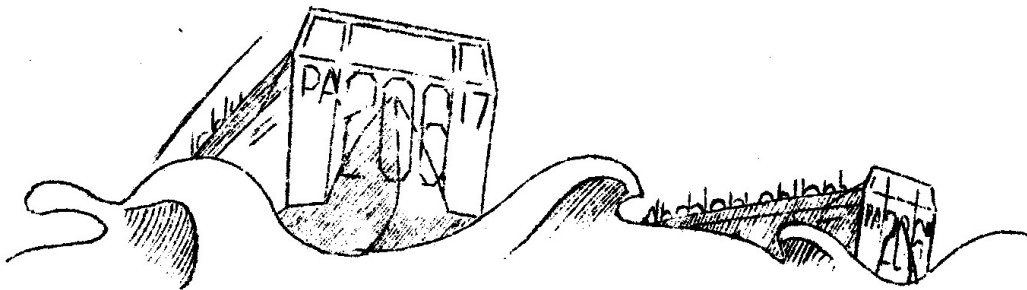
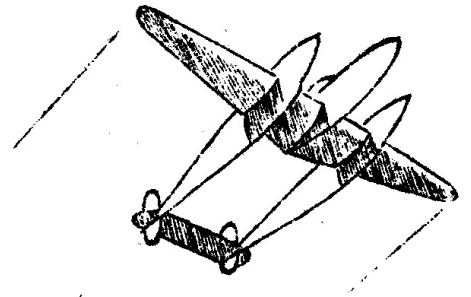


Contributed by Richard Haukom



FOREWARD

BY

COMMANDING OFFICER

The U. S. S. SIBLEY, as one of the new Victory Type Attack Transports has been trained and operated on the "CAN DO" principle. Both officers and men have been imbued with this spirit and, since commissioning, have been ready and eager to carry out any duty assigned by higher authority.

The Commanding Officer is extremely proud of the accomplishments outlined in the following history, compiled by Lt. Stevens T. M. WRIGHT, USNR. It is hoped that this record will serve as memento to members of the ship's company who have made this ship a home, as well as an efficient unit of the Amphibious Forces, U. S. Pacific Fleet, and who will shortly be scattered to their homes in every part of the country or to other units of the fleet as result of demobilization.

To each and every officer and man "WELL DONE".



E. I. McQUISTON  
Commander, U. S. Navy  
U. S. S. SIBLEY (APA-206)



# H I S T O R Y

of the

U. S. S. SIBLEY (APA-206)

## INTRODUCTION

Although the transports and other classes of vessels of the amphibious forces are auxiliary types, their operations took them into the Navy's front lines and into action with the Navy at least as often as other classes of vessels. Therefore in the truest sense of the word, vessels of the amphibious forces are combat ships. Troops instead of guns and torpedoes were their principal weapons.

The letters "APA" stand for Auxiliary Transport Attack. The SIBLEY was classified as an auxiliary because she was not in the front lines with the fleet during the bombardment of an objective, but remained behind with the "train". She was a personnel ship due to the fact that she carried a battalion landing team of some 1440 enlisted men and 86 officers. Finally she was an attack ship because the troops she carried were among the first to hit the beachhead at "H" hour on "D" day.

By August of 1942, the Japanese Empire had spread her tentacles over all the strategic islands of the South Pacific except the Hawaiians, New Hebrides, New Zealand and the Australian Continent. As the Navy met and turned back the enemy at Guadalcanal, the need for a coordinated amphibious program became necessary. Bases had to be secured first on the fringe of the Jap bastion, that is, in the Marshalls and Caroline Islands and northeastward along the Solomons chain to New Guinea and the Philippines. When the gigantic arc of the American forces had occupied and neutralized these Jap outposts, the inner circle of defenses, including the Marianas, Ryukyu chain and the Bonin and Volcano groups still remained to block their advance.

To take these strategic outposts, troops had to be transported thousands of miles. They had to be fed and receive a reasonable amount of comfort during the tedious journey to the target. On arrival, they had to debark and hit the beach with full battle equipment. The smaller amphibious craft were practical for the short island hops along the Solomon chain. For the larger areas of the Pacific however, a bigger transport was needed. The answer was the APA.

During 1944, the government rushed the program of converting fast Victory cargo ships into APAs. Cargo holds were turned into troop compartments and crews living quarters. Topside, additional cabins for ship's officers, a wardroom, and large sick bay were added. On deck, a sufficient armament of 20-MM, 40-MM and one 5" gun was installed to make any enemy pilot think twice before giving his life for the Emperor. Four davits were built amidships, each holding three assault boats and boat skids were built on the hatches to provide for the remaining fourteen boats.

The U. S. S. SIBLEY like the rest of the Victory and C-5 class was built to do 18 knots, a speed considerably faster than that of the Liberty ship so extensively used as a cargo and troop carrier in the early stages of the war. She was 455' in overall length, with a 62' beam.

She was fitted to carry a battalion landing team of 86 officers and 1426 troop enlisted personnel in addition to 56 officers and 492 enlisted men of ship's company. Her power plant consisted of one high pressure steam turbine. The total number of boats carried topside was 26.

Her mission was to combat load, to transport and to land the embarked troops on enemy beaches in accordance with established doctrine and the tactical plan of the landing force. When the invasion was completed, she was to evacuate casualties and prisoners of war as directed and provide necessary medical care to the wounded.

The U. S. S. SIBLEY was under the command of Commander E. I. McQUISTON, USN, of Pittsburg, Pa. and Coronado, Calif. and his executive officer, Lieutenant Commander J. E. HAUKOM (DM), USNR, of San Francisco, Calif. For administrative purposes, it was divided into six departments, Navigation, under Lieutenant T. T. McCARLEY, USNR, of Nashville, Tenn., Construction and Repair, under Lieutenant C. E. LISTMAN, (DM), USNR, of Detroit, Mich., Gunnery, under Lieutenant S. V. ARBOUR, USNR, of Baton Rouge, La., Engineering, under Lieutenant H. P. HANDLEMAN, USNR of Worcester, Mass., Medical, under Lieutenant Commander E. B. DAWSON, (MC), USNR, of Fort Dodge, Iowa and Supply, under Lieutenant Commander J. K. LYTTLE, (SC), USN, of Los Angeles, Calif. For combat purposes however, her personnel of officers and enlisted men were divided into three separate groups, each with different jobs when the firing began. The first group comprised the majority of ship's officers and enlisted men. Its personnel and duties were divided into the six departments previously enumerated. The second group was the Boat Group, under the command of Lieutenant (junior grade) W. D. HALL, Jr., USNR, of Baltimore, Md., with Lieutenant (junior grade) J. T. D. CORNWELL, USNR, of New Canaan, Conn., as executive officer and ten boat officers. The enlisted compliment totaled 137. The third and last group was the Beach Party, under the command of Lieutenant S. T. M. WRIGHT, USNR, of Brookline, Mass., as Beachmaster and Ensign R. B. CUMMING, USNR, of Ontario, Calif., assistant Beachmaster, Lieutenant C. A. HUDSON, (MC), USN, of Luray, Va., was the Beach Party doctor. Beach Party compliment of enlisted men totaled 43.

The majority of ship's officers had previous sea experience and were ordered to the SIBLEY from other ships. The officers and men of the boat group however, had no sea duty. They received specialized amphibious training at Coronado Beach, California, prior to coming aboard. The Beach Party were instructed during the summer of 1944 in directing ship to shore traffic and communications at Oceanside, California. While the ship was underway, the three individual groups were merged into ship's company and were under the command of the department heads. When the actual invasion was at hand however, the Boat Group and Beach Party reverted to the command of the officers with whom they had trained. Boat crews manned their boats and were lowered away to carry the assault troops to the enemy beachhead. The Beach Party debarked and hit the beach along with the assault troops.

On October 2, 1944, all personnel reported aboard the SIBLEY for duty.

## COMMISSIONING

of the

U. S. S. SIBLEY (APA-206)

At 1400, October 2, 1944, officers and crew assembled aft for the commissioning ceremonies. Commander John RYLANDER, USNR, representative of the Commandant, 12th Naval District, read his orders directing him to place the ship in commission in the U. S. Naval Service. The U. S. S. SIBLEY (APA-206) was acquired for use under a U. S. Maritime Commission Contract and was accepted for use in the Naval Service by Commander John RYLANDER, representing Com12ND. "To the Colors" was sounded, the National Ensign, Union Jack and Commission Pennant were hoisted and the ship was placed in commission and delivered to the Commanding Officer, Edward I. McQUISTON, Commander, USN. The commanding officer ordered the executive officer to set the watch, start the ship's time and start the ship's log. Lieutenant (junior grade) Jack ROUNTREE assumed the duties as Officer of the Deck. At 1430, all preparations were made for getting underway. At 1445, stationed special sea detail, and at 1515, the ship was underway from the dock at Yard #2, Permanente Metals Corp., Richmond, California, proceeding to Naval Supply Depot, Oakland, Calif. Captain, Executive Officer and Navigator on the bridge, Pilot at the conn, standard speed 15 knots, steering various courses and speeds.

At Oakland, the thousand and one articles necessary for the efficient functioning of the ship were taken on board. Hatch and winch crews worked through the night in shifts. Flood lights directed on holds lighted up topside while booms swung slowly back and forth, picking up cargo nets loaded with supplies from the dock and depositing them in the holds or on the decks. Bales and boxes cluttered the decks. Down below, the crews in the holds on the second and third decks sweated as they turned to and stowed the loads. Harassed department heads emerged briefly from the offices to go below for a quick look and check and then returned for further conferences, fearful that boxes of spare parts destined for their particular department might, in the confusion, be directed to another. The Supply Officer, Lieutenant Commander J. K. LITTLE, frequently resorted to tart verbal replies as irate department heads bedeviled him for this or that missing spare part. It is to the credit of the supply department however, that the numerous contents of each box and bale finally found the right stowage space and the holds were cleared for their primary purpose of stowing combat equipment of the troops.

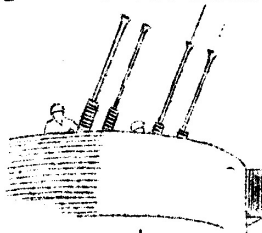
On October 6, 1944, the boat group brought the 22 assault LCV(P)s, 1 salvage LCP(R), 1 Landing Craft Personnel (Large) LCP(L), and 2 LCMs (Landing Craft Mechanized) boats from the Naval Landing Force Equipment Depot, Albany, California. Hatch and davit crews manned their stations and hoisted them aboard. Ch. Boatswain G. M. TELFER, USN, of Los Angeles, California, looked with an experienced eye at the rigging and declared in no uncertain terms that it had not been properly "slushed down" but prepared for hoisting.

When the inexperienced Coxswains came alongside in their boats and attempted to hook up the stern fall first, a Chief Bosun's Mate, wise in the ways of the sea, expressed himself spectacularly by threatening to make a shoe factory out of any landlubbers rear end who dared commit such a heinous deed again. The boats were hoisted aboard that first day in two and one half hours. The rigging and falls were none the worse for wear. Later the time of hoisting the boats aboard was decreased to forty minutes.

The following day, the SIBLEY headed north in San Francisco Bay, and compensated her compass under the watchful eye of Lieutenant T. T. McCARLEY, Navigator. Anxious Quartermasters adjusted the quadrantal spheres and flinders bar, while Lieutenant McCARLEY hovered near by and swore softly to himself in a Tennessee drawl.

Two days later, October 10th, the ship headed for Hunter's Point and the Naval drydock. Before the water had emptied from the drydock basin, a horde of civilian workers swarmed on board. In the following days, all bedlam seemed to break loose. The continual clattering of chippers, the stench and eerie light that came from the welders arcs made sleep impossible. A few lucky ones spent the night ashore in San Francisco. The quarterdeck watch officer was probably the most harassed individual on board for his job was to collar unwilling seamen who had just returned from a pleasant day in the city and order them to stand fire watches throughout the nights. During the day, painters with spray guns clambered around topside and the sides of the ship, spraying a light gray and black camouflage. This painting was only the first of many coatings. Later it seemed that the First Lieutenant, Mr. C. E. LISTMAN delighted in having wet paint spread copiously over rails and bulkheads so that unsuspecting personnel in clean uniforms might acquire just one good blotch on their uniform before going ashore. The man most sought after on the "PA" system was HERKOWITZ, Coxswain, in charge of the paint locker. Almost every minor and major crisis on board was punctuated by the stentorian tones of the Bosun Mate on the bullhorn calling, "HERKOWITZ, lay down to the paint locker." If one gallon of paint was consumed for every time that HERKOWITZ was called, the ship must have used thousands.

On October 15th, the SIBLEY was underway from the Naval drydock, Hunter's Point to the Naval Ammunition Depot, Mare Island. Loading of ammunition commenced in the afternoon, under the direction of Lieutenant S. V. ARBOUR, the Gunnery Officer. All deck hands and gun crews worked far into the night hoisting the ammunition from the dock to topside and then stowing it below in the magazines. The next morning, the ship returned to the naval anchorage off San Francisco and stood by for additional supplies.



SHAKE DOWN  
AND  
TRAINING CRUISE

The ship was underway on October 18th, on her shakedown and training cruise, for San Pedro, California. The skipper drilled the crew at general quarters, morning and evening. Gun crews practiced firing at surface and air targets. The Construction and Repair division learned to break out fire hoses and extinguish a non-existent blaze. At a fire drill, one seaman, anxious to obey promptly the orders of a Bosun Mate, was told to lower the hose a little further over the side of the ship to prevent the spray from drifting back on the guns. The seaman complied by paying out over 100 feet of hose. Several men were required to haul it back. In the following days, ship's company was exercised at abandon ship, fire and rescue and man overboard. The skipper put the ship through the final speed run and backing tests, and the gunnery officer completed the structural firing tests.

On the 20th, the SIBLEY entered San Pedro Harbor. The following day, the official inspection party came aboard and pronounced the SIBLEY "above average" as a ship. There was still a week more training ahead however for all hands. During the next week, the ship sortied from San Pedro each morning and went through maneuvers, such as fueling at sea and additional firing practice. They were more tactical maneuvers, gathering data on turning circles and setting various conditions of watertight integrity with Material Condition Able and Baker. The preliminary training period for ship's company as a unit was completed. The officers and enlisted personnel were familiar with their duties at general quarters and the numerous drills. The navigator had obtained data on the maneuverability of the ship, the first lieutenant had trained his damage control crews and the gunnery officer had given his gun crews firing practice.

On November 2nd, the SIBLEY was underway from San Pedro to San Diego, California, for amphibious operations. During this phase, ship's company ceased to operate as a unit. The boat group manned their boats and were lowered away to practice boat maneuvers. The beach party joined the assault waves of the boats and set up their command post on the Coronado beaches. Instead of general quarters, the ship practiced Condition 1A, or the lowering away of boats for the invasion. At general quarters, all battle stations were manned, but in condition 1A, only key stations were manned, and the remainder of ship's company became winch and davit crews. Boat crews manned their boats and prepared for lowering. The beach party simulated combat conditions and clambered down the nets into the boats with full packs and carbines. On November 8th, the ship loaded a battalion landing team from the 341st Infantry, 86th Division, from the beach at San Diego Harbor. The battalion along with combat cargo was debarked on Coronado Beach the same day. During this realistic rehearsal, the lowering away of 26 boats, took 28 minutes. Later that time was to be

reduced to 12 minutes. From November 9th to 11th, condition 1A was rehearsed until the boat group, davit and winch crews and the beach party were well indoctrinated. On November 12th, the ship berthed at the Naval Repair Base, San Diego, where necessary alterations were made topside to permit the lowering of boats more speedily. All ships company were granted a welcomed 48 hour liberty. On November 20th, the ship was underway from the Repair Base, enroute to San Francisco in company with the U.S.S. MIFFLIN APA-207. The ships arrived in "Frisco" the following day.

Both the tactical and amphibious phases of the shakedown cruise were over and the ship was ready to sail on assignment outside the continental limits of the United States.

On November 24th, the 128th USNCB Battalion was loaded along with additional passengers for transfer to Pearl Harbor and a large cargo of mail. The next day, the ship was underway from San Francisco, enroute to Pearl Harbor, T. H. with Task Unit 16.1.6. The Naval band of the Seabee Battalion gathered on #2 hatch and serenaded the harbor as the SIBLEY slowly backed away from the dock. The band continued to give a daily afternoon concert for the remainder of the trip. On November 26th, the Task Unit joined up with the San Pedro Group, and formed into a large convoy. Those first days at sea passed quickly as all hands settled down to life aboard ship. General quarters sounded every morning and evening. The days were devoted mainly to gunnery exercises. The shakedown period was finally over and the ship was approaching the staging area for the final training program before the first combat operation.

On the morning of December 2nd, the 128th USNCB Battalion was debarked at Iroquois Point, Pearl Harbor. The battalion formed up and marched proudly off behind the band. The ship was underway again in the afternoon and docked near the fleet landing to discharge cargo. For the next four days, ship's company had an opportunity to pay a visit to Honolulu. Liberty for enlisted men began at 1300, and expired on board at 1800. Transportation facilities to and from the city were usually so crowded and delayed that the average sailor had scarcely more liberty time than to reach town, down two or three glasses of liquid refreshment if any were available, and return to the ship before being logged as AOL. The city curfew was clamped down at 2200, and all officers and enlisted men were required to abide by regulations or be picked up by the Shore Patrol. Honolulu, like its counterpart, Pearl Harbor, was suffering from a case of growing pains. Thousands of eager bluejackets daily left the cramped confines of their ships for a little relaxation in town. Ninety-nine percent of them had heard of Honolulu as a typical Pacific island, part inhabited by carefree natives. They soon learned that the so called Hawaiian native was more myth than reality, and the present inhabitant possessed as keen an appreciation of the value of a dollar as any pitchman on Market Street.

The war had changed Pearl Harbor from an ordinary size naval base into a gigantic arsenal which funneled out supplies to the entire Pacific battle area. The population of the Naval Base grew rapidly, and then spilled over to the environs of Honolulu, a city unable to offer relaxation or entertainment to the thousand of sailors that thronged the streets every afternoon.

The bluejackets lined up patiently in long queues in the early afternoon at the bus station. They rode into the city over Dillingham Boulevard, in busses that were packed with standees. What the average sailor wanted was a quiet spot and the opportunity to relax with a few refreshing drinks. What he got was something different. Beer was almost non-existent, and ice cream impossible to buy. He was lucky if he waited in line outside some cafe, had a drink or two of whatever was available and then caught the next bus back to the navy yard.

Famed Waikiki Beach however, had retained some of its prewar charm. The Moana Hotel still served a good meal at respectable prices. Outriggers and surf boards were available for those who wanted to ride the surf, and there was always enough room left on the sand to stretch out and enjoy the sun. The Royal Hawaiian had been taken over, lock, stock and barrel, by the Navy, for the benefit of submariners. The Halekulani Hotel however, offered a pleasant meal if reservations were made days in advance. Take two jiggers of Times Square, one of Coney Island, add a touch of Chinatown and the sailor had a drink called Honolulu. Usually one was enough.

There was more serious business ahead, however, than sightseeing. The reason the squadron was in Pearl Harbor, was to pick up troops, and train with them for the next amphibious landing on Japanese territory.

#### THE STAGING AREA

The principal weapon of the assault transport was troops. The principal weapon of the capital ship was armament or guns and torpedoes. The power that delivered a projectile or torpedo to its designated target, was primarily mechanical. The power that delivered assault troops ashore at a designated beachhead, was primarily human. Set the fuse accurately, load the gun, train, elevate, fire, and providing accurate calculations were made, the projectile will hit the target and the expected will occur. Prepare troops for debarkation, lower away the boats, debark the troops down landing nets, rendezvous the loaded boats in circles, hit the beach at "H" hour and the unexpected always occurred.

The amphibious training program at Maalaea Bay, Maui, T. H., was undertaken to train personnel for such unexpected emergencies. Ship's company needed more training in operating the winches and davits, used in lowering the boats. The boat group needed more training in tactical maneuvers and the beach party in establishing a command post on the beachhead and directing ship to shore traffic.

The U. S. S. SIBLEY carried 26 boats, 22 LCV(P)s, (Landing Craft Vehicle Personnel), each capable of carrying 36 fully equipped fighting troops to the beachhead, 2 salvage boats and 2 LCMs (Landing Craft Mechanized), used for transporting tanks, ammunition, water or rations.

Weights of the boats varied from 6 tons for each empty LCV(P) to 34 tons for the large LCMs. A loaded LCV(P) could carry approximately 7200 pounds, a loaded LCM, 60,000 pounds. The crew of an LCV(P) consisted of a coxswain, engineer and deck hand; two additional deckhands were added to the crew of an LCM.

The deck force was divided into 3 divisions for hoisting and lowering the boats. The 1st division, under Lt.(jg) Jack ROUNTREE, USN, of Wichita, Kansas, responsible for lowering the 4 boats on #1 hatch and the 6 boats on #1 and 2 davits. Lt. H. GRASBERGER, USNR of Philadelphia, Pa., was 2nd division officer and directed the lowering of 6 boats on davits 3 and 4 and the 6 boats on #4 hatch. Lt.(jg) D. A. McMINN, USN of Danforth, Me. was 3rd division officer and responsible for the lowering of the remaining 4 boats on #5 hatch. Lowering the 12 davit boats in calm or rough weather, was no problem. The outboard boat was lowered away by merely releasing the winch brake. The falls were raised again, attached to the forward sling and stern ring of the second boat and the process repeated. The third boat was handled in the same manner. Lowering away the fourteen boats resting on cribs over the hatches, called for more seamanship. Booms instead of davits were used. A division bosun's mate directed the swinging of the giant boom until the fall hung over the center of the boat and was then lowered to the boats hoisting sling and attached. As the boom swung the boat up and outboard, deckhands attached handling lines and held the boat from swinging as the ship rolled. The deckhands had the job of controlling by handling lines from six to thirty-four tons of equipment, sometimes poised perilously over their heads. On a rough day a boat swinging wildly out of control in midair could cause serious damage as it crashed against the superstructure and endangered lives. The fact that only one member of the boat group was injured during actual and practice invasions, speaks well for the seamanship of the deck divisions. As the boats hit the water, falls were released, the coxswain gunned the motor and joined up with the assembly circles forming on the ship's bow and quarter.

On board the ship, the deckhands had lowered the debarkation nets as soon as the last boat had hit the water. The debarkation officer, Lt. George BOSWELL, USNR, of Waxahachie, Texas, directed by the ship's public address system, the troop boat teams from the compartments below decks to the proper debarkation net topside. A debarkation talker passed the word that the troops were ready to clamber down the nets into the boats. Lt. BOSWELL then called one of the circling boats in the assembly area alongside the proper net to receive the troops as they climbed down.

The purpose of the training program at Maalaea Bay, was to simulate actual battle conditions as nearly as possible. About 0400, the darkness of early morning was pierced by the shrill wail of the bosun's mate's pipe over the PA system, followed by the announcement in loud tones, "Reveille, reveille, all hands hit the deck, rise and shine." The ship slowly came to life. Below decks, hands tumbled out of bunks, groped blindly for their clothes, or lay quietly on their bunks catching a few precious moments of extra sleep before the bosun piped, "General Quarters." As the landing exercise usually occupied all hands till noon, breakfast was sandwiched in between reveille and general quarters.



In a few minutes the general alarm sounded and the cry went through the ship, "All hands man your battle stations." Most people imagine ship's crew rushing to battle stations. On board the darkened SIBLEY, excess zeal expended in those training days in arriving quickly at the designated station, meant barked shins from greasy wire ropes or a head-long collision with an anxious individual bent on being the first to reach his station. In a short time however, gun crews were at their posts, damage control parties had broken out their equipment and the ship was ready to repel an attack. Shortly after all hands were at battle stations, the call came to secure from general quarters and set condition 1A, or prepare for debarkation.

Weather conditions at Maalaea Bay were fine for ship's company. The sun was out most of the time and a good breeze made for cool work topside. That same wind however, was the bane of the boat group and beach party. It caused rough seas. "P" boats bobbing around like corks on a six foot swell, had to come alongside and be slammed against the ship's sides while the boat crews were hauling the bottoms of the debarkation nets into the welldecks. Topside, beach party men were busy lowering gear by lines into the boats. Troops and officers swung their left legs over the rail and then descended three at a time.

The beach party men were particularly heavily loaded down, and looked more like walking hardware stores than sailors. Each man carried a regulation army pack and carbine, and in addition, a dozen articles, large and small, necessary for beachhead organization. Climbing down a swaying net in the early morning darkness was anything but fun. Minor ailments, such as a sprained arm, were mysteriously developed overnight and had to be summarily dealt with by the beach party doctor, Lt. C. A. HUDSON, (MC), USN, of Luray Va. The doc had the unfailing instincts of a Virginia bird dog in spotting a goldbrick. When all troops and the beach party had debarked and all boats were waterborne, Lt. (jg) W. HALL, USNR, boat group commander, lead the way to the beach. The first hundred yards of the two mile trip were the hardest. Trying to keep dry in the welldeck of a "P" boat in a rough sea, was like trying to keep dry in a heavy downpour by putting a handkerchief over your head. Within a few minutes, troops, boat crews and beach party were thoroughly soaked, along with the packs and equipment and the familiar lament arose, "How in the hell did I ever get in a god-damned organization like this?"

The training period was tough on all ship's company, as well as the boat group and beach party, especially when troops were aboard. On December 10th, the SIBLEY returned to Pearl Harbor and embarked the 3rd Battalion landing team, 390th Regiment of the 98th Division, totaling 65 officers and 1383 enlisted men, alongwith combat cargo. The following day, the task unit was again underway, headed for Maalaea Bay, Maui, T. H. These landing exercises were more realistic. For the next four days, troops and cargo were debarked and dress rehearsal landings were made behind advancing waves of amphibious tanks. When the assault troops had landed and preceded inland to designated objectives, combat equipment, including tractors and cranes for the beaches, and artillery for support fire was landed. It was a close approach to the real thing. The only element lacking was enemy opposition.

## IWO JIMA OPERATION

January 1, 1945, ushered in the new year. On that day, the SIBLEY got underway from Pearl Harbor to Kahului, Maui to load the 3rd Battalion landing team, 24th Regiment of the 4th Marine Division, along with tons of combat equipment for the invasion of Iwo Jima. The battalion, commanded by Lt. Colonel VANDERGRIFT, numbered 75 officers and 1306 enlisted men. On the 3rd, loading had been completed and the ship returned to Pearl Harbor. It was at Kahului that Japanese intelligence became too accurate for comfort. Tokyo Rose mentioned casually in one of her nightly broadcasts, that the 4th Marine Division was embarking at that moment for the invasion of Iwo Jima. The troops listened to her broadcasts more frequently after that.

There was little secrecy or surprise to the landings at Iwo. The long range aerial bombardment of Japan by B29's, based on the Marianas was getting into full swing. Bombers from Tinian, Guam and Saipan, took off daily for the long 3000 mile flight to the Jap homeland and return. Jap fighters from Iwo, Chichi, and Haha Jima, rose to intercept the raiders in spite of the incessant hammering at these islands by our planes. A Jap radar station also situated on Iwo warned Tokio when to expect the visitors. The capture of Iwo was a job that had to be done. Armchair strategists back in the states knew it, the Marines knew it and Tokio knew it.

At Pearl, the sailors and marines had another short fling at liberty before the training program was again resumed at Maalaea Bay. The squadron returned to Pearl on January 18th, where they remained at anchor until the final departure on January 27th. On that day the ships left the harbor for the last time in Task Force 51, with Admiral Richmond K. TURNER, USN, in command on the U.S.S. ELDORADO, destination, Eniwetok, on the first leg of our journey to Iwo.

That night, the first briefings were held in the wardroom for the marine corp officers. In an atmosphere clouded with tobacco smoke and heavy with human perspiration, Col. VANDERGRIFT explained the plan of battle. Plans, he said, called for the occupation of the island in seven days. Privately, he confided that he thought the actual battle might last fourteen days or even longer. Actually the island was not declared secured until March 26th, 36 days later and sporadic fighting continued for a week more. The 24th Regiment was to land on "D" day plus so many hours and swing right from the beachhead along the rocky southeast coast.

As the briefings continued during the following days and nights, more facts about the objective were learned. Iwo or Sulphur Island was a pear shaped island in the Volcano group, about five miles long, extending in a northeasterly direction. The width at the northern end was  $2\frac{1}{2}$  miles wide, narrowing to  $\frac{1}{4}$  of a mile at the base of Mt. Suribachi, known as Hot Rocks, at the southern tip. The Japs had constructed two airfields, one on the southern end at the neck of the pear and the other in the center further north. A third field was in process of construction on the northern end. The objective for the first day was the southernmost airfield, Motoyama Airfield #1. The terrain on the neck of the

island where the seven assault beaches were located, sloped up steeply from the beachhead in a series of ridges, extending 300 yards back. Beyond the last ridge, the gradient to the airfield smoothed out. The ridges above the beachhead made ideal defensive positions from which fire could be directed on any object appearing over the first ridge line.

Mt. Suribachi, an extinct volcano, 300 feet high, jugged up at the southern end of the assault beaches. It was considered to be an arsenal. Caves opened on the flank of the beach from which Jap heavy artillery and light machine guns could fire point blank. On the northern flank, high rocky cliffs concealed row after row of pillboxes. These completed the enfilading fire on the northern beaches.

The briefing of officers continued during the following afternoons and evenings. Seven battleships ranging from the modern NORTH CAROLINA to the older NEW YORK, were to supply the heavy fire power and batter the objective several days before the actual landing. A heavy air strike at Tokio and its vicinity for two days prior to the assault, was expected to draw most of the Jap airpower to the defense of the homeland. The fleet was then to place itself between Japan and Volcano Islands and intercept any airstrikes coming down from the north. The island was to receive a greater concentration of explosives than had ever been hurled at any target. Theoretically, it should have been pulverized from the rain of bombs and projectiles. Actually, except for the destruction of the heavy naval guns on Suribachi, the violent pre-invasion bombardment was to merely drive the Japs underground temporarily.

While the marine groups were below in the wardroom being briefed, the squadron steamed on to its first stop, Eniwetok. The trip out was uneventful. The Pacific held up to its reputation for calmness as the squadron zigzagged day and night. No lights were permitted topside after sunset. For the officer of the deck, the monotony was sometimes broken by an order from the Admiral for "tactical maneuvers". For the less experienced officers, the ordeal of enduring one hour of what seemed to be complicated maneuvers at the time, seemed more terrifying than any prospect of battle. As the ships maneuvered in line of bearing, corpens, turns and emergency turns, the skipper kept an eagle eye on the fearful O.D., who was responsible for keeping the ship on proper station. Let one reprimand come from the squadron leader to the SIBLEY in the form of a "posit", and the skipper would let out a roar that had the same reverberations as the shot heard round the world.

Down below on the main deck, the marines stretched out for a nap on any available spot. There were physical exercises, led by the officers, daily on #2 hatch for each squad. Ens. Harvey SANFORD, USNR, of Glendale, California, organized several excellent happy hours and contributed his talents as master of ceremonies. Most of the time however, the troops gathered in small groups and played cards to wile away the tedious hours. On Sunday, Lt. William TURNER, USNR, Chaplain, conducted protestant and catholic divine services on #2 hatch. Then, services were well attended. The men seemed to ponder thoughtfully, the chaplains words as most men will when faced with the job of killing.

The squadron anchored at Eniwetok from February 5th to 7th. Swimming call for all hands sounded each day. Hundreds of men bobbed around in the soupy water and rid themselves of accumulated deck dirt.

On February 11th, the squadron dropped anchor at Saipan. Joe ROSENTHAL, the AP photographer, was transferred here from the SIBLEY to the U.S.S. PICKENS, APA-190. ROSENTHAL was later to electrify the world with his famous picture of the flag raising on Mt. Suribachi. The ships remained anchored from February 11th to 16th. Boat group maneuvers were given a final polishing off the Tinian beaches. It was at Saipan that ship's company first became conscious of real Japs. Two days after our arrival, a lone destroyer nonchalantly stood off shore and peppered the rocky hideouts of Jap guerrillas with 5" fire. Men who went ashore were warned not to go into the hills on souvineer hunting. It was at Saipan also that ship's company got their first look at the B29's as they took off on their bombing missions for the Jap homeland. They counted them as they left in the early daylight hours and made another count as they returned from their mission, late in the after noon. Sometimes they saw real tragedy as a sky giant zoomed off the Tinian airstrip, hovered uncertainly in the air for a moment and then crashed. For a full half hour afterwards, exploding incendiary and high explosive bombs lighted up the sky in a giant funeral pyre, marking the graves of eleven intrepid airmen. One officer on deck witnessed four such explosions as the heavily laden bombers struggled unsuccessfully to gain altitude.

On February 16th, the squadron again formed up with its escorts and got underway for the remaining six hundred miles to Iwo Jima. The LST's (Landing Ship Tanks), had already departed the day before. Their holds crammed with the amphibious tanks that made up the first seven assault waves. The battlewagons and cruisers had commenced the preliminary bombardments. Underwater demolition teams from APD's were making their hydrographic surveys of the beach and sending the reports back to Admiral TURNER, stating, no underwater obstructions or mines had been found, and the beaches appeared to be passable for vehicles. Preposterous radio reports emanated from Tokio to the effect that several attempted landings on Iwo had already been repulsed. What the Japanese really meant was that our underwater demolition teams were working around the shores of the island.

The morning of February 19th, "D" day, was slightly cloudy. Revielle sounded at 0500 and general quarters at 0530. As the convoy approached the transport area, Mt. Suribachi loomed up ominously on the port bow. Two battleships could be seen standing about a half mile from the beach pouring 16" shells into the volcano. On the northern coast of the island, a lone battlewagon cruised slowly up and down the coast searching for targets. Cruisers and destroyers concentrated their pre-invasion fire on beachheads and airfield #1. There appeared to be little or no return fire from the island. Squadrons of bombers passed overhead, circled the island once and then peeled off for the final dive and the bombing run. Occasionally one paused for a moment in midair and then plunged into the sea, as the Jap anti-aircraft fire finally found the mark. At 0730, the squadron arrived at the transport area and lay to.

By 0745, the ships of the line had increased the intensity of the shore bombardment, by a rolling drum fire that started from the beachhead and rolled upward to #1 airfield and back to the beaches. At 0800, the drum fire gradually decreased. The small rocket firing LCS's steamed by in column, did a 90° course turn to starboard and let go a full broadside. It was the final rain of explosives before the assault troops landed.

While the bombardment was reaching a crescendo, the first seven waves of amphibious tanks had formed up at the control boat. Behind them were

additional waves of thousands of assault troops in "P" boats. At 0815, the control boat hauled down the #1 flag and sent the first wave of tanks churning towards the shore. It hit the beach at 0830. The battle for Iwo had begun, a battle that was to cost 5000 dead marines and 19000 casualties before the island was declared "secured", and was to go down in history as the bloodiest engagement of the Marine Corps. At 0930, Col. McFARLAND, USMC, with a party of artillery observers, left the ship in boat #24. Word came back an hour later that he had been evacuated as a casualty.

On board the SIBLEY, ship's company lined the rails watching the panorama of battle. Tanks could be seen nosing over the first ridge and on up the slope to airfield #1. Jap mortar fire began to fall with remarkable accuracy on naval beach and marine shore parties as they struggled to haul supplies over the mushy volcanic ash of the beach. Along the shore, boats were broaching due to the heavy surf. Vehicles bogged down hub deep in the sand as they rolled off the landing boat ramps. Further up the slope, marines edged forward, surrounded Jap pill-boxes, and then squirted liquid fire on the occupants. At 1547, orders were received to debark the reserve battalion on board the SIBLEY. Condition 1A was set and the boats were lowered away. As they hit blue beach 1 and 2 on the right flank, an airstrike drove the Nips undercover and all boats landed their troops safely. When evening came on the first day of battle, the transports formed up for the night retirement. All boats were left at Iwo to be used as the control boat directed. There were two conclusions to be drawn that day; first that the Americans had clear superiority in the air and on the sea, and secondly that the island was going to be a much tougher nut to crack than the most pessimistic military observers imagined.

The squadron returned on the morning of the 20th and lay to again in the transport area. Hatch covers were removed from the holds, and preparations were made to discharge cargo. During the morning, the SIBLEY was under 40-MM fire from Mt. Suribachi. The ship's bullhorn blared out, "Take cover", and all hands obeyed with alacrity. The net result of the sporadic spray of gunfire was a considerable amount of ammunition wasted by the Japs and no casualties to SIBLEY personnel. From 1200 to 1600, the ship continued to discharge cargo into the LCT-631. At 1745, the squadron formed up for night retirement again, leaving all boat crews and boats to unload the cargo on the beaches.

That night, the U.S.S. LOGAN APA-196 had a steering casualty and rammed the U.S.S. NAPA APA-157, amidships, tearing a large hole above the water line. Luckily, the NAPA was able to transfer her casualties the following morning and return to Guam under her own power.

The next morning the squadron lay to in the transport area. Her assault boats with the tired crews came out to meet the SIBLEY, circling around like a brood of chickens. Weary boat crews, after a day and night off the beaches, were given hot food and returned to the duty of carrying more cargo or evacuating wounded from the beach to the ship. At 0845, the SIBLEY started to receive her first casualties. Below in sick-bay, the medical department had made all possible preparations. The ship was equipped to handle 325 ambulatory and 150 stretcher cases. Bunks were available in the regular sick-bay and troop officers quarters for the seriously wounded, and troop compartments "A" and "B" for the ambulatory

cases. The wardroom was turned into a sorting station. Lt. Comdr. E. B. DAWSON, ship's surgeon, or "sawbones", was in charge of the operating room assisted by Lt. F. W. DenDULK (MC), USNR, of Modesto, Calif. and Lt. A. PEARSON, (DC), USNR, of San Mateo, Calif., Lt. A. T. GRUNDAL, (MC), USNR, was in charge of troop officers quarters. Lt. (jg) C. CASSIDY, (MC), USNR, of San Diego, Calif. was assigned troop compartments "A" and "B". Ens. S. D. TARRANT, (HC), USN of Huntington Long Island, New York, supervised the examination and sorting of casualties in the wardroom.

The wounded men were brought alongside #2 hatch in a "P" boat. If possible, the boat was raised to the rail of the main deck and unloaded. When the boat could not be davit hoisted, slings were attached to stretchers, and the wounded lifted out singly. Willing mess stewards and corpsmen carried the patients from the main deck into the wardroom. The more seriously wounded were brought to the operating room as soon as possible.

Gradually the wardroom filled up with wounded marines. The ambulatory cases sat in chairs, their heads, legs or arms covered with filthy bloody bandages. Some still tense from the agony of battle, sat bolt upright, staring stonily ahead and shaking spasmodically from the chill of the cold night air. The majority however, reclined patiently in the chairs. There was little or no conversation. Doctors and corpsmen moved silently up and down the room, giving an encouraging word or stopping by a particular patient for further examination.

Let's take a closer look at one of many cases that the operating room handled during the next seven days. He is listed in the roster of battle casualties as BUCZEK, Edward M., PFC, USMCR, #499821. Somewhere on Iwo, he got perforated through the abdomen by three or four Jap slugs. Ed was in a bad way, bleeding internally and unable to walk. He was carried down to the beach by the medical section of a beach party and evacuated on a SIBLEY "P" boat that happened to be there, probably unloading cargo. When he was hoisted aboard on his stretcher, late one afternoon, Ed was only semi-conscious. His case was diagnosed as multiple gunshot wounds and called for immediate operation. There were a couple of cases ahead of him however, and he had to wait in the troop officers quarters for his turn. Frankly at that time, Ed looked like a "soner". Chaplain TURNER said last rites. Ed was conscious enough to recognize the chaplain and follow his prayers. At 0200 the next morning, Doc DAWSON and his assistants finished one case and made immediate preparations for the next. It was Ed's turn. The corpsmen were busy bathing and shaving him. In the operating room, other corpsmen turned to and started sterilizing the instruments, cleaning the deck, and laying out additional bandages. At about 0300, they transferred Ed to a stretcher and brought him into the operating room. He was still conscious and understood what was going on. They placed him on the operating table. Lt. DenDULK inserted the needle in his spinal column and waited until about 30 drops of spinal fluid had emptied into a cup containing Novocain crystals. He took a syringe, sucked up the mixture of Novocain and spinal fluid, fitted the syringe on the needle remaining in Ed's back, and injected the local anesthetic. There was a pause for a few minutes until the drug took effect. Just to make sure, Lt. DenDULK prodded the patient around his wounds and asked if he could feel any sensation. The answer was a mumbled "no". When a screen was placed across his chest, the doctors were ready to operate. One corpsman handed Comdr. DAWSON the scalpel.

With it he made an incision about eight inches long down the patients abdomen. The silence of the operating room was broken only by the clicking of hemostats being clamped on the severed blood vessels. The incision was completed through the abdominal wall and more hemostats applied to the arteries. When the last layer was cut and folded back, Comdr. DAWSON reached into the patients abdomen and pulled out the small intestines. He cleaned these with saline solution, sutured or sewed up the two bullet holes and stuffed them back in place. Almost one hour had elapsed since the start of the operation. The Comdr. never had to ask for an instrument or bandage. He merely held out his hand and a well trained corpsman was standing by to clap in the necessary instruments. Perfect teamwork prevailed between the surgeon and every man in the operating room. As the hour ticked by, the local anesthetic began to wear off. The patient showed signs of restlessness, and started to groan when the first pangs of pain shot through his system.

The surgeon made a sign to Lt. PEARSON, who gently placed the ether mask on Ed's face. The patient breathed deeply for a moment, but the sickening sweet odor of ether became too strong for his tired body. He gasped for air as nausea set in and wretched violently. The surgeon was bending over the gaping incision and jerked his head back just in time as the patients intestines popped into the air and fell back on his abdomen. Again the doctor calmly collected the stringy mass and shoved it back.

There was one more job to do on Ed. His uritha has been shot away, and his bladder had to be drained. The doctor made an incision into the bladder and inserted a suction pump that drained off the fluid. He then lead a rubber tube through to the bladder and sutured the incision. The operation was now finished and Ed could be sewed up.

Reveille sounded at 0500 that morning, as the doctor completed the last of some ninety stitches on the patients abdomen. In another half hour would come the order, "all hands man your battle stations," and topside, another day would commence. The doctors slowly filed out of the operating room and sat down for a cup of coffee in the wardroom. They had to get out and give the corpsmen time to clean up for the next case, already waiting on a stretcher in troop officers quarters.

Some eighty seriously wounded men were given the same expert care in the operating room during the next five days. An additional 120 were operated on for minor shrapnel wounds by Lt. CASSIDY and Lt. GRUNDAHL. Ed's case was just one of many, but the same care that brought him back to life, was lavished by all personnel without stint on every wounded marine. The overall mortality rate was 3%, a percentage remarkably low when the fact is taken into consideration that the SIBLEY carried her casualties for two weeks before they could be transferred to shore based hospitals.

One magazine writer carried away by his lush imagination, described this scene in "Troop Officers Mess of an APA. "You had to be careful not to slip in puddles of blood. Even when a pharmacist mate came along and mopped up the blood, he left a slippery floor, and of course he couldn't mop up the smell." Such conditions never prevailed aboard the SIBLEY, and it is doubtful if they were prevalent even on a hospital ship.

It is difficult to single out any one pharmacist mate for special mention, because all performed capably. However, L. A. SNYDER, PhM1c, USNR, of 39 Lincoln Ave., Salamanca, N. Y., J. D. GOEBEL, PhM2c, USNR, of



Lakeville, Indiana, F. P. HANNA, PhM2c, USNR, of 512 20th Ave., Seattle, 2 Wash., Sidney SCHIFFMAN, PhMLc, of 1445 So. Springfield St., Chicago, Ill., David ROSENBLOOM, PhM2c, USNR, of 550 Westmoreland Ave., Syracuse, N. Y. and C. S. WINKELS, PhM3c, USNR, of Wadena, Minn. were outstanding in the performance of duty.

Lt. C. A. HUDSON, (MC), USN was in charge of shock therapy, and contributed considerably to the low mortality rate. His work was done under considerable strain, because he was also the beach party doctor, and never knew when he would have to assume those duties on the beach.

February 21, was like the preceding day. More casualties were brought to the ship in "P" boats and routed to the sorting station in the wardroom. LSM's (landing ship medium) #206 and 1414 came alongside to receive combat cargo of vehicles, artillery, and ammunition. Hatch and winch crews turned to all day and continued the unloading.

In the brief pauses, the crew manned the rails and watched the gigantic spectacle of a battle fought only a mile away. The enemy offered no air opposition during the day, but Kamikaze Joe and his boys had not given up trying. At 1733, word came that planes were approaching. The screen on the northern side of the island had already opened fire. Two minutes later, general quarters sounded on the SIBLEY. All hands manned their battle stations expecting real trouble.

The sky was overcast as the squadron got underway for the second night retirement. As they formed up, a destroyer on the starboard bow opened up with all 5" guns at enemy planes directly overhead by this time, but still out of sight in the clouds. The Jap pilots seemed unable to make up their minds as to what they really wanted to hit. For the next 15 minutes, CIC (Combat Information Center, also standing for Christ I'm Confused) reported bogies in the vicinity, to the gunnery officer, who in turn relayed the information to the gun crews. As the Japs circled, Lt. ARBOUR, the gunnery officer, entered into a psychic conversation with the Kamikaze pilots. It went out to all the guns in this fashion, "There's a bogie two miles on the port bow. He's heading this way. Gun 41, keep on the alert. Now he's circling overhead trying to get up his courage for the final dive. What that bastard is looking for is a nice juicy transport like the SIBLEY. Don't let him get us men, keep on the alert. CIC says he is now fading." The first few words of the gunnery officer had put the fear of God in all the gun crews, but by the time he had finished the graphic description of what was going on in a Jap pilot's mind, the gun crews' knees were clicking like well trained castanets. Meanwhile all ships remaining in the transport area a few miles astern, had opened fire. For five minutes the sky at Iwo was lighted up like Times Square with every neon sign spewing up fireworks. The fire subsided for a brief moment and then spurted upward once more as another bogie came within range.

The U.S.S. BISMARCK SEA, CVE, about seven miles off the port bow, had all her planes on deck. She also had a bogie in her vicinity, and her gunners were hard at work throwing up every possible projectile as they tracked the enemy plane across the darkened sky. The bogie faded away and her fire subsided. Suddenly at 1830, a lone plane sneaked through the overcast and dropped a bomb down her elevator hatch. There was a brilliant flash on the horizon as the bomb detonated amongst the planes, loaded with fuel and ammunition. Another bomb hit forward, causing a large fire. The flames gradually reached the magazines and



she blew up a few minutes later. On board the SIBLEY, the TBS, (Talk Between Ships) told the tragic story as the carrier escorts rushed in to pick up the survivors. An hour later, the transport squadron plowed through the oil slick of the sunken ship, the only evidence left on the surface of the BISMARCK SEA.

The morning of February 22nd, the squadron was back at anchor in the transport area off Iwo Jima. In the darkness, a destroyer's arc light was beamed on the west side of Mt. Suribachi where the 5th Marine Division was fighting savagely to scale the precipitous cliffs. The destroyer was asking for return fire so that it could spot the Jap guns and silence them. Not an enemy gun dared to shoot out the big searchlight. During the day, ship's crew completed the unloading of cargo. Additional casualties from the LSM-206 were transferred to sick bay. Again the squadron retired for the night, leaving the boats at Iwo.

In the morning, the ships were back again. As the SIBLEY approached anchorage, her boats came racing out to meet her. Once more the crews were given hot food, a short rest and then returned to the assigned work of evacuating casualties and carrying in cargo to the beaches. Later in the day, Chaplain TURNER was brought to the LST-477 and conducted services for those killed by a Jap suicide plane. That morning the flag was raised on Mt. Suribachi. ROSENTHAL was there and snapped the epic picture of the marines pushing on the flagpole.

On the 24th, the ship anchored off the East Boat Basin of Iwo Jima. A battalion of the 4th Marine Regiment was trying to advance along the rocky shore, but Jap pillboxes continued to block them. The enemy had constructed an intricate series of vertical tunnels in the cliffs. When driven out of one pillbox by shellfire, they retreated to the next lower cave and continued firing. Tanks were called for and the attack renewed, but progress was measured in inches. When the ship was underway on the 27th for Saipan, the tanks were still firing from approximately the same position and the Japs were returning the fire from the caves.

The last two days at Iwo passed quickly. The SIBLEY anchored each morning off the Boat Basin. Around her, cruisers and destroyers continued to give support fire to the advancing marines, who by this time had reached #2 airfield in the center of the island. Life on board ship returned to normal, broken only by the incessant crash of 8" fire from the U.S.S. SALT LAKE CITY and the 5" fire of destroyers peppering Jap hideouts.

A word of praise should be paid to the boat group under Lt.(jg) W. HALL, USNR of Baltimore, Md. and Lt.(jg) J. T. CORNWELL of New Canaan, Conn. and all enlisted men who manned their boats for seven days and nights without letup. They were the only group on the SIBLEY who came under concentrated enemy gunfire. Day after day, the boats hit beaches on which the Japs poured devastating mortar fire. Around them, boats disappeared into the air under a direct hit. Frequently the 3 man boat crew was forced to turn to and unload their cargo, because marine shore troops and naval beach parties had been decimated by enemy enfilating fire from both beach flanks. At night, they could see the Jap machine gunners from their well protected caves methodically spray all beaches as they elevated and lowered the muzzles of the guns. In the morning, they returned to the beaches to evacuate the wounded. When the airraids came at night, the transport squadrons were usually miles away on the night retirement course. The boats however had to stick by the beaches

and sweat out the enemy bombs and the rain of shrapnel from our own anti-aircraft fire. The rough surf made landing conditions almost impossible. The beach was strewn with the wreckage of small boats, but still the boat crews found an opening and dashed in to deliver cargo or evacuate the wounded. All men carried out their assignments well. Credit however, should be given to R. D. ALTIMUS, Cox., USNR, of Avenal, Calif., and BUSALACCHI, S. J., Cox., USNR, of 2410 Mulberry Way, Pittsburg, Pa., for their devotion to duty and calmness under fire.

February 27th, the squadron was underway from Iwo Jima, enroute to Saipan. Four days later, they anchored in the inner harbor and stood by to discharge casualties. The hospital was already full however, and orders were received to proceed to Apra Harbor, Guam, M. I. The SIBLEY entered the harbor on March 3rd. As was the case at Saipan, medical facilities were again taxed to the limit and the ship had to stand by until the hospitals were ready. On the 6th, all casualties were finally discharged. The next day, the ship was alongside the dock at Tanapog Harbor, Saipan. Troop cargo for the next operation started coming aboard that morning.

#### OKINAWA OPERATION

The assault cargo loading was quickly completed by working all hands through the day and night of March 7th. The four cargo holds were jammed once more with vehicles, artillery, ammunition, rations, water and all the impedimenta of war. Later the same day, the 3rd Battalion landing team, 6th Regiment of the 2nd Marine Division embarked, consisting of 93 officers and 1641 enlisted men. Lt. Col. L. HAFNER, USMCR, was in command. When loading of cargo and troops was completed, the ship stood out and anchored in Saipan Harbor.

The mission of the squadron in this operation was to feint with the 2nd Division off the southeastern beaches of Okinawa on April 1st, "L" day (invasion day was called "L" day instead of "D" day), while the main 10th Army, under Lt. Gen. Simon B. BUCKNER, landed on the western beaches. The squadron was to return on "L" plus 1 day and make another demonstration. On "L" plus 2 day, they were to sail around the island to the western side and debark the division as reserve combat troops.

Once more the SIBLEY boat group and beach party, particularly the beach party, thanked their lucky stars that the ship was carrying reserve troops. After witnessing the first days slaughters on the Iwo beaches, no one possessed any great desire to lead the assault waves on the Okinawa landing.

The target, part of the Ryukyu chain, was only 325 miles south of the Japanese home island of Kyushu. Its strategic value was obvious. From it, our fighters could give ample coverage to any assault Army landing on the southern islands of Japan. From it also, far ranging

bombers could reach every part of the Jap homeland or cripple the vital shipping lines in the East China and Yellow Seas. Finally, from it, air support could be sent to help the tired Chinese Armies. The terrain of the southern part of the island, 65 miles long and extending in a northeasterly direction, was largely flat, and ideal for airfields. The northern half was mountainous and had little strategic value.

Lt.Gen. BUCKNER'S 10th army consisting of 7 divisions, 3 marine and 4 army, planned on securing the island in 90 days. Actually, the job was done in 87 days. The main landing was a little north of the center of the island on the western beaches. Two marine divisions were to swing north and seize all objectives in the mountainous area, while the army troops were to strike south and capture the flatlands with their immensely valuable airbase sites. After the marines mopped up the northern half, they were to turn south and help the army. As the situation developed during the actual battle, the marine 1st and 6th divisions quickly cleaned up the northern sector and then swung south to participate in the vicious fighting around the Naha and Shuri lines. Off the southwestern tip of Okinawa, lay a group of small islands called the Kerama Retto. They possessed a valuable sea plane site and anchorage for smaller units of the fleet. The operation called for the 77th division to start occupying this group on "L" day minus 5.

From the 8th to the 15th, the squadron lay to in Saipan Harbor. Debarkation drills and boat maneuvers were held daily for the benefit of the troops and the boat group off the Tinian beaches. In the afternoon, all personnel had an opportunity to go ashore on liberty. The officers took their refreshment in a huge quanset hut that looked more like a dirigible hangar from the outside than an officers club. The bar opened at 1400. From that moment until 1730, it was crowded with hundreds of jostling, yelling officers, bent on relieving the deadly monotony of a Pacific sailor's life, with a few (did I say few) refreshing drinks.

The chiefs and the enlisted personnel had their recreation area nearby. There were a dozen soft ball fields and plenty of athletic equipment for the ball fans. Beer was supplied to the men and the American sailor had sufficient ingenuity to see that he got enough to slake his thirst.

Authors and Hollywood films have dwelt for years on the beauties of Pacific islands, glamorizing in particular the lovely saronged native girls. Such exotic conditions may have prevailed prior to the war, but they were not in evidence to the sailor when he hit the beach for liberty. The heat was oppressive and clouds of coral dust kicked up by hundreds of passing trucks, hung low over the roads. Occasionally an obese native girl wandered by attired in a calico dress made in America. Few houses were intact. In fact anything that resembled a place of human habitation had been systematically destroyed. In the parlance of the regular navy man, the Pacific Islands "stank".

The squadron formed up on the 16th for scheduled operations off Tinian Island, as Task Group 51.2, under the command of Rear Admiral J. WRIGHT, USN, OTC, aboard the U.S.S. ANCON, AGC-4. The next three days were devoted to tactical maneuvers, gunnery practice, and final landing exercises.

On the 20th, the ships returned to Saipan outer harbor, and remained at anchor for the next week. On the morning of the 27th, the squadron stood out to sea, underway for the invasion of Okinawa, a landing that would place American troops just 325 miles south of the Jap homeland.

The trip was uneventful. There were the usual endless briefings in the wardroom for marine officers and men. Topside, the decks were jammed at all times with troops. The SIBLEY was carrying over 250 more men than could be accommodated below decks. The surplus was forced to sleep on any available deck space. When the squalls came at night, those topside had no other comfort than to pull their ponchos tighter and try and keep dry. They had however, the luxury of fresh cool air, an advantage that was denied to those sweltering below in hot compartments.

As the squadron steamed on, the familiar wartime pattern of life at sea was resumed. The ship went to general quarters in the evening and early morning. Topside, all lights were extinguished at sunset. The squadron zig-zagged day and night. During the morning, the OTC, (Officer in Tactical Command) conducted tactical maneuvers, and the skipper was on the bridge to keep a weather eye on the officer of the deck and see that he kept proper station. The escorts picked up a couple of sound contacts and dropped depth charges, but no official kills were evaluated. On the 31st, one of the escorts exploded a floating mine by gunfire.

Already the Jap radio was hard at work turning out fantastic reports on the preliminary landing at Kerama Retto. According to them, most of our ships had been sunk and the attempted landing repulsed with great losses. Actually the 77th Division was making good progress and had taken the Kerama Retto Islands with few casualties.

Meanwhile, the main American fleet remained around the Jap homeland, cruising up and down the coast, concentrating on airfields at Kyushu and southern Honshu. The old battleships and cruisers poured the preinvasion bombardment on Okinawa. Further south, the British fleet was neutralizing the Sakashima Islands and Formosa.

General quarters sounded at 0515 on the morning of "L" day, Easter Sunday, as the squadron approached the demonstration area. Two cruisers and numerous destroyers were already off the southeastern beaches, picking targets at will on the high cliffs behind the shoreline. Return fire from Jap batteries appeared negligible. Sporadic anti-aircraft fire was observed coming from a group of LST's on the port side. CIC (Combat Information Center) had already reported one bogey in the vicinity and all gun crews were informed. At 0550, as the ships reduced speed to 2/3 ahead, a brilliant flash flared up on the port side of the U.S.S. HINSDALE APA-120, division guide for the port column. The ship paused for a moment and then began to list slightly to port. A Jap suicide plane had sneaked through the airpatrol and after dropping one bomb on an LST and setting it afire, continued on to crash into the side of the U. S. S. HINSDALE. The stricken ship lowered boats to pick up survivors, who had jumped into the water when the flames of the exploding plane shot up to the decks. Damage control crews were rushed to the engine room and effected temporary repairs that prevented sinking. Later the ship was taken under tow by a salvage tug. Meanwhile, the blaze on the LST reached the ammunition trucks topside and the fireworks started. Tons of water were directed on the fire by all available ships. It was not brought

under control until some hundred marines had died from the bomb blast and exploding ammunition.

At 0637, condition LA was set and the SIBLEY started to lower davit boats with a token number of marines for the demonstration. The 12 davit boats formed up with other ships boats at the assembly circle, and the waves proceeded toward the beaches. An extra realistic touch was given to the demonstration by planes laying a smoke screen along the shore line. A boat group officer later claimed that one of these was shot down by Jap shore batteries. The waves of boats approached to within approximately a thousand yards of the beach and then returned to the ships. By 0900, all boats were hoisted aboard and troops reembarked. At noon, the squadron formed up and retired from the demonstration area.

The procedure was the same for the demonstration the following morning. There was an unexpected interruption however, to the plan of the day. At 0623, condition LA was set and the boats prepared for lowering. CIC had already passed the word, there were so many planes in the air that it was unable to distinguish between bogies and friendlies. When condition LA was set, the personnel of the gun crews had to be changed, as many men were taken off the guns and placed at debarkation stations. The changeover was proceeding efficiently and boats were already being swung outboard, when E. S. WILEY, GMlc; USN, of Effie, La., stationed on the poop deck by a 40-MM battery suddenly gesticulated wildly, and let out a yell in his inimitable southern accent, "Lookit up da," all eyes turned in the direction. A lone Jap plane was approaching lazily out of the overcast at 2000 feet altitude. Ship's log for the day stated, "At 0635, Japanese plane "Sonia" appeared on port side, position angle about 48°, sky overcast with type 3 clouds. This ship opened fire with 40-MM guns, other ships in task group firing also. At 0636, ceased firing, having expended 142 rounds of 40-MM ammunition. Observed one hit by own guns, and at least two other hits. Plane's engine observed to be smoking when it disappeared in clouds."

Except for this unexpected interlude, the debarkation continued. Davit boats were lowered and filled with a token number of troops. The demonstration clicked as smoothly as the feint of the preceding day. By 0915, the boats were hoisted aboard. At 1200, the task unit was underway from the demonstration area. That night, Radio Tokio included in the nightly broadcast, the discription of the attempted landings on the southeastern beaches of Okinawa, and as usual stated, "The withering fire of our shore batteries caused the enemy heavy casualties". Actually not one bullet or shell landed any where near the boats. The nearest approach to american casualties were a few sea sick marines.

Whether the two demonstrations were responsible for the concentration of Japanese defense forces in the southern sector of Okinawa is not known. The main landing of the western side however, was practically unopposed on "L" day. Troops advanced standing up for the first ten miles. The heavy fighting took place a few days later when the Japs had time to make an about face and regroup their troops facing the north.

From the 3rd to the 12th, the squadron cruised slowly about 200 miles off the coast of Okinawa. Any minute, the Admiral expected to receive word to debark the 2nd Division on the western side. The land battle however, had progressed more favorably then the most optimistic

military men had hoped. On the 12th, orders were received to return to Saipan and stand by. Transports were to keep their cargo aboard and be prepared to get underway at a moment's notice for the return trip.

President Roosevelt's tragic death was announced over the PA system on the morning of the 14th, and ship's colors were halfmasted. On the afternoon of the same day, the squadron anchored in Saipan Harbor. Troops were debarked the following afternoon. The squadron remained at anchor until June 4th, waiting for orders to reembark the troops and return to Okinawa, orders which never came. Cargo remaining on board had been sent ashore on May 17th.

The days dragged by with endless monotony. Each afternoon, the liberty boat left for fleet landing at Tanapeg. Officers and men were trucked from there to the recreation centers about two miles south. The Sibley soft ball team with Lt.(jg) Jack ROUNTREE as coach and mentor, performed gallantly on the diamond several times, but was forced to strike its colors to the more professional team from the U.S.S. SANGAY. Although the SIBLEY lost the ball games, her loyal supporters clearly defeated the opposing rooters in the contest of insults. There were below decks inspection and topside inspections. The SIBLEY inspected the U.S.S. BAYFIELD APA-33, and in turn was inspected by the U. S. S. MELLETTE APA-156. In fact there were a hell of a lot of inspections. The squadron beachmaster held beach party maneuvers on the west coast of the island, and the SIBLEY was invited to participate. Her beach party went ashore for one night and was almost washed out to sea by the torrential downpour.

Lt. S. V. ARBOUR brought all gun crews to the firing range for two days, a trip that was a welcomed opportunity for about 6 officers and a hundred enlisted men to spend the night ashore in comfortable quarters. Swim call sounded each afternoon for those who preferred to remain on board instead of going ashore and getting their faces and bodies covered with fine coral dust. There was also the Jap prison camp at Charankanoo where the sailors could walk casually by and glower furtively at the Japs ensconced behind barbed wire. Finally there was the B29 base to which innumerable pilgrimages were made by all hands for the sport of souvineer hunting, the principle avocation of every curious American sailor and soldier. The salvaged aluminum plate from the crashed planes was used to make metal bands for wrist watches. It was at this time that Lt. L. C. PRATT, USMCR, of Jenkintown, Pa., Transport Quartermaster, became the ship's delphic oracle. If any scuttlebutt cropped up during the night, it was usually traced to the innocent looking Lt. PRATT, who promptly disclaimed any responsibility.

There was a good deal of uncertainty at the time as to what the squadron would do. The Okinawa operation was closed. Rumors were rife that a transport division, which included the SIBLEY, would sail shortly for the Amami Group of Islands, 150 miles south of Japan. The APA's were to unload troops and cargo in one day and retire from the area leaving the beach parties to work the beaches. No one on shipboard relished the possible assignment, after what the Jap Kamikaze pilots had done to the fleet off Okinawa. As was later learned, plans had actually been drawn up for the operation, but were called off at the last minute.

On June 2nd, the monotony was finally broken by unexpected orders for the squadron to get underway on the 4th for Tulagi Harbor, Florida Island, Solomon Islands. The squadron moved out that morning, enroute to Eniwetok and south to Tulagi. Wartime routine was followed until the ships reached Eniwetok, when morning and evening general quarters were discontinued. As the ships approached the equator, the following dispatch was received by seaweed telegraph from Admiral Davey Jones, Royal Scribe to His Imperial Majesty, Ruler of the Raging Main, "Neptunus Rex extends greetings to Commodore FLANAGAN, Royal Senior Shellback of Transport Squadron 15 and is pleased to greet him and all worthy shellbacks. Will board with my staff, ships under your command on the evening of nine June to serve subpoenas on all slimy scum who have the temerity to enter my realm in company with honorable shellbacks. Have your ship ready in all respects to render me full honor. At zero eight hundred local time, ten June, his Imperial Majesty, Neptunis Rex, Ruler of the raging main and monarch of the deep, attended by his Queen, Royal Baby, Princess, lawyers, doctors, scribes and host of other aristocrats of the briny deep, will board ships, your squadron to hear pleas of such scum as may be about and mete out justice to all. Direct all loyal and trusty shellbacks of the Ancient Order of the Deep to be prepared and assist in the trial and instructions of these backwater scums. All miserable and presumtuuous polywogs attend ye all this order."

On the morning of June 9th, the fratricidal battle between polywogs and shellbacks broke out. Bands of bloodthirstypolywogs roamed fore and aft, ferreting out the badly outnumbered shellbacks who by this time had fled for their very lives, and subjected them to ignominious hosings. The hallowed sanctity of the wardroom was invaded and gold braided shellbacks cowering in the corners were dragged topside for a cleansing of their sins by the water treatment. All that day, while the battle raged on gory decks below, the polywog banner in all its glory streamed defiantly from the mainmast. That night the triumphant polywog officers were forced to serve a sumptuous dinner in the wardroom to all shellback officers. Everything went smoothly until the polywogs passed vegetables in bedpans, poured out drinking water from enema bags, stuffed olives with various colored dyes, shot down a flying duck over the senior shellback's table and finally discovered a fire under another table and promptly extinguished it with well directed streams of water on the shellback diners.

The tables were reversed however, the following morning when the shellbacks summoned the polywogs to a kangaroo court on #2 hatch and meted out punishment. Neptunis Rex played by GULINO, F., CBM, of 178½ Wallace St., New Haven, Conn., sentenced all scummy polywogs to dire punishment. They were soundly whacked on their butts. The Royal Barber, MILLER, J. V., BMLc of 53 Ira Ave., Akron, Ohio, smeared grease on their face and hair and with a resounding kick, sent them through the tunnel of love (a long canvas tunnel filled with rotten vegetables). The suffering polywogs however, were still not finished. The Royal Surgeon probed their abdomens with an electric knife. To complete the drubbing, four shellback bruisers grabbed them, stuffed their mouths with flour and ducked them in the royal pool until they were forced to acknowledge themselves as brother shellbacks and renounce the prewar status of peace loving polywogs. The initiation ceremonies ended that night as the tired



crew cleared up the debris on the decks. Thanks should be given to all shellbacks for a first rate initiation ceremony. The polywogs, now honorable shellbacks, will always retain vivid memories of the occasion.

The squadron anchored at Tulagi Harbor June 12th, after passing through Iron Bottom Bay, the scene of early naval battles in 1942. Ship's company had an opportunity to go ashore and visit the native villages. A sudden craze for collecting catseye and catspaw shells, struck all hands. Within a few days, the deck hands had turned out remarkable necklaces. On the 15th, several ships were detached from the squadron, including the SIBLEY, and ordered to proceed to Espiritu Santo, New Hebrides. The task unit dropped anchor in Pekoa Channel, Espiritu Santo on June 17th. For the first time in many months, the weather was cool enough to use a blanket at night. Again the liberty parties came back with more and better souvineers, such as grass skirts and carved tortoise shell jewelry. The task unit was to load up all available cargo on the beaches and return to Guam for further orders. On the 28th, the SIBLEY completed loading and was underway, proceeding independently to Apra Harbor, Guam, arriving there on July 5th. The ship had been waiting for orders to return to the states. They finally came. On the 14th, unloading was completed and the ship was underway for the return trip to the United States. Everyone had high hopes for a 20 day leave.

#### MANILA AND THE WAKAYAMA OPERATION

The SIBLEY anchored in San Francisco on July 28th. All hands were given 4 days leave. Those who lived on the east coast, who could get a standby during their leave, and who were lucky enough to obtain plane accommodations to New York, enjoyed a short four day visit with their families. Other Easterners, who were not so fortunate, took leave in San Francisco, and in the long run spent just about as much money. Almost all the Middle Westerners reached home. The Californians were right at their front door step and made the most of the four priceless days.

All personnel had to be aboard the SIBLEY by August 6th, and assist in loading cargo and passengers. By the 8th, the ship was loaded. The following morning, passengers were brought aboard. At 1600, the ship was underway once more, steaming singly, enroute to Eniwetok, Marshall Islands, and eventually Samar, P. I. The rapidly deteriorating position of the Japanese armed forces on land and sea, had already precipitated a crisis in the homeland. Negotiations for peace were underway between Washington and Tokio before the ship left the states. Few expected the war to last more than several weeks after the introduction of the atomic bomb. On August 14th at 1308, word was received from President TRUMAN, via Army News Service, that the Japanese had accepted our terms of unconditional surrender, and that all offensive action by American forces should cease. After three years and eight months of violent fighting in an area that covered



practically the entire Pacific Ocean. The American people had whipped the Japanese Empire. There were still indications of enemy treachery, but they were merely the last gasps of a prostrate Japan. On board the SIBLEY, the news was received with an outburst of yells from the passengers around #2 hatch, otherwise there was little excitement or cheering. Everyone realized that there were still many months of steaming ahead before the ship would weigh anchor at some far eastern port and get underway for the return trip to the states. The only difference the peace announcement made to ship's routine, was to burn dimmed running lights at night.

The SIBLEY anchored at Eniwetok for a few days and then continued on enroute to Ulithi with Task Unit 96.6.5. On the 28th, Ulithi Atoll loomed up ahead. At 1021, the task unit dropped anchor. That afternoon the ships formed up in convoy formation once more, underway for Calicoan Harbor, Samar, P. I. The SIBLEY moored alongside the dock at Calicoan on September 2nd, and commenced to discharge cargo and passengers. By the 5th, the ship was unloaded and again underway, via San Bernardino Strait for Manila, proceeding independently.

It was at Manila that ship's company first saw the utter destruction that modern warfare can bring to a city. Most of the area had been literally pulverized. A few large functionally designed buildings made of reinforced concrete, remained standing even though they had been gutted by fire and damaged by vicious floor to floor fighting. The inner part of the harbor was well paved with hulks of Jap ships, destroyed by our bombers. The Philippines were trying bravely to restore their buildings and businesses. Small shops sold trinkets to service personnel at inflation prices. Street urchins were hawking worthless Jap occupation money by the bale for a few pesos. The Army had taken over most of the large buildings for administration purposes or living quarters. G.I.'s could be seen through gaping shell holes in the sides of the buildings, busily employed in hanging their wash in what was formerly the main floor of a bank or department store. All personnel went ashore with canteens after being warned not to drink the poison liquor, which had already caused numerous deaths among service men and women. Along the main streets, cheap restaurants had been hastily constructed from the rubbish of destroyed buildings. For a couple of pesos, the unwary customer could pick up a shot of whiskey and listen to a three or four piece jazz band wail out popular melodies of the nineteen-thirties. Everywhere there was the stench of rotting debris. There was no municipal lighting, heating, or sewerage system. Trolleys had not been running for months. Estimates were that reconstruction of the city would take from 10 to 15 years or longer. In spite of shortages of every necessity, the Filipinos were hard at work making the best of an almost impossible situation.

On September 9th, the SIBLEY was underway from Manila to Subic Bay with ships from Transport Squadron 14. The 2 LCM boats were left there with their crews. In the evening, the ships again weighed anchor and headed up the Luzon coast for Lingayen Gulf. The following morning, they dropped anchor off Aringay. On the 13th, the beach party went into the beach and commenced sending cargo to the ship in boats. By the 16th the SIBLEY had received all cargo and 1504 enlisted men and 70 officers of the 136th Infantry Regiment, 33rd Division. Four days later, the squadron was underway as Task Unit 54.6.1, enroute from Aringay, P. I. to Wakayama, Japan.

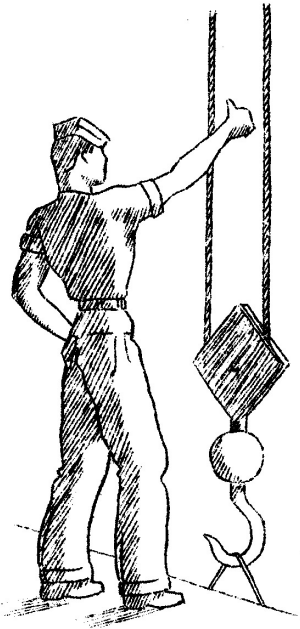
The voyage to the enemy homeland was uneventful. The squadron steamed along with full navigation lights burning. The occupation of Japan had already been underway for several weeks with no untoward incidents, and no one expected any trouble during this operation. At 2150 on the night of September 24th, radar picked up the first landfall, Point Ichie Saki, Honshu, distance 35 miles, bearing 045°. The squadron changed course to 344°(T) and at 2340, executed formation T, (a two column formation), before entering Kii Suido (Kii Channel), lying between the main Jap home islands of Shikoku and Honshu, a channel that had been swept clear of mines. Another course change was made to 000°. At 0416, land was sighted off the port bow, distance 17 miles. The Japanese villages along the shore had abandoned blackout procedure. Lights could be seen blazing brightly in the small coastal towns. The column of ships swung right to reach the transport area off Wakayama, and dropped anchor at 0620, approximately 12 miles from the landing beaches. Condition 1 ABLE was set, and debarkation of troops commenced.

The following two days were devoted to unloading cargo. On the beaches, the occupation troops formed up quickly into companies and then deployed inland to designated objectives. A lone Jap police officer stood on a sandy ridge, gazing impassively at the panoply of thousands of troops and tons of supplies pouring steadily across the beaches to the inland roads leading to Wakayama. At the center of the 4 landing beaches, stood a good sized steel plant that had never been completed. Further down on the right flank, was a gigantic partially destroyed plant for turning out heavy machinery or implements of war. Aside from the bespectacled, bandy-legged police officer on the beach the first day, there was no sign of the Japanese. They kept well away from the landing area. Supplies continued to plow across the beaches for the next two days. On the 26th however, the last day of unloading, a large group of Jap male civilians or demobilized soldiers came to the beaches and assisted. The incongruity of the Japanese unloading 6" projectiles that would have been used to kill their own people, was something that made most Americans pause in astonishment. Here were hundreds of the little yellow bastards that we had heard so much about, working calmly by our sides. If the same scene had occurred two months earlier, these very men would have been at our throats, pouring machine gun fire on the invading forces. At 1645 on September 26th, the squadron was unloaded and weighed anchor for the return trip to Manila.

The story of the U. S. S. SIBLEY is complete. There is still one more trip to the Kure Naval Base, Honshu, Japan, with occupation forces. At present the ship is anchored off San Fernando, fully loaded and ready to get underway on October 17th, on the final journey. Orders are confidently expected to return to the states by the middle of November.

## C O N C L U S I O N

Except for a few officers and enlisted men, the majority of the ship's personnel saw only the closing stages of the Pacific War. The early sea and land battles from 1942 to 1944, had already decided the outcome of the conflict. Nevertheless, all hands have experienced the hardships of being separated for months from their families, endured the oppressive heat and lived through the deadly monotony that is part of wartime routine on any navy ship. They have participated in two invasions and know the cost in killed and wounded of an amphibious operation. Through their individual efforts, they have made the United States the most powerful nation on the earth. Whether their country uses its power wisely and assumes its proper place in world affairs, depends largely on themselves. Only a few far-sighted men and women could foresee in 1937 that Japan's invasion of China would eventually change the pattern of their lives. When Italy went on the rampage in Ethiopia, and Germany started on her career of Nazifying the world, there were still diehards in the states who claimed the actions of other nations had no relation to our country's course. The war has shattered these illusions and the atomic bomb ended for all times, the policy of isolationism. If the men who served the SIBLEY and countless thousands of other navy ships, large and small, return to civilian life with the determination that the United States is part and parcel of a rapidly shrinking world, they will have truly won the war. Otherwise, they should prepare their children for another holocaust that may end civilization as they know it.



—THE END—

ROSTER OF SHIP'S OFFICERS AND CREW

McQUISTON, Edward I.           Commander  
 HAUKOM, John E.               Lieut. Comdr.  
 HANDLEMAN, Howard P.       Lieut. Comdr.  
 WRIGHT, Stevens T.M.       Lieut. Comdr.  
 LISTMAN, Charles E.       Lieut. Comdr.  
 ARBOUR, Sidney V.           Lieutenant  
 McCARLEY, Theodore T.       Lieutenant  
 GRASBERGER, Homer C.       Lieutenant  
 STOOTSBERRY, Raymond R.   Lieutenant  
 McMINN, Donald A.           Lieut. (jg)  
 HALL, William P., Jr.       Lieut. (jg)  
 CORNWELL, Joseph T.D., Jr. Lieut. (jg)  
 ALM, Walter E.               Lieut. (jg)  
 McKIE, Cliff H.              Lieut. (jg)  
 ROUNTREE, Jack              Lieut. (jg)  
 MERICAS, Evangelos C.       Ensign  
 HOLMES, Gordon              Ensign  
 KINKADE, Thomas H., Jr.    Ensign  
 ROBB, William J.             Ensign  
 SANFORD, Harvey M.         Ensign  
 SIMONS, Ferdinand G.       Ensign  
 VANDERHOOF, William D.    Ensign  
 CAPOCASALE, Eugene A.     Ensign  
 CARLSON, John C.            Ensign  
 McQUAID, James A.          Ensign  
 NOLAN, John W.             Ensign  
 ROBINSON, Henry             Ensign  
 SMITH, Wayne F., Jr.       Ensign  
 WINNER, Garrett E.         Ensign  
 CONRAD, Charles O.         Ensign  
 CUMMING, Robert B.         Ensign

STAFF OFFICERS

DAWSON, Emerson B.       Lieut. Comdr.  
 LYTTLE, James K., Jr.    Lieut. Comdr.  
 PEARSON, Alfred W.      Lieut. Comdr.  
 TURNER, William H.      Lieutenant  
 HUDSON, Charles A.      Lieutenant  
 CASSIDY, Charles H.     Lieut. (jg)  
 denDULK, F. William     Lieut. (jg)  
 LUX III, Samuel E.      Lieut. (jg)  
 TARRANT, Stanley D.     Ensign

WARRANT OFFICERS

SPIRES, William B.       Chief Machinist  
 WOODALL, Clarence E.    Ch. Electrician  
 TELFER, Glen M.         Chief Boatswain  
 VORTMAN, Marlin R.     Carpenter  
 WICKSTROM, Kenneth M.   Pay Clerk  
 CORDONIER, Joseph C.    Pay Clerk

UNITED STATES MARINE CORPS

PRATT, Leonard C., Jr., First Lieutenant

ENLISTED PERSONNEL

ABEGG, John F.               Slc(LC)  
 ABFALTER, Loren P.         SM3c(T)  
 ABRAHAMSON, Earl F.        Slc  
 ACKER, Garland P.         Slc  
 ACKERMAN, John E.         RdM3c(T)  
 ADDISON, Jerome J.        Cox(LC)(T)  
 AHERN, James E.            Slc(LC)  
 AHRENS, Bendix C.         Cox(LC)(T)  
 AIGNER, Fredric K.        SC3c(T)  
 AINSLIE, Robert F.        EM2c(LC)(T)  
 AJELLO, Leonard (n)        Mam3c(T)  
 ALAND, Bernard W.         Flc  
 ALFORD, Jack (n)          CCS(AA)(T)  
 ALLEN, Ivan "A" "J"        FCO3c(T)  
 ALLEN, Lyman S.            Slc  
 ALTIMUS, Richard D.       BM2c(LC)(T)  
 ANACLERIO, Carl R.        Flc  
 ANDERSON, Carl E.         Cox(LC)(T)  
 AREL, Norman E.            Slc(LC)  
 ARMITAGE, Warren E.      Ylc(T)  
 AUSTIN, Albert G.         Slc(LC)  
 AUSTIN, Richard E.        RdM3c(T)  
 AUTORINO, Nicholas A.     Cox(LC)(T)  
 AVILA, Carlos M.          Cox(LC)(T)  
 AVISE, Lyle J.             Cox(T)  
 BADIG, Neil E.            Slc(LC)  
 BAGLIN, Clinton E.        S2c(LC)  
 BAILEY, Louis S., Jr.     MM3c(T)  
 BAILEY, Junior            Slc(LC)  
 BAILEY, Russell Jr.       BM2c(LC)(T)  
 BAILEY, Wilfred A.        RM2c  
 BAKER, Paul E.            Cox(LC)(T)  
 BANNISTER, Everett T.     Slc(LC)  
 BARBER, Reed D.           Cox(LC)(T)  
 BARBER, William S.        Slc(LC)  
 BARNES, Samuel G.        RM3c(T)  
 BARNEY, Ersting R., Jr.   Slc(LC)  
 BARRETT, Walter G.        Slc(LC)  
 BARRETTA, Joseph (n)     B3c(T)  
 BARTLETT, Wilson L.      Slc(LC)  
 BARTON, Winston O.        Slc(LC)  
 BATES, Robert "P"         Cox(LC)(T)  
 BAUER, Edwin D., Jr.     Slc(LC)  
 BAUMANN, William H.      SF3c(LC)(T)  
 BEAUDETTE, Donald A.     Slc(LC)  
 BEAUDOIN, Gerald A.      Flc(LC)

BEDSON, Milleard J.	Slc(LC)	COFFELT, Theodore P.	RdM2c(T)
BEENE, Willie L.	Slc(LC)	COGBURN, Roy J.	CMM(AA)(T)
BELIVEAU, Raymond T.	Cox(LC)(T)	COLLYER, Robert L.	SM3c(T)
BELL, Lowell W.	Cox(LC)(T)	COLTON, Carl, Jr.	Slc(LC)
BENSON, Julian C.	Stlc	CONLEY, James M.	StMlc
BERRY, Emmitt D.	S2c(LC)	COWARD, Loney "J"	Ck3c(T)
BERRYMAN, Donald R.	RM2c(T)	COX, Jimmie R., Jr.	SSMB3c(T)
BEST, Carl N.	CBM(LC)(T)	CRAMER, Arthur G.	Slc
BILBOA, Louie (n)	S2c(LC)	CRAMER, Jack W.	Slc(LC)
BILOTTA, Vincent J.	Cox(LC)(T)	CRAPOL, Guenther A.	MoMM3c(LC)(T)
BINGHAM, Acel, Jr.	SM3c(T)	CUMMINGS, Daniel M.	SK2c(T)
BIRD, Eston W.	Cox(LC)(T)	CURRY, Calvin (n)	StM2c
BISHOP, Ervel H.	MMSlc(T)	DABBS, Carson (n)	SF2e(LC)(T)
BLACK, Jack E.	Slc(LC)	DAHL, Edmund W.	RdM3c(T)
BLAKLEY, William O.	Slc	DAMICK, James J.	SKD2c(T)
BLEDSON, Melvin L.	Slc(LC)	DANA, Thornley B.	SSML2c(T)
BLOOR, Harold Q.	SLc(B)	DAVIS, Albert C.	BM2c(T)
BOEHME, Heber J.	Slc(LC)	DAVIS, John J.	Slc
BOLES, David C.	PhM3c	DEITZER, Herman J.	GM2c(T)
BOURNE, Richard D.	Slc	DENOGHEAN, Eddie R.	MoMM3c(LC)(T)
BOWLES, Ellsworth J.	MoMM2c(T)	DESROSIERS, Leo J.	Cox(LC)(T)
BOYLE, James B.	BM2c(LC)(T)	DEVEREAUX, William J.	SM2c(T)
BRADY, Sylvester (n)	Slc(LC)	DICKEY, Roy H.	BM2c
BRADY, Leo F.	Slc(LC)	DILLARD, Ralph W.	StMlc
BRADY, Thomas J.	Slc(LC)	DODSON, Marvin S.	RM2c(T)
BRANDT, Leroy F.	Y2c(T)	DONAHUE, John F., Jr.	RdM3c(T)
BRAZ, Lionel C.	Slc(LC)	DRAFT, "R" "T"	StMlc
BRAZZIL, William G.	Slc(LC)	DRAWHORN, Curtis L.	Slc
BRIDGES, Bobby J.	GM3c(LC)(T)	DRUSCH, Arnold B.	Flc(LC)
BRITTON, Warner M.	HALc	DUNBAR, James K.	RM2c(T)
BRODENE, Lawrence H.	RdM3c(T)	DUNCAN, "M" "L"	RM3c(T)
BROGUE, Arnold R.	Bkr2c(T)	DUNLAP, Charles M., Jr.	RT2c
BROPHY, Thomas F.	Slc(LC)	DUNN, Samuel (n)	StMlc
BROSOWSKY, Herbert W.	Flc(LC)	DZUBINSKI, Chester L.	Y3c(T)
BROUGHER, Russell E.	SM2c(T)	EHRHARDT, Kenneth E.	CWT(AA)(T)
BROWN, Charles W.	SK1c(T)	ESTES, Lloyd A.	MoMM3c(LC)(T)
BROWN, Delmar E.	GM2c(LC)	FAIRCHILD, Fred P.	MoMM2e(LC)(T)
BROWN, Marshall S.	SM2c(T)	FAIRLEIGH, Perrin L.	QM2c(T)
BROWN, Martin (n)	Slc(LC)	FARVER, Henry M.	SSML3c(T)
BRUNNER, James N.	Slc(LC)	FERNANDEZ, Daniel (n)	RM3c(T)
BRYANT, Fred (n)	QM3c(T)	FERNANDEZ, Manuel (n)	Slc
BUDZINSKI, Daniel M.	HALc	FINLEY, James T.	RM3e(T)
BULL, Arthur H.	Slc(LC)	FISH, Earl E.	Slc
BURAS, Andrew P.	MM1c(T)	FLYNN, William J.	Slc
BURCH, Elice (n)	CSt	FOSSATI, Gregory (n)	MoMM3c(LC)(T)
BURNS, Roy P.	SM2c(T)	FOSTER, Harold L.	Slc
BURRI, Frank H.	SSMT2c(T)	FREEMAN, Maurice E.	GM3c(T)
BUSALACCHI, Stephen J.	Cox(LC)(T)	FUNK, Bertis H.	BM2c(T)
BUSSE, Robert G.	SK2c(T)	FUNK, Calvin B.	Cox(T)
CAIN, Tubal E.	Slc	GABICA, Henry (n)	QM3c(T)
CARTER, Clifton D.	MoMM3c(LC)(T)	GELLATLY, Robert E.	SF3c(T)
CASTANEDA, Jose (n)	Cox(LC)(T)	GERDSMEIER, Egon R.	GM3c(LC)(T)
CHANEY, Theodore E.	StMlc	GIFFEN, Jack D. M.	Cox(T)
CHOATE, Dale A.	EM2c(T)	GILMORE, "J" Chase	RM2c(T)
CLARK, Delmar W.	Slc	GIOVANNI, John J.	S03c(T)
CLEMENTS, Cecil V.	Slc	CLOVER, Hardy L.	SF3c(T)
COCHRAN, O'Neal B.	Cox(T)		

GOEBEL, John D.	PhM2c(T)	LENTZ, Solomon (n)	McMM2c(LC)
GOOSBY, George F.	Slc	LEVIEN, Lawrence C.	CEM(AA)(T)
GOVERIA, Eddie (n)	SF2c(T)	LINDSTROM, Edward A.	MM3c(LC)(T)
GOZZI, Bruno J.	Slc(LC)	LIVELY, Newlin T.	Cox(T)
GRADWOHL, Joseph R.	PhM3c(T)	LONG, William, Jr.	GM2c(T)
GRENSTED, Thomas E.	Flc(EM)	LOVEGROVE, Stanley E.	SF3c(DT)
GROVES, Earl M.	SC3c(T)	LUTKEMEYER, Kenneth D.	MMR3c(T)
GULINO, Felice (n)	CBM(AA)(T)	LUM, James D.	GM2c(T)
GUNLICKSON, Robert A.	MoMM3c(LC)(T)	LUNDBERG, Lennart E.	FC1c(T)
HALL, Brazel J.	MoMM3c(T)	LUNT, Albert W.	PhM1c(T)
HALL, Kenneth A.	Slc	LYSTER, James H.	RdM3c(T)
HAMMETT, Allan E.	RMLc	MAES, Raymond J.	GM3c(T)
HAMRIC, James N.	Ylc(T)	MAHALICK, Harry L.	BM1c(T)
HANDY, Alvin E.	Slc	MARAK, Joseph F.	Slc
HANNA, Francis P.	PhM2c(T)	MARTIN, Gerold C.	F2c
HANSEN, Arne G.	Slc	MARTINUCCI, Delmar A.	Slc
HANSON, Raymond J.	EM3c(T)	MASON, Richard R.	HALc
HARRIS, Jaffis (n)	StM1c	MASSEY, John D.	SM3c(T)
HARRISON, "C" "D"	Slc	MAY, Martin James Q.	Cklc(T)
HART, Edward W.	GM3c(T)	MAYFIELD, Ferrell P.	SM2c
HARTMAN, Harold E.	Slc	MAYFIELD, Lacy L.	McMM3c(LC)(T)
HAUF, Joseph F.	SM3c(T)	McDONALD, Doyle J.	Slc
HAWES, Lesandra B.	SM3c(T)	McDONALD, Kenneth L.	EM3c(T)
HEATH, James E.	RdM3c(T)	McDONALD, Millage M.	MoMM2c(LC)(T)
HEFFRON, Roy J.	FC3c(T)	McMAHON, Edmund B.	HALc
HELMER, Cecil A.	SSMC3c(T)	McKNIGHT, Smith E.	St3c(T)
HELMINSKI, William C.	RM2c	MEADE, John M., Jr.	SK1c(T)
HENDERSON, Thomas (n)	StM1c	MELTON, Herbert W.	McMMLc(LC)(T)
HESS, Vernon W.	Slc	MEZEL, Joseph W.	CMoMM(PA)(LC)
HILL, Clyde P.	Slc(LC)	MILLER, Carl D.	PhM3c(T)
HINKLE, Howard F.	Cox(T)	MILLER, Clarence L.	PhM2c(T)
HINTON, Thomas E.	GM2c(T)	MILLER, Donald E.	MM2c
HOLYCROSS, Charles D.	Slc(LC)	MILLER, Jack V.	BM1c(T)
HUGHES, Albert J.	Slc	MORRIESE, William A.	Ck2c(T)
HUGHES, James W.	Slc(LC)	MORRIS, John E.	MoMM2c(T)
HUGHES, Joseph G.	Flc(LC)	MORRISON, Harrel L.	Slc(LC)
HULLFISH, Walter H., Jr.	QM2c(T)	MORRISON, Julian G.	Flc
HYMAN, James E.	StM1c	MUELLER, Henry D.	EM1c(T)
IRVING, Albert J.	S2c	MULLICAN, Andrew M.	Slc(LC)
JACKSON, Andrew J.	Cox(T)	MURPHY, Joseph (n)	StM1c
JOHNSON, Carl M.	CBM(PA)	MURPHY, Pat M.	PhM3c(T)
JOHNSON, George P.	Slc	NABER, Gordon D.	Slc(LC)
JOHNSON, Henry C.	Slc(LC)	NELSON, Charles A.	MM2c(T)
JOHNSON, Leo A.	MM2c(T)	NELSON, Marvin L.	EM3c
JONES, James B.	S2c	NESTERUK, Albert S.	MM2c(T)
JONES, Wesley H.	BM2c(LC)(T)	NEWBERRY, Frank G.	WT3c(T)
KELLY, William M.	PhM3c(T)	NEWELL, Howard J.	WT2c(T)
KIRK, Jack (n)	SK3c(T)	NEWTON, Leonard E.	SMLc
KLINE, Perry D.	Slc	NICKLAS, James H.	PhM3c
KRAMER, Clarence G.	SC2c(T)	NICOLLS, Virgil M.	M3c(T)
KREBS, Thomas W.	SSML2c(T)	O'BRIAN, Ernest E.	Slc(LC)
KRESSIN, Corwin A.	SSML3c(T)	OHMSTEDE, Logan (n)	PhM1c
LACKEY, William S.	Cox(T)	OLIVER, Elliot (n)	MM3c(T)
LA PLANTE, John A.	SC3c(T)	OMSTEAD, Robert C.	FCO2c(T)
LASLEY, Oney W.	StM1c	O'RILEY, Jerry L.	SF2c(T)
LAWSON, Ellis S.	CMLc(T)	OSMAN, Edward D.	Y2c(T)
LENNEAR, Leo V., Jr.	St3c(T)	PACHECO, Trinidad B.	Slc

PAKEN, Charles (n)	Slc(CM)(LC)	SMALL, Paul E.	S2c
PANNEK, Walter A.	CSK(T)	SMALLEN, Donald D.	F2c(WT)
PARDE, George W.	Slc(LC)	SMITH, Bruce L.	S2c
PARKER, James R.	St3c	SMITH, Carl W.	S2c
PATIK, Stephen M., Jr.	BM2c(T)	SMITH, Kenneth R.	Slc
PETTERSON, Dwight E.	RM2c(LC)(T)	SMITH, Medford L.	F2c
PICKARD, Jefferson F.	PhM2c(T)	SMITH, Norman C.	Slc
PIECZONKA, Chester J.	Slc(LC)	SNOEN, Donald L.	Cox(T)
PIERCE, Howard E., Jr.	S2c	SNYDER, LaVern A.	PhM1c(T)
PITTS, Lawrence E.	Slc(LC)	SNYDER, Warren P.	S2c
POGUE, Clayton E.	PhM3c(T)	SCRONSON, Justin (n)	S2c
POLIDO, Gavino F.	St2c(T)	SPERO, Joseph M.	S2c
PRINCE, Charles R.	S2c(LC)	SPIVEY, Luther E.	WT3c(T)
PRUGH, Wendell O.	RdM3c(T)	STEEN, Elmer U.	GM(T)
QUINN, Edward F.	HALc	STEHMAN, Donald C.	F2c
RANSOM, James L.	Slc(Y)	STEPHENS, James W.	RM3c(T)
RATCLIFF, "X" "L"	HALc	STEPHNO, Joseph D.	S2c
RAY, Harry D.	MoMM3c(T)	STEVENS, Milton H.	S2c
RAWLUK, Nicholas B.	HALc	STEWART, William J.	S2c
REYNOLDS, Ralph J.	AerM2c(T)	STOKOWSKI, Wilfred J.	S2c
RHODES, Herman C.	Slc(LC)	STOUT, William P.	StMlc
RICHARDSON, Robert J.	MoMM3c(T)	ST. PETER, Clarence W.	S2c
RIGLEY, George T.	Cox(T)	STRACUZZI, Angelo R.	Slc
ROBERTS, Warren E., Jr.	RM3c(T)	STRANGE, Gayron S.	HALc
ROBERTS, William C.	RM3c(T)	STRESSSEL, Ernest F.	F2c
RODGERS, Dudley (n)	StMlc	STRONG, Ted L.	GM3c(T)
RODIN, Harold Z.	Slc(LC)	STURSBURG, William T.	S2c
RODRIGUEZ, George J.	HALc	SULLIVAN, Clifford W.	RM3c(T)
ROGERS, Bill D.	HALc	SULLIVAN, Elijah (n)	StMlc
ROHRABAUGH, Clarence L.	GM2c	SULLIVAN, James E.	Slc
ROLAND, Lawrence H.	Slc	SULLIVAN, Roy J., Jr.	F2c
ROSENBLUM, David (n)	PhM2c(T)	SULTZ, Glenn R.	F2c
SADLER, Thomas C.	BMLc(T)	SZACHNITOWSKI, Stanley J.	MoMM2c(LC)(T)
SANDINE, Carl A.	RdM3c(T)	TABLER, Karl E.	F2c
SAWYER, Raymond J.	CSM(AA)(T)	TAFT, Howard R.	F2c
SCAGLIONE, John (n)	SFlc(T)	TARBUTON, Kester I.	WT1c(T)
SCHMELZEL, Walter L.	S2c	TARDONA, Ernest (n)	S2c
SCHMIDT, John R.	S2c	TARDUNO, Thomas A.	F2c
SCHMITZ, Carl W.	BM2c(T)	TAYLOR, William E.	S2c
SCHMITZ, Ullin D.	S2c	TEOLIS, Fred F.	WT1c(T)
SCHULKE, Arthur W.	Slc	THIBODEAU, Kenneth D.	S2c
SERIO, Nunzio A.	S2c	THOMAS, George R.	S2c
SETTLES, William D.	HALc	THOMAS, William R.	Cklc
SHANNON, Wilbert L.	Bkr3c(T)	THORNTON, Thomas M.	HALc
SHARP, Theron J.	RM3c(T)	THURMAN, William H.	F2c
SHAVER, Norman E.	F2c	TILICKY, Joseph, Jr.	PhM3c(T)
SHELLEY, Stephen P.	PhM3c(T)	TIMMONS, Hobert L.	MoMM3c(LC)(T)
SHRIVER, Carman C.	S2c	TOCHALASKI, Joe L.	F1c(LC)
SHUFFIELD, James R.	F1c(LC)	TOUSIGNANT, Bernard J.	EM2c(GY)(T)
SHWATAL, Frank W.	GM2c(T)	TROUTMAN, Raymond H.	CM3c(T)
SIERRA, John J.	S2c	TUCKER, Earl F.	RM3c(T)
SILLERY, Robert E.	S2c	TUCKER, Wendell A.	CQM(T)
SIMMONS, Walter L.	StMlc	VARNER, Robert E.	MMlc
SKOCIK, Edward F.	F2c	VERGITH, Lyle J.	PFC USMCR
SLAVIN, Frank J.	F1c	VERRIET, Edward J., Jr.	St3c(T)
SLINGER, Richard D.	FC2c(T)		

VICKREY, Stafford S.	S2c	WILSON, Robert R.	RM2c(T)
WALDING, Richard J.	MoMM3c(LC)(T)	WINKELS, Cyril S.	PhM2c(T)
WALLACE, George A.	Ck3c(T)	WINTER, Robert V.	MoMM2c(LC)(T)
WALTER, Warren W.	CCM(AA)(T)	WISDOM, William R.	CM3c(T)
WARMAN, Phillip (n)	MoMM3c(LC)(T)	WITHEROW, Norbert R.	F2c
WATSON, Bruce O.	Slc(LC)	WOLAK, Fruno (n)	F2c
WEAVER, Carl L.	CPhM(AA)(T)	WOODIS, John F., Jr.	F2c
WEAVER, Dewey F.	EM2c(T)	WRIGHT, Walter (n)	StMlc
WELLMAN, Alfred W.	WT2c(T)	WRIGHT, Russell (n)	Flc(LC)
WEST, Louis L.	S2c	YAEGER, August J.	Slc
WHITISH, Harold J.	CSF(AA)(T)	YORDEN, Raymond E.	SM2c(T)
WILEY, Ervin S.	CGM(AA)(T)	YOUNG, William H.	BM2c(LC)(T)
WILLIAMS, Eugene M.	S2c	ZAHN, Herbert W.	MoMMLc(LC)(T)
WILLIAMS, Fred O.	MoMM3c(LC)(T)		