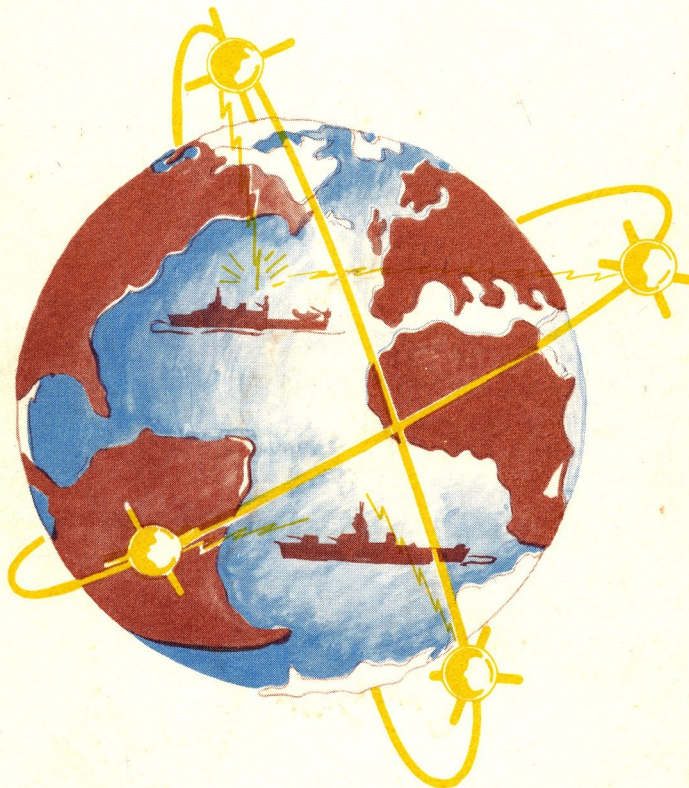


U. S. S. CURRITUCK (AV-7)

Seaplane Tender



COMMISSIONING

AUGUST 20, 1960

PHILADELPHIA NAVAL SHIPYARD

Philadelphia, Pennsylvania

The commissioning ceremony marks the initiation of a ship into the operating forces of the United States Navy. At the moment of breaking her commission pennant, U. S. S. CURRITUCK (AV-7) then becomes the responsibility of her commanding officer, Captain Cecil Austen Bolam, USN, who together with the ship's company, has the duty of making and keeping her constantly ready for any service demanded by our country

About the cover:

NAVIGATIONAL SATELLITE "TRANSIT"

For many years the Naval Observatory has been tracking and predicting the orbits of celestial bodies and publishing the results for use by navigators. To further science of celestial navigation, the Navy, under the sponsorship of the Advanced Research Projects Agency, is developing the navigational satellite "Transit." The satellite system will permit ships and aircraft to establish their geographical position to within less than half a mile. The system will operate in any kind of weather. The completed system should be in operation in 1962.

U. S. S. CURRITUCK (AV-7)

Built by

PHILADELPHIA NAVAL SHIPYARD

Philadelphia, Pennsylvania

Keel Laid December 14, 1942

Launched September 11, 1943

First Commissioned June 26, 1944

Decommissioned August 7, 1947

Recommissioned August 1, 1951

Decommissioned February 12, 1958



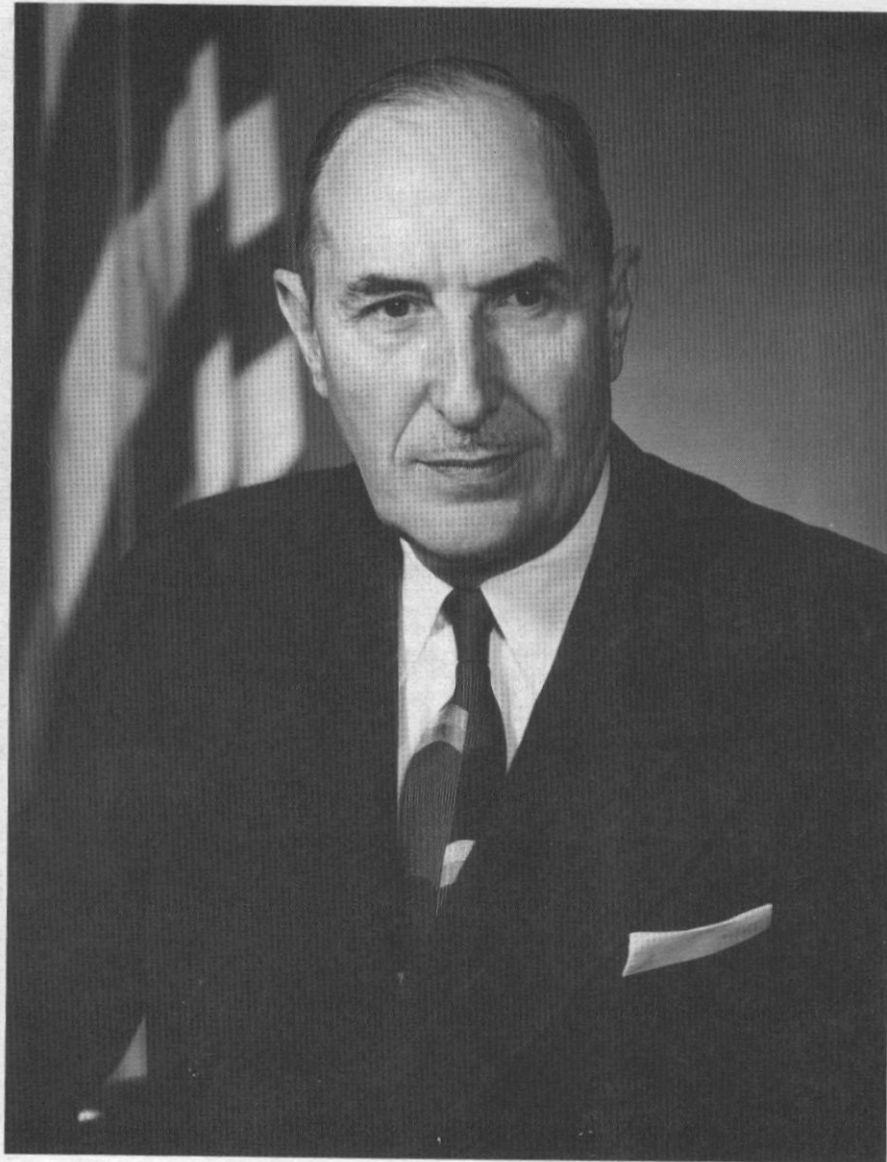
RECOMMISSIONED

August 20, 1960

at the

Philadelphia Naval Shipyard

Philadelphia, Pennsylvania



THE HONORABLE
WILLIAM B. FRANKE,
Secretary of the Navy



THE SECRETARY OF THE NAVY
WASHINGTON

My dear Captain Bolam:

I wish to extend my sincere best wishes to you and the officers and men of the USS CURRITUCK (AV-7).

USS CURRITUCK (AV-7) is another step forward in the development of naval ships and is the cumulative result of the combined efforts of many segments of the United States Navy. Upon her and all the ships of the Fleet lie the hopes and aspirations of the Navy. With her over-all strength featured by her improved seaplane tending capabilities, her very existence is a further strong deterrent to aggression.

It has been said that a Navy is only as good as its ships. While this is true, a ship can be only as good as its crew. This has a more specific meaning because before a Navy can be effective, each ship must train for the highest possible combat readiness. To achieve this is the goal before you. I am confident that under the leadership and personal example of you and your officers the highest standards of moral behavior and devotion to duty will be achieved, and that CURRITUCK will meet the challenge of her tasks in defense of our country in such manner as to reflect the highest credit upon the U.S. Navy.

Sincerely yours,

Captain Cecil A. Bolam, USN
Prospective Commanding Officer
USS CURRITUCK (AV-7)
c/o Philadelphia Naval Shipyard
Philadelphia, Pennsylvania



ADMIRAL ARLEIGH A. BURKE, USN

Chief of Naval Operations



CHIEF OF NAVAL OPERATIONS

16 June 1960

Dear Captain Bolam:

On the occasion of the commissioning of your ship, USS CURRITUCK (AV-7), I extend to you my congratulations on your new command and wish you, your officers and crew the best of luck.

It is a great privilege and a magnificent opportunity to be able to commission a naval ship; and I need not remind you, your officers and men of the grave responsibility of such a task. The romantic notion portrayed in world literature that each ship has her own definite personality has a valid foundation in fact; for a ship is the perfect character reflection of the officers and men who serve in her. Now you have the opportunity to make CURRITUCK a ship that will bear the indelible quality of your work and effort.

CURRITUCK is destined to fill an important role in the New Navy - a Navy deployed and ready for any type of war while maintaining the peace. She has the best equipment this country can afford to buy and her improvements should greatly enhance the seaplane tending capability of our Navy.

During the long months ahead it will be your duty to weld the fine officers and men who compose your crew into an effective unit ready to carry out the many missions which may be assigned your ship. As the Commanding Officer it will be your responsibility to generate the teamwork, the personal skill, the esprit de corps and the individual devotion to duty making CURRITUCK the effective ship she deserves to be. It will be your duty to ensure that each individual who has the honor to serve in her will have the personal satisfaction of being an important part of an effective fighting organization of the United States Navy.

To each and every one of you, my sincere congratulations and best wishes for a fair wind, clear skies and God's help in the many tasks which you will encounter.

Sincerely yours,

ARLEIGH BURKE

Captain Cecil A. Bolam, USN
Prospective Commanding Officer
USS CURRITUCK (AV-7)
c/o Philadelphia Naval Shipyard
Philadelphia, Pennsylvania



VICE ADMIRAL R. B. PIRIE
*Deputy Chief of Naval Operations
(Air)*



VICE ADMIRAL W. L. REES
*Commander Naval Air Force
U. S. Atlantic Fleet*



REAR ADMIRAL C. H. LYMAN
*Commandant
Fourth Naval District*



CAPTAIN R. B. FULTON
*Philadelphia Naval Shipyard
Commander*



CAPTAIN CECIL A. BOLAM, USN
Commanding Officer

Captain CECIL AUSTEN BOLAM was born in Brewster, New York, and graduated from the Naval Academy in June 1938.

Commissioned an Ensign, his first assignment was aboard the cruiser USS ASTORIA, followed by a tour of duty on the destroyer USS JARVIS.

In the fall of 1941 he qualified as a lighter-than-air pilot, and during the next three years served on the staff and in squadrons of Fleet Airship Wings, Atlantic Fleet.

While a Lieutenant in 1944, he held the position of commanding officer of Airship Squadron 11 at South Weymouth, Massachusetts. This was followed by duty as gunnery officer in the cruiser USS CLEVELAND.

While serving in the CLEVELAND, Captain Bolam participated in several engagements at Lingayen Gulf, Southern Philippines, Borneo, Okinawa, and finally the surrender of Japan.

During the winter of 1946-47, he assumed command of the CLEVELAND and supervised her preservation and decommissioning in the Reserve Fleet at the Philadelphia Naval Base.

The following year, Captain Bolam commanded the USS BORIE, assigned as the Atlantic Fleet Destroyer Gunnery School Ship, based at Newport, R. I. While under his command, the BORIE later engaged in the training of reservists from the Eighth and Ninth Districts.

In the summer of 1948 he returned to the lighter-than-air organization as officer in charge of the Pilot and Enlisted Schools, Lakehurst, N. J. Two years later, as commanding officer, Airship Squadron ONE, based at Elizabeth City, North Carolina, he participated in numerous anti-submarine warfare exercises in the Atlantic. During this period Captain Bolam's squadron won the Efficiency "E" for lighter-than-air squadrons.

Between the years 1948 and 1952, lighter-than-air was integrated with the heavier-than-air organization. Captain Bolam, as commander, entered the Flight Training Program at Pensacola, Florida, in 1952, and was designated a heavier-than-air pilot in 1953. Following graduation he reported to the staff of Commander Fleet Air, Jacksonville, Florida, for operational training in fleet aircraft units, and qualified as a patrol plane commander and a carrier pilot in jet aircraft.

For the next two years, Captain Bolam served as Executive Officer in the Navy Section, Military Assistance Advisory Group, Germany, with additional duty as Naval Aviation Advisor to the new German Navy.

Ordered back to the United States in 1956, he attended the National War College at Washington, D. C. Upon graduation the following year, he joined the U. S. Element, Standing Group, North Atlantic Treaty Organization. This was his last duty assignment before being ordered to assume command of the USS CURRITUCK (AV-7) upon her recommissioning at the Philadelphia Naval Shipyard on August 20, 1960.

Captain Bolam, his wife, the former Elizabeth Elliott of Riverton, New Jersey and their six children plan to make their home in Coronado, California, the homeport of the CURRITUCK.



U. S. S. CURRITUCK

The First U. S. S. Currituck

Two ships of the Fleet have been named for Currituck Sound along the coast of North Carolina and Virginia. Currituck comes from the Coratank Indian word meaning "wild geese."

The first CURRITUCK, a screw-steamer was purchased September 20, 1861 at New York as SENECA. She was renamed CURRITUCK and fitted out in the New York Navy Yard. She was commissioned February 27, 1862, Acting Master W. F. Shankland, USN, in command.

CURRITUCK's overall length was 120 feet; extreme beam 23 feet; depth in hold, 7 feet, 6 inches; complement, 52 officers and men. She was armed with four 32-pounders and one 20-pounder.

Originally assigned to duty with the South Atlantic Blockading Squadron, she was ordered to tow MONITOR to Hampton Roads as soon as possible to put a stop to the depredations of the Confederate VIRGINIA (ex-MERRIMAC). Departing New York March 6, she arrived March 8, just after the sinking of CONGRESS and CUMBERLAND by the Confederate ironclad.

Assigned to duty with the Potomac Flotilla, CURRITUCK spent her entire service in the Chesapeake Bay and tributary waters in cooperation with the Army. She performed guard and picket duty, capturing or destroying property and engaging enemy land forces frequently. From May 4, 1862 to October 21, 1863, she is credited with capturing eight vessels and assisting in the capture of another, as well as capturing the fort at the confluence of the Pamunkey and Mattaponi Rivers and stores at Carter's Creek. Throughout the remainder of the war, she cruised constantly up and down the inland waters of Virginia and in Chesapeake Bay conveying transports and hospital boats with sick and wounded from Fredericksburg, Virginia, making frequent land forays.

Arriving at Washington, D. C., July 31, 1865 CURRITUCK was decommissioned August 4, 1865 and sold September 16, 1865.

U. S. S. CURRITUCK (AV-7)

Commissioning Ceremony



BAND SELECTIONS

Fourth Naval District Band

INVOCATION

Captain DONALD F. KELLY, ChC, USN
Fourth Naval District Chaplain

INTRODUCTION OF COMMANDANT

Captain ROBERT B. FULTON, USN
Commander, Philadelphia Naval Shipyard

INTRODUCTION OF DISTINGUISHED GUESTS

REAR ADMIRAL CHARLES H. LYMAN, USN
Commandant, Fourth Naval District

PRINCIPAL SPEAKER

Vice Admiral ROBERT B. PIRIE, USN
Deputy Chief of Naval Operations (Air)

COMMISSIONING DIRECTIVE

REAR ADMIRAL CHARLES H. LYMAN, USN

COMMISSIONING

The playing of the National Anthem
The Hoisting of the National Ensign, Union Jack
and Commission Pennant

ACCEPTANCE OF COMMAND

Captain CECIL A. BOLAM reads his orders and
assumes command

SETTING THE FIRST WATCH

Commander GEORGE L. BLISS, Jr., USN
Executive Officer

RENDERING OF HONORS

Commanding Officer orders the personal flag of the
senior officer present to be broken at the truck
with appropriate honors

REMARKS

Captain CECIL A. BOLAM, USN
Commanding Officer

BENEDICTION

Lieutenant Commander PETER J. BAKKER, ChC, USN
Ship's Chaplain

BAND SELECTIONS

Fourth Naval District Band

All guests are invited to inspect the ship after completion of the ceremony

The Second U. S. S. Currituck (AV-7)

The USS CURRITUCK (AV-7) was built by the Philadelphia Naval Shipyard. Her keel was laid on December 14, 1942, and she was launched on September 11, 1943. The large seaplane tender was placed in commission on June 26, 1944, under the command of Captain W. A. Evans, USN. The 14,000-ton vessel is 540 feet long and 69 feet wide.

After the usual training cruise off the Virginia Capes and final alterations, CURRITUCK put to sea from Philadelphia on August 31, 1944, proceeding to the Pacific war area.

During her tour, she transported passengers to the Admiralty Islands, served as flagship for Commander Air, Seventh Fleet, and carried aviation cargo to many areas.

While tending seaplanes which were taking part in the liberation of Leyte in the Philippines, she fought off many air raids. Then, proceeding to the Lingayen Gulf on the opposite side of the Philippines, she tended seaplanes supporting landings by the invasion force.

On January 12, 1945, she moved to Cabalitian Bay, then to Mindoro, and finally resumed operations at Leyte. She arrived in Manila on March 6, 1945, and sent boarding parties to inspect abandoned Japanese vessels. From April 27, to May 6, her duties at Manila included maintenance of seaplanes of the 76 Wing of the Royal Australian Air Force.

CURRITUCK left Manila on June 10 to maintain a base for seaplanes conducting night searches from Lingayen Gulf. She reported for duty at Subic Bay on August 28, 1945, to join the Seventh Fleet. With this group she proceeded to Okinawa, arriving on September 3.

Remaining for the occupation of China, she tended seaplanes at Jinsen, Korea; and several ports in China including Shanghai, Taku, and Tsingtao. In December she returned to the United States, arriving in San Francisco on December 30, 1945.

During 1946, CURRITUCK took part in local operations on the West Coast. She again left the United States in early 1947 for a visit to the Marquesas Islands and Sydney, Australia. After transiting the Panama Canal, she arrived in Norfolk, Virginia, on April 18, 1947, for inactivation. On August 7, 1947, she was placed out of commission in reserve at the Philadelphia Naval Shipyard.

CURRITUCK remained inactive until August 1, 1951, when she was again commissioned for active service. Operating out of Norfolk, she underwent training exercises in Caribbean waters. In September 1952, the ship made a cruise to Norway and Scotland.

In October of that year, she began a two month routine overhaul, and

in late December returned to Norfolk. On January 6, 1953, she put to sea for the first of two cruises to Puerto Rico.

After a period of local operations, CURRITUCK returned to the Pacific, bound for the Galapagos Island off Ecuador on August 24, 1953. In September, she returned to Norfolk and rejoined the Atlantic Fleet.

During her next cruise to the Caribbean for fleet maneuvers, CURRITUCK visited Puerto Rico, Jamaica, and the Virgin Islands. Then she steamed to Europe where she made short visits to Milford Haven, Wales, and Taranto, Italy, before her return to Norfolk in September of 1954.

Two short visits to Quonset Point, Rhode Island, provided the only change in her pattern of local operations and winter exercises in the Caribbean during the next year. After her return from the winter maneuvers in 1956 (Operation Springboard), she entered Baltimore's Maryland Shipbuilding and Drydocking Corporation on April 16, 1956, for an overhaul which lasted until June 29.

The ship served a tour of duty with the Sixth Fleet in the Mediterranean later that year, departing from Norfolk on August 26 and returning on December 13.

During her last year of active service, CURRITUCK was principally engaged in local operations in the Virginia Capes area, but also made two trips to the Caribbean, and had a brief overhaul period. On January 6, 1958, she set out for the Philadelphia Naval Base for inactivation. She was placed out of commission on February 12, 1958, to permit extended overhaul and modernization.

Today, August 20, 1960, she rejoins the fleet in Philadelphia after the successful completion of this modernization program.

CURRITUCK earned two battle stars during World War II for service in the Leyte and Luzon operations. Among her other battle ribbons are the Philippine Republic Presidential Unit Citation, Navy Occupation Service Medal (Europe).



U. S. S. CURRITUCK AV-7



CDR T. G. DEVoid, USN
Operations Officer



CDR G. L. BLISS, USN
Executive Officer



LCDR J. J. SIMMONS, USN
Air Officer



LT R. M. DONOVAN, USN
Engineering Officer



LCDR P. J. BAKKER, USN
Chaplain



LT L. J. EZZELL, USN
Gunnery Officer



LT W. F. MERRICK, USN
Supply Officer



LT J. A. PERKINS, JR., USN
Navigator



LT R. J. KAPLAN, USN
Medical Officer



LT J. P. KELLEY, USN
Dental Officer

U. S. S. CURRITUCK (AV-7)



SHIP'S OFFICERS

CAPT C. A. BOLAM *Commanding Officer*
CDR G. L. BLISS, Jr. *Executive Officer*
LCDR P. J. BAKKER *Chaplain*
LCDR L. D. CRAWFORD *Administrative Assistant*

Operations

CDR T. G. DeVOID *Operations Officer*
LCDR J. E. FENDORF *Combat Information Center Officer*
LTJG D. D. DARLING *Aerologist*
ENS C. H. MALONE *Air Operations Officer*

Communications

LT R. E. KIRKSEY *Communications Officer*
WO D. L. WATERS *Electronic Material Officer*

Navigation

LT J. A. PERKINS, Jr. *Navigator*

Gunnery

LT L. J. EZZELL *Gunnery Officer*
LT B. W. JOHNSON *Advanced Undersea Weapons
Nuclear Supervisor Officer*
ENS E. D. JOHNSON *First Lieutenant*
CWO B. F. COWAN *Ships Boatswain*

Engineering Department

LT R. M. DONOVAN *Engineering Officer*
ENS C. E. MESSERSMITH *Damage Control Officer*
CWO D. R. FRIEBELE *Electrician*
WO F. A. DUNCAN *Hull Repair Officer*
WO R. R. SPENCER *Main Propulsion Assistant*

Air Department

LCDR J. J. SIMMONS *Air Officer*
LT N. G. HOLT *Aircraft Service Officer*
CWO J. E. HAYGOOD *Aviation Fuel Officer*
CWO H. C. SIMMONS *Aviation Ordnance Officer*

Supply

LT W. F. MERRICK *Supply Officer*
ENS C. J. BURNETT *Disbursing Officer*
ENS W. H. ULREY *Commissary Officer*
CWO H. H. ALLEY *Aviation Stores Officer*

Medical Department

LT R. J. KAPLAN *Medical Officer*

Dental Department

LT J. P. KELLEY *Dental Officer*

U. S. S. CURRITUCK (AV-7)



CHIEF PETTY OFFICERS

BARKER, N. K. *Chief Machinist's Mate*
BINDER, N. (N) *Chief Aviation Structural Mechanic*
BONNER, C. M. *Chief Aviation Boatswain's Mate*
CAGLE, W. T. *Chief Engineman*
COY, R. W. *Chief Yeoman*
DIXON, H. W., Jr. *Chief Machinist's Mate*
DOLLIVER, H. E. *Chief Damage Controlman*
FUOCO, A. (N) *Chief Aviation Ordnanceman*
HALSEY, C. N. *Senior Chief Radioman*
HENNING, R. W. *Chief Aviation Storekeeper*
HORRELL, H. W. *Chief Hospital Corpsman*
JEANNICE, J. I. *Chief Boilerman*
KOCZAN, S. B. *Chief Electrician's Mate*
McPHERSON, B. D. *Chief Electronics Technician*
MOTTER, M. (N) *Chief Aviation Electronics Technician*
PAYNE, R. J. *Chief Boilerman*
RODGERS, J. C. *Chief Aviation Boatswain's Mate*
SAKERS, R. C. *Chief Shipfitter*
SCHERRER, R. J. *Chief Radarman*
TUSTIN, G. (N) *Chief Quartermaster*
WHITE, B. (N) *Chief Ship's Serviceman*

U. S. S. CURRITUCK (AV-7)



CREW MEMBERS



Ship's Office

Armstrong, W. F., Jr.	SN	Curtin, J. P.	YN1	Negrin, H. J.	LISN
Barronton, D. H.	PN3	Dircks, V. J.	SN	Norton, S. H.	SN
Bowen, R. L.	YN3	Dougherty, J. K.	YN3	Orlando, A.	SN
Brown, C.	SN	Frederick, R. F.	PN2	Pancio, A.	SN
Carver, C. J.	LI3	Ham, G. T.	PNSN	Slaby, R. J.	YN3
Conti, R. J.	SN	Heck, H. C.	YN3	Turnquist, J. D.	SN
Costa, D. W.	PN1	Lewis, J. W.	AN		

Operations Department

Albano, C. B.	AA	Groves, R.	PHG3	Pollock, J. R.	AG2
Bradshaw, G.	ACTAN	Martin, J. E.	RD1	Rose, A. A.	SN
Ballew, B.	AN	Miller, J. H.	AN	Saluga, R.	AG2
Collins, C. W.	AA	Millinder, J. E.	RD2	Small, R. S.	RD3
Emerson, T.	AGAN	Moon, R. H.	RD3	Smotherman, J. E.	AGAN
Fite, J. D.	AA	Mullins, M. (n)	AA	Stiles, D.	SA
Freeman, G. W.	AN	Poletz, H. H.	SA	Stubeck, J. M.	SA
Greene, D. C.	AN				

Communications Department

Archer, S. W.	ETN3	Healey, J. W.	SA	Reinohl, L. L.	TE1
Beach, K. G.	ETN3	Hoffmaster, D. L.	RMSN	Richardson, C. H.	RM2
Beard, J. D.	RMSN	Jones, W. E.	SA	Scott, D. J.	RMSN
Bois, D. R.	SN	Liffick, J. T.	RM3	Setina, R.	SN
Brennen, J. F.	ET1	Lipot, J. J.	SN	Shrier, A. E.	RM3
Clark, D. R.	ETNSN	Markes, C.	RMSN	Sferra, W.	RM3
Dial, J. D.	SA	McDonald, B. L.	SN	Stubbs, S.	RMSN
Driver, D. T.	SA	Miller, G.	ETN3	Ulrich, L. C.	RM3
Flanagan, T. B.	RM2	Morong, B. E.	RMSN	Wells, E. O.	RMSN
Flores, P. F.	SM1	Purin, C.	SM2	White, R. L.	ETR3
Gonzales, J. J.	RMSN	Puscald, G. T.	ETRSN	Wieser, R.	SN
Guglielmo, R. J.	RM3	Reed, R. A.	RMSN		

Navigation Department

Capristant, D. L.	SA	McCargo, C. D.	SA	Weiss, E. R.	SN
Cote, J. H.	SN	Savana, C. F.	SA		
Hood, H. T.	QM2	Sloan, T. B.	SN		

Gunnery Department

Allen, D. R.	BM2	Barber, V.	SA	Blaylock, L. D.	SN
Aubart, D.	SA	Barela, G. C.	BM3	Bobo, D. T.	SN
Augsburger, F. J.	GM2	Bindhamer, C. L.	SN	Bonar, G. R.	SA

Gunnery Department - Continued

Buckley, P. J.	BM1	Johnson, C. M.	MN3	Porter, C. (n)	GM1
Buffalo, "J" "W"	BM3	Kendrick, R. L.	TM1	Powell, C. W.	SN
Burger, J. S.	SN	Kasitz, E.	SN	Pumfrey, R. A.	SA
Cameron, R. P.	SN	Krull, R. G.	TM2	Ragsdale, R. W.	SA
Carver, J.	SN	Kellams, J. L.	SA	Reynolds, R. R.	SA
Carter, W. J.	BM1	Kijowski, J.	SN	Royer, R. L.	GM2
Cedio, D. F.	BM2	Kochanski, K. J.	SN	Sharp, D. L.	BM3
Cleve, W. W.	FTA3	Laport, V. A.	SA	Shrader, J. H.	GM1
Cornelison, J. R.	SN	Layne, E. L.	SN	Shuttlesworth, J. L.	SN
Crane, S. G.	SA	Leneave, H. M.	SA	Siders, C. W.	SA
Davis, J. L.	SA	Madsen, S. N.	SN	Smith, L.	SN
Davis, R. E.	BMSN	Martin, L. W.	SA	Smotherman, L. M.	SN
Dodd, G. W.	SN	Massey, H. M.	SN	Spurgeon, F. J.	BM2
Dotson, T. R.	SN	McCollem, R. F.	SN	Stuart, W.	TM3
Downen, W. F.	BM2	McDonald, A. A.	SN	Stults, M. M.	GM3
Dullanty, F. W.	SN	Mercer, W. B.	FTASN	Suttle, J. K.	BM2
Ettorre, P. R.	SA	Methvien, L. J.	SN	Tarpley, C. F.	BM3
Fletcher, J. E.	SN	Mikeska, F. D.	SN	Thane, W.	SA
Ford, W. A.	SN	Miller, C. B.	SA	Thornton, J. H.	SN
Furbert, S. A.	SN	Miller, R. C.	SA	Todd, L. D.	SN
Ganski, R. J.	SN	Milligan, D. H.	BM3	Tomko, R. H.	SA
Ganzalez, M.	SN	Moore, T. R.	SN	Trosine, E. L.	SN
Goffney, E. M.	SA	Morissette, D. R.	SN	Thompson, J. E.	SN
Green, D. A.	SA	Mulligan, M. C.	SN	Valko, H. F.	SA
Harris, H. L.	GM3	Muncher, B. F.	GMSN	Vansanford, A. R.	SA
Head, R. L.	SA	Murray, D. N.	SN	Vincent, E. V.	SA
Howard, C. B.	SA	Nester, B. C.	SN	Wahl, F. H.	SA
Howard, R. D.	SA	Niemann, D. R.	FTASN	Watkins, C. H.	AD2
Hummell, R. H.	SA	Patriquinn, D. R.	SA	Wellington, J. L.	SN
Humphries, R. B.	NWSN	Penix, R. D.	SA	Whidbee, R. H.	BM1
Ingles, L. C.	SN	Pesaresi, J. J.	BM3	Williams, C. M.	BM2
Isotolo, L. J.	SA	Pierce, B. E.	SN	Williams, J. L.	SA
Iversen, D. H.	SA	Pippin, G. A.	TM2		
Jewett, C. E.	GMSN	Pitts, L. J.	BM1		
Johns, G. E.	SA	Plocinski, R. E.	SA		

Air Department

Albright, H. E.	AEMAN	Champion, J. W.	ADRAA	Free, E. D.	AMEAN
Anders, L. N.	AD3	Clark, C. L.	AA	Fuente, V. M.	AEM3
Atkins, C. H.	AD2	Closson, G. E.	AN	Gatto, R. (n)	AO3
Bailly, E. R.	AD1	Cooke, W. E.	AN	Gaffney, L. F.	ATNAN
Becker, J. G.	AN	Conley, G. A.	AM3	Glowicki, G. L.	AM2
Belander, T. R.	ADR3	Crane, D. G.	AMS3	Grady, R. F.	AB1
Birkes, G., Jr.	AO2	Cruickshank, W. R.	AB2	Hampton, H. H.	AB1
Birnie, L. J.	ATN3	Denardo, S. N.	AN	Hardison, D. L.	AN
Blair, "A" "B"	AMS3	Dudley, B. W.	AN	Harris, R. F.	AN
Bond, R. M.	AB2	Duffelmeyer, W. J.	AN	Hatupis, A. L.	ATN3
Bonnel, J. F.	AO2	Dugan, K. G.	ATN3	Hill, F. E.	AN
Boucher, D. R.	AN	Dulebohn, J. L.	AN	Hilsman, G. R.	AN
Bull, R. E.	AE3	Dunford, R. C.	AM3	Howard, L. J.	ABUAN
Carlson, J. P.	AN	Edwards, R. L.	AB1	James, J. J.	AMI

Air Department - Continued

Jackson, H. L.	ATN3	Newton, V. R.	AA	Sinclair, J. W.	AN
Kaminski, E.	ATN3	Nichols, K. G.	PR1	Snedden, J. D.	AMHAN
Kinney, C. M.	AB3	Ochs, W. J.	AN	Stephens, D. K.	AOAN
Klingerman, R. E.	ABGAN	Palmer, W. J.	AN	Stephanski, J. R.	AN
Knox, J. O.	AN	Peake, J. M.	AB2	Straveler, H. G.	AO2
Knoll, R. S.	AMSAN	Perez, C. F.	AM1	Tanner, G. A.	AN
Kretzer, C. E., Jr.	AN	Peniston, R.	AN	Thompson, C. R.	AE2
Kuss, J. E.	AB3	Pitcher, L. E.	AN	Turner, T. L.	AN
LeBlanc, J. O.	AO1	Puntney, C. O.	AMS3	Viard, R. A.	AN
Leonard, R. C.	AN	Regensburger, W. J.	AN	Watson, R. A.	AN
Locklear, Q., Jr.	AN	Rice, J. N.	AN	Webster, E. C.	AN
Magee, J. P.	ABG3	Richards, B. F.	AE1	Welch, V. C.	AT1
McGown, D. D.	AB2	Robinson, O. H.	AM1	Wilcox, G. W.	AN
McIntire, M. W.	AN	Rosenberger, W. W.	AA	Williams, D. E.	AA
Menter, J. R.	AB1	Rowell, W. D.	ABU3	Wood, J. H.	AMHAN
Munroe, E. M., Jr.	AEM3	Roy, V. D.	AMS3	Wood, R. J.	ABGAN
Nagle, J. J.	AD1	Ruxton, M. J.	AN	Wray, M. W.	AEMAN
Nash, W. R.	AN	Santabene, J. L.	AN	Zawadzki, F. J.	AB2
Naylor, R. L.	AO1	Schlosser, H. J.	AO3	Zeigler, J. R.	AN
Nelson, R. J.	ADR3	Scott, R. L.	AT1		
Newsome, W. T.	AD1	Sherrill, C. R.	AO2		

Engineering Department

Armstrong, L. (n)	MR3	Gage, J. P.	SF1	Longacre, C. L.	FN
Armstrong, D. A.	EM3	Geralde, H. A.	MM2	Malcolm, D. L.	FN
Anderson, L. R.	BT3	Grabowski, J. S.	FN	Martinez, G. E.	FN
Bamford, C. A.	FA	Hagan, J. C.	FN	Martiniz, F. F.	FN
Barronton, W. C.	FN	Hall, H. E.	FN	Massengill, C. A.	IC3
Bartolo, P. F.	IC1	Halpin, P. M.	SN	Mathews, L. C.	FA
Bebart, T. L.	MMFN	Hansen, K. J.	MM3	Matthews, W. H.	BTFN
Becker, F. W.	MM2	Harton, L.	BTFN	McCormick, D. K.	MM1
Bentley, W.	SFP3	Heldreth, L. A.	FN	McKeen, T. J.	FN
Benton, C. N.	BT3	Hoehl, C. W.	EN3	McKenzie, P. G.	BT1
Berry, D. R.	FA	Holcomb, P. M.	SN	McMullen, J. J.	BTFN
Boback, A. H.	FA	Jesse, D. E.	FA	Miller, M. G.	FN
Bowser, D. K.	BT3	Jacobs, C. S.	EM3	Newpher, D. F.	EM3
Brown, M. R.	SFM3	Jones, G. B.	MM3	Ochs, R. K.	BTFN
Caban, R. A.	FN	Jones, P. W.	FN	Orr, T. H.	EN3
Carr, T. W.	FA	Jones, T. R.	FN	Page, E. (n)	EMFN
Carney, L. M.	FN	Johnson, R. E.	EN3	Paprota, R. R.	FA
Catterton, C. D.	FN	Kaupp, D. J.	EM3	Perdue, D. L.	MM1
Cline, T. A.	BT2	Kendall, J. E.	MM3	Perham, B. E.	MM1
Corso, M. A.	DC3	Kielely, W. A.	EM2	Peterson, E. H.	FN
Crane, G. J.	FN	Knapp, C. H.	MM3	Phillips, C.	BT2
Davey, A. G.	DC2	Korte, C. E.	FN	Phillips, W. A.	FN
Deraps, D. W.	FN	Kurzendoerfer, J. W.	MM3	Pinson, F. W.	BT3
Dodd, J. L.	MM3	Lachenman, J. J.	FN	Powell, D. R.	FN
Ellis, J. T.	DC3	Laird, C. M.	MM2	Pursley, J. E.	FN
Encinas, J. A.	EM1	Lukatz, R. E.	FN	Redwinski, J. K.	FN
Evans, R. A.	BT2	Lavender, D. L.	FN	Reed, H. J.	IC3
Evans, R. E.	FN	LeBlanc, W.	SFM3	Robach, J. E.	EN2

Engineering Department - Continued

Rogers, J. M.	EM3	Shaw, R. H.	MM1	Walton, D. J.	MM2
Rogers, R. G.	MM3	Sorsen, W. A.	SFM3	Wells, R. H.	FN
Rojas, D. N.	MMFN	Stallings, W. W.	MM3	Whittaker, H.	FN
Rojt, A. J.	FN	Strand, A. A.	ICFN	Whittbecker, L. L.	MM3
Roney, E. A.	BT1	Swedlund, J. C.	MM2	Williams, C. G.	FN
Sadqowski, W. J.	MMFN	Swope, G. E.	FN	Williams, C. L.	EM3
Scarberry, T. H.	MMFN	Thieben, T. J.	FN	Wilson, R. E.	FN
Schanke, G. E.	FN	Tucker, W. E.	IC1	Worthing, J. D.	FN
Seabright, K. E.	SFP2	Vincentz, R.	DCFN	Wood, W. W.	BT1
Sessions, R. P.	ICFN	Volpe, J. G.	FN	Wysong, D. L.	FN

Supply Department

Allgaier, R. R.	SN	Gould, J. R.	SA	Perez, A.	TN
Baker, C.	AK2	Gray, J. W.	SD2	Pietrzyk, B. S.	SA
Barrameda, P. E.	TN	Grimm, W.	AK3	Plows, J. W.	SH3
Beckemeyer, H. J.	CS1	Hall, J. L.	SK2	Perry, R. W.	SA
Blakeman, G. L.	SA	Halpin, P. M.	SN	Reed, D. S.	SN
Boglin, W. E.	SK3	Hartz, L. L.	SN	Rhine, C. M.	SK3
Branch, J. H.	SK1	Hettick, J. H.	SA	Rhyne, E. E.	CS3
Brion, V. E.	TN	Isler, H.	SD3	Roembke, L. E.	SA
Brooks, J. J.	SD1	Jasper, M. R.	CS2	Scott, L. B.	SA
Brothers, S. L.	SN	Jefferson, R. J.	SN	Singleton, J.	SD2
Brown, B. J.	SD3	Jilek, J. L.	DK1	Sours, G. D.	SA
Brownstein, A. H.	SN	Jones, R. B.	SH3	Shaw, R. H.	MM1
Broyles, W. L.	SN	Kandal, E.	SN	Shuler, E.	SN
Bush, "L" "C"	SD3	Keokosky, E.	SK2	Sison, J.	SHB3
Cash, U.	TN	Lemieux, L. A.	SH1	Suey, W. L.	SN
Chase, D. D.	AN	McCann, T. T.	AK1	Sykes, F. G.	SA
Craft, G. O.	SD3	McClure, J. F.	SN	Tabor, G. C.	DK3
Cram, J. J.	SN	McCoy, E. L.	SN	Taylor, W.	AK2
Dey, J. L.	CS1	Miller, A. R.	SN	Teal, R. W.	SA
DiCiccio, K. J.	SA	Miller, T.	AKAN	Thomas, J. W.	SH2
Dinero, A. A.	TN	Mead, J. R.	SK3	Thomas, L. A.	SK1
Doak, L. C.	SKSN	Moll, W. B.	SA	Thompson, R.	AN
Fajardo, R. M.	TN	Moorhouse, T. H.	SN	Williams, J. J.	SN
Fort, L. A.	CS3	Nelson, W. A.	SA	Williams, W.	TN
Gary, A.	CS3	Orras, N.	SH2	Yaw, J. E.	SH2
George, G. M.	CSSN	Parenti, W. C.	SN	Yott, D. H.	SA
General, J. C.	CS2	Penix, R. R.	SA		
Godgrey, G. J.	SH1	Peters, M. B.	CS2		

Medical and Dental Departments

Hawthorne, G. W.	SN	Osmark, I. A.	DT2	Woods, C.	HM3
Davis, H.	HM1	Tallman, M. F.	SN	Mercer, C. R.	HM2
Kester, B. G.	HM1	Vanvliete, W. F.	HM3		

