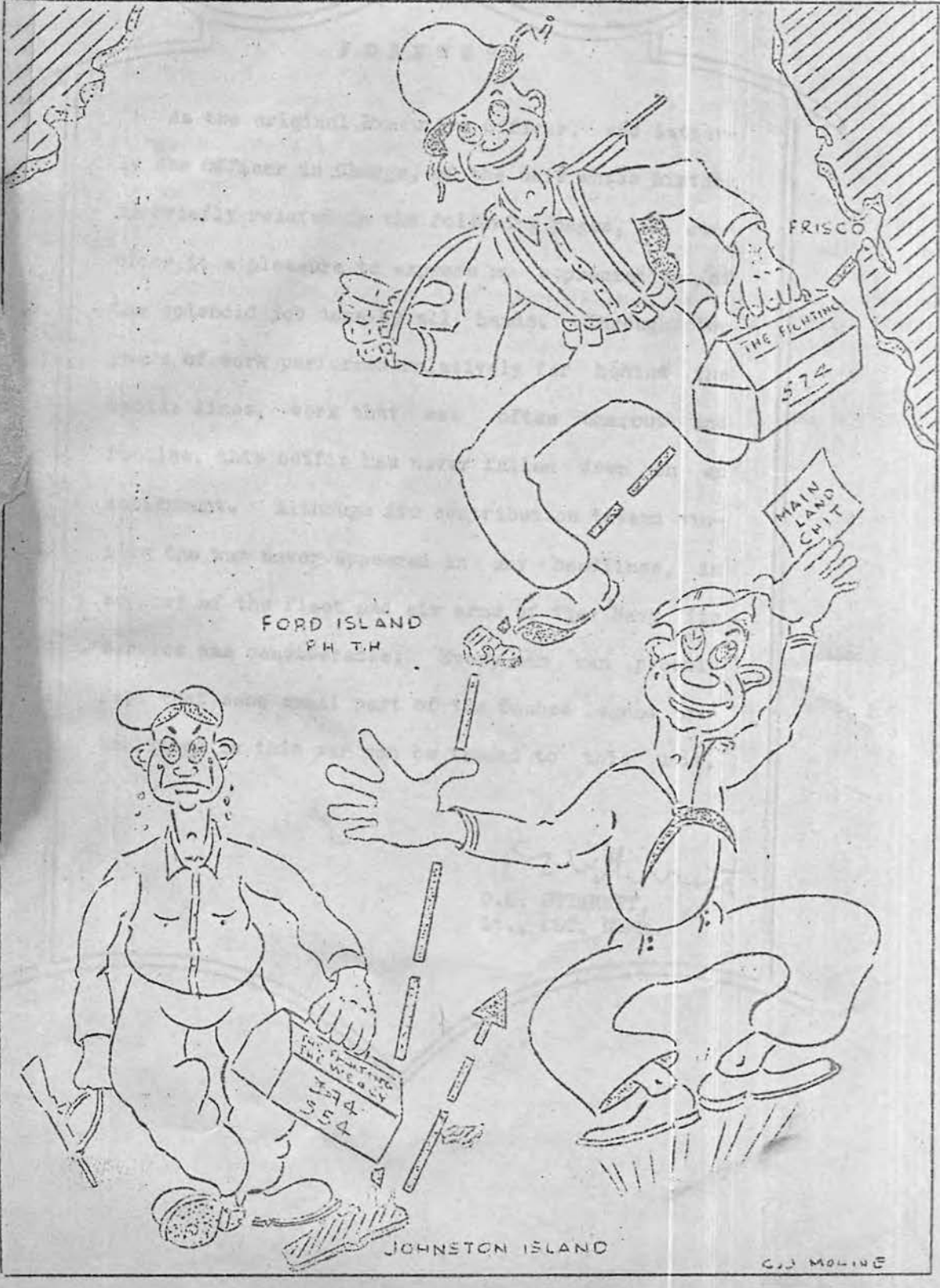


Accession # 1468.65

THE RAMBLING RAIDERS



FOREWORD

As the original Executive Officer, and latterly the Officer in Charge, of the unit whose history is briefly related in the following pages, I consider it a pleasure to express my appreciation of the splendid job done by all hands. Through two years of work performed relatively far behind the battle lines, work that was often onerous and routine, this outfit has never fallen down on an assignment. Although its contribution toward winning the war never appeared in any headlines, in support of the fleet and air arms of the Navy its service was considerable. Every man can proudly feel that some small part of the Seabee legend established in this war can be traced to this unit.

D.N. Stirrett
D.N. STIRRETT,
Lt., CEC, USNR.

THE RAMBLING RAIDERS

OR

WHERE HAVE YOU BEEN THE LAST TWO YEARS?

* * *

This is the story of the group of Navy Seabees who started out in the fall of 1943 as Company A of the 21st Supernumerary Battalion, went overseas under the name of Construction Battalion Maintenance Unit 574 and wound up their wartime career as CBMU 554.

Despite the successively changing unit titles, the original group has remained virtually intact for nearly two years. With only a few exceptions, the 211 men and officers of CBMU 554 who, at this writing, are sweating out demobilization on Johnston Island fought the Battle of Camp Peary together in the old 21st Super and have lived and worked together ever since.

THE BATTLE OF PEARY

The story begins on a bright autumn day, the first day of November, 1943. Approximately 1,100 men, most of them still dazed after four weeks

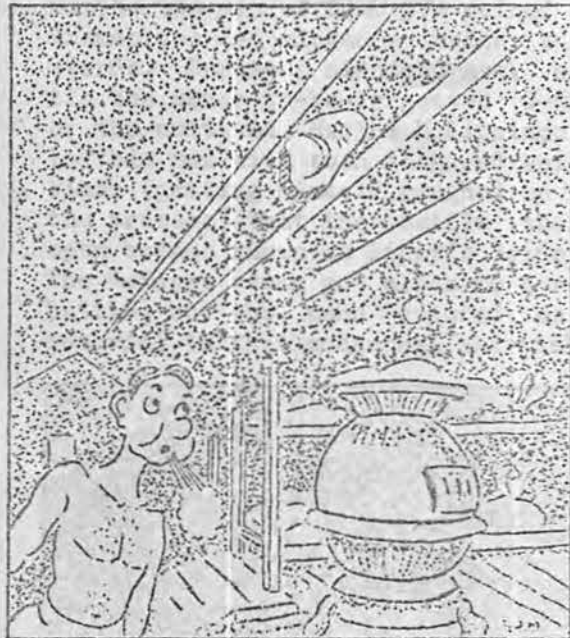
of boot training, gathered that day in Area A-3, one of the quieter residential sections of Camp Peary, Va. They thereupon became known as the 21st Super, which was merely a handy title for use during the ensuing month of advanced training. Although the men were not aware of the fact,

it was in the books that Company A would later become CBMU 574 and the other three companies would go forth as CBMUs 575, 576 and 577. The month in A-3 was memorable. Few will forget the P.T. sessions to which they blindly stumbled each freezing morning before dawn; or the military maneuvers in the woods, when nobody ever seemed to be sure which side he was on; or the really interesting days on the rifle range, where everybody discovered whether or not he was another budding Sergeant York (M-1 style) and where the harassed instructors kept insisting that a trigger is something to be squeezed and not jerked.

It was in A-3, too, that many a wondering construction man discovered that four walls and a roof do not a shelter make. The gales that howled through the cracks in the barracks were enough to make a guy shiver just to think about them - even two years later. But those who slept near the



of boot training, gathered that day in Area A-3, one of the quieter residential sections of Camp Peary, Va. They thereupon became known as the 21st Super, which was merely a handy title for use during the ensuing month of advanced training. Although the men were not aware of the fact,



pot-bellied stoves didn't have to worry about the icy breezes. They were nearly roasted to death. That was one of the novel features of the barracks in A-3: in a single room, at one and the same time, you could freeze or you could swelter, depending on the distance between your bunk

and the stove. Somehow, all hands survived, but there were few who did not acquire at least a sneezing acquaintance with cat fever (known in pre-Peary days as grippe, flu, the common cold, or what have you).

Roundly damned though it was, Camp Peary had its brighter side. It was there the embryo Seabees learned the Navy believes in at least two of life's minor blessings: movies and beer. Both were available nightly. Foam and flickers were to be standard fixtures at every station along the route of this particular group of Seabees.

Available, too, was the quaint town of Williamsburg, which one was free to visit every fourth night. Of course, there was the drawback that the town's world-famous charms were difficult to see, so dense were the crowds of lonesome servicemen who continually milled about looking for something to do on liberty.

The best day at Peary was the day most of the 21st Super left for the long-awaited 10-day pre-embarkation leave at home. The Far-Westerners stayed behind and took their leaves at a later date, but for the others this was the big day. From all accounts everyone made the most of the 10 fleeting days that followed. And after the last fling was over, it was back to Peary to be rehabilitated. That was December 10.

GO WEST, YOUNG MAN

On December 20 the 21st Super Battalion became a memory and CBMU 574 came into being, along with the other three units that made up the parent organization. That was the day all four groups - each now a separate, commissioned outfit - departed from Camp Peary and headed west. The movement was under confidential orders, and the rank and file didn't know for sure just where they were going until they got there. But no one was very much surprised when, on Christmas morning, the special troop train pulled into the sprawling naval center with the odd-looking name, Port Hueneme, Calif., which was to be home for the next three months.

That winter at Hueneme was a time of contrasts. The celebrated Southern California climate performed at its best and its worst. There were balmy days that matched even the rosier of the Chamber of Commerce propaganda stories, and there were days reminiscent of the Biblical deluge.

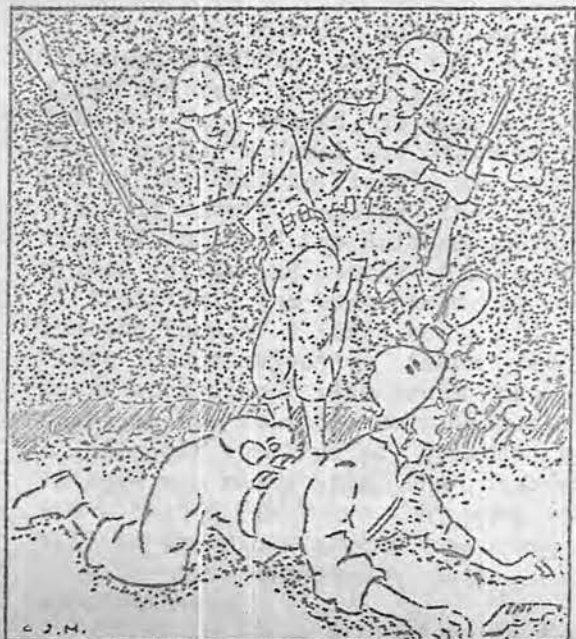
There was the rigid camp life,

the long hours of work and military training and the everlasting waiting for orders to ship out. But there were also good liberties in nearby



Oxnard and Ventura and, farther down the coast, in Los Angeles and the glittering place called Hollywood. All things considered, Port Hueneme was good duty.

In the course of those three months the men of CBMU 574 coined for themselves a nickname which still stands. During a midnight mock battle the never-to-be-forgotten O-in-C of the unit, Lt. Harlow H. Lippincott, led his men with such dash and enthusiasm (getting himself roughed up in the process) that the outfit thereupon became known as Lippy's Raiders. The Raiders never got close to a real battle, but the name endured as a memorial to that nocturnal skirmish.



On Friday, March 10, 1944, came an announcement that brought the California sojourn to an abrupt end. Sailing orders finally had arrived. Half the outfit was slated for a special 60-hour liberty that week-end, but it had to be cancelled. The unit was secured. Everybody went to work packing gear and wondering where Island X would be.

HEAVE HO! HEAVE HO!

Late in the afternoon of the following Monday, the 13th, the Raiders entrained for Oakland, arriving there shortly before noon Tuesday. From the train they proceeded directly to a ferry which carried them across San Francisco Bay to a waiting escort aircraft carrier flying the British Union Jack. H.M.S. Patroller was at their service.

The Patroller cleared the Golden Gate on Wednesday morning. When well at sea, the captain revealed the destination. Dopesters in the unit had been whispering for many weeks that it would be Pearl Harbor, and, sure enough, that's what it was. This was one of those rare occasions when the scuttlebutt artists were right.

A few of the Seabee passengers, such as the cooks and bakers, had to work their way across, but for the others the voyage was as carefree as a holiday cruise. Sunbathing on the flight deck, swapping yarns with the British tars, drinking tea each afternoon in the best English tradition, losing money on tombolo (the British version of bingo) - all these made the war seem remote. The chow was

the only drawback, but since a large proportion of the voyagers on that rolling sea couldn't have retained even the best cooked food for long, the questionable quality of the meals didn't make much difference.

One other sidelight that still sticks in the minds of those who came over on the Patroller was the strange chant that roused them from slumber each morning before dawn. A very British voice would float out of the public address loudspeakers with the cheery message: "Heave ho, heave ho, heave ho! Make a move, make a move, make a move!" Then, after a few minutes of silence, the voice would be back with the admonition: "Ahotion stations in five minutes time." That was the last call, and the late sleepers would tumble out of their bunks and up to the darkened hangar deck, there to wait until the sun rose and the danger of a dawn submarine attack was over.

The trip was supposed to last five days, but on the fifth day, Monday, trouble developed in the engine room, and the Patroller stopped dead in the water. There it lay for most of the afternoon like a sitting duck, but any uneasiness which the passengers may have felt was dispelled with the arrival on the scene of a pair of destroyers from Pearl Harbor. These guarded the disabled carrier until she got under way and then escorted her the few remaining miles to port. It took all night, though, and part of the next morning to finish the trip, for the Patroller was able to make only a fraction of her usual speed.

SO THIS IS ISLAND X!

It was shortly after noon on Tuesday, March 21, that the Raiders first set foot on their so-called Island X. Ford Island, it was, site of Pearl Harbor's Naval Air Station and hub of the Pacific Fleet's air activity. It wasn't exactly the rugged kind of Island X the Raiders had been primed for during nearly six months of training. The beach-head was made via the ramp of a ferry boat, and the first inland objective taken was a roast pork dinner (ice cream for desert) in the island's main messhall.

A newly constructed Quonset hut village was ready for the Seabees, and within a few hours they were settled in their new quarters and beginning to get acquainted with their surroundings.

Lying in the middle of Pearl Har-



"Now don't tell me - let me guess.
Lamb hearts again!" C. J. M.

bor, bounded on two sides by the picturesque hills of Oahu, Ford Island turned out to be an elaborate layout combining the functions of a landing field, aircraft supply depot, repair center and country club. Looking at the array of warehouses, hangars, shops, barracks, swimming pools, tennis courts - yes, and even an abbreviated golf course - that covered the mile-square island, the newly arrived construction men could not imagine what work there could be left for them to do. But it didn't take long to find out.

PUTTING UP AND TEARING DOWN

The CBMU was assigned to work under the station public works department. There was a certain amount of routine maintenance work to be done and a long list of improvements to be made on existing structures. Also, a surprising assortment of new construction jobs.

One of the first projects tossed in the Seabees' laps was construction of a 55-by-300-foot extension to an aircraft assembly and repair building. Among other knotty aspects of that job was the designing of 85-foot timber trusses to support the roof, but the Seabees had the entire project finished in 27 days.

With the battle lines receding westward, the danger of a new attack on Pearl Harbor grew negligible, and now it was time to remove some of the defense works that cluttered Ford Island and took up precious space. The Raiders got the thankless chore of clearing away a number of heavy, reinforced concrete revetments that lined the airstrip. A small crew, using dynamite and a two-ton skull crusher, demolished 40 of them in three months and converted the debris to subgrade fill.

The Seabees were always ready to take on odd jobs. One of the oddest was the hurry-up installation of all interior fittings on two ocean-going aviation supply barges, involving wiring, shelving, refrigeration, and placing of a stiff-leg crane on deck. Working day and night, they filled the order in 11 days. For that feat, they were later commended by a grateful admiral, who cited the valuable role the barges played in support of a forward area operation soon after the Seabees fixed them up.

Another ship job was the installation of "between" decks in the U.S. S. Supply, a 10,000-ton freighter.

Thirty tons of steel framing were put in and 60,000 board feet of decking laid. New quarters and heads for the ship's crew were installed, and all was completed in three weeks.

Those are only samples of the work done by the energetic Raiders on and around Ford Island. To mention a few others, they rebuilt and doubled the feeding capacity of a large civilian cafeteria, reorganized the station laundry so that service was cut from 10 days to three, constructed a recreation building for Waves (and never even got to see the future occupants), designed and built an exterior freight elevator shaft for a large shop building and installed the elevator and machinery.

THE LIGHTER SIDE

Life on Ford Island wasn't all work for the Seabees. The modern movie theater, despite the G.I. formality that sometimes strained the patience of the audiences, provided many diverting evenings. The beer garden wasn't a bad place to kill a few hours. A man had his choice of a variety of sports - baseball, basketball, football, softball, bowling, tennis, handball, swimming. A baseball team organized by the Raiders made quite a name for itself in Oahu diamond circles and wound up the season by winning the championship of Ford Island.

Every-sixth-day liberties made it possible to enjoy the varied attractions Honolulu and its environs had to offer. Waikiki Beach, Diamond Head, Kau Kau Corner and all the other familiar place names were soon old stuff to the liberty hounds. It



wasn't long before they learned there is no north or south in Honolulu - but only *awa* and *waikiki*. And that when the glass is empty, the drink is *pau*. They discovered, too, that if a man wears his hat at the wrong angle and an SP sees him, his liberty is liable to be *pau*.

From their vantage point in the center of bustling Pearl Harbor, the Raiders saw many stirring chapters of the Pacific war begin to unfold. Great ships of the fleet gathered at their very doorstep in preparation for new strikes, and it was always plain to see when another invasion "down under" was in the making. And when President Roosevelt came to discuss high strategy with his generals and admirals, the Seabees had a front seat to witness his arrival aboard the cruiser *Baltimore*.

CBMU 574 acquired some new faces and lost some old ones during those months at Pearl Harbor. Most of the new acquisitions were men who had gone through Camp Peary in the late fall of 1943 and had shipped out in a ship repair unit. But the Navy was doing so well against the Japs, the ship repair business failed to come up to expectations, and consequently part of the personnel was transferred to regular Seabee outfits. Other newcomers to 574 were men fresh from Navy training camps. It wasn't long before all the new arrivals were as thoroughly at home in the unit as the charter members.

Summer had faded into fall and fall was about to give way to winter (though you would never have known it without the aid of a calendar, for the weather was always the same) when it was suddenly revealed that the Raiders were earmarked for another assignment. At a place called Johnston Island, it was said. Many a blank stare greeted that announcement. Few of the men ever even heard of Johnston, much less knew its location.

Some keen-eyed student of geography finally spotted it on a map, and it was established that Johnston was situated 717 airline miles southwest of Honolulu. Further research revealed it was a former U.S. bird sanctuary that had been taken over by the Navy and converted into an air station several years back. Two facts were plain: Johnston was very, very small, and it was about as isolated a place as one could find anywhere in the Pacific.

The deal was simple. The entire personnel of CBMU 574 would trade

jobs with the personnel of CBMU 554, who were rounding out a full year on Johnston. The unit numbers and all equipment would remain where they were. The transfer was arranged for humanitarian reasons. To keep a man on a rock like Johnston for more than a year would have been equivalent to some of the old Oriental torture tricks one reads about - such as allowing drops of water to fall upon a man's head until he went out of it.

LAND OF THE MOANING BIRDS

The Raiders sailed to Johnston in two sections, half the unit arriving on Christmas Day and the other half more than a month later, on February 3, 1945. Both groups made the trip aboard the U.S.S. *Panay*, a little cargo-passenger vessel that was remarkable for its ability to roll and pitch and all but turn back-flips even when the sea was relatively calm. For those who weren't too sick



and who didn't mind the lack of elbow room, it was a pleasant enough voyage, lasting half a week.

Soon after the arrival of the second contingent, Lt. Lippincott turned the command of the unit over to his executive officer, Lt. David N. Stirrett, and departed for a new assignment that was to take him to Okinawa as officer-in-charge of CBMU 624.

The Raiders' job on Johnston (and its tiny suburb, Sand Island) was to run the public works department of the Naval Air Station. This involved operating the various utility services such as water and electrical systems, performing construction and

repair work, maintaining equipment, keeping roads and runway surfaces in shape, unloading supply ships, and engaging in numerous other routine but important maintenance chores. Important, because upon the efficient functioning of the air station depended the safety and comfort of hundreds of trans-Pacific air travelers who stopped off each day at the island on their way to and from the forward areas.

It was a dull assignment, no question about it. Confined week after week and month after month to a 176-acre speck of coral in the middle of nowhere, the Raiders found their new life to be anything but a picnic. But they didn't forget that the men in the foxholes 3,000 miles to the west weren't having any picnic, either, so they did their best to bear the isolation and the loneliness with a minimum of griping.

One of the hardest things to get used to was the moaning birds which made Johnston their summer headquarters. Said to be a variety of petrel, these morose creatures filled the night air with their weird repertoire of moans, wails and sobs that sounded like something out of another world - like a chorus of lost souls, perhaps.

HOW TO SPEND A ROPEYARN

Johnston possessed some natural advantages that the Seabees didn't overlook. For those who liked swimming, the sky-blue water of the lagoon at the northwest side of the island was a delight. There was no sandy beach, but the gently-sloping seaplane ramp made a satisfactory substitute. Other popular pastimes were collecting shells among the reefs that surround the island and looking at the magic, underwater scenery through diving masks. Some men spent their leisure time fishing - and a few even managed to catch a big one now and then.

Hobby-lobbying was a favorite - and remunerative - way of passing the time. Making knife handles, fancy boxes, rugs, rings and the like was right down the Seabees' alley, and there was always a good market among the less talented members of the community. The handicraft experts were able to send home many a fat money order representing profits from their various specialties.

And, of course, there were the beer garden and the movie hall to help relieve the monotony. One could drop into the latter - an airless,



semi-underground chamber - on a warm evening and not only see a show but enjoy a Turkish bath as well.

The island boasted one sumptuous pleasure spot: the officers club. The Seabees built it and later had the privilege, if they so desired, of admiring their handiwork - from a respectful distance.

With peace two months old and demobilization getting underway in earnest, CBMU 554 is fast shrinking away to nothing. By November 1 it is expected that the unit will be formally inactivated. That would be exactly two years since the Raiders were first brought together as Company A of the 21st Super.

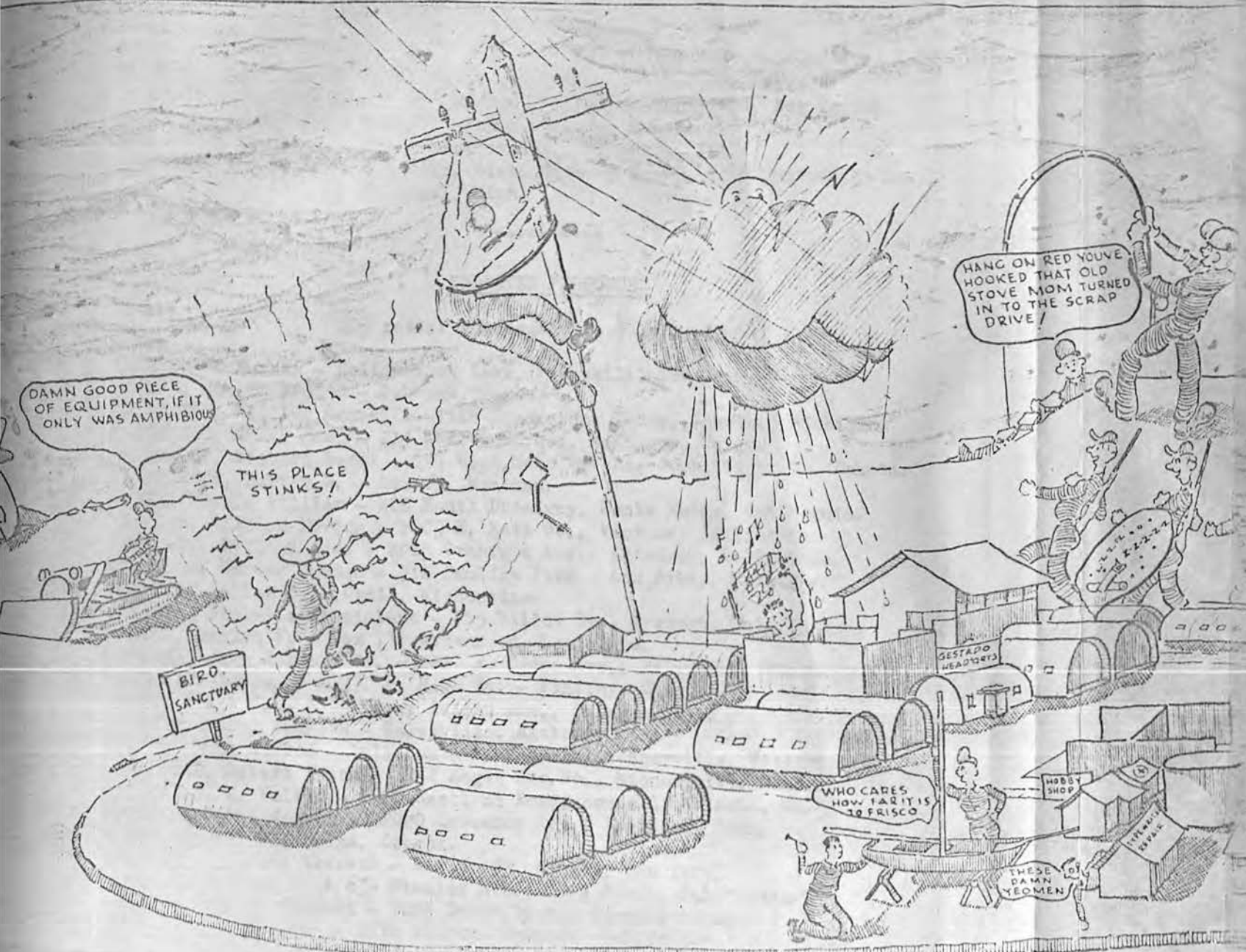
What will happen to the men who are left on November 1 is anybody's guess. But it is everybody's hope that all will go home at least for a 30-day leave. The majority of the men will have been overseas nearly 20 months by then.

In any event, it appears fairly certain that Johnston Island soon will be a closed chapter as far as the Raiders are concerned. With all its good points and its bad - its ideal climate and its moaning birds, its open-air showers and its rationed water, its easy informality and its long chow lines - life on Johnston has been a memorable experience.

For what the Raiders accomplished in World War II no medals have been awarded. They did the sort of job that warrants no headlines. It was unspectacular, dull and sometimes gruelling. But the job was necessary and they did it well.

That is what counts.

- D.J.W.



DAMN GOOD PIECE OF EQUIPMENT, IF IT ONLY WAS AMPHIBIOUS

THIS PLACE STINKS!

HANG ON RED YOUVE HOOKED THAT OLD STOVE MOM TURNED IN TO THE SCRAP DRIVE!

BIRD SANCTUARY

WHO CARES HOW FAR IT IS TO FRISCO

HOBBY SHOP

THESE DAMN YEOMEN

JOHNSTON
HONOLULU -
SAN FRANCISCO -
CHICAGO -
NEW YORK -
NEW ORLEANS -
HOUSTON -

WISH I COULD SCRAPE UP A FEW DISCHARGE POINTS

WHAT THE HELL ARE WE BUILDING OUT HERE?

THAT'S NOT A '34 THAT'S WYNKOOP!

JOE'S CONSTRUCTION COMPANY
HEADS, OFFICERS CLUBS, FOOT LOCKERS ETC

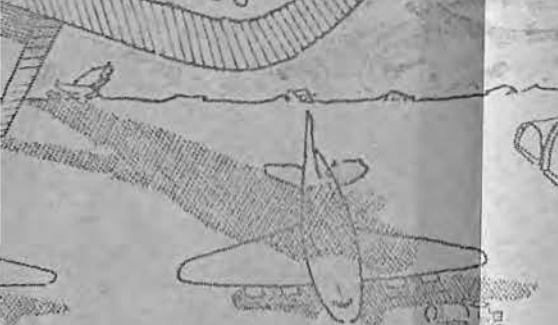
HEY MAC YOU GOT THAT FOOT LOCKER DONE

STON ISLAND

U-
CISCO-

717
2821
5056
5994
5163
4830

IS-



HOW AM I DOING?

HEY COCKY I THINK WE'VE GOT SOMETHING BIG

HOWS THE WATER CHIEF?

WATCH THIS GALS!



STOP AT THE SIGN OF THE EAR

J.I. DISTILLER

THE EAR BANGERS BAR E'GRILL M. MATCH PROP

GEO-GA WAS NEVER LIKE THIS

IT'S AMAZING WHAT YOU UNCOVER

OK CHIEF FLEMING

ONCE MORE SOUPY WE HAVE AN INSPECTION SATURDAY

FUTURE HOME OF INTERESTING MEN'S RECREATION

HEY DAVE! THE X.O. IS AT IT AGAIN

JOHNSTON ISLAND LITTLE THEATRE

YE OLDE SUDS FACTORY

NOW PLAYING - 15 MINUTE USO SHOW - SPECIAL SHOW AT BILL'S PIER AFTER

MAC'S SOAP NOW UNDER

FACTORY NEW MANAGEMENT

RETIRED BUSINESS MENS CLUB

GET YOUR SOUVENIRS HERE

GEORGE'S USED CAR LOT E'BLACKSMITH SHOP

WHERE THE HELLS THE FUEL GANG

HEY JOHN WHERE'S THE JUG

BOILER REPAIR L.O. DAVIS

POST OFFICE SHOP OF KNOWLEDGE ALL THE LATEST SCORES

CHEESEMEY

J.I. POWER & LIGHT COMPANY

J.I. ICE HOUSE

FISH FRIES OUR SPECIALTY

LET'S GO LADS, THE STRIP PRETTY DRY

COME IN AND SEE DAVE



ALPHA 21 - NOV 11

ENLISTED
MEN
&
K-9 CORPS
KEEP OUT

OFFICERS
CLUB

OFFICERS
CLUB

SWIMMING
LADIES INVITED

LARRY'S LEDGER
"JURNT"
SCUTTLE BUT MAKE
TO ORDER

THE
BANGERS
& GRILL
MATCH PROP

BILL'S PIER
BOATS FOR RENT
LIVE BAIT, WORMS
NIGHT CRAWLERS

DI DISTILLERY

WATCH THIS
GALS!



CBMU 554 DIRECTORY

OFFICER PERSONNEL

(On roster subsequent to July 1, 1945)

- ✓ CARLSON, Jarl Arthur - 35 Indian Lake Prkwy., Worcester, Mass.
CURREERI, Joseph Gaspar - 85 Lakewood Terrace, Bloomfield, New Jersey.
McKENNA, Henry - 138 Maxwell Avenue, Geneva, New York.
✓ STIRRETT, David N. - 832 Greenwood Ave., Wilmette, Ill.
WELLNER, George H. - c/o Minn. State Highway Dept., 1242 University Ave.,
St. Paul, Minn.

ENLISTED PERSONNEL

(On roster subsequent to July 1, 1945)

- ACKERMAN, Murray - Hollowbrook Lake, Peekskill, New York.
✓ ADAMS, Joseph Ledlie - Lubbock, Texas.
ALLSTEAD, William Russell - 1186 Blackstone Drive, Inkster, Michigan.
ANDERSON, James Reed - 213 Andrew Street, McKinney, Texas.
ANDERSON, Richard Leroy - 220 West Main Street, Vermillion, So. Dakota.
ARMSTRONG, Burton E. - Laurel, Montana.
✓ ASHE, Donald William - 428 South Broadway, Santa Maria, California.
BARGER, William Newton - 1209 E. Main St., Ventura, California.
BARRETT, William Alan - 2215 Crawford Ave., Altadena, California.
✓ BARTELL, Walter Gordon - 912 Pauline Blvd., Ann Arbor, Michigan.
✓ BARTELT, Allen G. - Cecil, Wisconsin.
BASKEY, Nicholas Stanislaus - 715 Willow St., Fremont, Ohio.
BATES, Gaylon V. - Box 73, Greenwood, Louisiana.
✓ BAUDEK, John Joseph, Jr. - 1024 E. Ogden Ave., Milwaukee, Wisconsin.
✓ BECKMAN, Lawrence - 532 E. High St. - Findlay, Ohio.
✓ BEND, Frank C. - 5744 Stony Island Ave., Chicago, Ill.
BISHOP, Dewey Jackson - Haleyville, Alabama.
BLUHM, Paul Alfred - 1011 South Academy St., Janesville, Wisconsin.
BRADFORD, Robert Frank - 3242 Logan Ave. No., Minneapolis, Minn.
BUCHANAN, J. Walter - 1460 Eastland Road, Route 3, Atlanta, Ga.
BUETER, Verne Joseph - 22420 Lawrence Ave., Dearborn, Mich.
CAMP, Lowell F., Selma, Oregon.
CAMPBELL, Albert Kenneth - R.F.D. #3, Geneva, New York.
CANNADY, Claude E. - 634 Stanley Ave., Long Beach, California.
✓ CASADY, Calvin Stewart - 1005 Beach Drive, Seaside, Oregon.
CASE, Tracie Eugene - 9734 Marcus, TuJunga, California.
CASEY, Warren Vale - 415 East Maynard Ave., Columbus, Ohio.
CHRISMAN, William Evert - 1418 E. 127th Street, Compton, California.
CHURCHILL, Keith Winston - 1509 4th Ave. S.E., Cedar Rapids, Iowa.
CINOVA, Joseph Aloysius Jr. - 1823 Roscoe Street, Chicago, Ill.
CLARK, Harvey - 141 Pen. Ave., R.R. 13, Cincinnati, Ohio.
CLARK, Milton Oliver - 216 McKinley Ave., Alpena, Michigan.
CLARK, Oliver William - 646 N. 10th St., Centerville, Iowa.
✓ CLARK, Robert Malcolm - Box 134, Riddle, Oregon.
CLAYTON, John William - 63 12th Ave., Newark, N.J.
CLEARFIELD, Theodore - 614 McKean St., Philadelphia, Pennsylvania.
CLEMENS, Wallace Joseph - 6833 E. 4th Avenue, Gary, Indiana.
✓ COCHRAN, Lester - 624 E. Barker Ave., Michigan City, Indiana.
COFFMAN, William C. - 1715 Manchester Ave., Middletown, Ohio.

COLBERT, Raymond Otis - West Point, Miss.
 CONSTANT, William Mervin - Vici, Okla.
 COTTER, Cornelius Philip - 1952 51st. St., Brooklyn, New York.
 CRANDALL, Harold Garner - 430 Percy Ave., Yuba City, Calif.
 CROOK, Virgil Jacob - R.R. #2, Columbia, Ill.
 CUNNINGHAM, William E. - 302 Park Road, Ambridge, Pa.
 DAVIDSON, Herschel M. - Rt. 17, Box 1338, Houston 5, Texas.
 DAVIDSON, Norman Jalmer - 941 East Main St., Sturgis, South Dakota.
 DAVIS, Harry Bertron - 423 South 6 St., Camden, New Jersey.
 DAVIS, "L" "D" - 5324 R $\frac{1}{2}$ Ave., Galveston, Texas.
 DELIGATO, Joseph - 108 Port Watson St., Cortland, New York.
 DELLINGER, Luther C. - Box 67, Lowell, N.C.
 DENNEY, Orville Ray - 437 4th Ave. West, Twin Falls, Idaho.
 DICKEY, George James - 612 Morton St., Bethlehem, Pa.
 DI FAZIO, S. Joseph - 69 So. Walnut St., Quincy, Mass.
 DILLON, John Francis - 22 Wales St., Dorchester, Mass.
 DIXON, Laurens M. - 265 Worth St., Corry, Pa.
 DOYLE, Carlisle Langton - General Delivery, Fenton, Missouri.
 DUECKER, Fred Earl - 1550 Lingo St., Cincinnati, Ohio.
 DUGAN, Vincent Francis - 4562 Carroll St., Pittsburgh, Pa.
 DUNGAN, William C. - 915 Banklick, Covington, Kentucky.
 DURKIN, Edward J. - 495 Ave. A., Utica, New York.
 DWYER, William John - 8 Prescott, Boston, Mass.
 EDELEN, James Howard - 341 17th St. S.E., Washington, D.C.
 ELIOPULOS, James Nicholas - 46 June St., Worcester, Mass.
 ENGER, Lyle Lynn - 1224 8th Ave., Oakland, Calif.
 ENSTAD, Severin P. - 748 Santa Maria Rd., Richmond, Calif.
 ERVIN, Leon Samuel - Arbovale, W. Va.
 EVELAND, Carl Eugene - 811 G. Ave. N.W., Cedar Rapids, Iowa.
 FAHNHOLZ, Maurice Edward - 259 Wheeler Ave., San Francisco, Calif.
 FALCON, Joaquin Maciel - Box 8, Cutten, Calif.
 FELGAR, Jack Clifford - 556 Franklin Ave., Aliquippa, Pa.
 FENTON, John Joseph - 228 Clifton Ave., Sharpsburg, Pa.
 FLAHERTY, Joseph Vincent - 47 W. 52nd, Bayonne, N.J.
 FLEMING, J. Eddie - 210 N. 8th St., Monroe, La.
 FORNEY, Ralph D. - 1458 S. 7th, Terre Haute, Ind.
 FOSTER, Ronald Leroy - 417 Maplewood St., Ravenna, Ohio.
 FRANCIS, Joseph Warren - 97-17 129 St., Richmond Hill, Long Island, N.Y.
 FREDRICH, Paul Raymond - Lake Tomahawk, Wisconsin.
 FUERTH, John Hans - 618 West 142nd St., New York, N.Y.
 GATELY, Marquard - Rt. #1, Checotah, Okla.
 GEMBERLING, William Francis - 227 $\frac{1}{2}$ N. 2nd St., Lewisburg, Pa.
 GLEASON, Bruce D. - Main St., Westfield, Pa.
 GOMOLJAK, Steve Gerald - R.F.D. #1, Annapolis, Md.
 GOOCH, Emery Spangler - 5029 Linden Ave., Norwood, Ohio.
 GOW, Alexander James - 2327 East Second St., Duluth, Minn.
 GRABENSTATTER, Frank Debus - 249 Oakmont Ave., Buffalo, N.Y.
 GRIFFIN, Michael Earl - 7911 23rd Ave., Kenosha, Wisconsin.
 GRIPP, James Martin - Brown St., Live Oak, Fla.
 GROVE, John "V" - Route 1, Box 143, Estacada, Oregon.
 GRUBIS, Albert J. - 10 Eastman St., Dorchester, Mass.
 HACK, Wilfred A. - 2584 Garland, Detroit, Mich.
 HAGLUND, Donald D. - Anchor Inn, R. #1, Pewaukee, Wisconsin.
 HAIR, Eddie Dean - 1105 A Jefferson Ave., Marshall, Texas.
 HALL, Bruce Wood - 52 Brixton Rd., Garden City, N.Y.
 HARRIS, John Orville - Rt. 1, Box 219-A, Prineville, Oregon.
 HAYDEN, Malcolm Paul - 613 East State St., Ft. Wayne, Ind.
 HEBERT, Ralph (n) - 612 East Cedar St., Crowley, La.
 HEDJUK, Burton John - 2443-A Morris Black Place, Cleveland, Ohio.
 HIPPLER, Walter Max - c/o Mrs. Sadie Clark, 1879 S.W. 10th Ave., Portland, Oregon.
 HODGES, Carl Dee - 2323 State St., Granite City, Ill.
 HORVATH, Eugene John - 135 Crest Ave., Bethlehem, Pa.

HOWELL, George A. - 562 Proctor Ave., Revere, Mass.
 HUGGINS, Raymond Joseph - 1300 Sterling Place, Brooklyn, N.Y. ✓
 HUGHES, William L. - Box 68, Logansport, La.
 HUIE, Robert Frank - Box 391, Waldron, Ark.
 JABORSKI, Peter "D" - P.O. Box 591, Libby, Mont.
 JACKSON, Norman Victor - 42 Williams, Point Pleasant, N.J. ✓
 JARUK, Michael - East Morris, Conn. ✓
 JONES, Arthur F. - 1641 Hobart St. N.W., Washington D.C.
 JUHLIN, Eric I. - 7512 Chalmers, Van Dyke, Mich.
 KEIMIG, John William - 38-11 205 Street, Bayside, Long Island, N.Y.C., N.Y.
 KEITH, Paul Morgan - 3320 Lamar St., Little Rock, Ark.
 KIMMEL, Walter William - 5536 Carville Ave., Halethorpe 27, Md.
 KOENDEERS, William Junior - R.F.D. #1, Mayville, Mich.
 KONOPASKE, Emil Herman - 65 Hinsdale Ave., Waterbury, Conn.
 KUSTES, Vincent Francis - 929 9th Ave., Fulton, Ill.
 LANG, Roy Ramon - 22000 Sunnydale, St. Clair Shores, Mich.
 LASSWELL, Kenneth Eugene - R.F.D. Deepwater, Mo. ✓
 LAXTON, Hugh E. - 1619 W. 18th St., West Tulsa, Okla.
 LEE, Jesse Josephus, Jr. - 1525 Hyde Park, Houston, Texas.
 LINDENBAUM, Bernard - 1911 Dorchester Rd., Brooklyn, N.Y.
 LOVAN, Harold R. - Dalton, Ky.
 LOVAN, Herbert C. - Clovis, New Mexico.
 MAC DONALD, Douglas - 15431 St. Clair Ave., Cleweland, Ohio. ✓
 MACKINSON, William Augustus - 1122 Woodland Ave., Sharon Hill, Pa.
 MAC LUCKEY, George Julian - 6 Morningside Drive, Harmon on Hudson, N.Y.
 MARTIN, Wilbur Russell - Box 64, Oto, Iowa.
 MARTIN, William Arvid - Comanche, Okla.
 MATICH, Michael - 9516 Ave. M, Chicago, Ill. ✓
 MELTON, John Edward - 3100 Wisconsin Ave., N.W., Washington, D.C.
 MAYBAUM, James LeRoy - 4028 Jackson St., Gary, Ind.
 MAYNARD, Loren James - 1227 First Ave., N., Fort Dodge, Iowa.
 MC CALLON, James Wallace - 1216 North 8th St., Albuquerque, N.M. ✓
 MC CARVER, William David - 606 Cedar St., Hearne, Texas.
 MEYER, Clarence Henry - P.O. Box #52, Elverta, Calif.
 MILLER, Theodore Albert - 92 North Main St., Terryville, Conn.
 MIZE, Oscar Lee - 580 N. Manassas St., Memphis, Tenn.
 MOLINE, Carl John - Kinney Ave., N.W., R.F.D. #2, Grand Rapids, Mich. ✓
 MOSES, William Eugene - 573 N. Walnut St., Wooster, Ohio.
 MULLIS, Mayhew Harold, Jr. - c/o Columbia Post Office, Columbia, S.C.
 MUNCY, Herbert Clyde - Box #543, Paden, Okla.
 MURRAY, Vincent M. - 97 Montebello Rd., Jamaica Plain, Mass.
 NEAL, Robert William - 34 Johnson Ave., Blairsville, Pa.
 NEELY, Ira Glaze, Jr. - 8821 Shady Grove, St. Louis, Mo.
 NEIT, Walter Edmund - 400 E. 105 St., New York, N.Y.
 NEWLIN, James Baker - 4444 Silverwood St., Philadelphia, Pa.
 NEWTON, Ross G. - 225 State St., Gasport, N.Y. ✓
 NILAN, Joseph Bernard - 67 Ahrens St., Mt. Clemens, Mich.
 NOBLE, Norman Elbert - 321 Park Drive, Boston, Mass.
 NORTON, Charles Edward - 559 Lafayette, Grand Rapids, Mich.
 NUTT, Robert, Jr. - 1014 S. Green St., Longview, Texas.
 NUTTER, William Luther - Box 143, Madgalea, N.M.
 OATES, Bob Bruce - Box 198, Petty, Tex.
 O'CONNOR, Lawrence J. Jr. - 2324 Aiken St., Baltimore, Md.
 OFFUTT, Charles Warren - R.F.D. #2, College Park, Ga.
 OHLWILER, Elmer William - Cottonwood, Ariz.
 OLLILA, Bernhardt Daniel - 518 Rosewood Court, Ontario, Calif.
 ORDOWSKI, Thomas F. - 1023 White St., Port Huron, Mich.
 OSGOOD, Leland Ralph - Danville, Vt.
 PALFREY, Leslie Richard - Molalla, Oregon.
 PARKER, Lawrence - Marlinton, W. Va.
 PARKS, Edward - Warriors Mark, Pa.
 PATON, George Henry - 360 Durfee St., Fall River, Mass.
 PATTERSON, Albert J. - 115 Vermont St., Buffalo, N.Y.

PECK, Howard H. - 5944 Eggleston Ave., Chicago, Ill.
 PIERCE, James P. - 3327 Cherokee Ave., Columbus, Ga.
 PIERI, Anthony Lawrence - 130 Vermont St., Buffalo, N.Y.
 PLAPPERT, John Joseph - 314 S. Irving Ave., Scranton, Pa.
 POGUE, Roy Arnold, Sr. - 431 Alcorn Ave., Hot Springs, Ark.
 POLLARD, William Sherman, Sr. - Oak Grove, La.
 PRICHARD, Lawrence Wiant - 982 Berwin St., Akron, Ohio
 PURCELL, Ira Victor - 125 E. Sycamore, Van Wert, Ohio
 PUTNAM, Roy Finnie - 216 Price St., Clover, S.C.
 QUINN, Joseph A. - 3967 48th St., Long Island City, N.Y.
 RADEBAUGH, Emery J. - Bradner, Ohio.
 RAINEY, J.D. - Route #2, Kenton, Tenn.
 RATLIFF, Clyde Max - c/o Post Master, Willard, Ohio.
 RICHARDSON, Austin Chase - Route #1, Box 28, Fresno, Calif.
 RICKETTS, Frederick Ira - Waverly Ave., Garrett Park, Md.
 ROBINSON, P.W. - Route #2, Springfield, Ore.
 ROSE, Edward J. - 236 Kelton St., Allston, Mass.
 RUGGERI, Anthony - 237 Dorchester St., So. Boston, Mass.
 RUMMEL, Robert L. - 616 East 74th, Seattle, Wash.
 RUSSELL, Richard H. - 3526 Harvester Ave., Ft. Wayne, Ind.
 SANDERS, James Edward - 31 Green St., Orangeburg, S.C.
 SANDERSON, Ira Owen - 711 College Ave., Alva, Okla.
 SAPOUGH, Roy Sumner - Rt. #4, Rock Hill, S.C.
 SCHRAG, Lester Harvey, - Soap Lake, Wash.
 SCHULTZ, George Ellis - 256 Deverill, Ludlow, Ky.
 SCHULZE, Arlo Carl - 218 Harrison Ave., Burlington, Iowa.
 SCHWENT, Glennon Joseph - 205 Jefferson Ave., Crystal City, Mo.
 SCOTT, Roy Alexander - 1726 Linden Ave., Knoxville, Tenn.
 SEGA, Arthur L. - New Milford, Conn.
 SELVAGGIO, Stephen John - 602 Ontario St., Bethlehem, Pa.
 SHELTON, William Harold - P.O. Box #389, Eureka, Calif.
 SHEPARD, Charles Victor - 902 Madine, Houston, Tex.
 SHERIDAN, James Patrick - 232 Alpern Ave., Elberon, N.J.
 SHIELDS, Max Walter - 1421 Dodge St., Omaha, Neb.
 SHREEMAN, Louis - 2660 Glendale Ave., Detroit, Mich.
 SICHAK, Frank - 2550 N.E. 3 St., Minneapolis, Minn.
 SIEGFRIED, William - 106 W. Sunbury St., Shamokin, Pa.
 SILVERMAN, Irwin Philip - 10965 So. Budlong Ave., Los Angeles, Calif.
 SIMON, Charles G. - 27 Fort Ave., Boston, Mass.
 SLOAN, Edward L. - 2557 Manitou Road, Rochester, N.Y.
 SMITH, Wayne Junior - 343 1/2 Erwin Ave., Pontiac, Mich.
 SOEDER, Carl Andrew - 671 E. 102nd St., Cleveland, Ohio.
 SOUZA, Robert M. - 260 20th St., Merced, Calif.
 SPECHT, Helmut Bruno - 1408 Broadway, McKees Rocks, Pa.
 STAFFORD, Robert Gordon - 665 N. Main St., Pomona, Calif.
 STRAITIFF, William Luther - R.F.D. #1, Williamsburg, Pa.
 STEPHENS, James E. - 1200 1/2 Esther, Vancouver, Wash.
 STEVENS, Cyrus R. - 821 Dundee Ave., Elgin, Ill.
 STEVENS, Eugene William - Box 346, Big Stone Gap, Va.
 STIRLING, James T. - 6711 Ft. Hamilton Pkwy., Brooklyn, N.Y.
 STRESING, Harvey Carl - 1043 So. 86 St., West Allis, Wisc.
 STROTHER, Marvin Brooks - 7325 N. Atlantic Ave., Portland, Ore.
 SWAYNE, Josiah Cecil - 615 Maplewood Ave., Ambridge, Pa.
 TABOR, Ira D. - 707 Givens, Providence, Ky.
 TAKACS, Frank Alex - 120 Grote St., Buffalo, N.Y.
 THOMAS, Harold Wesley - River Road, Johns Island, Charleston, S.C.
 TINKHAM, Arnold T. - North Scituate, Rhode Island.
 TOWNE, Clarence Raymond - 1723 Brockfield St., South Bend, Ind.
 TREJBAL, Gustave James, Jr. - 14508 Edgewood Ave., Cleveland, Ohio.
 TROPEA, Peter Joseph - 157 E. Lincoln Ave., White Plains, N.Y.
 VAN SCOY, Herbert S. - 64 Jackson Ave., Gibbstown, N.J.
 WALKER, Bernard Wood - 1006 Piedmont Rd., Charleston, W. Va.
 WALLER, Don "E", - Clare, Mich.

WATSON, John Robert - 2 So. Harlam, Worcester, Mass.
 WEATHERS, Frank M. - Bowman, S.C.
 WELCH, Edward V. - 533 E. Prairie, Brookfield, Mo.
 WHITE, Donald Joseph - 24 Haslet St., Boston, Mass.
 WILLIAMS, John James - Route #6, Eastman, Ga.
 WILLS, David Joseph - 3408 Sunnyside Ave., Philadelphia, Pa.
 WYNKOOP, Norman Lyman - 1108 N.E. Going St., Portland, Ore.
 ZAREMBA, Edward James - 1107 S. Sacramento Bld., Chicago, Ill.

GONE BUT NOT FORGOTTEN

(Men transferred out of unit between March 1, 1945, and June 30, 1945. Home addresses are not available.)

BAILEY, Elbert Dan	GOLDEN, Bertie Clement
BENNETT, Earl Everett	HARRIS, "J" "B"
CARLSEN, Henry "C" "E"	HOBSON, George Allan
CARTER, Marvin Autrie	HOPKINS, Donald Carr
CHUBB, Martin Earl	HORNEY, Thayer Bowers
COUHIG, Thomas Francis	HOWENSTINE, Frank Ivan
COUNTRYMAN, William Norman	HUGHES, James Calvin, Jr.
CUTLIP, David Franklin	JENKINS, Ray ^o Boswell
DAVIS, Jodie Lester	KEENAN, Edmund Howard
DEVINE, John Joseph	MC CARRON, Joseph
DIAZ, Leon	MELLOR, John ^o Ernest
DURDEN, Ottis Jackson	NELSON, Milton Julius
EARLEY, Thomas John	PETERS, John Joseph
EGGERS, Russell Lewis	SENN, William Lambert, Sr.
ELLIS, Howard Morrill	SITTE, August Armond
FILLER, Israel	SMITH, Walter
FISH, Carl Raymond	TAPASZTO, Gabriel Arthur, Jr.
FLACK, Delmar Perry	TRAUTWEIN, Edward Elliott
FUDGE, Robert Maurice	TURK, Joseph Joseph
GILLILAN, Wilbert McAllister	

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