

**THE WAKE BEHIND US—'72**

# FOREWORD

The past year for which this book represents has been a segment of time which most of us will not forget. It has passed marked with anticipation, hard work, enjoyment, good fellowship, trial and error, and triumph.

For many of us, we mark the beginning of the JARVIS at Pre-Commissioning Detail which began at Building 86 at Ford Island, Hawaii. We met new shipmates and began the tedious assignment of putting together the "paper empire" that would soon serve as the "backbone" of the ship. We schooled, trained, and organized, and before we knew it, we were enroute to New Orleans where we found what was to be our proud home for sometime to come, The USCGC JARVIS (WHEC-725). She was new, and a beauty she was, and she was ours if we could handle her.

The JARVIS was Pre-Commissioned in New Orleans on 17 January 1972 and a few days later sailed down the Mississippi bound for Baltimore, MD., where an extensive re-outfitting period began. After almost three months of bleak winter months and many trying times in the Coast Guard Yard, the JARVIS again "set sail", but this time, homeward bound. Inasmuch as plans had been made to make ports of call in Aruba and other fascinating and exotic places the JARVIS was called to perform its first search and rescue mission. As expected the mission was a success. The JARVIS towed the M/V COMPRIMISE into Panama after which it had lost power and in danger of capsizing. All the training and organization had paid off, the first time!!!

With the JARVIS in her own ocean (the Pacific) for the first time and a brief stop in San Diego for repairs and re-fueling, we again put to sea for Honolulu, arriving late April. After the many months absent from families and loved ones, it was a welcome landing.

The months that followed were dotted with many "growing pains", shakedown training at Pearl Harbor, first helicopter operations, several search and rescue calls and then our first assignment. Ocean Station November, midway between San Francisco and Honolulu was the scene of JARVIS activities for 21 days. The JARVIS "serviced" about 2700 aircraft during that brief stay.

The end of August brought a new assignment, Alaska Patrol. During that patrol the JARVIS's mission was to provide for law enforcement, fisheries surveillance, and ocean study along the Alutians and in the Bering Sea. Toward the end of the patrol, the JARVIS grounded while at anchor in Dutch Harbor during a fierce Arctic storm. Again, but in even greater magnitude, the crew pulled together to save the JARVIS from possible loss by tremendous spirit, fortitude, and know how. Even though the ship had lost all power and the engineroom had flooded, the ship was saved. The JARVIS steamed to Honolulu under her own power after temporary repairs had been effected in Dutch Harbor, arriving in Honolulu in early December.

The adventures that we experienced during the first year will always be remembered reminding us in part of the trials and tribulations that Capt. David Jarvis experienced in his Alaska crossing to save the marooned whalers. The moments of boredom, the times of excitement, the absolute sense of accomplishment surrounded us all during "The First Year". It is with this book that we hope to relive those memories.

THE EDITOR

# MESSAGE FROM THE CAPTAIN

The first year of the JARVIS has been both monumental in the goals obtained and traumatic. The ships grounding in Alaska was a terrible thing and a shock that most of us will never recover from. The eleven months preceding this tragedy proved we were ready to fight our ship back to life during our eleventh hour, and the lessons learned will serve us forever.

We have made many friends and have shared our lives with many fine shipmates. The "spirit" of JARVIS will live on and those following us will accomplish greater goals. Let us never forget "The JARVIS has returned."

A sincere "well done" and an appreciative thank you for your tireless efforts and gallant performances during this first year.

Respectfully,

Captain F. O. Wooley  
United States Coast Guard  
Commanding Officer

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**THE SAGA OF JARVIS**

# The Saga of Jarvis

Captain David Henry Jarvis pictured on the preceding page was born in Maryland and was appointed to the Revenue Cutter Service in 1881. He served with the USRS until 1905. The majority of Captain Jarvis's career was devoted to developing maritime activities in the Alaska and Bearing Sea area, many of these years and activities were accomplished while attached to the famous Revenue Cutter Bear. He was uniquely qualified for the duty that he was about to be selected for by the fact that he was an 8 year veteran of the Alaskan Arctic and spoke both Alaskan Eskimo and native dialects in every village along Alaska's coastal routes. He was small, mild mannered, seemingly placid but a man with iron will and indomitable courage.

In November of 1897, the world learned of 275 men marooned in the arctic near Point Barrow with their fleet of whaling vessels. The President of the United States, President McKinley, called on the Revenue Cutter Service to attempt relief of these Arctic victims. The Revenue Cutter Bear, which had just returned to Seattle from an Alaskan voyage was called upon for the rescue. Captain Francis Tuttle Commanding Officer of the Bear, asked for volunteers and every man volunteered for the mission.



*The trio of officers from the Revenue Cutter BEAR who executed the Overland Expedition. Left to right: 2nd Lt. E. P. Berthold; Surgeon S. J. Call; 1st Lt. D. H. Jarvis (Commanding).*

The objective of the mission was for the Cutter Bear to transport a rescue party to Cape Vancouver Alaska where they would be put ashore and would then collect reindeer and drive them to Point Barrow where they would be used as meat for the marooned whalers. The rescue party was appointed by Captain Tuttle and was comprised of three members, then Lt. David Jarvis, Lt. E. P. Berthold, and Dr. S. J. Call of the U.S. Public Health Service. The mission would be known as the "Overland Relief Expedition of 1897".



*The BEAR off Pt. Barrow in the early summer of 1898, enroute to relieve the whalers.*

The Bear pushed as far north as the ice permitted stopping at various places along the Alaskan continent to procure dogs, sleds, and native clothing. Jarvis's plan was to "go light" procuring food and other necessities along the way. On December 15, 1897, the Bear had found her way as far north as possible and pulled into an Eskimo village Tununak near Cape Vancouver. Lt. Jarvis and his group departed the ship and took up company with a half-Russian trader who guided the expedition to St. Michaels. Through the confusion, some of the supplies that were sent ashore were lost before everything and everyone could be accounted for. They knew that time was of the essence as the whalers were in dire emergency and if the expedition were not able to get through, it would be the following June or July before a relief could be effected and by then death may have overtaken the entire crew due to lack of food and supplies.

The Relief Expedition got underway. Ahead lay 1500 miles of Alaskan wilderness at temperatures that would reach as low as a  $-60^{\circ}$  and the gloom of a dark arctic winter. But they had to go as the President had requested the mission. Meanwhile, the Bear headed back to Seattle. Lt. Jarvis was forced to travel far inland during the first part of the journey due to unseasonable southern storms which had broken up the shore ice and created unavoidable obstacles. The weather was very warm making the snow soft and sticky and extremely hard to travel on. Only a few miles were covered each day. Food was also in short supply along the way as the villagers themselves were experiencing a hard year. After only a few days travel the dogs became exhausted and Lt. Jarvis was forced to leave Lt. Berthold, the Russian trader and the reindeer herder to travel behind. Lt. Jarvis always reminded himself that he must hurry, the others would follow behind after the dogs had rested.



*The herd of reindeer enroute to Pt. Barrow.*



*The BEAR joining the surviving whaling vessels at Point Barrow on 28 July 1898.*

As time went on, the weather got colder and more fierce. The days were short, visibility was often so poor that they came near plunging over cliffs in blizzards.

While Lt. Jarvis and company were enroute north, unknown to them, a mate Tilton had struggled south from the whaling fleet to tell the world of the whalers fate. When he reached St. Michaels he heard of the mission to drive reindeer north and termed it as "impossible".

Many times the hospitality was poor but they managed to keep the expedition members alive and pushing onward.

Upon reaching Cape Prince of Whales, about 500 miles north of St. Michael, Lt. Jarvis succeeded in persuading a missionary, W. T. Lopp and the eskimo "Charlie" (Artisarlook), to lend them their most valued 400 reindeer to the expedition and to move them onward toward Point Barrow 800 miles to the north. This part of the journey imposed grave fatigue on all members of the expedition. Bitter weather, blowing snow, blizzards, rough terrain, and short days turned the expedition into a nightmarish ordeal. However, Jarvis remained as determined as ever. As Lt. Jarvis related in his journal:

"A philosophical common sense is a great help in living in the Arctic, as elsewhere. If you are subjected to miserable discomforts, or even if you suffer, it must be regarded as all right and simply a part of the life, and like sailors, you must never dwell too much on the dangers or suffering."

After some 1500 miles and 100 days, 26 March 1898, The Relief Expedition sighted one of the marooned vessels, the Belvedere which was partially hidden by banked snow. As Lt. Jarvis again relates in his journal:

"We drew up alongside at 4 P.M., and going aboard announced ourselves and our mission, but it was some time before the first astonishment and incredulousness could wear off and a welcome be extended to us."

Lt. Jarvis found outbreaks of scurvy, poor living conditions, very poor morale, and critical food shortage among the starving marooned whalers. It was clear that the whalers had been through hell and that they were waiting for inevitable death.

The arrival of fresh meat soon helped cure the scurvy and Lt. Jarvis set about to improve the living conditions and morale by organizing the victims and building more adequate quarters ashore using parts of the icebound vessels. New sanitation facilities were constructed, cleanliness was enforced and medical help was administered.

Lt. Jarvis became the sole arbiter and settled disputes where necessary. He dispursed supplies equitably and prudently. Baseball games were organized in an attempt to bring the victims out of their depression, and provide much needed exercise.



*Mr. W. T. Lopp, Superintendent of the Teller Reindeer Station, Alaska.*



*A group of whaling men who survived the winter because of the fresh meat and order brought in by the Overland Expedition.*

It was 28 July 1898 when the men at Point Barrow sighted the Revenue Cutter Bear approaching to provide the long awaited relief. Captain Tuttle was overwhelmed to find that Lt. Jarvis had accomplished his assigned task and set immediately to taking on survivors and returned to Seattle on 13 September 1898.

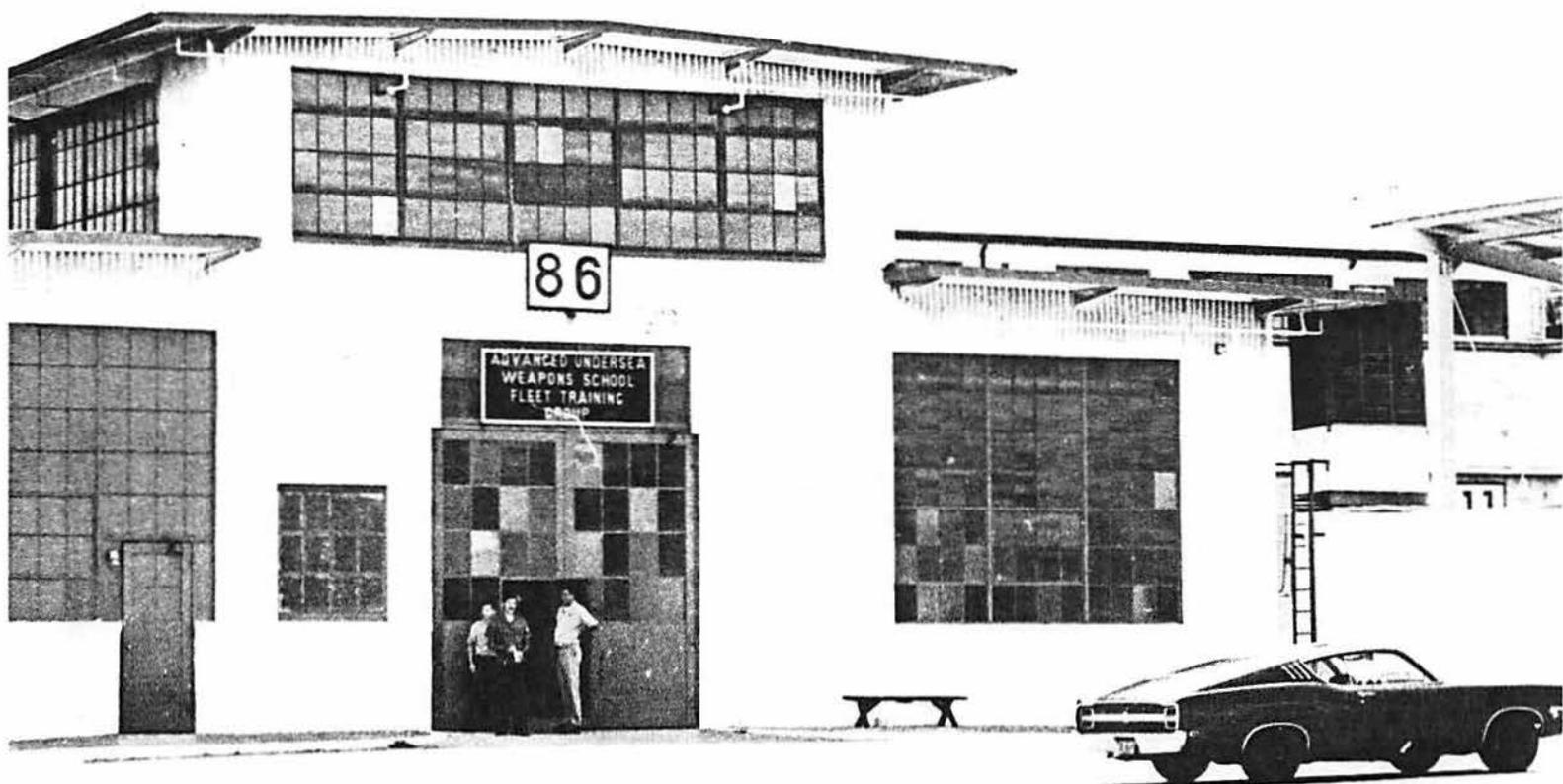
On 28 June 1902, Congress awarded Lt. Jarvis, Lt. Berthold and Dr. Call gold medals for what President McKinley had termed "a victory of peace".

Lt. Jarvis was promoted to the rank of Captain and then resigned from the U.S. Revenue Cutter Service. He became treasurer for a commercial fishing corporation in Alaska and served in that position until his death on June 23, 1911.

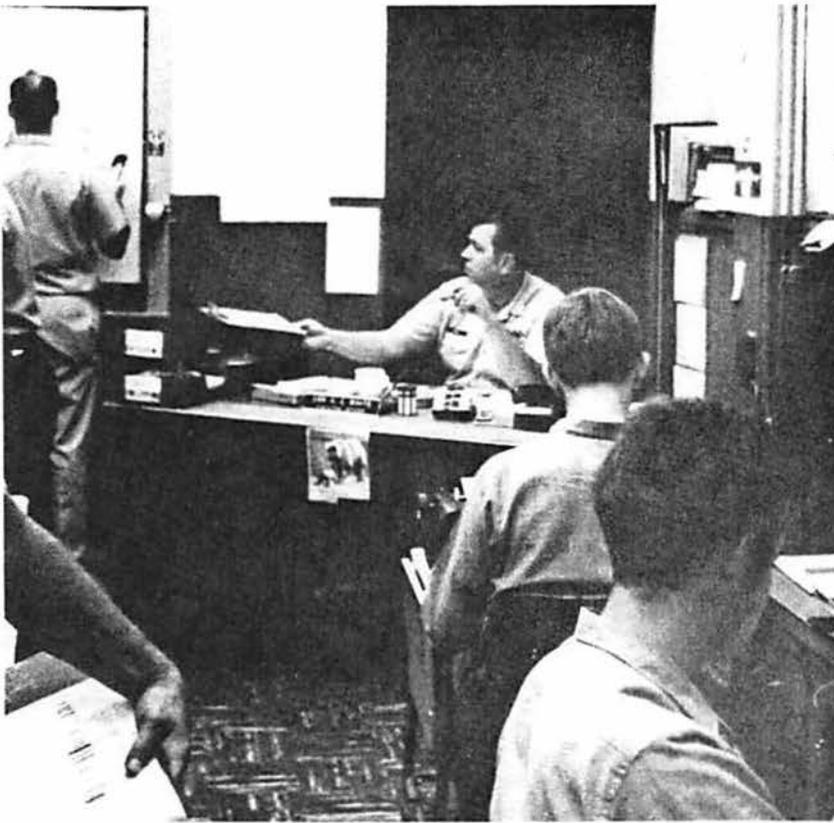
For this heroic man the USCGC JARVIS (WHEC-725), the eleventh of the secretary/hero class 378 foot cutters, was named so appropriately. Now we must live up the traditions set forth by Capt. Jarvis.



*A photograph of the Overland Relief Expedition enroute to the marooned whaling vessels in March of 1898.*



**PRECOMMISSIONING**

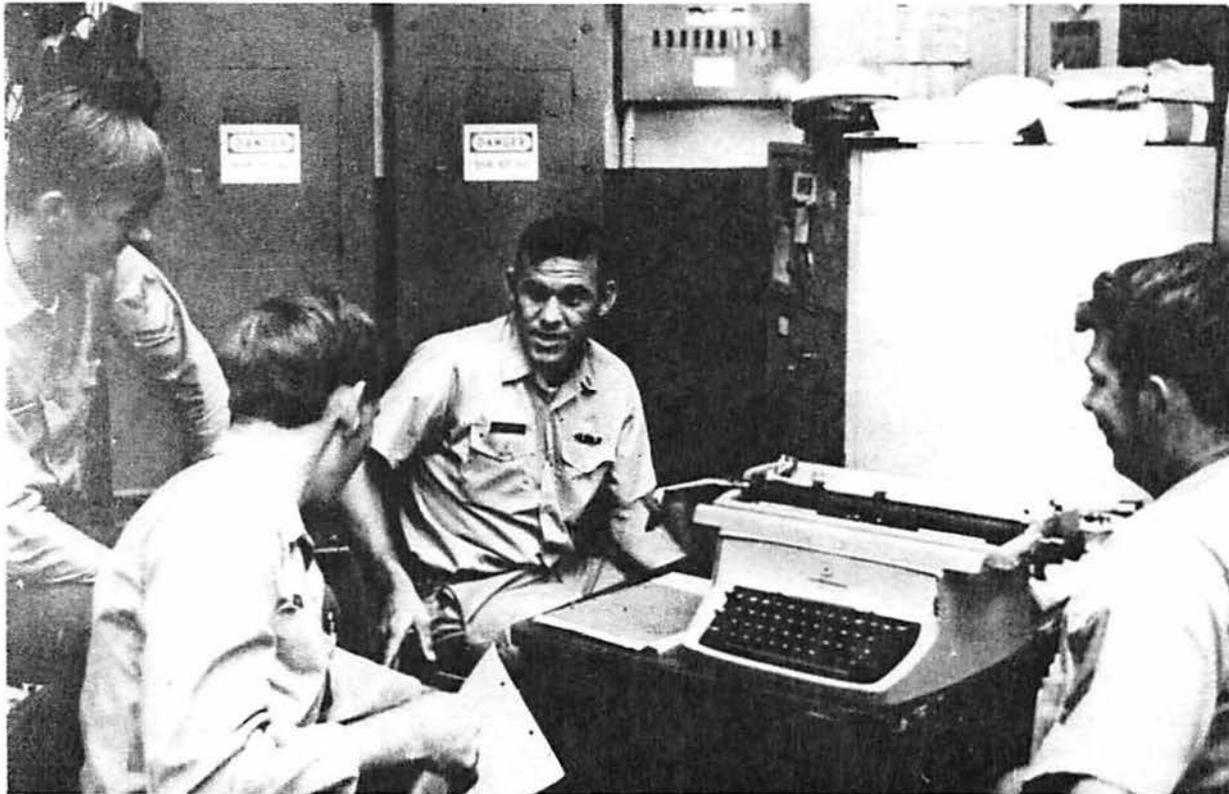
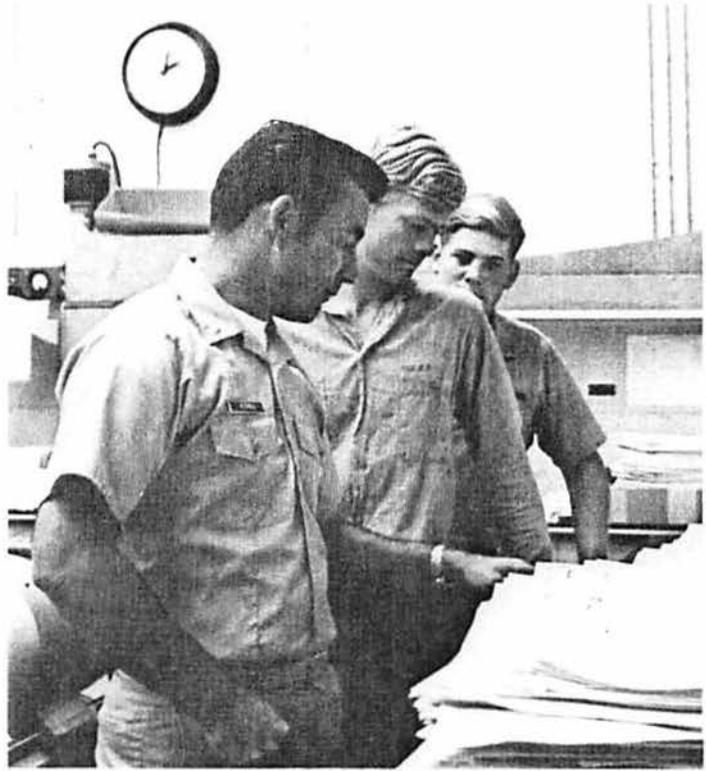


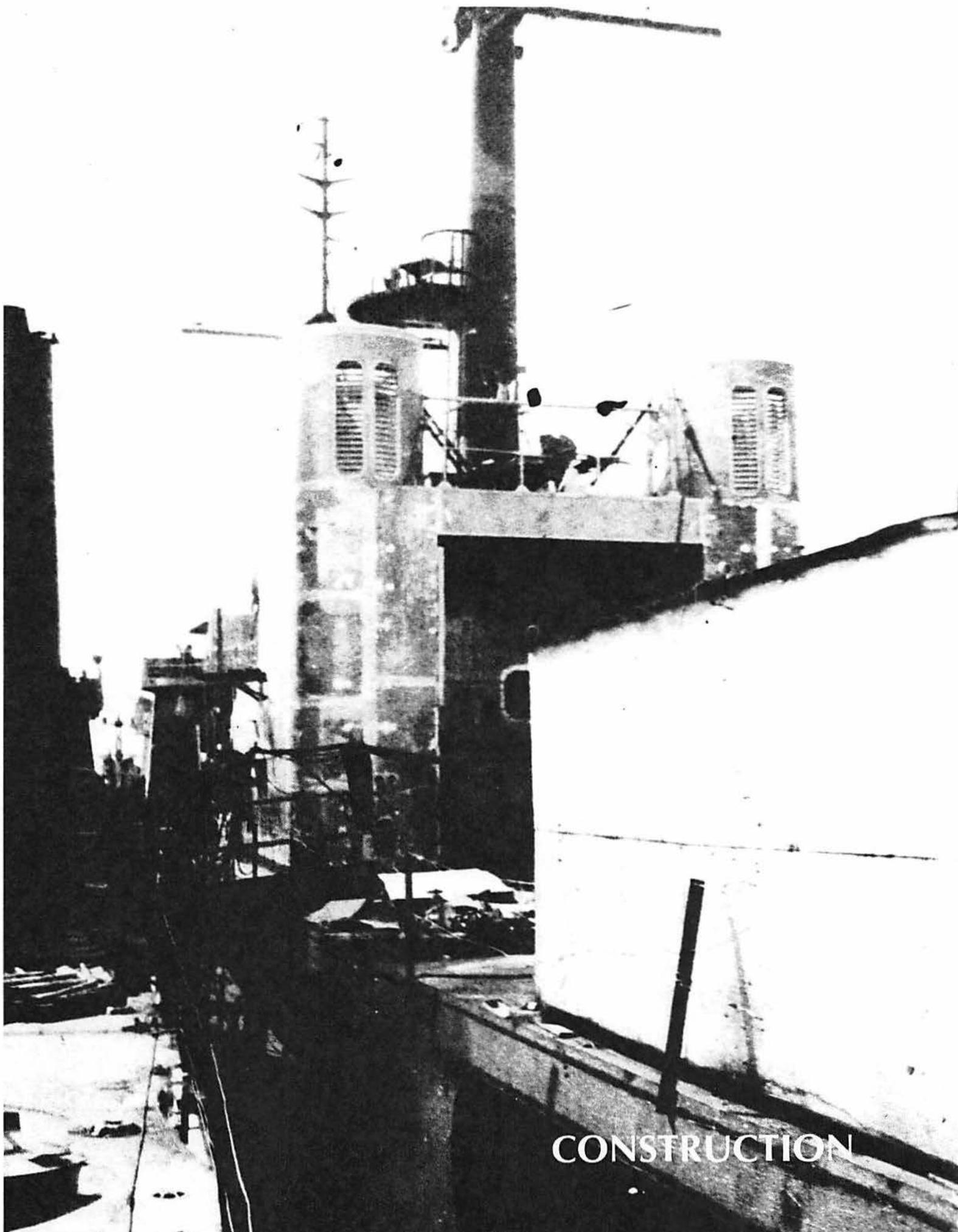
Building 86, Ford Is., Hawaii was the assembly point for personnel who were ordered to the JARVIS. This point marked the starting point for most of us. The old WW II buildings didn't have much resemblance to a new 378 foot cutter, but it was our new temporary home established for the purpose of assembling the new personnel, training them at the Fleet Training Group Schools and also, as the scene to establish all the required organization manuals, publications, administration, berthing and messing facilities while the ship was still under construction at Avondale Shipyards in New Orleans.

The Precommissioning Detail as it was called opened its doors for business on 19 September 1971. The first man to report for the detail was Ens. J. R. Nagle. Approximately 140 personnel reported to "Precom" and were "shaped up" for the coming assignment.

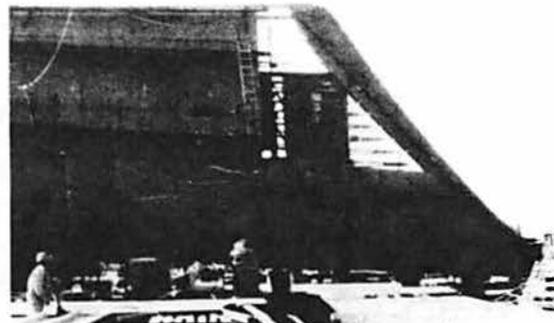
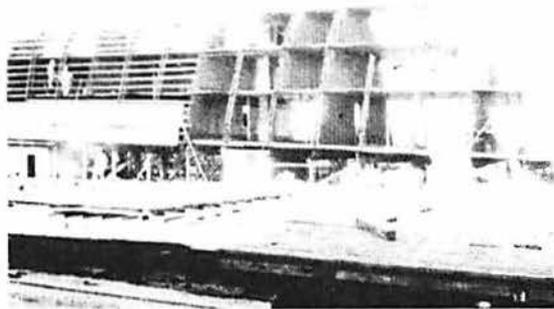
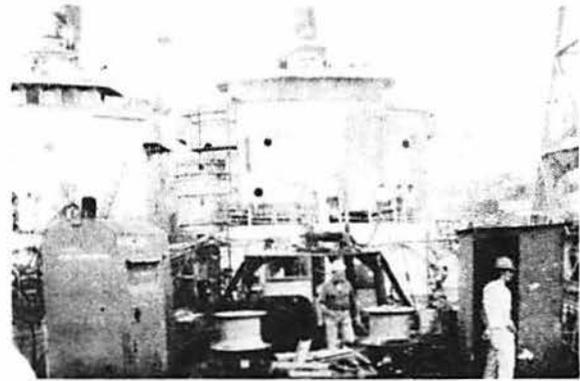
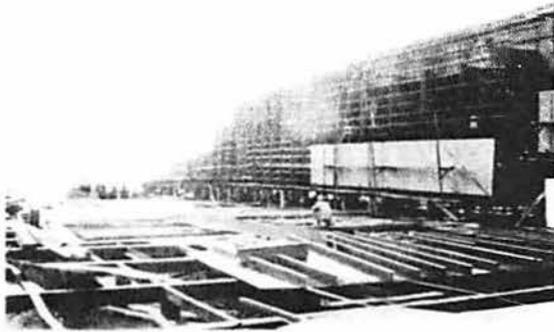
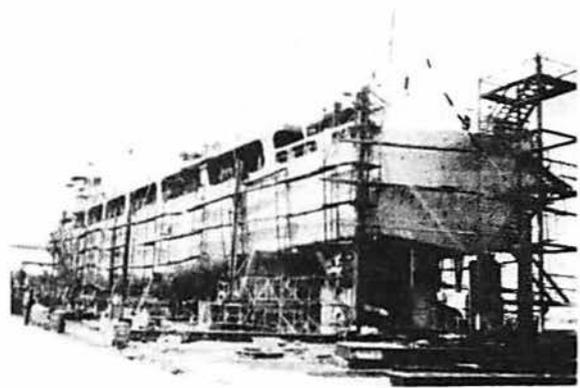
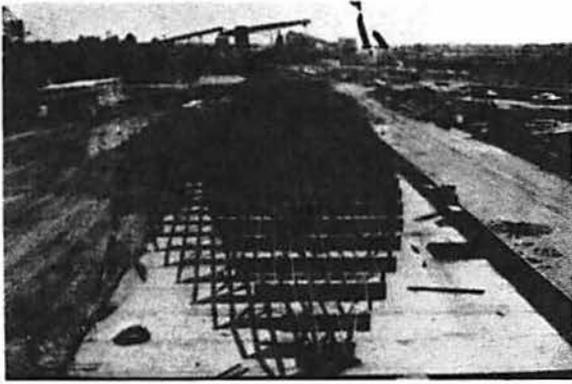








CONSTRUCTION



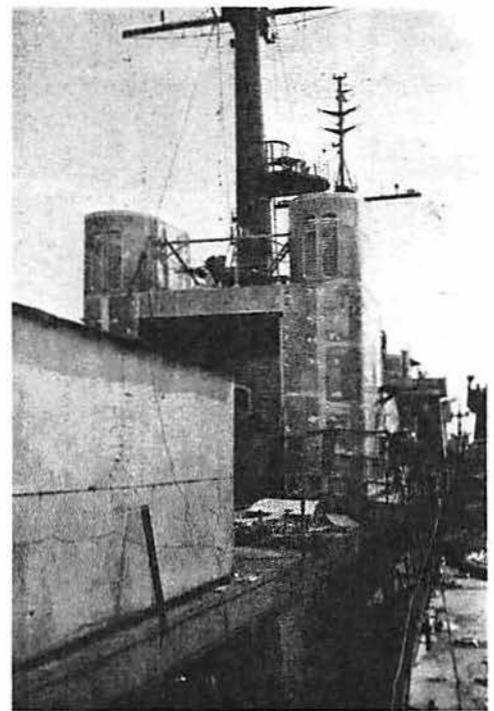
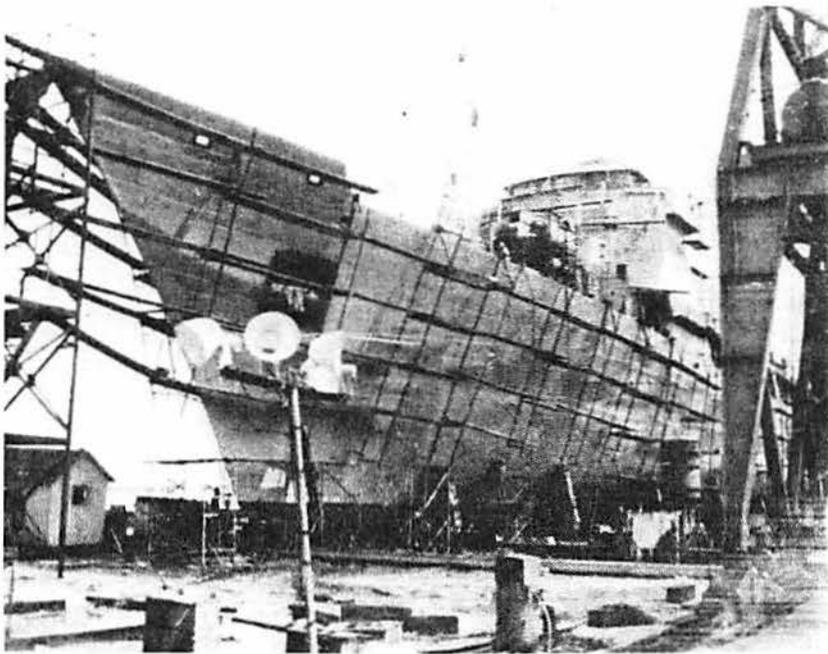
The birthdate of the JARVIS was 9 September 1970 at Avondale Shipyards, New Orleans, LA. The ship was constructed in sections and then rolled into place where all sections were welded together. The JARVIS was constructed under especially rigid specifications and with top quality materials throughout.

The JARVIS was finally launched on the 24th of April 1971 after being sponsored by Mrs. James M. Beggs, wife of the Honorable James M. Beggs, Undersecretary of the Department of Transportation. But the end was not yet in sight, the JARVIS had a lot more growing to do. The ship was then towed into a new location within the yard where she would be dressed and outfitted. The remaining work would take some eight months to complete.

While the JARVIS was under construction, work was constantly being inspected and accepted (or rejected) by coast guard personnel who were attached to the U.S. Coast Guard Resident Inspectors Office within the yard. Many of the staff inspectors were ultimately ordered to the JARVIS for assignment to duty, so it is sure that those inspectors were critical of the work that they accepted. Some of these personnel were CWO3 W. A. Strickland, ETCM D. A. Eckler, ENCS H. E. Cox, EM1 E. N. Metzbower and FT2 L. T. Cearly.

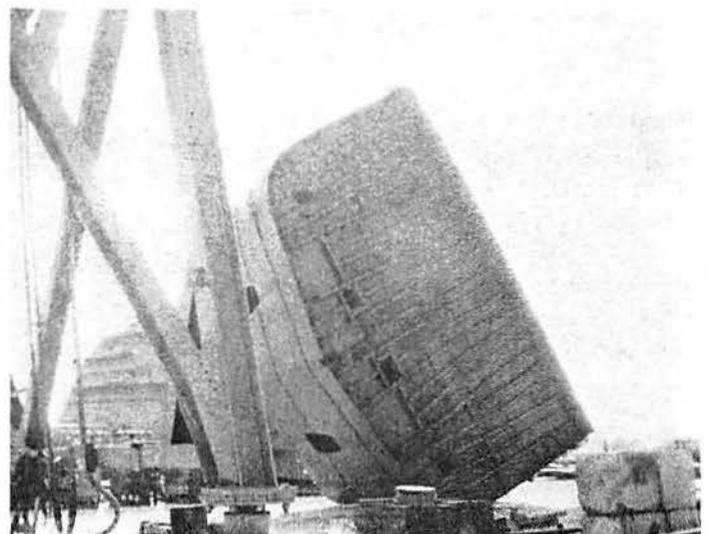
The JARVIS was declared ready for builders trials on 14 December 1971 and got underway from Avondale down the Mississippi and into the Gulf of Mexico where she was put through the first tortuous tests.

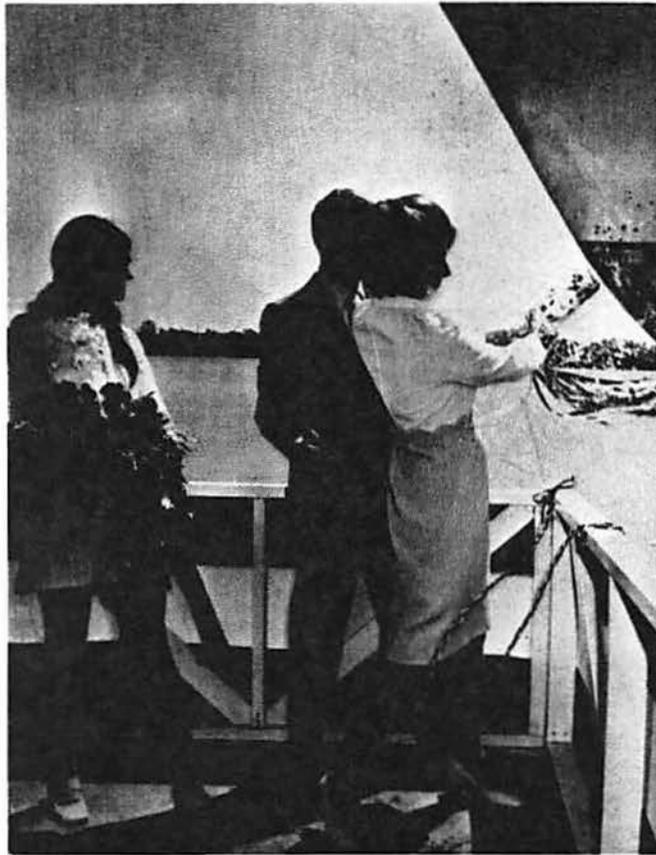
On the 16th of December the JARVIS returned to Avondale after completing her trials having finished with a minimum of flaws. During the remaining few days prior to acceptance, these problem areas were corrected making ready the newest and finest 378 afloat.



## HISTORICAL DATA

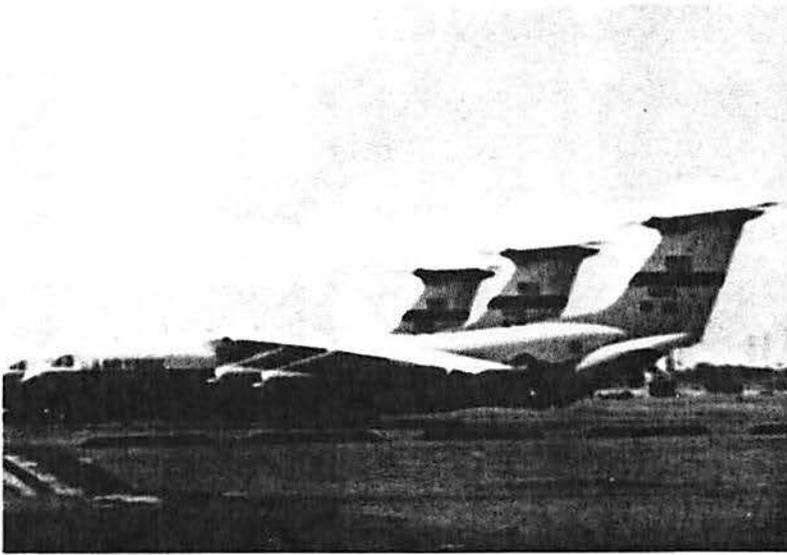
Keel Laid	9/9/70
Launched	4/24/71
Ships Length	378'-3"
Beam Molded	42'0"
Sponsor	Mrs. James M. Beggs
Built By	Avondale Shipyards, New Orleans
First Sailing	12/14/71







**ACCEPTANCE  
& "IN COMMISSION SPECIAL"**



Now that the JARVIS was ready to be accepted by the Coast Guard, the Honolulu Pre-Commissioning Detail loaded aboard a MACC-141 Starlifter at Hickam and flew to New Orleans via San Francisco. The group of about 91 officers and men landed at Belle Chase Airport in New Orleans on the 29th of December 1971. Personnel were dispersed to temporary lodgings at the Howard Johnsons Motor Inn and the Congress Inn both in New Orleans.

The JARVIS was accepted by RIO (Commander R. Lucas) and then turned over to Captain F. O. Wooley on the 30th of December at Avondale Shipyard. The JARVIS was moved to the Naval Support Facility where loadout and outfitting took place.

The Pre-Commissioning and official beginning of the JARVIS took place on 17 January 1972. The day was cold, crisp and clear and the proceedings were carried out in a smart manner. About 200 guests attended the Pre-Commissioning among them were Congressman F. Edward Hebert, RADM John D. McCubbin, MCPOCG Charles Calhoun and others.

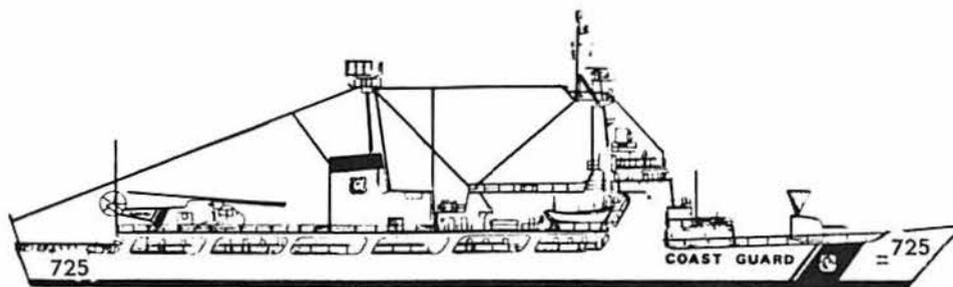
The JARVIS took departure from New Orleans on 18 January and sailed down the Mississippi en-route Baltimore.



UNITED STATES COAST GUARD CUTTER

# JARVIS

WHEC-725

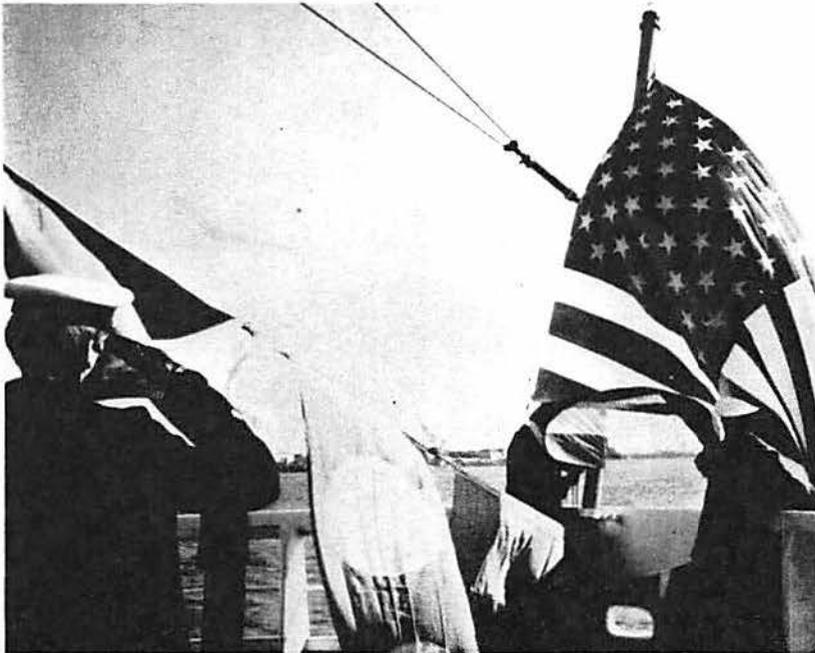


## *Commissioning*

Monday, 17 January 1972

NEW ORLEANS, LOUISIANA







BALTIMORE



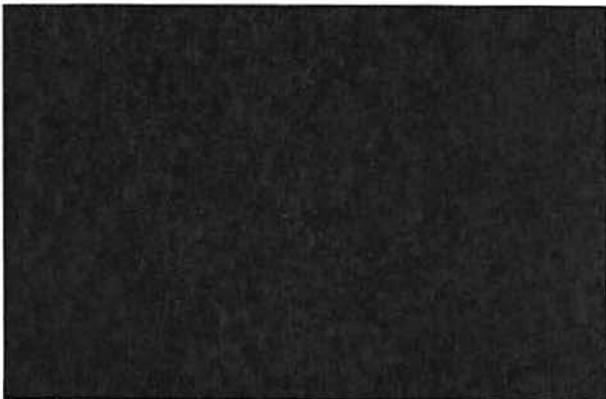
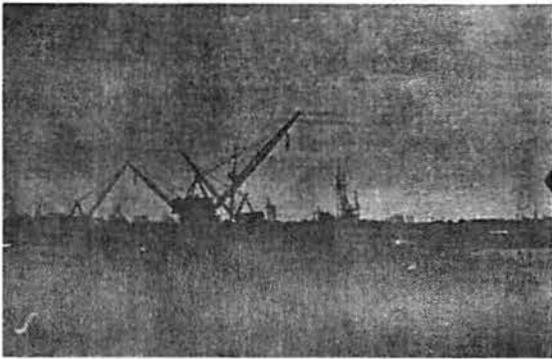
The day was dim, dreary with rain, snow and . . . cold. The scene was the Coast Guard Yard where we were to spend about three months. The date was 22 January 1972.

During our first yard period, many changes were to take place that would equip the JARVIS to agree with the "latest fleet specifications". Among those changes were adding a new sonar, addition of several electronics equipments, modification of the balloon shelter and smoke stacks, and many other changes that would streamline the JARVIS.

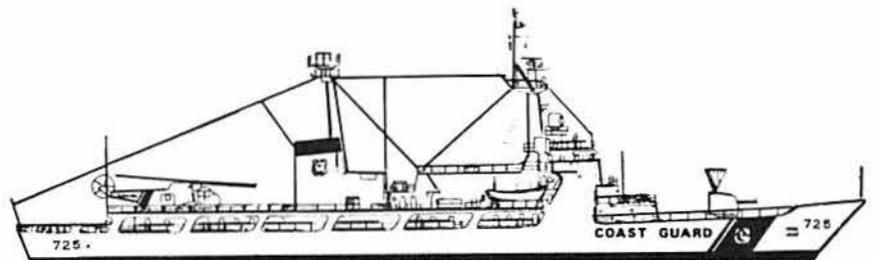
The cold and winter environment in Baltimore were not welcomed by most as it had been an unwelcomed change from Honolulu and New Orleans. Some of the luckier crewmembers were able to take a trip home midway during the yard period to see their families. Despite the shortcomings in the environment, most crewmembers found new diversions. After all, our nation's capitol was only an hour away and Ernels was only minutes away.

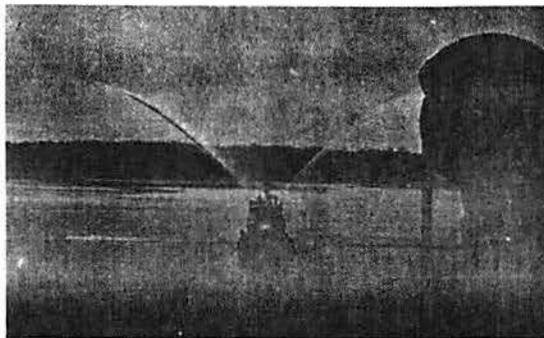
With spring approaching and the retrofit period completed, the JARVIS was once again set to sea leaving many memories behind. The date was 29 March 1972. Bigger and better times were envisioned now!!





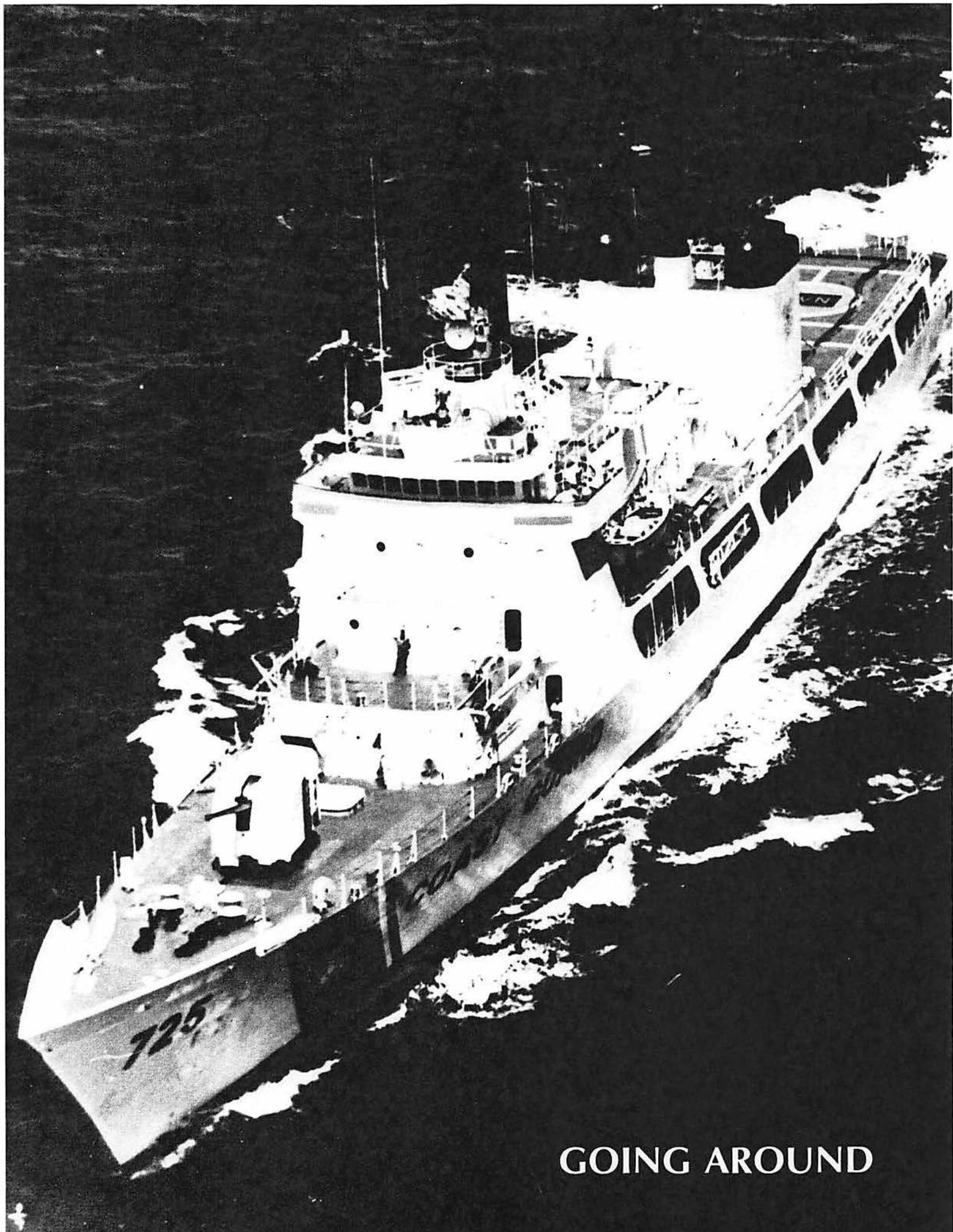
*This space reserved  
for a Picture of Ernels*



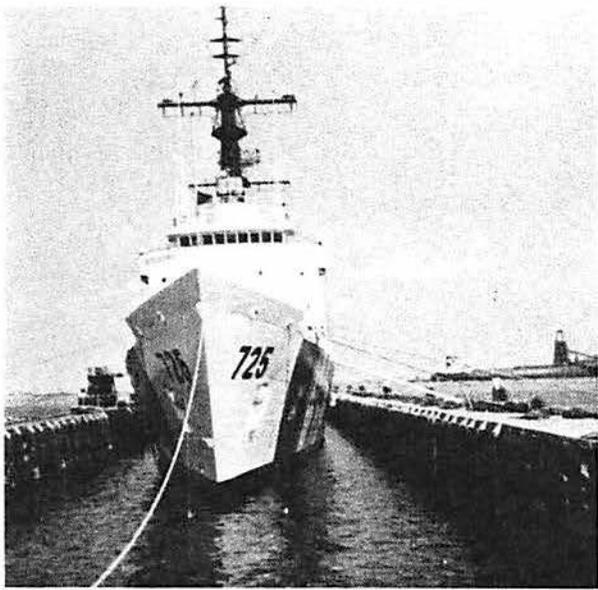


*The X.O. doesn't look happy about being in Baltimore.*



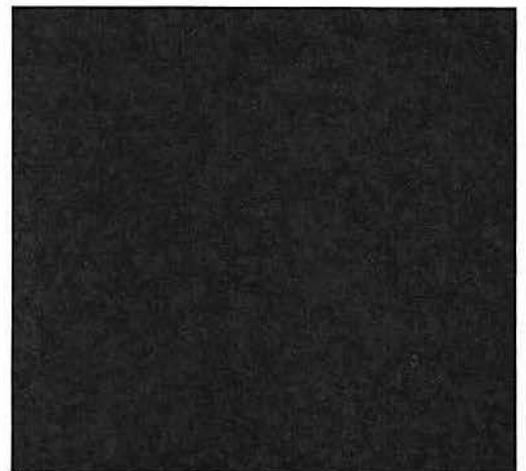
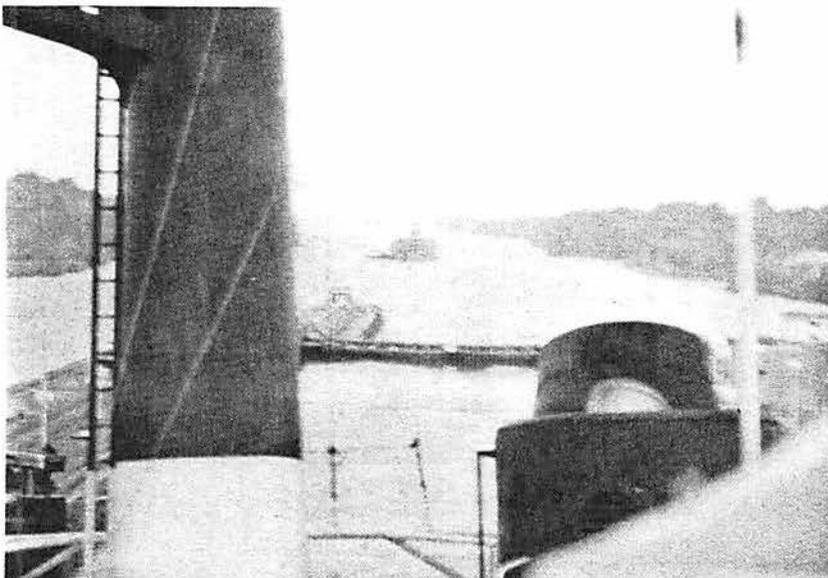
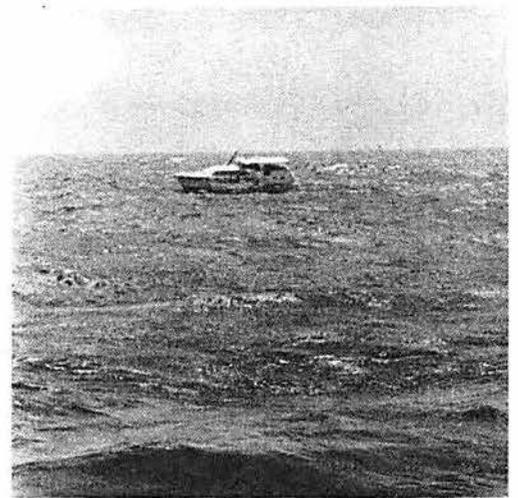


GOING AROUND

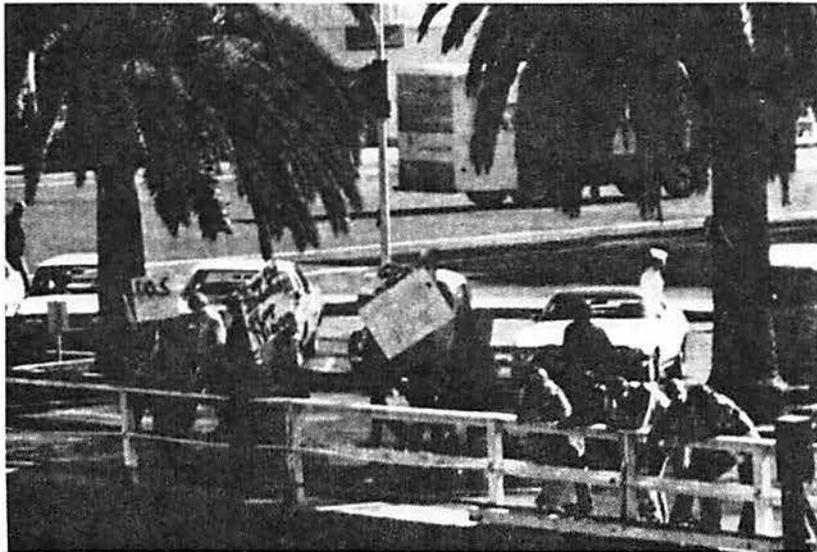
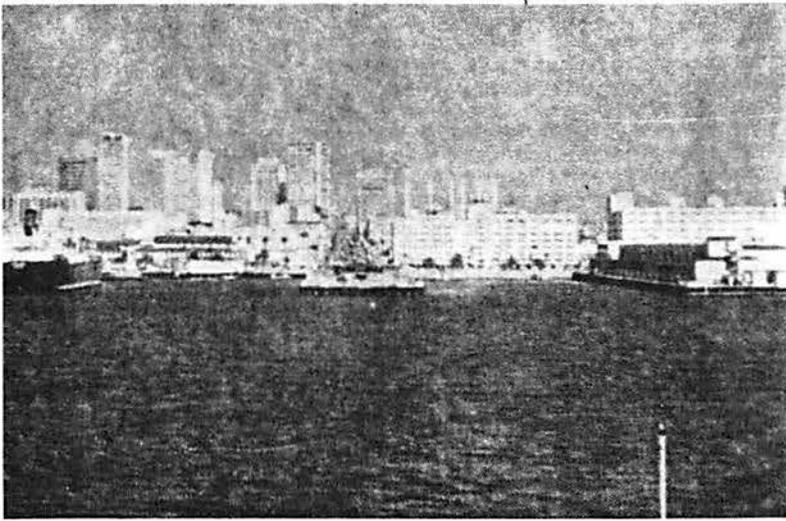


With Baltimore behind and at sea again enroute Honolulu via Panama, the JARVIS encountered engineering difficulties that, unknown to us at the time, would cost us a scheduled trip to Aruba. After completing repair work and other various tests, the JARVIS set about her journey. Upon entering the Caribbean, the JARVIS received her first SAR call. After a short search, the M/V COMPROMISE was found drifting without power several hundred miles North of Panama. The boat was taken in tow and taken into Panama.

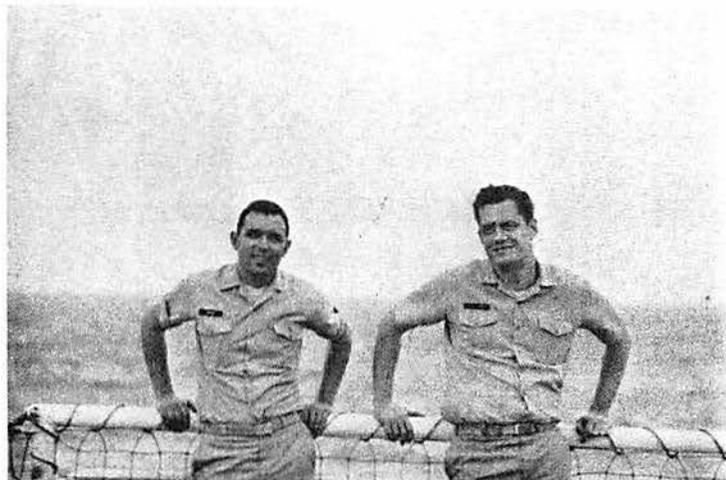
The JARVIS entered the canal late in the afternoon and it wasn't long before night was upon us. The transit was new to many and uneventful to the "salts". The JARVIS reached the Pacific side of the Canal about midnight and tied up . . . ever so briefly . . . at the Naval Station Rodman, Canal Zone. And ever so briefly it was . . . no liberty was granted and about two hours later the JARVIS experienced her first contact with the Pacific.

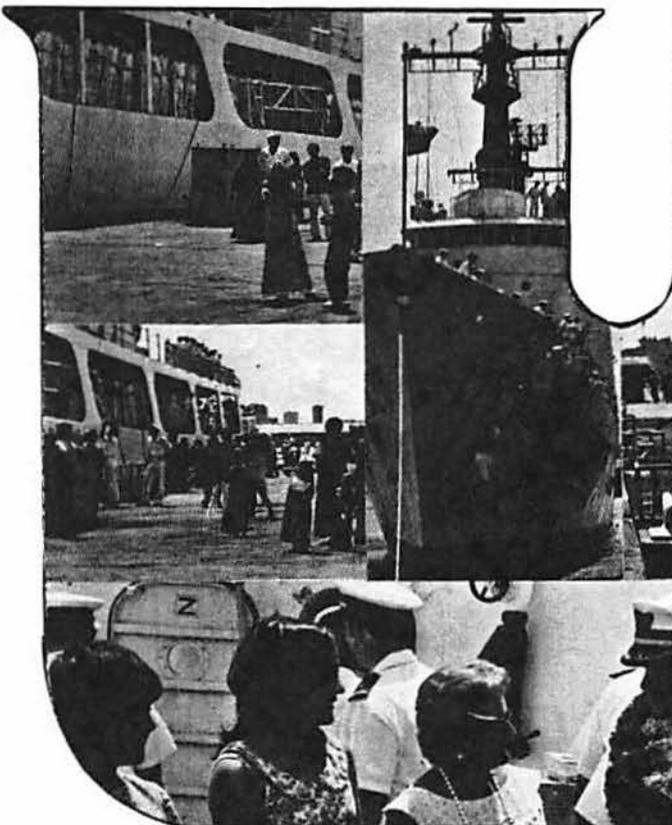
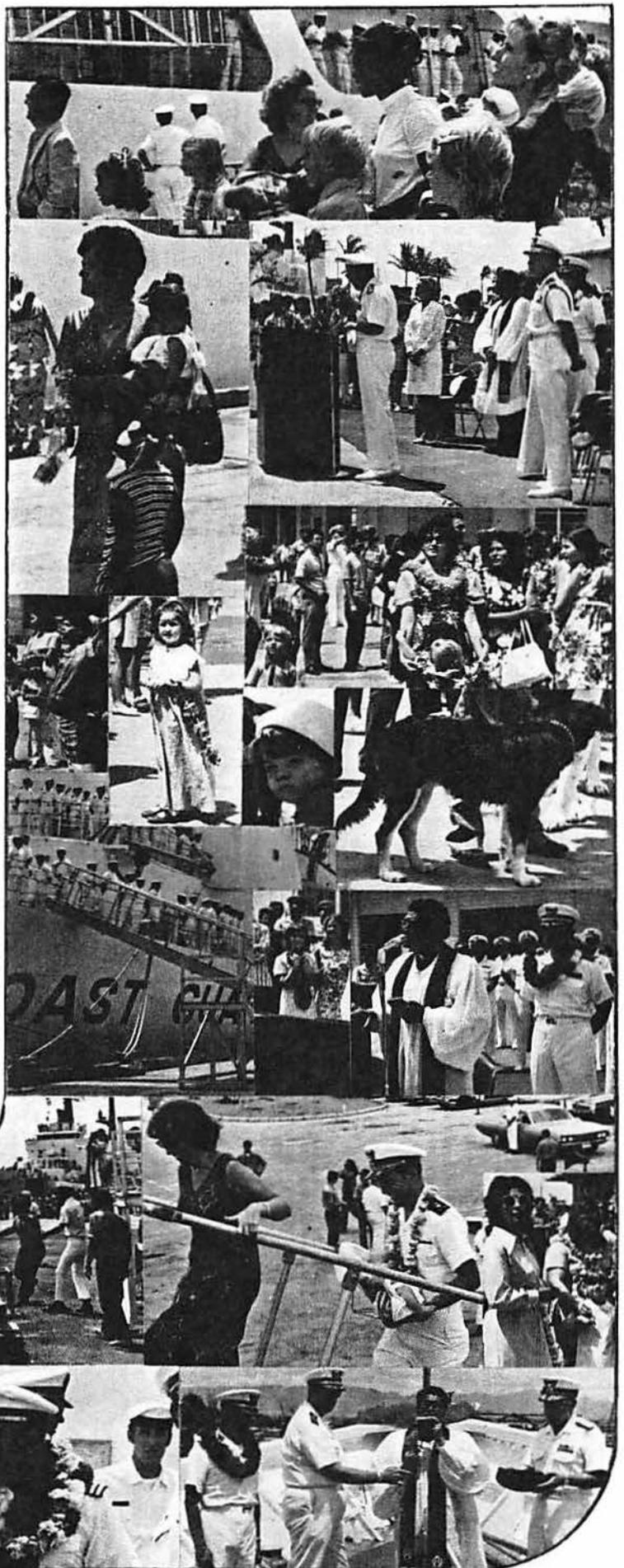


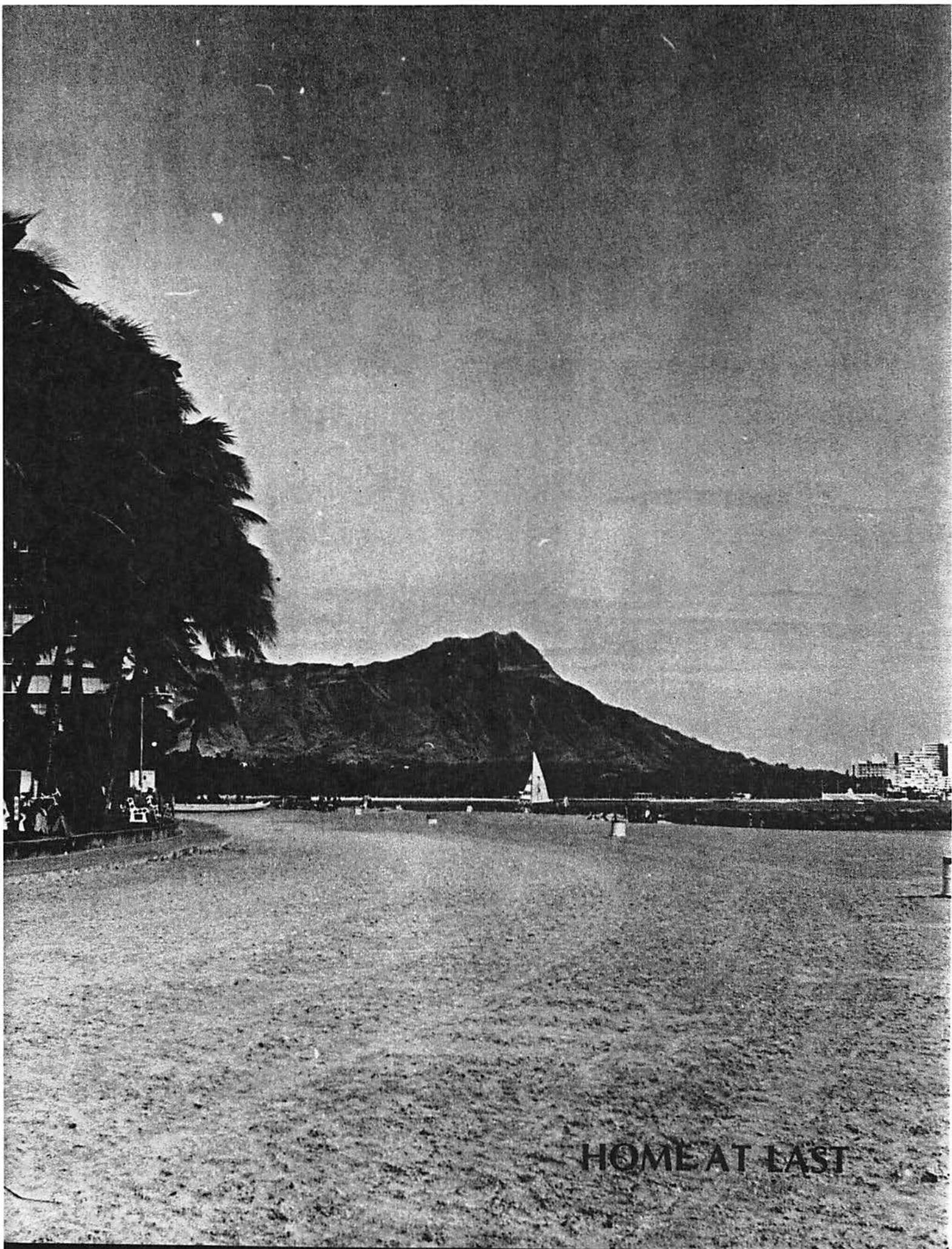
*Our Liberty in Panama.*



A few days of smooth sailing found the JARVIS entering San Diego for repairs, fuel and R&R. It was 15 April 1972. Although the JARVIS was again "marooned" to complete engine repairs for an extra few days, we finally departed San Diego on 26 April enroute Honolulu. San Diego had been a welcomed port of call but Honolulu was now on the horizon and on 3 May 1972, the JARVIS was home . . . for the first time.





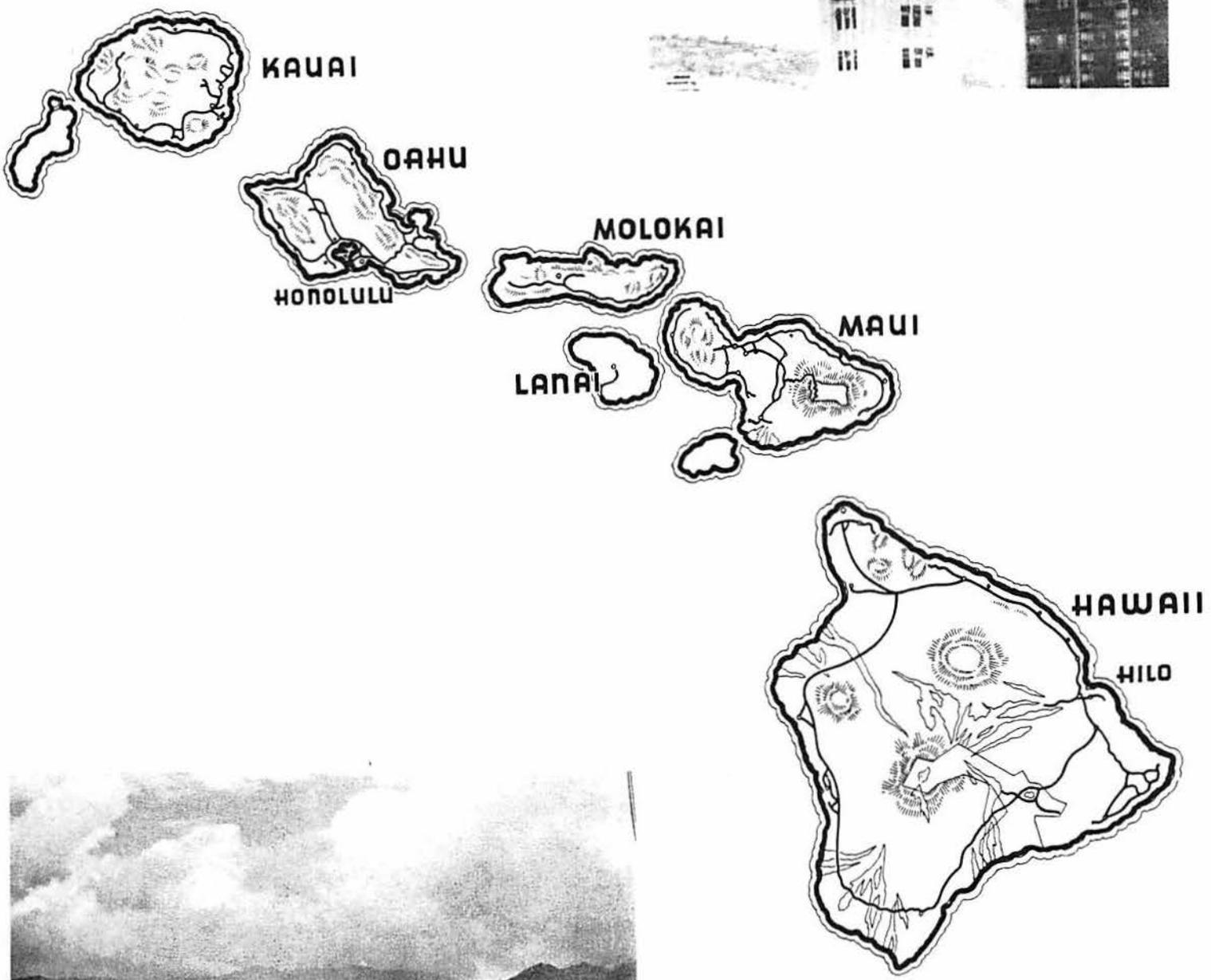


HOME AT LAST

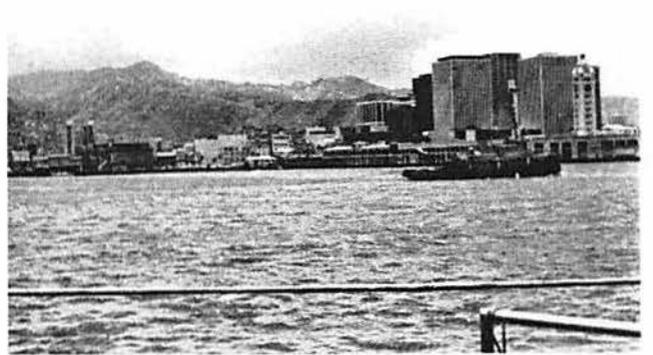
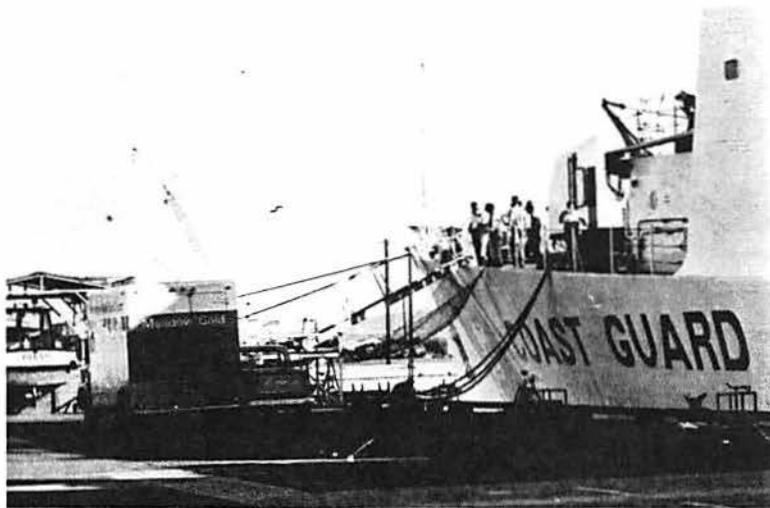
Our arrival in Honolulu on 3 May was a happy occasion. It had been months for many of the crew members since they had seen family and friends but most of all, everyone was eager to show the Coast Guards "newest and finest" . . . All had worked hard and had come a long way and now was time to show the end product.

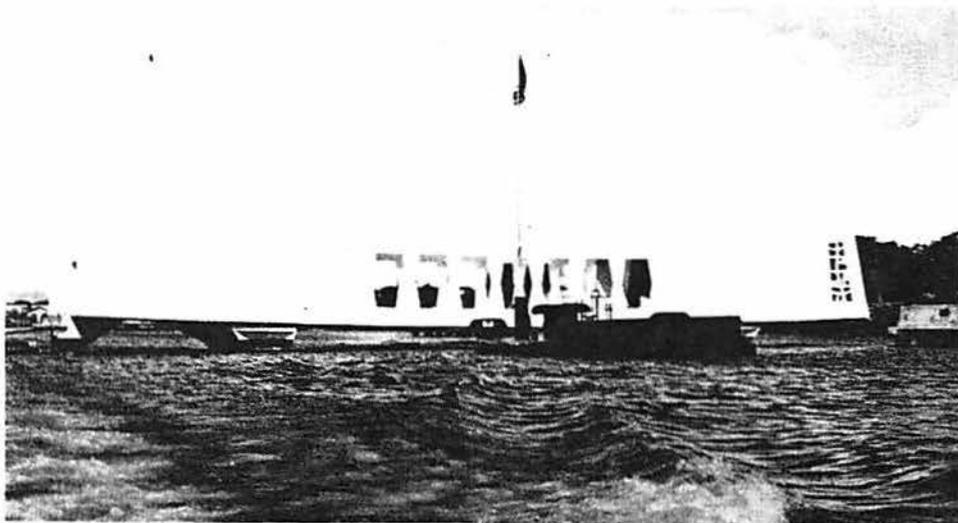
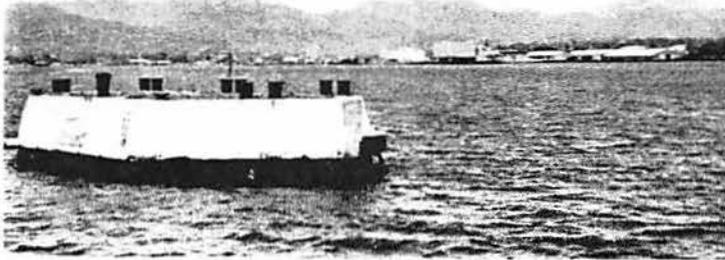
Aside from being attached to the JARVIS or any other unit, Honolulu is usually enjoyed by all. There are many sights to be seen and many other sights that become permanent "landmarks" to those who sail in and out of Oahu. Many faces and cultures are reflected in Honolulu's "Island living". To many, it becomes home and it seems that the import periods are never long enough. To those who have spent their tour aboard the JARVIS, will well recognize the scenes pictured here, many of them along or near our daily "paths".

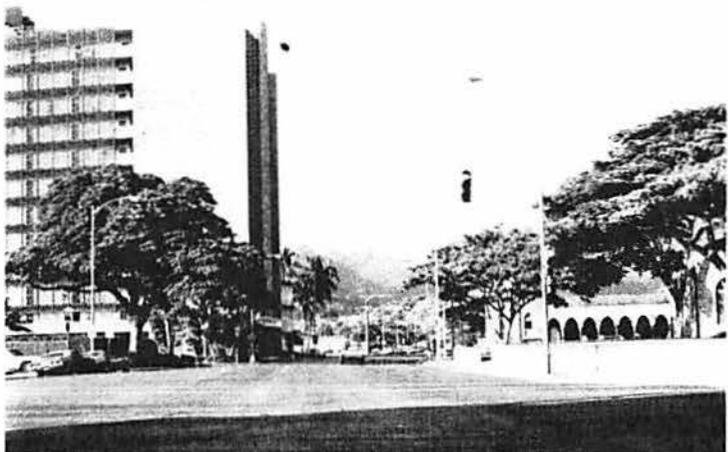














26

FLEET TRAINING GROUP

SHAKEDOWN

# Personal Notes/Pictures

The JARVIS's first shakedown training began at Ford Island, Hawaii on 12 June 1972. It opened with a group of Navy and Coast Guard evaluators who presented themselves aboard to conduct their initial readiness inspection. The days to follow meant intensive training for the entire crew. The purpose of the Shakedown/Refresher Training is to insure military readiness through drills, lectures and lifelike practice.

The drills and training were normally conducted at General Quarters with several "shipriders" walking through the various compartments simulating torpedo hits, fires, personnel casualties, equipment casualties, and the like.

Some of the different phases of the training were conducted in Seamanship, Electronics, Ship Control, Anti-Submarine Warfare, Damage Control, Gunnery, Fire Control, Medical Training, Communications, Underway Replenishment, NBC Warfare, and Engineering.

Every weekday morning and even some weekends with the exception of one week which was spent on the KAIGATA MARU SAR case, saw the JARVIS underway from Ford Island at an early hour to begin the days training. The hard work and training finally paid off and on 21 July, the JARVIS completed training having won four "E's".

The following areas were issued Vessel Achievement Awards: Ship Control and Navigation, Seamanship, Operations, and Engineering.



**E**



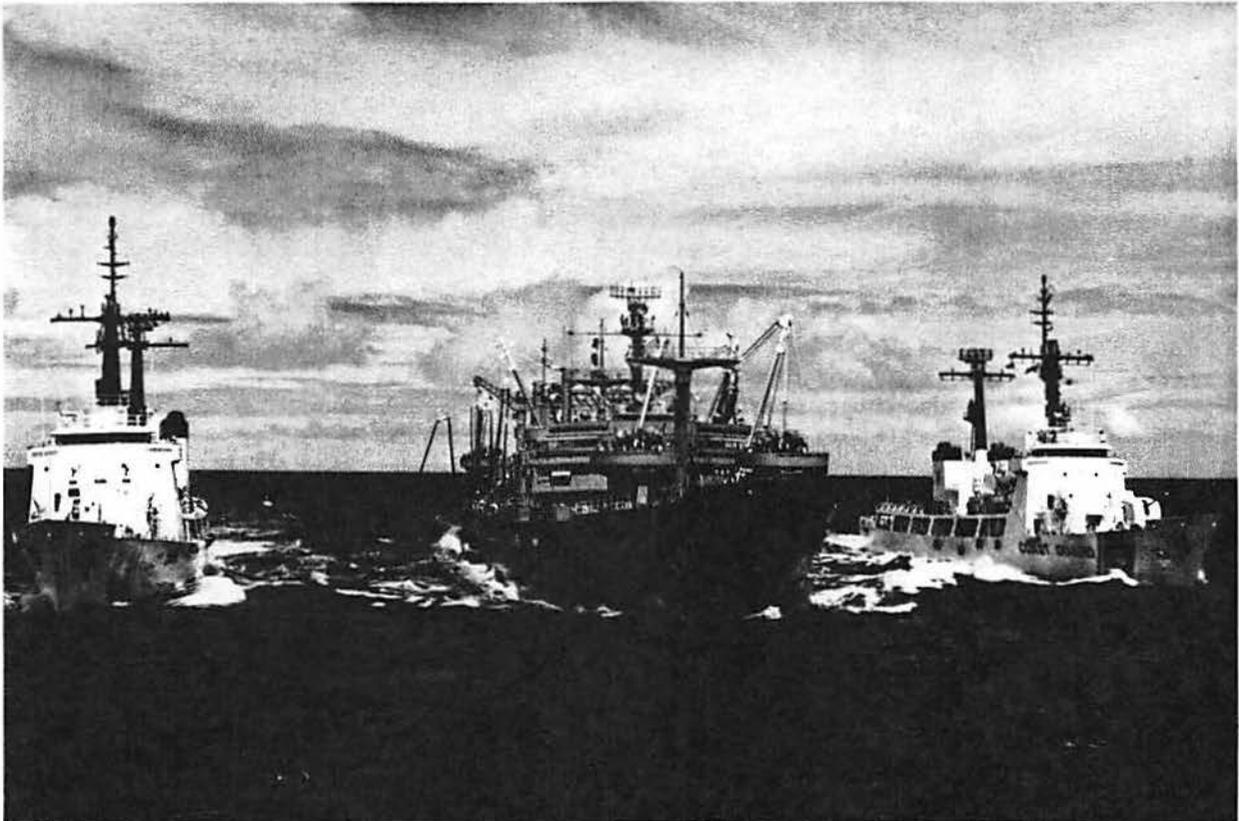
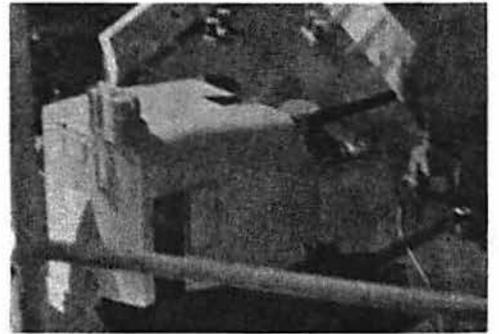
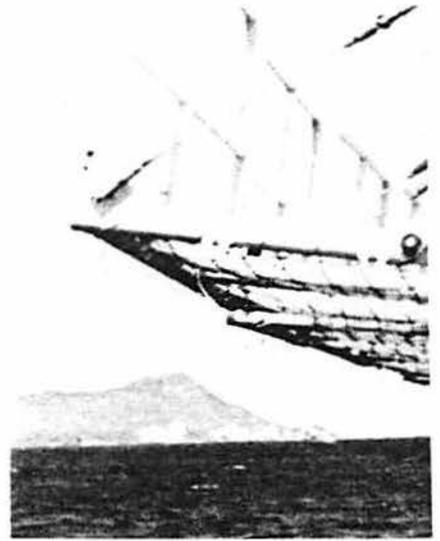
**E**

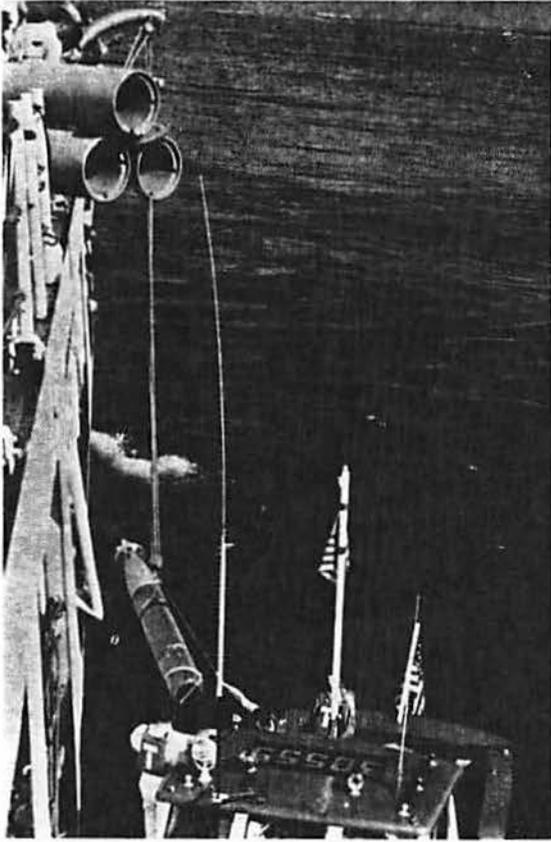


**E**



**E**





# Sea fire survivor arrives in Honolulu

From Page 1

I'm not sure what happened to the ship, which was out-bound bound from Kahului, Maui, to search for fish.

On the night of June 9, a fire broke out in the engine room of the 100-foot vessel. Because of oxygen, oil and other materials aboard the ship, Capt. Hidenosuke Kikuchi ordered all hands to board. Onodera, Kikuchi and two others were the first to jump.

That night, with high waves and only the light of the sinking ship to see by, the crewmen quickly became separated, Onodera said. At that time, they were able to keep track of each other by calling out. Within an hour, Onodera found himself alone as the burning ship sailed away — still under power. Onodera swam toward the cutter from the burning ship. In the dawn he spotted a 13-man raft off the ship and climbed aboard.

"FOR THE FIRST two or three days, he was so anxious to find his friends, he didn't even think about rest or hunger," an interpreter said.

"He has lost so many friends. He still can't talk

## Search for Lost Crew Abandoned

Hope that any of the 20 missing fishermen from the abandoned vessel Kaigata Maru No. 10 may have survived has been abandoned as the search terminated.

Only one of the 21 crewmen on board June 9 when the fishing boat caught fire was located and rescued. A Coast Guard cutter, a Liberian ship and a number of Japanese fishing boats, as well as Air Force and Coast Guard aircraft, participated in the nine-day search for survivors.

He is deeply troubled by the loss of his ship and his 20 com-

rades about it." Then the interpreter quoted him as saying:

"I didn't have any idea I'd be saved. I was just worried about my fellow crew members."

There was plenty of food and water as well as signal flares aboard the raft. When Air Force pararescuemen dropped alongside Onodera's raft about 50 miles from where the ship was abandoned, he was in excellent condition.

"He was in fine shape — didn't need any help at all," said Air Force Sgt. James Sargent, one of the two pararescuemen who dropped to Onodera's aid.

SARGENT and Sgt. Roger O'Gorman, the other rescuer, spent about three hours sharing the hospitality of Onodera's raft before they were taken by helicopter to the Jarvis.

Onodera is a national hero in Japan, where the story of his survival is big news. Most of the major Japanese news agencies were represented yesterday as the Jarvis docked at Pearl Harbor.

He was asked if he will go to sea again.

"I don't know," he said. "If I can't find my friends, I grieve."

Onodera, who is 22, was the first mate aboard the Japanese fishing vessel Kaigata Maru No. 10 which caught fire some 500 miles west of Honolulu. The fire, which was so intense that it melted and fused glass, killed the 21 crewmembers on board.

Onodera is the only one to survive.

ONODERA WAS RESCUED after being adrift for 10 days at sea in a raft. He was returned to Honolulu yesterday by the Coast Guard cutter Jarvis. He was in good physical shape but appeared exhausted and close to tears as he greeted the Japanese representatives of the ship.

Onodera speaks almost no English, but through translation and by the expression on his face and in his eyes, it became clear he is still deeply troubled by the loss of his ship and his 20 com-

rades about it. Then the interpreter quoted him as saying: "I didn't have any idea I'd be saved. I was just worried about my fellow crew members."

# Sea Search for Crewmen Continues : Helicopter 100 Late to Save Sailor

The intensive air-sea search continued today for 20 missing crewmen from the Japanese fishing vessel Kaigata Maru No. 10.

Coast Guard and Air Force C-130 aircraft, the Coast Guard cutter Jarvis and its amphibious helicopter, the Liberian freighter Serafin Topic, and 13 Japanese fishing vessels are pressing the search.

A lone survivor was rescued Monday, and a life jacket from the ship was found Tuesday by one of the Japanese fishing vessels.

The search area is about 250 miles northeast of Johnston Island.

Kiyoshi Onodera, 22, the first mate rescued from a raft, said the boat caught fire and all the men jumped overboard on the night of June 9.

HONOLULU, Maui — Da-Kamahele, 44, of Wailuku, Oahu, died yesterday following an emergency flight to a Coast Guard helicopter.

Police said Kamahele, chief engineer aboard the Hawaiian Tug and Barge Company's tugboat Malar, was dead on arrival at Memorial Hospital.

The cause of Kamahele's death has not been determined, and police have asked for an autopsy.

Kamahele had been taken on board the Coast Guard cutter Jarvis at 11:30 a.m. at the request of the tugboat skipper while the Malar was en route from Honolulu to Hilo.

The transfer took place in waters between Maui and Hilo.

## Star-Bulletin



Friday, June 30, 1972

# Survivor arrives here

His four days aboard Jarvis as it searched for survivors, Onodera said "every waking hour" he looked high on the bridge with a pair of binoculars, said the ship's skipper, Capt. Fredrick O. Wooley.

"HE WAS UP there even when he was weak. We had to drag him down for food," Wooley said.

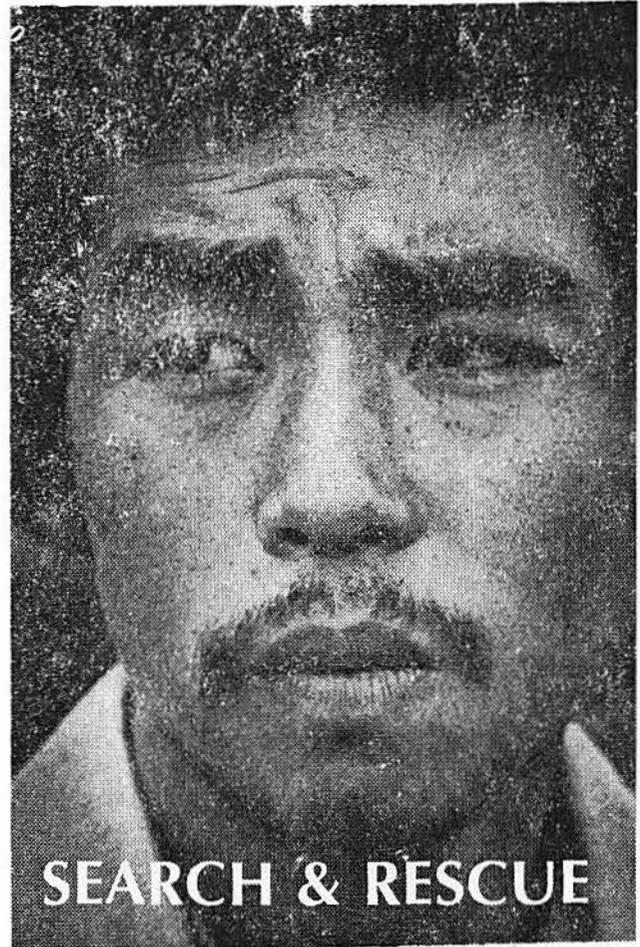
The Coast Guard had to sink the gutted hulk of the fishing sampan as a navigational hazard, Wooley said. Onodera watched.

"When the ship sank, he stood in an attitude of prayer. I put my arm around him and he was sobbing," Wooley said.

A video tape was made of the sinking and Wooley said Onodera has seen it many times — almost always with the same reaction.

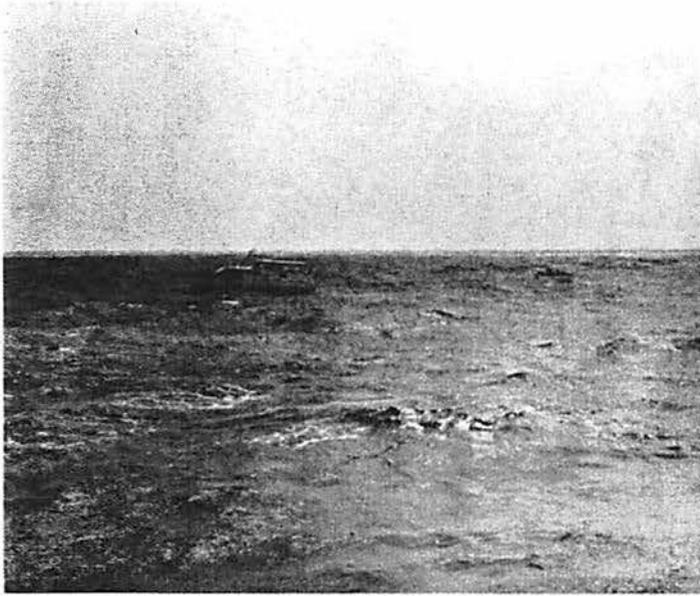
He viewed the scene again yesterday as it was replayed on the bridge of the Jarvis. He ignored the jostling of newsmen around him and stared grimly as the tape played through to the end.

ONODERA SAID through an interpreter that he is

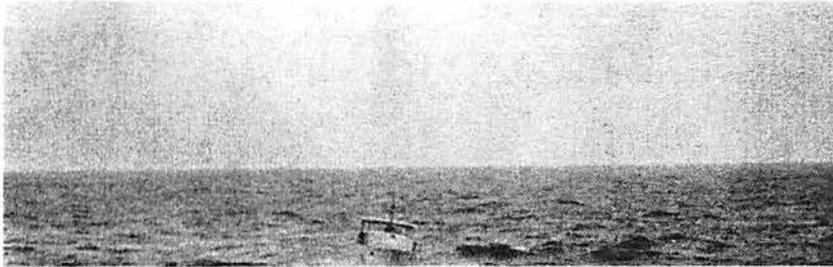


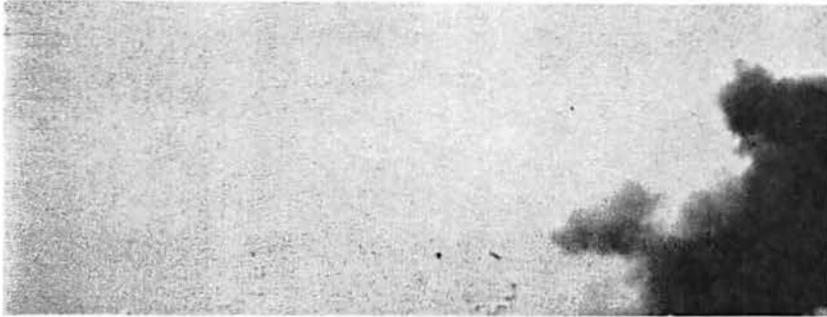
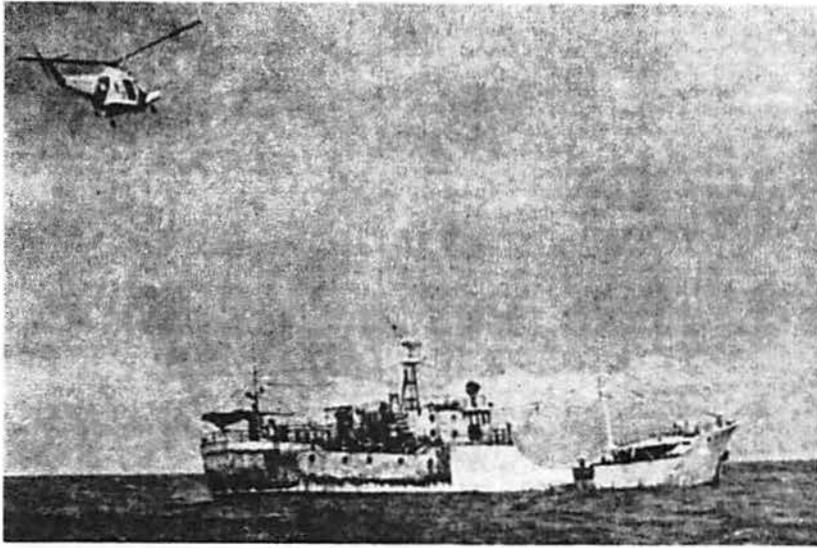
SEARCH & RESCUE

Advertiser Photo by David Yea

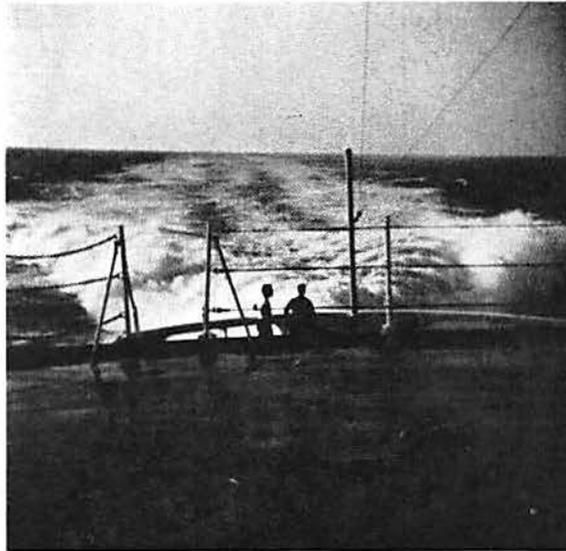
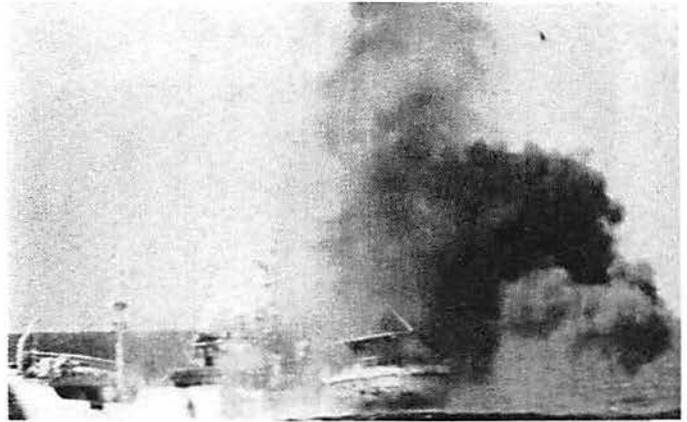
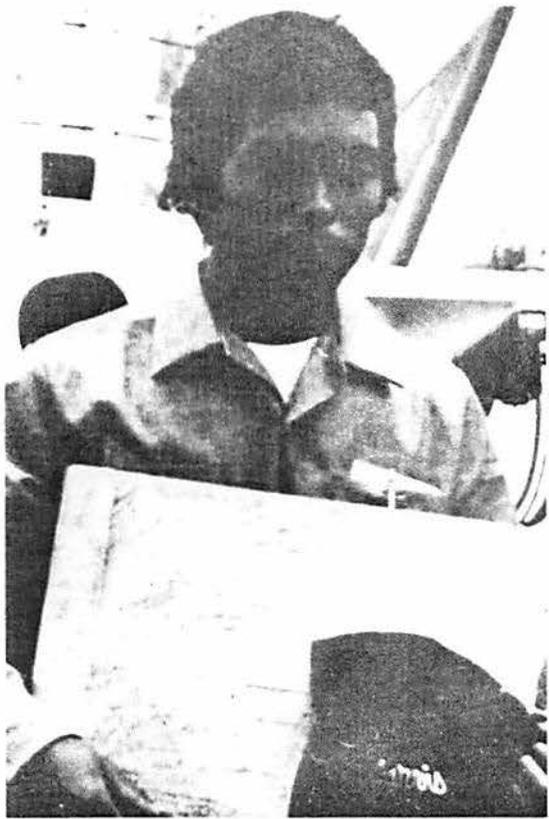


One of the primary purposes of the JARVIS was to be used as a major search and rescue vessel and it wasn't long after being pressed into services that the JARVIS was called on to "do her duty". The JARVIS received a message on the 9th of April, while enroute Panama, that the M/V COMPROMISE had lost power and was adrift off Nicaragua. After a short search, the vessel was located and taken into tow. Passengers were taken aboard and the vessel was towed to the Panama Canal Zone.



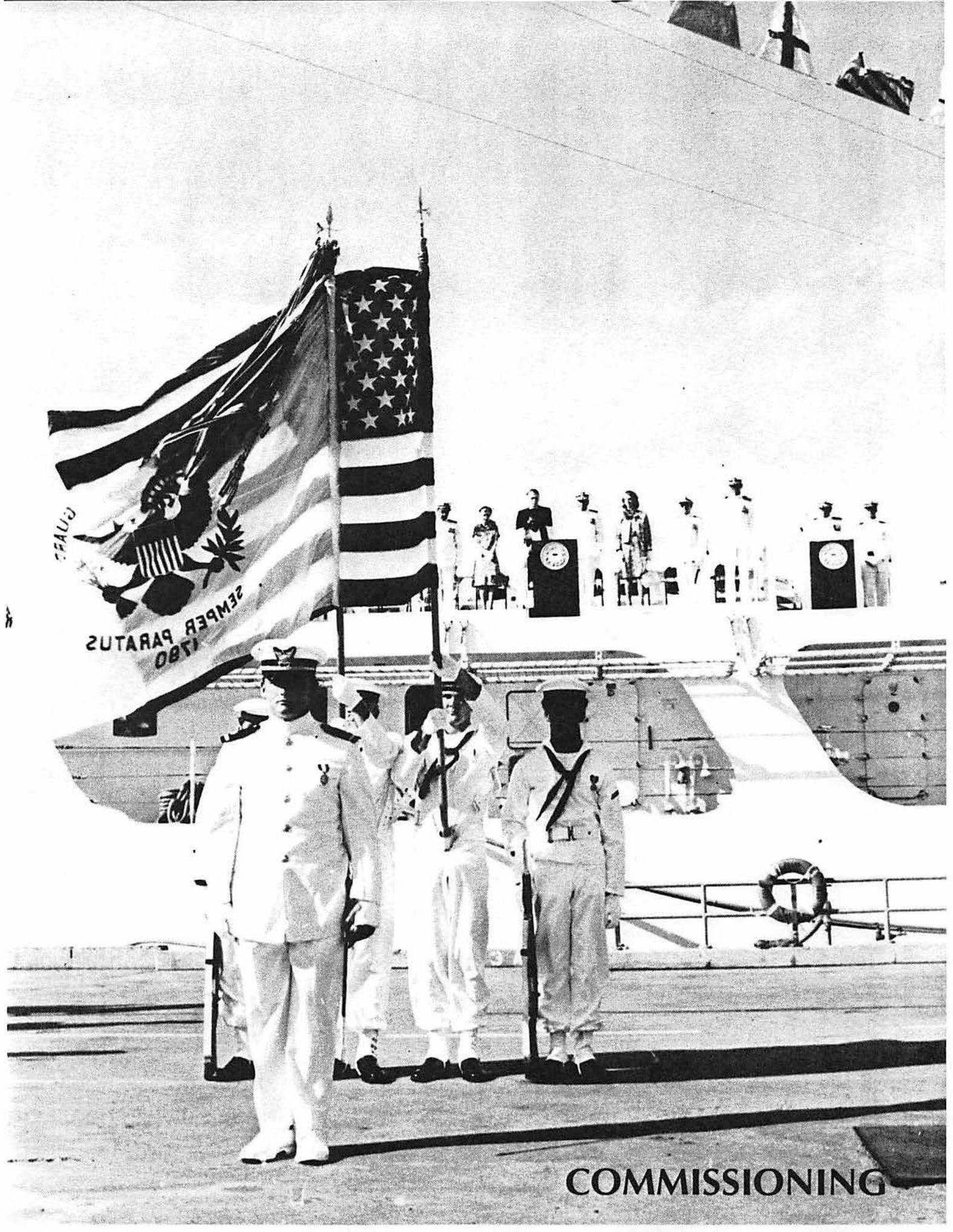


The second most important Search and Rescue case occurred while the JARVIS was engaged in Shakedown Training. The JARVIS received a call on the 18th of June, 1972 that a Japanese fishing



The third most memorable SAR case involved the M/V FRISCO on 24 October 1972 off Kodiak, Alaska. After having just departed Kodiak, the JARVIS received a call that the FRISCO was sinking. The helicopter, which was returning to the JARVIS from Kodiak, was diverted to the scene and observed the vessel sinking apparently with no survivors aboard or in the water. The area was searched for the remainder of the day to no avail. The case was turned over to Kodiak Air Station late that day so the JARVIS could continue on her scheduled fisheries patrol.





COMMISSIONING



The Coast Guard Cutter JARVIS became the first Coast Guard vessel to be placed in commission in Honolulu. JARVIS, the service's newest 378-foot high endurance cutter was commissioned at 4:30 p.m. August 4, 1972, Berth No. 3, U. S. Coast Guard Base Sand Island. The new cutter, second of three "hero" class cutters, joined the active Coast Guard fleet on that date.

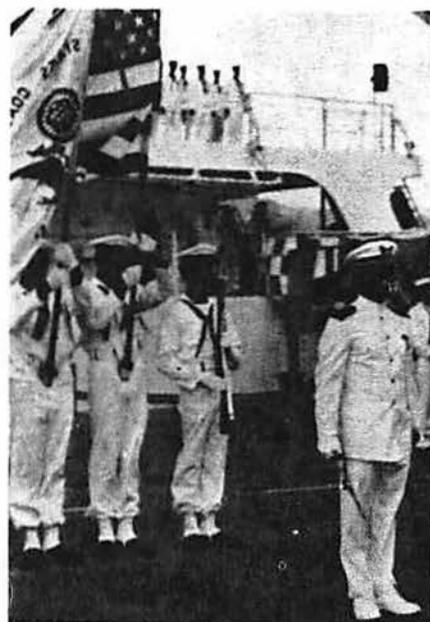
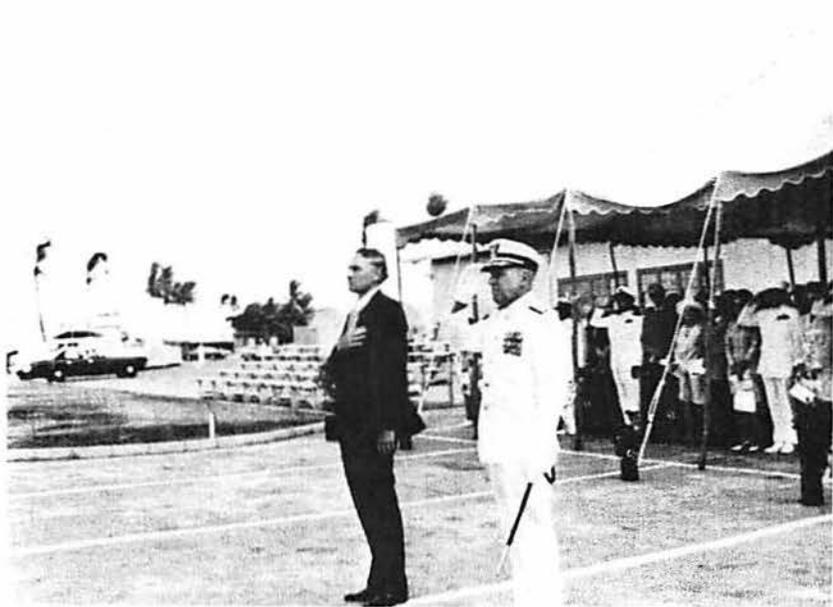
James M. Beggs, Under Secretary of Transportation, was the principal speaker during the ceremony. Mrs. Mary E. Beggs, wife of the Under Secretary, also attended the ceremony. Mrs. Beggs is the vessels sponsor and christened JARVIS at her launching in New Orleans on April 24, 1972.

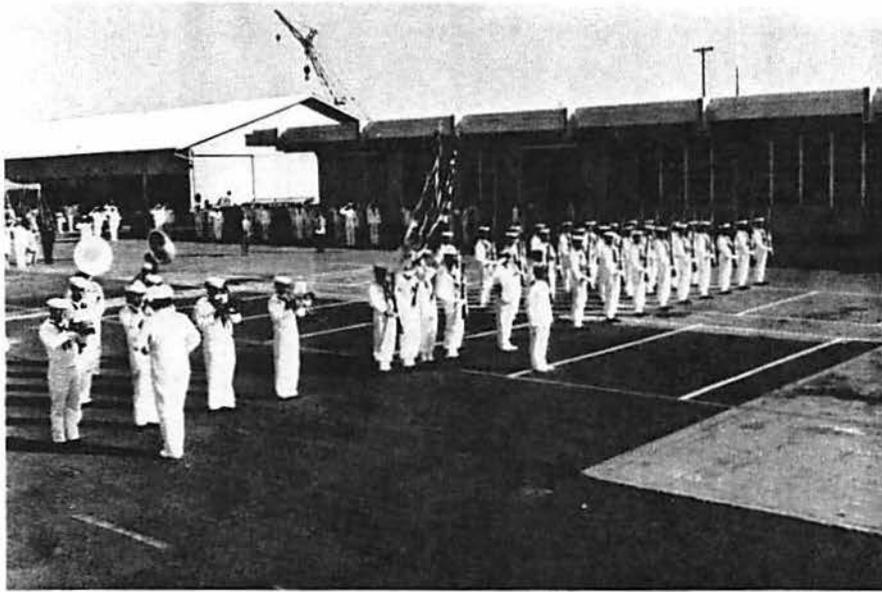
The date of the commissioning ceremony was significant as it also marked the 182nd anniversary of the founding of the U. S. Coast Guard.

Miss Anna T. Jarvis, the 77-year-old daughter of Captain Jarvis, was also present to witness the commissioning of the vessel named after her father.

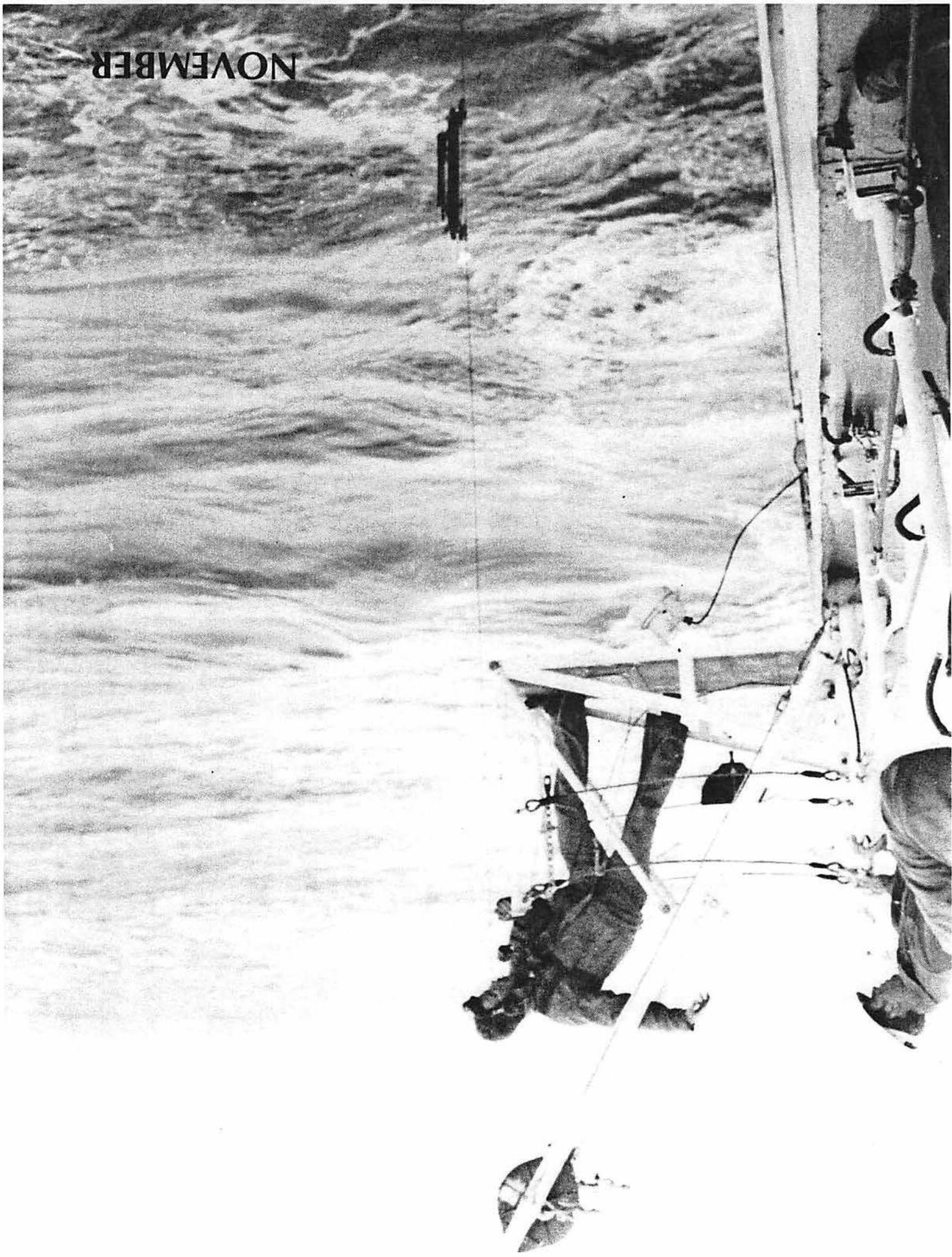
This memorable occasion ended with good cheer and celebration by all. Many months work had been spent planning for this day.

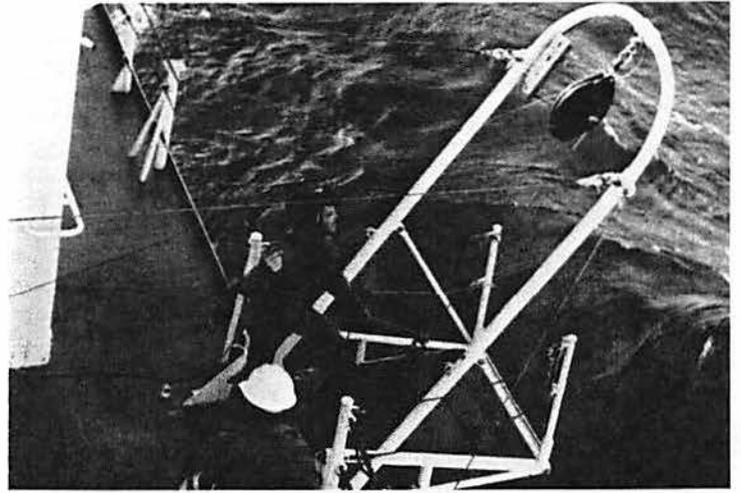
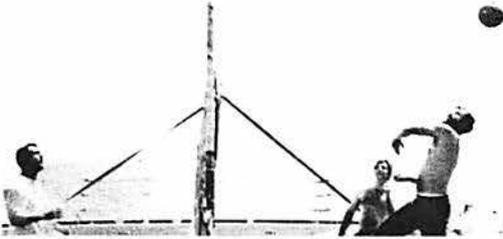
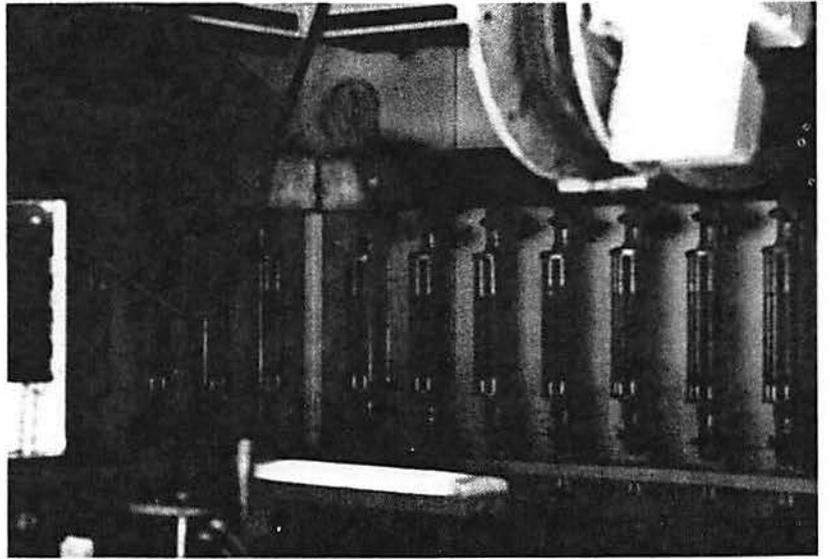
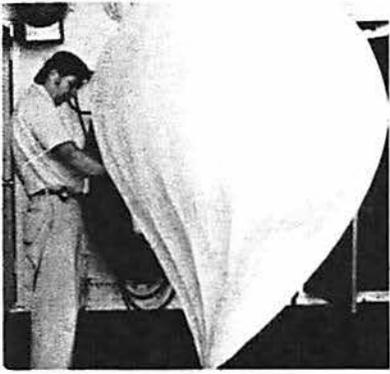
The JARVIS was now the "Pride of the Fleet".





NOVEMBER







Although many crewmembers had never "stood" an ocean station prior to November, the "salts" don't need too much familiarization.

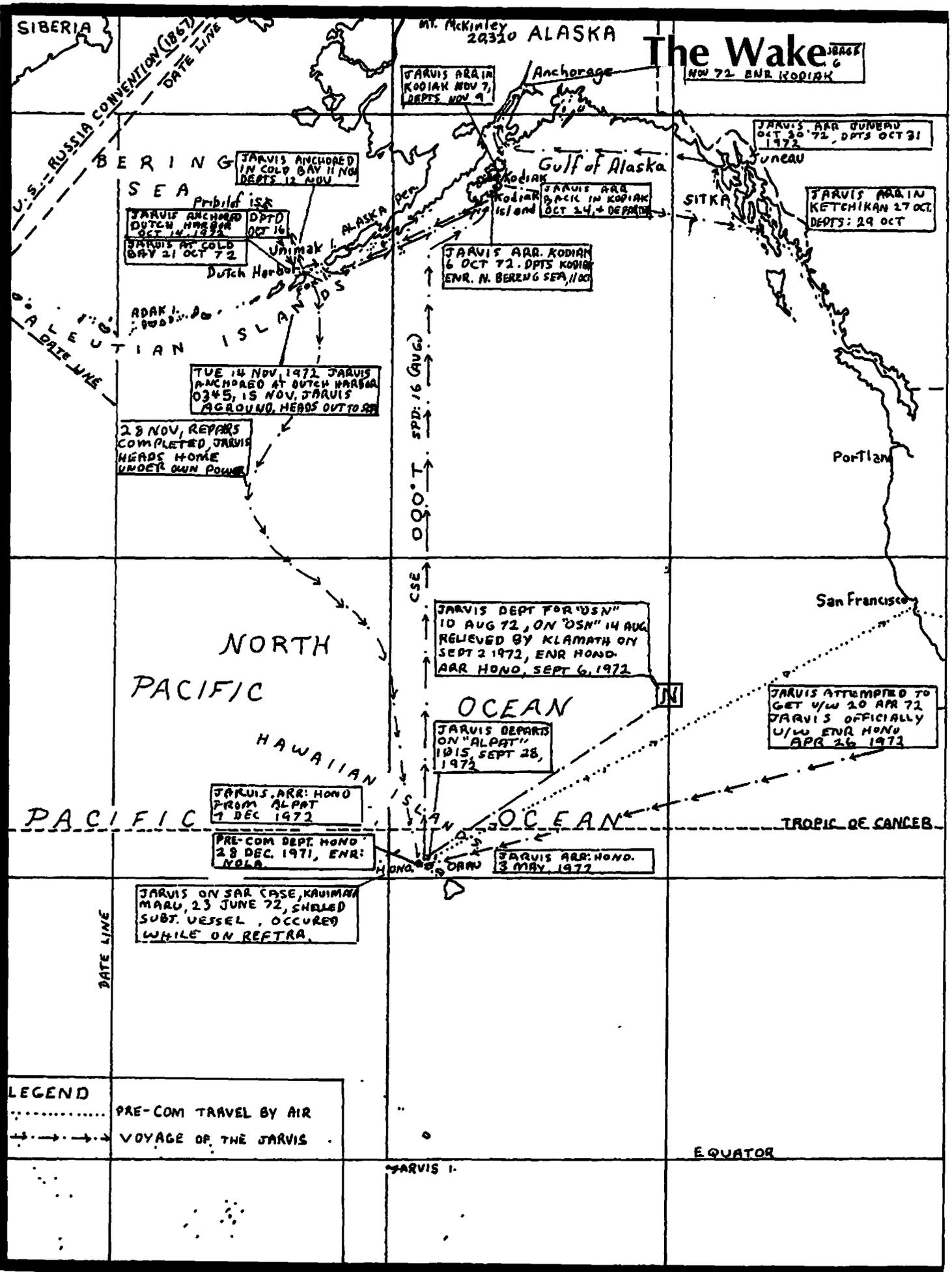
On 10 August 1972, the JARVIS departed for Ocean Station November for a 21 day patrol. The primary duty while on this station, 1100 miles midway between Honolulu and San Francisco is to gather and provide the U. S. Weather Bureau with meteorological information. Other duties include furnishing overseas flights with radar fix information and gathering ocean water samples through Nansen casts.

Much time was spent conducting drills, catching up on old work, playing cards, bingo, watching movies, etc. On 2 September, the JARVIS was relieved by the CGC KLAMATH from Seattle and the JARVIS took immediate leave of station upon relief, to "get back home".

Ocean stations are a bore . . .



# The Wake



MT. McKinley 29310 ALASKA

SIBERIA

U.S. - RUSSIA CONVENTION (1867) DATE LINE

BERING SEA

JARVIS ANCHORED IN COLD BAY 11 NOV DEPTS 12 NOV

JARVIS ARR IN KODIAK NOV 7, DEPTS NOV 9

Anchorage

JARVIS ARR JUNEAU OCT 20 '72, DPTS OCT 31 1972

Gulf of Alaska

JUNEAU

JARVIS ARR IN KETCHIKAN 27 OCT DEPTS: 29 OCT

JARVIS ANCHORED DUTCH HARBOR OCT 14, 1972

JARVIS AT COLD BAY 21 OCT 72

JARVIS ARR KODIAK OCT 24, DEPTS

JARVIS ARR. KODIAK 6 OCT 72. DPTS KODIAK ENR. N. BERENG SEA, 11 OCT

ADAK ISLANDS

TUE 14 NOV 1972 JARVIS ANCHORED AT DUTCH HARBOR 0345, 15 NOV, JARVIS AGROUND, HEADS OUT TO SEA

29 NOV, REPAIRS COMPLETED, JARVIS HEADS HOME UNDER OWN POWER

CSE 090° T. SPD: 16 (AVG)

NORTH PACIFIC

JARVIS DEPT FOR USN 10 AUG 72, ON USN 14 AUG RELIEVED BY KLAMATH ON SEPT 2 1972, ENR HONO. ARR HONO, SEPT 6, 1972

San Francisco

JARVIS ATTEMPTED TO GET U/W 20 APR 72 JARVIS OFFICIALLY U/W ENR HONO APR 26 1973

JARVIS DEPARTS ON "ALPAT" 1915, SEPT 28, 1972

PACIFIC

JARVIS ARR: HONO FROM ALPAT 7 DEC 1972

PRE-COM DEPT HONO 29 DEC. 1971, ENR: NOLA

JARVIS ARR: HONO. 3 MAY 1972

TROPIC OF CANCER

DATE LINE

JARVIS ON SAR CASE, KAUIA MARU, 23 JUNE 72, SHELLED SUBT. VESSEL, OCCURED WHILE ON REFTRA.

LEGEND

- ..... PRE-COM TRAVEL BY AIR
- VOYAGE OF THE JARVIS

EQUATOR

JARVIS I.



# Jarvis Firsts

The JARVIS was "Born", 9 September 1970.

Ens. J. R. Nagle first man to report for JARVIS Pre-Commissioning Detail, Ford Is., Hawaii — June 1971.

CWO3 W. A. Strickland first man to be assigned as JARVIS Inspector, RIO New Orleans, November 1970.

Captain F. O. Wooley first Commanding Officer assigned to CGC JARVIS — July 1971.

Lt. E. R. Smith first officer to be promoted, October 1971.

HMC G. H. Walker first man to re-enlist, November 1971.

First sailing of the JARVIS took place on 14 December 1971, down the Mississippi River and into the Gulf of Mexico for builders trials.

RDC Fisher first man promoted to Chief Petty Officer, January 1972.

Ens. J. R. Nagle first Officer of the Deck, Avondale Shipyard, New Orleans, December 1971.

First Search and Rescue, m/v Compromise, while enroute Panama April 1972.

The JARVIS was first 378 foot Coast Cutter to make port of call in Anchorage, Alaska.

First shipyard availability/drydocking, CG Yard, Baltimore, Md. February 1972.

First man to be transferred from JARVIS Precommissioning Detail BM3 Mackenzie.

FN Pardo first recipient of Captains Mast!

Lt. Stager first officer transferred.

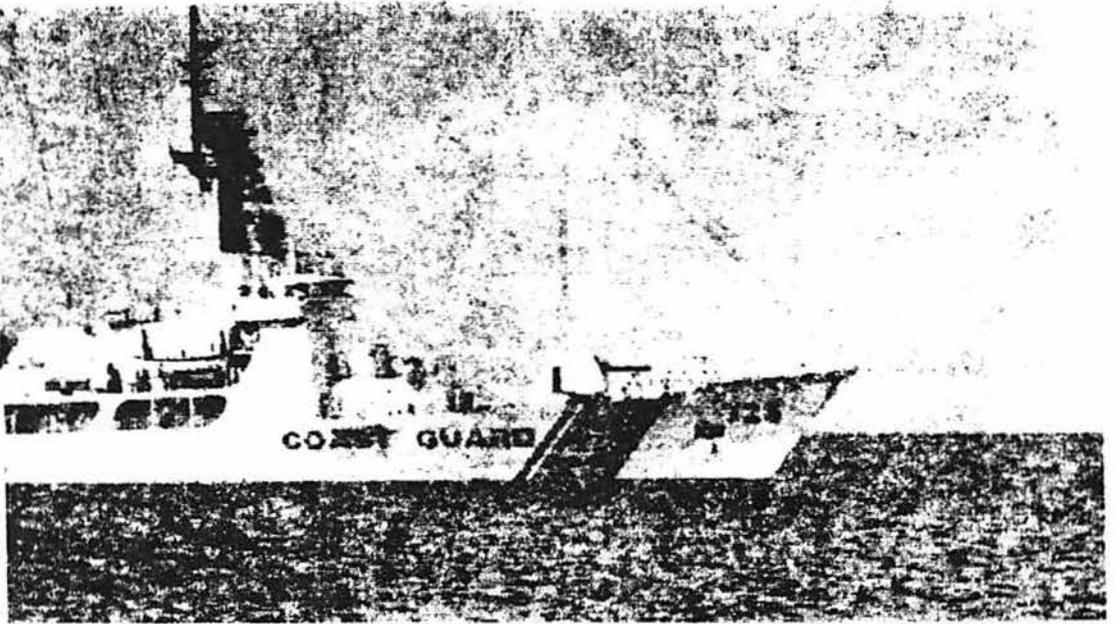
JARVIS first entered Pacific Ocean April 1972.

RM3 Craig, FT3 Kromer, ST3 Donaldson first men promoted.



ALASKA

# Guard Cutter JARVIS in Port



When the Coast Guard Cutter JARVIS arrives at Kodiak Friday to begin a 44-day patrol of Alaskan fisheries areas, one of the most heroic rescues in the history of the Coast Guard will be brought to mind. The new-

ly-commissioned 378-foot high-endurance cutter carries the name of the man who led the "Great Overland Rescue of 1897-1898."

During this winter expedition, 1st Lt. David Henry Jarvis of the Revenue Cutter

service drove a herd of reindeer 1500 miles over frozen seas and snow-covered mountains from Kotzebue Sound to Point Barrow. By this action, Jarvis brought relief to 300 men whose whaling ships were entrap-

ped by heavy Arctic ice.

At the time of this heroic effort, Jarvis was serving as an officer on board the famous Revenue Cutter BEAR, legendary in its Alaskan service. Later, Jarvis was awarded a gold medal order-

ed struck by an Act of Congress.

## Year-Round Patrol

The patrol in which the Cutter JARVIS is participating is a year-round fisheries surveillance maintained

(Continued on Page 8)

## Coast . . .

(Continued from Page 1)

ships and aircraft, augmented by ships from other Coast Guard districts. The JARVIS is the seventh ship "loaned" to the Alaska Patrol this year.

Recent law enforcement activities within the scope of the Alaska Patrol include the detainment of four Japanese fishing vessels in violation of an international fisheries agreement in July, and, in April, the seizure of two other Japanese vessels for illegal fisheries support activities. A total of \$430,000 has been collected in fines in court actions resulting from the Alaska Patrol.

At the mid-way point in its patrol, Oct. 20, the Cutter JARVIS is expected to visit Juneau. The ship, homeported at Honolulu, is commanded by Captain Frederick O. Wooley, and carries a crew of about 155 Coast Guardsmen.

# KODIAK MIRROR



Reflecting the News of Alaska's Most Historic Island

Vol 22—No 93

Friday, October 6, 1972—Kodiak, Alaska

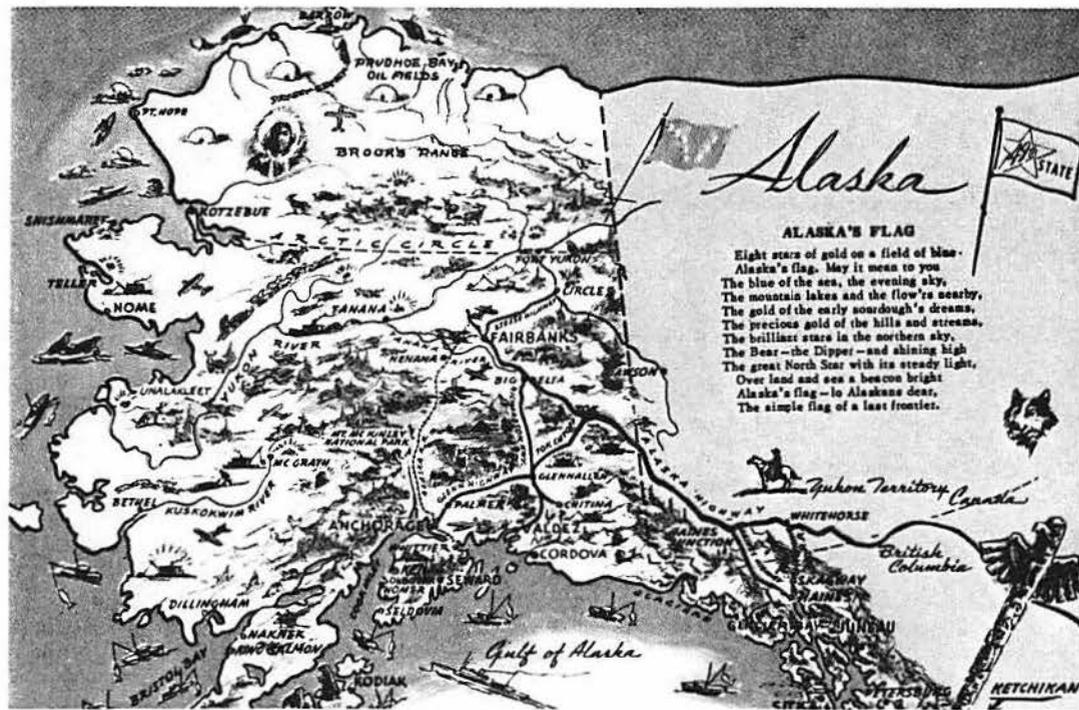
Price 15 Cents

The JARVIS departed Honolulu on 28 September 1972 enroute a new environment, Alaska. It was there that in 1898 the Captain David Jarvis had made his mark.

After taking oceanographic samples from the ocean enroute Alaska, the JARVIS arrived in Kodiak on 6 October 1972 where fueling and minor repairs were completed. A helicopter, a HH52, was embarked aboard where it would be used for surveillance work when the JARVIS was engaged in Fisheries Patrols.

On 11 October the JARVIS set out on her assigned patrols toward and into the Bering Sea. Ports of call were made at Dutch Harbor and St. Paul Island in the Pribilofs.

After conducting extensive surveillance in several fishing areas and observing numerous fishing vessels of several nationalities including Russian, Japanese, and American, the JARVIS proceeded along the Alaskan Coastline stopping at the Columbia Glacier and then on to Ketchikan arriving on the 27th of October.



After a brief stay in "Ketch", the JARVIS proceeded on to Juneau where open house was held and liberty was enjoyed by all. The JARVIS again sailed this time up Cook Inlet toward Anchorage. Several days were spent there where several VIP guests were entertained and open house was held to aid the Coast Guard recruiting drive in that area.

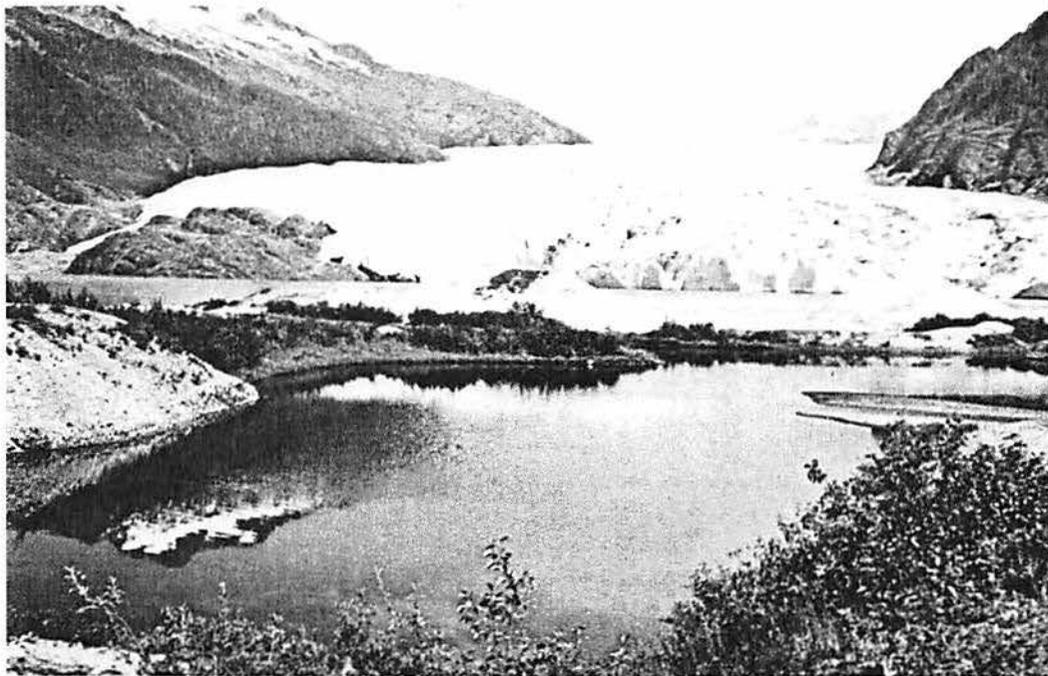
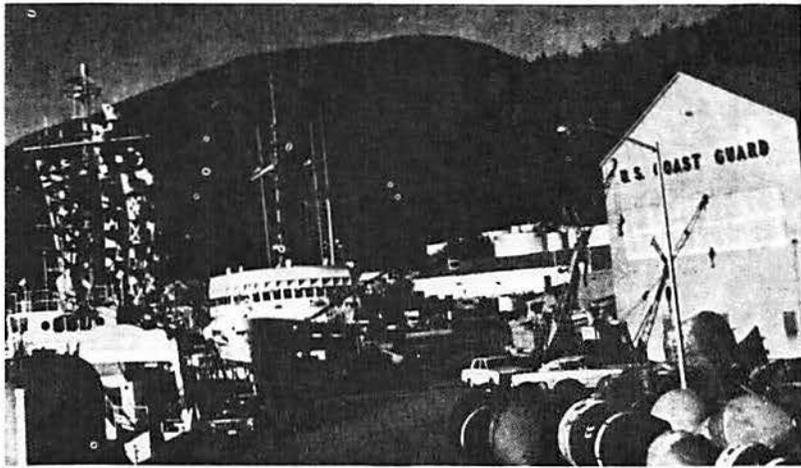
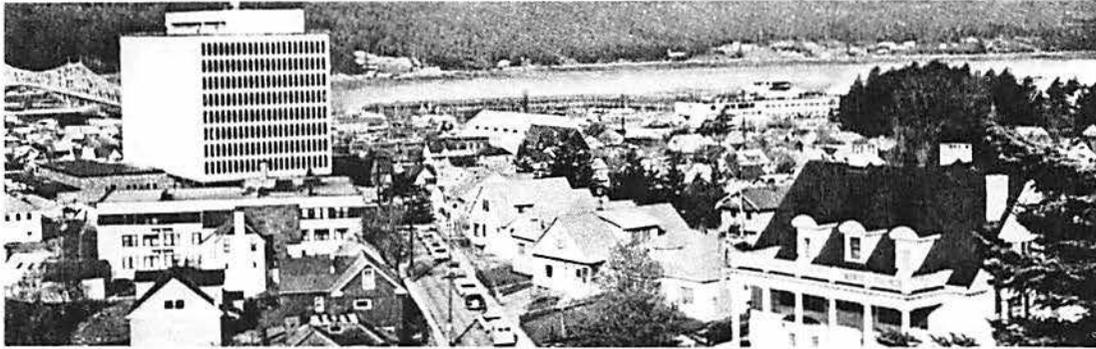
The JARVIS departed Anchorage on the 6th of November enroute additional fisheries surveillance missions. Gun fire tests were conducted enroute. The JARVIS, on several occasions, took refuge from the howling Arctic storms by taking shelter in protected bays and it was on the night of the 15th of November, 1972 while waiting out such a storm in Dutch Harbor, the JARVIS dragged anchor during a fierce Arctic storm and grounded causing under-water hull damage.

The JARVIS attempted to get underway after the damage was temporarily repaired and lost power South of Akutan Island. The JARVIS sent an SOS and was answered by the KOYO MARU No. 3, a Japanese fishing ship, who took the JARVIS into tow to Dutch Harbor. Through very diligent efforts from all crewmembers and other Coast Guard units, the JARVIS soon got underway returning to Honolulu 7 December 1972, after having been escorted by the CGC WINONA from Seattle.

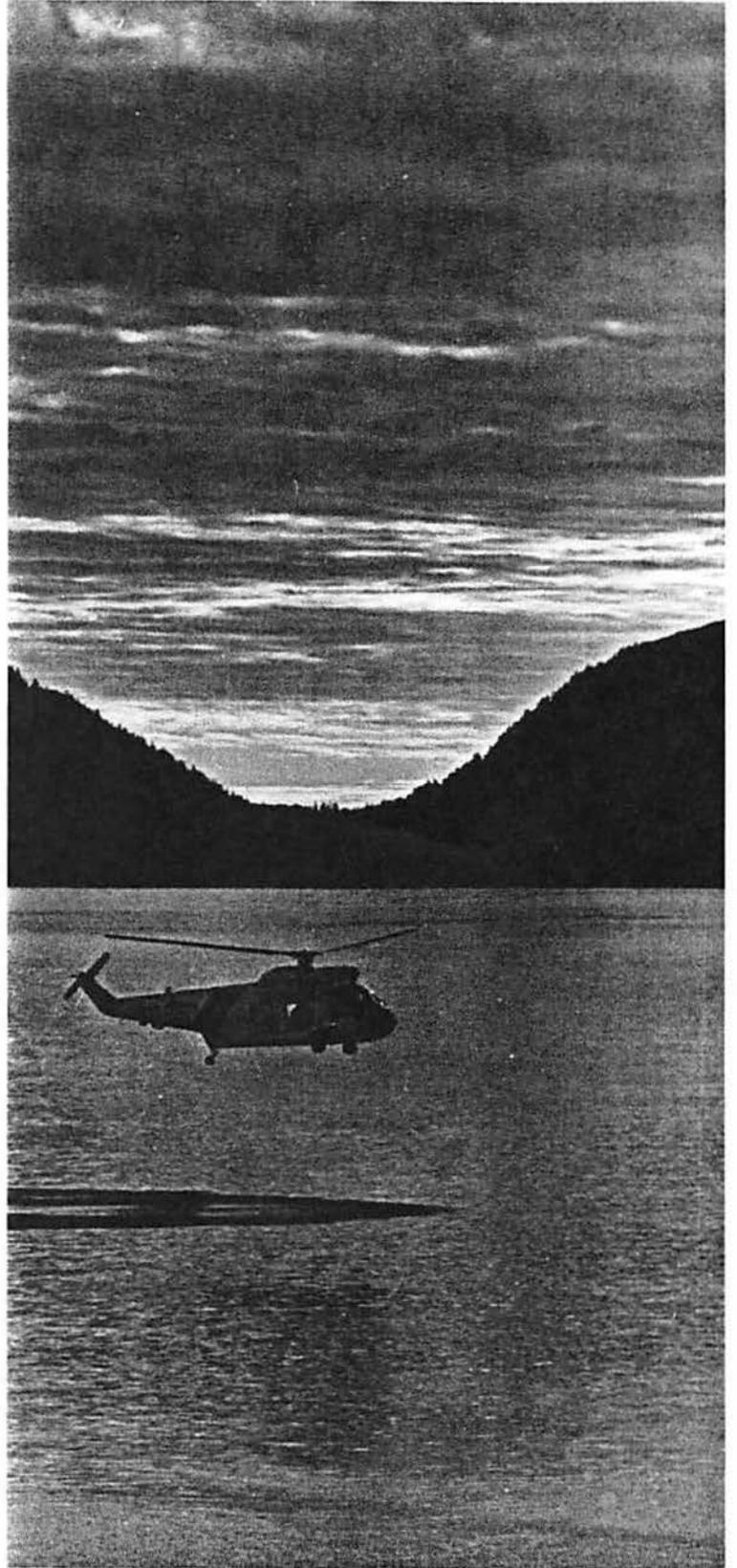
To be sure it was a welcome landing after such a long interesting but harrowing journey.



*Greetings from* **JUNEAU, ALASKA**







# Jarvis Was Backing at Full Speed When It Grounded, Board Is To

By Lyle Nelson  
Star-Bulletin Writer

showed that Wooley had command of the ship on the bridge for about 47 trouble

ship went made the decision to lift anchor.

## Stricken G Cutter Waits Aid

## Cutter Is Safe; Damage Probed

## Cutter Towed to Safety

## Cutter Crewmen To Get Supplies For Holiday Cheer

## After Rescue Team Braves Aleutian Storm

## Jarvis Sailors Flying Home for Cold

## Coast Guard Repairs Its Cutter Jarvis

## Cutter Jarvis Route Home

## Cutter Jarvis to Arrive Friday

JUNEAU, Alaska (AP)—The helpless Coast Guard Cutter Jarvis was towed to an area of relative safety in Alaska's stormy Aleutian chain Thursday by a Japanese trawler which officials say kept the craft from being beached.

The 378-foot Jarvis, engine rooms flooded and showing damage "fore and aft," was towed to the Sedanka Island inlet after a 9-hour ordeal. A Coast Guard spokesman said only the arrival of the Koyo Maru No. 3, a 336-foot fishing craft, prevented the cutter from being beached.

ard diesel power plants. Drifting 20 miles south of Akutan Island, the cutter rode out a severe storm Wednesday night and a continuing lesser disturbance Thursday morning.

Completed, but the into trouble when harbor.

No Panic "It's a serious nobody's put button," a au reported.

### THE BERING SEA

For ne'er can sailor salty be Until he sails the Bering Sea, And views Alaska's dreary shore And fills himself with Arctic lore.

Columbus and Balboa too, With Nelson form a salty crew, But they are fresh to you and me — They never sailed the Bering Sea.

So when you boast of fiercest gale, That ever ocean you did sail, You can not salty sailor be Until you cruise the Bering Sea.

— Trident Society The Book of Navy Songs.

At one time, another Japanese ship, two vessels of Russian registry and a Greek freighter were rushing to the area.

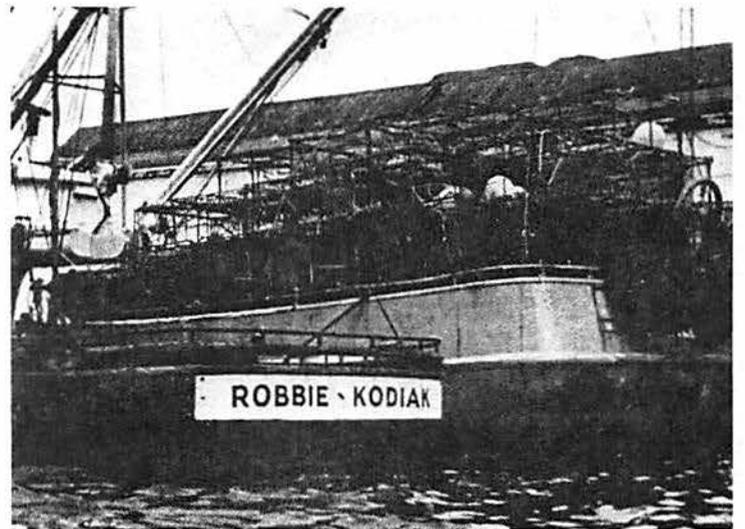
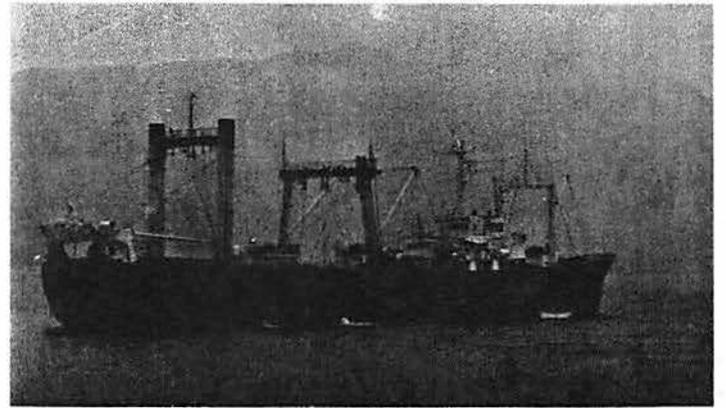
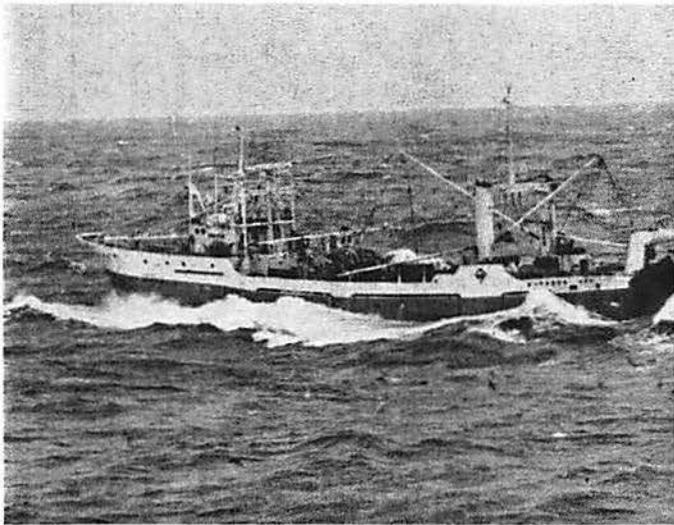
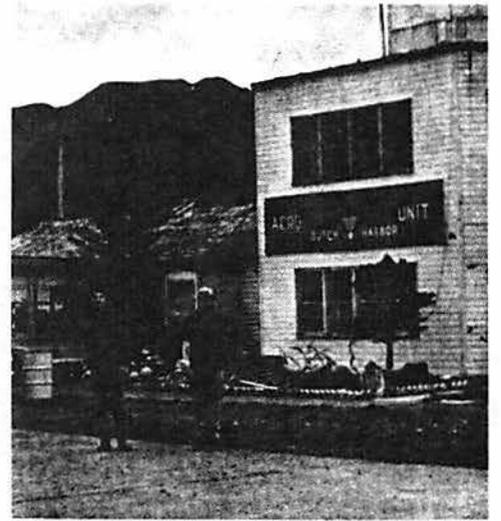
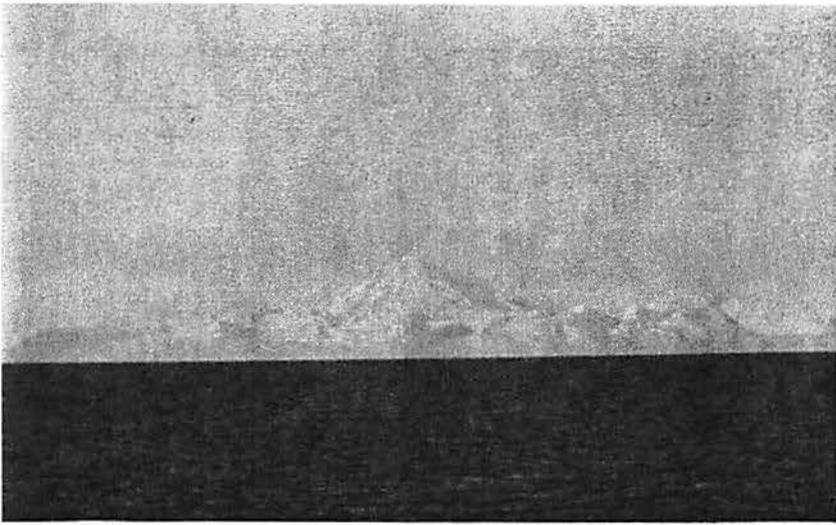
Commissioned in August, Jarvis is among the largest of Coast Guard vessels powered by two jet engines.

quite upset, but taking it fairly well. "When your life, you problems come up weather."

The Coast Guard cutter Jarvis, damaged when it aground at Dutch Harbor, Alaska, on Nov. 15, is to arrive at Sand Harbor and being escorted by the Ale-based cutter Winona. More than 30 crew members flew to Barb after the incident. Jarvis today is with a minimum Coast Guard

JUNEAU, Alaska (AP)— Jarvis will be towed to Honolulu for repairs. Coast





# Reflections on 'Alpat'

## "ALPAT 72"

And the Cutter JARVIS put to sea,  
Her purpose good and true,  
To save the lives of fishermen,  
Men she never knew.

She's from the isle of Oahu,  
A place where palm trees grow,  
But now her bow is plunging,  
Through freezing Alaskan cold.

Captain Wooley's men are strong and hearty,  
They have proven every test,  
But now we face the roughest challenge of all,  
Our survival in this polar quest.

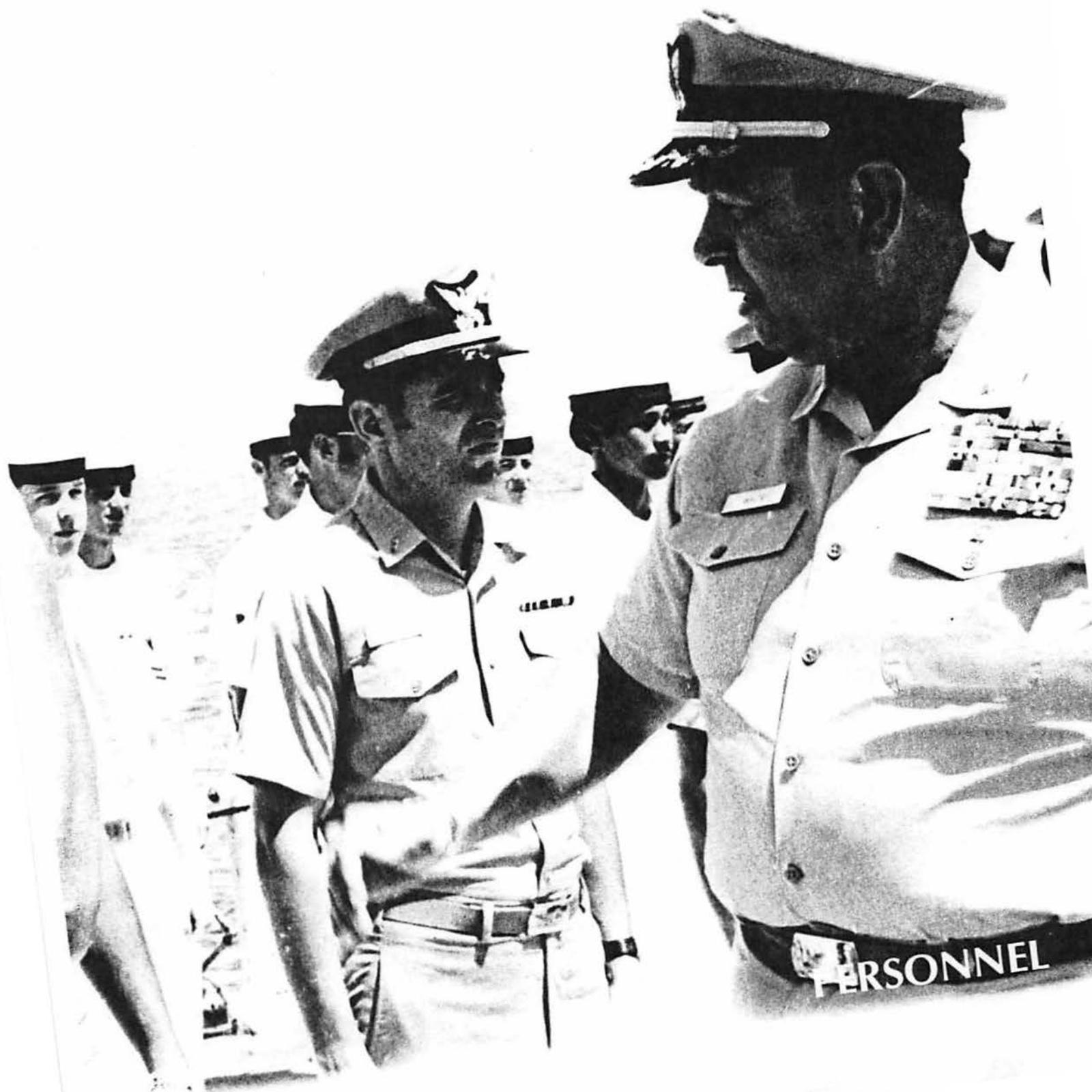
The lands are rocky and barren,  
And the winds are fierce and cruel,  
And only wealth or allegiance,  
Can claim the presence for these crews.

For a million dollars profit rings,  
For the King Crab of these seas,  
And fortune hunters ferry to horde,  
Nature's gifts of treasure teased.

So, we'll sail on through this salty haze,  
To search, and protect our nation's place,  
To save one life with thousands spent,  
Has made this journey worth it's sense.

For God and country we will ride,  
The gales of oceans for free-men's pride.

Randall Hasty





Captain F. O. Wooley  
*Commanding Officer*



Commander K. E. White  
*Executive Officer*

# Officers



*LCDR G. J. Buffleben*



*LT E. R. Smith, Jr.*



*Ens C. R. Schramm, Jr.*



*LTJG A. J. Sabol*



*ENS P. D. Barlow*



*CWO4 (F & S) H. E. Lape*



LTJG M. F. Tethal



CWO2 (BOSN) J. T. Blackmon



ENS J. R. Nagle, II



ENS R. D. Phillips, III



Ens J. F. McCarthy, III



ENS J. H. Richardson



ENS M. C. Eger



CWO2 (ELC) P. J. Shaw



CWO2 (Eng) W. H. Stapleton



CWO3 (ENG) W. A. Strickland



CWO2 (BOSN) M. T. Monroe

# Chief Petty Officers



*ETCM D. A. Eckler*



*ENCS C. C. Bateman*



*ENCS H. E. Cox*



*ENC D. C. Hoosier*



*BMC W. M. Stanczyk*



*HMC G. H. Walker*



*YNC H. K. Hess*



*RMC J. D. Miltier*



*QMC J. C. Herman*



*SKC B. D. Sanderlin*



*SKC P. J. McCue*



*GMC A. I. Hunter*



*ENC J. C. Woodell*



*DDC L. E. Montgomery*



*STC J. D. Valerga*



*CSC R. S. Manlangit*



*SDC F. Ponce*



*EMC M. P. Roberts*



*W. L. Townsed, Jr.*



*E. H. McKnight*



*L. E. Maher*

# Operations



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TT2 T. J. Jordan



RM 2 R. F. Salmon



RM1 G. M. Fewell



MST2 M. F. Alles



QM2 D L. Landis



YN3 Schmedding



RD2 C. A. Lucas



RM2 J. D. Spears



ET3 D. E. Piccone



YN2 B. E. Miller



RM2 T. G. Franke



RM3 D. H. Cost



ET3 J. B. Sandors



QM3 T. M. Hall



SNMST J. F. Simmon



SN G. K. Fawcett, Jr.



RD 3 W. A. Pigman



SNRD T. W. Noring



QM3 R. L. Loftin



RM3 G. R. Craig, III



RM3 R. J. Beaver



RD3 M. R. Jones



SNRD D. J. Fasce



ET3 H. Hauck



ETN 3 T. R. Looney



ETN3 C. S. Moses



QM3 W. S. Hart



YN3 M. S. Carter



YN3 Oleffi

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BT1 L. W. Stoppelmoor



EM1 E. N. Metzbower



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EN1 L. N. Baker



EN2 A. J. Kacsanek, III



EN3 D. D. Blakely



EN3 J. C. Wimbley



DC3 D. J. Marston



DC2 T. J. Frankhouser



EM3 L. S. Meneses



EN2 B. G. Tamulion



FNEM H. P. Jensen, Jr.



FNEN G. Erice



FNEN D. E. Cornell



EN3 J. N. Otteren, II



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*FNEN R. J. Kraus*



*SN M. D. Mathis*



*FA W. M. Mason*



*FA M. Breda*

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GM2 J. O. Nylan



FT3 G. J. Kroemer



ST3 R. E. Matuska



ST3 C. E. Donaldson Jr.



FT3 J. J. Parker



L. H. Bruch



GM3 S. A. Murphy



SNGM G. L. Boyd



ST3 D. D. Strutton



ST3 L. J. Niggle



ST3 J. T. Borosh



SNSW M. C. Large



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SA K. D. Gray



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SN R. D. Rawlinson

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ETC T. H. Turner  
ST2 S. P. Curl  
YN1 R. A. Green  
ST2 H. U. Rees  
EN2 J. R. Wilson  
SD3 E. S. Abad  
BM3 C. Alexander  
ETN3 S. M. Bristow  
BM3 J. L. Coffin  
EN3/2/1 B. W. Crawford, Jr.  
RD3 T. B. Eaton  
EN3 R. C. Hirschberger  
SN P. H. Wittenbert  
MST3 D. A. Holt  
RD3 J. D. Moran  
SK3 T. L. Page  
RD3 S. L. Wagar  
BM2 W. A. Wald  
SN T. H. Baum

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SD3 A. V. Robillos  
EN1 E. F. Wnorowski  
SN D. C. Martin  
CS2 R. D. Demetrio  
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TN v. M. Febrero  
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ENS R. Sasse

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SK1 M. Siulua



SD2 A. C. Robles



SS1 L. A. Javier Jr.



SK3 R. P. Amparo



CS3 R. A. Devens



HM3 R. A. Cupples



SD3 D. B. Saguiped



TN F. F. Villaluz



SS3 R. K. Heater



SS3 Neumann



SNSK M. L. Pugh



SS3 L. O. Llorente



SK3 R. G. Hastey



SK3 T. B. Mattson



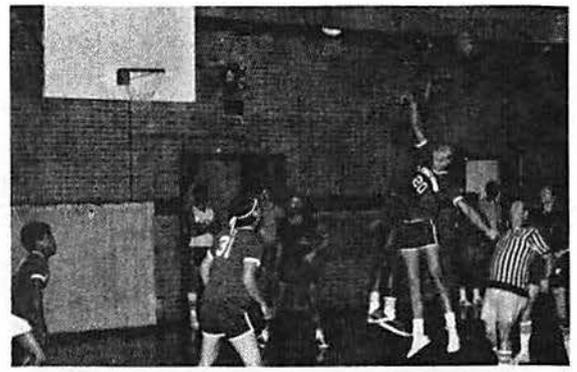
SA G. A. Waggy



TN R. A. Abinsay

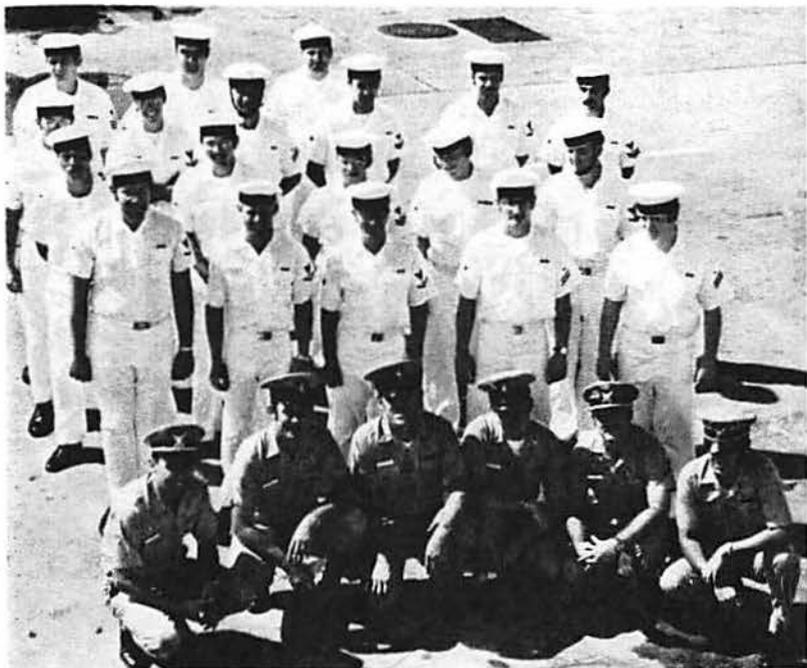


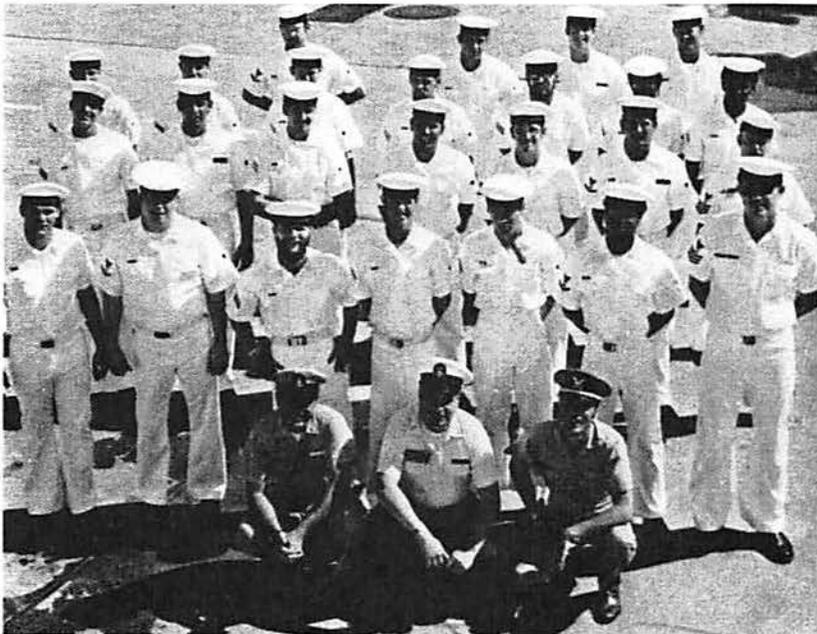
TN R. D. Dacanay



U.S. COAST GUARD CUTTER  
**JARVIS**  
 HIGH ENDURANCE CUTTER  
 NAMED FOR CAPTAIN DAVID H. JARVIS, U.S. NAVY  
 CONGRESSIONAL GOLD MEDAL OF HONOR  
 POINT BARROW, ALASKA WINTER 1897-98  
 BUILT BY AVONDALE SHIPYARDS, LTD.  
 NEW ORLEANS, LOUISIANA  
 KEEL LAID - SEPT. 9, 1970  
 LAUNCHED - APRIL 24, 1971  
 COMMISSIONED JAN. 17, 1972









- KNOCK -  
BEFORE  
ENTERING



# First Honorary Plankowners

## USCGC JARVIS

### WHEC 725

★ ★ ★

BE IT KNOWN

that the holder of this certificate

cruised aboard the Coast Guard High Endurance Cutter

USCGC JARVIS (WHEC 725) from

to

as a participating unit

of

under the operational

control of

Cutters, key ships of the fleet, are noted for their versatility and readiness posture.

has shown by distinctive participation in seamanlike activities, those qualities necessarily found in every good seaman. Hence, honorary mem-

ber of the USCGC JARVIS (WHEC 725) is

granted the privileges and rights attached thereto.

*HTC Smallwood  
FTG Pearl  
ENC Bahm  
FTG Pearl*



Lt. Winston Churchill

OFFICER  
COMMANDER  
AT GUARD

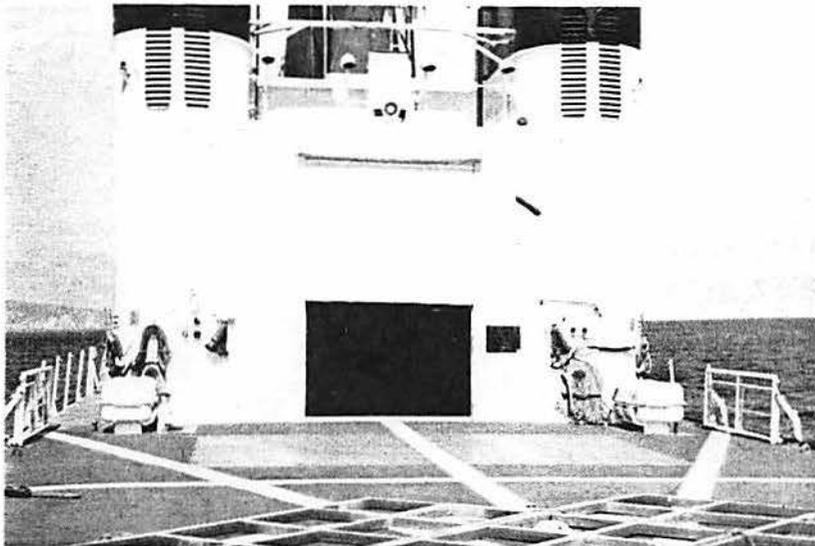
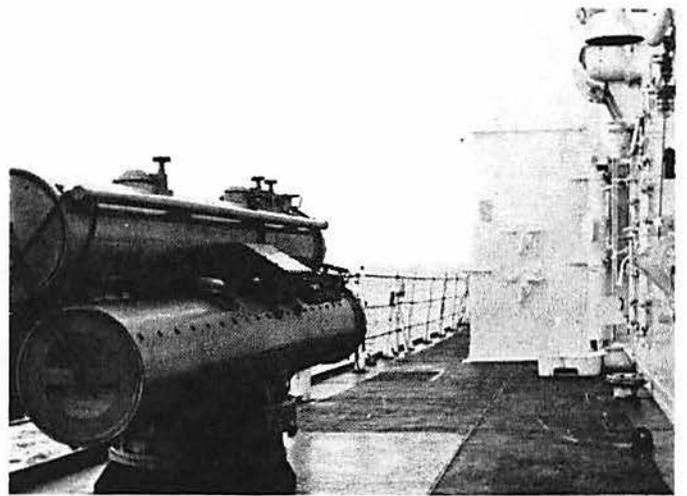
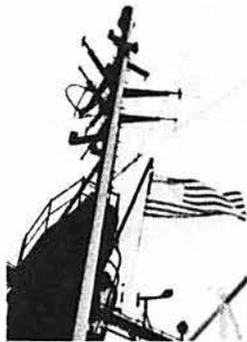
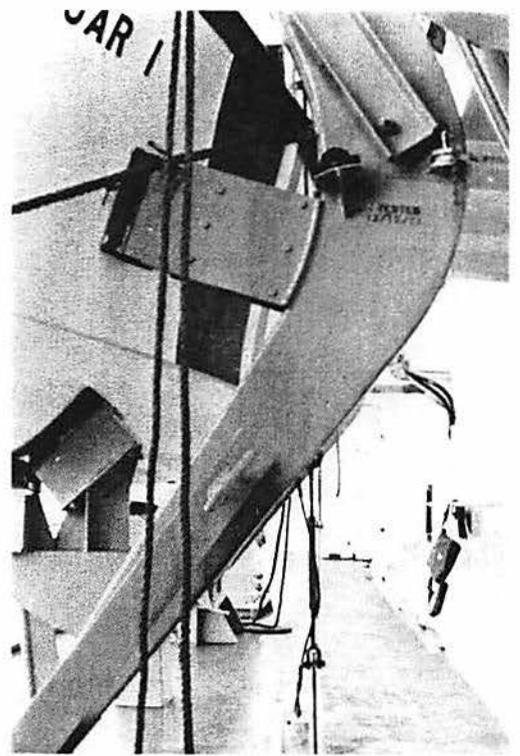
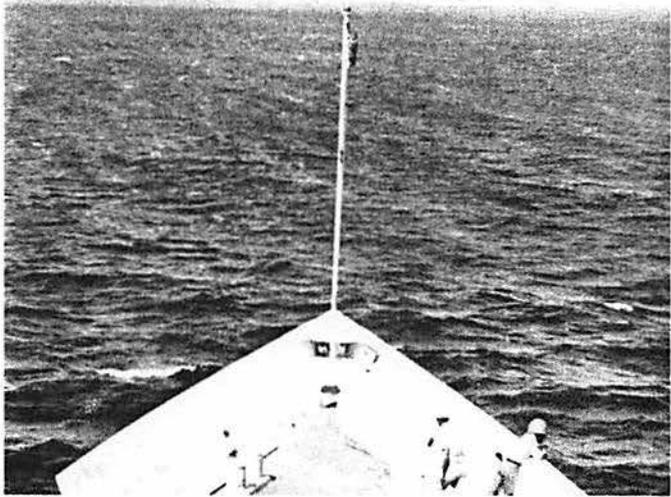
COMMAI  
CAPT.  
U. S. COAS

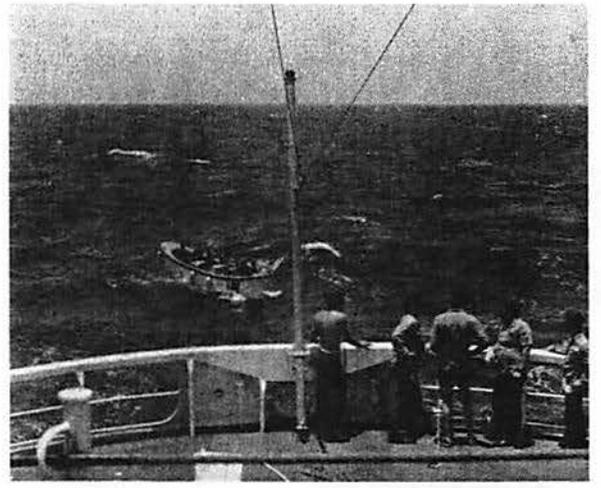
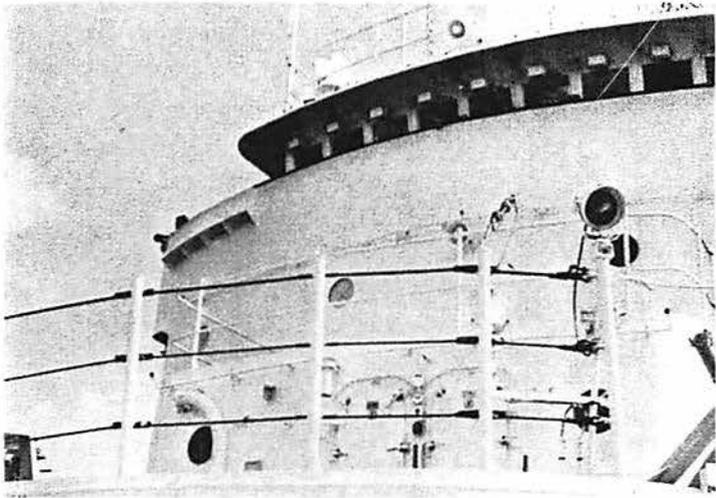


Lt. Oscar Skelton

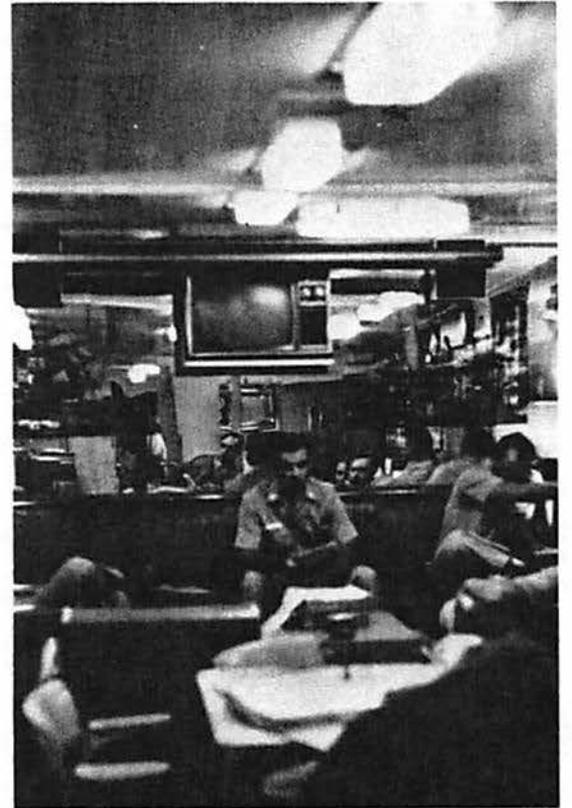


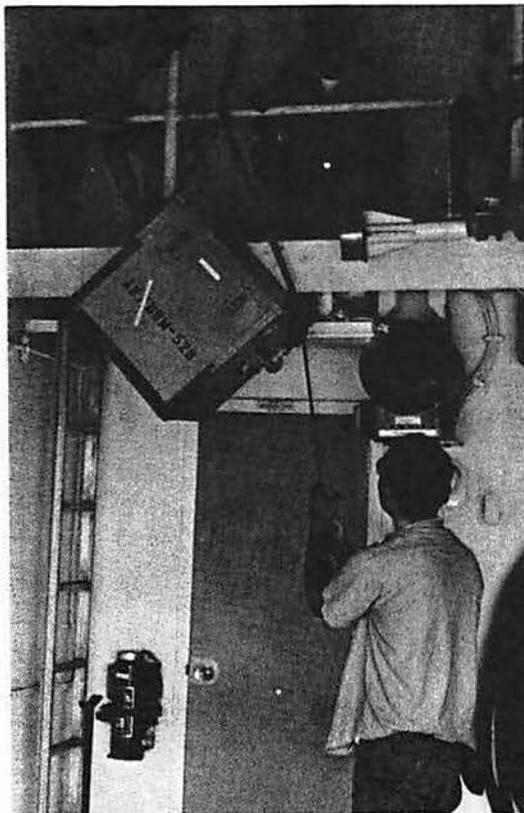
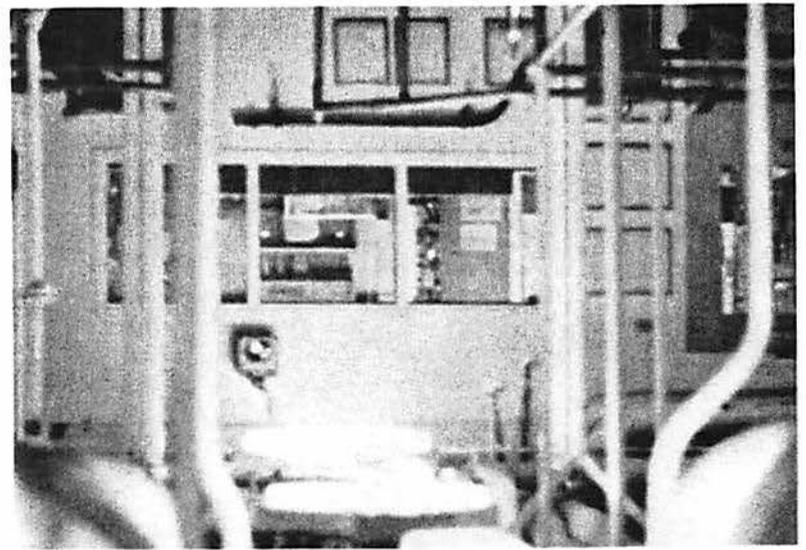
THE JARVIS













## Winning Ships Seal

*Submitted by*

ENS J. R. Nagle

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Commander K. E. WHITE  
Lieutenant Commander G. J. BUFFLEBEN  
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Lieutenant P. J. STAGER  
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Lieutenant Junior Grade M. F. TETHAL  
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Ensign J. R. NAGLE  
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CWO3 (ENG) W. A. STRICKLAND  
CWO2 (BOSN) J. T. BLACKMON  
CWO2 (ELEC) P. J. SHAW

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ENC5 C. C. Bateman  
ENC5 H. E. Cox  
RDC V. R. Fisher, Jr.

QMC J. C. Herman  
YNC H. K. Hess  
ENC D. C. Hoosier  
QMC A. J. Hunter

CSC R. S. Manlangit  
SKC P. J. McCue  
RMC J. D. Miltier  
DCC L. E. Montgomery

SDC F. Ponce  
BMC W. M. Stanczyk  
STC J. D. Valerga  
HMC G. H. Walker

## PETTY OFFICERS

SD1 M. D. Bausa  
QM1 D. D. Berry  
FT1 J. D. Caudill  
RM1 R. L. Dupre  
BM1 C. L. Green, Sr.  
EM1 L. E. Maher  
GM1 E. H. McKnight  
EM1 E. N. Metzbower  
BM1 S. R. Mitchell  
EN1 M. D. Moon  
CSI O. T. Salang  
SK1 M. Siulua  
BT1 L. W. Stoppelmoor  
ETN1 W. L. Townsend, Jr.  
ET1 T. H. Turner  
EN1 D. A. Zupko

MST2 M. F. Alles  
FT2 L. T. Cearly  
ST2 S. P. Curl  
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YN2 R. A. Green  
TT2 T. J. Jordan  
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QM2 D. L. Landis  
RD2 C. A. Lucas  
ST2 H. U. Rees  
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RM2 J. D. Spears  
ST2 R. T. Stranathan  
EN2 J. R. Wilson  
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BM3 C. Alexander, Jr.  
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EN3 D. D. Blakely  
ETN3 S. M. Bristow  
BM3 J. L. Coffin  
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EN3 B. W. Crawford, Jr.  
EN3 A. S. Del Campo  
CS3 R. D. Demetrio  
ST3 C. E. Donaldson, Jr.  
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DC3 T. J. Frankhouser  
EN3 R. C. Hirschberger  
MST3 D. A. Holt  
FT3 G. J. Kroemer

EN3 H. P. Lipian  
DC3 D. J. Marston  
ST3 R. E. Matuska  
EM3 L. S. Meneses  
RD3 J. D. Moran  
EN3 J. N. Otteren, II  
SK3 T. L. Page  
ET3 D. E. Piccone  
SD3 A. V. Robillos  
ET3 J. B. Sanders  
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ST3 D. D. Strutton  
RD3 S. L. Wagar  
BM3 W. A. Wald  
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SN T. S. Baum  
SAGM J. W. Bilich  
SNST J. T. Borosh  
FA M. Breda  
FA D. C. Brewer  
SN L. H. Bruch, III  
SA R. N. Bryan  
SA M. S. Campbell  
SN R. L. Christianson  
SN J. H. Cortez  
FA W. G. Cox  
SNCS N. Cromer, Jr.  
TN R. D. Dacanay  
SA H. W. Debord, Jr.  
SA M. E. Davis

SA S. C. Deleon  
SNCS R. A. Devens  
TN D. F. Drig  
SA D. L. Edwards  
TN G. R. Eusantos, Jr.  
SA G. K. Fawcett, Jr.  
TN V. M. Febrero  
SNYN H. S. Fenn, III  
SA C. E. Gibbs, III  
SA J. G. Green, Jr.  
FA P. D. Gregerson  
FN L. Griffin, Jr.  
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SNQM W. S. Hart  
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FA W. H. Horton, Jr.

FA E. L. Johnson, Jr.  
FA D. A. Jones  
SN M. T. Jones  
SA R. W. Kerr  
SN T. L. Larson  
SA T. R. Lawler  
SA R. L. Loftin  
SN R. W. Maclees  
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FA W. M. Sewell  
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SA R. D. Vergeer  
SA G. A. Waggy  
FA J. G. Warren  
SR W. L. Webster  
FNEM K. J. Wenner  
SN E. Williams  
SR P. H. Wittenbert

## JARVIS STATISTICS

Length Overall .....	378' 3"
Length on Waterline .....	350' 0"
Beam .....	42' 0"
Displacement .....	2,748 Tons
Speed	
Maximum Sustained .....	27 + Knots
Cruising .....	20 Knots
Range at 20 Knots .....	10,000 Nautical Miles
Power .....	36,000 Shaft Horsepower
Fuel Capacity .....	272,000 Gals.
Water Capacity .....	17,000 Gals.
Helicopter Fuel Capacity .....	7,400 Gals.
Engines—2 Pratt & Whitney FT4	
Gas Turbines .....	36,000 H. P.
2 Fairbanks-Morse .....	7,000 H. P.
Bow Thruster—General Electric .....	350 H. P.

## EDITORIAL STAFF

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PHOTOGRAPHY ..... CWO M. J. MONROE  
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