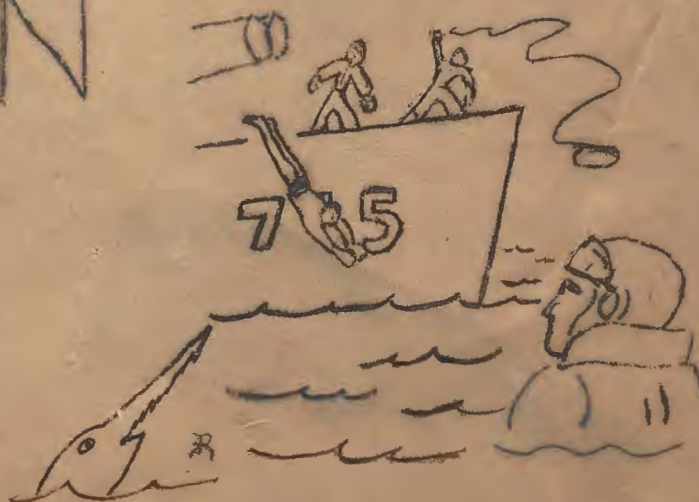


PROPERTY OF
NORVILLE R. KENT



The Beno Brush

A YEAR OF PACIFIC
ACTION



HISTORY OF THE U.S.S. BRUSH DD-745

The war-time saga of the U.S.S. BRUSH begins on the 17th of April 1944 when she was commissioned at the Navy Yard, New York, N.Y., and will end with her joyful return to a West Coast port after successfully fulfilling the prediction made by her first Commanding Officer, Commander John E. Edwards, USN, of Waynesville, North Carolina, who on that date, told an eager crew that, "This ship will take you right into Tokyo Bay"!

Japanese suicide planes and boats, fierce typhoons, hazardous missions with the vaunted Third Fleet against the very heart of the Empire, were all but stepping stones to the completion of that prophetic statement. From November of 1944 the BRUSH, serving with the fast carrier task forces which daily sent over a thousand planes against the Empire, participated in every major strike against the Japanese Islands. A moonlight foray against a Jap convoy two miles from the entrance to Tokyo Bay; a near miss by an enemy five-hundred pound bomb, and another by a Kamikaze plane; the destruction of an enemy dive bomber and two suicide planes by her gunners; and a seventy-five day cruise without touching port, during the final days of the war, when the pressure was relentlessly applied to the enemy by our naval forces. These are the highlights of the exploits of the 2200 ton super destroyer, climaxed on September 14th, by her triumphal entrance into Tokyo Bay, with Commander John V. Smith, USN, of Coronado, California, son of the famed Marine General Holland M. (Howlin' Mad) Smith, at the helm.

The U.S.S. BRUSH is a war designed, 2200 ton class destroyer, with greater fire-power (three twin-mount five-inch guns), more anti-aircraft armament and greater maneuverability than previous destroyer classes. Her keel was laid in Staten Island, New York, and she was built in war-time speed by the Bethlehem Steel Company. On the 28th of December 1943, Miss Virginia Perkins, of Providence, Rhode Island, youthful great grand-daughter of the late Francis Brush, renowned American Inventor from Cleveland, Ohio, for whom the ship was named, broke a bottle of champagne across her bow as it slid off the ways, and christened it the "U.S.S. BRUSH".

On the 17th of April, 1944, Commander John E. Edwards placed the ship in commission at the New York Navy Yard and the BRUSH became a proud addition to the rapidly expanding United States Fleet, with Commander Edwards as her Commanding Officer and Lt. Comdr. J. A. Marks, USN, of Chevy Chase, Maryland, as her Executive Officer. On the 6th of May, the BRUSH departed Navy Yard, New York, for her shakedown cruise, proceeding to Bermuda. Here the BRUSH remained, in and around the azure and crystal clear waters of peaceful Hamilton Harbor, where she constantly practiced anti-submarine maneuvers in realistic fashion, with two captured Italian submarines.

From Bermuda she went to New York on 6 June. On 19 July, the BRUSH visited Fort Lauderdale for four days. This completed the end of her shakedown period. Then she went off to the wars!

On July 31st, the BRUSH departed from Norfolk for Boston, then headed for the Pacific by way of the Panama Canal, dutifully escorting the U.S.S. HANCOCK, a new Essex class carrier. A stopover at the "Big Ditch" gave the crew of the BRUSH time for liberty in Balboa. After a short stay in San Diego the BRUSH headed for Pearl Harbor conducting practice maneuvers with HANCOCK enroute. Arriving at Pearl Harbor on August 30th, the BRUSH remained in the Pearl Harbor area until the 27th of September, conducting war maneuvers and gunnery practice daily, as well as torpedo runs and anti-sub attacks, since this was the final phase of training before entering the actual war zones of the Pacific. During this period, Admiral of the Fleet Chester W. Nimitz spent a day with the squadron and was favorably impressed with their conduct during maneuvers. The BRUSH was the first of her class that the Commander in Chief of the Pacific Fleet had ever seen.

September 28th the BRUSH departed Pearl Harbor for Eniwetok arriving there on October 5th. From here she started escorting convoys to Ulithi and Palau, enemy held atolls now under attack by American forces. On the 19th of October at Palau, the crew of the BRUSH had their first close-up of war in the Pacific, since they were close enough to the atoll to witness land fighting between American forces and the Japs who were conducting a desperate defense in well fortified caves. During part of October the BRUSH operated with a Navy Tanker group as an escort while the tankers were supplying fuel for the fleet. However, on the evening of the 27th of October the BRUSH received orders to join the famed Third Fleet Fast Carrier Task Force which was then a hundred miles west of them. Early the next morning the BRUSH joyfully complied with this order and two days later saw their first enemy action at sea.

On the 30th of October, just off Luzon, the BRUSH went to General Quarters, prepared to repel an enemy air attack. Five enemy planes appeared over-head as the guns of the BRUSH and the rest of the task force opened fire. The enemy planes however, picked out two carriers and dove for them, crashing onto their flight decks in a mad, suicidal, but deadly effective, fanatical gesture. The BRUSH had witnessed the inauguration of a new type of warfare in the Pacific - the Kamikaze, or suicide attack. During the month of November the BRUSH'S Task Force launched air attacks against Leyte, Samar and Luzon - these strikes were in support of the long awaited invasion of the Philippines.

Also during this month the BRUSH was assigned a new Executive Officer, Lt. Comdr. Harry C. Mason, USN, of Vallejo, California.

On December 9th, the ship went into one of the new floating dry docks at Ulithi, in the Caroline Islands, and remained there until December 11th, for repairs to her hull. On that date, the BRUSH once more took to sea with her carrier group. During her stay in Ulithi, she had added special equipment, she had been designated to serve as an advanced radar picket for the group. Her station was about fifty miles out, on a line running from the main group to the enemy shores! This was an innovation in an effort to protect major fleet units from the increasing ferocity of the Jap suicide attacks, by detecting their approach at much longer ranges. The same month the BRUSH accompanied the carrier force in strikes against the Philippines, during which the shores of Luzon were easily visible from the ship.

About 10 days before Christmas, the BRUSH, along with many other units of the Fleet, rode out a fierce tropical typhoon. Three other destroyers were capsized during this storm, planes on the carriers were torn loose and serious fires started on some of the flat-tops. On the BRUSH, heavy seas threatened to smash in the main deck, but prompt and efficient work by damage control parties overcame this menace. Riding out the typhoon, a peaceful Christmas was spent at Ulithi, where the ship remained until the end of the month.

The BRUSH put to sea again on December 30th, harassing the enemy with strikes against Formosa and the Philippines. The rocky coast of Formosa and the verdant shores of the Philippines soon became familiar sights to the BRUSH as the daring strikes of the Task Force mounted in intensity. From January 12th to the 20th, 1945, the BRUSH forayed into the South China seas and gazed boldly at the coast of China during Admiral Halsey's famed sweep in that territory. The shores of Cathay loomed up before the BRUSH - the first time in three years that American surface ships had sailed those waters! On the 27th of January the ship returned to its anchorage at Ulithi, remaining there until the 9th of February, when it put to sea again.

On February 10th the BRUSH was headed for the Tokyo area with the Fifth Fleet, to participate in the first air-sea strikes against Tokyo since the Doolittle raid of 1942. On the 16th of February the BRUSH shot down its first enemy plane. While the force was under attack by enemy planes the ship assisted other units in repelling the Japanese air attacks. These attacks continued during the night, and the Japs lit up their area continuously with flares, so successfully that the crew of the BRUSH, standing by their guns were able to read comic books by the light of the flares.

The ship was now supporting the invasion of Iwo Jima.

On the first day of March the BRUSH participated in the carrier strike against Okinawa, and on the 2nd of March, moved in to bombard Okino Daito Shima. Oil and ammunition dumps went up in smoke and flames as spotters directed the accurate fire of the BRUSH with devastating results. March 5th she returned to her anchorage at Ulithi, remaining there until the 14th of the month. On the 15th of March the BRUSH was at sea again with the Fifth Fleet, under the command of Admiral "Jock" Clark, prepared for the forthcoming strike against Kyushu. During this foray the BRUSH endured continual enemy air attack, along with the rest of the force, and shot down another Japanese plane. On March 27th a plane was sighted, circling just out of gun range, it soon proved to be a Jap dive bomber, as it came screaming down from twenty-seven thousand feet on the BRUSH - weaving and twisting with all guns blazing, the BRUSH seemed doomed as the Jap continued to come straight at her - pulling out of his dive he dropped a 500 pound bomb that exploded fifty feet from the ship. Plates were sprung, but the damage control party quickly effected repairs while still under way. The U.S.S. MURRAY came out to stand by the BRUSH, and just as it took station alongside, a Jap plane zoomed low and dropped a torpedo which struck the MURRAY just at the water line. The BRUSH then turned about and stood by until the MURRAY was safely underway for repairs.

On the third of April heavy seas tore away part of the plating forward admitting large quantities of water to the ship - repairs were once again made by damage control parties while underway. Three days later, a Jap Kamikaze plane attempted to dive into the BRUSH and was shot down in flames by the alert gunners of the ship, less than fifty feet from its objective. April 21st, the BRUSH moved boldly in and shelled the island of Minami Daito Shima. She fired hundreds of star shells; illuminating the island to deprive the Japs of their staunchest ally - darkness. Returning then to Ulithi on April 30th, remaining at anchorage there until May 9th.

Commander Edwards was relieved on the 6th of May by Commander J. V. Smith, USN, of Coronado; California. On May 10th, the BRUSH was once again underway, with the Fifth Fleet and Admiral Clark, lashing out against Kyushu. On June 5th the BRUSH weathered another raging typhoon, of such intensity that the bow of the U.S.S. PITTSBURGH was torn off and was later found floating in the ocean by the BRUSH. During this storm the decks of carriers were rolled back like sardine cans. In order to launch their planes, some of the carriers had to steam backwards. The BRUSH'S new skipper brought her through the storm unscratched however, and by the 13th of June she lay peacefully at anchor in Leyte, P.I., where she remained until the end of the month, at which time Lt. Comdr. Mason was relieved by Lt. A. C. Mullen of Omaha, Nebraska, who assumed the duties of Executive Officer.

July 1st, 1945, the BRUSH was underway again, this time to bring the full pressure of the United States Navy against the Japanese mainland. Strikes were conducted against the northernmost island of Hokkaido, which until this time had received very little attention. During the night of 22-23rd of July, the BRUSH, with other destroyers of her squadron, conducted an anti-shipping sweep two miles from the entrance to Tokyo Bay. In this daring and successful foray, two enemy ships were sunk and two others were damaged. The BRUSH used torpedoes and the guns of her main battery. For this action, two officers and four of the crew of the BRUSH received citations and the Navy Commendation Ribbon from Admiral Halsey. Following this episode, the BRUSH remained at sea off the coast of Japan for seventy-five consecutive days. On August 15th, the crew of the BRUSH listened to a broadcast by Admiral Halsey telling them that the Japanese had agreed to surrender. A few hours before this the BRUSH had rescued a pilot and one crewman from a British torpedo bomber which had been so badly damaged by Jap AA fire that it could not return to its carrier. The other crewman had been blown clear of the plane over Japan. Seven Nip planes were shot down near by that day. On the 14th of September the BRUSH was ordered to rejoin major units of the Fleet, and on that eventful day steamed proudly and gracefully into Tokyo Bay. The crew was at first given liberty in Yokosuka, since Tokyo was for the time being off limits, but as soon as word was received that the Imperial City was no longer restricted, a few of the crew made their way into Tokyo. The BRUSH left Tokyo Bay on the 17th of September, and headed for Saipan, where it went into dry dock for hull repairs. On the 24th of September the BRUSH departed Saipan with eighty-eight additional passengers - all naval personnel, homeward bound for discharge or leave.

On September 25th, while at sea, headed north from Saipan, Commander Smith held a Meritorious Mast on the bridge of the BRUSH during which Citations and Commendation Ribbons were awarded the following:

Lieutenant Eliot W. Dalton, U.S.N.R., 109 Moffet Rd.,
Lake Forrest, Illinois.
Lt.(jg) Roy C. Prentis, U.S.N.R., 1031 West 7th St.,
Winona, Minnesota.
HASELTON, Richard O., GMlc, U.S.N.R., 614 Washington St.,
Cadillac, Michigan.
DAUBERMAN, Arthur W., FC(R)3c, U.S.N.R., Craley,
Pennsylvania.
DIGIESI, Pasquale (n), GMlc, USN, 353 So. 12th St.,
Newark, New Jersey

On September 28th the BRUSH rendezvoused with the four battleships, U.S.S. IOWA, U.S.S. ALABAMA, U.S.S. WISCONSIN, U.S.S. SOUTH DAKOTA, and three other destroyers, U.S.S. DE HAVEN, U.S.S. COLLETT, and U.S.S. SWENSON, accompanying them to Pearl Harbor.

Since commissioning the BRUSH has steamed over 144,000 miles and has burned 5,400,000 gallons of fuel oil in its travels.

She has sunk 15 mines in enemy controlled waters - thereby saving other ships from severe damage.

On operations with the carrier groups she has rescued 20 pilots and six crewmen that were forced down into the seas.

The following shipmates made the supreme sacrifice in the line of duty that the ship might continue to operate and fight.

Lt.(jg) H. G. AACHTE, U.S.N.R., Cordell, Oklahoma.
EPPERSON, E.C., Slc, U.S.N.R., Louisville, Kentucky.
TINO, A.G., MMlc, U.S.N.R., Dobbs Ferry, New York.
WERTZ, H.F., Flc, U.S.N.R., Temple, Pennsylvania.

The following received the Purple Heart:

MALMQUIST, Robert (n), GM3c, U.S.N., Milwaukee, Wisconsin.
WERDERICH, Louis J., Slc, U.S.N.R., Paw Paw, Michigan.
FREITAG, E.F., SoM2c, U.S.N.R., 406 High St., Washington, Missouri.

Below are listed the Ship's Officers, their duties, and hometown:

Commander John V. SMITH, U. S. Navy,
Commanding.
711 "G" Avenue, Coronado, California.

Lieutenant Arthur C. MULLEN, U.S. Navy,
Executive Officer.
3633 N. 83rd Street, Omaha, Nebraska.

* Lieutenant Eliot W. DALTON, U.S. Naval Reserve,
Former Gunnery Officer.
109 Moffett Rd., Lake Forrest, Illinois.

- *Lieutenant David O. JOHNSON, U.S. Naval Reserve
Engineering Officer.
26 Sycamore Ave., Takoma Park, Maryland.
- *Lieutenant Joseph F. HEINDEL, U.S. Naval Reserve
Navigator.
451 Park Ave., Fairview, New Jersey.
- *Lieut.(jg) Bedford G. BONNER, U.S. Naval Reserve
Gunnery Officer.
1820 Francisco Street,
60 Berkley (3), California.
- *Lieut.(jg) William P. KIRK, Jr., U.S. Naval Reserve
Assistant Engineering Officer.
60 Beverly Road., West Hartford, Connecticut.
- *Lieut.(jg) Roy C. PRENTIS, U.S. Naval Reserve
Torpedo Officer.
Mabel, Minnesota.
- *Lieut.(jg) Kenneth M. LUCAS, U. S. Navy
First Lieutenant.
308 Lincoln Avenue, El Cajon,
San Diego County, California.
- *Lieut.(jg) Joseph R. WERNER, U.S. Naval Reserve
C.I.C. Officer.
1013 N. 63rd Street, Philadelphia, Pennsylvania.
- *Lieut.(jg) John SHILLITO, Jr., U.S. Naval Reserve
Assistant Navigator.
764 Hammond Street, Chestnut Hill, Massachusetts.
- *Lieut.(jg) Burrell O. WEAVER, U.S. Navy
Fire Control Officer.
Corner Robinson and 5th Street., Barberton, Ohio.
- Ensign George L. HALL, U.S. Naval Reserve
Assistant Gunnery Officer
1251 So. Williams Street, Denver, Colorado.
- Ensign Blair E. WETZEL, U.S. Navy
Acting Communication Officer.
2110 Penn Street, Harrisburg, Pennsylvania.
- Ensign Crumpton FARRELL, U.S. Navy
Assistant First Lieutenant.
1720 E. 6th Street, Duluth, Minnesota.

Ensign Paul J. DEUTSCHMAN, U.S. Naval Reserve
Assistant Engineering Officer.
1226 Cheltenham Street, Portland, Oregon.

*Lieutenant John C. CASHIN, (MC), U.S. Naval Reserve
Medical Officer.
6 Cherry Hill, Adams, Massachusetts.

*Lieut.(jg) Robert F. MC DONALD, (SC), U.S. Naval Reserve
Supply Officer, Disbursing Officer.
5257 W. Quincy Street, Chicago, Illinois.

Ensign Thomas S. SMITH, (SC), U.S. Naval Reserve
Relieving Supply Officer.
8707 Appleway, Opportunity, Wahington.

Muster Roll of the crew by divisions:

DECK DIVISION

<u>NAME</u>	<u>PRESENT RATE</u>
*ADKINS, Russell J.	Slc
ALTON, Gerald C.	Slc
*BLADES, George L.	Cox.
*BRYAN, Frederick K.	Slc
*CAMPBELL, Floyd A.	Slc
*DOYLE, William B.	CSF
*HILL, Wilbur, jr.	BMlc
*LAMBERT, Ena H.	Cox.
*MILKS, Phillip V.	Cox.
*MURPHY, Irvin	Slc
*PITTNER, Walter J.	Cox.
*PURCER, Norman H.	CBM
*SIKES, Graham T.	Slc
SPENCER, Richard R.	SF2c
*STRATTAN, L.M.	Slc
*STUDEVANT, Finley M	Slc
*ULMAN, Paul H.	Slc
*WISPEY, Lewis H.	Cox.
*MOSLEY, Harvey T.	BMlc
*JARRELL, Paul E.	Cox.
*WELDON, Clayton W., jr.	SF3c
*ROSE, Clarence A.	Slc
LYNCH, John A.	S2c
TAYLOR, O.W.	S2c
*KEEFE, E.C.	Slc
DZIALO, Adam B.	S2c
*JOHNSON, Sam W.	Slc

Muster Roll of the crew by divisions (con't):

DECK DIVISION (con't)

<u>NAME</u>	<u>RATE</u>
*SALAZAR, Gilberto L	Slc
ZORN, Alfred V.	Slc
*PAINTER, Charles F., Jr.	Slc
*SELLARE, Ernest L.	Slc
*MOSS, Reo	Slc
*WINIARSKI, Frank G.	Slc
*MC CULLOUGH, John J.	Slc
*GRAHAM, Thomas E.	Slc
*JONES, James M.	Slc
*BITTMAN, Joseph J.	Slc
*PATERNO, Salvatore	Slc
ZLATNISKI, Stanley R.	Slc
*CLOUSER, William J.	Slc
*BYNUM, Charles J.	S2c
ZOTTI, Robert F.	Slc
*QUIGLEY, Harry Vincent	Slc
*ROSS, Mark G.	S2c
*GEANES, Albert W.	Slc
DWORZANSKI, Andrew	S2c
STEEPLETON, Clyde R.	Slc
*FARMER, George D.	Slc
*CHRESTMAN, Charles W.	Slc
*TURNER, Robert B.	Slc
DRENNAN, "L" "C"	Slc
DAVIS, Joseph W.	Slc
ZISSOS, Thomas T.	Slc
*SHELTON, William S.	Slc
*MAZZOLANI, Arthur R.	Cox.
CARPENTER, Johnnie A.	Slc
*HENMAN, James T.	Cox.
*GOLEY, William H.	Cox.
*SOWA, Edward J.	Cox.
GARMAN, Lawrence	Slc
*DEAN, John C.	Slc
DOBSON, Raymond A.	Slc
BARR, Clifford A.	Slc
*MARTIN, Windel W.	Slc
*JOHNSON, Roy M.	Slc
DUNLAP, Dennis C.B.	Slc
ZINK, Nyle A.	Slc
*THOMAS, eden C.	Slc
*WIENCZOWSKI, Leonard J.	Slc
*FRACASSO, Carmelo	Slc
*MOODY, Victor A.	Slc
*THAXTON, John F.	Slc
*MOORE, Z.T.	Slc

Muster Roll of the crew by divisions (con't)

FIRST DIVISION (Con't)

<u>NAME</u>	<u>RATE</u>
*KAISER, John E.	Slc
*BLACKWOOD, Henry L.	Cox.
*BICK, Thomas C.	GM2c
*JSUTUS, Joe I.	Slc
*URASEK, Albert F.	Cox.
*SCHULNICK, Samuel	Slc

ORDNANCE DIVISION

*BLACKBURN, Willard	Slc
*DOMINIC, Donald S.	TM1c
*FISHER, Cecil	Slc
*HAWN, Russell	FC2c
*JELM, Richard B.	Slc
*KINGSBURY, Arthur R.	GM3c
LESNIKOWSKI, James H.	TM3c
MALMQUIST, Robert	GM3c
*MATHEWS, Robert J.	Slc
MC LAIN, Gerald E.	Slc
*MOORE, William M.	Slc
*NEWMAN, Frank E., jr.	GM1c
*QUEEN "D" "B"	Slc
*ROBINSON, Harry P.	Slc
*SHINKONSI, Steve F.	FC3c
*SMITH, John K.	GM 2c
*SMITH, Lyman W.	GM2c
*TIMKO, Edward J.	Slc
*TURNER, Gerald J.	Slc
*WERDERICH, Louis J.	Slc
*APPELL, Charles E.	Slc
ARCHER, Donald E.	Slc
*BULLARD, Perry W.	FC3c
*CABLE, Herbert G.	Slc
*CASTO, Don J.	Slc
*FORD, George C., jr.	Slc
*HARRISON, Charles E.	GM3c
*HASLTON, richard O.	GM1c
HEYEN, Robert W.	Slc
*KENT, Nroville R.	Slc
*KNUTSON, Earl M.	GM3c
LINE, Charles J.	TM1c
*LYLE, Willard E., jr.	Slc
*OSBORNE, Raymond K.	GM3c
PHARIS, Malcolm H.	Slc

Master Roll of the crew by divisions (Con't)

ORDNANCE DIVISION (Con't)

<u>NAME</u>	<u>RATE</u>
*READY, Floyd E.	GM2c
*RYMER, Jackson S.	FC3c
*SAGOS, Michael	TM2c
*STONE, Russell G.	CFC
*WILTZ, Eric	GM3c
*BOOTH, Carl C.	CGM
*COMPTON, "J""D"	GM3c
*DAUBERMAN, Arthur W.	FC(R)2c
*DIGIESI, Pasquale	GM1c
FOX, John M.	FC(M)1c
*HAMILTON, Earl	Slc
*HARRIS, George K.	Slc
LILLIBRIDGE, Robin, jr.	TM3c
*LINDLEY, Clyde A.	Slc
MC AREE, John F.	Slc
*MURPHY, John A.	S2c
*MURPHY, James J.	Slc
*NOBLE, Joseph I.	FC3c
PATTON, Donald C.	TM3c
*RODGERS, Alfred	GM2c
*SEESMAN, Allen D.	Slc
*STEVENSON, Byron. V., jr.	GM3c
*TIPPIT, Ruland	TM1c

COMMUNICATIONS DIVISION

*ADCOCK, John W.	Slc
*BOHATCH, Andrew G.	ET1c
BRAUN, Everett A.	S2c
BULLOCK, Vern E.	QM3c
CRIFASI, Bennie N.	Slc
*FREITAG, Elroy F.	SoM2c
*HUNT, Lee O.	CRM
*MARSHALL, Charles E., jr.	Slc
MC CARTY, William L.	Slc
*MC CRACKEN, Paul D.	RdM3c
MC MANNUS, Robert E., jr	Slc
*MEANS, Ralph V.	RdM3c
*MESS, Paul	Slc
*MONKS, Francis, M.	Slc
*OAKLEY, Roy Francis, jr.	Slc
PETERS, Charles O.	S2c
*POELVOORDE, Amos G.	RdM3c
*REDELMAN, George Washington	RM3c

Muster Roll of the crew by divisions (Con't)

COMMUNICATIONS DIVISION

<u>NAME</u>	<u>RATE</u>
*SCOTT, Hershel D.	QM1c
*SHEPPARD, Thomas J.	RM3c
*WATTS, El C.	RM3c
*YOUNG, JESSE, Jesse C.	RM2c
BALLARD, Thomas V.	RT2c
*BOGGESS, James W.	RM1c
*DIGIROLAMO, Jack J.	SM3c
*HAZELGROVE, Jean G.	Slc
*HEFLIN, Edward R.	RdM3c
*HUNTER, Dan S.	Slc
JACOBS, Lester J.	Ylc
*JOUBERT, George J.	RdM3c
*LAWSON, Carl M., jr.	SM1c
*MADDEN, John P.	Slc
*MARTIN, James R.	SoM3c
MC ALISTER, Alvin C.	Slc
*MC KENZIE, Harley jr.	Slc
*PACE, Troy L.	Slc
*PAJAKOWSKI, Edwin "W"	RdM3c
*PIERZGA, Frank J.	SoM3c
*SKIPPER, Oliver G.	RM3c
*SNODGRASS, Roy L.	RM3c
*STOKO, Michael J., jr.	Y2c
*WALES, Thomas F.	Slc
ARBOGAST, Robert L.	Slc
*CLARK, Clem jr.	Ylc
*CLARK, Maylon A.	Slc
*COCHLAN, Gerald J.	SM2c
*DE VITO, Nicholas M.	QM3c
EVANS, William C.	MaM3c
*FAULK, Albert W.	RdM2c
FRICK, William Y.	Slc
*GOETZE, Robert E.	RdM3c
*HONEYCUTT, James N.	RdM3c
*HUGHES, William L.	Slc
*LAYTON, Thomas J.	RM2c
*LEWIS, James Edward	Y3c
LUEHRING, Wilbert H.	SoM3c
MC ALISTER, H.	S2c
*MC NUTT, Robert W.	Slc
*NICHOLS, Alden L.	SoM1c
*PRAZERES, Manuel P.	RM3c
*ROY, Frank A.	Slc
*SHINNEMAN, Alvin K.	RM3c
*SIMMONS, Manuel U.	Slc
*VECERA, Edward M.	COM
*VOSKIAN, John A.	RT1c

Muster Roll of the crew by divisions (Con't)

SUPPLY DIVISION

<u>NAME</u>	<u>RATE</u>
*SPARKS, Chester E.	SC3c
*WEST, Donald A.	SC3c
*LIGON, Jean H.	Slc
*CRUPPI, Domenick A.	SSM12c
*LANSON, Philip	Bkr2c
*POWELL, William E.	Slc
*BOMBA, Casimir J.	Slc
*COOPER, John M.	SKD2d
*HESSEY, Norman W.	Bkr3c
*MC ABEE, Harold M.	SSM13c
MC NAMARA, Richard L.	PhM3c
*MILES, Mathews	StM2c
*SCOTT, Mack J.	Cklc
*WALLACE, Vola M.	SC1c
*RUSSELL, William J.	Slc
*VEDRA, Charles A.	SK1c
*PETT, Marvin E.	Slc
*SAUNDERS, Thomas A.	StM1c
PIELOU, William P.	PhM2c
BARBER, Tom	St2c
*PFEIFFER, Joseph J.	SC2c
*LEWIS, Otha H.	Slc
ZWICK, Oscar J.	Slc
ZUBA, Eugene F.	Slc
*WOOLDRIDGE, Teddy	SSMB3c
EURICK, Elmer J.	PhM2c
*SIMMONS, Cyrus E.	StM1c
DE BERRY, William B.	StM1c
*SIMMS, Thomas E.	StM1c

ENGINEERING DIVISION

BORTON, Albert D.	F2c
BOUGHNER, Charles E.	F2c
*BRUMBACH, Merritt L.	EM3c
*EGGERLING, William F.	WT3c
FITCH, Jack L.	Flc
*FROST, Jasper E.	Flc
KEINANEN, Reino W.	Flc
*GASPARO, Michael J.	B3c
*HUMES, Clifford	MMLc
*LYTLE, Charles H.	EM3c
MC MULLEN, Gordon J. Sr.	Flc
*OLINICK, Andrew	MM3c
*SABOL, George jr.	MM2c

Muster Roll of crew by divisions (Con't)

ENGINEERING DIVISION (Con't)

<u>NAME</u>	<u>RATE</u>
*SIEGFRIED, Raymond C.	EM2c
*SILVER, Oliver T.	MM3c
SNELLER, Alvin J.	F2d
*TROCHAUGH, William M.	WT2c
*VAUGHN, James W.	MM2c
*WILLIS, Luther Allen	MM2c
WYDE, Leon A.	F1c
ZULAGER, Charles R.	F1c
ZUMWALT, James L.	F1c
*BEECHLY, Urias B.	WT3c
BERRA, Anthony B.	EM3b
BOKHART, William L.	F2c
BOLIAN, William J., jr.	F2c
*DAVEY, Richard N.	MM3c
ELLIS, Clifford E.	F1c
GROSCLOUSE, William Preston	EM2c
*HARTLEY, George P.	MM3c
*JAYNE, Edwin A.	F1c
*KEARSE, Malcolm K., jr.	EM3c
*LAMB, Bernard M.	EM3c
*MC AUGHEY, James C.	F1c
*MOON, James C.	MM3c
*NEWCOMB, Lafayette	F1c
*REEDER, William	F2c
*SEITZ, Thomas J.	MM3c
*SMITH, C.W.	WT1c
*SMITH, Ernest C.	F1c
STUBER, Ralph N.	F1c
*VERBURG, Carl R.	WT3c
*WAWRZNIAK, Arthur E.	MM3c
*WILLIAMS, Clarence H.	MM1c
BOREMAN, Richard E.	F2c
*BUSHEE, Robert C.	MoMM2c
*CASAVANT, Arnold E.	MM3c
*DAVIS, Joseph G.	F1c
*DE FUSCO, Gaetano T.	F1c(MM)
DUNCAN, Charles R.	EM3c
*EBEL, John E.	WT2c
*FESENMEYER, Edward J.	F1c
*FRANKS, David O.	EM3c
*HARRINGTON, George M.	WT1c
ISNARDI, Angelo J.	F1c(MoMM)
*JOHNSON, Alfred H., III	MM3c
*JOHNSON, Clyde B., jr.	MM1c

Muster Roll of the crew by divisions (Con't)

ENGINEERING DIVISION (Con't)

<u>NAME</u>	<u>RATE</u>
*POLLARD, Thomas L.	MM3c
*PREVATT, Burt J	Flc
*RICHARDS, James E.	WT3c
*SCHABLOSKE, George W.	MM3c
*SCHMITZER, Marion A.	EM3c
*STEVE, Kenneth J.	Slc(FC)
*SYX, Henry T. Jr.	MM2c
*TALECK, Steve	MM3c
WAGGERSHAUSER, William C.	Flc
*WILSON, William S.	WT3c
*CHANDLER, Frederick M.	WT1c
*MARSOCCI, Arthur	CMM
*OVERLAND, Normal G.	MM3c
*SALGAT, Victor P.	MM2c
*SHIMMELL, Bernard	WT2c
*BARND, George	EM1c
*BERRY, Arthur	EM3c
*DUCROS, Louis E., jr.	MM1c
*PUFFAFF, Henry E. L.	CMM
*ROUCCULET, Alfred	WT3c
ZUBRITSKY, Charles V.	F2c
*BARTLETT, Stanley F.	WT1c
*GAWLINSKI, Joseph G.	EM2c
*HIGGS, Tilden M.	WT2c
HOLMES, John W.	EM3c
*POLHEMUS, John E.	M2c
*ROYEK, Louis A.	CWT
*WALTERS, James T.	MM2c

* Placed ship in commission.