

## SECURITY INFORMATION

(k) MAJOR DEFECTS AND DAMAGE (CONT'D)

1. No. 2 still compressor (GM model AAA-1) rotor lobes made contact due to partial backing off of lock nut pc. 23 (GM part 3310396) before becoming properly constrained by the 1/8" cotter pin pc. 77. This allowed driven herringbone gear piece 19 (GM part 3310392) to slide axially and cause a timing shift between rotors. Both rotors were badly scored and pocked but were resurfaced by ship's force and reassembled for use since no spare rotor assemblies are carried. Performance of the unit after reassembly was normal but all rotor clearances are above assigned limits. Both rotor assemblies will be replaced upon receipt of material after return to port.

2. Cylinder liner of #2 unit #4 main engine developed small longitudinal crack near top of casting after 5429.4 hours of use. Replaced with new liner.

3. The speed correction input to the Mark 7 Mod 4 master gyro compass began driving continuously to maximum speed input on 7 May. Speed correction input was shifted to manual and use of the master gyro compass was continued throughout the patrol. An open or shorted synchronous motor capacitor is suspected.

4. The ball and socket joint in the flexible drive coupling of the low rpm snorkel cutout governor on #3 main engine was found to be separated on 11 May. Satisfactory on-board repair of the joint was not considered feasible and the spare unit had already been used on 28 April as the result of an identical failure. It was therefore necessary to do all one-engine snorkelling on another engine during the remainder of the patrol. These failures were found after less than 93.1 and 627.7 hours of use, respectively, and are considered to reflect a design deficiency. (Note: No instruction book for this Woodward type 172037G governor was available as of late 1951).

5. No. 2 periscope bearing transmitter commenced binding in train and shearing keys on 15 May and efforts to eliminate this by polishing the bearing surfaces were only partially successful. Placed out of commission pending further in-port investigation by ship's force.

(1) RADIO

Complete radio silence was maintained. The reduced crypto allowance as specified in CSPM 1-20 revised for submarines on hazardous duty was carried. Prior to the departing Yokosuka, arrangements were made with CTG 96.9 for reencryption of pertinent messages, information or action to CAMMAN. A total of 6 messages required decryption. Hourly readings were obtained on NPM, VLF, 16.68 kcs. CAMMAN is equipped with the Mare Island type retractable loop antenna and RMK-6 low frequency receiver. Detailed results are appended hereto. 4155 kcs was guarded for direct communications with CTG 96.9. Radio Subase Pearl, San Diego and all WestPac submarine force units were heard on this frequency. Reception was best between 1100Z and 1700Z. Guam George Sugar Fox reception was generally good throughout the patrol. Best results were obtained on 13,180 kcs. This was reliable and was within the frequency range recommended by DMC 14. Since all copying was done between the hours of 1900I to 0300I the higher frequencies were not used. The retractable whip was used submerged for the 1000Z recap with highly satisfactory results. One Sugar number was missed, due to its not being placed on

## SECURITY INFORMATION

(1) RADIO (CONT'D)

any recap. No jamming or non-atmospheric interference was noticed at any time on any frequency. Communications with the Army on Hokkaido were provided for on 3627.5 (CW) night and 7005 (C) day. Frequency shifts took place at sunset and sunrise. While those channels were never used for communications, test signals transmitted hourly by the Army station were heard loud and clear. Communication with USAF reconnaissance A/C were provided for by FECOM SOI on 142.02 MCs (V). A continuous guard was maintained on this net with negative results. A tape recorder was set up in the radio room for the purpose of recording George Sugar Fox when reception was poor and for recording Russian broadcasts of apparent interest. On 14 May recordings were made of Russian voice transmissions over 4158 kcs and are forwarded separately. On 24 May at 1025I VLF keying was heard on approximately 17 kcs over underwater loop, very loud and clear. "Victors" were sent by hand as if testing transmitter. Made tape recording. At 1404I heard signal again and obtained fair bearing of 020-200 degrees true. Increased depth to compare power of station with How Fox signal which was being copied at same time. Former faded out at 105 feet keel depth, while latter faded out at 70 feet. Made second tape recording, both of which are forwarded under separate cover. Finally, on 26 May, this suspected Russian VLF station identified itself as NDT (Radio Tokyo). Further reception of this signal was not recorded.

On 12 May the retractable whip lead-in parted but submerged reception continued unimpaired.

- Lead-in was broken where it joins antenna.
- Type of lead-in is 3/8" bronze wire 54" long.
- Frequency of reception was 9095 and 13180 kcs, using R.L. receiver.
- Strength and readability of signal was loud and clear.
- Resistance to ground was 10,000 ohms.
- Antenna was 3 feet above surface of water during reception. Reception was lost only when antenna lead-in itself was submerged.

(m) R.D.A.R

SV-1 performance was excellent throughout the patrol. Material casualties were of a routine nature and resulted in no significant loss of operating time. Reliable target acquisition range for a medium-sized, steel ship was about 25,000 yds while surfaced and 15,000 yds while at 54 ft keel depth. Ranges on land at these depths were 40 miles and 25 miles respectively. Extended radar coverage (ducting) was not normally observed, but was present occasionally. On the nights of 17 May in Joint Zone 6 and 23 May in Joint Zone 5, the coverage was fully reliable to a range of 80 miles, and would have been even greater if the radar console had provided a larger scale. On the latter night, a medium freighter was acquired with strong echo as soon as it entered the 80 mile range limit, and was observed to have a secondary pip trailing it. The following day the secondary target was observed to be a 1000 ton barge in tow 730 yds astern of the freighter. On both 17 and 23 May photographs, Enclosure (3), were taken of the PFI scope using a 35 mm Leica IIIc camera with Focastide close-up attachment and tripod. The film was exposed for one 15 second radar sweep and developed and printed on board. The coverage shown on the picture is in excess of 20,000 square miles. In sea state 2 or less, as many as five spurious contacts would be present at a time at ranges from 1 to 10 miles. They were clear contacts, somewhat smaller than ship echoes at the same range, but comparable to the return from fishing boats. They were tracked



(m) RADAR (CONT'D)

at an average speed of 35-40 knots, generally on courses close to 050° T. They were evaluated as migratory birds on the great circle course from Kyushu (or Formosa) to Kamchatka. ST performance was only satisfactory. Reliable target acquisition range was about 7000 yards, with occasional initial ranges up to 13,000 yards. Its performance was not good enough to permit its use as a search radar while submerged in time of reduced visibility. ST performance was not appreciably better on the surface than submerged. Extended coverage was not noted at any time.

(n) SOUND GEAR AND SOUND CONDITIONS

Sound conditions varied from poor to excellent with no apparent reason for the change. The sea state ranged from zero to five with an average condition of state two. JT consistently acquired targets at greater ranges than WFA. Maximum detection range for JT was 23,000 yards, against 12,000 yards for WFA. The single exception occurred on 31 May when Ship Contact #95, the VIACHESLAV MOLOTOV, was detected by WFA at 23,800 yds and by JT at 2,200 yds. Average detection ranges were 8,000 yards for JT and 5,050 yards for WFA. Twelve ship contacts were detected by JT at ranges in excess of 10,000 yards. On the other hand, under apparently similar bathymetric conditions, 5 contacts were detected at ranges of 3000 yards or less, and one could not be heard at all at a range of 800 yards while hovering at 100 ft rigged for Ultra Quiet. Detection ranges during a single day would vary from 15,000 to 4000 yards. There was no apparent correlation among detection range, injection temperature, bathythermograph trace, time of day, and depth of water. CW sonar transmissions were heard from ship contact #39, a PT boat similar to the Vosper class. The transmissions were heard initially on 22.4 kcs, keyed two or three times, then the key held down for about 60 seconds. The second time, a few minutes later, the transmission was heard for only a few seconds at a frequency of 24 kcs. The third and final transmission, heard a few minutes after the second, lasted for about 90 seconds, and had a frequency of 20.2 kcs. The intensity of the signals indicated that at no time was the transducer trained on the CALIAN. On the first and third transmissions, the intensity varied, as if the equipment were being tuned. No material failures occurred on any sonar equipment.

(o) DENSITY LAYERS

In the early part of the patrol in Joint Zone 5 the injection temperature remained consistently between 33 and 40 degrees. In Joint Zone 6, from 15-18 May, the temperatures were considerably lower, varying from 30 to 36 degrees and averaging 34 degrees. From 18 May to the end of the patrol on 1 June, the temperature in Joint Zone 5 varied between 40 and 43 degrees, with average about 42, except that from 0000 to 1100 on 21 May a warm current temporarily raised the injection to 56 degrees, and from 2200 on 23 May to 0700 on 24 May a current of 46 degrees was observed. The arrival and departure of these warm spots were abrupt. The water in Joint Zone 5 was uniformly isothermal between 1 May and 15 May. From 18 May to 31 May a slight negative gradient of between 2 and 3 degrees per 100 feet was usually experienced starting at about 60 feet. In Joint Zone 6, a sharp negative gradient was usually present, starting between 60 and 100 feet and dropping about 6 degrees in 50 feet. The gradient was 1/2 degree to 150 feet in the 56 degree current on 21 May, and 2 degrees to 150 feet in the 46 degree current on 24 May. Thirty-seven bathythermograph cards have been submitted direct to the Hydrographic Office.

## SECURITY INFORMATION

(p) HEALTH, FOOD, AND HABITABILITY

1. HEALTH - The health of the crew during the entire patrol was excellent despite the cold and damp living conditions. An unusually small number of common colds were experienced and no other illnesses occurred. Topside watch standers were adequately protected against the weather by the standard winter clothing allowance. The weather was not severe enough to warrant wearing Immersion Suits. Comforters proved to be very valuable items and it is recommended that submarines operating in northern areas this time of year carry heavy comforters for 100% of complement.
2. FOOD - The menu during the patrol was adequate and constituted a well balanced diet, though lacking in fresh vegetables after the first week. Fresh fruits (oranges, apples and grapefruit) were stowed in the torpedo rooms where they stayed well preserved with minimum loss until the supply was exhausted in three weeks. All available space was used for provision stowage, including outboard of the engines and cubicle and on the battery compartment decks, except that the after battery, after engine room, and after torpedo room access trunks were not used. Provisions carried were sufficient for 60 days. It is estimated that an additional 10 days' supply of canned goods could have been stowed in the access trunks if suitable stowage racks were provided permitting access to these spaces from below.
3. HABITABILITY - Time submerged averaged 17 hours daily during which the CO<sub>2</sub> content in the ship's atmosphere, if not revitalized, reached an average daily maximum of 3½%. When weather conditions permitted daytime snorkelling without risk of visual detection, this method was used to revitalize the air. Five minutes of snorkelling reduced the CO<sub>2</sub> content by half. Purging twice to a 2 inch vacuum reduced it to normal. When snorkelling was not practicable, the air compressors were run to reduce the internal pressure by 2½ inches, then pressure restored by bleeding air from a separate air bank. This method had very little effect toward reducing the CO<sub>2</sub> content. Use of oxygen or CO<sub>2</sub> absorbent was not considered appropriate at any time. It is to be noted that the exhaust gasses produced when snorkelling at low speed for this purpose were negligible, in contrast to the very persistent and noticeable vapor clouds produced by daytime snorkelling at higher engine speeds. (Attempts to photograph the latter were unsuccessful).

Partial partitions between adjacent bunks in the crew's after battery berthing space again proved highly desirable in affording greater privacy. Installation of individual bunk lights would have been an additional comfort to the crew, permitting reading in bunks while off watch without eye-strain. There were sufficient bunks and lockers to assign one to each individual.

A large amount of condensate was present at all times on the After Torpedo Room deck. This was formed on the hull at MBT #7 and accumulated despite all efforts to prevent it by use of electric heaters. It was in sufficient quantity to soak through the soles of shoes left on the deck linoleum for over 4 hours and it was necessary to spread burlap bags on the deck throughout the patrol in order to keep this in check. Condensate elsewhere in the boat caused a large number of electrical grounds, a situation which would be considerably aggravated in colder weather. A positive effort should be made to solve this problem.



## SECURITY INFORMATION

(q) PERSONNEL

Performance of officer and enlisted personnel was highly satisfactory throughout the patrol. Of the 8 officers and 73 enlisted men aboard, 2 officers and 15 enlisted men had made war patrols during World War II. Although satisfactory under conditions of this patrol, 73 proved to be an insufficient number of enlisted men to perform all the functions of routine watches which would be required during a combat war patrol. If a VLF transmitter had been used on the George Sugar Fox, if operating conditions had required continuous submergence, and if the ultimate ECM equipment with retractable mast antenna had been installed, then two additional watches, radar (SCM) and radio, would have been required continuously. During the patrol a "roving" electronics technician, with no regularly assigned watches, was used to perform electronic maintenance and to augment the regular watches whenever radio or radar was manned submerged. In addition, it would have been highly desirable to have a roving auxiliaryman and a roving electrician. The need for the electrician is especially great due to the large number of grounds occasioned by the heavy condensation experienced. In order to provide adequately for all the above watches and functions, a minimum of 81 men would have been required.

(r) MILES STEAMER - FUEL USED

Yokosuka to Joint Zone 5	-	837 miles;	10,635 gal.
In Joint Zones 5 and 6	-	3254 miles;	26,045 gal.
Joint Zone 5 to Yokosuka	-	327 miles;	13,290 gal.
TOTAL-		4928 miles;	49,970 gal.

(s) DURATION

Days enroute area	-	3
Days in area	-	30 $\frac{1}{2}$
Days enroute base	-	2 $\frac{1}{2}$
Days submerged	-	32

(t) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel Factor</u>
23	66,847 gal.	45 days	45 days

Limiting factor this patrol: Operation Order

(u) ELECTRONICS COUNTER-MEASURES

(Submitted separately under higher classification)

(v) REMARKS The following routine procedures were followed throughout the patrol:

1. Daytime search submerged - 2 quick, low power, high angle sweeps at head depth 58 ft followed shortly by 1 slower, high power horizon search with no. 1 periscope every 5 minutes at 55 ft. Horizon sweeps with no. 2 periscope every 15 minutes at 50 ft. In periods of low visibility operated ST radar on 20 mile scale during both rapid, low power sweeps. WFA and JT sonars searched 360° continuously. UQC turned on for detection of own and other low frequency noise. Checked self-noise daily with CIA and JT. Rigged for Patrol Quiet at all times submerged to increase sonar ranges and decrease own detectability.

2. Nighttime search surfaced - Operated ECM gear continuously, made single sweep with SV radar (no SS installed) on 20 mile scale every 10 to 20 minutes, averaging 15 minutes. During radar sweep operator watched PPI while ECM operator watched A-scope. Watch Supervisor and Quartermaster watched SV presentation on ST console in conning tower on 80 mile scale at same time. Radar navigation was accomplished in this manner also with no extra sweeps being required for this purpose. Radar transmitted only 3 minutes per hour. This doctrine based on following assumptions: Average expected detection range 25,000 yds. Maximum expected target speed 20 kts. Minimum acceptable detection range 15,000 yds. Interval between sweeps required to detect 20 kt target heading toward at 15,000 yds after having just missed detection on previous sweep at 25,000 yds is 15 minutes. Maximum reduction in detection range caused by a 20 kt target's ability to pass into and out of 25,000 yd circle undetected during 15 minute period of radar silence is 750 yds. This is acceptable, especially in view of the predicted percentage of extended radar coverage for this area. Only surface targets are considered since semi-continuous operation of radar would be required to detect closing aircraft by radar in sufficient time to dive. On bright nights operated TDA continuously except when WFA manned every 15 minutes to listen for pinging. Second tape recorder was located in radio room and used to record Russian voice and CW radio broadcasts. Special lead-in was run to ECM equipment in order to record any Russian VHF (AM) transmissions heard over this equipment. VLF and MF transmissions were recorded but no VHF transmissions were detected. Continuous high power, horizon search with #1 periscope. Steered by Area Course Clock on bright nights.

3. Daytime tracking and photography, submerged - Used ST radar for about 4 brief transmission periods in order accurately to solve target's course and speed. Attempted to gain position 2000 yds on target's beam on same side as sun and take bow, beam and quarter aspect photographs using 1K IV and 35 mm cameras alternately and changing settings between shots to insure success. All officers and quartermasters had been qualified in periscope photography but in practice Executive Officer normally manned cameras. Developed and printed 35 mm film on board for immediate identification and saved 1K IV film for processing ashore in accordance with instructions. Obtained turn-counts (carefully double checked later) and took 2 minute tape recording of target's underwater sound over JT.

4. Nighttime tracking, surfaced - Used SV radar for about 4 brief single sweeps per contact across target's sector only, concentrated ECM search on expected shipborne radar types, maintained maximum range to target which would permit accurate tracking unless visibility was such that visual identification (e.g. silhouette against moon-lit horizon) appeared possible, in which case closed to



## SECURITY INFORMATION

more appropriate range, presenting small radar silhouette. If time permitted, submerged ahead on track for moonlight or dawn periscope identification. Checked ECM gear carefully on all ship contacts for evidence of shipborne radar. If such was indicated, did not close range inside of 10 miles and presented small radar target.

5. Aircraft contacts - Dived to 150 ft if range closed to 10 miles on near-constant bearing.

6. Officer Watches - 2 officers each in 3 sections. Submerged - Commanding Officer and Diving Officer. When circumstances dictated, Chief-of-Watch would take dive (all had been previously qualified on board for this) allowing Diving Officer to assist in initial stages of target tracking until required personnel manned stations. Surfaced - C.O.D. and Watch Supervisor, whose duties included supervising periscope, ECM and radar watches. Latter manned TDC while Assistant Navigator manned DRT plot for tracking. Navigator (Executive Officer) alert all day, Captain and Ass't Navigator (CIC) alert all night. Captain called for all contacts.

7. Enlisted Watches - Crew divided into 3 sections standing 4 hr on and 8 off, except for 5 Chiefs-of-the-Watch standing 4 hr watches in rotation and one roving electronics repairman with no regular watches. If the personnel had been available, a roving auxiliaryman and a roving electrician would also have been designated. Consider that ultimately a radioman will be required on watch submerged also (for VLF reception). At present the radioman stands senior watches submerged.

8. General tactical doctrines - Maintained barrier patrol across traffic focal points. Submerged at different point prior first light each day and cleared immediate vicinity upon surfacing after last light each night. Attempted to detect presence of radar on all contacts, visually or by ECM, concentrating ECM search first on expected shipborne radar frequencies, then covering entire band. Was required to remain undetected only after western transit of Tsugaru Strait on surface during daylight. Believe this was successfully accomplished. Suggest that importance of transiting Tsugaru Strait undetected is greater than probability of sighting and avoiding floating mines, not visible at night, and that night-time transit is indicated.

9. Armament - It was apparent that the continued presence of small, lightly armed patrol craft in these confined areas might seriously hamper submarine offensive operations, and no economical weapon is presently carried in Guppies with which to destroy them. There appears to be a real need for about six 57 mm recoilless rifles, easily stowed below, with topside ammunition lockers.

10. General Notes - All masts and periscopes operated sluggishly, probably due to the increased viscosity of the hydraulic oil attendant with cold weather. Both periscopes fogged excessively at times but, in general, were acceptably clear based on the low standards of performance experienced in the Pearl Harbor and Okinawan areas.

C-O-N-F-I-D-E-N-T-I-A-L

## SECURITY INFORMATION

## ENLISTED (CONT'D)

PREVIOUS PATROLS  
WORLD WAR II

NAME	NEXT OF KIN	PREVIOUS PATROLS WORLD WAR II
DE VORE, Robert L. TM1(SS), 287 70 12, USN	Margaret DeVore, Mother Rt 4, Glasgow, Kentucky	4
DORFMAN, Sidney (n) EN1(SS), 224 63 31, USN	Lita Dorfman, Wife 512 8th St, Honolulu, T.H.	1
ELLIOTT, Gordon E. HMC(SS), 375 95 25, USN	Beryl Sheffield, Mother 1450 Vallejo St, San Francisco, Calif.	5
ELZINGA, Gerald E. EN2(SS), 302 28 49, USN	Julius Elzinga, Father 8539 Henry St, Highland, Indiana	0
ELICKSON, Bruce A. SO2, 366 24 84, USN	Joycelle B. Voelker, Sister Ellsworth, Wisconsin	0
EWING, John E. Jr. EMC(SS), 605 30 87, USN	Wilma R. Ewing, Wife 820 15th St., Honolulu, T.H.	5
FAIRBAIRN, Donald F. SN, 388 42 21, USN	John Fairbairn, Father Miller Natatorium, Aberdeen, Wash.	0
FARA, Thomas R. SN, 304 03 49, USN	Ray Fara, Father Greenacres, Laporte, Indiana	0
FORD, John F. EM1(SS), 247 98 28, USN	Fletcher Ford, Father 1815 E. Bridge St., Phila, Pa.	0
GAITO, Eugene (n) ENC(SS), 223 67 20, USN	Mrs. Eugene Gaito, Wife 708 Central, Westfield, N.J.	17
GOMES, Joseph S. Jr. FN, 900 25 68, USN	Joseph S. Gomes, Father 29 Ivy St., E. Providence, R.I.	0
GROVES, James E. EN3, 347 92 32, USN	Lillie M. Smith, Guardian P.O. Box 555, Bernice, La.	9
HENRY, Carlos E. TMC(SS), 337 09 50, USN	Jaenne D. Henry, Wife 505 Corry St., Honolulu, T.H.	7
HERDA, George F. EMFN(SS), 366 22 80, USN	John W. Herda, Father Rt 2, Box 1, Lonadale, Minn.	0
HILTEBRAND, Cleo D. EN2(SS), 841 60 49, USN	Mrs. S.H. Jopplin, Mother 3150 1/2 Holcombe Ave, Houston, Tex	3
HUFF, Albert E. SN, 348 40 66, USN	Dellie Huff, Mother 2605 N. 37th St, Fort Smith, Ark.	0
JESKE, Alvin (n) ET2(SS), 303 02 16, USN	Erich F. Jeske, Father Box 337, Kewaskum, Wis.	0
JOHNSON, Francis O. QM1, 702 76 17, USNR	Marcella E. Johnson, Wife 2756 N. 45th St, Milwaukee, Wis.	0
KLEFSKY, Arthur C. TM2(SS), 316 88 36, USN	Mildred M. Klefsky, Wife 1867, Kaiwo Dr, Honolulu, T.H.	3
KOOKEN, Joel T. SN, 418 21 07, USN	Mildred S. Corron, Mother Rt. 1, Front Royal, Va.	0
KUHN, Raymond R. EN1(SS), 207 46 86, USN	Catherine S. Kuhn, Wife 236 Main St, Honolulu, T.H.	0
LAHEY, Omar F. GMC(SS), 201 46 86, USN	Mrs. Omar F. Lahoy, Wife 522 9th St, Honolulu, T.H.	7
LEE, Edwin Charles A. Jr. CSG3, 875 80 85, USNR	Mrs. A.C.A. Lee, Wife Parkway Apts, Honolulu, T.H.	0
LEITGEB, William C. CS2(SS), 555 19 89, USN	William P. Leitgeb, Father Rt 1, Box 452, Great Falls, Montana	0
LIBRIZZI, Victor C. RUSN(SS), 718 36 67, USN	Mrs. Rose Librizzi, Mother 2235 New Haven Ave, Rockaway, N.Y.	0



## OFFICERS

PREVIOUS PATROLS  
WORLD WIDE IT

NAME	NEXT OF KIN	PREVIOUS PATROLS WORLD WIDE IT
CDR John E. BENNETT 100269, U.S. Navy	Geraldine E. Bennett, Wife 412 Center Drive, Honolulu, T.H.	5
LCDR Robert W. STECHER 165493, U.S. Navy	Barbara M. Stecher, Wife 211 8th St., Honolulu, T.H.	5
LT Richard M. CLARK 268036, U.S. Navy	Carol M. Clark, Wife 116 7th St., Honolulu, T.H.	0
LT Joseph L. SKOOG, Jr. 447923, U.S. Navy	Helen L. Skoog, Wife 229 8th St., Honolulu, T.H.	0
LTJG William P. BOEHM 479034, U.S. Naval Reserve	Jenifred S. Boehm, Wife 4105 Culver St, Oakland, Calif.	0
LTJG Hilton R. HEIMBACH 477348, U.S. Navy	Audrey C. Heimbach, Wife 16 Kukui St., Wahiawa, T.H.	0
LTJG Robert D. ADAMS 483267, U.S. Naval Reserve	Charles J.D. Adams, Father 15800 S. LeClaire Ave, Oak Forest, Ill.	0
LTJG Kent J. CARROLL 486338, U.S. Navy	Betty H. Carroll, Wife 108 Main St, Honolulu, T.H.	0

## ENLISTED

ABEL, Eugene T. RML(SS), 822 27 54, USN	John Abel, Father Hastings, Penn.	0
AGBANGLO, Eleuterio R. TN(SS), 583 18 88, USN	Benigna R. Agbanglo, Mother San Felipe, Zambales, P.I.	0
ANDERSON, James C. QL(SS), 680 31 87, USN	Patricia A. Anderson, Wife 1607 6th St., Albuquerque, N.M.	0
ATIBURCIO, Johnny (n) SD2(SS), 583 31 20, USN	Angelina S. Atiburcio, Wife Halawa Vet Hsg, Aiea, T.H.	0
ATKINSON, William K. SN, 304 32 42, USN	Edward Atkinson, Father 7234 Harvard Ave, Chicago, Ill.	0
BAKER, Walter J. TML(SS), 710 61 50, USN	Mildred G. Baker, Wife 3501 McCandles Blvd, San Diego, Calif.	0
BENEFIEL, George R. SN, 373 40 85, USN	George E. Benefiel, Father 3747 N. Sherman, Englewood, Colo.	0
BOWMAN, Charles B. SA, 439 29 52, USN	Laura Bowman, Mother 516 Grammercy Pl, Atlantic City, N.J.	0
BOYD, Thomas M. EN2(SS), 254 34 17, USN	Laurence T. Boyd, Father 3024 N. Taney St, Phila, Pa.	0
BYRD, Paul R. ENDFN, 995 46 02, USNR	Anita Byrd, Wife 12-D Manana Vet Hsg, Pearl City, T.H.	0
CAMPBELL, James W. SN, 422 75 80, USN	Wellington Campbell, Father 10 N. Fulton St., Homer, N.Y.	0
CHANDLER, Roger W. YN1(SS), 208 04 37, USN	Wendell C. Chandler, Father 23 Chennan St, Quincy, Mass.	0
CHEEK, Brannon F. RM2(SS), 568 63 94, USN	Elsie V. Cheek, Mother 3866 41st St., San Diego, Calif.	0
CROWLEY, Robert F. RML(SS), 872 71 35, USN	Margaret M. Crowley, Mother 2600 Madison St, St. Louis, Mo.	0
DAY, George L. TML(SS), 378 24 57, USN	Dorothy J. Day, Wife 832 York St, Vallejo, Calif.	6

C-O-N-F-I-D-E-N-T-I-A-L

SECURITY INFORMATION

ENLISTED (CONT'D)

PREVIOUS PATROLS  
LODGED UNDER II

NAME	NEXT OF KIN	PREVIOUS PATROLS LODGED UNDER II
LISNER, Charles G. FC1(SS), 300 96 96, USN	Virginia M. Lisner, Wife P.O. Box 578, National City, Calif.	0
LOTT, James E. EM2(SS), 276 49 47, USN	Ernest B. Lott, Father Box 393, Sumrall, Miss.	0
MAHER, Donald R. RMSN, 361 21 82, USN	Edward M. Maher, Father 201 Papiya St., Harlingen, Texas	0
MARTIN, Frank (n) EM1(SS), 785 69 72, USN	Stephen Martin, Father 1829 Crotona Ave, Bronx, N.Y.	0
MC CLURE, Alvin R. CS1(SS), 323 24 57, USN	Cecil L. McClure, Father 212 E. Webster St, Osceola, Iowa	0
MC KISSON, James L. TME3(SS), 347 18 24, USNR	Joan McKisson, Wife P.O. Box C, Monette, Ark.	2
MC DONALD, Michael C. EM2(SS), 373 11 97, USN	Grace McDonald, Mother Lusk, Wyoming	0
MILLER, Latnay H. EN1(SS), 347 14 51, USN	Ellen R. Miller, Wife 234 Main St, Honolulu, T.H.	0
MILLER, William J. EN1(SS), 662 23 67, USN	Eula L. Miller, Wife 512 1/2 7th St, Honolulu, T.H.	8
MORRIS, Anthony T. Jr. CS1(SS), 224 41 38, USN	Frances M. Morris, Wife 531 Main St, Honolulu, T.H.	0
MURPHY, Edward (n) ET3, 303 27 08, USN	James Murphy, Father Box 274, Bettendorf, Iowa	0
OCHOA, Robert W. EM2(SS), 569 03 85, USN	Ernest C. Ochoa, Father Box 98, Cottonwood, Arizona	0
PACKARD, Albert H. SN, 416 27 75, USN	Robert L. Packard, Father 659 Huron St, South Haven, Mich.	0
PENNINGTON, Walter H. EM3, 417 29 98, USN	W.P. Pennington, Father 3908 W. Moreno St., Pensacola, Fla.	0
POWELL, Bernarr R. SN(SS), 417 29 97	Ira Powell, Mother P.O. Box 3071, Lyrtle Grove, Fla.	0
QUICK, Robert A. EM1(SS), 554 71 15, USN	Robert Quick, Father 19 W. LaPlatte St, Butte, Mont.	3
REEP, Donald E. EM1(SS), 382 24 76, USN	Mrs. M.C. Smith, Mother P.O. Box 1083, Santa Lonia, Calif.	0
RIDDLE, Grant C. EM1(SS), 365 18 37, USN	Edna B. Riddle, Mother Box 137, Penn, Pa.	0
SALEH, Richard E. QM2(SS), 378 20 83, USN	Dorothy C. Saleh, Wife 303 N. Drive, Honolulu, T.H.	5
SCHMIDT, Vinton D. EMFN(SS), 571 26 30, USN	Vinton J. Schmidt, Father 2522 Dening Ave, Columbus, Ohio	0
SKAHAN, Paul J. RM2(SS), 715 36 76, USN	Mary L. Skahan, Mother 43 Lincoln Ave, Massapequa, N.Y.	0
SLOAN, Alva R. EM3(SS), 930 23 50, USN	Alva Sloan, Father Box 126, Baxter, Va.	0
SMITH, Marvin C. Jr. TM3, 361 51 92, USN	Marvin C. Smith, Father 117 Ave A, San Antonio, Texas	0
SOFFAR, Charles L. EM3(SS), 361 13 46, USN	Sam Soffar, Father 1437 Lowell Blvd, Denver, Colo.	0
SORRELLS, Robert H. FN(SS), 430 44 09, USN	Ruth A. Sorrells, Wife Gheals, Indiana	0



SECURITY INFORMATION

ENLISTED (CONT'D)

<u>NAME</u>	<u>NEAT OF KIN</u>	<u>PREVIOUS PATROLS</u> <u>WORLD WAR II</u>
SPALDING, Larner H. EN3(SS), 565 01 48, USN	Mrs. G.M. Spalding, Mother Rt 2, Box 322, Ojai, Calif	0
TALBERT, Wilber R. TM1(SS), 607 88 92, USN	Wilber R. Talbert, Wife 510 11th St., Honolulu, T.H.	5
THORNHILL, Robert H. EN3, 351 59 76, USN	R.C. Cartwright, Grandmother 605 S.W. 4th St, Marietta, Okla.	0
TOOLEY, John R. ICFA, 318 51 60, USN	Leland J. Tooley, Father 1238 N. Park St, Fremont, Neb.	0
TRUJILLO, John E. QE2, 618 70 96, USN	Marcelino Trujillo, Father 210 W 4th St., Walsenburg, Colo.	0
WALKER, "J" "E" EMFN(SS), 229 02 23, USN	Maude B. Hays, Mother 846 S 64 West Ave, Tulsa, Okla.	0
WASSERMAN, Ronald (n) TE3, 569 40 17, USN	Alice Wasserman, Mother 1066 W. Alma Ave, Los Angeles, Calif.	0
WOOD, William T., Jr. EM1(SS), 377 91 62, USN	Ruth D. Wood, Wife 2623 Davis St, San Diego, Calif.	0