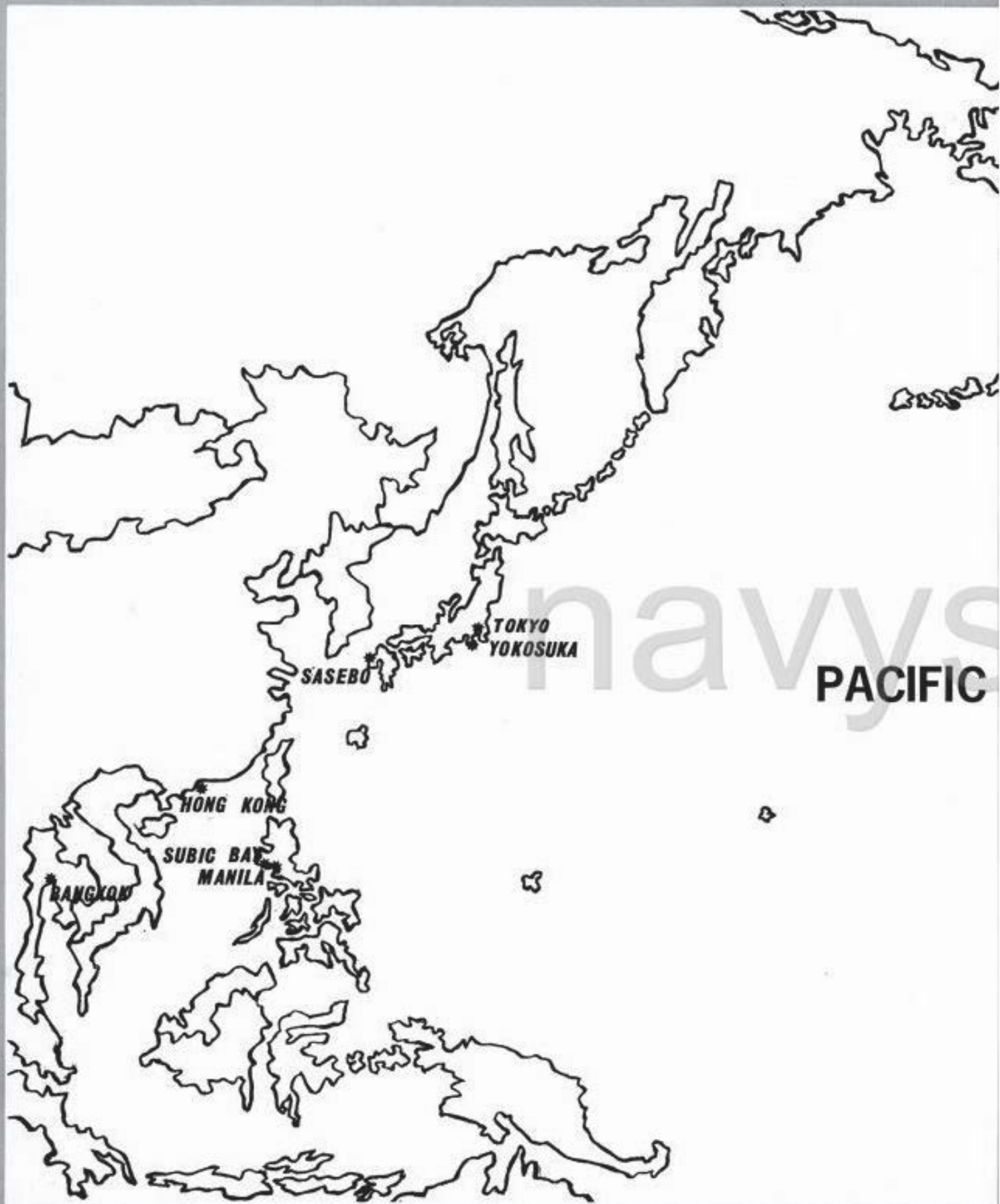


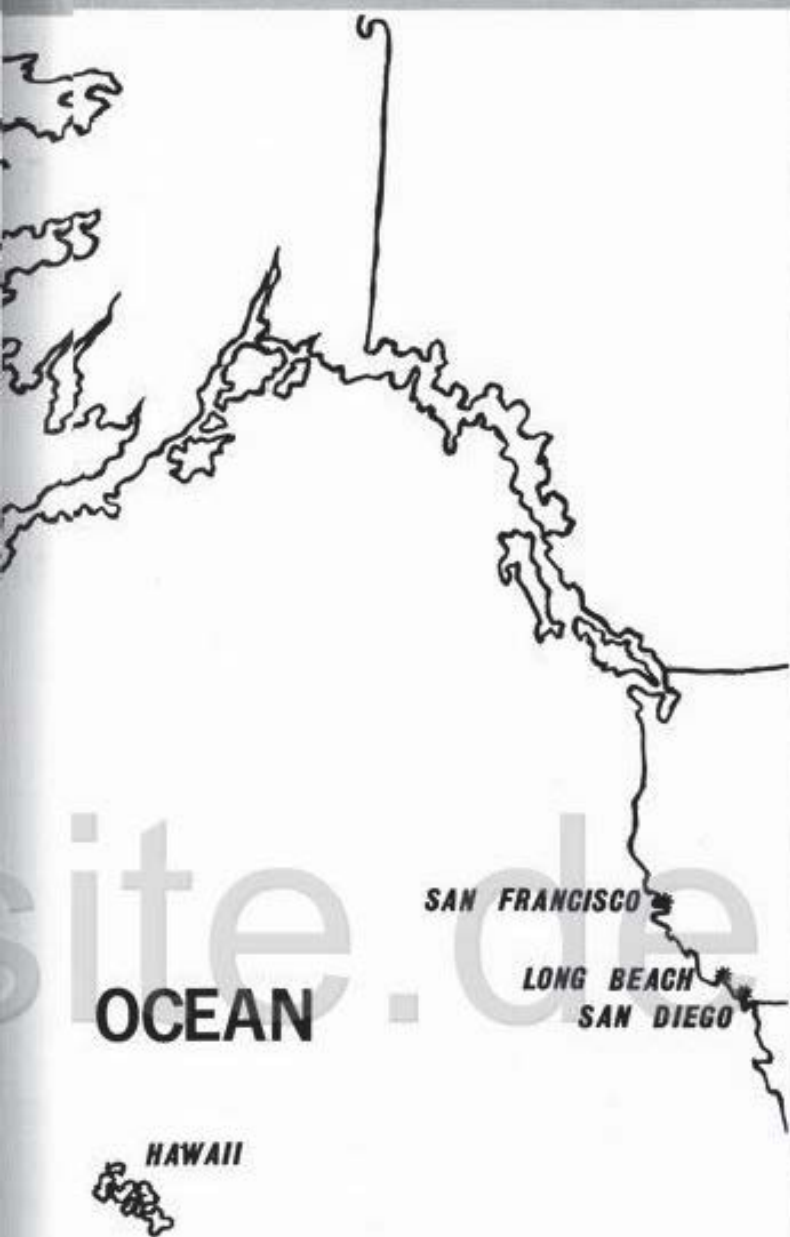
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1967
PACIFIC
CRUISE

USS HORNET



navys
PACIFIC



1967 PACIFIC CRUISE is the story of the second deployment of the USS HORNET to the Far East in support of the Navy's mission in Vietnam . . . a 60,000 mile trek which included 77 days in the war zone, exercises in the Sea of Japan and the South China Sea, and liberty in ports as familiar as Hawaii and as remote as Bangkok. This is a record of what we did and how we lived for seven months.



HORNET

Preparations for the cruise included the bringing aboard of tons of supplies for the crew and the ship and the materials to support the elements of our mission.

In late March, 1967 the arduous work of loading took place. The train of trailers and vans arriving on the pier in Long Beach with vital supplies seemed endless. The conveyors rattled incessantly as, piece by piece, the crates and boxes were stowed on board.

And there was ammunition to bring aboard. That meant two days at anchor off Seal Beach and work around the clock. Barge after barge came alongside and the stuff for Hornet's sting was lifted aboard.

The day of departure, Hornet steamed to San Diego to pick up the Air Group. In four hours, the two halves of the fighting team were joined.



The conveyor belts rattled incessantly as working parties loaded the vital supplies on board



PREPARES FOR DEPLOYMENT



Cranes brought ammunition aboard at the Seal Beach ammo anchorage prior to deployment (above) and the Air Group on-loaded essential equipment in San Diego a few hours before departure



Vital war materials – additional aircraft in protective cocoons and torpedoes – were loaded aboard



Saying Good-by Was Never Easy



27 March 1967. The sun was travelling across the eastern sky, lighting in succession each city and town across the United States. As dawn broke over the Sierra Madre in Southern California, the men of Hornet in Long Beach and her Air Group in San Diego answered the call to reveille. Standing at muster that morning, few could help thinking that in the coming seven months they would not see this sun until long after it had spread its light over their homes.

Down on the pier, with brave attempts at cheerfulness, friends and families were enacting the familiar scene that has been act one of nearly every military endeavor. Saying goodby was never easy.

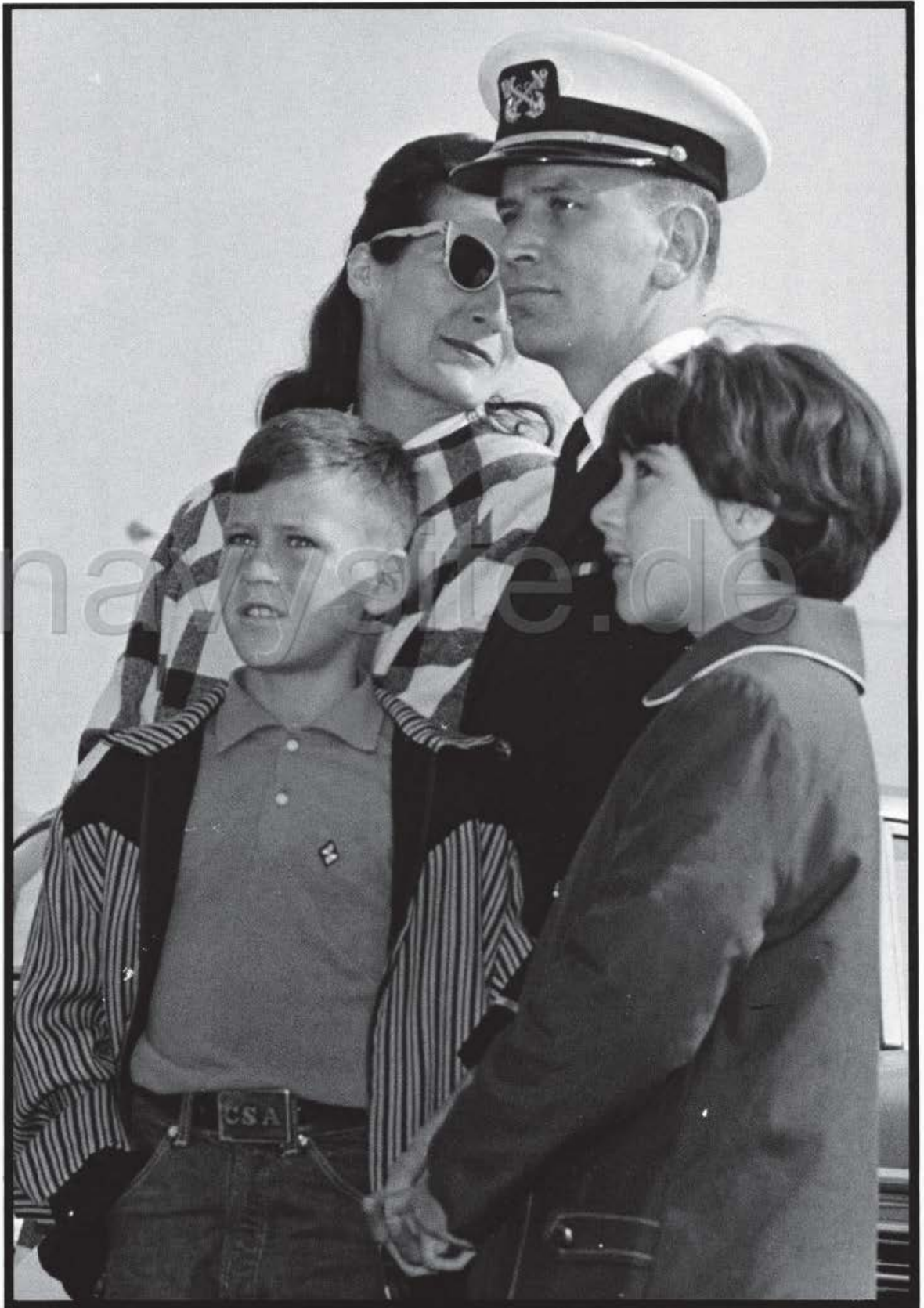
As the last lines cleared the pier and the giant screws pushed Hornet to sea, the strains of "Anchors Aweigh" sounded the final farewell.

That night those who ventured on deck looked homeward. As days passed life at sea became routine. Our eyes turned westward, our thoughts to the mission and ports that lay ahead.



A crowd of families and friends lined the pier in Long Beach and San Diego to bid farewell. Crewmembers (left and below) take advantage of the remaining minutes before departure for an affectionate good-by. A family (right) stands quietly together, realizing they will be separated for more than half a year.

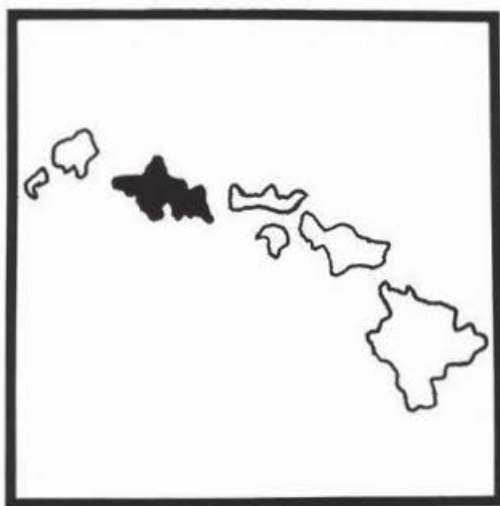






After embarking the Air Group in San Diego, Hornet steams west toward Hawaii

na



HAWAII

Our arrival in Pearl Harbor gave many of us our first chance to visit our fiftieth state.

Located on the island of Oahu, Pearl Harbor was conveniently located near both the modern city of Honolulu and beach resort of Waikiki and the tropical landscapes for which the islands are so well known. The dense tropical forests, broad white sand beaches and vast pineapple plantations are close by the well-developed city and resort.

Liberty activities varied from island tours, softball tournaments, and swimming and surfing at the many beaches around Oahu.

After nearly a week in Hawaii, Hornet crewmen sported tender sunburns, a few bruises from falling off surfboards, and empty wallets.

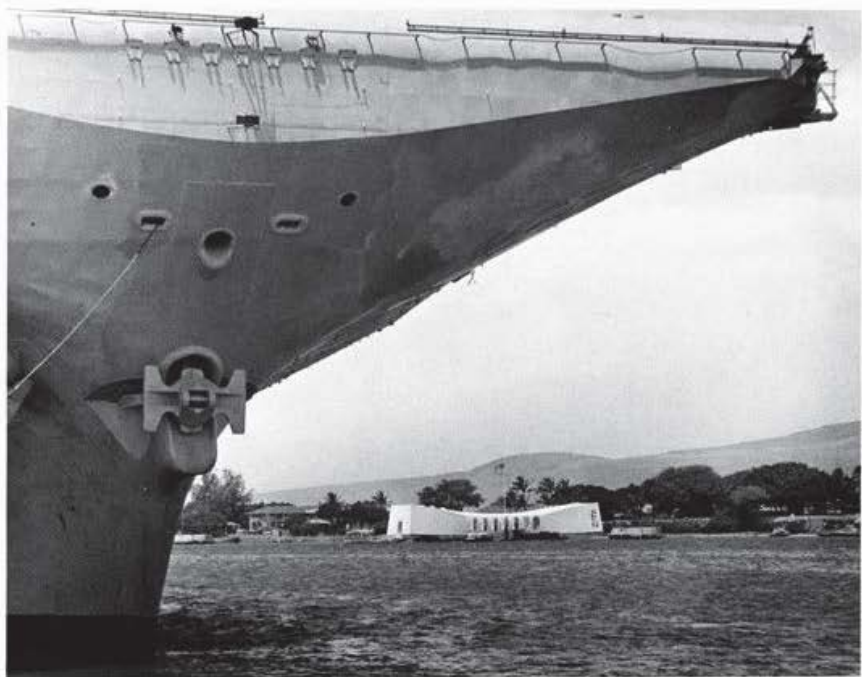


Pearl Harbor . . . Our first port

A short drive from Honolulu and famed Waikiki Beach, Pearl Harbor was the first stop for West-Pac bound Hornet and her four escorting destroyers. Here we joined with four more destroyers, completing the task group that would soon serve in waters off the coast of Vietnam.

While in Pearl Harbor, Hornet was moored across the channel from the Arizona War Memorial. The monument, erected over the sunken battleship Arizona, is a poignant reminder of the thousands of servicemen who lost their lives on that fateful morning in December of 1941.

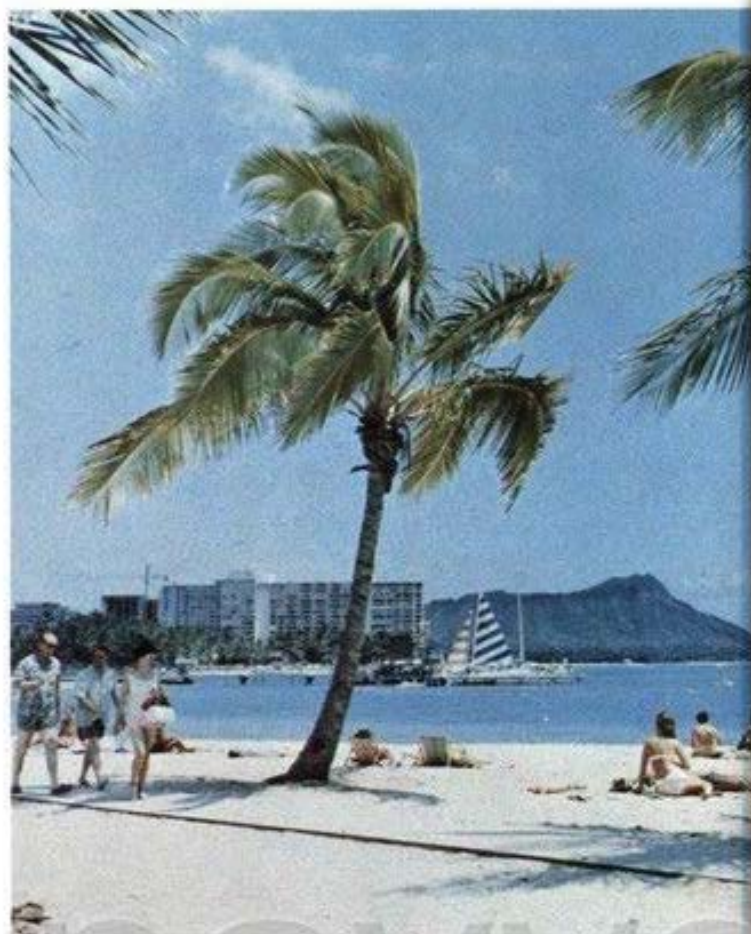




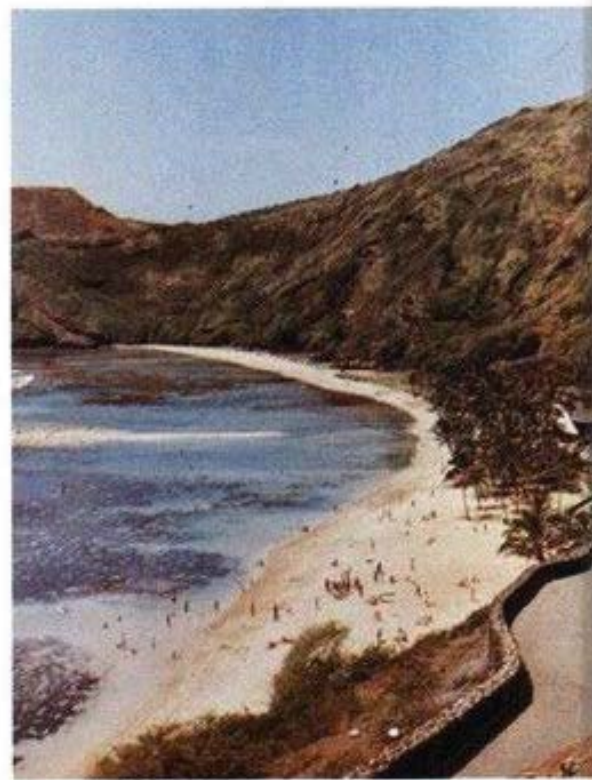
The Beaches of Hawaii

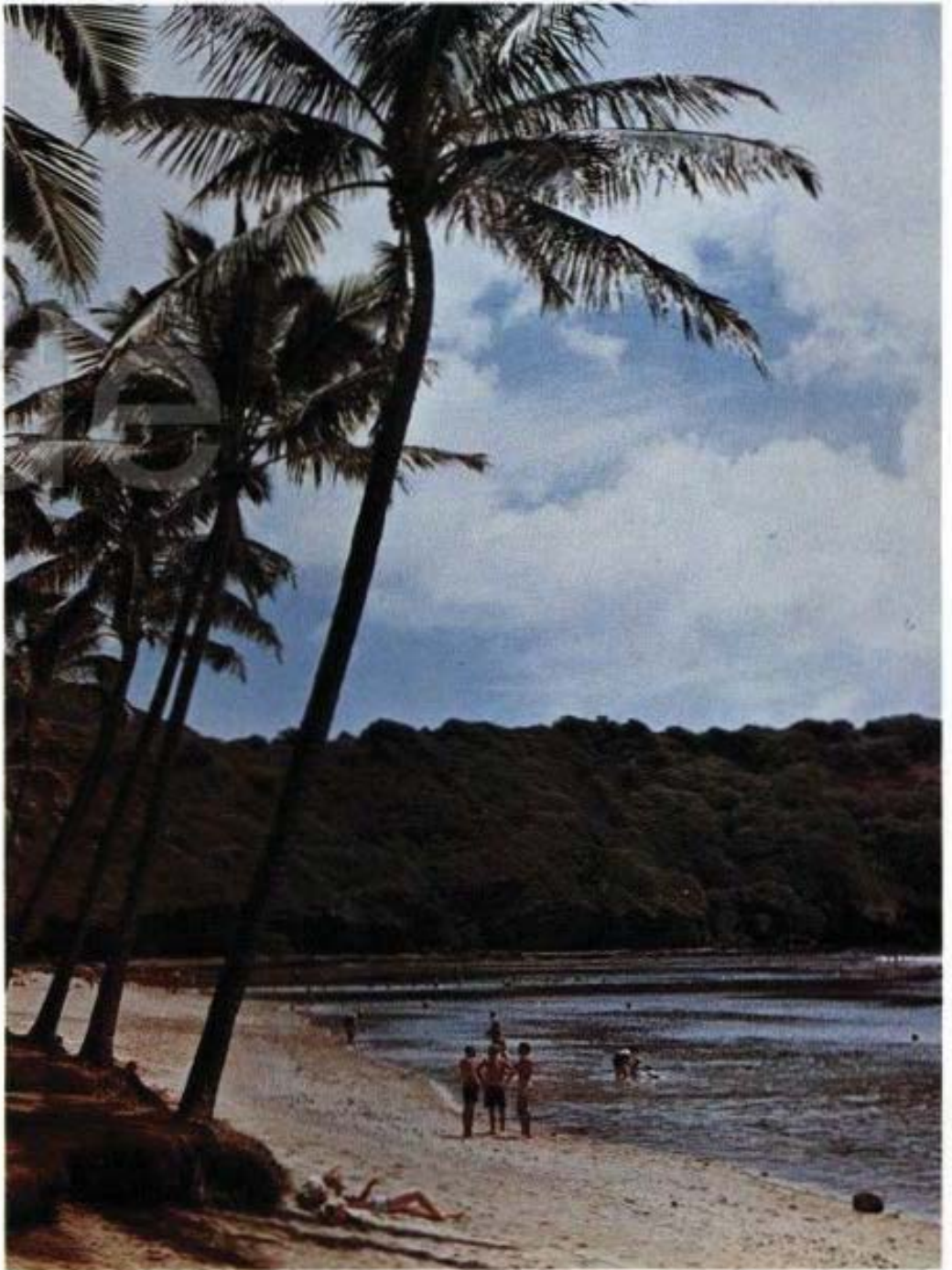
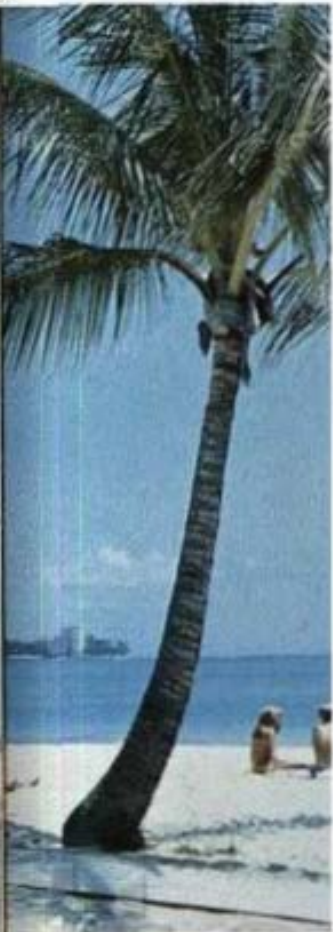
The volcanic origin of the Hawaiian Islands helped to create some of the most beautiful beaches in the world.

Curving between the dark greens of the island vegetation and the vivid blues of the ocean, the beaches of Oahu seem to stretch on endlessly.



navys





Many Hornet sailors took the Circle Tour of Oahu. They visited Sea Life Park, the world's largest marine exhibit.

The tour also included the Punchbowl National Memorial Cemetery which is located in the crater of an extinct volcano. Here lie the war dead of World War II and Korea, including famed war correspondent Ernie Pyle.

After dark, crewmembers headed to Waikiki and the International Market Place for a variety of restaurants and night clubs.





Hawaii's main attraction
is its beaches . . .

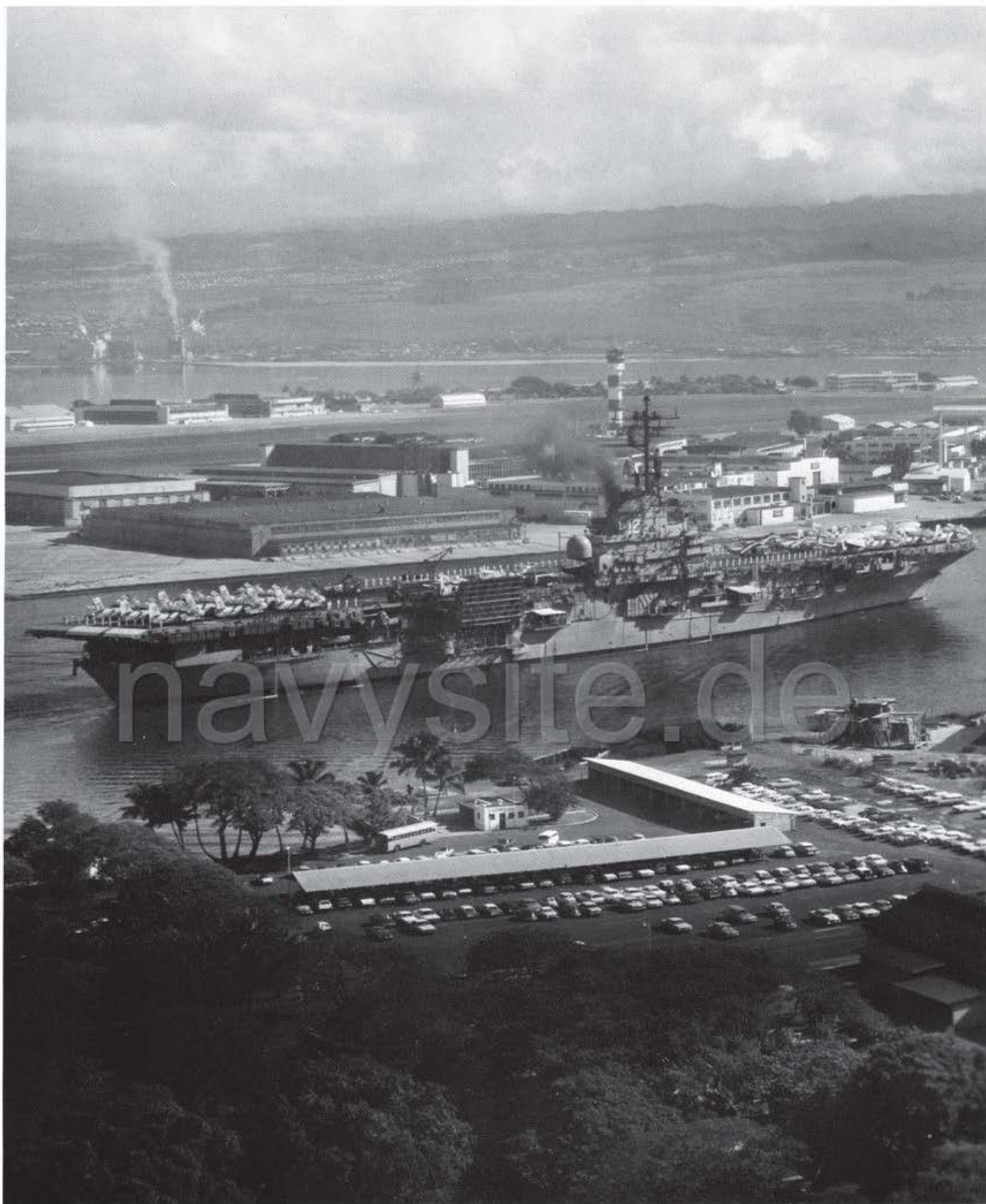


And the
attraction
on the
beaches . . .

Are what make
the beaches attractive







Crewmen "man the rail" as Hornet glides past Ford Island in Pearl Harbor heading toward the Western Pacific and her duties as an anti-submarine warfare carrier



Anti-Submarine Warfare

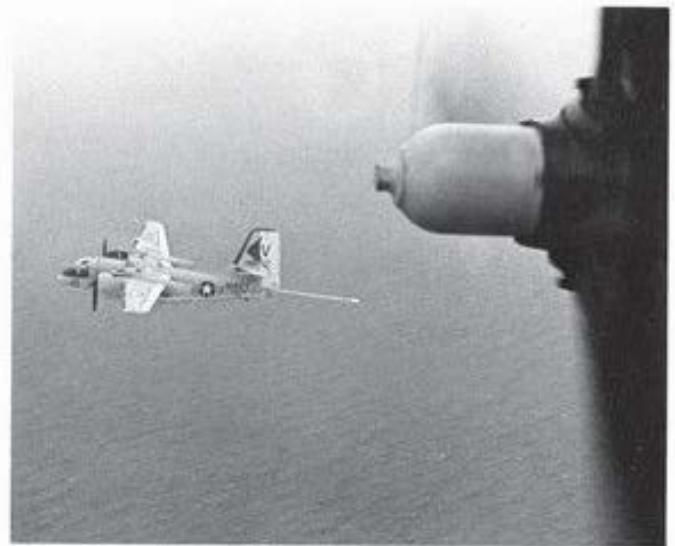
The Hornet is an anti-submarine warfare carrier and, as such, is the nucleus of a force known as an Anti-Submarine Warfare Group.

Whether on station in the Gulf of Tonkin, or operating off the coast of California, the primary mission of this group is to maintain a constant vigil against any submarine menace and, if necessary, to seek out and destroy enemy submarines.

Since the first crude sonar experiments in 1917, phenomenal advances have been made in underwater submarine detection. From the sub-

merged sound-sensitive diaphragms of post World War I design, today's sonar equipment has progressed to unbelievable sophistication.

Keeping pace, modern submarines are being built to run faster, deeper, and more silent. With each advance in silent running technique comes newer ideas for more accurate detection equipment and demands for more certain methods of destroying the submerged enemy. This is the never-ending task of Anti-Submarine Warfare.



A fixed-wing aircraft searches the area while (left) an air crewman monitors results of submarine sensing devices

“ . . . to seek, to find,
and not to yield.”

Experts agree that in an all-out war, an unopposed Communist bloc submarine fleet could effectively bring shipping to a halt. **Jane's Fighting Ships** lists more than 400 subs in the Soviet fleet alone. The United States and its allies must be prepared to cope with this potential threat.

The Anti-Submarine Warfare Group, of which Hornet is part, includes the carrier's embarked air group and eight escorting destroyers.

To maintain ASW readiness, Hornet participates in periodic exercises to test new equipment and perfect methods of detection and deception.

When a possible submarine contact is reported during an exercise its position is plotted in Hornet's Combat Information Center. Helicopters and fixed-wing aircraft are vectored to the area and smoke flares are dropped to mark the spot where the first contact was made. With the aid of sophisticated electronic equipment the aircraft attempt to classify the contact. Once classification is confirmed, the fixed-wing aircraft and helos make simulated attacks on the submarine using weapons especially designed for anti-submarine warfare. The submarine is kept under constant surveillance until the destroyers arrive to continue the attack.

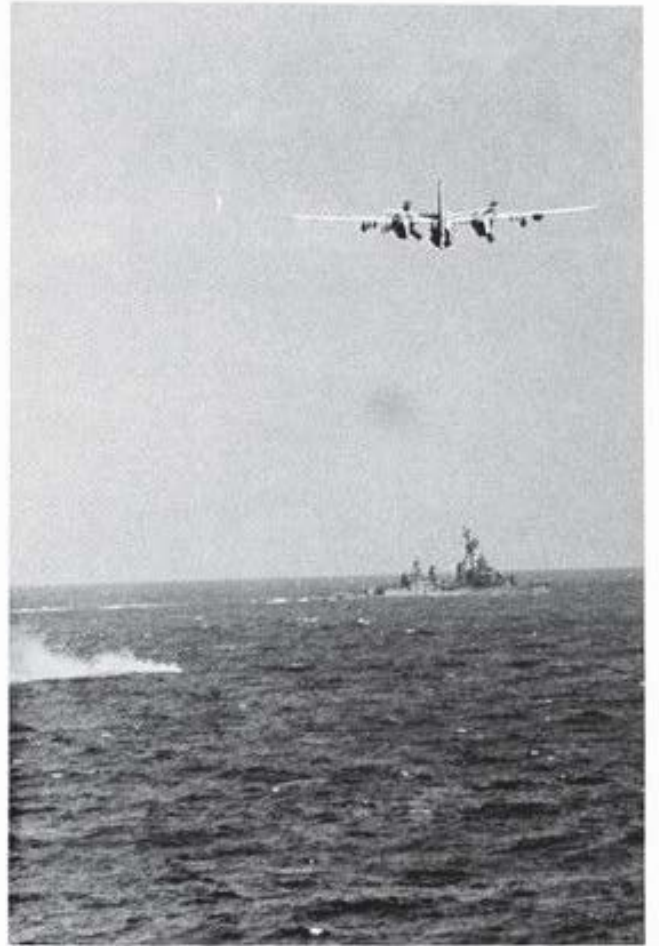
The enemy destroyed, the task group withdraws, the sub disappears, and the hunt begins again.



Sonar scope is watched for tell-tale blip of the submerged enemy



The helicopter lowers its dipping sonar into the sea to listen for any unusual sounds - especially those of a submarine

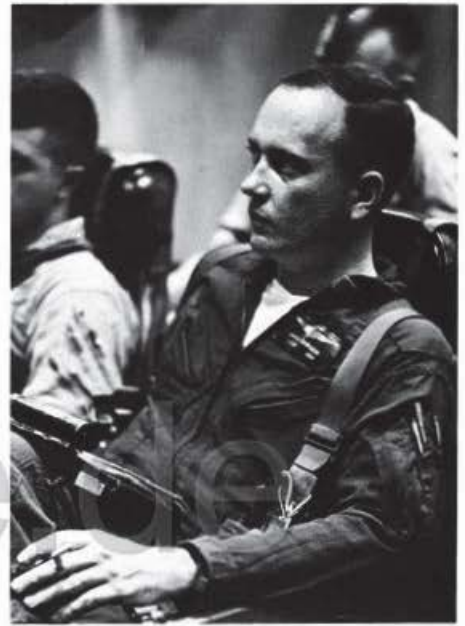
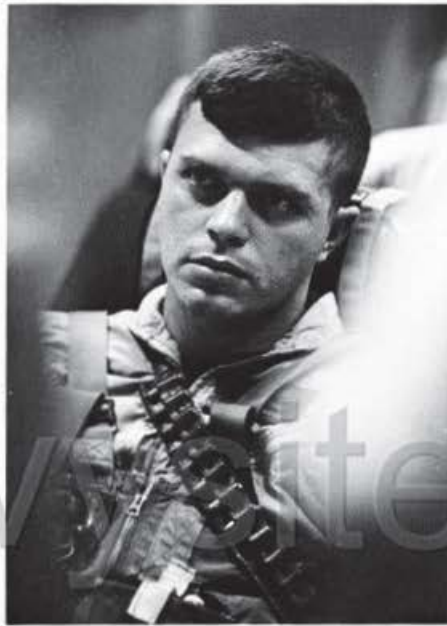


Smoke flares are dropped to mark the spot where the first contact was made and (left) a destroyer moves out for the kill.

FLIGHT
OPERATIONS

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Pilots are briefed in the Ready Room . . . then man their aircraft

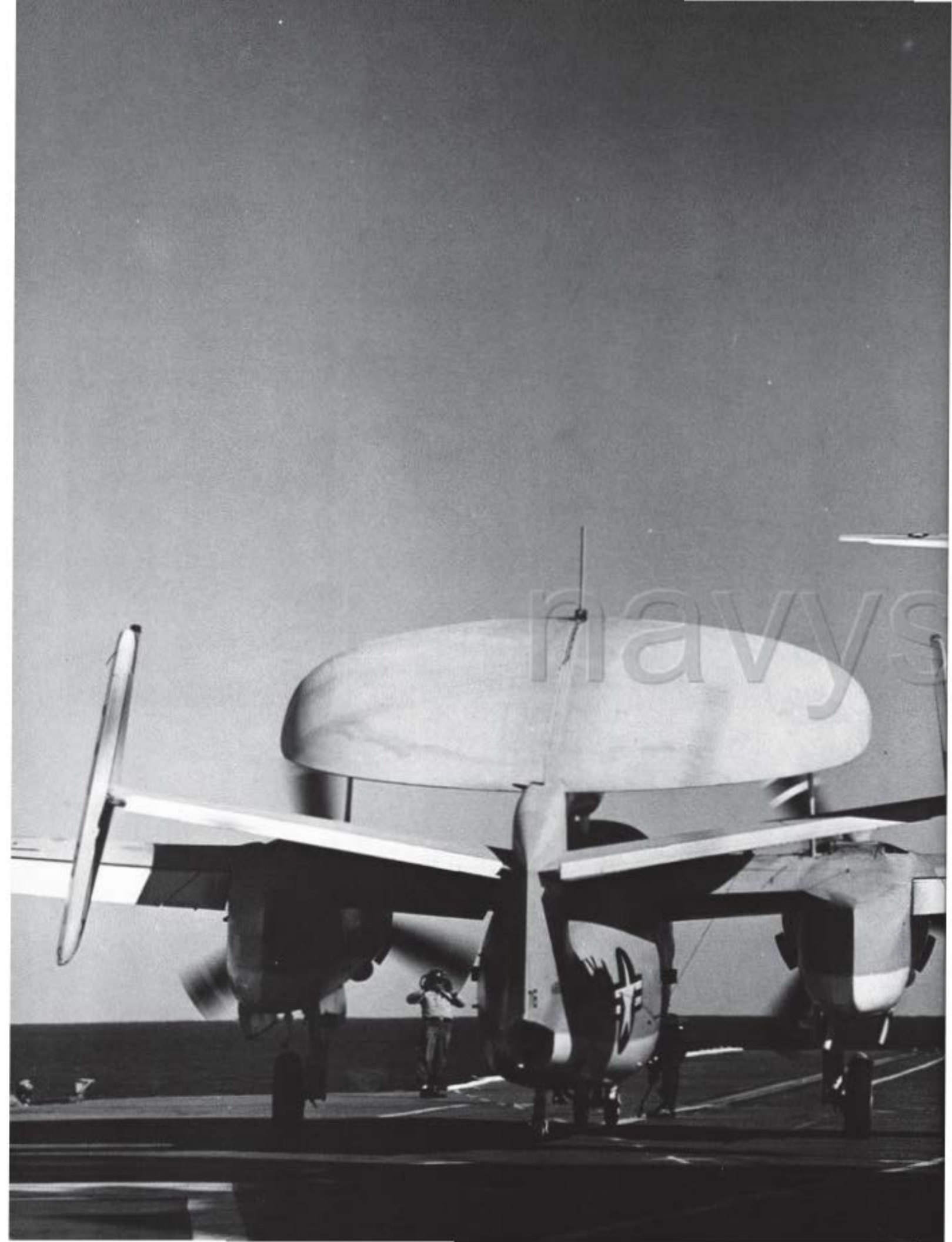
Preparations for a flight begin hours before a launch.

In the hangar bays and on the flight deck, teams of specialists, each conscious of the approaching launch time, work feverishly.

In Hornet's Ready Rooms, pilots and crews are briefed. They listen intently to information on the concept of their mission and its specifics, the weather, safety precautions, etc . . .

With briefings completed, pilots and crew converge on the flight deck. Laden with survival kits, charts, and the other materials required for the day's mission, they man their aircraft.







THE LAUNCH

It is, after all, as a mobile air base that the aircraft carrier exists. The floating airstrip and its embarked Air Group form one of the most powerful striking forces known in the world today.

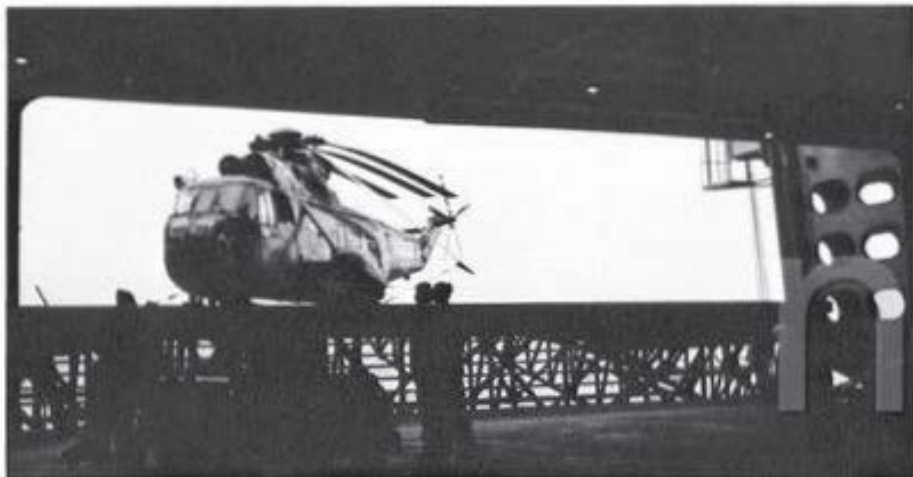
But unless a carrier's planes are "up", she has failed in her mission. The efforts of hundreds of men aboard Hornet are required to accomplish our primary duty — that of launching, flying and recovering aircraft. This we call "Flight Operations".

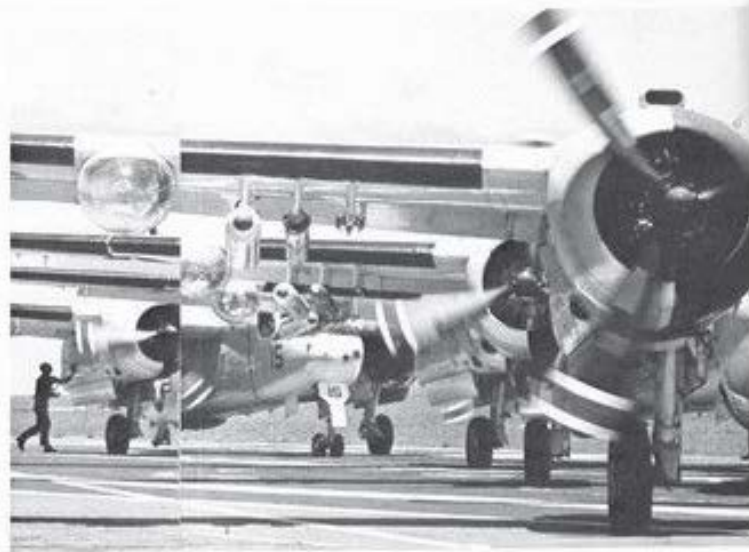
The fact that Flight Operations are carried out successfully on a daily basis (24 hours a day on Yankee Station) is a credit to the intelligence, training, and teamwork of the more than 2,600 men aboard Hornet.





The process of getting the aircraft from the Hangar Bays to the catapult is carried out by teams of specialists. These crews are each well trained and practiced for their job, whether it be aircraft handling, fueling or loading ordnance. The entire evolution is coordinated by the "Air Boss" from high in the island structure.





Prepare to
launch aircraft





navys







A long hard day . . .

Returning with mail from the Philippines, the COD sets down on Hornet. Flight deck action is recorded on video tape by a television camera. Below, weary pilots return to their ready rooms to debrief.

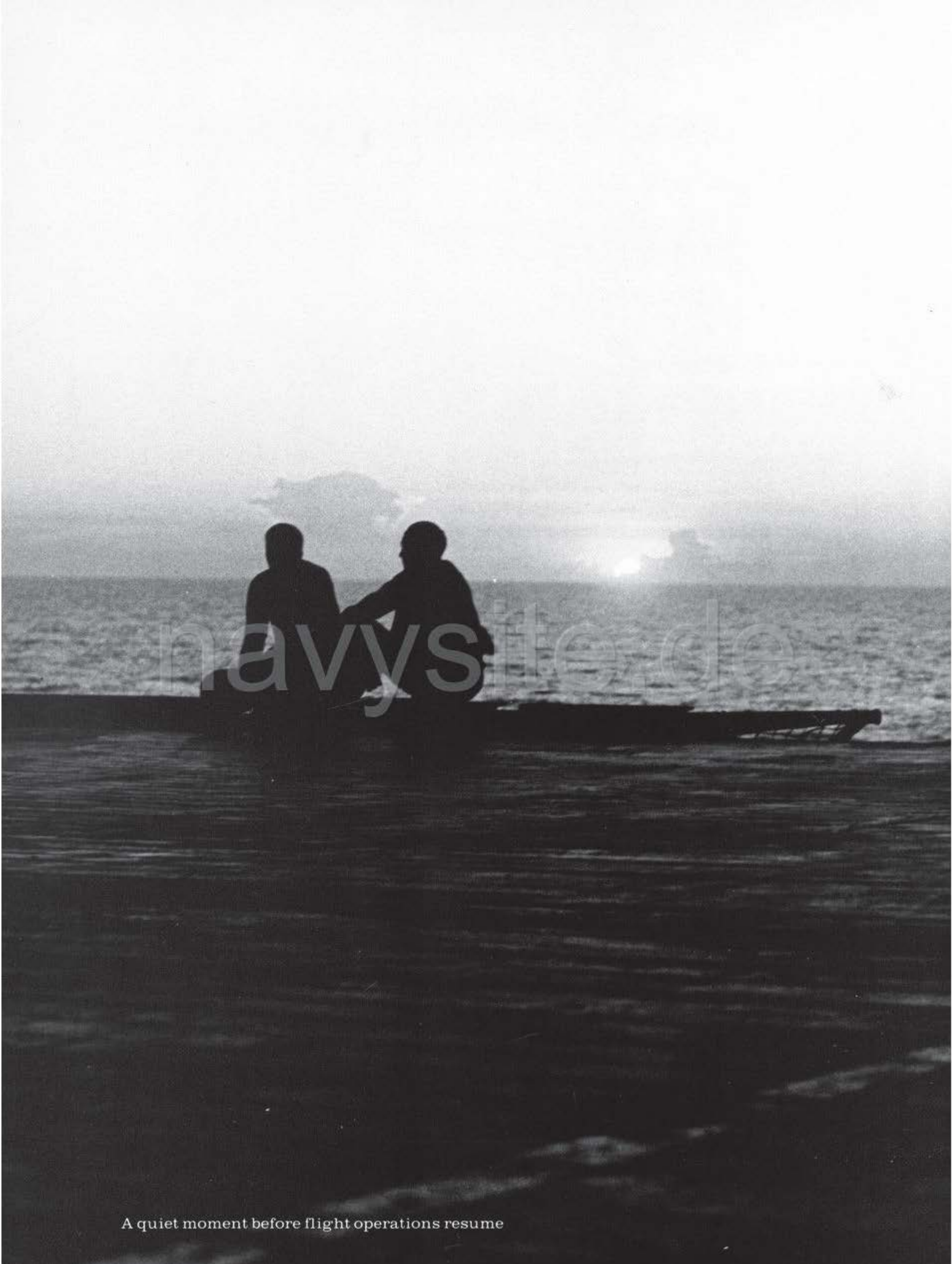


Day after day,
night after night

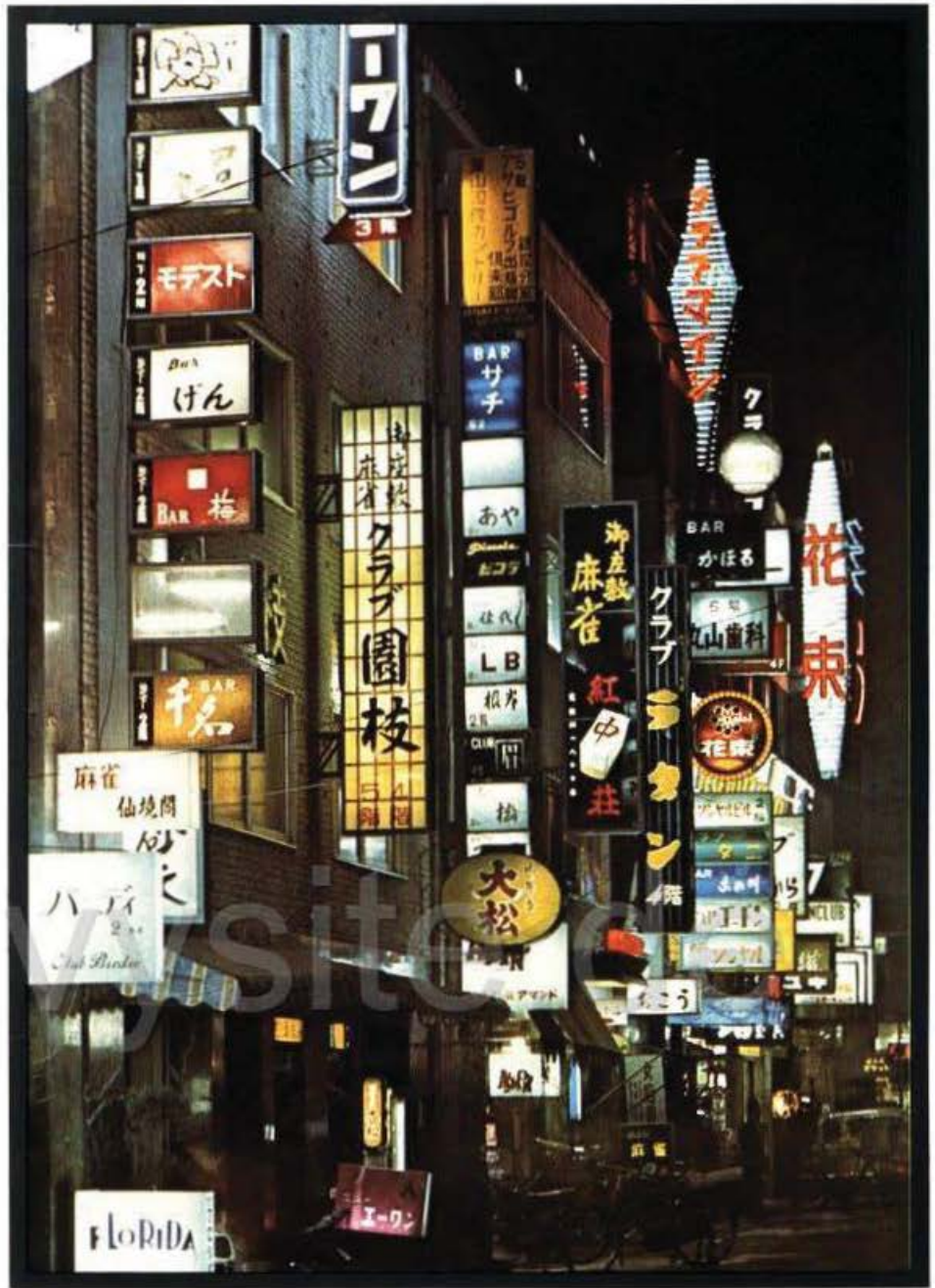


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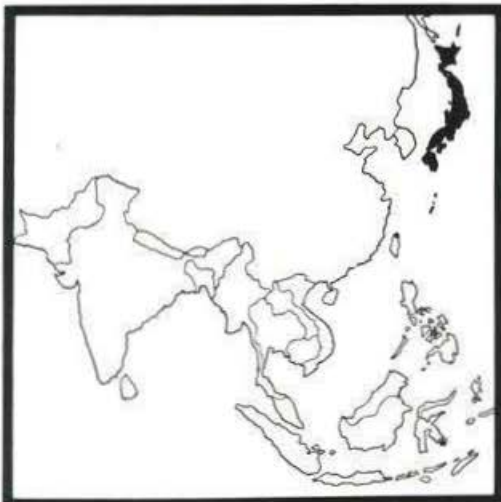




A quiet moment before flight operations resume



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JAPAN

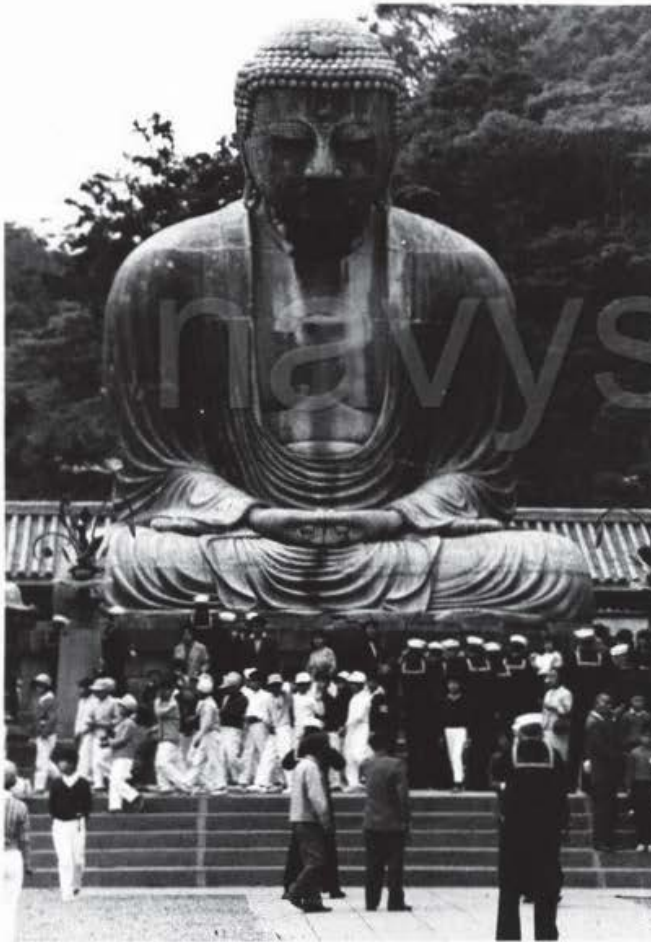
"The land of the rising sun" was visited by Hornet on four occasions during the cruise.

Two port calls were made in Yokosuka, a busy city south of Tokyo, and two were made in Sasebo, a shipbuilding port on the island of Kyushu.

Ancient stone lanterns and brilliant neon signs; the stately temples and huge sprawling factories; the kimono-clad women and mini-skirted secretaries; the quiet countryside of Kyushu and Yokosuka's Broadway Avenue – all pointed to the contrast of the old and new of today's Japan.

Tours, tours, tours

When Hornet twice visited Yokosuka, many left the coastal city to "discover" the nearby attractions. Whether on ship-sponsored tours, or in rented cabs or trains, the curious reached Kamakura—former capital of Japan and possessor of many temples and the Great Buddha, Tokyo—the world's largest city, Hakone National Park—from every peak of which Mount Fuji is visible, Odawara, Kyoto, Nara, Yokohama, and on and on.



The Great Buddha sits in solitary dignity in a grove of trees in Kamakura, once the seat of the ruling Shoguns. Cast in 1252, the 42 foot figure was originally enclosed in a temple but the building was carried away by a tidal wave in 1495 and was never replaced



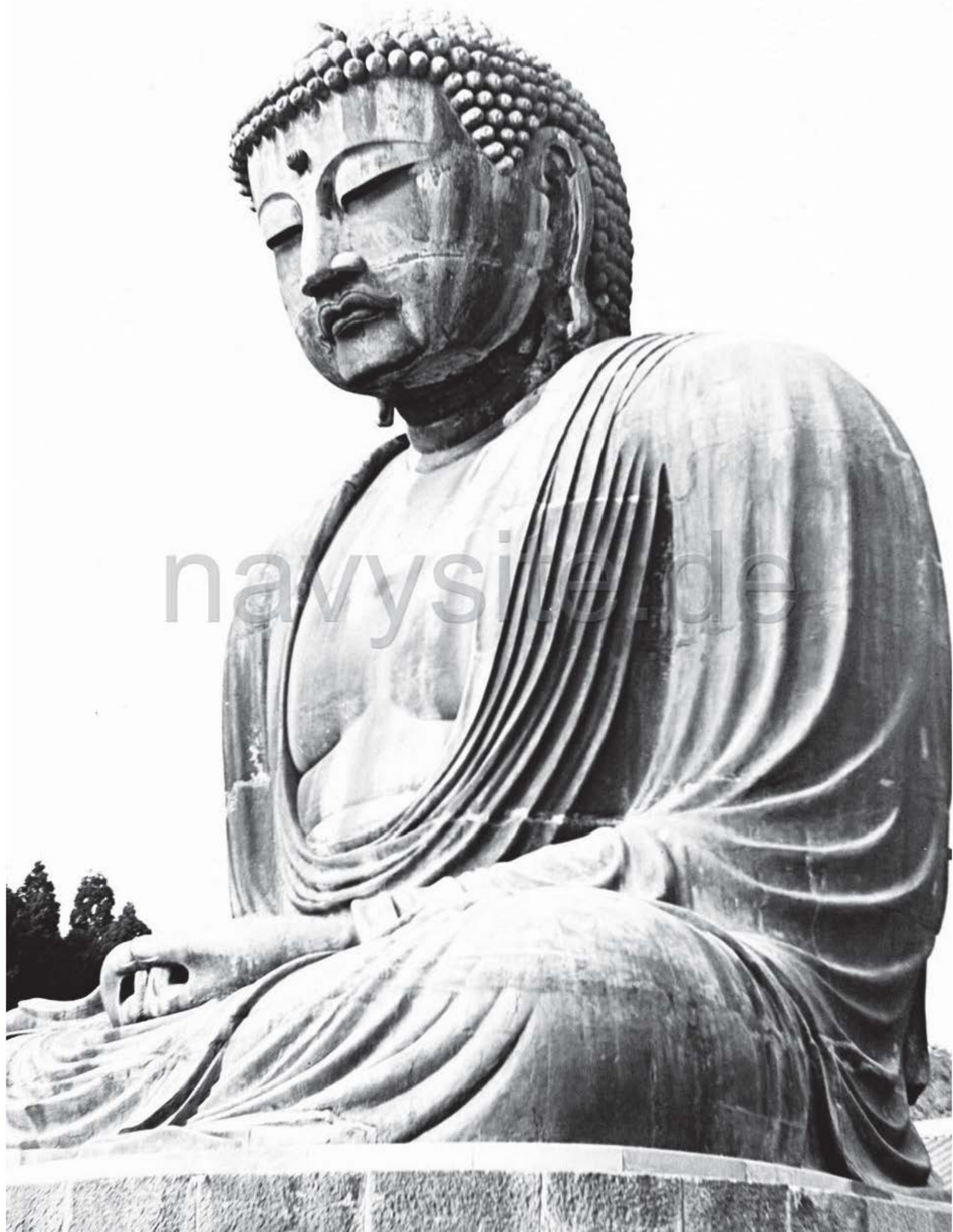
Newly renovated Odawara Castle, now a museum



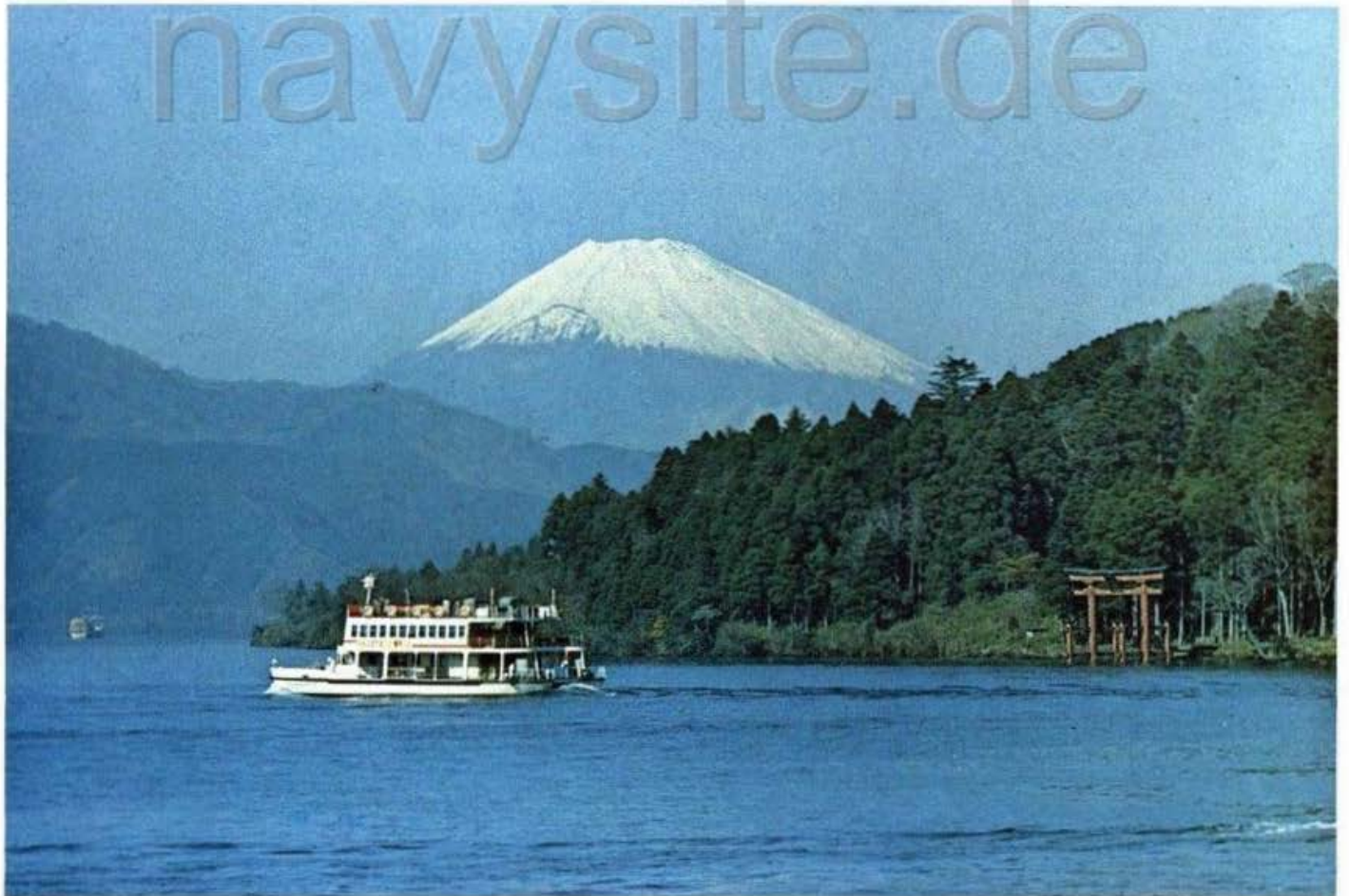
Tempura, sukiyaki, sushi, sake, and other Japanese favorites in Suehiro's, well-known Tokyo restaurant



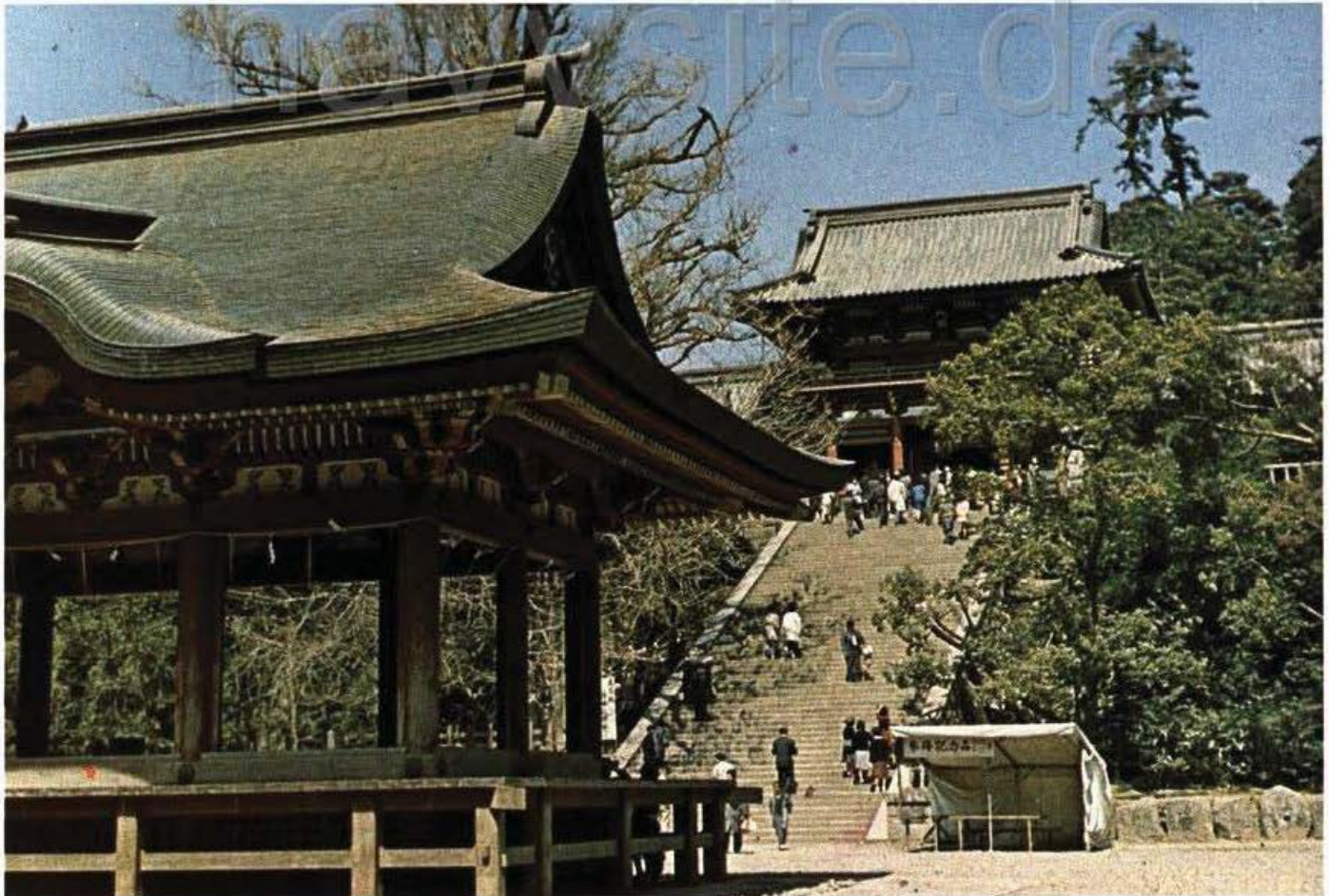
Shinto shrine in Tokyo



Modern Japan has not neglected its cultural monuments nor its scenic wonders. The splendor of olden temples and carefully conserved parks remain as they were centuries ago.



Majestic Mount Fuji overlooks Lake Ashi in Hakone National Park – one of the many stops on Hornet-sponsored tours



This temple in Kamakura, former capital of Japan, dates back to the 12th century

Beyond the hills
surrounding Yokosuka,
Mt. Fuji rises above the horizon



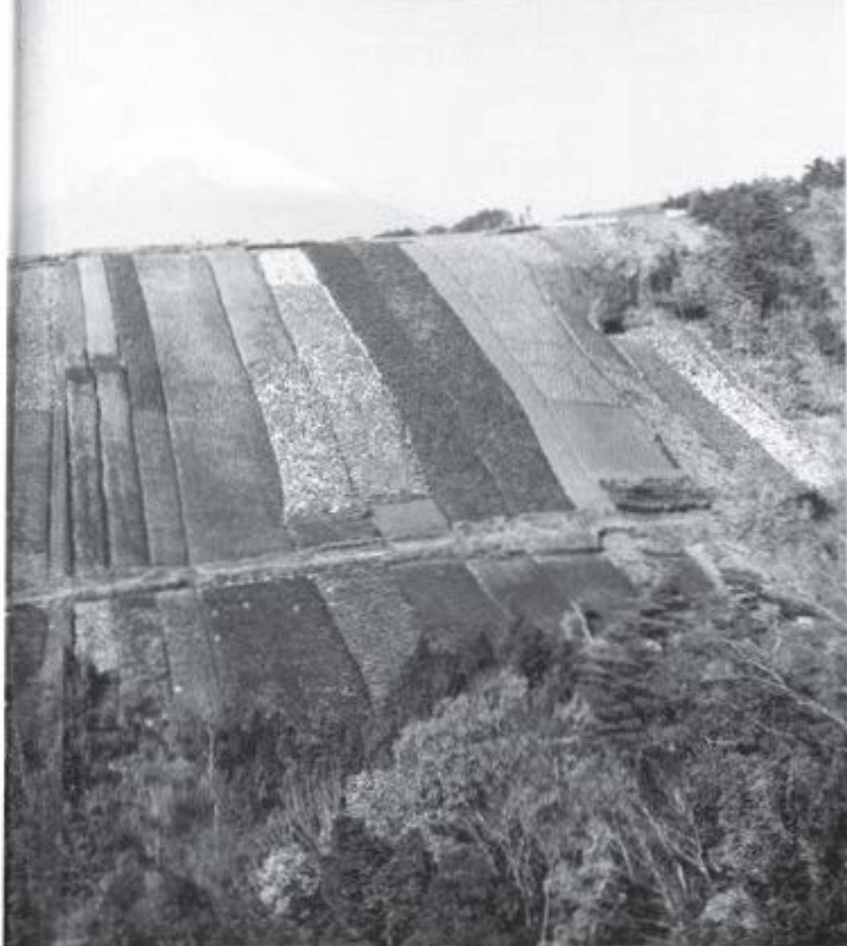
Amid maze of Japanese "sale" banners, Hornet crewman seeks best bargains



Personalized coffee cups were a popular bargain in Thieves Alley



The bright lights of Broadway Avenue mark the way to the bar district of Yokosuka



Even quiet Yokosuka side streets are not free from the commercialism that makes Japan prosperous



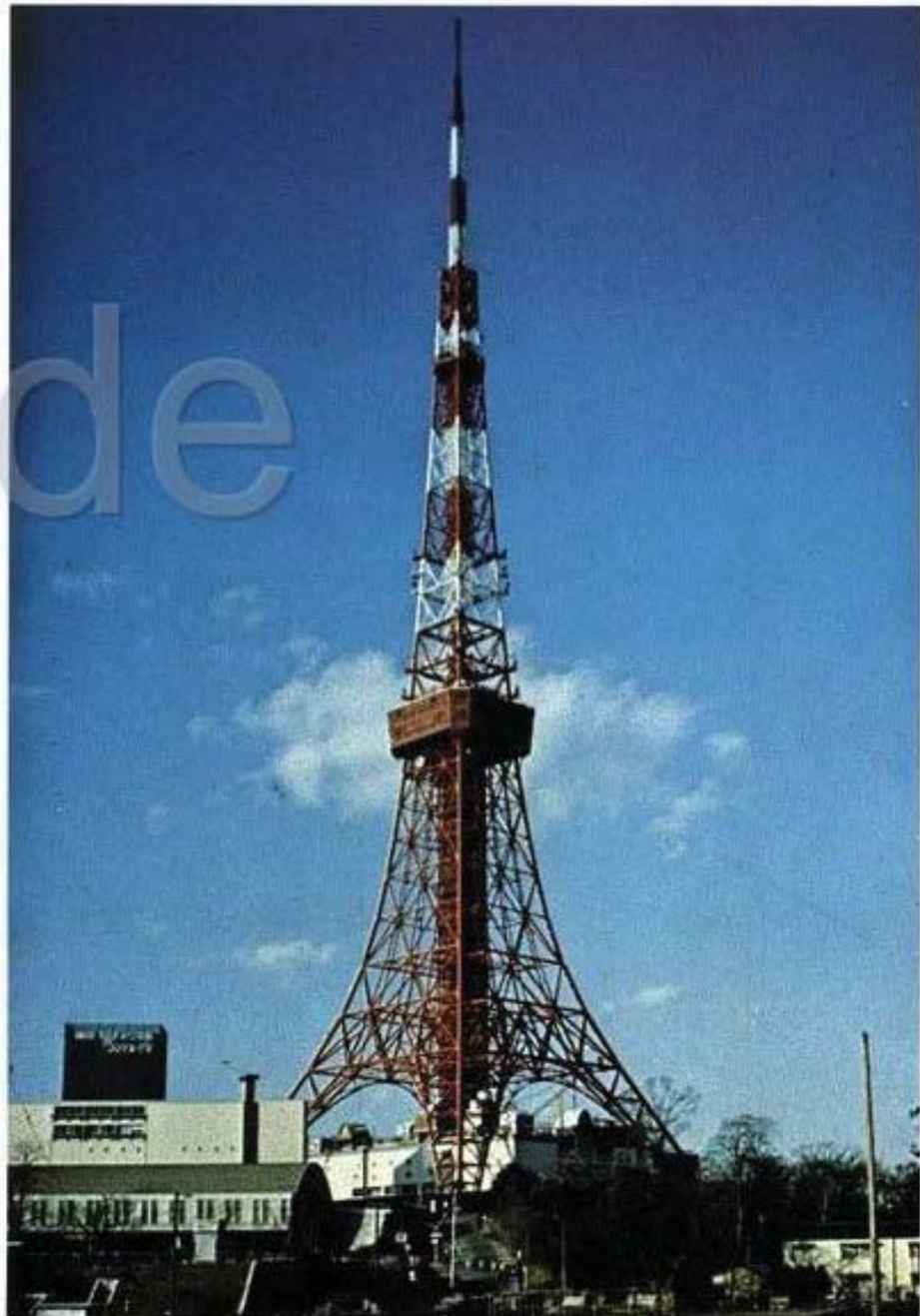
Hornet sonar crew apply a well-tuned ear to Japanese sound equipment



The Ginza – the Broadway of Tokyo



The sights and lights
of Tokyo drew many
to this, the largest
city in the world



Tokyo Tower – tallest tower in the world – is the city's best-known landmark



navys
Off to the baths . . .

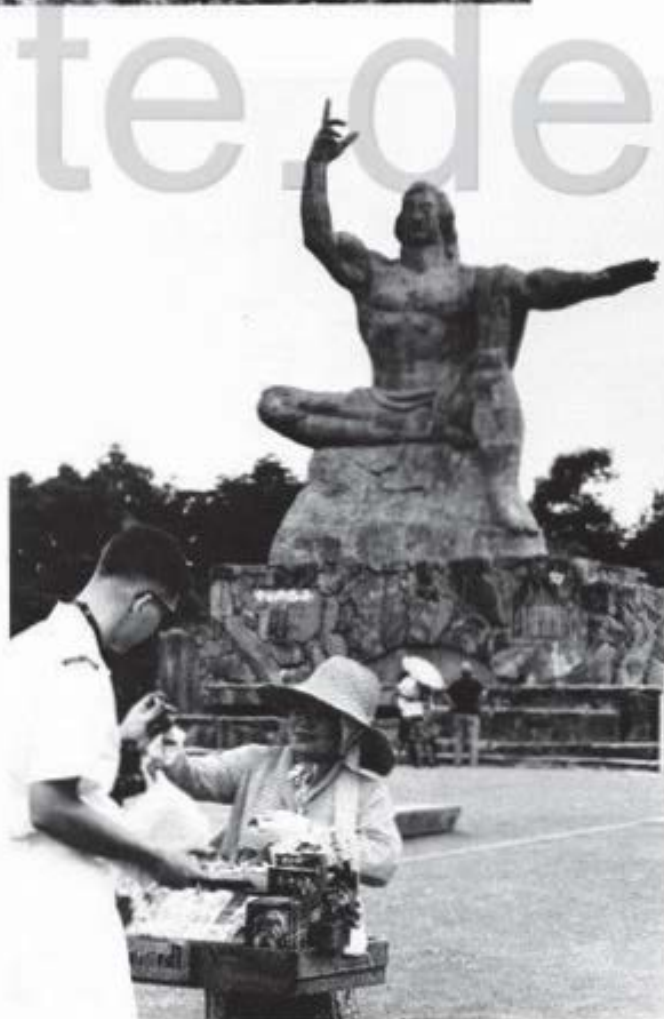


SASEBO

Far from the beaten track of popular tourist haunts lies the island of Kyushu, southernmost of Japan's main islands and the site of the country's first contact with the West. Sasebo, a shipbuilding port on the western coast of Kyushu, was twice visited by Hornet.

The city was friendly. Members of the Chamber of Commerce met the ship and presented Captain Robertson with flowers. Children asked crewmembers to join in a game of baseball. Merchants were eager to please.

Beyond the city limits of Sasebo were sights to see. At the Takashima Pearl Farm one could watch skilled workmen insert into an oyster a tiny irritant which, in three years, would become a cultured pearl. In the nearby town of Arita, famed porcelain factories were open for inspection. In Nagasaki, where the second atomic bomb was dropped, museums and memorials retold the story of the nuclear blast and made a quiet plea for peace.





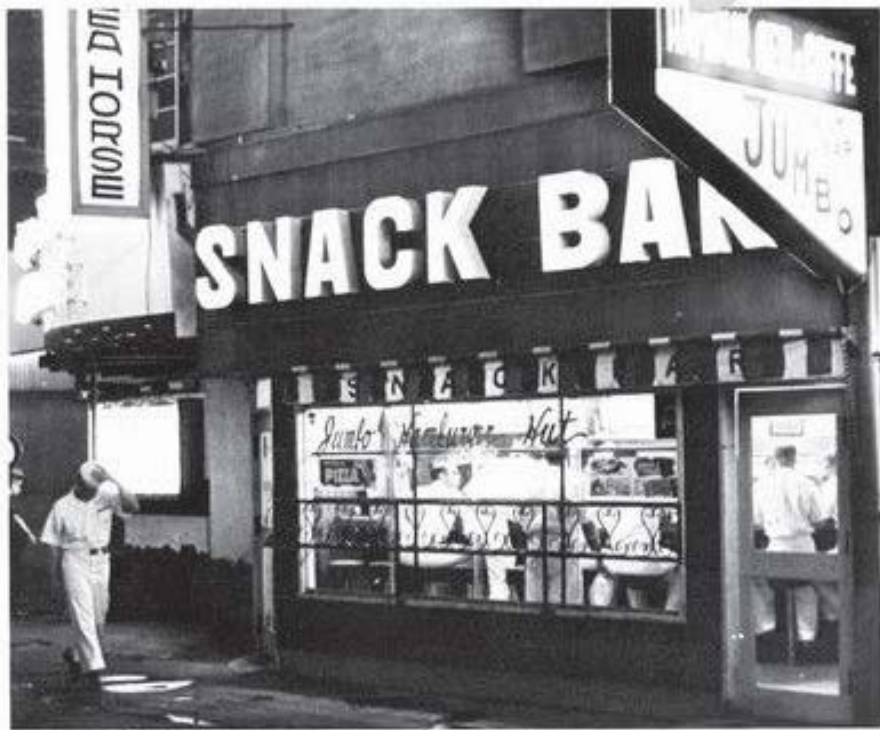
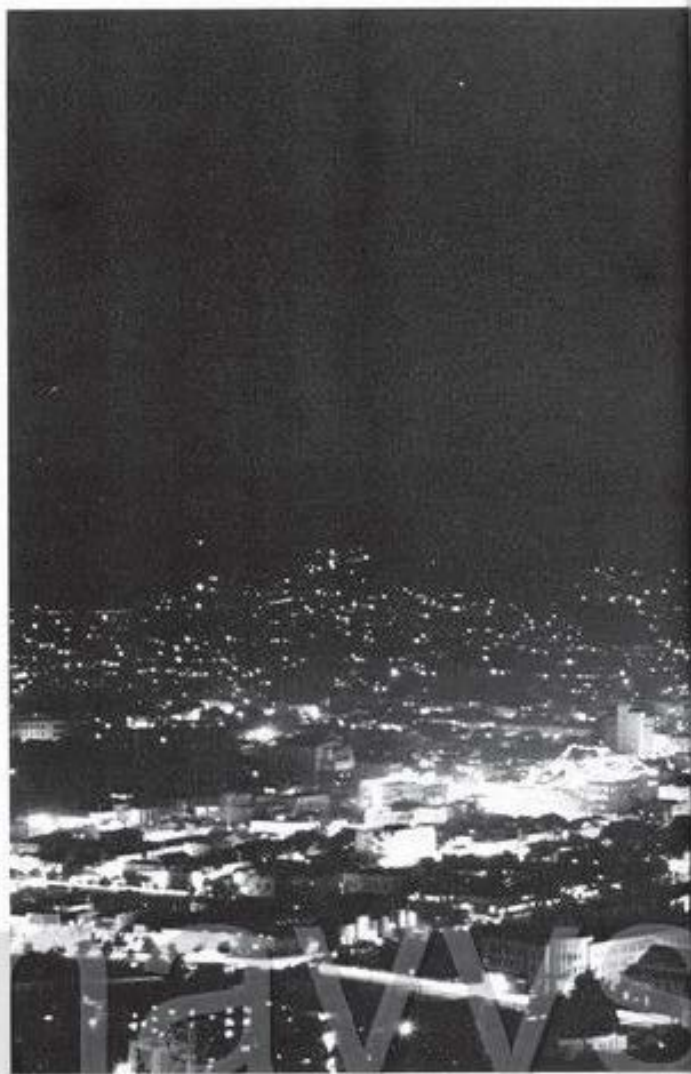


Japan's Heritage . . . Everywhere Apparent

While visiting Japan, Hornet crewmembers were forever visually reminded of that country's cultural past. Japanese in modern dress cross the Kinta.bashi Bridge, which was constructed in 1673 by a feudal lord in the city of Iwakuni. Twentieth century geisha wear

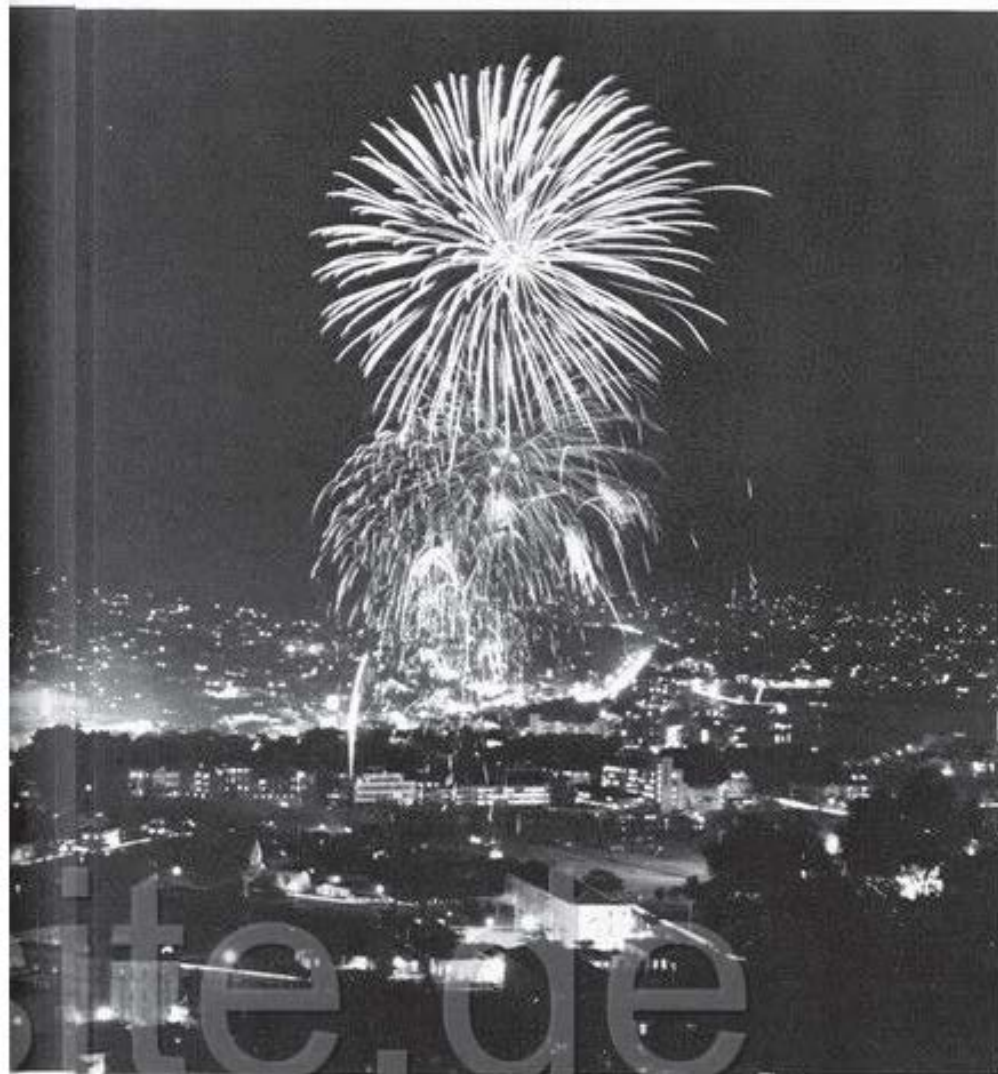
traditional kimonos while playing the ancient game of "hanetsuki". In rural areas, farmers live much as they have for centuries. Everywhere temples and shrines, like the Toshogu Shrine in Nikko, show the beauty of Japan's ancient architecture.





A Japanese bar maid. Friendly. Laughing. Beguiling?

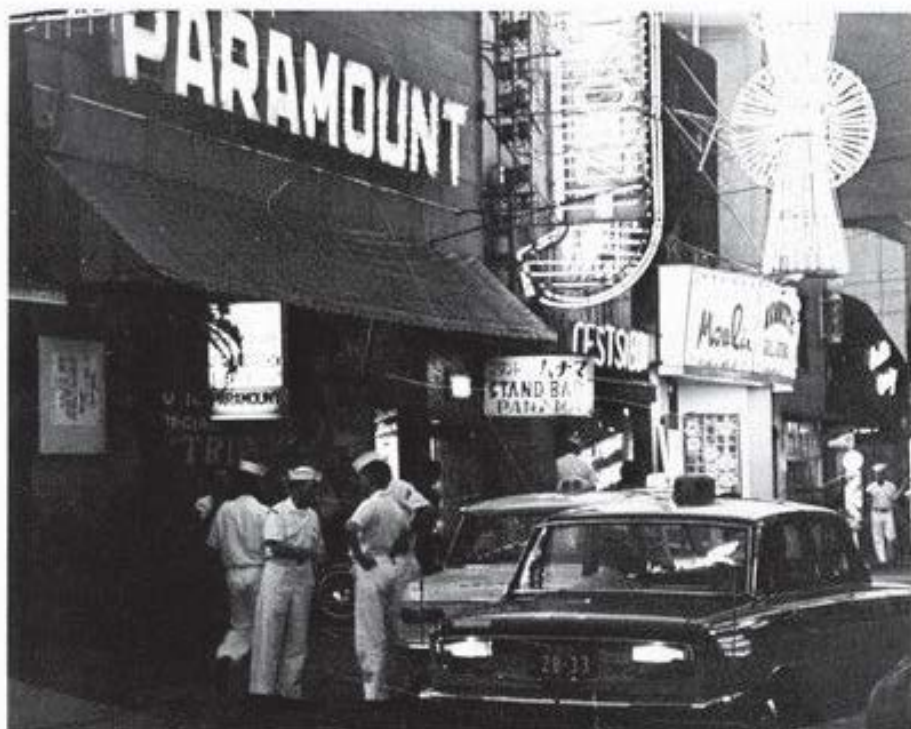
In the old city of Sasebo, a late night snack. American style, of course!



Summer fireworks display in Sasebo

Sasebo at night

When the sun goes down, the "rich-for-a-day" come out to play and downtown Sasebo bursts into a world of flashing neon. The hundreds of noisy bars and gaudy night clubs, carefully imitating western-style night life, are in marked contrast to the simplicity of the surrounding city and countryside.



PARAMOUNT—landmark of the Orient. Who hasn't been to the Paramount?



For some, the night starts early

SEA OF JAPAN



The Soviet destroyer Besslednyi (022) shadows Hornet during a foggy morning replenishment in the Sea of Japan. The Walker (above left) keeps a watchful eye on the warship. 022 was kept

under close surveillance as she harassed the task group during training maneuvers



EXERCISES

Hornet's escort collides with Russian warships during training maneuvers

When Hornet sailed from Yokosuka on May 4th she headed north to participate in joint exercises with the Japanese and Koreans.

The first cycle of training maneuvers involved units of both the U.S. Navy and Air Force and the Japanese Maritime Self-Defense Force and Air Self-Defense Force. A total of 14 ships, including Hornet and two American submarines, took part in anti-submarine warfare and air defense exercises which emphasized coordinated training for the forces of both countries.

A similar joint ASW exercise between units of the U.S. and Republic of Korea Navies began after an early morning rendezvous on May 13th and lasted for three days.

During the exercises, the men of Hornet saw several Soviet aircraft as they made low altitude passes over Hornet.

On May 10th a Soviet destroyer, which had been harassing the task group, finally scraped the USS Walker in one of several close approaches. The collision occurred when the Soviet destroyer attempted to overtake and pass the Walker. There were no injuries and only minor damage to both ships. In an oral statement to the ranking Soviet diplomat in Washington the State Department officially protested the Soviet action.

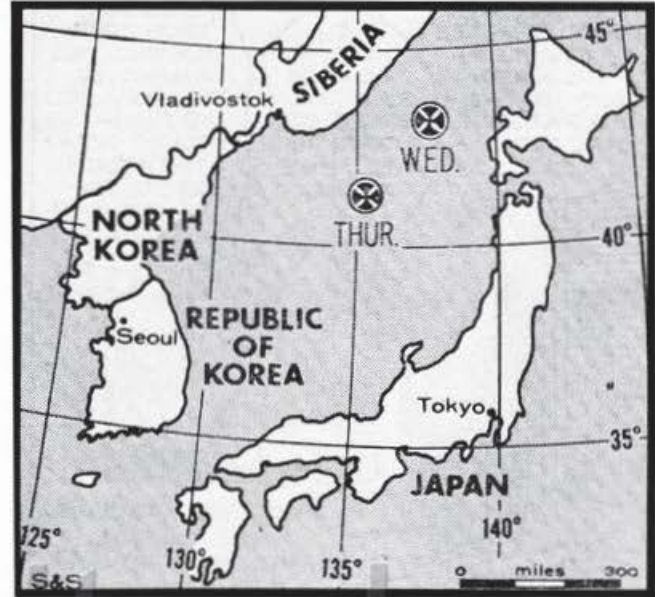
The next day, another Soviet destroyer ran into the Walker. Damage was slight and no Americans were injured. By early Thursday afternoon three official protests had been made by Washington concerning the two incidents.

The Commanding Officer of the Walker believed neither collision to be deliberate. In a press conference in Sasebo, Japan, Commander McClaren told reporters, "I think both incidents were slight miscalculations in navigation."

During the exercise a total of six Soviet ships were observed by the task group. Despite the harassment, the exercises were considered a success.



Russian Badger as it overflew Hornet



Cross marks indicate approximate site where the Walker collided with Soviet warships on May 10th and 11th



A crewmember aboard the Walker took this photograph just as the Soviet destroyer 022 scraped the Walker on May 10th



Admiral Harty meets with Japanese General



Captain Robertson greets correspondents from Korea



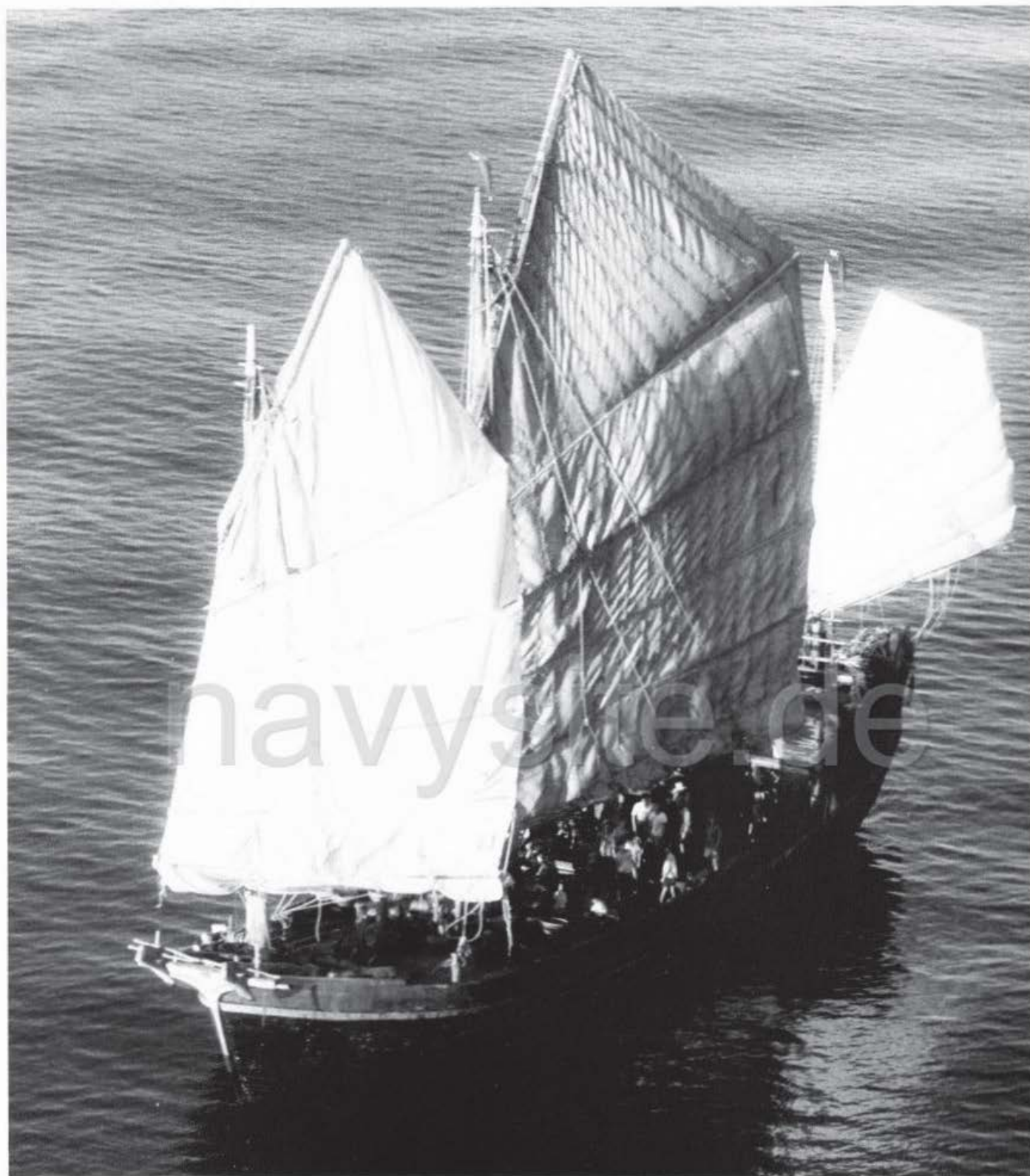
Many guests came aboard Hornet to observe the joint exercises



General Bonesteel arrives from Korea



Guests touring the ship were impressed by modern equipment in sickbay



YANKEE STATION



Weary helicopter crews (below and right) return to Hornet after two successful search and rescue operations. Greeted by proud shipmates, they are doused with buckets of water on the flight deck



YANKEE

Task Force 77

From a position known as "Yankee Station" in the Tonkin Gulf off the coast of Vietnam, one of the most powerful sea forces ever assembled is engaged in halting the flow of material from North Vietnam to enemy forces in the South.

This arm of the Seventh Fleet, known as Task Force 77, is an armada of aircraft carriers, 400 aircraft, some 25 support ships and more than 30,000 men. Hornet was part of Task Force 77 and spent 35 percent of the deployment operating with it in the war zone.

Since January 1965, Task Force 77 pilots have flown more than 100,000 missions over North Vietnamese targets, aiming mainly at "choke points" where railroads, highways, and waterways connect, and transshipment points where supplies are stockpiled to be infiltrated through the DMZ.

While aircraft are hitting inland targets, the "Yankee Team" surface arm—the guided missile cruisers, frigates, and destroyers—prowl the Vietnamese coast seeking out waterborne logistics craft and coastal targets such as gun emplacements and SAM sites. As these ships fire on their



Prompt medical evacuation by Hornet helicopters brings wounded Mansfield crewmembers to Hornet for emergency medical treatment after their destroyer had been hit by North Vietnamese shore batteries



An S-2E Tracker from Hornet flies over a Russian merchant ship steaming south in the Tonkin Gulf from Haiphong

STATION

and Hornet

targets, spotter aircraft from Hornet and other Seventh Fleet carriers radio corrections to the ships and report when the targets have been destroyed.

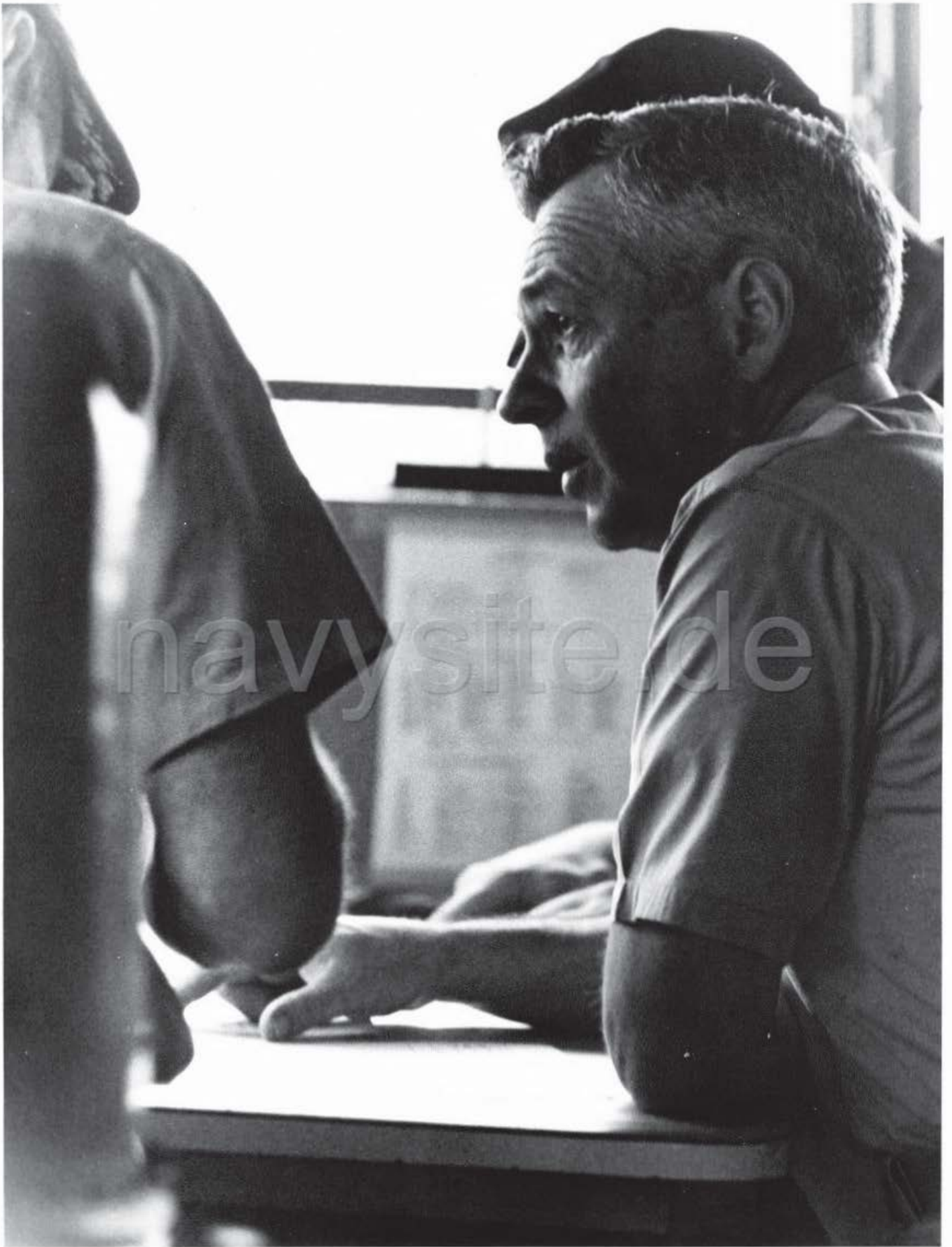
At the same time, Hornet and other support ships perform the important job of protecting the task force against aerial, surface, and sub-surface attack, and carry out the life-saving search and rescue operations for pilots downed in Vietnam or off the coast.

In addition to these operational commitments, Hornet performed many logistics and support functions. Designated Yankee Team Mail Carrier, Hornet insured that mail, reaching the carrier from the Philippines, was delivered to the ships of the force. The vast complex of shops, machinery, supplies, and technical talent beneath our busy flight deck provided many services: parts, repairs, fabrication of new equipment, technicians, and medical assistance, to name a few.

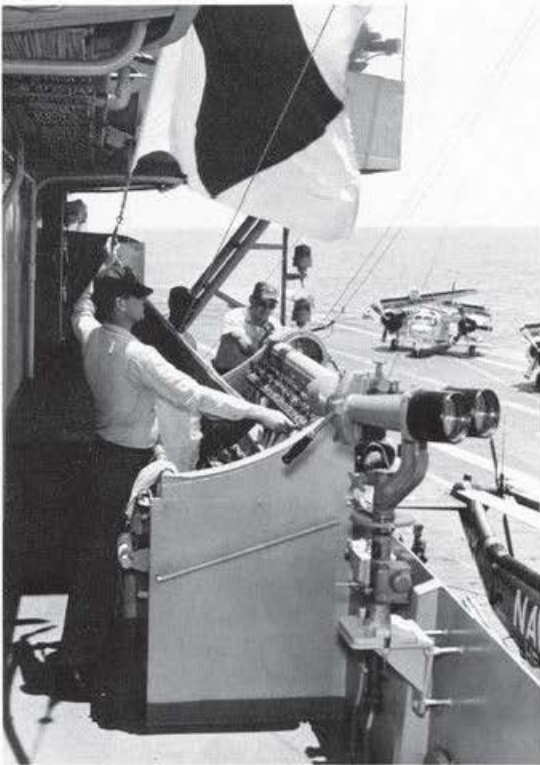
Our sea periods on Yankee Station were demanding, and the joys were few, but it was work that had to be done, and was done well by the men of Hornet.



The Russian trawler Barograf, a familiar sight in the Tonkin Gulf, spent many months on Yankee Station observing the operations of Task Force 77

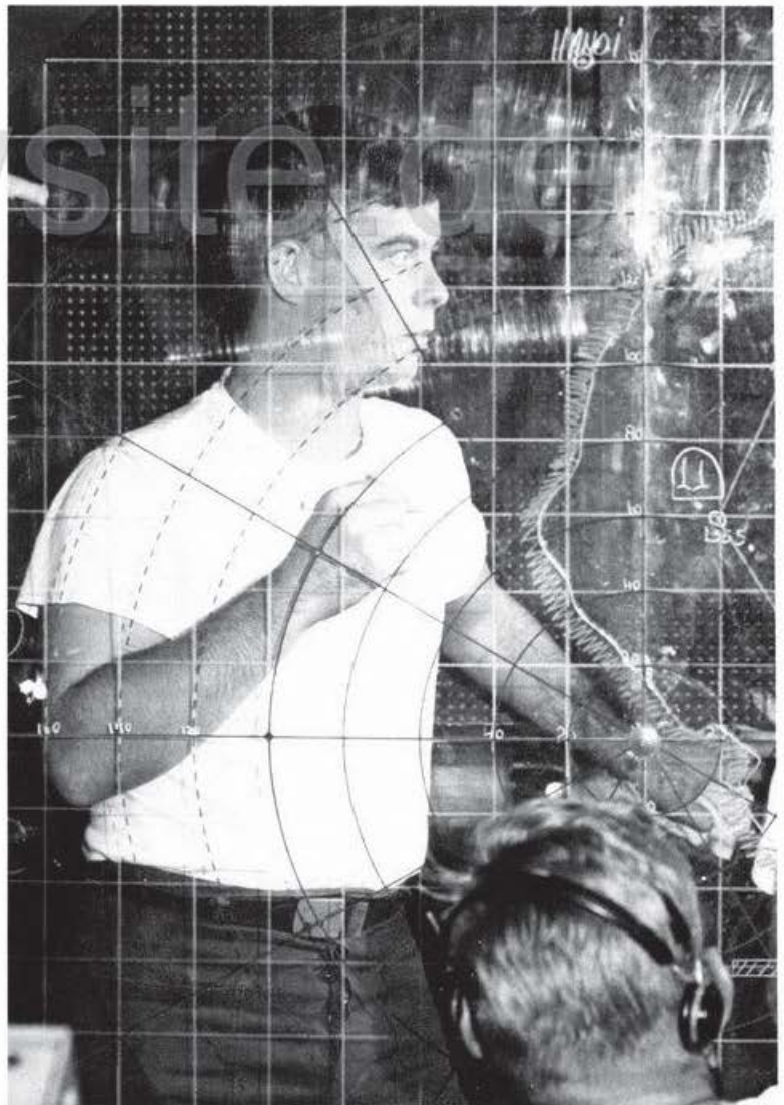


Captain Robertson discusses current operations on the bridge



While Hornet was operating in the potentially dangerous waters of the Tonkin Gulf, the need for rapid communications increased. The Commanding Officer, in particular, had to have quick access to information regarding the operational status of the ship. The number of boilers on the line, maximum speed available, how many aircraft were flying and where they were, and many other factors necessary to the successful operation of a carrier in the war zone.

Equally important was information about other ships in the Gulf. Where they were positioned, how fast they were going, and in what direction. Continuous communications, not only within the ship, but between Hornet and other ships, was a necessity. Without them, the accomplishment of Hornet's mission would have been impossible.







An aircraft carrier exists to provide a floating runway, hangar, and maintenance base from which aircraft can fly. And while Hornet was on Yankee Station, fly we did. During the month of June Hornet was at "Flight Quarters" 24 hours a day until the 28th of that month. During that period Hornet aircraft made 1274 arrested landings, flew more than 5000 hours and used nearly 575,000 gallons of aviation fuels.

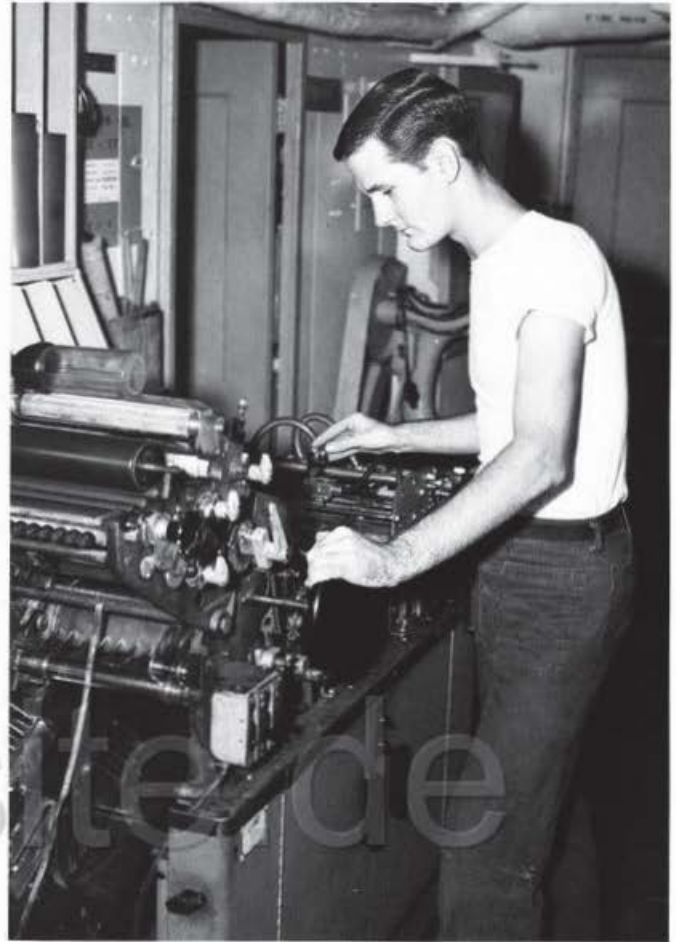
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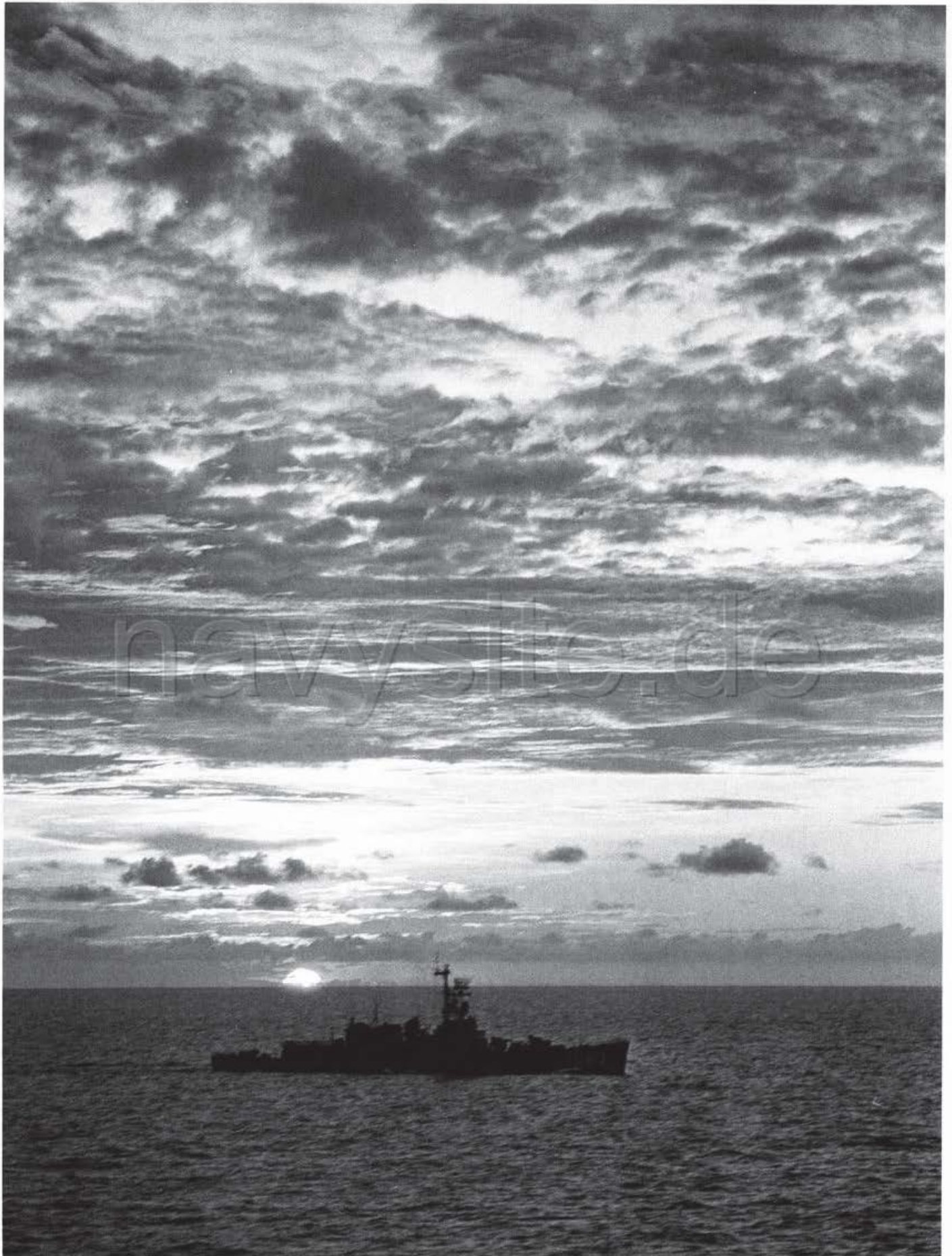






Even as flight operations go on, Hornet crewmen are hard at work processing the mountains of paper work that are necessary for the efficient operation of the ship. Forms must be printed, along with memorandums, notices, programs, and reports. The payroll, often totalling \$500,000 monthly, is prepared. Forms are completed and checked and rechecked.





The USS Evans, one of Hornet's eight escorts

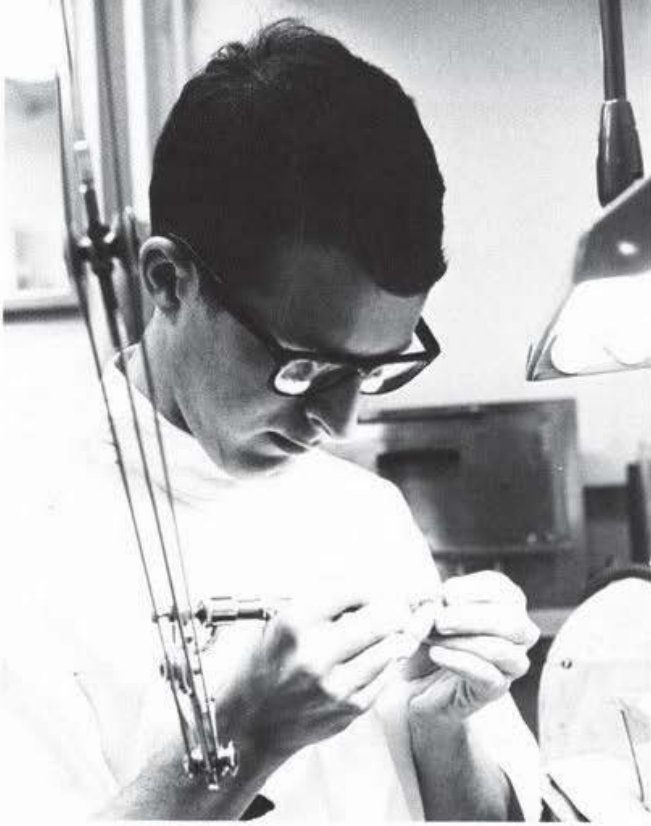


While on Yankee Station Hornet operated as a unit of Task Force 77, an armada of aircraft carriers and some 25 support ships that operated primarily in the Gulf of Tonkin.

In order to avoid coming too close to other ships and also the coast of North Vietnam, the bridge teams and the Navigation Department had to use skillful planning as well as extreme caution in the daily routine of flight operations, underway replenishment, and tactical maneuvers.

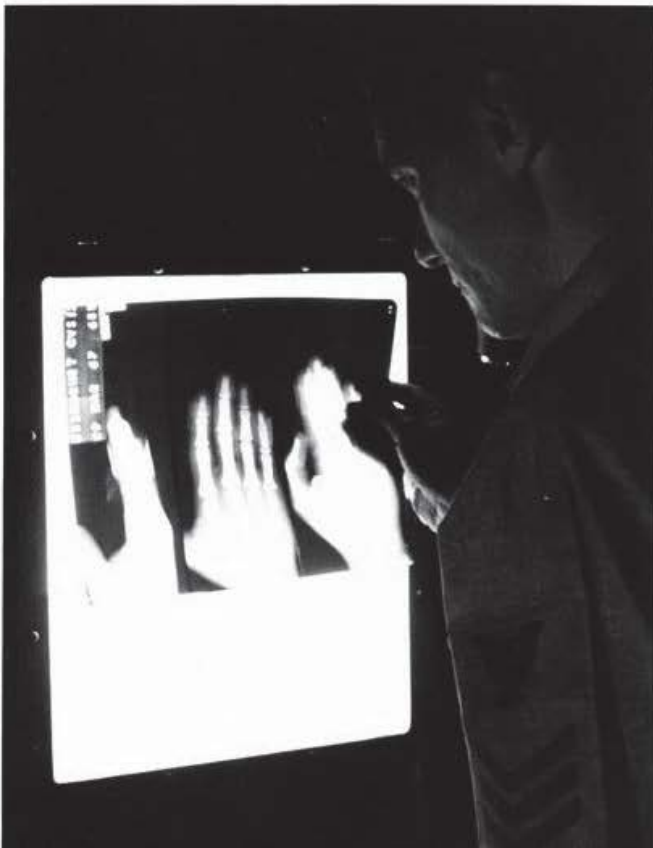
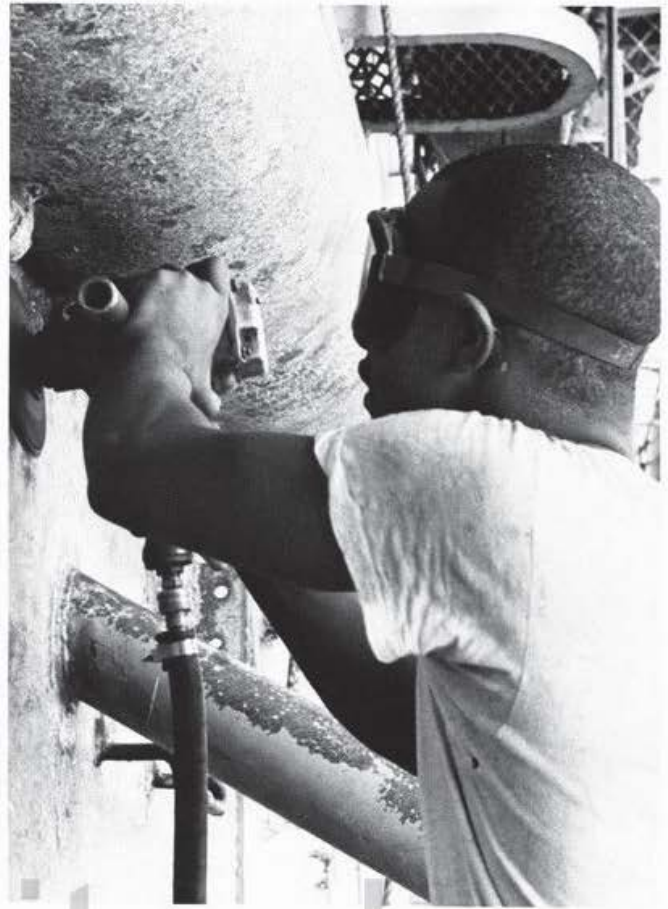






Because of the long sea periods, upkeep at sea was very important. Preventative maintenance and general repairs were the order of the day on Yankee Station. But the "state of repair", or health, of the crew was not neglected. As the latest equipment and techniques in our shops renewed the ship, the modern equipment and up-to-date medical knowledge of Hornet's sickbay and dental lab kept the crew in top-notch condition.

The Hornet, crew as well as ship, was always ready to meet any situation because its "state of repair" remained at the highest standards.





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Throughout the night, the work continues. The endless cycle of watches—someone to increase ship's speed, another to tend the fresh water tanks, and still many more to keep their eyes on the countless number of dials and gauges to insure that all systems are working properly. On the mess decks, scores of crewmembers guarantee four meals a day.

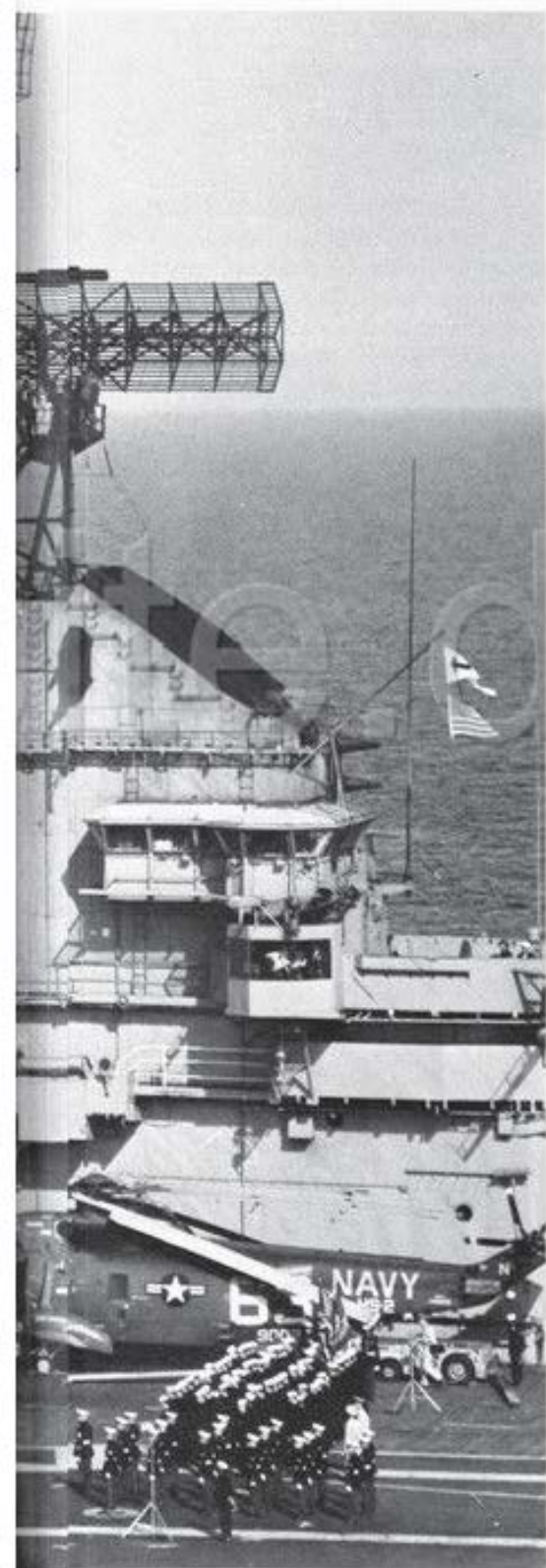
The work on Yankee Station was hot and tiring, and the joys were few, but still, it was work that had to be done, and was done well.



A ship's own way of Honoring



her Dead . . .



TAPS



The 100,000th

100,000th LANDING

On June 23rd an S-2E aircraft touched down on Hornet and caught the wire for the 100,000th arrested landing. The aircraft was piloted by Captain Robertson and co-piloted by CDR Stone, Air Group Commander.

The historic event was celebrated that evening in hangar bay one with a cake-cutting ceremony and smoker.



Captain Robertson steps from the S-2E aircraft after the record-making recovery



Co-pilot CDR Stone, Air Group Commander, and Captain Robertson about to enter the aircraft that will later make the 100,000th landing

102,000th LANDING

On the morning of September 15th a Hornet Air Group pilot lost the distinction of making the 102,000th landing when an A-1H from the USS Coral Sea snagged the honors.

The "Spad", piloted by LTJG C.F. Thom, was on a mission off the coast of Vietnam when a chip detector light in the cockpit indicated possible engine trouble. The pilot returned to the Coral Sea but was unable to land as the attack carrier's deck was spotted for an impending launch.

He was vectored to Hornet where he made a precautionary landing—marking our 102,000th arrested recovery. Hornet's mechanics went to work on the aircraft and soon detected the difficulty.

Meanwhile, LTJG Thom cut a hastily prepared cake commemorating the event on the flight deck.

Having stolen the glory, LTJG Thom was catapulted from Hornet later that afternoon. Captain Robertson sent the grinning pilot off with the coveted "102,000th landing" cigarette lighter and a piece of the cake for the Commanding Officer of the Coral Sea.

Hornet's disappointed pilots awaited the 103,000th....



Hornet's maintenance personnel make repairs to the Spad



"It's mine," said LTJG Thom of VA-25 from the USS Coral Sea. "But it should have been mine!" said CDR Harlow, Commander of our Air Group which normally would have had the honor of making this landing



The Spad on the cat ready to return to the Coral Sea

YANKEE TEAM MAIL



Mail to the fleet . . .

As the ancient Roman philosopher Lucius Seneca once said, "It is by the benefit of letters that absent friends are, in a matter, brought together."

While operating on Yankee Station, Hornet was assigned the task of "bringing people together" by delivering mail to Seventh Fleet ships in the Tonkin Gulf. We were soon known as the **YANKEE TEAM MAIL CARRIER**.

Using helicopters, Hornet delivered mail daily to more than 20 ships operating in the Gulf. At the same time, out-going mail was picked up from the ships for further delivery.

Mail was received aboard Hornet daily on a COD (carrier on-board delivery) aircraft from the Philippines. Once aboard, it was sorted and normally delivered to the proper ship within 24 hours.

Post Office personnel kept their office manned 24 hours a day, working in two shifts so that the mail could be sorted and ready for delivery early each morning.

We received an average of 75 bags of mail daily. During one 38 day line period, Hornet helicopters delivered 44,000 pounds of mail to Seventh Fleet ships . . . a lot of mail considering the weight of the average letter.

Hornet was always welcome on Yankee Station.



CARRIER



After unloading the mail planes, postal clerks busied themselves sorting mail for Hornet and other Seventh Fleet ships

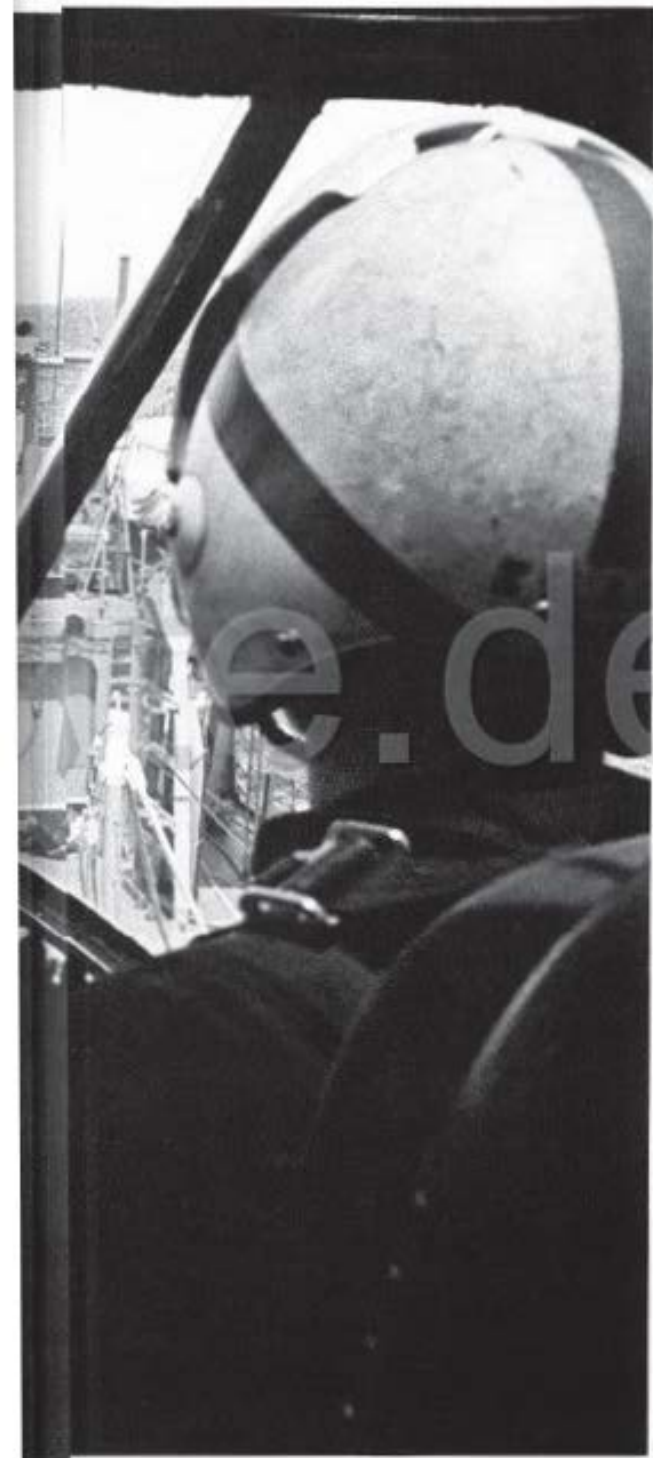
Neither rain nor sleet . . .
nor ocean depths . . .



Mail was temporarily stored in Hornet's hangar bay one until it could be loaded in a helicopter for delivery to the fleet

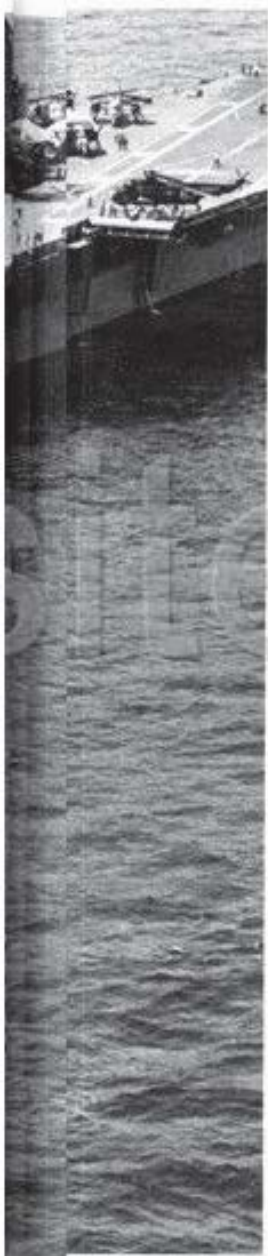


Helo pilot holds his aircraft in a hover over the fantail of a destroyer while mail is lowered to waiting crewmen



The time worn phrase, "Neither rain nor sleet . . ." could be reworded for Hornet mail delivery to add, "nor ocean depths." Once, during the transfer of mail from a submarine to a helicopter, the mail bag fell into the sea. A helo crewman was lowered into the water to recover the bag. Once aboard Hornet, the letters were removed from the bag, dried, placed in new envelopes, readdressed and sent on to their destination.





Hornet achieved what is believed to be a "first" in the Vietnamese War when it made an unusual helicopter recovery in the Gulf of Tonkin.

One of our helos was returning from a mission off the coast of North Vietnam when mechanical difficulties were experienced many miles from Hornet. The pilot was forced to land on the USS Long Beach which was also operating with Task Force 77 in the combat zone.

The Long Beach, saddled with an unwanted guest on its helo platform, called for a crew of aviation mechanics from Hornet. Attempts to repair the "bird" were unsuccessful. The skippers of the Long Beach and Hornet then agreed upon an at-sea transfer.

The two Seventh Fleet warships rendezvoused on May 27th. Hornet stopped her engines, and lay to in the water. The Commanding Officer of the Long Beach skillfully maneuvered his ship forward of Hornet and positioned the cruiser's stern beneath our bow.

Lines were then secured to the downed helo and it was hoisted aboard before eager eyes of crewmen of both vessels.

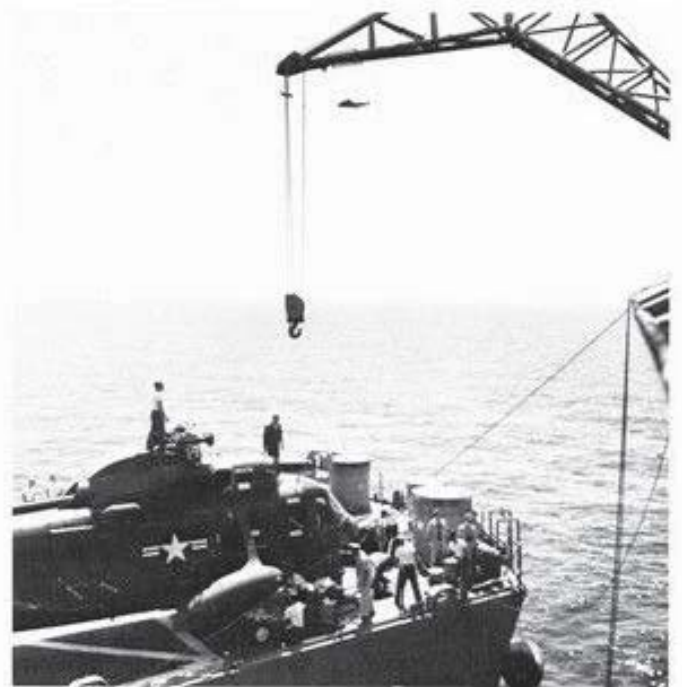
After having maneuvered to within 20 feet of Hornet, the Long Beach pulled away to rendezvous with a supply ship—for a more conventional, if less exciting, transfer.

HORNET LONG BEACH HELICOPTER TRANSFER



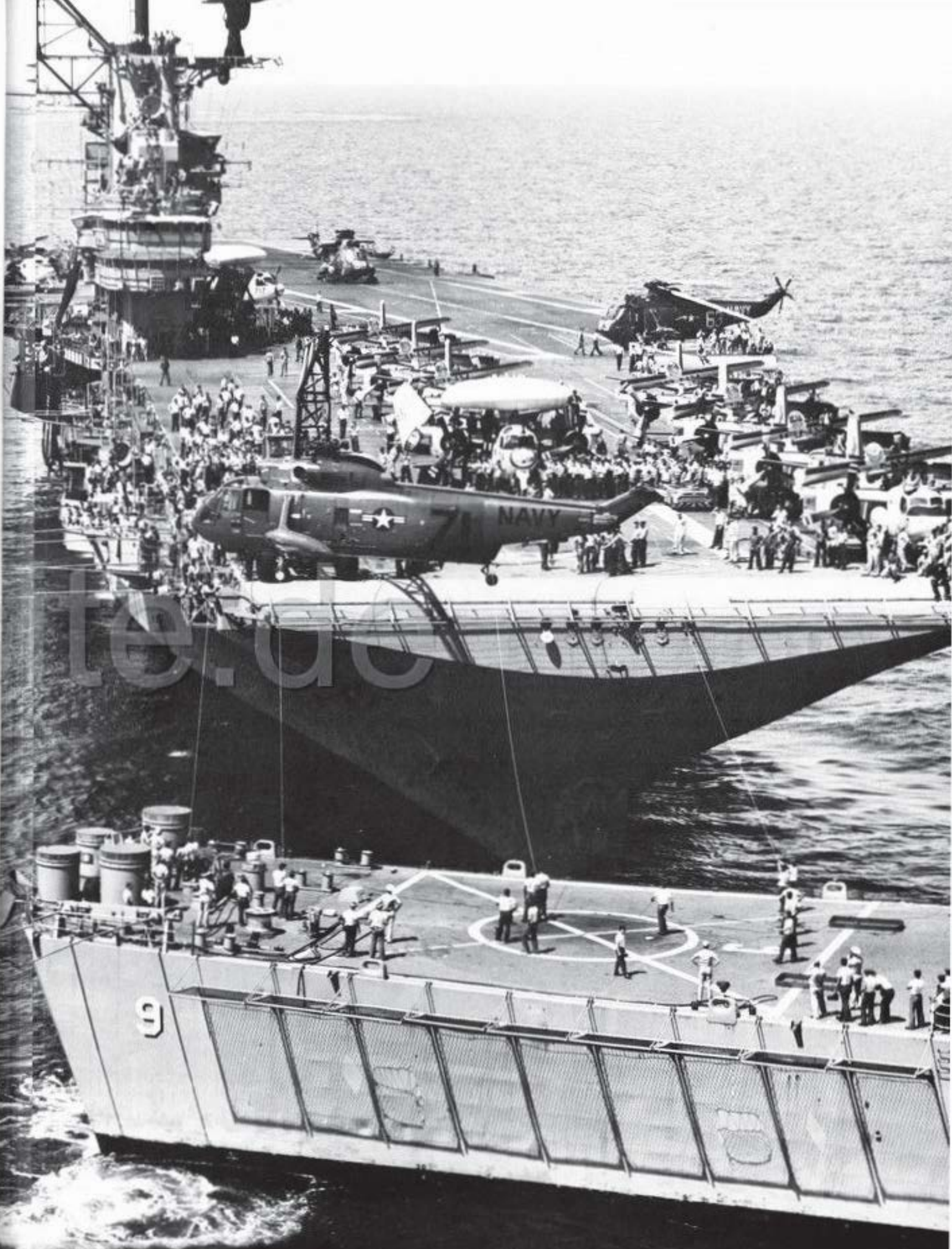


As hundreds of crewmembers looked on, lines were secured to the helo. Hornet's flight deck crane and salvage crane then



carefully raised the helicopter from the fantail of the USS Long Beach



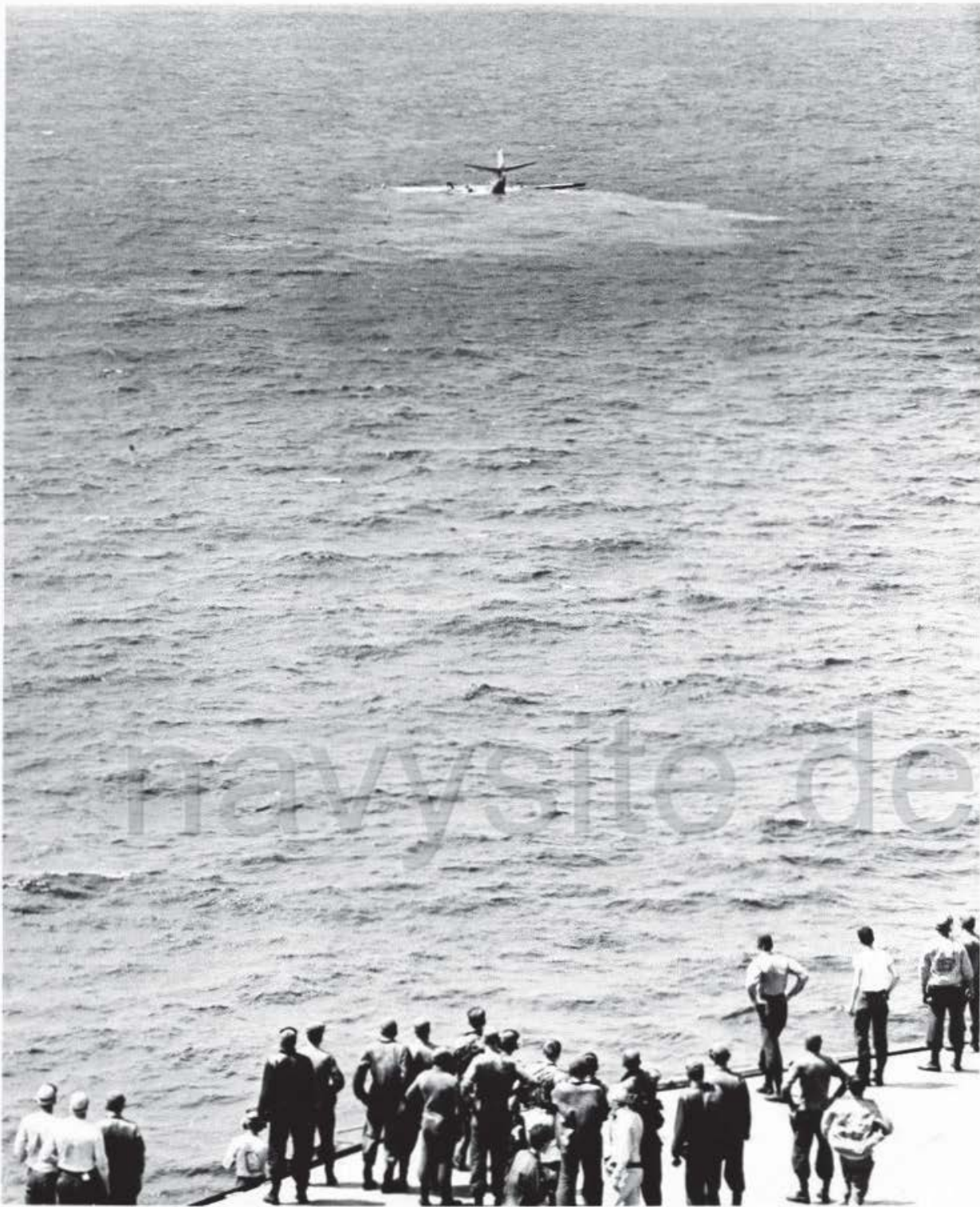




After the USS Long Beach had skillfully maneuvered to within 20 feet of Hornet's bow, the crippled helicopter was successfully hoisted to the flight deck



The USS Long Beach steams away from Hornet after completion of the helicopter transfer

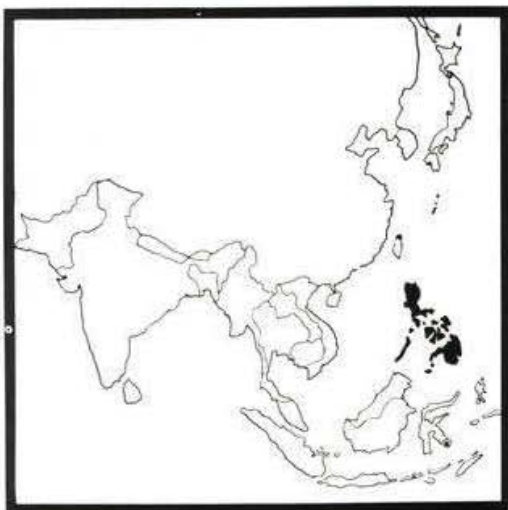
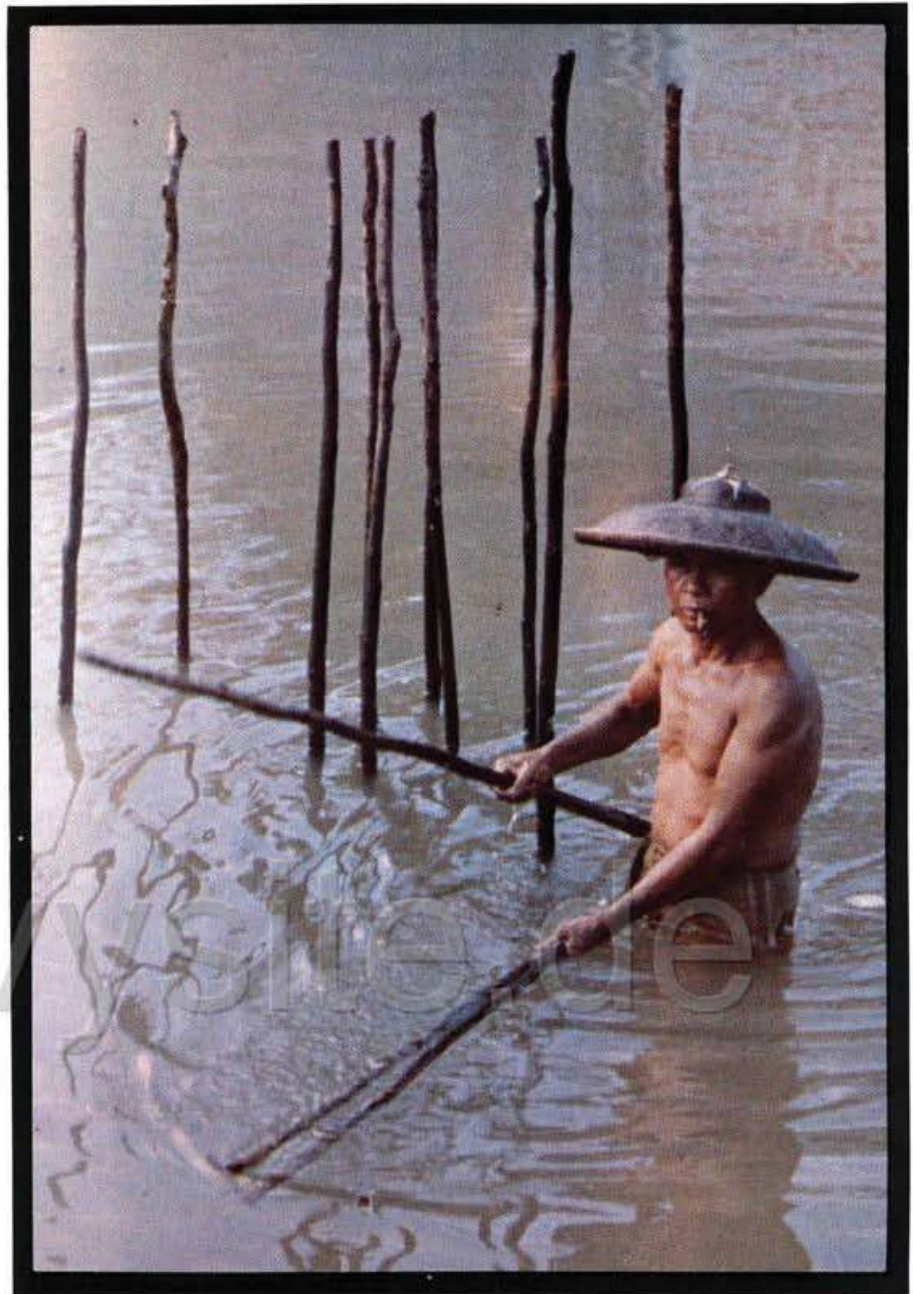


Crewmen scramble onto the wing of downed "Checkertail" after the heavily loaded COD ditched in the Gulf of Tonkin.

Shortly after a routine launch, the aircraft experienced the loss of one engine and a decision was made to return to Hornet. After a difficult one engine approach, the tailhook failed to engage an arresting cable and the aircraft, with a full load of fuel and 700 pounds of Hornet's mail, refused to gain altitude for another try. The Checkertail settled into the Gulf as many Hornet crewmen looked on. A rescue helo picked up the downed flyers who were wet and discouraged but otherwise unhurt.



nav



PHILIPPINES

After her first period "on the line" in the Gulf of Tonkin, Hornet headed for the Republic of the Philippines for much needed rest and relaxation.

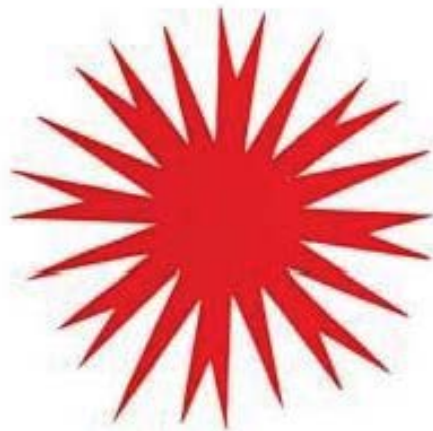
A leisurely week was spent in Subic Bay, a beautiful harbor on the main island of Luzon. Beyond the limits of the Naval Station, one discovered Olongapo, a strange bit of urbanization in an otherwise untouched landscape, and simple villages where men, such as the fisherman above, employ age-old practices to eke out a living.

Hornet then visited the historic port of Manila—cultural center and capital city of the island republic—where we joined forces with six SEATO nations to participate in a joint anti-submarine warfare and convoy exercise.



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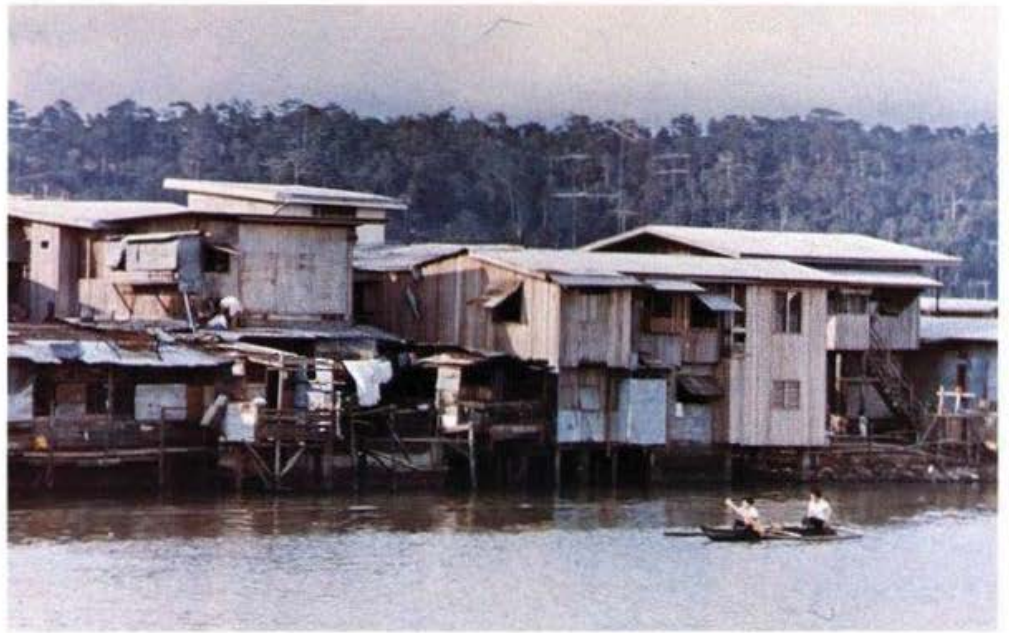


Subic Bay

After 43 days at sea, Hornet sailed into Subic Bay, a large natural harbor on the western coast of the main island of the Philippines.

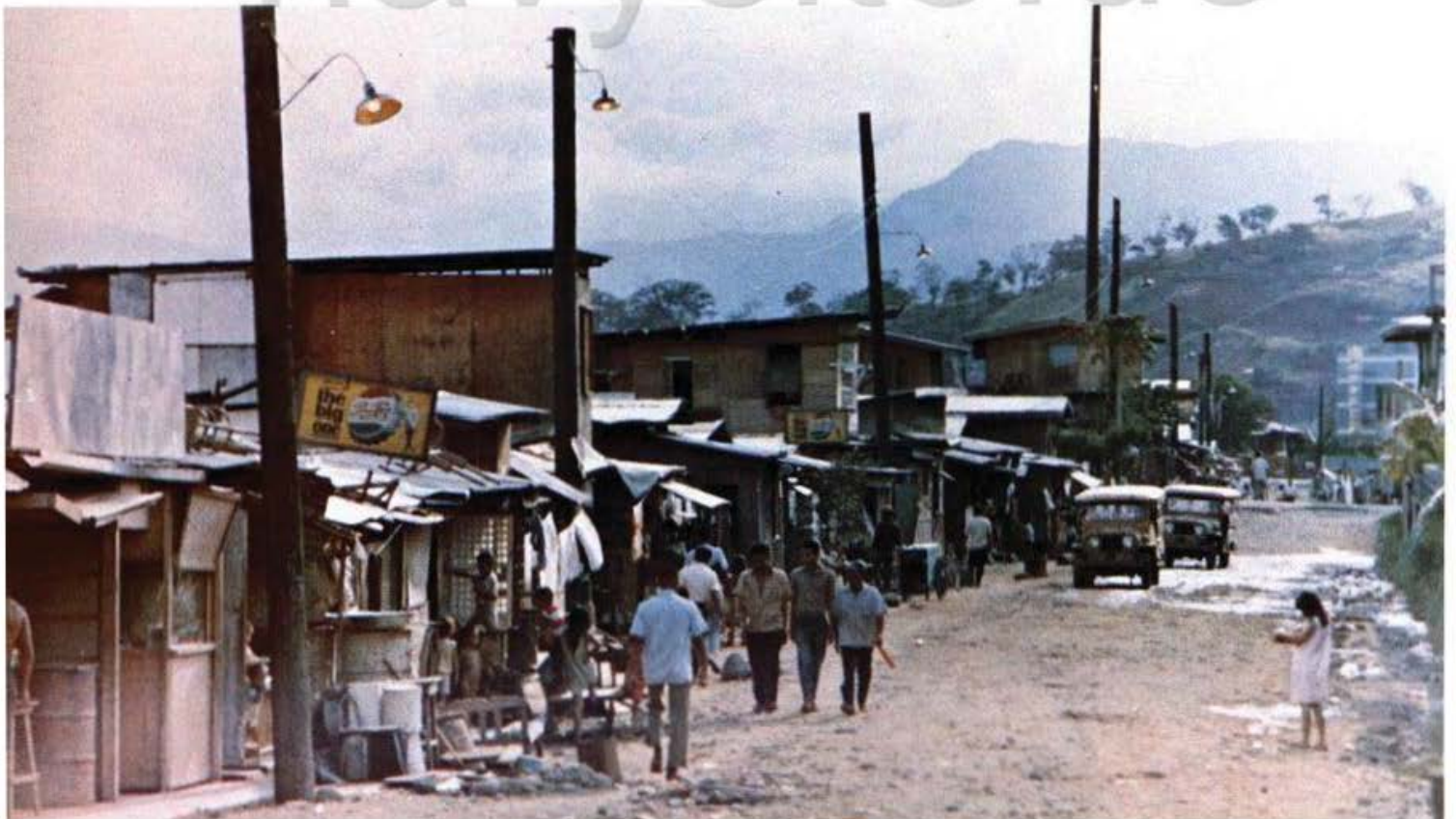
Deserted except for the military installation and the town (?) of Olongapo, Subic Bay proved to be a good liberty port. The ship sponsored a beach party complete with tons of food and beer. As temperatures soared, so did morale.

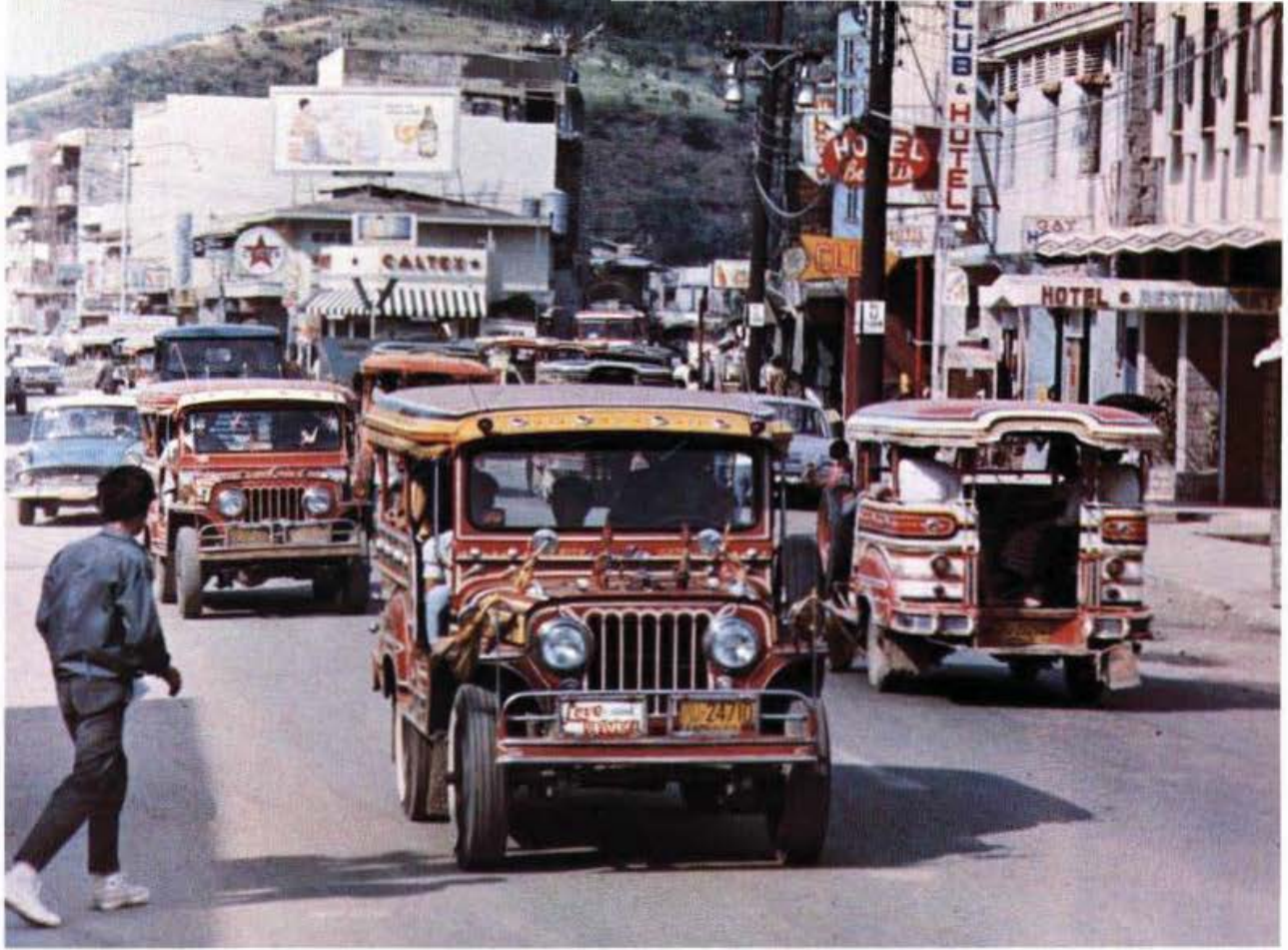




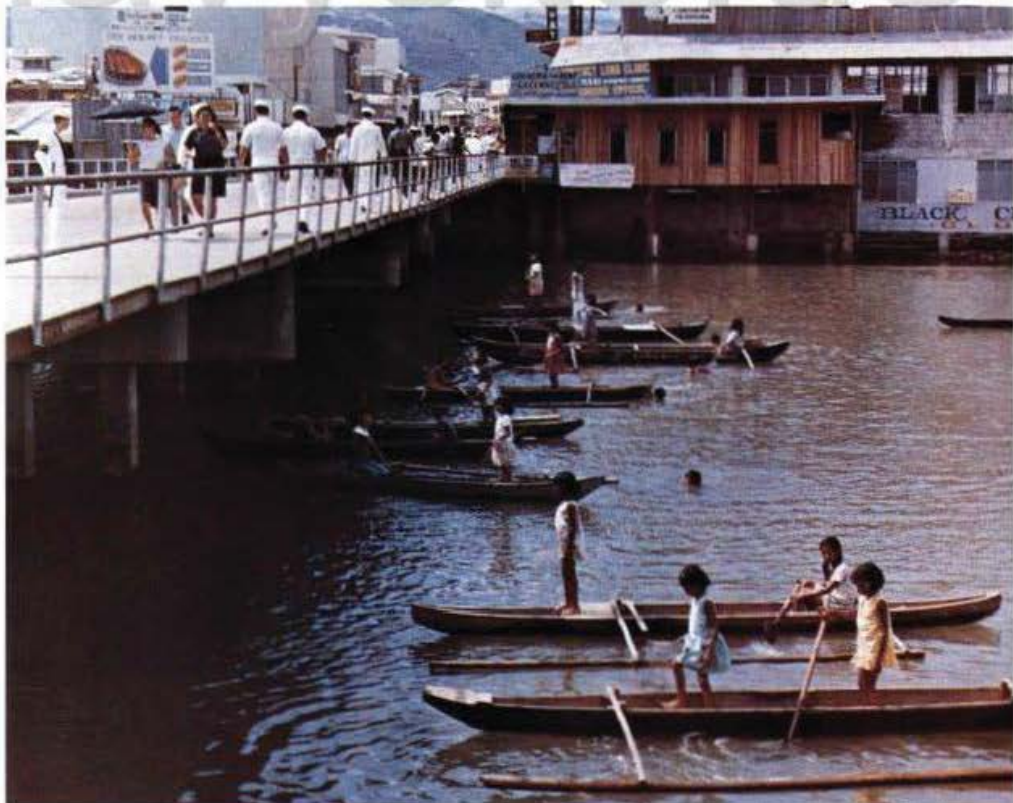
Outside the gates of the base . . .
Olongapo . . .
a city which defies description

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World War II batteries can still be seen on Corregidor

Past Corregidor To Manila

On July 6th, Hornet and her escorts steamed from Subic Bay past the island of Corregidor to Manila.

Despite overcast skies and rain showers, many crewmembers went topside to see that famous island where Philippine and American forces made a valiant stand against the Japanese during World War II.

In the late afternoon Hornet let go the anchor in historic Manila Bay. The continued threat of rain and a rough boat ride to the pier did not dampen spirits as the crew made ready for liberty in Manila.



Hornet steams past Corregidor



In the heart of Manila—Luneta Park



Roxas Boulevard, Manila's scenic bay-side drive



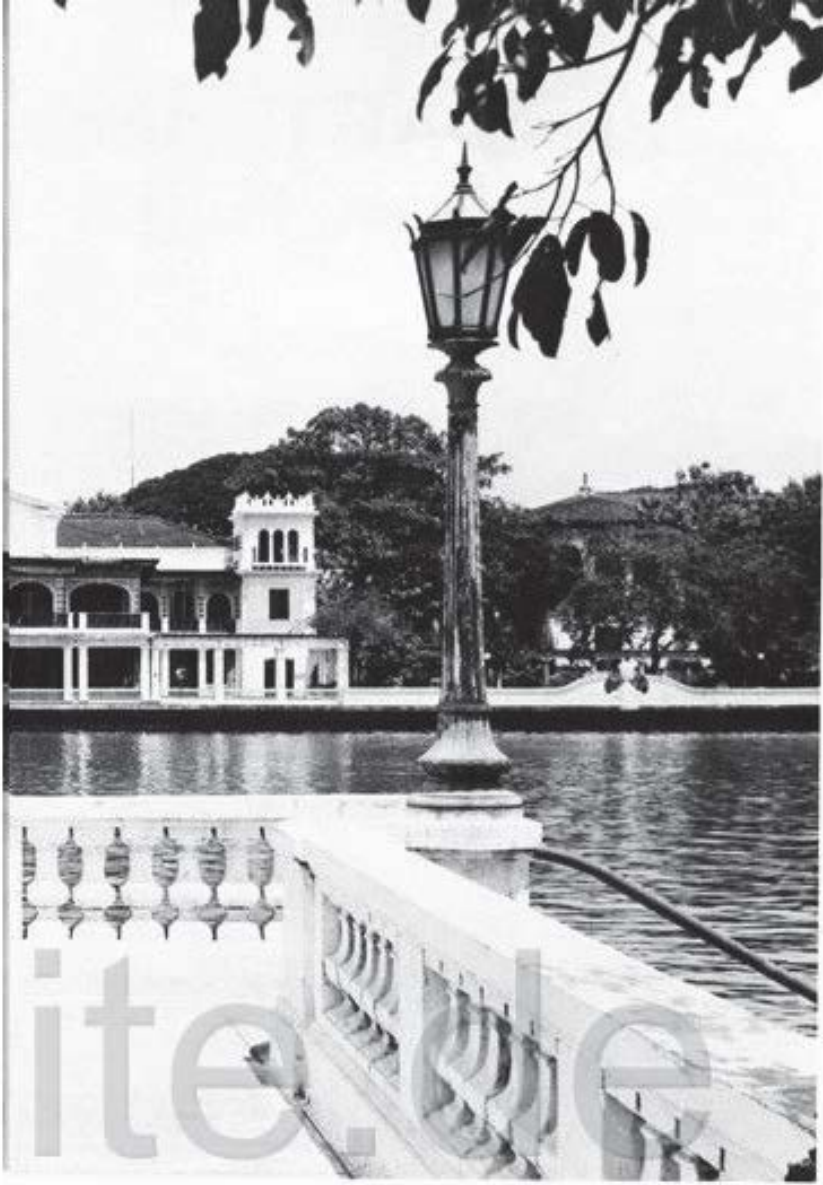
Hornet visited Manila in the middle of the rainy season and rain it did. Undaunted crewmembers filled the liberty launches, however, for the trip to the pier.

Manila is a huge unplanned city of great contrast. Factories are located next to elaborate houses with extensive gardens. Clusters of nipa or corrugated iron huts lean against air-conditioned office buildings. Narrow unpaved lanes lead into tree-lined boulevards.

Touring crewmembers saw the Malacanang Palace—official residence of the President of the Philippines, the Pagsanjan Falls—a short trip outside the city, cockfights, and the Manila American Memorial Cemetery where over 17,000 servicemen are buried.

Touring Manila





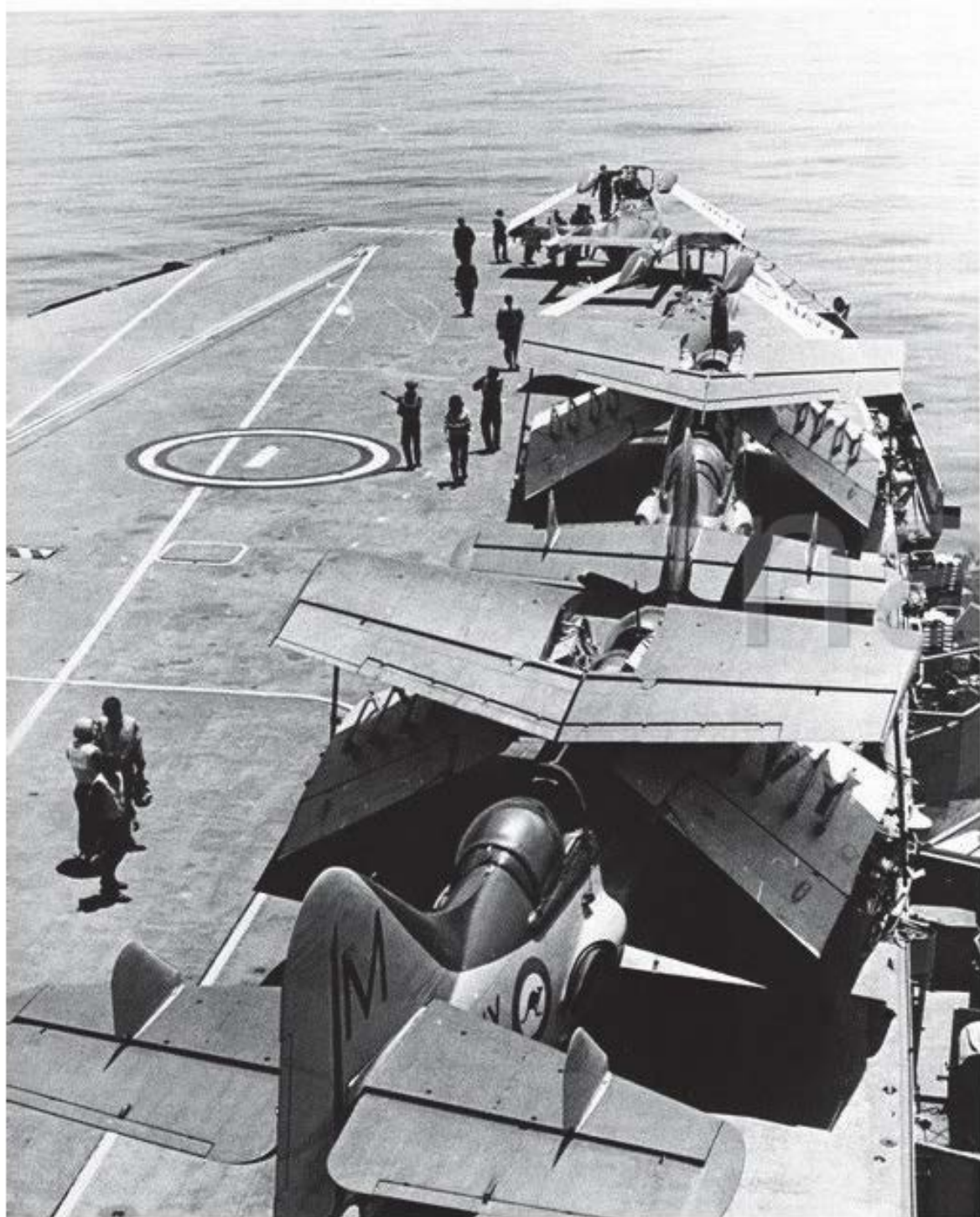
After days of rain
Hornet sailed
from Manila Bay
to begin
Exercise SEA DOG





SOUTH-EAST ASIA 1967

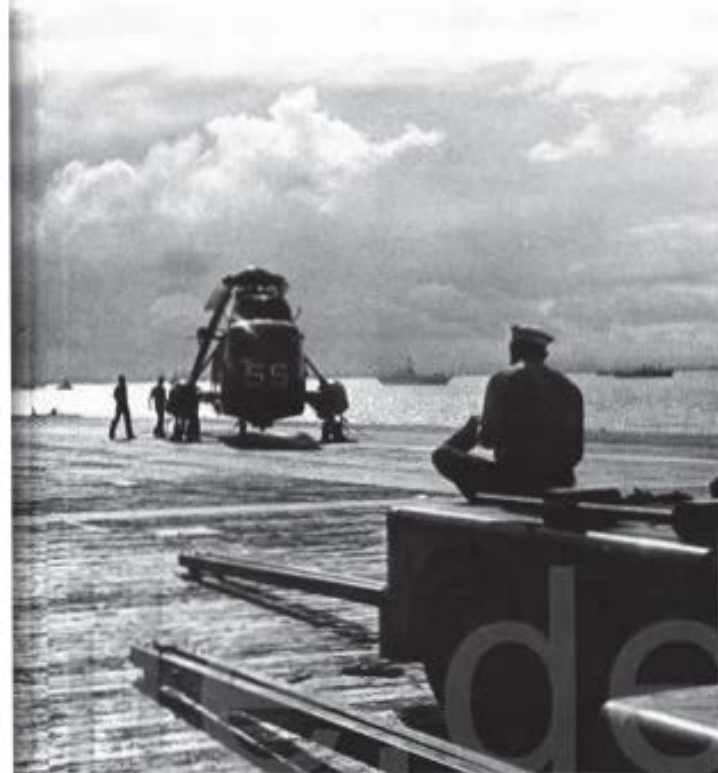
Colonel Rogers, Philippine Air Force, observed the exercise from Hornet



Flight deck of the Australian carrier Melbourne

Pilot house watch in the Thai ship Pinklao

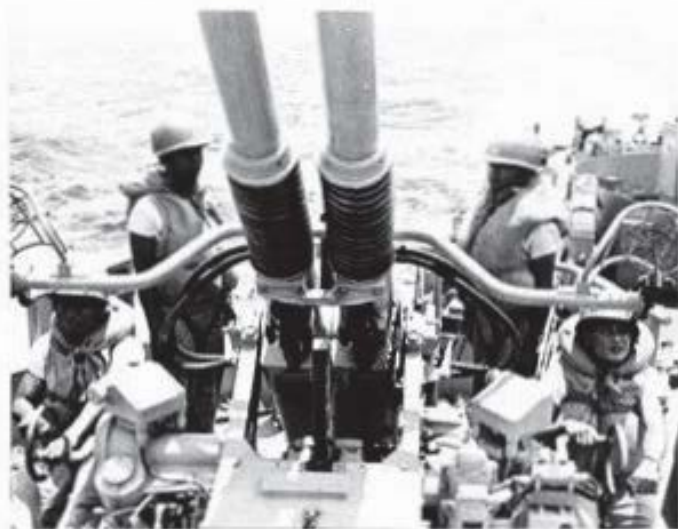
TREATY ORGANIZATION'S EXERCISE SEA DOG



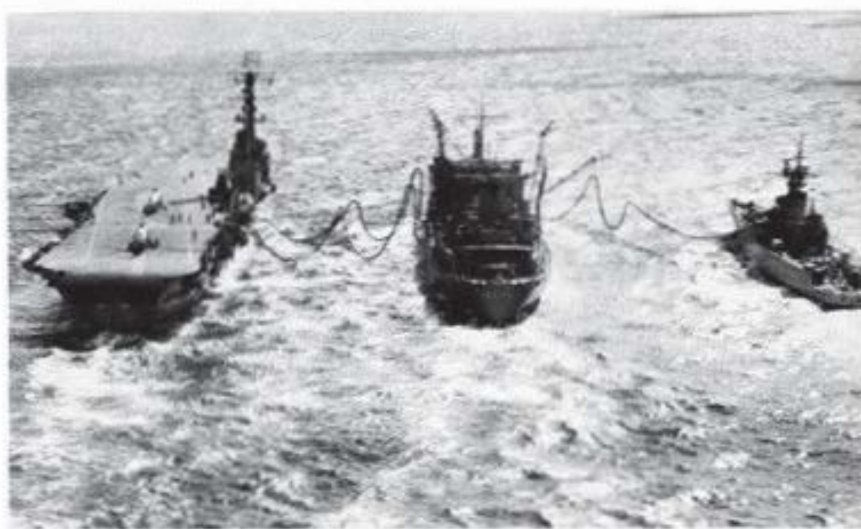
Looking across Hornet's flight deck toward Manila



Australian flight deck officer



Thai gunners assume readiness for air attack. (Lower right) English naval officers exchanges information aboard Hornet



Underway replenishment—Melbourne (Australian) Supply (Australian) and Taranaki (New Zealand)





The official "cover portrait" of Butch, EXERCISE SEA DOG's emblem and mascot. LCDR Doug McNaughton (right) photographic officer in the Australian aircraft carrier Melbourne was assigned the job of finding and photographing sea dog. American and Thai naval officers (below) review an exercise publication on which Butch appears



From whence came that ferocious animal that adorns the cover of all manuals connected with the SEATO EXERCISE SEA DOG?

This is the inside story, from the man who was given the task of finding and photographing the dog, Lieutenant Commander Doug McNaughton, photographic officer in HMAS Melbourne.

The Story Of Butch - - - SEATO Cover Dog

The daffiest dog-lover would never describe a bulldog as "pretty". Butch was no exception. As a matter of fact, I can't for the life of me remember ever seeing a scruffier, uglier example of man's best friend.

He was a bit of a runt. His scrawny torso was roughed up with hairless patches and scars—souvenirs of a lifetime of street fighting in Sydney's seamy districts. His head was lumpy and outsized and most of one ear was missing. He painfully reminded me of a bouncer who some years ago worked in one of King's Cross' gamier clip joints. In short, he'd lived. Altogether, Butch did not look much like a prospect for a cover picture.

The deadline, however, was approaching. With Butch the only bulldog we could find, the Navy photographers snapped away. Butch snapped back. As far as I could tell, he still had enough teeth (and inclination) to tear the tires off a ten ton lorry.

The photographers survived, however, and the pictures were not bad. Butch, with his missing ear "repaired" and a sailor's cap dummied in got the final thumbs up from the Admiral and burst into print.

Even now, I fear that ugly mug would plunge a magazine into bankruptcy. Nevertheless, how many dogs can fairly say "Mine is the face that launched a thousand ships".

Sea Dog Goes to Sea

Every year since 1956, forces of SEATO nations have engaged in military exercises. In the summer of 1967, EXERCISE SEA DOG, in which Hornet participated, was held in the South China Sea.

Thus it was that July 6th found Hornet steaming into historic Manila Bay to anchor with warships of six SEATO nations: Australia, Great Britain, New Zealand, Philippines, Thailand and the United States.

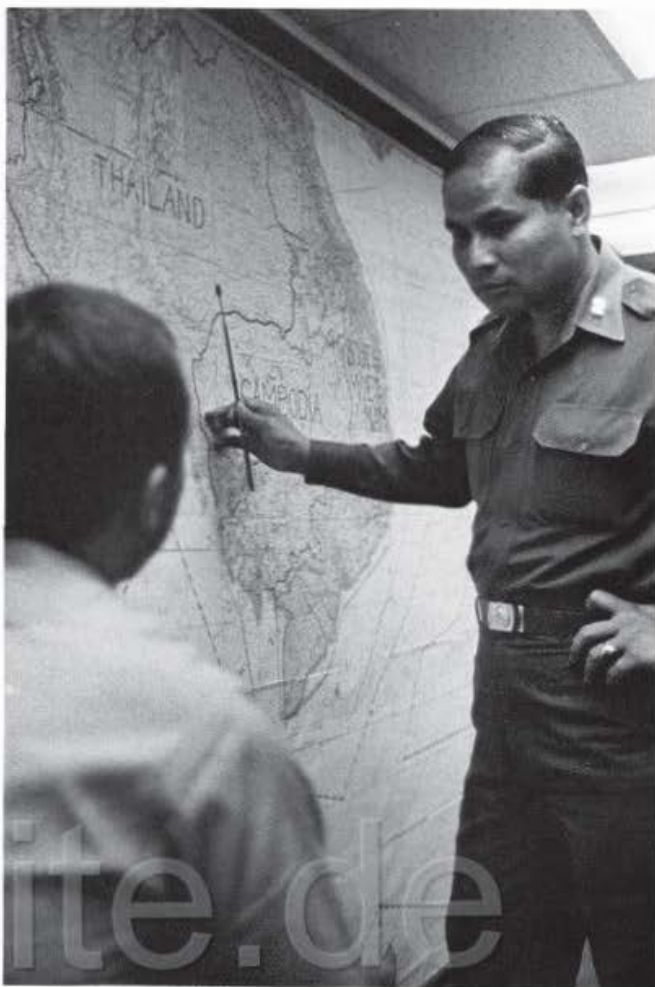
Following months of preparation for the exercise, final conferences and intensive harbor training took place in Manila Bay. On July 10th the armada put to sea for the anti-submarine and convoy protection exercise.

Thirty-seven ships, including two aircraft carriers and five submarines, and about 100 aircraft took part in the exercise.

In the transit between Manila and Bangkok, where the exercise ended on July 26th, the ships covered 2000 miles during which fuel and stores replenishments were made at sea as part of the realistic convoy training.

Evening scene aboard Melbourne as her anti-submarine helicopters prepare for night operations against the submarine pack

Major Prasit, from SEATO headquarters in Thailand, briefs naval officers on the forthcoming exercise



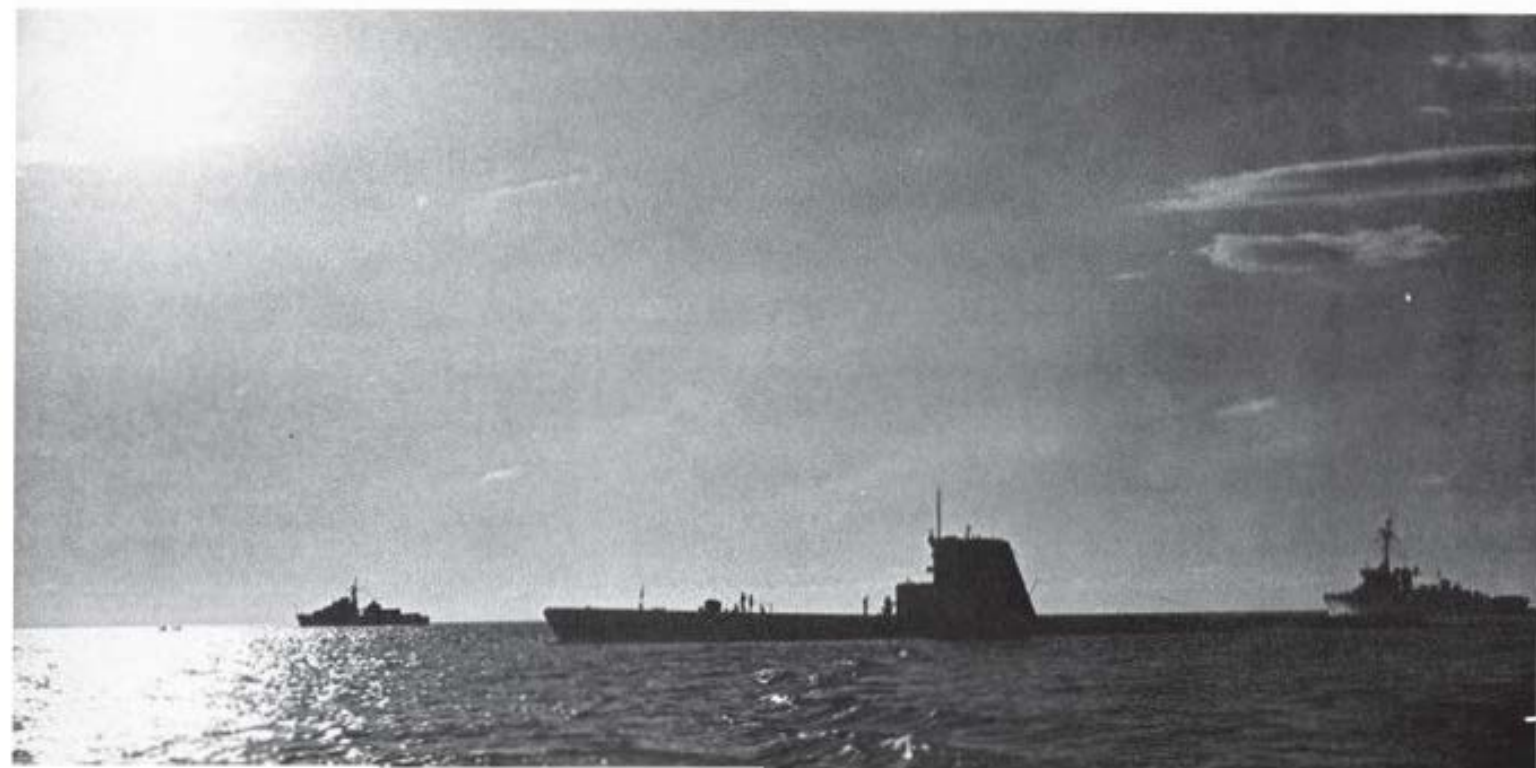


Armed marines aboard Hornet maintain an alert watch for floating mines as the SEA DOG fleet moves into the gulf



Part of the armada rests at anchor following the opposed entry

The unseen "enemy" comes to the surface to join the forces for a brief rest





Backed by the lush coastline and spectacular sky, a SEA DOG destroyer drops anchor

Drawn by curiosity, Philipinos in their outriggers greet the Hornet



Sizzling steaks are served in Hangar Bay 2 during Hornet cookout



Two battleships followed by three cruisers move in line into Lingayen Gulf, preceding the landing on Luzon during World War II

Lingayen Gulf

... is situated on the northwest coast of the Philippines. During World War II it had been a major staging area for U.S. warships.

As part of the exercise, the SEA DOG fleet, opposed by submarines and floating mines, made an entry into the gulf that had protected battleships and cruisers years ago.

Preceded by a division of minesweepers clearing a safe channel, the fleet steamed in column to an anchorage for a day of rest and further planning.





Australian pilots aboard the Melbourne receive a pre-attack briefing



A jet pilot climbs into his Sea Venom...



...and takes off in a blurr of speed – soon he will be in an attack against Hornet



The Gannets start their engines and prepare to follow in the wake of the Sea Venoms to attack Hornet

From Friend to Foe in a Fleeting Second



Hornet retaliates! Here a Hornet aircraft passes over the Australian carrier's flight deck while making a counter attack

Exercise SEA DOG took a seemingly strange turn on July 19th when Hornet and her escorts turned on the Australian aircraft carrier Melbourne and her escorts and set out to destroy them and the convoy they were guarding.

Until 10 a.m. on the 19th the two groups had been united in their efforts to protect the convoy from the threat of submarine attack. At the stroke of 10 o'clock, Hornet and her escorts, having split away from the main force, set about

to destroy it, bringing an element of surface warfare to the exercise for the first time.

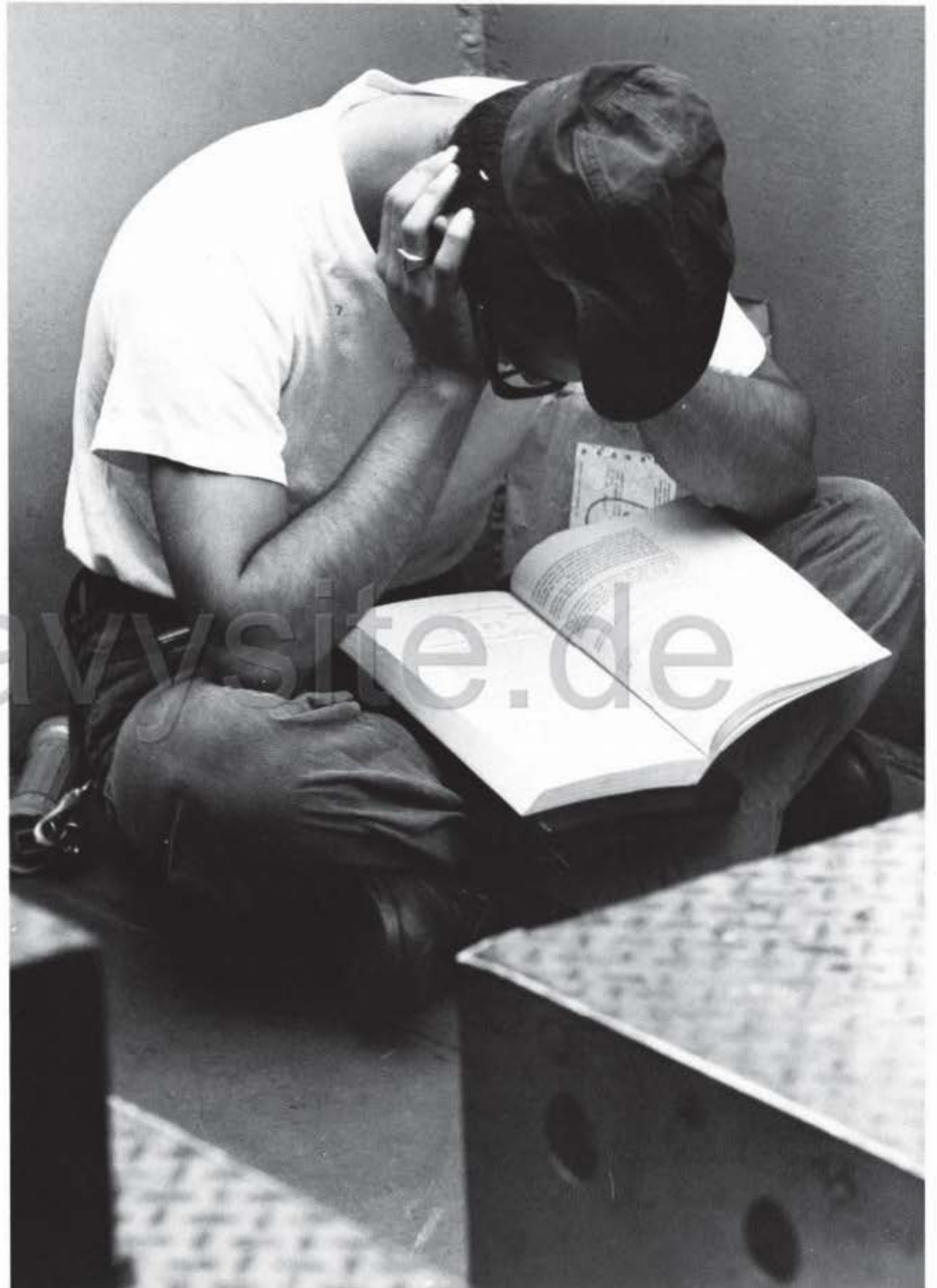
The Melbourne, still with the convoy, assumed the offensive, attempting to put Hornet out of action with air and surface attacks.

The surface action between the two carrier task groups lasted for 24 hours, after which they were rejoined, combining their forces to safeguard the convoy from air and underwater attack.



Hornet maintains a constant readiness against air attack while refueling an escort

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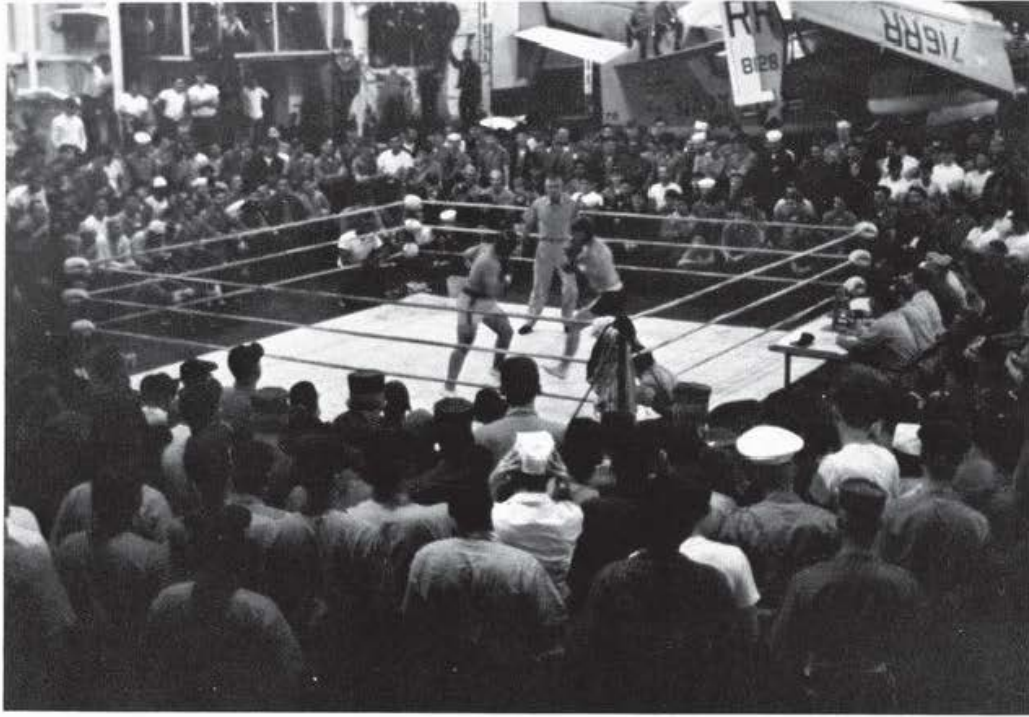




EVERY FREE MOMENT

Hornet's work day at sea is 24 hours long. Whether on a quiet Sunday afternoon, or in the middle of the night, hundreds of men are busy at work. Free time, then, becomes a serious matter.

If only to browse through the ship's new stores, listen to a favorite song on that newly-purchased tape recorder, write a letter home, read a chapter or two, or catch a few rays on the flight deck, Hornet men take advantage of every free moment.



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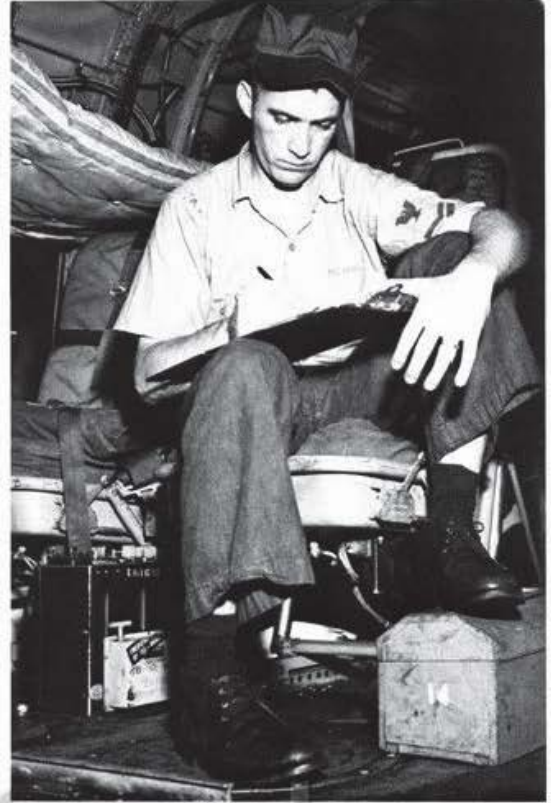
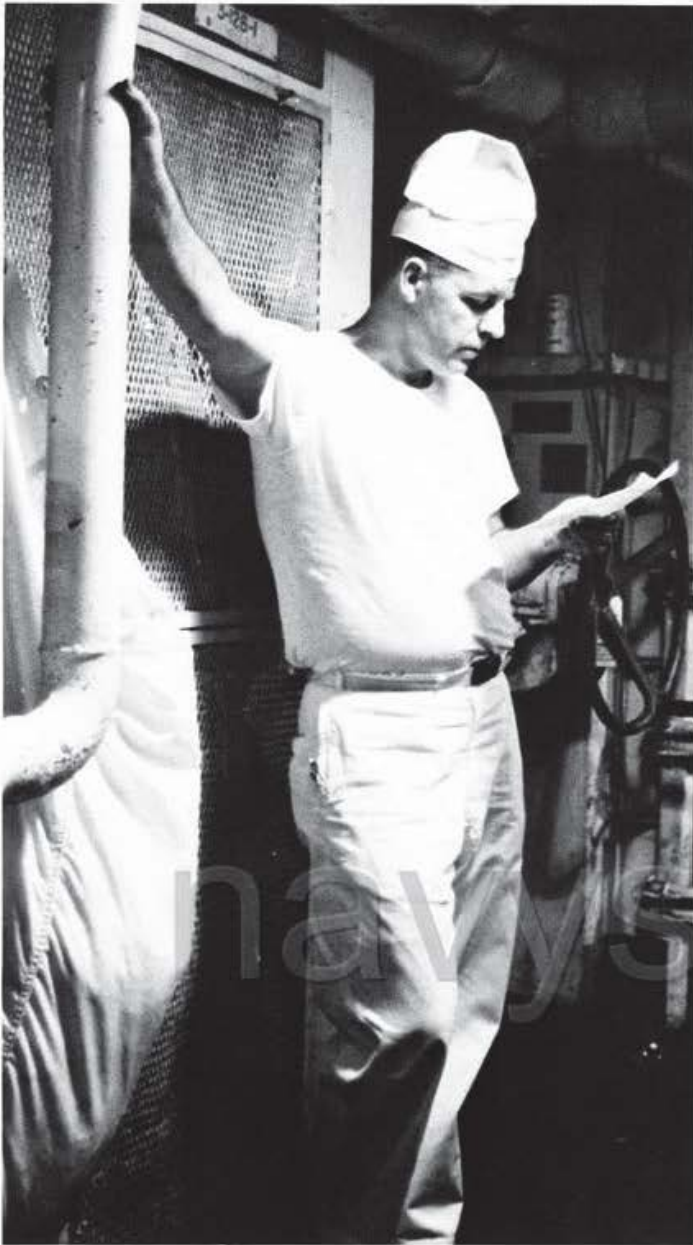




Hangar Bay one— Madison Square Hornet

Hangar Bay one is to Hornet crewmen what Madison Square Garden is to ardent fight fans. Boxing, wrestling and karate are among the featured attractions.





In the quiet of a helicopter in the hangar bay, a shipmate writes a letter

Mail Call

Next to Liberty Call, the most welcome announcement was Mail Call.

During free moments after a mid-watch or even mid-day, someone could be found reading or writing a letter.



During the cruise, tons of mail were hauled between the post office and flight deck



Radio Hornet

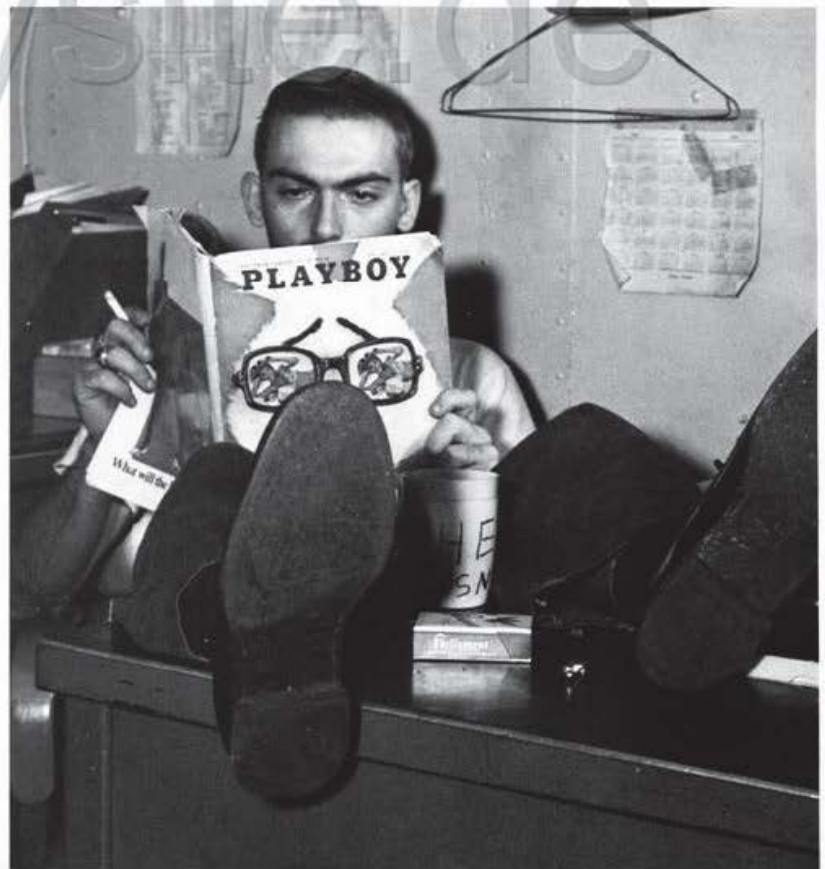
Armed Forces Radio Hornet, our closed-circuit radio station, broadcasts through speakers located throughout the ship.

Affiliated with Armed Forces Radio and Television Service in Hollywood, Radio Hornet is on the air 18 hours a day with pre-recorded programs from the United States, live shows by Hornet disc jockeys, and the latest news.

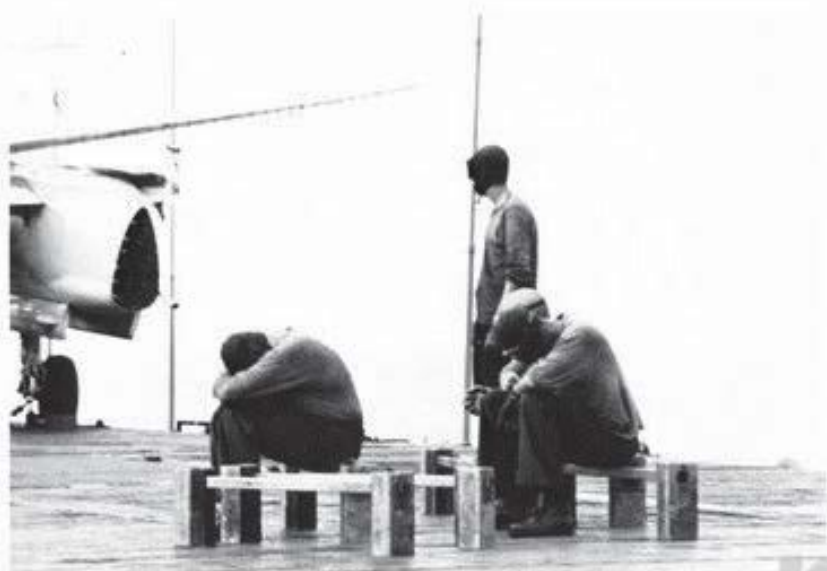
The station manager, left, explains program schedule to one of the eleven Hornet disc jockeys.



News is recorded from overseas short-wave broadcasts and replayed over Radio Hornet several times daily



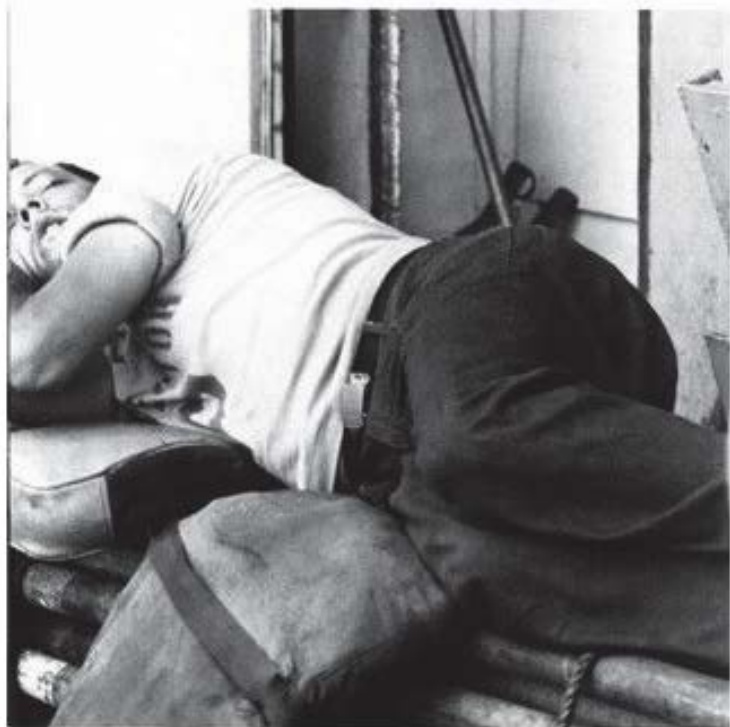
Radio Hornet and a current issue of Playboy during off hours on Yankee Station





Caulking Off

Not all leisure is actively organized. Sleep is one of the most popular activities. To "caulk off" is an old naval term meaning to take a nap or doze, and Hornet men, expert at just about everything they do, can "caulk off" with the best of them.



Hornet's Slot Car Track: A new racing breed

Slot car racing has become a highly competitive and exciting pastime aboard Hornet.

Thursday nights at sea are the designated race nights. Prior to the first elimination race, men test their cars and make final adjustments. After the last checkered flag has dropped, one happy crew member receives his prize while his opponents plan modifications to their cars in hopes of dethroning the present champion.

Adjacent to the track is a sales outlet for assembled slot cars and spare parts.

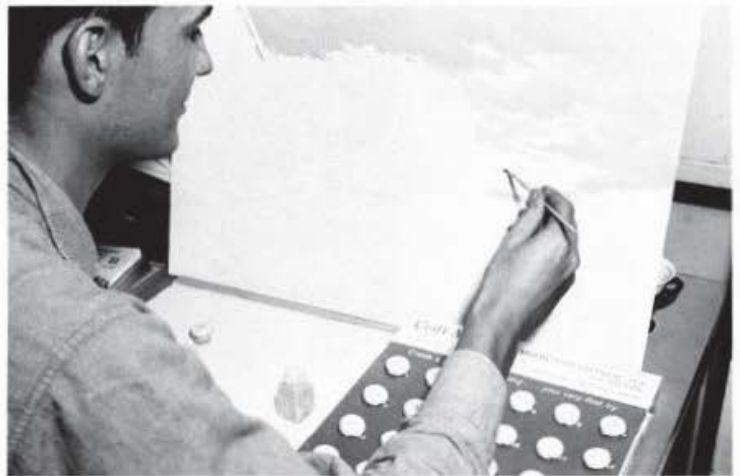




Hornet's library: a magazine or good book, a cool place to read it, and a few moments of quiet



Sometimes they work



Hornet's hobby shop sells arts and crafts materials

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Bingo will be played in
Hangar Bay one at 1900





The sound of "Bingo" ringing out in Hangar Bay one can mean only one thing . . . someone has won extra money for the next port.





USO Troupes Talent Shows

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In Yokosuka and Sasebo, USO troupes presented shows in Hangar Bay one. Hornet's own talent blossomed in two successful Talent Shows held at sea.





"Straight Skinny" staff: LEFT TO RIGHT the editor, publisher, reporter, printer and copy boy



"Check tie-downs, loose gear about the deck, CAMERAS???" COMCRUISEBOOK Staff get their picture despite high winds on the flight deck

The Photo Lab captures moments of Humor



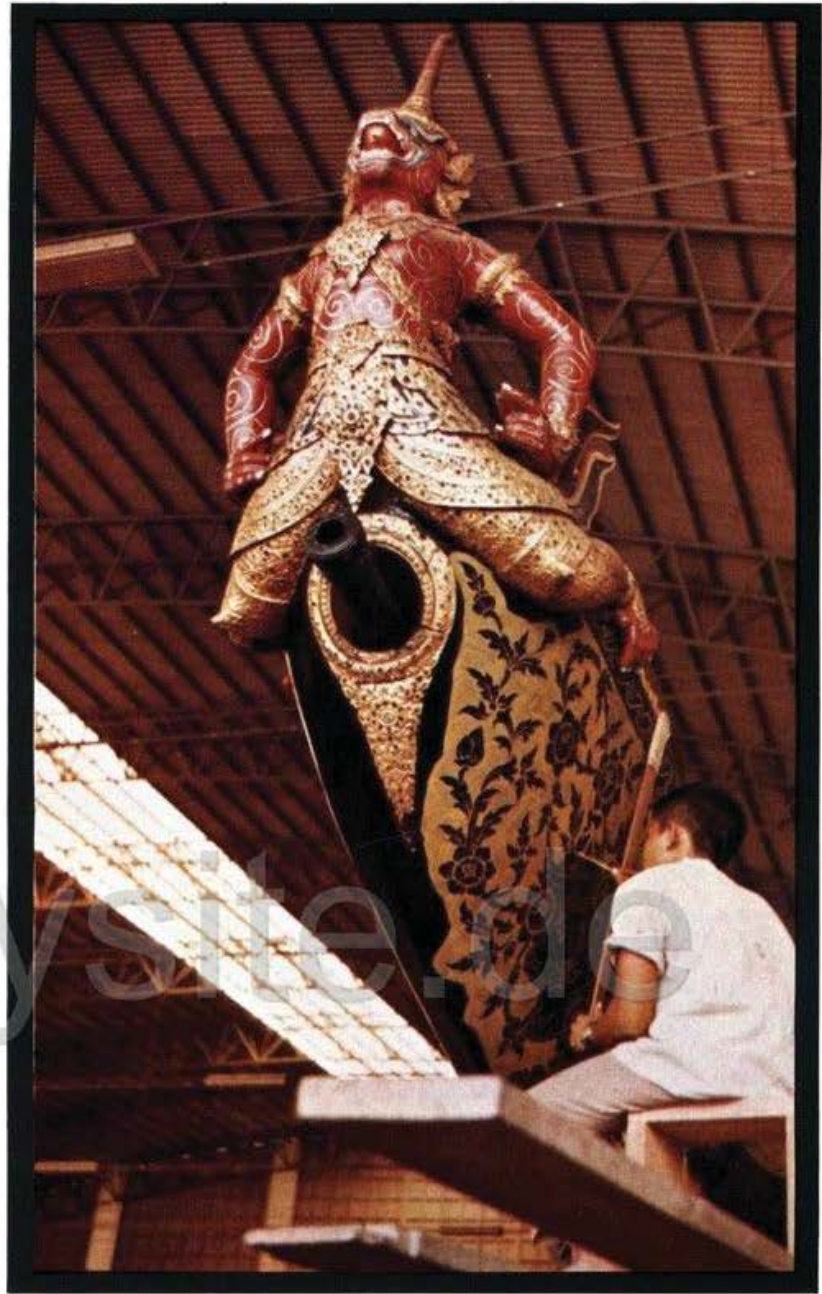
Mail-buoy watch



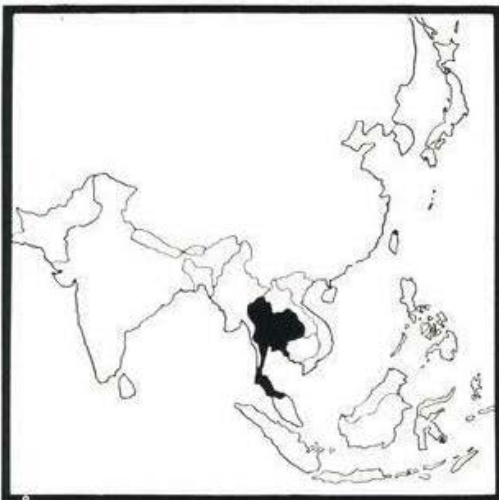
Religious life

A sailor's religious life is furthered by a varied religious program aboard Hornet. Protestant and Catholic services, bible study groups, choir rehearsals and other religious activities are conducted by Hornet's two chaplains.

At sea, many of the services are held in Hangar Bay one as well as Hornet's own chapel.



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THAILAND

Thailand is an amazing country, one of the few remaining kingdoms in the world. It is still a colorful land of wats (Buddhist temples), klongs (canals), and remarkably hospitable people.

On July 26th, Hornet anchored off the coast of Thailand near the resort of Bang Saen after having completed the 1967 SEATO Maritime Exercise SEA DOG. While final conferences for the exercise were being held, crewmen from the six-nation fleet were shopping and sightseeing.

Many journeyed sixty miles north to the capital city of Bangkok to see the glittering wats, Royal Palace, floating markets, and Royal Barges, which were being readied (above) for the king's annual journey to the Royal Wat.

Sixty miles to Bangkok . . .



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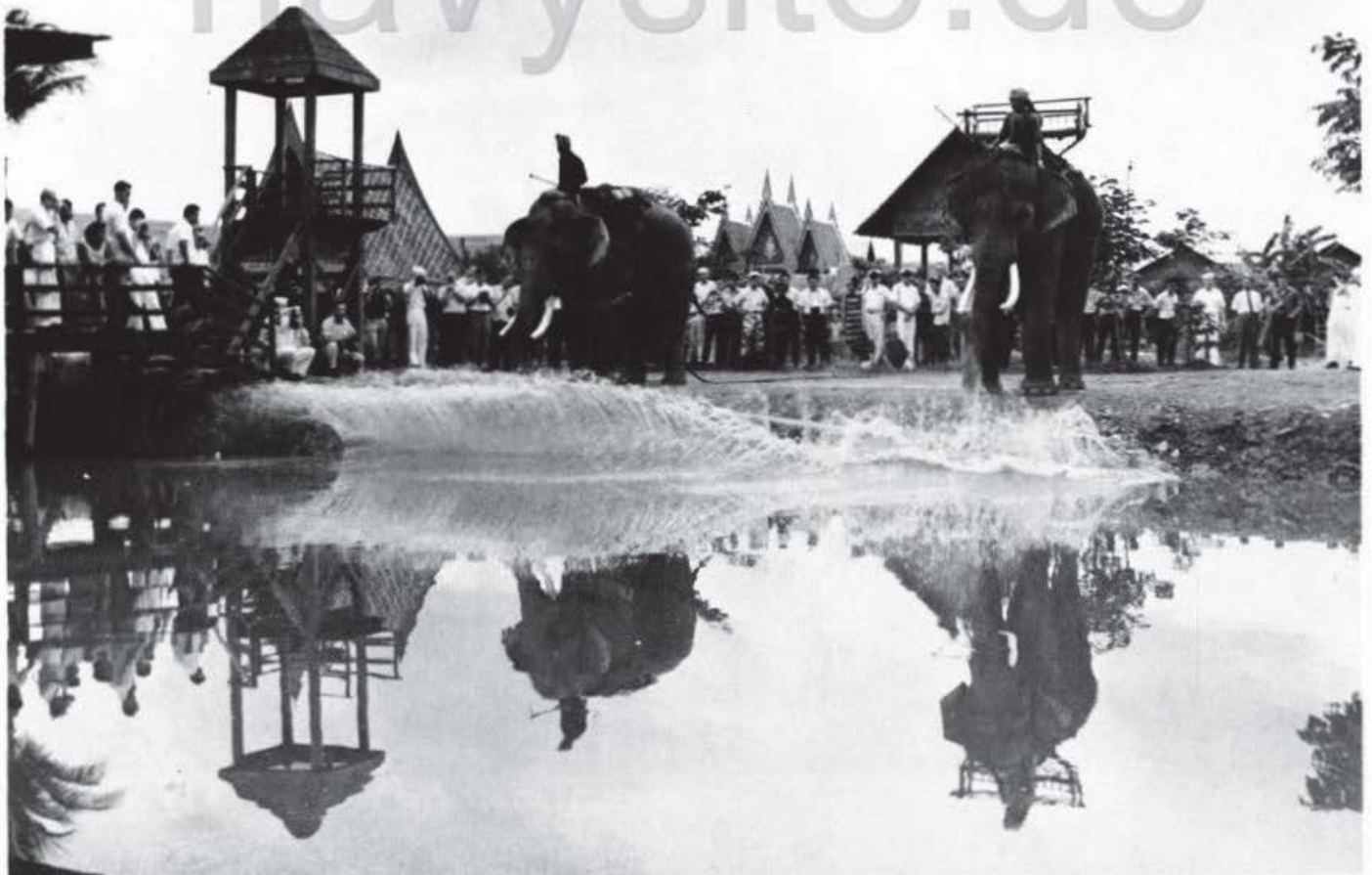


Many of the arts and crafts of Thailand, as well as traditional dances, sword fights, Thai boxing, and cockfighting were on display at TIMLAND in Bangkok.

The potter at work, the weaving of famous Thai silk and cotton, and a practical lesson in elephant handling were seen by Hornet crewmen.



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Popular sightseeing attractions were the many wats in the city of Bangkok. Many Hornet sailors visited the Wat Benjamabopit, better known as the Marble Temple. Constructed of white Italian Carrara marble, it enshrines the Phra Buddha.







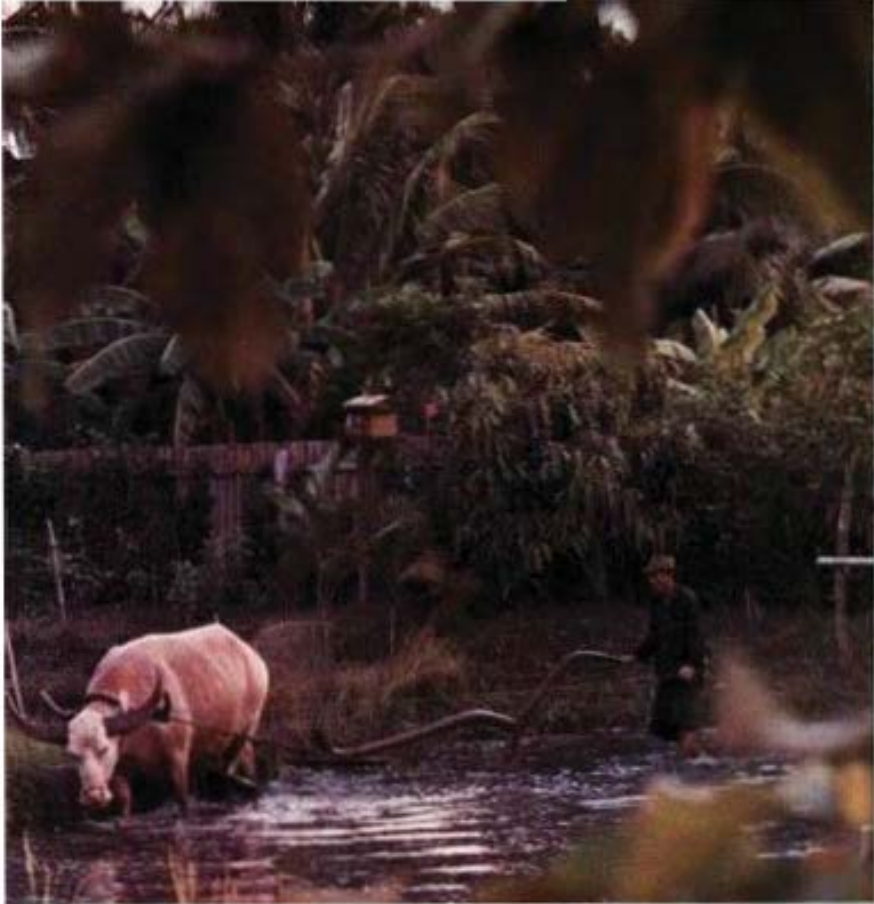


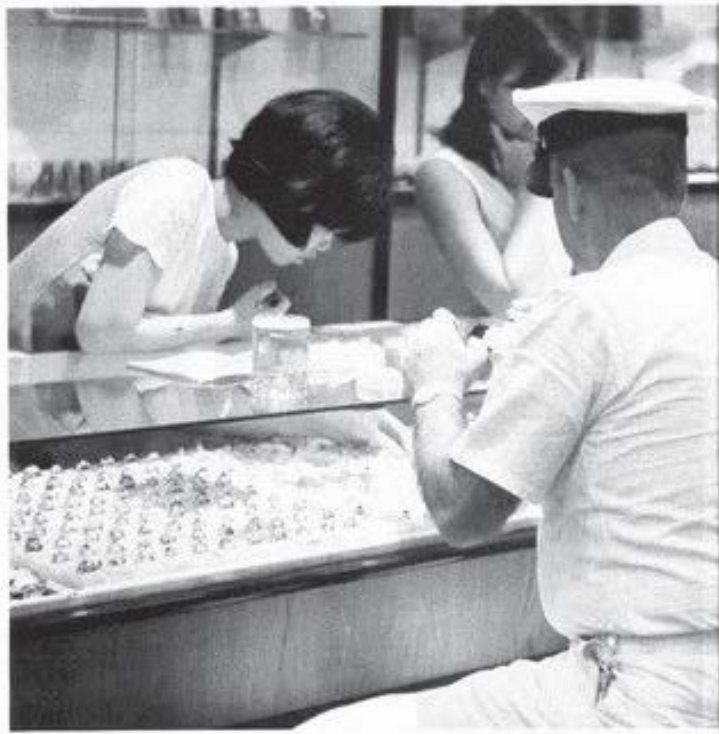
Bangkok's Floating Market

In the surrounding countryside, produce is grown for sale in Bangkok's unique floating market.

Water-gypsy farmers and haggling wholesale and retail merchants migrate daily in the early morning hours to get the best prices in the market. Sampans and wooden platforms in front of water-side shops are piled high with tropical foods and goods.







As the local citizenry turned to the maze of canals and floating market for their daily purchases of bananas, coconuts, rambutans, and mangosteens, Hornet crewmembers visited the city's main shops and factories to buy jewels, silk, bronzeware, and mementos of the ancient kingdom of Siam.

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Underway Replenishment

Underway replenishment was born of necessity during World War II. Today it serves as a means of extending the reach and power of the fleet.

Supply ships replenish the fleet at sea with needed fuel, supplies, and ammunition, eliminating time-consuming trips to port. The naval striking force is thereby able to add to its destructive power the equally important assets of mobility and flexibility.

The oiler in sight, "Man all replenishment stations" is sounded and Hornet prepares to make her approach



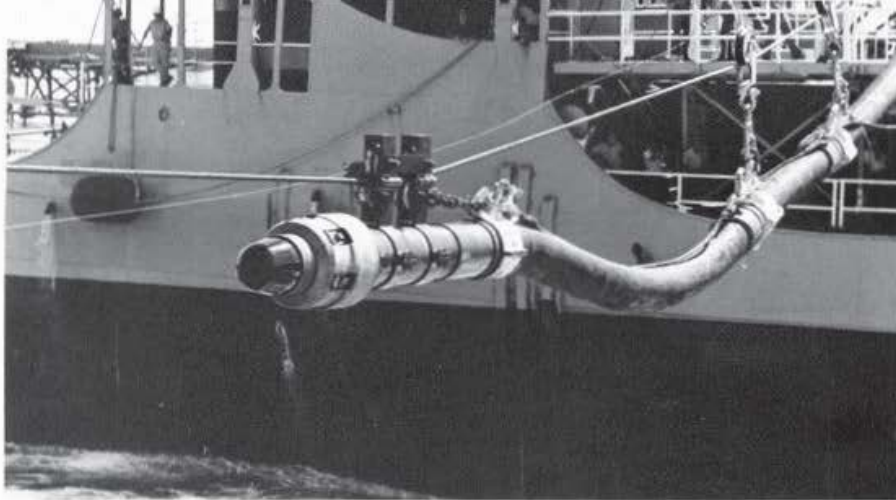


The destroyer already alongside the oiler, Hornet maneuvers into position. Delicate shiphandling will take the carrier to within 200 feet of the tanker's beam . . .

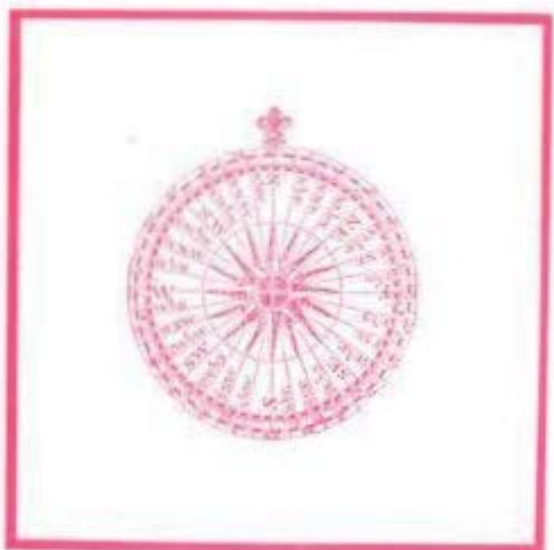


... "Standby for Hornet shotline. Topside personnel take cover."





On a single spanwire the oil hose snakes across to Hornet. Then pumping commences to satiate the carrier's great thirst



To keep the tactical group at strength and on the job, Hornet in turn must supply her escorts with fuel. The USS Hooper (below) takes on black oil from Hornet.

An unrep in heavy seas can be both exciting and dangerous. The great skill of the helmsman is required to keep the ship on course.

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Vertical replenishment: Sometimes stores came to Hornet by helo from a supply ship



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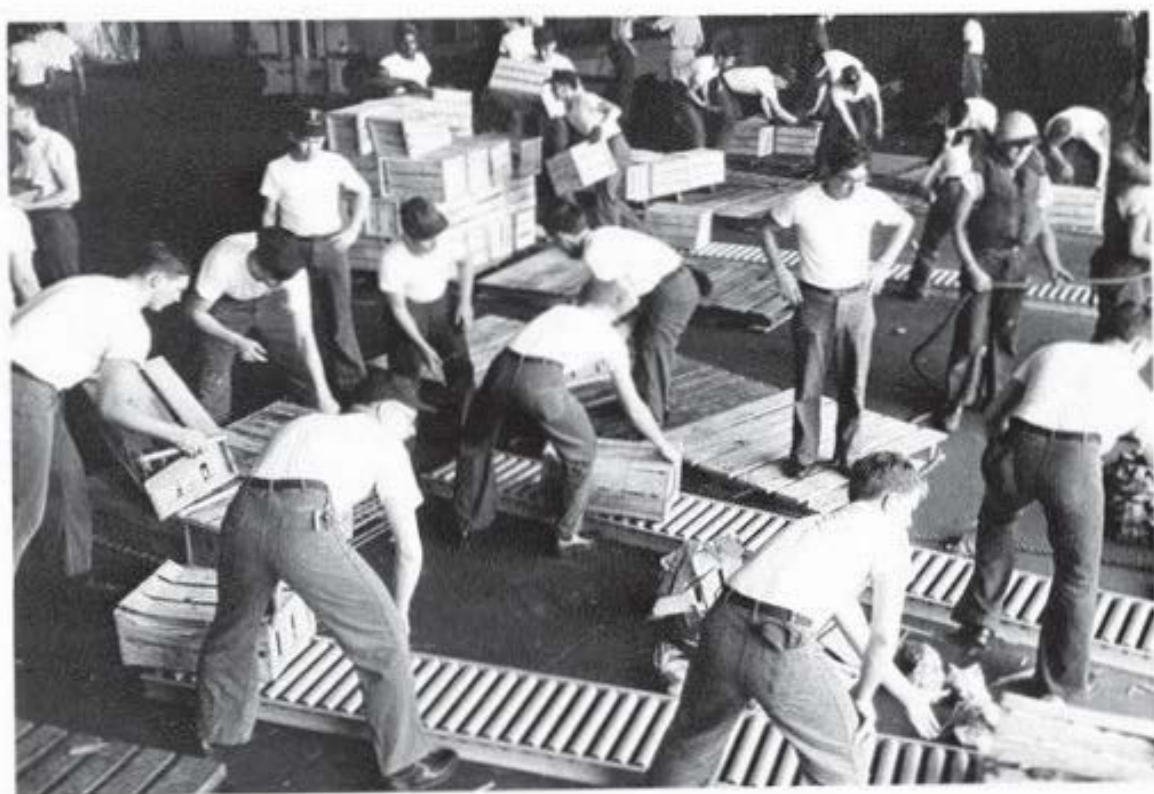


For the men on station, an underway replenishment is hard work, as load after load of supplies are transferred aboard





Supplies are transferred at the rate
of more than one ton per minute



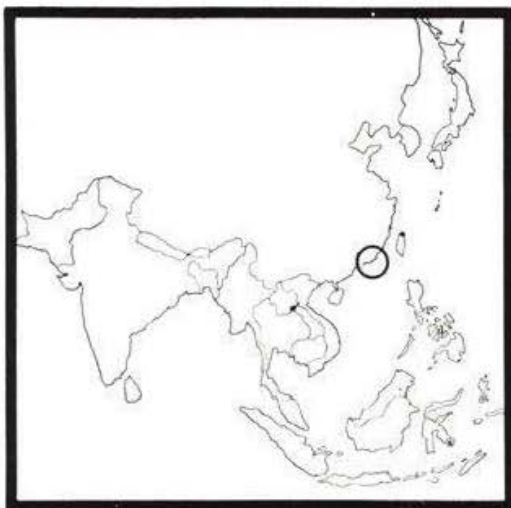


“Take up on
the high-line”



... the familiar call
as ordnance and personnel
are transferred at sea



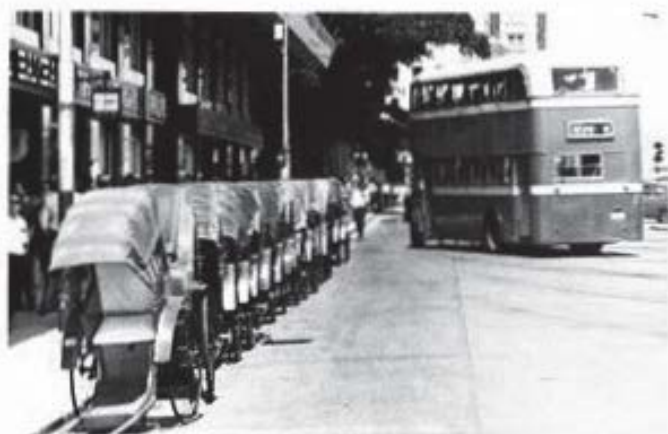


HONG KONG

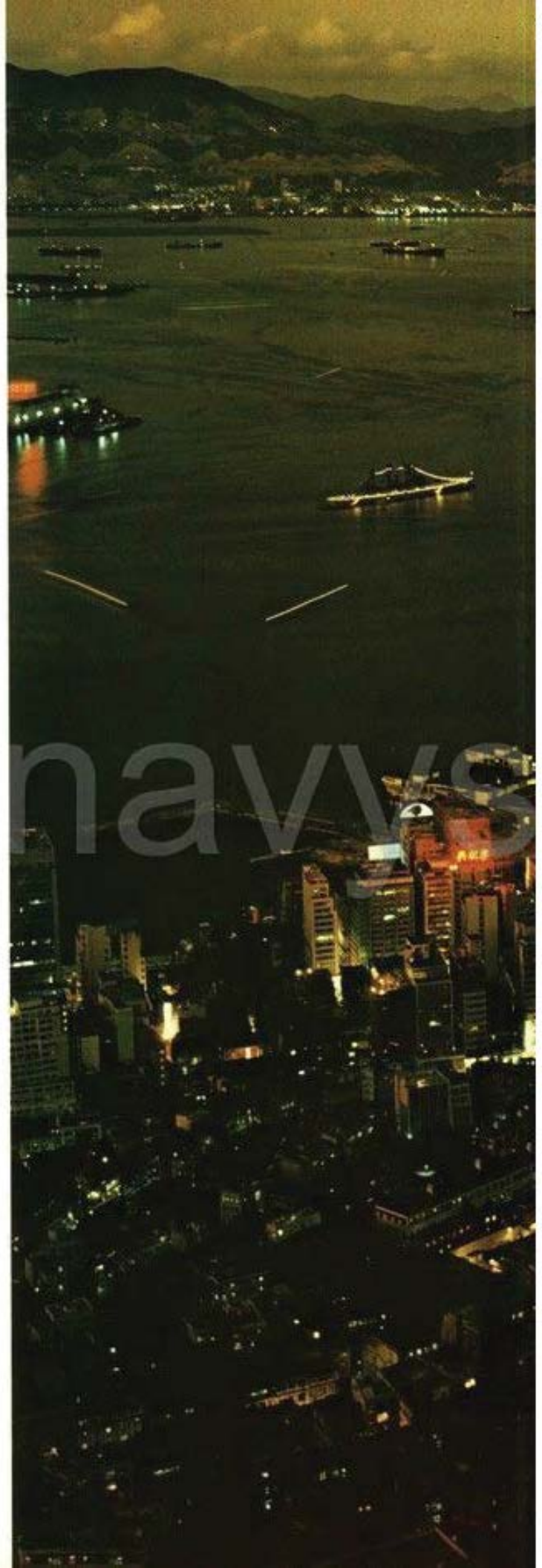
As mid-August approached, the tension on board could almost be felt. Each man watched the daily news sheet and listened to Radio Hornet for news of the riots and terrorist bombings in Hong Kong. Our visit to the Crown Colony had been cancelled once, and everyone was hoping that this time Hornet would make the port call.

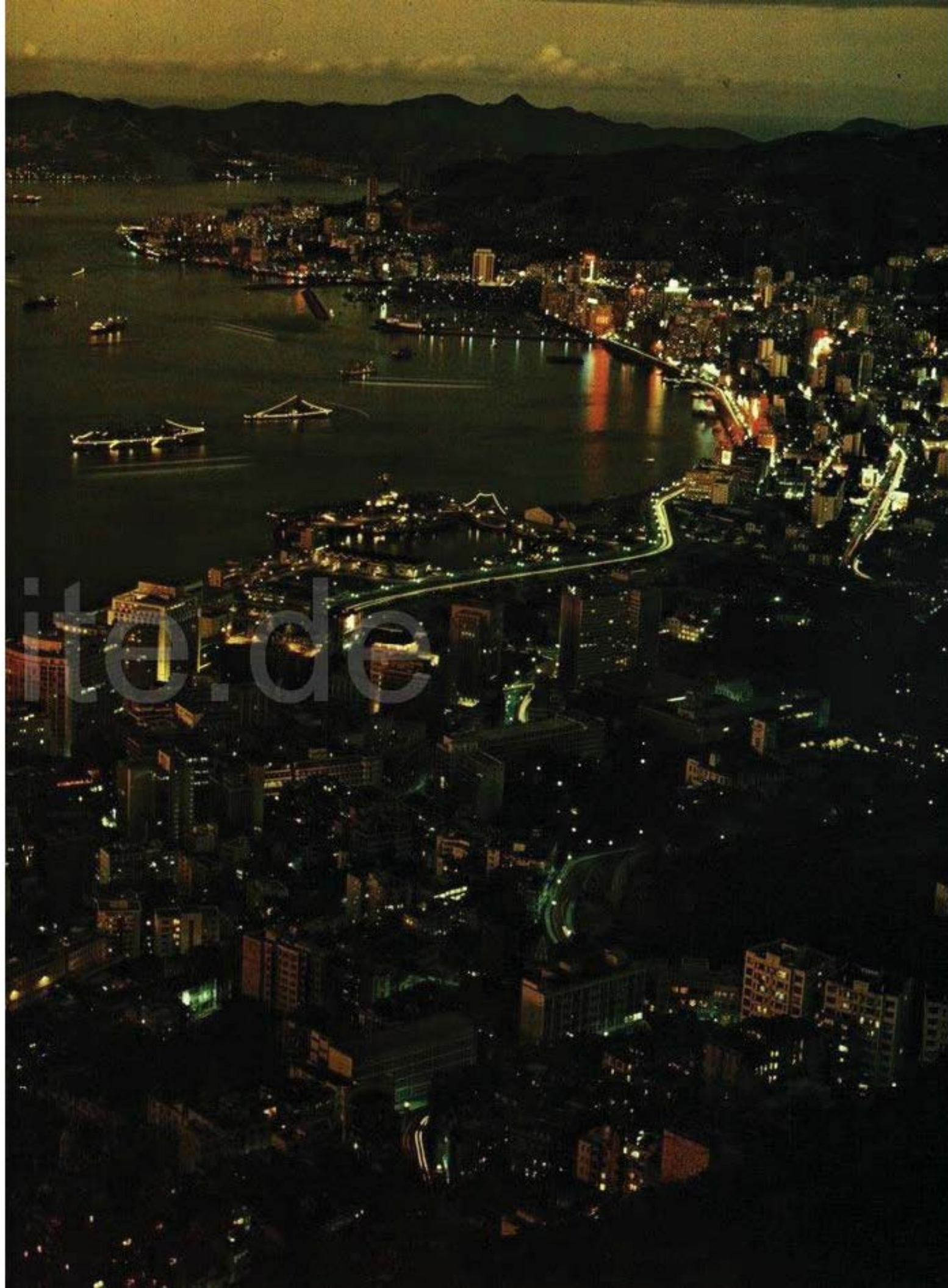
Despite a menacing tropical storm, Hornet steamed into Hong Kong harbor on the day scheduled. The imposing skyline of magnificent skyscrapers and encircling mountains was a welcome and exciting sight.

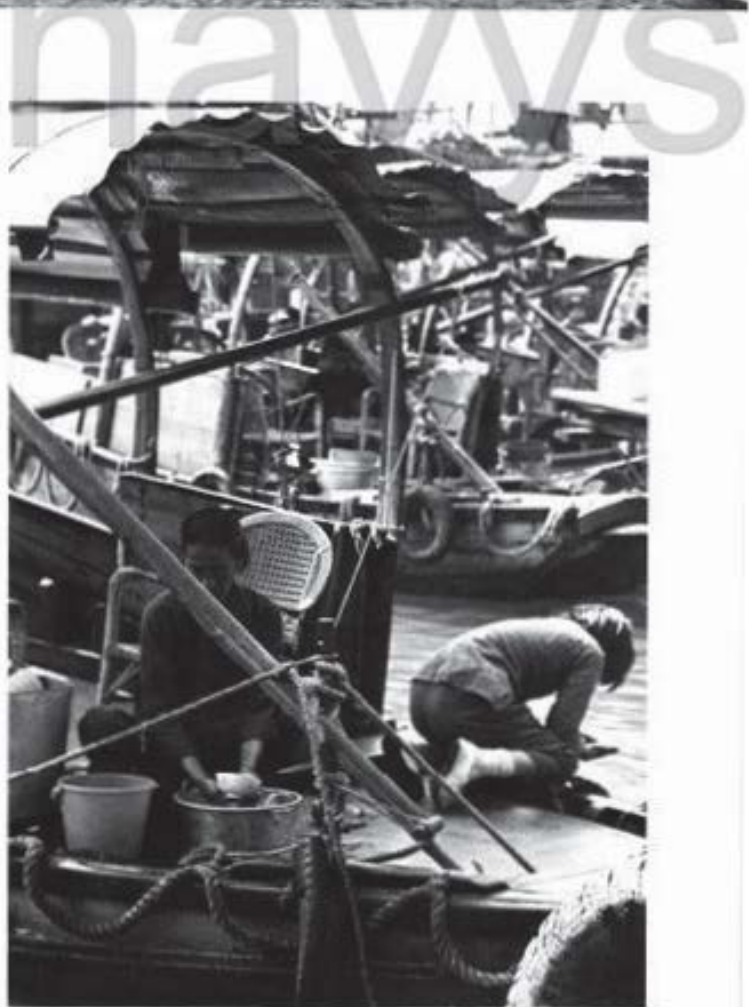
Crew members hastened ashore for the many bargains of this intriguing free port while the duty section eyed the city from the hangar bays and flight deck.

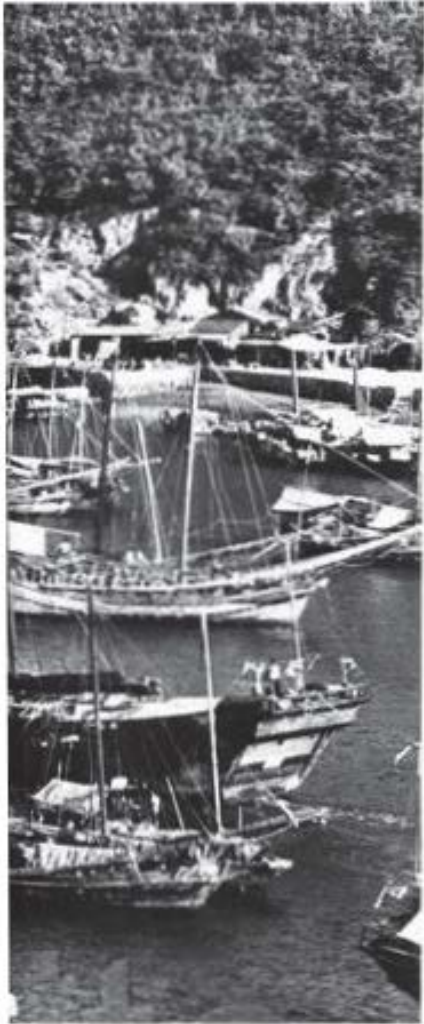












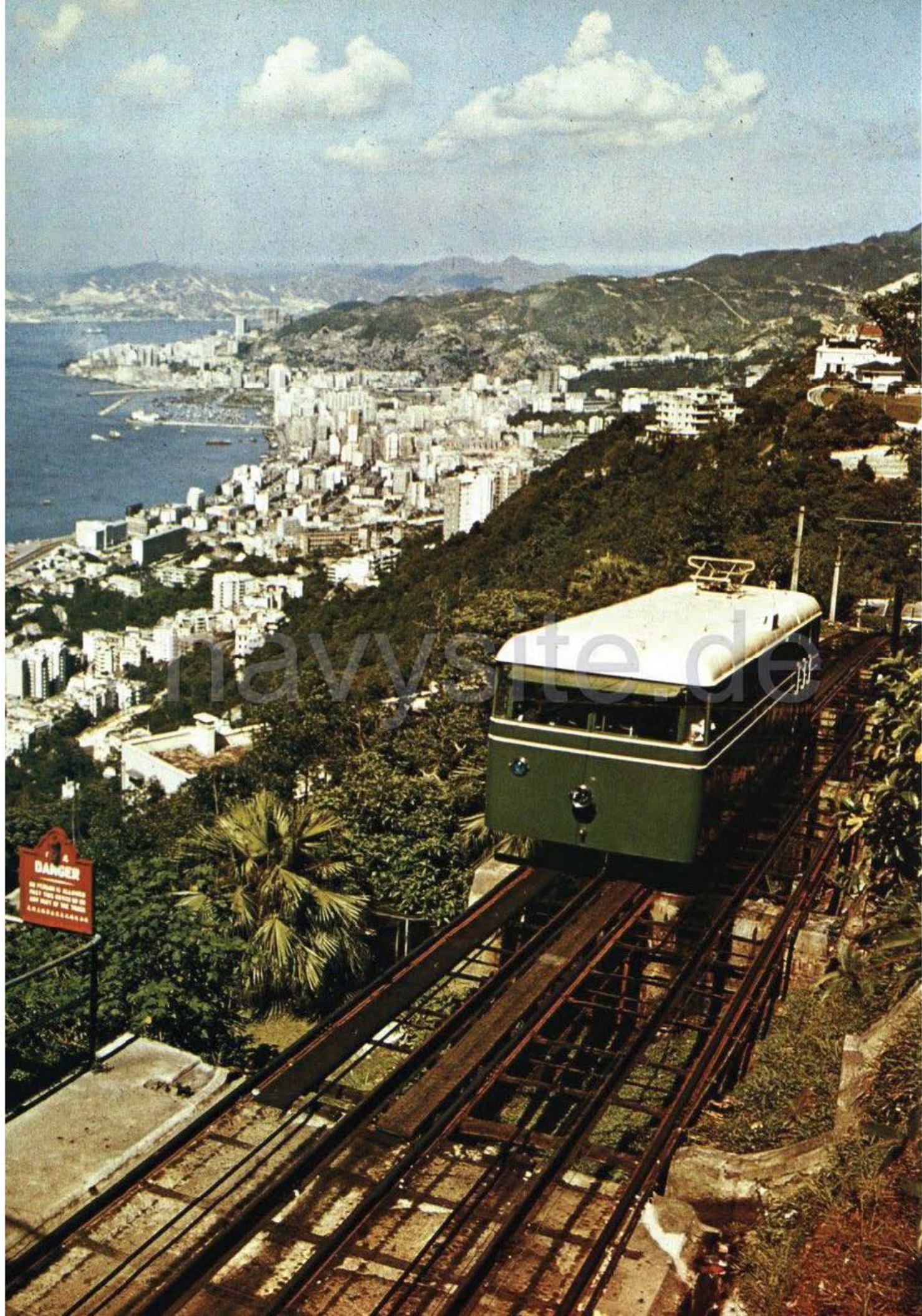
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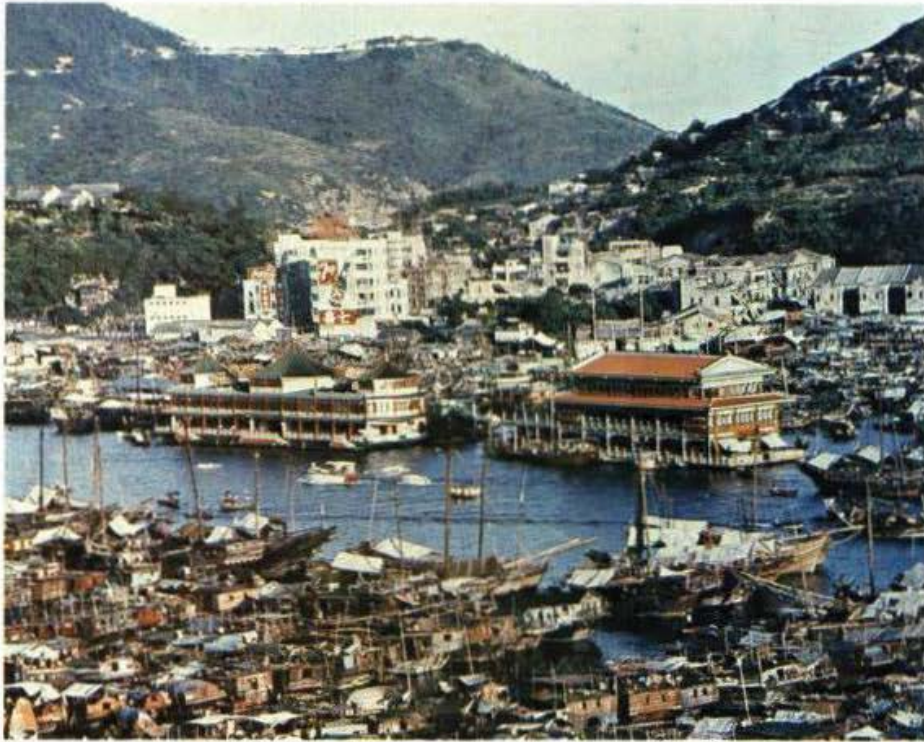
Hong Kong . . .

where the very old

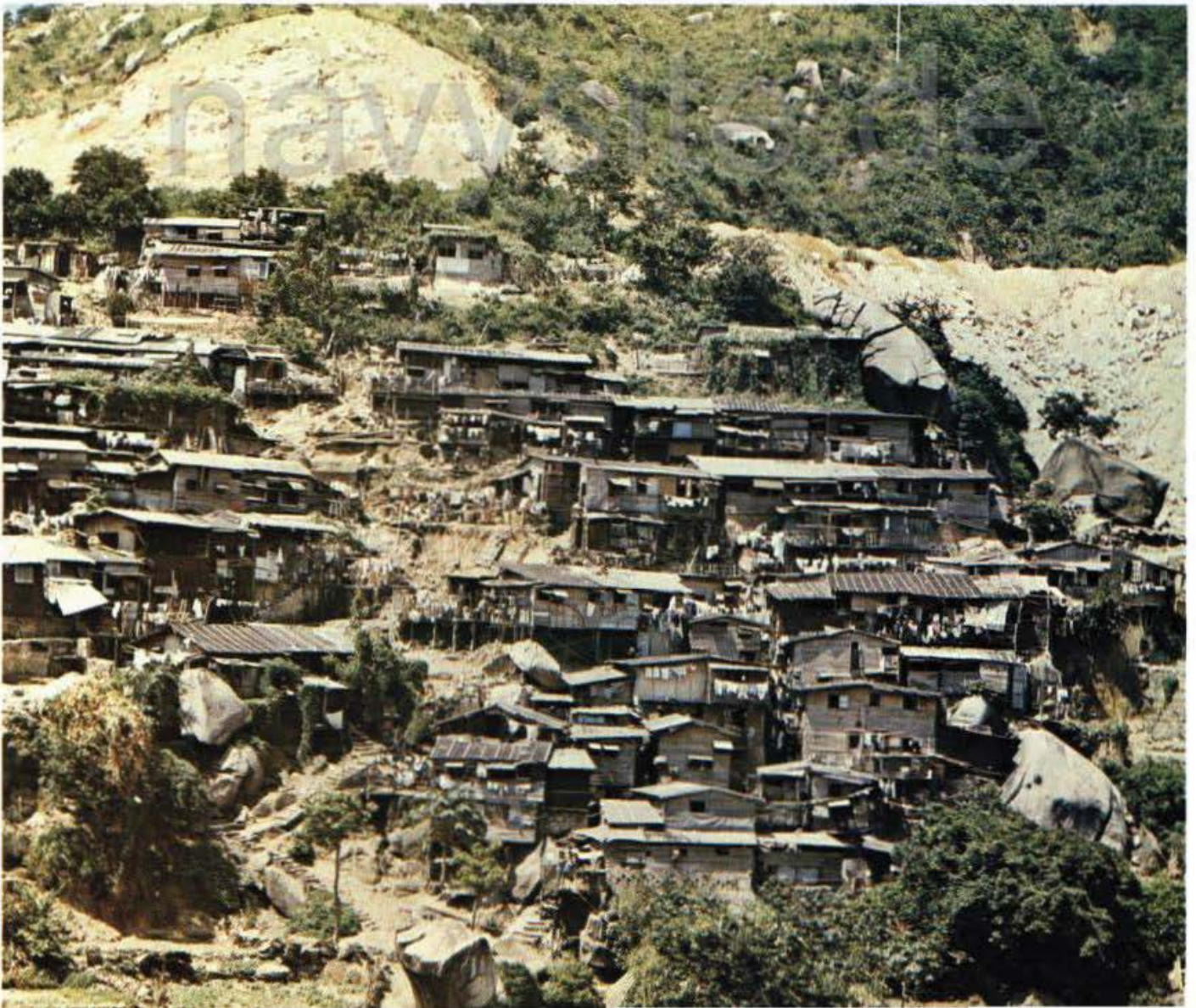
meets the very new







Halfway to the summit of Victoria Peak in large houses and high-rise apartments live the wealthy of Hong Kong. Across the harbor, in Kowloon, poverty-stricken refugees from Communist China subsist in shoddy hillside huts. Thousands live in tiny sampans in the water-logged city of boats—Aberdeen.







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THE MEN OF HORNET

Captain G. H. Robertson Commanding Officer

Captain Gordon Hubbard Robertson was born in Kansas City, Missouri, on 27 December 1920. He attended Kansas City (Missouri) Junior College for two years, the University of Illinois at Urbana for one year, and on 5 May 1942 enlisted in the U.S. Naval Reserve. Appointed Aviation Cadet in July 1942, he was commissioned Ensign and designated Naval Aviator in March 1943.

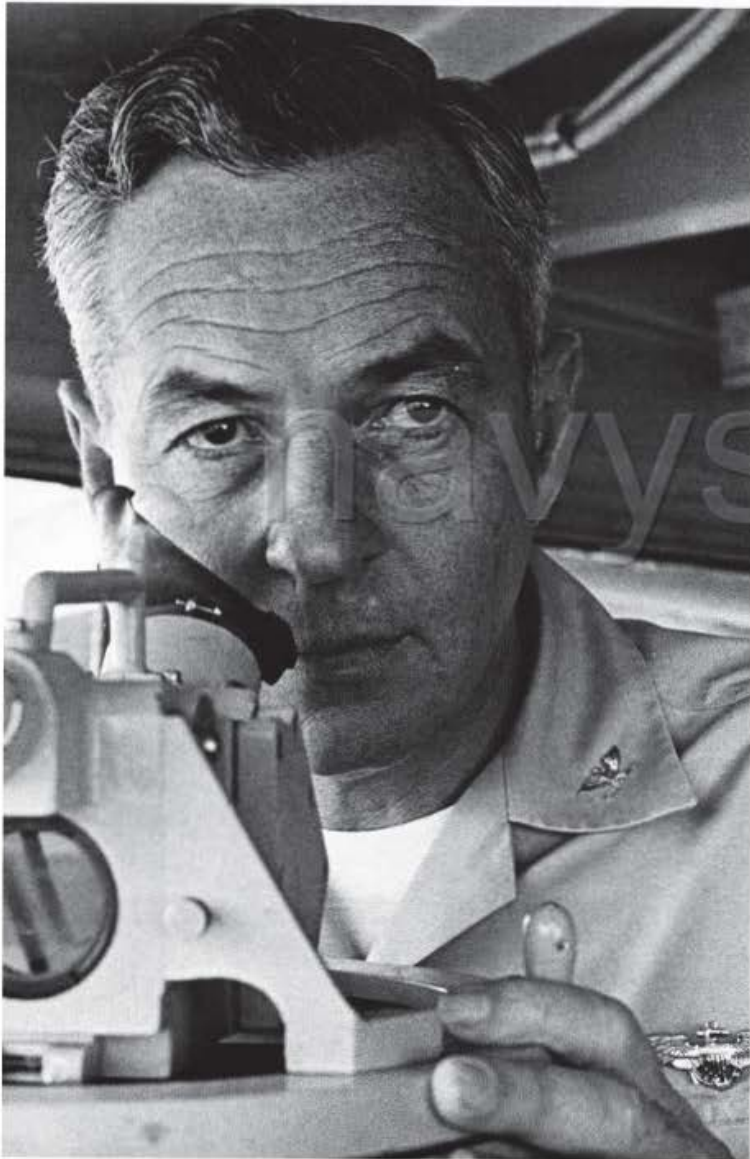
After completing further flight training, he joined Bombing Squadron 2 as squadron navigator. In December 1944, he reported as Operations Officer of Bombing Squadron 100. In October 1945, he was assigned duty at the Naval Air Station Edenton, North Carolina.

From November 1946 to February 1948 he was a Flight Instructor, after which he served as Air Operations Officer on board the USS Franklin D. Roosevelt (CVA-42). He was a student at the General Line School, Newport, Rhode Island, during the period June 1949 to May 1950, and the next month became Training Aids Officer on the Staff of the Chief of Naval Air Technical Training.

He received instruction at the Heavy Attack Training Unit, Air Force, Atlantic Fleet, between March and June 1952, and then joined Composite Squadron 8 to serve as Administrative and Operations Officer. In August 1955, he was assigned to the Attack Design Class Desk in the Bureau of Aeronautics where he remained until August of 1957. After jet transitional and heavy attack training, he served from April 1958 to May 1960 as Executive Officer and Commanding Officer of Heavy Attack Squadron 11. Following an assignment as Air Operations and Operations Officer on board the USS Forrestal (CVA-59), he had duty in connection with nuclear operations at Supreme Headquarters, Allied Powers, Europe.

In August 1964, he reported for instruction at the National War College, Washington, D.C. While in Washington he attended courses at George Washington University where he received the degree of Bachelor of Arts in 1965. He served as Commanding Officer of the USS Capricornus (AKA-57) from November 1965 to December 1966. Captain Robertson assumed command of Hornet 27 February 1967.

He is married to the former Frances Hodges of Olathe, Kansas and has two daughters.







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Commander Joseph Gallagher
Executive Officer June 1966-July 1967



Commander Joseph Gallagher, born 4 June 1921 at North Smithfield, Rhode Island, entered the Navy as an Aviation Cadet in September 1942. He was commissioned Ensign and designated Naval Aviator on 1 February 1944.

After completing flight training, he joined VC-8 as a fighter pilot and operated in both the Atlantic and Pacific Oceans. During this tour, VC-8 was credited with capturing a German U-boat; taking part in the Liberation of the Philippines, and was on hand for the Okinawa Campaign. He was transferred in November 1945 to NAS Quonset Point, Rhode Island, where he served until released to inactive duty in February 1947.

Commander Gallagher was recalled to active duty during the Korean conflict, and served for two years as a flight instructor at NAAS Saufley Field, Florida. In January 1954, he reported to VC-35 and made a Far East cruise as Officer-in-Charge of a squadron detachment. In January 1958, Commander Gallagher attended the

General Line School and in November of that year entered the University of Mississippi, graduating in August 1960 with a BA degree in political science. A nine month course at the Naval Intelligence School, Washington, D.C., followed and in June 1961, the Commander was ordered to the United Nations Command staff in Korea as Intelligence Officer.

He served as a fleet replacement pilot with VA-122 from August 1962 until February 1963 when he joined Attack Squadron 196 as Executive Officer. In January 1964 Commander Gallagher was designated Commanding Officer of VA-196 and served in that capacity until he was ordered to Hornet as Executive Officer, assuming these duties in June 1966. He was relieved by Commander Julian Hattersley in July 1967 and reported for duty to the Naval War College, Newport, Rhode Island.

He is married to the former Ruth O'Keefe of Providence, Rhode Island, and has six children.



Commander Julian Hattersley Executive Officer

Commander Julian Hattersley was born in Springfield, Illinois on December 27, 1923. He entered the naval service in August 1942 and was designated a naval aviator and commissioned Ensign on December 16, 1943.

During World War II, Hornet's Executive Officer served as a dive bomber pilot. Post war assignments included: Operations Officer at NAF Pelieu in the Palau Islands, Gunnery Flight Instructor at NAAS Saufley Field in Florida, Flight Officer of VS-25, Officer-in-Charge of ALF Brown Field, and Landing Signal Officer of VS-20 and VS-21.

During the period 1947-49 Commander Hattersley was embarked in HMS Eagle as an exchange pilot with the Royal Navy. He served as Executive Officer with 814 and 815 squadrons.

Commander Hattersley was Academic

Department Head of the Officer's Candidate School in Newport, Rhode Island from 1959 to 1961. He then attended the General Line School in Monterey, California. Upon graduation, the Commander reported to VS-29 as Operations Officer. From 1963 to 1965 he served as Executive Officer and Commanding Officer of VS-21 and in August 1965 reported to CVSG-53 as Air Group Commander.

Prior to his arrival in Hornet, Commander Hattersley attended the School of Naval Warfare at the U.S. Naval War College in Newport, Rhode Island.

Commander Hattersley is married to the former Jeanne Riemeyer of Long Beach, California and has a son, Julian II, presently serving with the U.S. Air Force in Bitburg, Germany.





Rear Admiral Harry L. Harty, Jr.
Commander ASW Group Three
August 1966-August 1967

Rear Admiral Harry L. Harty, Jr. was born in Grays Point, Missouri on 25 July 1917. He attended the Virginia Military Institute, and entered the U.S. Naval Academy in 1935.

Following graduation in June of 1939, Rear Admiral Harty served on the USS *Saratoga* (CV-3) during her first action during WW II. He reported to flight training at Naval Air Station, Pensacola in 1942. Designated Naval Aviator in September 1942, he then served as Executive Officer, VP-204, and Commanding Officer, VPB-210 during the Battle of the Atlantic.

Following World War II, he served as Aide and Flag Lieutenant to Commander Naval Air Force, Atlantic, in the Staff Commander Carrier Division One in the USS *Midway* and the USS *F. D. Roosevelt*, and with Commander Fleet Air, Quonset Point, Rhode Island. In 1948 he reported to the Staff of Naval Air Basic Training as Plans and Operations Officer, followed by a tour as Navigator of the USS *F.D. Roosevelt* from January 1951 to November 1952.

In 1953 he served as Operations Officer, U.S. Naval Air

Station, Jacksonville, Florida. He then reported to the Staff, Supreme Headquarters Allied Powers Europe, where he was a part of the Exercise Staff of Field Marshall Montgomery. After attending the Industrial College of the Armed Forces, he served in the Staff, Joint Chiefs of Staff.

In 1961, Rear Admiral Harty assumed command of the USS *Greenwich Bay* (AVP-41), flagship of the Middle East Force, after which he commanded the USS *Randolph* (CVS-15). While in command of the *Randolph* he was commended by CINCLANTFLT for operations during the Cuban Crisis. Admiral Harty then served in the Program Appraisal Office of the Secretary of the Navy and the Bureau of Naval Personnel. Rear Admiral Harty was relieved as Commander Anti-Submarine Warfare Group Three in August 1967 by Rear Admiral William J. Moran and reported for duty to the Staff, Supreme Allied Commander Europe in Casteau, Belgium as Deputy Assistant Chief of Staff, Plans and Policies.

Rear Admiral Harty is married to the former Frances Joan Brown of Hot Springs, Arkansas, and has four children.



Rear Admiral William J. Moran Commander ASW Group Three

Rear Admiral William J. Moran was born in San Mateo, California, and entered the Navy in February 1941 from his present home town of Reno, Nevada. Upon completion of flight training in 1941 and advanced carrier training, he reported to Fighting Three (VF-3). Subsequently, Rear Admiral Moran was assigned to VF-72 embarked in the USS Hornet (CV-8). After Hornet was sunk in 1942, he flew from the escort carrier Nassau and from Guadalcanal. He served as an instructor in advanced fighter training and then with Fighter Squadron Ten (VF-10) aboard USS Intrepid (CV-11).

Rear Admiral Moran's first postwar assignment was on the Staff, COMCARDIV 17 embarked on the USS Badoeing Strait. He then went to COMFAIRALAMEDA in 1947 and graduated from the U.S. Navy General Line School in Monterey in 1949. Upon completion of line school, he reported to the Naval Ordnance Test Station, Inyokern, California. In 1952 he joined the Pacific Fleet Night Interceptor Squadron (VC-3).

One year later Rear Admiral Moran assumed command of Fighting 23 (VF-23).

In July 1954 Rear Admiral Moran was ordered to the Naval War College, Newport, Rhode Island, and in 1955 reported again to the Naval Ordnance Test Station, China Lake. Following a tour on the Staff, COMNAVIAIRLANT, he reported as Executive Officer, USS Essex (CVA-9), in 1959. After a tour as the Naval Aide to the Assistant Secretary of the Navy for Research and Development, Rear Admiral Moran attended the National War College in Washington, D.C. In August 1965 he assumed command of the USS Rainier (AE-5). He then assumed command of the USS Randolph (CVS-15) on 7 October 1966, and reported as Commander Anti-Submarine Warfare Group Three on 11 August 1967.

Rear Admiral Moran is a graduate of the University of Nevada and is married to the former Ruth E. Nelson of Saint Croix Falls, Wisconsin.



Captain D.P. Wynkoop Chief of Staff ASW Group Three

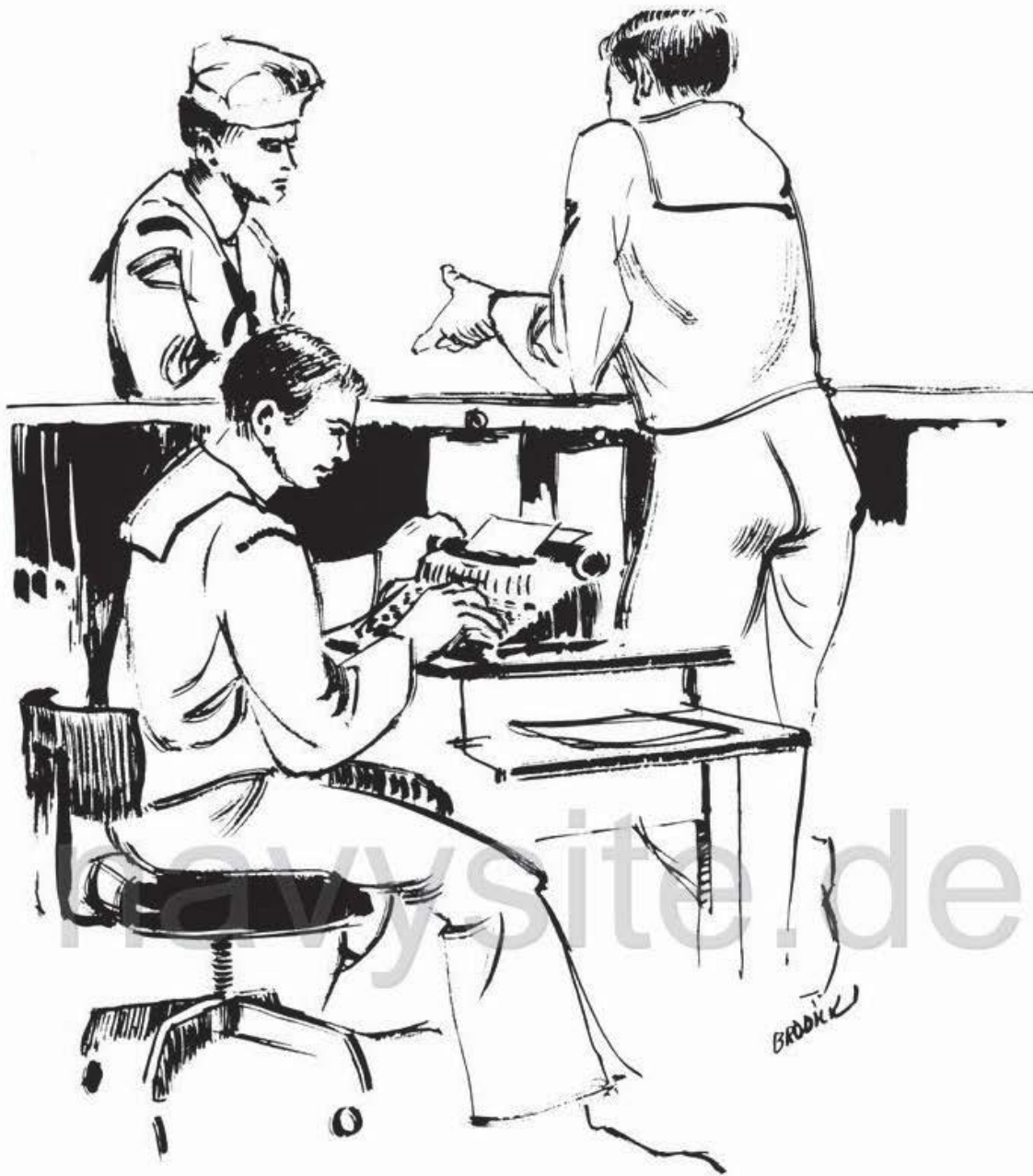
Captain David P. Wynkoop is Chief of Staff and Aide to Rear Admiral William J. Moran, Commander Anti-Submarine Warfare Group Three. Before coming to his present assignment Captain Wynkoop was Commander Destroyer Division 172.

Captain Wynkoop is a native of Traverse City, Michigan and a 1942 graduate of the United States Naval Academy. Following his commissioning as Ensign, Captain Wynkoop was assigned to destroyer duty until 1948, during which time he was Executive Officer of three destroyers. He commanded the USS Tumult (AM-127) a minesweeper, in 1949, and served as an NROTC instructor at Marquette University, Milwaukee, Wisconsin from 1950 to 1951.

Captain Wynkoop's next assignment was as Commanding Officer of the Destroyer Escort USS George E. Davis (DE-359). He later served as Flag Secretary for Commander, Carrier Division Three (Task Force 77) operating in Korean waters until 1954.

From 1954 to 1957, the Captain was Aide to Fleet Admiral William D. Leahy and from 1957 to 1959 was Commanding Officer of the USS Glennon (DD-840). He left the Glennon in late 1959 for his next assignment as Liaison Officer for Supreme Allied Commander Atlantic in Washington, D.C. from 1959 to 1960. He then reported for duty to the Staff, Commander-in-Chief, United Nations Command and Commander, U.S. Forces in Korea from 1961 to 1962. From March to November 1962, Captain Wynkoop was on the Staff of the North American Air Defense Command. From NORAD he was assigned to the position of Director of Navy Recruiting for the Fifth Recruiting Area. He reported as Chief of Staff to Commander Anti-Submarine Warfare Group Three in August 1966.





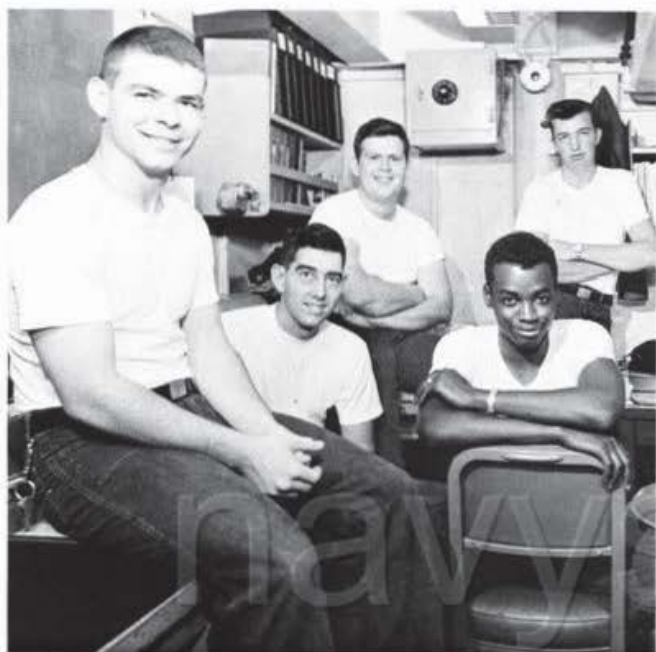
EXECUTIVE

Department

Executive

X
division

Headed by the Executive Officer, the various offices of X Division provide many services for the officers and crew aboard Hornet. This diversified division staffs the Administrative Office, Captain's Office, Educational Services Office, Legal Office, Library and Chaplains' Office, Master-at-Arms, Personnel Office, Post Office, Public Affairs Office and Print Shop.



G. Mish, C. Sanders, R. Donaven, R. Taylor, D. Rowley



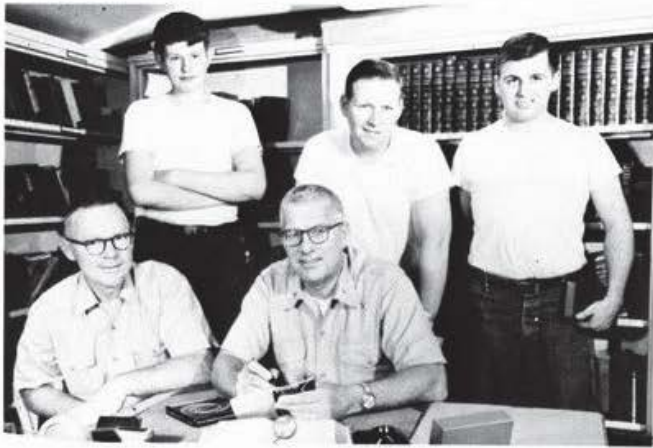
P. Mathew, S. Sorich, J. Kirschner, R. Ilenstein, J. Steskel, J. Martino, LT R. G. Elwell - Division Officer



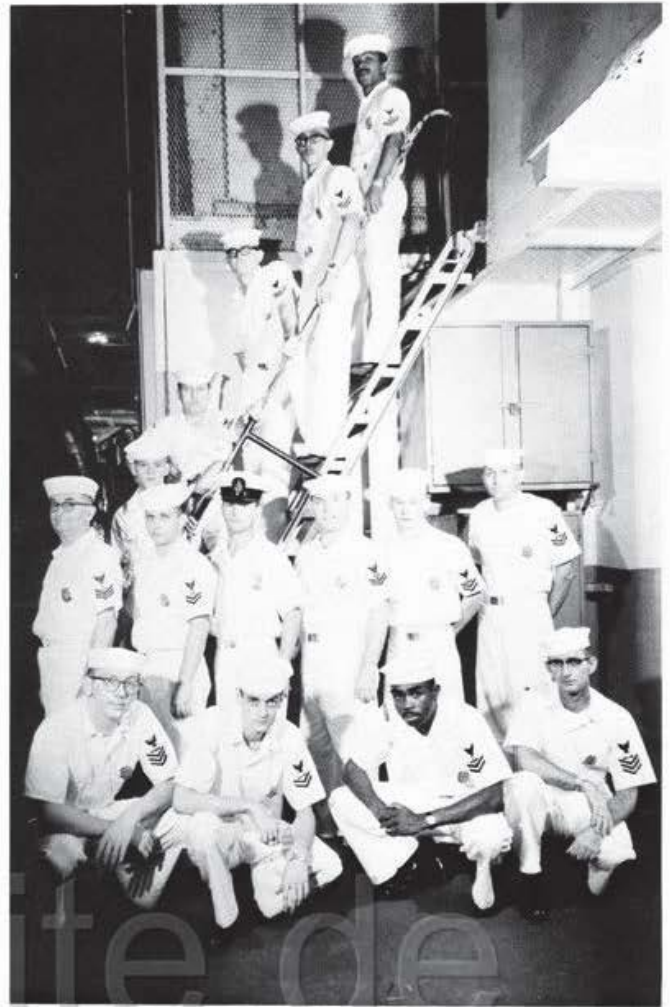
J. Simmons, D. Farley, F. Martin, G. Jorgensen, D. Ingman, D. Hester



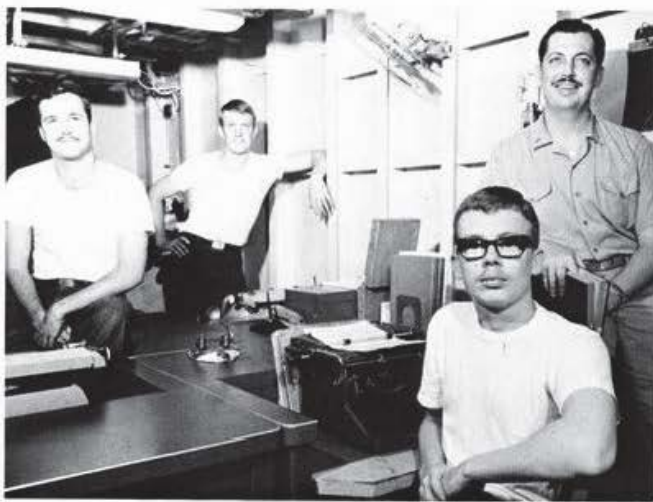
W. Butler, W. Parker, R. Donaven, C. Olmstead



LT A. J. Libera, Roman Catholic Chaplain; J. Whipp, CDR V. Sundt, Protestant Chaplain; K. Burk, G. Weising



FRONT ROW J. Blair, T. Camden, B. Smith, J. Wheeler SEC-
OND ROW E. North, C. Goodwin, K. Carpenter, W. Falkner, N.
Vanderhoof, R. Marrow BACK ROW A. Landwehr, L. Swaf-
far, K. Schad, R. Wolff, J. Bailey



J. Wollam, J. Kline, LTJG E. B. Fisher, R. Budwash



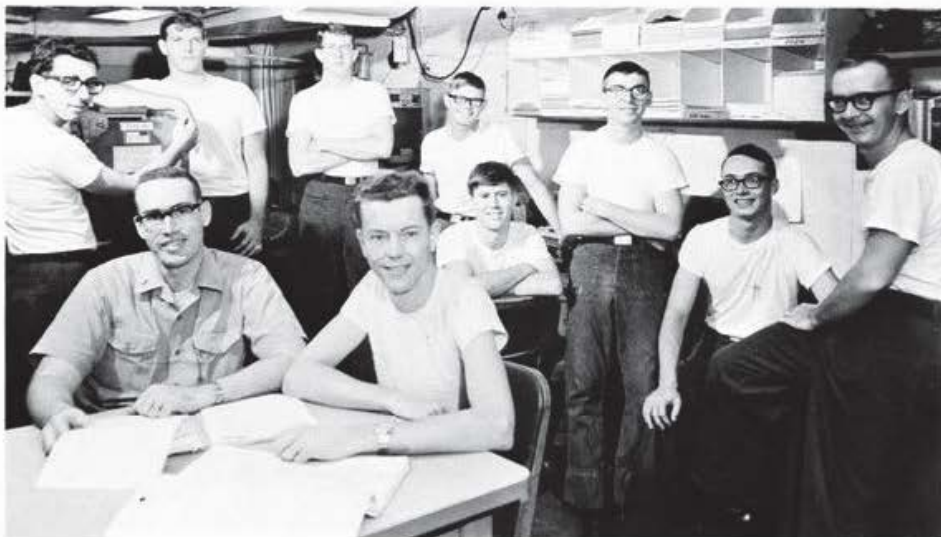
W. Byler, M. Wheat, R. Yoder, D. Myott, H. Spencer, B. Yelverton



WO L. E. Parkhurst—Ship's Secretary. J. Jaramillo, M. Turko, J. Carter, M. Stevenson, S. Danielson, J. Faulkner, W. Walloch, W. Nacht, G. Silveira, K. Wilson, P. McDowell



SEATED L. Wallace, J. Fleming, LTJG T. R. Jacobs—Public Affairs Officer STANDING M. Wheat, R. Fulmer, J. Missett



SEATED WO G. H. Prinz—Personnel Officer, T. Hicks II, N. Aubrey III, R. Allison III
STANDING S. Schwartz, P. Pokryfky, M. Kotta, R. Tripp, N. Fisher, J. Fiesel



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CDR G. W. WARD

AIR

Department



SITTING CDR G.W. Ward—Air Officer STANDING ENS R.G.A. Jones—Air Administration Assistant, A. Zalewski, CDR J.D. Dungan—Assistant Air Officer, M. Doonan, D. Hesser, C. Cadman, A. Estep





The maintenance of Hornet's flight deck coupled with the safe movement of aircraft about the flight deck is the major task of the men of this division.

<h1>V1</h1> <p>division</p>	<h2>Flight deck</h2>
-----------------------------	----------------------



FRONT ROW J. Jansen, L. Cotton, N. Basiliko, V. French BACK ROW J. Shipley, F. Ruhe, R. Chaney, J. Walls, R. Kouble, L. Waller, R. Perea, F. King, K. Dixon, R. Knapp



FRONT ROW P. Miller, E. Joslin, J. Dye, S. Wiess, J. Jerue BACK ROW W. Malsted, R. Lively, J. Byassee, W. Huggins, J. Boudreaux, J. Burnett



FRONT ROW G Dole, J. McCormick, R. Tally BACK ROW D. Combs, C. Bailey, D. Nelson, T. Bryant, A. Geiger, C. Morris, W. Sowers, J. Grassmyer, G. Gier



FRONT ROW V. Zimmerman, E. Thompson, K. Hopfauf, D. Conklin, L. Bixler BACK ROW R. Acheson, L. Guinn, R. Morrell, S. Miller, L. Riemer, J. Katz, W. Williams, G. Mackey



<h1>V2</h1> <p>division</p>	<h1>Catapults Arresting gear</h1>
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V-2 Division operates and maintains Hornet's catapults and arresting gear. Split second timing is required for this exacting job.



LT T. J. McLaughlin - Assistant Division Officer, LCDR "L" "C" Cotham - Division Officer, D. St. Armand, G. Burch, O. Stevens



SITTING M. Crowe STANDING G. Gemme, R. Tade, D. Strassburg, R. Gee



FRONT ROW C. Ritchie, R. Phillips, J. Sweet BACK ROW M. Kozak, J. Dillon, J. Blankenship, L. Loth, D. Preston



FRONT ROW J. Henke, J. Robinson, R. Hill
BACK ROW H. James, D. Smit, G. Aprill, C. Tennison, R. Sparr, T. Crawford



FRONT ROW F. Cook, N. Towler, C. Wolfe, C. Hendrix BACK ROW J. Whitesides, E. Thornburg, D. Egan, J. Parmer, M. Rimi, T. Deffina, L. Freeman



FRONT ROW L. Vernon, R. Walsh, L. Lindell, C. Coley, A. Watkins BACK ROW R. Troutman, J. Winter, G. Sutcliffe, J. Smith, J. Tackett



V-3 Division is charged with the maintenance of the Hornet's hangar bays and the safe movement of all aircraft on the hangar deck. Also, they share with V-1 Division the responsibility of operating Hornet's three aircraft elevators.

<h1>V3</h1> <p>division</p>	<h2>Hangar Deck</h2>
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FRONT ROW J. Fecanin, J. Spiva, W. Wilson BACK ROW A. Estep, LT G. N. Panches—Division Officer, C. Woodard, J. Gallagher, A. Mauzy, V. Voves, C. Zanden



FRONT ROW S. Papps, D. Bistel, S. Wallace, A. McGill, W. Weiland BACK ROW S. Geeslin, C. Taplin, J. James, R. Voves, D. Davis, K. Waiser, R. Perry



R. Lester, W. Brakebill, T. Jenkins, F. Keiser, B. Edward, W. Steine, T. Detoy, W. Adams, R. Walsh, B. Edward, J. Matherne, M. Ebert, J. Julian, A. Porter



FRONT ROW J. Inskip, A. Yakes STANDING A. Blake, J. Garey, LT D. E. Moore—
Division Officer, J. Griffin, S. Evans, J. Chastain

"The Smoking Lamp is out second deck and above while refueling aircraft." This familiar call is sounded when these men refuel Hornet's aircraft. This division is also responsible for the aviation fuel systems.

V4
division

Aviation
Fuels



SITTING C. Ayers, R. Michelsen, R. Millette STANDING R. Charleston, B. Garay, B. White, J. Scidmore, D. Zerfoss, P. Ingle, J. Steward, J. Kingery, E. Howard



SITTING W. Washburn, N. Claybourne, R. Palmer STANDING R. Gier, J. Thomas, L. Clark, B. James, R. Morris, S. Ingram, R. Jolivette, T. Milam, J. Eaton, H. Knickelbein

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SITTING P. Mikkelsen, D. Cobb, D. Gilchrest, S. Buckman, J. Soha STANDING D. Zachary, W. McCormack, D. Swope, T. Sandoval, H. Taylor, J. Clemmons, D. Peterson, J. Bullard



M. McClintick, R. Hurley, C. Rich, R. Pritchett, E. Dillenberg



SITTING LCDR M. D. Anthony—Division Officer, A. English STANDING J. Pierson, ENS R. G. A. Jones—Assistant Division Officer, D. Conklin, D. Salazar, J. Yadden

V-6 Division has wide and varied functions including the maintenance and operation of "yellow gear", operation of several repair facilities and the administration of the aero publications technical library. They also provide a crew for Hornet's most popular aircraft—the COD—carrier of mail from home.

V6
division

Aviation
Maintenance



FRONT ROW M. Dawson, R. Webster, R. Morris, C. Rogalski SITTING ENS R. G. A. Jones—Assistant Division Officer, R. Latta BACK ROW J. Manuel, J. Bays, C. Flippo, R. Bottorf, L. Discenza, R. Karun, S. McDowell, W. Anderson



J. Degen, G. Corey, P. Vitale, J. McManus, J. Hampton, D. Barnes



FRONT ROW T. Sheehy, F. Didonato, W. Padden, S. Rhodes, R. Boe, LCDR M. D. Anthony - Division Officer, H. Lacquement, E. Endicott, D. Easley, J. Dolge BACK ROW L. Knapp, C.

Nyberg, C. Ellis, J. Kirkland, D. Young, G. Lane, R. Weber, D. Sanders, T. Meindl, E. Gautreau, R. Walker



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COMMUNICATIONS

Department



LCDR T. J. Denton



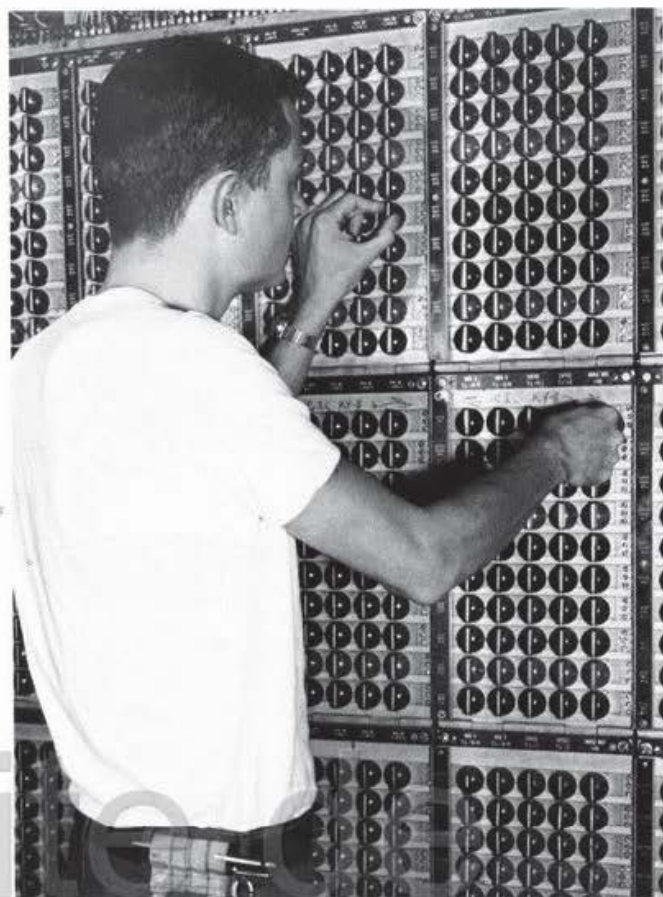
LCDR W. R. Chapman

Radio

CR

division

Communication's Radio Division personnel operate voice radio equipment, encode and decode incoming and outgoing message traffic, and see to the proper routing of message traffic throughout the ship.



SEATED LCDR W. R. Chapman—Communications Officer, C. Delarosby, L. Page STANDING H. Babon, J. Dockery, R. Curtis, A. Flesner, T. Eilers, W. Fields, E. Lasiewski, D.

McFeeters, S. Cierley, J. Ode, J. Fine, C. Oberman, R. Brown, W. Bergendahl



SEATED R. Fuehr STANDING J. Keeling, N. Oehlert, M. Adams, D. Clinton, L. Brown, E. Comeau, C. Heavner, L. Cosby, I. Thrower, ENS K. T. McMahon – Assistant Registered Publications Officer, ENS P. J. Ciraulo – Registered Publications Officer, LT T. E. Pelton – Assistant Communications Officer



SEATED ENS R. J. Kass – Division Officer, D. Seelye STANDING R. Sumpter, Jr., T. Hale, J. Wall, L. Clark, M. Ford, L. May, S. Millsap, R. Van Patten, J. Borges, L. Nitz



SEATED G. Rinehart, T. Wilson, A. Houghton STANDING D. Davidson, M. Stodelle, C. Skinner, J. Padilla, T. Boser, R. Hammond, H. Nappier, Jr., M. Carver, W. Murray, P. Wilbanks

Signals

CS

division

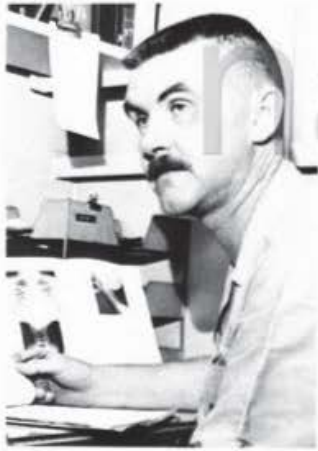
The Communication's Signal Division is charged with the task of keeping Hornet in touch with ships in company by means of semaphore, flags and flashing light. In the past few years, the science of visual communications has been vastly improved and advanced, particularly in the area of night signaling.



ENS P. J. Ciraulo—Registered Publications Officer, J. Mark, F. Farkas, P. Pratt, E. Markle, J. Heitkamp, P. Rocha, R. Ross, M. Lott, LTJG R. C. Maclin—Division Officer



L. Cave, J. Hamner, W. Rudling, R. King, L. Stice, F. Weeks, G. Villerreal, R. Pierce, W. Snow



LCDR F. E. Dully, Jr.



CDR A. O. Brault



CDR S. W. Perand

MEDICAL & DENTAL

Departments

Medical

H
division

From a minor injury to major surgery this important division is prepared to meet any problem. The latest medical facilities combined with professionally trained officers and corpsmen provide the finest medical care to the men of Hornet.

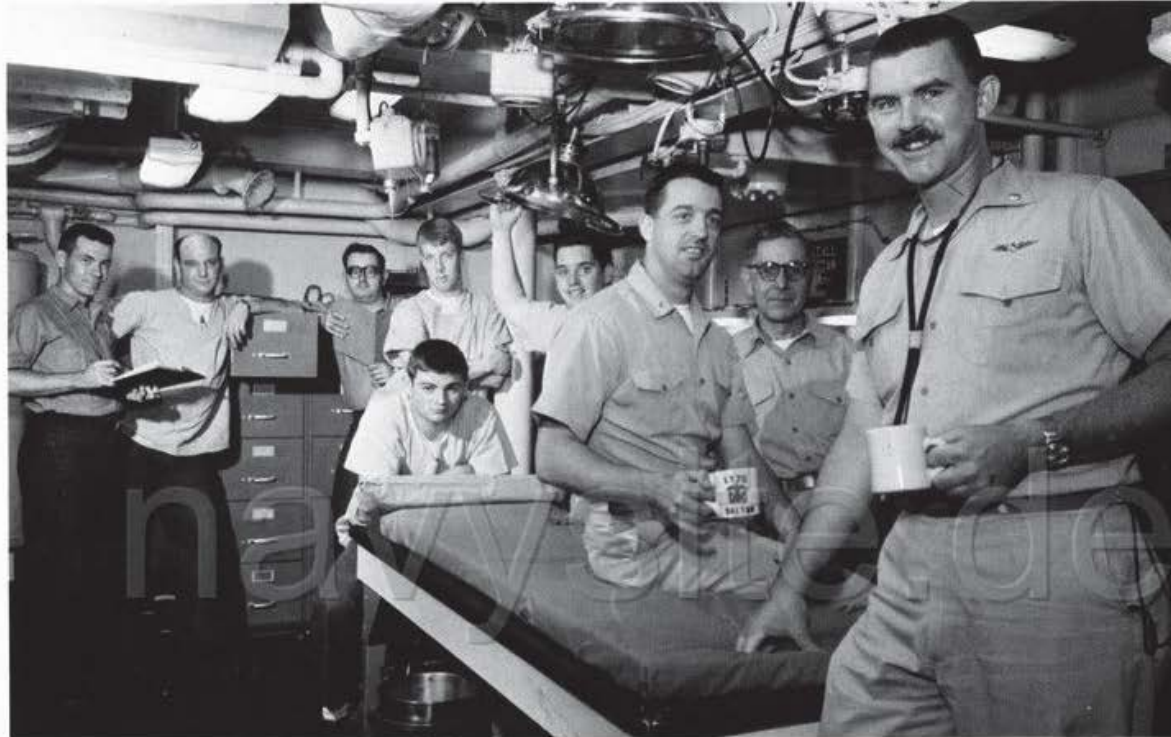


de

J. Hall, D. Scott, O. Ray, R. Boyington, L. Smock, L. Koch, D. Ritter, J. Gregory, Jr.

C. Bennett, R. Shelton, LT G. T. McMurry, LTG. L. Koomos, L. Hubbard





W. Mumford, D. Shotwell, I. Slough, T. Richeson, E. Hoffman, E. Bostick, Jr., LTJG J. T. Dalton—Division Officer, D. Swartz, LCDR F. E. Dully, Jr.—Senior Medical Officer



D. Alexander, A. Larson, Jr., J. Evans, G. Johnson

Utilizing the best in dental equipment, Hornet's dentists and dental technicians provide for the crew's need for day to day dental care as well as maintaining the finest of dental health programs.

Dental

D
division



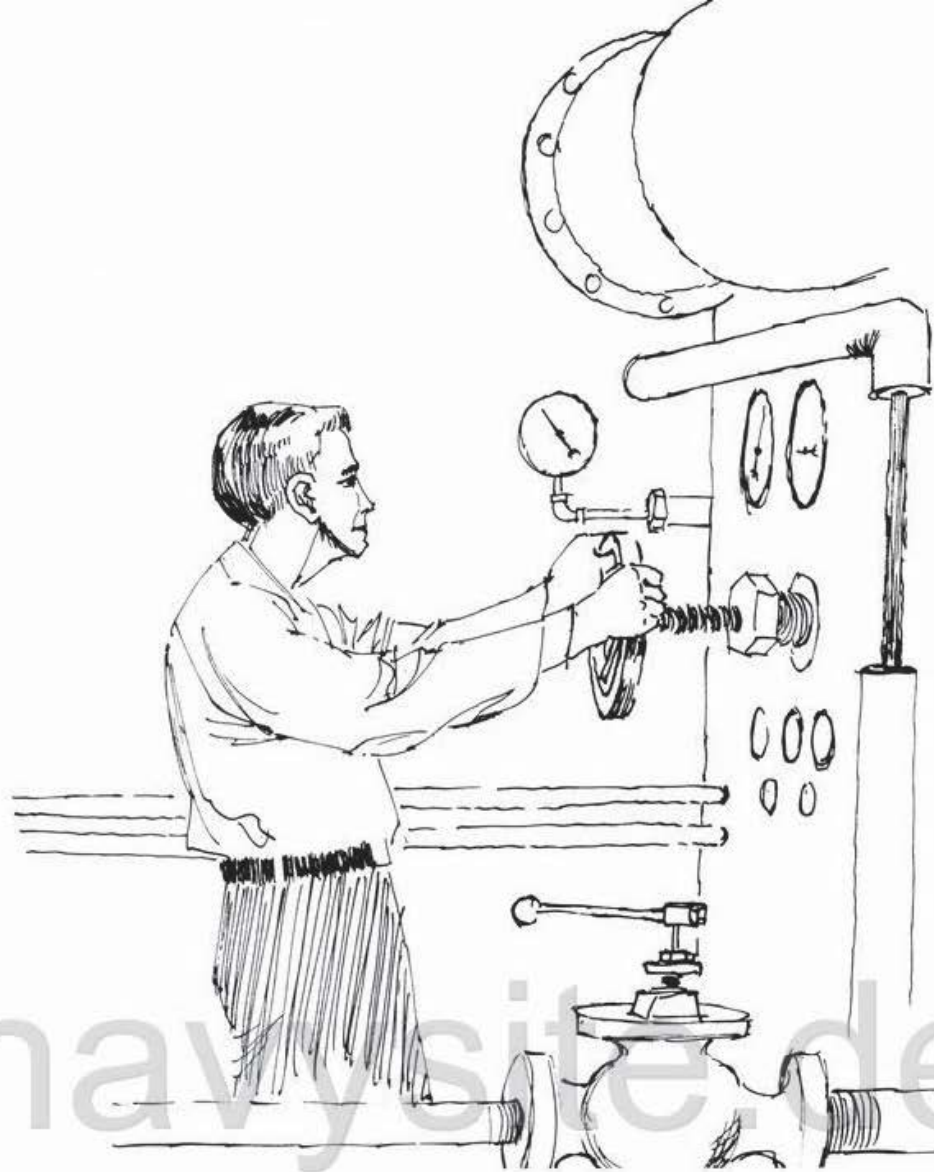
CDR A. O. BRAULT - Dental Officer (relieved), LT R. J. Moore, LT D. P. Stangl



A. Foronda, R. Wagner, CDR S. W. Perand - Dental Officer, L. Pfeffer, LT G. W. Frels, D. Martin, R. Perkins



C. Castro, R. Winfield, B. McRae, G. Andico, R. Simons



ENGINEERING

Department



CDR M.B. Moore



LCDR J.J. Teuscher



LTJG O.S. Davis - P.M.S. Coordinator, LTJG L.S. Wolff - M Division Junior Officer, LTJG M.P. Farrell - Administrative Assistant, LT K.R. Dotterer - Assistant Damage Control Officer, LCDR M.N. Cohen - Main Propulsion Assistant, LT T. Tupaz - Electrical Officer, F. Breit, LT A.C. Kowalski - Damage Control Assistant, W. Jones, R. Snell, D. Melvin, H. Moon





Hornet's Flying Squad: FRONT ROW E. Ireland SECOND ROW F. Wells, V. Davis THIRD ROW G. Schreck, LT K.R. Dotterer - Officer-in-Charge, LT T. Tupaz FOURTH ROW B. Folck, V. Ard, C. Whitney FIFTH ROW W. Miller, F. Alexander, A. Martz SIXTH ROW R. Fail, K. Vannieuwenhoven, P. Davis BACK ROW L. Moore, LCDR J.E. Sheehan, Jr.



Auxiliaries

A division

The summer on Yankee Station was hot and humid. Every air-conditioning vent and scuttlebutt maintained by A Division was greatly appreciated. This division also cares for the aircraft elevators, water heaters, laundry and galley equipment, ship's service heating, and the liberty launches. They even manufacture oxygen and nitrogen.



WO D. L. Cobb - Material Officer, D. Henley, A. Emmons, LT R. T. Pearson - Division Officer, J. Turner, J. Souza



M. Bartnick, R. Spoonhunter, O. Farlow, R. Muldrew, R. Davis, L. Crow



SEATED J. Gustafson, G. Beach, S. Hunter, R. McKeller
STANDING R. Pugada, D. Fields, C. Dyl, H. Sanders, J. Thomas, H. Pritchard, D. Seyboth



SEATED M. Barnes, A. Sargent
STANDING C. Cordrey, J. Petersen, A. Condy, L. Taylor, T. Bednarek, D. Brinkman, K. Bouska, D. Crosby



FRONT R. Coomes
BACK ROW J. McNaughton, R. Kherdarian, G. Hunter, J. Anderson, J. Engle, A. Bowman



F. Valesquez, D. Earle, T. Nelson, D. Garcia, S. Agustin, R. Traxler, M. Prieto



SEATED D. Jones, J. Houston, T. Capule, G. Goodall
STANDING J. Mitchell, J. Neel, W. Wright, R. Norman, G. York, S. Kinsley



G. Schultz, T. Downs, L. Moore, J. Conn, M. Williams, T. Fieldhouse, A. Quiring, W. Schroeter, B. Remmenga, R. Gazzale



D. Hoffman, B. Zielder, P. Johnson, G. Jones, H. Orjansen, K. Tingley, F. Sutaio, D. Kettenun, W. Harman, C. Berkel, C. Crawley



J. Richardson, D. Henley, L. Arnold, L. Harris, C. Brown, W. Rady, T. McCabe

Boilers

B division



R. Stock, R. Norris, LT M. L. Johnson – Division Officer, WO W. C. Montgomery – Material Officer



FRONT ROW L. Purdy, G. Flynn, J. Holman BACK ROW L. Tutson, T. Mielcarek, R. Kneip, K. Hitchcock, K. Montgomery, M. Ging



FRONT ROW D. Hotchkiss, J. Phillips, K. Taylor SECOND ROW A. Simicek, E. Rush, B. Ogden BACK ROW G. Whitehead, G. Bybee, J. Haefner, V. Johnson, J. Norman



SITTING L. Fullem, H. Hammack STANDING R. O'Neal, G. Graham, J. Duke, C. Douglas, A. Randall, M. Doran, H. Hansen, J. Aldrow, D. Troy

Operating Hornet's eight boilers, the men of B Division generate and supply the needed power to keep Hornet on the go. Storage of 1,700,000 gallons of fuel and the distillation of fresh water are other tasks handled by this competent crew.



H. Phipps, S. Walter, G. Cornell, O. Swain, R. Mavis, J. Gutierrez



SITTING G. Leach, F. Fragale, R. Carter, J. Day STANDING W. Coen, C. Arcereaux, J. Schmidt, R. Barnett, F. Hitchcock, T. Williams



SITTING J. Cash, P. Parish, G. Ruff, R. Mendoza STANDING M. Burns, D. McGraw, T. Lee, G. Klient, T. Ryan, R. Ruble, H. Hunter



FRONT ROW D. Cold, W. Holden BACK ROW R. Sharp, C. Holstrom, J. Lawrence



SITTING M. Lines, G. Sabatini, D. Turnage STANDING J. Eisenman, O. Swain, B. Griffith, S. Hubbard, F. Hitchcock, D. Brisker, D. Johnson, L. Sturtevant



SITTING E. Mulder, M. Hooks, R. Reeves STANDING S. Borrie, G. Steiner, C. Durstellar, F. Ciauri, H. James, R. Walker, M. McCune, H. Jackson



SITTING J. Atnip, J. Castro, O. Martin, H. Santos STANDING K. Bulger, J. Gallegos, J. Neece, D. Allen, G. Cranston, R. Lind, D. Kjellstrom, T. Walton, T. Nethery, G. Johnson, L. Webb



FRONT ROW S. Jesme, J. Yandell, J. Nichols, T. Linz, T. McNeely, D. Morrison BACK ROW W. Swider, W. Brumley, C. McPherson, R. Jensen, T. Thompson, R. Sharp, J. Roberts, F. Coontz, C. Love



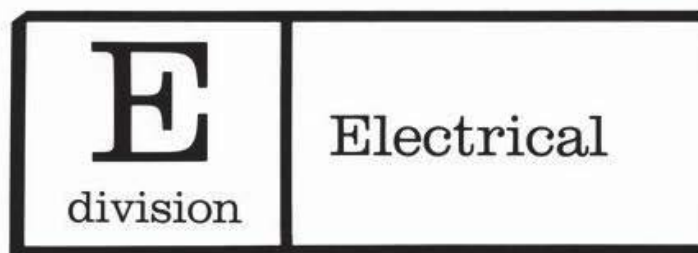
G. Appleby, E. Johnson, ENS R. G. Lee—Division Officer, V. Naanes, LTJG R. L. Bean—Assistant Electrical Officer, K. Jones, L. Retzlaff



SEATED R. Tilley, P. Greene, J. Singleton STANDING M. Farace, R. Brown, J. Hamilton, D. Little, R. LeBeau, T. Robertson



P. Minter, N. Hanson, M. McWaters, K. Lamb, S. Davis, J. Defenbaugh, G. Larsen, A. Hernandez



The extensive use of electricity aboard ship makes the technical skills of E Division indispensable. These men maintain Hornet's electrical equipment—from telephones to 1250 kilowatt generators.



F. MacInness, G. Cover, R. Austin, W. Hinkle, J. Rossman, J. Cocherell



A. Matthews, B. Lucia, G. Schreck, R. Snyder, S. Groce, J. Scott,
J. Raulwolf



SEATED C. Kleint, J. Tomlinson, J. Keever STANDING E.
Sanford, J. Blankenship, E. Chilson, R. Sheridan, R. Squires,
R. O'Neill, D. Clinton



SEATED J. Taylor, L. Perkins, J. Fults STANDING D. Johnson, D. Bloodgood, J. Wilson,
W. Shannon, M. Phelps, K. Lavender, R. Koon, P. Diaz



FRONT ROW T. Cagle, D. Cagle, L. Innes BACK ROW J. Hed-
strom, R. Green, T. Preece, A. Thierry, W. Richard



FRONT ROW E. Williams, F. Alexander, G. Johnson BACK
ROW T. Mc Henry, R. Jenkins, K. Briggs, W. Krahn, J. Rooks



Operation and maintenance of the Hornet's main engines and turbo generators is the responsibility of M Division. Working in engine rooms where temperatures soar well over 100 degrees, these men tackle their job with great skill and efficiency.

<h1>M</h1> <p>division</p>	<h2>Main Engines</h2>
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FRONT ROW D. King, R. Walker, R. Zengerle BACK ROW
R. Stevenson, W. Berkenmeir, K. Cox, R. Taylor, R. Spletts-
toeszer, P. Gillaspay, J. Carl, D. Murphy



J. Simonetta, W. Daugherty, M. VanPelt, LTJG W. B. Hoole - Division Officer, M. Kraus,
S. Rice, B. Cox, G. Berry, M. Werner, L. Childs



FRONT ROW R. Gibson, A. Mason, S. Thillman BACK ROW G. Roberts, P. Ward, M.
Christy, J. Whitehouse, K. Martin, M. Bennett, R. Andersen



FRONT ROW C. Wood, J. Hosto, G. Fraser BACK ROW C. Sturn, W. Bonnes, W. Lane, LTJG L. S. Wolff—Junior Division Officer, D. Knabe, G. Reynolds, J. Pfeifer, W. Peters, C. Shankle



FRONT ROW L. Nave, R. St. Clair, J. Keeney, L. Gilbert BACK ROW P. Gillett, R. Long, J. Vanatta, C. Leggett, D. Falkenstein, D. Pearson, L. Brickey, R. Marshall, K. Omundson



The repair of varied equipment about the ship, maintenance of damage control and fire fighting equipment, design, fabrication and installation of improvements to Hornet are but a few of R Division's many jobs.

<h1>R</h1> <p>division</p>	<h1>Repair</h1>
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FRONT ROW R. Shuck, J. Rossow BACK ROW L. Smith, V. Ard



FRONT ROW J. Worthington, T. Berner, L. Noe, LT R. W. Linn - Division Officer, L. Wilson
BACK ROW L. Moore, D. Thornton, G. Chance, K. Vannieuwenhoven, G. Allen



FRONT ROW J. Pritchard, J. Dean, T. White, J. Clevenger BACK ROW D. McCormick, J. Beck, D. Bishop, T. Herthington, D. Stires, S. Novack



FRONT ROW R. Pittsenberger, K. Ivey, J. Flink BACK ROW F. Knutzen, V. Davis, B. Gayhart, J. English, J. Cartee, L. Wampler, B. Folck



FRONT ROW C. Ray, W. Miller, W. Nichols BACK ROW S. Warner, S. Perras, R. Dixon, A. Carmack, C. Hill, R. Mowry, E. Ireland



C. Brown, R. Hassel, P. Davis, D. Gatta, W. Kahn, R. Christman, R. Fail, W. Wiles, L. Whitley, R. Fletcher, A. Alcantar, J. Reininger, A. Bradley



navysite.de

NAVIGATION

Department



CDR R. A. Eldridge

Navigation

N division

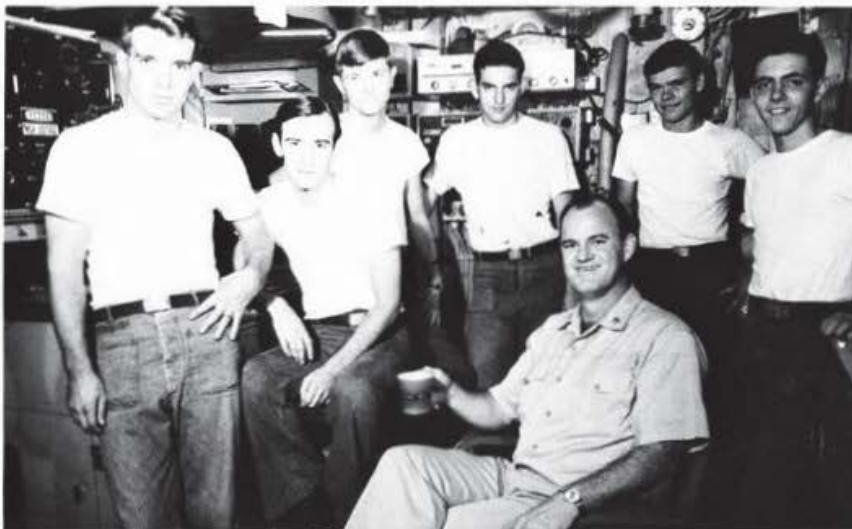
The Navigator, his assistants, and the quartermasters are charged with the safe navigation of Hornet. Employing diverse equipment, charts and publications, the men of N Division gather facts which eventually become the basis for recommendations concerning the ship's course and speed.



R. Melman, LT E. M. Dunham - Assistant Navigator, CDR R. A. Eldridge - Navigator, ENS. B. F. Boyce - Division Officer, K. Burk

navy

FRONT ROW T. Carroll, J. Romero, E. Zell BACK ROW R. Jamison, K. Hoback, E. Keller



G. Steven, G. Church, L. Taylor, C. Bach, E. Gibbons, D. Tittle, J. Skare



OPERATIONS

Department



CDR N. F. McDonald



BACK ROW ENS J.G. Stone, ENS R.C. Harrison—Lookout Officer, LCDR E.M. Salovitch—Assistant CIC Officer, LCDR B.J. Spinks—AAW Officer, LTJG J.D. Gardiner—Electronics Warfare Officer, ENS D.M. McCormick—Assistant AAW Offi-

cer, LT S.H. Elliot—Assistant ASCAC Officer, ENS J.S. Martucci, LTJG G.J. Bieberle—Sonar Officer FRONT ROW ENS F.E. Silva—Assistant Sonar Officer, CDR J.E. Shipman—CIC Officer, LCDR R.E. Katz—ASW Officer





Hornet's aerologists work 24 hours a day collecting vital data concerning sky coverage, visibility, wind speed and direction, and other atmospheric conditions, which aid in the planning of air and ship's operations.



Aerology

OA

division



.de

SEATED LCDR J. L. Gilchrist—
Division Officer STANDING C.
Churchill, J. Locarnini, P. Amshey,
D. Whitten, R. Clark, R. Vreeland,
R. Hitchcock



SEATED D. Kleszczynski, L. Perry STANDING S. Erwin, J. Glenn, B. Single-
terry, J. Pilkington



M. Davenport, CDR J. S. Oster—CATCC Officer, H. Goodwin, C. Richard, S. Danielson, S. Orant, F. Herring, K. Clasen, S. Anderson



J. Karling, LCDR H. H. Brodersen—Assistant CATCC Officer, M. Gatterman, LCDR T. O. Volden—Assistant CATCC Officer, O. Hancock, A. Ash, D. Clack, M. Rowland

<h1>OC</h1> <p>division</p>	<h1>CATCC</h1> <h2>Air Ops</h2>
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The men of OC Division work in Air Operations or in the Carrier Air Traffic Control Center (CATCC). CATCC functions for the safe and expeditious control and recovery of aircraft under all weather conditions, day and night.



D. Masterogianni, LT J. L. Nichols—Division Officer, D. Stevens, R. Nation, D. McCloskey, L. Knudson, L. Kleinschmidt, F. Hunt, L. Rowe, M. O'Neal, J. Vandiver

OE division's highly trained technicians maintain and repair most of Hornet's electronics equipment. This equipment is used for navigation, spotting enemy targets, returning and landing our own planes, and communications—all of which are vital functions of the ship's operational ability.

Electronics

OE
division



LT J. C. Ferrell—Division Officer, J. Thompson, G. Laffen, CWO E. F. McMullin—Assistant Division Officer, D. Saso, D. Santee, R. VonColln, L. Gore, C. Brookshire, W. Johnson, W. Mimm



FRONT ROW S. Mitchell, D. Roubos, J. Gutierrez BACK ROW J. Holmes, M. Mollitor, J. Longenecker, N. Barr



K. Hoke, O. Erickson, R. Blake, L. Kuchan, W. Norman, J. Sims, E. Anderson



R. Thomas, D. Bachman, E. Dembowski, M. Stephens, L. Paxton, D. Bagby, C. Ward



P. Fill, J. Fulmer, G. Gebbia, R. Cozort, C. Voigt, W. Wynne

OI Division functions as the long range eyes of Hornet by manning her radar and associated equipment. The information they collect aids the command in making tactical decisions which may directly influence the success or failure of a mission.



Combat
Information
Center

OI
division



G. Bailey, W. Anderson, V. Robertson, LTJG J. D. Gardiner—Division Officer, A. Weigel, L. Goble, E. Cathro, J. Allen, G. Ortiz, R. Anstey, M. Cannon, S. Mansfield

SEATED C. King, ENS D. M. McCormick—Assistant Division Officer STANDING E. Bernia, W. McWilliams, J. Ponzi, T. Gigler, R. Schepers, S. Candler, F. Palmere, L. Snell, R. Davis, J. Vigorito, F. Gaspar





SEATED T. Collins, J. Loran STANDING P. Spoo, W. Spencer, P. Strawbridge, R. Bork, D. Stiers, W. Reading, H. Robertson, K. Adrian, R. Chambers

M. Sweeney, W. Tomporowski, R. Harrison, R. Gotto, M. Swindell, J. Bain, C. Frilot, D. Cutrell, N. Hantzis, F. Price, E. Strawbridge, N. Martin, R. Mount, G. Norine



navysite do

L. McPhillips, E. Marotte, S. Thomas, D. Schultz, F. Porter, W. Feltman, J. Floyd, D. DeSilva, W. Bock, T. Collins, R. Drude, F. Lee



W. Watson, J. Mackrell, D. Fredrickson, R. Ward, M. Hagland, C. May, B. Andrews, J. Whitehead, M. Cowherd, C. Rowe, J. Delong



Photo
Ops Admin
Air
Intelligence

OP
division



OP Division personnel staff the Photo lab, Operations Department Office, and the Air Intelligence Office. Hornet's photo team provide every photographic service imaginable. The Air Intelligence Office, which maintains Hornet's classified library, collects and evaluates intelligence for pilot briefings and command decisions.



LCDR H. H. Brodersen—Operations Administrative Assistant, W. Roberts, W. Johansen, J. Kizer, R. Brueckner, N. Silveira, R. Peers



LT C. D. Finney—Air Intelligence Officer, L. Wood, J. McClaren, R. McLolland, S. Senigo, W. Lenig, P. Bashor



W. Cox, F. Burt, Jr., R. Boll, T. Harvick, S. Culpepper, D. Olson, F. Doerflinger, C. Aiken III



J. Tracy, G. Curran, G. Revier, L. Bates, R. Logan, D. Clavette, R. Rabe, J. Whalen, C. Elliott

Sonar is one of the principal means of detecting submarines. This highly trained team operates and maintains Hornet's sonar equipment as well as analyzes all ASW sensor data received from our task group.

Sonar

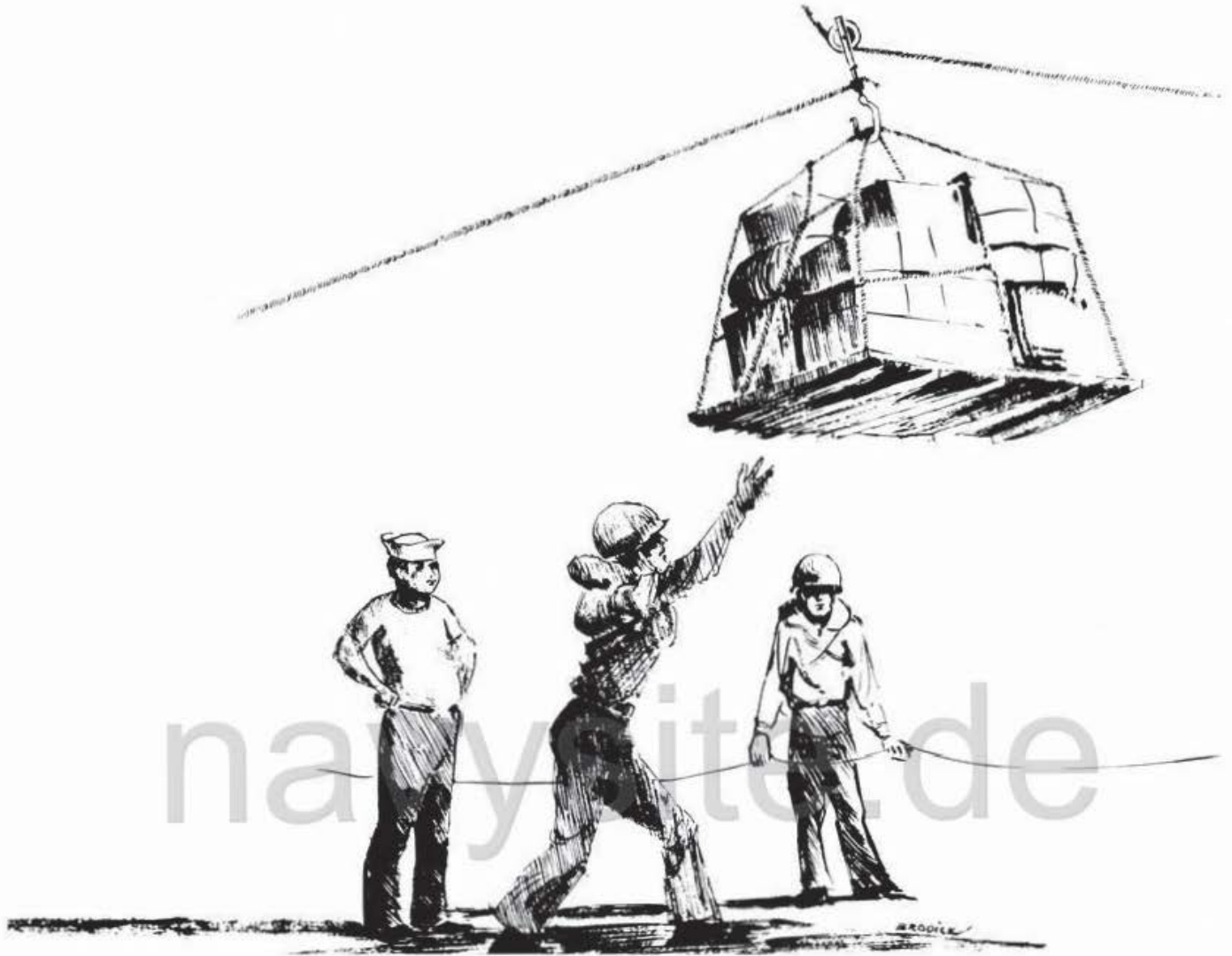
OS
division



R. Dunkel, B. Mars, P. Baribault, R. Eshom, B. Jessee, ENS F. E. Silva – Assistant Division Officer, J. Tabener, LTJG G. J. Bieberle – Division Officer, M. True



P. Price, K. Rosenberger, C. Allred, E. Watson, N. Florence, R. Bogenschutz, H. Pittman, P. Bridenstine



SUPPLY

Department



CDR J. B. Jones



CDR G. Postich

Stores

S1

division

This division of storekeepers is responsible for the procurement, receipt, stowage, issue and transfer of items such as general hardware, paints, cleaning supplies, lubricants, forms and thousands of other items aboard Hornet.



G. Kefaliotis, P. Martin, B. Hobbs, S. Wilkerson, O. Lewis, M. Lanning, D. Grubbs, CDR J. B. Jones—Supply Officer, WO D. R. Johnson, LCDR J. E. Sheehan—Assistant Supply Officer



E. Herring, W. Boglin, J. Adams, LTJG R. P. Engel—Division Officer, G. Mathisen, J. Dunn, B. McCurdy, W. Coutts, G. McCrary, R. Neel

K. Garrison, W. Thompson, E. Bernhard, H. Winter, B. Harris, A. McCawley, M. Burgess, V. Garth, F. Morris, H. Neal





The job of feeding over 2,500 men falls on the men of S-2 division. At sea the food lines operate as do flight operations, around the clock, providing hot meals, inflight lunches and food for the mid-watch. Such an arduous task is handled with dedication by the men of this division.

<h1>S2</h1> <p>division</p>	<h2>Commissary</h2>
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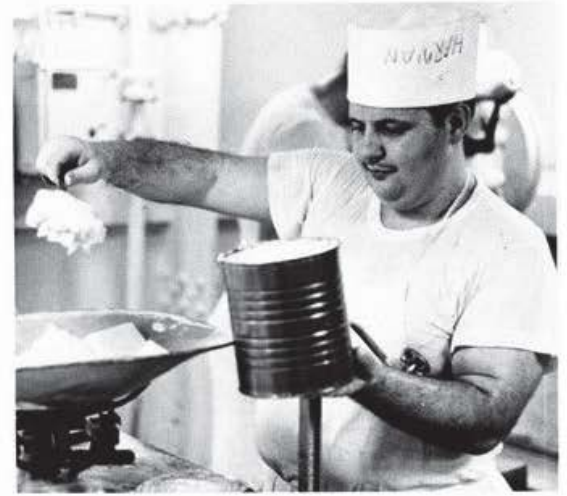


navys

LTJG H. M. Robertson—Division Officer, C. Fejerang, G. Brownell, R. Wilson, J. Maurer, D. Norberry, R. Kepler, P. Thorn, F. Gray, R. Hall



O. Elkins, L. Rose, Jr., F. Rudy, J. Roche, R. Mungall, P. Guilbeault, C. Litchfield, R. Smith, M. Martinez, H. Parrish



J. Outlaw, Jr., W. Miles, T. Nebel, P. Olinger, R. Brown, D. Cottrell



R. Mars, S. Balsley, H. Magan, T. Ryan, L. Reyes, R. Tapley, A. Kissel, C. Thomas, Jr., J. Fox, J. Wade, H. Whittington



H. Richard, I. Arcalas, LTJG H. M. Johnson – Division Officer, S. Peacock, W. Mays



R. Lander, L. Davis, D. Difrancesco, M. Rooke, M. Harrom, L. Yates, R. Fair, F. Wiseman, L. Riley



S3	Ship's service
division	

Service to the crew is the credo of S-3 division. These men man the ship's barber shops, tailor shop, laundry and cobbler shop. They also operate the ship's stores which include the Hornet Exchange, uniform shop, tobacco shop and hobby shop. Not the least of their duties is the upkeep of the soft drink machines filled with that "pause that refreshes."



S. Menefee, L. Chanda, G. Deforest, J. Truesdelle, D. Beard, J. Vincent, W. Berg, R. Wyatt, F. Vinson, W. Corbin



W. Mays, M. Philyaw, W. Even, M. Jackson, M. Elkins, R. Parmly, I. Arcalas



A. Foley, D. Misheikis, M. Collins,
B. Lehman, E. Anderson, J. D'Antonio,
R. Stephens, T. Gorges, O. Elder,
R. Boyd, C. Battle, E. Allman



J. Keyes, P. Walker, R. Bearden, K.
Nelson, R. Veenstra, R. Hanson, M.
Kutina, W. Neidel, T. Farrell, Jr.



R. Ward, R. Vansickle, J. Vaughns,
R. Arias, W. Prosper, C. Weaver,
M. Kaiser, W. Crawford, J. Mandolfo,
B. Jarrell

S-4 personnel handle the task of paying the crew. Every two weeks, the paymasters see that each man aboard Hornet is paid, and in between they handle the mountain of paper work associated with allotments, claims for travel and per diem, and tax information.



S4 division	Disbursing
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P. Gekas, T. Mayo, A. Obsta, F. Wetch, Jr., ENS R. P. White - Disbursing Officer, P. Rogers, F. Delumpa, J. Elliott, J. Stanley, G. Scott, R. Snodgrass, R. Cassidy, M. Woods, H. Cantor, G. Martinos

Wardroom

S5
division

The preparation of meals for the officer's of Hornet is the responsibility of S-5 division. In addition, they perform various jobs ranging from planning menus to cleaning staterooms.



M. Murillo, P. Aguirre, A. Breathwaite, ENS R. H. Schill – Division Officer, J. Lloren, E. Arabe



R. Male, S. Tualla, J. Loyola III, J. Bogan, H. Ordonez, G. Ong, R. Bacani, R. Canlas, D. Quinal



M. Ngayon, R. Casiano, V. Iriarte, P. Laco,
T. Eslabon, R. Almario



N. Fabio, M. Onias, S. Ejanda, S. Reyes, G. Lumagui, R. Vallo, G. Fay



E. Alexander, A. Quitevis, A. Lara, A. Pabalan, I. Marzan, D. DeCastro

Aviation supply

S6

division

S-6 personnel are responsible for the procurement and accounting of the spare parts and thousands of items necessary to maintain Hornet's aircraft.



R. Handy, W. Blevins, P. Brack, H. Cox, T. Berting, F. Bouma, WO L. Hulseley – Division Officer, D. Benken-
dorf, D. Hansen, R. Ewoldt, J. Hartness



E. Wagnor, D. Benner, J. Kurtz, D. McNown, D. Hamburger, W. Timmons, J. Stolt



D. Hanson, E. Horricks, S. Gardner, R. Hannah, J. Agar, D. Lange, G. Burkhalter, S. Peltier, M. Mitchell, R. Short, J. Cormier



L. Bloom, M. Stevens, J. Johnson, N. Hammer, C. Owen, D. Hale, E. Sotelo, W. Levin



SEATED A. Lovejoy, J. Hahn, J. DuVall STANDING T. Layland, A. Prewitt, J. Champion, H. Hudson, D. McIntire, G. Tabbert, J. Hinds, E. Player, J. Phillips, M. Kearns, V. Sterba



W. Cook, LTJG F. A. Groves—Division Officer, L. Arras, T. McKinney, R. Gutierrez, L. Thomson, L. Eastman, W. Petersen

Data
Processing

S7
division

Hornet's automatic data processing center is staffed by the men of S-7 Division. Busy compiling data, key punching, and operating the computers, they provide many useful services.

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P. Howard, G. Gulliford, D. VanDaalwyk, K. Borders, D. Drew





WEAPONS

Department



CDR N.J. Neiss



R. Rowland, WO D.E. Lister - Ship's Bos'n,
LCDR J.L. Dyer - Ordnance Officer





E. Stone, LTJG L.S. Sand – EOD Officer, B. Kincer



G. Miller, CDR T.J. Guilday – Weapons Officer, LCDR R.L. Gully – First Lieutenant, R. Nichols, LTJG H.D. Morgan – Administrative Assistant



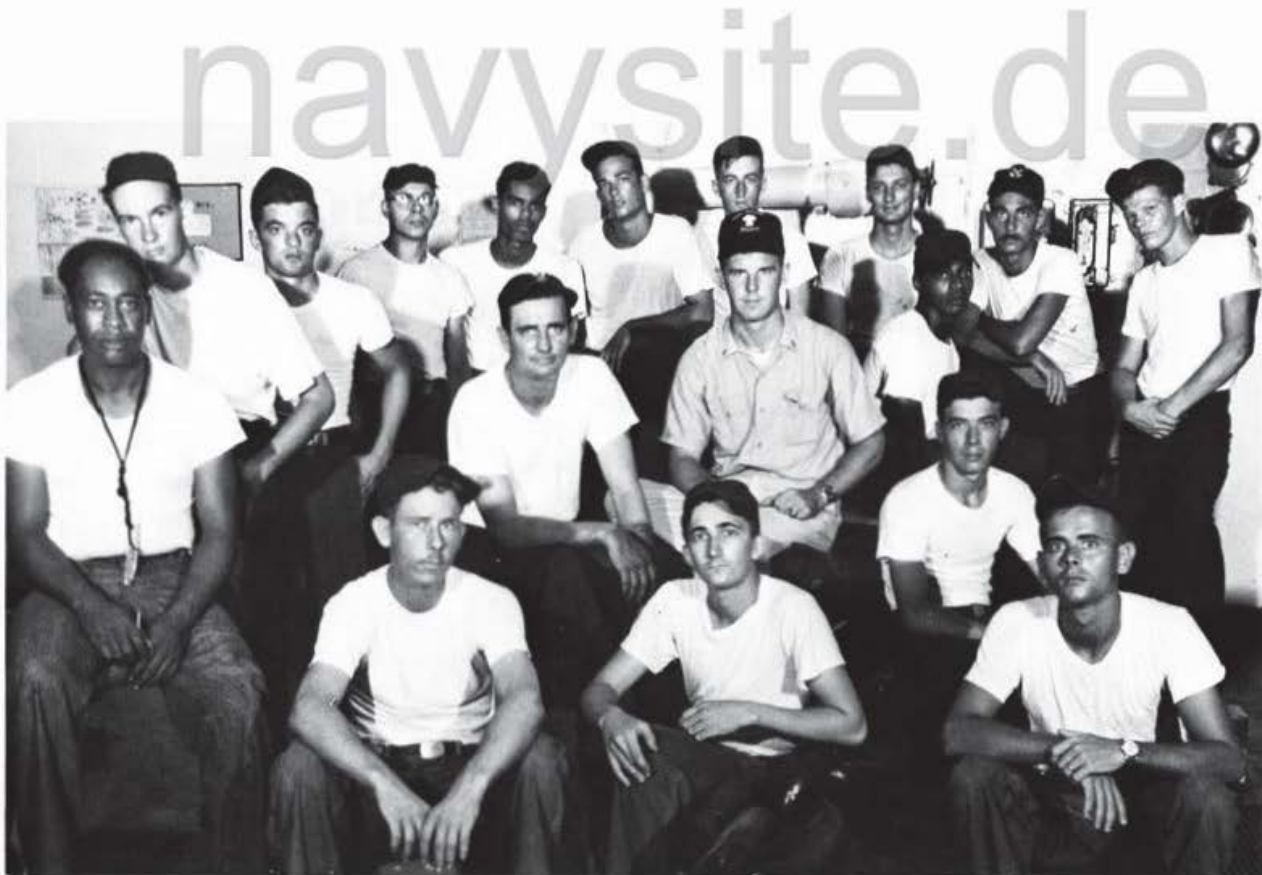
side



The Boatswain's Mates of First Division are the men in charge of Hornet's forecastle. One of their major tasks is the upkeep and operation of the ship's two anchors. To safely "let go the anchor" is an evolution demanding experienced judgment.



Deck	1st division
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FRONT ROW E. Abercrombie, T. Thill, B. Deatherage
 SECOND ROW R. Wallace, LTJG P. L. Haaker - Division
 Officer, W. Pollard BACK ROW C. Lewis, R. Vanleer II,

V. Barber, D. Russell, G. Dalton, R. Bartolero, D. Plunkett,
 H. Cheney, R. Lindholm, G. Houle



FRONT ROW G. Peterman, C. Anderson, O. Lester SECOND ROW J. Andrews, ENS R. L. Caudell - Assistant Division Officer, R. Glandt, R. Wilson, T. Lawson BACK ROW C. Perkinson, R. Kubaiko, L. Tusing, Jr., G. Musk, J. Pettigrew, F. Goodman, C. Carter, D. Kahle, R. Bilson



FRONT ROW P. Segura, P. Sickles, E. Pierce SECOND ROW H. Thrasher, J. Barbour, R. Pedrini, D. Bowen BACK ROW A. Garcia, R. Barnes, D. Allen, G. Lawson, F. Cook, A. Morgas, K. Poole, J. Robinson, M. Langford, S. Schwartz

Deck

2nd
division

The men of the 2nd Division are seen most often as they man their replenishment stations for the transfer of fuel to and from other ships. Being a part of the "deck force" they too must rig ladders, man liberty launches, gun mounts and pipe familiar sounds over the IMC.



FRONT ROW S. Kazanowski, S. Larson SECOND ROW B. Marston, R. Seeber, J. Yocum, R. DeBault, LTJG D. M. Waters—Division Officer, E. Lampe BACK ROW B. Pruitt, W. Clay, B. Babbit, B. Payne



FRONT ROW R. Cassel, J. Baker, W. Bogacz SECOND ROW L. Melancon, J. Morton, R. Pritchett, D. Hensley, G. St. Mary, M. Sohn BACK ROW J. Ingram, R. Hickerson, M. Mullins, D. Everett





FRONT ROW T. Morris SECOND ROW R. Nichols, J. Knipper, J. La Barge, T. Old, B. Stanley
 BACK ROW J. Earl, B. Peer, H. Oaks, L. Jones



FRONT ROW R. Power, R. Reilly, J. Barbour BACK ROW G. Hanson, J. Miles, L. Power, W. Pollard, R. Wallace



Deck

3rd
division

As members of Hornet's deck force, the men of 3rd Division have the never ending job of cleaning, chipping and painting. They also maintain Hornet's boats and utility crane. Then these men don life jackets and helmets for underway replenishments and air defense.



FRONT ROW J. Gooden, M. Garcia, E. Kopf, L. Baker, R. Power, J. Gormley BACK ROW N. Munn, G. Berwick, W. Mc Elvain, L. Power, R. Brown, E. Goodwin



FRONT ROW C. Barrus, R. Wilson, D. Bauerschmidt, D. Cowdrick, S. Runyan BACK ROW D. Williams, R. Vail, D. Jones,
L. Thomas, K. Spencer, J. Schumacher, M. Fuehr



J. McEnroe, J. Castoe, P. Farias, H. Camacho, J. Foster, W. Stapp, M. Storey, G. Hvidsten, R. Grega, G. Chieffi

The principal task of the men of 5th Division is the maintenance of Hornet's gun mounts – an important phase of our defense.



D. Cousinea, R. Romero, D. Koenker, A. Woodcock, O. Pittenger, ENS K. R. Karsted – Division Officer, H. Moore, M. Nielsen, G. Weaver, L. Bolinger

5/38
Gun Mounts

5th
division



A. Garcia, C. Kaupalola, R. Gardner, S. Birley, W. Coursen, M. Deskins, S. Shaw, P. Simpson, K. Snider



Hornet's guns are aimed and fired automatically by these men skilled in the use of radars, computers and associated electronic fire-control equipment.

<h1>FOX</h1> <p>division</p>	<h1>Fire Control</h1>
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FRONT ROW ENS G. E. Hart—Junior Division Officer, LT G. F. Young—Division Officer, P. Brock SECOND ROW R. Rounds, C. Wilkins, C. McCracken, D. Keith, J. Pryor, P. Whitney BACK ROW R. Lynch, G. Prather, C. Dawson



FRONT ROW A. Gardner, G. Nilsen, G. Martin, S. Kravick, K. Wolfe, R. Hildabrandt BACK ROW D. Bedwell, C. Ward, R. Zalack, M. Bukilica, M. Beckham

G Division cares for all the ship's magazines. They supply bombs, rockets, and ammunition to the Air Group as well as powder and projectiles for Hornet's five-inch batteries.



SITTING WO T. R. Watson – Air Gunnery Officer, C. Mecham, J. Guss STANDING J. Bendzick, R. Inman, R. Tidwell, K. Parkinson, W. Weimer, B. Terry

Aviation
Ordnance

G
division



D. Sharpes, S. Calloway, L. Amack, R. Mayberry



W. Harrington, M. Bird, J. Newton, R. Cantrell, M. Comer, T. Chase, J. Adams



SITTING LTJG J. D. Hanson – Division Officer, ENS L. S. Sand – Assistant Division Officer
STANDING D. Ogden, W. Drewien, R. Hendrickson, E. Bellah, M. Ott, L. McGhee, J. Fairfield, A. Ormsbee, R. Cleveland, E. Mayville

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D. Walla, R. Tice, R. Fone, R. Rehrig, A. Davidson, F. Kincaid, C. Grimmitt, R. Dikes, H. Bustle, C. Jones



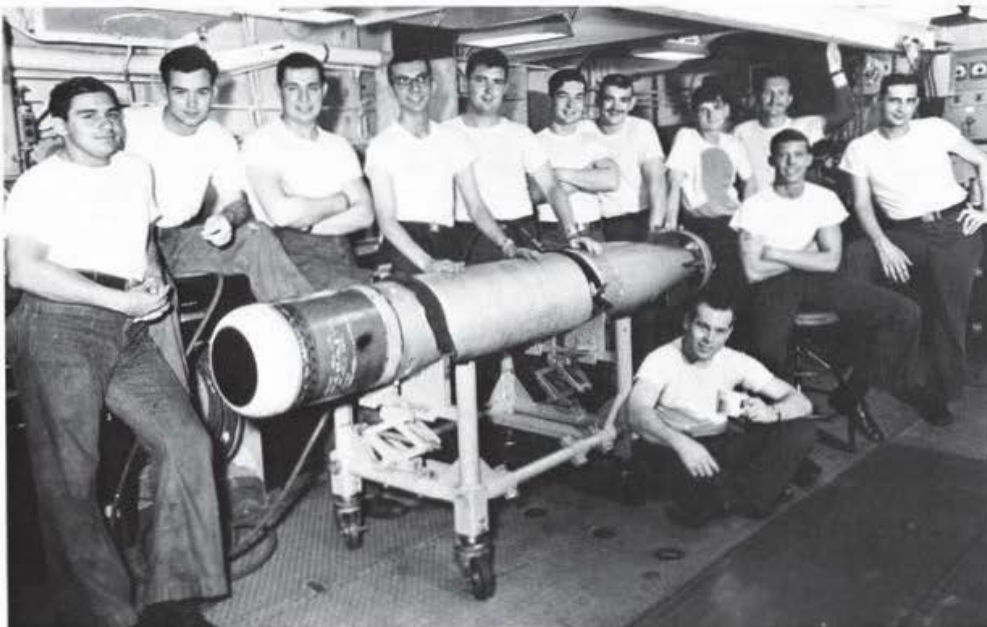
N. Rice, LTJG G. E. Bradish—Assistant Division Officer, L. Deaver, R. Knappins, D. Macindoe, W. Ballard, C. Shepherd, W. Frankowski

W
division

W Division personnel care for the delicate torpedoes and special weapons of Hornet...



K. Mielke, D. Harrison, LCDR T. G. Smith—Division Officer, B. McCullers, M. Augustinovich



P. Maritatio, J. Meador, N. Banty, J. Saylor, J. Evans, A. Boone, J. Whitley, J. Newman, R. Knight, J. Baugh, R. Stursa, J. Molnar



Orderlies: R. Coyne and R. Lewis

The oldest mission of the Marine Corps is duty aboard a Navy man-of-war. Marines provide external and internal security around the clock. Whenever honors or ceremonies are required, the Marines are on hand to do the job—with traditional excellence.



Marine Detachment



H. Knott, Captain R. P. Sypult—Commanding Officer, 1st LT T. H. Meeker—Executive Officer, F. Cable



F. Gann, W. Shaffer, D. Lambert, L. Turner

J. Masek, T. Walp, B. Bose, R. Christianson, L. Guillory, M. Smith, D. Alvarez, G. Galemore, M. Frazier, J. Ross, L. Winstead, D. Conger, J. Arnold

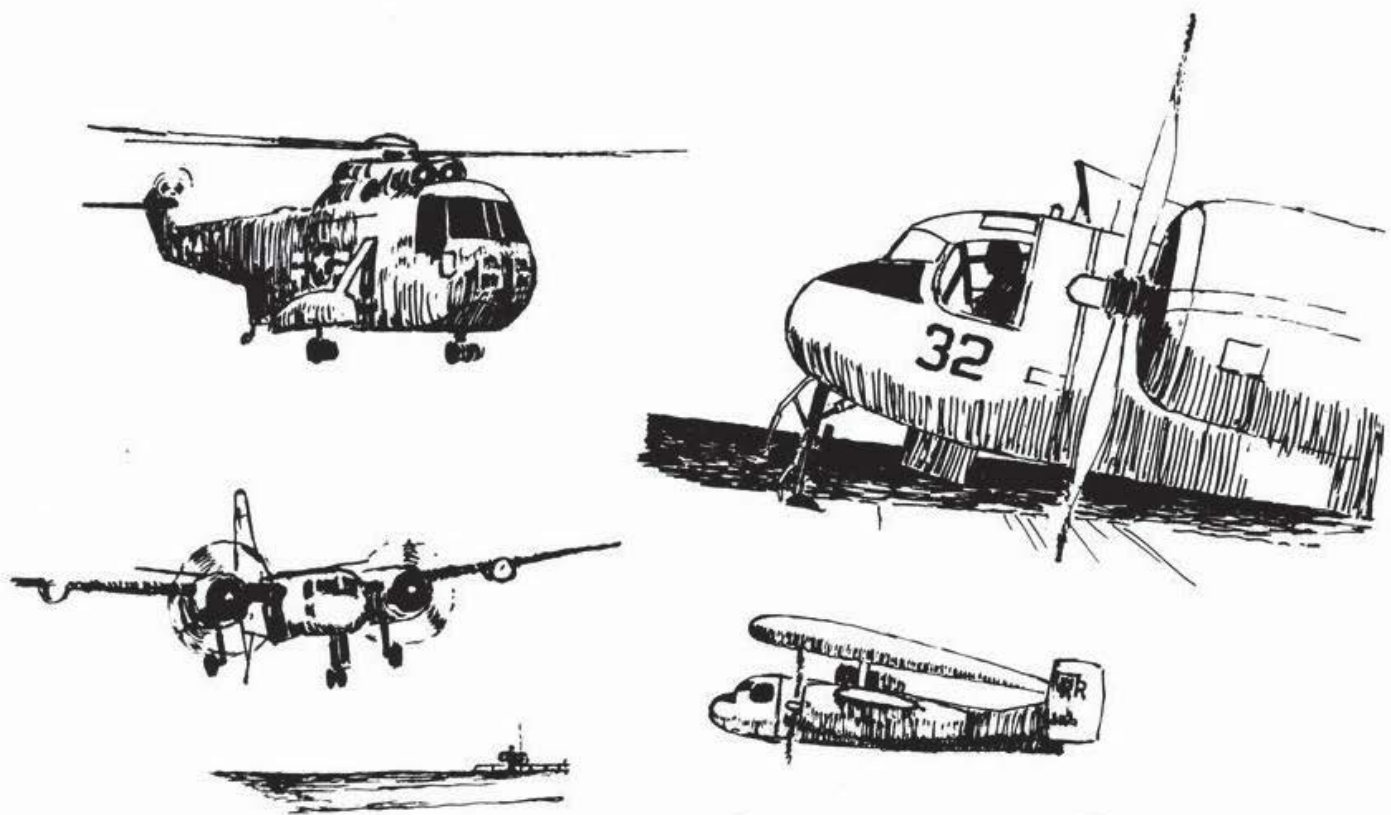


D. Montroy, M. Roberts, R. Smith, C. Brown, C. Forbes, D. Kennedy, T. McGreal, W. Hanson, J. Carpenter, H. Taylor, R. Bachmann, D. Payne



G. Tarter, J. Sims, W. Degarmo, M. Jones, D. Wollwage, W. Reitewback, J. Marshall, L. Nagy, C. Leach, W. Fredricks, J. Frazier, Jr., T. Anderson



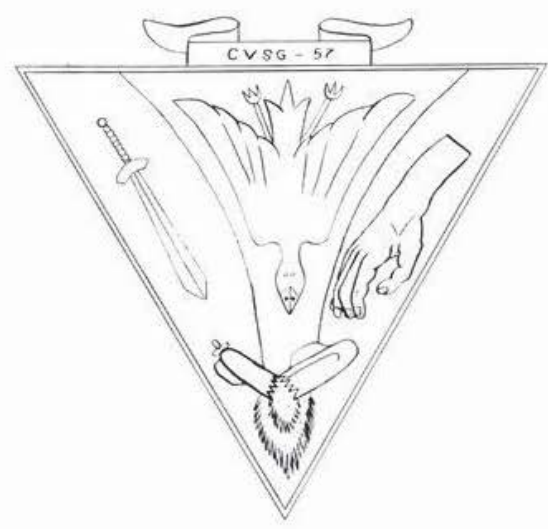


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CARRIER ANTI-SUBMARINE AIR GROUP FIFTY-SEVEN

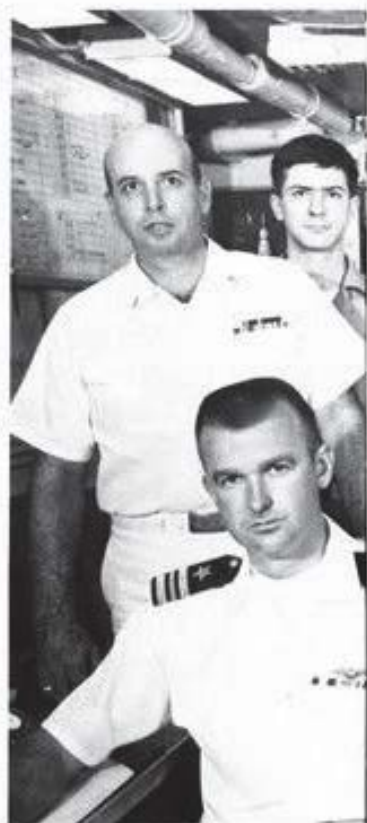


CDR R.J. Harlow





R. Morris, B. Bottorf, J. Bays, C. Bingham, F. Gray, C. Flippo, B. Matthews, W. Frazier, W. Anderson



FRONT ROW J. Rowley, T. McDowell, P. Rogers BACK ROW F. Block, H. Barton, D. Milligan, T. Barry, G. Keys



FRONT ROW G. Knight, P. Eberette, R. Lane BACK ROW J. Thomas, M. Anderson, N. Black, M. Gillespie, S. Jordan, R. Fielder



FRONT ROW R. Billingsley, J. Young, M. Dawson BACK ROW M. Wall, C. Rogalski, W. Williams, D. Hammond, G. Martin



LCDR L. R. Jacobson - LSO, B. Miller, P. Preston, LT J. M. Shephard - Anti-Submarine Warfare Officer, LCDR H. R. James III - Operations/Administrative Officer, LT G. E. Moore - Maintenance/Material Officer, LT R. D. Patrick - Air Intelligence/PAO/Assistant Administrative Officer



STANDING R. Riggs, R. Fredrick KNEELING V. Wogan, C. Newell



FRONT ROW J. Roberts, B. Miller, J. Barrington BACK ROW J. Strouble, C. Roberts, T. Super, J. Smith, W. Rogers, R. Karum, J. Kimery



CDR M. L. Hoffman
Commanding Officer



CDR C. A. Butler
Executive Officer



LCDR R. J. Switzer
Operations Officer

Helicopter Anti-Submarine Squadron TWO

The pilots and aircrewmembers of Helicopter Anti-Submarine Squadron TWO perform a three fold mission: Search and Rescue (SAR), Utility, and Anti-Submarine Warfare (ASW).

In the SAR role, the pilots and aircrewmembers of HS-2, while flying their famed "Big Mothers", have plucked downed pilots from the hands of the enemy in North Vietnam saving them from capture and from waters of the Tonkin Gulf.

HS-2 carries mail, cargo and personnel to and from the other ships operating with Hornet, and performs "Angel" duties during all aircraft operations and underway replenishments.

In their mission of ASW, HS-2 maintains a high state of readiness. Should there be a submarine threat, HS-2 is prepared to play its role in defending our forces.



LCDR C. P. Hammon
Administrative Officer



LCDR T. C. Smith
Maintenance Officer



AVCM J. J. Hillebrandt
Leading Chief Petty Officer



FRONT ROW G. Reck, J. Rogers, G. Smith, C. Young BACK ROW D. Horner, M. Walker, F. Wood, T. Landry, J. Burns, R. Ratliff



STANDING CDR M. L. Hoffman, LCDR T. C. Smith KNEELING R. Carter, P. Dudley



FRONT ROW R. Rutherford, LT E. A. Renner—Avionics Division Officer, K. Phillips, LTJG E. L. Miller—Electrical Officer, P. Walker BACK ROW C. Arth, Jr., T. Hoke, B. Childress, J. Edge, J. Razler, L. Johnson, D. Bitner, M. Gahagan, G. Beitingger, B. Shoun, T. Ray



STANDING CDR C. A. Butler, LT R. A. Renner KNEELING J. Lawrence, R. Taylor



STANDING LCDR R. J. Switzer, LTJG R. J. Richardson KNEELING G. Wilson, A. Plemmons



FRONT ROW L. Jones, L. Quinn, C. Devlin, D. Kaser BACK ROW T. Blue, J. Ebersole, LTJG S. L. Porch—Assistant Maintenance Control Officer, L. Koehn, LT L. C. Kehrl—Quality Control Officer, H. Fittro



STANDING LCDR C. P. Hammon, ENS D. R. Zinger KNEELING J. Long



STANDING LCDR C. W. Turner, LTJG N. A. S. Pearson KNEELING D. Gill, P. Walker



STANDING LCDR M. T. Doss, LTJG C. R. Summers KNEELING M. Anderson, T. Stewart



STANDING LCDR D. F. Mayers, LTJG G. E. Hurley KNEELING P. Sorokin



STANDING LCDR J. C. Robinson, LTJG E. L. Miller KNEELING A. Smith



FRONT ROW R. Wakemen, A. Latulipe, K. Hamilton, H. Brown BACK ROW F. Wilder, A. Masengale, E. Luthi, R. Jones, J. Spratt



FRONT ROW D. Huber, WO J. N. Fidler—Assistant Air Frames Officer BACK ROW H. Skaggs, A. Baca, G. Page, F. Sipe, W. Dunkley, V. Cambre, R. Jack, P. Goodrich



FRONT ROW R. Taylor, J. Cullivan, J. Morris BACK ROW J. Lawrence, P. Stipe, A. Plemmons



STANDING LT N.R. Sparks, LTJG R. W. Springer KNEELING A. Masengale, T. Ray



STANDING LT N.F. Wiemeyer, LTJG D.R. Vetter KNEELING A. Campbell, G. Allen



STANDING W.A. Smith, LTJG D.L. Eustis KNEELING A. Masengale, R. McCoy



STANDING LT L.L. Cover, LTJG W.H. Calhoun KNEELING R. Tuttle, K. Wilmoth



FRONT ROW P. Berry, R. Hansen, C. Anderson, W. Berridge, G. Stevens, W. Smith, J. Owens, E. Hamm BACK ROW C. Beers, L. Jacobson, M. Dobson, R. Coble, C. Coleman, J. French, W. Dher, J. Powell



FRONT ROW G. Keys, WO J.M. Fidler—Assistant Air Crew Division Officer, J. Rowley, R. Landers BACK ROW R. Lopez, D. Pruzinsky, J. Stansberry, J. Thompson, J. Vallelunga, C. Ekiss, E. Jenkins, S. Homewood, R. Basselgia



FRONT ROW A. Smith, H. Harmon, L. Auten, J. Stacey, R. Allen, H. Estrada BACK ROW W. Noah, D. Benson, J. German, W. Defew, H. Caldwell, W. Stalnaker, T. Miller, LTJG D.L. Eustis—Electronics Officer, R. Scott, LT E.A. Renner—Avionics Officer



STANDING LT R.O. Brockmeier, LTJG J.C. McDermand KNEELING A. Plemmons



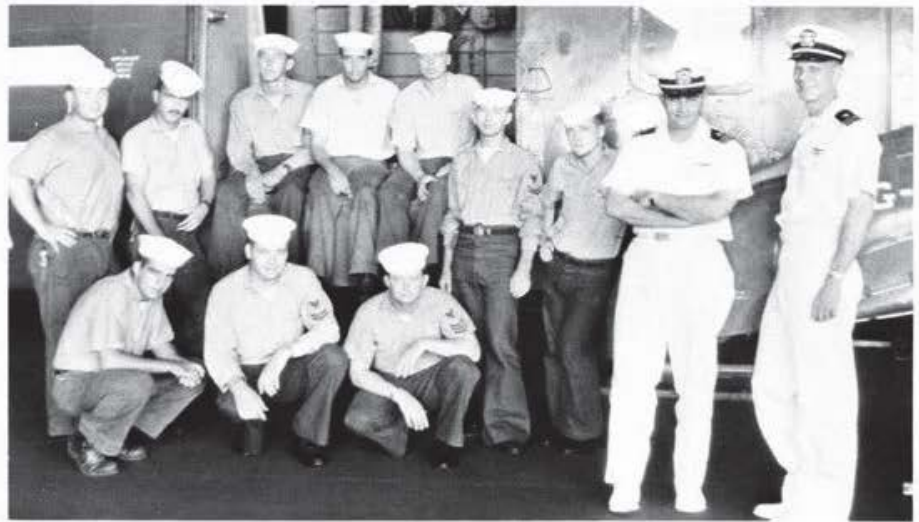
STANDING LT G.D. McConnell, LTJG R.J. DeLong KNEELING W. Eddins, F. Lett



STANDING LT M.C. Howell, LT L.E. Lindsay KNEELING R. Stone, J. Cullivan



STANDING D.R. Georgius, LTJG M.B. Arrowsmith KNEELING D. Kome, T. Ray



KNEELING D. Dudley, J. Long, R. Carter BACK ROW T. McKinney, J. Mayo, D. Anderson, S. Malarik, J. Jones, D. Shafer, S. Ingram, LTJG D.L. Eustis—Electronics Officer, LT E.A. Renner—Avionics Officer



KNEELING C. Jacobs, T. Chapman BACK ROW T. Reed, P. Bible, J. Pickering, L. Jacobs, E. Young, H. Downs, L. Anthony, J. Bowman, R. Kittelison, C. Arth, A. Jones, T. Purcell, R. Egal, B. Elshaug, J. Byous, R. Wechter, F. Crandall, D. Welker, J. Marini



FRONT ROW R. Giles, G. Lawhorne, D. Trimes BACK ROW LT E.A. Renner—Weapons Officer, LTJG J.C. McDermand—Weapons Branch Officer, H. Terrill, R. Upson



FRONT ROW G. Neubauer, J. Duderstadt, K. Wilmouth, R. Tuttle, T. Stewart, P. Walker, C. Madden BACK ROW WO R. F. Schontag, D. Scott, M. Imhof, C. Yoscovits, A. Campbell, E. Eddins, G. Allen, C. Toshach, R. Egal, P. Goodrich



STANDING LTJG E. C. Fransen, LTJG R. A. Wiley KNEELING J. England, C. Pollard



FRONT ROW G. Path, R. Venn, J. Minter, G. Kelso BACK ROW LT C. C. Wilson, R. Grass, R. Truesdell, E. Davis, W. Sharp, A. Fletcher, F. Porter



STANDING LTJG J. M. Schloz, LT J. C. Bender KNEELING W. Noah



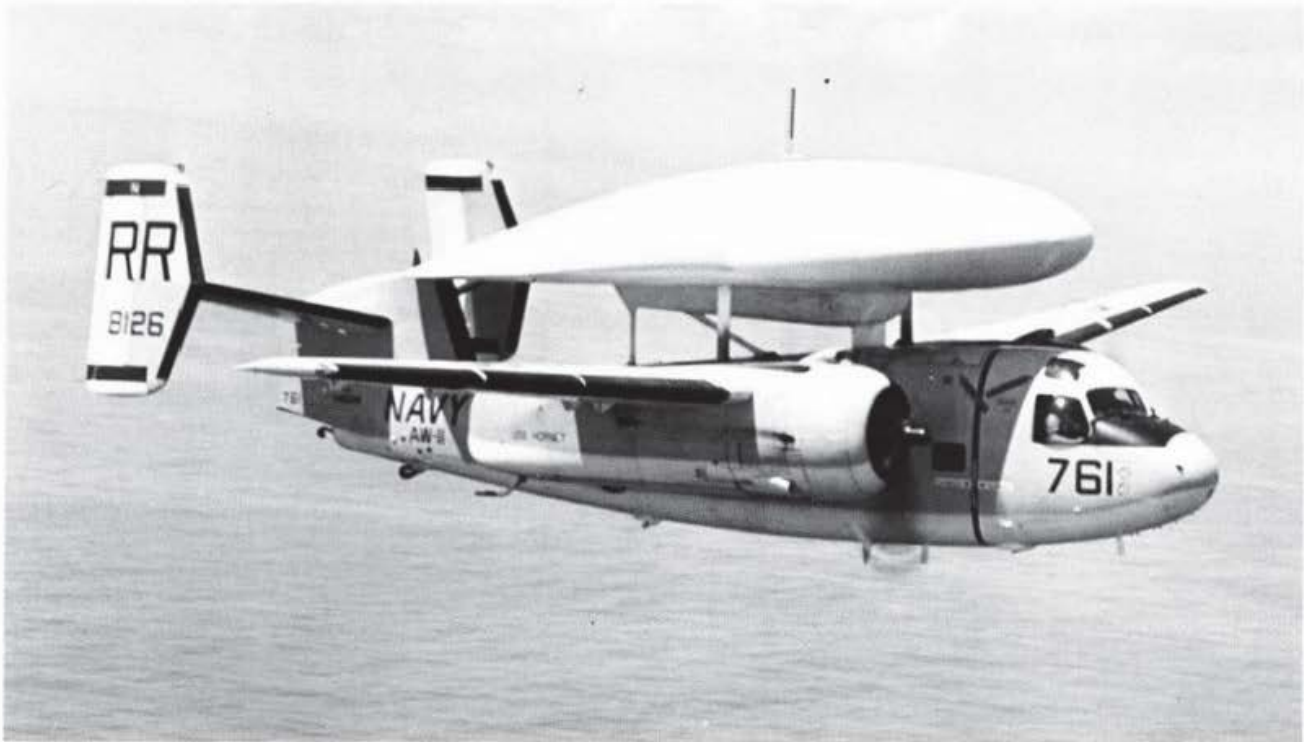
STANDING LT R. F. Daniels, LTJG L. R. Billings KNEELING R. Carter, A. Hill



STANDING LTJG B. D. Strong, LTJG W. H. Baker KNEELING R. Truesdale, E. Davis



STANDING LT JG S. L. Porch, LTJG S. B. Williams KNEELING D. Shafer, C. Sather



Carrier Airborne Early Warning Squadron 111

Detachment Twelve



Detachment Twelve of Carrier Airborne Early Warning Squadron 111 began the cruise as Detachment "N" of VAW 11. In April of this year, the squadron, the largest carrier-based squadron in the Navy, was reorganized. Those detachments flying the E-2A Hawkeye became squadrons and the remaining detachments became VAW 111.

Detachment Twelve has 51 men and 19 officers which include 12 pilots and 7 radar controllers. The detachment has four E-1B Tracer aircraft, one of which was airborne 24 hours a day while Hornet was on Yankee Station in the Gulf of Tonkin. The primary mission of the detachment while on the line was airborne early warning and surface surveillance.

Surface surveillance is a most important function, as it is known that the hostile forces have a number of armed boats capable of high speeds. With the E-1B's stationed along the threat axis, the chance of U.S. forces being surprised by either surface craft or aircraft is greatly reduced.



LCDR B.K. Crowley



LTJG R.L. Kerns—Personnel Officer, LT W.B. Orgera—Administrative Office, P. Trautman, LTJG I.L. Golden—PAO, LTJG J.R. Nichols—Material Control Officer



J. Noblitt, LT J.A. Cates—Maintenance Administrative Officer, T. Meegan, W. Murkle





STANDING LCDR D. R. Sullivan, LTJG G. M. Eiden-
shink KNEELING LTJG G. A. Smith, M. Hildum



STANDING LT W. B. Orgera, LTJG L. M. Pietrok
KNEELING LTJG E. L. Smith, F. McGurer



STANDING LT P. T. Schubarth, LTJG R. L. Kerns
KNEELING LTJG J. L. Henry, E. Stewart



STANDING LT J. A. Cates, LTJG I. L. Golden
KNEELING M. Scudder, LTJG J. R. Nichols



STANDING LTJG R. A. Zambori, LCDR B. K. Crow-
ley KNEELING LTJG B. T. Otruba, LTJG D. M.
Murphy



STANDING LTJG J. E. Walker, LTJG S. J. Jochim
KNEELING LT J. E. Walker



FRONT ROW M. Hildum, B. Wise, G. Washburn, E. Stewart, R. Door BACK ROW N. Coleman,
F. McGurer, D. Ayer, LTJG J.L. Henry, M. Scudder, G. McQuigg, J. Taylor



FRONT ROW J. Shaw, J. Wade, A. Allen, D. O'Rourke, J. Hodges BACK ROW L. Russell, J.
Niswonger, LT P.T. Schubarth, W. Sullivan, R. Leiser



FRONT ROW B. Serrano, R. Door, J. Sharp, W. Ralston BACK ROW J. Nowaczyk, K. Carter,
LTJG S.J. Jochin, F. Reyna, V. Lincks



Air Anti-Submarine Squadron Thirty-Five



CDR E. J. Klapka
Commanding Officer



CDR E. R. Callahan
Executive Officer

Air Anti-Submarine Squadron Thirty-Five is composed of nearly 190 men and ten to twelve S-2E "Tracker" aircraft. These aircraft, operated by a crew of four, carry sophisticated submarine detection equipment and can be configured with many anti-submarine warfare weapons.

The squadron is organized so that each officer, in addition to flying, is assigned collateral duties. The squadron is divided into three departments: Administration, Operations, and Maintenance.

VS-35 is based at the Naval Air Station, North Island, San Diego.



STANDING LTJG R.H. Birkemose, Jr., CDR E.J. Klapka KNEELING P. Sanders, G. Nagorka



STANDING ENS R.C. Wallace, LT R.E. Wolf KNEELING D. Siebrands, B. Bogue



STANDING LTJG J.R. Kelsch, CDR E.R. Callahan KNEELING B. Mousley, J. Gavin



STANDING LTJG D.H. May, LCDR W.C. Hoffman KNEELING F. Green, F. Block



STANDING LTJG L.R. Friesen, LCDR R.S. Staff KNEELING R. Odette, G. Goethe



STANDING LTJG C.V. Catlin, LCDR W.G. Martin KNEELING E. Adkins, F. Kurzhals



STANDING LCDR R.W. Egan, LCDR S.I. Stocking KNEELING D. Blair, H. Jemison



avys



STANDING LTJG P.A. Azzi, LT R.G. Reff
KNEELING A. McKeown, R. Thibault



STANDING LTJG G.M. Davis, LT R.G. Walter
KNEELING J. Young, E. Anderson



STANDING LTJG D.I. MacIntyre IV,
LCDR J.L. Kuhn B. Lyell, D. Jacoby



STANDING LTJG J.D. Palmer, LT D.K. Gannon
KNEELING A. Shaw, D. Lane



STANDING LTJG W.R. Gallagher, LT R.R. Smith
KNEELING R. Nelson, D. Kassner



STANDING LTJG L.R. Friesen, LTJG D.A. Swan
KNEELING J. Glenn, R. Dibb



STANDING LTJG P.L. Reed, LTJG J.D. Palmer
KNEELING A. McKeown, W. Holmes



FRONT ROW M. Collins, J. Butler, T. Adameczyk, C. Racz, S. Levy, D. Allerd, T. McGinnis, G. Criger, D. Kassner, R. Dibb, N. Clark, D. Empson SECOND ROW K. Powers, D. Foster, H. Fix, P. Case, LTJG W.R. Gallagher—Materials Officer, LTJG H.A. Cooper—Power Plants Officer, LTJG C.V. Catlin—Air Crew Division Officer, LTJG D.W. Bane—Air Frames Branch Officer, WO H.K. Joiner—Quality Control Officer, R. Mc-

Donald, A. Shaw, F. Baxter BACK ROW B. Lehman, L. Winter, T. Borders, M. Williams, T. Graham, F. Block, M. Fulcher, J. Gavin, LCDR J.L. Kuhn—Assistant Aircraft Maintenance Officer, LCDR S.I. Stocking—Maintenance Officer, LT C.T.B. Clark—Maintenance Control Officer, D. Abbot, G. Mayo, L. Wear, D. Millican, K. Nelson, D. Saylor, M. Dejiacomo, F. Snyder



FRONT ROW D. Blair, LTJG L.R. Frieson—Ground Training Officer, LTJG D.A. Swan—Communications Officer, R. Nelson BACK ROW C. Mercer, LT D.K. Gannon, Air Crew Training Officer, LTJG D.I. MacIntyre IV—Assistant Anti-Submarine Warfare Officer, P. Bingel



FRONT ROW G. Batchlor, J. Larson, C. Wilcox, S. Lambert, J. Coker BACK ROW R. Koehler, R. Evanski,
LTJG P.L. Reed - First Lieutenant, T. Bryant, LTJG J.R. Kelsch - E&T/PAO, M. Kearns, G. Hunsucker

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FRONT ROW R. Fairbanks, D. Berge, R. Lyons, G. Kluver, V. Campbell, J. Kimbrough, F. Gooselaw, B. Lyall, B. Jones, R. Bartlett BACK ROW M. Broadway, T. Thompson, D. Poul-

son, T. Mallo, L. Pennywell, P. Barid, LTJG J.D. Palmer - Line Division Officer, C. Johnson, K. Wince, G. Nagorka, A. Eustebrook, J. Jones, T. Bria



FRONT ROW E. Adkins, E. Anderson, R. Eanes, R. Thibault, G. Goethe BACK ROW J. Glenn, W. Miedema, A. Olsen, B. Bouge, LT R.G. Walther – Avionics Officer, T. Bryant, F. Green, D. Siebrands, D. Jacobs, W. Holmes

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FRONT ROW J. Weaver, M. Olander, D. Unger, J. Harrison, J. Minear, W. Schlitter BACK ROW R. Wright, D. King, J. Randall, LTJG G. M. Davis – Electrical Officer, LTJG D.H. May – Weapons Officer, J. Pinkston, F. Irvin, F. Kurzhals, L. Tognoni



Air Anti-Submarine Squadron Thirty-Seven



CDR R.A. Costigan
Commanding Officer



CDR C.D. Manring
Executive Officer

Air Anti-Submarine Squadron Thirty-Seven, based at the Naval Air Station, North Island, San Diego, flies the S-2E "Tracker" aircraft. This aircraft, which deployed to the Western Pacific for the first time aboard Hornet during its last cruise, carries the latest in anti-submarine warfare equipment.

While Hornet was in the war zone in the Gulf of Tonkin, the men of VS-37 flew 938 combat support missions. The squadron made a total of 1604 flights during the cruise.



STANDING LTJG A.W. Wittig, LCDR E.L. Keester II KNEELING J. Smith, K. Norton



STANDING LT D.W. Krueger, LT R.M. Wells KNEELING A. Crepeau, R. Smith



STANDING ENS R.D. Riedel, CDR C.D. Manring KNEELING M. Tripp, P. Moran



STANDING LT L.R. Wilson, LT R.N. Tanie KNEELING H. Budd, J. Aguilar



STANDING LTJG C.P. Robson, LCDR D.S. Teachout KNEELING K. Fowler, D. Crouch



STANDING LTJG L.M. Telquist, LT J.D. Conroy KNEELING A. Lyman



STANDING LTJG J.H. McCann, LCDR D.L. Mericle KNEELING D. Crowley



STANDING LTJG S.E. Barkas, LTJG E.A. Ashford KNEELING T. Luehr, ENS J.M. Sherman



STANDING LTJG C.J. Feller, LT G.W. Davis
KNEELING K. Fowler, G. Esparza



STANDING LTJG J.M. Hutnik, LT R.S. Graustein
KNEELING M. Bruntz, J. Christensen



STANDING LTJG W.D. Hirneise, LCDR D. O'Rourke
KNEELING H. Budd, J. Atwill



STANDING LTJG R.B. Baker, LTJG R.J. Crouch
KNEELING R. Schug, T. Nakamura



STANDING LT W.F. Ice, LCDR J.E. Burgess
KNEELING D. Aiken, G. Iversen



STANDING LTJG R.B. Baker, CDR R.A. Costigan
KNEELING R. Restad, F. Maloney



STANDING LTJG C.P. Robson, LT W.F. Ice
KNEELING P. Moran, M. Fraser



FRONT ROW P. Moran, J. Robertson, J. Marsh, R. Schug, R. Halfred, J. Moore BACK ROW L. Egetimeir, R. Holmgren, LT L.R. Wilson—PAO/Legal Officer, LT D. W. Krueger—Personnel Officer, LCDR G.S. Teachout—

Administrative Officer, LTJG S.D. Barkas—Special Services Officer, LTJG R.J. Crouch—Assistant Administrative Officer, LTJG R.B. Baker—Education Officer, G. Wira, A. Randolph



FRONT ROW H. Budd, ENS R.D. Riedel—Assistant Air Intelligence Officer, LTJG P.H. Pitts—Air Intelligence Officer, LCDR J.E. Burgess—Training Officer, LCDR D. O'Rourke—Operations Officer, LTJG C.P. Robson—Communications Officer, LT R.N. Tanis—Anti-Subma-

rine Warfare Officer, G. Atwell BACK ROW W. Fleming, LTJG R.B. Baker—Safety Officer, LT G.W. Davis—NATOPS Officer, LT R.S. Graustein—LSO, LT W.F. Ice—Air Crew Officer, LTJG L.M. Telquist—Scheduling Officer, LTJG C.J. Feller—LSO, L. Hurtig



FRONT ROW N. Nunamaker, M. McManus, T. Barry, R. Stephens, R. Bessette, W. Vaden, R. Bailey, M. Robertson, M. Walker. BACK ROW D. Grobe, T. Ingram, K. Shea, H. Walls, M. Nelson, LTJG J.M. Hutnik—Aircraft

Division Officer, LTJG E.A. Ashford—Assistant Aircraft Division Officer, J. Blinn, J. Hahn, W. Burke, P. Zahner, R. Cupps, W. Bloodsworth

navysite.de



FRONT ROW D. Crowley, M. Bruntz, J. Shore, D. Martin, F. Maloney, J. Maero, M. Fischer SECOND ROW O. Overton, J. Cupps, J. Christensen, T. Luehr, A. Brown, K. Fowler, R. Restad, D. Aiken, A. Crepeau, J. Becker, T. Nakamura BACK ROW J. Aguilar, R. Read,

G. Esparza, T. Edwards, R. Coleman, K. Norton, A. Lyman LTJG J.L. Jantz—Line Division Officer, LTJG A.W. Wittig—Assistant Line Division Officer, D. McClain, M. Aten, H. Hunter, J. Keyes, J. Schoggin, P. Tassi, G. Stout, H. Knoch



FRONT ROW M. Brown, C. Hyatt, H. Goin, S. Mandolfo, C. Redus, J. Rogers, G. Iversen BACK ROW J. Passinault, LT R.C. Miller—Main Control Officer, LCDR D.L. Mericle—Assistant Maintenance Officer, LCDR E.C.

Koester II—Maintenance Officer, LT H.A. Nieman—Maintenance Division Officer, LTJG J.H. McCann—Assistant Maintenance Division Officer, C. Olivieri, L. Fleischfresser

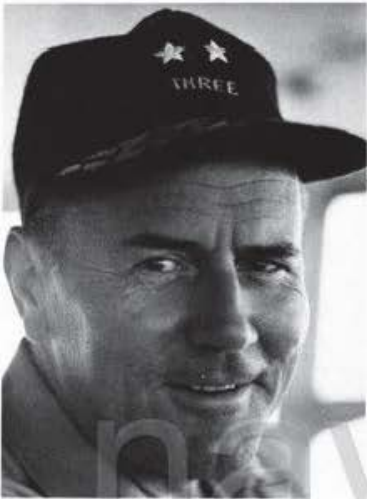


FRONT ROW W. Mount, W. Kirby, B. Lawrence, P. Thompson, J. Fossett, R. Lloyd, M. Hobbs, N. Collins, R. Simon, D. Nelson, W. Eley BACK ROW M. Teed, R. Schabert, M. Tripp, G. Cantrell, M. Hone, LT J.D. Conroy

—Aviation Weapons Division Officer, LTJG W.D. Hirh-eise—Assistant Aviation Weapons Division Officer, M. Fraser, J. Popp, W. Davis, J. Gum, J. Ortner, R. Espinosa



RADM H.L. Harty, Jr.



RADM W.J. Moran



ANTI-SUBMARINE WARFARE GROUP THREE



SITTING CDR J.J. Ortega—Assistant Operations and Plans Officer (Air), CDR C.J. Zekan—Assistant Operations and Plans Officer (Submarine), CAPT D.P. Wynkoop—Chief of Staff, RADM W.J. Moran—Commander Anti-Submarine Warfare Group Three, CAPT A.E. Monahan—Operations and Plans Officer, CDR J.M. Smyth—CIC Officer, LCDR R.B. McCoy—Intelligence Officer STANDING LCDR D.A. Thomas—Assistant

CIC Officer, LT V.C. Schmeltz—Flag Secretary, LCDR R.J. Lanning—Electronic Warfare Officer, ENS R.F. Wiberg—Assistant Communications Officer, ENS R.S. Rockwell—Assistant Flag Secretary, LT J.B. Adler—Flag Lieutenant, LCDR R.A. Kensinger—Communications Officer, LCDR J.W. Shoemyer—ASWEPS Officer, LCDR W.K. Mallison—Assistant Plans and Operations Officer (Surface)



F. Miller, C. King, R. Lackie, W. Byers, R. Keliencz, R. Klander, F. Horn, P. Barker, D. Thomas



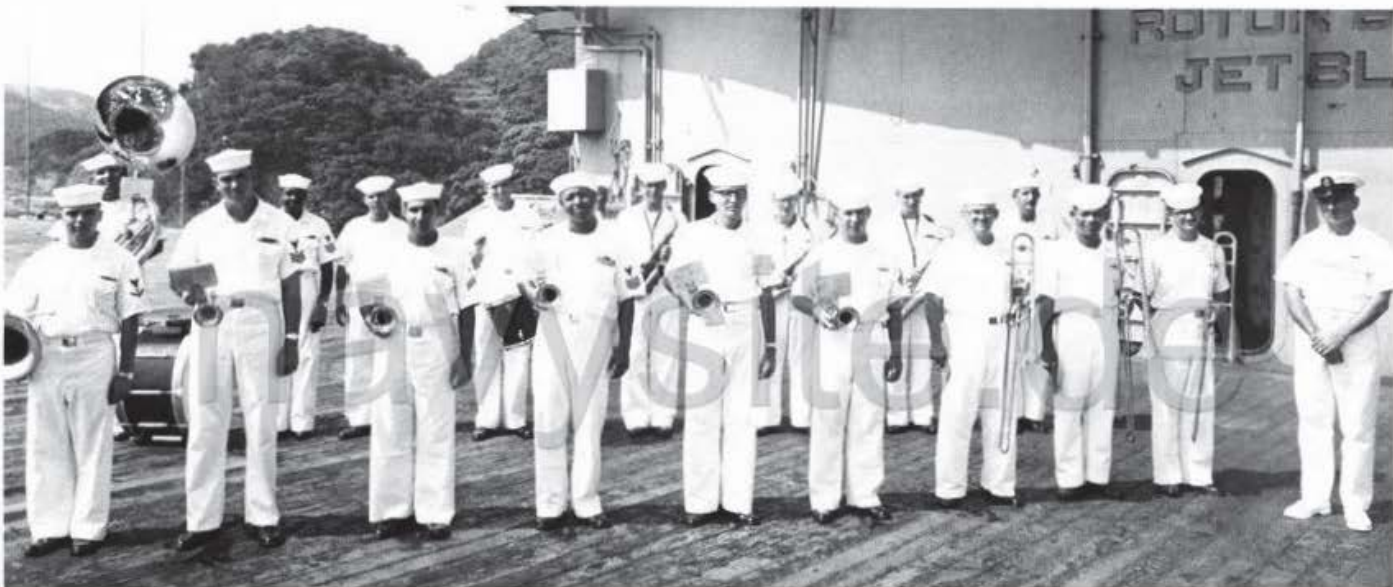
R. Archuleta, J. Lohnes, J. Palumbo, T. Slater, D. Lloyd, K. Wright, C. Haller, G. Boone



B. Horne, M. Shaw, R. Barnes, G. Kenedy, C. Conger, E. Buzzell, J. Norris, G. McDaniel, J. Heinen, A. Foden, J. McConnel, R. Black



S. Abando, Jr., P. Natividad, W. Santos, D. Foliente, C. Calandria

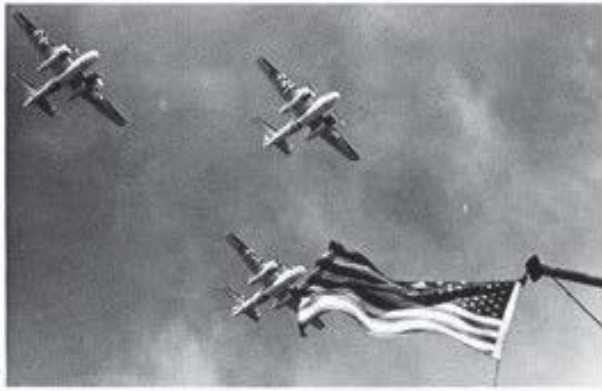


FRONT ROW J. Armstrong, L. Randall, R. Baba, R. Garrett,
R. Fraker, J. Biddle, T. Lauver, C. Magpuri, M. Moody, A.

Mollica BACK ROW E. Reeser, J. Allen, R. Masse, M. Mac-
Donald, W. Page, A. Gilmore, V. Lester, D. Artz



R. Peterson, J. Moore BACK ROW G. Austin, L. Adams, G. Howe



Aircraft of CVSG 57 fly over Hornet at the end of another successful cruise

28 October 1967. This was the day we had all been waiting for. Before the sun was at its peak in San Diego, Hornet had off-loaded the Air Group was steaming north to Long Beach with many families and friends aboard.



Tons of boxes and crates flow down the conveyor belt as the Air Group departs Hornet



The Hangar Bay, crowded with squadron equipment and personal gear, the night before CONUS



Dependents enjoyed an informal talk by Captain Robertson, a buffet luncheon in Hangar Bay one, and seeing a particular Hornet crewman for the first time in many months.



Hornet dependents use capstan as an impromptu table



Crewmembers with families line up for buffet lunch in Hangar Bay one

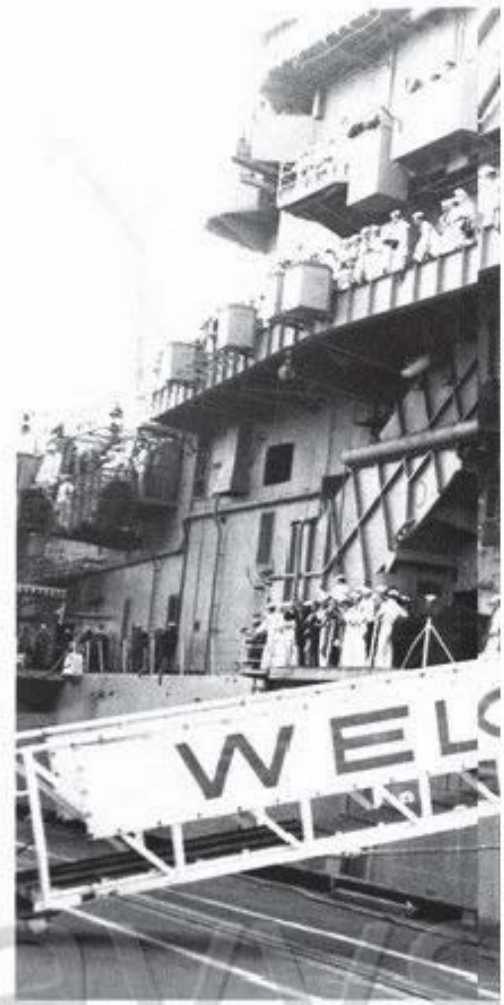


Captain Robertson addresses Hornet families and friends



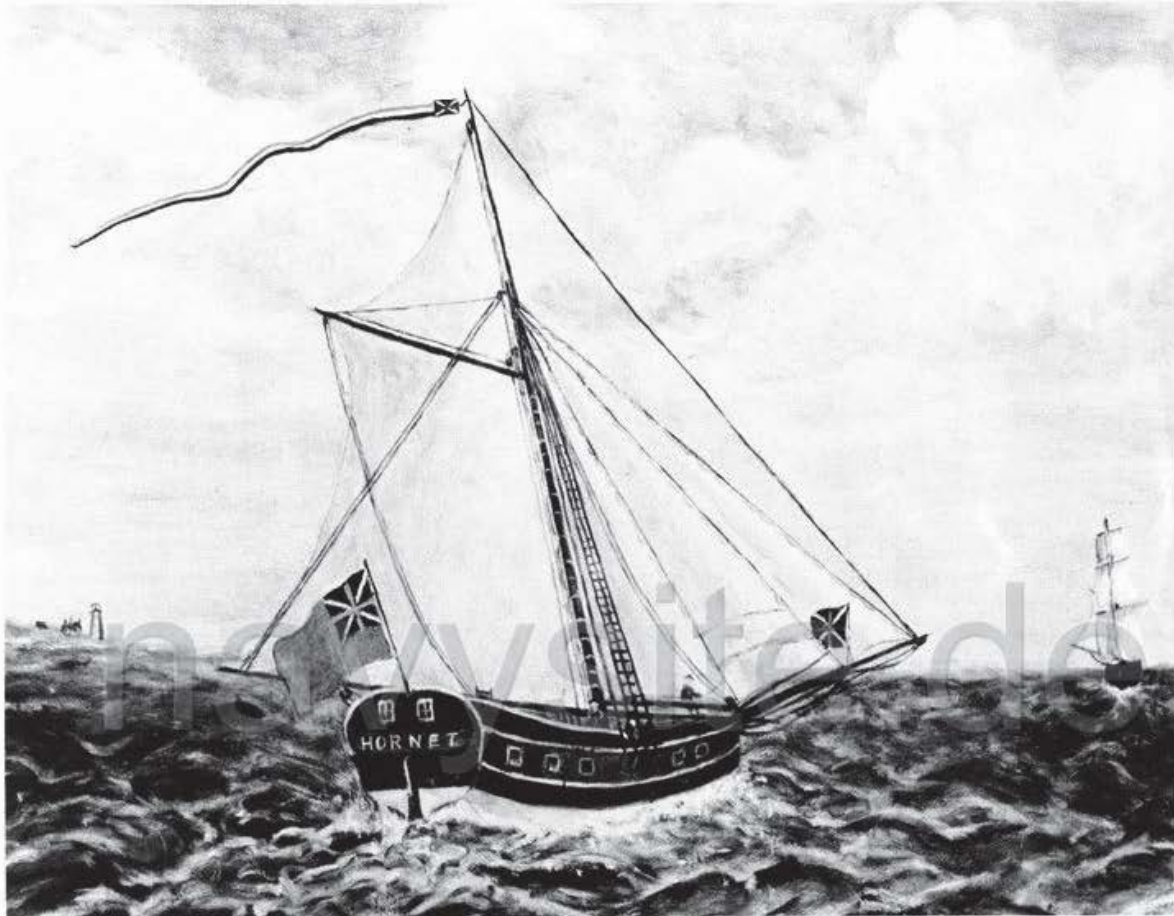
Hornet family dines picnic style on dependents cruise

After seven long months at sea, it was the happiest of homecomings









The first Hornet

Hornet's Heritage: First Hornet Second Hornet

From the year 1775 to the present day, the name Hornet has appeared throughout the pages of United States Naval history.

Today's Hornet, a 44,000 ton anti-submarine warfare carrier, is the eighth ship to bear the name, and has been bequeathed a glorious heritage by her illustrious predecessors.

The first Hornet, a ten-gun sloop, had the task of guarding the Delaware Capes until the year 1777, when she was destroyed during the Revolutionary War to prevent her use by the British.

The second Hornet, also a ten-gun sloop, served with Commodore Rodgers' Squadron during the Tripolitan War in the Mediterranean.

The third Hornet, a powerful 440 ton brig-rigged sloop of war fought in the War of 1812 under the command of James Lawrence who gave the Navy those famous words, "Don't give up the ship!"

The fourth Hornet was a dispatch vessel, and was bought for the Navy in 1813. A five-gun schooner, she too saw action against the British during the War of 1812, and continued to serve her country until 1820.

The fifth Hornet, an iron side-wheel steamer, was a captured vessel during the Civil War. She was taken into service under the name "Lady Sterling", but in 1865 the Navy Department ordered her to be renamed Hornet. In 1869, after four and a half years of service, she was sold for \$33,000.

The sixth Hornet, originally a private yacht named "Alicia", was built in 1890. The Spanish American War was the baptism of fire for the sixth Hornet, after her purchase by the Navy in 1894. Following the war, she was donated to the North Carolina Naval Militia.

The seventh Hornet, the first aircraft carrier to bear the now-famous name, was commissioned in



Take off from the deck of the seventh Hornet of an Army B-25 on its way to take part in the first U.S. air raid on Japan



B-25's on the flight deck of the seventh Hornet



The Apollo Space capsule is hoisted aboard

Third Hornet Fourth Hornet Fifth Hornet

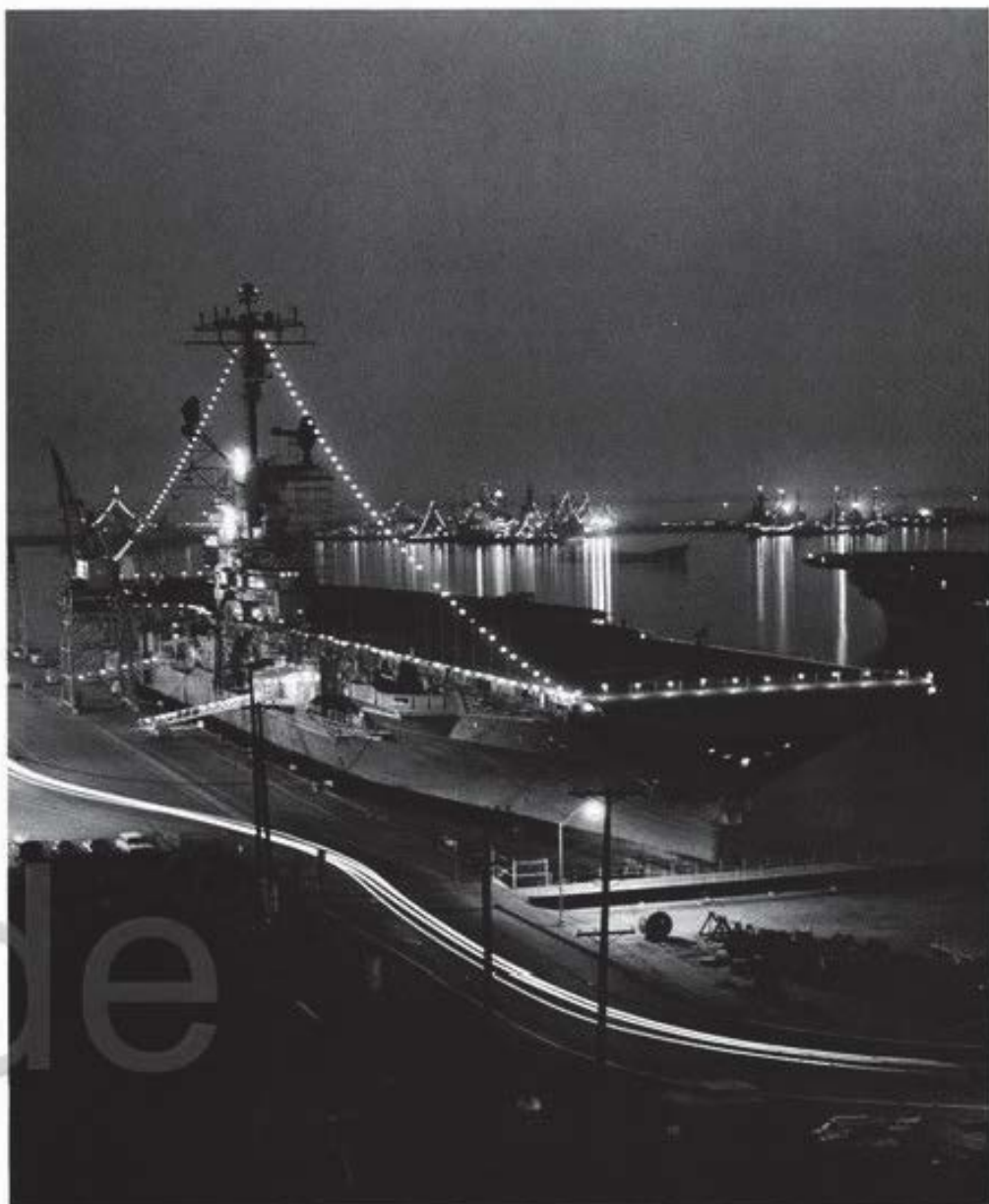
1941. For a year and five days she plagued enemy waters in the Pacific with her gallant squadrons and guns. It was from her decks in April of 1942, that General Jimmy Doolittle launched his famous raid on Tokyo with twin-engine B-25 bombers.

Later that same year, the Japanese sent a heavily protected convoy of troop transports to the Northern Solomons to capture Henderson Field, an airstrip defended by the Marines and Seebees on Guadalcanal. An American Fleet, which included the seventh Hornet, contacted the Japanese naval group and both forces launched air attacks. During the battle, called the Battle of Santa Cruz, the Japanese lost over 100 aircraft, two aircraft carriers and one cruiser. Hornet was crippled by the assault. After ten hours of battle, she was abandoned and later sunk by torpedoes from American destroyers to prevent her falling into the hands of the enemy.

The eighth and present Hornet was built in Newport News, Virginia and was launched in 1943, ten months after the seventh Hornet had been sunk. Originally to have been named Kearsarge, she was commissioned Hornet to keep the famous name in the fleet. To this day she carries the name Kearsarge emblazoned on her keel.

Arriving in Pearl Harbor on March 4, 1943, she became part of the famed Task Force 58. Earning the Presidential Unit Citation, she also received seven battle stars on the Asiatic-Pacific Service Medal. Hornet participated in raids on Palau, Yap, Truk, the capture and occupation of Saipan, and the Battle of Surigao Strait, Northern Luzon and Formosa. During the short time that Hornet participated in the war effort, she destroyed more than 1,400 aircraft and sank more than one million tons of enemy shipping.

After the war, Hornet became a troop transport



The eighth Hornet in Long Beach prior to her second deployment to the war zone off the coast of Vietnam

Sixth Hornet Seventh Hornet Eighth Hornet

ship of the "Magic Carpet" Fleet to return battle-weary veterans from the Far East to the United States and in 1946 she was deactivated.

From July 1951 until September 1953, Hornet underwent conversion at the Brooklyn Naval Yard where she was modernized to meet the ever changing needs of Naval warfare. In 1955 she received her "new" look – the "hurricane bow" and the angle flight deck. Since her modernization, she has made ten deployments to the Far East.

Since 1958, Hornet has been designated an anti-submarine warfare carrier, and won the Battle Efficiency "E" for the first four years thereafter. All the Pacific Fleet ASW carriers compete for the "E", which is awarded to the ship with exceptional performance over the competitive cycle. In February of 1965, Hornet completed a major overhaul, after which she once again earned the coveted Battle Efficiency "E".

Hornet made her first deployment in support of the Vietnamese war effort in the spring of 1965. The cruise was followed by "Operation Heritage", a transit over many of the famous Pacific naval battlefields of World War II and a goodwill visit to Sydney, Australia.

On August 26, 1966, Hornet made the pick-up of an Apollo-Saturn space capsule in the Pacific. The capsule splashed down near Wake Island after its 93 minute, 18,000 mile trek through space. NASA officials termed the operation highly successful.

The completion of this cruise marks Hornet's second deployment to the war zone and adds yet another chapter to Hornet's heritage.

IN MEMORIAM

AX2 David R. Chatterton

ATN3 Thomas F. Cullen

HM2 Peter J. Drdul

ADJ3 Edward R. Dorsey

AN Johnnie L. Frazier

ENS Donald P. Frye

AX2 William B. Jackson

AX2 Donald P. McGrane

LT Dennis W. Peterson

AX3 William C. Solansky

Missing in Action

LT Richard W. Homuth

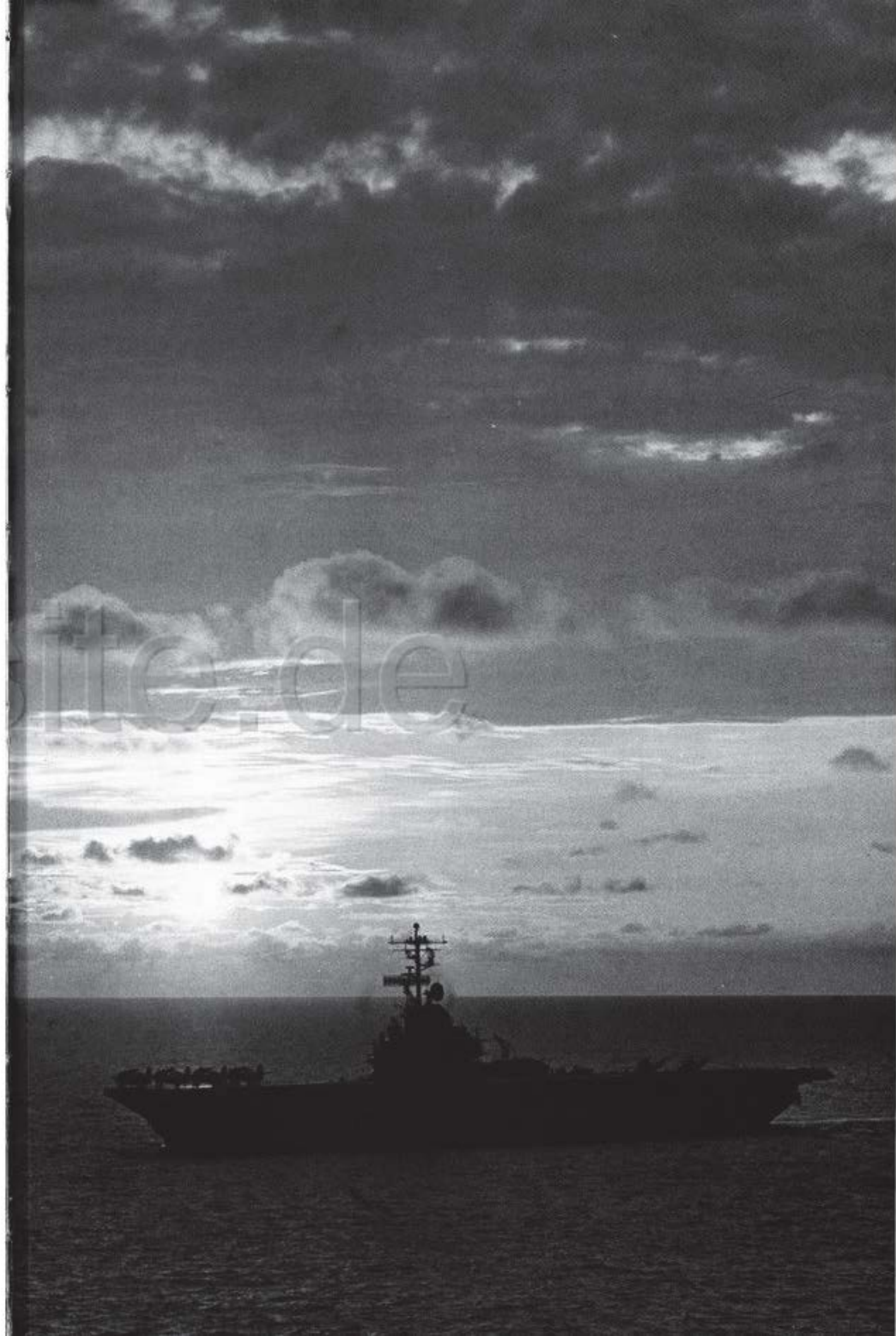
LTJG Thomas E. Pettis

PR2 Eureka L. Schmittou

ADJ2 Ronald P. Soucy, Sr.

navys





1967 Pacific Cruise

STAFF

T.R. Jacobs
LTJG
Public Affairs Officer

John Fleming
JOSN

Michael Wheat
SN

We gratefully acknowledge the Hornet Photo Lab for their splendid cooperation and excellent photographs produced for this book.

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