence, however, and the vessels were sold and the men discharged.

Trouble with France came later. As France was still at war with England, she looked toward the United States to protect the West Indies. France attacked our ships when she realized that Washington was determined to stay out of the quarrel. Three frigates, the *Constellation*, the *Constitution* and the *United States*, had been built in 1794. The senior officer, with the rank of Commodore, was the same John Barry who had distinguished himself in the Revolution. This infant Navy was soon ordered by Congress to proceed to the West Indian waters.

The *Constellation*, Captain Thomas Truxton, met the French frigate, *L'Insurgent*, off St. Kitts; several hours of hard fighting convinced the French to haul down their flag. And, just one year later, *La Vengeance* was silenced by the *Constellation*.

The trouble with France had barely ended when the United States was once more thrust into fighting. For a long time, pirates from the Barbary Coast had been preying upon the commerce of Christian nations. The countries of Europe and the United States had been paying tribute to these pirates, but the more they received the more dissatisfied the pirates became. War was inevitably declared and the Americans soon had a squadron in the Mediterranean.

When the *Philadelphia*, Captain William Bainbridge, ran into a reef in the harbor of Tripoli, she fell into the hands of the enemy. Stephen Decatur planned to go into the harbor and destroy the American ship, which was now manned by the enemy. With seventy men, he reached the ship, overpowered her crew and set the *Philadelphia* ablaze.

At this time, the United States was once more restlessly holding her peace with Great Britain. British men-of-war were seizing American merchantmen and the Americans soon became exasperated. The feeling steadily grew worse, when British ships stopped American vessels and seized members of her crews, saying that they were British citizens. War was declared in 1812.

The first encounter on the sea took place when Captain Isaac Hull, in command of the *Constitution*, met the English frigate, *Guerriere*, a hundred miles east of Boston. Captain Dacres of the British boat opened fire, but the *Constitution* held back. Hull meant that every shot should tell. Crouching until the *Guerriere* was well within pistol range, Hull shouted, "Now, boys, pour it into them." The *Guerriere* was so damaged that Captain Hull could not even bring his prize into port.

Captain Stephen Decatur, commanding the *United States*, scored a victory over the *Macedonian* no less brilliant than Hull's. This action took place in the vicinity of the Azores.

During the same year, Bainbridge, on the *Constitution*,

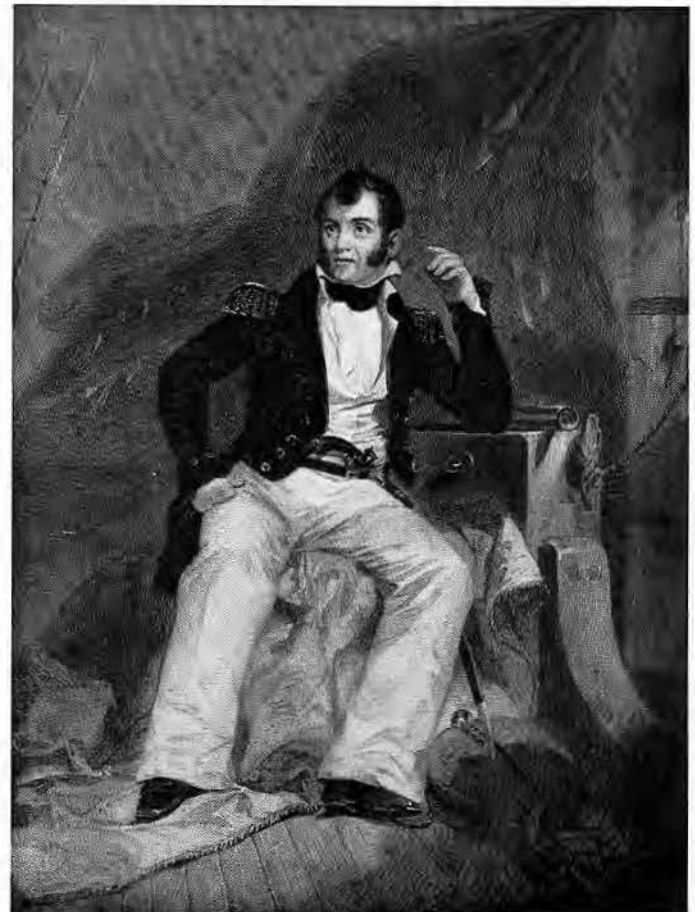
sank the British vessel *Java* off the Brazilian coast in less than two hours. The Americans were so carried away with the victories of this ship that they proudly called her *Old Ironsides*.

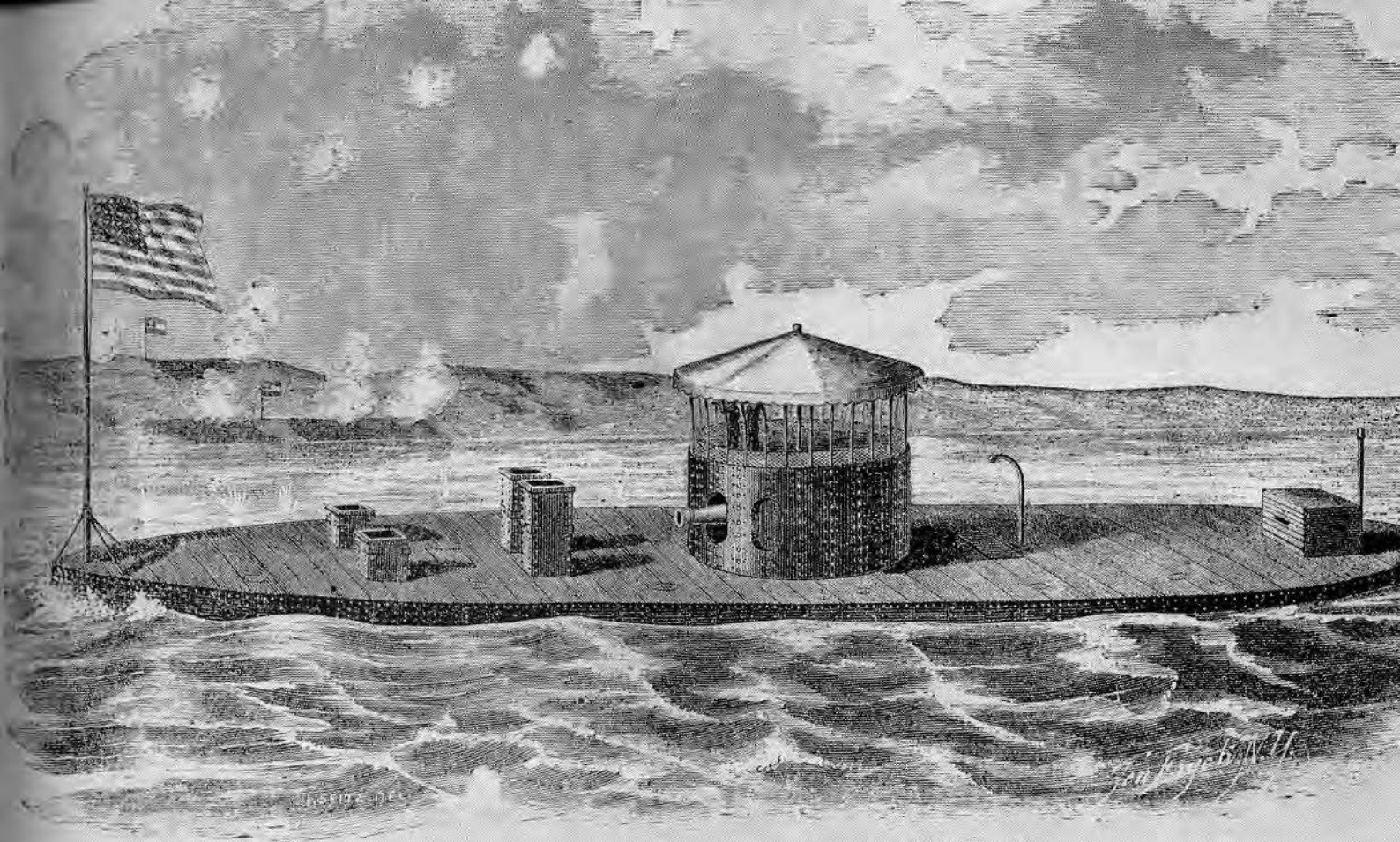
The English suffered a defeat such as they had never had before on the sea. Even the smaller United States vessels were victorious. The *Enterprise* took the *Boxer*; the *Essex*, under Captain David Porter, captured many merchantmen while sailing around Cape Horn.

The *Chesapeake* was the first American ship lost. She was at anchor in Boston when Captain James Lawrence was sent to fit her out for sea. He found, upon his arrival, that nearly all of the original crew had left, and he was forced to accept the *Shannon's* challenge, though unprepared and undermanned. The *Shannon* proved too much for the *Chesapeake* and she was terribly shattered. Captain Lawrence was mortally wounded and, though his dying words were, "Don't give up the ship," the surrender could not be prevented.

Events of the war looked unfavorable, when a young officer, Oliver Hazard Perry, was sent to Presque Isle on Lake Erie. When he arrived, he found the keels of two

OLIVER HAZARD PERRY—Quick-thinking and ingenious under adverse conditions, this young naval officer captured an entire British fleet on Lake Erie, advancing the American Navy considerably in the eyes of impressed European nations.





THE VICTORIOUS UNION GUNBOAT - MONITOR.

Published by Caldwell & Co., 27

The great naval development of the Civil War was the raft-like and ironclad *Monitor*, which revolutionized marine warfare and helped develop in a short time the improvement of naval construction.

brigs laid and three gun boats well under construction. The two brigs were the *Lawrence* and the *Niagara*. The British were alarmed at the news of the Americans' industry and Captain Barclay of the British Navy rushed his squadron to blockade the American ships at Presque Isle. But Perry was too quick for him and had his ships already sailing on Lake Erie on the look-out for the British.

Perry sailed to Malden with the intention of attacking the British fleet there. Sailing on his flagship the *Lawrence*, displaying a blue banner bearing the words, "Don't give up the ship," he advanced to meet the British. The *Lawrence* was shattered and most of its crew killed, but Perry, along with eight men and his little twelve-year-old brother, set out in a rowboat through a volley of fire. They managed to reach the *Niagara*, another American ship, and the fighting continued. Perry sailed into the midst of the British fleet and, surprisingly, within fifteen minutes, Captain Barclay was forced to surrender. For the first time, a message bore the news of the capture of an entire British fleet. "We have met the enemy and they are ours—two ships, two brigs, one schooner and one sloop."

The year 1814 saw another American fleet of fourteen small vessels under Thomas Macdonough. They were attacked by a large British fleet under Captain Downie, but the Americans won the day.

With the exception of the Battle of New Orleans, all major battles of the War of 1812 were fought and won on the sea by a gallant and up-and-coming Navy.

This war found the United States with a navy of 17 ships, aggregating 15,300 tons and carrying 442 guns, manned by 5,025 men. It had no adequate means of any sort for repair or refitting of the vessels. After peace had been assured, the permanent establishment of the Navy had been set at twelve ships of the line, fourteen first-class frigates, three second-class frigates, six sloops of war and a proportionate number of smaller vessels.

Between 1814 and 1825 the more famous craft built were the 74-gun ships *Washington*, *Franklin*, *Columbus*, *Ohio*, and *Delaware*. The *North Carolina* with 102 guns in three tiers of port holes was for a time considered the most powerful warship afloat.

In the meantime the possibilities of steam warships were looming up. The *Demologes* had been built in 1813, but she was accidentally blown up in 1829. She was succeeded in 1837 by the *Fulton the Second*, a wooden steam battery. It proved a failure, however. The *Mississippi* and *Missouri*, side-wheel steamers, were constructed four years later, and were followed in 1837 by the *Susquehanna* and *Powhatan*. In 1844 the first screw steam war vessel ever built

was launched. It was the *Princeton* designed by Captain John Ericsson. Though broken up in 1849, she was in service long enough to aptly illustrate the naval importance of screw propulsion.

The Engineer Corps of the Navy, amalgamated with the Corps in 1890, was organized by an act of August 1, 1842. And in 1845, The United States Naval Academy was established at Annapolis.

The screw steam war vessel was now fully developed, and between 1856 and 1859 the *Niagara*, *Merrimac*, *Colorado*, *Minnesota*, *Wabash* and *Roanoke*, frigates, were built. The sloops *Brooklyn*, *Lancaster*, *Hartford*, *Richmond*, *Pensacola*, *Pawnee*, *Michigan*, *Narragansett*, *Dacotah*, *Iroquois*, *Wyoming* and *Seminole* were built.

In the War with Mexico, the Navy was primarily used to transport troops and supplies. The nearest base was at Pensacola, nearly 900 miles from Vera Cruz, and it was poorly equipped.

On May 4, 1846, Conner sailed from Vera Cruz in response to reports that a Mexican army was attempting to attack General Taylor at Port Isabel. The Mexicans had crossed the river when the squadron arrived on the 8th at Brazos de Santiago. About five hundred seamen and marines were landed, though General Taylor's victory kept them out of the battle.

The Navy next gave assistance to Taylor's troops in crossing the Rio Grande in the project headed towards Monterey. In the meantime, Fremont's California Battalion was at work on the West Coast.

Perhaps the most noteworthy naval expedition was the capture of Vera Cruz. But the main work of the American Navy in the War with Mexico was the blockade which she effected and the ports which she captured, all of which helped to produce a desire for peace on our terms among the Mexican People.

In 1846 Commodore Biddle undertook to open American commerce to Japan, and though his project was barren in its immediate result, this pioneer project paved the way for the ultimate success of Matthew C. Perry eight years later.

In the meantime the Dahlgren shell gun began to replace the older type of smooth bore. But when the Civil War broke out, the Navy had once more become greatly reduced.

One of the prime factors sealing Confederate defeat in the Civil War was the Union blockade of Southern ports.

When the United States Naval Yard at Norfolk was abandoned, a new vessel, the *Merrimac*, was sunk. The Confederates raised her, cut off her sides, added a sloping roof of iron and renamed her the *Virginia*. On March 8, 1862, she came out and destroyed the *Cumberland* and the *Congress*. But on the next day, when she came out to finish the destruction of the Union fleet, she was met by "a little



DAVID GLASGOW FARRAGUT—Famous naval commander of the Union Forces, sailed up the Mississippi to New Orleans through fire of two powerful forts to capture the prize city on April 25, 1862.

cheese box on a raft." This was the *Monitor*, an ironclad ship of a new type, invented by a man named Timby and improved by John Ericsson. The two ships fired at each other for five hours, neither doing any harm to her enemy. However, the *Merrimac* was no longer the dread of the seas, and was destroyed by the Confederates when they surrendered Norfolk to the Union forces.

A memorable success for the Union forces was Admiral Farragut's expedition up the Mississippi to New Orleans. He passed through the fire of Fort Jackson and St. Phillip to take possession of the city.

In accordance with American naval policy, as illustrated after each previous war, once more the United States greatly reduced its Navy after the Civil War. By the fall of 1866 the total number of vessels in commission numbered only 115. League Island was used as a storage base for the monitors, and there they were gradually destroyed. Five were retained, however, and were used in brief harbor visits during the Spanish-American War. But the monitors, the *Miantonomah* and the *Monadnock*, made long voyages and illustrated the sea-going capacity of these turret ships. Their

voyages to Europe and around Cape Horn, respectively, doomed to final distinction the wooden man-of-war.

But, one by one, the vessels were broken up or sold, and 1881 saw the country practically defenseless as far as sea power was concerned. The Secretary of the Navy said in his report of 1887, "It is often the subject of wonder what has become of the \$70,000,000 spent upon war vessels since the close of the War, in view of the fact that there is now no Navy." Though the ships of the United States Navy were few, the men who handled them did not retrogress. The quality of the Navy personnel remained of the best.

Secretary Hunt appointed an advisory board in 1881 to determine the requirements of a new Navy. The Board recommended 21 armored vessels and 70 unarmed ones, but it should be noted that the Board required that the material of construction should be steel. And, in May of 1887, contracts were signed with the Bethlehem Iron Company for gun forgings and armor plates. During the same year, the now great naval gun factory in the Washington Navy Yard was begun.

Our modern Navy saw its beginning with the construction of the steel vessels the *Dolphin* and the *Atlanta*, *Boston* and *Chicago*. After 1888 the increase became rapid, and the outbreak of the Spanish American War in 1898 found the United States with a steel fleet of 77 vessels.

This fleet included several coastline battleships such as the *Iowa*, *Indiana* and *Oregon*. The powerful armored cruisers, the *New York* and the *Brooklyn*, were also a part of this much improved fleet.

Our Navy practically annihilated that of Spain, during the Spanish American War, in 110 days. And, in addition to the great naval battles of Manila and Santiago, the famous rush of the *Oregon* from San Francisco to Jupiter Inlet, Florida around Cape Horn further proved the capability of this new steel Navy. The *Oregon* had covered some 14,000 miles in 68 days without an accident.

Since the liberation of Cuba had been stated as the object of the War, Sampson believed it necessary to attack its capitol city, Havana. Admiral Cervera, with his weak Spanish squadron, was supposedly off Cape Verdes. The news arrived that Cervera had left the Cape but was later contradicted. Sampson was instructed to open hostilities by blockading a portion of the Cuban coast.

Dewey had held his squadron in Hong Kong since February, and though ill-equipped with supplies, he held his vessels in readiness. His squadron comprised the *Olympia*, *Boston*, *Raleigh*, *Concord*, and *Petrel*. The Squadron sailed on April 27, passed through the silent batteries on Corregidor, and arrived before dawn at Manila. The amazing victory of Commodore Dewey at Manila has been recorded many times, and it should be noted here that it put the Commodore in control of the

SQUADRON OF EVOLUTION-UNITED STATES NAVY



situation at Manila. America had suddenly become an Oriental power.

In the meantime, Sampson had decided to relieve the situation at San Juan. Smaller vessels of the fleet upheld the blockade at Havana. Schley at Santiago, aided by other naval personnel, accomplished his purpose, and it was through these decisive naval actions that the War was brought to a close. The naval victory off Santiago brought the War to an end.

The history of the United States Navy from the end of the War in 1898 to the advent of vessels of the Dreadnaught type demands but little attention. Good vessels were built, but on no large scale.

In 1906, an enlarged building program was inaugurated, and when war was declared on Germany in April of 1917, the tonnage of the United States Navy was 1,500,000. A great program of naval expansion was entered upon in 1916, due to the strained conditions already existing between Germany and the United States. The building period was to last three years, the total cost to reach approximately \$520,000,000. During the first year, four battleships, four battle cruisers, four scout cruisers, 30 submarines, and 20 destroyers were laid down. This was followed by six more battleships, two battle-cruisers and a number of smaller vessels.

With the opening of hostilities, the United States had 787 vessels of all kinds, including a large number of submarine chasers.

The personnel of the Navy was increased from 19,500 to 322,000. Naval reserves grew from a few hundred to 42,000. Ships in commission increased from 300 to 1,000; and the monthly expenditure jumped from \$8,000,000 to \$60,000,000.

The American Navy's role in the first World War was not rich in direct contact with the enemy. The old armored cruiser, *San Diego*, sank from a mine. The *Minnesota* hit another and barely made port. Two armored yachts were torpedoed in the Mediterranean, and the destroyer *Jacob Jones* was similarly hit in the Channel by a German U-Boat. The U. S. destroyers, *Fanning* and *Nicholson*, sank a sub and captured her crew while the armored yacht, *Christabel*, severely damaged another. A powerful battery of naval guns on railway mounts aided in the offensive on Sedan and Meziere during the final Allied drive.

Our Navy's primary role in this War was to convoy troop ships, bring over supplies and suppress the submarine menace.

At the close of the European War, our Navy had increased to an organization, equipped to fight, of more than 2,400,000 tons. Three superdreadnaughts, the most powerful afloat, were added in 1917 and 1918. More than 100 destroyers were built and many other vessels. In 1919



ADMIRAL EVANS, in command of the United States Navy, sailed with the entire fleet in one of the most spectacular cruises in Naval History. The excursions around the Atlantic Coast from December 16, 1907, to February 20, 1909, went without mishap, creating public good-will for a future and large building program.

the Navy adopted the policy of maintaining two great fleets—one in the Atlantic and one in the Pacific.

Naval aviation expanded extraordinarily during the War and resulted in making the Navy's air arm an integral part of the fleet. In 1919 Lieutenant Commander A. C. Read, in the sea-plane, NC-4, made a pioneer flight across the Atlantic. The principal problem, however, was to closely connect the planes with the ships. The work of Rear Admiral Moffett as Chief of the Bureau of Aeronautics, from 1921 to 1933, is noted for the progress made in the incorporation of aircraft with men-of-war. By 1935 nearly 1,000 planes were on hand, serving with the fleet. Practically all battleships and cruisers carried planes as part of their regular equipment.

But this program of naval expansion was abruptly halted in 1922 by the agreement made with Great Britain, Italy, France and Japan at the Conference on Naval Disarmament held in Washington. By the terms of this five-power treaty, signed in Washington, the United States was permitted a tonnage of 525,000 and was placed on an equality with Great Britain.

The Washington Treaty was to remain in force until December 31, 1936; but in 1934, Japan became dissatisfied

with the 5-5-3 ratio and insisted upon her right to parity with the strongest naval powers. Under the terms of the Treaty, this action necessitated the calling of a conference. The conference was held in London in 1935, and in 1936, the United States, Great Britain and France signed a qualitative treaty. Japan and Italy declined to sign.

The surprise attack on the American air forces and fleet at Pearl Harbor by the Japanese was marked by a treachery unparalleled by civilized peoples. The attack occurred in the midst of diplomatic negotiations in Washington which had only been undertaken at the urgent request of the Japanese. And the result of the attack was an all-out war on the part of the United States, which far outweighed the temporary naval advantages gained by the Japanese.

However, the immediate result was a virtual demobilization of our fleet in Hawaii. Fortunately, a strong part of the fleet bound for the Philippines escaped disaster and was diverted to Australia.

Guam, Wake and Midway were promptly attacked. Our Navy found itself a victim of the preceding long era of pacifism which had not only kept down the number of ships, but also prevented adequate base facilities and defense as the steppingstones to the Philippines.

Germany and Italy declared war on the United States on December 11, 1941, and we were thus engaged in a global conflict. But first of all, troops had to be transported and protected from the Aleutians to Australia. Protection of lend-lease convoys had to be maintained. Meanwhile, Japan set about reaping the fruits of her many arduous years of planning and preparation.

Immediately the enemy launched attacks upon the Philippines and Northern Malaya. General Douglas MacArthur's greatly outnumbered American-Philipino Army could only delay any decisive action while falling back on Bataan. Manila and the naval base at Cavite were abandoned necessarily. Fortunately, Admiral Thomas Hart had withdrawn his few cruisers and destroyers to Dutch East Indian bases. A few marines and bluejackets remained behind to reinforce MacArthur's troops.

There were not enough airplanes, food or ammunition on Bataan and Corregidor. Near starvation forced the fall of Bataan on April 9, 1942, and that of Corregidor on May 6.

The Japanese on Malaya had meantime progressed with great success. The British had already lost her two destroyers, the *Prince of Wales* and the *Repulse*. Though placed on the defensive, the remaining forces of the United Nations managed to escort ten convoys of reinforcements to that place by February 15 and before the fall of Singapore.

The Japanese also pushed into Burma and through amphibious warfare kept going southward among the Dutch

East Indies. They were opposed by a small naval squadron under Admiral Hart, together with Allied forces. American destroyers made a night attack on a Japanese convoy in Macassar Strait on January 24. And on the 25th and 26th, attacks were made which disrupted a large-scale landing attack of the enemy.

But the Japanese seized many positions in the far-flung archipelago. On the 27th, north of Surabaya, Java, the decisive naval battle of the Java Sea took place. The Dutch Admiral Doorman attacked a much stronger enemy squadron and during that night, all five cruisers were sunk. The Dutch *DeRuyter* and *Java*, the British *Exeter*, the American *Houston* and the Australian *Perth* went down. The Japanese in the meantime had captured Malaya with Singapore and were overrunning Sumatra and Java and other points in the New Guinea region.

At the request of the Australians, President Roosevelt ordered General MacArthur to proceed to Australia. He escaped from Bataan by fast naval motor boats. They safely reached Mindanao and the General was flown to Australia by army planes.

On January 31, Admiral Halsey with a strong force of carriers, cruisers, and destroyers surprised seven widely separated points in the eastern Marshall Islands simul-

The value of the Navy as a peaceful support of state policies was recognized by Theodore Roosevelt, twenty-sixth President of the United States, and for this reason its advance during the period between the Spanish and World Wars was rapid, developing the Navy as an ally of diplomacy.



taneously. Gunfire and bombs damaged enemy shore installations and air fields. Forty-one Japanese planes were destroyed, and 16 ships, including an aircraft carrier, cruiser, destroyer and two submarines met the same fate. Halsey also raided Wake Island on February 24 and Marcus Island on March 4.

Eighteen Japanese heavy bombers attacked a task force headed by Admiral Wilson Brown early in March, west of the Gilbert Islands. Our ships proved well able to take care of themselves. All but two of the enemy planes were shot down by our planes and anti-aircraft guns. Lieutenant Edward H. O'Hara, U. S. N. (deceased), accounted for six. Our ships were not damaged and the Americans lost only two planes and one pilot.

Admiral Fletcher's carrier planes, operating from south of New Guinea, made a brilliant and successful surprise attack against Japanese bases at Salamaua and Lae. And, on April 18, army bombers led by General James H. Doolittle, presumably with naval cooperation, amazed Japan by attacking Tokyo, Yokohama, Kobe and Nagoya.

On May 4, Admiral Fletcher initiated the Battle of the Coral Sea with a surprise air attack on Tulagi. Our loss was only three planes and we sank or damaged a number of Japanese cruisers, destroyers, other vessels and planes. Our planes also sank one carrier and damaged another. However, the American carrier *Lexington* was severely damaged, and while making for her base, caught fire and blew up. She was abandoned with little loss of life and was sunk by American torpedoes.

Since January, 1942, our naval operations in the Pacific have been under command of Admiral Chester W. Nimitz with headquarters, as Commander-in-Chief of the Pacific Fleet, in Pearl Harbor. Admiral Ernest J. King, Commander-in-Chief of the U. S. Fleet and Chief of Naval Operations, directed him.

Beginning on June 4, a great Japanese armada of 80 vessels was intercepted approaching Midway. The battle lasted three days, until the Japanese withdrew in great disorder. They lost ten large ships, and ten others were severely damaged. The ships sunk included several carriers. It has been estimated that 275 Japanese planes were destroyed. The Americans lost one destroyer and the carrier *Yorktown*.

At the same time, a small enemy force bombed Dutch Harbor, doing considerable damage. They occupied Kiska and other points in the extreme western Aleutians and a minor type of warfare began in this fog-bound region. On August 7, several cruisers, under Admiral Theobald, surprised the enemy on Kiska and did more damage in 20 minutes than all our months of bombing had accomplished. And in October an Army expeditionary force, operating from Dutch Harbor established a base about 400 miles farther west, with naval support.

In the meantime on August 7, the Navy launched its first really important offensive and captured the recently established bases and airfields of the Japanese on Tulagi

and Guadalcanal. This success greatly eased the menace to Australia and to our transpacific supply lanes.

Immediately after Pearl Harbor, the Nazis extended their U-boat operations to the western Atlantic and the U. S. fleet, having no effective means of immediately answering the threat, losses to American shipping was great. Gradually Allied counter measures became effective and by 193 the losses began to go down.

Convoy duty and anti-submarine patrols occupied the Atlantic section of the fleet during the early stages of the war and they were able, with the aid of the RAF Coastal Command, to guarantee the safety of most major convoys even in 1940.

The North African operation employed the largest fleet yet assembled by the Allies and, from that time on, active participation of the Navy in the African, Italian and Continental campaigns became an important part of the planning and victorious results. Coordinated fire control with officers of the Navy who went ashore with the invaders resulted in invaluable support. Germany's small but well-built battleship force was practically eliminated.

The Navy's part in the invasion of the continent of Europe cannot be told in detail as this is written but, suffice it to say that the Navy played its part and played it well.

Since mid-1940 the aircraft carriers of the Navy have been multiplied by at least eight, if not more. Naval air activities are grouped under a Deputy Chief of Naval Operations and the Bureau of Aeronautics. The Navy early appreciated the potentialities of the air arm and since 1911 have been experimenting with the airplane as a part of its striking force. The first aircraft carrier, the *Langley*, has gone down in history and from it sprung the Navy dive bombers, the first true ones of this type. In 1939 the Navy's air fleet consisted of something over 2,000 planes. At the start of 1944 it numbered 23,000 and was still increasing.

The part which our Navy played in the battle of the Pacific; the naval action in the north and south Atlantic; the stellar roles enacted by our seamen while on convoy duty, anti-submarine patrol and off-shore watches; the battles in connection with the landing in North Africa, Salerno, Italy, and the invasion of the European continent will have to be told fully when the war is ended, when every deed can be recorded and every action fully described. Even the heroic work of the men and women who built the ships, the laboratory technicians who labored far into the night to invent and perfect the weapons of war which, as time went on, equalled and surpassed those of the powers who had been treacherously preparing for the conflict for years; the women who gave up their parties and good times to enter the Service and relieve men for the fighting zone and the mothers who bravely bade their sons "God-speed" and sent them to sea to fight for the common cause, have a part in this history of our Navy.

Suffice it to say that, with able leadership, good ships and their perfected weapons and the gallant men who sail the seas, fly through the clouds or navigate the waters under the surface, with John Paul Jones, we can tell the enemy, "We have not yet begun to fight."



2

For assistance in furnishing photographs and editorial matter, grateful acknowledgment is made to the Bureau of Yards and Docks, Navy Department, Washington, D. C.

Seabees





A log road is made through the jungle mud on Rendova Island. Coconut palms felled along the route served as a ready supply of road building material. Heavy artillery of the Marines was carried over this road to a point where it was in range of the Jap stronghold at Munda.

The Story of the Seabees

In July, 1942, a detachment of U. S. Marines assaulted Segi, New Georgia. At dawn the Leathernecks splashed through the water and came tearing up the beach looking for Japs. They did not find any Japs, at once. Instead, a group of white men, looking very much like Americans, stepped from behind trees and shouted to them. Cautiously, the Marines advanced, behind aimed carbines. One of the party came forward.

"Colonel," he said, "the Seabees are always happy to welcome the Marines!" The Seabee was Lieutenant Bob Ryan. The Marine leader was Lieutenant Colonel Michael Currin.

A Seabee boatswain's mate walked over, whacked a Marine private between the shoulder blades.

"What kept yuh, bud?" he inquired.

The South Pacific air turned sulphuric as Marine Corps adjectives withered the fronds off the nearby palm trees. Since the beginning of time, Marines had always been everywhere first. It was legendary that when the soldiers and sailors got to Heaven, they would find Marines guarding the streets. Now, here was a group of surveyors intimating, and not too subtly, that when the Marines got to Heaven, they would find that the Seabees had already built the streets!

The Marines were taken back, but not for long.

"Seabees!" one of them cracked. "And what do you think you are doing in here?"

"What are we doing in here?" "Why, dammit, we were rushed out here to protect you damned Leathernecks!"

It looked as if the donnybrook might start any minute. Then a slow-spoken Marine sergeant relieved the situation:

"Take it easy, fellows," he said. "We ain't goin' to hit no Seabee. He might have a grandson in the Marines."

A grizzled ex-sand-hog bristled up. "Young whippersnappers!" he started. He seemed to have some trouble with his teeth. Everybody laughed.

"Lookout, grandpop, you're losing your upper plate!" a Marine chortled.

"Are we really THAT short of men back home," another inquired.

The loosened dental plate had fixed everything up. The Marines and Seabees were friends again.

What had happened was that a Seabee surveying party had managed to make a secret landing at Segi Point. Their assignment was to lay out a fighter strip to provide closer escort for bombers striking at Munda. Ten days and 22 hours later, fighter planes were taking off from that field. The Seabees had been surveying the site when the Marine Raiders came storming unknowingly ashore.

A somewhat similar occurrence was at Bougainville. A Seabee road crew was cutting a road through heavy jungle when a Marine patrol slithered up. The flabbergasted Leathernecks ordered the Seabees to get back. The road they were building extended 700 yards BEYOND the front lines. The road gang paused momentarily. One of them aimed a contemptuous stream of "Copenhagen" (snuff, to you) at a distant tree, and suggested that the Marines hurry up and capture the road before the Seabees completed it.

THE FIGHTING FORTIETH

The conduct of the "Fighting Fortieth" Seabee battalion (so christened by Brig. Gen. William C. Chase) won it a Presidential Unit citation. The construction men moved onto Los Negros Island in the Admiralties while the army's dismounted cavalry was resisting a determined Jap counterattack. The army was hanging on desperately to a strip of land half a mile long and varying in width from 50 to 300 yards. Momote airstrip, which the Seabees had been sent in to repair, was no-man's land. Mortar shells were falling on it. Snipers were taking pot shots. The Seabees had long wanted action, and this was it.

Down the ramp of their LST roared two bulldozers, then a ditch-digger. This giant contraption, defying a cone of sniper fire, lum-

Husky Seabees strain in unison to move a seven-inch Naval gun to its emplacement on a hillock at a South Pacific Base.



bered to the north end of the airstrip, started digging three-foot trenches. As rapidly as they could be scooped out, the fighting construction men jumped in with their machine guns and grenades to form a support line for the army. They fought for two nights, helped break up three Jap attacks.

The first night was a tough one. Through the darkness came word that the Japs had broken the Army's line at one point. Seabees and soldiers let loose with everything they could throw. Chief Petty Officer G. O. McEwen of Spokane, Washington, who earned the DSC in World War I, moved up with his Seabee crew into an abandoned position and started sending toward an enemy machine gun nest. Daylight showed seven dead Japs at the base of the gun. The army line had held.

Meanwhile, other members of the battalion got construction underway. They stopped their bulldozers and graders only long enough to return a few shots at the sniper-infested coconut grove adjoining the strip. They scraped the top soil from the whole area to reach a suitable landing base. They filled bomb craters, and erected a signal tower. They cleared firing lines in front of the army positions, constructed gun emplacements, dug pits for army doctors to tend the wounded. And they buried Japs.

They had their own dead to bury, too. Shrapnel bursting in the trees above the bivouac area exacted its toll, but the work kept on. Fighting by night and working by day, the Seabees soon produced visible results. By the end of the second day, a mobile machine shop was going full blast. It quickly restored to operation 18 badly-needed guns, included 13 cannons.

Work on the airfield rushed along during all daylight hours. Six days after the Seabees first landed, a Mitchell medium bomber came in for a successful landing. Two more arrived the next day, and on the next a squadron of P-40s commenced regular operations from the field.

When the Japs were finally wiped out and an American base had grown out of the shell-torn island, Major General Innis P. Swift of the Army wrote a recommendation that the Seabees, commanded by Commander Irwin S. Rasmusson, CEC, USNR, be given a Presidential Unit Citation. The General pointed out that casualties had cut the

battalion's strength by almost 17 per cent. He commented that "the battle services performed by the members of the CB, while possibly motivated to some extent by an overwhelming desire for souvenirs, were entirely voluntary."

He then concluded with an apt description of the Fighting Fortieth: "The cheerful and uncomplaining attitude of these engineers, and their outstanding esprit, were noticeable to all associated with the unit and gave great encouragement to the troops in combat."

The Citation awarded by President Roosevelt to these skilled American workmen who had built roads, bridges and cities before they had transplanted their genius to combat areas, said in part:

"Notwithstanding the fact that the area was still under enemy fire, the battalion immediately on landing assumed its assigned work in clearing and preparing the airstrip . . . it became commonplace for the operators to return the fire when continuing their work.

"It soon became evident that Cavalry patrols operating against the enemy required fire lanes into the jungle to permit concentration of automatic weapons fire against the enemy. The Fortieth Construction Battalion no sooner learned of this need than they turned their bulldozers into the jungle, and cut the required fire lanes in superb disregard of the enemy fire. . . . In particular the operation of the bulldozers into the teeth of the enemy's position was most inspiring and heartening, and created an immediate resurgence of the offensive spirit in weary troops."

HOW THEY WERE BORN

The Seabees cherish that account of how they greeted the highly-touted Marines at Segi. They repeat with relish how Aurelio Tassone, Machinist's Mate, drove his bulldozer down the ramp of an LST, lifted its blade for protection and leveled a Jap pillbox, burying its twelve occupants alive.

They gleefully tell how Seabee Leslie E. Sammons of the 77th Battalion brought in a Jap whom he flushed out while uprooting coconut trees with a bulldozer. The Jap soldier had been hiding in a tree top when the bulldozer shook him out. As he hit the ground, Sammons charged him with a monkey-wrench. He meekly gave up,

This is the Bougainville airstrip in preparation.



These tall tales are all true. But, for the sake of historical truth, it must be made clear that these incidents are rare exceptions. Actually, the Seabees are not primarily combat men. The Marines and the Army win beachheads. The Seabees improve them. In the field the Seabees cannot compete with the Marines as fighting men. They don't attempt to. And, the Marines are equally quick to admit that there is no substitute for experience in the construction business. They freely confess that six Seabees can outbuild five times their number of combat troops.

The Seabees, drawn from more than 60 different construction trades, are top flight builders who have been given enough military training to be able to defend themselves and what they build.

To understand just what they are, and how they came into being in the dark days immediately following Pearl Harbor, it is necessary to review some Naval history. From the first our Navy had to construct and maintain shore facilities. Prior to Pearl Harbor, the building of docks, warehouses, radio stations and the drydocking and repairing of ships was done by civilian labor under private contract. The Navy, in 1842, created its Civil Engineer Corps. Thereafter, a few officers from each graduating class at Annapolis were assigned to the CEC, and given an additional three-year course in civil engineering, at some top ranking engineering school, usually Rensselaer Polytechnic Institute. Upon graduation, they became officers of the CEC, staff officers who planned and contracted for shore installations authorized by Congress and ordered by the Secretary of the Navy.

Because under policies enunciated in the Monroe Doctrine, our Navy was considered a defensive weapon, not an offensive weapon, little was done by way of extending our naval establishment before World War II. As late as 1930, the entire planning and administrative program was carried on by 126 officers. For the 20-year period ending in 1938, there was extremely little development of our naval shore facilities.

In the wave of Pacifism that followed the end of the first World War, the CEC like all branches of the Navy, felt the pinch of a financial straight-jacket. On June 22, 1940, when France fell, the United States Navy, ashore and afloat, was a superannuated, defensive organization unable to wage modern war at any distance from the U. S. mainland.

Our most advanced base in the Atlantic was Puerto Rico. In the Pacific we had Pearl Harbor, and that was about all.

We had a weak line running through Midway, Wake Island and Guam to Cavite. Congress reneged at appropriating money with which to fortify Guam. Our airfields in the Philippines were little more than cow pastures.

Vice Admiral Ben Moreell, present chief of Civil Engineers and chief of the Bureau of Yards and Docks, had long feared the consequences of our unsympathetic policy of marking time. He became at times downright belligerent in his efforts to change it. He had joined the CEC during the first World War. When it was over he campaigned to improve our defenses in the Pacific Ocean. His motto was, "Let's get in, or get out!" He pleaded fervently in early 1930s for greater emphasis on naval aviation.

When in 1940 war seemed probable, it became the problem of Admiral Moreell and the CEC to build five roads over which the United States could project her industrial might against her enemies—two roads to Germany, and three to Tokyo. These had to be long roads, through steaming, dense jungles, over ice-capped mountains, and over great stretches of water. They had to be wide enough to accommodate a great flow of weapons and supplies.

The Navy was still using the private contractor and civilian labor to build both continental facilities and advanced bases. Under the Navy set-up, it had to be that way. CEC officers, being staff officers, could not command Navy personnel.

While war clouds gathered, cost-plus-fixed fee contracts were quickly negotiated with private contractors, who started at once to recruit workmen for overseas assignments. High wages and the call of adventure soon had thousands of men sailing for Newfoundland, Iceland, Britain, the West Indies, Sitka, Kodiak, Dutch Harbor, Pearl Harbor, Midway, Wake, Cavite, Palmyra and Samoa. In 1941 we had 70,000 civilians at advanced bases.



BEN MOREELL
Vice-Admiral, C.E.C., U.S.N.

Admiral Moreell had his doubts about civilians for advanced base work. They were not under military discipline. They were free to throw up their jobs at the first attack of homesickness, with no greater penalty than loss of pay. Admiral Moreell wondered what would happen to these civilian workers under a bombing attack. In December, 1941, he got his answer. The Japs swarmed onto Guam. Without means of defending themselves, the civilian construction workers were an easy conquest.

Not only did they lack weapons and knowledge of how to use them, but, lacking uniforms, they were without the protection given a soldier under International Law. Had they elected to defend themselves by arms, they would have been classed as guerrillas, and shot. They had no choice but to surrender at Guam, Wake and Cavite.

The Navy thereupon concluded that defenseless laborers would have to be replaced by construction men who could fight as well as build. On December 28, 1941, formation of the first regiment of Seabees, with 3,300 men and officers, was authorized. Three years later this nucleus had grown to an army of 230,000 enlisted men and nearly 9,000 officers of the Civil Engineer Corps. (In October, 1944, there were about 235,000 men and 8,500 officers.)

Under direction of the Navy's Bureau of Yards and Docks, this hard-working, high-speed outfit of skilled artisans proceeded at once to outbuild the Japs, just as the U. S. Fleet proceeded to outfit them. Their two mottoes from the first were "Can Do" and "We Build, We Fight." Rarely have mottoes been so completely lived up to.

Time was of the essence. It was imperative to build at once a fuel base along our lifeline to Australia, toward which the Japs had started. The first detachment of Seabees did not have time to wait for training, nor for proper outfitting. They had little more than their courage, plus their skill as experienced construction men, when they left an East Coast port bound for the Panama Canal.

From Panama they headed toward Bora Bora Island in the Society group, armed with—just thirteen Springfield rifles. The island's defenses consisted of a dozen 3-inch antiaircraft guns with enough

ammunition to last SIX MINUTES! The Seabees completed their assignment in Bora Bora. They built the fuel tanks. And those fuel tanks were soon to serve the American fighting forces well.

A state of extreme urgency still existed when the first regular battalion sailed from Norfolk, Va., for the South Pacific. It was on its way a bare two days after it was commissioned. Soon, however, training camps were put into full operation. Most of the Seabees received their training either at Camp Allen, near Norfolk; Camp Peary, just outside Williamsburg, Virginia, or at Camp Endicott at Davisville, Rhode Island. Of these, only Camp Endicott still serves as a Seabee training center. Other Seabee activities are located at Camp Parks, California, a replacement center where battalions returning from overseas are reorganized and given a chance to recuperate; Quoddy Village, Maine, where veterans suffering from malaria are rehabilitated; and the Advance Base Depots at Hueneme, California; and at Davisville, where battalions are stationed pending embarkation.

In the training program, the military was stressed over construction. The Bureau's procurement bureaus obtained men with adequate experience in building. Consequently, the brief training period of from eight to twelve weeks was devoted principally to teaching these construction men how to defend themselves, and to acquainting them with new types of equipment, and with war-time adaptations of equipment they had handled in civilian life.

These men were given regular Navy ratings corresponding to their skill as civilians. Chief Carpenter's Mate ratings (pay \$126 to \$138 per month) were given to small contractors or foremen of proven ability to handle men. Journeyman carpenters were given ratings of

Carpenter's Mate first class or second class (with pay ranging from \$96 to \$114). Apprentice carpenters were given a third class petty officer's, or a Seaman's rating (with pay from \$54 to \$64).

In "boot" camp, after being inoculated and given butch haircuts, they were taught close order drill, the manual of arms, basic extended formations, use of the carbine, the bayonet, and hand grenade. They were ordered on practice marches and taught military courtesy.

About half-way in the training period, the men were organized into commissioned battalions under their own officers. They then began six weeks of advanced training. Half of this period was devoted to additional military training and the other half to technical training, including instruction in the use of machine guns, automatic rifles, mortars, and .20 and .40 millimeter anti-aircraft guns. Only picked men in each battalion were given this specialized training. Other men in each battalion who showed special aptitude were instructed in chemical warfare, judo, field fortifications, and extended order operations.

Men showing special aptitude were given instruction in camouflage, communications, diving, drafting, mosquito control, water procurement, and air raid protection. Others were taught refrigeration, seamanship, signalling, rigging, tank construction and heavy equipment repair. In all, about 40 special courses of instruction were given, so that enough skills were developed in a construction battalion to make it a self sufficient unit on any kind of advanced base assignment. If battalions had been organized solely for one specific type of construction, the valuable factor of maneuverability would have been lost.

The Seabees took their construction skill as a matter of course;

Trees and logs are put in place by Marines and Seabees for a bridge across a jungle stream on New Britain Island.





Equipment to work AND fight, this Seabee leads the disembarking procession down the gangplank on the arrival of a transport at a South Pacific port.

the military stuff was new to them, however, and therefore quite glamorous. Their heroes became, not the men who devised quick ways of licking tough construction jobs, but such men as Aurelio Tassone, mentioned earlier in these pages, who drove that bulldozer into a Jap pillbox and buried those twelve Japs alive. Another of their top heroes was Carl Hull who went into the jungle at Bougainville with only an axe and came out with a badly unnerved Jap prisoner. And Leslie Sammons who subdued a slant-eye with a monkey-wrench. The Seabees proved so eager to get into the fighting that, many times, they would work hard all day at appointed tasks, then beg permission to spend their free time up on the front lines with combat troops.

One headquarters company and four construction companies comprise each Seabee battalion. In a headquarters company are 165

men—draftsmen, bakers, cooks, gunners, yeomen, storekeepers, mail clerks, etc. The construction maintenance company numbers 227 men; a general construction company, 189; 261 form a company whose specialty is roads, airfields and excavations; 240 in a water front construction company. The total complement of a battalion is 1,082 men and 34 officers. The officers comprise 27 from the CEC, two doctors, two dentists, two supply and disbursing officers and one chaplain.

In general, the first battalions to leave the country re-inforced or replaced contractors' civilian forces at our established bases such as Pearl Harbor, Midway, Palmyra, Johnston, etc., in the Pacific; Dutch Harbor, Sitka and other bases in the Alaskan sector; Bermuda, Trinidad and similar bases leased from Great Britain; at Argentia, Newfoundland; in Iceland, and in the United Kingdom. The work they

undertook was not the glamorous type. But it was essential to expand these bases so that more supplies and material could be stored for later shipment to battle fronts.

Facilities at Pearl Harbor, for example, not only had to be rebuilt, but tremendously increased, to accommodate the flow of men and materials and ships which use it as a staging base today. Defense of these bases also had to be constructed.

The story of the Seabees' construction in the South Pacific is probably the most significant, for there a pattern of advanced base building was developed. The story starts with the arrival of the first naval Construction Battalion in the New Hebrides. The Japs were driving inexorably toward Australia, had already captured Guadalcanal and were busily constructing a bomber strip there. On May 4, 1942, the same day the Japs landed at Guadalcanal, and the day on which the Battle of the Coral Sea began, Lieutenant Commander Samuel J. Mathis, CEC, USNR, landed with a detachment of the first Seabee Battalion at Efate in the New Hebrides Island. His job was to open up airstrips from which U. S. bombers could start bombing the Japs.

Let Commander Mathis tell his own story:

"The war down there was just a race between the Japs and the Americans. If the Japs could put Henderson Field into operation before we could start bombing them from the New Hebrides, then the Japs would run us out. If we got our planes over Henderson Field before the Japs could complete it, then maybe we could pave the way for a landing. . . .

"All through June our PBY's kept bombing Guadalcanal from Havannah Harbor, but it was a 1,400-mile round trip, and we knew we were going to have to have an airfield closer to Guadalcanal before we could bomb the Japs effectively. So on June 28, the base skipper, myself and a British intelligence officer named Josslyn set out to explore the islands north of Efate in an effort to find an airfield site as close as possible to Guadalcanal. We flew up to Espiritu Santo, the northernmost tip of the New Hebrides . . . it's about 500 miles north of Efate and about 500 miles from Henderson Field.

"We had wanted to get closer to Henderson Field, but it was impossible. Vice Admiral John S. McCain came up and told us the field at Espiritu Santo had to be ready on July 28. . . . We arrived at Espiritu on the afternoon of July 8. There wasn't a damn thing there but jungle. We began unloading and clearing . . . we set

up floodlights and worked around the clock. I had twelve Seabees who operated nine big pieces of equipment 24 hours a day for a month. You can figure out how much sleep they got. . . .

"We cleared and surfaced 6,000 feet of runway, but we didn't cover the runway with Marston mat. We didn't have any mat. We just graded and rolled the coral. On July 28 we made our deadline. The first squadron of fighters came in. Then on July 29 the big boys came in—one squadron of B-17s. We fueled them from drums, and on July 30 they gave the Japs the first big pasting. We had to work around the clock right on, getting the fuel supply lines set up. During the next seven days we did little else than lug bombs and gasoline.

"By August 2nd or 3rd it seemed that the whole Air Force and Marine Corps were pouring into our camp. Our little thirty-five-man galley went on a 24-hour schedule of its own, feeding those air squadrons. On August 7 the Marines began landing at Henderson Field, and our field at Espiritu Santo became the vital link between our fields at Houmea and Efate and Henderson Field."

The Seabees won that race. Bombers from Espiritu Santo took an effective part in the recapture of Guadalcanal, and prevented the Japs from completing Henderson Field. Within three weeks after the Marines had established their beachhead on Guadalcanal, the Sixth Battalion of Seabees were on their way to consolidate the position by completing the airfield the Japs had started.

The Seabees were driven at a killing pace not only to finish the field, but keep it in operation. The Japs, enraged, bombed it continuously. Even the Seabee yeomen and cooks were drawn into the repair crews to fill up bomb and shell craters so that our planes could continue to use the field. With loads of dirt, they would stand by at the edge of the field while the bombs came down. Then they would rush out and fill the craters fast enough to enable our own planes to land. To provide proper fighter protection for the bombers, additional fighter fields had to be built nearby. Other battalions were rushed to the island. Japs bombed and shelled the work, but they couldn't prevent its completion.

Meantime, the Seabees built roads up to the front lines; they unloaded supply ships; they constructed a gasoline tank farm. The erection of this tank farm was an outstanding example of Seabee ingenuity, of which more will be written later in this history. The Seabees were ready to begin work when a Jap attack drove out to

A Seabee and his heavy bomber (bulldozer) at work in a South Pacific jungle. Notice the fallen coconuts.





The jungle doesn't stand a chance against this Seabee equipment.

sea the ships which carried the tank farm materials. Instead of delaying construction, the men went to work camouflaging the tank sites and preparing their foundations. Then when the ships finally returned to discharge their cargoes, the Seabees went to work under the camouflage. The Japs never did find out where the tanks were located, and day after day they would lob shells far over the place where 800,000 gallons of gasoline were stored.

Bridges had to be built over the sluggish jungle rivers. Few materials were available. The Seabees used captured Jap stuff and cut their own lumber from mahogany and teak and other precious woods native to the area. It has been estimated one bridge they built over the Lunga River would have cost a half million dollars in the States. It was built of solid mahogany.

The Seabees went on to construct piers, utilities and storage facilities. They built personnel structures and a hospital and a railroad. One battalion undertook to drain the swamps and bring malaria under control. Finally, Guadalcanal was developed into a base from which operations could be carried on to the north and west.

The construction men hopped next to the Russell Islands. A fighter strip was needed to send up fighter planes to escort bombers from Guadalcanal in their attacks on Jap bases farther up the line. The Seabees landed in a Russell Island jungle one morning at day break in the rain. Thirteen days later, despite 16½ inches of rain, the first plane landed on the new strip.

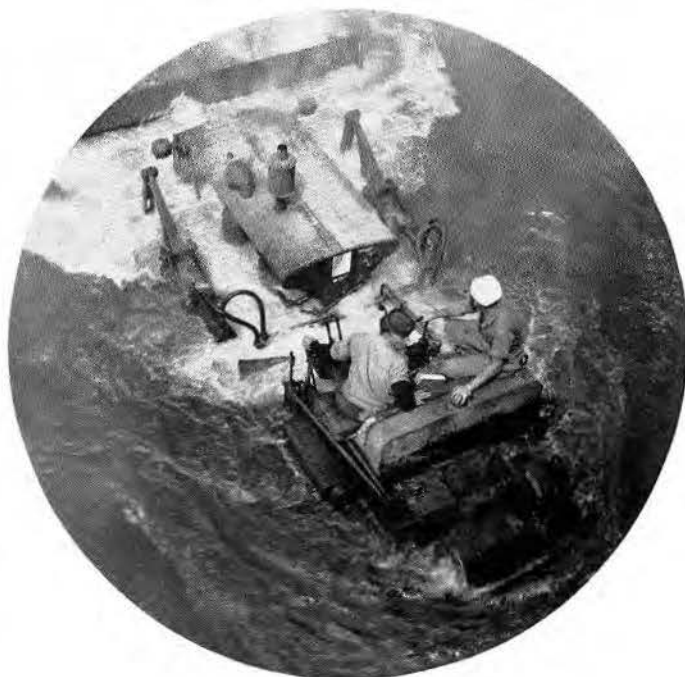
With Guadalcanal well consolidated, the United States forces proceeded to advance up the "slot" of the Solomons for the big Jap air base at Munda on New Georgia Island. Our heavy guns would be able to reach Munda from Rendova. D-Day on Rendova was July 1, 1943. At dawn the rain was falling in torrents. Marines, soldiers and Seabees left their transports and plowed through heavy water toward East Beach. Behind rain-soaked bulldozers, the tense builders watched the beach come closer. Japs in palm trees sent .25 calibre bullets spitting into the water all about them. As the Yanks landed, there was a brief but bitter fight. The Japs who remained alive took to their heels. Seabees worked with a frenzy to unload trucks, tractors, heavy guns and supplies. They had to get the stuff off the beach and hidden quickly.

This was an unusually tough job because of the marshy condition of the beaches, which were too soft for the steel matting which the battalion had brought. The Seabees, while Jap planes bombed and strafed them, cut down palm trees and built a corduroy road over which guns could be unloaded and put in place to defend the beach-head.

Commander H. Roy Whittaker, CEC, describes the difficulties: "All day long we sweated and swore and worked to bring the heavy stuff ashore and hide it from the Jap bombers. Our mesh,

designed to 'snowshoe' vehicles over soft mud, failed miserably. Even our biggest tractors bogged down in the muck. The men ceased to look like men; they looked like slimy frogs working in some prehistoric ooze. As they sank to their knees they discarded their clothes. They slung water out of their eyes, cursed their mud-slickened hands, and somehow kept the stuff rolling ashore. . . . The Japs were still sniping, but in spite of this the men began felling the coconut palms, cutting them into 12-foot lengths and corrugating the road. Our traction-treaded vehicles could go over these logs, but the spinning wheels of a truck would send the logs flying, and the truck would bury itself. To pull the trucks out we lashed a bulldozer to a tree, then dragged the trucks clear with the 'dozer's winch."

A Seabee tractor backs from shore to ramp over a submerged steel mat. The shot was taken at Port Hueneme, California.





Seabees roll in the barrels. The drums are filled with aviation gasoline.

"When night came we had unloaded six ships, but the scene on the beach was dismal. More troops, Marines and Seabees had come in, but the mud was about to lick us. Foxholes filled with water as rapidly as they could be dug . . . the men rolled their exhausted mud-covered bodies in tents and slept in the mud. As the Japs would infiltrate during the night, the Army boys holding our line in the grove would kill them with trench knives.

"Next day . . . the Jap planes came in with bomb bays open. All of us began firing with what guns had been set up, but most of the Seabees had to lie in the open on the beach and take it. We tried to dig trenches with our hands and noses while the Japs poured it on us. The first bombs found our two main fuel dumps, and we had to lie there in the mud and watch our supplies burn while the Japs strafed us."

"One bomb landed almost under our largest bulldozer, and the big machine just reared up like a stallion and disintegrated. A five-ton cache of our dynamite went off, exploding the eardrums of the men nearest it."

Two Seabee officers, Lieut. Irwin W. Lee, and Lieut. George W. Stephenson, and 21 Seabees were killed during this attack. Many more were wounded, several missing and some were out of their heads. All the galley equipment, most of the supplies, and all the men's seabags and personal belongings were destroyed. All that night the medics worked with the wounded.

"The biggest job," continued Commander Whittaker, "was to get them clean. That's one thing about being a Seabee. Aboard ship you bathe, wash down with antiseptic, and put on clean clothing before an action. In the Air Force you can take a bath before you take off. But when a Seabee gets hit, he's usually on a beach in

the mud. Mud seems to be our element. When we die, we die in the mud.

"Next day, while we worked in relays, chaplains from the Army and Marines helped us bury our dead. Three more had died during the night. Not one of these boys would have ever thought of himself as a hero, but I felt proud to have been their commanding officer. They were construction men, mostly from the oil fields of Oklahoma and Texas, and, with never a complaint, they had died in the mud trying their damndest to get a job done."

On the fourth day after the landing the Seabees had opened a road, of sorts, to West Beach, had snaked big 155's through two miles of mud, and the Marines set them up. Late that afternoon the big guns started pounding Munda. The Seabees halted work, cheered madly. "No group of men," declared Commander Whittaker, "had ever endured more in order for guns to begin firing."

"They kept on firing for days. Word came that 5,000 Americans had landed on New Georgia near Munda. The Japs knew Munda was doomed, if we could hold out. They sent their planes over the Seabees and the Marines repeatedly. By the sixth day, American planes were able to take up the fight, and they tangled with the Japs right over the Seabees' heads. The Seabees lay in muddy foxholes for an hour and watched the air battle. They cheered loudly each time a Zero would burst into flames. Afterward, the Japs tried to raid repeatedly, but few planes got close enough to cause much damage. Seabees in the Munda operation lost an average of 21.8 pounds per man."

While all this was going on at Rendova, another battalion of Seabees, unobserved by the Japs for the first eight days, were building an airstrip out of the jungle at Segi Point, so that our bombers

coming up from Guadalcanal could have fighter protection over the target. An initial area of 250 by 3,500 feet was cleared, the area was graded and drained. Coral was laid over a minimum area of 100 by 2,500 feet, twelve to eighteen inches deep. Marston mat was laid over most of this. On July 11 a Navy Corsair fighter pilot made an emergency landing on this strip and pronounced it ready for use. This was 10 days, 22 hours and 12 minutes after the first landing boat had slid into shore.

The Seabees, Marines and soldiers on Rendova had so monopolized the attention of the Japs by their incessant shelling, that the Seabees at Segi Point virtually had their field completed before the Japs found it. When they finally did find it, they hit it hard, exploded a dynamite dump and a fuel dump and peppered bulldozers and trucks with shrapnel. But they were too late. The fighter planes from Segi had helped relieve the Jap pressure on the men-in-the-mud at Rendova. Three weeks after the opening of the airstrip at Segi Point not a single Jap remained alive on Munda.

Advanced platoons of the 73rd Seabee Battalion started rebuilding the airfield at Munda, which the Japs had not been able to use for eight weeks because of the blasting we had given it. The Seabees were given exactly nine days in which to have the field in operation. Round-the-clock work started. The nine days were not needed. American planes began landing at Munda on the afternoon of August 13. The 24th Battalion which had been on Rendova arrived

on August 15, and the two battalions set to work to make Munda a major base. Many Japs had died from our flame-throwers in an elaborate tunnel system in the coral. Seabees removed the roasted Nips and transformed the tunnels into fancy living quarters. There they slept, without once having to jump up and run for a foxhole.

Admiral William Halsey in November, 1943, pronounced the Munda Air Base one of the finest in the South Pacific. "I had to run most of the time," the Admiral recalled in a recent radio interview, "to keep from being shoveled into the ocean."

The Admiral cited Commander Kenrick P. Doane, who led the 73rd Battalion, in part as follows:

"Prior to his commencing work at Munda, there were no roads, and the airfields and taxiways were unusable due to the bombardment and shelling of the area by our forces prior to its capture. In spite of shortage of personnel and equipment, and faced with a task of great magnitude, Commander Doane was able, nevertheless, by virtue of his planning, leadership, industry and working 'round the clock' to make serviceable the Munda Airfield on August 14, 1943, a good four days ahead of the original schedule. Though subjected to shelling and bombing, both in the camp area and on the airfield, Commander Doane and his men have expanded the size and facilities of the airfield at a phenomenal rate. In addition, the all-weather road net and the Air Housing Area have been completed far faster than had been hoped."

Seabees unload their supplies and equipment, to clear the jungles, roll the airport and put the metal strips together to form an airfield. The scene is in the Bougainville jungles.



Commander Doane, who helped plan and superintend the building of La Guardia Airfield at New York City, replied to this citation as follows: "It's easy to perform construction miracles with men like the Seabees. They are the world's finest construction men . . . when we took men like this and put them into one organization, we loaded the dice against the Japs."

BOUGAINVILLE

Bougainville was the next important jump ahead. With the first wave of Marines who landed on Torokina Point Nov. 1, 1943 was a detachment of the 75th Seabee Battalion. Lieut. (j.g.) Robert E. Johnson, who commanded the detachment, described the operation:

"The five officers and 95 men who composed our landing detachment were all volunteers. We came in with the Marines on the USS President Adams; and for the landing we divided ourselves into four units—one to unload ammunition; another to unload fuel; another to unload rations and packs; and the Fourth Seabee unit manned the machine guns on all Higgins boats and tank lighters.

"We were to follow ashore immediately behind Company C, First Battalion, Third Marine Division, which was the only assault force expected to meet any opposition . . . Our landing craft were ordered to pass thru the narrow channel between Puruata and Torokina Islands. The Japs had machine-gun nests on the inside of both islands, and they fired heavily on our first assault boats. Jap planes also strafed us on the run-in. Our Seabee gunners made those Jap machine guns ineffective and helped to drive off the Zeros. One landing craft was hit by artillery fire, and we had to unload the wounded from it under rather desperate conditions.

"At the beach . . . Seabee gunners provided cover while the Marines advanced to erase the Japs with grenades and flame throwers. When a Marine was shot from a crippled tractor which was pulling in the first load of ammunition, a Seabee leaped to his place, repaired the tractor, and delivered the ammunition.

"The Seabees dug foxholes not only for themselves but also for the Marines and for all casualties who were unable to dig their own. When a group of Marines was about to be wiped out because of lack of supplies three Seabees managed to get thru with ammunition and to bring back the wounded.

"A part of the area selected for the Torokina fighter strip was beyond the front lines. One Seabee was captured by the Japs while clearing the strips. This was the area where the Marine patrol ran into the Seabees, and upbraided them for being out of safe territory. As if danger from Japs were not enough, the Seabees had to work under the active volcano, Mt. Bagana, which towered near the area. Seabees who were cutting a road in advance of the front lines, and their Marine guard, were attacked by Japs. Seven of our men were killed and twenty were wounded. All might have been annihilated if Chief Carpenter's Mate Joseph R. Bumgarner and a crew of Seabees, who were building a bridge had not heard the firing, and gone to the rescue. They helped chase the Japs, and carried out the Marine and Seabee casualties."

Three Seabee battalions, the 25th, 53rd and 77th, came in to help the 71st and 75th convert the Empress Augusta Bay area into a major base. They built the Piva bomber strip, and provided two bomber strips and an additional fighter strip from which to assault Rabaul. Jap artillery fire and bombs pounded the airstrip, but Seabees repaired the damage so rapidly that during all the counter-attacks the field was never out of use for longer than half an hour.

Still other Seabee battalions moved in to accelerate the Solomons campaign with bases on New Britain, the Green Islands and the Admiralties. In each case the job was the same, to get supplies ashore, construct or repair airfields, build roads, camps, supply dumps.

Farther north, during the invasion of the Gilberts, Seabees set to work on Betio airfield before sniper fire had been quiesced. Seventy-eight hours later the field was in condition to receive American planes. In the Marshalls at Kwajalein and at Roi and Namur, the Seabees first took an important part in the landing of supplies and equipment over pontoon causeways, to be described in detail later in this account. Here they undertook the quick repair of badly damaged airfields. Shell fragments played havoc with tires, and dud shells and bombs slowed the going, but Seabees soon had removed the debris of bombardment, and had a new naval base well under construction.

Recapture of Guam and construction of airfields there gave the Seabees a great feeling of personal revenge. The whole Seabee organization, as related earlier had grown out of the tragedies of Guam, Wake and Cavite where construction men had been unable to defend themselves. On the day Guam was reclaimed, nearby Saipan was already being converted into a base. Repairing the damage of our own bombardment, Seabees had Isley field in operation days before it was even certain that Saipan's capture was assured.



Water Tender Lonnie F. Suder (right) quickly set up his water works after he landed with the second wave of Marines on Bougainville. With a tractor he cut a road through to the Koromokina River to operate his water filtering unit. Suder's name has been mis-spelled in "Sudder Circle" but Painter H. W. Miller (left) later corrected the spelling on the sign.

Just what the Seabees did to help rebuild air and naval facilities at Palau has not been revealed in detail as this is written. But Seabees were in on the operation from the start, and it is known that another repair job is well underway there.

Such has been the story of Seabees at work in the Pacific, where their relationship has always been close with the Marines. There has been a generous amount of ribbing, mostly good-humored, between the two services. Whatever may have been their first appraisal of one another, the relationship soon reached a plane of high mutual respect. The Seabees are, on the average, much older men. Personnel in the early battalions averaged about 35 years of age. The oldest Seabee is 63. Marines, of course, are in their teens or early 20s. Consequently, Marines usually refer to the Seabees as "Old Folks". The Seabees appoint themselves as the Marines' "protectors". That leaves the score on repartee about even. The fine relationship of the two branches is well expressed by two signposts on Bougainville. One, erected by the Marines, states:

"When we reach the Isle of Japan,
With our caps at a jaunty tilt,
We'll enter the City of Tokyo
On the roads the Seabees built."

The other signpost, erected by Seabees, is a plaque simply dedicated to "our protectors—the Marines."

IN THE ALEUTIANS

Simultaneously with their labors in the south and central Pacific combat theaters, Seabee battalions were shoulder deep in the rough battle of the Aleutians. In his book, "Can Do," a lively and comprehensive account of the Seabees, Lieut. (jg) William Bradford Huie, C.E.C., U.S.N.R., describes the Aleutians as "a prehistoric connecting link between two land masses which modern man was willing to ignore as worthless" until the Japs jumped on us.

The battle here was not against the Japs in person, but against impossible weather and horrible soil conditions.



A close-up of Seabees laying Marston mat in Bougainville. Planes will shortly be landing on it and taking off from it.

This road from Seattle to the Aleutians was one of the five great highways which it was considered necessary to build toward the homeland of the enemy. It is often called "the northern highway to victory." Largely volcanic mountaintops, the entire area was barren and uninhabited until the Seabees piled in at the war's outbreak to replace civilian employees working on Navy contracts. They found endless stretches of tundra, but not a tree nor even a shrub west of Dutch Harbor. They went to work immediately enlarging old facilities and building new ones—wharfs, fuel storage facilities, warehouses, camps and airstrips.

It is said the Aleutians are the source of more high wind even than a professional Texan. The "williwaw" is an unpredictable gale that strikes that area with terrifying suddenness. Seabee William J. Fox, CMLc, is an authority on them. He actually rode one like a "magic carpet" from a warehouse he was helping to build to the side of a mountain 150 feet away. The involuntary ride occurred when he and

three mates were nailing asbestos roofing on the warehouse. The force of the gale tore loose the holds that Fox's companions had on the sheet, permitting it to go sailing 20 feet off the ground against the mountainside, with Fox aboard.

Fox was unhurt except for a bump on his head. "The only thing I regret" he said, "is that it didn't blow me right back home to Montana!"

Another Seabee, Archie A. Lamb, SF1c, figures he is living on borrowed time. He was working on a dock in the Aleutians when a williwaw sprang up, forcing him to head for shore. He had scarcely left when a cargo ship, dragging anchor, crashed into the dock, and destroyed the section he had just vacated. Another time, during a dense fog, Lamb was on a sand spit working on floating docks. While the fog didn't bother the construction workers, it did confuse a group of fighter pilots trying to land on an island.

The airfield was close by and several of the fighters, mistaking

This is the first plane to land on the Bougainville airstrip.



the sand spit for the field, came in to land. Diving over an embankment, Lamb and his mates barely avoided the whirling propellers. The Seabee's last close call occurred during a williwaw at night. Suddenly Lamb discovered he was sharing the back of the truck with a loose, bouncing 2,000-pound bomb. At every jounce the bomb changed position, and so did the Seabee! The truck was moving too fast to risk a jump in the dark, and the noisy williwaw drowned out his shouts to the driver. Lamb continued the deadly game of leap-frog until camp was reached.

Today the Aleutians road is a finished highway, starting in Seattle, continuing to Sitka, to Kodiak and to Dutch Harbor (which is farther west actually than Pearl Harbor) and then to Umnak, Amchitka and as far as Attu. From Attu it is but 700 miles to the Kuriles where the Japs have their advanced base at Paramushiro, and only 1,900 miles to Tokyo—ultimate end of the Seabee road.

It took time, of course, for Seabees on bulldozers to advance our bomber lines, but they helped make it possible for our P-38s to fly from a factory in California and be in action over Paramushiro 24 hours later; for our B-17s to fly out of Seattle in the morning and drop explosives on Paramushiro the same night.

The greatest landing difficulty in all the Aleutians was the watery conglomeration of grass and mud called tundra, which lies from six to thirty inches deep on top of sand and volcanic rock. Vehicles with rubber tires could not negotiate it. So the first job was to build roads over which trucks could move supplies inland from the beach.

Laboring almost a year with hand picks and hand shovels, the Japs had built about 26 miles of temporary roads at Kiska. These were thin, one-way strips of rock laid over the tundra. These roads would not support the heavier American machines. The Seabees found a rocky hill nearby and started blasting it away during the first hour of landing. Under floodlights, they continued working all night. Dump trucks next day carried the broken rock away from the hill and re-

enforced all the Jap roads in the area. They became two-way thoroughfares. Within a week, jeep, halftrack, bulldozer and truck traffic was so heavy the Shore Patrol had to get on the job as traffic cops.

The Japs left their communication lines in almost perfect condition at Kiska. Knowing they would find no trees in the Aleutians, they had brought creosoted poles from Japan and had strung many miles of line. About all the Seabees had to do was to reset a few of the poles, attach portable generators and turn on the lights.

MEDITERRANEAN AREA

Naval construction battalions were busy on the other side of the world, too. Forty Seabees, who billed themselves as the "dirty forty", were the first to serve across the Atlantic. They arrived at Kissy Flats, near Freetown, Africa in August, 1942. Their assignment was to build some docks and develop port and fueling facilities, and build the bases from which Allied forces could attack the not-so-soft underbelly of Europe. From Agadir to beyond Cape Bon Peninsula, they developed port facilities, fuel stations, airfields, ship repair point, and other installations necessary to launch the attack.

The North African operations were a British and U.S. Army show, but Seabees built the installations for the U.S. Navy. The battalions which labored there were the 54th, which landed at Arzew, Algeria; the 70th; and the 120th which landed at Casablanca, French Morocco, with the invasion convoy on November 8, 1942.

The "Dirty Forty" didn't wait for their promised new equipment to reach them at Freetown. They understood how German submarines sometimes caused delay or disappearance of supplies in transit. So they set about repairing some old steam shovels. They soon had them coughing away, tearing up the face of Africa. The natives were fascinated by the Seabees, some of who must have read how Mark Twain's hero got the fence white-washed. For soon the natives were

Warmly-clad Seabees fill sandbags for a machine gun emplacement on Amchitka in the Aleutians during the spring of 1943.



working with the Seabees, hewing gumwood piles, 50 to 80 feet long. These piles were capped with iron so that they could be driven into the volcanic lava that composed the harbor bottom. Cigarettes acted like a super-charger on the natives. A Seabee handed out a Kool one day. The native who smoked it appeared to be in seventh heaven. News of the new cheroot got about that night. Next day half a hundred Africans showed up clamoring for work—and Kools!

A discovery which the 120th battalion claims to have made at Oran may bring a post-war boom there rivaling anything Miami ever knew. They claimed that bald-headed Seabees grew new hair once they tarried thereabouts. A certain combination of balmy sea breezes and medicated sun was given the credit for restoring life to dead cells and producing the luxuriant new topping. It also was declared to have eradicated freckles. The authenticity of these claims have not been approved by any better business bureau, but it is a fact that these reports, which circulated among Seabees everywhere, brought an avalanche of applications from hundreds of billiard-topped builders asking to be assigned to duty at Oran.

While the 54th, 70th and 120th Battalions toiled in Africa, the 17th, 64th and 69th built the base at Argentia, Newfoundland. The vast Navy installations in Iceland were built by the 9th and 28th Battalions.

The 31st and 49th battalions worked in Bermuda, repaired damaged ships, restowed cargo in vessels buffeted by heavy weather, built wharves and dry docks. The big base at Trinidad was constructed by the 30th, 80th and 83rd battalions. The lonely assignment to the Galapagos Islands, which guard the Pacific approaches to the Panama Canal, fell to the 1012th Detachment, which had previously worked in Honduras, Nicaragua and the Canal Zone.

THE SEABEES' MAGIC BOX, THE PONTOON

Much of the credit for our successful landings at Sicily, Salerno and Anzio undeniably must go to the Navy pontoon, and the manner in which the Seabees used it. This five-by-seven-by-five-foot cube of sheet steel has been compared with radar and the Sperry bombsight in its influence on our fortunes of war. The Germans figured the shallow water off the Southern Sicilian beaches would preclude any possibility of our landing there. LSTs can drive their ramps right into the beach where water deepens normally, but around Licata, Sicily, for instance, the landing ships would ground as far out as 300 feet from shore. The Germans reasoned that the Allies would not try to negotiate such a perilous ship-to-shore problem under their bombs. They looked for us to land farther north.

Once we landed in Africa, our experts set out to find a way to put the tanks, bulldozers and trucks within "wading distance" of the beach at Licata, Sicily. The Army had a system of laying their famous steel treadways across rubber doughnuts, so the Army engineers started experimenting with them. The Navy put the problem up to Captain John N. Laycock who had designed the Navy pontoon in 1941, after the CEC had foreseen that new devices for beach operations would be imperative in case war broke out in the Pacific.

It was foreseen that floating piers, drydocks, causeways and barges would be needed in great numbers. Captain Laycock set out to devise one section which could be prefabricated and made the basic part of all this beach equipment. A barge, it was argued, would have to be a welded, riveted unit to be strong and rigid enough to

sustain great weight. Captain Laycock was determined to find a way to impart the rigidity of a single box to a combination of boxes. He started collecting cigar boxes, experimented with them, found a way to bolt many together and have the resulting string of boxes almost as strong as if it were in one piece. He put his conception of the pontoon unit on paper. It was to be built of sheet steel and would weigh about 2,600 pounds. The pontoons were to be connected by self-tightening, interlocking bolts and straps. He designed a 50-ton barge, a 100-ton drydock and a seaplane ramp—all three structures to be built from the pontoon boxes.

A contract was let to the Pittsburgh-Des Moines Steel Co. in February, 1941. An outboard propulsion unit was built by Murray & Tregurtha, boatbuilders of North Quincy, Mass., at the same time. In late spring all the items were ready to be tested. They proved completely successful in tests. So impressed were the British, they ordered 3,000 pontoons at \$700 each, on the spot.

Seventy-five firms are now engaged in the manufacture of the pontoons, and their connecting jewelry. The Navy in 1944 paid \$100,000,000 for pontoon gear. The assembly of the pontoons and their structures is an overseas Seabee responsibility.

Captain Laycock discovered that to make a steel causeway wide enough for tanks and trucks, it would be necessary to fasten two pontoons together, to get a width of 14 feet. It was found that the maximum safe length to which these two-pontoon sections could be strung was 175 feet. They were flexible in that length, but could withstand considerable stress.

"Then we hit upon the slide-rule idea," said Captain Laycock. "If a 300-foot structure was too long and too flexible to withstand surf action, why not use two 175-foot assemblies, overlap them and make their combined length adjustable. We set the Seabees to practicing with such an arrangement and then we arranged a dual demonstration."

Our tactics in Sicily and, in fact, our LST landing tactics for this war were determined by that demonstration. Along Narragansett Bay two LSTs approached a beach at full speed. The Army Engineers with their treadways and rubber doughnuts were aboard one. Seabees were aboard the other LST, which towed two 175-foot pontoons assembled in slide-rule position. Seabees rode the pontoons.

Both ships grounded 500 feet from the shore. The Engineers dropped their front ramp, threw their doughnuts over the side, and shoved the treadways out. As soon as the Seabees' LST started to ground, the men on the pontoons cut them loose and allowed them to drive on toward the beach under their own momentum. They ran the front end of the leading causeway into two-foot water and grounded it. A line ran from the stern end of the trailing pontoon section to the LST. The Seabees quickly unlocked their two causeways, and pulled the rear one back toward the LST, thereby lengthening their pontoon "slide rule." They quickly clamped the two 175-foot sections together again, where they overlapped. A big anti-tank gun charged out of the LST, negotiated the steel causeway and reached the beach in just seven minutes after the LST had grounded.

"We all gasped at that demonstration," said Captain Laycock. "We knew we had a surprise for the Germans."

A total of 5,760 of these pontoons, made up into ninety-six 175-foot causeways, were assembled in North Africa. En route to the landing scene, it was found that a convoy could move faster if the pontoon causeway were slung on the sides of the LSTs, rather than

Seabees work through a williwaw (a mile-a-minute gale) laying marston mat at this Aleutian base, from which American planes took off to bomb Paramushiru, key Jap stronghold in the Kuriles.



towed. They were both towed by tugs and carried by LSTs in the new side-carry manner when the great armada sailed for Sicily in July, 1943. Next morning the LSTs were disgorging vehicles of war by the hundreds. The Germans couldn't believe their eyes. When one LST was unloaded, the causeway would be unfastened and swung around to a waiting ship. A total of 11,500 vehicles were unloaded onto Sicily in this manner.

Two officers and 34 Seabees rode each causeway-carrying LST. A few miles off the invasion beaches, the Seabees cut the cables holding the causeway sections with axes, and allowed them to hit the water. Then they opened the bow doors, lowered the ramp, and "let the duck out." The duck is an amphibious tractor. Using it for towing purposes, the Seabees then maneuvered the two sections into the slide-rule position along one side of the LST, and the ship ran for the beach. One officer and 24 Seabees were lying belly down on each causeway as the LSTs speeded in. At the exact moment, the Seabees cut the causeways, and rigged them up to the beach. The unarmed dare-devils who rode these surf-buffeted contraptions thru bombs, shell and mines, were as exposed as lizards on a flat rock. Their casualties were relatively light in Sicily, but not so at Salerno and Anzio where the Nazis waited for the causeways with countermeasures.

The first vehicle to land on the continent of Europe was a Seabee bulldozer driven by Raymond J. Calhoun, MM1c, of Troy, N. Y., who went in at Salerno.

In the initial Italian operation, the 1006th Pontoon Detachment of 28 officers and 300 men suffered 23 per cent casualties.

One officer and seven men were killed as the Germans bombed the causeways to tear them loose. Nine officers and 57 Seabees were awarded the Purple Heart in this action.

The Salerno operation was one of the bloodiest of the entire war. The Germans were well entrenched in the hills and poured a terrific fire down on the beach—where the Seabees were unloading supplies, clearing debris, setting up dumps, building dressing stations, and keeping traffic moving. It was after watching the Seabees on the beaches and manning the exposed pontoon causeways that a young paratrooper made the classic remark: "And," he said, "I thought we were the worst damned fools in the war!"

The 1006th Detachment, led by Lieut. Willis H. Mitchell, Warrant Officer, Richard A. Look and Lieut. Comdr. W. A. Burke, Jr., was the first to go into North Beach, Salerno.

"We were following the course of the YM mine sweepers," Comdr. Burke later reported, "when, about a mile off shore a large size Italian mine which had been swept to the surface but not exploded, loomed in the path of the ship. The forward lookout made a frantic effort to veer the ship to port but the curved end of the inboard causeway hit and rode up over the mine which bounced along under the bottom for about 70 feet before going off against the side of the ship. Thinking we had been hit by an aerial bomb, I threw myself to the deck. There was a blinding glare; air, water and oil fell on us. . . . The ship was still under way, but the causeways were gone and rapidly drifting astern. A pontoon or two were drifting free, but we did not at first realize that those shadows piled on the forward weather deck were pontoons blown from the sea. A couple of small

craft in the vicinity went to the assistance of the Seabees aboard the wrecked causeways.

"We found out later that there was sufficient warning of the explosion for the men to run to the extreme aft end of the causeway where, tho they were violently stunned by the terrific detonation, only two were killed. Dick Look's eardrums were punctured and several others were seriously wounded.

"We did not know whether the ship would stay afloat long enough to reach the beach as she was listing badly. We grounded, without our causeways, some 250 feet off the shore line with about 11 feet of water at the bow ramp. It was immediately apparent that the beach had not yet been taken. Batteries of 88s and mortars had the range of the beach and kept up the shelling all thru D-Day . . . it was decided to retract and attempt to put our combat cargo ashore over one of the other sets of causeways or via LCTs.

"When we were about half a mile off the beach, a British destroyer laid down a smoke screen which protected us from further fire from the shore and enabled us to anchor in the transport area between the Flag Ship Biscayne and the Monitor Abercrombie, transferring our cargo to LCTs."

This LST-borne pontoon causeway went into use in the Marshall Islands invasion. The heavy gear brought in by the LSTs begins to move ashore. Note the slide-rule fashion of joining the pontoon's sections together. When the equipment reaches the end of the last pontoon, "ducks" will drag it the rest of the way to shore.



A second LST running to North Beach had better luck. Lieut Harry Stevens, Jr., was officer-in-charge of the causeways. The other Seabee officer was Ensign M. T. Jacobs who told the story:

"At H-Hour-0330 our LST had moved in to within three miles of the Red section of North Beach. We were carrying men of a Hampshire regiment. On the tank deck we had six Shermans, with a lot of half-tracks, Bren gun carriers and ducks.

"The 16th Panzers were ready for us . . . big guns, 88s and machine guns . . . our warships returned the fire. The Savannah had pulled in to within a few hundred feet of our LST, and she was blasting with everything she had.

"German bombers started coming over, so even the guns on the LSTs started firing. God, it was hot! And right at that moment we got the order to prepare to launch causeways . . . we opened the bow doors and let our duck out . . . I had to direct the rigging and ride the causeways . . . shells were popping all around us, but while you are rigging you are so busy you don't mind it so much. It's when you start in to the beach and have nothing to do but hold and pray—that's when you really get scared. . . .

"All 25 of us who were lying on the causeways were dressed in two-piece coveralls, helmets and life jackets. We had canteens and 45s on our belts; no other arms. You don't need anybody to tell you to lie flat on that causeway, because you feel like the most exposed man in the whole harbor. You look at a Stillson wrench lying in front of you, and it looks big enough for you to crawl under it. Honestly, you get the idea that wrench gives you some protection.

"About 0620, just before sunup, we hit the beach full speed. We cut the causeways loose, but our luck was holding . . . our LST slid right on up to the water's edge, and we didn't need the causeways for her. All we had to do was throw a few sandbags under her ramp and spread the mat . . . we grabbed shovels and dug slit trenches. Shells were bursting all around us. . . .

"Seven or eight Hampshires decided that they'd brew up a spot of tea on the beach. They built a fire and had the water boiling when one of them called to me: 'Say, chappie, come and have a spot o' tea.'

"I started walking toward them and was within 50 feet of them when a land mine went off right under that fire. The explosion knocked me flat and when I got up every damn one of those Hampshires was dead and mangled. Late that afternoon our men established a bivouac about 300 yards from where we had landed.

"We stayed there on the beach for ten days during which the bombing, shelling and fighting continued almost constantly. The crisis was on the fifth and sixth days, when it appeared that perhaps

we were going to have to pull a Dunkirk, but those Britishers finally turned the tide. We Seabees had no further casualties on the beach, but we had some close calls."

Following the Mediterranean landings, several of the veteran pontoon units embarked for England where they commenced assembling pontoon gear for the invasion of France. They also taught English sailors how to assemble and operate the pontoons.

Several new uses were developed, and the most spectacular of these was the Rhino ferry. Instead of a narrow bridge of pontoons, like the causeway, the steel boxes were built into great barges—6 pontoons wide and 30 long. They could be propelled either by in-board units or by large outboard motors.

In addition, the maneuverability was increased by a small pontoon tug. The Seabees rode these fully loaded, across the English channel. After unloading them, they used them as ferries operating back and forth to the ships lying off shore.

It has been estimated that during the first critical week at one of the Normandy beaches, 85 percent of the vehicles unloaded were brought ashore thru means of pontoon gear.

They contributed tremendously to the success of the initial landing operations. And the Seabees who manned them, in some instances as many as 80 hours at a stretch, were given unstinting credit for their work.

With landing operations at Normandy running smoothly, other Seabee units went to work helping restore the port of Cherbourg. Many were skilled construction men possessed of skills at welding, carpentry, demolition and diving.

THE STEVEDORE BATTALIONS

Preceding pages have dealt exclusively with the fighter-builders on construction assignments. Another group of Seabees, the "Special Battalions," have undertaken one of the most important, if least glamorous, jobs of the war—loading and unloading ships in the combat zones. At one time our inability to handle cargo at its destination threatened the success of all our operations. Ships which had run the submarine and mine gantlet with supplies representing sacrifice and hard work on the home front, lay fully loaded at anchor, veritable clay pigeons for enemy aircraft.

It was clear by late 1942 that the Navy would have to organize special battalions to handle the huge piles of freight. Civilian ship crews were not able to do the job, even tho they had the courage to work under bombs and were willing to work long hours. The work was hazardous. There had been no time to build piers on the Pacific

A Seabee goes to work on Tarawa after the Marines had wrested it, with much bloodshed, from the Japs.





An airstrip takes shape in the virgin jungle on one of the Marshall Islands.

islands, and when a freighter arrived at, say, Guadalcanal, she was obliged to anchor offshore and dump her cargo onto heaving barges. The barges then had to be gotten somehow to the beach, where the cargo then had to be transferred to trucks—all of which doubled the normal amount of stevedoring.

At the worst of the unloading crisis, when 83 ships were lying at anchor in the South Pacific waiting to be unloaded, a construction battalion was ordered to lend a hand. The Seabees, altho few of them had ever handled cargoes, were able to do the job in HALF the time the civilian crews had been requiring. Seabee enthusiasm compensated for their lack of experience. They pitched in with a great deal of profanity, "Copenhagened" the clock, and defied the weather. That was the tip-off. The Civil Engineer Corps thereupon singled out 95 men with experience as stevedores who had enlisted in the construction battalions.

It hand-picked 900 others who had some knowledge of rigging and handling barges and small boats, and dispatched them to the Pacific. They were later joined by the Second, Third and Fourth

"Specials." These men, who had volunteered to build and to fight, were not too happy at first over their new and less exciting assignment. But, seeing the need, they quickly went to work, and are credited with playing a brave and vital role in turning our fortunes of war in that area. They quickly cleared the bottlenecks that were strangling our entire war effort in the Pacific.

One Liberty ship captain reported: "The manner in which the men of the First Special accepted duty during an attack on us by 12 enemy aircraft was unsurpassed. Gangs were organized as ammunition carriers, magazine loaders, and at fire stations. Some men took positions on the 20-mm guns, some on the 3-inch guns, and some as corpsmen at the First Aid station."

Said another master: "During the course of a raid, while enemy planes were forming for another dive on the ship, the First Specials calmly removed broken booms and rigging from the hatches and lashed them to the deck for safety. During the night they stood guard watch, relieving the gun crews in order that they might be in best form when needed."

Lieut. Comdr. James E. King, of the Coast Guard, was captain of a cargo ship that put in at Bougainville when Jap mortars were making it unhealthy for the stevedores. This is what he reported:

"I would like to take this opportunity to state that they (the men of the special) are without doubt the finest unit that has ever handled the loading or discharging while I have been in command of this vessel. Their teamwork is really a pleasure to watch, and the amount of cargo discharged per gang hour is far in excess of any stevedoring done in this area.

"The stevedores that worked this ship in the States would be put to shame if they could see these boys in action. When I look at your outfit, I feel proud to be an American."

A training program was started for the specials once the first extreme emergency had been relieved. The Bureau of Yards and Docks appealed to the steamship and stevedoring companies to give up some of their top men to become officers of the special battalions. The companies came thru like the real Americans they are. A few experienced officers and men were assigned to each battalion (1010 men and 34 officers). Volunteers who comprised the remainder of the battalion were trained on shipboard. The inexperienced men were conditioned on two "dry-land Liberty Ships" put together at Camp Peary, Virginia.

Seabee Specials handled 112,407 tons of cargo from 33 ships during the first three months in the Pacific. When the First Seabee Special arrived at Noumea, 66 ships clogged the harbor. Thirty days later, there were thirty fewer ships there. In another month, they were being discharged as fast as they came in. Since then, backing up our fighting men in every war theater, 30,000 Specials have truly "kept the hook moving".

SEABEE INGENUITY

Wherever you find a Seabee, you will find a bulldozer. That is his flag ship. He has the same feeling about it that a flier has for his plane. The things he can do with it are numberless. And it is said that the Seabee has one thing even more valuable—his own ingenuity. He has an incredible capacity for finding a way to do the thing that just can't be done. Herewith are just a few examples of almost endless Seabee resourcefulness:

An LST was lying helpless off the shore of a South Pacific Island over which Jap bombers had had a field day. The LST's propeller had been put out of commission, and there were no tools with which to remove it for repair. Having no alternative, the horrified Captain watched Seabee divers go down and pack dynamite around the propeller. They put in just the right amount in the right places. The blasts blew the propeller off. The ship was not further damaged. The Seabees carried the damaged part away, repaired it, restored it to the LST.

The Seabees claim that they can solve any construction problem in the world, given two things: enough junk piles, and half enough time. What they do with old oil drums staggers a layman's imagination. With them, they have improvised drainage ditches for airfields and roads; they have used them as roofing, chimneys, sewer pipes, stoves, shower baths, furniture, and at least 1001 other purposes.

At Vella Lavella a landing ship grounded too far from shore to unload its cargo. Jap bombs were falling around it and on the beaches. Herbert F. Minster, chief yeoman, figured that the palm trees at the water's edge, if properly felled, would reach to the ship's ramp. They bridged the gap. The cargo was quickly rolled ashore over the felled palm trunks.

When an LST beached 60 feet off a central Pacific Island, Seabees ran two strings of pontoons between the LST and the beach, dumped coral into the space between and made a road out to the ship. Over this they unloaded 2,800 drums of gasoline, 100 tons of wire and all the rest of the cargo in less than 10 hours, including the time it took to build the road.

During the fighting for a beachhead, a bulldozer's transmission was damaged. With Jap bullets whistling by, two Seabees used an ordinary screwdriver to shift gears, and the job proceeded.

Seabees were temporarily out of drainage pipe while building a hospital at Munda. Two officers noticed a huge pile of empty Jap





Bulldozers clear a road to the site where a dock will be built on Emirau Island, to facilitate unloading of LSTs (Landing Ship, Tank).



This is the Bougainville airstrip, in preparation.

shell casings. They cut and welded the casings to make a deluxe brass pipe 2,000 feet long. The cut-off ends were fashioned into ash trays by individual Seabees who sent them home as souvenirs.

The Japs had left behind a damaged concrete mixer when they scampered off one Pacific outpost. Taking a 20-foot length of 4-inch pipe, the Seabees patched the holes. When the mixer's mangled gasoline motors would not start, the Seabees powered the machine with a belt attached to the rear wheel of one of their own trucks. Pouring some salvaged Jap cement and some coral into the revital-

ized mixer, the Seabees commenced pouring a concrete galley floor within 48 hours after landing.

Once the Seabees had to build a bridge before their own equipment arrived. They hooked up a captured Jap motor to a portable saw mill and started cutting planking out of solid mahogany. A destroyed Jap hangar provided beams for trusses, a Jap winch was used for power, and material for the grading work was hauled in captured Jap trucks.

They have built many other bridges, warehouses, and comfort stations

A little difficulty is encountered in the building of a jungle road. But the Seabees soon had everything under control.





Bringing the war to the Italians, LSTs formed a large part of the huge armada that landed men and supplies on the shores of Sicily. Jeeps roll from one craft as another stands by, jaws open, ready to unload. Notice the pontoon causeway over which the jeep comes ashore.

out of precious woods. A statistical report sent to Washington by one Seabee officer proudly called attention to the luxury of solid mahogany "heads".

The Seabees made themselves a sight-seeing boat by raising a sunken barge.

There is a rumor that enterprising, if conscienceless, Seabees have copied Jap shipping directions from old packing cases onto phony Jap flags, which the Seabees made, and have traded them profitably to the unsuspecting.

When a palm tree is found that is too tough to be knocked over by the power of a single bulldozer, they attack with three machines. With blades raised, they hit the tree simultaneously. If that does not topple it, earth is bulldozed into a ramp leading to a higher point on the tree where better leverage may be had. Seldom do they have to resort to saws, axes and dynamite.

Lacking drills to make holes for dynamite, Seabees fired shells from an M-4 tank to puncture a hillside.

"They're the cat's whiskers" was almost an accurate phrase when used to describe Christmas toys made by the 120th Battalion Seabees for French and Arab tots in Algiers. Short of paint brushes, Seabee Frank Weideman ran down three cats, plucked hairs from their backs, and fashioned the delicate brushes with which the toys were painted. Everybody had a good time—except the cats. Weideman also supplied his buddies with fishing flies made from bird feathers.

The 64th Battalion's machine shop got a man-sized job when handed a pile driver piston which had split in half. It was made of tool steel, 18 inches in diameter, three feet high, and weighed 800 pounds. Welders worked continuously for 106 hours, used 300 pounds of welding rod.

How to do their washing with the least effort challenged the inventiveness of Don Litrell, J. F. Glass and T. H. Sontag of the 56th Battalion on "Island X". From a junk pile the embryo Edisons salvaged a G.I. can, a refrigerator belt, a truck tie-rod; a worn-out concrete vibrator motor and an old washer agitator. Mixing well before using, the Seabees came up with something which didn't closely resemble a washing machine, but it did the job ship-shape.

When a pal's watch broke down for want of a jewel, Charlie L. Zacek of the 56th Battalion, a former watch-repairman from Texas,

simply snipped the head off an ordinary straight pin, dressed it down and set it in place. The watch has not lost a second nor missed a tick since.

James M. Hallowes, Jr., has small feet. He had never been able to get GI shoes that fit. In French Morocco, he had to bargain for a pair of native-made sandals to continue working. In Oran, he talked the Army out of a coupon to buy a pair he described as "only a little too wide". Then, while on liberty, he saw a WAC walking down the street. An idea was born, a proposition was stated. For the rest of his tour of duty, Hallowes got around very nicely—in the shoes of a sympathetic WAC.

The problem of how a section of heavy steel could be cut 20 feet under water out on a Southwest Pacific Island without any tools for the job was dumped in the lap of L. E. Damm of San Francisco. He decided an underwater cutting torch was the best answer. He took the problem to H. O. T. Ridlon who scratched his head, went to work. Taking an ordinary blow torch, he enclosed the cutting tip in a compressed air bell, which he was obliged to make on the spot. The torch worked.

The "Sea Hag" is not listed in "Jane's Fighting Ships," but it is a familiar sight in the forward fighting zones of the Pacific. The 200 Seabee stevedores who landed on a British-mandated island in the Central Pacific found a lack of housing facilities. Grabbing a 1,500-ton lighter lying at anchor, and appropriating the necessary land-based construction battalion gear, the unit started building itself a house-boat.

A double-effect salt water evaporator, with gadgets to prevent water spilling into the distillate line due to the roll of the lighter, was installed as the fresh water supply system. Salt water was pumped aboard by a converted submersible bilge pump. Seven field ranges, welded to the deck, became the nucleus of the galley. Addition of a rack to the forward side of the ranges made direct serving, cafeteria style, possible without use of a steam table. Air pressure was supplied by a shallow diving pump.

Piping was used for drains; hatches were cut in the deck; companionways led to the deck below, which was turned into crew quarters. Steel bunks were fitted in. Portholes and passageways were built.

Cargo dunnage was procured to construct the house. Laid out in sections, it included engine room, galley, mess hall, supply and disbursing office, post office, sick bay, ship's service store and other compartments. It has officer's and chief's quarters, and a signal bridge. Pontoons were used as storage tanks. Oil drums, tops and bottoms knocked out, were welded together and installed as ventilation funnels from hold to topside. Not a pretentious craft, but she is extremely liveable. It has been towed to three forward areas, covering more than 1,800 sea miles. Skipper of the odd vessel is Lieut. Edward Norton, of Belmont, California.

One group of Seabees, bothered by rats, built an earth ramp leading to the brim of an oil drum half filled with water. A collapsible plank was suspended from the edge to a choice tid-bit. When one victim ventured out and fell into the water, the plank bounced back into position to receive the next.

A dishwashing machine was made out of discarded oil drums, piping, wire baskets and metal frames.

One battalion retrieved a Jap truck from the junk heap, remodeled it into a traveling library van to make books available to isolated work parties.

In the Green Islands a trombonist couldn't find a suitable mute for his instrument. Using a pork-sausage-can, studded with automobile head gaskets, he now gets the desired pianissimo.

At a North African base, a Seabee made a bull fiddle out of an discarded oil drum. Coxswain T. W. Montgomery carved a violin

out of native mahogany on Guadalcanal, using teakwood for inlay work and bridge, and balsa for the chin rest. The instrument's ribs were boiled and lashed around beer bottles. The rest of the violin was finished with a couple of files, a knife and a coping saw. Strings are still lacking, no cats being available on the island.

On Bougainville, where the Japs bombed the Seabees 60 times, Lieut. Sidney Mauk remembered a certain delicacy he used to eat in a drug store in New Rochelle, N. Y. He and his machine shop crew sawed native teakwood and fashioned a 50-gallon tub. They welded a lattice work paddle into a 30-gallon stainless steel cooking kettle. They rigged a bearing and shaft to rotate the kettle inside the wooden tub. A wornout bulldozer supplied a fan belt, a portable generator supplied a one-lunged air cooled engine. The transmission and differential from a bomb-wrecked jeep were added. The transmission and engine were connected by a belt. The transmission was connected to the differential by shaft and the differential to the inner kettle by a universal joint. The outer tub was filled with ice. Into the cooking kettle went 30 gallons of a certain white powder mixed with water. The one-lunger was cranked, the jeep was put into high, and guess what happened? The Fighting Builders, half an hour later, dug into 30 gallons of the world's smoothest ice cream.

Some of these examples of ingenuity seem trivial when stacked alongside more substantial Seabee achievements, but they reveal the spirit of the men. How are you going to discount men who can go thru 60 bombings and come out making ice cream?





CAMP ENDICOTT

NAVAL CONSTRUCTION TRAINING CENTER

DAVISVILLE, R. I.



FRED F. ROGERS

CAPTAIN U. S. N. (RET.)

Commanding Officer, Camp Endicott



Born in Clinton, Illinois, Captain Rogers graduated from Annapolis with the Class of 1906. In 1910, he was one of a group of officers sent to Japan to study its language and customs, a tour of duty that was interrupted by the first World War.

During the war, the then Commander Rogers served in European waters aboard the battleships Illinois and Oklahoma. After the war, he was assigned to the office of Naval Intelligence in Washington. From 1933 to 1936, Captain Rogers served as

Naval Attache to the United States Embassy at Tokyo. On two occasions he occupied a teacher's chair at the Naval War College. He was in command of the Battleship Texas from 1936 to 1938 when he was ordered again to the Naval College, this time as an advanced student, where he remained until his retirement in 1939. On 20 May 1942, Captain Rogers was recalled to active duty and was appointed Commanding Officer of Camp Endicott on 7 July 1942.

NAVAL CONSTRUCTION TRAINING CENTER

DAVISVILLE, RHODE ISLAND



To the Personnel of Camp Endicott:

The purpose of this activity has been to train men of the Naval Construction Battalions to operate most effectively against the enemy and to survive the encounter.

Our major task has been to adapt to the needs of the service the peacetime skills of experienced men, to supplement those skills with knowledge of combat tactics and to weld the individuals into technically and militarily competent units.

Reports from Seabees in many lands and on many fronts testify to the success of that endeavor.

I am proud of that success. It could not have been achieved without initiative, hard work, attention to duty and subordination of personal interests on the part of everyone aboard.

I know that the energy and devotion which has brought us so far along the road to victory will not flag under whatever trials may lie ahead.



FRED F. ROGERS
Captain, U.S.N., (Ret.)
Commanding

A BRIEF HISTORY OF CAMP ENDICOTT

Seabee battalions have battled and built their way to fame in every theater of World War II. Versatile, highly skilled units, they are the Navy's answer to the demands of modern mechanized warfare. They are as able to assault and carry a hostile beachhead or beat off attack as to land rhino barges on enemy shores, or carve roads and airstrips out of jungle or coral islands.

More than 90 of these Seabee battalions owe the prowess on which their reputation is founded to the training they received at Camp Endicott—named after Rear Admiral Mordecai T. Endicott, first Chief of the Bureau of Yards and Docks.

When, on June 9, 1942, the Secretary of the Navy authorized the establishment of the Naval Construction Training Center at Davisville, Rhode Island, the 500-acre camp site consisted of farmland, of low, rocky hills, woods and swamps.

Sixty-four days later, the first battalion came aboard for training.

The intervening two months had been hectic. Construction began June 22. Quonset huts and long, green buildings began to appear overnight. Roads were roughed

out, swamp areas were ditched and drained, the ground was criss-crossed by the deep furrows of water and sewage systems. Bulldozers and draglines began to level drill fields.

On August 3, the first contingent of enlisted men arrived as nucleus of the station force. They were prepared for the commissioning of the station August 11 and the arrival, 24 hours later, of the 18th Construction Battalion for advanced training.

Battalions coming in during the fall of 1942 were ushered into a confusion of muddy roads, gaping waterline ditches, half-finished buildings and hastily erected facilities. But battlefronts were crying for Seabees and there was no time to waste.

The first two or three battalions came to Camp Endicott already formed and ready for advanced training. Thereafter, men began pouring in directly from the recruiting stations.

Shedding civilian clothes, they went into their "boot" period—their first four weeks of Navy life—that time of getting accustomed to barracks, uniforms and orders, to the sting of hypodermic needles, to the endless, orderly routine of the service. Then they were organized into battalions for another four weeks of training—advanced.

During these eight weeks, raw recruits were converted, under pressure of time, into fighting builders. They were indoctrinated in the principles of modern warfare. They were led through the intricacies of close and extended order drills. They were taught to shoot, to throw hand grenades, to fight with bayonets, to defend themselves with judo in hand-to-hand combat. They sweated and panted through the torture of combat obstacle courses. And they came through prepared to function as military units.

At the same time, they were becoming familiar with the specialized machinery and equipment they were to use later on beachhead, battlefront and foreign base. This part of the training was not strange to most of them, for while Seabees come from every walk of life, a majority were skilled construction men in civilian days.

Battalions training here in the fall and early winter of 1942 had an opportunity to get a glimpse of—and to participate in—one of the minor miracles of construction for which the Seabees were to become famous all over the world. The camp was literally being built around them.

One group of buildings—the first group to be completed—included the administration building, station force barracks, mess hall, recreation building and station dispensary.

Stretching away in orderly rows from the central group came other building groups, serving as unit areas for battalions. Each unit area was complete to its own barracks,

Exterior and Interior Views of the Hostess House.



The Bulldozers and Draglines Levelled the Fields in Record Time.





The pose shown is symbolic of the Seabee. With shovel in one hand and gun in the other the Seabee is prepared to protect the work he is executing.

mess hall, and administration building. Each had its recreation building, with ship's store, library, theater, bowling alleys, billiard room and class rooms.

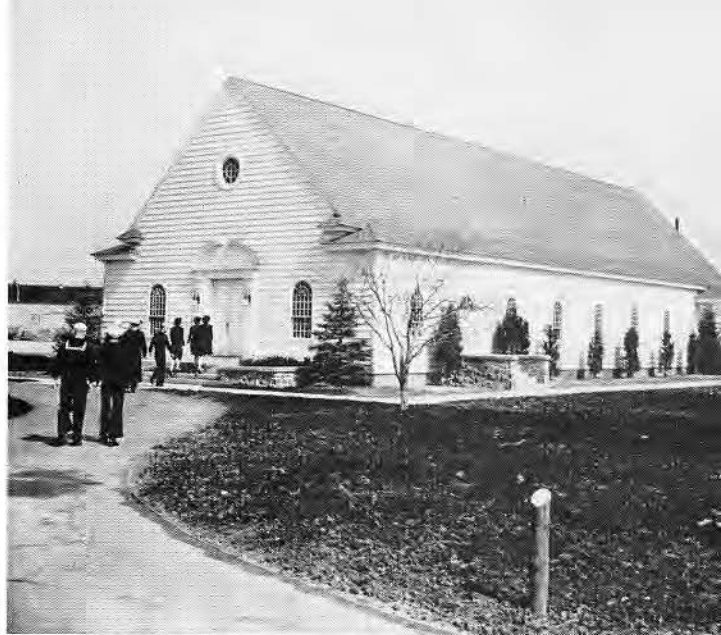
In the meantime, here and there about the camp groups of Quonset huts had been erected to serve as school facilities and warehouses. Extensive drill fields, great drill halls, a baseball field were coming into being. Later were to be added such refinements as a bathing beach on Narragansett Bay, the world's largest indoor swimming pool and a golf course.

While Camp Endicott was started only in June, 1942, in less than six months it was operating at capacity, training its full complement of battalions by early December of that year. By early spring of 1943, construction of the training center was virtually complete, although improvement of the grounds and minor alterations of facilities continued. There were paved streets, lights, neatly painted buildings, trim lawns, profuse plantings of flowers and other evidences that the camp was approaching maturity.

By April 4, 1943, the camp presented an almost finished appearance and was ready for its formal dedication by the late Secretary of the Navy Frank Knox. Present for the ceremony, besides Mr. Knox, were Rear Admiral (now Vice-Admiral) Ben Moreell, CEC, USN, Chief of the Bureau of Yards and Docks, under whose cognizance the Seabees come. Other high Naval officers present included Rear Admiral (now Vice-Admiral) Randall Jacobs, Chief of the Bureau of Naval Personnel. Miss Grace Endicott, daughter of the late Rear Admiral Endicott, was a guest of honor.

In the spring of 1943 the days of Camp Endicott as a "boot" training station came to a close. Thereafter, the base was to concentrate on advanced training of battalions about to be shipped overseas.

This meant greater attention was to be paid to the camp's rifle range, located four miles northwest of Davisville, Rhode Island, and commonly known as the Sun Valley Rifle Range. Seabees first began firing on the range about February 22, 1943, and housing facilities were installed there in May. Since then, it has been expanded and additional facilities have been installed.



Exterior and Interior Views of the Post Chapel.

Preoccupation with advanced training also meant the later addition—in the summer of 1944—of special facilities for use of stevedore battalions. Across the tracks from Camp Endicott proper, two "training ship" units were built on dry land, and budding stevedore units spent long days loading and unloading the "material of war" which one day they would unload half way across the globe.

Well into its program of giving advanced training to outgoing battalions, Camp Endicott also became center for "refresher" courses for Naval officers, for training of groups of midshipmen and of groups of newly commissioned officers. It became likewise a reception center for battalions returning to the United States from duty overseas.

During its brief span of existence, Camp Endicott has been an important part of the program of training, equipping and receiving back into this country more than four score of Seabee battalions and numerous specialized units.

Its outstanding success has been largely due to the direction of the man who has been at its helm since its very beginning—Captain Fred F. Rogers, U.S.N. (Ret.), Commanding Officer.



A. D. HUNTER
Commander
Executive Officer



L. M. BLANCKE
Commander
Personnel and Administrative Officer



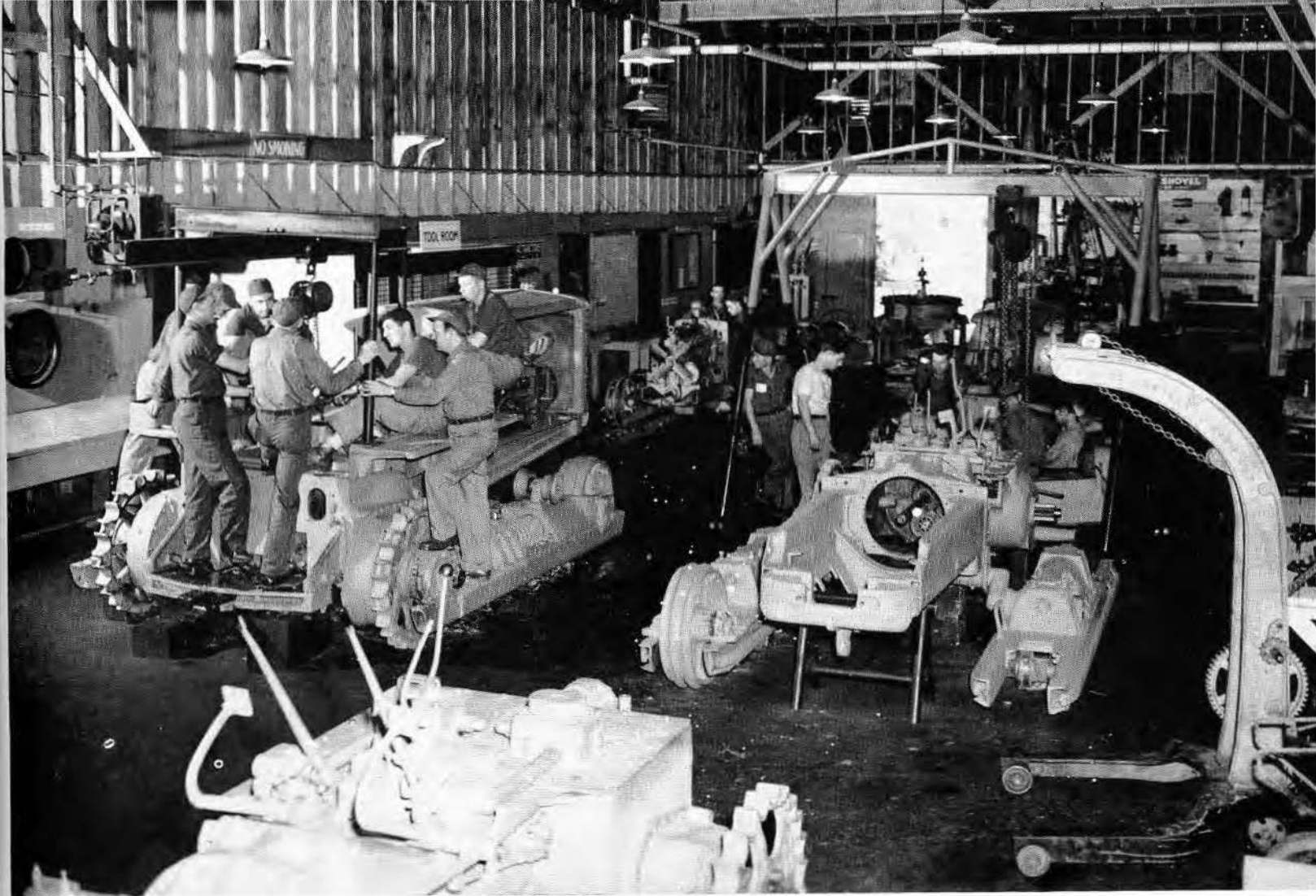
J. T. HOOKER
Lieutenant
Assistant to Executive Officer



L. W. SCHOOLER
Lieutenant
Liaison Officer



H. K. DELL, JR.
Lieutenant (jg)
Aide to Commanding Officer



REPAIRING HEAVY EQUIPMENT

Activities



The Bulldozer Pushes Away Heavy Rocks Thus Clearing and Levelling a Roadbed.



The Heavy Cranes Are Used to Load and Unload Ships.



BAYO

Shown to the left: Top, Seabees operate machine gun from camouflaged position at the Sun Valley Rifle Range; center, Seabees go over the suspension bridge and down the cargo nets in record time; lower, cables are constructed to span gulches and streams.

Combat Training

Seabees at the Sun Valley Rifle Range Drink from Lister Bags and Line Up for Chow During Combat Training.





DRILL

Drill and Review

To the right are shown scenes during the commissioning of the 35th Special Battalion.

Lower Left: The Military Band at Camp Endicott; Lower Right: Captain Mildred McAfee Inspects the Waves.



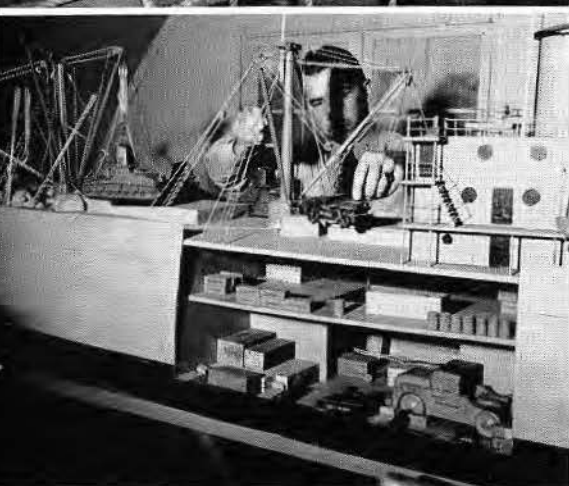
SEAMANSHIP



Barge Operation.



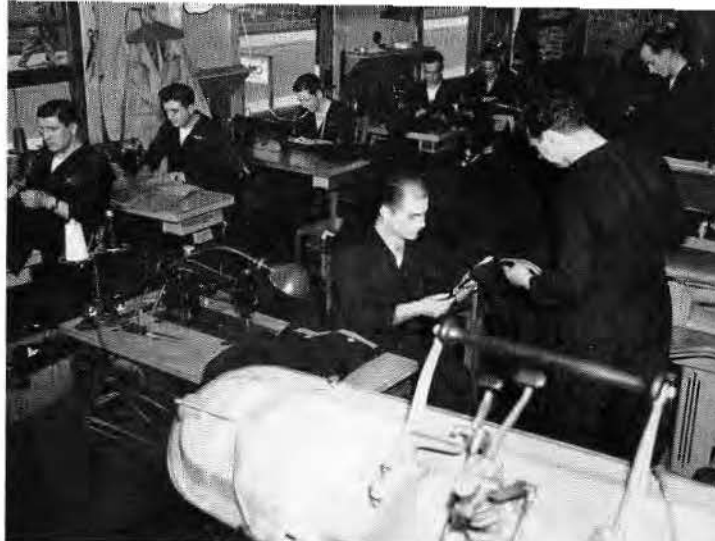
Cargo Net Repair.



Theories of Ship Loading
Are Demonstrated on
Model Ship.



Diver Goes Down.



The Tailor Shop Provides Neat-Fitting Uniforms . . . For a Fee, Naturally.

SHIP'S



Top: Ship's Service Beauty Shop Is Popular With the Waves.
Above: the Ship's Service Garage Is On the Beam.



"You're Next Service," the Barber Says, But There Is Always a Gang of Waiting Customers.



"I'll have a hamburger and give it the works!"



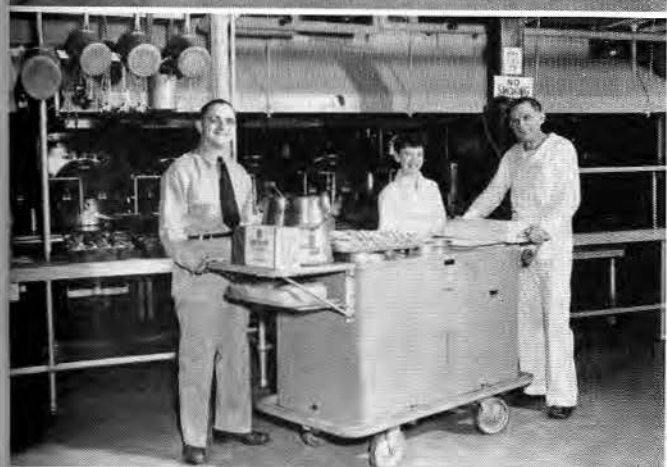
"Double extra rich chocolate egg malted milk coming up!"

SERVICE

COMMISSARY DEPARTMENT — COMMISSARY STORE



Left: The "galley" (kitchen to you) is where nutritious and appetizing foods are prepared under the supervision of expert chefs.



Right: Choice cuts of meat are available at the Commissary Store.



Left: The Hospital Galley loads a conveyer with food for hungry convalescents.



Right: The vegetable section of the up-to-date Store.



Left. That pleasant appetizing smell that pervades the air comes from the Bakery, where fresh bread is emerging from the ovens.



In the Craft Shop many useful articles are made, such as the Utility Case shown above.



Precision work is done on the Army lathe shown above.



Splicing the heavy cables is a job that requires steady, skillful hands.

Below: An instructor gives a few pointers on pontoon construction, using a model pontoon to demonstrate his lecture. Lower: rifles are repaired in the Armory.



An interior view of the large machine shop operated by Seabees at Camp Endicott is shown to left.



For outside work the portable machine shop is used.



In the SHOPS



Seabees Are Taught to Assemble Pontoons.

CONSTRUCTION

It is necessary to remove the rubbish of the old foundation preparatory to laying the new. Seabees (shown upper right) get this job done in a hurry. The steam shovels do a bang-up job of clearing away a foundation bed. Lower: Sheet iron workers toil in the sun constructing a tank. Still lower: The Seabees have adopted the Quonset Hut (shown at bottom) as the type of construction ideally suited to their needs.

The 'cat solves the biggest problem in modern road construction . . . it moves the dirt.





A Couple of the Boys Mix It Up in the Squared Circle.

Lieutenant J. J. Casey, Station Force chaplain, (shown at his desk below) renders advice and assistance to all comers; lower, some go in for roller skating; bottom, nearby streams attract many anglers.



A stiff breeze, a couple of Waves and a sail boat.

Recreation

A Group of Happy Anglers Return with a Nice Haul.

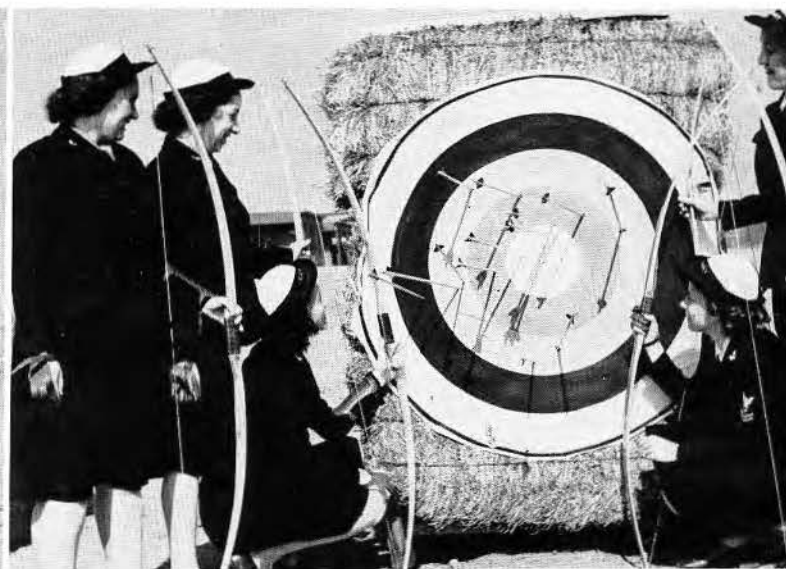




Three strikes in a row bring a round of smiles to this bowling foursome. With alleys in tip-top shape, Seabees keep the balls rolling and pins falling in their off-duty hours.

Archery is a popular sport at Camp Endicott. Four Waves make a pretty sight as they flex their bows in the sun.

The target is taking a real workout with arrows zinging into the circles with every round.





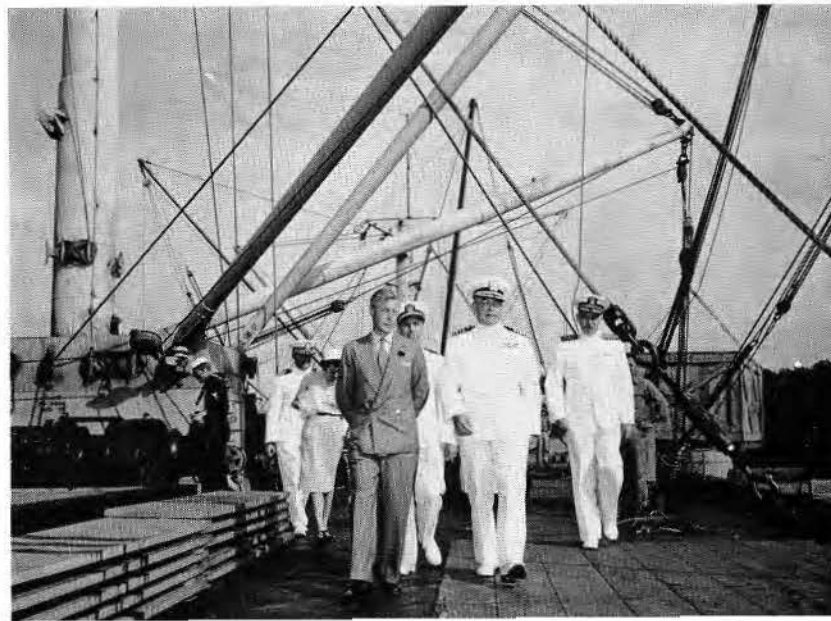
The official Camp Endicott newspaper, "The Bull-dozer," covers news items of interest in and around the camp. Shown above is the "Bull-dozer" staff.

Seabees are well advanced in the study of Chemical Warfare.



Seen Around

The Duke of Windsor Visits Camp Endicott.





Shown above: A few Seabees catch up on their reading at the Library (upper left); the motor scooter shown upper right was built by Seabees and it really gets around. Shown lower left are Waves preparing for inspection. Shore leave, a brief respite from hard training days, causes congestion of traffic as buses haul load after load of sailors to town.

the Base

"Lady Flicka," giant mastiff dog, is the mascot of the Judo school.

When a Sailor Marries There Are Friends to Wish Him Well.





Above: The base-building "Can-Do" men of the Navy, Seabees of the Construction Battalions, work in all kinds of weather to establish the farflung advance posts from which war is being carried to the Japanese. Dressed for the bitter Adak (in the Aleutians) weather, two Seabees run a grade line in preparation for road construction.

Even while the Marines were battling the Japs in Bougainville jungles, the Seabees were clearing the jungle and laying out an airport and roads. Here they are getting ready the airfield so that our ground forces can be sure of enough land-based planes to insure air superiority.



Right: Going in. As they leave the landing boats, the Seabees come in ready to meet the enemy on any grounds. Fight first; then fight and build—just get the job done and live to build again. . . .

OUTPOSTS

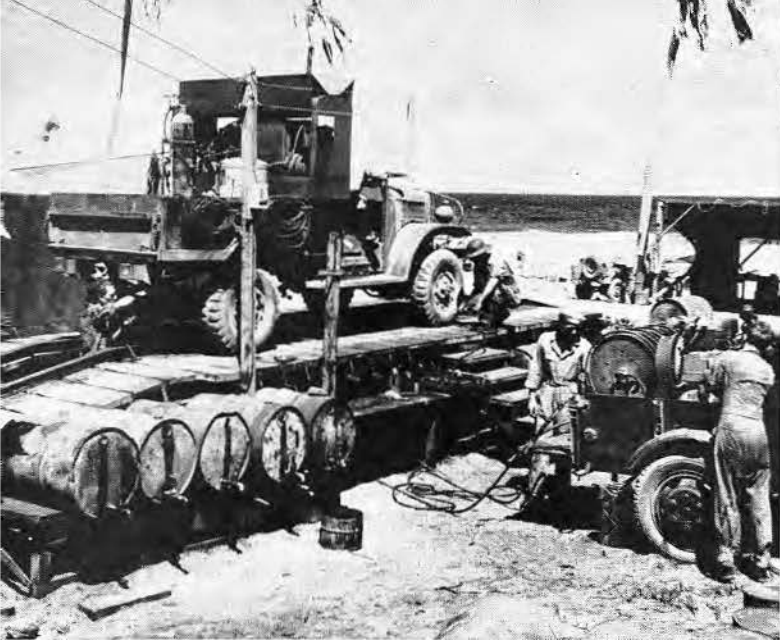




Above: That old motto, "Don't cross your bridges . . ." doesn't mean much to the Seabees—they're always coming to them, and in a hurry. This one, over a river on Guadalcanal, was erected in a day and a half. Flooring is pierced plank, handrails are of native bamboo, and the end towers were bents from a portable military engineer bridge.



Under foreign skies the 87th Naval Construction Battalion compacts with an International crawler.



Above, left: Demonstrating their ever-present ingenuity, Seabees construct a wood-greasing rack on Eniwetok; right, supplies pour out of the open bows of LST's at Kwajalein on pontoon causeways constructed by Seabees to facilitate landing of heavy equipment.

Seabees OVERSEAS

The Navy's great salvage experts, the Seabees, are co-ordinating their trained efforts with those of British and United States Army units in the vital task of rehabilitating the harbor at Cherbourg, restoring facilities for Allied shipping.





W. P. STEPHENS
Commander
Medical Executive Officer



T. S. MORING
Captain, M. C., U. S. N.
Senior Medical Officer



JOSEPH R. HORN
Commander
Senior Dental Officer

MEDICAL DEPARTMENT



GEORGE N. EDSON
Lieutenant Commander
Roentgenologist



EDMOND C. LAURELLI
Lieutenant Commander
Aide to Chief Surgeon



GEORGE W. LYNCH
Lieutenant Commander
Chief of Medicine



PERRY J. MANHEIMS
Lieutenant Commander
Laboratory Officer



FRANCIS L'ESPERANCE
Lieutenant Commander
Surgeon



ROBERT G. MILLICAN
Lieutenant Commander
Dental Officer



IRA WORCESTER STOCKWELL
Lieutenant Commander
Dental Officer



H. VINTON COES, JR.
Lieutenant
Sick Call Officer



KENNETH L. COOLEY
Lieutenant
Orthopedic Surgeon



JOHN T. GOLINSKI
Lieutenant
Dental Officer



ANTHONY W. HOHL
Lieutenant
Dental Officer



CHARLES W. MARSHALL
Lieutenant
Dental Officer



WILLIAM R. PUTNEY
Lieutenant
Dental Officer



IRVING SHOTTEN
Lieutenant
Dental Officer



STANLEY C. WILKINS
Lieutenant
Dental Officer



MATTHEW CORNELIUS McCUE
Lieutenant (jg)
Dental Officer



JACK F. FLOOD
Lieutenant (jg)
Dental Officer



JOHN R. KNOTT
Lieutenant (jg)
Psychologist



JOSEPH E. LIEBERMAN
Lieutenant (jg)
Podiatrist



FRANCIS E. McALANEY
Lieutenant (jg)
Personnel Officer



WILLIAM ARISON NABORS
Lieutenant (jg)
Dental Officer



PAUL A. SEITZ
Lieutenant (jg)
Dental Officer



DAVID REID WATSON
Lieutenant (jg)
Assistant Personnel Officer



MARY E. WILSON
Lieutenant (jg)
Assistant Laboratory Officer



DAVID A. McCOY
Lieutenant
Officer-in-Charge Eye Clinic



SEYMOUR ZUCKER
Lieutenant
Assistant to Chief of Medicine



LAWRENCE E. KRAUSE
Ensign
Chiroprapist



DWIGHT J. BERNSTEIN
Lieutenant, M. C.
Medical Officer



CHARLES L. GWINN
Chief Pharmacist
Medical Records Officer



JOHN J. TROY
Chief Pharmacist
Maintenance Officer



WILLIAM A. ZANG
Chief Pharmacist
Property and Accounting Officer



MARION E. CHATTERTON
Lieutenant (jg)
Chief Nurse



MARJORIE A. BROWN
Lieutenant (jg)
Assistant Chief Nurse



KATHLEEN T. BREEN
Ensign
Nurse



MARY E. BUCKEYE
Ensign
Nurse



MARY C. BULLOCK
Ensign
Nurse



CORINNE BUTLER
Ensign
Nurse



MARY E. CALABRESE
Ensign
Nurse



ANNE CUPITT
Ensign
Nurse



ANNA DARLINE HOLMES
Ensign
Nurse



ROSAMOND FOSTER
Ensign
Nurse



ANNE L. HAMILTON
Ensign
Nurse



ELIANE HELENE MCCARTHY
Ensign
Nurse



MARY E. HOLLOWAY
Ensign
Nurse



FLORENCE AILEEN HORNE
Ensign
Nurse



PATRICIA J. LENNON
Ensign
Nurse



ELEANOR J. MCGOOGAN
Ensign
Nurse



ETHEL H. PARKER
Ensign
Nurse



VERA M. ROBINSON
Ensign
Ward Supervisor

ANNA M. RUSDEN
Ensign
Nurse

MONA R. ROUSSEAU
Ensign
Nurse

MARGARET T. RUMBLEY
Ensign
Nurse

ANNE M. SALOT
Ensign
Nurse

DOROTHY W. TERWILL
Ensign
Nurse



MARY A. THOMPSON
Ensign
Nurse

KATHERINE A. WALKER
Ensign
Nurse

ANN WASYLIK
Ensign
Nurse

MEDICAL DEPARTMENT



(Reading from Left to Right)

First Row—Medical (STFR): Baker, Sue Leona, PHM3c; Barry, Tobias G., PHM3c; Bell, Georgetta M., PHM3c; Bellassai, Joanne F., HA1c; Benedict, Maurice E., HA1c; Berenbaum, Seymour, PHM3c.

Second Row: Blanchard, Pauline E., PHM1c; Bouvier, Arthur, PHM2c; Brennan, Herbert V., PHM2c; Calogero, Albert A., PHM3c; Calton, William C., Jr., PHM2c; Caso, Guy T., CM3c.

Third Row: Carrozza, Frank A., HA1c; Clark, Audrey J., PHM3c; Condeff, Bill R., PHM2c; Conley, Josephine M., PHM3c; Cooper, Franklin D., CPHMA; Corriher, Jesse L., HA2c.

Fourth Row: Costlow, Richard D., PHM3c; DaSilva, Hilda M., PHM3c; Davis, Lester V., HA1c; DeMarco, Frank J., MM1c; Drew, Carol D., PHM2c; Dreyer, Elizabeth M., PHM3c.

Fifth Row: Fanara, Isabelle E., PHM2c; Farrell, Mary M., PHM3c; Faulkingham, J. W., PHM3c; Feibusch, Katherine S., PHM3c; Felthaus, Joyce L., PHM3c; Fitzpatrick, J. D., PHM1c.

Sixth Row: Fontaine, Henry E., HA2c; Foote, Arthur C., CPHMA; Frazier, F. V., PHM3c; Goodman, Joe B., PHM3c; Greene, Herbert E., PHM3c; Grill, Alfred W. V., Jr., S1c.



MEDICAL DEPARTMENT



(Reading from Left to Right)

First Row: Hamel, Raymond J., CPHMA; Hamilton, Jean E., PHM1c; Hardy, Clara B., PHM2c; Harllee, E. A., PHM3c; Harris, Phyllis C., PHM2c.

Second Row: Helton, Blanche A., PHM2c; Heneghan, John J., PHM3c; Hollendonner, F. J., S1c; Imbach, Mary E., PHM2c; Ingraham, Robert S., S2c.

Third Row: Jackson, Wilbur C., Jr., PHM3c; Johnson, James A., HA2c; Jones, Norma R., PHM3c; Kazmierski, E. J., PHM3c; Killebrew, John B., F2c.

Fourth Row: Kinney, Helen E., PHM2c; Lord, R. A., PHM3c; Lowe, J. M., PHM3c; Maguire, Philip R., PHM3c; Mann, Ruth E., PHM3c.

Fifth Row: Mitchell, Aaron, PHM2c; Mitchell, Orion C., F1c; Moore, Margaret B., PHM2c; Moore, Nellie W., PHM3c; Mulligan, James J., PHM3c.

Sixth Row: Mussio, Henry J., HA1c; Norred Joseph K., HA2c; Pape, Albert W., S2c; Partidge, P. F., Jr., PHM2c; Petes, Julia E., Y2c.

Seventh Row: Philpot, James T., HA1c; Pincus, Irving A., PHM3c; Pollock, Andrew, PHM2c; Po-teet, Jackson F., HA1c; Puccio Joseph F., PHM3c.

Eighth Row: Rainey, Richard W., PHM2c; Reeves Frederick M., PHM1c; Reidpath, Elizabeth D., PHM3c; Riley, John E., HA1c; Roessler, Charles A., PHM2c.

Ninth Row: Runyan, Roberta L., PHM2c; Scalera, Joseph P., HA1c; Schertzingler, W. R., PHM1c; Schneider, Solomon, PHM2c; Scichilone, J. J., PHM2c.

Tenth Row: Skelton, William H., PHM3c; Smith, Roland J., HA2c; Soska, John W., PHM3c; Spero, Sherwin L., HA1c; Stephens, Donald O., HA1c.



MEDICAL DEPARTMENT



(Reading from Left to Right)

First Row: Swoboda, Richard J., PHM2c; Tessenman, Ellen H., PHM3c; Tortu, I. A., Jr., PHM3c; Walsh, Raymond A., Jr., PHM2c; Weisenmiller, Fred C., SF2c.

Second Row: Wientjes, Raphael E., PHM1c; Williams, Harold H., PHM2c; Wincko, Peter S., PHM3c; Whippie, T. G., PHM3c; Young, Gordon R., Jr., PHM3c.

Third Row: Zehe, Frank J., PHM2c; **Medical (REP):** Allen, Norman D., AS; Alves, William L., COX; Austin, Aaron A., S2c; Beers, Louis, S2c.

Fourth Row: Bentley, Charles H., SF1c; Cohen, Benjamin, S2c; Cross, Charles S., S2c; Donaldson, Herbert, CM1c; Englert, Ralph L., S2c.

Fifth Row: Galluzzi, Nicholas A., S2c; Giha, Robert G., S2c; Howell, Charles E., Jr., SF3c; Johnson, Howard W., S2c; Jura, Joseph, S2c.

Sixth Row: Knox, Douglas R., S2c; Korniewicz, John A., AS; Lipsky, Jack, S2c; McIntosh, Francis J., S2c; Megliola, Donald E., CM3c.

Seventh Row: Murray, Glenn W., PTR2c; Myers, Russell E., PTR2c; Nelson, Emanuel C., Jr., S2c; Ostrand, Carl G., PTR3c; Rasso, Everett C., S2c.

Eighth Row: Schlarman, Ralph N., AS; Schonhaut, Julius, S2c; Shields, Ralph J., SF2c; Sierer, Charles E., S2c; Sims, Eugene M., Y1c.

Ninth Row: Stamm, Richard M., AS; Szafir, Henry J., MM2c; Varga, Joseph, S2c; Vought, Lester A., Jr., EM1c; Wistey, Almer L., S2c.

Tenth Row: Zinn, Arthur, Jr., AS; O'Donnell, Eunice G., PhM1c; LaValle, T. L. P., S1c.



HIRAM P. GRABBE
Warrant Officer
Officer-in-Charge of
Medical Screening

MEDICAL SCREENING DEPARTMENT

(Reading from Left to Right)

First Row—Medical Screening (REP): Anderson, Hugh E., Jr., CSFP; Barone, Joseph F., CM1c; Beal, Kenneth A., SF1c; Beck, Clarence R., MM1c; Belcher, Riley C., MM1c; Bereck, Elmer E., SF1c.

Second Row: Bigham, S., BM2c; Blake, H. B., CM2c; Boatright, Zeno, BM2c; Bouchard, J. C. E., SKD1c; Boudreaux, Sidney J., S2c; Bowman, Jewell L., S1c.

Third Row: Burgess, Floyd, CM2c; Chanove, Peter M., SF1c; Clawson, Henry C., MM3c; Closner, Crockett J., GM1c; Cofrancesco, P. A., S2c; Collins, Grant, S2c.

Fourth Row: Comeaux, Clovis J., CM1c; David, James A., MM3c; Dawson, Jesse J., Jr., S1c; DeVito, Louis J., SK3c; Dionne, Noble P., COX; Doherty, William C., CM1c.

Fifth Row: Dohms, William M., CM2c; Doucette, George J., M1c; England, Felton W., S2c; England, Robert H., S2c; Fasano, Frank J., WT1c; Fletcher, James C., EM1c.



MEDICAL SCREENING DEPARTMENT



(Reading from Left to Right)

First Row: Flickinger, S. W., S1c; Ford, Carroll S., CEMP; Fraser, Donald G., MM3c; Fraser, Robert M., CM1c; Furst, William, S1c; Gallo, Virgilio, MM2c.

Second Row: Garner, Edgar W., Jr., MM1c; Gentile, Thomas F., S2c; Goldstein, Harry, S2c; Holmes, Henry C., SC3c; Horn, George J., CM1c; Hynes, William T., SF2c.

Third Row: Jarvis, Gail L., CCM; Johnson, Albert L., CEMP; Jonasen, George J., CM3c; Jowers, George A., SK3c; Joyce, Leo F., MOMM1c; Kaleel, Melvin J., S2c.

Fourth Row: Keiper, William M., CM2c; Kelly, Lewis F., EM1c; King, Ralph W., MM2c; Klenczeski, S. J., CPTRA; Kornrumpf, K. K., BM2c; Koski, Hjalmar S., M2c.

Fifth Row: Krepps, Lawrence B., MM2c; LaCroix, Paul D., SSML1c; Lamp, Karl J., CM1c; Landis, Earl S., BK1c; Landry, Louis J., MM1c; Leja, Joseph, F1c.

Sixth Row: Locke, Oscar, EM1c; Lohmann, Carl J., S2c; Lucwinko, A. M., SF1c; Marcoux, Charles J., MM3c; Marino, James J., QM2c; Marsante, Theodore R., S1c.

Seventh Row: Martin, Edward J., Cox; McCaghren, Lonnie A., SF2c; McCombs, Leo W., CM2c; McMahon, James J., SK2c; Meade, Fred, SF1c; Meziel, Antone C., CCMA.

Eighth Row: Minick, William D., CM3c; Moochler, Percy G., MMS1c; Morris, John H., SF2c; Murphy, Raymond P., SF3c; Murry, David T., SF1c; Nell, Charles R., S2c.

Ninth Row: Newsom, Alfred M., MM3c; Nicol, Roy O., CMOMMP; Nilsson, Albert M., S2c; Oldenburg, William F., SF3c; Overturf, Anderson I., MM1c; Owens, Franklin G., BM1c.

Tenth Row: Clement, Quintin J., S1c; Donaghy, Thomas L., CM1c.



MEDICAL SCREENING DEPARTMENT



(Reading from Left to Right)

First Row: Palardy, Arthur N., Ptr1c; Parvin, Dewey T., SC1c; Pearl, George A., CMMA; Piche, Edmond J., CM3c; Pierce, Harold E., MM2c; Polk, Arthur L., BM2c.

Second Row: Power, Edmund B., MM3c; Powers, B. T., MM3c; Queel, Frederick O., CM2c; Redfield, Harry M., CCMA; Reynolds, W. W., SC2c; Rogers, Delbert C., CSFP.

Third Row: Rohrer, Fred R., S1c; Sargeant, Harry G., MM2c; Schuyler, Walter E., MM1c; Schweir, Albert J., MM1c; Scoggin, Claud J., MM3c; Sedore, Elvin, CCMA.

Fourth Row: Shoemaker, Robert H., CM2c; Simonton, Lamon A., CSFA; Sindermann, Frank H., MM1c; Skornia, William C., CBMP; Slebk, Joseph R., CM1c; Smith, Joseph B., SF3c.

Fifth Row: Smith, Malvern M., WT2c; Smith, M. E., MM2c; Smith, Paul C., CEMA; Smith, Robert M., CM2c; South, Robert C., CM2c; Southers, Vanise W., CM3c.

Sixth Row: Stark, Leo E., S2c; Stewart, Jack, SCFP; Stober, Grant, CM1c; Stockhill, Wells E., EM1c; Thayer, Clarence C., SF1c; Travis, Ronald W., S2c.

Seventh Row: Tuten, Wendell H., GM1c; Tuthill, William H., SF2c; Vail, Carl A., BM1c; Vetter, Robert J., MM3c; Villarreal, L., MM2c; Wallace, William F., Ptr2c.

Eighth Row: Wessman, Carl H. M., CM2c; Alcorn, J., BM2c; Boncore, Samuel P., CM3c; Huff, C. W., Ptr2c; Le Heup, W. A., CM1c; Parrotte, E. L., CE.

Ninth Row: Sass, H. W., CM2c; Smith, C. L., CM3c; Allen, John, SF2c; Goode, P. P., SF1c; Lent, E. B., MM1c.





CHARLES J. SIMANDL
Lieutenant Commander
Military Training Officer

LESTER T. HALDEMAN
Lieutenant Commander
Field Training Officer

LEWIS R. HUBBARD
Lieutenant
Assistant Military Training
Officer

ROBERT E. FAGLEY
Lieutenant (jg)
Ordnance Officer

JOHN THOMAS GUNN
Lieutenant (jg)
Physical Training Officer



ROBERT O. HERDER
Ensign
Military Training Instructor

WILLIAM R. HUGHES
Ensign
Military Training Instructor

HARRY W. SLOPER
Ensign
Related Schools Officer

JOSEPH A. GIOVANNI
Warrant Officer
Range Officer

MILITARY TRAINING DEPARTMENT



(Reading from Left to Right)

First Row — Military Training (STFR): Alfonso, Gerald E., SF3c; Anderson, Fred A., Sp2cA; Ashley, Kenneth M., Sp2cA; Ayers, Adrian O., Sp3cA; Bair, Oliver R., MM1c; Bartelt, Gilmer F., Y3c.

Second Row: Barton, Bryce M., Sp3cA; Beal, Wendell K., CCMP; Bearden, J. T., CM2c; Blanchard, Earle P., Sp2cAT; Bowlan, John A., Sp3cA; Boyd, Carl E., Sp3cA.

Third Row: Cannarozzi, Nick M., SpA3c; Carson, William W., Sp3cA; Catalano, Felix J., Sp3cA; Chapelle, Armon L., Sp2cA; Cobb, Albert F., Sp3cA; Connell, Frank P., Sp2cA.

Fourth Row: Cottone, Lillian T., Y2c; Craffey, Andrew R., Sp2cA; Davis, Ralph J., CM3c; Delliquanti, Frank P., Sp2cA; Depillo, Vincent P., Sp3cA; Donovan, James F., Sp1cA.

Fifth Row: Dragotta, James V., Sp3cA; Driscoll, Charles B., Sp2cA; Dunlap, Merrald C., M1c; Emery, Robert E., Sp2cAT; English, John W., Sp3cA; Falsetti, Frank L., Sp3cA.

Sixth Row: Fielding, Betty L., Y2c; Fleming, James M., Y2c; Flood, Dwight S., Sp2cA; Franco, Sam P., Sp3cA; Galaida, Teddy, Sp2cAT; Galloway, Elmer F., MM2c.



MILITARY TRAINING DEPARTMENT



(Reading from Left to Right)

First Row: Guerra, Andrew M., SF2c; Hammer, Robert O., SF1c; Hansen, Cliff H., Y1c; Harris, Edward R., Jr., SK3c; Holley, Lawrence R., Sp2cA; Irvin, Norman L., Sp2cA.

Second Row: Johnson, Gilbert D., Sp2cA; Johnston, Marshall R., SK2c; Jones, Lawrence S., CCMA; Kaplan, Hyman E., Sp2cA; Kmiecik, Stanley J., SF3c; Knell, Henry J., MM2c.

Third Row: Kurtz, Oscar, S1c; Langdon, Harold L., Sp2cA; Lepper, Robert E., Sp3cA; Lincoln, John W., Mus1c; Lockwood, O. F., Sp2cA; Mansker, Eugene L., GM2c.

Fourth Row: Martin, Harold F., Sp2cAT; Mayoue, Alvin S., Sp3cA; McCoy, Cleo A., SK1c; Meredith, Norin J., Sp2cA; Miller, Edward H., Sp2cA; Moody, Marjorie, Y3c;

Fifth Row: Moreland, Rodney P., Sp2cA; Mueller, Russell C., SF3c; Nelson, Gordon C., CM2c; Nelson, Robert, Sp2cA; Osenton, Frank L., Sp3cA; Otto, William J., S1c.

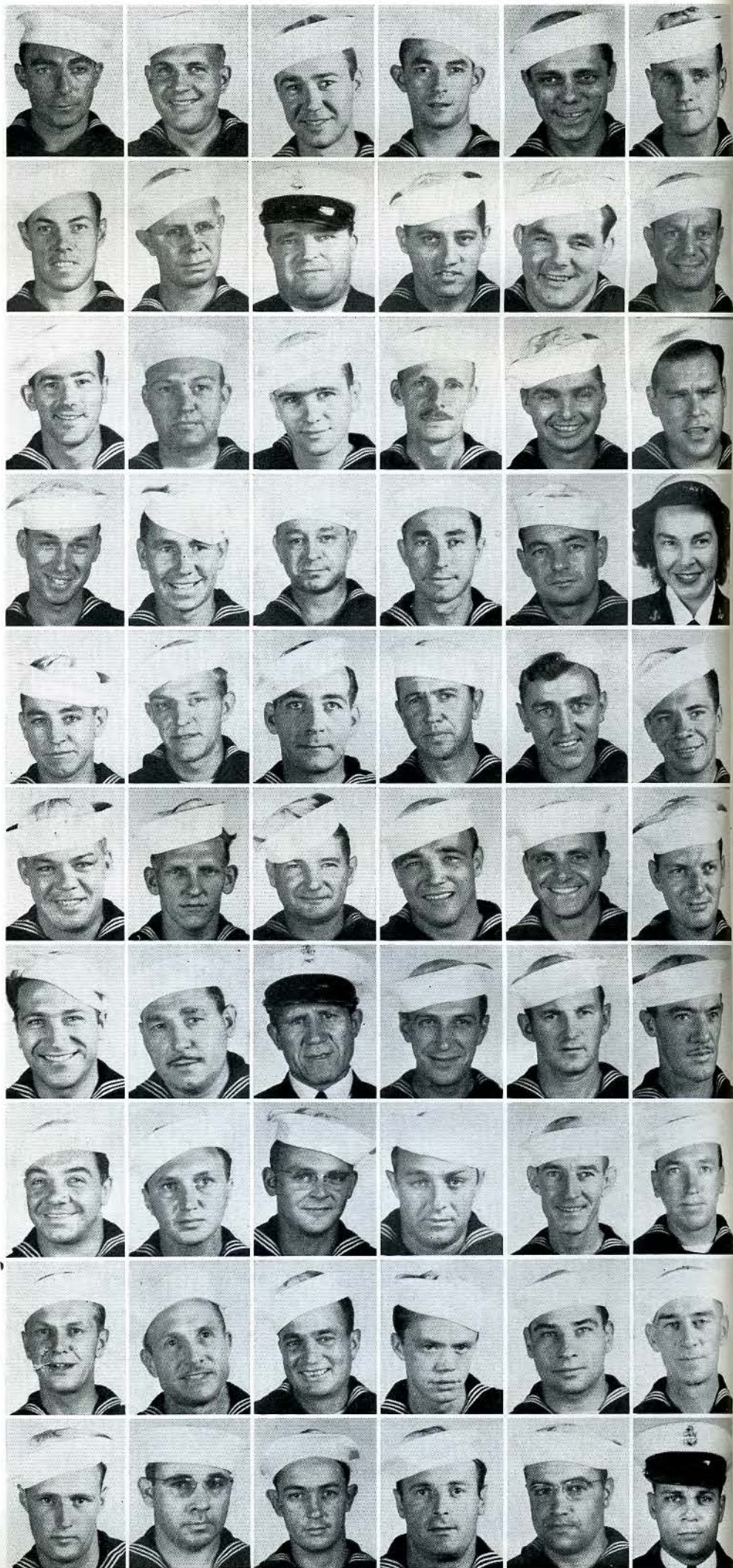
Sixth Row: Owen, Kenneth J., Sp2cA; Page, Dexter L., M3c; Pearson, Thomas N., Sp2cA; Peterson, John E., CM3c; Ragusan, Frank J., Jr., Sp2cA; Randall, Frederick W., MM3c.

Seventh Row: Reed, William E., Sp3cA; Ridings, Eugene A., Sp2cA; Risco, George, CSFP; Risk, Robert H., Sp2cA; Runk, Myles E., Sp2cA; Ruspini, Everett W., MM1c.

Eighth Row: Saponara, Patrick V., Sp1cA; Schein, Martin, Sp2cA; Small, Albert W., CM2c; Soehnen, Frank E., SpA2c; Stell, Leo T., Mus2c; Stickler, Frank W., CM2c.

Ninth Row: Taaffe, Frank, Jr., Sp2cA; Thompson, Thomas B., CM1c; Tisdell, Lawrence A., Sp3cA; Tully, George W., S1c; Vellenga, Louis C., Jr., Sp3cA; Weller, Guy O., CM1c.

Tenth Row: Whipple, Stanley K., Sp3cA; White, Gordon M., Sp2cA; Whitworth, Herman L., S1c; Wrenn, Leo H., Sp2cA; Wrenshall, Robert K., Sp2cA; **Military Training (REP):** Anderson, Roy L., CMMA.



MILITARY TRAINING DEPARTMENT



(Reading from Left to Right)

First Row: Auld, George D., S1c; Baldinger, John A., Jr., S1c; Bandfield, Robert C., S2c; Beese, Roy, CM3c; Bolduc, Arthur J., S1c; Boss, Leo J., GM2c.

Second Row: Boulay, Albert L., S1c; Boxell, Harold A., GM1c; Buckmaster, Lloyd C., SK3c; Butterworth, Fred, SF3c; Capuzzi, Rocco N., SF2c; Carlson, Kenneth L., CCMA.

Third Row: Carman, Nelson O., SK2c; Carroll, Charles W., S1c; Clayton, Clarence W., S1c; Conrad, William F., CM1c; Dannecker, Robert E., GM3c; DeProspero, William M., S1c.

Fourth Row: Denney, Roland W., SF3c; Dunbar, Kenneth W., CM1c; Earley, Leonard B., EM1c; Eglinton, Elmar J., CCMA; Erwin, Thomas, EM1c; Findley, Kenneth W., CCMA.

Fifth Row: Florer, William F., EM1c; Frantilla, William L., S1c; Gallaher, William G., CM3c; Gibson, Frederick W., CCMA; Gilbert, Robert C., S2c; Ginz, Edwin Robert S2c.

Sixth Row: Gioscia, Arnold J., MM3c; Grau, Eugene W., SF2c; Green, Charles E., S2c; Greene, Ralph E., SK2c; Greer, Mose F., GM2c; Grey, David V., GM2c.

Seventh Row: Habershon, Kenneth, F1c; Hancock, Dee, CBMA; Hardman, Joseph H., CM2c; Harper, John J., GM1c; Hayes, George T., BM1c; Hilligoss, Philip P., MM3c.

Eighth Row: Hodgdon, Maurice S., SK3c; Huggins, William T., S2c; Humphreys, Carl J., SK2c; Jones, Ralph L., S2c; Killmer, Edward, SK2c; Kingsley, Wilmer C., S2c.

Ninth Row: Kirke, Lewis, S1c; Klawitter, George A., S2c; Kuss, W. L., CYA; Landry, Dalton J., SF2c; Leber, Alex, S2c; Lecik, George, SF1c.

Tenth Row: Leff, Samuel A., BM1c; Lingo, John C., SK2c; Lodge, Charles W., CCMA; McClaren, Charles W., EM2c; McElhiney, W. R., S2c; McKnight, Frank M., S2c.

MILITARY TRAINING DEPARTMENT



(Reading from Left to Right)

First Row: Mead, Milton L. J., EM1c; Messenger, Edward W., SK3c; Miller, Chester T., CM3c; Miller, Donald H., S1c; Moore, Robert L., CM2c; Morrison, D. B., Jr., CM2c.

Second Row: Mosher, Robert H., M2c; Nelson, Alex H., CBMP; Nilio, Domenick, CM2c; Noble, Richard E., WT1c; Nowland, John M., S1c; O'Hair, Curtis F., Ptr2c.

Third Row: Palermo, L. L., CM3c; Parkhurst, Willis M., MM2c; Pekarek, John J., Y3c; Petrucci, Paul J., S1c; Prokos, John, S1c; Pruett, Nathan R., SF2c.

Fourth Row: Quinn, Harry J., BM1c; Reimer, Lawrence B., WT2c; Renfrow, Aubry D., GM2c; Roberts, W. H., Jr., CM1c; Rowe, William J., CM3c; Sanders, James R., SF2c.

Fifth Row: Seamans, Charles B., GM1c; Simmons, Clifford L., S2c; Simmons, Paul J., MM3c; Size, Michael H., SK2c; Slocomb, John W., MM3c; Smith, Arthur C., CM3c.

Sixth Row: Sowell, Dewey E., S1c; Staples, John F., Sr., EM3c; Stehman, Frank J., CM2c; Still, Charles A., SK2c; Sutton, George M., S2c; Sweeney, Howard, GM2c.

Seventh Row: Tally, Homa P., MM2c; Tullis, Woody A., CM1c; Ungericht, Earl W., EM1c; Voloshen, Steve, S2c; Wagner, Cornelius, SF2c; Walker, Glen H., MM1c; Waller, Albert F., Jr., CM2c.

Eighth Row: Warner, Bernard A., MM2c; Weatherton, Duard T., MM3c; Wickboldt, Frank H., M3c; Wilkinson, Walter J., CCMA; Woodward, Tilmon G., SK2c; Bibby, A. J., SF2c.

Ninth Row: Collin, Sayle B., BM2c; Gallo, C. J., CM2c; MacWilliams, R. W., S1c; Zimpher, B. G., CSF; Eaton, J. L., S1c; Flanders, R. N., GM2c.

Tenth Row: Grado, J. H., CM3c; Parker, G. L., CM1c; Ruoff, Gene G., CM2c; Steffani, C. H., S1c; Walker, R. E., EM2c; Woelfel, F. R., S1c.





W. R. LOCKHART
Lieutenant Commander
Technical Training Officer



ROBERT F. McCULLOUGH
Lieutenant
Assistant Technical Training
Officer

CHILTON W. McLAUGHLIN
Lieutenant
Waterfront Training Officer

RUSSELL F. HUGHES
Lieutenant
Assistant Technical Training
Officer

JOHN G. HUTTON
Lieutenant
Technical Training Projects
Officer

ANDREW F. KEY
Ensign
Assistant Technical Training
Officer

WILLIAM E. SOUTHARD
Warrant Officer
OIC Equipment for Export
Shipment

TECHNICAL TRAINING DEPARTMENT



(Reading from Left to Right)

First Row—Technical Training (STFR): Allen, Virgil S., Flc; Anderus, George G., CM2c; Ash, Jeremiah J., MM2c; Austin, Cletus A., MM1c; Bender, Frederick J., MM3c; Bodine, Herbert W., MM3cT.

Second Row: Bowman, Earl C., CM1c; Brown, Frank R., M2c; Bryson, James L., CM2c; Burton, Charles D., CEMA; Cetner, T. F., BM2c; Clark, Harold G., MM3c.

Third Row: Clark, Kenneth B., CM1c; Collins, C. L., Jr., MM2c; Condie, Francis J., SK2c; Conklin, Milton W., SK1c; Crossland, Albert R., MM1c; Denmark, Frederick C., SF1c.

Fourth Row: Earnest, Horace E., CM2c; Eby, Wilford B., Jr., MM2c; Fagan, Daniel E., SF2c; Fields, Jack E., GM2c; Foster, Louis H., EM3c; Foye, John F., CEMP.

Fifth Row: Frei, Jacob E., F2c; Fucci, Vincent R., CM3c; Gillen, Wesley F., MM2c; Gower, Albert L., CM2c; Hartford, Robert R., CCMA; Hathorne, Charles C., MM1c.

TECHNICAL TRAINING DEPARTMENT



(Reading from Left to Right)

First Row: Heymont, Leon, EM1c; Holladay, John R., EM1c; Hope, Edward V., CM2c; Horn, Joseph R., MM2c; Hunt, Alva F., CCMA; Kaplan, Benjamin, SK2c.

Second Row: Keenan, Michael J., MM3c; Kelley, James R., SF2c; Kelly, Ralph B., MM1c; Kenison, Carl G., MM2c; Kenneally, Daniel J., MM2c; Ketonen, Wesley A., EM1c.

Third Row: Kinman, Ralph Dave, MM1c; Koester, Herman, CM3c; Kozely, Philip J., CEMP; Kramer, William A., MM1c; Kussmaul, Edward R., CSFA; Lane, Benjamin K., SF2c.

Fourth Row: Latta, Edwin H., CCMA; Lindly, Kenneth E., SF3c; Livingston, Bruce C., CM3c; Lovell, Tom R., SF2c; Maqee, Alton M., CSFA; Maudsley, Edward L., EM2c.

Fifth Row: McCarthy, C. J., MM2c; McMillen, Howard G., SF3c; Melendy, Robert H., MM2c; Mendenhall, Robert A., SK3c; Miller, John F., MM1c; Millsapps, Nathan W., CM2c.

Sixth Row: Mohl, Paul W., MM1c; Moodt, William A., WT1c; Morris, Ervin S., MM1c; Myers, Andrew V., SF3c; Nadeau, Ernest J., MM2c; Naugler, Walter H., CMMA.

Seventh Row: Neyer, Lawrence B., MM1c; Nichols, John B., SF2c; Oprescu, Ilie M., S2c; Owens, Paul H., EM2c; Ownbey, James D., CM1c; Parker, Roy L., MM1c.

Eighth Row: Perry, Harry J., MM3c; Robinson, Edgar A., F1c; Robinson, Lewis D., WT2c; Rogers, Carl L., SF1c; Ruff, Joseph, S2c; Safran, Peter J., SF1c.

Ninth Row: Sale, Archie C., M1c; Sanborn, Clarence A., MM1c; Scalisi, Sam A., BM1c; Schenck, John W., CMMA; Schlein, Judd J., CM1c; Schneider, John M., CM3c.

Tenth Row: Schultz, George H., CM3c; Scott, Kenneth B., CCM; Seaman, Donald L., CCMA; Singleton, William R., S1c; Small, Louie A., F1c; Smart, William B., MM1c.



TECHNICAL TRAINING DEPARTMENT



(Reading from Left to Right)

First Row: Smith, William P., MM1c; Sneath, James E., Y2c; Sotzin, Harry J., WT1c; Spier, Charles L., CCMP; Stevens, Daune F., MM2c; Toth, Andrew J., S2c.

Second Row: Towry, Warren Byron, SF1c; Vander Heyden, C. J., CMMA; York, Charles E., MM1c; Alexander, William F., MM1c; Arthur, Harrison S., MM1c; Bandhauer, Roy C., MME1c.

Third Row: Bartlett, James J., BM1c; Berry, Tinsley W., MM1c; Birchfield, Carmon L., MM1c; Boos, Charles J., Cox; Bova, Edward N., GM3c; Boyle, Raymond E., GM1c.

Fourth Row: Brown, Donald R., SK2c; Brown, John G., CM2c; Bruckelmeyer, H. J., MM1c; Buckner, Marvin W., MM1c; Burke, Arthur E., MM1c; Buys, Henry J., MM1c.

Fifth Row: Calvert, Charles E., CBMA; Carafo, Andrew, SF1c; Clark, Robert G., MM2c; Daniel, John P., GM1c; Dash, William P., MMS1c; DeLoach, Lewis C., Sr., MM1c.

Sixth Row: Eagle, Gerald L., SF2c; Eckley, William G., CMM; Evans, Roland C., MM2c; Fail, Alfred N., Jr., MM2c; Fleming, Albert E., BM1c; George, Charles M., SF1c.

Seventh Row: Gillespie, Donald, GM1c; Gilmour, John M., MM2c; Glau, Robert H., SF1c; Hadden, John J., SF1c; Hallowisky, B. F., BM1c; Haywood, Lemuel T., Jr., SF3c.

Eighth Row: Helmacy, George J., SF1c; Holland, George, MM3c; Hooper, G. H., SF1c; Infalt, Harris Henry, BM2c; Irwin, Orval H., MM1c; Johnson, Donald H., MM1c.

Ninth Row: Johnston, John W., BM1c; Jones, James R., BM2c; Judge, Frank P., SF1c; Kachadorian, Aram V., MME1c; Kadian, Vincent E., Cox; Kaul, Viness M., MM1c.

Tenth Row: Killingsworth, C. D., MME2c; Koska, John T., F2c; Kuzmyak, Nick D., M1c; Lackey, Willard R., MM1c; Lafferty, Darold C., SF3c; Langenfeld, Omer J., MM1c.

TECHNICAL TRAINING DEPARTMENT



(Reading from Left to Right)

First Row: Lessard, Norman J., S1c; Lockhart, Lawrence L., M2c; Love, Robert W., CBMA; Malmstedt, William R., EM2c; Mathieson, W. J., S1c; McKinley, James B., MM2c.

Second Row: McTaggart, A. F., Cox; Midyett, Jimmie L., MM1c; Miers, John W., CCMF; Miller, Vernon L., CM3c; Murphy, Regis V., CM3c; Myers, Henry Adolph, M1c.

Third Row: Naymik, Andrew, BM1c; Nead, Harold E., MoMM1c; Nozal, Joseph, CM1c; O'Malley, William J., WT2c; Owen, Frank W., SF1c; Palsa, John J., SF1c.

Fourth Row: Pasquazzi, Americo, BM2c; Philamalee, Henry L., MME1c; Phillips, Edward H., QM2c; Pope, Richard B., MM1c; Remy, Keith H., MM1c; Rich, Lloyd G., SF3c.

Fifth Row: Riley, Jessie L., SF1c; Robbe, Paul H., MM1c; Rogers, William D., Jr., EM1c; Rosse, Henry C., M1c; Sams, Walter W., MM2c; Schmeusser, Fred E., SF2c.

Sixth Row: Schuster, Walter J., CCMA; Seaver, Cedric L., CBMA; Sharkey, James J., EM1c; Sherman, James G., BM2c; Slimak, William C., EM1c; Smith, Calvin W., MM1c.

Seventh Row: Smith, Charles, WT2c; Smith, Leonard S., MM3c; Smith, William C., MME1c; Snyder, Edward G., SSMT3c; Solding, William G., S1c; Spitzer, Lawrence L., CM2c.

Eighth Row: Surber, Harold B., MM1c; Teare, Harry E., GM2c; Tellor, Charles J., CM1c; Thorsen, Jens Henry, BM2c; Warner, Francis J., BM1c; Wiig, Arthur W., SF2c.

Ninth Row: Wilson, Cleo C., MM1c; Wilson, Walter G., MME1c; Wilson, Woodrow F., MM1c; Wright, Glen O., CMMEA; Zenga, William F., Cox; Zenz, Arthur E., BM2c.

Tenth Row: Arvay, A. A., SM3c; Sims, E. D., BM1c; Crance, A. J., MM3c; Pigg, C. L., MM3c; Sharrock, J. B., SF2c; Stokes, G. A., SF2c.





ABRAHAM VERDUIN
Lieutenant Commander
Public Works Officer

RICHARD EDWARD KELLY
Lieutenant
Construction Superintendent

CHARLES S. RICHARDSON
Lieutenant
Assistant Public Works Officer

CHARLES W. RAMSEY
Lieutenant (jg)
Superintendent Sun Valley

GEORGE L. TILLEY
Ensign
Assistant Public Works Officer

FRANK S. FOSTER
Warrant Officer
Assistant Public Works Officer



MELVIN BURNETT
Chief Warrant Officer
Assistant Public Works Officer

CURTIS L. CLEMENTS
Chief Warrant Officer
Assistant Mechanical
Maintenance Superintendent

WILLIAM E. RAFFIN
Chief Warrant Officer
Assistant Public Works Officer

CHARLES L. ROBERTS
Warrant Officer
Assistant Public Works Officer

PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row—Public Works (STFR):
Alexander, John W., S1c; Anderson, I. G. M., SA12c; Bajkowski, Paul S., SF2c; Balawick, Paul J., S1c; Barrow, Robert L., SF3c; Bartling, Fred A., CM1c.

Second Row: Beckman, Edwin B., CCMP; Bilbrey, William E., EM2c; Blunk, Herman A., MM1c; Booth, William, Jr., SF3c; Bowman, William W., CM1c; Brix, Clarence J., S1c.

Third Row: Bruns, Hilmar R., MM1c; Bushyhead, Charles L., MM1c; Carlson, Harold, CM1c; Chapek, William C., EM2c; Cordell, Neil G., CM1c; Curtis, Charles F., SF1c.

Fourth Row: Davison, Samuel G., BM1c; Day, Walter M., SF2c; Douglass, Thomas J., CM1c; Elliott, Benning W., CCMA; Farmer, James B., S2c; Fine, Harry, SK3c.

Fifth Row: Fitzek, Frank J., CSKA; Freeman, Harold M., EM2c; Gammill, Harold H., Jr., MM1c; Gardner, Marvin R., Jr., CM2c; Green, Gordon G., CCMP; Gross, Allan A., SF2c.

Sixth Row: Hall, Thurman P., CCMA; Hamilton, Claud E., SF1c; Hand, Donald A., SF2c; Henderson, Edward V., WT2c; Hendricks, Edgar M., CM1c; Hogan, Oshal T., CM3c.



PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row: Hoover, George E., MM2c; Hull, Harold L., EM1c; Hutton, Hubert G., CEMP; Johnson, Morris, CM1c; Johnson, Ravaughn, CM3c; Lavallee, Raymond J., BM1c.

Second Row: Ledwith, Edwin J., EM3c; Levesque, Leo H., CSR(A); Littlefield, W. H., WT3cT; MacLaren, Albert D., CM2c; Makovec, Joseph F., SF2c; Maloney, James F., CM1c.

Third Row: Martinez, Aurelio, MM3c; Maurice, Joseph F., SAI3c; McBrien, William H., CM3c; McEvilly, A. V., CSFP; McPhail, Elmer B., S1c; Morgan, Robert A., CM1c.

Fourth Row: Museus, Kenneth L., Y1c; Nachbaur, Emil E., S2c; Noonan, James G., CCMA; Oaks, Harold J., EM3c; Olsen, James A., MM2c; Olsen, Warren N., CM2c.

Fifth Row: Osborne, Richard D., CM2c; Oshel, Leo S., CM2c; Pasini, Donald B., Ptr1c; Pecha, Edward W., CM2c; Pfaff, Henry, S2c; Pizzitola, Tony V., EM1c.

Sixth Row: Pollock, James B., EM1c; Rasmussen, Peder, CM1c; Redd, Herbert H., S2c; Ringo, George, CM1c; Ringwall, Toste T., CM1c; Roberts, Louis F., SF1c.

Seventh Row: Rogge, Emil G., EM1c; Rowan, Edwin A., CM1c; Royston, Hubert W., CYP; Schier, Victor J., CM1c; Scrimsher, Claude T., CEMP; Shebesta, Adolph, CM1c.

Eighth Row: Shippey, Royal C., Y1cT; Shirinian, Sarkis H., CM1c; Smith, Charles N., MM3c; Spalding, Gerald, CM3c; Spence, Earney D., CM1c; Spiller, D. P., CM1c.

Ninth Row: Stewart, Sophia A., SK3c; Underwood, William J., CM1c; Ward, Henry L., EM2c; Warner, Charles D., CCMA; Wear, Charles S., CM2c; Webster, Harold T., EM2c.



PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row: Weems, Marcus A., CM1c; Welchli, Earl F., CM2c; Whalin, June E., SA12c; Wood, Jesse T., CEMA; Zebrauski, Joseph, MM1c; **Public Works (REP):** Adams, Robert T., SF1c.

Second Row: Akker, William H., CM2c; Alvey, Edmond M., CM2c; Andersen, Nels P., Jr., EM2c; Annette, Reginald, EM1c; Annicarico, V. J., CCM; Anstead, Paul E., WT1c.

Third Row: Antonius, William E., SF1c; Armand, Dennis G., CM1c; Aslin, Leonard E., MM2c; Baker, Wade B., CM3c; Barta, Charles L., SF1c; Batson, Carl J., CM1c.

Fourth Row: Bauer, William E., PhoM1c; Bean, Robert L., CM1c; Berger, Joseph S., CSFA; Biggs, Clarence E., CM2c; Bousfield, Harold W., S1c; Bowman, Hugh L., CM3c.

Fifth Row: Brawley, John T., CM1c; Bredy, Arthur P., CM1c; Breton, Nelson J., Jr., S1c; Brooks, Raymond A., CM1c; Brown, Henry M., S2c; Brownlee, Joseph L., CM1c.

Sixth Row: Brudzynski, Longin S., MM3c; Buesing, Ralph G., MM3c; Burk, Alfus J., CM3c; Burke, William T., Cox; Butler, Russell M., CM1c; Cagle, Allan T., MME3c.

Seventh Row: Campbell, Jimmie C., M2c; Campbell, Wallace F., SF2c; Carlton, Clarence C., CM3c; Cash, Troy A., S2c; Cassady, Willard J., CM1c; Christensen, H. C., M2c.

Eighth Row: Clanton, Ulon, EM3c; Clark, Houston L., CCMA; Clary, Robert L., S2c; Conant, Frederick D., CM2c; Conway, William J., BM2c; Copeland, James A., CM3c.

Ninth Row: Corey, Karl H., S1c; Cullen, Kenneth C., SF3c; Cutrera, Brossie, S1c; Dailey, William B., EM1c; Dale, Woodson, SK2c; Daniels, Raymond J., CM1c.



PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row: Davis, Donald, CM1c; Davis, James E., CM2c; DeWitt, Ervin N., SK3c; Dear, Norman S., SF2c; Demerse, Howard T., CM1c; Denny, Robert E., SF3c.

Second Row: Denton, Richard O., MM3c; Devuono, Thomas R., S2c; DiBlasio, James L., CM1c; Dice, Harold W., Sr., CCMA; Dinnie, Robert F., MME1c; Dinsmore, Woodrow D., CM1c.

Third Row: Donegan, Edward J., CM1c; Dowdy, James B., Ptr2c; Dulin, George C., CM2c; Duncan, John H., SF1c; Eakin, Chester Y., S2c; Eitreim, Irvin O., EM2c.

Fourth Row: Erwin, Oscar H., S1c; Eubanks, Marvin J., S1c; Evans, James W., SF1c; Eve, Robert W., CM2c; Fallon, John J., CM1c; Fauske, Glenn D., CM2c.

Fifth Row: Fenner, Morris E., WT1c; Flynn, Edward J., Ptr1c; French, Albert L., SF1c; Frizlen, Fred, SF2c; Fullen, Edward W., SF3c; Gallagher, Hugh J., CM1c.

Sixth Row: Gerson, Nathan J.; Gibbs, W. O., SF2c; Gibson, Arrell M., Y2c; Gibson, Hubert P., WT1c; Gimelli, Alfred H., CM3c; Gover, Walter H., CM2c.

Seventh Row: Graddy, Pope C., CM1c; Graham, Hugh W., MM3c; Green, Wiley, CM2c; Gribb, Thomas, CM1c; Grieve, Andrew B., BM1c; Gross, Robert H., CCMP.

Eighth Row: Grosser, Alois A., CSFA; Gunn, Reuben I., M3c; Haggerty, William W., SF3c; Hallinan, Edmund T., CM3c; Hamilton, K. L., Ptr2c; Hanks, Cyrill C., SF1c.

Ninth Row: Hargraves, Fred L., MM3c; Hart, William J., WT1c; Hayes, Stephen A., SF1c; Heil, Henry W., EM2c; Heinley, Charles H., EM1c; Henderson, W. A., CM2c.



PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row: Hendrix, Garland P., MM1c; Hession, Robert T., SF2c; Hill, Henry C., CM3c; Hobbs, Clyde E., BM1c; Holling, James, CM1c; Hull, Harry G., CM2c.

Second Row: Huntley, Bennie F., Jr., Ptr1c; Hurley, Thomas E., CM1c; Irwin, Leon, MM2c; Jaep, Frederick C., CM2c; Jasper, John L., MM3c; Johnson, Clifford C., SF2c.

Third Row: Johnsen, Ernest W., CM2c; Johnson, Robert L., CCMA; Jones, James V., S1c; Jones, Leonard T., Ptr1c; Kaplan, Howard G., SK2c; Kays, Ben V., Ptr1c.

Fourth Row: Kelly, Eugene B., WT-2c; Kelly, Francis L., CM3c; Kidd, Roy T., M1c; Kimber, Charles M., Jr., S2c; King, Paul Clifton, SF1c; Knight, Marion C., CM3c.

Fifth Row: Kochocki, Stanley J., CM3c; Koelsch, John P., Y1c; Korby, Wayne J., WT1c; Kramer, Jacob H., S2c; Krauth, Raymond H., M2c; Kucera, Francis, NT2c.

Sixth Row: Kuykendall, Emmett C., BM1c; Lauer, Charles E., M1c; Lawrence, Eddie E., S1c; Ledbetter, Zollie E., SF2c; Leeman, Wendel F., Y3c; Leisinger, Theodore F., MM1c.

Seventh Row: Lindquist, S. J., CM-3c; Locke, Willard N., SK2c; Long, Paul T., EM1c; Love, Sheb E., SF2c; Lyons, Adam C., SF2c; Macon, A. T., CCMP.

Eighth Row: Malloy, Walter J., S1c; Mancini, Robert R., CM3c; Marnell, John T., S1c; Mathla, Edward J., F1c; McCord, Ray P., CM-1c; McCormack, R. T., MME1c.

Ninth Row: McGrath, Thomas C., WT1c; McKenna, Joseph D., GM2c; McMahan, Oscar A., SF2c; Milan, William H., CM3c; Miller, Burton H., CCMA; Miller, Peter, QM1c.

Tenth Row: Mininsohn, Jess, CM-3c; Minsky, Howard G., SK3c; Mitchell, Paul D., S1c; Mock, Edwin H., CM2c; Molson, David, MM2c; Moore, O. P., SF2c.

PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row: Morgan, Robert U., CM1c; Mouser, Amos R., BM2c; Natusch, John A., SF3c; Naeder, Roy W., MM1c; Nave, Fred E., SF3c; Needham, Frank, MM3c.

Second Row: Neel, Frank, CM1c; Nelson, Herschel D., CM1c; Newsom, J. W., F1c; Nirenberg, Leonard J., S2c; O'Hara, John S., CM2c; O'Keefe, James E., SF3c.

Third Row: Oliver, Coney H., CM1c; Oliver, Oakley O., SK2c; Olezewski, John E., CM3c; Paige, Anson C., SF2cT; Palmer, Guy R., EM1c; Parker, Clifford E., CM1c.

Fourth Row: Parker, Vernon M., CM2c; Pazoaa, Paul, S2c; Perrin, Harland J., CM1c; Phillips, Sherman D., CM2c; Phillips, Virgil K., Y1c; Pierce, Lee M., SF1c.

Fifth Row: Platt, David M., CC-M(P); Powers, Pierce, WT2c; Price, Douglas B., SK3c; Proctor, W. P., Sr., CM1c; Pryor, Frank T., Ptr1c; Pumphrey, Buster G., EM1c.

Sixth Row: Puranen, Eino A., SF3c; Quirk, Harold L., M2c; Raab, Louis F., CM1c; Raines, B. E., EM2c; Raiserhart, Lawrence A., MM3c; Riederer, Floyd, PTR1c.

Seventh Row: Robertson, Donald W., MM2c; Robertson, W. H., SF3c; Robles, Frank S., S2c; Rock, Melvin B., SF2c; Roehr, Emil J., CM3c; Roman, John, SF3c.

Eighth Row: Ross, Patrick, CCMP; Rossi, Louis J., F1c; Rzonca, Peter P., PTR3c; Sachs, Jack S2c; Saliba, Norman E., S2c; Sanders, Joseph H., S1c.

Ninth Row: Scarbrough, George F., CM1c; Schleyer, Albert, CCM(P); Schoonover, Otto K., EM2c; Schwannwede, Leo P., SF1c; Seek, Adam, CCMP; Self, James V., CM1c.

Tenth Row: Sewell, R. H., CM1c; Sexton, Leo E., EM1c; Shear, Robert E., S2c; Simonetti, Carlo, S2c.



PUBLIC WORKS DEPARTMENT



(Reading from Left to Right)

First Row: Sitz, James P., Jr., CCMA; Smith, Charles E., WT1c; Smith, Clark P., SK3c; Smith, John T., BM2c; Spock, A. J., Jr., SF2c.

Second Row: Spradley, Theodore B., SK3c; Stedman, Clifton B., CM2c; Stephens, Earl R., EM1c; Stevens, John C., CM3c; Stiver, Kenneth B., PTR3c; Storck, William L, Slc.

Third Row: Stroup, Glenn C., CM1c; Sudziarski, Edward W., Slc; Texier, Edmond H., S2c; Thom, John, CM1c; Thomas, Albert B., CCMA; Thompson, Dana R., CM1c.

Fourth Row: Thompson, Richard A., CEMA; Thornton, Norman, CM2c; Towne, Lawrence E., CCMP; Trendle, Edwin W., SF2c; Tullos, Lias, CM1c; Turnage, Jabus H., SF3c.

Fifth Row: Waldman, Nathaniel H., EM1c; Waldron, William L., CM2c; Wallace, Benjamin J., CM2c; Walters, Gilbert M., F2c; Wana-maker, Roy T., CM2c; Warren, Paul A., CCMA.

Sixth Row: Warren, William B., SK1c; Watson, Frederick H., CM1c; Wechter, Albert, CSFA; Weiman, H. E., EM1c; Wenzler, Paul J., CM2c; Whitehead, John W., CCMP.

Seventh Row: Whiteman, Howard W., PTR1c; Wieland, Herman J., WT1c; Wilkinson, Walter C., MM1c; Williams, J. G., CM1c; Williams, Larry E., EM1c; Wilson, Robert A., Slc.

Eighth Row: Wondracheck, J. M., SF1c; Wooten, Jack, SF1c; Wright, Clayton B., CSFP; Wright, Loyless T., CM1c; Zampini, William A., SF2c; Carpenter, R. P., CCMP.

Ninth Row: Clendenning, Herbert, CM1c; Fleming, W. C., SF1c; Lucas, A. J., CSF; Campbell, J. H., CM2c; Hannula, B. M.; Klings, W. E.

Tenth Row: La Russo, B., SF1c; Mitchell, C. C., CM1c; Puga, T. R., CM3c; Stalec, J. E., MM.

OFFICER TRAINING DEPARTMENT



ALEXANDER C. HUSBAND
Lieutenant Commander
Officer Training Officer



CLEVELAND R. HORNE, JR.
Lieutenant Commander
Assistant Officer Training
Officer



GEORGE A. NELSON
Lieutenant Commander
Assistant Officer Training
Officer



WARREN F. CLINE
Lieutenant
Assistant Officer Training
Officer



ROBERT LEE CORSBIE
Lieutenant
Assistant Officer Training
Officer



KARL NEWCOMB HENDRICKSON
Lieutenant
Midshipman Training Officer



LEWIS W. CHRISTOFFEL
Lieutenant (ig)
Reception Officer



ROBERT N. PALMER
Lieutenant (ig)
Instructor



DOUGLAS A. WIGLE
Lieutenant (ig)
Instructor



ALBERT H. BARNES
Ensign
Officers' Military Training
Instructor



JOHN P. BRENNAN, JR.
Ensign
Midshipman School, Instructor



RICHARD C. FELL
Ensign
Administrative Assistant to
Officer Training Officer



HALE C. FIELD
Ensign
Midshipman School, Instructor



HAROLD H. HALPER
Ensign
Instructor



EUGENE J. KALINOWSKI
Ensign
Midshipman School, Instructor



HARRY E. MCCOY, JR.
Ensign
Midshipman School, Instructor



GLENN W. SNOW
Ensign
Instructor



GRANT D. STAPLES
Ensign
Instructor



THOMAS E. WATERS
Ensign
Midshipman School, Instructor



THAINE D. WILLIAMS
Ensign
Instructor



JAMES H. WINTERICH
Ensign
Instructor



FRANCIS E. JOY
Carpenter
Instructor



WILLIAM H. KEETER
Carpenter
Instructor



ROGER P. LACHOMAS
Carpenter
Instructor

OFFICER TRAINING DEPARTMENT



JAMES H. YOUNG
Carpenter
Instructor

(Reading from Left to Right)

First Row: Bonner, F. K., Y1c; Bogaert, P. W., S1c; Bowen, E. F., MM3c; Brooks, R. J., CCM.

Second Row: Critelli, L. R., Y3c; Davis, Laura C., SK2c; Duncan, K. J., S1c; Geoffrion, R. F., CEM; Giesin, M., CEM; Hatchell, M. A., S2c.

Third Row: Kelly, R. J., Y2c; Kloock, Walter M., S1c; Knoke, F. E., S1c; Lahey, E. T., CM3c; Miller, W. R., S1c; Moore, H. W., COX.

Fourth Row: Morton, P. K., S1c; Nagy, Frank J., S2c; Plant, T. L., Y1c; Porter, C. G., Ptr3c; Rieker, Emil R., S2c; Robertson, William D., CY.

Fifth Row: Rust, D. M., S1c; Staver, L. C., CEM; Stenger, A. F., S1c; Stiverson, R. H., S2c; Vail, E. L., S1c; Van Ness, G. F., S1c.

Sixth Row: Walker, E. A., SF2c; Wheeler, J. E., S2c; Wise, C. E., S2c; Yann, C. G., Ptr3c.



R I F L E R A N G E



(Reading from Left to Right)

First Row: Danielson, G. F., GM3c; Glidewell, D. W.; Kovalak, N. R., S2c; Monts, J. M., SK2c; Orvosh, J. A., S2c.

Second Row: Pizzi, R. W., EM3c; Sees, F. D., MM3c; Smith, W. C., MM2c; Taylor, J. R., CM3c; Zook, E., CCM.





CHARLES A. KYLE
Lieutenant
gal Assistance Officer



HERBERT W. WHITNEY
Lieutenant
Assistant Personnel Officer



KATHARINE LOUISE FEIND
Lieutenant (jg)
War Bond Promotion Officer



BURKETT W. HUEY
Lieutenant (jg)
Insurance Officer



JENNINGS V. WELLER
Lieutenant (jg)
OinC Officers' Mess



DOROTHY S. WALLACE
Ensign
Recorder, Rating Board



GEORGE J. HUDDA
CSK (P)
Classification Section



RAYMOND A. KENNEDY
Chief Ship's Clerk



HAROLD E. MERRIAM
Chief Yeoman
Legal Office



WILLIAM CARL RUTHERFORD
Chief Carpenter
Assistant Training Center
Force Officer



OTTO J. WARREN
Chief Carpenter
Assistant OinC Officers' Mess



PERSONNEL DEPARTMENT



(Reading from Left to Right)

First Row—Personnel (STFR): Adler, Herman, Y3cT; Avery, June H., Y2c; Beltrone, Frances, Y2c; Boisvert, Donald J., S1c; Bouchard, Marie F., SK2CT; Connor, Mary J., Y2c.

Second Row: Crawford, Edwin W., Y1c; Darnall, Fred A., Y3c; Devine, Clarice K., SK2c; Dippel, Florenz D., S2c; Donohue, Mary J., Y2c; Dwyer, Doris E., S2c.

Third Row: Erwin, Charles K., Y1c; Fielding, Mary J., Y2c; Flanagan, Edward P., Y2c; Gambuti, Marie, Y2c; Garlo, Mary R., Y2c; Greene, Lester J., SK3cT.

Fourth Row: Hanlon, Marie A., S2c; Harper, Raymond L., Y1c; Hines, Shirley A., Y2c; Johnson, Hammie M., Jr., Y1cT; Lauve, Clarence J., CYA; Leone, Mary V., SK3c.

Fifth Row: Levy, Janet G., SK2c; Luttrell, James G., Jr., S1c; Manno, T. P., Y3cT; McIntosh, Robert A., Y3cT; Middleton, Dorothy G., Y2c; Williams, Eleanor L., S2c.



PERSONNEL DEPARTMENT



(Reading from Left to Right)

First Row: Monroe, Richard W., SP2cI; Norman, Carol H., Y2c; Nothmann, Gunther M., S1c; Pace, Madeline A., SK2cT; Petryni, Thaddeus S., Y3cT.

Second Row: Plummer, Betty I., Y2c; Richard, Noella M., S2c; Richard, Yvette M., S2c; Romanak, Joseph G., S2c; Ryan, Mary C., Y2c.

Third Row: Sawyer, Mary E., SK2c; Schmitt, Albert E., S2c; Smagula, Amelia, Y2c; StPierre, Phyllis M., SK3c; Walter, Howard, Y1c.

Fourth Row: Webber, Rhoda R., Y2c; Abood, Mitchell, S1c; Abshere, Marle O., SK2c; Armstrong, James H., Y1c; Aronica, Rosar M., S2c.

Fifth Row: Bennett, Gardiner C., S1c; Bessette, George C., SK2c; Buss, Robert H., CM2c; Cortright, Gerald Y., S1c; Friel, John D., SK2c.

Sixth Row: Galligan, Joseph E., S1c; Gilligan, John J., S2c; Griffith, Perry B., Y1c; Guerrieri, A. A., S2c; Hansen, Clarence E., S2c.

Seventh Row: Harris, George D., CYA; Heidler, Charles F., SK2c; Kasprzyk, Louis G., S1c; Kelly, Raymond F., Y3c; Linton, Hugh D., S1c.

Eighth Row: Masters, Omer D., Jr., Y1c; Meville, Frank D., Jr., CM1c; Meyer, Lloyd H., S1c; Miller, French R., S2c; Navan, Harold, SK3c.

Ninth Row: Plum, John J., S1c; Rimmer, Henry E., S1c; Roseman, Bernard, S2c; Scharf, Abraham, S1c; Schur, Wallace, S1c.

Tenth Row: Sprague, Robert M., S1c; Tiemann, Lambert H., S2c; Weiss, Bennie M., S2c; Hall, R. E., Y2c; Rehn, H., Y1c.



NICHOLAS McMANUS
Lieutenant
Incoming Stores Officer



STEPHEN D. KOYAR
Lieutenant (jg)
Receiving and Shipping
Officer



MAURICE H. SANDBERG
Lieutenant (jg)
Government Issue Clothing
and Storage Officer



THOMAS G. TERBELL
Lieutenant (jg)
Stock Control Officer



JESSE C. WILSON
Lieutenant (jg)
Accounting Officer

SUPPLY DEPARTMENT



PETER CLARKE
Ensign
Salvage Officer



HUETTE CAMACK McCRAW
Ensign
Outgoing Stores Officer

(Reading from Left to Right)

First Row—Supply Dept.: Abbey, Mildred Rose, SK2cT; Alminde, Ruth Marie, SK2c; Bagby, William A., CM1c; Baglio, Prosper P., SK1c; Blauvelt, William D., CSA; Bonner, Mary E., SK2c.

Second Row: Brock, Jason Mays, SK1c; Brown, Earl E., CSA; Burgstaller, V. S., SK2c; Cameron, Duncan B., CSKP; Carr, Leonard A.; CSKP; Cooper, Barbara C.; SK2cT.

Third Row: Cowley, Agnes Jane, SK2cT; Dixon, Estill, SK3c; Earl, Arlene Sarah, SK2c; Edgar, Josephine M., SK2c; Hayes, Elizabeth M.; SK2cT; Jack, Gladys Mabel, SK2c.

Fourth Row: Jenney, George Bernard, SK1c; Johnson, George William, CM1c; Johnson, Mary C., SK3c; Jordon, Mary Eileen, SK3c; Lavery, Howard V., SK2c; Mahoney, George H., SK1c.

Fifth Row: McKenna, James Joseph, SK2c; Morton, Nevis L., SK2c; Nordling, David F. CSKP; Norton, Daniel Wm., SK3c; Noyes, William D., CSA; Oliverio, Anthony T., SK1c.



S U P P L Y D E P A R T M E N T



(Reading from Left to Right)

First Row: Perlmutter, Matilda, SK2c; Rice, Dorothy L., SK2c; Rosenberger, Irma E., SK2c; Schaaf, Marjorie M., SK3cT; Tilford, Henry M., SK3cT.

Second Row: Tierney, John Thomas, SK1c; Trum, Mary Elizabeth, SK2c; Walper, Leona Diana, SK2c; Walters, Opal N., SK2c; Wells, James Clair, SF2c.

Third Row: Wolff, Karl W., SK1c; Brent, Gordon Hay, CSKP; Campbell, Elbert P., CSA; Cowan, Woodrow W., SK1c; Crowe, Elvin Eugene, SK3c.

Fourth Row: Davis, Bertie Mason, CM2c; Davis, Earl A., Jr., CM3c; Davis, Jarred C., S1c; Ebner, Louis John, SK3c; Erickson, George W., MM2c.

Fifth Row: Flournoy, William E., MM3c; Gillespie, Donald A., CM1c; Goforth, James C., SK3c; Gottlieb, Lester, S2c; Gracey, Allan C., Jr., SK1c.

Sixth Row: Gregory, Francis P., SK2c; Hawk, Aubrey P., SK2c; Jeselsohn, Seymour, SK2c; Kessler, Lawrence A., S2c; Kuhn, George W., CM2c.

Seventh Row: Mach, Joseph, SK3c; Martin, Paul Herbert, MM1c; McCray, Raymond B., S2c; Milligan, Albert M., MM3c; Mowery, Thomas L., SF2c.

Eighth Row: Nash, Eldred W., S1c; Newman, Claude P., SK2c; Noske, Fred, SK1c; Peterson, M. S., S1c; Price, Frank Wayne, SF2c.

Ninth Row: Ray, William N., SK2c; Reubish, Irving E., S2c; Rowland, Bertram M., CM2c; Schaefer, Herbert T., SK3c; Shreve, Laurence R., S2c.

Tenth Row: Sulton, Mosser A., CM2c; Terrell, George W., SK3c; Whitlow, Samuel A., CM3c; Clutterbuck, Marjorie M., SK2c; Zayko, Ruth M., SK2c.

STEVEDORE TRAINING DEPARTMENT



ALBIN FREDERICK LARSON
Lieutenant
Stevedore Training Officer

HORACE L. WYNNE
Lieutenant (jg)
Assistant Stevedore Training Officer

PAUL CUNNINGHAM
Chief Warrant Officer
Maintenance Officer

HENNY J. OFSTHUN
Carpenter
Assistant Stevedore Training Officer

GEORGE A. ROGERS
Chief Warrant Officer
Assistant Stevedore Training Officer

TRANSPORTATION DEPARTMENT



JOSEPH ANTON
Lieutenant (jg)
Assistant Transportation Officer

HUGH J. FOX
Chief Warrant Officer
Assistant Transportation Officer

(Reading from Left to Right)

First Row—Transportation (STFR):
Ball, Conrad S., SF1c; Bertocchi, Eugenia, Y2c; Blauvelt, Maurice W., CMMA; Foggin, Leland G., MM1c; Futerman, Leona, Y3c; Marchi, Domenic, CM1c.

Second Row: Martin, Earl E., S2c; Rohde, Carl L., MM2c; **Transportation (REP):** Blurton, Hubert E., MM3c; Epstein, Ben, MM3c; Fuller, Harvey, MM3c; Jordon, Robert W., SF3c.

Third Row: Kasharian, Edward, MM2c; Kinne, William R., MM3c; Luttrell, Ray B., S1c; Thompson, Austin L., MM2c.





E. L. BLATCHFORD
Lieutenant
Commissary Officer

JOHN L. BOLHUIS
Lieutenant (jg)
Assistant Commissary Officer

ALEXANDER GRICK
Chief PC
Assistant Commissary Officer

COMMISSARY DEPARTMENT



(Reading from Left to Right)

First Row — Commissary (STFR):
Abraham, Rudolf, S1c; Aldridge, Frank W., SC1c; Beatty, George N., Jr., BM1c; Bertsch, Ernest W., S1c; Bolz, Elmer Rudy, S1c; Calloway, Charlie D., SC2c.

Second Row: Cerminara, S. J., SC3c; Curtis, David W., BKR2c; Czukras, Joseph, S2c; Denison, Donald A., BM2c; Dien, Hyman H., S1c; Galland, Morris Jess, SC2c.

Third Row: Giegold, Oscar H., CCSP; Gifford, Gordon S., Sr., SC2c; Goetz, Gustav, S1c; Hagerty, Frank A., CCSA; Ipson, Ray Wallis, SC3c; Knoblich William R., S2c.

Fourth Row: Komick, Ignatz, SC3c; Lahore, Eugene, BKR2c; Land, Troy Leonard, SC2c; Maddox, Oscar Lewis, SC2c; Michaels, Walter H., S1c; Miller, James M., SC3c.

Fifth Row: Mitchell, William W., Jr., EM2c; O'Connell, John V., SC2c; Puder, Hermann Louis, S2c; Roberts, George F., CCSA; Rucker, Alvin D., S1c; Rutledge, Ralph W., SC1c.

Sixth Row: Sauer, Anton, S2c; Shaw, Charles A., CCSP; Stea, Salvatore, SC2c; Stephens, Bruce T., Bkr2c; Thompson, John K., CSKP; Tron, Arthur E., SC2c.

COMMISSARY DEPARTMENT



(Reading from Left to Right)

First Row: Williams, David A., SK1c; Yoke, Frederick, Sr., CCSP;
Commissary (REP): Alexander, William G., SC1c; Allen, Richard M., CCSP; Atkinson, Arthur W., BM2c; Betzer, Loren C., S2c.

Second Row: Bock, Robert Carl, SC1c; Bolinder, Winston H., SC3c; Boyd, James H., SK2c; Burns, William Dempsey SC3c; Chernoff, August, S2c; Coplin, Grady Lee, SC1c.

Third Row: Cordeiro, Joseph, S1c; Cowan, Arvy Lee, BKR2c; Craig, Robert Henry, SC2c; Curcio, Frank R., Bkr3c; D'Alessandro, Peter, SC1c; Davis, Jasper H., SC1c.

Fourth Row: DeBlasio, Tony, S2c; Deroma, Charles A., CM3c; Doppman, Francis G., S2c; Dreher, Edward, SC1c; Easley, Joe Dan, F1c; Eichenbaum, Max, S1c.

Fifth Row: Erickson, Ellert M., S2c; Fagerson, Irving S., S2c; Farris, George Dexter, CSFP; Fischler, Fred, S2c; Foster, Russell C., CBMP; Freese, Russell Best, S1c.

Second Row: Frisbee, John Ross, SC2c; Galgay, Frank Joseph, SC1c; Gammill, Robert L., BM1c; Gemes, Charles J., Bkr1c; Gibson, George B., S1c; Goldbaum, Herman, MM3c.

Seventh Row: Graybill, John Henry, S1c; Gwinn, Charles E., SK2c; Hansen, Gerhard J., SC1c; Headrick, Donald W., SK2c; Heise, William, S1c; Horchak, Michael, S2c.

Eighth Row: Huegel, Nicholas E., CCSP; Irrgang, R. L., SC3c; Jolley, James O., S2c; Jordan, Paul T., Jr., S2c; Keegan, George F., Jr., S1c; Kelenske, Anthony J., S1c.

Ninth Row: Kelsay, Lawrence B., SK3c; Kipp, Raymond E., S1c; Kohlberg, Fred A., SC3c; Konwinski, Michael, S1c; Kramer, Zygmunt J., S1c; Kroh, Norman Oliver, S2c.



COMMISSARY DEPARTMENT



(Reading from Left to Right)

First Row: Lambert, Joseph Cleo, S1c; Leo, Thomas L., Bkr3c; Lindsley, Charles A., SC1c; Lipschitz, Jacob, S1c; Livesay, Ralph Doyn, SK3c; Maloney, Walter D., SC1c.

Second Row: Mancini, Ralph V., S2c; Mankin, Chester V., S1c; McBride, John C., SC3c; McCarthy, Charles R., SC2c; McManus, Henry A., SC1c; Miklusak, Paul J., Bkr1c.

Third Row: Milanese, Gabriel A., SC2c; Moroniti, Vincent C., S2c; Mowdy, John Banks, SC3c; Neve, Calvin D., SK3c; Newell, Frederick A., CCSP; Norgard, Wilbur Joy, SK3c.

Fourth Row: Olmsted, Stanley W., S2c; Owen, Frank C., SC1c; Patchen, Donald E., SK3c; Patrick, Michael, SC3c; Perks, Charles E., S1c; Peterman, Robert L., Bkr1c.

Fifth Row: Powell, Hila Ray, SK2c; Provost, Albert Joseph, SC1c; Riccobene, W. V., SK2c; Ross, Peter E., MM3c; Sarniske, Stanley J., SC2c; Schilling, W. J., Jr., SC1c.

Sixth Row: Schneider, Hermann J., SC1c; Simko, Michael J., Bkr3c; Smith, Winton H., S2c; Spence, Robert, CCSA; Swyer, Reginald D., S1c; Tavares, Francisco S., SC3c.

Seventh Row: Vasoues, Angel S., S2c; Vixman, Sam, S2c; Walker, N. W., SC3c; Watson, Edward S., Jr., SC2c; Welsh, Thomas W., SC1c; Willis, Charles H., S1c.

Eighth Row: Willis, Weston G., SC2c; Wright, Leonard, SC1c; Wright, Walter M., SC3c; Aaron, H. A., SF3c; Urban, F. K., SC2c; Bunker, D. L., SC2c.

Ninth Row: Burton, J. G., SC3c; Christensen, J. G., Bkr; Gleason, A. W., SC3c; Negrelli, V. M., Bkr3c; Sandee, L. A., SC3c.





LESTER S. SCHWARTZ
Lieutenant
OIC Commissary Store

(Reading from Left to Right)

First Row—Comm. Store (STFR): Raby, John Everett, SK2c; Worthy, David G., S1c; **Comm. Store (REP):** Bryant, Walter C., SK2c; Collett, Robert D., Jr., S2c; Conde, Claude Max, SK2c; Cooper, Archie David, SC2c.

Second Row: Dyan, Ellsworth F., SC3c; Flynn, John A., SK2c; Holcomb, Robert M., S2c; Holland, Roy Kenneth, SK2c; Jensen, James Hans, SK2c; Konovalske, Donald E., S2c.

Third Row: Mazer, Ben, S2c; Mustain, Clyde O., S2c; Nolan, John Edward, S1c; Pearson, John L., SF2c; Turner, William G., SK2c.

Fourth Row — Communications (STFR): Sirois, Eglantine U., SK2c.



WILLIAM H. LOESCHE, JR.
Lieutenant (jg)
Clothing and Small Stores
Officer

(Reading from Left to Right)

First Row—Clothing Dept. (STFR): Been, Ishmael K., SK1c; Erickson, John L. D., S2c; Hraster, William H., S1c; Rye, Carl E., SK2c; Uhl, Peter O., S2c.

Second Row—Clothing Dept. (REP): Benner, Edward J., S2c; Brookshire, S. P. R., SK3c; Gourley George, S2c; Jacobs, Loren E., S2c; Leonard, C. W., Jr., S2c.

COMMISSARY STORE



CLOTHING DEPARTMENT





EMBREY J. BEASLEY
Lieutenant
Disbursing Officer

WILLIAM D. HOUSER
Lieutenant (jg)
Assistant Disbursing Officer

FORREST L. McCAULEY
APC
Assistant Disbursing Officer

ALLEN C. HILL
Chief Pay Clerk
Assistant Disbursing Officer

DISBURSING DEPARTMENT



(Reading from Left to Right)

First Row — Disbursing (STFR):
Brickley, William J., SK2c; Clapp,
Vance Curtis, SK1c; DeBerry, Charles
E., SK2cT; Hanley, Catherine E.,
SK2c.

Second Row: Harris, Donnie L.,
SK1c; Houlihan, Grace Ann, SK2c;
Hunt, Alice Veronica, SK2cT; Jones,
Quentin, CSKP; McDonnell, F.,
James, SK2c; Melican, Raymond J.,
SK1c.

Third Row: Miller, Ada Sylv, SK3c;
Paton, Thomas J., Jr., SK2c; Petraca,
Maria C., SK3c; Robin, Olive
Mary, SK2c; Starling, William D.,
SK2c; Tlucek, Victor H., CSKP.

Fourth Row: Wells, James Egbert;
Disbursing (REP): DeSalvio, Vincent
S., S2c; Faucett, Lauren L., SK2c;
Hunt, Harvey L., SK1c; Jones, Carl
Bradford, SK3c; Kroupa, John J.,
SK1c.

Fifth Row: LaFlamme, Leo C., Jr.,
SK3c; Martin, Edward E., S1c; Mayer,
Melvin W., SK3c; Mitchell, Aubrey
S., SK2c; Shea, William J., SK1c;
Slipp, Harold L., SK1c.

Sixth Row: Warren, Albert G.,
SJ2c; Wolpe, Robert Lee, S2c; Zie-
bold, Joseph F., SK2c; Holte, A. J.,
S2c.



FRANCIS J. CASEY
Lieutenant
Chaplain



GREGORY N. SULLIVAN
Lieutenant
Chaplain



NATALIE E. NASON
Lieutenant (jg)
Librarian



JAMES E. WALKER
Lieutenant (jg)
Chaplain



N. E. KOEHLER
Lieutenant (jg)
Chaplain

CHAPLAIN'S OFFICE



(Reading from Left to Right)

First Row—Chaplains Office (STFR): Anderson, Martin M., Y2c; Charlesworth, Rex W., SP3cW; Di Salvi, Dorothy S., Y2c; Lais, Edward J., Sp3c W.

Second Row: Loper, Blossom L., Y2c; Schaker, Dorothy N., Y2c; Simcox, John L., Slc.



R. O. O. D.

(Reading from Left to Right)

First Row—ROOD (STFR): Christopher, James D., SF3c; Daehn, Robert J., Slc; Ledet, Claude J., Y1c; Swoboda, William M., CM3c; **ROOD (REP):** Brockett, Robert, Jr., CMMT.

Second Row: Galloway, Marshall O., CMO MM-(A); Simms, Clifton, CMM(AA); Vorholt, Alphonse, CM3c.



HELEN L. ARCHIBALD
Lieutenant (jg)
Women's Reserve Representative,
War Ration Board

RATION BOARD



(Reading from Left to Right)

Ration Board (STFR): Case, Pauline A., Y2c; Petrock, Frances L., Y2c; Schroeder, Irvin F., Y2c.





FRED G. THOMSEN
Lieutenant
Welfare and Recreation Officer

JOHN B. MEEKER
Lieutenant
Educational Services Officer

MARY K. GOLBORN
Lieutenant (ig)
WAVE Welfare and Recreation
Officer

BEN GINGOLD
Ensign
Recreation Officer

JAMES A. HART
Ensign
War Orientation Officer

WELFARE AND RECREATION DEPARTMENT



(Reading from Left to Right)

First Row — Welfare Recreation (STFR): Alderman, Luther A., SPA3c; Anderson, William H., SPA3c; Archibald, John J., SPA1c; Bakos, William, SPA3c; Baley, Lewis J., SPA3c; Balzer, Alex E., SPA2c.

Second Row: Baiano, J. T., S2c; Barbara, John W., SPA2c; Barisoff, William, SPA3c; Beaverson, Kenneth W., SPA2c; Bettineski, Peter A., S1c; Bishop, Bernard B., SPA2cT.

Third Row: Bitondo, Teddy D., SPA2c; Branch, Daniel T., Y1c; Brennan, Edward A., Jr., SF2c; Brink, Raymond P., CM2c; Bryson, Lionel T., SPA3c; Bugbee, Burton L., SPA3c.

Fourth Row: Burgmeier, W. T., SPA3c; Callahan, Robert W., MM3c; Capagnano, Alfred F., SPA3c; Capshaw, William R., SPA3c; Cassatt, John, F1c; Cirigliano, Frank A., SPA2c.

Fifth Row: Cmaylo, Alexander, SPA2c; Cole, Glaudel, Jr., CM1c; Collins, John D., SPA2c; Connor, O. C., Jr., SPA3c; Consbruck, Albert N., SPA2c; Cowan, Harold P., SPA3c.

WELFARE AND RECREATION DEPARTMENT



(Reading from Left to Right)

First Row: Crosthwaite, Larn R., SPA3c; Diciacco, Victor F., SPA3c; Dickey, Johnny V., SPA2c; Diven, William A., Jr., SPA1c; Dwyer, Francis E., CSPAA; Edmonds, Earnest L., Slc.

Second Row: Fancher, Douglas W., SPA3c; Fitzgerald, L. D., SPA2c; Fitzgerald, R. J., EM2c; Fletcher, William R., SF2c; Fuchs, Lester R., SPA2c; Fueyo, A., SPA3c.

Third Row: Gail, Richard, SPA2c; Gingold, David M., SPA2c; Goodman, Morris A., SPA3c; Gordinier, Darrell F., SPA3c; Haithcock, Maynard K., SPA3c; Hinchey, Edward B., SPA3c.

Fourth Row: Kehn, Daniel N., EM3c; Kiesewetter, C. R., SPA3c; Klein, Walter P., SPA2cT; Kozelka, Charles J., SPA3c; Lawrence, Geo. V., EM1c; Lazzarone, Albert, SPA2c.

Fifth Row: LeBlanc, Gwin N., SPA2c; Lemerise, Arthur A., CM3c; Lloyd, John L., QM1c; Malinowski, A. S., SPA1c; Malloway, Daniel S., SPA2c; Martin, George A., SPA3c;

Sixth Row: Martin, Jos V., Slc; Meade, Joseph R., SPA3c; Meany, Charles F., Jr., SPA3c; Meier, Wesley, H., CM1c; Merritt, Jane, SK2c; Millen, Leonard F., SPA2c.

Seventh Row: Nelson, Neil J., SPA3c; Newman, Arthur, CM3c; Oxford, James L., SPA3c; Pabian, Ralph, Ptr3c; Parsons, Robert C., SPA2c; Pietrani, Thomas E., SPA3c.

Eighth Row: Poulin, Roland A., CCMA; Prince, Wallace, SPA2cT; Ratner, Sybil, SK3c; Raynolds, James P., S2c; Ross, Carl K., SPA2c; Sadler, Robert F., SPA2c.

Ninth Row: Sanderson, Ira P., SPA3c; Schade, Frank L., Jr., SPA3c; Schlegal, Fred M., SPA1c; Schwab, Edward S., SK3c; Schwer, Herbert W., SPA3c; Scroggin, James L., SPA3c.

Tenth Row: Sepulveda, Tom I., CSPAA; Servis, William G., SPA2c; Sharick, M. D., SPA3c; Silver, Frank V., SPA2cT.



WELFARE AND RECREATION DEPARTMENT



(Reading from Left to Right)

First Row: Sims, Robert H., SPA1c; Thomas, Harold C., CMMA; Vale, Harold E., S2c; Van Horn, C. E., Sr., SPA2c; Vaughan, James W., SPA2c.

Second Row: Wald, Martin H., BM1c; Wilde, Roy G., SPA2cT; Withers, Phillip G., CSPAA; Witzel, Carl W., CSPAA; Young, John H., SPA2c; Zakoske, Stella M., Y2c.

Third Row: Ziel, Joseph E., SPA2cV; **Welfare Recreation (REP):** Beveridge, Oscar M., Y3c; Branca, Frederick W., CYP; Brennan, Daniel T., CCMA; Brown, Richard F., CM1c; Calabrese, Gerald A., S1c.

Fourth Row: Carter, Thomas J., EM1c; Cates, Charles C., EM2c; Cerrato, Benjamin T., EM2c; Daniel, Walter G., SF2c; Ferrari, Lino G., S2c; Fittipaldi, James D., CM1c.

Fifth Row: Gallaher, Lewis, EM3c; Guyer, William H., QM1c; Hoffer, Joe R., S1c; Holmes, Lawrence K., CM2c; Jackson, John P., PTR1c; Kindig, Burdette C., S1c.

Sixth Row: Kocarek, Frank, SM2c; Levine, Harry L., EM2c; Levy, Irwin S., S2c; Litchfield, S. Henry, Y3c; Millay, Joseph B., CCSA; Minor, Tyleston R., PTR1c.

Seventh Row: Richards, Allan R., S1c; Ripley, J. Beasley, PTR3c; Robinson, James R., SF2c; Roth, William E., PTR3c; Rovito, Andrew F., S1c; Rucker, Clay C., CM2c.

Eighth Row: Schmidt, Raymond P., S1c; Schroeder, William R., Y1c; Shuttlesworth, M. C., S1c; Staples, Eugene F., BM1c; Summey, Leroy, Y3c; Surratt, Sanford V., EM3c.

Ninth Row: Thomas, Ralph R., CCM; Weiss, Benjamin, SF3c; Wilder, Eugene R., SC3c; Williams, B. E., Jr., S1c; Wilson, William P., CM2c; Wischer, Marvin E., S1c.

Tenth Row: Wisdom, Earl N., CM1c; Stuart, Byron D., S(A)3c; Zinovoy, S. W., S1c; Silver, H., Sp(A)2c.



LESLIE P. BLOOMER
Lieutenant
Ship's Service Officer

STELLA M. BALDERSTON
Lieutenant (jg)
Assistant Ship's Service Officer

EUGENE H. ROOK
Lieutenant
Assistant Ship's Service Officer

BLANCHE C. MILLER
Ensign
Cash Officer, Supervisor,
Western Union

SHIP'S SERVICE



(Reading from Left to Right)

First Row—Ship Service (STFR):
Adsitt, Russell H., SK3c; Antonellini,
Mario, S1c; Bachmann, Wesley G.,
Sk3c; Barker, Howard L., S2c; Bat-
tilla, Dante., CCMA; Berman, Hel-
mut, S2c.

Second Row: Bingham, Pink L.,
WT1c; Boqner, John C., Jr., EM2c;
Bork, Clarence G., S1c; Brewer,
Ralph A., SF2c; Bridgewater, Roy
C., CM3c; Briggs, Gene M., CM?c.

Third Row: Caiata, Alfred J., M2c;
Chaves, Leon, S2c; Connally, Samuel
A., SK3c; Daley, Margaret M., SK2c;
Dowling, James J., SK3cT; Feulner,
Thomas P., S1c.

Fourth Row: Frye, Marjorie J.,
SK3c; Geneux, John N., S2c; Gia-
cobbe, Rocco, SK3c; Goodin, Wil-
liam H., SK2cT; Groves, Noble H.,
SK2c; Hulme, John C., S1c.

Fifth Row: Jacobson, Martin C.,
CSKP; Jones, Lawrence J., S1c;
Jordan, Orrie L., CM2c; Katz, J.,
SK1c; Knipe, Errett E., SK2c; La-
Chance, Joseph A., CM2c.

Sixth Row: Lemen, R. D., SF2c;
Leopold, Harry, S2c; Levasseur, R.
A., MM3c; Lewis, Frank C., SK1c;
Lockwood, Roswell J., SK3c; Lund-
quist, Edward H., SK3c.



SHIP'S SERVICE



(Reading from Left to Right)

First Row: MacNeil, Robert J., S2c; Messner, William A., SK2c; Mosher, Alvin W., Jr., SK2cT; O'Leary, John P., SK3c; Ploeger, Henry C., SK3cT; Rein, Samuel, S1c.

Second Row: Saur, David H., S2c; Seeburger, William A., Y3c; Shippee, Harriet I., SK2c; Smith, John E., Jr., SK2cT; Tisdell, John M., SK2cT; Vance, Wesley H., S1c.

Third Row: Westwater, Jos it., SK3c; Wiercioch, Florence R., SK2c; Whitham, George W., MM3c; Withers, Harry A., Jr., Y1c; Yurt, Joseph R., SK3c; **Ship's Service (REP):** Allex, Raymond M., MM3c.

Fourth Row: Ankrom, Charles B., S1c; Azevedo, Henry F., S1c; Bernard, George A., SK3c; Boisclair, Onil S., S1c; Burns, Jack, MM2c; Cain, Roy L., SK3c.

Fifth Row: Castagna, Michael L., S1c; Clapp, Cyrus E., CM3c; Coie-man, Harry G., M1c; Collier, John F., S1c; Copeland, John C., S1c; Cornman, LeRoy O., CM3c.

Sixth Row: Cottrell, Francis T., MM2c; Czeschin, Albert H., MM1c; Davenport, Paul C., COX; Deines, Frank V., Jr., S2c; Eaton, Lloyd B., CM3c; Emmerick, William A., S2c.

Seventh Row: Farrell, Harold B., COX; Farrington, Arnold H., CM2c; Feinman, Louis, S2c; Fichtner, Leon M., SF3c; Ford, Francis E., S1c; France, Raymond W., S1c.

Eighth Row: Fuson, Luther G., SK2c; Gaqliardi, Anthony, PTR3c; Gardner, Neil A., SSML3c; Gold, Samuel M., SK3c; Goodgion, Richard D., CM3c; Granger, Theodore A., S1c.

Ninth Row: Guthrey, L. P., Jr., SF3c; Kelley, John B., SF3c; Langston, Leo C., SK3c; Levitt, Oscar, CM2c; Lindh, Eskil F., CM2c.



SHIP'S SERVICE



(Reading from Left to Right)

First Row: Lynch, David A., S2c; Lynch, Matthew F., MM2c; Malarkey, John R., S2c; Mallor, Abraham, S1c; McLean, Edward L., CM3c; McLellan, Harold F., S1c.

Second Row: McReynolds, Dale G., SK3c; Meade, Floyd W., S2c; Miller, Irving L., SK3c; Miller, William J., Jr., S1c; Morgan, Ringling D., S1c; Neff, Kenneth P., S1c.

Third Row: Noerr, William F., S1c; Panter, Maynard C., CM3c; Porch, Charles A., SK1c; Pratt, James E., EM2c; Reagan, William M., S1c; Real, Chris F., PTR3c.

Fourth Row: Reid, Donald E., S1c; Reid, Harry B., SF3c; Rhine, George L., MM2c; Richardson, Joseph H., S1c; Roach, Eugene, SK3c; Royal, Walter D., CM2c.

Fifth Row: Schwartz, Martin M., SK3c; Senner, George F., S2c; Simmons, Clyde, S2c; Simmons, Sanford J., MM1c; Sorenson, William G., SF2c; Spinosa, Thomas L., S1c.

Sixth Row: Stewart, Robert D., SF2c; Stowe, Richard R., CM3c; Tamplin, W. L., SK2c; Tanber, Nicholas M., S1c; Testa, Samuel R., S2c; Thomas, Arville, C., CM3c.

Seventh Row: Tift, Gerald F., SK2c; Underwood, O. G., Jr., SK3c; Ventimiglia, J. F., S1c; Voscek, John E., SK3c; Walker, Willie J., SF2c; Wall, Edward L., EM3c.

Eighth Row: Weekley, John A., S2c; Westenskow, W. J., Y2c; White, Charles A., SK3c; White, Ullis F., SF3c; White, Wilbur E., S2c; Wolff, Roland C., S2c.

Ninth Row: Worsham, Marion W., S1c; Young, George C., SF3c; Zeldich, Ben, SK3c; Alexander, E. W., SF2c; Geraghty, Joseph F., SF2c; Liebman, G. J., MM3c.

Tenth Row: Bisogno, E., SF3c; Copp, Frederic H., CM2c; Neese, K. A., Ptr3c; Parsons, H. C., S1c.



M E S S C O O K S



(Reading from Left to Right)

First Row—Mess Cooks (STFR):
 Amorosa, Fred, S2c; Barbuto, A., S2c; Binder, Bodo E., S2c; Cogas, Jack, S2c; Costa, Vincent J., S2c; Cowan, Andrew R., S2c.

Second Row: DiSarro, Dominick, S2c; Dorato, Arthur, S2c; Fair, Hubert E., S2c; Falls, Peter, S2c; Follo, Rudolph, S2c; Gabriel, Henry L., S2c.

Third Row: Grube, F. W., S2c; Gust, Norman, S2c; Harder, Guenther G., S2c; Hentschel, John W., S2c; Kessler, Jack, S2c; Kleeman, William, S2c.

Fourth Row: Knab, J. B., S2c; Koehn, Theodore K., S2c; Lagana, Rocco, S2c; Lehman, Victor W., S2c; Lenzner, E. P., S2c; Lindorfer, William J., S2c.

Fifth Row: Magarelli, John, S2c; Marchionda, T. F., S2c; Mattfeld, Alexander, S2c; Meyer, George P., S2c; Meyer, Klaus, S2c; Meyer, U. E., S2c.

Sixth Row: Novak, Joe, S2c; Pennella, Gerald V., S2c; Petschek, E., S2c; Phillips, Donald B., S2c; Plaut, Julius, S2c; Preussker, Heinz, S2c.

Seventh Row: Raschella, N. D., S2c; Ravalico, Domenick J., S2c; Richter, Gerard, S2c; Rodoff, M., S2c; Romore, John A., S2c; Sabatino, Nicholas, S2c.

MESS COOKS



(Reading from Left to Right)

First Row: Saphra, Frederick, S2c; Sattel, Kurt, S2c; Sinkovitz, Frank, Jr., S2c; Siska, George, S2c; Spada, James C., S2c; Stotts, Paul, S2c.

Second Row: Staehle, Oswald W., S2c; Steffens, Joseph, S2c; Toldi, Steve, S2c; Tucciarone, Umbarto, S2c; Uhrig, Willi, S2c; Vaupel, A. A., S2c.

Third Row: Wahl, H., S2c; Weitzenkorn, Henry, S2c; White, C. A., S2c; Widak, Raymond, S2c; Wild, H., S2c; Wisch, W. R., S2c.

Fourth Row—Mess Cooks (REP): Adams, Alex, S2c; Anderson, William, S2c; Angle, John L., S2c; Annis, Raymond R., S2c; Ardner, Arnold G., S2c; Bailey, Ervin G., S2c.

Fifth Row: Ball, Coy E., S2c; Black, Bill, S2c; Bowman, Burton J., S2c; Brown, James P., S2c; Butcher, Brant M., S2c; Carpenter, George W., S2c.

Sixth Row: Carroll, Robert A., S2c; Casey, Harvey W., S2c; Cody, William C., S2c; Davidson, Lilburn A., S2c; Denney, Loyd E., S2c; Elek, Robert M., S2c.

Seventh Row: Fear, Anthony J., S2c; Flodeen, Richard J., S2c; Garnett, Murray, S2c; Kane, Eldon A., S2c; Klucinskas, Alex J., S2c; Matos, Secundino, S2c.

Eighth Row: Mikus, Otto W., S2c; Mosley, Edward, S2c; Muhlebach, E., S2c; Platt, Harold C., S2c; Prechtel, Paul M., S2c; Price, Nathan, S1c.

Ninth Row: Raimonde, Dominick T., S2c; Raines, Harry, S2c; Rosas, Antonio D., S2c; Sapka, John, S2c; Stanchak, Zigmund C., S2c; Tarantino, William V., S2c.

Tenth Row: Thomas, Joseph A., S2c; Tomaszewski, C. F., S2c; Walsh, John J., S2c; Zdanowski, Stephen P., S2c; Arnold, W. J., BM.





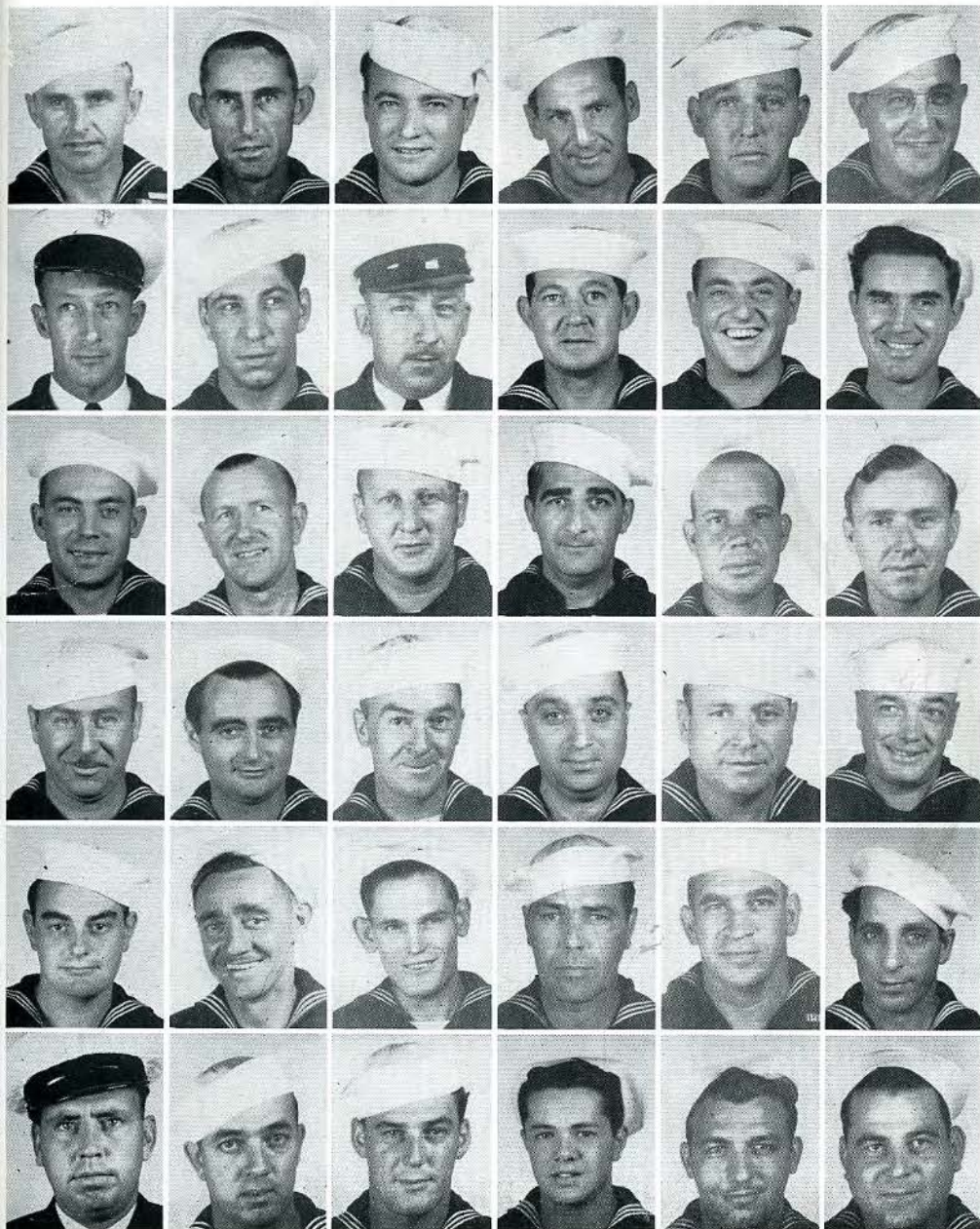
T. H. RANKIN
Lieutenant
Security Officer

DON F. WRIGHT
Lieutenant
Fire Marshal

JOSEPH S. DURSO
Lieutenant (jg)
Regimental Officer of the Day

WALTER J. DUPREY
Chief Carpenter
Assistant Commandant Guard
Detachment

SECURITY DEPARTMENT



(Reading from Left to Right)

First Row—Security (STFR): Ashley, Howard F., MM1c; Bailey, Howard A., SF1c; Baker, Walter Z., MM2c; Ball, Lee A., S2c; Bennett, Joseph E., MM2c; Blakely, Edward F., S1c.

Second Row: Bonker, Earl, CMMA; Bonzi, Robert S., CM3c; Boulton, Charles J., CM1c; Bracey, Roy M., QM2c; Brennan, Arthur E., MM2cT; Brinn, Edward J., CM1c.

Third Row: Broliar, Samuel I., MM3c; Brown, LeRoy D., CM1c; Butler, John E., Jr., CM2c; Chabot, Walter E., WT3c; Chaffin, Stanley G., S2c; Chudek, Alexander, CM3c.

Fourth Row: Coe, Stephen G., SF1c; Conlin, William J., MM1c; Coyne, John J., CM1c; D'Addario, Elia J., MM2c; Damico, Ralph C., SF1c; Dowd, Timothy G., SF1c.

Fifth Row: Fletcher, Arthur V., MM3c; Francis, Walter R., MM1c; Gillespie, W. H., Jr., S2c; Gorman, William R., SF2c; Greene, Wallace A., MM1c; Grippo, James J., CM2c.

Sixth Row: Hall, Benjamin F., CEMP; Hallock, Charles A., SF1c; Heath, Harold T., COX; Hoersch, Edward V., S1c; Keiser, Dean Robert, S1c; Kemer, Henry A., MM3cT.

SECURITY DEPARTMENT



(Reading from Left to Right)

First Row: LaFontaine, L. F., EM2c; Meacham, James W., MM1c; Meighan, John A., CEMA; Metcalf, Oliver, MM2c.

Second Row: Miller, Carl J., S2c; Paradise, Anthony, MM2c; Parten, W. D., F1c; Pillman, Edward T., CM1c; Plumb, Howard K., S1c.

Third Row: Polley, John D., SF3c; Ranfranz, Carl W., MM2c; Rowland, Henry C.; Schlee, John W., Y3c; Simons, Warren K., S1c.

Fourth Row: Smith, George H., CM2c; Spence, John K., S2c; Tillotson, Claude L., MM1c; Walstrom, Edward E., CM1c; Walters, Michael J., MM2c.

Fifth Row: Ward, John H., CM1c; Wassmann, Milton L., CM2c; Westover, Walter G., MM2c; Whittlesey, Walter, EM2c; Williams, Ralph A., MM1c.

Sixth Row—Security (REP): Azorsky, Sidney, EM1c; Beerye, S. R., Jr., CCMP; Bittenbender, F. K., S2c; Brown, Eugene D., SK2c; Bruno, Edmund L., SK2c.

Seventh Row: Bryant, Edward L., CM1c; Calof, Jacob, GM3c; Carvalho, James J., S2c; Dickson, Stewart B., S1c; Doherty, Edmond J., Jr., S1c.

Eighth Row: Dorso, Daniel, MM3c; Douglass, Martin L., S1c; Dubuc, Charles E., F1c; Farrell, John, CM2c; Feldman, Melvin J., SK3c.

Ninth Row: Felice, Charles S., COX; Fogg, David W., S1c; Gehringer, Elmer H., CM2c; Halcrow, George, CM1c.

Tenth Row: Hartley, Robert C., EM3c; Hickman, James R., SF3c; Higgins, Julian M., BM1c.



SECURITY DEPARTMENT



(Reading from Left to Right)

First Row: Howard, Sidney R., CCMA; Imlay, W. T., Jr., S1c; Jenkins, Robert F., CM3c; Kendall, John F., SK3c.

Second Row: Kerr, Leo F., SF2c; Kropp, Raymond J., SK2c; Kruger, Otto, MME1c; LaSere, Emile I., CEMA; Lahre, Navah J., SK3c.

Third Row: Landers, Walter W., S1c; Mallin, Charles P., CM1c; Martino, Rafael, S1c; McCall, John F., S2c; Meeks, Garfield E., SK2c.

Fourth Row: Meeks, Robert E., SK2c; Moore, Jack S., SF2c; Neylon, Edward L., SF2c; O'Leary, John J., BM2c; O'Neill, Desmond C., S1c.

Fifth Row: O'Rourke, Cecil A., GM1c; Quinn, James T., SK2c; Reidy, George A., S1c; Robideau, Donald J., S2c; Roser, Robert F., MME1c.

Sixth Row: Roy, James E., S2c; Sepe, Peter, MM3c; Shafer, Tommy C., WT3c; Stackler, George L., SK2c; Stefan, Anthony C., SK2c.

Seventh Row: Tucker, Cecil W., SF3c; Tuthill, Claude E., BM1c; Webb, Thomas H., SK2c; Webster, Cleveland A., EM1c; White, Charles R., CM1c.

Eighth Row: Wiechec, Anthony H., SK3c. Williams, LaMar K., MM3c; Breitzman, L. C., CM3c; DeWindt, J. A., EM1c; Gentry, L. W., MM.

Ninth Row: Turner, W. H., SF1c; Cyr, Leo T., MM1c; Gorman, G. T.; Hughes, R. J., EM1c.

Tenth Row: McClen, T. A., SF; Quist, W., CM2c; Randolph, L. W., CM2c.





HOWARD C. REUSCH
Lieutenant
Shore Patrol Officer

ALBERT E. O'NEALL
Lieutenant (jg)
Assistant Shore Patrol Officer

PAUL JOHN MICALI
Ensign
Assistant Shore Patrol Officer

SHORE PATROL

(Reading from Left to Right)

First Row—Shore Patrol (STFR):
Bolin, William J., Flc; Kineard,
Ernest R., CM2c; McCue, Price W.,
Jr., CM2c; Miller, Jack H., EM3c;
Shore Patrol (REP): Cowan, Charles
A. SK2c.

Second Row: Crow, Charlie P.,
MM1c; Depoint, Manuel, CM2c;
Fullerton, Harold S., CM2c; Jones,
Edward F., CM3c; Mitchell, Calvin,
Sr., CM1c; Parrish, James L., MM1c.

Third Row: Rizzo, Joseph A.,
CM1c; Sellew, Philip C., EM1c; Sil-
lari, Tony J., SF2c; Smith, William
F., BM1c; Tautengan, Albert H.,
MM2c; Trapp, William M., MM2c.

Fourth Row: Tripp, Norman P.,
CM3c; DeConinck, F. P.; Garofald,
L. J., EM1c; Holland, R. J., BM1c.



MASTER-AT-ARMS

(Reading from Left to Right)

First Row—MAA (STFR): Cook,
James W., CCMA; Cross, William
B., CBMAP; Crowley, George R.,
CM2c; Devine, Robert V., S2c; Dex-
ter, William T., SF3c; Foley, Robert
J., CBMP.

Second Row: Gunther, Paul O.,
CEMA; Hartigan, Charles F., CM2c;
Hodges, Wayne L., SK1c; Krelich,
Jerome W., S2c; Manson, Addison
R., CCMP; Masem, Matthew A.,
CCMA.

Third Row: McTague, Charles T.,
CM1c; Montalvo, Leonel, BM2c;
Moore, Everette W., CM3c; Morris,
Adrain C., SF2c; Phillips, Lois E.,
SP3cS; Poole, Allen J., Sr., SF3c.



MASTER-AT-ARMS



(Reading from Left to Right)

First Row: Salter, Henry P., MM1c; Sanders, Harold D., Y2c; Tahaney, Bernard A., SF2c; Von Arb, James B., M1c; **MAA (REP):** Adams, Cleon C., CCMA; Ascani, Leonello A., CM3c.

Second Row: Bessette, C. G., Jr., EM3c; Cobb, Earnest M., BM2c; Cobiseno, S. J., CM3c; Cornwall, John W., EM1c; Darrow, Earle F., MM2c.

Third Row: Dunn, Charles W., CCMP; Ediselli, Edward, S2c; Flesch, Kenneth A., SK1c; Forman, Benjamin J., CM1c; Gallagher, John J., SK2c.

Fourth Row: Goldsmith, Clarvy N., SF1c; Guglielmino, J. R., S1c; Harritos, John, CCMP; Jones, Charles B., MM2c; Klepp, Leo M., Jr., S2c.

Fifth Row: Langford, George W., MM2c; Lawson, John R., SK2c; Loboda, Joseph J., SK2c; Machala, Michael S., WT2c; McCarty, Charles R., SK2c.

Sixth Row: Murphy, Jeremiah F., SK2c; Oakley, Richard A., CM1c; Pagliaro, Columbus, S1c; Pearson, Jack, EM1c; Pelino, Pasco, CBMA.

Seventh Row: Smith, Norman C., SK2c; Snyder, Walter F., CM1c; Sugg, Robert W. B., CCMA; Sweeney, Frank, GM2c; Thomas, John R., CM2c.

Eighth Row: Wooley, Mansfield R., Y1c; Zanfagna, Anthony P., SF2c; Brimer, P. T., Jr., S2c; Curtis, C., S1c; DeLong, W. E., MM1c.

Ninth Row: Gruber, H. H., EM3c; Hannah, J. M., CM1c; Mahaffey, J. A., CM2c; May, E. N., S1c; Ferrar, C. C., MM2c.

Tenth Row: Sheehan, E. P., BM1c; Shock, J. S., CEM; Larson, E. B., EM2c.



Sterling R. Stuart, QM1c



RICHARD F. LAWLER
Lieutenant
Postal Officer

P O S T O F F I C E



(Reading from Left to Right)

First Row—Post Office (STFR):

Annis, Frank G., S1c; Birdsong, John W., Sp3cM; Fuqua, Don C., Sp2cM; Haines, Ervin W., Sp3cM.

Second Row:

Huggins, Arnolt A., Sp2cM; Kaffka, Steve, Sp2cM; Kozyra, Stanley K., S1c; Marcello, Michele, Sp1cM; McCarthy, Joseph A., S1c; Plasky, William L., Sp3cM.

Third Row:

Power, Richard B., Sp3cM; Rosenberg, Louis K., Sp2cM; Rotundo, Philip J., Sp2cM; Schwarz, Gerald B., Sp3cM; Bates, Garland M., SF3c; Behan, James V., S2c.

Fourth Row:

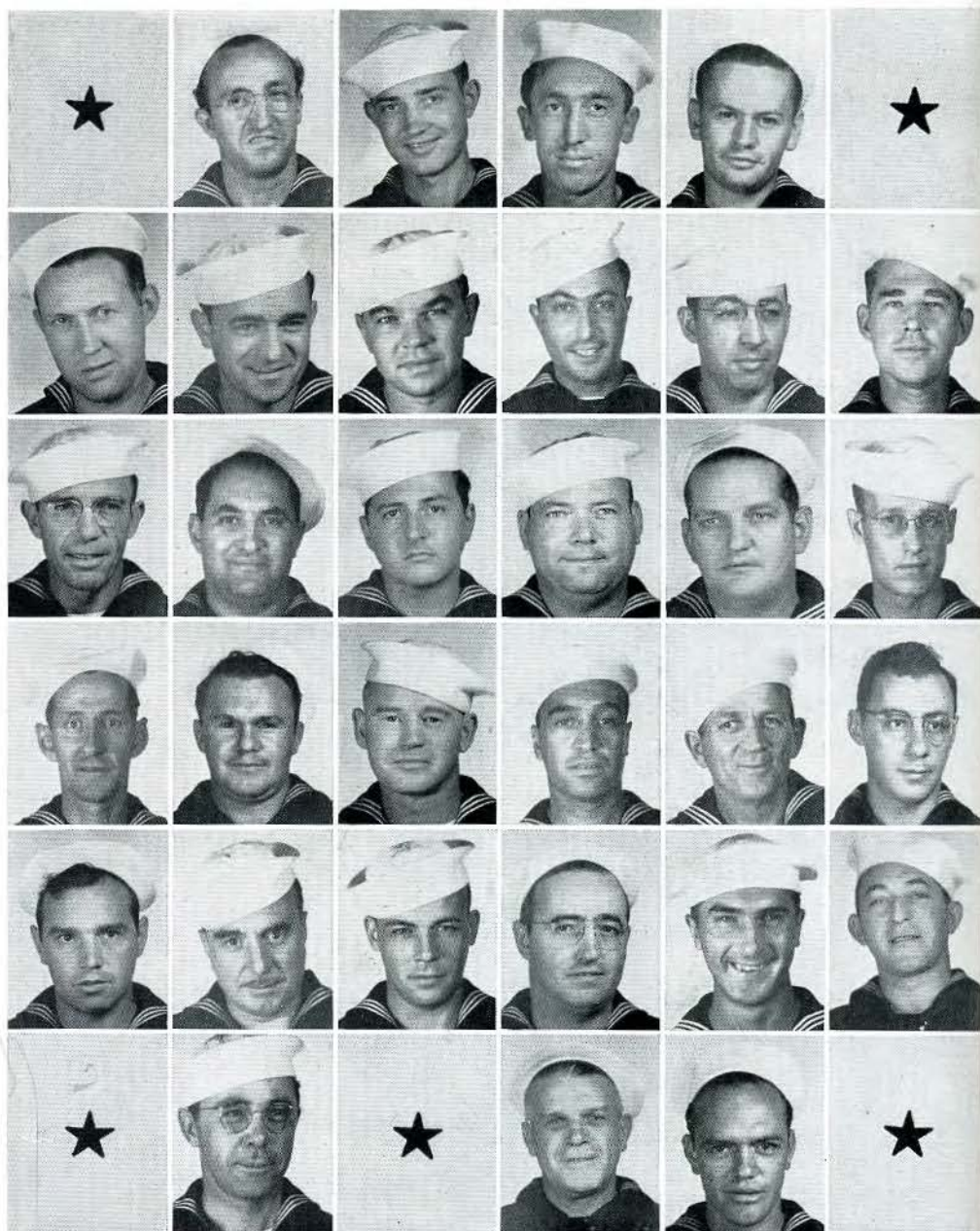
Caswell, William S., CM3c; Chace, George W., S2c; Christiansen, A. M., SF2c; Gallegos, Jacob J., S2c; Graham, William G., BM2c; Kramer, Harold, S1c.

Fifth Row:

Lutz, Frederick D., MMS2c; Marquis, Norman W., SK3c; Marr, Glenn S., SK3c; McNally, Joseph C., SK3c; Ripperger, Francis J., SF2c; Rultenberg, Joseph, Ptr2c.

Sixth Row:

Tatom, Louie E., Y1c; Watts, Howard Artee, SK2c; Hetrick, C. M., SF1c.



GENERAL DETAIL



(Reading from Left to Right)

First Row: Adams, C. T., MM2c; Allen, H. B., CM1c; Batchelder, N. D., CM2c; Bellaflore, J., S2c.

Second Row: Bradley, S. H., CM-2c; Campbell, K., S1c; Carhart, J. J., SK3c; Ciesinski, H. J., Y2c; Da-costa, F. M., CEM; DaVee, R. H.

Third Row: DeBolt, N. L., MM3c; DeVarney, George, S1c; DiDado, F., MM2c; Dillon, Thomas E., CSF; Dowell, D. B., MM; Fazekas, A., S2c.

Fourth Row: Henderson, E. O., Jr.; Hidden, K. P., S1c; Hinchcliff, C. S., GM1c; Hosman, L. A., MM2c; Hudson, C. R., CM1c; Jasper, R. M., EM2c.

Fifth Row: Loper, Louis L.; Lude, S. M., EM2c; Matthews, E. G., MM2c; Menefee, G. T., MM1c; Oak-wood, Clarence, CM3c; Perkins, A. B., BM2c.

Sixth Row: Porter, George T., CCM; Ray, Clifford W., MM2c; Schmidt, J. C., S1c; Van Ellinkhuizen, F. J., SM3c; Wakeford, J. D., SF2c; Warner, W. S., CM1c.

Seventh Row: Welley, J. A., MM-3c; Ylatowski, A. I., S2c; York, J. M., S2c.

GENERAL DETAIL

(REP)



(Reading from Left to Right)

First Row: Adams, Walden T., S1c; Agostinelli, R. R., Bkr3c; Angeli, Umberto, S2c; Applegate, Paul J., MME-2c; Arnott, James S., EM3c; Aug, Frank J., SF3c.

Second Row: Bachman, Eldon C., CM2c; Baker, D. B., Jr., EM1c; Balassaitis, A. T., M2c; Bass, Archie, MM1c; Battjes, Harold H., BM1c; Bieber, Julius, Sp2cX.

Third Row: Blackwell, Willie F., MM1c; Blair, Donald E., CM2c; Blickensderfer, H., CM2c; Blue, David D., GM1c; Blumenstetter, A. C., EM3c; Borsari, Joseph T., GM1c.

Fourth Row: Braconeri, W. J., Ptr2c; Bracewell, John L., CM2c; Brousseau, George M., CM3c; Brown, Thomas F., MME2c; Buckley, Charles T., MM2c; Calcagno, Francio, SC2c.

Fifth Row: Callahan, Earl W., SF2c; Callahan, H. W., CM1c; Chafin, Calvert A., CM2c; Charnosky, John A., Bkr1c; Clark, Clayton F., CM1c; Colvin, Herbert, S2c.

Sixth Row: Cosby, Wiley M., CM1c; Cotten, Brandon V., CM3c; Cotts, Grant O., SC1c; Couse, Russell B., CM2c; Cramer, Hartley C., CM1c; Dascher, Henry, SC2c.



GENERAL DETAIL

(REP)



(Reading from Left to Right)

First Row: Davis, Robert R., MME-1c; Deacy, Thomas P., MME1c; Deceico, Angelo, SSMC2c; Defeo, Arthur H., CM3c; Degurio, Walter F., EM2c; Dent, Robert D., CM2c.

Second Row: Dewey, Houston, CM1c; DiBlasi, Alfred, CM3c; Dietz, Willis F., SF2c; Dill, Michael G., S1c; Drautz, Henry, S1c; Dugan, Edgar, CM2c.

Third Row: Durachko, Martin M., GM2c; Edlich, William, MM1c; Ehlers, John H. L., MME3c; Einfeldt, James R., S1c; Farley, John J., S1c; Fields, Joseph R., EM1c.

Fourth Row: Fink, Charles D., CCMA; Ford, Gerald M., BM1c; Fox, Louis, SF2c; Frazier, Robert C., S1c; Fromlak, George E., MM1c; Gagliardi, Leonard, CM3c.

Fifth Row: Galley, Henry J., SC2c; Garris, Otis, CM1c; Garson, William E., CM3c; Gatlin, J. C., CBMA; Gaudiosi, Albert V., S2c; Geary, Vernon, SF1c.

Sixth Row: Glayzer, John R., M2c; Goodwin, Donald H., CM3c; Gordon, William E., SF1c; Grabley, Robert H., SF2c; Gregory, Arthur V., CM1c; Griffis, Thomas H., EM2c.

Seventh Row: Grim, Stanley A., CCMA; Hanlon, William F., EM1c; Harden, Dee F., CPTRA; Harris, Sol, S1c; Hartsfield, Henry N., SC1c; Haskins, Ralph W., CM1c.

Eighth Row: Hawk, Harold R., S1c; Hawk, Ralph A., CCMA; Hejny, George A., SF3c; Henning, Eugene C., MME1c; Hernandez, Gilbert, CM1c; Hite, Robert F., SF2c.

Ninth Row: Hoff, John J., S2c; Hospodar, Edward X., S1c; Howell, John L., CCMP; Huggler, Arthur R., S2c; Hulsen, Gerard, CM1c; Hutchinson, W. S., CBMA.



GENERAL DETAIL

(REP)



(Reading from Left to Right)

First Row: Hutson, Marshall G., MME1c; Irving, Wallace J., EM1c; Jacklyn, John G., MM2c; Jameson, William H., Jr., SF1c; Janss, Max H., Ptr3c; Japinga, Donald H., SF3c.

Second Row: Jesson, Russell I., CM2c; Johnston, John W., SF2c; Jones, Harold L., EM1c; Kanenwisher, Sammy, CBMAA; Kautt, Albert A., CM2c; Kavanagh, Walter J., CM2c.

Third Row: Kelly, James A., SF3c; Kenworthy, Willard T., MM2c; Killen, Raphael J., S1c; King, George A., BM1c; Kinzer, Harold, S1c; Kirby, Edward J., CM1c.

Fourth Row: Klemp, L. A., MM3c; Knapp, Donald F. J., CM1c; Knudson, Melville L., S1c; Konjura, Ralph A., S2c; Krainock, Andrew J., CM1c; Kritzel, Raymond A., SKD1c.

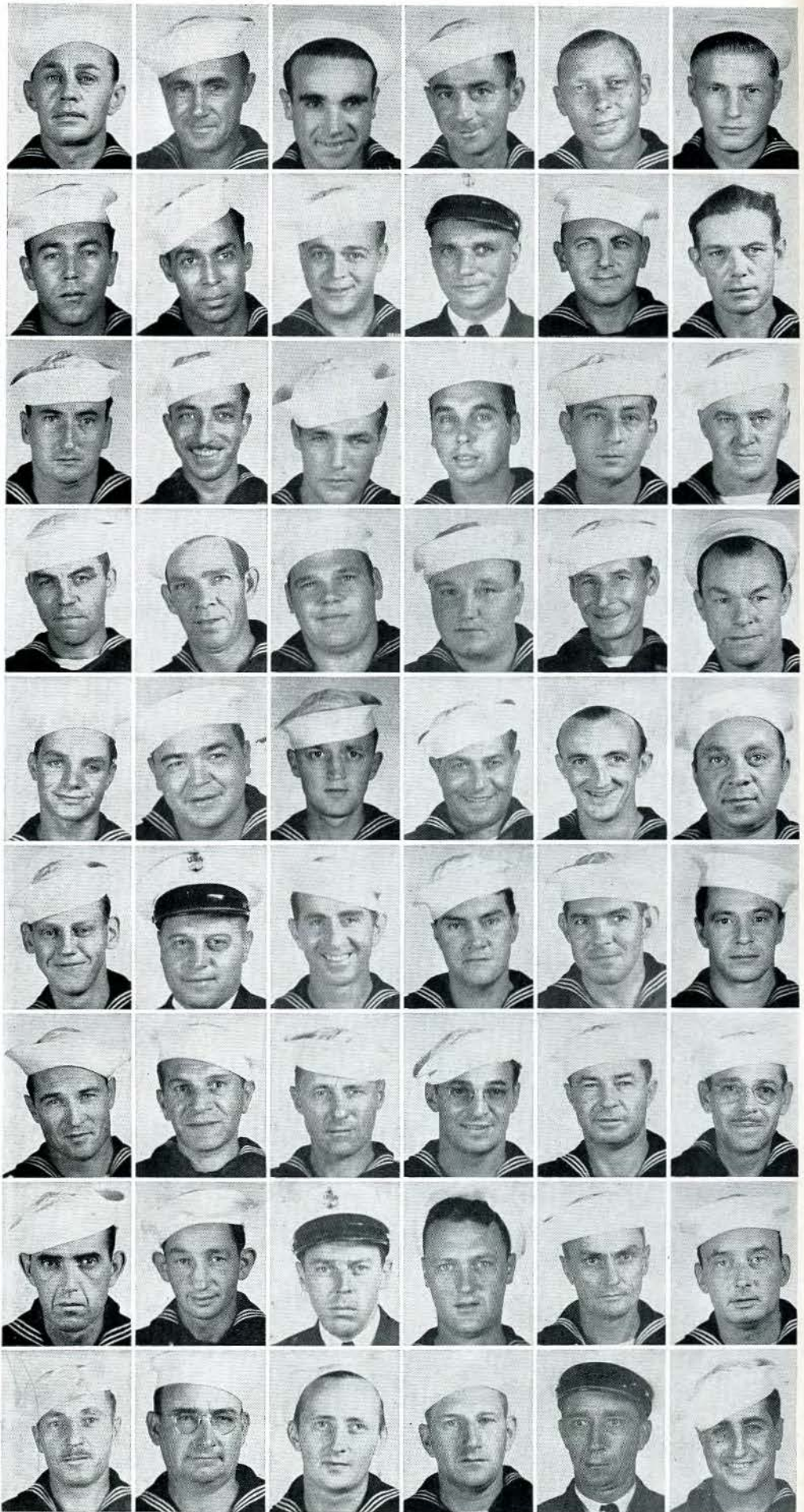
Fifth Row: Krotoschin, William, S1c; Krzykowski, C. J., MM3c; Kurylchek, Andrew L., CM3c; La Torraca M., SF2c; Lacey, Charles L., MMS1c; Lanza, Carl J., BM1c.

Sixth Row: Larsen, Perry F., Jr., SF1c; Lauder, Richard A., CCMA; Laughlin, Harry H., CM2c; Le Grow, George P., CM2c; Leach, Wilbur J., CM1c; Leimgruber, L. A., MME3c.

Seventh Row: Lesh, Robert, BM1c; Lipman, Abraham S., QM2c; Litter, Harry A., SF1c; Loebach, Frank J., MMS2c; Long, George D., CM1c; Ludwig, Harry J., CM2c.

Eighth Row: Luster, Loren, EM2c; Lustig, Max K., EM1c; Lynch, James T., CEMA; Maguire, Harold V., CM2c; Malcomb, Hubert A., CM2c; Malone, Arthur V., CM2c.

Ninth Row: Maney, Walter E., CM1c; Maret, Alton M., SF1c; Marr, Norman C., SK1c; Marshall, William R., MME2c; Martin, Henry A., CCMP; Martini, Charles J., Sp3cX.



GENERAL DETAIL

(REP)



(Reading from Left to Right)

First Row: Matatall, Edward D., CM3c; Mazzarella, Charles, S1c; McArdle, Frances P., SF2c; McCann, John P., S1c; McCarthy, Daniel, CBMA; McCarthy, J. J., Ptr1c.

Second Row: McCulloch, C. H., Y2c; McDonald, Arthur F., SF2c; McLain, Ernest L., MM3c; Melasky, Jacob, SF3c; Messler, Sol S., SF3c; Miller, Victor J., Bkr2c.

Third Row: Milnes, Thomas F., S2c; Montgomery, Edward G., MM1c; Moore, Thomas C., CM1c; Morgan, Oscar C., CEMA; Morris, John D., S2c; Morrow, Myron L., S1c.

Fourth Row: Mott, George B., Jr., SF2c; Moyer, Robert L., SF2c; Mudiman, Sidney D., Ptr2c; Murphy, Albert A., CM1c; Myers, Albert D., S2c; Neal, Fred C., CM1c.

Fifth Row: Neff, Charles A., CM1c; Neitzel, Walter R., S1c; Nelson, Robert L., CM3c; Neubauber, Frank, M3c; Nielsen, Frederick A., EM2c; Nietupski, Joseph, SF1c.

Sixth Row: Northcutt, Robert E., CCMA; Nunn, Philip, CM2c; Nyhus, Larry W., SF2c; O'Gorman, Patrick F., SF1c; O'Laughlin, Thomas M., CEMP; O'Neil, Harry J., GM2c.

Seventh Row: Olbert, Alfred, EM1c; Olszewski, Joseph F., S1c; Ornowsky, Charles T., CM2c; Owen, John D., CSKA; Pappo, Jacob, SSML2c; Park, Chester P., EM2c.

Eighth Row: Pease, Lafayette, S2c; Petersen, F. P., CM2c; Pieper, Bernard J., CSFP; Pierce, Stanley L.; Popp, Louis A., CM3c; Porcher, Clarence K., CM3c.

Ninth Row: Pritchard, Steve Y., Sp3cA; Puccini, Ralph P., GM2c; Quillen, Clarence T., EM1c; Rae, Jack W., MM1c.



GENERAL DETAIL

(REP)



(Reading from Left to Right)

First Row: Ratcliff, Wayne A., CM2c; Reed, William, SC3c; Reedy, Frank A., MME3c; Reichmann, Durward R., CEMA; Renza, John T., SSM13c.

Second Row: Reynoldson, James P., SSML3c; Rhodes, William F., Cox; Richards, Horace S., MM3c; Richbourg, Walter W., CM1c; Rissmeyer, John A., CEMP; Roberts, Peter I., CM2c.

Third Row: Rooney, John J., MME1c; Rota, John C., MMS1c; Rowlands, Walter L., SF2c; Sainato, Anthony, Y1c; Sause, Paul A., CSFA; Scates, Kenneth D., Ptr1c.

Fourth Row: Schetter, Robert C., EM3c; Schlabach, Simon, CBMAA; Scholz, Edmond T., CM1c; Schuchmann, Chester, GM2c; Senin, Paul M., CM2c; Shackelford, H. E., CM3c.

Fifth Row: Shaw, Irving, SF2c; Skrabut, Andrew S., CM3c; Smith, Edgar, CM3c; Smith, Emmett J. C., CBMA; Smith, Franklin H., S1c; Smith, Lester W., S1c.

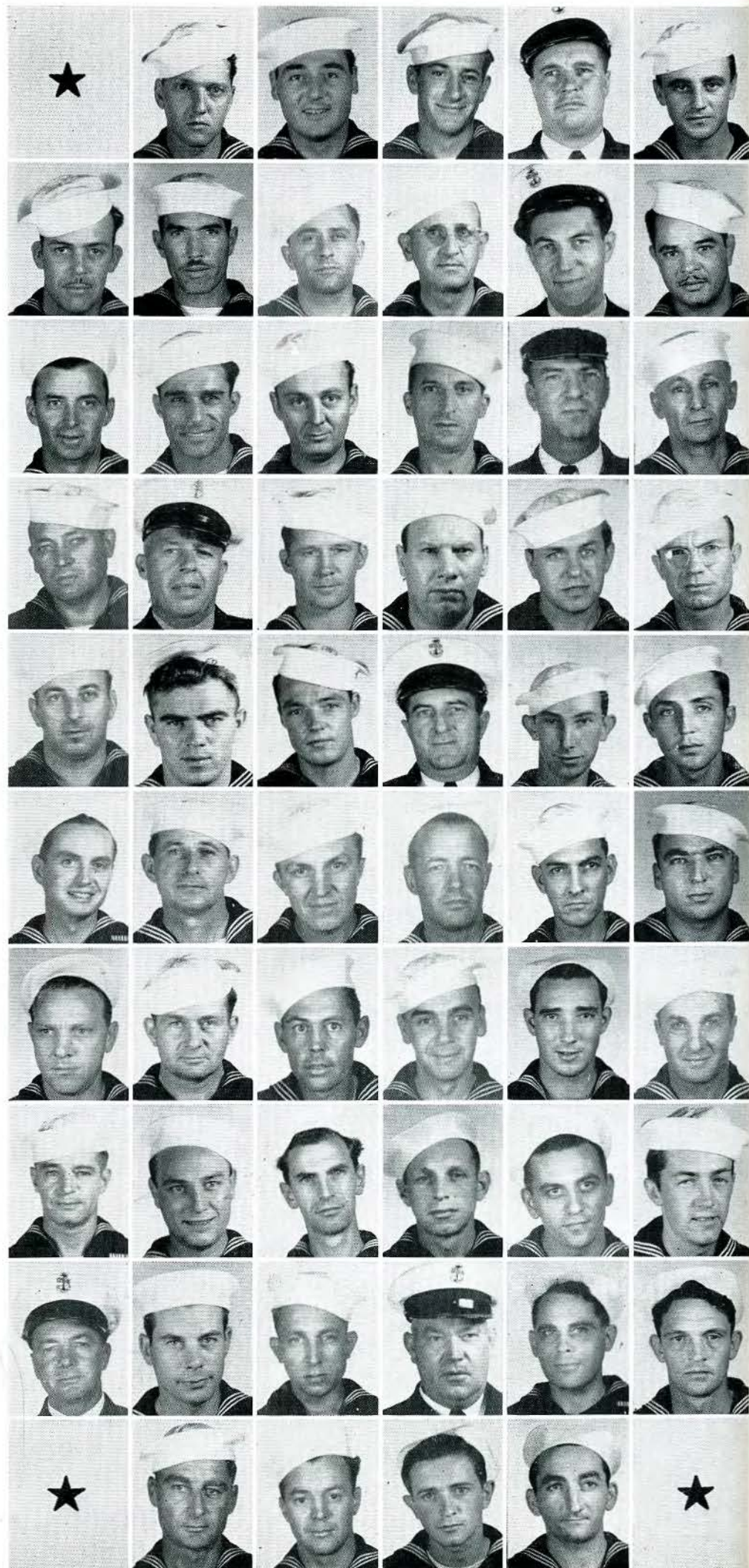
Sixth Row: Smith, Lloyd L., SK2c; Smith, William H., CM2c; Smokowitz, John E., GM2c; Sorenson, Ernest, EM2c; Starr, Charles B., SC1c; Steele, George C., SSMT3c.

Seventh Row: Steketee, Alvin J., SC2c; Stilson, Robert E., MME1c; Storey, Earl H., BM1c; Troy, Dudley C., SF3c; Trpisovsky, John J., CM3c; Uhlenkott, S. P., BM2c.

Eighth Row: Unthank, Joseph A., MMS2c; Valade, Ralph S., CM1c; Van Kampen, Fred, SC3c; Van Loan, Robert F., CM1c; Vayda, William C., SF3c; Vogel, William G., S1c.

Ninth Row: Vosler, Floyd L., CCMP; Wallbaum, Ivan G., CM2c; Wikarski, Alfred A., S2c; Williams, Payton R., CBMP; Woodbury, Cyrus H., Sp2cX; Worden, Edward L., MME1c.

Tenth Row: Yereb, George R., SK1c; Young, Fay H., CM2c; Zabransky, Charles J., CM3c; Zencoe, Joseph E., SF3c.



GENERAL DETAIL

(STFR)



(Reading from Left to Right)

First Row: Abbott, Donald H., M2c; Andersen, Harry H., CM2c; Aucoin, Myron J., CM1c; Barger, John L., CM1c; Bartley, Joseph D., SK2c; Barton, James F., MM1c.

Second Row: Bassnett, Albert, EM1c; Berman, Henry, SF3c; Besseck, James J., Jr., CM2c; Blazek, Stephen S., MM1c; Bonfietti, Ebi P., CM2c; Borsello, Frank F., MM2c.

Third Row: Bratt, Ernest S., CM2c; Briggs, Arthur N., CMMP; Bronner, Emile N., CCMA; Brown, Albert P., SF2c; Burrows, William J., Cox; Callahan, Gilbert H., SC3c.

Fourth Row: Carreker, John R., MM1c; Casey, Regis C., CM1c; Clark, Fred C., EM2c; Cohey, Charles E., S2c; Coladonato, Leo, CM2c; Combs, Stanley E., MM2c.

Fifth Row: Coudron, Henry, CCMA; Dalton, Charles B., GM3c; Davis, Carl F., MM3c; Delzell, Clarence, CMMA; DiMarco, Arthur, CM3c; Doran, Raymond L., SC2c.

Sixth Row: Drinkwater, Alfred T., CM1c; Dunn, Johnny O., CM1c; Eberhardt, C. O., CM2c; Egolf, Raymond G., MM2c; Ellis, Michael T., CM3c; Ellis, Sydney L., BM2c.

Seventh Row: Emanuel, Joseph, Y1c; England, Henry E., CM1c; Fabus, Joseph N., SF2c; Farr, Albert L., S1c; Fedd, Ervin W., SF1c; Fennelly, James J., S2c.

Eighth Row: Flanagan, Edward P., BM2c; Foley, Floyd J., Cox; Fowler, Edgar H., EM1c; Fuller, William C., CM1c; Gendreau, William O., Cox; Gentry, Admiral D., QM2c.

GENERAL DETAIL

(STFR)



(Reading from Left to Right)

First Row: German, Robert, CMMA; Gideon, Clarence E., EM2c; Gillespie, Maurice A., SC1c; Goncalves, Sebastian, Slc; Goodman, Armond T., Ptr3c; Goodwin, Harry, Jr., SF2c.

Second Row: Gosnell, Herbert R., SF2c; Grasso, Cirino S., Slc; Gray, Wilson W., SF3c; Griffin, James C., Slc; Griffin, John C., Ptr3c; Hammond, Albert R., EM1c.

Third Row: Hancock, Robert P., EM2c; Harding, Douglas A., SF3c; Harrison, Harlon F., XM1c; Hausz, Klemens K., MM1c; Hill, Elon S., EM1c; Hix, Clyde R., EM3c.

Fourth Row: Hoffman, Donald C., EM3c; Holmstrom, Carl D., SF1c; Howerton, Collin F., SF1c; Hughes, Walter G., Slc; Jacobs, Joseph T., Slc; Johns, Roy O., Ptr1c.

Fifth Row: Johnson, Harry L., MM2c; Jones, Henry E., SK1c; Kaczynski, Edward J., MM3c; Katz, Samuel, CM1c; Kempf, Orville J., SC2c; King, Martin L., BM2c.

Sixth Row: Kinney, Bert A., CSFP; Kittrell, Frank R., CM1c; Kling, William E., SF1c; Klinger, Garris G., EM2c; Knapp, John W., MM1c; Korfhage, Austin L., MM3c.

Seventh Row: Kurland, Harry H., S2c; Lacy, James V., SF1c; LeVarn, John R., CBMA; Lee, Otis B., CM3c; Lewis, J. W., MM3c; Lindel, Walter G., MM1c.

Eighth Row: Lindgren, Axel C., MM2c; Lukasiewicz, J. D., CM1c; Mann, Claude R., MM1c; Mann, John P., SF3c; Mascari, Joseph J., MM2c; Matthews, Herbert T., Bkr3c.

Ninth Row: McAllister, C. F., CCSA; McCandless, Hugh W., SF1c; McKenney, Thomas E., Cox; McQueen, William E., Slc; McVickar, William B., CSA; Metzger, Richard J., CM2c.

Tenth Row: Moore, Euel L.; Moreland, Harold J., MM1c; Moss, Joel E., MM1c; Mounts, John A., EM1c; Navin, John J., EM1c; Neibauer, Clarence W., BM2c.



GENERAL DETAIL

(STFR)



(Reading from Left to Right)

First Row: Nichols, David W., S1c; Nicholson, Paul M., EM2c; Niemiller, William R., S2c; Okey, Sherman H., M2c; Oliver, Fred, Jr., S1c.

Second Row: Pate, Carroll R., S2c; Pelletier, Albert J., Ptr1c; Penland, Frank F., SF2c; Phillips, Clifton L., CM3c; Pierson, Robert F., MM2c; Prockup, Donald J., MM3c.

Third Row: Pruitt, George R., S2c; Redfield, Charles E., Jr., Ptr1c; Reetz, John H., CM3c; Replogle, Clarence E., EM1c; Rider, Ralph C., S2c; Riedinger, Thomas F., SF1c.

Fourth Row: Riester, Earl V., CM2c; Roy, Walter F., Jr., SF3c; Russell, Alpha, Ptr1c; Russell, Gerald E., SF1c; Rutherford, Thomas, M2c; Sanderson, David G., SC2c.

Fifth Row: Santos, Frank C., S2c; Schanz, Norman J., SF1c; Schmidt, Raymond W., CM2c; Seip, Donald D., MM2c; Sennish, Edward J., SC2c; Sikes, James A., SF3c.

Sixth Row: Singer, Abraham, S2c; Smith, Harvey J., S2c; Smith, Jesse H., S1c; Smith, Walter E., MM1c; Snelgrove, Sidney J., CM3c; St. Onge, James A., MM2c.

Seventh Row: Stevenson, Dorsey S., MM2c; Stilwell, Homer J., SF2c; Stucker, Rudy O., CMMA; Souza, Alfred, MM3c; Swain, George W., CM2c; Tessier, Joseph E., SF2c.

Eighth Row: Test, George S., SF2c; Themo, Tony A., S2c; Todd, William, CM1c; Torrence, David N., S1c; Ursitz, Henry M., CM2c; Van Damme, Lewis, MM2c.

Ninth Row: Vaughan, Joseph W., CM1c; Wechter, William R., SK3c; Wells, Arthur J., CBMA; West, William J., SF3c; Westfall, Charles B., S1c; Williams, William H., CM3c.

Tenth Row: Wilson, Vernon, MM2c; Windle, Chester D., CEMA; Worsham, Joseph L., CM2c; Zell, Morris, S2c; Zirger, James A., S1c.



John J. Murphy, CMM Emil Bollman, CM1c

W O R K D E T A I L



(Reading from Left to Right)

First Row—Work Detail (STFR): Aubrey, Henry G., S1c; Backstrand, Elis S., S2c; Balint, Louis, S2c; Doescher, Helmut, S2c; Eden, Fritz K., S2c; Eigen, Otto M., S1c.

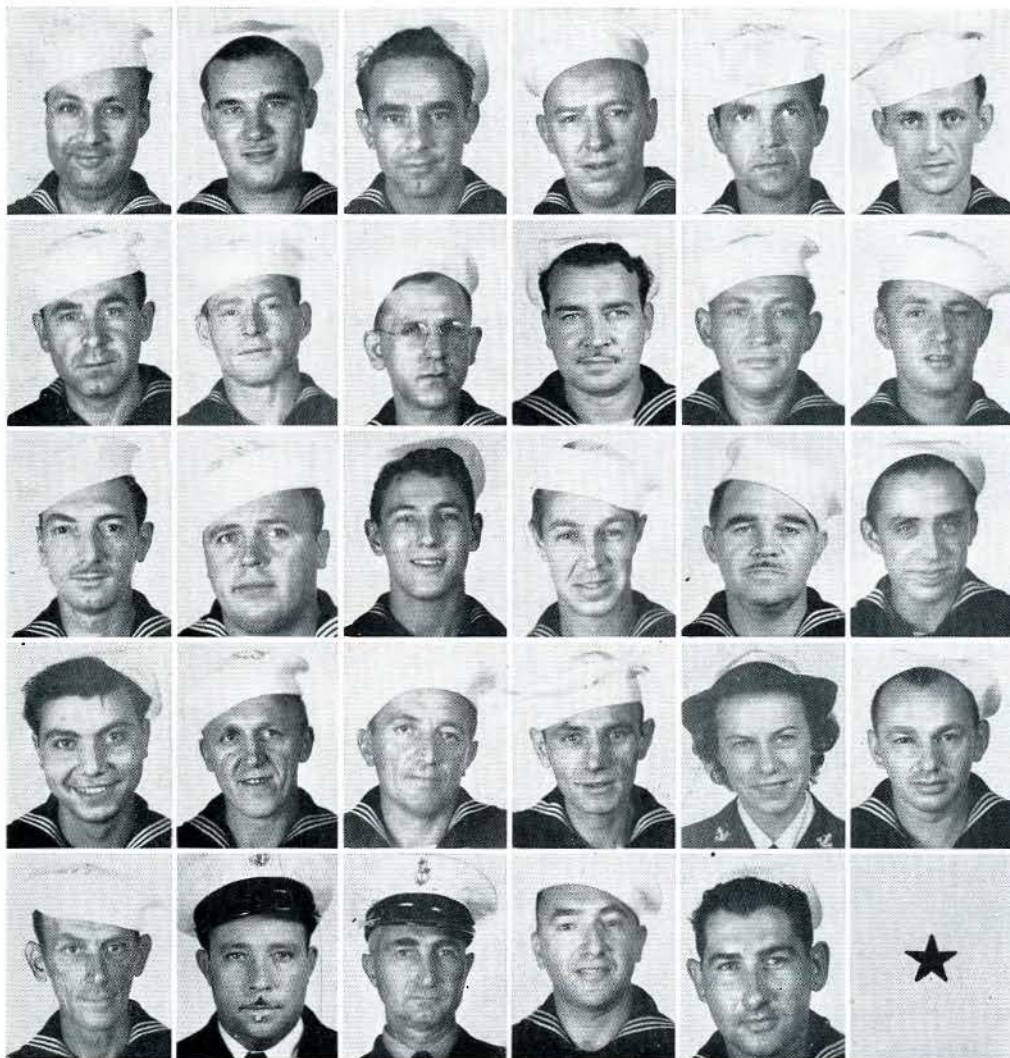
Second Row: Gall, Thomas, S2c; Goering, Ernest M., MoMM1c; Hess, Daniel E., S2c; Hitler, William P., S2c; Kuethman, Frederick, S2c; Luebbert, Arthur F., S1c.

Third Row: Mathes, Michael, S2c; Mayer, Carl P., S2c;

Messingrau, Ralph H., S2c; Mueller, Charles, S2c; Olsen, Carsten L., S2c; Ringwald, William F., S2c.

Fourth Row: Romano, Modest A., S2c; Schlosser, August P., S1c; Weber, Frank, Sr., S1c; Weinrich, Bernhard H., S1c; White, Jean E., Y2c; Wittleder, Willy R., S2c.

Fifth Row—Work Detail (REP): MacHaffie, Douw H., MM1c; Privett, John C., CCMP; Roberts, John H., CCMP; Sacks, Bernard L., S2c; Scher, David, S1c.



ADDITIONAL PERSONNEL



(Reading from Left to Right)

First Row: Englehardt, R., CMM(A); Lucas, A. J., CSF(A); McQuilkin, H. S., SF2c; Noonan, James G., CCM; Powers, Millard M., CCM(P); Thomas, A. B., CCM(A).

Second Row: Darby, F. W., CM1c; Davignon, N. O., MM3c; Dunham, B. P., F1c; Foster, W. L., BM2c; Galia-way, N. G., SF2c; Haskin, V. M., SF.

Third Row: Jebram, H. E., S1c; Karp, Irene, SK3c; Kemp, A., S2c; Leavy, W. J., MM3c; Luby, J. T., SF3c; Monolick, D. R.

Fourth Row: Morris, H. C., S; Nininger, G. L., MM2c; Robinson, A. G., S1c; Sanville, D. W., MM3c; Seltzer, H. S., S2c; Stedman, H., S1c.

Fifth Row: Stipp, R. M., SF3c; Stoner, W. J., MM2c; Summers, J. K.; Wade, H. D., EM; Weekley, John H., S2c; Wheaton, F. J., CM2c.





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