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Top Photo: Hong Kong
Harbor, April 1968

Bottom Photo: Dry Dock
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SUMMER 2019

Sea-V-Ten is published as a service to the members
of the USS Yorktown CV-10 Association



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The VVA Veteran, July/August
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PATRIOTS POINT

★ HOME OF THE USS YORKTOWN ★

Flag Hoist & Callsign



November Whiskey Kilo Juliet

Tactical Voice Radio Call
OCEAN WAVE



The USS Yorktown CV-10 Association

*“Dedicated to educating and inspiring patriotism
in a new generation while preserving the ship and
memorializing her crews.”*

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THE 71ST REUNION OF THE USS YORKTOWN CV-10 ASSOCIATION

by Todd Cummins

With last year being the 75th Anniversary of the Ship we thought it fitting to devote this year's reunion to the Apollo 8 mission which was fifty years ago last December. Space exploration was not only exciting for the astronauts and the crew it also captivated the nation and the world. During this year's reunion, we have reached out with our fingers crossed for a special guest that will help us gain a greater understanding of what it's like going to space. The late '60s was an active time for the Yorktown as she was the movie star in the TV sitcom "Get Smart" and played a Japanese carrier in the feature film "Tora, Tora, Tora".

As we move forward for reunions to come we hope to explore significant events that the ship encountered during its various cruises. From World War II through Vietnam we will eventually explore them all while learning more about our ship and the crew that served on her. I could list so many accomplishments the ship participated in so well have great topics for years to come.

We truly look forward to having you back on the ship so you can explore the place you once lived and worked. This year our host hotel has undergone a couple of significant changes, the first is a multimillion-dollar renovation making the hotel new again and the second is a name change to the Comfort Inn and Suites. Not to worry, the hotel's management loves our group and have provided a very similar rate to years past. You can make your reservations today by calling the Hotel at (843) 856-8817, just ask for Peggy.

See you soon!



**U.S.S. YORKTOWN SEVENTY-FIRST
REUNION**

OCTOBER 17-19

for more information 843.849.1928

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FROM THE BRIDGE

by Ron Meacham, Chairman of the Board

It seems like yesterday I was writing about our Re-christening Ceremony, the 75th Anniversary of the Yorktown, the Associations 70th Reunion and our new Crew Kiosk. But yesterday was a year ago! Last year was a busy year and this year is starting out the same for the Ship and our Association.

Our spring Board Meeting was held on April 10, 2019. In attendance and on the Ship were Board members Dean Peterson, Tom Ziencina, Admiral Jim Flatley, financial advisor Paul MacDonald, prospective Board member Barbara Flanagan and Todd Cummins. Attending via conferencing were Secretary Danny Rodriguez, Frank Shuler, Herb Louthian, Treasurer Chris Cooke, Merrill Donahoo, Chris Broom and myself. Excused from the meeting were Art Francis and Paul Goske.

Key highlights from the meeting are;

- Prospective Board member Barbara Flanagan introduced herself to the Board and was unanimously approved for presentation to the general membership at our October 16, 2019 Reunion meeting for approval.
- Our work party, led by Tom Ziencina was busy at work during the week of April 7, 2019 (see separate article).
- It was noted our Executive Director Todd Cummins is celebrating his 10th year with the Association. Thank you Todd for 10 great years.
- Finance reports were received showing income was up substantially for the year, primarily due to donations. However a loss was reported for the year due to the planned expenses of the new Crew Kiosk and

renovation of the Association Room. The fixed income portfolio yield was in excess of 6% and expected to continue in the 4-5% range.

- The Association budget for 2019 was presented to the board showing an expected loss of approximately \$11,000. The loss is primarily due to lost income from the Yorktown Ghost Tour Program. However other initiatives are being reviewed to lessen any loss.
- Patriots Point Executive Director Robert MacBurdette joined the meeting and discussed various programs on the ship. Unfortunately, he also announced he will be retiring from his position effective June 30, 2019. Mac has led the development of the Patriots Point complex for the past nine years and has been a true friend to our Association. His leadership has resulted in record visitor attendance, a revitalized Vietnam experience area, a fully developed educational program, new museum quality displays and numerous other programs on the Ship. His friendship and leadership will be truly missed.
- Areas of focus for the year will be the Crew Member Kiosk, Membership & Recruitment, a Donor Recognition program, the October Reunion and Director Emeritus Recognition.

Thank you to the Board for their continued dedication and support of the Association.

2019 NICE ITEM REUNION AUCTION

by Ron Meacham, Chief Auctioneer

Those who've attended a Reunion know about the auction. It's been a tradition for some time as a fund raiser for the educational programs supported by the Association. It's not like other auctions you've been to – just nice items from nice folks supporting great programs.

And you, the attendees at the October reunion are the nice folks who will bring the nice items for us to auction off. What items you ask? Well, something you

can transport flying or driving, and of course transport home after you buy someone else's nice item. Items like gift baskets, gift cards, Navy and Military memorabilia, books, cd's or just a nice item. If you lack for an idea or can't make the Reunion, you can make a donation to the education programs via the Shipboard Office.

Thank you, and hopefully we will see you at the Reunion.

YOUR BOARD & COMMITTEES

by Ron Meacham

You remember the poster, “Uncle Sam Wants You”. I know you’re old enough to remember it.

Here’s the newest poster, “The Lady Wants You”. Not your wife or girlfriend - the Lady Yorktown. You already enlisted, no matter how long ago, so you’re still part of the Crew. You just don’t have to wear a uniform, although you can if it still fits, and you don’t have to answer general quarters – we call them “meetings” now. We want to put your mind to work and fill up some of the extra time you have, yes you do – we hear the stories. Here’s how the Lady Wants You.

- The Association has 13 volunteer Board Members – **we need 3 more.**
- We have 3 volunteer Committee Members – **we need 20.**
- Reunion volunteers – last reunion we had 12, **we need 30.**

The USS Yorktown Association is successful and one of the finest military Associations in the country because of the volunteers. From our beginning it was the men who chose to remember their friends, save a symbol of this country’s strength, and be part of a group who understood the importance of seeing what sacrifice and dedication looks like – The USS Yorktown.

Now it’s our turn to continue the work. As a part of the team of volunteers you can be a member of the Board, or a Board Committee volunteer. Our volunteers are also family of crew members, or those who respect the organization and what it means. We hope our families and friends will get involved and help carry on the tradition. Our greatest needs are involved with Membership and the Reunion.



As part of the Membership & Recruitment team you will help solicit new members, check-in on existing members to see how they are doing and provide insight into the needs of our Membership.

Our reunion volunteers help with everything from registering attendees, working in the hospital

ity room, selling ships store items, helping set-up the auction items and assisting in the office. Our reunions are a big part of who we are and require a lot of hands on deck. The October Reunion is coming up fast.

As a Board Member you will have a specific area of focus, like membership, publicity, awards, fund raising or nominating. In each area you will have direction provided and assistance from other members and the shipboard office. It requires attendance at two meetings a year, either attending or via conferencing, some computer skills and dedicating some time to the work. The term on the Board is (3) years unless circumstances don’t permit.

If you have an interest and would like to talk about becoming either a Board Member or a volunteer, please give me, Dean Peterson or Todd Cummins a call or email. Once you volunteer you’ll be surprised how much pride and joy you get from carrying on this great tradition. Thank you.

Ron Meacham – 610-269-9352 or email ronaldrgmklm@aol.com

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Todd Cummins – 843-849-1928 or email yorktowncv10association@gmail.com

2019 Yorktown Association Working Party

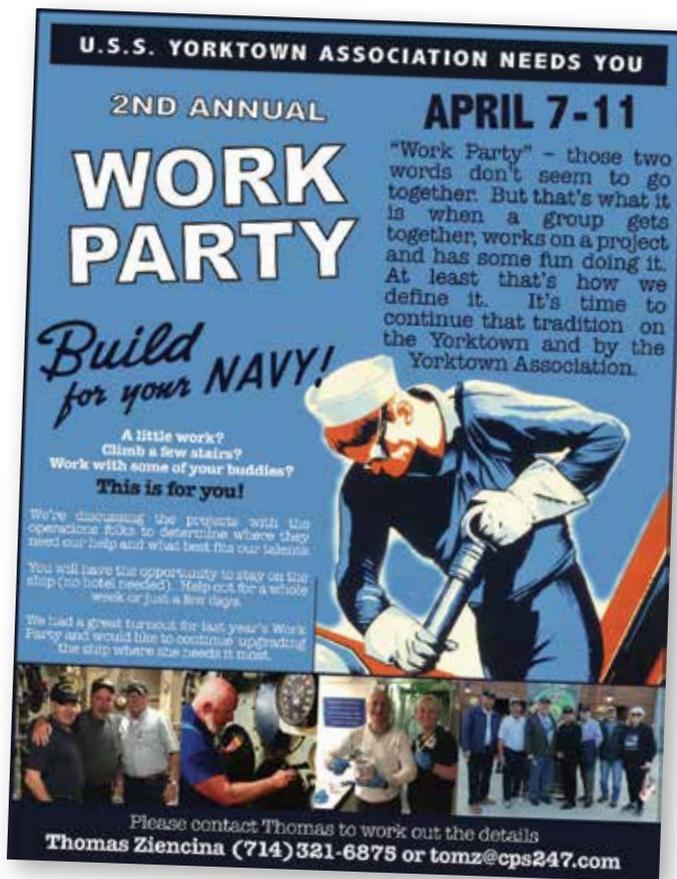
by Tom Ziencina

Photos by Jim Vickers

Work Party 2019 is behind us, what a great time! As a result of this year's Work Party the Number 3 Elevator Piston Space on the starboard side, second deck looks amazing. We cleaned it up and put a few gallons of paint to it.

It's amazing to me the feelings expressed by the members of the Work Party crew about the reasons why they participated in the event. Barbara Flanagan does it in memory of her father who served on the Yorktown. Robert (Bob) Hall, a former sailor, did not serve on the Fighting Lady but wanted to participate in keeping her looking good. Eugene (Joe) Schmidt served on the USS Essex CVS 9 and has strong feelings toward Essex class carriers, and the USS Yorktown at Patriots Point in particular. Dean Peterson, Ken Story, Mike Gibson, Michael Ryan and Steven Taylor all served at various times on the Lady with feelings that are hard to explain except that each of them would say that they served with pride and satisfaction in the United States Navy.

Back in the day, life aboard was undeniably difficult and exhausting but also exhilarating and home away



from home. Everyone that served on the Lady gets emotionally attached, especially years later. No doubt that the day a sailor or airman was separated from the ship or squadron was one of the happiest days in their life to that point. But it is also true that in some corner of the heart there was a small pain knowing that they were leaving a part of themselves on on board, but taking a part of the ship with them that would remain in memory forever.

In short, the wondrous USS Yorktown was and is more than just a hunk of steel that we or those before us served on. Yorktown was a mighty ship of war, a home, a workplace; actually a small city with all the human variety that typifies cities. The USS Yorktown and every Essex class aircraft carrier has its own stories derived not just from physical characteristics but from the individual men who made up its human component with all the virtues, quirks and occasional vices found in a large group of young men.

Being part of the Work Party connects us to the bygone generations of USS Yorktown sailors and fliers with a special pride knowing that we served and want to be part of ensuring that the Fighting Lady will be around for years to come.

The Work Party activities began on Sunday afternoon with a pizza party. Lots of camaraderie and getting to know each other plus a lot of old sea stories



From the Quarterdeck

One might think that after 71 years the Association would be showing signs of slowing down with the sun starting to set. But that's not the case. We're still growing and there is a lot of important work ahead. The success of the Association started with great leadership over seven decades ago which set a course that still guides us today. Our membership spans several generations with the most recent being Legacy members - the generation that will carry the spirit of the crew forward after they have left their mark.

Inspiring patriotism in the next generation while preserving the ship and memorializing her crew is a timeless mission which is more important than ever. During the last reunion, the kiosk was unveiled which helps us start to memorialize the crew but little did we know how much work was left after the unveiling. Currently we only have about 1/3 of the crew available to the Yorktown visitors. The 2/3's that remain are in the National Archives in

Washington D.C. and in the history books. We are formulating a plan to finish the job but a tremendous amount of work and research is still left to be done.

In the coming years, we will be working on filling up the kiosk but we are going to need help. As we receive membership dues and donations we'll be reaching out to experts to help us get the information out of the books and the archives. Not only will we be working on the kiosk but we will be discussing future projects. We hope that you would consider lending a hand in the best way you can - whether it be volunteering at the reunion or calling a past due member or making a donation. It all helps and is greatly appreciated.

Until Next Time.

Fair Winds and Following Seas

Todd Cummins

2019 Yorktown Association Working Party - continued

about the "good times" when we served.

Monday morning after breakfast aboard, was the beginning of the first day of cleaning and scraping with continuing sea stories. The day also included commiserating with tourists from time to time as they came near our work area with questions about what we were doing and what we did when we served.

After the first day the Number 3 Elevator Piston Room looked very good even without any paint. Tuesday and Wednesday was a little more of the same



and a lot of paint.

Tuesday evening was a fun time ball game and Wednesday afternoon was happy hour time at the Water's Edge for a "job well done" and goodbyes until the next time we meet.

Ed's Note: See the cover photo of the ship in dry dock. Maybe next year the Working Party will scrape her bottom. What do you think? Handle it in a couple of days?

Our Crew Member Kiosk – Recognizing All Who Served

by Ron Meacham

Dedicated to educating and inspiring patriotism in a new generation while preserving the ship and memorializing her crews.

Our Mission Statement touches three key goals; education, inspiration and memorializing. We try to focus on programs and initiatives that reinforce these goals. Our new Crew Member Kiosk is a major program to build on all three, particularly “**memorializing her crews**”.

The Kiosk shown in the newly renovated Association Room currently has 15,000 Crew Member names in its database. Visitors to the ship, family and friends of Crew Members can now find information, and in some cases see a picture and read a bio on the person – memorializing them on their ship. However, this is what must be done for that to be accomplished for each individual:

- You or a family member must make sure the Association office has all your correct information.
- Prepare a 250 word document bio which can include your personal information, key work history, family information and interests in addition to your rate/rank, division and years onboard if not previously supplied.
- Send a picture, hopefully a 5 x 7 when you were a sailor (or not), converted to a jpeg file.
- The information should be emailed to admin@ussyorktown.org.

Your paid membership in the Association entitles you to have this information as part of the Kiosk. Additionally, we plan on researching as many of the non-association member crew as possible to find and incorporate their information. We feel all Crew should be included in the kiosk information and will do our best to accomplish



that goal. Being included in the Kiosk information is not mandatory and if you choose not to be included, please notify the Association Office.

As you can imagine there is a great deal of work involved with collecting, proper formatting and incorporating all this information in the Kiosk. This will require volunteers or paid office help to accomplish the job.

It is our hope donations will make it possible for us to gather and incorporate the information for as many of the 50,000 plus crew who served as we can. If you wish to donate to this terrific program, please forward your donation in any amount to “Crew Member Kiosk Program”, USS Yorktown Association, P.O. Box 1021, Mt. Pleasant, SC 29465.

Thank you for the dedication and support you’ve shown for the USS Yorktown CV-10 Association, and most importantly – your Ship.

Tweet, Tweet, NOW ON THE YORKTOWN, THE SHIP EXPECTS TO HOLD HER 71ST REUNION ON BOARD, OCTOBER 17 – 19, 2019. MAKE ALL PREPARATIONS TO CELEBRATE.

Navy Day 2019 At Patriots Point

by Chris Chauff

The Fighting Lady welcomed more than a dozen active-duty sailors aboard for Navy Day on Saturday, March 16. The draw of Navy activities attracted the biggest crowd of the winter season. Families enjoyed learning about weather patterns and storm tracking from the Navy Metoc Team. The Naval Health Clinic offered combat trauma treatment simulations throughout the day using a 180lb mannequin that was equipped with blood and a real heartbeat. The Space and Naval Warfare Systems Command (SPAWAR) was a hit with kids. Their interactive exhibit encouraged children to

drive small Lego cars and robots around the Hangar Deck by pairing them with iPhones.

Navy Day concluded with a visit from Rear Admiral Stephen Evans, commander of Carrier Strike Group 2. Admiral Evans was given a guided tour of the ship by Patriots Point's volunteer coordinator Thom Ford, a retired and accomplished Navy captain. The Admiral stopped several times to talk to children about his education and the Navy. He also had the chance to meet WWII pilot Bill Watkinson and Yorktown plank owner Rev. Harold Syfrett.

*Left photo, Rev. Syfrette long time Association Chaplain and plank-owner visits with Adm. Evans.
Right photo, Youngsters visit an exhibit on the Hangar Deck.*



USS YORKTOWN ASSOCIATION SCHOLARSHIPS

by Ron Meacham

In 2013 the Association awarded our first Scholarships, one to a descendant of a Yorktown Crew Member, Sandra Kinzer – granddaughter of Francis Kinzer '43-45', and one to a tri-county Charleston area student, Ashley Macdonald. Each student receiving \$1,250 per year for their four years of continuing education. We have continued to award two Scholarships each succeeding year to deserving students.

Since our first year we have also revised the criteria for the Scholarship Awards to include the option of attending an accredited trade school and added a "need based" element to the review. We continue to have the program administered by Scholarship America to accept, review applications and select the winners based

on the established criteria. Our Scholarship Winners for 2019 will be announced in the winter edition of Sea V Ten and on our web site

If you have a graduating grandchild or great grandchild this coming year, or one who is considering additional schooling in the next few years – please let them know about the opportunity. You can never start too early looking for Scholarship funds.

Information and an application for the 2020 school year will be on our website www.ussyorktown.org in November of this year, with a submission period of 12/1/19 to 2/15/20. Please let the office know if you have any questions concerning the program.

MAN OVERBOARD, MAN OVERBOARD

by Paul Noetling

It was the Yorktown's last visit to Hong Kong in the 1968 West-Pac tour. This is a true event about Henry Lamar McMullen 1st. Class EM in charge of flight deck lighting.

He was better known as just "Mac". As most of us we all had nicknames it seemed. Mine was "Knothead" aka Paul Noetling 2nd Class SP. Senior 2nd class assigned to the Master of Arms Force. Mac's berthing compartment was more or less a suite located on the 01 level, starboard side a little behind the afterbrow. It even had its own porch which frequently was used to relax and sunbathe, watch the stars at night, and hold private parties. Enough for about 4 guests. When Mac wasn't working, you could find him hanging out drinking coffee in the M.A. office, which was just around the corner above the hanger bay.

It was beautiful morning to set sail and leave Hong Kong, and Mac and I partied like sailors for the last time there. We continued our party in his suite and the porch with a couple other buddies. The "Sampans" would always gather around waiting for sailors to throw any extra money over board so they would dive off their Sampans in hopes to retrieve some. One guy with us was named Brownell; he and I had pockets bulging with Hong Kong dollars (Coins), which we began to throw overboard. Mac being in his inebriated state of mind as with all of us, said "Knothead, you throw any more money overboard I'll dive in for it". "Mac I replied you don't have a hair on your a__ _." About that time Mac took off his jersey and climbed up on the safety rail of the porch. Brownell and I emptied our pockets with coins and I had two hands full. Now you got to picture

this and what was just happening all at the very same time from the Bridge. The anchor had already been pulled up; Capt. Bennett gave the order for ships movement. Just as we were about to unleashed a barrage of coins, The Fighting Lady blasted her Horn for the last time in Hong Kong and the OOD announced "Shift the Colors, Ship is Underway." I let go of the coins and told Mac go get em big boy!! All at the same time Captain Bennett was watching from the outside bridge making sure of clearance from any Sampans. Damn if Mac didn't dive off. Holy Crap, when he hit the water we threw some more coins and hollered down "dive Mac dive". All of a sudden across the intercom came "Man Overboard, Man Overboard, Starboard Side. All Engines Stop. Stop Ships Movement." In our sobering thoughts Brownell and I looked at each other, now what are we going to do? I left the porch and headed to the MA office. When I got there Chief Lentz had already got the word from the bridge; the glare in his eyes told me we were in a heap of trouble. The ship lowered the gangway ladder down by the afterbrow to retrieve Mac. He was escorted down to sickbay to be checked out. I had a stupid thought that I would go down too. When I arrived a corpsmen told me the Capt. was already there with Mac. I thought it was best for me to wait outside. The story that was told from Mac was that he was leaning over too far from his porch, lost his balance and fell over. Captain Bennett wasn't gonna believe that one since he saw the whole thing from the bridge. "Mac, if you slipped as you say, then that was the prettiest Swan Dive I've ever seen". Now in keeping with the old sailor tradition from long past, when a sailor fell overboard and was retrieved, they gave him rum to drink to help revive him. So Mac asked the Captain if he was going to get some rum!

The Captain informed Mac that he thought he already had enough rum. "I've got a ship to get underway. We'll take this up later on." As the Captain came out of sickbay there I was. "Ten hut" Attention on Deck! The captain looked at me and said, "Knothead, something tells me you are involved here too. Carry On!"



HEARTFELT TRIBUTE TO A REAL SHIPMATE

Submitted by David Musgrave with photo from Jim Biancarosa

Dennis Reidle was not your everyday Sailor. For those lucky enough to have known him he was a leader among his crew. When Dennis gave you an assignment to perform, he did not just tell you what needed to be done but showed you how to do it. He did not carry his work gloves in his back pocket but wore them. When we were told to pull the catapult track plates up to grease the cable, Dennis was there showing us how to do it. This he did so we did not get stuck by a broken wire. He was hands on.

He did not ask for respect or authority but was given it. His leadership showed as he performed these and other tasks many times before. This was not his first cruise. Dennis has been on the previous West Pac cruise. This is where he learned his skills and formed his leadership ability.

The 2016 U.S.S. Yorktown reunion was a special event for those who served with him but mostly those who were trained by him. It just so happened that the whole portside Catapult crew was in atten-



Ed's Note: That is Dennis Reidle on the right.

dance. It became clear at the dinners on the hangar deck that Dennis was the center of attention. He would recall things that many of us forgot about.

Dennis will be missed by his shipmates, but most of all by his family. Time will ease the pain of the loss. His memory will live within the minds of all who have known him.

Rest in peace Dennis

ALL HANDS LAY DOWN TO THE LIBRARY



Wow, have I ever lucked out. My library now has a couple of pieces of very real naval history.

At a yard sale I stumbled across a great item. I found the January 1945 Deck Log Book for the USS Deperm (YDG 10).

Not a copy, but the real thing. Originally planned as a patrol craft escort (PCE-883), she was laid down in 1943, launched in 1944. She was subsequently redesignated a degaussing vessel, YDG-10, and named

Deperm. Deperm was struck from the Naval Register in 1975 and sunk as a target on 22nd September 1982 at 32°58'0"N 119°41'0"W.

Next I found the Quartermaster's Notebook from the USS Hornet CVS-12 for the month of September 1968. This notebook really brings back the memories because I was on Yorktown at the same time and remember seeing Hornet coming and going at Long Beach at the same time we were there or coming or going. Reading the entries in this notebook is like stepping into a very real time warp.

SIDE CLEANERS

*Compiled by Art Francis with input from Dan Vitt,
George Brubaker, and US Navy recruiter Juan Cervantes, ABF2*

The name “Side Cleaners” is a pretty innocuous title for a group of sailors from the deck divisions who have the complicated and difficult job of keeping the hull of the ship from the waterline to the edge of the main deck looking sharp and ship shape. Side Cleaners are those fellows that you have seen in the chow line or on staging suspended over the side wearing those dungarees stained with rust, probably red lead, and grey paint. Incidentally, those stained dungarees are the badge of the trade of those who engage in the constant battle with salt water and other fearsome elements of nature which are constantly attacking the steel sides of the ship.

One of my reference books is as follows when the order to rig the stages and begin the scraping: A stage held two sailors. It was made of two 10-foot boards, each a foot wide and two inches thick, and it was suspended by lines running over the side from the main deck above. As work progressed, a party of sailors on the deck above hoisted, lowered, or moved the stage. The men working on the stage had separate lifelines secured on deck just in case of a fall. The whole arrangement closely resembled that used by window washers who work on the outside of modern non-opening windows of modern glass-and-steel skyscrapers.

The 1962 – 1963 CVS-10 cruise book states that, “The Side Cleaners Division is made up with five seamen from each deck division and the necessary rated personnel. They are responsible for the cleanliness and maintenance of two deck gear lockers in the forward section of the ship. However, their main responsibility is the maintenance of the exterior of the ship, from the hangar deck level to the water line. All this comes to approximately 56,000 square feet of sides which averages about 3,000 square feet per man in the side cleaning division.”

The 1969 cruise book contains a section on 4th Division, the Side Cleaners. The indicated responsibilities of this division are the, “... upkeep and appearance of the ship’s hull. Chipping and sanding the exterior of the Yorktown and then painting it requires many man-hours of in-port work. At sea, Fourth Division maintains the ship’s boats

and life rafts. In addition, Side Cleaners stand in-port and at-sea watches and man the #9 fuel rig during underway replenishment.”

In other cruise books, the division was apparently made up of TAD fellows from the deck divisions. Unlike the 1969 guys, in other years, the side cleaners’ organization was only active in-port. Upon return to sea, those assigned side cleaners went back to their home division to stand underway watches, and join in the maintenance and operations activities of their assigned division.

Basic Military Requirements, Navy Training Course NAVPERS 10054-A reprinted with minor changes in 1963 provides that, “Vertical surfaces above the boot topping are painted with two coats of haze

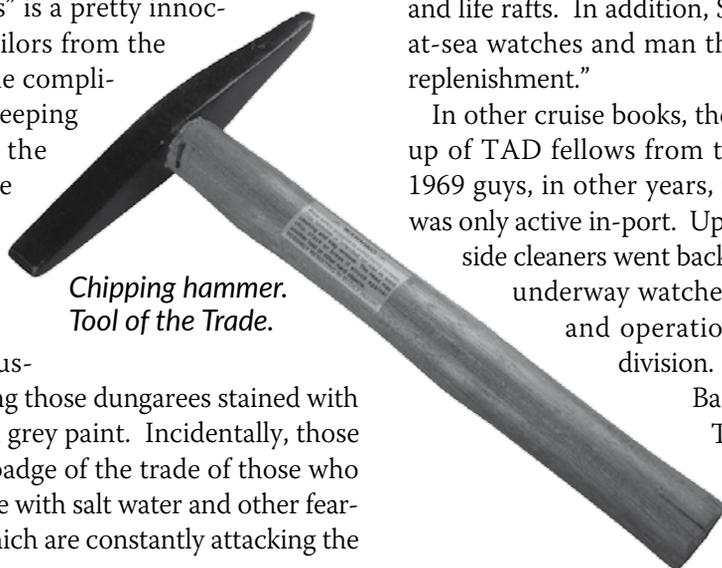
gray, formula 5H. In general, horizontal steel surfaces are painted with two coats of deck gray, formula 20, type A.” This training course also talks about types of paint, primers, pretreatment, and on and on. It seems that every job aboard a ship requires a fairly high level of comprehension by the sailor performing the task.

After my time in the Navy, I spent many years in an Occupational Safety organization participating in OSHA type inspections and serving on boards of investigation looking into industrial accidents. Take a look at the article, “Paint, Paint, and more Paint, ...It Really Pays Off” in the March 1973 issue of “All Hands.” It may be found at http://www.navy.mil/ah_online/archpdf/ah197303.pdf.

Those sailors in the photos are obviously not being supervised. No hard hats, using the life nets as staging, and that ladder set up on pallets. Wow. An inspector would have shut this job down in a minute.

I’ll bet that the Navy no longer allows sailors or contractor employees the use such practices as shown in the pictures in this article.

Dan Vitt, 2nd Division 1960 – 1964 remembers that all of the deck divisions furnished people to take care of the outside of the ship. Dan said the working face was reached by one of two ways. The first was by putting two by eight inch planks with block and tackles over the side from the hangar deck. There were two men per board and each wore



*Chipping hammer.
Tool of the Trade.*

a safety harness with a safety line tender.

The other way was with a two story float that could hold six or more people. When we got to our work area we would tie the float off to pad eyes that were everywhere along the side of the ship just like the tie downs on the hangar and flight decks.

Dan witnessed one accident while working on the float. The Number 1 rule when working on the float was to never put your hands on the ship side of the rails on the float. The float was always beating the side of the ship. We had a sailor that liked to talk more than pay attention, anyhow he reached over while talking, grabbed the rail and the float hit a pad eye right at the rail where his hand was, crushing his index and middle fingers. It cut the index finger completely off and we could see broken and crushed bone on the middle one. Dan said that, "The second I saw him put his hand on the rail, I hollered but the float was on its way to the pad eye. They were able to save the middle finger though and as soon as he was able, it was back to duty!"

My personal recollections of side cleaning operations were from the pier. I remember one time in September or October of 1968 when the ship was at Pier 2 in the Long Beach Naval Shipyard. All week the side cleaners had been over the side chipping down to bare metal with those pneumatic chippers they used that would jar your eye teeth. By Friday afternoon when I went on Liberty, they had applied the undercoat and were applying the grey paint on the starboard quarter.

On Sunday evening when I returned from Liberty the poor devils of the duty section were back on those stages with the pneumatic chippers on the starboard quarter taking her back down to bare metal. Obviously something had gone wrong, but I had no idea what it was and it didn't seem prudent to ask too many questions. Bosuns tend to take a dim view of being gouged, but this sure seemed to be a very short cycle on this maintenance job.

Check this article out: <http://articles.latimes.com/2001/feb/05/news/mn-21402>. Makes one wonder what the new Navy is all about.

To confirm that "side cleaners" are history, I visited a local Navy recruiting office and talked to Juan Cervantes, ABF2, one of the recruiters. He told me that sure enough, no more side cleaners.

As an addendum to this article, I received an email from Todd Cummins sharing a link to a video produced by Patriots Point. Although this video covers work above the main deck and above the work site of the Side Cleaners, it does show scraping, chipping, preparation for paint, and the repainting of the exterior of the island. This is a very interesting video and it also depicts personal protective equipment and tools that would probably be foreign to old Yorktown side cleaners. The link is: <https://www.youtube.com/watch?v=xDd3JmKok0w&feature=youtu.be>.



[com/watch?v=xDd3JmKok0w&feature=youtu.be](https://www.youtube.com/watch?v=xDd3JmKok0w&feature=youtu.be).

Finally, Association members participated in a shipboard working party April 7-11, 2019. The Party was quartered aboard. Besides the hard work, wonder if the realism of the sounding of four bells at 0600 followed by the Bosun pipe call of All Hands, and the harsh wake up of, "Now Reveille, Reveille. All hands heave out and trice up. The smoking lamp is lighted in all authorized spaces, Reveille." would have added to the ambiance?

HOW WAS YOUR MESS COOK DUTY?

by Art Francis

Editor's note:

As all of you know, I am always looking for stories of life at sea aboard the Yorktown. The following is the beginning of an article I am putting together to high-light the Mess Cooks. Nearly all E-2 and E-3 sailors reporting aboard spent their first 90 days on the Mess Deck as a Mess Cook. Not a very desirable assignment, but one that had to be filled. Some said that B Division maintained a waiting list for mess deck duty. Probably not so, but it does make a good story.

So, if you have any memories of your time on the Mess Deck or how you skated through and missed duty in the scullery, or the spud locker, jot down a few lines and send them to me.

Here goes the beginning of the article to jog your memories:



MESS COOK DUTY

If you missed mess cooking duty, consider yourself luck, I surely do. Not many non-rated reporting aboard did not go directly TAD to the Mess Decks. The 1962 cruise book tells us that the mess cooks of S-2M Division come from all the different division throughout the ship, including the four squadrons, HS-4, VS-23, VS-25, and VAW-11. The mess cooks operate two sculleries, one forward and one aft, which are also known as “hot spots” of the Mess Decks. Some mess cooks are also assigned to help the cooks, and some are assigned to the garbage grinder at sea to dispose of the waste food materials.

Mess cooks work from 0500 and sometimes earlier, until 2000 or 2100 at night, often times later. When the ship is at sea, the mess cooks have a night check made up of a small group of men which serve the midnight rations to the personnel on night duty. The remainder of the division is on the day shift and support breakfast, dinner, and supper meals.

There were usually four meals a day (remember, the ship operated 24 hours a day all the time.) They were called breakfast, lunch, dinner, and midrats. Now I'm sure the first three are no surprise, but the last one really stood for midnight rations, but many people thought the last half of the word referred to the small furry rodents that inhabited some civilian ships that were not kept clean. I never saw any sign of them.

Breakfast was usually served from about 6 a.m. to 9

a.m. They had the usual assortment of things, with a variety from day to day. Some days, they even had donuts, or sweet rolls, but apparently, someone (the cooks?) beat us to those so we rarely got them. Too bad, because we could smell them for hours before the mess deck opened!

To eat, you usually stood in a long line that wound through the ship, and up, and down ladders (navy word for stairs, but they were very steep.). First, you came to a large board with the meal menu on it. This always sounded great, and made you hungry. Then you got your metal compartmented tray, and silverware (carefully planned so if there was anything tough, like steak, they were out of knives, and if there was good soup, there were no spoons) and you reached the serving line.

One of the weekly items on the breakfast menu was “eggs to order”. So you might think, “Oh boy...I can get them however I like.” WRONG! You got fried eggs, or sunny side up if they were in a hurry. It was interesting to watch the cook break four eggs at a time (two in each hand) and fill the entire grill in a few minutes. He then flipped them over, and served them. When you were in front of something you wanted, you stuck your tray out toward the server, and he put some on it. At the end of the serving line, you went out to the area with tables, and got a seat.

Holy Helo

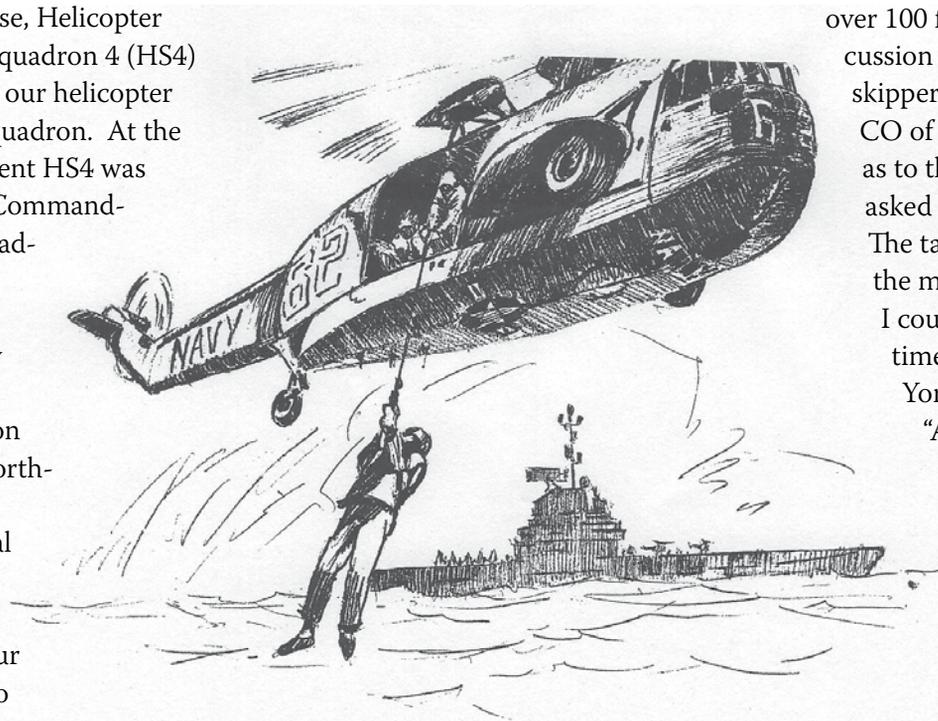
(A long ride at the end of the wire)

By Commander Bruce Williams, CHC, USN, Ret.

On the '66 cruise, Helicopter Antisubmarine Squadron 4 (HS4) was embarked as our helicopter antisubmarine squadron. At the time of this incident HS4 was commanded by Commander Wirt. The squadron's motto was "Always on the job, Carrying any load."

On one occasion we were in the northern Tonkin Gulf when the Admiral was asked by the Captain of a Navy tanker in our Support Group to provide a Protestant Chaplain to come aboard and talk to one of his men. The tanker was about 150 miles away from Yorktown. It was also an older tanker without a helo port or a very satisfactory place to land me. This meant that the Chaplain was going to have to be lowered from the helo to the ship. Captain Osthoudt and Commander Wirt, skipper of HS4, decided that the only place I couldn't be landed was up on the forecastle, which was a very small space, and the foremast had to be considered plus the chopper was going to have to fly backwards. The foremast was 90 feet tall. The skipper of the tanker was aware of the problems but felt it was important that this man see the Chaplain as soon as possible.

Commander Wirt decided that under the circumstances he would fly the mission. It was going to be necessary for the chopper to fly backwards as the ship proceeded on course. This was a war zone and they could not risk stopping the tanker. The foremast was 90 feet above the deck so the drop was going to be a long one of



over 100 feet. After much discussion between the tanker's skipper, the Admiral, and the CO of the Helo Squadron as to the possibilities, I was asked if I was willing to go. The tanker skipper thought the matter could not wait. I couldn't say no. By the time it was decided, the Yorktown had gone into "Air Ops" to launch and recover aircraft. This meant that ship was going to have to be steaming on a consistent course which happened to be away from our situation.

When we arrived at the tanker she was refueling a destroyer on each side. As we started our approach and I was on my way down, there was a submarine scare and the destroyers took off and went scurrying away to look for the sub.

The helo attempted to bring me back aboard, but the winch stuck. Without communication, I just hung there in the collar. There I was in the horse collar fifty feet below the chopper as we headed back to the Yorktown. About one hundred fifty miles later when we arrived back at the ship and Commander Wirt gently set me on the deck, I was logged as "Landing Number (I have forgotten the number)."

Later the squadron gave me a pair of navy Pilots Gold Wings to which was attached a Cross. Arthur Beaumont has a drawing on page 288 in the 66 Cruise Book that portrays this incident. A facsimile of Beaumont's drawing is above.

THE MANEUVERING BOARD

by Art Francis

with the technical advice of LCDR, Jerry B. Owens, USN Ret.

I have been trying for some time to put together an article on the maneuvering board as was no doubt used on the bridge of the Yorktown. The difficulty is in trying to explain the process without losing everyone along the way. So rather than being turned off, check it out as a challenge like using your pocket slide rule to impress your dinner companions when you divide up the check. The slide rule is simple, and way cooler than using the calculator on your phone.

Some say that use of the maneuvering board is a perishable skill, that it must be continuously renewed through practice and training. However, since you will not be faced with situations here with multiple contacts or a time constraint, you needn't feel overwhelmed.

The following one contact problem is the simplest discussion I have come across. Read it carefully a couple of times and I think you will get that sensation you may recall from high school algebra and geometry classes. Can you remember that "now I get it sensation?" Just like the one I usually got in the hall right after the exam.

So, get a clear conception of what "relative movement" is and thoroughly understand the "speed and direction triangle." With this basis, maneuvering board problems become solvable.

Relative movement is your ship's movement in relation to the guide (or other ship or point on which you base your maneuver). It is represented in direction and amount by the line traced by your ship's successive positions, viewed from the guide, as your ship proceeds from its former to the new position.

The speed and direction triangle: The direction of each side of the triangle represents a course (direction of movement) and the length of each side represents a speed (rate of Movement); the whole triangle, therefore, represents six elements:

Side eg:

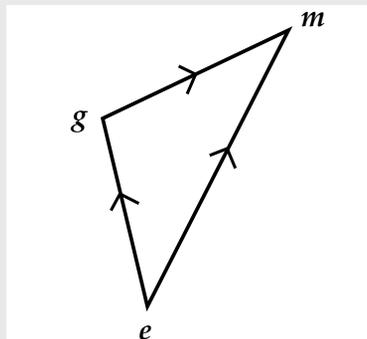
- (1) Course of guide.
- (2) Speed of guide.

Side em:

- (3) Course of ship.
- (4) Speed of ship.

Side gm:

- (5) Direction of relative movement.
- (6) Rate of relative movement, or relative speed.



The direction of movement is always as indicated by arrows, that is, *eg* and *em* are drawn from the center of diagram, *e*, and *gm* is always from *g* toward *m*.

In your most common problem, you know (1) and (2), course and speed of guide, also (5), direction of relative movement (from present to new position).

You decide on your course, (3), and want to know what speed to take, (4), or you decide on your speed, (4), and want to know what course to steer, (3).

In the semi-independent maneuvers of extended formations, it may be necessary to determine the time to reach position, as the best means of determining when to resume the guide's course. In this case you must determine relative speed, (6), from the triangle, and relative distance, i.e., distance from present to new positions as plotted.

Standard plotting on the maneuvering board diagram is:

- (1) Guide (or other ship on which maneuver is based) is always at the center of the diagram.
- (2) Present position, M1; new position M2.
- (3) Guide, relative, and ship sides of triangle – *eg*, *gm*, and *em*, respectively, with *e* at center of diagram.
- (4) Arrows on all lines indicating direction of movement.

Typical course and speed problem (see following figure).

Guide's course, 20 degrees, speed 12 knots.

Your present position, 4 miles on starboard beam of guide. Assignment is to take position 3 miles astern of guide, using speed of 18 knots.

- (1) Draw relative movement line M1M2.
 - (2) Construct triangle.
 - (a) Draw *eg* (guide's side of triangle) in direction 20 degrees from center representing 12 knots (2 knots per space).
 - (b) The direction of the relative movement, *gm*, side of the triangle, is the direction of line M1M2. With parallel rulers, draw *gm* in that direction, from *g*, marking it with an arrow, away from

THE MANEUVERING BOARD *continued*

guide.

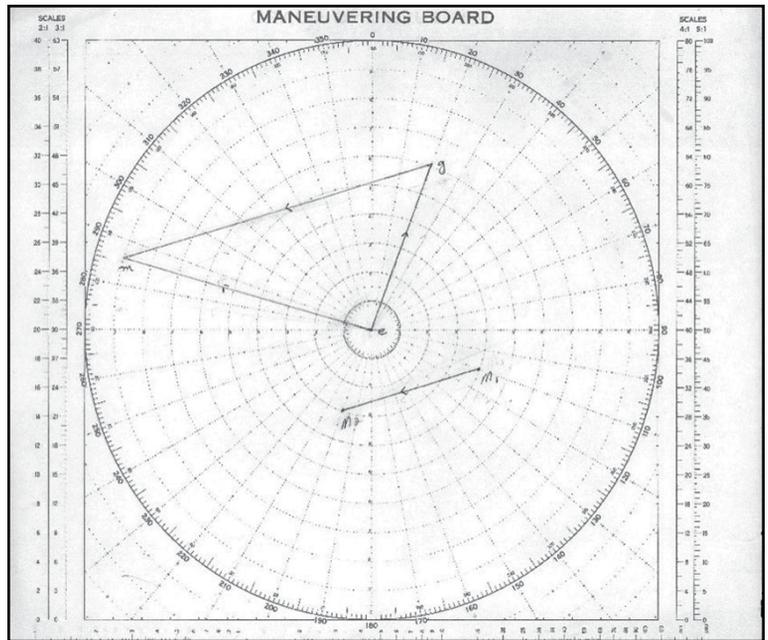
(c) The length of the ship side, em, of the triangle is the speed (18 knots) you are to use. Using the same scale as for eg, it is apparent that em is a radius of the 9-space circle. The intersection of gm with the 9-space circled locates direction side em.

(3) Read off, from triangle, the direction of em. This is your course to reach desired position at 18 knots. In this case 286 degrees.

You can pick up a pad of the form at a boating store or on the web, and if you have a sharp pencil and a ruler you can surprise yourself even without a divider and a parallel ruler.

As a practical tool, the Officer of the Deck (OOD) uses the maneuvering board to determine the Closest Point of Approach (CPA) to another vessel and to determine whether or not to change course or speed (but not both) to avoid a collision, or to remain outside the minimum distance from a vessel as dictated by the Commanding Officer's standing/night orders.

Also, the Rules of the Road apply when determining which vessel has the right-of-way. A vessel crossing from right to left has the right-of-way and the onus is on your ship to change course or speed. An easy way to remember this is that the port (red) running light of a vessel crossing from right to left will be visible, which acts as a stop light. Conversely, the starboard (green) running light of a vessel crossing from left to right will



be visible, indicating you have the right-of-way and the onus is on the other vessel to change course or speed.

Both the report of the investigation of the collision between the USS Shangri La and the USS Newman K. Perry in 1965, and the collision between the HMAS Melbourne and the USS Frank E. Evans in 1969 contain questions and statements regarding the use of the maneuvering board. The maneuvering board process has been a viable tool and aid to safe navigation for a long time.

USS YORKTOWN CV-10 ASSOCIATION MEMBERSHIP REPORT AS OF MAY 15, 2019:

TOTAL MEMBERS: 1,468

ASSOCIATE LIFETIME: 134

FORMER CREW LIFETIME: 386

ASSOCIATE ANNUAL: 221

FORMER CREW ANNUAL: 553

LEGACY ANNUAL: 108

ASSOCIATE FAMILY: 1

FORMER CREW HONORARY
LIFETIME: 3

LEGACY FAMILY: 1

ASSOCIATE HONORARY
LIFETIME: 24

LEGACY LIFETIME: 37

Tweet, Tweet, NOW ON THE YORKTOWN, THE SHIP EXPECTS TO HOLD HER 71ST REUNION ON BOARD, OCTOBER 17 – 19, 2019. MAKE ALL PREPARATIONS TO CELEBRATE.

READY TO ANSWER ALL BELLS IN A 600 PSI BLACK OIL SHIP

(THE ENGINEERING PLANT IS READY FOR ORDERS)

By Art Francis and Mike Gibson as Co-Author and Fact Checker

Some hours before the time specified for getting underway in the Plan of the Day and the Word, "SHIFT COLORS, SHIP IS UNDERWAY" is blasted over the 1 MC, a mostly unseen beehive of activity has taken place. From starting the gyros to taking in the brow, there are many endless checklists that must be followed and many with clockwork precision.

Getting the engineering plant ready to answer all bells, probably the most important thing in an involved process, usually begins several hours before the scheduled time for getting underway.

While it was "life as usual" topside, those boys in the black gang were working against the stops below decks in the engine and fire rooms to gently awaken their iron mistresses.

One can only imagine the agony of some of those firemen being rolled out of the sack at some horrible zero dark thirty time after a couple of good liberties in Olongapo. Some of those boys (probably some of you reading this) were only eighteen or nineteen and had downed several too many San Miguels. The co-author of this article, Mike Gibson, MM3, 1964 – 1967 says that he has, "been there and done that."

I also read somewhere that on a black oil fired ship, no crew member works harder or longer than the guys in B and M division. By the nature and location of their work, they have a tougher time than any sailor on the ship, and are generally underappreciated for their efforts.

Once back on an assigned watch station, upset stomach, splitting head and all, the timed and choreographed process began. The Yorktown propulsion plant was a monster with hundreds of gauges, valves, switches, and pumps. Proper alignment of valves and switches was critical as was the proper condition and lubrication of moving parts. Everything in the engineering spaces was hot, heavy, and generally dirty. Like a coiled snake, every element of the plant was just waiting for the opportunity to strike an unwary sailor.

As the plant is awakened, the Lighting-Off Orders prepared by the Chief Engineer were carried out by the duty section. Boilers had to be lit approximately 2 ½

hours before the scheduled underway time and about an hour would be required in each engine room to prepare the engines for operation. About an hour before getting underway, the jacking gear was engaged on the main engines and jacking over the main engines started.

The goal was to have the engineering plant on line in the required configuration with all engines ready for operation prior to setting what is referred to as the "Special Sea Detail". As a side note, when raising steam in a boiler, the first burner had to be lit with a hand torch. The working part of the torch consisted of a rag wrapped around the end of the handle and secured by wire. The torch was kept in a small pot filled with diesel oil. The entire process of raising steam was started by making up a burner, igniting the torch with a match, inserting it into the furnace, and opening the fuel valve. Once the first burner was lit, subsequent burners in that boiler could be lit from the adjacent burner.

The machinist mates will bring the lube oil temperatures to at least 90 degrees and request permission from the OOD to engage jacking gear and begin to jack over main engines. After sufficient vacuum has been established in the main condensers the Engineering Officer of the Watch will request permission from the OOD to test main engines as a means of warming up the HP and LP turbines. When permission is received, the machinist mates will disengage the jacking gear and admit steam to the HP and LP turbines by cracking open first the ahead throttle and then the astern throttle. Opening the ahead throttle slightly warms the HP turbine, while "astern steam" is more effective in warming up the LP turbines

At this point note that even though they will deny it, the black gang generates a lot of paper. For each shaft there is a throttleman who logs all bells received from the bridge for his assigned shaft. Other data from a variety of counters is recorded on the bell sheets used to compute engine miles. Like the Quartermaster's Notebook and the Ship's Deck Log are legal records that must be complete and accurate.

On deck it was necessary to disconnect all shore services, pick up the ship's boats, remove rat guards, and a

READY TO ANSWER *continued*

variety of other actions, including preparing an anchor for dropping in an emergency. At the time scheduled in the plan of the day, the boatswain's pipe would whistle and the word would be passed "NOW GO TO YOUR STATION ALL THE SPECIAL SEA AND ANCHOR DETAIL". This would be followed by "NOW SET MATERIAL CONDITON YOKE THROUGHOUT THE SHIP" followed by "THE OFFICER OF THE DECK IS SHIFTING HIS WATCH FROM THE QUARTER-DECK TO THE BRIDGE".

Essentially what this meant was for the "first team" to take their assigned stations for getting underway. The CO, XO, Officer of the Deck (OOD), Junior Officer of the Deck (JOOD) and appropriate enlisted personnel would proceed to the bridge. The deck divisions would man the line handling stations with the First Lieutenant and Chief Boatswain's Mate supervising the operation. The engine room and fire room supervisors would man their stations. The Engineering Officer would be in the Main Engine Control. In addition, the Steering Gear room ("After Steering") would also be manned.

The OOD would then execute a "Getting Underway" check list. Communications would be established with all vital stations, steering gear, alarms, whistle and engine order telegraph tested, radar, sonar, and fathometer in operation, and compasses checked. The last step was to test out the main engines with steam. Once this was accomplished, the OOD would pass the order to "stand by to answer all bells" to the engine room and then to report "ready to get underway" to the CO. The Conning Officer could be the CO, XO, or OOD. Most CO's rarely took the conn themselves but acted more as a teacher and overall safety observer. The duties of conning officer were rotated around. Regardless of who it was, it was very important for him to announce "I have the Conn" so that all bridge personnel would know who to take their orders from. The next order would be to "Take in the Brow" followed by "Shift the Colors, Ship is Underway".

For an interesting explanation of the engineering spaces of an Essex class carrier, check out the following link. <https://www.youtube.com/watch?v=k6MnuIHWAWw>.

From The Bulletin Board In The Passageway

How to be Aware of an Active Shooter:

By now, with recent news reports on active shooters, from the Parkland, Fla., high school to the Waffle House near Nashville, Tenn., it is obvious that stopping a public shooter is by not only "saying something" but "doing something."

What can you do? The Department of Homeland Security provides information in a short video, "Options for Consideration Active Shooter Preparedness," to assist you in understanding the steps you should take to increase your chances for survival. Additionally, they have resources like the Active Shooter Pocket Card, which provides information about coping with an active shooter situation, along with information on how to respond to an active shooter incident when an active shooter is in your vicinity and what to do when law enforcement arrives.

The Secret Service National Threat Assessment Cen-

ter study "Mass Attacks in Public Spaces 2017" looks at attacks in public places in which three or more people were harmed. There were 28 incidents fitting those criteria, and the report noted several interesting findings. Of the 28 attackers:

- More than three-quarters made threatening or concerning communications, sometimes eliciting concern from others prior to the attack.
- Those who did elicit concern from others caused more harm than those who did not.
- The majority of attackers had histories of criminal charges, mental health symptoms, and/or illicit substance use or abuse.
- All had at least one significant stressor within the past five years; over half had indications of financial instability.

Remember, if you "***See Something, Say Something.***"

Raison D'Être

by Art Francis

The reason for being of an aircraft carrier is to maintain, arm, fuel, and bring its main battery, that is its aircraft, to bear against an enemy. That enemy might be another fleet, aircraft from another fleet, an undersea threat, an enemy ashore, or emanating from shore.

Prior to World War II, naval authorities were confident that the carrier would not replace the battleship. Although such authorities conceded that a carrier could strike over a vast range, and at swiftly moving targets, aircraft could not strike with the accuracy of large naval guns.

World War II changed this original precept that considered the aircraft carrier only to be the “eyes of the fleet” by using aircraft in providing long range reconnaissance. Subsequently, the aircraft carrier became recognized as providing a mighty punch and Yorktown throughout her service life was no slouch at ducking, weaving, and throwing killer punches.

The following is a listing of Air Groups, Squadrons, and Detachments that flew from Yorktown during her years at sea.

World War II data was taken from the Presidential Unit Citation included in “Into The Wind,” the cruise book that covered the war years.

Date(s)	Op Area	CVW	Squadrons/Detachments
August 31, 1943 October 5-6, 1943 11/19-12/5, 1943 1/29-2/23, 1944 3/29-4/30, 1944	Marcus Wake Gilberts Marshalls Truk Marianas Palau Hollandia Truk	AG-5	VF-5, VB-5, VT-5
6/11-7/28 1944	Marianas Bonins Yap	AG-1	VF-1, VB-1, VT-1, PART OF VFN-77
11/11-19, 1944 12/14-16, 1944 1/3-22, 1945	Luzon Luzon Philippines Formosa China Sea Ryukyus	AG-3	VF-3,VB-3, VT-3
2/16-25, 1945	Japan Bonins	AG-3	VF-3, VBF-3, VB-3, VT-3
3/18-6/9, 1945	Ryukyus Japan	AG-9 (2)	VF-3, VBF-3, VB-3, VT-3
7/10-8/15, 1945	Japan	AG-88	VF-88, VBF-88, VB-88, VT-88

Raison D' Être *continued*

Data for the years following reactivation is taken from, <http://navysite.de/cv/cv10deploy.htm>, and the Apollo 8 Recovery and Around the Horn Cruise Book 1968-69.

Date(s)	Op Area	CVW	Squadrons/Detachments
8/3/53 - 3/3/54	WestPac	CVG-2	VF-24 (F9F-6), VF-63 (F9F-5), VF-64 (F9F-5) VA-65 (AD-4B/4NA), VC-3 Det. A (AD-4N), VC-61 Det. A, VC-35 Det. A (AD-4N), VC-11 Det. A (AD-4W), HU-1 Det. A
7/1/54-2/28/55	WestPac	CVG-15	VF-152 (F2H-3), VF-153 (F9F-6), VF-154 (F9F-5) VA-155 (AD-6), VC-61 DET. D, VC-35 DET. D (AD-4N) VC-11 DET. D, HU-1 DET. D
3/19/56-9/13/56	WestPac	ATG-4	VF-94 (F9F-8B), VF-23 (F2H-3), VF-214 (F9F-8) VA-216 (AD-4B/4NA), VC-6 DET. K (AJ-2), VC-61 DET. K VC-35 DET. K (AD-5N), VC-11 DET. K (AD-5W), HU-1 DET. K
3/9/57-8/25/57	WestPac	CVG-19	VF-191 (FJ-3), VA-192 (F9F-8/8B), VF-193 (F2H-3) VA-195 (AD-6), VAH-6 (AJ-2), VFP-61 DET. E (F9F-8P) VA(AW)-35 DET. E (AD-5N), VAW-11 DET. E (AD-5W) HU-1 DET. E
11/1/58-5/21/59	WestPac		VS-37 (S2F), HS-2 (HSS-1), VF-92 DET. N (F2H-3)
1/4/60-7/26/60	WestPac		VS-23 (S2F), HS-4 (HSS-1) VAW-11 DET. T (AD-5W)
7/29/61-3/2/62	WestPac	CVSG-55	VS-23 (S2F), VS-25 (S2F), HS-4 (HSS-1) VAW-11 DET. T (AD-5W)
10/26/62-6/6/63	WestPac	CVSG-55	VS-23 (S-2), VS-25 (S-2), HS-4 (SH-34G) VAW-11 DET. T (EA-1E)
10/22/64-5/17/65	WestPac/Vietnam	CVSG-55	VS-23 (S-2E), VS-25 (S-2E), HS-4 (SH-3A) VAW-11 DET. T (EA-1E), VMA-223 DET. T (A-4C)
1/5/66-7/27/66	WestPac/Vietnam	CVSG-55	VS-23 (S-2E), VS-25 (S-2E), HS-4 (SH-3A) VAW-11 DET. T (E-1B)
12/28/67-7/5/68	WestPac/Vietnam	CVSG-55	VS-23 (S-2E), VS-25 (S-2E), HS-4 (SH-3A) VAW-111 DET. 10 (E-1B)
10/16/69-2/28/69	Apollo 8 Recovery and Around the Horn Cruise		HS-4 (SH-3A), VAW-111 DET 34 VR-30 DET "D"
9/2/69-12/11-69	Northern Atlantic, Northern Europe	CVSG-56	VS-24 (S-2E), VS-27 (S-2E), HS-3 (SH-3D) VAW-121 DET. 10 (E-1B) VSF-1 DET. 10 (A-4C)

All of you Airedale types are welcome to give a comeback on this. Let us know if the dope is incomplete or incorrect. You are also welcome to drop a line telling about your experience on Yorktown as part of an embarked unit.

Ramblings From The Editor

♪♪ ♪♪ ♪♪ DING, DING -- DING, DING
"Editor, Sea-V-Ten Departing"

I have had the great pleasure of acting as editor of the Sea-V-Ten since the winter edition of 2010. This is my 18th go around and I have been honored and humbled to have worked for all of you fine Yorktown sailors. The newsletter, as noted in the first issue in 1943, is for the benefit of the crew and I have tried to maintain that premise.

You are all 4.0, and to the man, you fellows exhibit the very essence of a true shipmate. I am especially indebted to the WestPac 68 crew. You guys gave me a safe and relatively comfortable cruise. I remember those cold days and nights in the Sea of Japan, one short period of water hours, the trip into the dry dock in Yokosuka thanks to the V-2 guys and their arresting gear cross-deck pendant disposal process. I also remember crossing the line, Hong Kong, the Tiger beer in Singapore, the San Miguel beer in Subic; and those hot and sticky nights on the line in between.

Admiral Moffett espouses in his tenets that everything in life is about timing. That everything you do must be timed. I concur, but believe that this timing is influenced by circumstances. So, with time and circumstances in conjunction, while the flags are flying and the band is playing, as a true believer, it is time for me to go ashore. Therefore, while wishing all of you the very best, this will be my final issue as editor.

Very Respectfully,

Art Francis

The following article from The VVA Veteran, July/August 2018 edition is reprinted with permission from both The VVA Veteran, and the author, Delinda Hanley

Liberty's 51-Year Cover-up

by Delinda Hanley

The U.S.S. Liberty Veterans Association and the U.S. Navy Memorial in Washington, D.C., co-hosted a memorial service to honor the thirty-four shipmates killed during the June 8, 1967, Israeli attack on their ship. Ray McGovern, a longtime CIA analyst who was on duty during the attack, addressed the crowd on Memorial Plaza. He described how Israeli warplanes dropped



Photo by Delinda Hanley

napalm and fired 30mm cannon and rockets into the ship before sending torpedo boats to try to sink the vessel and machine-gun three of the Liberty's life rafts. "Intercepted Israeli communications show beyond doubt it was no mistake," McGovern said.

With 171 men wounded, the crew waited for assistance from U.S. warplanes that never came. When Sixth Fleet Carrier Commander Rear Admiral Lawrence Geis protested the order recalling U.S. warplanes, Defense Secretary Robert McNamara told him, "President Johnson is not going to war or embarrass an American ally over a few sailors." The late Admiral Thomas Moorer confirmed that McNamara ordered their aircraft back to their carriers. He called it "the most disgraceful act I witnessed in my entire military career."

Liberty survivor John Hrankowski, who died in 2011, said it was their government's cover-up and the crew's enforced silence that caused PTSD and disappointment for the most decorated crew since World War II.

OPERATION CROSSROADS, BIKINI ATOLL, 1946

I recently came across a neat technical book, *The Effects of Nuclear Weapons*. Edited by Samuel Glasstone, the book was originally available through the U. S. Government Printing Office. The book contains a lot of information on Operation Crossroads, the nuclear tests at Bikini Atoll in 1946. These were the nuclear tests using a large number of Navy ships as targets. Very interesting stuff at the dawn of the Nuclear Age.

The most interesting, and close to home, item was the discussion of the U.S.S. Laffey's involvement. She was there as a support ship and became contaminated. Laffey



The "Baker" explosion, part of Operation Crossroads, a nuclear weapon test by the United States military at Bikini Atoll, Micronesia, on 25 July 1946.

was actively engaged in collecting scientific data when exposed and contaminated. She required drydocking in a floating drydock (to avoid contaminating permanent onshore facilities), sandblasting and repainting of all underwater surfaces, and acid washing and partial replacement of salt-water piping and evaporators in the ship. No mention of adverse impact on personnel.

Go to https://www.nps.gov/parkhistory/online_books/swcrc/37/chap2.htm and read the sections on "Decontamination Efforts" and "The Legacy of Crossroads." Nuclear contamination is nasty stuff, and from the pictures accompanying the article, the decontamination effort was not well thought out. The first paragraph of the section on decontamination efforts

states, "Initial efforts to decontaminate the ships were hampered by the fact that no plans had been prepared for organized decontamination; 'the nature and extent of the contamination of the targets was completely unexpected.'"

Also check out articles from the Stars and Stripes at www.stripes.com/news/16-us-ships-that-aided-in-operation-tomodachi-still-contaminated-with-radiation-1.399094, an EcoWatch article at www.ecowatch.com/documents-say-navy-knew-fukushima-dangerously-contaminated-the-uss-rea-1881869362.html, and finally an article from The Nation at www.thenation.com/article/seven-years-on-sailors-exposed-to-fukushima-radiation-see-their-day-in-court/.

THAT DARN CAP

Seems like the super market, the ones with a great liquor department that is, is a rally point for all old sailors. On a recent shopping trip, I ran into a fellow wearing a Navy sweat shirt. He had served on a sister ship of the Pueblo, and later was in submarines. When I told him that I was in Yorktown and were ASW, his comeback was the standard, "there are two types of ships; submarines and targets."

Last Cruise

by Cdr. Jim Reid, USN ret.

This is not a Yorktown sea-story, but could be one of the best and as you know, the Shangri La was also an Essex class carrier. It reads a little like the accident investigation of the incident where the Shang was hit by a destroyer in the night. The story is from the Shang Nostalgia file.

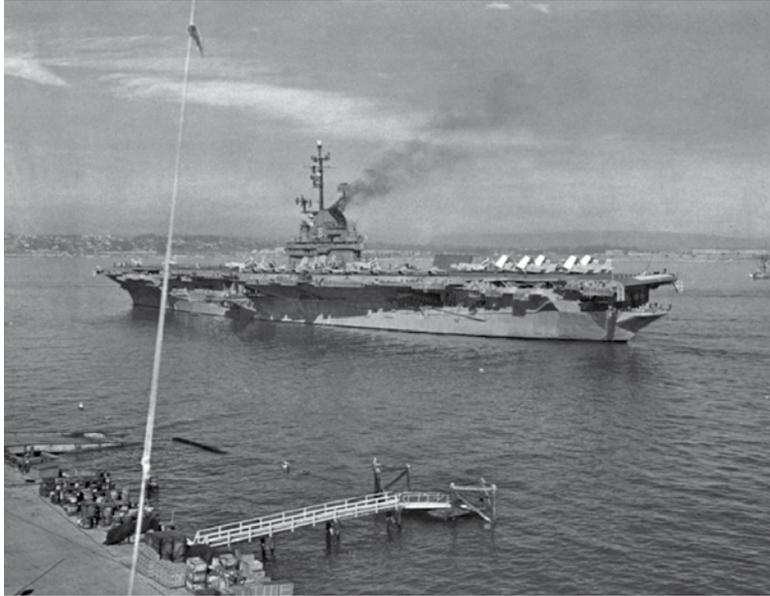
I am Cdr. Jim Reid, USN ret. and the last Shang A/C Handler. I made the final WESTPAC cruise then was part of the decom crew in Boston.

Please recognize that this is a 31 year old tale and some of the details may have faded, but the memory is special:

SHANG Nostalgia (File: Handler 2/7/98) In 1968, while I was in a squadron in Tonkin Gulf, someone made up a set of bogus orders sending me to some carrier as the Aircraft Handler. I mean to tell you I lost my cool and ranted and raved for two days, until they let me off the hook and fessed up.

Two years later I would actually receive this same set of orders to the USS Shangri La (CV-38). That set of orders that I so greatly dreaded, provided me with more excitement, friendship and memories than any other tour, with the notable exception of my first squadron (-VA-85).

Let me point out that the SHANG was an aging ship. Nothing worked but the crew. It was either cry or laugh, when someone in the crew had a cruise patch made up titled "CASREP-70", listing the major casualties that were reported during the cruise: Lost a screw while launching strikes; Dead in the water; Evaporators never able to provide enough water; Reefers burned up losing all perishable food; Lost steering while in a turn , (prompting the recommendation that we fire off two



USS Shangri-La(CVA-38) underway in 1958

aircraft each time we passed through the launch heading); Port catapult cold cat shots; Liquid Oxygen plant inoperable; Contaminated jet fuel; Aircraft elevator cables parted; TACAN failure; and one story that the radar antenna fell and landed on Primary. Add to this a bag of aging A-4C Skyhawks, F-8 Crusader as well as H-2 rescue helicopter that had no authorized night capabilities and pitiful availability the rest of the time. Small

wonder that we might look like the "African Queen with F-Troop embarked". There was so much JP Fuel in the so called fresh water that one might expect, "the smoking lamp is out throughout the ship while taking showers".

Each evening after flight operations we wandered Tonkin Gulf seeking water from anyone.

There should have been no surprise that SHANG had problems. The ship had been short changed funding over the years and become somewhat of a legend. One of the first tales I heard in the Navy had it that the crew had to mail their dirty clothes home from deployment to wash out the ship's laundry salt.

Once in the Mediterranean SHANG, which always left a path of leaking fuel, circled back in her own wake to pick up Oscar, the man over board dummy. That time a spark from a smoke light set the fuel in the water on fire and scorched the entire port side of the ship.

In 1970, as SHANG prepared to depart Mayport, Florida for WESTPAC, she failed the final material inspection, but was instructed to sail anyway. I joined the SHANG shortly after its first line period in Tonkin Gulf.

Following a week of turn over with the outgoing Handler, he passed to me his standard spot sheets and departed in the COD. Seven hours *Continued on page 29*

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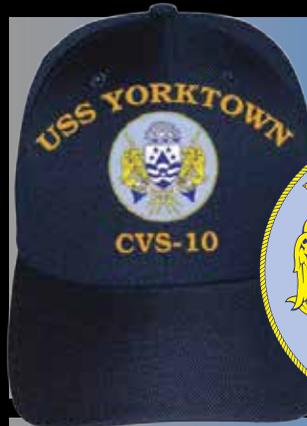
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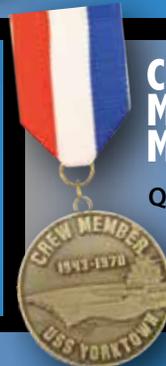
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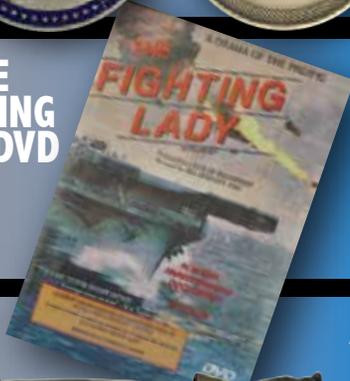
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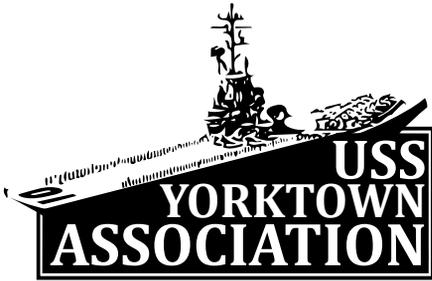
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Notes, calls, Emails to the Editor

I received a terrific note, from Mr. Milton E. Reim. Mr. Reim served on the USS Copahoe (CVE-12) in the South Pacific during World War II. When the Yorktown picked up the astronauts in 1969, Mr. Reim was on board as a NASA Public Information Officer. He later visited the ship in Charleston, SC, and was signed up by Joe Sharkey. Mr. Reims has now retired from NASA and resides in Brenham, Texas.

Ed's note: Here is wishing you continued smooth sailing.

On Saturday February 16, 2019 received a telephone call from Marv Walters, V-2 Division a number of cruises before mine. Last time we all saw Marv, the "Port Cat Shooter," was a few years back but he and his family plan on tromping those hallowed decks of Yorktown this fall at the reunion. Welcome home Mate! In March, 2019 I received a second call from Marv. He noted the cover of the Winter Sea-V-Ten and told me that for the full story of the artwork in the left center of the cover of the Winter 2018 edition of the newsletter to check out <https://www.cbsnews.com/news/george-mendonza-died-wwii-sailor-kissing-nurse-in-times-square-from-iconic-photo-dead-age-95/>

Today, Thursday February 21, 2019, a real snow in Las Vegas, I received a telephone call from Commander Bruce Williams, the Yorktown Protestant Chaplain from 1964 to 1966. The Chaplain was just calling to say hello and to offer material for an upcoming issue of the Sea-V-Ten. During our conversation Commander Williams related a ride he got from HS-4 in an attempt to put him aboard an oiler for a Sunday Service. The hoist jammed and most of his ride was in the sling suspended below the helo. You can read the Chaplain's full story, Holy Helo on page 15.

On February 6, 2019, I received a telephone call from Andrew Pike, YN3. Andrew worked in the Legal Office on Yorktown during her last WESTPAC. His GQ station was up in Secondary Conn below the flight deck at the forward end of the ship.

We had a very enjoyable visit talking about the fellows we served with and he reminded me that on one occasion, his father who operated a bus company in the Long Beach area, provided a number of busses to take Yorktown dependents from Long Beach to San Diego so that they could ride back to Long Beach on the ship. This was probably on our return from WESTPAC in summer of 1968.

Ed's note: Thanks for the call Andy and please stay in touch.

Today, February 18, 2019, Las Vegas' almost snow day, I received a call from Sgt. Joe Copozzo, of the Yorktown Marine Detachment, 1967-1969. Really had a great visit with Joe and he mentioned the British carrier that was in Singapore the same time we were there. I remember it well and the visit I made to the British ship. Like we did for visitors aboard Yorktown, the British sailors made me feel at home on their ship and gave me a great tour. I can't remember the name of the ship. If anyone does, please give me a yell.

Joe also mentioned that the World War II Hornet, CV-8 that launched the Doolittle Raid has been found 17,000 feet under water near the Solomons. Check it out at :<https://www.cbsnews.com/news/uss-hornet-wreckage-world-war-two-warship-discovered>.

In the meantime, Joe has agreed to send some of his memories of Yorktown to share with us.

**Send your letters to Art Francis:
blueheele@aol.com
1709 Afton Drive, Las Vegas, NV 89117**

Notes, calls, Emails Letters to the Editor

Hi Guys

This is where I was Yesterday, May 10, 2019. It was a fundraiser at Trump Int. Golf Club. I was in a cart at the 17th hole for hours. It was as hot as the flight deck in Nam. I hate hats but because of the lack of ground cover both on the course & my head, I had to put that hat on. Had a great time at a beautiful club. Also many comments like, "Thank you for your service," but no one from the Yorktown.

All by myself in Palm Beach

Jim Coins

AKA Jim Biancarosa, V-2 Division



HULL DOWN OVER THE HORIZON

Projects currently in development for upcoming issues:

- Mess Cooks
- Water Hours
- Shore Patrol
- Underway Replenishment

Drop the editor a line if you would like to help out with any of the planned articles for the Sea-V-Ten. Photos, forms, and tales of daring do will be appreciated. If you have suggestions for other subjects, or would like to be a fact-checker let me know. I appreciate the help.



Air to surface view of Yorktown CVS-10, June 20, 1958. — *Official United States Navy Photograph.*

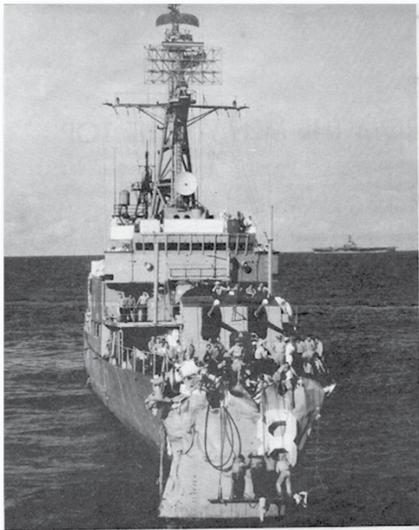
Last Cruise *continued from page 24*

later the cables of the number three aircraft elevator began to unravel, and the elevator had to be locked to keep it from falling into the sea. The Air Boss (Paul Merchant) had given me earlier marching orders, that if he had to tell me what to do, he did not need me. In shock, I waited for five hours for Divine guidance, finally realizing that no one else knew what to do either. With the knowledge that as a beginner I would be forgiven some mistakes, I published a spot sheet that essentially moved everything aft forward and everything forward aft.

Two other factors come to mind: at the beginning of the respot most of the aircraft on the flight deck were down for maintenance, so they needed to go below, and, there was a major vertical replenishment of bombs arriving on the flight deck at this same time. After an hour there was the worse mess on that deck you have ever seen. Bombs and airplanes were in major gridlock. I finally got some of the Divine intervention that I needed as the first launch was canceled because of weather. Once the weather cleared we were able to meet scheduled operations the next three weeks with my creative respot, but I have to admit that it was with a lot of luck and effort from some of the world's best Aviation Boatswains Mates.

After two or three weeks without the Number 3 aircraft elevator, the new cable arrived in Da Nang. The Captain took SHANG right in to the harbor to pick up the cable and the Subic shipyard workers. As he entered the harbor he gave the crew a harbor tour. "On the left we have Da Nang airfield. On the right is Charlie Ridge where the VC fire on the Base".

Somehow I felt a little uncomfortable knowing we were right in the middle of these two geographic points. I can just imagine some VC calling Hanoi for instructions concerning the Carrier in his sights.



Shipmates of injured NEWMAN K. PERRY sailor cut through the steel hull of the destroyer to rescue him. As soon as they got him out of the crumpled compartment, he was taken to SHANGRI-LA for treatment of his injuries but maximum efforts of the ship's medical department could not save his life. (Photo - D.L. Boyd, PH1)



Extensive damage to SHANGRI-LA's starboard bow shows above her waterline after the collision with NEWMAN K. PERRY. Some damage was also sustained below the waterline. (Photo - Jack Weir, PH1)

Another time the Captain drove SHANG into Subic Bay launching aircraft. The last A-4 off the catapult was on final for Cubi Point runway as soon as he was in the air.

One of my SHANG sea stories begins, "I recall one day when nothing went wrong". That is part truth, but we did get to the fifth launch without the usual crisis. It was a strange feeling and everyone began to look over their shoulder as if expecting the calamity to worsen with each hour of delay. Finally the COD went "down" on the Cats and could not fold its wings. Everyone relaxed, the situation was normal, FUBAR at last.

On one major Alpha Strike the flight deck crew, needing some breathing room, launched the Spare F-8 first.

At most five seconds passed before the squak box roared, "Handler, this is air-ops, why did you launch the spare?" I knew we had goofed, and I tried stonewalling with, "I will call you back after the launch is complete." No luck, again they insisted on an answer as to why the spare was

leading the rendezvous. Still not wanting to confess our sin, I said "Falcon Code 169", hoping to put an end to the inquiry.

It took Cdr. Ralph Hastings at best 22 seconds to be in my face. "Damn it Reid", said my friend, "the Captain was standing behind me asking why you put the spare in the air. "I knew you had goofed, but I did not want to be the one to put you on report. Then he wants to know what is this Falcon 169, and he would not let me dodge the question", says Ralph. Ralph finally told the Captain that "Falcon 169 means, COMMANDER, I THINK YOU HAVE ME CONFUSED WITH SOMEONE WHO GIVES A S—". With that the Captain roared laughing and said, "What else could he say?", and left the space.

About this time one of the scheduled F-8 reported that he was "down". No one would accept my claim that this was all part of the Air Department's plan to have the spare airborne to speed things up. The Yellow Shirts were wonderful and could meet any spot time table,

Last Cruise *continued from page 29*

unless their Handler could not make up his mind.

One of these guys watched me spin my wheels with a spot sheet for about five minutes. He finally picked up the paper and in three seconds dashed off a workable plan. I took a look, put it in the ditto machine and went to press. He had trained me to know that they knew their job and to stay out of their way.

On one wild afternoon an A-4E landed, on fire, having forgotten to put on a fuel cap. All of the yellow shirts worked to put out the fire after pulling the burning craft clear of the landing area. A second A-4 landed, experienced brake failure and taxied over the port side into the cat walk. The aircraft hung over the side but the pilot ejected into the water.

The safety photographer on the bridge took a series of shots that made Stars and Stripes as well as newspapers around the world. As the A-4 rolled toward the edge of the flight deck, the Flight Deck Chief threw himself against the doomed aircraft. As the pilot ejected, an access panel flew off and wacked the Chief on his helmet, knocking him to the deck with an expression of anguish on his face.

This was a real exciting series of shots. Several weeks later, Joe Hammons, the Chief, would autograph 8 X 10 photos for a \$5 donation to the United Way. The SHANG turned a large check over to the United Way that year. Oh, by the way, the tail of the A-4 that hung over the side and the nose of the one that was on fire were joined to make one good A-4.

My favorite SHANG story happened one dark night about 0200. One of the aging A-4C "fell apart" on a cat shot and it took a few minutes to decide if the pilot had ejected before the plane went into the water. The next shocker came when it was noted that one of our H-2 helicopters was actually in the air, on a maintenance test hop(?). Our H-2's did not have an "Ace" installed, that is to say, they did not have an auto pilot so that they could be expected to hover over a downed pilot at night. As was the procedure, the flight deck crew hurled their wands over the side to mark the point the accident occurred. (We had to have an emergency resupply of wands that line period from multiple night crashes.) After the SAR helicopter had made the difficult pickup, he returned to SHANG. It was noted that the rescued pilot was walking without assistance, but that the helicopter crewman was in serious need of medical aid. It seems the helicopter crewman and several would-be rescuers, from a Destroyer Plane Guard, got into a fight, in the Tonkin Gulf in the dark, over who was going to save the pilot.

On another dark night about 2300, the recovery was delayed because of a pitching deck. The last recovered aircraft shut down about the time the word was passed for pilots to man their planes. The Captain had never called me before, but he did this time. He indicated that SHANG had to notify the Admiral how late the 2330 launch would be. I said to the Captain that "if I say that the launch will be late, the Crew will get the launch off on schedule and make me look dumb". The Yellow Shirts in Flight Deck Control looked like I had lost it, but hurried out to begin respot.

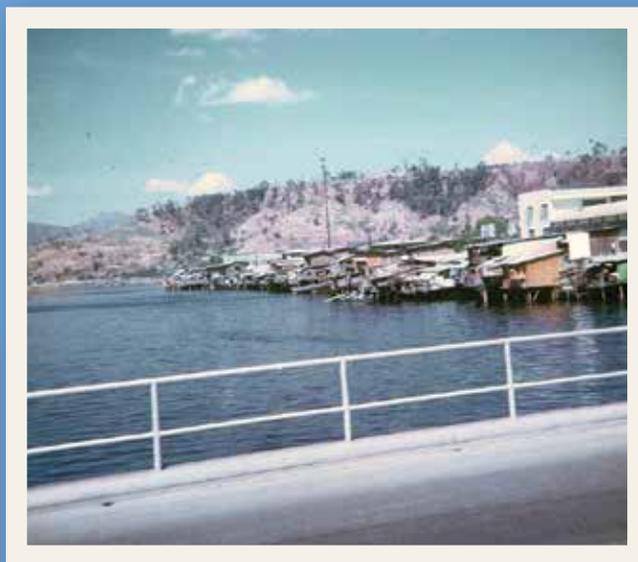
What followed was a zoo. The aircraft were towed aft with the pilots pre-flighting on the run. Purple Shirts fueled anything that stopped and Red Shirts hung bombs after chasing the aircraft with the bomb skids the length of the ship. Some planes were still being towed aft while others tried to taxi forward. They did it; they made the launch on time. I do not know how and I may not want to know.

As the SHANG shook from the first launch from the catapult, I picked up the phone to call the bridge. The Captain answered with, "Go to Hell, Reid." After the last line period, we started the long trip home via Australia and New Zealand, and for decommissioning.

A rumor started that the Navy might retain either SHANG or Bon Homme Richard. Accordingly, the SHANG crew immediately began to collect money to save the Bonnie Dick. Everyone on the ship shared the hard times and took pride in their part in getting a job done in the worst of circumstances. What a Captain and Crew!!! Shortly after this cruise SHANG put into Boston Navy Ship Yard to be put out of her misery. As she steamed up the coast we passed America departing Norfolk and received the following flashing message, "Do you need water?"



Pictures from the past

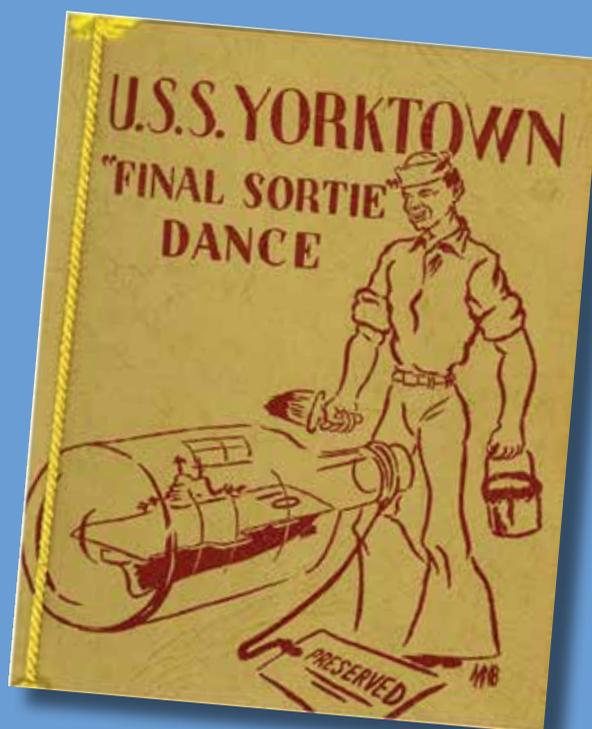


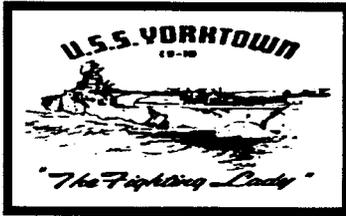
Anyone recognize this beach front property?

The Apollo 8 Command Module on the No. 3 Elevator of the USS Yorktown (CVS-10) after being recovered on 27 December 1968.

Mothball Fleet

Yorktown was mothballed and sat at Bremerton, Washington as part of the Pacific Reserve Fleet. For old times' sake, the crew had their "Final Sortie Dance" at Field Artillery Armory in Seattle, Washington.





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