





Donated by
Mr Gerald E. Taylor
101 Hawthorne St.,
Mastic, N.Y. 11950

Jim Fenningham 1/22/77
18736 Roman St
Northridge Calif 91324

John C. Rapp 7/21/78
8 Herbet Ave.
Delmar, N.Y. 12054

N. S. KENDALL
P.O. Box 7398
HOUSTON TEXAS 77008

A.R. Vander Boght. 107 Westminster Dr. Yorktown, N.Y. 10710

John R Andrews
4726 49th St

San Diego, Ca. 92115 (PENN)

William F. Herst 3413 Friendship St - Phila Pa.

W. L. (Mae) McEarmick, 107 - E - 12th St - Atlanta, Ga. 30022
(2-8-83)

Michael E. Unstigne 58th 7-30-83
Homosassa Springs Fla.

John R Andrews 58th 4726 - 49th St
SAN DIEGO - CA
92115

Joe Weni 58th 4 Harris St - Enfield Ct.

Donald K. Lede 58th Box 2 Wayland Mass. 4/13/84
- 5-10-84

CHARLES J. ARMSTRONG Co. D-5

7/27/84 2304 REED ROAD
RICHMOND, VA 23230
(804) 353-3466

Charles F. Sprauke
521 MARLOWE DR.
FT. WALTON BEACH
FLORIDA, 32544

James D. Tropp P.O. 1st
6315 S.W. 30th ST.
MIAMI, Florida, 33023
Aug. 16, 1971

Albert J. Van Der Hoff
8334 Wilbur Ave.
Northridge Ca. 91324
July 27, 1986

Al Antisdel
721 Craig Ave.
La Canada, Calif. 91011
(818) 790-1088

Vincent Arcieri
221 CEDAR CT.
COPIAGUE, N.Y.

MAY 18 - 1973

Dewain E. Crouch
RR #1 Box 269
OSAWATOMIE, KANSAS 66064

MAY 30, 1989

John A. Sundberg
11 Beech St
Kane Pa
May 17 1976

Frank Domingo
~~451 North Via Colona~~
~~Wheatland Village 91362~~
~~805-495-4721~~

ROBERT W. MACULUM
34132 VILLAGE 34
CAMARILLO Calif
93010
1980

John R. Williams
334 W. 186th ST.
Westfield, In. 46074
R. B. FRANKLIN MMIC (8-11-92)
5222 LANTERN LANE
DALLAS 75236 TEX

BERNARD SCHNEIDER
3390 OAK HARBOR RD
FREMONT, OHIO 48420
1981

1944 MANUS (35TH)
1944 LOS NEGROS (58TH)
AC214-298-0670

Frank Domingo
6062 Irena Ave
Camarillo Ca. 93012
805-388-1161

Richard Strahler
2501 38th Ave
Sacramento, Calif
95822

9-1-84

Frank Flores
569-9th AVE.
Mondo Park, CA 94025
415-369-3876

History
of the
Fifty-Eighth United States
Naval Construction Battalion



1942 - 1945



Best Wishes

For the - 1-2

Gerard E. Taylor

History "Joe Demie"
'84
of the 58th Seabees



Edited By
C. EDWARD GIDEON

Photographic Material
MIGUEL GASCO

FOXCROFT COMMERCIAL PRESS, Inc.
Brooklyn 21, N. Y.

Overseas Itinerary of the 58th United States Naval Construction Battalion

- 13 April 1943 Departed Port Hueneme, California, for Cub 3.
- 4 May 1943 Arrived Vunda Point, Fiji Islands.
- 23 July 1943 Departed Vunda Point, Fiji Islands.
- 30 July 1943 Arrived Guadalcanal, B.S.I.
- August 1943 The 58th C. B. moved to Vella Lavella, B/S. I., in echelons as follows:
- 11 August 1943 Advance party, consisting of four (4) officers and two (2) enlisted men embarked for Vella Lavella.
- 13 August 1943 1st Echelon, consisting of thirteen (13) officers and five hundred twenty-four (524) enlisted men, embarked for Vella Lavella.
- 14 August 1943 2nd Echelon, consisting of three officers and one hundred fifty-seven enlisted men, embarked for Vella Lavella.
- 17 August 1943 3rd Echelon, consisting of five (5) officers and two hundred fourteen enlisted men, embarked for Vella Lavella.
- 23 August 1943 4th Echelon, consisting of one (1) officer and sixty-six (66) enlisted men embarked for Vella Lavella.
- 2 January 1944 Departed Vella Lavella for Auckland, New Zealand.
- 9 January 1944 Arrived Auckland, New Zealand.
- 11 February 1944 Departed Auckland, New Zealand, for Russell Islands.
- 17 February 1944 Arrived Banika, Russell Islands.
- 28 March 1944 1st Echelon departed Russell Islands for Admiralty Islands.
- 3 April 1944 2nd Echelon departed Russell Islands for Admiralty Islands.
- 17 April 1944 Both Echelons arrived Admiralty Islands.
- 20-22 April 1944 Debarked Los Negros Island, Admiralty Group.
- 9 December 1944 Departed Los Negros Island, for Guadalcanal.
- 12 December 1944 Arrived Guadalcanal.
- 11 March 1945 1st Echelon, consisting of twenty-six (26) officers and eight hundred fifty-one (851) men, departed Guadalcanal with Sixth Marine Division, for Okinawa Island, Ryukyu group.
- 1 April 1945 1st Echelon, consisting of twenty-six (26) officers and eight hundred forty-four (844) enlisted men arrived at Okinawa in assault echelon of Sixth Marine Division.
- 9 September 1945 Departed Okinawa for San Francisco.
- 22 September 1945 Arrived San Francisco.

In reply address not the signer of this letter, but Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

Refer to No. Pers-10

NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL

WASHINGTON 25, D. C.

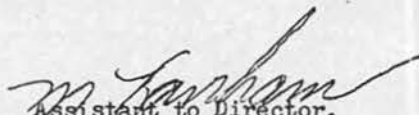


To: All Hands

Subject: Navy Unit Commendation awarded to the 58th United States Naval Construction Battalion.

1. The Secretary of the Navy has awarded the Navy Unit Commendation to the 58th United States Naval Construction Battalion for outstanding heroism in action against enemy Japanese forces during the invasion and establishment of a fighter air base on Vella Lavella, Northern Solomons, from 13 to 31 August 1943.
2. By virtue of your service in the 58th UNITED STATES NAVAL CONSTRUCTION BATTALION during the whole or a part of the period from 13 to 31 August 1943, you are hereby authorized to wear as a part of your uniform a Navy Unit Commendation ribbon one of which is transmitted herewith.
3. This authorization has been made a part of your official record in the Bureau of Naval Personnel.

By direction of Chief of Naval Personnel:


Assistant to Director,
Medals and Awards.

Encl:

1. NUC Ribbon.

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58th

INTRODUCTION



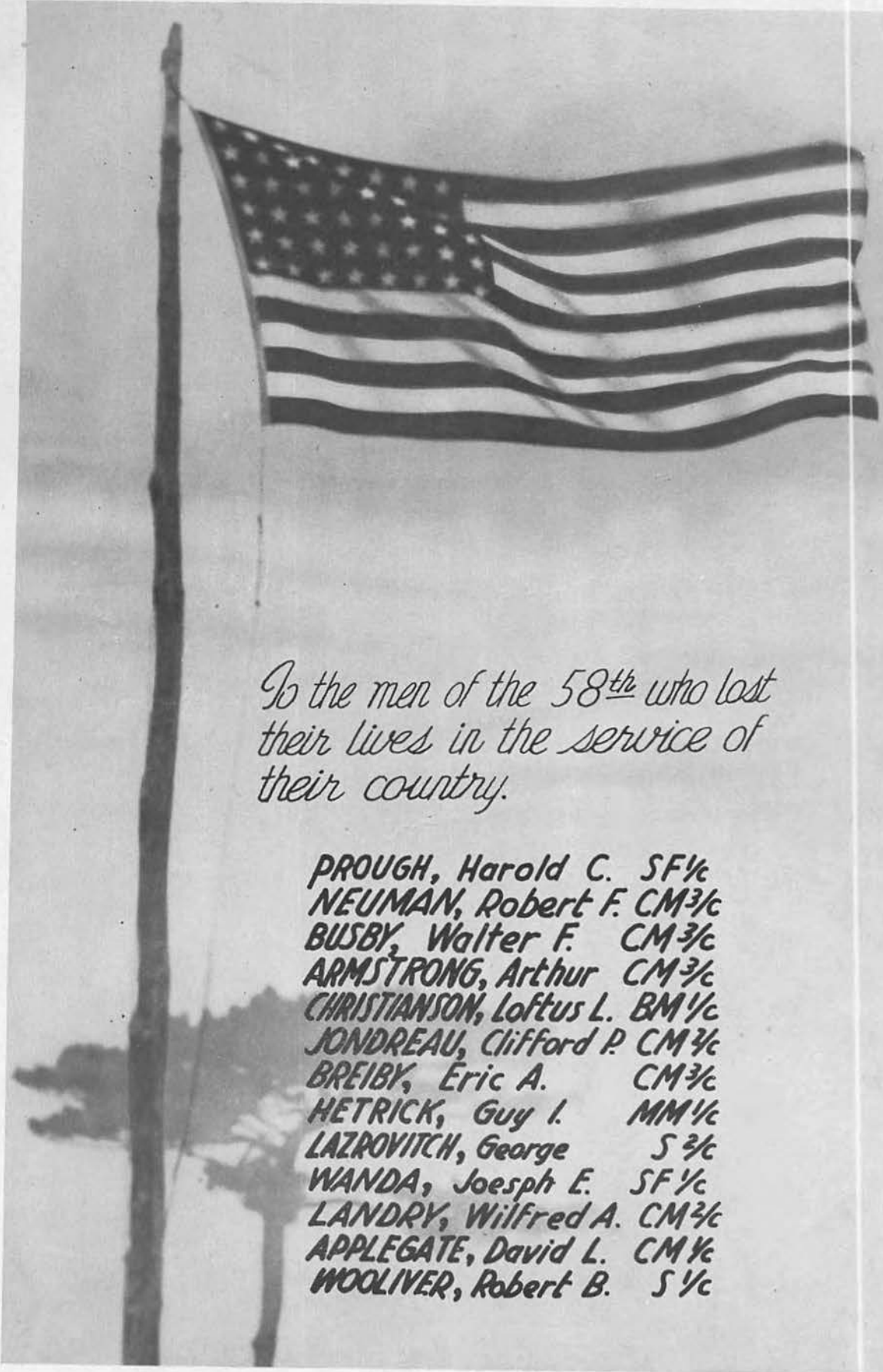
This log of the activities of the 58th Construction Battalion has been constructed under adverse conditions. The Editor has assembled the pages that follow long after the battalion was decommissioned and no real records are available.

For more than three years the 58th Battalion had been engaged in the construction of advanced bases in the South Pacific area. During this time millions of man hours of productive labor in the forward areas turned countless acres of virgin land into the construction of mighty offensive springboards.

The purpose of this book is to show photographically in a measure, the nature of our work, the places we have been, and how we have lived. A complete record would be impossible and actually the pages that follow need no introduction to the battalion members. The scenes in most instances all too familiar. In fact as you gaze at them the odors of the steaming South Pacific jungle islands should be recreated. However, we do hope in a pleasant way they will recall old friends and shipmates and will give your family and friends ample though belated opportunity to really know just how we spent some of our time while away from home and loved ones.

May God grant in His infinite wisdom, that this shall be the only history of the 58th Construction Battalion.

CONSTRUCTION BATTALION



*To the men of the 58th who lost
their lives in the service of
their country.*

PROUGH, Harold C. SF 1/2
NEUMAN, Robert F. CM 3/4
BUSBY, Walter F. CM 3/4
ARMSTRONG, Arthur CM 3/4
CHRISTIANSON, Loftus L. BM 1/2
JONDREAU, Clifford P. CM 3/4
BREIBY, Eric A. CM 3/4
HETRICK, Guy I. MM 1/2
LAZROVITCH, George S 3/4
WANDA, Joseph E. SF 1/2
LANDRY, Wilfred A. CM 3/4
APPLEGATE, David L. CM 1/2
WOOLIVER, Robert B. S 1/2

TO THE MEN OF THE 58th WHO GAVE THEIR
LIVES IN THE SERVICE OF THEIR COUNTRY,
WE HUMBLY DEDICATE THIS BOOK



Victory has its inevitable price. Never is there a time when the meaning of victory is more thoroughly searched than when its price includes the loss of human life. Some gave their lives that others might live. We will never quite understand why. Without exception, the men, who made the Supreme Sacrifice on our cruise, left their places in the role of a true shipmate. They were heroes doing their jobs with unwavering devotion.

They gave their time and talents, leaving home and loved ones to fight for a great cause. In dying, they gave their everything for this cause in order that we, who are left behind, might have a better world in which to live.

It is our solemn duty to see that they have not died in vain.



*"Greater love hath no man than this, that a man lay down
his life for his friends."—St. John 15-13.*

HONORABLE MENTION



As stated in the introduction, the purpose of this book is to portray the life of a 58th Seabee. The material turned over to the Committee was not sufficient to do a complete job.

We issued an appeal to you for additional material in the form of pictures, articles or anything you thought would be good copy for the book. The response was tremendous and we assure you that without your assistance this book could not have been published. If the book had been constructed during the period the battalion was in commission we know that the history would be more complete. However, after a lapse of many years we do hope that the highlights of the 58th's tour of duty have been covered.

We regret that we are unable to publish pictures of all the officers and enlisted men but the pictures are not available to us at this time.

Lt. Cdr. L. I. Quayle was O-in-C of the battalion from September, 1943 to October, 1944. His tour of duty with us was at Vella La Vella, New Zealand, Russell Islands and the Admiralty Islands. Under Mr. Quayle's direction the 58th worked many construction miracles.

We can say that the members of the 58th still "Can do" and to this we add a simple but heartfelt thanks.

58th C.B. BOOK COMMITTEE

Michael Dandry, Chairman

C. Edward Gideon, Secretary-Treasurer

Miguel Gaso

Walter I. Tamyln, Jr.

Walter Beaudel

Kenneth Brown, M.D.

Douglas Rubb

Donald Reid

These few lines of verse are for Bob Neumann, the first man to leave his shipmates and enter the command of the Supreme Ruler of the Universe. We all loved him and tho we miss his cheery smile, we are content to be safe in the knowledge that he is with God. It is only a short goodbye until we meet again and once more enjoy his fellowship.



BOB NEUMANN

Bob Neumann was a Hero
and he met a hero's fate
on a lonely South Sea Island,
victim of the heathen's hate.

But he struck a blow for Justice
'ere they laid him in his grave
and went to join the others,
who in freedom's cause were brave.

Where the jungle meets the ocean,
There's a narrow coral sand
and 'twas on that bloody beachhead
that our ships were forced to land.

God had made a spot of beauty,
washed by Pacific swell
But the dogs of war had turned it,
into an earthly hell.

But the ships must be unloaded,
for they carried our supplies.
Bob knew in spite of the danger
"It's there, my duty lies."

For, we'd landed on their Island,
the Marines were on the beach
and the Army boys were also there
to keep them out of reach.

But, they slipped thru with their bombers,
and as they dove upon our ships
every man amongst us,
had a prayer upon his lips.

For our faith in God sustained us,
thru those awful days and nights
It was ever thus with free men,
when fighting for their rights.

But, Bob will be remembered,
by his friends across the sea
and by his comrades in the 58th
as we fight on for Victory.



"BOB"

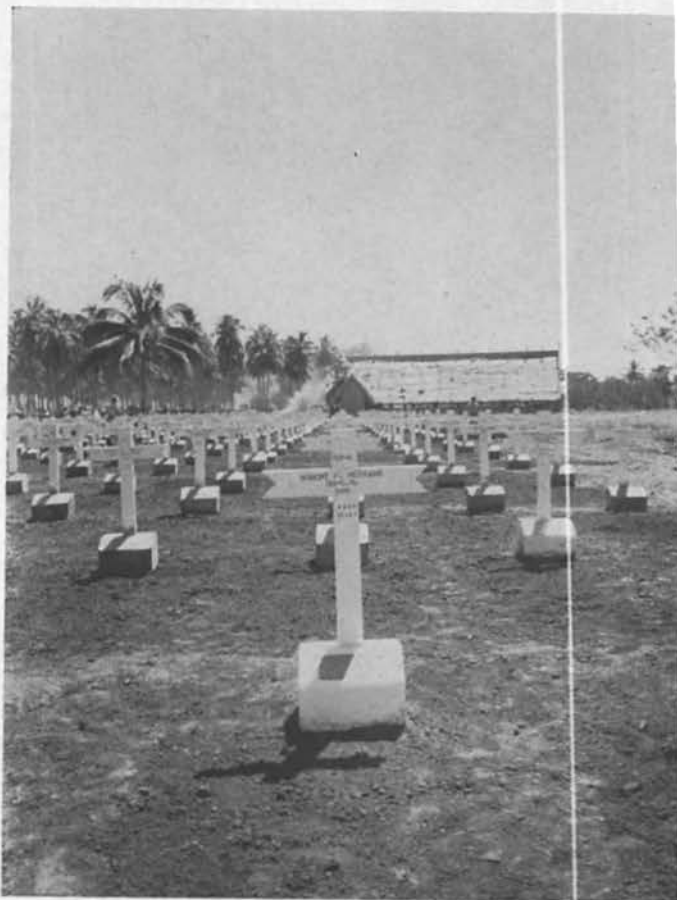
ROBERT F. NEUMANN, C.M., 3/C

Born July 30, 1919

Brooklyn, N. Y.

Died August 21, 1943

Vella LaVella, B. S. I.



CLIFFORD P. JANDREAU, C.M., 2/C
Born October 4, 1915
St. Francis, Maine
Died November 4, 1943
Vella LaVella, B. S. I.



"CLIFF"



"ERIC"

ERIC A. BREIBY, C.M., 3/C
Born October 1, 1914
Toronto, Canada
Died November 4, 1943
Vella LaVella, B. S. I.



"GUY"

GUY I. HETRICK, M.M., 2/C

Born March 10, 1904

Reynoldsville, Pa.

Died November 27, 1943

Vella LaVella, B. S. I.

LOFTUS L. CHRISTIANSON, B.M., 1/C

Born April 15, 1908

Boston, Mass.

Died October 4, 1943

Vella LaVella, B. S. I.



"BABE"



"BOB"

ROBERT W. WOOLIVER, S., I/C
Headquarters
Died September 27, 1945
Okinawa, Shima

DAVID L. APPLGATE, C.M., I/C
Born September 18, 1918
West Farms, N. J.
Died April 15, 1945
Okinawa, Shima



"DAVE"

WILFRED A. LANDRY, C.M., 2/C
Born September 4, 1907
Died March 15, 1945
A.S.S. Arthur Middleton at Sea



"WILFRED"



"JOE"

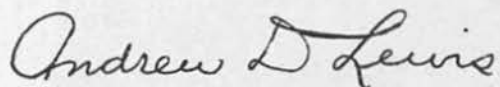
JOSEPH E. WANDA, S.F., I/C
Born January 25, 1898
Eldred, Pa.
Died July 18, 1944
Manus, Admiralty Islands

TO: All Hands

It is with great pride and pleasure that I am able, through the medium of this Battalion History Book, to express my appreciation to the officers and men of the 58th for their outstanding loyalty and cooperation extended to me during my tour of duty with you as your Commander.

I hope that this book will bring back fond memories of your participation in the great struggle for the preservation of our democratic way of life.

Sincerely,

A handwritten signature in cursive script that reads "Andrew D. Lewis". The signature is written in dark ink and is positioned above the typed name and title.

Andrew D. Lewis
Cdr. CEC. U.S.N.R.



The Skipper

ANDREW D. LEWIS
Commander, CEC., U.S.N.R.
1942 - 1943

Camp Peary	Williamsburg, Va.
Camp Rosseau	Port Hueneme, Calif.
Vita Levu	Fiji Islands
Koli Point	Guadalcanal
Vella LaVella	B. S. I.



The Exec.

ARTHUR JOSEPH BENOIT
 Commander, CEC., U.S.N.R.
 January 1943 — March 1944

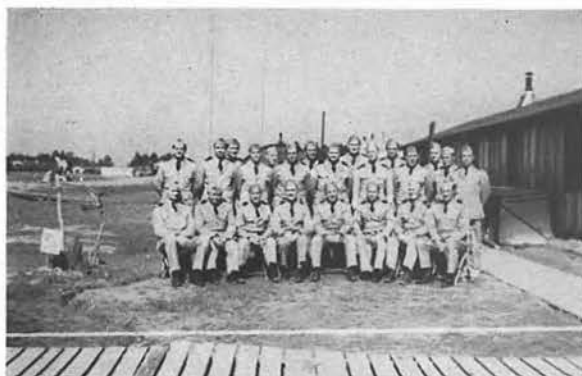
Camp Peary	Williamsburg, Va.
Camp Rosseau	Port Hueneme, Calif.
Vita Levu	Fiji Islands
Koli Point	Guadalcanal
Vella LaVella	B. S. I.
Auckland	New Zealand



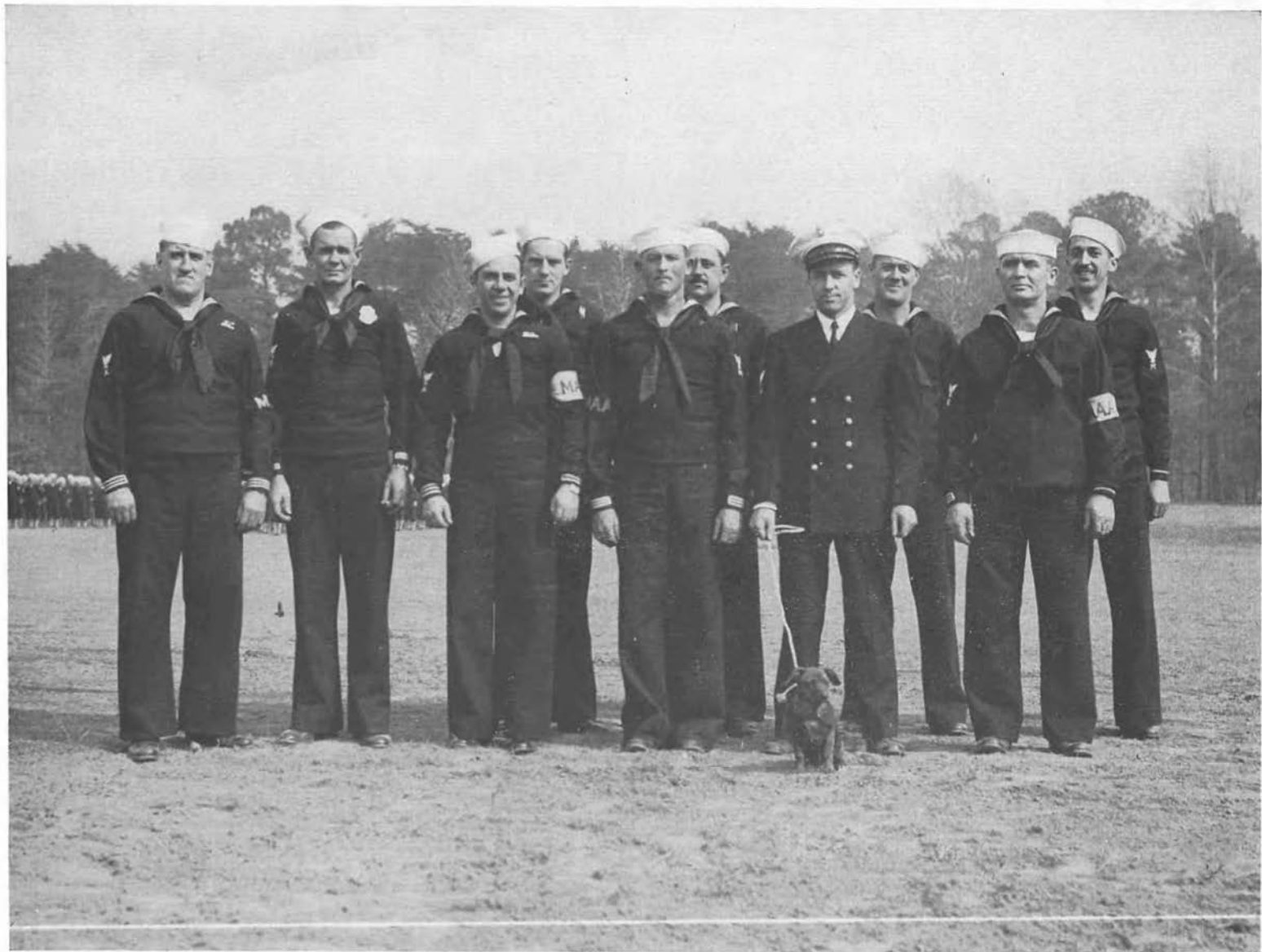
Commanding Officer

ROBERT E. TURRENTINE, Jr.
Lieut.-Commander, CEC., U.S.N.R.
October 1944 — September 1945

Los Negros Admiralty Islands
Doma Cove Guadalcanal
Okinawa



ORIGINAL STAFF OFFICERS



MASTERS AT ARMS FORCE, CAMP PEARY



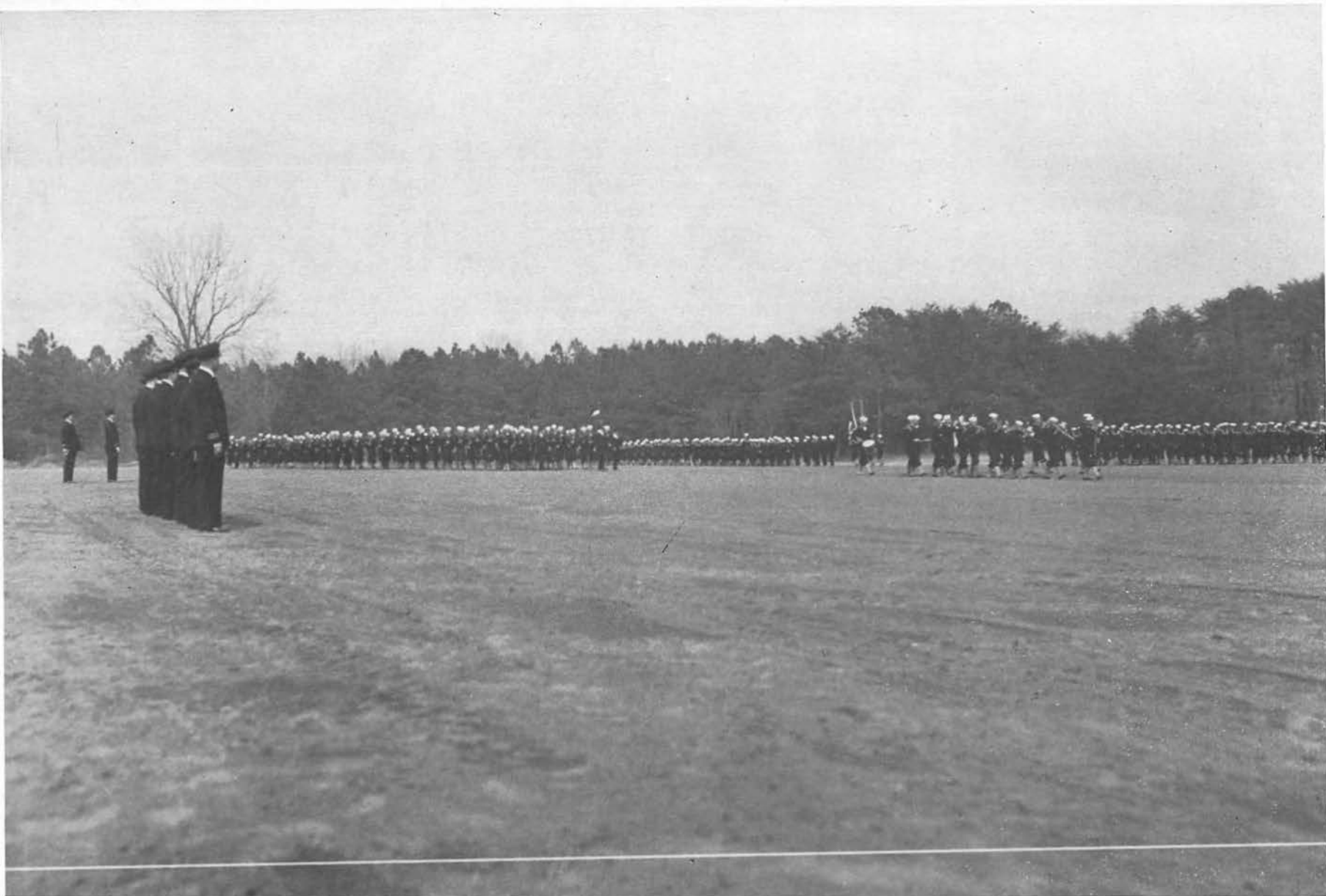
KENNETH BROWN
 Lt.-Cdr. (MC) U.S.N.R.
 1943 - 1944

Camp Peary	Williamsburg, Va.
Camp Rosseau	Pt. Hueneme, Calif.
Vita Levu	Fiji Islands
Koli Point	Guadalcanal
Vella LaVeila	B. S. I.
Auckland	New Zealand
Banika	Russell Islands
Los Negros	Admiralty Islands

HAL E. MONROE
 Lt.-Cdr. (MC), U.S.N.R.

Banika	Russell Islands
Los Negros	Admiralty Islands
	Okinawa

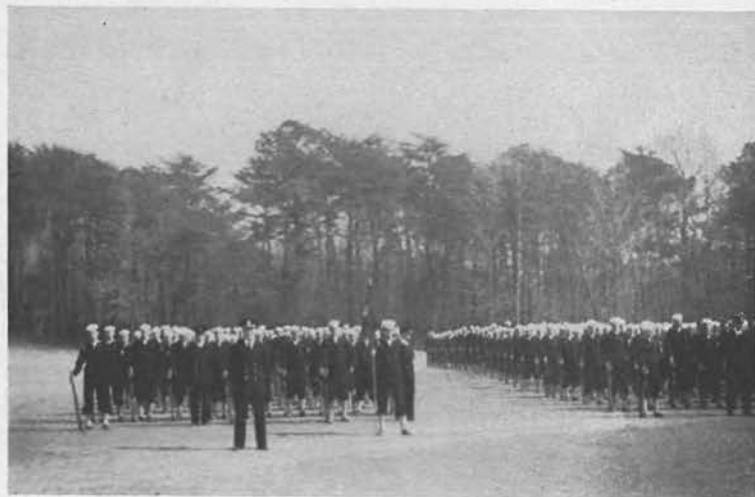




PASSING IN REVIEW — CAMP PEARY



ATTENTION



AT EASE



COLOR GUARD



INSPECTION BY THE SKIPPER



REV. FRANK J. DOBIAS
 Lt.-Cdr. , C.H.C., U.S.N.R.
 February 1943 — May 1944

- Camp Peary Williamsburg, Va.
- Camp Rosseau Pt. Hueneme, Calif.
- Vita Levu Fiji Islands
- Koli Point Guadalcanal
- Vella LaVella B. S. I.
- Auckland New Zealand
- Los Negros Admiralty Islands

REV. JOHN L. SHELL
 Lt., C.H.C., U.S.N.R.
 January 1945 — December 1945
 Guadalcanal
 Okinawa





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HISTORY OF THE FIFTY-EIGHTH NAVAL CONSTRUCTION BATTALION

1942 — 1945

STATESIDE

During the discussion on the makeup of the Battalion Cruise Book, it suddenly occurred to us that there really had been a time when we had not been in the Navy.

In spite of what all of us thought and that our service was timeless, it is true however, that the Battalion was commissioned on 26, December 1942, at Camp Allen, Norfolk, Virginia. Of course to all intents and purposes that was the date we became a real part of the United States Navy. However, just a few weeks prior to the launching of the 58th, most of the "original gang" entered that horrible phase of Navy life known as "boot", on the 30, November 1942.

It was on this day that something new was added, for prior to then, we had always known that there were two ways to do something, "the right way" and "the wrong way." The new way we were soon to discover was the "NAVY WAY."

The main body or at least the East Coast gang arrived about 0530, the balance in all stages and times in the next few days. Upon the arrival of the advance group, we immediately lined up for chow, the first of what was to become the longest line in the world. As we stumbled through the dawn's early light, we were given the pass-word for welcome, "You'll be sorry—you'll be sorry." How true it was to be.

After chow, were assigned to particular barracks and, after several uncertain musters, each of us finally was assigned a company and platoon. Orders to fall in and, for heaven's sake, you jerks, try and look like sailors . . . we were off to the receiving hut of all boots . . . line up and strip down . . . take all your valuables, tie them in a handkerchief around your wrist and stow your civilian clothes in a cardboard box to send home or donate to the

Red Cross . . . (did they ever get home) . . . thus ended the last vestige of civilian life—what a sight—a few hundred guys standing around naked as the day they were born.

Some guy, we learned later was a corpsman, probably it was Mike Maloney, remember the shinner) or Johnny Riggs, painted a big red number on your chest and off you go for the physical—bend over—hop on one foot, now the other—cough—open wide—ouch! a shot—and out the door—boy, the Navy was hard up to pass us guys—into the clothing depot, take this, sure if it don't fit, you can exchange it—off to the barber, as they were called, and back to barracks for first assignments.

Our recollection of ourselves as a boot—was a sub-human with a close cropped haircut (for fifty cents, we will not cut off too much), ill-fitting clothes with not enough to keep warm at times—a very definite awe of our Seaman First as pushers . . . after a few days of wondering if we ever had a house or home . . . we heard our name mispronounced so many times we were not sure of it ourselves . . . our pride and dignity vanished upon being assigned the head detail . . . shots . . . mess cooking . . . shots . . . pearl diving . . . washed enough pots and pans to supply the City of New York . . . we hopped one, two, three, four, and your left until we were sure that the pusher was the Mother-in-Law we thought had been left behind.

Finally, when we did have time for ourselves, rest was out of the question because there was the laundry problem . . . in fact, the only joy we ever had in a life of a boot was to hear of the arrival of other boots . . . madly we rushed to the wire enclosures and practically spread-eagled ourselves on it screeching . . . "you'll be sorry" . . . "you'll be sorry."

Remember just before taps, the bull sessions . . . the women in our lives . . . and the swell job we left to come into this crum outfit . . . those wonderful Christmas packages from Mom, the Missus, Sis and the best gal that kept us from starving to death . . . But the day of liberation was soon on hand. On the evening of 26, December, 1942, after we had received our colors and passed in review, the gates were open and we were free . . . sailors at last . . . look out, Tojo, here we come.

The next morning, after scanning the bulletin boards for our permanent companies and platoons, we reported to our new Chiefs for orders . . . Dress Blues and off to . . .

CAMP PEARY, WILLIAMSBURG, VIRGINIA, 27 DECEMBER 1942.

Only one word is possible to describe our stay at Peary M — U — D— By now, we were well acquainted, and after a day or so of squaring away, we entered several weeks of military and technical training, which was designed to prepare us for overseas duty.

Those who were selected for schooling in "boot" at Camp Allen continued their courses and others were assigned to technical training that was not available while in "boot", such as small boat handling, cargo loading, water purification, deep sea diving and a number of other courses essential to the security and welfare of the battalion in the field.

The balance of the battalion were assigned to other details which in the most part consisted of building Camp Peary for future battalions. There may have been civilian contractors working in the Camp but they were not too visible to the 58th.

Living was rugged at Peary and heating was a problem and all hands hit the sack at night in full dress, socks, skivies, coveralls, peacoat and in some cases, gloves and watch caps. However, the 58th being very talented soon solved the heating problem

by striking oil in the right places and, shortly thereafter Quonset Huts were cheerfully lighted with oil stove glow and were comfortably warm.

Chow grew from bad to worse and then improved after the medical officers did a bit of checking. Sick bay lines were long and most everyone had some sort of a cold, as a result the first stop on liberty, was the local drug store for some recommended patented medicine.

Liberty was not the best in the world but it was liberty—and after a 5-mile hike to the main gate via thumb or foot, one was ready to turn back. The return was even more rugged and, after flopping in mud up to here, several times on the way in, you approached the catwalks leading to the barracks and some shipmate on guard duty would bellow out: "Halt, who goes there, etc.," and give you the business for about ten minutes. Guess some of us really tried to be salty or something or perhaps five minutes before the Sergeant of the guard had asked him what general order Number 4 was and neither of them knew it. (What the dickens was it any way). After much scuttlebutt from the Captain of the head, we learned that we were shipping out to Gulfport, Mississippi. Of course, leave was on everyone's mind.

Railroad arrangements were drawn up for a special train to take us from Gulfport to Boston, making stops enroute for the East Coast gang. However, this idea was short



STOPOVER EN ROUTE TO CALIFORNIA

lived and, in a few days, we checked our gear, got final shots, bought more clothes at small stores than we ever used, stood Captain's inspection by Captain Ware, had a dress parade, boarded buses to the Railroad Station at Williamsburg and off to California.



The battalion moved across country in three different train sections and this was a wonderful trip—as most of the East Coast gang had never crossed even the Hudson River heretofore. When we stopped at various towns along the way, the people there seemed genuinely glad to see us and loaded us down with magazines, cakes, cookies, candies and fruits.

CAMP ROSSEAU, PORT HUENEME, CALIFORNIA

We arrived at Camp Rosseau at Port Hueneme early on the morning of 29 February 1943 and it was a typical California day. We were directed to our camp area which was a cluster of Quonset Huts accommodating twelve men each, with Army cots as bunks.

In spite of the many weeks of past training, we found we still had much to learn and all entered into the advanced training with real spirit. One memorable event of this training was that hike with full packs and the sham battle on the beach.

After spending about ten days getting squared away, it was announced that all

were to receive a nine day leave. This order caused a flurry of excitement and all sorts of attempts to secure transportation back East for the majority of the battalion personnel. The distance and the shortness of leave caused many to return overleave and the less said about this the better.

With Hollywood, the Mecca of the entertainment world only sixty miles away, liberty was something to look forward to now. Remember the Hollywood Canteen with its array of glamorous stars from the movie colony, big name bands and radio celebrities. Here the gang danced with Betty Grable, Carole Landis and a host of others.

Hollywood, of course, was not the only town there was. Santa Paula . . . Camarillo . . . Ocean Park . . . Beverly Hills . . . Santa Monica . . . and of course good old Oxnard and Ventura where some of the boys were able to locate apartments and bring their wives in for a last visit.

Quite suddenly, we were secured, final letters home, and, on April 13, we boarded the U.S.S. LaSalle and shipped out overseas for Island X.

U.S.S. LA SALLE

Life on the LaSalle was not too pleasant; being overcrowded, chow lines were the longest in the world and, except for a few cases of seasickness, about the only event of importance on this trip, was the coming aboard of King Neptune's Court. Nearly all the gang were Pollywogs and it took all day to complete the ceremony of initiating all as shellbacks.

During the trip, we stood relief gun watches, held target practice, acquired a real sun tan, lost a few bucks in the various games of chance . . . had about ninety-eight general quarters' drills and sighted nothing but flying fish—most of the time was spent in the idle scuttlebutt as to our destinations and the navigators in the gang made all sorts of predictions as to our loca-

tion on the broad Pacific and even had definite news of another battalion, that left about the time we sailed being sunk with all hands lost. Early on the morning of 1, May, 1943, a small patrol boat was sighted and, from the roar that rang out, you'd thought we had come upon the whole Pacific Fleet. Shortly thereafter, we found out it was a pilot boat to guide us into the harbor of Lautoka off the Island of Viti Levu of the Fiji Group.

THE FIJIS

We laid in the harbor for twenty-four hours before any particular element of the battalion went ashore . . . much of this time was spent gazing at the sights along the shore line, expressing complete wonderment at the huge jelly-fish that floated by countless thousands, past the ship and some of the deep sea fishing experts threw some drop lines over the side to see what was biting. Notive boats came alongside to garner some of the tourist trade and the boys as usual were taken for coconuts at twenty-five cents to a buck a nut. Other chaps who had not seen top side for the entire voyage exposed their green colored faces to the South Pacific sun for the first time.

After much ado about nothing, the gold braid decided that we had arrived at the proper place and cargo booms were set in operation and we began to discharge our cargo. As we cleaned out each hatch, it was discovered that the bulk of the outfit had been quartered directly over barrels of high octane gas which of course made everyone a bit squeamish of what might have happened if we got a fish on the way over.

After three or four days of unloading cargo, the battalion went ashore, was quartered in tents on a hilltop at Uvunda Point overlooking the harbor. We forgot to mention Cub 3, the outfit that made the trip with us, was also quartered

on the adjoining hill. The only real interest we had in this outfit was mainly that they had a motion picture projector and were left behind when we shoved off from the Fijis, otherwise the less said the better.

Company D of the 3rd Battalion was located down the road from our new camp site and much time was spent with them until they shipped out and were replaced by a C B M U Battalion.

Life in Fiji was pleasant and, after a few weeks of squaring away our camp site, we had time for sports, movies and liberty in Lautoka, Nandi and MBA. The weather was ideal rarely topping 90° or lower than 60° and, with the exception of one real heavy fall, we had little rain. Viti Levu, meaning big island, was the largest in the Fiji Group and contained three-fifths of the island group's population. The native Fijians were Melanesians, copper brown, fuzzy headed, tall, lithe, gentle and easy going. Their forefathers were the world's foremost head hunters and this particular custom was used to great advantage against the Japs in the Solomon's campaigns.

Shortly after setting up camp, our laundry problem was solved by having the natives do it; most of whom spoke very good English with a mixture of American cuss words. Boola was the new pass word and a pack of butts was the medium of exchange.

Liberty was granted and desired in the village of Lautoka which offered ice cream made from condensed milk and spiritous liquors made from something else. The bar at the local pub was filled to overflowing immediately upon opening and an amusing sight was to watch the native bartenders opening soda bottles with their teeth. After a few liberties, it was found necessary to establish a shore patrol to keep the battalion intact, as some of the boys would come out of the pub and overlook the fact that

there were steps (ladders to you old salts) and take off, the net result being a bruised and bloody return from liberty. Sick bay was quite a busy place and many much delayed operations were performed by Doctors Pelow and Brown. Doctor Brisken, the battalion dentist, hung out his shingle and overhauled many mouths. A softball league was formed and "D" Company took the championship with a few ringers from Headquarters—later they played several Army unit teams stationed on the island. One of the sporting highlights was the games, between Cub 3 officers and the 58th gold braid. Lt's. Reynolds and Carton formed the battery with Ensign Cox as Captain and Lt. Jaqua as cheer leader. Time passed very quickly and quite suddenly we received our orders and struck camp, loaded our gear on the U.S.S. John Penn and off to another Island X.

USS JOHN PENN

The trip on the John Penn was quite different than the LaSalle. She was a larger ship and we were her only passengers. Many of the crew were from the East Coast and they made us welcome aboard. Chow was good. In the morning, each platoon mustered on the top side to take atabrine a substitute for quinine as we were soon to enter malaria infested islands. We made a stop over of 24 hours at Numea, New Caledonia, to pick up a convoy and destroyer escort. When it was announced that we were in the Coral Sea, or "Iron Bottom Bay", as it was known to Navy men, we then realized that we were entering the real business part of the South Pacific War.

On 31, July, we dropped anchor in the roadstead off Koli Point, Guadalcanal, and over the side on cargo nets and into Higgins Boats for the landing. We were assigned a place on the beach alongside of the 24th Battalion rear echelon and had chow with the 4th Special Battalion.

Guadalcanal was still within the range of Japanese bombers from Vila on Kolom-

bangara and other enemy held airfields farther north on Bougainville and the Shortlands. They came down regularly on moonlit nights, dropping their bombs on dumps, shipping and airfields along the northern coast of the Island which was the only occupied part at that time. Here we were introduced to air raid warnings as sirens moaned a warning of approaching aircraft that were picked up by radar. Lights went out immediately, leaving only vague shapes of tents and trees as the men took to the foxholes.



WHAT, NO POWDERED EGGS?

Camps and dumps of material stretched for over sixty miles along the coast, and over the length of the island dust rose like mist on a summer's morning. A ceaseless stream of vehicles carried troops and supplies from dump to camp, and from camp to the loading beach. Night and day, this work went on. Guadalcanal in 1943 was a scene of continuous activity—as feverish as the colonies of ants which infested its earth and trees. Two years previously, barefooted natives padded silently through cathedral like aisles of coconut plantation, peacefully gathering fallen nuts, and only a few canoes and an occasional trading launch broke the tranquil surface of those sapphire waters between the Islands.

Along the beaches, lay rusty craft and relics of ships and landing craft, scarred palms and trees told the tale of the bitter fighting that had taken place between the

Japs and our forces. We spent much of our free time here on sightseeing tours of the battlefield where even pieces of shrapnel were to be seen imbedded into the trunks of the trees.

VELLA LA VELLA

On August 11, 1943, the 58th prepared to embark from Guadalcanal for the landing on Vella LaVella. An advance party went ahead to survey the site for the air strip and mark the beach for the landing. This party was composed of the Skipper, Cdr. Lewis, Lt. Reynolds, Lt. (jg) Currie, W. O. Smith, W. Moss, CCM, and F. J. Dowling, CCM.

The scouting party boarded PT Boats at Canal on the afternoon of August 11 for the overnight run up to Vella LaVella. It was a rough trip and not only did the party suffer PT sickness but were spotted by Jap planes who bombed and strafed them for nearly two hours.



VELLA LAVELLA NATIVES

Lt. Reynolds said afterwards, "there was nothing else for us to do but lie under the torpedo tubes and pray. After awhile of praying that the bombs would not hit us, we thought better of it and decided that the bombs were not as bad as the sea sickness."

However, none were hurt and the party sneaked ashore just before daylight on

August 12. The island was alive with Jap patrols but they evaded them and began surveying the landing and air-strip sites. However, they did encounter some Japs, who were wiped out to the man. The skipper said, "we sure were looking forward to the 15th, when the first detachment of the battalion was due to land, because the patrols of Japs were becoming larger."

Well, if the advance party were having trouble with the Nips, so was the main landing party. The first detachment to embark boarded two LCI's and two LST's at Koli Point on August 13th. On the night of the thirteenth, the craft were lying off Lunga Point when Jap planes attacked them. The attack lasted three hours and, during it, the Nips sunk the John Penn, the ship we had come to the Canal from the Fiji's. We all were saddened by the loss of this veteran of European and Pacific warfare because of the many friendships made while aboard her. On the morning of the fourteenth, the convoy shoved off and, at dawn of the fifteenth, it approached the beach at Vella LaVella.

It was a beautiful sight. The tropical green of the Island was framed in the blue of the sea and the sky. Everything was quiet and the sun was just coming up like a burst of gold. Comment was heard on all sides, "Looks just like the Fiji's and just another Pacific Island."

We began to unload the cargo from the ships at Barakoma Village. The boys with the BAR's were acting as guards, and the unloading proceeded very swiftly as we had practiced it many times back on the Canal. As the ramps of the LST's came down, men and vehicles rolled out, as most of our equipment was on six wheelers, and bumped into the jungles. Bulldozers were sent ashore and soon coconut and palm trees came crashing down and pushed over with yards of coral to form ramps to the ships. Meanwhile, long lines of men waist-deep in water passed boxes of supplies

and equipment, for on LCI's all cargo must be man-handled. We all worked feverishly because we knew it was only a matter of a short space of time before the Jap planes would be on us as the whole landing operation could be observed from enemy lookouts on Kolombangara only thirteen miles across the water. Quite suddenly, the alarm was sounded and all hell broke loose. Every one took off for the boom-docks or the ships. High in the sky, planes zoomed and droned, their machine guns spitting leaden death. It seemed as if the sky were made of cloth which was violently being torn to shreds by giant invisible hands. The first attack lasted five minutes and seemed hours, then it began again, through some miracle, none of the gang were hurt. When this attack was over, we completed the unloading and moved up a hill to dig in for the night as best we could in "foxholes". There were so many attacks during all of the day and the night that it was a continual "Condition Red."

The second echelon landed on August 17 at 1800 and this landing was a mistake, since there was no air coverage from Munda at this late hour in the day. The only defense we had was the few anti-aircraft guns that had been set up. Attempts were made to unload the ships but the constant air attacks made this impossible. The LST's pulled off the beach and one of them was hit and had to be sunk. We lost considerable equipment on this ship. The next day, the remaining two were beached and were unloaded.

The third wave landed on August 22nd. This bunch really got the business for, by now, the Japs really had us spotted and knew what we were about to do.

In the early morning about 1000, they came over and bombed us at about 800 feet. At top speed, screaming eerily over the jungle, the Jap bombers flew to the attack. The ship's gunners returned their fire, but still the planes came in and re-

leased their loads of destruction. In a formation of six, one suddenly wavers and, to the cheers of the gang, it bursts into a bright pyre of flames as the gunners found their mark. The other five however broke through and plastered us. They didn't miss the target at this range and of the fifteen bombs that fell, not one was less than a hundred yards from the ships. It was a literal rain of death, when the bombers pulled out of their shrieking plunge, not a man on the ship's deck was left standing. The guns were either blasted to scrap or choked with coral dust.

While the smoke and dust of the explosions still blanketed the ships, the gang on the beach and below the decks swarmed aboard to clean up. They found the decks littered with coral boulders, wounded and dead shipmates. Many men of the battalion had manned guns during this raid and Roger Poulin, Sam Barker and Steve Pavlick of Company "D" were badly wounded and on the beach lay Bob Neumann, CM3C, our first fatal casualty of the enemy. This was a bitter blow for Bob was loved by all who had come in contact with him.

The fourth wave arrived on August 26th and the fifth on August 31st and by this time the raids were lessened due to the Marine Defense Battalion being set up in action.

During the first few days of the landings over 34 Jap planes were shot down with only a loss of two of ours.

After the landings, we set about to build a camp site and establish an airfield previously surveyed by the advance party. Our supplies and gear were strewed from one end of the beach to the other in haste to unload the landing ships and countless hours were spent locating this equipment. Slow progress was made because we were constantly under condition red because of the lack of air protection in the first few days. Vella LaVella was captured by by-

passing other islands fortified by the Japs, such as Kolombangara, Ganongga, Gizo and several other smaller islands north of Munda in the New Georgia group. The Munda airfield was still subject to night attacks which were quite frequent and, of course, Vella being north of Munda, the Japs had us coming or going.

Soon galleys were setup and the cooks got together something hot with which to start the day.

Slowly but surely the Camp took shape and the airfield began to look like something. Presently the center strip was completed and well bedded down with coral. This was not too soon for out of the skies one morning came a wounded Dauntless Dive Bomber. He buzzed over the strip and came in for a crash landing. We all were thrilled that he walked away from the wreck that was once a fighting ship. A few days later, a P38 crashed and the pilot also walked away from this one.

The night bombing by the Japs continued and, though they didn't do much damage to our installations, they did shatter our nervous systems. Chow got better as living improved and the lines at sick bay grew shorter. The overworked medical staff were great morale builders and the cheery smile of "Doc" Brown and his corpsmen Riggs, VanZandt, Harris, PeeWee and Doug Rubb were always welcome.

Along about the end of September, Dr. Pelow and Commander Lewis were relieved and sent to new commands and were replaced by Dr. Feldman and Lt. Cdr. Quayle. It was here at Vella we lost most of our shipmates through accidents or the result of the enemy bombing. Many of the men came down with various tropical diseases and were evacuated.

Scuttlebutt was the order of the day and all hoped to start home to the States by Christmas. However, after completing the

fighter strip, we packed our gear and left for a well earned rest in New Zealand.

It was many months before the 58th finally went home but even today, when ex-members meet, seldom is anything spoken of about our cruise in the Pacific except Vella LaVella. Every now and then an article will appear about the Pacific Warfare and reference is always made of this all-important outpost. Major General Twining, Commander of aircraft in the Solomons at that time said "it was the toughest, densest jungle in all the South Pacific," and the 58th CB's have constructed a modern field set up for bomber fighter transport craft, whipped the field in shape in record time making it the best in the Solomons although the hardest to construct."

On our trip to New Zealand on the USS Tryon, which was a hospital transport ship, the chief medical officer said, "we were the sorriest looking bunch," he ever saw and gave orders that all the men were not to have any duty whatsoever.

AUCKLAND, NEW ZEALAND



TOP OF QUEEN STREET

The harbor of Auckland was a wonderful sight and even more pleasant was the sight of white women with shoes on. We were billeted at what was formerly a race track and, though it was not much better than other camps, no one minded because we

seldom were there. After making alterations to our blues, which in the main now were much too large, off we went on liberty.

The people in Auckland were wonderful and opened their homes to us and many made lifelong friendships while there. They were a lot like us and enjoyed having Americans around. Into their two big islands is packed a little bit of almost every country in the world and all agreed that it was one country that would be nice to come back to after the War.

We were warned about tossing our dough around but, as usual, we bought everything we could lay our hands on including the famous "Tiki".

Quite a number found their way out of Auckland and the surrounding Village of Roturua where they took the baths, fished and climbed over mountains. Chow was great and meat was once again plentiful with Hash and Mae, our canine mascots, at long last having bones to gnaw on.

All too short was the stay here and on 8, February 1944, we held a "Farewell Dance" at the town hall, and as the committee put it:

"We came, we saw, we were conquered. Our sincere thanks to the hospitable and friendly people of New Zealand."

Again we packed our gear for another trip to parts unknown leaving behind in Mobile Hospital 4 and 6 a goodly number of men who were just too worn out to go back up again to the islands.

BANIKA, RUSSELL ISLANDS

After leaving Auckland, New Zealand we landed on Banika, of the Russell Islands, 17 February, 1944. Here we spent our time securing new equipment, small arms, etc., for our next job. This was the island that we lost our mascots, Hash and Mae, and



their sons and daughters for some gold braid didn't like dogs. We were all saddened by this loss for they had given all of us many a happy moment.

LOS NEGROS, ADMIRALTY ISLANDS

A major naval and air base, capable of service, supply, and repair forces afloat, air forces, and other allied units in the forward area, was established early in 1944 at Manus, in the Admiralty Islands, about 300 miles north of Lae, New Guinea, and, apart from the St. Matthias group, the northernmost group of islands in the Southwest Pacific area. Manus lay close to the enemy line of communication between Truk and Rabaul and also near the route between Kavieng and Wewak.

Manus and Los Negros comprise the major islands of the Admiralty group, which includes over 160 small islands and atolls and three first class harbors.

Seeadlee Harbor, one of the largest and best in the Southwest Pacific, lies within the ellipse formed by Manus, the curving shore of adjoining Los Negros. Its protected waters were capable of accommodating a large fleet of capital ships. Los Negros was separated from Manus by a narrow passage. The island was low and, for the most part, swampy, with coral just below the top soil.

We landed in the Admiralties 17 April, 1944, and were assigned a construction job at Papitalai Point. The next day, survey crews were sent ashore to select a camp site. Constant heavy rainfall and the unfavorable terrain, however, made progress difficult. Quarters were finally erected on coconut log footings at least two feet above the ground.

The first major construction assignment was the building of a 30-foot primary road from Lombrum Point to Papitalai Point.

For a dry dock storage area and personnel camp we built seven, 40 by 100 foot warehouses, 29 quonset huts, a mess hall, a galley, a water system, and a coconut-log, coral-fill jetty, 40 by 80 feet, the site of which required considerable fill.

Heavy rains, which turned the area into a mass of mud, considerably delayed construction of a PT-boat overhaul base and



WORKING PARTY - ADMIRALTIES

personal camp. However, the lessons learned in the Fiji's and Vella in the use of coral came in handy and were put to use. Due to the lack of roads we built a jetty to this base by hand labor and when it was completed consisted of seven 40 by 100 foot warehouses, three quonset huts, one 30 by 50 woodframe building, and a frame galley and mess hall.



CB WAVE

The major project at Papitalai, a tank farm with sufficient storage of fuel and diesel oil to supply a large base and major units of the fleet, was begun June 23rd. Lack of suitable coral for surfacing, again proved a handicap. Material for tank foundations had to be ferried across the harbor, and roads deteriorated to such an extent that corduroying was the only solution. However, the 58th met the task head-on and by August 15th the first 25 tanks were completed on schedule and work continued until 63 tanks were erected, each having a 10,000 barrel capacity. A two-way pumping system and a drum filling plant completed the farm which was split into sections, making it possible to operate from any single unit or series of units.

Over four miles of pipe were installed throughout the area and well over two million bolts were used in the construction of the tanks. The job took over 38,000 man-hours to complete. The engineering gang under Lt. (jg) Gene Gieger were respon-

sible for the layout and location of the tanks; Lt. (jg) Rudy Peters was in charge of tank construction, and C.W.O. Charlie Gartrell of piping and pumps. Lt. Reed, Officer in Charge of the Papitalai Fuel Dock, stated that, throughout the water testing and construction, the receiving and delivering of oil was carried on with a minimum of trouble, due to the excellent cooperation of the 58th crews."

Commander P.L.A. Keiser, Officer in Charge of the Second Construction Regiment, wrote to the 58th the following letter of commendation:

1. As the time approaches for the departure of the Second Construction Regiment from the Admiralty Islands, the Officer in Charge wishes to commend the officers and men of the 58th Construction Battalion for the excellent job they have accomplished in preparing this base for the needs of the fleet.

2. The fine spirit in which the men carried out early construction operations despite the fact that they were working with a minimum of equipment in a very muddy terrain was in keeping with the highest traditions of the Navy.

3. If the past performance of the 58th Construction Battalion is an indication of future operations, the Officer in Charge feels confident that the 58th Battalion, under the capable leadership of Lt. Comdr. Turrentine will be destined to be one of the best Seabee Battalions of the Navy.

While at Los Negros we found time from work to engage in boxing bouts, song fests, baseball games with the other units on the Island. In addition, we purchased over \$32,000 of war bonds, the largest bond being bought by Earl Tupper MM 1/c, of W-W-1 the amount being \$2,675.



Having completed our task we hauled anchor again and set sail for a return trip to:



DOMA COVE, GUADALCANAL, arriving on December 14, 1944. It was here that we staged for Okinawa. A complete Jap village was skillfully assembled of forty wooden buildings, some of two stories, complete with bank, grog shop and a gisha house. This village was named Bonegville for its location on the banks of the Bonegre Line. This village was the training site of the 6th Marine Division and many a marine later at the battle for Naha expressed his undying gratitude to the 58th for the training he had received in this well simulated city.

We entered into real advanced training for the invasion of Okinawa and were completely briefed on this particular Island X that no one up to this time had ever heard of.

During March we shoved off for Okie in various groups for the biggest job in the 58th history.

OKINAWA

Easter Sunday, April 1, 1945, a day long to be held in our memories. The largest war fleet ever to sail the seas was assembled off the shores of Okinawa and the din of their heavy fire was deafening.

The landing was made with the assault troops and it was not to be compared at all with Vella LaVella, for by 1030 the Marines of the 6th Division had their days objective with few casualties.

Soon as we were ashore our work began, serving as combat engineers in support of ground troops, rehabilitating and improving native roads and bridges, and clearing enemy mines and demolitions. We located and developed, and operated water supply points for all units, installed communication systems and began the ground work for permanent installations. These activities were carried on night and day in spite of enemy sniper activity, artillery fire, and air attacks.



The Marines had quickly captured Yontan Airfield on "D" Day and shortly after evening chow they were amazed to see a Japanese plane circle the field and come in for a perfect landing. The pilot got out and started to walk away and then suddenly realized that something was amiss. He reached for his pistol and by doing so completed his last act in this world.

None of the words written up to this time can fully describe what the men of the Battalion had gone through and in a letter your editor received from Chaplain Shell during the make-up of this book I thought it would prove interesting to pause and listen to his opinions.

MEMORANDUM FROM JOHN L. SHELL LT., ChC., USNR

Attached to 58 N. S. NCB

January 1945 - December 1945

I found a sad looking bunch of men when I joined the 58th CB's on Guadalcanal at the beginning of the year in 1945. The men had returned from the Admiralty Islands after many months of hard work in the South Pacific with the hope that they would soon be on their way home. Instead, rumors were flying around that the 58th would be attached to the 6th Marine Division for combat training for the next invasion. I will never forget the blue language that was used when these orders were officially announced at the movie—it was language that one could not use in the pulpit.

Then followed a week of outspoken griping on the part of practically all hands. From all corners you could hear such expressions as these: "I'm gonna blow my top and get out of this outfit", and "You have heard of the Lost Battalion, Mac. Well, this is it!" After a couple of weeks, the griping had strangely quieted down and the men settled down to hard work and preparation for the rough days ahead. The conversation took another turn as we all started speculating about where we would

hit for the invasion. The guesses ran anywhere from the South coast of China to Tokyo itself, but as the "scuttlebutt" sifted down everything seemed to point to an island by the name of Okinawa. Anyhow we were told if we ever managed to get on the beaches we would then have to fight poisonous snakes and deadly typhus, as well as the enemy. It sounded bad!

None of us will ever forget the unbelievable bombardment on Easter Sunday, 1945, that preceded the invasion of Okinawa. Then the work of the 58th really began in earnest! I saw men of the 58th, many already tired by long months of jungle warfare, buckle down to the hard job of building roads, building Yontan Airfield and a dozen other jobs. The work went forward in spite of the bombing, constant air raids at night, and mud that was sometimes knee deep. It was there I learned to know the men of the 58th, and I found them to be a wonderful bunch of men. I was pleased that so many found time for church services during those tiresome weeks. I found the deep comradeship within the Battalion when we buried our shipmate, David Applegate.

I am deeply proud to have served with the 58th. It was an experience that has enriched my life and reassured me of the faith that is to be found in the hearts of most men.

Sincerely yours,

JOHN L. SHELL



On April 3rd we took over the repair and new construction of the Yontan Airfield and on the next day April 4th, we had one strip ready for fighter operation.



During the latter part of April we resurfaced the existing runways and constructed taxiways, hardstands, warmup aprons, pilot housing, and gasoline storage facilities. Damage control parties filled bomb craters on one end of the runways while enemy planes were strafing the other end. In spite of enemy interference, the runways were thus kept serviceable almost without a break. At the end of April, construction was started on a new bomber strip at Yontan.

Although the initial landings were accomplished without great difficulty, the Japs thereafter did his utmost to harass our forces and hinder the occupation of the island and the development of the base.

There were 261 air raids in the period from April 1st to June 30th. Enemy night bombings were frequent and suicide attacks against shipping in the harbor damaged construction equipment and material making our task that much more difficult. Much danger was added to this by falling fragments from our own anti-aircraft shell bursts and misdirected automatic weapons fire from ships in the harbor.

However, in June all organized enemy resistance ceased and construction work moved forward rapidly.

Personnel of the 58th began now to shove off for home and very few of the original battalion were left. It would be impossible to cover every phase of the battalion activities at Okinawa, but all should be interested that by the close of 1945, naval facilities on Okinawa covered 20,000 acres, and included 4,180 lineal feet of wharves, 712,000 square feet of general covered storage, 11,778,000 square feet of open storage, 193,000 cubic feet of cold storage, as well as storage for 8,820,000 gallons of aviation gasoline, 30,000 barrels of diesel oil, 50,000 barrels of fuel oil, 13,000 square feet for ammunition. Aviation repair shops covered 324,000 square feet and general



repair shops 91,000 square feet. Hospital space amounted to 338,000 square feet and quarters 4,755,000 square feet. All of which the 58th had an important share.



Seabees

The navy needed fighters
And the navy needed men
So they organized the Seabees
Who could fight and work again.

They took welders, riggers, boilermen
Butchers, cooks, and bakers too
And they put them in the navy
And showed them what to do.

With a machine gun and a rifle
The Seabees learned to shoot
They used a big machete
A thousand things to boot.

They taught us how to march and drill
They taught us how to dress
And we even learned to manage
To get "seconds at the mess".

We learned the navy lingo
We called it "head, deck and swab"
We even learned to "knock it off"
Like an other gob.

They taught us all these many things
In 13 weeks or less
And what they didn't teach us
We later had to guess.

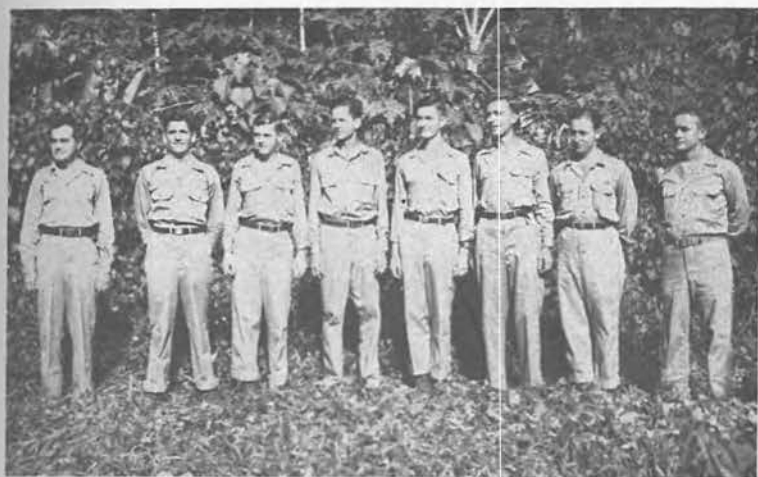
When we were through our training
We left for Island "X"
We had all our equipment
It loaded down the deck.

The Japs they held the island
When at last it hove in sight
We knew that they were ready
So we got prepared to fight.



HEADQUARTERS
COMPANY





YEOMEN



G.S.K.



GALLEY FORCE

"A" COMPANY





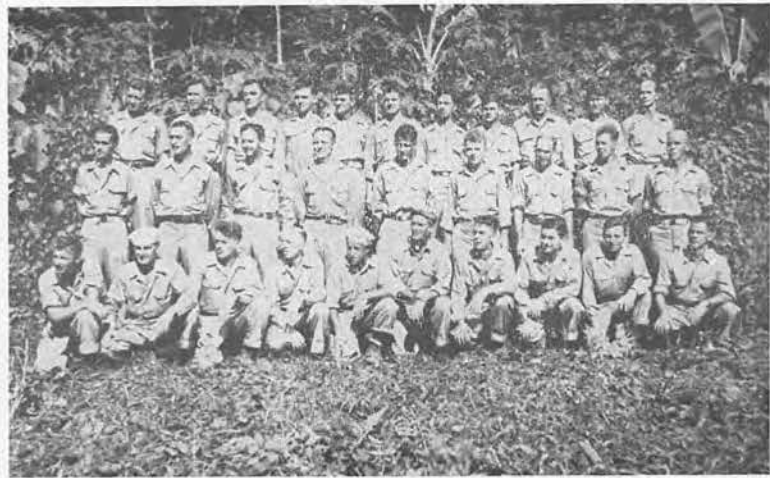
CORPSMEN AT VELLA



"A" COMPANY



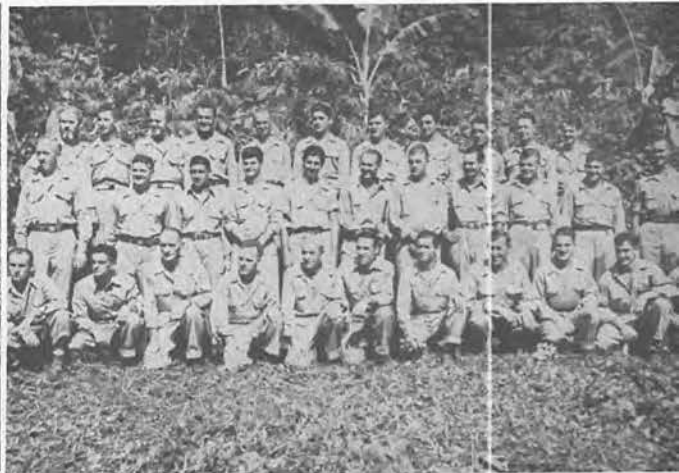
MEDICAL STAFF IN FIJI



B-3



B-4



B-5

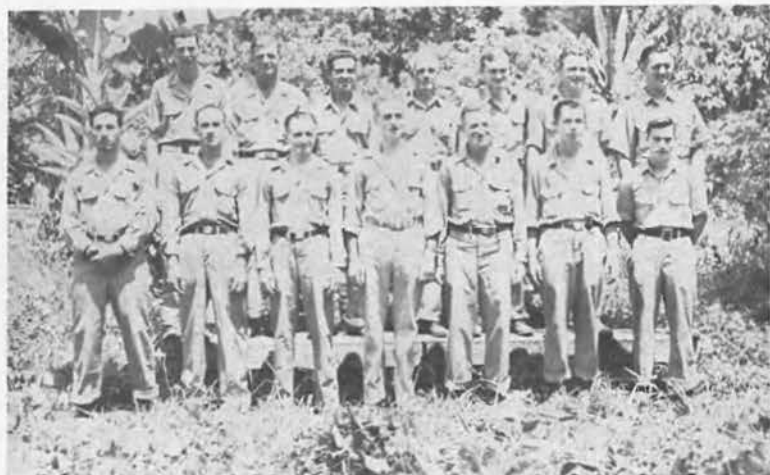


B

"C" COMPANY



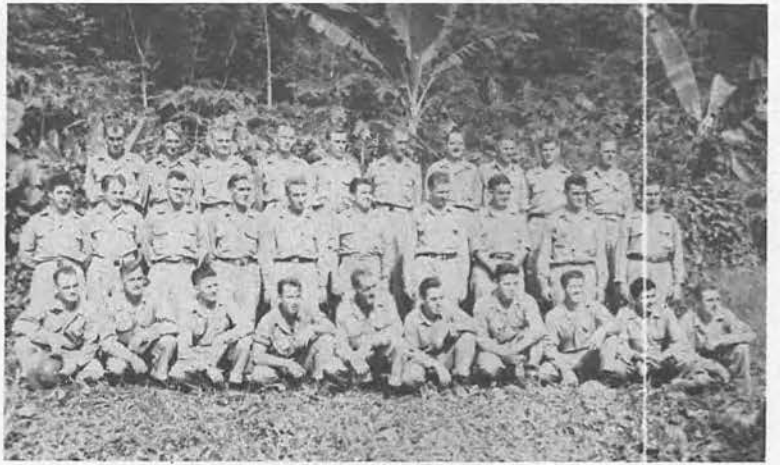
C-2



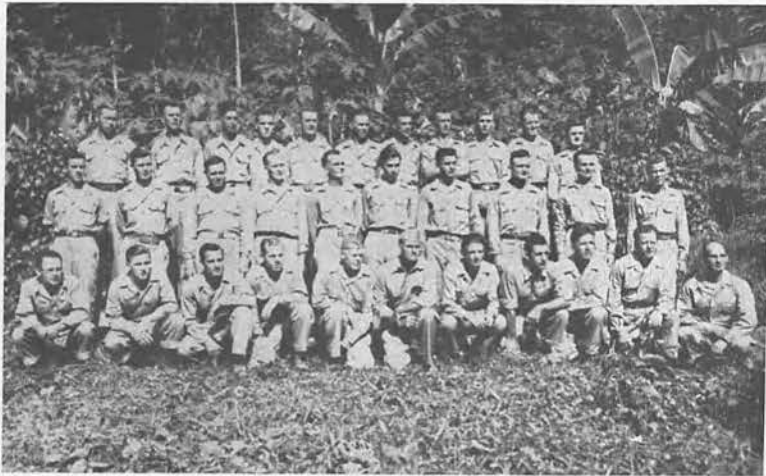
C-3



C-4



B-1



B-2

"B"
COMPANY



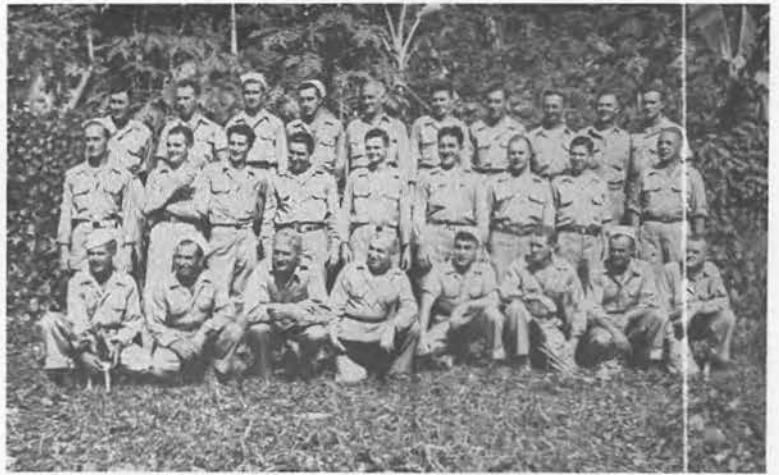
B-2



C-5



C-6



D-1

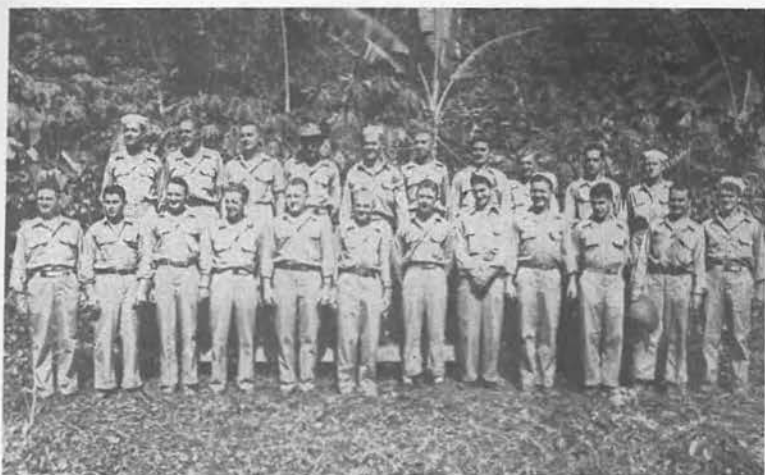


D-2

"D"
COMPANY



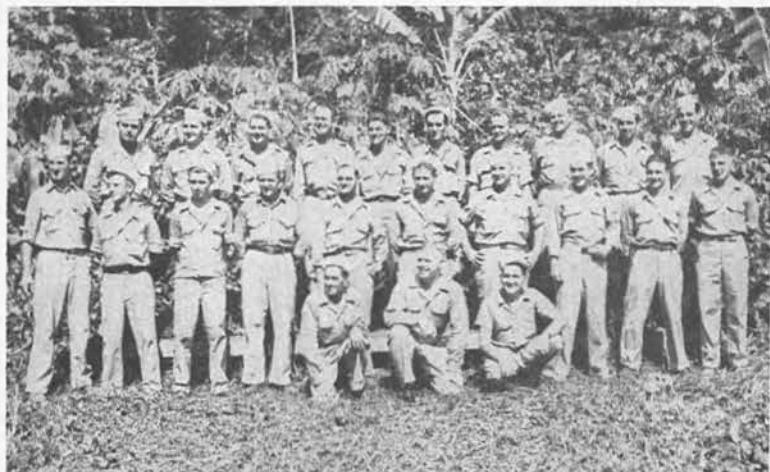
D-3



D-4



D-5



D-6



VITI LEVU IS.
(FIJI ISLANDS)

THE FIJI ISLANDS



BOAT POOL



GENERAL VIEW OF CAMP

CLEARING TALL GRASS FOR CAMPSITE



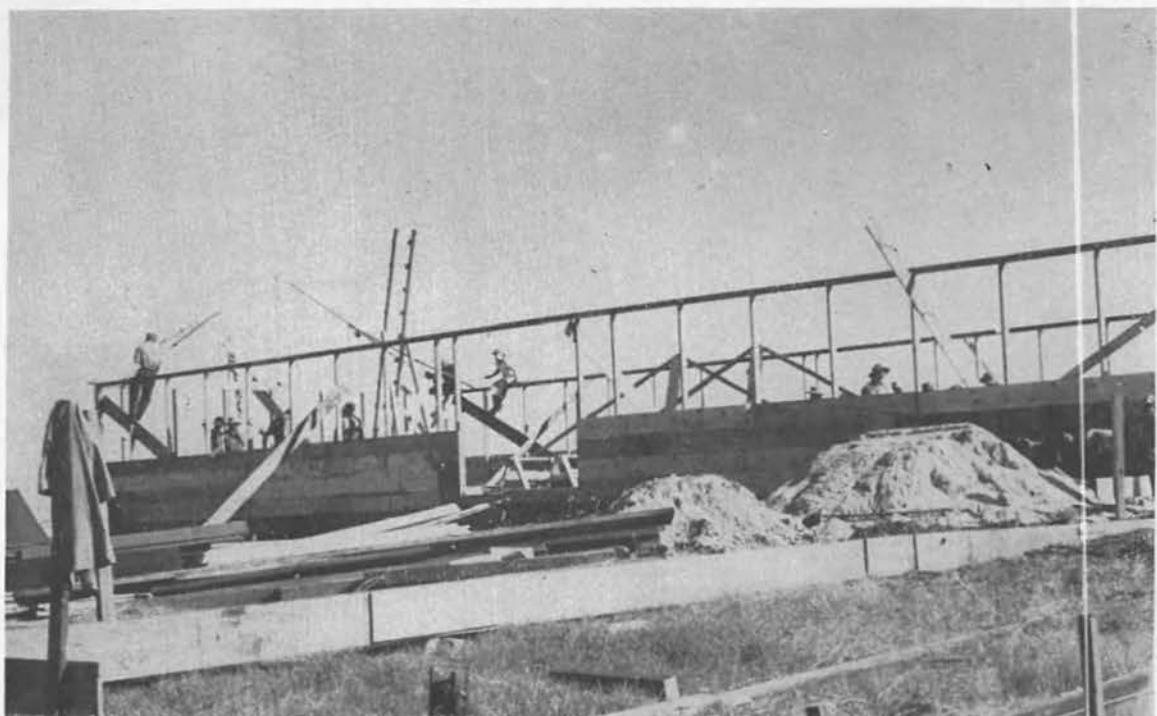
UP GO OFFICERS TENTS



ANOTHER VIEW OF CAMPSITE



CONSTRUCTION OF STORAGE TENTS

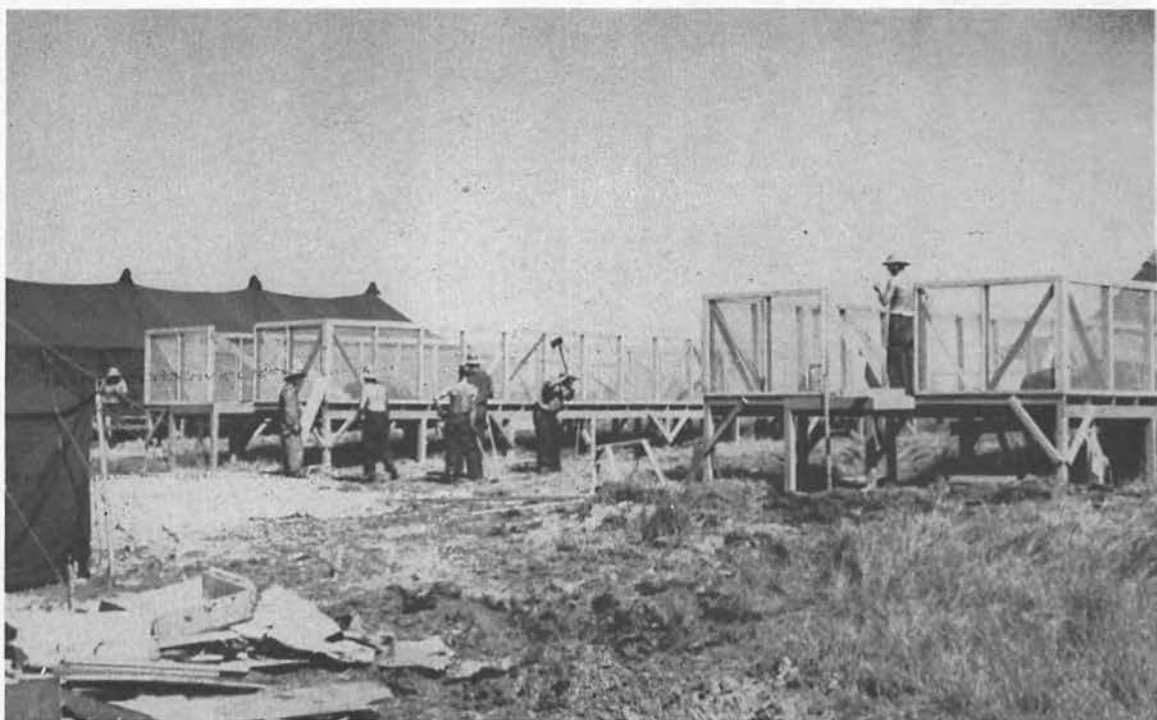


CHOW LINE



SHOPS





G.S.K.



SICK BAY



TRUCK LINE-UP

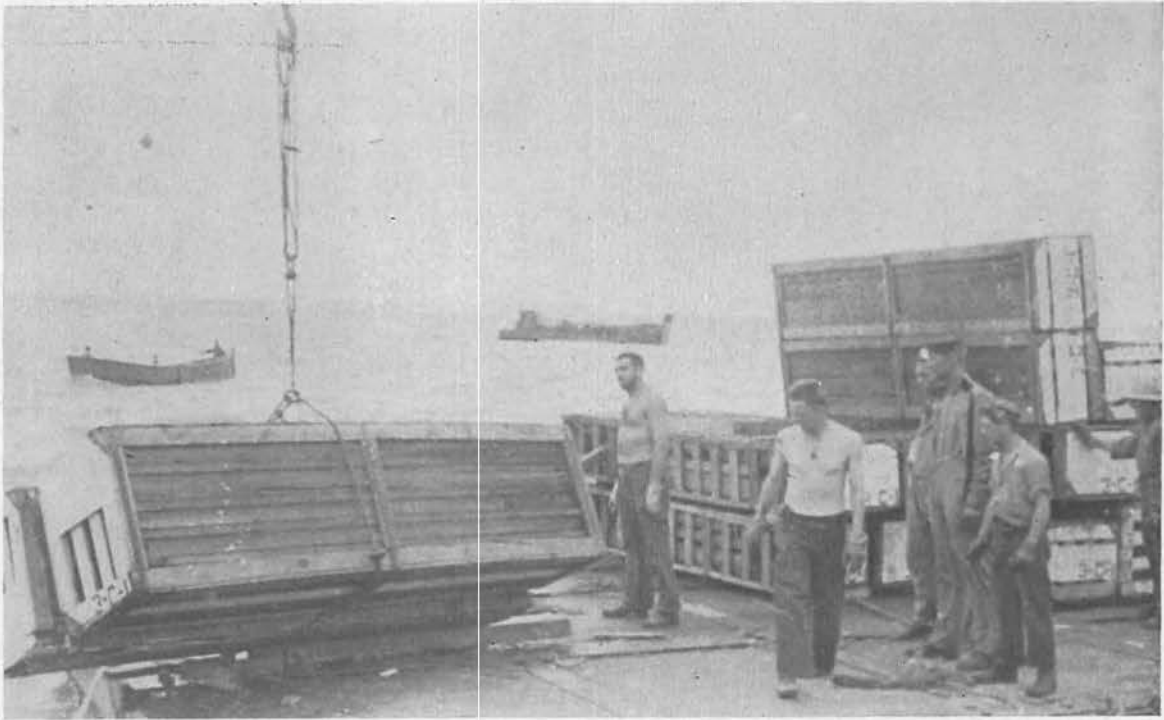


WASHING TRUCKS AND JEEPS



TRANSPORTATION

UNLOADING CARGO



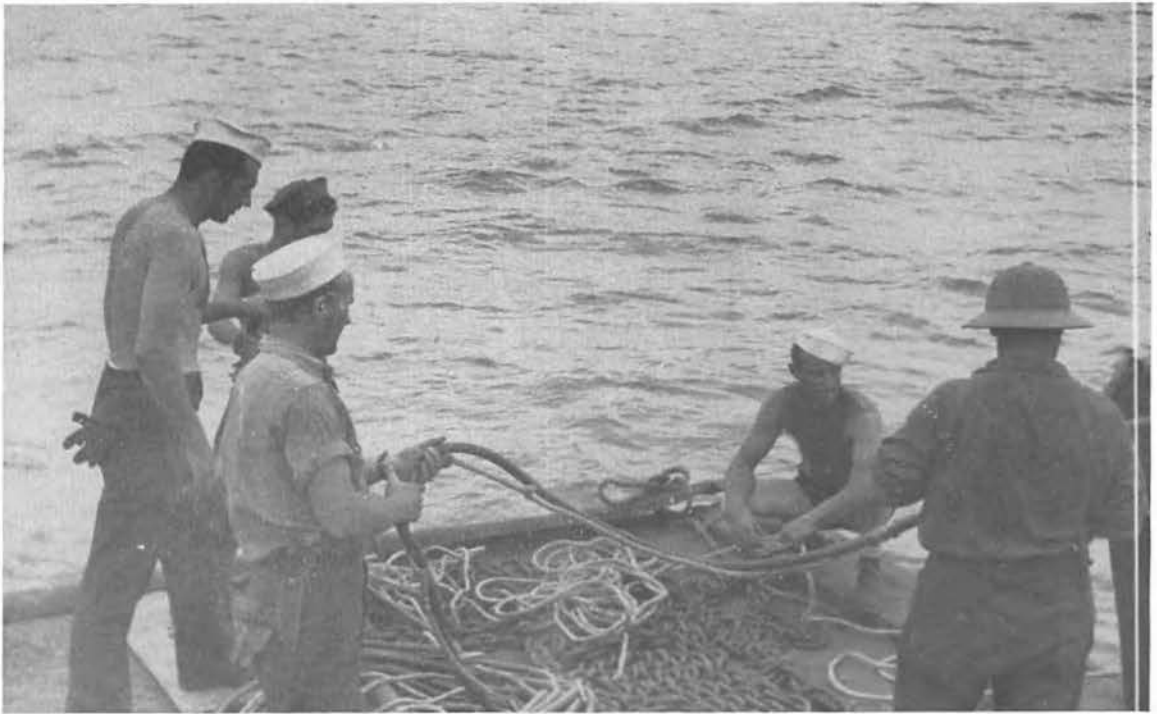
PREPARING DIVING EQUIPMENT TO LOCATE CARGO AND EQUIPMENT THAT WENT OVER THE
SIDE OF A PONTOON BARGE



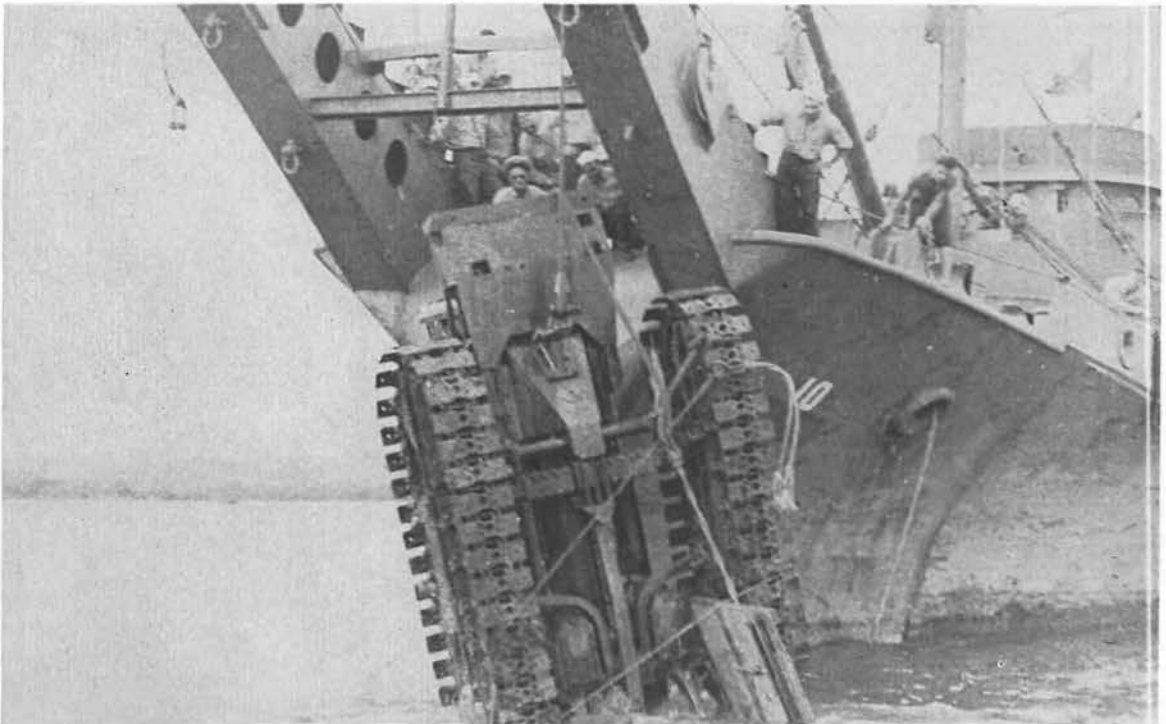
GOING DOWN



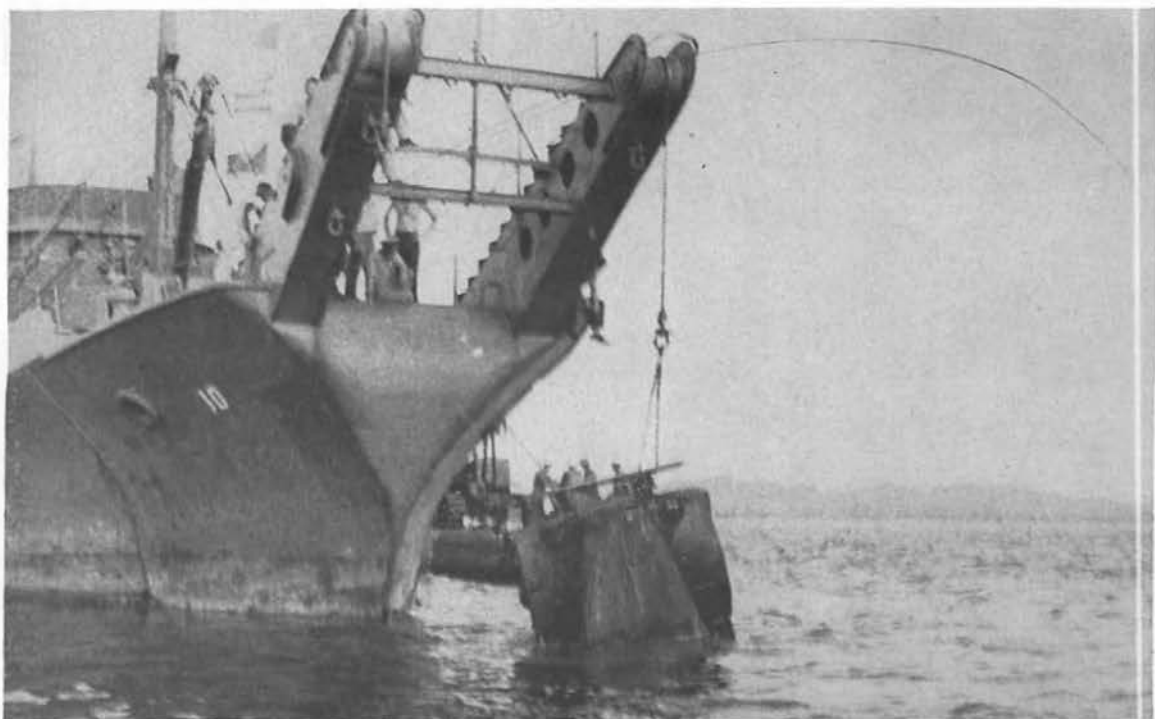
MANNING AIR LINES



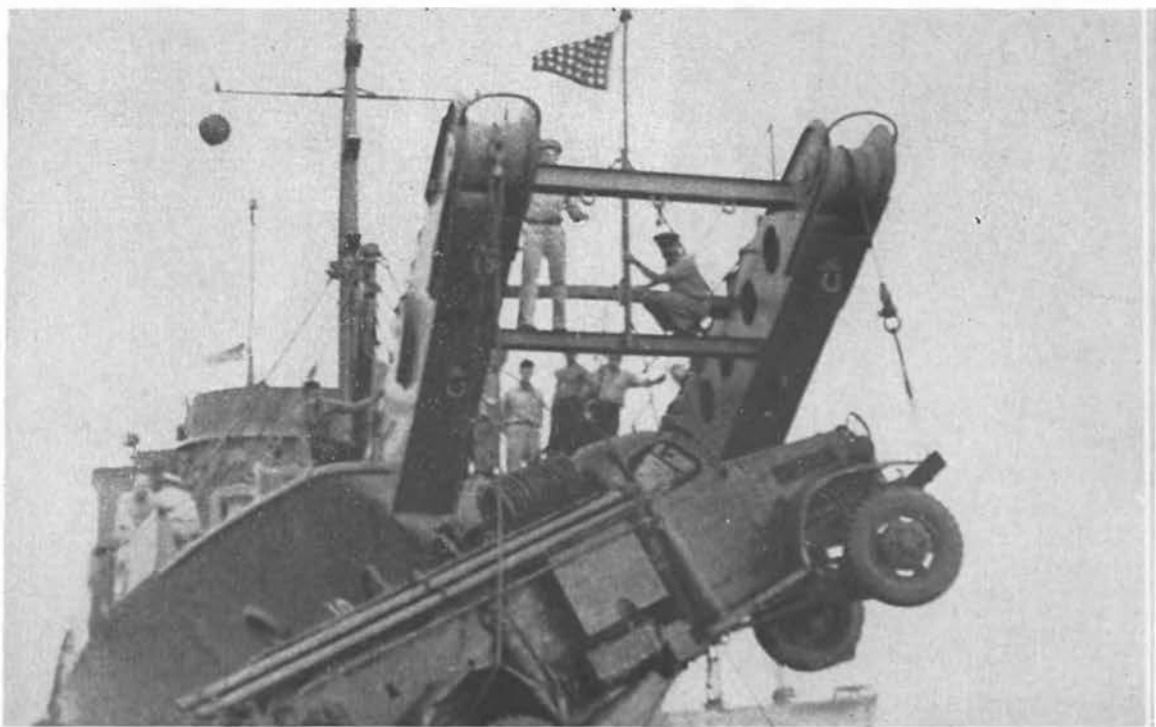
UP COMES A CAT



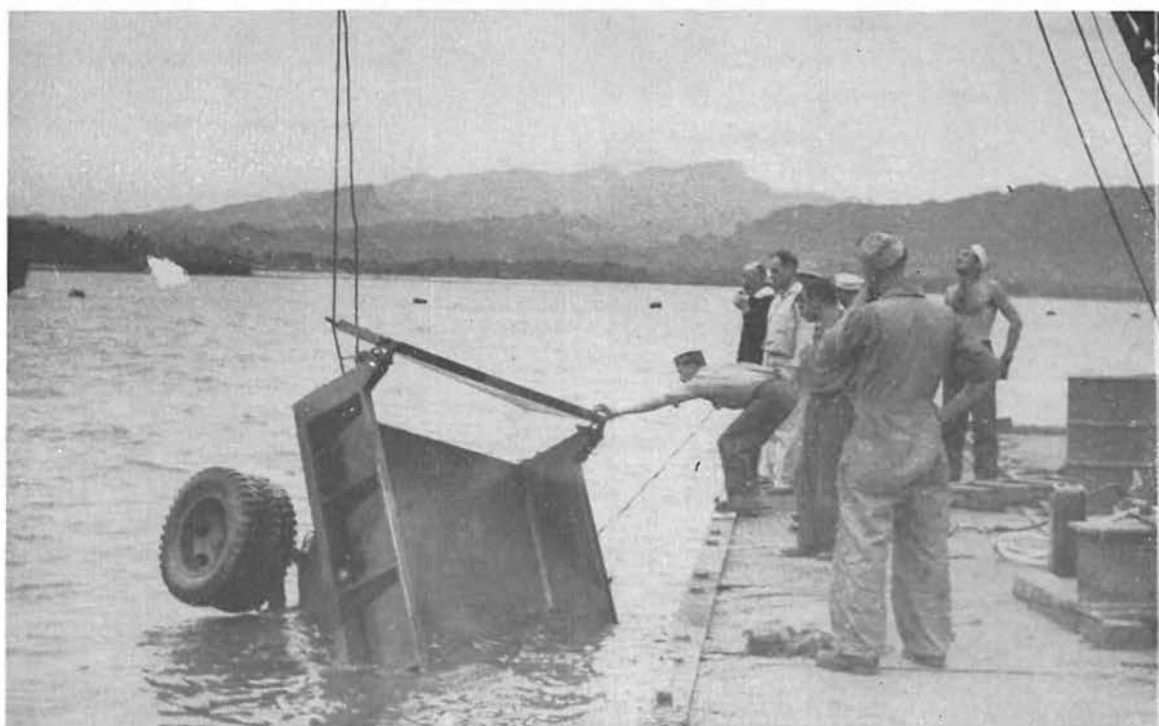
A TRUCK IS HOOKED



AND UP SHE COMES



ANOTHER TRUCK



HAULED IN THE 58th WAY





FOUNDATION FOR AIR RAID SHELTER



COMPLETED SHELTER



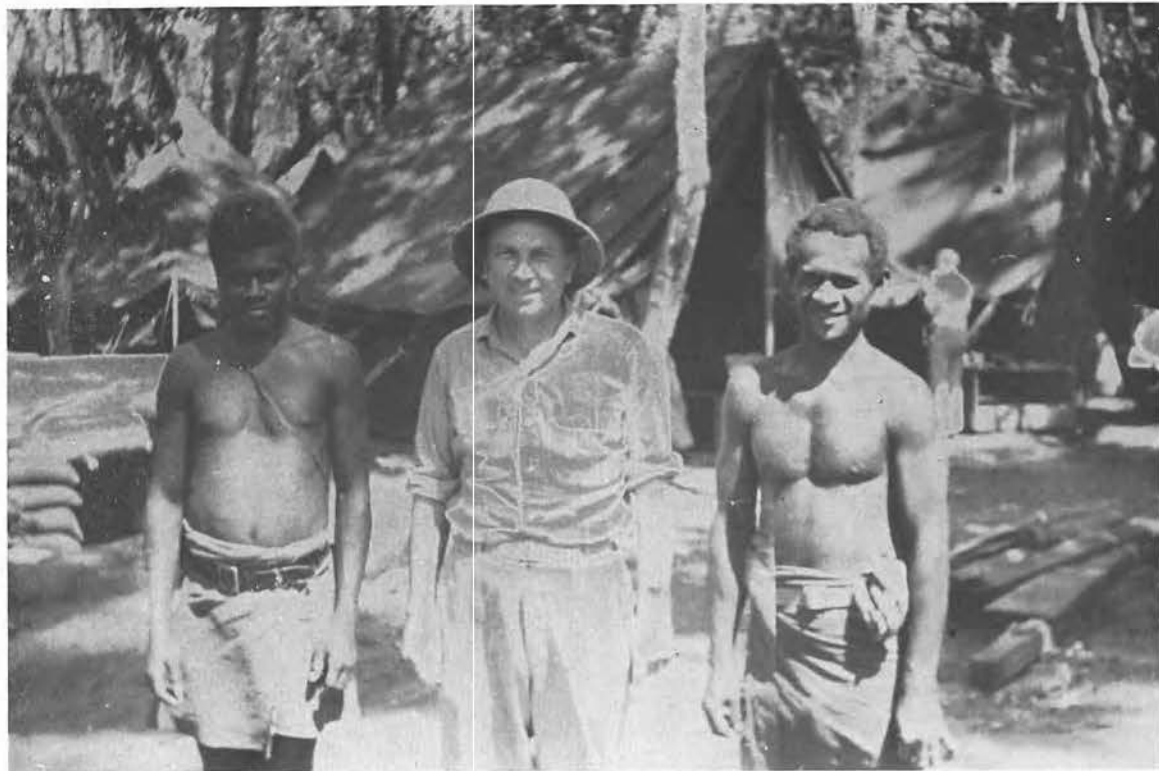
BUCKET OF BLOOD



SMALLEST RAILROAD IN THE WORLD

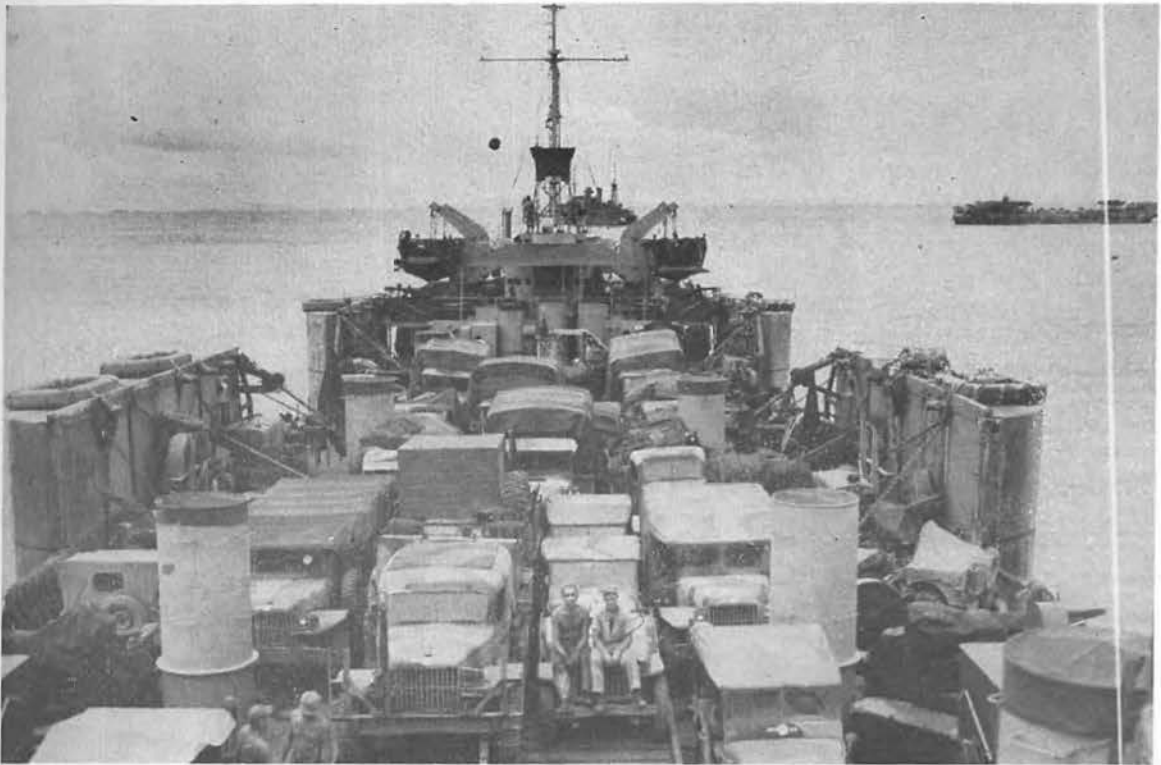


EN ROUTE TO GUADALCANAL GENERAL QUARTERS ABOARD USS JOHN PENN



NATIVE PRIESTS AND FATHER DOBIAS

EN ROUTE TO VELLA LaVELLA



JAP SHIPS AND ONE MAN SUB BEACHED AT GUADALCANAL





Solomon Island In Rear of Foe Taken by U. S.

Troops Land in Force on Vella Lavella and Hasten Bairoko Garrison Doom

By The Associated Press
ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, Aug. 17 (Tuesday).—American troops have landed in force on Vella Lavella Island, in the central Solomons, by-passing Kolombangara Island and hastening the doom of Japan's encircled garrison at Bairoko, on New Georgia, forty-five miles southeast.

The occupation, achieved in force on Sunday and disclosed today by General Douglas MacArthur in a communique, was such a surprise move that it apparently was unopposed. Meager reports made no mention of enemy

(Continued on page 5, column 2)

(In a delayed dispatch from Leif Erickson, Associated Press war correspondent, who went ashore from a landing barge with the troops, first disclosure was made that waves of Japanese planes tried to break up the invaders after the first boats had been unloaded. He said the dive-bombers, escorted by Zeros, failed to hit a single boat but did succeed in strafing some of the boats winding up the landing operations.

(Taken on in furious dogfights, 34 of the enemy planes were shot down at a cost of only two of ours.)

Yanks By-Passed Kolombangara

The Japanese obviously believed that the Americans, now wiping out bitter-end enemy resistance on New Georgia above the captured Munda airfield, would hold to island-by-island strategy and strike next across the Kula gulf at the Vila air base.

Instead, the Americans bypassed Kolombangara Island, on which Vila is situated, and overwhelmed Vella Lavella, 45 miles northwest of New Georgia. Seizure of this northernmost island of the New Georgia group seemed to seal the fate of all other intervening islands—Ganongga, Gizo, Wanawana and Arundel as well as Kolombangara.

"This places our forces north of enemy positions at Vila on Kolombangara Island and renders its continuous supply problematical," today's communique pointedly stated.

(Erickson's dispatch, written the day of the landing, said the obvious strategy was to starve out the Vila garrison, thus obviating the necessity of prolonged fighting in Kolombangara's jungles).

Yanks Capture Vella Lavella Island in Central Solomons

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC (AP)

—Japan's holdings throughout the central Solomons are virtually doomed and the enemy bases still barring the way to his fortress of Rabaul are gravely menaced as the consequence of a surprise invasion of Vella Lavella Island.

United States forces in considerable strength seized it Sunday in a move so unforeseen by the enemy that the invaders accomplished the hitherto unheard-of feat of capturing 350 Japanese alive and wounded.

By Associated Press

U. S. HEADQUARTERS IN THE SOUTHWEST PACIFIC, Aug. 19.—Hundreds of Japanese troops were killed or captured during an enemy attempt to land on newly-conquered Vella Lavella Island early yesterday morning.

The enemy forces were packed on possibly 20 to 30 large barges holding approximately 75 men each, indicating a force of 1500 to 2200 men, and not more than 300 of them were believed to have reached shore.

Four Japanese destroyers which were escorting the barges "took off for home" when U. S. warships engaged them, two were seriously damaged, one probably sank, and a third enemy destroyer was hit.

The American force broke off its action against the Japanese destroyers to go after the enemy landing barges, crowded with troops.

Japanese

Yesterday's Japanese communique, as broadcast from Tokyo and recorded by The Associated Press:

Imperial Japanese naval air units, which had been keeping close watch on the movement of an enemy convoy fleet with escort vessels moving westward since Aug. 13 from the direction of Guadalcanal Island, having detected signs of the convoy fleet moving toward Vella Lavella Island since the night of Aug. 14, launched early in the morning of Aug. 15 repeated attacks on the enemy convoy and obtained the following war results:

Firstly: Off the southern coast of Vella Lavella our first attack plane unit launched an attack on the enemy convoy fleet escorted by approximately fifty enemy fighters which was approaching the coast and sank instantly one large-size transport, set ablaze three large and medium size transports and shot down thirteen enemy fighter planes.

Secondly: Our second attack

plane unit attacked the aforementioned enemy convoy fleet again and, defying the resistance put up by enemy fighters, sank two large-size transports and one landing motorboat, scored near hits on one large-size destroyer and one amphibian truck, strafed approximately ten landing motorboats and shot down eleven enemy fighters.

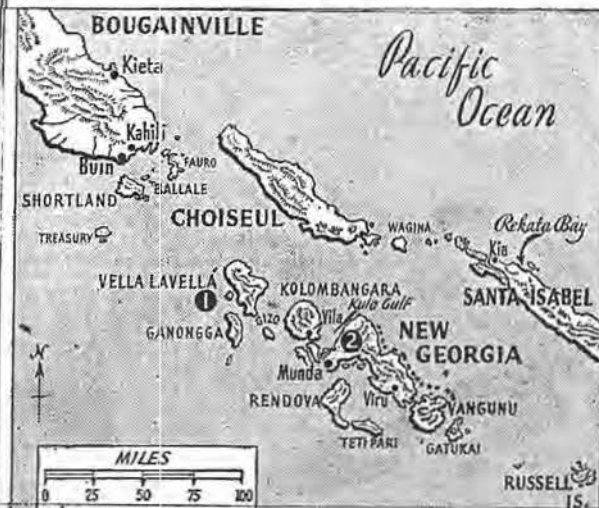
Thirdly: Our third attack plane unit, engaging in aerial combats with enemy fighters, raided the vicinity of the enemy landing points and scored one near hit on one cruiser, set afire two landing places and shot down four enemy fighters.

Fourthly: Our fourth attack plane unit assaulted the enemy convoy fleet in waters ten nautical miles north of Simbu Island, as well as in waters fifteen nautical miles southeast of Bilos, and sank one large-size destroyer and heavily damaged another destroyer.

Fifthly: Another attack plane unit which moved out to attack another convoy fleet at midnight Aug. 14 spotted the enemy convoy fleet in waters ten nautical miles east of Gatukai Island and, launching a torpedo attack, sank instantaneously one large-type cruiser, sank one large-size transport and another enemy warship which was either a light cruiser or a large-type destroyer. In addition it scored one direct torpedo hit on one cruiser and one destroyer.

In the above attacks seventeen of our planes either deliberately crashed themselves into enemy objectives or have not yet returned to base.

The Allies Take Another Solomon Island



Herald Tribune map. Allied headquarters reported the taking of Vella Lavella (1) and the capture of 350 Japanese there. The occupation bypasses Kolombangara. Fighting is still in progress on New Georgia (2)

CITATION



TO ALL MEN OF THE 58th

1. Commander Task Force Thirty-one notes with pleasure the remarks made in the following extract from a letter of 2 September 1943 from the Commanding Officer of USS LST 354.

"While the dust and smoke of the explosions still covered us the men of the 58th C. B.'s came aboard to assist us. No orders were given them and no orders were needed. Gray headed veterans of the 1st war manned gun stations, cleaned guns and cared for the wounded. On the cargo deck the C. B.'s continued to discharge cargo without interruption. The calm words of action report were inadequate to express; this commands admiration of the workings and fighting qualities of the 58th Construction Battalion."

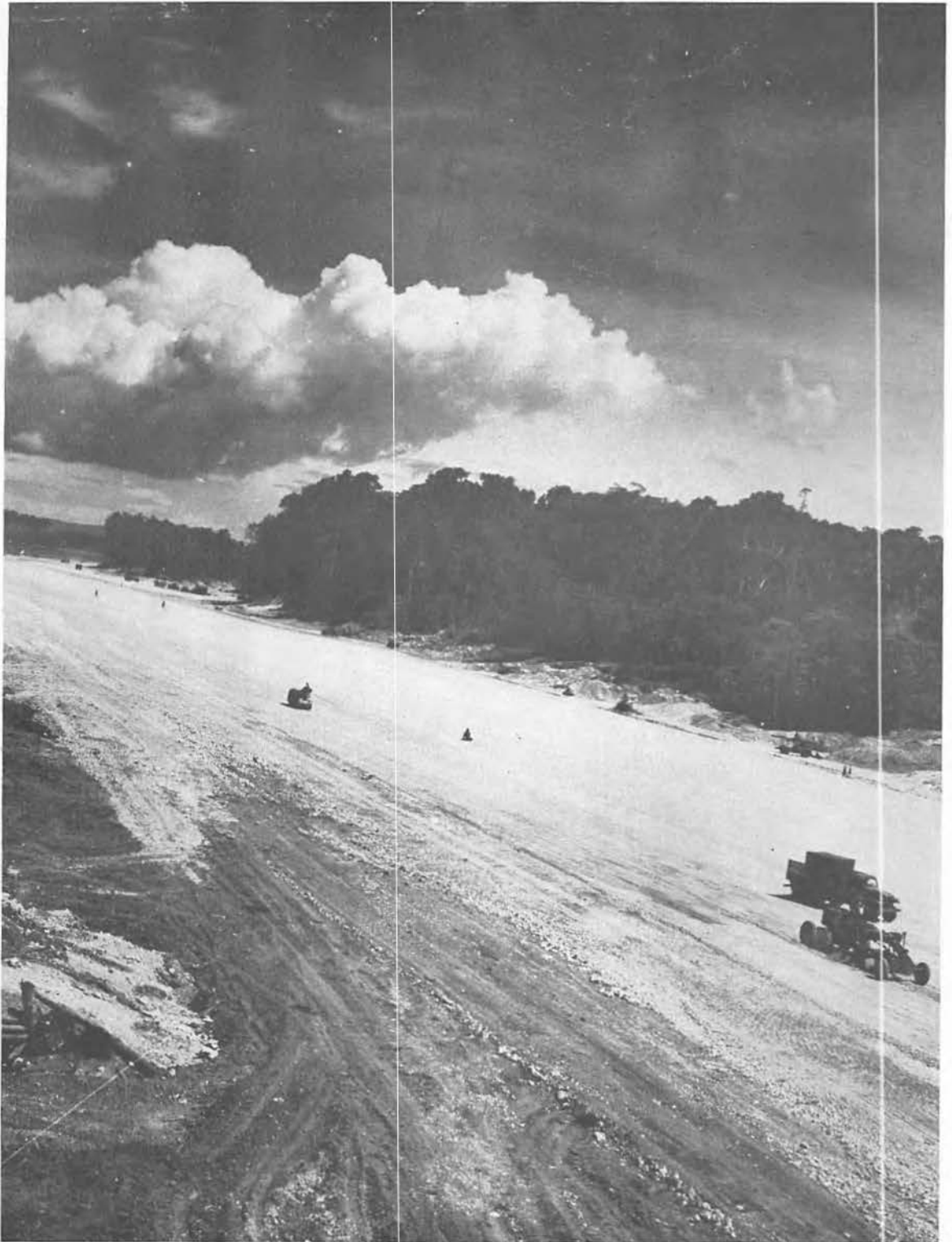
2. Such exemplary conduct by the members of the 58th Naval Construction Battalion is most highly appreciated; and it is considered that the initiative, devotion to duty, and disregard of personal safety displayed are in keeping with the best standards of the naval service.

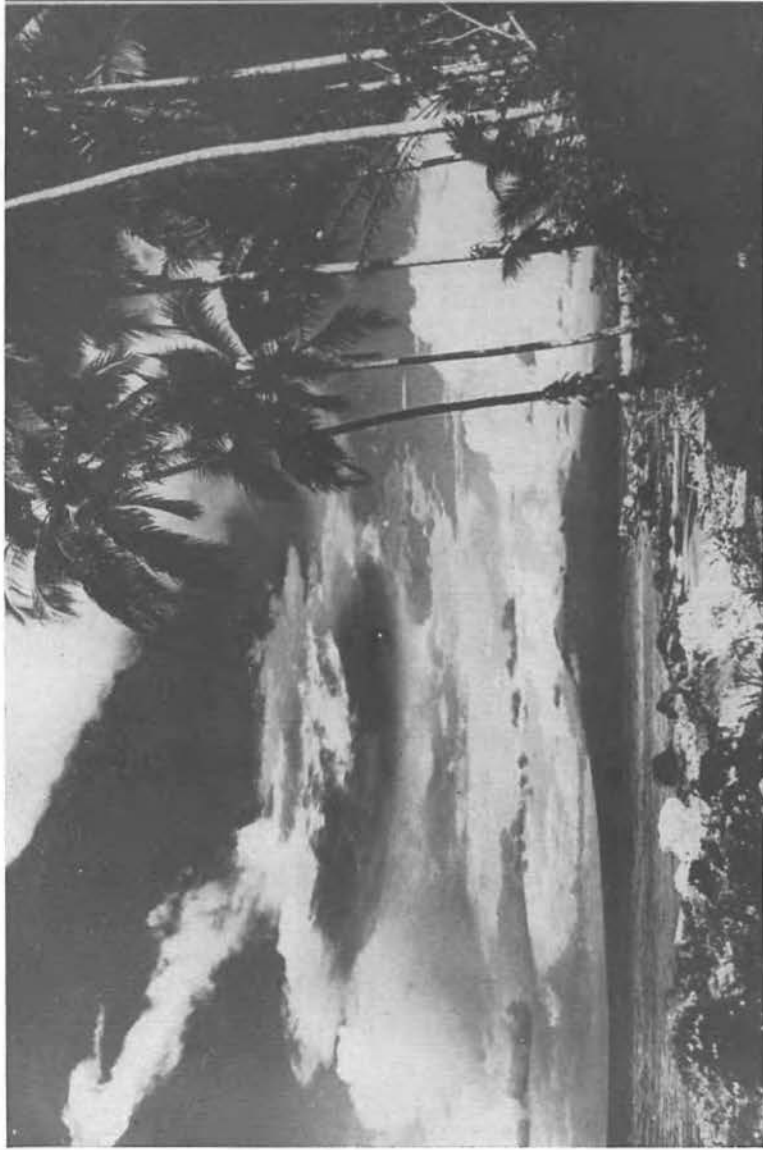
Admiral T. S. Wilkinson

1. A copy of the above has just been received by this office. No words of praise can be sufficiently expressive to commend men for carrying on under the hazard of enemy bombing. The report quoted above and the Admiral's remarks indicate that the men of the 58th have found themselves and have made a niche for themselves in the history of Naval service.
2. It affords this command great pleasure and pride to serve with the men of the 58th, who not only can complete a mission successfully under enemy fire, but also can pitch into less glamorous aspects of war, hard-work and make out of the jungle area the best fighter airfield in the South Pacific. Well done.
3. Please see that all personnel of your command are acquainted with the contents of the above.

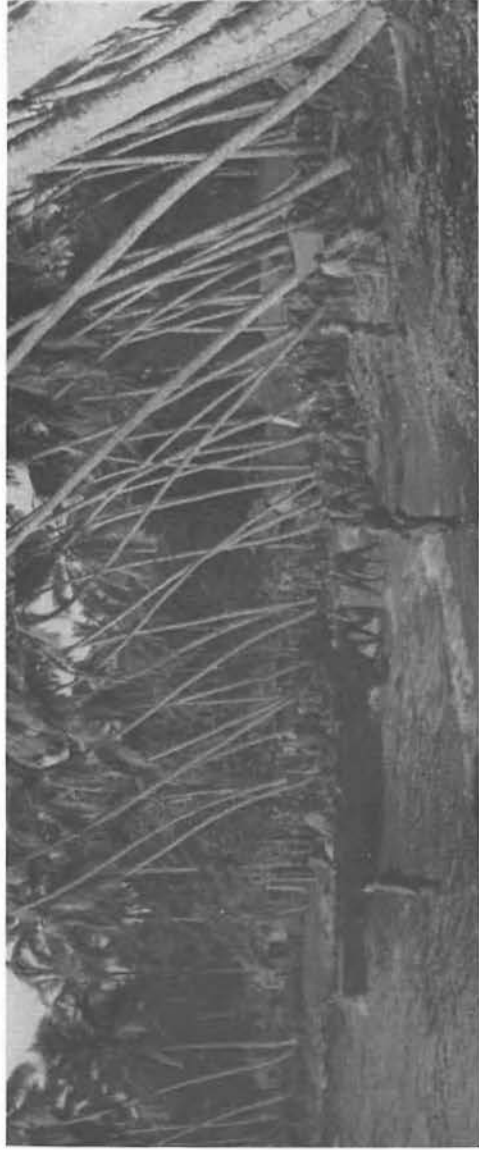
/s/ E. R. Wilkinson
Commander, U.S.N.
Vella La Vella

AIRSTRIP CONSTRUCTION





KOLOMBANGARA



LANDING

ADVANCE PARTY WITH CDR. LEWIS LEAVING GUADALCANAL FOR P.T. BOAT TRIP TO VELLA LaVELLA



INITIAL LANDINGS



UNLOADING AT BARAKOMA



PACKING SUPPLIES UP THE HILL



FIRST CHURCH SERVICE



UNLOADING CARGO



L.S.T. LARGE SQUATTY TARGET



CAPTURED JAPS BY NEW ZEALAND FORCES





SOME OF THOSE 350 NIP'S
CAPTURED ON LANDING



L.S.T. HIT



BUCKET BRIGADE



OIL BARGE



LOGGING



CLEARING FOR STRIP

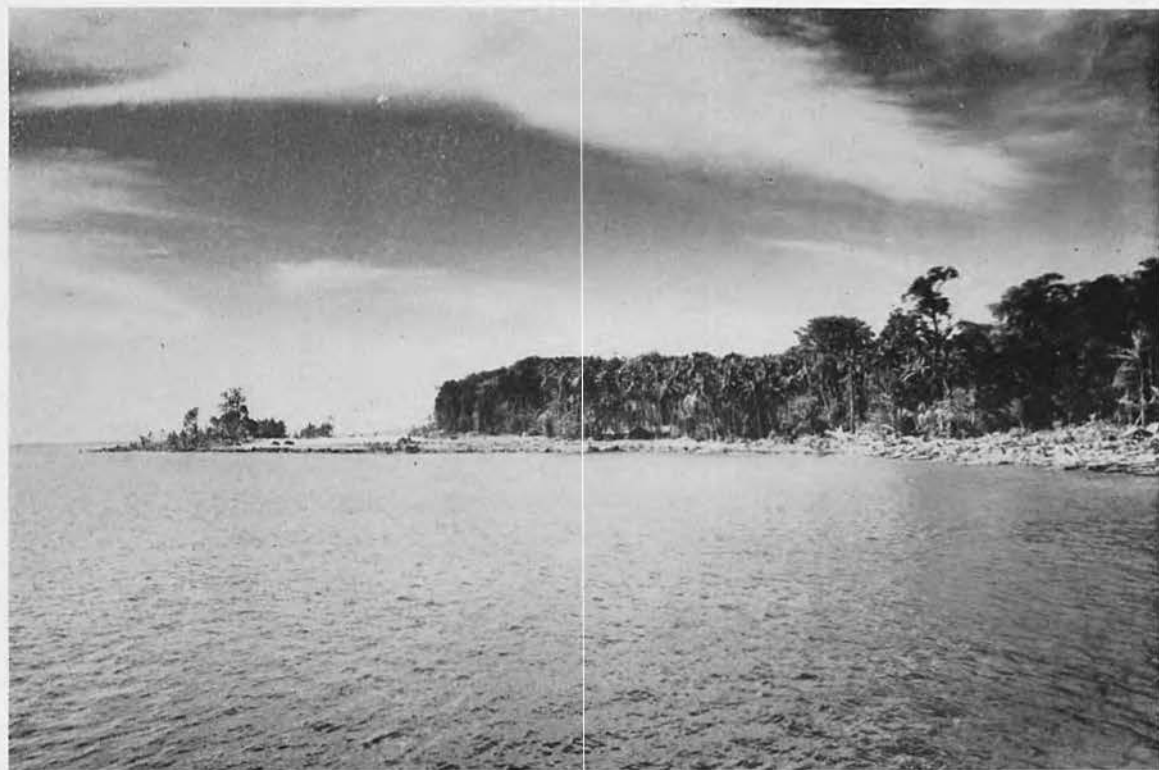


PROGRESS





NEARLY COMPLETED



SO-O-O BEAUTIFUL



CARRY ALL



CAT

FIRST TO LAND



DUMBO FIRST TO LAND RIGHTSIDE UP



A WORKING AIR STRIP



REVETMENTS





REVETMENT



TAKE OFF



COMMUNICATIONS



CONTROL TOWER





PAPPY'S GANG



TAKES OVER



OPERATIONS

ROAD BUILDING



INSPECTION



ONE OF THE BOYS



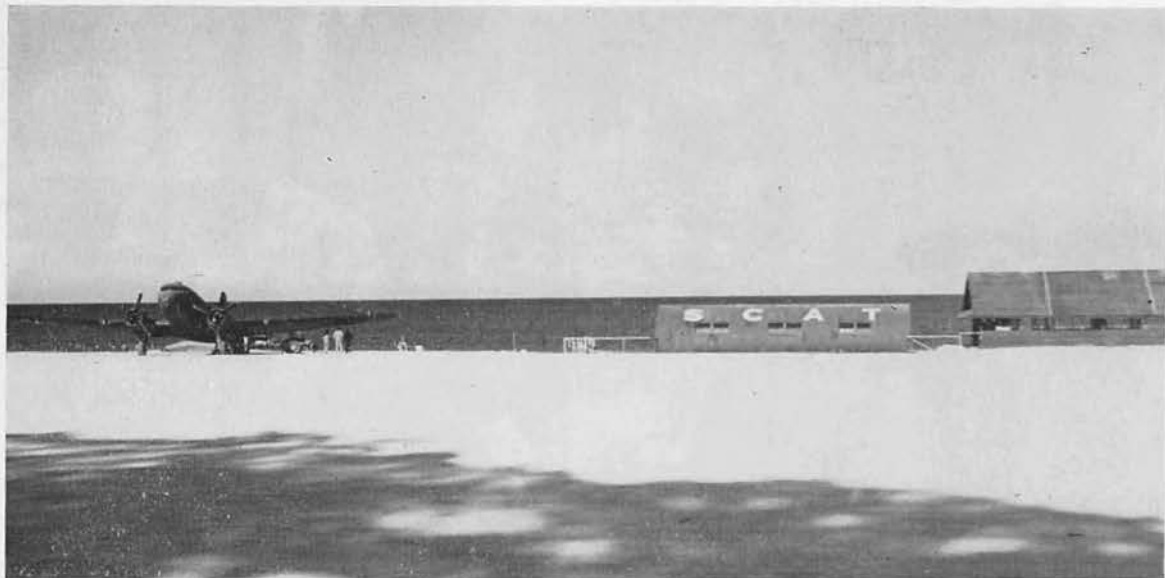
GREETINGS



GOLD BRAID



SOUTH PACIFIC COMBAT AIR TRANSPORTATION HEADQUARTERS



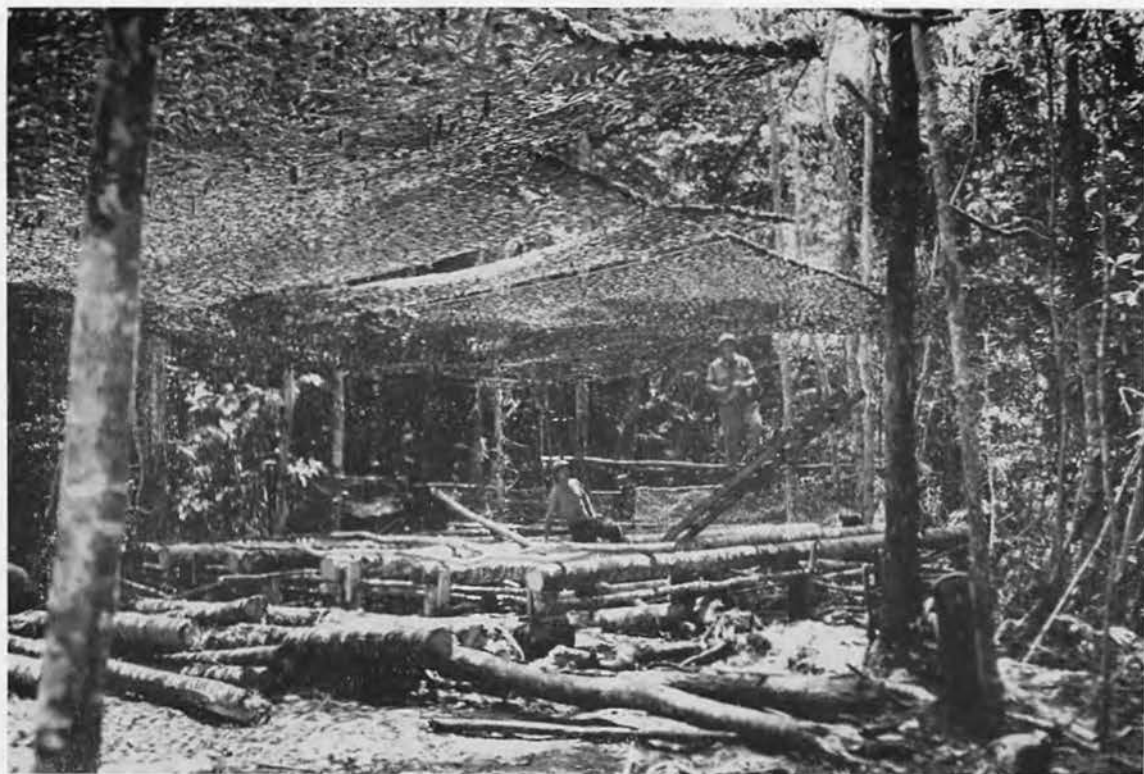
AIR ADMINISTRATION BUILDINGS



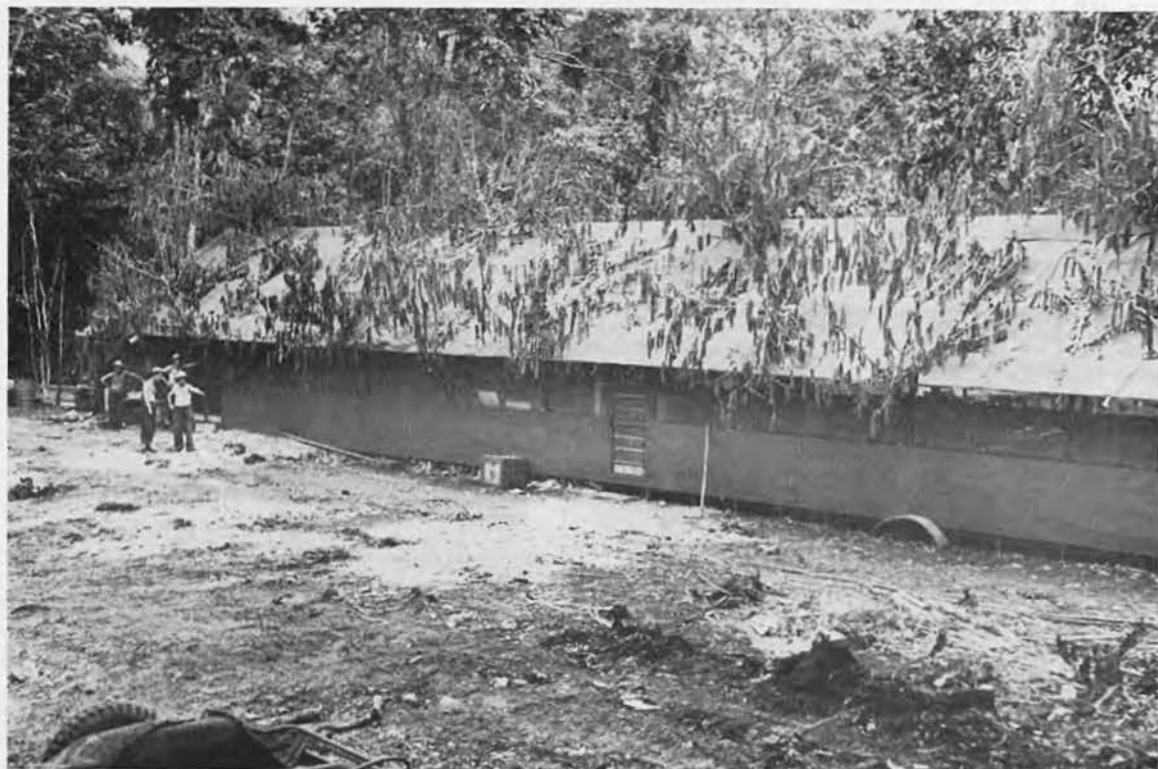
TANK CONSTRUCTION



CONSTRUCTION STRIP MESS HALL



FINISHED STRIP MESS HALL





SAW MILL



A TYPICAL SEABEE



LOGGING

GENERAL VIEWS OF STRIP CONSTRUCTION





SAW MILL



A TYPICAL SEABEE



LOGGING

GENERAL VIEWS OF STRIP CONSTRUCTION



FIRST FLAG RAISING



DOC BROWN ON CALL





ON THE LINE



BEER STORAGE

ROBINSON
AND
GALLERY



WORLD
WAR I
VETS



BACKBONES OF THE NAVY



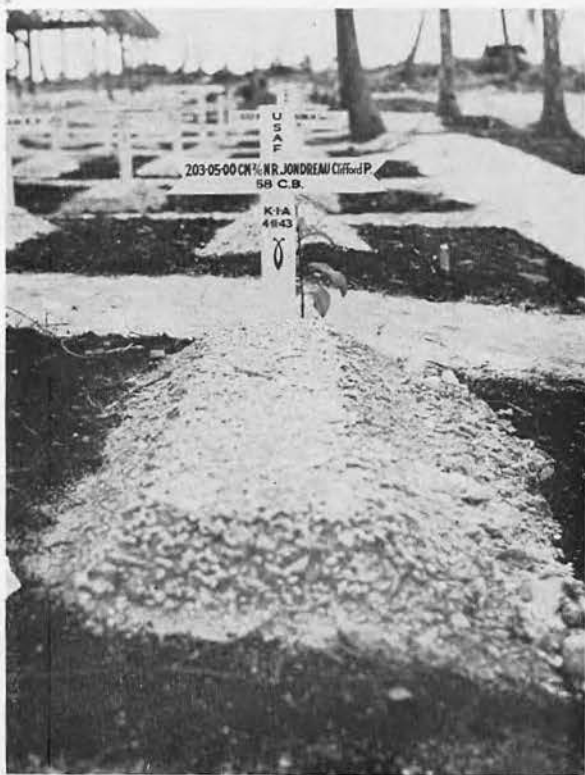
GENE GIEGER AND THE PADRE



CHRISTMAS MASS

ISLAND CEMETERY





KIWI SHOW



NEW ZEALAND



QUEEN STREET, AUCKLAND, N. Z.

VIEWS OF
AUCKLAND, N. Z.



SOFTBALL GAME WHILE ON LEAVE



FAREWELL DANCE - AUCKLAND





MANUS & LOS NEGROS IS.
(ADMIRALTY ISLANDS)

ADMIRALTY ISLANDS



PAPITALAI POINT TANK FARM

FIRST CAMPSITE



FIRST GALLEY



CAMPSITE





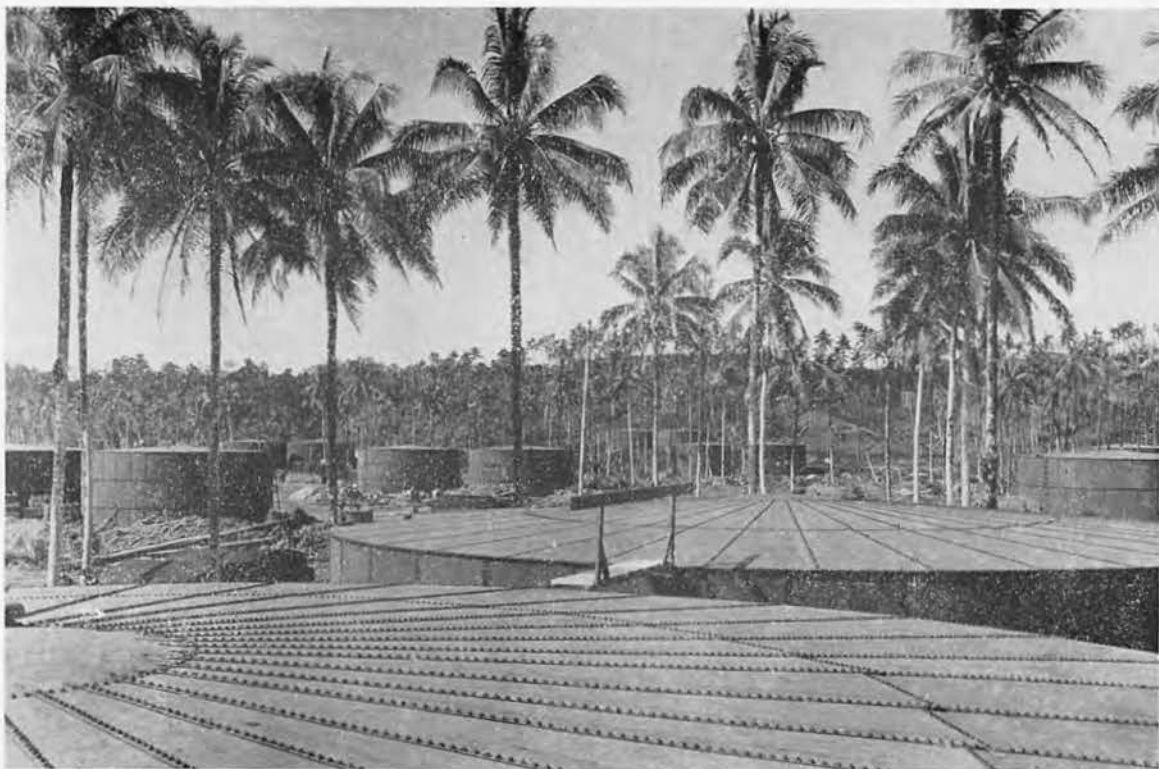
W.P.A. LABOR



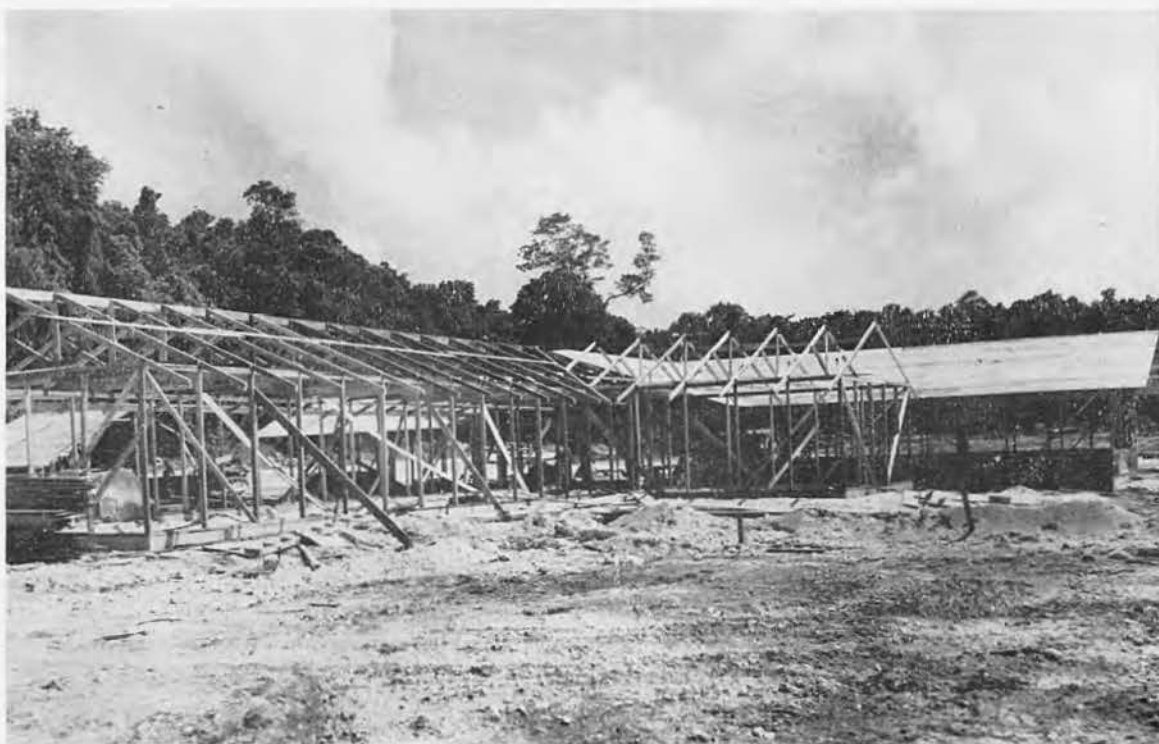
COMMUNITY BATH TUB

TANK FARM





OIL STORAGE TANKS

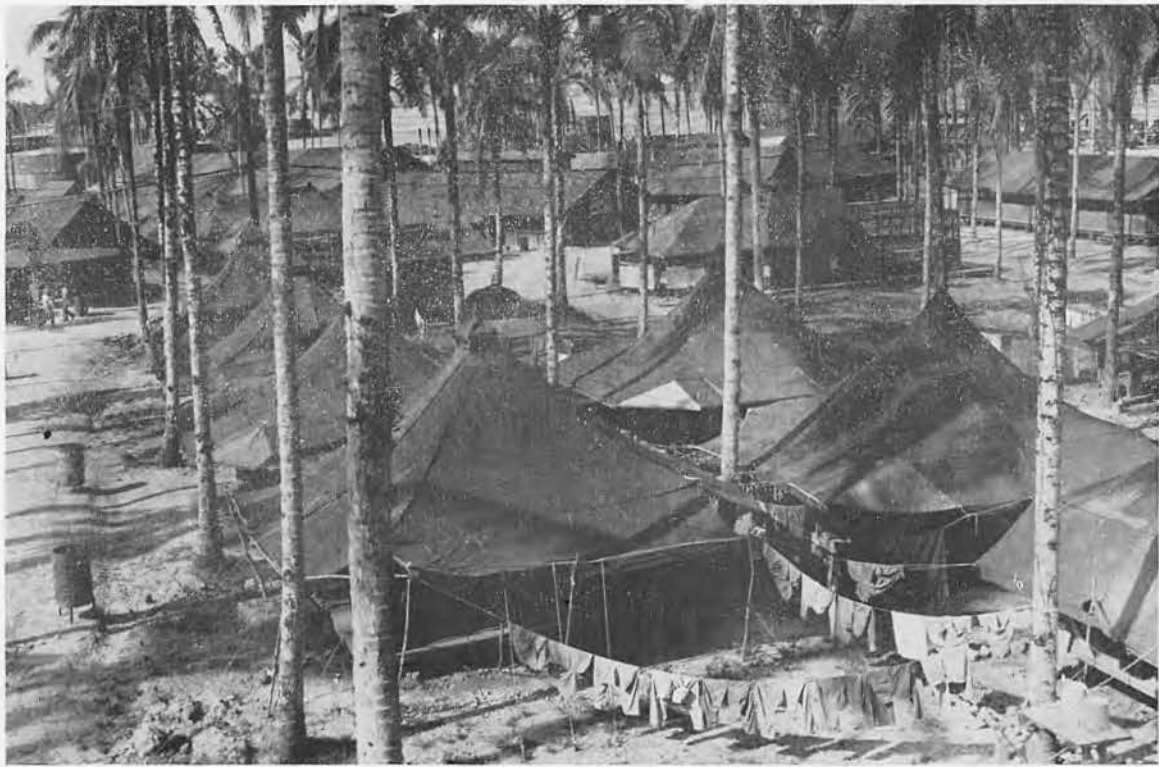


DRUM FILLING PLANT

58th HIGHWAYS



CAMP AREA





CHOW HALL



BAKERY



58th LANDING



O.D.D.



GALLEY

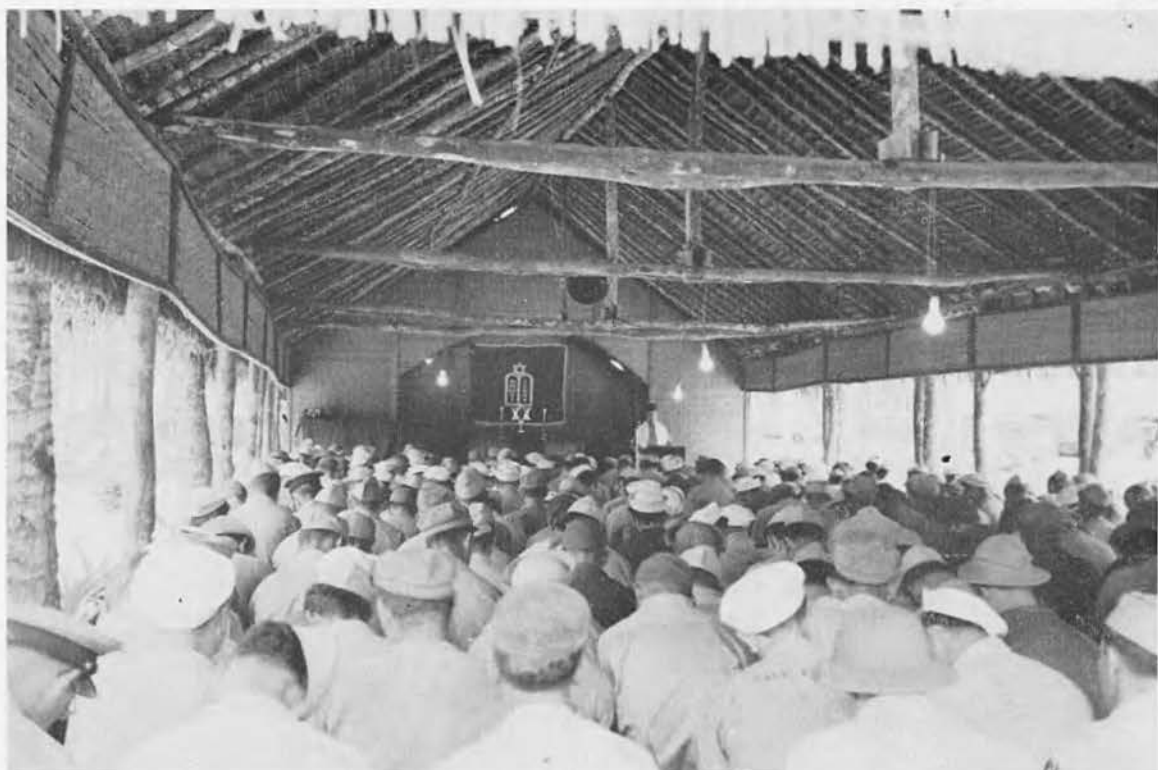


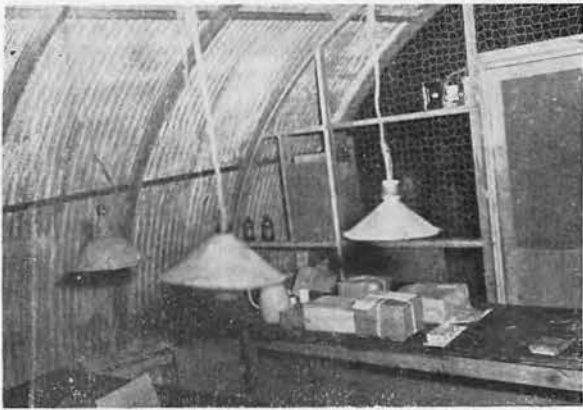
OFFICERS' MESS



CHAPEL

HIGH HOLIDAY SERVICES





OFFICE OF CENSOR



THE GIRL FRIEND???



SHOPS



WASTE AMMO



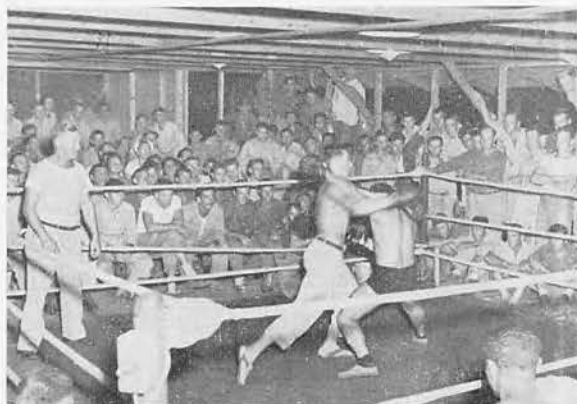
BASEBALL



BOXING



BIG BOYS



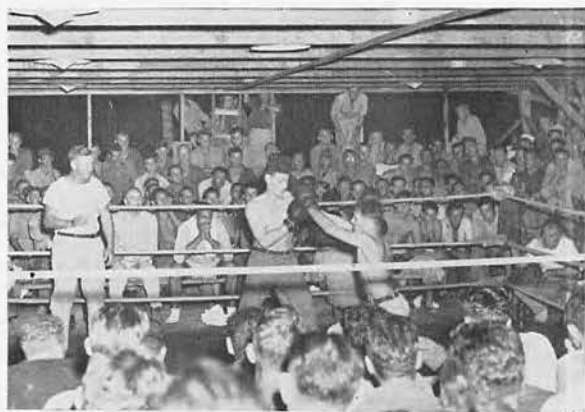
SMALL BOYS



FIGHT MOB



TEAM



TWO HANDS

VELLA LaVELLA ANNIVERSARY SHOW





U. S. O.



RED CROSS

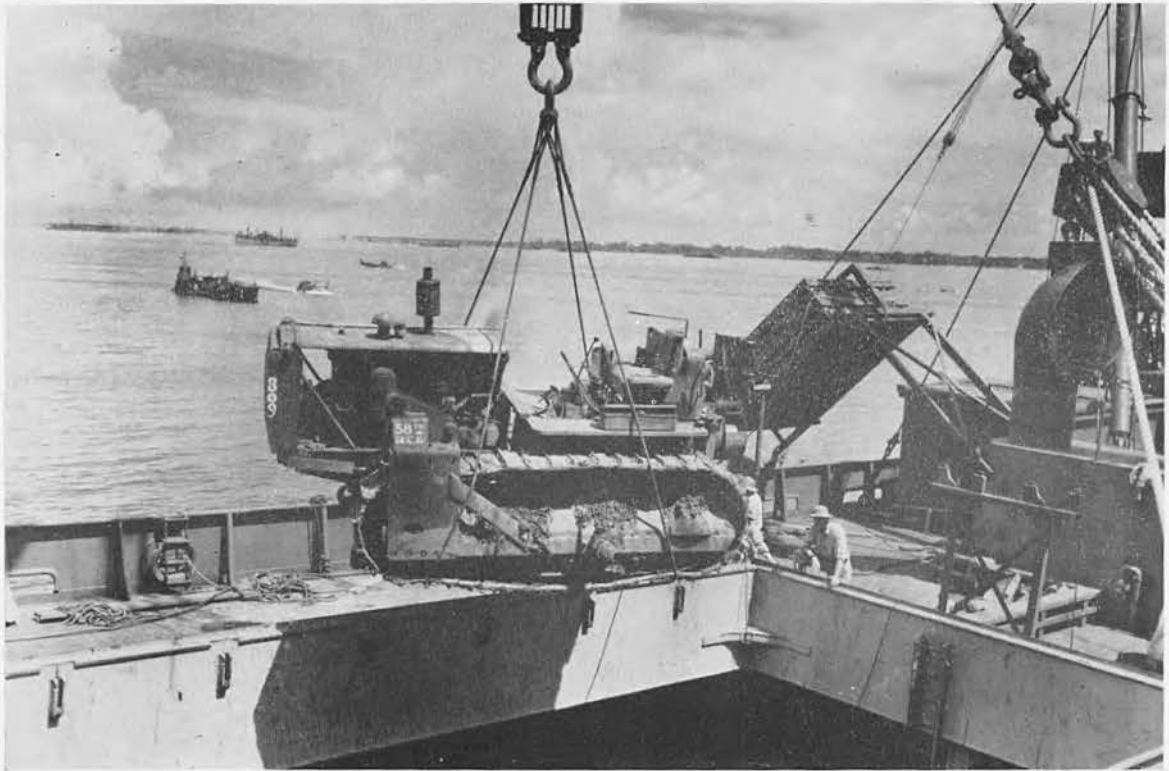


BREAKING CAMP

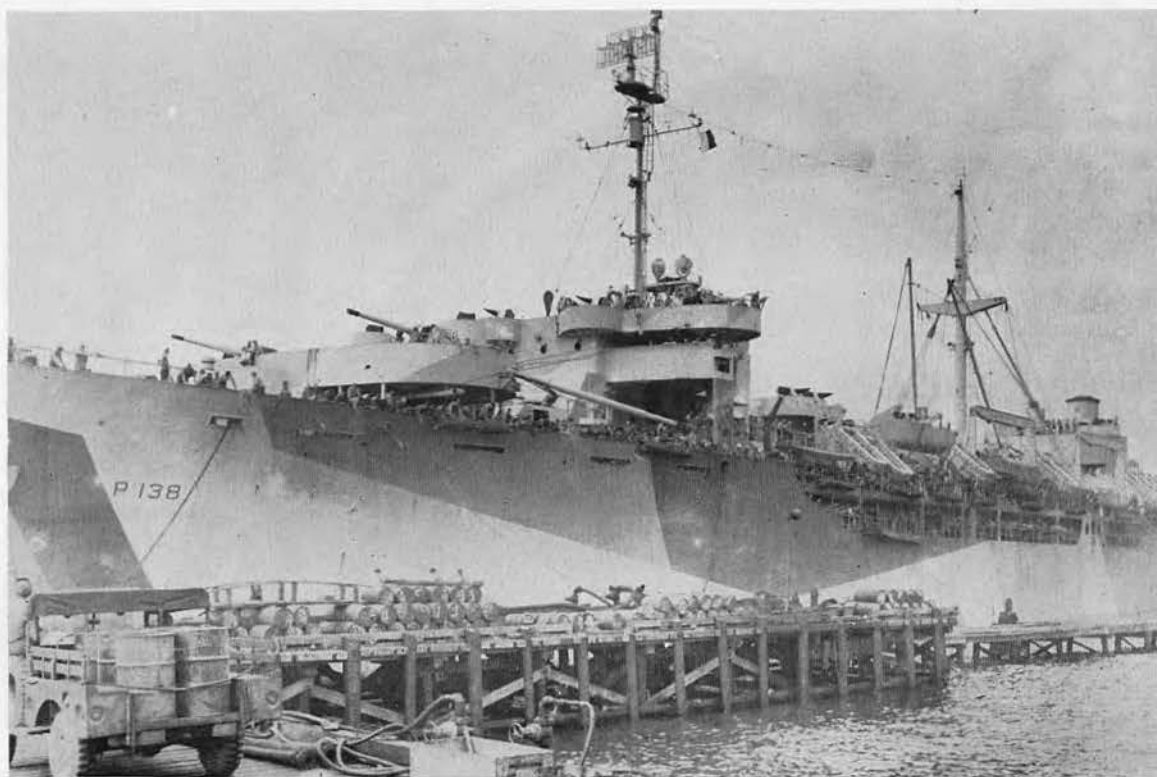


LOADING

LOADING



USS GEN. C. G. MORTON





CHAPEL



ALTAR



WORKING PARTIES



GRADING GANG



PIPE GANG



SHOP MECH'S



JUNGLE JUICE

RETURN VISIT TO GUADALCANAL



BACK TO GUADALCANAL

FIRST CAMP AT DOMA COVE



CHRISTMAS TREE AND DINNER



SECOND CAMPSITE



SITE OF CHOW HALL



CONSTRUCTION AND FINISHED CHOW HALL





GALLEY



REEFERS



BAKERY



LAUNDRY



G.S.K.



BUTCHER SHOP



ARMORY

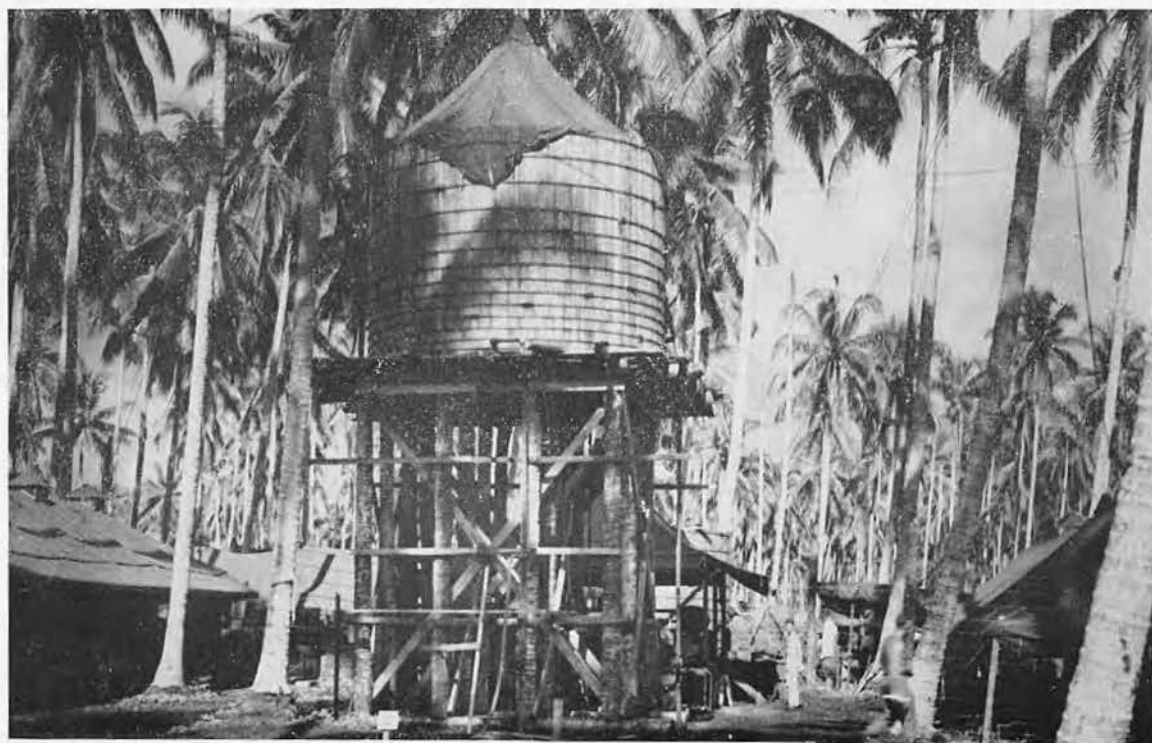


PROJECTION BOOTH

ANOTHER CAMP VIEW



WATER TOWER

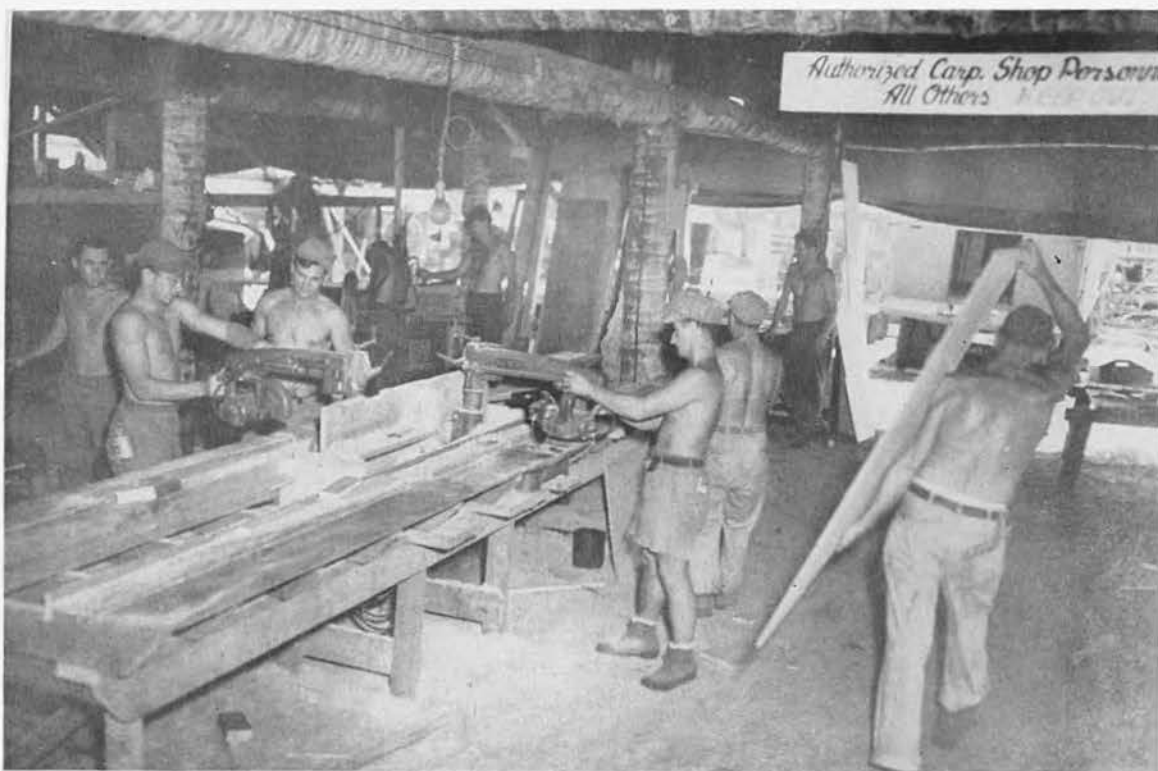


WATER PUMPS





WATER PURIFICATION



CARPENTER SHOP



POST OFFICE



MAIL CENSORS



ENGINEERING AND PERSONNEL



YES, WE HAD A BRIG



TRANSPORTATION



BARBER SHOP



CARPENTER SHOP



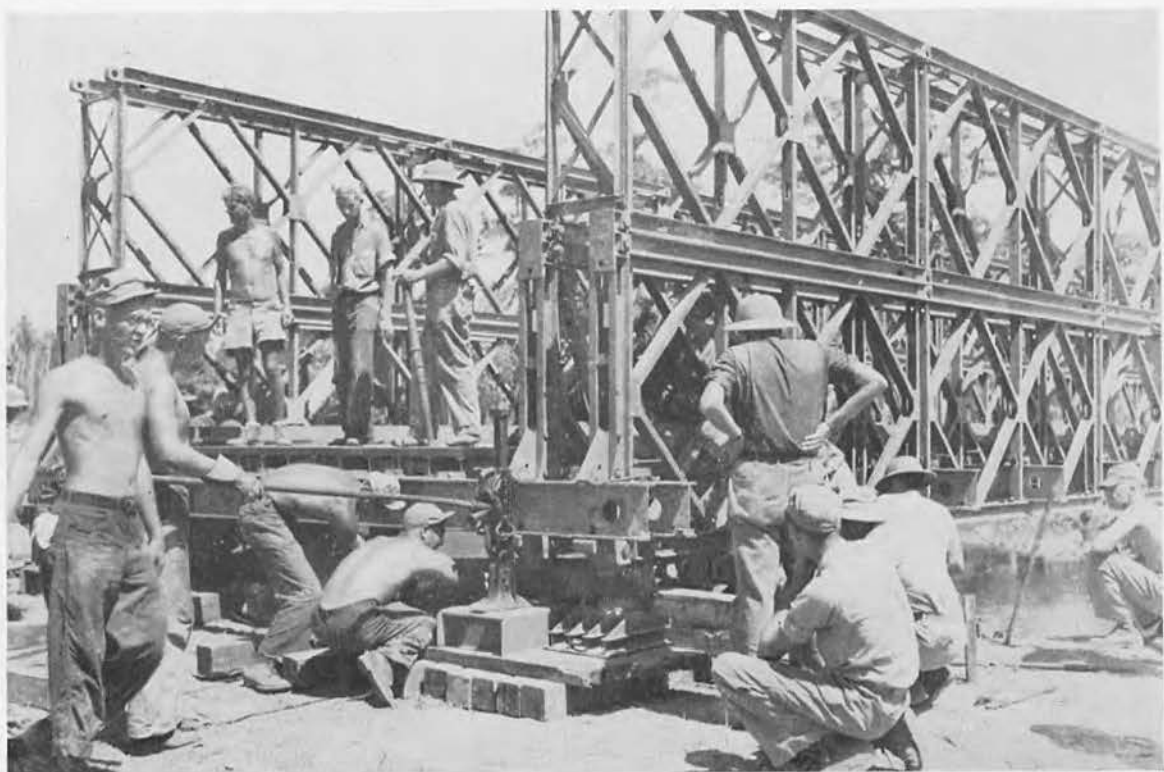
TIRE REPAIRS



BAILEY BRIDGE CONTEST



THINK ABOUT IT, BOLT IT DOWN





AND YOU HAVE A BRIDGE





AND TRAFFIC



CONSTRUCTION OF JAP VILLAGE



BEFORE



AFTER

SOME OF THE VILLAGE BUILDINGS





REAR ECHELON CAMPSITE





GAS MASK DRILL WITH LIVE GAS



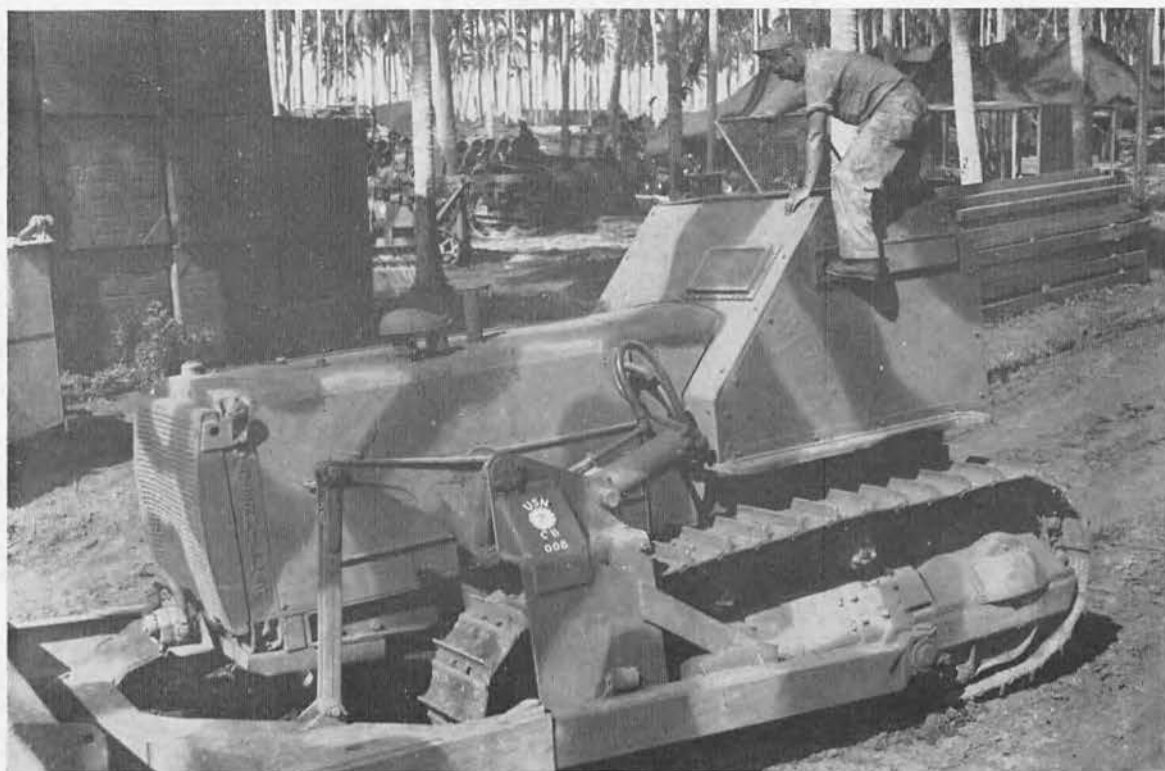


SUNDAY SIGHTSEEING SAVO ISLAND



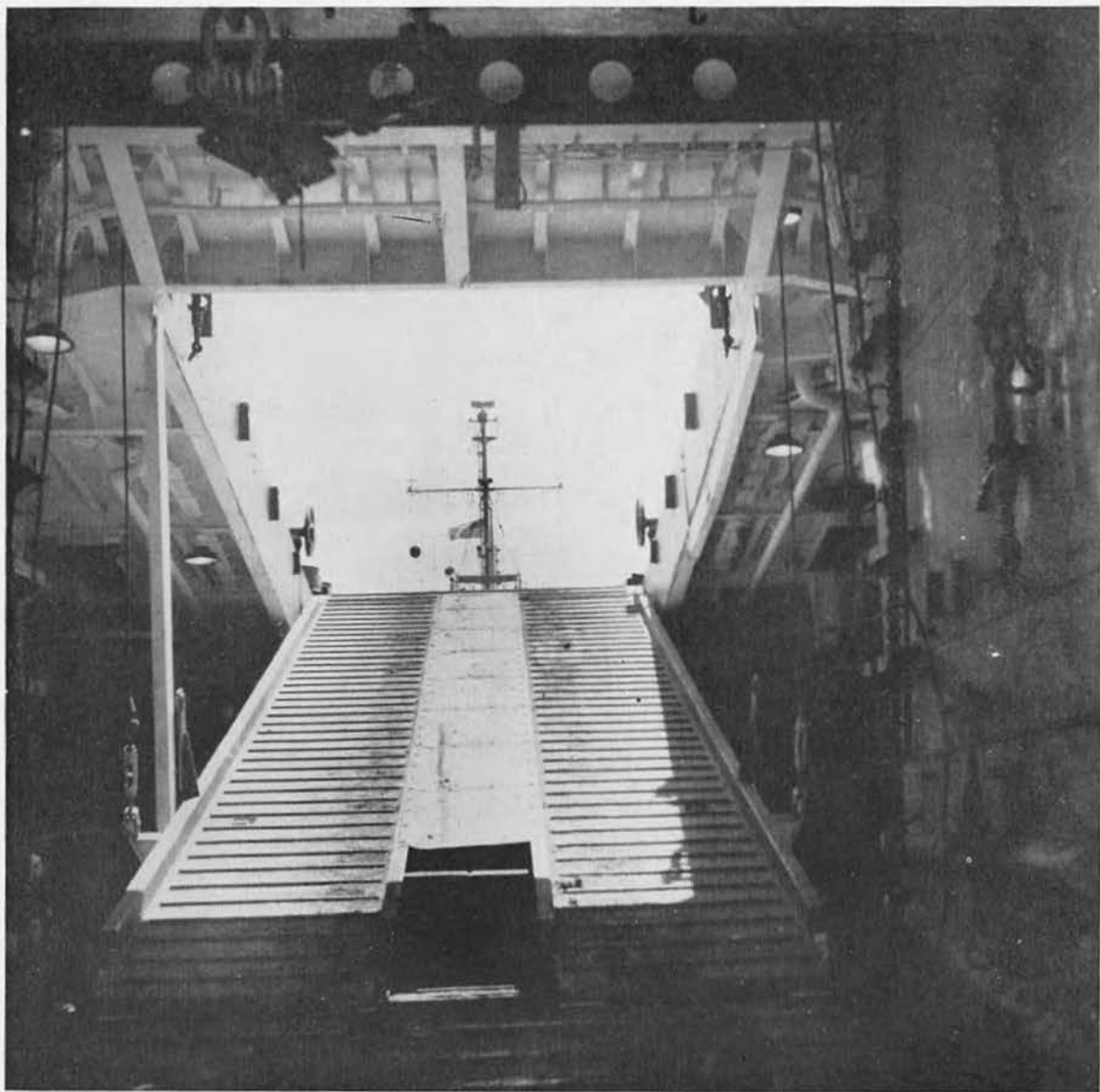
CHAPEL ON SAVO ISLAND

LOADING FOR OKIE

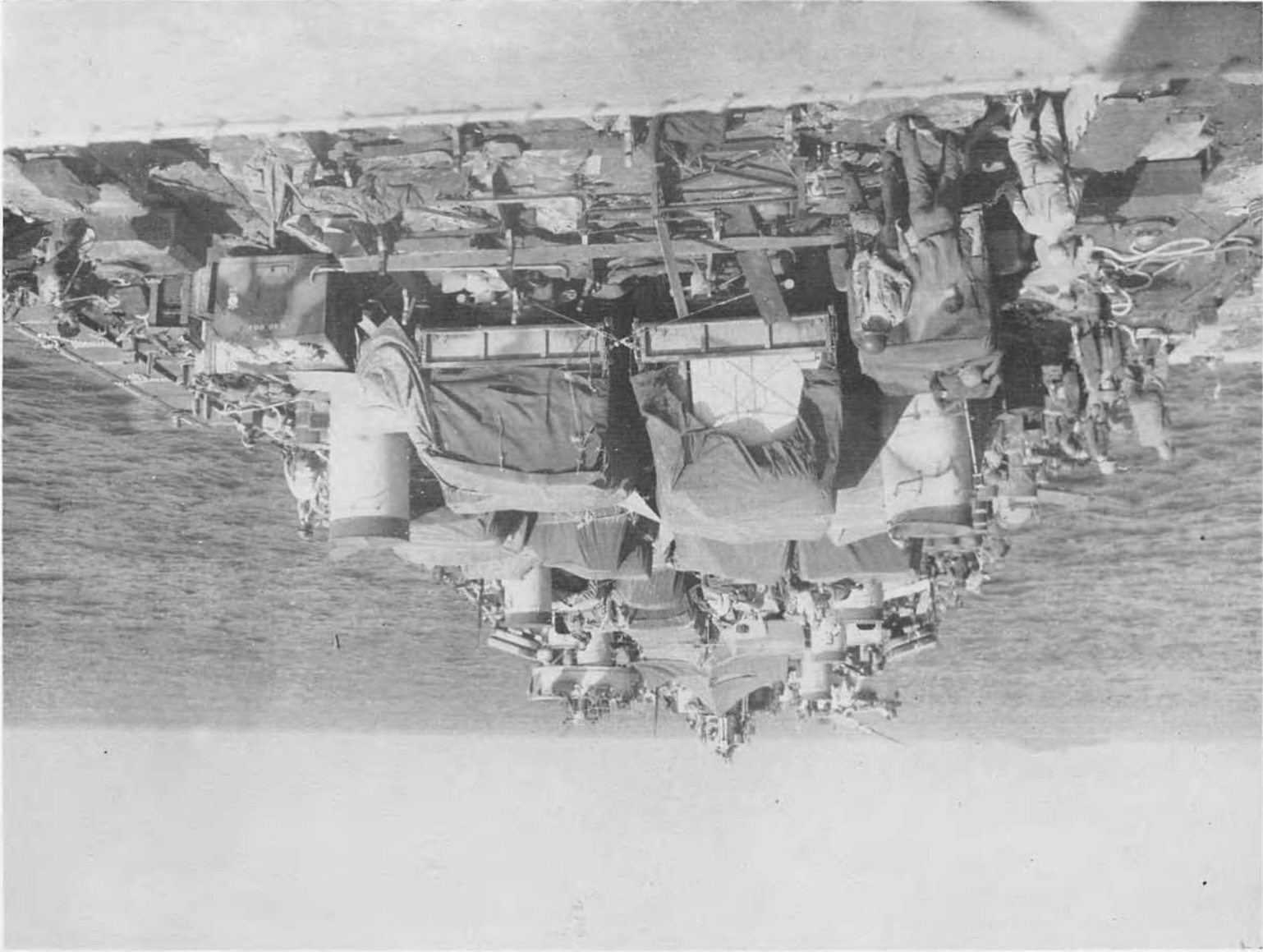




AND SO WE PUT OUT TO SEA ON AN L.S.T.



L.S.T. RAMP



OFF TO SEA IN A L.S.T.



ULITHI AND SOME BEER
ENROUTE TO OKINAWA





ROUND UP OF NATIVES



OKINAWA

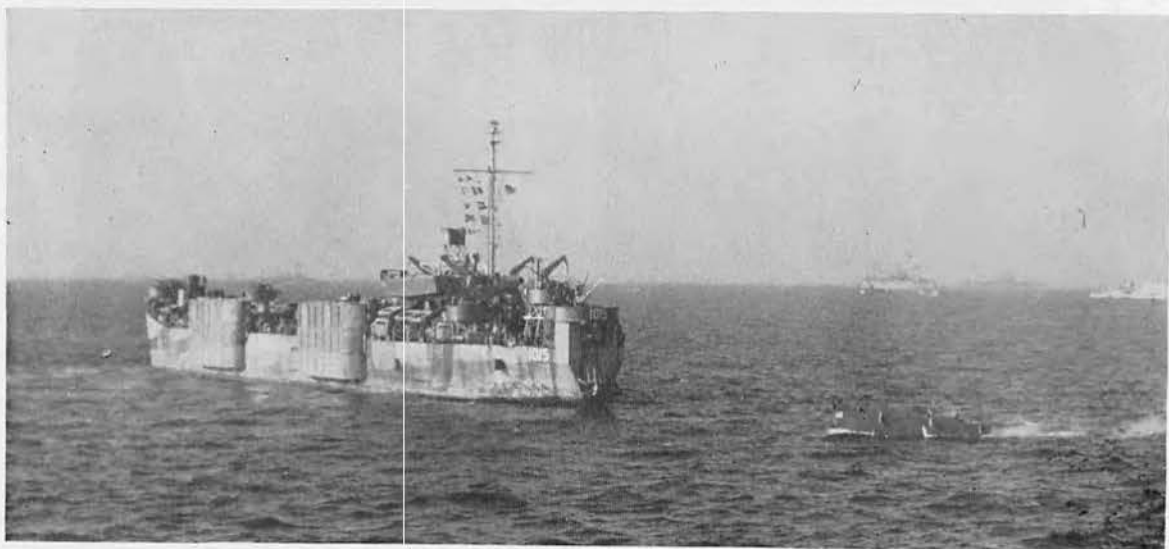
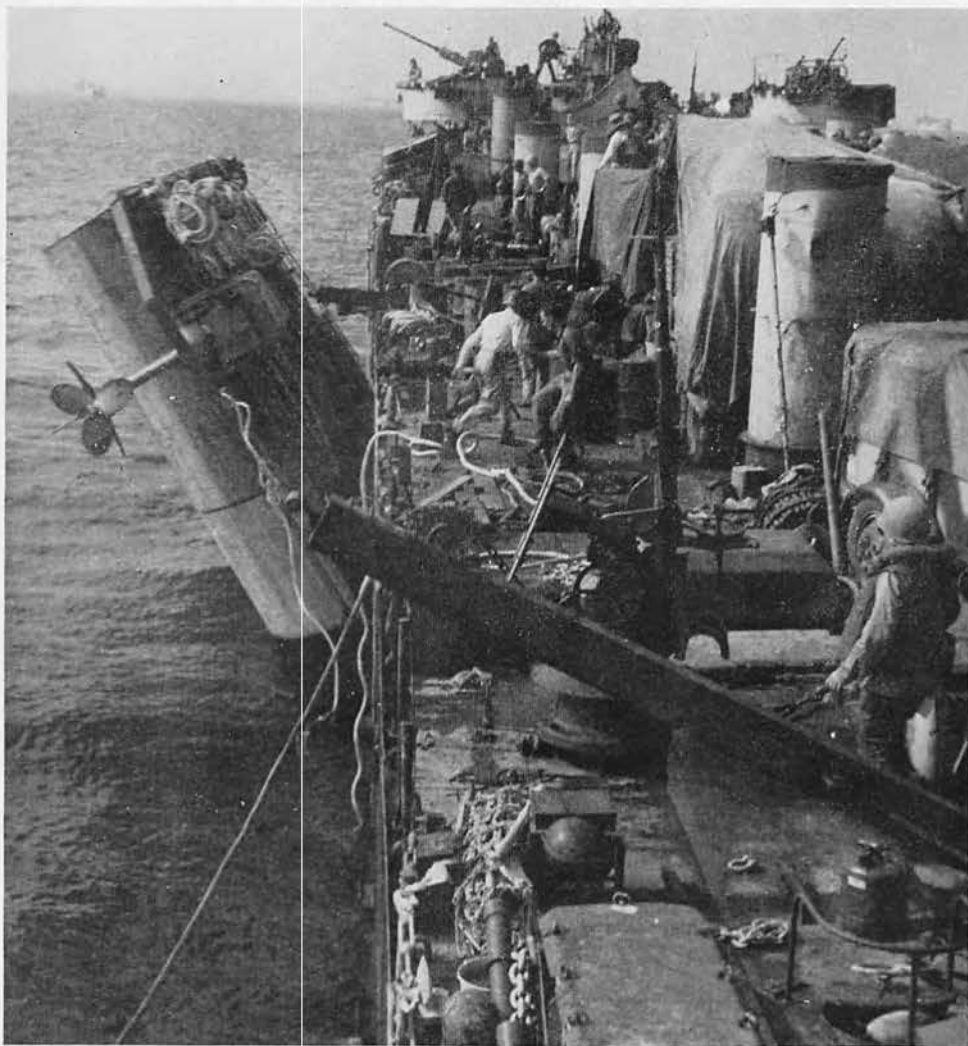


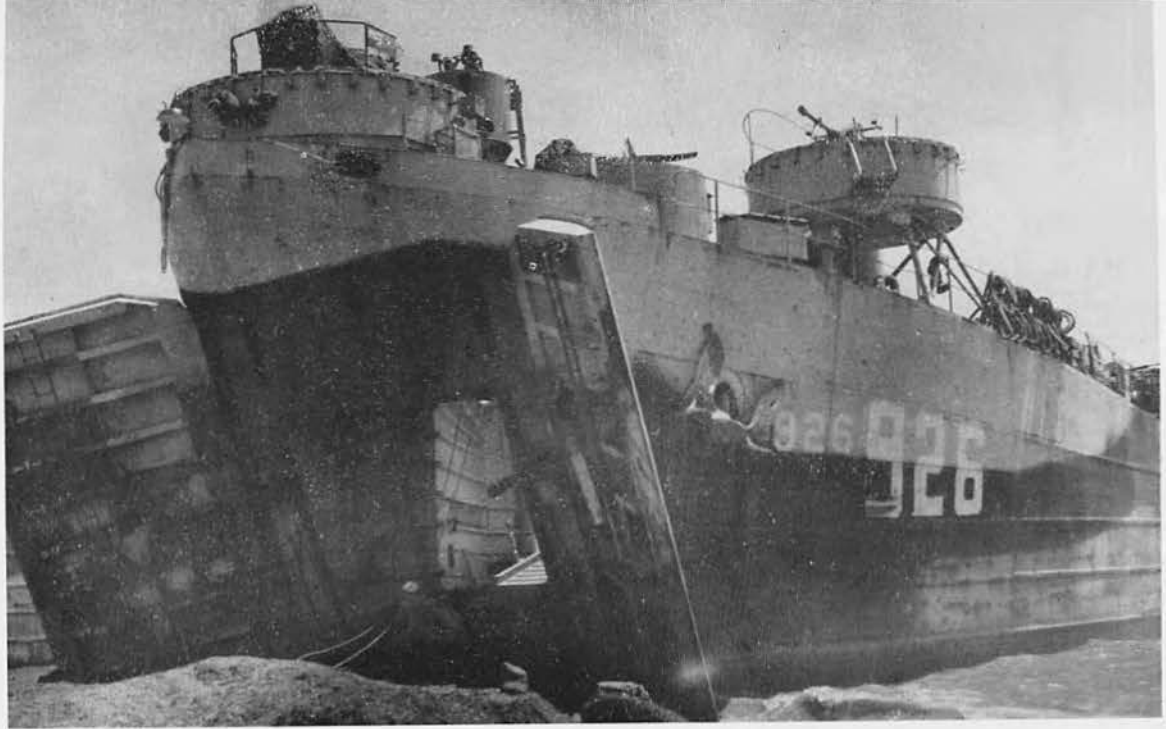
BURIAL CAVE



LANDINGS

PONTCONS OVER THE SIDE





HOME



THE FIRST FEW DAYS



IN A NATIVE CEMETERY

CHOW DOWN



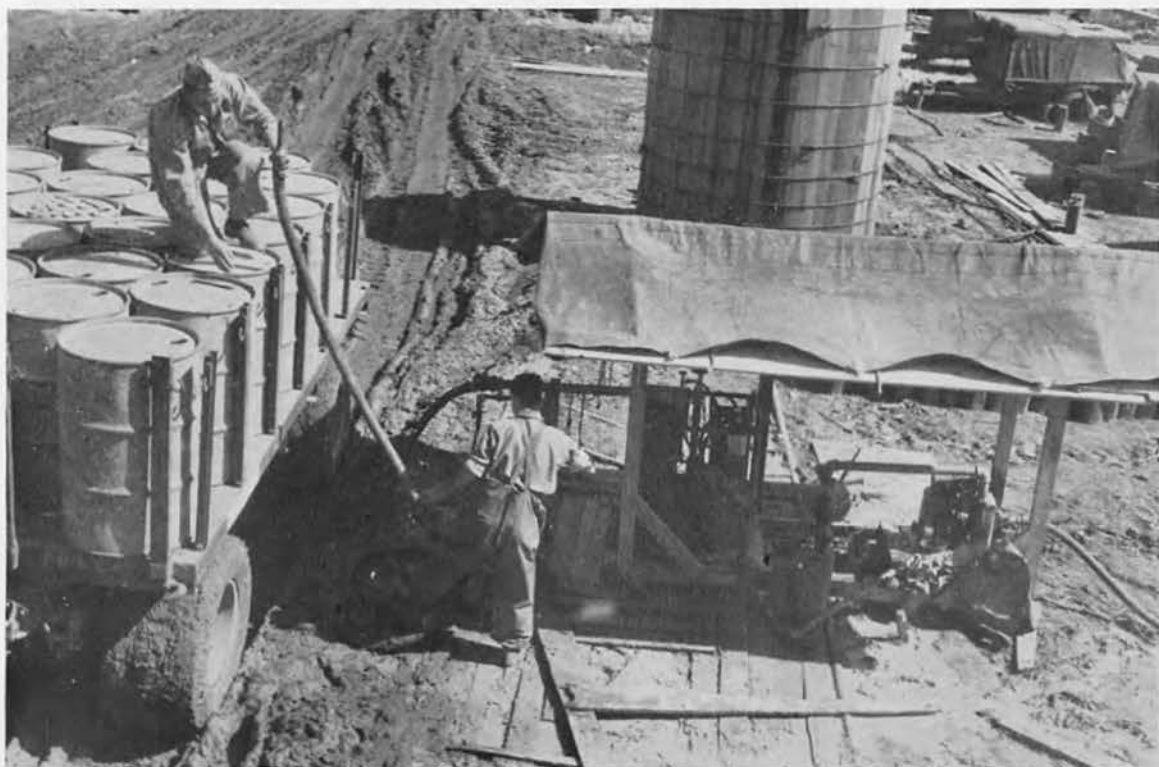


NATIVE WORK DETAIL



OKINAWA NATIVES

WATER DISTILLING PLANT

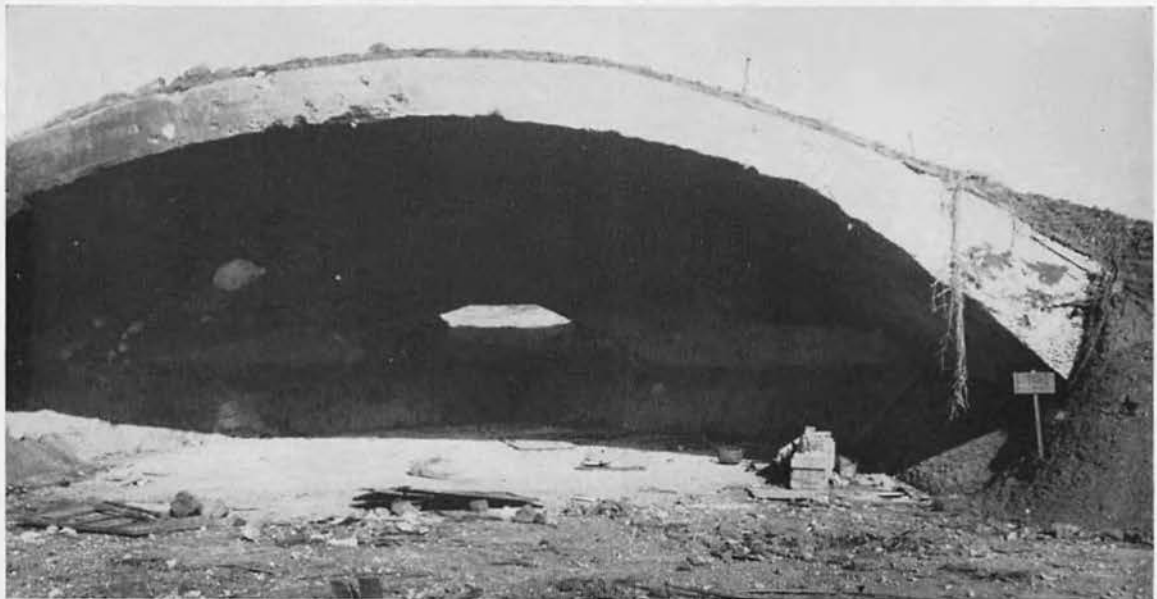




AIR VIEW YONTAN AIRFIELD



FIRST FURROW



JAP REVETMENT



SURVEY GANG



CARRYALLS AT WORK



REPAIR WORK ON YONTAN

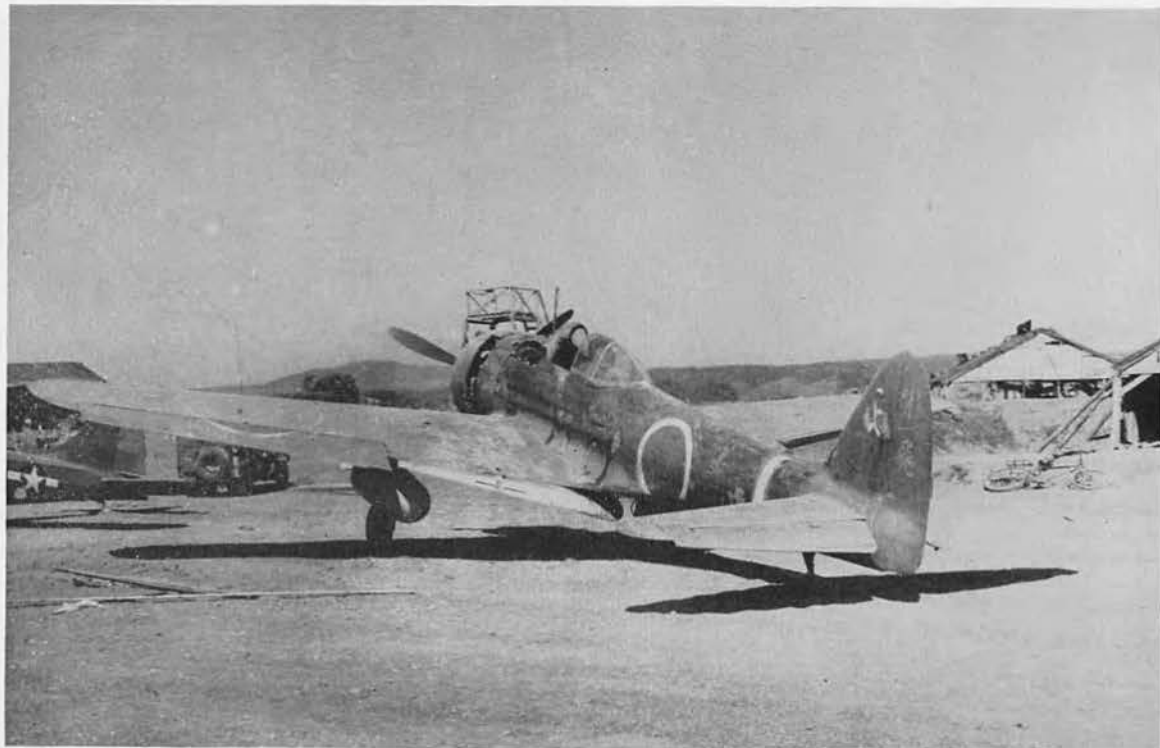




"CAT"



DUMP TRUCK



THIS ONE LANDED AFTER WE ARRIVED



BONE YARD



BAKA BOMBS



JEEP PLANE



BOMB CRATER



BLACK AND WHITE



FIRST TO LAND



ONE THE NIPS LEFT



JAP TAMPERS



HOME GROWN



CUSTOMERS



CORSAIRS OF COURSE



SALT MINES



ROAD BUILDING





MORE ROADWORK

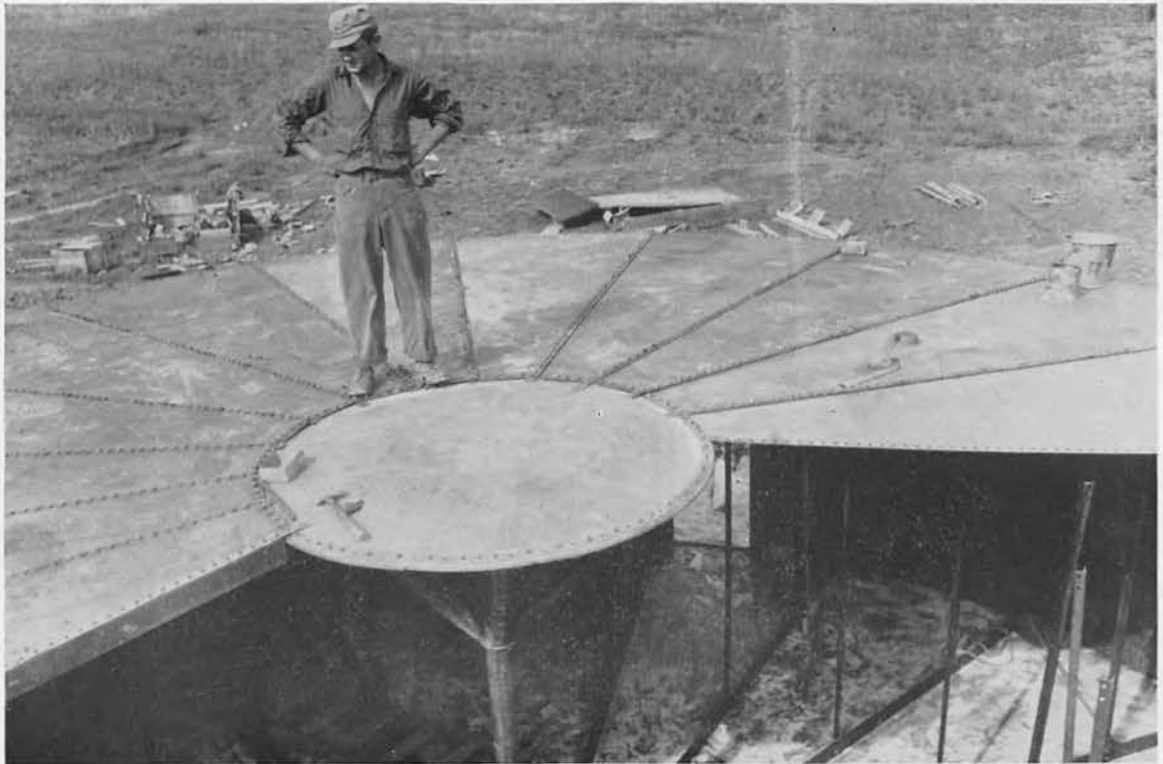




AND MORE



MORE





LESS THAN $\frac{1}{2}$ OF ONE PER CENT



FIRE IN THE HOLE



LAYING CORAL



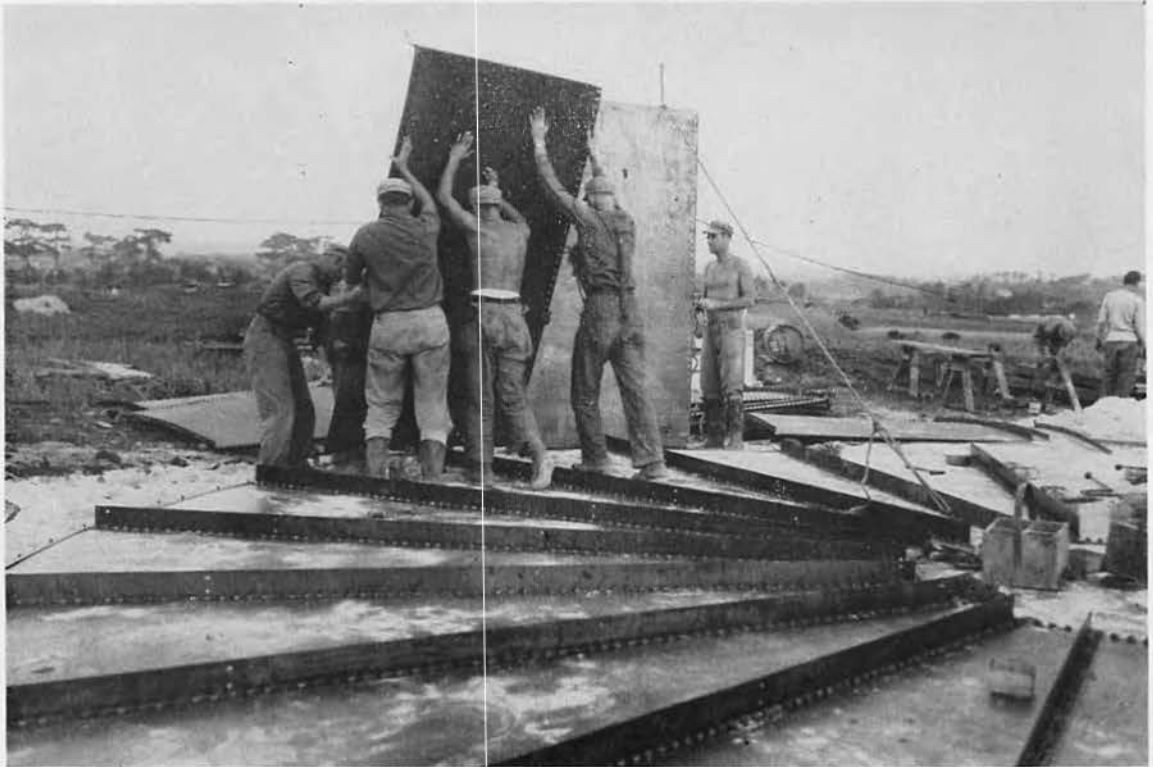
ROLLING AND GRADING



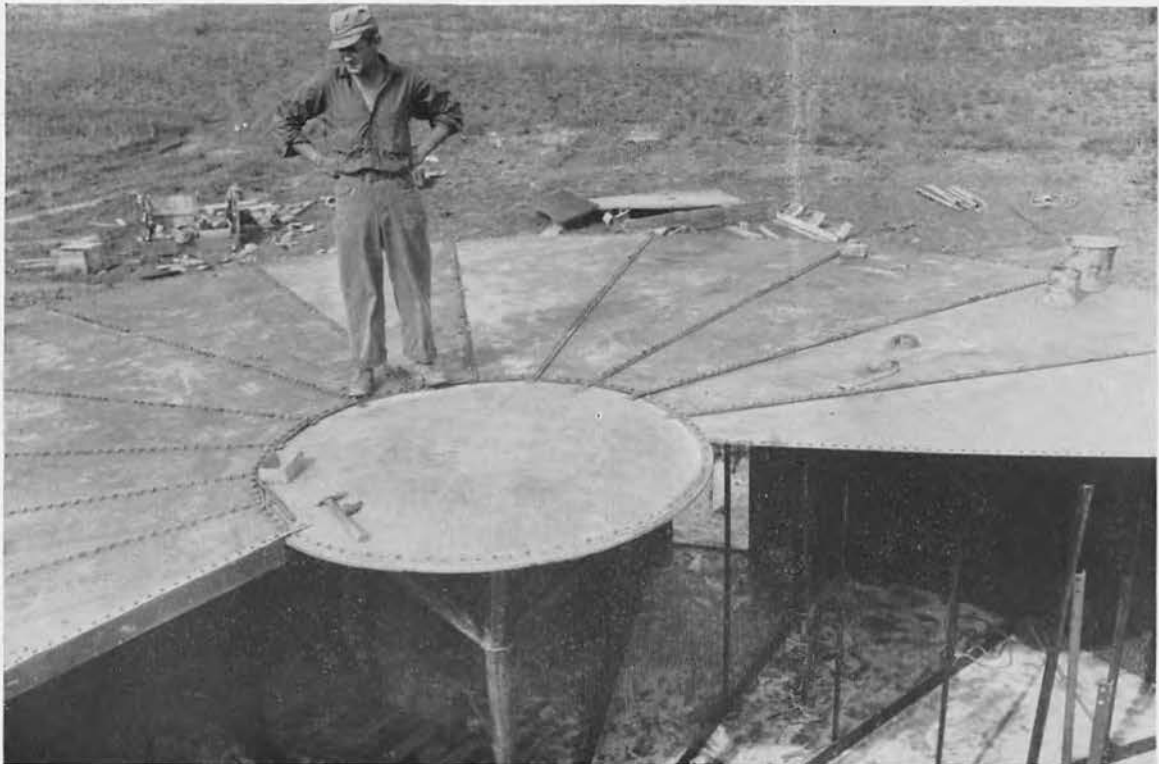
CHINA ROAD
THE FINISHED JOB



GAS TANK CONSTRUCTION



MORE



COMPLETED TANK





BEFORE



AFTER



BIRDSEYE VIEW OF THE 58th CAMPSITE



FIRST CAMPSITE



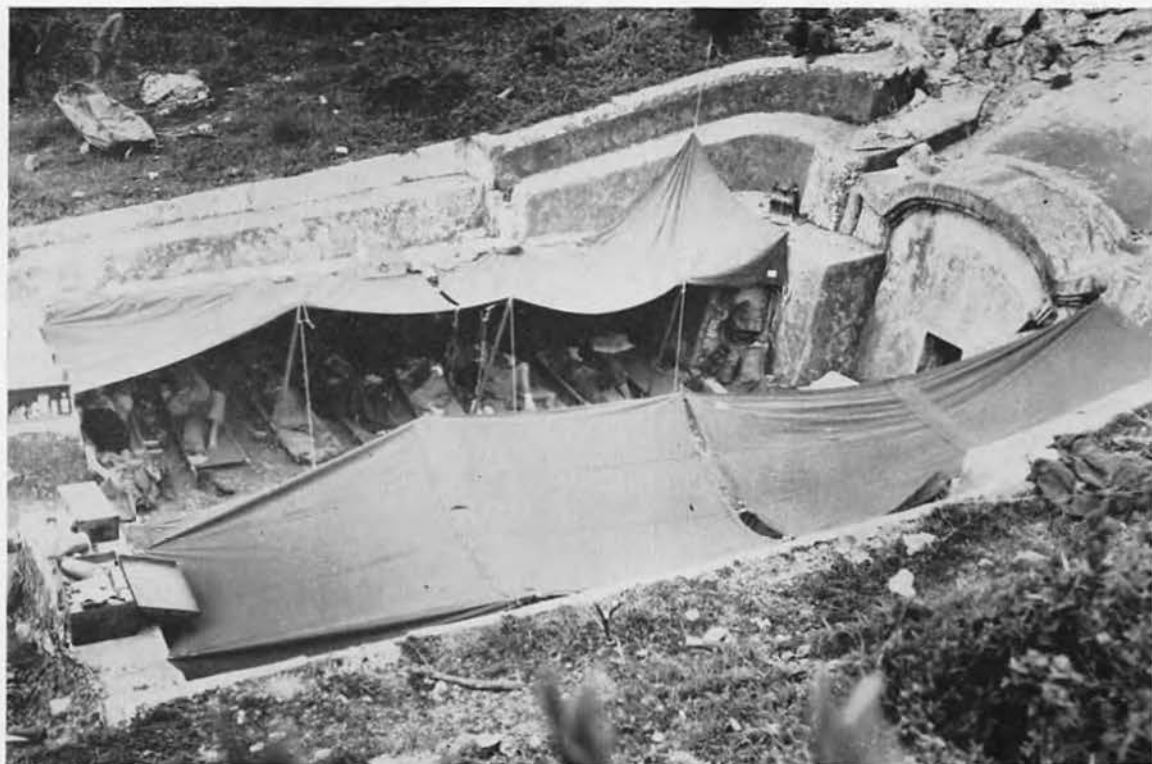
CONSTRUCTION OF PERMANENT CAMP



AMERICAN POLE REPLACES JAP



GRADING FOR MESS HALL



FIRST SICK BAY



HOME IS WHERE I HANG MY HAT



REALLY CHOWDOWN



NEW CHOW HALL



OFFICE



SWITCHBOARD



MACHINE SHOP



EARLY CAMP VIEWS





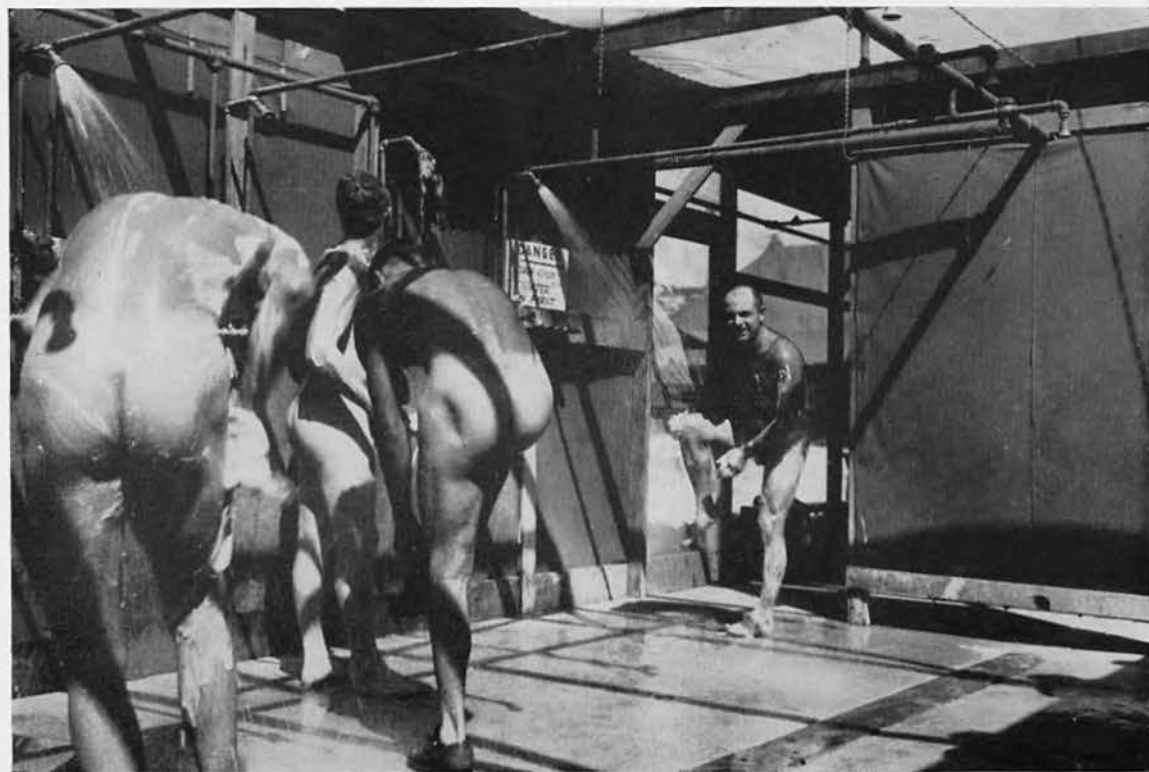
CHOW HOUNDS



A BAKER'S DOZEN

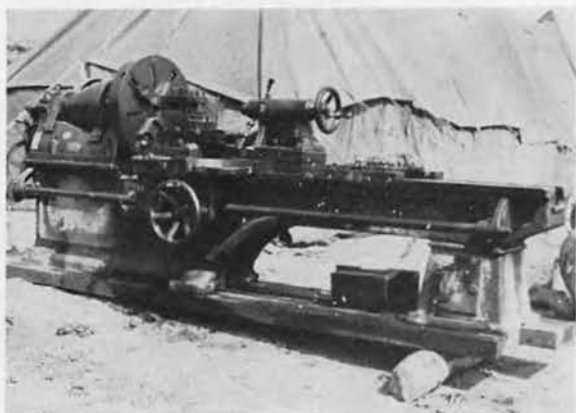
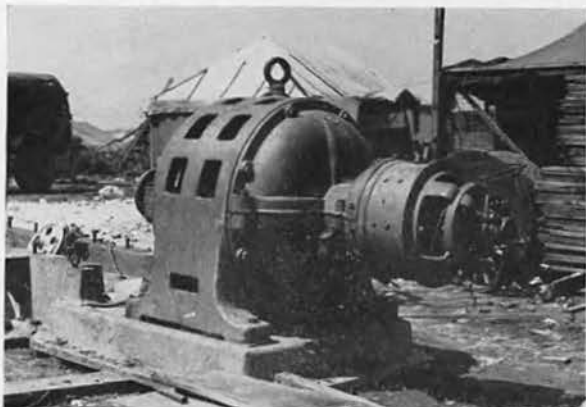


A SEABEE SLEPT HERE



TURN ON THE COLD WATER FIRST

CAPTURED JAP EQUIPMENT

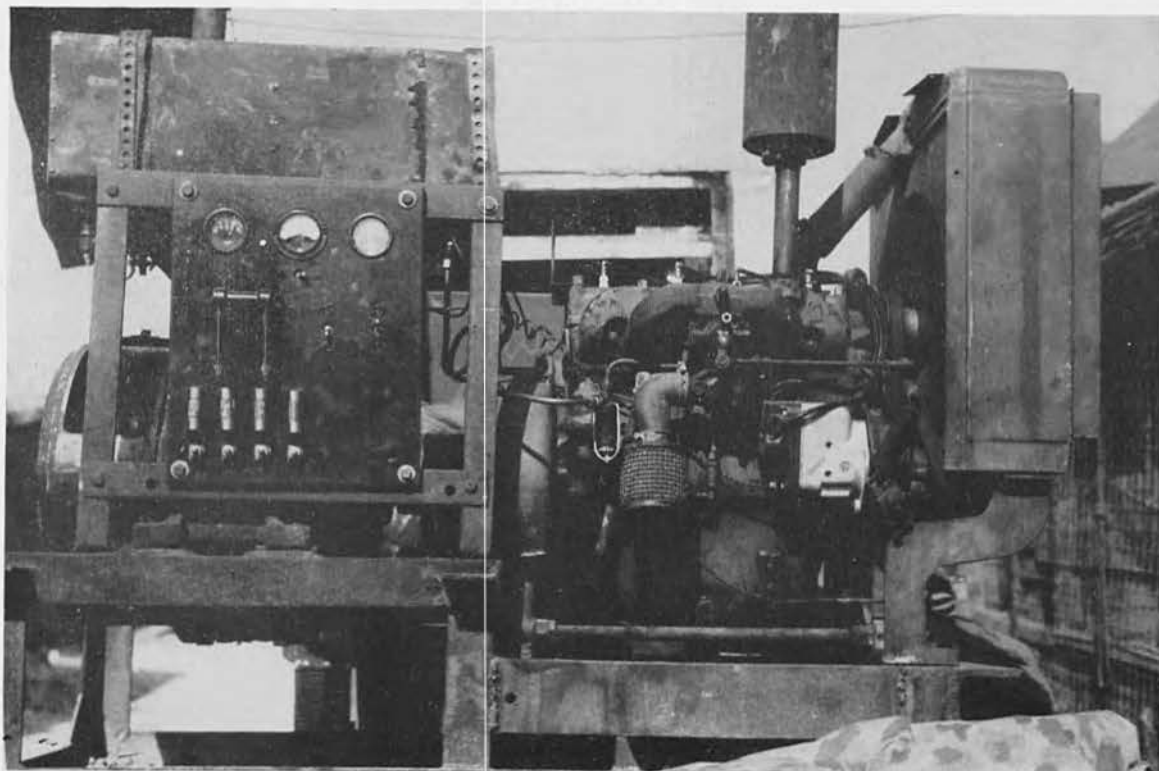


NATIVE WORKING DETAILS





THE PUMP



JAP GENERATOR

CONSTRUCTION OF TELEPHONE EXCHANGE — TOWN OF CHINA





CHINA TELEPHONE EXCHANGE



FINISHED BUILDING

CONSTRUCTION AND COMPLETED RED CROSS BUILDING AT YONTAN



WHAT A STENCH



OFFICER'S COUNTRY



ARRIVAL OF REAR ECHELON

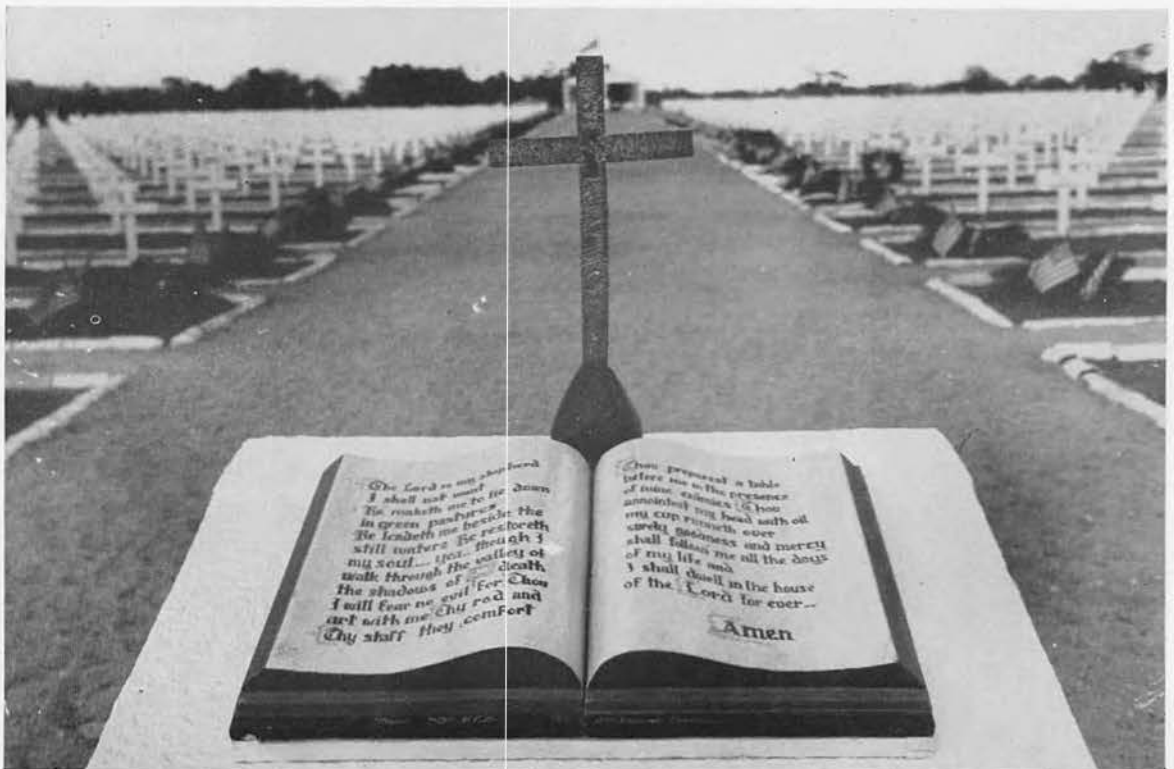




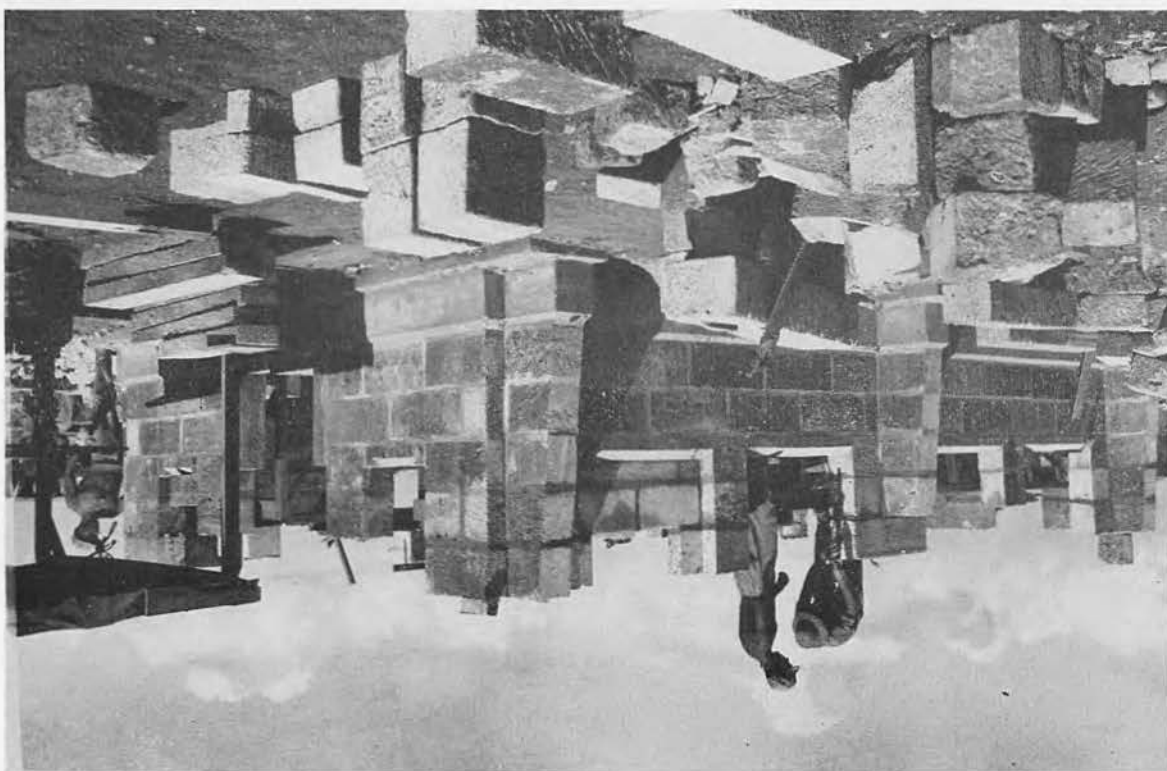
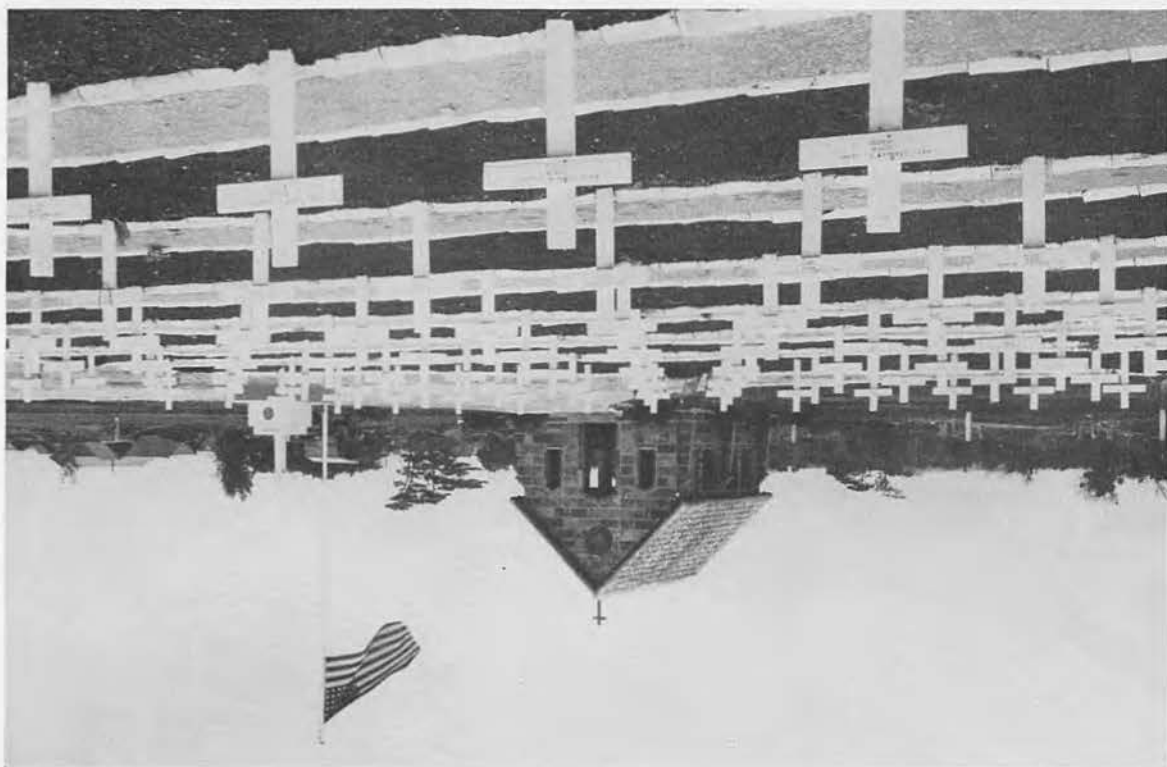
WELCOME TO YOUR NEW HOME



GATEWAY TO CEMETERY

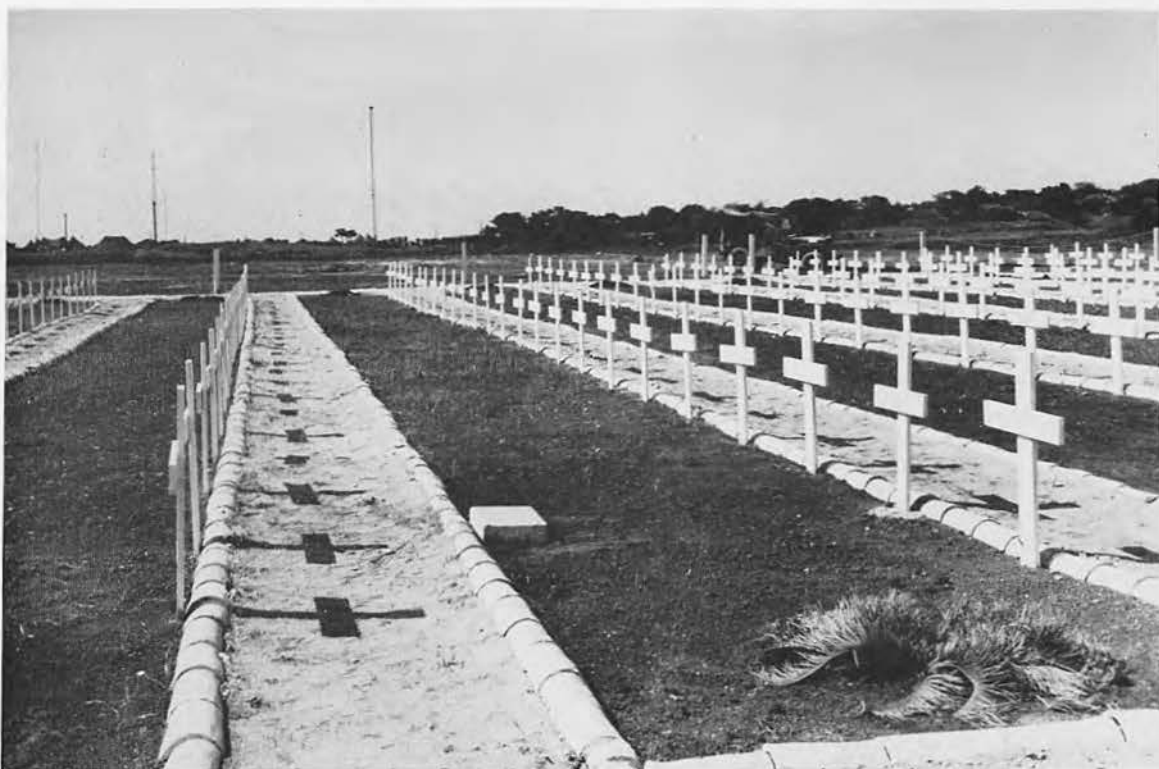


WOODEN BIBLE BUILT BY 58th CB.



CONSTRUCTION AND COMPLETED SIXTH MARINE DIVISION CEMETERY CHAPEL







HEADQUARTERS
SIXTH MARINE DIVISION
IN THE FIELD

4 July, 1945

SO: 179-45

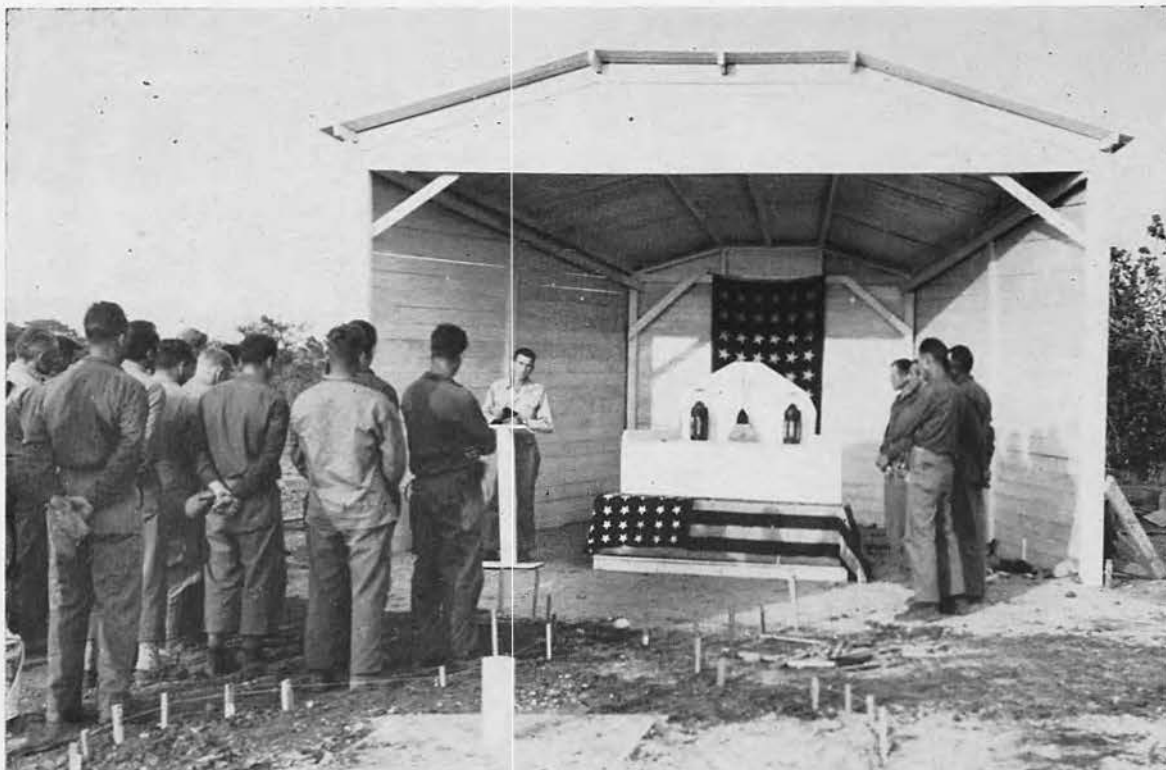
1. This cemetery, established by the Sixth Marine Division on 1 April, 1945, the day of our landing on Okinawa, is hereby officially designated

SIXTH MARINE DIVISION CEMETERY
OKINAWA SHIMA, RYUKYU ISLANDS

LEMUEL C. SHEPHERD, Jr.,
MAJOR GENERAL, U.S. MARINE CORPS,
COMMANDING, SIXTH MARINE DIVISION

"In this hallowed ground lie the remains of our friends and comrades-in-arms—the men we have lived with and fought with in the months gone by. Their place in our hearts can never be filled—their memory shall remain with us always. They have fought courageously in our Country's cause and have brought honor and glory to our Division and the Marine Corps. We deeply grieve that it was their fate to die to make our victory on Okinawa possible. We humbly bow our heads in silent tribute to their memory. They are, indeed, the heroes of this war—"

LEMUEL C. SHEPHERD, Jr.,
MAJOR GENERAL, U.S. MARINE CORPS,
COMMANDING, SIXTH MARINE DIVISION.



DAVE APPLGATE'S SERVICE



INTERIOR OF CHAPEL



DEDICATION OF CHAPEL



NO SEATS



CHAPLAIN'S ASSISTANTS



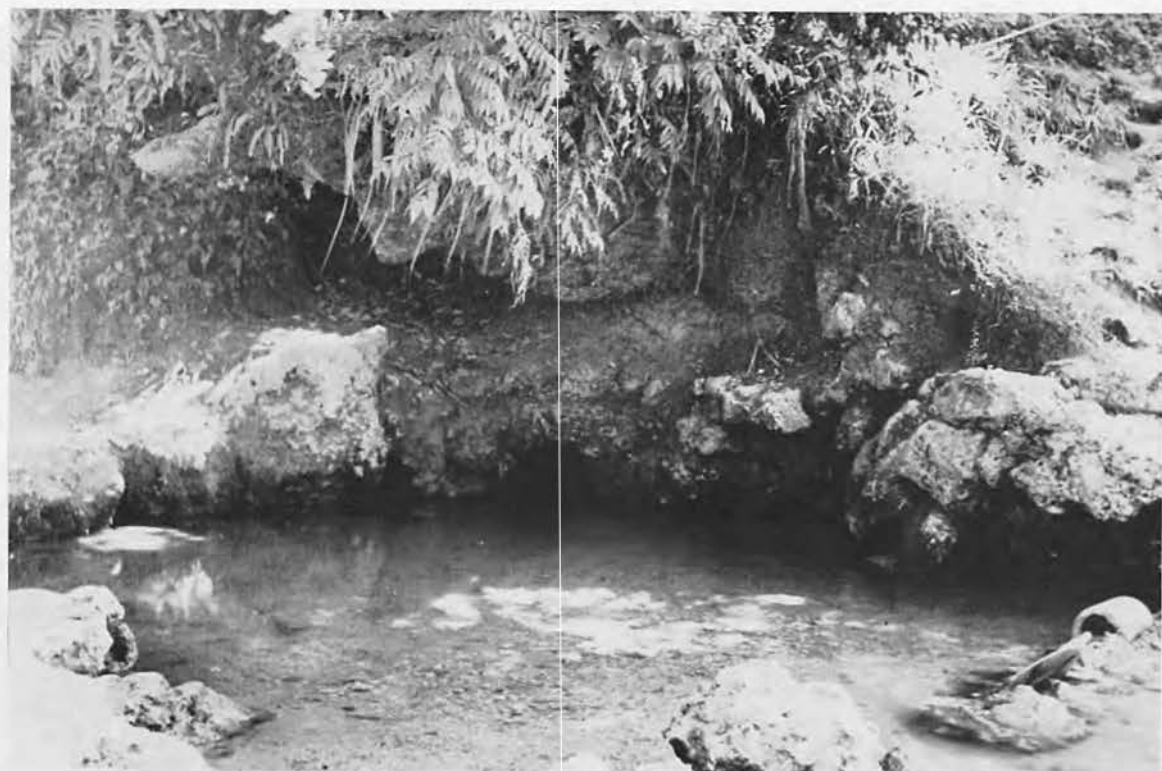
TELL YOUR TROUBLES



BURIAL SERVICE



BUILDING CROSS



TENGAN RIVER



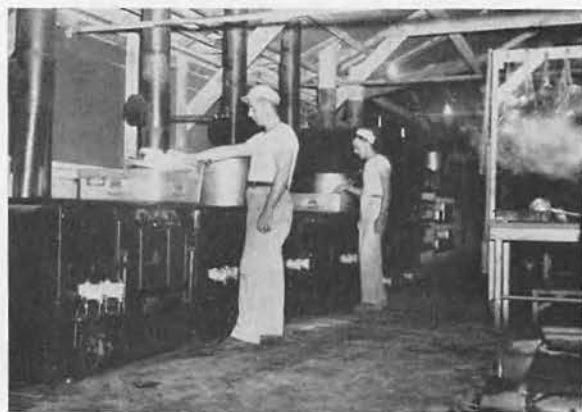
AND WATER HOLE FOR NEW CAMP



COMPANY "A" AGAIN



OFFICER COUNTRY



GALLEY



BARBERS



LAUNDRY



COBBLERS



MACHINE SHOP



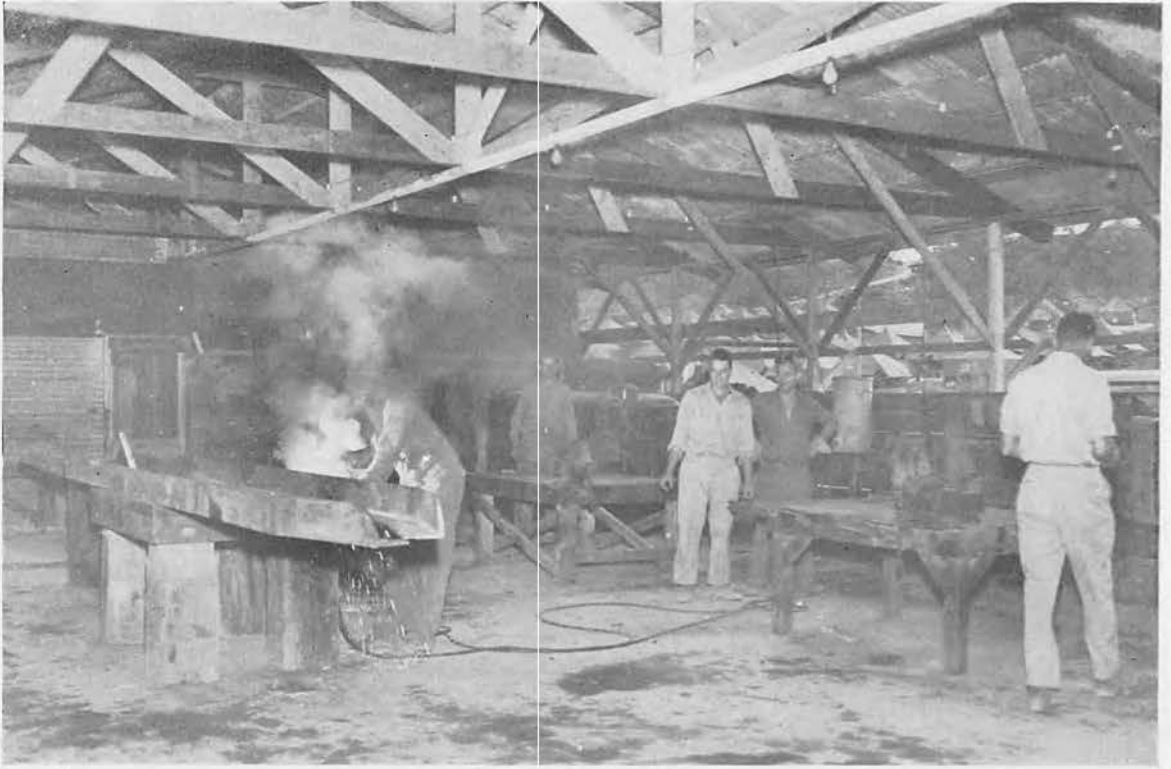
TAILORS



PARTS AND TOOL ROOM



HEAVY EQUIPMENT REPAIRS



WELDING SHOP



A BUTLER BUILDING



FINISHED CULVERT



REMEMBER! JUST LIKE PEARY



ENG. OFFICE



STATESIDE BOUND

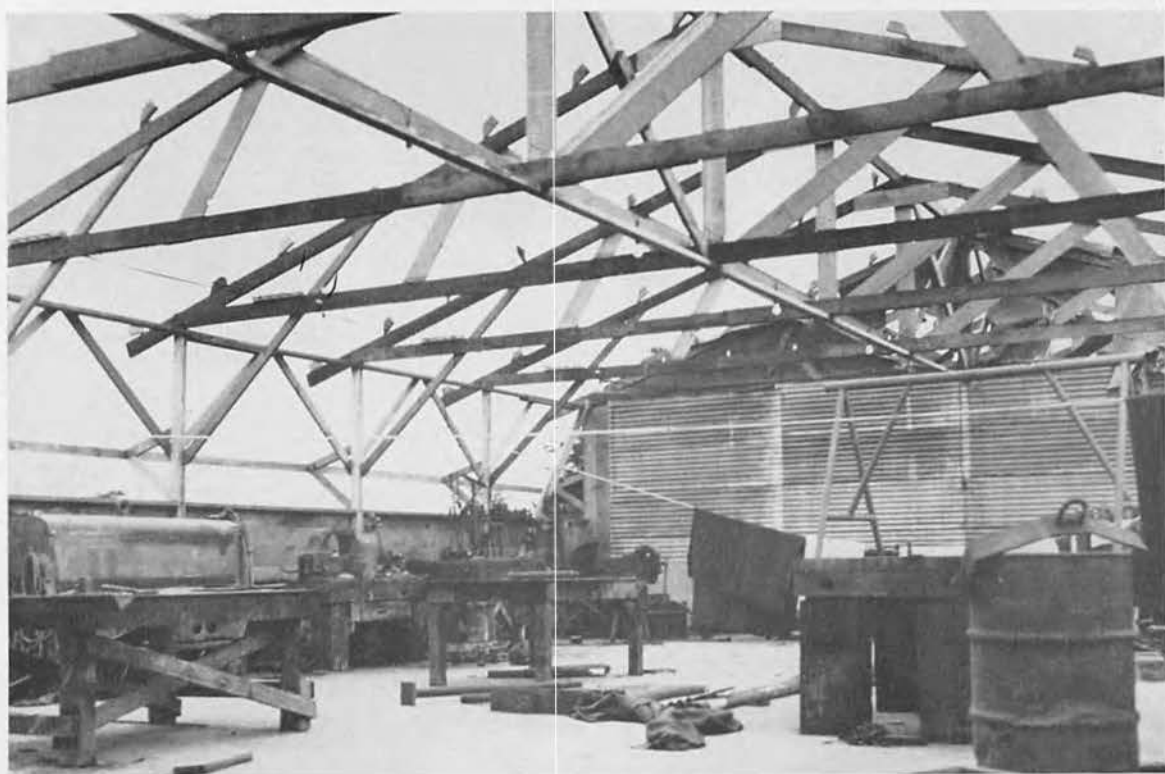
CRACKERJACKS FOR SUPPER



OCTOBER TYPHOON DAMAGE



THESE WERE BUILDINGS



ROUTE 13



BEFORE AND AFTER



BUTLER BUILDINGS



2nd CAMP - COMPANY "C"



COMPANY "A"



TENGAN RIVER



AND WATER HOLE FOR NEW CAMP

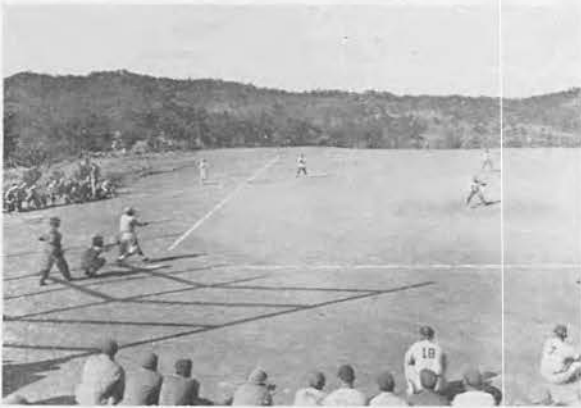
ROUTE 13



BEFORE AND AFTER



BUTLER BUILDINGS



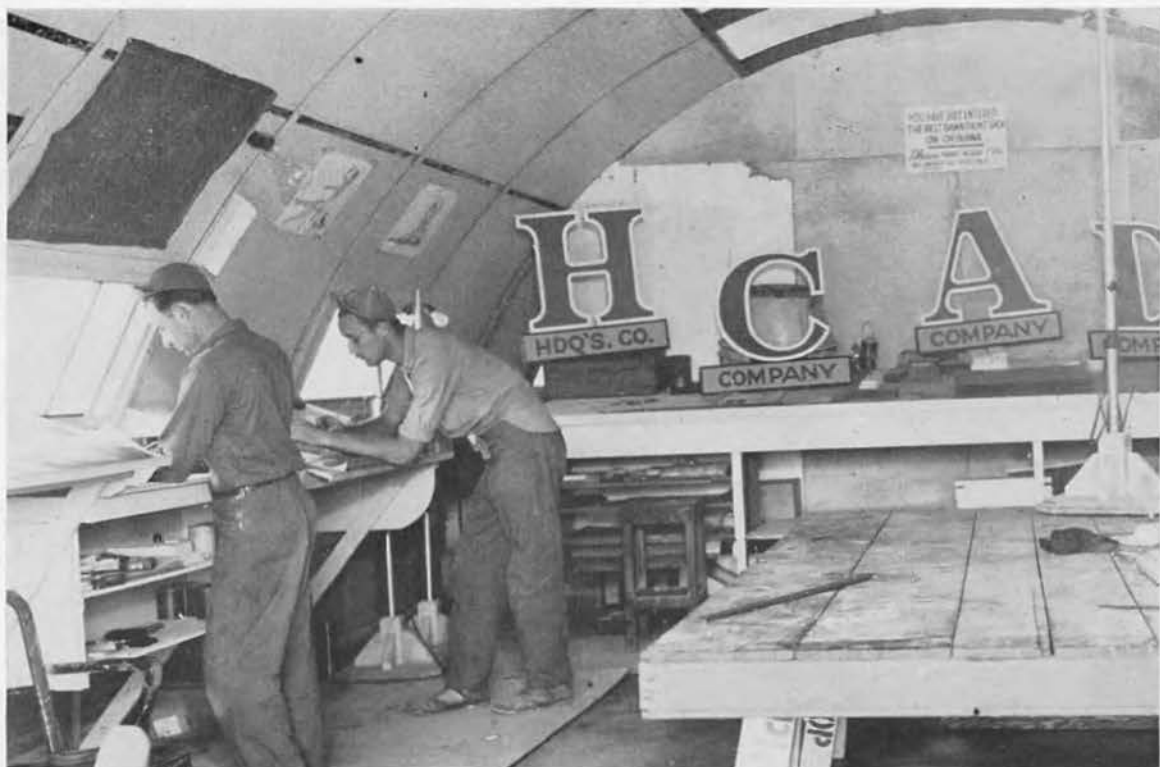
HARDBALL



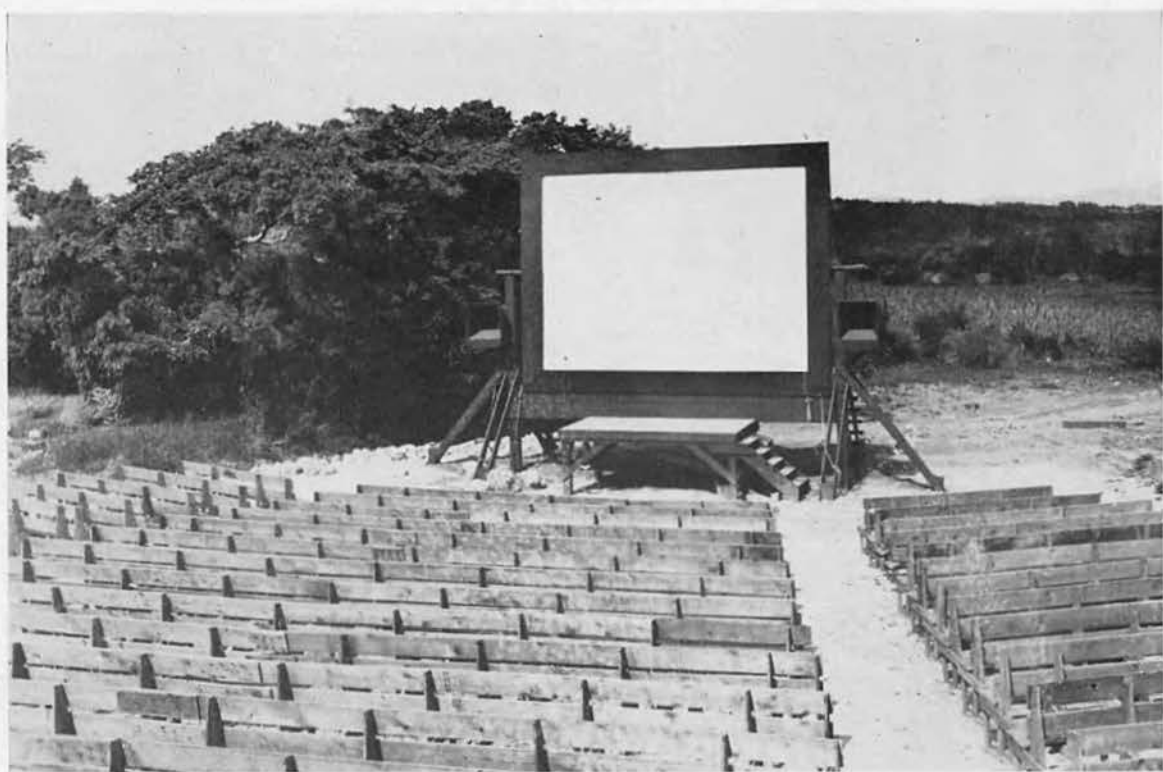
HIGHBALL



SOFTBALL

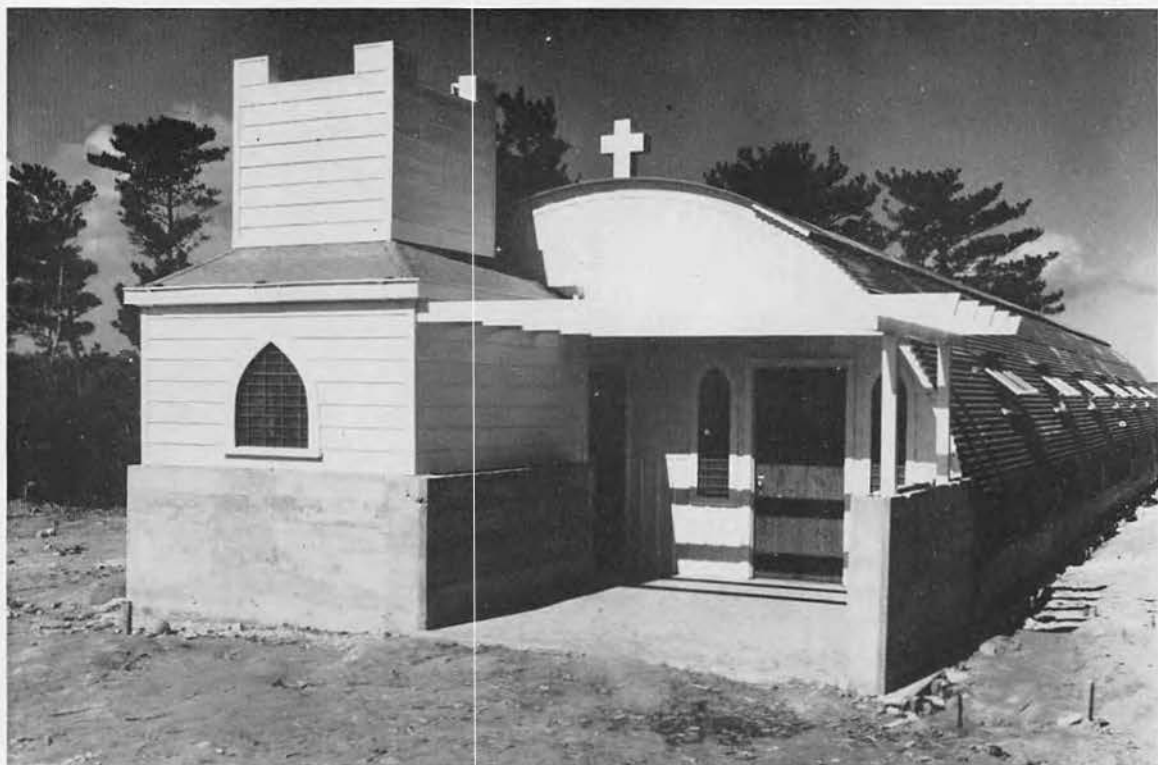


PAINT SHOP



THEATRE — NEW CAMP

BATTALION CHAPEL





THE SIGN



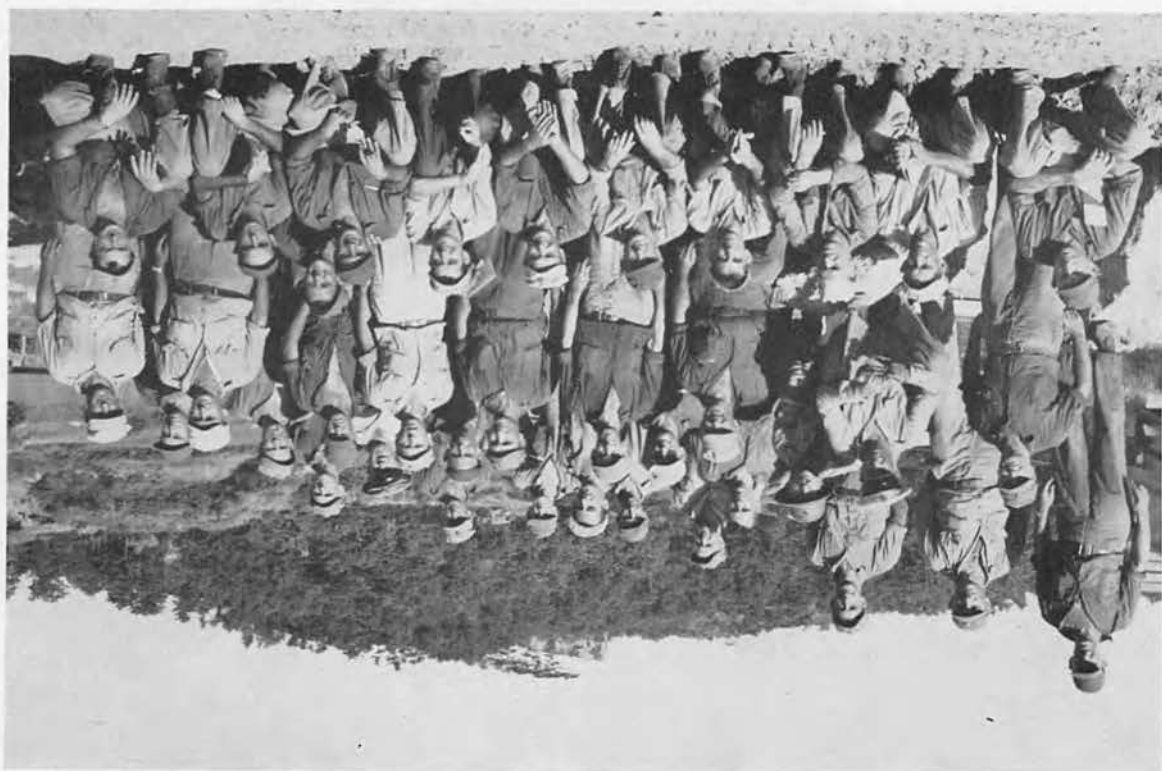
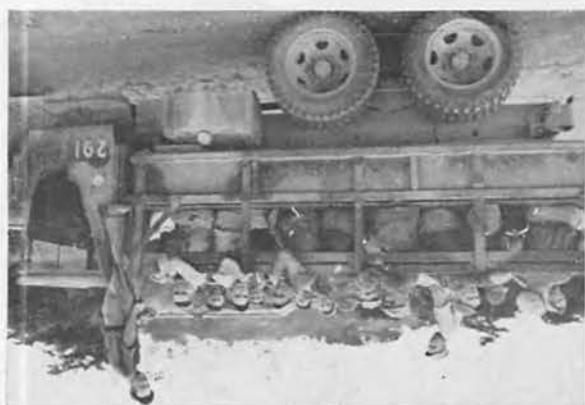
REPLACEMENTS

FIRST OF THE GANG GOING HOME



MORE HOMEWARD BOUND





OPEN WIDE THE GOLDEN GATE

REUNION



No history of the 58th would be complete without an account of many reunions held since V-J Day.

During 1944 and 1945, many of the 58th returned to the States. Those who lived on the East Coast or were on leave pending new duty stations in the main passed through the City of New York. One of our former shipmates took it upon himself to be a one-man reception committee to those who were in the vicinity of New York. That shipmate was Walter Beudel, Ex-C.M.M. of "D" Company.

Beau held open house and hardly a week passed by that four or five of the 58th gathered to swap tales and indulge in a few beers. Dinner somehow always had a steak as the main course.

In 1946, Beau hit upon the idea of contacting all the Ex-58th members in metropolitan New York and holding a reunion in the month of August at his home. Your editor sent out cards and the response was terrific. Over 150 former officers and enlisted men put in an appearance. The cost of the first reunion was borne entirely by Beudel and, at this reunion, plans were laid for the ones that have followed each year.

The History Book, of course, was uppermost in the minds of all the men and your editor was nominated to see that it would be published. Of course, it is now in your hands and I do hope it meets with your approval. The task was difficult and, without the help of all who contributed pictures, addresses and accounts, the history would not have become a reality. All pictures sent in will be returned to you as fast as I can get them in the mail.

This year, 1950, will be the Fifth Annual Reunion and we are planning to secure a hotel in New York for it. Details should be forthcoming in April.

We have found that reunions are wonderful occasions to renew old friendships. Now that you have most of the addresses, why not hold one in your area. Would you like to have a news bulletin about the doings of ex-shipmates of the 58th say once a year? If so, I'd be glad to put it out, just write me a letter about what you are doing and, if the response warrants it, you'll get the bulletin.

Until we meet again somewhere, sometime, God Be With You.

A handwritten signature in cursive script that reads "C. Edward Gideon".

C. EDWARD GIDEON.

**PERSONNEL OF THE
58th UNITED STATES NAVAL CONSTRUCTION BATTALION**

DECEASED

APPLEGATE, DAVID L.
c/o Mrs. Nelson Applegate (Mother)
R.D. No. 1, Box 92, Farmingdale, New Jersey

BREIBY, ERIC
c/o Mrs. John Briebly (Mother)
1 East Harriet Avenue, Palisades Park, N. J.

CHRISTIANSON, LOFTUS LINWOOD
c/o Mrs. Tillie Christianson (Mother)
Washington, Maine

DOYLE, GEORGE J.
c/o John J. Doyle (Son)
59 Cedar Street, Somerville, Massachusetts

HETRICK, GUY
c/o Mrs. Sarah Peaco (Daughter)
R.D. No. 1., Gibsonia, Pennsylvania

JANDREAU, CLIFFORD P.
c/o Mrs. Felix Jandreau (Mother)
St. Francois, Maine

LANDRY, WILFRED A.
c/o Mrs. Regina Lemay (Sister)
15 Fairmount Street, West Warwick, R. I.

NEUMANN, ROBERT
c/o Mrs. C. Harrington (Sister)
1407 South Park Place, New Hyde Park, N. Y.

WANDA, JOSEPH E.
c/o Martha M. Hurley (Sister)
810 Washington Street, Jamestown, N. Y.

WOOLIVER, ROBERT
c/o Mrs. Callie R. Wooliver (Mother)
73 Sibley Street, Detroit, Michigan

ALABAMA

CONNERS, HAROLD L.
Enterprise, Alabama.

HARCROW, TYSON McK.
Route No. 2, Jacksonville, Alabama.

McMILLIAN, CHARLES N.
149 North 57th Street, Birmingham, Alabama.

MONROE, HAL
Alabama

PLUNKETT, RUSSELL A.
P.O. Box No. 16, Cullman, Alabama.

WORLEY, HUGH M., CM 1/c
Route No. 3, Florence, Alabama.

ARKANSAS

KNACKSTEDT, LESLIE
Box 442, Fayetteville, Arkansas.

MATINGLY, JOHN A.
Route No. 7, Box 726, Little Rock, Arkansas.

TURNER, S. R.
903 West 4th Avenue, Pine Bluff, Arkansas.

ARIZONA

HATCH, EDWIN J.
Box No. 64, Winkelman, Arizona.

CALIFORNIA

ALLEN, CHARLES E.
Crestline, California.

ARP, JAMES ADDISON
1517 - 3rd Street, Bakersfield, California

BAUER, VERLE VICTOR
P.O. Box 881, Concord, California.

BENEDETTI, HENRY E.
1070-B 45th Street, Emeryville 8, California.

BENNETT, JOHN N.
1837 South 6th Street, Alhambra, California.

BORMANN, VALENTINE B.
3407 Wyoming Avenue, Burbank, California.

BROUGHTON, FRANK S.
Route 2, Box 882, Elm Street, Fontana, Calif.

BROWN, WALTER A.
2372 Tyrolean Way, Sacramento 15, California.

CORNELL, KENNETH S.
4915 Grant Avenue, Fresno, California

COSTA, ALBERT JOSEPH
1507 - 79th Avenue, Oakland 3, California.

CROWDER, FRANK PARKER
Route 1, Box 521, Ventura, California.

EWING, WESLEY C.
2514 - 45th Avenue, San Francisco 16, Calif.

HANSTEN, ROBERT E.
505 Joost Avenue, San Francisco 12, California.

HARRIS, SOLLY
39 Rose Avenue, Venice, California.

JAIN, THEODORE
1229 D Street, Marysville, California

KING, WILBUR D.
2130 West Avenue 30, Los Angeles 65, Calif.

LOBDELL, ROBERT B.
1817 - 15th Street, San Francisco, California

LUND, LEVAL
3245 Lowry Road, Los Angeles 27, California

McCUTCHEON, VERNON L.
366 East Street, Quincy, California.

McADAMS, DAVID E.
742 Junipero, Long Beach 4, California.

MONDEAU, SAMUEL L.
15956 South Hunsaker Ave., Paramount, Calif.

MONIA, MARTIN V.
210 Avenue R, Palmdale, California.

MORTON, JOHN, M.D.
3875 Wilshire Boulevard, Los Angeles 5, Cal.

NOBLE, RICHARD
1902 Chariette Avenue, Rosmead, California.

NOLL, RANDOLPH C.
Madison, California.

NUNNELLY, JOHN DUKE
6507 East Fairfield Street, Los Angeles 22, Calif.

PAGE, GORDON M.
251 South Dearing Avenue, Fresno, California.

QUAYLE, L. R.
1656 Madrono Avenue, Palo Alto, California.

SMITH, WILLIAM J., GM 1/c
518 Sacramento Street, Vallejo, California.

TANNER, ROBERT B.
642 - 39th Street, Richmond, California.

TAYLOR, ROBERT B., BM3
U.S.S. Virgo Aka 20, c/o Fleet Post Office
San Francisco, California.

TRAPANI, PHILIP RALPH
114 East 56th Street, Los Angeles 11, California.

VALLIEN, PAUL
9508 Compton Avenue, Los Angeles 2, Calif.

VAN EPPS, GUY A.
1717 North Pepper Street, Burbank, California.
WIGFIELD, EDWARD A.
2515 - 7th Street, Santa Monica, California.
WILLARD, RICHARD M.
1830 Cameron Street, Long Beach 10, Calif.

COLORADO

BEAL, CHARLES L.
221 East Uintah Street, Colorado Springs, Col.
McNALLY, JOHN J.
1054 Ogden, Denver, Colorado.
MULHAUSEN, GEO. W.
1127 South Monroe, Denver, Colorado.

CONNECTICUT

ATWOOD, HARVEY V.
Wooding Hill Road, Bethany, Connecticut.
BRAGAW, VINCENT A.
P.O. Box No. 235, Stepney Depot, Connecticut.
CAREY, THOMAS F.
310 Howe Avenue, Shelton, Connecticut.
CHELLIES, WILLIAM H.
13 Crouch Street, New London, Connecticut.
CLARK, HENRY B.
Higganum, Connecticut.
CONNOLLY, JAMES B.
65 Highland Avenue, Groton, Connecticut.
DAKE, LEWIS H.
22 Lowndes Avenue, South Norwalk, Conn.
DENI, JOSEPH VINCENT
13 Keller Avenue, Thompsonville, Connecticut.
FORMANSKI, EDWARD MICHAEL
95 Mechanic Street, New Haven 11, Conn.
GRALTON, C. M.
345 Norton Street, New Haven, Connecticut.
HART, PHILIP THOMAS
26 Silver Sands Road, East Haven 12, Conn.
HENNE, CHARLES
80 Bunker Hill Avenue, Waterbury 8, Conn.
LUCKY, LOUIS S.
105 Summit Street, New Haven 13, Conn.
McGEE, WM. H., Jr.
Prospect Hill, Warehouse Pt., Connecticut.
MAYCOCK, ARTHUR
226 Martin Street, Hartford 5, Connecticut.
MOORE, HARRY
98 Monroe Street, New Haven, Connecticut.
PECKA, STEVE J.
216 North Main Street, Union City, Connecticut.
PERKINS, WILLIAM GEORGE, Jr.
133 Hawthorne Drive, New London, Conn.
PIOLUNEK, JOSEPH S.
R.F.D., Box 24, Moosup, Connecticut.
ROOD, FRANK A.
Mullen Hill Road, Windham, Connecticut.
SHUGRUE, JAMES F.
65 Warren Street, Norwich, Connecticut.
STARKE, WM., C.W.T.
47 Talcott Avenue, Rockville, Connecticut.
TROPP, JAMES S.
291 Park Street, West Haven 16, Connecticut.
WILSON, ELLIOT
Warner Hill Road, Oronoque, Connecticut.

DELAWARE

CONLY, JAMES S.
700 Philadelphia Pike, Claymont, Delaware.
JONES, MELVIN C.
1814 West 15th Street, Wilmington, Delaware.

FLORIDA

CRITELLI, MARIO S.
Box 14, Chipley, Florida.
DEKLE, ELIJAH N.
Bristol, Florida.
HIGGINBOTHAM, DR. S. ROY, Jr.
1211 Citizen's Bldg., Tampa 2, Florida.
RILEY, HENRY THOMAS
3112 Tambay Avenue, Tampa 9, Florida.
SELF, THOMAS L.
2711 N. E. 5th Lane, Fort Lauderdale, Fla.
STEELE, THOMAS
832 Burlington Avenue No., St. Petersburg, Fla.
WHITMAN, ROBERT F.
c/o Terry Art Institute, 2100 W. Flagler Street
Miami 35, Florida.

GEORGIA

WHITE, EDGAR GRADY
7 - 2nd Street, Chicopee, Georgia
YOUNGBLOOD, ROBERT O.
Route 2, Milledgeville, Georgia.

IDAHO

WATKINS, WILLIAM E.
c/o P. O. Box 324, Nampa, Idaho

ILLINOIS

BAKER, EARL JUNIOR
Country Club Add., Taylorville, Illinois.
BONUCCHI, VICTOR P.
709 South 4th Street, Effingham, Illinois
DETTMAN, WALTER F.
8315 Monticello, Skokie, Illinois.
FEBY, HARRY T.
G.P.O. Box 8169, (c/o Basil L. Smith Sys.)
Chicago, Illinois.
KELLY, JOHN R.
Iroquois, Illinois
KISEL, WILLIAM P.
1626 South Throop Street, Chicago 8, Illinois.
KOSINAR, LOUIS J.
2129 South Pulaski Road, Chicago 23, Illinois.
LANOUE, LEONARD F.
604 S. Poplar, Kankakee, Illinois
LAFOND, GERARD A.
1815 Oxford Street, Rockford, Illinois.
LOUCKS, FRED H.
4056 West Division Street, Chicago 51, Illinois.
LAWYER, JOHN ALBERT
734 14th, Charleston, Illinois.
MISHEIKIS, ALEX F.
2242 South Sacramento Ave., Chicago 23, Ill.
MOORE, BRUCE L.
111 West Monroe, Room 1404, Chicago 3, Ill.
NELSON, DAVID M.
R.R. 5, Mulford Road, Rockford, Illinois.

PETTKE, THOMAS C.
4837 South Lallin, Chicago 9, Illinois.

ROEHR, EDWARD
702 West 76th Street, Chicago 20, Illinois

ROLLER, JOHN REID
5836 North Campbell Avenue, Chicago 45, Ill.

RUDCKI, JOSEPH A.
4304 South Kedzie Avenue, Chicago 32, Illinois.

NALLO, M. SEGRUAT
1019 Bonnie Brae, River Forrest, Illinois

VULCANI, FRANK M.
Box 294, Standard, Illinois.

WHITING, JOHN
126 East Vienna Street, Anna, Illinois.

INDIANA

AIRHART, HAROLD L.
330 South Main Street, Kokomo, Indiana.

BURKETT, CHARLES EUGENE
220 East Dayton Street, South Bend 14, Ind.

DANIEL, JOHN A.
R.R. 2, West Terre Haute, Indiana.

HAHN, PAUL J.
918 Sanders Street, Indianapolis 3, Indiana

HUNTER, FRANK W.
403 R Street, Bedford, Indiana.

McWHIRT, DAVID LeROY
227 East North "B" Street, Gas City, Indiana

UFFMAN, LOUIS W.
209 North Whitcomb St., Indianapolis 44, Ind.

WAGNER, JOHN F.
3545 N. DeQuincy Street, Indianapolis 18, Ind.

IOWA

ESPESET, ARNT R.
620 North 8th Street, Estherville, Iowa.

HEUER, RALPH J.
2528 Wilkes Avenue, Davenport, Iowa.

KLIMESH, EMIL A.
Calmar, Iowa.

KOVORDOWICZ, JOHN N.
Box 381, Waterloo, Iowa.

McCORMICK, WILLARD LEON, Jr.
Victory Hotel, Centerville, Iowa.

MICHENER, PHILLIP R.
Box 221, Strawberry Point, Iowa.

MORGAN, CHARLES WAYNE
224 First Avenue, Clinton, Iowa.

PHILLIPS, WALTER R.
3320 - 54th Street, Des Moines 10, Iowa.

KANSAS

GUPTON, MERLIN C.
209 E. Cleveland, Pittsburg, Kansas

WARREN, JAMES P.
1913 Buchanan, Topeka, Kansas.

KENTUCKY

BRADSHAW, ADRAIN
University Station, Lexington 29, Kentucky

HANEKAMP, JOSEPH B.
R. R. No. 3, Latonia Lakes, Covington, Ky.

MEIER, HOWARD W.
511 W. 33rd Street, Covington, Kentucky

WALLACE, ROBERT K.
1129 So. 3rd Street, Louisville, Kentucky

LOUISIANA

ADAMS, THEO. "C"
P. O. Box 411, Golden Meadow, Louisiana

ANDERSON, LEONARD A.
Route No. 2, Box 521, Pinieville, Louisiana

BERTRAND, CHARLES E.
901 Parkway Street, Lake Charles, Louisiana

DE LATTE, PHILIP J.
6312 Laurel Street, New Orleans, Louisiana

HANKS, STANHOPE NOLAND
Clinton, Louisiana

JONES, TILLMAN E., Sr.
P. O. Box 63, Melville, Louisiana

LASSERRE, BURKE F.
Grosse Tete, Louisiana

MOTES, COMPTON I.
430 Dudley Drive, Shreveport, Louisiana

MURDOCH, H. B.
1206 N. First, Monroe, Louisiana

NUSS, WARREN PHILIP
114 Portage Place, New Orleans, Louisiana

THOMPSON, THOMAS W.
P. O. Box 45, Jackson, Louisiana

TREGLE, BERNARD ALFRED
158 Gruner Road, Metairie 20, Louisiana

MAINE

AUTER, KENNETH J.
P. O. Box 176, Riddlonville, Maine

DORSEY, TRUMAN
41 River Road, Caribou, Maine

FARMER, HAROLD EDWIN
67 Seaview Avenue, Old Orchard, Maine

FINK, CHARLES D.
Old South Road, South Berwick, Maine

GRAHAM, PHILIP M.
901 Main Street, Westbrook, Maine

HINCKS, KARL W.
14 Coolidge Avenue, South Portland 7, Maine

MURRAY, FRED E.
Ocean Overlook, Post Road, Wells, Maine

PILLSBURY, ARTHUR M.
R.F.D., W. Scarborough, Maine

SIRVIS, ALBERT
51 St. John Street, Skowhegan, Maine

STAPLES, JOSEPH L.
North Vassalboro, Maine

WAGNER, FREDERICK L.
Cape Porpoise, Maine

WHITMORE, HERBERT J.
104 Emery Street, Portland 3, Maine

MARYLAND

CARTER, JAMES R.
Glyndon, Maryland

DILLMAN, JOHN J.
3613 Woodbine Avenue, Baltimore 7, Maryland

HUDLICKA, LEONARD J.
715 N. Madeira Street, Baltimore 5, Maryland

NADITCH, JOHN B.
3513 Chesterfield Avenue, Baltimore 13, Md.

MASSACHUSETTS

ACHORN, RALPH
44 Eustis Street, Wollaston 70, Massachusetts

AHERN, THOMAS JOSEPH
53 Warren Street, Lynn, Massachusetts

ALLARD, ARMAND E.
16 Sea View Avenue, Fairhaven, Massachusetts

ALLEN, ROBERT D.
27 West Main St., West Brookfield, Mass.

ANGELINI, GABRIELLO A.
200 Goodwin Street, Fall River, Massachusetts

ARCHIBALD, F. D.
R. F. D., Route 6, Orleans, Massachusetts

BARRIGAN, WILLIAM JOSEPH
42 Commonwealth Ave., Gloucester, Mass.

BATES, HANSON F.
10 Beaver Dam Road, Scituate, Massachusetts

BENEA, FLORINDO
11 Main Street, No. Plymouth, Massachusetts

BISZKO, MICHAEL
85 Church Street, Fall River, Massachusetts

BODNAR, DAVID H.
Park Street, Stockbridge, Massachusetts

BRADY, RAYMOND F.
3 Philips Road, Melrose, Massachusetts.

BRISTOL, ARTHUR R.
Housatonic, Massachusetts

CAMERON, JOHN R.
10 Lancaster Street, Cambridge 40, Mass.

CAREY, WILLIAM C.
48 Tolman Avenue, Lowell, Massachusetts

CARTON, JOHN P.
83 West Main Street, Ayer, Massachusetts

CASS, FRANCIS A.
39 Vernon Street, Roxbury 19, Massachusetts

CATHERWOOD, JOHN E.
109 Murdock Street, Brighton 35, Massachusetts

CAVILEER, ALFRED, Jr.
24 Chatham Street, Cambridge 39, Mass.

COLLUM, WILLIAM WATKINS
8 Wilbur Street, Abington, Massachusetts.

COHN, JACOB R.
Box 52, Brightwood 7, Massachusetts

COMEAU, EMIL S.
52 High Street, Everett 49, Massachusetts

COMPAGNONE, WILLIAM J.
14 Thayer Street, Milford, Massachusetts

CONLEY, EDWARD P.
894 Canterbury Street, Boston 31, Massachusetts

CULLEN, WALTER "G"
230 South Street, Jamaica Plain 30, Mass.

CUMMINGS, ARTHUR W.
37 School Street, No. Brookfield, Massachusetts

CUMMINGS, JOHN J.
260B Lebanon Street, Malden 48, Massachusetts

DAVIDSON, HOMER GEO.
19 Park Avenue, Winchester, Massachusetts

DELISLE, RENE J.
Brick Yard Court, North Adams, Massachusetts

DENAULT, EVARISTE J.
149 Butler Street, Blackstone, Massachusetts

DE STEFANO, JOHN M.
214 Laurel Street, Melrose 76, Massachusetts

DOMICANO, PAUL R.
19 Glenwood Street, Holden, Massachusetts

DONOVAN, HENRY TIMOTHY
31 Garrison Avenue, Somerville, Massachusetts

DOTY, DOUGLAS
68 Granville Avenue, Malden 48, Massachusetts

DOYLE, GEORGE J., CCM
c/o J. J. Doyle, 59 Cedar St., Somerville, Mass.

DUBUQUE, ROGER B.
9 Canal Street, Ware, Massachusetts

DUGA, THOMAS R.
Box 246, Pine Street, Huntington, Massachusetts

DURANT, JOSEPH J.
Fairview Street, Agawam, Massachusetts

DWYER, WILLIAM P.
45 Monmouth Street, Squantum, Massachusetts

EATON, JOSEPH F.
3 Woodlawn Avenue, Waltham 54, Mass.

EATOUGH, WILLIAM
20 Moynan Street, New Bedford, Massachusetts

EAYRS, WALTER G.
119 North Street, Middleboro, Massachusetts

ELLISON, CHARLES V., Jr.
10 Hancock Place, Cambridge, Massachusetts

FAULKNER, RICHARD J.
268 Powder House Blvd., Somerville, Mass.

FESTA, DANIEL A.
18 Grant Street, Somerville 45, Massachusetts

FORBES, JOHN C.
P. O. Box No. 12, West Concord, Massachusetts

FREDERICKSON, JOHN
26 Converse Avenue, Malden 48, Massachusetts

FREEMAN, LAURENCE O.
45 Walnut Hill Road, Chestnut Hill, Mass.

GALLERY, CHARLES C.
51 Pond Street, Nahant, Massachusetts

GETHIN, THOMAS
41 Calumet Street, Roxbury 20, Massachusetts

GIBBS, GEORGE P.
R. F. D., Sterling Jct., Massachusetts

GOUTHRO, THOMAS M.
15 Auburn Street, Woburn, Massachusetts

GRAY, CECIL R.
Main, Russell, Massachusetts

GREENE, ALLAN C.
9 Hersam Street, Stoneham 80, Massachusetts

GREENWOOD, RAYMOND
96 Willard Street, New Bedford, Massachusetts

HALL, RICHARD T.
Main, Sandwich, Massachusetts

HANRAHAN, JOSEPH P., Jr.
42 Grove Street, Winchester, Massachusetts

HARTY, ROGER J.
112 Train Street, Dorchester 22, Massachusetts

HAYNES, FRANCIS C.
Millbrook Road, Wayland, Massachusetts

HEALEY, JOHN R.
74 Crescent Street, Franklin, Massachusetts

HIGGINS, THOMAS
76 Maplewood Avenue, Pittsfield, Mass.

HOSMAN, HARRY A.
P. O. Box 83, Prides Crossing, Massachusetts

HUME, ALBERT A.
3 Kendall Place, Leominster, Massachusetts

HUNT, JAMES
247 Fairmount Avenue, Hyde Park, Mass.

IDE, DONALD
Box 2, Wayland, Massachusetts

JOHNSON, HARRY N.
71 Codman Park, Roxbury 19, Massachusetts

KAMIN, MICHAEL A.
70 Glenville Avenue, Allston 34, Massachusetts

- KIDDER, PAUL WINSLOW**
West Tisbury, Massachusetts
- KLEYLA, JAMES J.**
Hillside Road, So. Deerfield, Massachusetts
- LAGOULIS, JOHN**
881 Varnum Avenue, Lowell, Massachusetts
- LEGRAND, GEORGE P., Jr.**
286 Textile Avenue, Lowell, Massachusetts
- LAUKAITIS, ALEXANDER**
173 Sugarloaf Street, So. Deerfield, Mass.
- LAWRENCE, ABBOTT W., Jr.**
40 Berkshire Avenue, Springfield, Mass.
- LEE, JOSEPH M.**
21 Washington Street, Brighton, Massachusetts
- LOUNSBURY, ROBERT S.**
294 Main Street, Wakefield, Massachusetts
- McGUIRK, CLAYTON G.**
West Street, Lenox, Massachusetts
- McPECK, JOHN E.**
41 Magnolia Avenue, Magnolia, Massachusetts
- MacARTHUR, CHARLES R.**
23 Newton Street, Brockton 49, Massachusetts
- MASON, PAUL E.**
39 Brandon Road, Webster, Massachusetts
- MATSON, WILLIAM E.**
1178 Washington Street, Gloucester, Mass.
- MAZUR, JOHN**
31 Church Street, P. O. Box 6, Gilbertville, Mass.
- MENARD, RENE E.**
18 State Street, Willimansett, Massachusetts
- MOLNAR, ANDREW**
Hill Street, Southwick, Massachusetts
- MORISSETTE, JOSEPH RENE**
65 Blossom Street, Leominster, Massachusetts
- MURPHY, WILLIAM H.**
30 Chestnut Street, West Springfield, Mass.
- NELSON, GEO. B.**
39 Holmes Street, Brockton 27, Massachusetts
- NIELSEN, HELMUTH H.**
18 Overlook Street, East Boston, Massachusetts
- O'ROURKE, EDMUND J.**
40 Spring Garden Street, Dorchester, Mass.
- OSBORNE, WILLARD HENRY**
Plain Street, Bridgewater, Massachusetts
- OUELLETTE, RENE J.**
Central Village, Massachusetts
- PAGUETTE, ERNEST F.**
461 East Water Street, Rockland, Massachusetts
- PEDERSEN, NORMAN J.**
109 Farragut Road, So. Boston 27, Mass.
- PENNEY, WILLIAM H.**
74 Albion Street, Medford, Massachusetts
- PENNIMAN, F. G.**
317 Beford Street, Westman, Massachusetts
- PETERSEN, WARREN O.**
16 Hawthorne Street, Haverhill, Massachusetts
- PINA, ANTONIO I.**
22 Willard Street, New Bedford, Massachusetts
- RACICOT, HENRY E.**
44 School Street, East Long Meadow, Mass.
- RICOTTELLI, JOSEPH J.**
6 River Street, E. Dedham, Massachusetts
- ROGERS, JOSEPH L., Jr.**
Monument Street, Orleans, Massachusetts
- RYAN, DONALD E.**
59 Walnut Street, Hyde Park 36, Massachusetts
- RYAN, FRANCIS C.**
Box 162, Powder Horn Pond, Plymouth, Mass.
- SARMENTO, JOSEPH P.**
390 Mt. Hope Avenue, Fall River, Mass.
- SCHWORM, WARREN J.**
230 Green Street, No. Weymouth 91, Mass.
- SIROIS, SIMON D.**
47 Vassall Street, Wallaston, Massachusetts
- SMITH, MILFORD L.**
Mountain Road, North Wilbraham, Mass.
- STEDMAN, CLIFTON B.**
Hitchcock Road, Winchendon, Massachusetts
- STEVENS, SHIRLEY E.**
180 Weymouth Street, Holbrook, Massachusetts
- TEEVEN, JOHN J., Jr.**
36 Bennington Street, Newton 58, Massachusetts
- THOMAS, LAURENCE H.**
637 Waneham, Middleboro, Massachusetts
- TSOULES, ERNEST**
245 Worcester Street, Southbridge, Mass.
- TUPPER, EARL F.**
11 Cottage Ave., c/o Mrs. Fred Reidy
North Wilbraham, Massachusetts
- TURNESA, CHARLES B.**
592 Main Street, So. Weymouth 90, Mass.
- UNWIN, GEORGE F.**
66 Dimmick Street, Springfield 9, Massachusetts
- VARGAS, JOSEPH P.**
95 Arlington Street, Taunton, Massachusetts
- VILLANOVA, JOHN R.**
Otis, Massachusetts
- VOGHT, HENRY**
62 Johnson Street, Saxonville, Massachusetts
- VOLPE, ROBERT**
65 Hooker Street, Allston 34, Massachusetts
- WALDRON, WILLIAM J.**
8 Fay Street, Taunton, Massachusetts
- WARD, KENNETH A.**
R. F. D. No. 2, Orange, Massachusetts

MICHIGAN

- ABBATE, NATHANIEL**
3656 Trombly, Detroit 11, Michigan
- ASHLEY, DON R.**
1335 Riverside St., St. Clair, Michigan
- BARRETT, LEE M.**
1020 N. Park Street, Kalamazoo, Michigan
- CALVIN, EARL**
51 Belmont, Detroit 2, Michigan
- KOVACS, ALEX L.**
5639 Syracuse St., Dearborn, R.R. No. 1, Mich.
- KOZIKOWSKI, CASIMIR**
6030 Tarnow Street, Detroit 10, Michigan
- KUCZEWSKI JOHN RICHARD**
18251 Norborne, Detroit 19, Michigan
- LEE, GUY A.**
3719½ No. Saginaw Street, Flint, Michigan
- MACHINE, ANTHONY J.**
19465 Stotter Avenue, Detroit 34, Michigan
- MANGAN, THOMAS**
5833 Newberry, Detroit 9, Michigan
- MARTIN, WID, Jr.**
8715 Colfax Street, Detroit 4, Michigan
- MILLEY, FRANK**
427 Sheldon Street, Kalamazoo, Michigan
- ORBAN, WALTER T.**
8623 Kentucky, Detroit 4, Michigan

RODGERS, JOHN E.
222 W. Court Street, Flint 3, Michigan

WILSON, WILLIAM F.
8837 Clarendon, Detroit 4, Michigan

MISSISSIPPI

FILGO, JOSEPH L.
R. F. D. No. 3, Tupelo, Mississippi

MINNESOTA

DESPEN, PETER J.
965 East Como Blvd., St. Paul 3, Minnesota

FREDRICKSON, NORMAN O.
Gordonsville, Minnesota

McDONALD, MYRON M.
Route 1, Box 607-E, Duluth, Minnesota

MARCHIAFAVA, SAMUEL J.
3005 Tyler Street, N. E., Minneapolis 13, Minn.

MORAVITZ, JAMES W.
Box 746, Ely 4, Minnesota

SPOKELY, LOWELL D.
Nielsville, Minnesota

THOMPSON, MARVEL E.
R. T. 2, Box 79, Shevlin, Minnesota

WEBER, ROY JOSEPH
1064 E. 6th Street, St. Paul 6, Minnesota

MISSOURI

CURRIE, R. A.
404 Vista, Jefferson City, Missouri

LEADERS, VERNON L.
6702 Minnesota Avenue, St. Louis 11, Missouri

MAXFIELD, VERNOWEN W.
323 Parker, Chaffee, Missouri

OWENS, JAMES J.
1615 So. Elm, Webster Grove 19, Missouri

SIMMONS, CLARENCE E.
Oak Grove, Missouri

WATERMAN, WAYNE EDWARD
209 Bennett, Lebanon, Missouri

MONTANA

KOLAR, ANTON
907 Knight Street, Miles City, Montana

MITTELSTADT, VERNON R.
1029 Logan Lane, Rt. 3, Billings, Montana

MORTON, GERALD M.
122 - South 36th Street, Billings, Montana

VERWOLF, JOSEPH P.
Manhattan, Montana

MARSHALL ISLANDS

BROWN, ROBERT
Station 8, Guam, Guam, Marshall Islands

NEBRASKA

KROHN, ORLAND K.
Herman, Nebraska

SHELL, REV. JOHN L.
123 East Ninth, York, Nebraska

NORTH CAROLINA

DAVIS, CLAY W.
Route 1, Box 200-A, Greensboro, North Carolina

DRAPER, E. V. S.
Box 747, Rocky Mount, North Carolina

NEW HAMPSHIRE

BENOIT, ARTHUR J., Comdr., U.S.N.R.
R. F. D. 2, Concord, New Hampshire

BISSONNETTE, AMEDEE J.
81 Amherst Street, New Hampshire

CHAMPAGNE, ANTONIO J.
435 Cilley Road, Manchester, New Hampshire

CLICHE, JOHN J.
25 Laurel, Whitefield, New Hampshire

COTE, EDMOND L.
General Delivery, Jaffrey, New Hampshire

HALL, JOHN PARKER
Box 112, Londonderry, New Hampshire

HOLLAND, PHILIP A.
R. F. D. 4, Laconia, New Hampshire

LA CHANCE, WALTER
30 Franklin Street, Franklin, New Hampshire

LEMAY, WILLIAM A.
637 Pine Street, Manchester, New Hampshire

PELLETIER, JOSEPH L.
East Jaffrey, New Hampshire

ST. FRANCOIS, CLEO L.
Lund Road, Nashua, New Hampshire

SCOTT, RALPH W.
Brokenbridge Road, Concord, New Hampshire

THOMPSON, RICHARD L.
R. F. D. No. 4, Plymouth, New Hampshire

WHIPPLE, CLYDE J.
21 Elm, Lebanon, New Hampshire

NORTH DAKOTA

LEAS, WILFRED LYLE
Rocklake, North Dakota

NEW JERSEY

ARENOBINE, PETER J.
11 Harmony Street, N. Plainfield, New Jersey

AUFIERO, ANGELO
204 Central Place, Orange, New Jersey

BANDSTRA, CORNELIUS J.
55 East Main Street, Ramsey, New Jersey

BARDEL, RENE G.
312 Claremont Avenue, Jersey City, New Jersey

BARILLARI, BRUNO J.
48 Webster Street, Newark 4, New Jersey

BASILE, A. J.
79 Van Buren Street, Newark 5, New Jersey

BENEDETTO, RAYMOND G.
13 East 20th Street, Paterson 3, New Jersey

BERARD, HERBERT E.
94 Erie Street, Camden 2, New Jersey

BLUMENTHAL, FRANK
492 Park Avenue, East Orange, New Jersey

BONTEMPO, ARTHUR C.
72 Park Avenue, Summit, New Jersey

BUDD, JOHN H.
185 Montclair Avenue, Newark 4, New Jersey

CARSLAKE, WILLIAM C.
26 West Main Street, Columbus, New Jersey

CRAPA, SAL J.
356 Woodward Street, Jersey City, New Jersey

DAMINGER, GEORGE O., Jr.
Weymouth Road, Hammonton, New Jersey

DI MATTEO, MAURO J.
Harding Highway, Malaga, New Jersey

DOMINICK, STANLEY J.
404 E. Kinross Street, Newark 5, New Jersey

EPPLEMAN, JESSE E.
Atco Avenue, Atco, New Jersey

FANO, GUS
331 Fifth Street, Jersey City 2, New Jersey

FERENC, JOHN
244 - 6th Avenue, Roebing, New Jersey

FITZSIMMONS, VINCENT J.
140 Glenwood Ave., Apt. C-10, Jersey City 6, N. J.

FLAIG, HENRY
726 - 5th Street, Secaucus, New Jersey

GAYTON, JOHN F.
1913 - 45th Street, Pennsauken, New Jersey

GETTS, JOHN W.
104 E. Haddon Ave., Oaklyn, Audubon 6, N. J.

GRAP, MICHAEL
29 Franklin Avenue, Garfield, New Jersey

GRITSKI, JOHN
4 Brainard Street, Phillipsburg, New Jersey

HEMPEL, GEORGE
45 Oregon Street, Clifton, New Jersey

HOLMSTROM, WILLIAM F.
42 So. Broad Woodbury, New Jersey

HORROCKS, STEPHEN J.
115 Fetter Avenue, Trenton 10, New Jersey

HULL, CHARLES
19 Lindsley Avenue, Maplewood, New Jersey

KINNEALY, JOSEPH V.
318 Washington Avenue, Belleville 9, New Jersey

KNIGHT, KENNETH W.
126 Eire Avenue, Rutherford, New Jersey

KUCZYNSKI, JOHN A.
230 John Street, South Amboy, New Jersey

KULESA, JOHN P.
3069 S. Congress Road, Camden 4, New Jersey

LABONE, ROBERT W.
400 Georges Road, New Brunswick, New Jersey

LA PIERRE (WIMPY), FRANK J.
Railroad Avenue, Blackwood, New Jersey

LAUDIG, EARL M.
14 Canfield Place, Morris Plains, New Jersey

LAVINKA, JOHN P.
Box 264 Kenil, New Jersey

LEE, ARTHUR THOMAS
Salem Pike, Clarksboro, New Jersey

LEES, GEORGE F.
20 Casson Lane, West Paterson, New Jersey

LINARDI, PATRICK G.
262 Knox Avenue, Cliffside Park 6, New Jersey

LITTLEFIELD, VALENTINE F.
7 East Terrace Avenue, Rochelle Park, N. J.

LOSASSO, MICHAEL A.
1300 - 9th Street, North Bergen, New Jersey

LOVELACE, CHARLES N.
3 McCann, Franklin, New Jersey

McCLOSKEY, JAMES
918 Essex Street, Gloucester, New Jersey

McCROSSON, ANDREW J.
512 N. Vermont Avenue, Atlantic City, N. J.

McTERNAN, RAY
28 Park Avenue, Summit, New Jersey

MacPHERSON, ROBERT
1115 Fanny Street, Elizabeth, New Jersey

MARSELLA, ANTHONY T.
226 Maple Street, Weehawken, New Jersey

MAZURKIEWICZ, WALTER
79 Bostwick Avenue, Jersey City 5, New Jersey

MEIDT, FREDERICK J.
2212 River Avenue, Camden 5, New Jersey

MEIER, WESLEY H.
R. F. D. No. 1, Mays Landing, Scollville, N. J.

MORANO, VINCENT
218 River Street, Hoboken, New Jersey

MUCINSKI, EDWARD H.
382 Market Street, Perth Amboy, New Jersey

MUELLER, GERT WILLIAM
13-06 Arnold Street, Fairlawn, New Jersey

NIGLIO, JOSEPH F.
208 - 16th Avenue, Newark, New Jersey

NUBER, EDWARD A.
211 - 14th Street, Jersey City 2, New Jersey

OSOLINIEC, EDWARD
598 South 13th Street, Newark, New Jersey

OWCZARZUK, LEO
269 - 7th Street, Jersey City, New Jersey

PAULY, CHARLES F.
600 Highland Boulevard, Gloucester, N. J.

PAWLUCHIK, GEORGE
9 North Street, Franklin, New Jersey

PEDERSEN, BERNHARDT (PETE)
103 Elm Avenue, Woodlynne, New Jersey

PERKINS, JESSE
Bellevue Avenue, East Riverton, New Jersey

PETERS, RUDY H.
15 Berwyn Street, East Orange, New Jersey

REISER, DONALD A.
775 Fifth Street, Lyndhurst, New Jersey

ROCHE, ROBERT BURKE
8 Lancaster Avenue, Maplewood, N. J.

ROSLOWSKI, STANLEY
901 New York Avenue, Trenton 8, New Jersey

RYDER, CLARENCE LEWIS
100 Chestnut Street, East Orange, New Jersey

SCHOENWALDER, PAUL
1586 Kenneth Avenue, Union, N. J.

SEIBERT, WALTER J.
344 Cattell Avenue, W. Collingswood 7, N. J.

SHEA, JOHN P.
115 Manheim Avenue, Oaklyn, Audubon 6, N. J.

SHERWOOD, WILLIAM
852 Devon Street, Arlington, New Jersey

SMITH, RICHARD J. Jr.
94 Trask Avenue, Bayonne, New Jersey

SUNDERHOFT, FRANK W.
21 Medbourne Avenue, Irvington 11, N. J.

SZYMANSKI, STANLEY
1 Arlington Avenue, South River, New Jersey

THOMAS, ROBERT O.
Berlin Road, Haddonfield, New Jersey

TIMBERMAN, GEORGE
91 West Broadway, Salem, New Jersey

ULMER, CARL G.
Route 24, Stewartville, New Jersey

VALENTE, CHARLES G.
262 Broad Avenue, Fairview, Bergen Co., N. J.

VILLARD, PAUL MAURICE
205 Sylvan Street, Rutherford, New Jersey

WESTERVELT, ROSWELL CARL
348 Bloomfield Ave., Apt. 6, Caldwell, N. J.

WHITE, ROBERT
236 - 3rd Street, Delanco, New Jersey

ZERA, STANLEY J.
3 Weston Road, Trenton, New Jersey

NEW YORK

ALLEN, ALBERT E.
2385 Valentine Avenue, Bronx 57, New York

ALLEN, FRED
507 Hudson Street, Syracuse, N. Y.

ARCIERI, VINCENT
1760 West 8th Street, Brooklyn 23, New York

ARNOTT, GEORGE S.
20 McKinley Street, Islip, New York

BADER, AUGUST JOHN
29 Melrose Street, Elmont, New York

BARRETT, GEORGE A.
9 Wolden Road, Ossining, West, New York

BEATTY, R. W.
North Lincoln Avenue, Pearl River, New York

BEAUDEL, WALTER
295 South Park Avenue, Lynbrook, New York

BELL, GEORGE R.
8 Longview Avenue, White Plains, New York

BROCHE, DANIEL R.
53 West 19th Street, New York City 11, N. Y.

BROWN, KENNETH B., M.D.
56 Leverich Street, Hempstead, New York

BRYAN, WILLIAM G.
Rockland State Hospital, Orangeburg, New York

CARAVANA, AMODEO S.
563 Chauncey Street, Brooklyn 33, New York

CAREY, ARTHUR R.
88-44 Sabre Street, Bellerose 6, New York

CARLOTTI, ALBERT J.
302 East 48th Street, New York 17, New York

CARMAN, RICHARD HOGAN
5 Katherine Road, Stop 35, Albany-Schenectady Road, Albany 5, New York

CARMODY, JOSEPH
1053 Forest Avenue, Staten Island 10, New York

CHESKEY, CHARLES
31 Havermans Avenue, Troy, New York

COLWELL, ROBERT W.
44 Miller Street, Oneonta, New York

CONNELL, JAMES V.
107 East Raleigh Avenue, Staten Island 10, N. Y.

CONNOLLY, JAMES D.
Dutch Street, Montrose, New York

CORLEW, HERBERT E., Jr.
R.D. No. 3, Luzerne Road, Glens Falls, New York

COUGHLIN, JOHN B.
310 Fourth Street, Watkins Glen, New York

CRANDALL, ROBERT LINCOLN
Snyders Lake Road, R.D. No. 4, Troy, New York

CROWLEY, GEORGE M.
2115A Lacombe Avenue, Bronx 61, New York

CURNAN, ALBERT F.
Albertson St., Hyde Park, New York

DALY, JOSEPH
2563 Decatur Avenue, Bronx 58, N. Y.

DANDRY, MICHAEL
37 Sickle Street, New Rochelle, New York

DANIELS, LESLIE
21 Park Street, Pulaski, New York

DAVEY, JOHN G., Esq.
362 - 89th Street, Brooklyn, N. Y.

DAVIS, JAMES H.
4 Devendorf Street, Amsterdam, New York

DE RONDE, JACOB W.
Atlantic Avenue, West Sayville, New York

DIDO, DOMINICK J.
19 Cottage Avenue, Troy, New York

DIELMANN, GEORGE F.
32-63 - 45th Street, Long Island City 3, N. Y.

DOBLER, HOWARD F.
132 Nevada Avenue, Buffalo 11, New York

D'ONOFRIO, LUCIAN J.
623 Underhill Avenue, Bronx 61, New York

DONOHUE, FRANK R.
150-42 - 121st Avenue, Jamaica 4, New York

EDWARDS, ERNEST DAVID
364 - 7th Street, Niagara Falls, New York

FALCONE, SAM J.
4309 Richardson Avenue, Bronx 66, New York

FLANDERS, DELBERT W.
Norfolk, New York

FLANSBURG, MARSHALL S.
Cushman Avenue, Earlville, New York

FRAITAG, HARRY
108 Avenue D, New York 9, New York

FREEMAN, HAROLD K.
R.F.D. No. 1, Olean, New York

GANNON, DAVID C., Jr.
95-11 Cresskill Place, Jamaica 4, New York

GARUIN, DENNIS, Jr.
P.O. Box 112, Endicott, New York

GASCO, MIGUEL
45 Avon Place, Tompkinsville, S. I., N. Y.

GEARY, RAYMOND R.
56 Genesee Street, Hornell, New York

GIANGREGORIO, MICHAEL
1805 Hone Avenue, New York 61, New York

GIDEON, C. EDWARD
205 Cochran Place, Valley Stream, New York

GILLESPIE, PATRICK JOSEPH
54-39 Austin Street, Forest Hills, New York, N. Y.

GOODMAN, HERMAN M.
141-02 - 71st Avenue, Flushing, Long Island, N.Y.

GORLICH, CARL F.
400 East 20th Street, New York 9, New York

GOREY, PETER A.
11 North Ferris Street, Irvington, New York

HAMILTON, DAVID C.
Plattsburgh State Teachers College, Plattsburgh, New York

HARVEY, PAUL WILLIAM
1442 Chelsea Road, Wantagh, Long Island, N. Y.

HEBERTS, HAROLD F.
Front Street, Keeseville, New York

HILDEBRANDT, DAVID H.
208 Market Street, Saugerties, New York

HOFFMANN, PAUL J.
3150 Roberts Avenue, New York 61, New York

HOLM, WILLIAM
71-24 - 5th Avenue, Brooklyn 9, New York

HOSFORD, E. E.
Washantogn Street, Athens, New York

HOUSE, RAYMOND E.
37 Hanford Street, Middletown, New York

HOWELL, FRED W.
5 Lamont Place, Rochester 5, New York

HUNT, JEROME G.
R.D. No. 2, Averill Park, New York

INGARDIA, MARELLO
42-16 Woodside, Long Island, New York

JACKSON, KENNETH EARL
R.F.D. No. 2, Johnstown, New York

JAMELSKE, STEVEN
121 Elm Street, North Syracuse, New York

JOHNSON, LESTER H.
238 McClellan Street, Schenectady 4, New York

JONES, ALFRED E.
Croton Dam Road, Ossining, New York

JONES, HARLAND S.
1009 Maine Road, R.D. No. 2, Endicott, N. Y.

JULIAN, CARMEN
2328 - 3rd Avenue, Watervliet, New York

JULIAN, JOHN JOSEPH
1567 - 2nd Avenue, Watervliet, New York

KAY, OLIVER DUDLEY
9 Summer Street, Lockport, N. Y.

KEARNS, THOMAS F.
423 - 16th Street, Brooklyn, New York

KELLY, JAMES F.
64 Elm Avenue, Mt. Vernon, New York

KENNEDY, WALTER T., Jr.
130 Central Avenue, Fredonia, New York

KING, JOHN ANGUS
276 Mann Avenue, Troy, New York

KING, WILLIAM G.
1619 Radcliff Avenue, New York 61, New York

KINNEY, NORMAN E.
7 Howard Street, Catskill, New York

KOPECKY, FRANK G.
272 First Avenue, New York 9, New York

KORSZUN, JOSEPH
1709 Carrie Street, Schenectady 8, New York

KRAFT, GEORGE
9718 Avenue N, Brooklyn 12, New York

KRAUSE, WILSON M.
29 Robinson Street, Binghamton, New York

KULAS, JOSEPH
906 Green Street, Utica 4, New York

KUSCH, OSCAR X.
120 Bridge Street, Plattsburg, New York

LACHTER, FREDERICK R.
53-44 - 201st Street, Bayside, Long Island, N. Y.

LaFOREST, GILBERT J.
158 - 6th Avenue, North Troy, New York

LAGERHOLM, EINAR A.
24-08 5th St., East Meadow, Hempstead, N. Y.

LAMBY, CHARLES F., Jr.
8 Norman Avenue, Albany 3, New York

LANGONE, GEORGE
14-23 - 31st Road, Long Island City 2, New York

LASHER, FRANK B.
17 Montgomery Street, Gloversville, New York

LENNON, JOSEPH B.
Y.M.C.A., 10 - 1st Street, Troy, New York

LEWIS, COMMANDER ANDREW D.
151 Bertha Place, Staten Island 1, New York

LI CAUSI, LOUIS A.
87-63 - 117th Street, Richmond Hill, New York

LIPPINCOTT, CLARENCE W.
192 North Main Street, Geneva, New York

LUBNIEWSKI, ANTHONY
72 Lake Street, Liberty, New York

LUDWIGSEN, HAROLD L.
14-63 - 154th Street, Beechhurst, L. I., N. Y.

LUNGGREN, ANDRE N.
34 Greenville Road, Katonah, New York

LUTHER, ROBERT A.
400 Browncroft Boulevard, Rochester 9, N. Y.

McCARTHY, GEORGE JOSEPH
287 Avenue C, New York 9, New York

McELHEARN, ROBERT J.
142 Oakland Street, Brooklyn 22, New York

McKEON, JAMES P.
3605 Kingsbridge Avenue, New York 63, N. Y.

McNALLY, JOHN J.
100 Crowell Street, Hempstead, Long Island, N. Y.

MADDALENA, HENRY
669 East 221st Street, Bronx 67, New York

MAHAN, WILLIAM S.
129 Ogden Street, Penn Yan, New York

MARCHICA, VITO
2340 Coney Island Avenue, Brooklyn 23, N. Y.

MARCIANO, ALFRED
1138 - 38th Street, Brooklyn 18, New York

MARRONE, MICHAEL J.
45 Laurel Avenue, Baldwin, Long Island, N. Y.

MARX, WILLIAM GEORGE
3048 Third Avenue, New York 56, New York

MASCELLINO, LUCIAN A.
281 Rhode Island, Buffalo 13, New York

MATTSON, ERNEST B.
109-17 - 208th Street, Queens Village 9, N. Y.

MEEHAN, WALTER F.
2285 Davidson Avenue, Bronx 53, New York

MEEZAN, ISAAC
450 Bedford Avenue, Brooklyn 11, New York

MEHR, EUGENE F.
149-49 - 15th Road, Whitestone, New York

MENKE, PAUL HENRY
9903 Avenue N, Brooklyn 12, New York

MESSE, GUISEPPE
115 Hutchins Street, Batavia, New York

MILICI, WILLIAM
24 Standish Place, Valley Stream, New York

MINKOFF, MELVIN
1935 Bergen Street, Brooklyn 33, New York

MITTLEMAN, HARVEY
809 Park Place, Brooklyn 16, New York

MOHYLOWSKI, MICHAEL
1528 Madison Avenue, New York 29, New York

MOLLITOR, ALFRED V.
18 Alberta Place, Locust Valley, New York

MOS, JOSEPH
P. O. Box 434, Bellmore, L. I., New York

MULCAHY, JEROME E.
12 McDonald Street, Glens Falls, New York

MULLER, NICHOLAS
72-06 Calamus Avenue, Maspeth, New York

NEWCOMB, WILLIAM
9 Quincy Street, Albany 5, New York

NEWSON, LINCOLN B.
510 - 6th Street, Niagara Falls, New York

NICHIPORUK, LOUIS
38 Bartlett Street, Brooklyn 6, New York

O'CONNOR, CHARLES J.
2815 Grand Concourse, Bronx 58, New York

O'DELL, HARRY J.
Johnstown Road, Tribes Hill, New York

PAOLILLO, JOSEPH R.
2048 Eastern Parkway, Brooklyn 7, New York

PERSSE, RICHARD S.
Fultonville, New York

PETERS, MICHAEL
157 Herkimer Street, Brooklyn 16, New York

PETERSEN, PAUL E.
551 West 204th Street, New York 34, New York

PLUDE, HAROLD E.
263 East 39th Street, Brooklyn 3, New York

PREDKO, NICHOLAS
107-20 - 129th Street, Richmond Hill 19, N. Y.

QUILLAN, BURTON D.
Northville, New York

RAPP, JOHN C.
11 Katherine Road, Albany 5, New York

RAY, CLIFFORD B.
West Street, Liberty, New York

REED, ROBERT M.
411 - 78th Street, Brooklyn 9, New York

RIED, DONALD
102 Williamson Street, East Rockaway, New York

RILEY, HARRY J.
24 Francis Court, Elmont, New York

ROBERSON, WILLIAM R.
Avenue A, Kings Park, New York

ROBITAILLE, RAYMOND E.
1064 Forest Road, Schenectady 3, New York

ROSENBERG, ARTHUR I.
182 Broome Street, New York City 2, New York

ROSS, LOUIS PAUL
66 North Genesee Street, Geneva, New York

ROY, WILLIAM
355 East 183rd Street, Bronx 57, New York

RUBB, DOUGLAS
5052 194th Street, Flushing, New York

RUGGIERO, LOUIS J.
425 Union Street, Brooklyn 31, New York

SAGE, CHARLES E.
24 Penrose, Rochester 12, New York

SALERNO, EDWARD D.
108 Main Street, Tuckahoe 7, New York

SALISBURY, CECIL LLOYD
1312 Linwood Avenue, Niagara Falls, New York

SAPIO, THOMAS L.
169 Leslie Street, Buffalo 11, New York

SCHIEFER, CARL J.
540 Woodlawn Avenue, Buffalo 8, New York

SCHISLER, AUGUSTIN H.
56 Emerson Avenue, Croton-on-Hudson, N. Y.

SCHNEIDER, IRVING
3488 Seymour Avenue, Bronx 67, New York

SCHREIER, JULIUS L.
600 West 190th Street, New York 33, New York

SCHULTZ, RUDOLPH F.
42 James Street, Cohoes, New York

SHANNON, THOMAS M.
164 Second Street, Troy, New York

SILLS, ORTON R.
109 Washington, Brownville, New York

SMITH, CHESTER
16 Raymond, Malone, New York

SMITH, RALPH N.
537 Mumford Street, Schenectady 7, New York

SNIFFEN, HARVEY A.
Croton Dam Road, Ossining, New York

SNYDER, ALBERT
900 North 6th Street, New Hyde Park, New York

SORENSEN, GEORGE
75 - 2nd Street, Waterford, New York

SPADARO, RUDOLPH J.
11 Highview Place, White Plains, New York

SPARKS, CHARLES F.
18 West Main Street, Middletown, New York

STOORZA, CHARLES
218 Grove Street, Mt. Kisco, New York

STUART, IVAN
Speculator, New York

SUSCHINSKI, JOSEPH
149 River Street, Hudson Falls, New York

SYRETT, GEORGE A.
644 - 46th Street, Brooklyn 20, New York

TAMLYN, WALTER L. Jr.
221-28 Edmore Avenue, Queens Village 8, N. Y.

TAYLOR, GERARD
58-22 - 84th Place, Elmhurst, New York

TERRY, JOSEPH P.
Palmer Avenue, Box 414, Palmer, New York

TOMLINSON, THOMAS J.
1630 East 96th Street, Brooklyn 12, New York

TOOMEY, EDWIN D.
5 Lower Main Street, Hudson Falls, New York

VAN DAMME, LEWIS
201 North Porter Street, Watkins Glen, New York

VON SALZEN, JOHN R. Jr.
1143 St. Lawrence Avenue, Bronx 60, New York

VONDERHEID, GEORGE
36-43 - 205th Street, Bayside, Long Island, N. Y.

VOTTA, SAM
8 Burlington Place, Valley Stream, New York

VREATT, LAWRENCE J.
James Street, Cape Vincent, New York

WALDMAN, PHILIP
465 Ocean Avenue, Brooklyn 26, New York

WATSON, JAMES E.
Wallkill, New York

WILKINS, ALBERT WARREN
95 - 28th Street, Copaugue, New York

WOODARD, GEORGE H.
R. F. D. No. 4, Watertown, New York

WRIGHT, ARTHUR O.
R.F.D. No. 2, Rhinebeck, New York

WRIGHT, THOMAS N.
2574 East 11th Street, Brooklyn 23, New York

YANNONE, HARRY
1664 Davidson Avenue, Bronx, New York

ZACHAR, JOSEPH JOHN
Cossey Street, Ticonderoga, New York

OHIO

AKERBERG, VAUGHN F.
149 East Jeffrey Place, Columbus, Ohio

BOWMAN, PAUL N.
60 - 8th Street, Chillicothe, Ohio

BURRIER, R. W.
c/o The Hoover Co., North Canton, Ohio

CULLEN, JOHN M.
136 East Circular Street, Lima, Ohio

DUCEY, JAMES A.
Columbian County Motor Club, Salem, Ohio

ERDMANN, FREDERICK G.
3105 Enright Street, Toledo 8, Ohio

KONDELIK, RAYMOND C.
12605 Rexford Avenue, Cleveland 5, Ohio

KEMP, JAMES H.
2756 Mayfield Road, Cleveland Heights 6, Ohio

LEDERER, JACOB
11715 Ablewhite Avenue, Cleveland 8, Ohio

LeGRON, RONALD H.
3543 Bellevue Road, Toledo 6, Ohio

LEVINE, SANFORD E.
1527 Glenmont Road, East Cleveland 18, Ohio

LYONS, JACK C.
4238 McGregor Avenue, Cleveland 5, Ohio

McCANDLESS, ROBERT DALE
314 1/2 Howard Street, Findlay, Ohio

McGINNIS, JAMES PERRY
123 - 7th Street, N.W., New Philadelphia, Ohio

McKEE, FRED A., Jr.
77 Fairway Boulevard, Columbus 9, Ohio

MANEELY, GENE J.
24 Ceramic Avenue, Zanesville, Ohio

MELLOTT, ROBERT B.
P.O. Box 182, Beloit, Ohio

MERRILL, CLARE O.
Box 42, Hamden, Ohio

NUSSER, KEITH W.
321 East North Street, Fostoria, Ohio

PEABODY, DWIGHT V., Jr.
1434 Cleveland Avenue, N.W., Canton, Ohio

SMART, JOHN R.
1883 Colonnade Road, Cleveland, Ohio

TURK, RUDOLPH
289 East 151st Street, Cleveland 10, Ohio

VAN SCOY, GRANVILLE ALLEN
Box 122, Caledonia, Ohio

OKLAHOMA

DARKS, THOMAS W.
P.O. Box 46, Fayal, Oklahoma

HOLDERMAN, GEORGE W.
2534 East 11th Street, Tulsa 4, Oklahoma

JOHNSON, ROBERT J.
1643 South Baltimore, Tulsa, Oklahoma

MYERS, JOHN K.
Crescent, Oklahoma

RUSHING, FLOYD
1623 Perkins Road, Stillwater, Oklahoma

OREGON

CAMPBELL, JESSE W.
c/o E. L. Campbell, Sisters, Oregon

COCHRAN, WILLARD P.
6222 S. E. 83rd Avenue, Portland, Oregon.

WATKINS, WILLIAM CLYDE
4524 N.E. 96th Avenue, Portland 20, Oregon

PENNSYLVANIA

ALCORN, THOMAS
2919 North 27th Street, Philadelphia 32, Pa.

ANDREAS, JOHN RAYMOND
232 Pennsylvania Avenue, California, Penn.

ARMSTRONG, WESLEY G.
Old Stone Mill, Mortonville, Pennsylvania

AULD, WILLIAM C.
6702 Dicks Avenue, Philadelphia 42, Penn.

BARKER, SAMUEL W.
1242 Merrick Avenue, Pittsburgh 26, Penn.

BARKHYMER, WILLIAM
Box 126, Sidman, Pennsylvania

BARNES, THOMAS ARTHUR
R.D. 3, Beaver Falls, Pennsylvania

BARON, JOSEPH S.
Garland, Pennsylvania

BARTL, HARRY
R.D. No. 1, Ambler, Pennsylvania

BEARE, WILLIAM J.
2345 East Firth Street, Philadelphia 25, Penn.

BELLWOAR, JAMES S.
226 Woodlawn Avenue, Collingdale, Penn.

BERNER, GILBERT J.
Box 261, Sharps Hill Road, Sharpsburg 15, Penn.

BEVERLY, VICTOR C.
37 West Greenwood Avenue, Lansdowne, Penn.

BLACK, JOSEPH LEON
470 New Street, Freemansburg, Pennsylvania

BLESSING, D. J.
12 Altoona Avenue, Enola, Pennsylvania

BOJALAD, ROGER C.
404 DuBois Street, DuBois, Pennsylvania

BOYCE, GEORGE A.
117 North 5th Street, Frackville, Pennsylvania

BROWN, R. J.
108 West Berkley Avenue, Clifton Heights, Penn.

BRUNO, JOHN
6549 Wheeler Street, Philadelphia 42, Penn.

CARROLL, VINCENT J.
5638 Addison Street, Philadelphia 43, Penn.

CALDWELL, JOHN W.
3615 North Lawrence Street, Phila. 40, Penn.

CHRISTIAN, WILLIAM J.
429 East Allegheny Avenue, Phila. 34, Penn.

COLES, DUDLEY
1610 Skyline Drive, Pittsburgh 27, Penn.

COLLIER, MARLIN L.
18 Downey Drive, Lasey Park Hatboro, Penn.

COMLY, WILLIAM F.
2918 South 16th Street, Philadelphia 45, Penn.

CONWELL, JOSEPH H.
42 Revere Road, Apt. No. 4, Drexelbrook, Drexel Hill, Pennsylvania

COPPOLA, ANTHONY
936 Annin Street, Philadelphia 47, Pennsylvania

COVIELLO, DOMENICO C.
130 Desmond Street, Sayre, Pennsylvania

CRAWFORD, JOHN C.
R. D. No. 1, Pine Hollow Rd., McKees Rocks, Pa.

- D'AULERIO, JOSEPH E.**
3806 North 6th Street, Philadelphia 40, Penn.
- DI BARTOLOMEO, JOSEPH**
511 Louisa Street, Williamsport, Pennsylvania
- DOONAN, THOMAS A.**
3015 Cambridge Street, Philadelphia 30, Penn.
- ECKMAN, TRUMAN**
Collegeville Rd., No. 2, Pennsylvania
- EDMINSTON, JOHN C.**
112 Logan Avenue (Lakemont), Altoona, Penn.
- EMMETT, LEON**
506 Wilson Street, Chester, Pennsylvania
- ENGLISH, JAMES F.**
1851 East Nolan Street, Philadelphia 38, Penn.
- ENGSTROM, ARTHUR J.**
Route No. 3, Sugar Grove, Pennsylvania
- ENGSTROM, F. M.**
157 Pleasant Street, Bradford, Pennsylvania
- ESSICK, RICHARD J.**
Stoney Creek Mills, R.D. No. 1, Pennsylvania
c/o R. I. Troxel
- FAGELY, DONALD A.**
3220 Guilford Street, Philadelphia 36, Penn.
- FRUCHT, EDWARD**
Pennsylvania
- GAVETTI, LESLIE PAUL**
1131 Fairview Road, Swarthmore, Pennsylvania
- GEHRET, THOMAS JOSEPH**
6521 Kingsessing Avenue, Philadelphia 42, Penn.
- GEMAS, DOUGLAS M.**
Box 217, Connellsville, Pennsylvania
- GLENN, CHARLES B.**
6502 Tulip Street, Philadelphia 35, Pennsylvania
- HAGEN, EDWARD**
415 Walnut Street, Emporium, Pennsylvania
- HARDEN, CHARLES**
221 West 4th Street, Erie, Pennsylvania
- HARKIN, MATTHEW A.**
4506 Chestnut Street, Philadelphia 39, Penn.
- HENDRICKS, CURTIS J.**
Main Stret, Trexlertown, Pennsylvania
- HENDRICKS, GEORGE MARVIN**
R. D. No. 1, Perkasio, Pennsylvania
- HIRST, WILLIAM LEONARD, CM 1/c**
2644 North Chadwick Street, Phila. 32, Penn.
- HOWELL, ALONZO C.**
R.D. No. 2, Elizabeth, Pennsylvania
- HUNSICKER, ELWOOD T.**
225 West 3rd Avenue, Trappe, Pennsylvania
- HURLEY, JOSEPH G.**
352 Oakland Avenue, Ashland, Pennsylvania
- JACOB, HENRY JOHN, CM 1/c**
2826 North Rosehill Street, Phila. 34, Penn.
- JONES, WILLIAM H.**
Kunkle Road, Alderson, Pennsylvania
- JUDGE, JOHN P.**
1271 South Taylor Street, Philadelphia 46, Penn.
- JUENGER, JOHN**
1923 Dudley Street, Philadelphia 45, Penn.
- KELLEY, FREDERICK H.**
317 Bellevue Road, W. View, Pittsburg 29, Penn.
- KETTNER, JOHN W.**
207 South Braddock Ave., Pittsburgh 21, Penn.
- KISER, PAUL C.**
Route No. 1, Shippenville, Pennsylvania
- KITZMILLER, JAMES H.**
Grill R.D. No. 1, Reading, Pennsylvania
- KRATZ, CARL J.**
81 Rees Street, Wilkes-Barre, Pennsylvania
- KRESKA, ADAM N.**
2822 Filbert Avenue, Pennside, Reading, Penn.
- KRIVOS, WILLIAM**
1149 Ridge Avenue, Johnstown, Pennsylvania
- KRIZEK, RICHARD A.**
3055 North Lawrence Street, Phila. 33, Penn.
- KUSSELSON, JACOB**
2542 N. Douglas St., Philadelphia 32, Penn.
- LAMBERT, HUGH**
2346 Welsh Road, Willow Grove, Pennsylvania
- LANGERMAN, HARRY**
6900 Sylvester Street, Philadelphia 24, Penn.
- LEE, FRANK H., Jr.**
1610 Liberty Street, Easton, Pennsylvania
- LOVE, GRANT O.**
R.F.D. No. 3, Smethport, Pennsylvania
- LOWRY, WILLIAM E., Jr.**
1228 East Washington Street, New Castle, Penn.
- LUKAC, MICHAEL J.**
304 East Kline Avenue, Lansford, Pennsylvania
- LUNDEN, LAWRENCE A.**
Hiller, Pennsylvania
- LUTZ, WILLIAM W.**
237 East King Street, Shippensburg, Penn.
- M'CLAIN, ISAAC W., Jr.**
Rices Landing, Pennsylvania
- McCRACKEN, HARRISON W.**
Main Street, Dickerson Run, Pennsylvania
- McHUGH, JOSEPH L.**
1690 North 54th Street, Philadelphia 31, Penn.
- McQUADE, W. F.**
R.D. No. 1, Box 290, Connellsville, Pennsylvania
- McSHANE, PAUL E.**
33 North 13th Street, Indiana, Pennsylvania
- MAINS, GASH E.**
Quay and Jersey, McKeesport, Pennsylvania
- MANEELY, WALTER M.**
44 West Pomona Street, Philadelphia 44, Penn.
- MATTHEWS, ROLLIN L.**
4-B Hazel Apartments, Upper Darby, Penn.
- MEHLMAN, CLYDE A.**
305 North Second Street, Pottsville, Penn.
- MEIGHAN, PHILIP**
231 Roberta Avenue, Collingdale, Pennsylvania
- MILLER, HARRY**
4127 Mitchell Street, Philadelphia 28, Penn.
- MITCHELL, ROBERT**
5709 Springfield Avenue, Philadelphia, Penn.
- MITRUS, PETER**
182 Benschhoff Street, Johnstown, Pennsylvania
- MORRIS, DONALD R.**
1 New Street, Warren, Pennsylvania
- MOYER, JAMES M., MM 2/c**
Main, Mowry, Pennsylvania
- MURRAY, GEORGE H.**
1454 South Ringgold Street, Phila. 46, Penn.
- NAGY, BERT S.**
3508 Orchard, McKeesport, Pennsylvania
- NEIL, HARRY G.**
109 Brown Avenue, Carnegie, Pennsylvania
- NEMES, STEPHEN THOMAS**
532 Wyandotte, Bethlehem 13, Pennsylvania

NIEDENBERGER, WM. M.
509 Fisher Street, Pittsburgh 10, Pennsylvania

NOSSAL, MICHAEL
7 Lawrence Street, Edwarsville, Pennsylvania

OWENS, JAMES E.
1209 Hancock Ext., Vandergrift, Pa.

PALLOTTI, GEORGE A.
418 Steck Street, Greensburg, Pennsylvania

PETERS, STANLEY
4533 N. Hurley Street, Philadelphia 20, Penn.

PHILLIPS, ROBERT W.
Rd., Lewis Run, Pennsylvania

PITTS, CHARLES
1324 So. 51st Street, Philadelphia 43, Penn.

POLAND, EDWARD JOSEPH
3343 N. Bouvier Street, Philadelphia 40, Penn.

PRISTAS, MICHAEL A.
1168 Murrayhill Avenue, Pittsburgh 17, Penn.

RATHMAN, JOHN J.
3102 Kutztown Road, Bernharts, Pennsylvania

REESE, J.
27 N. Main Street, Perkasio, Pennsylvania

REIMEL, JOHN
9 Franklin Street, Rosemont, Pennsylvania

ROBEY, WILLIAM L.
130 Charles Street, Pittsburgh 10, Pennsylvania

ROMANELLI, MICHAEL J.
448 Schwabe, Freeland, Pennsylvania

SAPPINGTON, WILLIAM H.
340 Harrison Avenue, Scranton, Pennsylvania

SCHMUCKER, GEORGE A.
King Road, Westchester, Rd. 2, Pennsylvania

SCHOBEL, EUGENE
2039 Worthington Avenue, Bethlehem, Penn.

SCHOBEL, JACK L.
229 Broadway, Bethlehem, Pennsylvania

SCHUBERT, FRANK A.
4458 N. Reese Street, Philadelphia 40, Penn.

SHOMPER, HENRY E.
R.F.D. No. 1, Elizabethtown, Pennsylvania

SIMPSON, HOMER W.
924 Broddock Road, Forest Hills 21, Penn.

SMITH, ROMANE F.
7102 Idlewild Street, Pittsburgh 8, Penn.

SOWISDRAL, JOHN B., Y N3, U.S.N.
Admin., NAAS Sauley Field, Pensacola, Fla.

STRANBURG, CREAD C.
R. D. No. 1, Smethport, Pennsylvania

SUBERS, HARPER T., MM 1/c
East Petersburg, Lanc Co., Pennsylvania

SUNDBERG, JOHN A.
528 Welsh Street, Kane, Pennsylvania

SWANICK, GERALD
5909 Shisler Street, Philadelphia 24, Penn.

SWANSON, RAY D.
623 Fourth Avenue, Warren, Pennsylvania

TAYLOR, CLYDE M.
224 - 7th Avenue, Burnham, Pennsylvania

TEBBS, HUBERT W.
1901 N. 5th Street, Stroudsburg, Pennsylvania

TREACY, EDWARD D.
1512 Harrison Street, Philadelphia 24, Penn.

UEBEL, ALBERT H.
138 Second Street, Catasauqua, Pennsylvania

WAITZ, DAVID
901 N. 12th Street, Philadelphia 23, Penn.

WALKER, W. B.
Main Street, Unity, Pennsylvania

WALLICK, ROBERT E.
1323 N. George Street, York, Pennsylvania

WALTON, CHARLES H.
3922 "G" Street, Philadelphia 24, Pennsylvania

WEIBLEY, PHARES M., Jr.
673 Hebrank Street, Lancaster, Pennsylvania

WEINMAN, JOSEPH R.
7358 Torresdale Avenue, Philadelphia 36, Pa.

WELLS, NORMAN O.
906 Madison Avenue, Pittsburgh 12, Penn.

WESTWOOD, HARRY J.
4630 Carlton Street, Pittsburgh 1, Pennsylvania

WILKINS, R. J.
318 Crawford Avenue, Altoona, Pennsylvania

WILLIAMS, CARADOAG McKINLEY, SF1/c
Six Mile Run 1, Pennsylvania

WILSON, THURMAN C.
Coraopolis, Pennsylvania

WRIGHT, ALLAN
1032 Fanshawe Street, Philadelphia 11, Penn.

ZIRWAS, HARRY
335 Clinton Avenue, Oakdale, Pennsylvania

RHODE ISLAND

BLOUIN, JEAN T.
16 Bullock Street, Pawtucket, Rhode Island

BOWEN, THOMAS FRANCIS
204 Rhodes Street, Providence 3, Rhode Island

BOWIE, RAYMOND A.
29 Arthur Street, West Warwick, Rhode Island

BROWN, THOMAS H.
1490 Smithfield Avenue, Saylesville, R. I.

CALDAMONE, LOUIS
94 Columbia Street, Wakefield, Rhode Island

CARPENTER, ERNEST J.
139 Vincent Avenue, Marienville, Pawtucket, R. I.

COOPER, FRED
93 Bain Street, Cranston 9, Rhode Island

D'ABATE, LEO
173 Sisson Street, Providence, Rhode Island

D'AMBRA, JOSEPH
28 Eutaw Street, Providence 3, Rhode Island

DOYLE, JOHN J., Jr.
181 Williams Street, Providence 6, Rhode Island

EDGECOMB, WENDELL A.
307 Lowden, Pawtucket, Rhode Island

ELLIOTT, JAMES P.
49 Greenslitt Avenue, Pawtucket, Rhode Island

FOLEY, GEORGE H.
1159 Smith Street, Providence 8, Rhode Island

FROST, MAURICE ALDRICH
131 Columbia Avenue, Pawtucket, Rhode Island

GUGLIELMO, ANTONIO
334 Carpenter Street, Providence 9, Rhode Island

HOCKETT, LAWRENCE A.
148 Park Holm, Newport, Rhode Island

HEALY, DANIEL E.
4 Pine Street, Pawtucket, Rhode Island

HEFFERMAN, GEORGE E., Jr.
29 Gordon Avenue, Warwick, Rhode Island

LARKIN, THOMAS P.
26 Shirley Street, Lakewood, Rhode Island

LEMIEUX, JOSEPH ARTHUR F.
470 Park Avenue, Portsmouth, Rhode Island

MALCOLM, ROBERT W.
69 Hendricks Street, Central Falls, Rhode Island

MANCHESTER, GILBERT ALAN
7 Hillside Avenue, Tiverton, Rhode Island

MEUNIER, WILFRED E.
316 Gaulin Avenue, Woonsocket, Rhode Island

MOREAU, RAOUL A.
31 Slater Street, Pawtucket, Rhode Island

PAVAO, ALBANO
109 Sutton Avenue, East Providence 14, R. I.

RICCI, LUIGI
11 Luke Street, Providence 4, Rhode Island

SALT, RAYMOND R.
9 Aquidneck Avenue, Portsmouth, R. I.

SILVA, EDWARD M.
66 E. Transit St., Providence 6, Rhode Island

TURANO, LAURENCE V.
Allston Avenue, Middletown, Rhode Island

TENNESSEE

DEATON, VAN AUSTIN
1254 Lamar Avenue, Memphis, Tennessee

DOWDY, JAMES M.
P.O. Box 5848, Memphis, Tennessee

LEARNED, ROBERT O.
203 Palisade, Memphis, Tennessee

McDANIEL, LEONARD H.
2761 Van Deventer Avenue, Knoxville 16, Tenn.

WILSON, RICHARD F.
706 E. Gage Avenue, Memphis 9, Tennessee

TEXAS

AMBROSE, GEORGE G.
1 Hiatt Street, Phillips, Texas

CRAWFORD, W. M.
4114 Avenue A, Austin, Texas

DUBBELS, GEORGE L.
225 W. Clarendon Drive, Dallas 8, Texas

ESTES, LELAND L.
4105 Colgate Street, Houston 17, Texas

FRANKLIN, ROGER B.
4144 Lakehurst Court, Dallas 11, Texas

KENDALL, W.
Box 9114, Jamar Olman Co., Houston 11, Texas

KILLINGSWORTH, CLAUD E., D.C.
222 N. Main, Borger, Texas

KOSLER, HENRY
Victoria 3, Texas

McPHERSON, DANIEL
121 Haggin Street, San Antonio 10, Texas

McPHERSON, THELTER F.
1504 S. Lincoln, Amarillo, Texas

MARTIN, JOHN
Route 3, Thornton, Texas

NORTON, RUSSEL D.
2758 Goliad Street, Beaumont, Texas

ROBERTS, GRADY B.
Box 13, Bettie, Texas

TRAMEL, M. I. "DUKE"
1322 Betty Lane, Ft. Worth, Texas

TURRENTINE, R. E., Jr.
4542 Bellaire Boulevard, Bellaire, Texas

VEAL, EVERETT S.
1216 North 6th Street, Wichita Falls, Texas

UTAH

DAVIES, DELBERT L.
Talmage, Utah

LAZENBY, LESLIE W.
150 W. So. Temple, Apt. 16, Salt Lake City, Utah

MURDOCK, WILLIAM R.
3766 So. 23rd East, c/o Scott Murdock
Salt Lake City, Utah

NELSON, PHILIP C.
Box 141, Ferron, Utah

PECK, ALAN, CM3/c
3086 So. 9th East, Salt Lake City 5, Utah

VERMONT

BURR, GLEN
30 Eastern Avenue, St. Johnsbury, Vt.

CASSIDY, CLARENCE
16 Pearl Street, St. Johnsbury, Vermont

FOX, HAZEN A.
458 Western Avenue, Brattleboro, Vermont

GOHRING, FRANK W.
221 North Avenue, Burlington, Vermont

KLINEFELTER, GEORGE R.
57 Thrall Avenue, Rutland, Vermont

LEVLOCK, ALEXANDER N.
287 Clinton Street, Springfield, Vermont

OTIS, LEON G.
6 Hill Street, Middlebury, Vermont

SMITH, CHESTER
South Newfane, Vermont

WESTOVER, HAROLD R.
88 Locust Street, Burlington, Vermont

VIRGINIA

MILLER, LEON D.
Box 151, Dayton, Virginia

WASHINGTON, D. C.

FORSYTH, C. LESLIE
1619 Rhode Island Ave., N. W.
Washington 6, D. C.

HAGLER, HERBERT H.
Federal Reserve Board, Washington 25, D. C.

WASHINGTON

ADLER, FRED A.
4824 No. 10th Street, Tacoma 6, Washington

TIDD, GARTON J.
Spencer Apt. 7, Longview, Washington

WEST VIRGINIA

VAUGHAN, PETER SHELTON, Jr.
1632 Rear 6th Avenue, Huntington 3, W. Va.

WISCONSIN

BRODD, LAWRENCE J.
1525 North 69th Street, Wauwatosa 13, Wis.

DE FRANCE, JOHN
8655 West Wisconsin Ave., Wauwatosa, Wis.

WYOMING

WAITS, WILLIAM H.
Box 203, Sheridan, Wyoming

Members of 58th Seabees Whose Addresses Are Unknown

Until the supply of the first edition of this history is exhausted, the following men may receive a copy by forwarding \$1.00 to the printer.

A

ABLES, WILLIAM J.
ACHER, WALTER W.
ACKERSON, EARL H.
A'HEARN, LAWRENCE H.
AHLERSMEYER, JAMES E.
ALCORN, THOMAS J.
ALDRICH, VICTOR D.
ALDRIN, RAYMOND A.
ALECKS, JOSEPH
ALEXANDER, WILLIAM W.
ALLEN, ALFRED
ALLEN, CARL S.
ALTSHULER, ALBERT I.
ANDERSON, CLARENCE
ANDERSON, JAMES, Jr.
ANDERSON, OSCAR E.
ANDERSON, PAUL G.
ANGEL, CHARLES F., Jr.
ANTOSCIA, JOSEPH
ARDIGO, ALEXANDER L.
ARMSTRONG, CHARLES J.
AUER, CARL
AUGER, JOSEPH O.
AUSTIN, JOHN W.
AVILA, JOSEPH

B

BAACH, EVERETT J.
BAILEY, WALDO W.
BAKER, EDWARD J.
BAKER, THOMAS C.
BALDERSTON, CLARENCE
BARNHART, HAROLD A.
BARTELLS, HENRY J.
BARTOLOMEO, JOSEPH D.
BATES, EARL B.
BAUGHMAN, MARSHALL W.
BAVICCHI, JOHN A.
BAYLIFF, LEO R.
BAZZANO, ANTHONY
BEAL, LA VERN G.
BEARD, FALTON
BENKUFSEY, WILLIAM D.
BERG, JOHN J.
BERG, PAUL D.
BERKEY, JOHN
BERRY, ALDEN H.
BERRY, REX McK.
BIGBY, J. C.
BILIK, STEPHEN
BILLINGSLEY, GEORGE M.
BILODEAU, JOSEPH L.
BISAILLON, ROLAND S.
BISCOTTI, CHARLES J.
BLACK, ROBERT L.
BLACKWELL, VIRGIL W.
BLALOCK, GLENWOOD G.
BOBACK, CHARLES H.
BOBRICK, STEPHEN
BOECK, EDWARD W.
BOECKER, JOHN P.
BOLDRINI, MARCUS L.
BOND, LEO L.

BONUCCHI, VICTOR P.
BORELLI, LOUIS J.
BOSHEA, ERNEST J.
BOUCHER, GEORGE P.
BOULET, ARTHUR I.
BOURQUE, NUMA, Jr.
BOYD, CHARLES E.
BRADFORD, JOHNNIE L.
BRADY, RAYMOND F.
BRANCATI, EDMOND C.
BROTHERS, HARRY W.
BROWER, ELWOOD R.
BROWN, CHESTER, Jr.
BRUNK, GUY G.
BUJNAROWSKI, BERNARD H.
BUNDY, LUTHER
BURGNER, THOMAS R.
BURR, GLENDON L.

C

CAGE, EVERETT E.
CAIN, ALFRED H.
CALLIS, GLENN L.
CALLOWAY, WILLIAM L.
CAMILLONE, JAMES
CAMP, ERNEST
CAMPBELL, CHARLES N.
CARBIN, EDWARD P.
CAREY, VAUGHN O.
CARLEVALE, JOHN B.
CARLTON, FOREST E.
CARNEY, GEORGE J.
CARR, THOMAS J.
CARTER, JAMES A.
CARTER, ROBERT L.
CARTON, CHARLES P.
CASEY, REGIS C.
CASKEY, SPENCER
CAYCE, WILLIAM R.
CHADDOCK, NORRIS C.
CHANDLER, BILLY S.
CHANDLER, EDMOND H., Jr.
CHARITAT, RAYMOND H.
CHOMKO, PETER
CIANCIO, GERARD F.
CLARK, CARROLL B.
CLARK, WILLIAM N.
CLUSSUS, ANTHONY
COCHRAN, WILLARD P.
COLLINGS, OTTO D.
COLLINS, ROBERT G.
COLLUM, WILLIAM W.
COMEAX, UPTON J.
COMPTON, ARNOLD
CONNALLY, JOE A.
CONNELL, FRANCIS X.
COOKE, HOWARD
COOPERMAN, MARTIN H.
COURT, EARL J.
COVEY, FRANK H.
COX, HARRY F.
CRADDOCK, DANIEL E.
CRAIL, OTHAL C.
CRAWFORD, CARL T.
CRAWFORD, R. J.

CRAWLEY, LESTER J.
CRENSHAW, HORACE D.
CROMP, MILTON G.
CRON, DOUGLAS C.
CRUMP, GEORGE R.
CUPPLO, JOSEPH, Sr.
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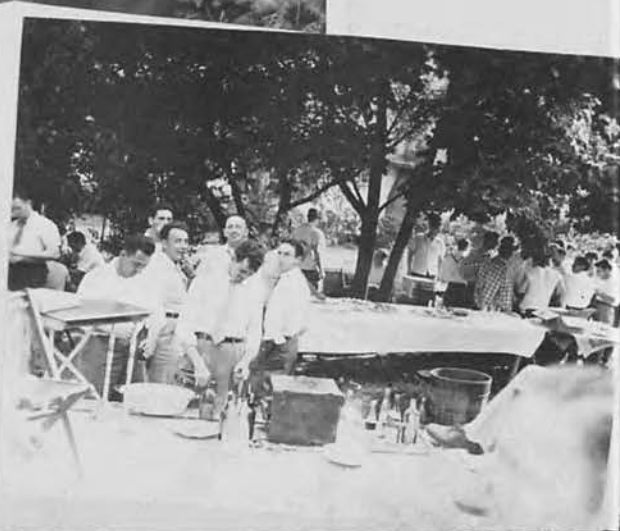
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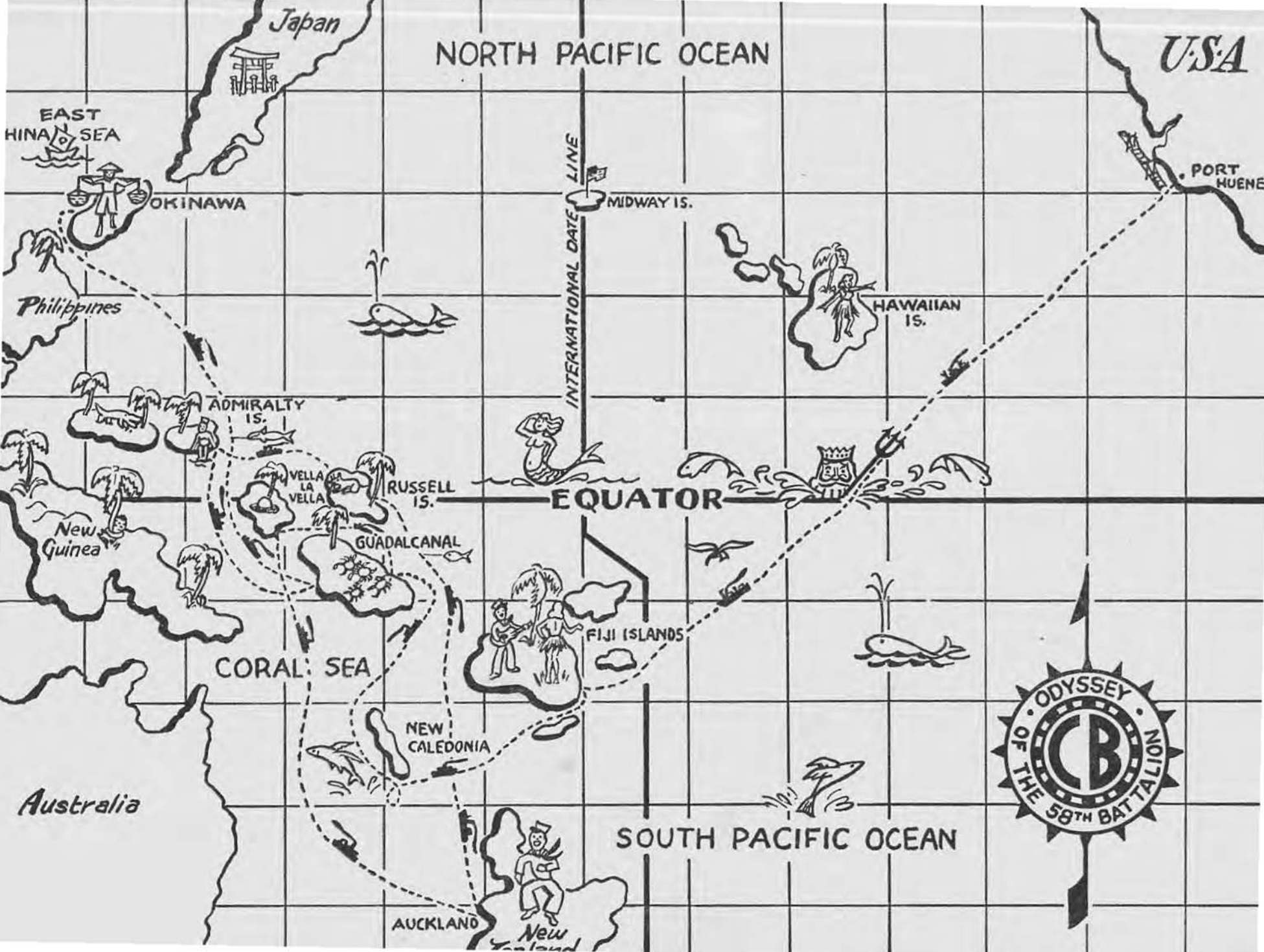
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