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(k) MAJOR DEFECTS AND DAMAGE.

There were no material casualties of sufficient military import to prevent the boat from remaining on station to the limit of endurance.

HULL AND MACHINERY

1. The excessively noisy operation of the pitometer log and the often reoccurring need for minor repairs culminated in the decision to use the dummy log exclusively. The need for a quiet, reliable log of improved design continues to be strongly felt.
2. The tendency for carbon deposits to build up on the hard seat of the main snorkel exhaust valve emphasizes the importance of installation of a soft seated valve (ShipAlt 628K). Flooding of the snorkel exhaust line on shut-down was experienced several times during the patrol.

ORDNANCE AND GUNNERY

While submerged on 6 July 1954 during normal freshening charge of torpedo MK 28-3 register number 123959, a hydrogen explosion occurred in the forward section of the battery at 1158L. Caps to cells numbers 4, 9, 12 and 16 had their tops blown out and caps to cells numbers 3, 6, 10 and 13 were shattered. Electrolyte was sprayed over cell tops. No other damages was apparent. Ground reading of 3 volts dropped to $\frac{1}{4}$ volt after battery was cleaned with soda solution.

Charge was resumed and after 50 minutes was secured due to 50 volt ground. Ground disappeared when amphenol connection at war head joint ring was broken. Ground was traced to "X" circuit in nose, and this torpedo MK 28-3 remained out of commission for the remainder of the patrol.

At the time of the explosion the charge had been in progress for 3 hours and 40 minutes. Readings taken 40 minutes prior to the explosion were: average gravity 1.241, voltage 122, temperature 76° F with charging current of 7 amperes. Battery hand hole covers numbers 1 and 3 were off to allow natural ventilation.

Since ship had snorkeled for one hour commencing 0914, it is believed that the pressure fluctuations may have caused excessive hydrogen accumulation resulting in the explosion. Thereafter forced ventilation procedures using 225# air were used when charging torpedo batteries while snorkeling.

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(1) RADIO.

There were no significant material casualties in the radio equipment.

No difficulty was experienced in reception of signals, maintaining complete files, or decryption of messages.

Yoke Sugar Fox was received continuously with the loop antenna while submerged.

Jin Creek VLF reception was loud and clear submerged and is the subject of a separate report.

Two serials were received from ComSubGroup WestFac.

Radio silence was not broken.

(n) RADAR.

The SV radar was limited to strictly navigational use while in the patrol area, and care was taken to prevent its being beamed in the direction of Soviet controlled land areas, as directed in the Operation Order.

The ST radar was occasionally used during approaches on shipping, for search prior to surfacing in the evening, and during surface patrol in reduced visibility.

Only normal tube replacement was needed for the SV radar.

When replacing an ST transmitter tube on one occasion, it was found that three consecutive spare tubes were defective, having faulty filaments. This tube was the JAN-CL-4PR60A, an oft reported trouble maker.

(n) SONAR EQUIPMENT AND SOUND CONDITIONS.

Sonar conditions in the patrol area were fair to good with average detection ranges of 4,000 yards, maximum range of 12,000 yards.

Operating difficulties were experienced half way through the patrol with the SFA bottomside transducer. Tests conducted indicated a defective transducer head. No material deficiency of components within the hull could be found. This difficulty will be investigated upon return from patrol.

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(o) DENSITY LAYERS.

Daily Bathythermograph traces in the northern Japan Sea consistently indicated sharp negative gradients. The surface heating effect was evident by the differential surface and 350 foot temperatures. The average difference was 20° F, which corresponded to information contained in H.O. Publication 757.

(p) HEALTH, FOOD AND HABITABILITY.1. HEALTH.

Throughout the patrol the health of the crew was excellent. A slight flurry of head colds occurred half way through the patrol but passed quickly. One case of acute constipation occurred and was eliminated within 24 hours.

2. FOOD.

A well rounded diet and preparation commensurate with traditional submarine standards marked the meals served during the patrol. The procedure of snorkeling for about one hour around noon made it possible to serve fried and other odor producing foods at noon giving greater variety than is normally possible with dives exceeding 17 hours. Nightly baking by the leading commissaryman was a morale booster to all.

The fresh eggs loaded at Yokosuka were of high quality early in the patrol, but the palatability dropped to about 50% by the time of leaving station. Believe cold storage eggs still have a place for long cruises.

The efforts of several amateur cooks in turning out afternoon snacks of pizza, fudge and other delicacies were well received as were the holiday meal served on Independence Day and CALAM's tenth birthday, 17 July.

3. HABITABILITY.

Habitability on the patrol was excellent, temperatures and humidities being good throughout. With 70 enlisted men and 7 officers on board there were four vacant bunks for the crew and one berth in wardroom country. An additional one enlisted bunk and two officers berths can be rigged if required. CALAM is also well equipped with personal lockers, having one for every man in the complement and a few extra.

CALAM has the Sargo II battery installed, which with open tank ventilation and battery cooling system makes for a very comfortable boat.

In view of the lengthy dives (averaging 17 hours), the boat was revitalized around midday with snorkel.

Excellence of commissary loading helped reduce habitability problems to a minimum.

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(g) PERSONNEL.

Regular submarine qualification and on-the-job training was vigorously pursued throughout the patrol. Three of the eleven unqualified men on board completed qualification and the other eight men are expected to qualify within the next few weeks.

On Wednesday, 14 July 1954, a long dive was purposely made without snorkeling. Unqualified men, supervised by unqualified officers, conducted chemical revitalization procedure, using carbon dioxide absorbant and oxygen.

Many contributions to morale were made by the ship's cartoonist, C.L. LEWIS, ENC. The lockout contest and various game tournaments provided additional interest to all.

It is noteworthy that only 16 men on board had not made previous special patrols. Twenty five men had made more than 1 previous special patrol.

The performance of personnel was considered excellent.

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(v) REMARKS.1. Conduct of Patrol.

Daylight patrol was conducted submerged, daily dives averaging about 17 hours each. Nights were generally spent on the surface, although some snorkel charging was done on the few nights of good visibility. A midday snorkel charging and revitalizing period of 15 minutes duration on calm days, and one hour duration when the sea was state one or more was generally used.

Most patrolling was done in Joint Zone 5 within detection range of ships passing through the "Slot" as defined by operation order. However three jaunts into Joint Zone 10 were spread through the patrol period.

SV radar was not used for search in compliance with the Excon restriction imposed by the operation order. ST radar was used for fire control ranges and for search during poor visibility on the surface. ECM was manned continuously on the surface and snorkeling, and ECM mast was raised for complete frequency sweeps once hourly when submerged. Periodic radio frequency ECM searches were made, both surfaced and submerged, using the retractable whip antenna and RAK receiver, pursuant to specific request of JEIC representatives. Two sonars were normally manned submerged; when snorkel charging at low speeds WEA sonar was switched to TDM operation, and the operator made available to man the second periscope.

Deep dives were made daily, along with OMA checks of ships noise. The sinusous course clock was used for patrolling on the surface.

2. Soviet Shipping.

Of the 118 ships detected during the 22 days on station, 69 were tracked on easterly courses, 48 with westerly headings, and 1 undetermined. The traffic pattern appeared normal.

Of particular interest was the high percentage of ships noted to be equipped with radar. Of the 60 ships approached under adequate visibility conditions for close observation, 15, or 25% were seen to have radar antenna equipment installed. Three ships had parabolic radar antennas actually sweeping.

Several ships were observed to have deck cargo consisting of combinations of large trucks, tank trucks, dump trucks and landing craft.

3. Comments and Recommendations.

(a) The memorandum ECM search request received from the Staff, JEIC at the request of ComSubGruWesPac was a good nucleus on which to base emphasis for ECM search. It is strongly recommended that this practice be continued. The specially augmented version of SIG-1 provided by ComNavFE for the patrol was an excellent aid in ship surveillance.

(b) A modification to the EDO fairing on number 1 periscope was tested during the patrol, and proved its worth. In order to eliminate the hazardous exposure of this 9" by 22" giant during periscope photography of shipping, the 32" high deplumer was removed and a 5" faired hard wood cap substituted. A wood guide for the EDO fairing further down inside the periscope support completed the modification, so that the fairing would find its upper two nicarta bearings each time it was raised. The upper 50 $\frac{1}{2}$ " of naked scope can now be used without exposure of the large fairing. Previously only 23 $\frac{1}{2}$ " was available from optical window to top of fairing, which was inadequate for reaching above seas of average height. Details of the modification have been forwarded to the Type Commander.

Preliminary tests demonstrated that the modification caused neither abnormal binding in train, vibration, nor objectionable plume at any speed, including snorkeling, up to 10 knots. On patrol the modification stood up well. It is recommended that an alteration equivalent to a repair be authorized for accomplishment of this simple modification by forces afloat on all guppy submarines with the two-bearing EDO periscope fairing.

(c) Due to Eacon restrictions imposed by the operation order in combination with poor visibility, it was not always possible while surfaced or snorkeling to maintain a distance sufficient to avoid detection by other ships, as specified in Annex A to the operation order. Eacon restrictions required that radar be restricted to intermittent use in directions away from any USSR controlled land areas.

The value of radar emission control is readily appreciated, particularly when established by an officer in tactical command. However, for a submarine on patrol to be deprived of even judicious use of a possessed military characteristic capable of saving it from destruction, through inflexibility of an eacon restriction, is distressing.

In the case of the present example, the GALEN, snorkeling or surfaced, may have very possibly been detected first by any Soviet ship or submarine transiting La Forcuse Strait and using its radar circumspectly - and probably was, were any such submarine transits made during this period of poor visibility. ECM equipment when working at its best is not a high percentage detector like radar. As is well known, it detects only when both of the following conditions are met: (1) when the enemy is transmitting, and (2) when ECM equipment is tuned to or near the enemy frequency at exactly the time of transmission. Location by ECM is by nature even more difficult under such circumstances than detection. It can be readily believed that probability of ECM detection and location of a discreetly sweeping radar would be extremely low.

To enhance realism in the conduct of shipping surveillance patrols, it is strongly recommended that future operation orders bear a more flexible radar Eacon order. The submarine commander, as OTC, should be permitted the decision of whether or not intelligent tactical use of his search radar is indicated, based on his estimate of the situation. The submarine would then have a fighting chance to make first detection, to remain undetected, and to maintain the initiative of surprise.

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(d) The U.S. Navy P2V that surprised GALEN with a simulated bombing run on 23 June 1954 provided a very realistic drill for the boat. This activity took place in GALEN's haven several hours before entering the patrol area on a clear, calm day. It is recommended that such exercises be scheduled for patrol aircraft whenever submarines are enroute to a patrol area, without knowledge of the submarine concerned, in order to improve submarine alertness and test the detection odds of VP versus submarine under varying realistic conditions. Such exercises should be limited to a number of runs that would not materially slow down the submarine's SOA, in order that the latter would not have to break radio silence for the transmission of a corrected position report. It should be added that such exercises are not for faint heart.

(e) A simple method of utilizing battery ampere-hour meters was used satisfactorily during the patrol. Meters were only zeroized on completion of normal charges. On termination of all other charging periods, ampere-hour meters were reset by reducing their readings 10% of the ampere-hours charged. In this fashion a very reliable index of battery capacity was always readily available by direct reading of the meter. All regulations on care of the battery were complied with.

(f) The reliability of the torpedo Mk 28 remains a service problem. The GALEN is sold on the splendid performance of this fine anti-escort weapon when it is made ready, taken to a nearby operating area and fired. However, its chances of retaining its readiness during a patrol still seem to be only fair. See section k.

(g) In preparation for this patrol, GALEN revived one of the World War II procedures of removing topside gear prior to departure. Deck tackle, torpedo loading beams and gear, fueling at sea hose and lifeline stanchions were among the truckload of unnecessary rattle sources that were stored ashore at Yokosuka for the duration of the patrol. As a result superstructure noise was practically nil for the entire period.

It is recommended that this practice be continued, and further that messenger buoys be authorized by the type commander for similar removal. They are usually bursting out in bright orange color by the end of a patrol. A buoy would be an unwanted calling card if lost in the patrol area, as they sometimes have been in heavy weather.

(h) The loss of the AS/371 and AS/393-BLR high frequency ECM antennas early in the patrol was keenly felt. No further intercepts above 1000 megacycles were possible. However, ECM searches of the lower radar and radio frequencies were maintained throughout the patrol.

(i) This third special patrol of GALEN has reiterated the versatility of the IA conversion. It has nicely shown the reliability, endurance and habitability of the 4 engine guppy with Sargo II battery. Open tank ventilation and battery cooling paid dividends in morale as well as battery performance. Similarly the vinyl paint topside and in the superstructure has proved invaluable as a preserver of both metal and man-hours.

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SAILING LIST

<u>Name, File No., Rank</u>	<u>Name and Address of Next of Kin</u>	<u>Patrols</u>	
		<u>World War II</u>	<u>Special Patrols</u>
OFFICERS:			
GALLAGHER, Roy Holland 165539, LCDR	Mrs. R.H. Gallaghere (Wife) 222 Plantation Drive, Honolulu, T.H.	4	2
KEEVIL, Arthur Kurtz 389713, LT	Mrs. A.K. Keevil (Wife) 325 Center Dr., Honolulu, T.H.	0	1
VOGELE, William Albert 521937, LTJG	Mrs. Marjory H. Vogele (Wife) 3607 Flaherty Circle, Honolulu, T.H.	0	1
RONCEY, James Raymond 494051, LTJG	Mrs. James R. Roncey (Wife) 216 G Ave., MHA #1, Honolulu, T.H.	0	1
HUGHES, Ray Stewart 532905, LTJG	Mr. R.H. Hughes (Father) 810 Rex St., Muncie, Indiana	0	1
CAGNEY, Thomas Patrick 555060, LTJG	Mrs. Phyllis H. Cagney (Wife) 205 7th St., MHA #1, Honolulu, T.H.	0	0
LUCAS, Harry Earl 569182, ENS	Mrs. Louise L. Lucas (Mother) 1513 Catherine St., Harrisburg, Pa.	0	0
ENLISTED:			
ADAMS, Jr., Philip Raymond 208 34 80, SN(SS)	Mr. Philip R. Adams, Sr. (Father) 52 Eleanor Terrace, Fairfield, Ct.	0	1
ASHWORTH, Jr., John Thomas 276 82 32, EM3(SS)	Mr. J.T. Ashworth (Father) 4610 Millersville Rd, Indianapolis, Indiana	0	1
ATIBURCIO, Johnny (n) 563 31 20, SD2(SS)	Mrs. Angelina S. Atiburcio (Wife) 80-B Saratoga Dr., Kalawa Vets, Hsg. Honolulu, T.H.	0	2
ATKINSON, William Keyes 304 32 42, SN(SS)	Mr. Edward K. Atkinson (Father) 14326 South Lawndale Ave., Madlothian, Illinois	0	2
BAINS, Richard (n) 497 39 41, ET3(SS)	Mr. G. Bains (Father) 143 Chancellor Rd., Hampton, Va.	0	0

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ENCLOSURE (3)

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<u>Name, File No., Rank</u>	<u>Name and Address of Next of Kin</u>	<u>Patrols</u>	
		<u>World War II</u>	<u>Special Patrols</u>
BANGLOS, Patrick Paterno 335 45 97, SN(SS)	Mrs. Mary M. Banglos (Wife) GY-F Rangers Loop, Malawa Vets Housing, Aiea, Oahu, T.H.	0	0
BATDORF, Robert Merlin 462 68 19, SN	Mrs. May Batdorf (Mother) 256 Jefferson St., Wauscon, Ohio	0	0
BEUSE, Richard Lee 335 28 89, YN2(SS)	Mr. Roy A. Beuse (Father) Claremont, Minnesota	0	1
BLEVINS, Lloyd Ceanon 425 84 96, CS3	Mr. Roy A. Blevins (Father) Route 7, Box 101, Lubbock, Texas	0	0
BLOODWORTH, Earl Eugene 438 61 03, FN(SS)	Mrs. Lola Bloodworth (Mother) 3691 Laclede Ave., St. Louis, Mo.	0	1
CAMPBELL, James Wellington 422 75 80, SO3(SS)	Mrs. Shirley J. Campbell (Wife) 10 N. Fulton St., Homer, New York	0	1
CHALLIS, Clarence Raymond 429 43 38, EM2(SS)	Mr. George L. Challis (Father) 118 S.W. 20th St., Pendleton, Oregon	0	1
CHAPMAN, Wayne Allen 323 93 55, EM2(SS)	Mrs. Dora V. Chapman (Mother) 520 S.E. Rose, Des Moines, Iowa	0	1
COLLINS, Ray (n) 656 97 57, TM1(SS)	Mrs. Mildred L. Collins (Wife) 636 16th St., NHA #3, Honolulu, T.H.	6	2
COX, Charles Brickwood 892 64 22, FA	Mr. Charles B. Cox, Sr. (Father) P.O. Box 192, Waialua, Oahu, T.H.	0	0
CRENSHAW, Theodore Reuben 368 43 06, HLC(SS)	Mrs. Melba A. Crenshaw (Wife) 947 Korrell Dr., Honolulu, T.H.	0	1
CROWLEY, Robert Francis 872 71 35, EM1(SS)	Mrs. J.P. Crowley (Mother) 4477 Lee Ave., St. Louis, Mo.	0	2
DITTBORNER, ValRay (n) 440 10 43, SN	Mr. Ray Dittborner (Father) 3178 Arroba Way, San Jose 25, Calif.	0	0
DUDLEY, Nicholas Lee 361 02 82, ET1(SS)	Mr. J.B. Dudley (Father) Route #1, Box 603B, Channelview, Texas	0	1
EASLEY, William Chapman 876 84 13, FM1(SS)	Mrs. Elsie Easley (Mother) 721 N. St., Eureka, Calif.	0	1

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		<u>World War II</u>	<u>Special Patrols</u>
ELZINGA, Gerald Roy 302 28 49, EM2(SS)	Mrs. Julius Elzinga (Mother) 8539 Henry St., Highland, Indiana	0	2
EVERTON, Jr., Lennie James 266 25 53, EM1(SS)	Mrs. Ruth E. Everton (Wife) 526 10th St., NHA #2, Honolulu, T.H.	12	3
FAIRBAIN, Donald Fredrick 388 42 21 FT3(SS)	Mrs. Darlene Fairbairn (Wife) 220 Tacoma Ave., South #605, Tacoma 3, Washington	0	1
FARL, Thomas Ray 304 03 49, G-3(SS)	Mrs. Tom Fara (Wife) LaPorte, Indiana	0	2
FARRIS, Carlyn LaFrance 426 80 48, EMFW(SS)	Mr. Sterling Farris (Father) 805 So. Calif. St., Monrovia, Calif.	0	1
FORD, John Fletcher 247 96 28, ELCA(SS)	Mrs. Mary J. Ford (Wife) 1815 E. Bridge St., Philadelphia 24, Pa	0	2
FRIES, Robert (n) 989 11 67, YN1(SS)	Mr. Jack Fries (Father) 3345 South Thompson Ave, Sanger, Calif.	0	1
GAITO, Eugene (n) 223 67 20, EMC(SS)	Mrs. E. Gaito (Wife) 635-R St, Renton 2, Washington	9	2
HAYES, Charles Martin 426 80 47, EM3(SS)	Mr. L. Hayes (Father) 4291 24th St, San Francisco, Calif.	0	1
HENRY, Carlos Edward 337 09 50, TMC(SS)	Mrs. C.E. Henry (Wife) 962 Fuqua St, Honolulu, T.H.	7	2
HENRY, Warren Harvey 442 67 59, IC3(SS)	Mr. Jasper Henry (Father) 4505 21st St, Racine, Wisconsin	0	1
HOBSON, Elmer LeRoy 369 06 85, EM3(SS)	Mrs. H.E. Hobson (Mother) Rich Hill, Missouri	0	0
JONES, Chalmers Earl 625 29 73, EM1(SS)	Mrs. Sybil K. Jones (Wife) 1377 Linspani St., Honolulu, T.H.	7	1
JOY, Edward Joseph 965 33 28, EM3N	Mrs. W.G. Pearson (Mother) 1515 Marion Ave, Marion, Indiana	0	1
KAN, Darryl Blayne 418 52 47, SN	Mr. George Kan (Father) 902 24th Ave, South, Seattle, Wash.	0	0

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		<u>World War II</u>	<u>Special Patrols</u>
KIDDER, Frederic Henry 202 15 95, CSCA(SS)	Mrs. Lorraine K. Kidder (Wife) 935 Murray Dr., Radford Terrance, Honolulu, T.H.	7	0
KLEFSKY, Arthur Carl 316 88 36, TW2(SS)	Mrs. Marie Klefsky (Wife) 533 16th St., NHA #3, Honolulu, T.H.	3	2
KOOKEN, Joel Thomas 418 21 07, ET2(SS)	Mrs. Mildred S. Carron (Mother) R.R. 1, Front Royal, Virginia	0	2
KUHN, Raymond Rudolph 807 14 42, EN1(SS)	Mrs. Catherine "S" Kuhn (Wife) 236 Main St, NHA #2, Honolulu, T.H.	0	2
KREMER, Melvin Merrell 462 32 03, SW	Mrs. Peter H. Kremer (Mother) 237 North Central, Glendale, Arizona	0	0
LAHEY, Omar Francis 201 46 86, GAC(SS)	Mrs. Josephine R. Lahey (Wife) 522 9th St., NHA #2, Honolulu, T.H.	7	2
LAUDER, Richard Peter 277 28 80, FW(SS)	Mrs. Peter Lauder (Mother) 1235 Edgewood Dr., Mentor, Ohio	0	1
LEWIS, Carl Lacy 341 88 35, EWC(SS)	Hazel Irene Lewis (Wife) 982 Valkenburgh St, Moanalua, Honolulu, T.H.	9	1
LIBRIZZI, Victor Charles 718 38 67, EW3(SS)	Mr. Rosario Librizzi (Father) 123 Beh-29 St, Edgemere, Long Island, New York	0	1
KINGOSING, Anancia (n) 583 18 23, SD3(SS)	Mrs. Gladys M. Kingosing (Wife) P.O. Box 1666, Waiapahu, Oahu, T.H.	0	2
MARTIN, Frank (n) 785 69 72, EM1(SS)	Mrs. Marcella M. Martin (Wife) 919 16th St, NHA #3, Honolulu, T.H.	0	2
MC KISSON, James LeRoy 347 18 24, TEW2(SS)	Mrs. Joan McKisson (Wife) 619 15th St, Honolulu, T.H.	2	2
MC PHEE, Clyde Malcolm 303 96 03, ET3	Mr. E. Clyde McPhee (Father) 224 Millbridge Rd, Riverside, Illinois	0	0
MILLER, Latnay Harold 347 14 51, EM1(SS)	Mrs. Ellen R. Miller (Wife) 234 Main St, Honolulu, T.H.	0	2
MILLER, William Joseph 662 28 67, EM1(SS)	Mrs. Eula D. Miller (Wife) 331 Lehua, Pearl City, Oahu, T.H.	8	2

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		<u>World War II</u>	<u>Special Patrols</u>
MOOTY, Richard Lee 438 95 68, FN(SS)	Mr. Elvie Eli Mooty (Father) 404 West 8th St, El Dorado, Arkansas	0	1
MORGAN, Jr., Robert Francis 989 32 60, EM3(SS)	Mr. Robert F. Morgan (Father) Rt. 2, Box 204-C, Sanoma, California	0	0
MILSON, Charles Eric Martin 569 43 41, CM3(SS)	Mrs. O.M. Milson (Mother) 1149 San Bernardino Ave, Pomona, Calif.	0	3
PACKARD, Albert Henry 416 27 75, TM3(SS)	Mrs. R.L. Packard (Mother) 659 Huron St, South Haven, Michigan	0	2
PECK, Norman John 316 75 94, FN	Mrs. John A. Peck (Mother) Box 24, Hawarden, Iowa	0	1
PITTS, Jack Terrance 361 73 59, EM3(SS)	Mrs. Mildred Lucille Bodway (Mother) 6308 Brooklea, Houston, Texas	0	0
PRICE, Robert (n) 462 90 57, IOFN	Mrs. Emma W. Price (Mother) 1695 W. 24th St, Cleveland, Ohio	0	0
ROGERS, Douglas Arthur 388 29 25, EM3(SS)	Mrs. Nova Rogers (Mother) Route 1, Box 14, Port Angeles, Wash.	0	1
SLATTERY, John Joseph 340 96 54, FN(SS)	Mr. John J. Slattery (Father) 3344 Dix Ave, Overland 14, Mo.	0	1
SMITH, Robert Prescott 436 31 96, CM3(SS)	Mrs. Martenah E. Smith (Mother) Maple Ave, Rutland, Mass.	0	0
SORRELLS, Robert Harold 430 44 09, EM2(SS)	Mrs. Ruth Alyn Sorrells (Wife) Shoals, Indiana	0	1
TALBORT, Wilbur Roland 607 88 92, TL1(SS)	Mrs. J.E. Talbort (Wife) 510 11th St, NEA #2, Honolulu, T.H.	5	2
TATE, Troy Junior 423 21 20, TM3(SS)	Mr. E.C. Tate (Father) 1314 S. Musk St, Sherman, Texas	0	1
THARP, John Walroy 445 43 29, SM(SS)	Mr. Fred L. Tharp (Father) 202 Waverly Road, Chesterton, Indiana	0	1
TOOLEY, John Richard 318 51 60, IO3(SS)	Mr. L.J. Tooley (Father) 1236 N. Park Ave., Fremont, Nebraska	0	2

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<u>Name, File No. Rank</u>	<u>Name and Address of Next of Kin</u>	<u>Patrols</u>	
		<u>World War II</u>	<u>Special Patrols</u>
TRUJILLO, John Ezequil 618 70 96, G22(SS)	Mr. Marcelino Trujillo (Father) 210 W. 4th St, Walsenburg, Colorado	0	2
WAHLSTROM, Clarence Albert 302 49 54, TASN(SS)	Mrs. Mary Wahlstrom (Mother) 6519 St. Poeria, Chicago, Illinois	0	2
WOODEN, Louis Everett 671 36 28, T11(SS)	Mrs. L.E. Wooden (Wife) 901 McMorris Dr, Honolulu, T.H. 11	11	1
WRIGHT, Donald Shelton 432 01 02, SH(SS)	Mrs. Zona G. Washburn (Aunt) 850 Halleluy Rd, San Marino, Calif.	0	1
ZAMAN, Marvin William 328 75 01, E1C(SS)	Mrs. Elaine H. Zaman (Wife) 1033 McMorris Dr., Honolulu, T.H.	6	1
SIMON, Richard (n) 971 86 90, SDSW	Mr. Andrew Simon (Father) 11105 Nelson Ave, Cleveland, Ohio	0	0

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