



Rec 05/1/95
DEPARTMENT OF THE NAVY

COMMANDING OFFICER
USS ASHLAND (LSD 48)
FPO AE 09564-1736

IN REPLY REFER TO:
5757

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06 APR 1995

UNCLASSIFIED

From: Commanding Officer, USS ASHLAND (LSD 48)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, D.C. 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5720.12E

Encl: (1) Command History
(2) Press Releases
(3) Ship's Public Affair Releases
(4) Welcome Aboard Pamphlet/Picture of Commanding Officer

1. In accordance with reference (a), enclosure (1) through (4) are forwarded.


M. G. HLYWLAK

COMMAND HISTORY

1. Command Composition and Organization:

a. Mission: Amphibious warfare; designed to transport Marines and their equipment to designated areas throughout the world, launch and support assault landing craft and helicopters during amphibious operations ashore.

b. Organizational Structure: Assigned to Commander, Amphibious Group TWO, Little Creek, Virginia.

c. Commanding Officer: Commander M. G. Hlywiak, USN.

d. Homeport: Naval Amphibious Base Little Creek, Norfolk, Virginia.

2. Chronology:

INPORT NAPLES, ITALY	01 - 03 JANUARY 1994
DEPART NAPLES, ENROUTE ADRIATIC SEA	03 JANUARY 1994
ARRIVE ON-STATION, ADRIATIC SEA PARTICIPATE IN UN SANCTION OPERATIONS	07 JANUARY 1994
DEPART ADRIATIC SEA, ENROUTE ROTA, SPAIN	15 - 19 JANUARY 1994
ARRIVE ROTA, SPAIN, COMMENCE TURNOVER	19 - 24 JANUARY 1994
DEPART ROTA, SPAIN, ENROUTE CONUS	24 JAN - 04 FEB 1994
ARRIVE MOREHEAD CITY, NC, COMMENCE OFF-LOAD OF EMBARKED TROOPS	04 FEBRUARY 1994
DEPART MOREHEAD CITY, NC ENROUTE LITTLE CREEK, VA	04 FEBRUARY 1994
ARRIVE HOMEPORT, LITTLE CREEK, VA	05 FEBRUARY 1994
CHANGE OF COMMAND	08 FEBRUARY 1994
DEPART LITTLE CREEK, VA ENROUTE ONSLow BAY, NC	28 MARCH 1994
ARRIVE LITTLE CREEK, VA	31 MARCH 1994

CINCLANTFLT DISBURSING AND PERSONNEL AUDIT	07 - 11 MARCH 1994
PQS INSPECTION	23 MARCH 1994
NATO SECRET INSPECTION	24 MARCH 1994
AVIATION READINESS EVALUATION	09 - 10 APRIL 1994
DEPART LITTLE CREEK, VA FOR EXERCISE AGILE PROVIDER	18 APRIL - 06 MAY 1994
ARRIVE LITTLE CREEK, VA	06 MAY 1994
DEPART LITTLE CREEK, VA FOR NEWPORT, RI	17 MAY 1994
ARRIVE NEWPORT, RI	18 MAY 1994
DEPART NEWPORT ENROUTE LITTLE CREEK, VA	23 MAY 1994
ARRIVE LITTLE CREEK, VA	24 MAY 1994
DEPART LITTLE CREEK, VA, FOR FLEET WEEK, NEW YORK CITY, NY	01 JUNE 1994
INPORT NEW YORK CITY, NY	02 - 07 JUNE 1994
DEATH OF PLANKOWNER, HT3 ANDREW S. MALONEY, USN, [REDACTED] DUE TO AUTO ACCIDENT	03 JUNE 1994
DEPART NEW YORK CITY, NY ENROUTE LITTLE CREEK, VA	07 JUNE 1994
CONDUCTED 3 BURIAL-AT-SEA CEREMONIES	07 JUNE 1994
ARRIVE LITTLE CREEK, VA	08 JUNE 1994
LOGISTICS MANAGEMENT ASSESSMENT	13 - 17 JUNE 1994
UNDERWAY TO LYNNHAVEN ANCHORAGE FOR DEPENDENT PICNIC	18 JUNE 1994
UNDERWAY VACAPES OPAREA	21 - 24 JUNE 1994
UNDERWAY FROM LITTLE CREEK, VA ENROUTE ONSLOW BAY, NC FOR UNITAS 35-94, PHASE 0 AND 1	06 JULY - 12 AUGUST 1994

ARRIVE ONSLOW BAY, NC COMMENCE ON-LOAD OF EMBARKED TROOPS	07 JULY 1994
DEPART ONSLOW BAY, ENROUTE ROOSEVELT ROADS, PUERTO RICO	07 - 11 JULY 1994
ARRIVE ROOSEVELT ROADS, PR PUERTO RICO	11 JULY 1994
CONDUCT MULTI-NATIONAL AMPHIBIOUS OPERATIONS, VIEQUES ISLAND	18 - 23 JULY 1994
DEPART ROOSEVELT ROADS, PR ENROUTE LA GUAIRA, VENEZUELA	25 JULY 1994
INPORT LA GUAIRA, VE	27 - 30 JULY 1994
VENEZUELAN SECURITY GUARD COMMITTED SUICIDE ON THE PIER WHERE ASHLAND WAS MOORED	29 JULY 1994
DEPART LA GUAIRA, VE ENROUTE PUERTO LA CRUZ, VE	30 JULY 1994
ANCHORED PUERTO LA CRUZ, VE	04 - 06 AUGUST 1994
TRANSFERRED EMBARKED TROOPS TO USS LA MOORE COUNTY (LST 1194)	05 AUGUST 1994
DEPART PUERTO LA CRUZ, VE ENROUTE ROOSEVELT ROADS, PR	06 AUGUST 1994
ARRIVE ROOSEVELT ROADS, PR COMMENCE WASHDOWN AND CLEAR CUSTOMS	07 AUGUST 1994
DEPART ROOSEVELT ROADS, PR ENROUTE ONSLOW BAY, NC	08 AUGUST 1994
ARRIVE ONSLOW BAY, NC COMPLETE OFF LOAD OF REMAINING EMBARKED PERSONNEL	11 AUGUST 1994
DEPART ONSLOW BAY, NC ENROUTE LITTLE CREEK, VA	11 AUGUST 1994
ARRIVE LITTLE CREEK, VA COMPLETE UNITAS 5-94, PHASE 0 AND 1	12 AUGUST 1994
UNDERWAY VACAPES OPAREA	16 AUGUST 1994
ARRIVE LITTLE CREEK, VA	18 AUGUST 1994

DEPART LITTLE CREEK, VA FOR OPERATION ABLE VIGIL	24 AUGUST 1994
ARRIVE KEY WEST, FL	26 AUGUST 1994
DEPART KEY WEST, FL	27 AUGUST 1994
ARRIVE ON-STATION, NORTH OF CUBA COMMENCE CUBAN MIGRANT RESCUE OPERATIONS	27 AUGUST 1994
DEPART ASSIGNED OPAREA WITH FIRST LOAD OF CUBAN MIGRANTS (APPROX 2600 MIGRANTS) ENROUTE GUANTANAMO BAY, CU	04 - 06 SEPTEMBER 1994
ARRIVE GUANTANAMO BAY, CU COMMENCE OFF-LOAD AND RESUPPLY, DEPART GUANTANAMO BAY TO RESUME ON-STATION PATROL, NORTH OF CUBA	06 SEPTEMBER 1994
DEPART PATROL AREA, ENROUTE GUANTANAMO BAY, CU WITH SECOND LOAD OF MIGRANTS (APPROX 2500 MIGRANTS)	13 - 15 SEPTEMBER 1994
CONDUCT RESUPPLY, DEPART GUANTANAMO ASSIGNED TO OPERATION UPHOLD DEMOCRACY, ENROUTE CAP HAITIAN, HAITI	16 SEPTEMBER 1994
CONDUCTED "SOFT" AMPHIBIOUS LANDING CAP HAITIAN, HAITI	21 SEPTEMBER 1994
DEPARTED CAP HAITIAN, ENROUTE GITMO	22 SEPTEMBER 1994
ARRIVE GITMO, COMMENCE RESUPPLY	22 SEPTEMBER 1994
DEPART GITMO, ENROUTE CAP HAITIAN	22 SEPTEMBER 1994
ARRIVE CAP HAITIAN, COMMENCE OFF- LOAD	23 SEPTEMBER 1994
DEPART CAP HAITIAN OPAREA, ARRIVE BAY OF PORT AU PRINCE, HAITI	23 SEPTEMBER 1994
BAY OF PORT AU PRINCE, HAITI OPERATIONS WITH USS AMERICA (CV 66)	23 SEPTEMBER 1994
DETACHED FROM OPERATION UPHOLD DEMOCRACY	17 OCTOBER 1994
ARRIVE GITMO FOR EQUIPMENT ON-LOAD	18 OCTOBER 1994

DEPART GITMO ENROUTE KEY WEST, FL	19 OCTOBER 1994
ARRIVE PORT OF CALL, KEY WEST, FL	21 OCTOBER 1994
DEPART KEY WEST ENROUTE LITTLE CREEK, VA	22 OCTOBER 1994
ARRIVE LITTLE CREEK, VA	25 OCTOBER 1994
RECEIVED PRELIMINARY FEMALE EMBARKATION INSPECTION	31 OCTOBER 1994
UNDERWAY VACAPES OF AREA FOR ETG	07 - 09 NOVEMBER 1994
UNDERWAY VACAPES OPAREA FOR OPPE	14 - 18 NOVEMBER 1994
DEPART LITTLE CREEK, VA AND ARRIVE METRO MACHINE SHIPYARD	21 NOVEMBER 1994
CONDUCT EXTENDED PMA PERIOD	21 NOV 94 - 31 DEC 94

3. Narrative:

USS ASHLAND (LSD 48) began 1994 inport Naples, Italy, completing a two week port visit during the Christmas Holiday season. The crew took advantage of the stand-down to rest and tour Italy. ASHLAND's Morale, Welfare and Recreation (MWR) Committee arranged tours to Rome, the Vatican, Pompeii and other ancient Roman cities.

Departing Naples on the 3rd of January, ASHLAND's destination: the Adriatic Sea in support of United Nations sanctions against the former Yugoslavian Republics of Bosnia and Serbia. ASHLAND arrived on-station the 7th of January in company with HMS SHEFFIELD and other allied warships. ASHLAND immediately began flight operations with U.S. Air Force special operation helicopters operating from Italy. Remaining in the theater of operations until January 15th, ASHLAND began its transit to Rota, Spain for turnover with the relieving USS INCHON (LPH 12) Amphibious Readiness Group (ARG).

Enroute to Rota, ASHLAND encountered a severe winter storm centered in the Mediterranean Sea. Approximately, 300 miles southeast from Spain a small sail boat with a man and woman was sighted along the track. ASHLAND inquired if they required any assistance, the skipper replied that he did not and asked for a weather forecast. Approximately one hour later, the male crewmember was washed overboard and lost-at-sea. The female was later rescued by a helo from a nearby American warship.

Arriving in Rota on January 19th, ASHLAND conducted its deployment turnover with the relieving ARG. Additionally, all Marine vehicles disembarked for washdown and agricultural inspection prior to returning to CONUS. Commander Michael G. Hlywiak, perspective Commanding Officer, reported on board and commenced the turn-over process with Captain D. W. Keith. ASHLAND completed washdown and turn-over on the 23rd of January and departed Rota the morning of the 24th.

On the 4th of February, ASHLAND completed an eleven day transit arriving at Onslow Bay, NC. After launching the embarked Amphibious Assault Vehicles (AAV), ASHLAND proceeded to Morehead City, NC to off-load remaining elements of the 22nd Marine Expeditionary Unit (MEU). Completing the off-load, ASHLAND was underway from Morehead City enroute to our homeport, NAB Little Creek, VA. ASHLAND arrived at Little Creek on February 5, 1994, completing her first deployment. The crew began the post-deployment stand down period.

ASHLAND's change-of-command ceremony was held in the well-deck on February 8th. Captain Douglas W. Keith, USN was relieved by Commander Michael G. Hlywiak, USN. Former crewmembers of USS ASHLAND (LSD 1) and members of the USS ASHLAND LSD 1 and LSD 48 Society were in attendance. RADM Leonard Picotte, Commander, AMPHIBIOUS GROUP TWO, was the guest of honor and key-note speaker. Captain Keith was ordered to the Office of the Chief of Naval Operations.

ASHLAND's first post-deployment underway period was 28-31 March. The ship operated in the VACAPES OPAREA and Onslow Bay performing routine training and exercising the ship in preparation for Exercise AGILE PROVIDER.

AGILE PROVIDER was a joint-service exercise involving thousands of service personnel, ships, aircraft and shore elements. ASHLAND departed Little Creek on the 18th of April with 3 LCACS from ASSAULT CRAFT UNIT FOUR (ACU-4) and other support personnel. ASHLAND operated at Onslow Bay, NC for the entire exercise with the brief exception of some independent deep water operations for general housekeeping and training. The ship's rôle during Exercise AGILE PROVIDER was as Primary Control Ship (PCS), responsible for the amphibious assault waves from all participating amphibious ships. ASHLAND was recognized for her accomplishments as PCS by RADM Picotte, as "the best performance as PCS he's seen in his entire amphibious experience." Several crewmembers were recognized by ADM Boorda, the Chief of Naval Operations (CNO) for their service during the exercise. Exercise AGILE PROVIDER concluded on the 5th of May and ASHLAND returned to Little Creek the following day.

Remaining inport until May 16, the crew performed general upkeep and maintenance before sailing to Newport, RI for a lift

of opportunity for Naval Base Newport's Shore Intermediate Maintenance Activity (SIMA). While inport Newport, ASHLAND hosted the CNO during a brief visit, where he addressed the crew and fielded a number of questions. The ship departed Newport enroute Little Creek on the 23rd of May, arriving on the 24th. The ship briefly remained inport until the 31st of May, then was underway for Fleet Week '94 in New York City.

Arriving in New York City on June 2, ASHLAND participated in the parade of ships past the aircraft carrier INTREPID Museum, then moored at Staten Island Naval Base for the duration of the visit. Crewmembers were involved in many activities ranging from cooking contests to the 50th Anniversary Ceremonies of the D-Day Normandy Landings during World War II. Unfortunately, the events during Fleet Week were overshadowed by the tragic loss of an ASHLAND shipmate and Plankowner, HT3 Andrew S. Maloney, who lost his life in an automobile accident while on liberty at his hometown in New Jersey. A contingent of crewmembers attended the memorial service and funeral in his honor. ASHLAND departed New York City on the 7th of June. During the transit to Little Creek a burial-at-sea ceremony was conducted for one Marine Corps and two Navy veterans. On June 8, ASHLAND returned to her homeport for approximately 10 days.

During this inport period, the ship was evaluated during the Logistics Management Assessment (LMA) inspection from 13 - 17 June. This inspection dealt primarily with disbursing, supply, parts and allowances, and fund accounts. On the 18th, the ship got underway and dropped anchor at Lynnhaven Anchorage for a dependents' picnic. Upon the completion of the picnic, ASHLAND returned to Little Creek. ASHLAND remained inport until the 21st, when they were underway in the VACAPES OPAREA for training until the 24th of June.

ASHLAND celebrated the 4th of July inport Little Creek and would remain there until July 6th. On the 5th of July, as part of the Department of the Navy's policy of opening-up combatant and amphibious ships to women, ASHLAND's first female crewmember, LT [REDACTED] reported aboard as Gunnery Officer.

The ship departed Little Creek the morning of the 6th and set sail for Morehead City to embark Marines for UNITAS Phase 0 and 1. After the on-load was completed, ASHLAND resumed its' course to Naval Station Roosevelt Roads (NSRR), Puerto Rico to join other UNITAS units. Arriving in Roosevelt Roads on 11 July, the ship remained there until July 18. ASHLAND spent that week making final planning preparations for UNITAS and awaiting the arrival of South American (SOAM) Naval Units. The morning of the 18th, the ASHLAND, ARV LOS LLANOS, FNS FRANCIS GARNIER, ARV URDANETA, and BSN LIBERAL were underway for an amphibious exercise off Vieques Island until July 23. The exercise involved multi-ship maneuvers and an amphibious assault with American,

Venezuelan and French Marines. After the successful conclusion of the exercise, FRANCIS GARNIER's brakes failed on her stern anchor, the anchor and chain were lost off Vieques Island. ASHLAND remained on-station to assist in salvage operations and serve as a stand-by medical facility for U.S. Navy divers. The stern anchor was recovered on the evening of the 23rd.

The UNITAS ship's remained in NSRR until July 25. The ships began a three day transit to La Guaira, Venezuela. Enroute, all units practiced conning alongside one another, executed tactical maneuvering and exchanged officers during the transit for training. All ship's participating in UNITAS entered La Guaira in parade, remaining inport until 30 July. While in La Guaira, ASHLAND presented a local church with a sewing machine and various sanitary and hygienic supplies in support of Project Handclasp. On 29 July, a Venezuelan Naval Security Guard assigned to the pier where ASHLAND was moored, accidentally shot himself in the head with an UZI automatic weapon. ASHLAND's medical team was the first to arrive on-scene and rendered emergency medical treatment to the wounded sentry. The medical team was able to keep the guard alive and was transported by ambulance to an area hospital. The ASHLAND never learned if the guard survived. It was the opinion of the ship's medical officer, LT [REDACTED], that the guard would not survive the gunshot wound. ASHLAND departed La Guaira on the 30th enroute to another Venezuelan port city, Puerto La Cruz. During the transit the ship conducted tactical maneuvering exercises and war games with other vessels in the UNITAS group.

On August 4th, ASHLAND dropped anchor in the harbor of Puerto La Cruz. This site was selected as the cross deck location for most embarked Marines and their equipment to USS LA MOORE COUNTY (LST 1194). LA MOORE COUNTY was assigned to the West African Training Cruise (WATC) before joining the UNITAS deployment. After completing the transfer on August 6th, ASHLAND detached from the other UNITAS ships and proceeded independently to Puerto Rico before returning to the United States.

ASHLAND arrived pierside at NSRR on 7 August to clear U.S. Customs and washdown the remaining embarked Marine equipment. The ship departed the next afternoon for Onslow Bay, NC to off-load the Marines. ASHLAND arrived at Onslow Bay on the 11th of August and conducted an underway launch of equipment and personnel using embarked LCM-8 landing craft from ASSAULT CRAFT UNIT TWO (ACU-2). ASHLAND completed a six week underway period when they arrived at Little Creek on 12 August. ASHLAND remained inport until the 16th when they were underway again in the VACAPES OPAREA for training, returning on 18 August.

With the exception of being underway for the Operational Propulsion Plant Examination (OPPE), ASHLAND was scheduled to remain inport and begin an extended shipyard period at Metro

Machine Shipyard Norfolk. However, world events changed that schedule. On Sunday, August 21st, the Command Duty Officer received a call from then COMPHIBRON TEN stating ASHLAND was placed on a 72 hour ready-to-sail notice in support of Operation ABLE VIGIL. ABLE VIGIL was an operation designed to intercept the mass-migration of Cubans fleeing Cuba enroute to Florida. ASHLAND would be assisting other naval and Coast Guard vessels in the effort.

All hands immediately began the massive on-load of supplies and equipment necessary to sustain the ship, crew and the anticipated Cuban migrants for a two month operation. The crew loaded an estimated 40,000 lbs of chicken, 10,000 lbs of rice, 27,000 containers of Ultra High Temperature (UHT) milk, thousands of blankets, eating utensils, medical and sanitary supplies.

Crewmembers were recalled from leave and schools prior to ASHLAND's departure on the 24th. ASHLAND's destination was NAVSTA Key West, FL. During the transit, ship's force constructed feeding, sanitary and bathing facilities for the expected Cubans. Arriving at Key West on 26 August the ship embarked a Marine security detachment and additional supplies. ASHLAND departed Key West the morning of the 27th and reported for duty to Commander Task Unit 44.7.9.

ASHLAND was assigned a sector to patrol and search for Cuban migrants. The ship encountered several abandoned rafts before spotting one with approximately 9 people on board. All occupants were safely recovered. In addition to rescuing Cubans, ASHLAND also served as a platform for other vessels off-loading their migrants. This was accomplished through the use of small boat transfers working around the clock. Very soon, ASHLAND's well-deck and flight deck were filled to capacity with 2714 Cuban migrants. ASHLAND departed the theater of operations on 4 September enroute Guantanamo Bay (GITMO), Cuba to disembark the migrants to holding facilities. The ship remained in GITMO until September 6th and returned on-station to search for more Cuban migrants.

ASHLAND's role remained unchanged during its' second patrol. The ship embarked an additional 2500 migrants from 08-14 September and off-loaded them in GITMO on the 15th. Throughout the entire operation, the ship rescued and safely transferred over 5200 people and destroyed hundreds of abandoned rafts that posed a hazard to navigation. For her efforts, ASHLAND was awarded the Coast Guard Unit Commendation with Operational device and the Humanitarian Service Medal (second award).

The ship was in port GITMO when she received further tasking on the 16th of September. ASHLAND was assigned to Commander Task Force 188. The ship was chosen to participate in Operation UPHOLD DEMOCRACY, the military intervention in Haiti. The crew

completely off-loaded the remainder of migrant materials and on-loaded the supplies, stores and personnel required for the planned amphibious assault in Haiti, all within 36 hours.

During UPHOLD DEMOCRACY, ASHLAND was selected to spearhead the "Joint Operations" concept by embarking 4 U.S. Army special operations helicopters and medical personnel, a Coast Guard Harbor Security Detachment, Naval Beach Group and Marine Amphibious Units (originally aboard USS WASP LHD 1). ASHLAND completed the embarkation south of GITMO and sailed towards Cap Haitian, Haiti arriving there 18 September. ASHLAND took station off Cap Haitian to await the order to "land the landing force". Final preparations for the assault were completed when the word was passed that a diplomatic settlement was reached. The "hot" assault was cancelled, but a "soft" amphibious landing was still scheduled for the 21st of September. ASHLAND off-loaded all embarked personnel and maintained a "ready-deck" for the continuous flight operations and a "ready-well" for equipment off-load via the well deck. Ship to shore movement of material was accomplished by conventional landing craft and LCACS. After the initial off-load was completed, ASHLAND sailed to GITMO on 22 September, re-stocked and was underway again within 6 hours to Cap Haitian.

When ASHLAND finished the second equipment off-load, she was ordered to the Bay of Port-au-Prince to relieve USS WHIDBEY ISLAND (LSD 41). WHIDBEY ISLAND was assigned to USS AMERICA (CV 66) as plane guard and as a contingency for amphibious operations in the Port-au-Prince area. WHIDBEY ISLAND (LSD 41) completed the transfer of equipment, 4 HH-60 helo's from HS-3, support personnel and special operations high-speed assault boats to ASHLAND and were detached. While in this area, ASHLAND conducted nearly continuous flight operations totalling over 880 take-offs and landings of aircraft from all services including the Army H-47. ASHLAND was detached from Operation UPHOLD DEMOCRACY on October 17 and arrived in GITMO on the 18th.

ASHLAND utilized the brief period in GITMO to rest and off-load any remaining equipment. The ship departed GITMO on the 19th and proceeded to NAVSTA Key West for a port visit, arriving there on 21 October. ASHLAND was underway from Key West enroute Little Creek on 22 October. During the transit, the crew concentrated on damage control and engineering drills in preparation for the Operational Propulsion Plant Examination (OPPE). ASHLAND completed a 61 day underway period on 25 October when she arrived at Little Creek.

ASHLAND remained inport until November 7th, she departed Little Creek to conduct OPPE preps in the VACAPES OPAREA, returning to Little Creek 9 November. With all preparations for the Operational Propulsion Plant Examination (OPPE) complete, ASHLAND departed homeport on the 14th for the evaluation. The

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ASHLAND departed homeport on the 14th for the evaluation. The ship operated at Lynnhaven Anchorage and the VACAPES until 18 November. ASHLAND successfully completed the OPPE with an overall grade of good.

The ship's original shipyard period was scheduled for September, but operational commitments prevented that from occurring. The Planned Maintenance Availability (PMA) yard period was re-scheduled to commence on 21 November. The ship de-fueled and was underway that morning, arriving at Metro Machine Shipyard in Norfolk, Va later that day. ASHLAND would close-out 1994 in the shipyard.

Officers assigned to USS ASHLAND as of 31 December 1994:

CDR Michael G. Hlywiak - Commanding Officer
LCDR Brian E. Barrington - Executive Officer
LCDR [REDACTED] - First Lieutenant
LT [REDACTED] - Chief Engineer
LT [REDACTED] - Operations Officer
LT [REDACTED] - Navigator/Administration Officer
LT [REDACTED] - Auxillary Division Officer
LT [REDACTED] - Gunnery Officer
CWO3 [REDACTED] - Main Propulsion Assistant
ENS [REDACTED] - Damage Control Assistant
LT [REDACTED] SC - Supply Officer
ENS [REDACTED] SC - Disbursing Officer
LT [REDACTED] MC - Medical Officer
LT [REDACTED] DC - Dental Officer
LT [REDACTED] - Repair Division Officer
ENS [REDACTED] - Electrical Officer
ENS [REDACTED] - Communication Officer
ENS [REDACTED] - Ship's Bos'n
LTJG [REDACTED] - CIC Officer
CWO3 [REDACTED] - EMO