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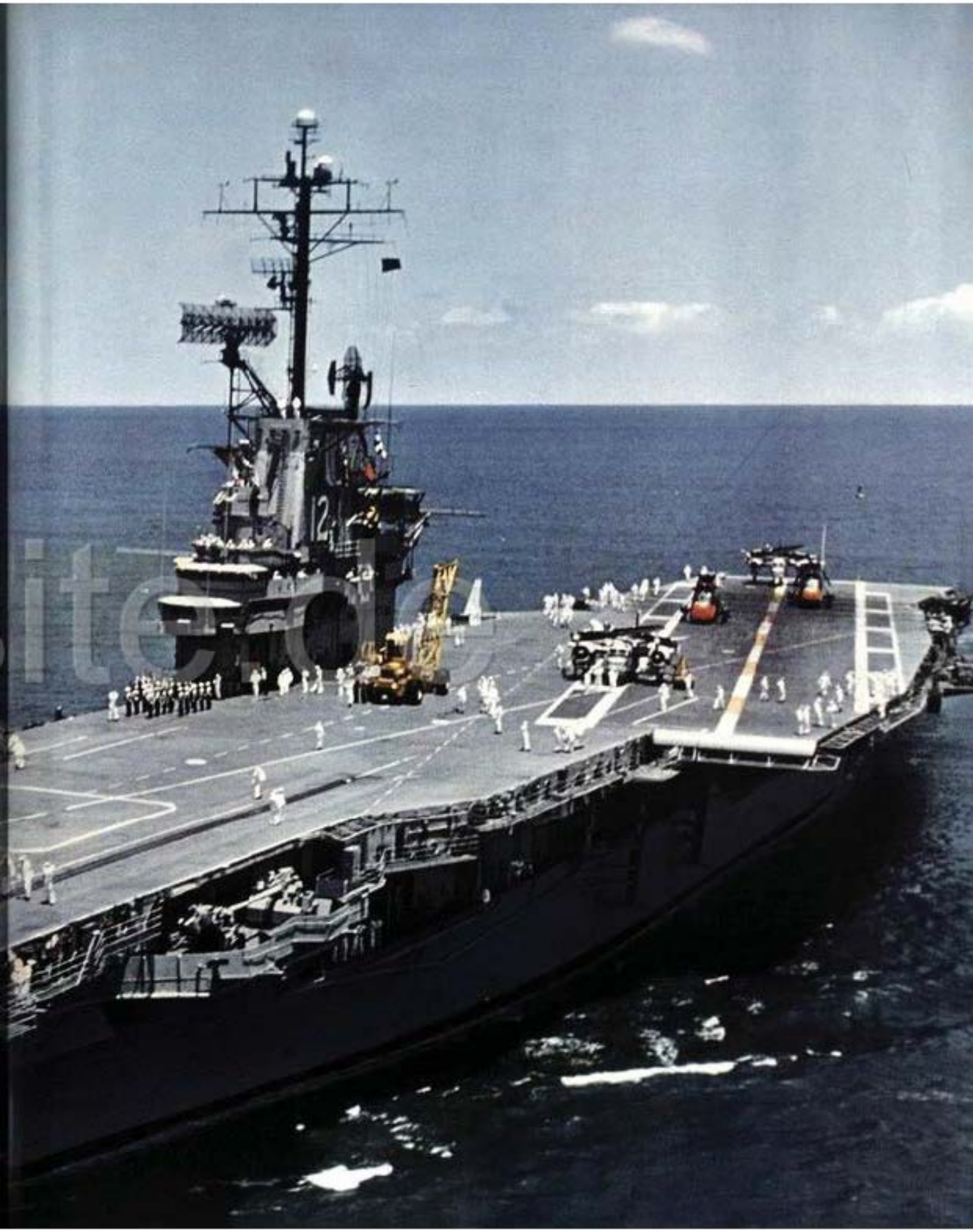
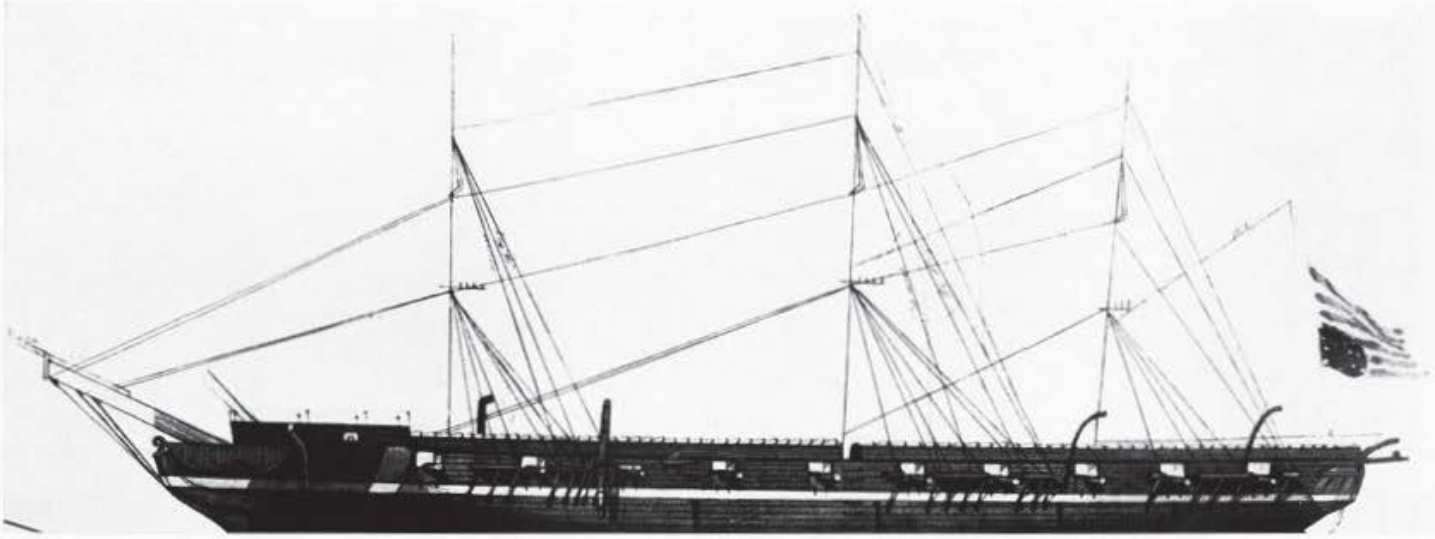




FIRST HORNET—A ten gun sloop, commissioned in the fall of 1775. This ship was destroyed in November 1777 by it's crew to prevent it from falling into the hands of the British.

There is little detailed information available on the exploits of the first five HORNET's, but what recognition we have of their missions and accomplishments for the United States Navy definitely acknowledges them as some of the most distinguished fighting ships in American Naval History.

The *FIRST* HORNET was a 10 gun sloop equipped at Baltimore, Maryland, by the Continental Marine Committee in the fall of 1775.

Under the command of Captain John Nicholson in January of '77 HORNET was ordered to escort a convoy of merchantmen "fairly out to sea." This was no easy task, because the British had vessels blockading their route. But HORNET managed to evade them and bring the merchants safely to sea.

On her return from this cruise, HORNET was attached to Commodore Saltonstalls squadron in the Delaware River. This proved to be a fatal assignment for HORNET, because with the fall of the forts guarding the approaches to Philadelphia of November 17, 1777, the American vessels under Saltonstall were left without protection. Therefore Captain Nicholson was given orders to destroy HORNET to prevent her from falling into enemy hands.

The *SECOND* HORNET, purchased at Malta in 1805, was a 10-gun sloop. She was commanded by Lieutenant Samual Evans and was assigned to Commodore Rodgers' Squadron in the Mediterranean during the Tripolitan War. In March of that year HORNET was ordered to Bomba, on the coast of Tripoli to aid General Eaton in the proposed attack on Derne. HORNET was instrumental, due to her fire power, in bringing about a quick truce to the Tripolitan War.

In 1806 she was sold out of service at Charleston, South Carolina.

The *THIRD* HORNET, a 440 ton brig-rigged sloop of war, was launched at Baltimore, Maryland on July 28, 1805. She was a beautiful little vessel, modeled after the designs of French naval ships, and she carried an armament of eighteen 31-pounder caronades and two long six pounders on a flush spar deck, with neither poop nor top gallant forecastle.

On June 21, 1812, three days after the declaration of war HORNET put to sea. During this sea period HORNET overtook and captured two British vessels.

This, HORNET's last cruise, was under the command of Master Commandant Otho Norris in February 5, 1829, when she foundered in a heavy gale off Tampico, Florida, and was lost with all hands aboard.

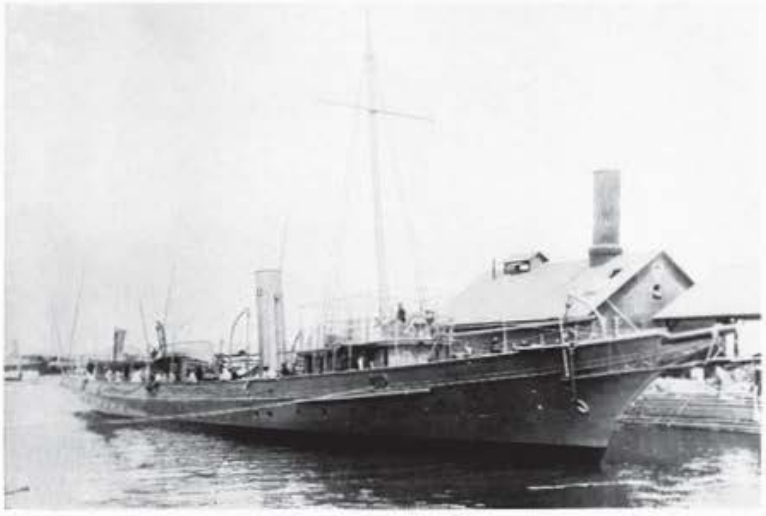
The *FOURTH* HORNET was a five gun schooner bought at Georgetown in 1813. She mounted one long 18-pounder and four 18-pound carronades.

Between 1813 and 1820, she was commanded successively by Lieutenant Lewis B. Page, Lieutenant Jesse Wilkinson, Lieutenant James Ramage, and finally by Lieutenant John P. Zantzinger prior to being sold ont of service in 1820.

The *FIFTH* HORNET was an iron side-wheel steamer of the third rate. On October 28, 1864, during the Civil War, it was captured off New Inlet, North Carolina, by the USS CALYPSO and EOLUS. She was taken into service, after capture, under her original name of LADY STERLING, but on June 17, 1865, the Navy Department ordered her renamed HORNET.

Under the command of Acting Master Joseph Avant, HORNET was ordered to accompany the RHODE ISLAND to Havana, Cuba in October 1865 for the purpose of receiving the surrender of the Confederate, Sam Stonewall. On June 26, 1869, she was sold out of service for $33,000.00.

The *SIXTH* HORNET, purchased on April 6, 1898 from Henry M. Flagler for $117,500.00, was originally the steel steam yacht ALICIA, built by Harlin and Hollingsworth at Wilmington, Delaware in 1890. Vertical inverted triple expansion engines of 800 horsepower made her capable of a speed of 15 knots.



SIXTH HORNET—Originally a steam yacht converted to military purposes, the sixth HORNET played an integral part in the Spanish-American War.

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On April 12, 1898 HORNET was fitted out New York, and ordered to join Admiral Samson's fleet off Havana. Arriving with it's battery of three 6-pounders, two 1-pounders and four machine guns, she engaged enemy artillery at Montonza Harbor.

With the end of the War with Spain, HORNET was ordered out of commission at the Navy Yard in Norfolk, Virginia on October 18, 1898. In December of the same year she was given to the North Carolina Naval Militia for drill and instructional purposes.

The *SEVENTH* HORNET's keel was laid on September 25, 1939 at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. Authorized by the Naval Expansion Act of May 17, 1939, she was launched on December 14, 1940 and placed in commission at the Naval Operating Base in Norfolk, Virginia on October 20, 1941, under the command of Captain Mark Andrew Mitscher.

SEVENTH HORNET—The first carrier to bear the name HORNET. Just prior of the sinking during the Battle of the Santa Cruz Islands on October 26, 1942.

During the bombing raid against Tokyo on April 18, 1942, Brigadier General Jimmy Doolittle and his flyers were taking off from a "Shangri La" somewhere in the Pacific. Unknown to the rest of the world, this "Shangri La" was the flight deck of HORNET, which had carried the twin-engine bombers to within 800 miles of the Japanese coast. (The USS SHANGRI LA (CV-38) was later named to commemorate this event and the HORNET).

In the battle of the Santa Cruz Island on October 26, 1942, HORNET took her last stand against the enemy and parished in a maze of blazing gunfire. In the final analysis, however, the Japanese themselves couldn't sink her.

Using bucket brigades after the firefighting apparatus was destroyed, HORNET was taken in tow and led from the battle area. But before she could be led safely away, subsequent attacks damaged her still more. During the height of one of the attacks, a 1,000 pound bomb pierced the HORNET's deck and entered into a room beside the ordnance compartment. An ordnance chief entered the compartment, in the dark, and disarmed the bomb.

Eventually, after 10 hours of attack, the order was given to torpedo HORNET to preclude any possibility of her falling into enemy hands. After other vessels rescued all but 129 of her compliment of 2900 men, two destroyers torpedoed and sank her.

EIGHTH HORNET—The present carrier, a 43,000 ton ship, commissioned on November 29, 1943, as she appeared in the later months of World War II.

When news came that the seventh HORNET had been sunk, the Navy decided to generate the name to CVA-12 that was originally to be called KEARSARGE. On August 30, 1943, ten months after the CV-8 had been lost, the *EIGHTH* HORNET was launched.

In the Norfolk Navy Yard, Portsmouth, Virginia on November 29, 1943, the *EIGHTH* and present HORNET was commissioned. Arriving at Pearl Harbor on March 4, 1944, she became part of Task Force Fifty Eight. Earning the Presidential Unit Citation, she also receved seven battle stars on the Asiatic-Pacific Service Medal for action from March 1944 to January 1945.

HORNET participated in raids on Palau, Yap, Truk, the capture and occupation of Saipan, and 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." She was decommissioned, then, after a glorious record of operations during the latter part of World War II.

In May, 1951 she was brought from San Francisco, California to the Brooklyn Navy Yard, where conversion began on July 15, 1951.

She went on a "round the world" cruise in late 1954 and early 1955. In late 1955 the HORNET underwent modernization in the Puget Sound Naval Shipyard, Bremerton, Washington. It was here she received the angled flight deck and hurricane bow.

To prove the greatness of the name HORNET through the history of the United States Navy, the ship once again won the coveted Battle Efficiency "E", in 1959, the second in two years and for the first time as a support carrier. HORNET has also proved her excellence in Engineering by winning the Engineering "E" for the fiscal year 1959–60 for another second consecutive year sequence.

She has won four successive Battle Efficiency "E's", beginning in 1958 to bear the grandeur of the name she bears.

Beginning October 9, 1963, HORNET again deployed to the Western Pacific, returning in April 1964 after many visits to the cities of the Orient, and a short visit to beautiful Hawaii.

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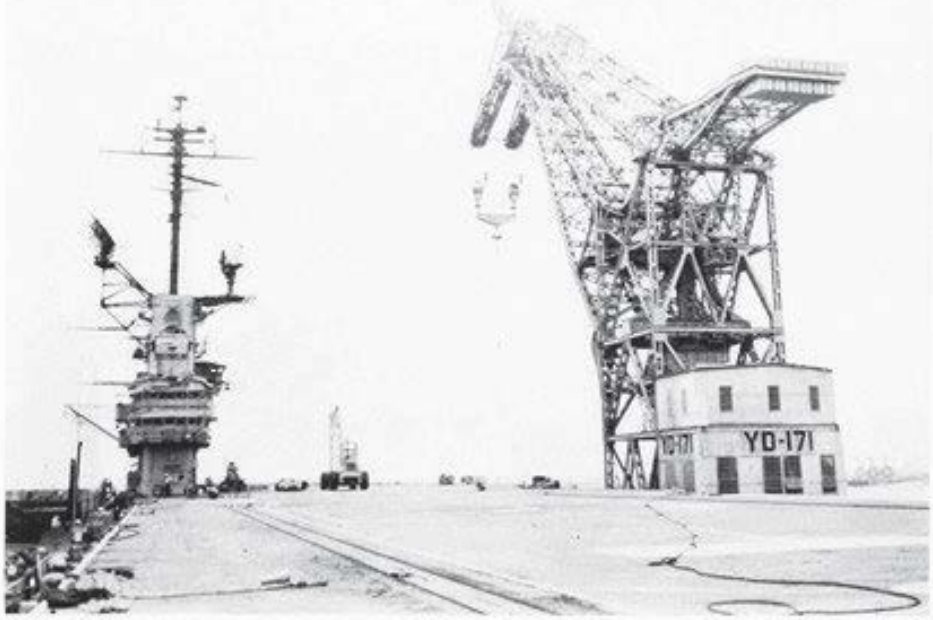
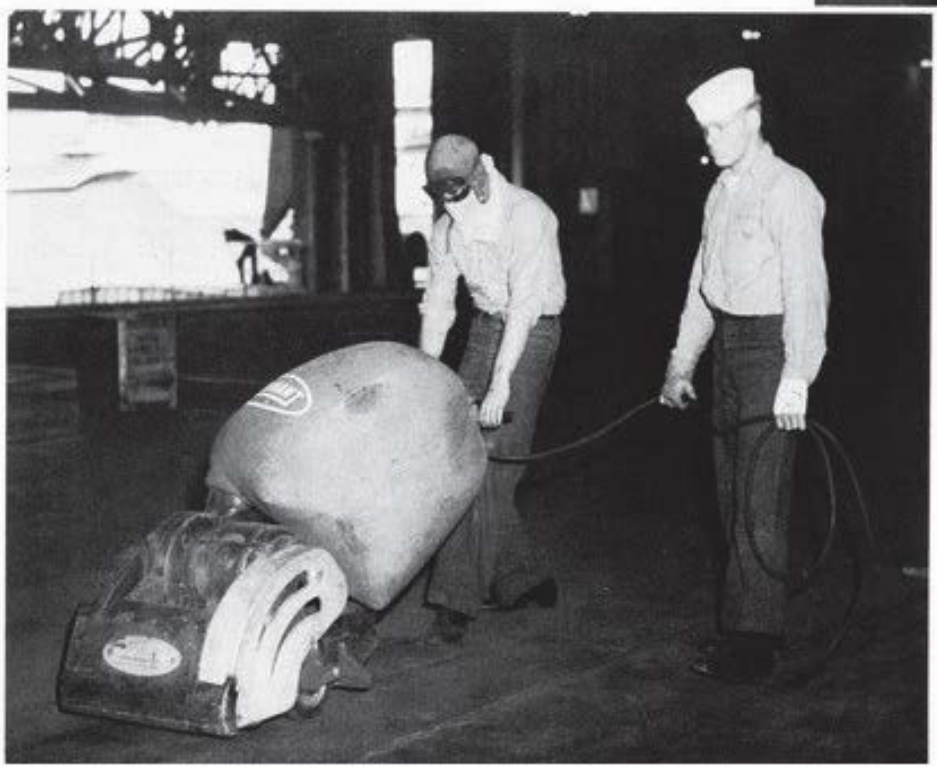


WEST

Pier Echo, our home port in Long Beach, was a scene of constant activity during early October as HORNET and crew prepared for their departure to the Western Pacific.



PREPA

PAC

Loading provisions, preparing, surfacing and painting, became habitual as this fighting lady began filling herself for the extended cruise to come.

ATION

GOOD

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BYES

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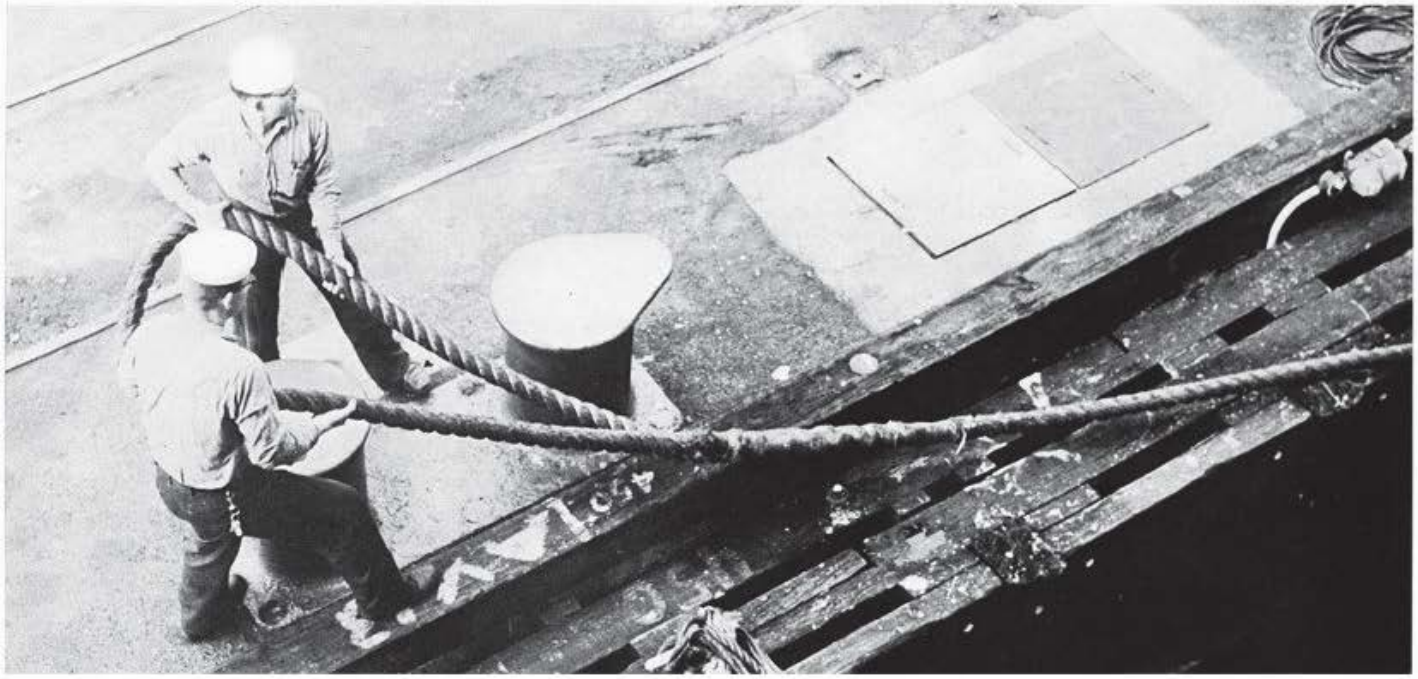
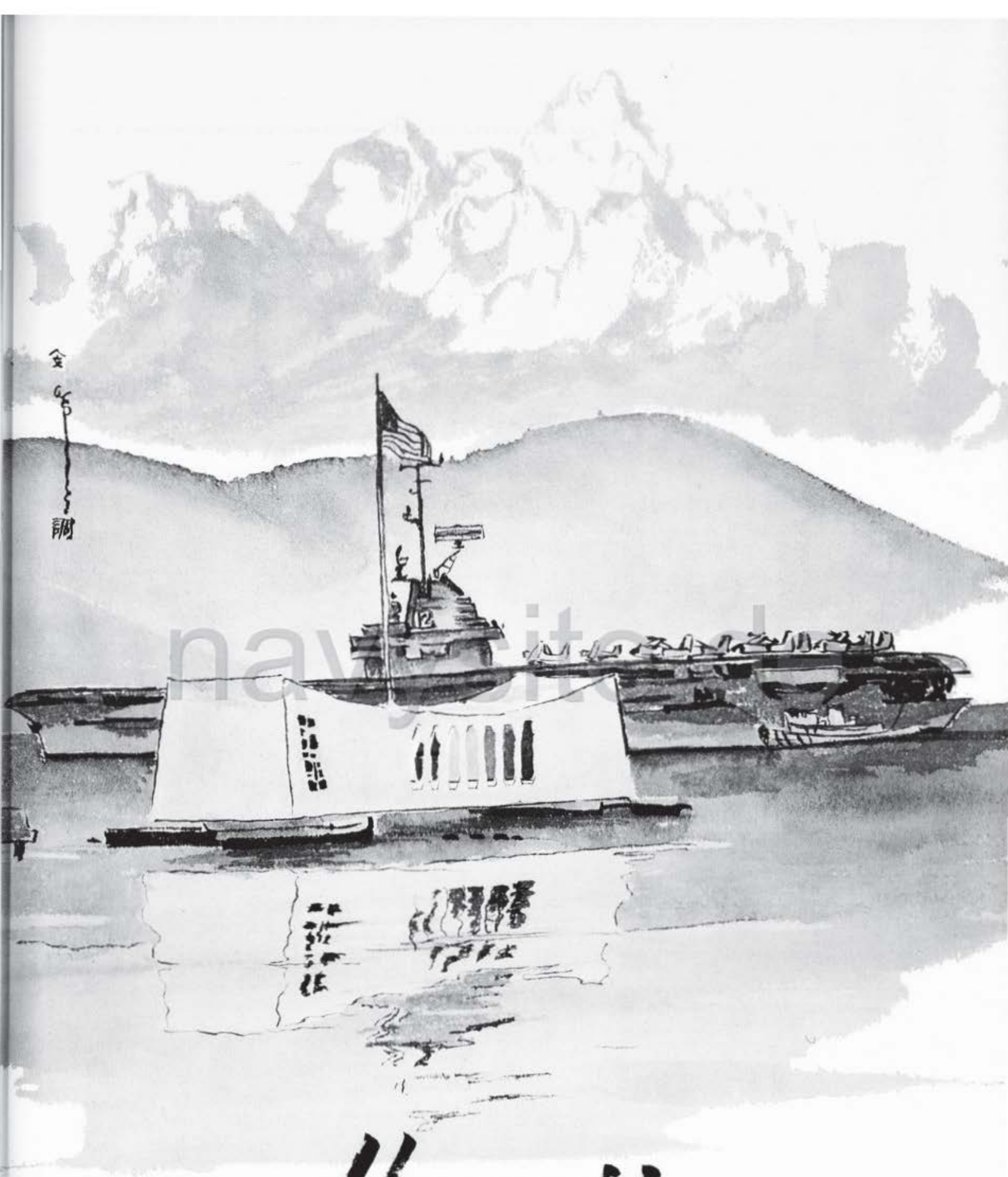
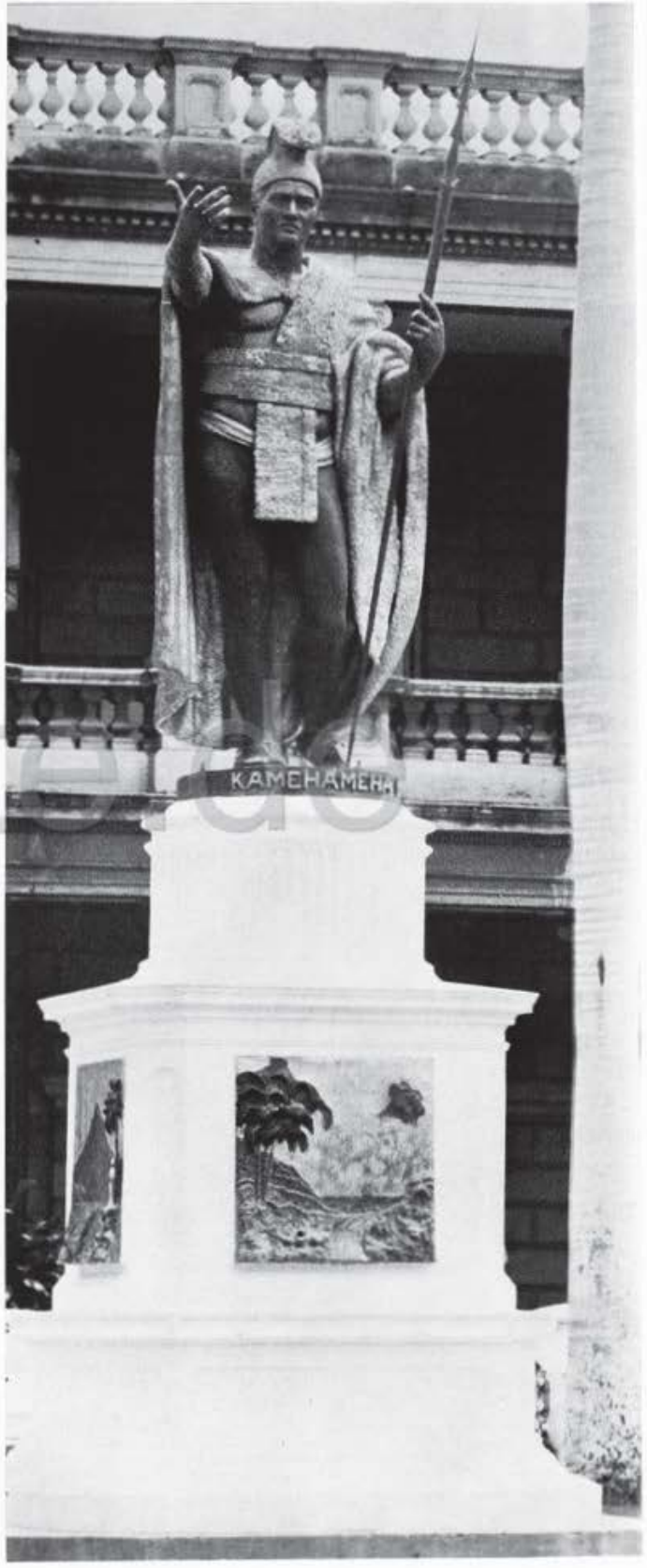


UNDERWAY . . .



Hawaii

Upon arriving in Hawaii, crew members find time to purchase flowers and souvenirs.



HORNET photographers enjoy one of many colorful shops near Waikiki.

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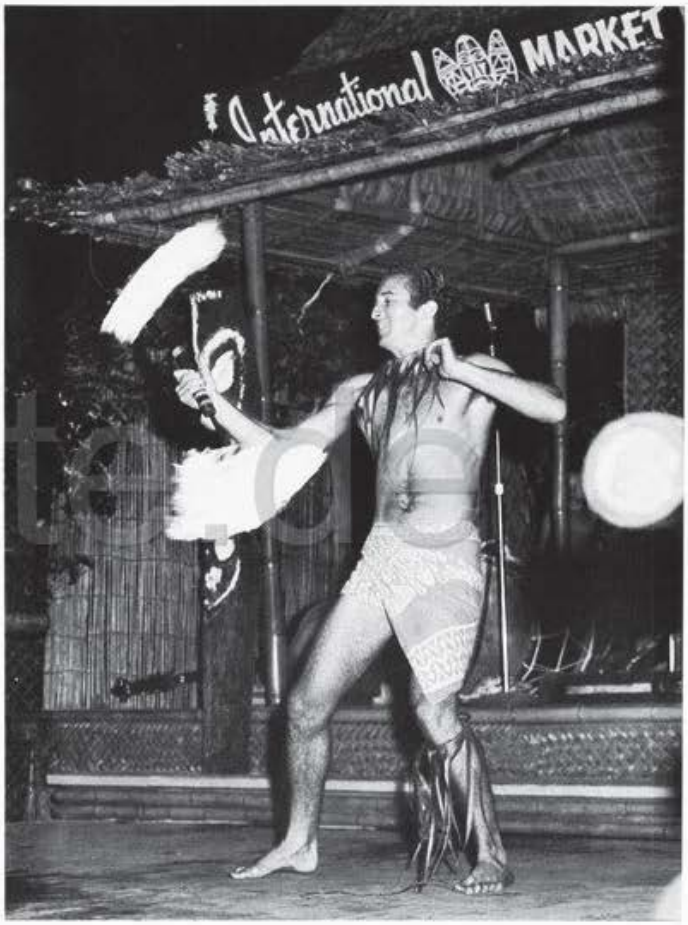
The International Market Place on Waikiki projects a mood all its own. The cuisine from its several restaurants, the exotic shops and the attractive decor of the grounds lend a flavor found only in our 50th state.



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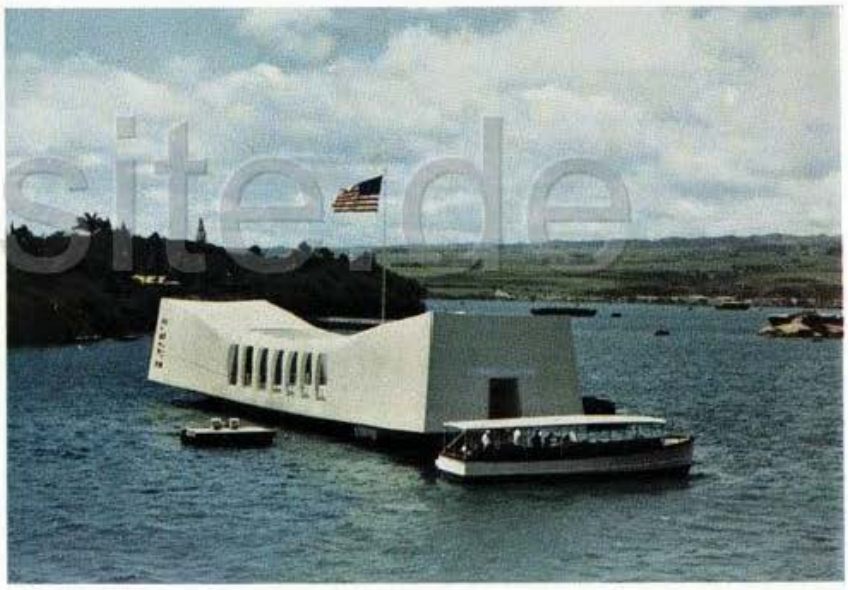
The floor show of Tahitian dancers offered to the patrons of the market, is one of the many attractions men of HORNET found enjoyable. The dancers will long be remembered for their exciting display of island artistry.

Hawaii being the first port visit upon departure from the mainland provided a most welcome sight as Diamond Head and the beaches of Waikiki loomed into view.



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Photos by Schmitt

The Arizona Memorial served to remind us once again of our strong and proud heritage.

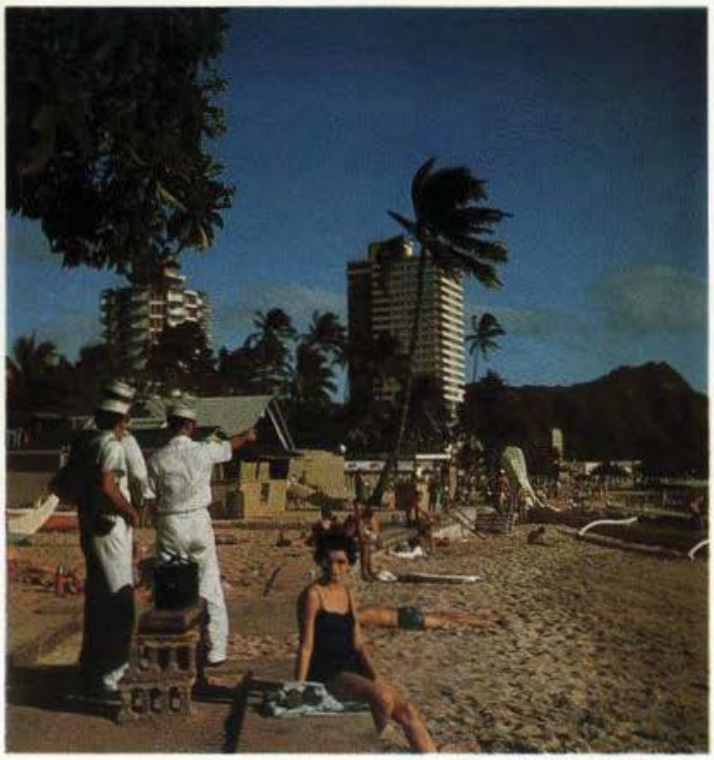

Photo by McMahon

The warm Pacific sun mellowed by the consistant tropical breezes called a number of HORNET men to many of the natural beaches.

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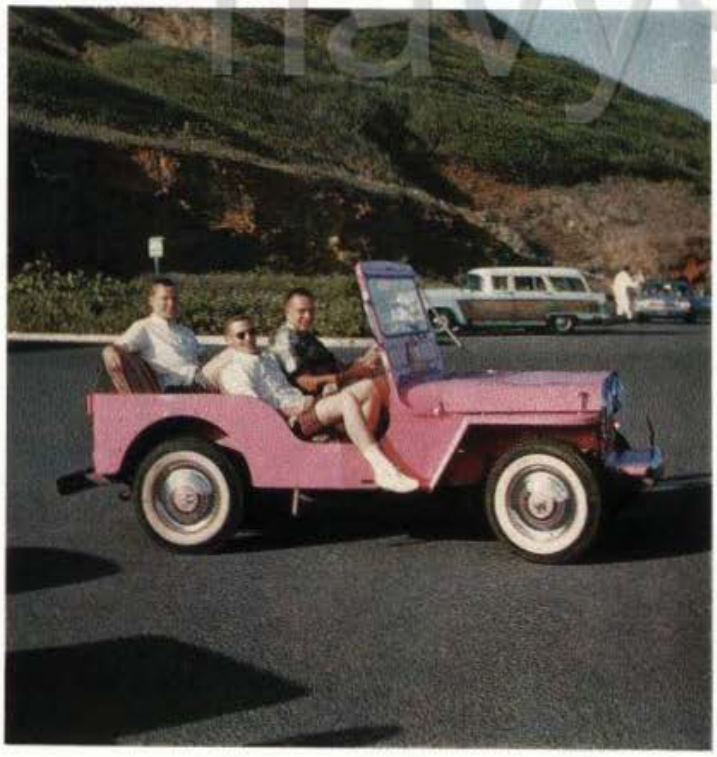

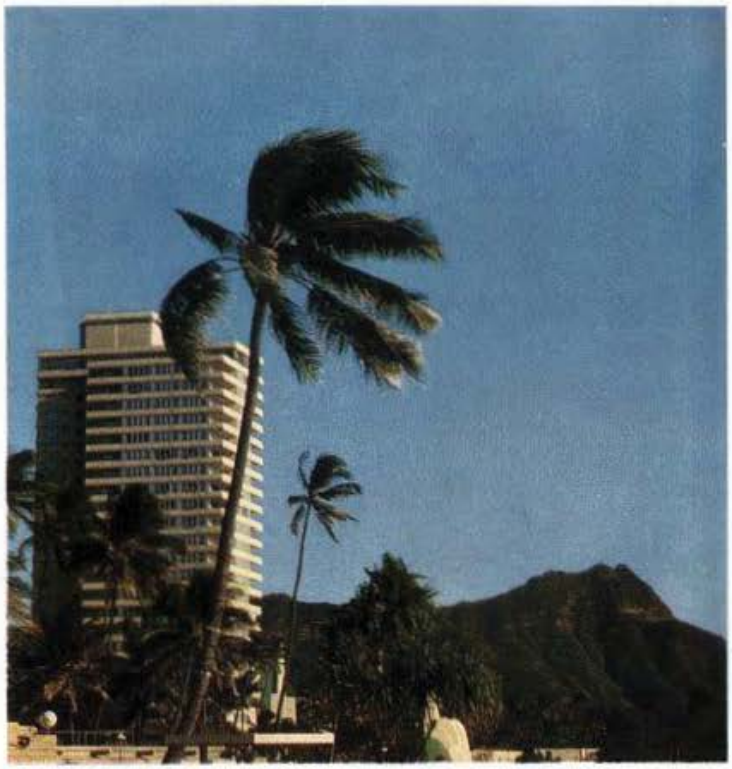

The palm leave huts have disappeared for the most part and have been gradually replaced by modern concrete hotels such as those which now line the beaches of Waikiki.

Waikiki surroundings prove to be attractive in every respect.

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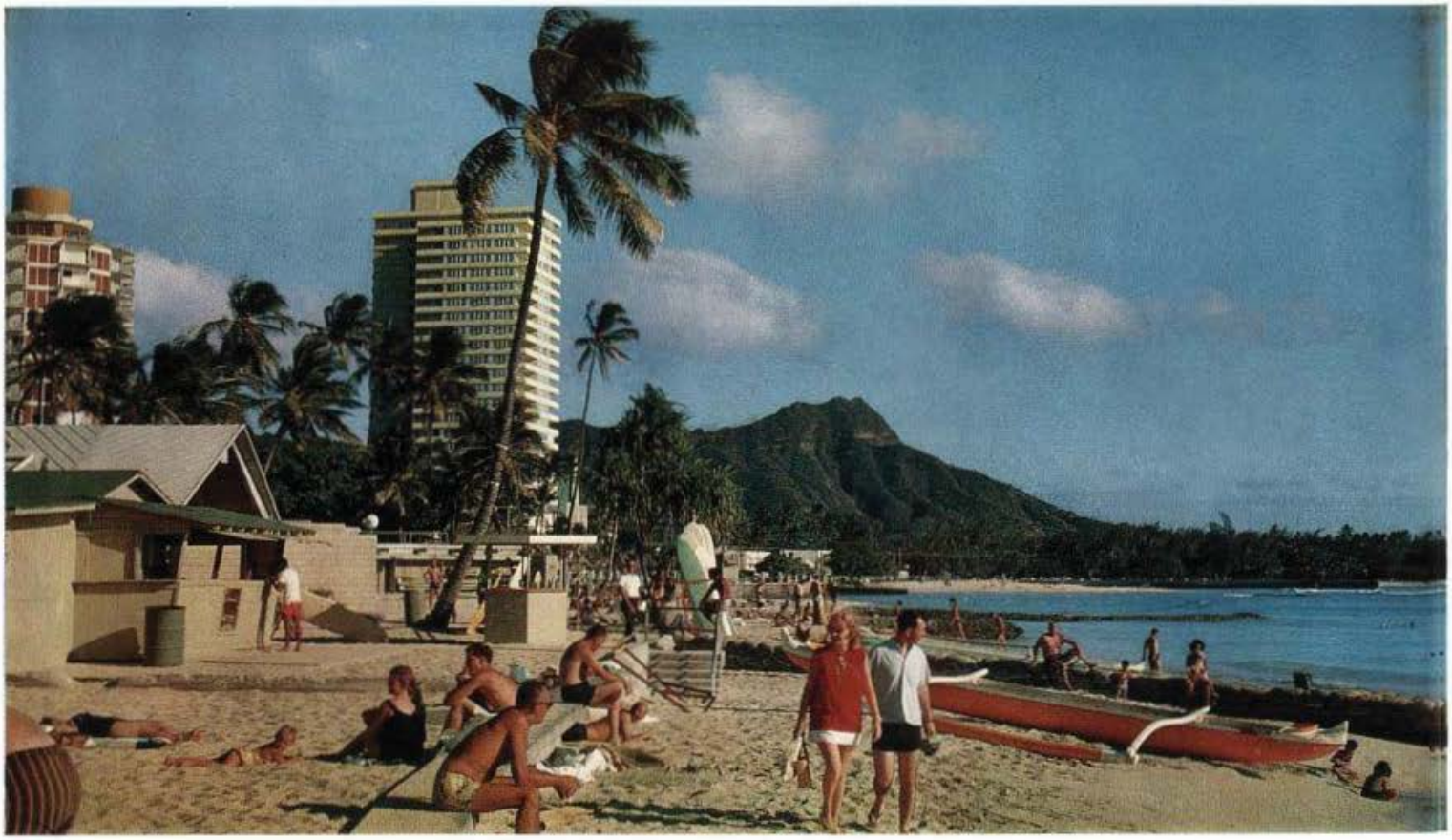
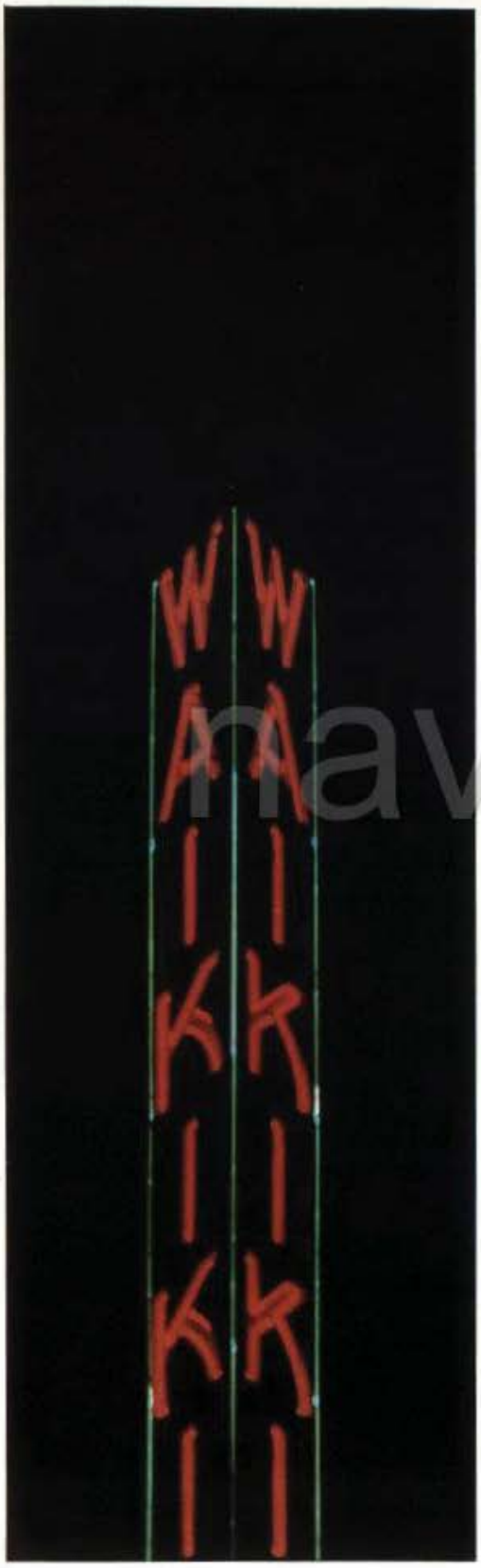


Tahitian folk dancers are but one of many nightly attractions.



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A familiar sight to those who enjoyed the exciting night life of the islands.

The consumation of a photographer's dream awaits all those who dare take advantage of the natural and man-made attractions of the island paradise.

Photo by Schmitt

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Photo by Schmitt

The beautiful Punchbowl War Memorial cemetery serves as a silent tribute to men of the Islands who gave their lives during World War II.

A tour of Oahu offers many contrasts; from the modern thriving cities and the busy fields during pineapple harvest to the awesome natural surroundings of Wimea Falls.

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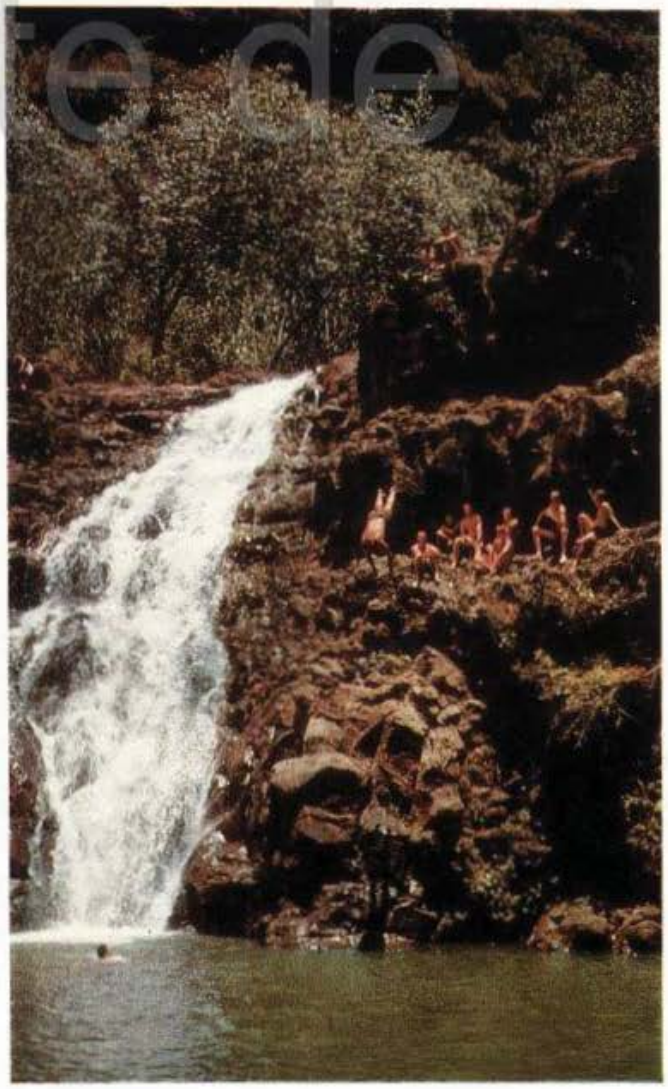

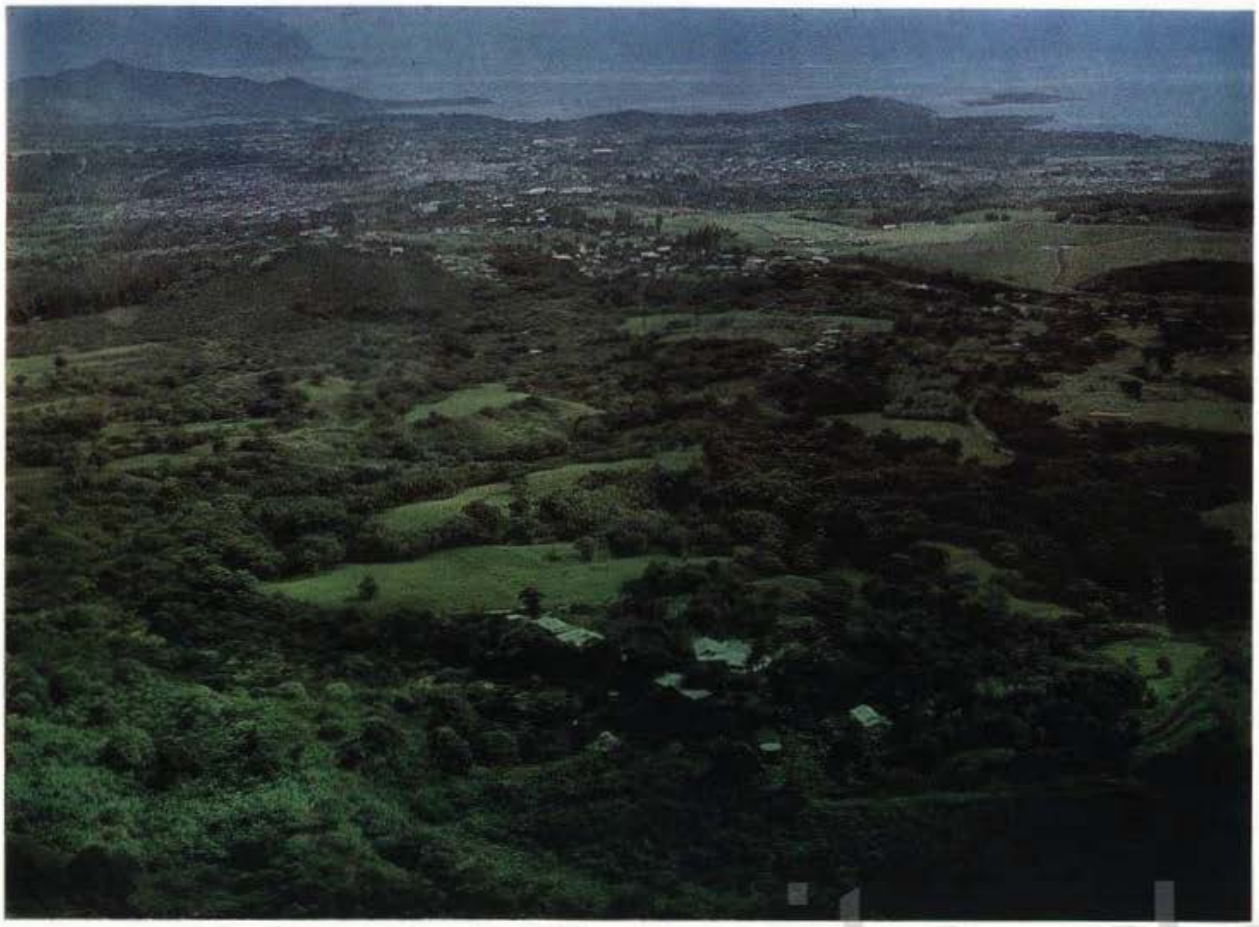

Photo by Bennett

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"It rose from the sea in sharp cliffs . . . It contained deep set bays and tree rimmed shores of glistening sand. It was so beautiful that it seemed impossible that it had arisen by chance . . . gods must have formed it."

James Michener

MISSION

Photo by Petersen

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An ASW group is a highly mobile group designed specifically to search out and kill submarines. The mission of the U.S.S. HORNET and the Task Group of which she is a part, therefore, is the detection, and if necessary, the destruction of enemy submarines.

During the Second World War, the threat of underwater attack was brought home hard to the Allies, as submarine torpedo attacks accounted for hundreds of ships sunk and thousands of lives lost.

With the advent of the nuclear submarine, the danger of the threat has increased immeasurably. The speed and ability to stay submerged for months at a time possesed by these new weapons has made the requirement for a strong ASW force an absolute necessity.

All the free countries of Europe and Asia have two things in common: their back steps boarder on the communist colonial empire and their front door is on one of the oceans of the world. Oceans which cover more than 1,000 miles of vital ocean routes.

There is one way and one way only that we can insure a continued supply of strategic raw materials—adequate, effective, seapower. Geography, then, is the *key*. Sea power; the *guarantee* of free world security.

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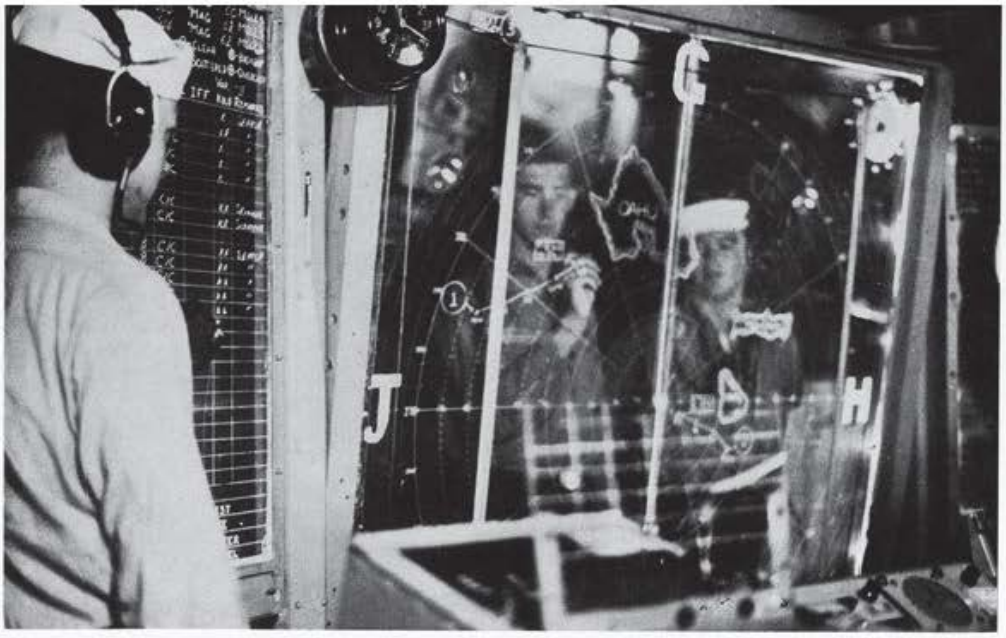
One area of the communist strategy is to be prepared to cut the sea lanes which bind together the free world oceanic coalition. They are very definitely preparing for that eventuality by building the world's largest submarine fleet. The Antisubmarine Group is a key force in countering this Soviet submarine threat.

The ASW task force responsibility is clear; to operate in areas of probable enemy concentration in order to effect constant and reliable clearance of the sea lanes to and from the free world.

HORNET and her Task Group, under the command of Radm. G. R. Luker has assumed this responsibility to provide the Seventh Fleet with an effective, strong ASW team on the job or on call at all times. This is that team in action. . . .



HORNET's everyday operation is for the most part routine. The bridge watch guiding the World War II veteran through the waters of the Western Pacific and the men of CIC plotting surface contacts and making their recommendations for course changes, remain alert to any unforeseen change of events.

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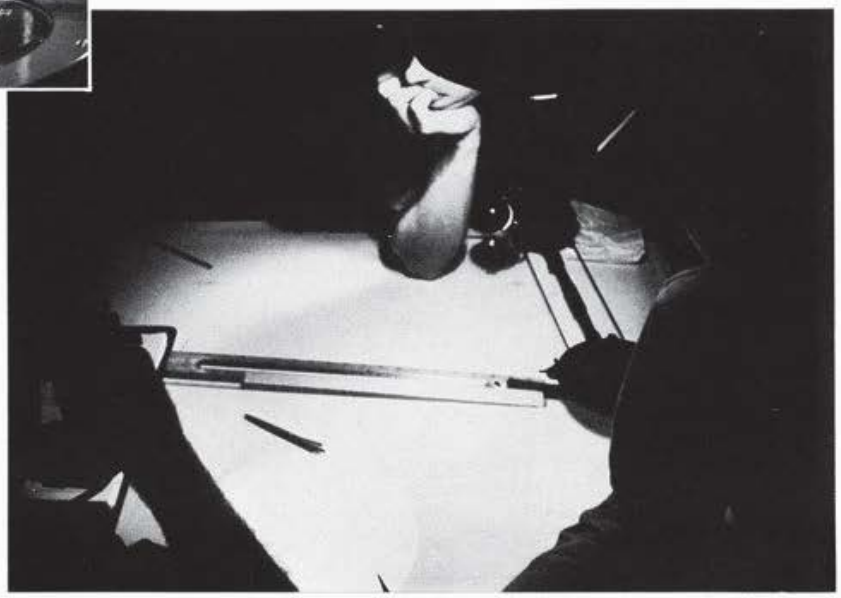

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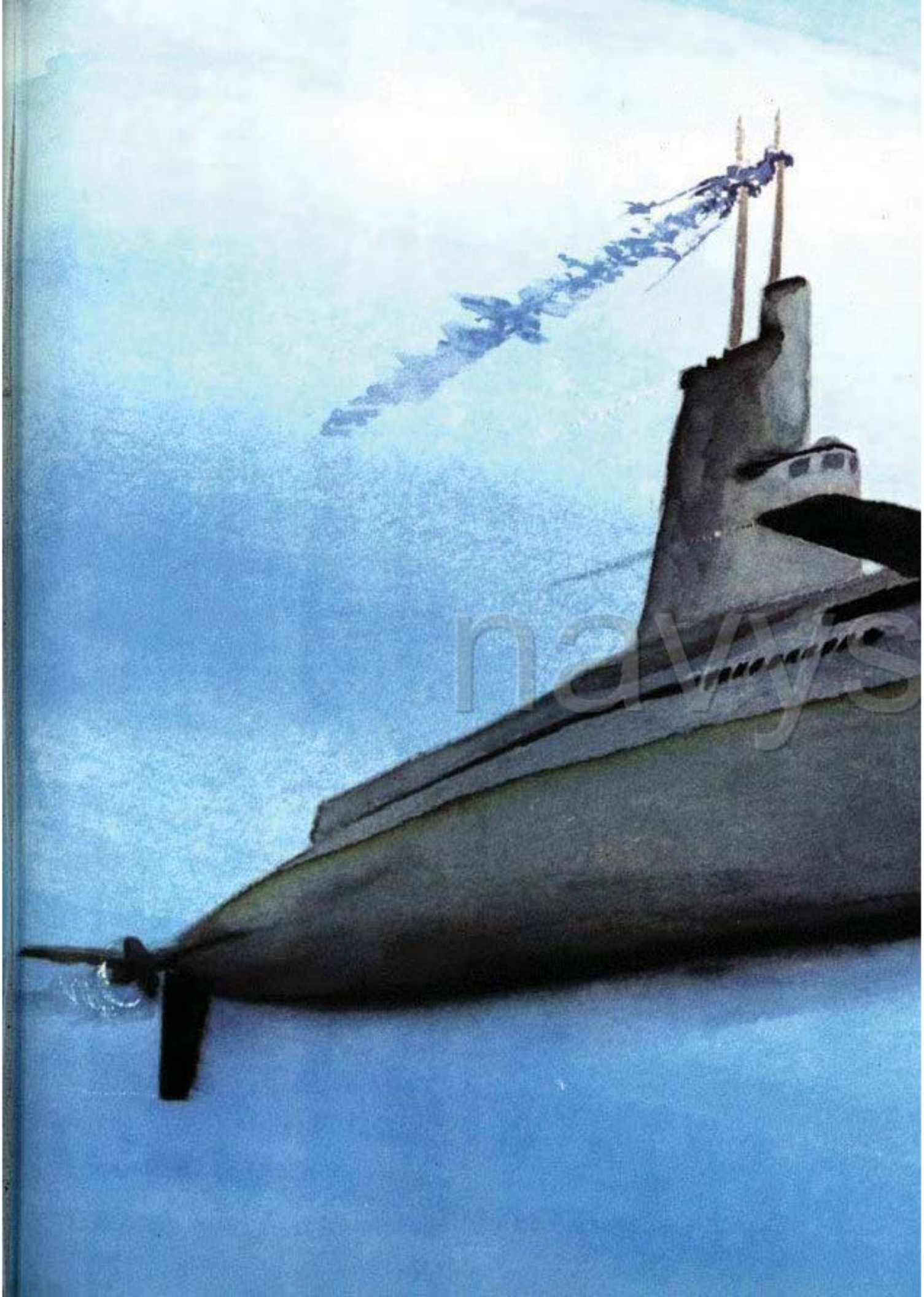
The destroyer team-mates tune their sonar ears for possible unidentified contacts. Using modern sonar listening devices the men of the grey workhorses are on constant alert for any unusual or strange discovery.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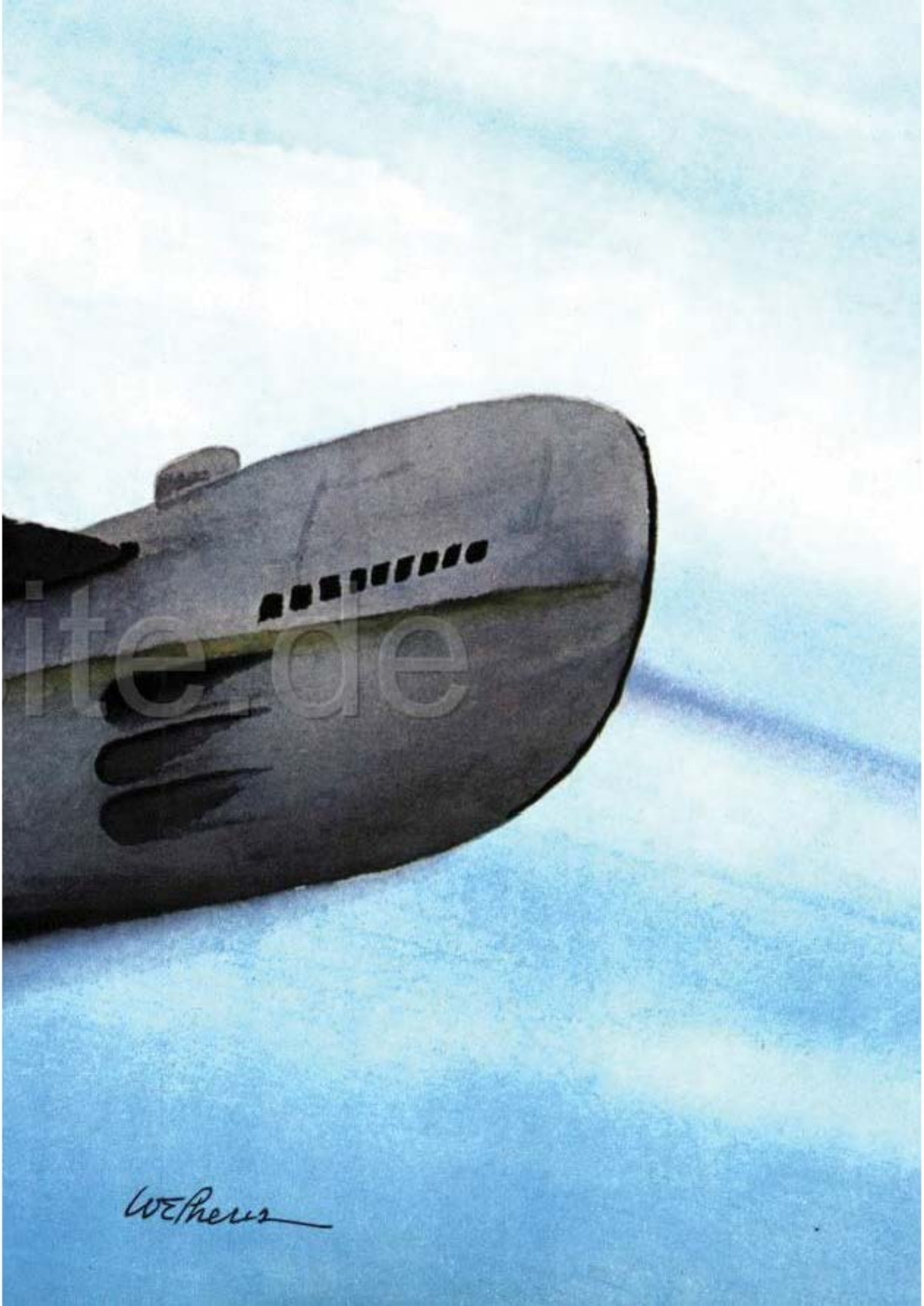
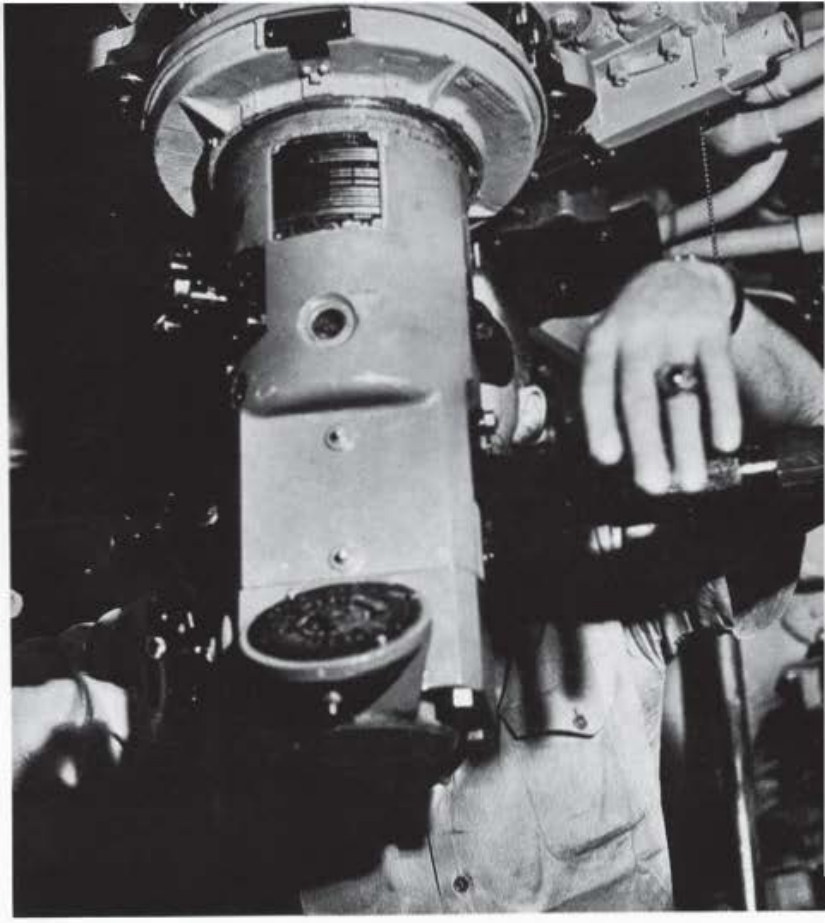

WePhers

Meanwhile an unwelcome "guest" is lurking in the area and is taking stock of the operational situation. An alert lookout notices the characteristic snorkel wake and immediately relays the discovery to CIC and the bridge.



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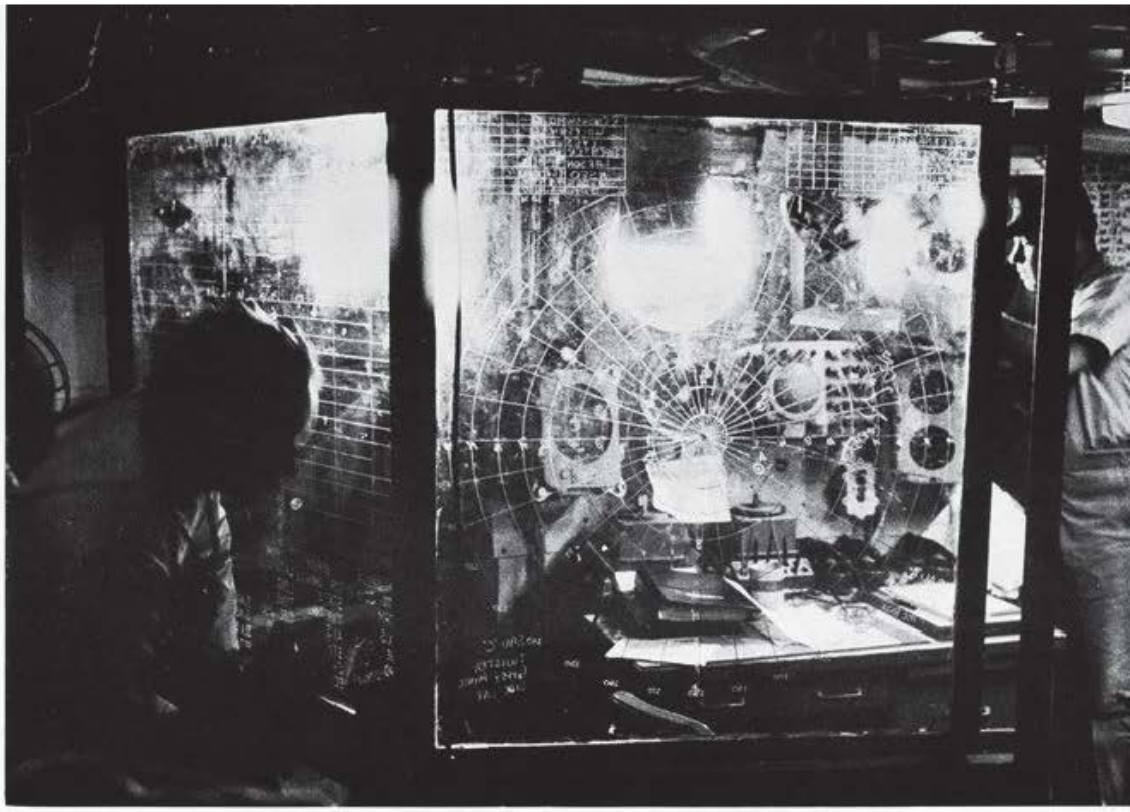
Immediate action is taken by Captain Hardy as the helmsmen and lee helmsmen answer the urgent request for additional speed and a change in course. CIC plots at once the range and bearing of the contact as given to them by the observant lookout.



Flag plot becomes at once a "HORNET's Nest" of activity; assuming OTC, the word is passed to the Air Group. A composite of all known info is fed down from flag and briefings begin in the many ready rooms.

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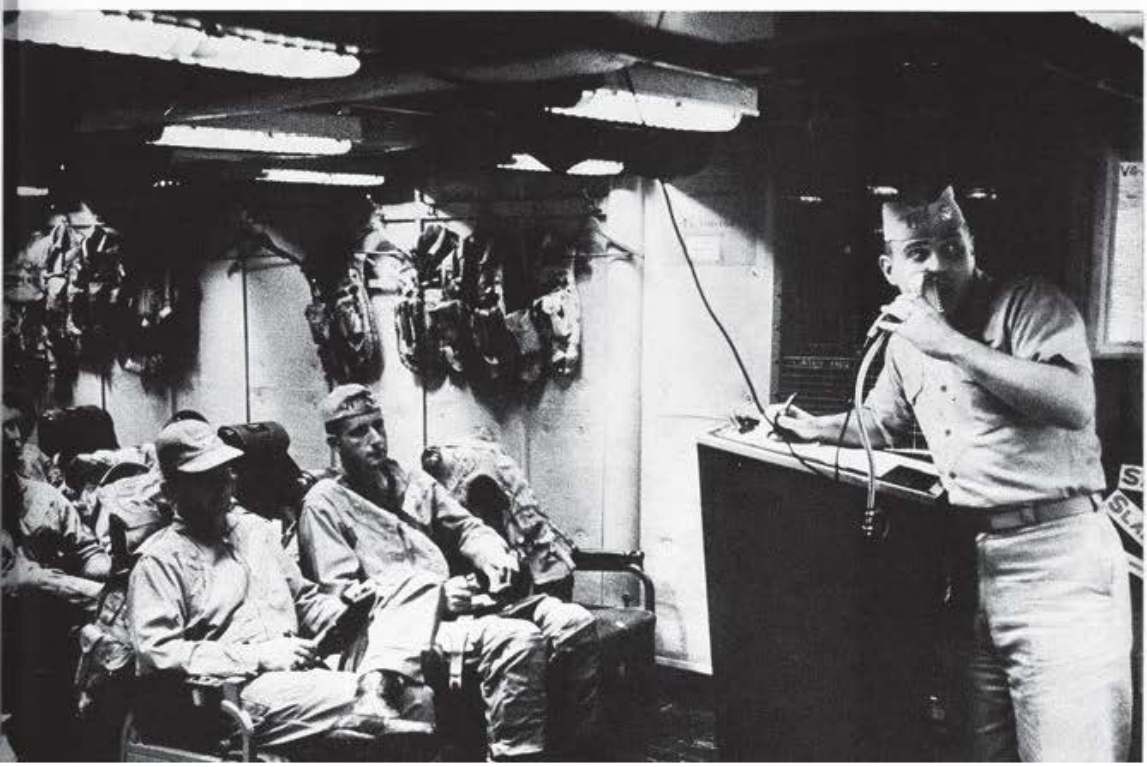

The hangar and flight decks burst into an explosion of individual activity as aircraft are quickly and expertly maneuvered onto the elevators and raised to the flight deck.

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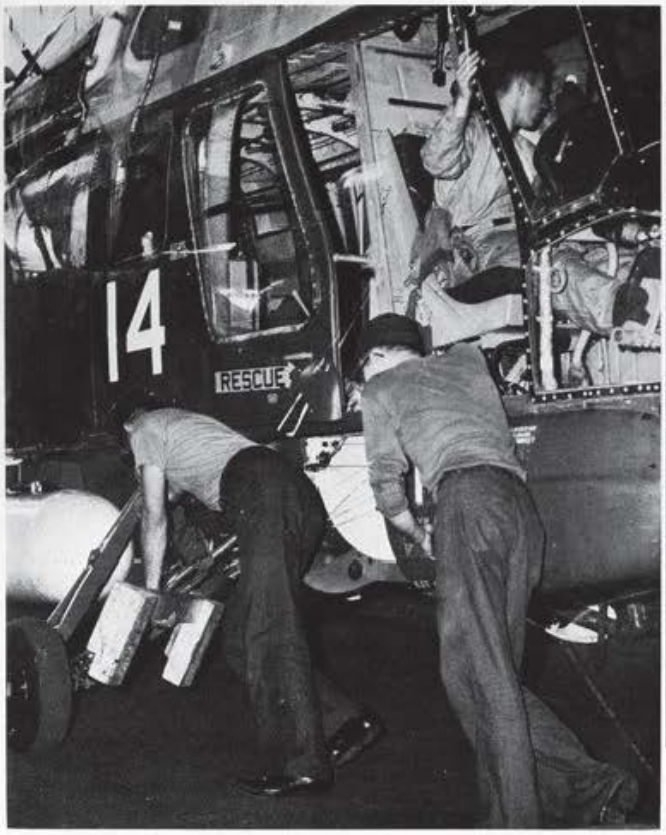

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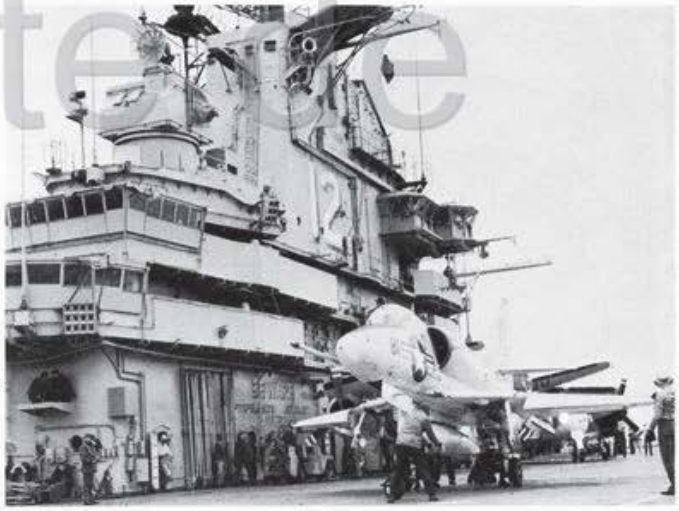

Following this immediate flurry of activity the aircraft are spotted on the flight deck in proper launch cycle position.

Photo by Petersen

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The ready room speaker barks, "Pilots, man your aircraft." A preliminary inspection and soon the sound of roaring engines fill the air.

The 5MC blares, "Launch the Angel"!

Following close behind, with a whine of their jet turbine engines, the SH-3A's lift off and speed to their respective stations.

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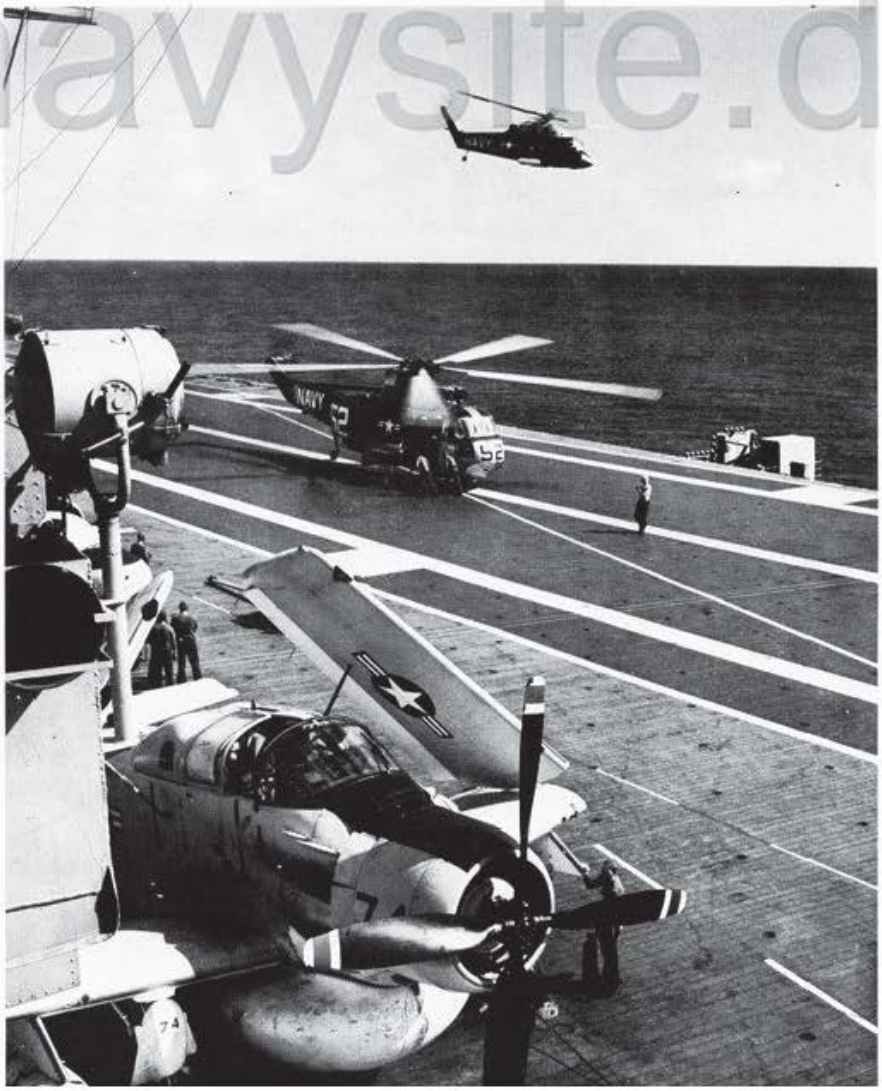

Directors move the planes into launch position. Awaiting the white flag.

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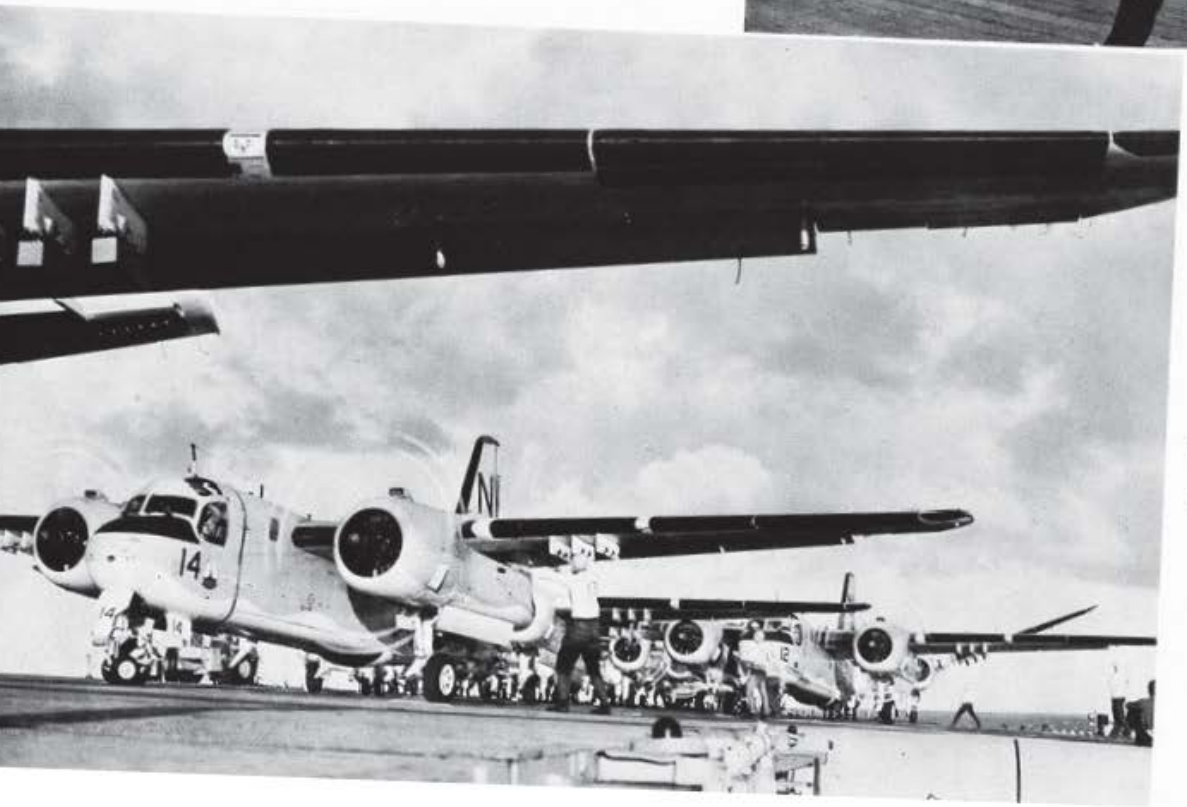

The white flag is raised. . .
"Launch aircraft!"

Meanwhile there is a fervor of activity on the destroyers and carrier as well. The "Guppies" have been relaying the search information to the carrier and the destroyers have been vectoring the helos to their search areas, thereby extending the search range over an area much larger than otherwise possible. The destroyers' CIC teams keep close tabs on all contact info. HORNET CIC vectors the S2D's to their respective search area.

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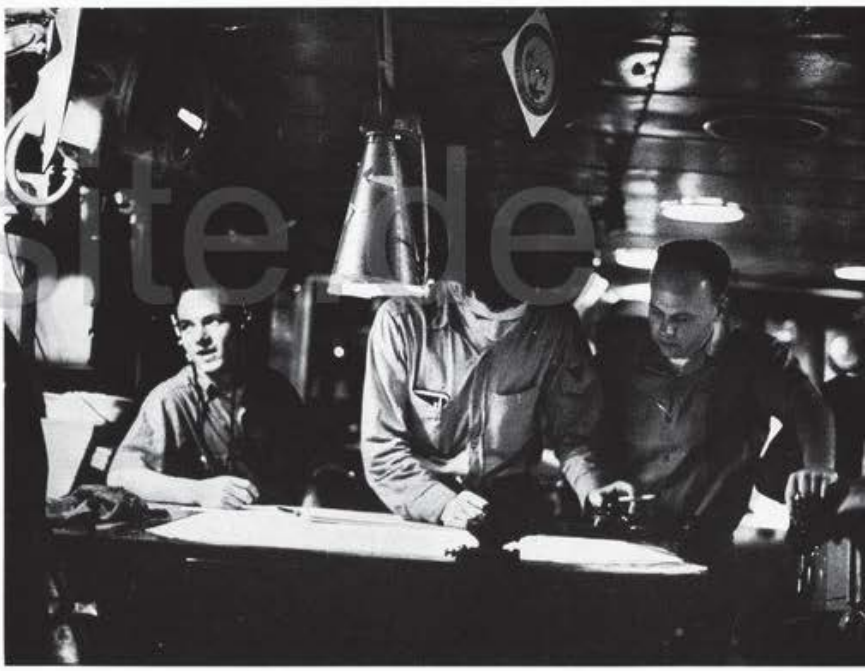

Air Ops keeps the constant cycle of aircraft launches and recoveries in an organized and systematic condition.

The S2D's begin their MAD runs over the last known contact area and with each sweep they widen the search for the illusive enemy.

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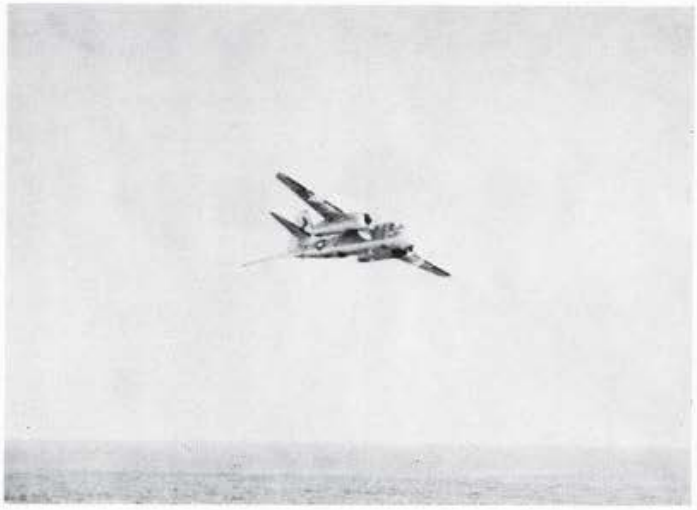
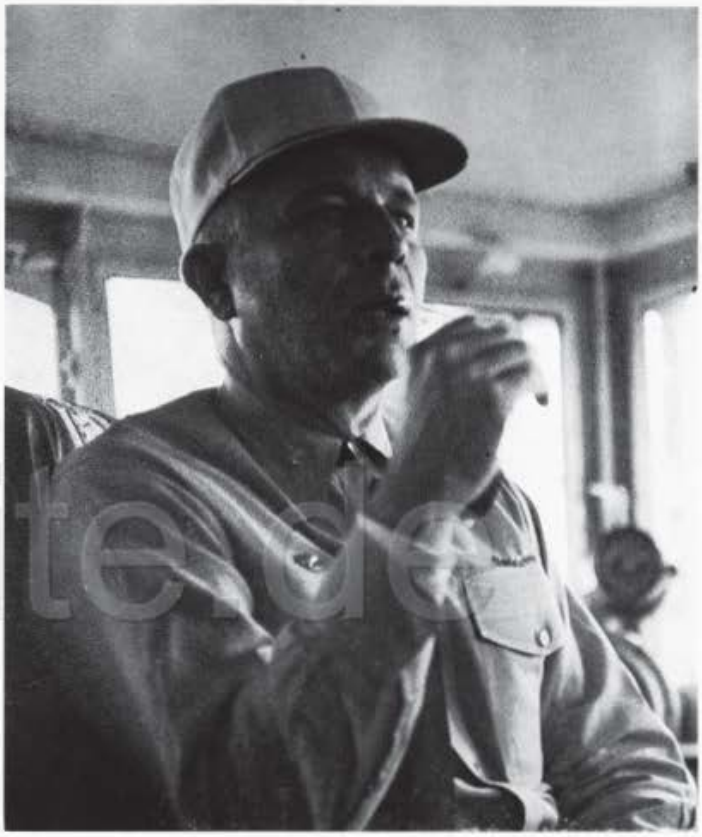
The speedy helo's jump from one area to another dipping its sonar dome listening for any sound of the hidden enemy.



60
NAVY
HS2

On the bridge the Captain and his bridge team watch with intense interest, the dramatic unfolding of the search.



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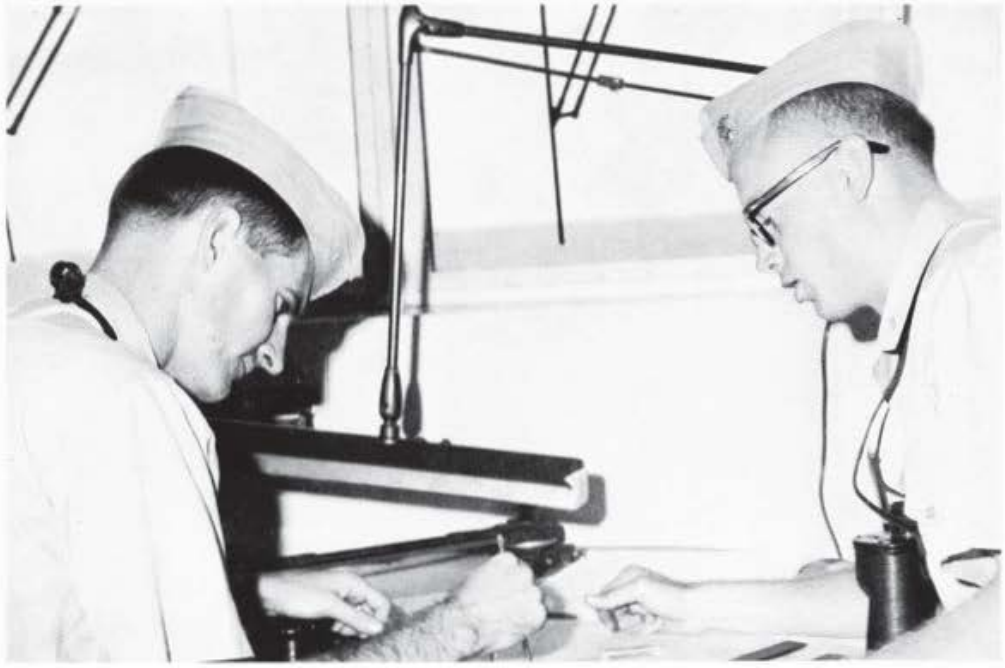

The search and discovery of a possible enemy submarine is no easy chore nor is it accomplished quickly. The search may continue for days or even weeks. The aircraft continue the seemingly never ending search for the crafty submarine.

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As the search continues it becomes necessary for the aircraft to be relieved on station and the aircraft of the first launch return to HORNET.

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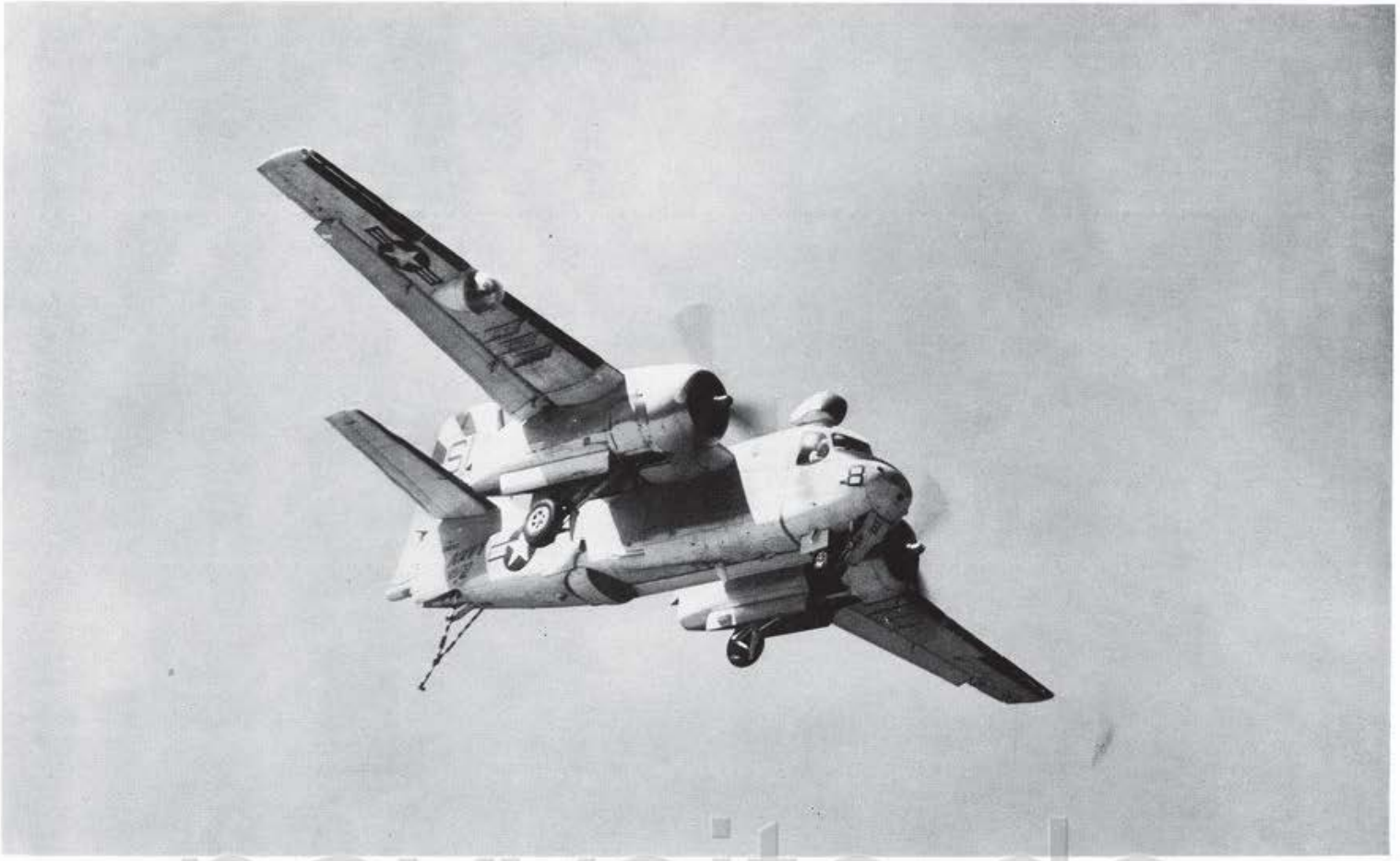
It is late in the afternoon when the first wave of aircraft return from the prosecution of the contact. The jet scrappers return first. . . .



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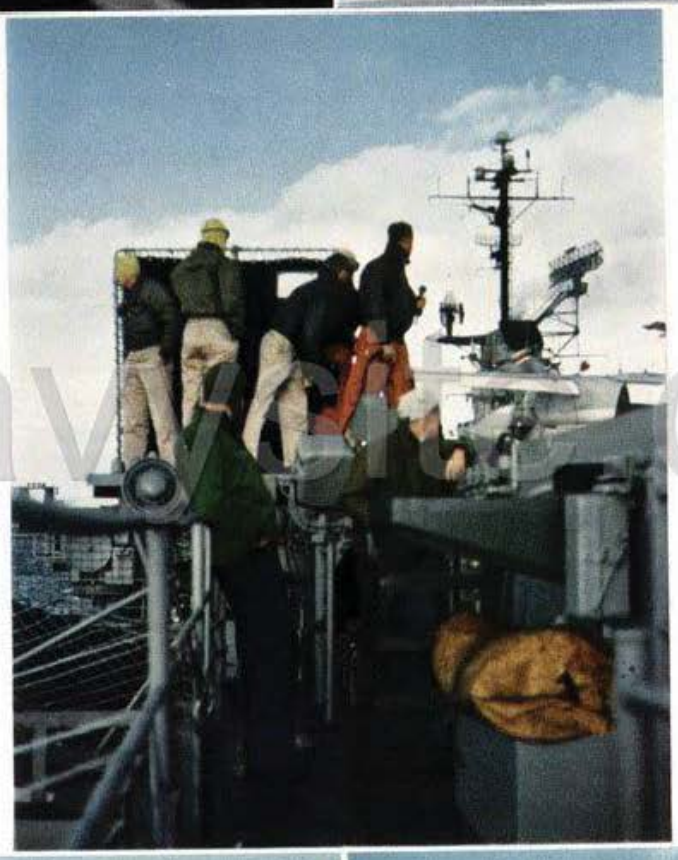
followed in the "groove" by the versatile S2D's . . .



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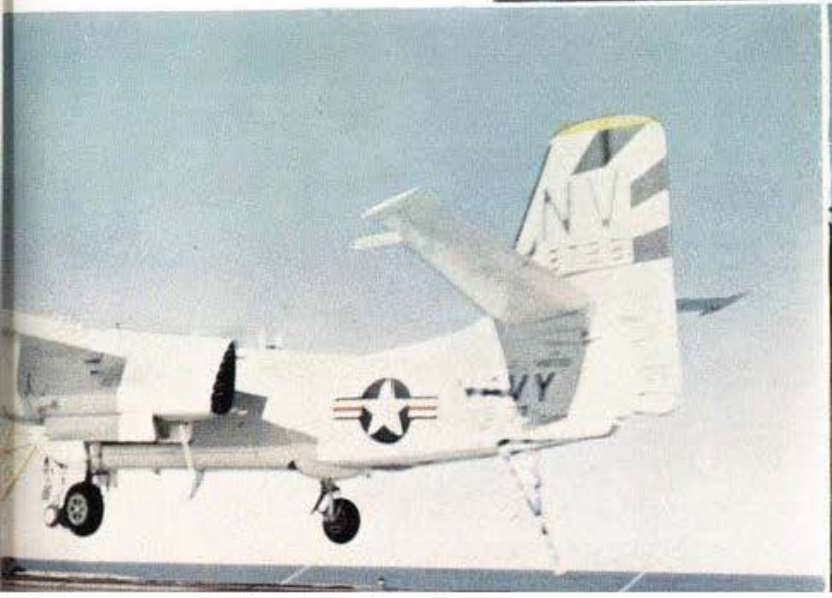

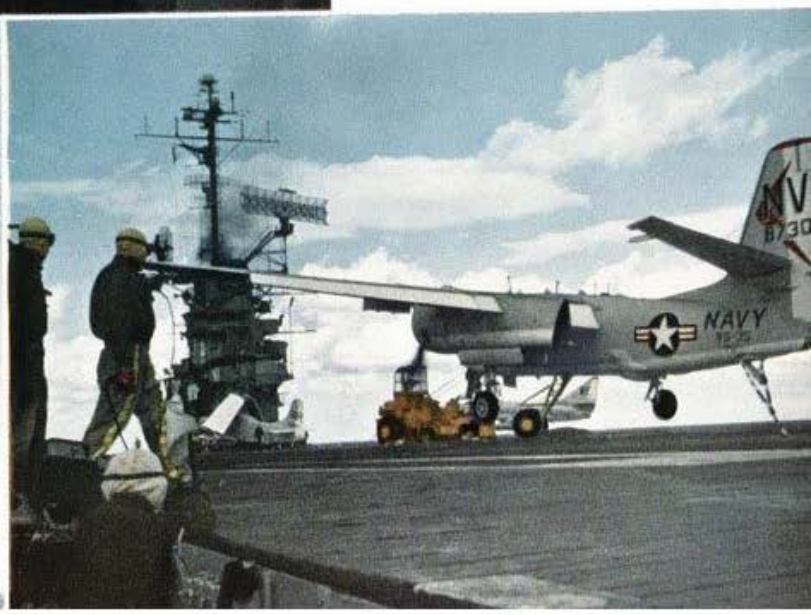

Photo by Bennett

and the helos.

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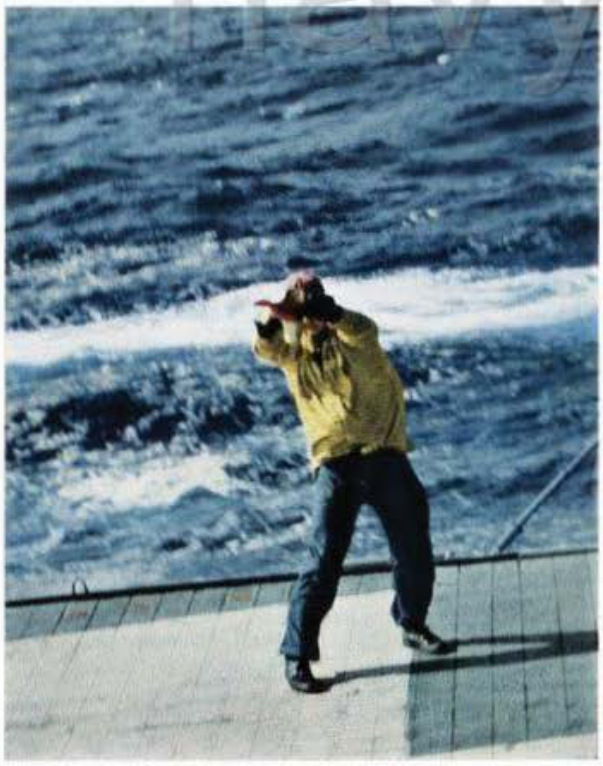

Photo by Bennett

Photo by Bennett

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Photo by Becker

The search continues into the late afternoon and evening with intermittant contacts encouraging the ASW group to pursue each contact to their fullest capability.

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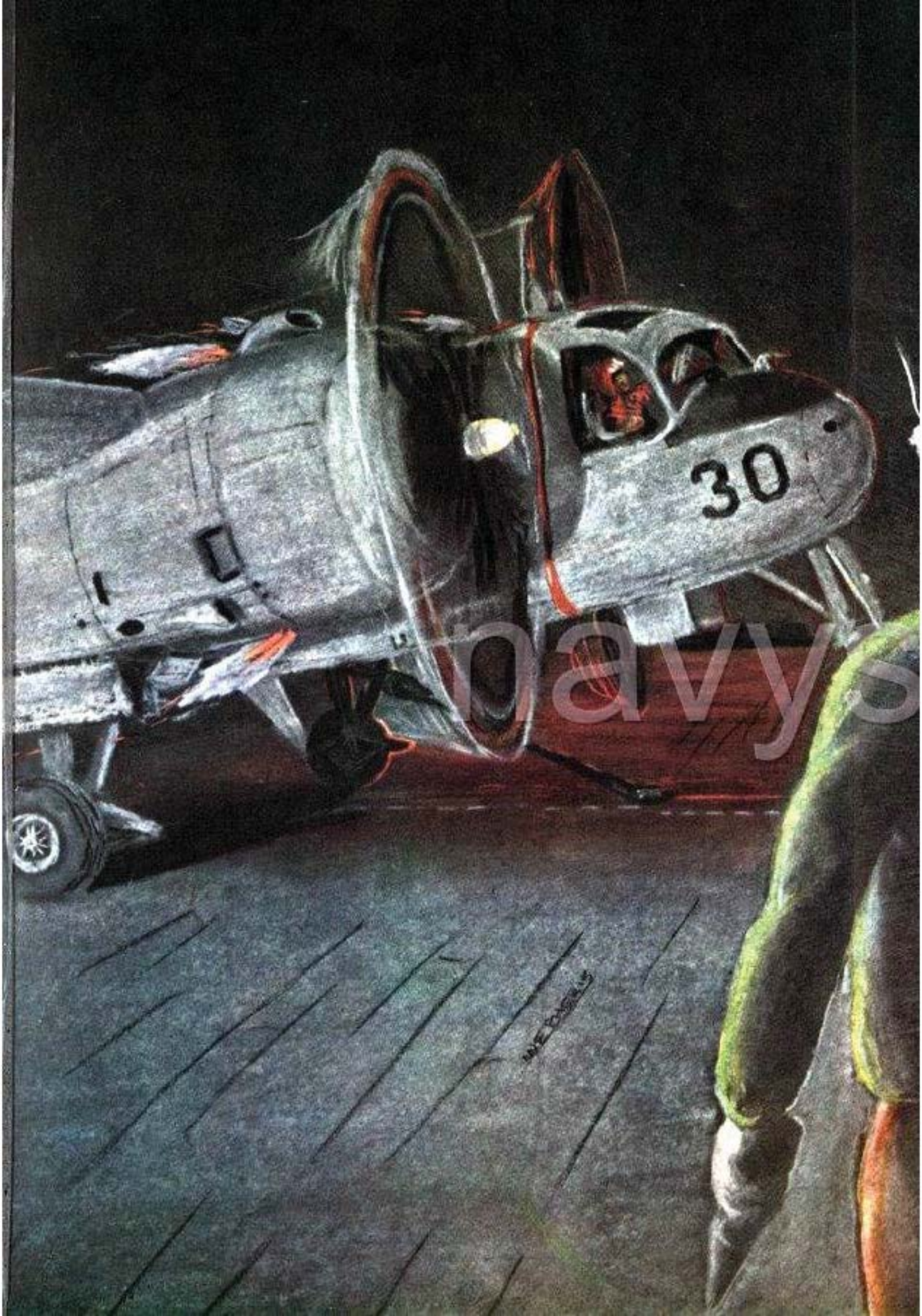
Photo by Petersen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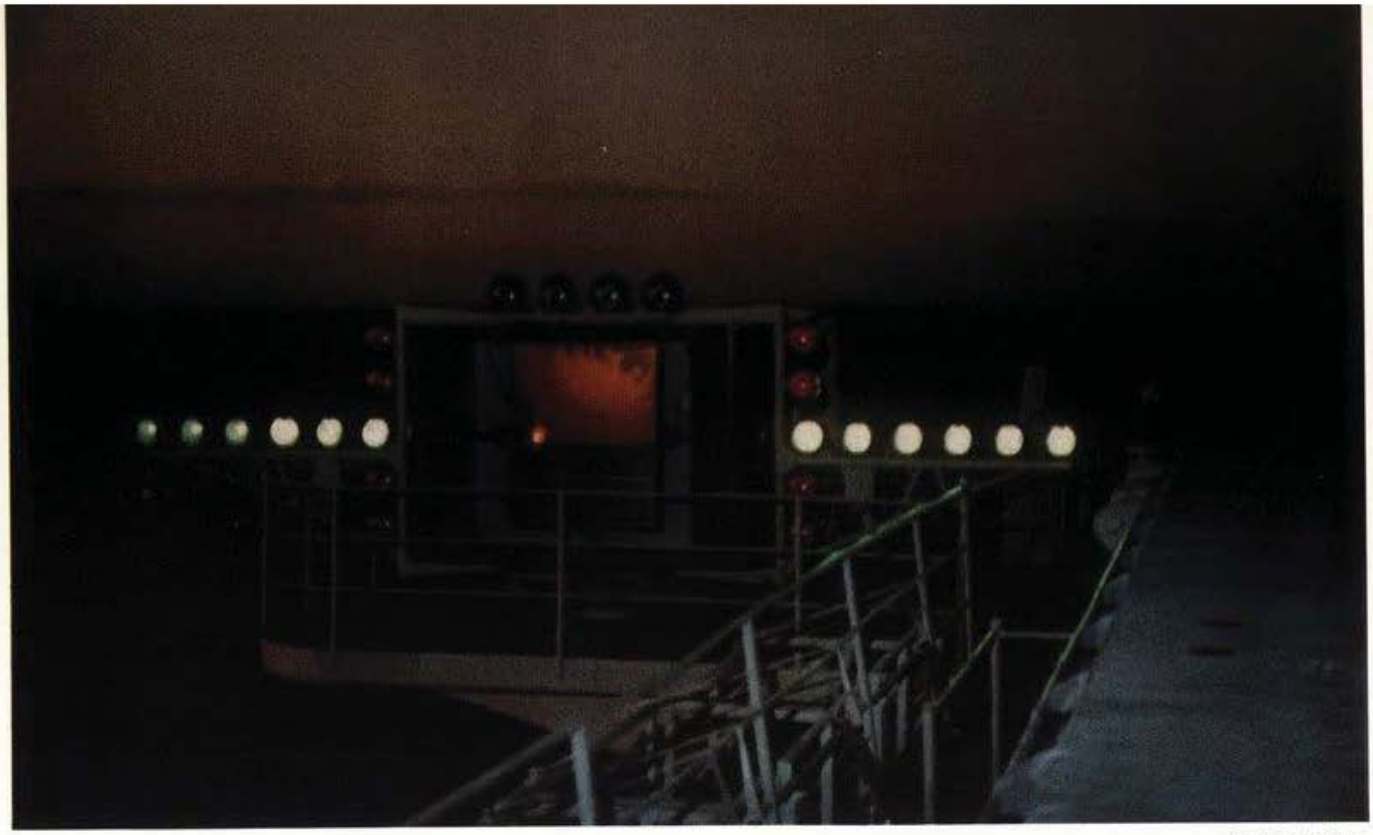

Photo by Schmitt

The color of the landing mirror in the pitch blackness of night becomes a familiar sight to the pilots.

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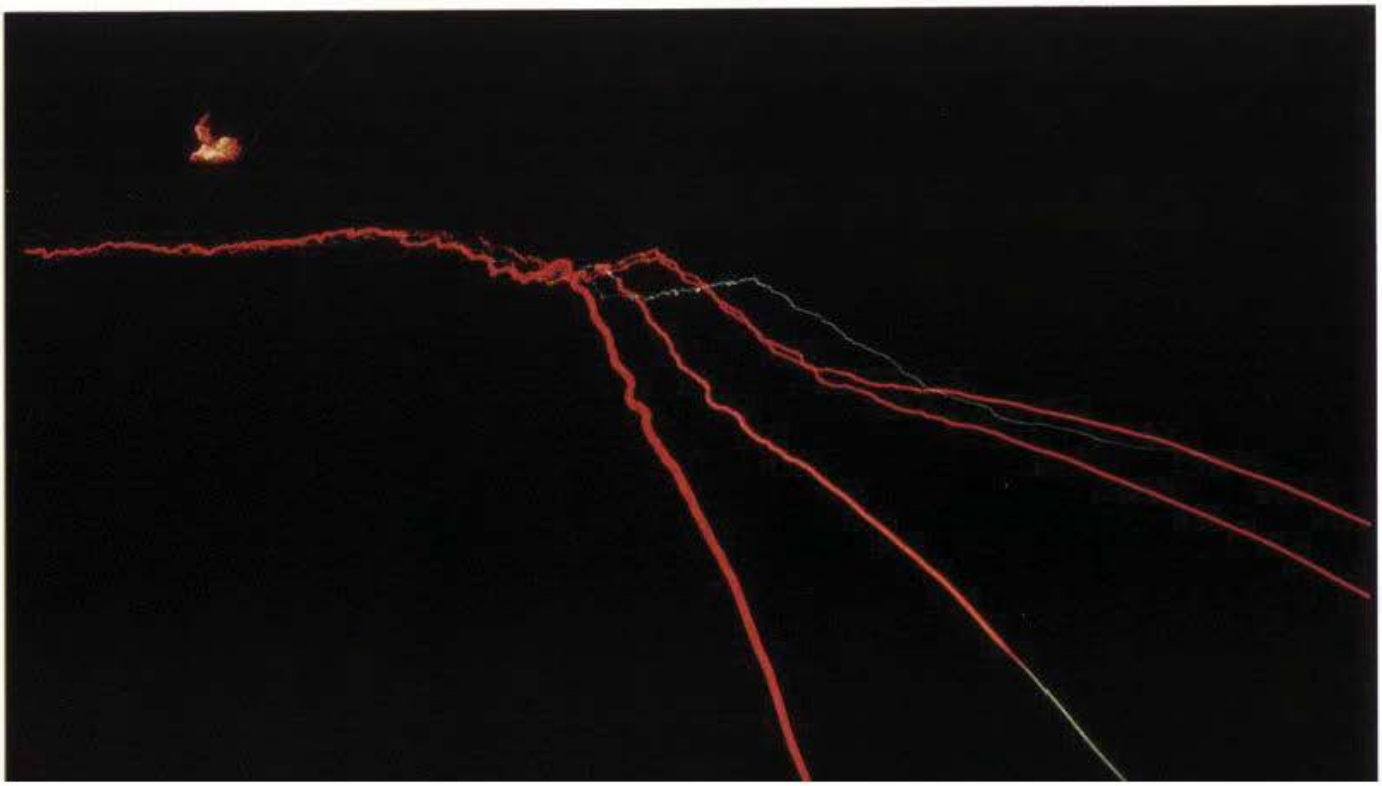
The colorful aircraft lights present a unique sight during the night launches.



First light finds the angel in position off the starboard quarter, and the word is passed: "Launch the Jets". With an intense thunderous sound the A4B's spring off the deck.

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The S2D's lurch forward in succession as they are fired off the deck by the hydraulic catapults. Immediately following, the EA-1E "Guppies" leave via the huge piston cats, to carry out their important mission of airborne early warning.

Reaching the patrol area the aircraft begin the tireless search for the evasive contact.

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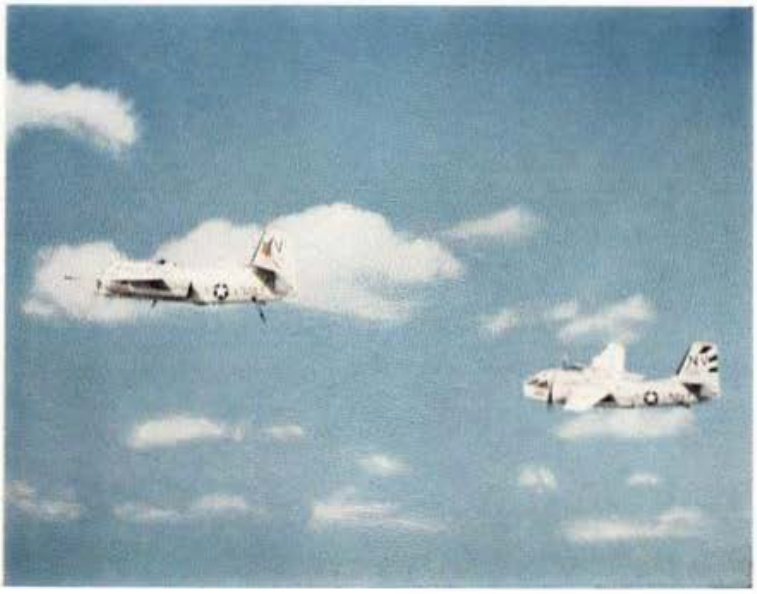

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As the hunt progresses the search narrows as the ASW team closes in on its wary prey.

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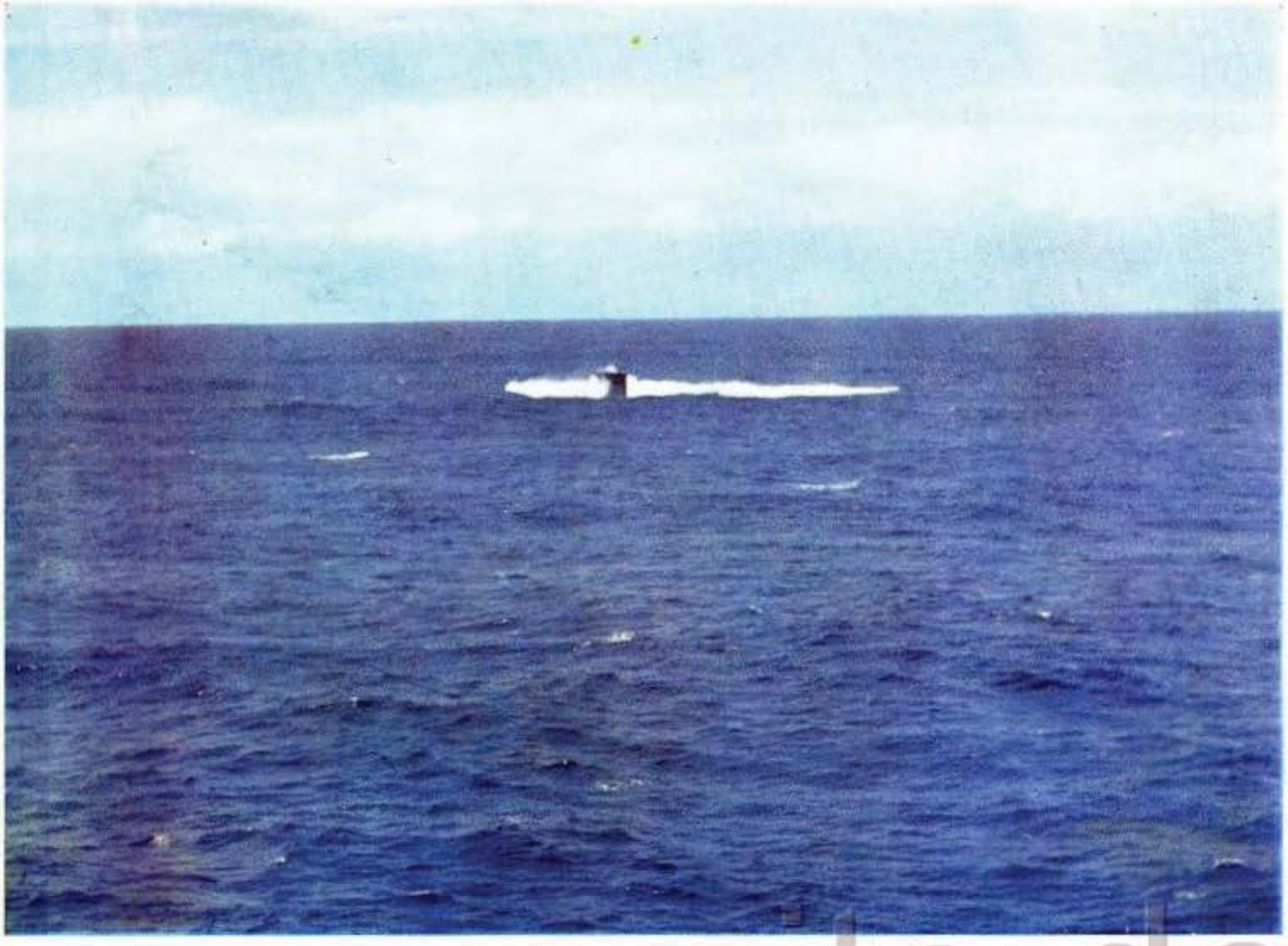
The stubborn helo's gain a positive echo and as the S2D's drop their sonobouy's they receive definite information as to the sub's whereabouts.

The destroyers are now closing the area and the final stages of detection are in effect.



The tension grows as the sub's position is pinpointed. Suddenly a conning tower breaks the surface; the boat is one of our own. Once again the ASW team has combined their individual efforts to outwit a possible enemy.

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navys

WEHerr

Photo by Petersen

Such surprises are not uncommon in the everyday operations of this Task Group whose actions uphold the Seventh Fleet motto "Power for Peace".

The deadly Trackers return, followed by...

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the reliable EA-1E.

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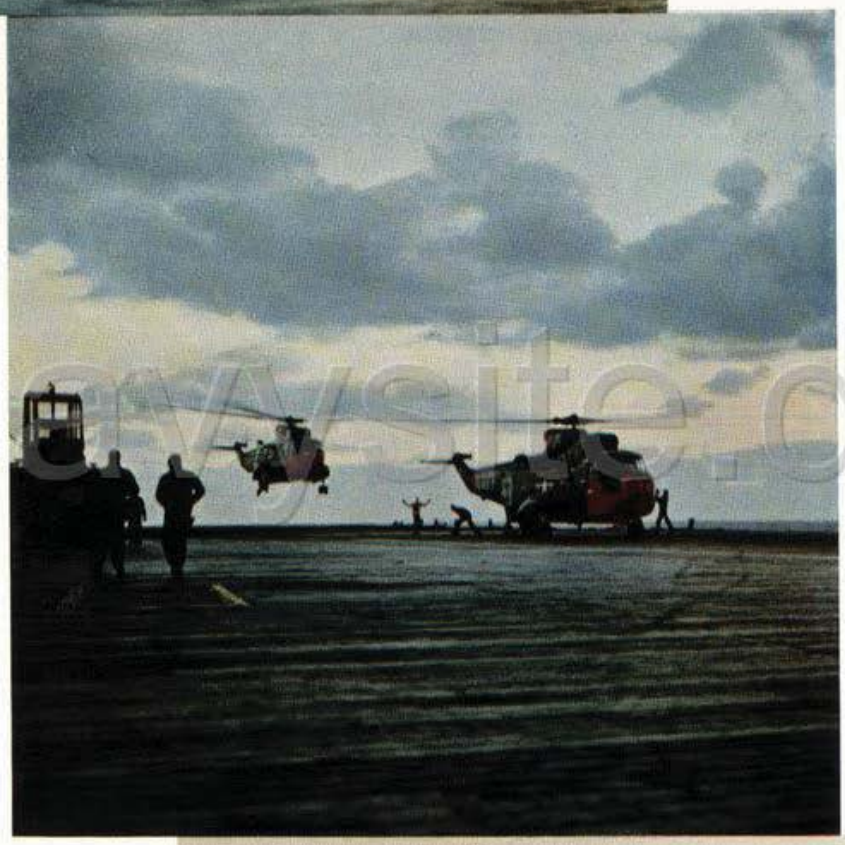
The multi-hued sunset acts as a backdrop for HORNET and her Task Group as they settle back into their previous condition of readiness.



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The excitement of the hunt has died, but tomorrow is another day and maybe another chase, perhaps this time the contact will be unfriendly.

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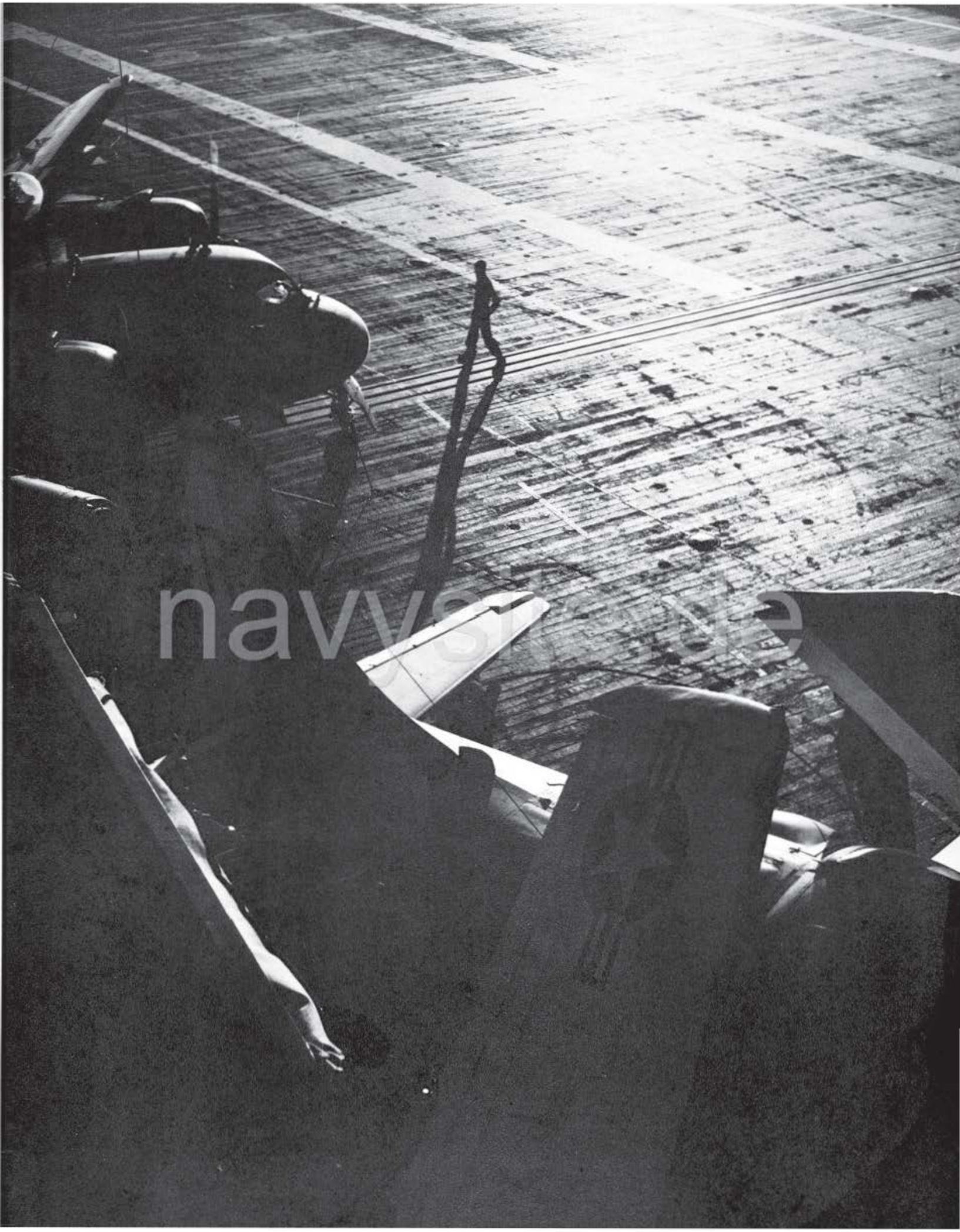
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THIS IS A DRILL . . .

Photo by Scimitt

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General Quarters · · ·

"Condition ZEBRA will be set in three minutes." With these familiar words 2500 men scurry to their predetermined battle stations.

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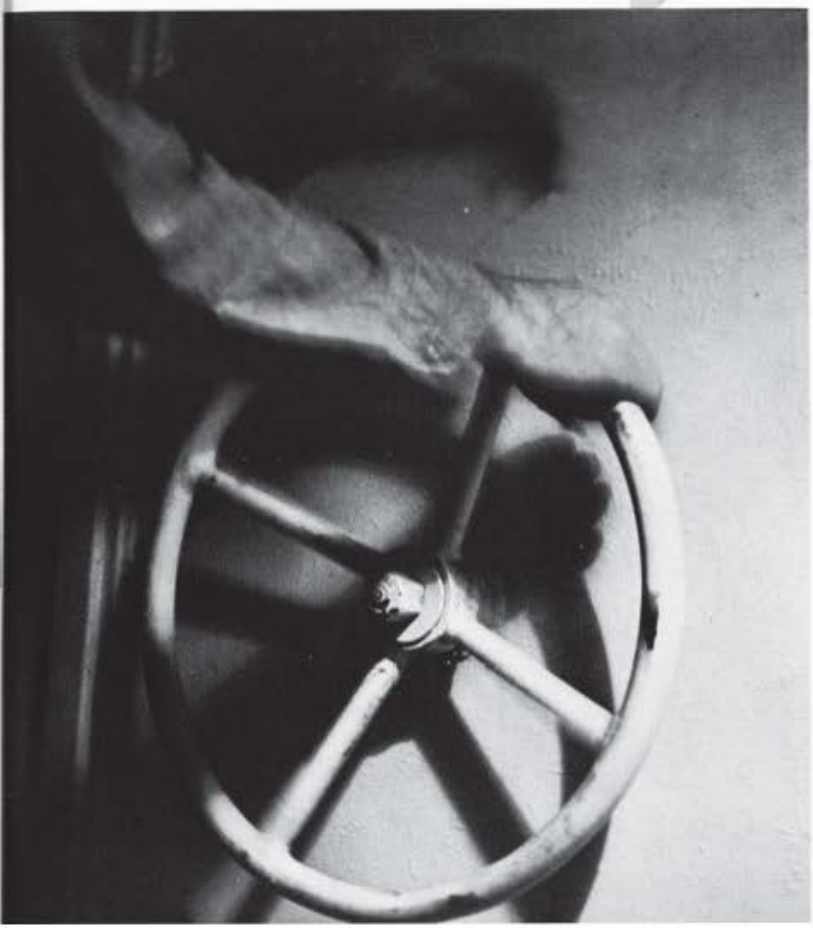

All ZEBRA fittings are closed and dogged providing HORNET with the watertight integrity so necessary in case of serious casualty.

Damage Control Central acts as a control center for any reported casualty and the I.C. Room stands by to handle any electrical failure.

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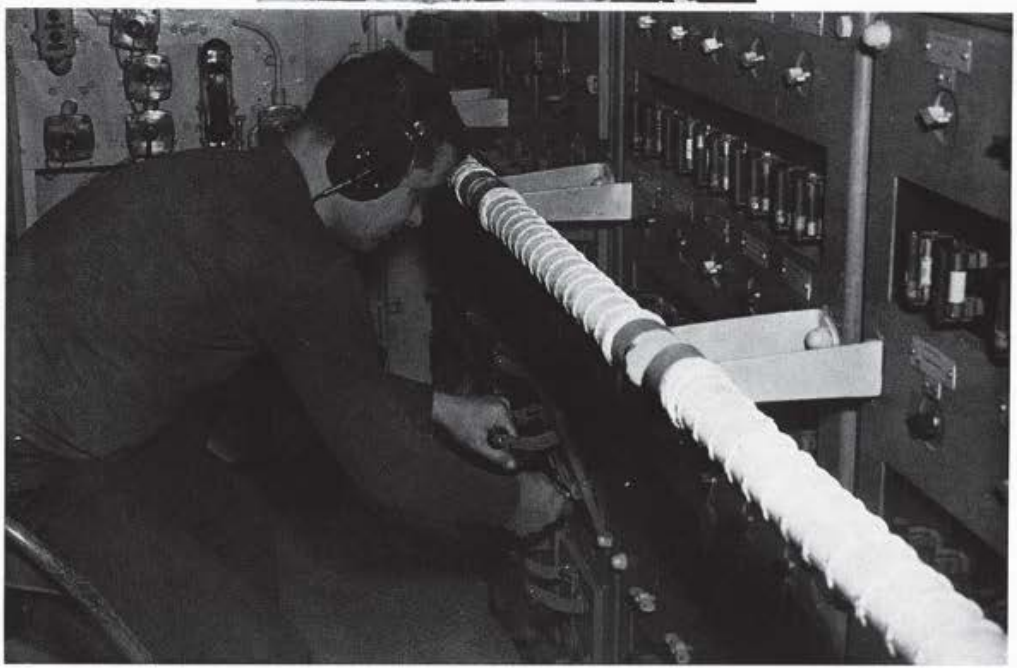
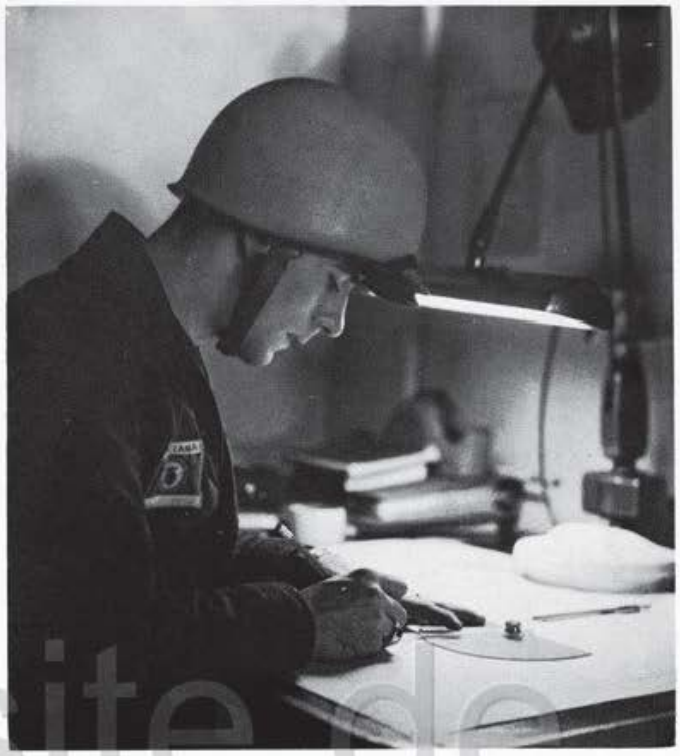


In Secondary Comm the Executive Officer and a special G.Q. watch team stand by to take control should a major casualty arise on the bridge.



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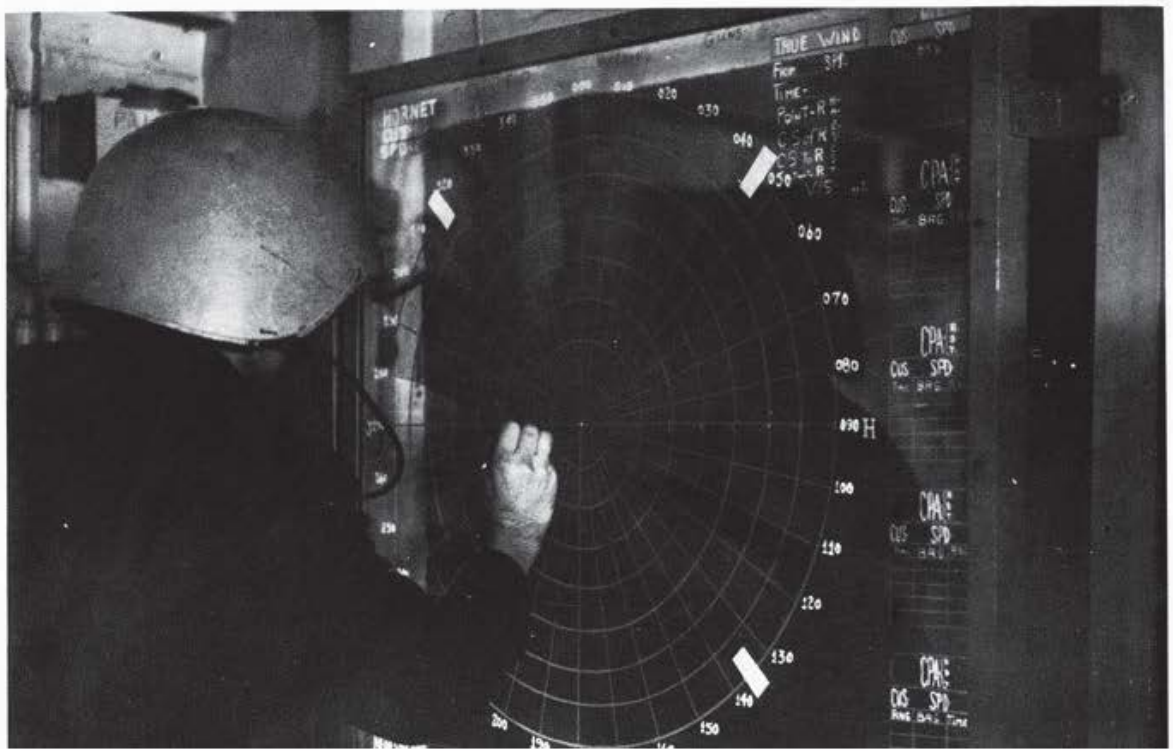
A CIC watch member plots all simulated enemy surface and air contacts.



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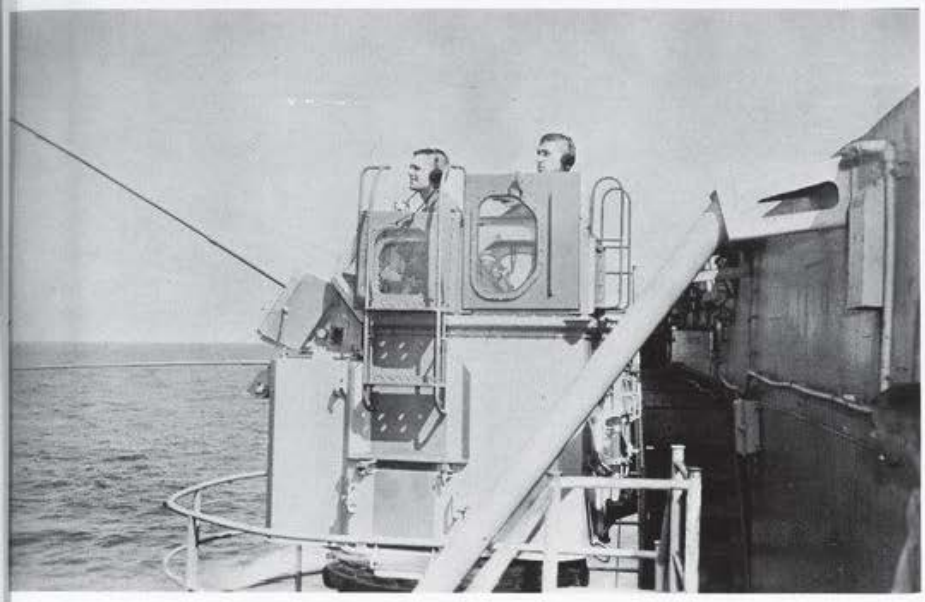
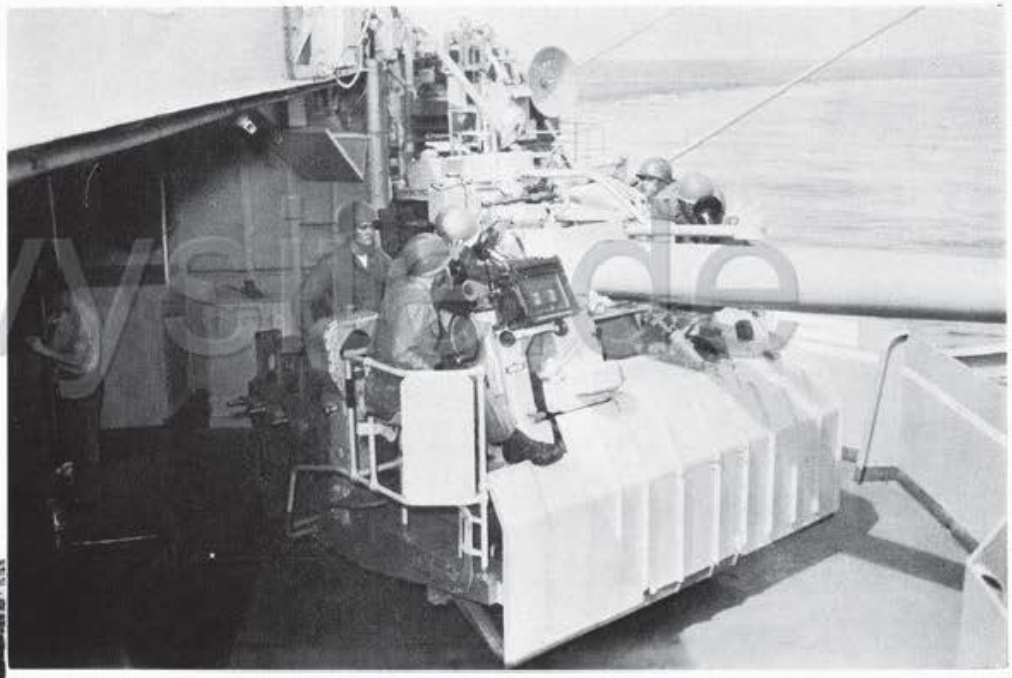
The decontamination teams, fire parties, and radiac squads all stand ready to overcome any problem resulting from battle conditions.

Air Defense· · ·





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The four 5-inch, .38 cal. gun mounts suddenly become the focal point of attention. The anti-air defense teams composed of the men in the directors, Gun Control Center, and the gun mounts efficiently expedite the "locking on and tracking" of the target drone.

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The four HORNET mounts all boast of direct hits and the word comes from the bridge, "Secure from Air Defense."

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Flight Deck Drills . . .

"Fire, Fire! Port engine—aircraft 3-6. . . Pilot injured. . . " With these words, the flight deck explodes into a flurry of activity. Fire hoses are soon spread over the deck, fog applicators cover the area in seconds and the "injured" pilot is carried safely from the plane by the rescue crew. . . .

Strapped in the basket stretcher, he is rushed to immediate medical attention.

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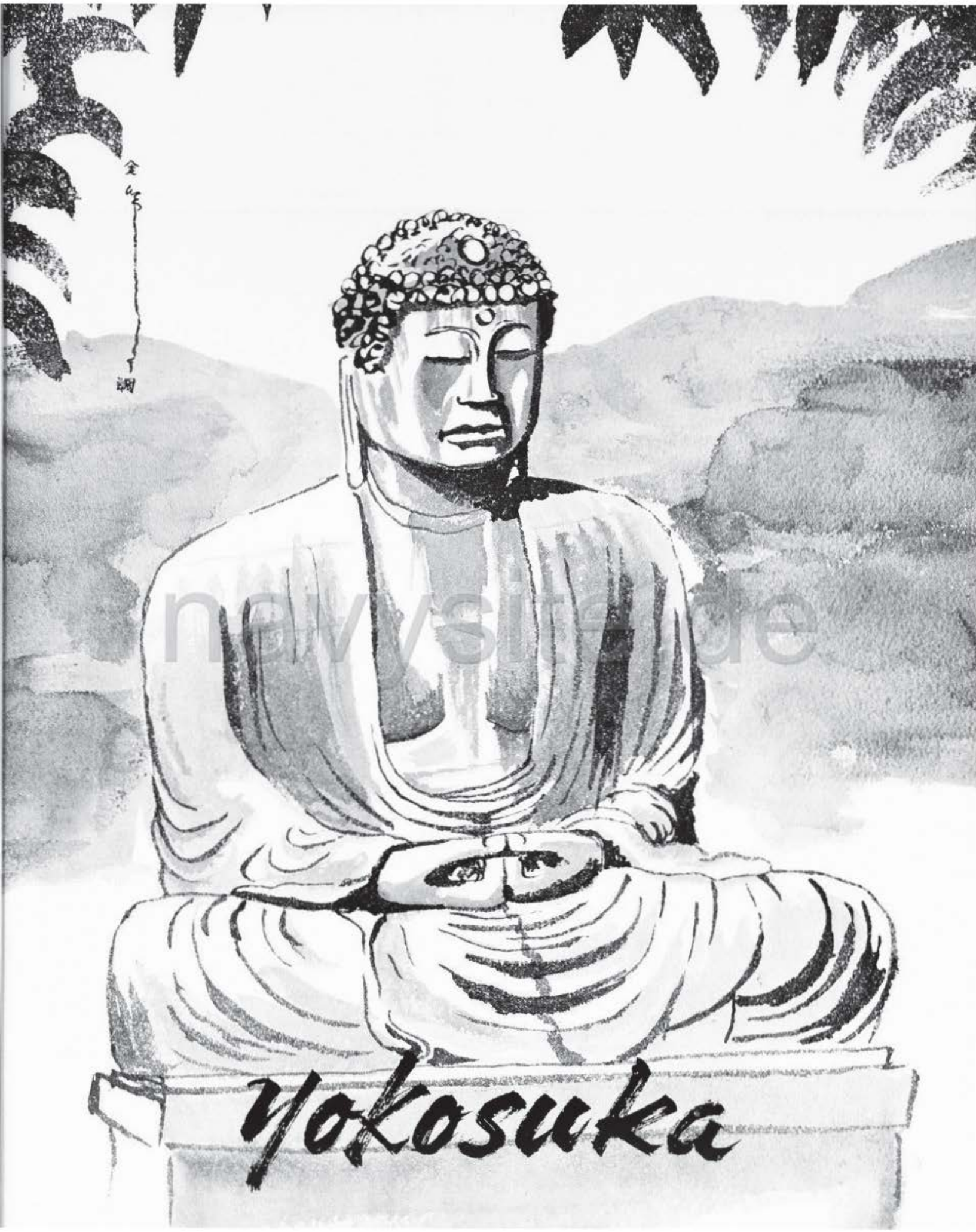
Yokosuka

Seahawk Photo

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As HORNET arrived in Yokosuka we were reminded of the fact that Yokosuka provides the Navy with one of the largest, and very definetely one of the most complete, Naval facilities in the Far East.

The recreational facilities afforded the serviceman at Yokosuka are exceptional, as witnessed by Club Alliance.

Yokosuka saw many of HORNET's crew taking advantage of the one day bus tour of Tokyo.

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An excellent lunch at the famous Suehiro's restaurant was an added delight to an already perfect day.

Tokyo Tower, a landmark not hard to miss, afforded a breathtaking view of Tokyo City one will never forget.

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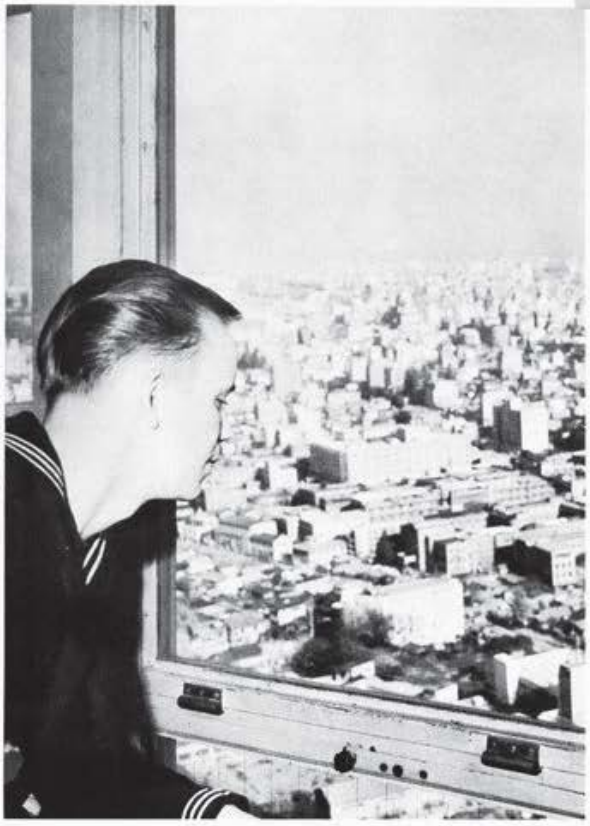
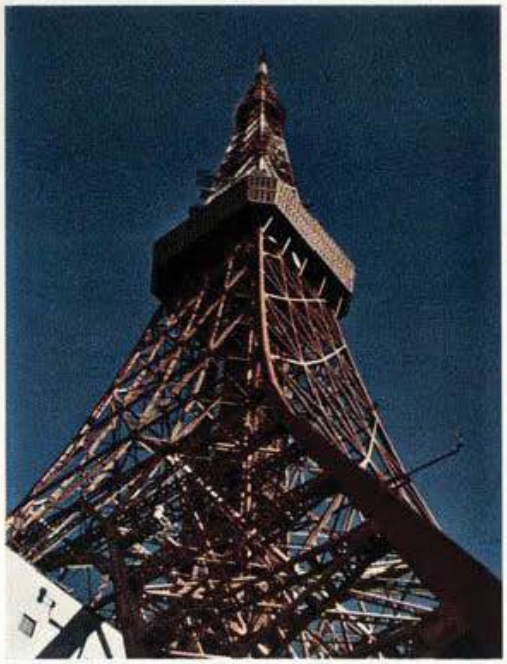
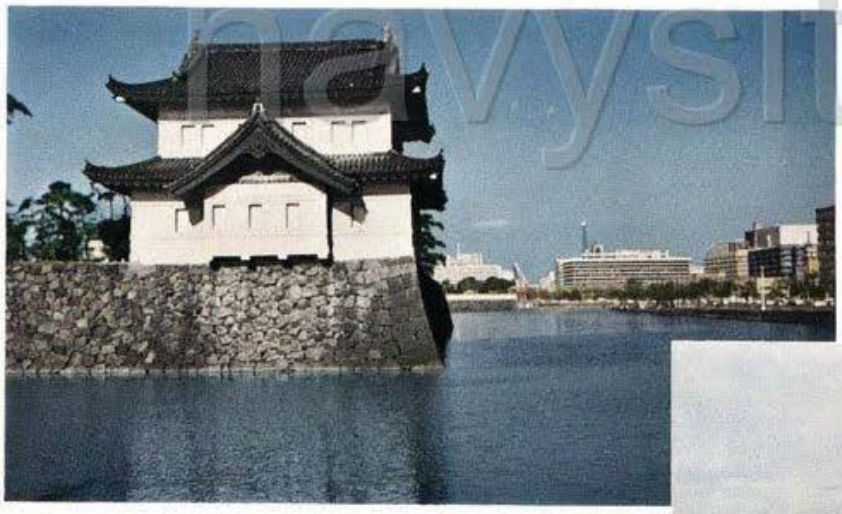




One additional characteristic which must not be overlooked is the strict sense of industry which seems inherent in these earnest, sincere people. Idleness seems to be extinct. The remarkable fact is that with over 1,000,000,000 people in Japan, unemployment almost does not exist.



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"Fujimi Yagura"—Located on the grounds of the Imperial Palace.

Ueno (Western) Museum.

Perhaps the most popular method of capturing the Japan of the past is to attend one of the many theaters which feature "Nichibu": the Far East Dance.

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One of the interesting sights witnessed by the men of HORNET during the Tokyo tour was the review by the Shochiku Revue Troupe at the Kokusai Theatre. Over three hundred girls performed numerous Japanese folk and modern dances.

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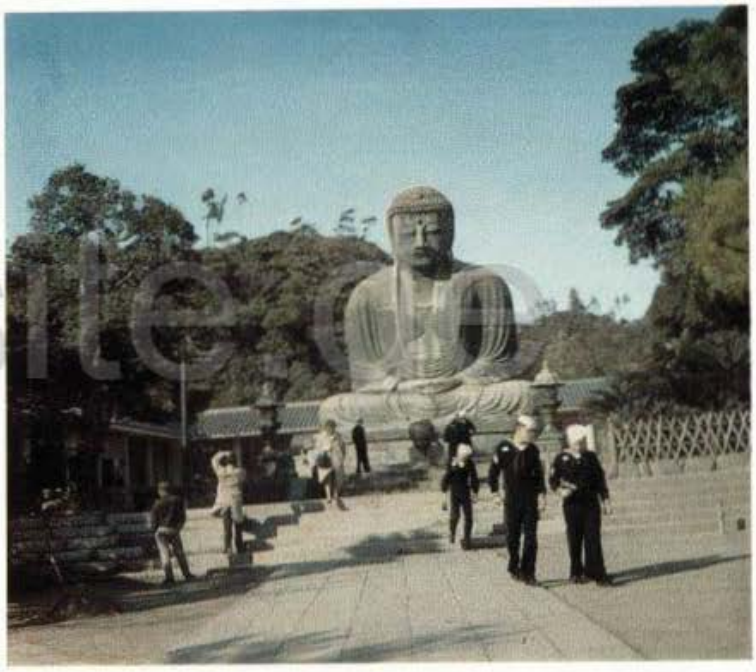
This colorful display of Oriental artistry provides the audience with an enjoyable insight into the exciting past.

"Ofuna Kanno" Goddess of Ofuna

Had it been possible for us to visit Japan a hundred years ago we would have witnessed a country somewhat isolated from the rest of the world. In great evidence, throughout the countryside would be numerous Shinto shrines and a number of feudalistic castles. One could see the results of an aggressive militaristic society ruled by a "Sun God" emperor.

Photos by Schmitt



"Daibutsu"—World famous Buddha of Kamakura

The "Westernization" of this predominantly agricultural economy and society did not begin until Admiral Perry sailed into Yokohama in 1863. It was not too many years after that this country advanced to an economic level comparable to any other Western society.

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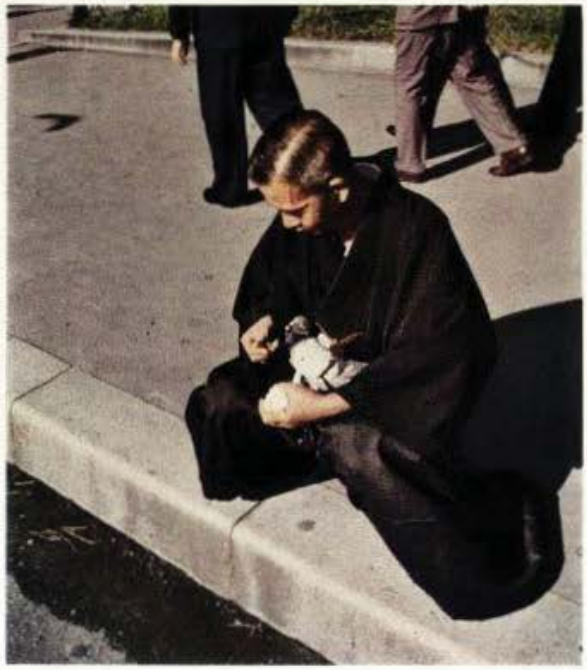
This growth was all but destroyed during the war years, but in the 19 years since, Japan has not only matched this previous growth, but has surpassed the industrial growth of any other western country during this period.



There are even now some remnants of the Japanese past. It is still possible to hear the click of the tall Japanese wooden sandles, better known as Getas, upon the pavement. The beautiful Japanese Kimonos, unlike so many other items of Japanese culture, are still in evidence on the crowded streets. On special occasions one may still enjoy the talented playing of the ancient Japanese musical instrument known as the Shamisen by an attractive "Geisha" robed in the colorful traditional kimono.

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Children of Japan, as children all over the world, claim your heart; they are as we would like all children to be, delightful, loving, joyful and yet well behaved and quiet.

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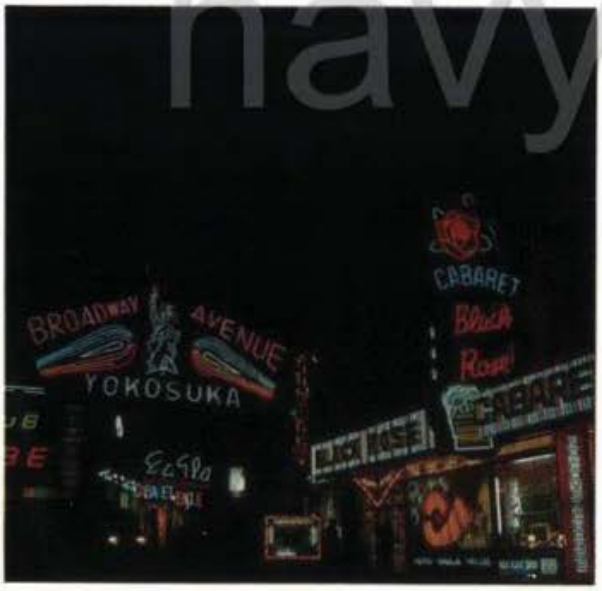

Perhaps more than anything else, Yokosuka is known for its Thieves' Alley. The never ending souvenir shops and bright gawdy lights of the many bars have become traditional to "Yoko".

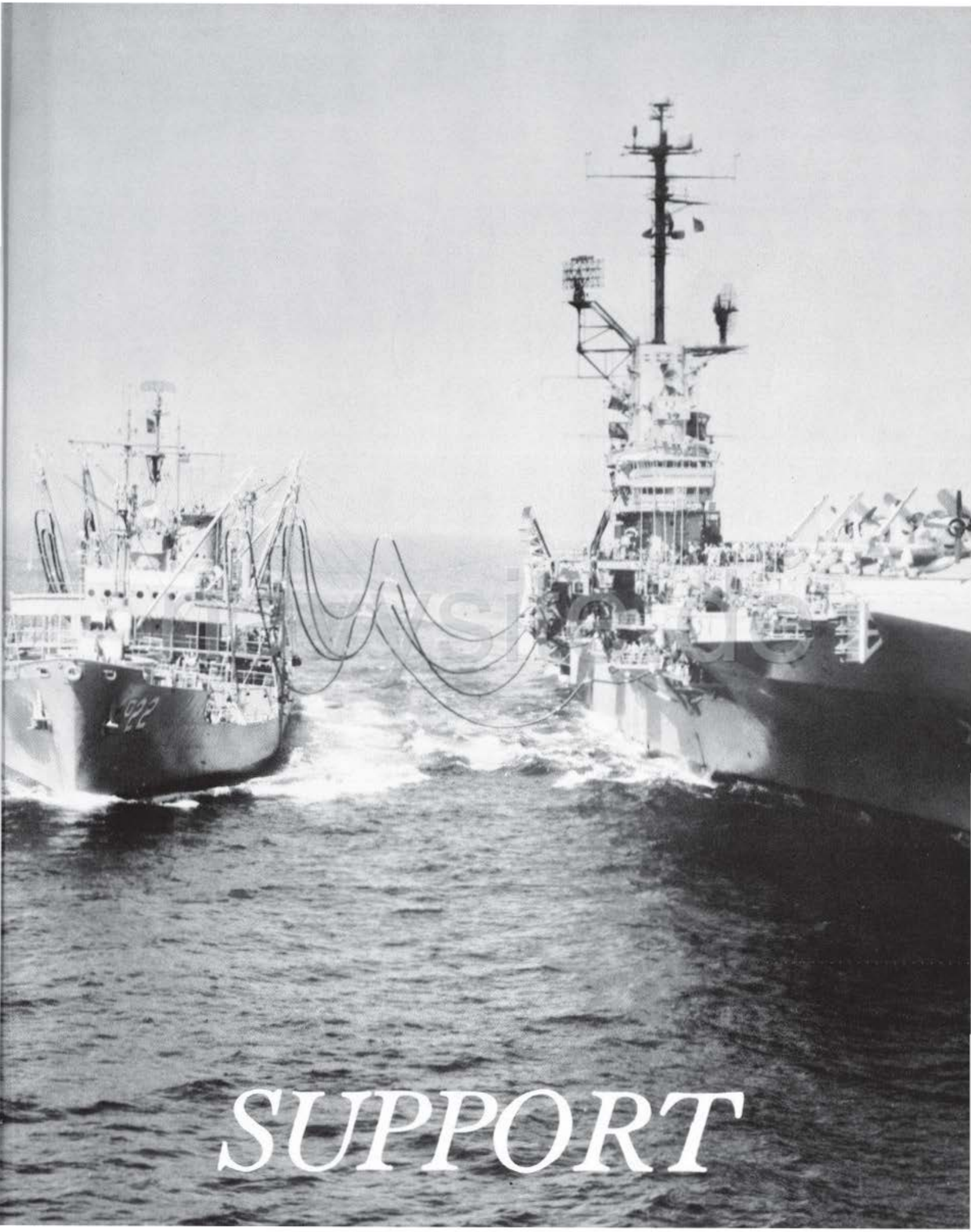
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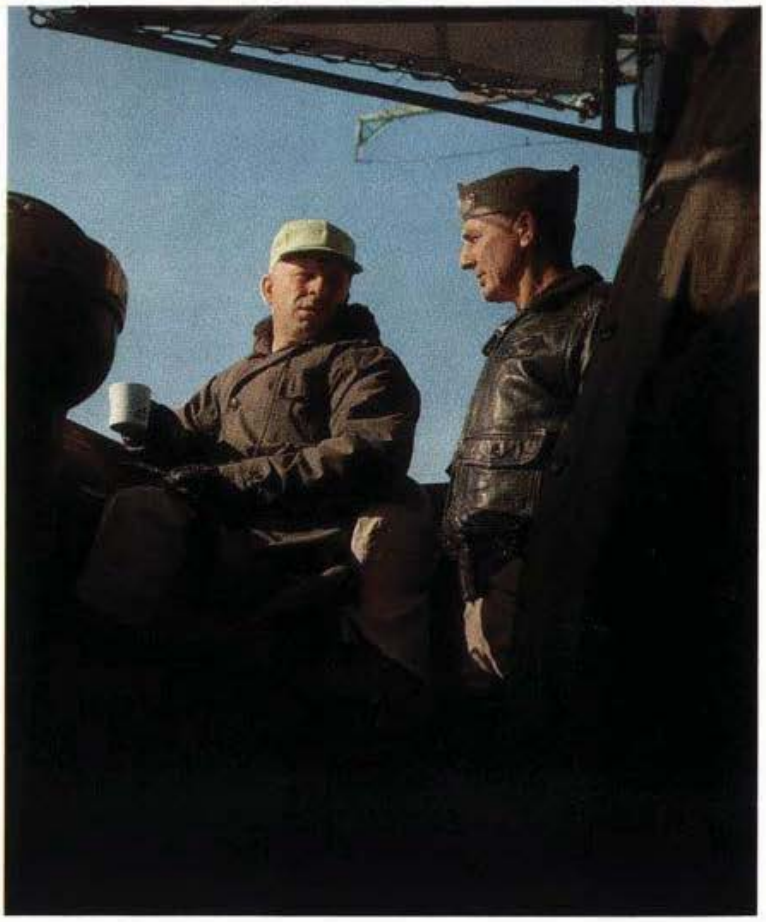
Photo by McMahon



The ability to remain at sea for extended periods of time continues to be a most vital link in the strong chain of defense which results from the intense mobility of today's navy.

Replenishments with the support ships of the Seventh Fleet become almost habitual with each sea period. The familiar AO's, AK's, AE's, and AF's transfer such important items as black oil, ammunition, aviation gasoline, aviation stores, and food supplies to provide sustenance for HORNET and her 2,500 men.

Photo by McMahon

Photo by McMahon

The transfer and stowage of thousands of tons of material and stores requires the combined effort of over 400 officers and men often working many hours into the late evening or early morning.

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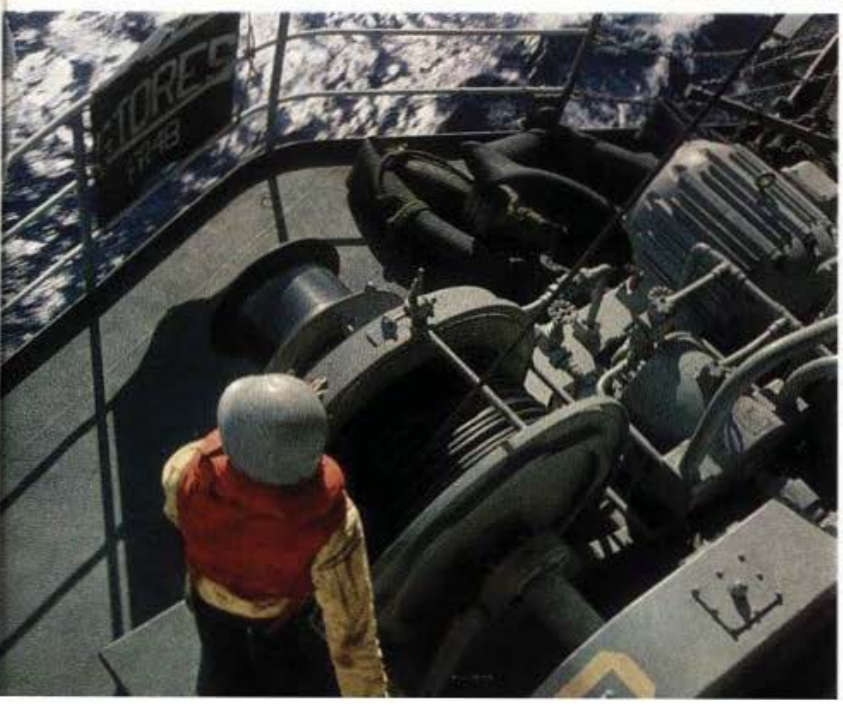
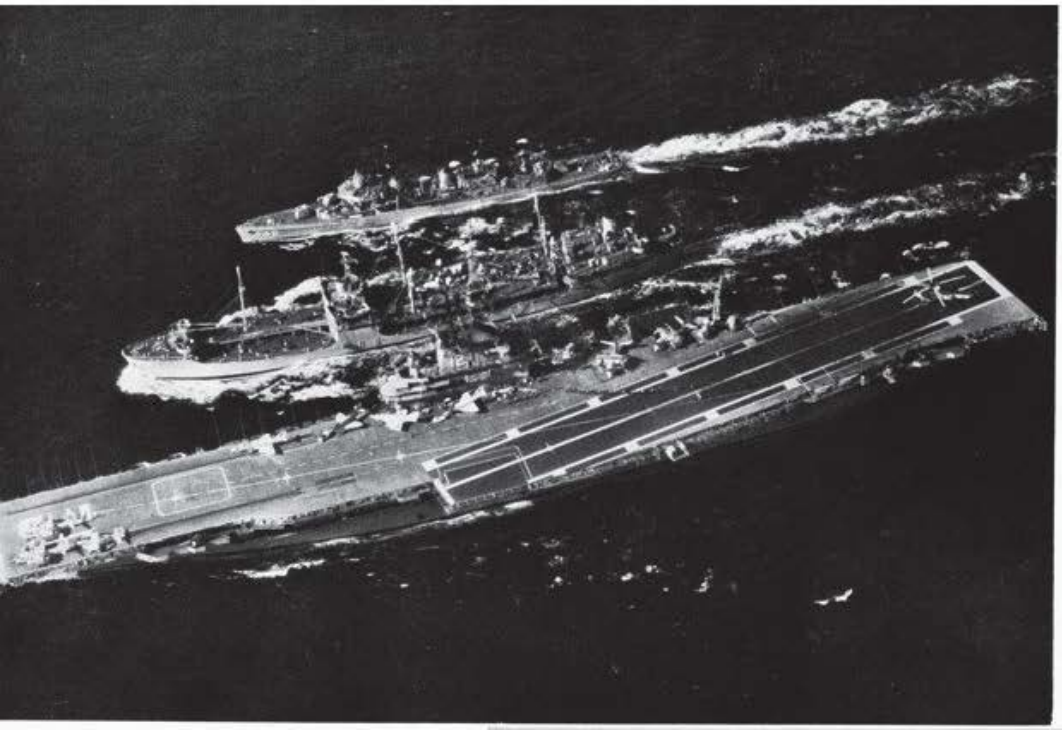
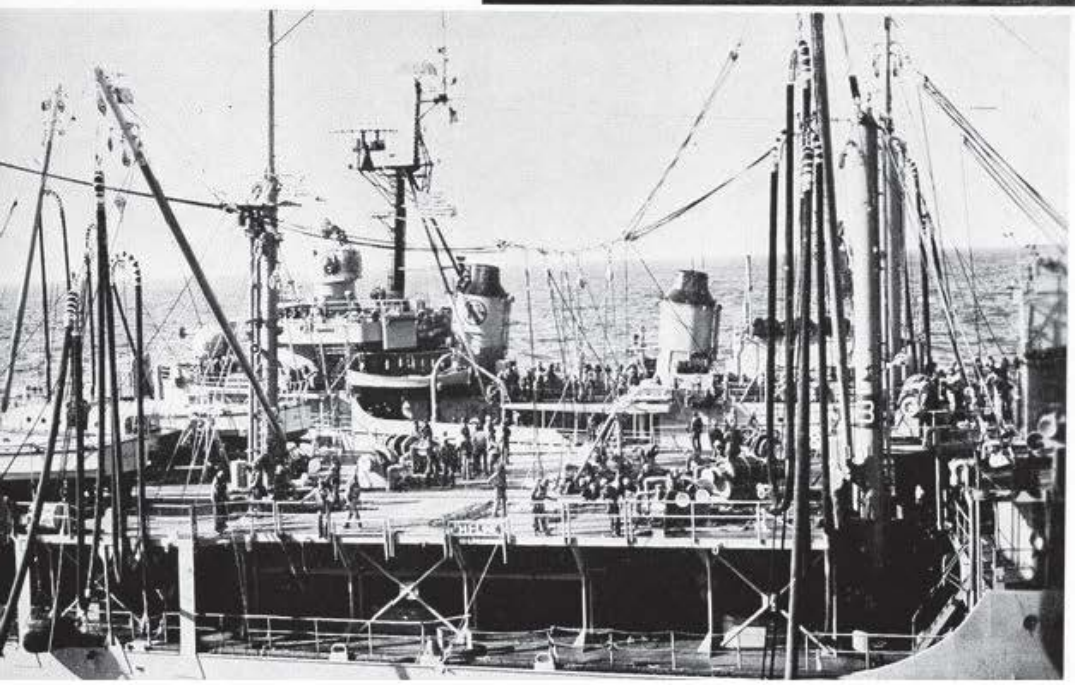
Photo by McMahon

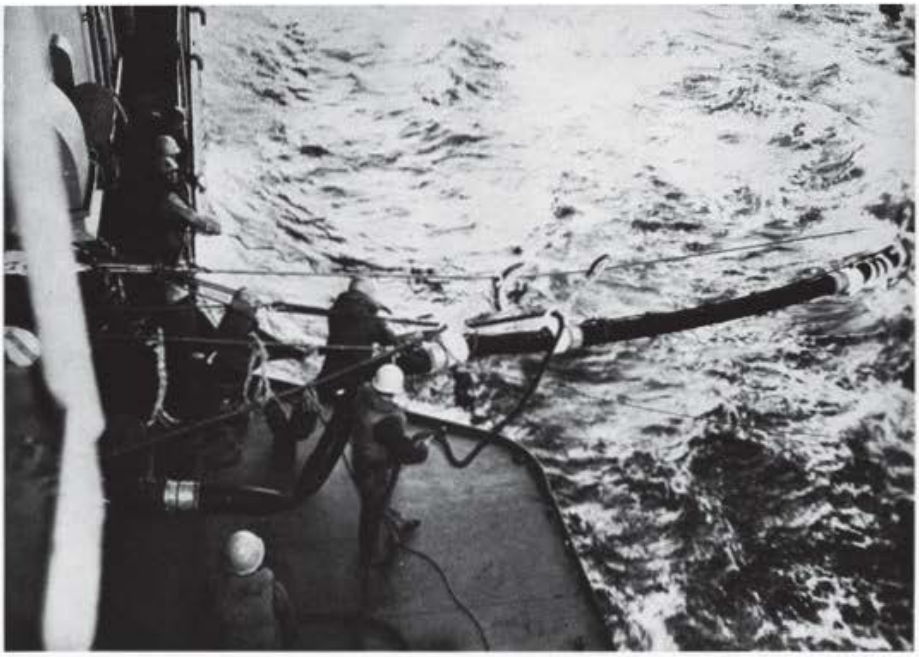




Whether it be gunpowder, black oil or potatoes, HORNET can get them all from the "sea-going supermarkets".

navyshelf.com





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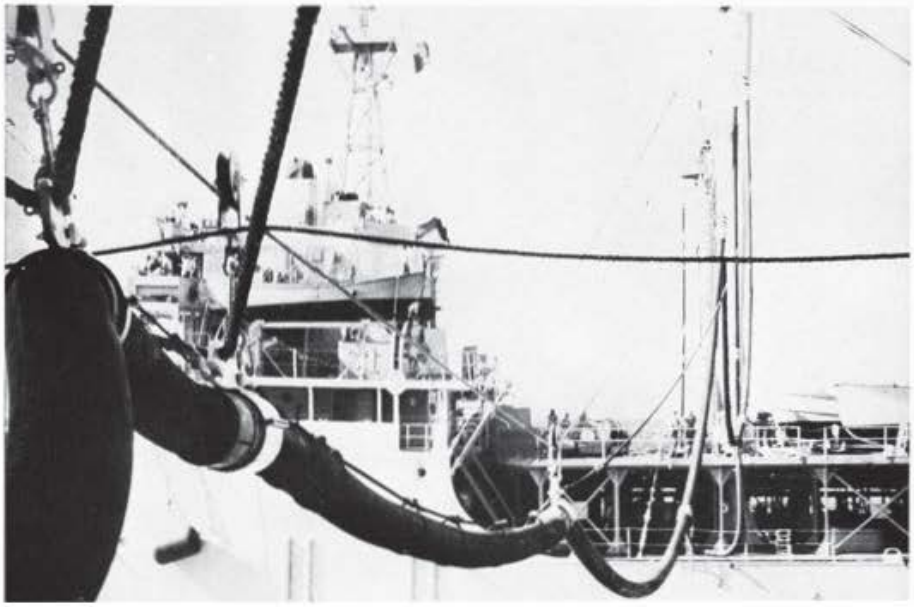

Frequent refueling of the Task Group's destroyers keep the sleek greyhounds of the sea on the go for weeks at end.

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Photo by Schmitt

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With a Canadian destroyer alongside, many of the crew take time out to observe our foreign team-mate during refueling.

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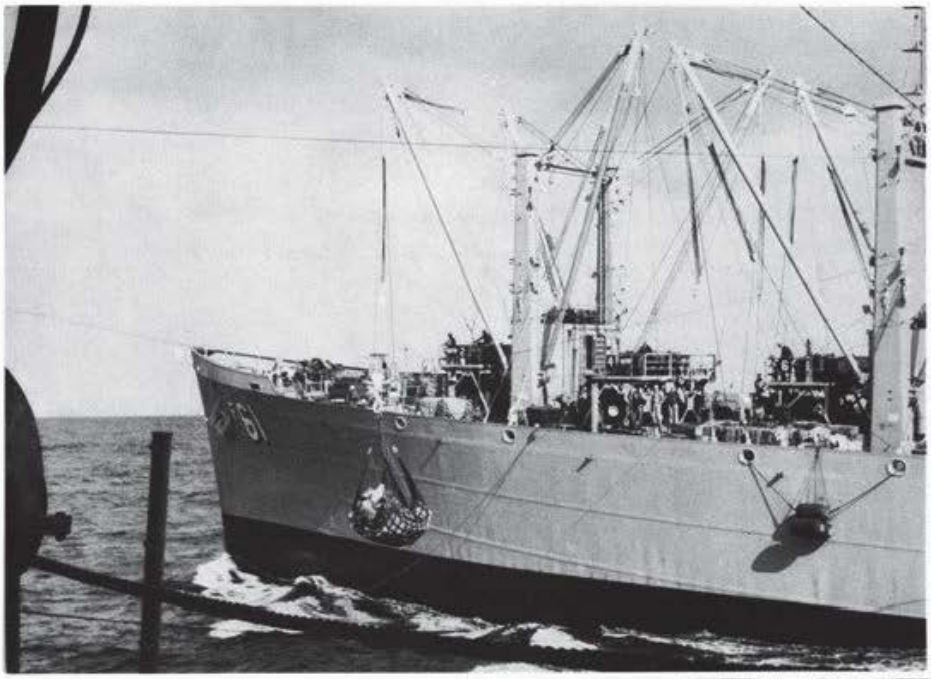

When valuable supplies such as aircraft replacement parts are high-lined aboard, every precaution must be taken for a safe delivery.

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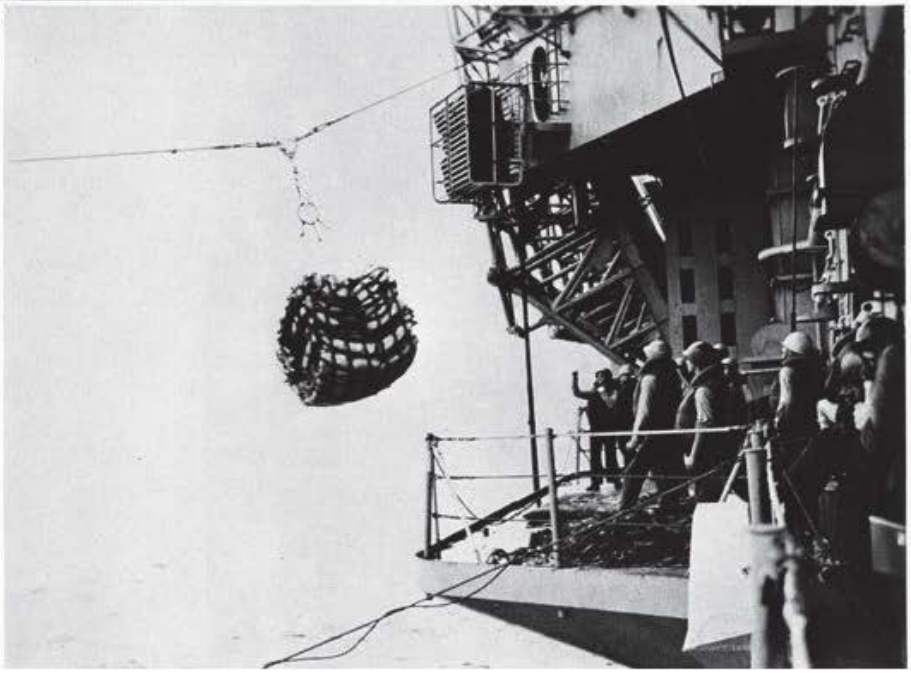
There is no better example of the professional ability characterized by HORNET's deck force than their remarkable record of "safe" receipts.



The replenishment often begins early in the morning and lasts until late that evening or early the next morning, only after which some thousands of pounds of provisions have been brought aboard.

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The work is long and hard...with only a few moments of rest to be had in between ships.

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Hi-lining ammo, food, or Vice Admiral Hayward, one characteristic stands above others—Safety.

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Another area of support often considered the most important by the men of HORNET and her Task Group is the daily arrival of the ship's TF bringing with it mail from friends and loved ones.

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Carrying often upwards of 1400 pounds of first class mail and packages, the COD provides the moral support so necessary for the smooth operation of a naval fighting ship.

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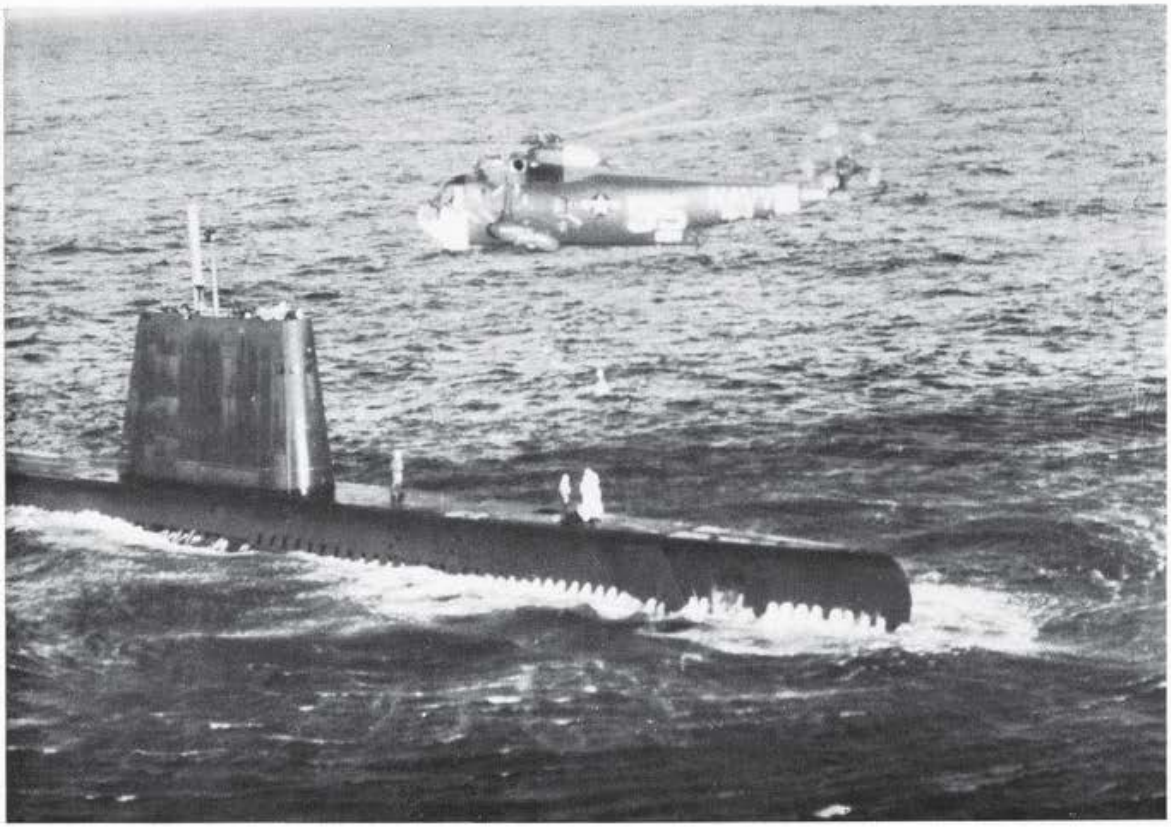

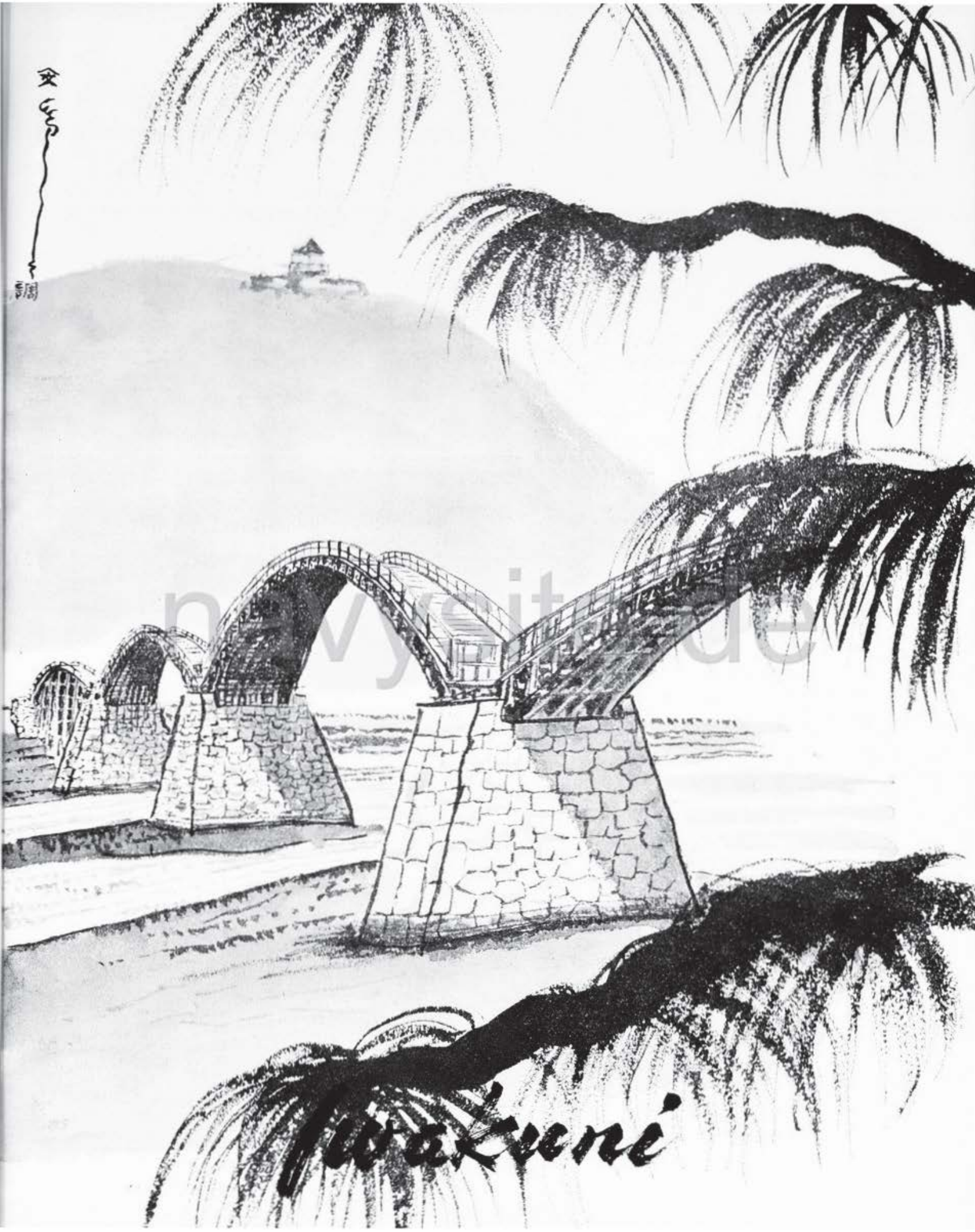
Iwakuni

Iwakuni, home of the Marine Air Facility and numerous naval patrol squadrons, gave HORNET men a chance to witness first-hand the rural Japanese life.

Despite what might seem to us to be poor working conditions and insufficient wages, the Japanese have what is agreed to be the highest standard of living in all Asia.

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The people of Japan are improving their living standards daily and the youth of today look forward with pride to the many modern conveniences now in wide use throughout Japan.

The Japanese women, like women all over the world, offer a delightful contrast among their own society. Whether it be the girls of the bars or the beautiful classic women of the true Japanese culture, we must sincerely believe George Meredith when he wrote: "Women will be the last thing civilized by man."

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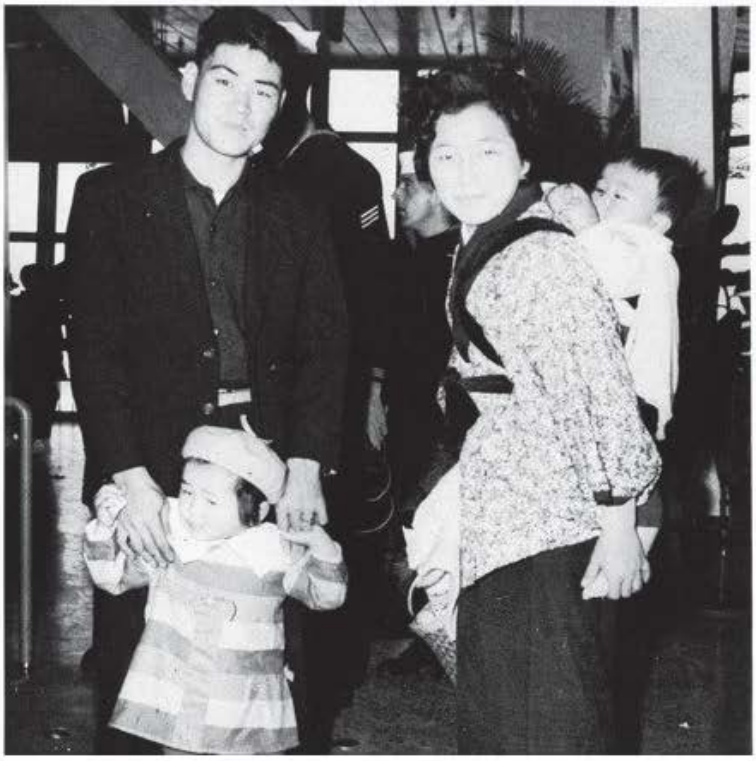
The contrast to the woman of the U.S. is most obvious. The Japanese women from birth are taught subservience and spend their life trying to please rather than to be pleased, as is customary in the U.S.



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To say that Japan is a country of contrast would constitute a grave understatement.

Our Western neighbors have a culture incomparable to our own; their customs, tastes, religious beliefs, mores and emotional outlook, which are more than satisfactory for their needs would seem quite awkward to our society, as would our customs, etc., be to them.

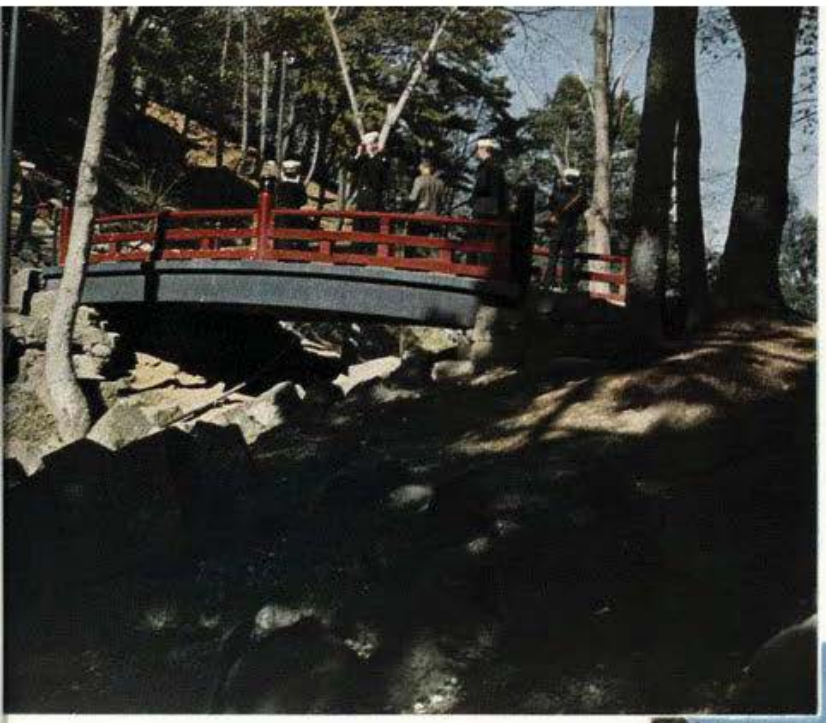

Photo by Johnson

The inland sea location of Iwakuni makes easy side trips to nearby Miya Jima "Shrine Island", and Hiroshima possible.

Photo by Johnson

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Photo by Bennett

Miya Jima, renown for the traditional, symbolizes even today the classic beauty of the Japanese religious life of past and present.

Photos by Johnson

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Photo by Bennett

Hiroshima, a name which history will still be trying to forget in years to come, presents a rejuvinated and proud face today, almost 19 years following the tragic A-Bomb blast of World War II.

This impressive site continues to serve daily to remind us of the grim results of war. The Memorial Cenotaph expresses the feelings of us all: "Rest peacefully. We will never repeat such an error."

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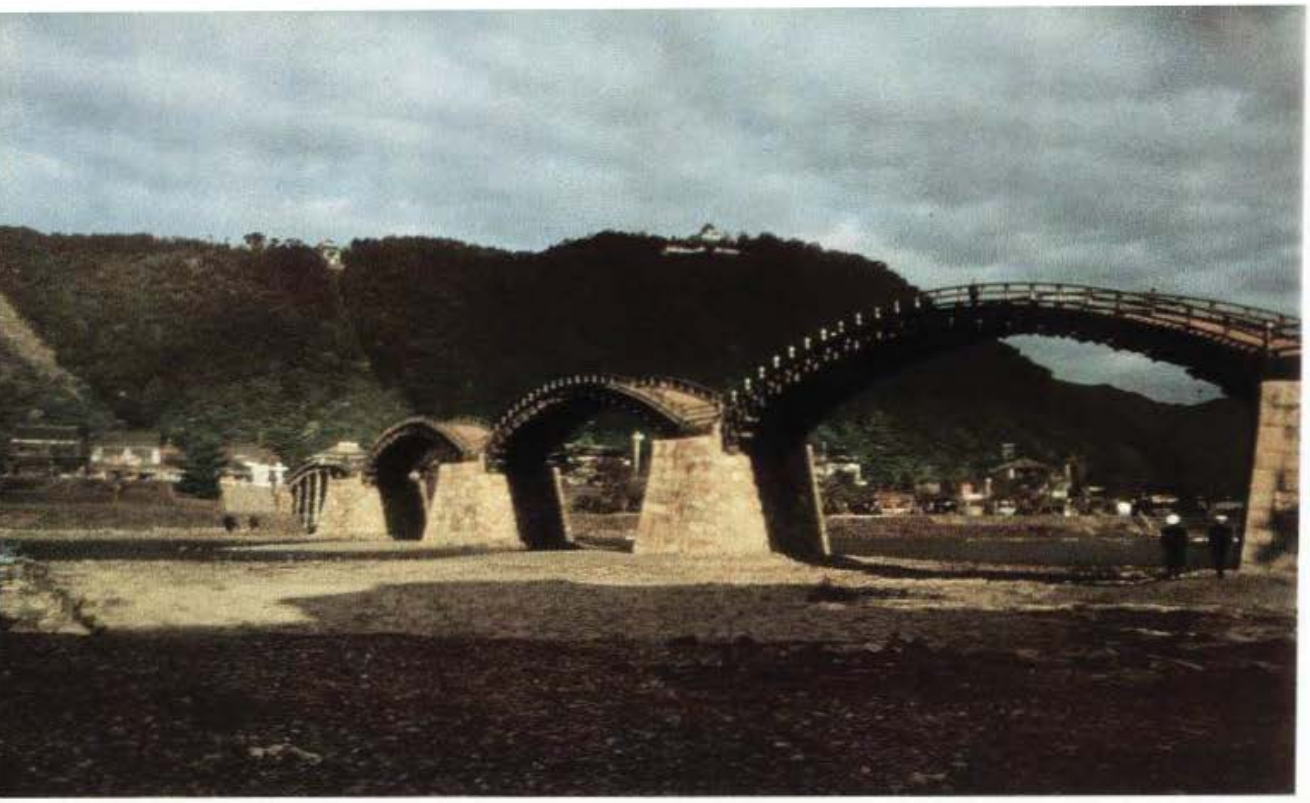
Photo by Bennett

The majestic Miya Jima Torii stands as a monumental figure head of Japanese tradition.



Within the city limits of Iwakuni stands the famous Kintai Bridge & Kintai Castle which exemplifies the ancient architecture of the Japan of the past. This historical attraction stands fast today as it did over 400 years ago.

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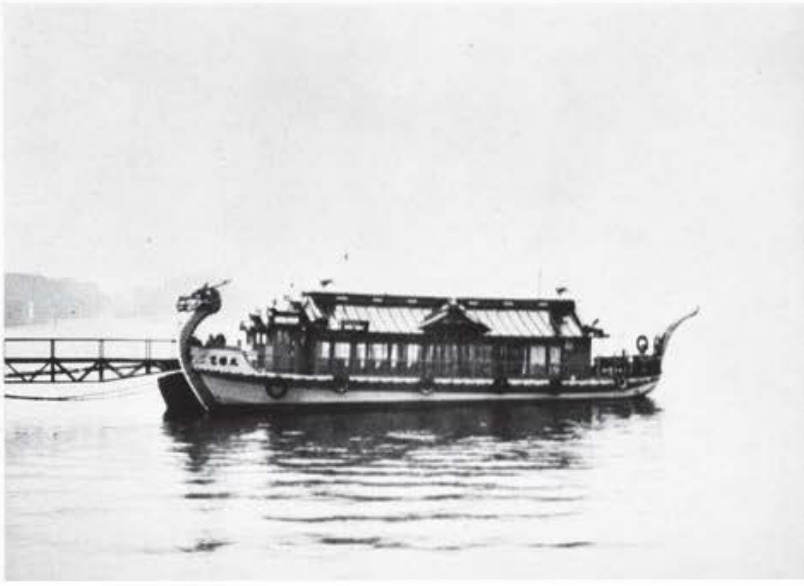

Lovely Japanese girls of Iwakuni p
sent Admiral Luker and Captain Har
with large bouquets of flowers.

The Admiral and Captain reciprocate with what
all little girls dream of . . . a doll of their own.

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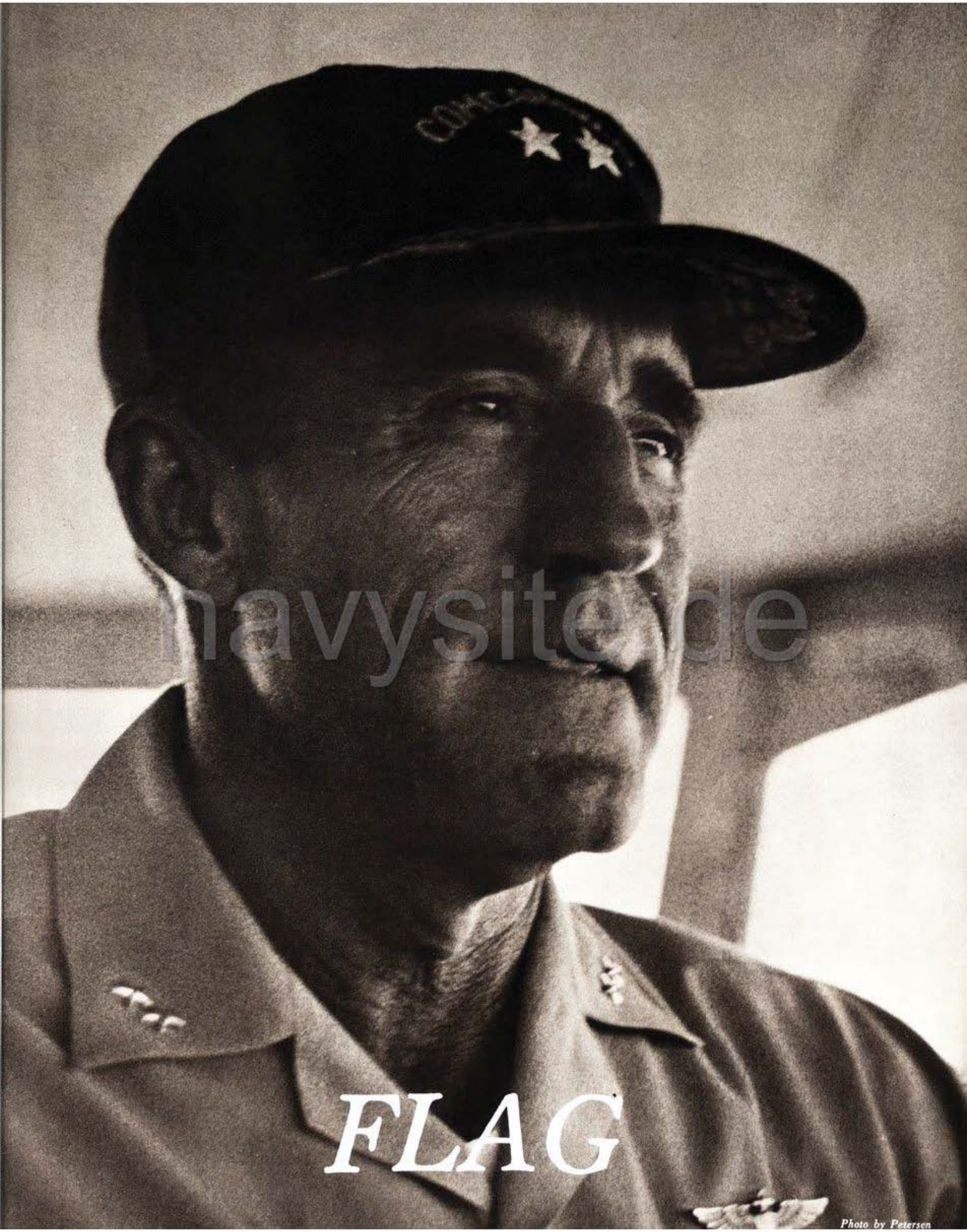

Photo by Petersen

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REAR ADMIRAL GEORGE R. LUKER

Commander Antisubmarine Warfare Group THREE

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CAPTAIN CHARLES E. HEALY

Chief of Staff

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Photo by Pet

Vice Admiral Hayward, Commander Antisubmarine Warfare Forces Pacific, discussing one of his favorite subjects..... the Soviet Submarine.

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The assigned mission of the ASW Group is to develop and maintain the highest degree of proficiency for antisubmarine operations, and a state of maximum readiness to conduct ASW throughout ocean areas in time of war, and contingencies short of war.

Antisubmarine Warfare Groups are employed primarily as operational commanders of tasks groups and/or forces when deployed, and as inspectors and evaluators of ship and air group readiness while in the United States.

Originally named Carrier Division SEVENTEEN, Antisubmarine Warfare Group THREE was commissioned 1 March 1951 and was assigned the duty of Antisubmarine Warfare Training for the Commander Naval Air Force Pacific.

On 3 August, 1951, Commander Antisubmarine Warfare Group THREE relieved Commander Carrier Division FIFTEEN as Commander Task Group 96.7 under Commander Naval Forces, Far East. This was the first of the yearly deployments to the Western Pacific as the Ready Hunter-Killer Group, Western Pacific.

LCDR W. F. GRIMM
Flag Secretary

Rear Admiral Luker is the eighteenth officer to command Antisubmarine Warfare Group THREE. Presently his staff is composed of 15 officers, and 36 enlisted men whose duties range from Yoemen, Radiomen, Quartermasters and Stewards to a barge crew and a detachment of Marine orderlies.

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Seated: (L-R)—Braddock, R. L. CDR; Stokes, G. P. CAPT; Healy, C. E. CAPT; Landreth, W. L. CDR.

Middle Row: (L-R)—Bowling, R. A. CDR; Sheldon, R. E. LCDR; Williams, R. J. D. LT; Flatley, J. E. LCDR.

Top Row: (L-R)—Hetherington, D. L. ENS; Lewis, T. M. LTJG; Boone, R. R. LCDR; Grimm, W. F. LCDR; Duffy, F. J. LT; McGrath, J. J. CDR.

On 8 October 1963, Commander Antisubmarine Warfare Group THREE again deployed to Western Pacific waters with the U.S.S. HORNET (CVS-12) as flagship, to assume command of Task Group 70.4 and, on 15 January 1964, changed its title from Commander Carrier Division SEVENTEEN to Commander Antisubmarine Warfare Group THREE.

Seated: (L-R)—Brown, N.T.; Coventon, R.E. RMC; Hetherington, D.L. ENS; Sawers, R.E. YNC; Barnes, F.L.

Middle Row: (L-R)—Nielsen, F.H.; Schroth, G.A.; Powers, J.C.; Ordway, K.A.; Ethridge, D.L.; Trimble, G.W.; Dequine, D.C.; Judy, D.B.; Dale, M.R.; Maddix, J.S.

Top Row: (L-R)—Kinney, W.H.; Garcia, J.M.; Houseman, H.E.; Dominguez, J.H.; Wildes, J.R.; Vines, R.L.; Davis, R.L.; Johnson, H.L.; Killen, J.N.; Farchione, D.J.

Seated: (L-R)—Hoops, K.S.; Lett, M.L.
Standing: (L-R)—Runnebohm, S.J.; Keiswetter, P.C.; Semkus, A.L.

The Commander Antisubmarine Warfare Group THREE Band became a well-known sound in the Far East during the cruise. Under the direction of Chief Musician Bob J. Cox, the band played to thousands at many ports of call, augmenting our purposeful people-to-people program with concerts ashore.

Seated: (L-R)—Bautista, T.C.; Griffith, E.F.; O'Bryant, P.R.; Reedy, R.D.; Priddy, N.H.

Middle Row: (L-R)—Weymouth, B.R.; Nelson, D.K.; Cox, B.J. MUC; Camaclang, P.C.; Grafmyer, J.B.

Top Row: (L-R)—Bassett, C.R.; Tarter, J.E.; Hessler, H.R.; Freeman, W.E.; Day, M.J.; Hess, D.H.; Griffith, S.

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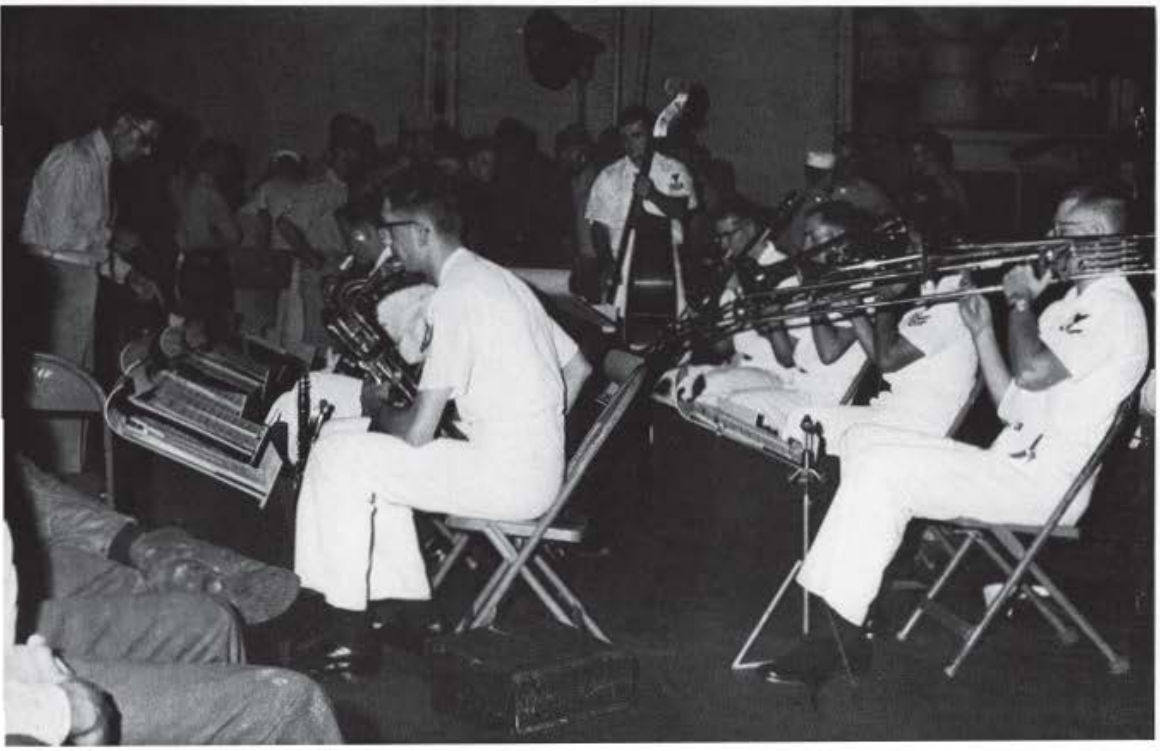
As a morale booster on the ship, the band rated high. Concerts at sea on the hangar deck, during replenishment and refueling, entering and leaving port, and at many other occasions, aided in maintaining a ready and willing crew. To provide versatility, the 16-man band split into several groups. There were the "Seven Aires," a tenor band; the "Naval Aires," a dance group; and the "Continentals," a swinging combo. The band, composed of 12 petty officers and four strikers, all graduates of the Musician's Class A School, have an accumulated total of over 100 years of experience. At full complement, the band carries 5 saxophones, 4 trumpets, 4 trombones, 3 clarinets, 1 French horn, 1 bass, and a set of drums.

Music overcomes any language barrier, and to the credit of Chief Cox and his men, many friends were made for HORNET and America.



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ADMINISTRATIVE

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Photo by McMahon

CAPTAIN JOHN I. HARDY

Commanding Officer

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CAPTAIN ROBERT R. YOUNT

Executive Officer

X

LTJG J. G. HUTCHINSON
Administrative Assistant (Det.)

LTJG V. G. DIMAGGIO
Administrative Assistant

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Seated: (L-R)—DiMaggio, V. G. LTJG.; Thomspson, J. E. LCDR (CHC); Yount, R. R. CAPT; Rossbach, G. F. CDR (CHC); Hutchinson, J. G. LTJG

Standing: (L-R)—Little, J. D. ENS; Montano, F. LTJG; Hopkins, G. R. LTJG; Duffee, C. L. LTJG; Bennett, R. A. LTJG.

Seated: (L-R)—Kuhn, H.A.; Thompson, K.R.; Little, J.D. ENS; DiMaggio, V.G. LTJG; Trinidad, G. PNC; Adcock, W.L.; Ferido, F.
Middle Row: (L-R)—Duckert, W.T.; Thompson, S.W.; Noble, W.; Whitcher, W.W.; Werings, M.D.; Owens, J.W.; Hershner, D.L.; Rizzi, R.A.
Top Row: (L-R)—Buckland, D.R.; Smith, R.D.; Whitney, R.E.; Gillespie, G.L.; Plunk H.M.; Coleman, W.R.; Loupes, C.; Parent, M.C.; Roberson, J.T.

The Personnel Office, functioning as a secretary to the crew, is responsible for maintaining service records of every enlisted man assigned to HORNET. Each man in this office performs a necessary job; handling leave records, handling SEAVEY—SHOREVEY requests, and issuing identification cards. Working all hours of the day and night, these men perform a function close to the heart of each enlisted man. Everytime the ship receives a new man, one departs, or leaves on Temporary Additional Duty (TAD) or emergency leave, the ship's Personnel Office goes into action preparing the necessary multitude of forms. Many words of appreciation and praise go to the Personnelmen of the Personnel Office.

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As the directing arm of the Administration Department, the Administration Office operates directly under the control of the Executive Officer.

Working under the direction of the Administrative Assistant, the Personnelmen of the Admin. Office type and distribute the Plan-of-the-Day, construct and distribute the liberty briefs of each port visited and maintain the Tactical Publications Library. In addition, the Administrative Assistant is the Postal Officer for HORNET, the embarked staff, and the accompanying Task Group.

Through the Captain's Office funnels the entire bulk of both incoming and outgoing ship's correspondence. The C.O.'s Office is responsible for the receipt and detachment of all officer personnel and the proper maintenance of officer records, ship's files, and master directives.

Assisting the Ship's Secretary with this huge task is a Chief Yeoman and six assistants, who, in addition, also maintain one of the best coffee messes in the area.

One of the more appreciated offices of the Administration Department is the Post Office. "Mail Call" is often considered as important as pay day.

Handling the mail for HORNET and the supporting Task Group, a total of 6 PC's expediously sort and distribute thousands of tons of mail and packages, as well as selling stamps, envelopes, and money orders.

Working many late hours for the benefit of all, the Postal Clerks of HORNET get a sincere "well done" from all hands!

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Seated: (L-R)—Collette, F.C.; Salazar, H.F.; Barnes, W.T.; Little, J.D. ENS; Di Maggio, V.G. LTJG; Bradford, J.T. YNC; Hershner, D.C.; Peterson, G.J.; Bohannon, W.J.

Middle Row: (L-R)—Ojeda, N.; Wesley, C.E.; Moore, M.B.; Caes, C.J.; Thornton, L.D.; Harmon, E.H.; McElwain, J.F.; Nunnally, V.T.; Newsome, R.B.; Young, G.A.; Checotah, E.

Top Row: (L-R)—Hickey, J.P.; Jackson, B.G.; Burden, W.L.; Evans, D.J.; Ryan, J.M.; Davidson, H.D.; Brown, D.; Hogg, M.L.; Noll, R.A.; Beach, R.E.; Newcomb, F.T.

The Legal Office functions primarily to assist the Commanding Officer in dispensing justice, as required by and in compliance with the Uniform Code of Military Justice.

Its secondary purposes are multiple: here a person can request and receive available information on such subjects as taxes, voting, insurance, motor vehicle laws; further, the office is equipped to provide wills, power of attorneys, and bills of sales for the command members.

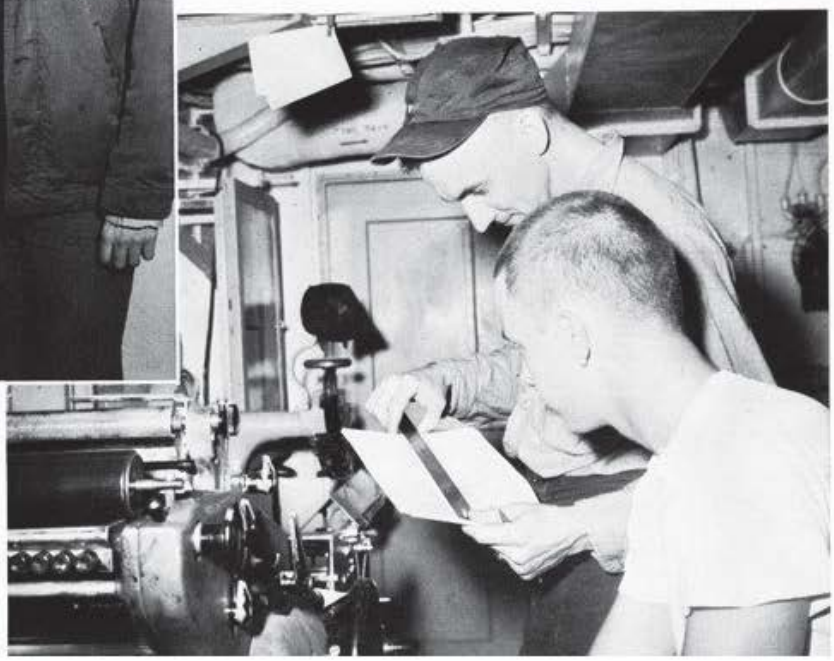
The primary function of the Public Information Office is first, that of informing the public of HORNET's activities and mission and secondly, that of insuring that the home town news media are aware of the activities of the shipboard personnel.

Another function for HORNET's Journalists is that of preparing the way for all guest cruises, whether they be guests of the Secretary of the Navy or dependents of the HORNET crew. The responsibility for the many tours taken of the ship fall into the hands of P.I.O. The monthly publication of the Buzz—for the enjoyment of all hands—is just another function performed by the JO's.

The Education and Training Office conducts advancement in rate examinations semi-annually, causing the E & T Officer and his Personnelmen to work many hours administering and correcting the exams. An average of 600 men participate during each six-month exam.

Stocking and issuing correspondence courses, arranging quotas for schools and administering examinations for high school accreditation is another small (?) part of E & T's chore.

The Print Shop is responsible for reproducing such items as the Plan-of-the Day, flight schedules, notices, instructions, operation orders, etc. In addition the Lithographers print the Sea Scoop, the Buzz, and many liberty briefs.



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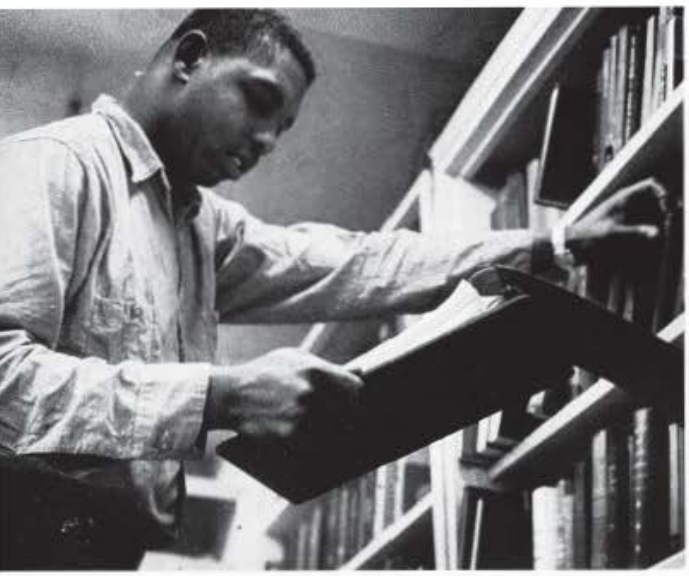

CDR. G. F. ROSSBACK, (CHC)
Catholic Chaplain

The primary function of HORNET's two Chaplains is to provide for the religious needs of all personnel. This covers many different activities. The Chaplains conduct Protestant and Catholic services each day in addition to the weekly services on Sunday. They supervise the use of the ship's Chapel by other religious groups and assist lay leaders in providing religious services for these personnel. The Chaplain's door is always open to one who needs assistance with personal problems. Through counseling with the individual, by assisting him when faced with an extreme hardship or emergency, and in a variety of other ways the Chaplain promotes the spiritual and general welfare of all hands.

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With assistance from three yeoman strikers, the Chaplains are responsible for numerous other services. One Chaplain arranges all the "sight-seeing" tours conducted for the ship. The other Chaplain is responsible for the library in which several hundred books and magazines are provided in an area conducive to study and relaxation.

LCDR. J. E. THOMPSON, (CHC)
Protestant Chaplain

Another space operated by X Division personnel is the Athletic Gear Locker, which supplies the crew with all types of athletic equipment.

"In ships there shall be assigned under the Executive Officer, a Chief Master-At-Arms, and such other Master-At-Arms, as may be required as his assistants, for the maintenance of good order and discipline".

U.S. NAVY REGULATION
Art. 0806

A supporting function includes the investigation of crimes committed which fall under the Uniform Code of Military Justice (UCMJ).

Seated: (L-R)—Beltz, R. C.; Boardman, R. R.; Murphy, P. C.; Ogassian, S. BTCM; Cotton, O. D.; La Voie, C. E.; Faris, J.
Standing: (L-R)—Ortiz, J. F.; Klingensmith, R.; Snowden, H. T.; Lester, C. E.; Tibbett, G. M.; Markle, J. L.

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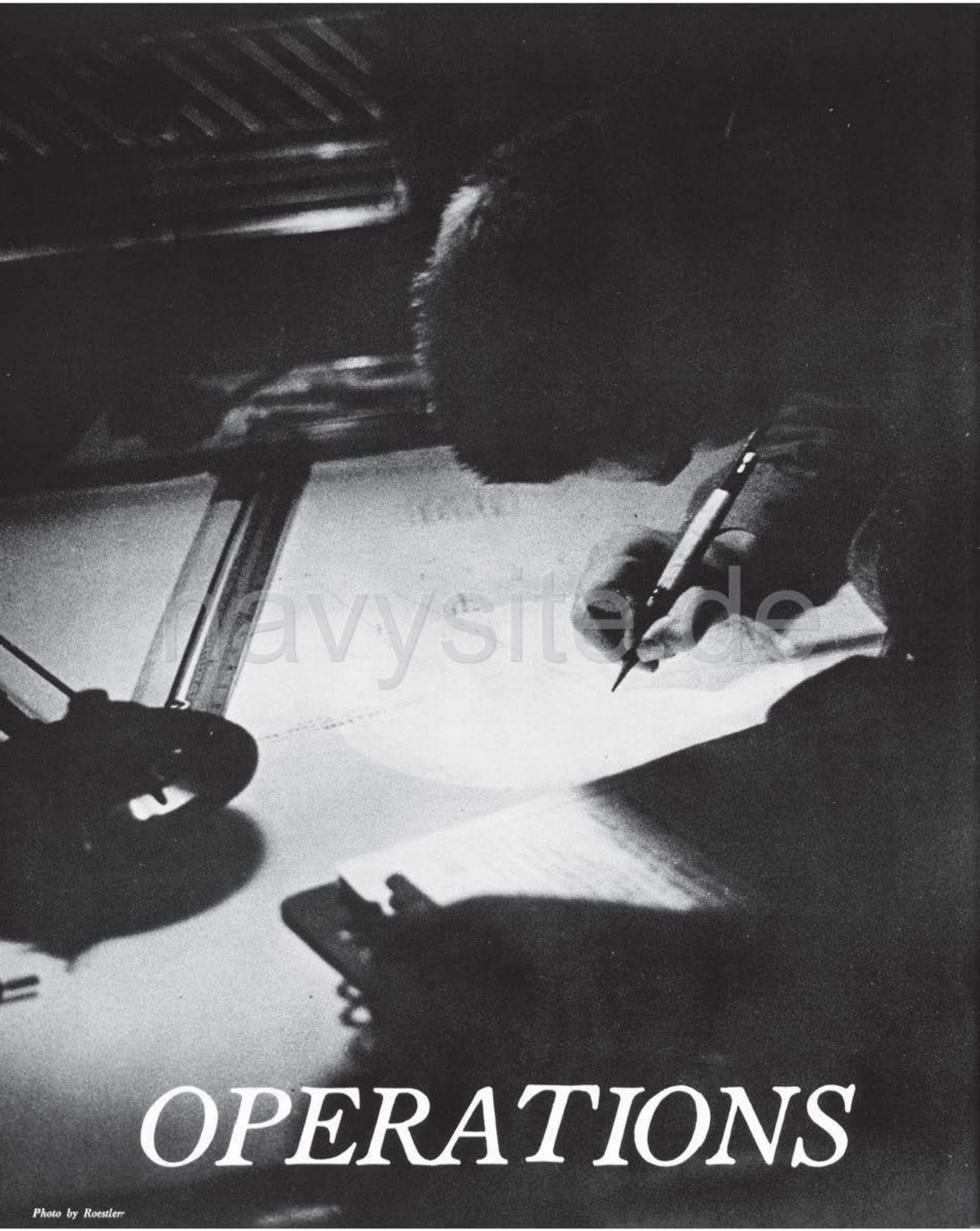
The Master at Arms Force consists of a Chief Master At Arms, Assistant Chief Master At Arms and twelve Master At Arms, each of which—except for the Chief Master At Arms—is assigned from various departments and squadrons for a 6 month period. These men can be seen day and night, almost anywhere aboard ship, carrying out the police duties necessary for the discipline required of all hands aboard.

Above all, the Master-At-Arms Force is a major factor in maintaining order throughout the ship. It is their responsibility to conduct the Commanding Officer on inspection tours, as well as handling noisy and disorderly men returning from liberty. The Master-At-Arms is an invaluable aid to the Officer of the Deck. By virtue of his office, the Chief Master-At-Arms is the senior enlisted man aboard ship.



OPERATIONS

Photo by Roestler

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CDR S. EVANS

Operations Officer

CDR D. P. TOBIN

CIC Officer

CDR E. D. SULLIVAN

Air Operations Officer

LCDR P. T. KARSCHNIA

Admin Asst.

OA

LCDR C. F. BIRD

Aerologist

Without a doubt weather plays an integral and important part in HORNET's theater of operations. A strategic part of the Naval Weather Service, the personnel of OA Division perform all the functions of a U.S. Naval Air Station Weather Office. As an important unit of our ASW Group, OA personnel collect, evaluate and disseminate meteorological and oceanographic information for all ships, and supporting aircraft.

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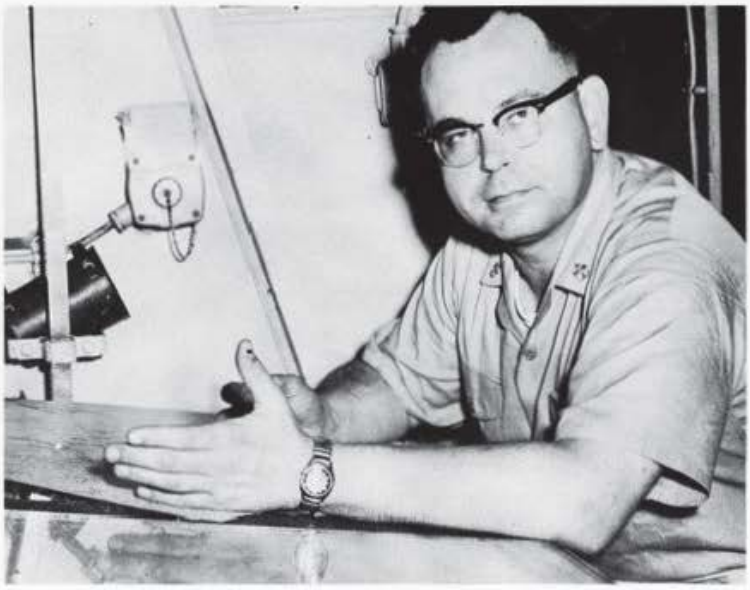
Seated (L-R)—White, G. R.; Martin, B. L.; Bird, C. F. LCDR; Hagenbruch, R. H. AGC.; Griffin, J. L.

Standing (L-R)—Glenn, L. D.; Robinson, D. R.; Smith, J. E.; Biddle, R. C.; Alford, R. A.



The men of OA division are constantly alerted to changes in current and prospective weather conditions, and provide daily forecasts to HORNET and Task Group. Complete surface observations are made hourly and radio balloon soundings taken daily as an aid in the preparation of forecasts.

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Whether its collecting vital teletype weather reports, releasing weather balloons or taking wind readings the men of OA are busy 24 hours a day.

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The men of OA Division claim their predictions are 100% correct . . . it's just that the timing may be a little off!

None the less, these men do a most commendable job, in trying to out-guess Mother Nature.

Seated: (L-R)—Sullivan, E. D. CDR; Evans, S. CDR; Karshnia, P. T. LCDR.
Standing: (L-R)—Brown, W. I. LCDR; Margeson, A. J. LCDR.

OC

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The Air Controlmen who man CATCC and CCA coordinate and schedule the ship's flight operations, furnish launch and recovery information to pilots, and control aircraft during the approach and departure phases of flight. In CATCC, these men —surrounded by illuminated status boards displaying ship position, weather, Bingo information, pilot names, and other pertinent data—keep in touch with the bridge, pri-fly and the ready rooms for changes in flight data.

During flight operations CATCC becomes a filter center for the smooth conduct of flight operations by coordinating activities of CIC concerning the tactical question, CCA concerning approaches and departures, and Flight Deck Control and Pri-Fly concerning aircraft availability and deck conditions.

In CCA, these men stand ready at their radar scopes to control departing aircraft and then guide them to the "meat ball" in any kind of weather, day or night.

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Seated: (L-R)—West, H.A. ACC; Sullivan, E.D. CDR; Mervin, C.J. ACC.

Middle Row: (L-R)—Hatcher, T.E.; Gann, N.E.; Ryan, J.J.; Oakley, D.; Fields, J.W.; Bossen, J.D.; Dills, H.L.; Quayle, J.R. Jr.; Martin, G.J.; Ieronimo, J.A.

Top Row: (L-R)—Ferris, R.D.; Curry, L.J.; Reid, K.M.; Heiney, C.E.; Muhlke, J.H.; Gray, J.A.; Wenzel, G.A.; Trott, J.S.; Miller, H.H.

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The end of a day only means preparation for the next, and a break in flight operations is only a chance to fit in another COD flight or assemble the mat cargo and personnel for a helo or hi-line transfer.

LTJG R.L. Cronkrite and LT J.P. O'Donovan oversee the numerous responsibilities of OE Division.

OE

The men of OE Division have the never-ending job of maintaining the vast network of HORNET electronics equipment. The equipment they maintain is literally the "Eyes, Ears and Voice" of the carrier. With over 2,000 electronic devices necessary for operation of the ship's multitude of antennae, the Electronic Technicians work around the clock keeping every piece of equipment in top operating condition.

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Seated: (L-R)—Amos, S.P.; Strode, R.L.; O'Donovan, J.P. LT; Copp, M.R.; Peterson, D.R.

Middle Row: (L-R)—Congo, P.B.; Turner, C.E.; Henderson, J.D.; Golden, J.F.; Cogar, K.K.

Top Row: (L-R)—Goble, D.A.; Nitka, D.J.; Wells, T.E.; McGrady, L.A.; Hoehn, N.J.; Ross, D.T.; Owen, J.G.

Seated: (L-R)—McGranahan, R. K.; Cronkrite, R. L. LTJG; Mueller, L. E. ETC; Whitmer, B. B.

Middle Row: (L-R)—Bolton, J. G.; Braig, D. D.; Miller, R. D.; Jasper, G. A.; Zimmerman, G. K.; Bales, M. J.; Cowan, J. R.

Top Row: (L-R)—Chichkanoff, G.; Long, L. D.; Bailey, J. M.; Polgar, J. M.; Edstrom, P. N.; Rasmussen, L. G.; Gilmore, W. N.; Barnes, D.C.

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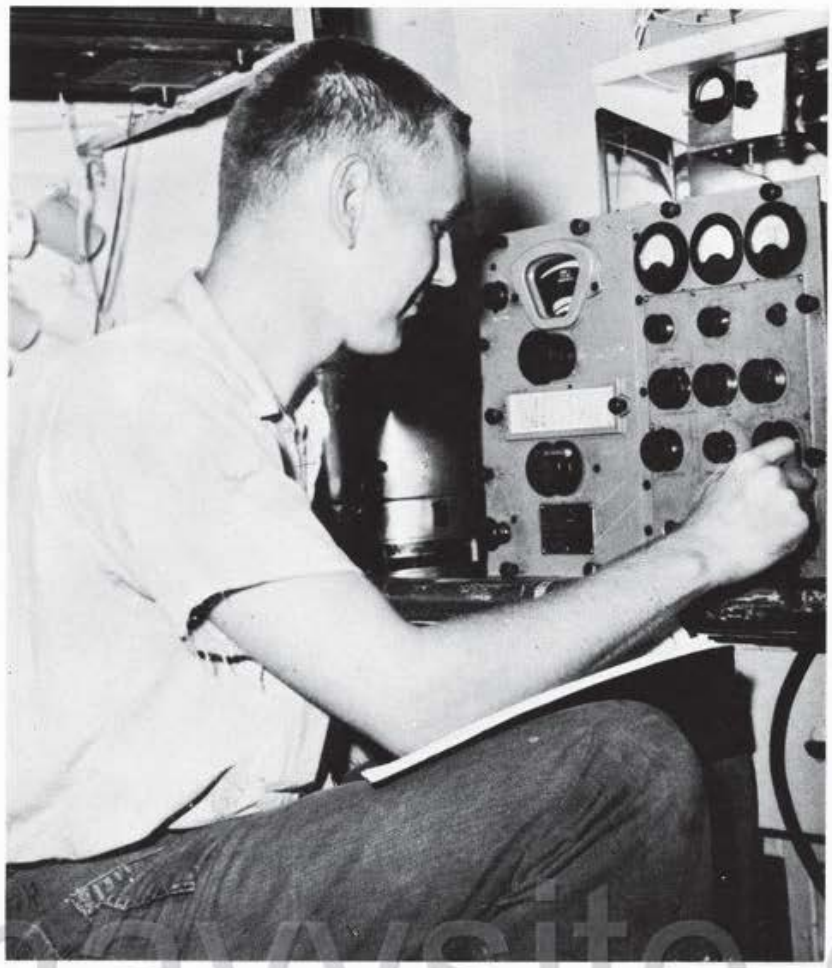
Because it has become necessary to look over the horizon, through darkness, clouds and all types of weather, in order to detect aircraft and other ships, we have radar. To transmit, receive and communicate with ships and aircraft, we have our radio equipment. To insure that our "birds" do not stray, OE Division also maintains homing devices to provide maximum safety to the pilots. To OE Division falls the responsibility of constant upkeep of this equipment.



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In our ASW operations, the depth of water which we encounter determines to some degree the success we have in meeting our objective; therefore, the equipment maintained by OE Division for "sounding" proves invaluable in our mission.

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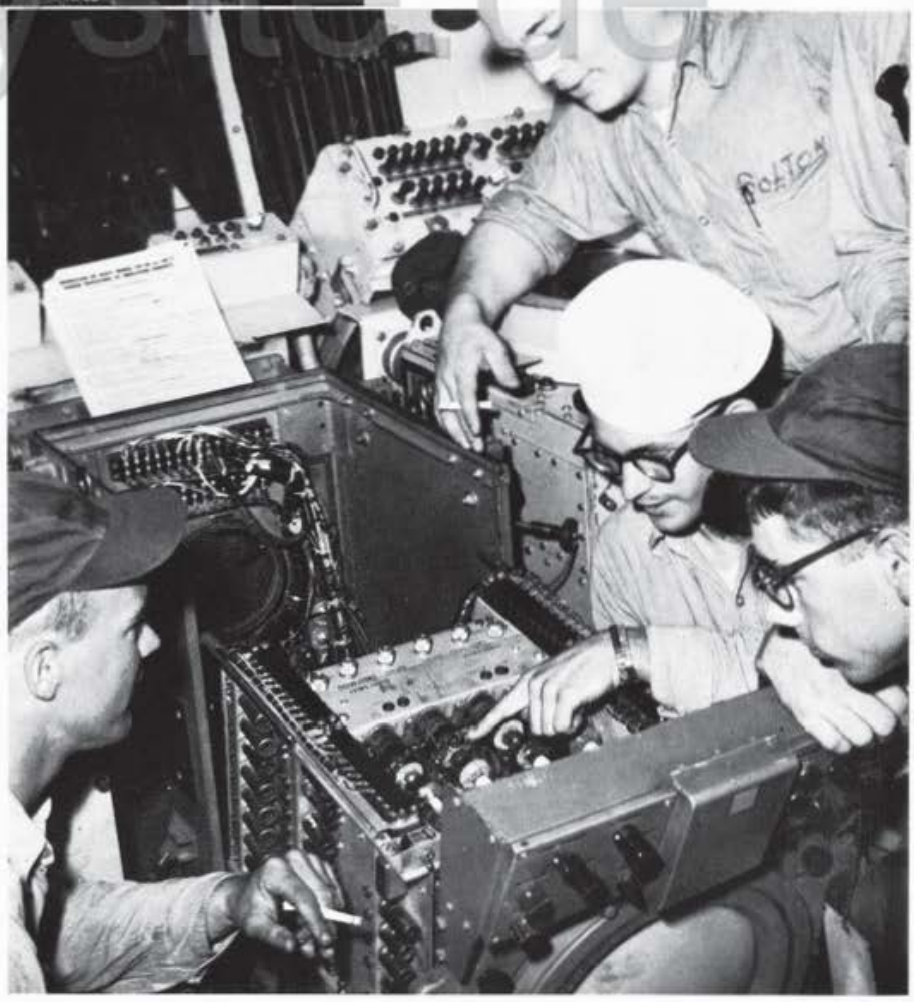

Probing and measuring, testing, replacing or adjusting out-dated equipment is a constant task. The Electronics Technicians must quickly locate and rectify all malfunctions.

Their effectiveness can be measured by the success of this past cruise. An excellent job under exacting conditions.

Seated: (L-R)—Keaney, M. J., LT; Emerson, J. R., LCDR; Tobin, D. P., CDR; Cazares, R. B., LT; Anschutz, W. C., LTJG.

Top Row: (L-R)—Purks, R. K., LTJG; Laabs, G. J., ENS; Mulholland, J. R., ENS; McLaurin, C. A., LTJG; Gillow, S.L., LTJG; Wells, C. P., ENS.

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Captain Hardy and Commander Evans discussing scheduled operations

Photo by Petersen

Seated: (L-R)—Garbell, D.A.; Logue, J.E.; Anschutz, W.C., LTJG; Horine, A.E.; Heitchler, C.R.

Middle Row: (L-R)—Smith, L.L.; Hermanyhorses, W; Batts, C.M.; Richards, J.E.; Hunter, M.B.; Taylor, W.L.; Treon, S.C.

Top Row: (L-R)—Duet, R.F.; Scheppke, G.G.; Murphy, T.C.; Jones, W.P.; Nelson, J.W.; Thomas, R.N.; Huber, G.P.; Priese, L.E.; Ketner, D.D.

01

The ship's Combat Information team, made up primarily from OI Division, is the HORNET's "Eyes and Ears". These men working in the dimly-lighted space known as Combat Information Center (CIC) are on duty around the clock while the ship is underway or unprotected by shore based installations.

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Should an unidentified air or surface contact be detected on one of the many radar screens located in CIC, the radarmen immediately plot its course and speed, compute its closest point of approach, and disseminating this information they make the necessary recommendations to the Admiral, Captain and departments concerned.

Assembling, correlating and disseminating the information obtained from electronic and visual intelligence sources is the primary responsibility of the men in OI. "Combat" maintains the up-to-the-second situation picture necessary for complete and knowledgeable decisions.

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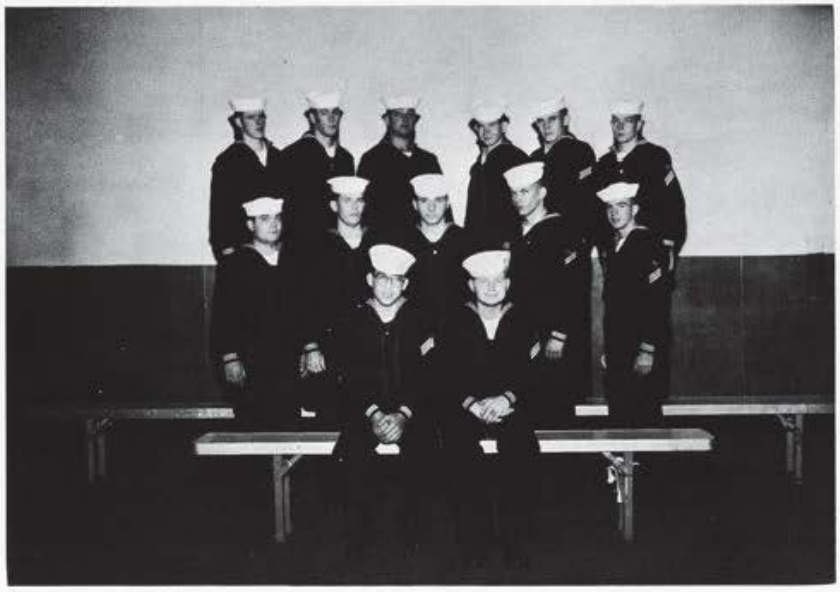
Seated: (L-R)—Robinson, T.R.; Silk, A.D.; Collins, T.J. RDC; Goode, S.L.; Rasmusson, R.D.

Middle Row: (L-R)—Mehrer, D.L.; Kane, R.M.; Colwell, R.M.; Kenny, G.E.; Urtnowski, F.R.; Trimble, R.J.; Valdez, G.L.; Wheeler, H.A.; Baum, P.M.

Top Row: (L-R)—Cox, R.L.; Griep, R.C.; Merzlak, R.W.; Hughes, M.D.; Johnson, J.W.; Sproul, W.K.; Gardner, R.E.; Allvord, J.S.; Hayes, R.R.; Harter, E.H.



Seated : (L-R)—Ornelas, C. E.; Walker, M. E.

Middle Row : (L-R)—Sanders, W. E.; Abbott, R. A.; Cruze, R. J.; Hale, G. L.; Schmiesing, A. W.

Top Row : (L-R)—Fairbanks, J.L.; Jones, N. H.; Warren, R.L.; Robertson, T. E.; Cass, C. L.; Hoffman, G. C.

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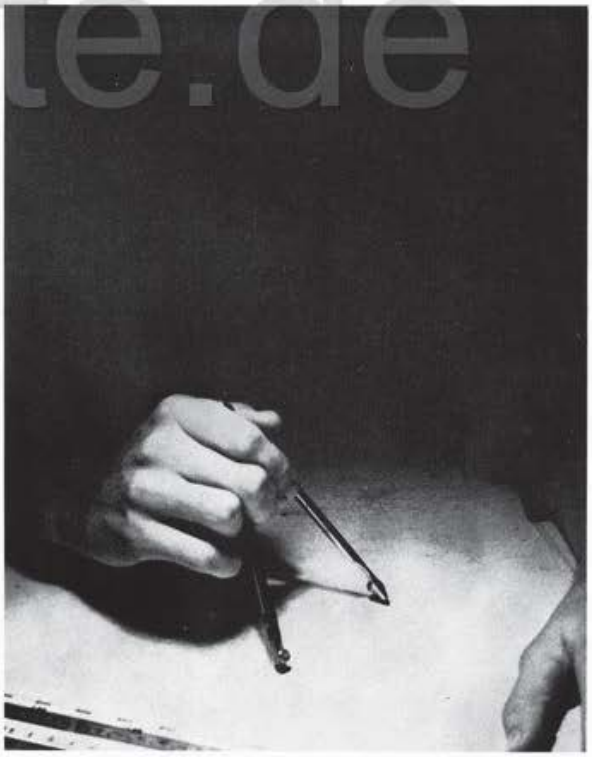

LT. J. H. FISHBURN

ASCAC Officer

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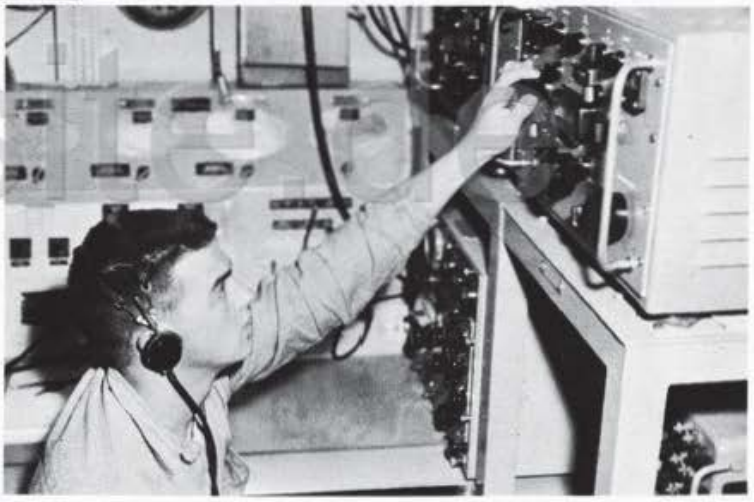
Determining whether a contact is a submarine, a whale, a school of fish, a bed of kelp, a rock, or a sunken wreck is the job of ASCAC (Antisubmarine Classification and Analysis Center).



Embarked in HORNET is Commander Antisubmarine Warfare Group 3. The success of the mission and the safety of the ASW Group is his responsibility. His tactical and strategic decisions on how to employ the units come from many years of experience in matching wits with the hidden enemy. Ultimately his decisions must be based on the best possible evaluation of the contact in question. He must rely on the ears of the men who are actually hearing the sounds and echoes emanating from his contact. ASCAC is an attempt to bring together many thousands of similar sounds and using refined display equipment, intelligently determine whether this echo is a submarine.

OP

Seated: (L-R)—Irelan, K. L.; Singleterry, E. L. PHC; Laabs, G. J. ENS; Mitchiner, C. L.

Middle Row: (L-R)—Rosado, R. R.; Cherbak, J. L.; Montague, R. G.; Reynolds, J. W.; Johnson, L. W.; Pender, J. B.

Top Row: (L-R)—Clemens, W. L.; Reichenbacker, R. L.; Delong, W. A.; Madej, J. S.; Gall, P. R.; McMahon, W. J.; Sindt, D. L.

OP Division spreads itself into three areas: Photo Lab, Air Intelligence and the Operations Office; these are the spokes which revolve around the hub of activities comprising OP Division. The Photo Lab handles all the ships official photography; it develops and prints all of the aerial photography taken by the squadrons—the total of which usually averages over 500 negatives and up to 1500 prints per month.

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LCDR R. HAGUE
Air Intelligence Officer

The Air Intelligence Office acts as a co-ordination center for all intelligence operations pertaining to the pertinent operation of HORNET and her Air Group.

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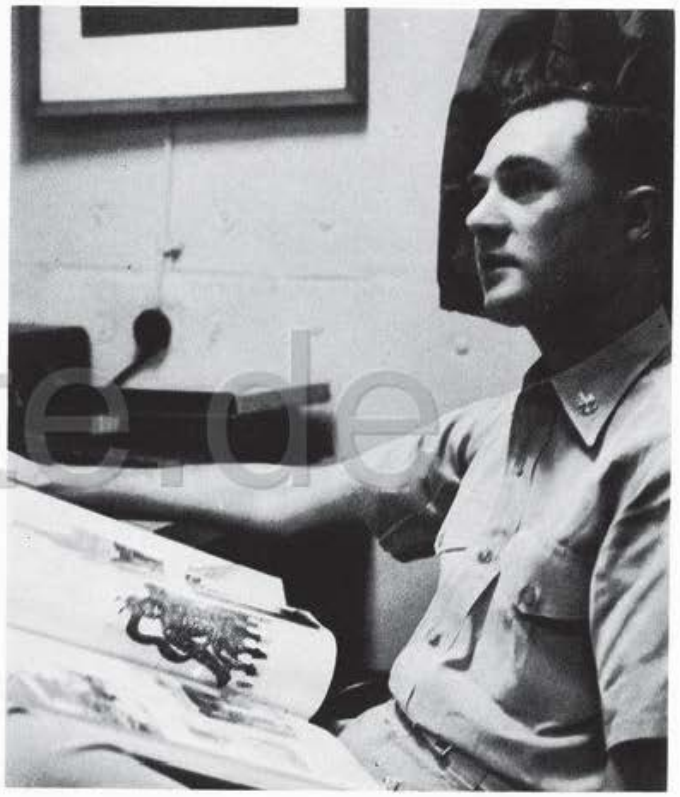

E. L. SINGLETERRY PHC
Photo Lab

The main function of AIO is the processing, evaluation and dissemination of all pertinent operational intelligence information on a timely basis, to keep the Commanding Officer continually informed of all intelligence matters affecting his command and operational schedule.

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Another responsibility of OP Division is, the Operations Office. The Op's Office handles the paper work for the planning and operation of the ship.

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Though one of the smallest divisions on board HORNET, it is one of the busiest.

AIR

Photo by Petersen

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CDR W. E. ZAISER
Air Officer

CDR J. R. GENSERT
Asst. Air Officer

LTJG C. FUSCO
Air Admin Asst.

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Seated: (L-R)—Williams, R. L. LCDR; English, E. C. LCDR; Zaiser, W. E. CDR; Gensert, J. R. CDR; Hall, T. K. LCDR.

Top Row: (L-R)—Schafer, E. D. LCDR; McKee, R. X. LCDR; Pearson, J. E. LT; Waline, R. L. ENS; Fusco, C. LTJG

V-1

"Standby to launch and recover aircraft". These are familiar words to personnel of V-1 Division, commonly called the Flight Deck Crew.

Seated: (L-R)—Williams, W. J.; McDonald, B. W.; Hawpetoss, J. T.; Williams, R. L. LCDR; Kent, R. P. ABCS; King, E. S.; Reaux, A. J.; Allen, W. J.

Middle Row: (L-R)—Westenhaver, J. D.; Colen, D. W.; Hutson, S. H.; Malloy, P. A.; Comer, A. T.; Francis, N. A.; Schilling, G. N.; Hufstedler, D. W.; Parson, E. C.

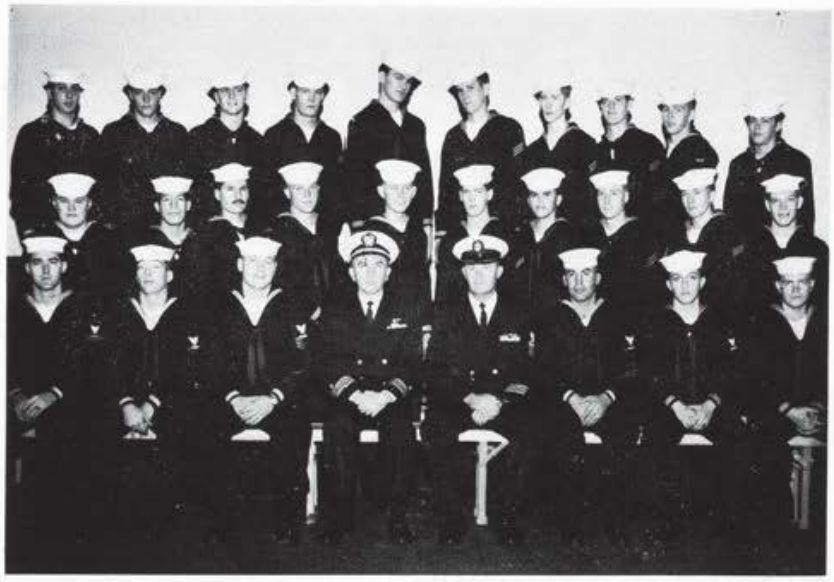
Top Row: (L-R)—Burse, R. T.; Hector, J. L.; Strouth, R. W.; Sisk, W. J.; Drake, R. E.; Galloway, B. R.; Whiting, C. E.; Palmer, J. G.; Wright, N. J.

Seated: (L-R)— Jackson, M. P.; Herzog, R.; Osborn, D. C.; Williams, R. L. LCDR; Osman, D. D.; Burnett, K. H.; Cheves, R. E.; Johnson, L. D.

Middle Row: (L-R)—French, V. P.; Cully, J. L.; Caradine, C. E.; Lowe, J. R.; Schleeper, D. L.; Rowe, C. A.; Hebert, D. A.; Stinger, P. L.; Hohman, H. L.

Top Row: (L-R)—Horan, P. D.; Druther, J. T.; Johns, C. L.; Lewis, J. R.; Magri, P. J.; Stahl, W. S.; Gammil, D. H.; Byers, C. D.; Harlam, W. P.; Iremonger, R. A.

navysitecrew



Seated: (L-R)—Levinson, T. B.; Herrick, D. H.; Brooks, F.; Williams, R. L. LCDR; Reece, E. C. ABHC; Holcomb, J. L.; Alessi, V. P. Naysmith, R. B.

Middle Row: (L-R)—Johnson, A. L.; Arenas, J.; Flores, J. E.; Washburn, J. H.; Cox, G. L.; Clay, W. H.; Sutphin, R. B.; Bentley, L. R.; Beckert, C. A.; Ellard, D. J.

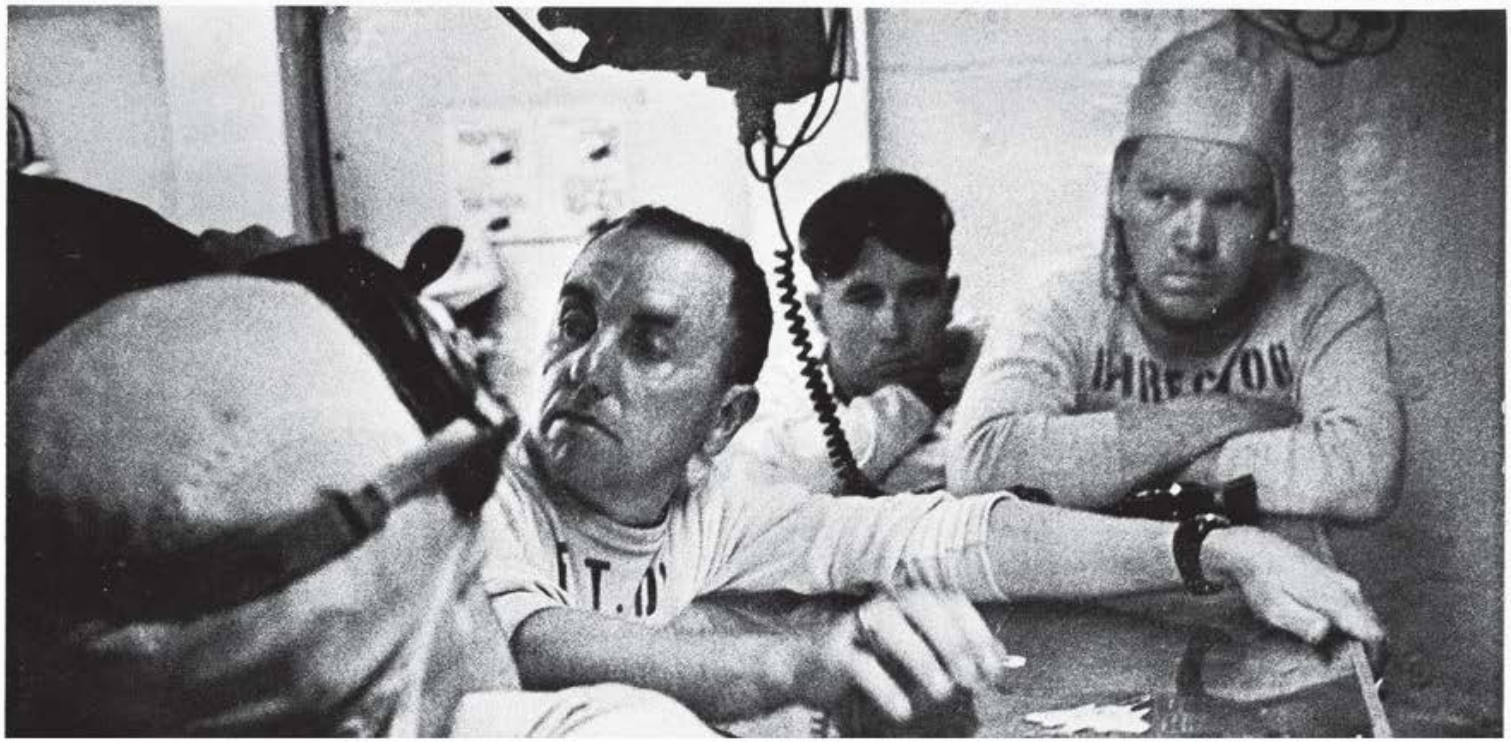
Top Row: (L-R)—Carter, T. R.; Gerdes, E. L.; Bishop, C. N.; Timmons, J. L.; Muzikevicius, J.; Clift, W. R.; Henry, D. D.; Rhodes, G. M.; Herman, L. D.; Dreiling, R. F.

To move aircraft from the flight deck to hangar deck we have our elevator operators. With the warning horn blasting you can still hear the operators voice, "watch the elevator". Last, but by no means least, are the phone talkers who provide to one control station all the information on what is happening on the flight deck.

In all kinds of weather, during day and night operations, this seasoned and weather beaten crew is constantly moving and spotting aircraft for launching and recovering. Tactful voices are seldom heard, mostly the booming sound of the Aviation Boatswain Mate.

Nowhere is perfect coordination more required, to get the job done in an efficient and safe manner, as on the flight deck. There are the "Yellow Shirts" or flight deck directors who have the sole responsibility for moving aircraft. To all personnel on deck their word is "the law". Then we have the "Blue Shirts" who are the chock walkers, plane pushers. Many are the times that a director has been grateful to a quick thinking blue shirt for some action that may have saved an unfortunate incident. And of course we have the Repair 8 personnel, or the "Red Shirts". Highly skilled at fire fighting, pilot rescue, and aircraft salvage.

Photo by Petersen



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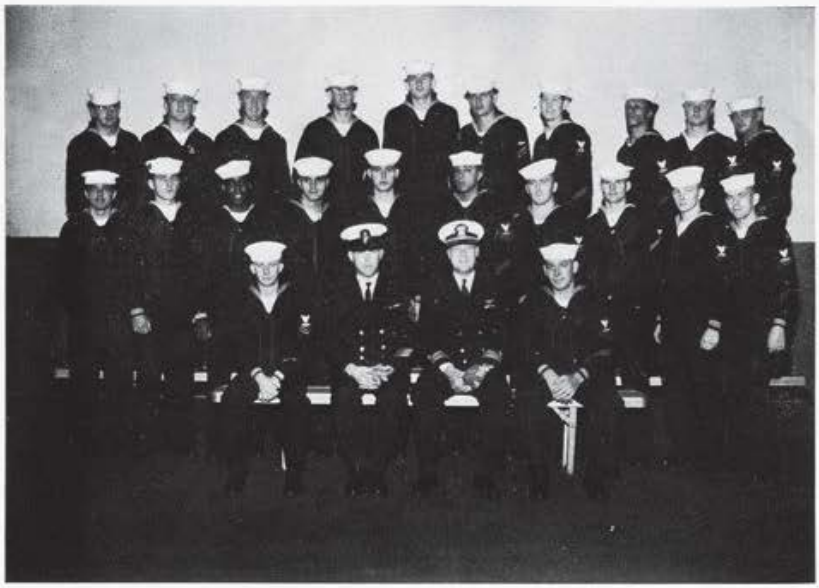

V-2

Seated: (L-R)—Braden, J. H.; Williams, T. N., ABEC; Schafer, E. D., LCDR; Crawford, T. H.

Middle Row: (L-R)—Viccaro, L. M.; Hall, J. J.; Beeks, R. R.; Pagley, A. J.; Tunnell, C. C.; Carter, C. D.; Nelson, J. D.; Edwards, E. G.; Cox, W. H.; Hardin, R. L.

Top Row: (L-R)—Greene, R. L.; Hendrickson, A. M.; Clinton, T. P.; Doan, C. R.; Kennedy, C. W.; Poelstra, M. R.; Ash, R. E.; Lavert, L. L.; Hoffman, L. J.; McClure, B. R.

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V-2 is responsible for the maintenance of the arresting gear equipment and catapults used for the recovery and landing of aircraft. Rigging the emergency landing barrier by the men of V-2, as their record shows, will be a fast and efficient job.

A far cry from the days of the Roman cedar catapults, today's modern hydraulic iron catapults provide numerous responsibilities which fall to the men of V-2. Even Caesar didn't have the problem of recovering his missile, whereas V-2 faces that situation daily when operating the arresting gear which must halt aircraft traveling at speeds in excess of 140 miles an hour, in a distance of about 195 ft.

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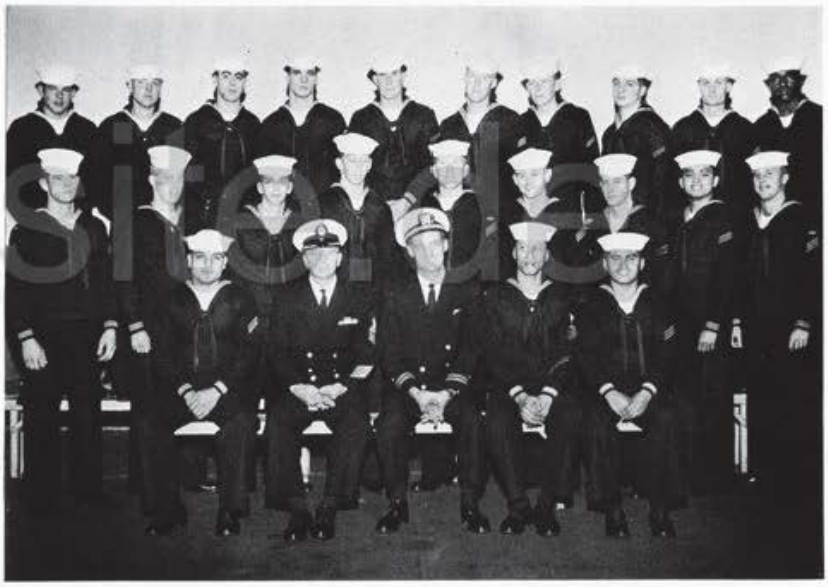
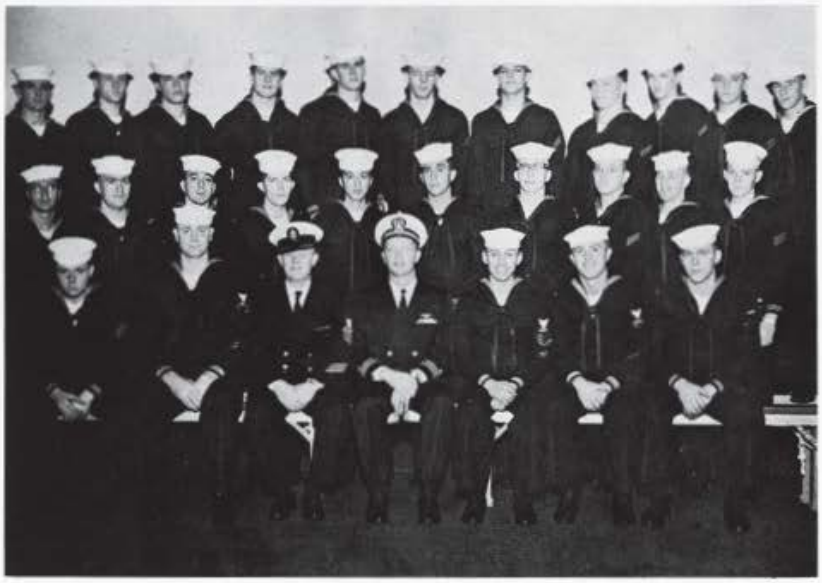


Seated: (L-R)—Harris, J.; Chace, R.G. ABEC; Pearson, J.E. LT; Lavert, L.L.; Bayot, C.J.

Middle Row: (L-R)—Staab, J.L.; Dickenson, M.D.; Lancaster, W.P.; Ivers, F.H.; Valentine, J.T.; Luker, L.G.; Lewis, G.R.; Antenorcruz, A.F.; Rice, P.D.

Top Row: (L-R)—Marshall, L.L.; Mulder, G.K.; Milner, D.N.; Ryon, G.E.; Adkisson, T.E.; Law, M.A.; Ferrell, R.R.; Humphrey, J.F.; Todd, J.H.; Nichols, J.



Seated: (L-R)—Trichel, R.L.; Bennett, P.W.; Hedge, G.F. ABEC; McKee, R.X. LCDR; Guemes, E. Jr; Boren, D.E.; Maddox, G.Y.

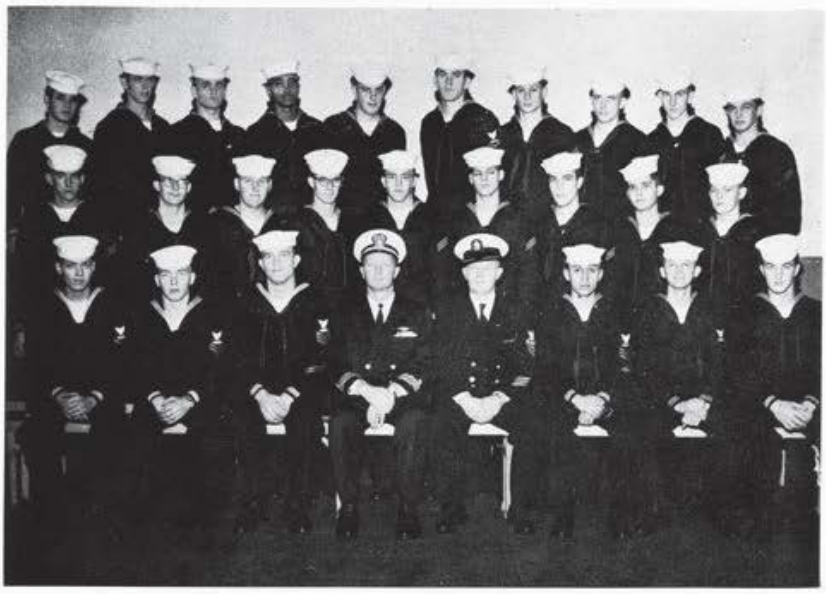
Middle Row: (L-L)—Beshara, D.R.; Mosher, A.L.; Hernandez, A.; Garrett, E.C.; Choy, T.G.; Salazar, L.A.; Holt, R.A.; Webb, R.E.; Bellomy, B.G.; Clearwater, C.W.

Top Row: (L-R)—Snider, D.W.; Hunt, D.R.; Thompson, J.L.; Flucker, W.D.; Atkins, G.L.; Schroll, T.M.; Blankenship, C.M.; Campbell, R.P.; Harris, T.W.; Burrage, W.D.; Hurst, R.C.

V-3

V-3 Division, known as the "Hangar Deck Division", is responsible for the routine upkeep, general maintenance, and overall cleanliness of the hangar bays. In addition, V-3 is primarily responsible for the movement of all aircraft and mobile equipment on the hangar deck, as directed by the Aircraft Handling Officer.

Under the careful supervision of the "yellow shirts" (plane directors), the blue shirted personnel of V-3 deftly maneuver aircraft weighing several tons on and off the elevators, over a rolling, often wet and slippery deck, day and night, . . . as many as 285 moves have been recorded in one 24 hour period. Pride in their work, safety, and teamwork with other divisions on the ship have contributed to the "can do" spirit prevalent in V-3 Division.



Seated: (L-R)—Anglemyer, T.L.; Newham, R.W.; Turner, A.H.; McKee, R.X. LCDR; Hedge, G.F. ABEC; Guemes, E.; Tweedle, J.R.; Demanovich, J.D.

Middle Row: (L-R)—Delph, J.; Heaton, G.J.; Camp, R.M.; Counterman, B.L.; McCreery, K.K.; Blankenship, C.M.; Midwood, G.L.; Doss, D.J.; Clearwater, C.W.

Top Row: (L-R)—Elsea T.W.; Petty, D.J.; Ivanich, R.L.; Massey, J.L.; Lantz, R.L.; Hundley, L.R.; Howard, J.M.; McNew, M.M.; Hubbard, G.W.; Switzler, G.L.

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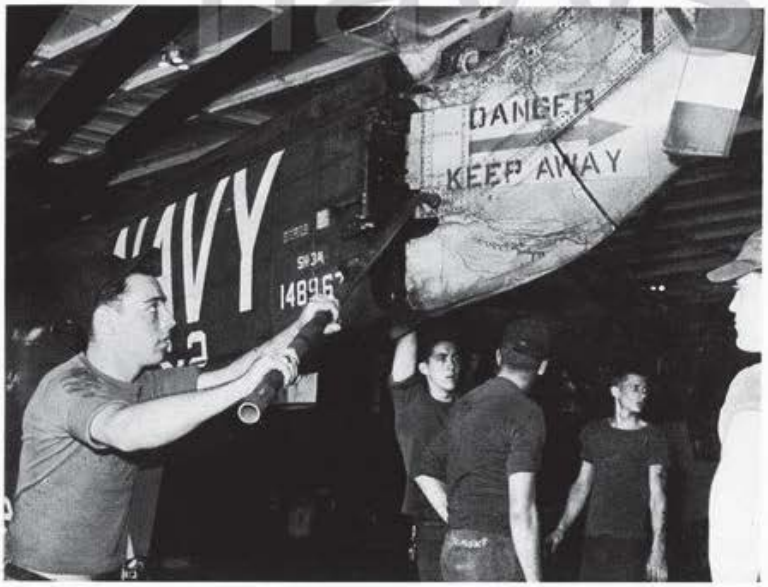

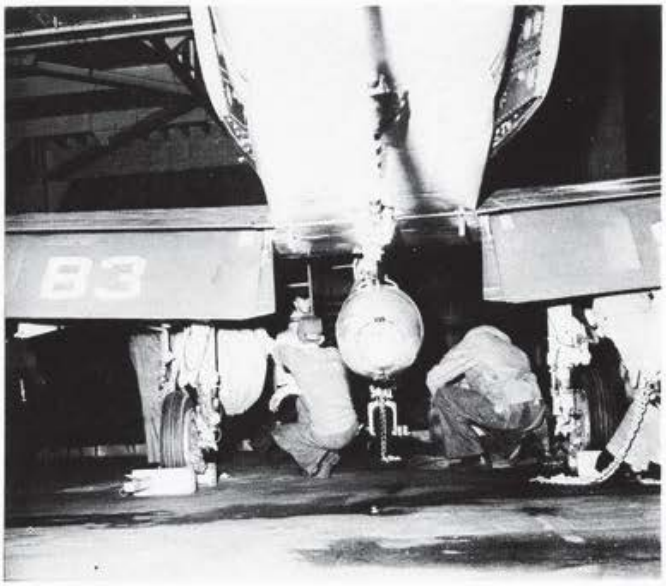

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Chief G. Hedge & P. W. Bennett commemorate the first HORNET "Crunch" of the past West-Pac cruise.

The men of V-4, the Aviation Fuels Division, are responsible for the safe receipt and stowage of all aviation fuels, and for the fueling and defueling of HORNET aircraft. When word is passed over the 1MC "The smoking lamp is out while handling aviation fuel," the men of V-4 are in action. In order to accomplish this they maintain 2 jet fuel (JP-5) pump rooms, 2 AV/GAS pump rooms, 2 AV/GAS filters, 2 (JP-5) filters, one lubricating oil pump room, and 30 separate pumps for delivering fuel. These service pumps, located on the flight deck and hangar deck can individually pump more than 100 gallons per minute.

V-4

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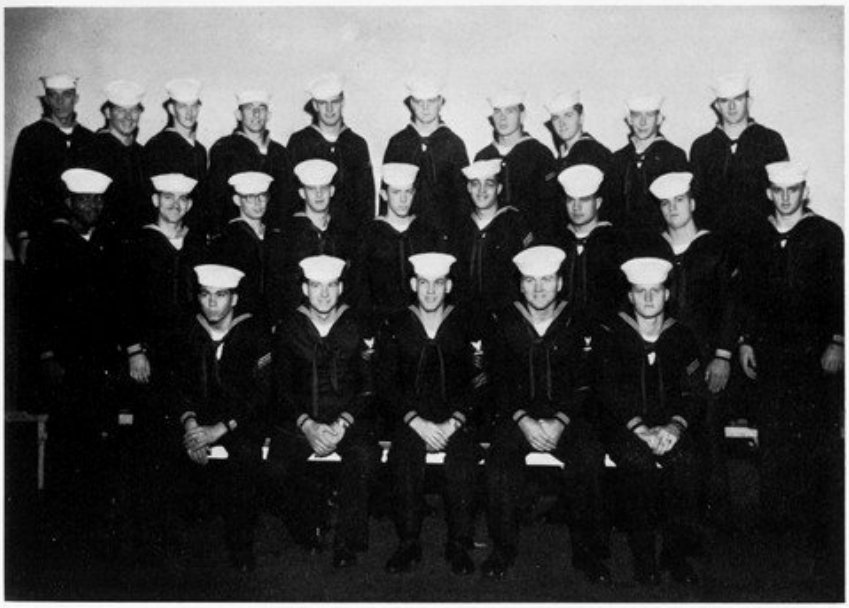
Seated: (L-R)—Campbell, J. L.; Hodgson, K. W.; Waline, R. L. ENS; Andreas, T. R.; Cowart, T. L.

Middle Row: (L-R)—Payne, J. E.; MacFawn, R. A.; Shipman, J. W.; Dell, J. M.; Orito, F. J.; Bradley, W. H.; Foster, J. C.; Stossivich, O. C.; Gallardo, P. A.

Top Row: (L-R)—Boykin, G. R.; Rushford, L. J.; Graham, B. N.; Biby, H. L.; Grimes, B. G.; Barnswell, R. E.; Hayes, R. G.; Brady, D. P.; Laramie, D. P.



Seated: (L-R)—Mora, A. D.; Stark, R. A.; Brooks, W. E.; Spencer, R. A.; Wiedner, S. L.

Middle Row: (L-R)—McNary, C. F.; Danna, F. P.; Davis, L. C.; Dawson, C. J.; Shipman, D. W.; Riley, H. W.; Carter, E. D.; Ciccariello, R.; Walston, C. D.

Top Row: (L-R)—Anderson, D.; Turner, M. W.; Entrekin, J. C.; Dodge, C. J.; Farrow, J. H.; Dullard, J. S.; Johnson, W. J.; Hauff, J.; White, R. B.; McClary, M. C.

To insure the unimpared operation of the fueling and defueling system, this division maintains its own repair locker, Repair 7. This repair locker furnishes the equipment to service and maintain the aviation fuels system. It is imperative that the fuel not only be immediately available, but also water-free and clean. Through long hours of tiring, dangerous work, V-4 continues to maintain the high standards of service so necessary to the Air Group.

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Seated: (L-R)—Drab, E. J. ADRC; Thompson, J. E. LTJG; Inman, R. J. LCDR O-in-C; Georgiana, J. J. LTJG; Linquist, J. E. ENS.

Middle Row: (L-R)—Gatling, H. A.; Ogden, D.E.; Bales, P.L.; Coates, H. L.; Pallitto, E.A.

Top Row: (L-R)—Roderick, W.G.; Davis, L.R.; Wells, S.H.; Hawkes, J.; Plair, D.W.; Gum, A. M.; Cosier, E. T.

V-5

The Helicopter unit assigned to the HORNET, commonly called "The Angel Crew", is a detachment of Helicopter Utility Squadron One (HU-1). As a TAD unit assigned to the ship, and for command purposes, it is the essential element of V-5 Division and for all practical purposes, part of the ship's company. The primary mission of this detachment is search and rescue for HORNET, the embarked Air Group, and all ships of the Task Group. The "Angel" is usually seen airborne on the starboard side during air operations, with her crew standing by for any emergency. Be it a downed aircraft or a man overboard, the "Angel" and her crew will be on the scene to assist.

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The "Angel" in her plane-guard position or in a ready status on deck is a symbol to the pilots and crewmen, as well as the personnel on the ships, that their safety is uppermost in the eyes of the Navy.

The secondary mission of the helicopter detachment is to provide a highly mobile means of personnel, mail and cargo transfer to other ships in the Task Group. The "Angel" approaching a ship of the Task Group is a welcome sight for it usually means mail from home. A lesser known but still important duty—morale wise—is the weekly "Holy Copter" flights on Sundays at sea, delivering the force chaplain to the various ships for divine services.

Right: Angel resting on flight deck following

LCDR R. J. INMAN
Officer in Charge

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"Halloween Special"

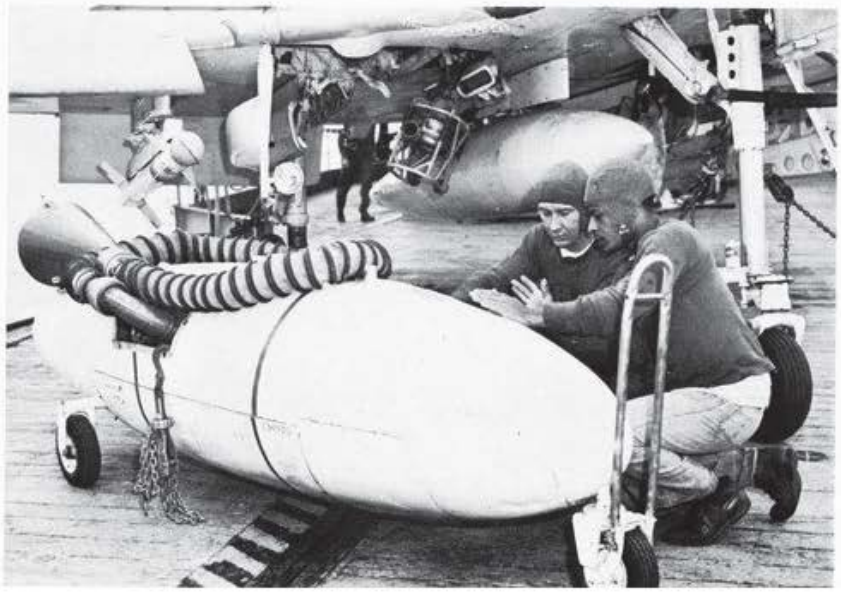
V-6

V-6 provides shop spaces for squadron maintenance crews, operates the aviation electric shop, and supplies test equipment for the integrated avionics facility—where air group technicians repair the "black boxes." V-6 maintains the fork-lifts, jacks, work-stands, hydraulic jennies, engine pre-oilers, electric power carts, air compressors, and other assorted "yellow equipment" used for aircraft maintenance. A tool room is provided, with special tools for specific aircraft repairs.

Seated: (L-R)—Alred, M. J.; Ackerman, G. C., Fusco, C. LTJG; Hall, T. K. LCDR; White, G. L. PRC; Kiphart, J. T.; Hundert, J. R.; Martin, J. W.

Middle Row: (L-R)—Zurawski, R. D.; Koczwara, E. J.; James, L. E.; Castora, J. P.; Varner, J. G.; Vogel, W. A.; Collier, F. R.; Brown, J. W.; Hauff, D.

Top Row: (L-R)—Barnes, A. E.; Mikaelsen, W. L.; Partridge, J. L.; Hughes, M. L.; Buche, T. B.; Moran, D. E.; Jones, S. E.; Desjardins, N. J.; McCord, R. W.



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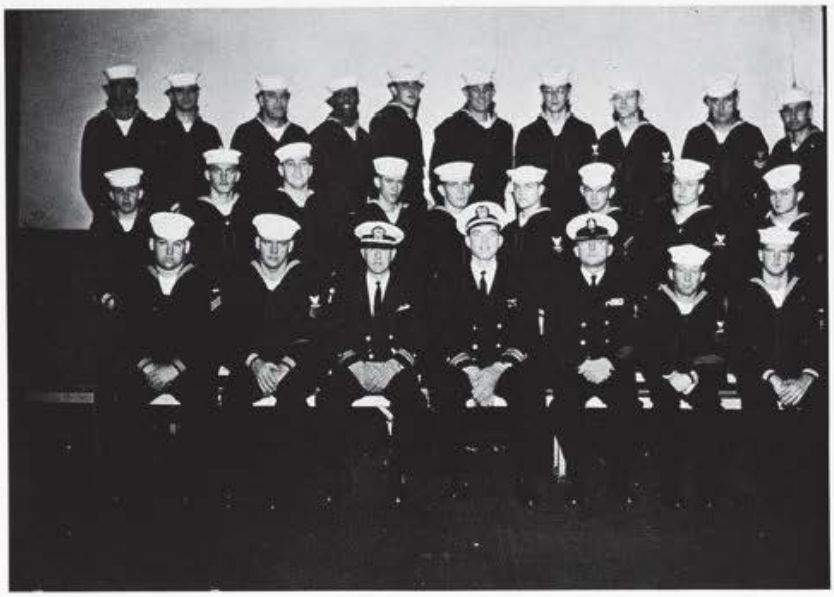
On the flight deck, V-6 provides aircraft tractors, "Tilly" (the crash crane), aircraft start-jeeps, "Huffers" for starting jets, and liquid oxygen carts for serving the A-4's.



Seated: (L-R)—Crist, G. E.; Williams, E. E.; Fusco, C. LTJG; Hall, T. K. LCDR; White, G. L. PRC; Taylor, F. D.; Richhart, R. M.

Middle Row: (L-R)—Daugherty, R. L.; Keckler, M. A.; Parrish, J. F.; Pfeifer, R. L.; Pricer, B. A.; Fahey, D. S.; Martini J. A.; Jackson, W. L.; Meader, M.

Top Row: (L-R)—Birely, P. D.; Woods, H.; Irving, L. D.; Clay, B. J.; Dreffein, T. W.; Bulter, J. F.; Fenwick, J. M.; Howard, T. G.; Causey, W. C.; Bogart, J. G.

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During air ops, men of V-6 help man Pri-Fly, operate the SPN-12 radar, and provide flight deck support equipment, troubleshooters, and start-jeep drivers. Others man the Air Office. In port, the drivers for the ship's vehicles are V-6 men, also.

Last, but far from least, the V-6 plane crew maintains and flies with HORNET's C-1A—the work-horse that has brought us many tons of mail and much high-priority cargo while we were at sea.

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ENGINEERING

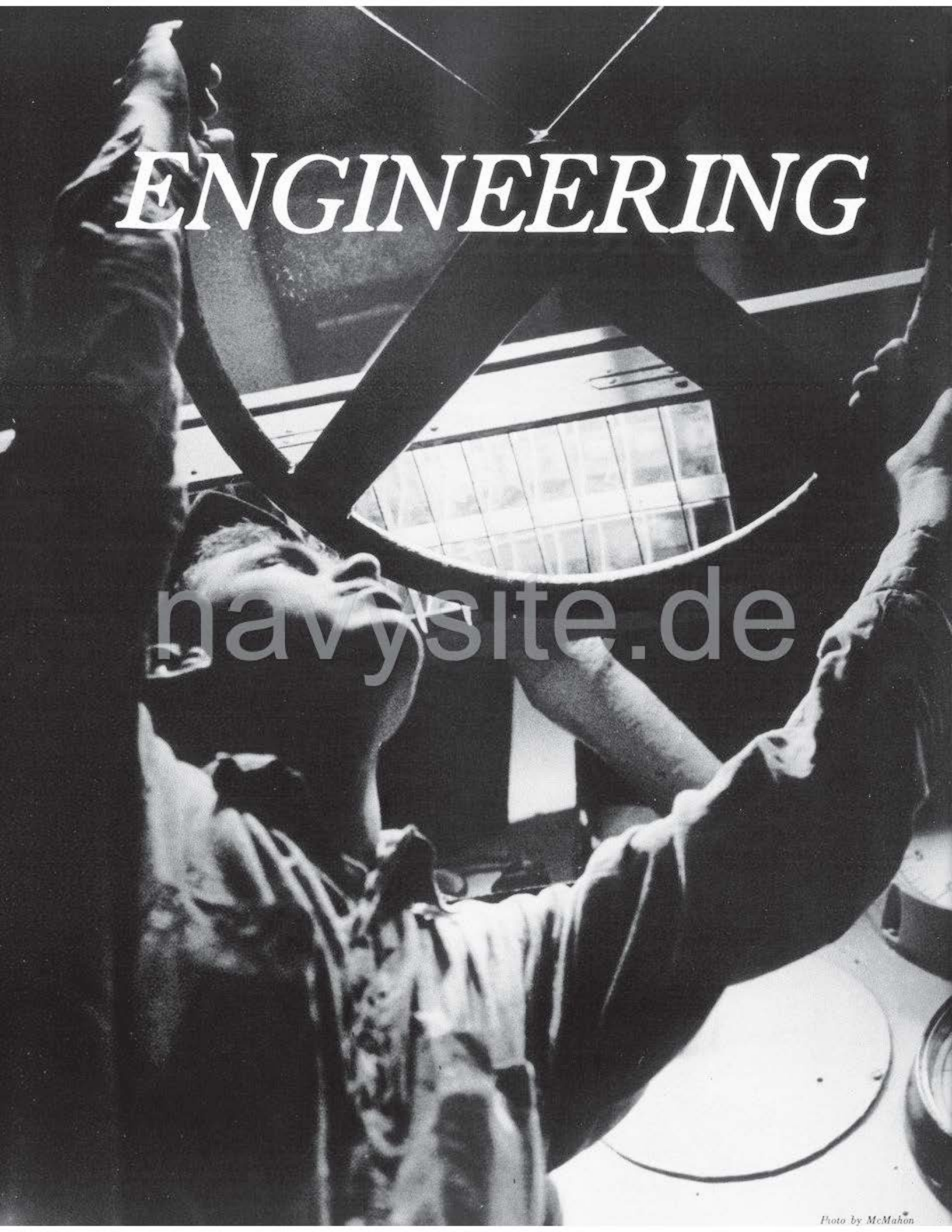

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Photo by McMahon

CDR. J. R. IVES

Engineering Officer

LCDR B. M. BURROW

Main Propulsion Asst.

LT H. HENDRY

Damage Control Asst.

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LTJG W. L. GILLETTE
Engineering Admin. Asst.

Seated: (L-R)—Hornung, K.E. ENS; Torres, J.T. LTJG; Gorecki, W. LTJG; Gillette, W.L. LTJG; Hendry, E. LT; Dyer, H.D. LTJG.

Top Row: (L-R)—Sorensen, T.S. LT; Burrow, B.M. LCDR; Ives, J.R. CDR; Hanson, R.E. ENS; Lyle, F.E. LT; Blalock R.W. CWO.

LTJG J.T. TORRES
Electrical Officer.

A

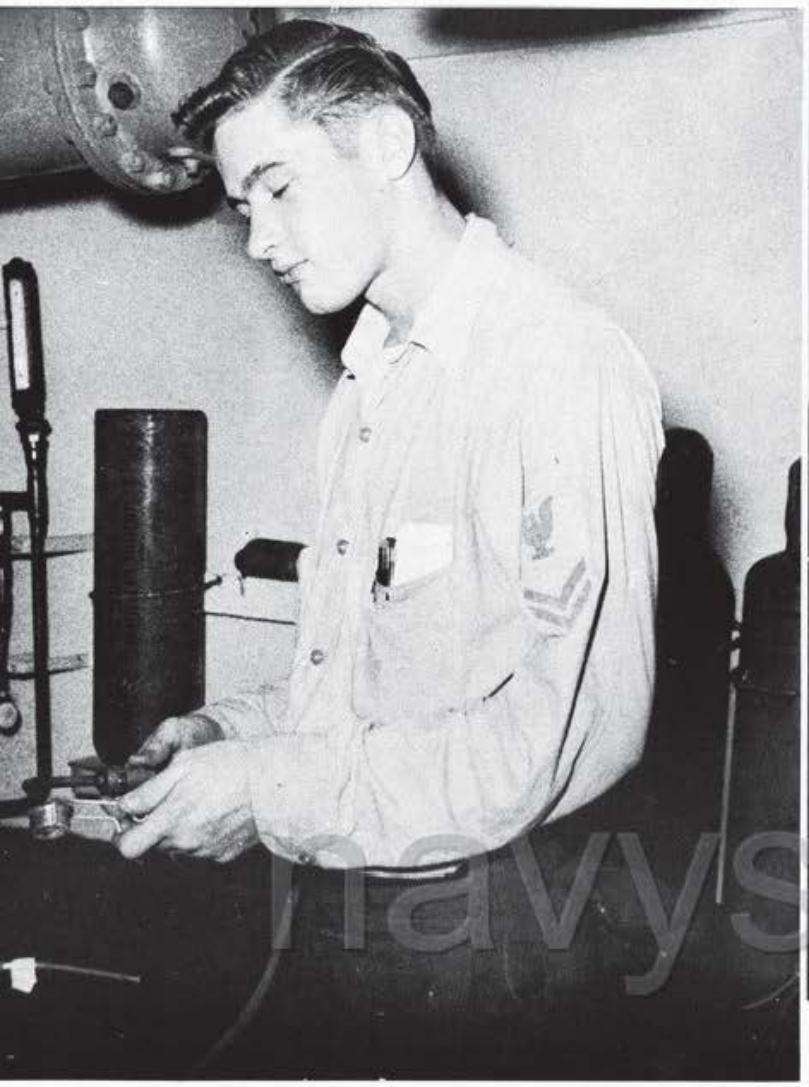
Seated : (L-R)—Bryant, H. E.; Bauer, C. J. MRCA; Dyer, H. D. LTJG; McClanahan, A. MMC; Evans, G. L.

Middle Row : (L-R)—Solin J. F.; Ryan, A. L.; Wilson, C. W.; Spivey, M. D.; Dewalt, C. K.; Brings, S. C.; Delaine, L. P.; Smith, R. L.; Lloyd, J. B.; Sickler, J. R.

Top Row : (L-R)—Boardman, C. E.; Fahrenbruck, D. K.; Donovan, J. M.; Pierce, M. J.; Tomczak, E. R.; Tucker, O. D.; Holbrook, C. M.; Martin, D. R.; Wacker, R. T.; McDavid, J. W.

navyhistory.com

The responsibilities of A Division cover an area as large as any division aboard ship. This is evidenced by the fact that their equipment extends from the 07 level to the 7th deck, and from the anchor windlass to after steering. Without the services of A Division the ship would be in a constant state of confusion, for most of the services rendered the men of HORNET are a result of maintenance carried out by this division. The two officers, 4 chiefs, 17 Enginemen, 47 Machinist Mates and 7 Machinery Repairmen, comprising A Division, are responsible for the air compressors, diesel emergency generator engines, boat and airplane cranes, steam heat, laundry equipment, refrigeration, the machine shop, and many other important phases of HORNET's operational equipment.



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Seated: (L-R)—Caravetta, C.M.; Blevins, H.D. MMCA; Tourtillott, W.B. ENS; McLean, H.L.

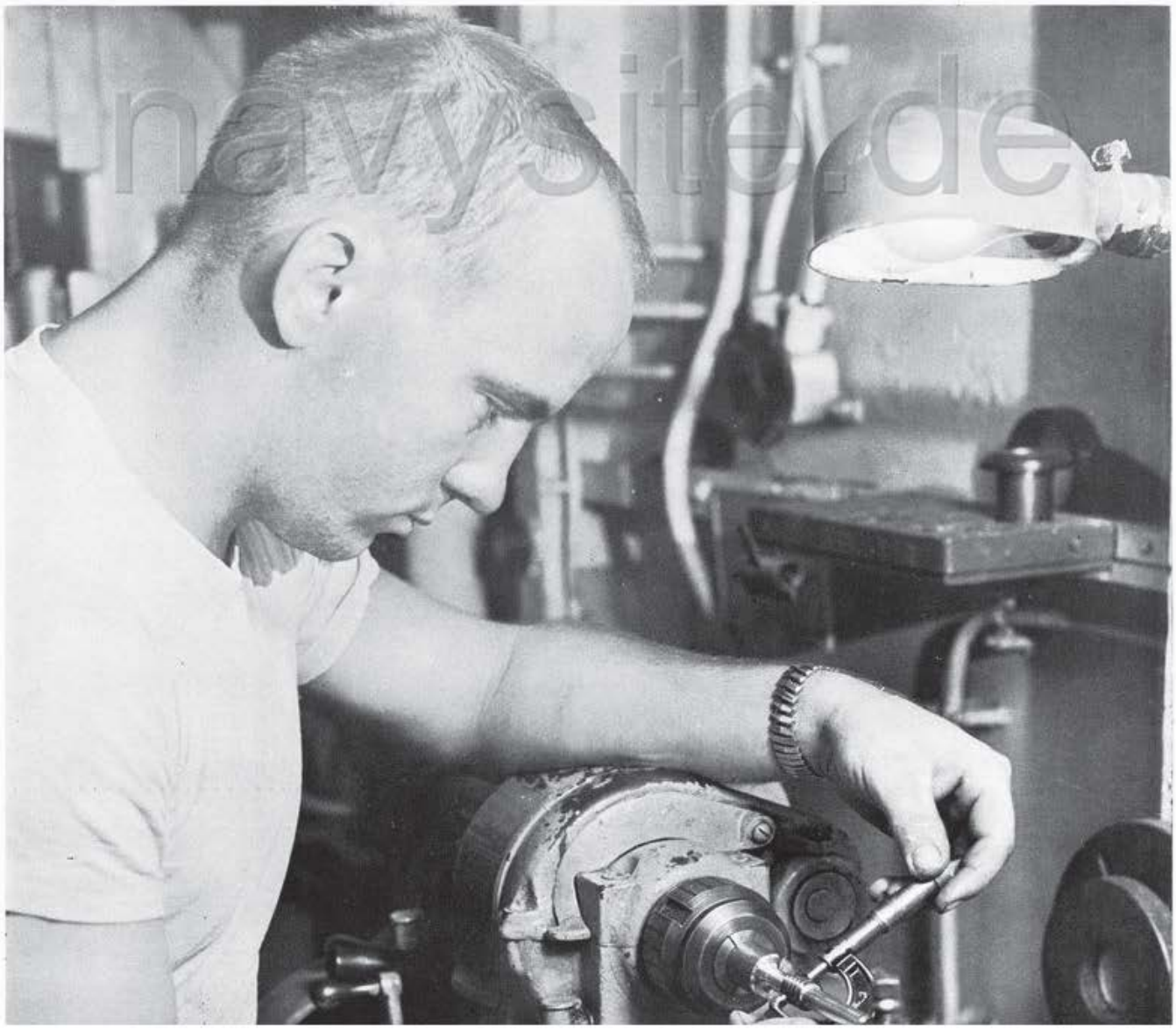
Middle Row: (L-R)—Limpert, W.B.; Pierce, A.D.; Schultz, C.L.; Fay, G.L.; Comstock, M.W.; Kunter, M.G.; Patterson, R.W.; Hart, F.L.; Bergstrom, G.R.

Top Row: (L-R)—Snyder, L.C.; Tosopolos, J.N.; Chase, D.A.; Solovieff, W.W.; Homer, B.F.; Davis, R.E.; Servick, W.S.; Jacobs, D.D.; Prepodnik, F.R.

Seated: (L-R)—Salisbury, J. A.; Lara, B. T.; Dyer, H. D. LTJG; Stanford, R. P.; Beeks, R.

Middle Row: (L-R)—Paumier, R. L.; Schneider, D. F.; Thomas, R. L.; Lively; Vowell, C. E.; Johnson, D. D.; Burhman, F. E.

Top Row: (L-R)—Ferguson, C. D.; Flournoy, F. W.; Vaughn, R. P.; Leonard, P.; Daves, J. P.; Price, R. E.; Neal, R. L.; Martinez, B. E.; Carnes, D. A.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These men supply service utilized by the Air Group, the deck force, officers and crew's messes and by all who get a drink of cool water from one of the many scuttlebutts, or wear clothes cleaned by the laundry.

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When liberty call sounds, and HORNET is at anchor, A Division is on the job to insure that the diesel engines of the small boats are in proper order for the many runs to and from the beach.

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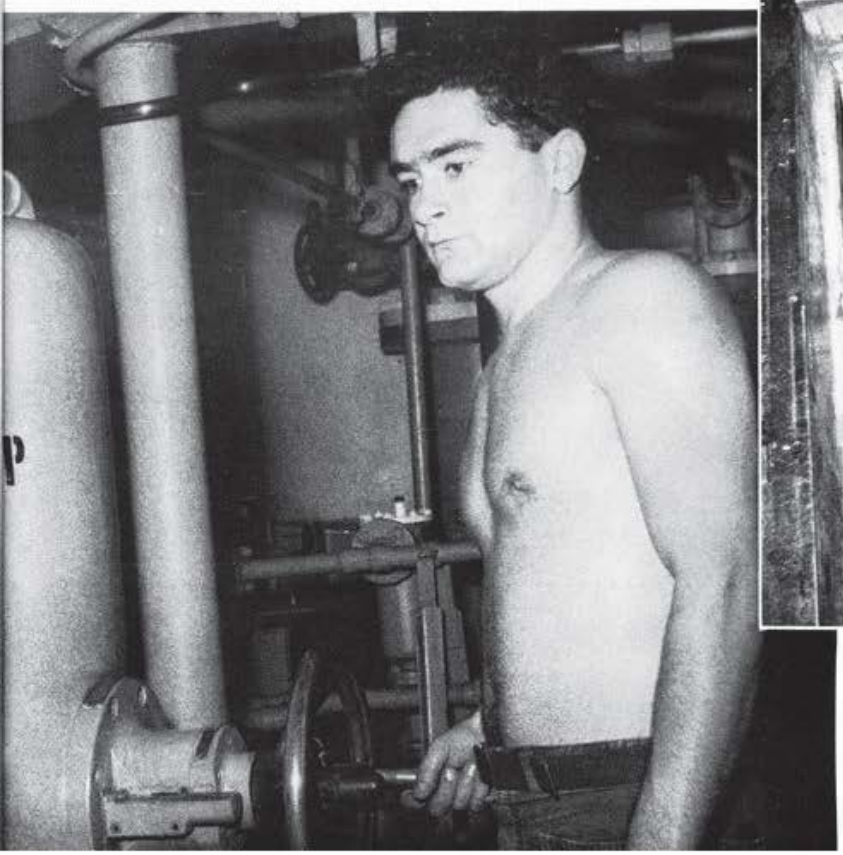
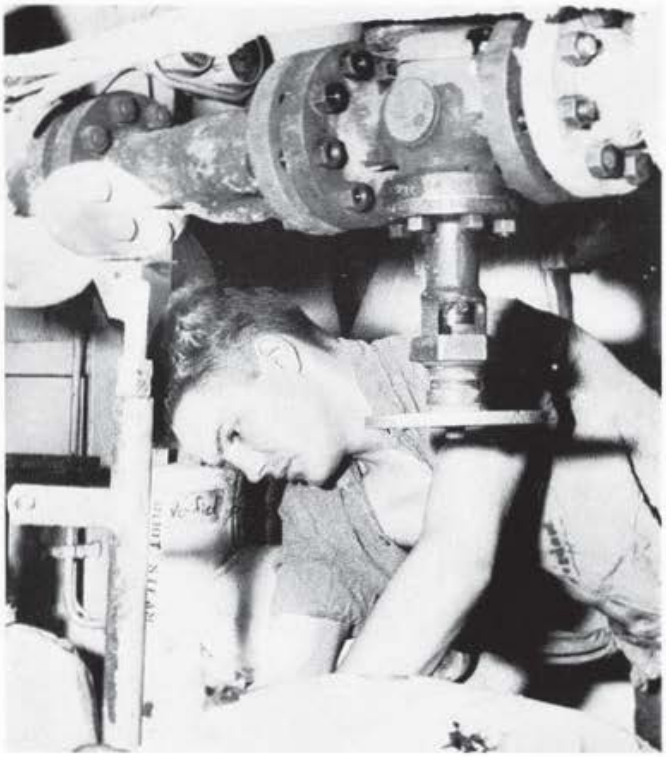


B

Seated: (L-R)—Mason, J.M.; Marquardt, D.M. ENS; Gorecki, W. LTJG; Lyle, F.E. LT; Hart, J.R. BTCS.

Middle Row: (L-R)—Garske, R.H.; Eubanks, C.E.; Molliere, R.W.; Stalker, B.L.; York, T.D.; Bock, E.M.; Olafson, M.A.; Niblett C.F.; Metz, R.B.

Top Row: (L-R)—Bloomster, J.T.; Gales, B.L.; Floyd, D.R.; Ybarra, A.; Hamilton, H.G.; Rice, R.E.; Zelen, W.R.; Blackwell, J.T.; Pickett, F.V. Jones, E.E.; Valezquez, R.F.



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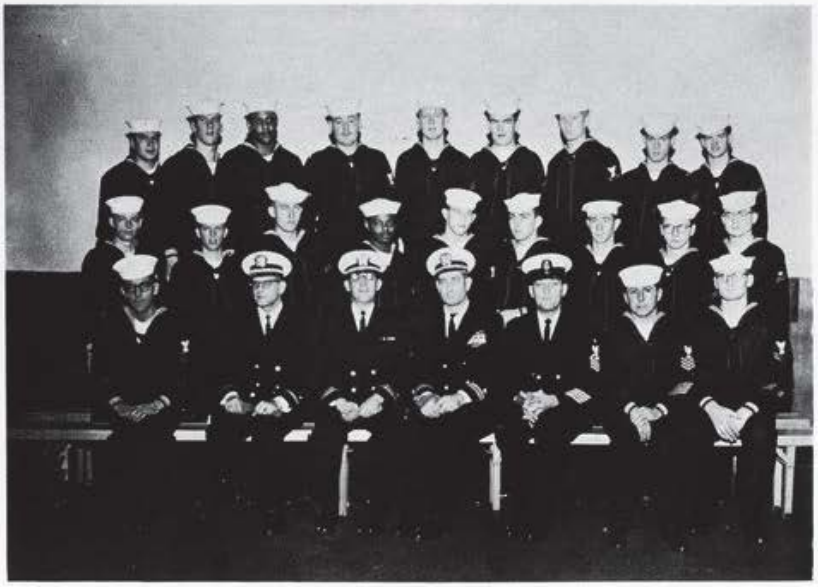
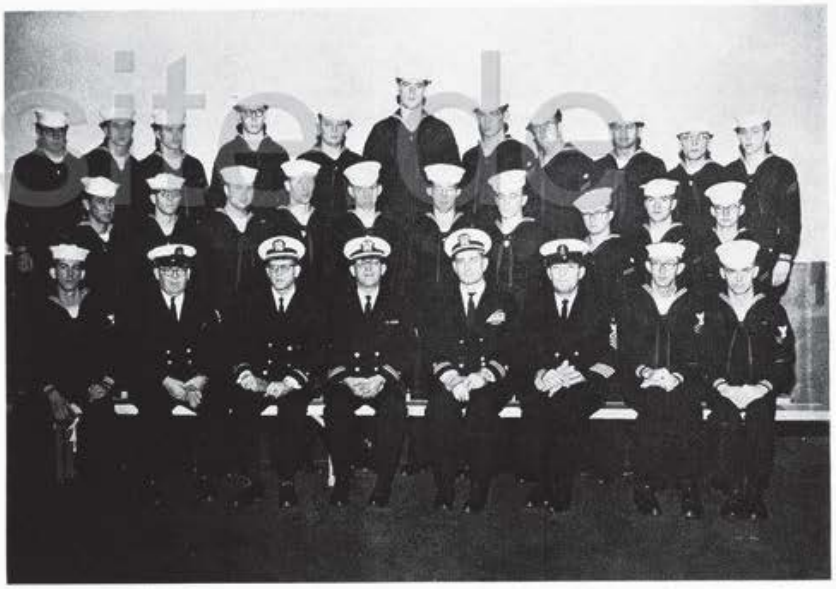


Seated: (L-R)—Mills, M. A.; Marquardt, D. M. ENS; Gorecki, W. LTJG; Lyle, F. E. LT; Hart, J. R. BTCS; Montana, A. L.; Hollis, T. D.
Middle Row: (L-R)—Adams, M. O.; Stock, R. H.; Godrey, G. A.; Lee, W. C.; Unruh, G. D.; Harden, J. R.; Gross, C. E.; Holt, L. G.; Nichols, J. R.
Top Row: (L-R)—Canchola, G. C.; McGuire, M. P.; Calvert, A. P.; Noe, P. M.; Brickman, B. E.; Wolahan, E. C.; Pagnac, K. J.; Russell, J. D.; Houck, T. H.

The Boiler Division of HORNET is the nucleus of the Engineering Department which is comprised of 140 Boilermen that make up the largest division aboard ship.



Seated: (L-R)—Case, V.G.; Mortimer, H.L. BTC; Marquardt, D.M. ENS; Gorecki, W. LTJG; Lyle, F.E. LT; Hart, J.R. BTCS; Faris, J.A.; Siebenthal, M.D.
Middle Row: (L-R)—Misquez, L.V.; Sawyer, H.W.; Herzig, M.E.; Mahle, J.; Foesiem, J.D.; Hunnicutt, W.H.; Necastro, J.T.; Eldridge, L.K.; Loveless, G.S.; Stubbs, M.W.
Top Row: (L-R)—Simpsom, R.C.; Byrd, M.J.; Jordan, J.B.; Wonick, J.D.; Harris, J.D.; Johnson, W.C.; Smith, J.E.; Hayes, L.L.; Cordova, J.; Giest, R.A.; Alexander, H.G.

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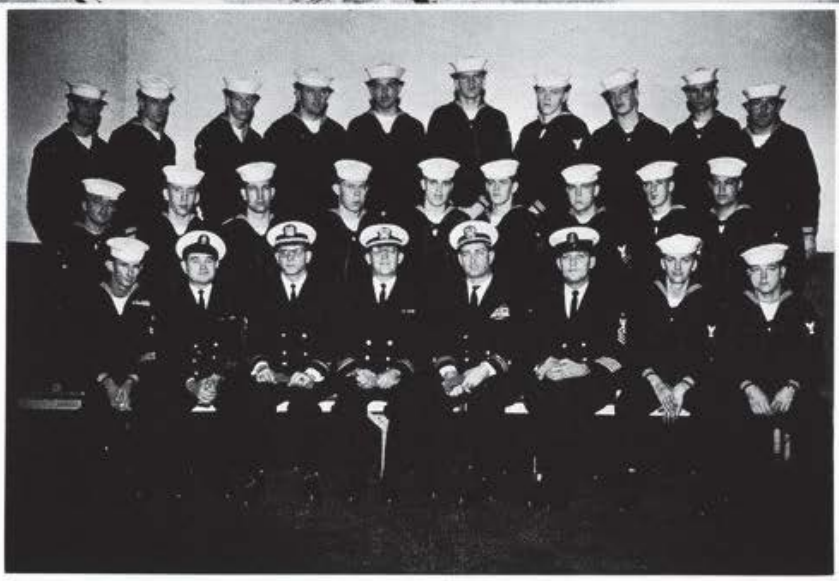

Seated : (L-R)—Maulstby, T. O.; Lunsford, C. C. BTC; Marquardt, D. M. ENS; Gorecki, W. LTJG; Lyle, F. E. LT; Hart, R. BTCS; Kenyon, R. L.; Timberlake, J. W.

Middle Row : (L-R)—Davenport, J. R.; Beedle, R. B.; Hammond, E. C.; Everra J. W.; Bigham, J. D.; Barron, D. L.; Harsin, G. M.; Bennett, J. W.; Avelar, R.

Top Row : (L-R)—Gade, W. S.; Coe, W. W.; Ingram, L. R.; McWhorter, T. D.; Young, C. B.; Grubbs, C. E.; O'Keefe, R. C.; Duncan, D. W.; McFarland, D. C.; Vian, J. E.

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The maintenance of eight "M" type boilers that generate 600 PSI of steam at 850° superheat; plus the supporting auxiliary machinery located in HORNET's four fire rooms, the fuel oil transfer pumps and the daily chemical analysis of water and fuel oil keeps the men of B Division on the go.

The mission and function of B Division is primarily to generate and supply the ship with steam for power, light, heating, and for use in the ship's galleys and laundries.

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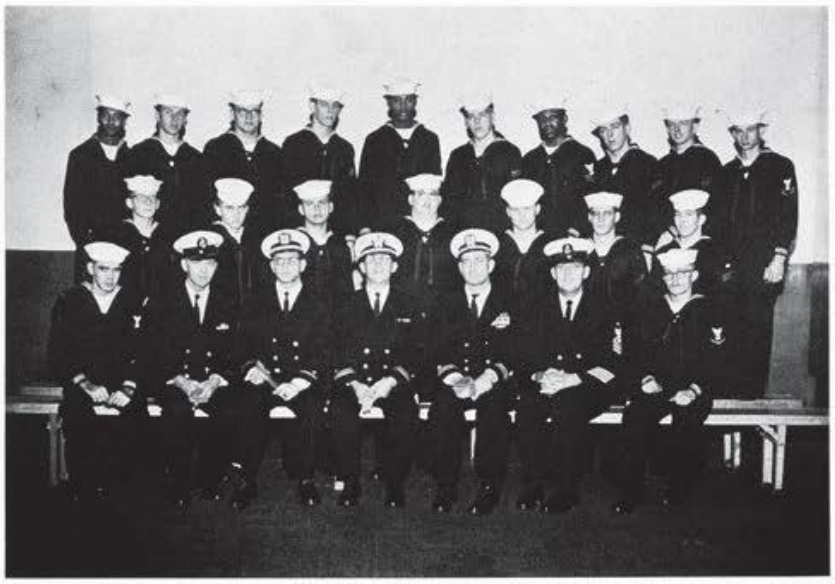

Seated: (L-R)—Buckner, H.M.; Brazel, R.H. BTC; Marquardt, D.M. ENS; Gorecki, W. LTJG; Lyle, F.E. LT; Hart, J.R. BTCS; Pierce, C.E.
Middle Row: (L-R)—Dannenberg, J.H.; Greiner, J.T.; Havassy, A.A.; Nation, J.L.; Rich, T.E.; Drollinger, D.R.; Berlinquet, D.A.
Top Row: (L-R)—Schivers, M.D.; Hansen, R.R.; Slater, J.D.; Fowler, D.W.; Glinn, A.; Engstrom, R.E.; Davis, H.M.; Nani, R.J.; Long, J.O.; Inman, M.R.E.

Seated: (L-R)—Humphrey, A. W. MMC; Marquardt, D. M. ENS; Gorecki, W. LTJG; Lyle, F. E. LT; Hart, J. R. BTCS; Mason, J. M.

Middle Row: (L-R)—Day, D. L.; Silva, H. R.; Howard, W. G.; Leggett, E. F.; Brudi, J. F.; Woodruff, R. E.

Top Row: (L-R)—Holsey, S. J.; Blackwell, T.; Wyatt, R. D.; Keel, J. B.; Berkner, T. C.; Bridgewater, W. R.; Kjellstrom, D. R.

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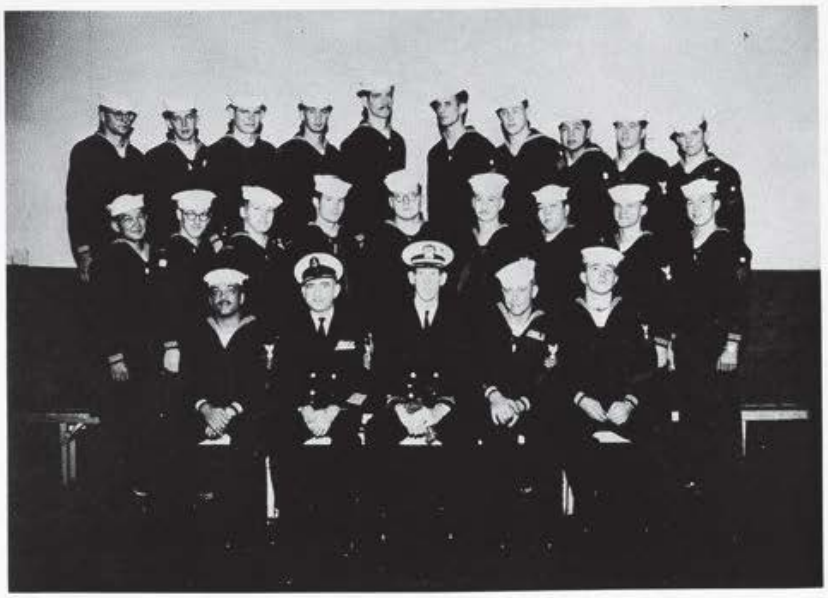
The responsibility for constant storage and handling of 1,700,000 gallons of fuel oil and the daily distillation and storage of over 250,000 gallons of water, is competently handled by the men of B Division.



Seated: (L-R)—Work, T.O.; Rich, J.B. EMCM; Hornung, K.E. ENS; Moore, S.B.; Grundvig, F.A.

Middle Row: (L-R)—Iwakiri, P.K.; Murphy, C.P.; Kruger, E.A.; Hateley, C.N.; McGowan, R.V.; Greene, D.L.; Go, L.Y.S.; McClure W.W.; Skryzomoski, R.J.

Top Row: (L-R)—Teichmer, R.J.; Onion, D.D.; Cushman, W.B.; Thompson, E.R.; Wilson, B.A.; Levy, J.C.; Friend, W.E.; Easchief, B.; Strachan, C.A.; Crawford, J.W.

Photo by McMahon

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From the bow to the stern, the bilge to the mast, stretch miles of electrical cable pouring life giving electricity into hundreds of vital components aboard ship. The operation and maintenance of these components is the responsibility of the capable electricians and I.C. men of HORNET. Maneuverability, communications, comfort, entertainment and many other functions of the ship depend upon E Division for proper operation.

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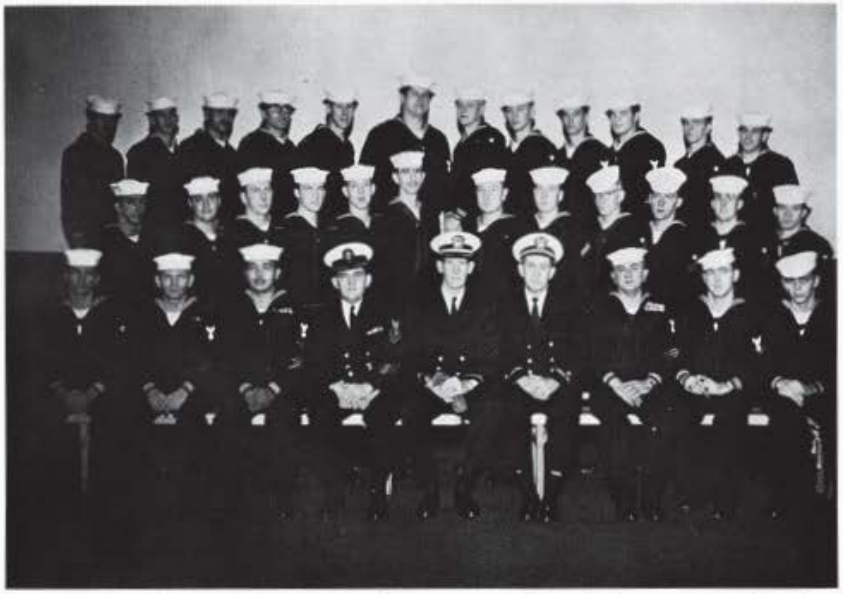

Seated: (L-R)—Pritchett, G. O.; Hagerman, W. E.; Orduna, G. Q.; Appleby, G. S. EMC; Hornung, K. E. ENS; Blalock, R. T. CWO; Volgarino, F.; Turner, T. J.

Middle Row: (L-R)—Roberts, W. V.; Day, D. W.; Yeazle, C. E.; Turner, G. A.; Conrad, C. J.; Russell, A. O.; Hastings, S. L.; Lord, T. L.; Johnson, R. E.; Holdridge, R. J.; Green, R. W.; Jackson, M. L.

Top Row: (L-R)—Stewart, K. J.; Eby, J. R.; Suastegui, C. T.; Lash, R. L.; Bragia, M. R.; Kleint, C. C.; Hall, R. T.; Courtier, R. O.; Button, M. E.; Silveria, T. M.; Sankey, E. A.; Mendoza, W. J.

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Seated: (L-R)—Uhlir, J.F.; Proctor, G.A.; Caparas, S.V.; Chester, K.W.; Hornung, K.E.; ENS; Naanes, V.A. EMC; McGhee, C.H.; Ehlers, M.C.; Detchman, H.L.

Middle Row: (L-R)—Smith, J.H.; Bennett, F.M.; Shaffer, H.C.; Embrey, L.D.; Dillon, G.E.; Friske, D.L.; Olsen, K.L.; Long, J.N.; Thibodeaux, G.S.; Wood, D.L.; Parker, J.A.

Top Row: (L-R)—Batdorf, D.L.; Gooden, A.R.; Applegate, C.E.; Ryan, T.; Hair, B.E.; Bryan W.A.; Stenson, P.J.; Tesar, D.A.; Arms, S.K.; Zack, T.E.; Poch, W.M.; Kelly, D.R.

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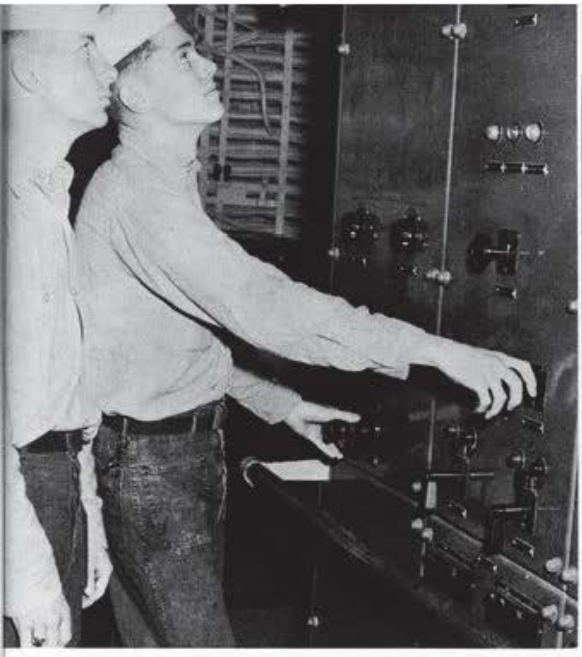

Directed by 3 officers and 3 chiefs, the 98 electricians of E Division maintain 44 shops and spaces for service to the ship. These "Sparkies", on call 24 hours a day, repair anything electrical from a fluorescent fixture to a 1250 KW ship's generator.

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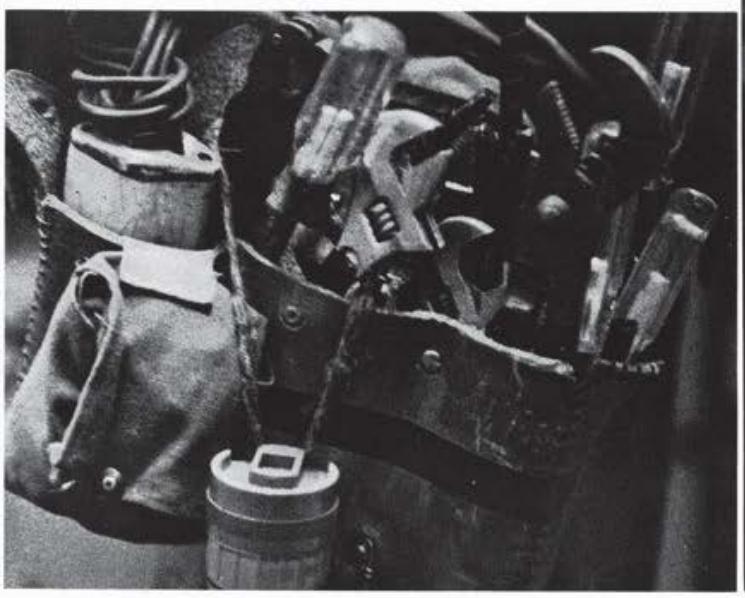

M

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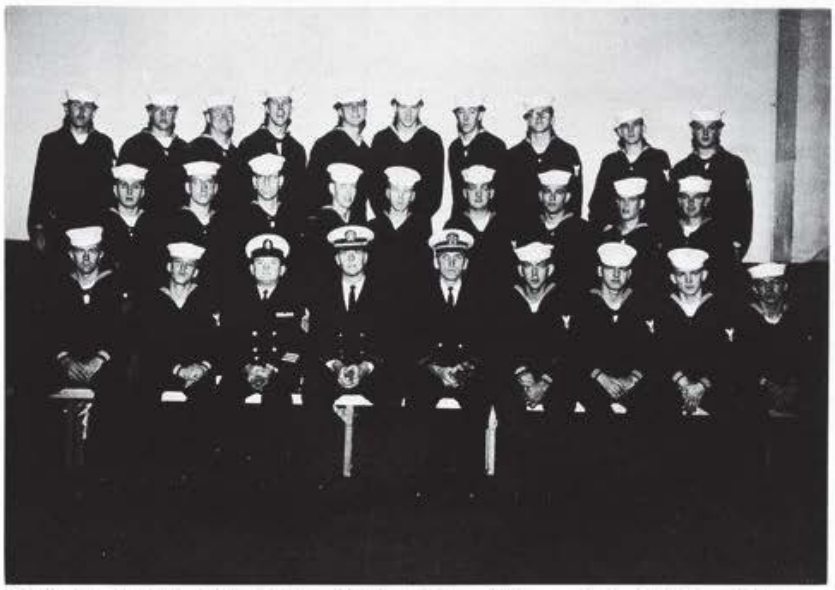
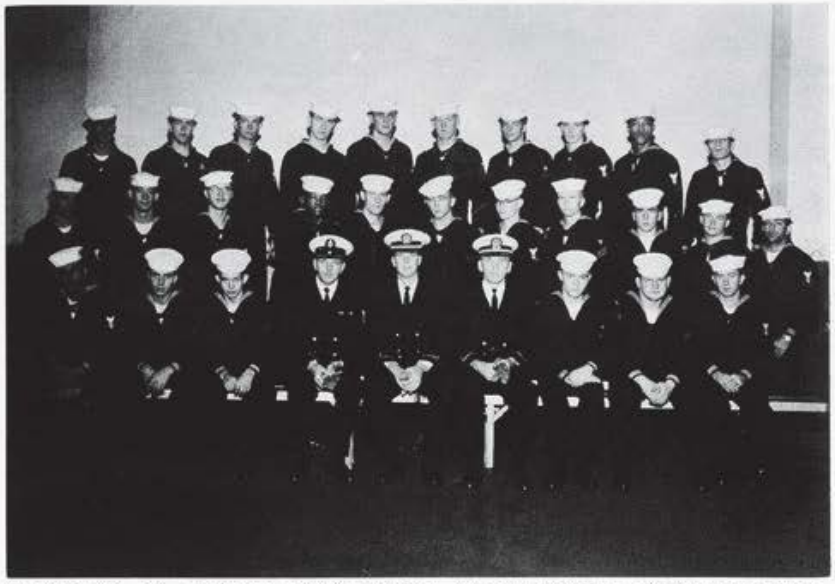


Seated: (L-R)—Eid, R.E.; Vieth, D.R.; Gibson, R.L. MMC; Dullam, J.T. LTJG; Hanson, R.W. ENS; Johnson, R.D.; Douglas, W.L.; Polacek, E.F.; Towner, C.C.

Middle Row: (L-R)—Cedarbloom, D.J.; Pridemore, M.E.; Kelly, D.J.; Smallwood, J.N.; Lofton, A.D.; Lowry, W.L.; Ratliff, G.W.; Wetzel, F.M.; Lowry, R.L.

Top Row: (L-R)—Kirschbaum, R.L.; Thorne, J.P.; Schager, C.L.; Hartman, R.L.; Friesen, M.G.; Jungen, A.J.; Beasley, W.M.; Harlan, T.E.; Causby, R.E.; Jones, R.N.

The HORNET, weighing almost 42,000 tons, is propelled through the water in excess of 30 knots by 4 main engines, which in unison can produce over 150,000 H.P.



Seated: (L-R)—Coleman, P.Q.; Weber, W.W.; Walker, R.W.; Josephson, M.H. MMC; Dullam, J.T. LTJG; Hanson, R.W. ENS; Hankins, R.C.; Hudson, K.E.; Traxler, R.C.
Middle Row: (L-R)—Cudd, G.E.; Rushing, W.R.; Conner, M.A.; Jones, B.N.; Slack, J.S.; Moore, A.I.; Foltz, L.B.; Asplund, D.N.; Sims, T.C.; Davis, D.R.; Cardens, J.T.
Top Row: (L-R)—Rinehart, D.D.; Kunka, J.J.; Millard, W.J.; McManaway, T.W.; Brady, A.L.; Cain, H.D.; Raasch, D.J.; McCrary, D.R.; Sellers, M; Cardens, D.R.

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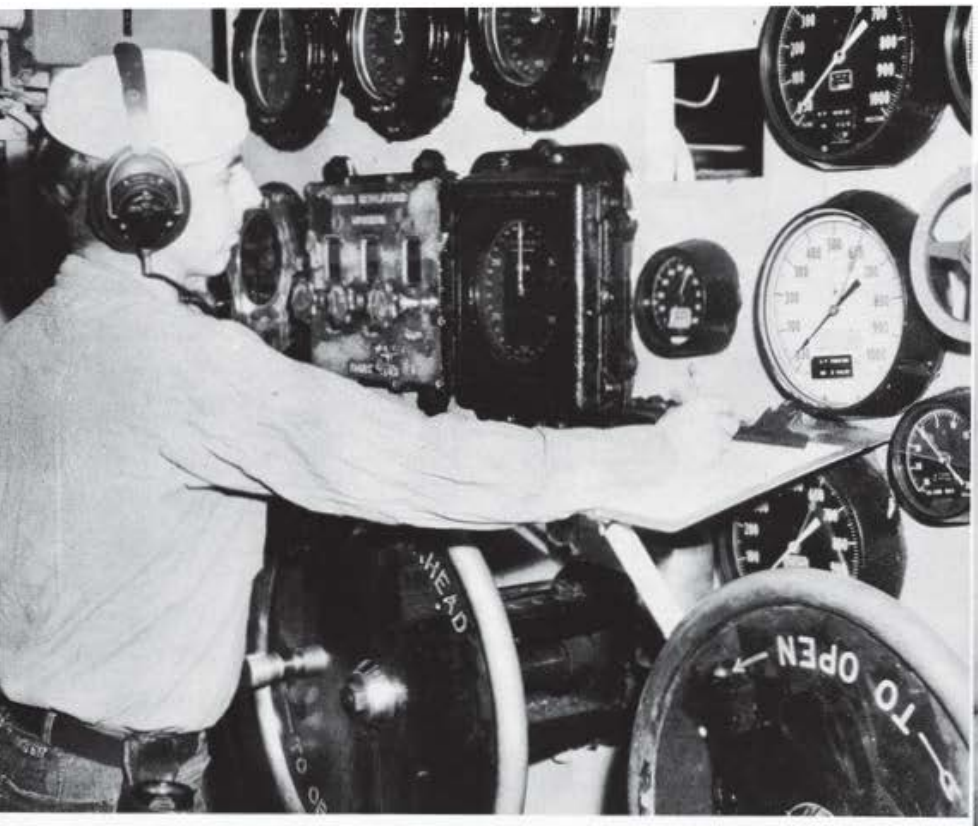
The responsibility for the ship's propulsion falls to the men of M Division, who maintain and operate these engines, and the numerous auxiliary machinery and equipment in the 2 engine rooms.



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Seated: (L-R)—Richards, C. R; Hanson, R. W. ENS; Dullam, J. T. LTJG; Hanson, R. E. MMCS.

Middle Row: (L-R)—Helmick, A. E.; Houghton R. R.; Bourelle, P. F.; Mike, A. J.; Hamby, R. R.

Top Row: (L-R)—Stanley, D. B.; Hughes, L. F.; Rodrigues, T. J; Dodson; L. R.; Beeson, G. L.; Sweat, H. V.; Cathcart, G. L.

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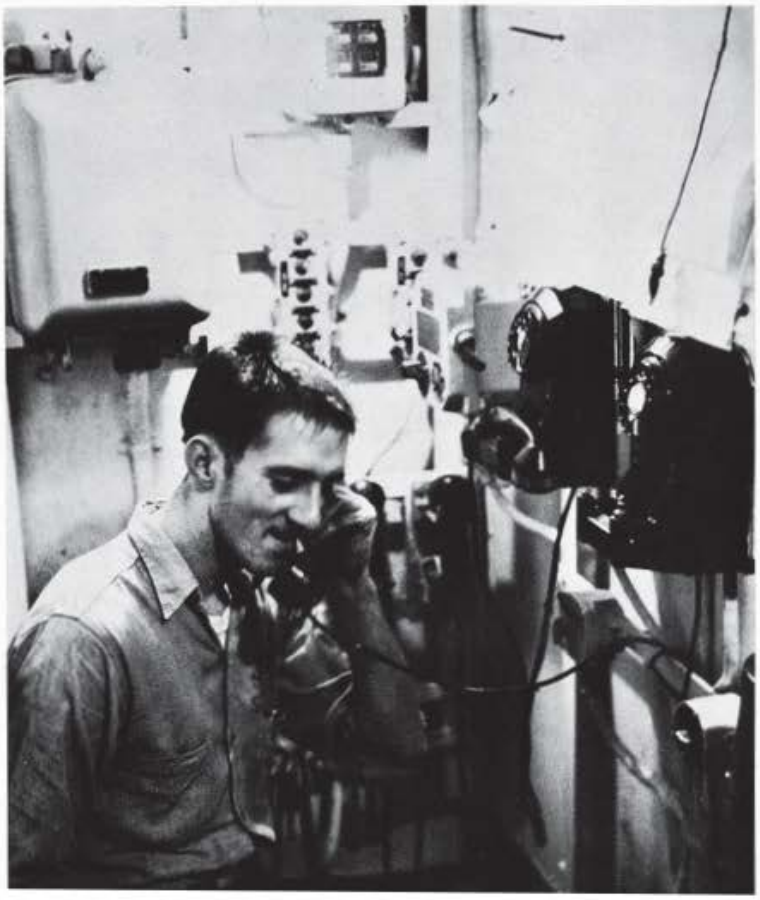
M Division also operates and maintains 4 auxilliary steam turbines for the ships service generators which in turn produce enough electrical power for a city of 120,000 people.

The snipes of M division maintain the spaces ranging from the engine rooms to the four 70 yard long shafts which turn the screws. This responsibility adds up to one big chore for the 2 officers, 3 chiefs and 75 Machinists Mates. Truly these men are literally keeping HORNET on the go.



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R

R Division, considered the service division aboard HORNET, maintains the Metal Shop, Pipe Shop, Carpenter Shop, Damage Control Shop, Locksmith Shop, and in addition, supervises the ventilation and air test crews.

Seated: (L-R)—Fisher, W. R.; Wilcox, W. T. SFC; Sorensen, T. S. LT; Kohrt, L. E. B.; Whidby, W. L.

Middle Row: (L-R)—Burkette, S. L.; Kuhlmeier, J. F.; Duarte, E. R.; Eads, F. E.; French, J. A. M.; Smith, M. L.; Dodge, W. L.; Stickler, D. L.

Top Row: (L-R)—Harley, J. J.; Stadler, R. W.; Mitchell, M. J.; Stevens, W. R.; Dahl, H. J.; Callison, D. E.; Palm, R. E.; Bucy, R. L.; Hassell, E.

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The responsibilities of the Damage Control Shop are many fold, extending from the maintenance of the ship's many repair lockers and the associated damage control equipment, to the never ending task of training the repair parties.

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Seated: (L-R)—Church, W. L.; Babcock, G. H. DCCS; Darrow, R. L. ENS; Weidman, H.; Wilson, B. R.

Middle Row: (L-R)—Turnage, D. C.; Garfield, T.; Wilcox, R. L.; Timberlake, J. R.; Henry, T. W.; Pickett, J. P.; Grant, G. E.; Espindola, R. H.; Holte, D. C.

Top Row: (L-R)—Villada, A.; Burr, G. E.; Resendez, R. D.; Kilbride, J. J.; Frey, C. C.; Raymond J. C.; Aiken, R. D.; Gaster, F. M.; Washburn, H. L.; Branham, W. K.

Seated: (L-R)—Morris, L. B.; Watson, P. F. SFCS; Jones, R. A. ENS; Madison, W. R.; Allen, M. J.

Middle Row: (L-R)—Norris, P. T.; Schad, K. L.; Dussault, R. A.; McHale, R.; Moring, C.; Wright, F. G.; Hahn, J. T.; Ewalt, J. C.

Top Row: (L-R)—Borders, F. M.; Goforth, G. D.; Davis, P. E.; McDole, D. D.; Haynes, J. D.; Kloss, J. M.; Burrows, A.; Fooks, D. E.; Harvey, D. L.; Reed, R. A.

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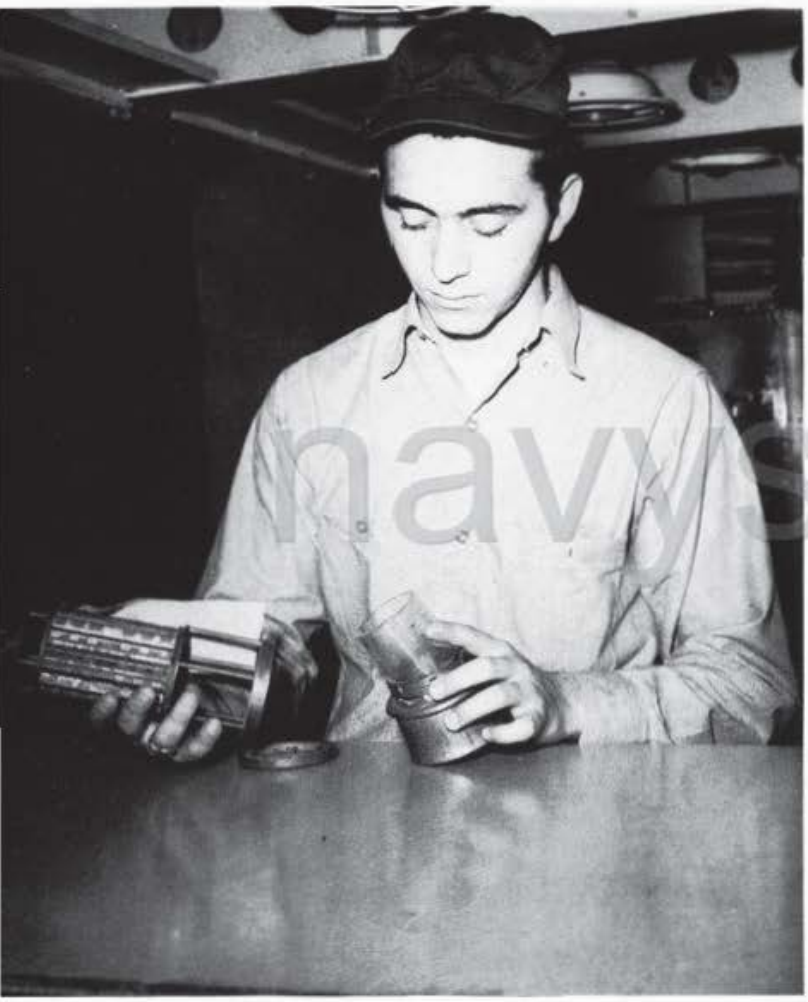
The Pipe Shop is charged with the repairs and maintenance of HORNET's piping systems, from the smallest scuttlebutt valve to over one thousand miles of piping. The equivalent of over 250 home type bathrooms which HORNET has aboard is also another responsibility of the pipe shop.

The Metal Shop is probably the most well known shop on the ship. A simple work request will result in the manufacturing or repair of any metal structure, (within reason). A simple job like the repair of a dogging nut to the complex task of building a complete water tight compartment or the repairing of a hole in the flight deck is neither too small or too complex to be accomplished by the men in the Metal Shop. An average of over 30 work requests flow into the shop each week and are completed with the quality and skill of master craftsmen.



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Aboard HORNET any item made of wood, was most likely built or repaired by the personnel in the Carpenter Shop. The Carpenter Shop personnel have the skills and the ability to fabricate a complete hull for HORNET's wooden boats, and the art and technique for the finishing of a HORNET plaque.

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COMMUNICATIONS

Photo by McMahon

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Seated: (L-R)—Barnes, W.H. ENS; Surber, E.L. LTJG; Adcox, J.R. LCDR; Bell, L.W. LTJG; Mutz, M.D. ENS.
Standing: (L-R)—Rinderknecht, R.W. ENS; Lepo, J.M. ENS; Hogseth, J.M. ENS; Ogden, C.W. ENS; Butler, T.H. ENS.

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LCDR J.R. Adcox, Communications Officer, and LTJG E.L. Surber, Assistant Communications Officer, confer on communications procedures.

CR

The Radiomen of CR Division maintain HORNET's vital link of radio communications, at sea and in port. They must be skilled in use of the simple manual "CW" key, to the most complex of world teletype systems.

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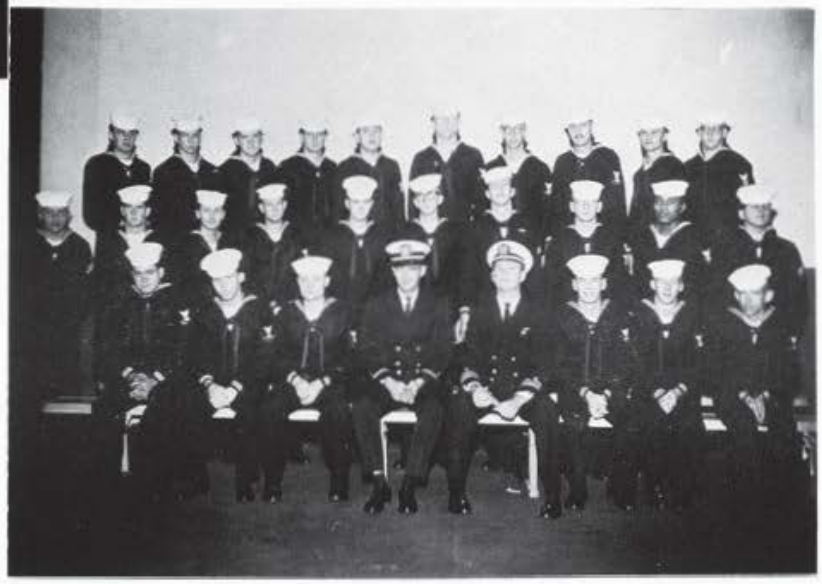
Information received from various sources of communications in Radio Central is sent to Main Communications where it is quickly and accurately recorded. It is then disseminated to the different offices and personnel who require the information, or whose attention it requires.

The extreme necessity of constant communication with other ships and distant shore stations is irrevokable—and unquestionable. Without timely and current communications and information from our shore and fleet commands, HORNET's mission would be at a tragic disadvantage.



Seated: (L-R)—Phillips, H. III; Medaris, D.E.; Karg, L.F.; Bell, L.W., LTJG; Adcox, J.R., LCDR; Sutter, C.D.; Butler, W.J.; Brosnan, C.H.
Middle Row: (L-R)—Gallegos, M.D.; Mutimer, S.A.; Kerr, B.C.; Romine, B.A.; McCaffrey, L.W.; Foss, J.W.; Becker, M.E.; McComber, D.J.; Ellison, W.E.; Beard, W.J.
Top Row: (L-R)—Starkey, G.L.; Patrick, T.R.; Webster, J.C.; Lattanzio, C.J.; McNeely, L.E.; Poss, J.T.; Johnson, D.A.; Luitjen, D.A.; Meier, N.J.; Dodgen, J.M.

Seated: (L-R)—Bell, L. W., LTJG; Adcox, J. R., LCDR; Trammell, W. F., RMCS.

Middle Row: (L-R)—Bellefatto, J. E.; Stacy, J. B.; Ban, R. M.; Dunn, J. F.; Welty, H. E.; Abelseth, L. J.

Top Row: (L-R)—Singleton, E.; Ray, V. T.; Swanson, D. A.; Phillip, B. C.; Loraditch, L. A.; Lee, R. J.; Schnell, B. A.; Tarkington, L. H.

Classified traffic that is originated by an officer is received and coded in the crypto room, and passed on to Radio 1 for further delivery. Non-classified messages, upon receipt, are passed directly to Radio 1 for transmission to another ship or shore station.

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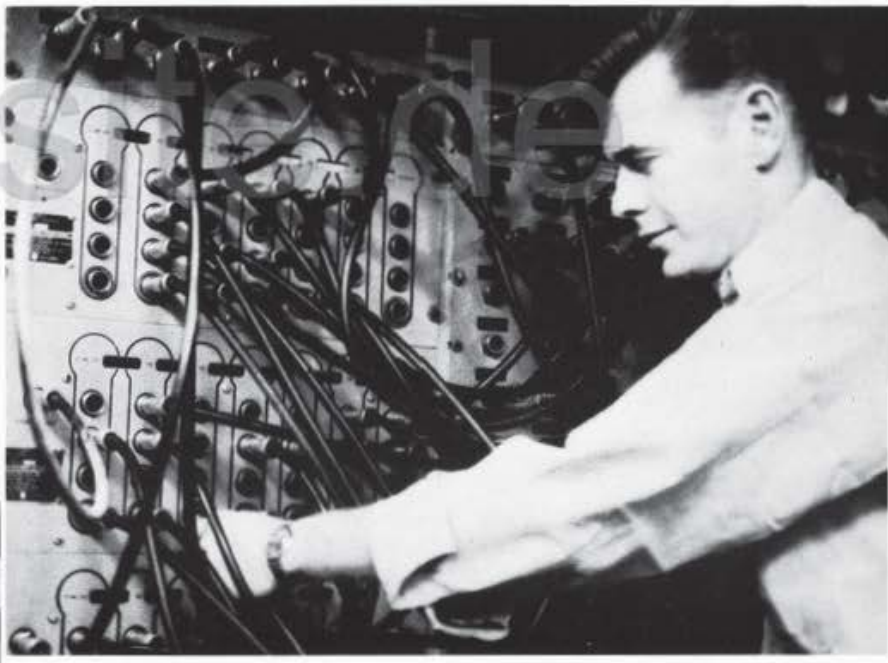
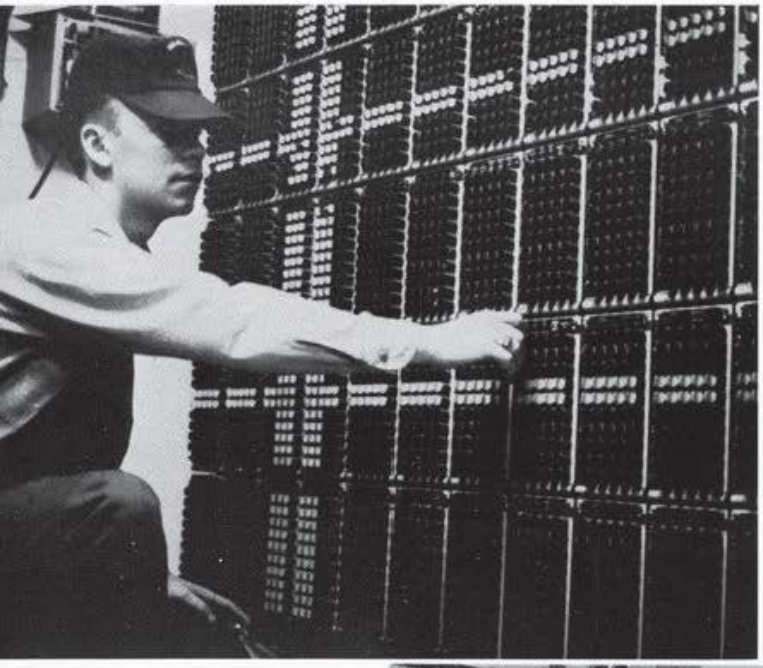
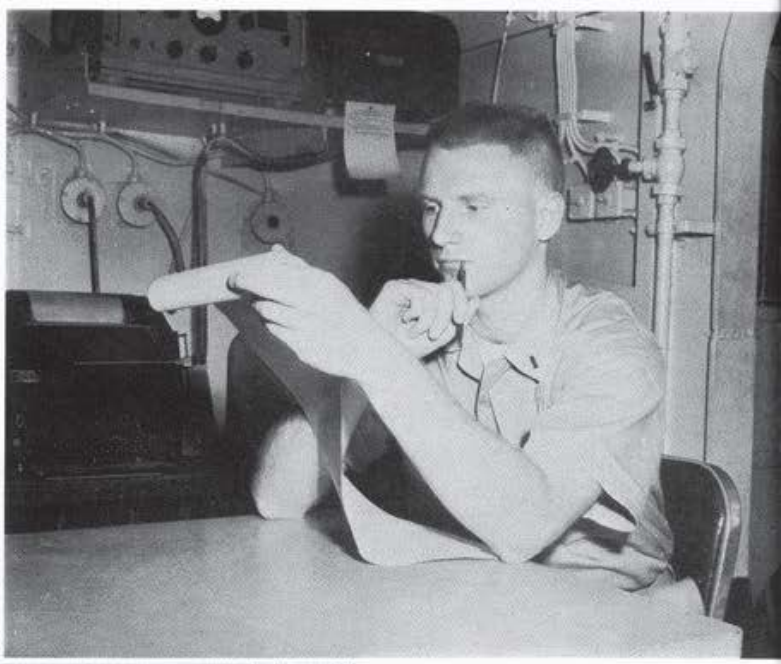


In the command situation that HORNET holds, accuracy in her communications is a vital and demanding responsibility. Approximately 1,250 messages per week are handled, each of which must not contain a mistake. In addition, CR Division maintains 13 different spaces, some of which are being used 24 hours a day for control and operation of the ship's radio.





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CS

The need for rapid, reliable communications with the other ships in HORNET's company is vital beyond question.

Communication's Signal (CS) Division utilizes the traditional means of nautical communication, that of visual signals, to carry out this responsible task. By the use of the flag hoist, flashing light, and semaphore, the men of CS Division remain in constant visual contact with the other ship's of the Task Group.

Seated: (L-R)—Rinderknecht, R. W. ENS; Barnes, W. H. ENS; Brodnax, W. P. SMC.

Middle Row: (L-R)—Glaser, W. J. L.; Dishno, W. R.; Jones, G. W.; Braden, A. M.; Addison, L.; Jenkins, E. H.

Top Row: (L-R)—Mobley, T. F.; Waterhouse, D. R.; Hickman, W. O.; Felch, A. C.; Traisi, C. F.; Severson, R. J.; MacArthur, J. T. L.

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The professional men of the "signal gang" maintain a constant watch for visual communications. They are experts in day and night communications and are constantly sending and receiving message traffic in a quick and effective manner.

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The Signalman must remain alert, around the clock, on watch for a distant flashing light and, if necessary, relay the visual messages to other ships in company.

GUNNERY

Photo by McMahon

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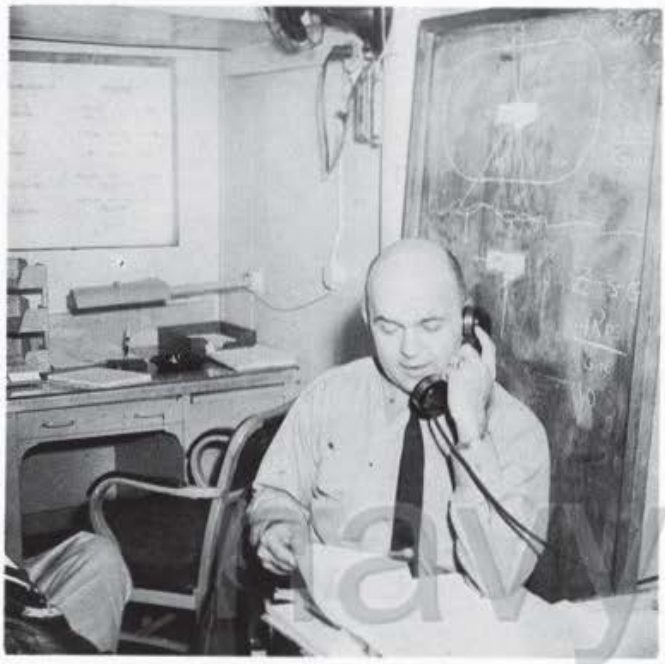
CDR H. J. OWEN
Gunnery Officer



LCDR W. F. GREENE
Ordnance Officer

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LCDR C. I. WUEST
First Lieutenant

ENS A. P. ROBERTS
Gunnery Admin Asst.

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CWO T. A. MCMAHILL
Ship's Bos'n

Seated: (L-R)—Alsip, C. E. LTJG; Halenza, H. R. LTJG; Greene, W. F. LCDR; Owen, H. J. CDR; Wuest, C. I. LCDR; Lahr, J. J. LT; McMahill, T. A. CWO.

Standing: (L-R)—Hass, J. A. LTJG; Roberts, A. P. ENS; Farmer, M. L. LTJG; Campbell, D. T. ENS; Thalken, G. E. ENS; Perreault, J. E. LTJG; Nuquist, H. S. ENS; Ashmore, E. N. ENS; Willsey, D. A. ENS.

1st

First Division spaces are all in the forward part of the ship, roughly speaking, about the first one-third. It is responsible for both of HORNET's anchors and chains in the foc'scle, a "Burton station" at Nos. 1 and 3 Stbd. refueling and replenishing stations, the weather decks from No. 2 elevator forward, and the forward Port and Stbd. boat booms. First Division also maintains the Quarterdeck area, outboard of No. 1 Hanger bay, and a good job it does on all these spaces.

Seated: (L-R)—Mask R.P.; Hass, J.A. LTJG.; McMahill T.A. CWO; Growsky, J.

Middle Row: (L-R)—Kilroy, A.E.; Cable, R.L.; Rocha, M.; Kunter, M.A.; Mackie, P.W.; Landry, D.J.; Welsh, P.J.

Top Row: (L-R)—Welker, R.D.; Lavin, F.; Hitchcox, G.D.; Rowe, W.S.; Ingram, W.S.; Henderson, R.R.; Martin, R.C.

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Seated: (L-R)—Gonzales, M.B.; Ashmore, E.N. ENS; Fincannon, E.R. BMCA; Glasser, J.N.

Middle Row: (L-R)—Levine, L.R.; Shopey, W.D.; Burnette, T.D.; Lowery, C.J.; Crain, C.J.; Bucher, C.F.; Beaton, S.D.

Top Row: (L-R)—Yerger, J.H.; Joiner, K.W.; Sumpter, L.L.; Nowak, R.I.; Moss, J.S.; Thompson, F.V.; Hanson, J.S.; Brown, D.P.

Below decks spaces maintained by the "bos'ns" of First Division include two decks of officer's country passageways and heads. Division personnel provide a crew for the officers personnel liberty boat as well as qualified watchstanders for the life boat, fantail and bridge when HORNET is underway. In port, these men stand Quarterdeck and Pier Sentry watches.

At General Quarters First Division mans and operates Mount 53, a 5"/38 cal. gun.

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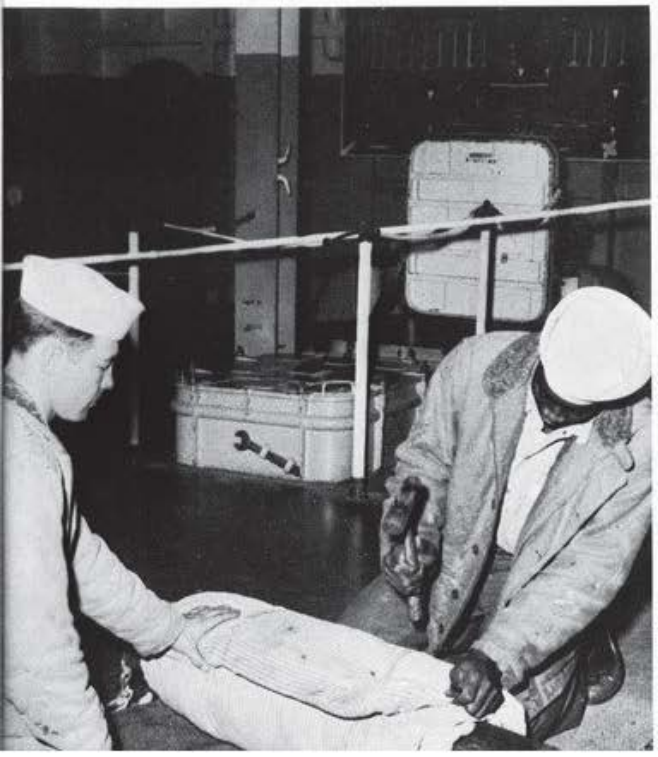

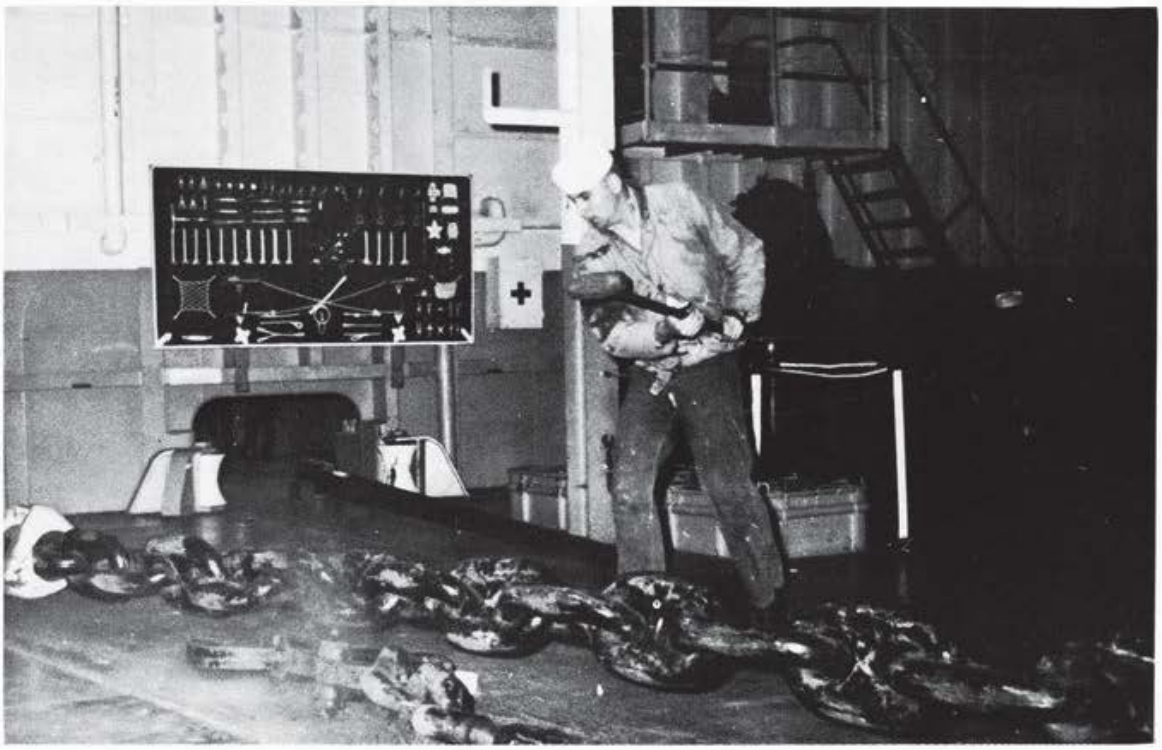

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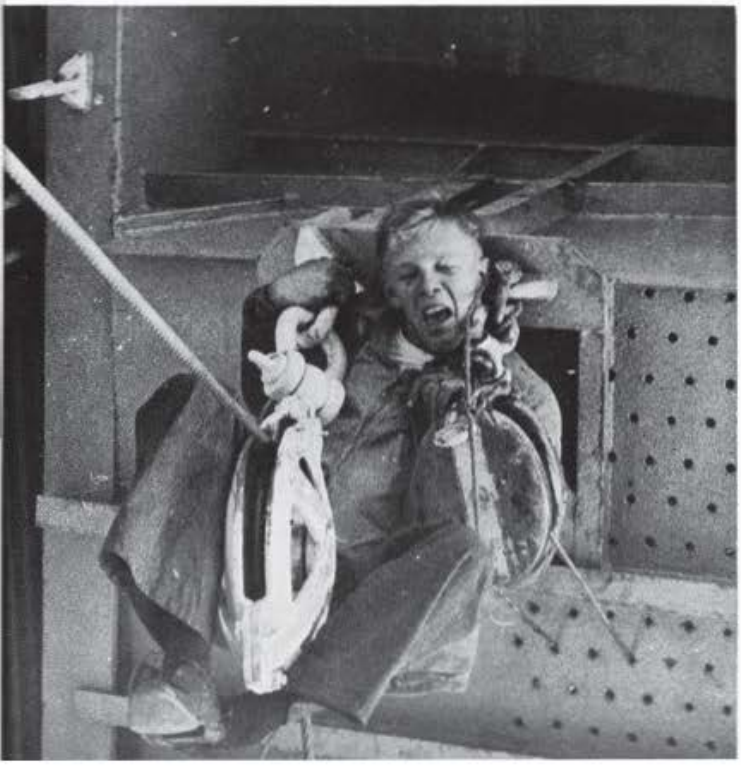
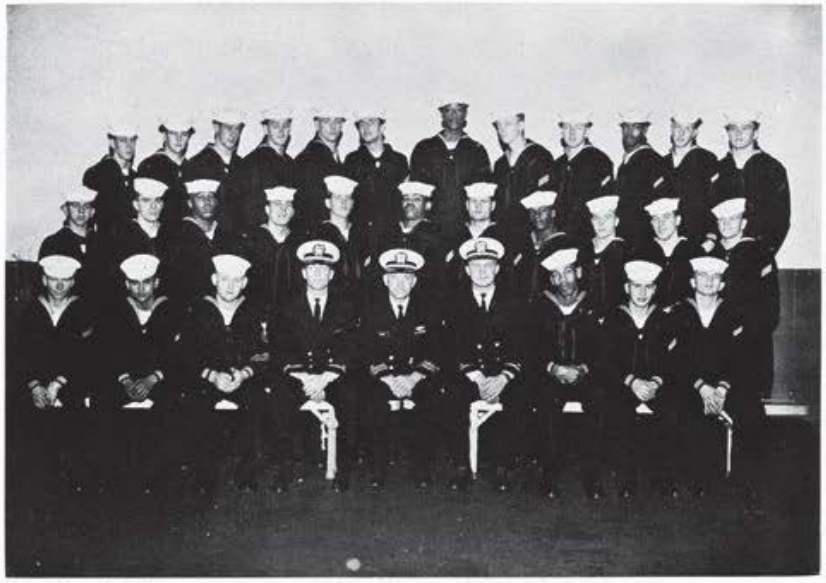


2nd

The Boatswains of Second Division are responsible for the operation and maintenance of black oil refueling and cargo replenishing stations, for handling mooring lines, and the upkeep of the second one-third of the ship or center section.



Seated: (L-R)—Medeiros, A.R.; Castro, D.M.; Cizek, A.; Brown, R.W. ENS; Wuest, C.I. LCDR; Thalken, G.E. ENS; Young, H.A.; Ewing, B.H.; Hulett, R.L.
Middle Row: (L-R)—Powell, J.R.; Armstrong, R.C.; Jeter, G.L.; Lahoreau, B.A.; Carver, T.J.; Mack, C.L.; Dover, L.L.; Barkley, J.R.; Carlton, R.E.; Workman, R.N.; Watkins, D.L.
Top Row: (L-R)—Jones, E.R.; Perkins, L.T.; Caler, T.P.; Mayfield, R.I.; Penrose, T.M.; Tuttle, W.N.; Howard, M.C.; Willmore, P.W.; Patterson, R.L.; Horne, J.W.; Wade, R.A.; Riggs, D.C.

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When General Quarters is sounded, 2nd Division men hustle to mount No. 54, another of the ship's 5″/38 calibre, general purpose guns, and to Repair II Alpha. The division also provides personnel to man liberty boats when anchored out and stand import and underway watches.

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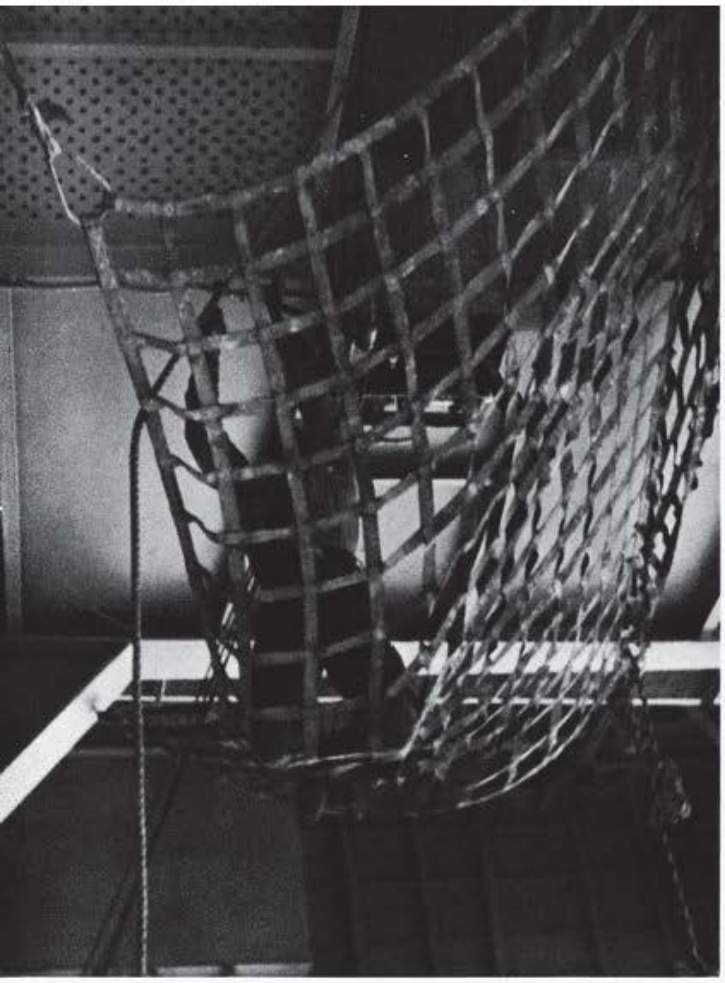
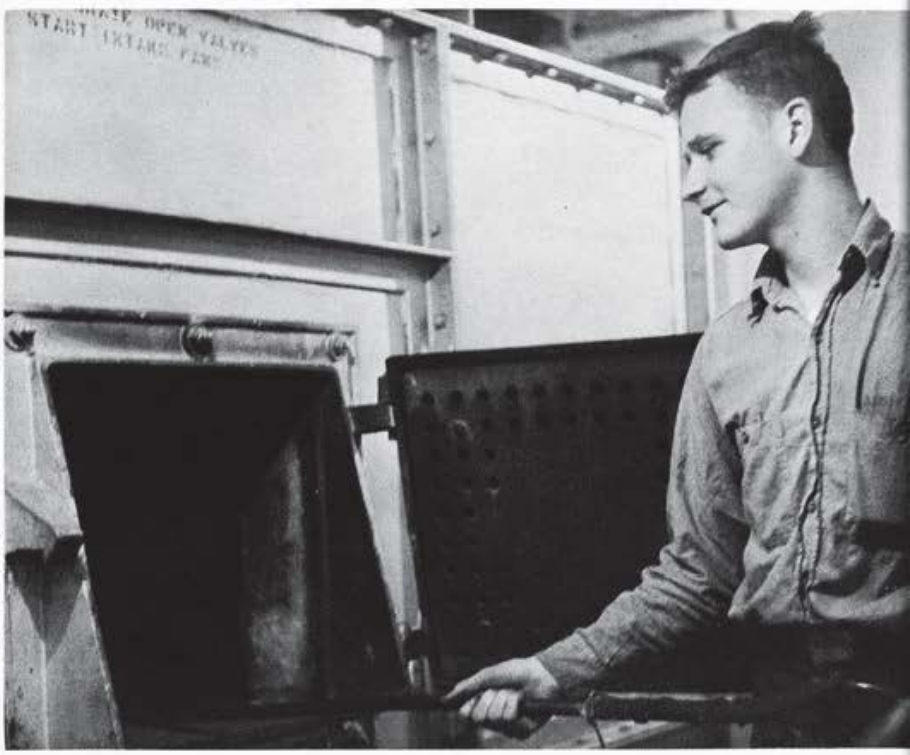
Being responsible for the cleanliness and overall maintenance of the B section of HORNET is no small responsibility, however it's one that is undertaken by the men of Second Division without the least bit of hesitation. The continual 4.0 condition of HORNET is a testimonial to their efforts.





The men of Second Division are also responsible for the operation of HORNET's incinerator used for burning of classified material.

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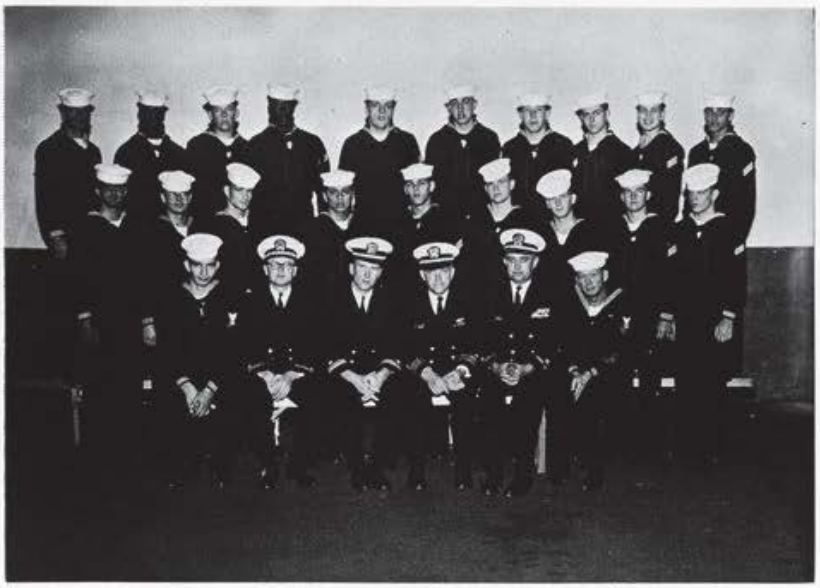
3rd



Seated: (L-R)—Zeleznikar, D.D.; Ivey, F.E. ENS; Farmer, M.C. LTJG; Wuest, C.I. LCDR; McMahill, T.A. CWO; Ramey, J.C.

Middle Row: (L-R)—Demaria, A.; Weston, R.J.; Bazan, A.A.; Hansel, R.R.; Bloom, R.P.; Hartung, S.J.; Coverston, D.M.; Funk, K.L.

Top Row: (L-R)—Gower, R.L.; Bayard, C.W.; Montoya, J.V.; Shaver, L.F.; Newberg, R.E.; Schaible, K.A.; Lee, L.D.; Desmarais, L.J.; Hudgins, C.K., Landry, D.J.

Giving proper attention to the after third of HORNET is Third Division. They maintain the area on the main deck, aft of No. 3 elevator to the fantail, including the Aviation Boat Crane used in raising and lowering boats, and bringing on stores while in port.

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Because of their close attention to the area around the fantail they are sometimes known as "keepers of the backporch".

Seated: (L-R)—Todd, W.W.; Ivey, F.E. ENS; Farmer, M.C. LTJG; Luce, I.E.; Berry, B.S.

Middle Row: (L-R)—Dobson, G.W.; Turney, R.P.; Minor, M.D.; Verratti, J.F.; Howard, R.; Cheff, A.C.

Top Row: (L-R)—Cranston, R.D.; Volkert, D.M.; Nichols, W.D.; Norton, J.K.; Ralph, J.K.; Vela, N.; Wiley, H.T.; Barton, H.W.

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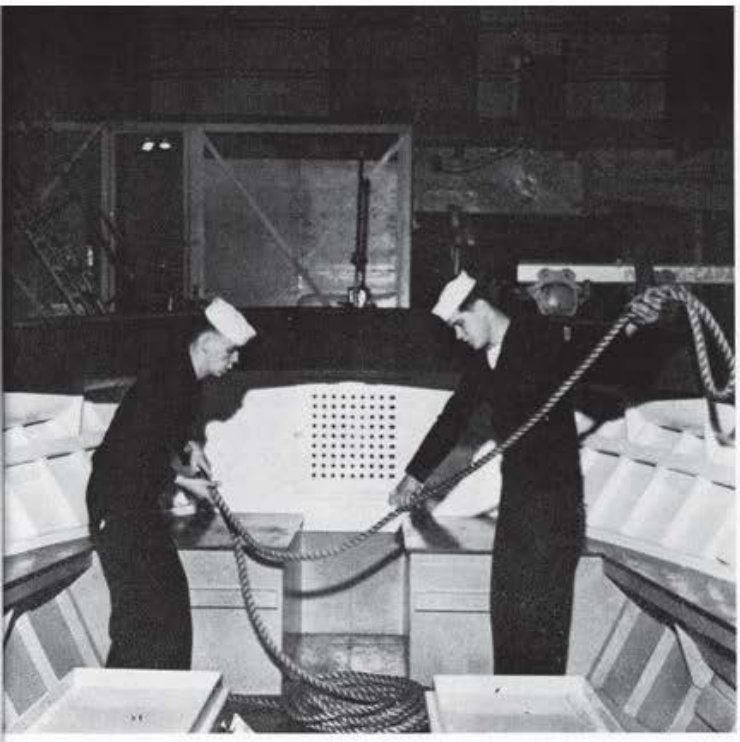

When General Quarters is sounded, Third Division mans Mount 56, one of HORNET's 5"/38 general purpose guns, and furnishes men to the magazines. They maintain the weather decks, the 50 ft. utility boat, officer's country on starboard side, tend mooring lines, operate stations 5 and 13 for highline and underway replenishment, and operate a "house fall" at station 9 for taking on stores and man station 9 for refueling.

The men of Third Division share a number of in port and underway watches with First and Second Divisions.

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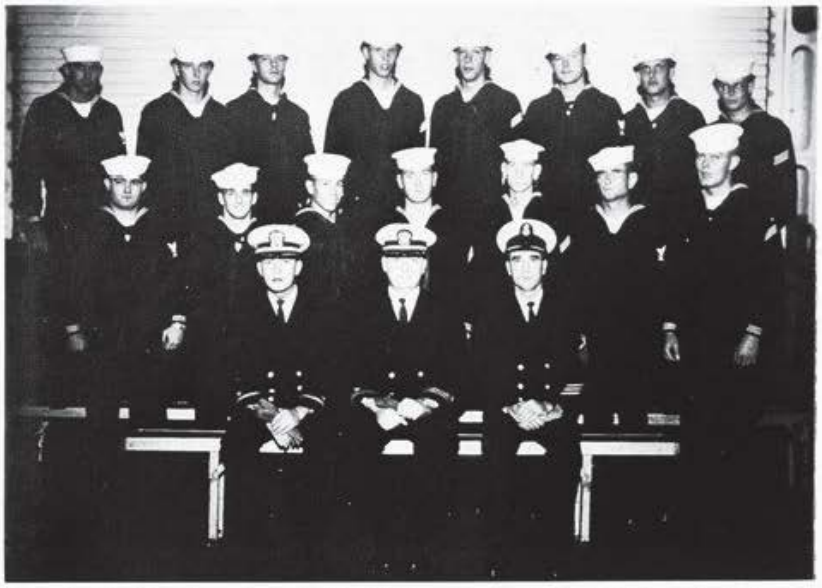
5th

The Gunners Mates of Fifth Division maintain HORNET's "Second line of Defense", the four five inch batteries. These guns supplement the Air Group's fighter aircraft in the protection of the ship against air and surface attacks.



Seated: (L-R)—Campbell, D.T. ENS; Alsip, C.R. LTJG; Haskell, W. GMGC.

Middle Row: (L-R)— Monk, J.E.; Clark, R.H.; Garcia, J.G.; Butero, M.J.; Edwards, R.M.; Patterson, D.E.; McCleary, H.W.

Top Row: (L-R)—Trusty, C.R.; Arnold, H.B.; Cowan, R.G.; Gardner, R.D.; Wicks, M.A.; Smallwood, B.A.; Galloway, L.R.; Moore, H.C.

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Should a hostile aircraft or ship slip through our primary defense, it is greeted by the five inch batteries; these weapons can also bombard shore installations, light up the night skies with star shells, and thoroughly make any intruder uncomfortable.

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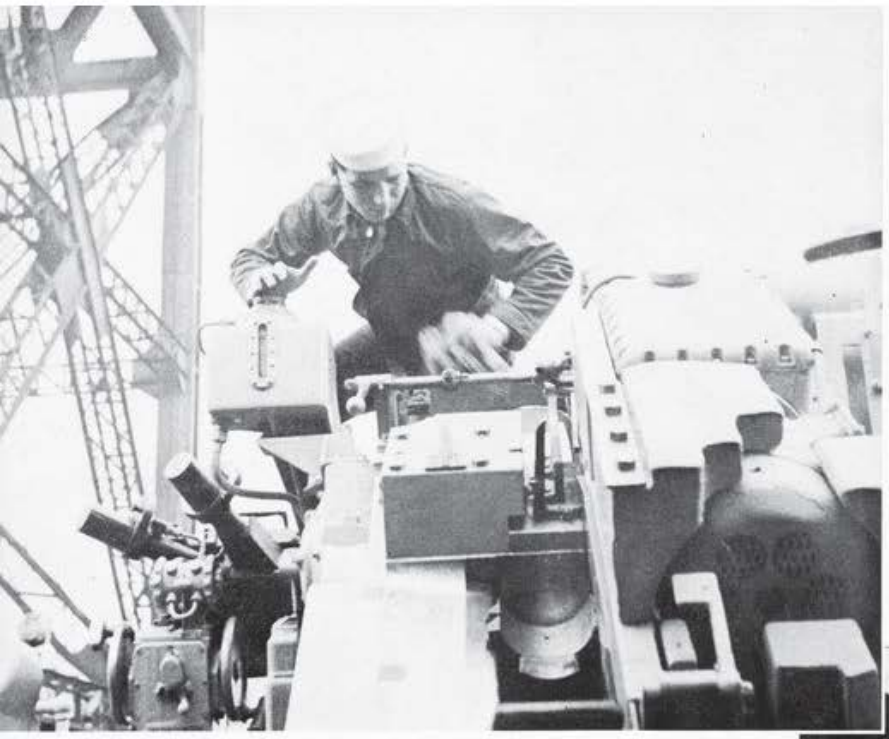
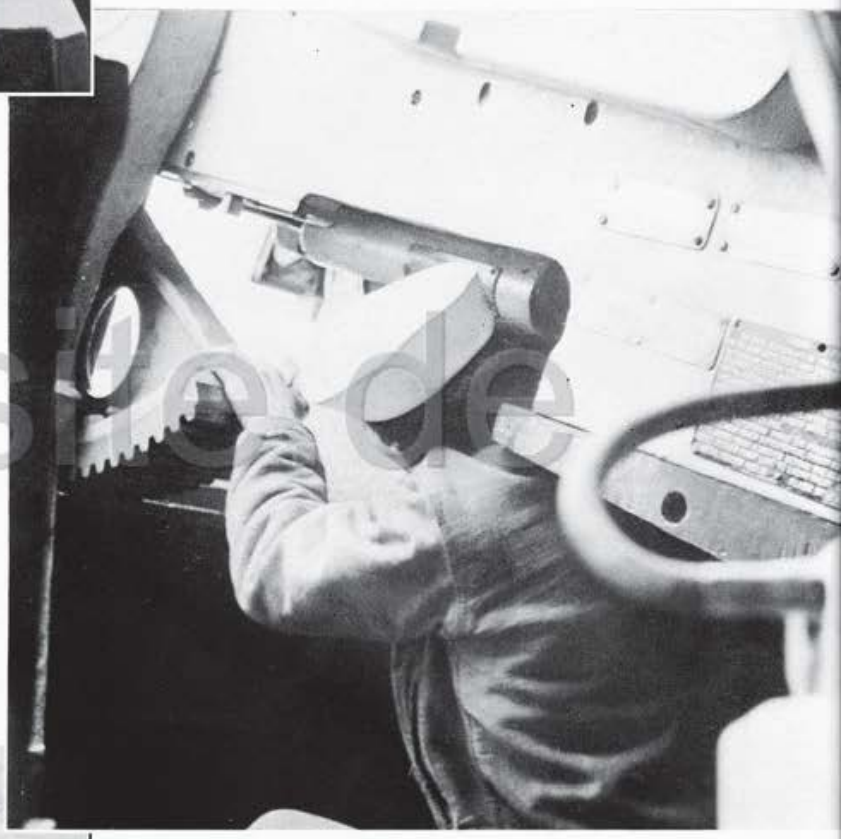


The men of Fifth Division, often referred to as "cannon cockers", not only maintain the guns, but also the ammunition magazines and hoists used to store and deliver the five inch powder charge and projectiles.



During General Quarters these men are placed at the mounts as trouble shooters, to insure that the mount gets the proper signals from the fire control equipment, and, as magazine captains, they control the selection of all powder and projectiles released from the magazine.

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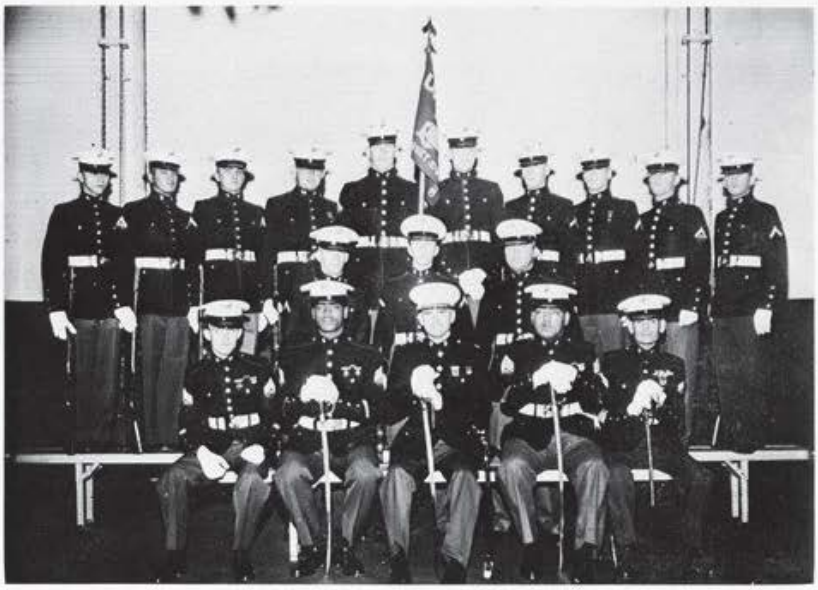
7th



Seated: (L-R)—Hamlim, K.D.; Yancey, R. SGT; Donovan, W.J. CAPT; Kakalia, M. SGT; Arellano, E.J.

Middle Row: (L-R)—Herrin, S.F.; Phillips, J.H.; Hafner, G.J.

Top Row: (L-R)—Goodwin, G.S.; Ricard, R.M.; Jones, D.A.; Ratliff, F.A.; Metzger, R.E.; Taylor, T.E.; Toone, W.J.; Angst, A.D.; Kerr, R.D.; Girard, F.J., Lawson, D.B.

The oldest mission of the Marine Corps is duty aboard a Navy Man-of-War. To fulfill this mission, HORNET Marines provide both external and internal security, around the clock.

CAPT. W.I. DONOVAN
Commanding Officer

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1stLT S.L. OWENS
Executive Officer

Additional responsibilities include organizing, training and equipping a Navy landing force prepared to conduct limited operations ashore.

During General Quarters, the Marine Detachment provides gun crews for Mount 57, another of HORNET's 5"/38s, and director and sector officers. Other duties include daily color guard, brow sentry and operation of the ship's brig.

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Seated: (L-R)—Whitney, R.W.; Moody, K.R. SSGT; Owens, S.L. 1stLT; Chaney, G.E. SGT.

Middle Row: (L-R)—Willams, R.A.; Benson, R.W.; Angus, L.E.; Nelson, G.L.; Neuberg, J.C. Jr; Yates, J.P.; Kerr R.D.; Creel, G.C.

Top Row: (L-R)—Helzer, S.J.; Corcoran, W.B.; Barr, J.E.; Neal, M.W.; Bidwell, R.G.; Dailey, C.R.; Putty, E.R.; Struve, W.E.; Jones, N.F.; Jackson, J.E.

When ever honors or ceremonies are required by the visit of high ranking officers or dignitaries, the Marines are on hand to do the job—with traditional excellence.

Whether providing orderlies for the Captain and Executive Officer or a landing party in full field gear, the HORNET Marines echo the Corps motto—"Semper Fidelis."

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Seated: (L-R)—Baker, L. L.; Deffenbaugh, D. L.; Cunningham, D. E. LT; Willsey, D. A. ENS; Thompson, W. R.

Middle Row: (L-R)—Sanchez, J. F.; Hulcy, S. F.; Manriquez, V.; Kirkenslager, L. K.; Carleo, J.; Mackdanz, R. A.; Myers, W. A.; Hassler, P. B.

Top Row: (L-R)—McBeth, D. E.; Tischendorf, J. L.; Norton, W. R.; Collins, T. M.; Aug, J. M.; McKenna, D. W.; Grant, G. G.

FOX

Fox Division, as a part of the Gunnery Department is composed primarily of Fire Control Technicians. To clarify; the definition of firecontrol is: "The technique of delivering effective fire on a selected target".

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In order to accomplish their task, the men of "Fox" Division must maintain, align, and operate the mechanical and electronic equipment utilized in controlling and directing the gunfire of HORNET's four 5"/38 calibre dual-purpose mounts.

"Fox" Division's highly accurate fire control radar units have proven themselves many times over, but the most vital task of tracking and computing for the gun mounts is their responsible link in the ship's chain of defense. A link which the Fire Control Technicians insure is strong under all conditions—at any cost.

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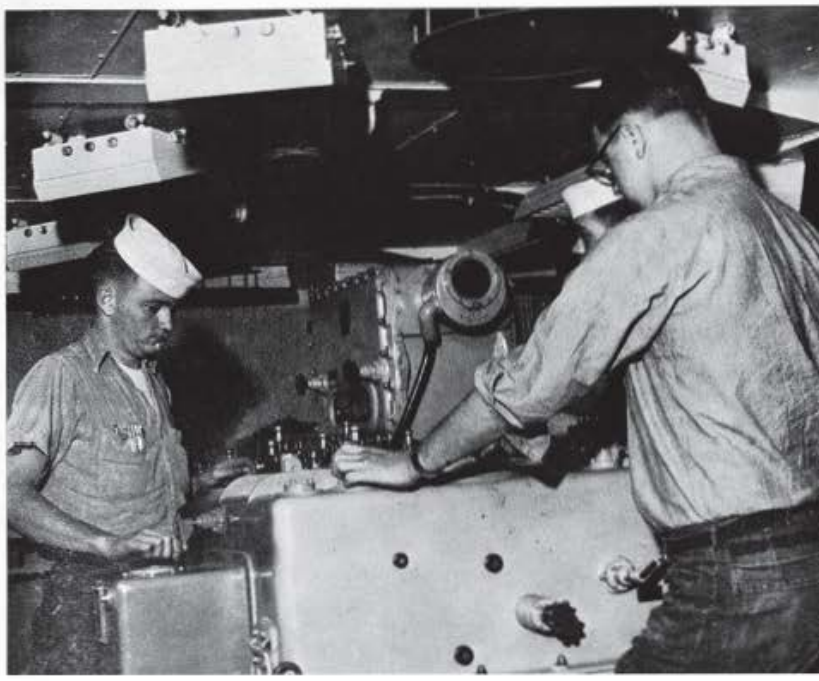
Other "Fox" Division responsibilities include the obtaining by use of radar, the precise range, bearing and position angle of the ship during complicated maneuvering problems, in time of bad weather, and low visibility.



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G

Seated: (L-R)—Ford, D.L.; Halenza, H.R. LTJG; Nuquist, H.S. ENS; Godwin, F.

Middle Row: (L-R)—Howard, L.E.; Lane, D.S.; Webber, J.L.; Cottrell, J.W.; Whobrey, R.W.; Kelly, L.; Swaffar, L.R.

Top Row: (L-R)—Brown, R.W.; Stanert, A.A.; Simpson, P.B.; Hardison, A.M.; Pozza, R.R.; Ogden, D.A.; Ferrell, G.E.; Ford, T.L.; Davis, H.B.

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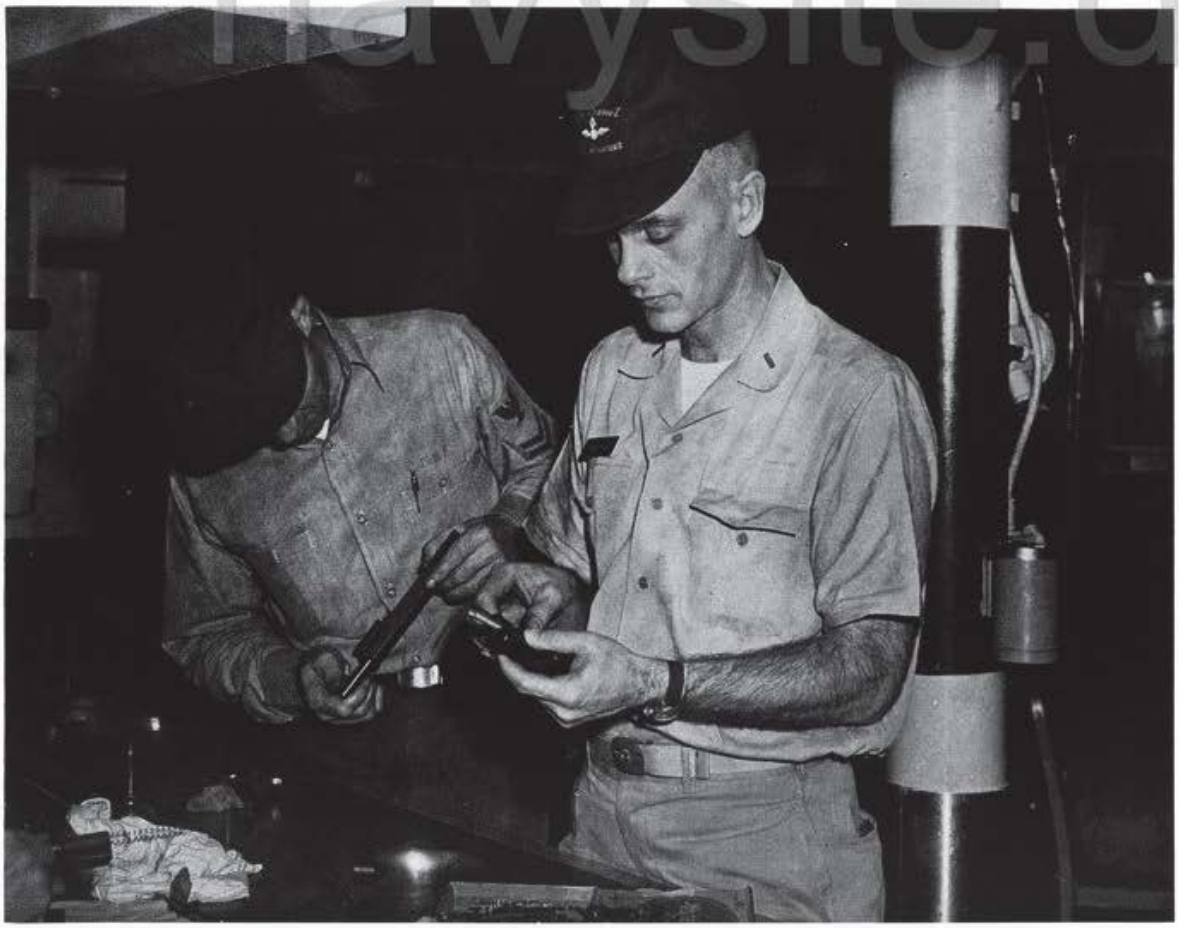

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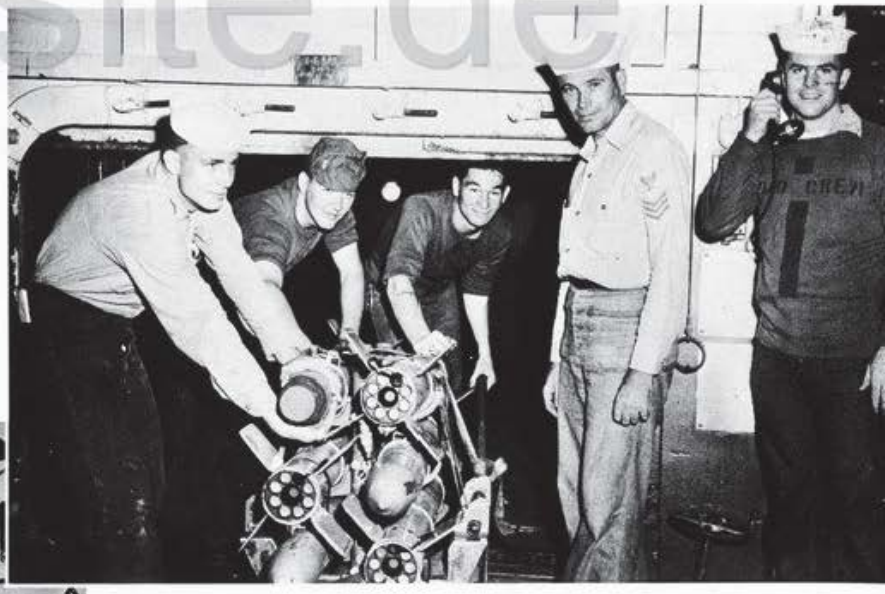
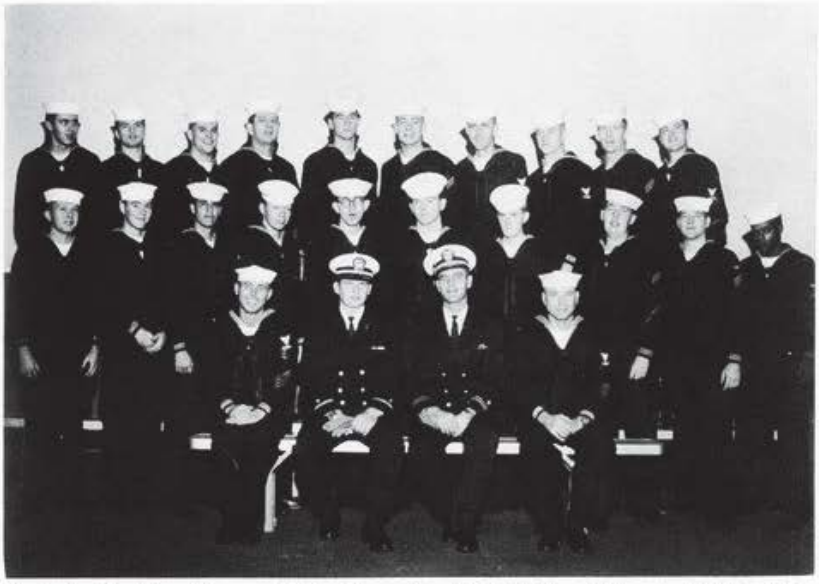
During operations the ammunition goes up and down, from magazine to aircraft and back again. During UnReps, the G Division "red helmeted" marksmen place lines over to other ships.



G Division is responsible for nine bomb elevators, and numerous other spaces which total up to 144 individual responsibilities.



Seated: (L-R)—Adams, J. W.; Nuquist, H. S. ENS; Halenza, H. R. LTJG; Brown, F. P.

Middle Row: (L-R)—Behrens, N. F.; Hall, R. F.; Olivas, H. M.; Waldon, E. L.; Glenn, S. K.; Viegas, L. S.; Brown, D. B.; Henderson, R. E.; Wright, R. V.; Loins, S. R.

Top Row: (L-R)—Tyree, D. L.; Mc Elroy, M. C.; Garland, J. E.; Hopkins, F. E.; Fox, G. B.; Blankenship, G. H.; Oakes, M. G.; Russell, R. H.; Christenson, J. E.; Ball, D. J.

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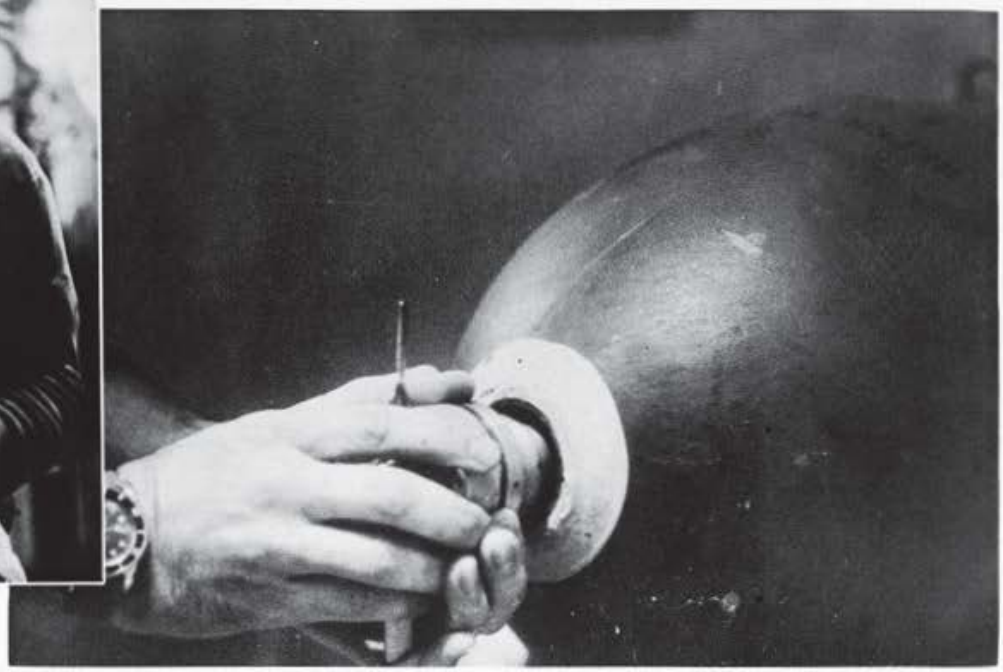

The Gunners Mates and Aviation Ordnancemen of this division are responsible for the safe handling and stowage of nearly all HORNET's ammunition load, from .22 calibre cartridges to 200 pound bombs.

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G Division maintains over 50 magazines, and the men are busy keeping inventory on their charges daily.

W

Very few people know for sure what goes on in "W" Division. Many are the rumors, few are the facts.

In the SASS spaces keenly trained professionals perform a variety of jobs requiring adept skills and a high degree of technical knowledge. There is no argument with success and an almost continuous series of inspections has proved that the SASS personnel possess the skills in ample amounts.

Seated: (L-R)—Magnusson, M. A.; Chambers, C. G. ATCS; Lahr, J. J. LT; Perreault, J. E. LTJG; Mezger, W. L.

Middle Row: (L-R)—Rivard, D. H.; Bates, D. P.; Vehrs, G. E.; Tassin, T. J.; Otenell, J. J.; Baker, L. L.

Top Row: (L-R) McAfee, W. R.; Dickens, R. R.; Bailey, J. C.; Feldbrugge, L. W.; Scowden, C. D.; Watson, D. C.; Dedmon, W.

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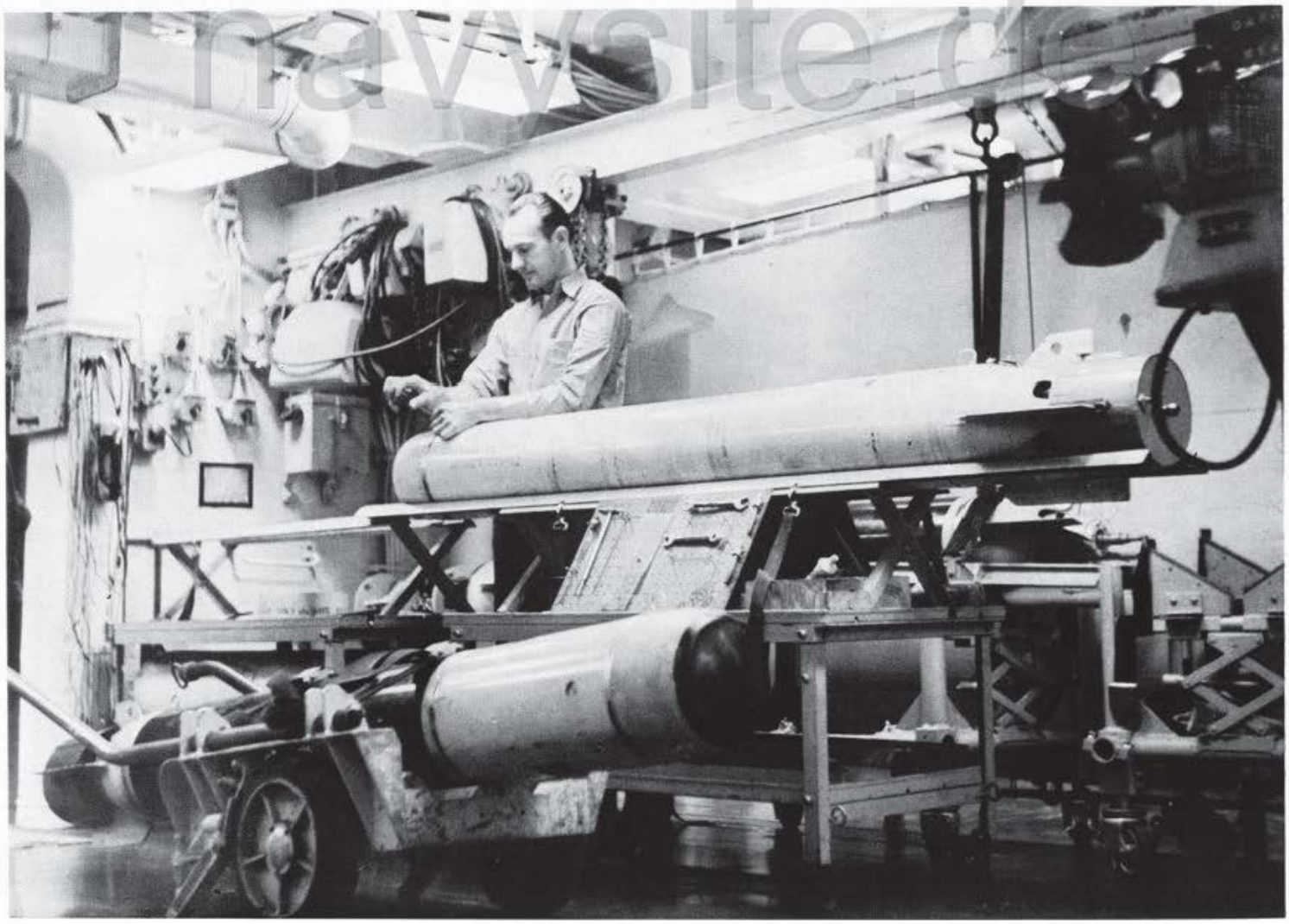
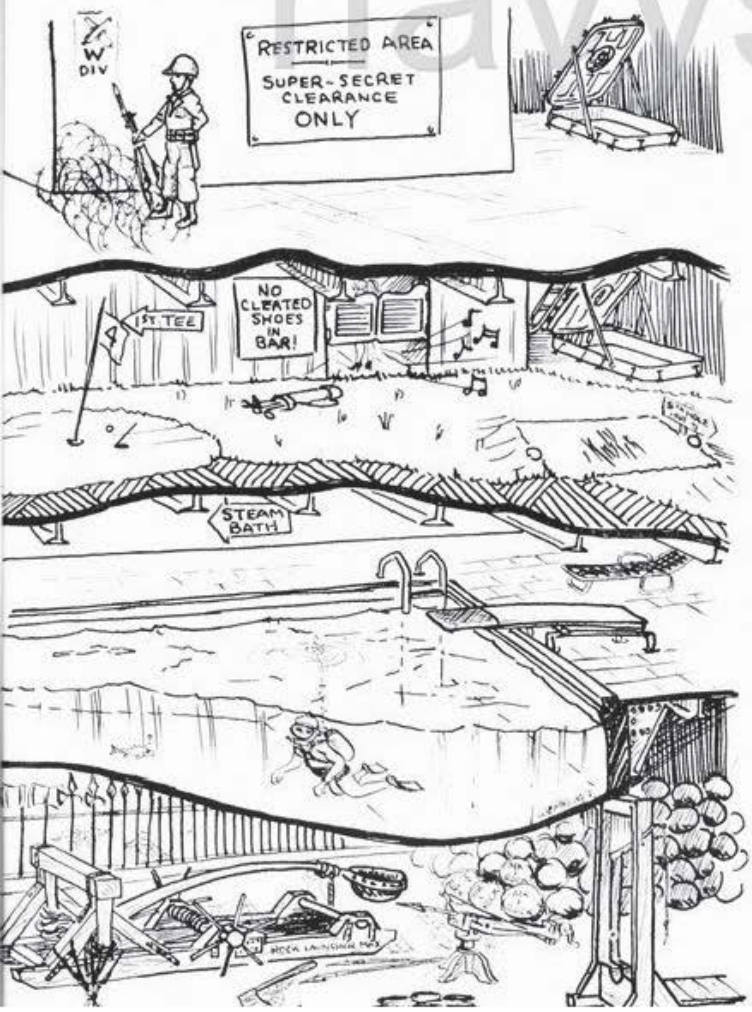


In the less hush-hush activities of the division's Torpedo Shop an equally well trained and ready crew provides the Air Group with the latest in aircraft launched antisubmarine weapons. HORNET has the hard earned, if unofficial title of "torpedo champs of the Pacific Fleet" based on numbers of exercise torpedoes dropped and success ratio.



Inscribed over the hatch leading to the SASS spaces are the words: "These spaces house the best Special Weapons crew in the fleet". On the hatch leading into the Torpedo Shop are the words "The best Torpedo Shop in the fleet". These inscriptions sum up the feeling of confidence and pride that the members of "W" Division have in their abilities.

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BOAT

Keeping HORNET's boats in excellant condition, fully complimented with equipment and ready for liberty or emergency, amounts to many hours of tiring, and often, thankless, work. Such maintenance of the Captain's Gig, 40 and 50 foot utility boats, the officers personnel boat and two whale boats for life boat duty provides the men of Boat Division with a never-ending rehabilitation chore.

Except for the P.O.-in-charge, each man is temporarily assigned to the Boat Division from each of the three deck divisions for a period of about three months.

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NAVIGATION

Photo by Schmitt

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N

CDR W. J. ZIEGLER
Navigator (Det.)

CDR J. R. JOHNSON
Navigator

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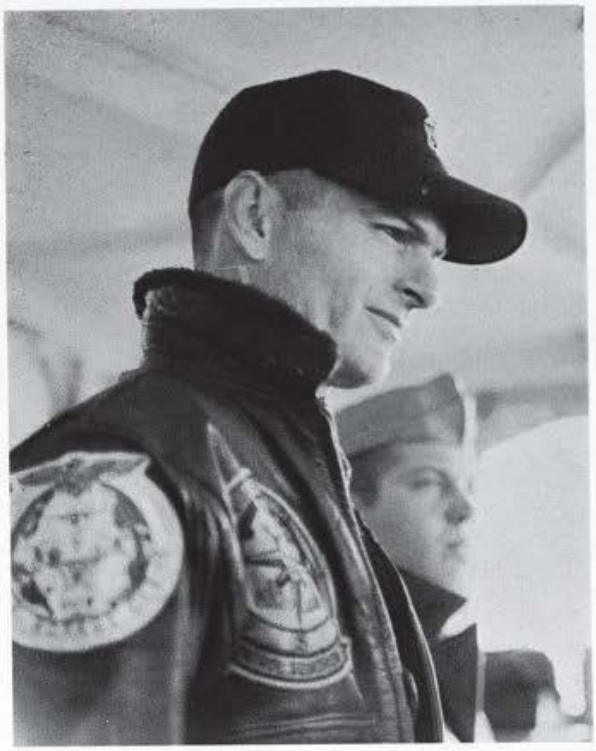
Seated: (L-R)—Howland, E. E.; Wyly, J. R. LT; Larose, V. M.; Saccoia, W. A.

Middle Row: (L-R)—Phillips, K. A.; Confer, R. L.; Settle, M. R.; Dehart, R. E.; Edwards, J. M.

Top Row: (L-R)—Gaynor, J. P.; Anderson, R. L.; Long, T. B.; Iness, W. H.; Morin, J. V.; Summers, K. G.; Cournoyer, L. W.



LT J. R. WYLY
Asst. Navigator

Guiding HORNET through the seemingly endless ocean, toward and into shallow waters of many ports is the responsibility of the Navigator and his supporting team.

Historically, the Navigation Department is an outgrowth of a deck division, but as science has increased our knowledge and equipment for celestial and electronic navigation, it has become another of the Navy's specialized ship departments.

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The Quartermasters of "N" Division, working around the clock, know precisely where we are and where we have been at any specific moment throughout the sea period. In addition they stand helm watches at critical times, Quartermaster watches, and maintain the numerous assigned spaces.

Using both the old—the chronometer, sextant, and pelorus—as well as the new wonders of electronics—Loran and radar, in company with many charts, tables and publications (continually under revision), the Navigator and his team train deck watch teams, and others requiring instruction for qualification to become the indispensible "Officer of the Deck". Yet with these many tasks in mind, they are always alert to their primary purpose...the safety of the ship.

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Photo by McMahon

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CDR W. H. SPARKS
Supply Officer (Det.)

CDR R. J. BANGHART
Supply Officer

Seated: (L-R)—Nadal, J. B. LTJG; Davis, J. K. LT; Banghart, R. J. CDR; Landon, S. N. LTJG.

Standing: (L-R)—Day, J. K. LTJG; Shilstone, W. C. ENS; Coolley, I. N. LTJG, Scales, G. P. LTJG; Suter, D. F. LTJG.

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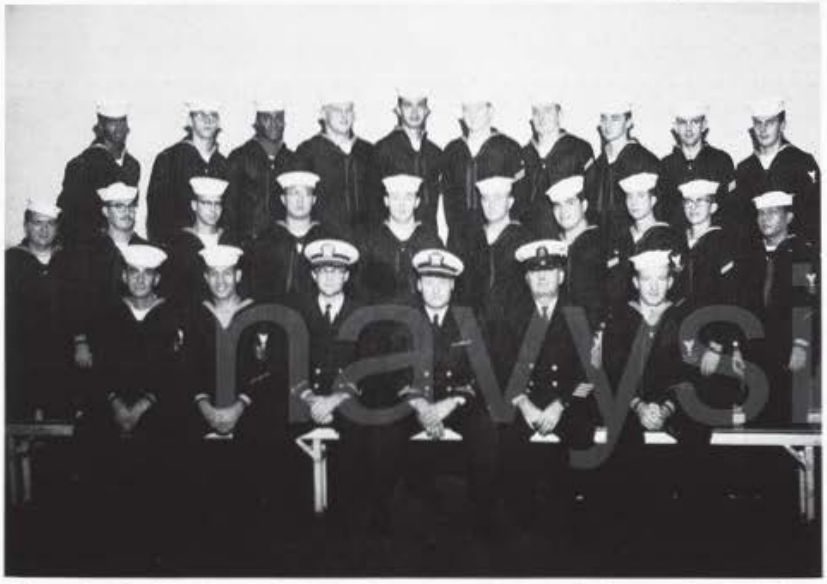
LT J. K. DAVIS
Asst. Supply Officer

S-1



Seated: (L-R)—Davis, J. D.; Quinquino, F. S.; Shilstone, W. C. ENS; Landon, S. N. LTJG; Lyons, D. J. SKCS; Simmons, D. L.
Middle Row: (L-R)—Danser, R. P.; Cook, C. D. H.; Davis, R. D.; Mau, P. H. M.; Myers, W. D.; Mihelic, M.; Bergeron, J. S.; Moore, L. R.; Alderman, J. R.; Grino, E. G.
Top Row: (L-R)—Allen, J. L.; Doherty, A. D.; Burns, G. L.; Thomsen, J. A.; Roque, F.; Bridges, K. E.; Funk, J. G. L.; Grissom, G. A.; Myers, F. W.; Sommers, J. J.

Equipage, special clothing, ordnance, electronic repair parts, machinery and general stores material are included under the responsibilities of S-1 Division. Other duties include requisitioning, receiving, storing, issuing and accounting for all the many items required for HORNET operations.

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Under their cognizance during a one year period, falls the responsibility for accurately maintaining over 40,000 different items of stores. Valued at nearly $85,000.00, these stores are located in some 40 storerooms, located from the foc'sle to the fantail, and from the 02 level to the seventh deck of

To the men of S-1 falls the responsibility of accounting for the ship's operating funds . . . amounting to approximately $400,000.00, annually. S-1 Division, in addition, maintains a technical library to assist the "man with the 1150" in identification, location and eventual issue of the stock desired.

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The Storekeepers retain all records of equipage and handle shipments of personal effects when necessary. This formidable task requires patience and many tireless hours of the men of S-1.

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Seated: (L-R)—Copeland, L. D., Benson, J. J., Magnus, H. W., Santa Ana, D. L.
Middle Row: (L-R)—Repogle, C. J., Zidar, W. M., Cook, A.B., Jacobsen, D.A., Sult, H. R., Stewart, J.O.
Top Row: (L-R)—Christy, J. B., Ryan, I. E., Rose, R. W., Wade, J. W., Long, C. D., Dasingar, F. R., Roque, A. M.

S-2

A sailor leaves many things at home when he enters the Navy, but his appetite is not one of them. The cooks, butchers and bakers of S-2 Division, who man the Ship's General Mess, and prepare the wholesome meals consumed by the HORNET crew, can attest to this fact when carrying out their daily tasks.

Operating the "mess line" on an average of 14 hours, serving four meals daily, requires the services of 36 commissarymen, and 100 messcooks working around the clock. Preparing an average of 4,000 pounds of potatoes, 2,000 pounds of meat, 11,000 pounds of fruit and vegetables, and 400 loaves of bread daily, is a staggering chore. Normally, during the 14 hours which food is being served, over 7,000 rations are dispensed.

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S-2 Division maintains nine "reefers", eight full storerooms, a complete butcher shop and bakery in addition to the messdecks, galleys and scullery. All of these are required to handle the feeding of the HORNET crew. S-2 deserves our deepest thanks for their professional spirit and culinary talents. The price of maintaining a well fed, happy, and healthy crew is about $1,000,000.00 annually.

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S-3

Seated: (L-R)—Kessler, C. E.; Danley, F. C.; Stucker, P. E.; Nadal, J. B. LTJG; Ellis, P. J. SHCS; Hunter, W. H.; Kemberling, D. W.; Dean, T. R.
Middle Row: (L-R)—Hernandez, G.; Jordon, J. C.; Glaser, E. E.; Jasmer, G. R.; Reed, R. A.; Tormey, W. R.; Avelar, R.; Parsons, D. L.; Tokunaga, J. N.
Top Row: (L-R)—Moreno, H.; Maddux, P. W.; Fisher, D. W.; Golden, W. W.; Wilson, P. L.; Cesarec, F.; Degroote, G. W.; Reid, K. M.; Watson, C. E.; Wilson, W. D.; Henry, D. D.

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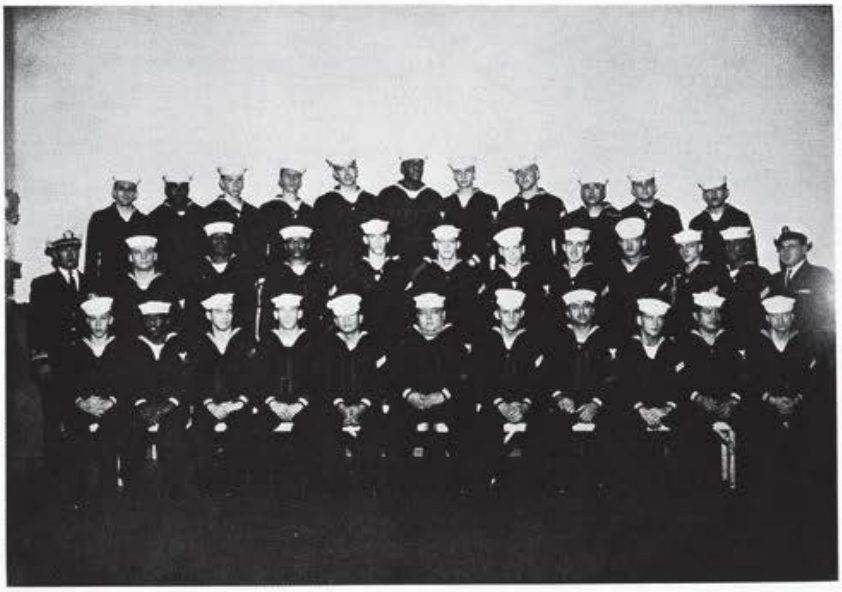
S-3 (Sales Division) is responsible for providing everything from toiletries to ice cream, well fitting uniforms to a laundry service. There are over 1500 items, stocked continuously, to meet the personal needs and satisfaction of the men.



Seated: (L-R)—Cook, J. D.; Mays, W. A.; Kufert, R. A.; Dewey, R. J.; Peren, E. E.; Denoyer, D. D.; Schwahn, C. D.; Moreno, C.; Cole, R. T.; Golfo, D. G.; Cromer, A. B.

Middle Row: (L-R)—Nadal, J. B. LTJG; King, W. L.; Downey, D. G.; Moore, R. D.; Folliott, C. D.; Lowery, J. J.; Ballard, E. E.; Griffith, J. D.; Emoto, J. K.; Freeman, C. M.; Clarke, M. B.; Ellis, P. J. SHCS.

Top Row: (L-R)—Lavigne, L.; Germany, J. E.; Berg, W. A.; Hill, E. D.; Lehmer, K. L.; Hunter, H. W.; Kramer, R. N.; Schnelting, A. J.; McCloud, F. S.; Duran, L. Sakiestewa, A. E.

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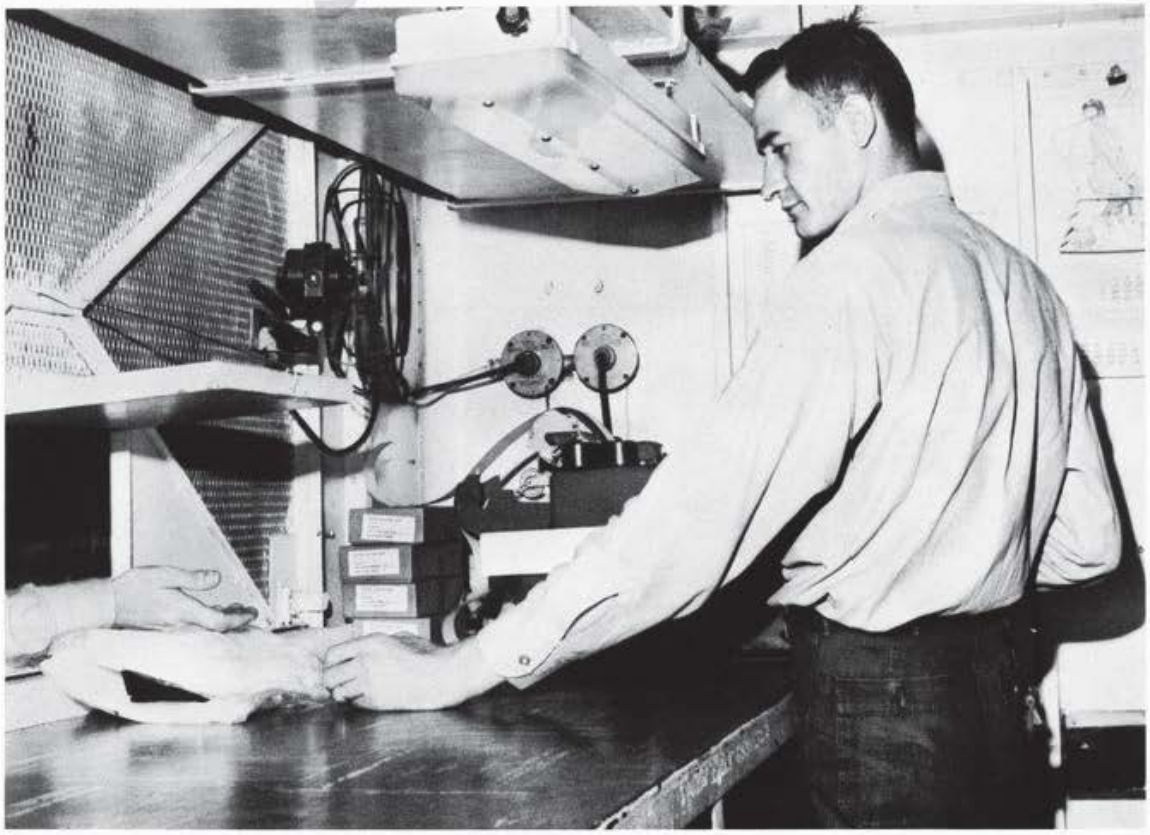

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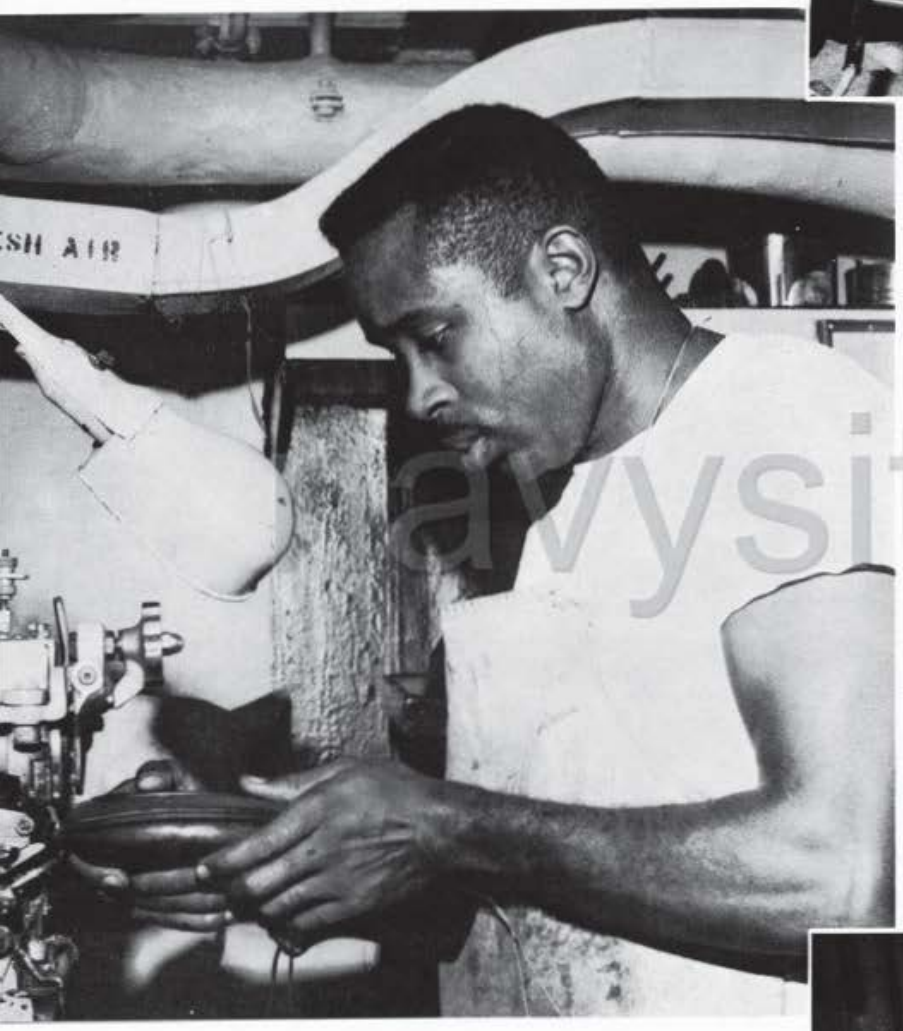
The men of S-3 Division hold the rate of "Ship's Serviceman", and as the name implies they function primarily to serve the crew of HORNET. Whether it is the buying of a uniform, obtaining a haircut or getting your shoes repaired, these men are "on the scene".



S-3 Division spaces are scattered throughout the ship; the Cobbler Shop, Tailor Shop, Barber Shops, Laundries, Soda Fountains and Ship's Stores are all manned by the tireless men of S-3 Division. Maintaining over 20 spaces, most of which are open daily from 0800 to 2100, these men fulfill a vital and necessary function to the operation of HORNET.

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"Service" is their byword—"Morale", their most important product.

S-4

Seated: (L-R)—Serrano, R.G.; Day, J.K. LTJG; Trunnell, J.S. DKC; Deziel, D.D.

Top Row: (L-R)—Lockwood, F.N.; Sicora, W.R.; Tygart, H.E.; Nelson, J.G.; Ruthenbeck, D.K.; Spreen, D.F.

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Take 10 Disbursing Clerks, give them 10 calculators and 10 days, and what do you have? Payday!

The Disbursing Officer has the accountability for the handling and safe keeping of funds in excess of 1/2 million dollars monthly, in addition to the responsibility for proper and correct upkeep and bi-monthly computation of nearly 2,500 pay records.

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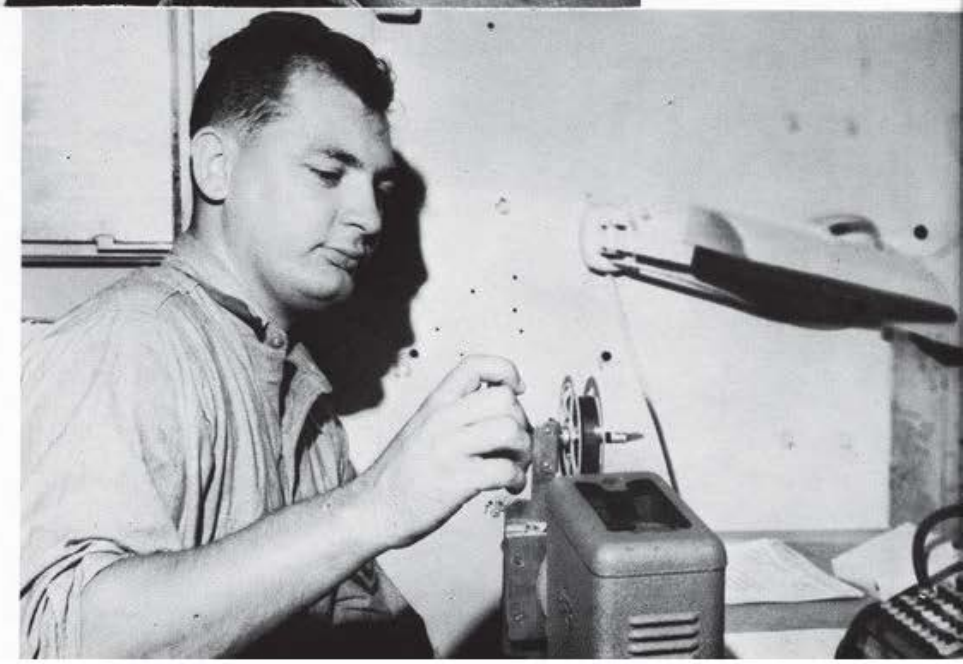
The Disbursing Clerks lament might be "you were paid according to. . .", but all too often before a crewman asks a question of Disbursing he forgets that their job is not a simple one; everytime a man is transferred on or off, or to a temporary school, special pay becomes involved. Then of course, there is the semi-annual "transition;" the closing out of all pay records and preparation of new ones. This involves over four weeks of work each occasion. Money may be their business, but to Disbursing it is just so much paper-work.



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S-5

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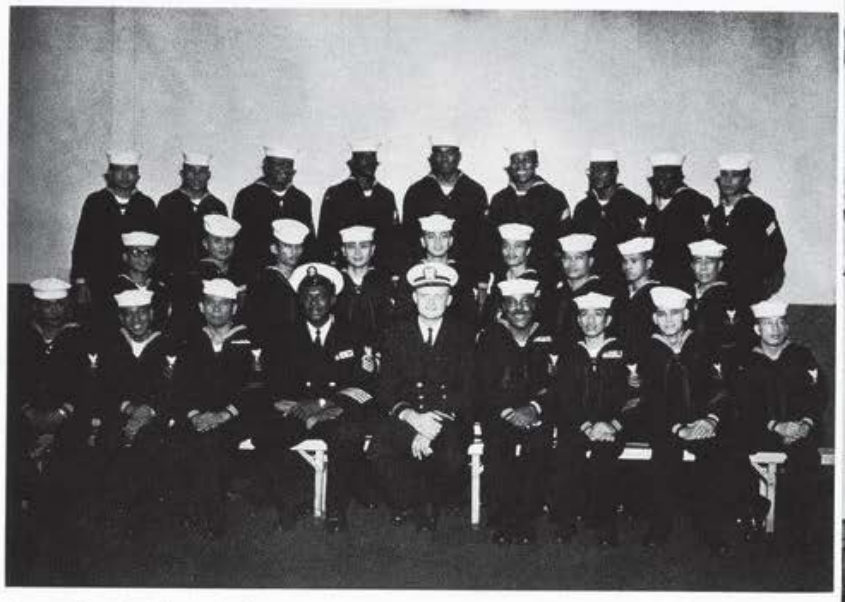

Seated: (L-R)—Magbanua, D.; Cawile, S.G.; Ngayan, M.; Turner, W.E. SDCA; Coolley, I.N. LTJG; Snowden, I.; Peji, L.; Taitano, A.R.; Arellano, R.S.

Middle Row: (L-R)—Arbiso, B.; Millangue, R.T.; DeGuzman, P.C.; Ibanez, J.F.; Ramirez, L.N.; Concepcion, A.S.J.; Sarza, S.H.; Agustin, B.S.; Castillo, M.S.

Top Row: (L-R)—Rivera, R.D.; Sequerra, F.S.; Graham, R.D.; Johnson, N.L.; Young, J.D.; Franklin, G., Jr.; Bell, H., Jr.; Mangum, N.G.; Calle, J.L.

S-5 Division, manned by stewards, conducts a business very similar to a fair-sized hotel. Aboard HORNET in the area known as "officer's country", is a large dining room, a lounge, a pantry, galley and scullery. As well as many individual staterooms on 11 different "stories", from the 07 level to the fourth deck. In addition there are 13 storerooms and offices which fall under the cognizance of S-5 Division, for a total of over 136 spaces; each requiring many hours of cleaning to maintain the spotless, dustfree appearance they always emminate. The duties of the ship's stewards are many; ranging from the cleaning and upkeep to cooking and the serving of meals for the many officers and their guests. Their responsibilities amount to many long hours of hard work.

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Seated: (L-R)—Suter, D.F. LTJG; Hanson, R.A.; Helfer, K.E.; Sandifer, R.C.; Wiles, O.J. AKC.

Middle Row: (L-R)—Etter, A.M.; Szalay, D.A.; Perkins, H.A.; Thomas, J.E.; Williams, I.; Luscomb, W.A.; Hollingsworth, J.P.; Ritchie, D.L.; Richardson, D.

Top Row: (L-R)—Antonson, G.A.; Folino, P.M.; Yellen, J.R.; Haggins, M.E.; Greenlaw, H.E.; Howard, G.L.; Gabriel, J.F.; Edwardsen, B.W.; Caulfield, T.J.; Geihl, R.F.

S-6

Aviation Supply is the task set before S-6 Division aboard HORNET. With the Air Group composing the "first line of defense" for our Task Group, S-6 Division holds the important responsibility of keeping all aircraft in the air. The support afforded by the "Aviation Stores Crew" to the Air Department and Air Group, is a credit to the ship's capabilities. This is exemplified by the fact that HORNET's Air Group operated as long and as well as it did during this past WESTPAC cruise.

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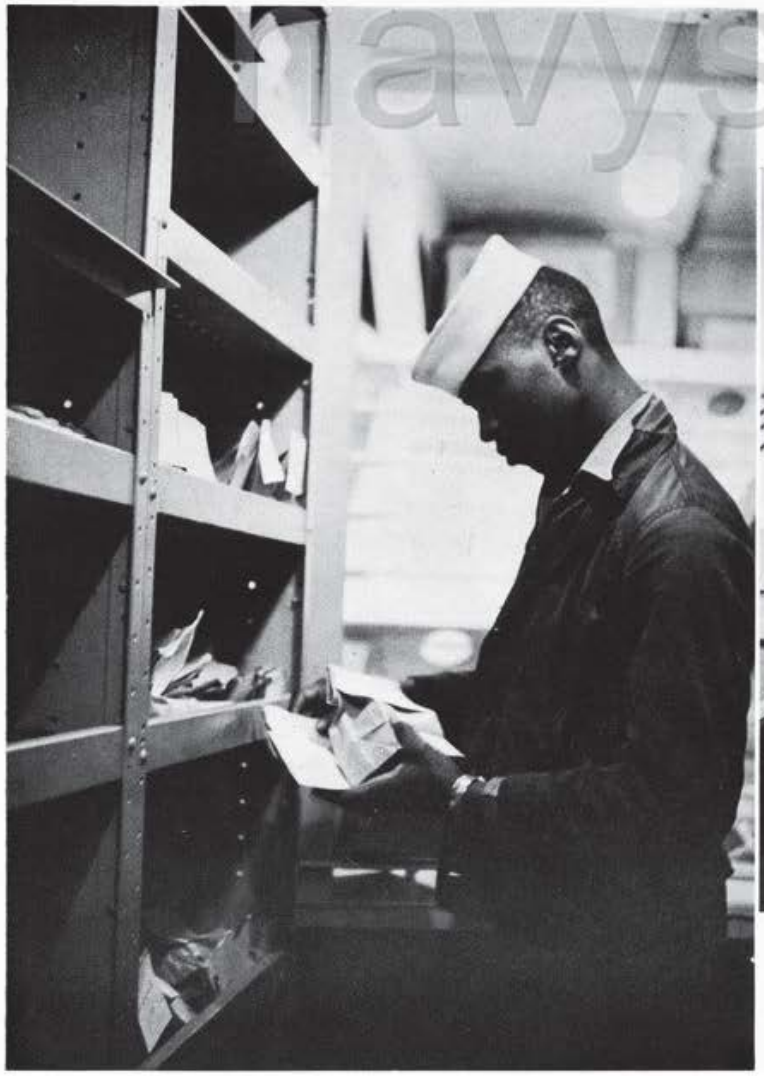

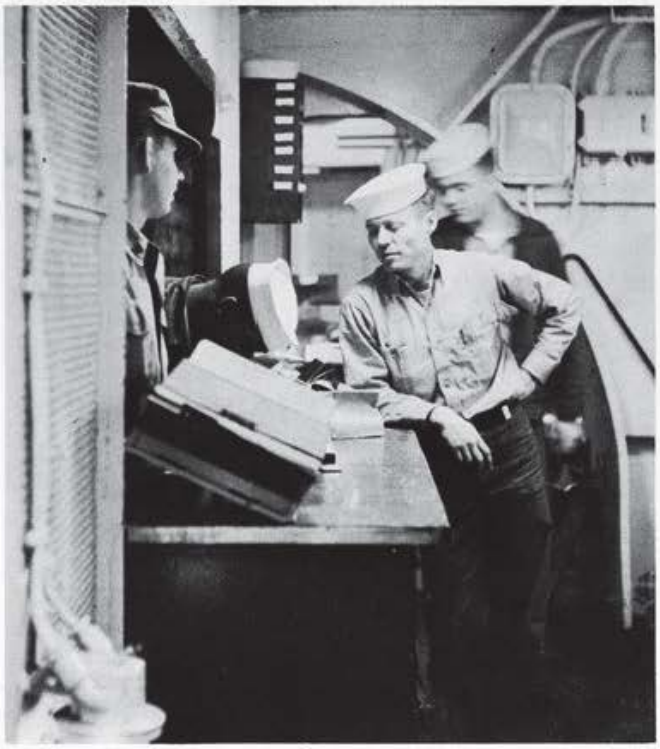

On the average day of operations at sea, this division will make hundreds of separate issues. In port they will replenish their depleted stocks by the ton. S-6 handles everything for Air Department and Air Group maintenance, from a complete aircraft engine to a small rivit. The vital link they supply between the ship and the aircraft is just one more example of HORNET teamwork in action.

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MEDICAL

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Photo by McMahon

H

LCDR D. M. PHILLIPS

Medical Officer

Aboard HORNET, in the tightly enclosed area approximately two thirds of the way aft, is the area known as sick bay. This area, composed of 20 rooms and offices, manned by 18 Hospital Corpsmen, and 4 Doctors, is equipped with some of the most modern medical facilities and newest medicines known to man.

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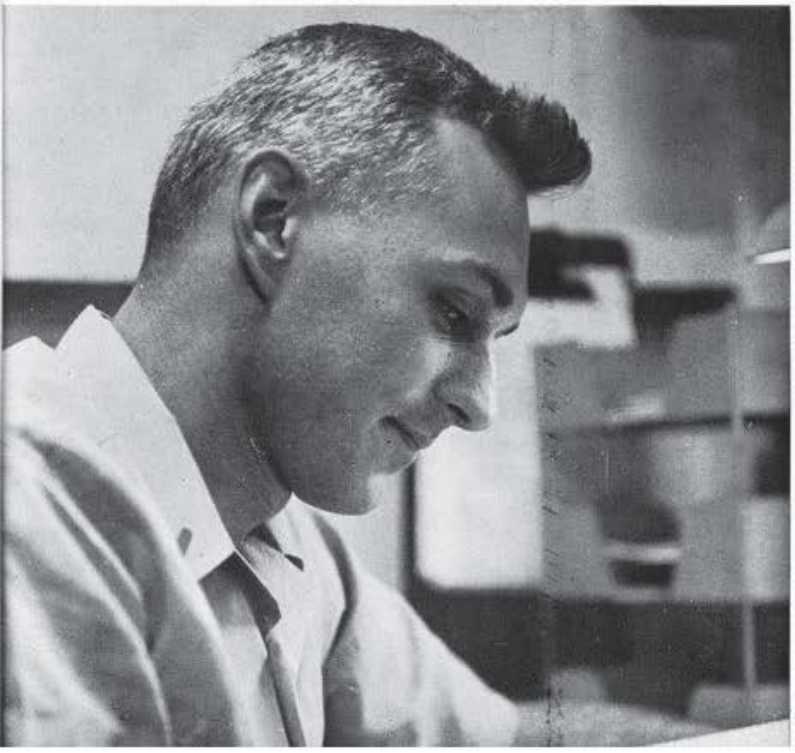
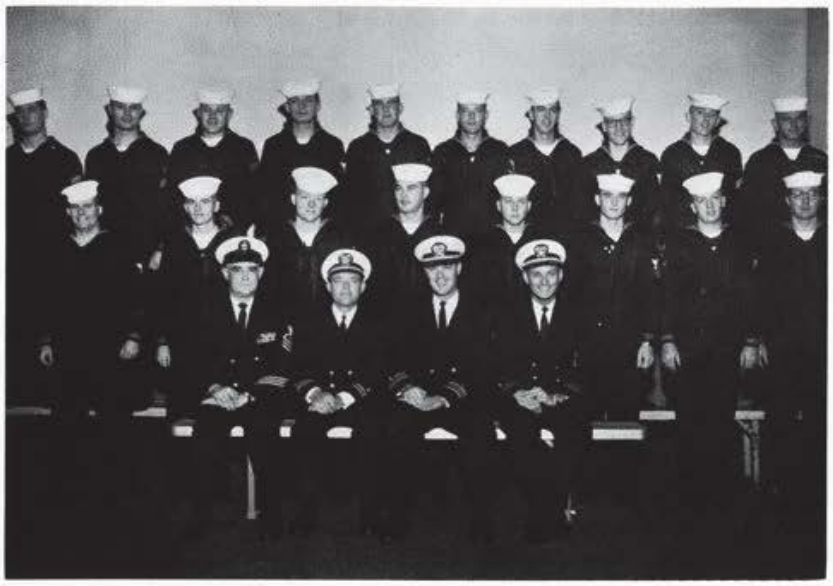
Seated: (L-R)—Phillips, D. M. LCDR; Nesburn, A. B. LT;
Standing: (L-R)—Auerbach, A. M. LT; Gelber, P. J. LT.



LTJG R. R. BOGDAN

Admin Asst.



Seated: (L-R)—Matyas, R. J. HMC; Auerbach, A. M. LT; Phillips, D. M. LCDR; Bogdan, R. R. LTJG.

Middle Row: (L-R)—Crittenden, S. S.; Catron, K. E.; Lucas, H. J.; Adams, C. W.; Ferrell, C. P.; Townsley, J. L.; Fletcher, W. C.; Candello, G. E.

Top Row: (L-R)—Sawyer, C. F.; Whitzel, D. B.; Lynn, R. G.; Kemble, D. M.; Hicks, C. J.; Martin, J. H.; Harrington, G. R.; Dunford, R. E.; Jezierny, E. M.; Goede, G. C.

Within this domain, the treatment and care of the sick and injured, prevention and control of disease and injuries, takes place on a 24 hour basis. These skilled professionals, in their antiseptic laboratory and treatment rooms with the tools science has given them...the X-ray, medicine and scalpel, perform one of man's greatest gifts...the saving of life and preservation of health.

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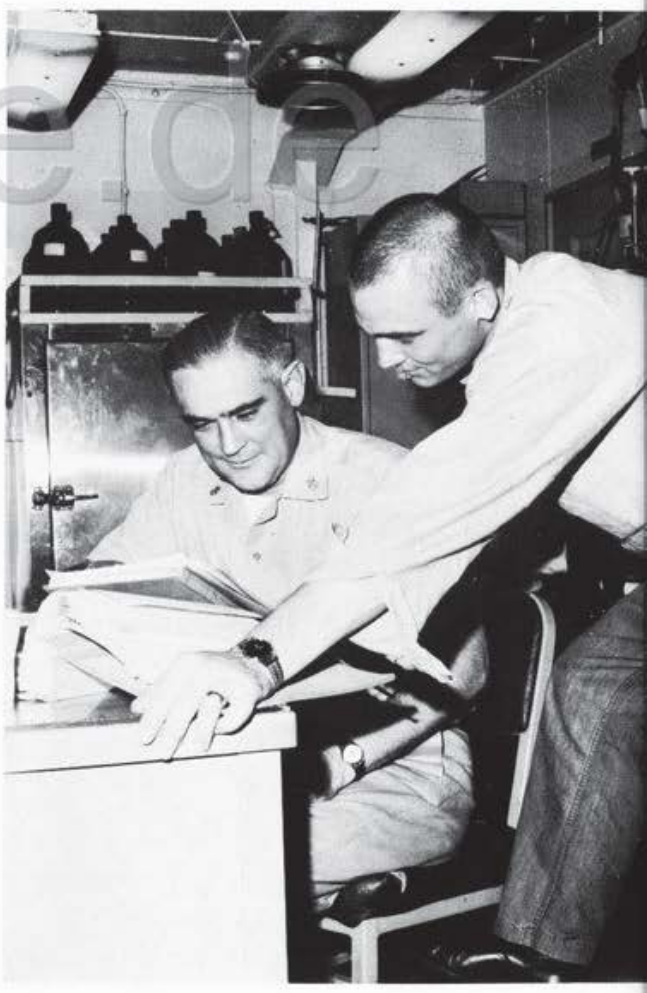

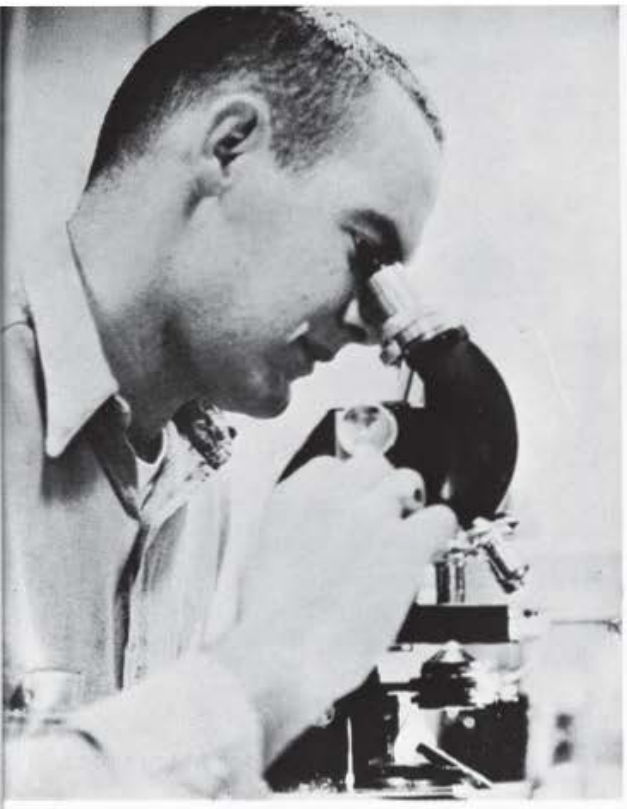

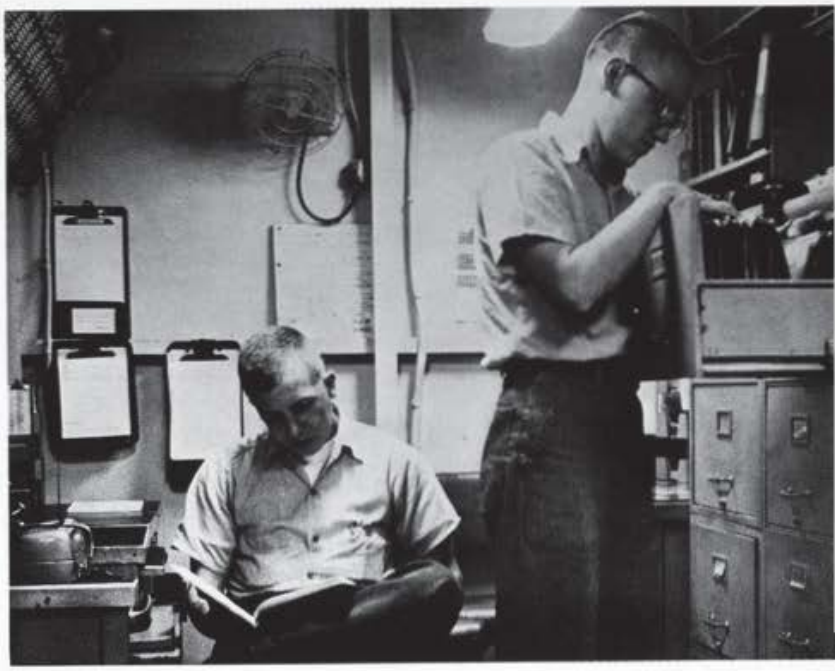

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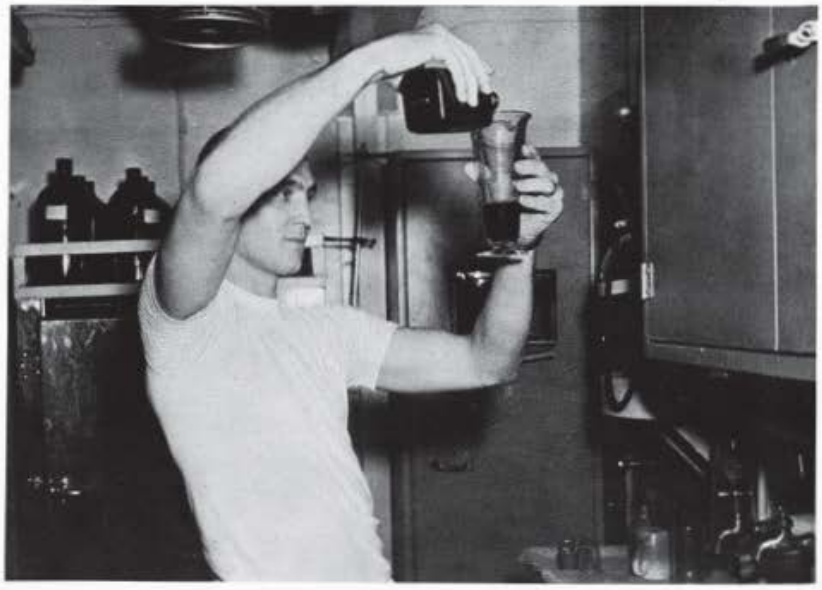

The sanitarian inspect's the food and water supply of the ship daily for impurities and keep's constant check on the cleanliness of the many individual "coffee lockers".

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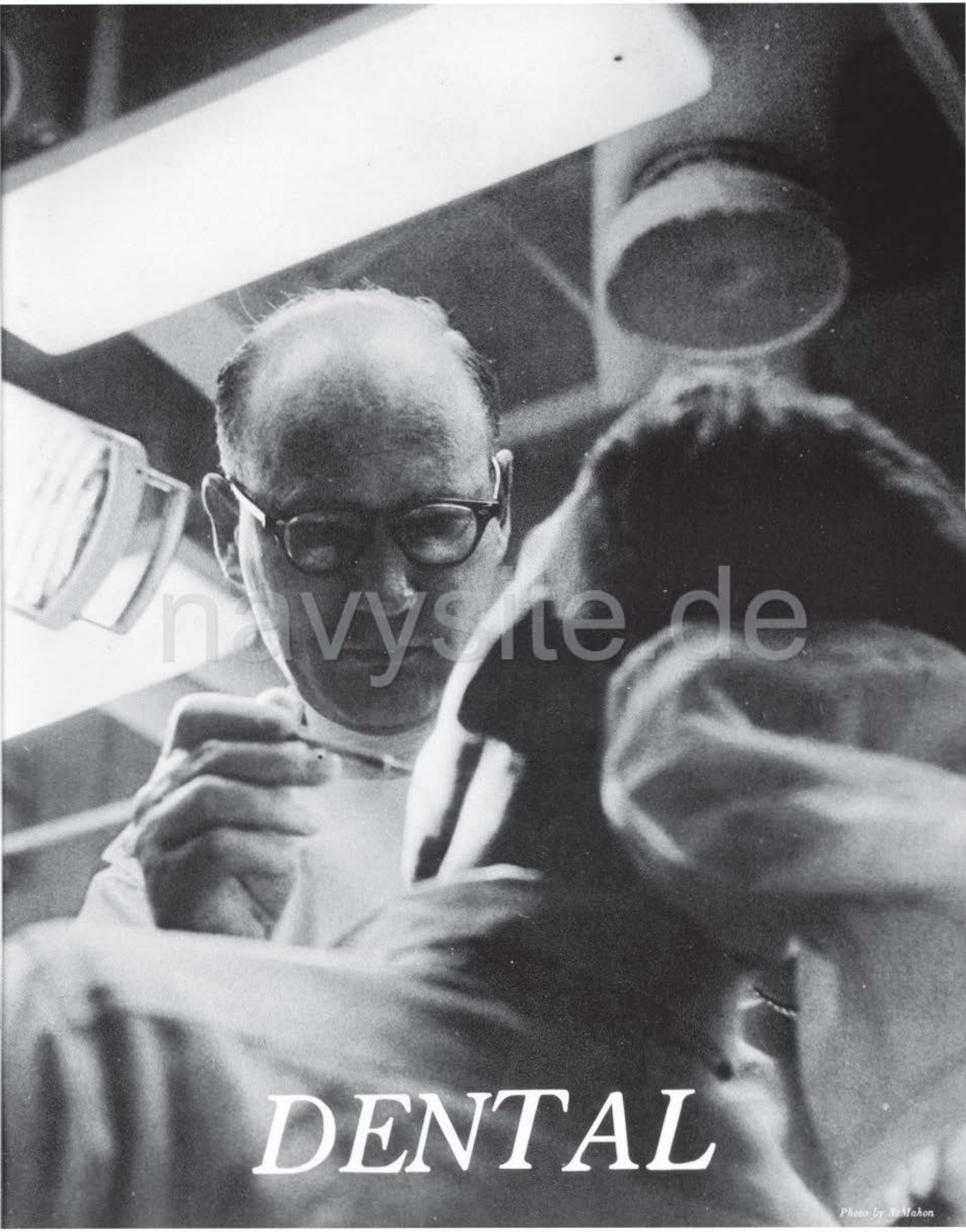

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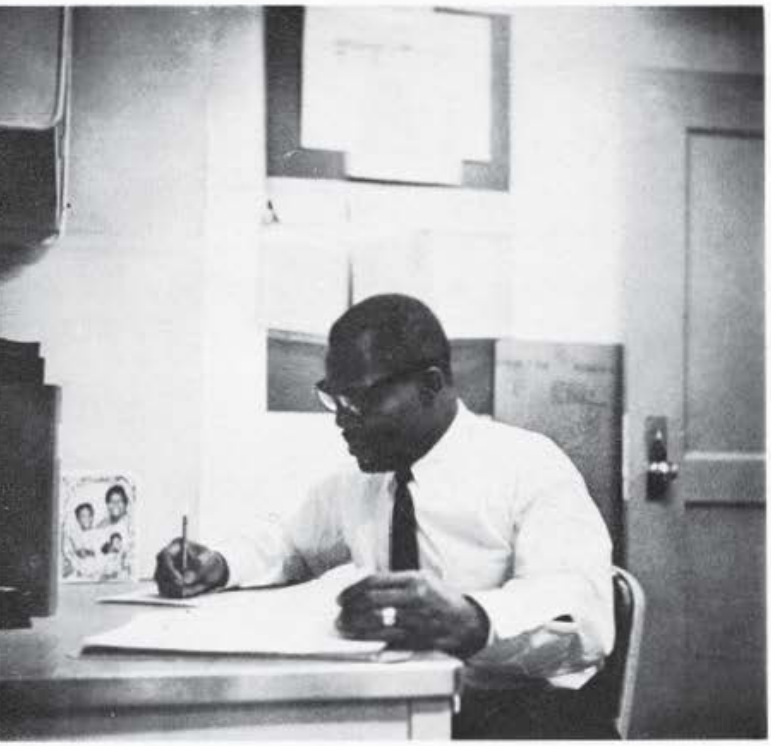

D

The major responsibility of the Dental Department, the Dentists and Dental Technicians is to provide the highest standard of dental care available, to the officers and men of HORNET.

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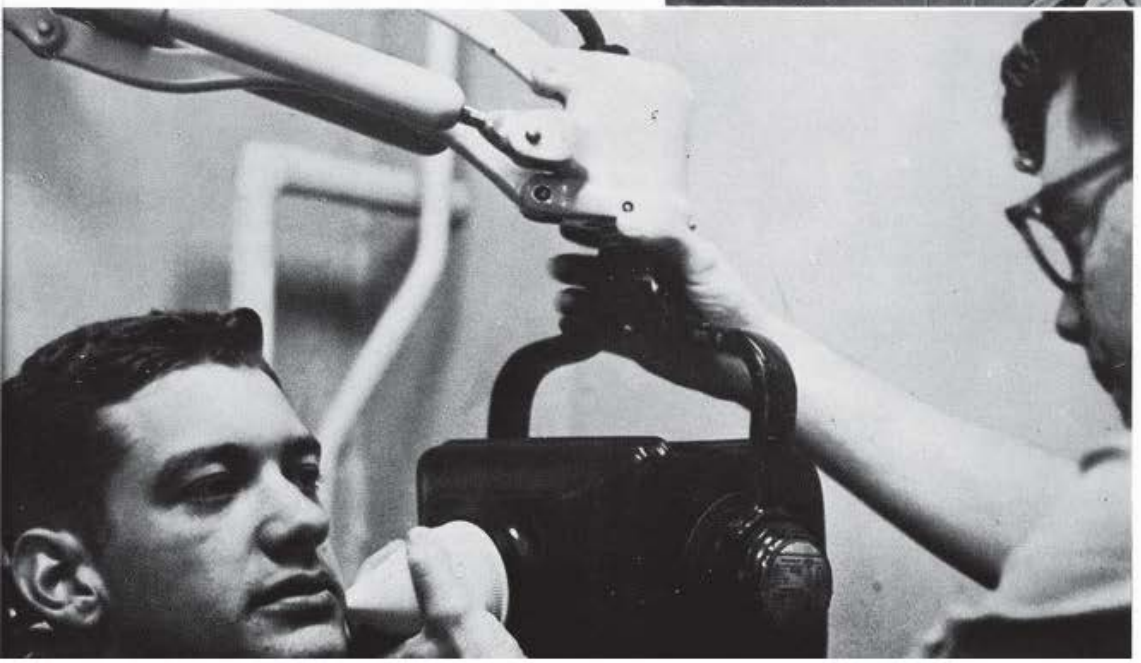
Seated (L-R):—Jensen, R.L. LT; Bruce, R.W. CAPT; Walters, M.W. LT.
Middle Row (L-R):— McCully, R.Q.; Ferguson, J.F.; Carter, F.C.; Burnes, C.E.; Taylor, S.R.
Top Row (L-R):—Brown, L.D.; Revell, H.T.; Peeke, G.T.; Carter, D.D.; Dejoria, J.P.

It follows that to carry out this responsibility they must concentrate their maximum effort on prevention and control of dental disease, and to promulgate measures known about dental hygiene for the information of all hands.

The professional services rendered include examination and diagnosis, operative dentistry, oral surgery, and prosthetic dentistry.

Equipped with the latest in dental facilities, from air turbine instruments to a soothing hi-fi system, the 3 Dentists and 10 Technicians clean and polish, prepare and fill, and when necessary, extract teeth. . .all quite expertly.



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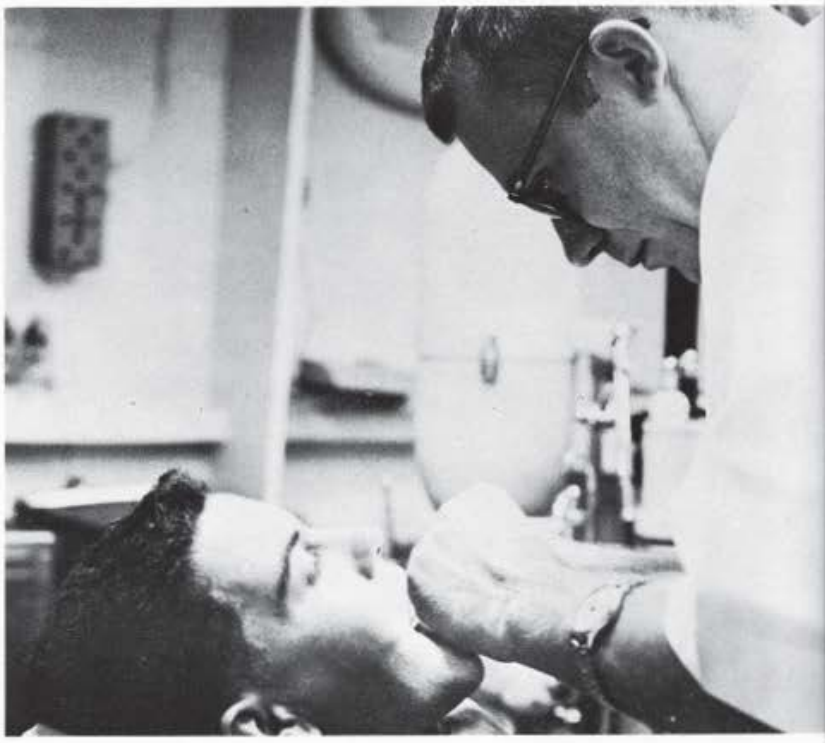
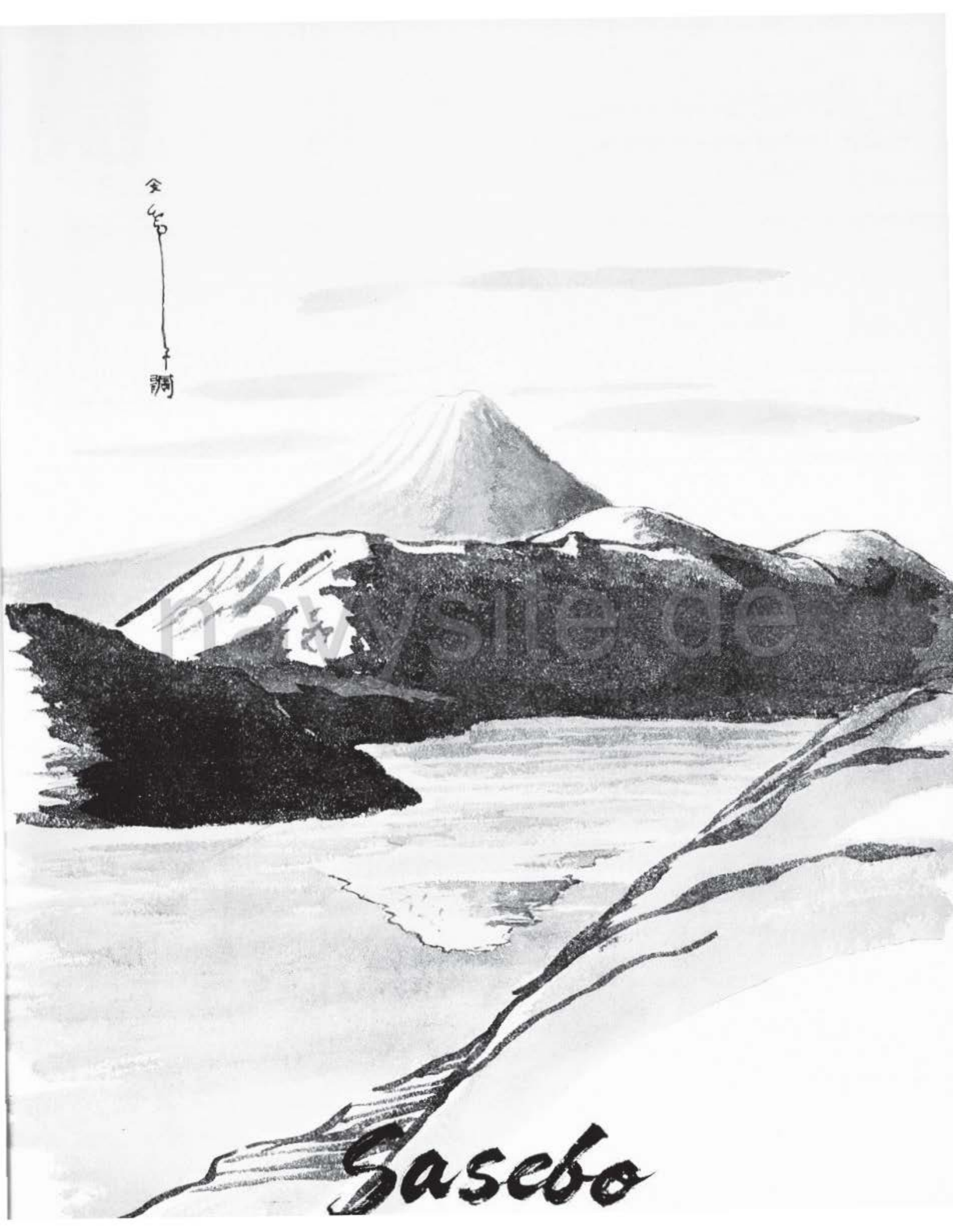
Maintaining the 12 spaces and keeping up the required paper work for the department, the Dental Technicians and Dentists work long and hard to provide the excellent services common to their practice.




Sasebo

Located on the Island of Kyushu, Sasebo provides the second largest U.S. Naval Facility in Asia, and one of the busiest ship building ports in Japan.

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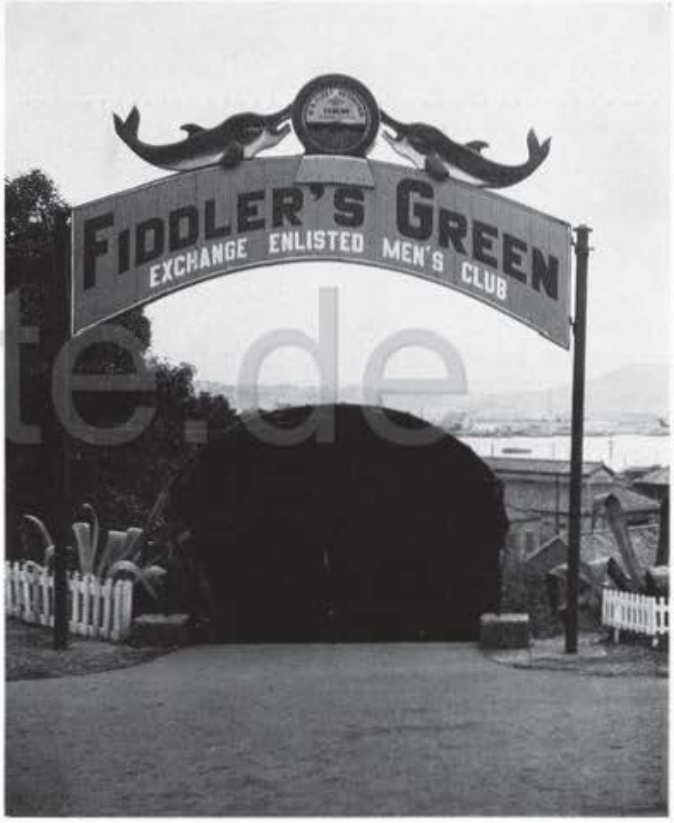
Photos by Bennett

Multi-colored foliage covers the mountain sides which surround one of the Far East's finest natural harbors. Only minutes out of the city one becomes emerged in numerous terraced rice paddies in various stages of growth or production.

Sasebo, without a doubt, gave men of HORNET one of the biggest shopping opportunities during their stay in Japan.



A favorite entertainment spot for the white hat was Fiddler's Green, dubbed as the hub of the enlisted man's base activities.

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In reasonable traveling distance from Sasebo lies Nagasaki, the site of the world's second and final atomic blast during the War. This city like Hiroshima to the North offers a silent memorial to the tragedy of the past.

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The Japanese child continues to present a constant source of delightful entertainment.

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Photos by Bennett

The hopes of the Japanese people rest in their youth, for it is the new generation's responsibility to continue the successful growth of Asia's number one country.

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The Nagasaki statue of peace stands as a strong reminder to men and women everywhere of the results of unbridled nuclear energy, and speaks for mankind everywhere in asking for the peace the world desires.

Photo Lab

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Photo Lab

The sea is to Japan like oil is to Texas. Almost all of the one hundred million people of Japan rely, in one means or another, on the wealth of the sea. With only a piece of land a quarter of the size of California, arable for agriculture, this country has no choice but to turn to the sea for food and economy.

Photo by Becker

Photo Lab

Fish, pearls, and ships serve to supply the necessary factors for a most noteworthy and profitable existence.

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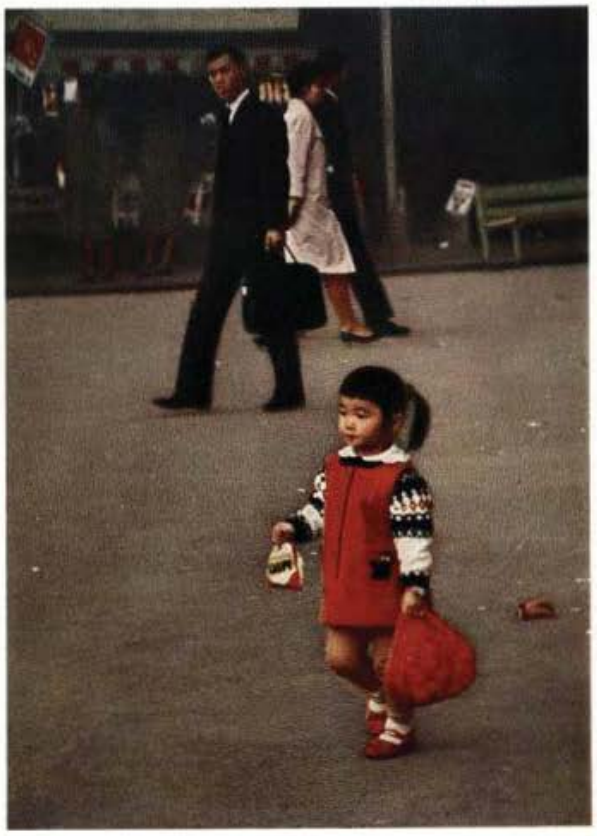
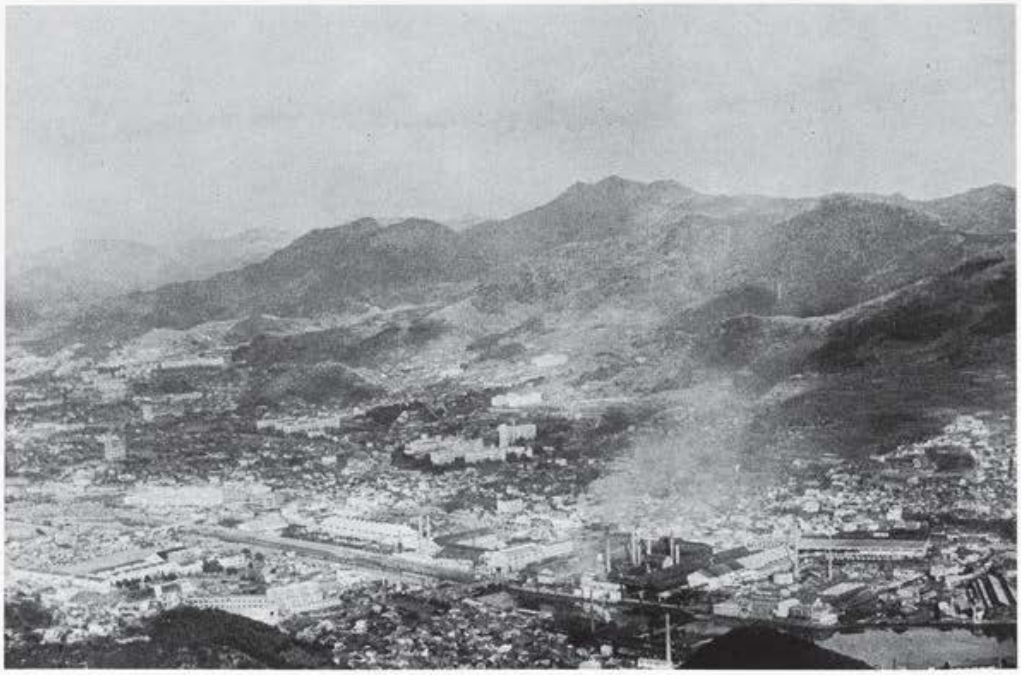
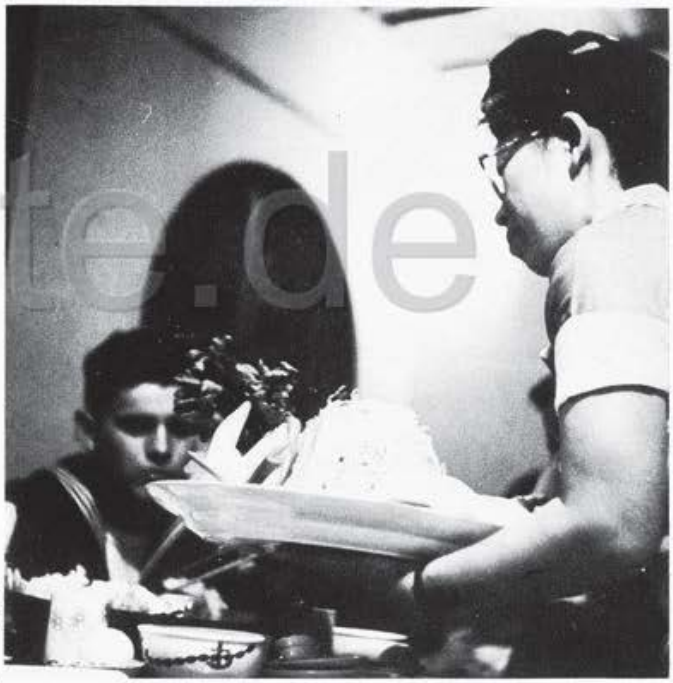
Photo by Bennett



The Western influence stands out throughout Japan. There are Western-style motion picture theatres, large colorful advertising posters, and bright neon lights which decorate the many Western-bars. Popular music of Japan is merely the "top-ten" from the U.S.





The city spreads its industry and home life over the bulk of a long deep valley which can be seen from top of a nearby mountain easily ascended by cable car.

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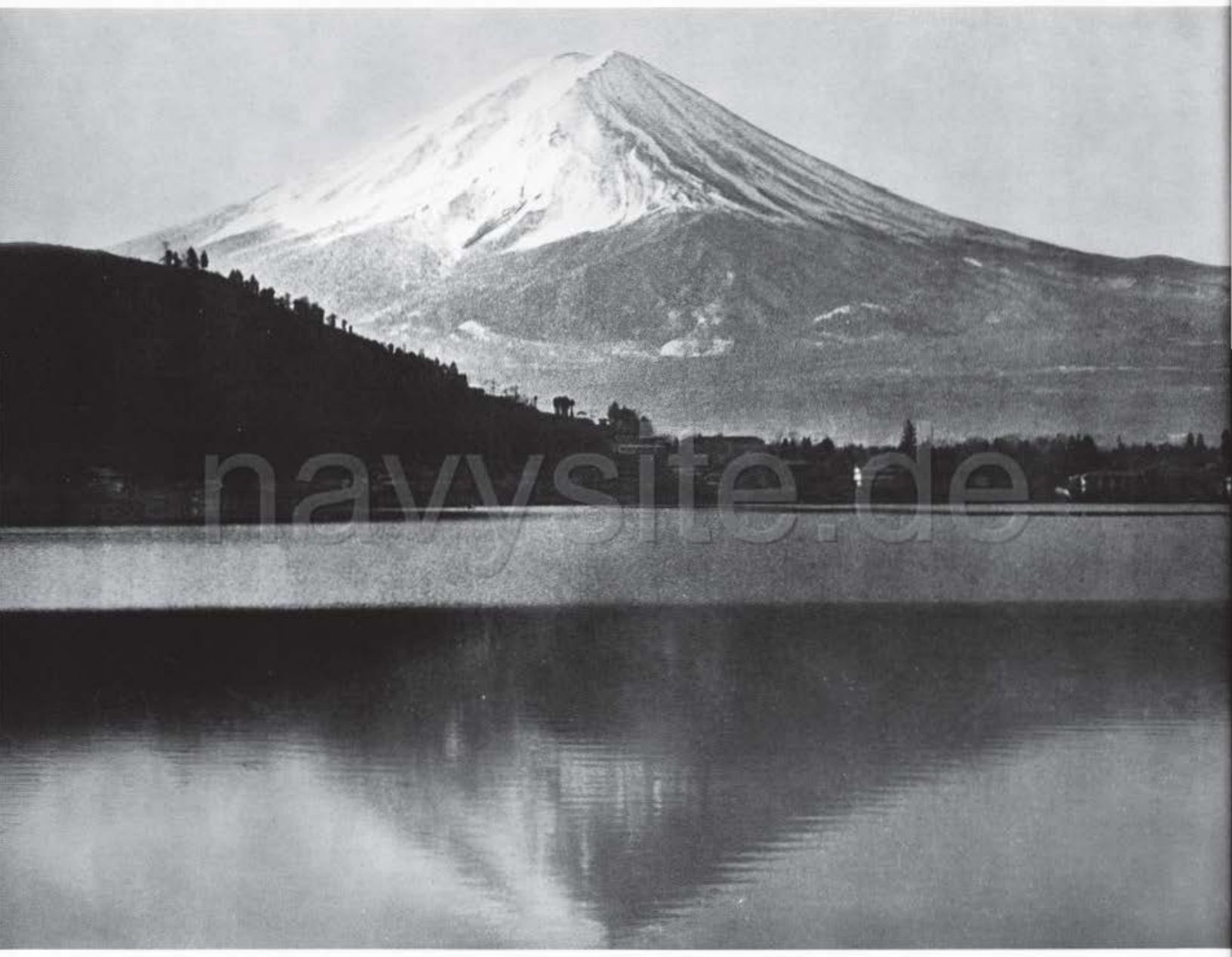
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North of Sasebo on the Island of Honshu rests world famous Fujiyama, whose 12,397 foot awe-inspiring view possesses perhaps more tradition than any other Japanese landmark.

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CVSG-57

LCDR B. C. WHITE
Operations-Admin Officer

CDR L. E. WILLSON
Commander Air Antisubmarine Group 57

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The mission of Commander Air Antisubmarine Group 57 is to conduct carrier antisubmarine warfare training and operations ashore and afloat with the assigned squadrons.

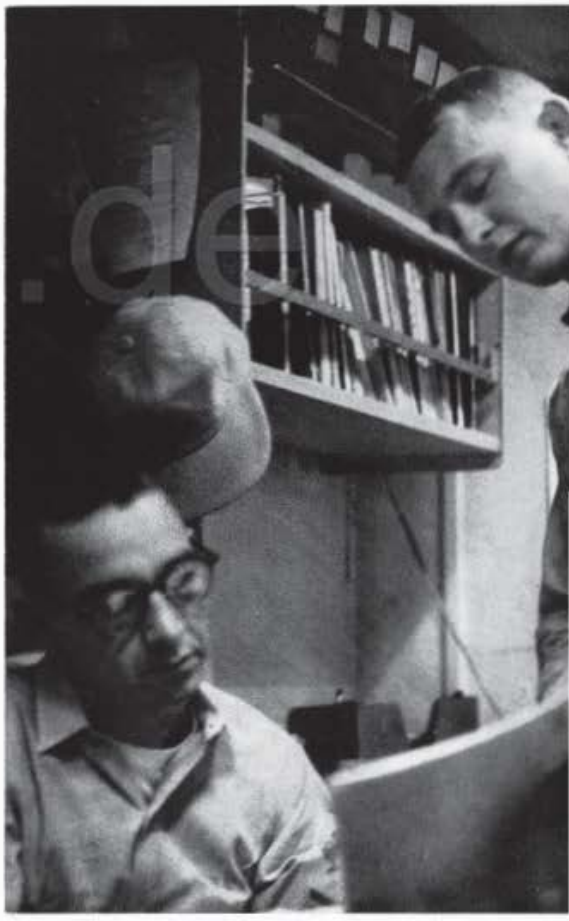
Seated: (L-R)—Lilly, D. E. ENS; Block, S. LCDR; Willson, L. E. CDR; White, B. C. LCDR; Gelber, P. J. LT.

Standing: (L-R)—Gabbard, F. L. ADCM; Nesburn, A. B. LT; Pace, H. L. LT; Mullvain, H. E. LT; Hilgers, R. O. LTJG; Jenkins, L. F. ATCM.

CAG and the Air Group Commanders confer on tactics for an upcoming sea period.

LTJG R. O. HILGERS
Intelligence Officer

Assisted by an eight officer and five enlisted personnel staff, CVSG-57 is responsible for the coordination and review of the material, supply, communications, and intelligence functions of assigned squadrons.



Seated: (L-R)—Waggoner, W.M.; Deziel, D.D.; Willson, L.E. CDR; Stewart, F.D.; Rothenay, E.F.

Standing: (L-R)—Tormey, W.R.; Kahikina, B.; Sheridan, D.M.; Gray, M.A.; Ksiazek, J.T.

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CDR L. D. BOWEN
Commanding Officer

CDR J. L. GIRARD
Executive Officer

Air Anti-Submarine Squadron THIRTY-SEVEN is the well-known "Rooster Tail" squadron of the Pacific Fleet, with its distinctive black and white fan-shaped insignia on the aircraft tails.

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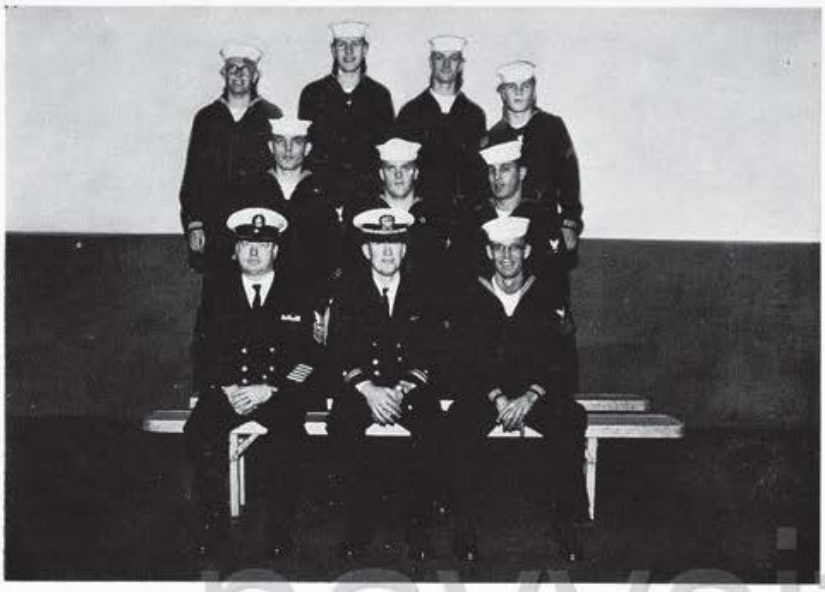
Seated: (L-R)—Jaseph, R.L. LT; Magee, D.C. LT; Nelson, J.R. LCDR; Lina, R.A. LCDR; Thomas, E.V. LCDR; Bowen, L.D. CDR; Girard, J.L. CDR; Smith, M.H. LCDR; Lotze, H.E. LT; Parks, J.J. LT; Davis, R.S. LT.

Middle Row: (L-R)—Stanley, M.D. LTJG; Finley, R.E. LTJG; Robertson, C.R. ENS; James, E.P. JR. ENS; Hupp, W.E. LT; Watson, J.W. LTJG; Ostrander, G.L. LTJG; Matthews, D.H. LT; Geddes, J.J. ENS; Lane, R.S. LTJG.

Top Row: (L-R)—Moores, J.D. LTJG; Becker, J.J. LTJG; Conrad, N.W. LTJG; Phillips, J.L. LTJG; Schaper, D.E. LT; Frame, D.D. LT; Duff, M. LT; Peterson, E.K. LTJG; Clark, J.R. LTJG; Kent, R.E. LTJG; Snider, C.S. LTJG.

ADMINISTRATION



Seated: (L-R)—Thornton, R.E. AMSC; Lane, R.S. LTJG; Casper, C.D.
Middle Row: (L-R)—Warren, E.G.; Moore, G.L.; Mula, J.P.
Top Row: (L-R)—Reilly, W.L.; Korczynski, R.R.; Van Tassell, F.H.; Nelson, P.E.

LTJG R.S. LANE
Admin Officer

Originally commissioned in 1946 in the Naval Air Reserve, the squadron was called to active duty during the Korean war. Since then it has served regularly on Pacific Fleet Carriers, and now traditionally deploys aboard HORNET as one of the charter members of Carrier Air Antisubmarine Group 57.

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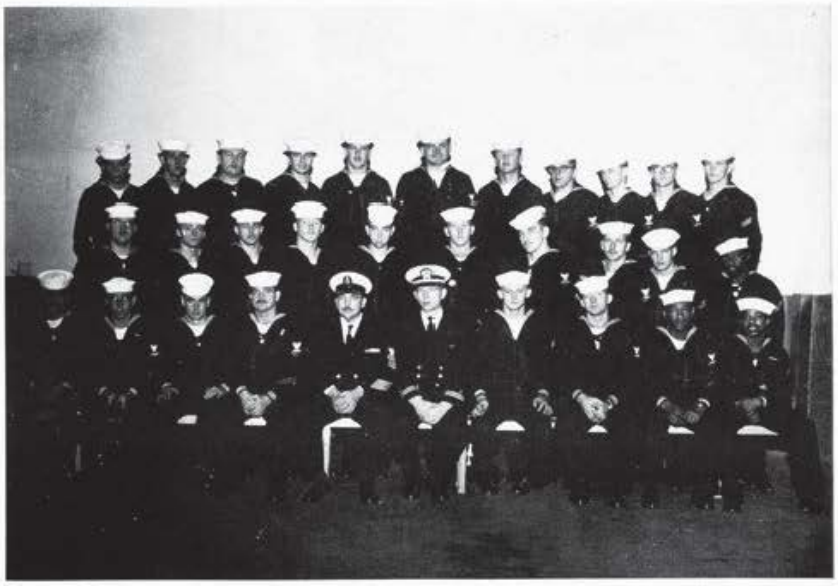
LINE



Seated: (L-R)—Frankito, C.P.; Baker, L.F.; Weisz, R.R.; Romero, A.; Caudell, M.J. AMHC; Davis, R.S. LT; Spilker, R.R.; Lukerchins, P.J.; Keel, T.; Stewart, E.J.

Middle Row: (L-R)—Yakich, E.P.; Horener, L.R.; Beckwith, R.W.; Harrison, W.R.; Cleveland, D.P.; Bradley, D.C. Slusar, D.L.; Horne, J.R.; Lair, D.A.; Benefield, R.L.

Top Row: (L-R)—Mason, J.W.; Kitchell, R.M. JR.; Shemo, J.D.; Geist, W.A.; Demmon, C.; Howie, W.A.; Icen, S.E.; Morris, R.F.; Rickard, G.L.; Michael, M.R.; Jappert, JC.

Seated: (L-R)—Dec, J.P.; Finley, R.E. LTJG; Maly, B.C.
Standing: (L-R)—French, A.D.; Smith, G.S.

OPERATIONS

The accomplishment of the squadron's mission demands an organization made up of highly trained technicians and pilots to maintain and operate the aircraft and their complex modern equipment.

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MATERIAL

Seated: (L-R)—Snider, C.S. LTJG; Magee, D.C. LT; Crothers, L.C.
Standing: (L-R)—Kellogg, E.J.; Lakey, L.R.; Swenson, C.F.; Johnston, J.D.

FIRST LIEUTENANT

The aircrew and maintenance personnel plus the people in the service and administrative branches comprise the 37 officers and 145 men of VS-37 embarked aboard the HORNET for the 1963–1964 WestPac cruise.

Seated: (L-R)—Klangensmith, R.Q.; James, E.P. Jr. ENS; Butterworth, A.F.

Middle Row: (L-R)—Koeppen, C.K.; Rhodes, T.J.; Reilly, W.L.; Landfield, S.P.

Top Row: (L-R)—Rosskamm, P.S.; Wilson, M. Jr; Hoag, E.W.; Coleman, T.C.

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MAINTENANCE CONTROL

Seated: (L-R)—Roeper, W.H. ATCS; Geddes, J.J. ENS; Smith, H.R. ADRC.

Standing: (L-R)— Kiley, J.M.; Cavanaugh, M.F.; Dischinger, C.F.

QUALITY CONTROL

Seated: (L-R)—Rodgers, R. E.; Schaper, D. E. LT; Robuck, I. C. AMHC.

Standing: (L-R)—Ruddock, B. A.; Adams, J. T.; Moore, K. D.; Bedwell, L. J.; Lamberson, W. E.

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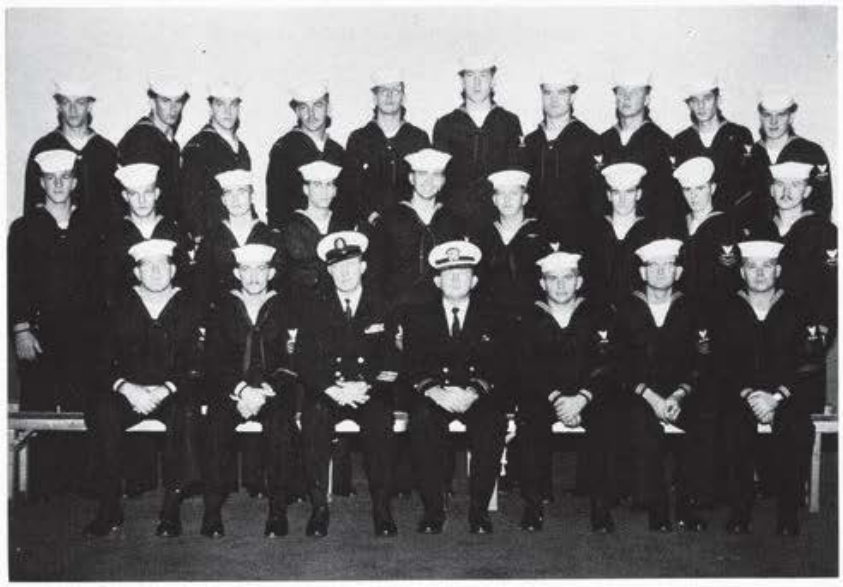
AVIONICS

It is this squadron's mission, together with other members of the Air Group, to provide HORNET with the air search and attack capability so important in antisubmarine warfare.



Seated: (L-R)—Rodgers, R.E.; Hall, L.D.; Leatz, R.F. ATC; Peterson, E.K. LTJG; Lamberson, W.L.; McAtee, L.A.; Collins, N.L.

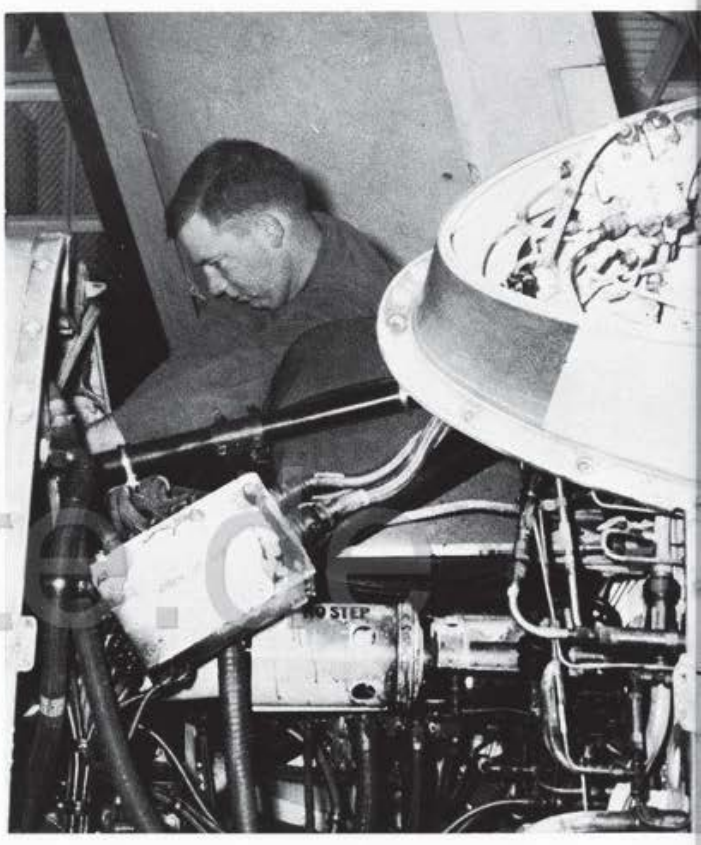
Middle Row: (L-R)—Brayman, W.L.; Birkenfield, J.R.; Walker, R.C.; Bimbi, R.A.; Geist, W.A.; Pasdach, G.J.; Telinde, M.H.; O'brien, J.P.; Jackson, L.R.

Top Row: (L-R)—Moore, W.R.M.; Buller, W.L.; Palumbo, J.R.; Slusar, D.L.; Gipson, L.A.; Vogel, N.A.; Hill, R.L.; Icen, S.E.; Cupit, R.H.; Bradley, K.L.

Seated: (L-R)—Schreiner, W.A.; Akers, E.B.; Stanley, M.D. LTJG; Brennan, E.V. Jr; Long, R.V.

Standing: (L-R)—Harbick, W.R.; Ponsaa, R.A.; Powers, J.C.; Bedwell, L.J.; Roberts, L.M.; Bendel, R.M.

POWER PLANTS



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Seated: (L-R)—Edwards, W.H.; Moores, J.D. LTJG; Haynes, W.D.

Middle Row: (L-R)—Varrin, A.J.; Quade, L.R.; Estes, R.H.

Top Row: (L-R)—Hammer, L.C.; Voorhies, P.V.; Hessinger, F.W.; Howard, J.G.

AIR FRAMES

ORDNANCE

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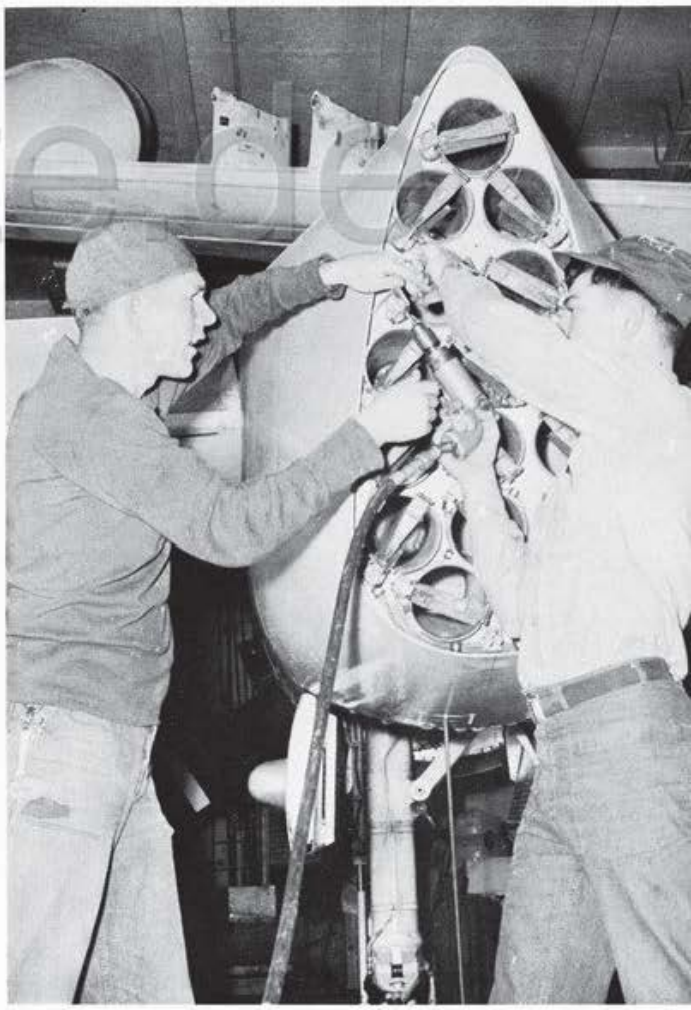
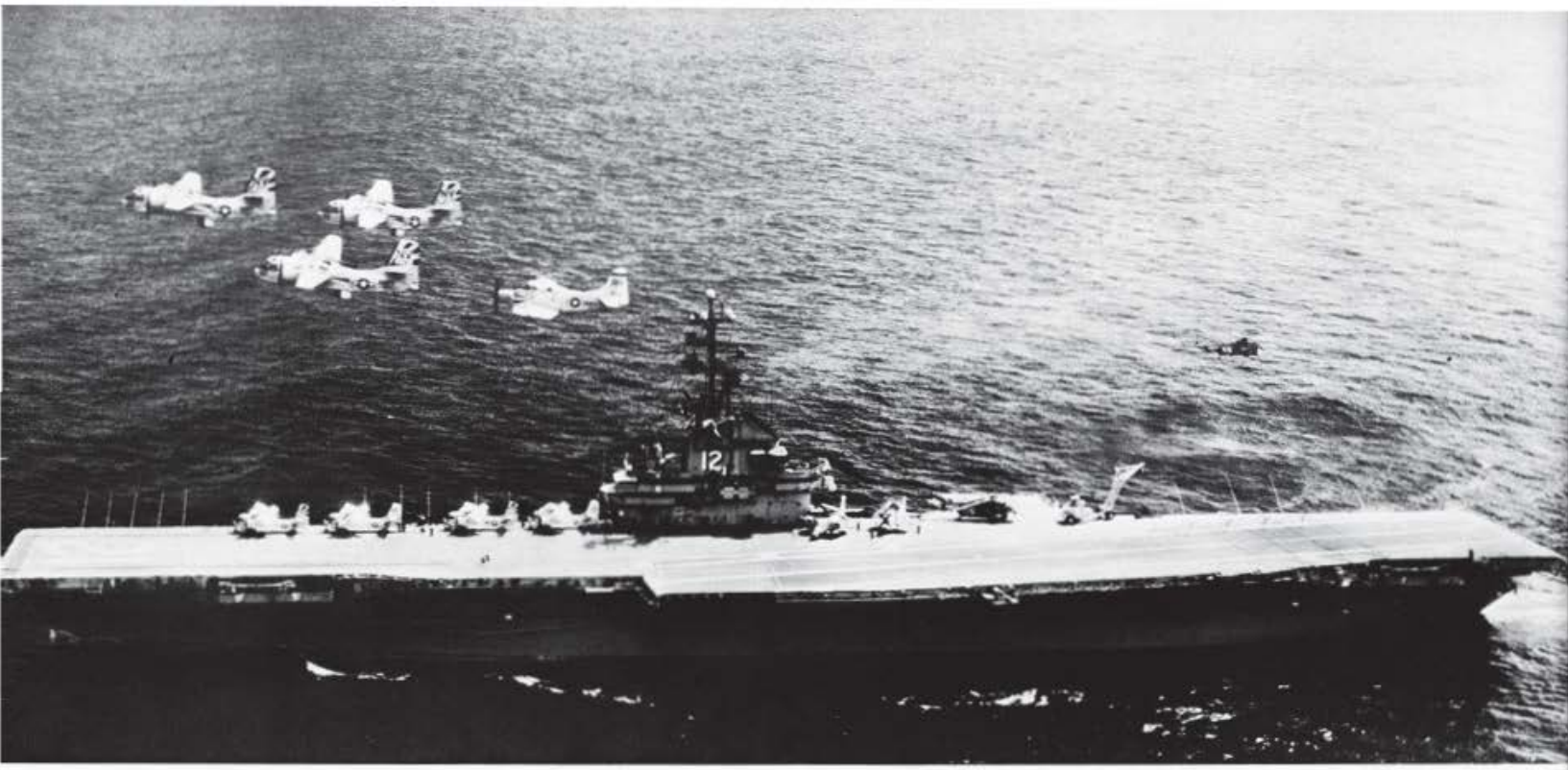
Seated: (L-R)—Parker, M. A.; Moores, J. D. LTJG; Willett, R. R. AOC.
Standing: (L-R)—Ellis, R. L.; Dukes, E. M.; Billow, D. J.; Howell, H. B.; Elliott, J. D.





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ELECTRONICS

Seated: (L-R)—Baker, L.F.; Wadsworth, R.P.; Moores, J.D. LTJG; Beckwith, R.R.

Top Row: (L-R)—Sapp, E.D.; Lazusky, C.J.; Withycombe, J.L.; Shearer, T.D.; Hines, D.C.

CDR R. G. BRAND
Commanding Officer

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The port catapult is triggered, and another red "boomerang" is flung into the Pacific skies. These "boomerangs" whistle through the air from San Diego to Hong Kong with vigilant eyes and a Sunday punch. Neither dark nights nor foul weather impairs their submarine detection, localization, and destruction capabilities. The "boomerang's" flight is the story Air Antisubmarine Squadron 35.

VS-35 is, as the name implies, a squadron that is designated and equipped to seek out and destroy enemy submarines that could threaten our shores and lines of communications at sea in the event of war. The squadron is equipped with the latest in carrier based antisubmarine warfare weapons systems, the Grumman S-2D "Tracker". This aircraft is designed for all-weather, long range detection and tracking capabilities against our primary adversary, the submarine.

CDR J. P. ENRIGHT
Executive Officer

Seated: (L-R)—Smith, R.E. LT; Holcomb, M.S. LCDR.
Standing: (L-R)—Landkamer, R.L. ENS; Wilson, T.B. LTJG; Pettyjohn, J.R. LTJG.

LCDR M.S. Holcomb
Administrative Officer

ADMINISTRATION

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Seated: (L-R)—Segura, P.; Wilson, T.B. LTJG; Mendoza, I.; Easterling, W.D.
Standing: (L-R)—Moore, R.J. Stenehjem, K.R.; Smith, M.S.; Hebert, R.L.

Seated: (L-R)—Motes, T.L. LT; Raper, J.A. CAPT (USAF); Buck, H.J. LT.

Standing: (L-R)—Dannaker, R.P. LTJG; McColly, J.C. ENS; Rittenhouse, L.B. LTJG; Oviatt, G.A. LTJG.

LCDR T.E. STONE
Operations Officer

OPERATIONS

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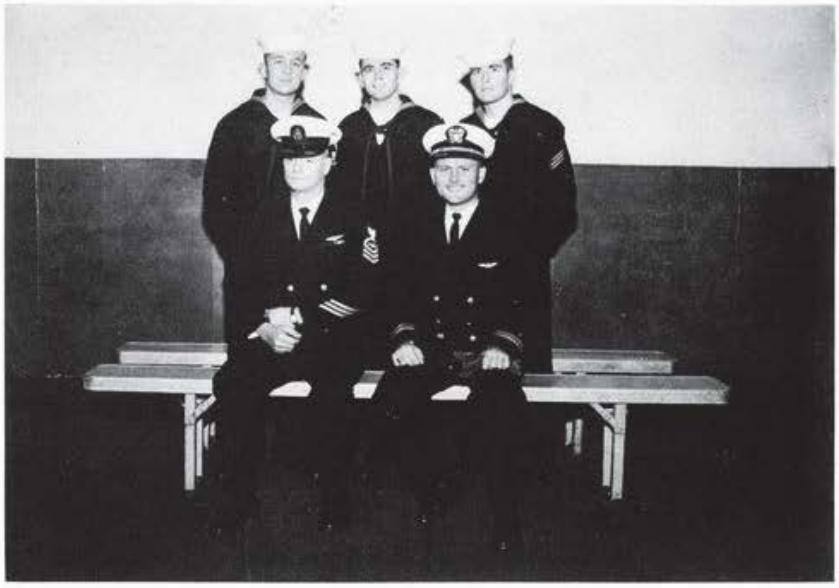

Seated: (L-R)—Johnsen, D.P. ATC; Dannaker, R.P. LTJG.
Standing: (L-R)—Juhl, C.H.; Santoro, C.; Newcomb, G.S.

LCDR T. A. STANLEY
Maintenance Officer

Seated: (L-R)—Harvey, R.F LT; Crater, R.F. LCDR; Proctor, R.R. LT; Diamond, G.B. LTJG.

Standing: (L-R)—Bieraugel, E.E. LTJG; Quartaro, J.M. LTJG; Shields, R.J. ENS; Nelson, R.J. LTJG; Replogle, H.B. LTJG.

MAINTENANCE

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Seated: (L-R)—Zupp, H.P. ADC; Crater, R.F. LCDR; Diamond, G.B. LTJG; Brown, T.C. ADCS; Irving, J.E. AOC.

Standing: (L-R)—Lakomski, R.Z.; Almodova, D.S.; Umland, C.W.; Jackson, L.C.

Seated: (L-R)—Connelly, W.H.; Kelly, M.M.; Nelson, R.J. LTJG; Hazelett, J.S.

Middle Row: (L-R)—Sennett, R.R.; Lacount, D.D.; Jozwiak, B.S.; Edmiston, F.A.; Ball, J.A.

Top Row: (L-R)—Preston, D.D.; Ray, D.C.; Rolan, F.; Norgren, R.B.; Lilley, J.E.

POWER PLANTS

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AIR FRAMES

Seated: (L-R)—Shrode, D.L.; Winters, A.N. AMHC; Replogle, H.B. LTJG; Pearson, L.

Middle Row: (L-R)—Shaw, R.B.; Tarkon, C.G.; Hartley, S.L.; Schley, R.F.

Top Row: (L-R)—Gethicker, A.J.; Leach, F.A.; Crull, J.A.; Ellerd, C.J.; Maki, D.O.

Seated: (L-R)—Walsh, R. J.; Quartaro, J. M. LTJG; Baysden, C. AMSC; Nisson, J. M.

Middle Row: (L-R)—Coleman, C. B.; Perry, W.; Park, D. J.; Connor, L. P.; Weiler, G. M.; Laughlin, E. S.; McElheran, M. W.; Holley, R. L.; Moore, R. G.; Burgess, B. G.

Top Row: (L-R)—Boullion, L. J.; Garrick, R. E.; Stanley, M. R.; Wanser, B. B.; Perry, L. J.; Lafferty, G. D.; Siegle, W. K.; Kilanski, J. S.; Dellwo, H. E.; Geurin, E. J.

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LINE

QUALITY CONTROL

Seated: (L-R)—Frenyea, E. H. AMHC; Harvey, R. F. LT; Black, A. A.
Standing: (L-R)—Dagley, J. H.; Lickteig, T. C.; Dobbins, W. G.

Highly trained ASW pilots, aircrewmen, and the supporting Operations, Maintenance, and Administrative Departments combine the knowledge and skill necessary to carry out the ASW mission.

Seated: (L-R)—George, R.F.; Oviatt, G.A. LTJG; Lawrence, P.D.
Standing: (L-R)—French, D.J.; Alston, J.E.; Andersen, T.H.; Allan, J.D.; Geurin, A.D.

ORDNANCE

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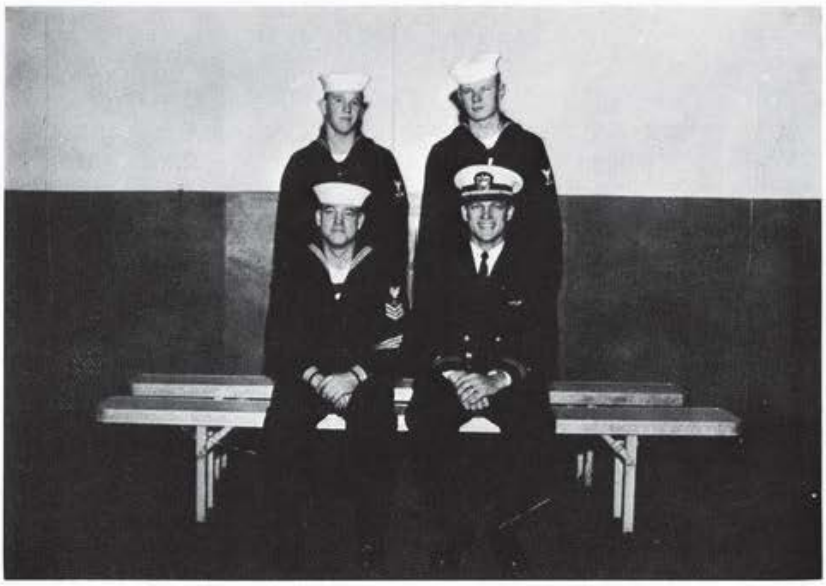
SURVIVAL



Seated: (L-R)—Lyons, R.P.; Bieraugel, E.E. LTJG.
Standing: (L-R)—Cottman, B.L.; Wood, C.M.

Machines and equipment are only as good as the men who operate and maintain them. Dedication is VS-35's watchword, performance is their product, and the "flying boomerangs" are their hallmark.

Seated: (L-R)—Serfass, S.; Shields, R.J. ENS; Hainline, R.R. AEC; Ogilvie, R.J.

Middle Row: (L-R)—Clewis, R.R.; Keller, F.L.; Schreiner, R.R.; Todd, J.L.; Perry, J.R.

Top Row: (L-R)—Clark, A.C.; Bush, D.E.; Dietz, C.B.; Sturges, C.W.

RADIO & RADAR

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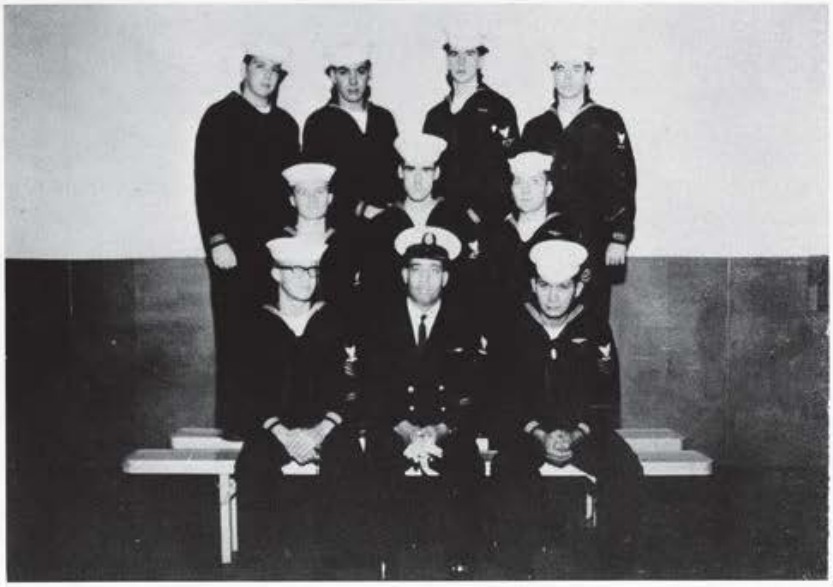
Seated: (L-R)—Pursley, D.; Shields, R.J. ENS; Johnson, W.D. AXC; Estergreen, L.J.

Middle Row: (L-R)—Schafer, J.P.; Arrendondo, A.G.; McCrumb, W.C.; Stoll, D.J.; Skryzpek, J.J.; Baudo, R.

Top Row: (L-R)—Higgins, S.L.; Connolly, T.J.; Miller, L.C.; Flood, H.; Evans, J.E.; Fuss, P.A.

AVIONICS



Seated: (L-R)—Noyes, R.L.; Early, M.L. ATC; Watson, T.R.
Middle Row: (L-R)—Sawczyn, R.J.; Johnson, D.E.; Morgret, B.M.
Top Row: (L-R)—Greenfield, G.J.; Chesher, D.L.; Steele, R.W.; Erfurdt, H.L.

"D" FACILITY

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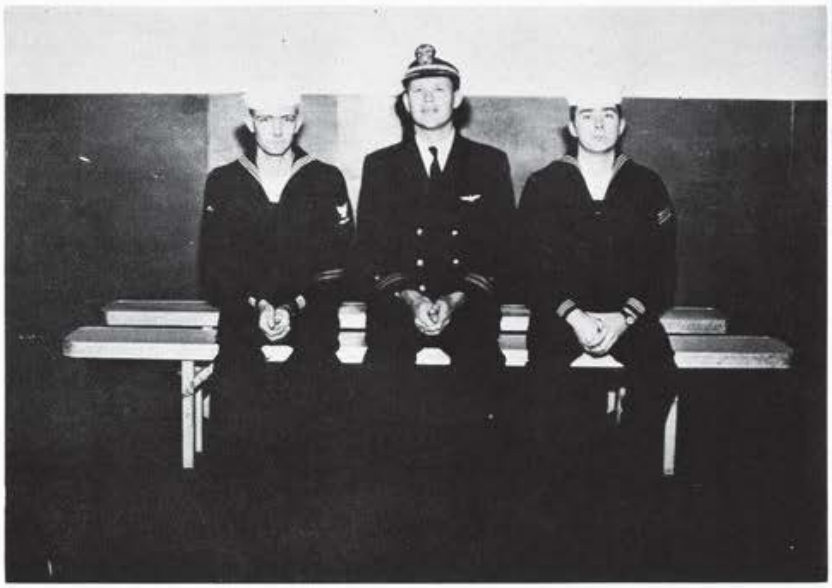
MATERIAL



Seated: (L-R)—Lovorn, W.H.; Proctor, R.R. LT; Corley, K.J.

Seated: (L-R)—Rinaldo, G.L.; Taylor, W.H. ATC; Landkamer, R.L. ENS; Wilson, J.L.

Standing: (L-R)—Clary, M.D.; Pate, O.L.; Sasser, J.H.; Core, C.W.; Rourke, W.V.

FIRST LIEUTENANT

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CDR W. D. WADE
Commanding Officer

CDR W. G. JENSEN
Executive, Officer

Helicopter Antisubmarine Squadron TWO is proud of her role in creating posture for the ASW group.

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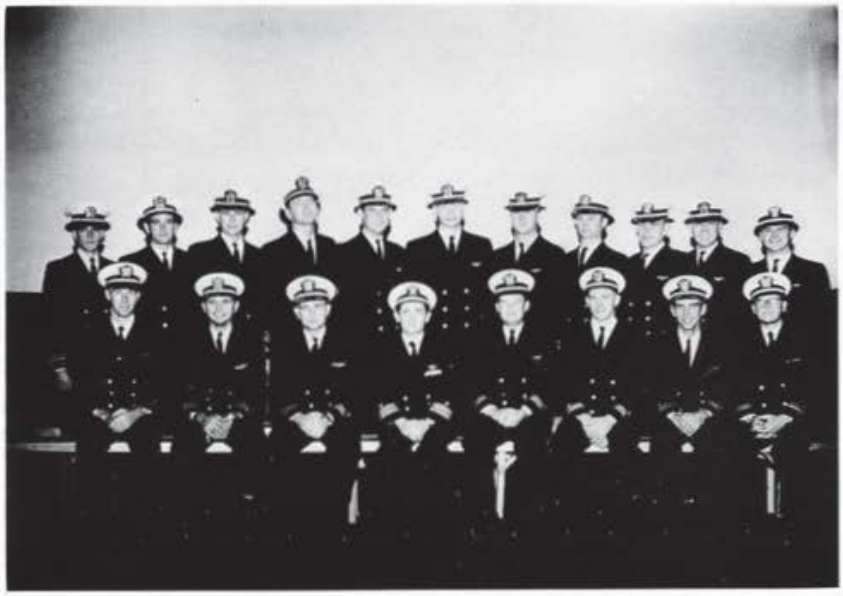

Seated: (L-R)—Wright, O. LT; Meleski, D.R. LT; Fields, J.E. LT; Stuyvesant, W.R. CDR; Green, D.L. LT; Hass, W.R. LT; Johnson, R.D. LT; Korbs, D.E. LTJG.

Standing: (L-R)—Smith, R.L.B. LTJG; Brown, R.P. LTJG; McLaren, D.J. LTJG; Potter, J.A. LT; Ziegler, G.D. LTJG; Krebs, R.A. LTJG; Isaacson, D.L. ENS; Hatley, C.W. LTJG; Miller, D.N. LTJG; Himelstein, D.B. LTJG; Field, S.A. LTJG.

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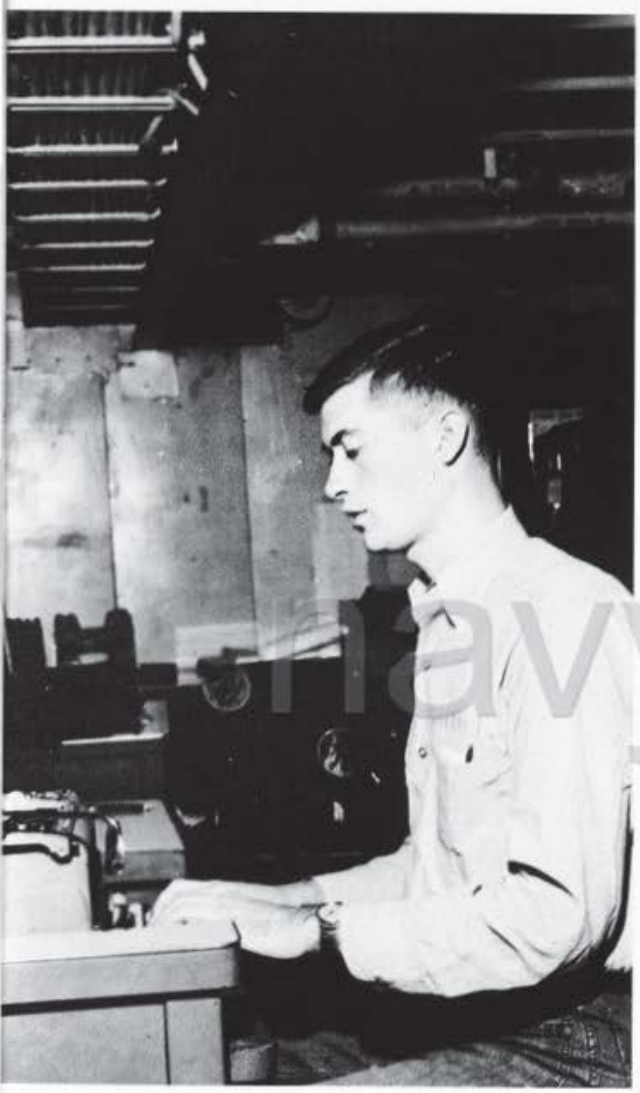
Seated: (L-R)—Thompson, G.E. LT; Weber, D.N. LT; Bailes, W.J. LTJG; Vangundy, L.D. LT; Sterling, K.L. LCDR; Zimmerman, J.A. LCDR; Johnson, J.K. LCDR; Hamman, K.A. LT; Higginson, J.J. LT; Cox, J.G. LT.

Middle Row: (L-R)—Dyer, A.R. LTJG; Drake, C.A. LTJG; Campbell, T.L. LTJG, Wollard, W.E. LTJG; Gross, O.S. LTJG; Ewing, N.D. LTJG; Joost, R.E. LTJG; Otto, D.C. LTJG.

Top Row: (L-R)—Wynn, H.J. LTJG; Gardner, J.M. LTJG; Walters, W.C. LTJG; Tweden, W.D. LTJG; Dominiak, L.R. LTJG; Martin, E.F. LTJG; Miles, D.O. LT.

With the finest in equipment, the twin turbine SH-3A Sea King Helicopter, and a "can do" spirit from her men, who are both eager and competent to perform both professionally and militarily, the demands of around-the-clock operations are continually met. The squadron mission to detect, identify, track and destroy enemy submarines has been accepted by each man as a personal challenge, and performance displays this deserved confidence and pride.

ADMINISTRATION



Seated: (L-R)—Garchie, P.S. YNC; Wynn, H.J. LTJG; Rikard, G.R. ADCS.

Middle Row: (L-R)—Craft, R.E.; Newby, R.D.; McCorkle, R.W.; Stevenson, T.M.

Top Row: (L-R)—Porter, W.R.; Batt, M.W.; Tropp, G.D.; Smith, M.J.; Thompson, C.D.

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FIRST LIEUTENANT

Seated: (L-R)—Mason, P.T.; Walters, W.C. LTJG; Terrell, P.L.

Middle Row: (L-R)—Powers, J.J.; Warren, D.L.; Tolano, J.; Hecker, T.G.; Caldwell, J.L.; Reilly, J.A.; Diaz, G.L.

Top Row: (L-R)—Kaser, D.R.; Lowe, T.D.; Snyders, M.L.; Eddy, K.E.; Cotton, H.G.; Long, D.G.; Nobis, D.A.

Seated: (L-R)—Hatchell, O.M.; Dyer, A.R. LTJG; Ellisor, A.L. AXC:
Middle Row: (L-R)—Cully, J.K.; Sedergren, D.R.; Huseth, M.H.
Top Row: (L-R)—Welles, F.C.; Virkler, D.C.; Gore, L.D.; Grimes, W.H.

OPERATIONS

MAINTENANCE CONTROL

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Seated: (L-R)—McLaren, D.J. LTJG; Wright, O. LT; Stuyvesant, W.R. CDR; Krebs, R.A. LTJG.

Middle Row: (L-R)—Pasternak, J. AMSC; Dassler, F.W. AMHC; Peterson, W.R. ADCM.

Top Row: (L-R)—Beck, W.C.; Vandermeer, S.A.; Debaets, L.G.; Courts, D.F.; Rekar, R.M.

POWER PLANTS

Seated: (L-R)—Jones, F.D.; Thomas, J.C. ADRC; Meleski, D.R. LT; Miller, D.N. LTJG; Todd, C.B.

Middle Row: (L-R)—Olson, A.R.; Soucy, R.P.; Lake, C.W.; Mack, F.; Selke, A.F.; Hoban, R.C.; Terrill, D.M.

Top Row: (L-R)—Brooks, R.E.; Pierce, R.L.; Jackson, F.L.; Robinson, R.L.; Gleason, R.L.; Keener, T.C.; Pipkins, J.K.

Seated: (L-R)—Bratten, G.W.; Pease, J.D.; Meleski, D.R. LT; Potter, J.A. LT; Harris, N.

Middle Row: (L-R)—Gines, N.A.; Means, S.W.; Widner, W.D.; Smith, W.R.; Watson, C.R.

Top Row: (L-R)—Lipinski, R.S.; Bowman, R.P.; Anderson, W.L.; Hillman, C.A.; Heintz, D.A.; Newman, L.K.

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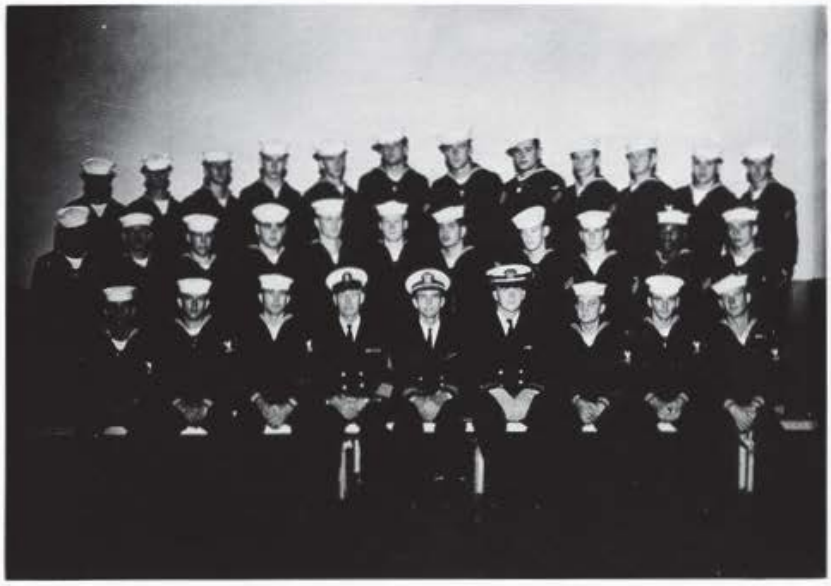
AIR FRAMES

LINE



Seated: (L-R)—Searing, J.; Lowery, F.C.; Plemmons, A.T.; Remley, J.H.D. AMSC; Johnson, R.D. LT; Isaacson, D.L. ENS; Smith, C.; Dorsey, J.P.; Pearce, G.A.

Middle Row: (L-R)—Claeys, G.J.; Delong, M.R.; Martin, E.D.; Loose, L.H.; Walker, A.D.; Smith, R.F.; Poche, O.G.; Schmidt, R.W.; Hughes, G.L.; Blackmon, A.; Eaves, C.L.

Top Row: (L-R)—Pennington, R.W.; MacClanathan, R.C.; Blackbourn, T.I.; Brownell, F.A.; Gibson, C.R.; Stramisky, D.A.; Butler, B.J.; Soto, D.; Holte, C.D.; Riney, J.B.; Rutter, S.D.; Perry, M.L.

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QUALITY CONTROL

Seated: (L-R)—Carpenter, N.A.; Green, D.L. LT; Powell, S.R. AXC; Bush, W.G.

Standing: (L-R)—Tussey, A.S.; Biffle, G.A.; Pfieffer, R.H.; Hickman, L.R.; Rice, D.M.

Seated: (L-R)—Martin, C.E. AOCA; Himelstein, D.B. LTJG; Fields, J.E. LT; Smith, R.L.B. LTJG.

Standing: (L-R)—Abshire, A.J.; Smith, D.M.; Hollers, A.J.; Goben, R.D.; Mooney, T.O.

ORDNANCE

Socially, athletically, and professionally, HS-2 performs in the finest of Navy tradition.

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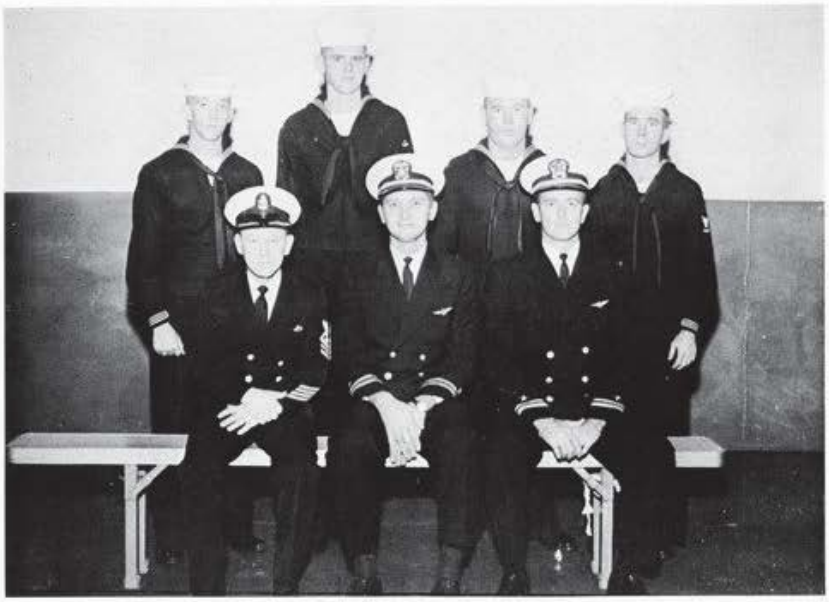
MATERIAL

Seated: (L-R)—Brown, D.R.; Haas, W.R. LT; Field, S.A. LTJG; Barry, D.J.

Standing: (L-R)—Lee, J.C.; West, B.L.; Lewis, G.E.; May, H.J.; Kuhn, D.E.



Seated: (L-R)—De Cant, R.J. PRC; Meleski, D.R. LT; Brown, R.P. LTJG.

Standing: (L-R)—Chapman, J.L.; Sprague, W.G.; Ritter, C.A.; Dupuy, W.R.

AVIATION EQUIPMENT

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The roles of the HS-2 officers and men are many fold. In the day-to-day efforts to obtain and maintain the highest operational readiness as a tactical unit, they never lose sight of their national objectives and their responsibilities as individuals.

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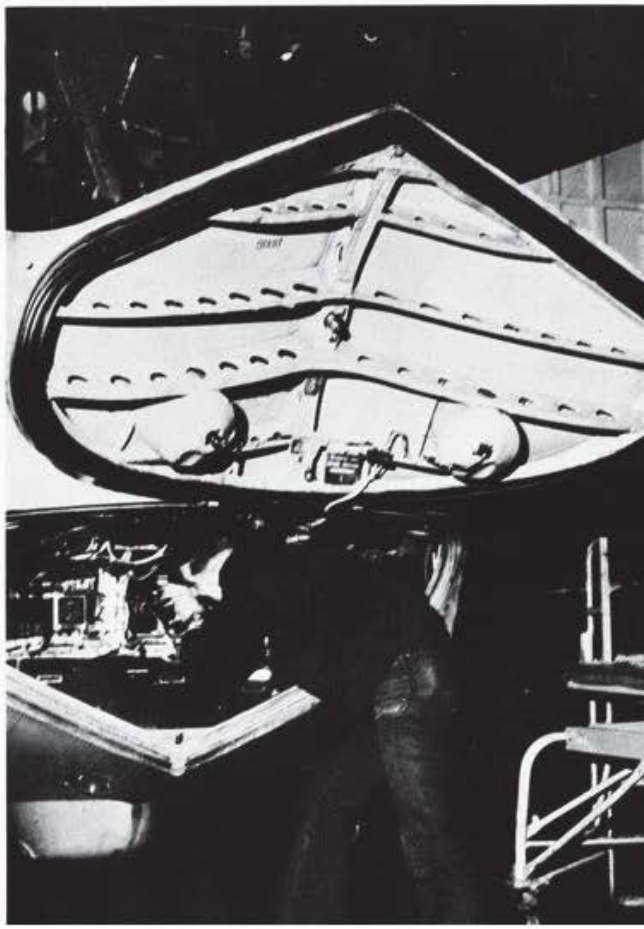
TROUBLE SHOOTERS

Seated: (L-R)—Remley, J.H. AMSC; Johnson, R.D. LT; Isaacson, D.L. ENS; Dickenson, T.M.

Middle Row: (L-R)—Wiegert, J.K.; Michener, F.G.; Inglis, J.I.; Moorman, W.E.; Terrill, D.M.

Top Row: (L-R)—Johnson, R.E.; Ellis, J.C.; Shuburg, W.R.; Johnson, T.L.; Behr, A.A.



SYSTEMS

Seated: (L-R)—Evans, A.W.; Blankenship, C.R. AXC; Fields, J.E. LT; Hatley, C.W. LTJG.

Middle Row: (L-R)—Zarich, V.G.; Edwards, R.D.; Edwards, L.M.; Kuhns, H.F.; Mickson, R.A.

Top Row: (L-R)—Lagermann, R.J.; Bitner, J.L.; Hazlett, F.P.; Demovic, R.A.; McCammon, R.P.; Czyszczon, R.P.; Minor, C.W.

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ELECTRICAL

Seated: (L-R)—Myrick, G.D.; Fields, J.D. LT.; Ziegler, G.D. LTJG; Boyant, E. AEC.

Middle Row: (L-R)—Gafford, D.W.; Glidden, J.F.; Lynch, J.E.; Youst, S.L.

Top Row: (L-R)—Guy, W.H.; Ellis, J.C.; Walker, B.L.; Behr, A.A.; McDaniel, R.D.

RADIO

Seated: (L-R)—Grubaugh, E.S.; Raczka, J.D. ATC; Fields, J.E. LT; Ziegler, G.D. LTJG; Harper, F.D.

Middle Row: (L-R)—Bullard, R.C.; Bielke, P.B.; Cowher, C.E.; Pickard, E.C.

Top Row: (L-R)—Foster, F.C.; Nicholls, D.; Lawrence, J.D.; Eastmen, G.E.; Rainey, J.E.

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SONAR

Seated: (L-R)—Priller, J.W.; Fields, J.E. LT; Hatley, C.W. LTJG; Reid, G.L.

Middle Row: (L-R)—Matchiner, J.C.; Guerrero, J.B.L.; Pfleiger R.P.; Graham, R.B.; Brumleve, L.C.; Burch, A.E.; Staggs, G.C.

Top Row: (L-R)—Henderson, D.V.; Schoenecker, M.J.; McGrew, L.R.; Wigen, D.L.; Gundlach, A.R.; Specht, R.J.; Bertram, W.H.

Seated: (L-R)—Vaught, C.S. LTJG; Nelson, A.B. LT; Nixon, D.F. LT; Fry, M.B. LTJG.

Middle Row: (L-R)—Hilberg, T.K. LTJG; Hill, H.B. Jr. LTJG; Kee, M.A. LTJG; Self, N.F. LTJG; Pollard, J.D. LTJG; Pirofalo, P.M. LTJG.

Top Row: (L-R)—Neeb, K.A. ENS; Wells, D.H. LTJG; Fortenberry, J.E. LTJG; Gray, D.S. LTJG; Beyman, D.E. ENS; Jolluck, L.M. LTJG.

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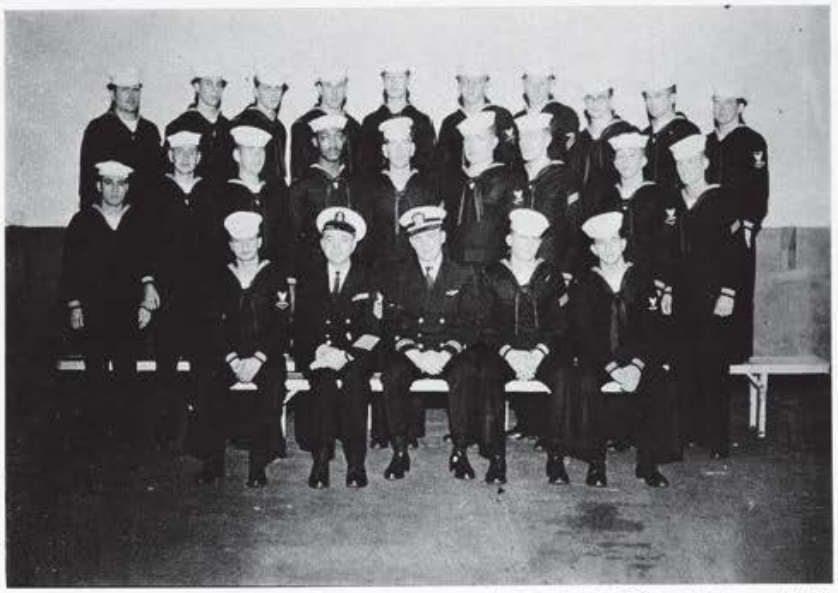
LT A. B. Nelson
Officer in Charge



Seated: (L-R)—Anderson, H. J.; Longstreth, G. T. AMHC; Nelson, A. B. LT; Foster, R. C.; Reid, H. E.

Middle Row: (L-R)—Lopez, R.; Todd, W. C.; Reed, R. D.; Baxter, R. F.; Bowman, D. W.; Woodman, R. A.; Horn, G. H.; Hansen, G. W.; Beck, C. K.

Top Row: (L-R)—Thomas, W. J.; Furmanek, G. T.; King, J. K.; Alexander, K. L.; Nevarez, R. M.; Jett, G. J.; Hamilton, A. G. L.; Frederick, D. E.; Holbert, L. R.; Harper, D. G.

LT D. F. Nixon
Asst. Officer in Charge

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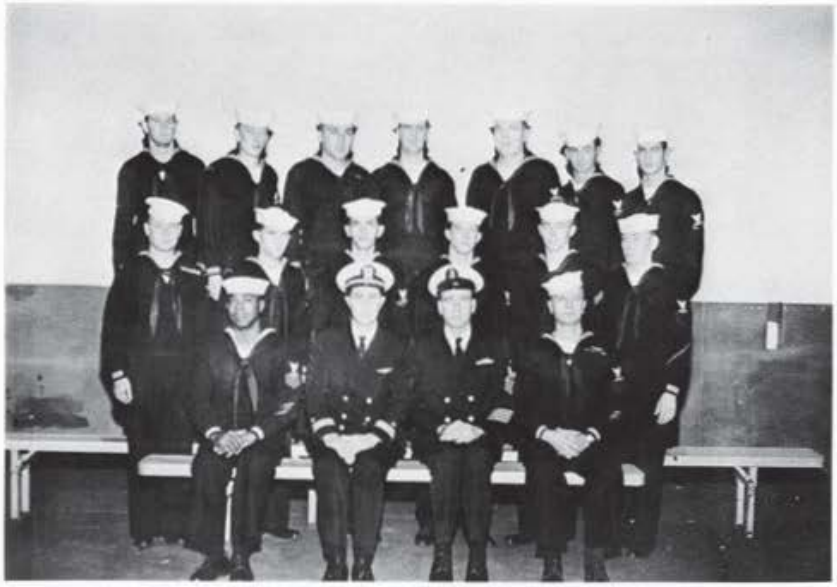

Seated: (L-R)—Oliver, L.; Nixon, D.F. LT; Murry, G.P. ATCS; Sanger, J.O.

Middle Row: (L-R)—Trail, R.; Umberger, H.R.; Everett, L.E.; Stanko, J.A.; Brimhall, R.B.; Cole, C.C.

Top Row: (L-R)—Matthews, J.T.; Truka, R.J.; Nail, T.L.; McKevitz, G.J.; Masurat, C.R.; McDowell, H.E.; Perkinson, S.H.

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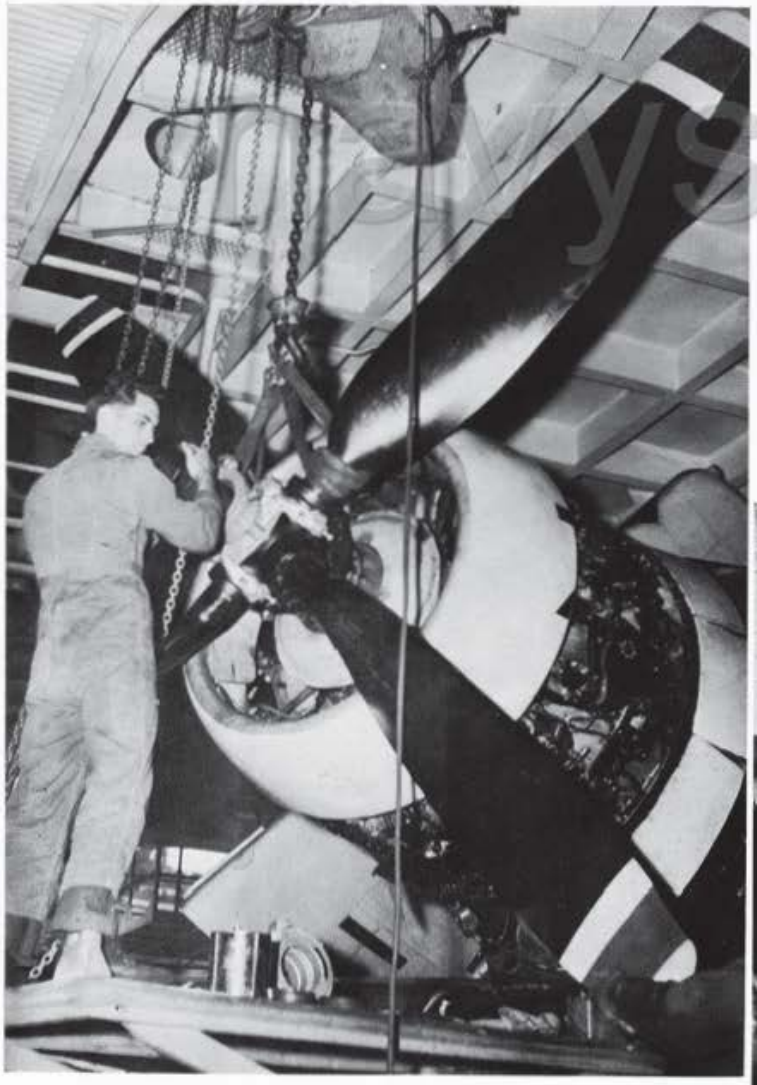
The mission of Carrier Airborne Early Warning Squadron 11, Detachment November is to provide a combat ready detachment for service with the aircraft carrier in support of fleet operations.



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Marine Attack Squadron 214, Detachment November, flying the versatile A-4B "Skyhawk" jet aircraft provided HORNET with a swift, far-reaching reconaissance arm while in the Far East, and also provided a speedy "scrapper" member on the ASW team.

MAJOR R. J. KERN
Officer in Charge

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CAPT J. C. ARCHIBOLD

A pause between "Scrambles".

CAPT A. G. POTENZA

CAPT W. H. HALE

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1st LT. R. L. CRANE

1st LT J. E. GARDNER

Seated: (L-R)—Peer, E.G. GSgt; Russell, J.E.; Crane, R.L. 1stLT; Dearing, E.D.

Middle Row: (L-R)—Wondergem, H.W.; Van Sickle, G.R.; Dupuis, C.J.; Brooks, J.L.; Gainan, W.C,; Fuller, C.H.; Moreno, J.R.; Charest, B.W.; Sickels, D.G.

Top Row: (L-R)—Mayfield, C.N.; Elkins, H.J.; Williamson, F.M.; Robbins, J.E.; Stratton, P.A.; Anderson, W.H.; Bryan, J.H.; Reilly, R.M.; Horm, J.W.; Pruitt, H.D.; Mantel, M.P.

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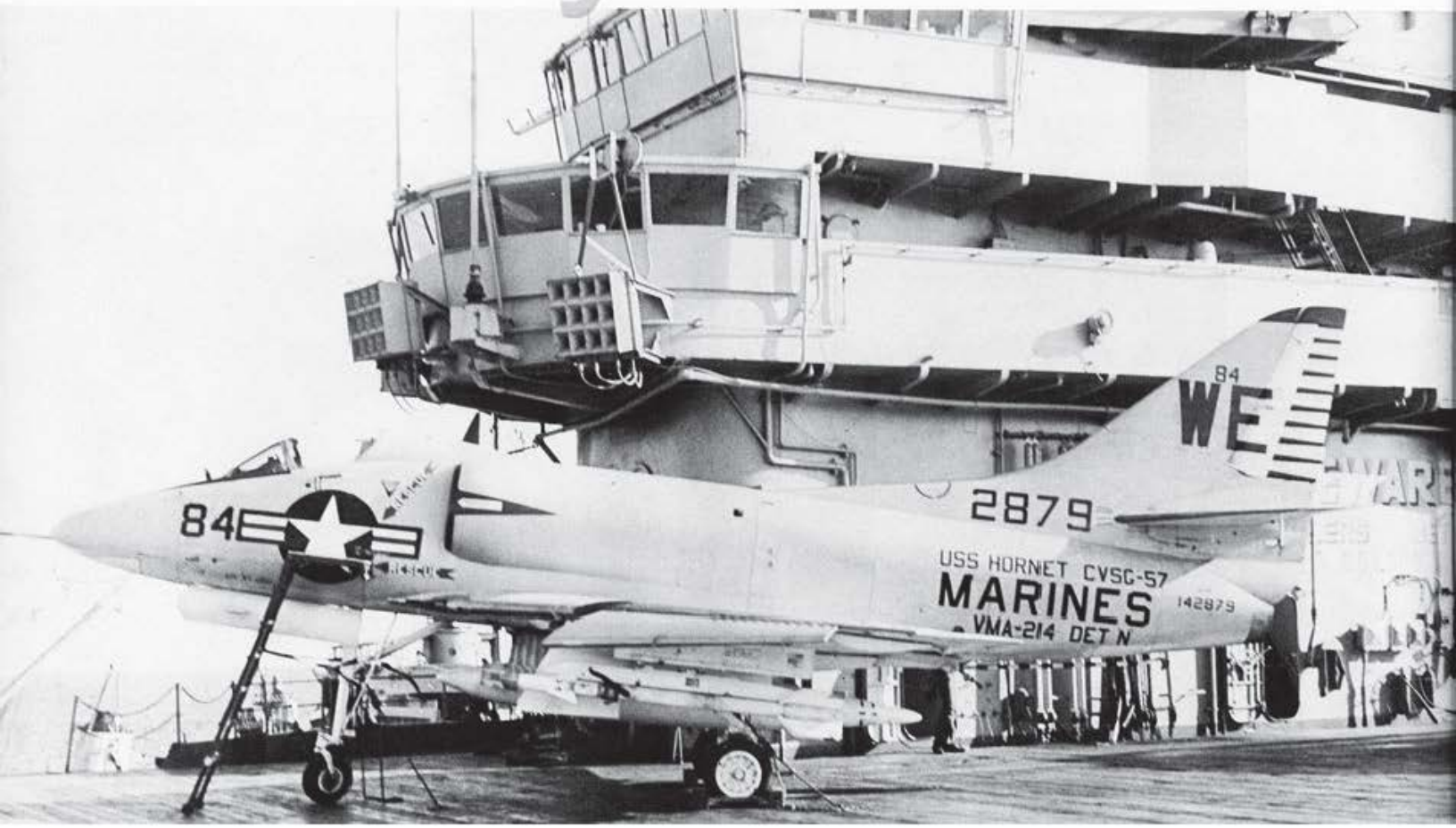

This cruise was the first experience for the detachment to be on a carrier for an extended period and it proved that the Navy-Marine team is among the finest weapons in America's arsenal of democracy.

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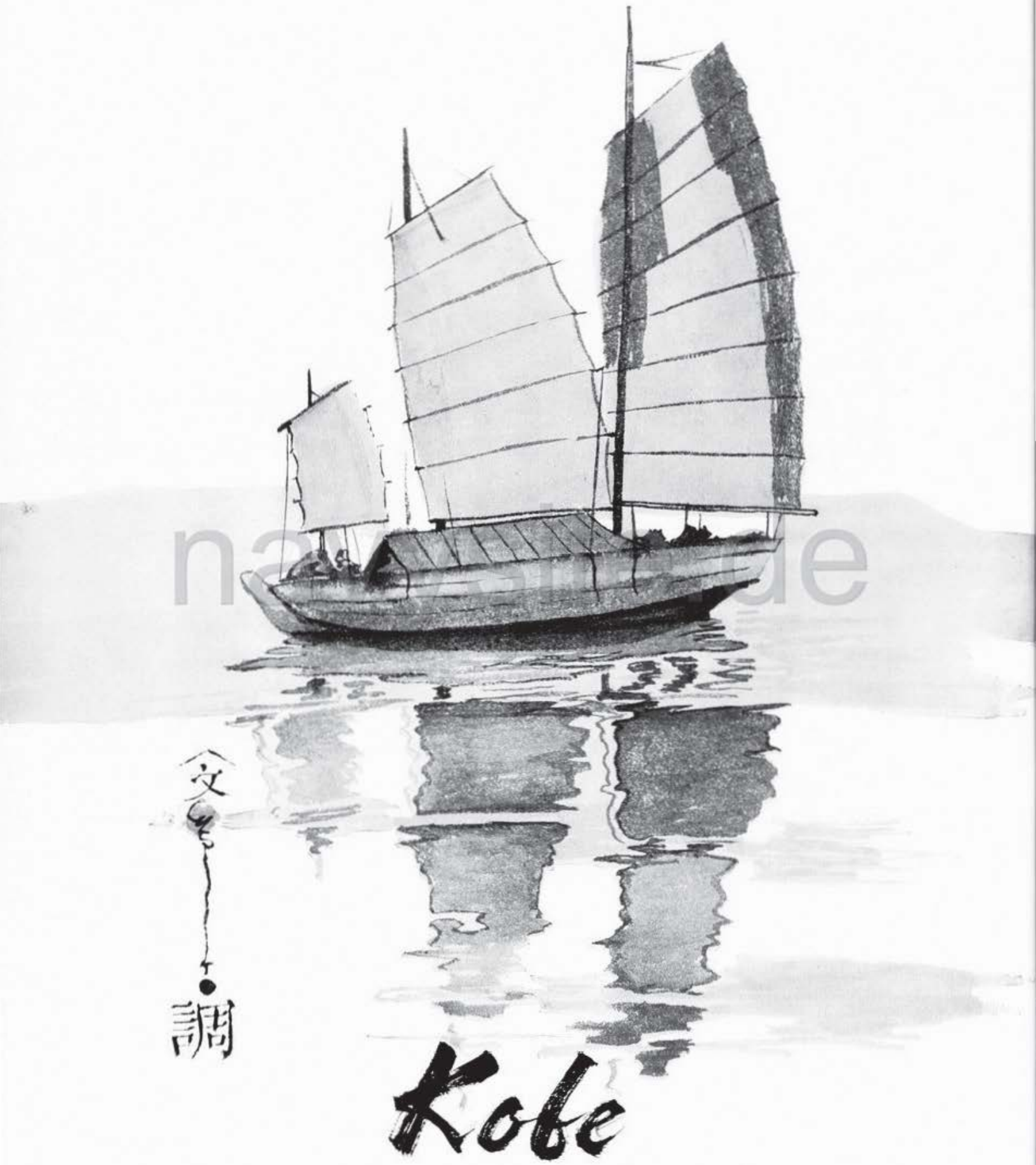
Seated: (L-R)—Anderson, W.L. GySgt; Crane, R.L. 1stLT.; Gilbert, J.; McPhee, D.C.

Middle Row: (L-R)—Alderman, R.A.; Weber, R.T.; Eck, L.G.; Richenback, R.J.; Gray, O.R.; Fervier, J.T.; Duncan, R.A.; Bowman, R.G.

Top Row: (L-R) Stevens, H.L.; Griswold, B.H.; Herren, P.E.; Hess, R.E.; Ferguson, H.H.; Arms, W.L.; Gilkerson, R.L.; Bucksar, R.W.; Rose, R.J., Chambers, E.R.


Kobe

Within an hour's train ride from Kobe lies Kyoto, the ancient capital of Japan. Kyoto is world famous for its beautiful and exotic shrines and temples. Of the more famous is the exquisite Golden Pavilion, which is covered with real gold.

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Kyoto is known as the birthplace of many arts and crafts for which Japan is so famous. Although Kyoto is a modern bustling city it still retains much of the old Japan atmosphere in its people and religious structures.

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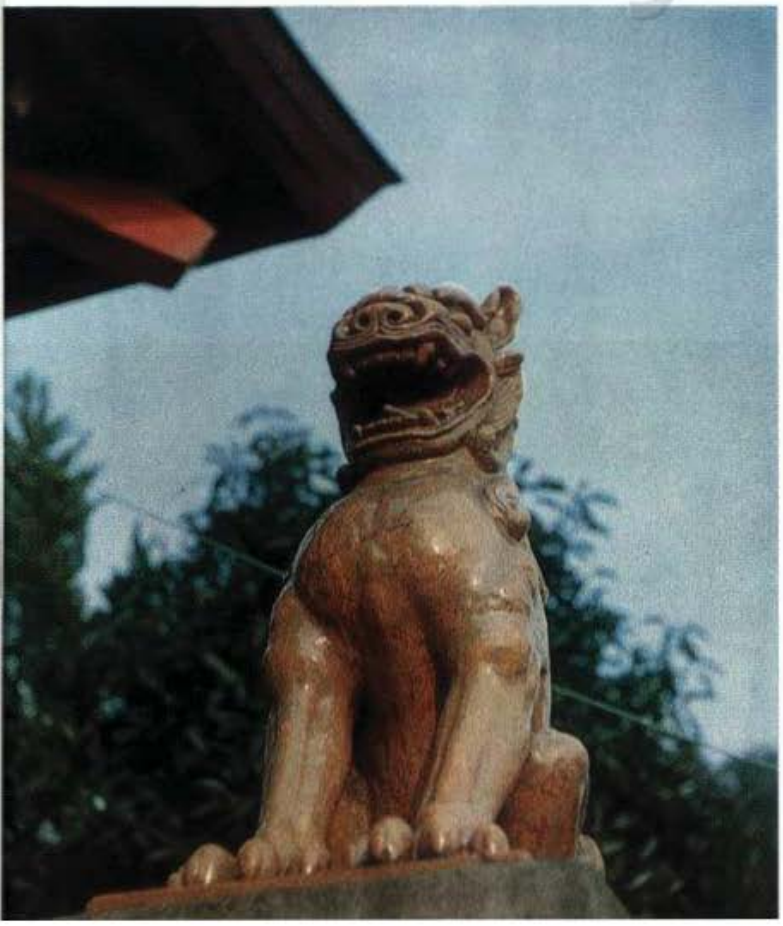
Photos by McMahon



Many of HORNET's crew found an opportunity to attend the world famous Takarazuka Revue.

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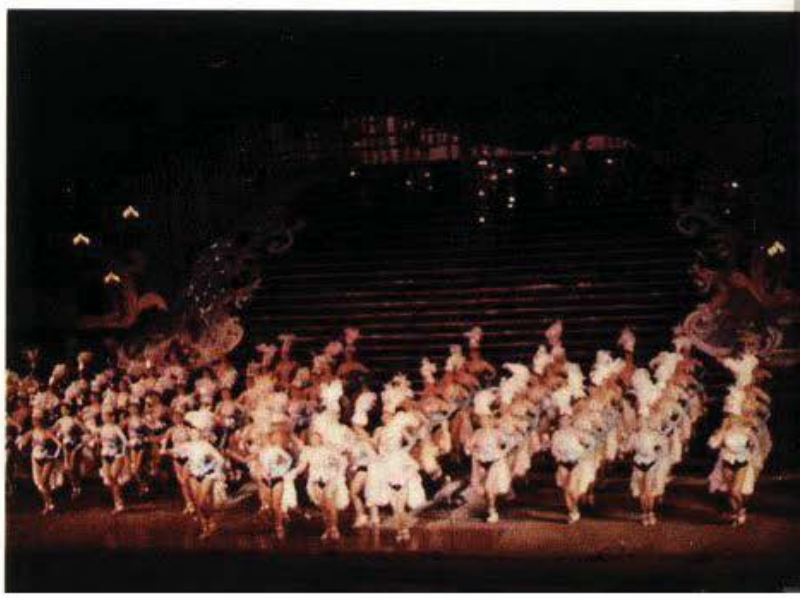

Photo Lab

Kobe, being the largest sea port in Japan, is a great industrial and trade city. About 47% of Japan's total exports pass through Kobe. The more important industries of Kobe are: metal manufacturing, shipbuilding, machinery, and last but not least, Kobe is one of the foremost sites of Sake brewing.

Kobe is the sister-city of Seattle, Washington. The Seattle Chamber of Commerce presented the City of Kobe with a totem pole as a symbol of friendship across the sea.

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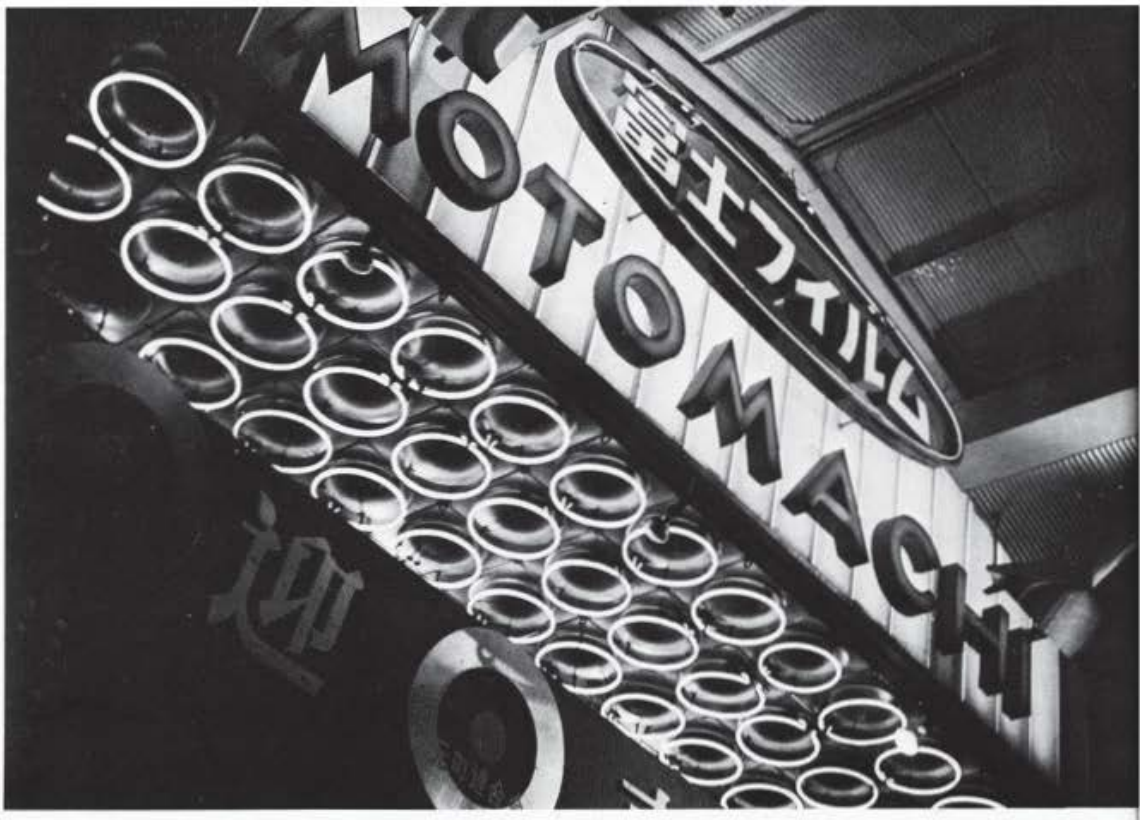
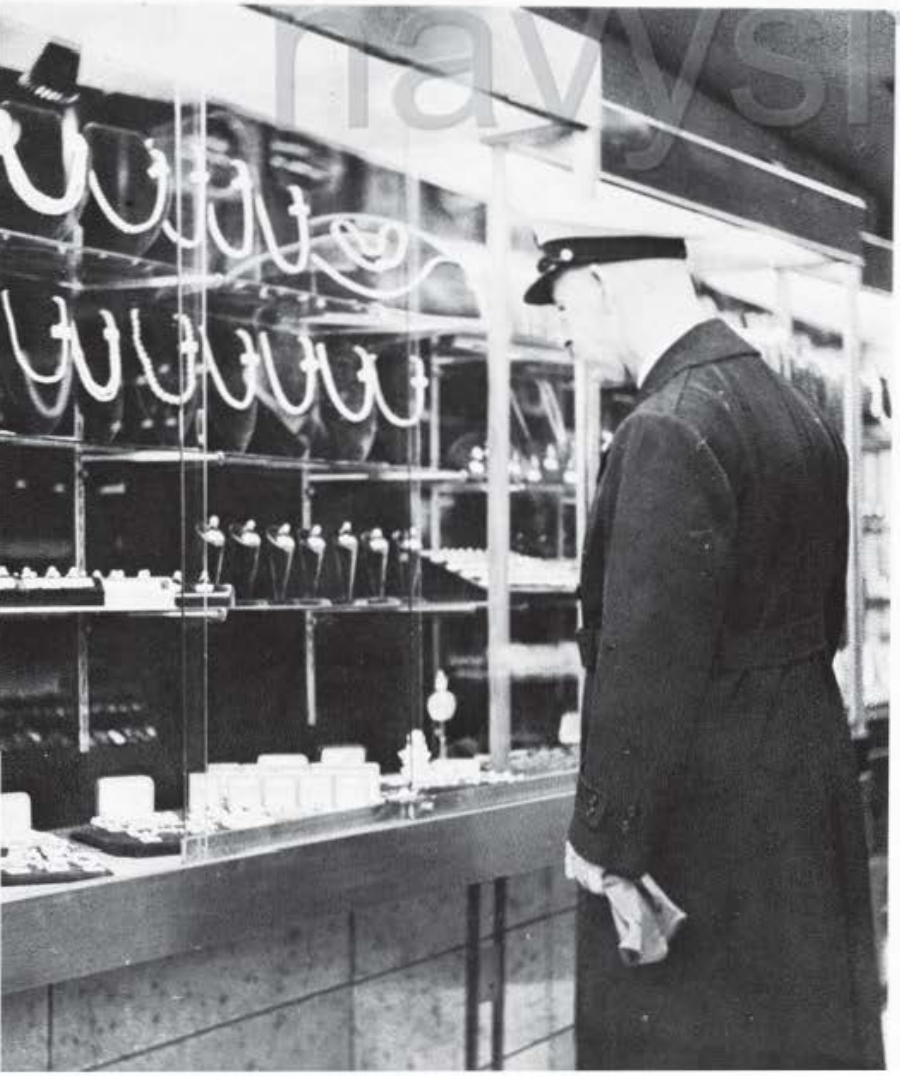
Photo Lab

Photo Lab

The famous "Flower Clock", one of five in the world, lies adjacent to Kobe's new ultra-modern city hall.

Motomachi is the main shopping street in Kobe. No automobiles are seen on this narrow street as it is packed with shoppers...





including a few of HORNET's crew.

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Kobe is the center of many winter resorts as the temperature is very moderate throughout the year.

Kobe is perhaps known best for its beef; Kobe-beef. For men of HORNET, beef steak was the most prevalent "Western" food in Kobe, however, we heard of no complaints.

While in Kobe HORNET held an "open house" during which over 7,000 people visited the mammoth carrier. Various departments on HORNET, including the Air Group, set up displays that were viewed by the people with great enthusiasm. HORNET men who were aboard for the open house made many friends and many were invited to the homes of Kobe citizens in appreciation for the friendship shown.

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A great many people of Kobe speak English and conversation was no great problem. This proved very helpful during HORNET's open house.

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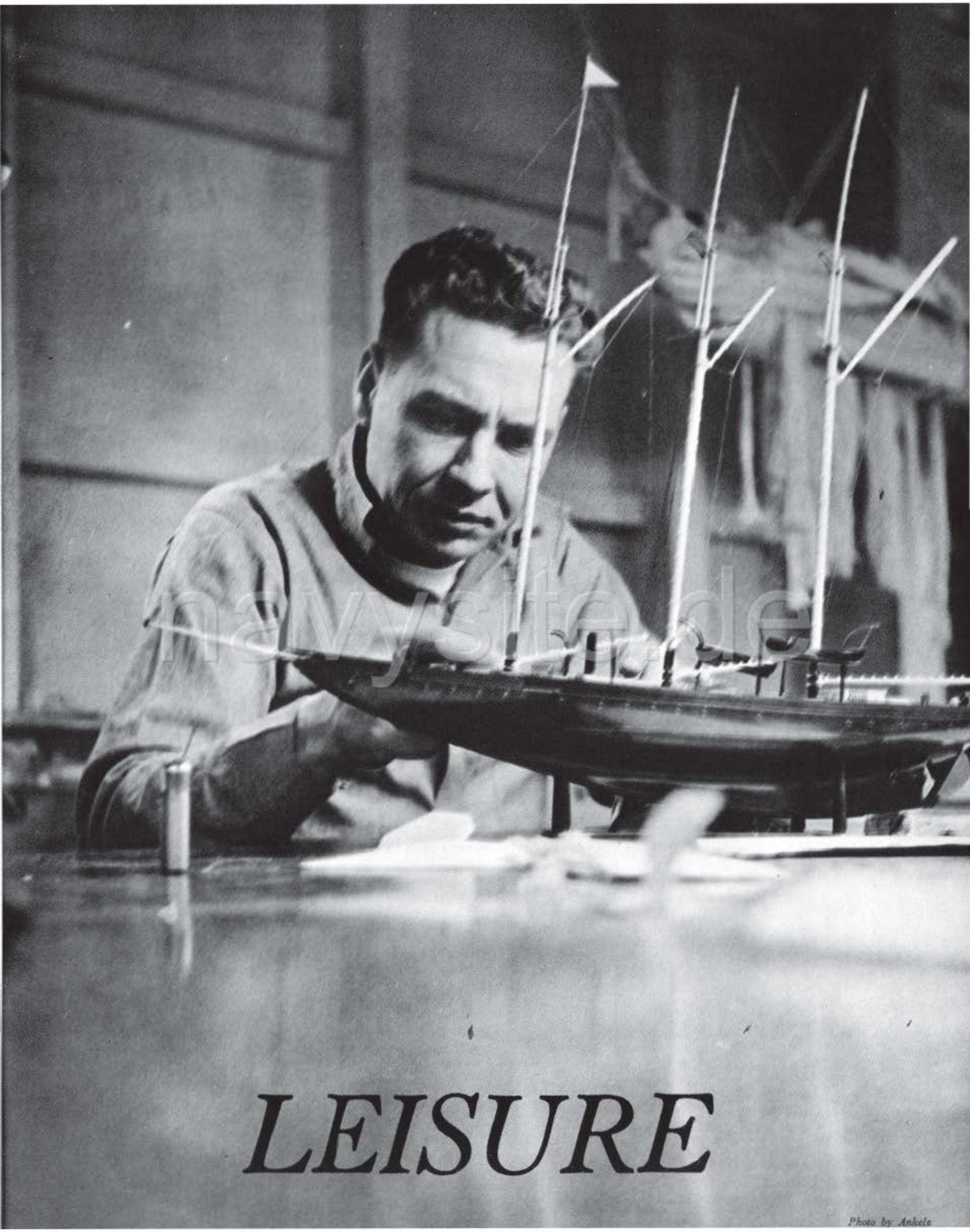
The open house in Kobe was the largest People-to-People program carried out by HORNET on this past WESTPAC cruise, with hugh success on both sides.

"Flying" the A4B was one of the highlights of the festivities.

Many of the children prize autographs from American sailors.



LEISURE

Photo by Ankele

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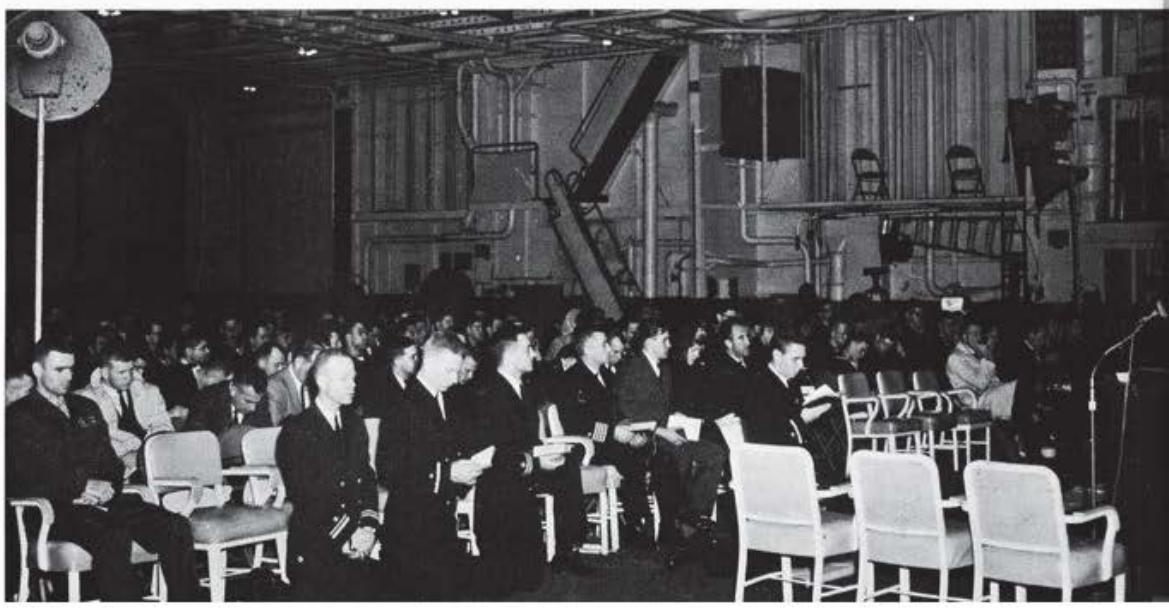
The church services provided by HORNET's two chaplains increase the crew's morale, so greatly needed while far from home.



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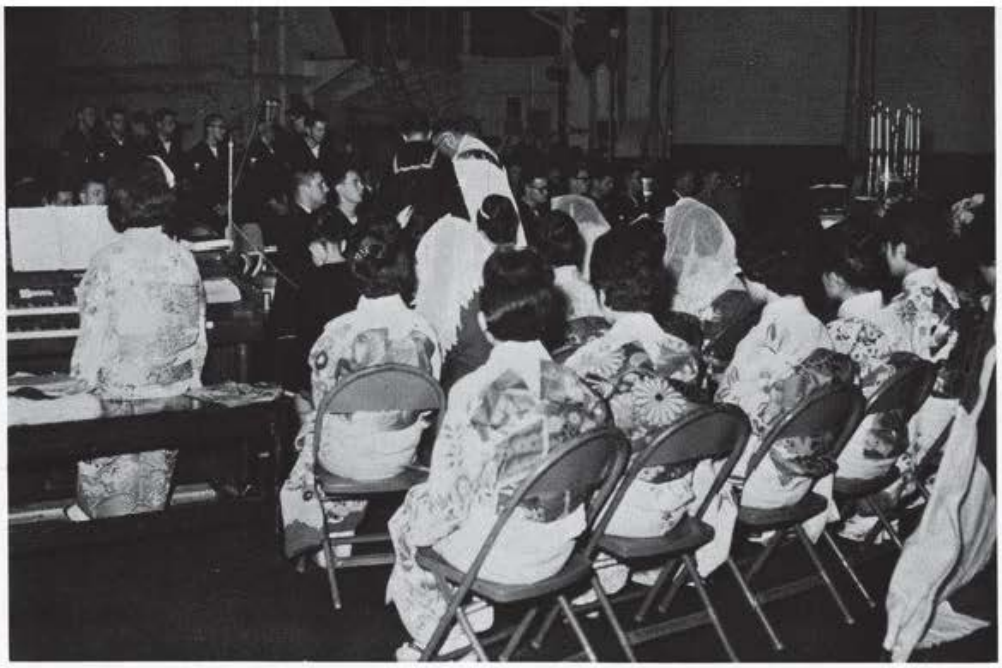

After the day's work is done, the crew relaxes with their hobbies, games, mail, or if nothing else, sleep.

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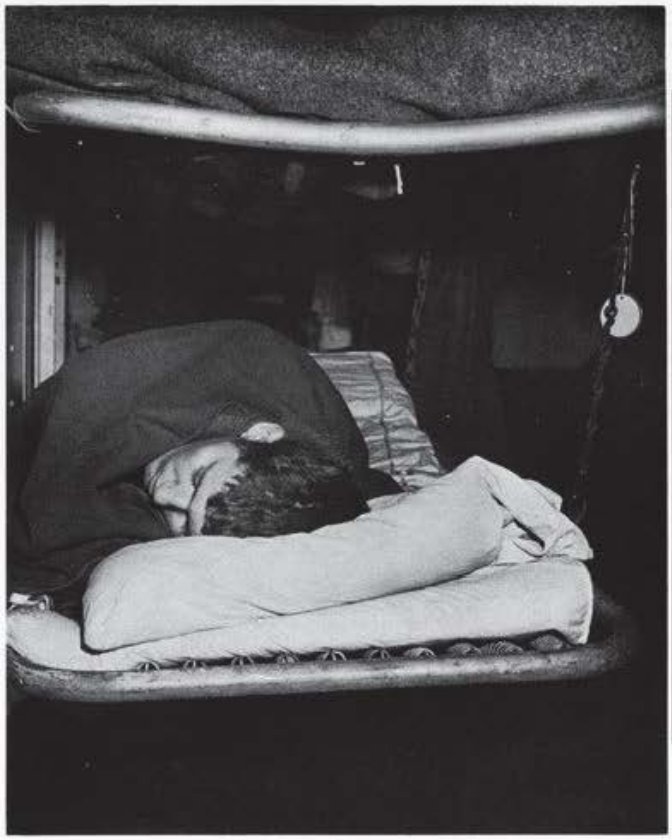

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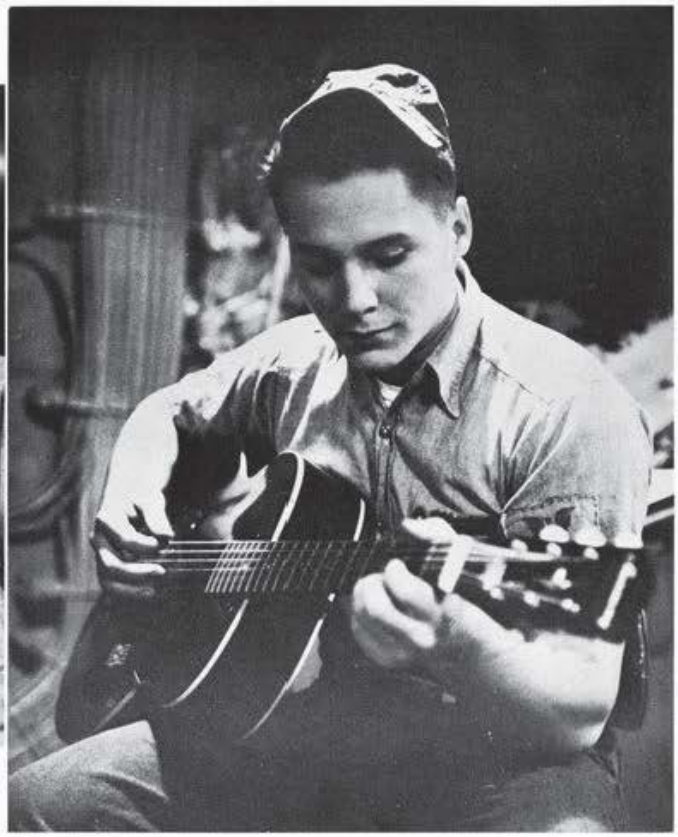
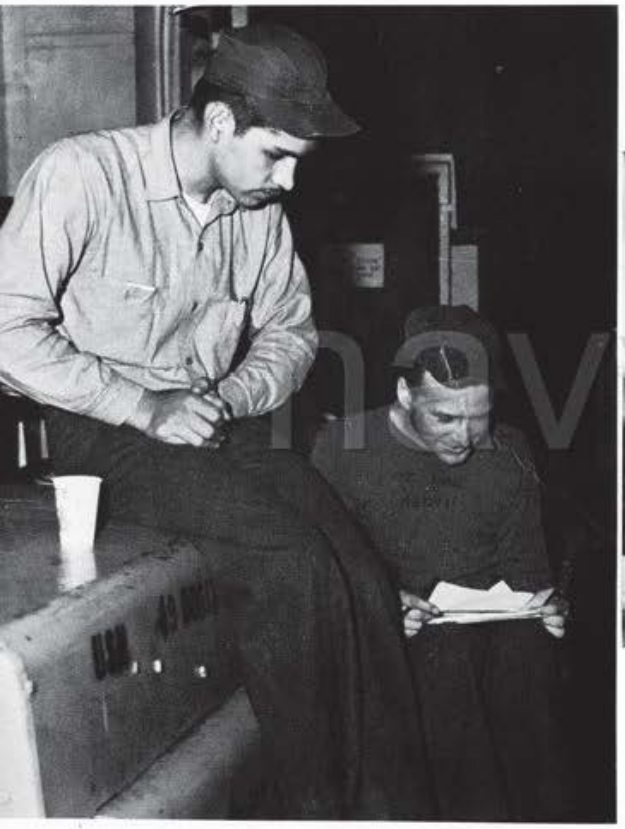
Free time at sea is a time for thinking, studying, playing, or just resting.





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Sports play an integral part in promoting good friendship and teamwork among the crew.

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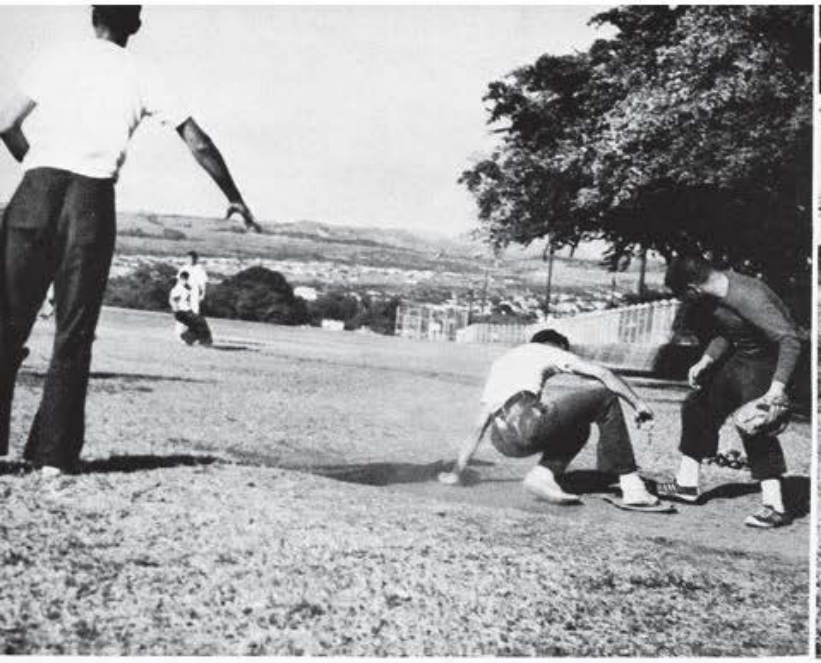

1963 Intramural Softball Champs: Second Division

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Seated: (L-R)—Mack, C.L.; Snowden, H.T.; Wisehart, D.C.; Blevens, R.R.; Jones, E.R.

Standing: (L-R)—Stabell, W.S.; McKinnon, A.D.; Young, H.A.; Horne, J.W.; Tuttle, W.N.; Penrose, T.M.

Hornet Boxing Team at practice.

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As a result of the United Way Campaign, HORNET's department heads cooked hamburgers on the hanger deck for the crew. Musical entertainment for the affair wasn't hard to find.

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The highest bidders!

SGT. Moody is congratulated by Capta
Hardy after winning a U. S. Savings Bo
valued at $ 500.

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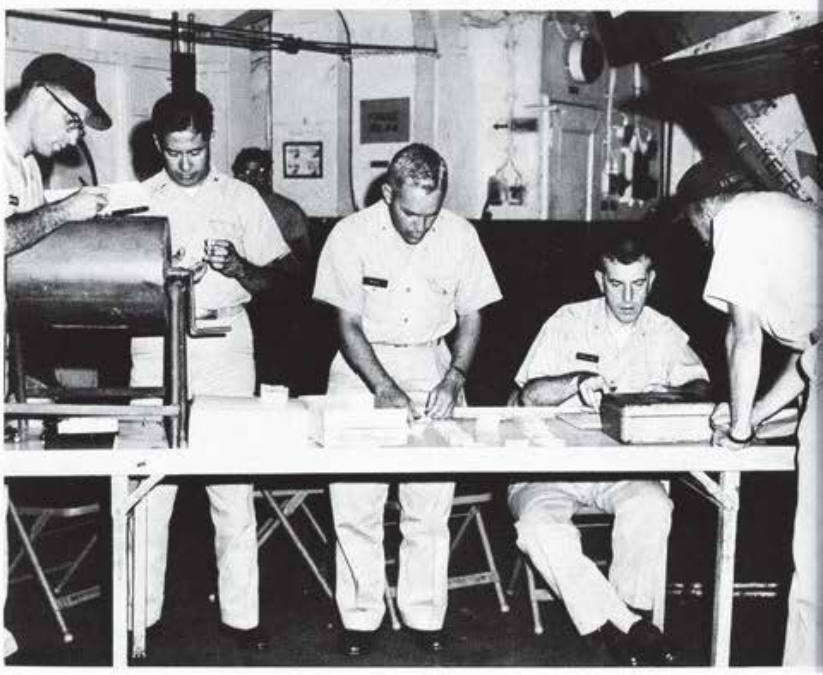
"Chief Auctioneer" and the Skipper

Tickets for drawing are still being sold....



Christmas Eve party was a time of laughter and singing. It served to remind us of the yuletide holidays of the past with our families and friends.

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Hong Kong, sometimes described as the world's largest department store, has anything and everything one could desire. From the small fish peddler on the sidewalk to the trade kings specializing in automobiles, the choice is great and unbelievably low prices are offered. Many of us purchased tailor made suits and shoes through the China Fleet Club, as well as cameras, stereos, jewelry and hundreds of other small items.

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Photo by Schmitt

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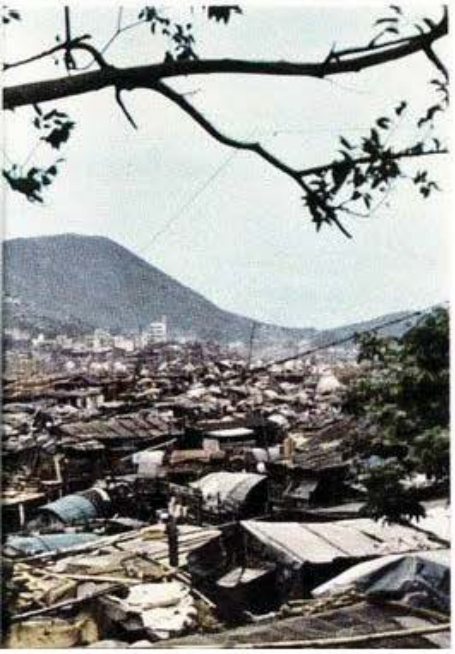
Hong Kong was the most anticipated port of call on the cruise. Nowhere in the world could another port of call compare with that of Hong Kong. The life is most picturesque, if not amazing, for in this city of freedom, millions of Chinese, each different in his own way, somehow manage to stay alive for just "that" chance of a free life.



Photos by Bennett

One of the most colorful attractions in Hong Kong is the famous Tiger Balm Gardens, built by multi-millionaire Aw Boon Haw, owner of the cure-all drug, "Tiger Balm". For the average Navy man with a camera, the gardens were a paradise of color and grotesque shapes.

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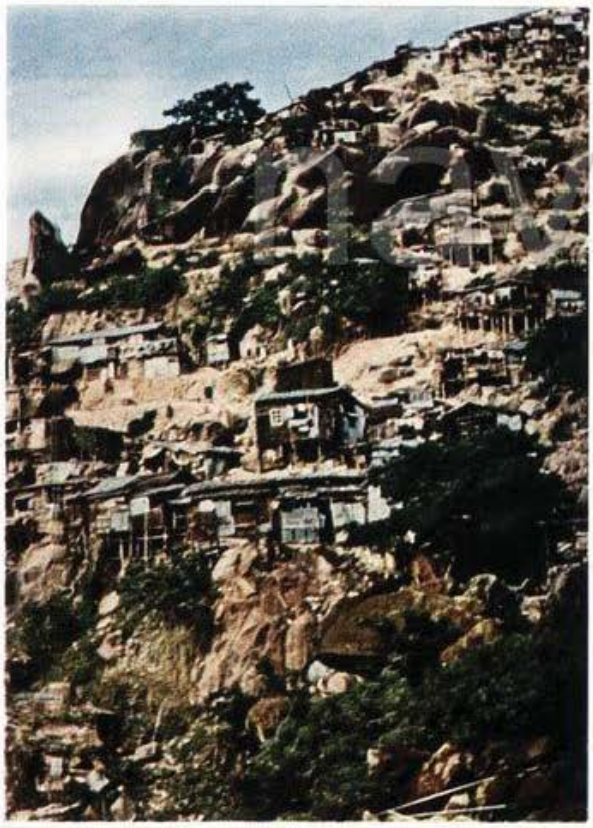

Living in a variety of homes, from the cardboard huts to the Hong Kong Hilton Hotel, they crowd together to the point where there is almost 2,000 people per square mile of the 400 square miles that make up Hong Kong. As if not enough, many live on the water scrubbing out a life by fishing.

Photos by Bennett

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Whether from the top of Victoria Peak or in the boat village of Aberdeen, HORNET men and their cameras were constantly capturing the individualism of Hong Kong.

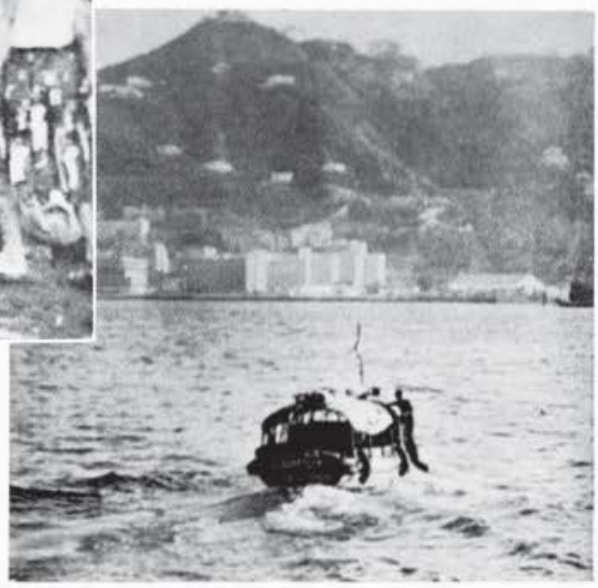

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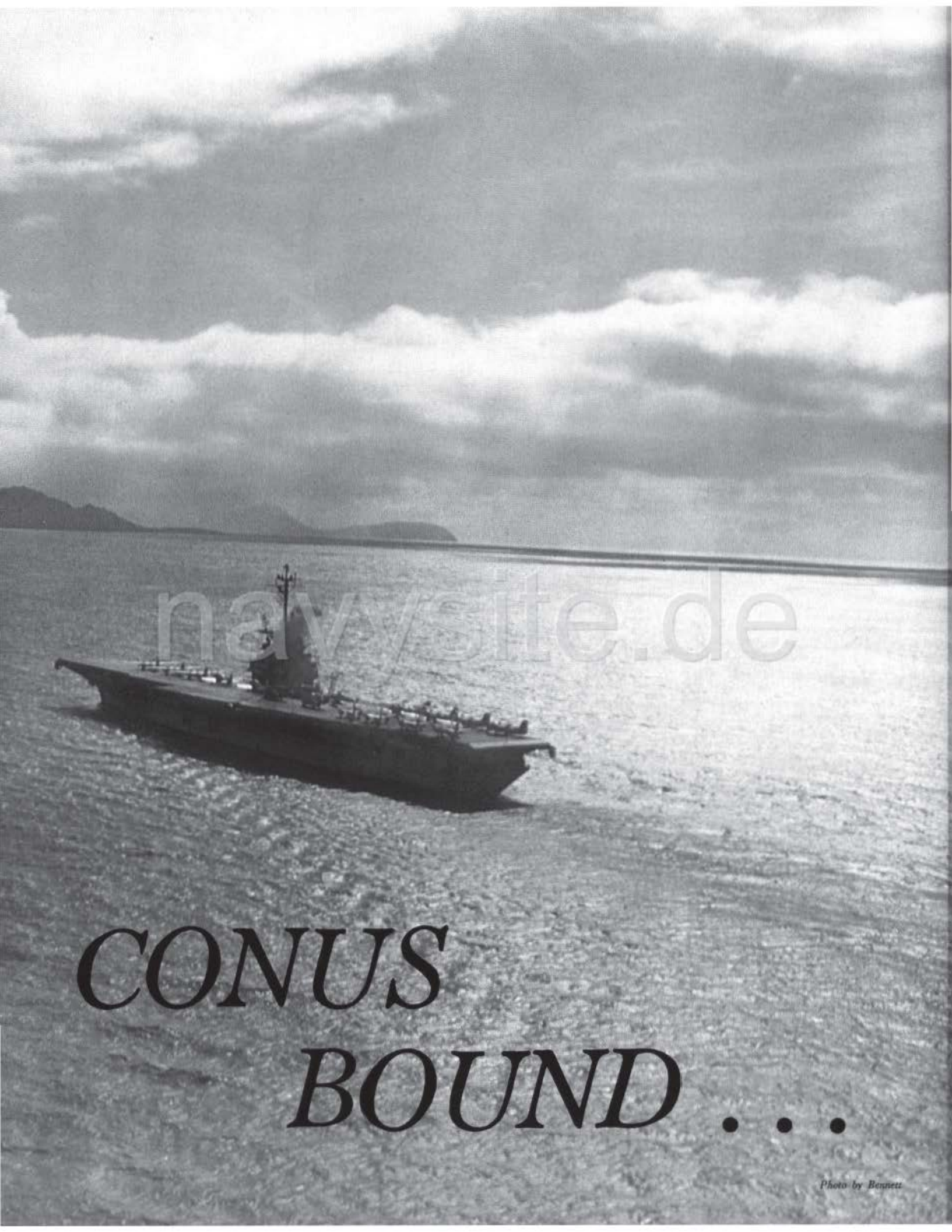
Photo by DeLong

"Light off".....

"Set the special sea and anchor detail, and we're.....



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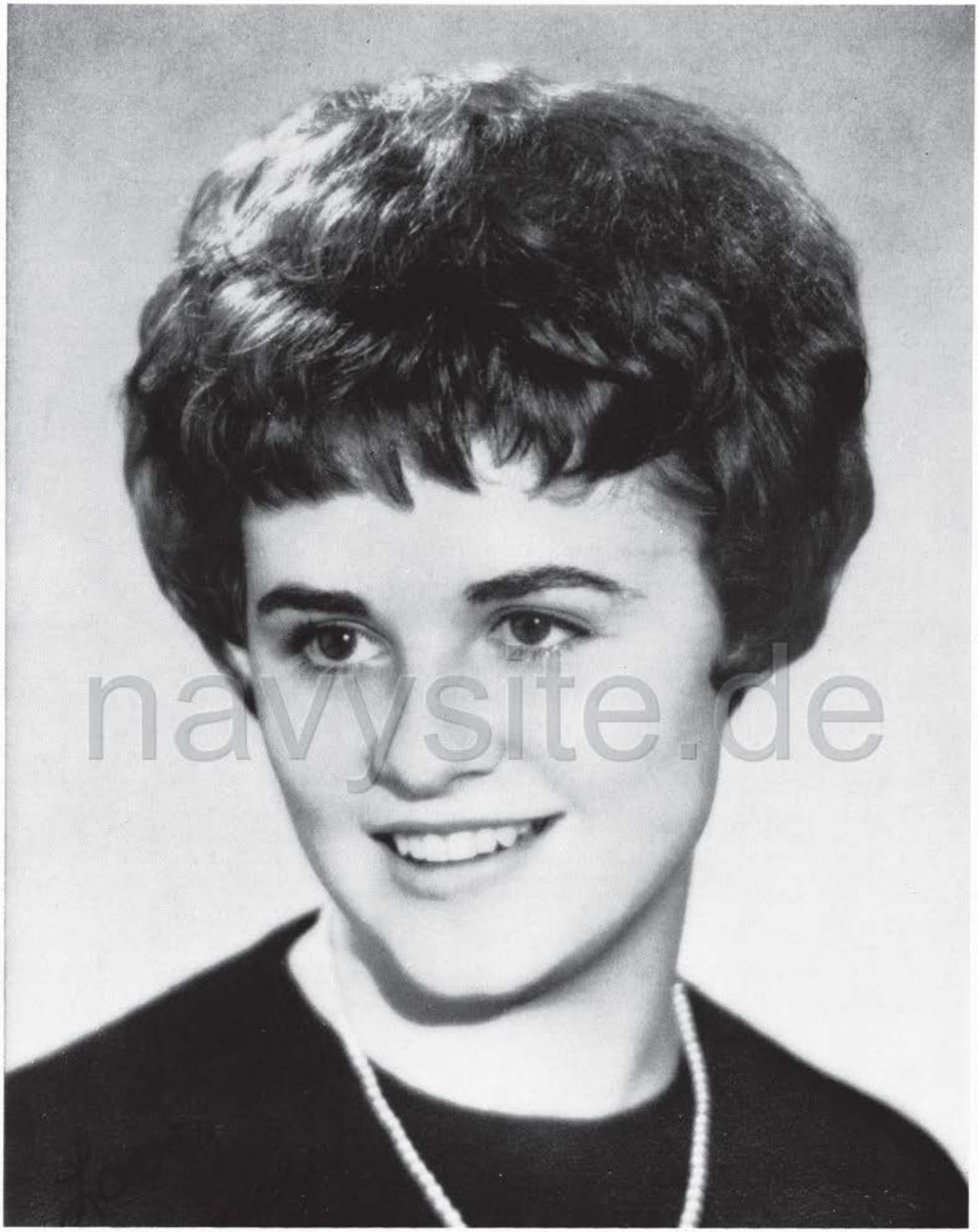
JR. MISS HORNET

Carol Patterson; Age 8

Daughter of D. E. Patterson, GM 2, 5th Division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MISS HORNET

Nancy Boyd; Age 20

Friend of John J. Kunka, MM3, M Division

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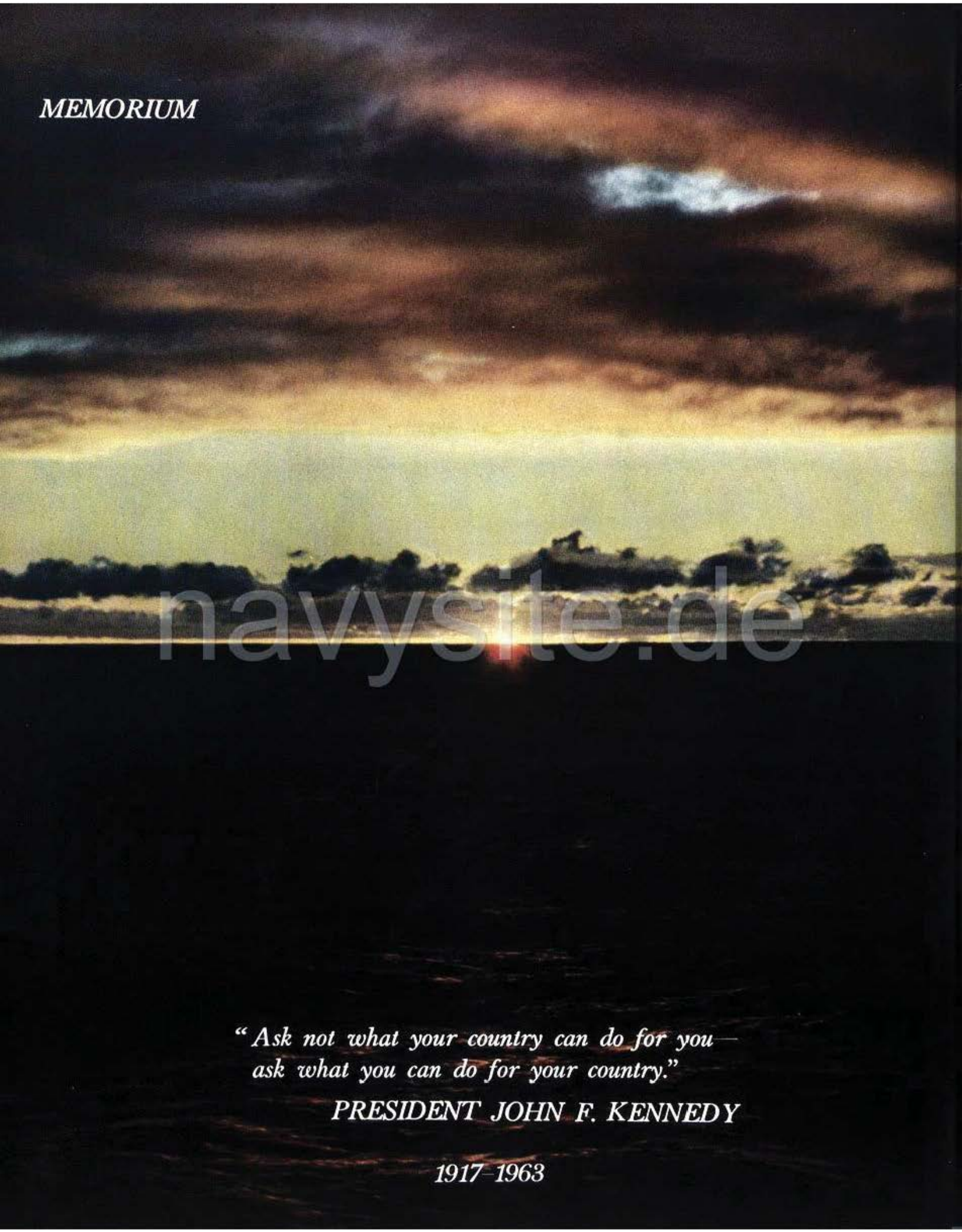
MRS. HORNET

Jeanie Marie Hickman

Wife of William O. Hickman, SM2, CS Division


MEMORIUM
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"Ask not what your country can do for you—
ask what you can do for your country."
PRESIDENT JOHN F. KENNEDY
1917–1963

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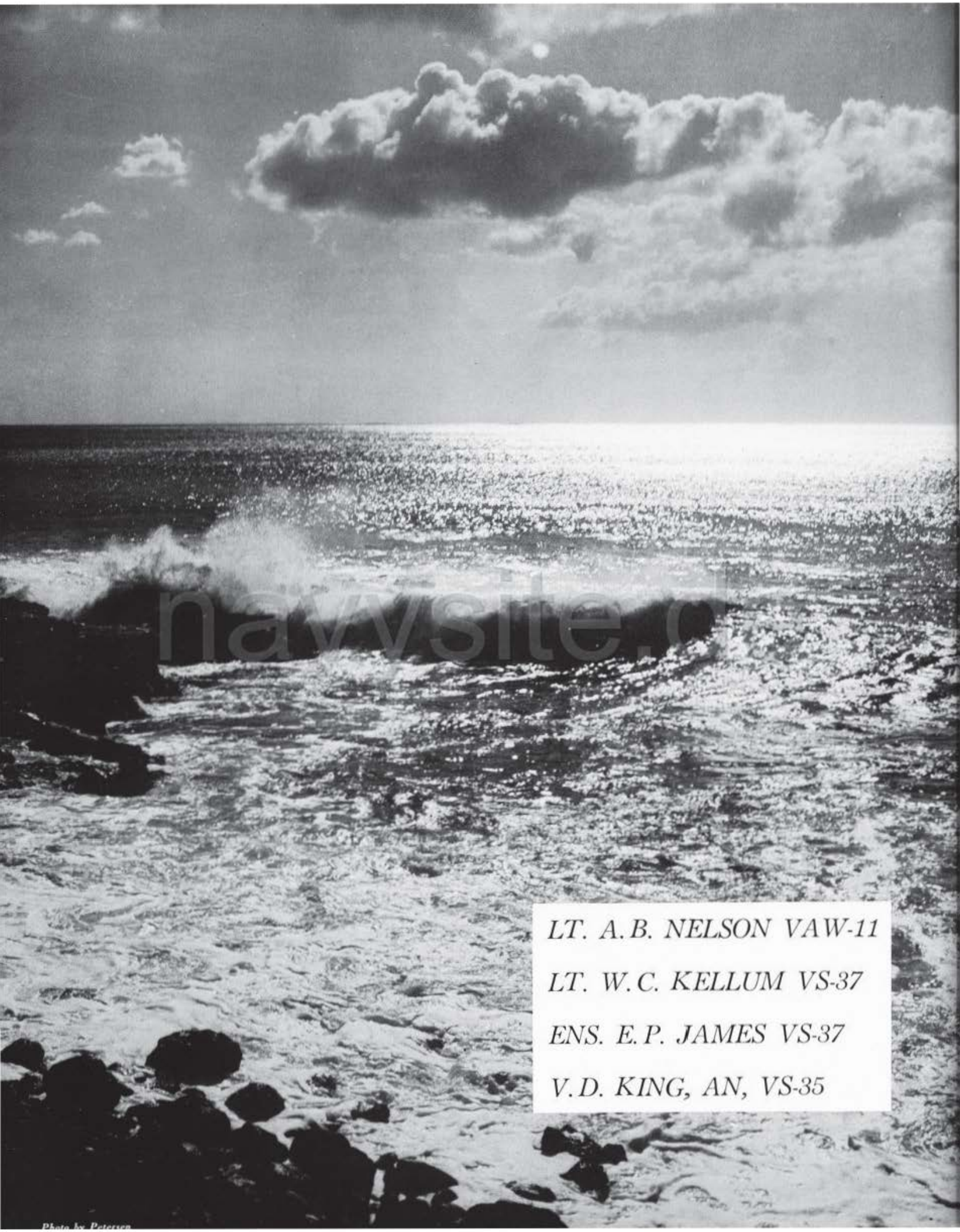

LT. A.B. NELSON VAW-11

LT. W.C. KELLUM VS-37

ENS. E.P. JAMES VS-37

V.D. KING, AN, VS-35

Photo by Petersen

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. . . and said unto the sea, Peace be still. And the wind ceased, and there was a great calm.

Mk. 5 : 39

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LTJG BENNETT

HARMON, JOSN

LT PHERIS

To close the pages of this literary and pictorial endeavor to "capture the cruise", without making mention of those who made it possible would not only be unjustifiable but an unforgivable error on my part.

This book is more than just a number of photos spread out over 350 pages, it is the culmination of two months of concentrated effort on the part of many individuals.

It goes without saying that much appreciation goes to the individual representatives who spent many hours of their own time selling the books. An added note of thanks must go to LTJG J. Nadal and LTJG S. Landon for the concentrated effort on their part in collecting the cruise book funds.

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Artistically speaking, the professional talents of LT W. Pheris have, we believe, created the Asian atmosphere we strived to carry throughout the book. The cover is a result of his gifted painting arm as is the numerous Sumi-e paintings prior to each port of call.

The success of any book of this nature must depend upon the quality and number of photographs submitted. In this regard we indeed have been fortunate. R. Schmitt, PH2, who initiated the photo effort has left us with many samples of his photo talent. A special note of credit must be given to W. McMahon, PH3, as it was he who stepped into the exhausting and sometimes frustrating job of Cruise Book Photography Editor upon Schmitt's departure. "Mac" spent many late hours in the lab, both aboard HORNET and in Tokyo, in order to provide the numerous pictures demanded of him, and remarkably enough there was no sacrifice in the photo quality. A real professional performance which is a credit to the entire book. The noticeable talents of two professional photo-

SCHMITT, PH2

LTJG LANDON

BURDEN, JOSN

ENS DARROW

MCMAHON, PH3

graphers, "Rags" Petersen and Bill Roestler, guests of HORNET on cruises prior to her deployment, have gone far to enhance even further the pictorial contributions of the book.

The credit for a prizewinning job of layout goes to E. Harmon, JOSN, (now civilian). His many tireless hours of layout and even re-layout have resulted in what I believe to be a well organized book.

For the journalistic requirements plaudits must go to W. Burden, JOSN, and D. Evans, SN, of the P.I.O. office. Once again many hours of painstaking effort went behind the copy included in this edition.

Mention must be made of the noble assistance given in the layout and identification of the squadron personnel by the squadron P.I.O.'s. Thanks go to LTJG T. Wilson, LTJG R. Lane, LTJG W. Tweeden, and LTJG L. Jolluck. Only their willing cooperation enabled the staff to present the squadrons in the manner we did.

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An individual I cannot forget to mention, and to whom the book is greatly indebted is my shipboard assistant Ensign R. Darrow. His coordination of sales and efficient manner of book distribution, points to the fact that even "snipes" can administrate.

My plaudits would be incomplete if I failed to mention the two individuals whose cooperation, understanding and unfailing encouragement made the book possible, as well as a success. I would like to express my deepest appreciation to our Comanding Officer, Captain J. I. Hardy and Executive Officer, Captain R. R. Yount.

In closing I should like to acknowledge the Pacific Stars and Stripes for the willing cooperation given us through the use of their modern photo lab and library, and of course, Messrs. Nakata, Taniguchi, Chigira, Ueda and Igarashi of Dai Nippon Printing Co. in Tokyo. The quality reproduction is in no small way a result of their most concentrated efforts.

R. A. BENNETT
Editor
11 March, 1964

EVANS, SN

SHOJI UEDA, RYO TANI, NAKATA SANS