CRUISE LOG

	ARRIVED	DEPARTED
Long Beach		17 May 1960
Hawaii	23 May	5 July
Yokosuka	15 July	25 July
Buckner Bay	2 Aug	4 Aug
Kobe	13 Aug	18 Aug
Buckner Bay	23 Aug	26 Aug
Subic Bay	29 Aug	5 Sept
Manila	14 Sept	16 Sept
Hong Kong	19 Sept	26 Sept
Subic Bay	11 Oct	24 Oct
Hong kong	31 Oct	5 Nov
Subic Bay	12 Nov	19 Nov
Subic Bay	24 Nov	26 Nov
Buckner Bay	2 Dec	3 Dec
Yokosuka	5 Dec	6 Dec
Long Beach	18 Dec 1960 (tenative)	

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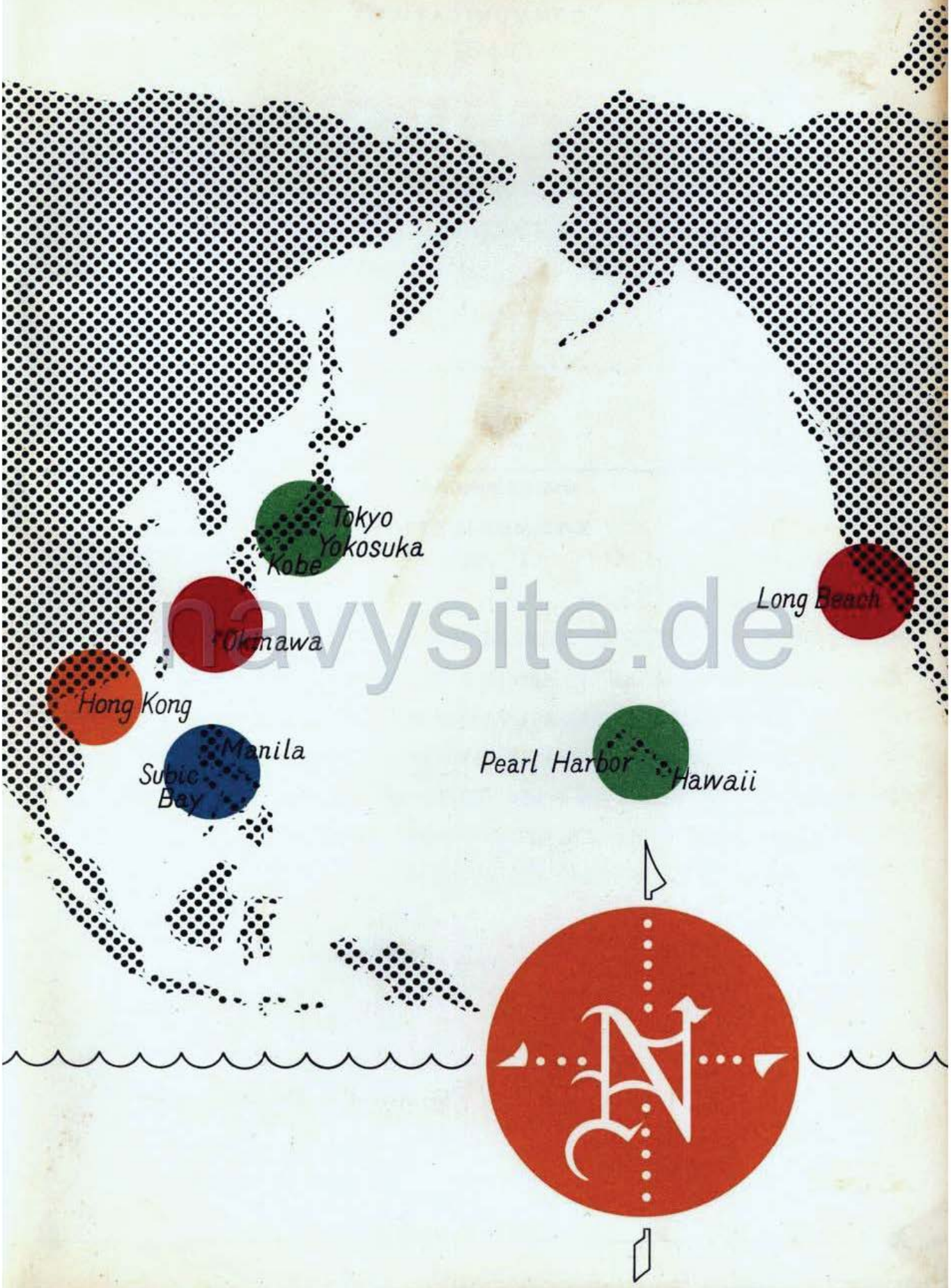
Tokyo
Yokosuka
Kobe
Long Beach
Okinawa
Hong Kong
Manila
Subic Bay
Pearl Harbor
Hawaii
N
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U. S. S. HORNET (CVS-12)

COMMUNICATIONS

UNCLASSIFIED 231846Z DEFERRED

FOL SQUADRONS AWARDED BATTLE EXCELLENCE PENNANT FY 196Ø X PATRON 48, X PATRON 28 X AIRANTISUBRON 37 X HELANTISUBRON 2 X FITRON 142 X FITRON 193 X ATKRON 56 X ATKRON 145 X HATRON 4

U. S. S. HORNET (CVS-12)

COMMUNICATIONS

UNCLASSIFIED 111728Z DEFERRED

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CNO Ø91438Z NOTAL REFERS X FOLLOWING FLAG OFFICERS WILL MAKE PRESENTATION OF CNO ANNUAL AVIATION SAFETY AWARDS X COMFAIRALAMEDA X CVG-9 X VF-24 X COMFAIRSDIEGO X HU-1 X VF-121 X VFAW-3 X COMFAIRWHIDBEY X VAH-8 X VP-47 X COMCARDIV 1 X VA-52 X COMCARDIV 19 X VS-37 X COMFAIRWING 1 X VP-4 X COMNAVAIRPAC X USS PRINCETON X USS THETIS BAY X FLAGS NAMED ARE REQUESTED TO COORDINATE APPROPRIATE CEREMONIES IN ACCORDANCE WITH PARA 5 OPNAVINST 359Ø.5D BUT NOT PRIOR NATIONAL RELEASE SCHEDULED 16 AUG

WU/WP Ø4/1847Z UNCLASSIFIED

DRAFTER	VS	HS	VF	MAR DET	CAC	VAW				RELEASED
	/	/			/	/				

Adm	C/S	Oper	Air	Surf	Spec	CIC	Intel	F/Sec	F/Lt	Sup	PIO	Aero	RPO	Gen	Comm	RDO	F/Qm	Sup	SDO	SOPA

U. S. S. HORNET (CVS-12)

COMMUNICATIONS

UNCLASSIFIED Ø222ØØZ DEFERRED

ALNAVAIRPAC 75 X OPN AVINST 3590.4A X NAVAIRPAC BATTLE EFFICIENCY COMPETITION WINNERS FY 196Ø X CVA TICONDEROGA CVS HORNET AV PINE ISLAND X OPERATIONS E CVA TICONDEROGA CVS KEARSARGE AV SALISBURY SOUND X AIR E CVA BON HOMME RICHARD CVS HORNET AV PINE ISLAND X COMMUNICATIONS C RANGER BON HOMME RICHARD YORKTOWN KEARSARGE PINE ISLAND X ASW A HORNET X ENGINEERING E CVA RANGER CVS HORNET AV PINE ISLAND X CONGRATULATIONS TO ALL WINNERS

U. S. S. HORNET (CVS-12)

COMMUNICATIONS

UNCLASSIFIED 15ØØ16Z DEFERRED

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AIRASRON 37 AND HELASRON 2 NAMED 196Ø WINNERS CAPT ARNOLD J ISBELL TROPHY FOR EXCELLENCE IN AIR ANTISUBMARINE WARFARE X PLAQUES BEING FORWARDED FOR PRESENTATION WITH APPROPRIATE CEREMONY X FORWARD ADVANCE MSG NEWS RELEASE WITH FULL DETAILS ON PRESENTATION TO CHINFO, ORIGINATOR, AND MR A L VARRIEUR VPRES MARTIN COMPANY BALTIMORE MARYLAND X AIRMAIL PHOTOS CEREMONY COVERAGE TO SAME ADDEES

WU/WP Ø4/1842Z UNCLASSIFIED

AFTER	VS	HS	VF	MAR DET	CAC					RELEASED
	/	/			/					

Adm	C/S	Oper	Air	Surf	Spec	CIC	Intel	F/Sec	F/Lt	Sup Log	PIO	Aero	RPO	Gen Files	Comm	RDO	F/Qm	Sup Ord	SDO	SOPA

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One of the high-lights of the cruise came early in August when COMNAVAIRPAC released the results of the fiscal '60 awards competition. The HORNET, with her air group, walked off with a near clean sweep of 10 awards.

The ship copped the coveted Battle Efficiency "E" for the third straight year, the Engineering "E" for the second straight year, the Anti-Submarine Warfare "A", the first to be given, the Air Department "E", and her Supply Department was adjudged outstanding.

Not to be out-done, her mighty air group added five more awards to the already impressive array.

VS-37 won the Battle Efficiency "E", the Arnold J. Isbell Trophy given the best fixed-wing anti-submarine squadron in the Navy, and the Chief of Naval Operations Safety Award.

HS-2 came through with the Battle Efficiency "E" and the Arnold J. Isbell Trophy for the best Helicopter anti-submarine squadron in the Navy.

All in all, an impressive record and a top-notch team.

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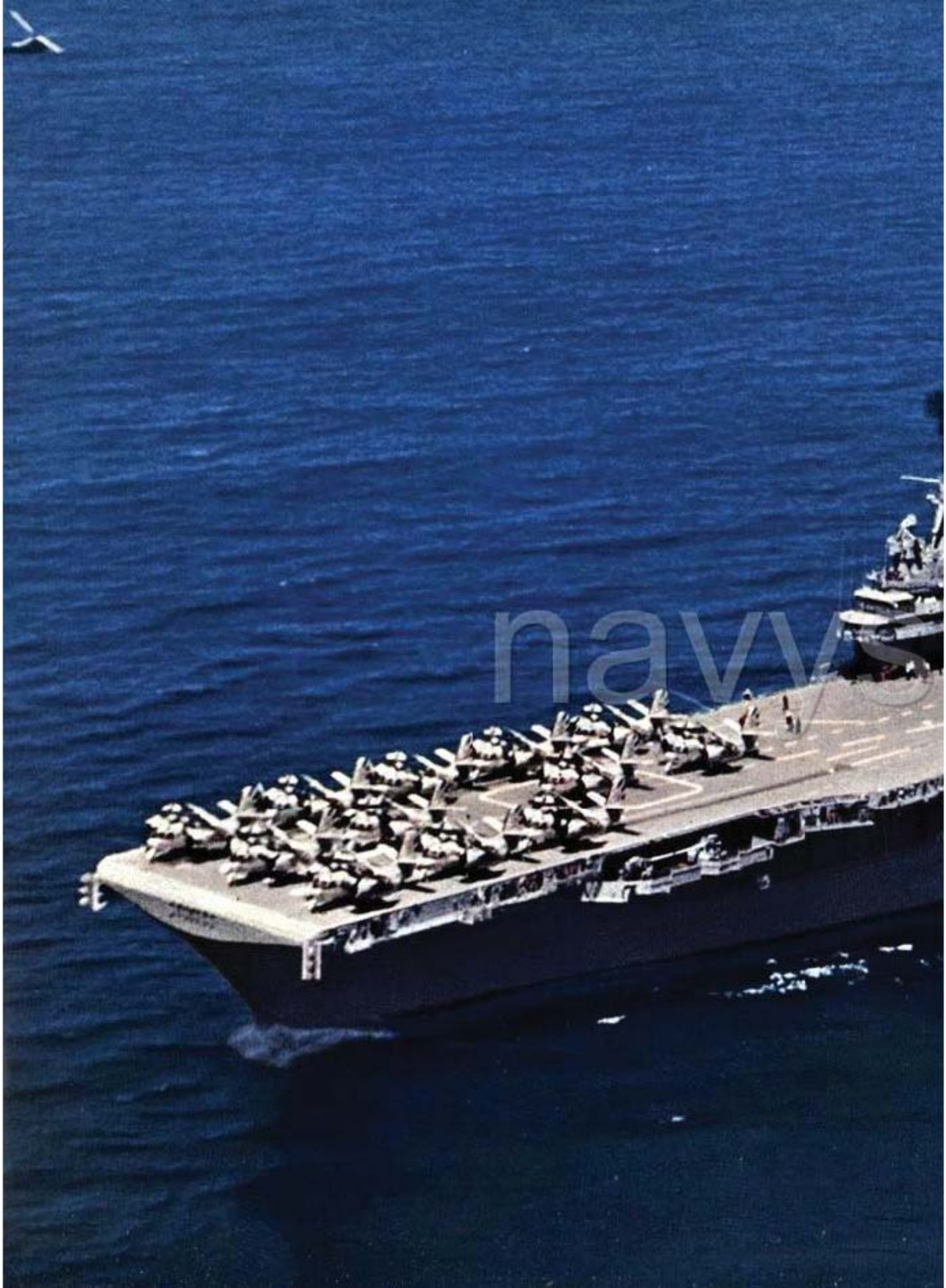
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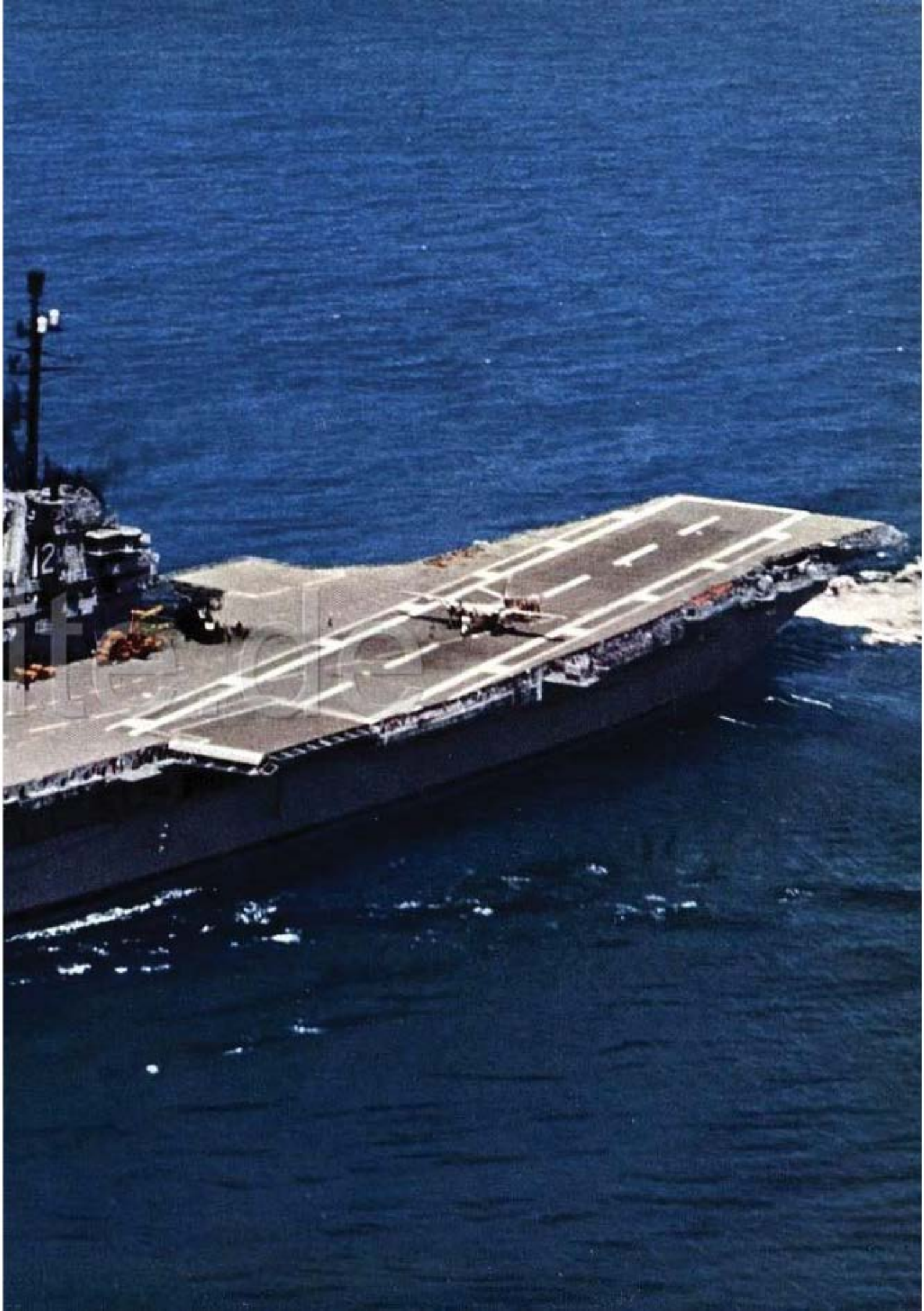
12

History of the HORNET

In these pages, you will read the story of the latest in a line of eight fighting ships that have borne the name HORNET to serve their country. She is an aircraft carrier, designed, equipped and manned to maintain control of the seas. She, and her forebearers have proven many times that they stand ready to defend our country, and our allies, against any agressor that would pose a challange.

The HORNET is 889 feet long, displaces 43,000 tons and stands over 190 feet tall. Her "sting" consists of her aircraft: the S2F, designed to detect submarines from the air; the HSS, a versital helicopter that can hover over the submarine once detected, and track it with its dipping sonar; and the far-seeing AD5-W with her scanning radar to detect a submarine on the surface.

History shows us that previous HORNET's were equally willing to serve their country. HORNET's number one and two were ten-gun sloops. Number one saw duty in the Deleware Capes in 1777. She was destroyed by her own crew to keep her from falling into enemy hands. Number two saw action during the Tripolitan War with Commodore Rodger's Squadron. She was sold out of service in 1806.

The third HORNET was a brig-rigged sloop of war. She fought in the War of 1812 under the command of James Lawrence, who gave the Navy the famous motto, "Don't give up the Ship." She was lost off Tampico, Mexico in 1829, and is supposed to have floundered in a heavy gale.

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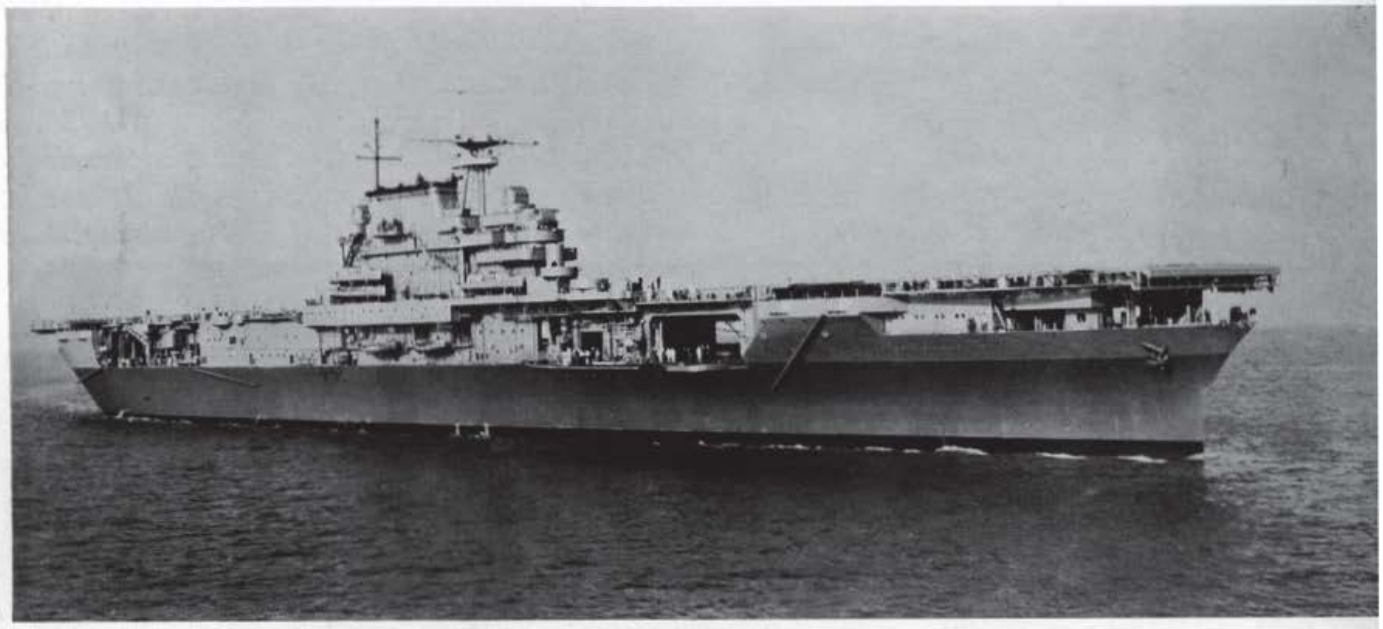
HORNET #7



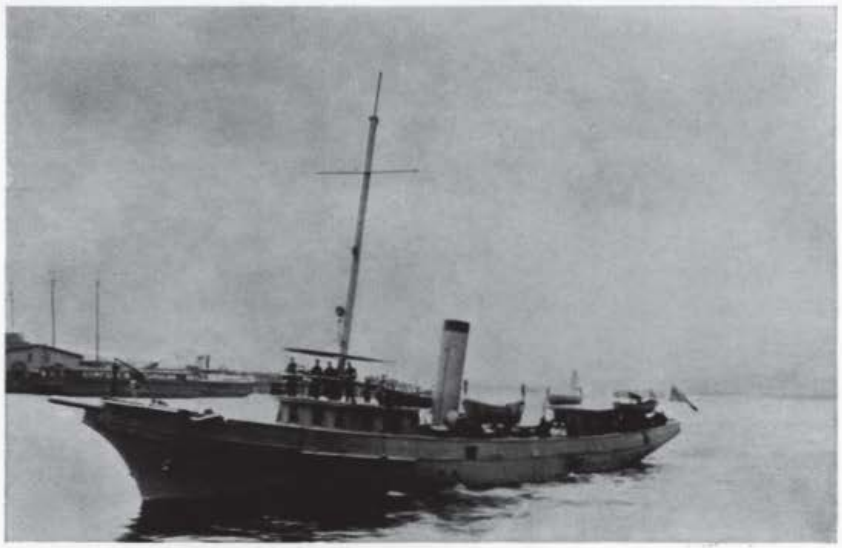
USS HORNET CV-8 COMMISSIONED 20 OCT 1941 . . . SUNK 26 OCT 1942
IN THE BATTLE OF THE SANTA CRUZ ISLANDS

HORNET #6

Hornet number four was a five-gun schooner used as a dispatch vessel between 1813 and 1820. She was sold out of service in 1820.

The fifth HORNET, and the first steam-propelled namesake, was an iron side wheel steamer. She saw action during the Civil War and later was ordered to duty in the Cuban waters. She was laid up in Pennsylvania, and sold in 1869.

HORNET number six, a converted yacht, was a dispatch vessel in the Spanish American War. After a distinguished record, she was sold out of service in 1910.



LEAVING THE NORFOLK NAVY YARD DECEMBER 19, 1898

HORNET number seven, and our most immediate namesake, was the carrier from which General Doodittle launched his famous early raid on Tokyo duringWorld War II. Although she had a brief life, the HORNET proved invaluable in the confused early days of the War, providing some sort of balance in the Pacific. She participated in the battles of Midway, Guadalcanal, and was finally sunk by her own crew during the battle of the Santa Cruz Islands to keep her from falling into enemy hands.

Ten months later, on August 30, 1943, the present HORNET was launched, and upon arriving in the Pacific Theatre, began immediatly to uphold the tradition set by her forebearers. Operating with Task Force 58, the HORNET participated in raids on Palau, Yap, Truk, the capture and occupation of Saipan, and the battle of the Philippine Sea. After several more campaigns, including the Leyte operation, the battle of Surigao Strait, Northern Luzon and Formosa attacks, she served as a troop transport from 1945 to June 1946 during operation "Magic Carpet."

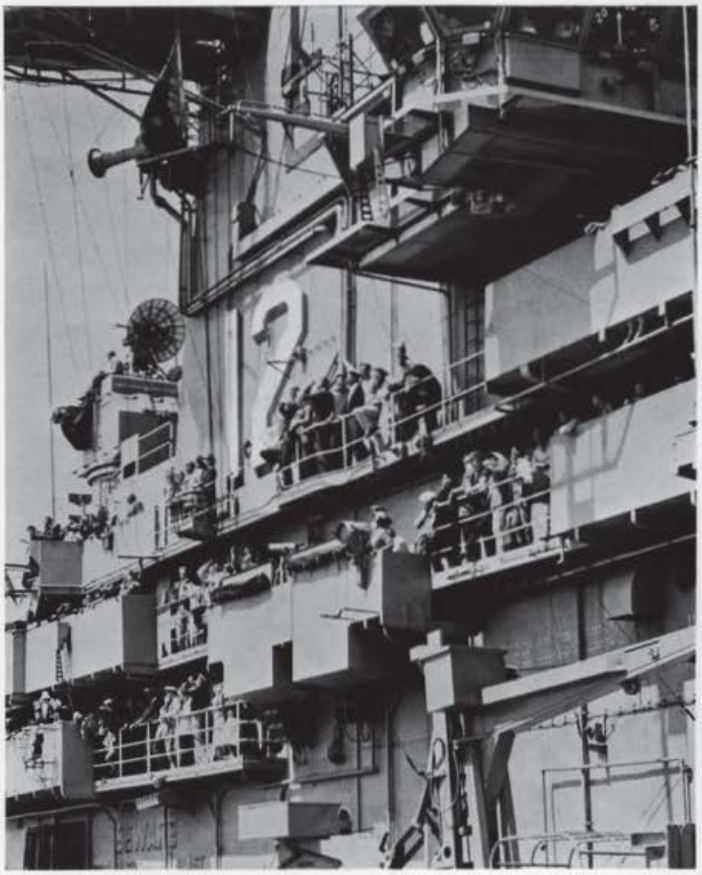
The HORNET was mothballed, and remained out of commission until 1953, when she was recomissioned CVA-12 at Brooklyn Navy Yard. After a short stay with the Atlantic Fleet, the HORNET began an around-the-world cruise, arriving in the Pacific in 1955. In late '55, the HORNET underwent a modernization at the Puget Sound Naval Shipyard. It was here that she received the angled flight deck and hurricane bow.

After three more WESTPAC cruises as a CVA, the HORNET began a new life as an anti-submarine carrier in 1958. She immediatly set out to prove herself in her new field by copping the Battle Efficiency "E" in her first year of competition. From then until the present, the HORNET has proved again and again that she sets the pace in the Anti-Submarine field by consistently dominating the field. She has proven herself worthy of her proud heritage. She is a proud ship.

HORNET #4

A SMALL SCHOONER, USED PRINCIPALLY FOR INSHORE PATROL AND DISPATCH

Our dependents come aboard . . .



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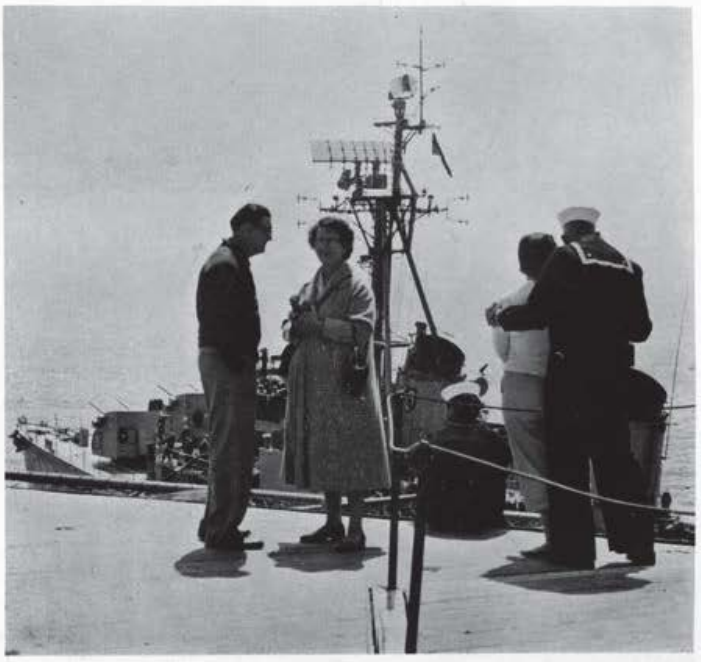
. . . for a one-day cruise.



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Getting Underway . . .

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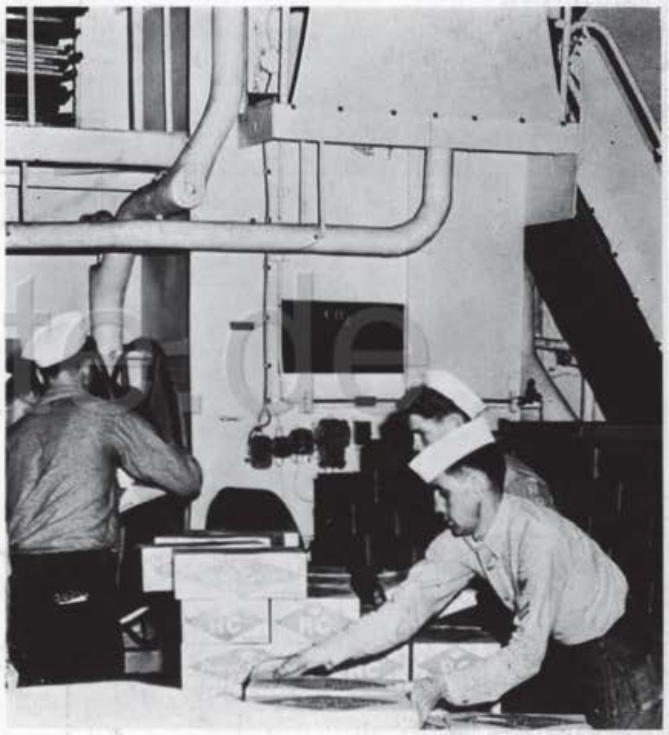
. . . for a seven-month cruise . . .

Hi-spot
LEMON SODA



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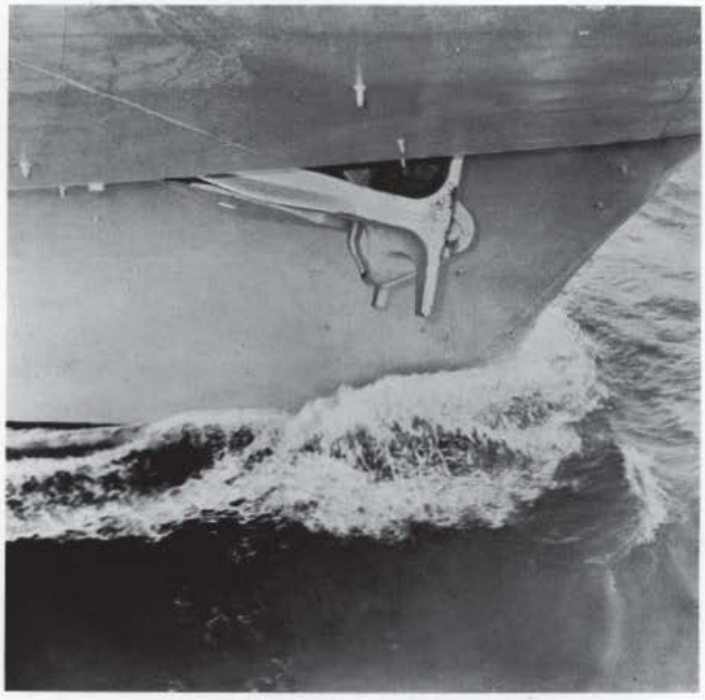
. . . and saying good-bye.



THE NAVY'S MISSION

The mission of the United States Navy is control of the seas, which encompass approximately seventy percent of the globe. As evidenced in World War II, the greatest threat to this control is the lethal and deadly killer of the deep—the submarine. It is vitally important in time of war that the sea lanes be kept open. Not only must our forces be able to move at will, but also our life-line of trade with friendly nations must at all times remain intact.

MISSION

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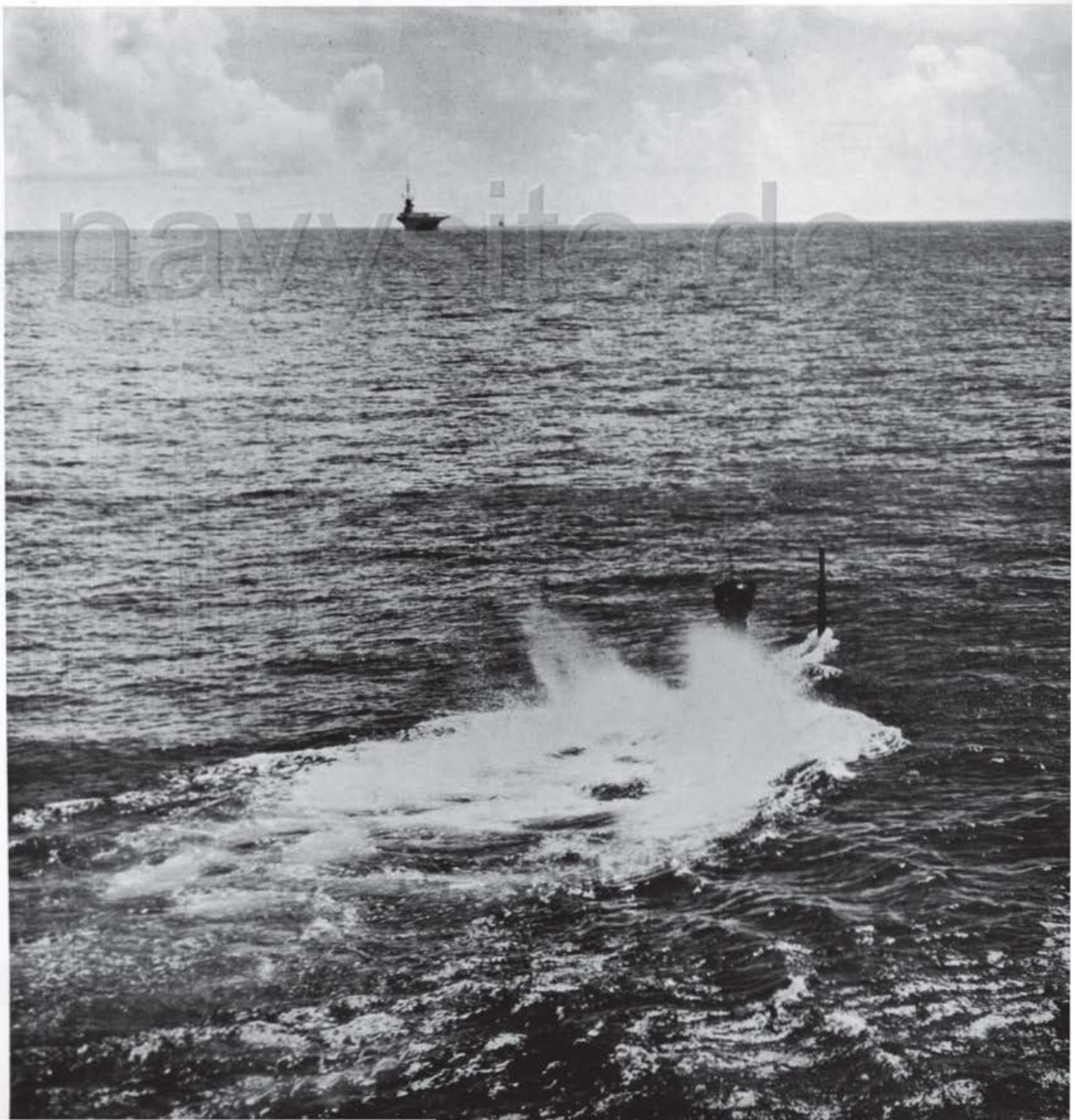
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OUR JOB

Our Task Group, under the able direction of COM CAR DIV NINETEEN, is the Navy's answer to the threat of enemy submarines. Prior to the concept of Hunter-Killer Warfare, the submarine was able to lay undetected in the vast span of seas, an useen killer that could strike at will.

Our job is to seek out and destroy this menace to our nation's security—to make the submarine the hunted instead of the hunters.

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...THE TEAM

S2F

HSS—1

AD5W

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THAT DOES THE JOB...

DESTROYER

A TYPICAL HUNTER-KILLER EXERCISE GETS UNDERWAY

While pilots are briefed in the ready rooms . . .

. . . aircraft are spotted and readied on the flight deck

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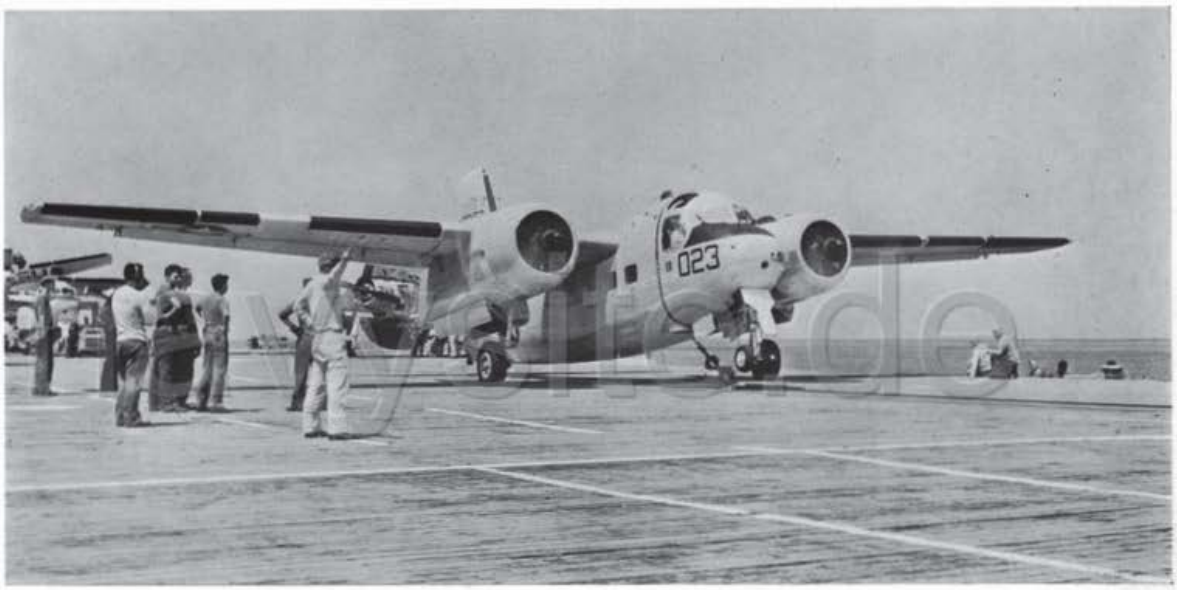
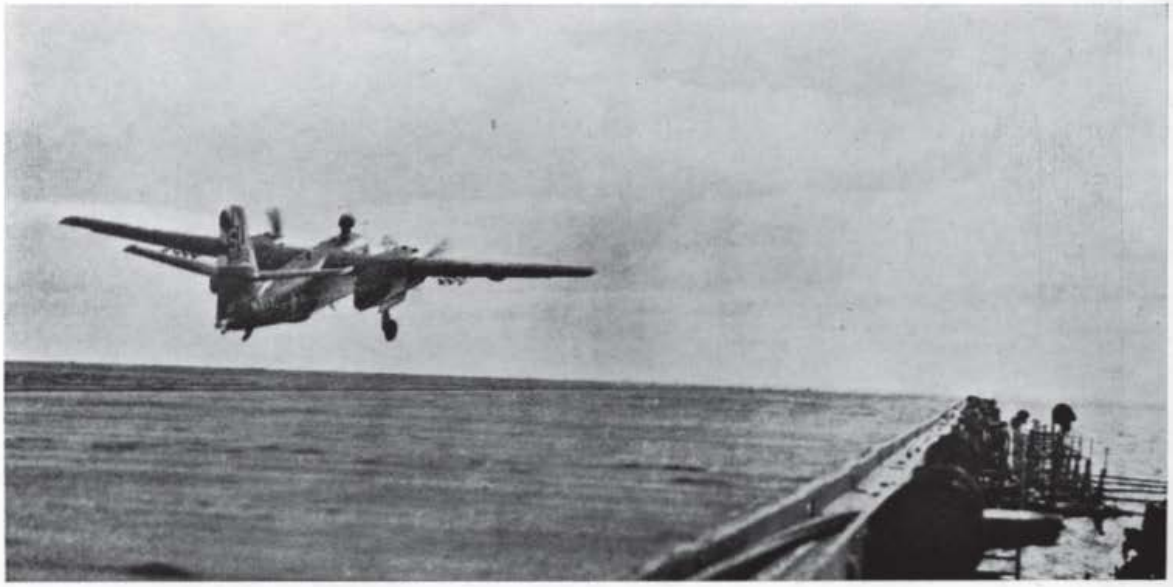
S2F's are turned up . . .



. . . poised on the catapult . . .



. . . and shot into the sky . . .

The S2F's fly predetermined search legs in an effort to detect a submarine in the vicinity of the Task Group. Soon the report comes back . . .

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CONTACT!

The contact area

is spotted on the scopes . . .

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. . . and the contact is plotted

" Check all chocks, tie-downs

and other loose gear about the deck ! "

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LAUNCH THE HELOS!

The contact is marked with smokes . . .

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. . . and the S2F's set up their race track pattern

The destroyers are vectored to the contact area . . .

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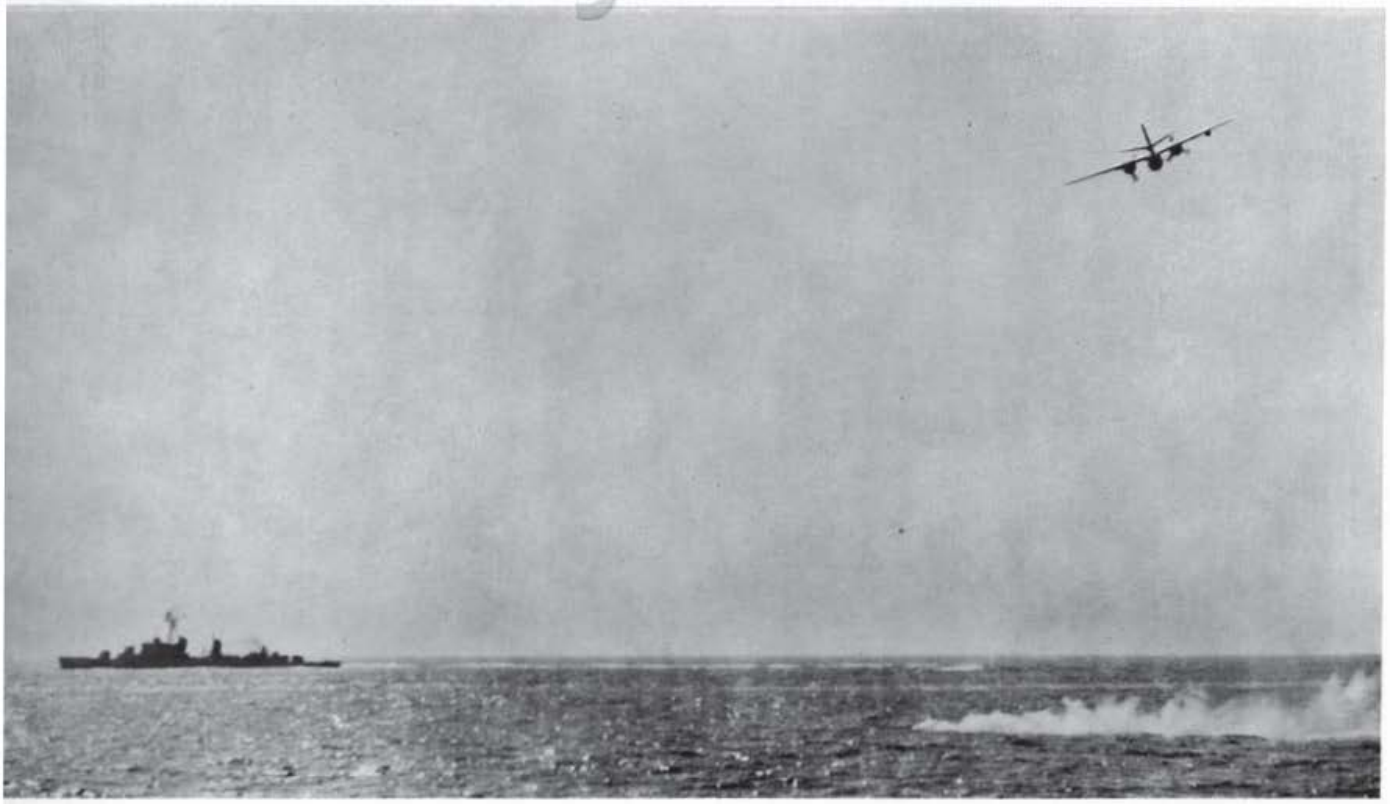

. . . and the S2F's keep tab on the contact

Helicopters arrive on station and confirm the contact . . .

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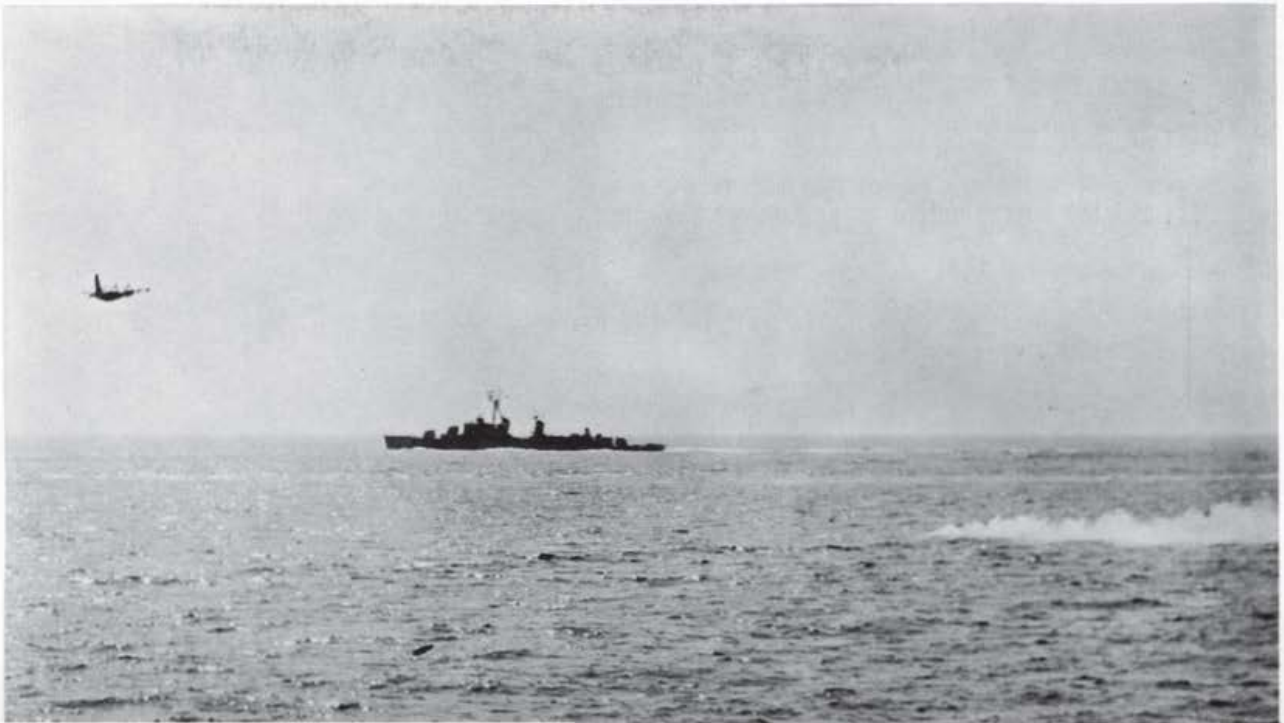
. . . and S2F's rifle over the contact dropping practice depth charges



After taking a relentless pounding the submarine is forced to the surface . . .

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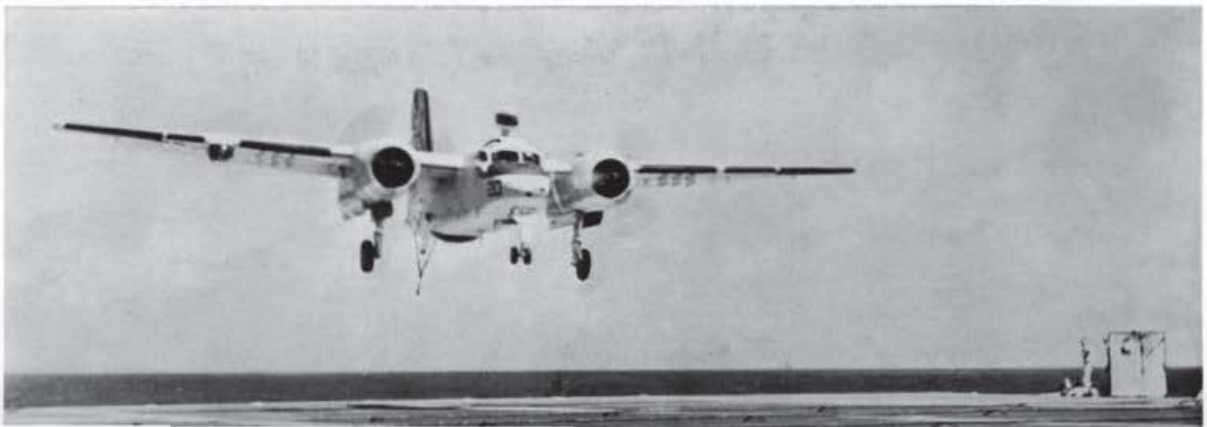
. . . and the aircraft return to prepare for their next engagement with our " enemy ".



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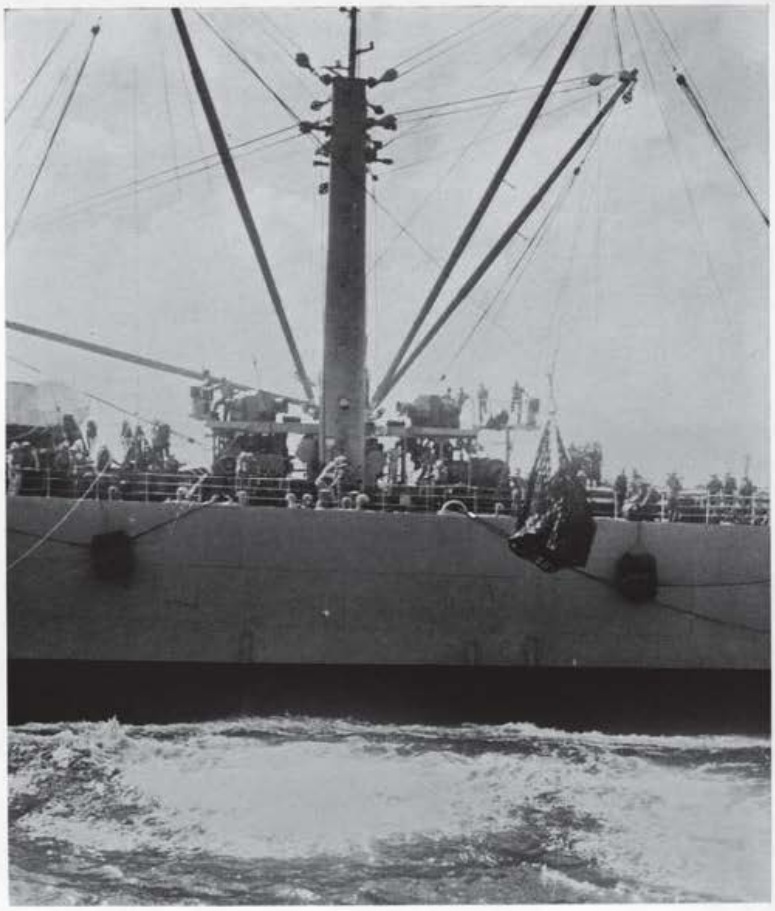
Underway Refueling . . .

"TWO-BLOCK ROMEO!" One by one, thirsty "cowboys" pull up alongside the giant flat-top. "Stand by to receive shot line!". Men tug at lines as the long, black hoses inch out toward the rolling, pitching destroyer. "The smoking lamp is out . . . while refueling destroyer". The world's trickiest "curb service" is now in operation. Amidships, men are busy transferring mail, men, and supplies. When it is the HORNET's turn, big tankers and supply ships stand ready for drive-in service. Born of necessity in World War II and supplying everything from food and fuel to geedunks and razor blades, underway replenishment is the symbol of a Navy that can "keep going".

navyphoto



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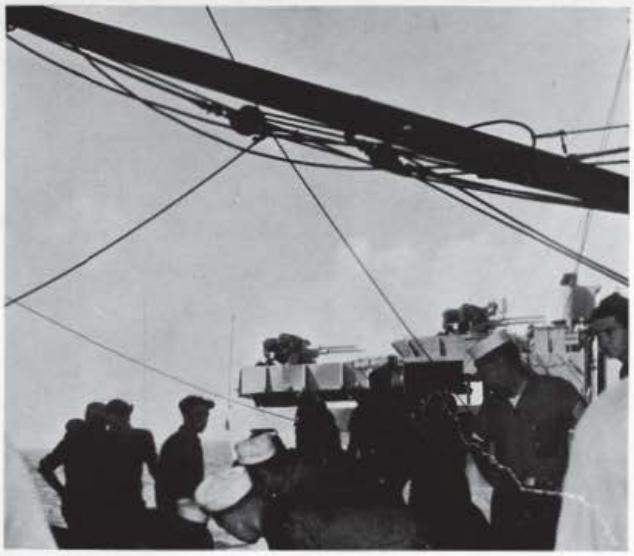
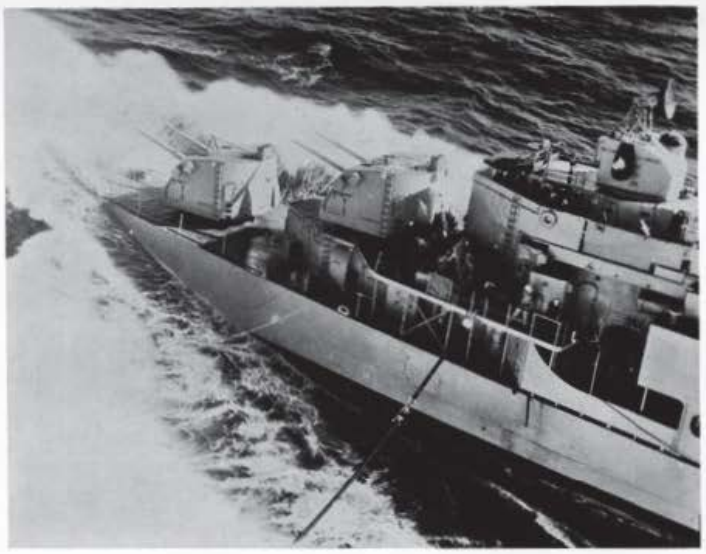
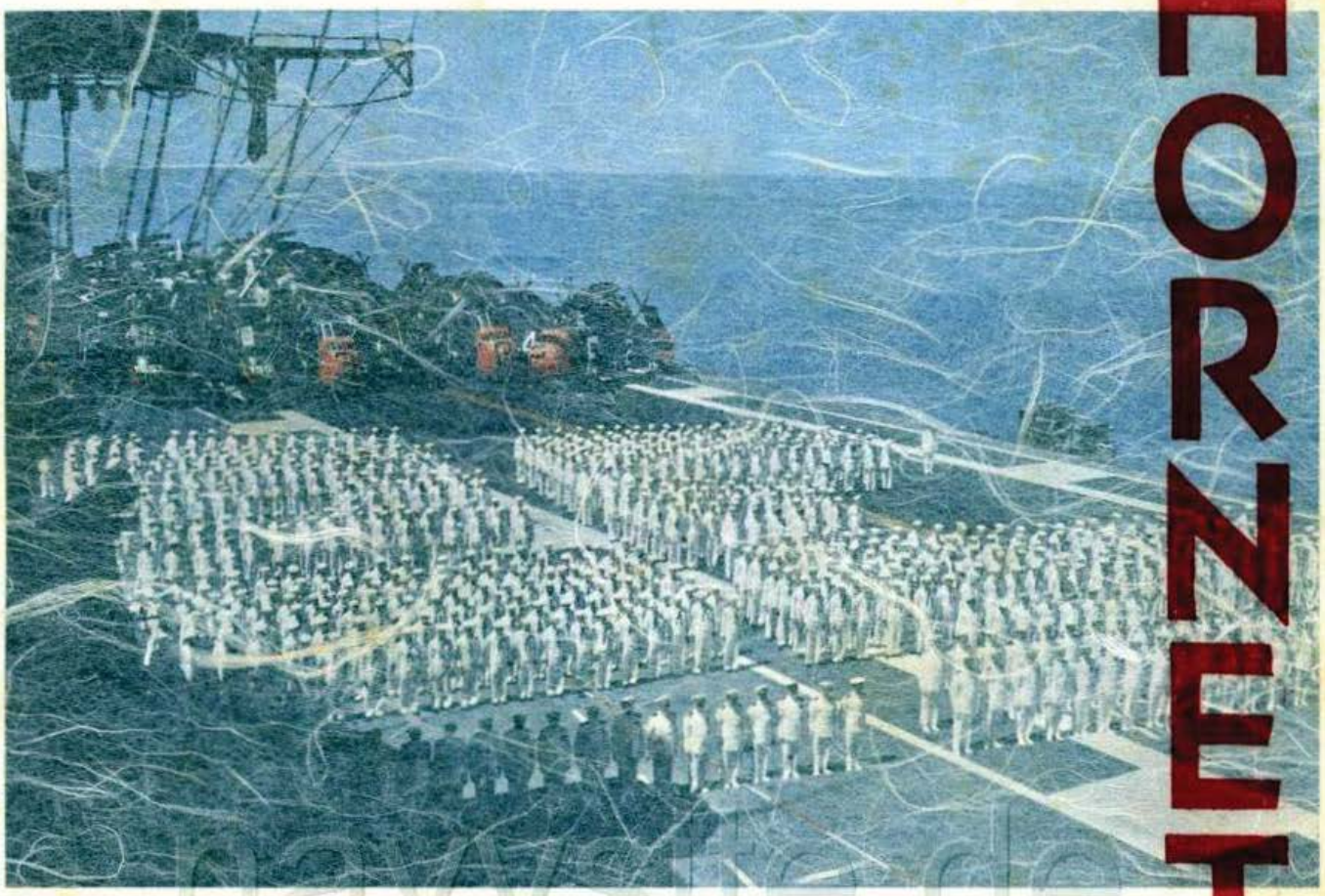
. . . and Replenishment.





HORNET



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CREW

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Captain Ernest E. Christensen graduated from the Naval Academy with the class of 1934. He was ordered to the U.S.S. IDAHO, where he served in the Gunnery, Engineering and Communications Departments. In 1936-37, CAPT Christensen underwent flight training, from which he was ordered to the U.S.S. SARATOGA and the U.S.S. NEVADA. Next, he attended Post Graduate School at Annapolis, after which he served in the Bureau of Ordnance. In June 1943, he was transferred to the Naval Aircraft Modification Unit in Philadelphia as Assistant Chief Engineer. Captain Christensen assumed command of the U.S.S. REHOBOTH in 1944, from which he reported as Commanding Officer and Director of Special Weapons Detail at NAS Traverse City, Michigan. He next took command and was Director of the Special Weapons Test Unit at NAS Mojave, Calif. After a tour of duty at the Point Magu missile range, Captain Christensen became Executive Officer of the U.S.S. PINE ISLAND in 1947. From there, he became Operations Officer of the U.S.S. NORTON SOUND until July 1949. Prior to attending the Naval War College, he was stationed at the Bureau of Ordnance as Aviation Planning Officer for one year and as the Branch Head, Aviation Ordance Research Branch for one year. His next assignment was as Operations Officer on the staff of COM FLEET AIR, QUONSET, from where he was assigned to the staff of Commander-in-Chief, Naval Forces, Eastern Atlantic and Mediterranean. Subsequently, he has served as the Head of the Aviation Department of Naval Proving Ground, Dahlgren, Va., and as Systems Director, Aviation Ordnance Research at the Bureau of Ordnance.

CAPTAIN ERNEST E. CHRISTENSEN
Commanding Officer

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CAPTAIN DAVID C. RICHARDSON
Assumed Command 2 Nov. 1960

CAPTAIN David C. Richardson graduated from the Naval Academy in June 1936. After serving 2 years on the battleship TENNESSEE and a year on the destroyer DOWNES, Captain Richardson commenced flight training at Pensacola, Florida and received his wings in April 1940. CAPT Richardson served as a carrier based fighter pilot with Fighter Squadron FIVE aboard the YORKTOWN, RANGER, WASP, and SARATOGA. He participated in the South Pacific campaigns in 1942, and was credited with 4 kills. After spending 18 months in the Operational Training Command, he served as the Commanding Officer of Fighter Squadron ONE. From this assignment he became Carrier Type Training Officer on the staff of Commander Naval Air Force, Pacific Fleet. At the end of the war, Captain Richardson was transferred to the Royal Navy Staff College, London, England, then to the Naval War College, in Newport, R.I., and in October 1948 he became Commander, Carrier Air Group THIRTEEN. In October 1949, Captain Richardson was ordered to the Joint Strategic Plans Group of the Joint Staff, and in April 1952, he joined the BADOING STRAIT as Executive Officer. The BADOING STRAIT participated in the Korean Campaign under Commander Carrier Divison NINETEEN. In 1953, Captain Richardson reported to the staff of Commander Naval Air Force, Pacific Fleet as Assistant Plans Officer. From there he was transferred to the Office of the Chief of Naval Operations where he was attached to the Air Weapons Systems Analysis Staff in Op-05. In the summer of 1957, he was transferred to the staff of Commander Naval Striking and Support Forces, Southern Europe, located in Naples, Italy, and was assigned duties as Assistant Chief of Staff for Plans, Operations and Intelligence. Upon completion of this assignment he was ordered to the CIMARRON as Commanding Officer and made WESTPAC deployment aboard that ship, returning to CONUS in July o this year.

Commander William R. Hazlett, the HORNET's Executive Office graduated from Pennsylvania State University with the class of 1940. In 1941, he entered the Navy and underwent flight training at Pensacola, earning his wings in 1942. During the war, Commander Hazlett served with Patrol Squadron 14 in Hawaii, before being transferred to Patrol Squadron 12, the original "Black Cat" Squadron which distinguished itself in the early days of the war on Guadalcanal. The remainder of World War II found him flying with various bombing squadrons in the Pacific Theatre. After the war, Commander Hazlett was assigned as a flight instructor at Pensacola before attending General Line School at Newport, R. I. In 1949, the Commander joined Air Transport Squadron 8 at Hickam Field. While serving there, he took part in the Korean Air Lift. Commander Hazlett next reported to the Naval Air Test Center, Patuxent River, Maryland, first as a student, and then as a test pilot. His next duty, as Executive Officer of Composite Squadron 1, took him on a Mediterranean deployment with the Sixth Fleet aboard the U.S.S. LAKE CHAMPLAIN. In 1957, Commander Hazlett took command of Heavy Attack Squadron 1 aboard the U.S.S. SARATOGA. Late 1958 found him back at Patuxent River, this time as the head of the Aircraft Systems Evaluation Branch of the Electronics Test Division. While there, he took part in the evaluations of several of the Navy's newest aircraft, such as the March 2, A3J attack airplane.

CDR WILLIAM R. HAZLETT
Exective Officer

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CDR Hazlett relieved CDR John C. Allman on 24 June 1960.

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ADMINISTRATION

ENS J. A. HENDRY

Administration Office

The unending click of typewriters—plan of the day, ship's instructions and notices—provide the serenade to the busy "Admin" Officer, as he rushes around from place to place throughout the ship... problems, requests, chits to sign, arrangements for mail, reading correspondence... a busy phone... complaints, suggestions, questions... and more work...

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Captain's Office

WO K. B. PATTON

Officers reporting for duty, departing, checking records. Letters to write, sign and mail. Incoming mail to distribute . . . official calls to be arranged . . . orders to write . . . the answer is always near at hand.

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CWO G. E. TRIPP

Personnel Office

Hundreds of men—reporting, being transferred, being advanced in rate, getting married, having children—mountains of records to keep up. This and much more makes up the daily job of "Personnel".

I and E Office

LTJG E. W. NORRIS

Train, educate, inform. Movies to order. Hundreds of correspondence courses—some for advancement in rate, some for that necessary diploma. Tests to be administered and sent to the "Bureau".

ENS C. H. PRICE

Legal Office

Discipline. Courts—summary, special, general. Boards to appoint. Results to be recorded. Bills, traffic tickets, legal problems of all kinds . . . help for a sailor trapped in a legal tangle . . .

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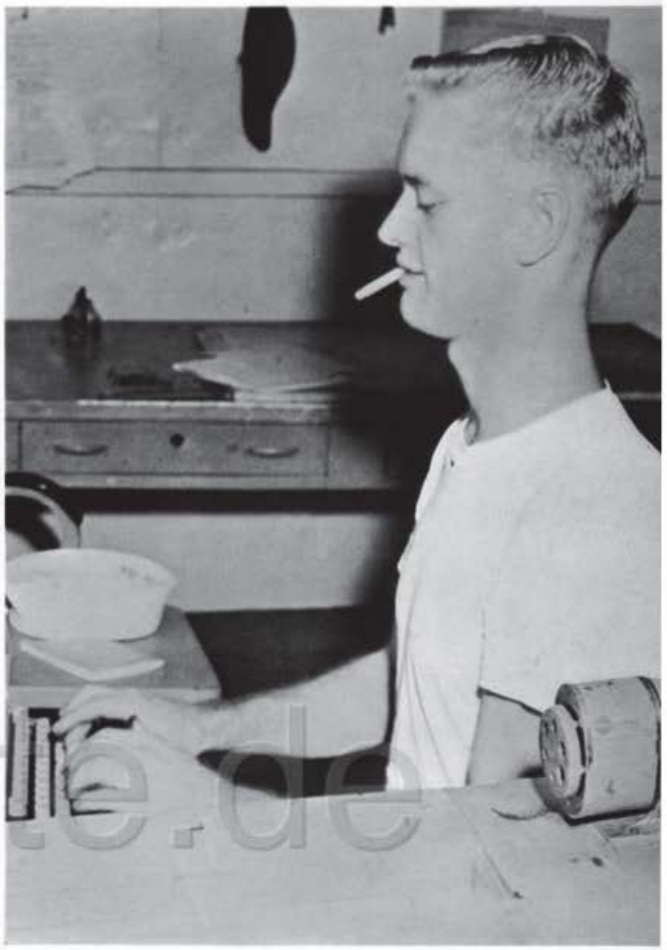
PIO

Tell the World about the HORNET! Thousands of words, hundreds of pictures going out to magazines and newspapers. News from the outside world in the HORNET SEA SCOOP, and news of our "home town" in the HORNET BUZZ. Visitors, large and small, from all walks of life on board to hear the "HORNET STORY".



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X DIVISION

1st Row: M. D. Whitesel, J. L. Heidelberg, J. R. Barden, L. K. Sharman, J. C. Wilson
2nd Row: J. E. Ward, C. A. Theisen, LTJG E. W. Norris, ENS J. A. Hendry, H. J. Weldon
3rd Row: T. A. Jones, R. E. Swanson, H. L. Banks, O. N. Johnson, E. D. Haughton, G. D. Burke, R. W. Young, J. R. Sells, D. F. Pendleton, R. D. Bowman, E. L. Boling, G. D. Gendron. D. R. Wolfe, R. L. Taylor, E. F. Fitzpatrick, J. J. McNally

Post Office

Letters from home, from sweethearts, from friends. Postcards and packages from exotic places. Packages full of goodies that took hours to make and days to arrive are devoured in minutes by eager "shipmates". Stamps and money orders that mean close accounting and regular reports.

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Print Shop

"Ye olde Printing Shoppe"—Men with fingers perpetually ink-stained who turn out the HORNET's many publications—THE HORNET BUZZ, WELCOME ABOARD, letterhead sheets for the HORNET SEA SCOOP. The steady hum of the press as it grinds out pictures, cards, notes.

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LCDR R. A. BERRY

Chaplain Berry, who recently joined the HORNET as Protestant Chaplain, comes to us with a wide background in his chosen calling. Ordained a Minister of the Church of the Nazarene in 1937, Chaplain Berry pastored Nazarene Congregations for nine years and received his S. T. B. from Harvard Divinity School before entering the Navy in 1944. Since then, he has served as a Navy "Sky Pilot" in such widely separated places as NAS Daytona Beach, NOB Midway, Manana Barracks, Pearl Harbor, Naval Disciplinary Barracks, Portsmouth, N. H., Second Marine Division, Camp, Lejeune, N. C., NTC Great Lakes, NAAS Monterey, NAAS Fallon, Nevada, and just before reporting to the HORNET, ministered to the officers and men of the First Marine Division, Camp Pendleton, California. In 1947, Chaplain Berry received his S. T. M. from Harvard.

+ CHAPLAINS

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Chaplain Ralph W. Aldrich, COMCARDIV 19's "Skyhook Padre", is a familiar sight to those aboard the HORNET and her attendant destroyers as he dangles between Heaven and Earth from a hovering helicopter or a swaying high-line. Chaplain Aldrich got his first taste of Navy life as a "white hat" in World War II. In 1946, he left the service to study at Northwestern University and St. Ambrose College, Davenport, Iowa. After receiving his BA in 1946, he went on to study at St. Paul Seminary in St. Paul, Minnesota and was ordained a priest in the Catholic Diocese of Peoria, Illinois on May 3, 1953, where he served as Assistant Pastor of St. Thomas Church in Peoria Heights. In 1957, Chaplain Aldrich returned to Naval service as a Lieutenant Junior Grade in the Chaplain Corps. Prior to reporting to COMCARDIV 19, he served at the Marine Corps Recruit Depot, Parris Island, and with the First Marine Air Wing at Iwakuni.

LT R. W. ALDRICH

. . . a quiet place on the ship. Deep, soft chairs. Rows of books and piles of magazines to read or just to brouse through. The Chaplain's Office nearby, where men can go with their troubles . . . there is always someone there who will listen and understand . . . or lighten the burden of sorrow.

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X DIVISION

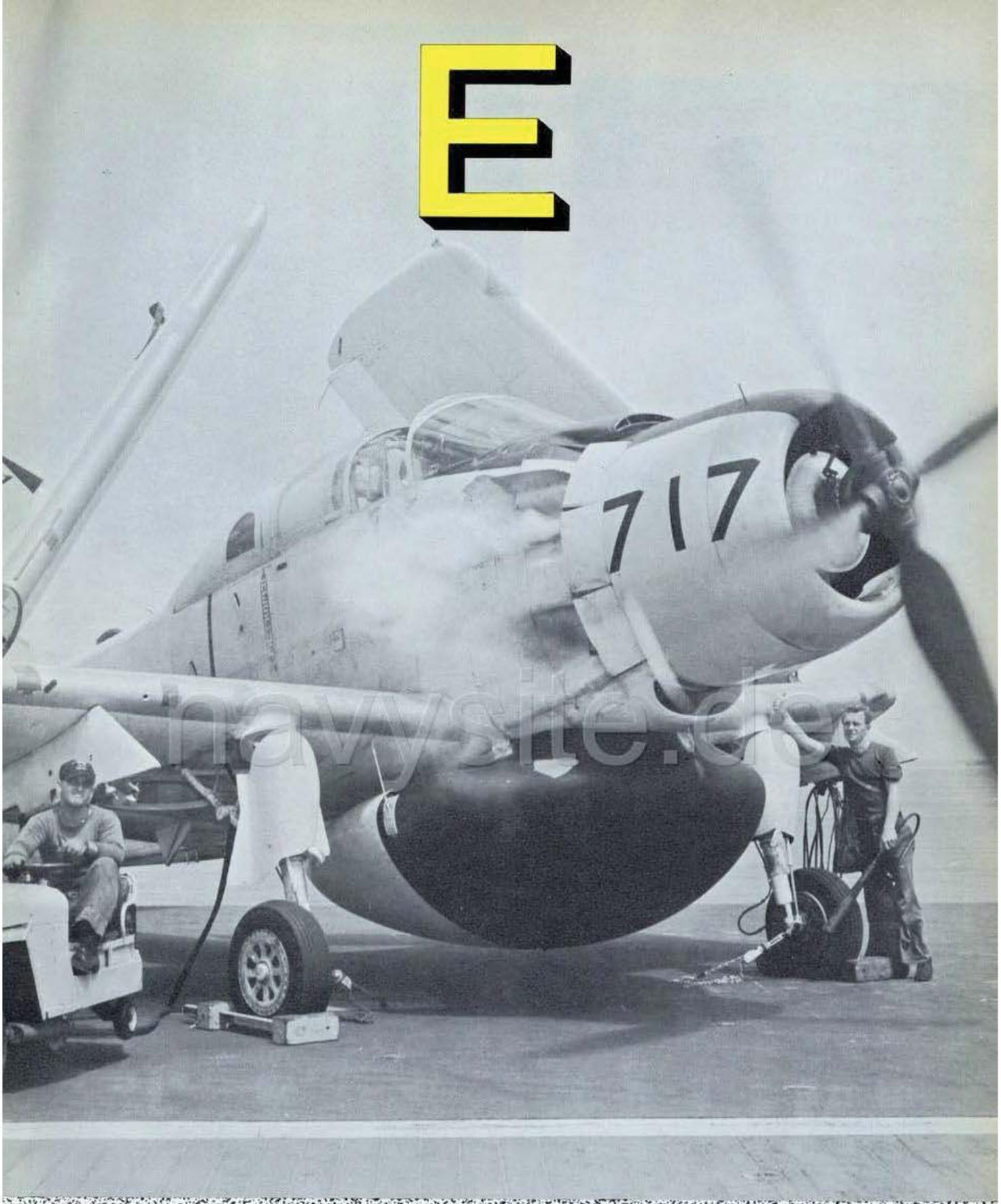
1st Row: D. C. Nye, S. B. Avakian, P. Leyvas. W. P. Scott
2nd Row: L. S. Teft, CWO G. E. Tripp, ENS C. W. Price, WO K. B. Patton, D. M. Harrell, L. W. Stewart
3rd Row: E. T. Vargas, G. D. Cox, D. A. Hamilton, R. A. Shy, L. D. Gorake, Y. G. Singleton, C. H. Cheremy, M. B. Roye, D. L. Toler. R. Lierman, J. B. Johnston, R. O. Fontaine, D. G. Snyder, W. P. Prestwood, W. Jones

Master at Arms

The HORNET'S "Keystone Cops" have the big job of keeping order in the floating city—a necessary job aboard any ship, large or small. Order and discipline are a double necessity on board a man-of-war, where thousands of dissimilar people live and work in preparation for the trials and rigors of combat.

1st Row: C. R. Mercer, J. Shepard, S. Ogassian, D. K. Caswell, E. R. Fincannon
2nd Row: R. P. Shillaber, B. F. Lyons, J. A. DeYoung, J. A. Faris, E. A. Buche, A. G. Haral

E



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AIR

CRD Gordon A. Snyder, the HORNET's "Air Boss", has the big job of running, safely and efficiently, all the air functions of this great floating city. Commissioned in 1942, CDR Snyder served aboad the USS ARKANSAS, USS FRANKLIN, and USS PHILADELPHIA. After receiving flight training, he served with VF-191, the U. S. Naval Test Pilot School, on the staff of COMFAIR-ALAMEDA, and with ATU-206. Prior to reporting to the HORNET, CDR Snyder served with VA-44.

CDR GORDON A. SNYDER
Air Officer

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CDR LESTER MORRIS
Assistant Air Officer

Commander Lester Morris, a native of Malden, Missouri, began his Naval career as an enlisted man in 1939. He completed flight training as a NAV CAD and was commissioned at NAS Corpus Christi in January 1944. CDR Morris served aboard the aircraft carries USS WASP and USS ROOSEVELT prior to attending Iowa State in 1947 to study aeronautical engineering. Other duty assignments have included the Advanced Training Command at NAS Corpus Christi, Officer CIC School at Glenview, Illinois, post graduate shool at Monterey, USS Saipan and USS Intrepid. Prior to reporting aboard the HORNET in June of 1959, CDR Morris served as a test-evaluation pilot at McDonnel L Aircraft Corp.

LCDR C. R. GALLAGHER
Aircraft Handling Officer

LCDR F. ZEIER
Flight Deck Officer

Before the first grey streaks of light invade the horizon, dark shapes can be seen scurrying around the flight deck. Men stretch, rub the sleep from their eyes, and peer into the gloom. The great mobile airfield is coming to life. Lights blink on. Men shout. Motors start. Dark shapes pull the ghost-like planes around the deck. A raucous blare announces the newest arrival from below. "Pilots man your planes!" "Check all chocks, tie-downs and loose gear about the deck... stand by to start engines!" Scurrying figures make last-minute checks. "Start engines!" The huge ship turns into the wind. "Cowboys" race to their stations. "LAUNCH AIRCRAFT!" One by one the planes roar off into the quiet sky. Next, the helos make their graceful ascent. All is quiet... but not for long... the night flight returns home. Yellow jeeps pull and tug... horns honk... the planes are taken below. Finally, it is done—but not for long. There will be only a few short hours of rest before the next call to "FLIGHT QUARTERS!".

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Air Office

ENS. L. H. HEDGES

1st Row: D. H. Griffin, ENS L. H. Hedges, J. B. Griffin
2nd Row: M. P. McCullough, H. W. Pannell

The "prop men" of the carrier drama, the men who move and spot the planes, work on the World's most exciting open-air stage. Bitten by winter winds and seared by summer sun, they reckon time by launches and recoveries. Here, a few seconds can mean victory in the air or destruction "on the deck"... or a careless move, injury or death. These men must be "E" men—and are

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1st Row: R. E. Wiggins, S. L. Hood, S. R. Hosler, W. D. Crouch
2nd Row: S. H. Stough, M. V. Coppens, LCDR F. Zeier, K. D. Batdorf, B. D. Garman, D. S. Nichols
3rd Row: J. E. Littlejohn, G. R. Gilmond, L. J. Torrez, A. Freeman, B. R. Roberts

1st Row: J. Holcomb, R. J. Remmert, L. F. Gaston, R. H. Fitzman
2nd Row: M. S. Tucker, T. R. Wells, F. R. Tamayo, J. L. H. Sandoval, K. J. Goff, P. E. Rendell
3rd Row: C. W. Nuchols, L. N. Ormand, G. I. Hurd, L. H. Keturakat, D. E. Hebron, O. C. Drost

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1st Row: D.P. Maloney, J.L. Sandbak, J.L. McGill, R.E. Homberg
2nd Row: W.D. Helem, R.W. Mohr, J.E. Withers, A.F. Marchiochi, F.R. Wallen
3rd Row: A.M. Prideaux, W.J. Williamson, J.E. Smozynski, R.A. Langlo, D.E. Triplett, T.R. Culver

1st Row: P. E. Taylor, E. M. Flood, R. E. Williamson, R. L. Meadows, T. W. Woodward
2nd Row: D. Zamora, J. W. Coffman, D. F. Oman, K. C. Callans, W. L. Baxter
3rd Row: R. Johnson, J. R. Godsil, S. G. Faver, R. L. Beemer, F. J. Hall, J. Groff, R. W. Nemo, H. A. Dye

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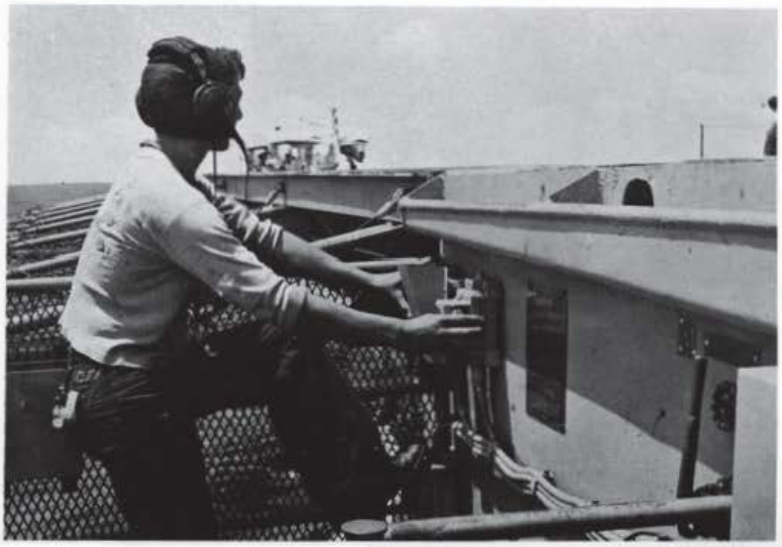

V-2

Hook up cable, take up tension, set brakes, rev up, release . . . fire . . . no time to rest . . . another must follow in seconds. Huge rams shake the bow and fitful sleepers mutter. Planes return home, swoop down on the planks, catch a wire, and roll abruptly to a stop. A few seconds to rest then start in again.

LT A. R. SMITH

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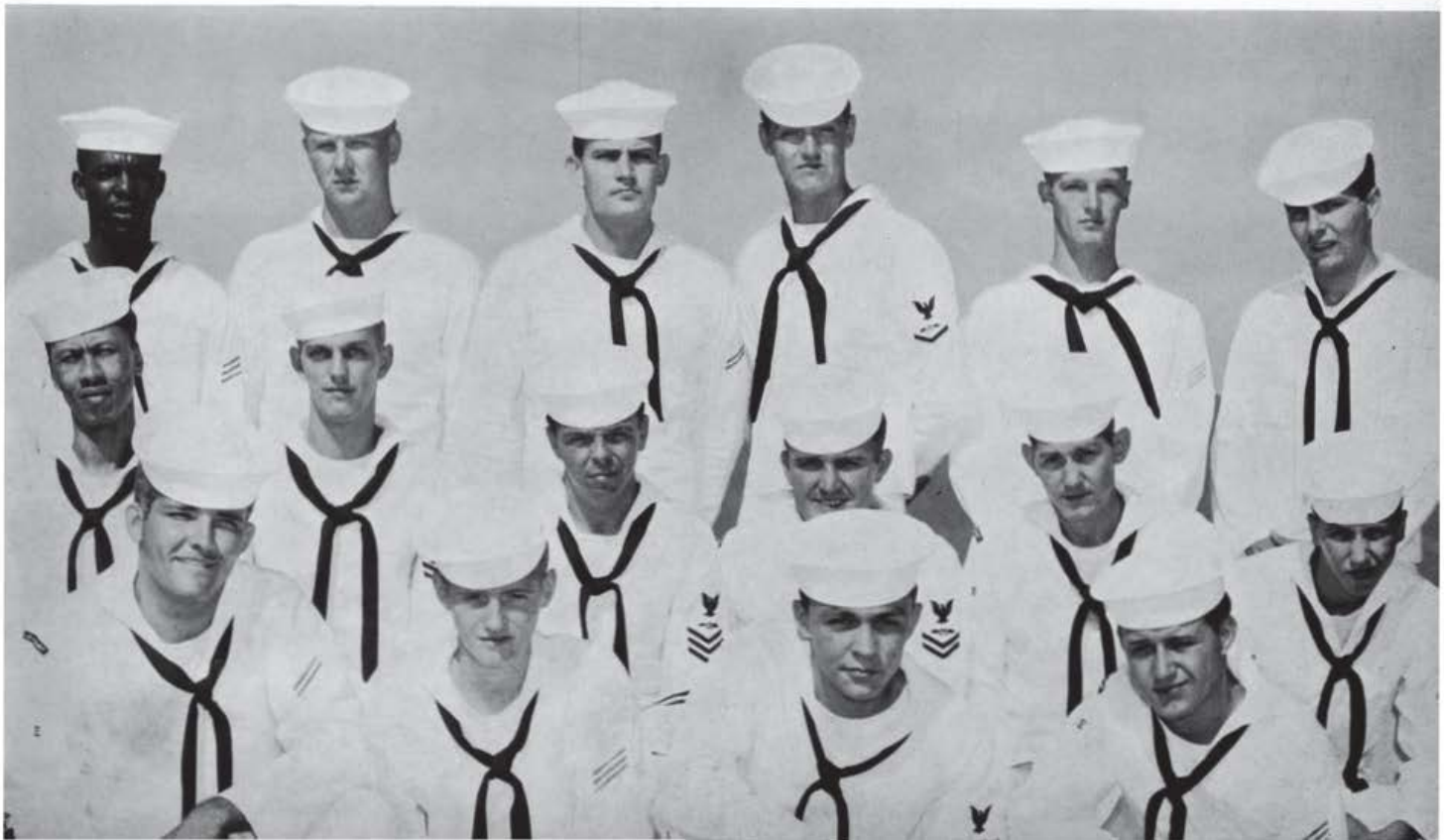
1st Row: L. D. Hunter, D. T. Green, C. J. Zemitis, O. G. Weber
2nd Row: L. L. Levert, A. Oglesby, R. G. Chase, J. W. Reynolds, R. E. Ash, H. G. Keel
3rd Row: B. R. Beeks, J. J. Keuter, B. R. Moore, L.T. Leslie, D. E. Warner, J. E. Wood



1st Row: R. L. Greene, D. L. Miller, C. G. Goodrich, C. D. Thompson
2nd Row: D. P. Ardvini, Z. B. Jackson, C. A. George, J. R. Post, G. R. Wright
3rd Row: H. G. Schmidt, A. L. Black, R. M. Gallaway, D. D. Hicks, D. D. Crowe, G. L. Tunnell

LTJG G. E. KINNEY

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1st Row: H. E. Russell, C. H. Howshall, LT A. R. Smith, J. D. McQueen, P. A. Neighbors
2nd Row: J. W. Hobbs, J. D. Hodge, C. A. Davis, R. L. Hunter

LT S. G. RICE

V-3

"Clear the elevator!" "Take 'er up!" Men and machines thread their way around the congested hanger deck—ducking, leaning, squeezing through narrow spaces. No Smoking! Here the work never stops.

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1st Row: R. W. Lively, J. M. Cook, F. Brooks, R. Fritsck, G. H. Howlett
2nd Row: L. W. Robertson, L. L. Knowles, R. G. O'Callaghan, D. W. Sherrod, R. G. Park, J. D. Craft, J. T. Dents, M. D. Morse, D. Pack, T. J. Gould

J. E. Denman, R. A. Martin, H. H. Hochtritt, R. G. Masarik, S. M. Pulmano

1st Row: G. E. Rainey, D. L. Green, LT S. G. Rice, W. E. Pitts, J. M. Nolan, C. Starks
2nd Row: T. Rodrigues, R. E. Wendell, R. D. Boggs, D. R. Sherrod, R. P. Johnson, D. Cockrum
3rd Row: E. L. Smith, W. Harris, D. H. Tenney, N. Howard, C. J. Cox

CWO A. J. BRADFORD

V-4

"The smoking lamp is out, second deck and above, while refueling aircraft". The men in red jerseys unreeling hoses, manning fire bottles, on the alert for dangerous fumes. Gallons of liquid fire delivered in minutes . . . transferred at sea for extended operations . . . stoarcred for the day when thirsty aircraft will need it.

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1st Row: W. G. Brown, S. E. Farmer, W. R. VanNatta, R. G. Glenn
2nd Row: P. G. Litaker, Edwards, CWO A. J. Bradford D. W. Capers, R. J. Gordon
3rd Row: D. P. Laramie, J. P. Gilmore, J. S. Bizeau, H. T. Joiner, D. R. Turner, R. G. McConnel, W. G. Holland, T. D. Cookson, V. G. Hickman, R. C. Miller

1st Row: P. G. Litaker, B. R. Lanyou, R. C. Miller, V. G. Hickman
2nd Row: S. E. Farmer, T. D. Cookson, W. G. Holland, T. R. Hardin, J. P. Gilmore
3rd Row: H. T. Joiner, R. G. McConnell, D. E. Edwards, C. D. Richie, R. T. Mabery, J. W. Thompson

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V-4

1st Row: D. P. Laramie, W. R. Van Natta, R. G. Glenn, D. E. Cassidy, D. E. Simmons
2nd Row: J. S. Bizeau, R. L. Gruwell, T. H. Symonds, D. W. Capers, J. W. Thompson
3rd Row: R. J. Gordon, D. R. Turner, G. W. Brown, S. E. Faber

1st Row: D. F. Hanke, J. S. Esposito, T. E. Cummings, L. D. Weber
2nd Row: P. C. Murphy, W. R. Hicks, C. C. Leach, E. J. Lee, F. M. Parker
3rd Row: F. L. Dean, S. J. Cabal, R. T. Yates, J. I. Talbott, D. W. Thorp, D. E. Simmons, W. C. Poland

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All gassed to go.

V-6

Men and tools to keep it all going . . . to handle the problems, large and small, that arise in flight operations. A broken valve and the yellow jeep can't run, a plugged fuel line and minutes are lost while alternate lines are used. Only maintenance can " keep them flying—keep them fighting ".

LT R. G. RIEKEN

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1st Row : L. L. Killian, H. L. Kruger, J. H. Cooper, J. T. Reynolds, C. R. Reese
2nd Row : L. J. Fitzmorris, L. D. Smith, LT R. G. Rieken, C. J. Peterson, J. F. DeYoung
3rd Row : M. W. Crum, T. G. Howard, K. H. Kerr, K. A. Phelps, R. H. Vincent, P. E. Trenkle, F. Abeyta, H. I. Maxey

1st Row: V. G. Mueller, J. J. Watson, P. O. Springer
2nd Row: A. F. Colia, W. K. Bates, B. F. Hill, Lt R. G. Rieken, R. N. Myers, D. E. Downs
3rd Row: D. M. Waitt, W. M. Dunston, P. A. Harill, D. Curtis, A. N. Lawrance, H. G. Sellier, A. L. Logsdon

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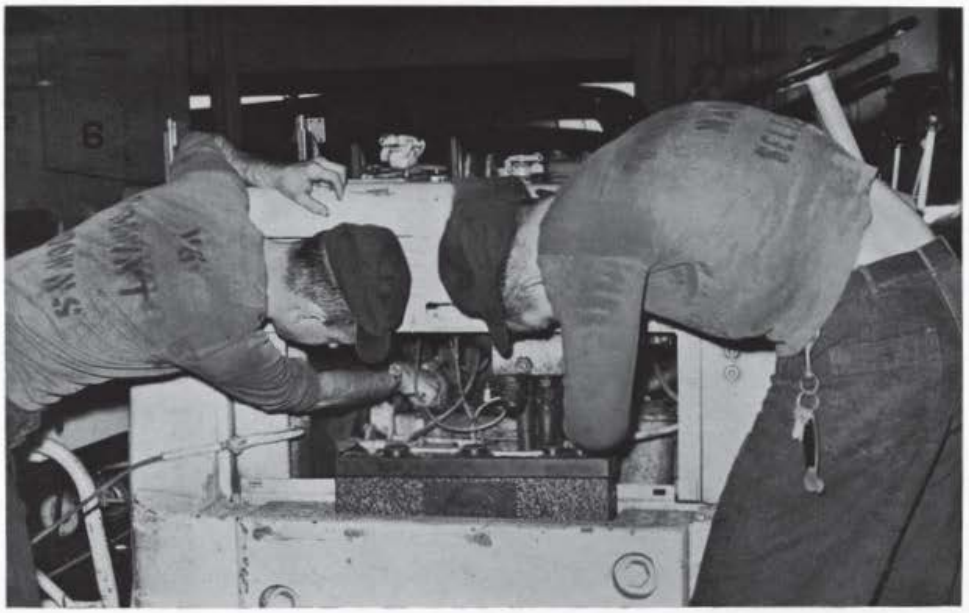

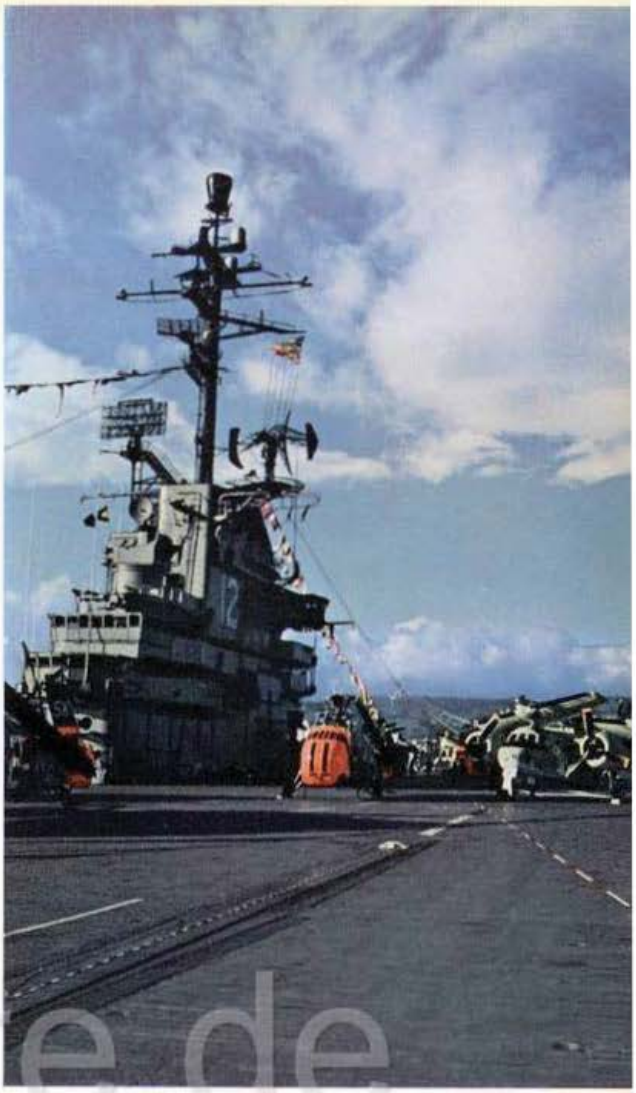

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The "Head Honcho" of the HORNET's drill and fill department, CDR Jack W. Robinson, was born in Miami, Oklahoma, and received his Doctor of Dental Surgery Degree from Kansas City University. CDR Robinson was commissioned a Lieutenant Junior Grade in 1946, and in 1954 received his Master of Science Degree in Pathology from Georgetown University. Prior to reporting to the HORNET, he served on the USS ARCADIA, the USS CADMUS, and the USS VALLEY FORGE. CRD Robinson was aboard the VALLEY FORGE when she made the first around-the-world cruise for aircraft carries in 1948.

CDR JACK W. ROBINSON
Dental Officer

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1st Row: R. Jackson, J. L. Fisher, CDR J. W. Robinson, LT W. H. Pangborn, C. A. Dube
2nd Row: J. A. Werner, D. L. Amiot, J. H. Maule, J. W. Player

DENTAL

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LT W. H. PANGBORN
Assistant Dental Officer

There are, approximately 75,000 teeth aboard the USS HORNET . . . 37,500 for each of her two dentists . . . or 8,333.3 for each man in the Dental Department. Laid end-to-end, they would stretch to a distance twice the length of the flight deck. The enormous job of keeping all these enamel statistics healthy—cleaning, filling extracting, replacing—is entrusted to nine highly trained specialists. The modern equipment with which they work is a monument to Man's conquest of pain, with one exception—no one has ever invented something to ease the mental pain that all men feel when faced with a trip to the dentist.

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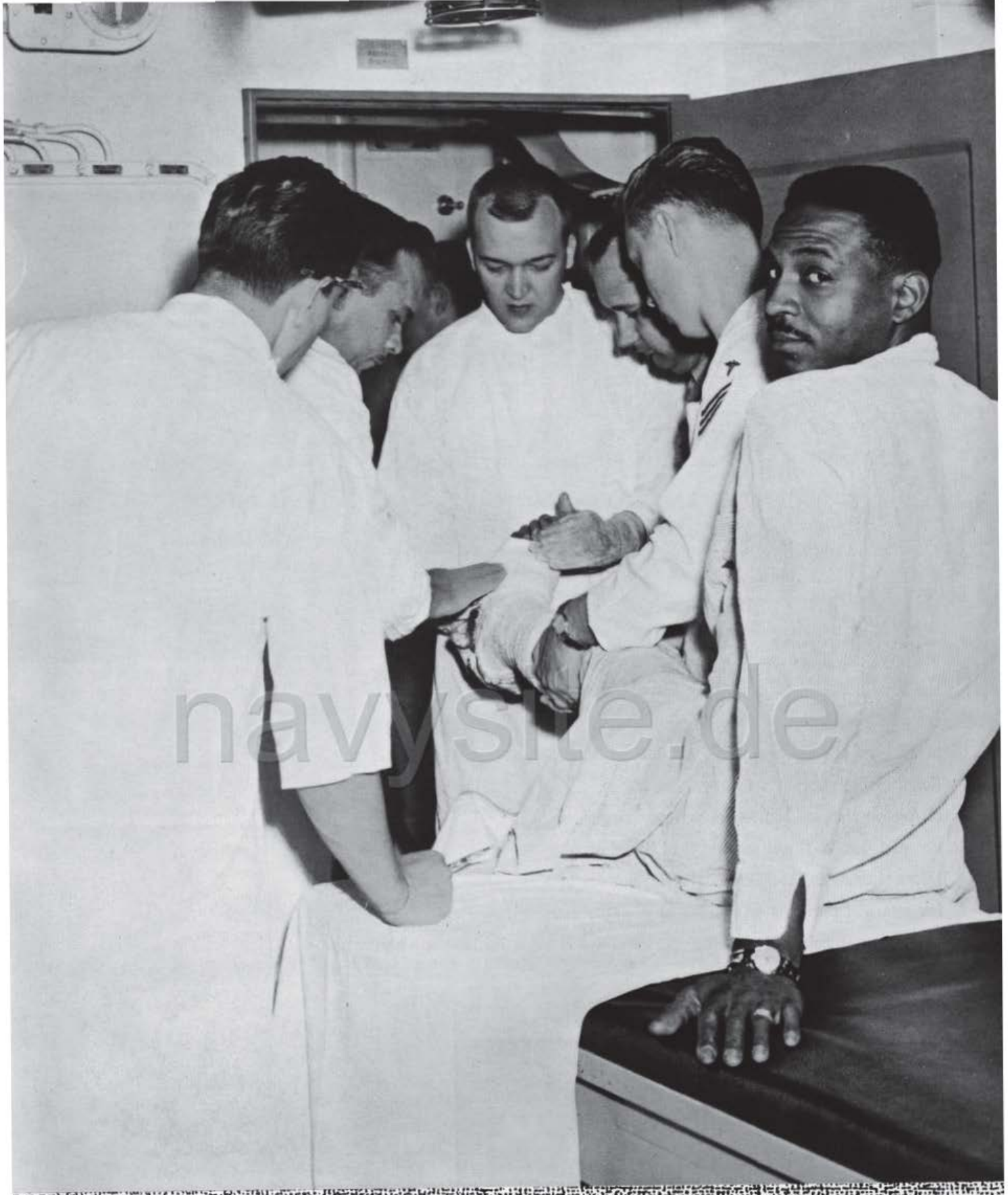

MEDICAL

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LCDR RICHARD M. TABOR
Medical Officer

"Doc" Tabor is one of the very few Navy doctors who wear the gold wings of a Naval Aviator. Commissioned as a Second Lieutenant in the Marine Corps Reserve in 1943, he left to attend medical school in 1946. In 1953, he was commissioned a Lieutenant in the U. S. Naval Medical Corps. Dr. Tabor attended the School of Aviation Medicine and served as flight surgeon and test pilot with VX-3, and with the Third Marine Air Wing, before reporting to the HORNET. He is also one of a few men who can claim to be qualified in nearly every type of operational naval aircraft.

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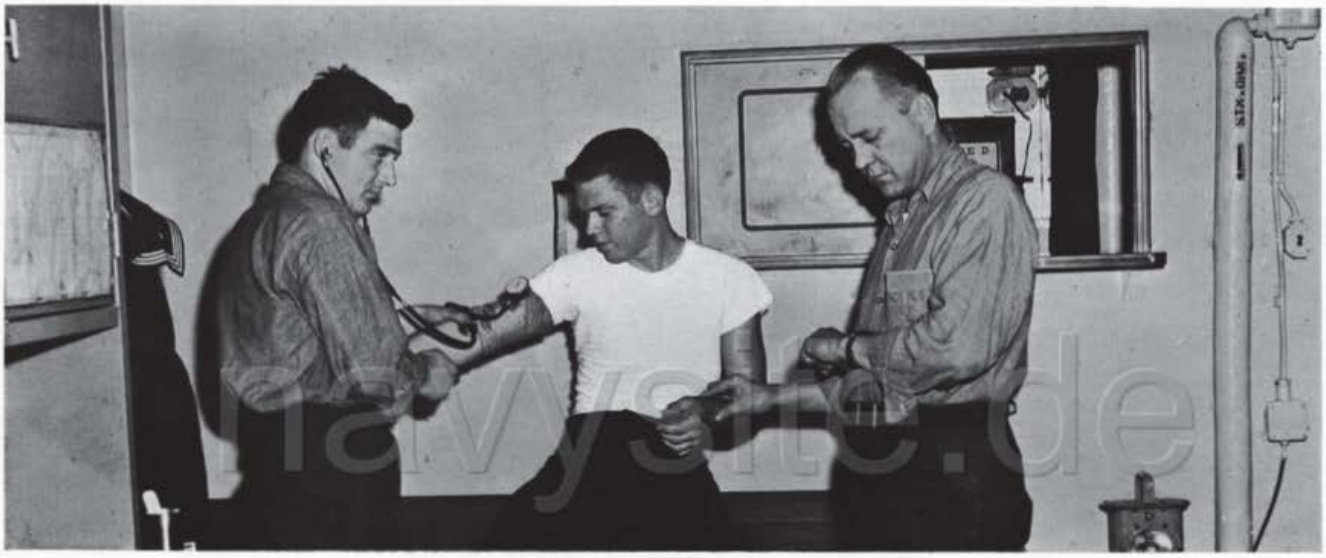
LT E. BAUMAN
Assistant Medical Officer

Whether its an emergency requiring immediate surgery, thousands of men to receive immunization shots, or a seasick sailor or visitor, the doctors and men in "sick bay" are prepared to cope with it. Thousands of dollars worth of amazing machines and a myriad of delicate instruments are at their finger tip as they go about their business of curing the sick and healing the injured. Prevention of disease, too, comes under their watchful eye. Lectures . . . posters . . . movie . . . informal talks over the IMC by the "Doc", all serve to prevent disease and protect the HORNET's most valuable assent—able-bodied men.



1st Row: G. A. Boone, C. A. Gilliam, J. T. Perkins
2nd Row: V. D. Ragsdale, R. Patt, LCDR R. H. Tabor, J. L. Kenna, H. H. McDougal
3rd Row: I. Churilo, H. C. Donoho, D. L. Jacob, B. D. Repphun, J. F. Stahler, H. G. Brackett, J. E. Riff, R. R. Sonntag

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ENGINEERING

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The Hornet's Engineer Officer first enlisted in the U. S. Navy on May 12, 1936, and served aboard the USS SAN FRANCISCO from 1937 to 1944. In October 1943, Chief Electrician's Mate Arthur R. Kelley became Ensign Arthur R. Kelley, USN. He then served as Electrical Officer aboard the USS FALL RIVER in 1945 before attending the University of Nebraska. A one-year course at the General Line School, Monterey in 1949 preceded his being assigned as Engineer fficer of the USS LEONARD F. MASON, USS LOFBERG and the USS WADLEIGH. The Hornet is the fourth ship on which Commander Kelley has served in this capacity. Before reporting to the HORNET, Commander Kelley also served at the Office of INSMAT, Camden, N. J., as Executive Officer of the USS CACAPON, on the staff of COMNAIVAIRPCA, and attended Management School at Monterey.

CDR ARTHUR R. KELLY
Engineer Officer

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LCDR R. G. WALLACE
Damage Control Assistant

LT R. F. GRAHAM
Main Propulsion Assistant

E

Machinists who answer the call for greater speed, who send water and steam coursing through the HORNET's vital parts, to turn her giant turbines, to fight her fires, to cleanse and refresh her crew . . . electricians who give light to her innermost reaches . . . carpenters and metalsmith's who make new parts for old . . . fire-room crews who make water into steam and steam back into water in the vital cycle upon which this great Leviathan depends . . . these are her engineers, her "E" men.

And her "E" men perform these tasks in such an outstanding manner that for the second straight year they have captured the big Engineering "E".

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ENS T. D. PIATT

WO J. G. GRIENENBERGER

From the anchor windlass forward to the steering engines aft and all the auxiliary machinery in between—the most dissimilar assortment of machinery ever amassed by man—these men can be found using their various skills. Hydraulic catapaults that pilots must rely on for safe launches . . . heat for Yokosuka's chill winter and air-conditioning for Subic's eternal summer . . . boats to carry the crew . . . all this and more.

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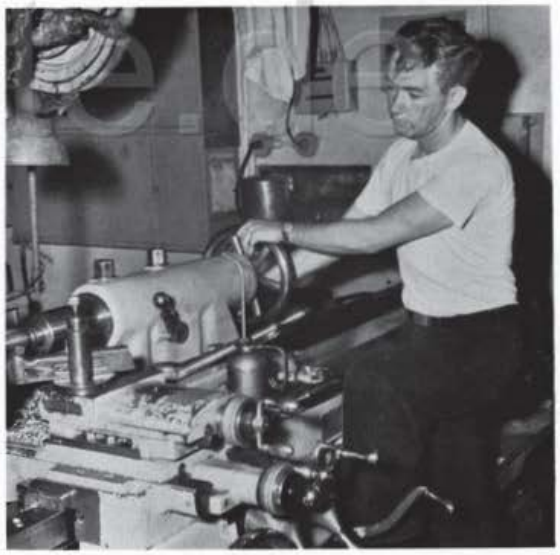
1st Row: L. A. Benedict, H. R. Tolliven, W. C. Ginger, A. Domaszewicz C. E. Lane, S. A. Liotta, W. C. Sink
2nd Row: J. R. McElhaney, F. Millen, ENS T. D. Piatt, E. L. Gibbs, W. C. Maske, M. D. Gilley
3rd Row: F. H. Watien, B. E. Green, C. D. Dawson, J. R. Stank, D. R. Barnes, S. G. Palmour, R. B. Dietz, L. M. Lynch, G. R. Durham, J. P. Katafias, R. C. Hollingsworth

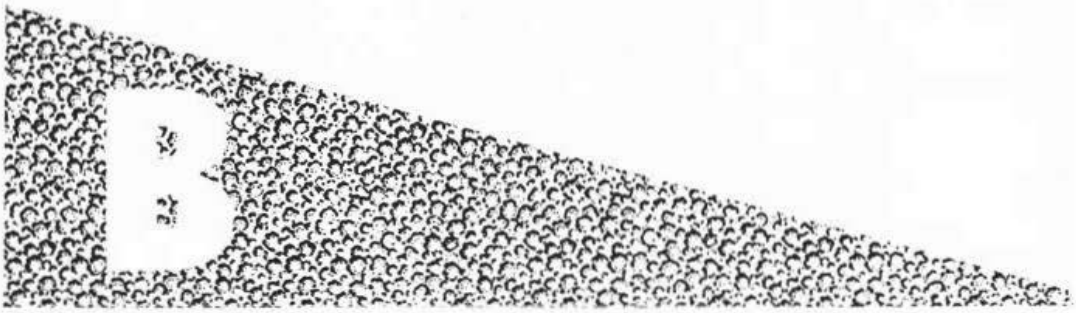
1st Row: R. W. Valdez, C. K. Craddock, W. T. Duff, A. H. Lewis, F. E. Gibson
2nd Row: C. E. Maas, D. M. Rymer, C. G. Buettmann, CWO J. G. Grienenberger, M. G. Gomez, J. D. Thompson
3rd Row: S. E. Ponder, T. P. Dolan, D. L. Buchanan, D. R. Feder, L. L. Montgomery, L. E. Hussong, F. J. Francisco, R. W. Dice, M. D. Bugbee, D. T. Draine



Steam! 850° 600 lbs! Power for main engines, for electricity, for fresh water.....countless pumps and blowers that hum and whine, adding their special music to the cacophony of a city in motion..... fires that seldom die out in the city's power plant, tended with a master chief's care for the just-right "light brown haze."

ENS M. H. LIPTON

ENS M. V. SHIVELEY



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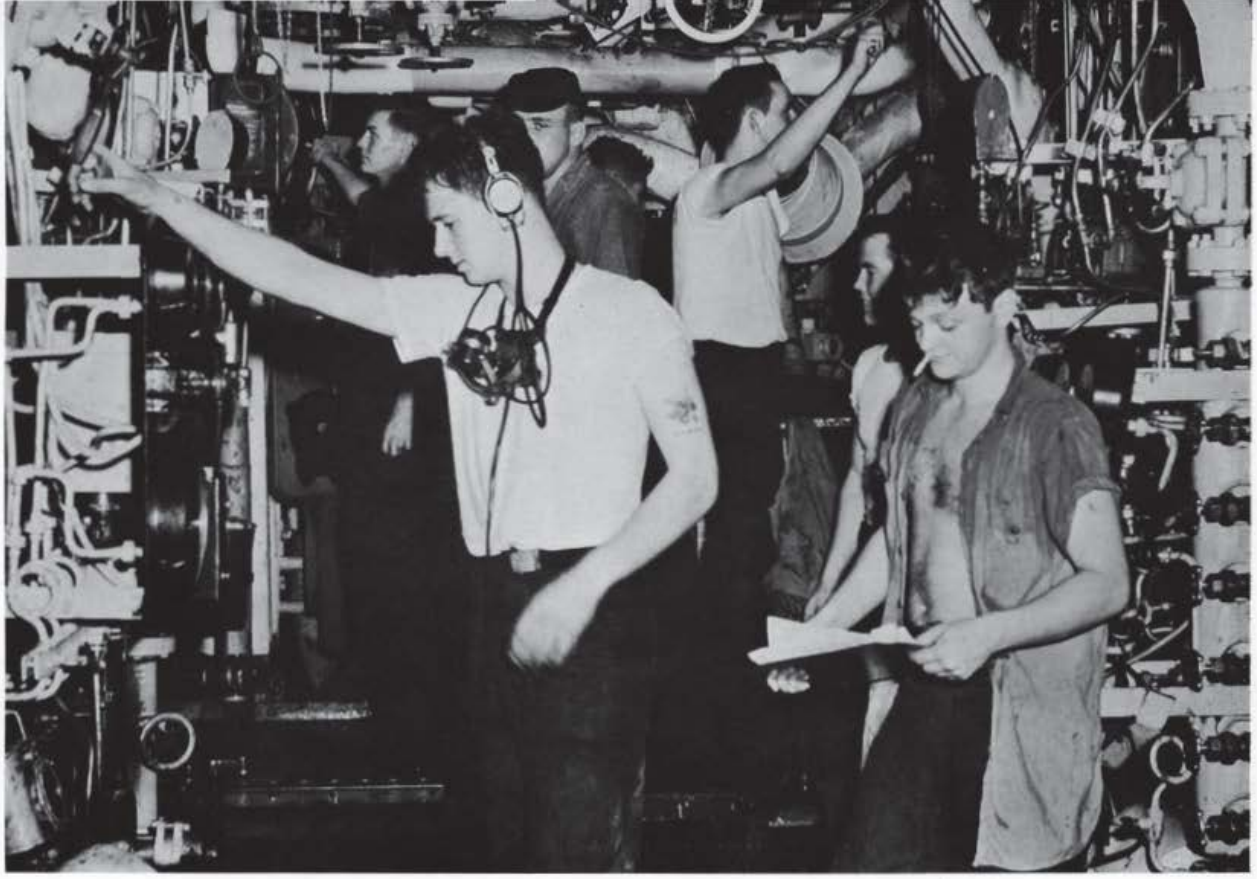
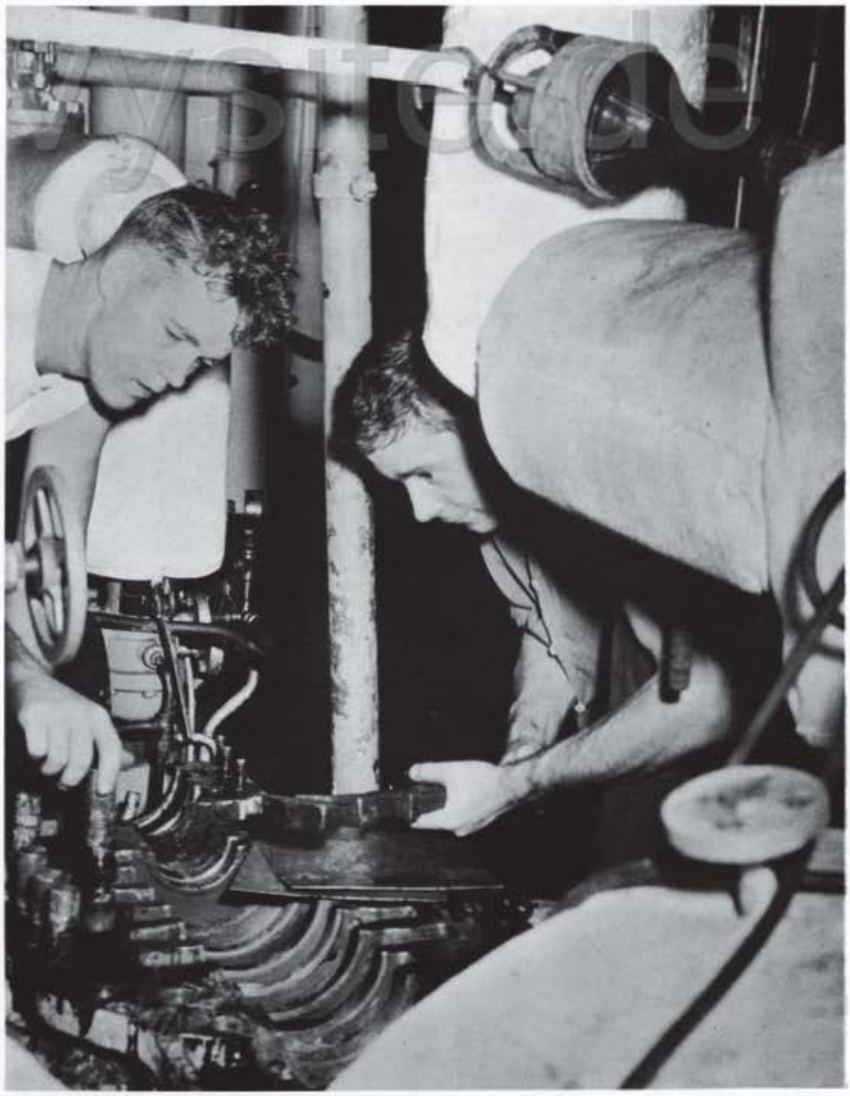
1st Row: K. P. Moore, WO P. E. Gould, ENS M. H. Lipton, ENS M. V. Shiveley, T. C. Cotton
2nd Row: H. L. James, B. J. Boyd, J. T. Stark, I. T. Paul



WO P. E. GOULD



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1st Row: J. S. Moore, R. J. Stevens, L. H. Brown, G. R. Hamblen
2nd Row: WO P. E. Gould, ENS M. H. Lipton, ENS M. V. Shiveley, L. L. Brixey
3rd Row: R. F. Thomas, C. E. Kerns, T. D. Hollis, E. T. Greer, R. W. Isaacson, J. J. McCarthy, J. R. Edwards

1st Row: W. C. Stockman, K. W. Kelley, R. W. Drake, R. A. Bright, L. K. Hicks
2nd Row: WO P. E. Gould, ENS M. V. Shiveley, ENS M. H. Liptcn, L. L. Brixey, R. E. Saucer
3rd Row: G. D. Donovan, L. W. Black, J. E. Bizzell, R. W. McCarroll, D. A. Troy, J. W. Dawkins, T. O. Maultsby, T. R. Shoemaker

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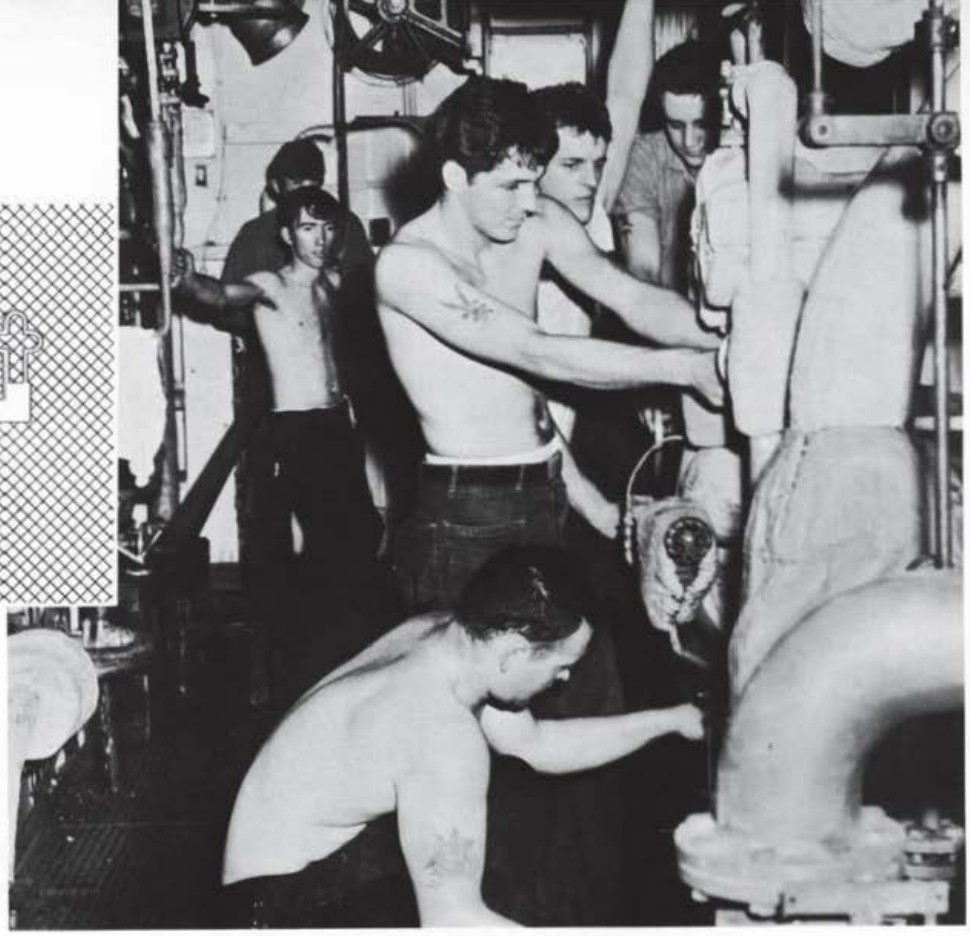

1st Row: J. L. Matlock, E. E. Plemmons, W. E. Jones, B. J. Barton
2nd Row: WO P. E. Gould, ENS M. H. Lipton, ENS M. V. Shiveley, L. L. Bixey, W. D. Young
3rd Row: G. M. Harsin, N. W. Nash, T. C. Dixon, J. W. Mason, A. A. Harris, J. R. Linton, R. D. McAllister, H. T. Swan, L. J. Kennedy, R. W. Menzer

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ENS G. E. BLOODSWORTH

CWO C. F. SWIFT

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1st Row: G. N. Hogg, A. E. Patrick, B. J. Woods, D. P. Danklefsen, W. C. Webb, Jr.
2nd Row: T. O. Work, A. J. Stribling, ENS G. E. Bloodsworth, CWO C. F. Swift, J. D. Cain, R. L. Mendoza
3rd Row: H. R. Barnard, J. M. Daniels, J. Revelen, D. L. Koenig, P. H. Cookman, S. B. Boise, M. L. Coy, R. J. Mier, W. M. Vasquez, E. P. Bolander, G. C. Pearce, J. L. Markle

1st Row: D. R. Smith, R. C. Ashe, H. C. Holbrooks, C. A. Watts
2nd Row: C. T. Reddy, J. J. Cunningham, E. N. Watson, G. W. Woodward, C. S. Holm, R. E. Tasker
3rd Row: F. A. Lanphear, R. E. Mann, R. G. Hartman, J. L. Mulka, D. R. Gray, W. M. Otis, J. J. Burns, R. F. Smith

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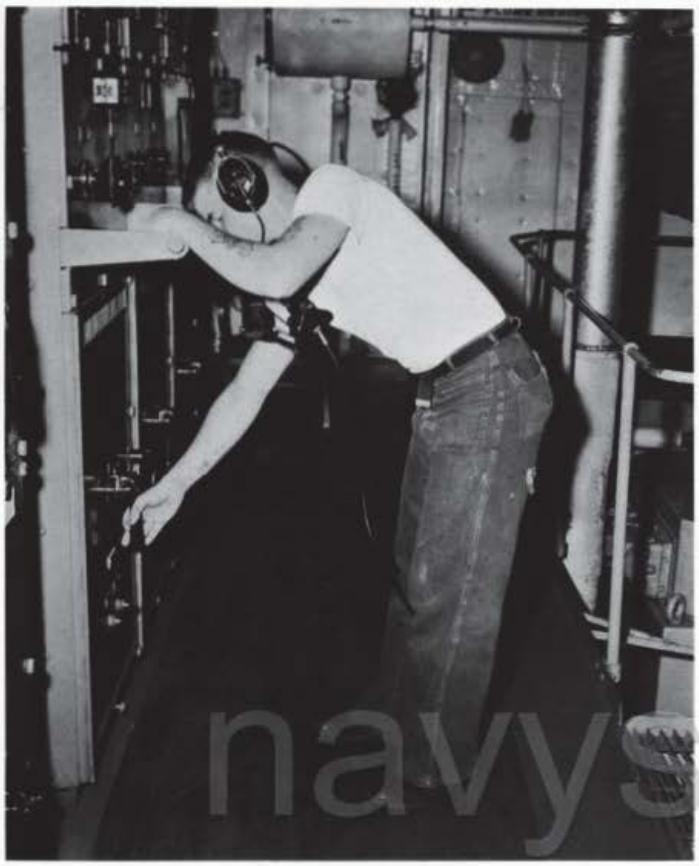
Miles of cables that stretch to every corner of the ship spread the special magic of the electricians . . . magic that fires the guns, that turns the ship in answer to her helm, that sends her voice to the far corners of the globe, that shows the latest movies to her crew . . . and heats the coffee!



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1st Row: J. F. Wohlwend, D. R. Lee, B. W. West, H. L. Butler, B. M. Manker
2nd Row: M. J. Cantu, E. L. Damann, J. H. Burke, J. A. Turpen, J. C. Nelson, J. R. Nungesser
3rd Row: R. F. Smith, L. H. Cooper, E. P. Mizell, F. D. Bonesteel, L. D. Miller, J. N. Lombardo, E. E. Fulton, J. H. Machowicz, J. L. Fort, C. R. Bellmyer, J. E. Hill, J. E. Smith

M

1st Row: J. K. Sims, T. L. Peterson
2nd Row: W. C. Andrus, S. J. Cala, LTJG W. W. Sullens, T. R. Hilley, J. E. Tapes, D. H. Van Gundy, G. N. Tooks, R. J. Payton
3rd Row: L. W. Wolmes, F. N. Avant

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CWO R. F. SERGHISON

ENS G. W. HAUSER

LTJG W. W. SULLENS

MDIV

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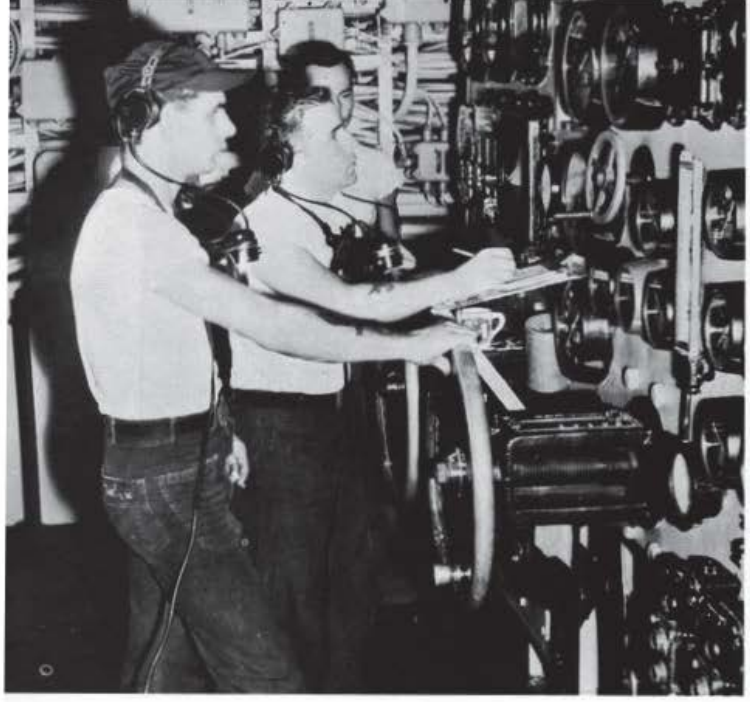
1st Row: T. G. Silvers, O. B. Slane, R. A. Decouteau, ENS G. W. Hauser, L. H. Harkness, M. H. Brown
2nd Row: H. E. Siemons, R. J. O'Reilly, R. C. Jones, R. S. Nostrand, M. W. Elkins, B. B. Bufford



"Ready to answer all bells" . . . to go to the Orient . . . to come back home. The giant screws will get her there, propelled by mammoth gears that turn with the precision of a fine watch in response to the turn of a valve.

navysite.de

1st Row: C. J. Means, W. S. McIntosh, W. G. Crilley, J. E. King, J. T. Cardens, M. B. Boudreau
2nd Row: J. M. McCloskey, CWO R. F. Serghison, E. O. Ouellette, A. E. Helmick
3rd Row: L. C. Couch, J. M. Ashley, L. W. Fausett, J. A. Hipp, V. C. Perry, W. R. Smith, M. N. Sellers, J. R. Boedicker, J. L. Anthony, R. E. Newcomb

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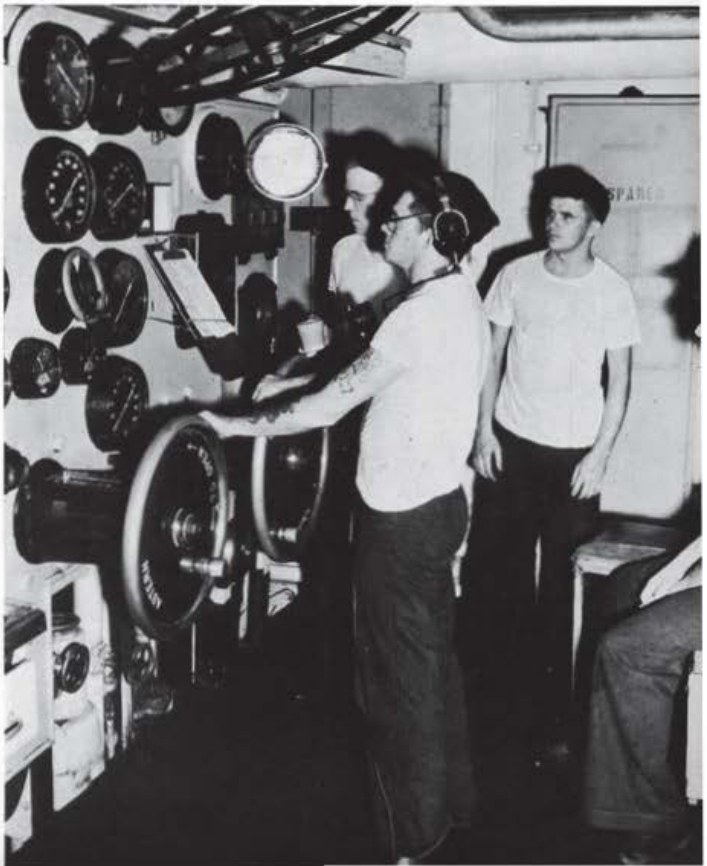


LTJG J. F. THOMPSON

LTJG J. T. BOYD

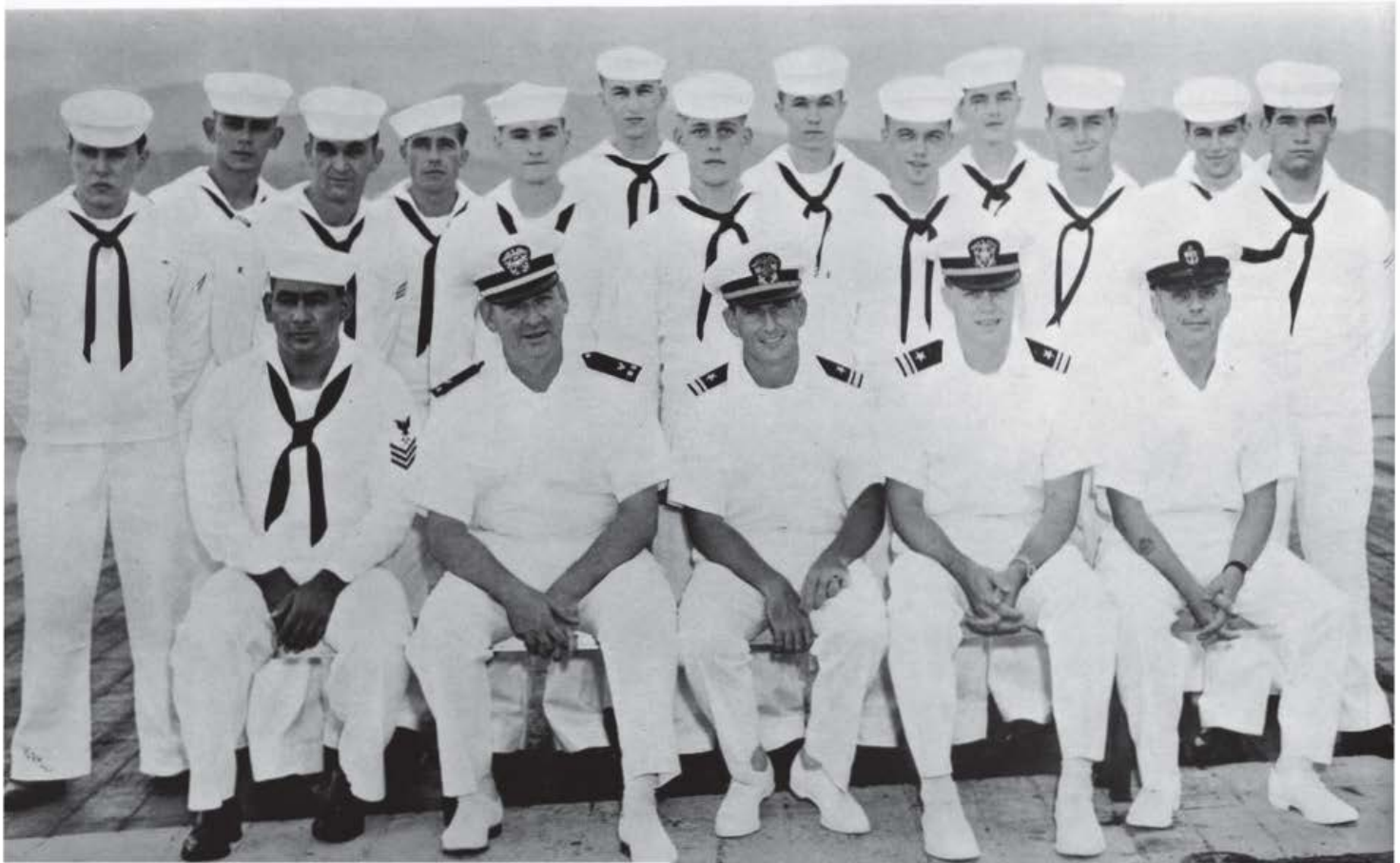
CWO H. TWEED

R

Emergency repairs to keep her afloat or routine work to keep her trim.....cut and fit.....weld and nail.....keep her running and ready to fight.....first aid to ship or man.

navysite.de

1st Row: G. Gonzales, H. Tweed, LTJG J. F. Thompson, LTJG J. T. Boyd, E. K. Hatch
2nd Row: J. A. Jaramillo, N. Lane, L. Batten, J. G. Chipchase, N. P. Boulanger, R. E. Taylor, J. Varela
3rd Row: E. E. Lodder, H. F. Westerman, M. L. Christensen, R. L. Widener, D. R. Roberts, M. M. Chemrinow



1st Row: G. G. Hanks, F. D. Johnson, R. H. Perez, R. E. Meyer
2nd Row: R. A. Dickson, CWO H. Tweed, LTJG J. F. Thompson, LTJG J. T. Boyd, P. N. Canant
3rd Row: L. W. Harmon, M. L. Baker, C. J. Ree, M. D. Griffin, B. Williamson
4th Row: W. H. Janes, J. R. Wangen, D. W. Shelley

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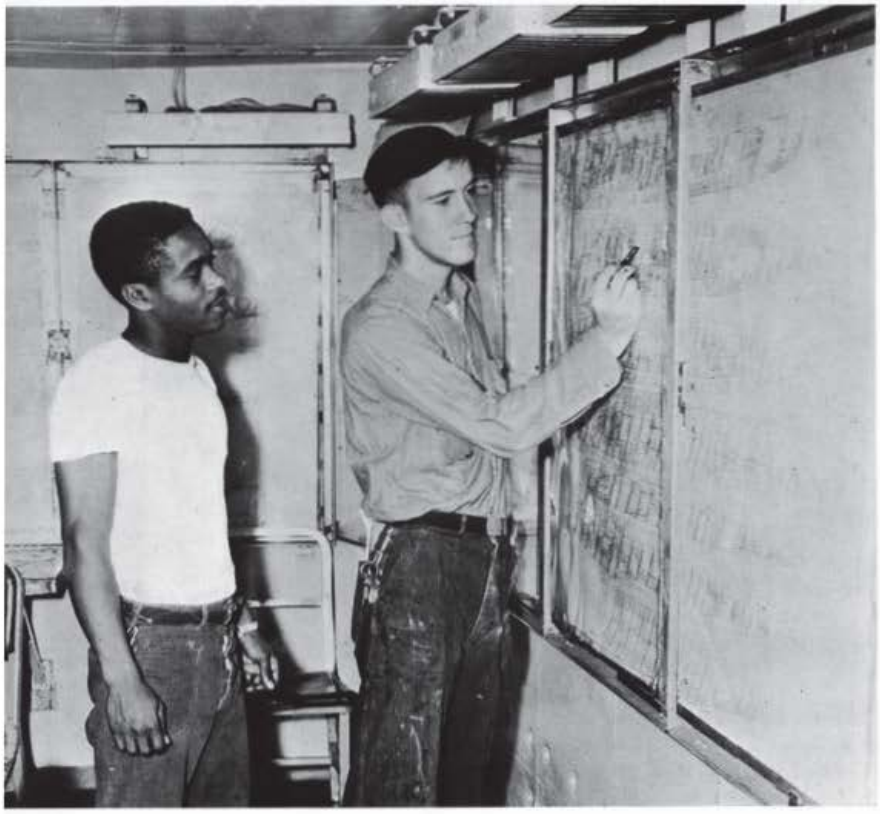

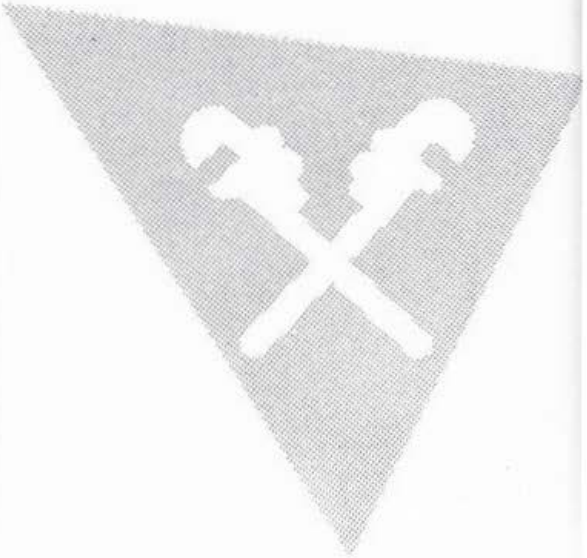

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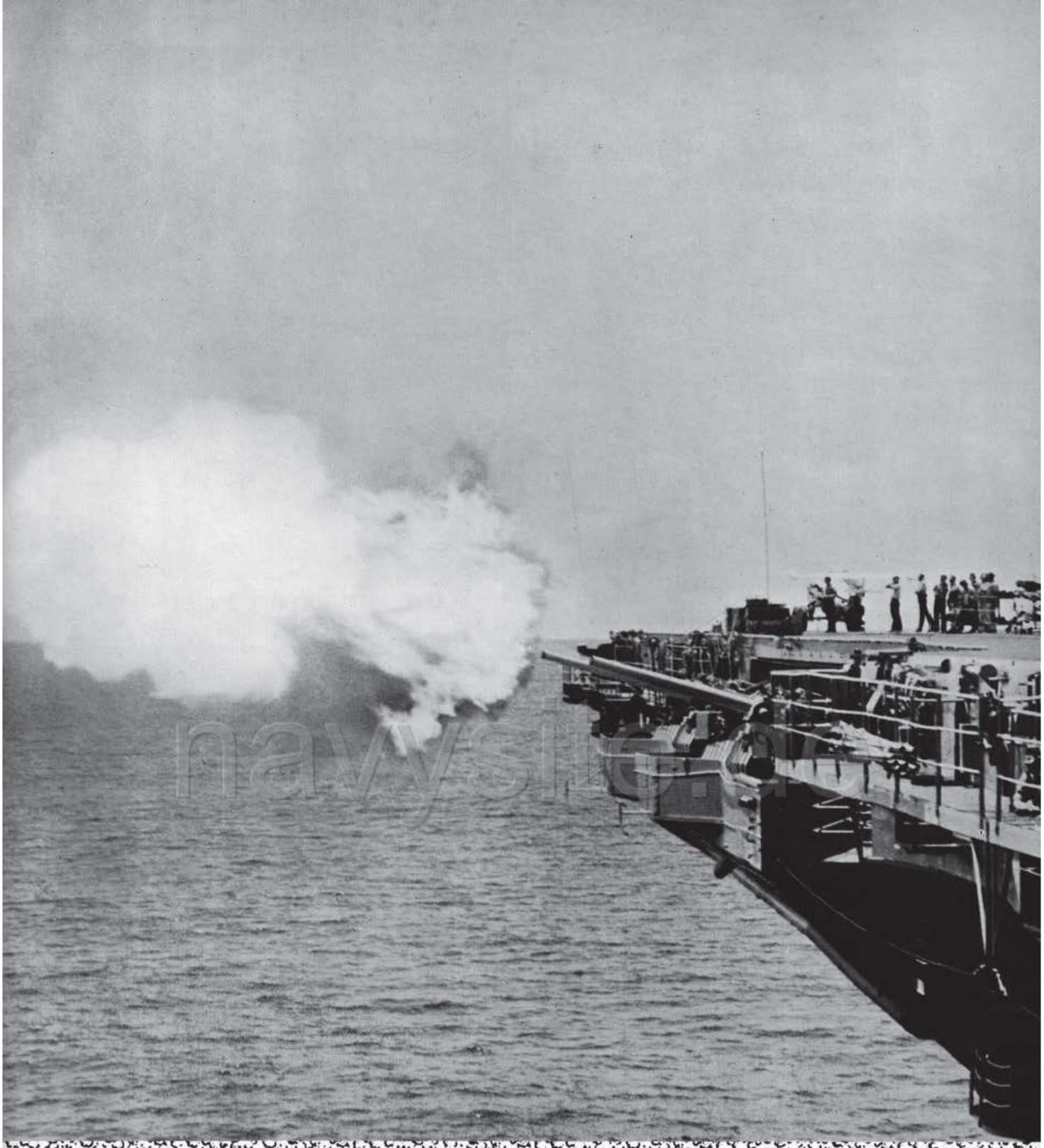
1st Row: J. A. Huffman, L. G. Brimmerman, J. B. Massengale, G. G. Budd, M. J. Allen
2nd Row: B. Zuroski, CWO H. Tweed, LTJG J. F. Thompson, LTJG J. T. Boyd, W. J. O'Brien
3rd Row: J. R. Estes, F. D. Hoffman, R. L. Collett, W. R. Madison, M. E. Pickering, D. W. Martindale, J. E. Martindale
4th Row: J. A. Hodgson, M. S. Tullos, A. J. Melton, D. R. Hughes, M. McClure, W. D. Jernigen



GUNNERY

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Commander Robert J. Agness, the HORNET'S versatile "Gun Boss", enlisted in the Navy in 1934 and has since served in nearly every type of Navy combatant vessel. Advanced to Chief Gunner's Mate in 1941 and Warrant Gunner in 1943, he was commissioned in 1944. Commander Agness has served extensively on destroyers and submarines, and saw action through most of World War II on the latter, where he won the Navy Cross as an enlisted man. He is also a qualified Master Diver, and taught at the Explosive Ordnance Disposal School from 1952 to 1954. From 1957 to 1959 he taught Seamanship and Rules of the Road at General Line School, Moneterey. Other duty has included General Line School, Newport, and duty aboard the USS FITCH, USS VALLEY FORGE, and as Executive Officer of the USS STORMES. Commander Agness also "went Navy" when he married the former Naomi Johnson, who was a Lieutenant in the WAVES when they were wed in 1953.

CDR ROBERT J. AGNESS
Gunnery Officer

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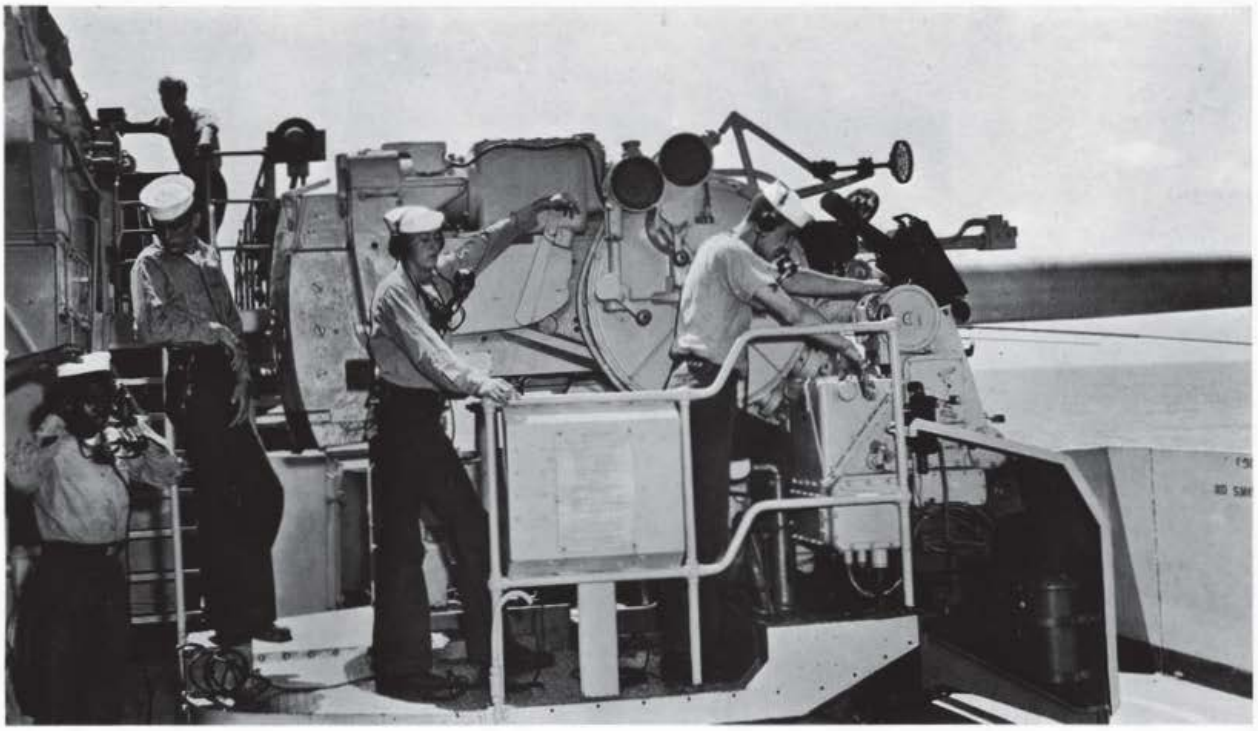
LCDR N. J. NEISS
Ordnance Officer

LCDR M. E. TAYLOR
First Lieutenant



Since Man first set out on the water, there have been boatswain's mates, and since he first mounted weapons on his ships, there have been "gunner's mates". Today, they no longer climb the high rigging or ram ball, chain, or cannister into ancient muzzle loaders, or grapple with the enemy with cutless and pin—but their role has not changed. The ship must be painted, the sides cleaned, the guns cared for. Old methods and old weapons have been replaced with intricate electronic devices and with weapons of fearful power, but there must still be "men of steel" behind them. And, as long as men-of-war sail the Seven Seas, the bos'n's pipe will never grow silent.

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ENS D. D. GINGLES
Administrative Assistant

WO C. A. CEDARSTAFF
Ship's Boatswain

1ST

ENS R. B. CODE

ENS D. R. PENLEY

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1st Row: G. A. Lumley, J. T. Drumond, R. E. Brant
2nd Row: H. Y. Okamura, K. E. Reno, ENS R. B. Code, R. C. Beutler, F. E. Hoisington, F. R. Hughes
3rd Row: J. B. Bourne, D. P. Sheldon, G. R. Hamblin, L. R. Kersey, J. R. Burgess

1st Row: K. C. Wickman, J. A. Schantlen, R. D. Totten
2nd Row: T. J. McQuade, E. J. Murphy, ENS D. R. Penley, W. R. Westphal, S. D. Hyder
3rd Row: R. Robinson, L. P. Wright, T. Lopez, P. Granados, J. H. Hoffman

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Let go the anchor! Anchor's aweigh! The deafening clatter and rumble of heavy anchor chain straining with the great weight of the huge anchor... monstrous waves crashing against the vast bow, wearing away the barely-dry paint... decks to clean, chip, paint... stout lines to be faked down, spliced, played out, taken in.

2ND

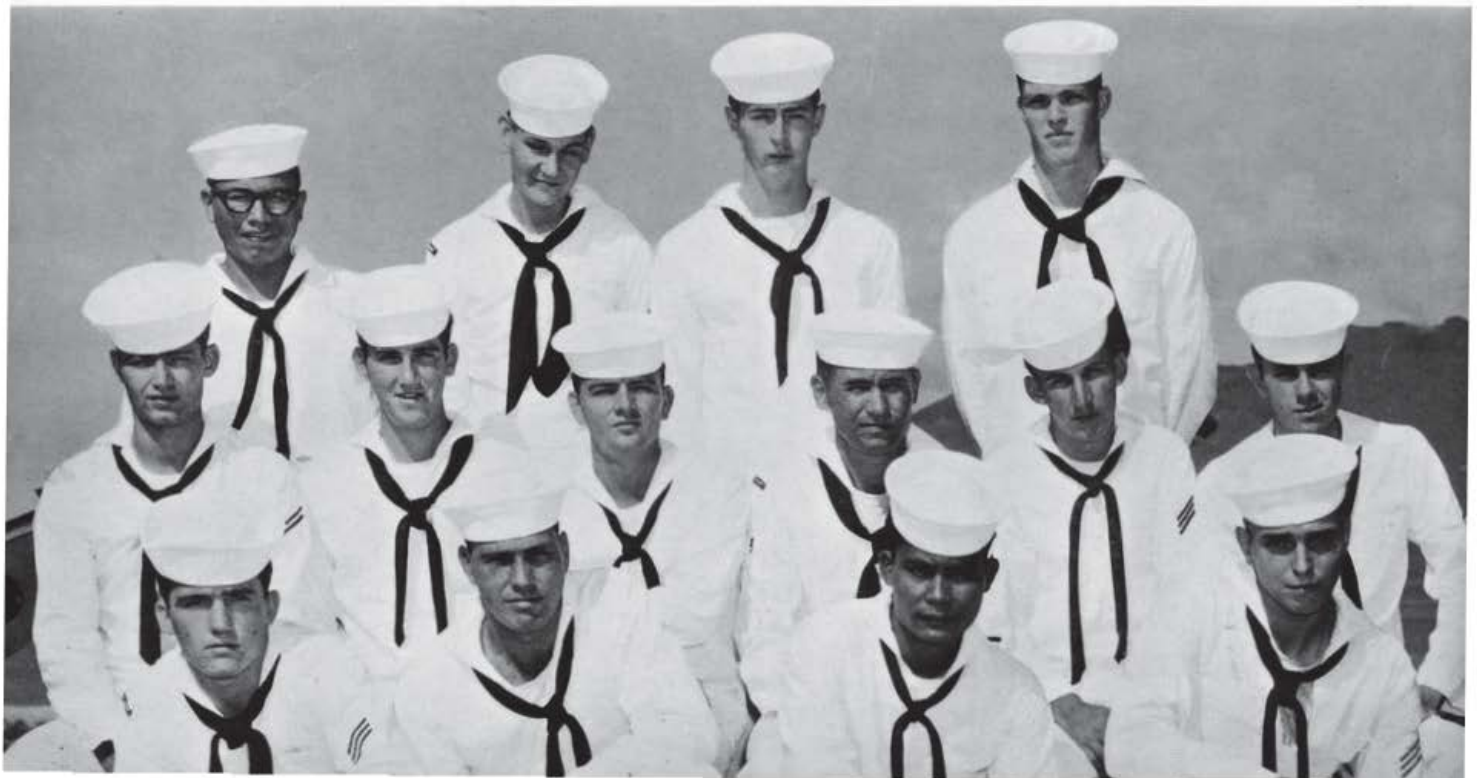
Life boats to be manned and ready at sea...liberty boats that shuttle between ship and beach...highlines and fueling lines. Stand by to receive destroyer alongside...to receive shot line...stores and fuel. Bright orange capoks and many-colored helmets glittering in the sunlight.

ENS R. E. ANDERSON

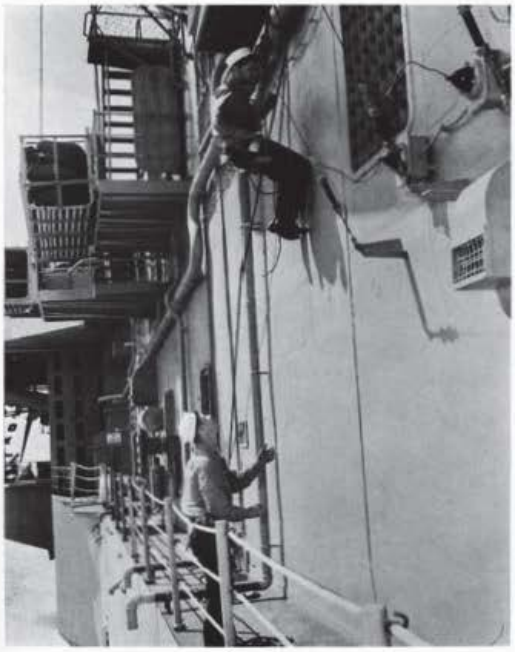
ENS J. M. LOWSON

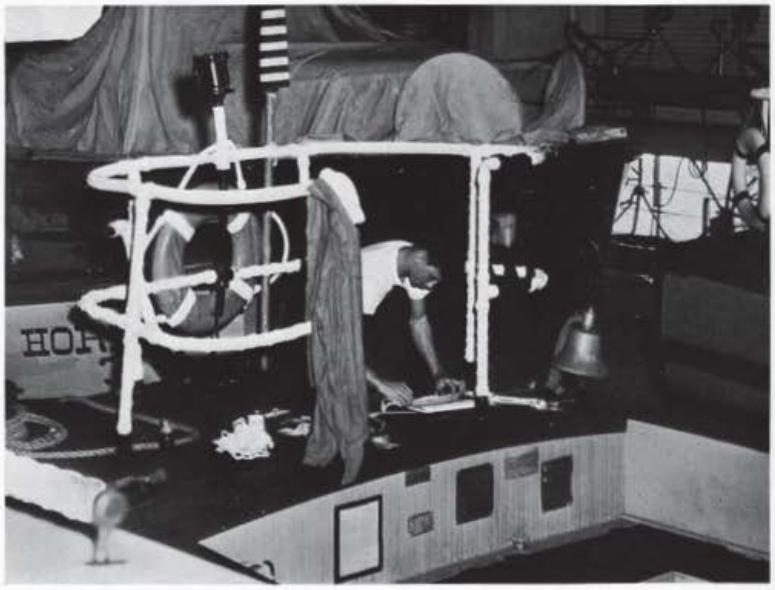
navyship.info

1st Row: H. L. Sinclair, W. J. Elliott, D. P. Garrido, G. M. Mayo
2nd Row: R. P. Gauthier, D. W. Hall, R. R. Bucy, C. L. Douglas, D. P. Lambert, McMullen
3rd Row: I. A. Pisachubbe, W. B. Brosell, P. R. Lickliss, R. L. Collicott



1st Row: V. M. Pearson, J. Villareal, J. M. Shepherd, C. G. McGlory
2nd Row: L. W. Elliot, R. Hill, ENS R. E. Anderson, B. L. Nickerson, J. W. Langdale, G. M. Dykes
3rd Row: T. R. Herrick, B. R. Dominguez, T. J. Wirts, J. J. Williams, L. R. Sova, J. B. Bass





ENS S. E. LONG

ENS A. S. DEAN

3RD

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1st Row: L. E. Bailey, W. F. Sutton, R. H. Frazier, W. L. Zimbauer
2nd Row: E. J. Hessenius, S. R. Barber, ENS S. E. Long, G. W. Chase, F. J. Schmidt
3rd Row: J. E. Mascorro, A. P. Johnson, B. T. Isaac

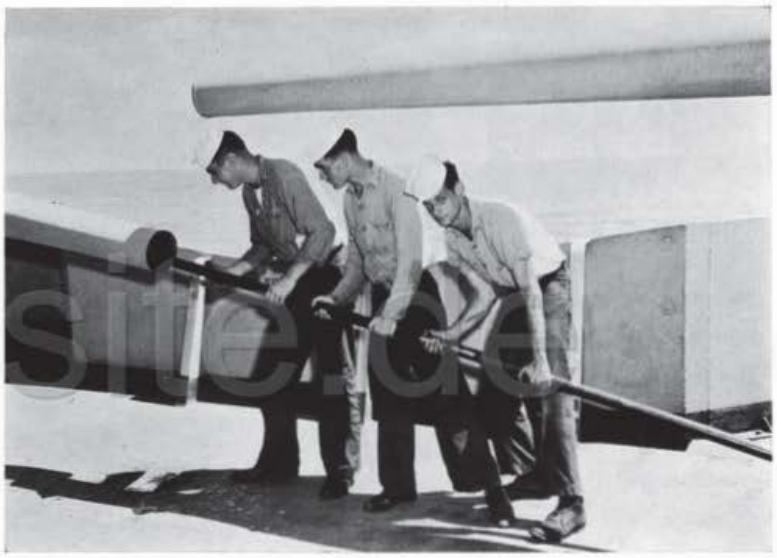
1st Row: R. L. Mische, R. M. Saniger, P. K. Gifford, L. L. Van Antwerp
2nd Row: R. M. Sanders, J. E. Curtis, ENS A. S. Dean, A. Beebe, G. F. Porter
3rd Row: P. Whitlock, R. Reese, T. E. Scorsone, L. Berg, B. R. Frye, T. O. Harris

Swinging precariously from stages rigged from the gun tubs and catwalks ... chipping and painting in the hard-to-get-at places ... working in gun tubs under the tropic sun, they are jacks of many trades. "Now take all trash and garbage to the fantail for dumping". Eager seagulls swoop and dive, waiting for their chow call. Swabs dragged from the stern, cleansed in Nature's biggest automatic washer. The newest scuttlebutt from the mess decks.

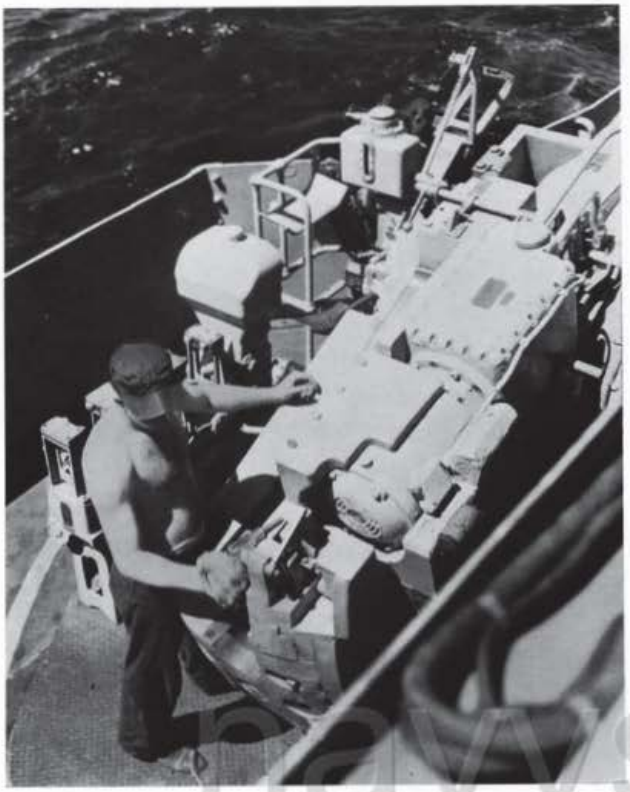
ENS J. A. GUNTHER

5TH

Open fire! Guns roar, vying with planes for the loudest noise on board. Yellow flame, black smoke, and acrid fumes swirl about the island. Loaders and handlers stand ready with shiny cases and brightly painted shells . . . gun captains and talkers wait for the word . . . then swing into action.



1st Row: G. P. Rhienhart, R. E. Constant, B. G. Fowler, W. K. Gray, J. D. Wilbanks
2nd Row: A. E. Moore, D. E. Patterson, ENS J. A. Gunther, C. E. Wolfgram, J. D. Cinfici
3rd Row: G. J. Creighan, J. W. Norton, J. J. Baciocco, W. E. Tiller, R. J. Beinhart, W. L. Watson, J. E. Kitchen, G. A. Rude



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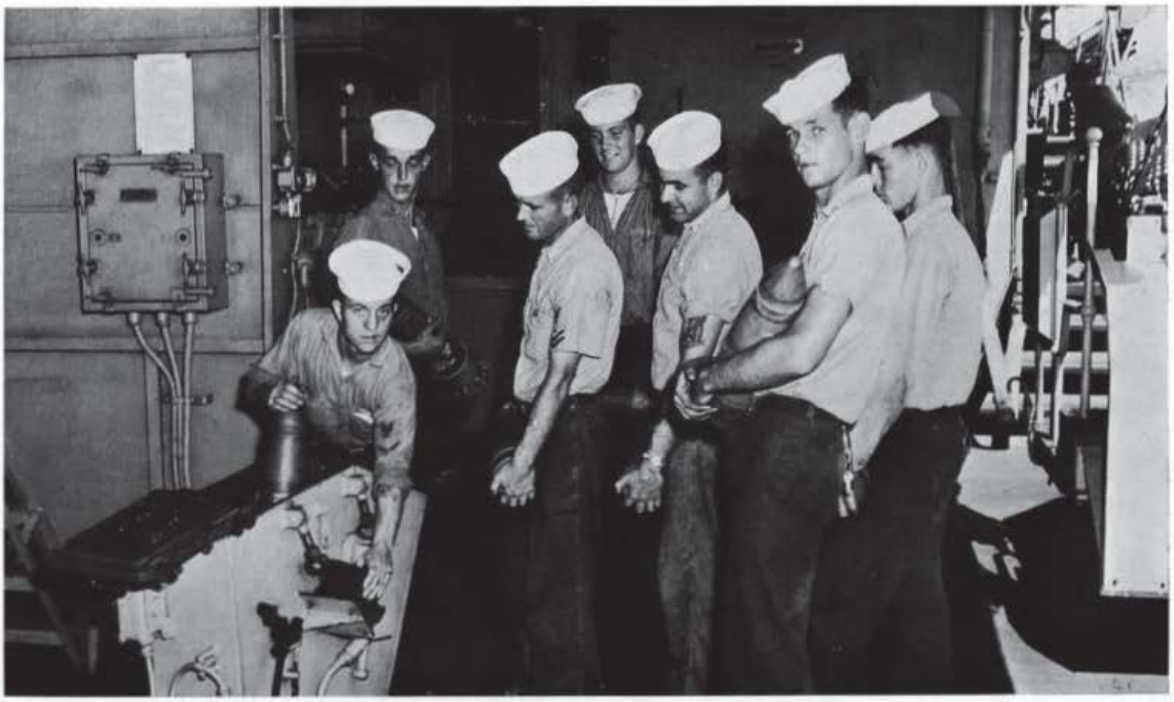

LT R. E. STORM

The target drone swings in toward the ship. A director slews into line and focuses its sensitive radar on the small, black shape. Down below, machines of super-hanum capability compute, analyse and solve, then move the guns into position and fire. The sky explodes around the speeding drone... it wavers... then dives into the sea.

FOX

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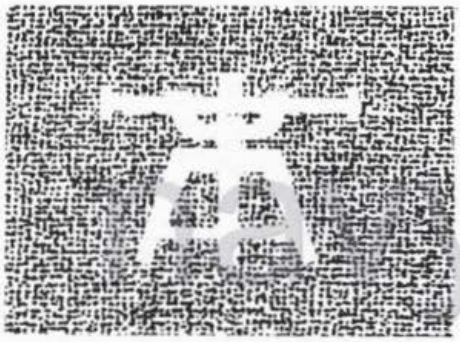
1st Row: J. D. Moller, T. S. Kelly, P. K. Hattori, R. E. Raws, G. R. Constantineau
2nd Row: G. L. Curtis, R. H. Benbow, LT R. E. Storm, ENS J. B. Geller, R. A. Carpenter, W. L. Niewohner
3rd Row: D. L. Richardson, C. N. Goodspeed, L. C. Mattson, K. P. Rockwell, A. E. Johnson, J. E. Jenkins, D. C. Good- speed, J. A. Ridlon, M. R. Kuveke, F. D. Augustin



G

LTJG J. W. DE BOER

Here are found the custodians of a formidable arsenal—ship's magazines. Temperature charts are kept on black powder samples to ensure safety and reliability. Rifles and pistols are checked, cleaned, repaired. Saluting batteries are kept ready . . . and line-throwing guns to reach where arms are insufficient.

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1st Row: R. G. Stalsburg, WO Y. F. Young, LTJG J. W. De Boer, L. G. Batchelor, A. E. Castleman
2nd Row: A. H. Love, J. L. Reedy, D. A. Johnson, H. W. Wood, W. F. Oelcher

CWO P. N. COLLINS

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LT J. L. BREDESTEGE

W

The Marine sentry at the hatch is never absent. The rogues' gallery, the select few who are allowed, is posted where they can be compared before they are allowed to pass. The men who work here talk very little about what is "down there".

1st Row: K. L. Bromblett, K. R. Milstead, D. J. Hagan, H. F. Toney, C. Smith, G. C. Larrott
2nd Row: M. J. Carpenter, P. M. Roderick, G. E. Hocker, F. E. Maguire, C. D. Jenkins, R. Albec, O. G. Smith
3rd Row: G. L. Kelly, E. Kropf, J. S. Lightner, D. D. Eskew

CAPT CARL G. EATON

2ND LT L. DICKIE

MARINE DETACHMENT

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1st Row: J. T. Golden, J. W. Cline, G. West, A. Barnes, W. A. Sides, R . J. Brackett, E. E. Bogle, M. R. Jennings, G. R. Corwin, R. J. Collins, CAPT C. G. Eaton

2nd Row: H. L. Livingston, R. Bono, J. A. Coleman, C. McHenry, J. R. Faulk, D. R. Dugan, D. P. Kammerer, R. C. Currie, C. W. Moore, LT L. Dickie

3rd Row: A. S. Barber, L. G. Collins, T. E. Miller, E. A. Dickson, H. D.Schilling, R. McGovern, W. L. Ellis, R. P. Kingston, W. R. Hart, W. G. Purdy

Spit-shined shoes, gleaming rifles, perfect uniform at all times and that extra something—pride, bearing, polish—that spells M-A-R-I-N-E. Honor guards for special visitors... close order drill on the flight deck ... morning and evening colors... smart orderlies and vigilant guards. These men are ready for anything from a VIP's inspection to a civil disturbance that calls for the use of the landing party.

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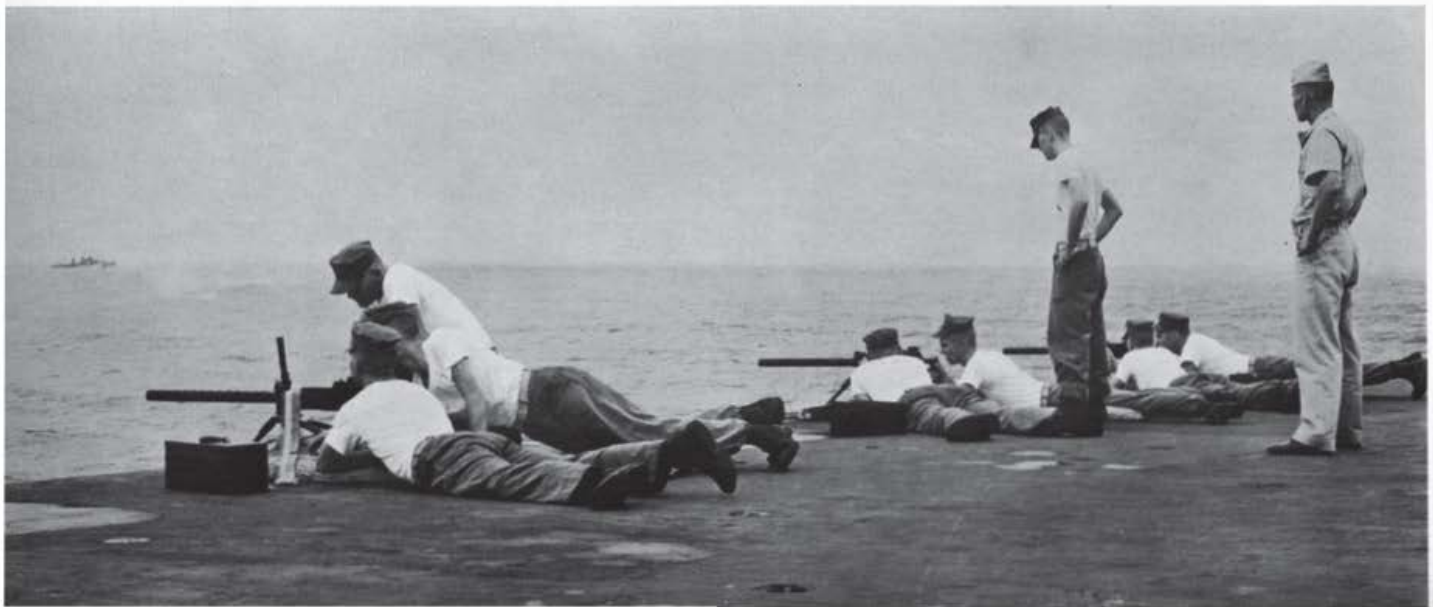

NAVIGATION

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The Hornet's "chief star-gazer", Commander Richard L. Evans, graduated from the Naval Academy in 1942. CDR Evans is also a graduate of the Navy post-graduate school and the University of Minnesota, where he received his Masters of Science degree in Aeronautical Enginaering in 1952. Prior to completing flight training in 1947, CDR Evans served aboard the USS PHOENIX, USS MISSISSIPPI and the USS BOXER. Following flight training he served as Maintenance Officer, and later Executive Officer, of VP-26.

CDR RICHARD L. EVANS
Navigator

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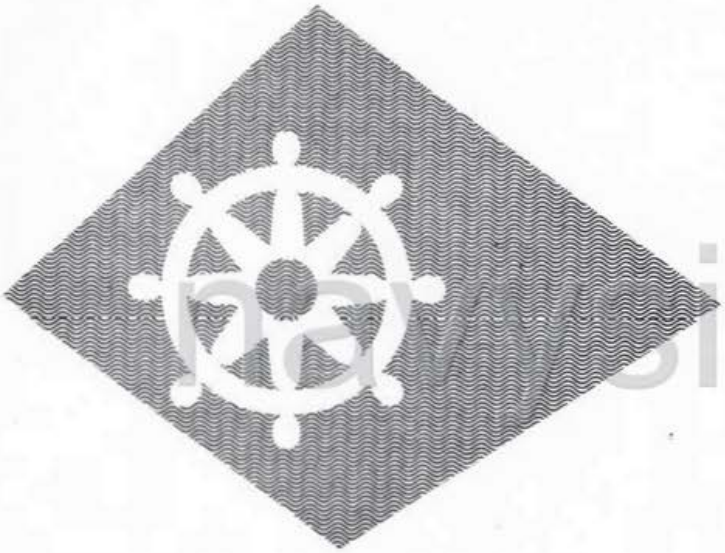
LCDR E. A. VANDERBECK
Assistant Navigator

Pherhaps, more than any other man, the Navigator symbolizes the nature of all mankind. His eyes turned to the stars, he sets out on the vast unknown, and finds his way with their guidance . . . to a safe harbor. It was an American, Nathaniel Bowditch, who brought the stars from the Heavans and gave them, for all time, to man with which to guide his ships surely and safely. Today's "American Practical Navigator" has many new electronic aids which augment, but do not replace, his dependence on the stars. The Quartermasters who plot the courses, wind the clocks, steer the ship, correct the charts, shoot the stars and practice their own peculiar brand of alchemy with their complicated tables carry on the oldest are of the seaman. Each time the HORNET sets out for a distant port, the trust of all hands is irrevocably in her navigator's, and each time she unfailingly finds her destination, sure and on time, that trust is kept.



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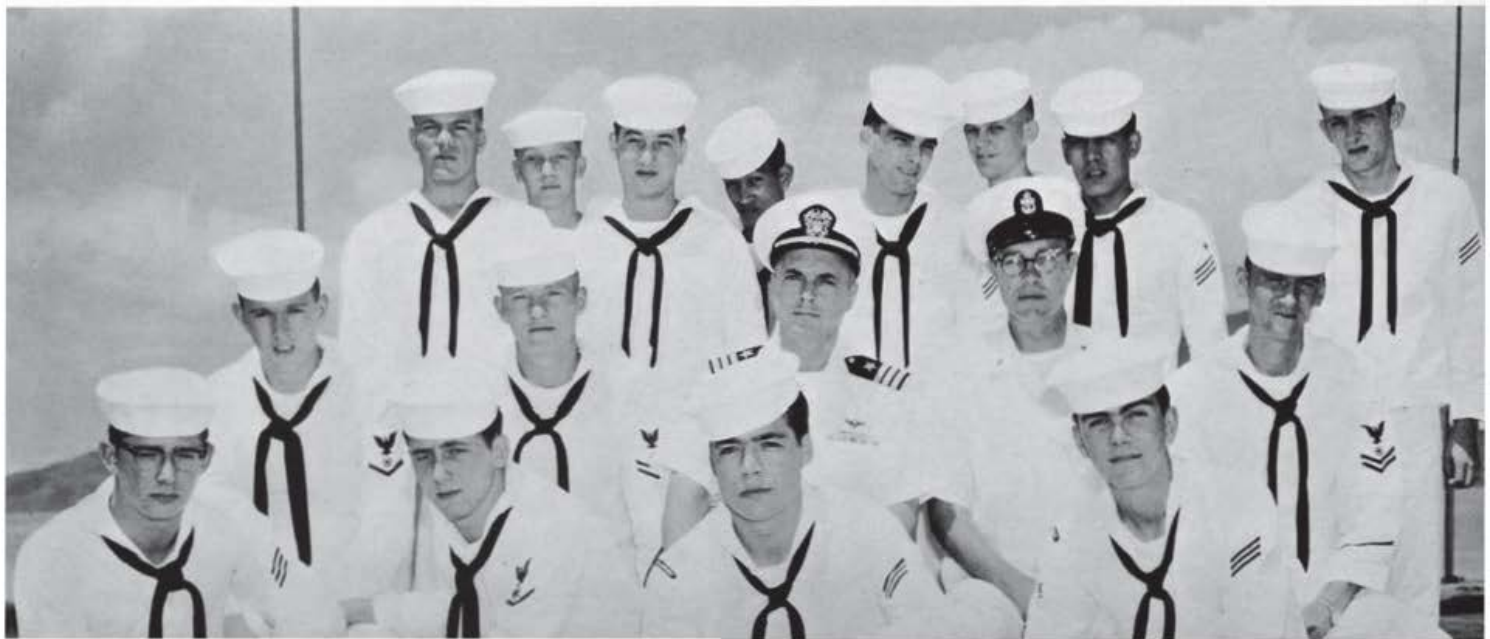
1st Row: R. D. Billheimer, C. N. Wilde, C. R. Stewart, D. A. Nine
2nd Row: T. E. Couts, J. E. Dennison, CDR R. L. Evans, J. A. Sommerfield, E. E. Anderson
3rd Row: B. H. Jenkins, J. L. Roberts, D. Garcia, R. G. Rau, D. V. Muehlstedt, J. L. Donaly, P. Beierly, J. D. Ingles



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OPERATIONS

Your "friendly Operations Officer" began his career in 1940 as an officer in the Royal Air Force and was presented the British Distinguished Flying Cross by the late King George VI in Buckingham Palace in 1942. CDR Howell received his commission as a LTJG, USNR, in London, England on November 9, 1942. His career has been highlighted with ASW billets, including command of ASW squadrons three tours in Washington senior exchange officer with the Royal Navay and Completion of Naval War College at Newport Rhode Island. A 1940 graduate of Idaho State College in Pocatello Idaho CDR Howell transferred to the regular Navy in 1946.

CDR WILEY B. HOWELL
Operations Officer

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CDR JOSEPH L. COLEMAN
Air Operations Officer

The HORNET's Air Operations Officer is Commander Joseph L. Coleman who comes from Athens, Georgia. He was commissioned and designated a Naval Aviator in December 1943. During World War II, Commander Coleman served with Fighter Squadron 40 aboard the carrier U.S.S. SUEWANEE in the Pacific Theatre. During this time, he participated in raids against Okinawa, Borneo, the Philippines and Japan. After the war, the Commander served with Fighter Squadron 32 before being ordered to NAS Atlanta. His next duty was at Fleet Air Defense Training Center in San Diego. Commander Coleman has attended the Armed Forces Staff College and the Navy's General Line School at Monterey.

Commander Gordon J. Frey, the HORNET's CIC Officer joined the Navy as an enlisted man in 1953. He was assigned to the U.S.S. MISSISSIPPI as a fire control technician and aviation mechanic. In 1942, Commander Frey reported to Los Alamitos to begin training as an aviation cadet. He was commissioned in February of 1943. After commissioning, he was assigned to partol and bombing squadrons in the Pacific Theatre. After the war, Commander Frey was a flight instructor in the PBM at NAS Banana River, Corpus Christi and Jacksonville before attending CIC school at Glenview. During the Korean Conflict, Commander Frey was Assistant CIC and later CIC Officer aboard the carrier PHILIPPINE SEA. In 1951, he was assigned to Point Loma as a CIC instructor. After a tour of duty at Point Magu, Commander Frey attended General Line School at Monterey. Before reporting to the HORNET, he was attached to VR-2 at NAS Alameda.

CDR GORDON J. FREY
CIC Officer

"Get underway and operate in accordance with . . ." Throughout the Operations Department men busy themselves with preparations for the coming operation. Publications are brought out and checked . . . schedules promulgated . . . hundreds of diverse details are brought together . . . and order is made out of chaos. The communicators check broadcast schedules and ready movement reports. CIC brings out charts and prepares their instruments. ET's make last-minute calibrations on delicate electronic equipment and aerologists gather information on weather expected in operating areas. Signalmen break out code books and the "Friendly Operations Officer" tunes up his tonsils for the 1655 reports. When the time comes, Operations is "ready to get underway".

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LCDR M. D. BLITX
Assistant Air Operations

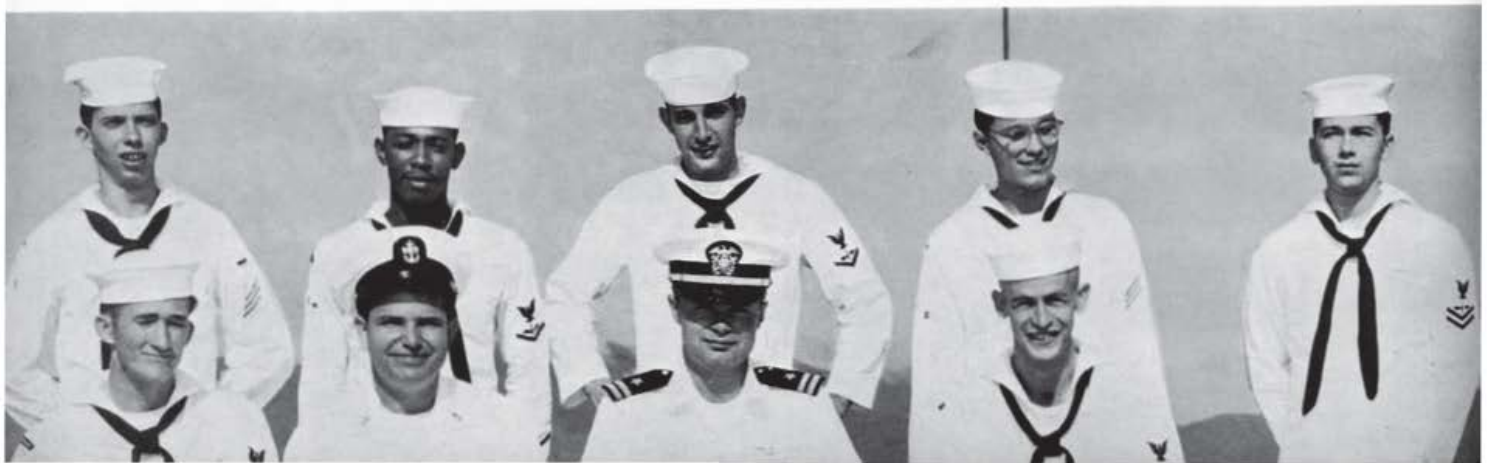
LT C. R. NUSS

O-A

High up in their ivory tower, the HORNET's weather men keep watch .....high winds and low fogs.....to fly or not to fly.....specialists employed in the biggest guesswork game since astrology.....reading barometers and maps.....they have to guess right.....a wrong word could mean disaster.

mysite.de

1st Row: L. B. Austin, M. L. Summey, LT C. R. Nuss, C. L. Hughes
2nd Row: J. Bevis, G. A. Crockett, R. E. Owens, W. D. Wylie, R. B. Wise



Send for an ET! Electronic gear repair... mazes of wires and tubes that run the electronic eyes, ears and voice of the ship... tools to aid the OOD and Navigator, the radarmen and radiomen... parts to be adjusted and repaired at all hours...

ENS D. A. DANALS

CWO C. W. GILMAN

1st Row: D. D. Wood, R. O. Wilson, L. R. Johnson, C. W. Latham, R. R. Nagel
2nd Row: S. T. Stoleson, ENS D. A. Daniels, R. E. O'Connor, E. P. Keller
3rd Row: L. P. Bjornton, R. D. Sanderfur, C. E. Weaver, A. G. Coll, A. L. Feckter

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1st Row : D. A. Sears, R. I. Huntley, M. E. Stough, D. D. Jackson, J. D. Massey
2nd Row : B. F. Walden, CWO C. W. Gilman, W. L. Willis, R. J. Sloop
3rd Row : T. W. Novotny, L. G. Gladson, D. G. McLagan, W. H. Wallace, A. S. West

LCDR D. M. TRIMBLE

LT. B. F. HACKNEY

O-1

LTJG A. H. REESE

Many miles away, a plane is approaching the task force . . . a pip is seen on a radarscope . . . tracked . . . plotted . . . evaluated. Bustling activity amid the squawk of radios and the hum of radar sets . . . " Bogies " and " skunks " discovered, tracked, scrubbed . . . long before human eyes have seen them . . . charting our courses and that of ships and planes nearby . . . " collect, evaluate, disseminate ".

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1st Row : L. W. Barnes, J. P. Barbee, D. E. Fuikerson, H. E. Baker, D. A. Edwards
2nd Row : L. F. Wilhelm, T. R. Lyon, G. H. Laudig, D. A. Hodges, C. L. Mitchell, R. E. Lamonyon
3rd Row : D. S. Clark, D. I. Williamson, R. G. Stanley, G. A. Ferguson, S. A. Weeks

ENS E. R. BOQUIST

ENS W. G. GINGLES

LT E. M. MOORE

1st Row: J. J. Laputka, D. L. Hunter, D. M. Hendrix, M. Ripka, J. F. Todd, R. D. Ellis
2nd Row: G. R. Guido, R. R. Fuller, L. R. Shaw, R. E. Youngberg, D. G. Decamp, S. D. Henrigh
3rd Row: C. L. Cauble, W. A. Jamison, C. E. Wilson, H. E. Green, G. E. Graham, M. P. Saver, A. G. Armstrong

1st Row: ENS D. C. Eayre, ENS L. S. Connell, LT B. F. Hackney, CDR G. J. Frey, LTJG A. H. Reese, ENS W. D. Morgan, ENS W. G. Gingles
2nd Row: G. P. Huber, J. E. Logue, P. W. Fitzpatrick, R. S. Montgomery, R. B. Daniels, J. E. Strunk, R. L. Shaw, P. J. Kirk, A. B. Romo
3rd Row: A. J. Medeiros, R. V. Stillwell, S. Gallegoes, H. S. Hollins, E. L. Bollock, C. E. Tucker, L. L. Colley, D. D. Cotton

ENS L. S. CONNELL

ENS D. C. EAYRE

ENS W. D. MORGAN

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O-C

A COD is due back. S2F's are circling nearby and the "agel" is running low on fuel. The air controller, with the skill of a square dance caller, brings them in—safe and sound. O-C has done it again.

LT G. L. WEDDINGTON

1st Row: W. B. McCarty, W. R. Rider, LT G. L. Wedcington, C. D. Rogers, C. W. Bell
2nd Row: S. R. Smith, R. B. Patton, D. R. Standridge, K. W. Montgomery, V. D. Smith, J. R. Ray

LCDR R. C. BROWER

OP

Photo coverage for those special events on board, or to record the every-day happenings . . . for official files or for the cruise book . . cameras. . . light meters . . . air intelligence . . . charts and maps for photo interpretation . . .

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1st Row: L. P. Burton, D. E. Jenson, R. A. Ivarie, J. M. Roach, W. R. Porter
2nd Row: H. R. Hutson, K. M. McLaughlin, LCDR R. C. Brower, P. L. Morris, G. G. McClive
3rd Row: T. L. Clayton, W. M. Crouse, D. L. Turner, D. H. Berlage, R. L. Cassalery, C. M. Chiddix

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ENS J. H. MOSCOWITZ

LTJG D. E. BELLIS

LCDR W. M. SHAVER

O-R

1st Row: D. R. Allen, P. F. Kass, J. D. Broderson, J. E. Nowning, L. T. Pederson
2nd Row: S. D. McBride, J. B. Seales, D. L. Baker, R. E. Collinje

ENS J. R. LESTER

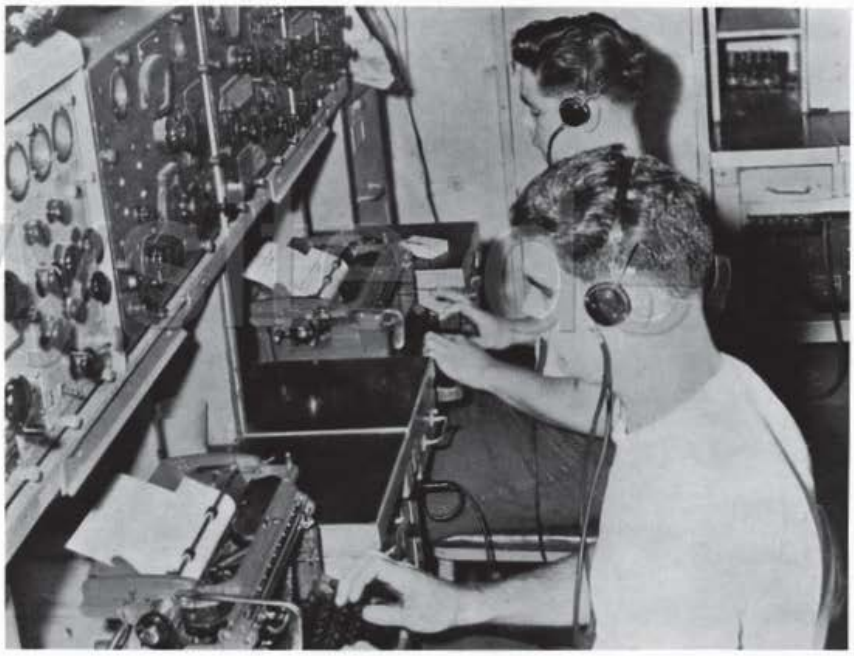
ENS R. W. WEST

ENS L. M. SMITH

ENS T. E. GEORGE

ENS M. R. ELLS

3,000 messages a month. The ears and voice of the ship—to the ends of the Earth. Typhoon warnings and baby announcements. Broad dissemination and close secrecy. Busy messengers ... noisy radios and hush-hush cryptographers ...



1st Row: R. L. Benson, G. L. Brown, C. R. King, F. P. Phillips, L. W. Stammen
2nd Row: ENS R. W. West, ENS J. H. Moscowitz, ENS T. E. George, ENS M. R. Ells, LCDR W. M. Shaver, LTJG D. E. Bellis, ENS L. M. Smith, ENS J. R. Lester
3rd Row: L. F. Ginocchio, L. D. Hemeon, B. S. Cochrane, G. E. Murray, M. L. Gebe, T. E. Rumer, R. F. Jowers, F. D. Hoffman, R. D. Hoskinson, W. R. Perez, L. F. Karg, W. D. Moyers

O-S

Colorful flags flapping in the wind.....the special language of the Navy that says so much in so little.....dress ship.....emergency turn.....lights blinking on and off.....infra-red lights that the human eye can't see.....

ENS W. F. KRUSE

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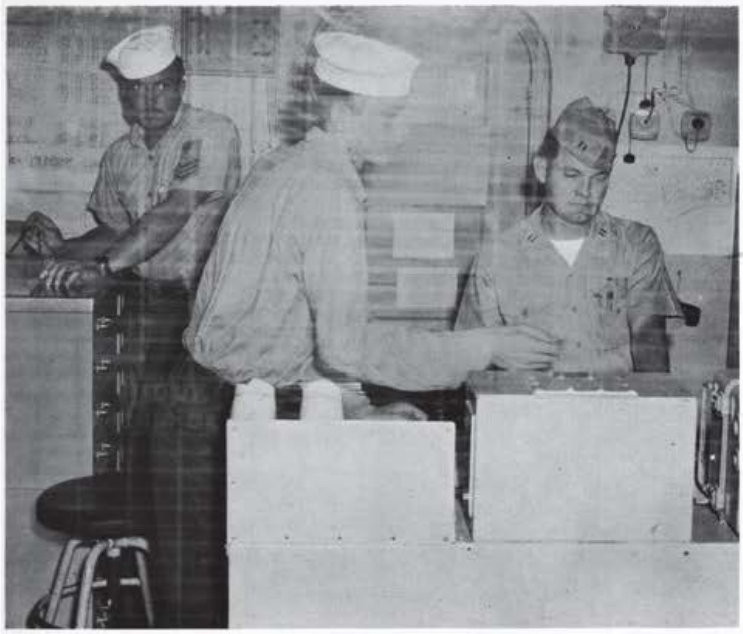
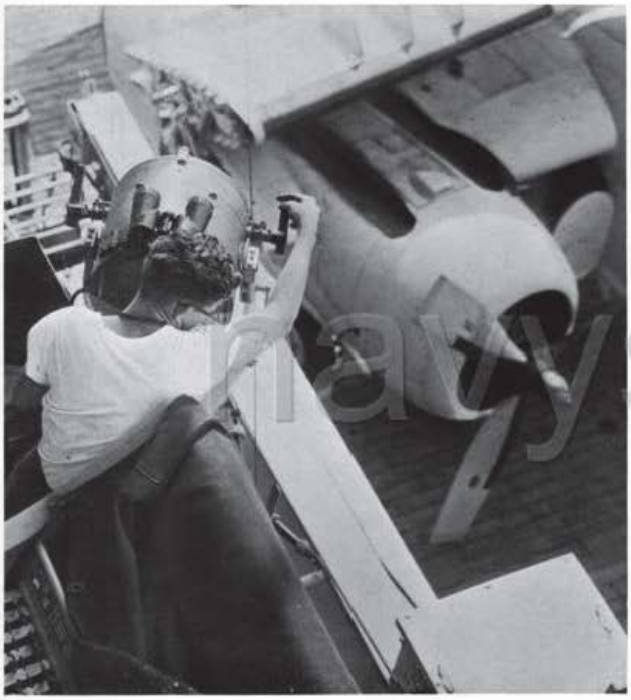
1st Row: B. E. Webb, Booth, W. J. Becker, J. E. Burns
2nd Row: W. H. Zobbi, H. J. Gill, ENS W. F. Kruse, LCDR W. M. Shaver, Hoffman, Salavijus
3rd Row: G. J. Steingrebe, J. E. Davis, O. B. Webster, O. C. Ahne, W. D. Hickman, G. R. Seering





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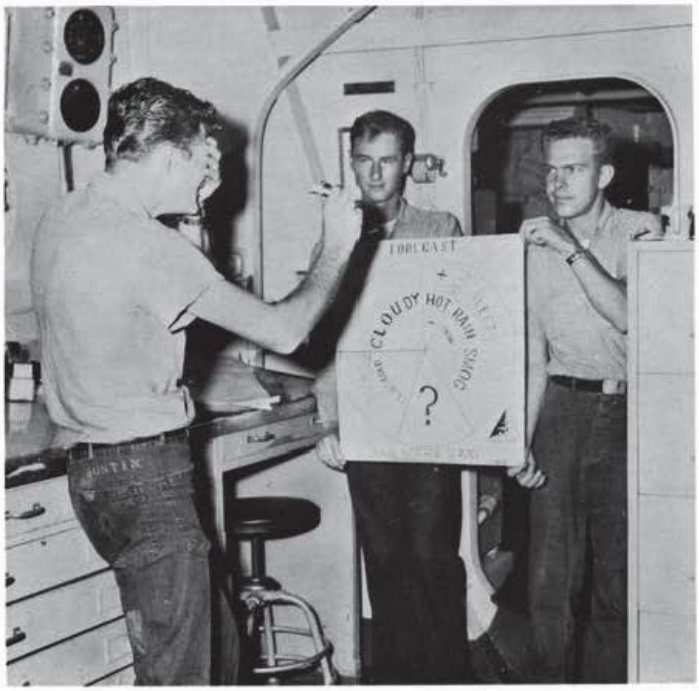

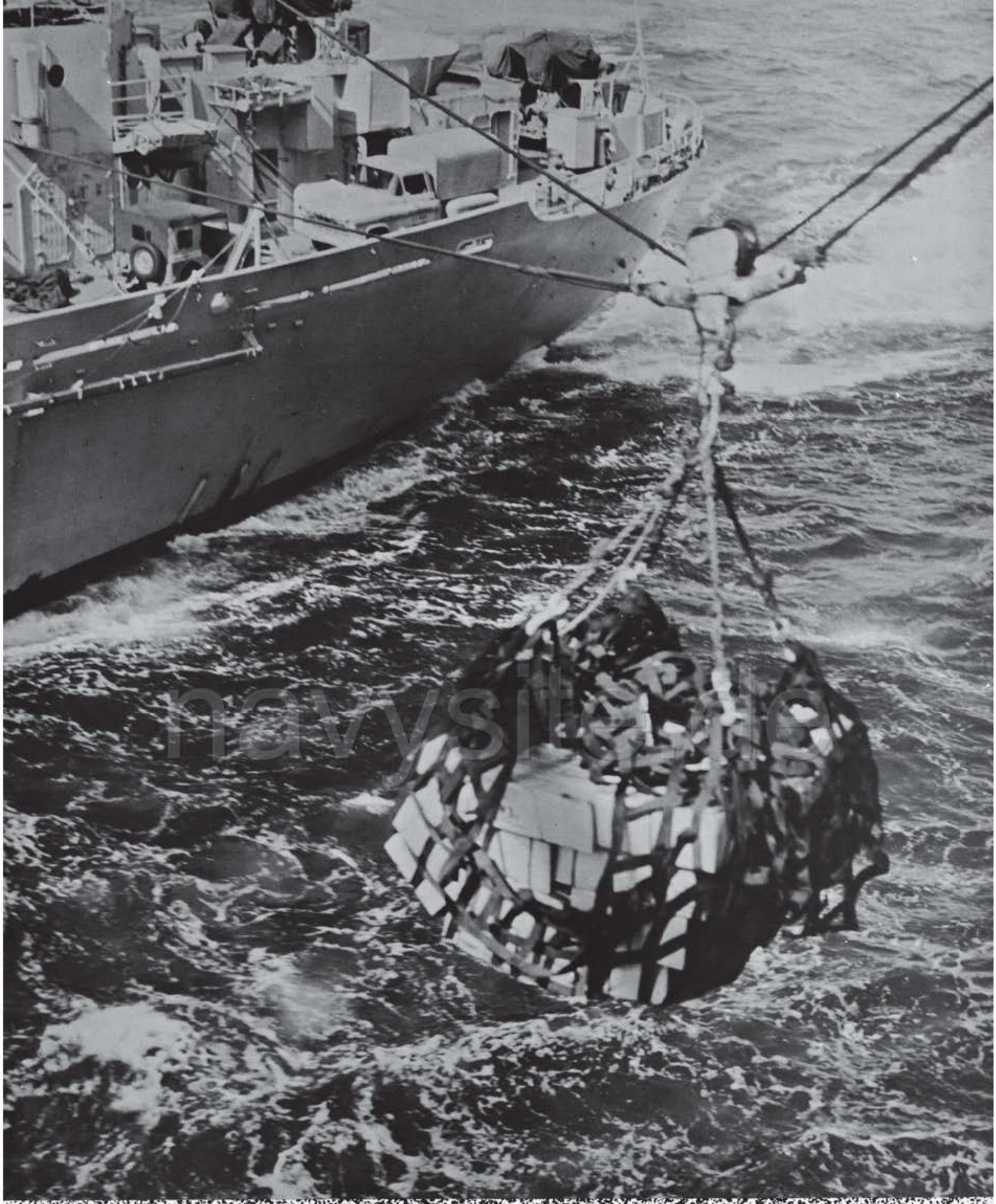

SUPPLY

CDR BERT E. SMITH
Supply Officer

Barbers and tailors, laundrymen and cobblers who help groom the HORNET's men for liberty and inspection . . . storekeepers who supply them with parts and paints and handle the mountains of paperwork . . . disbursing clerks who become very popular twice a month . . . "Now, working party Alfa lay up to hanger bay three" . . . cooks and bakers who make the food, storekeepers who sell geedunks, cigarettes, clothes, and a hundred necessary items . . . these are the men of the Supply Department, the unsung heroes of the routine job of keeping the big city going. Even the fuel to heat her huge boilers for steam, water, heat would run dry unless there were men to see to the needs of the deep, cavernous bunkers. To go, to fight, to live, she must be supplied.

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CDR Bert E. Smith reported to the USS HORNET from the U. S. Naval War College Newport R. I. CDR Smith entered the Naval in July 1942 and was commissioned in the U. S. Naval Supply Corps in April 1944. He has served at a variety of duty stations including ASD-NSC Pearl Harbor, ASO Philadelphia, NAS North Island COMFAIRJAPAN Staff and NAS Jacksonville, as well as on the USS BADOENG STRAIT. Prior to reporting to the USS HORNET CDR Smith studied at the U. S. Naval War College, Newport, Rhode Island.

LT D. T. BOYD

ENS R. E. ANDERSON

1st Row: C. J. Martel, T. D. Composanto, L. L. Smothers
2nd Row: R. Lamalfa, P. E. Dole, J. L. Furbee, ENS R. E. Anderson, W. H. Beeler, C. B. Rogers
3rd Row: G. E. Ventayen, R. W. Hosmer, J. M. Spiotti, C. W. Keller, R. Gonzalez

Thousands of requisitions to fill, the mountains of paper work that go with supporting a large ship, long lines of men on the hanger deck loading tons of necessary stores . . . to fill cupboards that must never be bare. Spare parts, tools, paper clips, mops, brooms, machines, desks, chairs, pencils and everything else that is part of the ship . . . inventories to be taken, balanced, and reported . . . surveys . . . allowance lists . . . the constant, steady movement of material.

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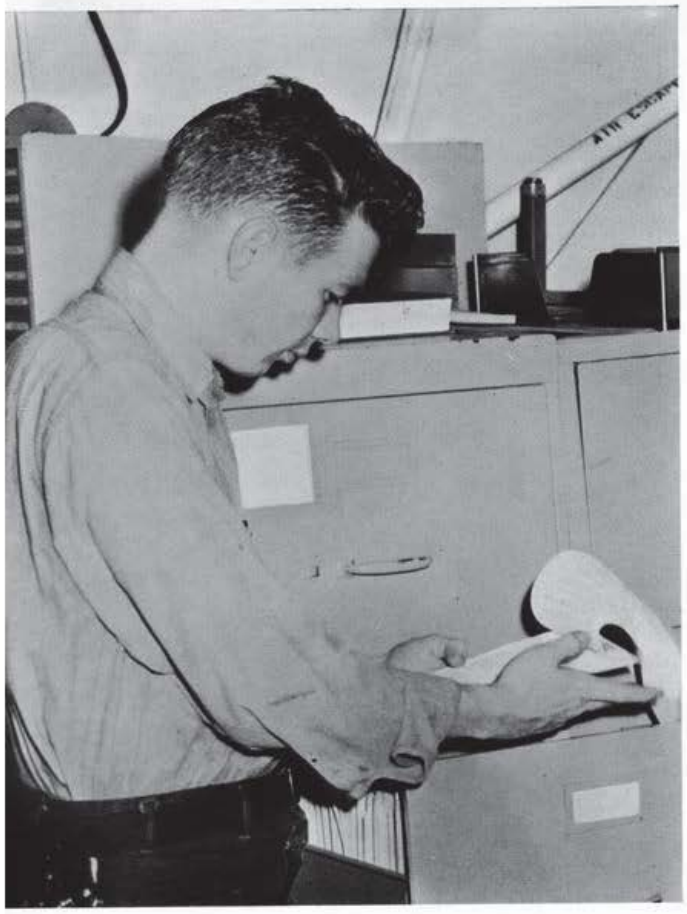

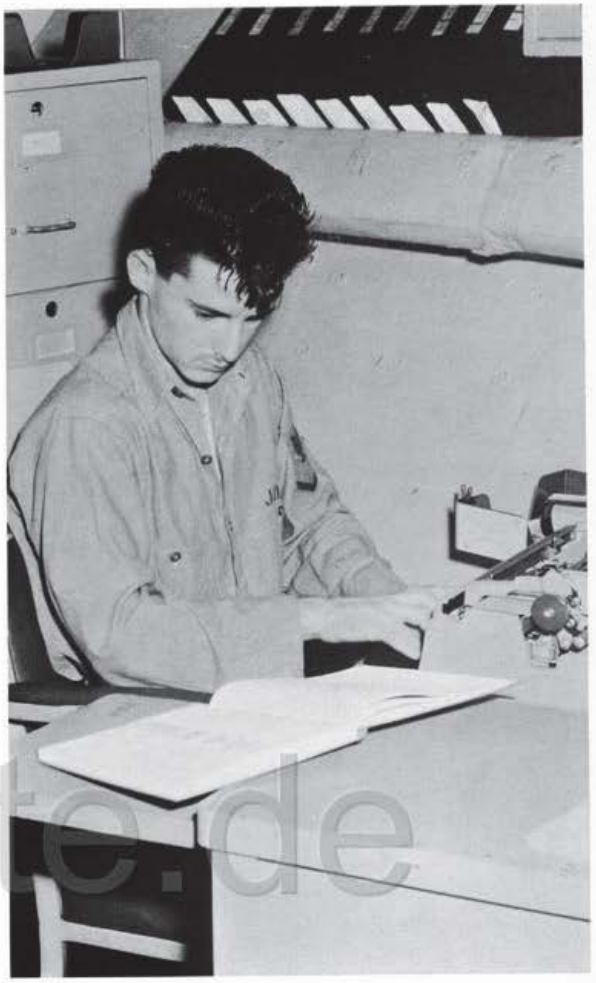

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1st Row: L. M. Seymour, C. M. Hughes, C. Maynard, R. E. Williams
2nd Row: D. W. Thurman, J. L. Furbee, ENS R. E. Anderson, J. D. Lindsay, D. L. Anderson
3rd Row: F. S. Quinquinto, K. R. Black, R. E. Lusk, E. G. Johnson, A. L. Lockhart, D. L. Greene

S-2

CWO J. J. RADLEY

Cooks and bakers, mess cooks and masters-at-arms ... hot coffee and sandwiches to warm and wake the mid-watch. The dust has barely settled from one mess line when another forms, stretching up to the hanger deck. Meat and potatoes, bread and butter, for hungry men—men who need nourishment for long, gruelling hours of work. Hot chow! "Come and get it!".

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1st Row: R. S. Rood, P. H. Bates, J. R. Bragg, CWO M. J. Radley, J. D. Parks, C. R. Cummings, I. J. Brown
2nd Row: R. G. Webster, J. L. Musquiz, H. M. Erickson, R. E. Steele, J. J. Murphy, R. N. Hrivnak, L. W. Rowland

1st Row: J. L. Oldfield, C. Ensley, F. C. Orlinger, H. M. Odegaard
2nd Row: C. D. Bradshaw, G. R. Reeves, J. R. Bragg, CWO M. J. Radley, J. O. Paks, R. G. Webster
3rd Row: F. A. Sanders, R. K. Morrison, W. L. Carico, J. L. Atchely, P. McKay, L. D. Marshall, E. C. Tadpole

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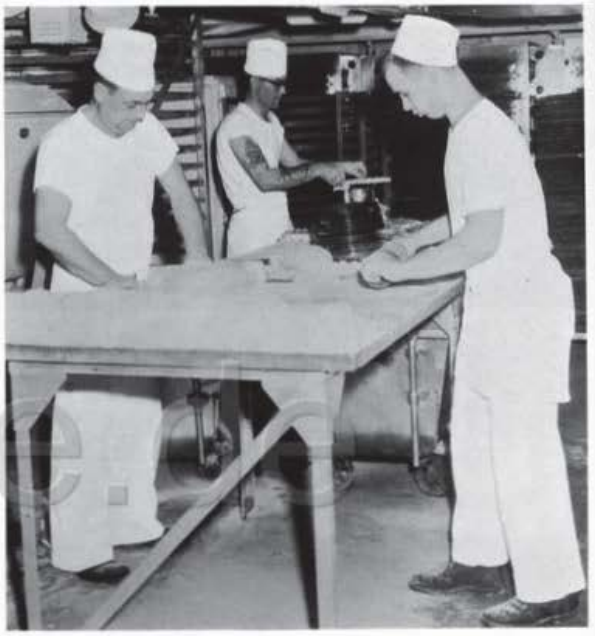

1st Row: R. W. Cambrell, T. Becerra, J. D. Parks, CWO M. J. Radley, J. H. Bragg, G. M. Yates, E. P. Flaherty, R. H. Sillert
2nd Row: J. C. Lynch, C. F. Randolph, M. H. Brooks, A. L. Space, C. J. Wiles, J. K. Whittington, J. R. Stamper

Hair cuts—for liberty call in the next port. Geedunks to cool the palette on a hot afternoon—cokes, ice cream, candy. Film to record the sights of exotic places or the smiling face of a sweetheart. Gifts to send home. Profits to fill welfare fund coffers. All those little necessities . . . we've got them.

ENS J. N. KRIGER

S-3

navysite.de

1st Row: C. Moreno, H. Acuna, C. S. Taitague, T. V. Avila, C. Vison
2nd Row: R. C. Steiner, T. H. Young, ENS M. N. Kriger, M. L. Nicholson, C. E. Browning, D. D. DeNoyer
3rd Row: R. A. Hill, R. J. Dewey, H. P. Inciong, N. R. Lezoche, F. R. Watters, B. C. Sibley, W. A. Berg, W. W. Wilkes, C. F. Mix, V. W. Franklin

1st Row: H. W. Myers, R. L. Howe, R. G. Wittenberg, A. D. Bryant, J. E. Perry
2nd Row: J. Hall, A. R. Peralta, M. Wyman, ENS M. N. Kriger, P. S. Avalos, R. F. Boring, W. R. Wilkins
3rd Row: R. L. Loomis, A. R. Pesicka, J. R. King, J. A. Willis, R. W. Matteson, R. A. Tellinghusen, E. E. Ballard

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1st Row: J. T. Watson, T. J. McGeeham, R. L. Ballenger, W. H. Hardin
2nd Row: W. F. Lawson, J. J. White, ENS M. N. Kriger, A. E. Roudolph, J. B. Monti
3rd Row: A. R. Pesicka, L. D. Parker, J. L. Gilmore, J. L. Lowery, C. D. Folliott, J. E. Wears, J. T. Harrell, D. L. Lakey, T. A. Willis

S-4

Yen, Huan, Pesos, Monopoly Money, or just plain greenbacks—360 to one, 500 to one, 3.19 to one, or one to one. That's "yenom" (money spelled backwards). Just ask for it by name. Bi-monthly run on the "bank". Allotments, travel pay, per diem, taxes—millions of dollars to beaccounted for.

ENS F. WINSTON

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1st Row: C. T. Custodio, J. S. Trunnell, ENS F. Winston, R. S. Durst, E. D. Arceo
2nd Row: J. E. Warren, R. A. Lopez, G. F. Buerklin, J. R. Crawford, R. M. Rowe, R. L. Nyman, S. O. Scarnati, A. M. Dulay

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Eggs to order, with bacon or ham. Hot pancakes and tasty buns to satisfy that early morning empty feeling pour forth in seemingly endless supply. Courteous service in a crisp white jacket . . . with that never-empty coffee pot.

ENS R. M. LINDSLEY

navysites

1st Row: A. Cendana, J. Borja, R. Filizmena, S. M. Loyola
2nd Row: I. Snowden, J. N. Dorsey, ENS R.M. Lindsley, J. S. Borja, W. R. Harris
3rd Row: R. L. Turner, M. Parizal, B. T. Crowder, M. Abille, N. I. Johnson, R. A. Esguerra, G. L. Sanders, D. G. Sabando, L. C. Hall, E. C. Palomo, G. Lovett, P. L. Cabrera

ENS P. L. ODUM

S-6

Pistons and valves, rotor blades and props, gauges and wire—all the small, delicate parts on which depend the safety and lives of pilots, and the destruction of the enemy. From nose to rudder, the men of S-6 deliver the goods when and where they're needed.

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1st Row: C. A. Gibbons, J. E. Logan, ENS P. L. Odum, V. L. Love
2nd Row: J. C. Reyes, C. W. Swift, I. Williams, M. T. Davenport, K. R. Sooy, N. C. Campbell, C. E. Qualls, H. C. Bowlin, R. J. Barrington, W. A. Evans

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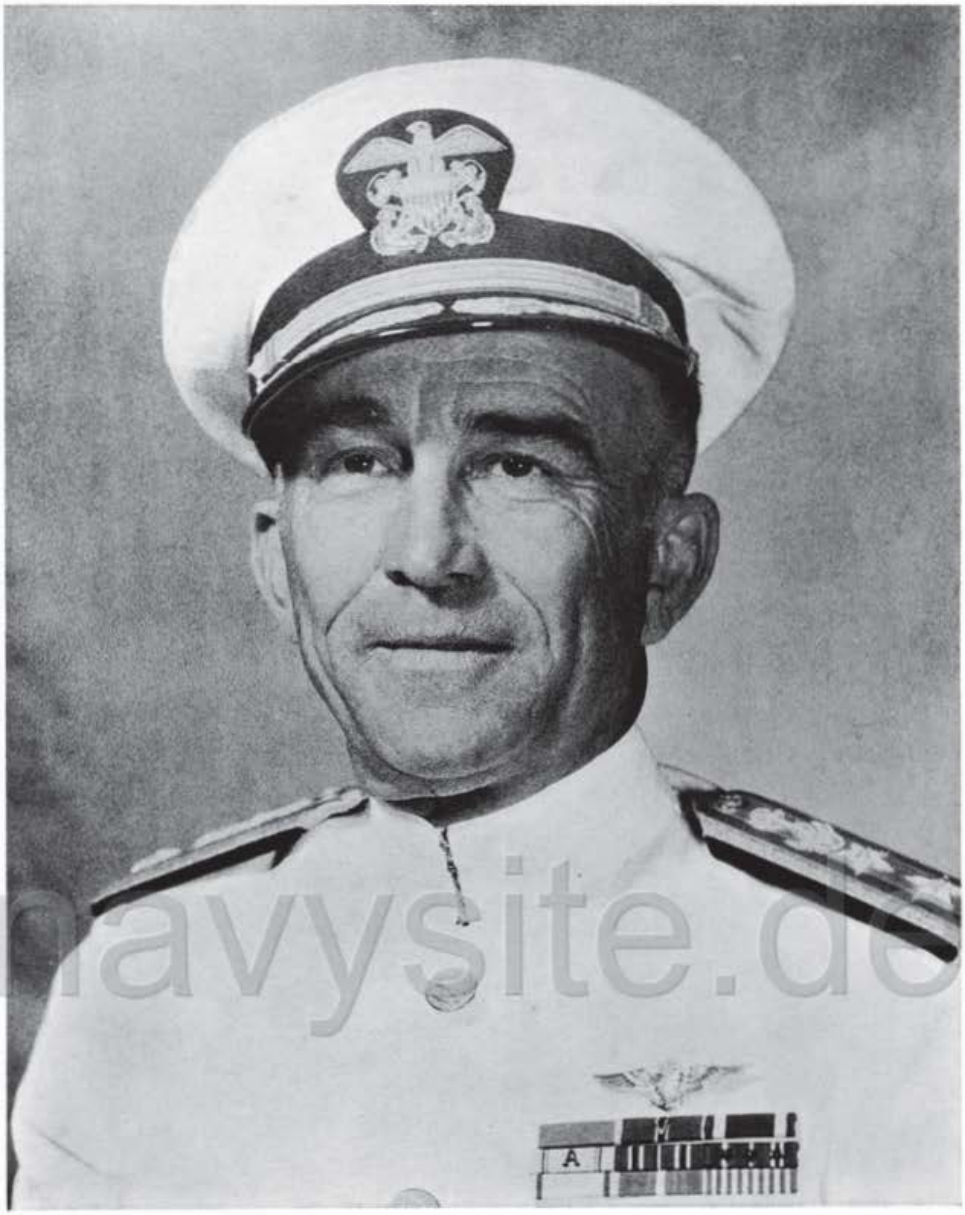
It all adds up to one thing—Excellence!

COMMANDER CARRIER DIVISION NINETEEN

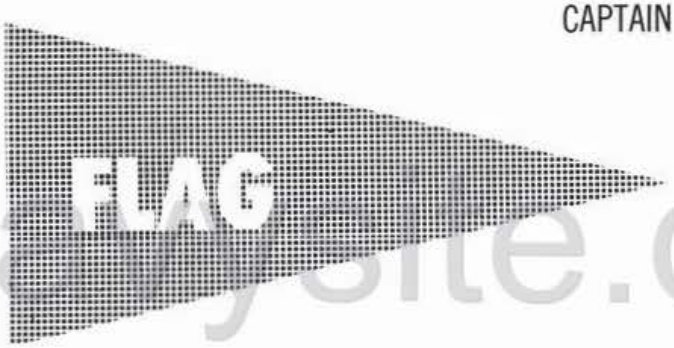


REAR ADMIRAL WILLIAM A. STUART
COM CAR DIV 19

Rear Admiral William A. Stuart is a native of Roanoke, Virginia. After graduation from high school, he attended the Severn School at Annapolis, Maryland before appointment to the Naval Academy. After graduation from the Academy in 1932, he was assigned to the U.S.S. PENNSYLVANIA. RADM Stuart received his wings in April of 1936 at Pensacola, and reported to Bombing Squadron Two aboard the U.S.S. LEXINGTON. Later, he was assigned as Naval Aviator aboard the U.S.S. NEVADA. At the outbreak of WW II, Admiral Stuart was aboard the U.S.S. RANGER as Landing Signal Officer. During his tour on the RANGER, he participated in many actions in the Atlatic, African and Middle Eastern Theatres, taking part in the invasion of Casablanca and raids on Nazi shipping off Narway. When the Korean Conflict broke out, Admiral Stuart was Operations Officer on the staff of Commander Naval Forces, Far East. In 1955, he took command of the seaplane tender PINE ISLAND, and in 1956 he commanded the attack carrier TICONDEROGA. After duty as Assistant Chief of Staff for Operations to Commander in Chief, Atlantic Fleet, and on the staff of Commander Fleet Air, Alameda, Admiral Stuart became Commander Carrier Division 19.

Captain Glenn was born in Amarillo, Texas. Following graduation from High School he attended the West Texas State Teachers College for three years and was then appointed to the United States Naval Academy, Annapolis, Maryland, from which he graduated with the Class of 1940. Captain Gleen's first assignment to duty was aboard the battleship USS PENNSYLVANIA. During the war he served tours aboard various destroyers in both the Atlantic and Pacific Fleets with duties ranging from Communications Officer up through Executive Officer and Commanding Officer. Following World War II, Captain Glenn reported to the Bureau of Naval Personnel for duty with the Recruiting Division and the Officer Procurement Branch. At the completion of this shore duty he returned to the USS S.N. MOORE and later was assigned to the Staff of COMCRUDESPAC as Assistant Chief of Staff for Administration. In 1955 he returned to the Bureau of Naval Personnel, this time as head, Shore Placement Unit, Officer Distribution Division. Following this assignment Captain Glenn became Executive Officer of the USS LOS ANGELES. In 1959 he was promoted to his present rank and took command of Destroyer Division 232. In 1960 he reported to his present duty as Chief of Staff to Commander Carrier Division NINETEEN aboard the USS HORNET.

CAPTAIN EVERETT M. GLENN
Chief of Staff



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CAPTAIN CHARLES C. AINSWORTH
Operations and Plans

Captain Charles C. Ainsworth attended Mississippi College before receiving his commission and wings in July of 1940. His first flying assignment was with VS-39, after which he became senior aviator aboard the U.S.S. MASSACHUSETTS. In 1944, Captain Ainsworth became Executive Officer of VF-2. After the war, he was attached to the staff of the Deputy Chief of Naval Operations (Air) prior to attending General Line School at Monterey. Following Line School, he took command of VA-95, and later became Executive Officer of FASRON-3. From 1950 until 1959, he was Commanding Officer of VF-41. Captain Anisworth's next dnty assignment was as Training Officer at NAAS Whiting Field, after which he became Operations Officer of the U.S.S. SIBONEY. Prior to attending the Naval War College, he was commanding Officer of FASRON-5. Captain Ainsworth reported to the staff from duty as Commanding Officer of the NROTC unit at Duke University.

CDR ALBERT R. TROTTIER

CDR Albert A. Trottier was commissioned June 9, 1943 after graduation from the Naval Academy. He was sent to the submarine service, and took part in six successful war patrols aboard the U.S.S. PADDLE (SS-263) in the Pacific. After a tour as skipper of an LSM directly after the war, CDR Trottier was assigned to the staff of the Chief of Naval Operations. He returned to submarine duty in 1950 as Executive Officer of the U.S.S. PIMFRET. Next, he served with CINCLANTFLT from 1952 to 1954, before assuming command of the U.S.S. CREVALLE, and later the U.S.S. ANGLER. Commander Trottier had duty as Ordnance Officer at Submarine Base, New London, before reporting to the Staff.

CDR OWEN L. MAUPIN

Commander Owen L. Maupin was commissioned in January of 1942, following flight training at Jacksonville, Florida. During World War II, the Commander served with VS squadrons in the Aleutians and Okinawa. Following the war, he was assigned to Marine Air Group 43, and was stationed at NAS Alameda prior to attending General Line School at Monterey. During the Korean conflict, CDR Maupin served as Air Operations Officer aboard the U.S.S. VALLEY FORGE. Next, he became Executive Officer of VS- 21, after which he was sent to the Naval Air Reserve Training Unit in Seattle, where he acted as Flight Training Officer. Before reporting to the Staff, Commander Maupin was Commanding Officer of VS-32.

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CDR FENTON F. SMITH

Commander Fenton F. Smith is a native of Conrad, Nebraska. He graduated from the Naval Academy with the class of 1943, and reported to the U.S.S. R-20 for his first duty. After attending Submarine school in 1942, Commander Smith became Engineering Officer aboard the submarine PERMIT in the Pacific. After ten successful war patrols, he became Executive Officer of the U.S.S. DOLPHIN. Commander Smith underwent flight training from 1945 to 1947, after which he served with VF-12 aboard the U.S.S. TARAWA. During the Korean conflict, he attended CIC school before becoming CIC Officer aboard the U.S.S. BATAAN. Commander Smith's next duty was as staff CIC officer with COMNAVAIRPAC, after which he became Officer-in-Charge of Detachment 1 of SWUPAC.

CDR JACK R. ENGLISH

Commander Jack R. English is a native Pennsylvanian who now calls Beuna Park, California hame. He graduated from Juniata College in 1939 and was sent for a tour of sea duty aboard one of the fleets battle ships. He spent a total of four years at sea including tours on the U.S.S. ISLEY and the cruiser U.S.S. HONOLULU. Commander English then commanded the U.S.S. FOSS was Ops Officer for DESRON 12, and commanded the U.S.S. APD-76 in 1948. He served as Executive Officer of the U.S.S. BUCHANUN, AND in 1949 was appointed Destroyer Training Officer for the Turkish Navy. The commander was sent to Key West, Florida in 1951 as Training Officer at the Anti-Submarine School, and was relieved in 1953 and commanded the U.S.S. OWENS until 1956. Commander English was then PIO at the North Americian Air Defense Command in Colorado until 1959 when he reported to COMCARDIV 19.

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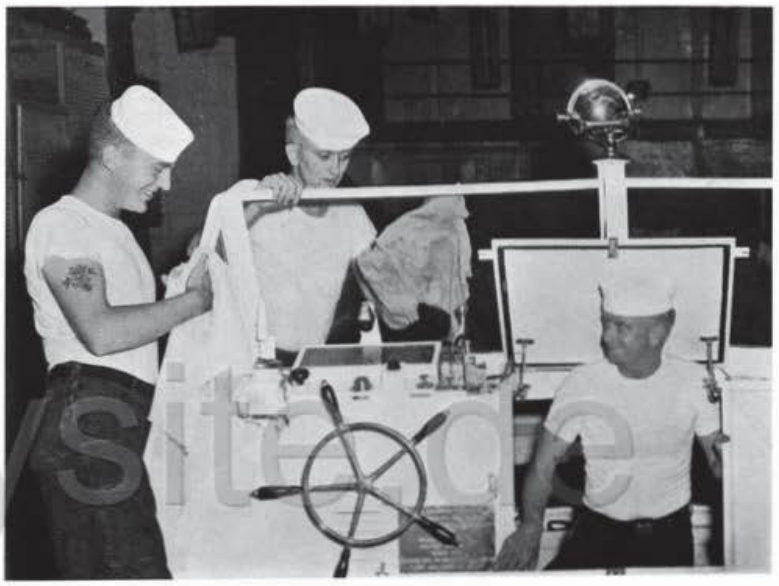
August 3—RADM Stuart relieved RADM William I. Martin as Commander Carrier Division Ninteen.

LCDR J. A. BLAIR

LT D. P. WALCHEKO

LT D. T. KINSLEY



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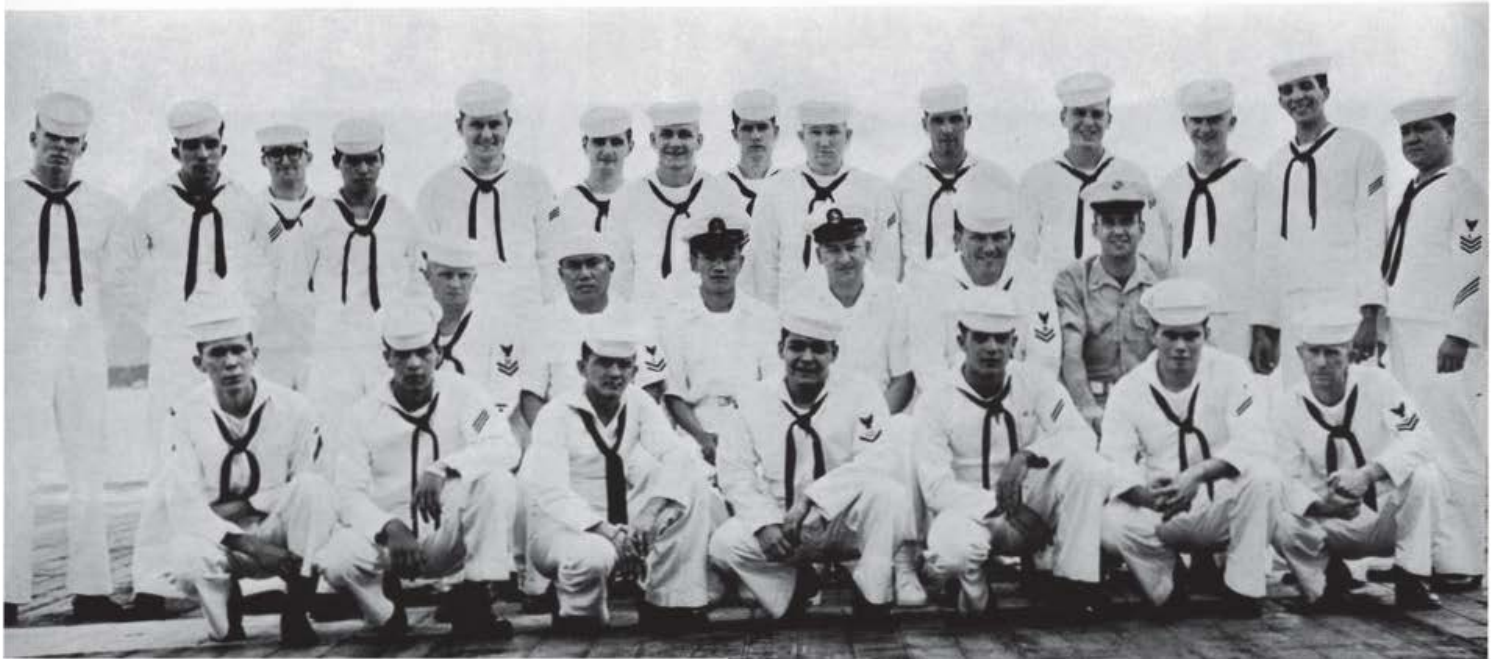
1st row: L. C. Decker, E. J. Pichon, R. M. San Nicolas, A. Leos, C. R. Smith, J. D. Jackson, C. A. Arnold
2nd row: L. A. Warren, P. A. Cruz, O. L. Acosta, D. E. Gardner, J. R. Gilmore, P. L. Carroll
3rd row: D. R. Ford, R. A. Amante, B. E. Womack, T. J. Fish, W. L. Bunch, D. G. Williams, M. D. Flanick, O. L. Bost, G. B. Morgan, J. C. San Agustin
4th row: J. Quick, M. L. Green, T. W. Johnson, J. W. Cherry



ENS M. G. SMITH

LCDR H. T. GOWER

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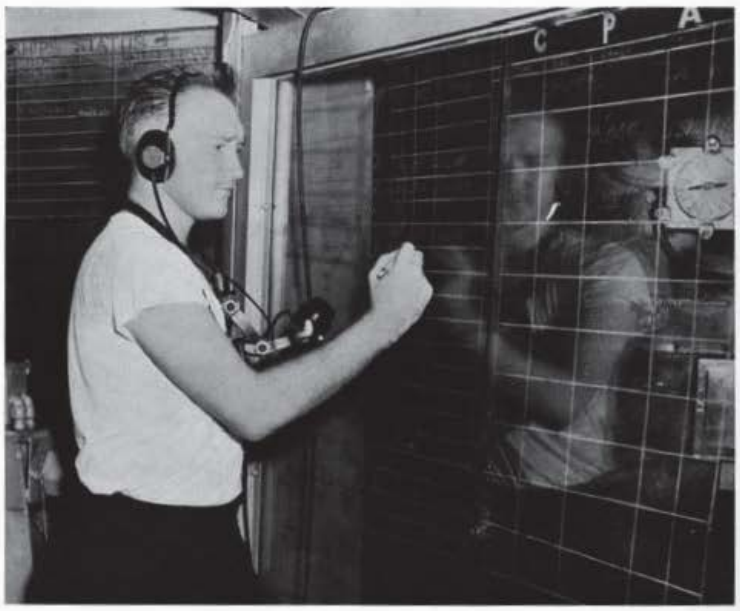

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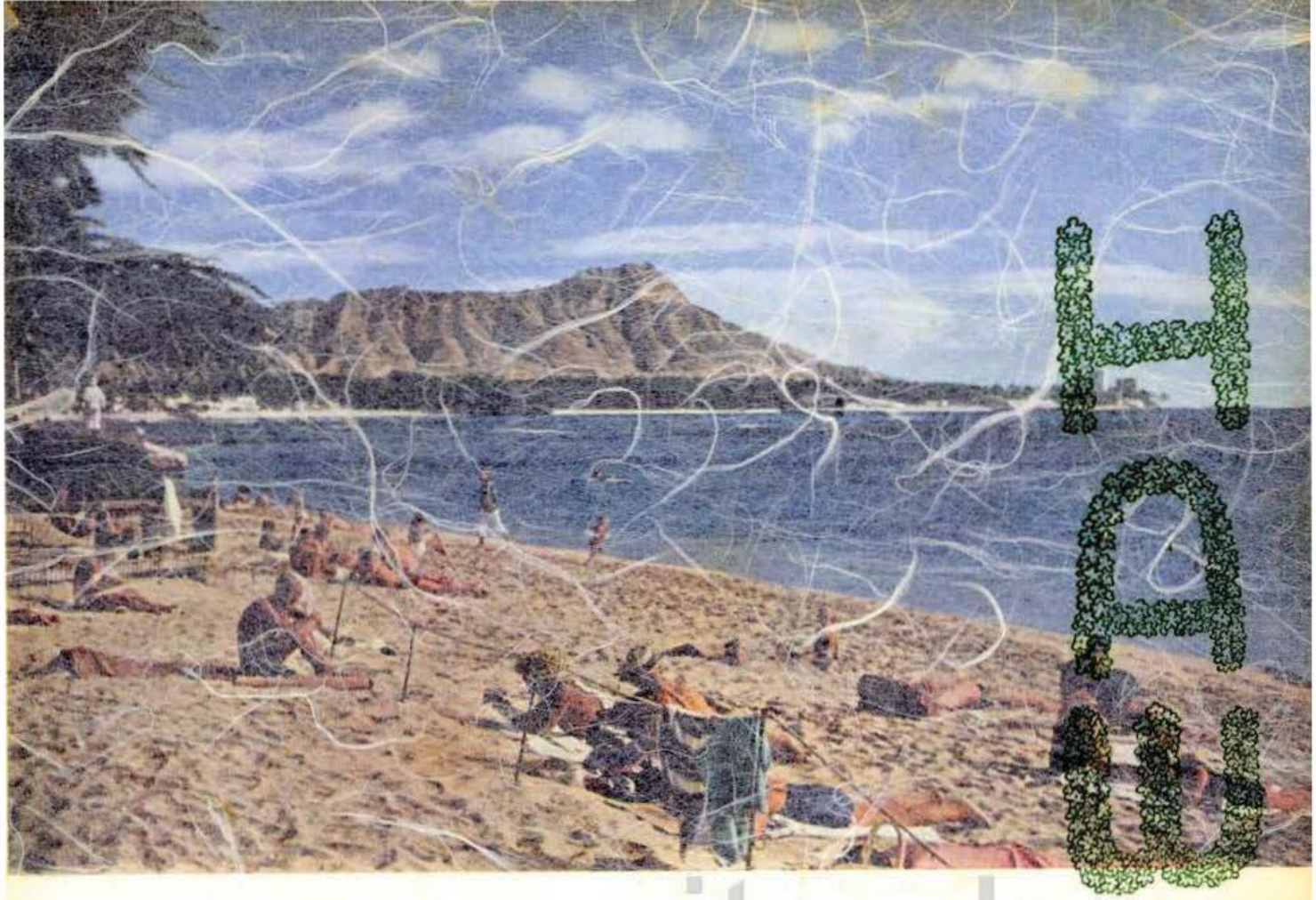

HAWAII

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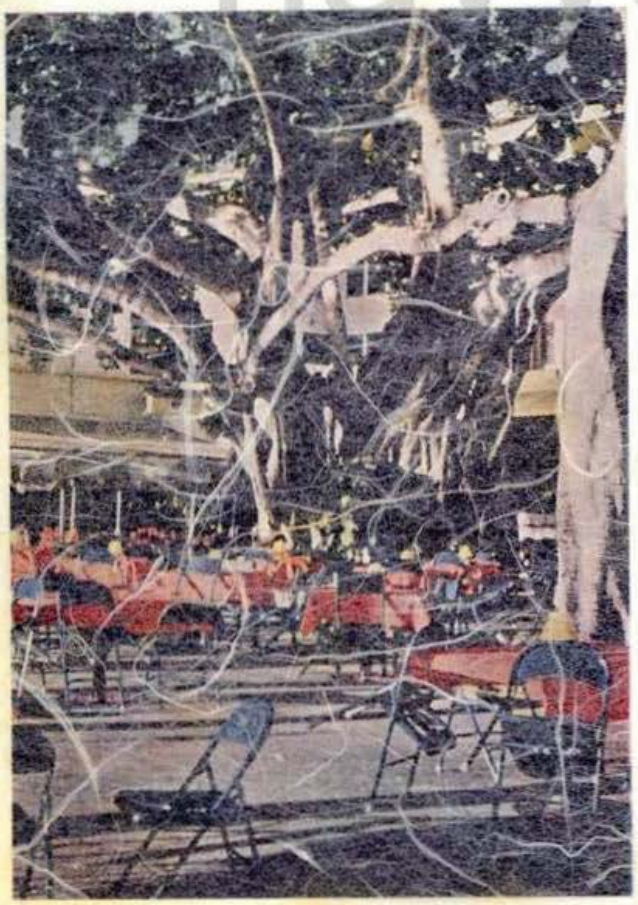

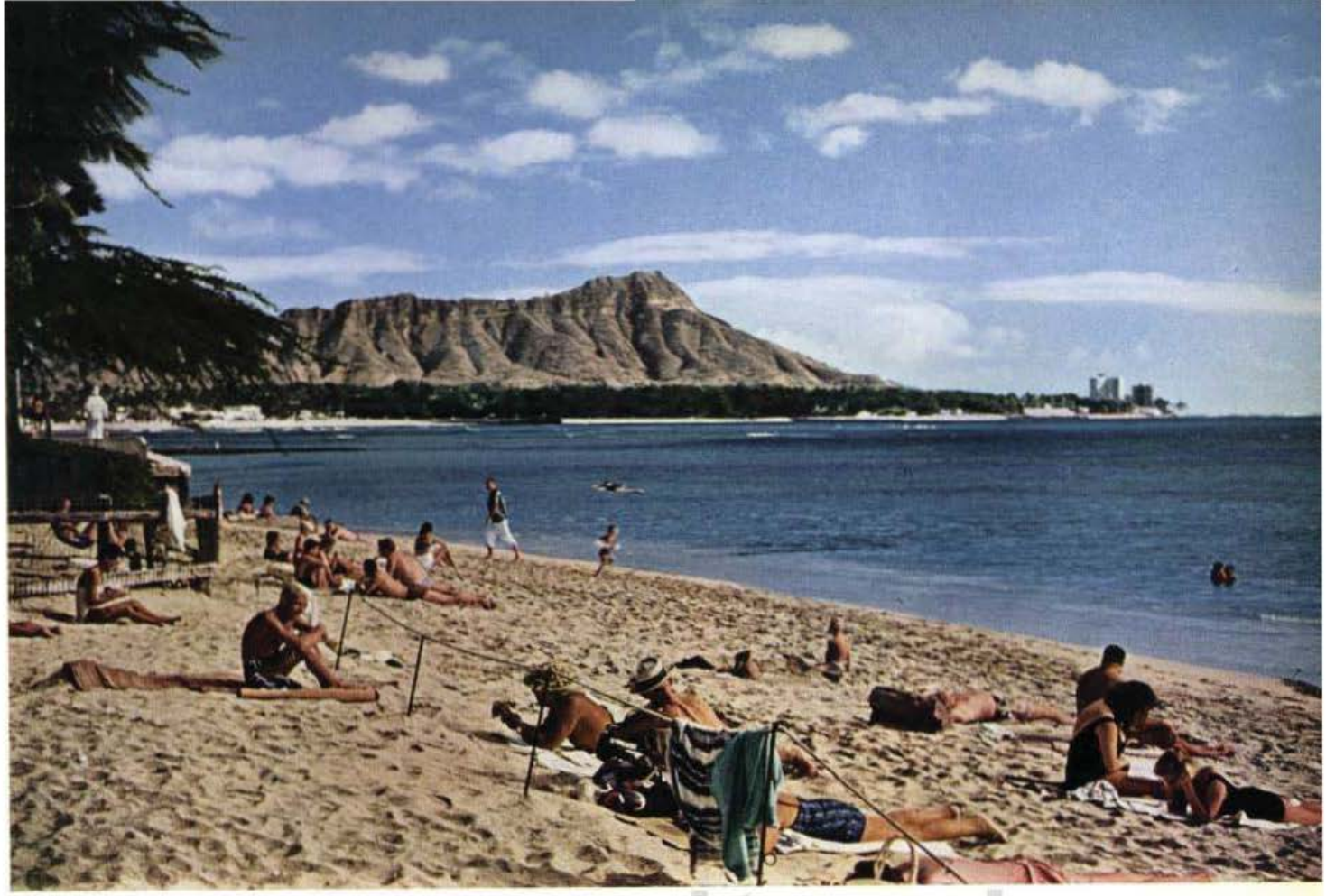

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"All Navy" hula girls brighten our arrival at Ford Island

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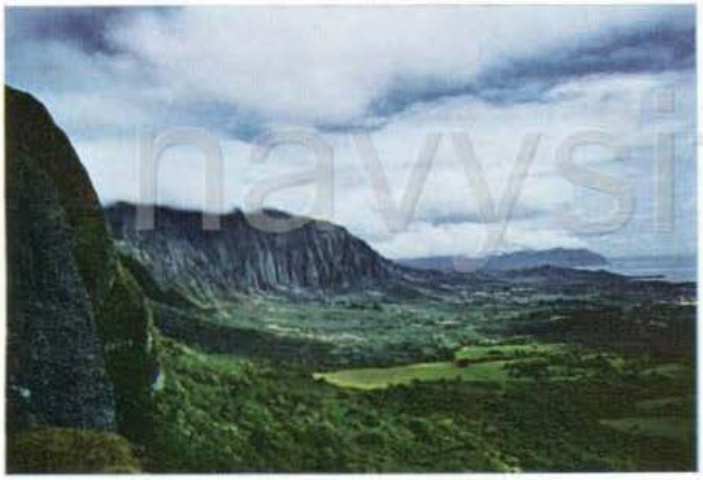
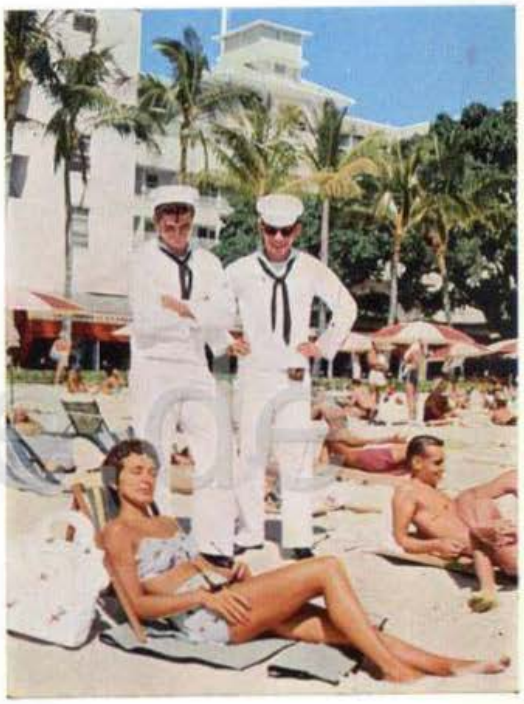
HAWAII—land of sunshine, pineapples and pretty girls—was home for the first seven weeks of the cruise. Operating out of Pearl Harbor we prepared for and underwent our Operational Readiness Inspection, resulting in the Hornet's record harvesting of "E" awards. Liberty hours were a flurry of activity—strolling down the sandy carpets of Waikiki and visiting majestic Diamond Head, the Blowhole, the hotels lining the broad avenues of Honolulu and the vast pineapple plantations. A kaleidoscope of color, a mixture of modern and ancient civilizations, our 50th state is a tourist's paradise.





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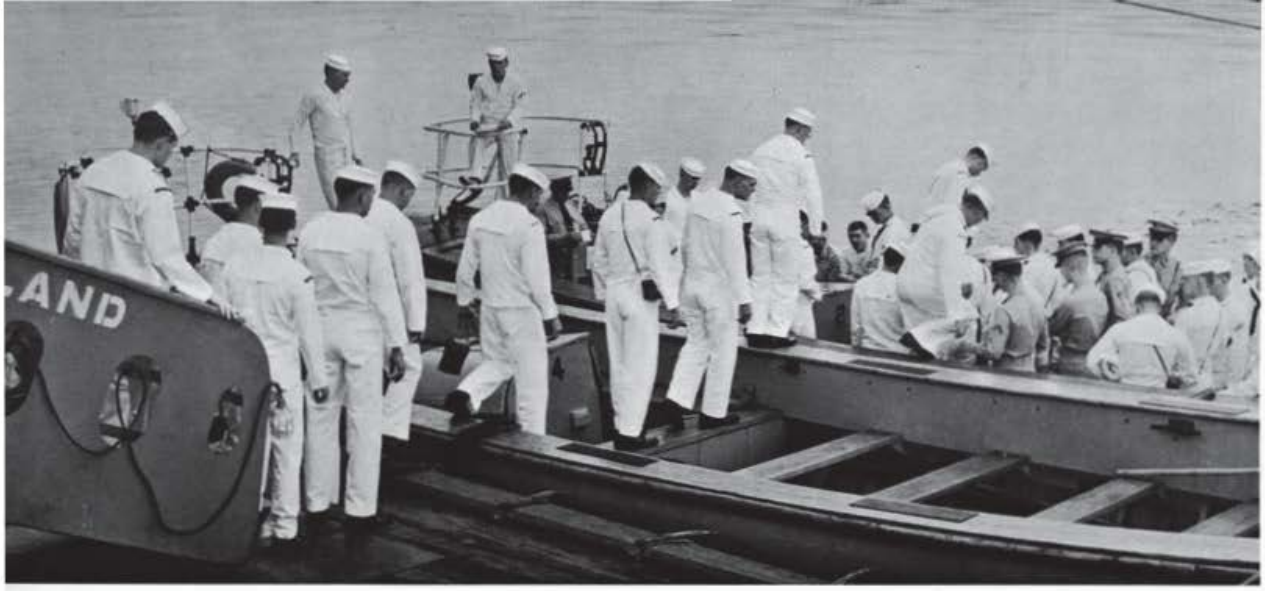
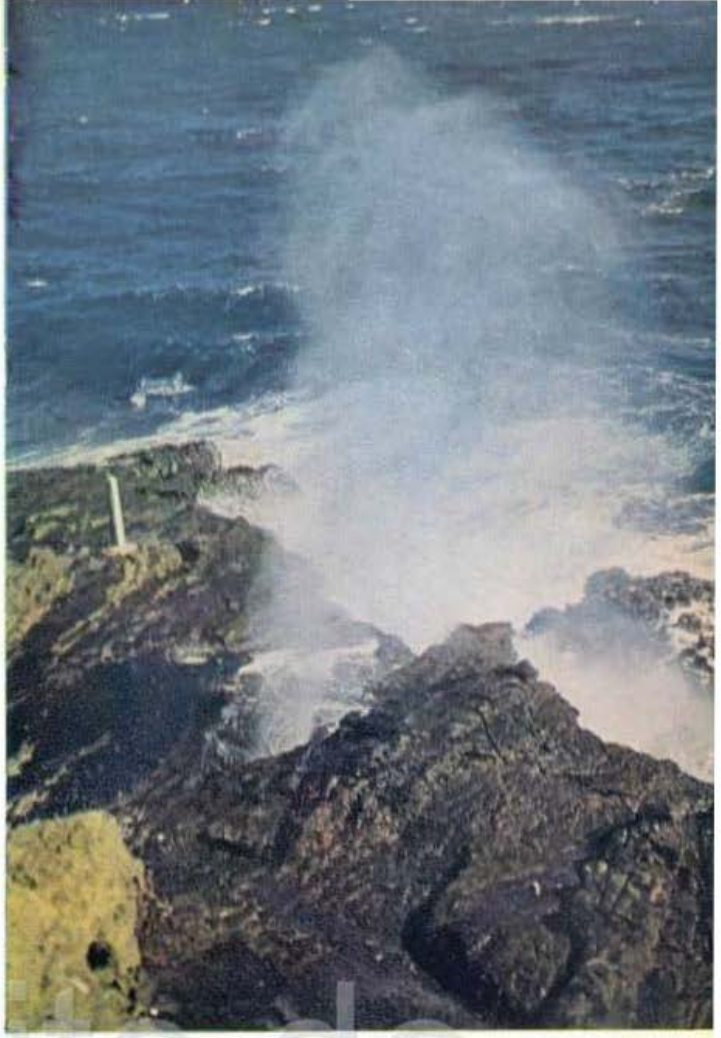


LIBERTY CALL . . .

. . . all hands go ashore except stand-bys.



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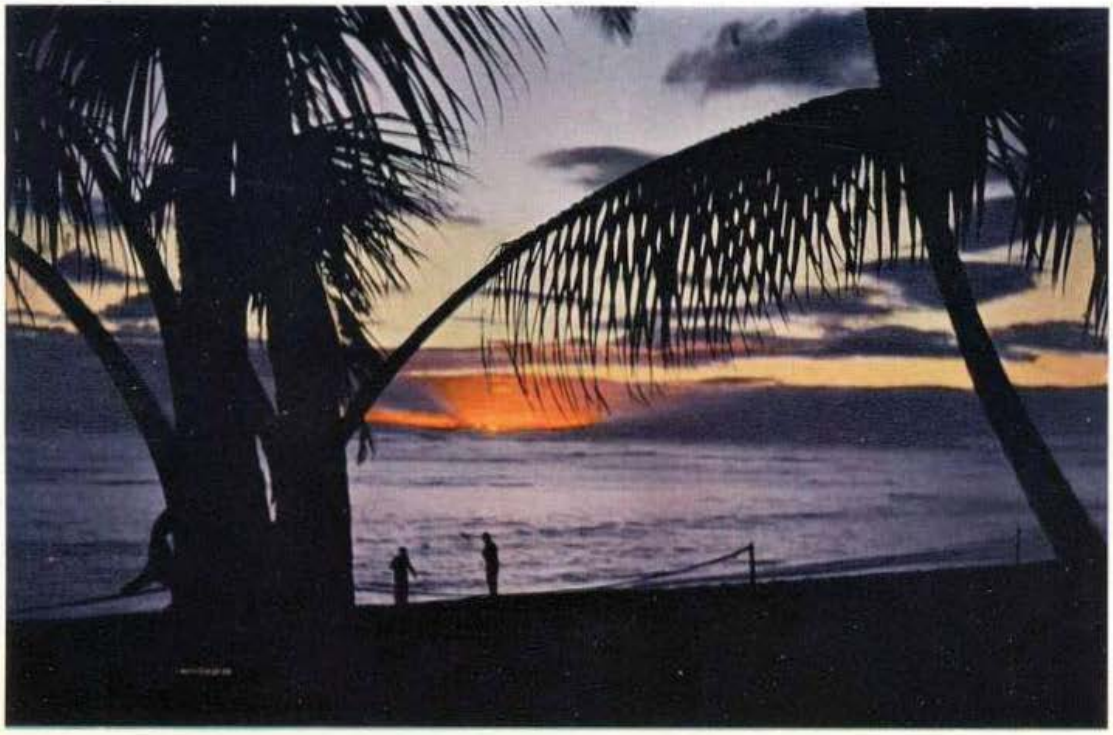

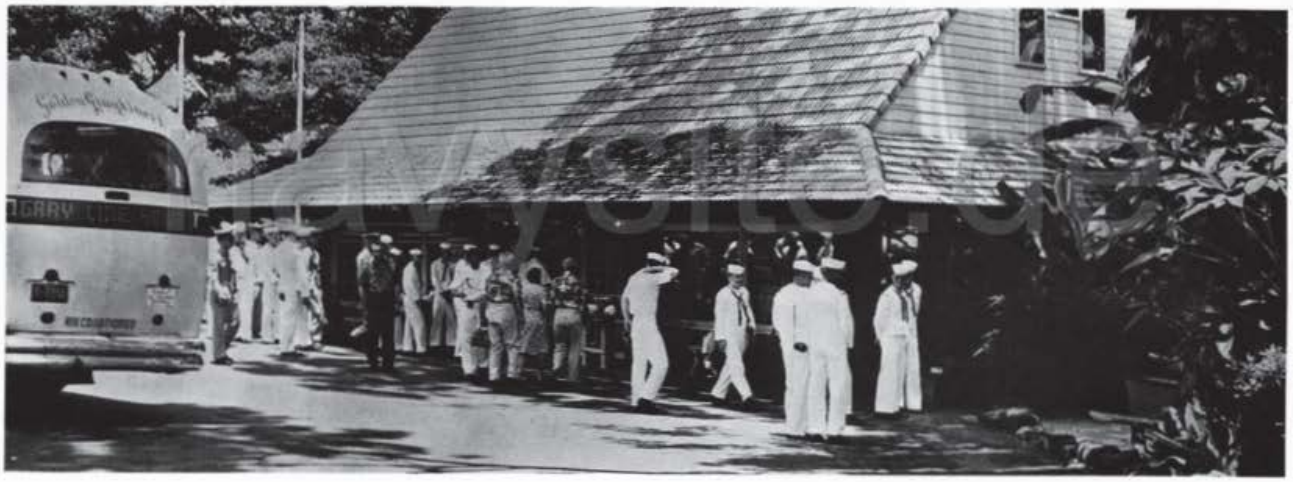

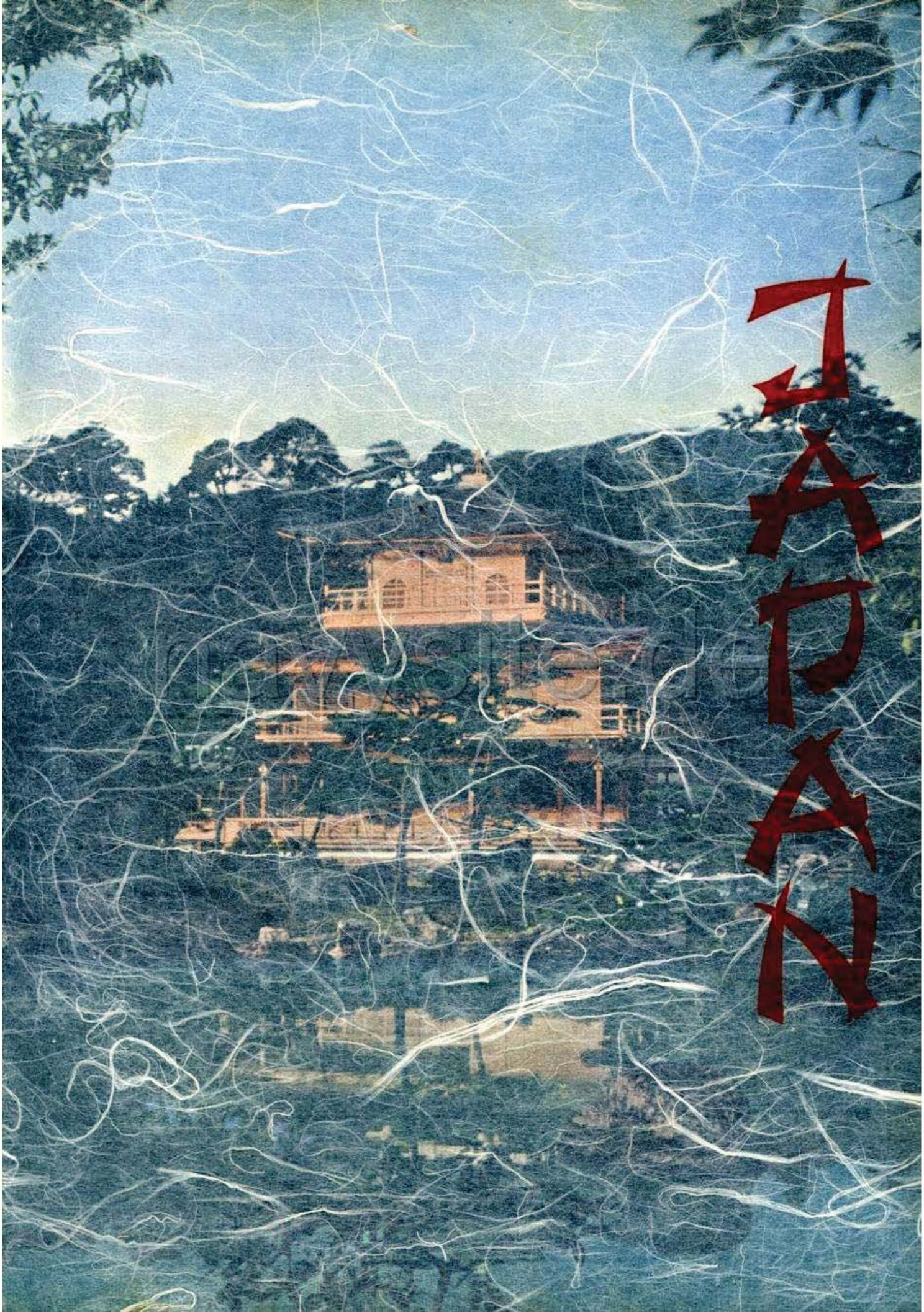
JAPAN

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WELCOME
EVERY BODY
BAR
NEW FUJI
FREE DRINK
WEHAVE SEXY
FLOOR
SHOW!!
PM
6.30. 7.30. 8. 9. 10
WELCOME

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NARIM
CHINAT
HORSESHOE

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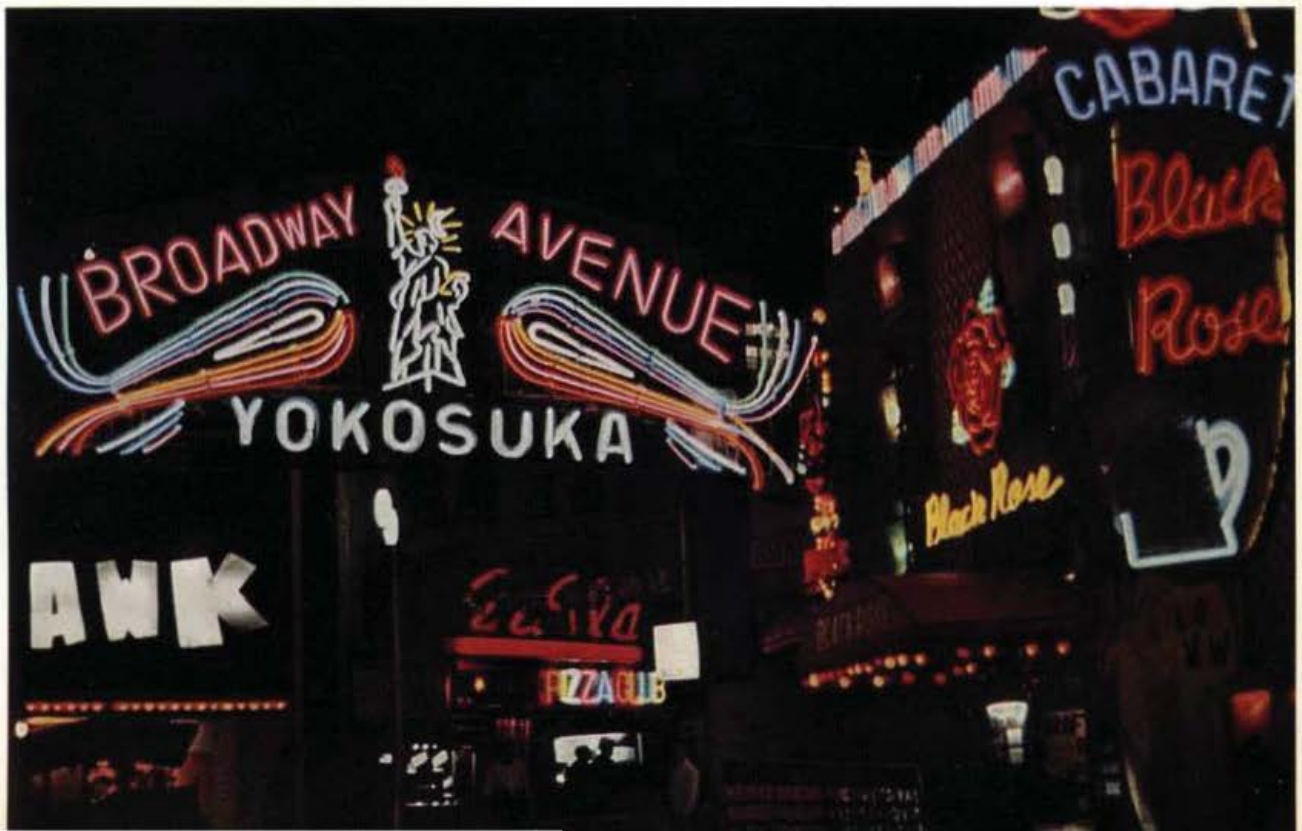
たばこ
科


BROADWAY AVENUE
YOKOSUKA
CABARET
Black Rose
Black Rose
ANK
PIZZA CLUB

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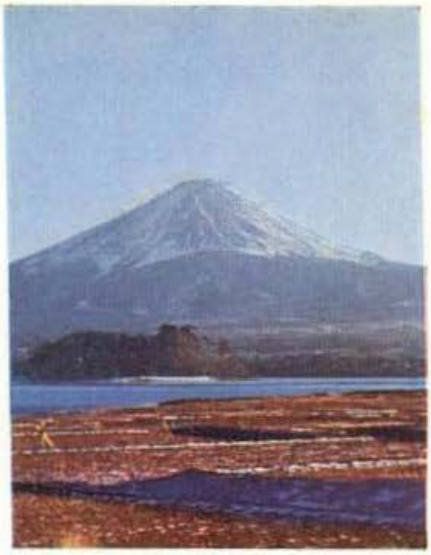

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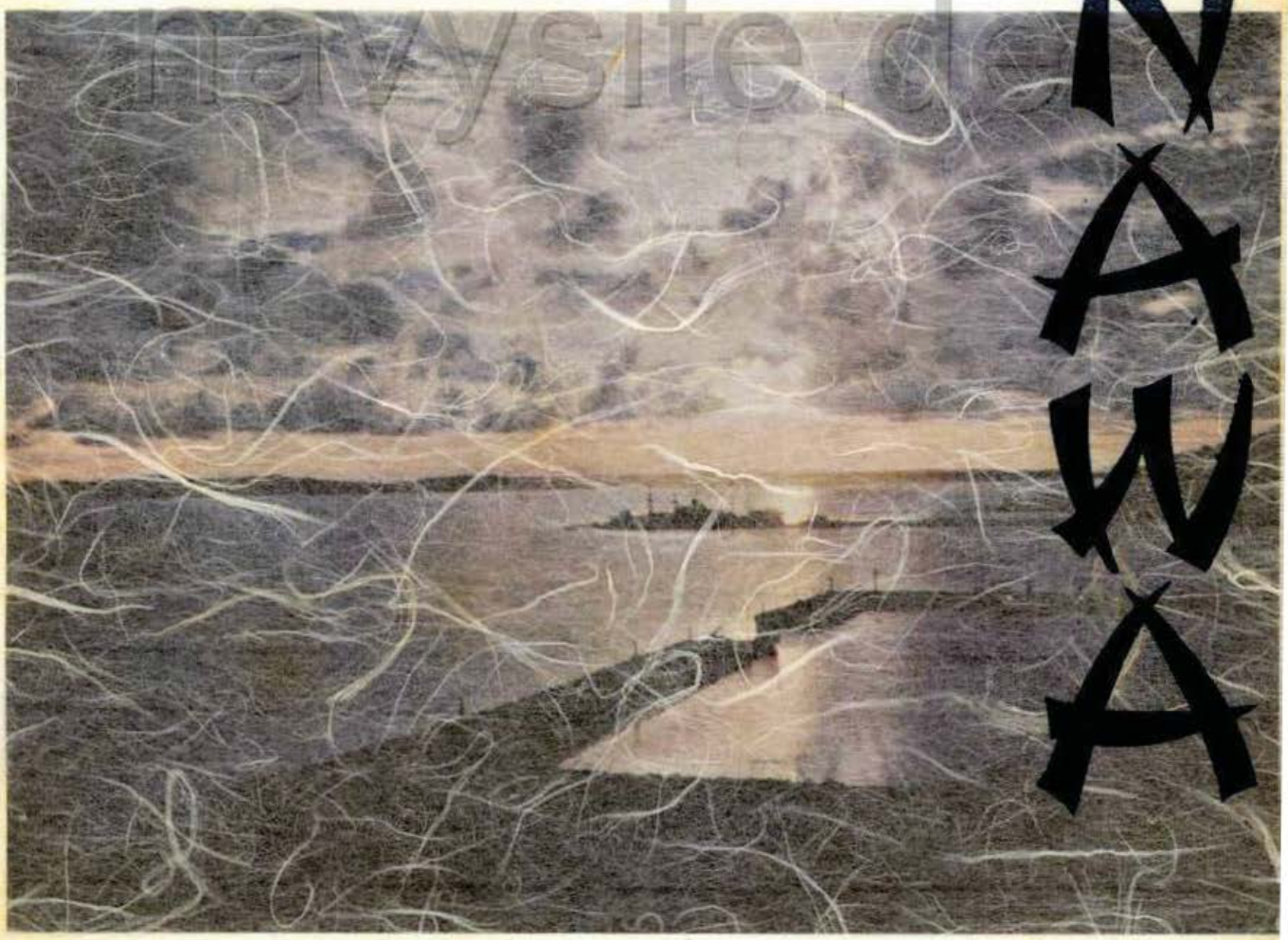
OKINAWA



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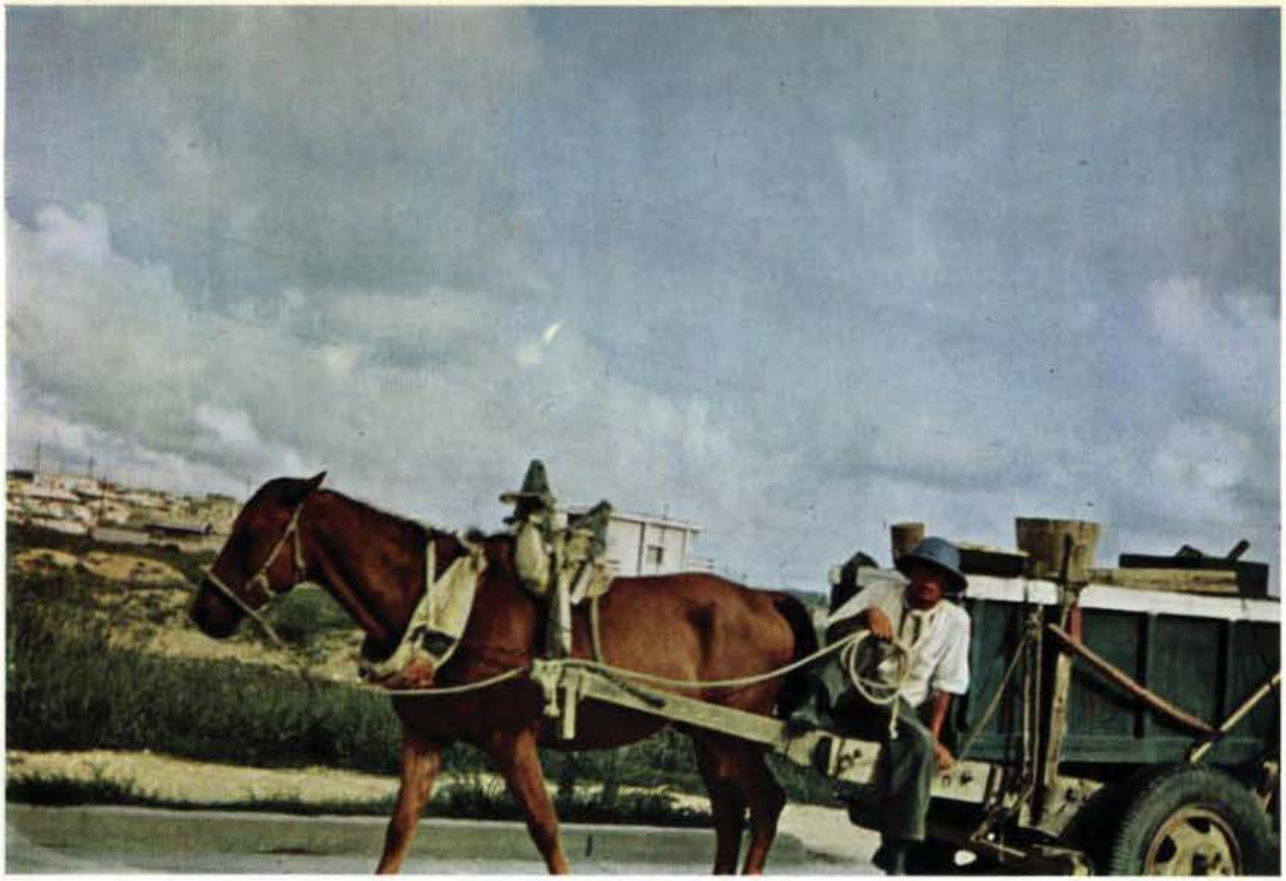

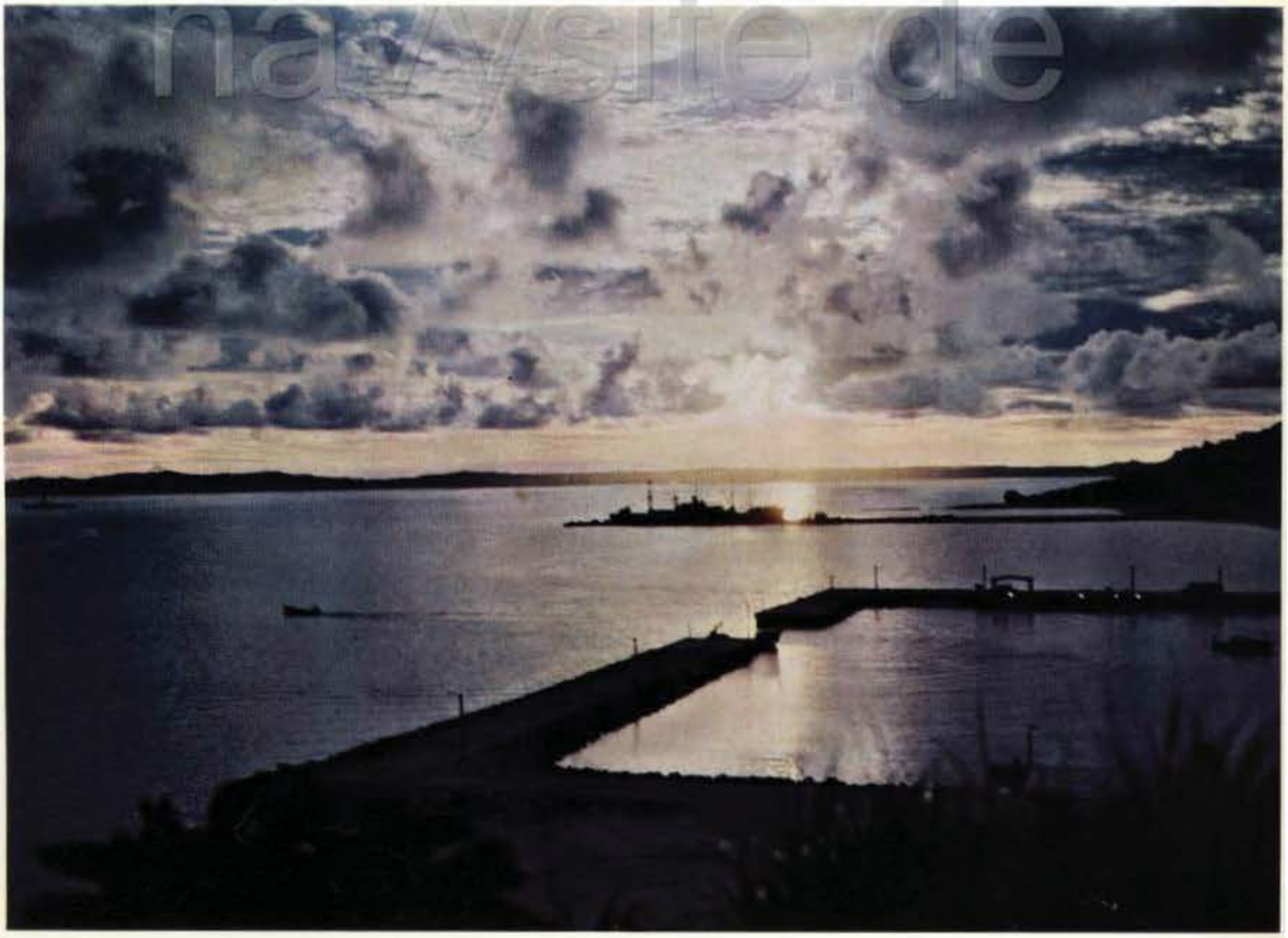

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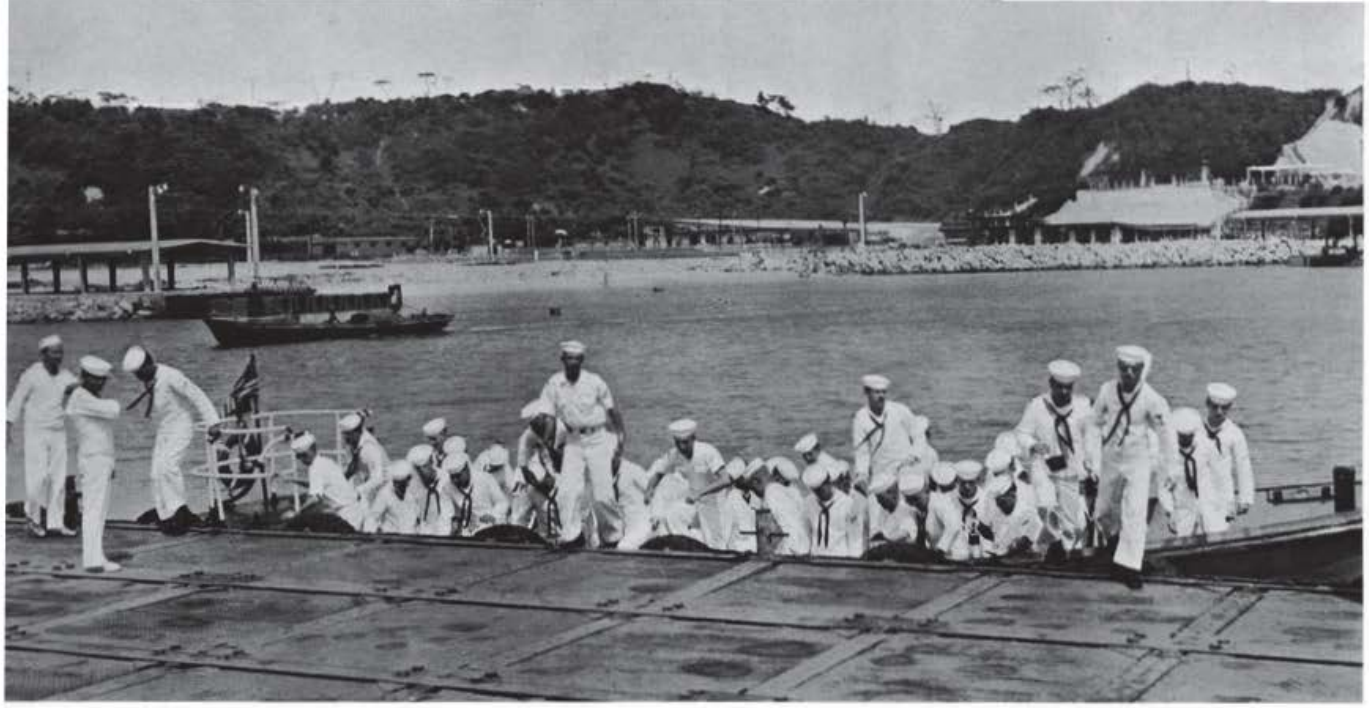
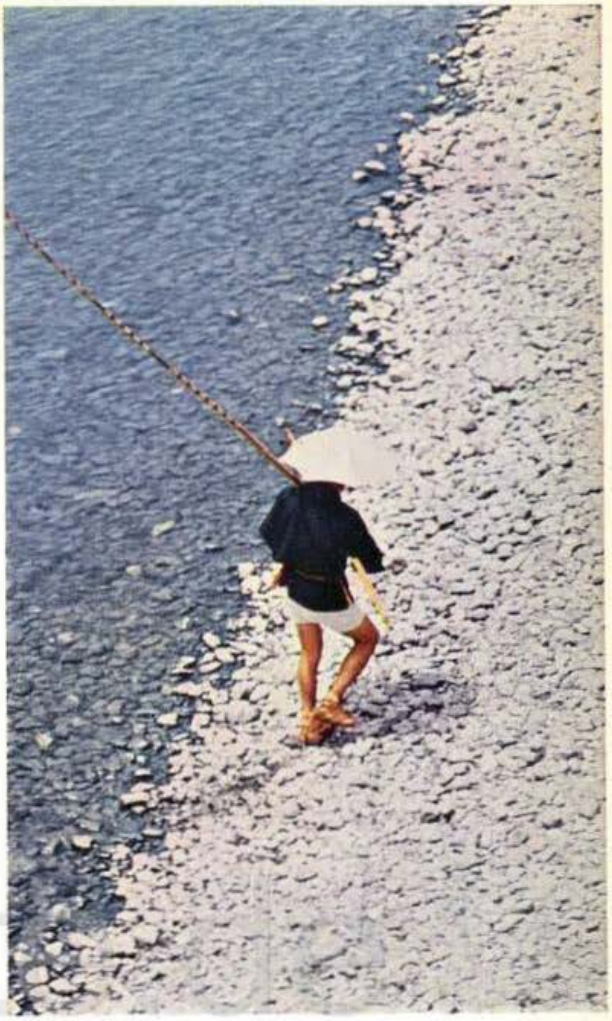
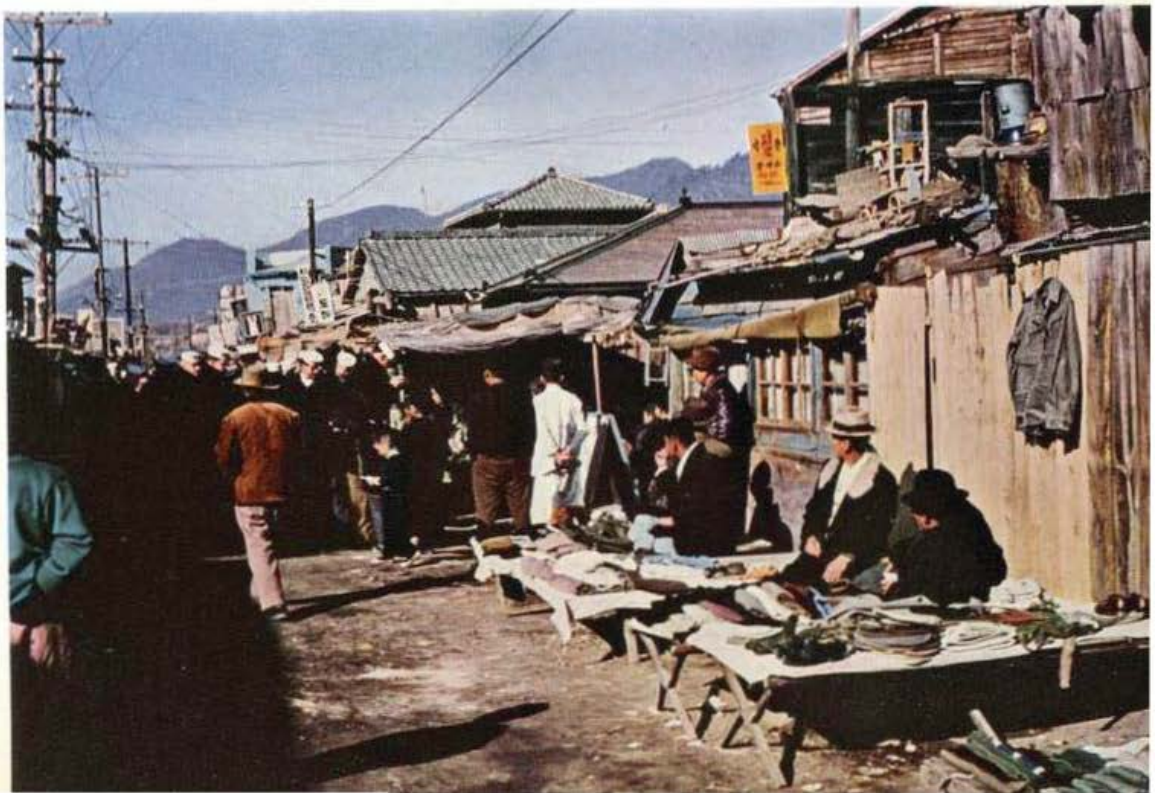


THIS SHRINE HAS BEEN A PLACE
OF WORSHIP FOR APPROXIMATELY
300 YEARS IN HONOR OF THE
FOUNDERS OF JURI-YA (GEISHA
HOUSE OR TEA HOUSE)
ALTHOUGH THIS SHRINE HAS
BEEN REBUILT AND REMODELED
THROUGHOUT THE YEARS CEREMONIES
AND WORSHIP ARE STILL CARRIED
OUT IN THE ANCIENT MANNER





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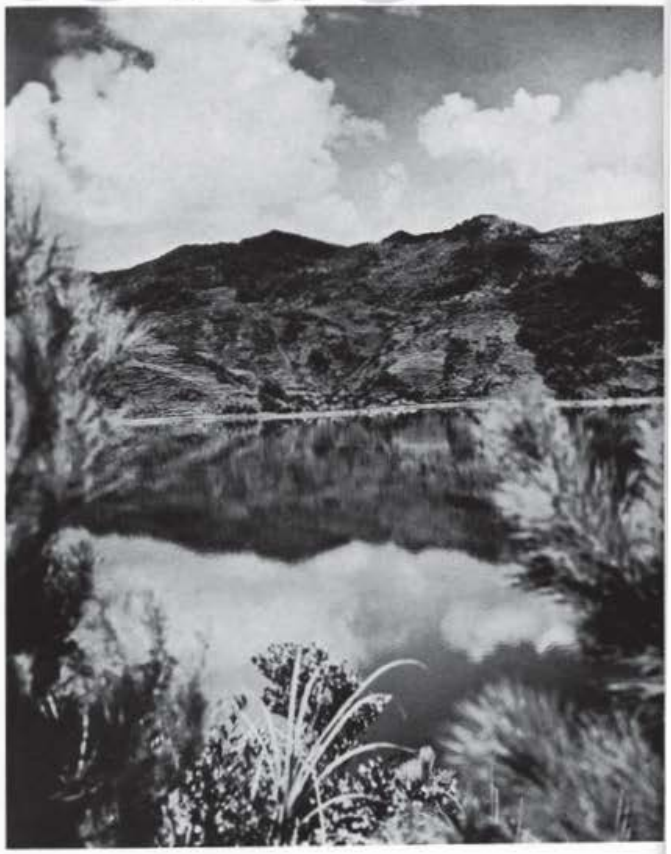
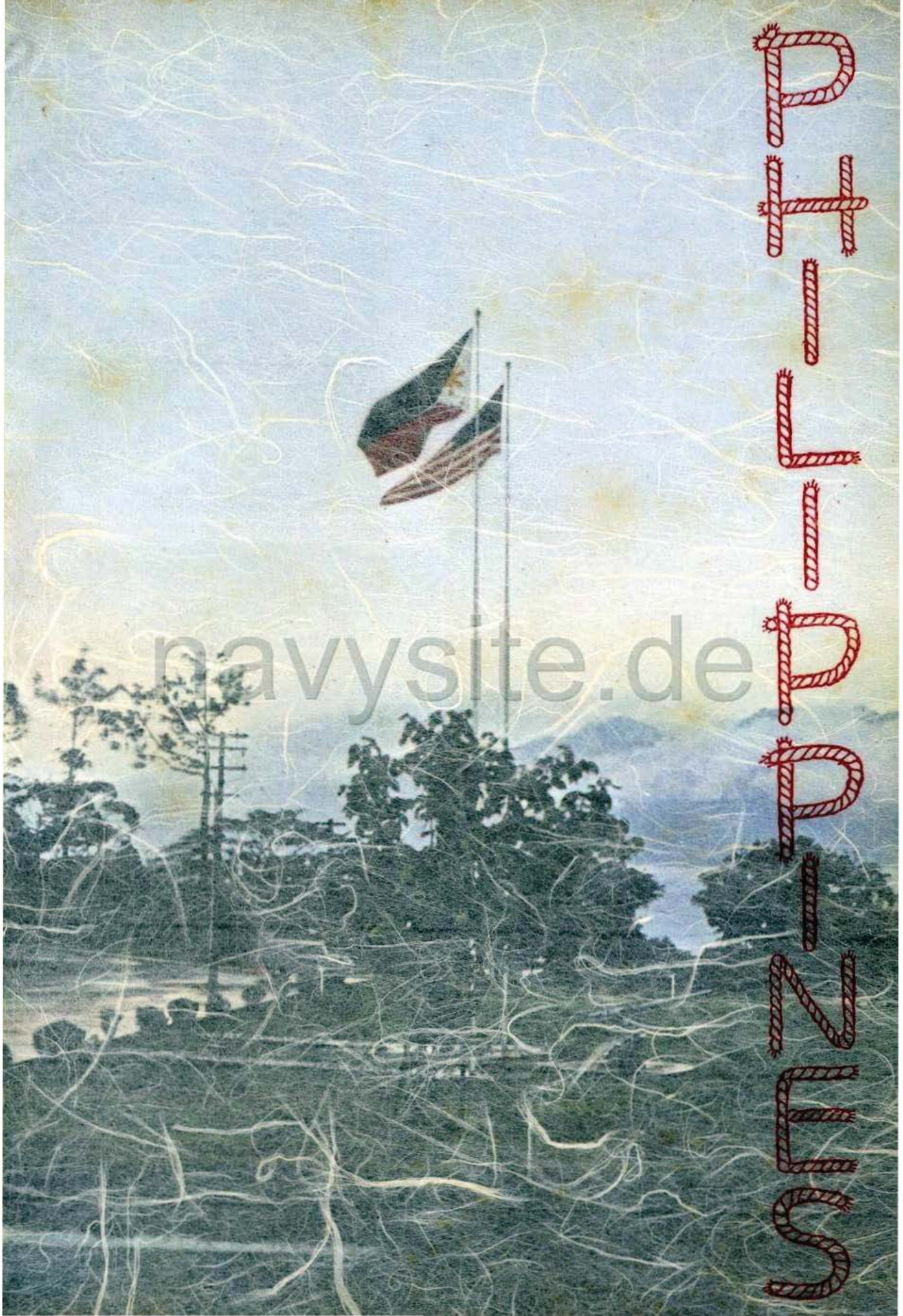


PHILIPPINES



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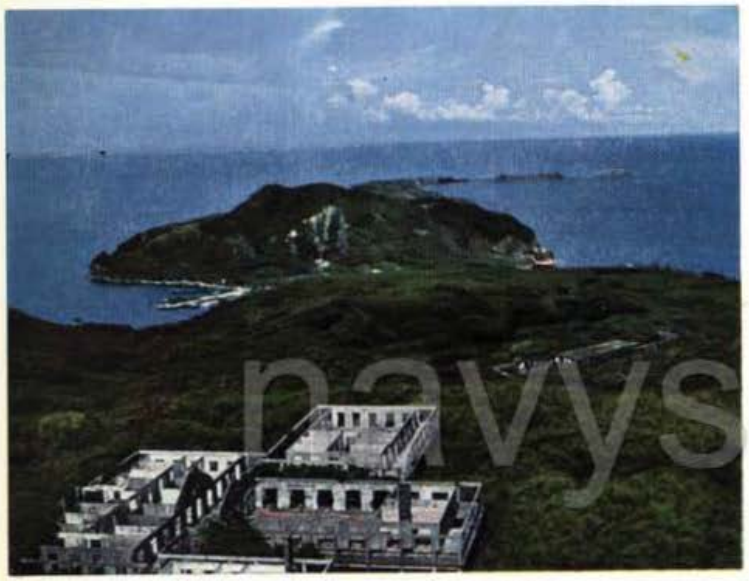

Corregidor . . . . guardian of Manila

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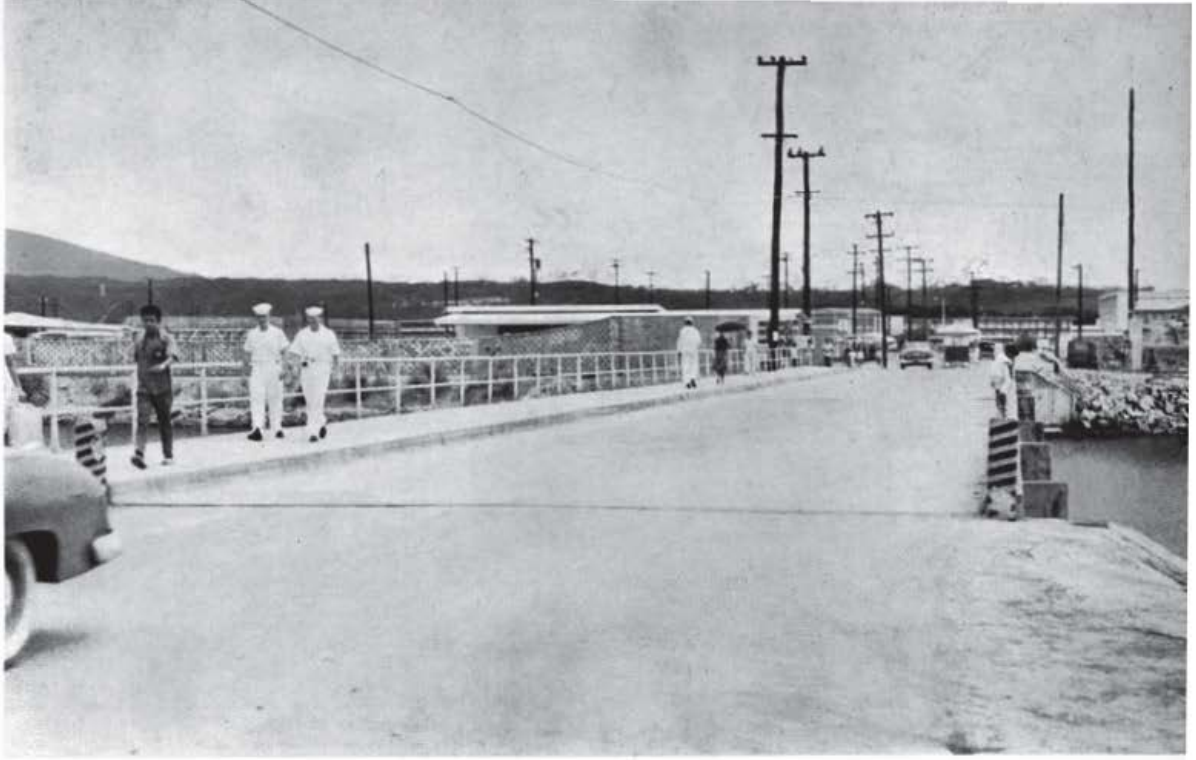

Subic Bay was our home port away from home, and for many, Olongapo was "hometown". In the land where it never grows cold—but pretty wet at times—we spent our pesos on wood carvings, calesa rides and relaxation at the clubs and in town. Although primitive agricultural methods still prevail and grass huts are much in evidence, few cities anywhere are more modern and progressive than Manila.

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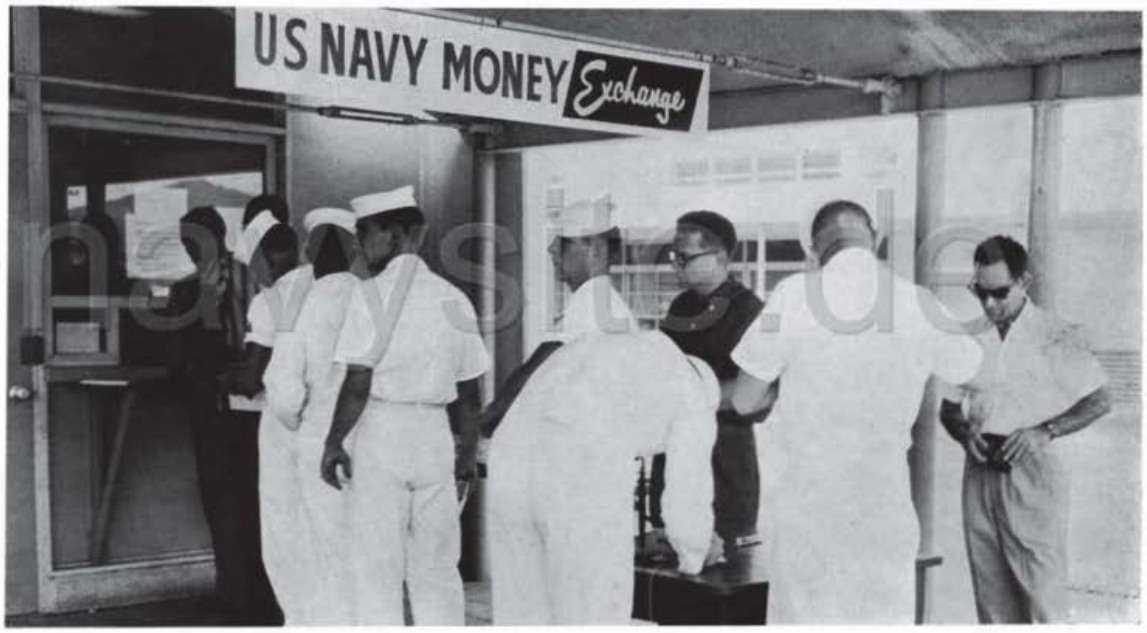
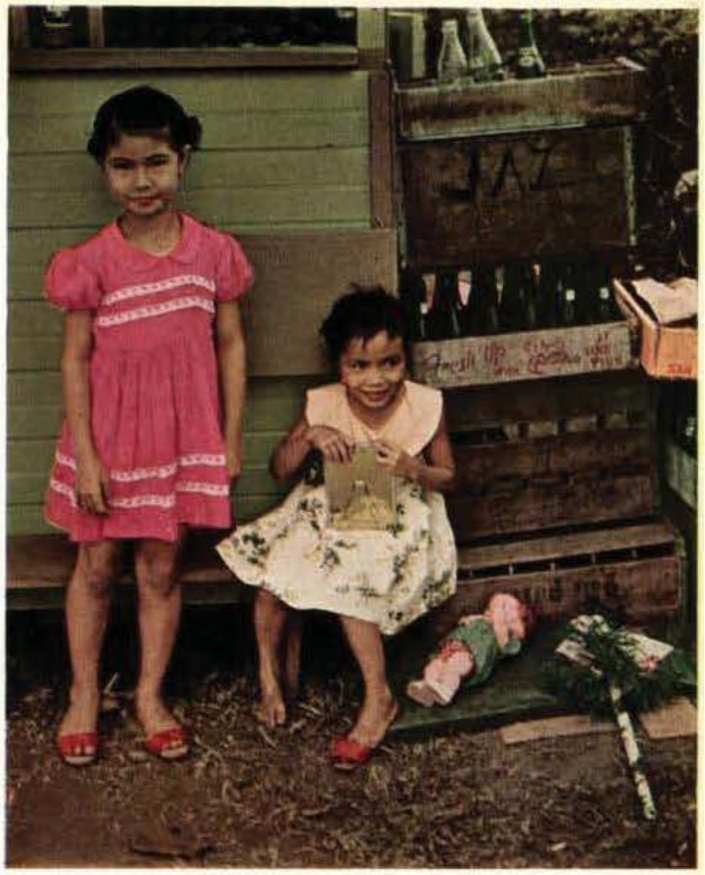
LLAMADO


US NAVY MONEY Exchange



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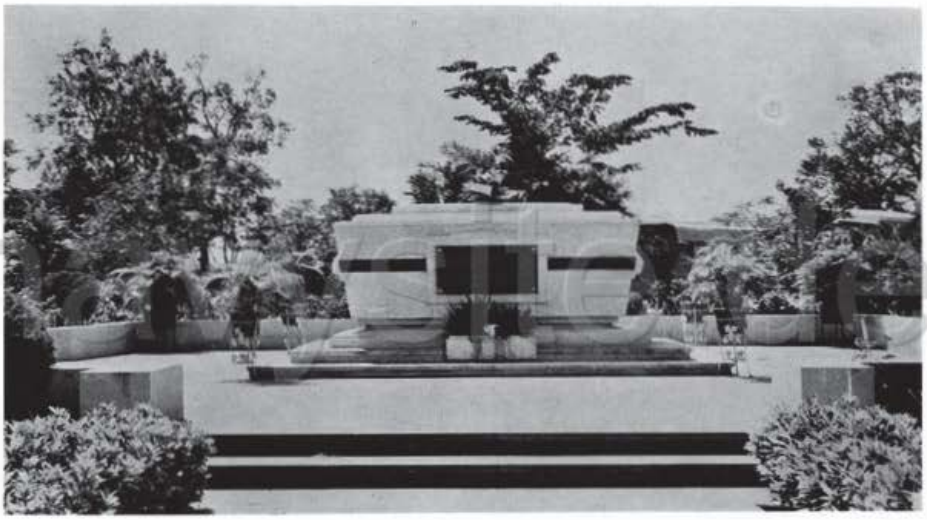
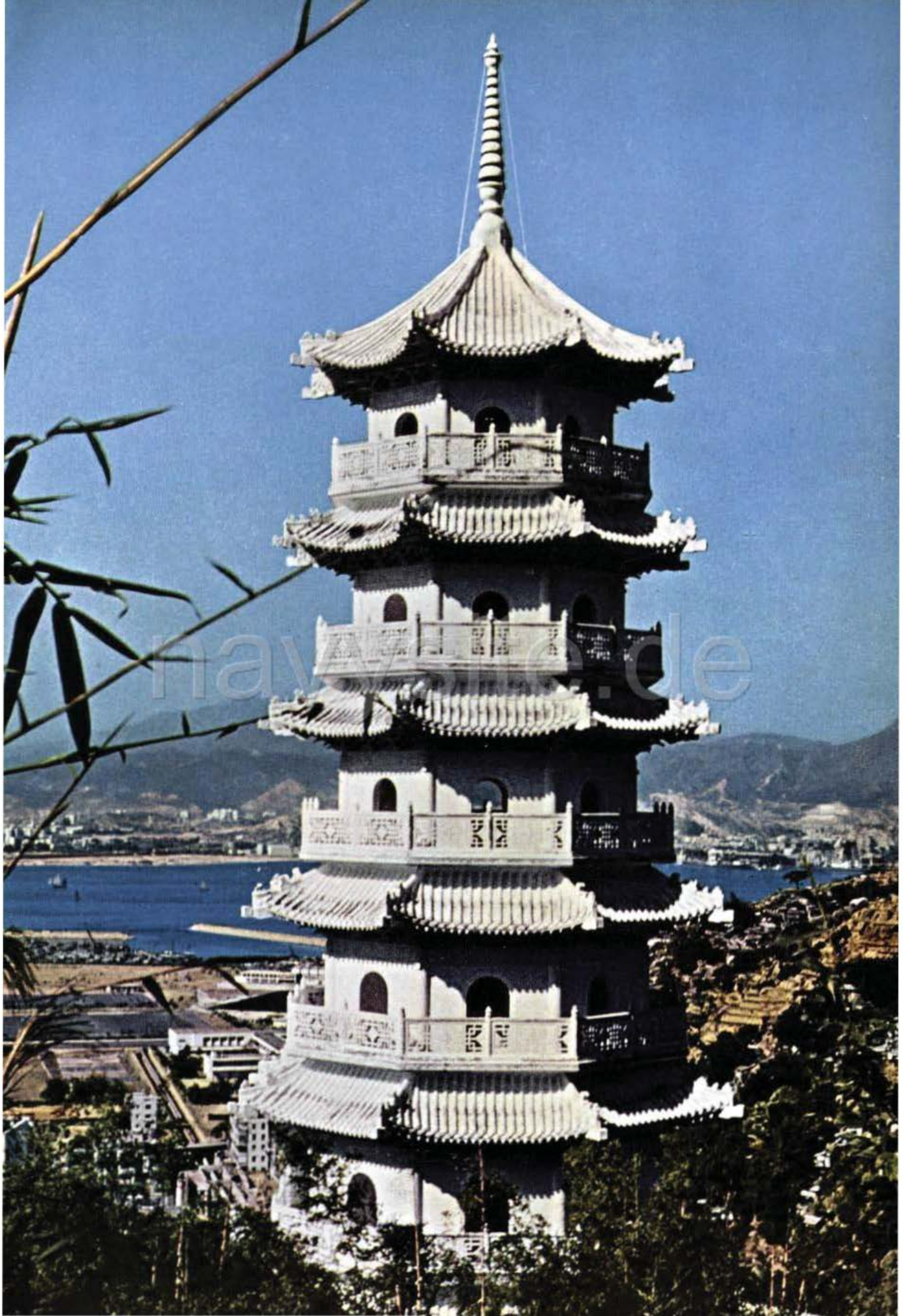
CORREGIDOR



Tomb of the Unknown Soldier

HONG KONG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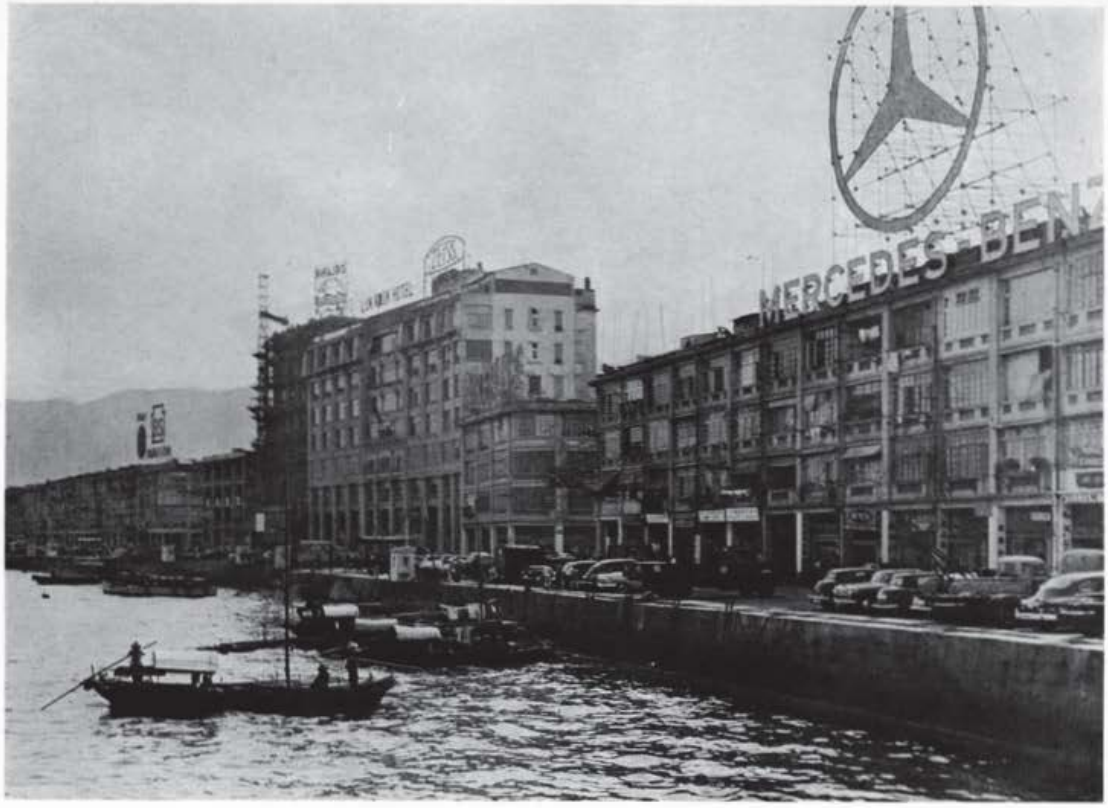

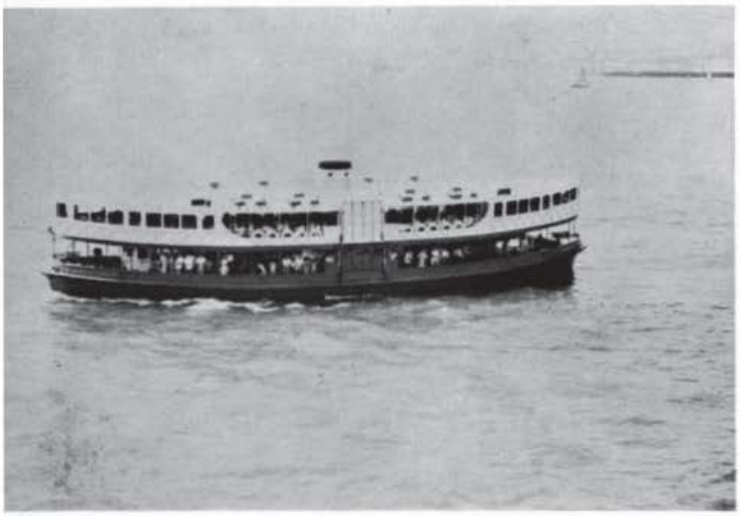

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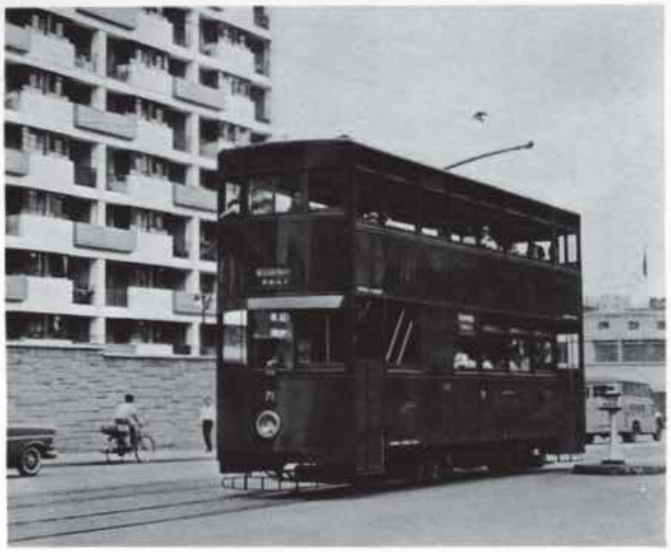

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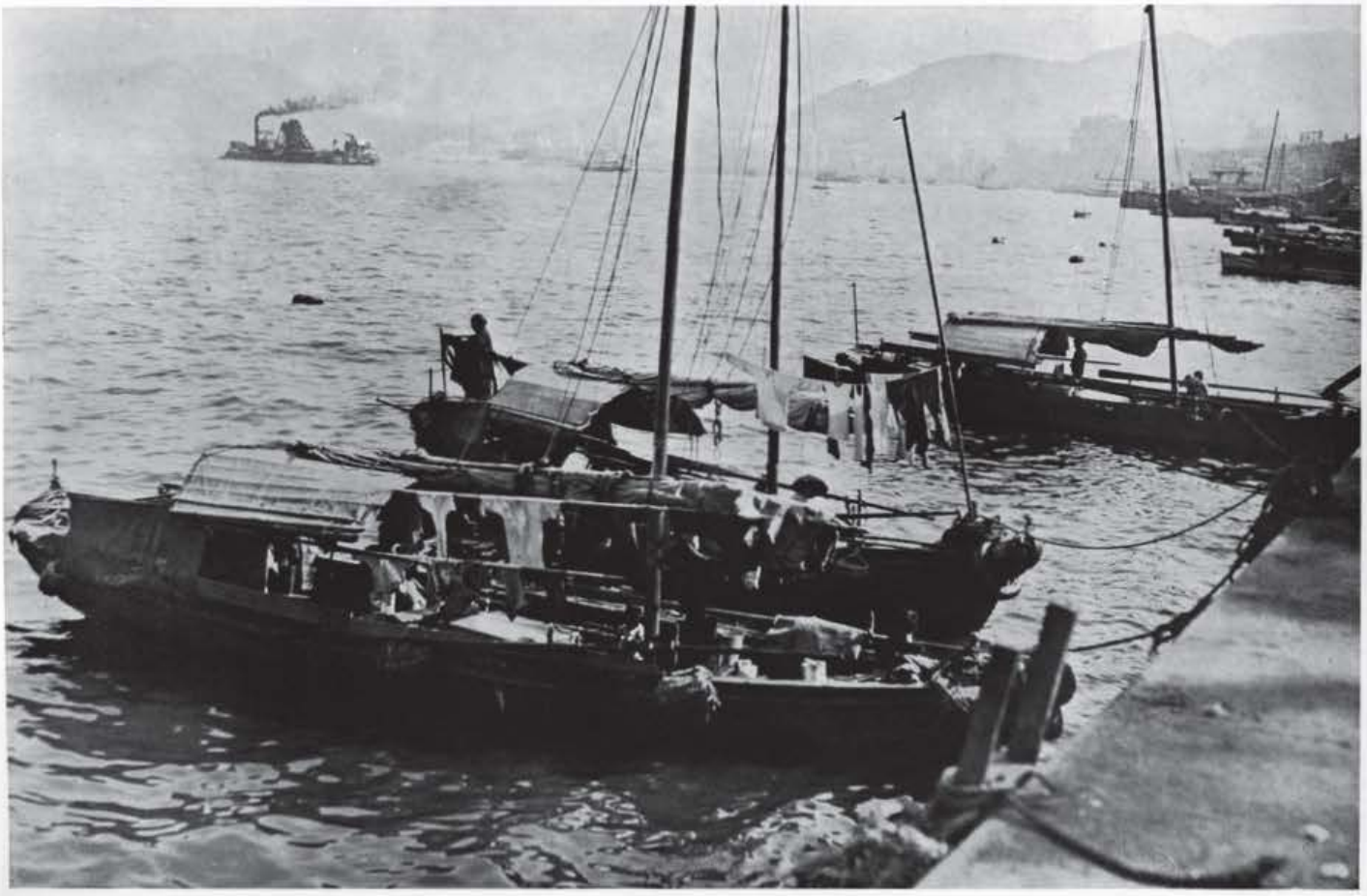

navyshipe

Aberdeen . . . . the floating city

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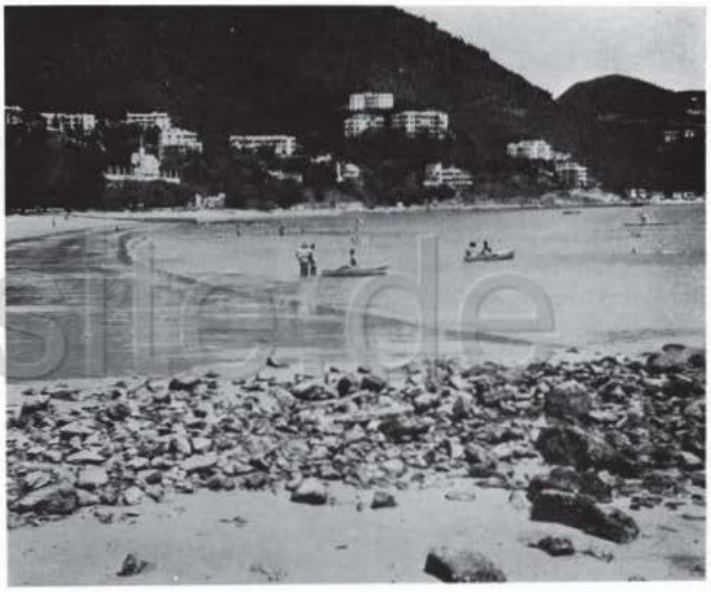
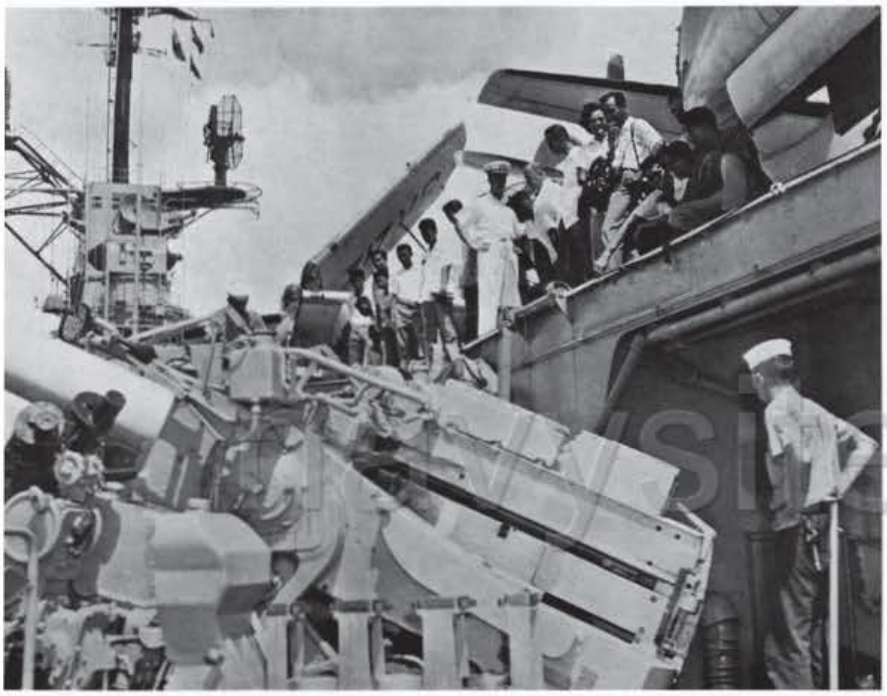


GUESTS ABOARD



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In August HMR-162, commanded by LtCol. M.M. Cook Jr., came aboard for a "short stay". At the time we went to press in mid-November the Marines were still aboard and seemingly not to anxious to get home to Okinawa. Flying troop-carrying HUS-1's, the squadron made mail deliveries to the destroyers and submarines, personnel transfers, flew plane guard and in one day afforded over 750 ship's crew with a helo hop.

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MARINES
YL 85

Air Anti-Submarine Squadron 37

SQUADRONS

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Air Anti-Submarine Squadron 37

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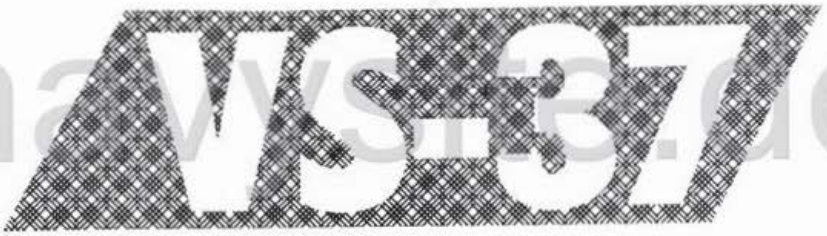
Commander Silverthorne entered the Navy from the University of Illinois in November, 1941, and won his "Wings of Gold" in July 1942. Assigned to the USS ST. LOUIS, he participated in the Solomon Islands campaign, the night battles of Kula Gulf, and the invasions of Guam, Saipan, and the Philippines. After the war, he served with Night Fighter Squadron Two, FAWTULANT, and VC-4. During the Korean War, he has O-in-C of Night Attack Detachment (VC-33) aboard the USS LEYTE. CDR Silverthorne instructed at the Navy All-Weather Flight School, served as Operations Officer at Cabiness Field, and attended Line School and the Naval War College prior to becoming Executive Officer of VS-37 in 1959. He succeeded to command of VS-37 in April 1960.

CDR FREDERICK W. SILVERTHORNE
Commanding Officer



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COMMANDER WILLIAM L. LANDRETH
Executive Officer

Commander William L. Landreth, Executive Officer of VS-37, halis from Norfolk, Nebraska. Commissioned and awarded his wings in October 1942, Commander Landreth was assigned to Fighter Squardron 42, operating in the Pacific Theater during World War II. Transferred to Fighter Squadron 10, Commander Landreth short down three Mitsubishi "Zero" fighters before being captured and held as a prisoner of war in Japan. After the war, he reported to NAS Norfolk, Virginia, where he served as Assistant Communications Officer. In 1948, he reported to COMFAIRWINGSLANT before being attached to NAS Saufley Field. Commander Landreth attended General Line School and CIC Officer School before reporting to the U. S. S. PRINCETON as CIC, Officer and Assistant Operations Officer. In 1952, he served with the staff of COMNAVAIRPAC, after which he became Executive Officer of VS-21. Commander Landreth reported to VS-37 from duty at NAS North Island.

Air Anti-Submarine Squadron 37 was commissioned in 1946 at NAS Oakland. Then a part of the Naval Reserve, it was designated VA-76E.

In may 1951, the squadron were ordered to active duty. They arrived at Los Alamitos in June 1951 with one TBM, the ASW aircraft of the day. The squadron's first deployment came in October 1952 aboard the U.S.S. BATAAN. They were transferred to the U.S.S. BADOENG STRAIT during mid-cruise and returned to the States in February 1953.

VS-37's second cruise came in 1954 aboard the U.S.S. PRINCETON. At that time the squadrons pilots were flying the AF "Guardian." Two of these aircraft would operate as a team, one equipped with long-range tracking gear to hunt down the enemy, and the other outfitted with ordnance to destroy it. The squadron returned home in June 1955, and later that summer were provided with the new, modern S2F "Tracker," designed to hunt out and destroy the enemy submarine.

During the squadron's third cruise, aboard the U.S.S. PHILIPPINE SEA, VS-37 was awarded the All Navy Aviation Safety Award for their superb safety record. After returning to the States again, VS-37 underwent a rigerous 14 month training period before deploying again in 1959 aboard the U.S.S. YORKTOWN. The highlights of this cruise were "Operation Sea Demon" a SEATO exercise in April 1959, and the mercy mission to the burned out town of Amani-O-Shima in the Ryukyu Chain. They returned to Los Alamitos in May 1959.

After another rigorous training period, the squadron embarked aboard the HORNET for this past cruise.

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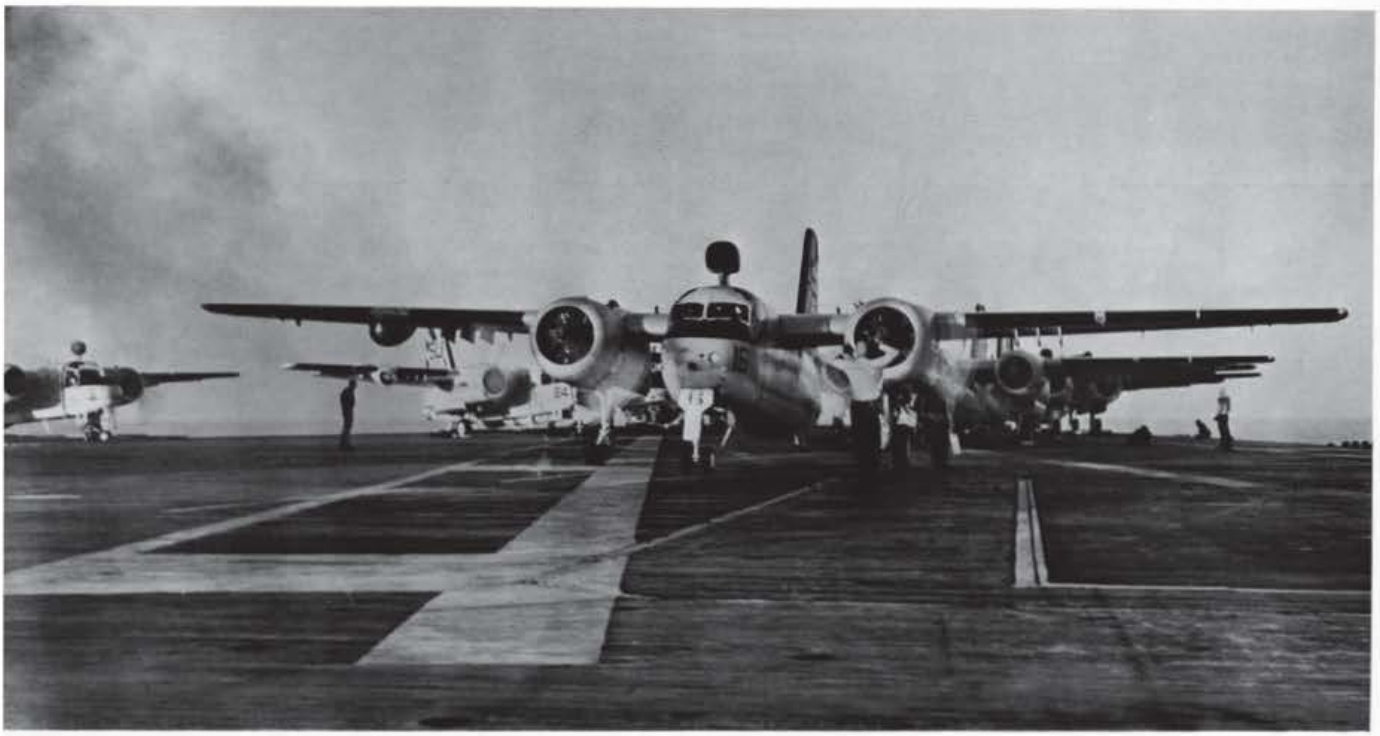

Administration

LT W. P. ANDERSON

LCDR H. B. LEE

LCDR H. W. COOK
Admin Officer

LT R. C. ROWLEY

1st Row: A. W. Barnes, LTJG D. L. Kassebaum, R. W. Dunn
2nd Row: C. D. Hively, G. L. Bromleigh, S. A. Klaussner, J. E. Waggoner, J. T. Moynihan
3rd Row: G. W. Juarez, E. V. Morgan, V. A. Nelson, J. Orona

LTJG R. L. MAIER

LTJG E. A. SIMPSON

LTJG D. R. ELLIOTT

LTJG D. L. KASSEBAUM

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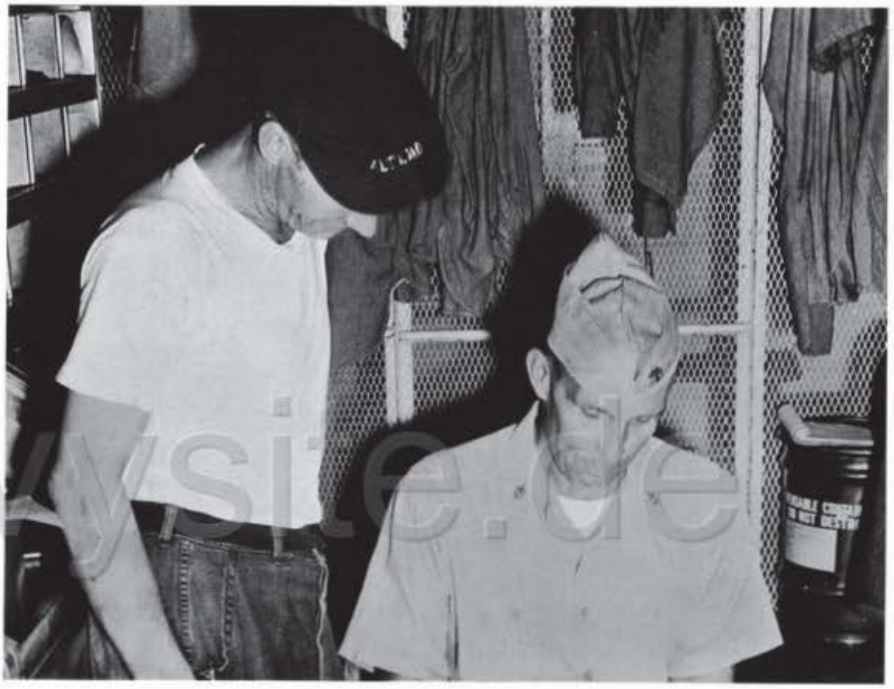
LTJG C. E. LAVENDER

LTJG J. R. HAWN

LTJG R. W. NEWELL

LTJG R. G. ROACH

LTJG F. J. GEORGE



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First Lieutenant

1st Row: T. Becerra, S. M. Mott, LTJG L. R. Hawn, G. E. Walker, G. M. Yates
2nd Row: A. M. Dulay, G. R. Reeves, J. H. Roberts, O. S. Carlton, L. W. Rowland

LCDR W. T. ZEIGLER
Operations Officer

LCDR V. R. HUBLER

LCDR P. T. KARSCHNIA

Operations

LT T. L. THOMPSON

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LTJG L. R. JACOBSON

LT D. D. BLOOM

LT W. R. LOWRY

LTJG D. G. WILLIAMS

LTJG R. H. DAVID

LTJG G. B. BAMBO

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Operations Division

1st Row: P. A. Barnett, W. T. Philbeck, LTJG K. A. Cullen, J. W. Colson, D. L. Hammett
2nd Row: J. E. Kuykendall, J. W. Herr, G. L. Allen

LTJG F. E. AVINELIS

LTJG E. R. HEIMBURG

LTJG F. G. HOPKINSON

LTJG H. L. HOCKETT

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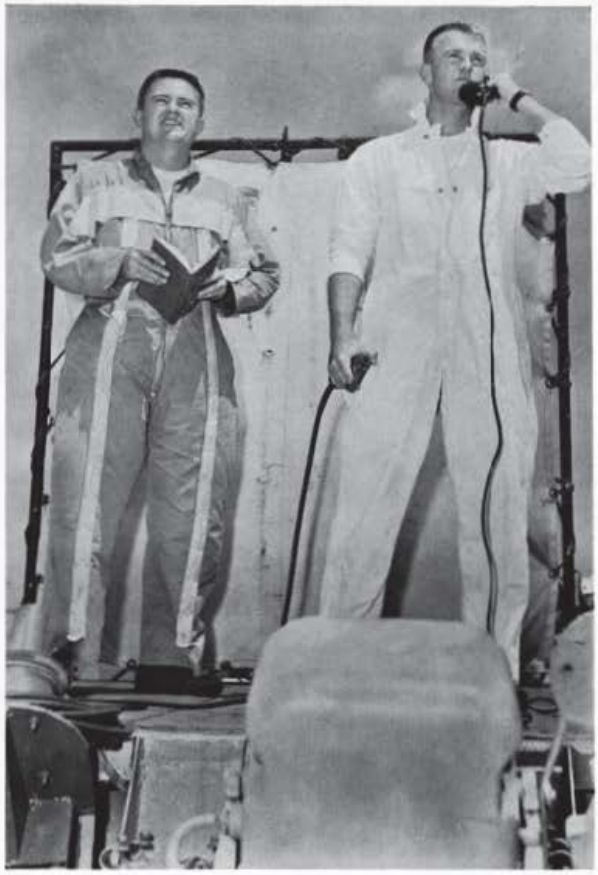

LTJG R. W. N. FREDRICHS

LTJG W. BATES

LTJG G. I. WILCOX

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LTJG T. R. VADEN

LTJG K. R. LEE

LTJG J. R. WINCHESTER

LTJG C. E. WILLIAMS

LTJG J. C. RENNIE

LTJG K. A. CULLEN

ENS A. G. RODE

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Maintenance

LT D. A. SOLLINGER

LT W. F. GRIMM

LCDR E. W. STANLEY
Maintenance Officer

1st Row: LTJG C. C. Schott, LT R. E. Jeffries, LTJG F. J. Quigley, ENS C. B. Lambirth
2nd Row: R. L. Kern, N. W. Hall, E. M. Ginther, A. J. Nechanick, F. C. Stern, R. R. Frausto

LT R. E. JEFFRIES

LT C. H. HAINES

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LTJG F. J. QUIGLEY

ENS C. B. LAMBIRTH

LTJG J. G. BECKER

LTJG C. C. SCHOTT

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Power Plants

1st row : S. B. Tatum, L. E. Yater, LTJG J. G. Becker, W. J. Hurkman, R. L. Gregerson
2nd row : B. C. Harrelson, R. F. Pacyga, A. E. McInnish, J. A. Smalley, E. Simonds, E. E. Meirhofer, G. E. Nelson, L. W. Altland

1st Row: B. D. Toliver, J. E. Curtiss, LTJG J. R. Feil, R. S. L. Patterson, C. W. Jones
2nd Row: R. L. Robinson, P. K. Preston, J. Sizemore, M. R. Tufts, W. J. Ziemann, M. E. Taylor, V. X. Jantzer
3rd Row: G. A. Slezak, A. P. Stewart, L. W. Benson, G. E. Booth, K. C. Seaman

Air Frames

LTJG J. R. FEIL

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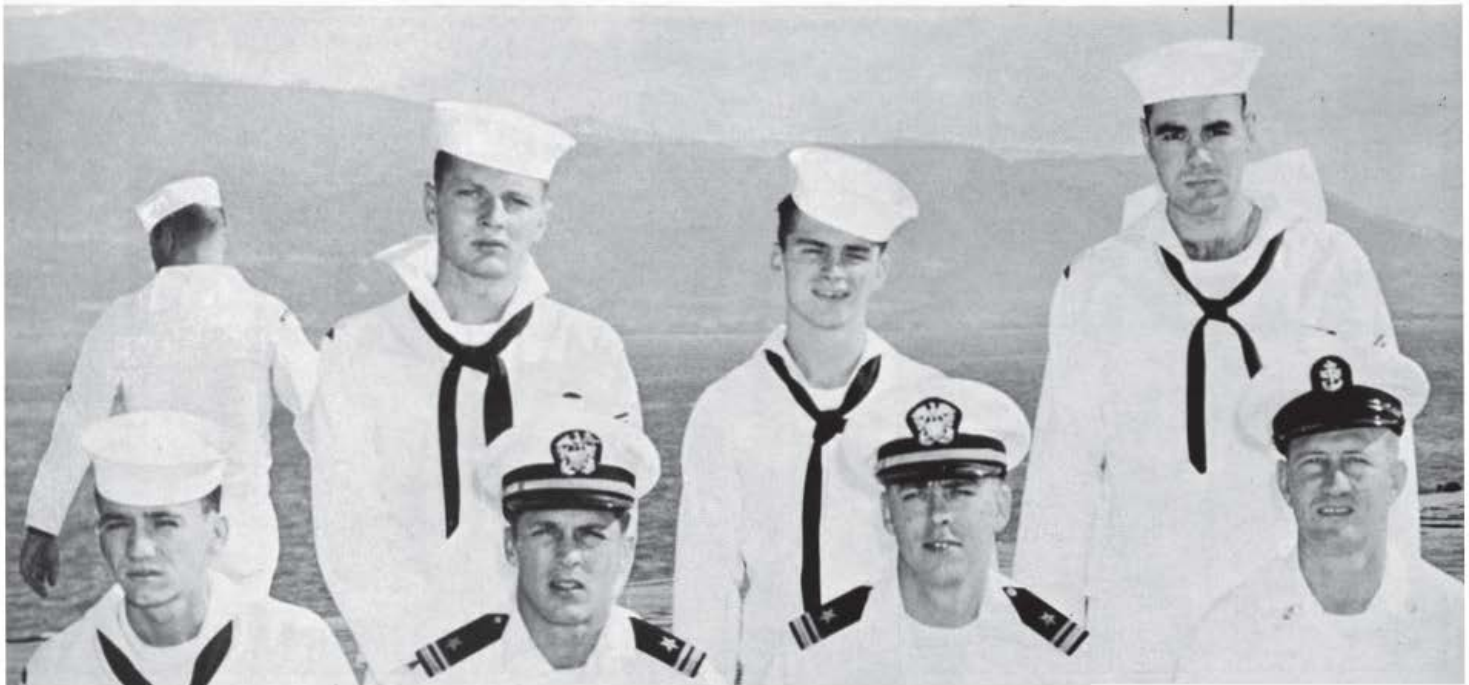
LTJG B. C. NELSON

LTJG D. H. FULLER

navysite.de

Material

1st Row: C. F. Eldridge, LTJG B. C. Nelson, LTJG D. L. Fuller, W. L. Fagnan
2nd Row: D. L. Shimp, G. E. Hendriksen, E. B. Arnold



1st Row: K. A. Nairne, E. R. Muster, LTJG W. C. Hoffman, B. M. Ducey, J. D. Dematteo
2nd Row: B. D. Marshall, J. C. Beasley, G. F. Massingill, M. L. Kimberly, R. E. Gollmyer
3rd Row: P. L. Fuller, R. L. Lamb, R. D. McClain, R. L. Dickey

Weapons Division

LTJG W. C. HOFFMAN

LTJG E. L. HENRY

LT L. E. GUTKNECHT

CWO L. E. O'DONNELL

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Avionics

1st Row: J. L. Hollier, G. L. Nelson, W. L. Guinn, J. A. King, J. A. Wadle
2nd Row: J. E. Young, E. J. Winter, J. R. Butler, LTJG R. V. S. Reed, D. F. McMurrey
3rd Row: D. G. Davis, R. L. Wright, T. E. Gantenbein, L. F. Kelley, J. L. Hodges, J. D. Caron, J. R. Stout

1st Row: G. M. Boyd, A. S. Buran, J. R. Merseal, J. S. Frazier, W. J. Shea
2nd Row: LT G. E. Gutknecht, LTJG C. B. Fabrizio, B. R. Monsey, D. F. McMurrey, C. H. Jameson, G. E. Tappan
3rd Row: L. W. Gilman, D. W. Spieth, D. J. Higday, D. H. Brown, D. Wilson, D. E. Held, R. L. Waittaker, R. V. Cooper, E. R. Rice

Avionics

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LTJG R. V. S. REED

LTJG C. B. FABRIZIO

LT J. R. BURLEY

LTJG M. T. MAXWELL

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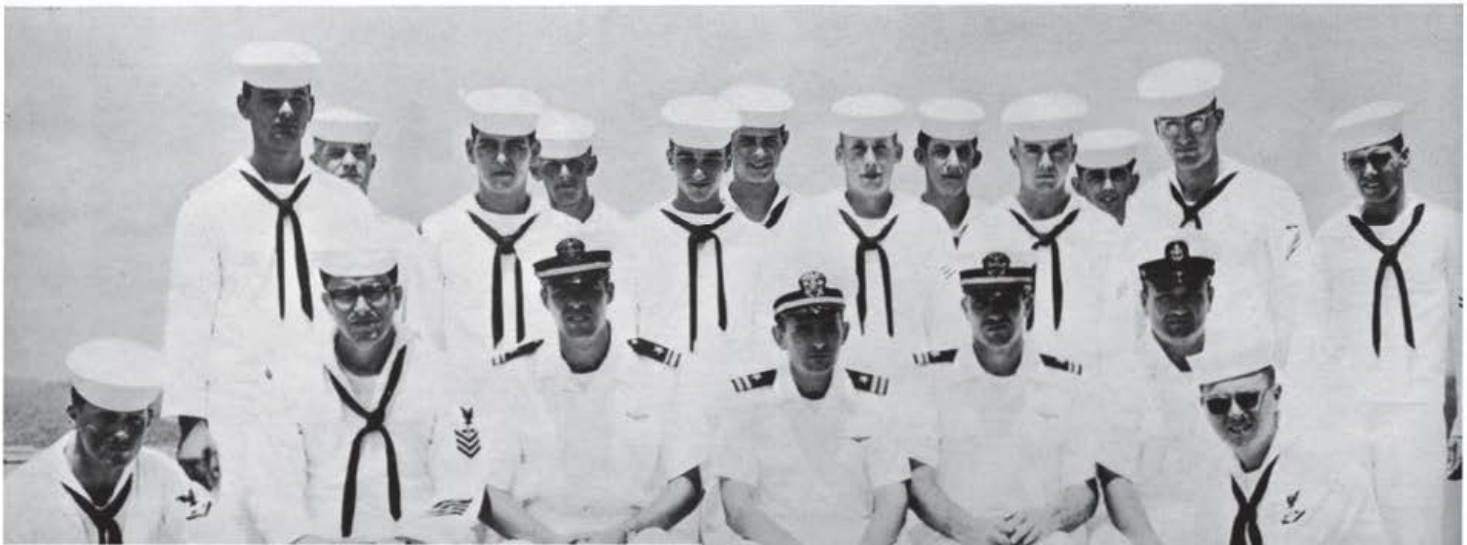
Line Division

1st row: J. D. Baker, K. R. Godwin, LTJG M. T. Maxwell III, LT J. R. Burley, LTJG R. D. Lee, A. C. Hardy, D. E. Shreve
2nd row: G. G. Bellon, L. E. Wipprecht, J. D. Wright, D. L. Ragan, M. W. Rea, D. D. Dougherty, N. K. Averrill, J. T. Hendrix, W. P. Courtney, R. Corne, R. K. Bean, L.L. Martin



1st Row: LTJG M. T. Maxwell, LT J. R. Burley, LTJG R. D. Lee, A. C. Hardy
2nd Row: L. R. Bakurji, T. W. Noel, J. F. Keenen, W. L. Manuel, R. R. McDonald, P. W. Hively Jr., L. L. Boals
3rd Row: W. A. Gisondi, R. A. Ryall, D. L. Dumford, W. E. Bailey, F. W. Taft, R. E. Ellithorpe

Line Division

LTJG R. D. LEE

LTJG C. F. TYE

Medical

DR H. J. WANDER
Flight Surgeon

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"Doc" Dempsey—departing!

Helicopter Anti-Submarine Squadron Two

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CDR FRANCIS F. JOHNSON
Commanding Officer

HS-2's Commanding Officer, Commander Francis F. Johnson was born in Washington, D. C. He was designated a Naval Aviator and awarded his commission on New Year's Day, 1944. During the war, Commander Johnson flew with fighter squadrons aboard the U.S.S. SARATOGA and the U.S.S. MONTEREY. He participated in strikes against Iwo Jima, Okinawa and the first and last strikes against Japan. After the war, he was assigned as officer-in-charge of a target drone unit in the Atlantic before attending George Washington Universitp. He was next assigned to the U.S.S. LEYTE as hangar deck officer before attending General Line School at Newport. After tour of duty as flight instructor, Commander Johnson remained at Pensacola to undergo helicopter training. He was assigned to the Navy's first anti-submarine helicopter squadron, HS-1 at NAS Key West, Florida before attending Naval War College. From 1957 until 1959, Commander Johnson was attached to AIRTRANSRON 3, after which he became Executive Officer and later Commanding Officer of HS-2, relieving CDR Arnold W. Ayers in July of this year.

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LCDR Ralph J. Adams, Executive Officer of HS-2, was born in Dayton, Ohio, and attended Miami University of Ohio before accepting a commission in July of 1944. LCDR Adams underwent flight training at Pensacola in 1944 and served at Air Stations in the United States and Hawaii as a pilot with VF-48 during most of the war. In 1946, he became Assistant LSO with CQTU at NAS Cecil Field, after which he took up duties with the LSO pool at NAS Quonset. After a tour of duty with CVBG-3 at Norfolk, LCDR Adams reported to NARTU Norfolk with an active duty training division. LCDR Adams underwent helicopter flight training at NAS Ellyson before taking part in the evaluation of sonar dipping in helicopters at Boca Chica, Florida. His next duty was with HS-1, prior to duty at NAS Cecil Field.

LCDR R. J. ADAMS
Executive Officer

On March 7, 1952, 27 pilots from HU-1 at NAAS Ream Field formed the nucleus of Helicopter Anti-Submarine Squadron Two. The first ASW helicopter squardron on the West Coast, HS-2 set out on an intensive training mission designed to bring them up to peak efficiency in time for their first all squadron deployment aboard the U.S.S. PHILIPPINE SEA in 1956.

HS-2 made their second regular deployment in 1958-59 aboard the U.S.S. YORKTOWN. Since that time, they have been assigned to the HORNET in preperation for this deployment.

HS-2 was born because the rapid continuous growth of the Western World's potential enemy submarine forces poses a real problem of defense. Specialization is required in Naval Warfare as it is in all fields, military of civilian, in our modern complex age. Out of this specialization in warfare stems the mission of HS-2; to conduct prompt and sustained air anti-submarine warfare operations including the detection, tracking and destroying of enemy submarines, singly or in conjunction with other air, surface or submarine forces.

The potential threat from submarine warfare is ever increasing as the enemies ability to launch various types of weapons and missiles is developed. The Navy is charged with maintaining command of the seas against this threast in support of our National Security. This task is primarily that of ASW forces. HS-2 is but a small part of the complex combination of machines and methods that are employed by the Navy in the role of anti-submarine warfare; however, the part it plays is most important.

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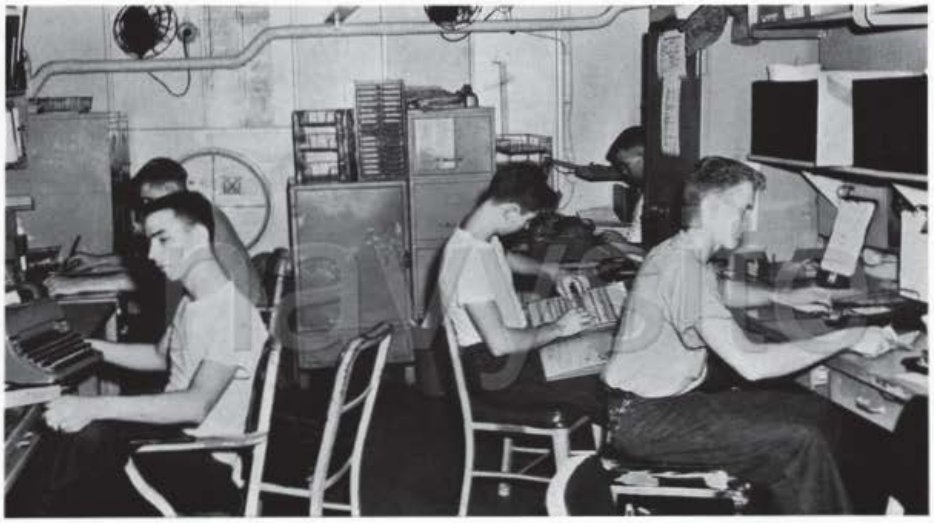
LTJG R. B. McPHERSON

LTJG R. O. EVANS

LCDR J. H. SHIDLE
Admin Officer

Administration



LTJG R. D. ADAMS

1st Row: H. H. Patterson, C. D. Jorgensen, E. V. Bustos, F. Hudson, A. R. Pikul
2nd Row: S. A. Reyes, L. G. Eaton, LTJG R. O. Evans, M. Montgomery, J. Borja
3rd Row: R. L. Dixon, J. G. Reed, G. W. Schultze, W. H. Swasey, M. P. Baybayan, A. R. Taitano, C. U. Tallon

1st Row: L. W. Bell, L. L. Engelke, R. K. Nelson, LTJG T. D. LeBlanc, C. W. Latham
2nd Row: F. W. Hall, W. C. Moore, R. L. Wasson, J. L. Taylor, R. E. Dutt

LTJG A. K. PATRICK

LTJG T. D. LE BLANC

LTJG T. G. SHOLL

ENS R. G. GRIESSEL

LTJG P. W. WOLFE

Operations

LT R. E. SHINN

LT C. V. WILLIAMS

LCDR A. E. POWELL
Operations Officer

LT S. R. AYDELOTTE

1st Row: B. M. Arrington, R. Hansen, LTJG R. E. Gustaveson, L. R. Grassmuck, V. R. Kroupa
2nd Row: D. L. Soukup, C. C. Cadwell, H. L. Butler, A. E. Merriman

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LTJG O. WRIGHT

LTJG R. E. GUSTAVESON

LTJG J. D. EVANS

LTJG H. S. BRONSON III

LTJG C. J. STOKES

LTJG L. E. COLE

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LTJG E. P. BATEMAN

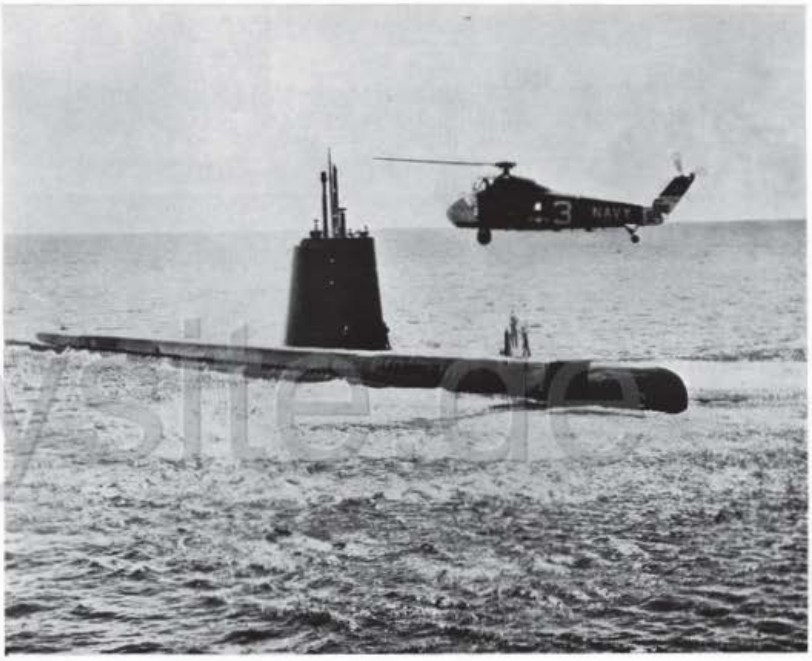
ENS M. F. DE WEES

LTJG R. E. NAHLOVSKY

LTJG C. N. BROWN

LTJG J. R. NICHOLS

LTJG J. P. LEACH



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Maintenance

LCDR F. M. HALL
Maintenance Officer

LT A. W. REPOVSCH

LT B. L. MINETTI

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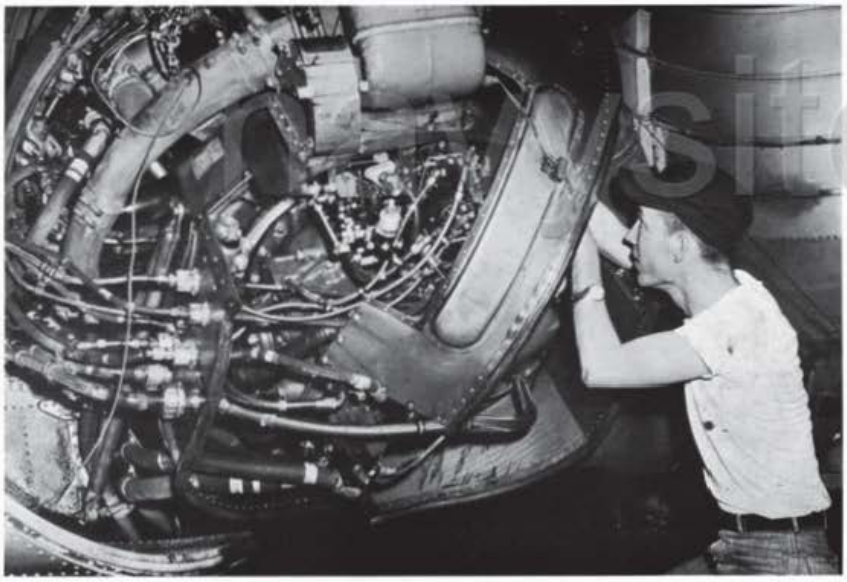
1st Row: C. L. Espinosa, R. M. Ernest, W. D. Guiwits, LTJG R. A. Evans, N. E. Tinney, J. Bruce
2nd Row: D. E. Warnock, R. W. Howell, E. S. Kozlow, J. H. Thomas, W. C. Joudon

1st Row: B. Launius, E. T. Tuncap, B. R. Gaddis
2nd Row: J. E. Ward, M. S. Chabner, LTJG J. D. Waring, L. G. Pennington, I. K. Begay, A. V. Latulipe
3rd Row: W. E. Hunter, H. E. Hyde, D. D. Allan, E. A. Ordonez, J. L. Zlinsky, E. G. Agena

Power Plants



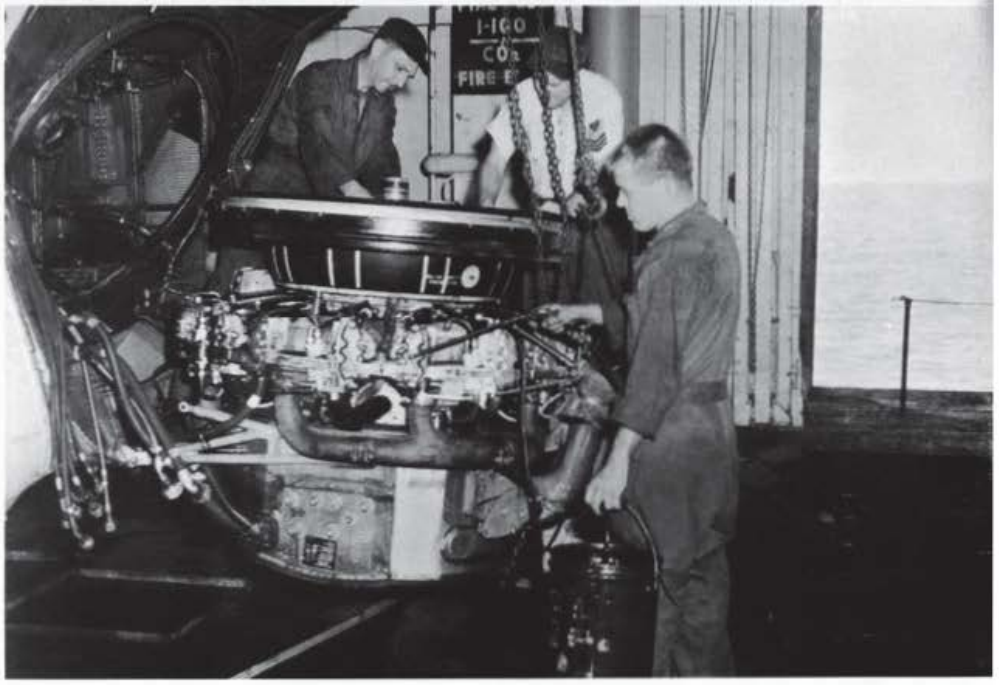
LTJG J. D. WARING

LT A. J. MENCINI

LTJG D. E. MOSES

LTJG R. F. BOWERS

LTJG J. L. HESSLER



LTJG M. QUITIQUIT

LTJG R. A. EVANS

LTJG R. L. EDSON

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Air Frames

1st Row: D. R. Cruikshank, O. J. Watts, J. W. Mathis, J. T. Schoolnan, L. E. Larson, C. R. Ekiss
2nd Row: R. L. Cummins, L. T. D'Amico, E. E. Tefft, A. J. Klein, W. H. McCulloch
3rd Row: R. L. Roberts, B. R. Nalawagan, R. A. Smith, W. E. Riley, M. K. Deisca, G. L. Young, K. W. Jennings, W. M. Beardslee, G. L. Wagner, L. A. Morrissette

1st Row: J. H. Yeary, D. E. Martin, R. A. Laprairie, R. D. Smith, W. R. Scudder, J. F. Baum, P. J. Pollack
2nd ow: D. W. Otto, H. C. Wiggs, J. E. Polders, J. Bowden, LTJG R. D. Nichols, L. M. Vanderlinden, P. H. Bailey, C. L. Winschell
3rd ow: R. C. Skelton, L. G. Poulson, S. J. Davis, C. F. Raitz, G. R. Deisz, H. C. Triplett, J. T. Baynard, B. B. Marshall, J. L. Young, F. W. O'Neill, P. F. Gittinger

Sonar

LTJG R. D. NICHOLS

LTJG P. M. HINE

LTJG T. C. BARTHOLOMEW

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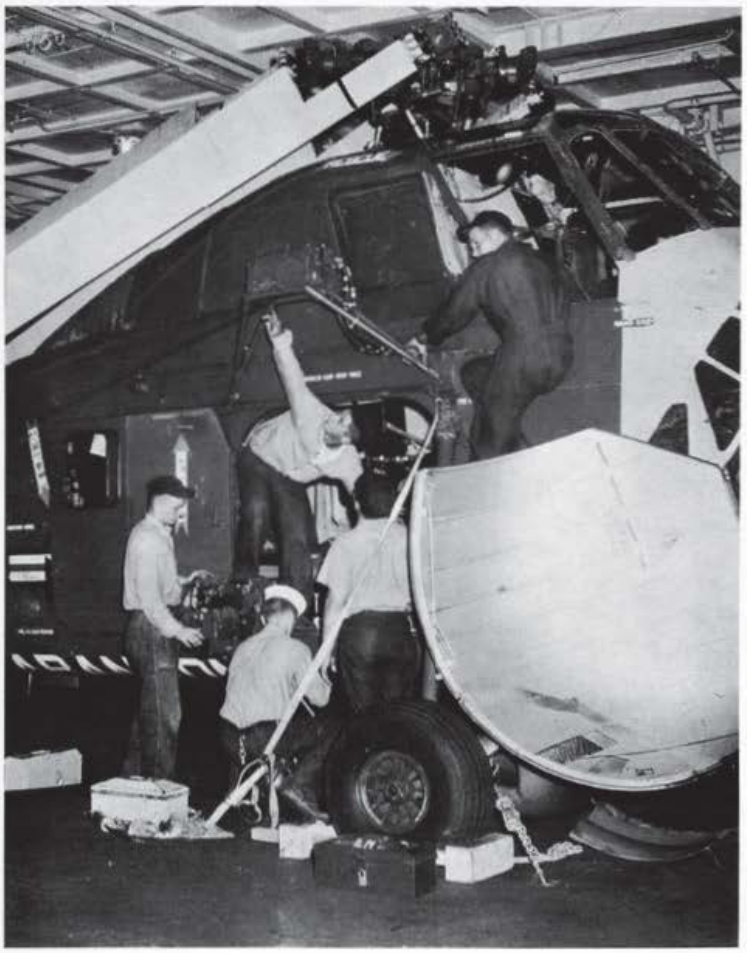

CWO H. W. WALTERS

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Radio Shop

1st Row: J. J. Cadle, S. A. Ladve, R. W. Combs, I. C. Montgomery, H. A. Marshall
2nd Row: R. D. Reid, G. J. Porter, B. B. Byrd, CWO H. W. Walters, A. A. Wilson, C. R. Clasener
3rd Row: A. J. McCoy, R. J. Sevier, T. J. Williams, J. T. Saxberg, C. J. Simon, A. L. Ewing, M. L. McLamb, C. E. Young, T. M. Parker, T. P. Kaiser, R. A. Baird, W. H. Baccus, C. T. Green

1st Row: J. A. VanHooser, R. Z. Simon, R. P. Moore, H. T. Gaunay
2nd Row: R. L. Farnam, R. L. Winslow, T. Benge, R. W. Smith
3rd Row: R. L. Lundy, T. J. Kanan, D. R. Austin, R. A. Berg, R. C. Catterton, R. J. Sclorsack, J. C. Harrison, C. L. Plinney

Electric Shop

LTJG B. WB .ORGQUIST

ParaLoft—Ordnance

1st Row: J. J. Picklesimer, LTJG B. W. Borgquist, LTJG H. E. Risher, M. D. Gerke, J. J. Martinez
2nd Row: L. R. Pals, J. B. Hankins, S.White

LTJG H. E. RISHER

LT E. M. STEWART

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Material

1st row: C. E. Smith, LT E. M. Stewart, G. M. Baxendale
2nd row: B. D. Nelson, W. A. Evans, A. D. Airington

1st row: E. D. Early, R. S. Decoteaux, J. J. Picklesimer, LTJG M. Quitiquit, K. E. Rose, LTJG W. L. Weller, D. L. Hopper, W. R. Sears, R. L. Meyers
2nd row: J. R. Whitaker, F. J. Lawson, W. McNeal, J. A. Fry, G. H. Milstead, F. L. Tandarich, L. H. Myhre, D. L. Phillips

Line Division

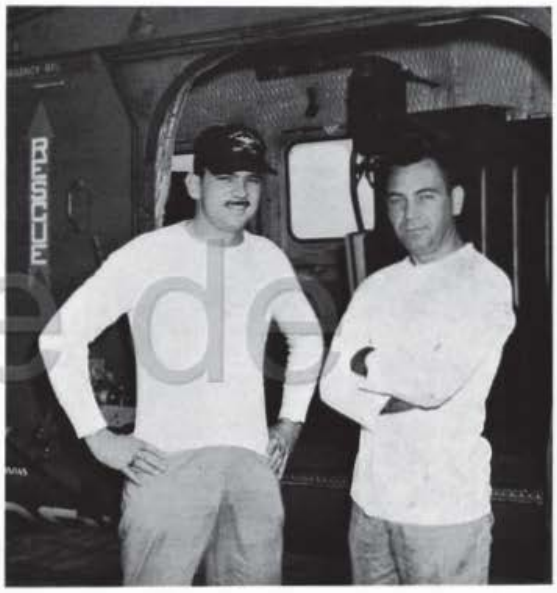
LTJG W. L. WELLER

1st row: C. F. Raitz, C. W. Gretzinger, A. V. Latulipe, N. A. Daigle, W. R. Scudder
2nd row: T. J. Williams, M. H. Kresse, E. B. Agena, J. A. Van Hooser, A. L. Duke, C. Smith

Medical

LT S. N. NEEL
Flight Surgeon

Chief Hayes and the "Doc"



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Carrier Airborne Early Warning Squadron 13–Det N

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LCDR Henry N. Kriszamer, Officer in Chicago of VAW-13 Detachment November, is a native of Philadelphia, Pa. He entered the Navy in 1944 under the V-5 program. LCDR Kriszamer took his pre-flight training at the University of North Carolina. Upon completion of this training, he flew with a squardron of Weekend Warriors based at Willows Grove, Pa., from 1946-52. In June of 1952, he was recalled to active duty. His first assignment was with VF-104 (Air Groug 10) based at Jacksonville, Fla. The spring of 1955 brought a new assignment, this time with the Naval Air Training Command until LCDR Kriszamer remained with the Training Command until March 1958 when he was transfered to the west coast for a one-year tour with VAW-11. Upon completion of this assignment he reported to the Naval Air Station, Agana, Guam where he acted as interim commanding officer of VAW-13 until the arrival of CDR E.K. Hitchcock, Jr., the present CO.

LCDR HENRY N. KRISZAMER
Officer-in-Charge

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LT J. R. WUNSCH

LT J. A. SCHADELE

LT L. M. MEIER

The mission of VAW-13 is to provide carrier airborne early warning and electronic countermeasures to the Pacific Fleet as directed by the Commander Seventh Fleet.

The Squadron was commissioned on board the Naval Air Station, Agana, Guam on September 1, 1959, with an initial complement of three officers and 30 enlisted men under the command of LCDR H.N. Krizamer.

Just one month after commissioning, VAW-13 detachment "Alfa" was ordered by Com-Seventh Fleet to the USS KERSARGE as the first anti-submarine warfare detachment to deploy on board a CVS in the Pacific Fleet.

During VAW-13 deployments pilots and controllers have racked up outstanding records while flying as much as 1,400 hours within a six-month period.

VAW-13's safety record to date has been outstanding. At the completion of the third quarter fiscal year 1960 the squadron earned a safety award from Commander Naval Forces Pacific.

In achieving this award, VAW-13 has flown over 5,000 accident-free hours. This flight time includes operations from the aircraft carriers MIDWAY and KEARSARGE, RANGER, BON HOMME RICHARD, ORISKANY, TICONDEROGA, HANCOCK and HORNET.

LTJG S. B. ANSON

LTJG B. A. WILEY

LTJG W. H. ALDERMAN

LTJG J. F. MEEHAN

1st row: K. J. Lee, JTJG R. J. Pasersky, LCDR H. N. Kriszamer, LT J. R. Wunsch, LTJG B. A. Wiley, LTJG S. M. Shattuck
2nd row: J. L. Hill, R. D. Comer, L. E. Berard, L. D. Eivins, M. J. Fitzsimmons, J. C. Bergman, C. L. Kroosen, J. S. Mc Cormack
3rd row: R. Yanez, P. D. White, J. E. Bumpers, V. W. Franklin, R. L. Stratton K. S. Rily, T. A. Clark, J. B. Holland, J. L. Balke

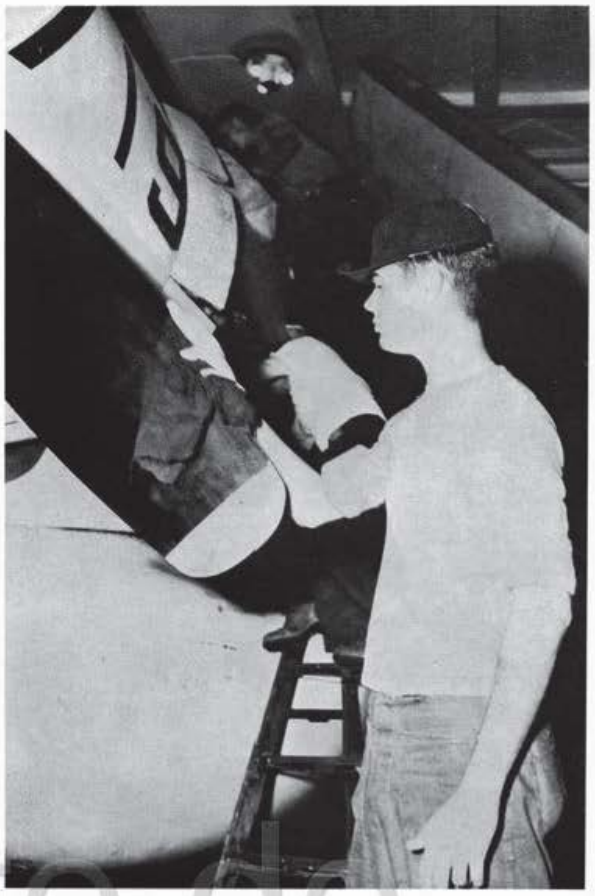
1st row: R. C. Boughton, LTJG S. A. Aston, LTJG L. M. Meier, LTJG J. F. Meehan, LCDR H. N. Kriszamer, LT J. A. Schaedel, LTJG J. H. Femia
2nd row: J. H. Lee, T. F. Baird, C. I. Haight, E. W. Allen, B. D. Renfro, M. Jamora, J. H. Park, R. I. McNett
3rd row: J. R. Reese, R. C. Murphy, M. F. Cook, G. E. Smith, G. G. Adams, P. B. Kelly, C. L. Simpson, J. M. Reiter

LTJG J. H. FEMIA

LTJG S. M. SHATTUCK

LTJG R. J. PASERSKY

ENS F. E. MARINO



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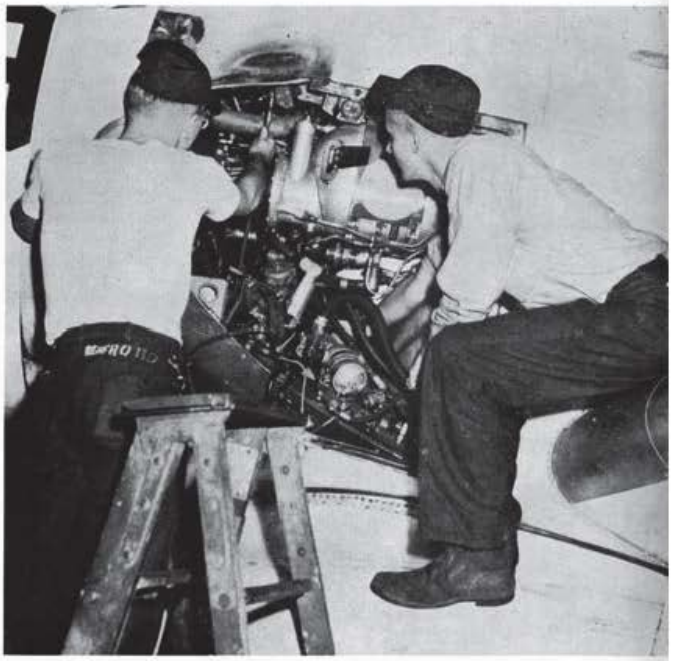

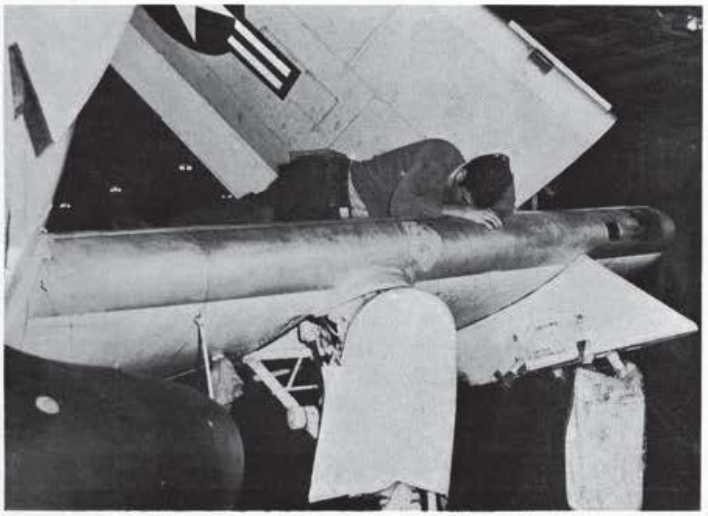

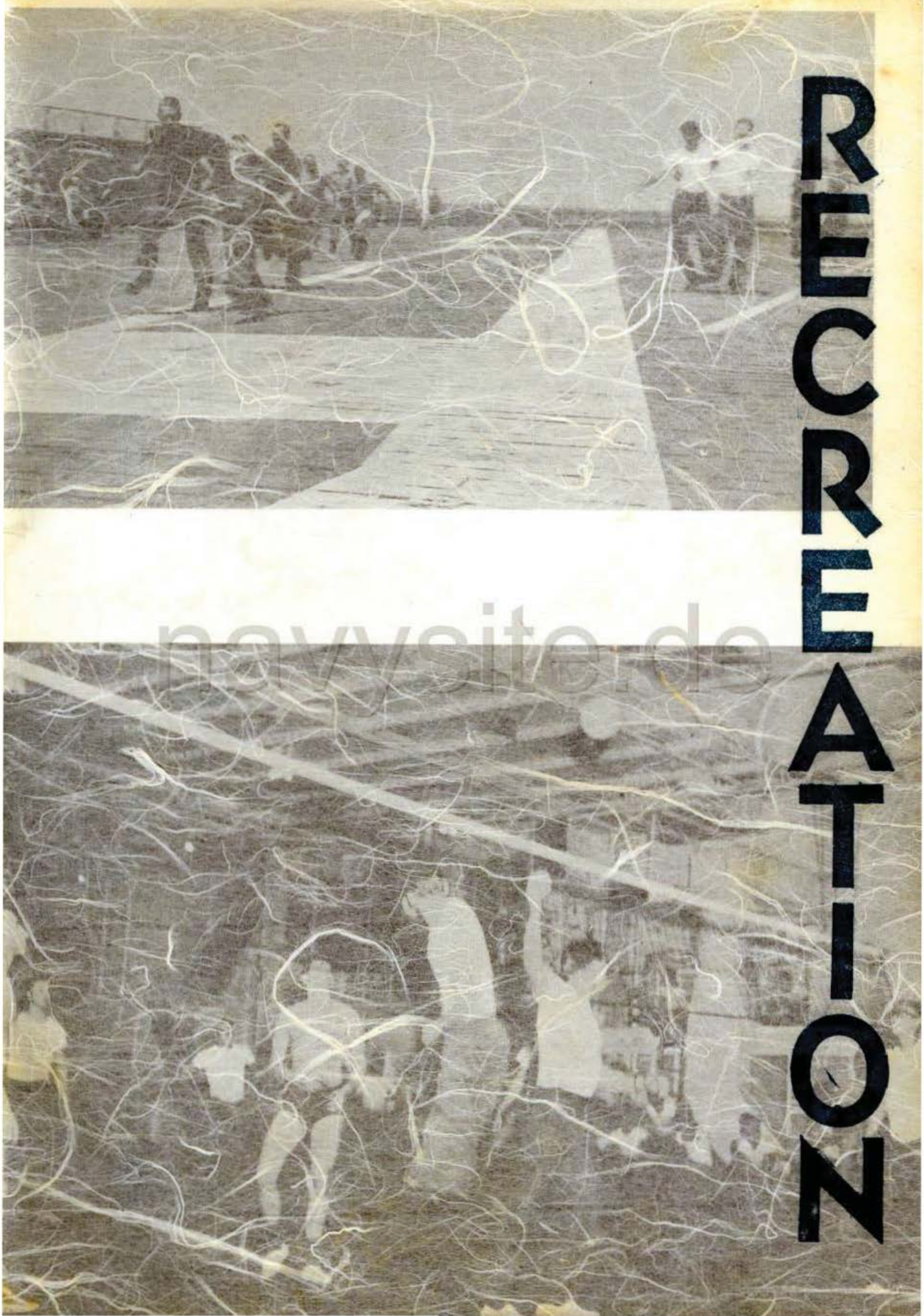

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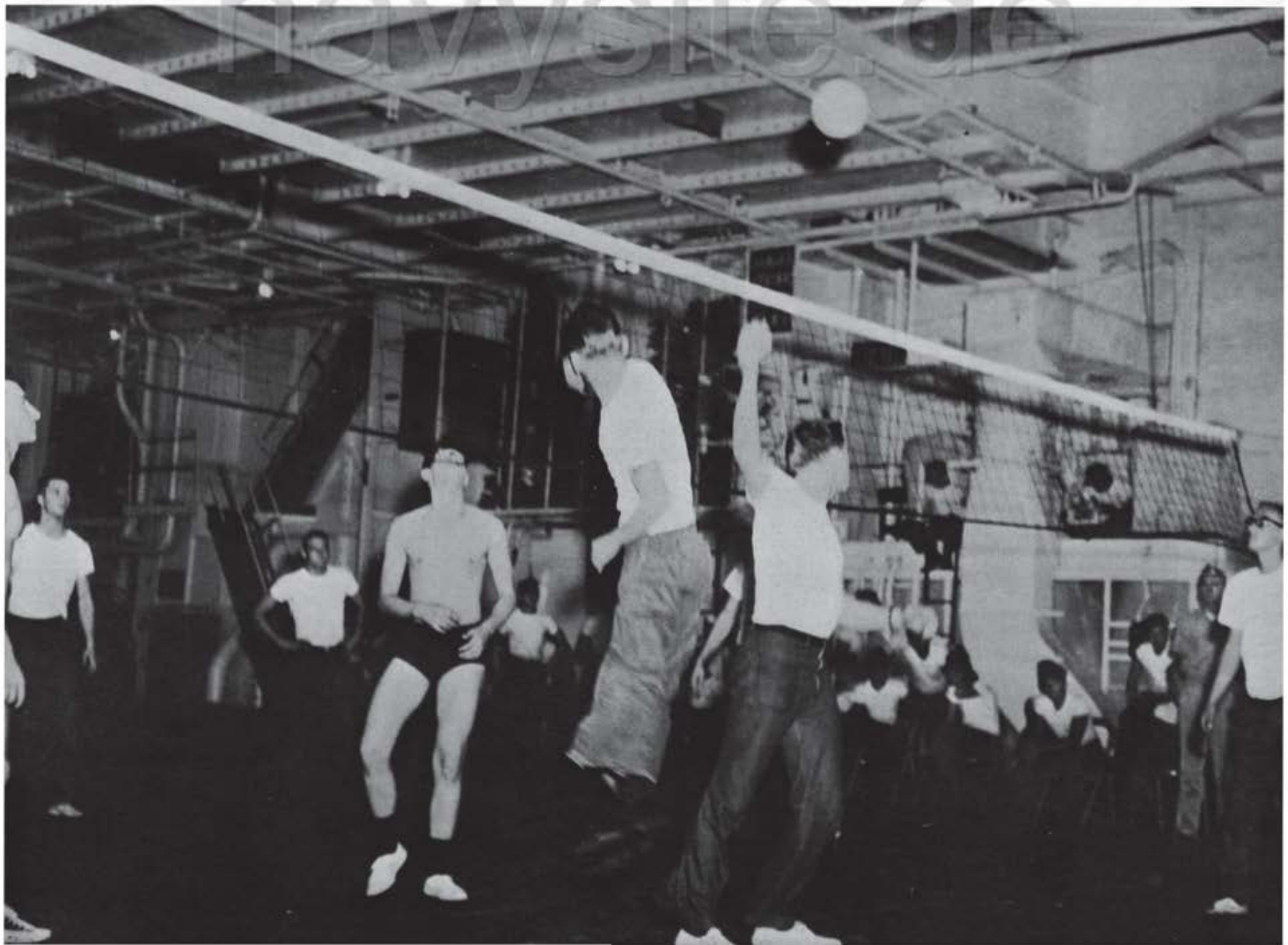

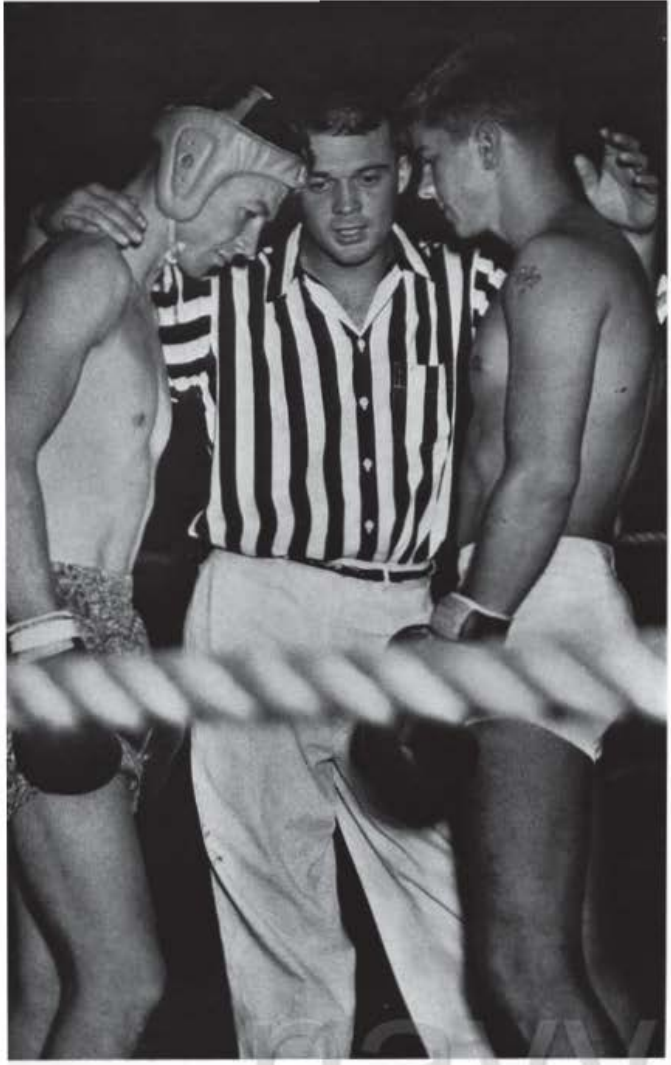

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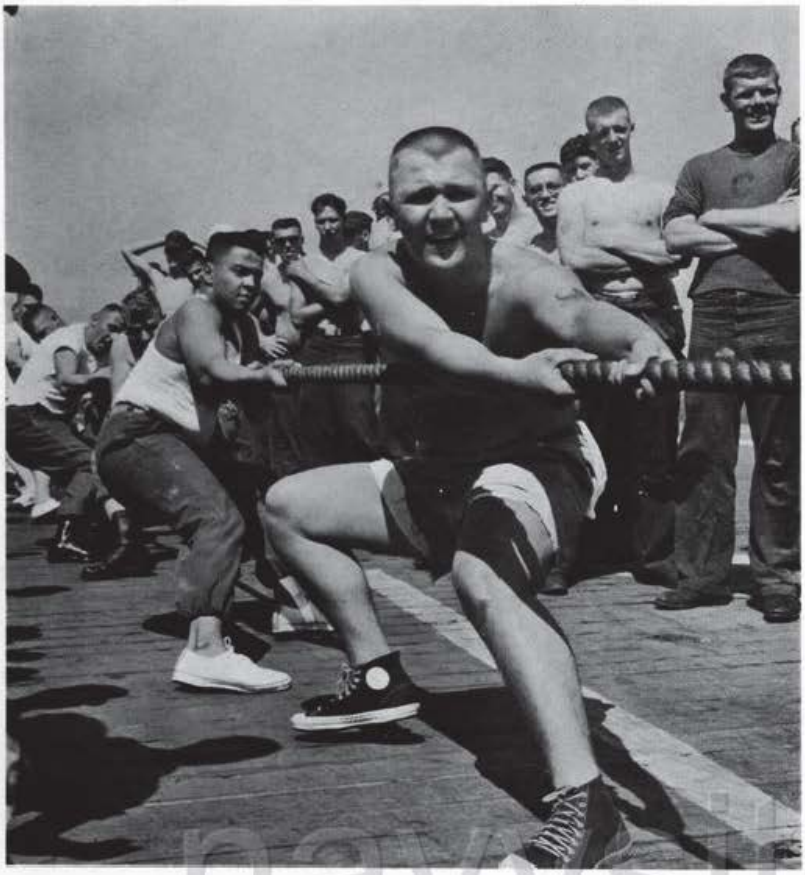

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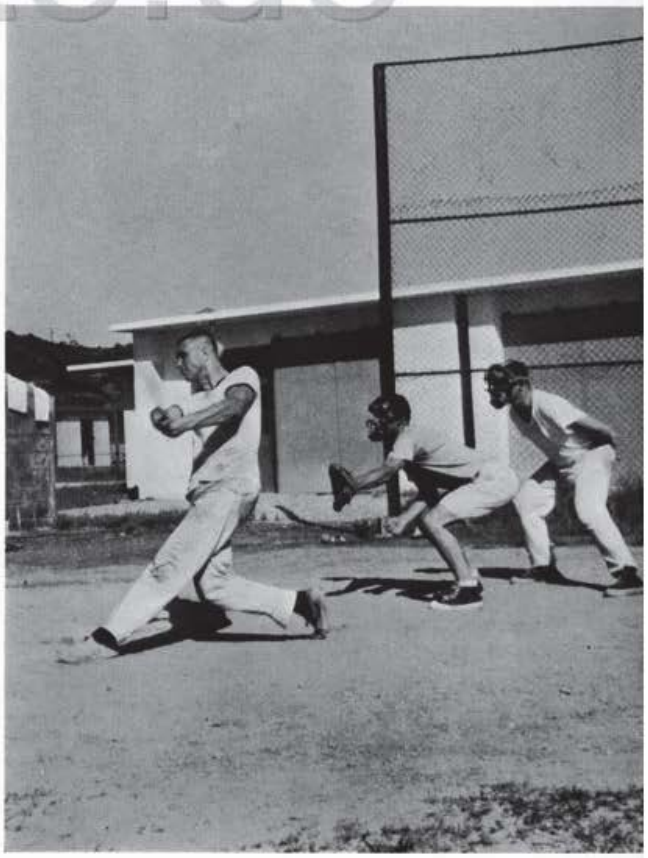

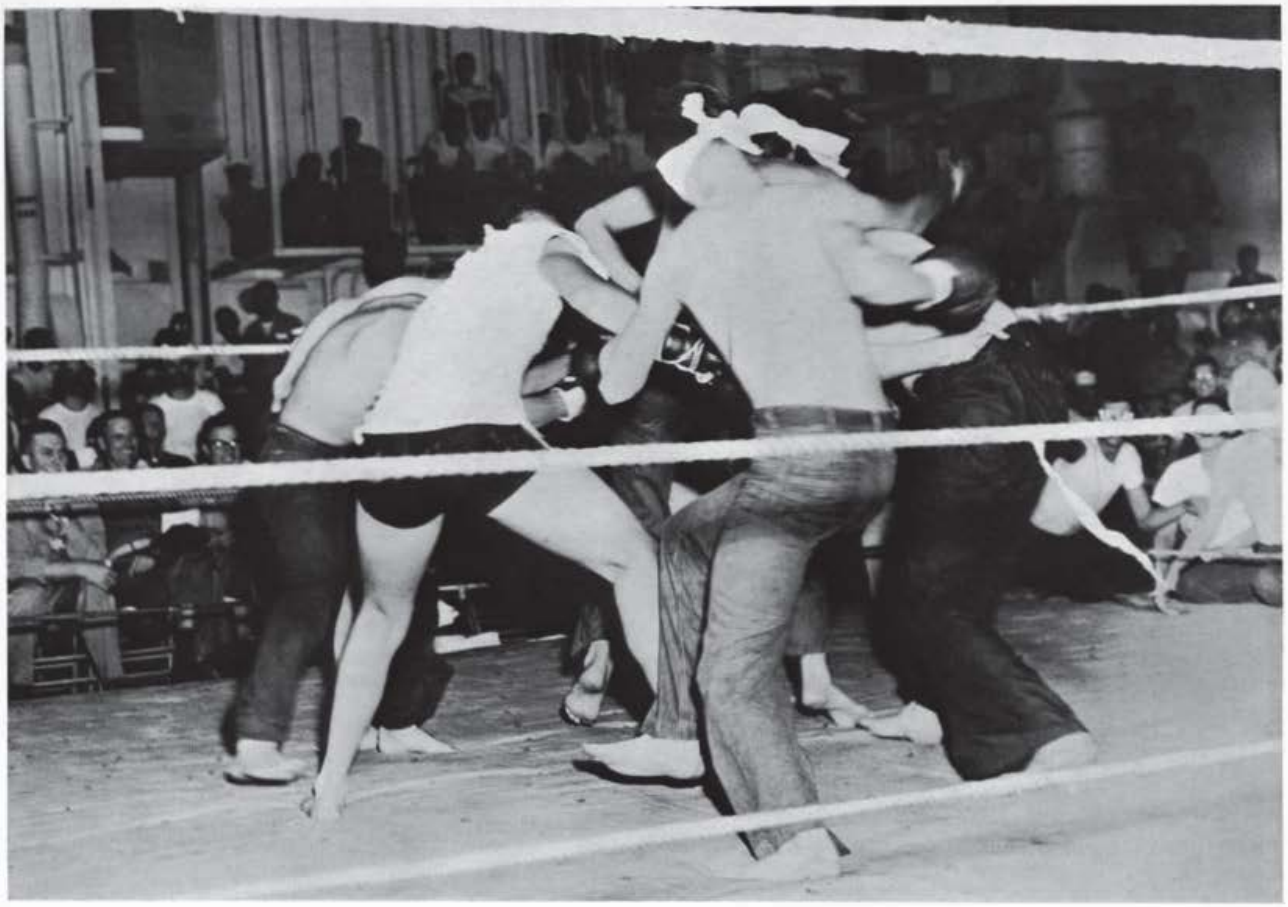

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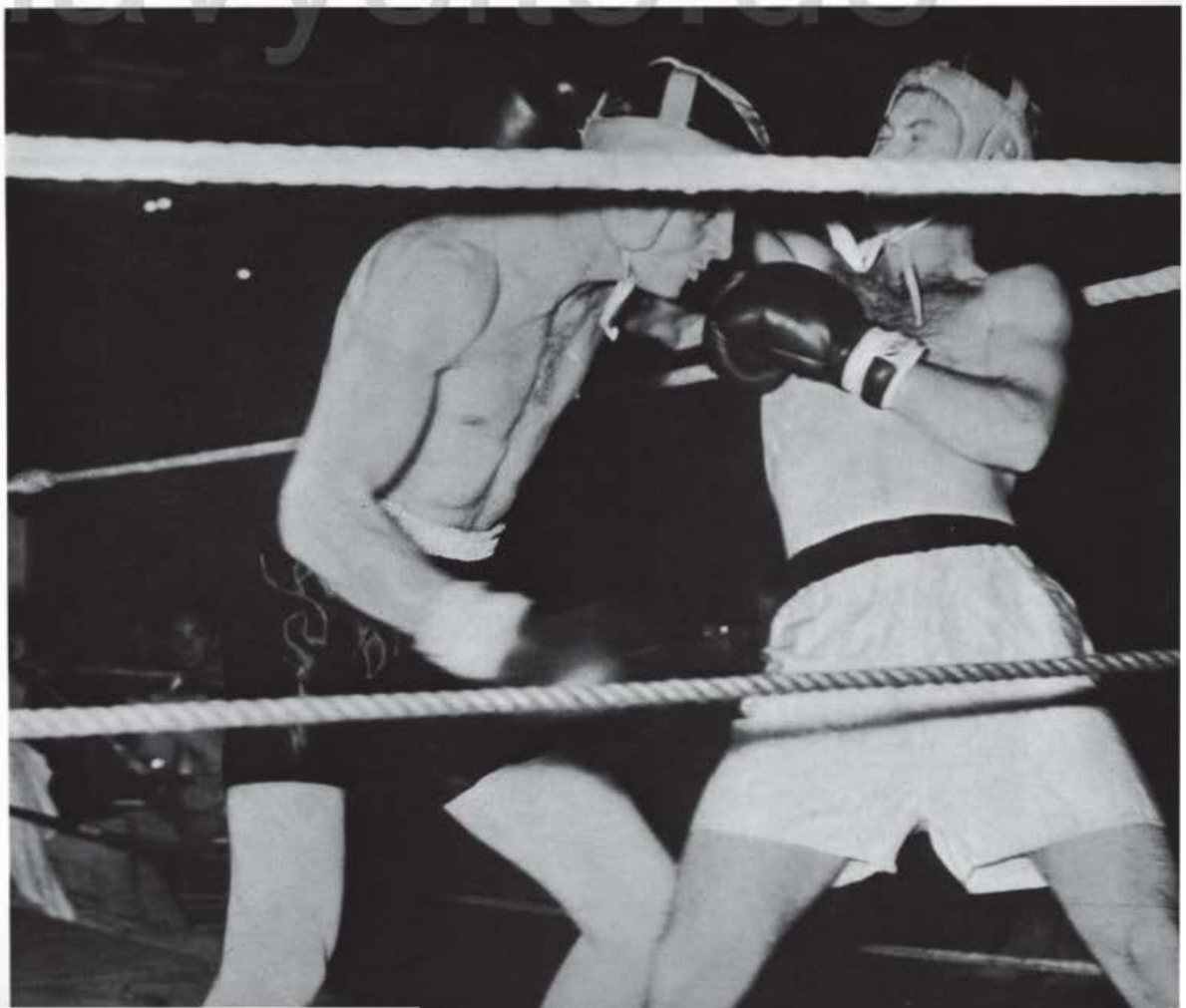

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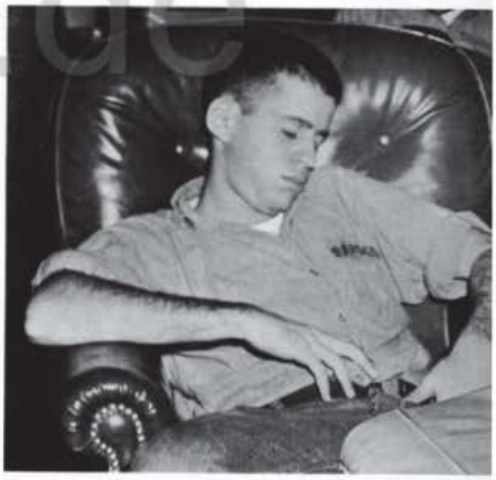

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The cruise is over, and we'll be home for Christmas

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Mr. Kuwahara, LTJG Evans and Mr. Seike at the Daito Editing Office copydesk in Tokyo.

In Memorium

Life is worthwhile when the ideals whereby we live become the ideals for which we would give our life, in the service of God and Country...

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