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U.S.S. HERALD OF THE MORNING

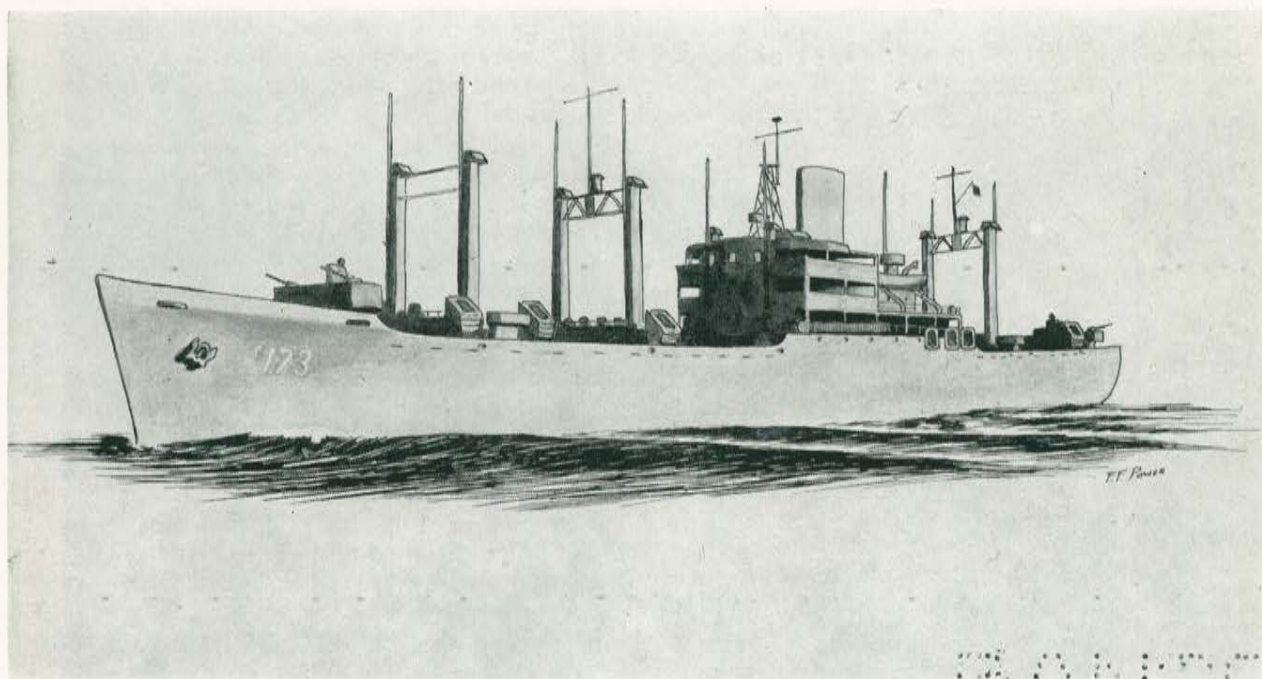


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THE U.S.S.

Herald of the Morning



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Captain Harry A. Dunn, U. S. N.

Since the day the HERALD OF THE MORNING was commissioned as a Navy ship and placed under the command of Captain Harry A. Dunn, there has been but one skipper, and to him goes the credit for guiding the ship's destinies through feverish months of war, and through the long sea-hauls of "bringing the men back home".

As the son of Commander H. A. Dunn, Sr., of the Navy Medical Corps, he was given an early bent in the direction of a Navy career. In 1919 he was appointed by President Wilson to the Naval Academy, and after four years of midshipman training, he was graduated in 1923.

After serving aboard battleships and destroyers as a junior officer, he was transferred to the submarine school at New London, Connecticut. Upon graduation, he saw duty on R-boats and S-boats, the late ARGONAUT, and finally was given command of the S-18. During the six years Captain Dunn spent in submarine activity, mostly in the Pacific area, through a periscope he saw many of the islands later visited by the HERALD OF THE MORNING.

The Captain's next duty was aboard cruisers: The U.S.S. PENSACOLA and the U.S.S. NORTHAMPTON. The latter named ship won the Knox trophy for surface firing and the Fire Control "E" for anti-aircraft firing, while he was serving as assistant gunnery officer.

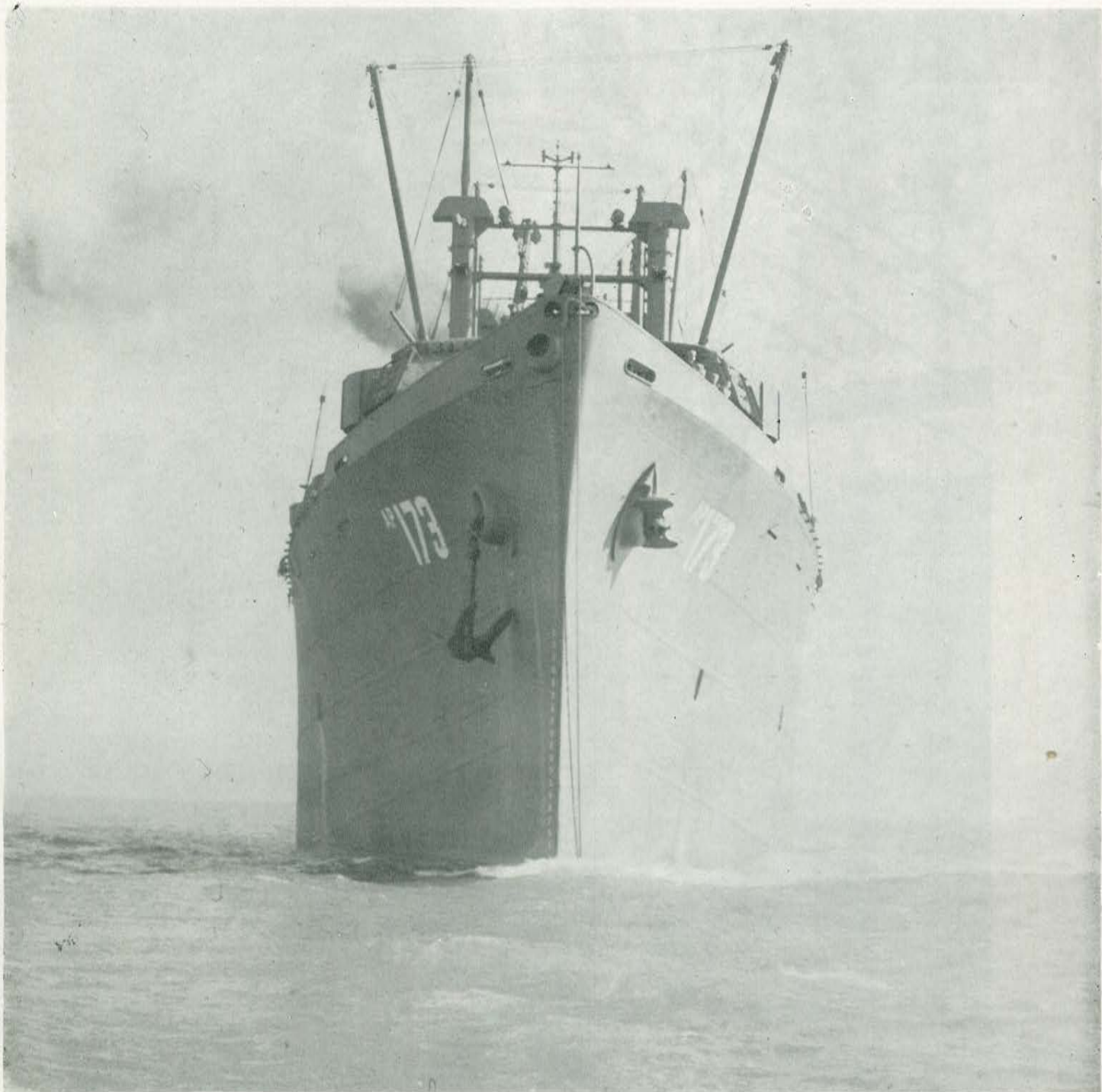
Between assignments at sea, the Captain has been Assistant Professor of Naval Science and Tactics at the University of California, and has specialized in Naval Ordnance work at Bremerton, Washington.

After decommissioning the HERALD OF THE MORNING, the Captain will be entitled to return to his home in Oakland, California, with the satisfaction of a job "well done".

ADOMAB
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BM 800AB



"The Old Man"



*"A transport ship for an ocean trip,
Was the Herald of the Morn"*



U. S. S. Herald of the Morning

LOG

The U.S.S. HERALD OF THE MORNING, built for the Maritime Commission as a C-2 cargo ship, and converted by the Navy into a medium-sized transport, spent most of her time as a Naval auxiliary in Pacific theatre amphibious operations during the war. This ship engaged in five amphibious operations, several reinforcement runs into forward areas and was under enemy attack frequently but successfully eluded damage. Since the cessation of hostilities the HERALD operated as part of the "Magic Carpet" and the Naval Transportation Service, evacuating Army and Navy personnel from the Pacific areas and carrying replacements to forward stations.

Built by the Moore Drydock and Shipbuilding Company of Oakland, Calif., in the summer of 1943, she was named for the American sailing ship "Herald of the Morning" which was famous on both oceans in the second half of the 19th century as a fast and beautiful medium clipper. The new HERALD made one trip to the Hawaiian Islands as a merchant cargo vessel before being taken over early in 1944 by the Navy for conversion into an auxiliary transport.

The United Engineering Company of Alameda, California, was given the job of converting the ship for Navy use. The original conversion plans called for the job to be completed in June, 1944, but the urgent need for transports resulted in the moving up of that date to April and on 22 April, 1944, she was commissioned by the Navy, yard workmen halting their labors briefly as Commander, now Captain Harry A. Dunn, received the vessel as commanding officer. Many items of conversion could not be completed before the

ship sailed with a crew made up mainly of inexperienced seamen and officers for the Hawaiian Islands. On her maiden voyage as a Navy ship, the HERALD OF THE MORNING carried a full load of 1500 Army casual passengers.

When the ship arrived in Oahu, an experienced landing craft division was placed aboard, amphibious equipment was installed hastily and the HERALD OF THE MORNING embarked a combat battalion of the famous New York 27th Army Division for a practice amphibious run to Maui. Back at Pearl Harbor a week later, a few more repairs were added and on 1 June the ship left for Saipan, Mariana Islands, by way of Kwajalein Atoll in the Marshalls.

The HERALD OF THE MORNING was in the Saipan area from 16 June until 26 June when she sailed for Eniwetok, Marshall Islands, remaining there for two weeks before returning to Pearl Harbor. While at Saipan the HERALD OF THE MORNING, despite the inexperience of her crew, unloaded nearly a thousand tons of cargo on the beach in a single day, a feat which brought forth comments of "well done" from her division and group commanders.

With her first amphibious operation complete at Saipan, the ship was assigned to participate in the Palau operations in the Western Caroline Islands and quickly made preparations for that assignment. Another brief practice run was made to Maui and on 12 August, 1944, she sailed with an amphibious group for Guadalcanal, Solomon Islands, to await the time for the assault on the Palau Islands.

Leaving the Solomons on 8 September, 1944, she reached the Palau Islands on 15 September, landed a portion of the 81st "Wildcat Division" and then took the remainder of the troops north for the peaceful occupation of Ulithi Atoll. With that job completed, the ship headed south for the New Guinea area and on 1 October arrived at Manus, Admiralty Islands, to prepare for the greatest operation to that time of the war—the assault on the Philippine Islands, bastion of Japan's newly-stolen empire.

On 20 October, 1944, memorable as the date the United Nations forces cleaved their way into the Jap empire at Leyte Island, P. I., the HERALD OF THE MORNING'S landing craft were carrying the assault waves of the famed First Cavalry Division ashore just south

of Tacloban. Although enemy planes were in the air and made futile attempts to harass shipping, the crew of the HERALD unloaded troops and cargo in less than ten hours and sped out of the area by dark.

Accompanied by ships of her group, she traveled to Guam, in the Marianna Islands, by way of Palau. There the ships picked up the 77th Division which had participated in the capture of Guam. By a roundabout course through the Marshalls and down to the Solomons, the ships eventually arrived at Manus to fuel and provision before making another run on Leyte within a month after the initial assault.

The fighting 77th Division was landed on 23 November at Dulag, on Leyte Island, and

"H-Hour"





"Liberators on the Move"

later was taken around to the western side of the island in landing craft to form one side of a nutcracker which broke Jap resistance on Leyte. The landing of reinforcements at Dulag proved more hazardous than the initial assault on Leyte. Jap planes made several runs at the ships in the group and several of the planes were shot down by P38's based on Leyte. When hit, the Jap planes tried suicide diving at the ships, narrowly missing them. A ring of destroyers screening the transports drove off and shot down other enemy planes attempting to reach the ships in low-level suicide runs.

From Leyte the transport group steamed to Hollandia, New Guinea, made a few emergency repairs and again left for a staging area to

prepare for another amphibious operation. The staging area was Sansapor, along the northernmost coast of New Guinea, and the operation being staged was the assault on Luzon Island of the Philippines. At Sansapor the group picked up the veteran Sixth Division which had seen much action in New Guinea. Christmas Day, 1944, was spent off Sansapor and on 29 December the group left on the great operation. While at Sansapor, shipping was harassed by enemy snoopers planes, at least one of which was shot down.

Leaving the coast of New Guinea, the ships steamed towards Leyte, picking up other amphibious groups along the way. The huge armada converged on Surigao Straits, between Leyte and Mindinao Islands, and the rest of



"Okinawa Landings"

the run was made through enemy-held waters. For more than a week the convoy steamed through submarine-infested waters with Jap planes and task forces attempting to halt the operation. Suicide planes dived at and hit shipping. Submarines were contacted and reports of enemy action were numerous. But the armada did not swerve from its course or its mission as it sailed through the Mindinao Sea, the Sulu Sea and the South China Sea into Lingayen Gulf, arriving there on 9 January, 1945, date of the initial assault.

Aboard the HERALD OF THE MORNING the crew had been at general quarters most of the time during the hazardous passage but the big job was yet to be completed, the landing of troops and equipment on Luzon Island.

Inside Lingayen Gulf, the Japs continued their attacks, hurling suicide planes, boats loaded with explosives and human torpedoes at shipping in the gulf. The HERALD OF THE MORNING remained in Lingayen Gulf for three days, during which the ship was in a condition of readiness to repel enemy surface or air attacks at all times, while unloading her troops and cargo.

The return run from Luzon to Leyte was made without incident and after the ship had been at Leyte for a few days, she was sent with others to the island of Biak, off New Guinea, to pick up another contingent of troops. These also were veterans of action in the New Guinea area, the 41st Division. Returning to the Philippines for the fourth time in as many months, the HERALD OF THE MORNING landed her troops and cargo on the Island of Mindoro, to the south of Luzon, without trouble on 9 February.

By this time the HERALD and ships of her group were long overdue for yard availability and they received orders to proceed back to Hawaii, stopping enroute at Ulithi Atoll, in the Western Carolines. But when the ships arrived at Ulithi another task awaited them, the evacuation of Marines from Iwo Jima. All spare supplies had been left behind at Leyte, and days were required to provision again for the new operation. The ships then steamed north to the Volcano Islands. Arriving within a hundred miles of the Islands about 8 March, they were ordered to remain in a retirement area until hostilities had ceased at Iwo Jima. For more than a week the group steamed back and forth but never coming within sight of their Island destination.

At last word was received to approach the island and the HERALD OF THE MORNING began embarking units of the Fifth Marines. The ship spent ten more days off Iwo taking

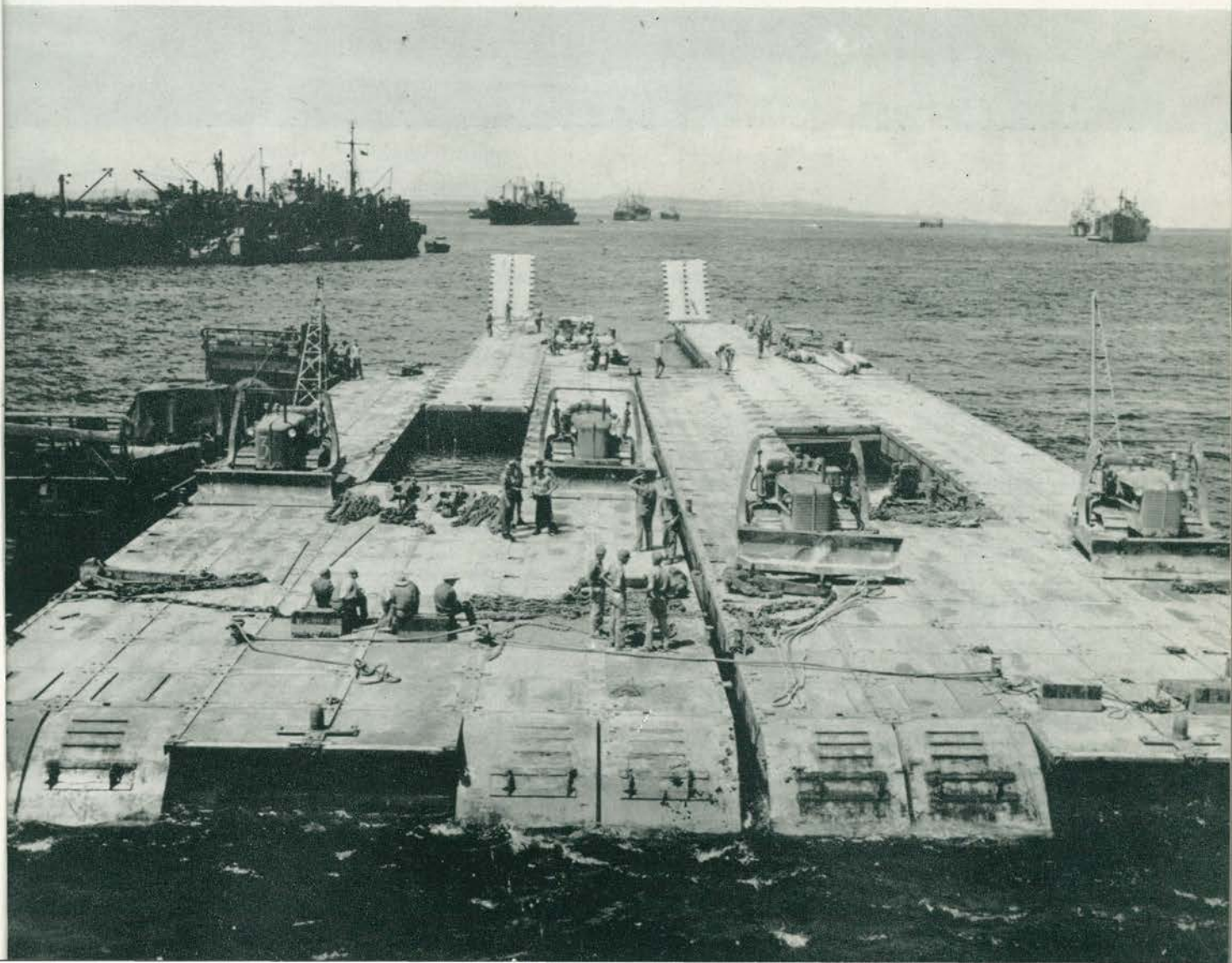
aboard the Marines in small units as they finished mopping up the enemy. On 27 March she sailed for the Hawaiian Islands, arriving there on 13 April, 1945.

This time there was no change in orders and the ship sailed from the Hawaiian Islands for San Francisco on 16 April, arriving there a week later. Yard overhaul and availability of 60 days were granted to the ship. Many jobs not completed in the initial conversion work were done. After being away from the States for a whole year, all the men and officers enjoyed 21-day leaves at home, many returning to the HERALD as happy bridegrooms. V-E day, 8 May, was celebrated by most of our crew in their home towns.

Apparently no longer an amphibious transport, the HERALD OF THE MORNING was assigned to run to Manila, carrying approximately 2,000 tons of cargo and 1,500 Army casual passengers. Departing from San Francisco on 29 June, the ship arrived in Manila on 29 July, having made stops enroute at Pearl Harbor, Eniwetok and Ulithi.

V-J day (August 15 for us West of 180° longitude) found us enroute from Manila to Pearl Harbor where we loaded a mixed group of civilians and troops, disembarking them at San Francisco on 11 September. After that the HERALD was assigned to the "Magic Carpet" and later to Naval Transportation Services, engaged in transporting occupational

"Ready-Made at Saipan for Tinian"





"Ulithi Fleet Anchorage"

replacements to the Pacific areas and evacuating Army and Navy personnel from the forward areas to the West coast of the United States.

The first peace-time run was to Pearl Harbor carrying Navy replacements and returning to San Pedro on 9 October with a mixed load of civilian evacuees and Army and Navy passengers.

On the HERALD'S first trip to Japan she carried a full load of Navy "boots" and Seabees, made a one-day stop at Pearl Harbor and arrived in Yokosuka Bay on 3 November, the passengers and crew grateful for the peaceful scene of Fujiyama and the bay, realizing that but for the unexpected early surrender, the AP-173 would have been a part of the planned invasion fleet. After a week's

sight-seeing and souvenir hunting in Yokohama and Tokyo, the Americal Division was embarked and transported to Tacoma, Washington, a smooth 13-day crossing.

Leaving Seattle on 13 December with about 1,000 young Tokyo-bound soldiers fresh from basic training, the HERALD encountered the worst storms of her career, bravely battling 60-foot waves, pitching deeply and rolling 30 degrees for days. Yokohama was a welcome sight after the rough 23-day trip, yet we were on our way back three days later, 9 January, with 1,500 Army personnel, mostly of the 81st Division, and arrived in Seattle 24 January after a pleasant, calm voyage across 28° N. latitude.

Our third and last trip to Japan was an empty run. It was begun on 12 March after a long period spent having armament removed



"Shell Canopy Over Luzon Invasion Fleet"

and repairs made, first 20 days at Everett (planned) and then 16 more days at Todd's Shipyard, Seattle (the result of a galley fire just as we sailed from Pier 91, Seattle, on 22 February). Arriving at Yokohama on 2 April, we were boarded by 1,500 eager Navy men and Seabees from the broken-down SEA BASS out of Okinawa and were under steam again in 27 hours. On 17 April we docked at Seattle, completing a record 33-day round trip.

After a brief stay at Bremerton for voyage repairs, the HERALD pulled out on 6 May, 1946, on her last trip as a Navy auxiliary transport, headed for Subic Bay, P. I., carrying about 85 casual Navy passengers, arriving 25 May. A full load of Navy personnel was embarked and carried direct to San Francisco where the HERALD finally received her decommissioning orders to the 13th Naval District, after 26 months of Navy service.

VITAL STATISTICS

1. Brief description of the U.S.S. HERALD OF THE MORNING (AP-173).

- (a) Hull Type: MC-C2, Length 460 feet, Breadth 63 feet, Height of main mast 109 feet.
- (b) Passenger Accommodations: 1,500 troops, 65 officers.
- (c) Ship's Complement (Average): 350 enlisted men, 28 officers.
- (d) Cargo Capacity: 141,479 Cubic Feet (Bale Capacity).
- (e) Load Displacement: 13,860 Tons.
- (f) Speed: 16 knots maximum, 15 knots cruising.

2. Date of commissioning: 22 April, 1944.

3. Commanding Officer: H. A. DUNN, Captain, U. S. Navy.



"Flaming Jap Plane Crashes Among Invasion Fleet"

4. Summary of hazardous operations of the U.S.S. HERALD OF THE MORNING.

- (a) Participated in amphibious assault on Saipan, 16 June, 1944.
- (b) Participated in amphibious assault on Palau Island, 15 September, 1944.
- (c) Participated in amphibious assault on Leyte, P. I., 20 October, 1944.
- (d) Reenforcement run on Leyte, P. I., 23 November, 1944.
- (e) Participated in amphibious assault on Luzon, Island, P. I., 9 January, 1945.
- (f) Reenforcement run on Mindoro, P. I., 9 February, 1945.

- (g) Evacuated Marines, Iwo Jima, 18 March, 1945.

5. Medals and awards issued to the U.S.S. HERALD OF THE MORNING (AP-173).

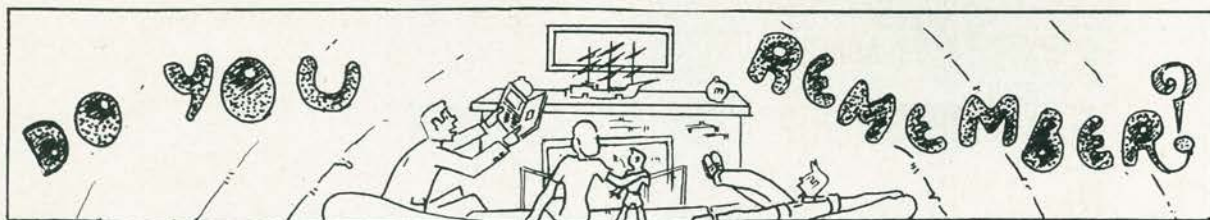
- (a) Four Purple Hearts awarded to: Chauncey C. SCOTT, Luke E. JACKSON, Curtis F. RUSSELL and Billy J. TENNISON.
- (b) Letter of commendation to Transport Squadron 20, of which the HERALD was a member, from the Commanding General, 5th Marine Division.

*"Smoke
Screen
Off
Leyte"*



*"Landing
Craft
Tidal
Wave"*





The first time we crossed "the line," the pollywog haircuts and the sore butts. Oh, my achin' back!

Manning the rails in whites for President Roosevelt at Pearl Harbor in August of '44.

Battle Memories: The G-Q's morning, evening, night and day with general drills in between . . . The 13 hour and 30 minute special sea details . . . The only time we fired our guns in combat, in Lingayen Gulf, at a Jap Zero at 39,000 feet . . . The dog fights over Leyte with the P-38's . . . The night our No. 9 gun crew got hit by a Liberty ship's gunfire . . . Riding in the "coffin corner" of almost every convoy . . . The four accidents in one day at Iwo Jima with the Pickaway, the LCI, the buoy, and the submarine net . . . That night landing under fire at Saipan, where we lost one of our landing craft, Coxswain Billy Tennison earning his Purple Heart . . . The Eighty-first Division and the victorious bloodless invasion of Ulithi . . . The time we couldn't get the anchor up at Maui . . . The picket boats in Lingayen Gulf shooting at Japs in the water with empty boxes over their heads.

Bos'n Smith and his nautical lingo, "Now, boys, coil up that rope, carry it downstairs and hang it up on the wall."

The "gismo" craze . . . Those bracelets, earrings, wristwatch bands, rings, pendants, ashtrays, and stuff.

Liberty Memories: Those wonderful (?) times on the beach at Hollandia, Sansapor, Mog-Mog and points west . . . The beer parties at Rizal Stadium in Manila . . . The ship's dances at Oakland . . . The "snakepits" in Seattle, San Francisco, San Diego et al . . . The night "Shorty" Howell was pushed (?) or jumped (?) off the Bremerton Ferry . . . Lunsford wondering why those tin funnels were stuck in the sand at Ulithi . . . The trips to and from the X-ray anchorage at Pearl . . . The \$100,000 pay day just before we hit the States April '45 after 12 months at sea . . . The beauty of Puget Sound, Mt. Rainier, the Olympics and the Cascades.

Sending boots for buckets of steam, sky hooks, chain-stretchers, left-handed monkey wrenches, etc.

The trip with the eight nurses on board, wow! . . . and Chief Tokaz' girl-friend, Saipan Annie.

Personalities: Mr. Lopes and his 100-man provision working parties . . . Comdr. McCulloch and his pipe, baggy trousers, and dirty hat . . . Mr. Lees and "Doc" Siefert having coffee and sugar cookies in the Ship's Office . . . Famous tellers of sea stories: "Gramps" Hulbert, CGM, Mr. Lees, Mr. Gallagher, Mr. Shamberger . . . Mr. Learned's battle equipment and the time Huntley sank his helmet down over his ears in the dark . . . Mr. McGrath and his violin . . . Billy Pierson (95 pounds) struggling up the Jacobs ladder with 150 pounds of movie reels . . . "Ziggy" O'Donnell and his trumpet . . . "Rocky" Castillo and his "hot skins" . . . Ensign Miller sleeping with a loaded .45 under his pillow and a lifebelt across his sack. We wonder why?

The night we lost our LCVP on the breakwater in Yokosuka Bay.

Mr. Hachadourian, bag and baggage, climbing aboard for duty from a harbor tug at San Diego.

Nature's wonders in the Pacific: The porpoises in the San Bernardino Straits . . . The schools of whales and the flying fish . . . The albatross convoys across 5,000 miles of ocean . . . The marvelous sunsets . . . The moonlit movie shows on Hatch 4 . . . The sunbaths . . . The heat, wow!! . . . The fire hoses flushing starboard side of No. 4 to keep sick bay cool.

The time a mine was sighted one point off our port bow during those Christmas week storms . . . The other times we sighted mines, layed to and sank same.

The confusion mustering those passengers from the Sea Bass because some of the guys wouldn't give their right names . . . Poor Mr. Christiansen.

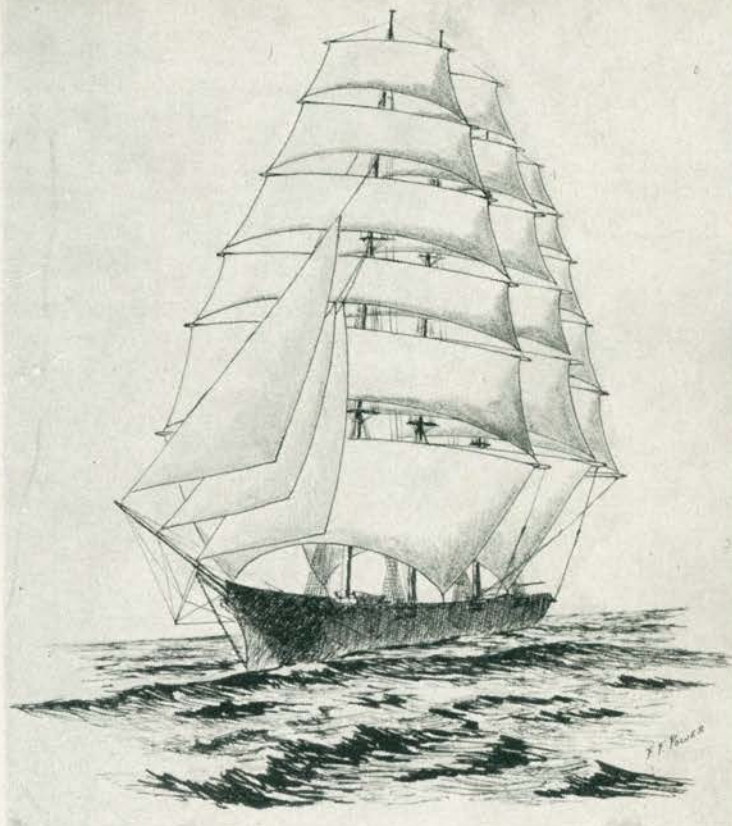
"Happy Hour" Memories: Mr. Gardner's famous show at Sansapor on Hatch 3 . . . Kelsey, Y3/c, as M.C. . . . Mr. Rasimas talking one and one-half hours about nothing at all . . . Mr. McBane impersonating F.D.R. . . . Pierson, Britt and Tulk as the Andrews sisters . . . Andy Bisaccia's folk songs . . .

SOME FACTS ABOUT THE CLIPPER SHIP "The Herald of the Morning"

The famous sailing vessel which gave the AP-173 its distinctive name (and didn't we all get smiles and laughs when telling the name of our ship?) was a medium clipper designed by POOK for HAYDEN and CUDWORTH of Medford, Mass. The HERALD was launched in 1853, was 203 feet long, 38 feet abeam, 24 feet from deck to keel, about 1,300 tons. Her lines were sharp, approaching those of an actual clipper, yet she carried a dead weight of 1,600 tons, a heavy cargo for a ship of her type. Her three masts were well sparred and carried three skysail yards. Aurora, the goddess of dawn, was her figure-head. The ship was described as a perfect gem in hull and rigging with a saucy and fighting appearance.

During her twenty years as an American ship the HERALD made eighteen passages to westward around Cape Horn, two homeward runs around the Cape of Good Hope and established an enviable record as a fast sailing ship. In 1854, with Captain Otis BAKER Jr., in command, she made the fastest passage of the year from New York to California, 99 days. The record for the run was held by the clipper FLYING CLOUD, 89 days, 8 hours. The HERALD'S slowest time for the California run was 147 days. Her best day's run under sail was 340 miles (compare with our daily average of 360 miles under steam).

In 1859, while off Cape Horn, she was rammed by an immense sperm whale and lost part of her stern but made port safely with her pumps going. In 1865, during a bad series



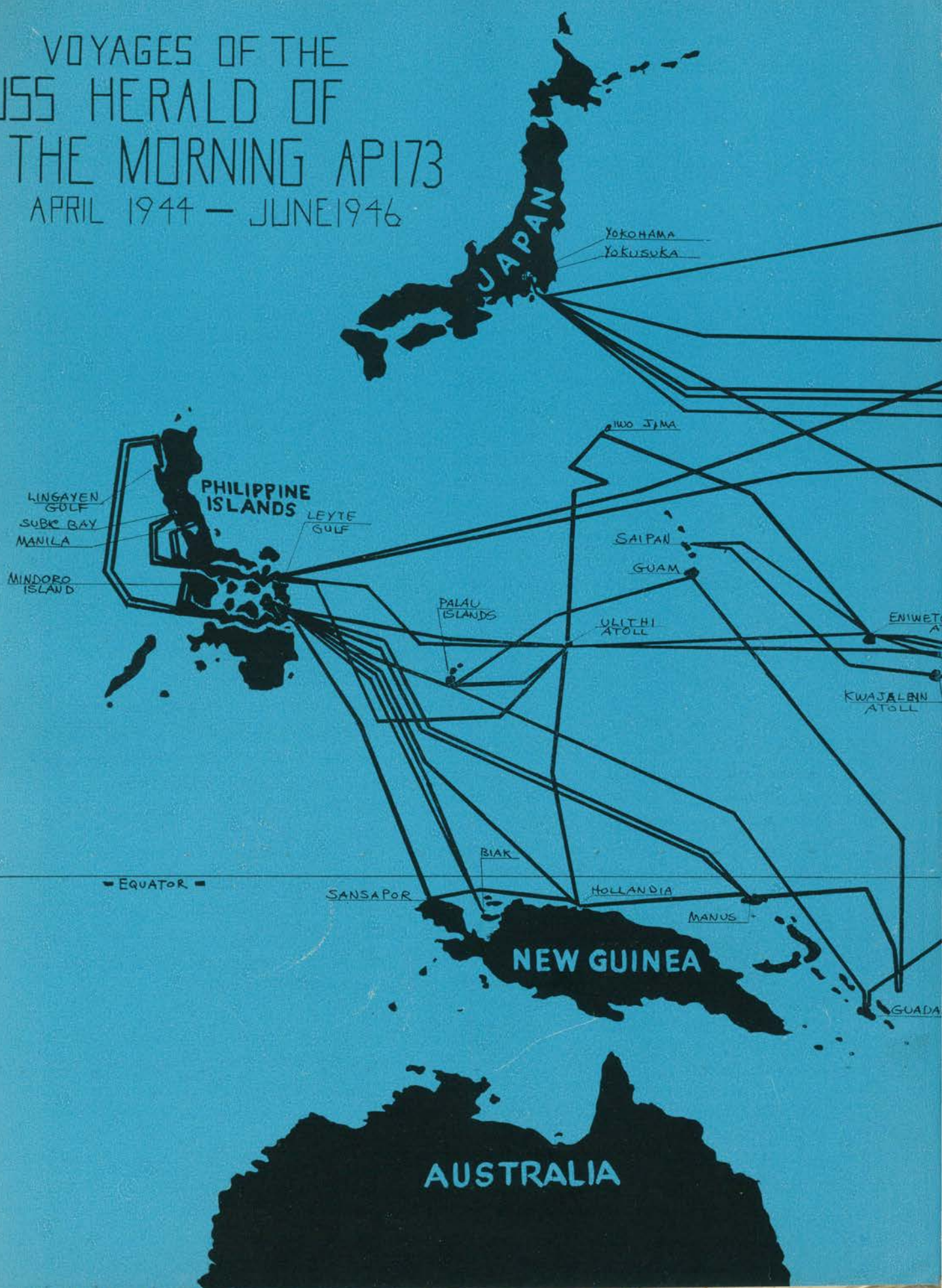
of Atlantic storms, she lost five men overboard in the heavy weather. Her records include the rescue of the crew of the APERION, which was wrecked on Baker's Island in 1863. When the HERALD arrived at the island in answer to a distress signal, its crew learned that the APERION survivors "had dragged out a miserable existence for over two months, their principal food being snakes which they dug from holes in the ground, and sea birds which they caught."

In 1875, the HERALD OF THE MORNING was sold for \$25,000, after which she sailed under the Norwegian flag. In 1890, when almost 40 years old, she was still sailing the seas under British registry.

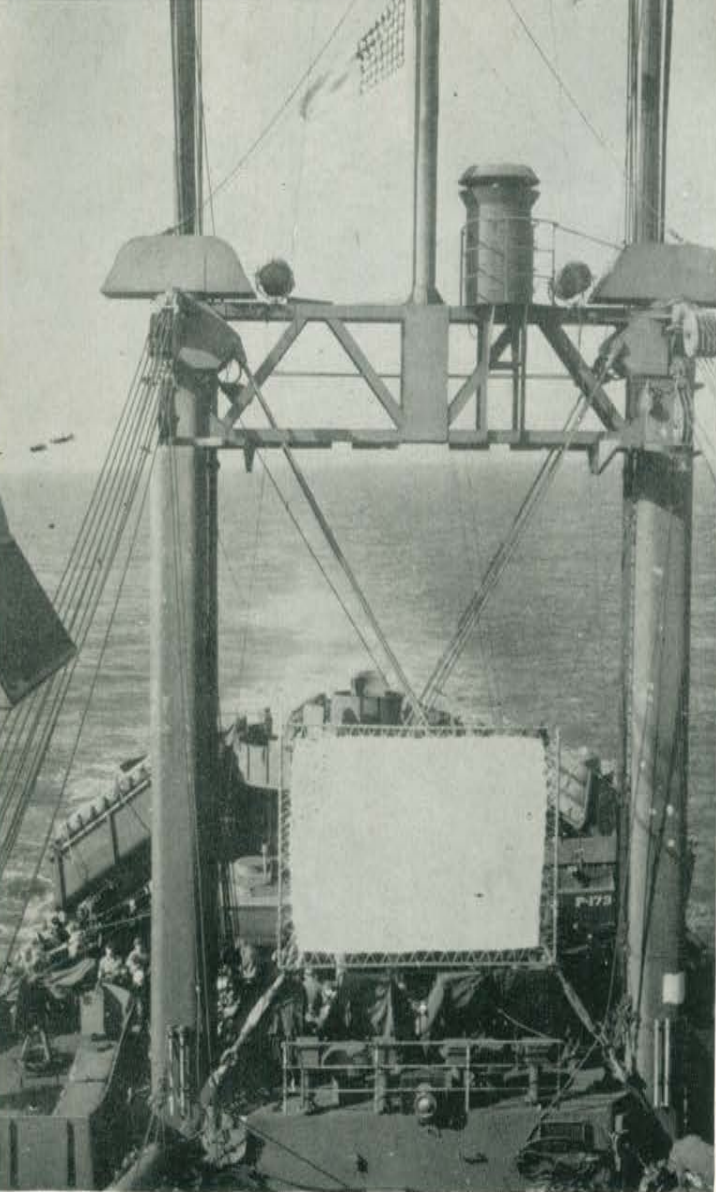
References: "American Clipper Ships" by Howe and Mathews and "Greyhounds of the Sea" by Carl Cutler.



VOYAGES OF THE
USS HERALD OF
THE MORNING AP173
APRIL 1944 — JUNE 1946





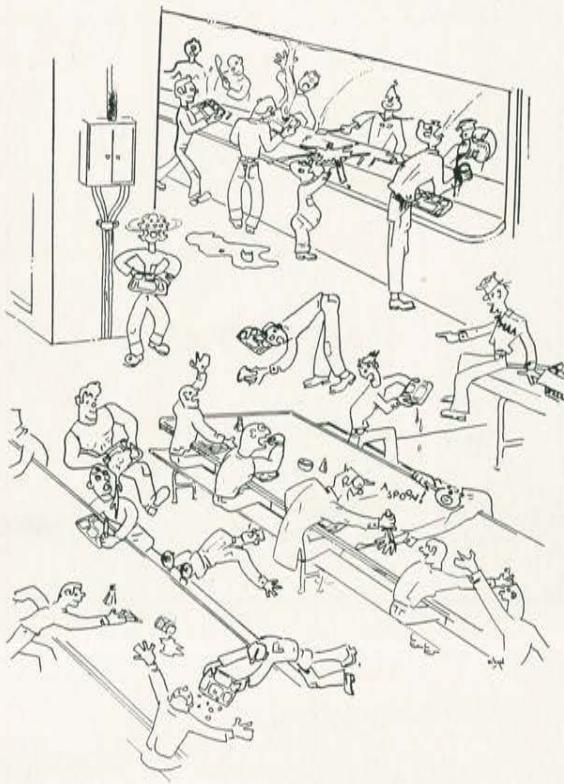


"The Silver Screen"



"Divine Service"

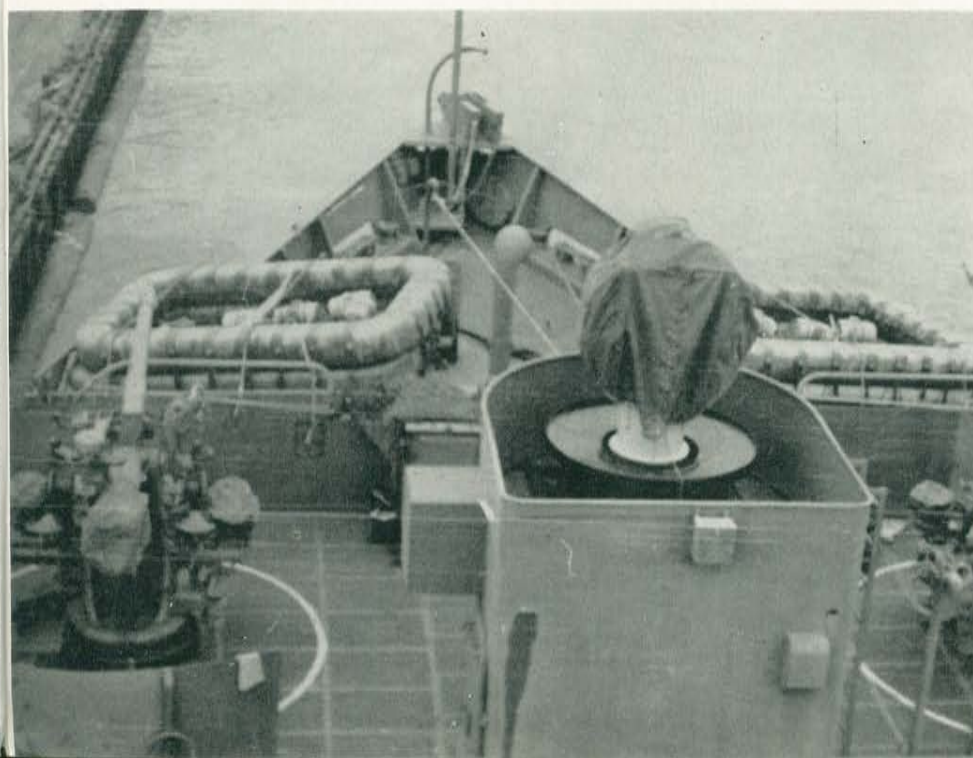




"Foc'sle"



"Rat Ladder"





"Green Water"



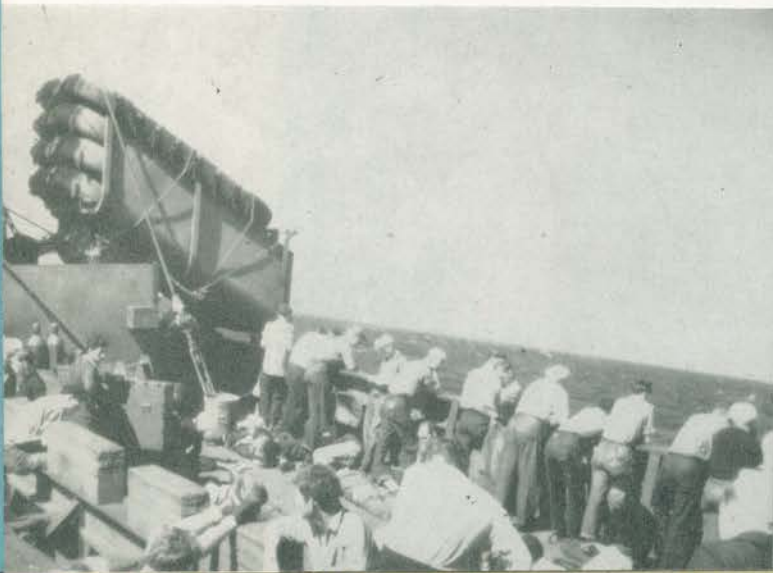
"Daily Routine"

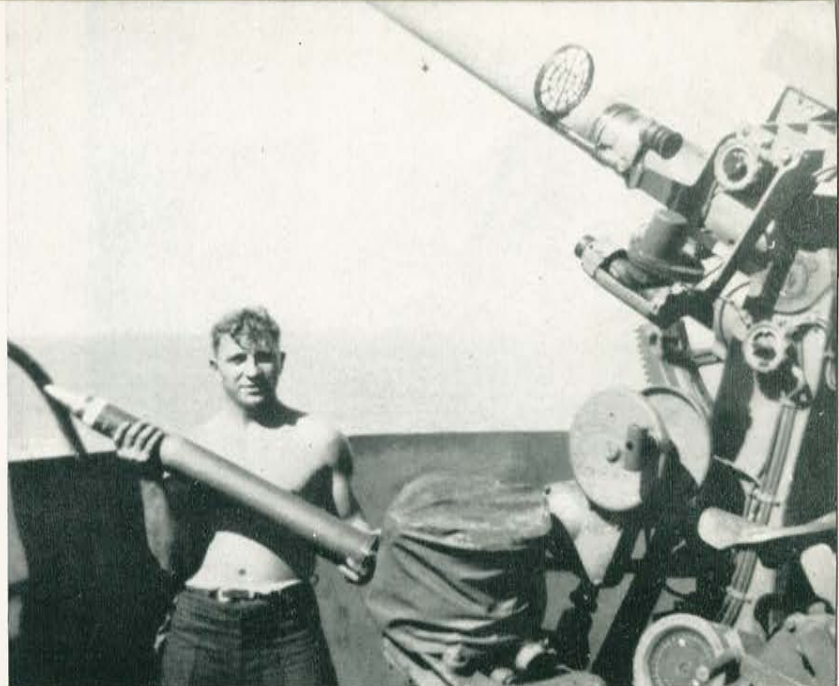
"Contempt for the Wildest Blow"



"Pacific Again"

(right) "Wash Down"

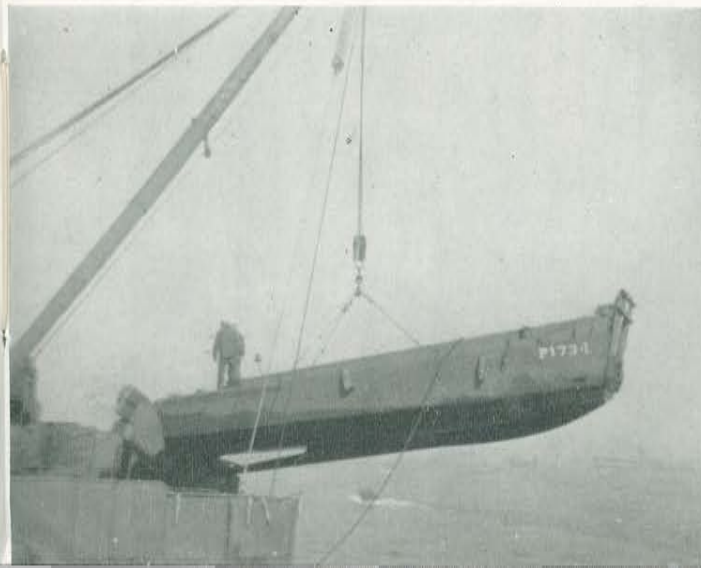




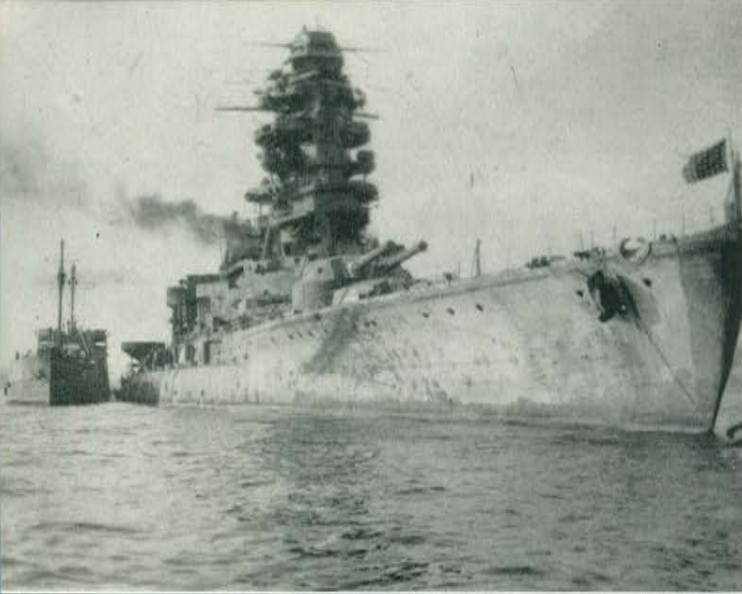
"Myself and Friend"



"Human Cargo"



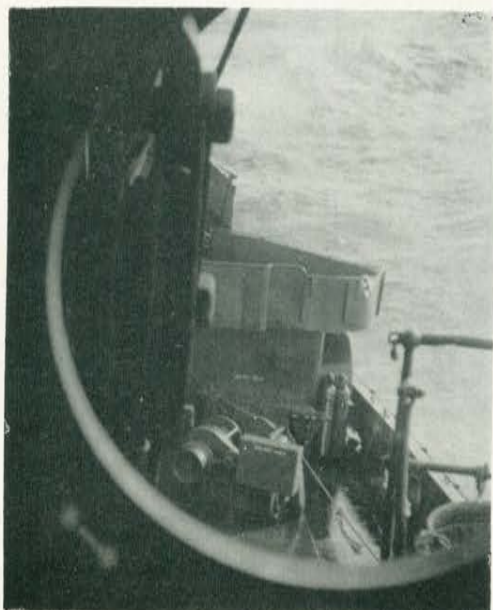
"Liberty Launch"



"Japanese Nagato"



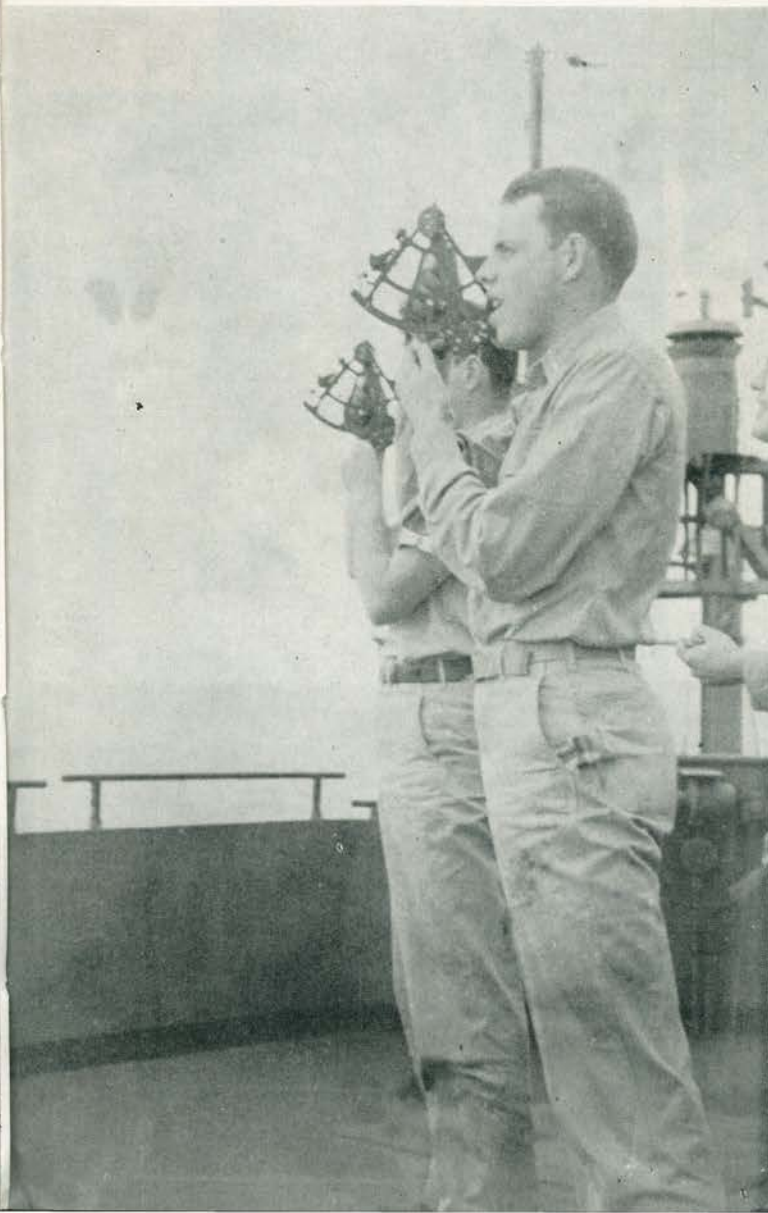
"Liberty in Tokyo Bay"



"Medicos Take Vitamin C"

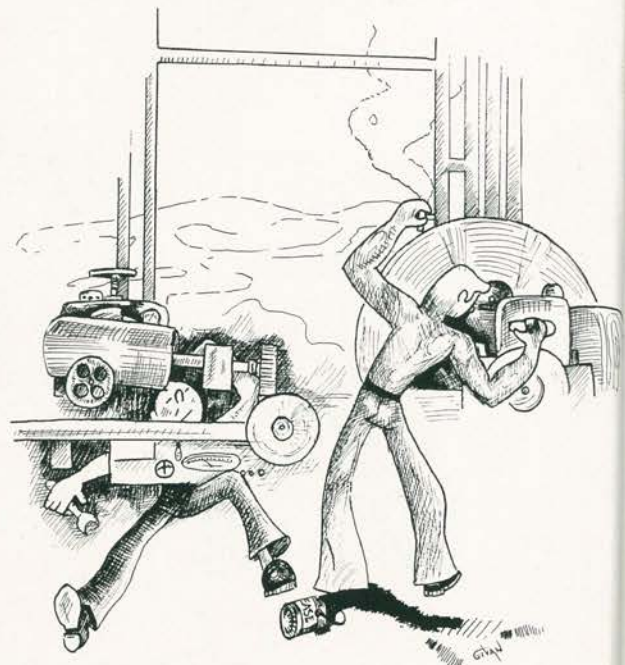


"Noon Sight by Navigators Lynch and Wilson"



"Army vs. Navy, Bill McGrath Referee"





"Yeomen's Holiday"

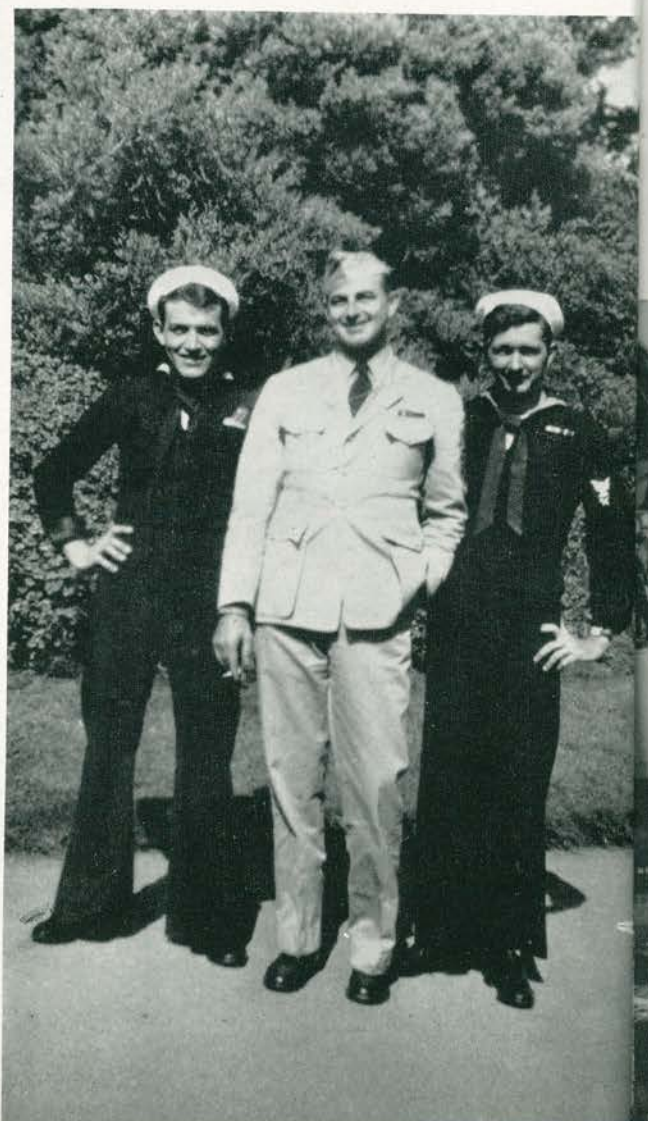
"Kelsey"

"Over the Brow"

"Christmas '45"

"VP Bound for Yokosuka"

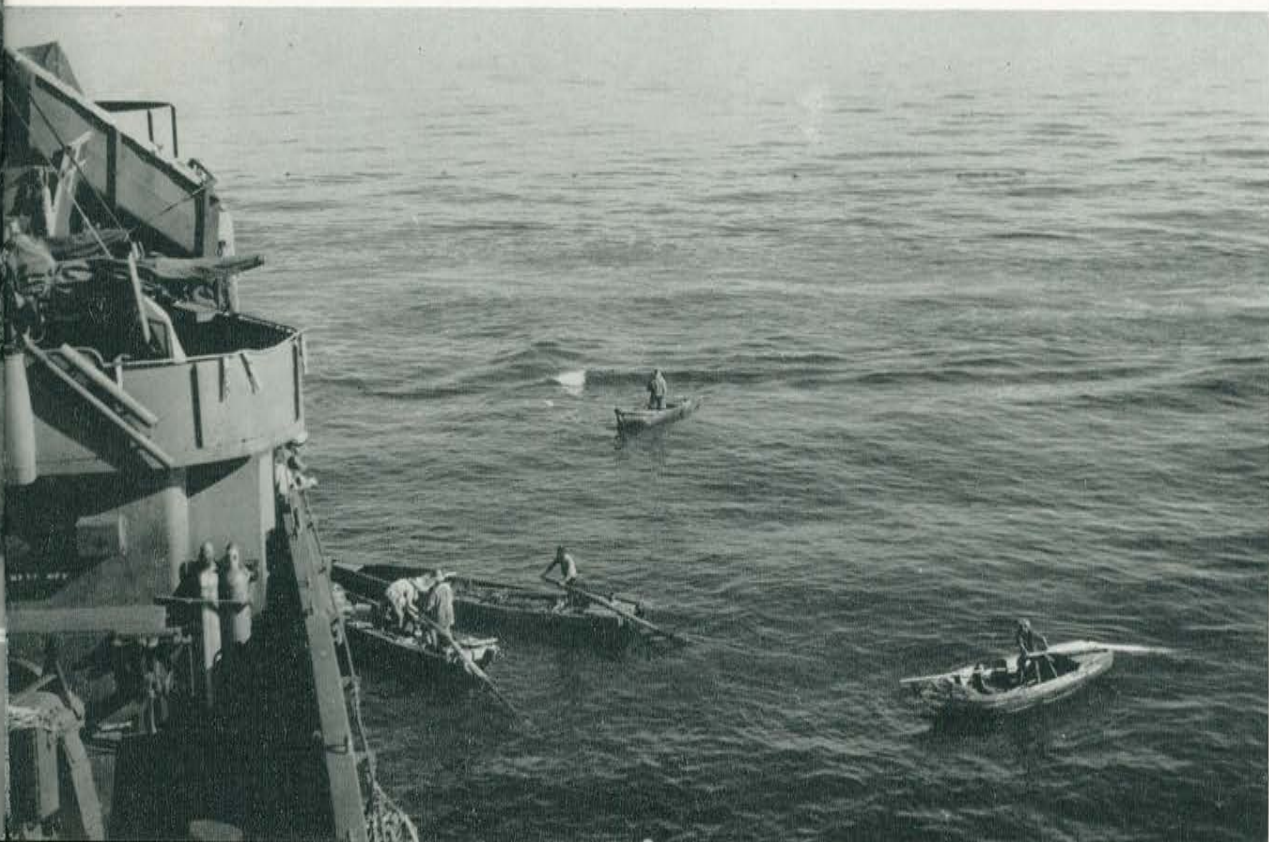
—Chief Tokaz as Santa"





"Waikiki Beach"

"Jap Sampans"





"Fujiyama"

"Yokohama—November '45"





"Tokyo Market"



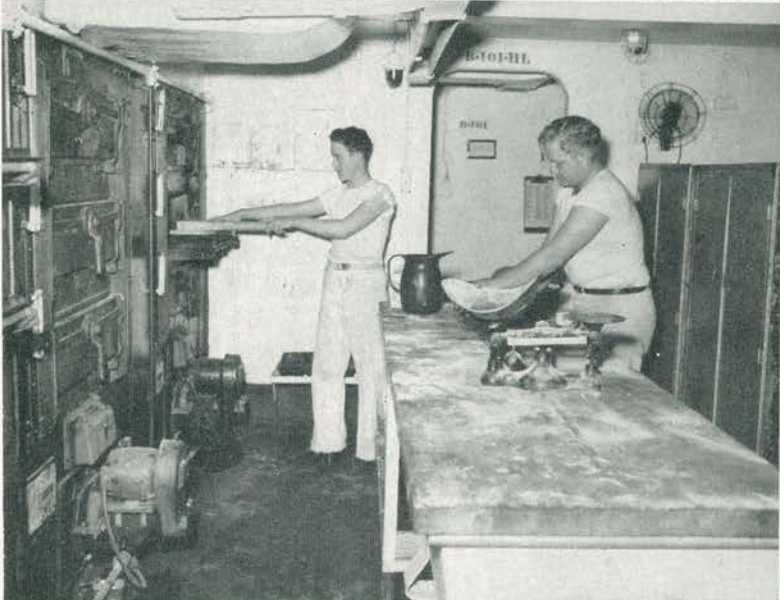
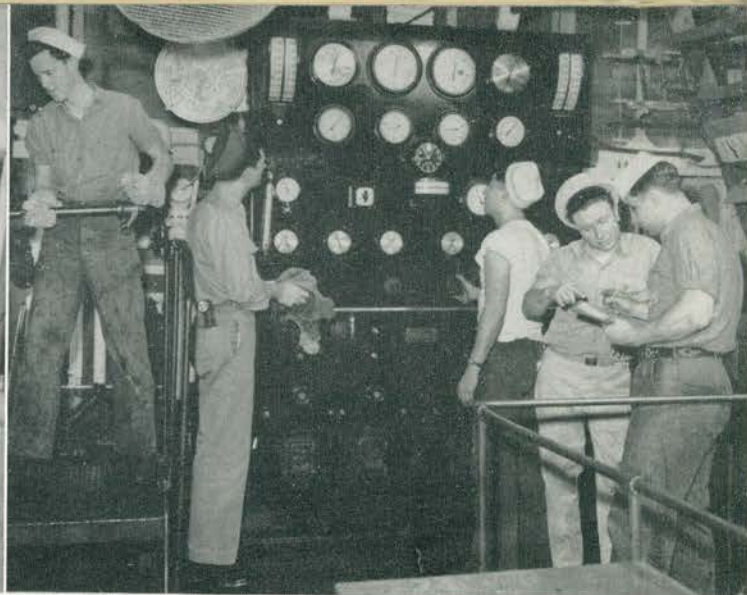
"The Ginza"



"Puget Sound"

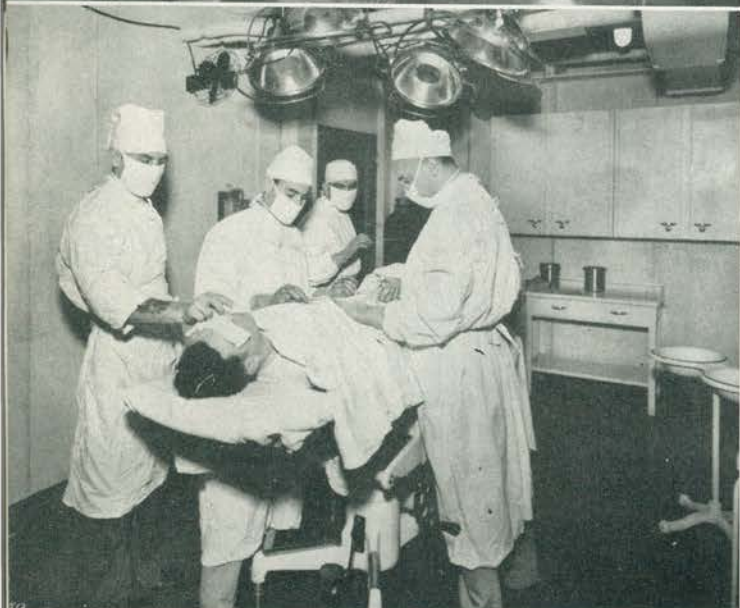
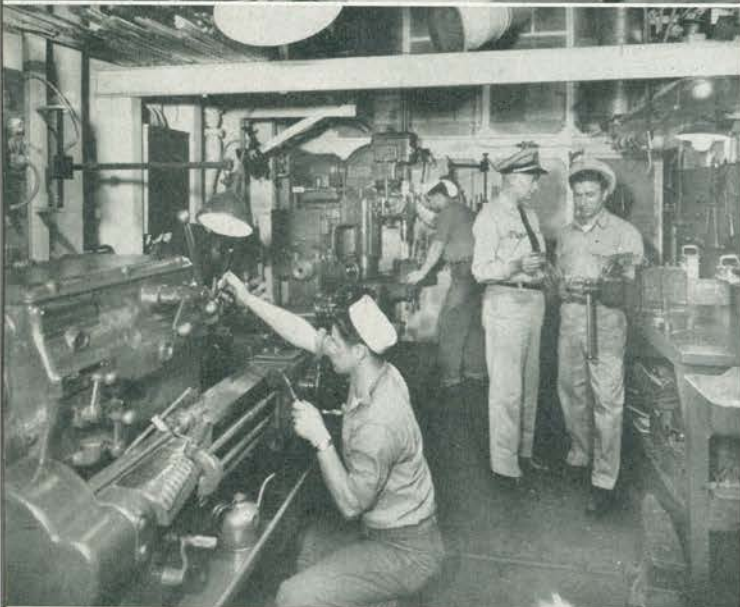
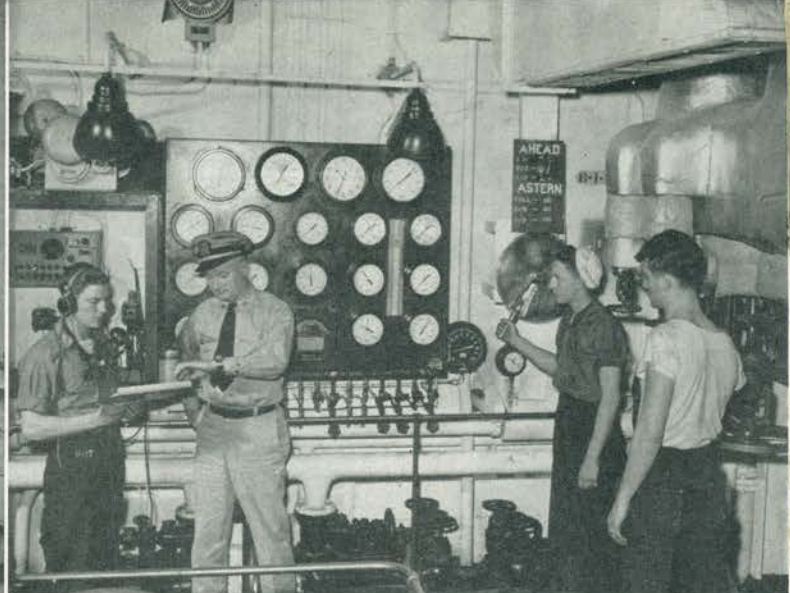


"Seattle Skyline"



"Scrub Down"
"Bake Shop"
"Chiefs' Pre-Liberty Cup of Jo"

"Boiler Room Control Board"
"Radio Shack"
"Chow-Line"



"Shots"
"Machine Shop"
"Appendectomy"

"Engine Room Control"
"Chow Down!"
"Ward-Room Relaxation"



"Library Browsing"



"Painless Bill"

"Favorite Pastime"





"Officers"



"Chief Petty Officers"



"H Division"

"R Division"



"N Division"



"Supply Division"





"E Division"

U. S. Navy, Transports
T.O.R.



"1st Division"



"2nd Division"

UNITED STATES MARINE CORPS
HEADQUARTERS, 5th MARINE DIVISION
c/o Fleet Post Office, San Francisco, California

22 April 1945

Serial No. 15360

From: The Commanding General
To: Commander Amphibious Forces, Pacific
Via: The Commanding General, Fleet Marine Force,
Pacific
Subject: Appreciation of services rendered by Commander
TransRon 20

1. It is desired to express deep appreciation of all members of this command for the services rendered by Commander Transport Squadron 20 and units of his command while transporting this division from Iwo Jima to the rehabilitation area.

2. This division embarked aboard Transport Squadron 20 after a most difficult operation on Iwo Jima. The troops were extremely worn after five weeks of battle. Although Transport Squadron 20 had been on long and continued operations in enemy waters, all units of the squadron showed every possible courtesy and service to this division, and made the trip as comfortable as possible for troops embarked. As a consequence, our officers and men arrived largely recovered, both physically and mentally, from this fatigue and prepared for the arduous work ahead. Nowhere, within the experience of this division, has the friendly spirit of cooperation that exists between the services been more highly exemplified than in the action and attitude of ComTransRon 20.

/s/ K. E. ROCKEY

(c) Members of the crew of the HERALD OF THE MORNING are entitled to wear the Asiatic-Pacific Area campaign ribbon with five stars, The Philippines Liberation ribbon with two stars, the American Theatre ribbon, and the World War II Victory ribbon and the corresponding medals.

6. Statistical Data:

- (a) Approximate number of passenger miles: 105,833,250.
- (b) Cargo ton miles: 22,1066,950.
- (c) Number of patients transported: 655.

JONES, Donald G., S1c, USNR JONES, Glenn C., HA1c, USNR JONES, Norris, S1c, USNR
 JONES, William S., SK2c, USNR JORDON, A. W., GM3c, USNR KARST, Ralph G., S2c, USNR
 KEMP, Samuel C., CGM, USN KELLY, James F., BM2c, USNR KELLY, Joseph E., SC2c, USNR
 KELLY, Lee R., COX, USNR KELSEY, Clarence I., Y3c, USNR KENT, Patrick P., S1c, USN
 KEYS, Richard L., EM3c, USNR KINART, Donald R., COX, USNR KINDLEY, Martin C., EM2c, USNR
 KISER, Egbert E., S1c, USNR KITCHEN, Walter, S1c, USNR KLINE, Edward W., COX, USNR
 KOBELIN, Gene M., CY, USN KOBYLARZ, Michael, S1c, USN KOCHEN, Edw. L., COX, USNR
 KOHL, Anthony V., S1c, USN KOLETSCHEK, Robert H., S2c, USN KORZAN, Richard P., COX, USNR
 KOVALIK, Anthony, MM3c, USNR KULHAWIK, Frank, Jr., F1c, USNR KUNZ, Cornelius, MoMM3c, USNR
 KRIPPNER, Earl A., SSML3c, USNR KRIZAN, Edward J., S1c, USNR KROFT, Lavere A., F1c, USNR
 KROHN, Wilmer I. G., S1c, USN LACEY, Raymond K., S1c, USNR LAIRD, John D., GM2c, USNR
 LAMBRELLIS, Nicholas D., QM3c, USN LANDY, John J., SM2c, USNR LANSAW, Virgil C., BM1c, USNR
 LARSON, William A., MoMM2c, USNR LAZZARA, Sam S., S1c, USNR LEASURE, Robert E., EM1c, USN
 LEDFORD, Bill H., QM2c, USNR LEFEBVRE, Joseph O., SC1c, USN LEGGETT, Donald A., FC3c, USNR
 LEIGHTON, Charles M., S1c, USN LESTER, Clifton H., Jr., StM2c, USN LEWELLYN, Billie R., F1c, USNR
 LIGHTSEY, Max D., S1c, USNR LINDSEY, Walter E., StM2c, USN LINGGI, Albert J., CCM, USN
 LOACH, Eugene, S1c, USN LOCKHART, Charles E., S1c, USN LOCKWOOD, John E., CBM, USNR
 LOLOS, Andrew N., S1c, USNR LOPRIORE, Joseph W., RM3c, USNR LUCERO, Phillip, S1c, USNR
 LUMAN, William M., F1c, USNR LUNSFORD, Charles B., RdM3c, USNR LYON, Richard M., S1c, USNR
 LYTTLE, Dean R., F1c, USNR MACK, John P., SM2c, USNR MACKEY, Jack, S2c, USNR
 MADIGAN, Bernard L., S2c, USNR MADIGAN, David B., S2c, USNR MADISON, Walter E., S2c, USNR
 MAHONEY, John J., MoMM1c, USNR MAISH, William, CM3c, USNR MALINSKI, Ralph E., S1c, USN
 MANTHEL, Merlin, S1c, USNR MARKS, Charles L., MoMM3c, USNR MARKT, Bill T., RM3c, USNR
 MARTIN, Walter L., CETM, USN MASDON, Cluster D., PhM1c, USNR MASSEY, Vernon L., COX, USNR
 MASTEL, Donald T., B3c, USNR MATTINGLY, J. E., S2c, USNR MAY, Alvin D., S1c, USNR
 MAYBERRY, Peter F., CMM, USNR MAYHEW, Russell E., EM3c, USN MAYHEW, Willard R., F2c, USNR
 MAYO, Robert T., S1c, USNR McALISTER, Warren G., S1c, USNR McALPINE, D. W., Bkr2c, USNR
 McBREARTY, Edward M., F1c, USNR McCANCE, M. M., MoMM3c, USNR McCALLUM, S. R., S1c, USNR
 McCLELLAN, Donald C., COX, USNR McCORMICK, W. J., S2c, USNR McCOY, Richard C., S2c, USNR
 McCULLOUGH, J. L., PhM2c, USNR McDONALD, F. M., S1c, USNR McDOWELL, Dale E., S1c, USNR
 McDUFFY, James M., S1c, USNR McHONE, T. D., MM3c, USNR McLAUGHLIN, Geo. R., S2c, USNR
 McLENDON, Herbert H., CBM, USN McLEOD, Leland R., S1c, USN McMANS, Cleo C., F1c, USNR
 McMENAMIN, R. L., SK3c, USNR MEININGER, C. J., CBM, USN MELASI, Rudolph, S1c, USNR
 MEYER, Ernest T., QM1c, USNR MEYERS, Joseph, EM1c, USNR MIDAL, Thomas E., F1c, USNR
 MIDDLETON, Robert H., S1c, USNR MIDGETTE, John T., StM2c, USN MILLER, James L., S1c, USNR
 MILLER, Joseph, WT1c, USNR MILLER, Howard R., S1c, USNR MILLER, Milas W., S1c, USN
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 MONROE, Author E., SSML3c, USN MOON, Marschall A., S1c, USNR MOORE, Carlos W., Y3c, USNR
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 MOSES, Jasper T., F1c, USNR MOSOLF, Dedrick A., GM3c, USN MOULDS, John J., EM1c, USNR
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 MYERS, Carter J., S1c, USNR NANCE, Benjamin, MoMM3c, USNR NAPPI, Jerry J., S2c, USNR
 NATE, Shurel D., RM2c, USNR NEIL, Howard, SK1c, USNR NELSON, Harrison, St2c, USNR
 NELSON, Norman G., S1c, USN NEUZIL, Joseph E., EM3c, USNR NICHOLS, Robert E., S1c, USNR
 NOBLE, Robert E., S1c, USN NORTH, Max E., S1c, USNR NORMAN, Thomas, F1c, USNR
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