

U. S. S. PASSUMPSIC (AO-107)

C/O FLEET POST OFFICE
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From: Commanding Officer, USS PASSUMPSIC (AO-107)

To: Chief of Naval Operations (OP-09B9)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12

Encl: (1) Command History for calendar year 1966

1. In accordance with reference (a), enclosure (1) is submitted.



R. R. HALE

Copy to:

CINCPACFLT

COMSERVPAC

COMSERVGRU ONE

COMSERVGRU THREE

COMMAND HISTORY

USS PASSUMPSIC (AO-107)

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OPNAV Report 5750-1

1. Chronology

January -

- 1-10 PASSUMPSIC "In Commission in Reserve", at South Annex, Boston Naval Shipyard, Boston, Massachusetts under contractual control of the American Shipbuilding Company of Lorain, Ohio.
- 10 PASSUMPSIC accepted by the Navy, status; "In Commission, Special".
- 20 PASSUMPSIC crew reported aboard from pre-commissioning detail Newport Training Command, Newport, Rhode Island.
- 10-31 PASSUMPSIC "fitting out" Boston Naval Shipyard, Boston, Massachusetts

February -

- 1-6 PASSUMPSIC "fitting out" Boston Naval Shipyard, Boston, Massachusetts
- 7 Entered "Readiness for Sea" status
- 8-28 Extended period "fitting out" Boston Naval Shipyard, Boston, Massachusetts

March -

- 1-5 Second extension of "fitting out" Boston Naval Shipyard, Boston, Mass.
- 5-6 Enroute Norfolk, Virginia for POL loading and degaussing inspection
- 7-11 Inport Norfolk, Virginia
- 11-16 Enroute Cristobal, Panama Canal Zone
- 17 Transited Panama Canal
- 18-20 Inport Balboa, Panama
- 21-27 Enroute Manzanillo, Mexico
- 28-30 Inport Manzanillo, Mexico
- 31 Enroute Long Beach, California

April -

- 1-4 Enroute Long Beach, California
- 4 UNREP USS DALE (DLG-19)
- 5 UNREP USS CONSTELLATION (CVA-64) and USS ORISKANY (CVA-34)
- 6-7 Inport Long Beach, California
- 8 UNREP USS ORISKANY (CVA-34)
- 9-26 Period of upkeep and restricted availability at Todd Shipbuilding and Drydock Company Yard, San Pedro, Calif.
- 27 Drydock Bethlehem Shipyard, Long Beach, Calif.
- 28 Enroute San Diego, Calif.
- 29 Inport San Diego, Calif.
- 30 Commenced refresher/shakedown training San Diego, Calif.

May -

- 1-6 Inport San Diego, Calif.
- 6-26 Refresher training, San Diego, Calif.
- 9 UNREP USS BLACK (DD-666)
- 10 UNREP USS KYES (DD-787) and USS LONG BEACH (CGN-9)
- 11 Ship aground vicinity San Diego Channel for about 6 hrs.
- 13 UNREP USS VANCOUVER (LPD-2) and USS DIACHENKO (APD-123)
- 16 UNREP USS VANCOUVER (LPD-2) and USS DIACHENKO (APD-123) and USS LONG BEACH (CGN-9)
- 18 UNREP USS VANCOUVER (LPD-2), USS DIACHENKO (APD-123), USS PAGE COUNTY (LST-1076), USS CREE (ATF-84)
- 19 UNREP USS CORAL SEA (CVA-43) and USS LONG BEACH (CGN-9)
- 20 UNREP USS LONG BEACH (CGN-9), USS VANCOUVER (LPD-2), USS CREE (ATF-84)
- 23 UNREP HMAS HOBART (D-39)
- 24 UNREP USS HOEL (DDG-13), USS HULL (DD-945), USS CORAL SEA (CVA-43) and USS INGERSOLL (DD-652)

- 25 UNREP USS HULL (DD-945) and USS CORAL SEA (CVA-43)
- 26 Successfully completed Final Battle Problem and Refresher/Shakedown Training
- 27 Enroute Long Beach, California
- 28-30 Inport Long Beach, California
- 31 Enroute San Diego, California

June -

- 1-3 Provided replenishment services Fleet Training Group, San Diego, Calif.
- 1 UNREP USS HOEL (DDG-13), USS HOLLISTER (DD-788), USS MANSFIELD (DD-728) and USS OSBOURN (DD-846)
- 2 UNREP USS HOEL (DDG-13)
- 3 Enroute Long Beach, California
- 4-12 Upkeep period Long Beach, Calif.
- 6-7 Completed in port phase of Final Acceptance Trial by INSURVPAC
- 13-18 Provided services Fleet Training Group, San Diego, Calif.
- 14 UNREP USS BENNINGTON (CVS-20), USS MERRICK (AKA-91)
- 15 UNREP USS EDSON (DD-946), USS PRESTON (DD-795)
- 16 UNREP USS PREBLE (DLG-15), USS CURRITUCK (AV-17), USS CRAIG (DD-885), USS D.J. BUCKLEY (DD-808), USS HANSON (DD-832), USS BENNINGTON (CVS-20)
- 19-20 Inport Long Beach, Calif.
- 20-23 Provided services Fleet Training Group, San Diego, Calif.
- 20 UNREP USS ESTES (AGC-12)
- 21 UNREP USS COMSTOCK (LSD-19), USS HULL (DD-945)
- 22 UNREP USS BENNINGTON (CVS-20)
- 22-25 Offloaded fuel San Pedro, Calif.
- 23-25 Gass freed cargo tanks local ops area Long Beach, Calif.
- 26-30 Inport Long Beach, Calif.

July -

1-31 Post Shakedown Availability, Long Beach Naval Shipyard,
Long Beach, California

12-27 In drydock Long Beach Naval Shipyard

August -

1-23 Post Shakedown Availability, Long Beach Naval Shipyard

23 Final Acceptance Trial conducted by INSURVPAC

24 PASSUMPSIC accepted by the Navy

25-29 Inport Long Beach, Calif.

30-31 Provided Services Fleet Training Group, San Pedro, Calif.

30 UNREP USS DULUTH (LPD-6), BAP RODRIGUEZ, USS EVERSOLE
(DD-789), USS BENNER (DD-807)

31 UNREP USS PAUL REVERE (APA-248), USS HALSEY POWELL
(DD-686), USS BERKELEY (DDG-15), USS PINE ISLAND (AV-12),
USS DULUTH (LPD-6)

September -

1-3 Provided services

1 UNREP USS KITTY HAWK (CVA-63), USS PICKING (DD-685)

2 UNREP USS TICONDEROGA (CVA-14), USS SHELTON (DD-790)

3-5 Inport Long Beach, Calif.

6 UNREP USS SHIELDS (DD-596)

7 UNREP USS TICONDEROGA (CVA-14), USS RICHARD K. TURNER
(DLG-20), USS F.B. PARKS (DD-884)

8 UNREP USS PICKING (DD-685), BAP VILLOR

9-21 Inport Long Beach, California Restricted Availability
assigned with Todd Shipyard, San Pedro, California

12-14 Pre-deployment Inspections conducted by COMSERVGRU ONE

14-16 Annual Supply Inspection conducted by COMSERVGRU ONE

22-30 Departed Long Beach, Calif. enroute Subic Bay, P. I.

October -

1-14 Enroute Subic Bay, P.I.

- 15-23 Inport Subic Bay, P.I.
- 24-31 Provided services to ships of TF 76 and TF 77
- 26 Entered Combat Zone
- 26 UNREP USS MANSFIELD (DD-826), USS HANSON (DD-832),
USS VANCOUVER (LPD-2), USS THOMASTON (LSD-28)
- 27 UNREP USS ROOSEVELT (CVA-42), USS BRAINE (DD-630),
USS UHLMAN (DD-687),
- 28 UNREP USS ROOSEVELT (CVA - 42), USS MANSFIELD (DD-826)
USS HANSON (DD-832)
- 29 UNREP USS CONSTELLATION (CVA-64), USS BUCKLEY (DE-808),
USS STORMES (DD-780), USS HOEL (DDG-13), USS SOUTHERLAND
(DD-743), USS CHICAGO (CG-11), USS HALSEY (DLG-23),
USS COLLETT (DD-730), USS TOWERS (DDG-9), USS WILTSIE (DD-716)
- 30 UNREP USS UHLMAN (DD-687), USS ROOSEVELT (CVA-42),
USS H.J. THOMAS (DD-833), USS BRAINE (DD-630), USS
COCHRANE (DDG-21), USS COLLETT (DD-730), USS STORMES
(DD-780), USS BUCKLEY (DD-808), USS CHANDLER (DD-717),
USS FRANK E. EVANS (DD-754)
- 31 UNREP USS MULLINIX (DD-944), USS VOGELGESANG (DD-862),
USS DEHAVEN (DD-727), USS PARICUTIN (AE-18), USS PIVOT
(MSO-463), USS O'HARE (DD-889), USS SAVAGE (DER-386),
USS IMPERVIUS (MSO-449)

November -

- 1 UNREP USS ENERGY (MSO-436), USS CONSTANT (MSO-427),
USS BUCK (DD-761), USS CAMP (DER-251), USS FINCH (DER-328),
USS PLUCK (MSO-464)
- 2 Consolidated to USS CALIENTE (AO-53), UNREP USS
ALBATROSS (MSC-289), USS HAVERFIELD (DER-393), USS
WOODPECKER (MSC-209), USS NEWELL (DER-322), departed
Combat Zone
- 3-5 Enroute Subic Bay
- 6-30 Inport Subic Bay - Restricted Availability with SRF
to repair starboard main reduction gear

December -

- 1-3 Inport Subic

- 4 Enroute Manila
- 5-8 Inport Manila
- 9-21 Provided services to the ships of the Seventh Fleet
- 10 Entered Combat Zone
- 11 UNREP USS KITTY HAWK (CVA-63), USS COGSWELL (DD-651),
USS STODDARD (DD-566), USS INGERSOLL (DD-652), USS
BRAINE (DD-630), USS R.K. TURNER (DLG-20), USS HANSON
(DD-832), USS PREBLE (DLG-15), USS PARKS (DD-884)
- 12 UNREP USS MULLANY (DD-528), USS CECIL (DD-835),
USS TICONDEROGA (CVA-14)
- 13 CONSOLIDATED TO USS SACRAMENTO (AOE-1), UNREP USS
ROOSEVELT (CVA-42), USS BROWNSON (DD-860), USS FOX (DD-829)
- 14 UNREP USS ARIKARA (ATF-98), USS TICONDEROGA (CVA-14),
USS MULLANY (DD-528), USS CECIL (DD-835)
- 15 UNREP USS CANBERRA (CAG-2), USS KEPPLER (DD-765),
USS TICONDEROGA (CVA-14), USS MULLANY (DD-528), USS
CECIL (DD-835), USS INGERSOLL (DD-652)
- 16 UNREP USS HISSEM (DER-400), USS HOEL (DDG-13), USS
CARRONADE (IFS-1), USS EMBATTLE (MSO-434)
- 17 UNREP USS UHLMANN (DD-683), USS FORCE (MSO-445),
USS MT KATMAI (AE-16), USS PRIME (MSO-466), USS NEWELL
(DER322), USS NORRIS (DD-859), USS PERIV (DD-883)
- 18 UNREP USS ENERGY (MSO-436), USS REAPER (MSO-467),
USS WILHOITE (DER-397), USS CAMP (DER-251), USS CONSTANT
(MSO-427), USS KRISHNA (ARL-38)
- 19 Departed Combat Zone, enroute Subic
- 22 Inport Subic
- 23-30 Provided services to the ships of the Seventh Fleet
- 25 Entered Combat Zone
- 25 UNREP USS COGSWELL (DD-651)
- 26 UNREP USS STODDARD (DD-566), USS KITTY HAWK (CVA-63),
USS INGERSOLL (DD-652), USS EVERSOLE (DD-789)
- 28 Departed Combat Zone, enroute Subic to repair port HSHP
pinion bearing
- 31 Returned to Subic Bay, Republic of the Philippines

BASIC NARRATIVE

USS PASSUMPSIC (AO-107), under contractual control of the American Shipbuilding Company of Lorain, Ohio, was moored at South Annex Boston Naval Shipyard, Boston, Massachusetts from 1 January until 10 January 1966, in a status of "In Commission, In Reserve". On 10 January PASSUMPSIC was accepted for the Navy from the conversion contractor. Upon acceptance, the ship's status became "In Commission, Special" and remained in this status during the "fitting out" period. On 7 February the ship entered the readiness for sea period and remained in this employment, due to two extensions, until 5 March.

The period of "fitting out" and readying for sea were spent in installing equipments, loading stores and stocks, creating shipboard organizations, and manning the ship. The crew of the ship came aboard during the period 13 through 20 January from precommissioning training at the Fleet Training Center, Newport, Rhode Island. The first problem encountered when the ship was preliminarily accepted by the Navy and manned by her crew was the lack of experienced personnel. The new crew had a shortage of Boatswains Mates with experience on replenishment ships. More than 90% of the non-rated personnel in the deck department were ordered aboard directly from recruit training and had no prior naval experience.

In the Operations Department the work completed during the fitting out period with the Boston Naval Shipyard included certification of the secure electrical communications processing system, rearrangement of the navigation lights and other items referred to in the report of the Preliminary Acceptance Trials of December 1965. (BUSHIPS ltr AO-107 ser 527C3-2132 of 22 December 1965)

In the Engineering Department, the installed Fairbanks-Morse Auxiliary Diesels were noted as having extensive lube oil carry over problems, which the Boston Naval Shipyard was unable to resolve. The diesel stack area aft became heavily covered with lube oil, creating a fire hazard. Additionally, many of the remote systems tested failed due to poor installation by the conversion contractor. Spare part shortages was a problem in all areas. The ship's cargo tanks, ballasted to 60% of capacity with the fresh water of Lake Erie, and the cargo pumping system were not tested.

During the PASSUMPSIC's "Jumbo" conversion the ship received all new deck equipment, rigs, winches, and configuration. The lack of experienced personnel necessitated an extensive training and indoctrination period, starting with the basics of seamanship and working on up to the more complicated evolutions. Much time that should have been spent getting the ship outfitted and properly rigged was thus spent conducting basic training on shipboard

procedures and basic seamanship.

Materially, the new equipment on the ship was satisfactory. The new winches and rigs proved to be adequate. In several cases however the spotting of the winches on deck made it difficult to find suitable fairleads to the gypsies when modifications on the rigs were required and when conducting deck work requiring the use of winches.

During the conversion, a new system for replenishment was installed. This was the sliding block system with a ram tensioned hi-line and a trolley block with a cargo drop reel. This is an expensive and complicated system involving the installation of new equipment and requiring the training of personnel in its use. In the ship's first year of operation this system was not used. All customer ships encountered either did not have the necessary configuration to receive this system or they preferred the older methods of replenishment.

During February 1966, PASSUMPSIC continued her "outfitting" at the Boston Naval Shipyard. The main engineering plant was in a cold iron status during the entire month while minor areas of work were accomplished in Main Engineering Control. All contractor furnished fire hose was replaced with Navy standard type, and repair parts were received on board.

On March 5th and 6th, PASSUMPSIC was underway enroute to Norfolk, Virginia for POL loading and degaussing inspection and possible deperming. Upon departure from Boston, the ship ran an antenna radiation pattern measurement. Enroute to Norfolk, all cargo tanks were deballasted. It was discovered that many of the cargo system butterfly valves failed or leaked and that the main NSFO pumps failed to strip the tanks completely. The crew spent long hours cleaning the tanks in preparation to receive cargo. During the pre-load inspection, a slime residue was noted in the Dimetcote surfaced JP-5 tanks. Investigation revealed a cure residue which was subsequently removed before loading. No AVGAS was loaded.

The ship was inport Norfolk from 7 until 11 March. Degaussing runs during the period indicated that no deperming was necessary and the ship was loaded to a 32' draft (approximately 80% capacity) before departing for her homeport, Long Beach, California by way of the Panama Canal. PASSUMPSIC arrived in Cristobal, Panama Canal Zone on 17 March. The ship transited the canal on 18 March and moored at Balboa. On 18 March, PASSUMPSIC changed operational commanders from CINCLANTFLT to CINCPACFLT and CTG 56.1. The ship remained in Balboa through 20 March. On the 21st of March PASSUMPSIC sailed for Manzanillo, Mexico, arriving on the morning of the 28th.

The port visit to Manzanillo was primarily a recreational visit. Vice Admiral Mangana, Commandant of the Mexican Naval Zone and Mr. Kramer, American Consul at Guadalajara, were received on board on the 29th of March.

The ship departed Manzanillo on 31 March enroute to Long Beach. While enroute the ship conducted her first replenishment since conversion with USS DALE (DLG-19) on the 4th of April. The carriers CONSTELLATION and ORISKANY were replenished on April 5th. PASSUMPSIC was unable to satisfactorily pump on grade JP-5. Water contamination left in the lines and pump line pockets caused the product to have a large water content when pumped. On arrival in Long Beach the JP-5 was off-loaded at the San Pedro Fuel Depot and the water problem was eliminated. A lesson learned was to carefully drain all lines and pumps in the JP-5 system after having ballasted.

On 8 April, PASSUMPSIC moved to San Pedro for a period of upkeep and restricted availability with the Todd Shipbuilding and Drydock Company. The upkeep period was spent in work resulting from uncompleted work reported in the Preliminary Acceptance Trial Report and in preparation for refresher training. On 28 April the ship departed for San Diego and on the 30th PASSUMPSIC commenced refresher/shakedown training under the operational control of Commander Fleet Training Group and CTG 54.1.

On 12 May, while proceeding from anchorage at Coronado Roads, PASSUMPSIC ran aground in the vicinity of buoy 7 at the entrance of San Diego Channel. A collision situation developed with a sailboat forcing PASSUMPSIC to the east side of the channel. PASSUMPSIC was freed with assistance within a few hours and suffered no apparent damage. An investigation was conducted by Captain G.R. BRINES, attached to the Staff of COMTRAPAC.

On 26 May the ship successfully completed the final battle problem, and on 27 May departed for Long Beach under the operational control of COMSERVGRU ONE, CTG 56.1. PASSUMPSIC arrived in Long Beach on 28 May for a brief inport period until 31 May when she sailed for San Diego. The period 31 May through 3 June was devoted to providing replenishment services for FTG, San Diego. June 4 through 12 was spent in an upkeep status in the Long Beach area. June 13 through June 21st, PASSUMPSIC operated out of Long Beach providing services to FTG, San Diego. June 21 to July 1 was spent in Long Beach in preparation for post-shakedown availability.

During June the ship prepared for its Final Acceptance Trial, but was unable to complete its underway portion due to a faulty steam stop valve in No. 4 boiler. Fuel was off-loaded on 22 June

at San Pedro Fuel Depot. June 23 through 25 were spent at sea mucking cargo tanks in preparation for the yard period. Because of a lack of stripping capability, the operation was hampered by large quantities of fuel remaining in cargo tanks and cargo lines when the main cargo pumps lost suction. This situation necessitated the use of eductors and large numbers of personnel to gas free the cargo system.

From 1 July to 23 August the ship underwent its post-shakedown availability at Long Beach Naval Shipyard. Principal work items included work in drydock on sea valves, rudder and propeller repair, and the full bottom sealed with plastic paint. All cargo tank valves were re-worked and the ship's boilers were overhauled. A double exhaust direction change device was installed at the top of the auxiliary diesels stack to prevent lube oil carry over on to the weather decks. Lube oil coolers were installed on all winches and piping expansion joints were replaced. Modifications were made to the secure electrical communications processing system as a result of discrepancies discovered by NSY Long Beach.

On 23 August the ship changed to the operational control of COMFIRSTFLT in Task Group 13.1. On the 23rd and 24th the ship was given its Final Acceptance Trials by INSURVPAC. The results assigned responsibility for discrepancies to the contractor and to the government, and the ship was "finally accepted" by the Navy.

On 1 September, PASSUMPSIC was assigned as ready unit under CTG 13.1. On the 9th of September, the ship commenced preparations for overseas movement. A restricted availability was assigned for this period, and work items were submitted to Todd Shipyard, San Pedro, while the ship remained at the Long Beach Naval Station for the entire period. On the 12th of September, COMSERVGRU ONE conducted a pre-deployment inspection of the ship. This inspection revealed several critical supply shortages in the area of damage control and cargo handling. These critical items were received prior to the ship's deployment on September 22 for WESTPAC.

PASSUMPSIC departed San Pedro Fuel Depot on 22 September assigned as a unit of TU 13.8.3 under CTU 13.8.3, Commanding Officer, USS PASSUMPSIC. Upon clearing Long Beach breakwater, rendezvous was effected with the USS SACRAMENTO (AOE-1) for consolidation to bring PASSUMPSIC to maximum draft. PASSUMPSIC then proceeded to rendezvous with the USS CHARA (AE-31). Engineering problems, however, held the CHARA to port and PASSUMPSIC proceeded independently to Subic Bay utilizing OTSR and storm evasion, which subsequently evolved a track via the San Bernardino Straits.

On October 7th, PASSUMPSIC changed operational commanders to COMSEVENTHFLT under CTG 73.3. On October 15th, the ship reported to CTG 73.5 (UNDERWAY REPLENISHMENT GROUP 2) for duty. PASSUMPSIC arrived in Subic Bay, P.I. on October 15th and commenced an upkeep period for voyage repairs.

On 24 October, PASSUMPSIC sailed for replenishment operations in the combat zone off the coast of North and South Vietnam. During this period, units of TASK GROUPS 77.5, 77.7, 77.0, 77.8, 77.1 and units in Markettime areas one through nine were replenished.

On 6 November, PASSUMPSIC returned to Subic Bay for upkeep in connection with an unusual wear pattern in the main reduction gears. On 20 December, Mr. William Samuel, Marine Engineer from NAVSEC, Philadelphia, arrived to inspect the reduction gears. It was determined that the gears were good and that the wear was acceptable. During the inspection of the main reduction gears by the Ship Repair Facility, Subic Bay, a coupling bolt nut was lost by a local employee. On 21 November, while getting underway for sea trials, the nut apparently passed through the starboard main reduction gears causing damage to the bull and second reduction gears. An investigation by Captain DRESSER, CTF 73 Staff Maintenance Officer, determined no negligence on the part of PASSUMPSIC personnel (ADMINO COMSERVGRU THREE 220906Z NOV 66). An additional investigation was conducted by LCDR James M. BLANKENSHIP, USN attached to Ships Repair Facility, Subic. It was determined that the probable cause of the damage was negligence on the part of a quartermaster of SRF/Subic Bay. Investigation absolved PASSUMPSIC personnel of error or negligence. (SRF/Subic Bay ltr 3224 30 Nov 66).

On 4 December, all repairs having been effected, PASSUMPSIC departed Subic Bay enroute to Manila, P.I. The ship spent four days in Manila, holding an open house to two groups of orphans, donating blood to the Red Cross, painting a junior high school and on the last day playing the Cavite City All-Stars in softball.

On 8 December, PASSUMPSIC sailed for replenishment operations in the combat zone off the coast of Vietnam. Task Groups 77.0, 77.1, 77.4, 77.5, and 77.7 were replenished. PASSUMPSIC then consolidated with the USS SACRAMENTO and proceeded to replenish all markettime stations. The ship returned to Subic Bay on the 22nd of December for cargo and departed for further operations on the 23rd of December. On 28 December, the high speed high pressure pinion bearing on the port reduction gears was wiped. The ship proceeded on half-power to Subic Bay avoiding typhoon Pamela, arriving on 1 January 1967.

LIST OF COMMANDING OFFICERS OF THE USS PASSUMPSIC (AO-107)

CAPT C.M. RYAN	1946-47
CAPT C. JACKSON	1947-48
CAPT R.D. GALLERY	1948-50
CAPT F.I. WINANT	1950-51
CAPT F.I. PARSONS	1951-52
CAPT J.R. LEEDS	1952-53
CAPT H.H. MCCARLEY	1953-54
CAPT J.J. HYDE	1954-55
CAPT R.H. SOLIER	1955-56
CAPT W.H. HAZZARD	1956-57
CAPT L.A. LAJAUNIE, JR	1957-58
CAPT D.G. IRVINE	1958-59
CAPT F.N. SHAMER	1959-60
CAPT E.G. FAIRFAX	1960-61
CAPT J.F. GUSTAFERRO	1961-62
CAPT A.W. VENNE, JR	1962-63
CAPT E.I. MALONE	1963-64
LCDR J.K. BEATES	DEC 64-JUN65
LCDR J.H. MILLER	JUN 65-NOV65
CAPT J.A. LOVINGTON	24NOV65-2DEC66
CAPT R.R. HALE	2DEC66-