

USS TERROR

**WAR CRUISE OF USS TERROR
HER OFFICERS AND MEN
1942 - 1947**

ALLIE RYAN
AND
DAVID MINCEY

CONTENTS

Foreward iii

Introduction v

page 1

War Cruise 1942 to 1945 - David Mincey

page 29

August 1945 to November 1947 - Allie Ryan

page 35

Rosters and Reports - Allie Ryan

Action Report - Iwo Jima Invasion

War Diaries - January 1945 to June 1945

Damage Report - May 1, 1945

page 69

Officers and Men Killed In Action, Okinawa, May 1, 1945

Officers and Men Wounded In Action, Okinawa, May 1, 1945

Officers and Men Wounded - Remained on Board

page 79

Commissioned Officers - July 15, 1942 - December 31, 1946

page 85

Ship's Company - July 15, 1942 - June 30, 1946

page 121

Crewmen Reporting July 1, 1946 - December 31, 1946

page 129

Enlisted Personnel - Decommissioning

Foreword

My contribution to this effort began innocently enough. In the throes of early retirement, I decided to collect everything I could on the World War 11 mine warfare fleet numbering some 800 ships. As this progressed, it was noted that very little had been written about the Navy's only built for the purpose minelayer - USS *Terror*. Accordingly a serious effort was made to garner every scrap of information I could. This generated trips to the National Archives, correspondence and telephone conversations all over the length and breadth of this country and beyond,

Ultimately I acquired what I think is every official word archived - and more. As a result of word of mouth, the internet and correspondence, my cluttered den has become a sort of clearing house and source of information on *Terror* and her men. Scarcely a week goes by without an inquiry from a shipmate or more often from children and grandchildren seeking information.

During this period, a lively exchange of correspondence was generated with David Mincey, himself a great source of information. As the years wore on, someone suggested the effort that follows. So consider this fair warning. The work we present is amateurish, making no pretense of literary quality. It is narrow in scope, intended for former crewmen of *Terror* and their survivors. If this has not deterred you then - read on.

Allie Ryan

Blue Hill, Maine
February 2003

INTRODUCTION

The newest Navy Minelayer, U.S.S. *Terror*, lay comfortably at anchor in Hampton Roads, Norfolk, Virginia. The date October 13, 1942, while not a particularly significant one in World War II history, will do for our purposes. America had been for some ten months now, directly engaged in war with Germany, Japan and Italy. The war, to this point, had not gone well for the Allies. True, Japan's Pacific expansion had been checked at Midway but she still held sway over a vast Empire. German troops were at Stalingrad and the Afrika corps was firmly established in North Africa.

Closer to home, the Battle of the Atlantic raged on with a small number of German U-boats exacting a terrible toll. Merchant ships, largely without convoy, suffered great losses but these casualties were too close to the Atlantic seaboard to receive much publicity. At Norfolk, despite the infusion of thousands of recruits and scores of new ships of all types, the war seemed far away.

Shipboard life on *Terror* droned on with interminable drills, work parties, hours of boredom and never enough liberty. Crewmen were shuffled about like chess pieces and October 13 was no exception. This date found Seaman 1c M.R.S._____, released from the brig to rejoin his shipmates. Five days confinement on bread and water with a full ration the third day. His offense? Disobedience. Four enlisted men were transferred "bag and hammock" to the Naval Hospital, Portsmouth, Virginia, for treatment (ailment not disclosed) followed by four men welcomed aboard from the Receiving Station, Norfolk. The 12-16 watch found an additional four men received on board for duty. In the wake of these revolving door transfers, a lone officer made his appearance from the Norfolk Receiving Station.

INTRODUCTION

Ensign David L. Mincey, USNR, was one of thousands of young men enlisted in the military during the war as commissioned officers. Mincey, after brief indoctrination, found his intended legal career, temporarily at least, supplanted by a naval career.

Given these facts, Mincey's naval experience could hardly be distinguished from any other. There is a significant difference in that he seemed to observe everything that went on about him. This alone is probably not all that unusual. The difference lies in his recording what he observed, giving us a capsule view of his ship, men and events on *Terror* through the entire wartime cruise of the ship. These writings, while comprising thousands of words, do not purport to be a history of the U.S.S. *Terror* or the naval war in the Pacific but are simply snapshots in time.

While we see but a fraction of his entire writings, we still must have some semblance of form, so we introduce Captain Horace Blakeslee, skipper of *Terror* through her major Pacific campaigns. The summer of 1945 found *Terror* at Mare Island Naval Yard repairing battle damage received at Okinawa. As he left the ship, Blakeslee created a chart of the wartime cruise of *Terror*. It would be nice to show this chart but it is simply too large to fit on a reasonably sized page and still be legible. The only copy I have seen is one of those 1940's copies with images inverted, i.e., black text becomes white and white background becomes black. Inverting again simply creates a mess.

Blakeslee's chart has been reduced to text and will be utilized as a guide to the writings of Mincey, which will organize the text chronologically. The pages to follow will include Capt. Blakeslee's guidelines and David Mincey's writings.

Capt. Blakeslee's War Cruise of the U.S. Terror

Philadelphia for commissioning & shakedown 7/15/42-9/16/42

Philadelphia to Chesapeake Bay 9/16-9/17

Chesapeake Bay to New York 10/25-10/29

New York to Casablanca 11/2-11/14

Casablanca to Chesapeake Bay 11/17-11/30

1943

Along Atlantic Seaboard 12/2/42-10/2/43

Norfolk to Panama 10/2-10/8

Panama to San Francisco 10/10-10/19

San Francisco to Pearl Harbor 10/19-10/25

Pearl Harbor to Funafuti 11/2-11/9

Funafuti to Pearl Harbor 11/20-12/4

Pearl Harbor to Tarawa 12/9-12/14

Tarawa to Espirito Santo 12/25-12/29

1944

Espirito Santo to Guadalcanal 1/8-1/13

Guadalcanal to Makin 1/15-1/18

Makin to Pearl Harbor 1/28-2/6

Pearl Harbor to San Francisco 2/13-2/18

San Francisco to Pearl Harbor 2/21-2/26

Pearl Harbor to Majoro 3/5-3/10

Majoro to Kwajalien 3/10-3/12

Kwajalien to Majoro 3/16-3/17

Majoro to Kwajalien 3/26-3/27

Kwajalien to Majoro 4/5-4/6

Majoro to Eniwetock 4/12-4/14

Eniwetock to Pearl Harbor 4/17-4/20

Pearl Harbor to Majoro 5/24-5/30

Majoro to Makin 6/6-6/7

Makin to Eniwetock 6/17-6/18

Eniwetock to Pearl Harbor 7/7-7/12

Pearl Harbor to Eniwetock 7/20-7/27

Eniwetock to Iwo Jima 7/30-8/1

Iwo Jima to Eniwetock 8/4-8/7

Eniwetock to Guam 8/11-8/17

Guam to San Francisco 8/19-8/23

San Francisco to Pearl Harbor 9/9-9/14

Pearl Harbor to Saipan 9/21-9/30

Saipan to Ulithi 10/3-10/8

Ulithi to Saipan 10/17-10/19

Saipan to Ulithi 10/22-10/23

Ulithi to Saipan 11/1-11/2

Saipan to Iwo Jima 11/4-11/6

1944 cont

Iwo Jima to Manus 11/8-11/11

Manus to Pearl Harbor 11/16-11/24

1945

Pearl Harbor to Okinawa 1/22-1/29

Okinawa to Ulithi 1/29-2/3

Ulithi to Tinian 2/8-2/10

Tinian to Iwo Jima 2/13-2/16

Iwo Jima to Saipan 2/19-2/21

Saipan to Ulithi 2/21-2/22

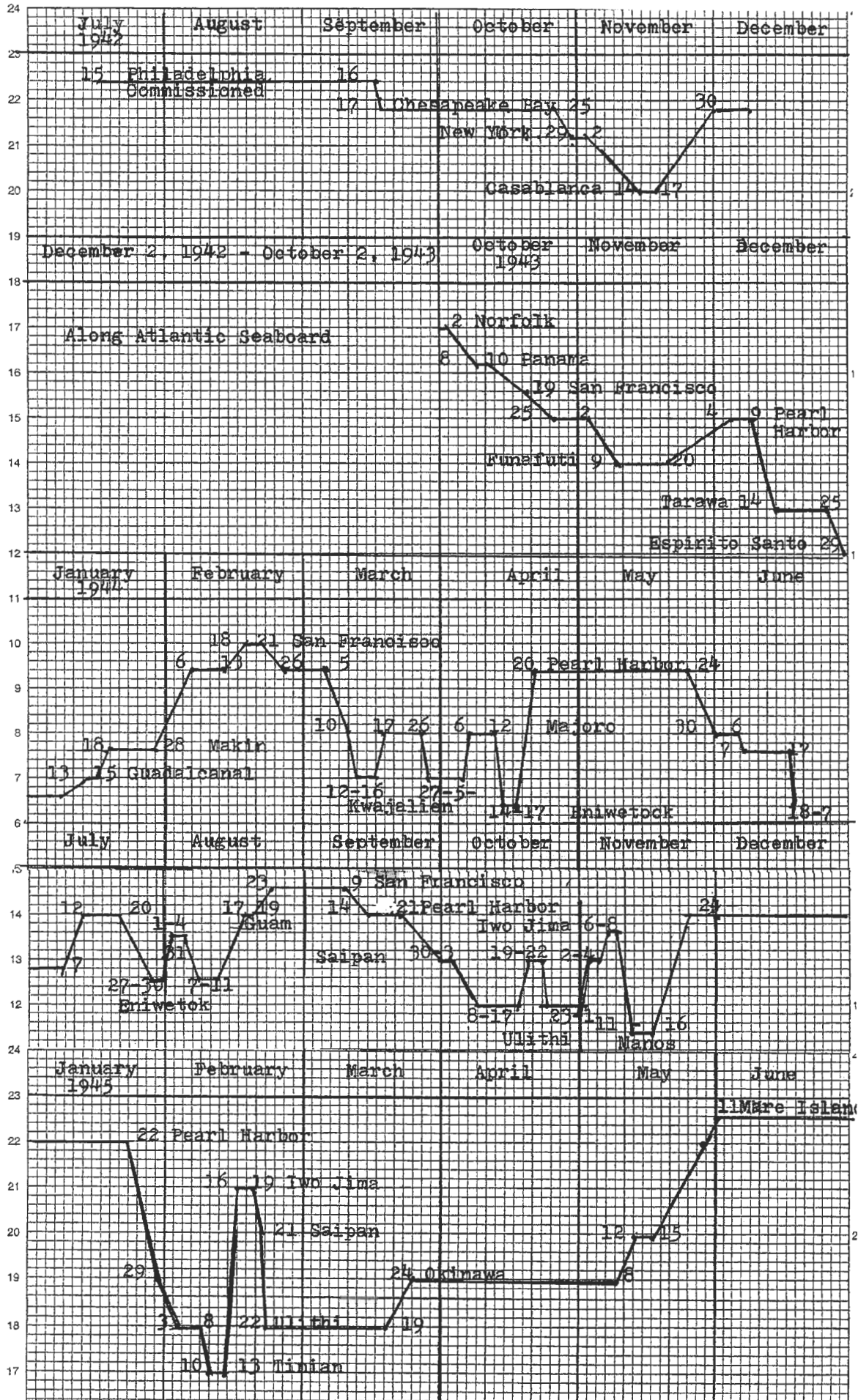
Ulithi to Okinawa 3/19-3/24

Okinawa to Saipan 5/8-5/12

Saipan to Pearl Harbor 5/15-5/29

Pearl Harbor to San Francisco 5/29-6/1

U.S.S. TERROR (CM-5) - WAR CRUISE



1942

**WAR CRUISE of USS TERROR
FROM CAPTAIN BLAKESLEE'S GRAPHIC WAR CRUISE MONTAGE**

by
David Mincey

USS *Terror* was built at the Philadelphia Navy Yard and commissioned July 15, 1942, Commander H. W. Fitch, USN, was the commissioning officer with LCDR H.W. Richardson as her first executive officer..

All dates are from Capt. Blakeslee's graphic War Cruise. The historical data after each date are from my personal knowledge of where *Terror* went and what we did between dates. I reported aboard October 13, 1942, and served aboard her as junior NC Division Officer in training in Communications and as Temporary Executive Officer while she was being rebuilt amidships at Mare Island Navy Yard following our suffering a kamikaze dive bomber attack at Okinawa. More details on this attack follow later.

Pre -commissioning data : My roommate, John F. Csizmar, Ensign, USN related much of what went on with the pre-commissioning detail. A former Chief Boatswains Mate and Warrant Boatswain, John was an extremely intelligent and well informed "mustang " who had worked his way up through the ranks.

John said there was a sign at the gangway abjuring the faithful to do this :

USS TERROR (CM-5)
Let's Get this Ship
Upon the Seas
and TERRORIZE
the Japanese.

Dates and follow up:

July 15, 1942 to October 20, 1942

Commissioned July 15, 1942, at Philadelphia Navy Yard. Underway Sept. 16 to Chesapeake Bay via inland waterway with arrival Sept. 17, 1942. The day I reported aboard *Terror*, October 13, 1942, she had been on her shakedown cruise in the upper reaches of Chesapeake Bay and had come back to Hampton Roads, Virginia, at Norfolk, the previous day October 12. The ship was anchored in deep water with 60 fathoms of chain on the starboard anchor. Nearby, in a neighboring anchorage, was the old battleship *Wyoming* now converted to an AA Gunnery training ship. *Wyoming* was both heavy and dangerous.

A heavy sea was running in the anchorage with white caps and spray. Knowledgeable observers estimated the wind to be at 15 knots or more. *Wyoming* started dragging anchor and was bearing down on *Terror* in the adjoining anchorage. Ensign Robinson, the OOD, saw the danger, sent for the Captain and began backing down to avoid the impending collision. The net result of the near collision was the loss of *Terror's* starboard anchor and 60 fathoms of chain. The next day was spent with all boats in the water grappling for anchor and chain with no success. Other ships in the area joined in the search but to no avail. Much debris was recovered but no anchor and no chain. An anchor and chain were ordered from the Philadelphia Navy Yard. It came in a week or two. I have no memory of how we got the chain and anchor installed, but we did. That was my first night and day on *Terror* and the events were very useful training for junior

officers of the deck like me. We knew from the events that took place that the OOD and all standing watch with him were bound to exercise extreme vigilance respecting weather and nearby craft.

John Csizmar and I were roommates. John was already a top OOD stander; so I was assigned to stand all OOD watches as JOOD to Johnny. This was very instructive. I was not a very bright Reserve Officer but I did exceptionally well because Johnny was my mentor. I became a top deck watch officer underway, ahead of others, because Johnny was an effective teacher.

September 17, 1942 - October 20, 1942

Terror continued her shake down cruise. There I learned to do piloting navigation by taking bearings and ranges on fixed objects on the shore and plotting them on *Terror's* underway charts. Having practical experience in piloting navigation helped me understand celestial navigation. *Terror* exercised her gun crews in AA practice. Planes would tow a sleeve with a 1000 foot line astern the plane. We never hit anything with our 5/38 AA guns. We did better, however, with our 1.1 quadmount AA guns and the 20mm guns. Those 1.1 quadmounts were unsatisfactory as they had a tendency to jam. They were so unsatisfactory that before *Terror* reported to the Pacific Fleet a year later, *Terror* had four highly effective 40mm quadmounts installed -- one each on the port and starboard quarters forward and one each on the port and starboard quarters aft.

On the shakedown cruise we trained our crews on putting boats in the water and taking them back aboard. This involved working carefully with the OOD when underway or at anchor. We "boxed" the compass, an exercise to take visual bearings on well located targets ashore and plotting them, taking note of what the magnetic bearings were compared to the true bearings on our gyrocompass. Without a gyrocompass working well, a ship is handicapped because the navigator must convert magnetic bearings to true bearings to pinpoint location.

During shakedown our Junior and Senior OOD's learned how to operate the degaussing apparatus which was intended to keep *Terror* from activating influence (magnetic or acoustic) mines. I never did trust the true effectiveness of the degaussing apparatus; however, having it was better than nothing at all.

October 30, 1942 - November 2, 1942

Steamed from Naval Operating Base, Norfolk to Brooklyn Navy Yard, New York, preparatory to joining a task group to go to Casablanca, Morocco, to lay a minefield around Casablanca's harbor to keep German submarines away from Casablanca. This was *Terror's* first steaming in the open Atlantic Ocean. The weather was cloudy and windy. At New York, we got our last mail before steaming to Casablanca. I got a letter from Bess with a picture of Eugenia, who had been born on October 9, 1942.

November 3, 1942 - December 31, 1942

As *Terror* stood out to sea heading eastward toward Casablanca, it was a real comfort for our Task Group to have PBM's and PBY's patrol aircraft with depth charges which they could drop on submarines if German subs tried to interdict our task group. The PBM's were the larger of the seaplanes who were our air escort. They stayed with us for two or more days. The weather was rough. *Terror*, whose length was 452 feet 6 1/2 inches from stem to stern, pitched

forward and aft as if she were little more than a cork. Her bow on pitching forward would dip under the ocean with her forecastle deluged with sea water. The heavy winds and waves would pass over *Terror's* bridge which was about 60 feet above her waterline. She was sixty feet wide at the beam, and she would roll from one side to the other making all but the most salty persons aboard horribly seasick. I was as seasick as a dog, but I was determined not to miss a watch; I never did.

There was a Seamen 2/c class named Paul Peck. His regular topside watch was to sit on a bicycle seat up on the port quarter forward and keep a constant lookout on the 90 degree of arc from 270 degrees relative around to 360 degrees (or dead ahead). Peck was a payclerk striker. He had lots of sense and character. When I was not standing a JOOD watch with Csizmar, I would go up on the signal bridge level where Peck was and talk to him to encourage him to "hang in there"--and Peck did! It was a kind of personal reassuring matter to me. Poor Peck looked so green and seasick, I could take courage from his personal example. I reasoned--quite sensibly--that if Peck could survive looking as green and seasick as he did, surely, I would survive; and I did.

The battle plan for taking Casablanca from the Vichy French was this. The operation of course was top secret. There was an Allied order out to all Allied Navy vessels that there was a 100 mile wide strip across the Atlantic Ocean from New York to Casablanca. If a ship showed up in that wide strip which was not a known part of an allied unit, it was to be taken for sure as enemy and dealt with accordingly. About three days or more out on our journey to Casablanca, a Spanish merchant vessel showed up ahead of us. The Task Group commander alerted all in our task group that somebody was going to have to board the ship and destroy its radios so that it could not send out and report on us or receive instructions on how to interdict us.

When I reported aboard *Terror* on my officer qualifications from under the heading of prior military duty, I reported my having been an officer candidate as PFC David L. Mincey, USMCR at Quantico in the Platoon Leaders Class of July-August 1937. I had qualified in use of the 45 caliber Navy semi-automatic pistol and the 1903 Springfield rifle, a bolt action weapon used by the Army and Marine Corps. Both were holdovers from the 1918 World War. My department head, LCDR H. W. Blakeslee, put me on the ship's boarding party. I had organized my boarding party but did not consider myself and my party really qualified. Blakeslee told me to alert my party and have them on standby so that if the OTC (officer in tactical command) directed *Terror* to board the Spanish vessel, we would be prepared to do so. I told Blakeslee that I would go if I had to but that I did not think our deck division boat crew had been adequately trained in putting a boat in the water with a landing party. I said I feared that we would drown before we got to the Spanish ship. (Actually, I was terrified at the prospect!) It turned out that the OTC was much smarter than I had hoped for. Our anti-submarine screen was made up of destroyers already close to the Spanish ship. Destroyer sailors were much more seamanlike than I was, and their boat crews were more capable than our group would ever pretend to be. Word on TBS (radio talk between ships) 72.5 megacycles that two of the destroyers already near to the ship, were told to stand by and the Spanish ship that it must stand to and let the boarding parties from the two DDs board them; otherwise, it would be sunk. The Spanish ship obeyed. Word came back that the Spanish ship was from a "neutral power". We all know that Spain was in league with Germany and Italy, both of which were de facto enemies. The boarding party searched the ship and destroyed its outgoing radio equipment. It was allowed to go ahead without being shot out of the water and sunk.

The irony of it all was this: the Germans knew of our proposed invasion of Casablanca; they sent their submarines to Casablanca; the subs arrived and were lurking on the bottom of the harbor before *Terror* arrived. As *Terror* had 1000 Mark VI contact mines, each having 350 pounds of TNT, the Task Group commander detached *Terror* a half day earlier and sent us on to Casablanca escorted by two destroyers for *Terror's* protection from torpedo attack. It was common sense not to have *Terror* in the midst of the Task Group. If *Terror* were torpedoed, that would blow the midsection of the Task Group to smithereens. The huge sea wall protected Casablanca Harbor from being an open anchorage. *Terror* with other minelayers, *Miantonomah* CM10 and *Monadnock* CM9, laid a protective minefield around Casablanca Harbor. See Samuel Eliot Morison Operations in the North African Waters, 18 November 1942, page 176. (I distinctly remember that two other old train ferries converted to minelayers, the *Salem* and *Keokuk*, participated in the mine laying; however, on checking Morison I do not see these two mentioned. They do not even show up in the index. Thus they are unsung heroes in that they suffered the same hazards as did *Terror* and the other minelayers.

Just after *Terror* was safely inside the sea wall at Casablanca, the German submarines ran out of air; they had to surface. Before doing so they torpedoed USS *Joseph Hewes* AP-50 (attack transport of personnel), USS *Tasker H. Bliss* AP-42 and other support ships in the harbor. I saw four large support ships including *Bliss* and *Hewes* sink. They had already put their personnel ashore. They sank in water which covered their superstructures but their masts still showed.

There were many minor anti-submarine warfare vessels in the harbor with depth charges. Those which had a way to launch the depth charges by firing them a distance away from the ship involved, did so. Those which could only launch depth charges off their sides and sterns could not launch them because their own depth charges would damage the vessel itself.

Property damage in the sinking of these ships and damage to material still on board was involved. Almost no lives were lost on the sunken ships.

So it was, while we were still behind the sea wall that we saw the entire Casablanca Harbor waters covered with two to five inches of diesel fuel -- the German submarines lost their U-boats and all aboard in that episode.

LCDR Blakeslee, head of the NC Department, had carefully written in longhand a "Top Secret Message" to be sent to all ships afloat at Casablanca telling how the approach to the harbor was closed by a three-deep minefield. LTJG J. M. O'Brien, Communications Officer, carefully encoded the message on one of *Terror's* ECMs (electronic coding machines). I did the same on another ECM. I then decoded O'Brien's message, and he decoded my message. Neither had any error in it. *Terror* sent out by Flashing Light Signals to all ships present the encoded message. Ships that did not have the deciphering capacity to decode the message and to all ships present afloat, were told to have a messenger report to *Terror* and we would furnish a copy of the message in plain language.

There was a British hospital ship, unarmed and operating under the international law code, which made such ships immune to hostile enemy action. The ship did not have the capacity to decode our top secret message. That ship with sea lights burning came to Casablanca Harbor and ran into the outer layer of our minefield. The mine which exploded next to the hull of the hospital ship opened up the seam in the hull five feet above the water. The SOPA (Senior Officer Present Afloat) dispatched two destroyers out to the hospital ship and carefully escorted it to a mooring place alongside *Terror* behind the sea wall. There must have been damage to the

hospital ship below the water. A seagoing tug went out with the destroyers and installed water pumps to help drain out the sea water that had entered the damaged hospital ship. No lives were lost on account of this damage to the hospital ship. All aboard *Terror* exclaimed that this was proof that our mines worked. But what a price they paid!

The amphibious warfare at Casablanca was a terrible loss of life. The poor marines and amphibious army persons who tried to get ashore from landing craft were shot at and wounded from hostile forces on the beach. Those who were wounded, mercifully died from drowning because the seas were rough and it was some time before the landing force got ashore and silenced the Vichy French troops.

By the time *Terror* moored behind the sea wall, the gunfire from the shore to invading ships had ended. One side of the anchor entrance was manned by the French, who had surrendered; the other side was manned by U.S. Army guards. The French called out "Bien venu! Bien vieu, les Americans". We called out, "Thanks, we are glad to be here!".

Loss of life was great in the landing force. Bodies of those killed in the invasion had been picked up and stacked on the beach awaiting fingerprinting and completion of forms for later burial. In those days the enlisted rates were that of Pharmacists Mates-- PhM's. In the modern Navy they are called hospitalmen, HM's. Our chief hospitalman and several of his assistants set up shop in *Terror's* fantail which was forty feet wide or more. Motor launches from the invading forces in what were known as LCP's (landing craft personnel) brought boat loads of the corpses and placed them on *Terror's* fantail. There the bodies were fingerprinted, information from their dogtags were taken down and pictures of the faces were made. *Terror's* hospitalmen spent the better part of two or three days doing this essential work.

The day before our invasion chores were completed, we had "motor launch liberty". *Terror* had two fifty-foot launches. We could put about fifty men in the boats and take a motor launch cruise around the Casablanca Harbor. Things were too unsettled and dangerous for us to try to go over into the City of Casablanca.

The French had a beautiful new battleship at Casablanca Harbor which had not been completed. It was moored starboard to the dock with the bow pointed out to sea. The Vichy French managed to load its main battleship battery and fire it toward the *USS Augusta*. The French vessel was the *Jean Bart*, with 16 inch battleship main battery. Allied forces torpedo-bomber fighters bombed the fantail of *Jean Bart* so that she sunk at the stern and thus had her main battery pointed to the sky so that the French could not aim the main battery at any surface targets. *Terror's* motorboat launch liberty party rode slowly beside the *Jean Bart* and enjoyed her ultra-modern appearance. She was a beautiful battleship.

Terror came back to the United States arriving at Naval Operating Base, Norfolk, just after Thanksgiving. The return to the U.S. was even worse than going to Casablanca. In Casablanca Harbor, *Terror* picked up a large wire (cable) which enveloped *Terror's* starboard screw. This caused heavy vibration all the time but worsened when *Terror's* stern came up out of the water. When we got back to NOB Norfolk, *Terror* steamed out into reasonably deep water and had Warrant Gunner Singleton, our skilled diver, dive beneath the starboard screw and cut away as much of the wire as he could. I took turns with others in running a hand pump which kept Gunner Singleton supplied with fresh air while he did his underwater work. The removal of the wire was not enough. Running across the Atlantic with the starboard screw mismatched by the weight of the entangled wire left the starboard screw bent so that it vibrated at even slow speeds. Thus *Terror* was given Navy yard time at the Portsmouth Navy Yard, next to Norfolk.

There we were put in dry dock, our bottom was cleaned of barnacles, and repainted and a new screw installed.

Captain Blakeslee's USS *TERROR* CM5 WAR CRUISE CHART shows that on returning from Casablanca in late November 1942, *Terror* remained in the Chesapeake Bay until October 2, 1943, when she got underway to report to the U.S. Pacific Fleet via the Panama Canal. More needs to be said about our active duty in the Chesapeake Bay.

At nearby Williamsburg, the U.S. Navy had a boot camp (basic training for new enlistees) at Camp Perry Virginia. Every two weeks Camp Perry would send to *Terror* a detail of about fifty men with Seaman 2nd class rating for two weeks of intensive seagoing training. *Terror* screened these men; those who wanted to advance in the engineering department were assigned to LT Glascock's Engineering Department. *Terror* had two main engine rooms where steam was generated to run our main propulsion plant. The engineering strikers stood watches in the engine room, forward or aft, depending on which one *Terror* was using for steaming. She could steam at 20 knots with just one engine room on the line. In theory with both engine rooms on line, she could steam at five more knots of speed. It would take a perfectly smooth bottom, free of barnacles, for *Terror* to make and sustain a forward speed of 25 knots. It seemed ironic that doubling the power with a second engine on the line could not add as much as, or more than five knots. The Engineering Department has three Divisions; the first, Engineering Division Forward was E-1, (MF) the second in charge of the Engine Aft was E-2 (MA), the division in charge of all auxiliary machinery was the A Division. For example, amidships, *Terror* had two decks down below the main deck, a 250 KW diesel automatic electrical generator. Whenever we had a battle damage drill in which *Terror's* main electrical power was disabled, the A division generator always automatically cut in producing electrical power of lights and fire fighting. Alas, when *Terror* was struck by the JAP JUDY Kamikaze at Kerama Retto, SW of Okinawa on May 1, 1945, the auxiliary generator did not come on. Had we not had nearby ships to draw close to us and fight our fires, we would have had internal explosions and would have sunk. I do not remember the name of the A division man of the engineering department who donned an oxygen breathing apparatus and went down in the A Division location of the 250 KW generator and helped get it started. This enabled *Terror's* damage control department to set the by-pass lines that would let electricity go around the damaged part of *Terror* amidships and run fire fighting pumps. Whoever he was, he was our savior. We were able to keep our ready service ammunition lockers cool and in time throw the ammo over the side before it blew up from over heating.

The other men who wanted to become Gunners Mates and Boatswains Mates were assigned to three deck Divisions. The First Division manned our number one and two 5/38 main battery; the Second Division manned our three and four 5/38 guns; the Third Division manned our twenty 20 mm anti-aircraft weapons and our four quadmount 40 mm AA mounts. The details from Camp Perry were trained in these three divisions. These divisions had our port and starboard motor launches and our 50 foot launches; but, when *Terror* joined the Pacific Fleet in 1944, we put our 40 foot launches ashore. We could not afford the luxury of the extra 40 foot launches.

I was kind of self-appointed Public Relations Officer for *Terror*. When Naval Academy students or officers came aboard to see *Terror*, I would conduct a tour with them and give them an account of *Terror* and what she had done in her two short years in commission.

Until *Terror* got orders to report to Commander in Chief of U.S. Pacific Fleet, *Terror* carried on a vigorous seagoing training program with details from Camp Perry, Virginia.

Soon after returning from Casablanca, Captain Fitch issued me orders to report to USS Alcor (Flagship of ComServLant Vice admiral Alex Sharp) for two weeks duty in the Communication Office of Admiral Sharp. These two weeks I worked under LCDR Charles Mayo (a Georgia Tech graduate from Waycross), Sharp's Communication Officer. ComServLant was a big command; seeing communications from a Vice Admiral's standpoint was very instructive. We worked together again when Sharp became ComMinPac Pacific Fleet and took *Terror* as his flagship.

October 2, 1943

Terror steamed from Norfolk, Virginia, to the Panama Canal en route with two DE's as protection from submarine attacks. Captain Blakeslee's War Cruise Chart shows *Terror* was underway from Norfolk to Panama Canal between October 2, 1943, to October 10, 1943.

This eight-day cruise was uneventful respecting possible submarine attacks. *Terror* had all the Atlantic Fleet intelligence reports about German subs. Apparently none were in our path to Panama. One of the DE's had an officer "come down" with an attack of appendicitis. *Terror's* medical officer was a Board Certified surgeon. The DE's medical officer had no substantial surgery training. In an area where there was quite calm waters, hardly any whitecaps at all, *Terror* slowed down so that the DE could send its sick officer to *Terror* by its own motorboat. *Terror* stayed with just enough engine speed to make quick turns if the occasion demanded. The medical officer on the DE had already sedated the officer. Our Dr. Fidler removed the appendix and we soon were able to put the officer back aboard his ship accompanied by senior H Division petty officers to attend to him on the short trip back.

As we were steaming past Cuba, on our starboard side (west), I could see the lights of Cuba from our bridge deck about 60 feet above the water line. *Terror* still had an old fashioned crow's nest atop our mainmast. I was JOOD with John Czismar OOD. I climbed to the top of the mainmast and had a good view of Cuba. After *Terror* joined the Pacific Fleet, we had surface radar installed and the crow's nest was replaced with more effective lookout.

Terror anchored overnight at the port on the Atlantic side of the Panama Canal. We did not go ashore. The next day our turn to go through the Canal to the Pacific Ocean came. We entered the canal and had an uneventful passage through the canal. Standing OOD watches underway in the canal was easy, respecting how to stay on the right course. There were stadium rods erected in the canal so that the OOD could keep the stadium rods in perfect line. Whatever that called for on the compass was the correct heading of the ship's bow. Going through the canal involved going into canal locks where the ship would be raised to the new level. There were several locks through which *Terror* was raised and maybe a few where she was lowered.

When *Terror* got to Panama City on the westerly side of the canal, *Terror* had a few days of liberty. The wartime security was so good that ships were allowed to have half their officers and crew ashore instead of the usual one-third. There was a ratio of shore patrol officers and men which each ship had to put ashore to augment the military police force.

October 10, 1943

Terror arrived at San Francisco. We were unescorted the whole trip from Panama City to San Francisco. Apparently, Naval Intelligence indicated that no Japanese submarines would be in the area in which we traveled. We steamed northwesterly well off the coast of Central America and Mexico and although we could not see land from the ship, our radar showed it clearly.

Terror had a large cargo space. Her mine deck was the whole second deck down from the main deck. It had mine tracks (somewhat like a railroad) from which mines could be launched. The second deck below the main had large mine storage areas with almost as much room as the mine deck. Commander Service Atlantic Fleet had *Terror* loaded with military cargo to be delivered to Commander Service Force Pacific Fleet, under whom we would operate for administrative and combat assignments. Some of this cargo was shipping boxes full of then popular 30 caliber Colt carbines. Somebody broke into one or more of the boxes and took out the rifles. The ship's chief of police was an older Chief Boatswains Mate (a retread from World War I). He found the theft and reported it to the Executive Officer. Captain Fitch ordered the gunnery department to make an inch-by-inch search of *Terror* to find the missing carbines. Not one was found. The Captain said the whole ship would be denied liberty until the thief was discovered. Thus, only the ship's postman got ashore to pick up *Terror's* mail. We never learned who the thief was and regular liberty resumed in Hawaii.

The entries on Captain Blakeslee's War Cruise Chart from October 10 to Oct. 15, 1943, show that *Terror* was underway from San Francisco to Pearl Harbor. The chart shows we were at Pearl Harbor (I recall anchored at West Loch) where we took on Mark II influence mines preparatory to going to Funa Futi in the Ellice Islands just south of the equator and just west of 180 degree Meridian, thus in another complete quarter of the globe.

We took aboard Captain Robly Clark, USN, and operated under him as so-called "commodore", not an official title but usually a very senior Navy Captain who is in command of an operation involving more than one ship. Captain Clark was a mine warfare expert. The Mark II mines were live 10-foot long sections. Unlike the Mark VI mine, which detonates when hit by a vessel's hull, the Mark II mine was activated by the magnetic influence of the ship's hull which triggered the mine's firing mechanism.

As stated on the chart, *Terror* was at Funa Futi from November 9 to November 28, 1943. This was a small atoll which had not been captured by the Japanese. It was a protectorate of Great Britain from the settlement of World War I, one of many central Pacific Islands under its control. A wooden survey ship of the U.S. Navy was the only other Navy vessel at Funa Futi, which was being "groomed" to be a battle-damaged ship anchorage for the upcoming taking of Tarawa and Makin in the Gilbert Islands from the Japanese. A large company of Seabees (Navy Construction Battalions) arrived at Funa Futi during our first presence there, accompanied by two large floating barges towed by a seagoing tug. *Terror* had a large galley from which she could feed the Seabees until their own mess was completed.

One of the barges was brought along *Terror's* port side and Jacob's Ladders were put over the side so that the Seabees could come aboard for a noon and evening meal in *Terror's* after messing space. *Terror* served our crew early, and Seabees (mainly stevedores) came aboard for late noon and evening meals. The commanding officer of the Seabees was a Commander in the Navy's Construction Battalion. *Terror* also had a dentist and a Board Certified surgeon aboard and our sick bay saw to the Seabees' health care needs while our galley serviced their messing

needs. "Mess cooks" are not a Navy rating; this term applies to crew members assigned as additional duty to the Supply Division in providing meals. The Seabees sent aboard their own mess cooks who helped our own S Division crew members.

The survey ship was dragging a steel wire astern of its survey craft. When the cable engaged a barnacle standing tall enough to damage a ship with depth of 18 feet or deeper, the corals were charted so that ships coming into Funa Futi harbor would avoid damage to their hulls.

Charts of Funa Futi Harbor did not show the threatening coral outcroppings which stood up from the Harbor's bottom like stalagmites in a cave. Despite the cautions about such sources of hull damage, *Terror* struck one of these coral outcroppings. In order to control the rolling, side to side, *Terror*, with her wide bottom, had in addition to its main keel amidships, a starboard and port hull keel. One of these coral outcroppings ripped a part of the starboard hull keel so that the helmsman would have to keep the rudder five or more degrees to port in order for *Terror* to steam ahead. As soon as *Terror* anchored in safe waters, Gunner Singleton, qualified in undersea diving and damage repair, could go under the starboard keel with an undersea welding torch and cut off the part of the starboard hull keel so that *Terror* could steam ahead with the rudder amidships. I do not remember just when we got a piece of starboard hull keel put back on *Terror*. I think when we got to San Francisco, we were able to get *Terror* in small dry dock and had her bottom cleaned and a piece of the hull keel replaced.

Terror's first stay at Funa Futi, according to the Chart, was from November 9 to November 20, 1943. Japanese Torpedo Bombers flew over Funa Futi every bright moonlit night and tried to bomb the runway which was a clear white color from the white clay over which it was scraped. The Marine Corps had fighters on each side of the runway which were easy targets for the Japanese aircraft. The Japanese planes flew higher than the effective range of *Terror's* 5/38 cal. main battery. When the Jap Judys flew over, *Terror* went to General Quarters and we fired on the bombers. We could not hit the planes but our fire power was good enough to keep them above our five inch shells which exploded when maximum altitude was reached.

Terror was always SOPA at any anchorage where the Commanding Officer of any other ship present was not a senior Commander in the Navy. Captain Fitch had been a submariner and as a very young junior Ensign had served aboard the USS Georgia. He was a brilliant scientist who knew much about the Navy's mine warfare and had been passed over for the Navy rank of Captain.

When *Terror* stood into any harbor where we knew the commanding officers of other vessels present had to be no higher than Commander, we felt free to two-block SOPA because there were hardly any Navy Commanders in the Navy senior to Captain Fitch.

Still a protectorate of Great Britain from World War I, Funa Futi had a British Consul. All the civilians on the main island of Funa Futi had been removed and had set up homes on an island nearby. We frequently went ashore on the main island. Captain Fitch was aware of his obligation to "call upon" the British Consul. I had an old fashioned briefcase. Captain Fitch told me to get my briefcase and accompany him to visit the Consul. The briefcase made me look as if I had important papers of Captain Fitch. The Consul had his living quarters in a small hut made of the local white clay with a thatched roof. The British Consulate flew the Union Jack on a nearby flag staff; also the U.S. flag indicating that Britain approved of the United States' military presence at Funa Futi. Our visit concluded with tea being served by native women.

Terror, having been at Pearl Harbor from December 4 to December 9, 1943, left for Tarawa in the Gilbert Islands, where she remained until December 25, 1943.

Tarawa, an atoll with its principal island being very small, was the place where more blood had been spilled from Japanese and U.S. Marine Corps infantry than any other battle in the war to date. The Japanese had made an earth filled access to a loading dock in the bay of the Tarawa lagoon. It was there that I took a church party from *Terror* on Tarawa's main island. The Marines had to kill every Japanese soldier they encountered; they simply would not surrender. The Island Commander was a Marine Corps Brigadier General. His office was on a walnut wood extension of the dock from the earthen fill, a short distance further in the lagoon. At the end of this wooden extension (like the top of a "T"), the General had a staff which received and sent messages to ships in the Tarawa lagoon by flashing light. *Terror's* commanding officer was Commander H.W. Fitch, USN, one of the most senior officers with the rank of Commander in the U.S. Pacific Fleet. Admiral Nimitz sent *Terror* a secret message which had to be delivered in person to the Brigadier General. I took a launch from *Terror* and delivered this message.

Almost all of the Japanese on the island had been killed and buried in ordinary trench graves dug by Seabees. The odor of the dead permeated the island from these shallow graves. A few Japanese did survive and manage to hide by crawling up on the under framing of the walnut board portion of the dock. The Japanese who survived could get sea-rations, which were lying everywhere, but were famished for water. A Marine sentry had a three-gallon bucket in which he had bathed and then washed his socks. One of the surviving Japanese, hidden under the dock, reached for the bucket; the Marine sentry shot his left arm. After I got back aboard *Terror*, she received a flashing light message in plain language asking whether we had brig accommodations for a Japanese prisoner who ought to be interrogated. The Marine Corps sentry brought the prisoner to the *Terror's* brig until a Japanese language officer could be found. Seeing the prisoner's left arm was bleeding profusely when the tourniquet was eased off, *Terror's* OOD sent him and the sentry to Sick Bay to be treated by Dr. A.J. Fidler. The only x-ray machine was in the Dental Department. It showed the 30 cal. carbine bullet went through the opening of the two bones in the left arm without breaking the bone. The sentry and I were present when Dr. Fidler was reading the x-ray. I congratulated the sentry for his marksmanship. His laconic reply was "Hell, lieutenant, I disgraced the Corps. I was not shooting at his raised arm, I was shooting at the SOB's head. I missed my mark by at least one foot!"

A heavy cruiser at anchor in the atoll lagoon having a language officer aboard, sent him to *Terror* to interrogate the prisoner. The prisoner was a handsome man, at least six feet tall, quite unlike the rank and file of ordinary Japanese soldiers. He told the language officer he was not a soldier but a civilian forced laborer. At this point the language officer told the prisoner "Let me see your hands!" He felt his hands and said, "This SOB is no forced laborer; he is one of the elite Japanese, somewhat like the Marine Corps." The language officer could not get any worthwhile military intelligence from the prisoner, and he was returned to the brig. We did not keep him long; nothing more was heard about him.

At Tarawa on this first visit, I went ashore with Gunner Singleton. We found a Japanese anti-aircraft gun with the gun crew still seated in the control seats of the unit, burned as black as soot by flame throwers. Gunner Singleton took one of the 1 3/4 inch AA gun shells and took out its missile and primer. Its gun would have its measurements in the metric system. I have kept that shell and some camera film wrappers, with Japanese writing on them, as mementos of Tarawa.

1943

December 25 to December 29, *Terror* was underway from Tarawa to Espirito Santos in the New Hebrides Islands. Somewhere out in this part of the world, *Terror* managed to have two New Year days and two Christmases. At one time, I could explain just how this could take place. It is strange indeed that when one is underway crossing the international date line (180 degrees), the mere crossing of that date line moves all those aboard to the next calendar day.

A Letter Home

Tuesday, December 20, 1943

Dear Family,

*Six days shalt thou labor and do all thou art able,
And on the Seventh--holystone the decks and scrape the cable!*

Richard Henry Dana's TWO YEARS BEFORE THE MAST was like this in the middle 1800's. Seagoing for men in the Navy at war in 1943 is a great deal the same--except that decks are no longer white from holystoning, as in peace time, but are a dull, hard-to-see-at-a-distance, battleship gray. Constant seagoing keeps the deck hands ever at war against rust; the radio gang busy 24 hours a day copying encoded radio dispatches to the fleet; the gunnery department up to their necks by day and night in drills and vigilant gun watches; the engineers busy keeping ship's machinery in good working order; and all other departments busy, standing watches, doing jobs in their particular lines.

Yes, it's business as usual aboard my ship on Sunday, as on every other Navy ship which finds herself underway or at anchor in a war zone. But on Sunday before Christmas, 1943, I attended church services with a party of 25 men from my ship on a little island somewhere in the Pacific--church services more unusual than any other I have ever, or will ever, attend.

The uniform for our church party for enlisted men was clean dungarees with clean white hats; officers wore khaki, no tie, collar unbuttoned. Names in my detail varied all the way from just plain Murphy to Majchrzak. As we rode toward the beach in our motor launch, I thought of the possible reasons for the sudden turn to religion on the part of Protestants. (The Catholics always have good attendance upon mass; the Protestants, alas, are usually only four or five!) Was it a feel of a need for God out of fear because of recent Jap bombing raids? Was it curiosity to get a closer view of the island, strewn as it was with the wreckage of fierce fighting only a short time past? Or was it, as it should be, an honest-to-goodness desire to go to church on Sunday?

My thoughts along this line were interrupted when I heard the coxswain ring one bell, a signal to the launch engineer to slow down the RPM's, because we were approaching the landing. On a none-too-stable pier, at a shallow dock, I lined my detail up; and we marched, rout step, along the dusty pier and dusty coral, jeep-and-heavy-truck-traveled road to our church.

Some short while ago this building fragment, now a temporary place of worship, might well itself have been a Shinto Temple; moreover, there were evidences that it had been, although the fact that both of its ends were torn out and there were holes in its sides and roof made in

battle, rendered it difficult to decide its exact previous usage. The altar and our pews were constructed alike: 4 x 4's, a number of which had Japanese writing characters in vertical lines, strung across five-gallon cans as foundations. Our congregation was made up of men from other ships and Marines and Seabees from the island; our minister was a lieutenant in the Navy, a pious but earnest and alert-appearing man of past thirty-five.

Before services began, I scanned my surroundings; for we were on the now cleaner end of the battle-torn island which I had not yet inspected. Across the road I saw near the living quarters of some Marines a heap of earth; on a sign at one end were printed the words: "Here lies a dead Jap--let the sonovabitch rest in peace." Through an open end of our church I saw our flag and the British flag two-blocked on separate coconut trees whose palms had been burned black from shell fire and later removed by those who made flag poles of the trees. Now and then a breeze from seaward side of the island would unfurl the flags; but the pure sea air passed over the other end of the island where many Japs lay buried in shallow graves on the beach, in their fox holes and pill boxes where they had fallen in battle; and before the sea breeze reached us and the flags, it had picked up a faint, yet positive malodor arising from the decaying bodies of dead Japanese. (An earlier tour of that end of the island on another day had shown that American dead had been given a proper burial; Japs, however were buried deeper as time allowed. First, the island was being refortified by Americans at unusual speed.)

My attention was called to the beginning of services when the chaplain's aid passed hymn books around, and the minister announced we would sing Christmas hymns, beginning with O Come All Ye Faithful. By the end of the hymn and the beginning of the opening prayer I somehow forgot my strange setting and joined in the Lord's Prayer in a prayerful mood. Somehow saying the Lord's Prayer there seemed as natural as it ever had; somehow I felt as much at home in that odd church as I did in Mercer's Chapel when Dr. Hansford Johnson led the same prayer. (Indeed, the chaplain had a mellow voice, a great deal like Dr. Johnson.) The sermon began by a reading of the Christmas story and progressed by the outlining of the Christian church of today by contrasting its simple beginning with the Speechless Babe of Bethlehem and its present, benevolent, world-wide power. The sermon concluded with illustrations of the personal power of Christianity when believed in and practiced today.

The whole congregation seemed to enter into a spirit of worship and seemed oblivious to the occasional barking of a small, multicolored mastiff left behind by his now-dead Jap owners. (The Jap dog's barking sounded no different from ordinary American dogs!) A black bantam hen, catching flies, ran here and there in the church, but we all listened on to the sermon. Once right at the beginning of the service, a fighter plane took off from a dusty runway strip near the church and blew torrents of dust our way; but we just buttoned up our collars and put on our hats until the deluge of dust had passed and listened on to the sermon.

The sermon ended; a prayer of dismissal followed the last hymn; we went out, retracing our steps of an hour or so ago, back to business as usual aboard ship.

1943

Whatever took us there, our church party (to a man, almost, I believe) received something inwardly beneficial from that service--that representation of the true Christmas spirit--which will outlast our ever-to-be-remembered memory of the sordid surroundings of that temporary place of Christian worship on that Sunday before Christmas, 1943, somewhere in the Pacific.

I am quite well and back now where I am as safe as you. I have delayed mailing this until I am sure these conditions exist. So don't worry.

Much love to all,

David

December 29, 1943, to January 8, 1944, *Terror* was at Espirito Santos during which time *Terror* got no mail. Captain Fitch would not allow *Terror* to come up on line and tell CINCPAC at Pearl Harbor to route our mail to Espirito Santos. The Captain thought that CINCPAC knew where we were and would send our mail in due time. It did not seem to bother him that the other 450 persons aboard wanted to have their mail delivered. In my study of the obligations of the skipper of a ship, morale is a prime obligation. Herein Captain Fitch was not attentive to a prime obligation.

Terror's crew made up a baseball team and played other ships' and commands' ball teams and we did very well. At Espirito Santos I found a roommate of mine from Northwestern University, where I took a cram course, who was an executive officer of a boat pool at the busy allied harbor. I invited him to come aboard and have lunch with me; instead, he sent a boat out to me and said he would show me the island.

There is a breed of cattle specifically bred to withstand hot temperature. As we were riding about in my friend's jeep, I saw cattle which looked as if they were purple in color. Indeed, they were purple in color. I recited the following lines to my host from Gelett Burgess:

*I never saw a purple cow.
I never hope to see one,
But I will tell you anyhow,
I'd rather see than be one.*

Espirito Santos was much like the small atolls in the Pacific where ancient volcanoes millions of years ago erupted up to sea level, and over many years the rim of the volcano built up and formed small islands. The purpose for our trip to Espirito was to pick up a U.S. Army gas warfare unit and deliver it to Guadalcanal and Tulagi in the South Pacific. The mine warfare had a lethal chemical gas manufacturing unit and a few enlisted men; the officer in charge was a First Lieutenant, U.S. Army. The United States never used poison gas in combat; however, we had it on hand so that if the Japanese used it, we could retaliate.

January 13 to January 15, 1944, *Terror* was at Guadalcanal, from which we steamed to Makin Island, one of the Gilberts, above the equator. One of President Roosevelt's sons was a LTCOL with the Army or Marine Corps. He and his unit took Makin from the Japanese with far less difficulty than Tarawa, and with a minimum of casualties.

January 15 to February 6, 1944, *Terror* was underway from Guadalcanal to Pearl Harbor; leaving Pearl Harbor February 13 for San Francisco. *Terror's* junior officers, those under the rank of LCDR, decided that since we had been in combat duty with a year in the Atlantic Fleet were salty enough to wear mustaches and beards. All of us tried; I could not grow a beard but did grow a respectable, almost red, mustache.

Harry Rovinger claimed to have graduated from law school but had not become a lawyer; however, he talked as if he knew the law. He looked very much like the then popular Wallace Beery, a rough looking western movie actor. Rovenger grew the woolliest beard of anybody; he looked awful! When *Terror* reported to CincPac and was moored starboard side to a dock in West Loch, where much ammunition was kept, Admiral Nimitz (then a four star admiral) and Admiral Calhoun (then a three star admiral) came to the dock in a black sedan with a Marine Corps driver. The sedan, with front and rear mountings of stars to indicate the occupants of the car were Flag Officers covered, parked at *Terror's* gangway, and the admirals came aboard with no announcement. Ordinarily, if such admirals wanted to be formal, they would have notified *Terror* who would have had side boys pipe them aboard. Admiral Nimitz (CincPac) and Admiral

Calhoun (ComServPac) came to West Loch unannounced to see just what *Terror* was like. They are the ones whom LTJG Rovenger welcomed aboard *Terror*. Rovenger, despite his unkempt appearance was an alert person. He sent the boatswains mate of the watch to the Captain's and Executive Officer's quarters. He apologized for not having them on the quarter deck to welcome the two aboard. Admiral Nimitz told Rovenger this was all right as we are fighting a war. We want to inspect the ship in order to know how best to use her. Fitch and Blakeslee (then X-O) welcomed the two aboard and gave them a good overlook of *Terror's* large freight-carrying capacity.

The next day the Plan of the Day put out an order to all commissioned and warrant officers; it required all to be clean-shaven at all times and OOD to have cleaned and pressed uniforms. Conservative mustaches were allowed. Blakeslee, always a model of dress and demeanor, wore a modest mustache which broke the aspect of his tall upper lip.

To maintain chronological order in these narratives, I now note that *Terror* made a quick trip to Port Chicago, just north of San Francisco, to pick up a load of ammunition. At West Loch there was a terrible explosion from ammunition which caused a great loss of ammunition needed for an upcoming invasion. I suspected it was sabotage although I had no special knowledge of this. Many Japanese persons, U.S. citizens, worked at the West Loch Ammo Depot. John Csizmar and I were OOD and JOOD respectively. We got *Terror* out of the West Loch with the aid of a tug and brought her back to West Loch without any trouble. We had taken aboard one or more persons injured in the West Loch explosion. Dr. Fidler "patched them up"; one of them died at sea during the night. I have a sad feeling when I recall writing this in the ship's log. *Terror* had to put out to sea at night to avoid possible damage to the ship. The next day we had orders to go to San Francisco and return post haste with ammunition for the invading fleet.

The Navy had a large number of senior Navy Captains who had not been promoted to Commodore or Admiral. These senior captains were put to sea with real combat groups for practical experience so they could brush up on their seagoing skills. USF 10-A was the Chief of Naval Operations Basic Fleet Orders for vessels underway in time of war. There had been a recent change in the rules for recommencing zig-zagging the next morning after having zig-zagging suspended after dark. The new rule made a difference when the Task Group began zig-zagging again after sun up when the Task Group was obliged to recommence zig-zagging without further order. I forget what interval of time change there was and why it was different. I was custodian of classified publications and was a top OOD watch stander underway. I had made a note of the change. When the Washington inquired by flashing light why we had not started zig-zagging under the old rule, I was able to tell the signal bridge to reply: SEE USF 10-A at page _____. A brief reply came "Thanks, we did not know".

Blakeslee, himself a Naval Academy graduate, who knew personally some of the senior captains being trained to become senior fighting ship commanders, said "Washington ought to have a custodian of publications who keeps up with changes like our ship!". As I write the rough draft of this now, I recall that his particular tale came much later than our first trip to Kwajalein because this took place soon after LCDR Ed Inman became our Executive Officer. I recall when we stood out to sea from Pearl Harbor that Blakeslee had left the bridge with me as OOD and with Ed Inman, Executive Officer in charge. Inman, of course, let me leave Pearl Harbor and form in line as number three in the right hand column. Ed said to me, "Dave, you have it now. I am going down to supper." I asked Mr. Inman to wait please until the formation was complete. I said I know I can do it but want you to be present and make sure I am doing it right. Ed stayed

on, and in about fifteen minutes, *Terror* was in her place in formation. I told Ed "I have it now. Thanks for staying." He was a Georgia Tech officer who previously had command of the *Montgomery*, an old World War II DD which had been converted to a Destroyer Minelayer.

July - August 1944

Guam's mountains rise high out of the ocean with but little beach; hence, Marine Corps' 3rd Division and Army's 7th Infantry Division could not have land based artillery initially available. They had to rely longer on use of U.S. Navy guns to support ground forces initial and intermediate landings for movement inland. U.S. Navy's Bureau of Ordnance (Bu Ord) had specially developed "short loaded" 5/38 and 5/25 Caliber ammunition designed to serve in lieu of field artillery howitzers customarily used to support infantry forward movement. U.S. Navy destroyers with special training and with Marine Corps and Army fire direction personnel used the short loaded Navy gunfire to lob high explosive shells over Mount Santa Rosa and other mountains to sustain the routing of the Japanese defense. U.S.S. *Terror* went to the Marianas invasion loaded with a miscellany of cargo to help support the taking of Saipan and Tinian and the retaking of Guam. The *Terror* carried a substantial cargo of ammunition, arriving first at Saipan in July 31, 1944, where we off-loaded 2450 100 lb. fragmentation bomb clusters. The campaign to capture Saipan and Tinian had peaked but was still fiercely in progress. *Terror* took aboard three Japanese prisoners from a patrol craft which had picked them up, where they were clinging to the yardarm of a sunken Japanese ship in Saipan Harbor. Dr. A.J. Fidler surgically removed shrapnel from the back of one of the prisoners. I watched him perform the surgery.

Late evening July 31, 1944, *Terror* received a radio dispatch that our short loaded ammo was needed to re-supply the Navy gun support at Guam. The first phase of the assault in Guam, 21-28 July 1944, was about complete. The Japanese had been driven largely from the beaches and the seaward side of high ground. Our infantry had to pursue them over the mountains and destroy them to make Guam secure. As *Terror* steamed in the narrow passage between the southern tip of Saipan and the northern tip of Tinian (en route to Guam overnight) I watched U.S. Navy destroyers fire star shells to illuminate caves where Japanese were "holed up". I saw the fire from Marine Corps flame-throwers as they burned out the pockets of Japanese resistance.

Terror steamed slowly overnight in a two-leg course designed to have us pass a safe distance west of Rota (still Japanese occupied). We were destined to arrive at Apra Harbor, Guam, at daylight.

Terror was the first large U.S. Navy ship to enter Apra Harbor at 0945, August 1, 1944. By 1000 hours we had moored to a Japanese mooring buoy in Berth C-1. We "kicked around" so as to be starboard side parallel to Orote peninsula. We dropped a stern anchor to hold the parallel position. U.S. Marine Corp infantry and tanks were still cleaning up Japanese troops on Orote peninsula. We could not stand on weather decks on starboard side because small arms fire from the ongoing action on Orote occasionally struck our ship--though due to the distance, the velocity of the bullets was largely spent. We watched this through our optical range finder.

From 1000 hours August 1 through 1700 hours August 4, 1944, *Terror* resupplied the "howitzer type" Navy ammo in round-the-clock operations. At times, LCMs were alongside both our port bow and port quarter receiving ammo. While the *Terror* loaded the ammunition we "kept house" for an Army photographic team which had used all its film and also some international news reporters (war correspondents) who had boarded *Terror* for transport back to Pearl Harbor. Next to the last day *Terror* was at Apra Harbor, Captain Blakeslee, Lt. Csizmar

1944

and I took the Captain's gig and went inland in a boat canal as far as the canal was open. We marched, route step, and hitchhiked to Agana (capital of Guam) which had just been retaken by the 3rd Marine Division. The city was in a war-torn state. Women, children and the elderly had been evacuated to LSTs in Apra Harbor and LSTs were unloading tank cargo decks that were being made into temporary hospitals and living quarters.

3rd Marine Division landings on July 28, 1944, had successfully run Japanese inland and out of Agana when I arrived there on foot six days later. I was glad to get back to the *Terror* safe and sound and privately vowed never to go ashore again before a place was officially "secured"; unless, of course, ordered to do so.

Human suffering was everywhere. I shared my room and bunk with an Army Lieutenant in charge of the Photographic Unit. He slept when I was standing OOD or CIC watches or doing work in my communication office; otherwise, he lounged in the wardroom.

The island was not "officially secured" until August 10 (a week after *Terror* left for Pearl Harbor with a few wounded Marines). We converted the admiral's cabin into temporary hospital quarters. I was a self-appointed "chaplain" who made daily rounds calling on the wounded while we were in passage back to Pearl Harbor. Our wounded passengers were few in numbers. Some had serious wounds but were partially mobile. They could get to the head and back for essential personal hygiene.

The 77th Infantry Division's light casualties (41 killed in action and 104 wounded) is attributed in large part to a naval shelling of 2500 rounds of 5 and 6 inch ammunition daily for three days. The *Terror's* resupply of ammo therefore did its part in retaking Mount Santa Rosa!

October 19, 1944

We were at Garapan Anchorage Tanapag Harbor, Saipan, a neighbor of Tinian. We off-loaded 116 aircraft torpedoes, 65 tons of miscellaneous freight and 1000 round of 5/38 AA common. We left the Saipan-Tinian area and returned to Ulithi in the Western Caroline Islands by October 23, 1944. Ulithi, Eniwethok and Majuro were sort of nice "home like" atolls, just a day or two of steaming behind forward active combat zones. We took on more ammunition to carry forward to the Saipan-Tinian area.

November 2, 1944

We were again at Garapan Anchorage, Saipan Harbor, where we off-loaded 5/38 ammunition and Mark 25 mines. On November 6, 1944, we went again to Apra Harbor, Guam, where we off-loaded mine sweeping gear. U.S. Army Air Corps B 29's from Tinian were regularly bombing the Japanese home islands. Each wing of bombers loaded influence mines. Intelligence reports showed these mines were a serious problem to Japanese coastal shipping. We had aboard some chemical warfare (gas) and other special warfare gear and a detail in charge which were destined to go into the battle for the recapture of the Philippines. We left Guam to go to Manus and Los Negros in the Admiralty Islands staging area for the invasion of the Philippines.

The Mustang And The Admiral

John F. Csizmar was my roommate on USS *Terror* (CM-5) Ward Room State Room 0102 for two years of World War II. He lived across the passageway for another nine months. John was a mustang--slang for commissioned officer of the U.S. Navy who began his career as an enlisted man and worked his way up through the ranks.

John's career began in World War I. As a lad of just fifteen years, he borrowed a neighbor's (one Johnny O'Bretzky's) birth certificate and enlisted under that alias aboard a U.S. destroyer at Bridgeport, Connecticut, John's home. A few months later his Commanding Officer learned of John's true age and identity and gave John an administrative discharge under honorable conditions. John had thus earned the right and honor to wear the World I Victory Medal and Ribbon.

John spent a great deal of time at sea on destroyers in deck divisions. When he was promoted to Boatswain's Mate first class he had such an outstanding professional record he was ordered to serve as a leading petty officer at a recruit training station.

A Warrant Boatswain is primarily a skilled seaman. He knows ship's routine from putting ship's boats over the side and recovering them, underway and in port. He knows ship's anchors, line handling, mooring the ship and ground tackle. In short, he is skilled in all elements of seamanship underway and in port. A Warrant Boatswain is required to be a leader of men. John was all of this and more. He was a Chief Boatswain's Mate with twenty years of service and about to be retired when Roosevelt's Lend Lease Program was begun. Under Lend Lease the United States supplied munitions and critical war material to Great Britain. It was an essential link in winning the war against Germany. The Navy gave John a warrant as Boatswain and held him over. He was not yet thirty-seven when the Navy saw its needs for experienced junior commissioned officers. John was given a commission as Ensign.

When I reported aboard the USS *Terror* in October 1942, John was a salty Ensign, serving as First Division Officer. (I am not the direct-commission officer of the title hereto, but I was a direct-commission ensign with only a two months crash course of training at Northwestern University in Chicago, IL.) John's formal education was about ninth grade, but his knowledge of the Navy and the Naval profession was boundless. Somewhere along the way he had learned to speak and write correct English.

John had literally grown up in the U.S. Navy. He knew the Navy inside out and served with a quiet pride which showed clearly in the way he did his work and the way he lived with his fellow officers and men.

For example, even in the worst kind of weather, John always wore fresh working khakis; his tie was perfectly tied. His nails were always clean and well filed--though he said sportingly that in spirit he still had red lead under his nails, having come up through the ranks and from having chipped and wire brushed off tons of rusty paint and having polished bright works and applying gallons of red lead as a primer and a final coat of gray throughout a ship's weather deck to which his division had been assigned.

John had a marked military bearing with an ease about it--not the painful look of a Marine private standing sentry watch.

All of *Terror's* junior officers underwent an ongoing vigorous program of training on the job in their various departments. School was held in the Ward Room daily. Much of this was old hat for John. He attended classes and helped me afterwards with the many things I did not know.

By the time *Terror* had gone to the invasion of Casablanca, Morocco (November, 1942), and had returned to the states, the junior officers were learning to function in a responsible manner. *Terror* was a training ship for recruits in the Chesapeake Bay area until ordered to the Pacific Fleet in October, 1943.

By the time *Terror* passed through the Panama Canal and joined the Pacific Fleet, the reserves and mustangs had completed their own professional shake-down and functioned well as department heads and deck watch officers underway.

When we arrived at Funa Futi, Ellice Islands, in support of the invasion of Tarawa, we had all become sun-tanned and salty. We were bombed by high flying Japanese planes every moonlit night. We fired back, but our 5" guns could not hit the out-of-range Japanese bombers.

About the time we were moving into the invasion of Guam, the reserve junior officers and mustangs had been promoted to the O-3 rank of senior lieutenant.

In time for our invasion of Guam, one Thomas H. Bartindale reported aboard. He had recently been given a direct commission from civilian life as a senior lieutenant. His date of rank was senior to John's. Bartindale had served briefly at the Solomons Naval Mine Depot, Solomons, Maryland, as liaison officer--whatever that was. He had impeccable credentials with a degree in engineering from the Colorado School of Engineering. It galled the hell out of John and other officers junior to Bartindale that a senior officer had come aboard with a winter-bleached countenance from having served ashore only, and at best, only in brackish water. Moreover, he had never smelled gunpowder spent in firing at the enemy.

Terror's Captain always kept his three most experienced deck watch officers for OOD underway. At the time Bartindale came aboard, John was senior watch officer underway and I was second on the list. I forget who my relief was. Captain Blakeslee summoned John and told him he must train Bartindale to become senior OOD underway. "Why Captain, Bartindale doesn't even know which is the bow and which is the stern." John said. "Train him, Csizmar" the Captain replied, "and when he is qualified, certify it to me. Bartindale will then become senior watch officer, you will be second and Mincey will move back to third. That's the way it's going to be". "Aye, aye, Sir" said John. True to his Navy upbringing and obligations John set about with a will to train Bartindale.

The old in crowd had talked horribly about Bartindale. Some suggested his engineering degree might have come from a diploma mill. Actually, Bartindale was a highly intelligent and extremely likable officer, patriotic and committed to do well. He really was an engineer; his credentials were true. Time cured the initial resentment we felt about this brackish-water interloper. Bartindale learned fast and well.

The officer of the deck on a ship stands watch with his junior OOD four hours on and eight hours off. The eight hours off is misleading. He must get in a full day's work at his office, assigned division or department area and get his sleep and meals also. On long stretches of the wide and deep Pacific there are many hours when the OOD and JOOD underway can get to know each other well.

John and Bartindale, his trainee-JOOD, formed a warm and lasting friendship which was contagious and all came to accept Bartindale. It was an earned acceptance on Bartindale's part. Both were in their early 40's but still retained a devilish, boyish disposition for mischief.

For the uninitiated, I relate the matter of an officer of the deck relieving the OOD on duty which is one of solemn ceremony and importance. The relieving OOD reports a good twenty minutes before the hour of relief, renders a smart salute and says "I am ready to relieve you, Sir". Whereupon, the incumbent OOD reports to the relieving OOD the course, speed and tactical situation (including weather) and, in general, makes the relieving OOD familiar with current operations conditions.

When he understands the situation he is undertaking, the relieving OOD renders a smart salute (usually by ten before the hour) and says, "I relieve you, Sir". At this juncture, the relieving OOD becomes officer of the deck speaking with the authority of the Captain.

Good-natured fun and friendly practices began between John and Bartindale on his becoming senior OOD. Departing radically from Navy custom and practice (but all in jest), John would report to relieve Bartindale. If no senior officer was present, instead of the proper salute, John would thumb his nose at Bartindale and inquire "What's the dope, Dope?" Bartindale took this banter good-naturedly. John continued his playful non-regulation relieving of Bartindale until Admiral Sharp broke it up one dark night at Okinawa.

Now comes the true tale; all else has been introductory material.

Admiral Sharp was a crusty old gentleman who had graduated from the Naval Academy before World War I. He had served in combat as a junior officer and previously as a Lieutenant, had command of a destroyer. When I met him in 1942, he was Vice Admiral (three shining silver stars) and was Commander Service Force Atlantic Fleet (ComServLant). His ship was the Alcor moored at Pier 5, NOB Norfolk. He used his personal standing to get all Minecraft Pacific Fleet put under a single type and tactical command, Commander Minecraft, Pacific Fleet (ComMinPac) and took *Terror* for his flag ship.

Terror was at Manus and Los Negros, Admiralty Islands, staging for the invasion of the Philippines, loaded with spare parts for minecraft and net layers. *Terror* received a priority dispatch. We were ordered to off-load our gear to other CMs in the area and return to the Navy Yard at Pearl Harbor to be outfitted to have Admiral Sharp and a large staff come aboard. We were to become an operational flagship for the invasion of Iwo Jima and Okinawa--and if we survived, the invasion of the Japanese home islands.

In the intensive training that took place for this invasion, *Terror's* officers and men became a real integrated fighting and operations team. Old rivalries regarding Bartindale were forgotten now that he had universal general acceptance. The boyish pranks of Csizmar and Bartindale continued.

In our invasion of Okinawa, Japanese suicide planes were frightfully effective defensive warfare. On Radar Picket Station 10 (ninety miles due west of Okinawa) the destroyers on Roger Peter 10 (IFD circuit standard radio talk) were hit by suicide planes daily. This happened with such regularity that the Task Force Commander would send a new destroyer out to man Roger Peter 10 and have a sub-chaser ready to pick up survivors in case of a suicide plane crash.

Throughout WWII, Navy ships at sea were always operated with darken ship; we never turned on our running lights. Night watch standers learned to get up, dress and go to their exterior battle stations in pitch black night. If one used any light, it was a red-bulb flashlight. Red is the

shortest wave length color in the seven visible primary colors and is least likely to cause pupilar contraction. Night watch standers had to have night vision of a cat.

At 2130 hours of the night in question, John was scheduled to start the midwatch; Bartindale was ready to come off the 20-2400 watch. *Terror* was anchored at Kerama Retto, a horseshoe-shaped group of islands fifteen miles southwest of Okinawa. In daylight hours we had a hard day, having gone to battle stations many times to fend off Kamikaze attacks.

Phil Barus, QM1c, was quartermaster of the watch in the 20-2400 hour watch. He had gone down to give John his 2130 call to relieve Bartindale. In his efficient manner, John quickly dressed in the dark, felt his way to the pilothouse, where the OOD would be waiting to be relieved.

That night was a classic case of Stygian darkness--dark so black one felt he could cut it with a knife. On *Terror's* bridge that night one could not see men to recognize them. Indeed, one saw only different shades of darkened shapes that presented black on black silhouettes.

Admiral Sharp had worked late at his desk that night. He had just come to the bridge to get some fresh air and receive the current tactical situation directly from the OOD. Admiral Sharp was standing against a porthole and appeared to John to be Bartindale, both being the same size. Bartindale was on the port wing of the bridge checking on the alertness of lookouts and the 40mm gun crew.

John decided to give Bartindale one of his special prankish relievings of the watch. He moved swiftly up to Admiral Sharp thinking he was Bartindale. He thrust his extended right hand into the buttocks of Admiral Sharp (still thinking he was Bartindale), lifted the Admiral's visor cap from his head, planning to rub his hand across Bartindale's bald pate. As he did this, he inquired quickly "What's the dope, Dope?"

To John's mortification he felt the cut, but full head, of gray hair on Admiral Sharp's head.

Admiral Sharp seldom, if ever, gave a junior officer a title of Mister; but at this crucial moment, he wheeled around and inquired in a strong voice, "Mister Csizmar, is this the way you customarily relieve the watch?"

The admiral swiftly retreated to his quarters, not giving John time to reply.

Phil Barus saw and heard it all. He was writing his quartermaster's log for the watch just ending. Phil told me about the incident and suggested I be as supportive of John as possible. All knew how totally proper John really was and how mortified he felt about this gross misbehavior.

John's color at the noon meal that day was noticeably bad. He looked grave and concerned. He called me to his stateroom about 1230. We took off our shoes, propped our feet on the stateroom desks and wiggled our tired toes, looking at them contemplatively. I did not let on I knew John's plight. I asked in a caring way, "What's the matter, Johnny? Tell me what's wrong with you."

"Davey", said John, "After twenty-four years of honorable service in the Navy I have played the damn fool--and they'll court martial me, sure has hell! Will you help defend me, Davey?"

"It can't be all that bad, Johnny", I said; "Tell me what's wrong".

"I goosed the Admiral in the seat-- I checked his oil, Davey--and before I discovered my God-awful mistake, I went on to rub old Bartindale's slick bald head and found myself rubbing the Admiral's stubby gray military haircut".

Just as John was completing this account of his tragedy, Admiral Sharp's Marine Corps orderly came up the passageway and knocked on John's stateroom door. John's color, already bad, became pale. He looked like a corpse whom the undertaker had finished dressing for the funeral but with no touch-up rouge.

The orderly in stiff formal fashion said: "Mr. Csizmar, the Admiral sends his compliments and requests the honor of your company at dinner tonight at the Admiral's mess, 1800 hours. May I give him your acceptance?"

There was a long and deadly silence while John collected his composure.

"Tell Admiral Sharp I am honored", Csizmar said, "and I accept his kind invitation with pleasure."

Happy Ending

I did not have to defend John Csizmar at any court martial.

John's color and good nature came back. He reported to me with glee that the Admiral had him occupy the seat of honor next to him at dinner--with the Chief of Staff on the other side. The Admiral and the Mustang, two salty old sea-warriors, talked the Old Navy, which they knew and loved and served with pride.

Not a word was said about John's unmilitary manner of relieving the deck.

The Invasion and Occupation of Iwo Jima

Halfway between the Marianas and Japan lies the island of Iwo Jima. The Japanese had used this otherwise useless piece of real estate to launch air attacks against B-29's bombing the Japanese homeland. From an American perspective, Iwo Jima, if occupied, would place their bombers that much closer to Japan and as an added bonus the airstrip would be a safe haven for crippled American aircraft on returning from bomb runs against Japan. Accordingly, the great Japanese naval base at Truk was bypassed and the bloody battle for Iwo Jima was undertaken,

There was a small, uninhabited island in the Hawaiian Group, whose name I do not recall. Admiral Nimitz, CIC of the Pacific Fleet, ordered the leading ships in the plan to invade Iwo Jima to conduct a trial practice of three days to replicate the three days planned for the actual taking of Iwo Jima. Charlie Mayo (Sharp's communication officer) and I as *Terror's* communication officer had been correcting and updating the Top Secret plan to invade Iwo Jima.

Blakeslee had me meet with all officers of *Terror* in the Ward Room wherein I summarized what we were to do in practice. Somebody--I guess it was Admiral Sharp's standing that got it for us--a TDD (Target Drone) Unit aboard. The officer in charge of the small target gasoline powered plane was either a LTJG Navy or Aircorps First Lieutenant. Those small target planes in the TDD Unit were said to cost \$15,000.00 each. The practicing ships were directed not to shoot down the *drone* on the first two simulated attacks but on the third attack, the ship most nearly attacked was entitled to shoot it down. This exercise lent more realism to our AA practice. The ship closest to the drone in the water recovered it and got it back to the TDD Unit on *Terror*. That unit repaired the drone and got it in condition to be used in later TDDs.

Terror was among the first of large size ships to enter the waters west of Iwo Jima. The operation plan called for the U.S. Navy to conduct a feint plan to invade Iwo Jima on its SE end. The feint drew a large defensive force down to the SE end to stop the invasion which appeared to begin there. Large DM's and DMS's, destroyers converted to minelayers and minesweepers, went ahead and swept the ocean south of and west of Iwo Jima. *Terror* operated in the waters west of Iwo Jima with anti-submarine destroyers as protection until Kerama Retto was occupied March 25 and 26, 1945. Admiral Sharp took Coast Guard cutter *Bibb* as his operational Flag Ship when supervising the sweeping of waters in the northern reaches of Iwo Jima.

Terror was ordered by the operational commander to close in to optimum distance to fire our main battery at Japanese artillery units housed in concrete bunkers. On my 27th birthday February 18, 1945, I was OOD while *Terror* was bombarding the Iwo Jima artillery bunkers. Sharp's operation officer, Capt. Robly Clark, was on the bridge with me. Admiral Sharp and Captain Blakeslee were on the bridge portside watching our rounds from our 5/38 caliber battery as they hit the Japanese bunker housing a twin mount 6" artillery piece. When *Terror* hit the bunker, it fired a round at *Terror* and overshot her. Then its next round fell short about 100 yards. Captain Clark said "Mincey, let's get the hell out of here; the next round will hit us sure as hell"; whereupon, I ordered hard right rudder to the wheel and said steady on course (so many degrees) which would have *Terror* present a stern target of 40 to 50 feet wide instead of the 452 feet 10 1/2 inches she presented with her port side parallel to Iwo Jima and the artillery battery.

USS *Pensacola* (CA21) was in main-battery range to hit the Japanese artillery unit which was firing at *Terror*. *Pensacola* was off the southern end of Iwo Jima. *Pensacola* fired its two forward main battery at the Japanese unit and hit it. The Japanese unit fired back and hit

Pensacola amidships on the port side where she had the apparatus for launching seaplanes. *Pensacola's* armor piercing guns penetrated the Japanese concrete block unit and silenced it.

While *Terror* was conducting its artillery firing on Japanese artillery hits, the LCI(G)449 flashed an urgent message to *Terror*, "permission to come alongside for urgent repairs". *Terror* replied, "Come alongside". LCI(G)449 replied it could only back down because her bow had been virtually shot away by Japanese D-1 artillery fire. So it was *Terror* came alongside LCI(G)449 on its starboard side. LCI(G)449 was a bloody mess - 21 killed and 18 wounded.

Terror took aboard the living wounded and later, following careful triage, gave sick bay care to the wounded. *Terror* had LCDR Warden, Admiral Sharp's Flag surgeon, and our ship's medical officer Robert Richert and a staff of pharmacists mates to give emergency medical care.

All commissioned officers on the 449 had been killed. The ranking petty officer was a coxswain and had done a remarkable job. A wounded man who could hold a tourniquet was put alongside a man who would otherwise have bled to death. The Coxswain had orange crates set up to give him height of eye. He had a soundpower phone line back to steering aft. He gave orders to the man in steering aft. The survivors of 449 did a remarkable damage control operation; they put bed springs and blankets against the most forward bulkhead which would "hold" sea water so that with the bow practically shot off, the 449 could stay afloat.

Terror had no way to preserve the bodies of the 21 men killed. The men made up burial shrouds with sail cloth in which five inch expended shells were put to make the shroud sink. *Terror* had no chaplain. Admiral Sharp conducted funeral services from a prayer book he had aboard. We buried the men at sea, sliding their bodies over the side from mess tables.

As Captain Blakslee's War Cruise chart shows, when Iwo Jima was substantially occupied by invading U.S. Marines, *Terror* steamed to Saipan Feb. 19 - 20, 1945, and thence on to Ulithi Feb. 22 where we rested Feb.22 to March 19, 1945, and prepared to go to Okinawa to help take that large island from the Japanese.

USS TERROR AND (UDT)s

On D-1 at Iwo Jima, USS *Terror* stood by to pick up the UDT (under water demolition team) which were carried almost to the beach to cut Japanese mines which would have killed the Marines when they landed the following day.

I suppose *Terror* was chosen for this "chore" because we were a minelayer with many mines aboard in our cargo space and because we had embarked Rear Admiral Alex Sharp, USN, commanding officer of the newly-created type and tactical-command titled *ComMinPac*.

I do not know who provided the UDT with transportation to Iwo Jima prior to their performing their duties. I believe that LCI(G)'s took UDT's in as close as they could safely and let them swim to the beach of Iwo Jima to cut loose Japanese mines and cause the mines to be sunk by gunfire from LCI's. In any event, *Terror* had orders to stand by to receive the UDT's and take them aboard for rejuvenation. The members of the UDT's were handsome men; all appeared to be at least six feet tall and weight at least 200 pounds.

One or more LCI's brought the teams to *Terror*. We had put down the starboard side accommodation ladder to take them aboard. Dr. Richert, our ship's physician, had drawn down at least two quarts of first class whiskey, kept aboard strictly for medicinal use. (It was against Navy Regulations for whiskey to be kept aboard for any other purpose.) The UDT members each took his "dram" of whiskey, and were taken to the ship's sick bay where they could put on dry

clothing, after having performed the dangerous but essential chore of freeing the shores of Iwo Jima of mines to make it possible for invading Marines to go ashore without being blown up by mines.

A real human interest event took place. When the UDT members were mustered on the deck abaft the quarterdeck, the officer in charge reported one team member absent. I do not recall his having been called aboard the ship's public address system to report to the quarterdeck for muster. I do recall that our Chief Master At Arms mustered the ship's entire police force who were sent to search the ship and bring to muster the missing team member. It took awhile, but the missing team member was found and rejoined his unit. They were taken from *Terror* to the ship which was scheduled to accommodate the UDT unit until it had more work to do. No reason was given for the missing team member not mustering with the rest of his unit.

USS TERROR AND THE INVASION AND CAPTURE OF IWO JIMA

Rear Admiral Alexander Sharp, Commander Minecraft U.S. Pacific Fleet, came aboard *Terror* in January, 1945. His staff made up at least 100 officers and men. *Terror* had substantial alterations made to accommodate the extra personnel. Officers' state rooms usually had bunks for two officers with two desks and two accommodation safes. In order that the officers' staterooms could accommodate one more man each, bunks were installed above the desks. They were anchored to the forward bulkhead of the stateroom so that when not in use, the bunks could lie flat against the bulkhead.

On *Terror's* main deck level, the original plan included a separate warrant officers' mess space. This space was converted to junior officers' staterooms. Flag officers of the rank of LTJG or junior could live there. Extra "heads" were installed to accommodate them for bathing and other bathroom purposes.

I had roomed with John Csizmar from October 1942, to January 1945, across the passageway in officers' quarters on the port side. With the Flag staff embarked, the X-O revised the original space allocation in wardroom country. This broke up my rooming with John Csizmar. In the stateroom on the starboard side, LT Ed Ballard, LTJG Hall, newly arrived supply officer and I had to share the stateroom previously shared by just two officers. We three were reserve officers and did not practice rank. We drew straws. The one with the shortest straw agreed he would sleep in the bunk over the desks. That was most unkind but was the unanimous agreement. "Pay" Hall as we called him, drew the shortest straw for the bunk over the desk, I drew the middle length straw and so had the upper bunk and Ballard drew the longest and so slept under me in the bottom bunk.

To get ready to go to sea, *Terror's* crew had to take on and store away securely all kinds of extra parts for ships of MineCraft Pacific Fleet. This took days of hard work. Heavy details from all the deck divisions and a few from the engineering division worked hard in this endeavor. So it was when *Terror* was underway to Iwo Jima, Admiral Sharp asked permission to address *Terror's* crew over the ship's public address system.

Sharp came on in a voice which was easy to understand. He had no doubt planned his remarks; he gave them well. In short, he complimented *Terror's* crew for their having taken aboard, in arduous labor, all the supplies and equipment for MineCraft Pacific. He said *Terror's* men had performed well the tasks and had performed in such a manner that they should be recognized and praised for their work which he characterized as "above and beyond the regular

call of duty". He got personal about it and said in all his years in the Navy, he was always proud of the enlisted men with whom he had worked, but in this case, *Terror's* men were the *most outstanding* and a tribute to outstanding service in wartime.

The Divine Wind

As the war in the Pacific progressed, the military leaders knew a base would be needed to support the invasion of the Japanese home islands. While Formosa (Taiwan) was seriously considered, the Ryukyu Islands was settled upon as the most promising invasion target. Of the approximately 150 islands comprising the chain, the largest, Okinawa was selected. This, the central island, some 60 miles long and roughly 350 nautical miles from Tokyo, was deemed a perfect piece of real estate for building up and launching the final invasion.

*The invasion, launched on March 26 with an assault on islands in the Kerama Retto. The battle was on and would prove to be the bloodiest in the history of the U. S. Navy and some of that blood would be shed by men of the USS *Terror*. On the American side were troops numbering some 189,000 soldiers and marines. The naval side mustered some 1500 ships of all sizes and descriptions. This armada was the equal of the invasion force at Normandy the previous June. The Japanese knowing this was a last ditch defense, could not hope to match this force but they did have what they considered the equalizer, kamikaze -- the Divine Wind.*

*Knowing invasion was imminent, the Japanese initiated operation "Ten Go". This was a kamikaze operation involving 4500 suicide planes attacking the U.S. fleet. At the time of the initial attack, only 436 aircraft were available but these accounted for 38 ships damaged and one sunk - a harbinger of things to come. When the invasion ended, the navy had suffered 34 ships sunk, and 368 damaged. The navy men wounded numbered 4874 and more than 4900 were killed. *Terror* herself was knocked out of the war.*

*March 22 found *Terror* underway from Ulithi bound for Okinawa and arriving at Kerama Retto on March 29. Immediately upon arrival, *Terror* dispensed ammunition, oil, sweep gear, fresh water and supplies of all types and anchored in berth K-88, Kerama Kaikyo, Kerama Retto. This was intended to be a safe anchorage where ships could seek refuge from the battle and if necessary undergo minor repairs and was known to all as "suicide gulch". A description well earned.*

The month of April can be summarized quickly. A month spent providing logistics for units of the mine fleet, undergoing constant air attacks, 93 calls to General quarters, unrelenting tension and little rest. The month of April at Kerama Retto was the worst the ship had endured to that date.

*Things had been fairly quiet in "suicide gulch" for a couple of days. True, on Monday a kamikaze had hit a destroyer but this was considered a quiet time; and, on Tuesday, May 1, a *Judy* had slipped through for the only attack on that date. This one, at 0356, targeting *Terror*, came in on the port beam, passed astern, reversed course and slammed into the starboard superstructure. A Coast Guard cutter USCG *Bibb*, anchored near *Terror* managed to fire a few rounds as the plane roared by but the shots were ineffective.*

*The two 500 pound bombs carried by the plane exploded with tremendous effect while the three incendiaries added to the raging inferno. When the final casualty count was made, 48 of *Terror's* officers and men had been killed while 123 had been wounded.*

My battle station was Combat Information Center (CIC) watch officer. If the Jap Judy (a torpedo-bomber-fighter--TBF) had just one more degree less left rudder on--that is, if he had been headed just one degree more to his right--he would have struck my battle station instead of Sick Bay, which was about thirty feet abaft my location. I would have been blown to pieces or burned as black as a coal, as was Dr. Robert Rickert, our ship's physician. The last bulkhead to hold was an inboard bulkhead separating the Captain's Sea cabin from CIC. That bulkhead, by the way, dished in behind me like a soup bowl--but it held. I was frightened to the core. I felt the intense heat--like what one feels when he sticks his head in the open door of a cooking oven which is 400 degrees Fahrenheit. I gave the curt order to my men, "Let's get the hell out of here!" Along with my fellow survivors, I spent the rest of the day and far into the next fighting fire, throwing boxes of hot ammunition over the side before it exploded from loss of its volatiles, and performing triage with the wounded to help them get transferred to other ships where emergency service was available. We had no main or auxiliary power.

The Japanese suicide plane killed our main supply of power in the forward engine room. Our 250 KW emergency power supply did not come on; our p 500's and Handy-Billy pumps would not come on and stay on. Those of us who could, organized work details in which we took our ready service ammunition which would explode and kill us all if we did not throw the ammo over the side. Some of my NC Division men and others available formed a "chain" work party and threw over the side all the ammo in a locker on the deck level of the bridge and got the ammo over the side before it got too hot and exploded.

Finally, nearby ships came close by and showered *Terror* and her fires with so much water we were listing to starboard to a dangerous degree. After we got a little energy supply, Captain Blakeslee left the bridge and went to the damage control center to shift the fuel in the lower part of the ship to the port side empty storage spaces. This corrected the list to starboard.

As soon as we had our fires killed down, we could negotiate to essential places within the ship, and using our own pumps, pump out the sea water in the spaces which caused the list. Blakeslee stayed in damage control and shifted the fuel back to lower storage spaces such that *Terror* was now safe with no list at all.

After *Terror* was dive-bombed by the Jap Judy at Kerma Retto, she spent several days doing temporary repairs so as to be able to travel back to Pearl Harbor and thence to Mare Island Navy Yard on the West Coast. A fleet repair ship came alongside *Terror* and with acetylene torches cut away parts of the damaged superstructure and hull. The repair crew built a wooden cover over the large hole in our superstructure. This cover was inch-thick lumber twelve inches wide over which a large canvas tarpaulin was nailed to keep the ship amidship rain-proof.

The wardroom was completely burned out. Just forward of the wardroom, the ship's superstructure was largely intact. The admiral's quarters were made into a temporary hospital where our ship's medical department could hospitalize and treat the injured men still aboard.

In this condition *Terror* steamed back to Tinian where many of our men were in a local hospital. I went over and called on all our men I could find and took the names and addresses of their kin and promised to write--and I did write-- letters telling that their relative had been wounded but would be coming home as soon as they were healed enough to allow them to travel.

Meanwhile, Commander Richard Spofford USN, prospective relieving commanding officer came aboard *Terror*. Captain Blakeslee told CDR Spofford to stand all underway OOD watches with LT David Mincey, who would bring CDR Spofford up to date with handling *Terror*

1945

underway. Captain Spofford stood all OOD watches with me--even mid watches--and learned carefully and well how to handle *Terror*. These were watches from Tinian back to Pearl Harbor and back to San Francisco. Spofford appointed me as his acting X-O at Mare Island Navy Yard where *Terror* was rebuilt and outfitted with extra AA guns, etc. He asked me to go back to sea with him. I had seen my wife but once in two years and had not seen my daughter for all of the two years. I had orders to detach when "directed by my commanding" officer and go home for thirty days leave and then to report to Sixth Naval District for recommendations for my new assignment. Captain Spofford did not insist that I stay with him. I left *Terror* in August 1945, just a few days before she went back to sea on a shakedown cruise after war damage and alterations including adding more AA guns were completed.

Late 1945

by

Allie Ryan

August 15, 1945, San Francisco: VJ Day, victory over Japan, and the end of fighting in World War II. This day would not live on as a great holiday but at this time it was the most important day in history. The war was over! The boys would be coming home and life would return to normal. From San Francisco to every corner of the country folks celebrated wildly. In San Francisco people by the thousands thronged Market Street; bells rang, horns blared and whiskey flowed like water. The war was over and the boys would be coming home.

August 15, 1945, Mare Island Naval shipyard: Little work would be done here this day. The war was over! On *Terror*, berthed at 23S, the revolving door of personnel had worked overtime for the last few days with men leaving for Separation Centers and civilian life while other newcomers reported aboard for further duty. Now, while the rest of the world celebrated the wars end, *Terror* slowly came to life. At 0630 boilers #2 and #3 were lit, at 0655 LCDR Inman left the ship, at 0708 Yard tug #134 moored at the port bow and the civilian pilot came aboard.

Underway at 0801 and left behind in *Terror's* wake, memories of Vallejo and the San Francisco Bay Area. The ship also left behind five men who went AOL on the muster of the 14th and failed to appear for departure on the 15th. Their records and future would be waiting for them at Treasure Island. With a Coast Guard pilot and the civilian pilot at the conn *Terror* retraced a now familiar route. Swing down San Pablo Bay, hang a left and watch the Bay Bridge and Alcatraz slide by on the port side. San Francisco has yet to show signs of the activity that would create a hangover lasting a week. On the right Marin County and Sausalito pass quietly by. Through the gate, leaving Seal Rocks and Sutro's Gardens with its world famous pools and that great watering hole, the Cliff House, in its wake

Drop the pilot and now the open sea. The bowl shaped Bay Area with its "natural air conditioning", (that's what the natives call it, while visitors call it just plain - cold) gives way to the warm breezes and gentle rolling of the Pacific. Here one can relax, watch the flying fish skim along, and gaze at the always present seabirds soaring and wheeling but never flying. Life is good even if you lack enough points to go home. You find yourself traveling the same route used by the Duponts and Rockefellers in the luxury Matson Liners, although you are downgraded just a bit, but there is an added bonus - the war is over.

The ship is running on a zigzag plan; probably just habit. At 1945 General Quarters and AA firing practice, fourteen rounds of 5" ammo along with 107 rounds of 40mm and 160 rounds of 20mm fired into the heavens. Secured General Quarters at 2105 and set condition 11 and Baker. Old habits die hard.

August 16 and ship's routine starts to settle in place. 0615 General Quarters and at 0730 secured from General Quarters. Mustered crew at 0800 and turn to. Lifted safeties by hand on #2 boiler, set clocks back one half hour. At 0130 radar picks up unidentified ship at five miles, *Terror* takes evasive action. Gun drills at 1355. Exercised General Quarters at 2010 hours. The ship's destination is Pearl Harbor and one can almost hear the throbbing steel guitars, see the hula dancers and sense, best of all, liberty!

August 21, 2100 hours moored at Pearl Harbor and August 24, underway to Saipan. Little liberty this time around. At Pearl Harbor loaded 6 tons of dry stores and unloaded some

Late 1945

personnel to be replaced by other personnel. Reality has now set in and all realize that, for the mine warfare fleet, the war is not over. In the Pacific alone, mines by the tens of thousands had been laid in all waters. The Japanese utilized the moored contact mine for defensive purposes around the home islands as well as the occupied territories. These would have to be swept, cut loose and sunk or destroyed. American surface and air elements had planted *influence* mines by the tens of thousands throughout the Pacific and this would entail meticulous sweeping by AM's, YMS's and AMc's to make oceans, harbors and rivers passable

September 2-5: Anchored at Saipan. Topped of the fuel supply. Relieved SS *New Echota* of 61900 gallons of fuel. Daily activity has never varied since Mare Island. Incessant drills - GQ, Fire and Rescue, Gunnery and every remaining drill known to the Navy. Now up anchor and off to Okinawa.

September 9 - October 20: Okinawa. For 41 days Buckner Bay at Okinawa was home to *Terror* and her crew. Life went on in a seemingly endless cycle of tender duties for smaller craft, hosting the Flag from time to time and as a transfer facility for personnel coming and going. The most significant events of this time frame was the - weather

The Big Blast

A pair of Tropical storms hit Okinawa during the stay of *Terror*; typhoon *Louise* left a lasting impression. The first warning occurred on October 4 when an advisory of a weak storm was issued by Guam Weather Central. The storm was tracked and updates were sent every six hours for the next four days. While the storm gathered in intensity, it followed a fairly predictable pattern which would take it between Formosa (Taiwan) and Okinawa.. During the next few hours the storm suddenly veered and headed directly for Okinawa. A great gathering of Naval and merchant ships were present in the presumed safety of Buckner Bay when late on the 8th of September weather warnings were received, much too late for the ships to seek open water and a reasonable chance to survive.

In *Terror's* Log, Lt. Garner departed a bit from the usual dry, pointed language commonly used and recorded "a menacing, ominous sky, colored with a gold mixed with purple, heavy and darkened." Little did he know how ominous this really would be. At 1000 the wind was at 40K and the barometer was rapidly dropping. At 1400 hours the wind velocity reached 80K accompanied by a driving rain. Seas pounded in at 35 feet resulting in ships dragging anchor seemingly in all directions. At 1600 hours and the winds had reached 100K. The bay was in total darkness and ships and small craft were hurled about like toys. Many of those that avoided collision in the bay were driven ashore. Ships were grounded on the beach by the hundreds. Many ships were blown across the bay, dragging anchor the entire way; then, blown back again with a shift in the wind, still dragging anchor.

At 1224 hours *Terror* experienced a near thing. With wind velocity increasing rapidly, the ship was maneuvering with both rudder and engine heaving on both anchors. At this time *Mona Island* broke loose from her mooring and out of control, bore down on *Terror*. The resulting collision was a simple brush of the starboard quarter by *Mona Island* and the resulting damage to *Terror* was minor. Through the ordeal engine, rudder and port anchor (the starboard anchor was fouled in the port chain) working in concert, enabled the ship to maintain a safe position and weather the storm. After the ordeal, *Terror* cared for hundreds of survivors of ships that had been sunk or grounded.

Late 1945

Conditions on the beach were terrible. The prolonged torrential rains had created a sea of mud. Heavy winds destroyed tents, quonset huts were ripped apart and blown away. Stores, medical supplies and virtually everything else was lost.

The casualty toll on ships defied imagination. Ships sunk (12), ships grounded (222), ships that could not be repaired by crewmen (32). Within two months 79 ships had been re-floated and 132 were under repair. Of the 90 with major repair, only 10 were worth saving..

The only significant damage to the ship in these Pacific storms occurred on September 16 when, during that typhoon, the old Fleet Oiler USS *Patoka* collided with *Terror*. At 0620 hours the old oiler dragged her bow across *Terror's* starboard quarter and cleared the stern. The damage, while not critical, was extensive. Hull plates were pierced in four places, all above the water line; each gash approximately two feet long. Degaussing girdles #1 and #2 were grounded. Fuel oil and vent pipes damaged and tail shaft damage. The ship successfully rode out the storm and repairs would wait.

Sasebo, Kyushu, Japan. October 22 -November 21

Sasebo, home of one of Imperial Japan's great naval bases is now the hub of minesweeping activities by the U.S. Navy. On October 22, *Terror* entered Sasebo Harbor and tied up to an anchored buoy in berth 14. Here, for the next month, the ship would serve as Flag for Admiral Struble and his CoMinPac staff. Ship's company would busy themselves on a daily basis serving as tender for units of the minesweeping details. The principal occupation was the transfer of thousands of gallons of fresh water and fuel oil to YMS's and other smaller craft moored alongside. Transfer of fuel, supplies and gear enabled mine sweeping to continue at an accelerated pace.

The never ending movement of personnel continued unabated, Flag personnel in and out, men arriving for medical treatment and men transferred to USS *Samaritan* for more drastic medical measures. Men of ship's company were transferred to other minewarfare units while other men were brought in to fill vacant slots. The mass movement of men to Separation Centers stateside as points added up and finally transport of marines and naval people to Pearl Harbor for transfer and separation.

On November 17, USS *Panamint* (AGC-13) moored alongside *Terror* at berth 13 and now began a massive transfer of men and gear off *Terror* to *Panamint*. SOPA (Senior Officer Present Afloat) was now CoMinPac on *Panamint*. The Group Communications ship was now Admiral Struble's Flagship. The scene now was a mass infusion of men bound for Pearl Harbor en route -home.

At 1225 hours on November 20, *Terror* in company with *Hambleton* (DMS-20) and *Impeccable* (AM-320) departed Kogosuki Light, Sasebo bound for Pearl Harbor.
Pearl Harbor, Oahu, TH, December 7

At 1407 hours, the tugs were away and *Terror's* bow crossed the sill of Drydock # 2 at the Pearl Harbor Navy Yard, Pearl Harbor. At 1420 special sea detail, engines, steering engine and gyro compass - secured. Finally all boilers secured and fresh water received from the dock.

The remainder of the month would be spent on hull repair, endless hours of chipping, painting, scraping and housekeeping in general. To maximize activity, fire fighting and gunnery schools drew some attention. For off hours, Recreation Centers flourished while Honolulu accommodated Port and Starboard liberty. *Terror* gave its share of business to the Shore Patrol. Incidents from the beach included a lowly Fireman assaulting a Honolulu police officer and almost daily escorts to the ship of luckless individuals charged with excessive liquor

Late 1945

consumption or worse, attempting to smuggle liquor through the gate. Schenley's Whiskey appeared to be the favored brand. The only defense against this corrupt behavior was the dreaded Captains Mast. On one day alone, Capt. Spofford held 10 of these mini courts and all culprits were found guilty. The charges in all cases alleged defendants were drunk or smuggling liquor and the accused found they could not hide behind a rating. All received 30 hours except one second class petty officer (drunk) who got 3 days in the brig, bread and water, while a chief petty officer (smuggling one quart liquor) got a Summary Court Martial.

Despite these minor transgressions, the people of *Terror* conducted themselves in a civilized manner and life went on equally divided between housekeeping and play. So, the days slipped by. Christmas came and went while 1945, a terribly bad year, ended on a high note and thoughts of home.

As the new year began there was no change in the daily routine on *Terror*. The ship remained in dry dock undergoing hull repair. The officers and crew maintained a steady schedule of housekeeping, chipping, scraping, painting and liberty. Some slight change of pace was offered by the daily comings and goings of school details, off to gunnery, fire fighting, fire control and any number of naval subjects.

Life proceeded along these lines until January 11 when *Terror*, repairs completed, left dry-dock and returned to her natural element. *Terror* had, in her brief lifetime, been submitted to some indignities. First the damage from the suicide plane on May 1, 1945. This was followed, of course, by the banging about at the hands of *Patoka*, at Okinawa, leading to the repairs just completed. The present affair would prove more awkward than damaging.

Terror's log fails to do justice to the scene but does cover the bare details. It was noted that the services from the dock were secured and *Terror* was on her own - nearly. At 1243 the ship "was water born (sic). 1250 stopped flooding dock, ship listing --- to port due to error in weight computations". While this was undoubtedly true, the visual effect for crew and civilian bystanders was considerably more dramatic. As the gates were opened and water flowed in at a healthy rate, the ship rose steadily up, up and then over and over, to port. *Terror* gave every indication of turning turtle there in dry-dock with a startled crew aboard. There are, without doubt, old time yard employees, to this very day, regaling grandchildren with tales of the great ship that tried to go upside down in dry-dock at Pearl Harbor.

The whole affair was brushed off as a simple mistake. The starboard tanks had been switched to port to enable welders to work on the starboard side in safety. Unfortunately the person(s) in charge "forgot" to shift them back, resulting in a considerable imbalance when the ship was floated. The immediate solution included filling the empty tanks with salt water to relieve the list. At 1697 the ship crossed the sill and was underway to Baker 11.

February 14 - Underway to San Francisco arriving February 20 at Pier 21 Treasure Island.

March 6 - Underway San Francisco to Pearl Harbor, arriving March 12, Berth X3

March 20 - Shifted CoMinPac Flag from USS *Panamint* to USS *Terror*.

March 25 - Underway Pearl Harbor to San Francisco arriving April 1 at Pier 21, Treasure Island.

The ship would spend the remainder of 1946 at Treasure Island serving as CoMinPac Flag. Mid year found most of the USNR personnel on *Terror* returning to civilian life while many of the USN crewmen were transferred to other mine craft. Many new faces came aboard to be retained as ship's company while others were transferred to various fleet units. Life continued on in this manner until December 27 when CoMinPac was dissolved.

During January 1947, *Terror* underwent a ten day tune up at Mare Island prior to departure from Treasure Island. February 1 and the ship was underway via the Panama Canal to San Juan, Puerto Rico and duty with the Atlantic Fleet. At San Juan on February 24, the ship joined spring maneuvers off Culebra Island. On March 20 *Terror* arrived at Charleston Navy Yard awaiting decommissioning.

USS *Terror* was decommissioned November 24, 1947, having earned four battle stars for World War II service. In 1950, the ship was placed in service, in reserve, and later designated *Fleet Minelayer* (MM-5) on February 6, 1955. The designation was changed to (MMF-5) in October 1955. *Terror* was ultimately decommissioned on August 6, 1966 and sold for scrap in 1971 to Union Minerals and Metal Corp, New York, NY.

COMMANDING and EXECUTIVE OFFICERS

15 July, 1942 – 24 November, 1947

Commanding Officers

CDR Howard Fitch 1942 – 1944
CDR H. W. Blakeslee 1944 – 1945
CAPT Richard Spofford 1945 – 1947

Executive Officers

LCDR A. H. Richards 1942 – 1943
LCDR H. W. Blakeslee 1943
LCDR R. H. Inman 1943 – 1945
LT David Mincey 1945 (Acting)
LCDR C. A. Coombs 1943 - 1947



H. W. Blakeslee, Capt., USN
Commanding Officer, USS Terror
May 1944-May 1945

Commander Minecraft

United States Pacific Fleet



IN THE NAME OF THE PRESIDENT OF THE UNITED STATES, THE COMMANDER MINECRAFT, PACIFIC FLEET, TAKES PLEASURE IN PRESENTING THE BRONZE STAR MEDAL TO

COMMANDER HORACE W. BLAKESLEE
UNITED STATES NAVY

FOR SERVICE AS SET FORTH IN THE FOLLOWING

CITATION:

"FOR MERITORIOUS ACHIEVEMENT AS COMMANDING OFFICER OF A UNITED STATES MINELAYER, WHICH SERVED AS THE FLAGSHIP OF COMMANDER MINECRAFT, U.S. PACIFIC FLEET, DURING PREPARATIONS FOR AND THE OPERATIONS AGAINST IWO JIMA AND OKINAWA FROM DECEMBER 1944 TO MAY 1945. WHEN THERE WERE NO OTHER LOGISTIC FACILITIES AVAILABLE DURING THE ATTACK PHASES, HIS SHIP RENDERED URGENTLY NEEDED LOGISTIC SUPPORT TO MINECRAFT. HE DISPLAYED EXCELLENT SEAMANSHIP AND LEADERSHIP IN THE CONDUCT OF HIS DUTIES AND BY HIS EXAMPLE WAS AN INSPIRATION TO HIS MEN. HIS CONDUCT THROUGHOUT WAS IN KEEPING WITH THE HIGHEST TRADITIONS OF THE UNITED STATES NAVAL SERVICE."

A. D. Struble
A. D. STRUBLE,
REAR ADMIRAL, U. S. NAVY.

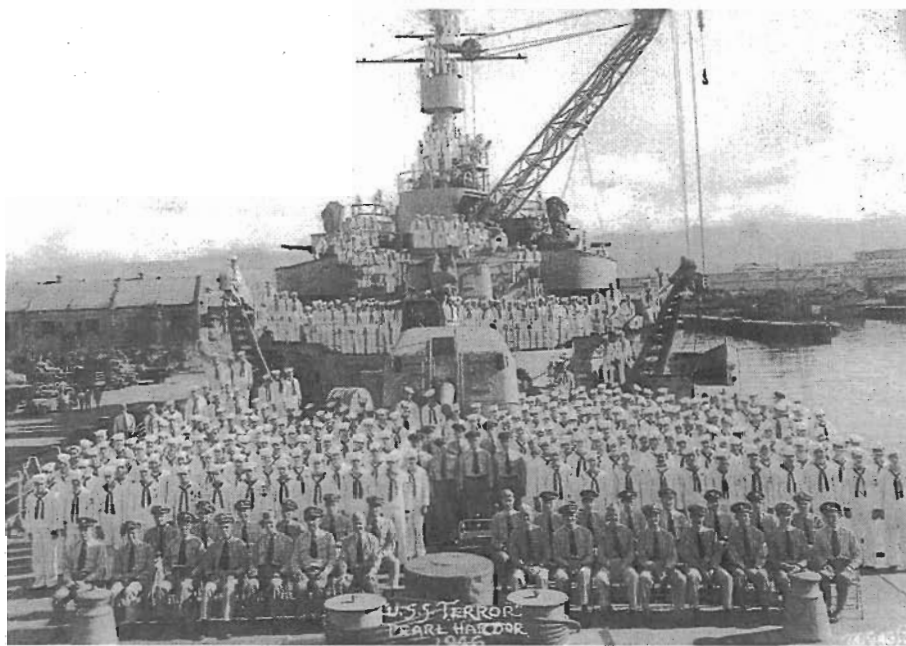
TEMPORARY CITATION



Capt. Richard Spofford and wife Evelyn, Pearl Harbor, Christmas Day 1945



Terror at Sasebo, Japan November 1945



Officers and Men of USS Terror
Pearl Harbor, 1946



Ship's bell in private hands in Nacoochee, Georgia

CHIEF ERROR OF THE *TERROR*

Error, DCA, USN - chief dog, acting appointment - could tell some salty but nostalgic tales of World War II, if he could talk, and no doubt would keep the people of Charleston, S.C., entertained with his stories of the sea.

Error was shanghaied into the naval service in 1942 by a sailor who brought him aboard the minelayer USS *Terror* (CM 5) in his peacoat pocket. Navy life proved to be to the liking of the young dog, and he was soon dubbed "Error of the *Terror*." Although slightly underage for enlistment, he was officially made ship's mascot. He was given a service jacket and a service number - 000 00 00 - and a clear record was made of his leave, absences and conduct.

Error grew to be a large brown dog capable of taking care of himself in any situation. He has taken part in brawls in foreign ports that almost equaled some of the Navy's major engagements against the foe. When a lady was involved, Error usually trotted victoriously away with the object of his affections.

When Error's ship, *Terror*, was decommissioned in 1947 and placed in the Charleston group, Error - by then a chief - was transferred to a high-speed minesweeper USS *Hambleton* (DMS 20). He took one cruise aboard *Hambleton* and decided that he was aboard the wrong kind of ship. He was seasick! But back ashore he held his head high as though he thought such a minor failing couldn't lower the dignity of an old-time sailor with a record such as *his*, with all his war service and everything.

The closest Error ever came to spoiling his service record by being AOL was when he missed his ship in Tarawa. The morale of *Terror*'s men hit an all-time low when they had to weigh anchor without their beloved Error aboard. The captain sent the word by dispatch throughout the Pacific that Error of the *Terror* was AOL.

Before long Error was located and as an early example of unification the Army flew him back to his ship. It was said that he had acquired a family and was rather reluctant to return to duty. He was given captain's mast, but since he hadn't been fully instructed as to when his liberty was to expire, he got off with a warning.

In the Okinawa operation, while *Terror* was at anchor at Kerama Retto, the ship was struck by a Jap suicide plane. Error was right in the middle of things, but got off with superficial wounds.

After his postwar cruise aboard *Hambleton*, Error found duty closer to home - and of a less rigorous nature. He reported aboard the destroyer tender USS *Arcadia* (AD 23) which is tied up alongside the inactivated *Terror*. His present duties consist mostly of barking at the tugs which pass his ship. Tugs are to him what motorcycles and noisy cars are to landlubber dogs. He rarely, if ever, misses one and can tell when one is coming, even if he is dozing and the tug is soundless to human ears.

Chief Error goes independently on his way and seldom takes orders from anyone. Most of his real friends - those with whom he shared comradeship during the years of combat are gone. He is left alone to care for the pride of his old buddies and himself - the minelayer *Terror*. Although usually gentle and almost listless, Error can spring into action with surprising speed - especially if he thinks his old home needs protection. Recently a high school class visited the Navy Yard and included an inspection tour of *Terror* in their program. Error made such a commotion about strangers being allowed on "his" ship that he had to be tied until the visitors left.

Error is getting a little older, and perhaps wiser. He doesn't go on liberty quite so often now and is getting fussy about his food. If he and the cook aboard *Arcadia* have a falling out over the quality of the chow, Error goes to another ship to eat and is always welcome.

He shows a slight favoritism toward cooks and boatswain's mates, but is not a one-man dog. He's a one-ship dog, though - and his ship will always be USS *Terror* (CM 5).



*Copied from a USN newsletter at
Charleston, SC by George Johnston, JO2
ca 1948*

ROSTERS AND REPORTS

The following reports were compiled from documents
maintained at the National Archives at College Park, Maryland

Action Report - Iwo Jima Invasion

War Diaries - January 1945 - June 1945

Damage Report - May 1, 1945

CMS SERIAL 096

WAR DIARY FOR THE
MONTH OF JANUARY 1945.

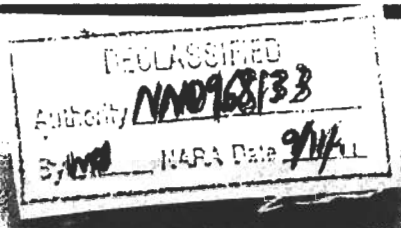
2896
DECLASSIFIED
31 January 1945.

U.S.S. TERROR (CM5)

OPERATING UNDER COMMANDER MINECRAFT, U.S. PACIFIC FLEET.

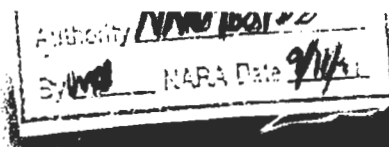
- 1-4. (T.Z. plus 9.5) Berthed in Pearl Harbor Navy Yard, T.H. undergoing alterations necessary to fit the ship for use as Flagship of Cominpac. This work consists in the main of installation of complete C.I.C., Flag Plot, additional communication facilities and the alteration of the officers and crews living spaces to accommodate the additional flag personnel. Also undergoing routine repairs as well as the installation of an auxiliary fire main system with diesel auxiliary fire pump, additional refrigeration space and moving the boat booms inboard to prevent the damage caused by mooring ships alongside. Flag personnel are moving aboard while the work progresses. A large part of the ship's personnel have been attending short Fleet Schools in recognition, fire fighting, welding and gunnery while in the yard.
5. Alterations and repairs having been completed, shifted berths to X-10 to receive fuel, cargo, ammunition and remainder of flag personnel.
6. At 2025 Rear Admiral Alexander Sharp, USN, came aboard and this vessel assumed duty as the Flagship of Commander Minecraft U.S. Pacific Fleet.
7. At 1016 underway to conduct training exercises in accordance with Cominpac conf. ltr. order A4-3/A5-1, op 03-45. 1045 Had a gyro casualty and steered by magnetic compass until 1545 when gyro was operating again. From 1448 to 1522 held A.A.B.P. firing at sleeves and expended 18 rounds 5"/38 cal. A.A.C. 481 rounds 40MM H.E.T. and 674 rounds 20MM H.E.T. and H.E.I. During the afternoon the magnetic compasses were compensated by a representative of the Pearl Harbor Navy Yard. From 2044 to 2137 fired night A.A. practice at lighted radar sleeves and expended 75 rounds of 5"/38 cal. A.A.C., 9 rounds 5"/38 cal 111., 251 rounds 40MM H.E.T. and 60 rounds 20MM H.E.I. and H.E. During these exercises we were screened by various formations of DMs as ordered by O.C.P.
8. At 1755 moored portside to U.S.S. WEEHAWKEN in berth X-10 Pearl Harbor, having completed scheduled exercises.
- 9-11. Commenced loading ammunition to replace that fired for practice

105584 **FILMED**



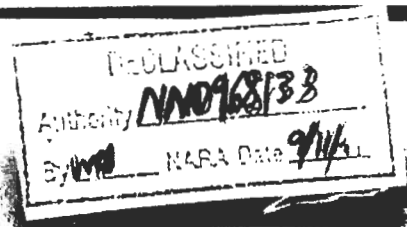
DECLASSIFIED

12. At 1354 underway to conduct training exercise in accordance with Cominpac top secret training order 1-45.
13. From 1440 to 1542 fired A.A.B.P. "U", "H" and "G" modified and expended 1355 rounds 40MM H.E.T., 54 rounds 5"/38 cal. A.A.C., 986 rounds 20MM H.E.I. and 493 rounds 20MM H.E.T. At 2314 fired modified night radar spotting practice for one minute, expended 9 rounds ill. and 15 rounds A.A.C. 5"/38 cal. ammunition.
14. During the morning conducted training in refueling a YMS at sea. From 1416 to 1556 fired A.A. practice and expended 60 rounds 5"/38 cal. A.A.C., 1704 rounds 40MM H.E.T., 556 rounds 20MM H.E. and 1012 rounds 20MM H.E.I.
15. Continued training exercises. At 0826 C.T.G. 52.3, Rear Admiral Alexander Sharp, transferred to U.S.S. LINDSEY, to observe other sections of practice. During the morning a YMS was refueled by the "astern" method. In the afternoon made runs necessary to calibrate the Pitometer log. At 1824 anchored at Lahaina Roads, Maui, T.H.
16. Underway at 0720 for further exercises. At 0759 C.T.G. 52.3 boarded the ship from the U.S.S. LINDSEY, was taken to Maalaea Bay where he boarded the U.S.S. AUBURN returning aboard at 1554. The remainder of the day was spent in scheduled exercises.
17. From 0950 to 1157 fired A.A.B.P. on drone, expended 42 rounds of 5"/38 cal. A.A.C. ammunition. Commenced firing surface target practice, 1354 and ceased firing at 1548, having expended 258 rounds of 40MM H.E.T. and 53 rounds 5"/38 cal. ill. ammunition. At 1959 anchored in northern anchorage Lahaina Roads Maui, T.H.
18. Underway at 0736 to complete exercises and return to Pearl Harbor. At 1657 moored in berth X-9 Pearl Harbor to port side of U.S.S. LEO.
- 19-21. Making final preparations for sea.
22. 1601 Underway in accordance with C.T.G. 52.3 secret op order 2 MO of 22 January as T.U. 52.3.12 composed of this ship and U.S.S. LINDSEY (DM-32) as screen. O.T.C. is Rear Admiral Alexander Sharp, USN in this vessel. This movement is to Ulithi Atoll, Caroline Islands via Eniwetok Atoll.
2000 Position 20 - 19.5 N 158 - 12.5 W
at 1000 set clocks to +10 1/2 T.Z.
23. 0800 Position 19 - 49 N 161 - 14 W.
1200 Position 19 - 44 N 162 - 15 W.
2000 Position 19 - 29 N 164 - 30 W.
at 1000 set clocks to +11 T.Z.



DECLASSIFIED

24. 0800 Position 19 - 09 N 167 - 37 W.
1200 Position 19 - 04 N 168 - 32 W.
2000 Position 18 - 38 N 170 - 42 W.
at 1900 set clocks to 12:12
25. Between 1000 and 1045 fired exercise 13 B, USF 10A with U.S.S. LINDSEY and expended 5 rounds 5"/38 cal. A.A.C., 80 rounds 40MM H.E.T. and 119 rounds 20MM H.E.T. and H.E.I. During the afternoon refueled the U.S.S. LINDSEY. At midnight changed date to 27 January, -12 R2.
0800 Position 18 - 01 N 173 - 59 W.
1200 Position 17 - 52 N 175 - 00 W.
2000 Position 17 - 31 N 176 - 40 W.
27. At 0811 crossed the 180th meridian. From 1120 to 1127 fired exercise 13 B with U.S.S. LINDSEY and expended 68 rounds 40MM H.E.T. ammunition. Repeated exercise during afternoon, expended 3 rounds 5"/38 A.A.C. ammunition.
0800 Position 16 - 40.5 N 179 - 57.5 W.
1200 Position 16 - 33.5 N 179 - 04 E.
2000 Position 16 - 06 N 176 - 44.5 E.
28. From 1842 to 1857 fired target bursts for U.S.S. LINDSEY and at bursts from that vessel, expended 4 rounds 5"/38 cal. A.A.C., 85 rounds 40MM H.E.T., 20 rounds 20MM H.E.T. and 40 rounds H.E.I. ammunition.
0800 Position 15 - 07.5 N 173 - 55 E.
1200 Position 14 - 53 N 172 - 56 E.
2000 Position 14 - 12.5 N 170 - 50 E.
29. During the day fired 13 B and surprise A.A. practice with U.S.S. LINDSEY, expended 9 rounds 5"/38 cal. A.A.C., and 112 rounds of 40MM H.E.T. and H.E.I.
0800 Position 13 - 14 N 167 - 44 E.
1200 Position 13 - 08 N 164 - 42 E.
2000 Position 12 - 32 N 164 - 41 E.
30. Arrived at Eniwetok Atoll and at 0925 went alongside starboard side of U.S.S. GEMSBOK in berth "H-2" for fueling. At 1504 underway for Ulithi. From 1548 to 1640 fired seven "GEORGE" and four "UNCLE" runs at towed sleeve. Expended 58 rounds 5"/38 cal. A.A.C., 1382 rounds 40MM H.E.I. and 3521 rounds 20MM H.E.I. and H.E.T.
2000 Position 10 - 56.5 N 161 - 27 E.
at 1900 set clocks to 11:13
31. Since leaving Pearl Harbor have been zig-zagging according to Plans # 6 or # 25 U.S.F. 10A at all times except when conducting special exercises, changing course or entering channel. During the day fired exercise 13 B with U.S.S. LINDSEY and expended 3 rounds of 5"/38 cal. A.A.C. and 140 rounds of 40MM H.E.T. and H.E.I. ammunition.



Reproduced at the National

DECLASSIFIED

31. Cont'd.

0800 Position
1200 Position
2000 Position

10 - 33 N
10 - 31.2 N
10 - 31.5 N

158 - 27 E.
157 - 28.4 E.
155 - 13 E.


E. W. BLAKESLEE.

CMS/ A9-4

WAR DIARY FOR THE
MONTH OF FEBRUARY 1945.

U. S. S. TERROR

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

28 February 1945.

17

No.	446
R. S. No.	DECLASSIFIED

OPERATING AS FLAGSHIP REAR ADMIRAL ALEXANDER SHARP, C.T.G. 52.3. COMINF

In -11 zone time.

1. Steaming enroute Eniwetok Atoll to Ulithi Atoll in accordance with C.T.G. 52.3 secret operation order 2 M.O. of 22 January as T.U. 52.3.12 composed of this ship and U.S.S. LINDSEY (DM- as screen. O.T.C. is C.T.G. 52.3. Rear Admiral Alexander Sharp, USN, in this vessel. 1900 Changed time zone to -10.
Positions:

0800	10 - 25.5 N.	152 - 10.0 E.
1200	10 - 26.5 N.	151 - 11.0 E.
2000	10 - 21.5 N.	148 - 51 E.
2. Positions:

0800	10 - 19.5 N.	145 - 50.5 E.
1200	10 - 18.0 N.	144 - 46.0 E.
2000	10 - 13.0 N.	142 - 33.5 E.

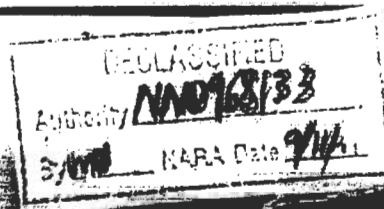
During trip zig-zagged according to Plan # 6 and # 25 at all times when not engaged in exercises or entering or leaving anchorages.
3. 0938 Anchored in Northern Anchorage of Ulithi Atoll. During the day supplied water to several YMSs and effected a number of transfers of flag personnel.
- 4-7. Anchored at Ulithi. Delivered water, radio, radar, sonar and minesweeping spares to minecraft in the Atoll in operation of first staging area for our part in Comphibspac Op-Plan A25-44.
8. At 1419 underway in accordance with C.T.G. 52.3 secret despatch 070410 enroute Saipan-Tinian area. From 1623 to 1716 fired A.A.B.F. "GEORGE" and "HOW" runs. Expended 50 rounds 5"/38 cal. A.A.C., 1516 rounds 40MM H.E.T., 966 rounds 20MM H.E.T. and 9113 rounds 20MM H.E.I. During this practice we were accompanied by various DDs, DMSs and DMs. At 1800 we formed cruising unit consisting of U.S.S. DORSEY, HOPKINS, HOWARD, GUNSTON HALL, CHANDELEUR, SUISUN, PRINGLE, HALFORD, HOWORTH in disposition # 57.
Position:

2000	10 - 28.5 N.	140 - 28.0 E.
------	--------------	---------------
9. 0818 U.S.S. CHANDELEUR and U.S.S. SUISUN left the formation.
Positions:

0800	11 - 39.0 N.	142 - 23.5 E.
1200	12 - 05.5 N.	143 - 05.0 E.
2000	13 - 04.5 N.	144 - 12.0 E.

DECLASSIFI

10. 0850 Anchored in Tinian Harbor, outside the submarine nets. We began receiving various minecraft alongside for repairs by ship's force, to issue all types of spares and replacements carried in our holds. Assisting with ship's company in topping off food, water and other supplies from various ships to minecraft of all types. This is the second staging area for our next operation.
- 11-12. Continued services to minecraft.
13. 1459 Underway to take part in the invasion of Iwo Jima as T.U. 52.3.18 in accordance with Comphibspac Op Plan A25-44. We are screened and accompanied by Sweep Units 1, 2, 3 and 4. After sailing Admiral Sharp gave the ship a verbal commendation for its part in readying the T.G. at the two staging areas and stated that the ship's force worked "above and beyond duty" in aiding other minecraft with repairs, supplies etc.
Position:
2000 14 - 59.0 N. 144 - 35.5 E.
14. Positions:
0800 16 - 22.5 N. 144 - 23.0 E.
1200 17 - 07.0 N. 144 - 06.5 E.
2000 18 - 33.4 N. 143 - 41.0 E.
15. Positions:
0800 20 - 58.0 N. 142 - 51.0 E.
1200 21 - 41.0 N. 142 - 27.5 E.
2000 23 - 12.5 N. 141 - 52.5 E.
- 16-19. Covered by Action Report, Copy attached. See M. Ser. 114376
20. Positions:
0800 21 - 40 N. 141 - 46 E.
1200 20 - 41.5 N. 142 - 14.4 E.
2000 18 - 30.0 N. 143 - 00.5 E.
21. 0925 U.S.S. CHESTER and U.S.S. MULLANY detached, proceeding independently. 1129 Moored to pier in Tanapag Harbor, Saipan and transferred all casualties to Army Hospital. Shifted to alongside U.S.S. QUIROS, fueled and underway at 1730 enroute to Ulithi.
Positions:
0800 15 - 25.0 N. 144 - 52.0 E.
2000 16 - 23.5 N. 144 - 51.0 E.
22. Positions:
0800 12 - 43.5 N. 143 - 34.5 E.
1200 12 - 19.0 N. 142 - 43.5 E.
2000 11 - 23.5 N. 141 - 18.0 E.

**DECLASSIFIED**

23. 0825 Anchored in Northern Anchorage, Ulithi Atoll, Caroline Islands.
24. Anchored as before.
25. Moved to Southern Anchorage of Ulithi, conducted firing practice at sleeve and dunes, expended 44 rounds 5"/38 cal. A.A.G., 64 rounds 40MM H.E.T. and 456 rounds 20MM H.E.T. and H.E.I. ammunition, moved to opposite side of anchorage.
- 26-28 Anchored as before.

H.W. Blakeslee
H.W. BLAKESLEE

cm5/A9-8
Ser 0107

10/0s

U.S.S. TERROR
% Fleet Post Office
San Francisco, California

2 March 1945.

From: The Commanding Officer
To: The Commander in Chief, U.S.Fleet

Via: (1) Commander Task Group 52.3
(2) Commander Task Force 52.
(3) Commander in Chief U.S.Pacific Fleet.

Subject: Action Report.

Reference: (a) Article 712 U.S.Navy Regulations.

Enclosure: (A) Action Report - Iwo Jima Invasion.

1. Enclosure (A) is forwarded herewith.

H.W.BLAQUESLEE.

cc: (1) (Advance) COMINCH.
(3) (Advance) CINCPAC.

U. S. S. TERROR
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

2 March 1945.

DECLASSIFIED

ACTION REPORT - IWO JIMA INVASION - U.S.S. TERROR

All times in this report are -10 zone time

I-A. This ship participated in the preliminary bombardment of and assault on Iwo Jima from 0700 - 16 February to 1900 - 19 February. The participation of this vessel in the action was very limited and consisted of fueling minecraft, caring for battle casualties from and making minor repairs to L.C.I.(G)'s and firing at shore batteries for a short period.

II-A. This ship was operating as flagship of Rear Admiral Alexander Sharp, USN, C.T.G. 52.3. This task group consisted of all participating minecraft and included DMs, AMs and YMSs.

B. This vessel left Tinian at 1459 - 13 February enroute Iwo Jima in company with sweep units 1 - 2 - 3 and 4 and proceeded to the objective without further training.

C. The mission of this vessel was to act as flagship of minecraft engaged in the operation. It was assumed that enemy mines would be encountered, necessitating sweeping prior to the landings on D Day. This ship carried a large cargo of radio, radar and diesel parts etc., and was equipped to be of material assistance to any small craft which had a casualty.

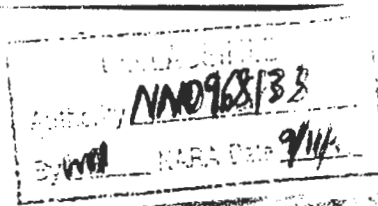
D. This ship was operating independently to the south of fire support unit # 2, in fire support sector # 1 as authorized in Cominpac top secret movement order 1-45.

E. No enemy forces were encountered.

III-A. The entire day of 16 February was spent steaming independently as stated in part II paragraph D. No events of importance occurred. During the night of 16-17 February we retired from the objective in accordance with C.T.F. 52 top secret letter serial 00021, covering night deployments, screened by sweep units # 1 and # 2 plus U.S.S. BREESE.

17 February 0710 We arrived in the fire support sectors to the east of Iwo Jima, our screen departed and we commenced steaming independently in this area. At 0930 we joined the fire support group and commenced firing on enemy shore batteries which were interfering with YMSs sweeping close inshore to the north of the eastern beaches.

3 01910



DECLASSIFIED

III-B. 16 February: Overcast skies with intermediate and low type clouds and intermittent rain prevailed throughout the day. The surface winds were westerly averaging 11 knots. Visibility averaged eight miles, but reduced to two miles at times during the day. The seas were slight with a low swell from the north. Sunrise 0644. Sunset 1844.

17 February: The average cloudiness for the day was 6/10, becoming overcast at night. Surface winds were WNW averaging nine knots. Visibility was good throughout the day. Slight seas with low swell from the north. Sunrise 0643. Sunset 1844.

18 February: Overcast skies and light intermittent rain prevailed throughout the day, 8/10 cloud cover and frequent showers at night. Surface winds were NNE averaging ten knots. Visibility averaged seven miles. Moderate seas with moderate northerly swell. Sunrise 0642. Sunset 1845.

19 February: The average cloudiness for the entire period was 6/10 with light showers in the early morning. Surface winds were ENE averaging 8 knots. Visibility was good for the whole period. Moderate seas and moderate northerly swell. Sunrise 0641. Sunset 1845.

IV. Ordnance: Due to the limited amount of firing done by this ship, no detailed account is submitted. On the morning of the 17th various enemy shore batteries in the northern section of the island were firing on our ships. One group of sweepers was delayed in carrying out its scheduled sweep by these batteries. At 0930 this ship closed to about 10,000 yards and fired 30 rounds of 5"/38 at what appeared to be guns in the cliff. The only point of aim was the short gun flash which was difficult to get on. This made our results not very good, although one salvo was very close. The other firing ships had the advantage of grid charts and spotting planes. During this time the U.S.S. PENSACOLA, about a mile astern, was hit by at least one enemy shell. The resulting fire was quickly extinguished. At 0951 we withdrew and did no further firing.

V. Damage: The only observed damage to our ships was on the LCIs which came alongside for assistance. Due to the short time available before dark our material assistance consisted principally of pumping out flooded compartments and providing material and aid with shoring.

VI. Special Comments: C.5. The 39 wounded received from other ships severely taxed the excellent medical facilities of this ship, principally because all of them required surgical attention. The ship's doctor, dentist, staff doctor and the doctor from U.S.S. GAMBLE all worked the better part of 3 days and nights in taking care of these men. However, the treatment they received

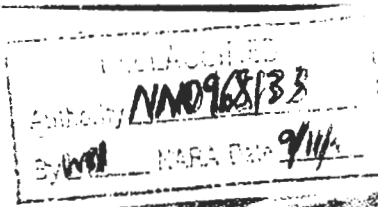
SECRET LARA DIA 9/11/4

DECLASSIF

at 0935 a hit was observed on the U.S.S. PENSACOLA while she was firing in the same area. The resulting fire was quickly extinguish. At this time we opened the range on the shore batteries and continued firing until 0951. At 1123 a hit was observed on U.S.S. LEUTZE. At 1238 U.S.S. LCI(G) 449 asked for assistance and moored to our port quarter. She had been badly damaged by enemy gunfire while supporting UDT operations and had many dead and wounded aboard. We removed 20 wounded and 17 dead and made such repairs as were possible under the circumstances. At 1400 Cominpac placed aboard a skeleton crew of officers and men which was necessitated by the many casualties and deaths. 1412 Received 5 wounded from L.C.I. 473 via our motor whale boat. At 1516 L.C.I.(G) 457 moored to starboard quarter for repair. At 1524 L.C.I.(G) 449 got underway to rejoin her group. 1531 L.C.I. 469 moored to port quarter for assistance with casualties and battle damage, and transferred 4 wounded to this ship. 1559 L.C.I. 469 departed to join her group. 1630 One of the wounded from the L.C.I. 449 died. 1642 L.C.I. 438 moored outboard of L.C.I. 457 for emergency repairs to battle damage. 1720 L.C.I. 469 moored outboard of L.C.I. 441 to return officers and men who had been placed aboard L.C.I.(G) 449 and to effect transfer of personnel from L.C.I. 438. 1742 L.C.I. 469 departed. 1755 L.C.I. 627 moored outboard of L.C.I. 441 for emergency repairs of battle damage. 1810 L.C.I. 627 underway. 1817 L.C.I. 441 underway. 1836 Buried at sea men killed in action aboard L.C.I. 449. We had been lying to since contact with the first L.C.I. was made. 1903 Underway. 1905 Received 2 wounded from U.S.S. SPECTACLE via our motor whale-boat. 1947 A casualty from the L.C.I. 449 died. 2044 Commenced night retirement from Iwo Jima. 2100 Sweep units 2 and 3 joined as screen.

18 February 0715 Sweep units 2 and 3 left screen. Steaming independently in fire support sector to east of Iwo Jima. 0942 Buried at sea one man from L.C.I. 449 who died as a result of wounds received in action previous day. 1153-1410 Fueled U.S.S. HOWARD. 1437-1600 Fueled YMS 475. 1635-1746 Fueled U.S.S. BREESE. 1927 Commenced retirement from Iwo Jima for night of 18-19 February. 2000 Sweep Unit 3 formed screen on this vessel.

19 February 0640 Sweep unit 3 left screen and proceeded independently. 0650 Steaming on various courses and speeds in fire support sector to the northeast of Iwo Jima. 0741 Stopped, lying to, to receive wounded personnel from U.S.S. HAMILTON. 0845 Received 10 men from U.S.S. HAMILTON who had been wounded the previous night aboard U.S.S. GAMBLE when she was bombed. 0926 Underway steaming as before. 1015-1215 Fueled U.S.S. HAMILTON. 1324-1519 Fueled U.S.S. LINDSEY. 1835 U.S.S. MULLANY joined as screen. Proceeding to Ulithi via Saipan in accordance with C.T.F. 51 despatch 182015, 190140 and 0716 of 19 February as T.U. 52.3.25. C.T.U. is Rear Admiral Alexander Sharp in this vessel. 2134 U.S.S. CHESTER took station in column astern. 2200 U.S.S. LINDSEY took station in screen.



DECLASSIFIED

In more of an emergency, less would have had to be done for each man. Although this ship carried more than the usual amount of medical supplies, with the intention of supplying small minecraft, these supplies disappeared at an alarming rate. Part of the mess compartment had to be screened off to accommodate the wounded as there was practically no other space to set up cots.

Handling patients by motor whale-boat proved too dangerous although the sea was fairly smooth. The majority were handled by motor launch.

D1. The ship's CIC is only about six weeks old and probably we don't know how to use it very well. We have no comments considered to be of any value to make.

2. In general communications was a function of the flag personnel. As this was our first operation with the flag aboard, we were somewhat disturbed by the added activities going on in the pilot house. I realize the value of a loud-speaker tactical circuit on the bridge, but I doubt if it is wise to put four loud speaker outlets in the same closed space with the conning officer and helmsman. (The conning officer can go above but not the helmsman). At least one of these speakers was always going and very little of the traffic was of a tactical nature. It would seem to be better to have these circuits copied by a man with earphones and only turn on the speaker when the tactical situation makes it necessary.


H.W. BLAKESLEE.

CMS/ A9-4
CMS SERIAL 0117

24
60739
R.S. No.

U. S. S. TERROR
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

31 March 1945.

WAR DIARY FOR
MONTH OF MARCH 1945.

DECLASSIFIED

OPERATING AS FLAGSHIP OF COMINPAC, REAR ADMIRAL ALEXANDER SHARP, USN

- 1-18. Anchored in Southern Anchorage Ulithi Atoll engaged in servicing and supplying all types of mincraft in operation of staging phase of next operation.
19. 1459 Underway as flagship of O.T.G. 52.2 in company with sweep units # 2, 3, 4, 5, 6, 7, 8 and Mine Investigation and Disposal Unit, plus U.S.S. ATASCOSA, COWANESQUE, WEAVER and LAMONS enroute to Okinawa Gunto in accordance with Commander Minecraft U.S. Pacific Fleet top secret movement order 3-45.
Position:
2000 10 - 24.0 N. 139 - 54.0 E. *Recd.*
20. Positions:
0800 12 - 18.0 N. 138 - 22.0 E.
1200 13 - 06.0 N. 137 - 43.0 E.
2000 14 - 21.5 N. 136 - 47.0 E.
21. Positions:
0800 16 - 21.0 N. 135 - 14.0 E.
1200 17 - 06.0 N. 134 - 45.5 E.
2000 18 - 27.5 N. 133 - 46.0 E.
22. Positions:
0800 20 - 18.0 N. 132 - 38.5 E.
1200 20 - 35.0 N. 133 - 08.0 E.
2000 21 - 40.0 N. 131 - 57.5 E.
During the morning we formed special cruising disposition # 14 and conducted refueling operations until noon when special cruising disposition # 11 was formed and course for Okinawa Gunto resumed. The U.S.S. ATASCOSA, COWANESQUE, WEAVER and LAMONS were detached from the task group.
23. During the afternoon the U.S.S. SHEA and GHEPARDI sighted and sank two floating mines. At 1533 we formed special cruising disposition # 13 to approach scene of operation.
Positions:
0800 23 - 34.0 N. 130 - 04.5 E.
1200 24 - 15.0 N. 129 - 32.5 E.
2000 25 - 25.0 N. 128 - 39.5 E.

DECLASSIFIED

24. 0645 Steaming on various courses and speeds in area to the southwest of Kerama Retto screened by U.S.S. TOLMAN, AARON WARD, P.C. 1128, 1179 and Mine Investigation and Disposal Unit. Sweep Units # 5, 6, 7 and 8 detached and proceeding with their assigned sweeping. 1855 Sweep Units # 5, 6 and 7 rejoined the formation and the group commenced night retirement.

Positions:

0800	25 - 45 N.	126 - 53.5 E.
1200	25 - 40 N.	126 - 49.5 E.
2000	25 - 24.5 N.	127 - 06 E.

25. 0652 Sweep Units # 5, 6 and 7 detached proceeding to assigned areas. 0705 Fell in astern of U.S.S. BIRMINGHAM and BILOXI steaming on various courses and speeds south of Kerama Retto screened by Mine Investigation and Disposal Unit. 0921 Fell in astern of U.S.S. ESTES steaming on various courses and speeds in same area. 1900 Sweep Units # 5, 6 and 7 commenced forming on this ship for night retirement. 1935 Commenced night retirement.

Positions:

0800	26 - 08 N.	126 - 57.5 E.
1200	25 - 55 N.	127 - 04.5 E.
2000	26 - 08.5 N.	127 - 06 E.

26. 0218 Torpedo reported dropped by plane on starboard side. 0219 Came hard right and went to general quarters. 0221 resumed course torpedo not having been sighted. 0311 Secured from general quarters. 0500 Steaming on various courses and speeds screened by Mine Investigation and Disposal Unit in area south of Kerama Retto, Sweep Units # 5, 6 and 7 having been detached. 1800 Sweep Units # 6, 7 and 8 commenced forming screen on this ship. 1930 Commenced night retirement.

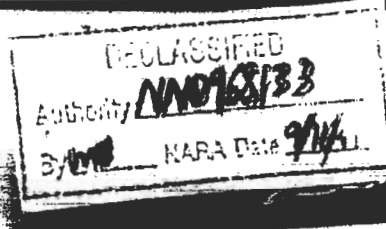
Positions:

0800	26 - 01 N.	127 - 04.5 E.
1200	26 - 06 N.	127 - 03 E.
2000	25 - 53.5 N.	127 - 24 E.

27. 0430 Steaming on various courses and speeds in area south of Kerama Retto screened by Mine Investigation and Disposal Unit, Sweep Units # 6, 7 and 8 having been detached. 0825 Steaming independently on various courses and speeds in transport area west of Kerama Retto, Mine Investigation and Disposal Unit having been detached. 1720 U.S.S. DORSEY, DESIGN and HAZARD formed screen on this ship and we commenced night retirement.

Positions:

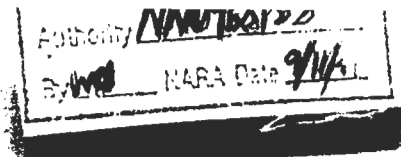
0800	26 - 05.5 N.	127 - 07 E.
1200	26 - 15 N.	127 - 14 E.
2000	25 - 58 N.	127 - 31 E.



DECLASSIFIED

28. 0615 Expended 4 rounds of 5"/38 cal. A.A. Common, test firing guns # 3 and # 4. 0841 Steaming on various courses and speeds area south of Kerama Retto. 1407 Anchored in Western Anchorage Kerama Retto screen having been detached. 1642 Issued sweep gear to U.S.S. BUTLER. 1657 Issued fresh water to L.C.I. 804. 1717 Underway to join transports for night retirement. 1822 Took station as # 5 ship in port column. Retirement group is composed of U.S.S. HENRICO, NATRONA, RIXIE, TATE, GOODHUE, EASTLAND, TELFAIR, MOUNTRAIL, WYANDOT, La GRANGE, DREW, MONTROSE, SUFFOLK, ATASCOSA, CHILTON, St. MARYS, TAZEWELL, OBERON, TORRANCE. Screened by U.S.S. HARRADEN, SUESSENS, ABECROMBIE, OBERRENDER, KIMBERLY, PORTER, REEVES, BADGER and GRIFFEN. O.T.C. is Comtranson # 17 in U.S.S. CHILTON.
- Positions:
- | | | |
|------|------------|---------------|
| 0800 | 26 - 04 N. | 127 - 18.5 E. |
| 1200 | 26 - 11 N. | 127 - 11.6 E. |
| 2000 | 25 - 50 N. | 127 - 11.6 E. |
29. 0612 Proceeding independently. 0715 Anchored in Western Anchorage of Kerama Retto. 0915 Commenced issuing fresh water, diesel oil, sweep gear and ammunition to various minecraft. 1656 Underway shifting anchorages. 1800 Anchored in berth K-88 Kerama Kaikyo, Kerama Retto.
- 30-31 Issued sweep gear, fresh water and ammunition to various minecraft.

H.W. Blakeslee
H.W. BLAKESLEE.

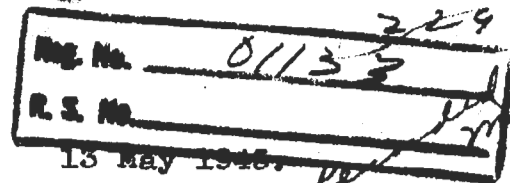


CMS/A9-4

CMS SERIAL 0126

DECLASSIFIED

U. S. S. TERROR
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA



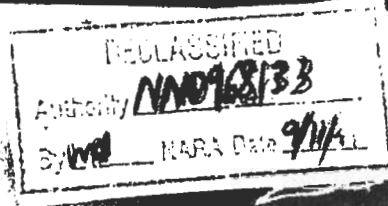
WAR DIARY FOR APRIL 1945.

DECLASSIFIED

OPERATING AS FLAGSHIP OF COMINPAC, REAR ADMIRAL ALEXANDER SHARP, C.T.G. 52.2.

1. Anchored in Kerama Kaikyo, Kerama Retto, performing various services for minecraft.
2. 0621 Fired 2 rounds 5"/38 cal. A.A.C., 28 rounds 40MM HET and 224 rounds 20MM HET and HEI at Japanese plane. 0855 Commenced firing at Japanese plane which dived in water about 600 yards away. Expended 16 rounds 40MM HET.
3. 0116 Fired at enemy plane, ammunition expended 489 rounds 40MM HET and 631 rounds 20MM HET and HEI. We stayed in Condition 1 "EASY" throughout the night. Have been warned to be prepared for enemy air attacks in force at any time also repeated warnings of Japanese swimmers, suicide boats and "buzz bombs". At night we have special deck sentries armed to repel boarding and maintain a picket boat cruising about the ship with armed sentries.
4. During the afternoon the swivel on the starboard anchor chain uncoupled and we lost the starboard anchor and it was necessary to get underway to resume our proper berth.
5. Remained at anchor performing various logistic services for minecraft.
6. For four hours in late afternoon we had numerous attacks by Japanese planes from all bearings, we also received aboard survivors from L.S.T. 447 and SS LOGAN VICTORY. Both ships were hit by suicide planes in our vicinity. We clothed and treated for immersion all of these people in addition to firing at planes and furnishing rescue boats. Ammunition expended 87 rounds 5"/38 cal. A.A.C., 346 rounds 40MM HET and 89 rounds 20MM HEI and HET. Our gun fire definitely hit two of the attacking planes but in view of the large number of ships firing at these planes it is not possible to claim credit for their destruction.
- 7-19. Anchored in Kerama Retto performing logistic services for minecraft, having numerous raids by enemy aircraft, however the C.A.P. has kept the enemy outside of effective range of our guns, we are laying smoke screens several times each night and going to general quarters whenever enemy aircraft are in the vicinity. We are also assisting by receiving casualties from ships hit by suicide planes.

FILMEI



CM5/A9-4

DECLASSIFIED**DECLASSIFIED**

- 21-27. Anchored in Kerama Retto performing logistic services for minecraft.
28. At 1929 the U.S.S. PINKNEY anchored nearby was hit by an enemy suicide plane. At 1944 we fired 30 rounds of 40MM HET and HEI and 172 rounds of 20MM HEI and HET ammunition at an enemy plane. At 2026 we fired 35 rounds of 5"/38 cal. ammunition at another enemy plane. Both of these were attempting suicide attacks. Due to the number of ships in the anchorage which fire at enemy planes it is not possible to evaluate our fire even though a number of planes are brought down. We received aboard a number of casualties from the U.S.S. PINKNEY, treated them and transferred them to the U.S.S. HOPE. Our power boats and medical officers were all sent to the PINKNEY's aid.
29. At 0114 we fired 42 rounds of 40MM HET ammunition at a Japanese plane.
30. During this month we have gone to general quarters 93 times. The shortest period was seven minutes and the longest, six and one half hours. The enemy is making full use of high speed, weak IFF and running lights in their air attacks. The use of our air search radar for close in detection and ranging has been seriously handicapped by the fact that we are almost totally surrounded at close range by land.


H.W. BLAKESLEE.

CHS A9-4

U. S. S. TERROR
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

182
Reg. No. NA 01181
R. S. No.

DECLASSIFIED

11 June 1945.

WAR DIARY FOR MAY 1945

OPERATING UNDER COMINPAC AS TENDER AND SUPPLY SHIP FOR T.G. 52.2

Various member of the staff of Commander Minecraft (OTG 52.2) including the Chief of Staff were living aboard. Anchored in Berth "K-88" Kerama Retto, Okinawa Gunto.

1. At 0356 we were hit by a Japanese suicide plane. The plane came in on the port beam passed astern of the ship, reversed course and came in from the starboard quarter. From an estimate of the damage it is believed that the plane carried two 500 pound H.E. bombs which were detonated at the time of impact, as well as at least two thermite bombs only one of which ignited, burning in the wardroom and adding greatly to the difficulty of fighting fire and rescuing casualties. The damage to the ship is covered in the report of battle damage which is appended as enclosure (a). All departments of the ship did an excellent job of rescue work, fighting fire and maintaining battle readiness. A preliminary check showed about 35 killed and 60 wounded. We were assisted by U.S.S. ATR 106, LSM 90 and PCHE 586 as well as medical personnel from ships in the vicinity. The LSM and PCHE removed casualties and in the afternoon we got underway and shifted to alongside U.S.S. NATRONA for messing facilities for officers and crew until such time as temporary repairs could be made by a SRU from U.S.S. ZANIAN to our galley.
- 2-5. Moored to U.S.S. NATRONA undergoing temporary repairs.
6. A complete check showed 41 dead, 7 missing and 123 wounded.
7. Moored as before. Completed temporary repairs and transfer of all spare parts which could be of use in the forward area.
8. Underway at 0808 for Saipan to have battle damage assessed and decision made as to where repairs will be effected. We joined T.G. 51.29.4 in accordance with O.T.F. 51 secret despatch 061255. We joined convey east of Kerama Retto and are enroute to Saipan.

Posits

1200

2000

26-01.0 N.

25-11.0 N.

127-27.5 E.

128-49.5 E.

CH MCH

9.	Posits	0800 24-100 N. 131-13.0 E.	1200 23-24.0 N. 131-36.0 E.	2000 22-36.0 N. 132-54.0 E.
10.	Posits	21-35.5 N. 135-28 E.	21-14.0 N. 136-23.0 E.	20-17.0 N. 138-05.5 E.
11.	Posits	18-46.5 N. 140-34.0 E.	18-17.0 N. 141-20.5 E.	17-07.0 N. 142-40.0 E.
12.	T.U. 51.29.4 was dissolved and we anchored outside the nets in Saipan Harbor.			
	Posits	0800 15-32.0 N. 145-00 E.		

13. Anchored as before.
14. We moved inside the nets and alongside the U.S.S. FLANBEAU and fueled.
15. Underway in the morning in accordance with Port Director, Saipan confidential letter of 14 May, enroute to Eniwetok Atoll in company with U.S.S. ZELLARS, we are O.T.C. It was decided that our battle damage was too great to be repaired in the forward area.

Posits	0800	1200	2000
None		15-07.0 N.	14-45.0 N.
		146-21.0 E.	148-26.0 E.

16. Posits	14-13.5 N.	14-02.5 N.	13-23.5 N.
	151-26.5 E.	152-25.0 E.	154-22.0 E.

17.	Posits	12-44.0 N,	12-27.5 N,	12-06.0 N.
		157-24.0 E.	158-18.5 E.	159-50.0 E.

18. We anchored in Eniwetok Atoll to allow the U.S.S. ZELLARS to fuel and to obtain onward routing. Sailed in the afternoon for Pearl Harbor on T.U. 96.5.17 with the ZELLARS in accordance to Port Director Eniwetok confidential order of 18 May.

Posits	0800	1200	1800
	None	None	11-34.0 N. 153-19.0 E.

DECLASSIFIED
CONFIDENTIAL

WAR DIARY FOR MAY 1945 (Continued).

19. Posits	0800 12-06.5 N. 166-17.0 E.	1200 12-29.0 N. 167-15.0 E.	2000 12-56.0 N. 169-11.0 E.
20. Posits	13-52.5 N. 172-10.0 E.	14-05.5 N. 173-09.0 E.	14-34.5 N. 175-26.0 E.
21. Posits	15-21.0 N. 178-18.0 E.	15-31.5 N. 179-20.0 E.	16-00.0 N. 178-27.0 W.
21. Posits	16-45.5 N. 175-20.5 W.	17-00.0 N. 174-13.0 W.	17-26.0 N. 172-06.5 W.
22. Posits	18-02.0 N. 169-03.0 W.	18-16.0 N. 168-02.5 W.	18-35.0 N. 166-00.0 W.
23. Posits	19-16.0 N. 162-58.0 W.	19-29.0 N. 161-53.5 W.	19-47.0 N. 159-35.0 W.
24.	Moored to dock in Berth "A-14", Pearl Harbor, T.H., at 0854		
25.	Moored as before.		
26.	At 1250 sailed for San Francisco by authority of PacFlt, letter 7L-45, and ComServPac confidential despatch 162157 of May.		
27. Posits	0800 None	1200 None	2000 22-17.0 N. 156-59.5 W.
27. Posits	23-56.5 N. 154-55.0 W.	24-36.0 N. 154-06.0 W.	25-52.0 N. 152-04.0 W.
28. Posits	27-45.0 N. 149-03.0 W.	28-28.5 N. 148-07.5 W.	29-30.5 N. 146-12.5 W.
29. Posits	31-05.0 N. 142-41.5 W.	31-37.0 N. 141-31.0 W.	32-33.0 N. 139-40.0 W.
30. Posits	33-54.5 N. 135-51.0 W.	34-26.0 N. 134-46.0 W.	35-19.0 N. 132-34.0 W.
31. Posits	36-23.0 N. 129-15.0 W.	36-41. N. 128-06. W.	37-32. N. 125-54.5 W.

H. W. Blakeslee
H. W. BLAKESLEE.

CM5/ A9-4

Serial No. 0145

DECLASSIFIED

U. S. S. TERROR
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

REG. NO 3471
R. S. NO
REG. SHEET NO 1

10/Hs

11 July 1945.

WAR DIARY FOR JUNE 1945.

OPERATING UNDER COMMANDER MINECRAFT U.S. PACIFIC FLEET.

Zone Plus 7 1/2 Time.

1. Steaming independently as Task Unit 18.2.1 enroute Pearl Harbor to San Francisco, California.
0000 Set clocks ahead 1/2 hour to Plus 7 zone time.
0558 Entered San Francisco main ship channel.
0830 Anchored in anchorage No. 7, San Francisco Bay.
1051 Underway for NAD Mare Island.
1320 Moored to dock at NAD Mare Island.
1358 Commenced unloading ammunition.
2. 1330 Completed unloading all ammunition.
1415 Underway enroute to Kaiser Yard No. 1, Richmond, California for repairs to battle damage.
1657 Moored in Kaiser Yard No. 1, Richmond, California and commenced yard overhaul.
- 3 - 13. Undergoing Navy Yard overhaul at Kaiser Shipyard No. 1, Richmond, California.
14. 0643 Underway in tow enroute to Navy Yard Mare Island, California.
1251 Moored to dock in Navy Yard Mare Island for completion of overhaul.
- 15 - 30. Undergoing Navy Yard overhaul at Navy Yard Mare Island, California.

R.T. Spofford
R.T. SPOFFORD.

131278

FILMEN

U. S. S. TERROR

MAY 18 1945
0652

RECEIVED
MAY 14 1945
384

8 May 1945.

From: The Commanding Officer.
To : The Commander In Chief U.S. Fleet.
Subject: Ship's Damage Report - Summary of.
Reference: (a) Pacific Fleet Conf. Letter 53GL-43 Revised.
(b) BuShips Conf. Letter G-72/L11-1(274) of 17 April 1945
G-72/L11-1
Enclosure: (A) Diagrams.

1. In accordance with references (a) and (b) the following summary of damage is hereby submitted.

2. At 0858 (I), while at anchor at Kerama Retto, in 22 fathoms of water this ship was struck by a Japanese suicide plane on the communication platform outboard at frame 59. The plane apparently carried two bombs estimated to be five hundred pounds each. One exploded on impact with the deck at the incinerator door. The other penetrated to the main deck eighteen feet inboard and exploded at the door between the galley and forward messing compartment. The plane's engine tore its way through all bulkheads and landed intact in the port forward corner of the wardroom. Near the engine was the pilot's body, not badly mangled and two incendiaries. One of these burned for nearly an hour without penetrating the deck, due to skillful use of water. The other failed to explode and was salvaged and carried away for investigation by a fire expert from the MALOCS. It is believed that any gas the plane carried went up in the original crash.

3. Fire immediately broke out principally on the superstructure deck from the wardroom messroom to the sick bay inclusive. It was immediately and effectively attacked by a number of hoses and was practically extinguished by about 0930. 40MM magazines G-0102-M and G-0103-M were promptly flooded and sustained no damage from the hot bulkhead. 80MM storage B-0207-M might have exploded except that a fragment pierced the sprinkling pipe at just the right place to start an effective sprinkler immediately. The large amount of chemicals and dressings in sick bay caused a fire which was persistent and hard to extinguish. It never got out of hand, but smoldered for most of the day.

4. The large amount of water used caused a list of about 60°. This was easily countered by the engineers but as it was all free surface it immediately made a list of 80° to the opposite side. After day light small holes were burned in the bulkheads of the superstructure deck which easily freed that deck of water.

5. The impact of the bomb on the main deck cut a neat hole about 10" X 12" in the plating and the explosion, made several more small rugged holes. The deck held firm but deck and beams under the galley were dished in 12" - 18". These small holes allowed considerable water to run down on the mine deck and enough concussion escaped down there to ruin several bulkheads in the vicinity of the log room. The water on the mine deck was gotten rid of through the drains and by use of handy billies and siphons out the after mine doors.

6. There was no engineering damage. Water ran down the after stack casing and extinguished the fires in #3 boiler but the forward engine room lighted off immediately and no power was lost. Later inspection of #3 boiler shows no damage. The hull is perfectly seaworthy and can sustain a speed of 17 knots using both engines and the forward boilers.

7. There was no damage to the 5" battery or the forward 40MM quads. The after 40MMs and some of the amidship's 20MMs can be used after some work by ship's force. Both SC and SD radars were put back in commission in a short time. Enough radio receivers and a transmitter are usable to stand a regular watch.

8. At the time of the hit the wind was about 18 knots from SE sky cloudy but clear and unfortunately the ship was in a large reef in the smoke being made by all ships. Draft readings were not taken but no change is believed to have occurred.

9. The following structure of the ship was destroyed or damaged beyond repair:

NAVIGATING BRIDGE

26" Search Light Platform.
Deck Plating from about frame 48 to 51.

COMMUNICATION PLATFORM

B-0203-E.
20MM Ready Service Room.
B-0205.
B-0204-A.
20MM Machine Gun Starboard side.

COMMUNICATION PLATFORM (Cont'd.)

Number 2 Stack.

All deck plating from about frame 60 to 68.

SUPERSTRUCTURE DECK

All bulkheads and equipment from frame 41 to 62 except uptake B1-1.

MAIN DECK

All Inner bulkheads GPO Mess Room.

Built in lockers opening on passage A-106-1 between frames 41 and 43.

Provision Issuing Room.

Vegetable Preparation Room.

Butcher Shop.

Bakery.

Galley.

Uptake B2-1

Post Office

Ship's Store.

Forward Bulkhead of Scullery.

Deck and supports buckled between frames 48 and 61.

Outboard bulkheads both sides between frames 58 and 74.

Holes of various sizes in deck between frames 54 and 69.

SECOND DECK

After and inboard bulkheads of Printing Office.

Bogey Car Trolley lines between frames 61 and 64.

Outboard bulkhead of Lumber Stowage.

After bulkhead and both outboard bulkheads of Mine Workshop.

All bulkheads of Engineer's Office.

Ladder starboard side frame 66.

Uptake B3-1.

Bulkheads of Master at Arms Office.

Inboard and after bulkhead of water test laboratory.

10. The following structure of the ship was damaged but can be repaired.

NAVIGATING BRIDGE

Forward smoke stack and uptake from superstructure deck to top.

Port outboard bulkheads from frame 40 aft.

After bulkhead complete, starboard outboard bulkhead from frame 42 aft.

Forward and inboard bulkhead of sea cabin.

Inboard bulkhead of Flag Plot.

COMMUNICATION PLATFORM

Radio Central N-0002-0 Complete.
Forward and aft bulkheads of Communication Station.
After bulkhead Siding Room.
Port 20MM Machine Guns are operating but foundations are weakened and deck in vicinity.
Boat Crane.
5"/58 Loading Machine.
After 40MM Quads.

SUPERSTRUCTURE DECK

Forward and after bulkheads of Staterooms O104 and O105.
All inner bulkheads of Executive Officer's and Chief of Staff's Staterooms and Bathrooms.
Wardrobes in Executive Officer's and Chief of Staff's staterooms.
All bulkheads of passage C-O101-LH.
After bulkhead of battery repair shop.

MAIN DECK

Forward and after bulkhead of Executive Officer's Office.
After bulkhead of CPO Washroom (S-102-L).
After bulkhead of decontamination space.

11. The following equipment was destroyed or damaged beyond repair:

35" Searchlights and platform.

COMMUNICATION PLATFORM

Electric Boat Winch.
Number 2 Stack.
Number 1 Motor Launch.
All equipment on superstructure deck from frame 41 to 67.

MAIN DECK

All equipment in Provisions Issuing Room.
All equipment in Vegetable Preparation Room.
All equipment in Butcher Shop.
All equipment in Bread Room.
All equipment in Bakery.
Electric Oven, approximately 1/2 of Electric Range, 1/2 Griddles, 2 Pressers, Steam Tables, and Kettles in Galley.
All transmitters and generators in radio transmitter room.

MAIN DECK (Cont'd.)

All equipment in Post Office.

COMMUNICATION PLATFORM

All equipment in Radio Central (E-0202-C).

MAIN DECK

Mess Counters in Crew's Messing Compartments.
Desks in Radio Transmitter Room.
Soda Fountain and Carbonator.

SECOND DECK

Office equipment in Engineer's Office.
Ladder, Starboard Side, Frame 50.

H.W. BLAKESLEE.

Copies to: CINCOPAS ✓
CINCOPAS (Advanced Msg.)
COMLANTPAC 3th FLEET
COMSOPAC
COMLANTPAC T.F. 02
COMSOPAC
COMLANTPAC TASK GROUP 01.10
ADCOMSOPAC
COMSOPAC
C.T.F. 01

CASUALTIES - OKINAWA, MAY 1, 1945

Compiled by David Mincey

Officers and Men Killed in Action - Okinawa, May 1, 1945

Officers and Men Wounded in Action - Okinawa, May 1, 1945

Officers and Men Wounded - Remained on Board

USS TERROR CM 5

OFFICERS AND MEN KILLED IN ACTION, OKINAWA, MAY 1, 1945

OFFICERS

Lt.CDR. Robert L. Alaux, USNR 77430 (F)
Lt.CDR. Ronald C. Biles, USNR 73880 (F)*
CAPT. Robley W. Clark, USN 58821 (F)
LT. George S. Owens, USNR 261062 (F)
Lt(jg) Robert W. Rickert, (MC) USNR 405142
LT. Robert W. Seegar (DC) USNR 196077
LT. Edward J. Taylor USNR 223567 (F)

MEN

Allison, Harold H. S1/c 927 62 71 SV V6 USNR
Baldrick, Robert E. Y1/c 708 11 13 V6 USNR (F)
Batory, Martin (n) SC2/c 611 85 55 V6 USNR
Belloili, Mario A. SC1/c 669 14 55 V6 USNR
Boozar, Edward L. Ck2/c 552 04 57 V6 USNR
Bowles, Ralph E. EM2/c 295 70 25 USN
Buehner, Robert K. RM2/c 639 68 31 V6 USNR (F)
Cohen, William H. S2/c 269 27 34 V6 USNR (F)
Corodetti, Joseph L. S1/c 821 03 57 V6 USNR
Cotten, Claude E. SK2/c 839 83 09 V6 USNR (F)
Dibbrell, Elbert (n) Ck2/c 295 44 48 USN*
Dugay, William P. M3/c 807 56 --V6 SV USNR
Englander, Jacob L. SC3/c 812 29 71 SV V6 USNR*
Eppig, John A. Jr. WT3/c 810 87 04 V6 USNR
Feeny, John P. RT3/c 853 57 63 V6 SV USNR
Gadzaliszyn, Edward D. S1/c 810 85 27 V6 USNR
Hanley, John M. PhM3/c 807 56 72 V6 USNR*
Harmon, Willis E. S1/c 287 65 06 USN*
Holbrook, Hugh W. S2/c 273 38 20 V6 USNR
Hoover, John J. S1/c (GM) 921 02 52 V6 USNR
Jackson, Ralph (n) StM1/c 815 97 20 V6 USNR (F)
Lassard, Paul O. Cox 606 29 32 V6 USNR
McMahon, John C. S2/c 817 66 30 V6 USNR*
Morrison, David E. F1/c 956 45 89 V6 USNR
Neer, Francis J. S2/c 314 13 21 V6 USNR
Norman, Clyde W. Bkr1/c 656 10 06 V6 USNR
Quinlan, James F. S1/c 579 17 51 V6 USNR

Ranft, Virgil R. SC1/c 669 76 56 V6 USNR
Rodenburg, Henry H. RdM3/c 706 62 57 V6 USNR
Schultz, Lester H. BM2/c 305 59 42 V6 USNR
Shivers, Robert W. Cox 604 48 29 V6 USNR
Snowberry, Leonard J. MM2/c 627 19 44 V6 USNR
Staten, Harry L. S2/c 722 40 09 V6 USNR
Stephens, Argus (n) S2/c 635 37 28 V6 USNR
Urbaniak, Frank L. S1/c 245 70 30 V6 USNR
Wagoner, Henry C. MM1/c 263 51 78 USN
Weik, Russell E. QM2/c 651 70 61 V6 USNR
Weller, Walter G. S1/c 890 76 11 V6 USNR
Wilson, Wilfred E. St3/c 811 92 57 V6 SV USNR
Winkler, Richard H. Y3/c 851 82 13 V6 USNR
York, James F. StM2/c 854 73 39 V6 USNR*

*Missing in action

USS TERROR CM 5

OFFICERS AND MEN WOUNDED IN ACTION, OKINAWA, MAY 1, 1945

OFFICERS

LT CDR Horace D. Warden (MC) 83491 USN (Navy Surgeon, Staff, CoMinPac)

MEN

Ashlock Aden O. S1/c 629 35 54 V6 USNR
Bacon, Irving F. SF2/c 602 43 66 V6 USNR
Barnett, Frank O. Jr. S1/c 250 76 12 USN
Barr, John A. Mn3/c 822 05 03 V6 USNR
Bartone, Bernard (n) Bkr2/c 822 04 55 V6 SV USNR
Blume, Victor E. S1/c 973 10 26 V6 USNR
Boese, George A. CM3/c 329 07 04 USN
Boone, Verdon P. GM3/c 895 32 95 SV V6 USNR
Borgh, Robert V. S2/c 758 22 34 V6 USNR
Bowden, Billy M. Y1/c 616 07 27 V6 USNR
Chaney, Harold C. S1/c 727 25 29 V6 USNR
Colello, Joseph S.C. S1/c 601 83 29 V6 USNR
Coyan, George (n) S1/c(RM) 554 86 71 V6 USNR
Creighton, Thomas J. RM3/c 942 34 82 USNR
Donadeo, Angelo J. S1/c 822 04 67 V6 SV USNR
Duggan, Daniel F. SC3/c 615 82 63 V6 USNR
Duguid, William A. S2/c 888 43 05 USNR
Duncan, Arvest M. Jr. SM1/c 287 62 53 USN
Faucher, John P. S1/c 800 53 94 V6 USNR
Fehrle, Carl A. S1/c 817 93 22 V6 SV USNR
Ferguson, Saul V. StM1/c 633 17 74 V6 USNR
Gallien, Clarence E. CRT(AA) 607 54 22 USNR
Garland, Harry T. StM1/c 817 76 71 V6 USNR
Glazier, Linus P. PhM3/c 268 69 85 USN
Henley, Milton E. S2/c 256 81 95 USNR
Hennessey, Roy A. CGM(1) 204 42 88 USN
Hergenroedar, George W. Cox 653 62 19 V6 USNR
Hicks, Donald G. RT1/c 400 42 16 V3 USNR
Horwath, Frank J. F1/c(EM)(MS) 813 80 37 SV6 USNR
Howe, Joseph C. S2/c 264 30 67 V6 USNR
Hynes, John R. S1/c(SM) 667 47 02 V6 USNR
Ingram, Weston L. CY(PA) 414 62 81 USN
Jenkins, Albert W. S2/c 782 76 51 V6 USNR
Johnson, George W. StM1/c 813 99 49 V6 USNR
Johnson, Gustaf A. MM3/c 821 07 20 V6 USNR

Johnson, William C. S2/c 934 59 69 SV6 USNR
 Kastnar, James F. MoMM2/c 618 43 84 V6 USNR
 Knights, Calvin C. Wt2/c 311 99 58 USN
 Kurowski, Irwin R. B2/c 725 49 56 V6 USNR
 Larsen, Elmer L. M2/c 655 10 57 V6 USNR
 Lavrinc, John E. MM1/c 652 75 30 V6 USNR
 LeBlanc, Joseph L. CRM(AA) 400 50 63 USNR
 Lyphardt, Arthur V. GM3/c 664 41 42 V6 USNR
 Martinez, Anival (n) S1/c 810 03 47 V6 SV USNR
 Mashia, Hugh F. Cox 897 25 51 USN-1
 Maziarz, Stanley J. Cox 821 28 86 V6 SV USNR
 Mazurek, John J. F1/c 952 95 18 SV6 USNR
 McCarthy, William M. S1/c(SM) 825 60 79 SV V6 USNR
 McClellan, Noah (n) Jr. S1/c(IC) 357 60 36 V6 USNR
 Moore, Jack V. S2/c 623 55 05 V6 USNR
 Newcomb, Richard F. S1/c 906 25 90 SV6 USNR
 Noyes, Earl W. SM2/c 204 85 67 V6 USNR
 O'Brien, Arthur A. S2/c 579 27 08 V6 USNR
 O'Leary, James M. S1/c 205 72 25 V6 USNR
 Pauli, Alvin F. RM2/c 658 38 94 USNR
 Petty, John M. McMM3/c 896 50 75 USN-1
 Phinney, Edwin M. EM3/c 823 02 88 USNR
 Pye, Raymond (n) StM1/c 948 61 24 SV V6 USNR
 Ridley, Nelson (n) StM1/c 295 43 71 USN
 Ringleib, William J. EM2/c 707 77 V6 USNR
 Rosario, John D. Stm2/c 611 44 51 V6 USNR
 Rowe, Benjamin J. S1/c 819 19 82 V6 USNR
 Rutland, Ermine (n) StM2/c 838 51 94 V6 USNR
 Rutland, Rayma B. Cox 838 77 73 USNR
 Sabala, John J. S1/c 851 70 22 SV V6 USNR
 Sanders, Fletcher B. St. StM1/c 838 51 51 V6 USNR
 Singleton, Joseph R. S2/c 932 84 64 SV6 USNR
 Skinner, Buford J. MM2/c 640 39 21 V6 USNR
 Smith, Stanley W. F1/c 382 75 84 USN
 Stakich, Mike J. CWT(PA) 282 93 75 USN
 Steele, Oliver F. S2/c 810 85 96 V6 USNR
 Statka, Delmer G. S2/c 285 71 65 V6 USNR
 Stewart, Edward M. SF1/c 646 26 20 V6 USNR
 Stillpass, Roger E. S1/c 293 50 34 V6 USNR
 Stratton, Thomas W. S2/c 209 00 03
 Vallieres, Armand J. EM2/c 666 66 24 V6 USNR
 Viohl, William C. S2/c 225 60 44 USN
 Wagner, Daniel W. Jr. Y1/c 603 90 99 V6 USNR
 Ward, John T. Jr. Cox 886 12 65 V6 USNR
 Warren, Lucius S. Jr. Y1/c 550 53 56 V6 USNR

Weaver, Earl (n) F1/c 313 78 85 V6 USNR
Webster, Jonas P. S2/c 264 03 73 V6 USNR
Wiley, Russell R. S2/c(RM) 922 45 37 SV V6 USNR
Wilkerson, George A. S1/c 576 70 89 V6 USNR
Williams, Casle J. CMM(AA)(T) 669 76 28 V6 USNR
Wing, Carroll B. S2/c 208 98 79 V6 USNR
Wolf, Robert C. CQM(PA) 402 50 58 USN
Wood, Edward O. S1/c 964 51 34 SV6 USNR

USS TERROR CM 5

OFFICERS AND MEN WOUNDED IN ACTION, OKINAWA, 1 MAY 1945 Remained on board

OFFICERS

Ensign Ulys S. Allen, 415892 USN
LT Thomas H. Bartindale, (D)L. 140928 USNR
Ensign Robert J. Crumpler, 384160 USNR
Elect. Fred L. Ditzel, (E) 365278 USNR
Lt(jg) Marshall H. Hall, Jr. (SC)183717 USNR
LT Henry P. Jewett, (C) 178943 USNR
Bos'n Charles A. McMahon, 342273 USN
Lt(jg) Semon L. Teague, (EM) 163959 USNR
Bos'n Joseph A. Vivirito, (D) 389137 USNR

MEN

Barquist, Charles A. CMM(AA), 652 03 04 V6 USNR
Bradbury, Francis J. MM2/c, 810 85 05 V6 SV USNR
Cepaitis, Edward A. S1/c, 923 76 29 SV6 USNR
Conner, Thomas W. Y3/c, 906 63 51 SV V6 USNR
Depot, Edward J. S1/c, 205 72 15 USNR
Fesmire, Robert O. GM2/c, 626 67 56 V6 USNR
Freeman, Wilfred J. SM1/c, 411 11 67 V3 USNR
Fryman, Kenneth J. SM3/c, 338 17 00 USN
Jamrock, Adolph J. QM2/c, 851 22 82 USNR
Johnson, Linwood L. S1/c, 834 85 55 V6 USNR
Johnson, Rollie C. S2/c, 575 61 91 V6 USNR
Krause, George W. GM2/c, 611 31 27 V6 USNR
Langlois, Albert E. Ptr2/c, 205 22 06 USNR
McCarthy, George F. SK2/c, 807 56 85 V6 USNR
McGrale, Edwin J. Sgt., (344)378761 USMC (Admiral Sharp's Orderly)
McMahon, Jack C. PhM2/c, 576 30 51 V6 USNR
Monkiewicz, Michael W. SSML1/c, 212 46 54 V6 USNR
Mortar, Myron D. S2/c, 328 83 95 USN
Nelson, Robert C. PhM1/c, 610 67 23 V6 USNR
Reid, Frederick E. S2/c, 579 32 19 V6 USNR
Sherwood, George G. S2/c, 573 37 03 USN
Sponick, Lester E. MM3/c, 623 57 39 V6 USNR
Teague, John C. S2/c, 264 03 89 V6 USNR
Thibault, Warren A. S2/c, 203 14 59 USNR
Weis, Francis L. SK1/c, 648 19 08 V6 USNR

COMMISSIONED OFFICERS

Commissioned Officers

July 15, 1942 - December 31, 1946

COMMISSIONED OFFICERS
July 15, 1942 - December 31, 1946

Allen, U.S.	Ens.	11/26/44	A Div.
Bagley, D.S.	Lt (jg)	12/1/45	Asst Comm
Bakewell, S.F.	Lt (jg)	1/16/46	Gunnery
Baldwin, H.J.	Lt (jg)	9/3/45	Repair
Ballard, F.G.	Lt	6/18/43	Comm
Bartindale, T.H.	Lt	4/29/44	Mining
Bayer, J.P.	Ens	7/15/42	Jr NC Div
Befort, P.	Lt (jg)	7/15/42	Asst. Supply
Bittner, J.R.	Lt (jg)	4/1/46	Dental
Blakeslee, H.W.	Cdr	7/15/42	CO
Boone, G.F.	Lt (jg)	8/26/44	Mining
Bougher, M.W.	Lt (jg)	12/1/42	
Bradshaw, O.L.	Lt	7/15/42	Eng Officer
Brown, H.C.	Lt (jg)	6/27/44	Gunnery
Brown, K.	Ens	6/21/46	Asst Eng
Burke, R.E.	Ens	1/1943	
Carney, E.J.	Lt	8/9/45	Chaplain
Cawthon, R.L.	Lt	7/9/45	Asst Gunnery
Cobb, J.T.	Lt	7/9/45	Gunnery
Coleman, R.	RadioElec	2/1/44	
Conaway, J.O.	Lt (jg)	12/22/44	Drone Officer
Confer, R.G.	Ens	12/28/45	3rd Div
Conway, T.M.	Ens	11/26/44	F Div
Coombs, C.A.	LtCdr	7/15/42	Exec
Crocker, F.S.	Ens	11/26/44	1st Lt
Crumley, D.P.	Lt	5/4/46	Eng Officer
Crumpler, R.J.	Ens	11/25/44	Asst 3rd Div
Csizar, J.	Lt	7/15/42	1st Lt
Curry, J.G.	Ens	12/16/45	1st Lt
Ditzel, F.L.	ChElec	6/26/44	F Div
Donohue, J.P.	Lt	11/19/45	Chaplain
Doty, E.R.	Lt (jg)	4/29/44	3rd Div
Duckworth, W.G.	Lt	5/12/45	Gunnery
Dunkly, A.	Lt (jg)	1/1943	
Einstein, R.S. Jr.	Lt (jg)	12/1/42	Signal NC Div
Erickson, L.A.	Lt (E)	7/3/45	Eng
Fidler, A.J.	LtCdr	7/15/42	Medical
Fitch, H.W.	Capt	7/15/42	CO
Foyt, R.C.	LtCdr	7/15/42	DCO DWO
Franey, W.J.	ChBos'n	9/25/43	Jr R Div Officer
Frasch, C.O.	Lt	2/11/43	F Div
Garner, R.R.	Lt	7/1/45	Training
Glasscock, R.W.	Lt	7/15/42	Eng
Gordon, J.H.	ChBos'n	11/5/45	Ship's Bos'n
Gray, E.H.	Ens	2/6/44	F Div
Green, J.A.	Ens	12/13/45	A Div
Guelpa, E.	Ens	4/29/45	MA Div
Guiney, F.M.	Ens	12/16/45	MF Div
Hall, H.M.	Lt	12/8/44	Supply
Hall, W.E.	Lt (D)	9/26/45	Navigator
Hanner, G.M.	ChElec	6/14/46	E Div
Haugland, R.	ChRaE	4/29/44	Radio Officer

COMMISSIONED OFFICERS

Heinze, T.L.	Ens	11/28/44	Disb.
Hill, C.C.	Ens	11/18/45	Asst Navigator
Hoffman, B.	Lt. (jg)	2/15/46	Ships Sec
Hosbein, J.W.	Ens	12/18/46	MA Div
Inglis, S.P.	LtCdr	12/17/45	Dental
Inman, E. H. Jr.	LtCdr	5-23-44	Exec Officer
Izmerian, A.A.	Lt (jg)	1946	Comm
Jewett, H.P.	Lt	2/13/43	Asst Comm
Kenney, G.D.	ChPayCler	2/20/46	S div
Kern, W.D.	Lt. (jg)	8/1/45	Navigator
King, R.H.	Mach	6/43	
Klett, C.J.	B'osun	5/43	
Knochel, E.C.	Lt	6/27/45	Dental
Lindell, J.F.	Lt (jg)	8/25/44	MF Div
Mansuy, M.M.	Lt (jg)	12/15/45	Medical
Massimo, F.J.	Lt.	7/23/45	1st Lt.
McGill, G.E.	ChGunner	6/5/45	Ship's Gunner
McGuffie, R.W.	Lt	7/15/42	Asst Eng
McMurray, O.N.	PayClerk	7/17/44	Ass. Supply
Miller, R.T.	Gunner	1/15/45	
Mincey, D.L.	Lt	10/13/42	NC Div - Comm
Mitchell, R.C.	Ens	1/9/46	Comm Officer
Mitchell, R.F.	Lt (jg)	5/24/45	Navigator
Mounce, G.D. Jr.	Lt(jg)	7/15/42	Asst Mining M Div
Murray, R.C.	Bo'sun	12/1/42	R Div Junior
O'Brien, J.M.	Lt (jg)	7/15/42	Asst Comm NC Div
Olson, D.	Ens	9/15/43	2nd Div
Parker, E.S.	Ens	12/13/45	Ship's Sec
Parks, M.M.	Lt.	6/4/45	Medical
Parrigon, R.O.	Lt. (jg)	2/6/44	3rd div
Pawson, E.A.	Lt	7/15/42	R Div
Pedersen, C.W.	Lt.	3/18/45	Ass Comm
Peters, C.F.	Ens	10/16/45	Supply
Pfundt, T.R.	Lt(jg)	4/27/46	Medical
Plander, H.	Cdr	7/15/42	Gunnery
Potts, J.L.	LCdr	6/2/45	Comm
Pratt, H.C.	Elec	2/1/44	
Reed, F.S.	ChMach	1/15/46	Asst Eng
Richards, A.H.	LtCdr	7-15-42	ExecOfficer
Rickert, R.C.	Lt (jg)	9/6/44	Medical
Robison, S.I.	Ens	7/15/42	F Div
Rovenger, H.M.	Lt (jg)	7/15/42	2nd Div
Runion, R.N.	ChMach	1/43	
Ruzic, J. E.	Lt.	10/18/45	Asst. XO
Sabeau, J.C.	RadElec	6/11/46	Comm.
Sauer, H.A.	Lt.	1/28/46	Navigator
Saunders, W.M.	Elect	12/26/45	E Div
Scanlon, J.H. Jr	Lt	7/15/42	Dental H Div
Schulz, R.L.	Lt.	11/19/45	Comm
Seeger, R.W.	Lt.	2/19/44	Dental
Selman, R.J.	Lt	12/14/45	Personnel
Shattuck, W.G.	Lt.	7-15-42	MF Div

COMMISSIONED OFFICERS

Singleton, F.E. Jr.	Gunner	12/1/42	Jr. M Div
Smith, S.F.	Lt	8/11/45	Navigator
Spofford, R.T.	Capt.	6/16/45	CO
Stewart, L.G.	Lt.	6/8/46	Asst XO
Stroud, W.C.	Lt	1/14/46	Eng
Teague, S.L.	Lt. (jg)	2/6/44	Asst Eng
Thal, R.V.	Ens	1/28/46	F Div
Triplett, L.C.	Lt (jg)	8/17/44	1st Lt
Trossen, G.B.	Lt (jg)	7/15/42	3rd Div
Vivirito, J. A.	Bos'n	8/31/44	J.O.R. Div Officer
Walker, S.Y.	Lt	7/15/42	Supply
Waltz, F.R.	Ens	12/28/45	Asst Sec
Watson, E. S.	Lt.	5/10/46	Eng Officer
Wickens, J.L.	LtCdr	7/15/42	Asst Gunnery
Willahan, D.D.	ChMach	5/13/46	Asst Eng Officer
Wood, C.E. 111	Lt	6/7/43	Supply

SHIPS COMPANY

Ship's Company

July 15, 1942 - June 30, 1946

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Abermathy, Elmer V.	S2	12-12-45
Achtzener, Jack C.	MM1	7-28-42
Ackerlund, Robert L.	S1	12-12-45
Ackerson, Nathaniel Jr.	CBM	7-15-42
Adams, Carleton W.	WT1	7-15-42
Adams, Edgar L.	MM2	7-15-42
Adams, Guy Joseph	Cox	7-26-42
Adams, James Arthur	EM3	5-16-44
Adams, Kenneth E. Jr.	F1	6-13-45
Adams, Max E.	MMS3	5-10-44
Adams, Ralph C.	S2	11-16-45
Adams, Wesley W.	S2	6-7-45
Adcock, Arvil W.	S2	12-11-45
Adcox, William W.	S2	6-7-45
Addington, Charles N.	MM2	7-15-42
Addis, Paul L.	S2	12-12-45
Aikens, Herman L.	S2	12-12-45
Ainsworth, Charles, J.	S2	11-16-45
Alarcon, Antonio M.	S2	9-26-45
Albanese, Mario A.	S2	1-23-46
Albaugh, Richard H.	S1	7-15-42
Albers, William H.	S2	6-7-45
Aleman, Louis F.	GM3	11-16-45
Alexion, Christopher	F1	7-30-42
Allaire, Leo R.	S1	7-30-42
Allen, Ralph C.	S1	7-30-42
Allen, Sam H.	S2	12-12-45
Allison, Arthur L.	SC1	6-7-45
Altermatt, Charles	CCM	7-15-42
Aluisio, Louis A.	S1	7-20-43
Amos, Edward	F1	2-21-46
Anderson, Anson D.	SC3	7-3-42
Anderson, Frank H.	BM2	7-16-42
Anderson, Marshall	S2	11-16-45
Anderson, Robert P.	S2	5-11-46
Anderson, Russell H.	St3	6-28-44
Andrea, William H.	S2	5-11-46
Andrews, Elbert D.	MM2	8-10-42
Andrews, Enos W.	S1	7-22-42
Antoine, Liorye W.	BM2	2-5-46
Antonoupoulos, Cristus	S2	11-16-45
Appel, Samuel	S2	11-16-45
Appleton, Joseph L.	S1	7-30-42
Aquino, John V.	S1	10-3-42
Arable, Claude J.	F2	7-26-42
Arbuckle, Orrin P.	SM3	10-3-42
Archer, Robert S.	SC2	7-21-43
Ard, Charles R. Jr.	S2	11-16-45
Arellano, Alejandro G.	S2	11-16-45
Argo, Bobby H.	S2	11-16-45
Amaud, Percy E.	COM	7-15-42
Arndt, Archie J.	S2	6-29-43

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Arnold, Clayton H.	CSKA	5-16-46
Arrell, Robert M.	S2	12-12-45
Arscott, Albert R.	M3	7-20-43
Arseneau, Clifford L.	S1	10-3-42
Asal, Richard D.	S1	7-30-42
Ascenzi, Dante	GM3	7-30-42
Ashauer, Carl C.	F1	10-3-42
Ashcraft, "V" "C"	SM3	2-6-46
Ashey, Wilfred G.	S2	11-16-45
Ashlock, Aden O.	S1	12-28-44
Ashwood, James A.	MM2	7-16-42
Asiello, Michael L.	SK1	7-31-45
Asker, Esper (N)	SSML3	10-3-42
Atha, Jasper M.	S1	6-7-45
Audette, Gerard R.	S1	12-12-45
Auerbach, Louis F.	S2	12-12-45
Augustine, Herman C.	S1	12-12-45
Augustine, Joseph J.	CWT	7-28-42
Avery, Donald J.	S2	11-16-45
Avila, Clement F.	FCR2	7-15-42
Awalt, Virgil	F1 (MoM)	2-21-44
Ayala, Rene	SC2	7-30-42
Aycock, James A.	S2	12-12-45
Ayers, Curtis I	WT2	7-15-42
Ayers, Harry R.	RdM3	10-3-42
Babcock, Emery R. Jr.	S2	12-12-45
Bacon, Irving F.	SF2	10-14-42
Badger, Charles J.	S2	12-12-45
Bagaria, John J.	EM2	10-3-42
Bagby, Lyman C.	SSML2	10-3-42
Bagwell, Harold L.	S2	12-12-45
Bail, Dewey M.	S2	12-12-45
Bailey, James R.	S2	12-12-45
Bain, Everett V.	S2	10-13-42
Baker, John Jr.	S2	12-12-45
Baker, Merle J. Jr.	S2	7-30-42
Baldock, Richard Jr.	F1	8-28-44
Baldwin, Donald H.	MM1	7-15-42
Bales, Aaron R.	S2	7-1-46
Ballenger, Thomas A.	Y3	6-7-45
Balusek, Henry J. Jr.	MM3	6-7-45
Bancroft, Lawrence C.	RdM3	7-16-45
Bandow, Irwin L. C.	RM3	10-18-45
Bandy, L.C.D.	S2	12-12-45
Bankerd, Howard R	CMN	1-11-45
Banks, Douglas Arthur	BM2	7-30-42
Banks, Floyd C.	S2	12-11-45
Banks, Richard Jr.	S2	6-26-44
Bannan, Joseph T.	F1	6-19-45
Banner, Ardaal M.	S2	12-12-45
Bannerman, William C.	MM2	7-20-43
Banville, Joseph G.	S2	12-12-45

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Barber, Roy	S2	12-12-45
Barbour, Joseph E.	S2	12-12-45
Bard, Arthur P.	WT2	7-15-42
Barkley, Paul H.	RM1	7-15-42
Barkley, Willie "B"	St2	8-23-45
Barkman, Edgar R.E.	S2	12-12-45
Barnett, Frank O.	S1	7-30-42
Barnett, William T.	S2	12-12-45
Barney, Raymond W.	F1	1-8-46
Baron, Earl R	EM2	10-3-42
Barr, Harold F.	FC2	7-17-42
Barr, John A.	MM3	7-20-43
Barr, Philip E.	SC3	10-3-42
Barrett, Alvin R.	S2	12-12-45
Barrett, Alvin R. Jr.	S2	12-12-45
Barrows, Frank W.	S1	7-30-42
Barson, Olympic	Cox	2-10-44
Bartlett, Fred B.	S1	9-19-44
Barus, Phillip C.	QM1	10-3-42
Barwick, John P. Jr	S2	12-12-45
Basile, Roland P.	Y3	10-3-42
Bates, Dean F.	S2	12-12-45
Bates, William Jr.	SSML2	7-22-42
Batory, Martin	SC2	10-3-42
Battles, Jack	S2	12-12-45
Bauer, Edmund T.	S2	10-3-42
Bauman, Eugene F.	F2	11-19-45
Beach, Floyd K.	CWT	2-26-46
Beach, Willie E.	S2	7-16-42
Beaman, Curtis M.	F2	8-14-45
Beard, Amos C.	F1	3-2-46
Beard, James A.	StM 1	12-18-45
Beatty, Morris G.	S2	10-3-42
Beatty, Richard J.	Cox	7-30-42
Beauchamp, Rolden J.	MM2	7-20-43
Beaudoin, Oscar R.	S2	12-12-45
Beaulieu, Roger J.	S2	12-12-45
Beaver, Melvin W.	MM1	7-15-42
Bechtold, Kenneth J.	MM1	7-20-43
Becker, Harry E. Jr.	EM3	10-3-42
Beckham, William F.	RdM3	7-16-45
Beecroft, Edward J.	S2	10-3-42
Beeghly, Wood D.	MM1	7-30-42
Begey, Michael Jr.	S1	10-3-42
Belcher, Thomas L.	S2	12-11-45
Belcher, Thomas L.	S1	5-27-46
Bell, George J.	BM1	7-15-42
Bell, James F.	Ck1	7-15-42
Belloli, Mario A.	SC1	10-3-42
Benda, John P.	MN3	7-30-42
Bender, Thurman G.	SM3	10-3-42
Benitez, Gilberto M.	S2	12-12-45

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Benjey, Samuel E. Jr.	MM1	4-29-43
Bennett, Alton J.	StM2	12-18-45
Bennett, Homer F.	S2	7-30-42
Bennett, Isaiah	StM2	6-7-45
Bennett, Robert D.	RT3	7-15-42
Bennett, Robert R.	S1	12-12-45
Benoit, Geoffrey	FC1	7-30-42
Benoit, Normand H.	WT2	7-30-42
Bensavage, Joseph J.	Y2	11-15-45
Berger, Vernon L.	F2	8-14-45
Bergstrom, Lavern H.	HA1	6-7-45
Berman, Oscar H.	SK2	10-3-42
Berquist, Charles A.	CMM	7-16-42
Bertone, Bernard	Bkr2	7-20-43
Bervet, Paul P.	BM1	10-3-42
Betten, John E.	EM3	7-30-42
Betts, Joseph E.	StM2	12-18-45
Bevers, James M.	SC2	10-3-42
Bianchini, Peter	S2	12-12-45
Bicknell, Charles E.	EM3	6-13-45
Billeaudeau, Donald J.	F1	3-2-46
Birdwell, , Arthur G. Jr.	CPhM	4-12-43
Biscay, Leon J.	SSMB3	6-7-45
Bishop, Preston L.	SF1	3-1-46
Blair, Jack Phillip	F1	10-5-45
Blake, Paul J.	S2	7-30-42
Blankenship, Edward B.	GM3	11-16-45
Bluestein, Philip	MM2	7-15-42
Blum, Eugene I. Jr.	S2	12-12-45
Blymiller, Bernard	GM2	7-30-42
Boa, Malcolm A.	GM2	11-16-45
Boatright, Richard C. Jr.	StM2	12-18-45
Bockelmann, John F.R. Jr.	S1	7-30-42
Bodge, Arthur P.	F3	7-30-42
Bodzinony, Leonard (N)	S2	12-12-45
Boers, Wallace E.	F1	1-23-46
Boese, George A.	CM3	8-4-42
Bogart, John R.	F1	8-14-45
Bohannon, John J.	S2	12-12-45
Bohm, Thomas E.	MM1	7-15-42
Bohm, Thomas E.	MM1	7-15-42
Boisvert, Philip J.	FC3	7-30-42
Boles, A.W.	S2	12-12-45
Bologna, Salvator A.	S1	6-16-45
Bolyard, Dorsey G.	MM1	10-3-42
Bornhoff, George A.	SF2	3-1-46
Bommer, Edward L.	SSML3	7-20-43
Bond, Charles H.	S2	6-7-45
Bond, LeRoy	S2	12-12-45
Bonnell, William J.	S2	12-12-45
Booker, Carl E.	S2	10-25-45
Boozer, Edward L.	Ck2	7-28-43

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Borders, Glenn H.	S1	10-3-42
Bordner, Harry C.	CMM	7-15-42
Bordner, Harry C.	CMM	7-15-42
Borgese, James J.	S1	7-16-42
Borgh, Robert V.	S1	9-19-44
Borne, Clarence J.	S2	12-12-45
Bornholdt, Harold L.	EM1	10-3-42
Borsari, Lewis G.	S1	7-30-42
Bost, Shirley L.	S2	12-12-45
Bouchereau, Leo C.	S1	7-26-42
Boudreau, John E.C.	S2	7-15-42
Bowden, Rodney	S2	12-12-45
Bowen, William L.	S2	6-9-44
Bower, Jack A.	F1	10-18-45
Bower, Roscoe L.	S2	7-22-42
Bowie, Winfield W. Jr.	S2	2-21-46
Bowser, Sherman H.	CMM	7-15-42
Boyd, James J. Jr.	CSF	12-15-45
Bozell, Bedford E.	S2	6-1-43
Bozenski, John F.	SC3	7-30-42
Bradbury, Francis J.	MM2	7-20-43
Braddock, P.E.	S2	12-12-45
Bradford, John J.S.	StM1	6-7-45
Brady, William F.	S2	6-7-45
Brandl, Ralph	F2	7-30-42
Brandt, Charles H. Jr.	S1	12-12-45
Branstetter, R. M.	S2	12-12-45
Braun, John J.	BM2	7-16-42
Brayton, Robert A.	SC3	7-30-42
Breauninger, Robert L.	S2	7-30-42
Breen, Lawrence E.	Cox	7-16-42
Brenner, James S.	S2	12-12-45
Brester, Fred G.	GM3	7-15-42
Bretz, Wilber H.	BM2	7-15-42
Brewer, Arthur S.	S1	8-28-44
Brewer, Robert H.	SSJ	5-9-44
Brewster, Glenn I.	S1	5-9-44
Brimley, Olen K.	CCS	6-28-43
Brinson, Richard E.	QM3	5-9-44
Brommer, Edward L.	S2	7-20-43
Brown, Charles F.	S2	12-12-45
Brown, Charles M.	S1	5-9-44
Brown, Joe E.	MM1	2-27-46
Brown, John H.	MN2	7-17-44
Brown, John W.	S2	12-12-45
Brown, Robert J.	S1	7-15-42
Brown, Sherman L.	Cox	9-15-44
Brown, Willis E.	S1	10-13-45
Bryson, William N.	F1	7-20-43
Buchanan, Arnold W.	S2	12-12-45
Buckley, Fayette	CCS	7-15-42
Bucl, Ernest J.	S1	11-16-45

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Bucy, Bryan	S2	6-7-45
Buetow, Robert V.	S1	11-16-45
Burchfield, Henry G.	WT3	1-5-45
Burgess, James E.	MM2	5-3-46
Burgess, James H.	SC3	7-15-42
Burke, Rowland P.	PhM3	12-9-42
Burkham, Fim W.	Cox	2-21-44
Burkhart, Eli V. Jr.	F1	7-15-42
Burks, Robert J.	S2	6-27-46
Burley, Charles	S2	6-14-45
Burney, Earnest A.	S1	2-21-46
Burns, Martin E.	SCB2	1-31-46
Burns, Thomas F.	WT2	9-13-43
Burton, Desmond J.	S1	2-21-46
Bush, James V. Jr.	WT3	9-19-44
Butchock, Andrew	GM3	9-21-45
Butler, Thomas A. Jr.	S1	7-15-42
Byers, Lawrence M.	S1	9-13-45

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Cain, George	RT2	12-9-45
Cain, Melvin E.	MM1	5-9-44
Cain, Ralph E.	EM3	5-9-44
Callan, John R.	S1	5-9-44
Callaway, Perry O.	F2	1-5-45
Cameron, Roscoe F.	RM1	12-9-45
Campbell, Claude H.	S1	7-16-42
Campbell, James F. Jr.	S1	12-11-45
Canada, Ralph F.	S2	12-14-45
Cann, George W.	GM3	7-20-43
Cantrell, Guy	S2	7-16-42
Caparizo, Angelo	MM1	12-12-42
Carden, James	EN3	7-15-42
Carey, Carl	EM3	7-2-43
Carey, Edward J.	Y2	6-9-44
Carey, Everett H.	EM2	6-13-45
Carlin, John J.	FC1	7-15-42
Caron, Bernard F.	SM2	1-23-46
Carpinello, Joseph E.	S2	8-28-44
Carr, Francis F.	S1	6-28-46
Carroll, Marcus O.	S2	7-26-42
Carter, Clarence	WT3	7-15-42
Carter, Oliver M.	S1	11-19-45
Carter, Ralph E.	S2	5-9-44
Carter, Samuel T. Jr.	MM3	2-21-44
Carter, William C.	WT2	7-15-42
Cascione, Francis A.	S1	8-28-44
Case, Robert E.	S1	10-18-45
Cashion, John F. Jr.	S1	1-5-45
Casper, John	RM3	12-10-45
Cassidy, John P.	Bkr3	5-9-44
Cassarty, Roy P. Jr.	FC3	2-21-44
Causee, Robert F.	CBM	5-23-46
Cavallaro, Frank J.	S2	8-28-44
Cebrero, Pedro P.	QM2	3-1-43
Cepaitis, Edward A.	S1	5-9-44
Champney, Emory D. Jr.	RT2	9-7-45
Chapin, Edward E.	EM1	7-15-42
Chartier, Josph R.	SSMT3	5-9-44
Chase, Basil T.	S1	12-11-45
Chastain, James F. Jr.	S2	7-26-42
Cheves, Isaac S.	Cox	7-20-43
Chrasta, Milo T.	GM1	7-31-45
Chrisco, Duane B.	GM3	11-18-45
Ciammaichella, Joseph	SM3	6-9-44
Cinibulk, Robert L.	MM3	7-2-43
Clare, Raymond E.	S2	6-29-43
Clark, William J.	PhM2	8-15-45
Claypool, Roy F.	CBM	12-28-42
Clegg, Donald J.	S1	7-24-42
Clemmens, Charles F.	Cox	7-15-42
Cofield, Abraham	StM1	2-22-46

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE On BOARD
Cohen, William H.	S2	3-23-45
Coleman, Edward H.	S2	8-28-45
Coleman, Kenneth M.	S2	1-7-46
Collier, Charles W.	S1	7-186-45
Collins, James Jr.	MM3	1-7-46
Colston, Louis P.	CSK	5-26-43
Colucci, Dominek, A	S1	6-18-43
Colucci, Joseph A.	CM2	7-15-42
Combs, Albin L.	EM2	7-2-43
Compton, Ira D.	PhM1	7-15-42
Congdon, Donald	F1	2-21-44
Conklin, Harold L.	RM3	2-23-42
Conley, Robert P.	Y2	7-15-42
Conner, Eugene	FC3	7-15-42
Conner, Thomas W.W.	Y3	12-19-44
Constantineau, Paul A.	CM2	7-15-42
Cooper, Alvin L.	SC3	10-18-45
Cooper, Beverly J.	RM3	2-6-46
Cooper, James H.	S1	6-7-45
Cooper, Jean H.	SC3	2-21-44
Copley, Bo	F2	8-14-45
Coradetti, Joseph L.	S1	7 20 43
Corbett, Robert L.	S1	8-28-44
Cornelius, Clarence O.	MoM2	8-10-45
Corns, Leo M.	PhM1	12-9-42
Corrigan, Robert W. Jr.	S1	3-1-46
Costanzo, James J.	S2	7-16-42
Courier, Ray Jr.	S1	12-11-45
Coward, Thomas W.	S2	7-16-42
Cowart, Floyd W.	RM2	2-6-46
Cowey, Willie C. Jr.	S2	6-7-45
Cox, Andrew	StM1	6-7-45
Cox, Oscar W.	F2	7-26-42
Coyne, John F.	Cox	7-20-43
Cram, Richard L.	MM1	7-15-42
Creedon, Joseph H.	RM2	7-15-42
Crescenti, Salvatore L.	S2	6-7-45
Cribbins, Lawrence J.	S1	7-15-42
Crites, Jack	Y2	12-17-42
Crittenden, Charles K.	S2	8-7-45
Crockett, Calvin D.	RT1	10-18-45
Cropp, Earl E	Y2	7-15-42
Crowthers, George B.	MM2	7-16-43
Cserny, William P.	S1	7-30-43
Cudjoe, Newsam I	ocs (aa)	9-11-42
Cummings, Donald E.	S1	7-16-42
Cummins, William J.	CMM	7-15-42
Curtis, John W.	S2	6-7-45
Daigle, Raymond A.	S1	8-28-44
Daley, Joseph J.	EM2	3-12-43
Damlano, Samuel	S1	2-21-46
Daniel, Charles B.	GM!	7-15-42

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE On BOARD
Daniels, Melvin	Matt3	7-15-42
Daniels, Verne L.	S1	6-29-43
Dauchy, Stanley J.	S2	7-26-42
Davidson, James W.	S2	5-11-46
Davies, Douglas C.	CMoMM	7-15-42
Davis, Donald L.	GM3	8-4-42
Davis, Eldred A.	S1	8-23-45
Davis, J. D.	S2	6-7-45
Davis, John J.	RM1	2-6-46
Davis, Johnny R.	S1	7-15-42
Davis, Kenneth E.	RM3	7-15-42
Davis, Richard R.	F1	3-1-46
Davis, Walker L.	S2	12-11-45
Dawson, Everett L.	MoMM2	2-21-46
Dearholt, Herbert E.	MoMM2	10-12-45
Decker, James W.	SK3	7-15-42
Decker, John H.	SK1	7-18-42
DeFelice, Ralph W.	S2	4-26-46
Degener, Rudolph H.	F2	2-21-46
Delisle, Leon E.	S2	5-11-44
Delross, Anthony C.	S1	8-28-44
Dempski, Michael R.	EM3	8-16-43
Depot, Edward J.	S1	8-28-44
Derby, Richard C.	FC3	8-28-44
Desmarais, Alphee N.	SC2	1-9-45
Devenny, Kenneth B.	S1	12-11-45
Diamond, Louis J.	EM2	11-20-45
Dibbrell, Elbert	Ck2	5-3-44
Dicenzo, Frank A.	S2	12-10-45
Dickenson, Bruce A.	WT2	7-15-42
Dickenson, Walter A.	WT2	7-15-42
Dickey, Dale M.	S1	12-11-45
DiDisceglie, Louis E.	EM3	2-23-43
Dillard, Sam	S1	12-11-45
Dinkins, Roy E.	MM1	2-27-46
Ditworth, Orland E.	MM1	2-27-46
DiVecchio, Arthur	WT2	2-21-44
Dively, Gerald E.	MM1	2-27-46
Dively, Gerald S.	MM1	2-27-46
Dodd, Melvin E.	StM1	10-18-45
Dolin, Owen E.	F1	8-14-45
Dominick, Henry N.	WT1	7-15-42
Donadeo, Angelo J.	S2	7-20-43
Donaldson, John	MM2	7-15-42
Donat, Henry W.	CFC	7-15-42
Donnelly, Robert J.	MM3	4-29-44
Dorman, Durward E.	CMM	7-15-42
Dougherty, William F.	S1	12-11-45
Dowd, John H.	S1	7-16-42
Drach, Gustave E. Jr.	MM3	9-1-43
Dragovich, Rudy F.	Cox	7-20-43
Draper, William A.	CK2	7-16-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Dreith, Charles W.	RM3	2-13-45
Duarte, Eleazer L.	Cox	3-22-46
Dufresne, George A.	S1	12-11-45
Duggan, Daniel F.	SC3	7-2-43
Duguay, William P.	M3	7-20-43
Duley, Henry G.	MM2	6-13-45
Dumont, Germain L.	S2	8-28-44
Dunegan, Raymond C.	HA1	11-19-45
Dupler, Leon W.	S1	6-7-45
Durham, Benjamin S.	CMM	7-15-42
Dziedzinski, Charles	CM1	7-15-42
Easley, James M.	SC2	2-21-44
Eckert, George	Y3	9-1-/43
Eddleman, John S.	FC3	9-13-43
Edens, William	GM3	3-12-45
Edmonds, Joe W. Jr.	S2	11-15-45
Edwards, Clyde	S2	12-29-44
Edwards, George C.	S1	9-13-43
Ehret, Edward R.	S1	9-13-43
Eirich, David	ACMM	12-10-44
Eller, Johnny D.	S2	12-29-44
Ellis, John J.	F2	12-12-44
Ellis, Roy L.	S2	6-7-45
Emerson, Albert H. Jr.	FC3	8-28-44
Englander, Jacob L.	SC3	9-13-43
Eppig, John A. Jr.	WT3	7-20-43
Erb, Everett, T.	S1	9-13-43
Erem, John	QM1	5-9-44
Erstad, Woodrow	Wt2	7-20-43
Espinosa, Joseph S.	S1	8-28-44
Esquivet, Julias L.	S2	6-10-45
Essex, Russell A.	S2	12-9-45
Essix, David A.	Ck2	7-29-45
Eusanio, Emil N.	MM2	9-14-43
Evans, Harry E.	S1	11-13-45
Evans, Lewis W.	S1	2-21-46
Eversole, Lyle F.	S2	11-13-45
Ezyk, Stanley P.	GM3	7-6-43

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Facer, Willard "J"	S2	6-7-45
Fackey, Norman E.	S2	6-29-43
Fagan, Frank G.	QM2	9-13-43
Fairbanks, Donald E.	S1	11-15-45
Faldon, Hermon T.	StM1	7-15-42
Falenski, Joseph A.	S1	9-13-43
Fandl, John	S1	12-15-45
Fannon, Edward	S3	9-13-43
Farber, William A.	S2	5-11-46
Farrel, Harold E.	GM3	9-13-43
Farwell, Robert D.	GM3	7-16-42
Faucher, John P.	FCO3	9-13-43
Fausser, John M.	S1	9-13-43
Fawber, Richard M.	Cox	2-21-46
Feeney, John P.	S1	9-13-43
Fehrle, Carl A.	S1	9-13-43
Fenner, George H.	BM2	9-13-43
Fenton, Leo G.	S2	9-13-43
Ferguson, Edgar D.	CWT	7-15-42
Ferguson, James B.	SM1	12-19-42
Ferguson, Saul V.	StM1	9-15-44
Ferraro, Casper T.	Y3	9-13-43
Ferraro, Cosmo G.	Cox	9-13-43
Ferron, Oliver G. Jr.	RM2	0-13-43
Fielder, Henry W.	S2	7-20-42
Fields, Lewis M.	SC2	7-31-45
Fierstein, Herbert M.	S1	8-28-44
Finch, George G.	CPhM	7-15-42
Fine, Irving	S2	9-13-43
Fink, George W.	S2	9-13-45
Finnigin, Patrick J.	MMS2	10-18-45
Fiorelli, Patey A.	GM3	9 13 43
Fiorentino, Marcello I.	S1	7-18-45
Fischer, Eddie A.	S2	6-7-45
Fisher, Forrest C.	CMN	3-24-46
Fisher, Roger R.	F2	8-14-45
Fisk, Thomas E.	S2	2-20-46
Fitzgerald, Ashton J.	Bkr3	7-20-43
Fitzgerald, Joseph P.	MM2	7-20-43
Fitzgerald, William M. Jr.	S2	9-13-43
Flack, Charles W.	WT2	7-15-42
Flaisher, Nathan	MM2	1-7-46
Fleming, William J.	F1	2-10-46
Fletcher, George H.	MaM1	8-10-45
Fluker, George A.	MA2	7-15-42
Flynn, Charles H.	Y2	7-15-42
Flynn, Richard J.	WT2	7-15-42
Foeller, Mathias T.	CSK	7-23-42
Fohner, Dwight M.	MoM1	8-4-42
Foley, Alfred H.	S2	1-23-46
Foley, Delman E.	RM3	7-20-42
Forbrg, John L.	SM2	10-15-45

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Ford, Charles E.	S1	6-30-45
Ford, Charles E.	S1	6-30-45
Fossa, James M.	F1	8-28-44
Foster, Joseph A.	CSK	7-15-42
Fougner, Robert D.	RM3	12-21-44
Fox, James P.	F1	7-2-43
Fox, Lawrence H. Jr.	CSF	3-1-45
France, Nathaniel	StM1	7-15-42
Frazier, Donald E.	S2	3-1-46
Fredenburg, William J.	S2	7-15-42
Freeman, David R.	FC3	4-14-43
Freeman, Edward B.	S1	7-20-43
Freeman, Wilfred J.	SM1	12-5-44
French, Alvie W.	S2	6-7-45
Fryman, Kenneth J.	SM3	7-20-43
Fuhs, Ernest J.	RT3	9-8-43
Fusaro, Carmen	S1	6-7-45
Fusaro, Ralph	S1	6-7-45
Gables, William T.	SF3	8-11-45
Gaddis, Edward M.	S2	12-10-45
Gadzaliszyn, Edward D.	S1	7-20-43
Galainena, Frank	S2	6-7-45
Galinena, Frank	S2	6-7-45
Gallagher, Raymond C.	Cox	7-20-43
Garland, Harry T. Jr.	StM1	12-25-44
Garza, Domingo D.	S2	6-7-45
Gately, James J.	Y3	8-28-44
Gatz, Arthur W.	S1	2-21-44
Gelatko, Emil R.	WT2	7-20-43
Geller, Charles A.	SF3	10-3-42
Genest, Walter C.	S1	7-16-42
Gerba, George A.	WT2	5-11-44
Gerholz, Justin G.	SR	5-11-46
Gerras, Charles R.	M1	9-14-42
Getty, Kenneth t.	EM2	7-2-43
Gibbons, Harold M.	RT3	6-14-45
Gierut, Raymond E.	MM1	7-20-43
Gilbert, Lawrence E.	S1	7-22-42
Gilmore, Dewey L.	BM2	8-15-42
Giovannazzo, Dominic J.	S2	7-15-42
Glazier, Linus P. Jr.	PhM3	4-11-45
Glines, Chir G.	S1	8-14-45
Goforth, Paul G.	S2	12-9-45
Golden, Otha Jr.	Ck3	7-15-42
Gomez, Louis A.	S1	6-7-45
Gooden, Edwin H.	MaM2	8-10-45
Goodin, Eulan M.	S2	6-7-45
Goodman, Gilbert G.	WT1	7-15-42
Goodman, Harold S.	PhM3	5-9-45
Goodman, Roy U.	S2	12-9-45
Goodman, Virgil A.	Cox	9-8-44
Gordon, Richard M.	S1	6-14-45

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Gormley, Donald M.	Bkr3	3-13-43
Goss, Hayden C. Jr.	S2	6-14-45
Gostel, Julius	CSM	7-15-42
Graber, Robert W.	S2	5-11-46
Graceffa, Carmelo C.	EM2	7-15-42
Grambow, Lawrence A.	WT3	1-7-46
Grassi, Louis J.	Cox	8-28-44
Green, Elias G.	SF2	7-22-42
Green, Irving C.	S1	7-22-42
Green, Jack B.	MM1	4-29-43
Green, Jesse W.	S2	10-15-45
Greenwood, Ray J.	S1	6-7-45
Gregory, "L" "C"	MM3	2-21-44
Gregory, John	S2	8-22-44
Grier, John A.	CSK	7-15-42
Griffin, Raymond E.	SC3	7-15-42
Griffith, Roy	S2	12-8-45
Grobarek, Joseph E.	S1	4-10-43
Grogan, Francis G.	GM3	7-20-43
Groh, Harry L.	S1	7-16-45
Gruneau, Arthur J. Jr.	EM3	7-15-42
Grzimeowski, Henry J.	SF3	8-28-44
Guidry, Paul D.	S1	2-21-44
Guillion, Garland L.	CGMA	7-31-45
Guy, William B. Jr.	F1	2-21-44
Hague, Fred B.	S2	7-22-42
Hall, Francis T.	SC2	2-21-44
Hall, John P.	F1	1-21-46
Hall, Paul	S2	10-14-42
Hall, Percy R.	CWT	7-15-42
Hall, Raymond L.	SC3	7-15-42
Hall, William A.	MM3	6-11-45
Hamel, Arthur N.	S1	11-15-45
Hamilton, Benjamin C.	CSF	7-15-42
Hamm, Douglas E.	S2	11-15-45
Hamm, Henry P.	S1	2-21-46
Hamor, Eliza	Cox	6-20-46
Hancock, William R.	GM2	7-16-42
Handler, Leo	MM1	7-15-42
Hankey, Frank R.	CEM	7-15-42
Hanley, John M.	PhM3	7-20-43
Hansbrough, Donald E.	S1	11-15-45
Hansen, Fritz O.	S1	11-15-45
Hansen, Keith R.	F2	3-1-46
Harder, William F.	S1	11-15-45
Hardesty, Lambert W.	S1	7-15-42
Hargrave, Thomas H.	S1	7-16-42
Harkins, Charles W.	CMM	12-2-44
Harlan, Arden D.	RT3	8-23-45
Harmon, Jesse W.	BM2	2-21-44
Harmon, Willis E.	S1	7-24-42
Harr, Howard L.	S2	12-20-44

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Harrington, Robert	S2	2-21-46
Harris, Robert R.	S1	2-21-44
Harrison, Earl W.	SSMB3	12-24-44
Hart, Leonard O.	SF3	8-14-45
Hartmus, John B.	PTR3	12-11-45
Hartung, George	MM2	7-20-43
Hasak, Stephen J.	BM2	7-15-42
Hateli, Alvin W.	S1	10-18-45
Hauptman, Kenneth L.	M2	8-11-45
Hawley, Russell C.	CBM	7-15-42
Hayes, James L.	S1	12-29-44
Hayes, Raymond M.	SC2	7-15-42
Hayes, William F.	BM1	7-15-42
Haynes, Roy K.	S1	12-20-44
Heald, LeRoy K.	SC3	7-31-45
Heath, Adonis A. Jr.	MoM2	1-8-45
Heaver, William E.	S2	4-5-43
Hebison, James A.	S1	7-15-42
Heffner, Charles W.	S2	11-15-45
Heim, Edward K.	MM2	7-26-42
Heisler, William L.	MoMM2	7-15-42
Hellms, William F.	Cox	7-15-42
Heminger, Raymond R.	S2	7-26-42
Henderson, Robert T.	RM3	12-29-44
Henley, Milton E.	S2	12-29-44
Hennessey, Roy A.	CGM	7-15-42
Herbstreith, Leroy H.	SF3	7-19-43
Hergenroeder, George W.	BM2	4-5-43
Hewitt, Walter	S2	12-29-44
Hickey, James O.	S2	12-29-44
Hickman, Hershel	S2	2-21-46
Hicks, Donald G.	RT1	10-3-42
Hicks, James	F2	12-19-44
Hicks, John C.	WT1	7-15-42
Higbie, Roy T.	MM2	7-15-42
Higgins, Charles H.	S2	12-29-44
Higinbotham, Eugene F.	MoMM3	8-22-43
Hill, Walter E.	RM1	7-15-42
Hill, William	S1	8-4-42
Himler, Paul R.	S1	12-29-44
Hinojosa, Lorenzo G.	S2	2-1-46
Hipp, Eugene C.	EM2	5-16-44
Hirst, Benjamin A.	S2	12-29-44
Hitch, Harold G.	S2	2-5-43
Hite, Billy G.	F2	8-1-45
Hitt, Lucien D.	GM3	2-6-43
Hobbs, Earl L.	S2	12-29-44
Hodges, James R.	PhM3	5-7-44
Hodgson, William A.	S2	12-29-44
Hoelscher, Lester H.	S1	2-5-43
Hoffman, Burton J.	S2	10-18-45
Hogan, Audrey C.	S1	6-7-45

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Holbrook, Hugh W.	S2	12-29-44
Holcombe, James B.	CBM	7-15-42
Holder, Royce F. Sr.	MM3	8-23-45
Holland, James E.	EM3	9-28-45
Holling, Edwin J.	F1	8-14-45
Hollins, Carl R.	RM2	2-3-46
Holmes, Robert C.	S2	6-7-45
Hood, Bruce H.	EM2	5-12-44
Hooks, Dewey J.	S1	12-29-44
Hopkins, Ward	S1	2-21-46
Horn, Jerry	S1	2-21-46
Horrocks, Clarence W. Jr.	RdM2	1-22-45
Horsley, Marion	F2	8-23-45
Horton, Edward W.	S2	12-29-44
Horton, Howard L.	S1	12-29-44
Horton, Paul B.	Y1	7-15-42
Horwath, Frank J.	F1	1-21-45
Hosler, Joseph L.	F1	5-9-44
House, Robert A.	S1	12-11-45
Houser, Russell H.	S1	2-13-44
Howard, James H.	QM2	2-22-46
Howe, Joseph C.	S2	12-29-44
Hoyt, George L.	QM3	2-13-44
Hubbard, Edwin M.	M1	8-11-45
Hughes, Ira M. Jr.	S1	12-29-44
Hughes, Robert E. Jr.	S2	2-5-43
Hughes, Wilmer F.	Y1	7-15-42
Hummel, Clarence A.	BM2	2-6-46
Humphreys, Ira D. Jr.	CY	8-6-43
Huntington, Channing M.	BM2	2-6-46
Huston, Charles F.	SC1	9-26-45
Hutchinson, Harold H.	SK3	12-29-44

Ship's Company
July 15, 1942 - June 30 1946

NAME	RATING	DATE ON BOARD
Inbairato, Mario C.	S1	12-11-45
Iranon, Joe	CK2	6-14-45
Irons, Edwin R.	S2	12-29-44
Irvin, Grady E.	S2	10-18-45
Isaacs, James C.	RT3	12-29-44
Iser, Clifford H.	S2	4-5-43
Jackson, Marvin J.	M1	8-11-45
Jackson, Samuel	StM1	2-20-48
Jacoby, Raymond H.	S2	2-5-43
Jagger, Robert D.	CSKD	4-29-44
James, Earl L.	StM1	2-10-44
James, William	S1	6-7-45
Jamrock, Adolph J.	GM3	4-10-43
Janikowski, Thoamas A.	S1	4-10-43
Jaramillo, Benny T.	S2	6-7-45
Jarrard, James D.	S1	10-14-42
Jauer, Clyde D.	S1	6-7-45
Jemison, Thomas L. Jr.	S2	6-7-45
Jenkins, Albert W.	S2	12-29-44
Jenkins, Rufus B.	MM1	2-27-46
Jerguson, Basil F.	Y1c	5-19-43
Jewett, Joseph C.	SC2	2-5-43
John, Evan D. Jr.	SK3	7-15-42
Johns, Roy C.	S2	7-15-42
Johnson, Benjamin	CMM	2-27-46
Johnson, Carleton R.	S1	7-15-42
Johnson, Frank O. Jr.	St3	2-26-44
Johnson, Gustaf A.	MM3	9-13-43
Johnson, Jimmie L.	S1	12-29-44
Johnson, Linwood L.	S1	12-4-44
Johnson, Robert C.	MM1	7-15-42
Johnson, Rollie C.	SK3	12-29-44
Johnson, Welton	SC3	7-31-45
Johnson, William C.	S2	2-25-41
Johnston, Charley C.	F2	3-1-46
Johnston, Robert W.	EM2	10-4-42
Joiner, Roy M. Jr.	F2	2-20-45
Jondall, Gaylord B.	CWT	7-15-42
Jones, Bobby G.	S1	6-14-45
Jones, Charles E.	RDM3	2-13-45
Jones, Donald F.	RM3	7 15-42
Jones, Elmo D.	S2	6-7-45
Jones, George R.	S1	11-16-45
Jones, Glen M.	F1	5-12-44
Jones, Roy V.	RM2	7-26-42
Jones, William M.	SM3	3-1-43
Jordan, Andrew L.	Cox	2-21-44
Jordan, Sam W.	S1	7-16-44
Josephson, Elvin R.	MM3	7-15-44
Joslin, Robert B.	CEM	6-13-45
Joyce, Lawrence J.	SF3	11-16-45
Juranek, Richard A.	S1	7-15-44

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Jurash, Andrew	CMM	7-15-42
Jurczak, Frank	S1	7-15-44
Justice, James S.	Cox	7-24-42
Justice, Marion R.	SK3	2-22-46
Kaczowka, Henry L.	SK3	8-28-44
Kafader, Edward G.	RdM2	7-15-42
Kamarad, Charles B.	CSF	9-14-42
Kanevsky, Joseph	RM2	9-15-43
Kapsner, Vernon H.	S1	12-11-45
Karazim, John J.	MoMM3	10-3-42
Karloek, Michael	BM1	7-15-42
Kasper, Albert C.	S1	12-9-45
Kastner, James F.	MoMM2	2-21-44
Katz, George S.	Cox	4-5-43
Katz, Joseph P.	RT3	12-9-45
Kayter, Robert C.	S2	5-27-43
Keenan, Peter J.	S1	7-16-42
Keesee, Edwin L.	S1	7-15-42-
Keller, Eldred F.	S1	6-13-45
Kelly, Edwin R.	S1	12-20-44
Kenelpp, Richard Jr.	S2	4-5-43
Kenney, John M.	SM2	3-1-43
Kenosky, Edward J.	F1	10-5-45
Kerr, Lawrence E.	MM2	5-20-46
Kerr, William W.	CWT	7-15-42
Kilgannon, William	S1	2-21-46
King, Edward A.	F1	3-2-46
King, Robert H.	CMM	7-15-42
King, Lewis F.	CM1	8-11-45
Kirby, Cecial "M"	CSKD	6-27-46
Kirkes, Billie B.	S1	6-7-45
Kisic, Thomas J.	Cox	7-15-42
Klawon, Robert W.	EM2	7-15-42
Klemaszewski, Edward M	SK2	2-13-44
Knights, Calvin G.	W12	7-26-42
Knox, John H.	S2	11-16-45
Knudson, Earl W.	FC2	7-15-42
Kokoszka, Walter E.	A.S.	7-15-42
Kommnick, Donald J.	MM2	4-29-44
Kopack, John	S1	12-11-45
Kopp, Telesphorus	F1	3-2-46
Kowatch, Michael	GM3	7-2-43
Kraft, Robert G.	S1	11-16-45
Kranzusch, Ray F. Jr.	MM2	4-14-43
Krasno, Myron M.	S2	5-11-46
Kratochvil, George C.	MM2	7-15-42
Krause, George W.	GM3	7-26-42
Krebs, Karl E.	S2	2-21-44
Kreutzer, John F	MM2	4-13-43
Kronwitt, Joseph J.	F1	7-15-42
Krouse, Leonard	WT2	4-13-43
Kruger, Frederick W.	MM3	8-14-45

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Krukowski, Raymond	MaM3	12-16-45
Krupica, Fred J.	Cox	4-10-43
Kuhn, Walter T.	CWT	3-17-46
Kula, Chester H.	MM2	4-13-43
Kulig, Joseph	MM2	4-13-43
Kunse, Robert B. Jr.	RT3	8-23-45
Kurowski, Irwin R.	B1	4-18-43
Kurp Leonard F.	M3	2-13-44
Kurrie, Calvin L.	MM2	10-15-45
Kushner, William P.	S2	2-21-46
Kutch, Glen	S2	7-15-42
Kwasny, Gene	WT2	4-13-43
Lafitte, John J. Jr.	FC3	3-1-43
Laing, Francis E.	S2	2-21-46
Lambie, Thomas A.	P2	8 14 43
Lamoreaux, Samuel E.	S2	10-18-45
Lang, Burton	P3	8-14-43
Langley, John D.	RM2	12-9-45
Langlois, Albert E.	Ptr2	2-23-43
Lannon, Joseph J.	Y1	8-21-43
Laque, Harold F.	MM3	7-15-42
Larocque, Joseph W.	S2	2-21-46
Larry, Michael R.	MoMM3	7-30-43
Larsen, Elmer L/	M2	2-21-44
Larson, Carl A.	MM1	12-14-42
Larson, William T.	CMM	12-14-42
Larson, Clarence H. Jr.	S2	6-27-46
Latzer, Robert M.	S2	2-21-46
Laval, Abe	B1	7-15-42
Lavrinc, John E.	MM1	12-14-42
Lawhorn, Dohy	MM1	7-15-42
Lazarz, Thaddeus L.	M1	1-2-43
Leach, Cloyd	WT2	7-15-42
Learn, Lester W.	CMN	7-15-42
LeConte, Jules L.	MM3	2-21-44
Ledwell, Charles V.	EM1	8-11-45
Lee, Earl M.	F2	6-14-45
Leech, George S.	Cox	7-24-42
Lehto, Rudolph T.	MM1	7-30-43
Leighty, Everett L.	F1	3-1-46
Lemlux, Frederick J.	S1	11-16-45
Lenhart, Donald C.	S2	2-21-46
Lenoir, Eldridge O.	F1	5-12-44
Lenters, Gillis F.	MM2	7-30-43
Leonard, Edwin T.	MoMM3	6-30-43
Leonard, Thomas E.	FC3	4-10-43
Leroy, Louis A.	F2	3-1-46
Lessard, Paul O.	Cox	3-11-45
Lester, Willie J.	StM3	1-19-43
Lewandowski, Casimer A.	S1	11-16-45
Lewis, Donald C.	F2	8-16-45
Lewis, William B.	EM3	2-23-43

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Libby, Albert T.	MM3	8-23-45
Liebert, John A	S1	11-16-45
Liggett, Duwaine	BM1	7-26-42
Light, Elmer J.	S2	7-15-42
Lillard, Thomas D.	WT3	7-30-43
Link, Donald E.	S2	6-7-45
Litke, Raymond W.	S1	11-16-45
Litman, Elijah	StM2	10-3-42
Little, Frank H,	GM3	5-5-44
Lobo, Tony A.	S2	6-7-45
Locks, Darius M. Jr.	BM2	6-28-46
Lombus, Homer W.	F1	1-2-45
Long, John A.	Cox	10-14-42
Longman, Willis B.	PhM2	7-15-42
Loux, John E.	F2	3-1-46
Lowery, Arnold L.	Bkr1	7-15-42
Lowman, Ralph G.	S1	11-16-43
Lowther, Raymond K.	CMMA	2-26-46
Lubeck, robert E.	S2	5-11-46
Lucas, Walter R. Jr.	SF3	7-15-42
Luff, Lorace W.	M3	12-9-45
Lunn, Thomas C.	MM2	7-15-42
Lyman, Jack	EM3	7-25-42
Lyon, Wayne W.	S1	7-24-42
Lyphardt, Arthur V.	GM3	7-15-42
Macari, Carmine E.	S2	2-21-46
Macomber, Harkless R.	S2	8-28-44
Madden, Bartley J.	FC3	7-15-42
Maggard, Ottis R.	S2	6-7-45
Magnuson, Norman G.	CPHM	6-7-45
Maher, Robert E.	S2	5-11-46
Maitland, Hugh L.	GM2	7 15 42
Majchrzak, Louis A.	SF3	5-25-43
Makara, Andrew	EM2	5-25-43
Malanchuk, Michael	GM2	10-15-42
Malek, Thomas	S2	5-26-43
Malone, William N.	RdM3	12-8-44
Maloney, Eugene R.	HA1	10-18-45
Malonson, Paul T.	F1	5 25 43
Maltsberger, Jarrett S,	S2	6-7-45
Mances, Earl J.	S2	7-15-42
Manfredo, Leo J.	S2	7-15-42
Manny, Bernard J.	S1	5-25-43
Mansfield, Martin A.	FC2	2-5-43
Manzo, Anthony T.	S1	5-25-43
Marciniak, Frank L.	SM3	7-15-42
Marconi, August G.	S1	5-23-43
Marinaro, Joseph D.	RM3	5-25-43
Marker, Charles A.	Cox	7-26-42
Markert, George A. Jr	S1	7-15-42
Markiewicz, Waldislow	SSML3	5-25-43
Marra, Nicholas J.	WT3	5-25-43

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Marsh, Marshall L.	MM2	12-7-43
Marshall, James	StM1	10-3-42
Martin, Burt C.	Cox	2-21-46
Martin, Cecil E.	S2	3-1-43
Martin, Clarence L.	SC1	7-15-42
Martin, Everett L.	ARM2	10-20-44
Martin, Francis B.	F1	8-14-45
Martin, Kenneth M.	S2	2-20-46
Martin, Raymond F.	F1	3-1-46
Martinez, Anivel	S1	5-25-43
Mashia, Hugh E.	Cox	5-25-43
Mason, Harry M.	BM2	2-6-46
Masterson, Luther W.	S2	6-7-45
Mathews, Thomas F.	S2	9-28-45
Matte, Edward N.	QM3	5-25-43
Mattera, Clement	SM3	9-15-44
Mauk, Herbert R.	S1	5-25-43
Maurer, James D.	MM2	8-11-45
Maurer, Joseph C.	SC2	7 15 42
Mayasich, Edward J.	S2	9-28-45
Mayer, Theodore	CSF	5-5-43
Maziarz, Stanley J.	Cox	5-25-43
Mazurek, John H.	F1	9-1-44
Mazzacano, Fred R.	EM3	8-13-45
Mazzaferro, Neno	S2	3-1-43
Mazzella, Sylvester G.	St2	5-25-43
McArthur, Duncan H.	CCSA	12-10-45
McBride, Tom	StM1	10-13-42
McCahill, Philip A	S2	3-6-43
McCall, William A.	F1	7-15-42
McCann, John E. Jr	F1	1-5-45
McCarthy, George F.	SK2	7-20-43
McCarthy, Robert F.	S1	9-19-44
McCarthy, Thomas J.	SK3	7-15-42
McClosky, Charles R.	Bkr3	7-26-42
McCown, Charles R.	BM2	7-15-42
McCoy, Richard W.	S2	2-21-46
McCubbin, Elmer B.	SK3	6-7-45
McCurdy, Robert L.	S2	5-25-43
McDonald, Merlin L.	S2	6-7-43
McDonald, Richard L.	EM2	7-15-42
McDougall, John K.	CBM	7 15 42
McDowell, Earl	OC3	7-15-42
McElyea, William D.	AS	7-26-42
McFall, Jack	S1	3-20-46
McGeathy, Robert L.	S2	7-16-42
McGoldrick, William P.	S2	2-21-46
McHenry, Claude A.	Y2	7-26-42
McIntire, James W.	S2	9-19-44
McKeehen, James K.	S1	2-21-46
McKelvey, Roger B.	AM3	12-20-44
McKiernan, Edwin F.	S2	6-7-45

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
McKinley, William P.	MM1	7-15-42
McKinney, Robert H.	CM1	7-15-42
McLellan, Noah Jr.	S1	9-8-44
McLemore, Roger G.	WT1	7-26-42
McMahon, Clifton O.	Cox	7-28-42
McMahon, Jack G.	PhM2	9-13-45 13
McMahon, John C.	S2	7-20-43
McNeely, Clauxie D.	S2	5-11-46
McQueen, George W.	S1	7-26-42
McQuiston, Claude W.	GM3	7-28-42
McSparin, Lester E.	FC1	7-26-42
McWilliams, Carl R.	S1	10-28-42
Meadows, Raymond	S2	9-28-45
Medcraft, Clyde G.	F2	8-14-45
Medlin, Lake R.	S2	2-21-46
Meegan, John F.	S2	9-28-45
Meiman, Charles B. Jr.	S2	7-26-42
Meisel, Clarence E.	WT3	7-26-42
Melcher, Harold R.	MM2	2-21-46
Mellard, "A" "J"	S2	10-28-42
Mendonsa, Manuel F.	S1	10-28-42
Meng, Ernest C/	AS	7-15-42
Menor, Marcelino	StM2	7-15-42
Meridith, Donald E.	SCB2	6-7-45
Merritt, Porter E.	EM1	7-15-42
Merritt, Ray A.	S2	9-28-45
Merritt, Silas H.	S2	7-26-42
Messenger, Jack G.	PhM1	6 12 46
Metzger, George E.	RdM2	12-8-44
Meyers, George A.	MM2	7-1-45
Meyrowitz, Bernard	PhM1	4-23-43
Mich, Harry J.	F2	8-14-45
Michalik, Albert L. Jr.	RdM3	7-26-42
Mickey, Marshall E.	GM1	7-26-42
Migliore, Charles L.	BM1	7-16-42
Miles, Walter M.	S1	10-27-42
Miller, Edward R.	FC3	7-16-44
Miller, Jimson	StM1	6-7-45
Miller, Leroy F.	SM1	7-15-42
Miller, Rudolph T.	CGM	7-16-42
Miller, Theo A.	SSMB1	10-27-42
Milleson, Francis G.	QM1	10-18-45
Mills, William E.	S1	2-21-46
Mintner, Harley C.	EM2	7-26-42
Mirra, John A.	SM3	7-15-42
Mitchell, "K" "P"	Stm1	7-15-42
Mitchell, Vaughn E.	S2	6-7-45
Mixon, Ben "H"	S1	10-27-42
Molberger, Herbert	S1	2-21-46
Molesworth, William T.	GM2	7-15-42
Mondo, Gordon F.	S2	6-7-45
Monkiewicz, Michael W.	SSML1	7-15-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATING	DATE ON BOARD
Montgomery, William G.	SK1	6-1-43
Moore, James	SC3	7-31-43
Moore, Jefferson,	Ck1	7-15-42
Moore, Nolan D.	EM3	8-13-45
Morawski, Sigmund M.	S2	7-16-42
Morford, Floyd L.	S2	6-7-45
Morris, James C.	F1	6-7-45
Morris, James C.	S2	6-7-45
Morrison, Vernon J.	S2	6-7-45
Morrow, Allen W.	GM3	7-15-53
Morter, Myron D.	S2	1-6-45
Moss, Eugene E.	S1	7-26-42
Mott, Benjamin F.	BM!	7-26-42
Mount, Gene M.	Cox	10-27-42
Mruzik, Robert M.	F2	8-14-45
Mullen, Harry J.	S2	11-15-45
Mulligan, James J.	RdM1	7-15-42
Mulvey, John F.	MoMM2	10-13-42
Murek, Michael L. Jr.	F2	8-14-45
Murphy, Chesley T.	S1	8-16-43
Murphy, Hugh E.	SK3	7-26-42
Murphy, Robert J.	S2	8-28-44
Murray, John E.	CM2	8-11-45
Murray, Maurice R.	S1	11-19-45
Murray, Rollin C.	CBM	7-15-42
Murtha, James A.	CBM	8-6-45
Museums, Joseph J.	S1	8-16-43
Musser, Charles A.	S1	5-9-44
Myers, Loren A.	EM2	3-12-43

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Nafey, Donald J.	GM3	8-16-43
Napolitano, Samuel P.	S1	8-16-43
Nation, William R. Jr.	S2	5-11-46
Navarro, Albert C.	S2	6-7-45
Naylor, Arthur H.	CRM	7-15-42
Naylor, Lawrence B.	WT1	7-15-42
Nease, Harold L.	RM3	10-14-42
Neff, Walter R.	RM2	7-15-42
Nelms, Charles T. Jr	EM1	7-26-42
Nelson, Aaron	StM2	6-7-45
Nelson, Jesse R. Jr.	Cox	6-28-46
Nelson, Robert C.	PhM1	8-15-43
Nelson, Wilbur W.	S1	2-6-46
Neuman, Alvin W.	GM2	7-26-42
Newbill, Mathis "J" "B"	S2	7-26-42
Newcomb, Richard F.	SpX3	3-19-45
Newme, Robert J.	MM2	7-15-42
Nicholson, James L.	S2	7-16-42
Nickels, Victor H.	S2	11-16-45
Nicoletto, Severino	SC3	7-20-42
Nield, George A.	S2	6-7-45
Nielson, Nels E.	S2	6-7-45
Nilsen, Eivind W.	EM3	5-9-44
Nodacker, Paul G.	CPhM	5-15-44
Noland, James F.	F2	6-13-45
Nolen, Jewel	CM2	7-15-42
Nott, Max E.	S1	2-21-44
Norman, Clyde W	Bkr1	7-15-42
Norman, Edwin A.	PhM3	2-24-46
Northrop, Wayne	S2	6-7-45
Osborne, Clinton C.	Cox	7-16-42
O'Brien, Arthur A.	S2	8-28-44
Odorn, Richard F.	CRM	7-15-42
Ohlemacher, Jerry J.	S1	6-14-45
O'Leary, James M.	S1	8-28-44
Oliver, Herman "L"	StM1	2-10-44
Ollom, Loren D.	S2	7-15-42
Olsen, Barney E.	S2	6-7-45
Olson, David	CY	7-15-42
Olson, Donald R.	S1	11-16-45
Olson, Gordon H.	F2	8-14-45
Olszewski, Walter	F1	12-9-45
O'Malley, Bruce	PhM3	10-27-42
O'Reilly, Joseph W.	AMM1	12-20-44
Orkwis, Victor T.	S1	7-15-42
Orlando, Harold J.	SC2	7-15-42
Orlovich, Marion	BM2	7-15-42
Osborne, Carl F. Jr.	M2	3-30-43
Osburn, Guy D.	CCs	12-16-44
Osterhout, Wayne A.	MoMM1	7-15-43
O'Sullivan, Joseph J.	Y1	7-26-42
Overby, Nathan D.	S2	7-26-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Owen, Benjamin K Jr.	F1	12-9-45
Owens, Laurie P.	Bkr3	9-21-45
Owens, Robert E.	S2	6-13-45
Ozee, Marion K.	S2	12-9-45
Pace, Samuel F.	QM2	7-15-42
Paczesniak, Edmund J.	F1	10-27-42
Paddock, James A.	EM1	2-23-43
Padgett, Eugene C.	S2	2-21-46
Pagano, Silven	SK2	9-19-44
Paige, Raymond N.	SM1	7-31-42
Papay, Robert J.	S1	9-20-45
Papp, Albert A	WT2	7-27-43
Pardon, William H.	F1	7-26-42
Parish, John A.	SK1	12-9-42
Park, Paul S.	SF1	7-15-42
Parkansky, John B.	RM3	2-13-44
Parker, Ernest H.	SK1	12-9-42
Parker, Samuel B.	QM2	7-26-42
Parker, wilfred C.	CY	7-15-42
Parnell, James C.	S2	7-26-42
Parsons, Donald L.	S1	12-9-45
Patchell, John O.	F1	7-27-43
Patterson, Clarence R.	SF3	3-20-43
Patterson, Thomas R.	MN2	7-26-42
Paulk, Billie	S2	10-14-42
Paulsen, Lloyd H.	CGM	7-15-42
Pawlik, Louis A.	F1	6-7-45
Peacock, "W" "N"	SC3	7-26-42
Peck, Frank L.	SF1	10-16-45
Peck, Paul J.	SK3	10-27-42
Pelham, Joe "B"	MM2	8-16-42
Pelletier, Camille R.A.	CBM	7-15-42
Penman, George L.	CEM	8-11-45
Penrose, Carl W.	S1	7-26-42
Peppers, Raymon E.	S1	9-19-44
Perkins, Francis C.	WT2	12-9-42
Peria, Herbert H.	S2	5-11-46
Perry, Owen C.	SC1	12-17-42
Perry, Richard E.	GM3	7-26-42
Perry, Richard R.	F2	8-16-45
Peschell, Ernest J.	GM3	7-20-43
Peterson, Edward W.	S2	7-15-42
Peterson, George E.	MM1	7-15-42
Peterson, Harold E.	GM2	8-11-45
Peterson, Joseph F.	S2	6-37-46
Peterson, Melvin J.	S2	6-29-43
Petrovich, John	S2	12-9-45
Phelps, George E.	FC2	7-26-42
Phelps, Richard M.	Bkr1	7-15-42
Phillips, John T.	FC3	6-29-43
Phillips, Raleigh Jr.	MM1	12-9-42
Philo, Hubert W.	CSMA	6-26-45

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Phieger, Jesse O.	MM2	10-14-42
Pichette, Charles E.	SK3	12-9-42
Pickens, James W. Jr.	WT2	12-9-42
Piekarski, Witulad W	F1	10-5-45
Pierson, Myron "D"	QM3	6-7-45
Pike, Grover C.	GM2	7-16-42
Pinto, Albert V.	PhM1	10-14-42
Pishi, Wesley C.	F2	8-14-45
Plumb, Robert E.	PhM2	5-25-46
Podgurski, Frank J	SF3	7-20-43
Pousedly, William J.	S2	6-27-46
Polidori, Joseph A.	F1	8-26-44
Pope, Charles W.	S2	10-27-42
Posey, Thomas B. Jr.	BM1	7-15-42
Prater, Robert R.	RM1	7-15-42
Prendergast, Richard E.	CWT	7-15-42
Price, Charles J.	SK3	3-23-45
Pridavka, Gerald S.	SF1	7-26-42
Prince, Eugene F.	S1	7-16-45
Prince, Joyce M.	S2	6-7-45
Pullum, Mark	CFC	2-28-46
Pusateri, Samuel S	RT2	1-21-45
Pye, Raymond	StM1	8-30-44
Pyles, Wilbur R.	BM2	6-28-46
Quilhaugh, George A.	S2	6-7-45
Quinlan, James F.	S1	8-28-44
Quinn, William A.	BM2	7-15-42
Quisenberry, Jesse W	ART2	12-20-44
Racano, Vito	S2	2-21-46
Rafalski, Arthur P.	MM2	10-27-42
Rambo, Alfred D.	BM1	1-19-43
Ramsey, Charles J.	BM2	6-29-43
Ranft, Virgil R.	SC1	12-9-42
Rash, Leonard	GM1	2-21-46
Rask, Oscar J. Jr.	F2	8-14-45
Ratts, Kenneth R.	S2	6-30-45
Raynor, Charles E.	S1	1-23-45
Redd, Victor D.	S1	11-19-45
Reddick, Evans H.	Sk2	7-22-42
Reed, Richard R.	MM3	8-11-45
Reemer, Harold E.	S2	7-16-42
Reffelt, Harry A.	GM3	1-19-43
Reid, Albert R.	QM2	8-4-42
Reid, Frederick E.	CM3	8-28-44
Reinert, Leonard E.	S1	9-19-44
Relph, Edward H.	F1	11-15-45
Remillard, George A	Y3	8-28-44
Rendla, George G.	PhM1	7-15-42
Resnick, Frederick A.	PhM2	9-13-42
Reyburn, Alfred H.	S1	1-19-43
Reynolds, Kenneth L.	MMR3	8-7-45
Rice, Carleton "J"	MM1	7-22-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Rice, Thomas M.	MM1	7-15-42
Richards, Norman E.	S2	6-7-45
Richardson, Carleton E.	S2	2-20-46
Richardson, Luther H.	MM2	2-27-46
Richardson, Ralph S.	PhM3	4-11-45
Riddle, Richard S.	S1	6-27-46
Ridley, Nelson Jr.	StM1	10-2-42
Rien, Howard J.	F1	2-21-44
Riley, William A.	WT3	8-28-44
Ringlelb, William J.	EM1	5-16-44
Ripley, Hugh F. Jr.	SC3	2-21-46
Risteen, George c.	WT3	5-7-45
Ritacco, Pete J.	MM2	2-28-46
Rivers, thomas F.	S2	5-11-46
Rizzo, Angelo A	S2	12-11-45
Rizzo, John C.	WT2	8-16-42
Robaczewski, Edward R.	S1	12-11-45
Roberts, "O" "R" Jr.	S1	4-18-46
Roberts, Richard W.	S2	12-11-45
Robinson James R.	EM1	12-19-42
Robinson, Clifford J.	HA2	6-7-45
Robinson, Jake D.	StM2	6-7-45
Roche, Frank	Y3	12-11-45
Rock, Ronald E. Jr.	S2	12-11-45
Rodeheaver, Vernon W.	S2	12-11-45
Rodenburg, Henry H.	RdM3	12-8-44
Rodrigues, Ernest J.	S2	12-11-45
Rodriguez, Almando A.	S2	12-11-45
Roebuck, Merle	S2	12-11-45
Roeper, Arthur H	S2	12-11-45
Rogers, Cecil D.	F2	3-1-46
Rogers, Clarence M.	F2	3-2-46
Rogers, Joseph C.	S1	12-11-45
Rohlfing, Richard D.	S2	2-21-44
Roll, Edwin F.	S2	12-11-45
Rollins, Harry G Jr	MM3	3-1-46
Rommereim, Curtis L.	S1	10-18-45
Rondeau, Louie A.	CM2	8-28-44
Roorrey, Hugh J.	S1	12-10-45
Rose, Michael	S1	12-11-45
Rosenberg, Louis A.	S2	1-23-46
Roshong, Dean H.	F2	8-14-45
Ross, Austin E.	S2	2-27-46
Ross, Leroy L.	S1	2-21-44
Ross, Norwood L.	CMM	7-15-42
Ross, Howard E.	GM3	2-21-46
Rossolillo, Michael Jr.	S2	7-15-42
Roth, Richard J.	S2	7-22-42
Roth, William J.	F1	8-14-45
Rounds, Donald H.	S2	12-11-45
Roux, Robert J.	S2	12-11-45
Rovetti, Edward H.	GM3	7-15-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Row, Edward W.	S2	12-11-45
Rowe, Benjamin J.	S1	7-20-43
Rowe, Lyle V.	EM1	7-15-42
Roy, Maurice A.	S2	12-11-45
Roza, George J.	S2	12-11-45
Ruble, Robert	GM2	4-20-45
Rucker, Robert G.	SM3	7-15-42
Rueschman, George Jr.	MM1	7-15-42
Ruffner, Robert	S2	12-11-45
Rumeo, Thimas	StM2	6-7-45
Runke, LaFollette J.	FC2	7-15-42
Runyon, Alfred	S2	12-11-45
Rush, William L.	WT3	2-21-44
Russell, Banks M.	S1	6-28-44
Russell, Clifford D.	s2	12-11-45
Russell, Howard	StM3	5-10-44
Russell, Owen Jr.	S2	1-19-43
Russell, Philip A. Jr.	SK2	7-31-45
Russell, William S	WT2	7-15-42
Ruth, William H	Cox	2-21-46
Rutland, Ermine Sr.	StM1	5-19-44
Ryan, Allie P.	F1	12-11-45
Ryan, Jack F.	MM3	6-7-45
Ryan, Robert E.	S1	5-7-45
Ryman, Roy W.	S2	11-15-45

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Sabala, John J.	S1	6-29-43
Sachakian, Robert A.	S2	12-11-45
Saftler, Bernard J.	FC3	7-15-42
Sain, John L.	MM1	10-3-42
Salisbury, Harry K.	F1	8-14-45
Salmon, Charles E.	WT3	6-7-45
Salter, Clarence L.	CWT	7-15-42
Sanders, Fletcher B. Sr.	StM1	5-10-44
Sandifer, Harold C.	CMM	3-12-43
Sanford, Deith A.	S2	12-11-45
Sanford, Noah P. Jr.	S2	6-7-45
Santell, Walter E.	S2	8-28-44
Sarano, Emilio	SF3	6-13-45
Sarka, Jack S.	PhM2	8-9-45
Sauber, Albert N.	S2	12-11-45
Sauer, Louis J.	AS	7-15-42
Saunders, Arthur L. Jr.	EM3	12-10-45
Saunders, Jasper D.	RM3	1-20-45
Savino, Joseph V.	S2	12-11-45
Sawtell, Walter E.	S1	8-28-44
Sawyer, Wilson C.	FC2	10-14-42
Sawyer, Sylvester N.	S2	6-27-46
Schactel, Mavon A.	SK3	7-31-45
Schafer, Frederick W.	S1	8-28-44
Schafer, John	SC2	7-15-42
Schalhamer, Herman R.	GM2	12-12-44
Schave, Kenneth O.	RM2	7-22-42
Scheidt, Charles L.	S1	7-20-43
Schenher, Arthur W.	S1	6-28-44
Schexnayder, Floyd J.	F1	6-7-45
Schlimk, Sylvester J.	S2	2-20-46
Schmallling, Fred R. Jr.	WT3	6-7-45
Schmitt, John R.	S2	12-11-45
Schmitz, Harold L.	S2	12-11-45
Schneider, Joseph R.	GM2	7-26-42
Schoen, Luther F.	SF1	7-15-42
Schoenberg, Louis G.	CFC	7-15-42
Schroeder, Earl W.	S1	2-21-46
Schuler, Robert T.	RT3	8-7-45
Schultz, Lester H.	BM2	3-20-43
Schultz, Theodore W.	MM1	8-4-42
Schutty, Joseph D.	PhM3	8-15-43
Schwab, Albert C.	S1	3-20-43
Schwab, John E. Jr.	WT3	10-5-45
Sciacca, Steven E	S2	12-11-45
Scott, Carl M.	GM1	7-15-42
Scott, George L.	S2	6-7-45
Scrolmeier, James R.	MM3	1-7-46
Sczabo, Louis	CBM	8-28-42
Seaboyer, Vincent F.	MoMM1	6-13-43
Seale, Jacob W.	MM3	6-13-45
Sealy, Edward F.	S1	2-21-44

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Sebolt, Jack	S2	6-28-44
Seeley, William L.	Bkr2	10-18-45
Seeling, Earnest G.	S2	6-28-44
Seelinger, Clyde R.	MM3	5-10-44
Segal, Benny	S2	12-11-45
Seghi, Harold A.	CGM	7-15-42
Seibert, Joseph	S2	12-11-45
Seymour, John D.	Y3	2-21-44
Shank, Robert H.	S2	5-11-46
Sharpe, Paul M.	SC1	10-9-42
Shaul, Jack	F1	7-20-43
Shaver, Archie N.	MM2	1-9-45
Sheeters, Charles	Cox	6-28-44
Sheehan, John G.	S2	7-16-42
Shelley, Robert L.	GM3	7-20-43
Shelumsky, Joseph P.	EM2	12-9-42
Sherwood, George G.	SM3	8-28-44
Shesh, Harry	S2	12-11-45
Shevelow, George R.	F2	8-14-45
Shields, Samuel	Ck3	2-10-44
Shiplee, Ross R. Jr.	S2	6-7-45
Shipman, Stuart E.	S2	6-7-45
Shirah, Henry O.	Cox	7-2-43
Shirk, Carl J.	S1	6-28-44
Shirley, Willis A. Jr	WT1	7-14-45
Shivers, Robert W.	S1	8-8-42
Shoemake, Loyal D.	CMM	2-26-46
Short, "C" "T"	F2	3-1-46
Short, Alfred P.	MM3	8-28-44
Short, Clyde M.	MM3	5-8-44
Sikora, Walter "F"	F2	1-7-46
Silliman, Robert L.	FC3	6-28-44
Silva, Filbert J.	GM3	7-15-42
Simmons, Horace H.	S2	10-14-42
Simms, "J" "C"	S2	8-8-42
Simon, Paul A.	S1	6-28-44
Simpson, Gerald B.	S2	6-28-44
Simpson, Lloyd E.	GM3	8-8-42
Sincere, Charles J.	GM1	7-15-42
Sinclair, Baxter H.	CBM	8-15-42
Singer, Morris B.	SK2	7-31-45
Singleton, Joseph R.	S2	12-29-44
Sinz, Raymond C.	S1	7-15-42
Siwinski, Stephen J.	QM2	6-29-43
Skinner, Buford J.	MM2	8-8-42
Sloan, Robert H.	SK3	3-1-46
Slowikowski, Frank T	MM2	1-10-43
Slygh, Milton K.	S1	12-9-45
Smith, Billie H.	S1	6-7-45
Smith, Carl L.	GM3	8-8-41
Smith, Elmer C.	MM1	7-26-42
Smith, George F.	BM2	12-9-45

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Smith, Harold E.	S1	2-21-46
Smith, John C.	EM3	5-16-44
Smith, John F.	Ptr2	7-15-42
Smith, Norman G.	MM1	12-9-42
Smith, Richard J.	B1	2-23-43
Smith, Roman J. Jr.	S2	12-9-45
Smith, Ronald D. Jr.	MM3	8-14-45
Smith, Sammy	S2	10-14-42
Smith, Stanley W.	F1	5-5-44
Smith, Wesley R.	F2	3-1-46
Snowberry, Leonard J.	MM2	1-19-43
Snyder, Delbert W.	S1	7-15-42
Snyder, Edwin W.	S1	2-21-46
Snyder, Max R.	Cox	7-16-42
Solarz, Joseph	S2	6-28-44
Sole, Gordon L.	QM2	7-15-42
Solomon, Charles W.	SC3	7-26-42
Sparich, Frank J.	S1	7-15-42
Spence, Ralph H.	S2	6-7-45
Sperandio, Anthony J.	MM1	1-19-43
Spires, Lair	BM1	8-15-43
Spivey, Henry D.	MM3	10-14-42
Sponick, Lester A.	MN3	12-3-44
Spooner, William H.	FC3	8-28-44
Squire, Charles E.	S2	12-9-45
Stakich, Mike J.	CWT	2-27-45
Stanton, Edward C.	PhM1	8-9-45
Stark, Glenn R.	S2	7-16-42
Staten, Harry L.	S2	1-5-45
Stearn, Gilbert	SK3	6-7-45
Steed, Cecil V.	S2	6-7-45
Steele, Beal B.	S2	6-7-45
Steele, Oliver F.	S1	7-20-43
Steenberg, Eldon "P"	BM2	7-15-42
Stefanopoulos, Pericles	WT3	1-2-45
Steffan, Richard J.	Bkr2	9-25-45
Stein, Ross	EM1	2-21-46
Steinborn, Bert A.	S1	2-21-46
Steinle, Donald C.	GM3	9-19-44
Stephens, Argus	S2	6-28-44
Stephens, Cromer A.	MM1	12-9-42
Stephens, James W.	FC3	2-22-46
Stetka, Delmar G.	S1	6-28-44
Stetter, Edwin J.	SK1	5-27-43
Stewart, Carl R.	MM3	6-7-45
Stewart, Edward H.	SF1	3-5-45
Stewart, Richard F.	MM1	3-1-46
Stiles, Charles V.	MM3	8 11 45
Stillpass, Roger E.	S1	6-28-44
Stillwell, Roy E.	S1	2-21-46
Stover, Gilmer C.	MoMM3	7-16-44
Strange, Robert L.	MM1	7-15-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Stretton, Thomas W.	S2	8-28-44
Stringfellow, Delbert S.	GM3	2-21-46
Strobel, Francis W.	EM3	1-19-43
Studt, Harry P.	CEM	7-15-42
Stuteville, James C.	RM3	8-30-44
Sullivan, Paul J.	S2	1-7-46
Sumner, Neil F.	F3	7-26-42
Sumrall, Asia G.	S1	7-15-42
Sutton, Robert H.	S2	6-28-44
Swaney, John L.	MM2	2-21-46
Swanson, Thomas E.	S2	6-29-43
Swift, Hugh F.	GM3	7-15-42
Sylvia, Arthur D.	CM1	7-15-42
Syverson, Ellif D.	F2	3-2-46
Szabo, Louis	CBM	7-15-42
Tableman, John	S1	7-10-43
Taggart, Edwin E.	MM1	8-11-45
Talley, Robert R.	S2	6-7-45
Tapler, Aloysius J/	CWT	7-15-42
Taylor, Eugene W.	S1	7-24-42
Taylor, Leamon Jr.	F1	6-7-45
Taylor, Robert H.	S1	6-29-45
Teague, John C.	Cox	6-28-44
Temple, Howard C.	QM3	7-20-43
Tenorio, Juan G.	StM1	6-26-46
Terlesky, John	MM1	1-10-43
Tharp, Kenneth E.	F2	3-1-46
Thayer, Lawrence, H	S2	6-7-45
Thibault, Warren A.	S2	8-28-44
Thornton, Robert L.	F1	6-7-45
Thue, Delross A.	F2	8-14-45
Tiffin, Robert E.	SAD3	8 7 45
Tillotson, Everett S.	GM2	7-15-42
Tinkham, Robert A.	StM3	8-7-45
Togias, William	RdM2	2-22-46
Toler, Lee C. Jr.	M2	2-9-45
Tolleson, Richard R.	S2	6-7-45
Toluka, Philip E.	MM1	7-15-42
Torrey, Walter L.	S1	8-28-44
Tortorici, Joseph M.	RdM3	6-29-43
Tounour, Aldo	WT1	6-26-46
Townsend, Wallace H.	EM1	5-17-43
Trenholm, Charles B.	S2	8-28-44
Trent, DeWayne R.	S2	6-28-44
Tridgell, Reginald H	SM2	10-27-42
Turbitt, Philip M.	CGM	8-3-42
Turck, John J.	S2	2-21-46
Turnbow, Harry L.	CWT	3-5-46
Turner, Addison N.	QM3	7-16-42
Turner, Arthur	CBM	7-15-42
Tverdohleb, Peter	S1	8-28-44
Tyser, Martin R.	WT3	7-15-42

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Underwood, Roland O.	MM1	3-1-46
Unkle, William W.	CCM	8-21-43
Urbaniak, Frank L.	S1	7-20-43
Vallieres, Armand J	EM2	9-18-44
Van, Henry	Cox	2-21-46
VanFossen, Lawrence A.	EM3	5-16-44
VanGendy, Richard G.	S2	5-11-46
VanZant, Laudis	F1	3-1-46
Varney, Aubrey M.	S1	11-9-45
Vassalio, Salvatore	S2	2-21-46
Vaughn, Forrest c.	SC2	2-21-46
Vedrody, Joseph P.	FC2	1-23-46
Vessia, Vito J.	F1	10-4-42
Vest, Pruitt P.	RdM2	7-15-42
Veverka, James	SCB3	1-31-46
Vick, Olpha	S1	2-21-46
Vickers, Hugh D.	SM1	7-15-42
Vickery, James L.	F1	1-7-46
Vidoloff, Daner D.	S1	2-21-46
Vilemont, Alvin H.	CMM	7-16-42
Viohl, William C.	S2	8-28-44
Voighttritter, Earl W.	MM1	2-27-46

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Wade, Warren V.	S1	7-28-42
Wagner, Frank A.	RM2	12-9-42
Wagner, John L.	CB	2-27-46
Wagoner, Harry C.	MM1	7-15-42
Walka, Albert L.	MM1	7-10-45
Wallace, Frank	STM2	11-1-43
Walsh, Edward J.	F1	7-20-43
Walsh, Leo J.	RM2	11-6-45
Walters, Louis A.	F2	7-15-42
Ward, Harry K.	SC3	7-15-42
Warner, Charles W.	S2	8-28-44
Warner, Raymond P.	MM2	12-9-42
Warner, Robert J.	S1	6-28-44
Washko, Stephen G.	S1	7-20-43
Wasylewski, Jan	s1	7-15-42
Watson, Joseph E.	Ck3	3-16-43
Watson, Reino T.	QM2	12-21-44
Watters, James A.	SM3	8-23-45
Watterson, David G.	S2	8-28-44
Watts, Archie L.	F1	3-1-46
Weaver, Earl Jr.	WT3	6-28-44
Weaver, Samuel A.	CGM	8-3-42
Weber, Jimmie R.	F1	5-16-44
Webster, Jones P.	S1	6-28-44
Weeden, Maurice G.	S1	7-15-42
Weigand, Karl P, Jr.	S2	6-7-45
Weik, Russell E.	GM2	3-30-43
Weis, Francis L.	CSK	10-1-43
Weitz, Elmer W.	QM3	3-1-43
Weller, Walter G.	S1	7-15-44
Wells, Clyde	SIM1	12-8-43
Wells, John H.	CYA	1-30-46
Wendt, Otto K.	SF3	12-9-42
Werner, Leonard P.	SM3	5-19-44
West, Benjamin	S2	7-15-42
Westbrook, William L.	S2	7-15-42
Westland, David B	CRM	1-30-46
White, William B.	SM1	12-10-45
Wieland, Harry E.	S2	7-15-42
Wilburn, James R.	Ptr	7-15-42
Wilder, Norman C.	S2	6-28-44
Wildman, Robert A.	S2	6-7-45
Wilkerson, George A.	S1	6-29-43
Williams, Arnold I.	S2	2-21-45
Williams, Casle	CMM	12-9-42
Williams, Clarence B	S1	12-9-45
Williams, Herbert A.	F2	7-24-42
Williams, Iverson	OS3	7-15-42
Williams, Thomas E.	BM1	7-24-42
Williams, William R.	HA1	11-16-45
Willis, Cleon F.	S2	12-9-45
Wilson, Carl	S1	6-28-44

Ship's Company
July 15, 1942 - June 30, 1946

NAME	RATE	DATE on BOARD
Wilson, Carl L.	GM2	1-24-43
Wilson, Tommie Jr.	S2	6-7-45
Wilson, Wilfred E.	StM3	7-29-43
Wimer, Horace D.	WT1	7-15-42
Windom, Cleo M.	S1	7-16-42
Wing, Carroll B.	S1	7-1-45
Wingfield, Benjamin L.	S2	7-26-42
Winkler, Richard H.	S1	8-18-44
Winnert, Wilford H.	EM1	7-16-42
Winter, Donald W.	S1	7-15-42
Wisdom, Carroll V Jr	Y1	7-31-45
Wise, Richard E.	S1	2-21-46
Wise, Shelby	MM3	1-24-43
Witbracht, Billie J.	S1	1-24-43
Wolcott, Kenneth B	F2	2-20-46
Wolf, Robert C	QM1	9-15-42
Wolf, William J.	S1	6-7-45
Wolfe, Abraham	CCM	5-25-43
Wolfe, Charles E.	CGM	9-19-44
Wolff, Robert J	CMM	8-11-45
Wolowicki, Sigmund P.	MN3	1-24-43
Womack, Edward L.	StM2	2-20-46
Womack, Roscal B.	S2	7-22-42
Wood, Donald E.	S2	7-26-42
Wood, Edward O.	S1	3-10-45
Wood, Peter B. Jr.	SK3	7-15-42
Woody, Donald D.	S2	2-21-44
Wooley, Vernon L.	F1	6-7-45
Wooton, Thomas H.	MM2	7-15-42
Worsham, Arch O.	AS	7-15-42
Worthington, Arthur H.	S1	6-7-45
Wright, Robert V.	S2	6-29-43
Wright, Stanley	S1	6-29-43
Wulliez, Edward J.	F1	3-1-46
Wyatt, Arthur E.	F1	12-14-44
Wyfs, Leo K.	F1	3-1-46
Wylupek, Stanley J.	S1	8-28-44
Yates, George E.	S1	8-28-44
Yates, Theo	WT1	8-13-43
Yost, Ray C.	Cox	7-15-42
Young, Lester E.	HA2	11-16-45
Young, Roger E.	BM2	7-15-42
Zande, Dino	RdM3	6-29-43
Zeigler, John G.	GM2	7-2-42
Ziehmer, Clarence G.	RdM3	2-23-45
Ziemer, William J.	S2	7-15-42
Zigan, Edgar W.	S2	5-9-44
Zimmerman, Forrest I.	S2	5-9-44
Zukowski, Stanley W.	S2	12-9-46
Zulauf, Charles W. Jr.	MM2	3-1-46
Zumwalt, Robert B.	PhM3	2-24-46
Zurbruggen, Gordon E.	Y2	3-5-46

CREWMEN

Crewmen

July 1, 1946 – December 31, 1946

Crewmen Reporting July 1, 1946 -December 31, 1946

Last Name	Initials	Rate	Date on Board
Alexander	F.F.	SC1c	11/14/46
Anderson	J.F.	S2c	9/24/46
Atkinson	N.B.	COX	10/24/46
Baia, Jr.	F.	F2c	12/30/46
Barnes	W.H.	ET3c	12/19/46
Beidler	R.J.	S2c	10/10/46
Bell	G.H.	S1c	10/21/46
Blair	R.D.	S2c	9/6/46
Blundell	J.	PHM2c	7/26/46
Bobal	F.J.	S1c	8/26/46
Bradley	A.J.	GM1c	10/25/46
Branch	R.N.	ML3c	10/29/46
Bratton	B.M.	S2c	9/6/46
Brown	A.D.	EM1c	10/17/46
Brown	T.H.	S1c	10/17/46
Brunahauer	G.	CMM	9/24/46
Caliahan	J.E.	S1c	9/24/46
Calvo	A.B.	CST	11/26/46
Casasyar	W.	MM2c	12/30/46
Channill	J.J.	S1c	11/13/46
Clay	R.F.	S2c	10/25/46
Coughenour	G.J.	Bkr1c	11/17/46
Covert	L.W.	S2c	10/11/46
Crance	N.H.	SM1c	9/7/46
Crowson	B.G.	COX	10/25/46
Davis	R.E.	SSMB3c	10/28/46
DeCardora	N.G.	BM1c	11/15/46
Dinkens	R.E.	MM1c	12/30/46
Doney	R.S.	S1c	10/8/46
Dougherty	W.F.	SF3c	11/11/46
Dowdy	D.	S2c	11/13/46
Dube	N.J.	BKR1c	9/6/46
Dunton, Jr.	A.W.	S2c	10/17/46
Duron	J.E.	S1c	9/24/46
Dyke	R.E.	S2c	10/11/46
East	M.L.	S2c	7/2/46
Edgett	W.F.	S2c	10/17/46
Elliott	F.	S2c	10/11/46
Emel	F.G.	S2c	7/12/46
Esktron	P.R.	MoMM3c	9/6/46
Evans	G.C..	S2c	7/2/46
Ferguson	L.M.	F1c	10/17/46
Fernandez	S.	StM3c	7/3/46
Fike	B.L.	S2c	7/2/46
Flook	T.M.	SC3c	10/31/46
Fournier	G.W.	S2c	7/12/46
Frederic	O.E.	COX	10/21/46
Freeman	C.A.	S2c	7/12/46
Freemyer	R.W.	S2c	7/2/46
French	J.C.	S2c	10/12/46
Fricked	H.J.	S2c	7/2/46
Frivaldo	V.E.	STM2c	11/13/46

Crewmen Reporting July 1, 1946 -December 31, 1946

Last Name	Initiale	Rate	Date on Board
Fulton	C.V.	S2c	7/2/46
Gaffney	J.F.	S2c	9/6/46
Garing	W.H.	CQM	12/30/46
Geairn	R.E.	S2c	7/2/46
Gearhart	F.T.	S1c	9/24/46
Gee	F.A.	S2c	10/12/46
Gettle	K.H.	S2c	10/23/46
Gibson	L.E.	S2c	10/11/46
Gibson	J.R.	CCM	10/25/46
Gilbreath	P.R.	S1c	9/24/46
Giles	W.O.	S2c	10/25/46
Givler	B.C.	S2c	7/2/46
Goc	L.	S2c	7/2/46
Goldado	E.	S2c	10/23/46
Gonzalez	F.	S2c	7/2/46
Goodwin	W.B.	S2c	9/6/46
Groshon	L.O.	S2c	10/23/46
Hager	F.P.	S1c	12/9/46
Harrelson	G.	S1c	9/7/46
Harsh	Y.S.	S2c	10/23/46
Hartman	M.	SF1c	11/20/46
Harvey	E	S2c	7/12/46
Helms	L.R.	Ptr1c	11/7/46
Herring	B.G.	S2c	10/14/46
Holden	W.P.	MC	7/4/46
Holloway	G.V.	ST3c	8/10/46
Huntley	K.E.	S2c	7/12/46
Imperato	S.S.	RM2c	12/9/46
Jeffers	J.F.	S2c	10/21/46
Jefferson	H.S.	S2c	7/12/46
Jenkins	H.G.	WT2c	7/2/46
Johnson	C.C.	S2c	7/12/46
Johnson	F.D.	CK3c	12/9/46
Julian	J.J.	S2c	9/7/46
Kalinowski	H.E.	ETM2c	9/28/46
Keckhert	E.	S2c	7/12/46
Kellog	A.C.	F2c	9/7/46
King	D.T.	S2c	10/11/46
Klingelholts	C.J.	SF3c	12/20/46
Klinowski	H.E.	ETM2c	8/31/46
Knapp	A.C.	MMR3c	9/24/46
Knight	C.L.	S2c	7/12/46
Kraynak	J.T.	S1c	9/24/46
Krescher	O.A.	ETM3c	9/7/46
Langley	J.D.	BM2c	7/2/46
Lauf	R.C.	S2c	10/23/46
Leonard	C.W.	S2c	10/23/46
Leuey	D.J.	MM1c	12/30/46
Levy, Jr.	S.B.	COX	11/4/46
Libby	A.I.	F1c	12/28/46
Lint	C.L.	S2c	10/21/46
Livingston	G.E.	S2c	10/17/46

Crewmen Reporting July1, 1946 - December 31, 1946

Last Name	Initials	Rate	Date on Board
Lynch	E.C.	SK2c	10/9/46
Macawile	F.	ST3c	10/30/46
Magee	S.	CK3c	8/10/46
Makin	E.F.	S1c	12/11/46
Manczak	R.E.	S2c	7/12/46
Mangold	T.H.	S1c	10/17/46
Marotta	P.F.	S2c	9/7/46
Masica	D.	S2c	10/17/46
Mason	C.J.	F1c	9/7/46
Mason	L.L.	S2c	10/25/46
Maurer	J.E.	S2c	7/12/46
McCann	W.E.	S2c	9/6/46
McDonald	R.H.	S1c	10/9/46
McMahon	J.J.	S2c	10/25/46
McNall	J.D.	S2c	10/17/46
McTiernan	J.F.	COX	11/4/46
Mendiola	T.V.	CK2c	12/9/46
Miller	A.R.	BM1c	7/2/46
Miller	G.L.	S2c	10/14/46
Milliken	K.E.	S2c	10/4/46
Minred	D.R.	MoMM3c	9/7/46
Moe	E.T.	RM3c	9/10/46
Moore, Jr.	P.	EM2c	10/20/46
Mores	P.M.	STM3c	7/18/46
Morowick	D.J.	SF3c	12/18/46
Mosley	L.T.	S1c	10/10/46
Murdock	J.P.	S1c	12/9/46
Murphy	J.A.	RDM3c	7/3/46
Nelson	R.A.	AS	10/25/46
Nelson	P.W.	S1c	11/13/46
Nelson	S.R.	S1c	12/8/46
Neubert	K.S.	MM3c	10/9/46
Nichols	D.E.	Y3c	10/23/46
Norbt	E.F.	RM3c	9/6/46
Oddie	J.L.	STM1c	12/28/46
Ortega	H.A.	S2c	10/9/46
Pagel	F.A.	COX	11/13/46
Parker	C.G.	S2c	12/9/46
Pearson	W.J.	S1c	12/9/46
Pennock	D.M.	WT2c	10/21/46
Perkins	W.R.	S1c	10/17/46
Phelps	S.R.	MoMM3c	11/14/46
Phillips	J.B.	COX	10/23/46
Poe	T.F.	BK1c	9/18/46
Popplewell	L.M.	CFC	7/9/46
Pupkes	J.G.	CBM	9/7/46
Raines	L.V.	S1c	9/19/46
Ramsey	G.C.	M1c	12/11/46
Rankin	G.I.	RM3c	9/10/46
Rasmussen	E.H.	AS	10/21/46
Ratchford	C.L.	S1c	9/6/46
Rathbon	W.H.	COX	10/21/46

Crewmen Reporting July1, 1946 - December 31, 1946

Last Name	Initials	Rate	Date on Board
Reed	G.E.	CMM	12/30/46
Reyno	B.R.	STM3c	7/18/46
Richards	C.B.	EM1c	11/15/46
Riegel	N.D.	MM3c	12/30/46
Roberti	R.L.	S1c	8/28/46
Rowland	B.G.	AS	10/21/46
Salerno	F.J.	S2c	10/21/46
Santos	V.T.	StM2c	7/3/46
Schachter	S.	S2c	10/9/46
Scott	C.M.	AS	10/21/46
Seeley	W.T.	Bkr2C	10/28/46
Segal, Jr.	C.	AS	10/21/46
Serafini	F.	AS	10/21/46
Shell	J.	AS	10/21/46
Smith	R.L.	SSM2c	7/2/46
Smith	E.D.	S2c	9/24/46
Smith	H.L.	AS	10/21/46
Sobota	G.O.	S2c	9/24/46
Sommerville	G.N.	SM3c	10/5/46
Sowers	A.	S1c	9/24/46
Spencer	H.E.	EM1c	9/3/46
Sponick	L.E.	MN2c	12/30/46
Stahlheber	R.E.	SK3c	10/19/46
Stamos	A.	S2c	9/24/46
Staub	R.R.	S2c	9/24/46
Stems	J.L.	S2c	9/24/46
Stevenson	C.A.	RM1c	9/4/46
Stromberg	J.	S2c	9/24/46
Sullivan	B.D.	AS	10/21/46
Syverson	E.O.	S1c	8/3/46
Tauzin	F.J.	S2c	9/24/46
Terry	L.	S1c	10/8/46
Terry, Jr.	R.	MoMM2c	10/17/46
Tevis	T.L.	S2c	9/24/46
Thomas	H.	S2c	9/24/46
Thompson	F.A.	S2c	10/23/46
Tozer	R.B.	COX	11/13/46
Treyepkoswski	L.S.	MM3c	12/30/46
Ulbright	P.E.	S2c	9/24/46
Valdelpena	B.J.	RM2c	9/24/46
Vanderslice	C.O.	SC3c	12/18/46
Vasspur	L.A.	RM2c	9/7/46
Wade	J.R.	S2c	10/25/46
Walker, Jr.	T.A.	CMoMM	10/17/46
Wall	J.C.	S2c	9/24/46
Wall	L.A.	CMM	12/30/46
Weare	L.J.	S2c	9/24/46
Weeks	A.B.	STM2c	12/23/46
Wengert	W.C.	RM2c	11/15/46
Wessartheurer	W.	MM2c	12/30/46
Whatley	R.H.	STM1c	12/9/46
Wickersham	T.V.	CMoMM	9/6/46

Crewmen Reporting July1, 1946 - December 31, 1946

Last Name	Initials	Rate	Date on Board
Williams	K.A.	CETM	8/31/46
Williams	A.L.	S2c	10/23/46
Wilson	J.M.	S2c	10/23/46
Winkler	J.R.	ETM2c	12/19/46
Wuttke	E.W.	S1c	10/4/46
Yanke	A.R.	CMoMM	9/7/46
Yelsits	E.M.	S2c	10/23/46
York	J.M.	RM3c	9/10/46
York	W.M.	S2c	9/24/46
Younts	B.R.	ETM3c	7/3/46
Zapolsk	J.	QM2c	10/17/46

ENLISTED PERSONNEL - DECOMMISSIONING

U. S. Naval Shipyard - Charleston S.C.

Enlisted Personnel On Date Of Decommissioning

U.S.S. TERROR (CM-5)
U.S. Naval Shipyard - Charleston, S.C.

24 November 1947

Enlisted Personnel attached to U.S.S. Terror on date of
decommissioning.

NAME and RATE

Albertini, Eugene J., Cox
Alexander, Leslie L. SC1
Allison, Arthur L. SC1
Anderson, Forrest W. SC2
Anderson, Frank A. S1(FC)
Andrews, Joseph (n) S2
Arellano, Bernardo R. ST3
Armbruster, William E. S2
Aspinwall, Thomas P. S1
Barnes, Forrest W. CSK
Bauso, Andrew C. S1
Bell, Joseph L. ST3
Boatner, Hammett R. S2
Boyd, James J. CSF
Braddock, Wilson N. S2
Bradford, Russell F. S1
Britton, Billy J. MOMM3
Burnette, Alfred S. S2
Bushman, Alvin J. S1
Butcher, Everette E. S2
Caho, George R. GM3
Carlson, Richard A. F2
Carr, Calvin C. S1
Carroll, Gerald L. S2
Carroll, John H. S1
Causee, Robert F. CBM
Chance, Burl C. S1
Chandlee, Pearl Jr. CSM
Chavous, Rusha S1
Cofield, Abraham Stm2
Condon, John S. F2
Croegart, Orville H. S2
Csaszar, William C. MM2
Cunningham, Leroy S2
Davis, Vernon (n) CFC
Deloach, Gene E. F2

U.S.S. TERROR (CM-5)
U.S. Naval Shipyard - Charleston, S.C.

Enlisted Personnel - (Cont)

Desmidt, Jack T. S1(Y)
Diaz, Edwin J. Stm2
Diggs, John R. S1
Donovan, Fredrick (n) F2
Douglas, Glenn F. S2
Dow, Robert L. EM2
Dryburgh, Montgomery R. S2
Dunlap, William L. RdM
Eitel, Frank G. EM3
Elsesser, Harold F. S1(GM)
Estrade, Jose (n) Stm2
Felton, Kenneth A. FC3
Fisher, Harry L. S1
Floyd, Thomas (N) S2
Franks, Clayton M. MM2
Frivaldo, Vivencio F. StM1
Garcia, Feliciano CCK1
Gardner, William K. S1
Gilbert, James E. S2
Griffin, Joe L. CMM
Gullion, Garland L. CGM
Hager, Fred P. S1
Haley, Robert B. CEM
Hall, Francis T. SC2
Hayes, Charles W. RdM3
Hall, John P. WT3
Helms, Lloyd R. Ptr1
Henry, Harold L. ChPM
Hensley, William D. F2
Holloway, Wyman L. GM1
Hosch, Paul Jr. BM1
Howard, James H. QM2
Hughes, Nathan B. S1 (SKD)
Hulsey, Harold K. S1
Ireland, Harry O. S1 (Y)
Jeffries, Jack F. SC3
Johnson, Charles R. S1
Johnson, Fred D. CK3
Keefe, Arthur L. F1
Kirby, Cecil "M" CSK
Knapp, Alvin C. MMR3
Knight, Fred M. CMM
Kohn, Harold R. S1
Konitzer, Donald T. F2

U.S.S. TERROR (CM-5)
U.S. Naval Shipyard - Charleston, S.C.

Enlisted Personnel - (Cont.)

Kuhn, Walter T. CWT
Lada, Alexander CMN
Lamont, John J. CGM
Langford, Ernest R. MM2
Lankford, Chester D. S1
Lee, Merrell (n) S1
Lester, Glen E. F1
Long, Charles O. F2
Long, John P. F2
Lowther, Howard M. F2
Macawile, Felix (n) StM3
Macomber, Harkless R. S1
Marason, Thomas (n) S1
Masterson, Charles E. CBM
McDonald, Newton P. S1
McMahon, Thomas (n) S2
McMillan, Daniel J. S2
Mendiola, Tomas U. CCK2
Menichino, Louis E. Jr. S1(Y)
Meyer, Elroy W. S1
Miller, Gerald L. S1 (SC)
Mitchell, "R" L. S2
Moore, Richard T. S1
Mores, Ponciano Stm2
Morgan, Norman C. S2
Murtha, James A. CBM
Naber, Sigmund (n) MM2
Nabors, William "P"
Neumont, John P. S2
Nelson, Stanley R. S1
Olsen, George A. S2
Owens, Hershell E. CGM
Pagel, Francis A. Cox
Parker, Charles A. CCM
Parker, Milton C. CMM
Parker, William H. Y1
Parthemos, Harry N. S1
Peterman, George C. S1
Phelps, John P. F1
Pierpont, Clyde L. S1
Plumb, Robert E. PHM2
Podsedly, William J. S1
Powell, Glyndwr (n) SSML1
Pue, Thomas E. S1

U.S.S. TERROR (CM-5)
U.S. Naval Shipyard - Charleston, S.C.

Enlisted Personnel - (Cont.)

Pulaski, Stanley H. Y3
Rabon, John D. CMMA
Rash, Leonard (n) GM1
Rathbun, Willis H. Cox
Reed, George D. CMM
Ratliff, James L. S1
Roberts, "O" "R" CM3
Rodman, Elmer R. S1
Rogers, Cecil D. MM3
Rollins, Harry G. Jr. MMR2
Rose, Garland E. BM1
Rose, "J" "C" F1
Ross, James D. S2
Rouse, Heber B. S2
Russell, Loyd G. BM1
Ruth, William H. BM2
Santos, Vecente T. STM2
Savage, David L. RdM3
Sawyer, Sylvester N. QM3
Schaefer, Frank S2
Schmidt, Robert A. WT1
Scott, George L. STM2
Short, "C" "T" MM3
Sievert, Richard C. F2
Simms, Gordon H. BM2
Smith, Benjamin R. S2
Smith, Charles K. S2
Smith, Robert L. SSML2
Stube, Ronald H. S1 (Y)
Styron, John "T" MM3
Sutton, John J. F2
Szabo, Edward (n) S1Y
Szluka, Albert (n) S1
Tauzin, Emile J. S2
Terrell, Jesse J. S2
Terrell, Raymond L. MM1
Tevis, Graham L. MM3
Thomas, William S. MM3
Thompson, Herbert L. BM2
Thornton, James D. Cox
Van, Henry (n) Cox
Vanlue, James (n) STM1
Vogler, Robert C. S2
Walton, William F. S1SK

U.S.S. TERROR (CM-5)

U.S. Naval Shipyard - Charleston, S.C.

Enlisted Personnel - (Cont.)

Warner, Howard (n) S2
Washington, Thomas R. Cox
Weare, Lawrence J. S2
Wells, John H. CY
West, Brooks L. S2
Whatley, Robert H. STM2
Wigginton, Roy B. S2
Wildman, Steve Wenzel S2
Williams, James H. SC1
Williamson, Frederick E. F1
Wilson, Kellerman (n) F2
Worley, Ralph F. S1
Yanke, Allen R. CMMR
Yates, Leon F. Jr. S2

Davis, Richard E. SSMB3

Emverzo, Epifanio (n)

TAD on board
Arcadia. Records
and accounts trans-
ferred.

TAD at R/S
Charleston, S.C.
Records and accounts
transferred.