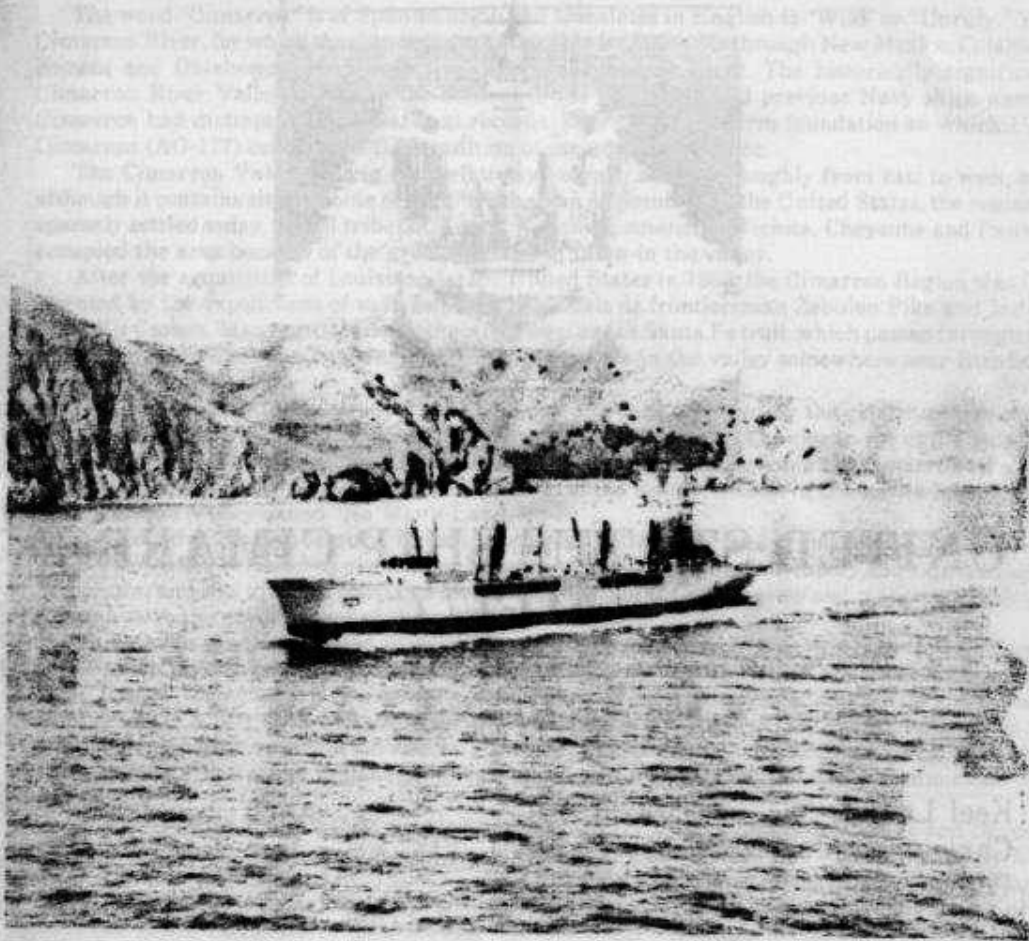


Contributed by Peter Clark

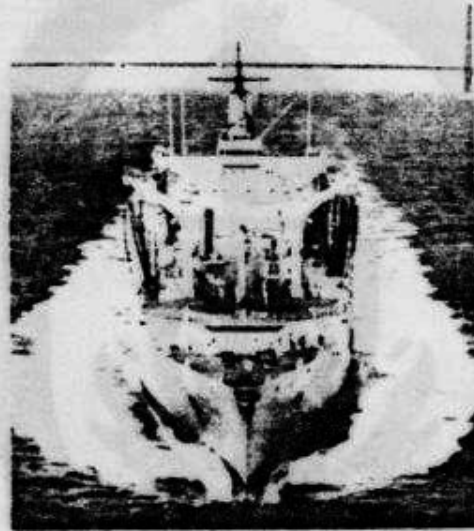
Welcome Aboard



USS CIMARRON AO-177



Welcome Aboard



**UNITED STATES SHIP CIMARRON
AO-177
U. S. NAVY AUXILIARY OILER
CIMARRON CLASS**

Keel Laid: 18 May 1978
Christened: 29 April 1979
Commissioned: 10 January 1981
Built By: Avondale Shipyards, Inc.
Avondale, Louisiana

Statistics

Length: 591'6"
Beam: 88'
Displacement: 26,110 Tons
Complement: 12 Officers
186 Enlisted
Propulsion: Fully automated single shaft steam turbine
(Total 24,000 shaft horsepower)
Two boilers, steam

Mission

To transport bulk petroleum products (POL) from shore depots to AOE's, AOR's, and AO's, effecting delivery underway, including consolidation; to deliver bulk POL to combatants and support forces underway; and to deliver limited fleet freight, mail and personnel.



COMMANDER JEROME A. PESCHKA, JR.
United States Navy

Jerome Aloysius Peschka, Jr. was born August 13, 1943 in Roswell, New Mexico, to Jerome A. Peschka and Lucille M. Peschka. Upon graduation from New Mexico Military Institute, he enlisted in the Naval Reserve and continued his studies at Oregon State University.

Upon graduation and commissioning in June 1965, he was ordered to USS MCCAFFERY (DD-860) where he served as Electronics Material Officer and Navigator. Subsequently, Commander Peschka reported to Coastal Squadron One in Danang RVN where he served first as Officer-in-Charge of a Swift Boat and later as Officer-in-Charge of the Chu-Lai Detachment. In 1969 Commander Peschka attended the U.S. Naval Destroyer School, and in November, relieved as Engineer Officer in USS RICH (DD-820). In 1972 he entered the U.S. Naval Postgraduate School in Monterey, California, where he received a Master of Science in Management. Following attendance at the Naval School of Transportation Management, he assumed duties as Commanding Officer, Military Sealift Command Office, Pusan, Korea. In January 1976, he reported to USS PAUL REVERE (LPA-248) where he served as Engineer Officer until January 1978. Subsequently he served as Executive Officer, USS SHASTA (AE-33). Most recently Commander Peschka completed a tour on the Staff of the Chief of Naval Operations, Ships Maintenance and Modernization Division (OP-43).

Commander Peschka's personal awards include the Meritorious Service Medal and the Navy Commendation Medal (with Combat "V") with a Gold Star in lieu of second award. He is married to the former Mary Porter Frese of Chevy Chase, Maryland, and they have two children, Mary Porter and Patrick Finney.

THE CIMARRON TRADITION

WELCOME FROM THE CAPTAIN

The officers and men of the USS Cimarron (AO-177) are pleased to welcome you aboard our fine ship.

Cimarron is the lead ship in a new class of fleet oilers and has the latest automatic systems for underway replenishment, ship control and engineering plant operation. The ship is over 590 feet long with an 88 foot beam, 32 foot draft and over 26,000 ton displacement. She carries over 120,000 barrels (5 million gallons) of fuel at a sustained speed of 20 knots. Her five fueling stations, three to port and two to starboard, can simultaneously refuel one ship on each side while her two cargo transfer stations provide light fleet freight and mail to those ships. The crew enjoys comfortable living conditions which include lounges, a library and gym.

Please feel free to ask any crewmember for directions or information while you are onboard. We want your visit to be rewarding and informative, and we will be most happy to assist you in any way we can.

THE CIMARRON TRADITION

The word "Cimarron" is of Spanish origin and translates in English to "Wild" or "Unruly." The Cimarron River, for which the ship is named, stretches for 600 miles through New Mexico, Colorado, Kansas and Oklahoma before emptying into the Arkansas River. The historically significant Cimarron River Valley is rich in the folklore of the Old West, and previous Navy ships named Cimarron had distinguished operational records. This provides a firm foundation on which USN Cimarron (AO-177) continues a fine tradition of sea-going excellence.

The Cimarron Valley is long and relatively narrow, running roughly from east to west, and although it contains sites of some of the oldest human settlements in the United States, the region is sparsely settled today. Small tribes of Kiowa, Apache, Comanche, Wichita, Cheyenne and Pawnee occupied the area because of the great quantity of bison in the valley.

After the acquisition of Louisiana by the United States in 1803, the Cimarron Region was frequented by the expeditions of such famous individuals as frontiersman Zebulon Pike and Indian scout Kit Carson. Many settlers made their way west on the Santa Fe trail, which passed through the area, and there is even a legendary lost, buried treasure in the valley somewhere near Richfield, Kansas.

The mid-nineteenth century were years of rapid change impelled by the extermination of the bison and by the occupation of the open range by the cattlemen. The rise in the cattle industry was accompanied with it cattle thieves known as "rustlers." The most well-known in the Cimarron territory was the infamous Coe Outlaw Gang, operating out of the Robber's Roost in the northwest corner of the Cimarron Valley called "No Man's Land."

By the end of the 19th century, homesteaders were settling the land in and around the Cimarron area. This steady invasion by civilization brought with it the eventual discovery and exploitation of petroleum, and was the final boost in which the economy of the valley grew and matured, causing it to mesh with the development of the nation.

This oiler is the third United States Navy ship to bear the name Cimarron. The first Cimarron was a sidewheel, double-ended steam gunboat which was built by D.S. Merchon of Bordentown, New Jersey. Launched 16 March 1862, she was outfitted at the Philadelphia Navy Yard and commissioned 5 July 1862. She provided active support of Civil War Army operations early in the war and later gave excellent service as a member of the South Atlantic Blockading Squadron. Cimarron returned to the Philadelphia Navy Yard on 8 August 1865 and was decommissioned 1 August 1865.

The second Cimarron, AO-22, was launched 7 January 1939 by Sun Shipbuilding and Drydock Company, Chester, Pennsylvania, and commissioned 20 March 1939. She was sponsored by Mrs. W.D. Leahy, wife of Fleet Admiral W.D. Leahy, Chief of Naval Operations prior to World War I and Chairman of the Joint Chiefs of Staff and Chief of Staff to the President during World War II.

Prior to the war, Cimarron operated on both coasts and also supported convoys to Iceland. When the war began she was in the vicinity of Capetown, South Africa and operated from Brazilian port to Iceland until March 1942, when she was transferred to the West Coast.

Cimarron's first duty on the West Coast was with the task force which made the first air raid on Tokyo, flown from the carrier Hornet by Colonel James H. Doolittle's Army Air Corps pilots in B-2 bombers. Later, she supported the force which defeated the Japanese in the battle of Midway, the Solomon Islands operation, the Guadalcanal campaign, the occupation of New Georgia, the Wake Island raid, the Gilbert Islands campaign, the Marshalls operation, the attacks on Truk, the Marianas operation and the Palau operation.

After the war, she supported the occupation of Japan and later operated primarily in the Far East. She served three tours of duty in the Korean War, participated in the 1959 Quemoy-Matsu Island crisis, and made three Western Pacific deployments during the Vietnam War. She received ten battle stars for World War II service and four for the Korean War. Usually referred to as the most dependable oiler in the Pacific Fleet, Cimarron provided outstanding service throughout her distinguished career. She was decommissioned on 30 September 1968 and transferred to Portugal the next day.

The third Cimarron, AO-177, is the first of a new class of fleet oilers. She was launched 29 April 1979 at Avondale Shipyards Incorporated, Avondale, Louisiana. Vice Admiral James H. Doyle, Jr., Deputy Chief of Naval Operations for Surface Warfare at the time, was principal speaker at the ceremony, and his wife Jeanette is the ship's sponsor. Commissioning took place 10 January 1981 at a Naval Supply Center, Oakland, California with Vice Admiral Lee Baggett, Jr., Commander Naval Surface Force, United States Pacific Fleet, as the principal speaker.



USS Cimarron (AO-177) COAT OF ARMS

The Shield

The shield is a representation of a "station marker," a symbol used to indicate the types of fuels carried by the Cimarron. The interlocking chain links represent the five departments of the ship—Engineering, Deck, Supply, Operations, and Navigation—which all working together help to accomplish her mission. Three colors of the shield, white, blue and red, are also colors from the Korean flag, and, with gold for superior achievement, allude to the second Cimarron's distinguished service during the Korean War.

The Crest

The blue disc and the grey annulet allude to the Civil War history of the first Cimarron. The ten points of the star represent the ten battle honors awarded the second Cimarron for World War II service in the Pacific. The fleur-de-lis, a well known cartographic symbol for the north point of the compass, alludes to navigation and the fine seamanship required of oilers in the performance of their mission. The keystone is symbolic of support and refers to the vital role that the Cimarron plays in keeping the United States fleet mobile. The three wavy bars symbolize the Cimarron River and herald the AO-177 as the third United States Navy ship to sail under that name.