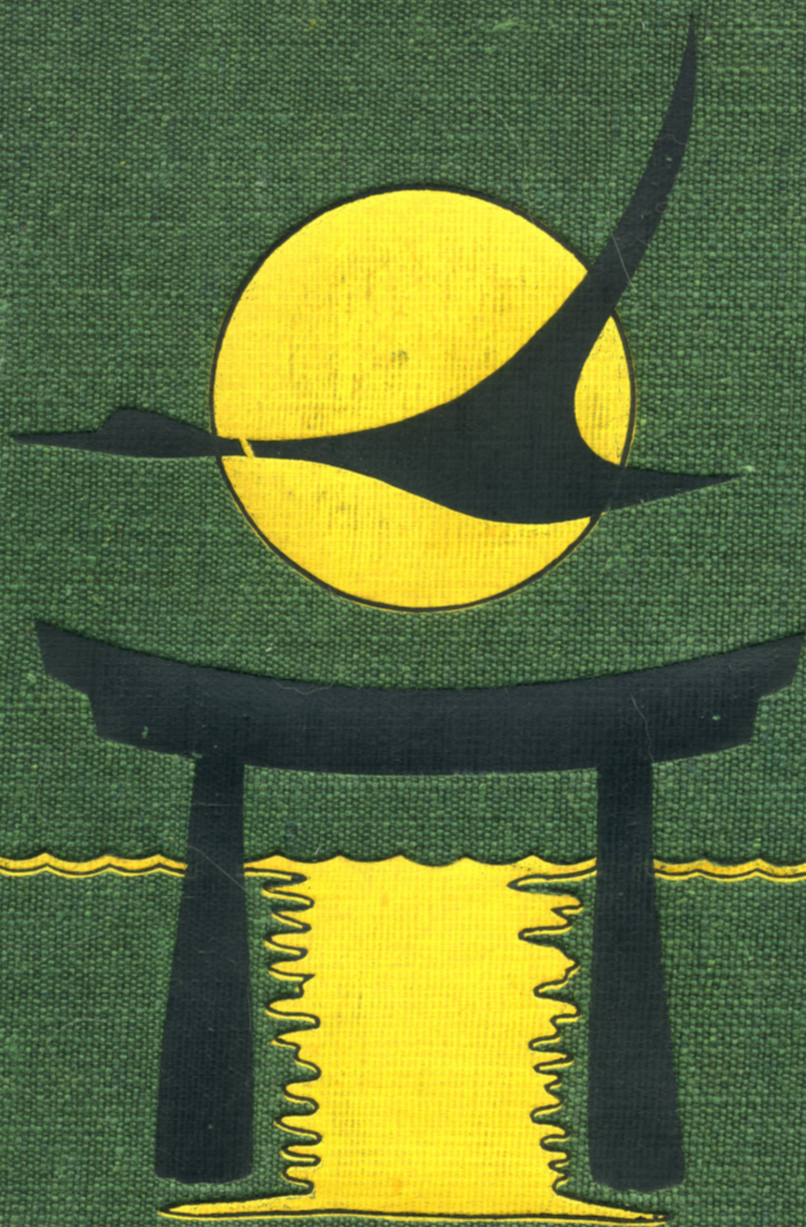


U.S.S. CURRITUCK



FAR EAST CRUISE
1961-1962

UNITED STATES

SHIP

CURRITUCK

(AV-7)



THE SHIP

The name Currituck is derived from the Coratank Indian word meaning "wild geese." Two ships of the Navy have been named for the Currituck Sound which is located between Virginia and North Carolina.

The first USS CURRITUCK was commissioned by the U. S. Navy in 1862 during the civil War. A screw-steamer, she was 120 feet long and mounted an armament of one 20-pounder and four 32-pounder guns. Assigned to duty with the Potomac Flotilla, CURRITUCK spent her entire service in the Chesapeake Bay and tributary waters performing guard and picket duty. During the war she was credited with the capture of eight vessels and several assists. On August 4, 1865, she was decommissioned in Washington, D. C.; in September of the same year she was sold to a private firm.

The present USS CURRITUCK was built by the Philadelphia Naval Shipyard, her keel was laid on December 14, 1942, she was launched on September 11, 1943, and commissioned as the first ship of the CURRITUCK class seaplane tender on June 26, 1944. The 14,000 ton vessel is 540 feet long and 69 feet wide.

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

During her war tour she served as flagship for Commander Air, Seventh Fleet, carried aviation supplies to forward areas, and participated in the liberation of Leyte in the Philippines ; it was during Leyte that she first came under fire and had to defend against numerous air attacks. From January 12, 1945, until August 1945 CURRITUCK was involved in operations in the Philippine area. During this period she assisted in boarding abandoned Japanese vessels found in Manila Bay and conducted seaplane operations with U. S. Navy and Royal Australian Air Force planes. In August 1945 the ship sailed for Okinawa where she arrived one day after the formal Japanese surrender.

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

During 1946 CURRITUCK took part in operations off the West Coast and in 1947 made a short visit to Australia. A transit of the Panama Canal and she arrived in Norfolk, Virginia, on April 18, 1947 for inactivation. On August 7, 1947 she was placed out of commission in reserve at the Philadelphia Naval Shipyard.

CURRITUCK remained inactive until August 1, 1951, when she was again commissioned. During her second tour she was primarily in the Atlantic and operations were largely confined to the Virginia Cape and Carribbean areas. She did, however, operate off the West Coast of Ecuador briefly in August 1953. In 1956 the ship served a tour of duty with the Sixth Fleet in the Mediterranean, departing Norfolk on August 26 and returning on December 13. During 1957 CURRITUCK again spent her time in the Norfolk and Carribbean areas. On January 6, 1958, CURRITUCK sailed for Philadelphia, she was placed out of commission on February 12, 1958, to permit extended overhaul and modernization.

On August 20, 1960, USS CURRITUCK was placed in commission by Captain Cecil A. Bolam, USN, after completion of her modernization program. From Philadelphia she proceeded to Guantanamo Bay, Cuba, where the ship received her underway training before transitting the Panama Canal to the Pacific Fleet. The ship reached her new home port, San Diego, California, on December 3, 1960, and joined her sister ships as a unit of NAVAIRPAC. Deploying on June 27, 1961, to the Western Pacific CURRITUCK now serves as flagship for Commander Taiwan Patrol Force.

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

THE CAPTAIN



W. C. MOORE, CAPTAIN, U. S. NAVY

Captain Waller Clarke Moore, USN, was born on August 15, 1915. As a native of Portsmouth, Virginia, he attended public schools and the college of William and Mary at Norfolk, Virginia, before entering the United States Naval Academy in 1935.

After graduating from the Naval Academy in 1939, Captain Moore served an initial tour of duty aboard the heavy cruiser USS SALT LAKE CITY in the Pacific area before reporting to Penscola, Florida, for flight training. Upon receiving his wings in February 1942, he was assigned to Torpedo Squadron 27. While attached to the squadron, he participated in action in North Africa in late 1942 and at Guadalcanal in 1943. In the latter part of 1943, he became the Executive Officer of Torpedo Training Squadron VT-OTU #1, and 16 months later, he assumed command of Squadron VT(N)-OTU #1.

In early autumn 1945, Captain Moore was assigned the duties of Flag Secretary and Flag Lieutenant on the staff of Commander, Carrier Division SEVENTEEN. From there he entered the Massachusetts Institute of Technology, where he received a Bachelor of Science degree in Electronics Engineering in January 1947. After leaving MIT, Captain Moore reported to the Staff of Commander, Operational Development Force, where he remained until late 1951. Next he was assigned to the staff of the Chief of Naval Operations, in the Aviation Plans Division. In March 1954, he was named Commanding Officer of Air Anti-Submarine Squadron 22, where he remained until November 1955, when he assumed duties as Executive Officer of USS VALLEY FORGE (CVS-45).

In July 1957, Captain Moore assumed duties as Commanding Officer, Air Development Squadron ONE, at Key West, Florida. Then in July 1959, he was assigned as Director of the Electronics Test Division at the Naval Air Test Center, Patuxent River, Maryland, and in June 1960, assumed the duties of Chief Staff Officer (Test Coordinator) to the Commander, Naval Air Test Center. In June 1961, Captain Moore began his present assignment as Commanding Officer of the seaplane tender USS CURRITUCK (AV-7).

Among his decorations, Captain Moore holds the Silver Star, the Distinguished Flying Cross, the Air Medal with three stars, and the Presidential Unit Citation. Captain Moore and his wife, the former Helen Dow of Manitoba, Canada, with their two young daughters, make their home at 620 Cabarillo Avenue, Coronado, California.

THE EXECUTIVE OFFICERS



COMMANDER GEORGE L. BLISS

Commander George L. Bliss graduated from the US Naval Academy in December 1941. Prior to receiving his flight training in 1944 he served aboard USS CLEVELAND (CL-55) and USS BATAAN (CVL-29) where he saw action at Casablanca, the Solomons and the Truk Raid.

After serving his initial tour as an aviator as Operations Officer of Patrol Squadron 204, Commander Bliss returned to Annapolis for three years of post-graduate work at the U.S. Naval Post-Graduate School. He graduated with a Master of Science in Electrical Engineering in 1950.

Commander Bliss served with Fleet Air Wing 14 when the Korean War broke out and in 1951 he became Executive Officer of Patrol Squadron 47. In 1952 he reported to the Naval Air Development Center, Johnsville, Pennsylvania, where he served until 1954.

In the summer of 1954 Commander Bliss qualified as a helicopter pilot and reported to Helicopter ASW Squadron 4. He assumed command of Helicopter ASW Squadron 2 in 1956 where he saw duty in the Quemoy Crisis. From June 1957 to June 1958 Commander Bliss attended the Naval War College after which he reported to the Bureau of Weapons. Commander Bliss reported aboard CURRITUCK during her precommissioning and served as Executive Officer until October 1961.

Commander Bliss married Harriet Osborn of Sheboygan, Wisconsin in 1945, they have four children.

Commander Hugh M. Nelson was born in Santa Monica, California in the year 1921. Before he enrolled in the NAVCAD program in 1941 he attended the Santa Ana, Junior College, Santa Ana, California where he received an Associate of Arts Degree. In addition Commander Nelson has attended the Naval General Line School.

During World War II, he served with Fleet Air Wing 14, Fleet Air Wing 2 and Patrol Squadron 24, during Which he received the Air Medal. After the War he spent a tour of duty at NAS, Edenton, North Carolina where he met his wife, the former Miss Mary O. Ayers of Edenton.

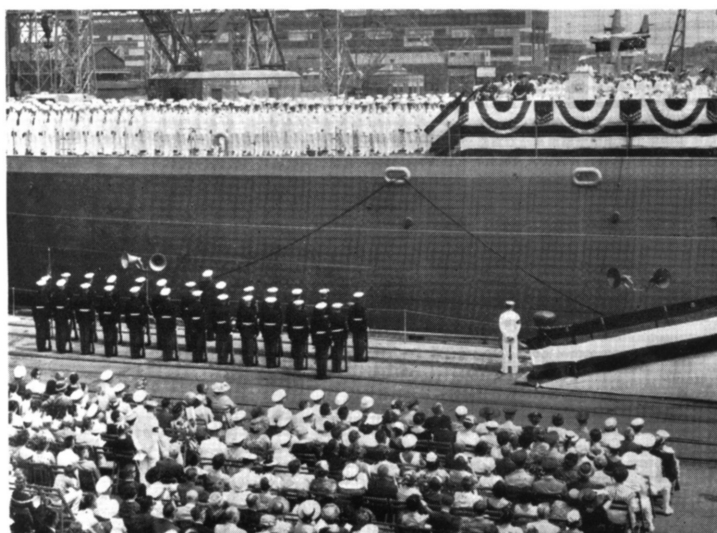
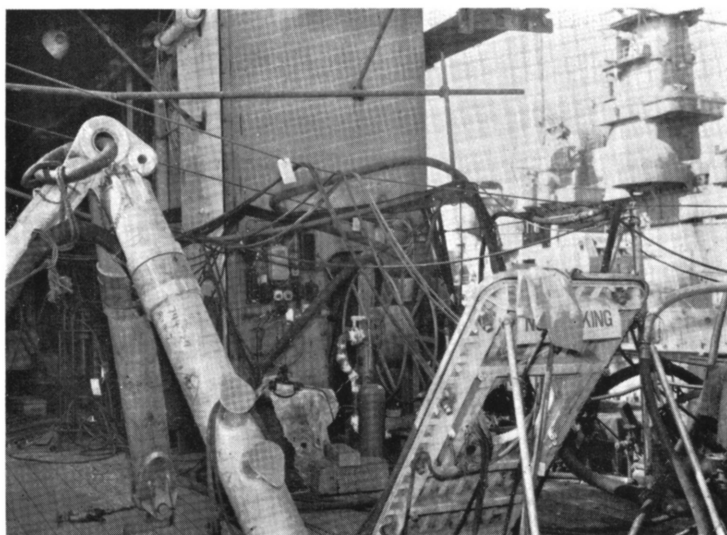
Not unfamiliar with seaplane tenders Commander Nelson served as Operations Officer of the USS SUISUN (AVP-53) from 1951 to 1952. Prior to relieving Commander Bliss as Executive Officer of CURRITUCK he served as Executive Officer of Helicopter Squadron 1, Commanding Officer of Helicopter Squadron 7, ASW Training Officer on COMNAVAIRLANT Staff and as Administrative Assistant and aide to the Commander, Naval Air Test Center, Patuxent River, Maryland.



COMMANDER HUGH M. NELSON



20 August 1961 after
two years overhaul
and conversion in
Philadelphia Naval
Shipyard

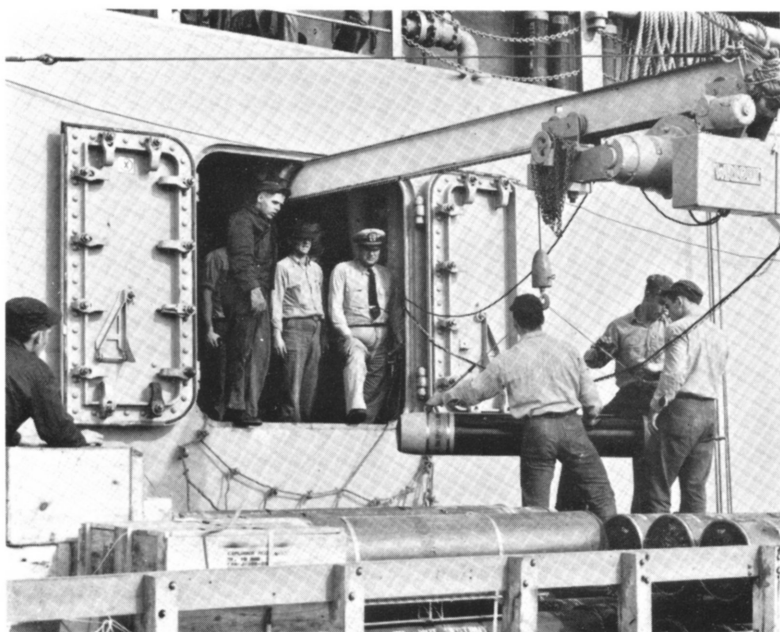
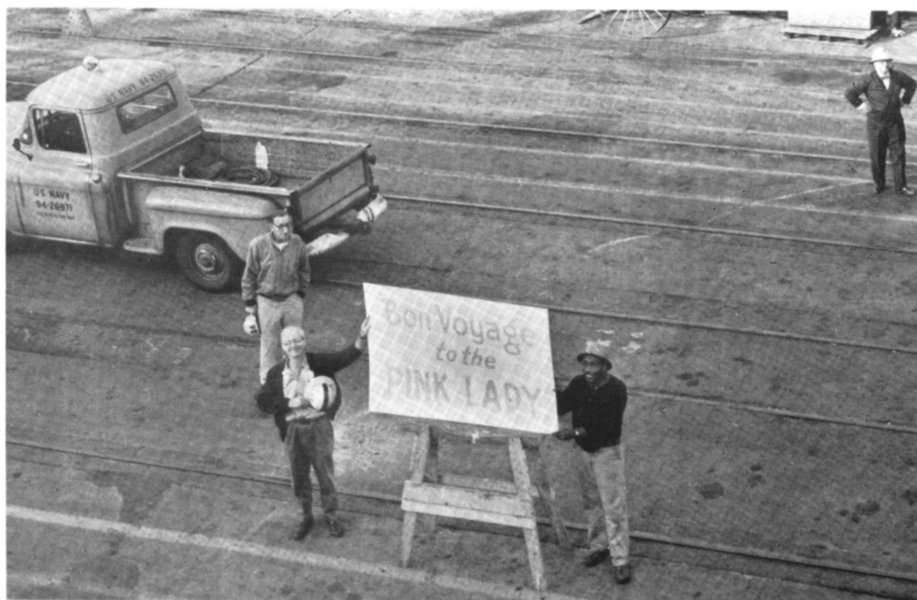


work stopped and
CURRITUCK was
commissioned to
join the Fleet for
her third tour

Inspected and accepted
in October CURRITUCK
leaves for San Diego

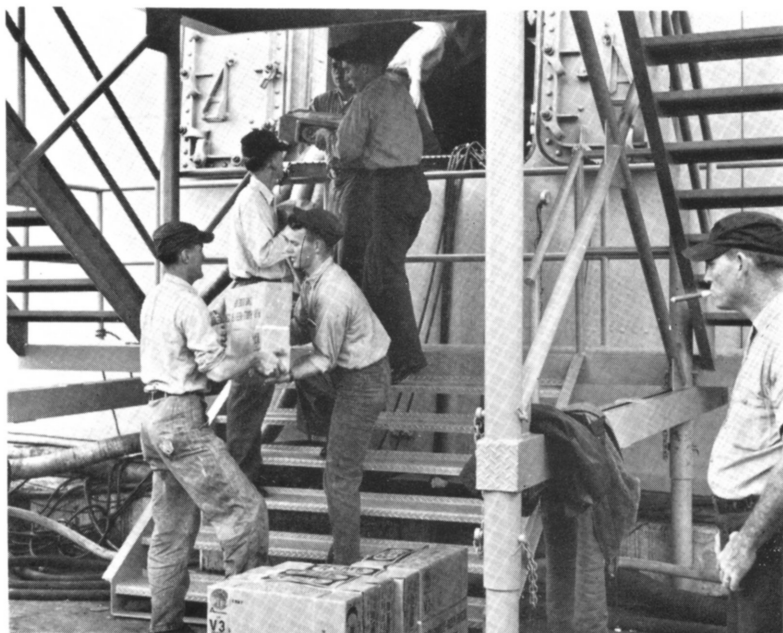


*We sail
to
Norfolk*



for ammunition

and



provisions



Equipped but still green . . .



"GITMO"



Ready at last

A stop



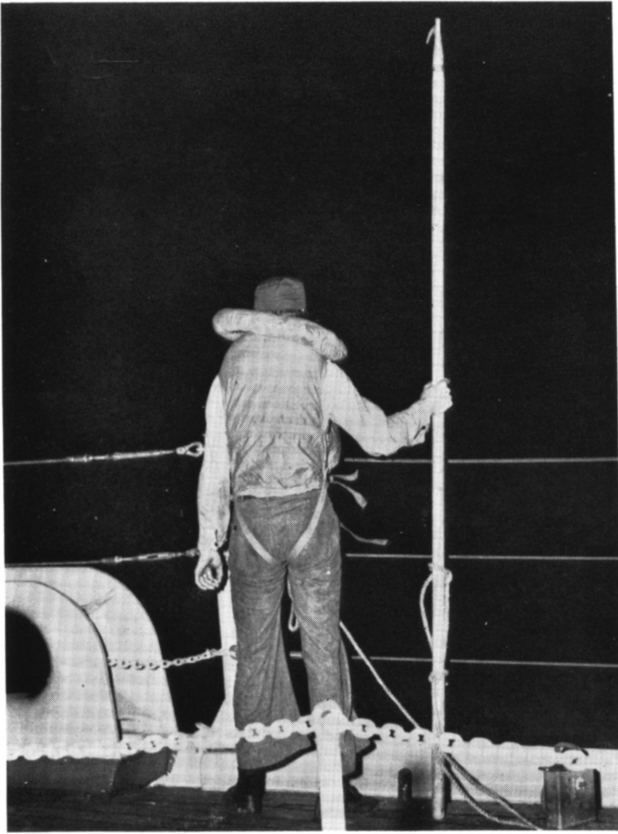
in Kingston, Jamaica





*Through
Lake Miraflores
and the
Panama Canal
and on to the
Pacific*





*Uninterrupted steaming
found some looking for
mail while others took
advantage of occasional
stops to fish*



which brought some good fishing



LAND HO



San Diego

and

Dependents

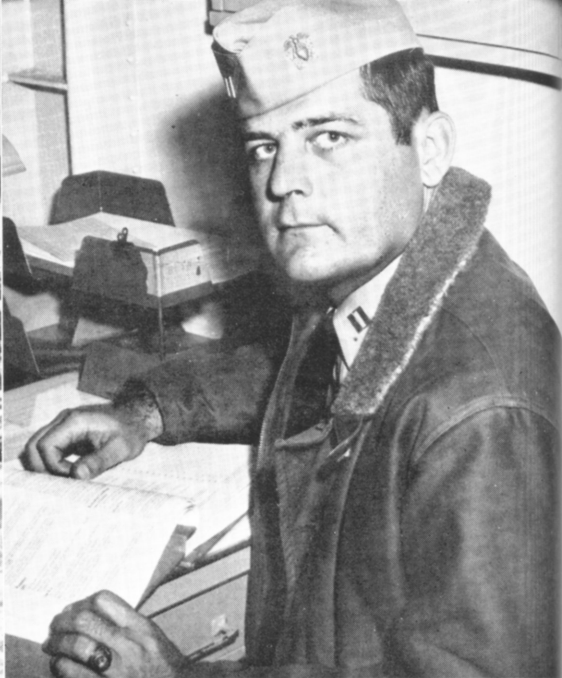
Once
More
For
The
Final
Polish



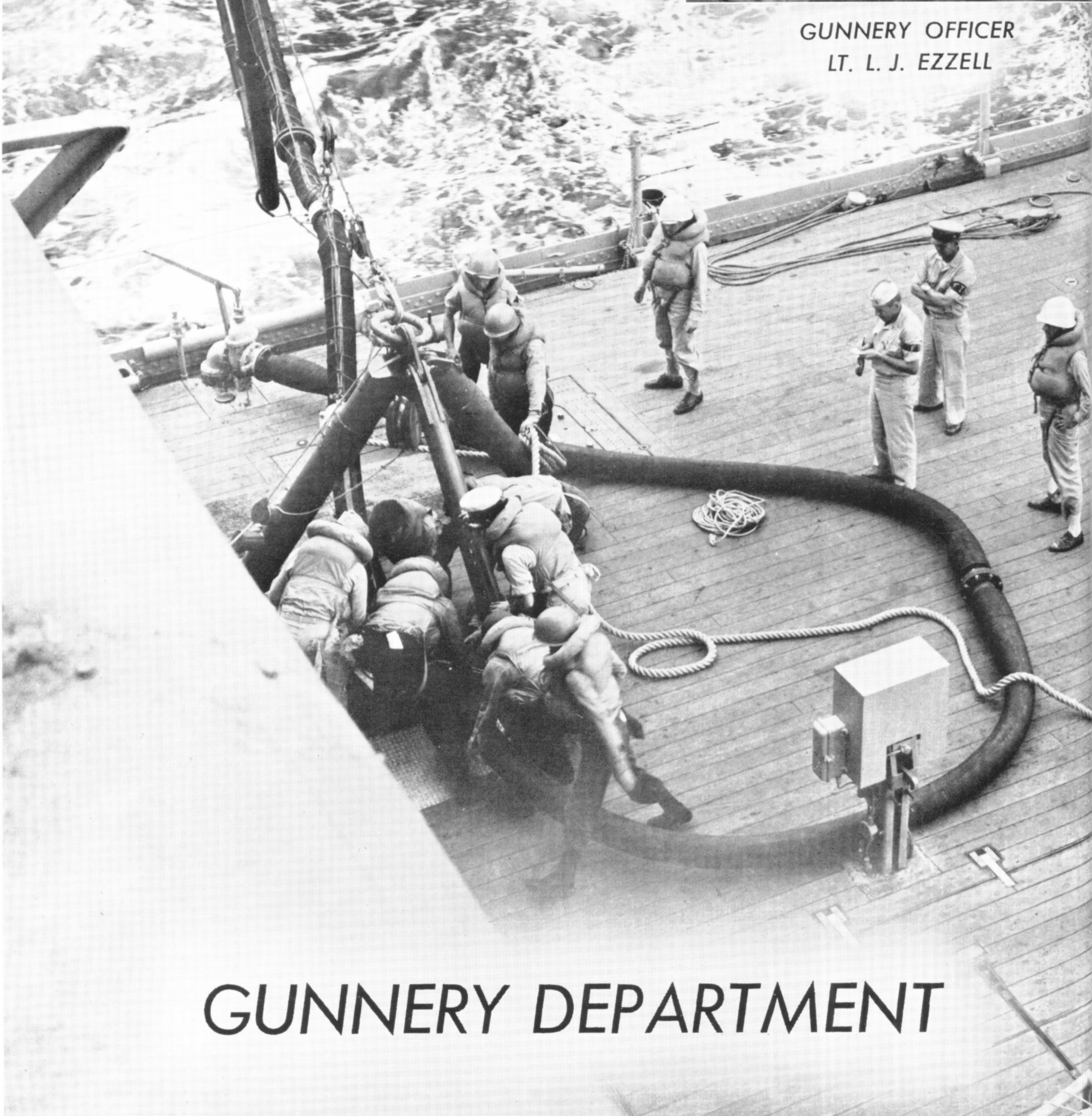
ORI
in
San Diego



**ALL HANDS TO QUARTERS
FOR MUSTER**



GUNNERY OFFICER
LT. L. J. EZZELL



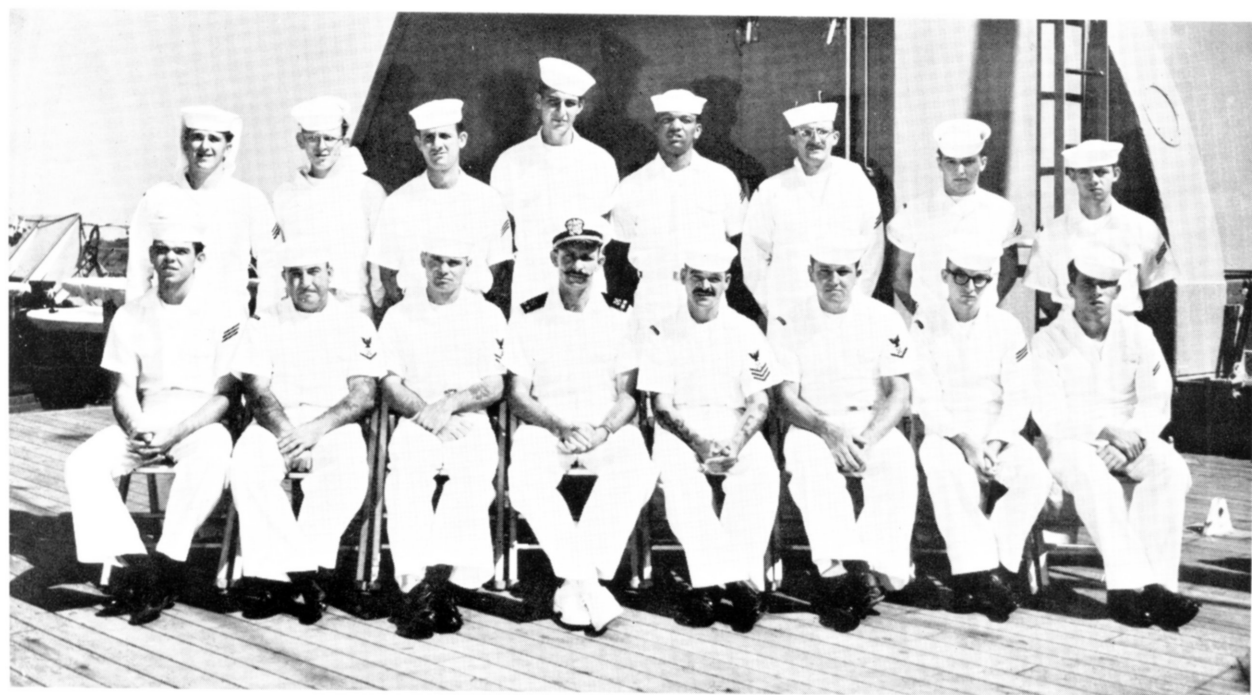
GUNNERY DEPARTMENT

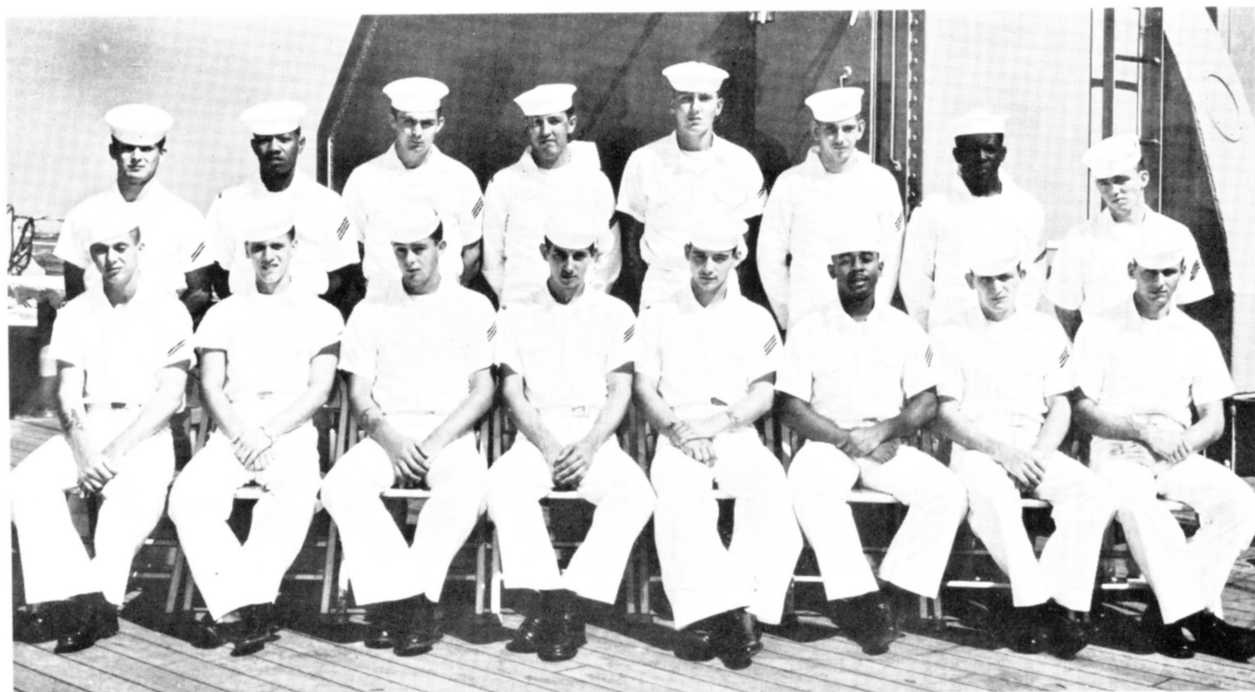


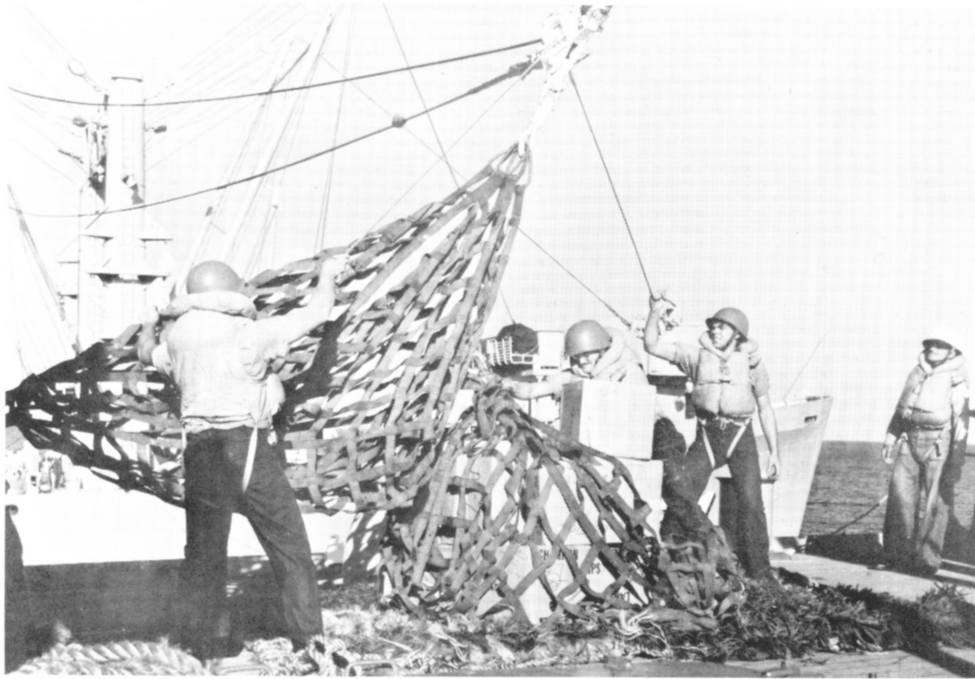
“1ST” DIVISION



CWO BILL F. COWAN,
“1st and 2nd” DIVISION OFFICER



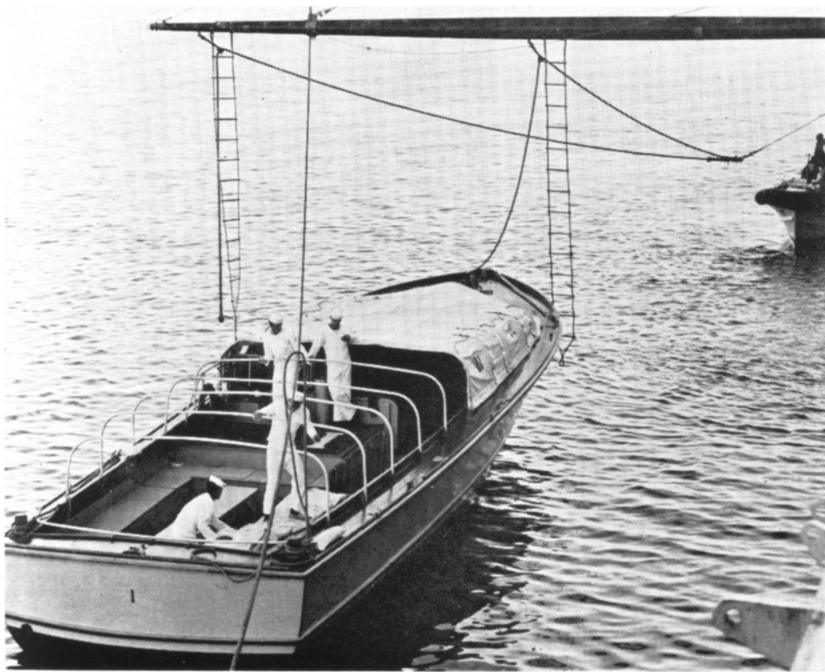


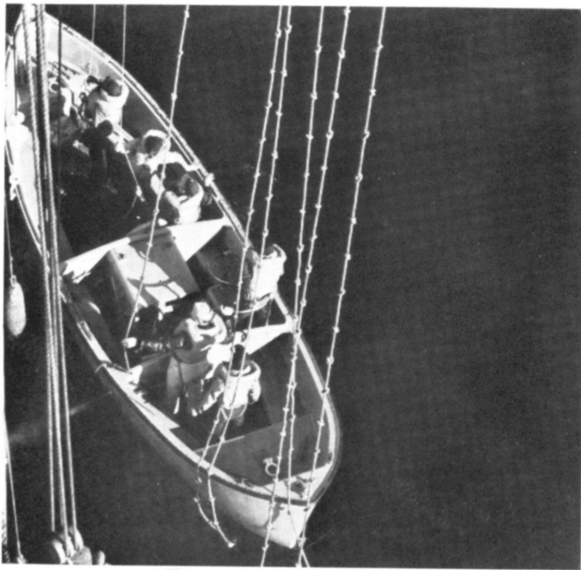




“2ND” DIVISION







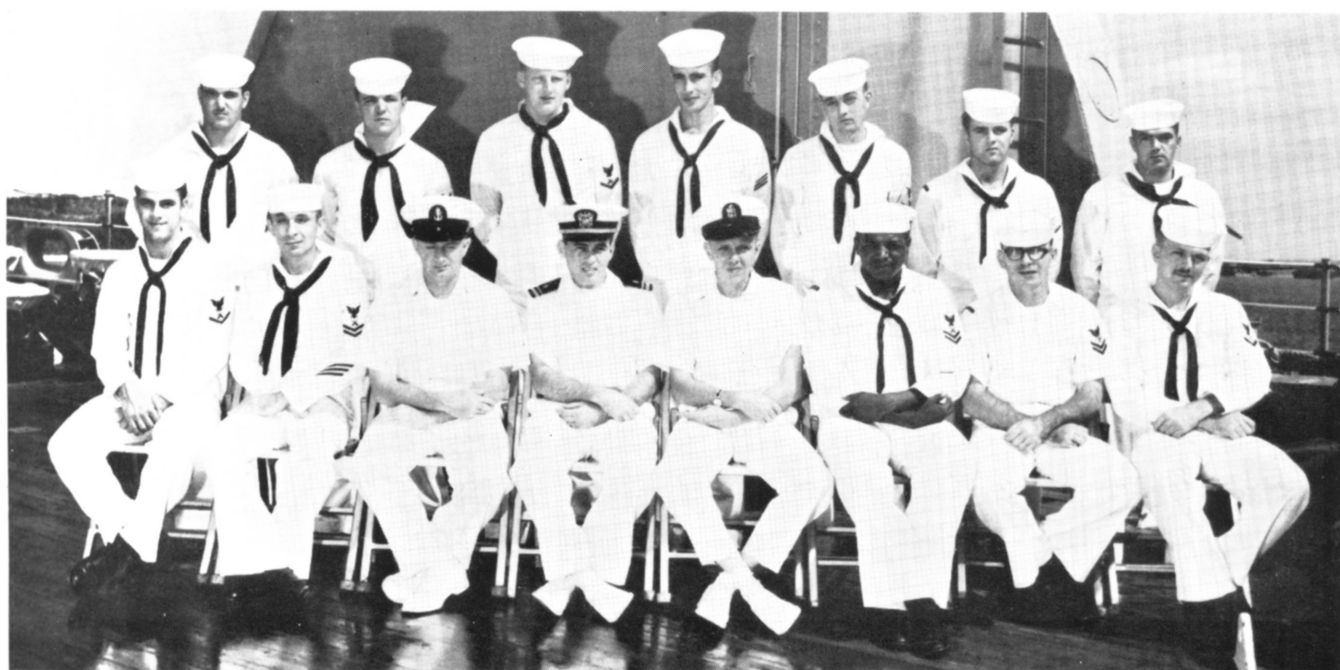


“FOX”

DIVISION



LTJG E. D. JOHNSON,
“FOX” DIVISION OFFICER







“G” DIVISION

LT. B. W. JOHNSON,
“G” DIVISION OFFICER



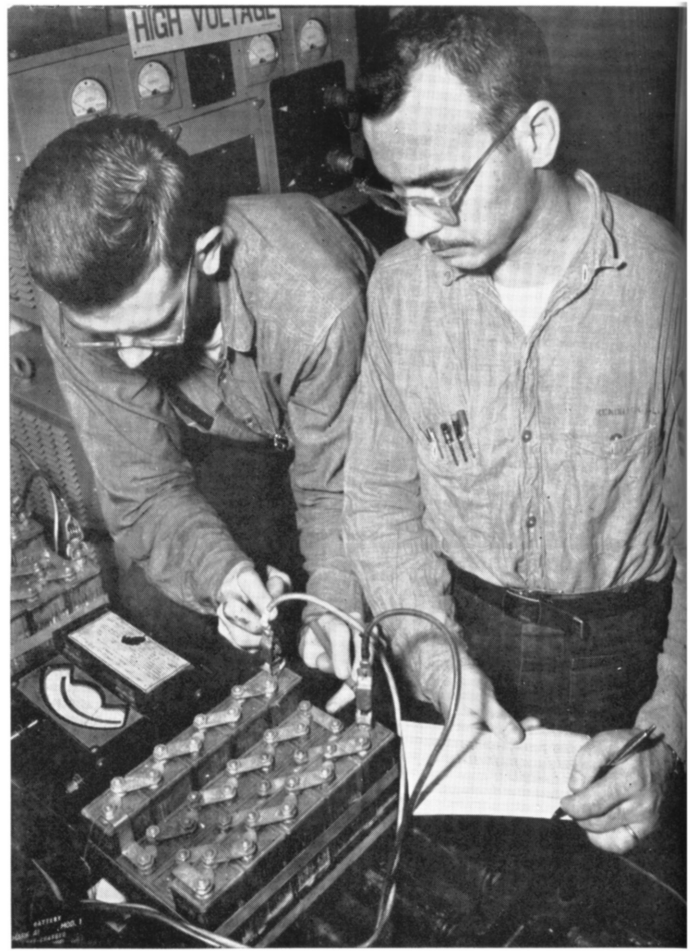


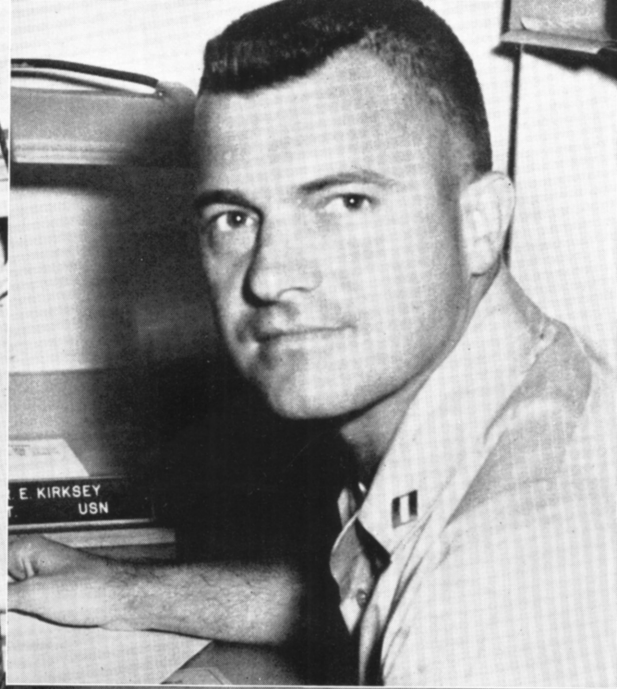


“W” DIVISION

ENS G. E. HAGGERTY,
“W” DIVISION OFFICER







COMMUNICATIONS OFFICER
LT. R. E. KIRKSEY

COMMUNICATIONS DEPARTMENT



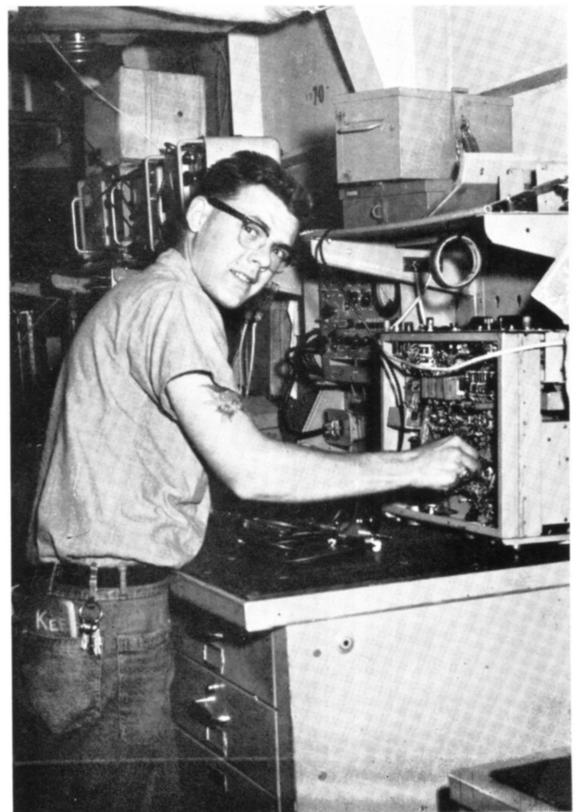
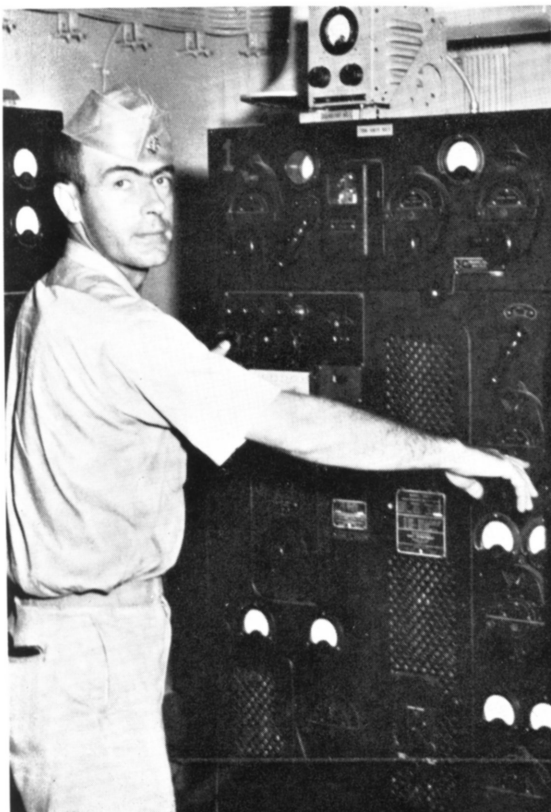
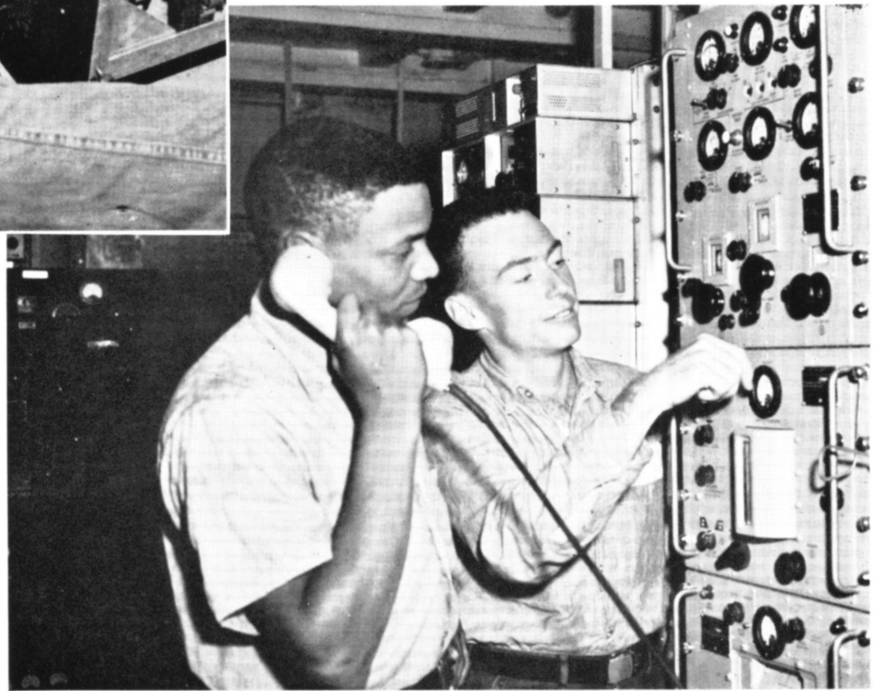
“C” DIVISION

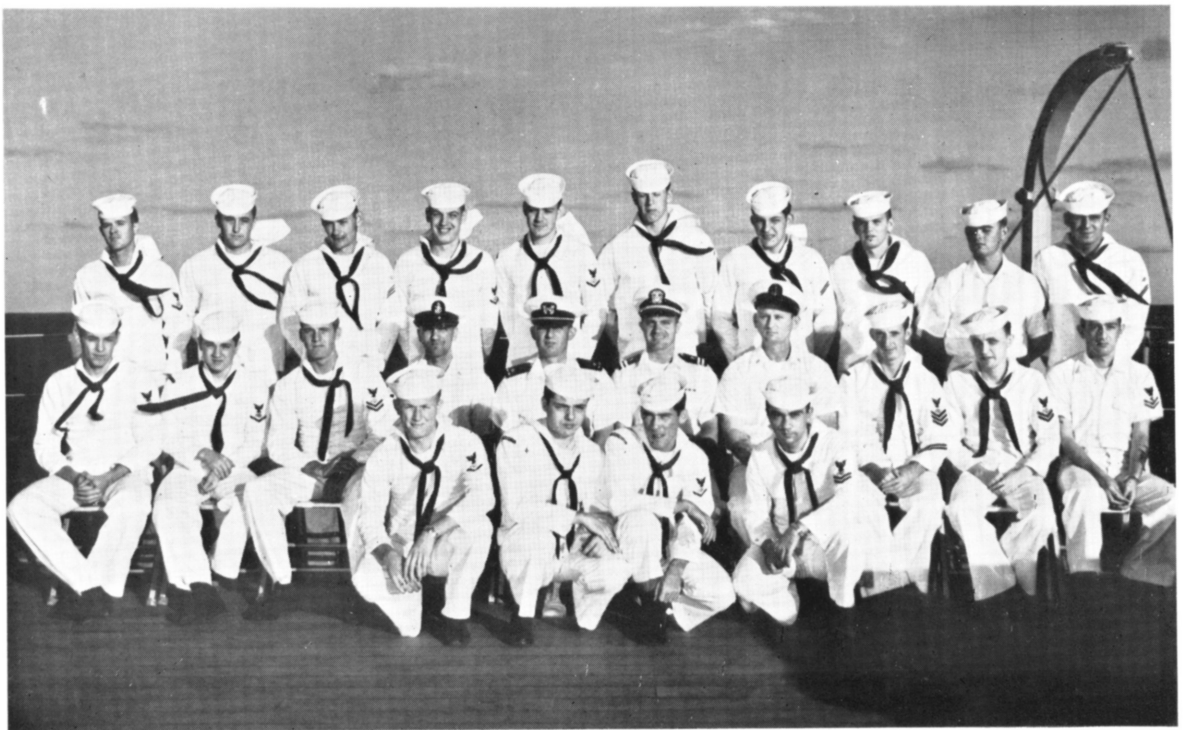


WO D. L. WATERS,
ELECTRONICS OFFICER



ET'S AND SM'S

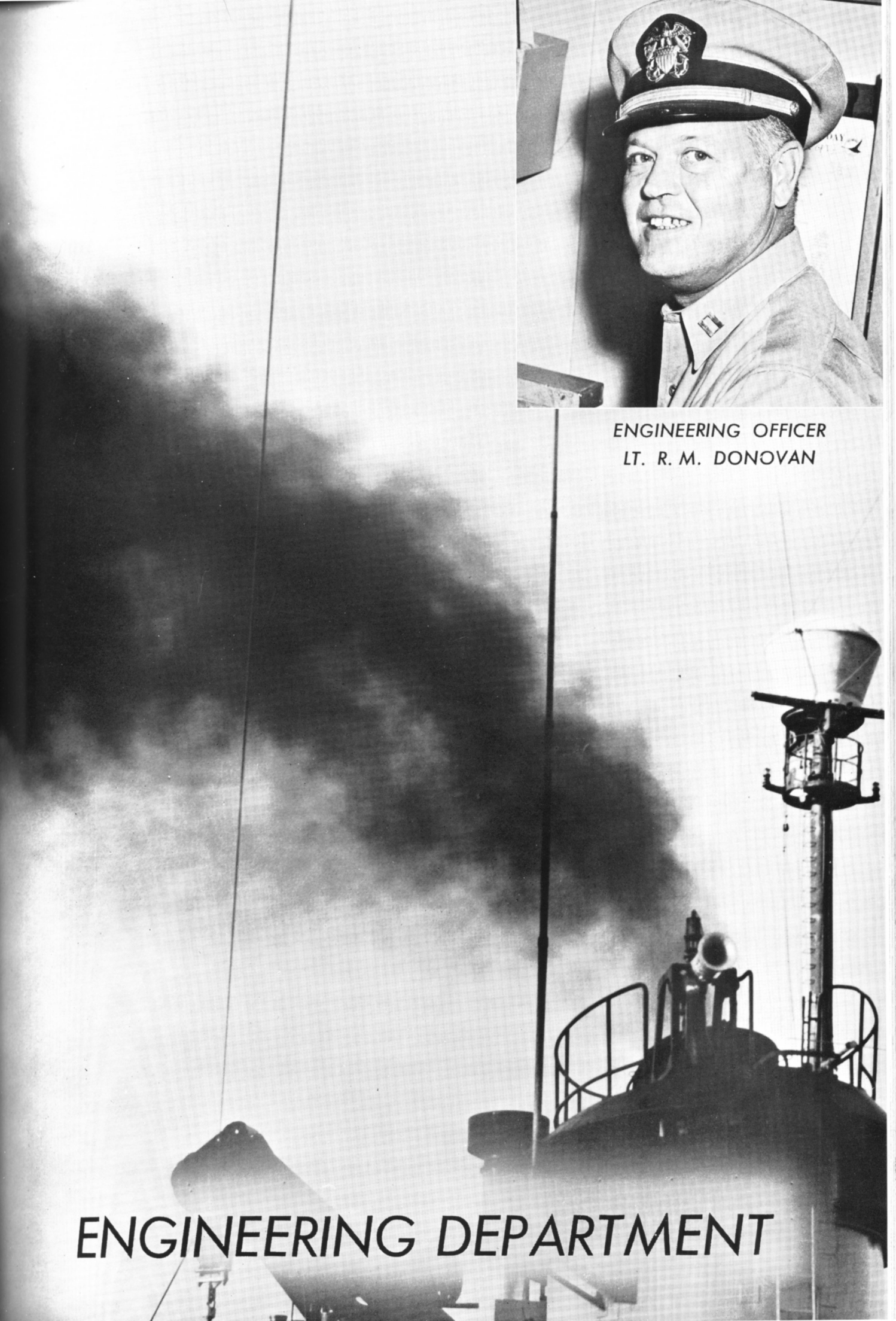




RADIOMEN



ENGINEERING OFFICER
LT. R. M. DONOVAN

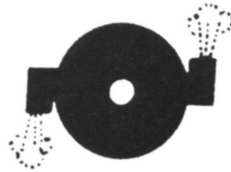
A large black and white photograph of a ship's superstructure. Thick smoke is billowing from the smokestacks, filling the left side of the frame. On the right, a tall mast with a searchlight and other equipment is visible. The ship's hull and railings are in the foreground.

ENGINEERING DEPARTMENT



"B" DIVISION

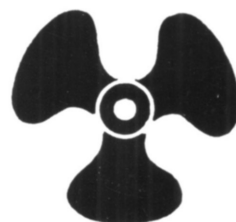
R. J. PAYNE, BTCS,
"B" DIVISION OFFICER





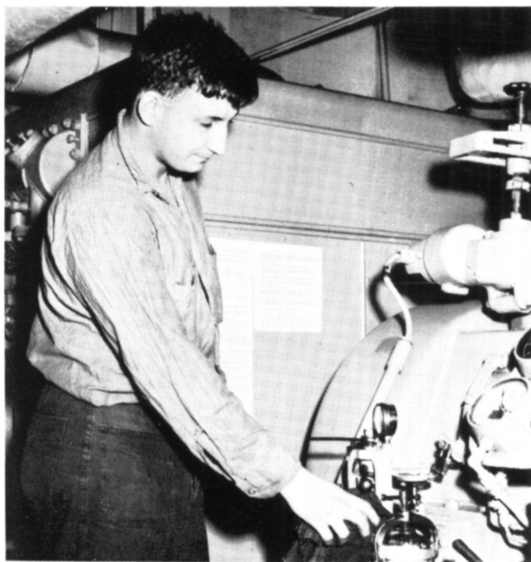
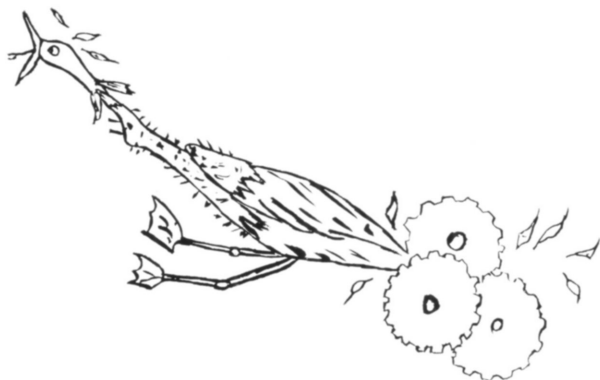


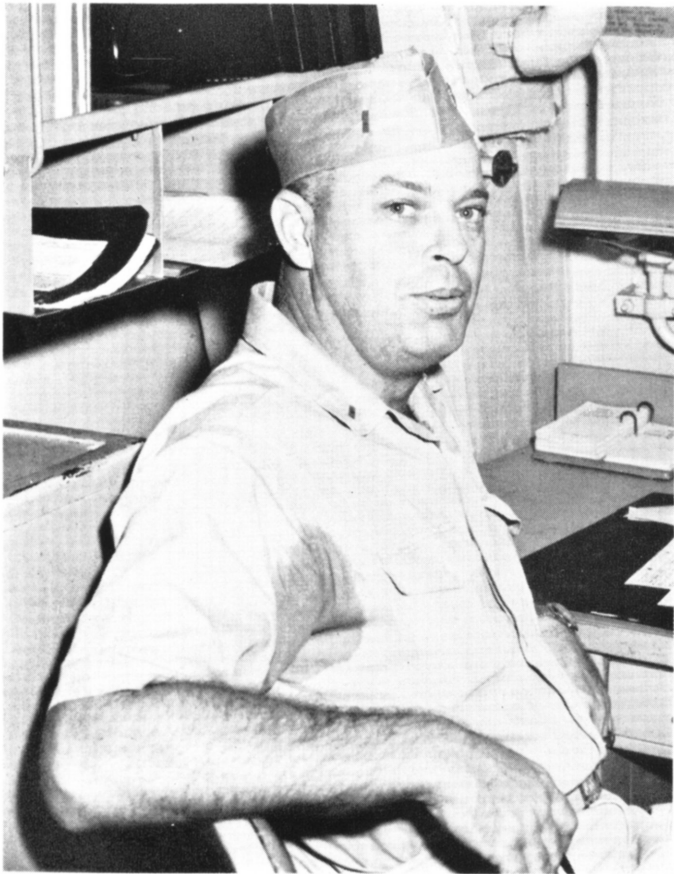
“M” DIVISION



WO R. R. SPENCER,
“M” DIVISION OFFICER





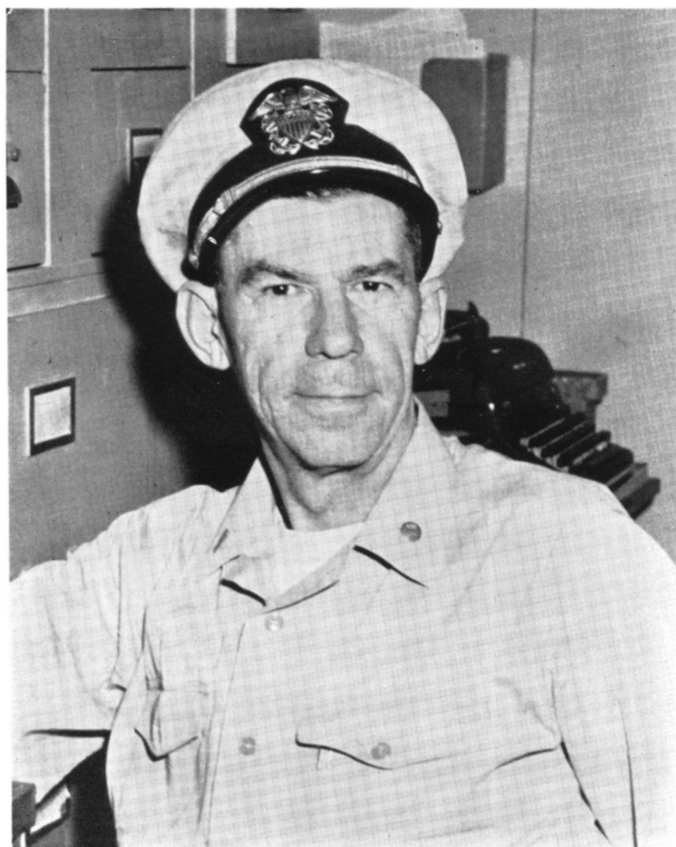


“R” DIVISION

WO F. A. DUNCAN,
“R” DIVISION OFFICER





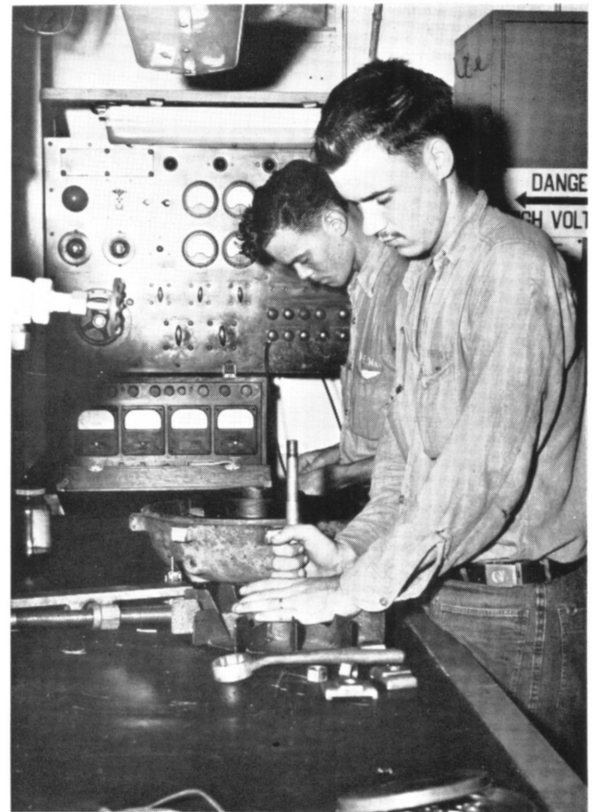
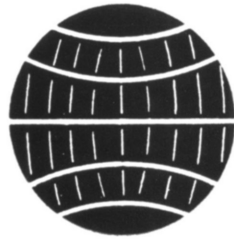


"E"

DIVISION

CWO D. R. FRIEBELE,
"E" DIVISION OFFICER



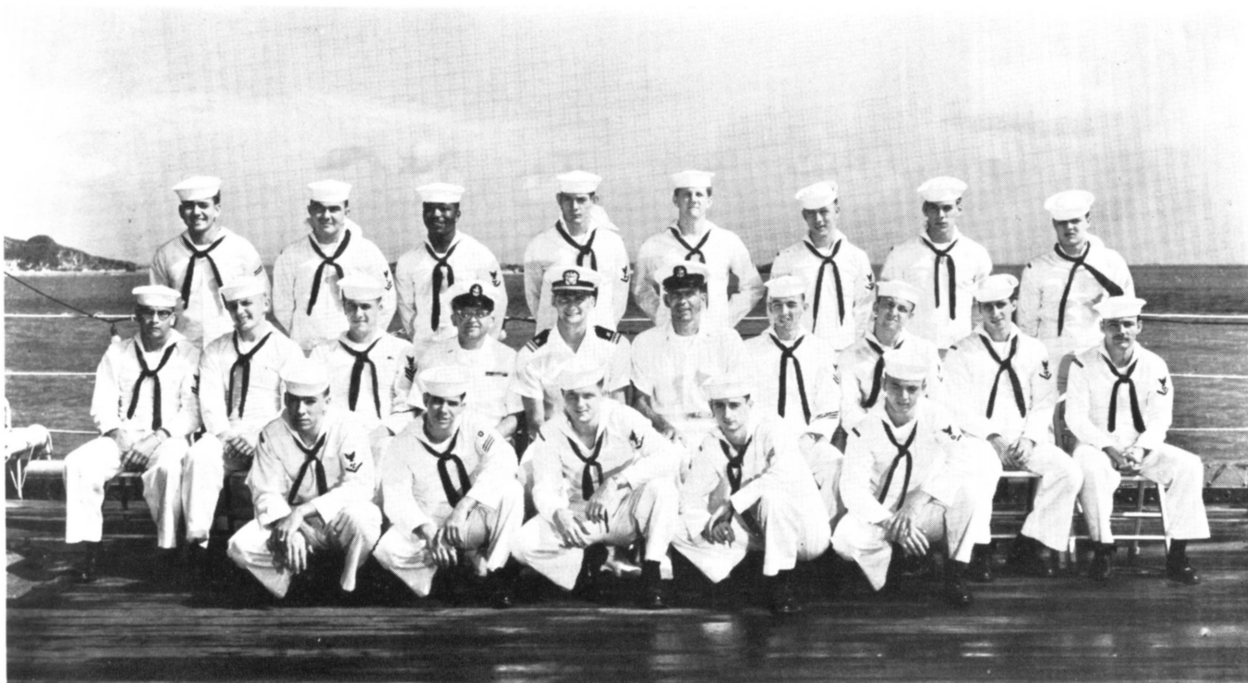


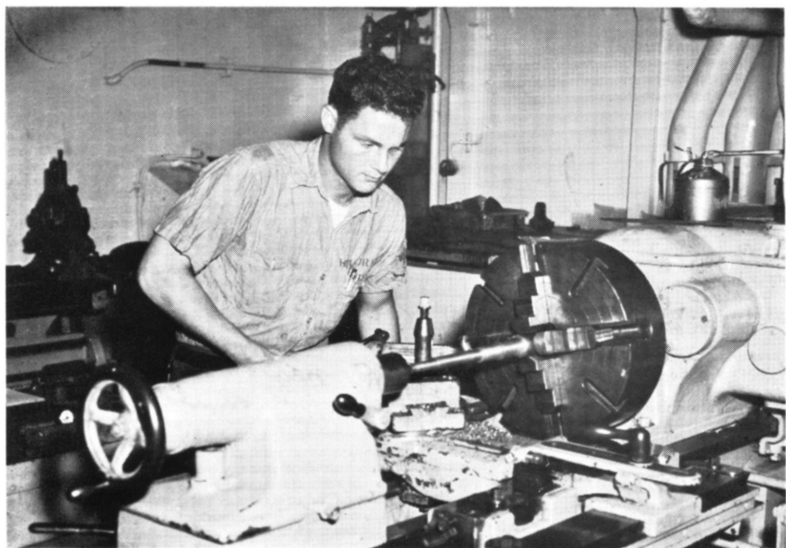
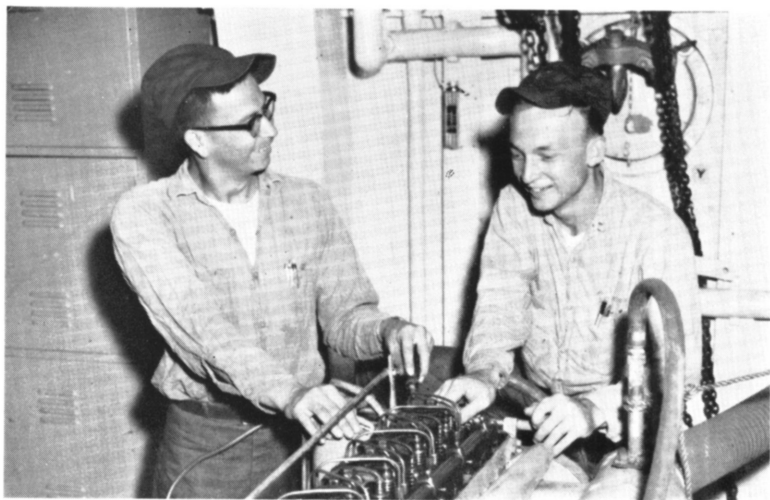
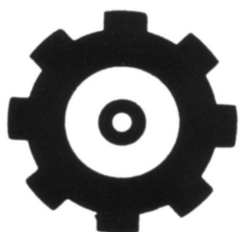




“A” DIVISION

LTJG C. E. MESSERSMITH,
“A” DIVISION OFFICER







SUPPLY OFFICER
LT. W. F. MERRICK

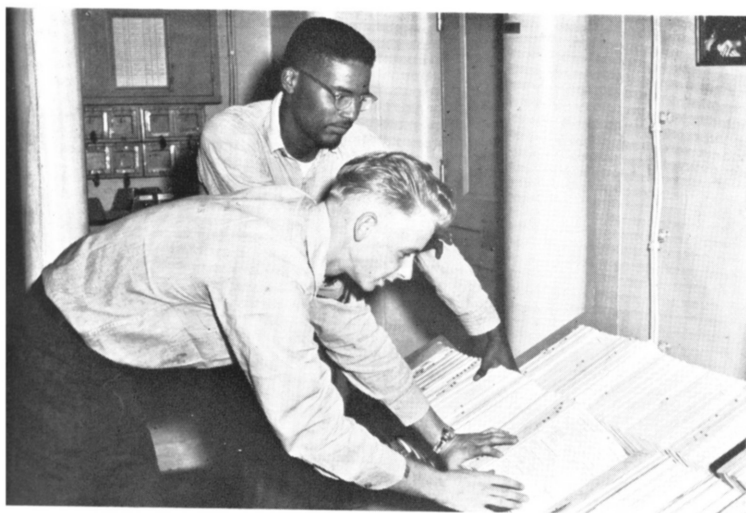
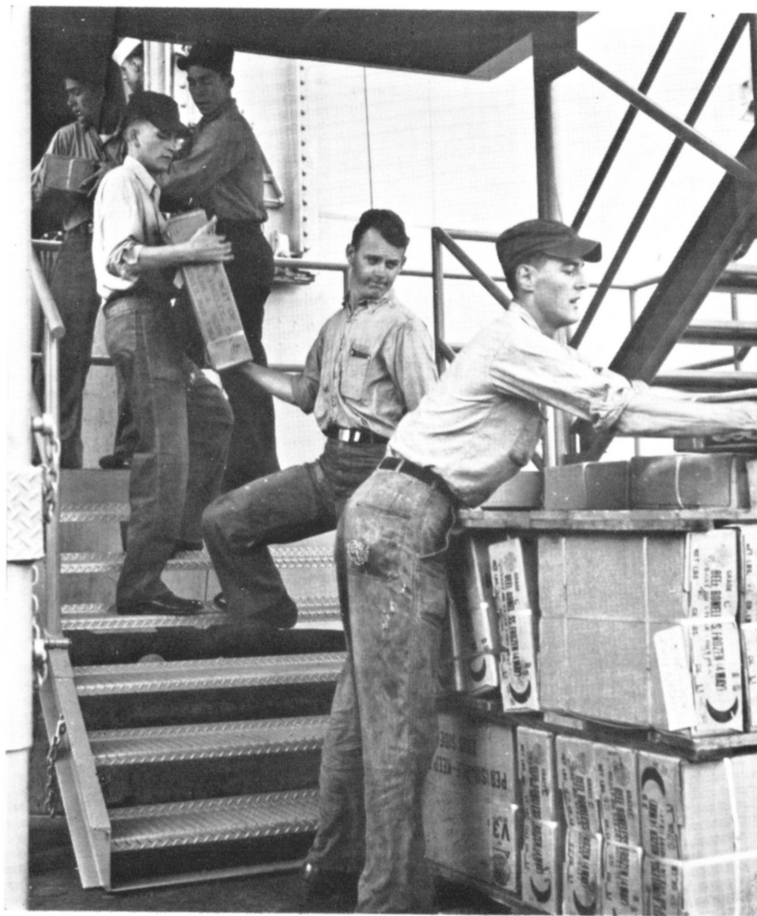
SUPPLY DEPARTMENT



“S-1” DIVISION

CWO H. H. ALLEY,
“S-1” DIVISION OFFICER









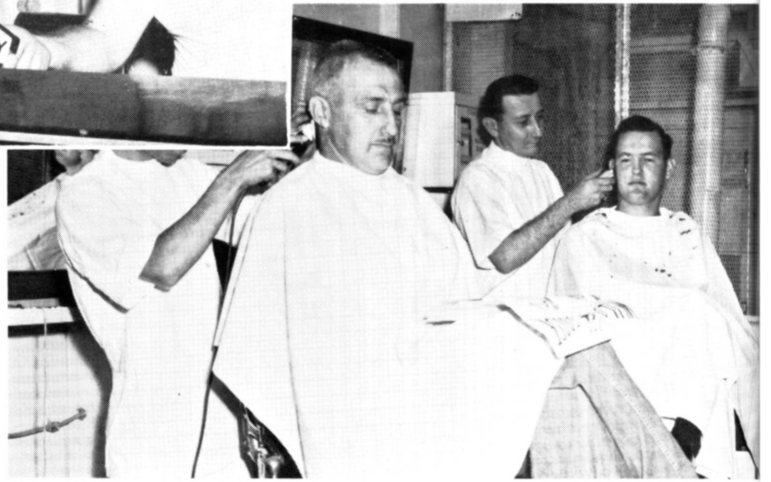
"S-2"

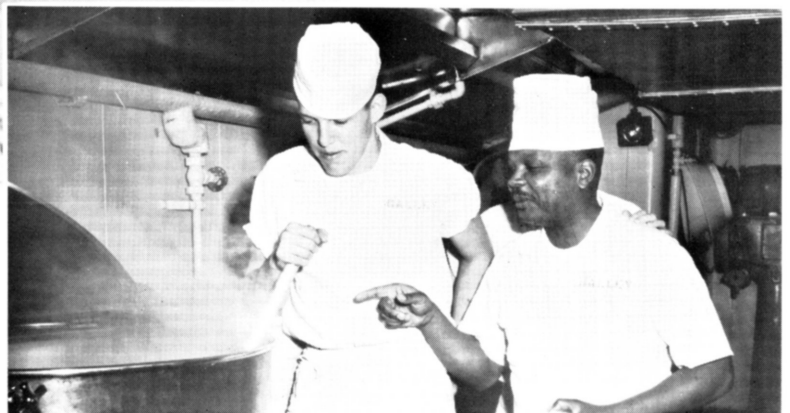
DIVISION



LTJG J. G. GANZ,
"S-2" DIVISION OFFICER





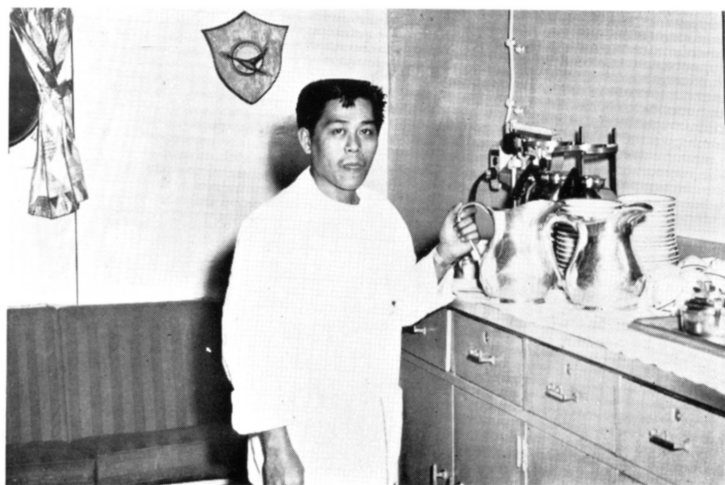




“S-3” DIVISION

ENS. W. M. HAAS,
“S-3 ” DIVISION OFFICER





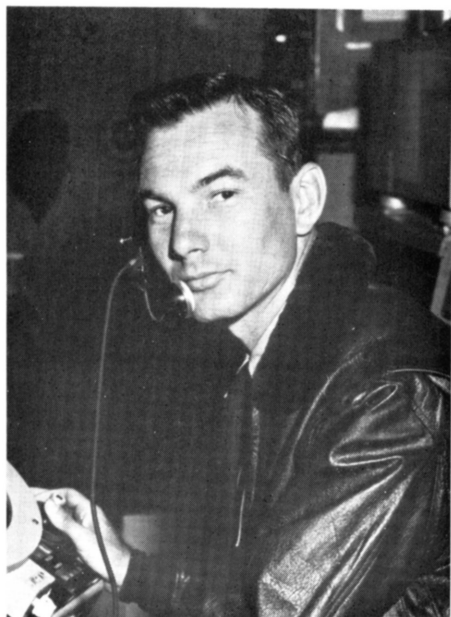
C



OPERATIONS



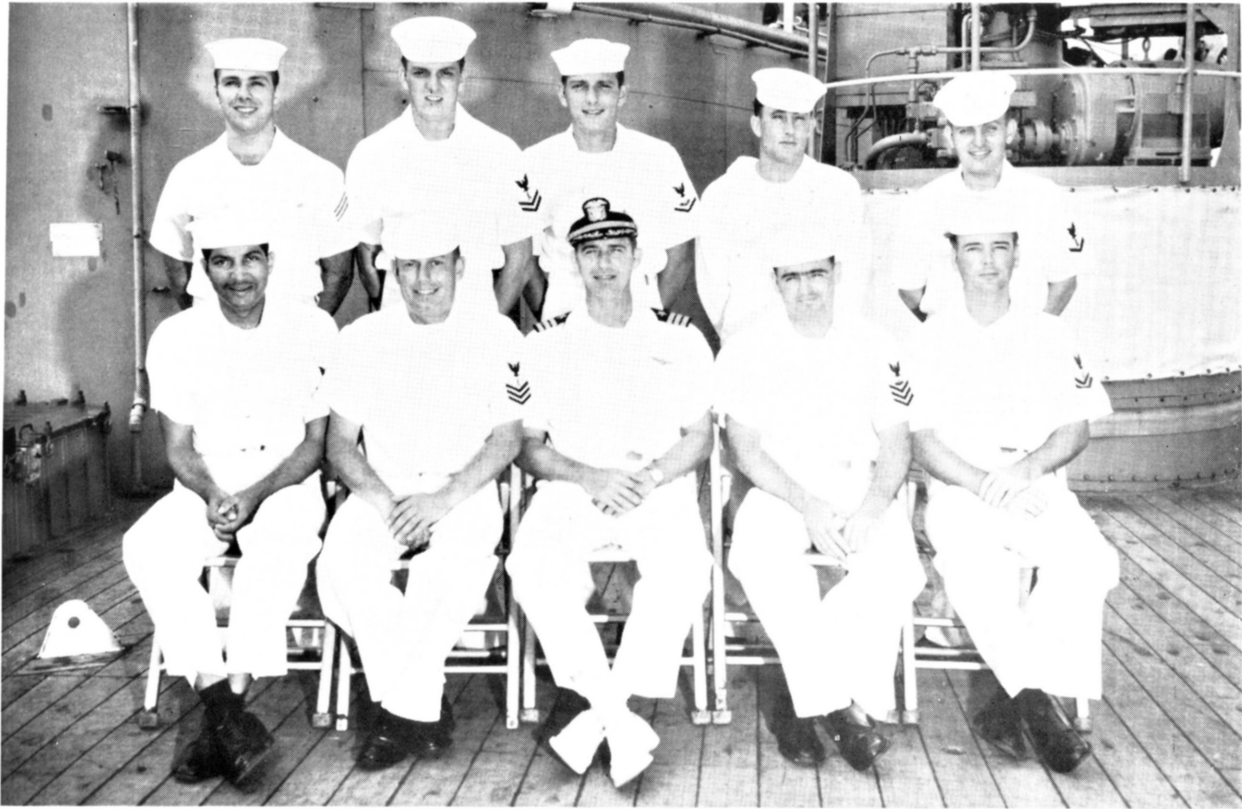
OPERATIONS OFFICER
CDR. R. F. DRESEL



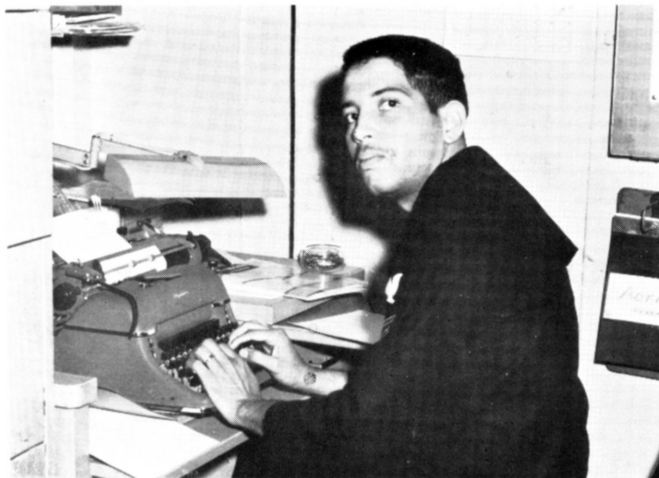
LCDR. J. E. FENDORF,
CIC OFFICER



LT. D. D. DARLING,
AEROLOGY OFFICER



" OP " DIVISION

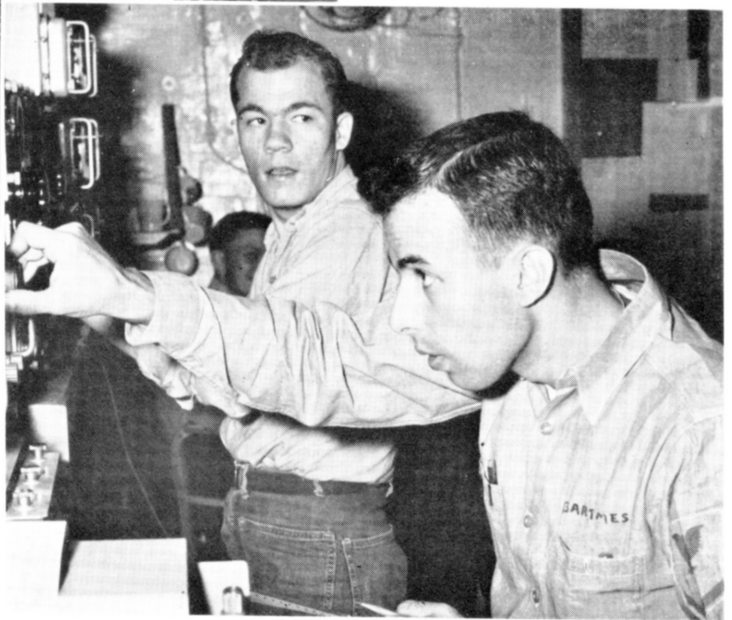
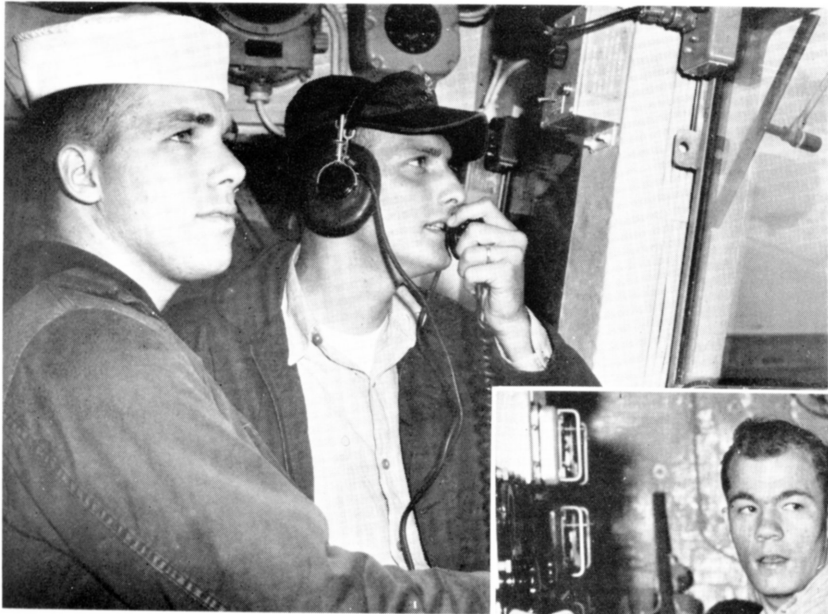




"OI" DIVISION



"OA" DIVISION





AIR OFFICER
LT. N. G. HOLT



AIR DEPARTMENT

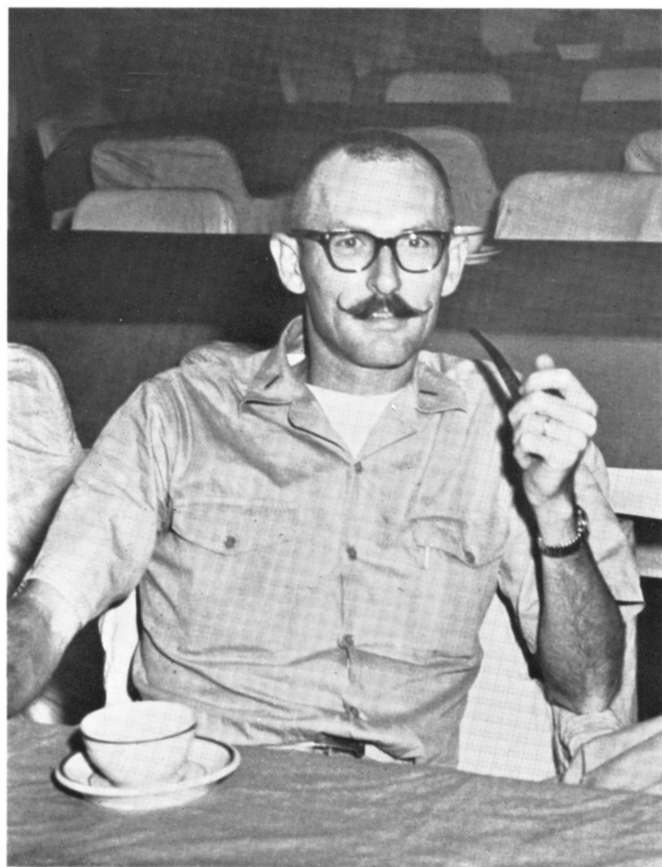


“V-1” DIVISION

LTJG J. M. WALLS,
“V-1” DIVISION OFFICER

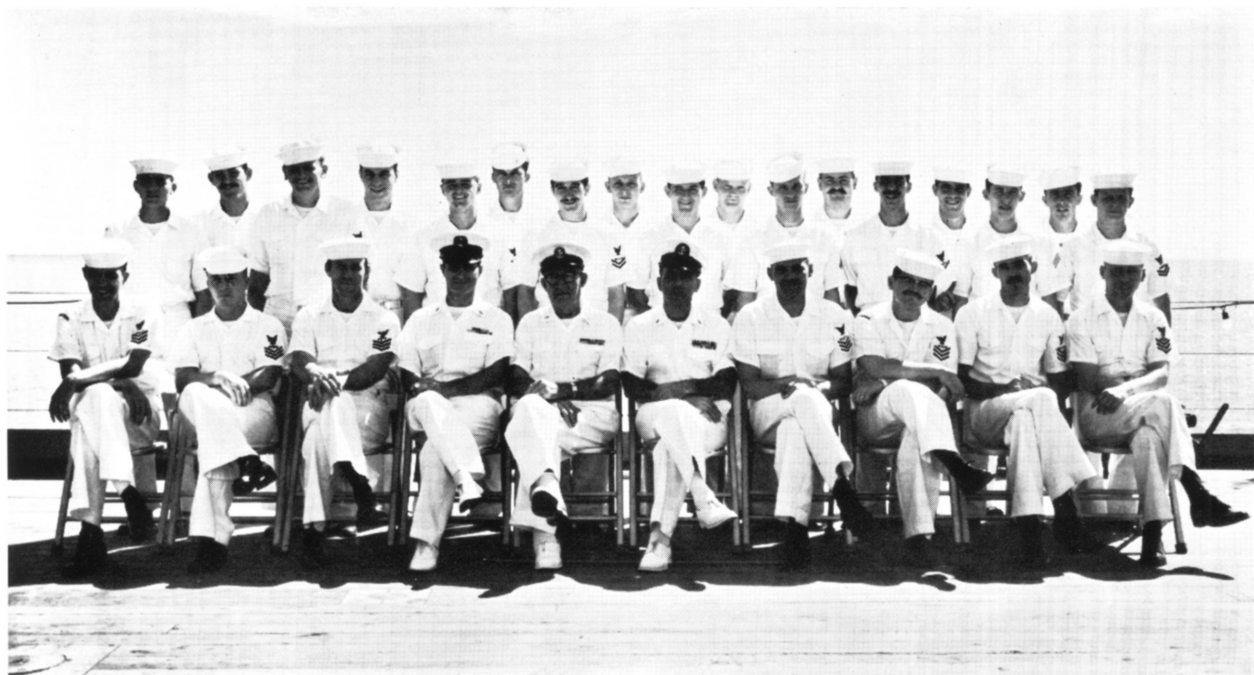
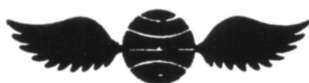






“V-2” DIVISION

LTJG C. H. MALONE,
“V-2” DIVISION OFFICER





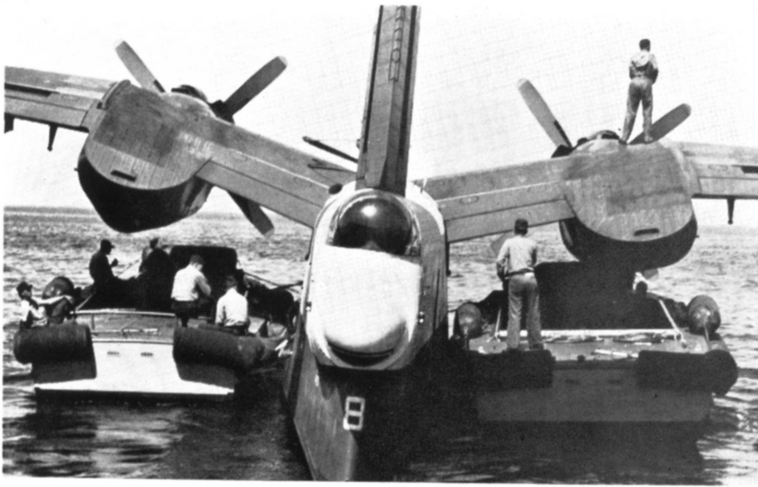




“V-3” DIVISION

LT. N. G. HOLT,
“V-3” DIVISION OFFICER







NAVIGATION DEPARTMENT

NAVIGATOR
LT. J. A. PERKINS



"N" DIVISION

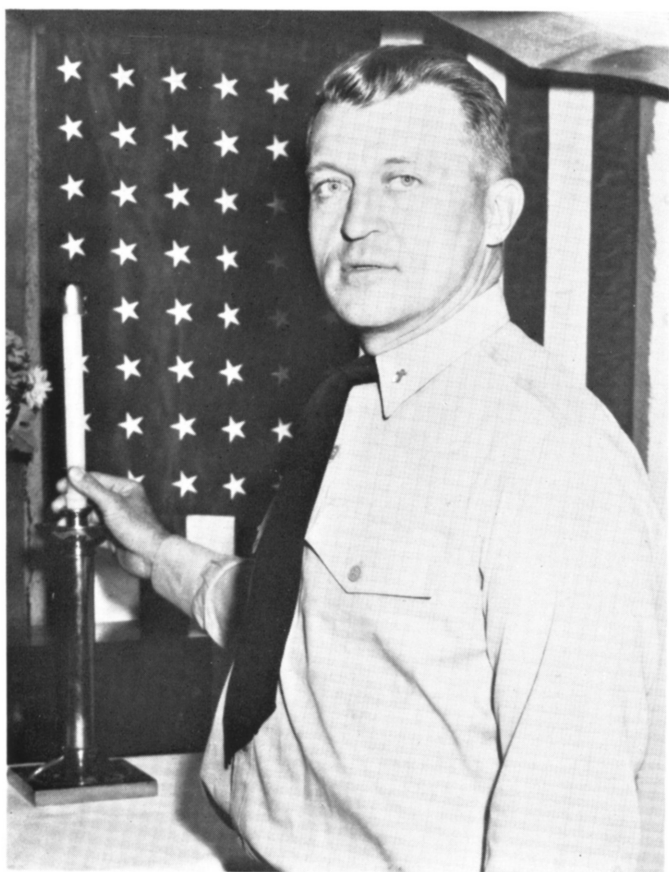




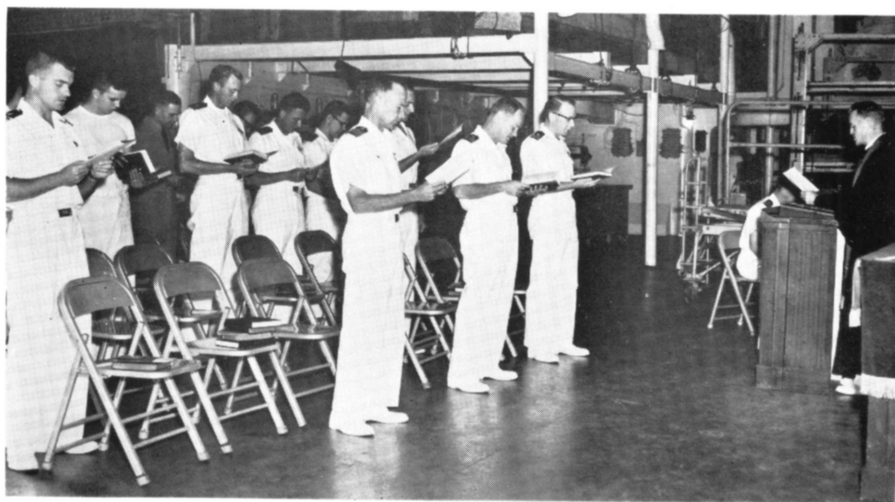
“X” DIVISION

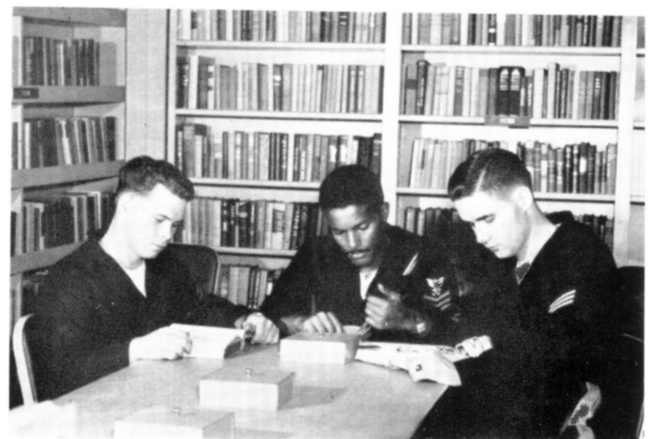
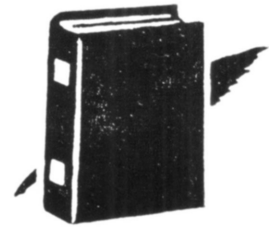
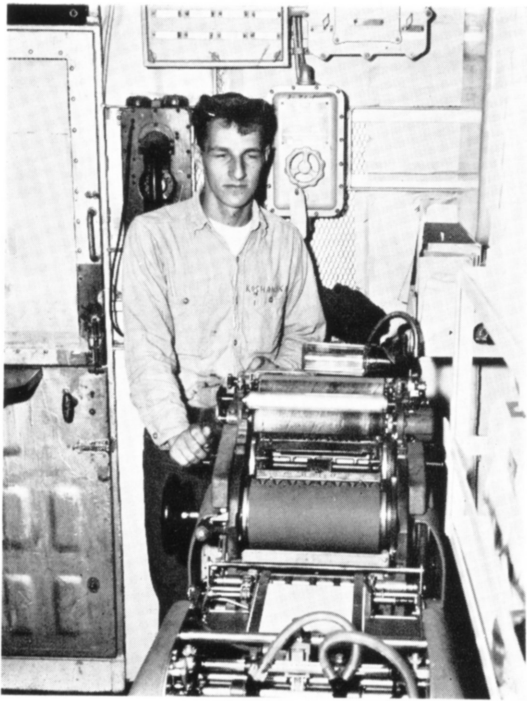
LCDR. R. C. PETERS, JR.
ADMINISTRATIVE ASSISTANT





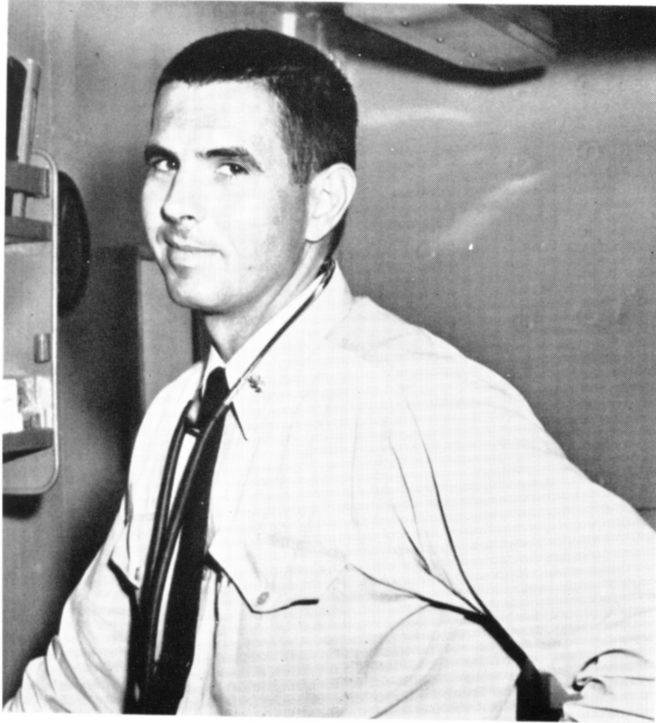
LCDR. P. J. BAKKER,
CHAPLAIN





MEDICAL AND DENTAL

“H” DIVISION



LT. J. R. HAZEL
MEDICAL OFFICER



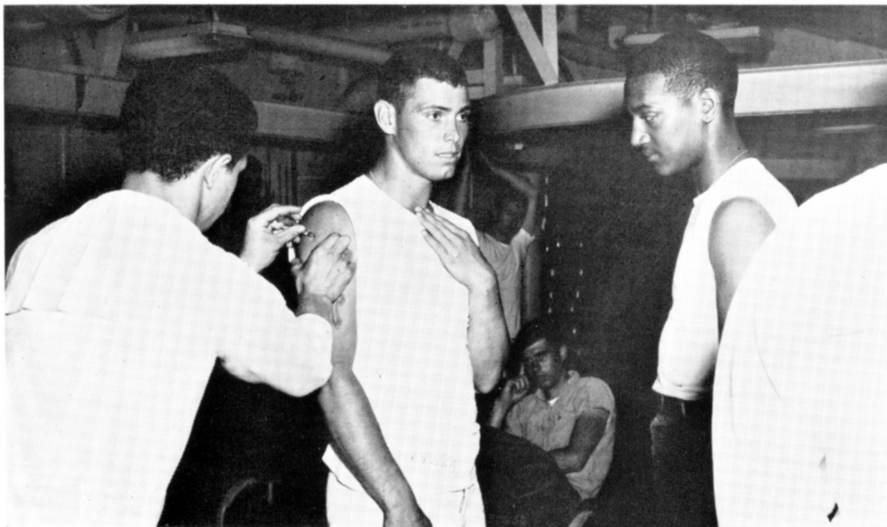
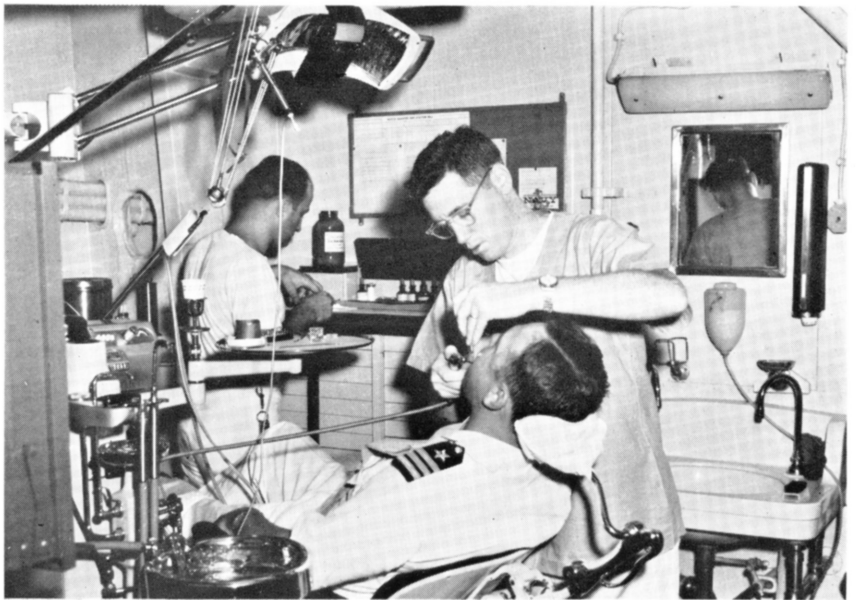


“D” DIVISION



LCDR J. P. KELLY
DENTAL OFFICER

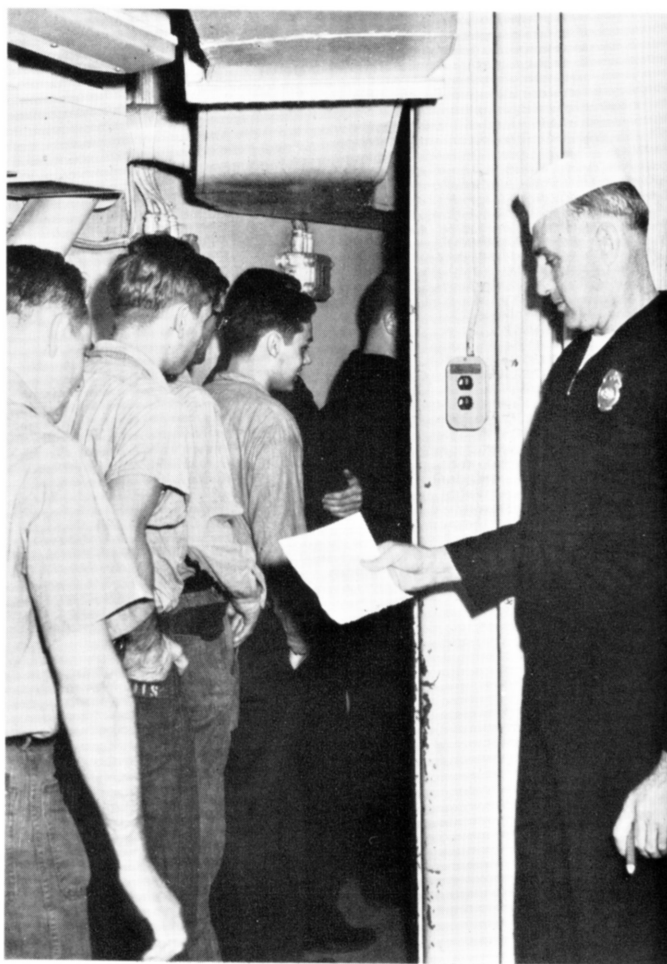




MASTER AT ARMS



CHIEF McCALLAM, CMAA



TAIWAN PATROL FORCE

The Navy's Taiwan Patrol Force, serving as the eyes and ears of the U.S. Seventh Fleet, is maintaining a continuous vigil over the International waters bordering the communist countries in the Western Pacific. Comprised of both air and surface forces, Tai Pat For maintains surveillance patrols of the coast lines of Soviet Siberia, North Korea, North Viet Nam and the communist-held China mainland without intruding into these sovereign areas.

Without such patrols, potential enemy threats against U.S. forces or our pro-Western allies in the Western Pacific area could not be detected.

The headquarters for this far-flung command is necessarily mobile. USS CURRITUCK alternating with her sister seaplane tenders serves as the flagship for Commander, Taiwan Patrol Force.

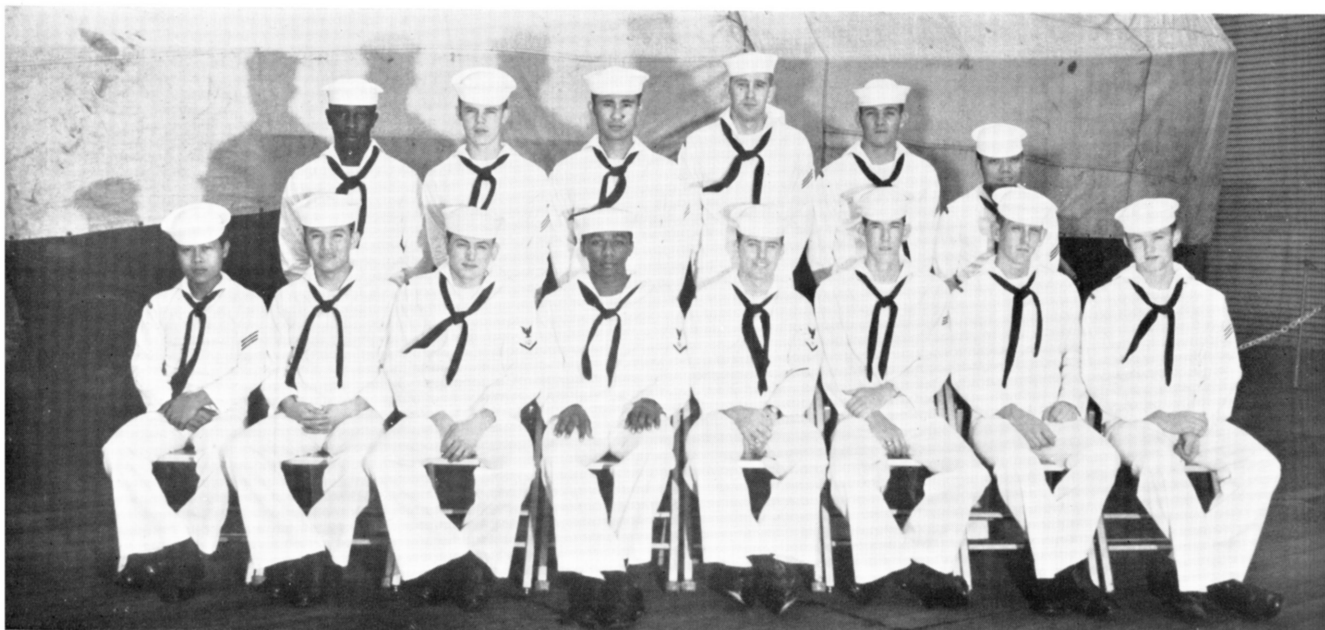


COMMANDER, TAIWAN PATROL FORCE
REAR ADMIRAL BERNARD M. STREAT



CHIEF OF STAFF
CAPTAIN L.J. MACK





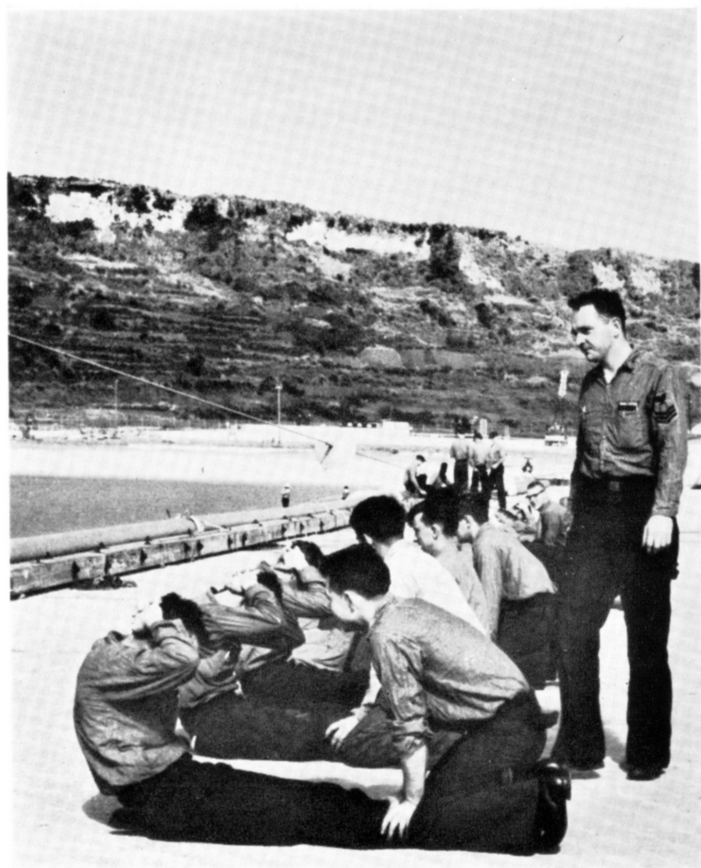


CURRITUCK HAS FOLLOWED SPORTS IN ALL FIELDS BOTH ON CRUISE AND AT HOME IN SAN DIEGO. VERY FEW SHIPS MADE IT PAST WHITE BEACH WITHOUT FEELING THE WRATH OF THE GOOSE'S SOFTBALL NINE. INTERMURAL TEAMS ALSO HELPED US TO PASS AWAY THE TIME ON "OKIE" WHEN ROPEYARN SUNDAY CAME.

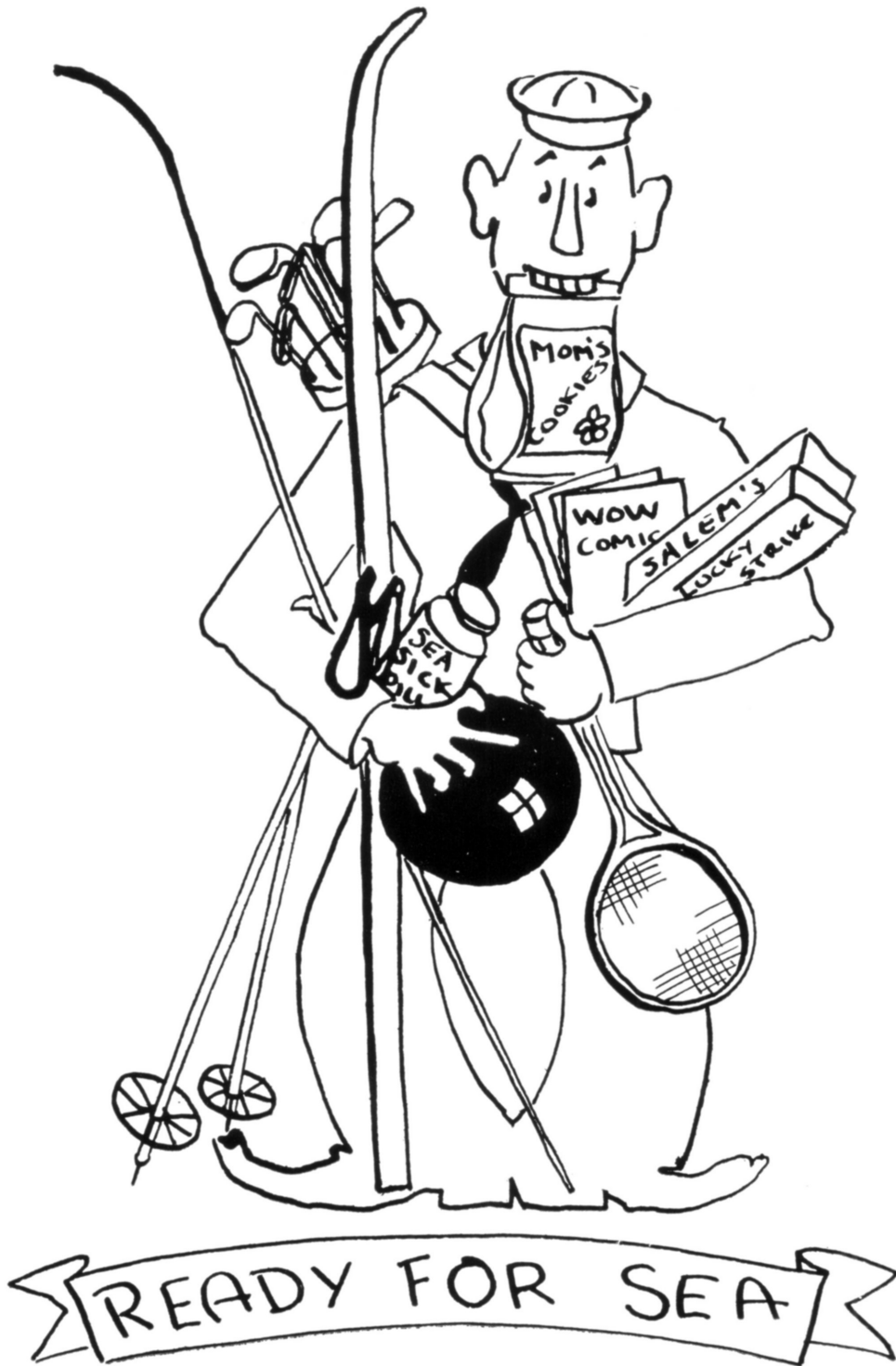




IN ACCORDANCE
WITH THE DESIRES
OF THE PRESIDENT
AND THE SECRE-
TARY OF THE
NAVY SORE MAS-
CLES ARE MUCH
IN EVIDENCE AS
PHYSICAL FINESS
FINDS ITS WAY
INTO OUR NOR-
MAL ROUTINE.



27 JUNE 1961



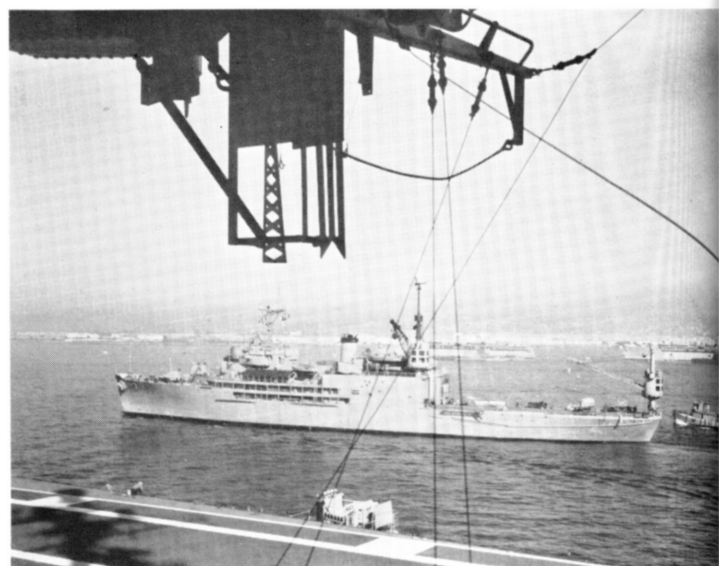
MAKE ALL PREPARATIONS
FOR GETTING UNDERWAY



*so early one morning
we say goodbye to our
families and friends...*



*and set sail
for westpac*



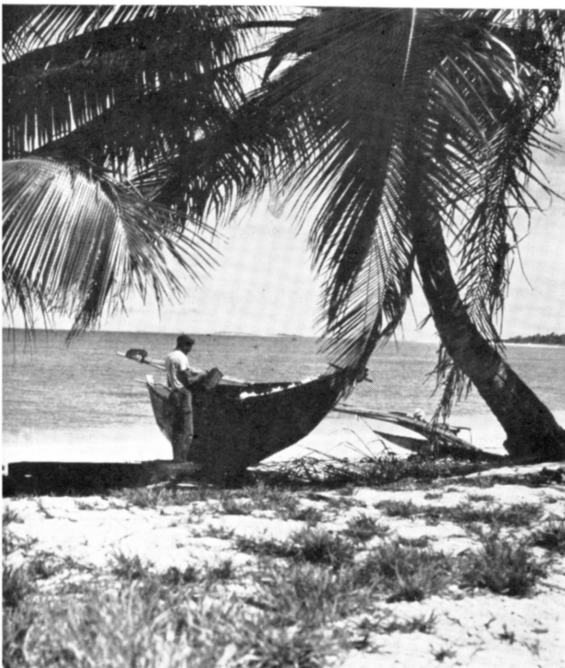
17 DAYS IS A LONG TIME



we see alot of
this

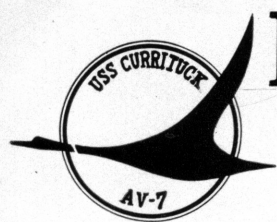


and this



miss this
completely

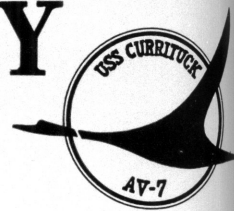
as days fall into a routine



PLAN OF THE DAY

NAVAL AIR FORCE U.S., PACIFIC FLEET

U.S.S. Currituck AV-7



The plan of the Day is an official publication of the USS CURRITUCK (AV-7) and is not to be removed from the ship. All hands are charged with having knowledge of its contents and shall comply with all orders and watch lists published herein.

MONDAY, 31 JUNE 1961

Duty Section - 5
(See note 1)

Duty Division-MAA
(see note 2)

UNIFORM OF THE DAY
(See note 3)

Officers and CPO's:
Tropical White Long/
Service Dress Blue A

Other Enlisted:
Undress White B/
Tropical White Long/
Service Dress Blue A
with Peacoats

Duty Officers (see note 4)

CDO: LTJG BURNETT

Air: LTJG MESSERSMITH

Operations: LTJG GANZ

Gunnery: WO SPENCER

Engineering: ENS HAGGERTY

Supply: WO DUNCAN

Communications: CAPT BOLAM (See note 5)

Navigation: CWO HAYGOOD

Administration: LCDR BARKER

MAA's: CDR BLISS & CDR DRESSEL

	OOD	JOOD
08-12	HECK YNSN	LT HOLT
12-16	MCCARGO SN	LT DONOVAN
16-20	SLOAN QMSN	LT PERKINS
20-24	BRADLEY SN	LT EZZELL
00-04	KIJOWSKI SN	LT HAZEL
04-08	CHERRY SN	LT JOHNSON

Carry out the daily routine including the following:

0030: Liberty expires for all hands.

0100: Distribute the plan of the day.

0130: All division officers report to the Bosuns Locker and draw toilet paper for their divisions. (See note 6)

0200: Distribute addendum to the plan of the day. (See note 7)

0230: Distribute addendum # 2 to the plan of the day.

0300: Cancel the previous plan of the day.

0315: Deliver the new plan of the day to the Executive Officer's stateroom for signature.

0600: Reveille. All hands heave out and trice up.

0615: All right, fellows, let's heave out and trice up.

0630: Aw, come on fellows, please heave out and trice up.

0745: Quarters for muster.

0750: Officer's call.

0800: Morning colors, followed by morning prayer.

0820: Secure from morning prayer.

0845: Secure from Officer's call.

0846: Secure from quarters.

0900: General Quarters, Man Overboard, Abandon Ship, or whatever the duty bugler can play this morning.

0930: Secure from whatever the duty bugler played at 0900.

- 1000: Conduct Competitive Exercise Z-73-AA-24-73-41-BD-DE-47-32-14.3ZD (Fire one 22-caliber pistol shot to port from the seaplane crane. (See note 8)
- 1300: All men having two, turn one in. All men having one, draw one. (See note 9)
- 1330: Turn on fresh water. (See note 10)
- 1331: Turn off fresh water.
- 1545: Knock off ship's work. (See note 11)
- 1600: Supper for the crew.
- 1605: Secure supper for the crew.
- 1606: Cracker Jacks and popcorn go on sale in the hangar bay.
- 1700: Duty division rig for bingo in the hangar bay, poker on the forward mess deck, and a raffle in the parachute loft. (See note 12)
- 2345: Executive Officer sign the plan of the day.
- 2350: Print the plan of the day.
- 2355: Distribute the plan of the day.
- 2359: Issue addendum # 1 to the new plan of the day. (See note 13)

-
1. Section 5 Will have the duty today. The watchstanders have been skating long enough.
 2. The MAA force will be the duty division today. Non-rated men will supervise all work done by the duty division.
 3. The Service Dress Blue A Uniform will be worn ONLY if the temperature exceeds 95 degrees AND the humidity exceeds 97%.
 4. All officers whose name does not appear on the watch list for today report to the Executive Officer at 1100 with an explanation.
 5. Since none of the ship's radios are working today, CAPT BOLAM will be the communications duty officer. He can use the IMC.
 6. All division officers having plenty of toilet paper in their division spaces for tonight will probably run out tomorrow night, so draw it tonight. PLAN AHEAD.
 7. All hands are reminded to check all addendums to the plan of the day. These may be issued at any time, so it is advisable to stay up all night.
 8. The smoking lamp will be out while handling ammunition (One 22-caliber cartridge) for the competitive exercise at 1000. THIS MEANS THE SMOKING LAMP WILL BE OUT THROUGHOUT THE SHIP FROM 0600 UNTIL 1100.
 9. Personnel who don't have any are on the wrong ship. If you have more than two, better keep quiet about it.
 10. All hands are reminded to conserve fresh water. During the water minute yesterday, water consumption reached almost 1 pint per man. THIS IS FAR IN EXCESS OF WHAT WE SHOULD USE.
 11. We probably didn't even start ship's work today, but in case we did, we will knock off at 1545.
 12. The first prize in the raffle tonight is \$1.00 cash. Tickets are only \$5.00 each, and only 500 will be sold. GET YOURS NOW, BEFORE THEY ARE ALL GONE.
 13. All hands are reminded that it is unseamanlike to refer to the addendum to the plan of the day as ''Volume II.'' THIS IS A LUBBERLY PRACTICE AND WILL BE DISCONTINUED IMMEDIATELY.
 14. Thought of the day: ''Cheer up, things could get worse.'' - LTJG MALONE



G. L. BLISS
CDR USN
Executive Officer

15. I cheered up, and sure enough, things got worse.

JAPAN



we get

a

welcome





soon we look
around...

some roam far



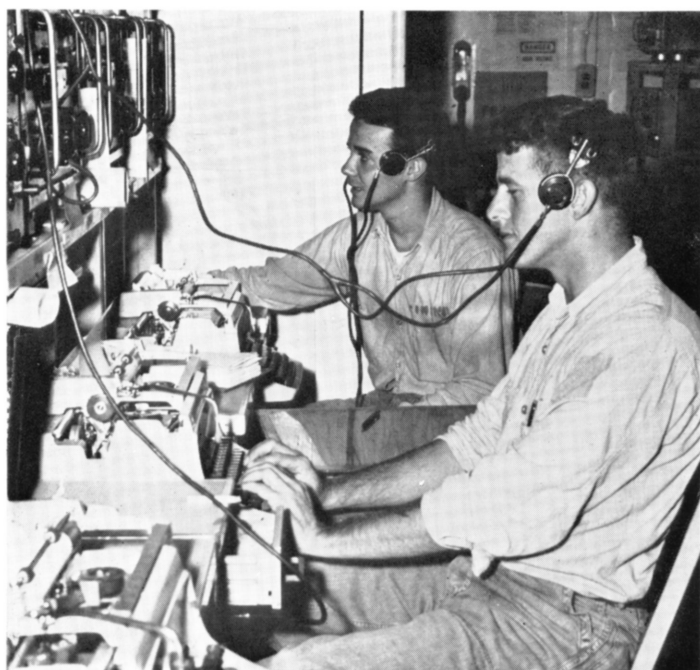
others stay close





we get
the hang of
things





as we
start to find
our way
around

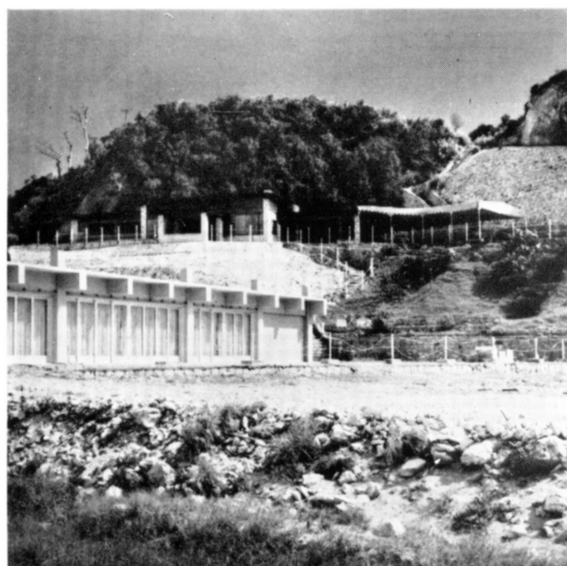


the dragon
takes us
away to
work and





OKINAWA



*the first
place
found*



and then



and then

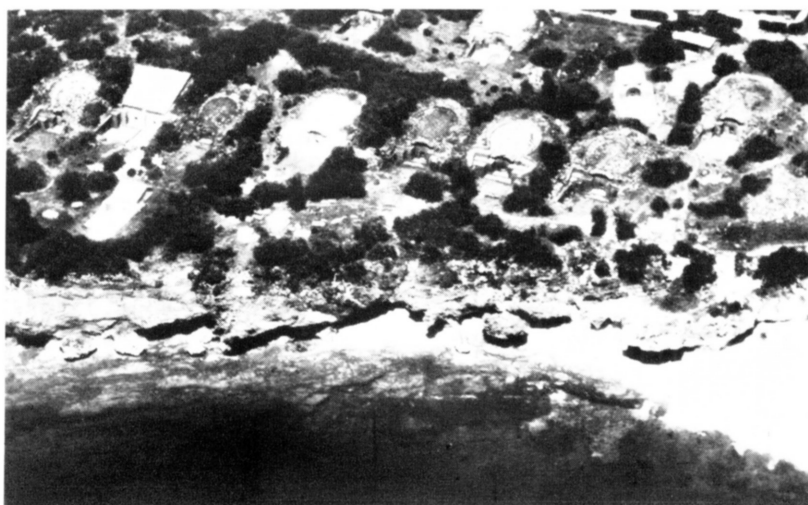


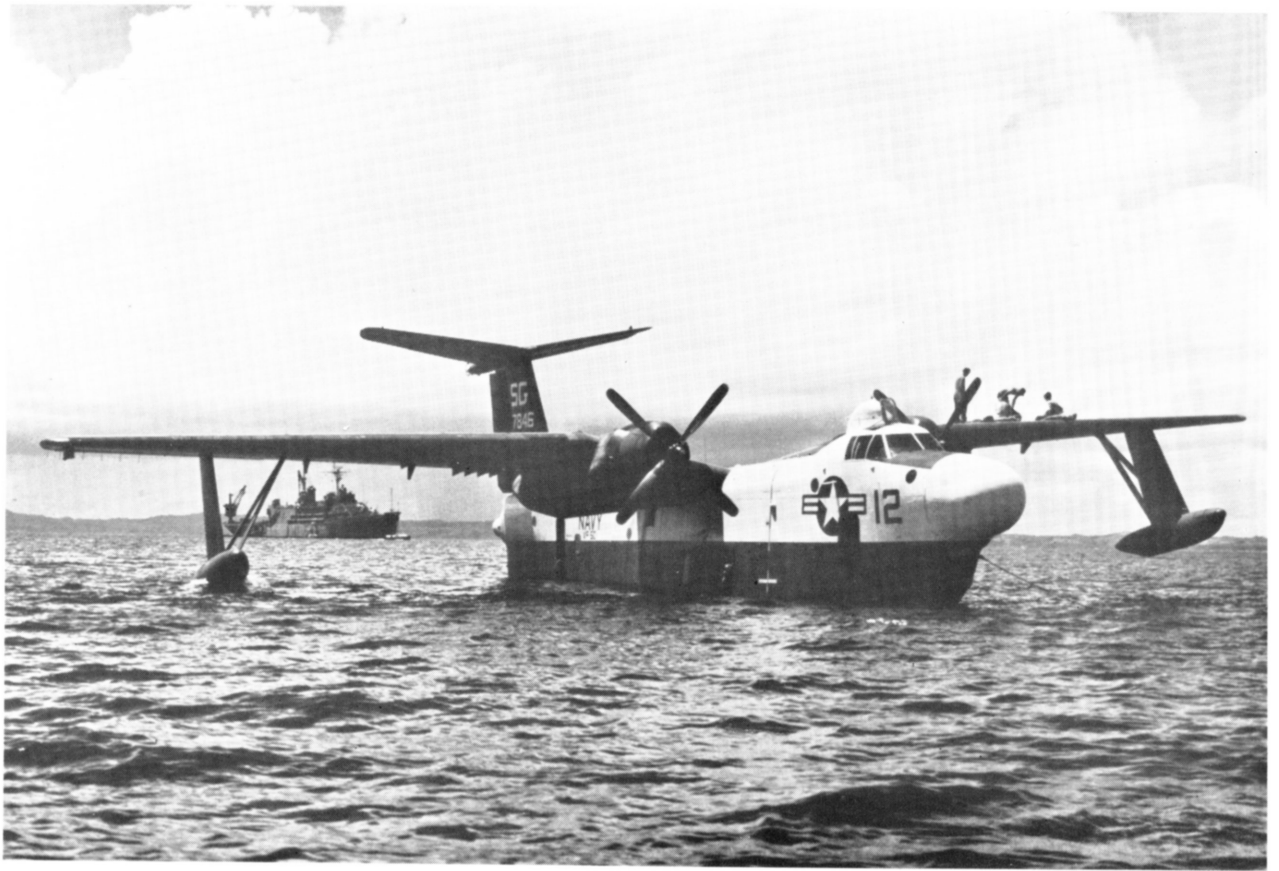
so far

from home

in a

strange land





we stay here and turn to





see



some shows



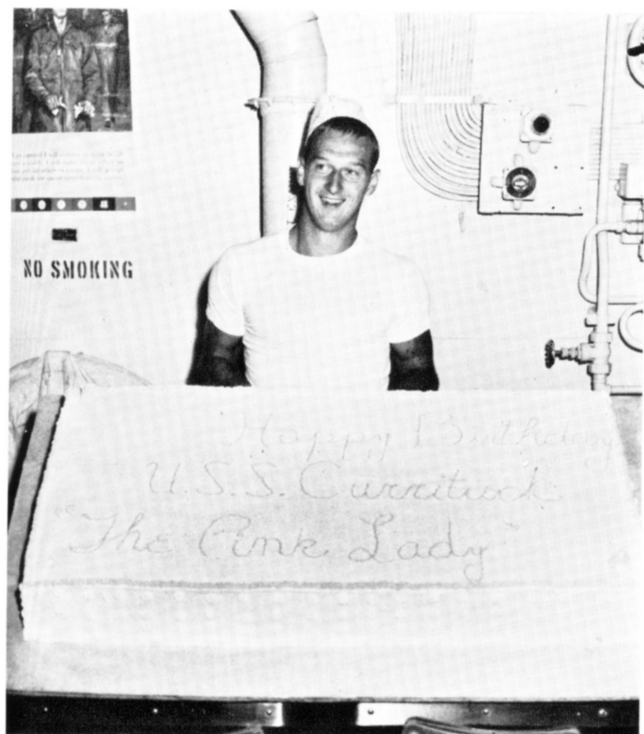


relax



play





as we celebrate

our first birthday





complete some

compets



and finally

steam to . . .





THE FILIPIN L H A N E S



a new land,

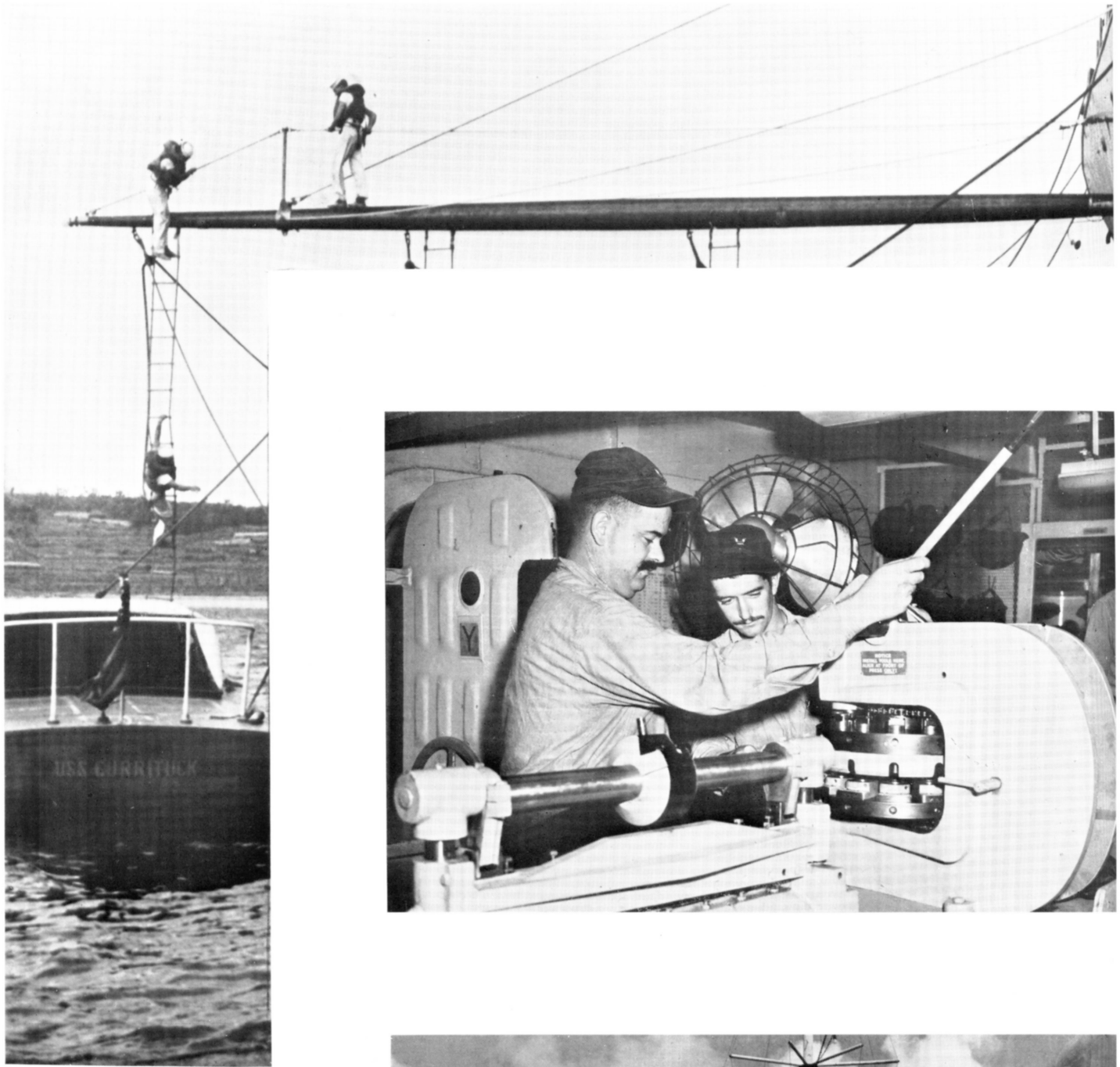
a new insight





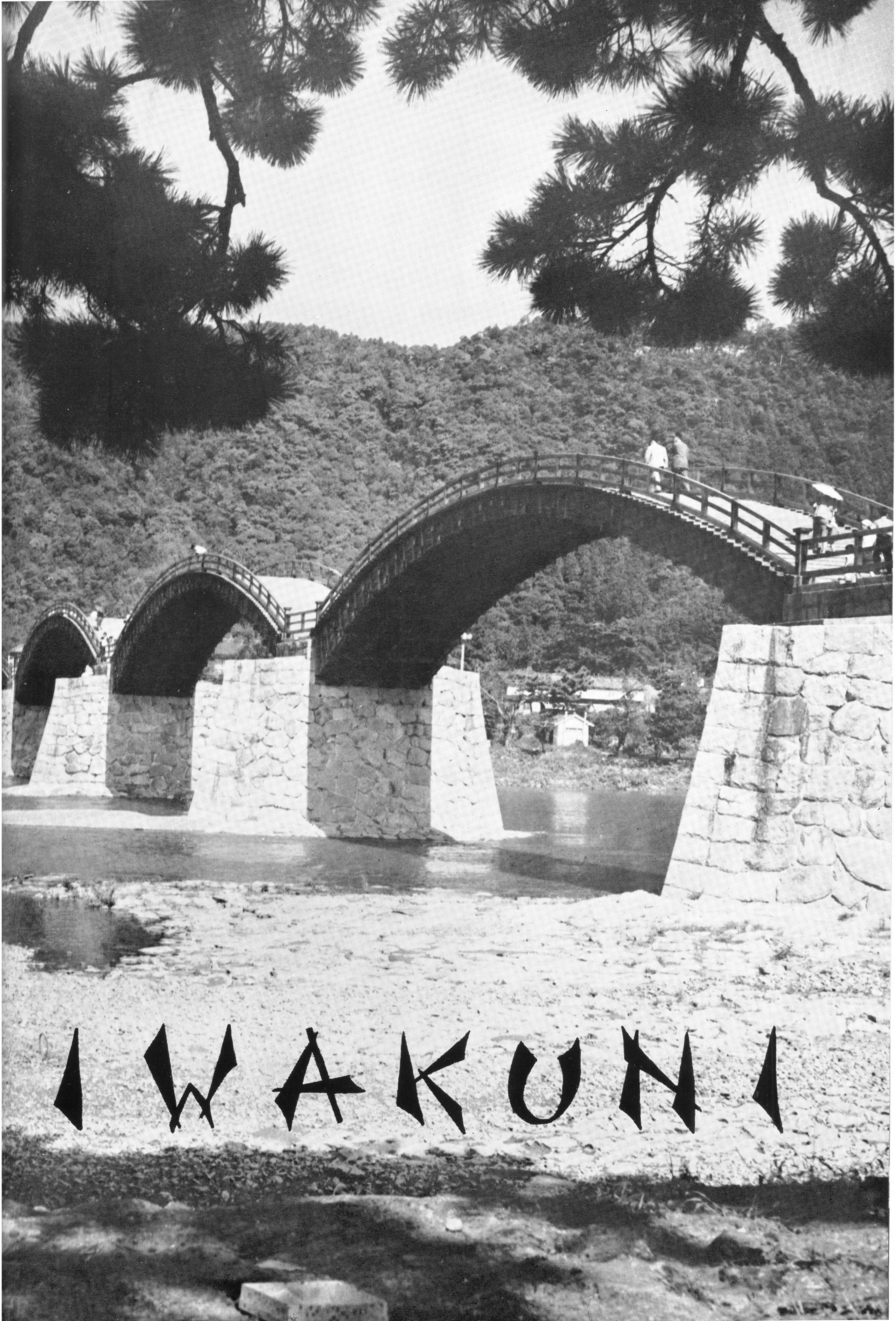
corregidor, american history





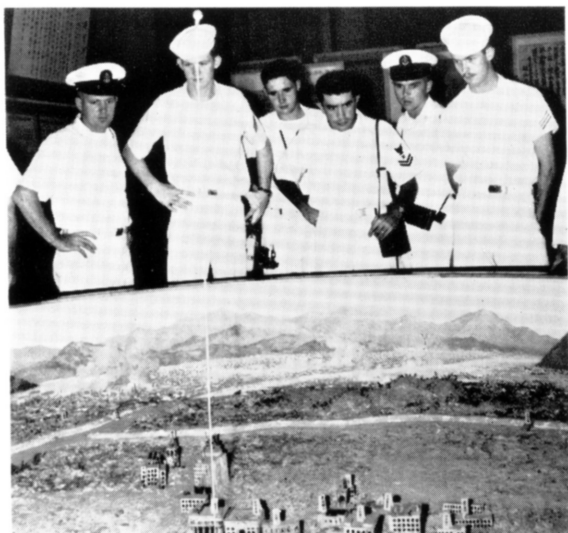
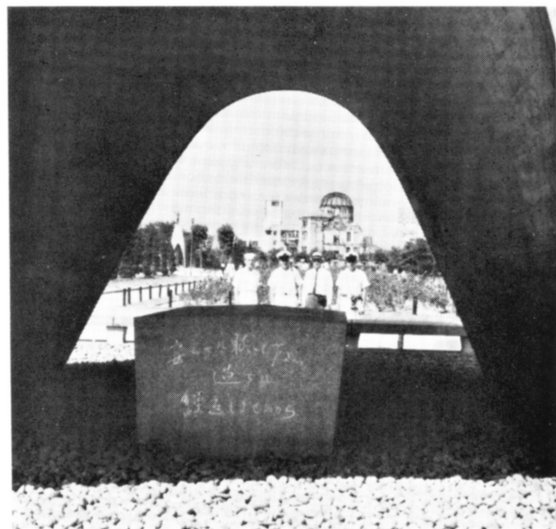
*another
standard
"okie"
interlude
before*





I WAKUNI

hiroshima reminds us



*of that which
we hope will
never happen
again*

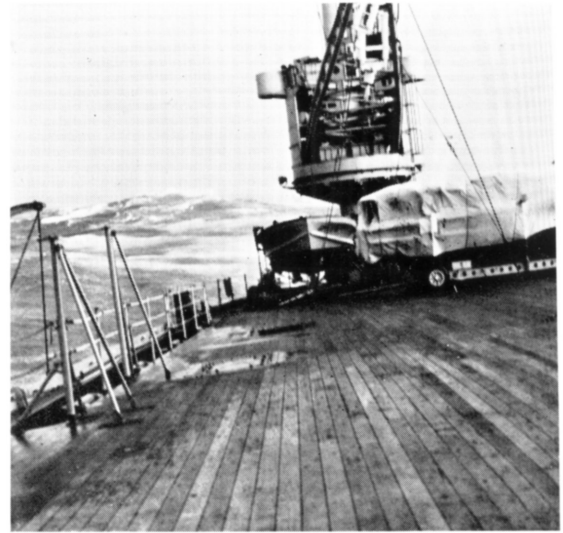




*yet, so close the serenity
of miyajima puts the every
day world far away*



*from iwakuni
we sail to
beppu*



*slip right by and end
up with a girl named
nancy*



*away the
landing party*



*some brush up with the
marines before—*



HONG KONG





we pull liberty



relax

enjoy the sights





*mary soo takes over
some of our work*



*and
we take over
hong kong*

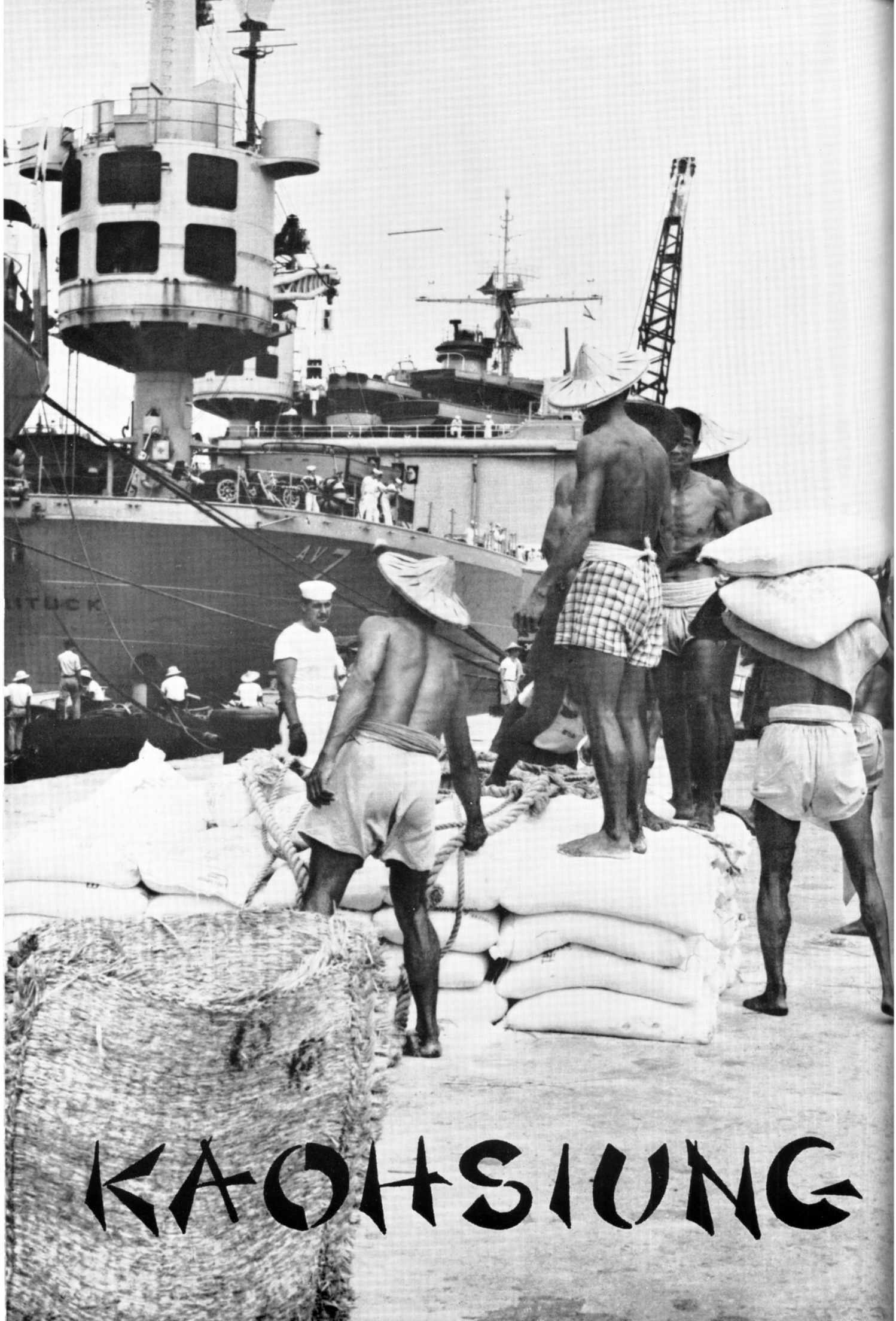
and bargains



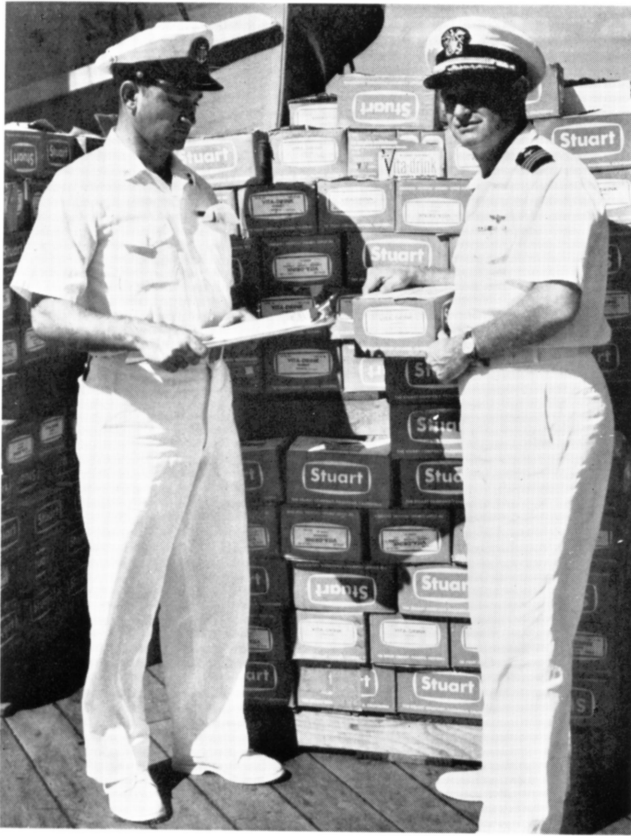


more sights





KACHSIUNG



*kaohsiung sees another
vita-drink working
party here as in
hongkong, japan, and
the philippines currituck
distributed thousands of
needed vitamins donated
by americans to
ophanages and
hospitals.*





loaded in san diego, stored in any space available the crew spent long hours carrying vita-drink on and off the ship. a happy ending to see grateful friends smile.





kaoshiung was not all work we received a

royal welcome and met friends





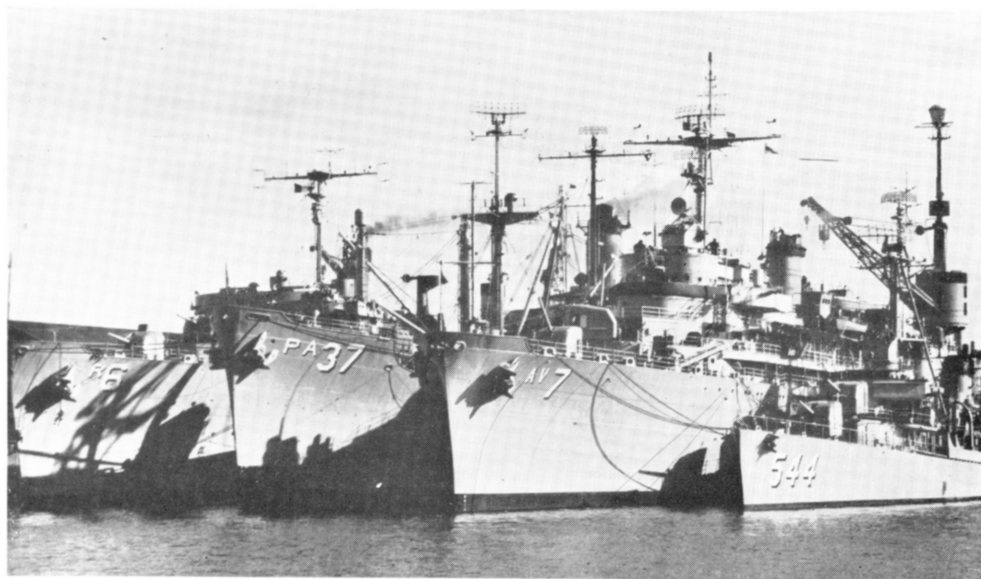
other returns
to "okie"
found
boot chiefs
learning
about life
in the cpo mess





SASEBO





sasebo

yard

work

friends

and

bargains



*Santa's Helpers
From
USS Currituck
Invite You To A
Christmas Party*



9 AM Friday, 22 December 1961

*South West Area, Seaplane Hangar 340
VP-42 Spaces, NAS North Island*

Santa has a present for all children under 12

Refreshments For All

Merry Christmas

*and we remember them as
christmas comes to "okie"
and.....*



*time grows short in westpac
and folks remember us*





last,
after
Seven

long
months,
were



welcomed Home
with
open arms!





THE BALLAD OF THE CURRITUCK

Please listen, good friends, for a tale I will tell
About a good ship, one which I know so well,
The trials she's been through, the seas that she sailed,
I'll tell you all this before daylight has paled.

She's called the Wild Goose by her Captain and crew,
She's also called others, but it just wouldn't do
To tell you those names—that's not my intention—
'Tis best in a poem those names note to mention.

Currituck is her name, Philadelphia made,
World War II her vintage, seaplane tending her trade.
The Atlantic, Pacific, she's sailed without fear,
Taking care of her brood and all of their gear.

Twice placed in commission, twice called on to serve.
And service like that takes plenty of nerve.
The third time a charm so the old saying goes,
This saying is true, as most everyone knows.

I first saw her in August, a poor sight to view,
It seemed that the Yard had a big job to do.
The volume of sound that arose from her bowels
Was enough to awaken anyone but the owls.

She was dirty and messy and not much to see,
No clue gave away what a ship she would be.
I couldn't believe that in just three short weeks
They could paint all the spots and plug all the leaks.

But on August twenty, at thirteen-o-five
On the rolls of the Navy she became alive.
The commissioning pennant was broke at her mast,
The band played the anthem—one crisis was past.

She was not finished yet, much was left to be done.
The sea trials loomed next, called by some "River Run"
Down to sea she must go, to show all her might,
To prove she was stable, seaworthy and tight.

The lines were cast off, the tugs gave a toot
She was cut free at last, to her trials enroute,
So we took her to sea, where she did herself proud,
And to her new crew she was firmly endowed.

Home again for more work, one more test must be met,
The InSurv was coming, it must be a sure bet.
Impartial they were, that we knew from the start,
But they didn't know the Wild Goose had a heart.

So she showed them her colors, so bright and so clean
And they had to admit no better they'd seen.
She was ready at last for the Atlantic Fleet,
And everyone knew She was "The Ship to Beat."

She reported to Air Lant "I'm ready for duty,
I'm clean and I'm sharp, no more black and sooty.
I'll stay with you briefly, then on I must go—
For Air Pac is waiting, I can't tell him no."

Down the Delaware River again she did go
Headed for Norfolk, most surely, if slow,
Stores came aboard, for the Wild Goose's crew
Had to eat every meal so their job they could do.

Ammunition came too, torpedoes and shells
Were all loaded on in the midst of the swells.
We were ready again, so for Gitmo we headed
And two weeks of shakedown, just what we all dreaded.

We swore and we cursed, but we learned something, too,
For running a ship was for us something new.
'Twas only a week, but it seemed like a year,
Then liberty in Kingston, with nary a tear.

Back again the next week, for more work and sweat,
We knew we would pass, but it seemed we were wet,
For the Fleet Training Group didn't see things our way,
And we got an UNSAT on that last awful day,

The next port of call was at the "big ditch,"
Where we spent all our money; the merchants got rich.
There we chopped to Air Pac, and reported "I'm ready
To do any job you may have that is steady."

We spent a week there, just to rest and have fun,
To see all the sights and relax in the sun:
But the time came soon when away we did sail,
We had ten days then without any mail.

By bright Cocos Island, the pirates retreat
With comments by Bolam, a tour most complete.
To Guadelupes shores, where we painted the sides,
Watched the goats on the hills, without any guides.

And early on the morning of December three
A sight we did view that was something to see,
For we entered our new home, San Diego Bay,
Every man on the Goose was quite happy that day.

Came Christmas vacation, so much leave was taken,
You'd swear that the Goose had been quite forsaken.
The New Year came next, no change did appear,
Section two had the duty to great the New Year.

What came after that was really no treat,
Shakedown training again, the cycle complete.
We had to pass this, we just couldn't face
People saying "The Goose can't keep up the pace."

We hoisted up seaplanes way down in South Bay,
And went to GQ, it seemed, every day.
At last it was over, we smiled with relief,
For the Fleet Training Group now shared our belief.

They told us they thought we were ready at last.
We were happy to know the test we had passed.
Our work and our worry had paid off in full,
We passed on our merits, without any "pull."

The task which came next, to us was quite new,
An Admat Inspection was the job we must do.
The ship Thetis Bay was our target for this;
Ours was to find what, if aught, was amiss.

So for Long Beach we sailed, to look with sharp eyes,
To delve into papers, encourage, advise.
We found her in Pedro, all painted and clean,
Her paperwork, too, we found, was just keen.

We finished our job and were ready to go—
The weather that morning was really a blow!
Through the fog in the day we went, inch by inch,
And made it just fine, with not even a pinch.

ISE was our lot for some time after that,
Man overboard drills and GQ were “old hat.”
We painted and scrubbed and kept her quite tidy,
—Started our weekends at four every Friday.

After that came respite, but still we worked hard,
For repairs on the Goose we went to the yard,
They chipped and they welded, and patched up the spots,
To ensure that flank speed was a full nineteen knots.

We got new gear, new spaces were created,
We could not allow the wild Goose to be dated.
So we all worked like beavers for six short weeks,
Oiled all the machinery, got rid of the squeaks.

We then turned to meet the next test we faced;
If we failed the Admat, the Goose was disgraced;
So we painted and scrubbed, and checked all our files,
And for the Inspectors, we practiced our smiles.

We passed it, of course, a foregone conclusion,
‘Twas part of our job, so we took it in stride,
The time was well past when all was confusion!
(We do every job well, we can say with great pride.)

More drills then we held, our skills to improve;
Just to be sure we were still “in the groove.”
For the ORI to us meant a lot,
We weren’t finished yet, but still “on the spot.”

After passing this test, the job then at hand
Was loading for leaving this sunshiny land.
We took aboard stores and some vita-drink, too—
And told all our families they should not be blue.

On June twenty-seven, we headed once more
Away from the states to a far distant shore,
And on July fifteen, Yokosuka we spied;
Found the “Sally Maru” and came alongside.

A Task Force Commander did quickly embark,
The Taiwan Patrol Force to his call did hark,
The Wild Goose his home, for a few months, at a least;
Until by the “Piney Maru” we’re released.

Away from Japan on a southerly course
And to our new home we then traveled perforce.
Okinawa the Island of World War fame,
White Beach, Buckner Bay, now we all know this name.

In August we heard another land calling ;
For Kaohsiung, Taiwan our lot was befalling.
Our stay there was short, and here is the reason—
A typhoon was coming, for this was the the season.

We went on to Sangley to visit a spell,
Corregidor Island we photographed well.
Then headed for Buckner, for softball and fun—
A first birthday party, held out in the sun.

Iwakuni, site of a bridge named Kintai—
Was our next port of call. When we said goodbye,
We bypassed Beppu, for a date with a doll—
But Nancy was really no lady at all !

The Chaplain turned green, and went to his room,
And stewards came running, with a swab, not a broom—
When next we did see him, he snowed us, I think
For he told us he was checking vita-drink !

Back to Buckner again (it always was thus)
Stayed there some two weeks, and then came the big fuss,
The mooring lines parted, we got underway,
A female named Tilda caused all this dismay.

We steamed to the south and we steamed to the east
Avoided dame Tilda, who some called a beast.
Our men (some were stranded) were left far behind,
We headed for Hong kong, some bargains to find.

We found them there, too—all we could afford ;
Took the trip to the peak and never were bored.
A week was enough, for it left us all broke ;
“Went broke saving money”—and that is no joke.

To Kaohsiung again, open house for four hours
For five thousand Chinese, good weather, no showers ;
But the stay there was short, and away we did steam,
To Buckner again, there to work and to dream.

To Sasebo's yard, for much needed repair ;
And tending of seaplanes was also our fare.
We worked in the sun and we worked in the rain,
Finished our job and went to Buckner again,

After that, south again, much farther this time
The Philippine City of Cebu, sublime.
We tended more seaplanes and showed them our ship,
Then went back to Buckner ('twas the final trip.)

So that is my story, it pleased you, I hope
I regret it is short, and of limited scope.
But you've heard of the “Goose ;” you know of her fame
And few that have know her are ever the same !



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