

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Maddox* (DD-622) in World War II:  
Documents**

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## USS Maddox (DD-622) in World War II



USS Maddox (DD-622) was sunk on D-day for the invasion of Sicily, 10 July 1943. The destroyer was patrolling her station in the outer screen (see 'X' above) for the Gela landings when she was subjected to a predawn attack by German dive bombers. A near miss and one or more direct hits caused massive explosions, and Maddox sank within two minutes. Only nine officers and 65 men survived. Eight officers, including the commanding officer, Lieutenant Commander Eugene S. Sarsfield, USN, and 203 enlisted men were lost.

E. A. Wilde, Jr.

### HISTORY OF USS MADDOX (DD 622)

USS MADDOX, 1,630-ton destroyer, was sunk with heavy loss of lives during the assault on Sicily, her first combat operation.

On the first day of the invasion, July 10, 1943, MADDOX was assigned to the outer screen of the transport area off the Gela region of Sicily. In this position, it was her job to screen for possible enemy attack by submarine or air.

Sunrise that morning was at 5:52 a.m., but the ship was at general quarters long before the first signs of light began to show. At approximately 4:55 a.m. several flares of starshells were seen to the northwest, about 10 miles away. Two minutes later, small high speed propeller noises were heard bearing dead ahead. By this time there was sufficient light in the east for surface objects to be seen at a range of perhaps 3 miles and the mountains of Sicily were becoming plainly outlined.

Soon, the destroyer's soundman reported that he had picked up the propeller noises. On the starboard side, the lookouts reported hearing the roar of an airplane pulling out of a dive and the whistling of a bomb. One bomb exploded about 25 yards off the stern, another missed almost under the starboard propeller guard, and then a terrific shock jarred the ship, indicating that a third bomb scored a direct hit.

The MADDOX was awash by the stern within a few seconds. Fire broke out and the vessel continued to settle by the stern. All electric power, steering control, and communication with the engine room were destroyed by the initial explosion. The ship, almost dead in the water, took a five degree list to port, righted herself, and then rolled rapidly over to her starboardside. She sank to a perpendicular position with her bow standing vertically above the surface, paused there momentarily, then exploded internally and sank.

Survivors were in the water for about an hour before they were picked up by a tug which had been three miles away and had seen the flames and heard the bombs explode. Men that were able to escape were all from the forward part of the ship with the exception of four from the after fireroom and two from a 20-mm gun platform just aft of number 2 stack.

Nine officers and 65 men survived. The senior officer rescued was Lieutenant W. R. Laird, Jr., the ship's executive officer. Eight officers, including the ship's Commanding Officer, and 203 enlisted men were lost in the action.

The MADDOX had seen less than a year's service before she received her fatal blow. Her career began at the Federal Shipbuilding Company, Kearney, New Jersey, where she was launched on September 15, 1942. Mrs. Ellen-Venita Browning Wilhoit Gay, great granddaughter of the vessel's namesake, the late Captain William A. T. Maddox, USMC, christened the ship.

Commissioned on October 3, that year, the MADDOX went through a series of training exercises off Portland, Maine, and then was assigned duty as an escort vessel for convoys running along Atlantic coastal waters. This duty produced several interesting incidents in the destroyer's young career.

During a run from Norfolk, Virginia, to Galveston, Texas, on January 6, 1943, the MADDOX developed what appeared to be a good sound contact. Four 600-pound and two 300-pound charges were dropped upon the suspected U-boat. No signs of a kill developed but the convoy continued unharmed.

During the return run, a week later, another suspected submarine was contacted and once more an intensified pattern of charges were laid, but no definite signs of destruction were seen.

Several weeks later, the MADDOX began running convoys to North Africa. Since the German U-boat menace was still at its peak, many suspected submarines were attacked during these operations. On June 6, 1943, the MADDOX, while on patrol in the Mediterranean area, took part in an assault that resulted in severe damage or possible sinking of a German sub. For her aggressive action in this operation, the destroyer was awarded a battle star.

The MADDOX continued her convoy escort runs across the Atlantic waters until she was detached to take part in the Sicilian operation which ended in her destruction.

A member of the LIVERMORE destroyer class, the MADDOX measured 348 feet in length, 36 feet in width, had a full load displacement of 2,060 tons, speed of 37 knots, and carried a crew in excess of 250 men. Her main battery consisted of four 5"/38 caliber guns and five 21" twin torpedo tubes.

The DD 622 was the second ship to bear the name MADDOX. Another destroyer, the USS MADDOX (DD 168), built in 1918, was transferred to the British in January, 1941. A third ship, USS MADDOX (DD 731), was built in 1944 to perpetuate the name.

Stencilled 7/15/46

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ACTION REPORT

USS MADDOX

DD 622

NO SERIAL

15 JULY 1943

U.S.S. MADDOX (DD 622)- REPORT OF BATTLE AND THE  
LOSS OF.

[ SUNK BY AIR ATTACK OFF GELA, SICILY WHILE  
ASSIGNED TO OUTER SCREEN OF TRANSPORT AREA  
DURING TASK FORCE 81 ASSAULT LANDINGS  
ON 10 JULY 1943. ]

OFFICE OF NAVAL RECORDS AND LIBRARY

MADDOX

SECRET  
DECLASSIFIED

~~U.S.S. HARRY LEE~~

c/o Fleet Post Office,  
New York, N.Y.,  
July 15, 1943.

From: The Executive Officer, U.S.S. MADDOX (DD622).  
To: The Commander in Chief, United States Fleet.  
Via: The Commander Destroyer Squadron ~~XXXXXXXXXX~~.  
The Commander Task Force EIGHTY-ONE.  
The Commander U.S. Naval Forces, Northwest Africa.  
The Commander in Chief, U.S. Atlantic Fleet.

Subject: U.S.S. MADDOX (DD622) - Report of battle and the loss of.

Enclosure: (A) List of Survivors.  
(B) List of Missing.

1. On July 10, 1943, the U.S.S. MADDOX, was assigned to the outer screen of the transport area of Task Force 81, while this force was engaged in the assault on the GELA area of SICILY.

2. Subsequent to the approach, the MADDOX, got out of position to the Northwest of the assigned screening station. At 0450, Baker, the Commanding Officer came to course 067° (true), speed 25 knots to return to position. At that time the ship bore 247° (true), distance eighteen miles from Point King. This position was determined from DRT and checked with soundings and radar ranges and bearings.

3. Sunrise was at 0558, and the first signs of light were beginning to show when the ship was steadied on the new course. The ship was at general quarters with the exception of cooks and officers' stewards from the clipping rooms. Material condition Affirm was set throughout the ship. At approximately 0455, several flares or starshells were seen to the Northwest, distance about ten miles. About two minutes later small, high speed propeller noises were heard on the QC, bearing dead ahead. By this time there was sufficient light to the East for surface objects to be seen at a range of about three miles and the mountains of SICILY were plainly outlined ahead.

4. Almost immediately after this report from the soundman, at about 0458, the Executive Officer, who was standing on the starboard wing of the bridge, simultaneously heard the rear of an airplane pulling out of a dive, the whistle of bombs, and saw a bomb explode bearing 160° relative, distance about 25 yards from the stern. This was instantly followed by a miss almost under the starboard propeller guard and the terrific shock of the ship being hit. The Executive Officer was knocked down but was able to get up almost immediately. The stern of the ship was awash by the time the Executive Officer could get to the starboard 24 inch searchlight platform to look aft. The following damage could be seen: The deckhouse aft of number two stack was ripped open, 5" mount

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~~U.S.S. HARRY LEE~~

Subject: U.S.S. MADDOX (DD822) - Report of battle and the  
loss of.

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three and the after deckhouse were leveled or blown over the side, mount four appeared to be standing, the depth charge projectors and racks were leveled and no charges could be seen, the main deck aft of the leading machine was awash. Fire and steam were pouring from number two stack and the starboard side of the main deck just aft of number two stack. At this time the ship had no list, was settling by the stern and appeared to be holding a steady course but was rapidly losing headway.

5. The Executive Officer then went into the pilot house where he found that steering control had been lost, the engine room annunciators were dead, the TMS dead, and all electric power lost. He then went out to the port wing of the bridge. The ship was almost dead in the water. Immediately the ship took about a five degree list to port, righted herself and immediately rolled rapidly over on her starboard side. When she rolled over she then sank to a perpendicular position with the bow from number one 5" gun forward, standing vertically above the surface. She paused there momentarily until there was an explosion which sounded like a bulkhead collapsing and then sank vertically. About thirty seconds later there was a similar explosion. No one in the water appeared to suffer from either of these explosions. The depth charges were set on shallow and since there were no survivors from that part of the ship it is impossible to determine what prevented their explosion as the ship sank.

6. The survivors were in the water for about an hour before they were picked up by the Tug INTENT which had been about three miles away and had seen the flames on the MADDOX and heard the explosions of the bombs. It is the belief of the Executive Officer that all survivors were picked up at this time, although it is possible that if some were missed by the INTENT they would have drifted down on SICILY to the Southeast of SCOGLITTI.

7. The following additional information was obtained by interviewing all survivors. The survivors were all from the forward part of the ship except for four from the after fireroom and two men from the 20 m.m. platform just aft of number two stack. The Captain was last seen in the pilot house as the ship rolled over. The four survivors from the after fireroom and one from the forward fireroom were the only engineering space survivors. The chief electrician's mate, who was in a repair party, states that the ship was in a completely split plant operation and cannot account for the loss of power in the forward part of the ship, since all circuit breakers were locked. The survivors from the after fireroom state that they were driven out by steam which came from in back of number four boiler. As they evacuated, water



~~SECRET~~  
~~CLASSIFIED~~  
subject

~~U.S.S. HARRY LEE~~

U.S.S. MADDOX (DD322) - Report of battle and  
the loss of.

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had risen to the upper level gratings. All had minor steam burns. The Gunnery Officer states that he had communication with 5" mounts one, two, and four, and plot on sound powered phones after the bomb explosions. Talkers in mounts one and two confirm this. The power to the director and mounts one and two failed as they tried to train to starboard immediately after the bombs hit. One survivor from the after fireroom reports that the main deck, port side, was split as far forward as the port after fireroom hatch and that the deck appeared to sag down into the water about six feet aft of this point. The bridge JV talker did not survive so there is no further information on occurrences in the engineering spaces. No one saw the plane but several reports hearing the roar of the engine and the whistle of the bombs.

8. It is believed by the Executive Officer that the ship was damaged by the miss near the starboard propeller guard and by hits by one or two bombs on the after section of the ship. It is not believed that any torpedoes hit the ship. All water-tight integrity was lost from the forward bulkhead of the after fireroom to the stern, possibly in the forward fireroom and engine-room, but the ship was undamaged from the IO room forward. Since the ship went down in less than two minutes it is almost impossible to obtain positive evidence of damage.

9. Surviving are nine officers including the Executive Officer, and sixty-five enlisted men, plus one on leave. Missing are eight officers, including the Commanding Officer, and two hundred three enlisted men.

10. The approximate position of the ship when she sank at 0800, was bearing 247° (true), distance 16 miles from point King, and in Latitude 36° 55' North, Longitude 13° 56' East, depth of water 500 fathoms.

11. The Executive Officer has no meritorious conduct to report, except that of the Commanding Officer, Lieutenant Commander Eugene Sylvester Sarsfield, U.S. Navy, who continued to use every means possible to save the ship and crew even as she sank under him. As a result of this action he lost his life when he might have been saved.

W. R. LAIRD, JR.

Copies to:  
(direct, less enclosures)  
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COMMANDER DESTROYER SQUADRON SEVENTEEN  
CARE OF FLEET POST OFFICE  
NEW YORK, N.Y.

DD-17/A16-5(AR)/A9  
Serial 071

U.S.S. NELSON, Flagship,  
August 7, 1943.

FIRST ENDORSEMENT to:  
Exec. Off. USS MADDOX  
Secret ltr. of 7/15/43.

**DECLASSIFIED**  
**CONFIDENTIAL**

From: The Commander Destroyer Squadron SEVENTEEN.  
To: The Commander in Chief, United States Fleet.  
Via: (1) The Commander Task Force EIGHTY-ONE.  
(2) The Commander U.S. Naval Forces, Northwest African Waters.  
(3) The Commander in Chief, United States Atlantic Fleet.  
Subject: U.S.S. MADDOX (DD622) - Report of battle and the loss of.  
Reference: (a) DD-17/P16 ltr. serial 043 of July 17, 1943.

1. On July 10, 1943 the USS MADDOX, as stated in the basic letter, was assigned to the outer screen of the Transport Area of Task Force EIGHTY-ONE in the DIME Attack Area off Gela, Sicily.

2. Upon arrival in the attack area the MADDOX proceeded to carry out orders to go to the outer patrol area but it appears that in so doing she got out of position and got separated from the rest of the screening force. From the position reported by the Executive Officer at the time of the attack she was considerably further away from the DIME Attack Force than she should have been.

3. It is considered that this is probably a contributory factor to her sinking because from experience gained while off Gela, Sicily, it was found that ships which got separated from their force were soon subjected to attack by aircraft and several had rather narrow escapes. From the narrative it appears that such was the case of the MADDOX and she was unfortunate enough to have been hit in a vital spot. Experience indicates that German night attacking aircraft follow the wake of ships, glide down on them with their engines out off and when in position about 50 yards astern, cut in their engines, pull up to about 100 feet and drop their bombs. Several ships reported close misses due to this enemy night attack procedure.

COMMANDER DESTROYER SQUADRON SEVENTEEN  
CARE OF FLEET POST OFFICE  
NEW YORK, N.Y.

CD3-17/A16-3(AR)/A9  
Serial 071

August 7, 1943.

~~CONFIDENTIAL~~  
**DECLASSIFIED**

Subject: U.S.S. MADISON (DD622) - Report of battle and the  
loss of.

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4. No blame is attached to the Commanding Officer for having been this far away from the formation as it is assumed that he considered it necessary to sweep the area he was in and it is only regretted that he was unfortunately hit in doing so.

5. It appears that little could be done to save the ship after she was hit as she was evidently so badly wounded that she sank almost immediately. The question arises as to whether the hits in the after part of the ship set off ammunition located there. Several ships reported that, about the time stated as that of the attack they saw in the distance a tremendous explosion. It is believed by the Squadron Commander that in all probability the bomb hits detonated ammunition stowed aft on deck, such as depth charges, or that the magazines themselves were punctured and powder therein detonated.

6. This brings up the question as to the best procedure to follow in case a bomb or shell hit is received aft. If fire is started aft should the Commanding Officer wait to see whether the fire can be brought under control before flooding magazines aft or should he flood immediately if fire is started there? To the mind of the Squadron Commander it is a moot question whether the Commanding Officer of a destroyer subjected to attack and hit aft should wait to determine the extent of damage before flooding the after magazines, or whether he should flood the after magazines immediately upon it being determined that a hit has been received and a fire starts in her after section. If a ship fails to flood the after group of magazines while waiting to see whether fire in that area can be controlled she runs a tremendous risk of being blown up and sunk due to the fact that because of depth charges upon deck, impulse charges on deck, and the fact that her magazines are covered with a very thin skin of steel the whole after end of the ship is in fact a magazine. It appears therefore to the Squadron Commander that it should be a standard practice to flood magazines aft immediately a hit is received in that area if fire is started, regardless of whether there is a possibility of fighting fire or not.

COMMANDER DESTROYER SQUADRON SEVENTEEN  
CARE OF FLEET POST OFFICE  
NEW YORK, N.Y.

OS-17/A18-3(AR)/AS  
Serial 071

August 7, 1943.

~~TOP SECRET~~  
~~SECRET~~

Subject: U.S.S. MADDOX (DD322) - Report of battle and the  
loss of.

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By so doing several hundred rounds of ammunition probably will be damaged but this does not seem worthy of comparison to the cost of a several million dollar ship. If the MADDOX did have an explosion aft this is the second ship known to the Squadron Commander to have been destroyed by such an explosion, the other being the USS INGRAHAM which was destroyed due to depth charges being ignited on deck during a collision and the fire from these reaching the magazines before the fire could be put out. It is therefore recommended that consideration be given to making it standard practice in destroyers to flood after magazines automatically if hits are received in the after section of the ship starting fires.

7. Nine officers and sixty-five enlisted ratings were saved. These were picked up by a tug which happened to be in the vicinity and were landed in the USS HARRY LEE. The USS HARRY LEE returned to the United States prior to the Squadron Commander having been able to contact the Executive Officer of the USS MADDOX and therefore no further information than that contained in the basic letter can be advanced.

8. One report was received from the Executive Officer by signal light to the effect that all confidential ciphers and codes were in weighted bags and that these went down with the ship in 300 fathoms of water.

9. In reference (a) the Squadron Commander recommended Lieutenant Commander Eugene Sylvester Sarsfield, U.S. Navy, Jacket Number (60201), for the posthumous award of a Navy Cross. A recommendation is again made herewith that this decoration be awarded posthumously to this officer.

D. L. MADEIRA.

Copy to: Lt. W.R. Laird, Jr., U.S. Navy,  
c/o Bureau of Naval Personnel.

8thPHIB/A16-3

Serial:

0353

UNITS UNDER THE COMMAND OF THE EIGHTH AMPHIBIOUS FORCE IN NORTHWEST AFRICAN WATERS

SECRET

**DECLASSIFIED**  
~~CONFIDENTIAL~~

15 SEP 1943

SECOND ENDORSEMENT to  
Exec. Off. USS MADDOX  
sec. ltr. of 7/15/43.

From: Commander Eighth Amphibious Force.  
To : Commander in Chief, United States Fleet.  
Via : (1) Commander U.S. Naval Forces, Northwest African Waters.  
(2) Commander in Chief, U.S. Atlantic Fleet.

Subject: U.S.S. MADDOX (DD622) - Report of battle and the loss of.

1. Forwarded.
2. The loss of the MADDOX and the resulting casualties to personnel have been previously reported.
3. The first information of the loss was contained in a dispatch received from the Screen Commander, Commander Destroyer Squadron 17, at 1300, 10 July 1943. An unsuccessful search of the area was conducted in the hope of finding additional survivors.
4. Referring to paragraph 3 of the first endorsement, notwithstanding the fact that the wakes of ships steaming at high speeds at night afford good guides to attacking aircraft, enemy aircraft off GELA showed no tendency to concentrate on vessels of the screen. They delivered frequent attacks on ships in and around the transport area. Many vessels of all types had bombs fall in their vicinity. Flares were most effective in illuminating large areas. There were many claims advanced of destruction of aircraft by AA fire. However, night defense against low flying aircraft is most difficult. Under favorable conditions smoke may be very effective. It was employed with some success during the period of unloading off the beaches.
5. The Force Commander was agreeably surprised at two things during these attacks:
  - (a) The very small percentage of hits made by enemy aircraft, either by horizontal bombing or by low level attack.
  - (b) The few casualties to personnel from low angle fire of our AA weapons.

3thPHIB/A16-3

Serial: 0353

UNITE STATES AMPHIBIOUS FORCE  
NORTHWEST AFRICAN WATERS

**DECLASSIFIED**  
**CONFIDENTIAL**

15 SEP 1943

Subject: U.S.S. MADDOX (DD622) - Report of battle and the loss of.

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6. That the MADDOX and LST 313 were the only ships of this force destroyed by bombing is due to a happy combination of luck, bad enemy marksmanship, and close in AA weapons in such large numbers as to be in all probability a great factor in that bad marksmanship. Intensive action by our air force to gain superiority of the air in the assault area had undoubtedly gained a degree of control without which the operation could not have succeeded, but there were many sporadic raids which a fair degree of proficiency in bombing could have made much more costly to this force.

J. L. HALL, Jr.

USS Maddox (DD-622) in World War II

List of Casualties; Sinking on 7/10/43<sup>1</sup>

KILLED IN ACTION<sup>2</sup>

Officers:

<u>Name</u>	<u>File No.</u>	<u>Rank</u>
CANTY, Eugene John	165626	*LTjg
CRATHORNE, Arthur R., Jr.	216583	ENS
DUNN, Raymond A.	191569	LTjg
GARDNER, William T.	187301	ENS
HOWARD, Lon F.	086423	LTjg
MCCOARD, Albert B., Jr.	141720	ENS
OCONNOR, Patrick J., Jr.	119579	LTjg
SARFIELD, Eugene S.	060201	*LCDR

Enlisted:

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
ABEGG, Benona F.	100-02-86	EM1
ABRAMS, Leo B.	708-78-09	SEA2
AHEARN, Francis	666-27-58	EM2
AHRENDT, William L.	615-44-74	SF3
ALMQUIST, Calvin C.	609-21-43	SEA2
ALOI, Herbert A.	821-59-09	SEA2
ANDERSON, Hartvick L.	328-79-10	GM3
ANUSZEWSKI, Edward E.	821-28-75	SEA2
ANZALONE, Michael C.	805-33-30	SEA2
ARNOLD, Charles D.	604-86-88	SEA2
ARNOLD, William D.	604-86-74	SEA2
BAKER, Richard K.	667-18-70	SEA2
BALF, Mathew F.	639-14-05	MM2
BALOG, Peter P.	249-91-08	SEA2
BAREFOOT, Edward T.	656-73-54	SEA1
BARFIELD, Walter T.	604-86-57	SK3
BARNES, Charles H.	604-86-78	RDM3
BARNHOUSE, Willis N.	321-50-16	BM2
BASKIN, Aaron S.	706-90-46	RM3
BATES, Richard M.	223-39-61	MM3
BATTEN, William M.	656-90-28	SEA1
BEATON, Archie G.	111-02-25	SC1
BECKER, Edward P.	652-25-96	RM2
BECKER, Robert C.	638-65-53	SM3

\* \* \* \* \*

Notes:

- 1 According to a machine-generated list at Archives II, College Park, MD, prepared by BuPers after the war in the 'Battle Books' (Record Group 24) listing casualties by battle/campaign by ship.
  - 2 Presumed killed in action more than a year subsequent to date reported missing (Code: 6221)
- \* Graduate of the U.S. Naval Academy

## KILLED, Enlisted (continued)

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
BENAVIDES, Rudy L.	624-55-34	RM2
BENEDUM, Donald L.	668-94-24	SEA1
BENZIE, Louis J.	821-58-82	SEA2
BERGERON, Albert	203-08-81	MM3
BERGSTROM, Edward J.	667-18-79	SEA2
BERLEHNER, Charles F.	810-04-70	SEA2
BICKEL, Vernon P.	560-22-46	F1
BILLETTS, Andrew E.	249-70-38	SEA2
BLAIR, Harry J., Jr.	666-44-75	MM2
BOOREM, Clayton P.	243-08-38	CMM
BOOTH, Thomas	274-63-99	STM1
BOYD, Charles W.	805-33-37	SEA2
BRETON, Lucien S.	607-50-56	MM2
BURKE, Maurice J.	210-78-33	WT1
BUTRIE, Peter	821-05-69	SEA2
CALAPRICO, Santa	800-15-14	SEA2
CARPENTER, Henry H.	274-37-03	SK1
CASE, Carl C.	626-70-07	RM3
CHAMBERLAIN, Claude R.	662-14-32	SEA1
CHILDRESS, Marvin E.	625-71-33	SEA1
CHIPPS, Arcil P.	560-22-10	SEA1
CHUVICK, John F.	249-90-92	SEA2
CLONINGER, Lyndle B.	669-31-25	SEA1
CLUPP, Anthony C., Jr.	258-29-81	GM3
CONNELLY, William J.	279-71-44	BM2
CONTRADA, James J.	809-24-34	SEA2
COOK, Brodie D.	656-89-95	SEA2
COOK, Leon W.	346-88-43	RM2
COX, Roscoe C.	612-10-39	SEA2
CRANDALL, Robert L.	321-36-20	FC1
CROUSE, James L.	656-90-02	SEA2
CRUSE, Kenneth H.	625-68-77	F1
GULL, Ernest C.	800-22-10	SEA2
CULBERTSON, Cordo E.	274-24-01	BM2
CUNNINGHAM, Lawrence F.	706-38-77	MM3
CUSHING, Willard E.	368-60-93	MM3
CZERMINSKI, Casimer J.	805-41-24	SEA2
DAVIDSHOFER, Harlan J.	639-13-42	MM2
DEAN, Charles A.	272-05-63	CMM
DEVITA, Dominick F.	243-73-41	MM2
DEYONG, Adam J.	356-25-05	MM2
DIBERARDINO, Joseph J.	614-44-46	SEA1
DODSON, John W. R.	602-67-73	F2
DUKES, Rembert J.	264-50-87	EM3
EMERICK, Donald C.	291-62-61	MM2
EVANS, Robert S.	212-53-94	GM2
FENDER, Gordon K.	311-63-23	WT2
FRANK, Emil F.	224-70-33	TM3
FRENCH, Charles W.	238-70-76	RDM3



## KILLED, Enlisted (continued)

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
GALBRAITH, William W.	376-23-44	MM3
GARDNER, Garland G.	602-20-74	SEA2
GILMORE, Russell M.	664-86-80	EM3
GONZALEZ, James H.	647-44-67	EM3
GRICE, Malcolm H.	602-70-80	F1
GUYDON, Rosevelt	630-65-55	STM1
HAGUE, Raymond M.	648-30-45	TM2
HART, Fred N.	636-89-43	F1
HAUPT, Lynn P.	611-64-71	F2
HAYWARD, Warren E.	238-70-17	TM3
HELD, Benjamin H.	172-30-23	MM1
HENNING, Herman A.	305-35-85	SOM3
HENSLEY, Boyce C.	261-67-39	CGM
HENSLEY, Lawrence N.	628-92-25	RM3
HILLIN, Joe W.	625-71-90	SEA2
HOFFMAN, Lee C.	646-14-19	Y3
HOLBERG, Norman R.	646-81-32	RDM3
HOLM, Arnold I.	329-06-32	MM3
HOOVER, Harry B.	560-19-04	SEA2
HOVEY, Albert M.	243-79-94	BM2
HUBRICH, Alfred P.	300-16-43	MM1
JACKSON, Charles H.	656-90-25	SEA2
JARVIS, Newton B.	268-42-73	WT2
KACSANDY, Louis, Jr.	614-28-61	SEA1
KELLOGG, Jack K.	283-80-22	SEA1
KELLY, Donald W.	600-76-66	SEA2
KELSEY, Leonard M.	632-95-15	SEA1
KLEIN, Gilbert P.	625-71-44	SEA2
KNUTSON, Neil J.	316-04-46	CRM
KOVAC, Andrew	600-03-62	Cox
KRAKOSKY, Wallace C.	244-01-34	FC3
KULLANDER, Donald R.	725-76-18	SEA1
KURTZ, Stanley R.	393-38-11	GM3
LEECH, Robert D.	668-96-39	SEA2
LEVY, Mathieu S.	668-20-60	RT2
LUNN, Richard C.	212-51-64	EM1
MASSERONI, Alfred	228-21-06	MM1
MATTHEWS, Oliver H., Jr.	355-83-02	CTM
MAXWELL, Watt T.	662-11-65	CM2
MCCARTER, Creed C.	295-45-35	FC1
MCCALL, Albert J.	651-67-49	SEA2
MC GEE, Hobert B.	560-22-13	SEA1
MELTON, Homer L.	656-90-26	F1
METZINGER, Frank J.	651-43-68	SEA1
MICKENS, Walter J.	223-87-71	ST3
MILLANDER, Charles D.	604-54-03	TM3
MILLS, Darius W.	560-22-33	SEA1
MOELLER, Gustaf A.	638-67-05	EM3
MORGAN, Clarence A.	552-79-38	EM3

## KILLED, Enlisted (continued)

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
MORRIA, Edward W.	355-90-20	WT2
MUSGRAVE, Dean H.	382-75-62	F1
NEESON, Lewis F.	652-75-02	RM3
NEIDER, Calvin C.	651-44-31	SEA1
NEMEC, Joseph L.	639-09-69	MM2
NORTHEY, Bruce O.	300-19-29	MM2
NOVOSEL, Joseph S.	342-17-05	GM1
OLIVE, Richard E.	380-88-34	GFC
ONEAL, Leon H.	630-45-24	SEA1
ORDEL, Robert F.	658-24-18	TM2
OWEN, Lenwood L.	208-61-95	MM3
PACK, Robert J.	652-75-80	RM3
PANNIER, Louis J., Jr.	212-57-17	PHM1
PAVLICK, James J.	402-77-89	F1
PELTON, Homer O.	625-71-46	SEA1
PERALTA, Raymond A.	625-71-53	SEA2
PERRAULT, Arthur C.	238-83-09	TM3
PETERSON, Laurence A.	375-28-92	GM1
PETERS, Jack R.	651-44-47	SEA2
POE, Procter H.	630-45-75	SEA2
POLAND, Jack	274-29-40	MM1
PRATT, Roy	656-90-22	SEA1
PRIDGIN, Ray P.	630-48-44	SEA1
PRINGLE, Orville V.	664-51-42	RM3
QUIROLI, Joseph G.	651-67-19	SEA1
RABY, Luther G.	651-56-44	SEA1
REYNOLDS, Bert R.	368-62-97	RM3
REYNOLDS, Hubert A.	320-96-08	GM1
RICHARDS, Charles G.	628-76-71	SEA2
RINES, Marland W.	663-60-10	MM2
RINEY, Clarence L.	356-78-82	MM3
ROBINSON, William F.	626-91-21	MM3
RODRIGUEZ, Geronimo, Jr.	625-71-80	SEA2
RODRIGUEZ, Ralph M.	625-72-22	SEA2
RODRIGUEZ, Ramiro	625-71-77	SEA2
ROGALSKI, Bruno J.	651-67-57	SEA2
ROOT, Raymond R.	628-65-63	SEA1
SANCHEZ, Alfred	625-71-62	SEA1
SANDERS, Albert	190-26-70	OC2
SAVIGNANO, Edmond J.	651-67-36	SEA1
SCHROEDER, Howard	279-69-91	PHM1
SCOTT, Walter D.	616-54-16	EM2
SLEVIN, Jerome A.	192-66-56	MM2
SMITH, Harold A.	328-76-99	MM2
SMITH, Harry C.	651-67-50	SEA2
SMOCK, Robert D.	670-36-67	FC2
STEVENS, Thomas	282-95-08	CWT
STOCKWELL, John R.	194-35-40	MM3
STRONG, Richard H.	311-28-96	WT1

KILLED, Enlisted (continued)

<u>Name</u>	<u>Service No.</u>	<u>RATE</u>
STURGILL, Earl W.	656-90-01	SEA1
TARBETT, Raymond L.	342-17-61	SEA1
TARVIN, Marion R., Jr.	625-72-62	SEA2
TAYLOR, Alfred G.	663-07-18	MM3
TAYLOR, Kermit C.	634-25-32	SEA1
TEDESCHI, Richard P.	376-23-00	SEA1
THOMPSON, Junior T.	321-81-76	SEA2
THORPE, Robert H.	845-36-12	STM2
TOLER, Ernest C.	560-22-03	SEA2
TUCKER, Thomas G.	662-15-89	MM3
UNSER, Arthur E.	708-85-42	SOM3
VACCHIERI, Lawrence T.	662-90-87	SEA1
VOEGEL, Gilbert F.	626-34-72	EM2
VONBROCKDORFF, William M.	312-09-12	SEA1
WAGGONER, Raymond O.	257-96-48	BM1
WALKER, Harry E.	553-02-96	EM2
WALKER, Neill S.	393-70-49	EM3
WASKIEWICZ, Stanislaus E.	301-05-87	SEA2
WEST, Elmer A.	312-09-07	SEA2
WHITCOMB, James A.	623-30-28	EM3
WHITE, Guy H.	163-87-89	B2
WHITLA, George C.	163-97-59	MM1
WHITLEY, James W.	625-72-64	SEA2
WHALEY, Lester M.	641-33-39	F2
WILLIAMS, Marion J.	552-02-62	GM3
WILLIAMS, Oscar J.	641-33-51	F2
WILLIAMS, Ray D.	625-71-37	SC3
YAHL, Raymond C.	633-97-14	MM1
YOUNG, Charles L.	258-44-84	SEA2
YOUNGBLOOD, Vernon P.	360-01-13	WT1
ZINSER, Allen L.	336-90-72	WT1

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WOUNDED IN ACTION<sup>1</sup>Enlisted:

ADAMS, Cecil Jay	604-86-39	SEA1
BATTLES, Joseph Owen	604-86-41	F3
CANONICO, Armando Carmine	223-34-04	F1
DILNO, Darwin Louis	385-56-71	CQM
HUTCHISON, James W.	250-58-39	Cox
KIRKSEY, Byron Lee	381-41-68	F1
MARINO, Victor Irving	614-00-75	CSP
PARKER, Claude Thomas	630-45-50	SC3
PHIPPS, Berwyn Robert	299-79-94	SF1
SAMONEK, Joseph A.	651-44-15	SEA2
WESTBROOK, Daniel H.	663-67-88	M1

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Summary of Casualties:\*

	<u>Killed</u>	<u>Wounded</u>	<u>Not wounded</u>	<u>Complement on 7/10/43</u>
Officers	<u>8</u>	<u>0</u>	<u>9</u>	<u>17</u>
Enlisted	<u>202</u>	<u>11</u>	<u>54</u>	<u>267</u>
TOTAL	<u>210</u>	<u>11</u>	<u>63</u>	<u>284</u>

74%

\* Although the ship's action report dated 15 July 1943 states that 203 enlisted personnel were killed, the machine-generated List of Casualties prepared by BuPers after the war identifies only 202. I used the action report as my source for the number of survivors (wounded and not wounded).

E. A. Wilde, Jr.  
August, 2007