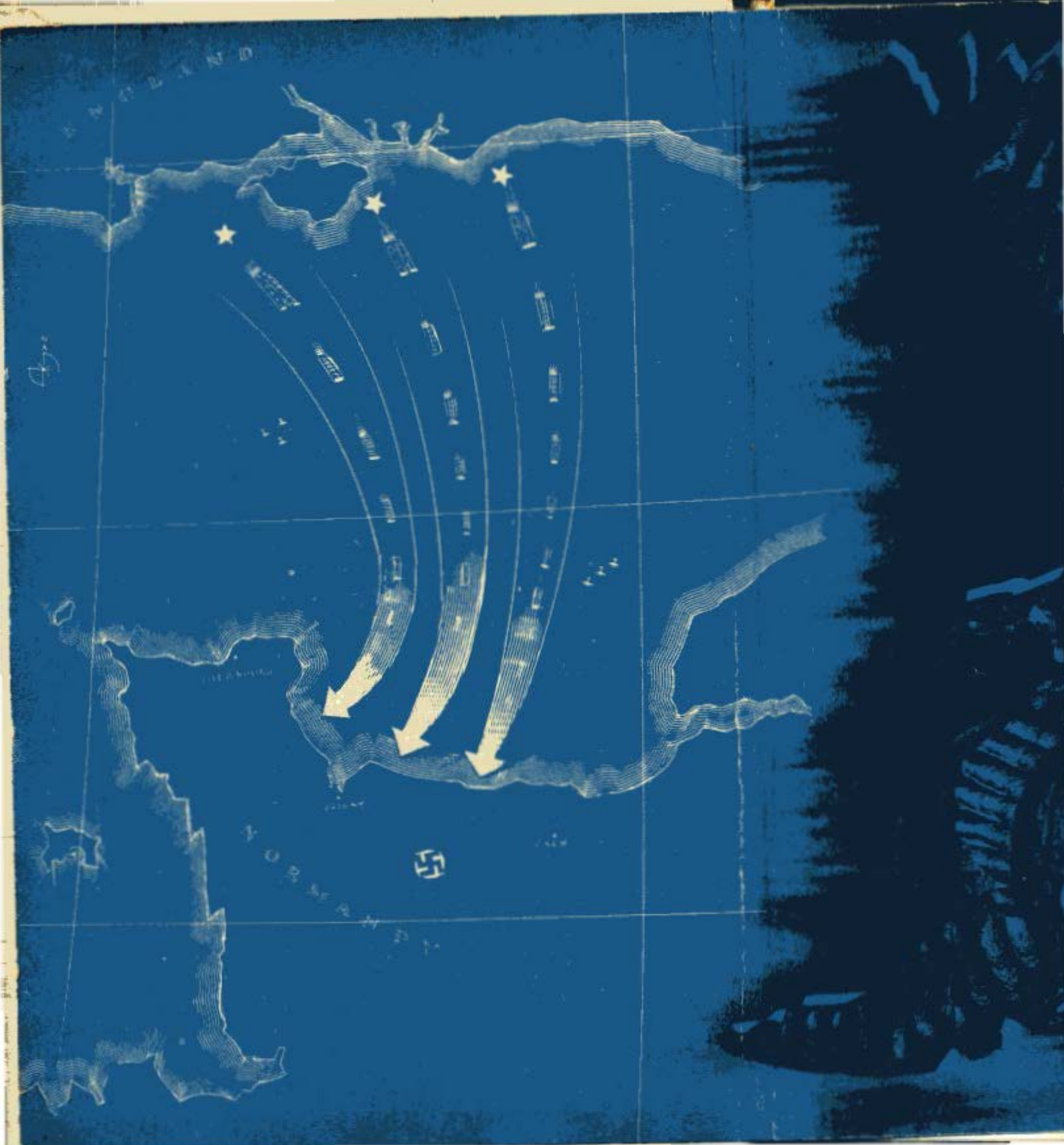


111

THE ONE HUNDRED ELEVENTH  
NAVAL CONSTRUCTION BATTALION



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CONSTITUTUS BATUIMON

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J. J. Mumery 3-18-70

Ray Sunford 6-22-70

CDR. F. John Hoepfner 1-28-83

1767 Drummond St.

Eau Claire, Wi

Lawrence Collins 106 Jura St  
Boston - 6/3/84

John H. Denton Jr. 3/21/86  
9 Hawthorne St. Mattapoisett Mass.

HUBERT L. Scott, Jr.  
221 OATDALE TOWN.  
SUFFOLK, VA. 23434 5/9/87

**THE MIRACLE MEN OF THE 111th**

**A Pictorial History of the**

**111**

**Naval Construction Battalion  
1943-1944**



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20 June 1945

**TO THE OFFICERS AND MEN OF THE  
111th CONSTRUCTION BATTALION:**

I want to take this opportunity to convey to all hands my heartiest congratulations and appreciation for the part you played in the successful completion of your European assignment, and congratulate each one of you on a task well done. Your accomplishments both in the months of preparation for and in the actual invasion of Normandy constitute a record in which each of you may take great pride, and which reflects the highest credit on the Seabees.

I have received fine reports of the accomplishments of the officers and men of the 111th Construction Battalion ever since your first assignment. You have done a grand job. I have every faith and confidence in you, and know that the high morale of the 111th will continue. Keep up the good work!

*B. Morell,  
Vice Admiral, (CEC) U.S.N.,  
Chief of Civil Engineers.*

## **Vice Admiral Ben Moreell, (CEC) U. S. N.**

Best known to the American public as the organizer and "King Bee" of the hard-working Navy Seabees, Vice Admiral Ben Moreell, (CEC), U.S.N., as Chief of the Bureau of Yards and Docks and Chief of the Navy's Civil Engineers, has directed the world's largest integrated construction program in building the shore establishment needed to back up the fleet.

This shore establishment now totals more than 900 naval bases and stations, including 300 advance bases some of which are as large as Peoria, Illinois, or Columbia, South Carolina. Most of these have been constructed under Admiral Moreell's supervision, since the declaration of the War Emergency. This vast five-year program represents an investment of more than ten billion dollars, or approximately 15 times the value of all naval shore establishments existing before the war.

The Seabees, however, have been Admiral Moreell's particular pride. Prior to Pearl Harbor practically all Navy construction work was done under Bureau of Yards and Docks contracts by general contractors and their civilian personnel. But the fate of the construction workers at Wake, Guam, and Cavite, strengthened Admiral Moreell's conviction that the Navy needed men who not only could build but also could take up arms and defend themselves and their installations. Thus did the Seabees come into being, an organization composed of construction workers, officered by construction experts, and trained in combat.

Under Admiral Moreell's direction, this force has grown from an original authorization of 3,300 men on December 28, 1941, to an organization boasting more than ten thousand officers and 240,000 men, approximately three-quarters of whom are actively engaged overseas.

Appointed Chief of the Bureau of Yards and Docks, with the rank of Rear Admiral, in December, 1937, Admiral Moreell's first work was to survey the docking, repair and base facilities in the Atlantic and Pacific. He found conditions in the Pacific far below estimated needs and vigorously urged their strengthening, particularly the bases in the Hawaiians and at Midway and Wake Islands.

Aware that the ships that count are those that can stay in the battle line and that repair facilities must be based as close to the probable scene of action as possible, he urged the construction of two giant graving docks at Pearl Harbor, and the transfer of a floating drydock, inactive at New Orleans, to the same base.

This foresight proved invaluable when, within a few days after the sneak attack on Pearl Harbor, the first of the crippled dreadnaughts could be docked in one of the new drydocks.

To direct the overseas work of his Seabees as well as to supervise the construction of continental facilities, Admiral Moreell has lived up to his motto:

"Hard work is the best road to success—and there is no substitute."

That the vast network of bases and facilities is keeping pace with the rapid advance of our armed services is conclusive evidence of the propriety of his creed.

In addition to meeting the demands of his official duties Admiral Moreell has found time to establish himself as one of this nation's foremost authorities on concrete. In 1929, while on duty in the Bureau of Yards and Docks, he wrote a comprehensive treatise on concrete design entitled, "Standards of Design for Concrete," which was favorably received throughout the engineering profession, and is still one of the most widely accepted works on the subject. He has also published a number of papers on cements and on the design and construction of concrete and reinforced concrete structures.

In 1934, while Assistant Design Manager of the Bureau of Yards and Docks and in personal supervision of a new ship Model Testing Basin at Carderock, Maryland, Moreell was awarded the Wason Medal by the American Concrete Institute for his research work and paper on "Articulations for Concrete Structures."

The American Concrete Institute honored Admiral Moreell again, in 1943, by awarding him the Henry C. Turner Medal for notable achievement in the field of the Institute. The presentation was only the seventh in the twenty-six year history of the award.

That same year, the Moles, a society of men engaged in marine, foundation and other heavy construction presented their annual award to Admiral Moreell in recognition of his outstanding achievements in conception, design and accomplishment in that type of construction.

Appointed to his present rank early in 1944, Admiral Moreell, at 51, became the youngest Vice Admiral in the Navy, as well as the first Civil Engineer Corps Officer and the first Chief of the Bureau of Yards and Docks to hold this rank.

A native of Utah, he was born in Salt Lake City September 14, 1892. The family settled in St. Louis when Ben (not Benjamin) was six. All of his schooling was in St. Louis; and he considers it home.

His college career at Washington University, St. Louis, early gave evidence of that rare combination of a brilliant student and an outstanding athlete with the ability to give equal attention to both while also working to supplement his scholarship. He served as captain of the university track team and also played fullback on the varsity football team. The high point of his athletic career came during a game against Missouri University, a team which had stopped Washington for years, when he reeled off a 70-yard touchdown dash to tie the score.

Employed by the Engineering Department of the City of St. Louis following his graduation in 1913 with a degree of Bachelor of Science in Civil Engineering, Admiral Moreell came to the Navy through a competitive examination in June, 1917, and after a brief indoctrination course at the Naval Academy, Annapolis, was assigned to the Public Works Office at the New York Navy Yard.

Following his service at the New York Navy Yard he was assigned in January, 1918, as Aide on the Staff of the Commander, Azores Detachment, Atlantic Fleet, and also as Public Works Officer, U. S. Naval Base, Ponta Delgada, San Miguel, Azores.

From June, 1919, to September, 1920, he was Civil Engineer Member of the Plant Board with headquarters at Quincy, Massachusetts,

and during this period also served as Plant Engineer of the U. S. Destroyer Plant, Squantum, Massachusetts.

In September, 1920, he was appointed Principal Assistant and Executive Officer to the Engineer in Chief, Department of Public Works, Republic of Haiti, an assignment he held until August, 1924. From September, 1924, to April, 1926, he served as Principal Assistant, and later as Public Works Officer at the Norfolk, Virginia, Navy Yard and in July, 1926, he was detailed as Assistant Design Manager of the Bureau of Yards and Docks.

In June, 1930, he was detailed as Public Works Officer of the Puget Sound, Washington, Navy Yard and Thirteenth Naval District, in which capacity he handled a large emergency construction program with such success as to receive a commendation from the Navy Department.

In June, 1932, Admiral Moreell (then Lieutenant Commander), was detailed to a special course of instruction at the "Ecole Nationale des Ponts et Chaussées" in Paris, France, where he studied European engineering design and construction practices.

Upon completion of his studies in June, 1933, Admiral Moreell was detailed as Assistant Design Manager of the Bureau and had personal supervision of the design of the new Model Testing Basin at Carderock, Maryland.

In May, 1935, he was made Project Manager of the Shipbuilding and Repair Facilities, Storage and Submarine Base Section.

In August, 1937, he was assigned as Public Works Officer of the Navy Yard, Pearl Harbor, T. H., with additional duty as Public Works Officer of the Fourteenth Naval District.

It was in December of the same year that Admiral Moreell (then Commander) received his appointment as Chief of the Bureau of Yards and Docks and Chief of Civil Engineers with the rank of Rear Admiral.

On February 1, 1944, the President appointed Admiral Moreell to be a Vice Admiral in the Navy, while serving as Chief of the Bureau of Yards and Docks.

Admiral Moreell is a member of Sigma Xi, honorary scientific fraternity; Tau Beta Pi, honorary engineering fraternity; and holds the Medal of Honor and Merit from the Republic of Haiti (1924); honorary membership in the American Society of Civil Engineers (1942); and honorary degrees of Doctor of Engineering from Washington University, St. Louis (1943), and Illinois Institute of Technology (1944).

In March, 1945, The Pennsylvania Military College, in recognition of his valuable contributions to the furtherance of the war effort, bestowed upon Admiral Moreell the honorary degree of Doctor of Naval Science.

Admiral Moreell is Past President of the Army and Navy Club of Washington, D. C. (three terms); Past President of the American Concrete Institute; Past President of the Society of American Military Engineers; Vice Chairman, Washington Committee of the Newcomen Society of England; and a member of the American Society of Civil Engineers, the Army and Navy Country Club, the Columbia Country Club, the National Sojourners (Masonic fraternity), the Foreign, Service Order, and the Military Order of the World War.



18 June 1945

**TO THE OFFICERS AND MEN OF THE  
111th CONSTRUCTION BATTALION:**

Now that victory has come in Europe, you, who have played so important a part in bringing about this victory, have just cause for gratification and satisfaction.

Looking back on the days when you were digging in on the beaches at Normandy, we realize more each day, how important those particular tasks, difficult as they then were, contributed toward final victory.

To each and everyone of you, I send again my sincere congratulations and deep affection.

*J. J. MANNING,  
Rear Admiral, CEC-USN*



## Rear Admiral John J. Manning (CEC) U. S. N.

Rear Admiral John J. Manning, (CEC) U.S.N. was born in Troy, New York in 1894. He graduated in civil engineering from Rensselaer Polytechnic Institute in 1915, and is a member of Tau Beta Pi and Sigma Xi.

He joined the Navy's Civil Engineer Corps as a Lieutenant (jg) in December, 1917. After a brief period of training at the Naval Academy in 1918, he was sent to Guantanamo Bay, Cuba, where he served in the Public Works Department of the U. S. Naval Base until 1920. There followed similar assignments at Brooklyn; New York City; Bremerton, Washington; Newport, Rhode Island; Pearl Harbor; and Philadelphia, where he was Public Works Officer of the Fourth Naval District and the Philadelphia Navy Yard.

In September, 1937, he reported to the Bureau of Yards and Docks in Washington as head of the Fleet Facilities Division. In December, 1941, the Construction Department was established as one of the six departments of the Bureau. Admiral Manning was the first Director of that Department, and served in that capacity until November, 1942, when he became Director of the Atlantic Division of the Bureau of Yards and Docks. In this assignment Admiral Manning has cognizance of all Civil Engineer Corps activities in the Atlantic, Caribbean, Mediterranean and European theatres.

He is a member of the American Society of Civil Engineers and the Washington Chapter of the American Society of Civil Engineers, and the Society of American Military Engineers.

For contributing materially to the success of the Allied invasion of France, Admiral Manning has been awarded a Bronze Star Medal by the Commander of the United States Naval Forces in Europe, to whom Admiral Manning acted as special adviser prior to and during the Allied assault on France. The citation read in part:

*"Rear Admiral Manning, with outstanding professional skill, served over a prolonged period as a special adviser in connection with engineering projects of a nature vital to the success of the Allied invasion of France. In the performance of his duties it was necessary for him to consult and maintain the closest liaison with representatives of the United States Army, the British War Office, the Allied Commander and various engineering and construction agencies of the United Kingdom. In maintaining these contacts, he showed great energy, zeal and initiative and his participation in the engineering phases was characterized by vision, mature judgment and sound professional experience of the highest order. It is considered that Rear Admiral Manning contributed materially to the success of the Allied invasion and that his outstanding performance of duty reflects great credit upon the United States Naval Reserve."*



**TO THE OFFICERS AND MEN OF THE  
111th CONSTRUCTION BATTALION:**

I wish to thank you—the officers and enlisted men of the 111th Battalion who served from the period of 26 July 1943 through 1 December 1944—for your loyalty, hard work and perseverance during the preparation and the invasion of Normandy on 6 June 1944. It is unfortunate that space limitations of this pictorial history will not permit the telling of every outstanding deed which you performed individually and collectively during that time. Nevertheless, in the pages that follow, the memories of your heroic actions live again and will mean much to you and to me in the years to come.

It has been a privilege to command the 111th Battalion. Yours was a job Well Done. To each of you—the best of luck.

*Douglas C. Jardine,  
Commander, CEC U.S.N.R.,  
Officer in Charge*

## 111


If there is a difficult job to be done, the Navy's Seabees "can do"—are doing it! Under the cover of night, beneath a blistering sun, or over storm swept seas these construction specialists rip into tough terrains, or level rugged hillsides, or deliver invasion supplies. No matter what the Navy needs—an air base, a repair shop, air strips, pontoons, wharves, ports, warehouses or road—these 'dozer-ridin' sailors who admit to nothing they can't do, always produce the next to impossible.

Typical of the Seabees who have taken a bold part in every invasion in every theater of this global war, the 111th Battalion began distinguishing itself from the time of its organization in July 1943. A thousand strong, its roll call included carpenters, mechanics, welders, painters, craftsmen, electricians, laborers. Working toward a common end, each man determined at the outset of his training period to make the 111th the crack battalion it was soon recognized to be.

Now their story can be told—a concrete tale of the struggles, the unceasing labors, the valient efforts of this fighting Seabee Battalion which literally set the stage during the invasion of Europe. Veiled in secrecy, there was no fanfare about their job, no front-page headlines for their gallantry. But without them, allied invasion forces would have been helpless on that historical day, June 6, 1944—and on the important days immediately following the Normandy invasion. The 111th's Rhinoridin' constructioneers are the unheralded heroes of which the Navy and the whole country can be justly proud.

**. . . this is their story**





**we organize >>>**

*T*HE story of the 111th began in July 1943 at Camp Peary near Williamsburg, Va. The Battalion was soon organized into Headquarters Company and four regular companies: A, B, C and D. Following the tentative assignment of officers and chiefs, preparations were begun for the first move—to Camp Endicott. Personnel were checked along with their I.D. cards, “dog tags,” gear, and the historical significance of their last “shots.” There was the general confusion always attendant to shoving off, regulations about personal appearance, stowing gear, and a multitude of other things. After a last minute check-up of everybody and everything, we stood train muster. As a matter of fact, we stood train muster no less than four times with a view to making matters foolproof; for every man had to be in his proper place when the time came to go aboard the troop trains. Just when things seemed squared away some CPO would stick his head into the barracks, shouting: “All hands fall in for train muster!” This procedure began on Saturday, July 31 and continued until Sunday when our “Three Aces” Battalion finally moved out of Peary to Camp Endicott, at Davisville, Rhode Island.

Here we were re-introduced to the art of close order drills. Rifle practice, commando tactics, classwork and long marches under full pack also became a part of daily routine. We learned to use 0-3's, became adept with bayonets, mortars and machine guns, and toughened up on rough-and-tumble fighting. During liberty it was a familiar sight to see closely-cropped heads (the “old man” was rabid on the idea!) bent over a barbecue pit. Workouts of our faststepping championship basketball team provided real entertainment. Boxing, for which we won three cups, and soft ball were also popular. Our boxers took bouts from the 129th Battalion, the 130th twice, and the Quonset Air Station team. Hedron 9 took their bout with us. From reveille to taps—we worked hard, played hard to toughen ourselves for the big push ahead.

One Friday night the loud speaker system warned that reveille would be at 4:30 a.m. and that everything was to be in readiness for our hike to Sun Valley. Saturday morning it rained—not just ordinary rain—but



*We marched to Sun Valley under full pack*



solid sheets of water deluged the camp for hours. "Foul weather gear" of oilskin coats, pants and sou'westers had been recommended for Sun Valley, but the bright days at Endicott plus the misleading name of our destination, led many of us astray. Amid gentle cursing, the unfortunates frantically unpacked their duffelbags, diving for rain clothes which invariably were down at the bottom of the pack.

At the cost of aching bodies and sweat-drenched clothes, we wound our way through wooded areas, over stony trails and rutted roads of so-called quaint New England. Out in front was Lt. Comdr. Jardine, Officer-in-Charge of the 111th and Captain of the "Three Aces," leaping from crag to crag like an Alpine veteran, always signalling for more speed. We saw then what we were to witness later again and again. Whatever the danger, Jardine's men will never be ordered anywhere that he won't lead them. By this time we had become accustomed to his unexpected appearances about our area at ungodly hours; his mania

*Resting was the best part of the march*





*Personnel inspection at Sun Valley*

*Cleaning rifles was a chore we had to master*



for brightly-shined shoes and smooth shaves; his uncanny knack of knowing hundreds of men by name. We came to know him for the real leader that he is.

After a week-end of relative leisure at Sun Valley, a 5 o'clock reveille on Monday morning was followed by rigorous physical training exercises and slow fire practice. Despite the crowded schedule we found time somehow for sports. Basketball and soft ball games were scheduled between the units. Horseshoe enthusiasts and "grudge fights" held forth. Our band, which later gave us much pride as well as enjoyment, began to function. So ended our first conditioning excursion to Sun Valley.

Soon we were back at Endicott and routine training was resumed. While these activities proceeded, the Transportation office was completing arrangements for 930 men to take their 10-day embarkation leave.

*One of the several barbecues we enjoyed at Sun Valley*





*Machine gun practice with moving targets at Sun Valley*



*Marching back to the advanced base depot, Davisville*

Everything worked out smoothly and on Sunday, August 29th, they left for New York by special "Liberty Train" and from that point scattered toward their homes in 30 different states. By Sept. 8 all had returned to the fold. The next day the 111th was commissioned and received its colors at a dress parade ceremony. It was a gala occasion. Even the NCTC band, somewhat "fed up" from playing for similar events, outdid itself when the men observed the professional marching of Jardine's "shoe shine" battalion.

Construction work was added to the program at the Advanced Base Depot along with field practice, lectures, movies and day and night tactical maneuvers. Quonset huts and permanent buildings were constructed. By the time the second trip to Sun Valley passed into the 111th's history, the Battalion newspaper "HERE NOW!" had been organized and many social activities were developed. However, additional training exercises were thrown in just to keep our minds on the job ahead.







At last we were given a chance to prove our worth. A run to "No-Man's-Land Island" off the coast of Maine was the objective. The Atlantic Naval Air Corps was in need of grounds and special targets for testing a new rocket weapon then in the high-secret stage. Complete facilities for use by aircraft units in the Fleet Air Detachment were needed. Since the Air Corps had no means for expeditiously making these installations, the 111th was assigned the job, and with it, the honor of being the first "Acorn" battalion of the Seabees—the first to be assigned as a unit to the Naval Air Corps. It consisted of building an air strip, targets for testing rocket firing by aircraft, and control towers for air operations. Preparations started immediately while supplies and heavy equipment, including bulldozers, trucks, tractors and graders were brought in. Company "D", augmented by specialists from our other companies, was chosen for the job. Two LCT's shuttled between the assigned sector, called Island "X," and Davisville. Loading and unloading was carried on as rapidly as weather permitted. We landed on a cold December day and the crew immediately established a temporary camp. Chow consisting of beef stew, bread, coffee and liberally seasoned with sand was served on the beach. In short order a permanent mess was set up and we gathered together what were to be our comforts of home inside quickly pitched pyramidal tents. Some men found what they termed "greater comfort" in the old sheep barns and chicken houses that adorned the site upon arrival. A few found much desired warmth in small caves dug into the ground. But soon our newly constructed Quonset huts provided more comfortable living quarters for everyone. Rain, snow and cold sharp winds made working conditions difficult. Often we were wet to the waist during an entire shift. Scuttlebutt had it that this tiny island was a haven for herds of deer, flocks of ducks and

*We received our colors at a formal dress parade review*



*111th Battalion at commissioning ceremonies  
8 September 1943*





Landing on "No Man's Island" in December, 1943







*(Above left) Unloading LCT's at  
"No Man's Land Island"*

*Despite unfavorable conditions  
we feasted on turkey*

geese, and hundreds of rabbits. However, the followers of Isaac Walton were doomed to disappointment for it was soon discovered that this sports haven existed only in the mind of the Battalion jokester. The deer turned out to be three old sheep, the ducks were mud hens, and the rabbits—just large belgian hare that could be caught by hand after a short chase over the bush covered terrain.

Midnight of December 10 brought near disaster. A fifty mile per hour wind developed which carried away many tents in its fury. It also played havoc with the steel pontoon pier which, powered by the wind, cast off and floated away. The really sad result of this storm which touched the heart of everyone, was the death of "Scuttlebutt" the company mascot—a lovable little puppy. He died of pneumonia.

By the middle of January the camp—complete with air strip, roads, pier, and targets—was given its final inspection by the Naval Air Corps, pronounced satisfactory, and turned over to its permanent occupants.

*Heads bowed in prayer on Christmas Day 1943*

*Headquarters in a battered old house on "No Man's Island"*



*(Below) Targets were erected for aircraft bombing practices*

*(Below right) An air strip was built on "No Man's Land Island" for the Navy Air Corps.*







It was a job well done with the usual Seabee speed and finesse. An official commendation was ours!

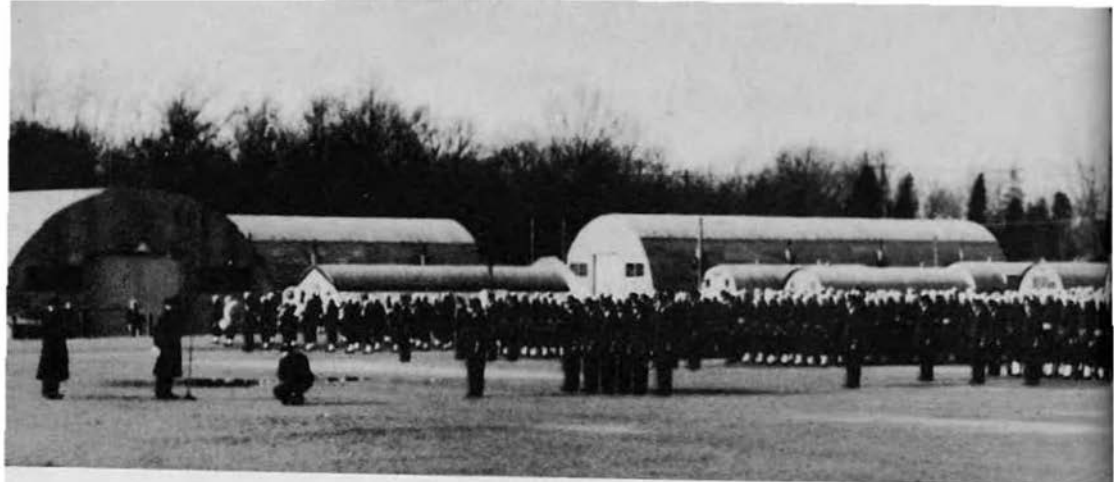
Upon our return to Davisville it began to look as if we were to "hold" Rhode Island for the duration. With the long stay in A.B.D., morale threatened to nosedive. Then suddenly, everyone was restricted. This could mean but one thing—imminent duty on some foreign shore. The embarkation date was set, personal gear secured, and hasty letters (saying so little and yet so much) were mailed. Two train sections pulled out for New York City on 30 January 1944. Within a few hours we were going aboard the Cunard Line's converted luxury liner "Mauretania," now the large British Army transport which was to carry us across the Atlantic. Our ship was filled to capacity when she shoved off early the next morning. The Army had embarked first, thus the "luxury spaces" must have been claimed by the Doughboys. It soon

*Permanent camp in the background with the Seabee tents in front*



*This is the pier site at "No Man's Island" where  
rough weather prevailed most of the time*

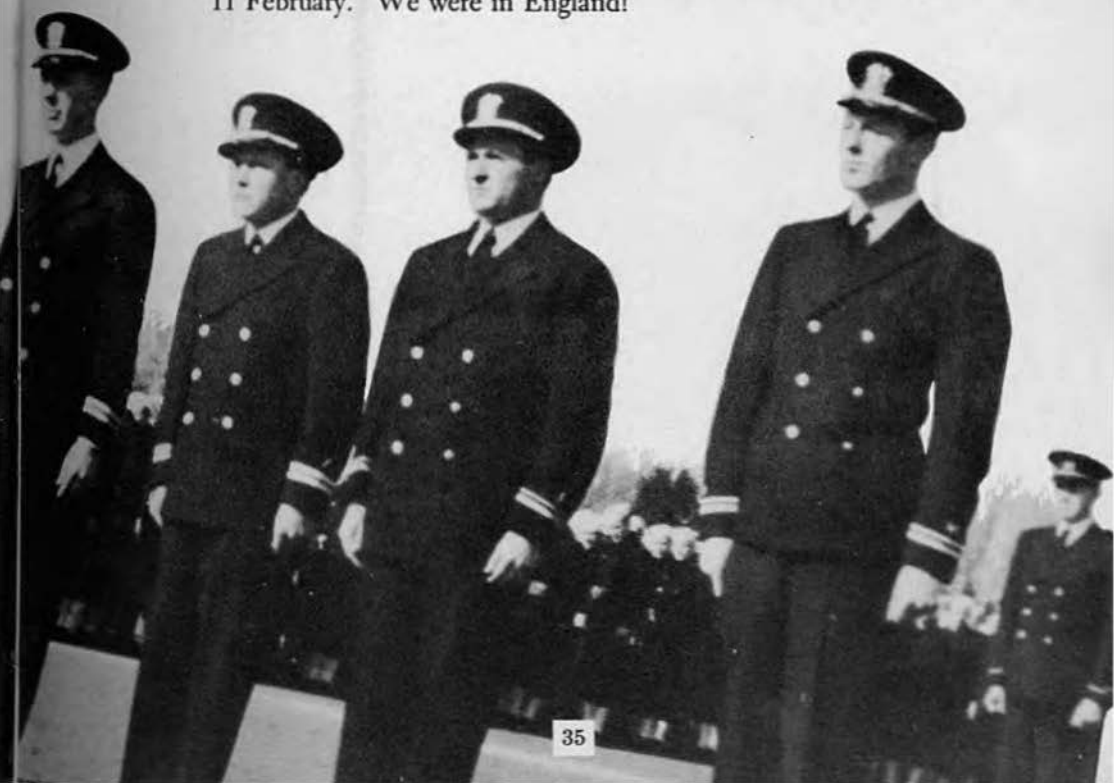




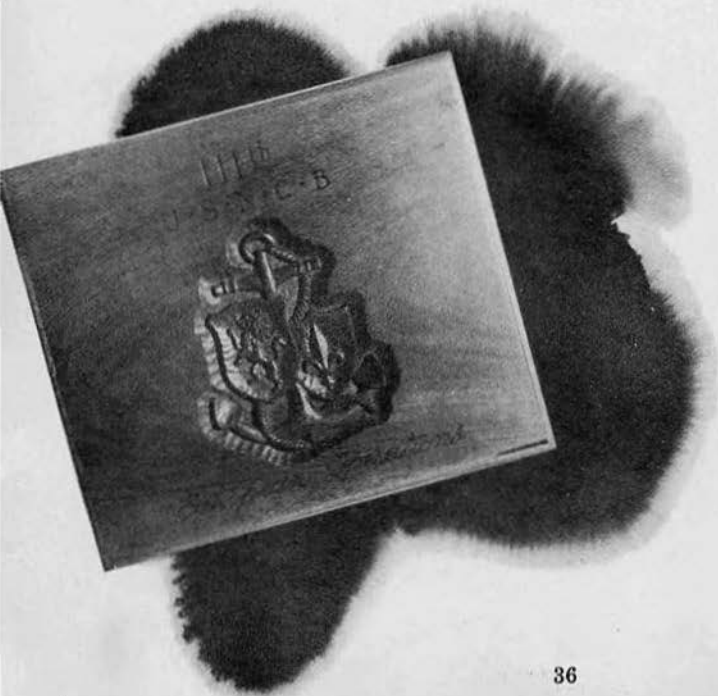


*Battalion assembled for reading of commendation*

became evident that we were not to experience the luxurious accommodations described so vividly by the Cunard Lines pre-war travel folders. Huddled together in deep holds, living revolved around two meals a day amid unavoidable congestion, emergency drills, nausea and finally the rough Irish Sea. If the trip was "highlighted" by anything, it was seasickness! With the end of this memorable cruise within sight the old adage "time and tide wait for no man" was witnessed in reverse, while we spent three restless days at anchor awaiting the calm weather and a high tide which finally allowed the ship to dock at Liverpool on 11 February. We were in England!



**we train** >>>



*U*PON arrival in England we found ourselves assigned to the Thirteenth Regiment. The 111th Battalion was literally torn apart. Groups of our men were dispatched all over Scotland and England. We were not assembled together again in one group until D-Day. Company A was attached to Headquarters, Company B sent to Falmouth, Company C to Dartmouth and Company D was ordered to Roseneath, Scotland until 28 February when it, too, joined Headquarters in Plymouth.

At first the various detachments were assigned preliminary construction work—nothing especially new, just jobs that had to be done. Then came the important news! The 111th was designated a Pontoon Battalion—to build its own craft, train its own crews, *invade the continent*. Had the impossible been asked? Could we build and outfit innumerable Rhino ferries and tugs, repair barges and warping tugs? Could we adequately train signalmen, coxswains, deck hands, first-aid men? Were we prepared to run the necessary experiments, master the difficult maneuvers involved, and meet the scheduled deadline? This job had to be done—it was done! From dawn to dark the 111th Seabees in Plymouth, Falmouth and Dartmouth really bore down. Night shifts were thrown in whenever security would permit. We built our own craft plus six for the British and 13 for the 81st Battalion. Even the lack of material and a shortage of equipment didn't slow us down.

We set up a training school at Falmouth with accelerated courses in seamanship, signals, and other technical subjects. Every man eligible for crew duty, including cooks, bakers, storekeepers and yeomen, was rotated through the school to gain practical experience in handling our invasion craft—Rhino ferries, and tugs, and the repair barges.

Real seamanship was necessary to operate these bulky barges. The Rhino ferry is a big, awkward barge assembled out of sheet-steel pontoons. It requires expert handling. Six pontoons wide and 30 long, and powered by two large outboard motors, it carries 500 tons at a speed of between two and three knots per hour under full power if ideal weather conditions prevail.

The tugs are smaller—three pontoons wide and six long. Powered by two inboard motors, they are easier to maneuver, having been designed to aid the flat-topped Rhino in “marrying,” beaching and retracting from the shore.



*Dartmouth's pontoon assembly yard*

Entirely designed and built by the 111th Battalion, the repair barge was of immeasurable assistance to the Rhinos and other small craft in need of help. It was six pontoons wide and 30 long, and a Quonset hut was secured amidships. These repair barges paid immense dividends in the action that was to follow.

For all operations we were under the 25th Regiment. During our training and building program, we took part in three maneuvers: "Beaver" on 29 March, "Tiger" on 23 April and "Fabius" on 3 May. One of these practice sessions turned out to be a small sample of the real thing. A convoy, of which the 111th was a part, was attacked by German "E" boats off Dartmouth. Though the LST's at the head of the convoy bore the brunt of this attack, this experience left a clear impression of what was ahead. These tasks gave us practical experience in working with the craft—soon to shove off for the Normandy coastline.



*Falmouth yard*

We learned how the Rhino ferry, first towed by an LST to the transport area, is then cast off under its own power, and aided by a tug, "marries" the LST. This is accomplished by maneuvering the Rhino's stern around to the bow of the LST, remaining secure in this position until the LST has discharged her load of men and equipment (300 to 500 tons). The Rhino then heads for the beach, preferably at high tide, unloads, and then while still at high tide retracts from the beach to prevent grounding. Although "marrying" was thought to be best accomplished in water no rougher than a 4-foot sea, on D-Day when the chips were down, the Rhinos proved it could be done in six feet of surf!

The zero-hour was approaching, the men were ready, and the last pre-invasion week was quickly consumed in the final outfitting at our assembly point near Portland, England. The curtain was about to rise on our first scene of real action!

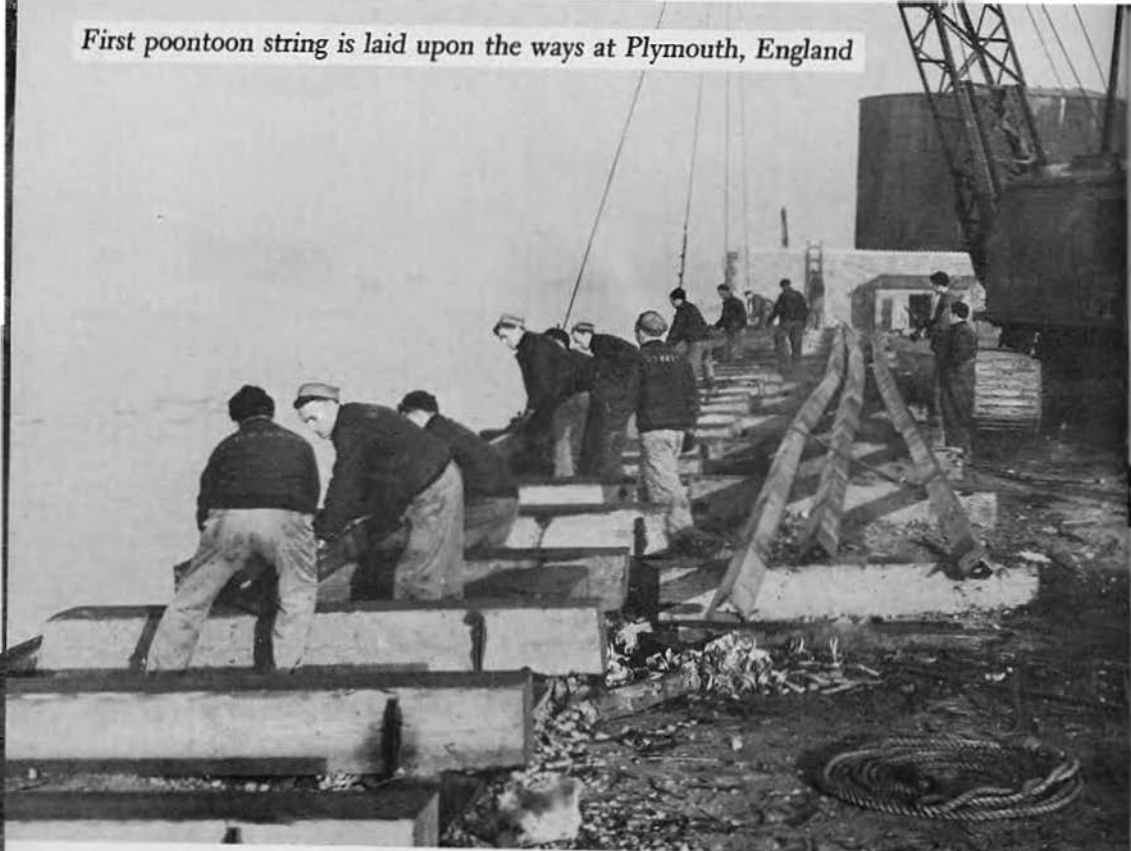




*Plymouth, England after the "Blitz"*



*First poontoon string is laid upon the ways at Plymouth, England*

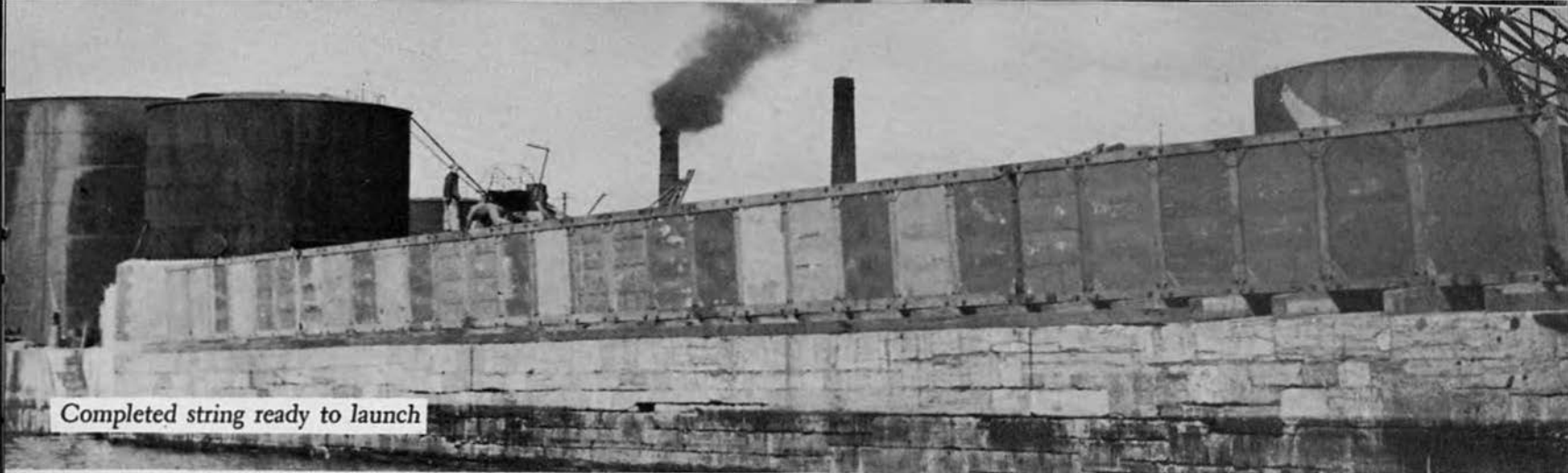


*The last stringer is swung into place*



*Strings nearing completion*





Completed string ready to launch



The bulldozer in foreground pushes and the string is launched



Completed string being built into Rhinos and tugs



*Rhino crew training program was started at Falmouth beach*





*Completed Rhino tug*



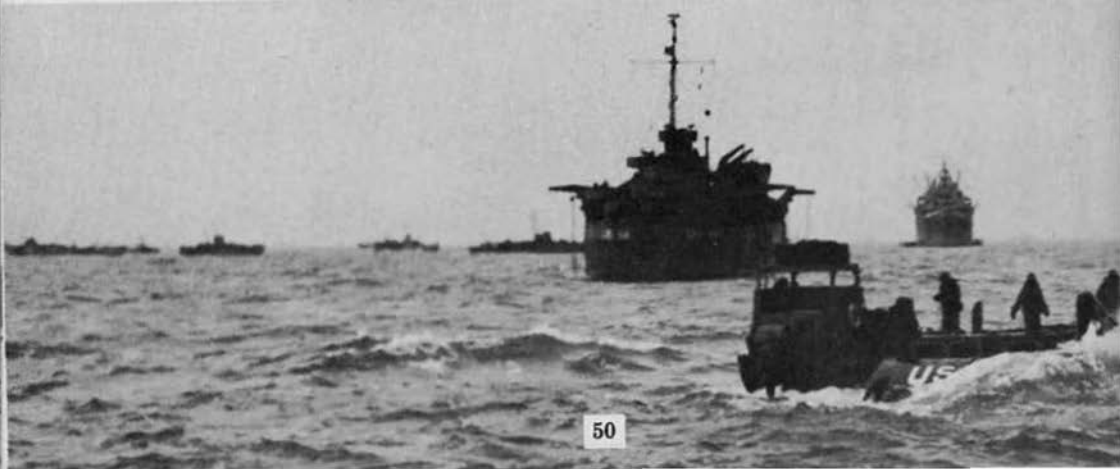


*Headquarters Company during inspection at Plymouth, England  
(First man in column killed in France)*





**we invade>>>**





OUR motto—"Construimus Batuimus" (we build, we fight!) was much in evidence on D-Day. Even the cover sheet on the "top secret" orders symbolized our will to win. "OPERATION NEPTUNE" it was called, and although crudely drawn, key officers were impressed by an illustration of Father Neptune, trident in hand, rising from the waves, smiting down a sea wall with his left fist and brandishing his three-pronged weapon ashore. The Naval Amphibious Force was, in effect to do just that—rise above the waves, land its supply-laden craft, crash through the mighty Wehrmacht defenses, and establish a beachhead. It was our responsibility to put ashore the tanks, jeeps and guns to do this job.

The operation of the 111th called for departure from Portland on 5 June. The 20 Rhino ferries, Rhino Tugs, repair barges and warping tugs were manned, ready at the appointed time. Our CO, D. C. Jardine, by now promoted to Commander, was in command of all Seabees during the invasion—those on "Utah" beach as well as our own men at the now famous "Omaha" beach. Our fleet moved out in two convoys, the first leaving early in the morning, the second a few hours later. Preceded by minesweepers which marked a broad path with "Dan" buoys, 20 LST's each towing a Rhino barge and tug set out across the English Channel. The "Dan" buoys are luminous at night and with the assistance of a compass oriented with cross-channel traffic, probably saved one tug when it was cut loose about half-way across.

The high seas caused many tugs to break away from their Rhinos; cables and hawsers snapped time after time and many crewmen were injured by the tow lines. We were on the alert constantly during the



night and few found or took any opportunity to sleep. One tug broke loose five times, another became fouled in channel buoys. Still another tug that broke away early in the night miraculously navigated to France on its own, reporting for duty the next morning. Our 111th Battalion, as a vital unit of Task Force 122, reached the zenith of its history on D-Day and the tumultuous days that followed the initial landing on Beach "Omaha."

Our orders called for rendezvous in the transport area about 15 miles off the coast of Normandy. The first convoy arrived there at H minus 3 hours; the second finally took its place about H plus 8 hours, the delay owing to mechanical difficulties during the trip.

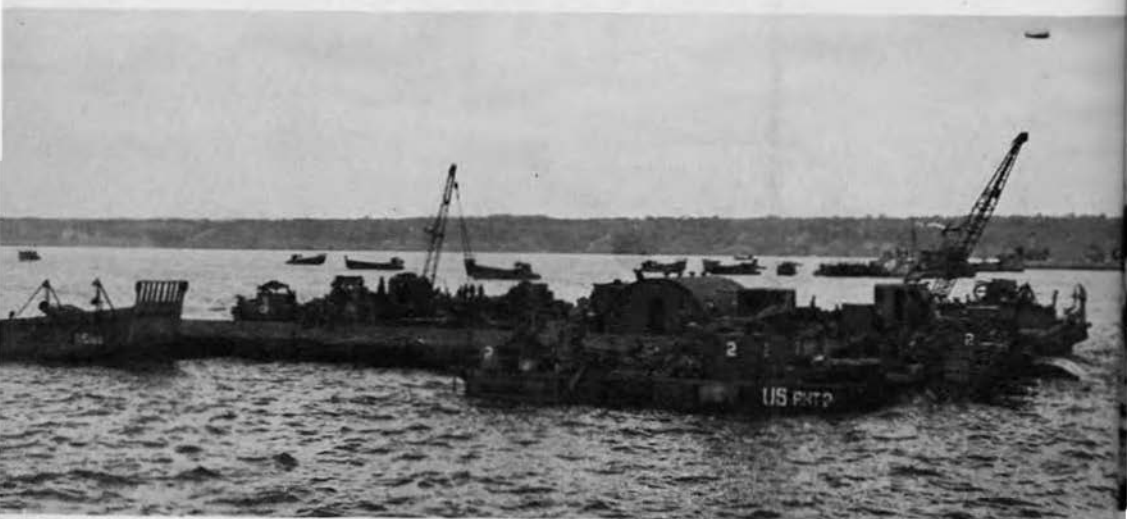
The entire Rhino fleet constituted an assault wave which was to unload the LST's as soon as the transport area was reached. At H-hour each was to proceed shoreward to the line of departure, roughly about 2000 to 3000 yards off the coast. There they would be met by control ships (mostly PT's) and directed to their respective beach sectors. It was assumed that the first wave of assault troops, after hitting the beach from small landing craft, would have penetrated sufficiently to clear the beach for our landing of equipment and supplies. Things just did not work out that way. The confusion resulting from the enemy's withering fire upon the first assault wave forced the Rhino's to play catch-as-catch-can with conditions as they found them. The usual response from a control officer when asked by a Rhino officer where to go was: "God Knows!" or "Use your own judgment!" When nearing the shore, Rhino crews often spotted an individual who might or might not have been the beachmaster. In any event, no matter who it was, they would hear him yell above the deafening blast: "Two damned hot! Get the hell out of here!"

Admittedly the toughest beachhead of the invasion, "Omaha" was about  $4\frac{1}{3}$  miles long. Viewed from the sea, its left flank was marked by the villages of Port-en-Bessin and St. Honorine des Pertes, and its right flank by Pointe de la Percee and Point du Hoc. Between these two sectors we could see valleys leading down from a plateau reaching the sea in a bold chalk cliff and topped by a rugged 200-foot bluff. Since the beach area was dominated by the bluff, there was no effective cover, except for a scattering of houses. This was the sort of terrain our landing craft approached in a heavy, choppy sea, near the high point





*An LST tows a Rhino barge across the English Channel*



*The repair barge was towed from England to maintain operation of the Rhino-ferry*





*Marriage was made with great difficulty: Notice the port knee torn off*

of a tide estimated at 19 to 23 feet. Our Rhino crews spent hours cruising up and down the beach in dangerous waters, constantly on the lookout for a spot where they could dump their loads. All "D"-day long only nine Rhinos and five tugs managed to get equipment ashore, some after dark. The others had to return to their LST's or pass the night elsewhere at sea. It was not until the morning of D-Day plus 1 that supplies commenced going ashore with any regularity, and even then the beach was a death-laden hell that made every maneuver hazardous.

In the meantime, Army Rangers, demolition units and beach battalions of both the Army and Navy, the infantry and shock troops hit the beach. The only protection they had from the shells that whizzed around them were the weapons they could carry, a low parapet of shale at the water's edge, and their own "guts" to see them through.





*Loading begins*

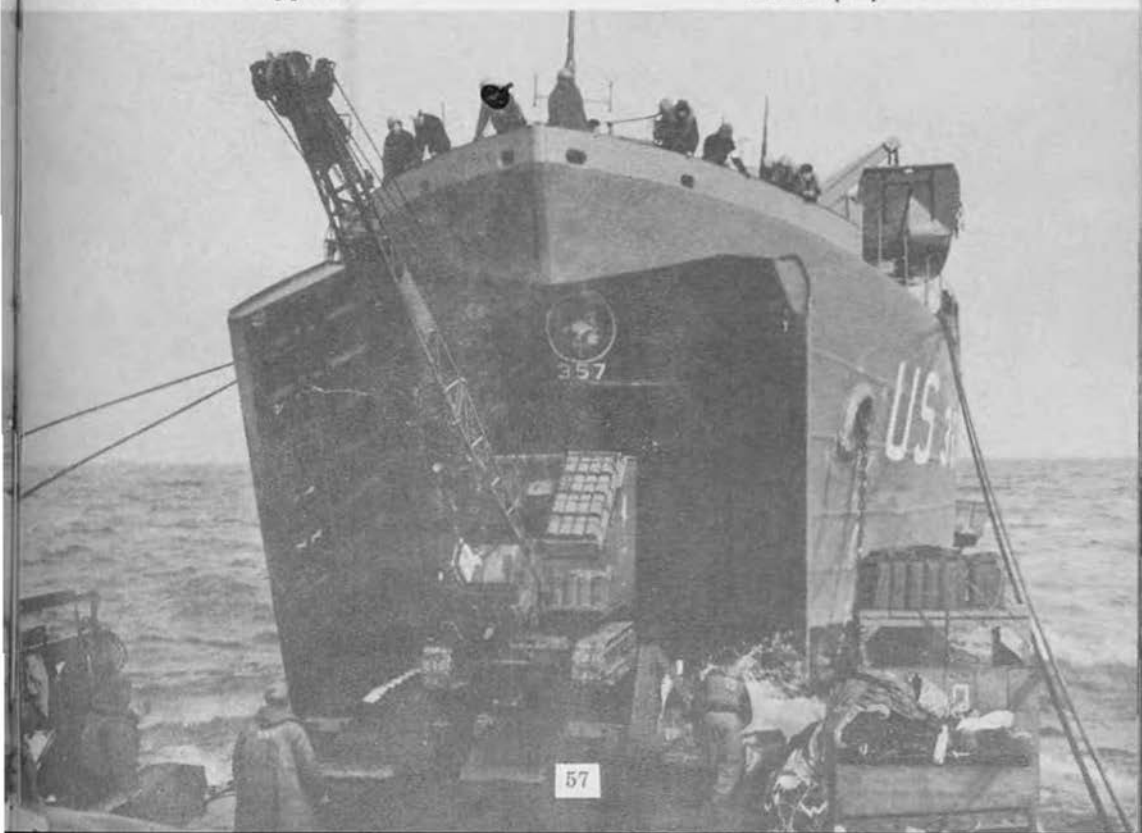
*Cargo rolls aboard the Rhino's back from the LST*





*Every available space on the Rhino was filled with supplies*

*Loading nears completion and Rhino prepares to cast off*





*Ferry on D-Morning*

Right on their heels—for they were pinned down behind their barrier of shale by withering fire—came our slow, clumsy Rhino barges with the light artillery and other equipment that would be needed by the Army vanguard. Time and again the Rhinos and their attendant tugs were waved away from the shore by frantic beachmasters. We could not unload until the battling doughboys made a little headway from the water's edge. Our big pontoon ferries tangled with "hedge-hogs" (underwater obstacles of steel rails), "ramps," logs, with mines attached, and other enemy contrivances so placed to make our landings difficult. All types of craft were being blown to bits, battered by German eighty-eights, by captured French seventy-fives, and by machine gun and rifle fire from the cliffs. But the Rhinos and tugs of the 111th kept coming on in, bearing the tanks and "cats" and light artillery so sorely needed during those first critical hours.



*D-Day—Rhino casting off in transport area*





*Rhino in background awaiting signal from the beach to come in*





*H-Hour plus six a Rhino ferry moves through the water*



*An LCI Heads for the beach on D-Morning; in the background are many disabled tanks, and heavy obstructions through which it was making its way.*





*Many tanks were lost in the initial landing on "Omaha Beach"*



*D-Day plus one. Notice the boats hugging the shoreline*





*The shells and fire from the German emplacements destroyed many beach obstructions*



*A twisted shamble of steel, many of our vehicles could only reach the water's edge.*



*Morning of D-Day plus one. The Rhino crews returning from their foxholes to the barges they were forced to leave on the beach. The ebb tide prevented their retraction for additional unloading of supplies.*



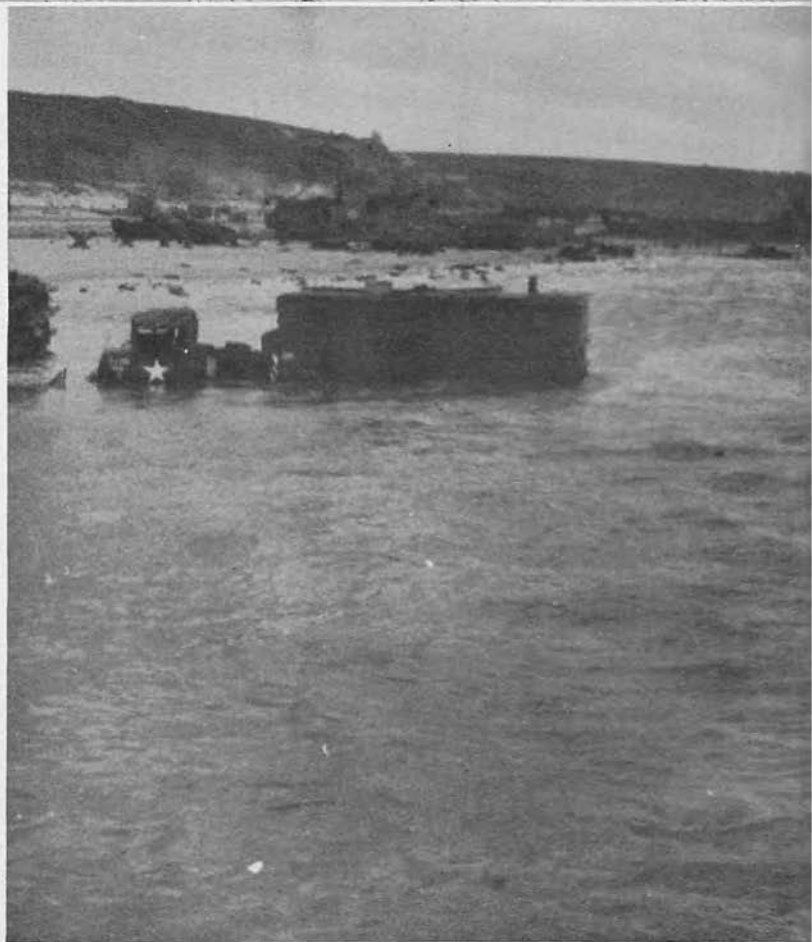
*Rugged slopes and hilly masses of "Omaha" beach*





*Men too were halted at the water's edge*





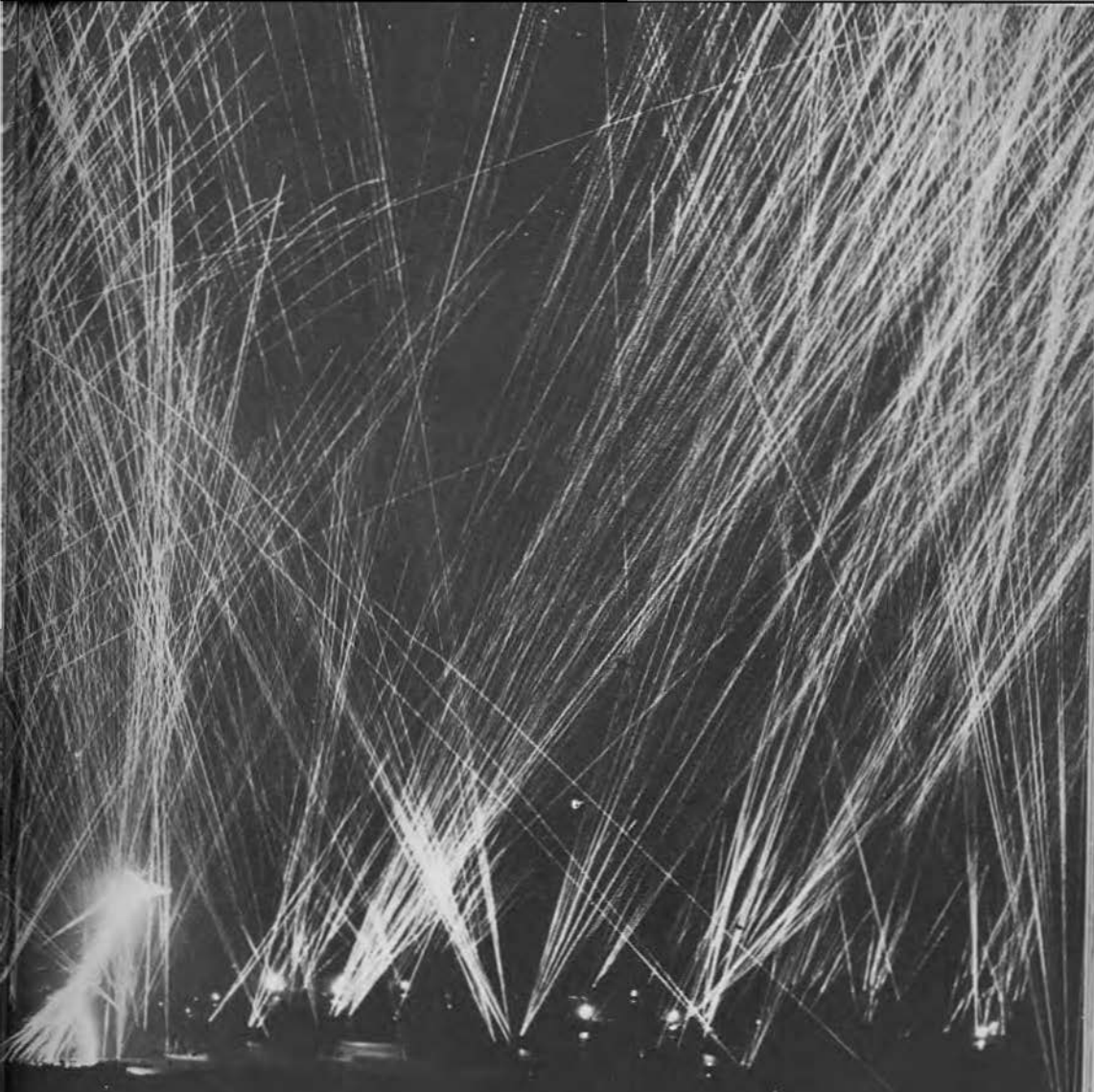
*D-Day plus one . . . the mighty barrage of fire in the background and the large trucks heading toward the beach*

*Many of the Rhinos which reached the beach were forced to remain there due to high waves*





*Invasion*



**we conquer>>>**



*F*ROM D-Day until the Army had driven several miles inland, our 111th Battalion made history.

In a stiff wind, over sand bars and runnels, despite mines and obstacles everywhere, we landed and unloaded our Rhinos. "Jerry" threw everything he had—and that was plenty! There were pill boxes and gun emplacements, and mortars coughed along the cliffs. Each ravine was commanded by enfilading guns in practically impregnable underground emplacements, and from further back the dreaded eighty-eights spewed their powerful loads of death our way. Machine guns clattered, snipers picked off choice targets in our midst, and rifle fire was constant from the deep trenches all along the seaward slopes of the bluff.

Our deeds less spectacular than our Army comrades, and suffering fewer casualties (due more to the grace of God than anything!) again, again, and again, we grimly forced our way to shore, beached, unloaded, retracted, and fought back to the supply ships through mine-infested waters, to return with other loads. To meet the acute need for supplies on the beach, the Rhinos worked incessantly, our crews remaining on duty for as long as 90 hours without relief! The single fact that every tank, gun, bulldozer, and other equipment that got ashore during the first days of the invasion rode in on the back of a Rhino bespeaks the importance of our role in Operation "NEPTUNE."

About the only peril we didn't encounter was the much-expected Luftwaffe. There was, to be sure, considerable strafing from Nazi planes for the first few days and nights, but "Jerry" never came over in formidable numbers. Since the fire from shore emplacements was so great, the occasional bombs, dropped mines, and machine gunning from the planes failed to make much impression upon our embattled sailors.

Against all this, we fought on. The few light tanks that got ashore with the first assault wave gallantly tried to storm the pillboxes, but were instead blasted to bits. Then the Navy battlewagons, cruisers, destroyers and gunboats threw caution to wind, and the Army was given its slim chance. Ignoring all factors of tide and sand bars and current, these sublimely reckless fighting ships moved far inshore to ranges reckoned at hundreds of yards and slugged it out point blank with cliff fortifications. All the while, the Army's pitably thinned ranks of soldiers were on their toes, charging up the valleys, scaling the very bluff and taking Nazi gun emplacements by hand-to-hand encounter. It was suicidal, it was magnificent, it was impossible—but it succeeded.



*After a brief respite, our crews return to work on a wrecked Rhino*

*Rhinos were used to remove drystores from the Liberty Ships*

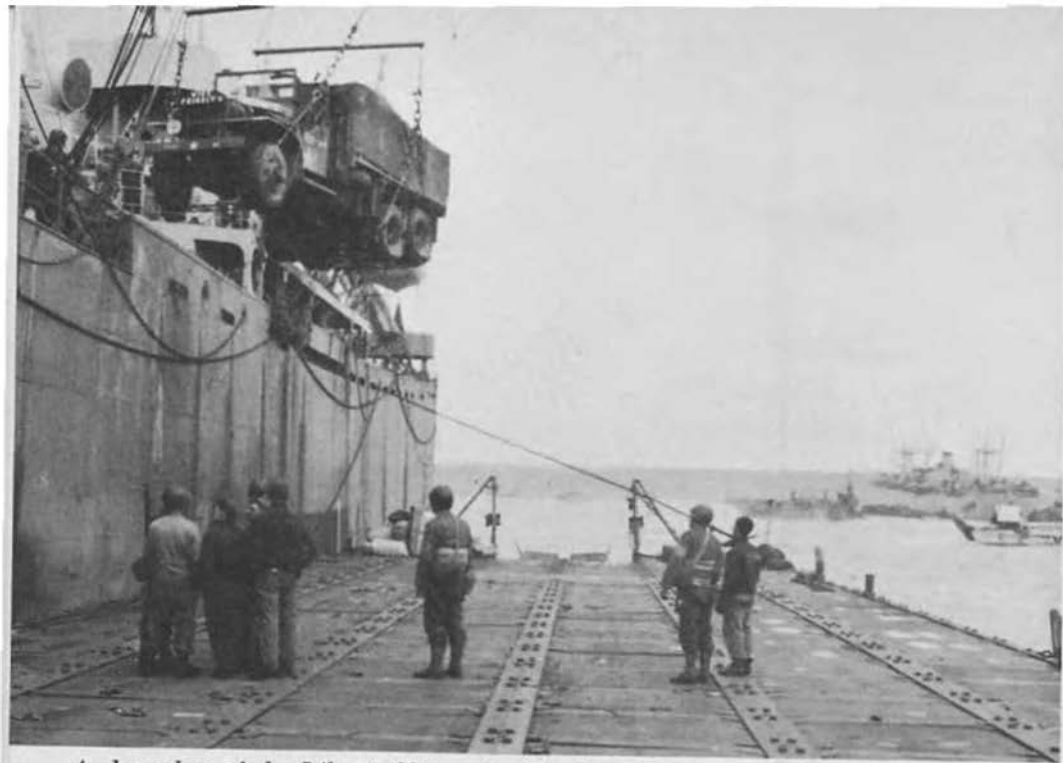


*The large tanks roll off a Rhino trying to make headway towards the beach*

*Repair crews hard at work*







A close shot of the Liberty Ship unloading her cargo onto the back of a Rhino

The crane being ferried to shore is used to salvage artillery pieces from the disabled amphibious truck







*Many of the Supplies were kept on the repair barge deck.*



*Rhinos beached, their backs filled with drystores of all kinds*





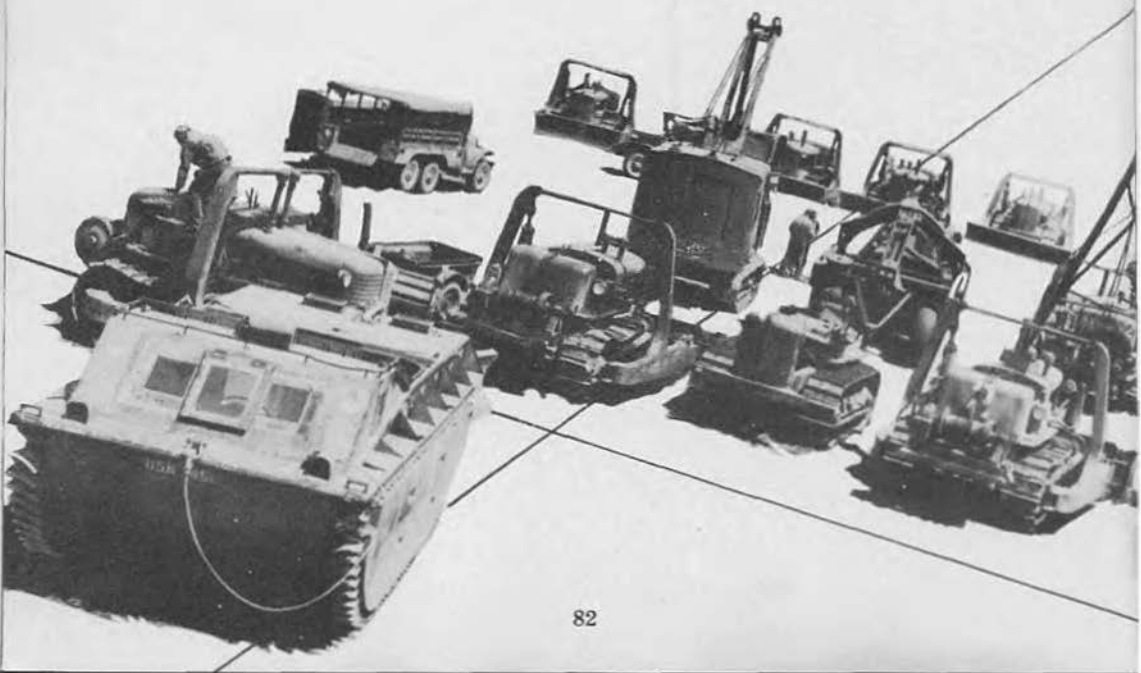


Aerial view of "Omaha Beach"



## we renovate

*N*OT many assault troops were left, but the survivors won the beach and grimly hung on until our Rhinos brought ordnance and reinforcements. With the initial landing of the Rhinos, bulldozers were put ashore for anchoring the boats and assisting in the retraction operation. In addition to this, we assisted the Army in clearing the beach of obstructions, building road outlets and pulling vehicles ashore. During the 10 days following D-Day, our Rhinos and tugs had brought 16,000 vehicles, 25,000 tons of ammunition and supplies, and 32,000 troops ashore. The task was endless, conditions under which we worked were hazardous.



Pontoon Causeways were built and operated by the 1006th Detachment, veterans of Sicily and Salerno, who were relieved the first part of July by our 111th Seabees. The Causeway, a sunken pontoon pier, jutted finger-like out into the artificial harbor, thus assisting in the landing of ever-increasing supplies.

A camp detail detachment of 82 men from the 28th battalion and eight men from our own Headquarters Company coming from Milford Haven, Wales on the Bernard Carter arrived off "Omaha" Beach on 7 June. Through some mix-up, the Headquarters contingent landed on the wrong beach. After a difficult wading trip from LCVP's, they were obliged to make a long march along a mine infested beach with heavy packs before they reached the site selected for their bivouac. Atop a cliff they found the Milford Haven detachment well dug in and pitching their "pup" tents. Though spending a restless first night in Normandy, during which they experienced a mild sample of German strafing, the next day (D-4) saw preliminary steps taken for establishing a 6000-man bivouac. Zig-zag slit trenches were dug as a protection against the nightly air raids, and all hands not busy at this work were engaged in digging individual holes, erecting orderly rows of "pup" tents near the trenches, or laboring with other details. Mine fields, too, had to be cleared. It soon became apparent that some misunderstanding existed concerning the extent to which the fields had been cleared, for numerous anti-personnel and a few anti-tank mines were encountered both in the bivouac area and at the camp site, which, to say the least, made life interesting! Shelters were built, and soon the camp was equipped to feed and clothe the men. Accommodations were furnished for 850 small boat crews, 650 British survivors, 120 men from the 1006th Detachment, 125 of the 146th Battalion and 400 miscellaneous survivors. Although the 6000-man capacity of the camp was never reached, even more than that number could have been handled by the flexible organization devised by those in charge. Battalion Headquarters and our officers were maintained in the B.O.Q. area adjacent to the main camp. Full use was made of elaborate underground installations that had been so carefully planned and developed by our German predecessors.

A severe storm interrupted our work on 20 June. It left the beach a twisted shamble of steel. More than 270 ships, landing craft and barges lay wrecked along the four-mile shore. Again, the 111th was called upon

to perform a task little short of a miracle. Again we met the challenge. Within a few days our repair barges and shore salvage crews had all of the Rhinos and many other craft in smooth running order carrying on their routine operations.

In August we moved into our new camp site, living in comparative luxury. The Germans had been blasted from our doorstep, artillery fire could no longer be heard, and night enemy activity had practically ceased. We were now far removed from the combat area, dealing solely in supplies. Our Rhinos had long since turned to unloading liberty ships because the LST's could now beach without difficulty.

Until 15 September 1944 we worked hard and long. On that day we were relieved by members of the 69th Construction Battalion and received orders to return to England. Our small part in the biggest of all war shows was at an end.

*The storm on June 20 played havoc with all types of boats and left the beach a nest of twisted shambles*



*Small craft too were destroyed by the mighty storm*



*Rhino tugs assisting the salvage crews in righting a near-sinking boat*

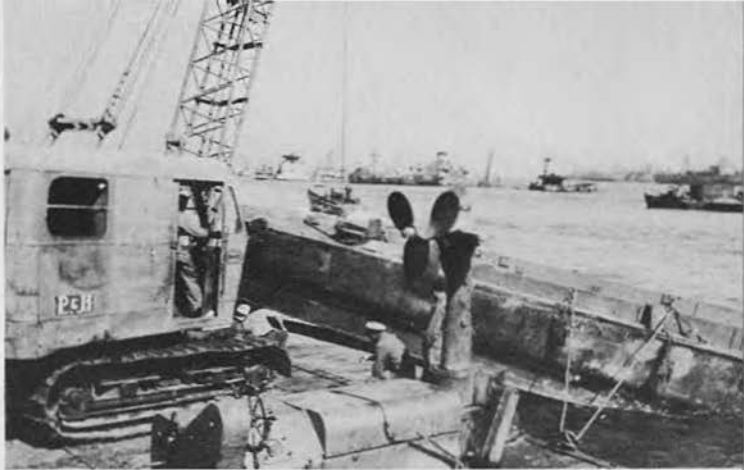
Salvage crews hard at work, following the destructive storm on June 20



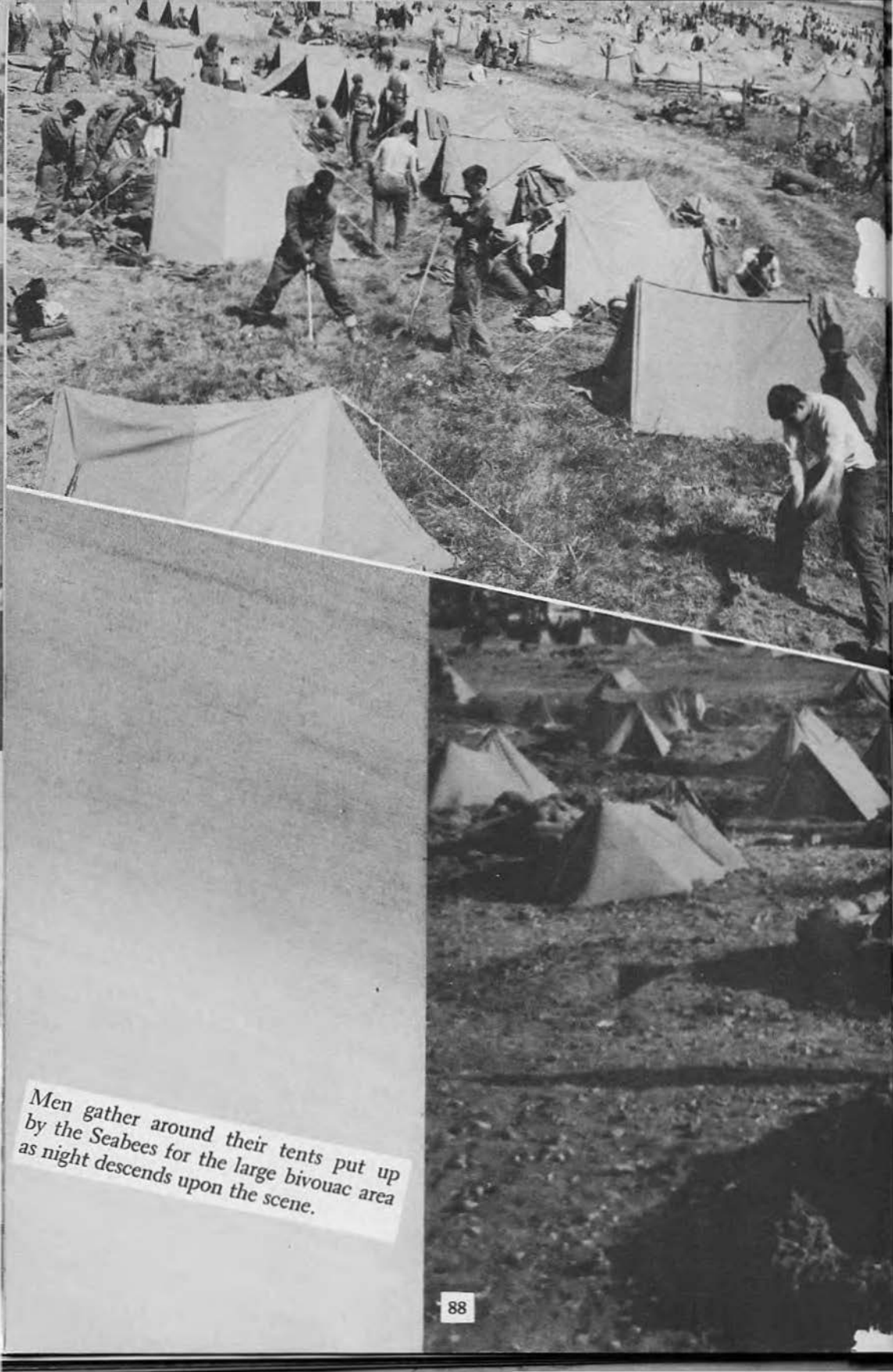
This bridge used to transfer supplies from ship to shore was demolished by the storm June 20



Repair barges made by Seabees also were used to put small boats in smooth running order.







*Men gather around their tents put up by the Seabees for the large bivouac area as night descends upon the scene.*

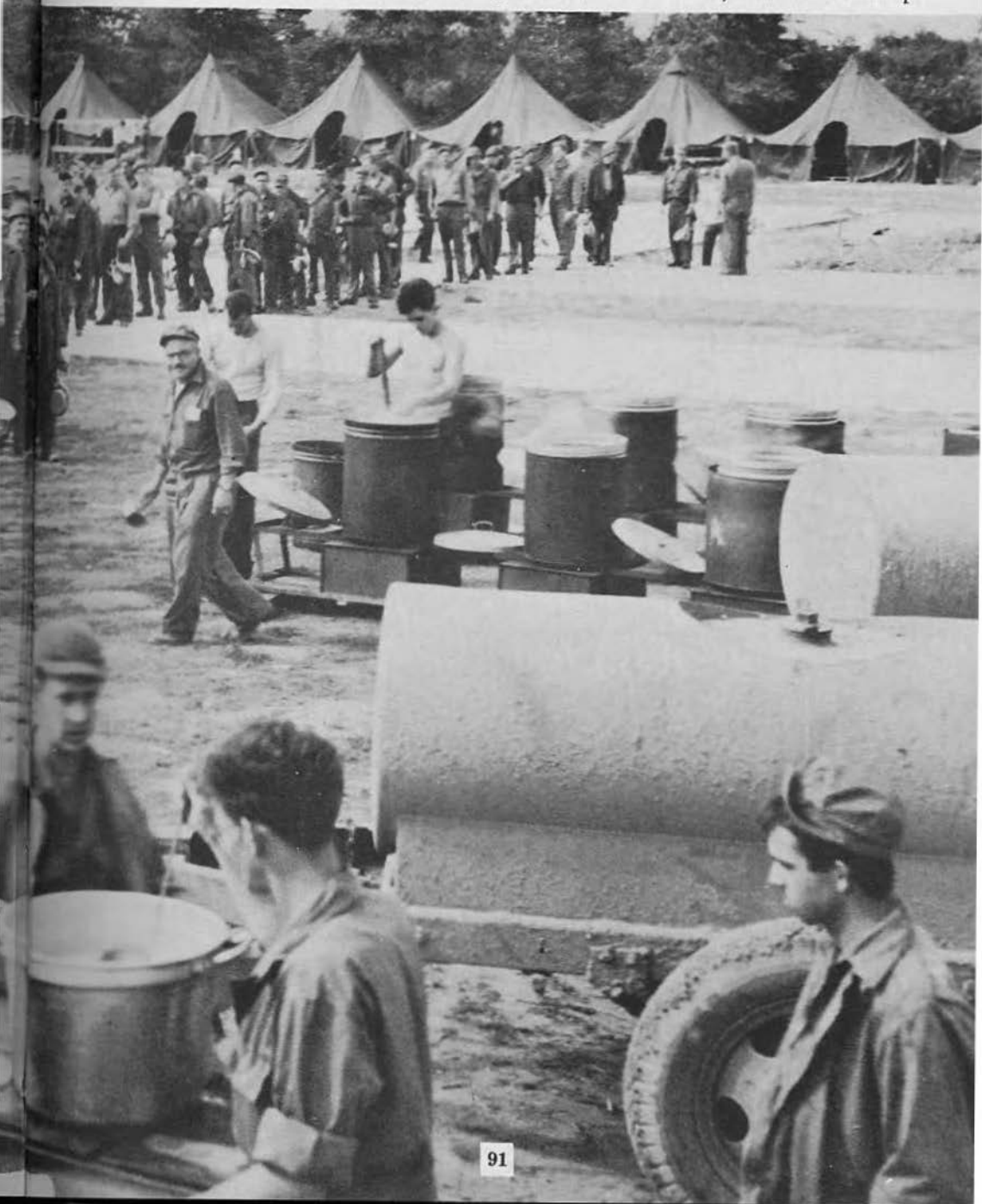
*Here is the 4500-man bivouac we constructed. Within short order a complete site was ready for comfortable living conditions.*



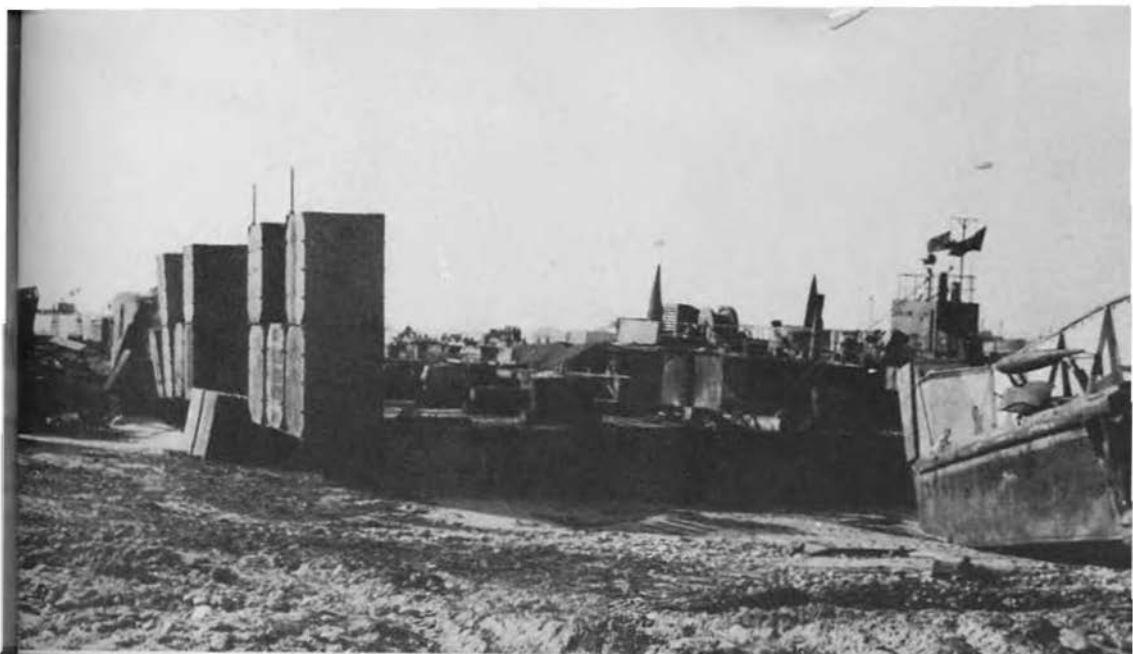
*The Skipper*



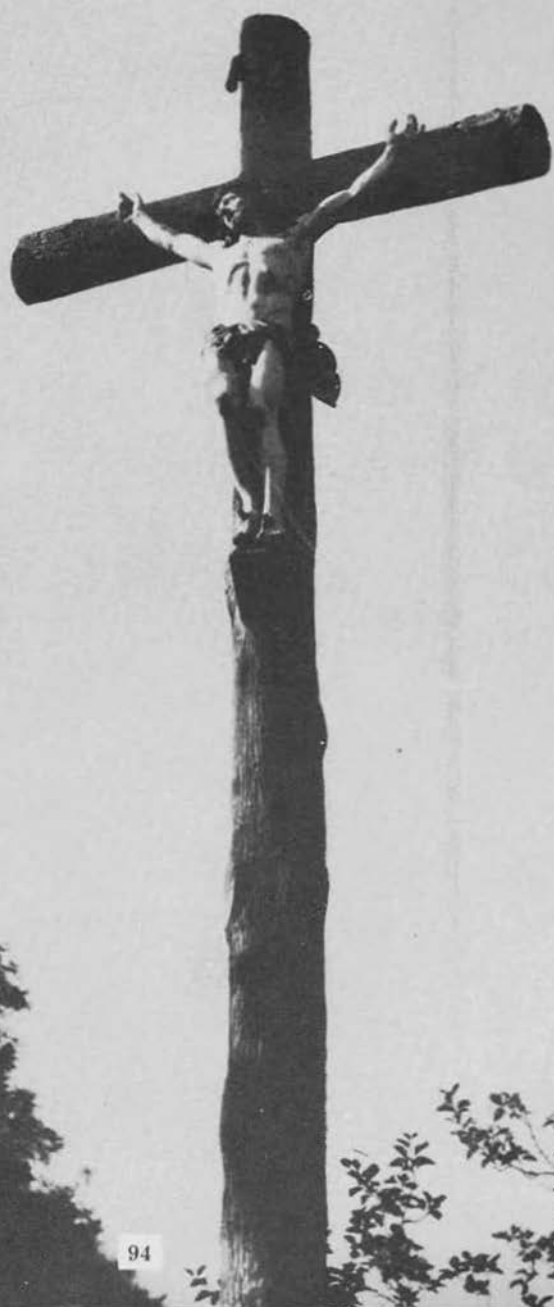
*Hungry conquerors line up for chow at the newly constructed camp*







*The Seabees widen the road outlet on the conquered Normandy beach*



*A tall wooden Crucifix photographed in Normandy*

*Catholic fighting men attend the first Mass held on the newly won Normandy beachhead*

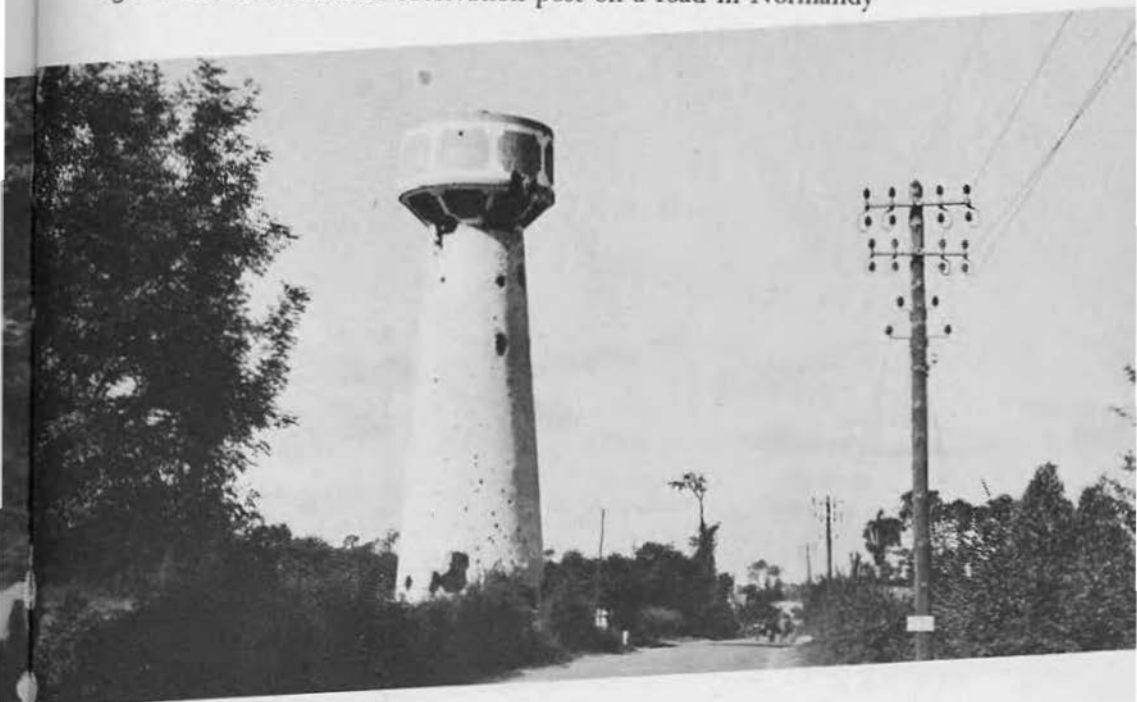




*A lucky yank taking a ride on a donkey, loaned to him by a young French boy.*



*A good view of a German observation post on a road in Normandy*



*A French cobbler demonstrates his method of making wooden shoes in Normandy*

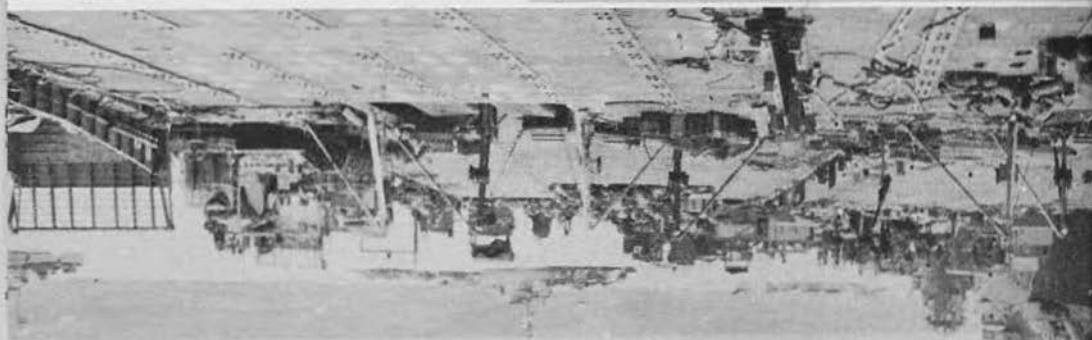
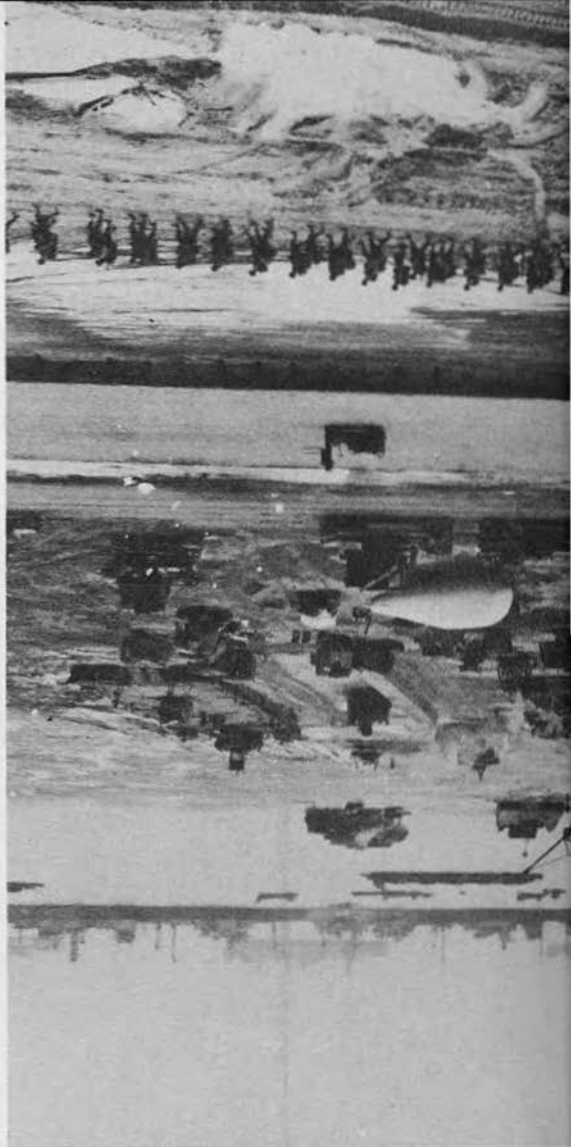


*Rhinos tied alongside the block ships*



*Rhino and causeway area on "Beach Omaha"*







*This large German bomb launching device was taken by our dough boys. It was evidently unfinished at the time we took over.*

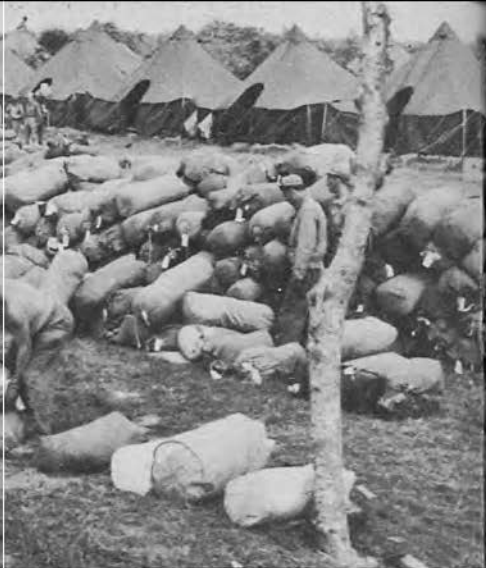




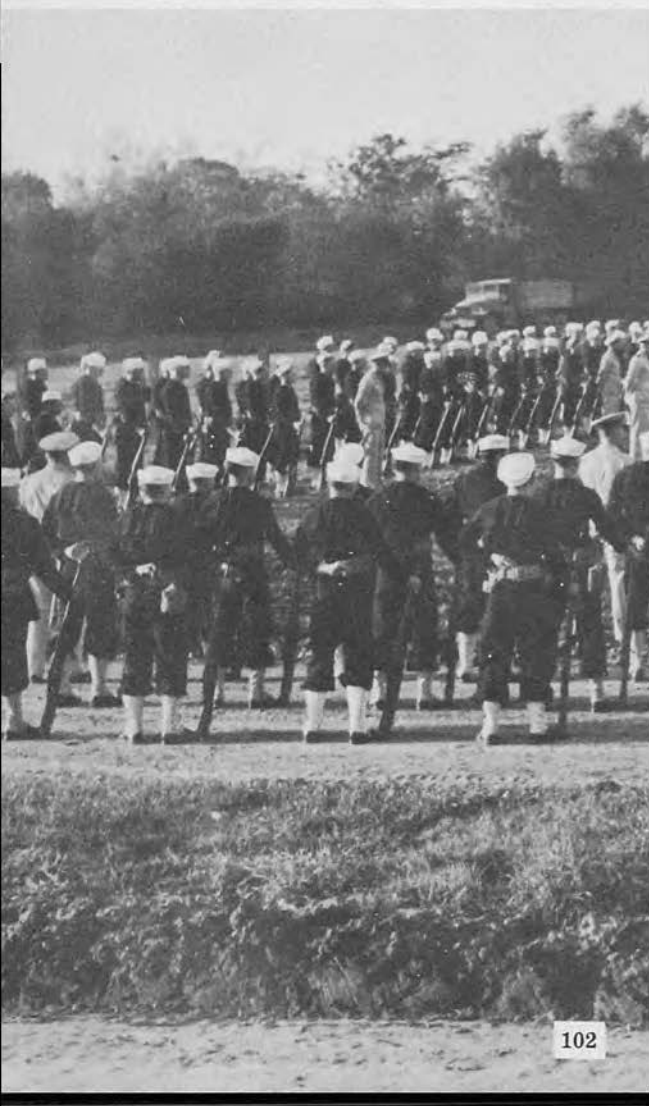
*These German prisoners are being loaded onto a ship for transporting to England.*



*A sullen bunch of prisoners, one of the first groups to be taken into our custody.*



*In August our long-awaited seabags finally arrive.*



*Formal colors as the fighting Seabees stand at attention*







## a final word

**T**HUS the curtain fell on the first act. Since the Normandy invasion, these gun-totin' Rhino-ridin' Miracle Men of the 111th Battalion have again been called upon to display their ability to give and take in another theater of operation. Although they are a part of the youngest branch of the Navy's forces, they are in a service that requires more special skills than all others. A tough outfit noted for artistic cussing and tall-story telling, the Seabees cocky claim that they are the "first to land and the last to leave" can't be disputed even by the Marines. They're a rough-and-ready crew with a job to do—and they do it!

# **BATTALION ROSTER**

# officers

Name	Rank	Classification	File
Jardine, Douglas C.	Commander	CEC V(S) USNR	281231
Binkley, Walter C.	Lt. Comdr.	CEC V(S) USNR	65310
Ball, Wilbur G.	Lt. Comdr.	MC V(S) USNR	131940
Batchelder, Clark H.	Lieutenant	CEC V(S) USNR	246792
Clay, Edward B.	Lieutenant	CEC V(S) USNR	276195
Cottingham, Carey	Lieutenant	CEC V(S) USNR	251909
Edwan, George L.	Lieutenant	DC E(G) USNR	171825
Finnie, Alexander G.	Lieutenant	CEC V(S) USNR	253343
Griffin, Dale F.	Lieutenant	ChC V(S) USNR	211992
Hesselden, Louis G.	Lieutenant	CEC V(S) USNR	251688
Hurd, Harold W.	Lieutenant	CEC V(S) USNR	275571
Lynch, James F.	Lieutenant	ChC V(S) USNR	255153
Cole, Stanley C.	Lt. (jg)	SC V(G) USNR	149876
Corwin, Henry R.	Lt. (jg)	MC V(G) USNR	122867
Eicher, James M.	Lt. (jg)	CEC V(S) USNR	254111
Elliott, John F.	Lt. (jg)	CEC V(S) USNR	172191
Essen, Jacob E.	Lt. (jg)	CEC V(S) USNR	349284
Gearhart, John C.	Lt. (jg)	CEC V(S) USNR	255113
Hallan, James A.	Lt. (jg)	SC V(G) USNR	210909
Henderson, Jesse F.	Lt. (jg)	CEC V(S) USNR	276099
Hitchcock, Wilbur E.	Lt. (jg)	CEC V(S) USNR	228370
Hoepfner, Frederick J.	Lt. (jg)	CEC V(S) USNR	259062
Jepson, Francis G.	Lt. (jg)	CEC V(S) USNR	275499
Johnson, Donald K.	Lt. (jg)	CEC V(S) USNR	251714
Nelson, Douglas C.	Lt. (jg)	CEC V(S) USNR	262736
Schutt, Rogers R.	Lt. (jg)	CEC V(S) USNR	228852
Young, Lowell H.	Lt. (jg)	CEC V(S) USNR	275532
Cutler, Charles R.	Ensign	CEC V(S) USNR	279381
Neubecker, Lincoln C.	Ensign	CEC V(S) USNR	279600
Stilgenbauer, Robert J.	Ensign	CEC V(S) USNR	281617
Kraft, Arthur W.	Chief Carpenter	CEC V(S) USNR	260526
Lamonn, John D.	Chief Carpenter	CEC V(S) USNR	262102
Malone, James J.	Chief Carpenter	CEC V(S) USNR	261502
Muller, Henry F.	Chief Carpenter	CEC V(S) USNR	247750
Preschern, Weimar G.	Chief Carpenter	CEC V(S) USNR	261286
Sherwood, Donald M.	Chief Carpenter	CEC V(S) USNR	271258
Skaggs, Robert J.	Chief Carpenter	CEC V(S) USNR	260441
Ware, Joseph V.	Chief Carpenter	CEC V(S) USNR	255252
Cates, William H.	Carpenter	CEC V(S) USNR	316180
Davies, William O.	Carpenter	CEC V(S) USNR	291510
Durell, Edward C., Jr.	Chief Carpenter	CEC V(S) USNR	259710
Revelle, Henry D.	Carpenter	CEC V(S) USNR	316305
Roll, Edwin J., Jr.	Carpenter	CEC V(S) USNR	291644

# enlisted

Name	Rate	Service No.	Co. & Pl.
Abbey, Seth E.	CM2c	878 59 72	A-3
Abbott, Leland H.	MM2c	625 27 80	C-1
Abbott, Loren	S2c	852 70 58	H-1
Abel, Mogens	CM3c	878 63 28	C-2
Adams, Frank O.	EM3c	828 28 58	C-2
Adkins, Glenn F.	F1c	663 96 50	H-2
Alden, Leighton L.	S2c	871 90 41	B-5
Alderman, Glenn B.	M1c	830 04 26	C-3
Alderson, Clayton L.	HA1c	552 97 48	H-2
Aldis, Alfred W.	S2c	862 28 67	H-1
Alexander, Edwin S.	F1c	845 54 93	B-2
Alexander, Everett L.	MM1c	840 92 09	A-5
Allen, Charles M.	F1c	877 63 99	H-1
Allen, James C.	SF3c	830 04 27	A-3
Allen, Kenneth A.	S2c	811 76 00	B-1
Allinger, William B.	S2c	383 04 66	A-4
Almeida, Joseph	S2c	802 13 57	A-4
Alvis, Alfred L.	F1c	631 09 52	D-4
Ambrose, Robert T.	S2c	823 34 95	A-4
Anderson, Jay R.	CM3c	884 81 23	A-3
Anderson, Nils M.	S2c	883 03 41	A-6
Andriot, Arthur J.	CCM	855 43 24	H-1
Andrusko, Harry	S2c	811 90 60	H-1
Angell, William H.	BM1c	212 40 15	H-2
Angevine, Ramon P.	F1c	850 99 78	C-1
Antonietti, Joseph A.	S2c	877 64 36	A-4
Arminio, Vincent P.	S2c	812 14 55	A-4
Armour, George A.	S2c	822 39 51	A-4
Armstrong, Wilbur B.	MM1c	378 38 05	D-4
Arno, Santo R.	M2c	802 10 85	B-1
Arnold, Samuel O.	F1c	101 05 57	D-1
Arzie, Leo F.	MM2c	886 63 44	D-1
Ashford, Herbert C.	SF1c	846 65 22	A-6
Ashmore, George R.	S2c	876 52 90	B-5
Astle, Robert W., Jr.	S2c	807 61 20	C-6
Atencio, Aurelio A.	S2c	876 51 57	D-5
Atwater, Ronald C.	S2c	667 27 84	A-4
Atwell, Vernon J.	BM1c	802 09 23	C-5
Aucoin, Edmund P.	MM2c	802 15 40	A-1
Aycock, Elza E.	CM1c	845 52 74	H-2
Baere, Grant L.	S2c	870 14 29	H-1
Bailey, Carl L.	SF3c	849 80 03	B-6
Bailey, Herman D.	HA1c	603 55 83	H-2
Bailey, Henry L.	S2c	565 31 95	A-4
Baker, Arthur C.	S2c	708 33 90	A-4
Baker, Dallas G.	F1c	841 80 08	C-2
Bales, Russell L.	CM1c	876 52 53	C-5

Name	Rate	Service No.	Co. & Pl.
Ball, Lawrence H.	MM1c	878 61 75	D-4
Ballinger, Walter T.	S2c	852 69 31	A-5
Barbre, Max G.	SF2c	852 83 21	A-6
Barger, Floyd L.	F1c	849 81 53	H-1
Barnes, Donald G.	S2c	802 04 19	C-6
Barnes, Samuel J.	S2c	846 62 47	A-5
Baron, John A.	S2c	811 18 78	A-5
Barrett, Billy L.	EM3c	840 63 24	B-2
Bates, Robert C.	SF3c	837 64 64	D-6
Baumann, Edward F.	MM2c	708 33 91	H-1
Baxter, George T.	CM3c	862 27 63	D-2
Beard, James H.	S2c	832 52 84	B-2
Beaulieu, Louis A.	SF1c	802 13 75	C-6
Beaulieu, Gerard M.	SF1c	802 15 05	A-3
Bedard, Armand J.	F1c	802 12 79	B-1
Bee, John P.	CM2c	817 87 25	B-5
Beecher, Charles J.	S2c	708 33 92	A-5
Beeman, Myron B.	EM3c	868 78 62	A-1
Behee, Robert G.	Cox.	852 82 06	B-3
Beichtel, Oren E.	S2c	820 77 98	C-6
Bender, John	S2c	811 19 16	C-5
Benedict, Thomas F.	F1c	829 51 66	D-1
Benyo, Thomas J.	S2c	820 65 19	A-5
Berezny, Peter	S2c	811 17 86	C-1
Berger, Felix R.	S2c	811 12 88	B-6
Bernier, Forrest L.	F1c	862 29 26	A-2
Bershad, Alexander	S2c	825 17 14	H-1
Besser, Arthur F.	S2c	815 19 46	H-2
Bevington, Victor F.	EM2c	822 40 14	A-1
Bickle, John E.	S2c	805 52 86	A-5
Bierlair, Archie	S2c	822 38 10	A-4
Billis, James E.	F1c	852 69 94	A-3
Bingham, Hans G.	MM2c	845 55 63	B-1
Birchfield, Jesse J.	GM1c	845 52 98	D-4
Bishop, Wallace P.	S2c	825 06 75	B-4
Bishop, Laroy W.	CM2c	837 65 12	A-2
Black, Nelson D., Jr.	F1c	839 42 78	D-4
Black, William K.	MM2c	850 98 87	C-4
Blake, Sam R.	F1c	840 92 81	D-1
Blakeney, William L.	S2c	812 12 64	A-5
Blanchard, Reginald	CM3c	806 80 82	B-3
Bland, Roy A.	CEM	346 31 17	C-1
Blickman, Israel E.	SF2c	817 86 43	D-6
Biley, Wilford W.	S2c	822 24 76	B-6
Bloodworth, David L.	F1c	846 62 50	B-1
Bloomfield, Robert	MM1c	647 81 78	H-2
Bloss, Howard	S2c	875 04 08	A-5
Blum, Milton	S2c	645 97 32	A-5
Boardman, Harry C., Jr.	S2c	820 90 39	A-4
Boardman, Robert L.	MM2c	823 34 92	A-5
Bodell, James	F1c	802 09 16	D-5
Bolan, James H.	S2c	871 90 42	A-5
Boline, Richard K.	MM1c	852 63 07	A-4
Bonas, Robert A.	S2c	852 66 90	A-3

Name	Rate	Service No.	Co. & Pl.
Bonilla, C., Jr.	S2c	830 42 48	A-3
Bonkowski, Edward M.	S2c	825 17 68	C-5
Bonnell, Robert F.	S2c	826 91 88	H-1
Bonner, Warren G.	F1c	631 09 61	B-5
Boord, Jack	S2c	802 12 42	A-5
Bosshardt, Harold J.	S2c	753 07 46	A-5
Boswell, Herman J.	GM1c	876 52 56	B-4
Boswell, Charles A.	S2c	835 19 74	H-1
Botelho, Charles, Jr.	F1c	802 12 70	C-4
Bouchard, Lionel J.	S2c	802 13 02	A-5
Bourgeois, A. A., Jr.	SF2c	846 60 91	B-6
Bovens, Jerome J.	EM3c	805 52 53	D-1
Bowles, Albert R.	S2c	828 31 79	A-5
Bowling, Pleasant C.	S2c	828 30 18	H-1
Bowman, Richard E.	MM1c	855 54 36	A-1
Boy, Fred P.	S2c	708 33 93	A-5
Boyd, Carroll E.	S2c	883 04 70	A-5
Boyer, William G.	S2c	857 64 83	A-5
Boyles, Emery G.	CM1c	755 87 79	D-2
Bradford, George C., Jr.	S2c	864 06 11	A-6
Bradley, Lloyd E.	CM1c	883 04 52	A-4
Bradley, Charles J.	S2c	708 33 94	A-6
Bradley, Wendell A.	S2c	670 98 33	D-5
Branch, Barney L.	S2c	845 55 50	H-1
Braut, Leo A.	S2c	802 02 18	H-2
Briggs, Gerald H.	S2c	823 34 98	H-1
Bronnenkant, F. J.	SF2c	811 85 45	B-6
Brooks, Hiram G.	SF1c	878 61 63	B-6
Brooks, Nathaniel C.	S2c	878 62 11	C-3
Brown, Arthur F., Jr.	F1c	357 48 45	B-1
Brown, Alwyn A.	WT2c	825 18 72	A-1
Brown, Clair N.	SF2c	830 44 83	C-6
Brown, Henry C.	S2c	658 87 88	H-2
Brown, James N.	Cox.	878 61 60	C-4
Brown, James T.	S2c	835 17 18	A-4
Brown, Oliver N.	CM2c	839 41 71	D-3
Brown, Raymond J.	S2c	822 39 53	C-5
Brown, Raymond A.	EM1c	870 10 23	A-2
Brown, Theodore T.	CM1c	846 62 51	H-1
Brown, Walter E.	S2c	811 75 78	A-5
Brunson, Billy	GM2c	876 52 17	A-4
Bryant, Fred O.	S2c	708 33 95	A-6
Brzostowski, Vincent	S2c	708 33 67	B-6
Buchan, Harold F.	S2c	812 12 65	H-1
Buelterman, B. J.	CM1c	612 53 48	D-2
Bumps, Howard S.	CM3c	825 06 70	C-2
Bunting, Royal K.	S2c	862 28 75	A-6
Burkard, Robert A.	F1c	852 83 14	D-1
Burkhardt, Orvel R.	SF3c	851 00 04	B-6
Burleson, John A.	S2c	841 78 02	A-6
Burnash, William E.	S2c	825 17 32	A-2
Burnette, Glen L.	EM2c	841 75 82	A-2
Burnett, Melvin E.	S2c	859 36 60	A-6
Burton, Edward R.	MM1c	846 62 49	D-4

Name	Rate	Service No.	Co. & Pl.
Bush, Joseph	S2c	812 12 66	A-6
Butera, Cussie J.	S2c	800 36 79	H-2
Butler, Charles M.	CM2c	871 90 38	B-5
Butler, Edward G.	EM3c	811 84 81	C-2
Buywick, Joseph E.	S2c	852 68 25	B-3
Bynes, Alfred S.	S2c	810 34 16	C-1
Cacciotolo, Peter J.	S2c	852 67 51	D-3
Calabresi, D. T.	S2c	805 52 68	A-6
Calhoun, Eugene F.	SF3c	811 85 26	D-6
Callaghan, Joseph F.	S2c	812 06 39	C-6
Calori, Joseph	S2c	878 63 17	H-2
Camp, Leslie J.	F1c	829 51 74	H-2
Campbell, Edward J.	S1c	205 03 98	H-3
Campbell, Herbert A.	CSF	875 64 86	C-6
Campbell, Carl M.	CM2c	802 12 92	A-2
Canipe, James C.	CCM	829 38 42	C-3
Cantor, Samuel, Jr.	S2c	855 55 76	A-6
Carmichael, E. L.	F1c	843 79 09	B-1
Carr, Howard E.	CMM	882 97 40	C-5
Carragher, Donald W.	S2c	708 33 96	A-6
Carretta, Alphonso	S2c	812 12 67	C-3
Carroll, John J.	S2c	811 19 35	A-6
Carter, Reginald L.	MA2c	245 35 83	H-1
Cartin, James J.	S2c	708 33 97	B-1
Cassidy, Carlton M.	S2c	823 35 11	B-1
Catalano, Angelo	S2c	857 64 75	B-1
Causey, Ronald	S2c	830 04 32	B-3
Cavanaugh, John N.	MM1c	802 09 25	B-5
Cavin, Richard E.	S1c	671 02 17	A-5
Cemere, Nathan A.	SF1c	837 65 45	B-6
Chambers, John S.	S2c	841 80 07	H-2
Chapman, Ellsworth A.	EM3c	862 25 03	D-2
Charbonneau, C. J.	CM3c	802 13 74	A-3
Chateaubert, M. R.	S2c	862 28 53	B-3
Cheney, Clayton F.	S2c	802 11 63	A-6
Chippero, Alfred P.	SF3c	805 52 39	B-6
Chosta, Frank	SF1c	829 48 84	D-6
Christiansen, O. G.	CM3c	402 23 58	C-2
Chrostowski, F. J.	SF2c	823 03 97	C-6
Chucak, Daniel R.	S2c	875 04 09	B-3
Cicccone, Edward G.	M2c	851 00 92	A-1
Cifelli, Otto J.	F1c	811 19 12	H-2
Clark, Earl F.	CM1c	896 21 57	D-4
Clark, Earl J.	S2c	822 40 49	B-3
Clarke, Fred H.	S2c	837 65 56	A-4
Clarkston, Fred C.	S2c	851 00 17	B-3
Clawson, Arthur J.	S2c	711 03 18	B-3
Clevenger, Robert L.	S2c	864 05 80	B-3
Cline, Clarence G.	F1c	878 63 66	B-4
Coatney, Loyce	S2c	830 41 20	B-6
Colanton, Daniel D.	S2c	802 10 77	B-3
Coey, William J.	CMM	203 52 53	C-1
Colard, Joseph M.	F1c	802 11 45	A-5



Name	Rate	Service No.	Co. & Pl.
Cole, Edgar J.	CM3c	877 64 06	C-3
Colgin, John R., Jr.	SK1c	625 46 30	H-2
Collini, Joseph L.	S2c	653 91 20	B-3
Collins, Ralph C.	S2c	852 46 22	D-6
Collins, Ervin W.*	CM3c	852 70 24	D-2
Collins, Lawrence E.	S2c	802 13 39	B-3
Collins, Thomas J.	S2c	852 69 72	B-3
Colwell, Winston A.	CCMA	839 32 46	H-2
Combs, George W.	F1c	878 63 21	C-4
Conklin, Morris R., Jr.	S2c	711 03 19	B-3
Connelly, Joseph E.	F1c	556 63 70	H-2
Conner, Joseph W.	S2c	802 11 73	D-2
Connor, Emory L.	MM2c	830 02 71	B-3
Connors, John W.	S2c	830 41 21	D-5
Conroy, James J.	MM2c	802 09 79	B-5
Conway, Edward D.	S2c	802 04 74	B-3
Cook, Jonathan C.	M2c	822 40 79	C-1
Cook, Stephen A.	MM2c	313 09 25	B-1
Cooley, Howard A.	S2c	811 19 18	A-2
Cooper, Willard R.	S2c	312 73 43	H-1
Cooper, Steve W.	EM2c	320 95 62	A-1
Corbin, Wilfred D.	CM3c	876 52 51	A-3
Coren, Jacob	S2c	812 12 69	H-2
Cornelius, Earl H.	S2c	883 04 79	A-4
Cornell, Roy G.	CM1c	304 88 40	B-3
Corwell, William A.	F1c	817 86 40	D-5
Cotter, James L.	S2c	802 15 27	C-5
Cottman, Dale K.	F1c	849 81 49	B-5
Coulter, Lyle E.	S2c	852 60 87	B-1
Coutoumas, George A.	S2c	802 15 08	B-3
Coverdale, Gordon G.	S2c	870 06 92	A-6
Cowley, John A.	SF2c	708 33 99	C-6
Cox, Olen L.	F2c	616 87 17	C-4
Coxhead, Ernest G.	PhM2c	611 17 59	H-1
Coyne, John J.	S2c	817 87 53	A-5
Cragan, Ralph D.	MM2c	859 36 78	C-1
Cragin, John A.	SF2c	762 02 97	A-6
Crawfill, Mansell	SK2c	617 17 01	H-2
Crawford, Paul F.	S2c	857 22 01	A-4
Crecelius, Paul W.	CCMA	863 89 59	H-2
Cross, Melvin L.	Bkr3c	848 44 01	H-1
Crosson, Willie S.	S2c	837 64 78	B-3
Crume, George E.	MM2c	883 03 54	C-5
Crumley, John D.	CM1c	811 85 27	C-2
Cultrera, Francis W.	MM1c	825 17 66	A-4
Culver, Gladstone C.	CM2c	844 34 59	A-2
Curry, Howard F.	EM3c	822 40 81	D-1
Curry, John V.	S1c	608 89 61	C-2
Curtis, Howard A.	BM1c	883 03 90	C-3
Custer, Daniel C., Jr.	S2c	849 81 54	B-3
D'Ambrosio, M. F.	S2c	706 75 34	B-4
Damiano, Peter J.	F1c	802 10 09	D-5
Danielson, H. M.	S2c	836 51 07	H-1

Name	Rate	Service No.	Co. & Pl.
Dapp, Edgar L.	EM1e	820 79 80	A-2
Dare, Robert C.	S2c	338 42 39	H-2
Darling, Howard F.	SF2c	368 02 14	A-6
Daves, George C.	F2c	659 08 06	A-4
Davidson, Alfred	CM1c	811 85 46	H-2
Davies, David B.	MM2e	868 78 74	B-1
Davin, Stanley F.	S2c	802 13 96	B-4
Davis, Joseph M.	S2c	864 02 65	B-4
Davis, James L.	S2c	837 64 77	H-2
Davis, Robert N.	F1e	849 81 50	H-2
Davis, Vern E.	S2c	378 35 37	H-1
DeAugustino, S. V.	S2c	822 38 29	B-4
DeComa, Joseph T.	S2c	820 65 48	B-4
DeLeon, Martin	S2c	876 52 78	B-4
DeLong, Herman W.	S2c	805 66 77	H-2
DeLuca, Louis J.	S2c	802 02 86	H-2
DeSantis, Vito N.	S2c	802 12 59	B-4
DeSant, Robert J.	F1e	811 85 28	A-5
DeViney, David E.	CM2c	826 89 62	B-1
Deal, James F.	EM2c	645 95 73	D-2
Deckerd, Eugene W.	S2c	857 22 12	D-5
DeGiorno, Richard	SC3c	810 37 66	H-2
Delaney, Chester W.	S2c	802 11 74	B-4
Delouchry, Gerard C.	F1e	802 11 09	H-2
Denham, John F., Jr.	S2c	802 11 49	H-1
Desjardines, J. L., Jr.	CM3c	802 12 29	C-3
DiTerlizzi, M. T.	F1e	802 13 40	D-5
Diaz, Jose E.	S2c	841 74 60	B-4
Dimmick, Leroy J.	S2c	820 91 66	A-6
Dobak, Jerome E.	S2c	886 60 98	H-2
Doerr, Charles W.	S2c	812 12 72	B-4
Dolph, Donald E.	S2c	802 11 81	B-4
Domnick, Kenneth N.	SK2c	670 65 43	H-1
Donahue, John J.	S2c	802 08 42	B-4
Donjon, Joseph L.	CM1c	852 71 54	B-3
Dooley, James J., Jr.	S2c	812 12 73	B-4
Dorsey, Charles C., Jr.	S2c	820 77 96	B-4
Doss, J. D.	WT2c	625 26 68	B-1
Dotter, John J.	CM3c	811 75 82	D-2
Douglas, Jay C.	GM1c	876 52 55	C-4
Dudley, William W.	MM2c	825 06 97	C-1
Dugan, James T.	GM2c	840 63 85	D-4
Duhig, James J.	MM2c	820 93 96	B-1
Duncan, Harold M.	S2c	883 04 83	B-5
Dunkez, Robert E.	S2c	870 13 52	B-5
Du Pont, Oscar F.	SF3c	802 08 74	C-6
Duval, Robert H.	SF2c	802 12 71	B-1
Dyal, Lester R.	F1e	560 61 70	H-2
Eaton, Duane B.	S2c	875 87 86	B-5
Eaton, Fred J., Jr.	S2c	802 12 57	B-5
Edwards, Charles K.	S2c	862 27 64	B-5
Edwards, Alfred J.	S2c	875 03 73	B-5
Edwards, Joe D.	StM1c	556 67 21	H-1

Name	Rate	Service No.	Co. & Pl.
Eichenberg, Kent A.	Y1e	285 19 84	H-1
Eisnlaer, Richard A.	CM1e	886 63 38	D-5
Ellingsen, Nils J.	S2e	811 10 05	C-5
Ellis, Philip C.	F1e	801 97 63	C-4
Ellis, Richard	SK2e	633 95 26	H-2
Ellis, Walter E.	MM2e	845 54 98	B-1
England, Boston B.	S2e	828 29 59	B-5
Eshelman, Robert W.	S2e	609 24 47	B-5
Evans, Billy M.	F1e	844 34 76	H-1
Evans, Joseph C., Jr.	MM2e	820 78 12	C-4
Everett, William H.	S2e	852 70 13	B-1
Fabela, Carlos F.	S2e	841 64 55	B-5
Page, Roland P.	S2e	802 13 95	B-5
Fanning, William H.	S2e	817 87 29	B-5
Faries, Aubrey D., Jr.	SK2e	617 10 37	H-1
Farmer, Harry D.	QM1e	841 76 14	A-5
Farwell, Allan M.	S2e	852 69 64	B-5
Fedor, Charles J.	MM2e	811 85 47	B-1
Fehsal, Raymond O.	EM2e	811 85 29	D-2
Feight, Henry B.	CCM	850 89 52	H-1
Feinstein, Benjamin	S2e	817 86 35	H-2
Fenimore, Rex L.	S2e	293 10 81	B-5
Ferguson, Pete F.	SK2e	555 61 23	H-2
Ferris, Harold E.	CM2e	811 86 26	B-2
Feth, Charles J.	S2e	851 00 34	H-2
Fike, Ernest E.	S2e	621 90 68	B-5
Finerty, Edward J.	SC3e	884 69 49	H-1
Finley, Granville H.	MM1e	841 74 49	A-4
Fioravanti, Louis M.	SF3e	811 85 30	C-1
Fischer, Harry L.	MM2e	619 03 07	H-2
Fisher, William B.	BM2e	846 70 52	B-5
Fitzgerald, Frank J.	SF3e	811 85 31	D-6
Fitzgerald, R. J.	EM3e	862 28 04	A-1
Flanagan, Joseph P.	S2e	802 08 43	C-2
Fleming, Grady	SF2e	829 51 71	A-6
Flint, Glen F.	SF3e	805 52 66	D-6
Flynn, John J.	S2e	871 89 95	B-6
Folmar, John W.	F1e	846 62 58	C-1
Ford, Roy A.	S2e	876 52 92	B-6
Foreman, Myles F.	SF2e	862 27 97	A-3
Forsythe, William D.	WT2e	802 12 35	B-1
Fowle, James R.	CM1e	807 62 79	D-2
Fox, Herbert H.	S2e	802 12 02	A-5
Foze, Rudolph	S2e	825 16 25	C-1
France, Roy V.	M1e	883 04 46	B-3
Franchi, Vicenzo J.	MM2e	811 75 80	C-1
Francis, Joseph L.	SF3e	846 65 18	B-1
Frantz, Albert C.	S2e	825 17 85	A-2
Frazier, Kenneth E.	F1e	876 47 87	C-4
Frazier, Samuel R.	CPhM	286 72 16	H-1
Freeman, Morris R.	S1e	663 81 76	H-2
Friend, Harold J.	HA1e	647 59 23	H-1
Friend, Robert P.	S2e	820 92 26	B-6

Name	Rate	Service No.	Co. & Pl.
Fuller, Donald M.	S2c	820 74 69	H-2
Gadbois, Leonel O.	S2c	822 97 53	H-2
Gaines, Roy C.	MM2c	829 51 60	A-1
Galligan, Robert P.	SF2c	802 15 37	A-2
Gattolin, John F.	SF3c	852 69 86	B-6
Gearhart, John M.	CM2c	828 30 08	C-5
Gerace, Anthony S.	MM1c	805 66 84	D-4
Gerald, Porter L.	CM2c	832 56 30	H-2
Giannone, Ernest N.	S2c	811 19 32	H-2
Gibson, Benford H.	S2c	828 25 45	H-2
Gibson, Lewis J.	Cox.	623 58 22	H-2
Gilley, Walter E., Jr.	S2c	830 03 53	B-6
Gillis, John J.	SF3c	802 15 20	A-6
Gilmour, Robert H.	F1c	859 35 06	C-1
Gilson, Hayward F.	EM1c	711 03 00	B-2
Gingras, Claude A.	F1c	802 08 08	C-5
Girtman, James W.	EM1c	830 41 86	B-2
Gisetto, Alfred J.	S2c	802 13 04	B-6
Gjelsteen, Harry E.	SK1c	664 72 34	H-2
Glaze, Fred W.	F1c	850 99 45	A-2
Gluden, Robert W.	S2c	883 04 50	B-1
Codek, Ted J.	S2c	812 14 69	D-2
Gold, Morris	F1c	878 61 84	A-1
Goldberg, Seymour	S2c	811 88 23	A-6
Golitzko, George R.	WT1c	866 21 58	D-1
Gooch, Clyde V.	CM3c	875 03 80	C-3
Goodrich, Kinsley M.	S2c	825 17 54	A-2
Goolsby, James H.	PhM1c	268 05 07	H-2
Grant, Thomas G.	S2c	800 51 45	H-2
Gray, Lee R.	F1c	866 21 87	H-2
Green, Duncan E.	MM1c	876 52 14	C-1
Green, Herbert D.	CCstd	665 66 49	H-1
Griffin, James D.	F2c	605 08 53	A-6
Grimmes, Francis L.	S2c	870 05 52	B-6
Grutch, Joe An	F1c	871 92 37	H-2
Guerrasio, Michael F.	S2c	812 12 74	A-3
Guilmette George N.	SF3c	823 03 72	B-6
Guthrie, Robert J.	S2c	554 78 00	B-6
Gutierrez, William E.	S2c	886 64 22	B-3
Gutierrez, Henry F.	S2c	841 74 61	B-6
Gyles, Robert L., Jr.	F1c	802 11 47	D-4
Hadden, Howard J.	Y3c	709 97 09	H-2
Hagen, Richard T.	CSK	604 68 95	H-1
Haggerty, William J.	S2c	811 18 96	B-6
Hainsworth, James	F1c	802 11 46	C-5
Hakman, Noel	S2c	878 62 01	B-1
Hall, Hollis G.	MM2c	823 03 78	B-4
Haller, James R.	S2c	556 94 65	B-4
Ham, Richard E. P.	F1c	659 63 68	B-4
Hambright, Cad E.	F1c	357 06 88	H-2
Hansel, Thomas P.	S2c	826 69 41	H-1
Hanson, Denne E.	CCM	876 18 59	B-4

Name	Rate	Service No.	Co. & Pl.
Hanson, Russell A.	EM1c	852 62 66	A-1
Hanusck, Anthony J.	CM2c	711 03 01	A-3
Harder, William D.	MM2e	820 79 42	B-1
Hardy, Robert E.	MM1c	811 84 84	H-1
Harold, George B.	SK3c	604 77 59	H-1
Harrigan, Earl F.	MM1c	606 28 67	A-1
Harriman, George W.	SF1c	822 39 08	B-1
Harris, Vernon A.	S2c	801 99 69	C-6
Harris, George F.	Y3c	709 90 92	H-1
Harrity, William J.	S2c	811 16 90	B-5
Hastings, Richard R.	S2c	806 80 96	B-6
Hatcher, Harold H.	S2c	883 04 34	B-6
Hatton, Edgar M., Jr.	F1c	841 71 67	D-5
Hayes, Henry G., Jr.	M1c	762 05 85	A-1
Haynie, Edwin M.	S2c	357 48 46	C-2
Heaney, Thomas F.	S2c	811 18 76	B-6
Heidaker, Marcus R.	F1c	841 74 17	C-5
Hein, Gerald M.	S2c	711 03 02	C-1
Helm, Velmar L.	CCM	832 44 09	B-3
Henniger, Robert E.	S2c	285 32 67	C-1
Henry, Bailey P.	MM1c	845 55 05	D-4
Henry, Earl E.	F1c	563 52 05	H-2
Herrera, Vicente	S2c	878 63 10	C-1
Heusner, John J.	S2c	711 03 03	C-1
Hill, Ben L.	MM1C	878 62 25	B-4
Hinds, John M.	S2c	840 93 12	C-1
Hinkelman, Irving A.	SF2c	811 85 33	C-6
Hodge, Ezra D.	SF3c	312 62 31	C-6
Hoffman, Sidney	SK2c	617 10 42	H-2
Hoffstot, James D.	S2c	886 28 46	H-2
Hoge, Herman J., Jr.	S2c	857 64 42	C-1
Hoglan, Harlan E.	GM1c	765 12 61	B-4
Holmes, La Verl	SF3c	884 79 32	C-6
Holt, Harold H.	S2c	829 51 79	C-5
Homan, Lloyd R.	Cox.	639 97 40	H-1
Horton, Paul	SF2c	829 51 59	B-1
Horton, Robert J.	S2c	805 66 40	A-4
Houston, Hubert H.	CEM	832 79 56	B-2
Houts, Elton O.	S2c	841 74 62	A-3
Hubbard, Marion E.	S2c	849 81 08	B-5
Huey, Richard C.	GM2c	820 65 44	C-4
Hull, Carl L.	CM3c	852 82 89	B-1
Hull, Norman E.	CM3c	862 28 83	B-2
Hupfer, Charles E.	S2c	753 11 07	C-1
Hutch, Harry J.	MM1c	249 95 28	D-4
Hutchinson, Hoge V.	SK2c	259 06 82	H-2
Hutchison, Edward S., Jr.	S2c	829 10 09	C-1
Hutchison, James N.	S2c	835 18 75	C-2
Hutt, Norman E.	S2c	807 68 34	C-1
Iannarelli, Thomas R. R.	S2c	817 85 45	D-2
Irwin, Paul E., Sr.	SF1c	851 00 59	B-3
Jackson, Roland A.	S2c	870 14 11	C-2

Name	Rate	Service No.	Co. & Pl.
Jackson, Wesley L.	Cox.	637 62 29	H-1
James, Claud M.	SK3c	563 92 81	H-2
Jarzynski, Stanislaus F.	F1c	639 97 24	B-6
Johnley, Floyd L.	S2c	338 44 15	H-1
Johnson, Lynn C.	QM2c	841 69 10	D-5
Johnson, Clayton G.	CM1c	830 41 52	B-4
Johnson, Chester W.	S2c	802 11 35	C-2
Johnson, David T.	S2c	857 64 43	C-2
Johnson, J. C.	S2c	829 65 72	C-2
Jones, Buford	WT2c	857 22 04	C-1
Jones, Gaius L.	S2c	820 65 49	A-3
Jones, Leroy, Jr.	M1c	830 42 95	A-3
Jones, William W.	MM2c	807 70 02	A-4
Jurdi, Alfred J.	S2c	802 12 04	C-2
Kennedy, Robert B., Sr.	GM2c	822 45 24	D-4
Kennedy, Hugh W.	SF2c	829 51 69	D-4
Kensey, Martin M.	CM3c	817 86 40	B-6
Kerness, Sherman M.	S2c	878 62 21	A-3
Kerns, Don B.	CM3c	839 42 63	A-3
Ketterer, Frederick	S2c	711 03 05	C-2
Kimbrell, Otha J.	F1c	829 51 67	C-5
Kincaid, Andrew J.	F1c	851 01 04	A-2
Kipp, James H.	S2c	857 21 66	C-2
Kloc, George M.	S2c	862 29 07	C-2
Knoller, Bertram J.	S2c	817 86 68	A-1
Knowles, Ralph E.	S2c	876 52 37	C-2
Kodicek, Lester J.	SF1c	864 06 15	C-3
Kohont, George W.	SF3c	852 63 58	H-2
Konrad, Arthur E.	EM1c	753 10 99	B-2
Kressin, Gilbert E.	MM2c	868 79 09	A-1
Krown, George W.	F1c	852 70 06	H-2
Kucharski, Theodore	S2c	857 22 35	C-2
Krzyzanowski, Theodore	S1c	305 94 99	A-5
Kull, Floyd L.	F1c	655 54 12	D-4
Kursa, Edward L.	S2c	862 28 50	C-3
Kyvik, Curtis R.	S2c	875 03 74	C-3
La Munyon, Prince R.	SF1c	849 81 48	D-6
Lambert, Joseph U. W.	F1c	762 05 24	D-5
Lambert, Will E.	SF3c	837 64 38	D-6
Lampl, Alfred J.	CMM	855 43 59	B-5
Lang, James W.	CMM	835 34 16	A-5
Langdon, Garfield D.	F1c	876 52 89	B-5
Larson, Howard W.	S2c	883 04 45	B-6
Lash, Edward	S2c	822 38 19	C-3
Lasker, Milton	S2c	812 12 76	C-3
Latimer, James E.	S2c	857 65 33	H-2
Laurie, William J.	SF2c	822 38 89	B-6
Lautner, Elmer A.	CM2c	811 75 83	B-3
Laverty, Daniel	S2c	817 86 33	A-3
Lawson, Fred J.	S2c	825 17 41	C-5
Lee, Milton	S2c	837 64 66	H-1
Lehman, Robert F.	S2c	811 17 23	C-3

Name	Rate	Service No.	Co. & Pl.
Lehman, Robert W.	S2c	862 27 92	A-3
Lesser, Jack	SF2c	876 52 15	A-6
Lettieri, Frank L.	S2c	811 17 59	C-3
Len, Karl O.	S2c	871 89 94	A-1
Lewandowski, Edward J.	S2c	852 56 13	C-3
Lewis, Constantine G.	S2c	805 64 46	D-6
Lewis, Elliott Burr	Ptr3c	811 85 20	C-3
Lewis, George R.	S2c	812 15 91	H-2
Lewis, Leroy G.	CM3c	886 64 09	C-4
Lewis, Ryland B.	S2c	826 72 74	H-1
Ley, Robert R.	CM1c	563 88 88	II-1
Lick, Lloyd L., Jr.	S2c	820 91 47	C-3
Lidster, Ralph H.	S2c	870 13 38	A-1
Likes, Erwin	F1c	878 62 51	B-1
Lillback, Eino A.	S2c	857 64 77	C-3
Lilwitz, Otto E.	S2c	852 69 19	A-1
Link, Edward J.	S2c	826 93 07	C-3
Litteral, Delphin S.	EM2c	835 17 93	D-3
Little, William E.	S2c	822 38 46	D-5
Little, Robert J.	F1c	802 11 48	A-4
Livingston, William H.	BM1c	605 75 83	A-5
Lloyd, Harold	S2c	811 75 56	C-3
Lockaby, Hollies	SF3c	859 36 77	A-6
Loerzel, William E.	S2c	601 39 65	C-3
Logan, Robert W.	S2c	829 51 78	D-6
Lohrding, Dorian H.	CM1c	852 71 22	B-3
Loines, Donald E.	S2c	711 03 06	C-3
Lollar, Pete	S2c	840 63 68	C-3
Lowe, James R.	EM2c	875 04 15	D-3
Lowe, Ray	SF2c	829 51 68	C-6
Lualdi, George A.	S2c	862 28 99	D-5
Lubecke, Joseph J.	S2c	802 04 75	B-2
Lucht, Robert E.	S2c	877 64 16	C-3
Luecht, Gerhard	CM3c	859 36 79	A-3
Lundeen, Edgar W.	S2c	878 54 72	H-1
Lunsford, Ray	S2c	886 27 62	C-4
Lutynski, Leon L.	F1c	820 66 11	D-1
Lykins, Charles	S2c	875 00 28	H-1
Lyons, Lloyd C.	S2c	855 55 88	C-2
Mac Roy, Freeman B.	BM1c	239 29 44	H-2
Mack, Albert H.	S2c	812 15 95	H-2
Maddox, John W.	SC3c	836 39 87	H-2
Madison, Donald B.	S2c	876 20 82	C-4
Magarian, Harry	MM2c	802 04 69	C-1
Magruda, Pasty	S2c	653 90 89	C-4
Malcheski, W. J., Sr.	EM2c	830 40 74	D-1
Malone, Jack E.	F1c	829 51 61	C-5
Manocchia, John J.	CM3c	807 62 50	D-2
Mantyck, Joseph J.	S2c	852 66 99	D-1
Marcus, Ernest M.	MM2c	411 14 21	C-4
Marfin, Clement R.	SF3c	822 38 00	B-6
Marks, Murray	GM2c	802 11 92	H-1
Marks, Royce L.	S2c	861 00 72	H-1

Name	Rate	Service No.	Co. & Pl.
Marro, John A.	S2c	807 62 68	D-1
Marsh, Charles L.	EM2c	825 06 59	C-1
Marsh, Richard D.	S2c	835 18 24	C-4
Marsilio, J.	S2c	807 62 58	B-4
Marston, Robert R.	F1c	811 85 21	B-1
Marteeny, Harold E., Jr.	S2c	680 57 25	D-2
Martel, Wilfred J., Jr.	EM3c	806 80 67	C-2
Martin, Albin	S2c	812 12 78	C-4
Martin, Calvin G.	S2c	862 26 84	C-4
Martin, Eric H.	S2c	800 51 38	C-4
Martin, Ora L.	S2c	866 16 53	C-2
Martin, James M.	F1c	837 63 91	A-4
Martin, Harry	MM1c	655 83 31	A-6
Martinak, John G.	S2c	820 77 62	H-2
Marvin, George W.	S2c	852 68 84	D-3
Masland, George H., Jr.	EM2c	817 78 47	H-1
Mason, Jesse, Jr.	S2c	835 45 78	H-1
Mason, Ralph W.	MM2c	801 94 30	B-4
Matchinga, Paul C.	MM2c	857 64 76	A-1
Mathews, Cyrus E.	CCM	832 43 64	A-3
Mathison, Gilbert M.	CM1c	875 87 95	A-4
Matisz, Andy	S2c	653 84 32	H-1
Matranga, Angelo C.	SC3c	826 72 44	H-1
Mattes, Irving	S2c	811 18 11	C-4
Mattke, Troy O.	CM2c	868 79 20	B-2
Matulewicz, A. J.	S2c	822 38 48	C-4
Matulis, John J. J.	S2c	817 86 72	C-3
Mauger, Harry E.	SF2c	817 86 79	C-6
Mayer, George	EM1c	711 03 07	A-2
Mc Auliffe, Edward T.	SF1c	872 89 91	A-6
Mc Cabe, William A.	S2c	823 03 63	B-1
Mc Candless, Norman C.	F1c	849 81 51	B-5
Mc Cann, John E.	S2c	878 61 43	B-4
Mc Cann, Robert	S2c	570 16 13	H-1
Mc Carthy, John J.	S2c	812 12 77	C-1
Mc Carthy, Patrick D.	S2c	802 11 75	C-4
Mc Carthy, Raymond J.	SF3c	883 04 49	C-6
Mc Cleskey, Eugene J.	S2c	357 48 44	C-4
Mc Clesky, John G.	SK2c	616 17 58	B-2
Mc Court, Robert L.	MM1c	852 70 80	C-5
Mc Donald, George R.	MM2c	850 99 83	B-1
Mc Donald, Charles E.	F1c	762 03 06	A-4
Mc Dowell, Leslie J.	F1c	872 90 52	B-5
Mc Dowell, Robert H.	F1c	802 11 72	A-4
Mc Ginnis, Frank S.	CCM	564 99 24	A-4
Mc Guire, Edmond J.	S2c	609 32 91	C-6
Mc Intosh, Archie H.	SF2c	859 36 56	B-6
Mc Intosh, Bert M.	F1c	605 48 72	H-2
Mc Kinney, William E.	S2c	829 51 76	C-5
Mc Kinnie, William P.	MM1c	829 51 65	B-4
Mc Kinnon, Harry C.	MM2c	843 78 76	B-5
Mc Lane, John W.	CM2c	872 90 35	C-4
Mc Lau, John H.	SF3c	886 64 08	A-1



Name	Rate	Service No.	Co. & Pl.
Mc Mahon, George L.	S1c	726 31 26	C-2
Mc Millan, Robert	SK3c	563 94 62	H-1
Mc Nally, Joseph G.	S2c	811 18 57	C-5
Mc Neely, Buck	SF3c	841 76 06	C-6
Mc Whirter, Joe W.	CM3c	840 35 11	C-3
Meadows, Walter E.	SF1c	828 30 07	B-6
Meckler, Eugene F.	EM2c	822 38 90	B-1
Medaglia, Louis R.	SC1c	377 44 54	H-1
Medina, Manuel P.	S2c	876 52 71	C-5
Melichar, Gerald V.	S2c	826 26 12	C-5
Mele, Andrew H.	CCstd	798 67 86	H-1
Mene, John M.	S2c	822 39 49	C-5
Merchant, Roy D.	S2c	750 57 53	H-2
Merrell, Artis E.	QM2c	832 55 30	C-5
Metcalf, Paul R.	S2c	806 80 83	C-5
Metzler, Kenneth C.	F1c	883 04 30	D-4
Metzler, Albert	MM2c	878 61 83	A-1
Meyer, Harry J.	S2c	862 27 39	C-5
Meyer, Roy E.	S2c	711 03 08	C-5
Meyers, Ralph A.	F1c	860 69 82	H-1
Meza, Cornelius H.	S2c	249 72 74	D-5
Mezalis, Alexander J.	SF3c	811 75 81	B-4
Michaud, Armand P.	S2c	802 11 90	C-5
Migut, Max J.	S2c	862 28 56	A-2
Mikanowicz, Victor J.	S2c	820 65 34	C-5
Mikita, John W.	S2c	811 75 40	C-5
Miklos, Klemen J.	S2c	285 32 68	C-5
Miller, Robert M.	CEM	875 61 91	D-1
Miller, Arthur W.	S2c	857 22 44	C-2
Miller, John B. L.	MM2c	835 17 94	H-1
Miller, Edward H.	S2c	826 93 14	A-1
Miller, Jerome H.	S2c	857 64 08	A-1
Miller, Frank L., Jr.	S2c	864 06 32	A-2
Milligan, Roy J.	F1c	841 76 07	B-5
Mista, Leonard	S2c	870 13 59	C-5
Mitchell, Harry E.	EM1c	726 70 68	C-2
Mitton, Douglas R.	S2c	823 34 89	C-6
Mixen, Henry B.	CM1c	852 71 30	C-5
Modic, Henry	F1c	822 43 88	C-1
Monti, Charles J.	S2c	639 20 18	H-1
Moon, John R.	MM1c	811 85 34	B-4
Mooney, Jack M.	S2c	820 77 57	A-5
Moore, Edward A., Jr.	S2c	834 82 05	H-1
Moore, Ivan R.	F1c	655 46 47	C-4
Moore, Lee M.	S2c	609 32 94	C-6
Moore, Loran W., Jr.	CM2c	829 51 73	H-1
Moore, William E.	CEM	830 30 60	H-1
Moran, James M.	S2c	802 11 65	C-2
Moran, Stirling F.	CM3c	802 11 70	C-3
Morelli, James R.	S2c	807 70 09	C-6
Morgan, Charles W.	S2c	612 41 03	D-5
Morgan, Duckworth A.	F1c	832 55 29	D-5
Morris, Forrest C.	S2c	866 18 17	D-2

Name	Rate	Service No.	Co. & Pl.
Morris, Francis T.	F1c	802 11 43	C-1
Morrison, James A.	S2c	837 67 86	C-6
Morse, Roger E.	S2c	806 80 98	C-6
Morton, Newell E.	EM1e	667 27 79	C-2
Moslosky, Peter W.	S2c	852 67 89	C-6
Motyl, Clemence J.	F1c	802 12 78	C-1
Mouser, John T.	S2c	852 71 49	A-2
Mowry, Rehse F.	S2c	878 63 07	H-2
Mucci, Raymond	S2c	293 08 28	C-6
Mucha, John B.	S2c	822 37 91	B-2
Mudge, William R.	S2c	822 37 63	C-6
Muhn, Perry A.	CM2e	875 05 84	A-2
Mullall, Maurice J.	MM1e	802 12 72	A-1
Mullany, Thomas J.	SK2c	811 84 21	H-1
Mulligan, W. F., Jr.	SF3c	801 91 61	C-6
Munich, Robert A.	S2c	855 55 57	C-2
Murnane, Richard A.	S2c	878 62 86	C-6
Murphy, Joseph A.	S2c	205 48 74	C-6
Murray, John W.	S2c	811 16 97	C-6
Murrell, Romie	StM1c	636 50 37	H-1
Mutchler, Johnnie E.	MM1e	841 74 24	C-4
Mutschler, Howard E.	S2c	855 58 09	C-6
Myles, James A.	EM2c	711 03 09	C-2
Nairn, John B.	S2c	805 52 11	A-1
Nations, George L.	F1c	841 74 21	D-1
Navarro, David	S2c	886 63 46	A-2
Nelson, Donald B.	S2c	859 36 59	C-6
Nelson, Elmer C.	S2c	822 39 02	B-2
Nelson, Harold J.	S2c	726 68 95	H-2
Newman, Thomas	CM3c	812 10 68	B-2
Newell, Thomas I.	S2c	823 34 94	C-6
Niedzialkowski, B. L.	S2c	862 28 66	H-1
Niemann, Bernard K.	EM2e	852 69 83	H-1
Nies, John A., Jr.	S2c	826 92 82	A-3
Niles, Loren D.	S2c	825 17 31	A-2
Ninichuk, Julian, Jr.	S2c	862 28 49	C-6
Nolan, Richard E.	HA2c	329 28 91	H-2
Noonan, John F., Jr.	Cox.	801 98 96	D-3
Noonan, Clarence B.	WT1e	852 69 99	C-1
Norris, George L.	MM2c	826 94 99	D-1
Norris, John R.	S2c	857 21 53	D-1
North, Abe H.	MM1c	852 69 09	C-4
Nunley, Leo T.	S1c	645 52 15	A-1
Nunley, Paul J.	MM1c	356 07 25	A-1
Nyffeler, Wallace J.	S2c	871 88 78	D-1
O'Brein, Robert J.	S2c	836 51 74	A-2
O'Connor, Russell L.	SF2c	822 37 61	D-6
O'Hara, Edward B.	S2c	711 03 11	D-1
O'Kelley, Raymond M.	F1c	837 67 93	A-5
O'Neal, Albert B.	CM3c	629 29 21	D-5
Olive, Edwin E.	F1c	878 63 29	C-1
Oliver, Adam L.	M2c	852 79 15	C-1

Name	Rate	Service No.	Co. & Pl.
Olmstead, Leo G.	F1c	806 81 24	A-5
Olsen, Axel F.	S2c	830 40 96	C-4
Olson, Clarence L.	S2c	565 31 82	A-2
O'Reilly, Hugh F.	CM2c	205 28 29	D-3
Orcutt, Melvin W.	F1c	822 38 22	B-4
Osborne, Roy S.	S2c	845 54 61	D-1
Page, Henry J.	S2c	820 77 56	H-1
Palavanti, Edward	F1c	802 11 21	A-5
Palladino, F. F.	S2c	812 12 80	D-2
Pallotto, Robert L.	S2c	822 39 67	D-1
Palmer, Woodrow W.	Y3c	876 19 22	H-2
Papalski, Raymond V.	S2c	811 18 48	D-1
Parker, Carl L.	CM2c	826 41 45	B-2
Parker, Ishmael J.	WT2c	852 69 82	C-1
Parrella, Joseph J.	F2c	202 78 23	H-2
Parshall, James G.	S2c	822 38 31	B-2
Parsons, Fred C.	CM3c	878 62 02	C-2
Pasicka, Walter F.	S2c	802 12 03	H-2
Pasky, Ben A.	S2c	822 37 60	A-5
Pasternack, Walter S.	S2c	812 10 69	B-2
Pearce, Eben F.	EM2c	878 62 09	C-3
Pearl, Robert E.	S2c	641 14 06	H-1
Pens, August C.	Ptr3c	403 29 07	D-3
Penza, John	S2c	876 52 08	D-1
Perdue, Beverly M.	S2c	835 18 01	B-3
Perkovich, Daniel P.	F1c	852 69 79	B-5
Pero, Herbert E.	S2c	800 51 23	D-2
Peterson, Sam T.	S2c	852 67 52	D-2
Peterson, William D.	CCM	886 51 63	D-2
Peterson, Elmer R.	SF2c	852 67 64	H-1
Petzelka, Charles J.	S2c	876 20 71	D-2
Phillips, Asa E.	F1c	876 52 94	B-4
Phillips, Wendell W.	MM2c	864 06 10	A-1
Phillips, Donald A.	F1c	862 27 62	A-5
Picozzi, Anthony S.	S2c	758 60 81	D-2
Piecewicz, John	S1c	202 87 59	H-2
Plasco, Robert J.	S2c	820 91 94	D-2
Pollard Fred E., Jr.	S2c	806 80 95	D-2
Polley, Leland K.	SF2c	823 03 79	C-6
Pollicito, Anthony J.	CM3c	807 70 01	C-3
Pontions, George W.	MM2c	646 85 23	H-2
Portis, Laurin	CM1c	878 63 39	D-2
Post, Albert F.	MM2c	868 79 32	B-1
Potrzeba, Chester J.	S2c	205 49 29	D-2
Potter, Dillon E.	SC2c	861 15 61	H-2
Potter, Earl B.	CEM	609 09 70	A-1
Potts, Anthony S.	SF2c	811 85 22	D-6
Potts, James M.	S2c	830 03 52	C-4
Powell, Emmett J.	CM1c	872 90 51	A-2
Power, Angus L.	CSF	801 83 33	D-5
Prayther, Wavely L.	S2c	575 84 51	D-2
Pregnall, William O.	S2c	575 36 38	D-2
Price, William B.	SK3c	886 57 95	H-1

Name	Rate	Service No.	Co. & Pl.
Priester, Francis A.	S2e	832 53 74	H-1
Privitera, Michael	Y3e	653 11 52	H-2
Proctor, Clarence B.	MM1c	261 55 20	C-4
Profumo, Louis L.	S2e	812 10 70	A-2
Prosser, Leonard J.	S2e	822 34 84	D-2
Prowell, Ralph W.	F1e	807 62 62	B-2
Puc, Emmitt M.	MM1c	841 74 22	B-4
Pussteri, Joseph P.	S2e	852 60 73	D-2
Quain, Charles A.	S2e	852 68 87	D-2
Quinn, Harold J.	S2e	811 18 20	D-2
Quinn, Jerome F.	SF1e	852 70 30	D-6
Quinn, James	S2e	820 65 36	D-2
Radell, Jack	S2e	817 89 71	A-2
Rank, Robert C.	S2e	851 00 09	A-2
Ranson, Arthur D.	CCM	845 80 69	D-3
Rauch, Charles M.	CY	338 10 66	H-1
Rawls, Clarence O.	F1e	878 62 16	B-4
Rawson, Jack H.	SF3e	868 78 47	A-6
Rayhill, Ralph J.	F1e	852 71 58	D-5
Read, Louis D.	F1e	802 11 09	A-5
Reau, Emerson B.	F1e	875 05 17	A-1
Rees, William F.	Cem	726 65 75	A-2
Reeves, John M.	S2e	829 48 95	D-3
Regen, Edward C.	CSK	640 35 11	H-2
Reich, Richard F.	S2e	859 36 09	D-3
Reichle, William F.	S2e	811 18 22	D-3
Reid, Harry P.	F1e	883 00 24	D-5
Reid, Norman L.	CM3e	844 34 37	C-3
Reiland, N. J., Jr.	S2e	726 70 94	D-3
Reiley, Robert N.	F1e	849 81 52	D-4
Reinauer, Russell E.	S2e	810 51 91	H-1
Renear, Daniel N.	S2e	886 64 32	D-3
Renzetti, Nicholas A.	CM3e	811 85 35	D-2
Reynolds, N. P., Sr.	S2e	820 77 69	A-5
Rhett, James M., Jr.	SF1e	839 40 59	D-3
Rhines, Delmar W.	S1e	601 13 37	H-2
Rhodes, Eugene D.	GM2c	840 63 84	A-4
Richards, Robert M.	F1e	864 09 47	D-5
Richardson, Albert C.	HA1c	651 01 30	H-1
Riegner, Harvey D.	S2e	820 87 59	C-5
Rigdon, Elzie A.	S2e	832 53 33	A-3
Riggs, Willard R.	SK2e	633 77 39	H-2
Rigney, Edward R.	SF2e	852 79 47	D-1
Riley, James T., Jr.	SK2e	616 47 38	B-3
Riley, Verne E.	SF1e	878 62 40	A-6
Ringland, R. F. A.	SF2e	306 08 23	D-6
Ritchie, Joseph V.	S1e	710 85 22	H-1
Ritchie, Charles H.	MM2e	825 18 05	A-1
Roache, Joseph P.	SF3e	802 03 18	D-6
Robbins, Philip F.	SK3e	203 31 12	H-2
Roberts, Clifford H.	EM2c	850 99 62	D-1
Robertson, William F.	S2e	812 12 82	B-3

Name	Rate	Service No.	Co. & Pl.
Roberts, G. W.	S2c	839 37 64	H-1
Robinson, Glen P.	EM3c	862 26 64	C-1
Robinson, Joseph F.	S2c	657 63 64	H-2
Rockwell, Leo	S2c	876 52 22	D-3
Rodell, Frederick A.	CCstd	205 02 62	H-4
Rodems, Clarence E.	CM3c	852 82 97	D-3
Rodriguez, Gilbert G.	S2c	878 61 86	D-3
Rohler, Walter W., Sr.	SF1c	851 01 11	D-6
Rome, William A., Jr.	F2c	826 73 03	H-2
Ronske, Leo F.	SF2c	862 27 96	D-6
Rose, Charles M.	MM1c	829 09 48	A-1
Ross, Norman C.	S2c	802 12 90	C-1
Rossiter, William J.	S2c	877 64 28	D-5
Rostich, William G.	S2c	822 38 79	D-3
Rothe, Ehner R.	GM1c	841 76 31	B-4
Rothemel, Richard P.	S2c	812 10 72	D-3
Rowe, Donald A.	F1c	805 53 33	D-3
Rubio, Antonio R.	S2c	841 78 04	D-2
Rudd, James H.	F1c	862 26 95	D-3
Ruppert, Charles	EM1c	811 85 23	C-1
Russell, Joseph C.	S2c	802 10 80	D-3
Russell, Wilbur D.	Ptr3c	883 04 03	D-6
Ryan, Robert A.	S2c	711 03 12	D-3
Rybicki, Joseph C.	S2c	811 18 75	A-2
Sakowitz, Hyman	S2c	812 00 46	H-2
Saller, John	M2c	852 79 12	D-1
Salvatore, Michele	S2c	857 63 93	D-3
Sanchez, Patricio T.	S2c	882 45 33	D-3
Sanders, Leon, Jr.	F1c	840 93 56	B-4
Sanderson, Robert C.	S2c	878 62 68	C-1
Sandor, Tibor A.	S2c	820 91 71	D-3
Sargent, Kenneth O.	CM3c	852 70 93	C-2
Sarkes, John P.	F1c	802 12 34	C-3
Satory, Paul W.	MM2c	852 70 88	D-1
Saunders, John B.	S2c	830 40 97	B-4
Savage, Patrick J.	SF2c	871 89 91	C-6
Scalnghe, Frank P.	S2c	812 10 73	D-3
Scargill, Walter O.	S2c	857 63 88	A-2
Seavelli, Frank M.	SK3c	650 74 04	H-2
Schafer, Houser L.	EM2c	822 38 91	C-2
Schane, Charley R.	S2c	848 56 95	D-3
Schellert, George E.	CM2c	872 85 84	D-3
Schelling, Edmond R.	S2c	802 12 55	D-3
Schiller, Jerry S.	SF2c	833 71 12	A-6
Schissler, Arthur F.	CM3c	876 53 00	C-2
Schloatman, Ralph S.	SC3c	805 48 20	H-1
Schmidt, Kenneth W.	S2c	825 17 51	D-4
Schmierer, Rudolph	S2c	870 13 44	D-4
Schnetzler, Henry B.	BM2c	811 85 24	C-6
Schober, Joseph	S1c	604 79 67	H-2
Schonewetter, R. O.	SF2c	878 62 31	B-6
Schreiber, Rollin F.	Y3c	615 37 94	H-1
Schroeck, Charles E.	S2c	822 38 47	B-1

Name	Rate	Service No.	Co. & Pl.
Schroeder, Henry A.	S2c	872 90 86	D-5
Schroeder, Lorin C.	CEMA	655 73 25	B-1
Schultz, Frank M.	CM1e	758 60 85	D-4
Schultz, Paul J.	F1c	802 11 69	C-4
Schuss, Abraham	S2c	811 16 76	B-5
Schuster, Walter J.	S2c	857 64 19	D-4
Schuster, Curt W.	MM1e	811 75 35	D-1
Schwartz, Lewis L.	S2c	711 03 20	D-4
Schweinfurth, H. W.	CM3e	851 00 24	A-5
Schwelm, Ross E.	S2c	830 41 54	D-4
Schwartz, Donald J.	SF1e	859 36 14	D-6
Schwoebel, Charles W.	S2c	822 37 59	A-2
Scott, Hubert L., Jr.	S2c	835 18 98	C-4
Scott, Horace W.	S2c	832 13 92	H-1
Sealman, Walter H.	S2c	859 36 65	D-4
Seamon, Willard L.	S2c	862 26 35	A-4
Sears, Loyal W.	SF3c	852 67 73	A-6
Seibert, Bernard C.	S2c	711 03 13	D-4
Seitlin, Emanuel S.	S2c	830 41 66	D-4
Semler, George H., Jr.	S2c	812 12 83	D-4
Spanak, Chester S.	S2c	811 18 19	A-2
Seward, Wilson H.	S2c	805 66 37	D-4
Sexton, Thomas P.	S2c	711 03 14	D-4
Seymour, John V., Jr.	S2c	886 28 45	H-1
Seymour, Frederick E.	S2c	812 12 84	A-2
Shaler, Frank B., Jr.	F1c	866 15 43	D-1
Shamblin, Benton A.	CM2c	631 09 42	C-2
Shapiro, Barnett	S2c	812 12 85	C-1
Sharron, Albert W.	M2c	655 83 40	D-1
Shaughnessy, James E.	M2c	866 17 03	A-2
Sherman, Fredrick J.	F1c	817 86 76	C-4
Sherwood, Robert T.	S2c	812 12 86	A-2
Shryock, Leland B.	S2c	852 67 26	D-4
Schultz, Albert L.	SK3c	820 70 26	H-1
Shumaker, Paul R.	EM3c	817 85 46	C-2
Siano, Anthony	S2c	817 86 36	B-1
Sifritt, George T.	S2c	851 00 14	B-5
Silvius, Norman S.	S2c	820 77 74	B-5
Simmons, Charles E.	F1c	802 11 16	D-1
Simms, Clifton	CMMA	192 33 48	D-1
Singer, Edwin	EM3c	811 85 36	D-2
Siragusa, Joseph A.	S2c	811 18 00	D-4
Skrocki, Alphonse R.	F1c	862 34 89	C-4
Skubel, Joseph A.	S2c	825 17 52	D-4
Skutla, Andrew G.	S2c	811 76 01	D-4
Slaton, Floyd D.	S2c	840 92 88	D-4
Sledge, Virgil L.	F1c	878 61 68	A-1
Small, Roy G.	S2c	802 11 55	D-5
Smith, Albert	S2c	832 12 88	H-2
Smith, Cloyce M.	EM2c	862 27 34	B-3
Smith, Douglas R.	GM2c	877 64 43	C-4
Smith, Gerald E.	S2c	852 51 57	H-2
Smith, Harold E., Jr.	S2c	800 51 30	D-5
Smith, James E.	S2c	822 37 86	D-5

Name	Rate	Service No.	Co. & Pl.
Smith, Martin B.	Ptr3c	840 63 88	C-3
Smith, Ronald	S2c	812 12 87	D-5
Smith, Wayne P.	CM2c	886 67 11	B-2
Snyder, Ralph C.	S2c	293 10 83	D-5
Sorenson, Harold R.	SF3c	883 03 96	B-6
Souvoroff, Alexander	F1c	313 09 68	D-1
Spak, George	S2c	857 22 00	D-5
Sparrow, Hubert L.	S2c	883 04 87	D-5
Spear, James R.	SF3c	849 80 99	D-6
Speed, Norris L.	S2c	722 09 08	D-5
Spencer, Lloyd W.	S2c	848 57 00	D-5
Spencer, Paul F.	S2c	859 36 63	D-5
Spiller, Kenneth D.	S2c	802 11 06	D-6
Spinner, Charles G.	S2c	805 52 18	D-5
Springer, Carl U.	S2c	869 70 64	H-1
St. Clair, Leslie E.	S2c	835 19 03	D-5
St. John, Gaylord M.	S2c	862 27 91	C-2
Stackhouse, R. L.	EM1c	245 78 44	D-1
Stannl, Walter J.	S2c	811 18 93	D-6
Stapp, James C.	S2c	565 31 92	D-6
Starinovich, John	S2c	807 70 08	D-6
Starr, Kenney L.	CCMA	841 46 55	B-2
Steele, David S.	SF1c	802 12 70	D-6
Steele, George	S2c	826 92 91	D-6
Steele, William N.	Cox.	825 17 08	D-6
Steffen, Marvin H.	S2c	870 14 66	D-6
Stensrud, Delmar L.	CM3c	868 79 33	D-3
Stevens, Daniel J.	S2c	823 34 79	D-6
Stevens, Randall F.	F1c	841 64 38	C-3
Stevens, William L., Jr.	Y2c	634 82 53	H-1
Stewart, Charles T.	F1c	631 09 38	H-1
Stone, Frank T.	SF2c	883 04 48	H-2
Stone, James T.	S2c	878 62 18	A-3
Stotts, Darrel G.	S2c	883 04 60	D-6
Stotz, Glenn E.	S2c	609 32 92	D-6
Strachan, John L.	Cox	811 85 38	C-3
Strange, Robert A.	S2c	293 11 11	D-6
Stringham, Robert R.	S2c	870 13 61	B-5
Strobel, Raymond M.	Cox.	822 38 01	D-3
Strothman, William J.	S2c	877 64 56	A-3
Strouse, Donald	SF1c	800 51 39	C-6
Stubenhofer, D. J.	S2c	822 38 33	D-6
Stuck, James C.	F1c	877 64 27	D-4
Stuckey, Robert W.	S2c	726 70 95	B-6
Stumpp, William C.	Cox.	844 34 38	D-3
Sturgis, Frank H.	S2c	811 18 01	D-3
Stutsman, Russell D.	SC2c	861 10 61	H-2
Stutts, Robert T.	CM3c	829 51 70	B-3
Stuver, Robert L.	S2c	876 20 79	B-5
Sublett, S. G.	WT2c	864 02 54	D-1
Such, William J.	S2c	800 51 22	A-1
Sullivan, Charles R.	S2c	802 10 78	B-4
Sullivan, Ernest	M2c	805 39 85	B-4
Sulmonetti, Hugo	S2c	812 10 74	A-3

Name	Rate	Service No.	Co. & Pl.
Sutton, William J.	S2c	811 75 41	C-5
Swager, Rose H., Jr.	S2c	857 21 81	B-3
Swant, Martin L.	MM1c	868 77 69	D-1
Swavely, Douglas L.	S2c	820 91 61	B-2
Sweazey, Lawrence F.	S2c	870 13 22	B-2
Swift, Carl L.	S2c	812 19 15	A-4
Sylvies, Robert H.	CM1c	878 60 81	D-5
Szilagyi, Geza P.	MM2c	820 91 65	A-4
Tanner, Dale M.	F1c	883 04 43	C-4
Taylor, George C., Sr.	EM2c	666 99 43	D-3
Taylor, Marley W.	S2c	876 52 69	D-5
Taylor, James W., Jr.	S2c	857 64 41	B-2
Terrell, Robert J.	F1c	840 92 96	D-1
Tetreault, Thaddee E.	CM3c	806 80 87	D-3
Tetzlaw, James W.	S2c	822 37 89	D-5
Texeira, Alfred J.	CCMA	823 63 03	C-2
Thiemann, Fred W.	CMMA	245 70 23	C-4
Thomley, Thomas S.	CCMA	837 49 69	D-6
Thomley, Allen P.	BM2c	837 67 88	A-3
Thompson, Cleo E.	S2c	852 71 27	B-2
Thompson, Marvin E.	SF3c	852 79 70	B-6
Thornburg, Verne E.	S2c	621 90 53	B-2
Thornton, Richard W.	S2c	849 81 02	D-5
Thuemler, Henry R.	S2c	852 67 01	A-2
Thurber, Marvin L.	S2c	209 09 68	B-2
Thurman, Walter R.	Y3c	655 57 40	H-1
Tilford, Amos O.	MM2c	883 04 36	D-1
Toomey, Charles F.	F1c	666 26 80	A-3
Toomey, Timothy J., Jr.	S1c	244 69 14	H-1
Travers, Leland J.	S2c	857 21 72	C-1
Treacy, Vincent W.	EM3c	811 85 40	B-2
Trefz, Carl H.	F1c	850 99 71	H-1
Trench, Francis P.	S2c	811 17 48	B-2
Tritt, Francis W.	CCMA	632 60 50	C-4
Trotter, Paul J.	CCMA	338 15 59	B-3
Trotter, Horace A.	SK1c	654 93 66	H-2
Trujillo, Sam J.	S2c	876 51 76	B-2
Tucker, Otto W.	S2c	886 64 10	D-3
Tucker, Jack D.	S2c	575 84 52	B-2
Turner, E. D.	S2c	832 53 34	B-2
Turner, Frank L.	F1c	876 52 52	B-3
Tutt, William R.	MM2c	616 90 06	A-1
Underhill, Robert C.	MM2c	807 62 80	D-5
Underhill, Donald L.	F1c	848 56 98	A-3
Urban, Richard I.	S2c	820 77 85	B-2
Valley, Charles H.	S2c	852 69 51	C-2
VanDuker, Charles E.	S2c	848 57 18	A-3
VanHorn, Thomas J.	PhM2c	316 66 97	H-2
Vanderbull, Alvin	OS2c	625 78 76	H-1
Varner, Roy E.	S2c	570 32 12	B-2
Vaughn, Nelson W.	S2c	753 11 06	B-2



Name	Rate	Service No.	Co. & Pl.
Verbin, Marvin	S1c	726 46 33	B-2
Verebelyi, Joseph S.	S2c	841 64 56	B-5
Veta, Policarpio E.	S2c	878 62 70	A-3
Vickers, Bartus O.	MM1c	826 93 36	A-1
Viera, Frank P.	CMMA	823 63 25	D-4
Vik, Merle E.	S2c	870 14 16	B-2
Vistain, James E.	CM3c	852 70 26	A-2
Viste, Clifford V.	SF3c	868 79 39	A-6
Wachal, Frank L.	MM2c	883 04 32	D-5
Wagner, Fred J.	S2c	822 37 49	A-3
Walker, Harold R.	HA1c	243 99 88	H-1
Walker, John W.	S2c	823 69 34	A-6
Wallace, Charles R.	EM3c	886 64 15	A-1
Walters, Glen R.	S2c	883 04 58	A-4
Ward, Henry E.	MM1c	576 93 41	A-4
Ward, John R.	S2c	871 89 98	C-6
Watkins, James H.	S2c	859 36 57	B-2
Watkins, Ross C.	CM1c	841 74 23	B-2
Waxenberg, Stanley L.	S2c	812 10 77	A-3
Webber, Raymond E., Sr.	CM1c	882 46 81	A-4
Weber, Frank A.	S2c	822 39 03	A-1
Wechta, Walter L.	S2c	723 43 81	B-2
Wedel, Orval T.	SF3c	848 57 45	B-6
Wecks, Ralph R., Jr.	S2c	883 04 78	B-1
Wells, Stanley J.	WT1c	576 87 57	H-2
Welsh, John G.	Y3c	821 91 33	H-2
Wendell, William C.	SF2c	828 29 90	C-6
West, Marion D.	S2c	722 06 41	H-1
Westberry, E. L., Sr.	MM1c	830 43 60	C-4
Westberry, Frank E.	CSFA	843 67 76	B-6
Westcott, Charles M., Jr.	S2c	669 89 73	H-1
Westenheffer, George B.	SF1c	249 85 83	D-3
Whalen, Arthur E.	CSFA	865 97 24	A-6
Wheeler, John D.	SK1c	654 93 51	H-1
Wheeler, Wilfred L.	MM2c	802 11 44	A-4
White, Charles C.	CM2c	882 45 62	C-3
White, Edward F.	F1c	862 27 16	B-3
Whited, William F.	F1c	866 17 68	A-6
Whiteley, James W.	MM1c	852 69 77	C-4
Whithorn, Boyd F.	S2c	866 17 20	A-6
Whitlock, Jesse T.	SK3c	575 13 96	H-2
Whitlock, Richard A.	S2c	883 04 72	A-5
Whitney, William B.	S2c	709 98 97	H-1
Wilder, James D.	SF1c	837 64 35	D-6
Wildes, Winslow A.	F1c	801 99 17	H-1
Wilker, Gordon G.	S1c	285 10 77	H-2
Williams, Robert N.	CM3c	829 51 62	D-3
Williams, Willie	MM2c	841 56 90	B-5
Williams, Arthur B.	Bkr3c	576 15 40	H-1
Williams, Cornell M.	S2c	810 04 34	H-1
Williams, Paul B.	EM2c	624 81 56	A-2
Williams, Roger M.	SF3c	868 77 75	A-6
Willow, Charles K.	EM1c	811 85 41	B-1

Name	Rate	Service No.	Co. & Pl.
Wilson, Grant W.	CCM	889 66 39	H-3
Wilson, John C.	SF1c	840 34 45	D-6
Wilson, Colin C.	WT2c	886 61 95	D-1
Wilson, William C.	EM3c	802 12 28	A-1
Wingerd, William P.	S2c	883 04 38	A-4
Winters, Richard B.	S2c	836 51 52	A-3
Wintou, Walter M.	BM2c	293 10 50	H-2
Wisniewski, Stanley	S2c	862 28 52	C-3
Witniuk, Stephen	MM2c	820 93 77	D-4
Witsberger, R. J., Jr.	S2c	829 09 50	A-3
Witt, Fredrick P.	EM1c	846 65 25	D-1
Wojcieszek, Walter W.	S2c	852 69 17	A-2
Wojcik, Bruno F.	S2c	852 69 58	A-4
Wojcik, Frank	S2c	807 70 10	A-3
Woodard, J. E., Jr.	F1c	840 93 43	D-4
Woodward, Donald R.	Cox.	886 64 44	C-5
Woolever, Allan E.	S2c	851 00 07	A-6
Worthington, F. W.	S1c	245 42 91	H-2
Wrobel, Walter T.	Bkr3c	851 81 95	H-1
Wulforst, Paul J.	MM2c	646 87 97	H-2
Wyatt, Luther L., Jr.	CM3c	841 74 18	D-2
Wychocki, Edward	CM3c	852 69 84	A-2
Yirka, Emil A.	WT1c	870 10 92	B-4
Yoakum, Robert G.	S2c	829 09 96	H-2
Yocovone, Anthony J.	S2c	825 17 39	B-3
Young, Charles E.	S2c	836 51 73	H-2
Young, Elvern H.	S2c	870 13 56	A-1
Young, Herbert P.	SF1c	817 85 44	A-6
Young, J. W.	EM2c	841 64 39	D-2
Young, Ronnie O.	S2c	835 13 76	D-2
Young, Roy A.	MM2c	850 99 52	B-1
Zaglin, Stanley	F1c	811 84 04	H-2
Zeller, Harry P.	SF3c	846 65 94	A-6
Zellers, William A.	SF2c	852 69 48	D-6
Zelmanski, Raymond A.	S2c	852 61 78	B-3
Zeron, Matthew	S2c	823 68 40	A-3
Zimmer, Earl S.	F1c	822 37 46	D-4
Zimmerman, Wilbert E.	MM1c	611 05 29	D-5
Zorza, Harold J.	Bkr3c	861 08 77	H-1

# casualties

1. The below named men died from injuries received as the result of enemy action during the Normandy invasion and in the immediate period following:

Moore, Loren W., Jr.	CM2c	829 51 73
Mulhall, Maurice J.	MM1c	802 12 72
Parsons, Fred C.	CM3c	876 62 02
Vistain, James E.	CM3c	852 70 26

2. The below named man died in France, his death not the result of direct or indirect enemy action:

Bumps, Howard S.	CM3c	825 06 70
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3. The below named men received injuries as the result of enemy action:

Name	Rate	Service No.	Diagnosis
Boline, Richard K.	MM1c	852 63 07	No information available.
Bonkowski, Edward M.	S1c	825 17 68	Shrapnel wounds, face and left arm.
Eisenlauer, Richard A.	CCM	886 63 38	Traumatic injuries to right leg.
Fairless, James M.	SK3c	671 48 21	Multi-contusions and lacerations of upper extremities.
Flint, Glen F.	SF3c	805 52 66	Shrapnel wounds, left heel.
Fowle, James R.	CM1c	807 62 79	Shrapnel wound, right thigh.
Godek, Ted J.	S1c	812 14 69	Shrapnel wound, knee.
Innarelli, Thomas R. R.	S2c	817 85 45	Shrapnel wounds, buttocks.
Jones, Buford	WT2c	857 22 04	Psychoneurosis.
Lash, Edward	S2c	822 38 19	Shrapnel wounds, right leg and foot.
Lowe, James R.	EM2c	875 04 15	Gunshot wounds, right knee.
Mc Lane, John W.	CM2c	872 90 35	Shrapnel wounds, both legs.
Melichar, Gerald V.	S2c	862 26 12	Shrapnel wound, left arm.
Miller, Robert W.	CEM	875 61 91	Shrapnel wounds, lower left leg.
Mista, Leonard	S2c	870 13 59	Shrapnel wounds, left shoulder and arm.
Nelson, Elmer C.	S1c	822 39 02	Shrapnel wound, left leg.

Norris, George L.	MM2c	826 69 99	Wounds, both legs and back.
Osborne, Roy S.	S1c	845 54 61	Shrapnel wound, chest.
Sherman, Frederick J.	MM2c	817 86 76	No information available.
Spear, James R.	SF2c	849 80 99	Shrapnel wound, right thigh.
Stafford, Richard E.	S2c	386 68 57	Gunshot wound, left eyeball.
Young, Roy A.	MM2c	850 99 52	Contusions, right thigh.
Williams, Kenneth A.	S1c	312 80 05	Shrapnel wounds, right cheek.
Zeller, Harry P.	SF3c	846 65 94	Combat exhaustion.

4. The below named men received injuries, not the result of enemy action:

Armstrong, Wilbur B.	CMM	378 38 05
Ballinger, Walter T.	S1c	852 69 31
De Sant, Robert J.	MM3c	811 85 28
De Viney, David E.	CM2c	826 68 62
Ferguson, Pete F.	PlioM1c	555 61 23
Gerald, Porter L.	CM2c	832 56 38
Gilson, Hayward F.	EM1c	711 03 00
Gray, Edgar F.	EM3c	726 22 43
Harder, William D.	MM2c	720 79 42
Lipscomb, Kyle S.	CSF	379 05 70
Logan, Jesse C.	M3c	576 44 69
Martin, Ora F.	SF3c	356 95 46
Martorano, Phillip A.	CM2c	809 01 01
Mc Cabe, William A.	EM3c	823 03 63
Mc Carthy, Patrick D.	S2c	802 11 75
Quick, Henry J.	CM2c	618 78 44
Restino, Philip J.	SF2c	809 00 96
Sears, Loyal W.	SF2c	852 67 73
Speed, Norman L.	S2c	722 08 09
Stackhouse, Russell	EM1c	205 78 44
Terry, Rex D.	SC3c	660 64 17

5. The following men received injuries in the fall of the elevator on the LST while traveling from France to England.

Alexander, Donald W.	EM1c	645 58 50	Compound fracture, right leg.
Botelho, Charles	MM3c	802 12 76	Contusions, left leg.
Bowers, Norman D.	SF1c	621 86 44	Fractured knee.
Brooks, Nathaniel C.	S1c	876 62 11	Contusions, right hip.
Coffman, James M.	CM1c	357 10 49	Lacerated scalp and contusions of back.
Grove, Paul T.	SF3c	257 99 14	Compound fractures, both legs.
Lewandowski, Edward	S1c	852 56 13	Simple fracture, right leg.
Monzingo, Cullen C.	MM2c	357 06 63	Contusions, left hip.
Norris, David C.	CM2c	727 89 68	Compound fractures, both legs.
Olive, Edwin E.	MM2c	878 63 29	Shock.
Peddycord, Edward	MMS2c	861 76 41	Simple fracture, right leg.
Renfro, James	SF1c	355 75 86	Compound fracture, right leg.
Roberts, Reginald J.	SF1c	625 43 93	Fracture, right leg.
Spies, Henry A.	MM3c	356 95 42	Compound fracture, left leg.
Utter, Gaylord V.	S1c	868 50 00	Fractures, both knees.
Wood, Benjamin	CM1c	357 10 30	Compound fracture, left leg.
Woodward, Donald R.	BM2c	886 64 44	Fracture, right clavicle.

## **citations**

In the name of the President of the United States, it gives me great pleasure to award this Legion of Merit to:

*Commander  
Douglas C. Jardine, CEC-V(S),  
United States Naval Reserve.*

#### CITATION

"For exceptionally meritorious performance of duty as Officer in Charge of the One hundred eleventh U. S. Naval Construction Battalion during the period of preparation for and participation in the invasion of Normandy.

Commander Jardine was in charge of the development, construction and training in connection with all pontoon equipment, and in charge of its tactical employment. His spirit and determination were major factors in the successful conclusion of the construction program in the short time available, and in the efficient employment of the ferries and causeways to deliver much needed heavy ordnance equipment and vehicles to the beach.

His devotion to duty in the face of all obstacles was in accord with the highest traditions of the United States Naval Service."

*HAROLD R. STARK,  
Admiral, U. S. Navy,  
Commander, U. S. Naval Forces in Europe.*

In the name of the President of the United States, it gives me great pleasure to award the Bronze Star Medal to:

*Robert M. Miller*  
*Chief Electrician's Mate, (CB),*  
*United States Naval Reserve*

#### CITATION

"For meritorious performance of duty while attached to the One Hundred Eleventh Naval Construction Battalion and serving in a ferry engaged in the invasion of France, June 8, 1944.

"Miller took charge of his craft when his commanding officer was rendered unconscious by shrapnel and although he himself was wounded, he rallied the crew and brought his craft alongside a liberty ship in order to evacuate the wounded.

"The devotion to duty and decisive action displayed by Miller on this occasion were in keeping with the best traditions of the United States Naval Service."

*HAROLD R. STARK,*  
*Admiral, U. S. Navy,*  
*Commander, U. S. Naval Forces in Europe.*

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#### COMMANDER, U. S. PORTS AND BASES, FRANCE

In the name of the President of the United States, it gives me great pleasure to award this Bronze Star Medal to:

*J. D. CRUMLEY,*  
*Chief Boatswain's Mate (CB),*  
*United States Naval Reserve*

#### CITATION

"For meritorious performance of duty as Petty Officer in Charge of the Barge Number Twenty in the movement to and assault on the beaches of France, June 5 and 6, 1944.

When Tug Number Twenty broke her tow line for the last time about 1800 hours on June 5, 1944, it was necessary for her to be cast adrift by the LST towing her. In spite of rough seas and an almost complete lack of navigational instruments, Crumley freed fouled propellers and proceeded alone to the beach area where he arrived at the scheduled time.

"His skill, leadership, and determination to carry out his mission was in keeping with the best traditions of the offensive spirit of the United States Naval Service."

*HAROLD R. STARK,*  
*Admiral, U. S. Navy,*  
*Commander, U. S. Naval Forces in Europe.*

In the name of the President of the United States, it gives me great pleasure to award this Navy and Marine Corps Medal to:

THOMAS NEWMAN,  
*Carpenter's Mate Third Class (CB),*  
*United States Naval Reserve*

CITATION

"For distinguishing himself by heroism in rescuing a wounded soldier at about 1500, June 7, 1944, off the beaches as a member of a crew of the Ferry Number Four, while participating in the invasion of France.

Upon observing four army DUKWS run into a mine field and sink, and observing one wounded soldier floating near the wreckage, Newman, after obtaining proper permission, swam into the mine field and rescued the soldier, who had had his right leg blown away.

The gallantry of Newman was in accord with the best traditions and reflects credit to the United States Naval Service."

HAROLD R. STARK,  
*Admiral, U. S. Navy,*  
*Commander, U. S. Naval Forces in Europe.*



In the name of the President of the United States, it gives me great pleasure to award this Navy and Marine Corps Medal to:

R. C. DARE,  
*Machinist's Mate Third Class (CB),*  
*United States Naval Reserve*

CITATION

"For distinguishing himself by heroism in rescuing a wounded soldier at about 1500, June 7, 1944, off the beaches as a member of a crew of the Ferry Number Four, while participating in the invasion of France.

Upon observing four army DUKWS run into a mine field and sink, and observing one wounded soldier floating near the wreckage, Dare, after obtaining proper permission, swam into the mine field and rescued the soldier, who had had his right leg blown away.

The gallantry of Dare was in accord with the best traditions and reflects credit to the United States Naval Service."

HAROLD R. STARK,  
*Admiral, U. S. Navy,*  
*Commander, U. S. Naval Forces in Europe.*



In the name of the President of the United States, it gives me great pleasure to award this Navy and Marine Corps Medal to:

**CHARLES C. DORSEY,**  
*Seaman second class,*  
*United States Naval Reserve*

#### CITATION

"For distinguishing himself by heroism while attached to the One Hundred Eleventh United States Naval Construction Battalion as a member of a ferry crew during the invasion of France, June 7, 1944.

When troops were being discharged from an LCI the last man of the group was pulled under by the weight of his pack. Dorsey without regard for his own safety, dived in after the man and succeeded in bringing him ashore. Because of the swift sea and the weight of the pack the soldier was undoubtedly saved by the heroic action of Dorsey.

His actions were in keeping with the best traditions of the United States Naval Service."

**HAROLD R. STARK,**  
*Admiral, U. S. Navy,*  
*Commander, U. S. Naval Forces in Europe.*



In the name of the President of the United States, it gives me great pleasure to award this Navy and Marine Corps Medal to:

**LEROY WIKLE BISHOP,**  
*Carpenter's Mate Second Class (CB),*  
*United States Naval Reserve*

#### CITATION

"For distinguishing himself by heroism while attached to the One Hundred Eleventh United States Naval Construction Battalion and serving aboard a ferry participating in the invasion of France, June 7, 1944.

An LCVP evacuating six wounded from the beach collided with two other craft and started to sink, but was tied up to the ferry in order to transfer patients. During the transfer, one patient fell between the LCVP and the ferry and was in immediate danger of being crushed. Bishop, without regard for his own safety, dived into the sea and swam clear of the craft with the wounded man, bringing him to the ferry where he was hoisted aboard.

The courage and decisive action shown by Bishop on this occasion were in keeping with the best traditions of the United States Naval Service."

**HAROLD R. STARK,**  
*Admiral, U. S. Navy,*  
*Commander, U. S. Naval Forces in Europe.*

ONE HUNDRED AND ELEVENTH U. S. NAVAL  
CONSTRUCTION BATTALION

c/o Fleet Post Office, San Francisco, California

The following personnel of the 111th U. S. Naval Construction Battalion were awarded Purple Heart Awards during the Normandy Invasion, June 1944.

*MOORE, Loran, W., Jr.	CM2c
*PARSONS, F. D.	CM3c
*VISTAIN, James E.	CM2c
BOLINE, Richard K.	MM1c
BONKOWSKI, Edw. Matthew	S1c
BOSWELL, Herman J.	GM1c
COULTER, Lyle E.	S2c
FOWLE, James R.	CM1c
GEARHART, John M.	CM2c
MARTORANO, Phillip A.	CM2c
MARTIN, Alvin	S2c
MELICHAR, Gerald V.	S2c
MISTA, Leonard	S2c
MC LANE, John W.	CM2c
NELSON, E. C.	S1c
NORRIS, G. L.	MM2c
SEARS, Lloyd W.	SF2c
SHERMAN, Frederick J.	MM2c
SPEAR, James R.	SF2c
STAFFORD, Richard E.	S2c
MILLER, R. M.	CEM

(\*) Awarded Purple Hearts posthumously by the Secretary of the Navy, in the name of the President.

## **commendations**

HEADQUARTERS  
OMAHA BEACH COMMAND (PROV)  
NORMANDY BASE SECTION, COM Z, ETO  
APO 562, U. S. ARMY

16 October 1944

SUBJECT: Commendation.

TO: Commanding Officer, 111th Naval Construction Battalion.

THROUGH: Commanding Officer, United States Naval Advanced Base, Eleven.

1. With the departure of the 111th Naval Construction Battalion, I desire to express my sincere appreciation of the superior work accomplished by this Battalion on Omaha Beach since 6 June 1944.

2. An examination of the history of the Battalion reveals an enviable record of achievement. The courageous support of the Provisional Engineer Special Brigade Group in the initial stages of the assault, and the subsequent ever-willing assistance to the Omaha Beach Command (Provisional) are matters of record. The operation of Rhino ferries and causeways, the salvaging of valuable equipment, the construction of roads, the cooperation of the Band, and many other tasks have all contributed greatly to the accomplishment of the mission of this Command.

3. It is a pleasure to have had the opportunity to work alongside this splendid unit.

LELAND B. KUHRE,  
Colonel, CE,  
Commanding.

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UNITED STATES COAST GUARD  
Commanding Officer,  
USCG 83401  
c/o Fleet Post Office  
New York, New York

15 July, 1944

TO: Commander Jardine, 111th Construction Battalion.

SUBJECT: Commendation of work performed.

1. As commanding officer I would like to express my appreciation and praise for the fine job accomplished by men of your command, under the direction of Chief Schuster, in floating this vessel, USCG-83401 (20) from Easy White Beach, Omaha, after the storm of June 20 to 23rd.

2. During the six-day period this vessel was beached, in an apparently hopeless situation, these men worked unceasingly to dig channels and clear obstructions, until she was finally floated with the help of your warping tug and an LCM. Much of this work was performed during the men's free time, and such a spirit of cooperation and unselfishness is indeed praiseworthy.

3. At present this vessel is undergoing repairs to prepare her again for sea. This might not have been possible if not for the untiring efforts shown by these men.

V. B. MEYER,  
Lieutenant, (jg), USCGR.

TWELFTH FLEET  
U.S. PORTS AND BASES, FRANCE  
c/o Fleet Post Office  
New York, N. Y.

4 Aug. 1944

RESTRICTED

FROM: Commander, U. S. Ports and Bases, France.  
TO: WILLIAMS, Roger M., 868-77-75, SF2c(CB), USNR.  
VIA: (3) Officer in Charge, 111th U. S. Naval Construction Battalion  
(2) Officer in Charge, 25th U. S. Naval Construction Regiment.  
(1) Commanding Officer, U. S. Naval Amphibious Base 11.  
SUBJECT: Commendation.

1. During darkness on the night of 6 June 1944, while attached to the 111th U.S. Naval Construction Battalion participating in the invasion of Normandy, the Rhino Ferry on which you were embarked beached on one of the assault beaches. While leaving the ramp, a vehicle struck a mine and was rendered inoperative. You immediately waded about 50 feet ashore, returned with another tractor, cleared the disabled bulldozer from the ramp and towed ashore the other equipment embarked. For your initiative, courage and prompt action you are hereby commended. Your performance was in keeping with the highest traditions of the Naval Service.

2. A copy of this letter will be forwarded to the Bureau of Naval Personnel for inclusion in your record.

JOHN WILKES

LCT (5) 271

FROM: Ensign H. I. Lebovitz, USNR  
Executive Officer  
TO: Commanding Officer  
111th Naval Construction Battalion  
SUBJECT: Commendation of work done by men of 111th Seabees.

25 July, 1944

1. During the storm of 19 June, 1944 to 22 June, 1944 and immediately thereafter a detail from the 111th. Seabees stationed on Easy Red Beach did salvage work and rendered assistance to those ships that drifted or were washed ashore during the storm.

2. This detail of men directed by Chief Schuster rendered the LCT(5)271 their cheerful and willing assistance which enabled us to beach without costly damage to our and other craft around us.

3. When we drifted ashore on the morning of 21 June, 1944, the LCT(5)271 had no power of any kind. The capable aid of bulldozer operators who waded out to us in shoulder deep water and gave us cables, enabled us to be towed ashore perpendicular to the beach and did not broach.

4. But more noteworthy than the assistance rendered to the LCT(5)271, was the private initiative and effort of the bulldozer operators that successfully refloated the USCG 20.

5. The USCG 20 broached and was washed up on the beach. The three bulldozer operators dug the Coast Guard Cutter out and turned her so that she was headed seaward. A trench was then dug which enabled the bulldozers by pushing from the shore and pulling from the end of a broached Rhino barge to again float the Cutter with only superficial damage.

6. The exemplary actions of this detail of men is typical of the contribution of the Naval Construction Battalions and is in keeping with the finest traditions of the Naval Service.

Henry I. Lebovitz  
Ensign, DV(G) USNR  
Exec. Off. of LCT(5) 271 at  
time of the storm.

TWELFTH FLEET  
U.S. PORTS AND BASES, FRANCE  
c/o Fleet Post Office  
New York, N. Y.

4 Aug. 1944

RESTRICTED

FROM: Commander, U. S. Ports and Bases, France.  
TO: RENZETTI, Nicholas A., 811-85-35, CM3c(CB), USNR.  
VIA: (3) Officer in Charge, 111th U. S. Naval Construction Battalion  
(2) Officer in Charge, 25th U. S. Naval Construction Regiment.  
(1) Commanding Officer, U. S. Naval Amphibious Base 11.  
SUBJECT: Commendation.

1. On 7 June 1944 an LCI carrying U.S. Army personnel beached on the Normandy coast along side the Rhino Ferry on which you were a member of the crew. Upon disembarking the lives of the army personnel were imperiled by the depth of the water and the fact that they were carrying heavy packs. Your prompt action in assisting the soldiers to reach the beach and your rescue of an army officer who had already lost consciousness undoubtedly prevented this personnel from drowning, and was in keeping with the highest traditions of the Naval Service. For your bravery and your prompt decision to render such assistance as you could you are hereby commended.

2. A copy of this letter will be forwarded to the Bureau of Naval Personnel for inclusion in your record.

JOHN WILKES

HEADQUARTERS  
OMAHA BEACH COMMAND (PROV)  
NORMANDY BASE SECTION, COM Z, ETO  
APO 562, US ARMY

7 October 1944

312.1

SUBJECT: Appreciation  
TO: Commanding Officer, 111th Naval Construction Battalion, Omaha Beach, France.  
THRU: Commanding Officer, US Naval Advance Base Eleven, Omaha Beach, France.

1. I wish to express my sincere appreciation for your fine cooperation in furnishing the Band, 111th Naval Construction Battalion, to participate in the Review and Presentation of Awards Ceremony held on Airstrip No. 1 by elements of Force "O" on 4 October 1944.

2. The excellent appearance and outstanding performance of this band under extremely difficult conditions during the ceremony is exceedingly praiseworthy.

LELAND B. KUHRE  
Colonel, C. E.  
Commanding

FIRST ENDORSEMENT  
P15(16/jlk)

U.S. NAVAL ADVANCED BASE,  
ELEVEN  
10 October, 1944

FROM: The Commanding Officer.  
TO: Officer in Charge,  
111th Naval Construction Battalion

1. Forwarded.

WM. L. MCDONALD

25TH U. S. N. CONSTRUCTION REGIMENT

25th USNCR  
P15 (PWR:pr)

Serial: 57

13 May 1944

FROM: Officer in Charge.  
TO: Officer in Charge, 81st USNC Battalion  
Officer in Charge, 111th USNC Battalion  
Officer in Charge, 1006th USNCB Detachment

SUBJECT: Commendation

REFERENCE: (a) Chief of Staff Desp. 061217 May 1944 to O in C  
25th USN Const. Regiment.

1. Reference (a) is quoted:

"PERFORMANCE OF DUTY PERSONNEL ATTACHED TO RHINO FER-  
RIES DURING FABIUS ONE HAS BEEN COMMENDABLE".

2. Congratulations to all hands participating. It is recommended that this  
commendation be placed on all Bulletin Boards and in the files of all personnel  
who participated in the operation.

C. W. CORYELL  
Captain (CEC) USN.

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25TH U. S. N. CONSTRUCTION REGIMENT

25th USNCR  
P14 (PWR:cc)

1 June, 1944

FROM: Officer in Charge, 25th Construction Regiment  
TO: Officer in Charge, 111th Construction Battalion

SUBJECT: Commendation

1. It is the desire of the Officer in Charge to commend the officers and men for  
their part in the near shore pontoon assembly program, particularly in the assem-  
bling of RHINOS and Causeways, and in the training of crews for these pontoon  
craft. The high standard of work, the fine spirit of cooperation displayed in work-  
ing with other Naval units concerned, and the general attitude of all hands in facing  
and completing their tasks, is considered to be outstanding. The Officer in Charge  
wishes to extend to all officers and men his personal congratulations for a job well  
done.

2. Let us face the task now at hand with the same degree of thoroughness and  
"can do" as has been our by-word in the past.

C. W. CORYELL

TWELFTH FLEET  
U.S. PORTS AND BASES, FRANCE  
c/o Fleet Post Office  
New York, N. Y.

4 Aug. 1944

RESTRICTED

FROM: Commander, U. S. Ports and Bases, France.  
TO: SMITH, Harold Edward, Jr., 800-51-30, S2c(CB), USNR.  
VIA: (3) Officer in Charge, 111th U. S. Naval Construction Battalion  
(2) Officer in Charge, 25th U. S. Naval Construction Regiment.  
(1) Commanding Officer, U. S. Naval Amphibious Base 11.

SUBJECT: Commendation.

1. On 7 June 1944 an LCI carrying U. S. Army personnel beached on the Normandy coast along side the Rhino Ferry on which you were a member of the crew. Upon disembarking the lives of the army personnel were imperiled by the depth of the water and the fact that they were carrying heavy packs. Your prompt action in assisting the soldiers to reach the beach and your rescue of an army officer who had already lost consciousness undoubtedly prevented this personnel from drowning, and was in keeping with the highest traditions of the Naval Service. For your bravery and your prompt decision to render such assistance as you could you are hereby commended.

2. A copy of this letter will be forwarded to the Bureau of Naval Personnel for inclusion in your record.

JOHN WILKES

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TWELFTH FLEET  
U.S. PORTS AND BASES, FRANCE  
c/o Fleet Post Office  
New York, N. Y.

4 Aug. 1944

RESTRICTED

FROM: Commander, U. S. Ports and Bases, France.  
TO: TAIBL, George A., 810-51-88, S1c(CB), USNR.  
VIA: (3) Officer in Charge, 111th U. S. Naval Construction Battalion  
(2) Officer in Charge, 25th U. S. Naval Construction Regiment.  
(1) Commanding Officer, U. S. Naval Amphibious Base 11.

SUBJECT: Commendation.

1. On 20 June 1944, while attached to the 111th U.S. Naval Construction Battalion, you were a member of the crew of a Rhino Ferry which was to be married to an LST off the Normandy coast. Heavy seas caused great difficulty in completing the marriage. The officer in charge of your crew had suffered a broken ankle, and the chief petty officer who was directing the operation was rendered unconscious when struck by a snapping cable. Your good judgment and decisive action in taking charge of the crew and successfully completing the difficult marriage to the LST was in keeping with the highest traditions of the Naval Service. For your action on this occasion you are hereby commended.

2. A copy of this letter will be forwarded to the Bureau of Naval Personnel for inclusion in your record.

JOHN WILKES



TWELFTH FLEET  
U.S. PORTS AND BASES, FRANCE  
c/o Fleet Post Office  
New York, N. Y.

4 August, 1944

RESTRICTED

FROM: Commander, U. S. Ports and Bases France.  
TO: VERCRUYSEN, Alphonse J., 663-78-51, CCM(AA)(CB), USNR.  
VIA: (3) Officer in Charge, 111th U. S. Naval Construction Battalion  
(2) Officer in charge, 25th U.S. Naval Construction Regiment.  
(1) Commanding Officer, U.S. Naval Amphibious Base 11.

SUBJECT: Commendation.

1. Between the period of 7 June 1944 to 17 June 1944, while attached to the 111th U.S. Naval Construction Battalion, and participating in the invasion on the coast of France, you exhibited outstanding skill and tireless energy in maintaining a high degree of operating efficiency in the Rhino Ferries attached to your unit. Charged with the maintenance and repair of such craft, your work was made dangerous and more difficult by enemy fire, mines and aerial bombardment. Your excellent service and devotion to duty was in keeping with the highest traditions of the Naval Service, and for displaying such you are hereby commended.

2. A copy of this letter will be forwarded to the Bureau of Naval Personnel for inclusion in your record.

JOHN WILKES

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TWELFTH FLEET  
U.S. PORTS AND BASES, FRANCE  
c/o Fleet Post Office  
New York, N. Y.

4 Aug. 1944

RESTRICTED

FROM: Commander, U. S. Ports and Bases, France.  
TO: SPENCER, Lloyd Wayne, 848-57-00, S1c(CB), USNR.  
VIA: (3) Officer in Charge, 111th U. S. Naval Construction Battalion  
(2) Officer in Charge, 25th U. S. Naval Construction Regiment.  
(1) Commanding Officer, U. S. Naval Amphibious Base 11.

SUBJECT: Commendation.

1. On 7 June 1944 an LCI carrying U. S. Army personnel beached on the Normandy coast along side the Rhino Ferry on which you were a member of the crew. Upon disembarking the lives of the army personnel were imperiled by the depth of the water and the fact that they were carrying heavy packs. Your prompt action in assisting the soldiers to reach the beach and your rescue of an army officer who had already lost consciousness undoubtedly prevented this personnel from drowning, and was in keeping with the highest traditions of the Naval Service. For your bravery and your prompt decision to render such assistance as you could you are hereby commended.

2. A copy of this letter will be forwarded to the Bureau of Naval Personnel for inclusion in your record.

JOHN WILKES

UNITED STATES ATLANTIC FLEET  
FLEET AIR, QUONSET POINT

U. S. Naval Air Station,  
Quonset Point, R. I.,  
21 January, 1944

FROM: Commander Fleet Air, Quonset Point.  
TO: Commanding Officer, Naval Construction Training Center,  
Davisville, Rhode Island.  
SUBJECT: Installation of Target Facilities on No Man's Land Island—  
Commendation for.

1. Men of the 111th Construction Battalion have been engaged for the past five weeks in installing special target facilities on No Man's Land Island for use of aircraft units in the Fleet Air Detachment. These targets were urgently needed and included targets for a special new type aerial firing. This command did not have available the means to expeditiously make these installations.

2. In making these installations, it was necessary to convert the subject island into a habitable area which of course included all the utilities such as roads, water, power, communications and a dock. These target facilities and utilities including an emergency landing strip have all been expeditiously and efficiently constructed. This command will immediately commence using No Man's Land and expects that the use of the targets and ranges will greatly advance the state of training of the units.

3. I especially desire to commend Commander A. F. Perry and those men serving out of the 111th Construction Battalion, under Commander D. Jardine, for the efficient manner in which they undertook and prosecuted the project on the subject island. It is also gratifying to note the high caliber and quality of the construction battalion personnel.

4. This project could not have been completed in any other way in sufficient time to meet the urgency of this training except by the use of the construction battalion unit.

C. T. DURGIN.



