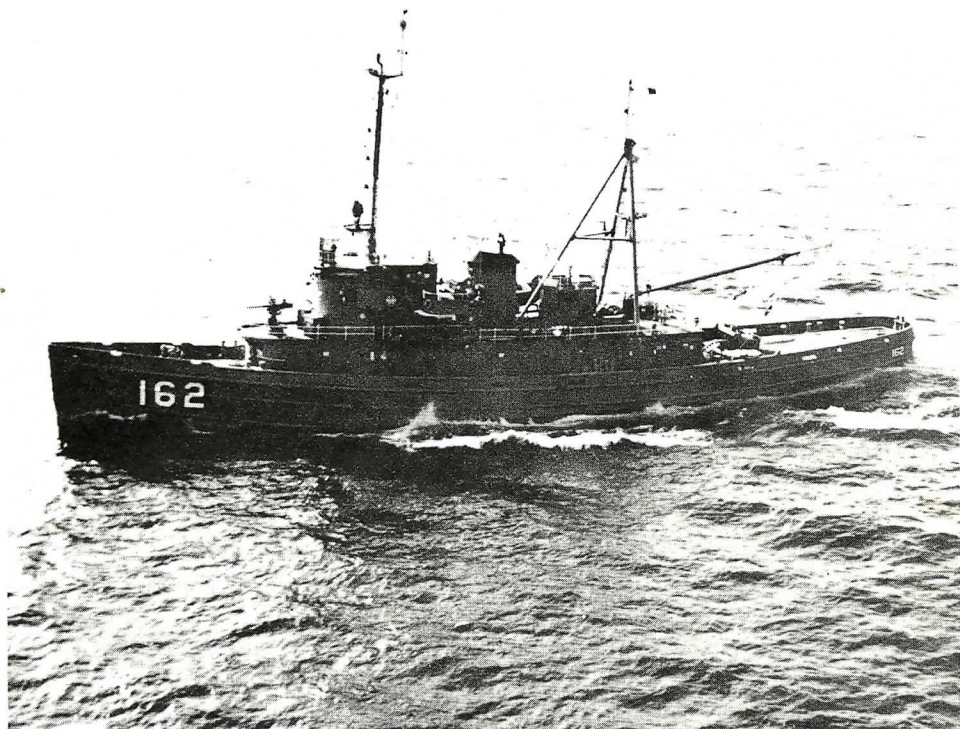


WELCOME ABOARD



USS SHAKORI (ATF-162)



As Commanding Officer of USS SHAKORI (ATF-162) I would like to take this opportunity to welcome you aboard. Over her many years of service, SHAKORI's performance record has won her a reputation of which we who man her today are extremely proud.

Ships reflect the composite personalities of their crewmembers. Historically, Fleet Tugs have frequently deployed on long, arduous, open ocean transits. During such transits support from other afloat units or shore facilities is virtually nonexistent. In this environment Fleet Tug Sailors learn to become selfreliant and gain great respect for their environment. Most experienced mariners would agree that these two qualities are the hallmark of the good sailor....and good sailors make good ships.

We hope that your time spent aboard SHAKORI, whether visiting or assigned for duty, will be pleasant and productive. I trust you will find our officers and men well informed and most happy to answer any questions you might have regarding the ship and her mission.

E. R. HEBERT
Lieutenant, USN
Commanding Officer

BIOGRAPHY
COMMANDING OFFICER

Lieutenant Edward Richard HEBERT is a native of Lee, Maine. Upon graduation from high school he entered the U. S. Naval Academy, graduating and gaining a commission as Ensign in June of 1971.

After attending various fleet schools he served onboard USS SYLVANIA (AFS 2) from October 1971 until February 1974 as Electronics Officer and as Assistant First Lieutenant. Upon completion of his initial sea tour he attended the Surface Warfare Officers School, Department Head curriculum, graduating as a member of class 46 in December 1974. From January 1975 through September 1976 he served as Operations Officer onboard USS DUPONT (DD 941), following which he served as First Lieutenant of USS MOUNT WHITNEY (LCC 20) from November 1976 until August 1978.

Lieutenant HEBERT is authorized to wear the Navy Commendation Medal.

He is married to the former Maria Leticia Pimentel of Rio de Janeiro, Brazil. Lieutenant and Mrs. HEBERT reside in Virginia Beach. They have two sons, Michael and Andrew.

SHIP'S HISTORY

The USS SHAKORI was commissioned on 20 December 1945, at the Charleston Shipbuilding and Drydock Company, Charleston, South Carolina.

The selection of the name SHAKORI was in conjunction with the custom of naming Ocean Tugs after North American Indian tribes. The SHAKORI Indian Tribe was a small tribe, dwarfish in stature, yet brave and fierce in fight. They were associated with the Enco and Adshusheer tribes in North Carolina in the 17th century and ruled the "Great Nation of "Cacures" from the villages of Durham, North Carolina.

The SHAKORI has performed many impressive projects for the Atlantic Fleet. These services have been composed of ocean towing from the Equator to the Arctic, interisland in the Caribbean Sea and all along the Atlantic and Gulf of Mexico coasts. Many days at sea have been spent off the Virginia Capes and Guantanamo Bay, Cuba towing targets for fleet gunnery practice.

During January 1956 SHAKORI participated in the refloating of the USS BASILONE (DD-824) aground off Cape Henry. In August 1957, SHAKORI was deployed to the Ascension Islands in the South Atlantic for underwater trenching and cable immobilization jobs. In 1958 she assisted in the refloating of the USS GUAVINA (AO (SS) 362) which was aground off San Salvador Island. During the same year SHAKORI was awarded the coveted Battle Efficiency award for excellence.

The next few years were filled with various ocean tows and support services for practice gunnery, missile and torpedo firings.

During the Cuban Crisis SHAKORI assisted in the successful evacuation of dependents from Guantanamo Bay by rendezvousing with ships bringing evacuees to Norfolk to high-line clothes collected by Norfolk civic organizations. From Norfolk in 1962, the SHAKORI proceeded to Miami where she was on standby for three weeks during the crisis.

From 24 April 1965 until 8 April 1966 SHAKORI completed the U. S. Navy's longest tow in history, 11000 miles while circumnavigating the globe. The trip took SHAKORI across the Atlantic through the Mediterranean Sea, Suez Canal and Indian Ocean to Subic Bay in the Philippines, then across the Pacific through the Panama Canal and Atlantic Ocean to Norfolk.

SHAKORI was busy during 1967 and 1968 with towing and service operations in the Atlantic, Mediterranean, and Caribbean and with an extended overhaul period.

In January 1969, SHAKORI got underway to tow the ex-USS REGUIN (SS-481) to St. Petersburg, Florida. Then SHAKORI proceeded to Guantanamo Bay, Cuba to provide target towing services for the fleet. From "GITMO", SHAKORI towed YGN-78 and YPD-36 to Orange, Texas. On her homeward transit from Orange to Norfolk, SHAKORI towed ex-USS HUGH (DD-428) and ex-USS KALK (DD-611). July was spent towing the ex-USS TOPEKA (CLG-8) and the experimental MSS-1 from Boston to Philadelphia and Charleston.

July 1970 brought the tow of the USS BUSHNELL (AS-15) to Norfolk, which to date was SHAKORI's biggest tow. August through November SHAKORI came to rest with local services and upkeep status. November to mid December was spent in Guantanamo Bay providing services for the fleet with a return to Little Creek for the holidays.

Throughout 1972 and 1973 SHAKORI was busy with various ocean tows including YC-725, USS CADMUS (AD-14), USS BARRY (DD-933), USS GREEN BAY (PG-99), ex-USS LINDSEY, ex-USS ALBACORE (SS-589), ex-USS GATLING (DD-671), and various others. An Air Force F-106 aircraft was also recovered from the sea.

February 1972 saw the tow of USS BARRY (DD-933) from Newport, R.I. to Boston and the tow of YC-725 back to Norfolk. All of March was spent in Guantanamo Bay providing target towing services and the tow of USS GREEN BAY (PG-99) back to Little Creek. The first part of October was utilized to tow the ex-USS ALBACORE (SS-589) to Philadelphia and the remainder of the year was spent providing services and a holiday standdown period.

January 1973 saw SHAKORI with a two-week port visit to New Orleans followed by a tandem tow from Orange, Texas to Mayport, Florida. October provided some excitement with the tow of ex-USS GATLIN (DD-671) to Philadelphia and the salvage of a downed Air Force F-106 aircraft from the sea near Wilmington, North Carolina.

SHAKORI's most notable achievements in 1974 included the towing in March of the ex-USS INTREPID (CVS-11) from Quonset Pt., R.I. to Philadelphia, Pa. where she joined the inactive fleet. This was followed by a transit to the North Atlantic and SHAKORI participated in the CNO Special Ops and port visits in England, Germany, and the Netherlands.

In the summer months SHAKORI towed the ex-USS PETTIT (DE-253) from Philadelphia, Pa. to the fleet SINKEX site off of Puerto Rico and then proceeded to San Juan where YD-113 was made up and towed to Guantanamo Bay, Cuba.

On 3 January 1975 SHAKORI was underway from Norfolk towing an SSTV (Submarine Shock Test Vehicle) around the Florida Coast to New Orleans, La., arriving 26 January. From New Orleans, target towing services again were scheduled in Guantanamo Bay area through the 19th of February. Upon return to Little Creek on 23 February SHAKORI had a brief rest and was on her way again on 6 March to Philadelphia, Pa. for another tow, this time two ex-YW's (water tankers) from Philadelphia to another fleet SINKEX to the east of the Bahamas.

SHAKORI's next major assignment was the refloating of USS HERMITAGE (LSD-38) which had run aground in the Channel at Morehead City, N.C. After a hard pull SHAKORI with the aid of a Coast Guard Cutter eased HERMITAGE off the sand bar. After inspection and temporary repairs to HERMITAGE, SHAKORI was immediately sent to assist a destroyer which was adrift in heavy seas. Enroute SHAKORI suffered a fire in some aged wiring and had to be towed to Little Creek where she was repaired.

In June SHAKORI towed the submarine ex-USS CLAMAGORE (SS-343) from New London, Conn. to Philadelphia, Pa. This was followed by a trip to Panama City, Florida and New Orleans in August. After leaving New Orleans, SHAKORI proceeded to Orange, Texas where she towed a floating drydock section to Norfolk. SHAKORI dept on the move and left Little Creek on 29 August for Philadelphia, Pa. where she took two destroyers the ex-USS ROSS (DD-563) and the ex-USS ROWE (DD-564) in tow and proceeded to Charleston, S.C. and then home on 6 September.

Upon completion of overhaul in May of 1976, SHAKORI received refresher training and then commenced predeployment preparations. In July SHAKORI towed the floating drydock section (AFDB-7) section A, to Holy Loch, Scotland with a brief fuel stop in Bermuda. The remainder of the summer was spent in the North Atlantic, participating in CNO Special Ops.

From mid September until mid November SHAKORI assisted in the salvage and recovery of an F-14 Aircraft in the sea north of Scotland. This operation resulted in the ship being awarded the Navy Unit Commendation.

During the month of February 1977, SHAKORI towed the ex-USS BORDELON (DD-881) from Charleston, S. C. to Norfolk. In May of 1977 the SHAKORI was tasked to make another deployment to the North Atlantic to engage in Special Operations. During this time period the ship made Port Visits to Barry, Wales, Falmouth, England, and Rotterdam, Netherlands, and was granted a 24 day IMAV with the USS HOLLAND (AS-32) in Holy Loch, Scotland between operational phases.

Upon successful completion of Special Operations in the North Atlantic, SHAKORI returned to Little Creek in September. In November SHAKORI departed for Roosevelt Roads, Puerto Rico, where she provided various target services for units of the U. S. Atlantic Fleet. These types of services were continued upon SHAKORI's return to homeport and through the end of 1977.

The New Year found SHAKORI in Guantanamo Bay, Cuba, conducting Selected Refresher Training and providing services to units conducting Refresher Training.

In February of 1978, SHAKORI returned home, and for a second time took the ex-USS ROWE (DD-564) in tow, and delivered her to a Fleet SINKEX Site north of Puerto Rico. Upon completion of the exercise, the SHAKORI's crew was treated to four days of rest and relaxation in Charlotte Amalie, St. Thomas, Virgin Islands.

SHAKORI's next major assignment was a grueling 4000 mile, trans-Atlantic tow of a U. S. Army, 1800 ton, DeLong Pier (250 x 80 feet) from Charleston, South Carolina, to Southhampton, England in June which took 28 days at an average speed of six knots. After refueling at the Royal Navy Base in Portsmouth, England, SHAKORI proceeded to and spent several weeks in Barry, Wales, preparing for special operations. Upon completion of the operations, SHAKORI paid a port visit to Bermuda, BCC and then returned to Little Creek in July.

In August, SHAKORI departed for Port Everglades, Florida, where she participated in a CNO Special Project. SHAKORI then proceeded to Mayport, Florida, and took the ex-USS ESCAPE (ARS-6) in tow and delivered her to Inactive Ships Facility, Portsmouth, Virginia, in September. SHAKORI then returned to homeport for an Upkeep Period in preparation for upcoming operations in Guantanamo Bay, Cuba.

The ship returned to Guantanamo Bay in early October for training and services and made a port visit to Port Antonio, Jamaica.

After a brief period in Little Creek, SHAKORI towed a causeway section to Annapolis, Maryland in November and spent a weekend at the U. S. Naval Academy during which she was open to the public for guided tours.

Following a 2 month Upkeep Period in Little Creek, SHAKORI returned to Guantanamo Bay in January 1979 to provide services for units engaged in Refresher Training.

STATISTICS

COMMISSIONED	20 December 1945
BUILT BY	Charleston Shipbuilding and Drydock Company
HOME PORT	Little Creek (Norfolk) Va.
DISPLACEMENT	Loaded - 1,640 tons Light - 1,240 tons
LENGTH	205 feet
BEAM	39 feet
SPEED	15 Knots max.
CRUISING DISTANCE	7,170 at max. speed 14,045 at econ. speed
COMPLEMENT	6 Officers and 65 Men
ARMAMENT	Two 50 Cal. Mounts

