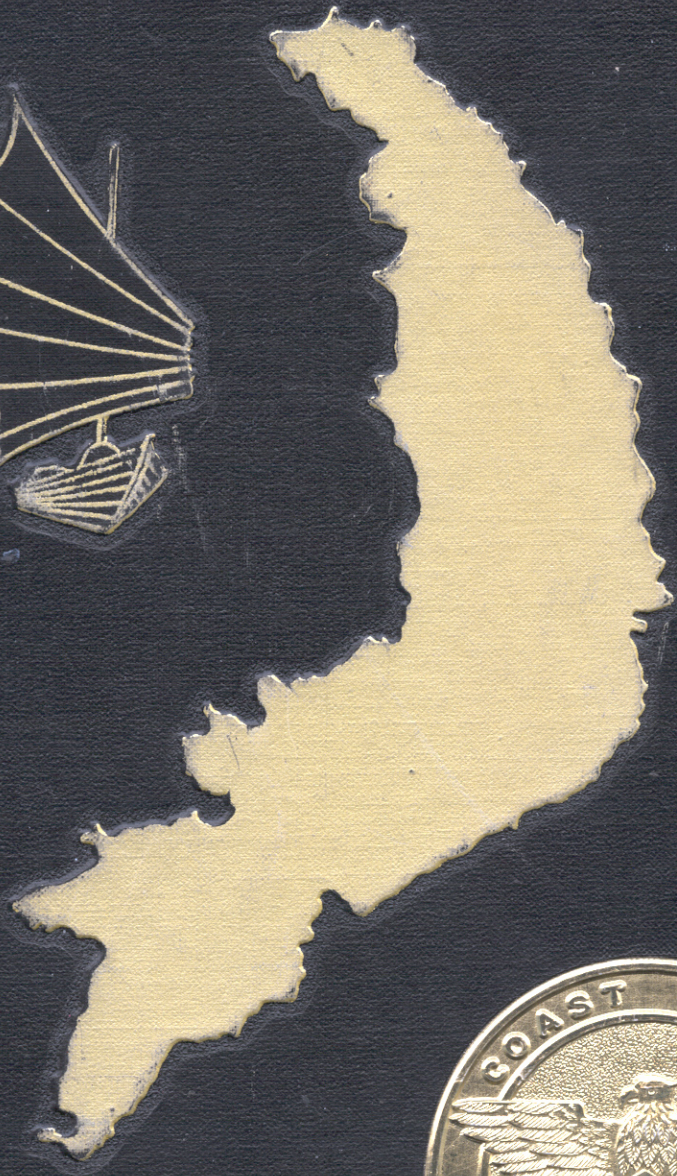
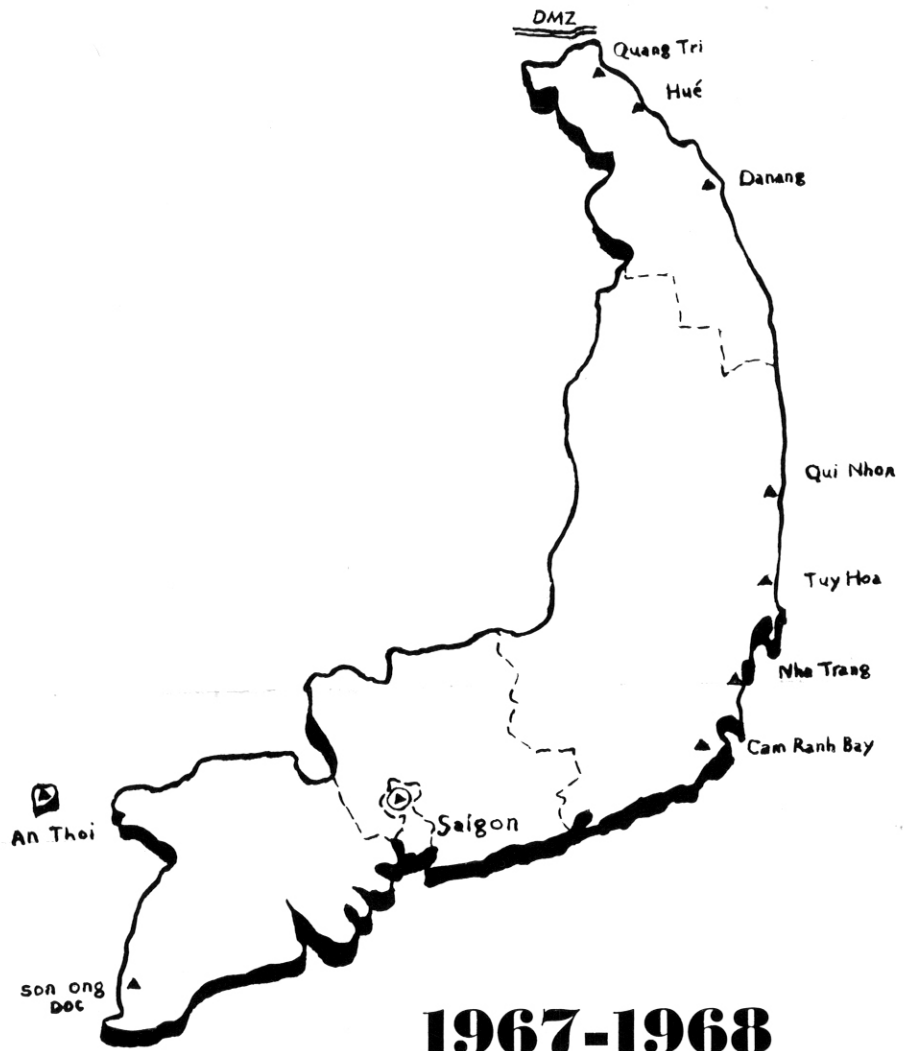
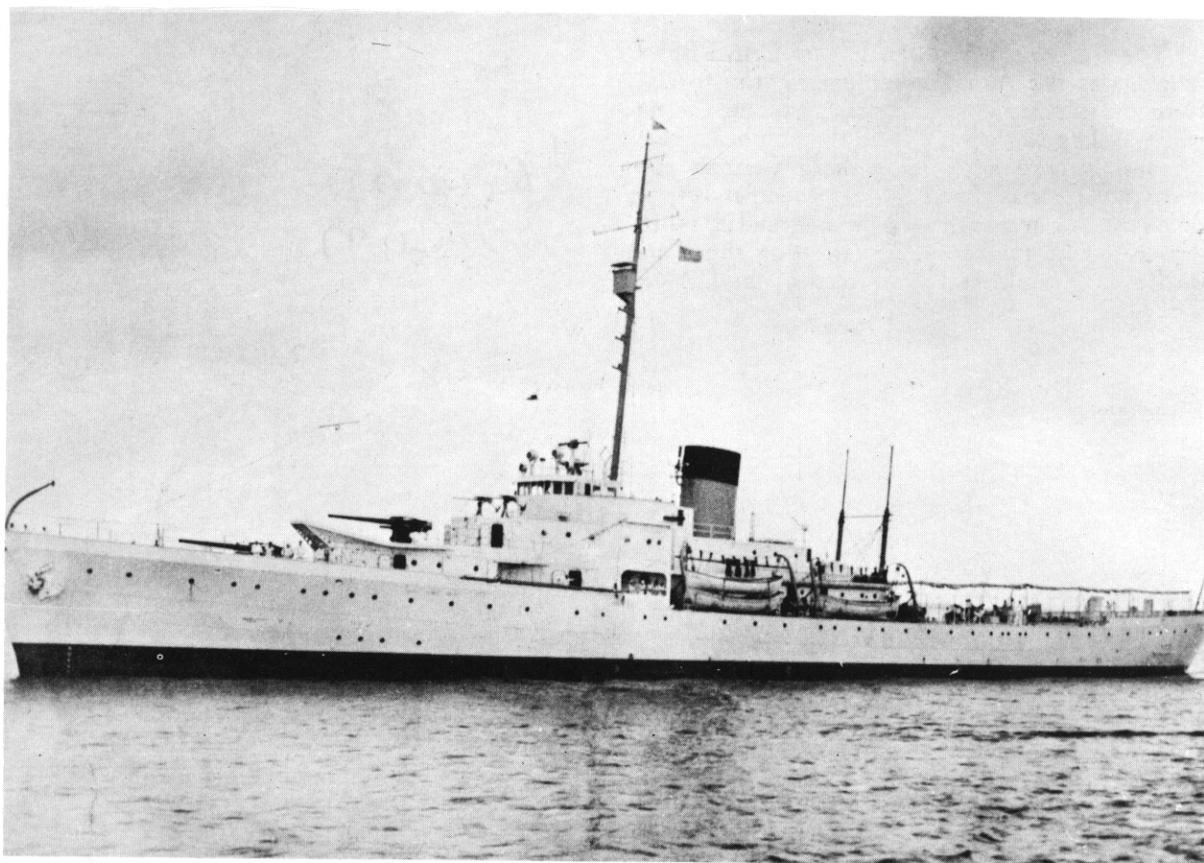


U.S.C.G.C. CAMPBELL



VIETNAM





U.S.C.G.C. Campbell - W.P.G. - Enabling Run - Philadelphia Naval Yard - August, 1936

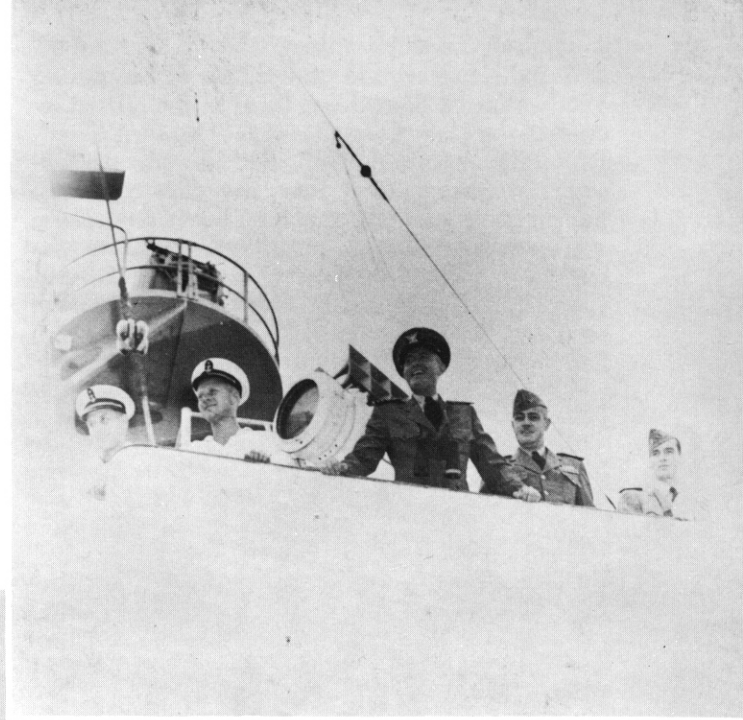
This is a story of a ship, and the men who serve aboard her. A remembrance of one year in the lives of the Officers and Crew of the U. S. Coast Guard Cutter CAMPBELL in Viet Nam.

The CAMPBELL is a ship with a proud past. She was constructed by the Philadelphia Naval Ship Yard and commissioned on 16 June 1936. Named for the fifth Secretary of the Treasury, George W. Campbell, the CAMPBELL was the first of seven 327 foot cutters built for the Coast

Guard. Of these, six are in service today. The seventh, the HAMILTON, was sunk by a German U-Boat during World War II.

During World War II the CAMPBELL and her sister ships were assigned to the dangerous task of escorting the merchant vessel convoys and transports in the North Atlantic. With the help of these cutters the Navy maintained the vital lifeline to the Allied Forces during World War II.

The battlefield on which the CAMPBELL fought was the Atlantic; her enemy, the lurking German submarine wolf-packs. On one convoy while leading 48 ships eastward through heavy seas, six vessels were sunk by stalking German submarine wolf-packs. Even the less eventful voyages noted in her war diary as an uneventful return trip meant no respite for the escorting ships, and no let-up in vigilance for the men of the CAMPBELL.



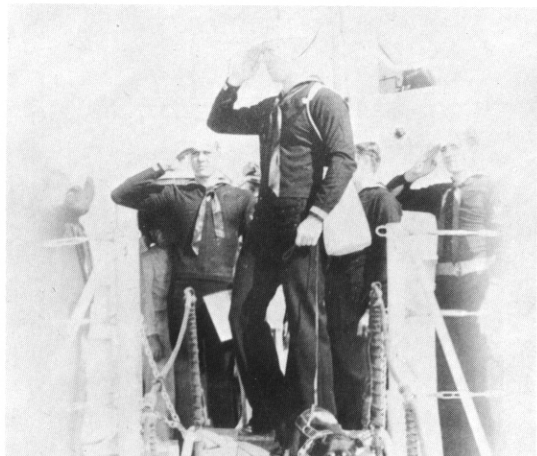
It was a return trip with a convoy from Ireland to New York which almost ended the CAMPBELL's career. On 22 February 1943 the CAMPBELL was screening the convoy when late in the evening a radar contact was made approximately 2 miles ahead. The CAMPBELL approached at full speed and shortly thereafter a submarine was sighted in the darkness. Full right rudder was ordered so as to ram the submarine. The submarine struck the CAMPBELL on the starboard side flooding the engine room, and short circuiting the electrical system.



Although the submarine was sunk, the CAMPBELL was in grave danger of following her to the bottom. The CAMPBELL, however, remained afloat and was towed to Newfoundland where she was repaired, and in a few months returned to convoy escort duty.



Sinbad, the ship's mascot, was the most publicized individual aboard the CAMPBELL during World War II. Sinbad was listed in the official records of the U. S. Coast Guard as "Dog First Class". Reporting aboard in 1937, Sinbad rode through storms, hurricanes and the early days of almost human antics. During the action described above a crew member asking about Sinbad's safety was told by the CAMPBELL's Commanding Officer, Captain HIRSCHFIELD "Nothing will happen to the CAMPBELL as long as Sinbad is aboard her."



Sinbad was known for his like of hard liquor with a short beer chaser, Sinbad, the legend of the CAMPBELL, allegedly was known in waterfront bars across two continents. In 1943 Sinbad was transferred to Barnegat Lifeboat Station to serve out the remainder of his time.

After the war the CAMPBELL was converted to an Ocean Station Vessel, rotating with other Coast Guard Cutters in assignments on stations, "BRAVO, CHARLIE, DELTA, and ECHO" which are strategically located on the air routes across the Atlantic. While on station she carried U. S. Weather Bureau Observers sending regular reports of sea, weather, and upper wind information to the Weather Bureau in Washington, D.C., provided passing aircraft with navigation service,

radar tracking for ground speed, observed high altitude wind information, and provided communication relay service.

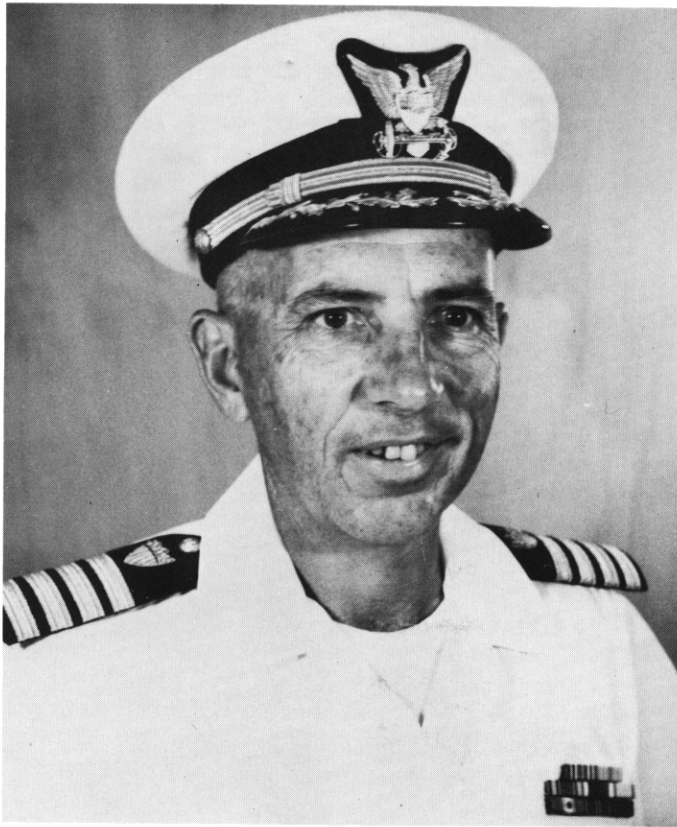
The role of the CAMPBELL in peacetime has been a busy and noteworthy one. In 1956 the CAMPBELL was at the scene of the "ANDREA DORIA" - "STOCKHOLM" collision. In the winter of 1959 the CAMPBELL made the headlines when she took all hands off the Swedish vessel "HELGA SMITH" which sank off Newfoundland.

Now the CAMPBELL returns to war. Taking part in Operation Market Time along the coast of South Viet Nam, the ship and her crew will again assume the role of a ship of war.

This is where "our story" begins

U.S.C.G.C. Campbell - W.H.E.C. - on Patrol off Son Ong Doc, Vietnam - February, 1968





COMMANDING OFFICER

CAPTAIN R. B. LONG, JR.

Captain LONG is a native of Louisiana and after graduating from the U. S. Coast Guard Academy in 1945, saw service on the USS MERRILL (DE-392), USCGC KUKUI and USCGC PAPA. He was assigned to post graduate training at Rensselaer Polytechnic Institute, from which he was graduated as a Bachelor of Civil Engineering in 1951, and then became a Registered Professional Engineer in 1955 in both Civil and Structural Engineering.

Captain LONG has served in Civil Engineering billets in Miami, New Orleans, Juneau, Alaska and in C.G. Headquarters, Washington, D.C. During this period he made many loran station site location surveys in Central and South America and Alaska. In 1960 he supervised the design and construction of a major "loran C" chain of stations extending from the Arctic Circle near Nome, Alaska, to Attu Island, at the western end of the Aleutians.

From 1961 to 1963 Captain LONG served as Executive Officer of the Cutter ESCANABA out of New Bedford, Mass.; the Cutter's primary mission was North Atlantic weather patrol duties.

Prior to reporting aboard CGC CAMPBELL in July 1967, Captain LONG served as Chief of physical plant at USCG ACADEMY in New London, Conn. Here Captain LONG was charged with maintenance of the existing plant and the planning, design, and construction for the Academy's expansion program of new buildings and facilities.

Captain LONG is a member of the American Society of Civil Engineers, Society of American Military Engineers, TAU BETA PI Society, Sigma Nu Fraternity and the Elks.

EXECUTIVE OFFICER

COMMANDER W. B. ALVEY

CDR ALVEY, the Executive Officer, graduated from the U. S. Merchant Marine Academy in 1944 and immediately commenced his sea going career as a deck watch officer in wartime convoys. CDR ALVEY remained in the merchant marine until 1952 attaining a license of Master, unlimited.

In 1952 upon entering the Coast Guard his first duty was a short cruise on the Cutter HALF MOON followed by duty with Marine Inspection, Baltimore, and the Marine Inspection team at C. G. Headquarters, Washington.

After serving as Executive Officer of the JONQUIL and the CONIFER, he was assigned to Marine Inspection Office, New York where he was Assistant Senior Investigating Officer.

From New York, MIO, he crossed the Bay to St. George and became "Exec" of the CAMPBELL for its West Pac deployment.



*Officers
and
Crew*

HEAD ENGINEERING DEPARTMENT



Engineer Officer
Summary Court-
Martial
Chief Censor
Cost Reduction/
Management/
Improvement &
Incentive
Awards Officer

LCDR G. L. SIMS



Operations Officer
Head, Operations
Dept.
Alternate SCM
Transportation
Officer
Senior Deck Watch
Officer

LT. C. D. BOSSARD



Medical Officer

LT. W. D.
O'DONNELL PHS



LTJG A. F. FINIZIO
1st Ass't Engineer
"E" Division Officer
Damage Control Officer
NBC Officer
Fire Prevention Officer
Senior Eng. Watch
Officer
Log Officer
Administrator



LTJG R. L.
PRITCHARD
1st Lieutenant
1st Division Officer
Head, Deck Department
Boarding Officer
Deck Watch Officer



LTJG J. D.
BANNAN
Navigator
Deck Watch Officer



LTJG T. G.
DEVILLE
2nd Ass't Engineer
Auxiliary Assistant
Electrical Assistant
Laundry Officer
Fueling Officer
Engineer Watch Officer



**ENS E. N.
TULICH**

Gunnery Officer
2nd Division Officer
Education Officer
USAFI Test Control
Officer
Voting Officer
Public Information &
FHT
News Officer
Deck Watch Officer



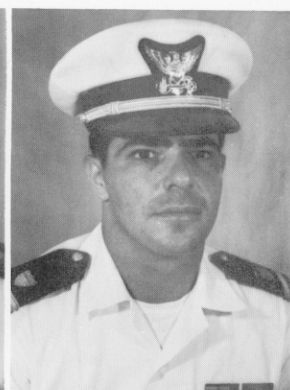
ENS L. MILLER

Student Engineer
Exchange Officer
Assistant Damage
Control Officer



**ENS J. R.
TOWNLEY, JR.**

ASW Officer
CIC Officer
COMTAC Pubs Officer
Alternate Custodian of
Registered Pubs.
Alternate CMCO and
Top Secret Control
Officer
Oceanographic Officer
Fund Officer
Morale & Recreation
Officer
Deck Watch Officer



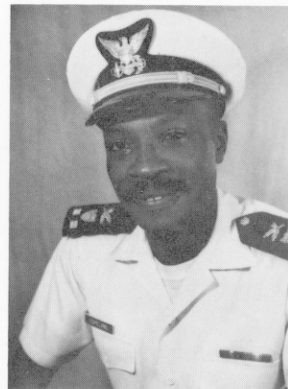
ENS D. A. SILVA

Communications Officer
Custodian of Registered
Publications
CMCO and Top Secret
Control Officer
Crypto Security Officer
Deck Watch Officer



**CHRELE, W-3 A.
II. TREMLETT, JR.**

Electronics Material
Officer
Electronics Control
Officer
Witnessing Officer
for Registered
Publications
Photographic Officer
Movie Officer



**CHSPCK, W-2 A.
COPELAND**

Supply Officer
Head, Supply
Department
ACO
Agent Cashier
Property Officer
Savings Bond
Officer
Commissary Officer

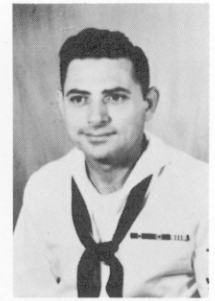


**CHMACH, W-2
K. E. CLARK**

3rd Ass't Engineer
Main Propulsion
Officer
Spare parts officer
Engineer Watch
Officer



D. E. Corey



G. L. Johnson

RADARMEN

RDCM Dwight E. Corey, whose energy is volcanic and whose pudgy, white-haired smile beams out of the ship's store, is by far the friendliest soul on board. "Dad" or "Pop Corey" as he is known, is credited with being the original messcook on Noah's Ark. Undoubtedly, his brightest memory of the patrol will be Kaoshiung, and the venerable "Ensign Zilch."

RD1 Gary I. Johnson, Combat's "Professional" watchstander, is known for enjoying a good cup of coffee "in the right company." Gary is also noted for his soothing voice and "CIC stand fast."

RD2 Alan Beard, famous for his concern for one and all, and affectionately known as "Mother Beard" was voted most likely to replace Pop Corey. He has increased the areas of both his photographic and physiographic activities.

RD2 Andy Slavik's greatest disappointment was in not being able to find a Polish delicatessant in

the Orient. "Squatty Body" or "Lawrence" will be remembered as one of the "Benny Boys."

RD3 Gordon H. Wilkes, the car "nut" can always, but always be found in the rack. His tape recorder will be gratefully remembered by "O" Division for easing the tension of "Gitmo." Next to his pillow, Gordie's Chevy is his fondest possession.

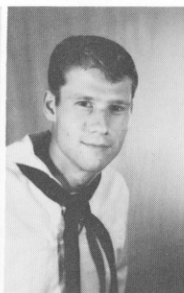
RD3 John Robinson, who preferred the nickname "Jamel" to the more widely used "Flashy, Flashy", was the greatest instructor of CIC-Hail Fellow, Well Met.

RD3 Robert Eck is usually tucked out of sight and out of trouble with a borrowed book.

SNRD Norman P. Lyons, the vociferous, was known clandestinely among the crew as "Ol deck Norm" due to his severe allergy of heights. His penchant for stating the truth is surpassed only by his delight in wearing a towel to GQ.



A. J. Beard



R. F. Eck



N. P. Lyons



J. A. Robinson



A. R. Slavick



G. H. Wilkes



D. L. Bonker



H. R. Bishop



J. D. Mull



F. J. Raftovich



RADIOMEN

Within the bulkheads enclosing Radio Central eleven men work to keep the CAMPBELL aware and up to date on all information concerning her operation off the coast of Vietnam. It is their responsibility to contact all supply vessels in the area and see that they are kept up to date on all our needs, among these as their duty, of course, that all important necessity of life: mail from home. The Radio gang is made up of personalities as varied as their duties.

Ensign Dan Silva acts as Communications Officer and Radio's department officer. Mr. Silva was, before getting religion, a Radiomen himself.

Chief Danny Bonker is the non-commissioned man in khaki who directs the movements of his "dit dit" happy men through their daily schedule.

A trio of RM1's are the next links in the chain of organization, led by Jack Mull who is their senior white-hat, and probably the friendliest and most accomodating man the CAMPBELL has seen this trip. Harry Bishop, who is considered odds on favorite to take any kind of bet you might like to

place, follows Mull in seniority. Frank "Rafto" Raftovich is the third RM1 and is reputed to have an uncanny ability to turn motorcycles into piles of junk before your very eyes.

RM2 Patrick Rosencrans and Dennis Plehn follow in order. Gengis Krans can usually be seen in animate conversation with Dennis, who is noted for explaining the virtues of keeping your body fit so that it does not bruise easily.

The remainder of the department is comprised of four RM3's; Bob Musso, who can be found almost anywhere doing the correct version of the "Jersey Swamp Stomp;" Hank Burke, who holds forth that "if you can't beat them, bluff them;" Jim Miller, the quiet man in the back ground with the all important crews mail, and Glenn Brewster, who can be heard asking if the "gang" is going to paint the deckhouse again this week.

Together they comprise "The Radio Gang", the ears and voice of the ship whether off the coast of Vietnam or steaming into New York Harbor.



G. A. Brewster



H. R. Burke



J. Miller



R. T. Musso



D. J. Plehn



P. C. Rosencrans



QUARTERMASTERS

The quartermasters are a varied group of people and personalities. Chief Desmond Connolly is the leader and wit of the group. With his deep Brooklyn accent, unusual for a native of the Bronx, the Chief is responsible for many light-hearted sea stories. Often heard in the chart room is the phrase, "Now, I'se tells ya", or "It was like dis", all of which help lighten and speed the passage of time.

Gary "Grace" Check is the signalman extraordinaire of the gang. His favorite receiver is usually the stack or a dark cloud, but at all hours he is "anxious and ready" to talk away with any and all shipping. Gary can usually be found on the helm when not enjoying his pillow.

Henry "Boom Boom" Newbold, alternately known as "Prince Henry the Naviguesser", is a veteran of the present CAMPBELL crew. Born with a professional ability to avoid all manual labor, Henry can usually be found at his locker shortly after the mail brings his weekly Care package.

Joseph "Andy" Orr, the QM's "Jack of all Trades", who's ambition it is to "snow" his flashing light receivers, can usually be found on the signal bridge or some more secluded spot on the ship—then there was the day he was missing entirely.

Paul (the Quiet Man) Lilje, our Ohio boy, enjoys the peaceful depths of aftersteering far from the maddening crowd.

Alan "Hoppy" Hopkins, "Mr. Fixit", can always be relied on for a jury rig in a pinch, and a first rate job when required. Hoppy can be found signalling, playing fireman, or writing Angie, when he has some time between watches.

Gary "the Sweater" Kniskern, known as the husband of the legendary "Dirty Edgar", is a generally quiet person who takes his work at face value; careful and scientific quesswork.



D. B. Commelly



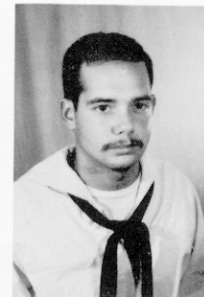
G. R. Check A. P. Brunicardi



A. L. Hopkins G. D. Kniskern



P. J. Lilje H. A. Newhold



J. A. Orr



R. J. Bishop M. R. Cogan R. F. Dithridge



R. B. Kessler C. E. Jantz M. H. Smith



SONARMEN

Russel "Bish" Bishop SO1 will be remembered throughout the Orient for his "Mighty Muscles", and for his relief dive into St. Thomas Harbor. Bish, likes scotch, women, and cards, was rarely wrong, and wondered when he'd make chief.

Martin Smith SO3 "Smitty" whose penchant for tales of Ohio, college, and Corvettes made the watches fly, was occasionally known as the "old fossil".

Ronald B. Kessler SO3 known as "Kraut" could be called on when a job needed doing well, and will be remembered for his friendly, easy going way.

Charles Jantz, SO3, "the sailor from Oklahoma" who brought "His and Hers Sampans in Koahsiung to float on his oil well", would rather work with a welding torch than a sonar scope.

Michael Cogan SO3 "Cogila" or "Cogie", always one of the gang and usually one of the first ashore, was always looking for presents for his folks back home. To him every port has been "fantastic."

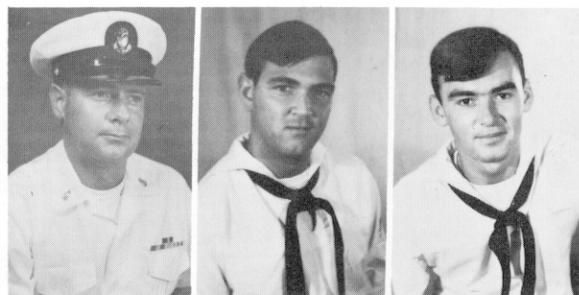
Richard Dithridge SNSO known as "Ditto" was voted as "Shipmate with the best looking Sister". Ditto, CIC's fair-haired child, was famous for his jelly sandwiches, skiing, skiing, and skating.

SHIP'S OFFICE

The CAMPBELL's yeoman are headed by YNC Lawrence "Knobby" Walsh. The chief is a reserved person dedicated to his work. After work though, he can usually be found relaxing in the sun and trying to forget about the days work, which isn't always easy to do.

YN2 Ron Prepodnik, also known as "Pea Pod", is the next member of the group. On the job he is usually a quiet and conscientious worker, but away from the job, carefree and easygoing. Ron concerns himself with physical well-being and mental enjoyment.

SNYN Stephen Commander completes the office staff and is considered the office comedian as he keeps the work day from becoming stale.



L. J. Walsh R. W. Prepodnik S. P. Commander



W. G. Pearce



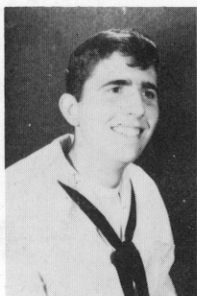
D. N. Miller



L. S. Cushner



T. J. O'Boyle



R. E. Stockholm



C. J. Sundin



ELECTRONICS DEPARTMENT

CHRELE W-3 Albert H. Tremlett Jr. heads the staff of electronics technicians aboard the Campbell. He is responsible for the workload of this department. In addition, Mr. Tremlett assumes the responsibility for the training programs.

ETCP-S2 Winfield G. Pearce, leading ET, has served on many CG units and comes to us with a vast store of knowledge. He is always on hand to assist in any unforeseen problems that may arise, and is often being awakened at any hour of the night by the duty ET who needs his assistance in the solution of a problem.

The "permanent ET" aboard this vessel, ET2 Leonard "Cush" Cushner, spends a large part of his time counting the days he has left. He has been aboard the Campbell for a period of three years and has a well rounded knowledge of all the electronics equipment of the vessel.

Our leading communications technician, ETN2 Tommy "Hoof" O'Boyles, has a varied knowledge of the communications and electronics equipment utilized aboard Coast Guard units.

ET3 Carl J. Sundin is the quiet one among us. Carl has proved to be a valuable asset to the electronics department and the knowledge which he has accumulated will prove to be invaluable in any of his future endeavors.

ETN3 Roger E. Stockholm came to us directly from school with a fresh and quick mind. His most beneficial contribution to the department's morale is his newly acquired popcorn popper.

TT1 David N. Miller who is the first telephone technician to be assigned to this unit has as his main duty, the maintenance and upkeep of all teletype machines. He also acts as one of the unit's official photographers and spends many hours in the photographic lab.

Together these "tube jockeys" represent the ships electronics group and are responsible for just about every piece of equipment that has a tube or transistor in it, that may or may not glow, crackle or hum.



M. W. Durham R. E. Wiseman

ORDNANCE DEPARTMENT

Our department head, Ensign Eugene Tulich, is known as "The Gun Boss." Mr. Tulich is responsible for coordinating the efforts of this department in a destructive direction. Mr. Tulich holds a degree in psychology and is often called upon to use it in an applied manner.

GM1DG Marcus Durham, known as "Gunner", is responsible for riding roughshod and making sure all work and equipment is in proper operating order. He is generally quiet and reserved but a quick wit when the situation calls for it.

FT1 Robert Wiseman, whom members of the department fondly refer to as "The Great Pumpkin", is the leading man of the fire control "gang". Anyone seeking Bob for advice on any subject can generally find him in one of three places; the armory, the chow line or his rack.

GM2DG Oscar Fuentes, friendly and outgoing, is responsible for the upkeep and maintenance of the ship's main battery. A lively and active member of the department, Oscar provides many interesting moments in an otherwise routine schedule.

FT3 Michael Ansley looks like a direct descendant of "The Old Man of the Sea." Mike is the backup man of the fire control team, and is well known for his ability to look busy at any and all times. Mike is a true example of the adage, "actions speak louder than words", and has been known to speak his mind.

GM3 Michael Leonard, a hard working gunnersmate, is generally quiet and can be found in his off hours curled up with a cup of coffee and a book of poetry.

GM3 Rand Bartlett is responsible for the 81mm mortars and the care and feeding of the ship's legendary "Hedgehogs". A born shipover, Randy can usually be found with his hand in a box of cookies or tracking down the scent of food.

SNGH Blaine Holden, nickname "The Kid" or "Hondas Revenge on Yamaha", is usually found under a barbell or behind a catchers mask. His main interests are Girls, sports cars and work (?).

SNGM Fred Meier, Vietnam repeater, is outgoing and easy. Fred is generally known as the department's anchor man. Hard working Fred usually loosens up when ashore and is eagerly looking forward to the ship's return to New York and the possibility of limitless food and dancing.

The Ordnance department is one of the smaller departments aboard the Campbell but the men take great pride in the work they do. Their general feelings are summed up in their motto, "we may be small but we have class". When this department goes into action they do things with a "BANG".



M. W. Ansley R. I. Barlett



B. E. Holden M. D. Leonard



F. C. Meier O. Fuentes



MACHINIST MATES

From the world of Valves, Lines Gears and Noise Emerge the hard working, tired and most amiable component of this fine crew. In the realm of oil, steam, water and power are a tight knit group of personnel — All of whom get a little too tight at times.

Charles R. (Robby) Robbinette, MMC — The Vanguard of the force, Robby spearheads all our assaults on the massive jobs we encounter, on watch and off. He was always willing to assume the EWO for our numerous Unreps, Gunfire Supports, G.O.'s and Sea Details with a smile.

Theodore E. (Ted) Burton, MMC — As the head of the auxiliary Engine Room, he is responsible for the superb Operation of our Evaps. He can always be heard making comments about his fine machinery.

Ernest A. (Uncle Bo) Bowen, MMCP — Will always be remembered for the fine job he did on No. 1 Generator. During our last patrol, His enthusiasm on the job was just the push we all needed. (I finally made it")

Gary W. (Duke) Snyder, MMCP — Duke was in charge of our fine machine shop. Through his efforts our small boats were always ready for Boardings & Liberty Runs.

Leroy D. (Squeak) Parker, MM1 — Squeaker was one of the most Enthusiastic throttlemen on board. When not in the Engineroom he was to be located trying to press his mattress.

Regis A. (Diesel) Dale, MM2 — Diesel Dale might have been wearing a prop on his arm but he sure was a good EN. He loved to work on our small boats and diesels.

William H. (Brown Ball) Brown, FN — Bill may never have his billet changed but does he care? Engineroom evolutions always found Brownie giving his (ALL?)



C. R. Robinette



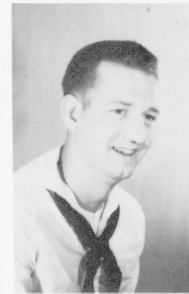
G. W. Snyder



J. E. Burton



E. A. Bowen



L. D. Parker



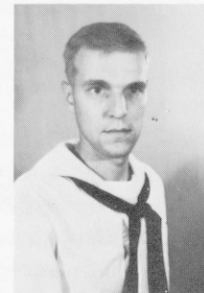
W. R. Brelsford



N. E. Talley



D. A. Jones



R. A. Dale



W. H. Brown



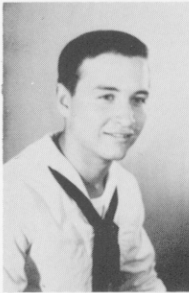
R. C. Gibney



B. E. Merritt



H. L. Snead



L. E. Styron



Linwood (Rebel) Styron, FN — The only one to get an earful over the 2JV. He loved to be surrounded by anyone who was a great listener.

William R. (Vacumn Bill) Brelsford, MM2 — Never could figure out why the No. 1 main unit wouldn't preform properly when he was on watch.

Neil E. (Talley-Ho) Talley, MM2 — Was always willing to "Turn Two" (or over) whenever something was to be done—at sea or ashore.

David A. (Nozzle Block) Jones, MM3 — As duty store-keeper he will be remembered for giving the keys to someone else. Best friend a Navy man ever had.

Steve A. (Flick) Kolicko, MM3 — Stevie Wonder will always remember just how to put air pressure on the fresh water system for a long time to come.

Bruce E. (?) Merritt, MM3 — It was his smiling face that was forever gracing the E.R. never could he be found on the Warpath aboard.

Richard A. (Covey-hole) Covey, MM3 — Cov has always been willing to make all repairs on systems in the forward portion of the ship — "I liked that"

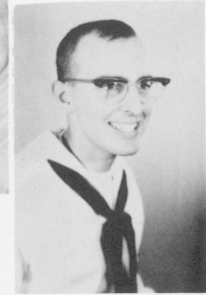
Harold L. (Slop-Chute) Snead, FN — Slop-Chute may never get his sea legs. With all his sea time he still walks into lockers. How was DaNang?

Thomas A. (Kraut) Staats, FN — The Kraut could forever be found in an emergency space. His favorite occupation is watching the lights go out onboard ship. Remember H.R.H.

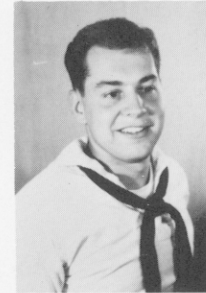
Donald M. (Wye) Wojtaszek, FN — Don will never forget the many happy hours spent on watch. Wants to know when we will be working on a generator again. He loves them.

Robert C. (Ibbiney) Gibney, FN — Gib was the Jr. member of the Aux. E.R. staff. He was forever being found playing with the evaps, his favorite passtime.

James W. (Prig) Priggemeier, FA — He rounds out our force. Prig is one of the most ambitious members of our staff, always willing to bear a hand.



R. C. Covey



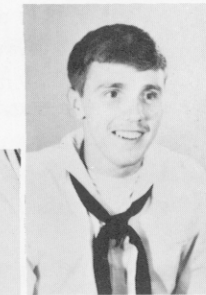
S. P. Kolicko



J. W. Priggemeier



T. A. Staats



D. M. Wottasek



ELECTRICIANS MATES



R. F. Moore R. MacDermott



E. Hollingsworth H. C. Tomer



P. G. Remick S. J. Rigas

To most of his shipmate's, the EM has a soft life. His shipmate's hear about not standing the regular four hours on, eight hours off underway watches, but they don't realize that the three duty EM's: Ed Hollingsworth, Herb Tomer, and Paul Remick must be ready to drop what they are doing anytime the duty EM is called. They can be called for anything from a broken extension cord to the failure of vital machinery.

During the off hours they can be found doing all sorts of things. Chief Moore, who is in charge of the electrical department, has served in the Coast Guard for over twenty-two years and one might find him doing almost anything from reading or playing cards to making dominos and cribbage boards.

EM1 Rich McDermott spends his time writing home, enjoying the evening movie or taking pictures. Good old Mac has many years under his belt too.

EM2 Ed Hollingsworth is the only electrician who "Moonlights" on his off hours. He is the tailor of the ship. If anyone has a patch to be sewn or a rip to be mended, they just let him know. If he isn't doing that, he is usually reading, writing, or making jewelry.

EM3 Herb "Spike" Tomer can usually be found in his rack, and if anything ever happened to that he would be lost. When not sleeping, he is probably writing or taping a letter home; And when not doing that he's either reading or working on his H.O. Train.

FN Paul Remick, a person who builds meters and works on his courses most of the time can also be found making tapes, writing home or sitting in front of the movie screen.

FN Steve Rigas, spends much of his time studying for college. Usually found in his rack, where he studies, Steve puts a lot of time into his college work which should help him a great deal when he ships over.

All in all, the EM's are a busy group, continually being asked for one thing or another, And to all and sundry when asked for something, comes the cry, "go talk to my Chief."





BOILER TENDERS

From the deep, dark, bowels of the ship, comes the roar of the wild animals, known to the crew as the "dirty eleven".

CHMACH Kenneth Clark is the honcho of our herd. Mr. Clark is an ex-enginemen but then everyone has his faults. During the night the familiar sound of beep, beep, beep can be heard throughout the ship; the roadrunner is on his way.

Chief Leonard Bobrowski otherwise known as the handle of the D.A. pump tends to be expired leader of us all. His encyclopedia of unusable facts has helped all of us to realize that we are better off dumb.

Our mighty Second Class John Kilgore is the worker of the lot. There has never been a guy who worked so hard to get out of work. The inspiring words of "Thunderbolt" convince us that we want to lisp too.

"Baby Face" Harry Leiby is known to the girls of the Orient as the "Eagle". His outstanding work on the fuel oil pump regulators will never be forgotten by Mr. Clark.

Pa Pa John Ristau is the old man of the group. He had over two and half years of continous work in the "Animal Locker", poor devil. His reward will come soon however, when after a long search he finally picks his Phillippine Daisy.

Ken Prince, the only married man of the group, is the strong man of the fireroom. Given, one wrench to work with, he usually returns it in two pieces.

Thornton Batty, the man of a thousand names depending on the port, is the only person who continuously comes back to the ship and can't account for all his money. His name will become a legend in the East, among the people who made a living from his generosity.

Dennis Snyder, the last but not least of our petty officers, remains a puzzle. "Why does he carry a big bag of lollipops whenever he hits the beach.???"

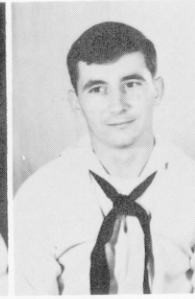
Jim Knoer otherwise known as "Baby Boiler"



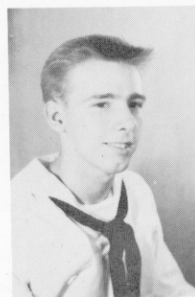
L. J. Bobrowski



H. Leiby



T. E. Batty



E. M. Brennan



J. F. Gildersleeve



J. P. Kilgore



J. P. Knoerr



K. A. Prince



J. E. Ristad



D. M. Snyder



R. Wilson



J. R. Wirta

has finally made FN. He has but one thought on his mind. . . . WHY ME? ? ?

John Wirta alias "Gentlemen John" is a true believer in working from the bottom up.

Richard Wilson or "Willy" one of Long Island finest, and one of Olongapo's liveliest, is another member of our pack.

Jim "Gildy" Gildersleeve helps to keep morale up with his psychedelic drawings hung in strategic places in the fireroom.

Ed Brennen, last and "Babysan" of our group, is the terror of the crowd and rapidly becoming a veteran of the ways of the sailor.

DAMAGE CONTROL



R. L. King D. W. Tremblay



D. M. Higginson G. D. Harris

Contrary to popular belief aboard the Campbell the shop just aft of the galley is not a tool locker. In actuality, it is the home of four crewmembers designated "Damage Controlman."

The Jack-of-all-Trades members of the department are lead by LTJG "Tony" Finizio, who has the deciding word when all five divisions have simultaneous priority work orders. He is also responsible for Battle Organization on board.

Chief Robert "Curly" King is one of the southern gentlemen in our ranks. He has the neverending task of assigning job orders, and the names and manner in which they are done. He is pressed to keep things straightened out but, somehow, things usually work out.

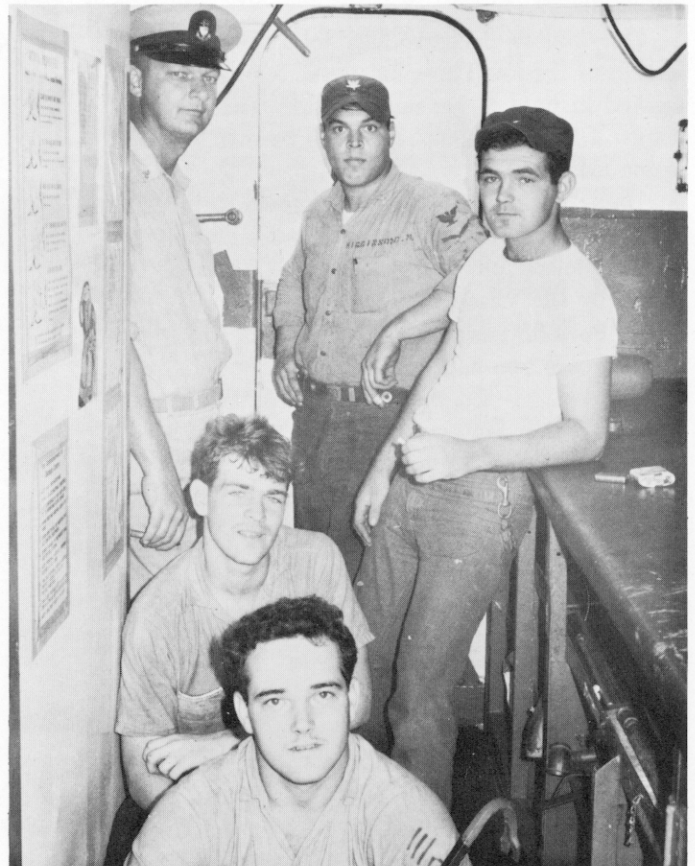
Dave Higginson DC3 whose nicknames are "Higgy" or "Hutch" is skilled at finding the quickest and easiest solution to a problem. Known for his ability with a torch and brass, he is usually found doing odds and ends.

Dave Tremblay DC3 known as T.H.E. Moth is a reliable repairman and can be depended upon to come

up with a solution no matter how difficult the problem. A specialist in overhead welding, he is usually heard yelling, "what kind of a deal is this."

Doug Harris FN, our anchor man, has spent 20 months aboard the Campbell. Being an active person, Doug has found the DC shop an excellent place to work out excess energy on patrol while waiting for the baseball games that are arranged when in port.

When you turn DC around it expresses the shop motto C. D. "CAN DO"!





DECK

When the green seas are breaking over the bow and the fuel line has to be brought aboard, the deck force is there; when the wind is howling and the rain is blinding and the ready boat has to be lowered, the deck force is there, when the general alarm sounds and the five inch mount and magazines have to be manned the deck force is there. Who are the men who compose this gallant group?

Starting at the top:

BMC Theodore Green, who distinctly supervises all deck work. He is one chief Boatswain's mate we will never forget. One of his outstanding accomplishments this trip has been his excellent rigging of the "Grundel" rig. "Hey Chief, what is a Grundel rig?"

BM1 Kit Campbell, who has now had his first tour on a white one, we're sure he'll never forget it. He keeps the deck force's spirit up with his jovial comment "let it all hang out" and never failing to remind us that his wife met him in Hong Kong. He will have many stories to tell when he gets home to family and friends.

BM2 Dave Mooney, who's favorite saying is "I don't want to hear it!" is one of the original signers of the UCMJ. His many loves have persuaded him to put in for another tour in Vietnam, were it only possible.

BM2 Danny Barrett, better known by his closer friends as "Danny Cakes", is the only man on board who needs a second locker to put the stuffed animals his wife sends him. He has a happy-go-



T. P. Green

K. C. Campbell



D. K. Barrett

W. D. Mooney



R. T. Via

H. M. Yamka



R. T. M. Biron

R. D. Canner



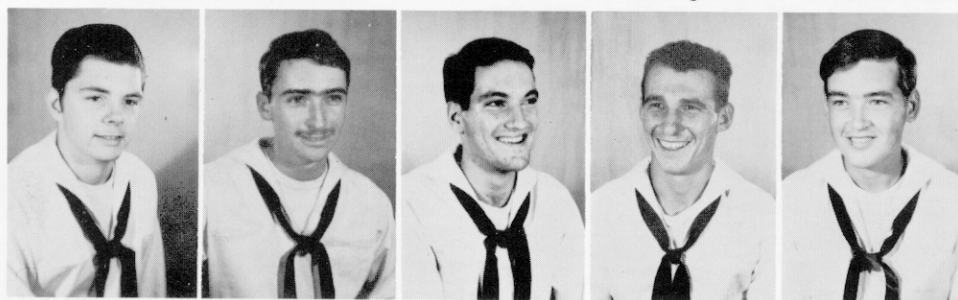
W. L. McMillan



J. C. Attman G. L. Beattie T. Bernatzky R. F. Chase G. DiFrancisco R. Donikowski



E. T. Feola R. A. Heiden R. K. Houck G. Lamparter R. A. Lindahl R. Lipowicz



R. K. May R. McCarthy R. Melivs D. Mitchell A. Parkinson

lucky attitude and always has an appropriate remark for a fellow deckee.

BM2 Harry (Shrinky) Yamka, is the one man we know actually has Websters' beat for the description of any word, you know, the whatchyacallit. A very talented person – from a fair right cross to popping corks. Harry like most, is subject to mistake, just ask him where he won't go back to.

BM2 Ron Via, better known by his closest friends as "Ronnie", is working on a theory that if you're tired you can sleep anywhere, anytime, in any position. He is quiet and reserved most of the time. You wouldn't know he was around except for his snoring.

SNBM William McMillan, better known as "Mac", keeps all of us on our toes with his wierd sense of humor. He enjoys changing rates to become thoroughly familiar with the ships organization.

BM3 Dickie Canner, a man of many nicknames

with a long story behind each, isn't a bad guy, but, how did you get the name Panama Tan and Twinkle Toes?

SNBM Robert Biron commonly known as THE OLD BOATS, is a vietvet, the genius of the deck force who helped the Chief set up the "Grundel" rig, and the Chiefs Right Hand Man.

Enough for the men who get paid for what they know, and on to the men who make the BM's look good.

One of the best workers on deck force is Charlie Toufar, who manages to get his nose into everything. Then there is smiling Spellman, who has been taken in tow by Mary Soo as a striker. "Submarine Mitchell" who enjoys talking so much that he repeats everything at least three times over the P.A. system. "Hoka Hola" Seeley has a laugh that would put Frankenstein to shame. "Johnny Guitar Souto" is the only guy who crossed the equator three weeks after the ship did. Every ship

has to have its own disaster area and Lamparter is the CAMPBELLS. Then there's the CAMPBELLS answer to Bart and Bret Maverick, Rich Donikowski. SN Robertson is the only guy who tests all his watches for shock resistance by slamming them against a locker five or six times. Next is Sn Jack Altman, who if he lives to be a hundred, will never forget Sherry's Club.

We cannot forget SN George Di Francisco the Coast Guard's answer to a human tape recorded message. SN Beattie is the Quiet Man of the group. Every war time unit has their hero or heroine and "Audie" Houck "Murphy" is the CAMPBELLS. Heiden is well known among the crew for his dose e dose. SN Bernatzky brought the Long Island language to the CAMPBELL with his version of "ober dere". SN Bob Lipowicz, who enjoys standing the four-to-eight, is our double for Chuckles the Chippermunk. To make a long story short we can all say Melius changed since we left New

York. Bob May is one seaman who thinks every Coastie should be one of the Hell's Angels. Jocko Zur is a firm believer in the saying "make love not war" especially after his ride in the Swift Boat. Incidentally, he loves Chocolate Milk Shakes. Lindahl's main battle for the last year was to keep the crew in clean clothes. SN Parkinson, better known as "Porky" has managed to survive on only 10 tons of cookies since we left New York. Smith SN, well, its hard to say whether he's one of the deckies or one of the nurses. Would somebody please tell SA Stuber what those little blue compartments are just aft of the windlass room. Then there is Chase, one of a few. SN Shaw is our answer to bullwinkle. SN Truex is truly a man among men and more likley a messcook forever. Rhoads is fairly quiet and is talking constantly about his girls back home. Last but not least is our latest addition to deck force, a man who really has bettered himself "MOUCH" Brunicardi.



B. E. Rhoads W. Robertson



G. Seeley J. P. Shaw J. E. Souto R. Spellman J. Stuber M. Truex



C. E. Toufar J. D. Zur

COMMISSARY DEPARTMENT



W. Mackravich R. Olegario S. Fontaine



T. Honnen C. Viall



T. Freeman

The word commissary means food, and food has to be cooked, which brings us to the cooks. Known throughout the services as "stewburners". To these men fall the task of keeping the crew fed while at the same time making sure that the meals are interesting. Not an easy job considering the limited amount of supplies that are available on board a ship.

The department, headed by Chief Walter Mackerevich, must see that enough food is on hand to satisfy all, and of course is the best possible quality.

Raymondo Olegario CS1 is the leading white-hat and insures that everything is properly prepared. Oly usually bears the load of comments from the crew, one way or the other, about the meal.

Stan Fontaine, the baker of the ship can often be found in the galley up to his arms in flour and dough mumbling about the amount of bread his crew consumes.

CS2 Thomas Honnen and CS3 Clifford Viall share the bulk of preparing the ships three meals a day with SN Tim Freeman. These three are responsible for getting the meals cooked and served to the waiting crewmen. It is not an easy task that anyone might enjoy.

The department has done quite a job in satisfying 163 men in the past 11 months.



SUPPLY DEPARTMENT



K. Dalton



R. Hollenbach



W. Ewald



E. W. Reade



W. Gordon



T. Johnson

The department is headed by Chief Supply Clerk, Artis Copeland, whose responsibilities range far and wide in supply, commissary and certification. A quiet and serious man, Mr. Copeland is known as the CAMPBELL's "Beau Brummel".

Next in line is SK1 Kenneth "Pinky" Dalton who, when he isn't auditing the office work, supervises and carries out supply matters in general. An easy and outgoing person, Ken is looking forward to home and time to be with his wife and newly arrived child.

The next rung on the ladder is SK2 Ronald Hollenbach. With his knowledge and background of accounting Ron has established a position as our ship's accountant.

One more step brings us to the "lover" of the division, SK3 Warren Ewald, whose job is pay and allotments. Warren is known for his ability to make friends among the people in many of the ports the ship has visited.

SK3 Edward "that snipe with a typewriter" Reade follows as the outcast of the division. Ed is attached to Engineering and handles all their needs and supply orders.

SK3 Tim "Elmer Gantry" Johnson is next in line and is our all around man who knows a little about everything. Cheerful and outgoing Tim keeps the boys up on faith and religion and like us all, looks forward to his trip home.

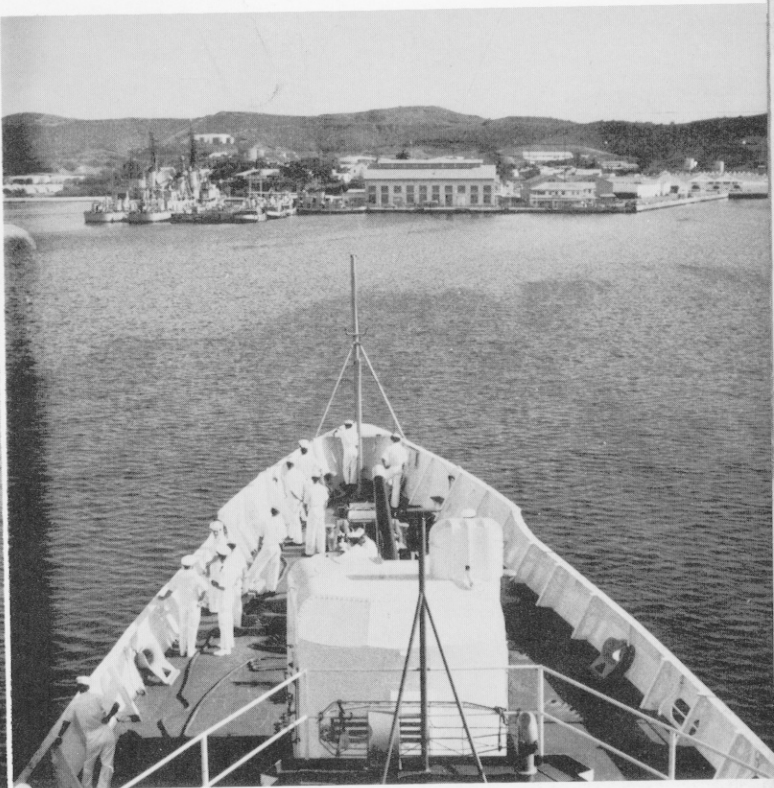
SNSK Bill "Gordi" Gordon is the next member of the group. When it comes to work, Bill is charged with maintaining the ship's ledger and generally keeping spirits high within the division.





OCTOBER 19, 1968 Departed Base St. George, Staten Island, New York, New York Enroute . . .





... GUANTANAMO BAY, CUBA ...





... For TRAINING ...

... SHAKEDOWN ...

... REFRESHER TRAINING ...

... AND MORE ...

... TRAINING ...



... DESTINATION ...

PCF

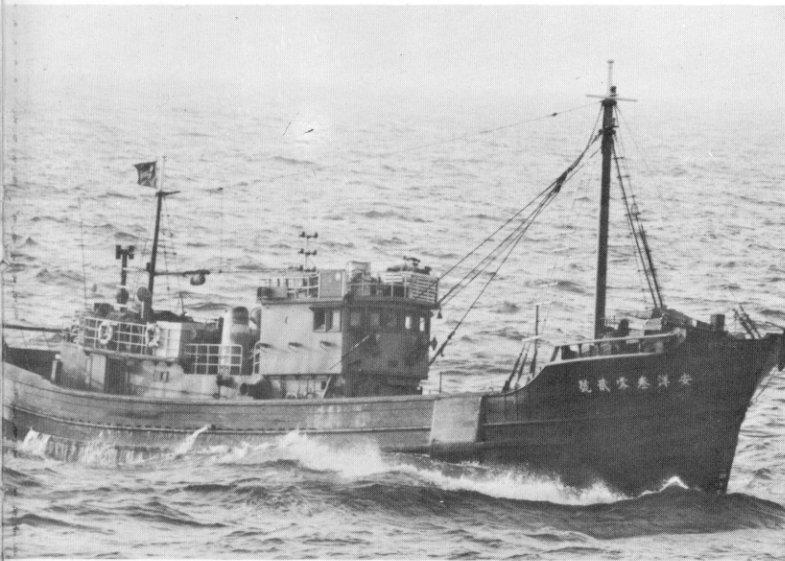


... OPERATION MARKET TIME

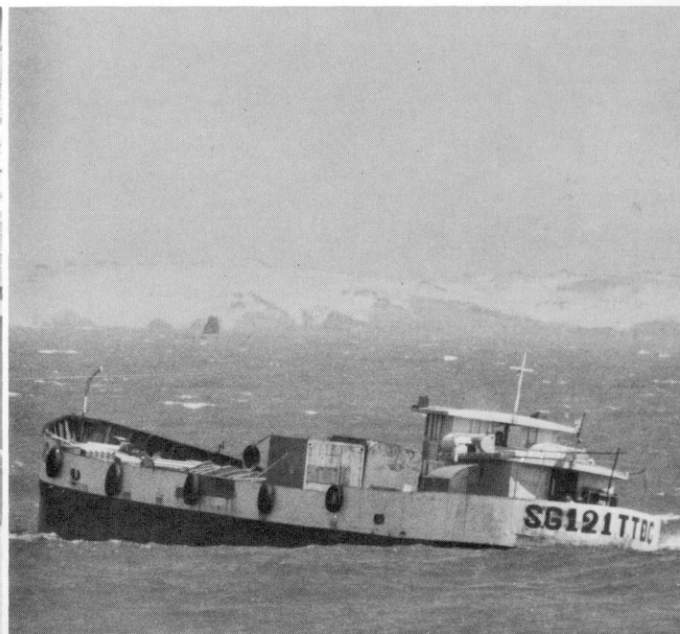


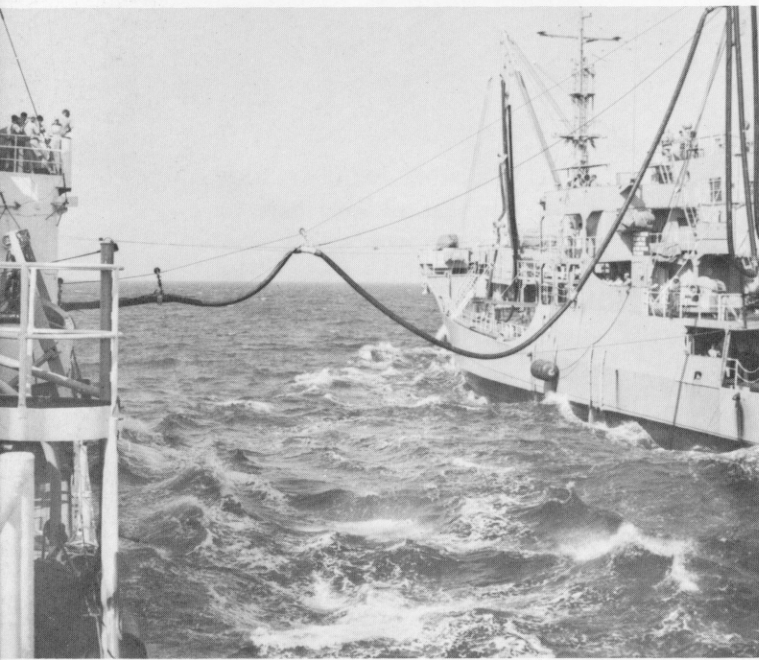
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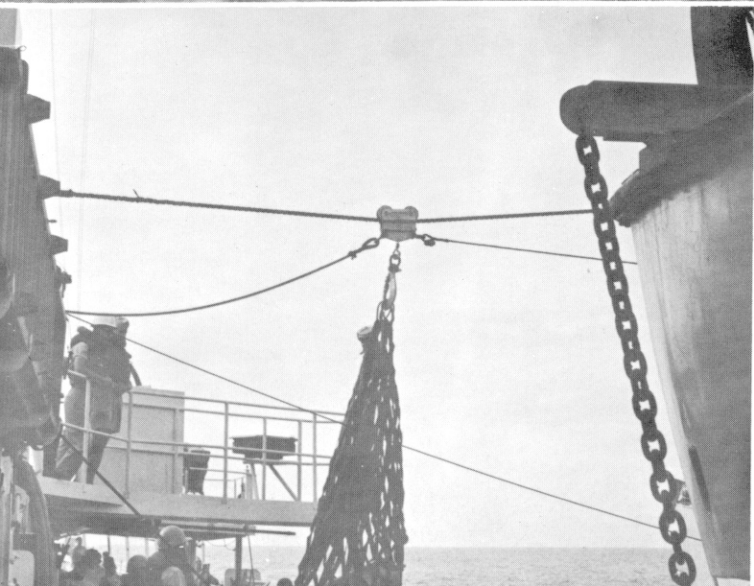
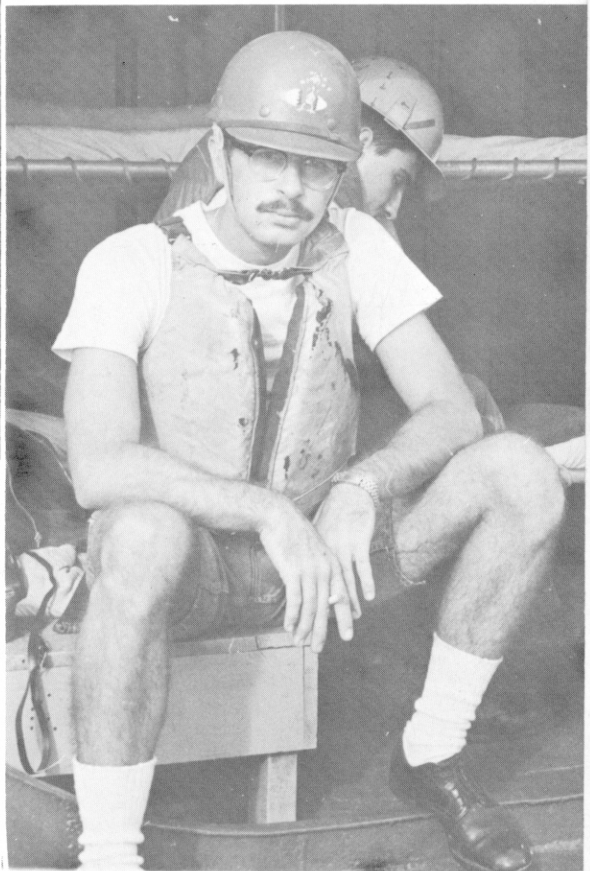
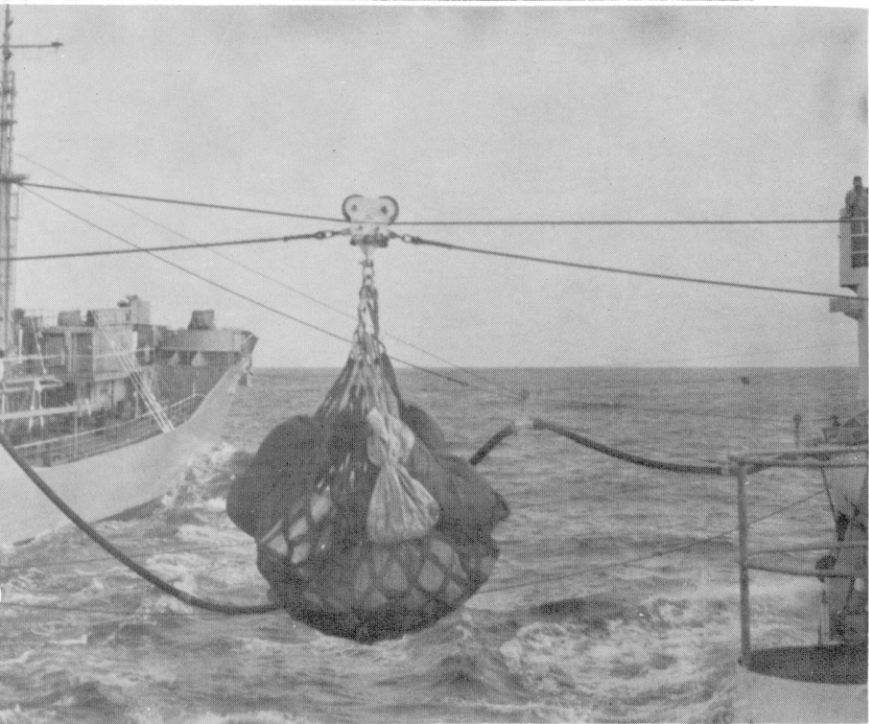
Our first impression of "Market Time" was that all we'd have to do would be to look at Vietnamese boats along the coast. The drills, instructions, and emergency procedures learned at Gitmo would not be of much use . . . we thought. . . .

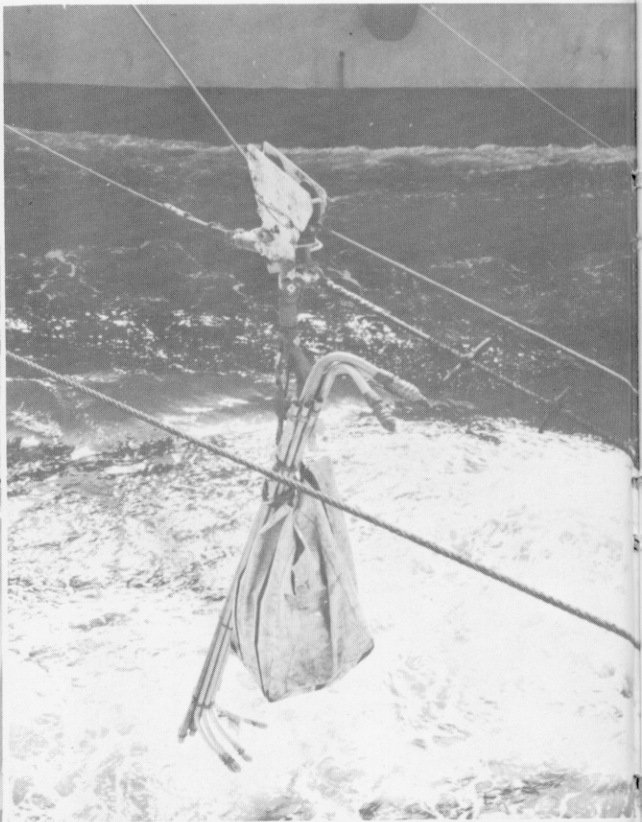
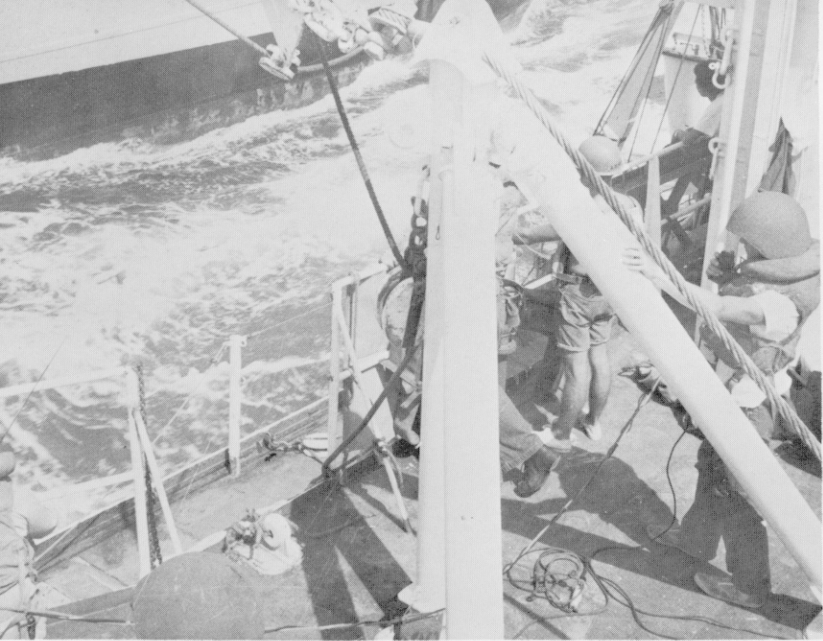


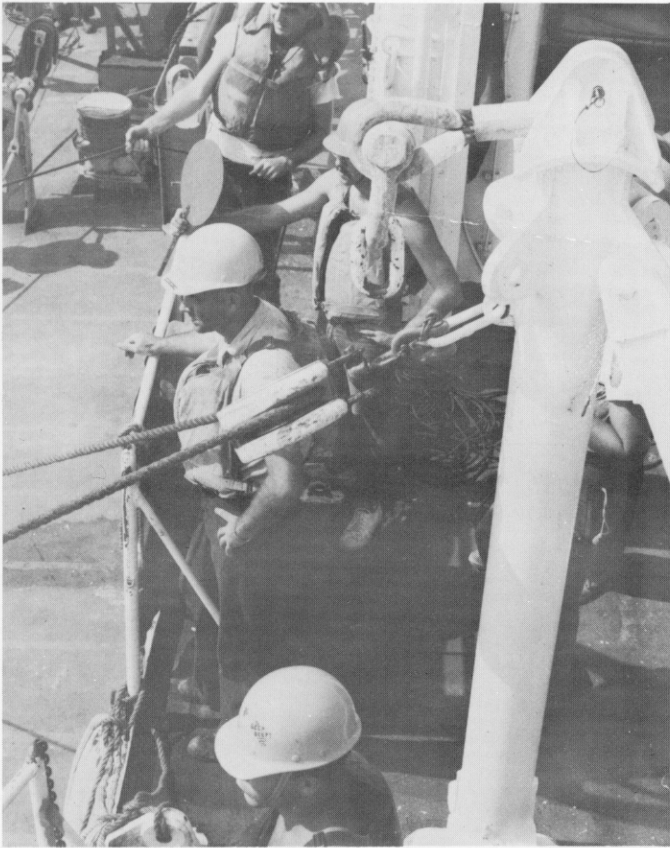


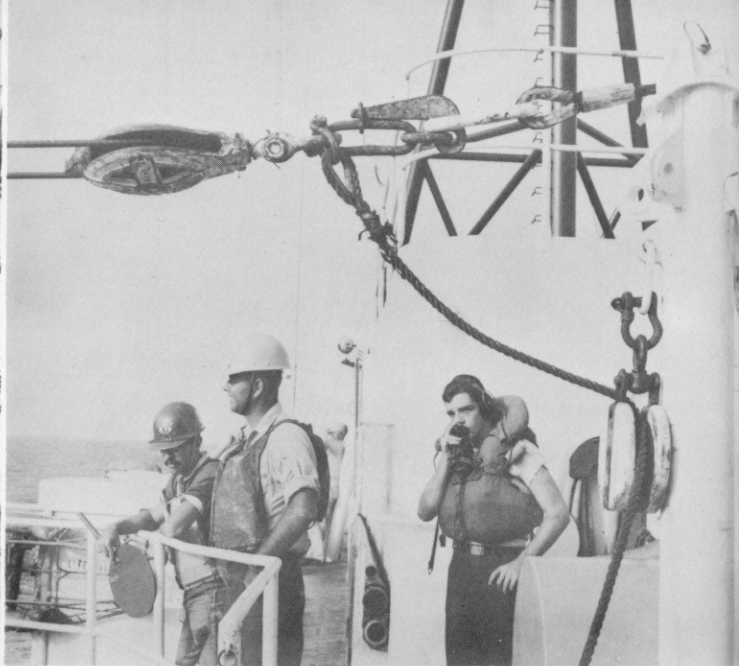
BUT WE LEARNED OTHERWISE. The seas, weather, and types of loads taught us to rely on each other and gave us the experience we needed for the following months.





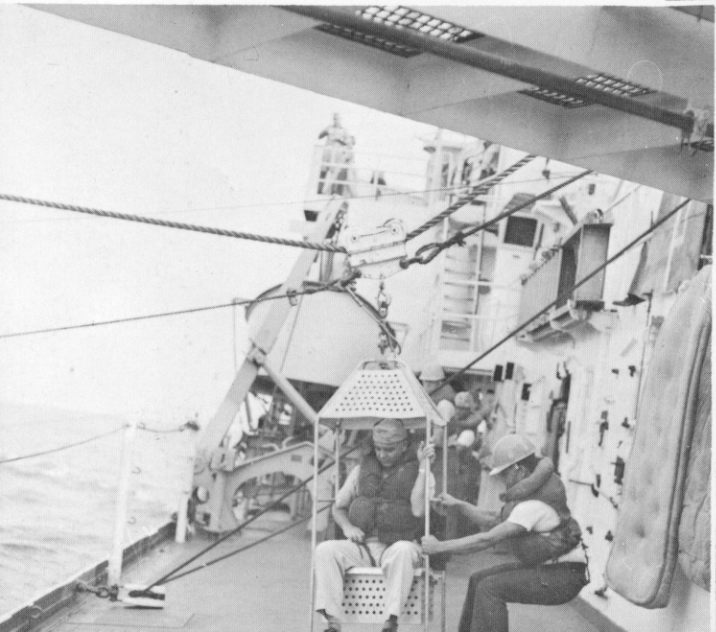
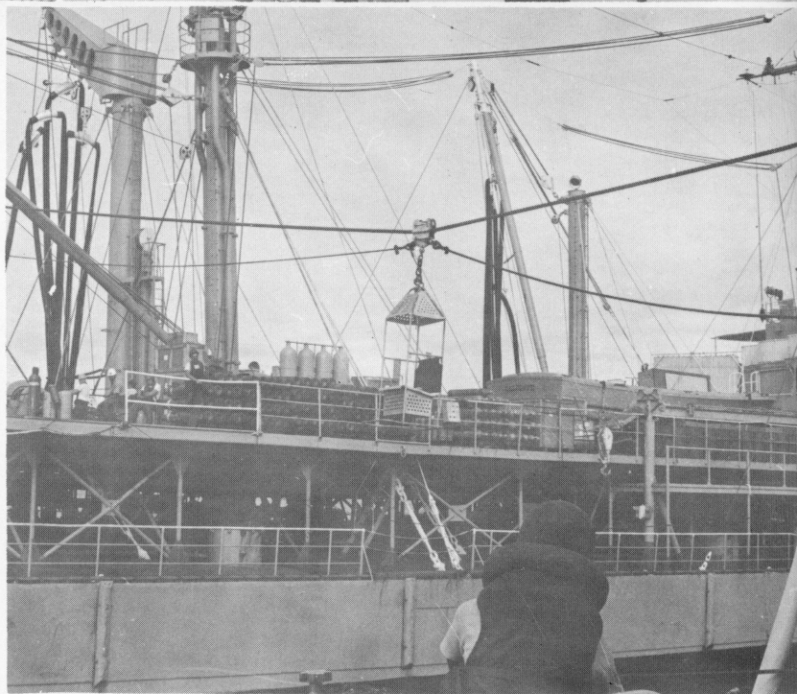


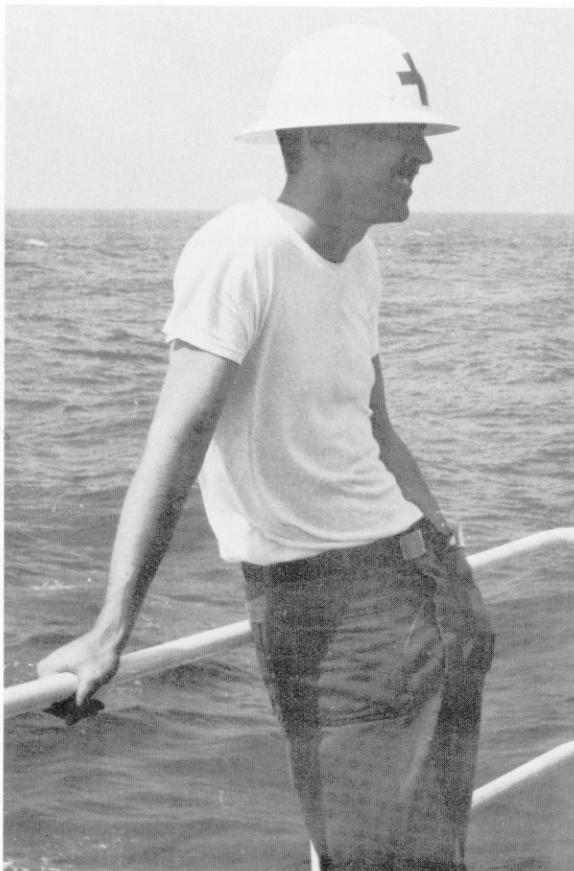




Replenishment at Sea, was a very dangerous, yet exciting job, the operation consists of a mixture of strength, stamina, and nerves for the men participating in the actual Operation.

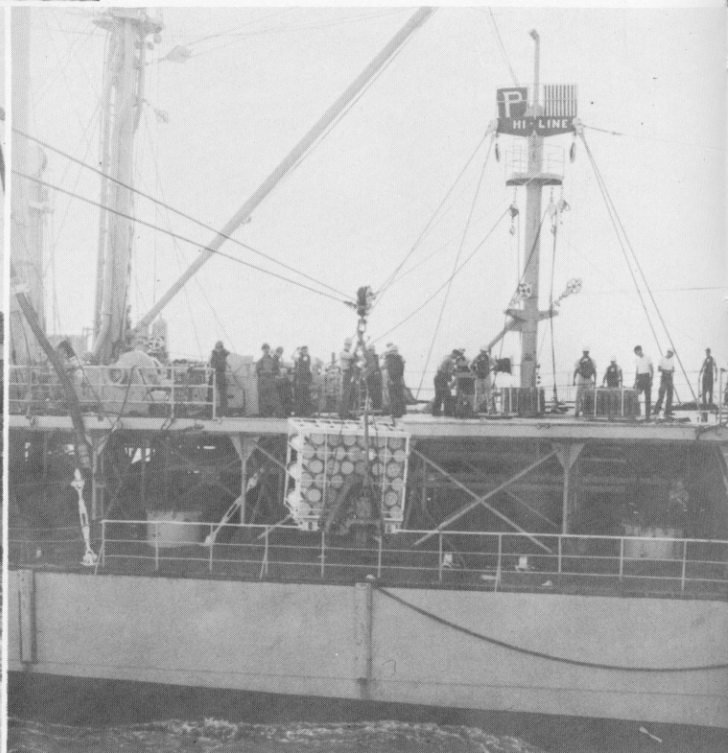
The most exciting station on the CAMPBELL was the amid-ships station, the men on this particular station had to have "Nerves of Steel", in bringing the Personnel across between two ships.







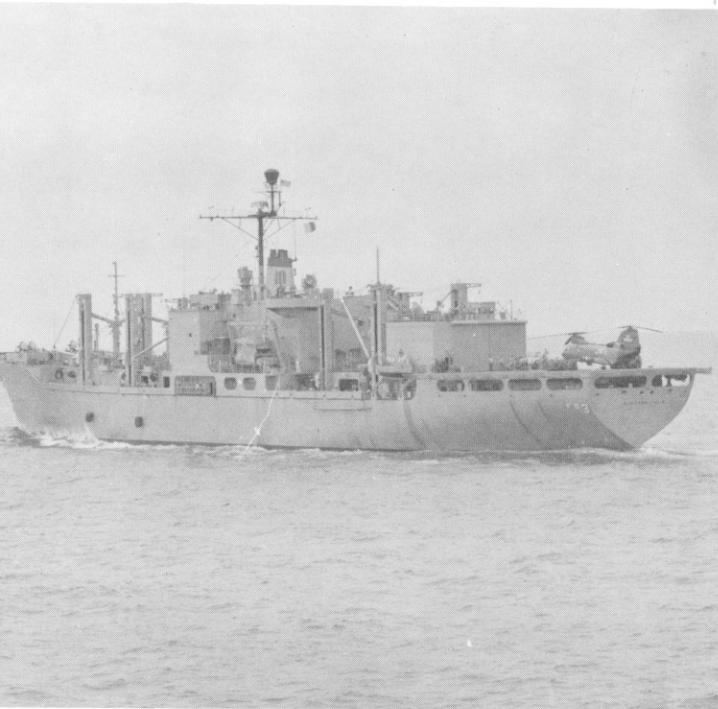
The most time-consuming and tiring unrels were the loads of ammunition. These were the most dangerous, as a mistake could prove disastrous to both ships.





All in all Replenishment Operations proved to be a very instructive part of the **CAMPBELL's** trip to Viet-Nam.







Vertical Replenishment, a new form of supplying ships at sea, is perhaps the trickiest of the replenishment operations. Accuracy and timing on the part of the copter, and speed with which the deck is cleared for another load is crucial. Although new to the Campbell, all was done smoothly and provided a unique and interesting memory to the year's cruise.





The CAMPBELL is a hard working ship with a hard working crew. The results of the ships performance while engaged in Market Time Operations substantiate this fact.

Each man had a job to do and each man did his job well!



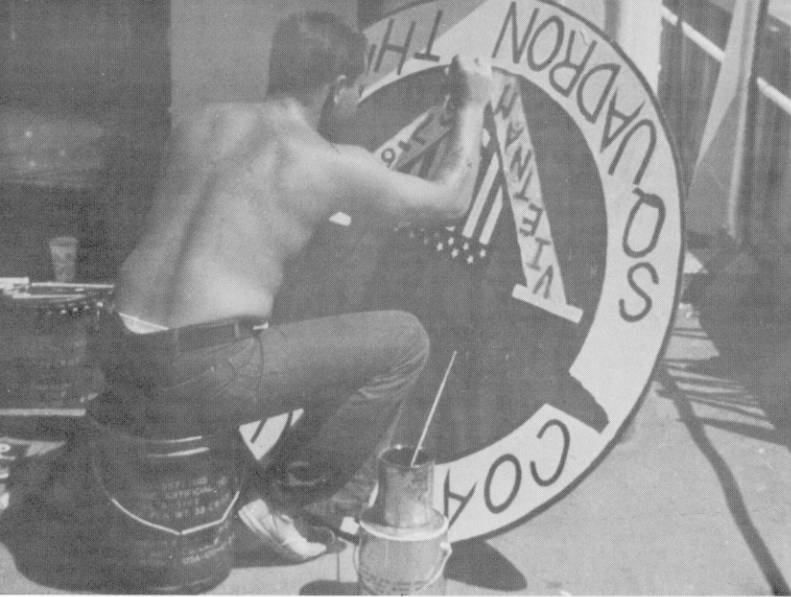
Some jobs required daring . . .



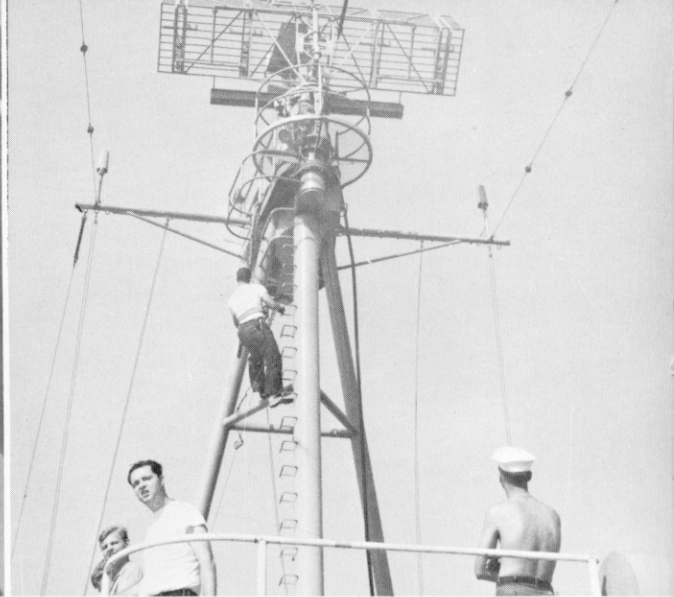
. . . some required skill . . .

. . . but **TEAMWORK**

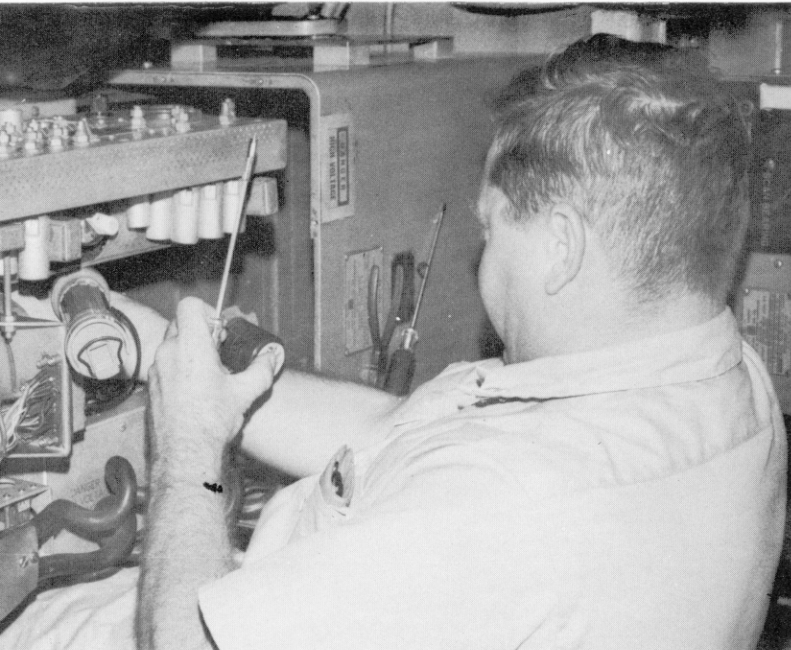




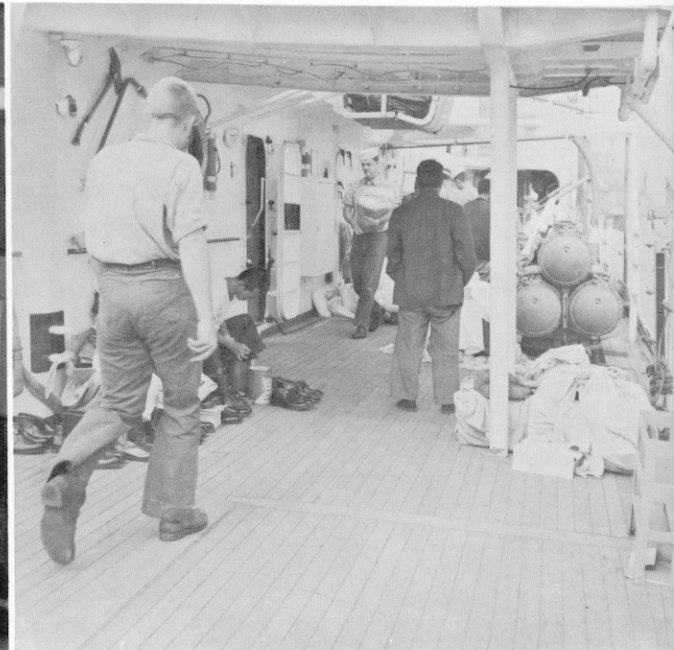
... IMAGINATION ...



... SACRIFICE ...

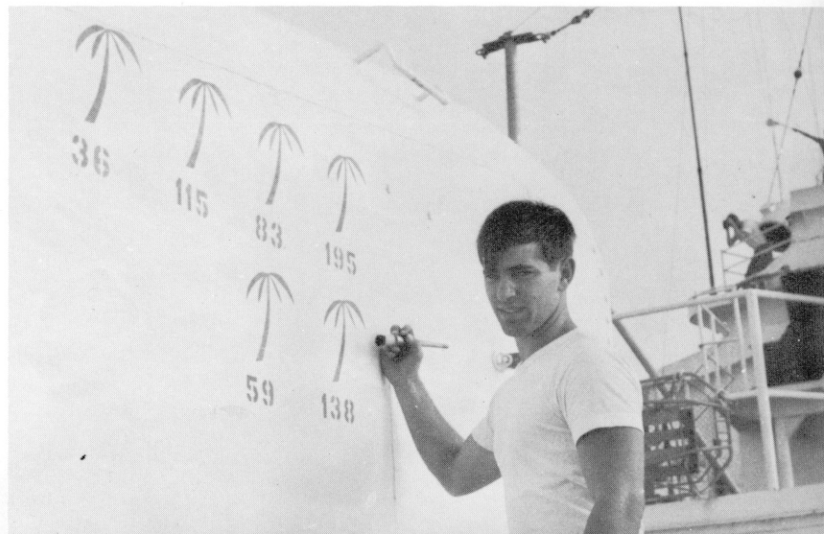


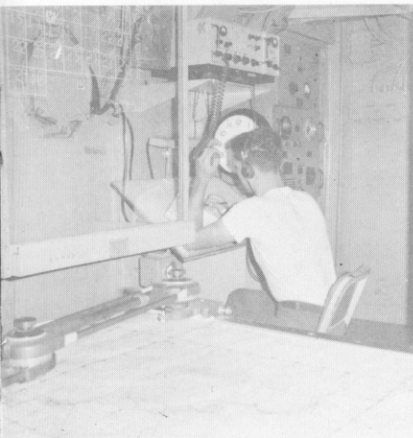
... KNOWLEDGE ...



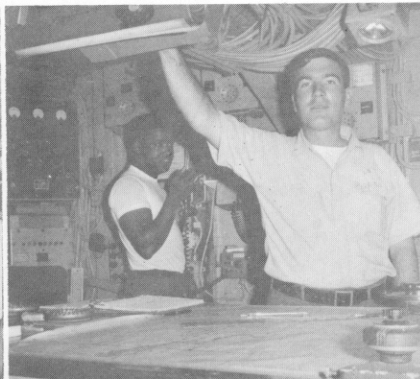
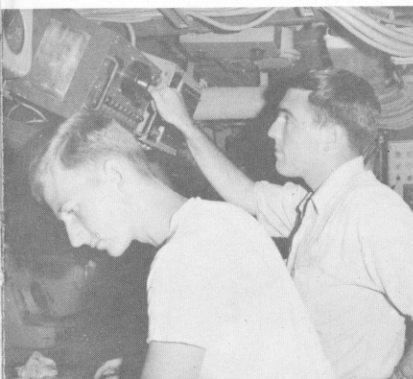
... AND HARD WORK ...

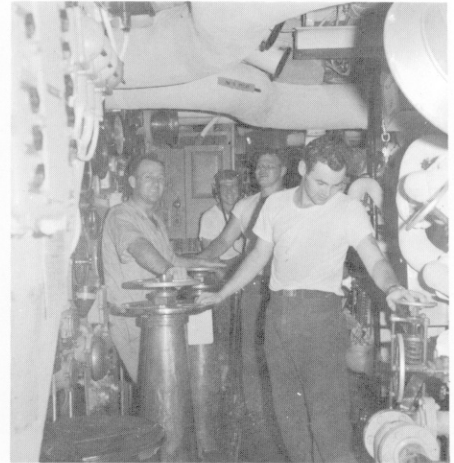
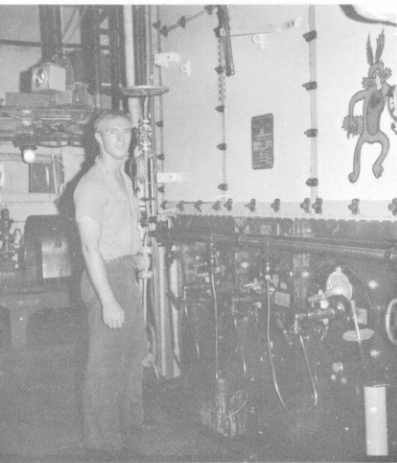
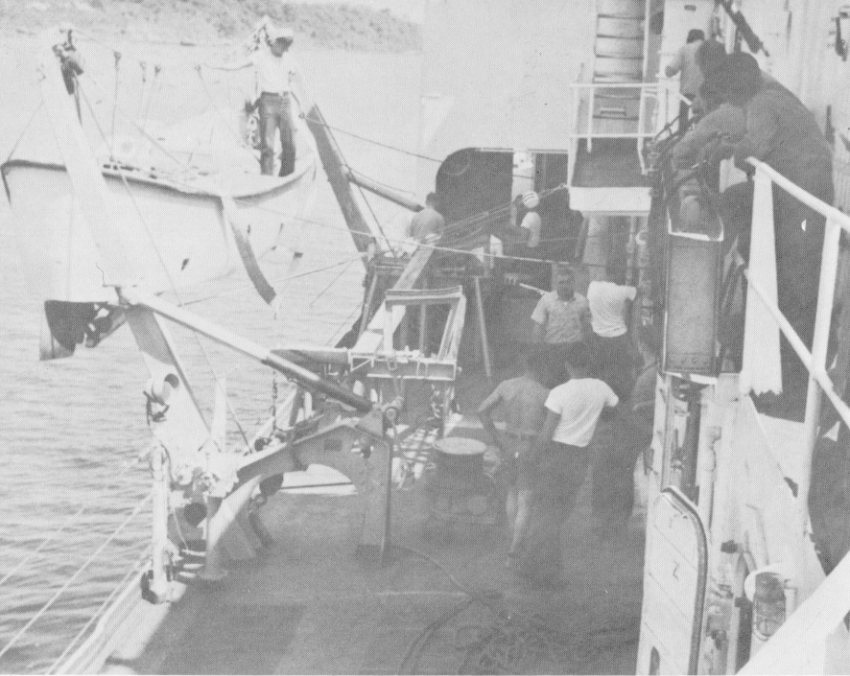
... GOT RESULTS !!!



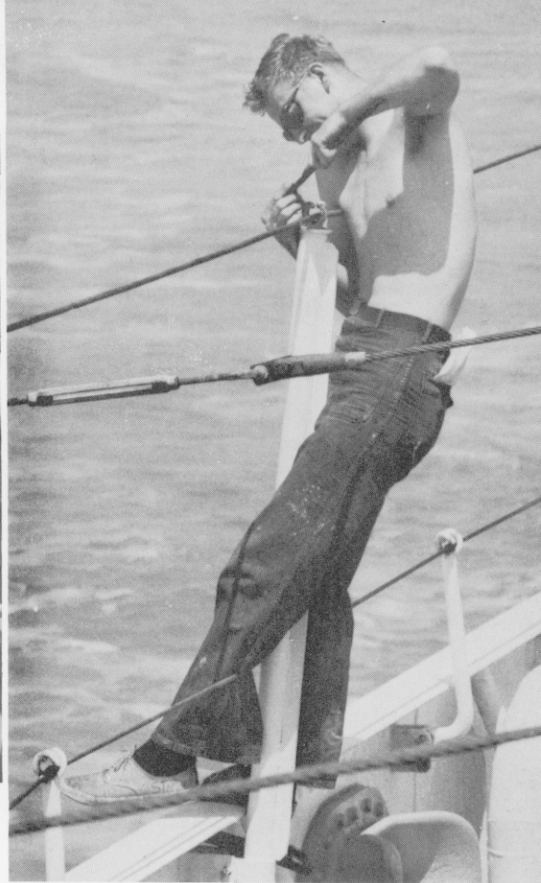


The CAMPBELL and her crew performed some tasks that were strictly Market Time Operations. Most of which required constant vigilance, perseverance, and no small amount of skill.





Other tasks were ship oriented and had to be performed unceasingly in order to keep the CAMPBELL going.



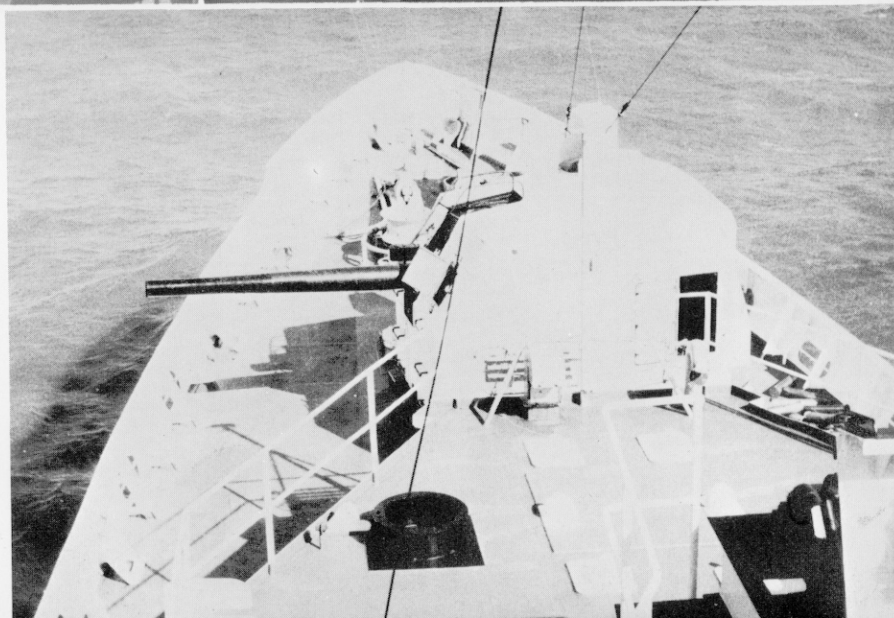


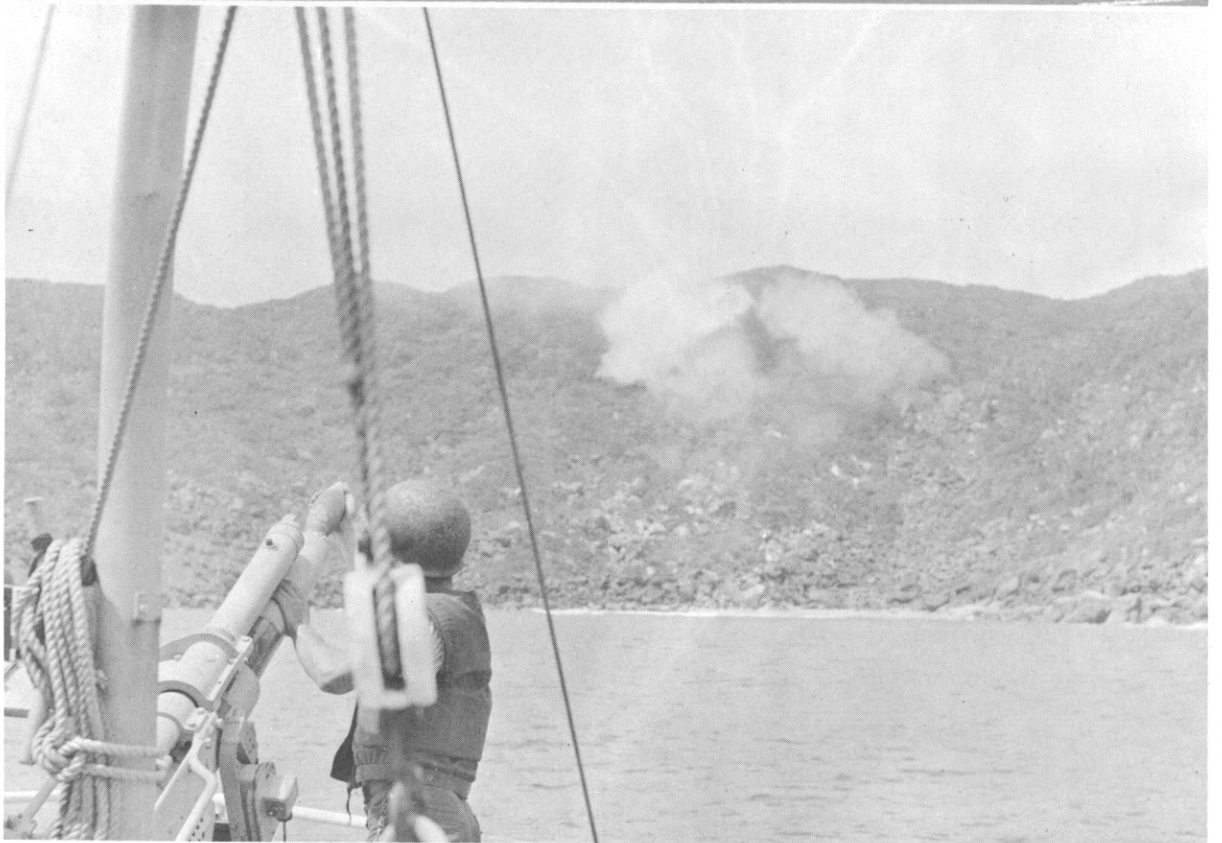
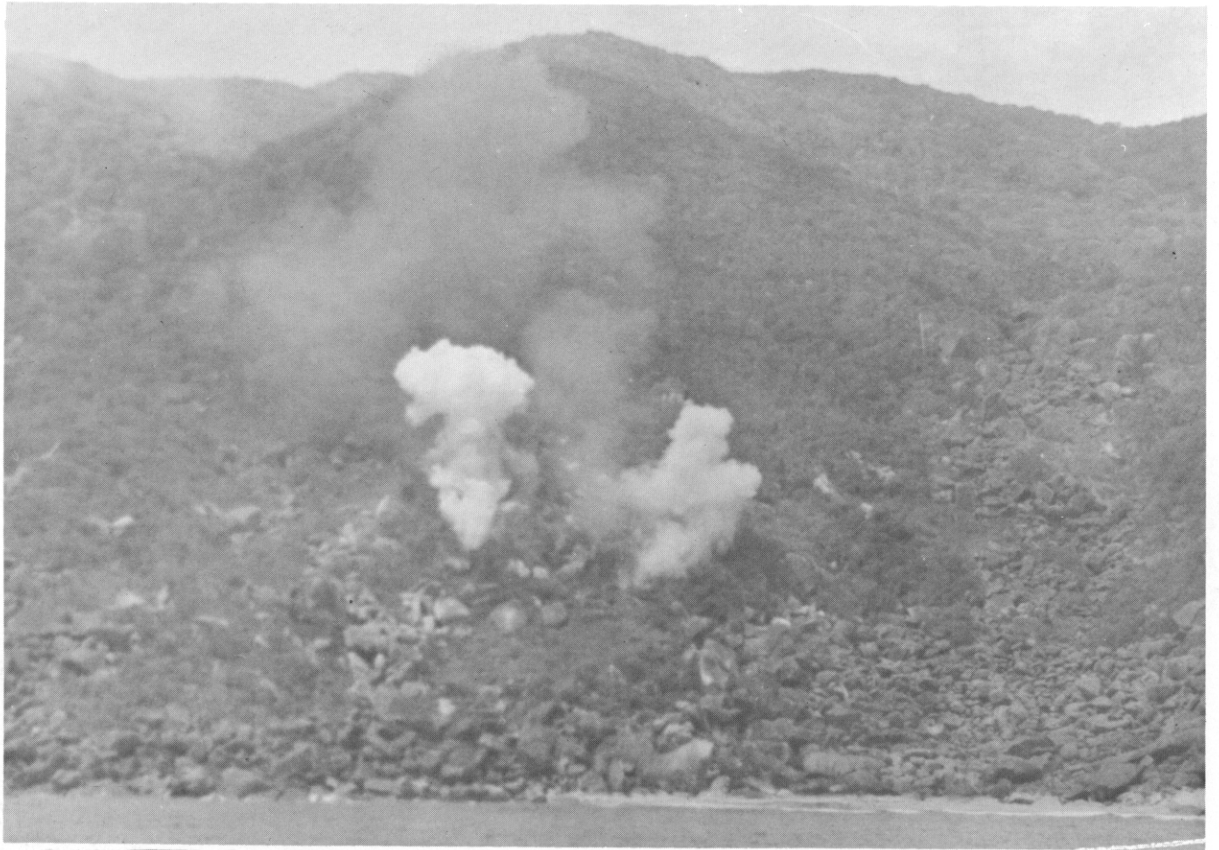
But no matter what the task, the crew responded with enthusiasm, and vigor, performing with pride that which was required.



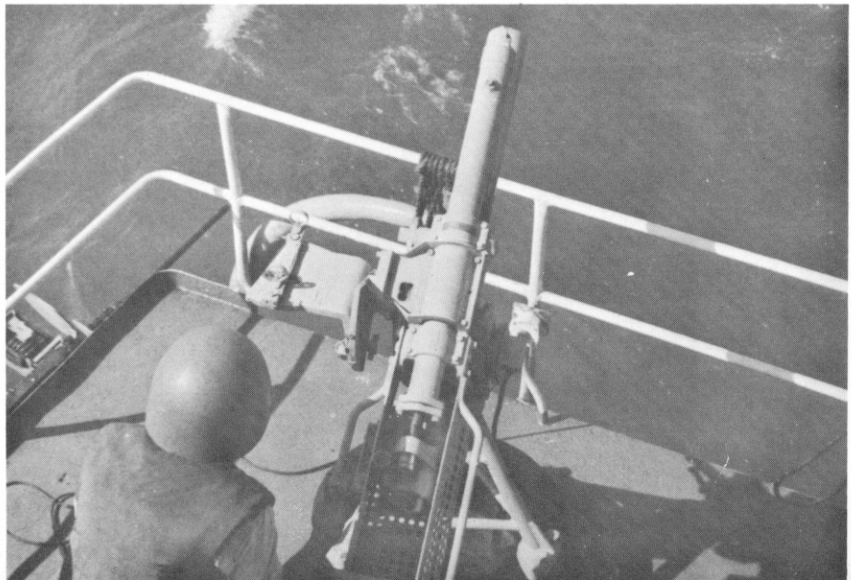
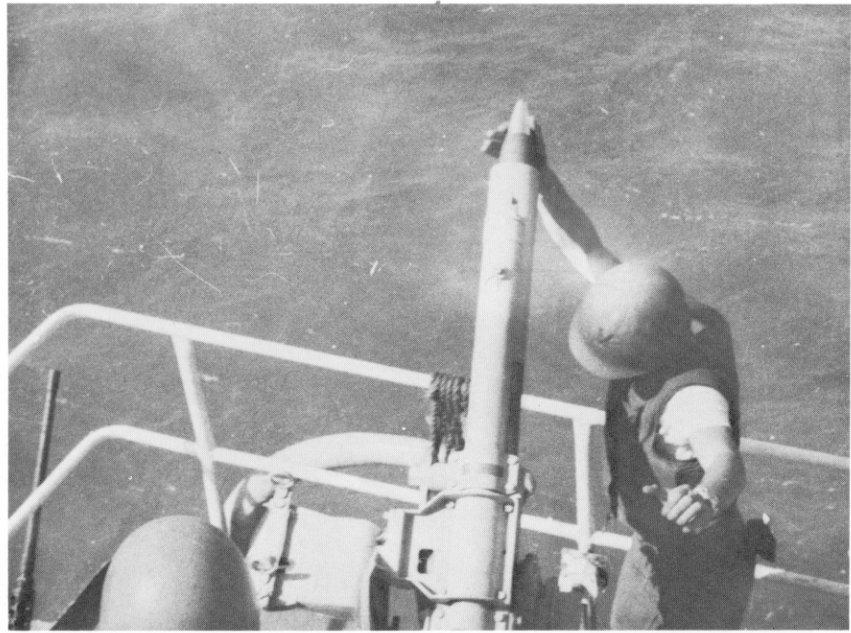
The "CAMPBELL SPIRIT" was reflected in all that the ship undertook. Teamwork was the secret of this crews success. No matter what the task . . . unreprs, boardings, or . . .

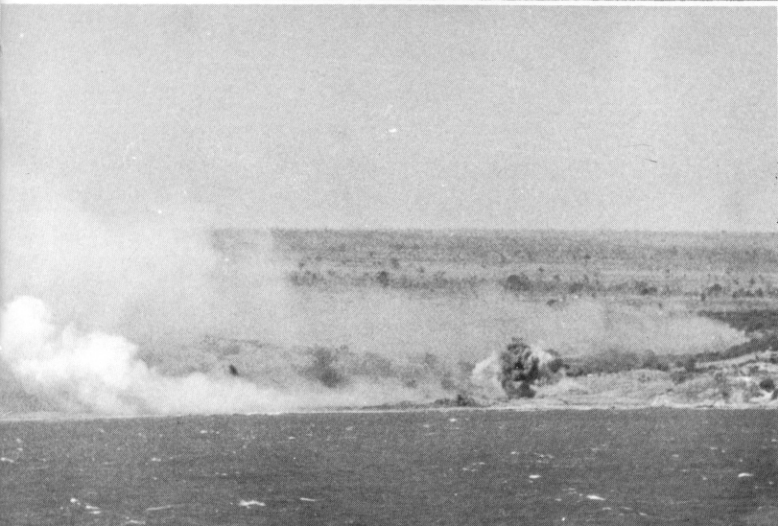
GUNFIRE SUPPORT

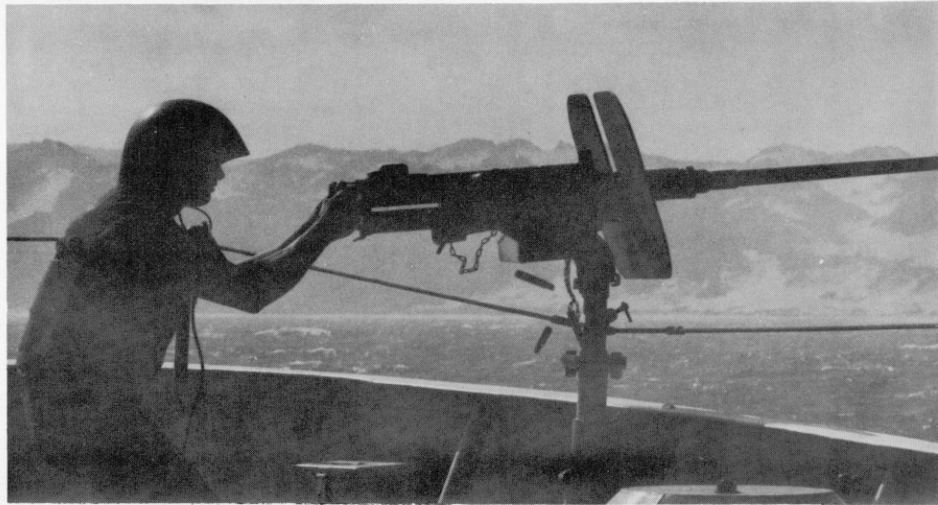
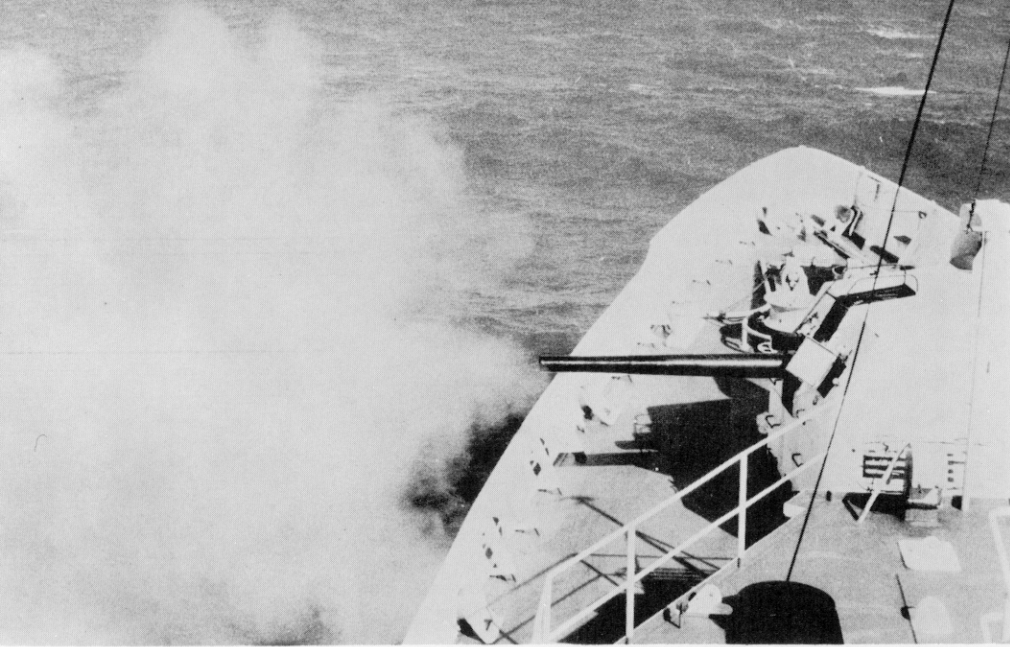














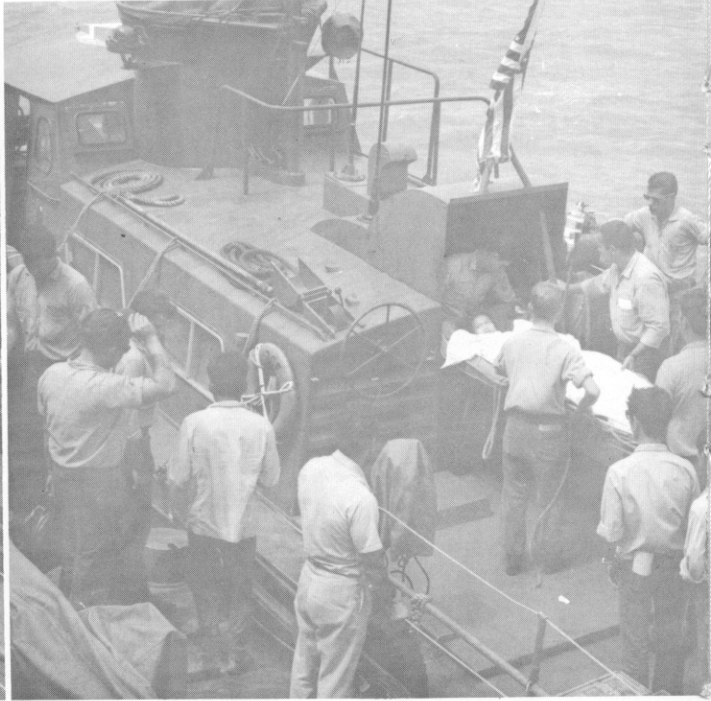


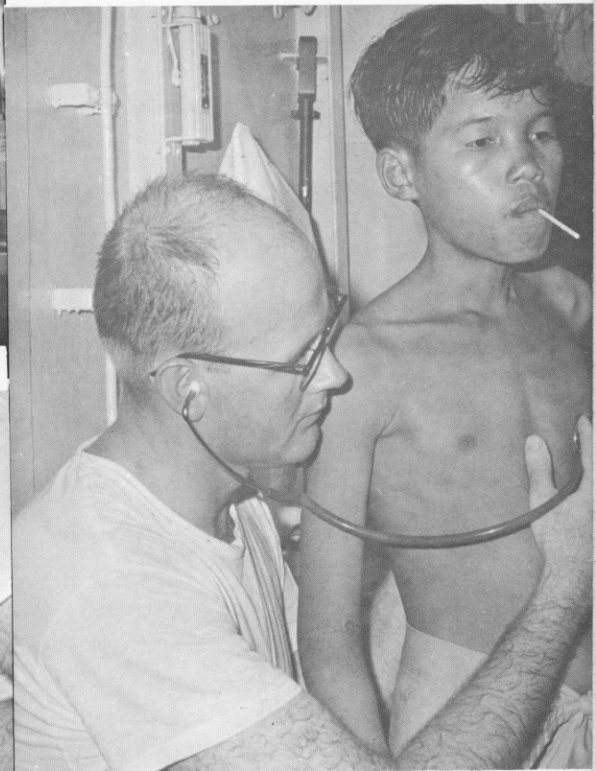
MEDICAL ASSISTANCE ABOARD

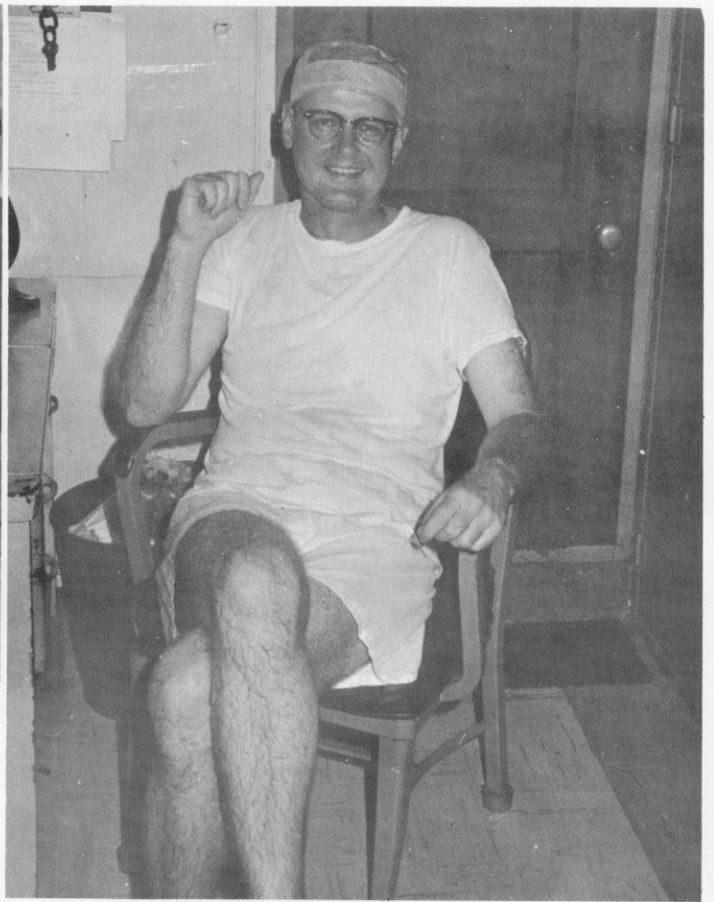
But the CAMPBELL'S energy was not always channeled in a destructive direction.

More often the CAMPBELL'S crew rendered assistance to the populace of the war torn country.

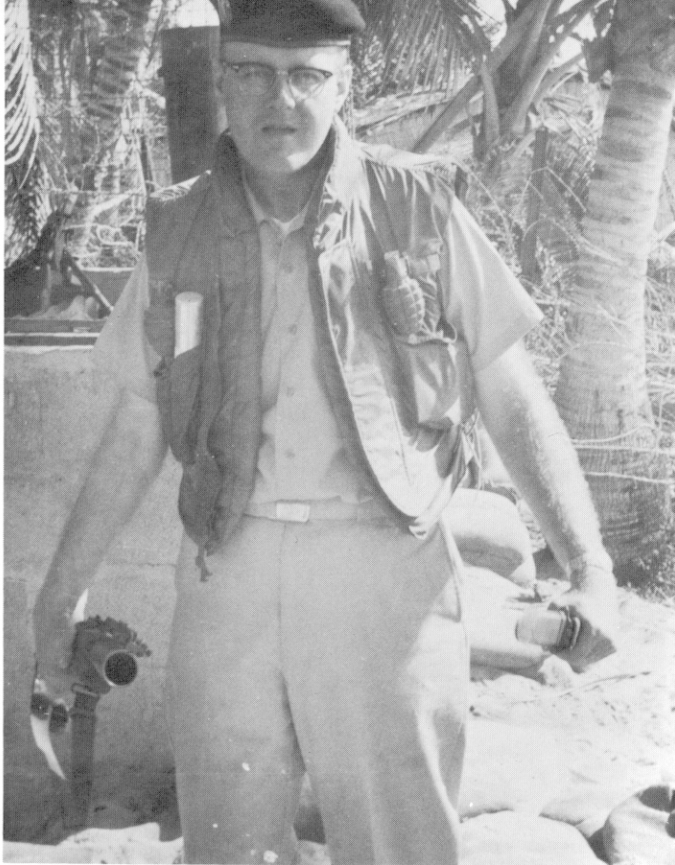
This assistance consisted of Medical services aboard, MEDCAPS (Medical Civil Action Program) and work party's ashore.







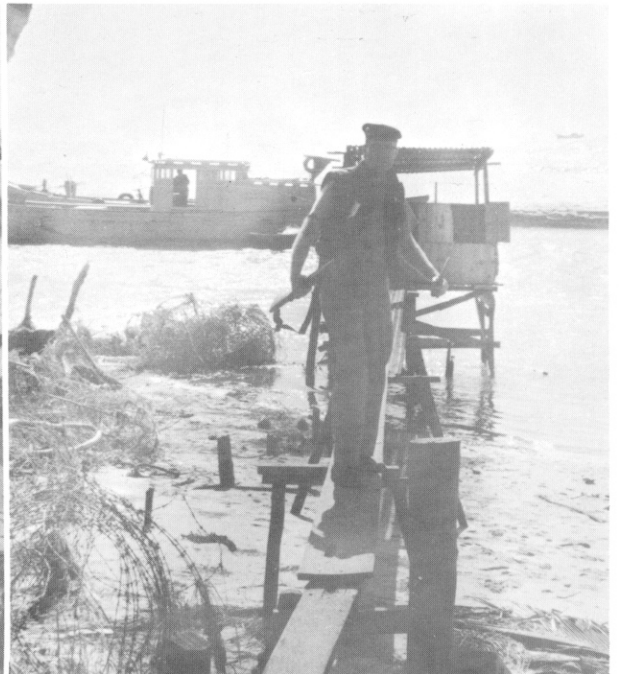


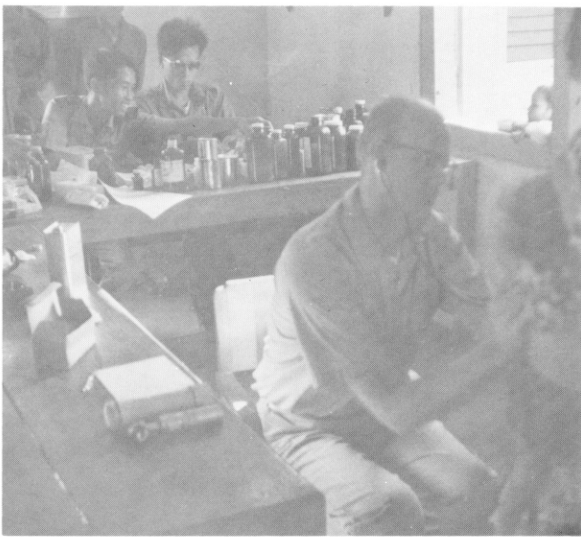
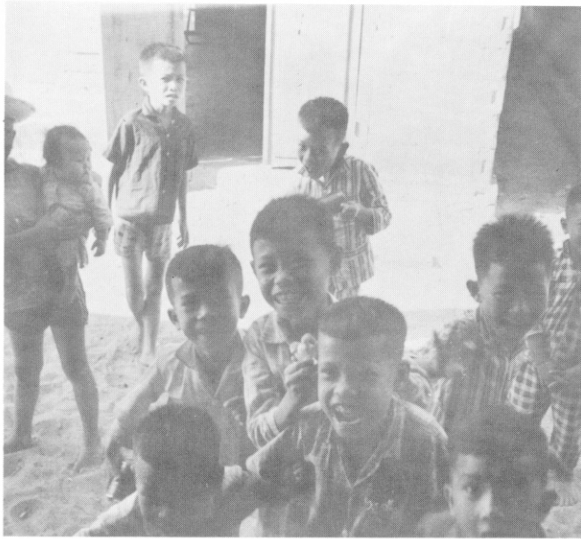


MED CAPS ASHORE

What strange transformation is this? Our mild mannered Doctor O'Donnell steps into a strange Vietnamese structure, only to emerge as the CAMPBELL'S version of G. I. Joe.

Are you sure Mac Authur started this way?







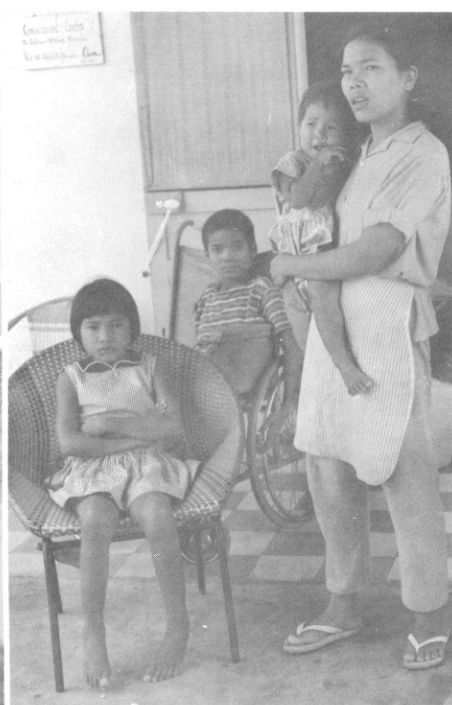
First working party departing for Qui Nhon.

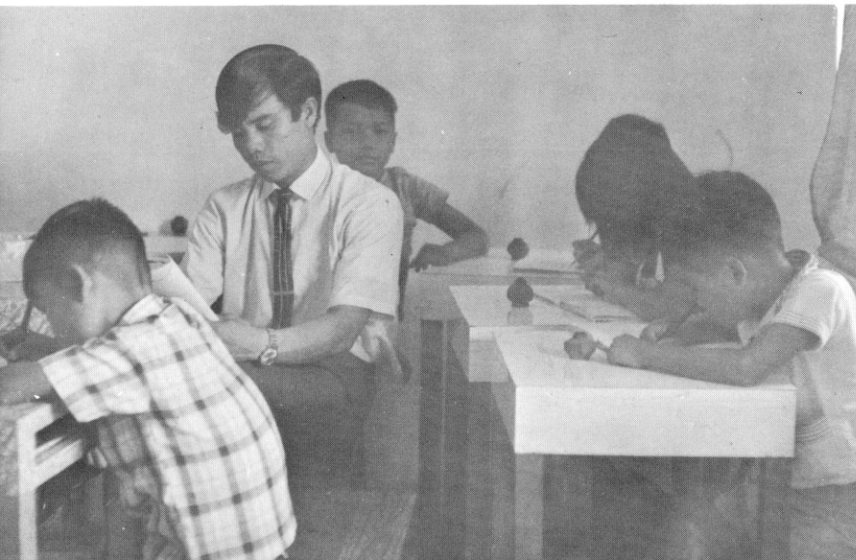
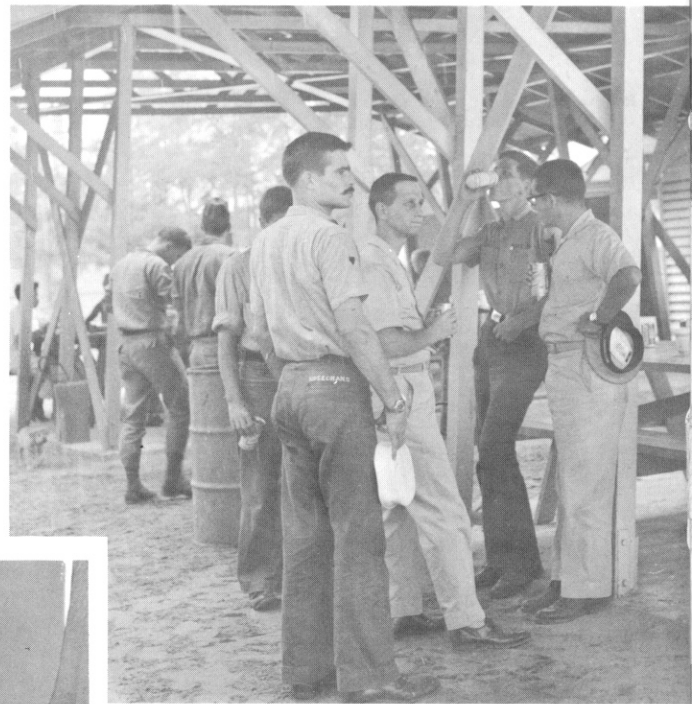
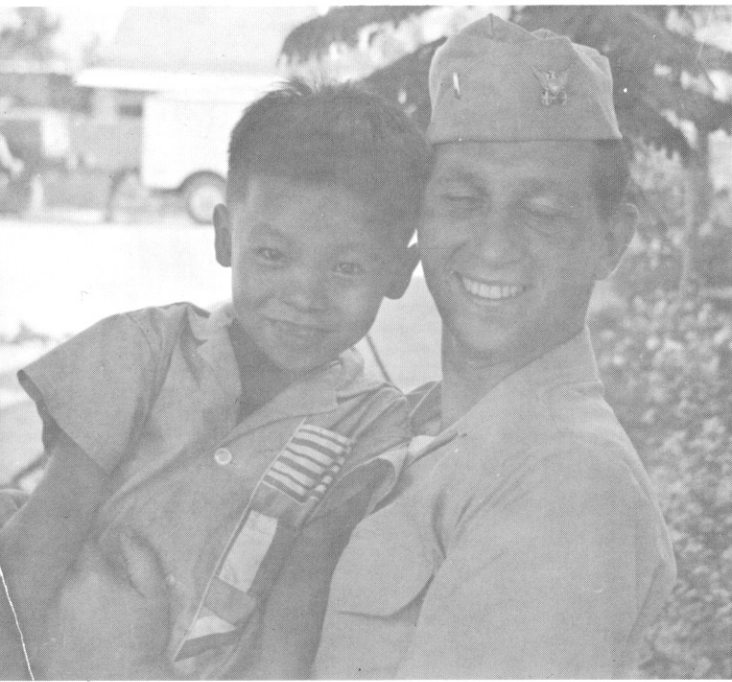
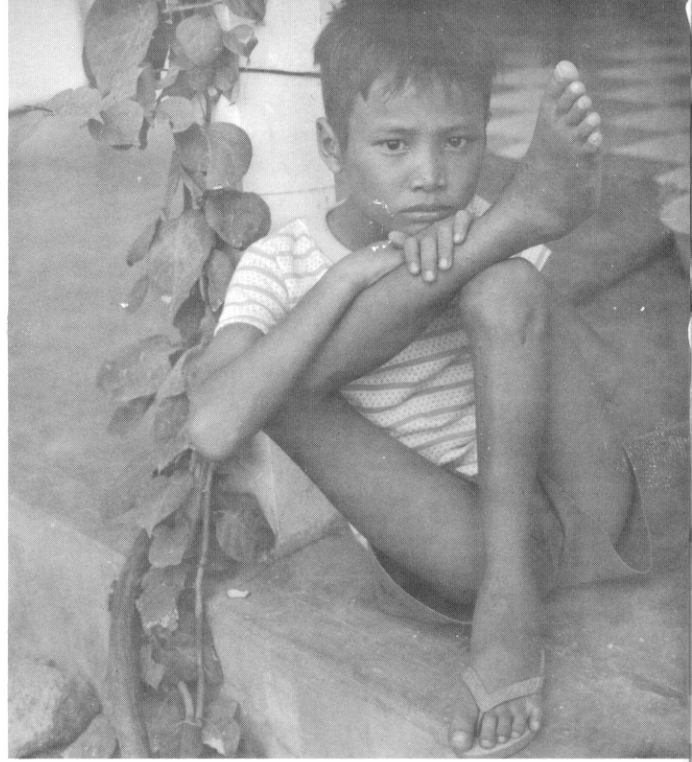
WORK PARTIES ASHORE

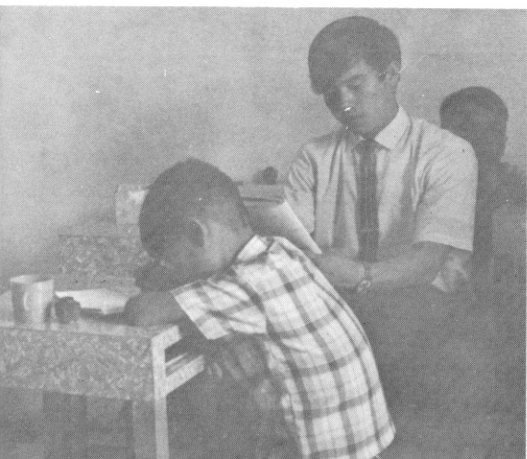
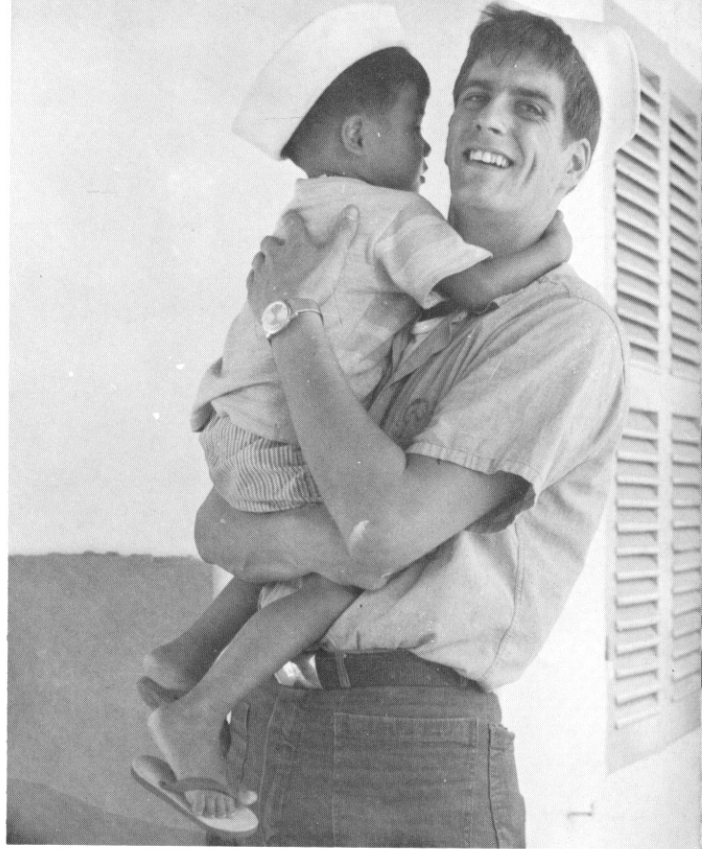
The CAMPBELL'S first work party visited the Children's Hospital at Qui Nhon. For many of the crew this was their first opportunity to meet the people of VietNam face to face.

The day was long, the work was hard and strenuous. Every man in the work party returned dog tired and with blistered hands to prove the days activities.

But each man felt rewarded for his efforts and would gladly go again. None will forget the friends that were made and experiences shared that day.





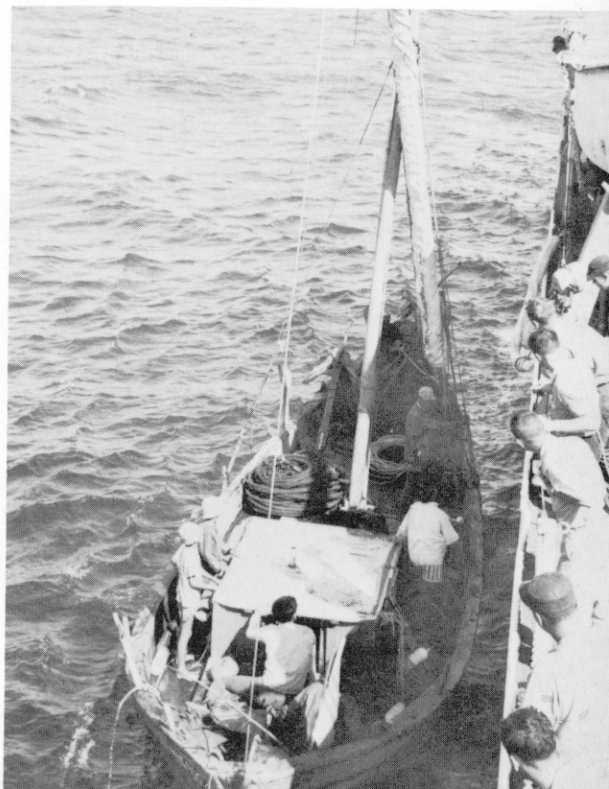


BOARDINGS



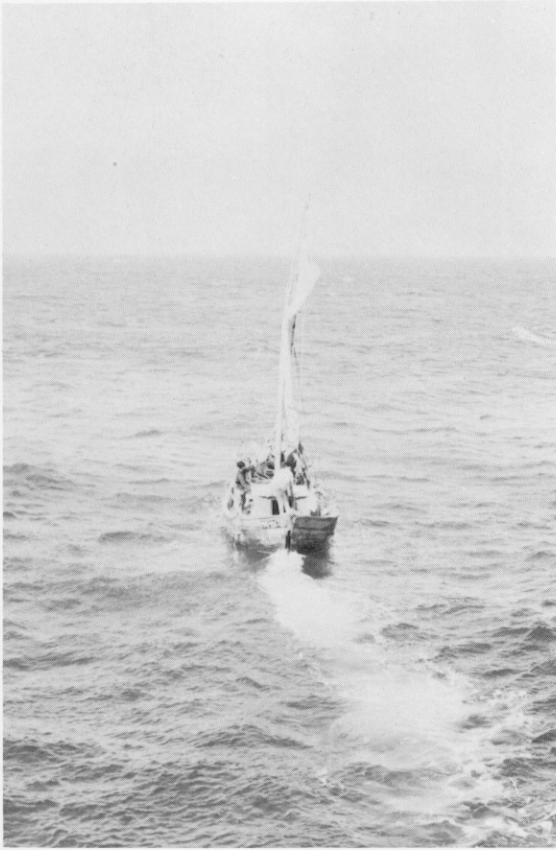


Boardings were carried on. With the primary objective of detecting and halting smuggling of food, money, and munitions to the Viet Cong. Junks and Trawlers of all sizes and description were visited by the CAMPBELL'S boarding teams.



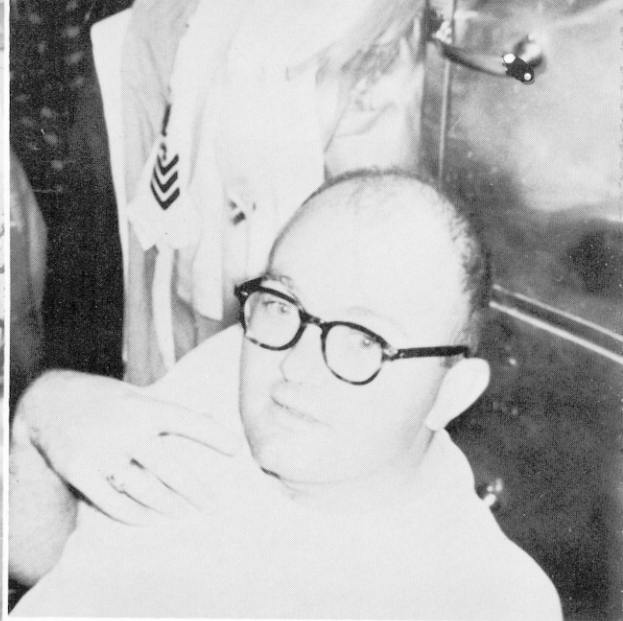


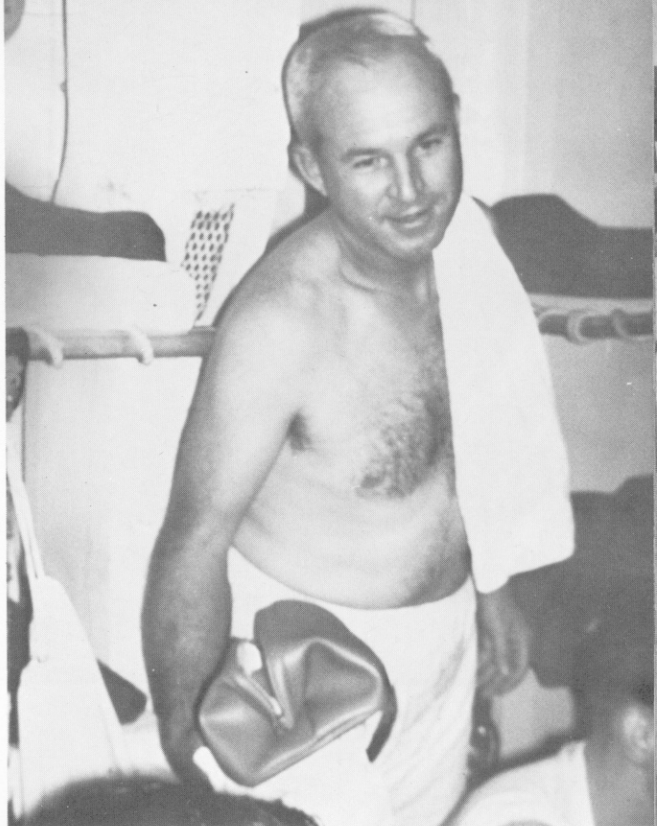
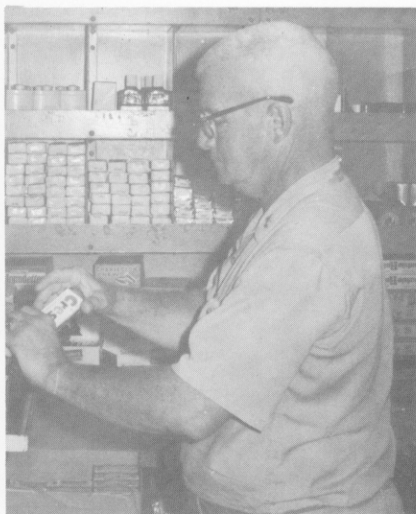
We encountered friendly Vietnamese fisherman most of the time and used the opportunity to trade South VietNameese flags for a fresh catch of fish—or if extremely fortunate, a bottle of Viet Nameese Nuoc Mam (fish sauce).



There were times however, when Viet Cong suspects were discovered and were brought aboard for further transfer to interrogation facilities ashore.



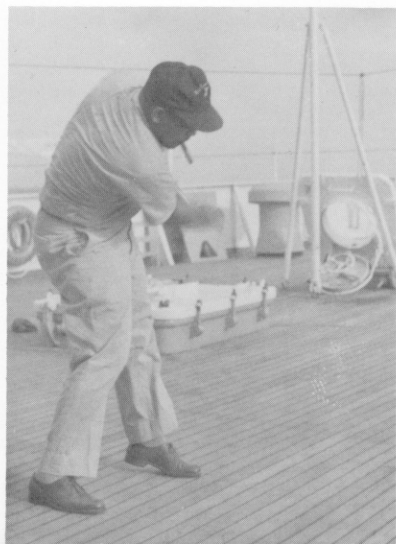


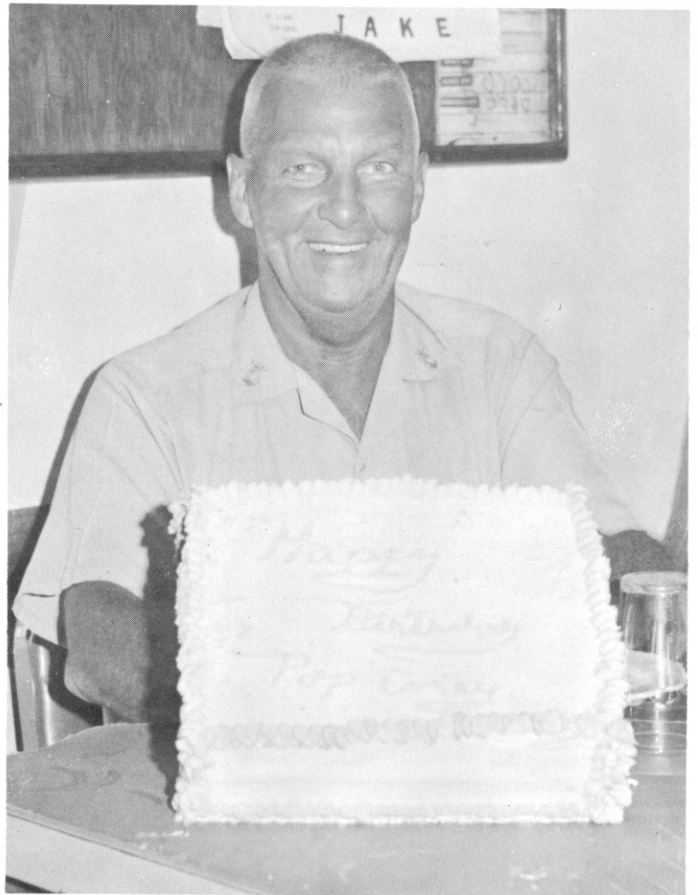
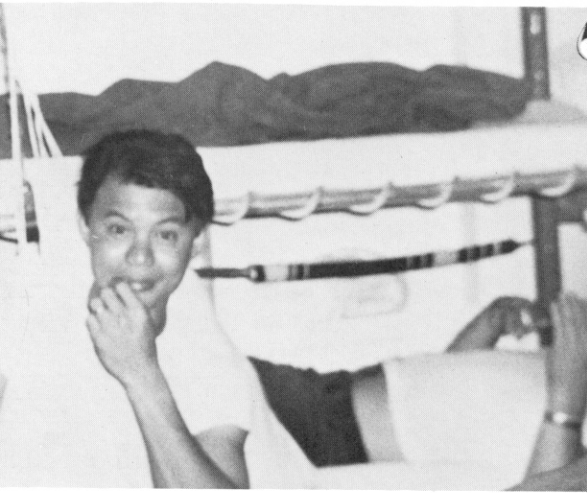
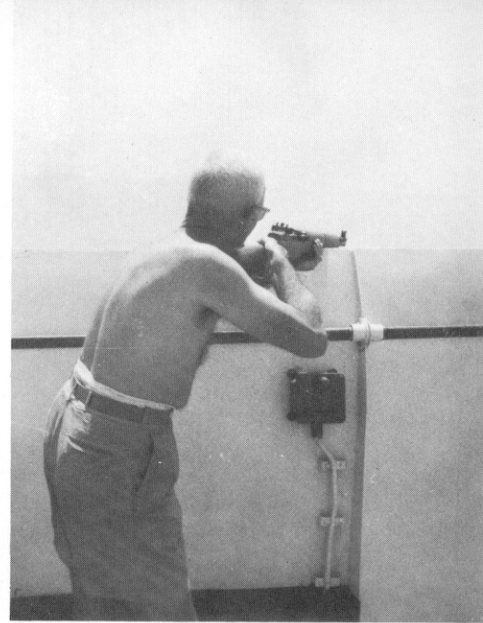


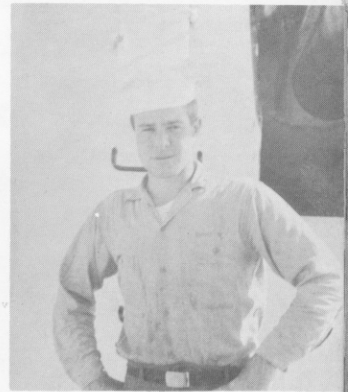
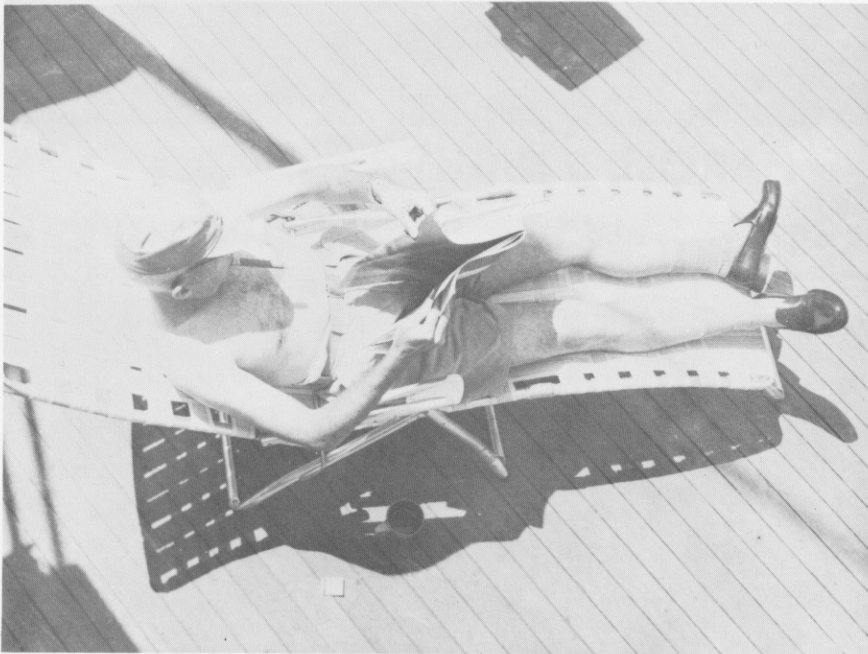
THE OFF HOURS

— RELAXING AT SEA —

But all was not work, for the CAMPBELL'S crew. There *were* hours of leisure when the men relaxed and "let their hair down".









Place your bets . . .

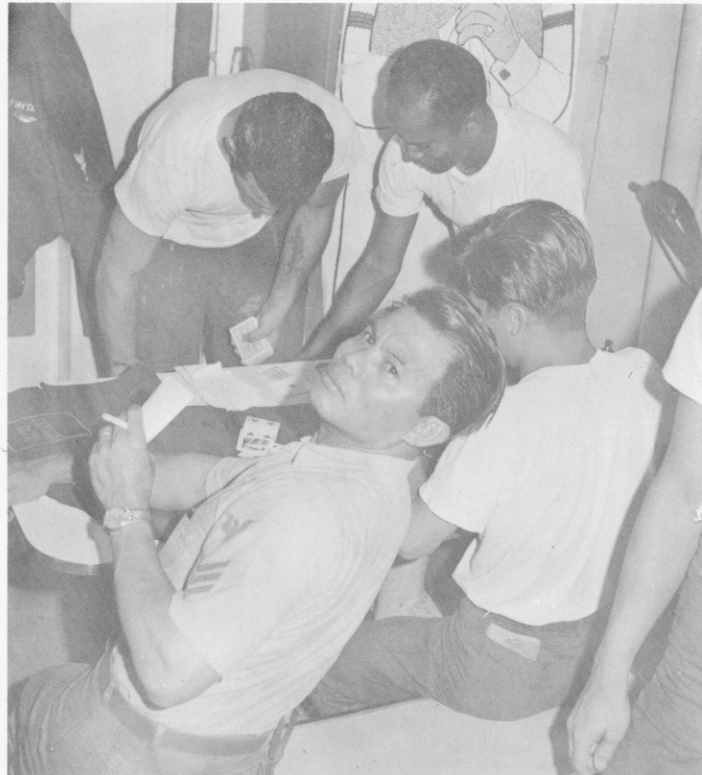


HAROLD'S NIGHT

GAMBLING IN THE CAMPBELL'S PLUSH FLOATING CASINO



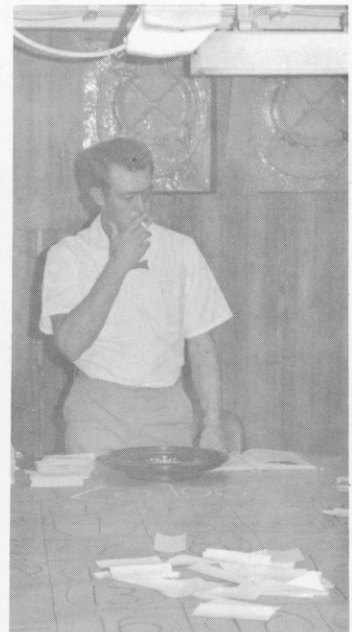
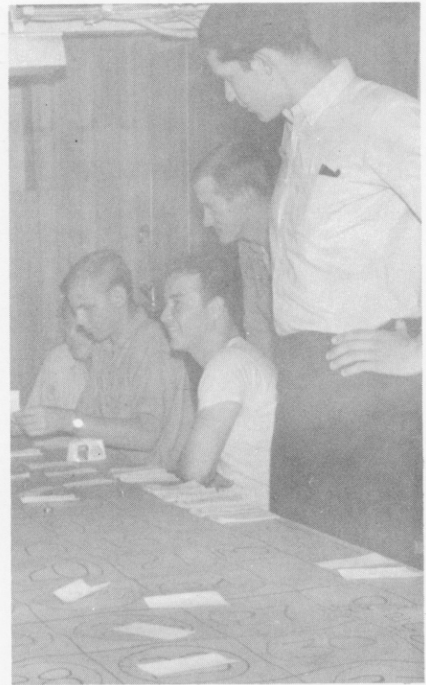
Whadaya mean . . . short change?

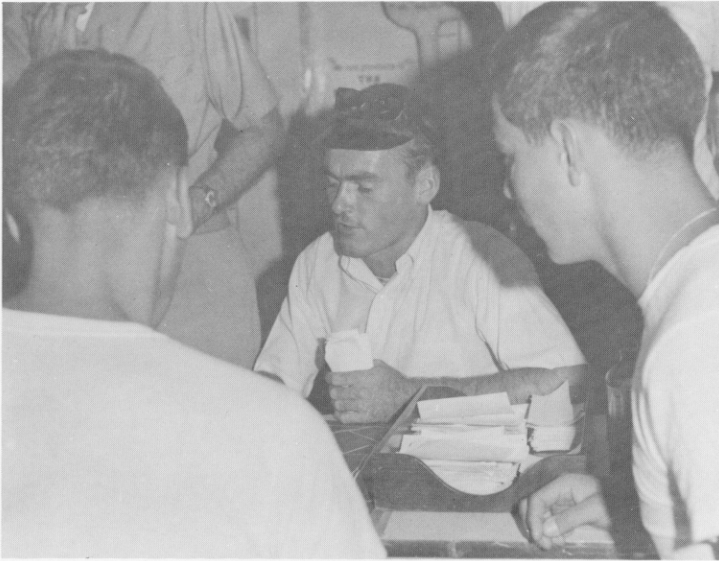


So all of a sudden you're Hoyle, huh?

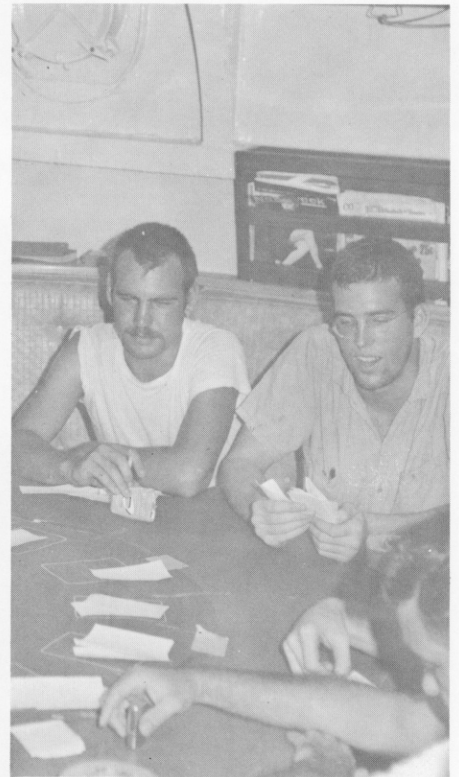


A real "floating" crap game.





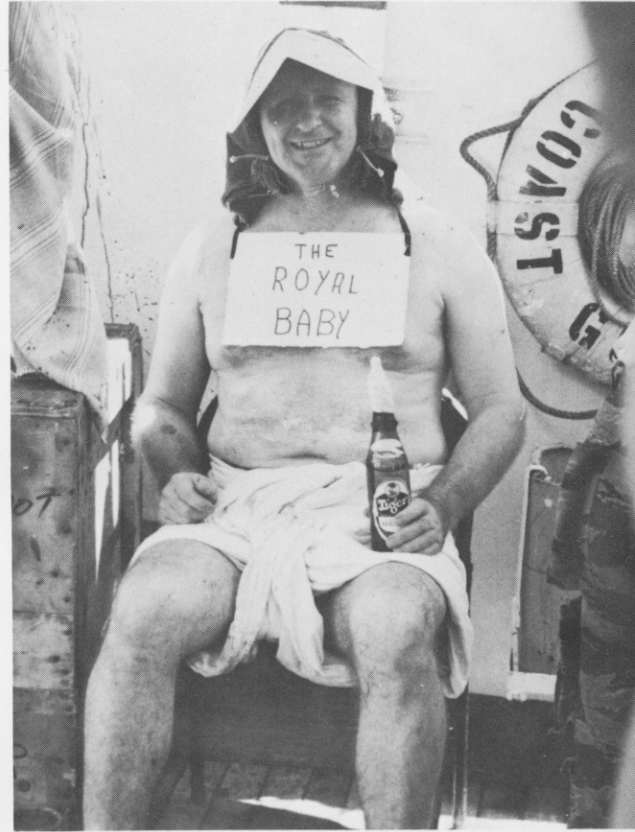
Gentlemen . . . before I deal the next hand . . . let us observe a few moments of silent prayer.



Two hundred plus three hundred equals – Duh . . .



Hate to take your money . . . but . . .

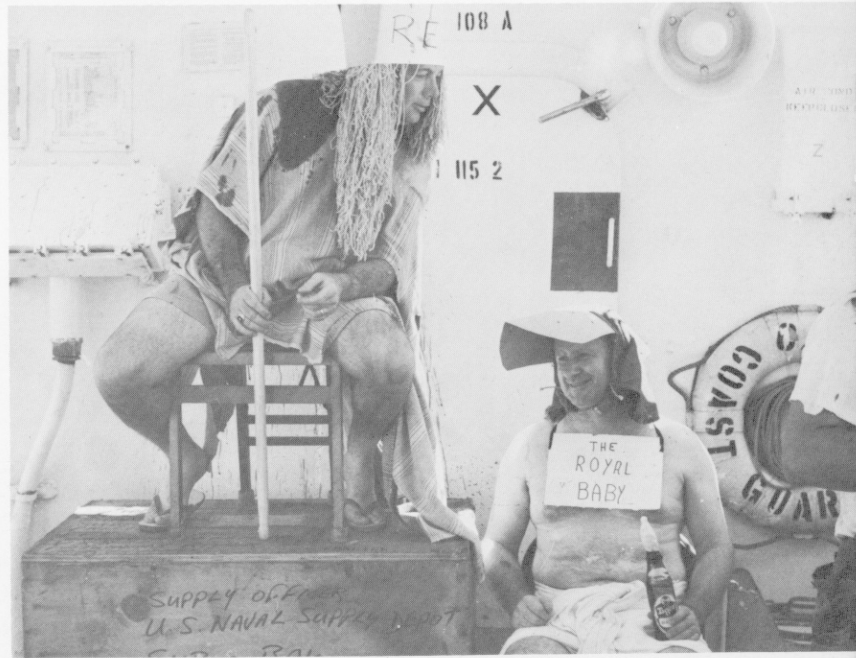


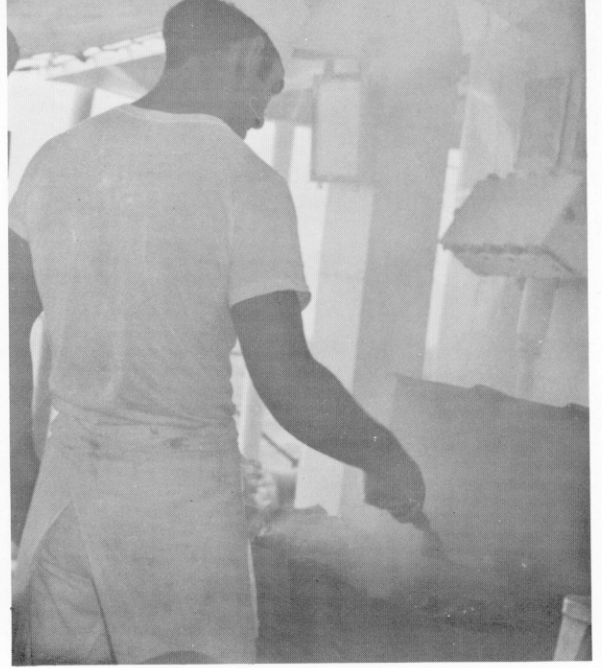
CROSSING THE EQUATOR

THE SHELLBACKS INITIATE THE POLYWOGS
INTO THE KINGDOM OF NEPTUNUS REX

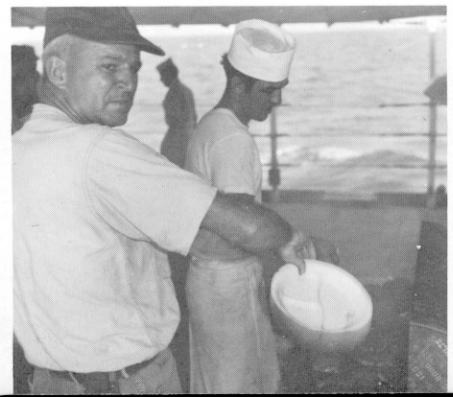






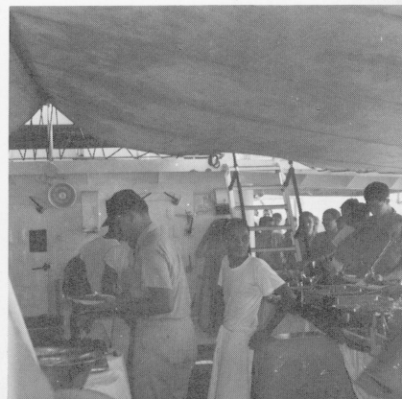


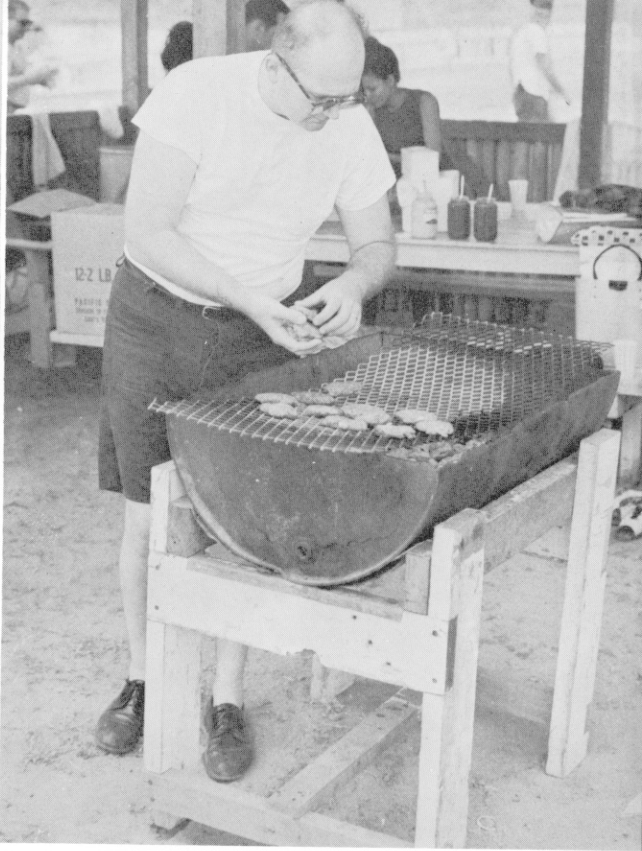
COOKOUTS





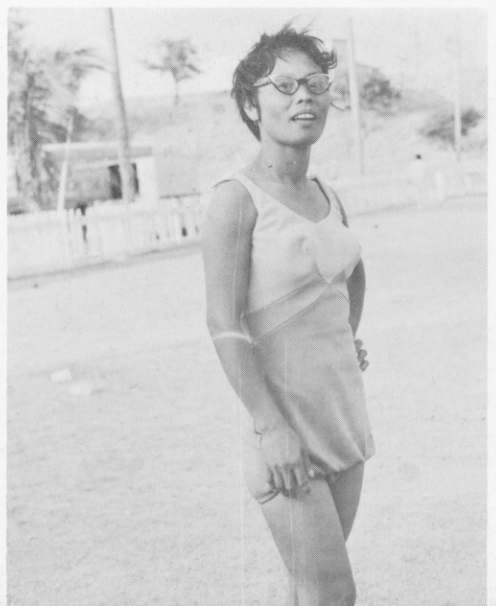
ON THE FANTAIL

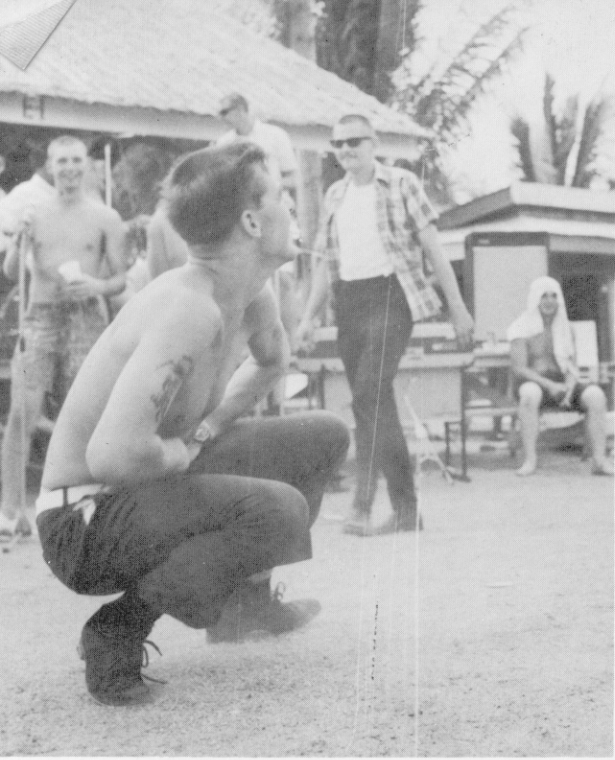




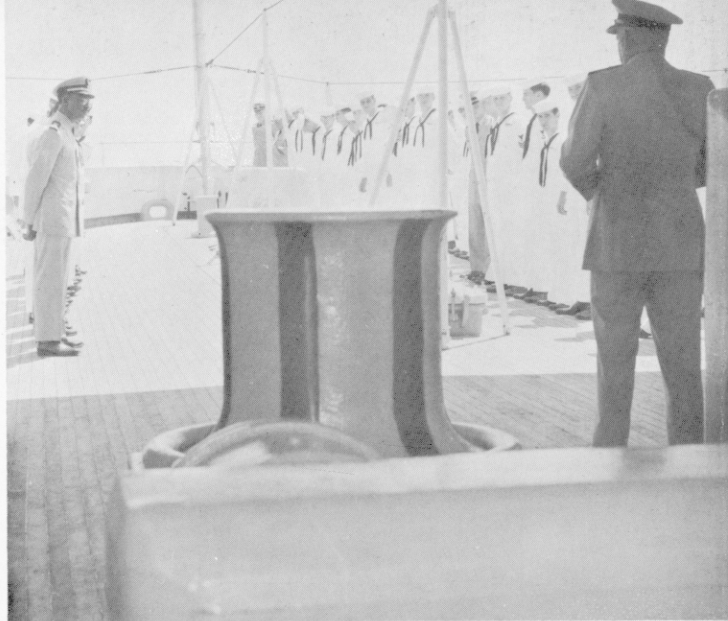
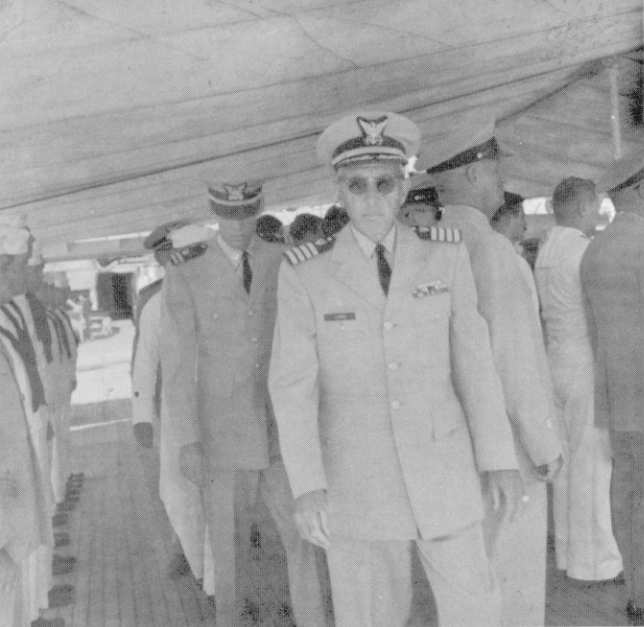
SHIP'S PARTIES









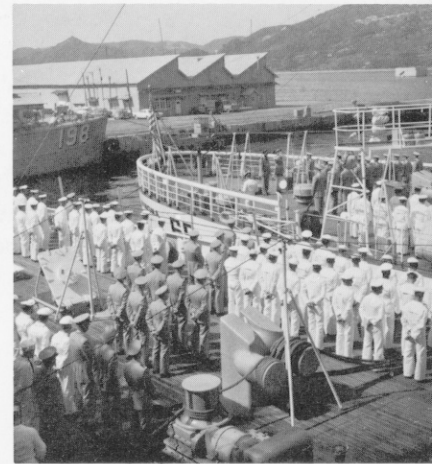
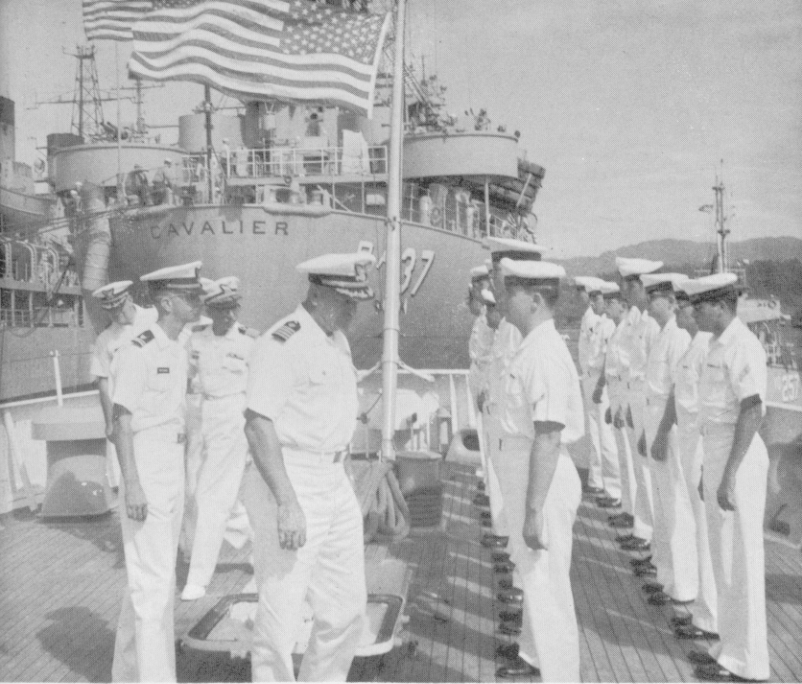


PERSONNEL INSPECTION

The ship was not the only thing that looked sharp. This CAMPBELL crew always looked good. Especially at personnel inspections.

Their appearance, and the ship's appearance only illustrates the fact that they were deserving of the many honors and commendations they received.

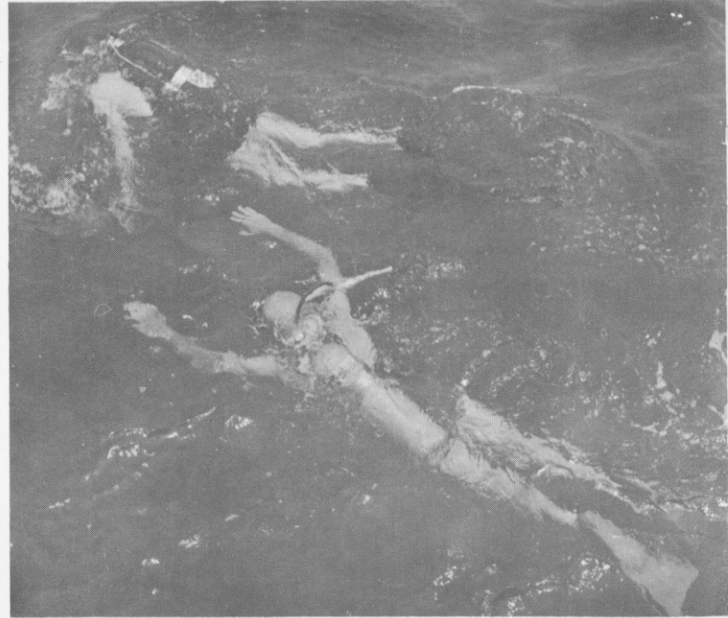




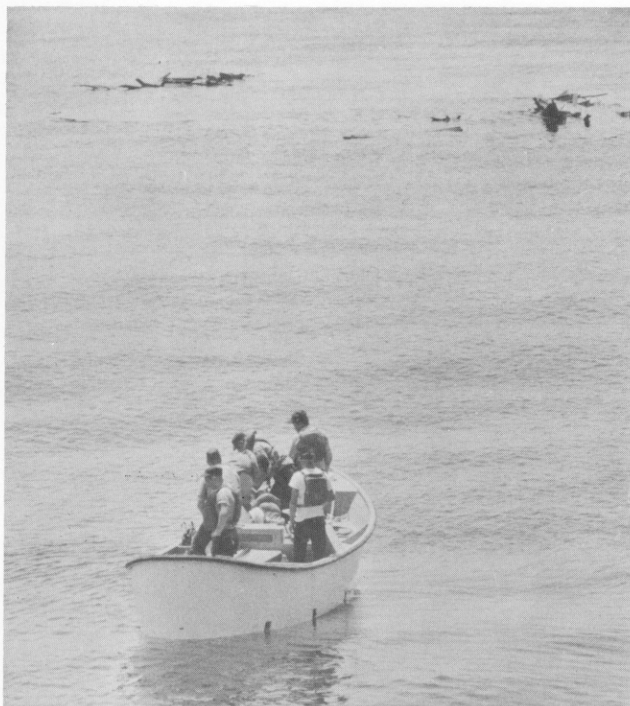


Still . . . the year dragged on and grew longer as if it would never end.

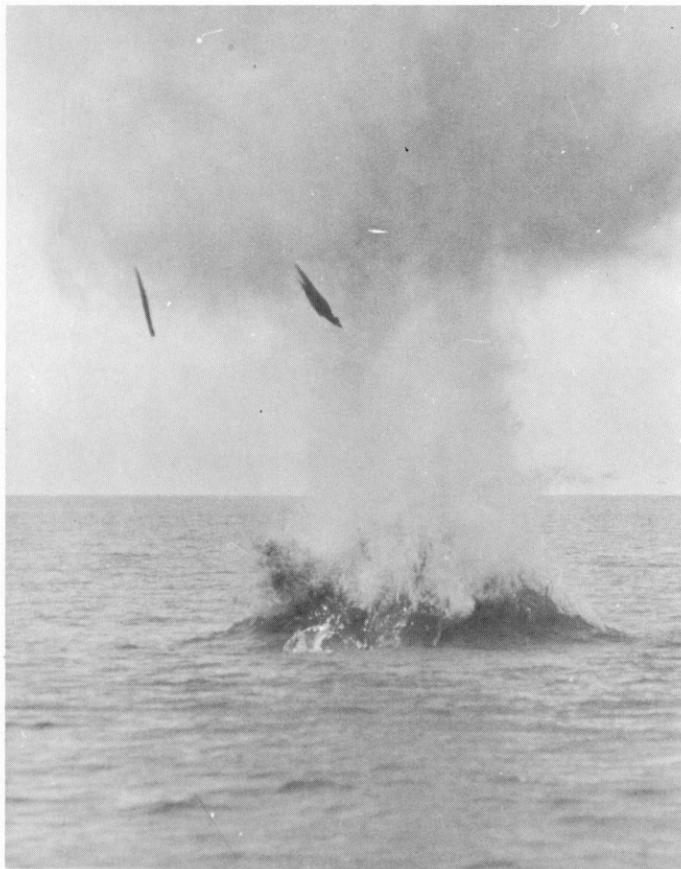
Everyday events, unregs, gunshoots, ports of call, ships parties, Personnel Inspections . . . all began to blend, in each of the mens minds, into a dull routine but still the work was carried on . . . until only the unusual tasks that were accomplished stood out and were remembered.



**DESTRUCTION
OF A
DERELICT**



Contraband stores found
aboard the derelict.





IN MEMORIAM

**In memory of our friends who sailed and died
aboard the PCF-19, June 16, 1968**



THE HOME STRETCH

The months away from home had taught us all something. For each of us the experience was different. But at the same time we shared it with the rest of the crew.





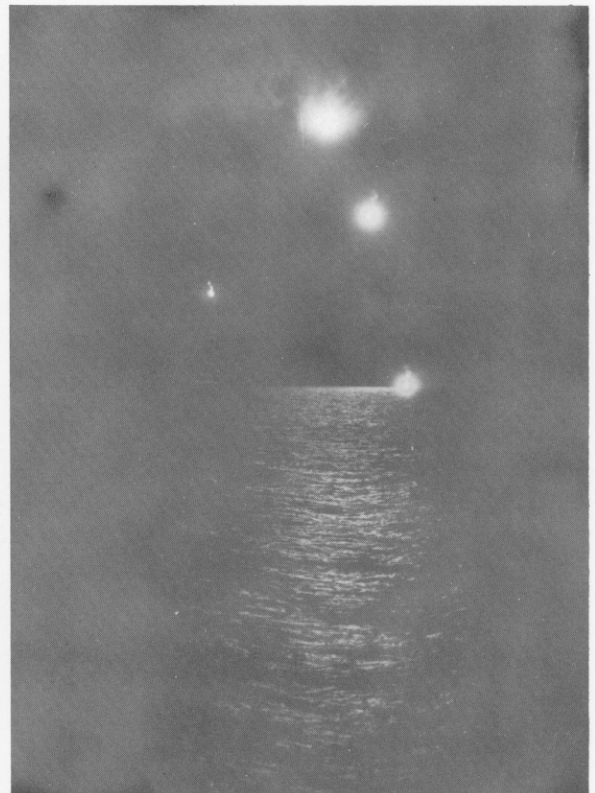
The DMZ as we remember it.

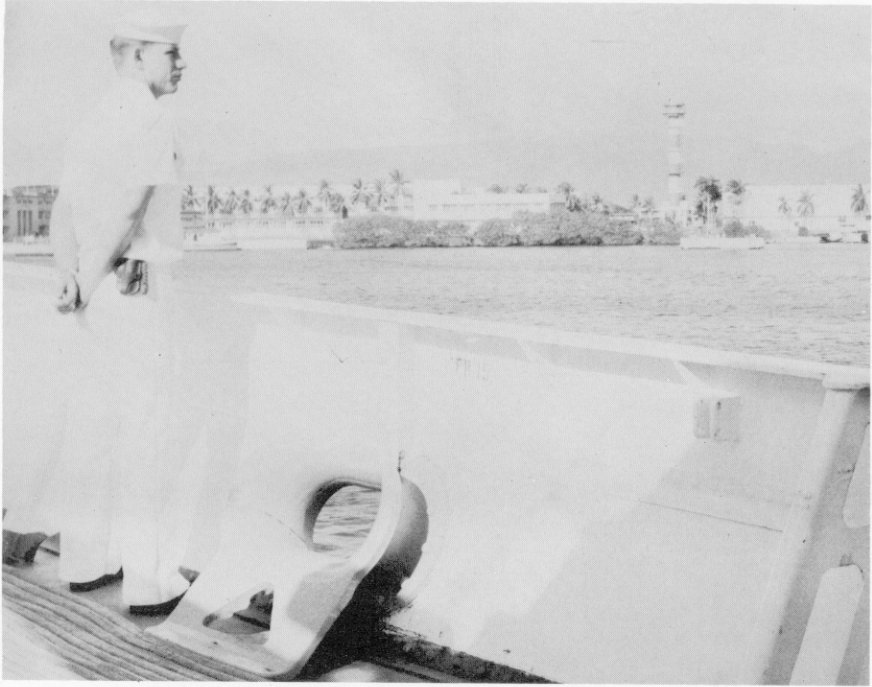


AS WE LEFT VIETNAM BEHIND . . .
WE LOOKED FORWARD TO OUR
RETURN HOME . . .
BUT ALSO WERE ABLE . . .



... TO LOOK BACK ...





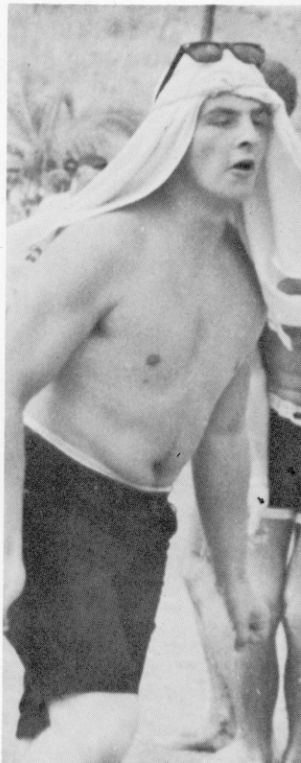
... AND REMEMBER ...



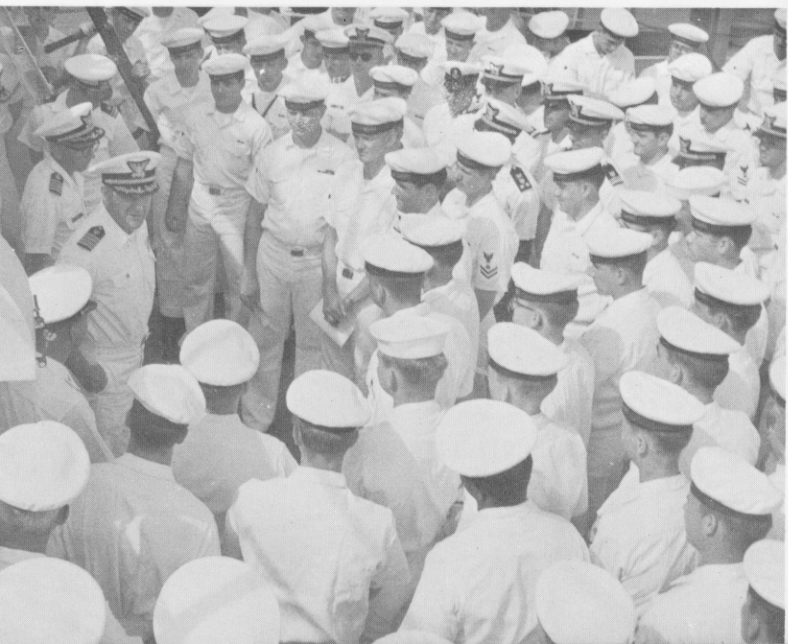
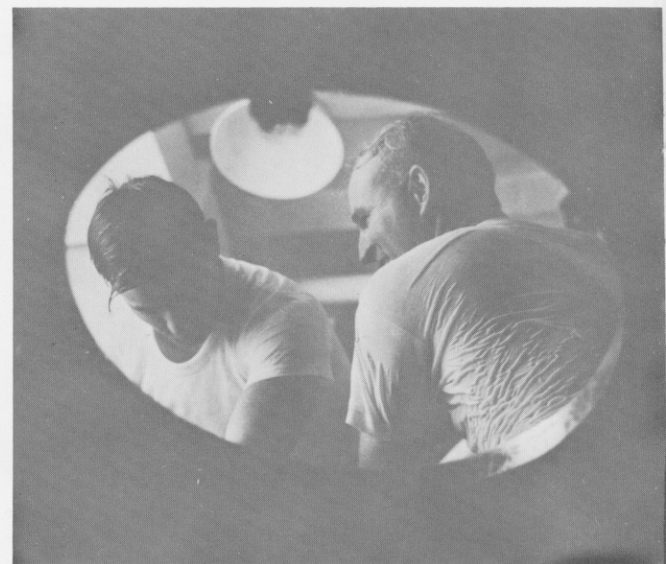
... THE GOOD ...

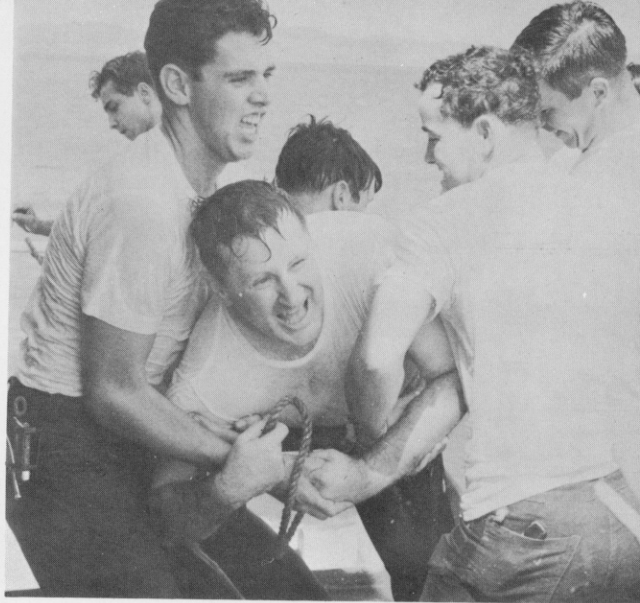
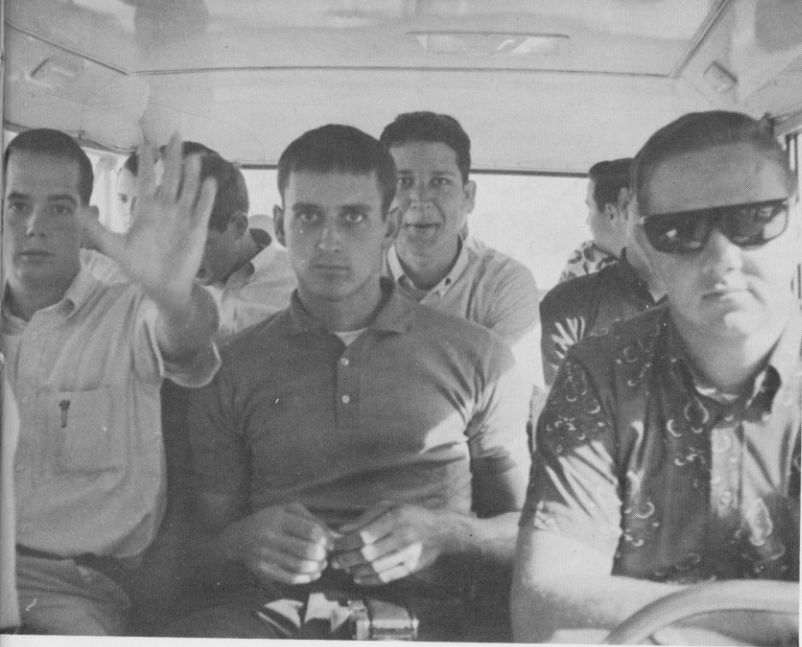


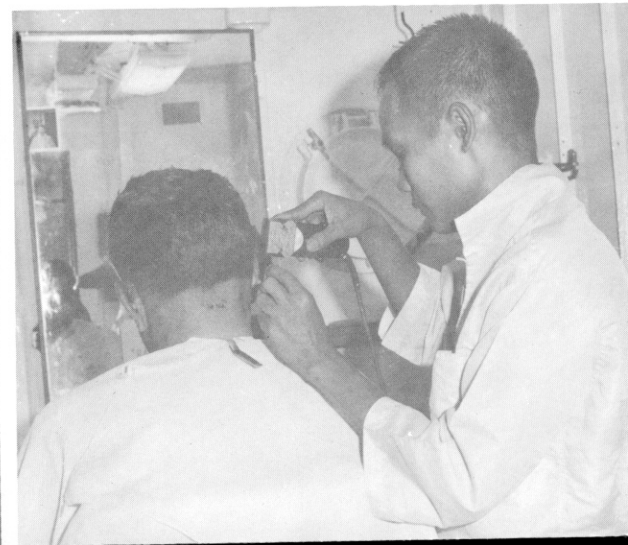
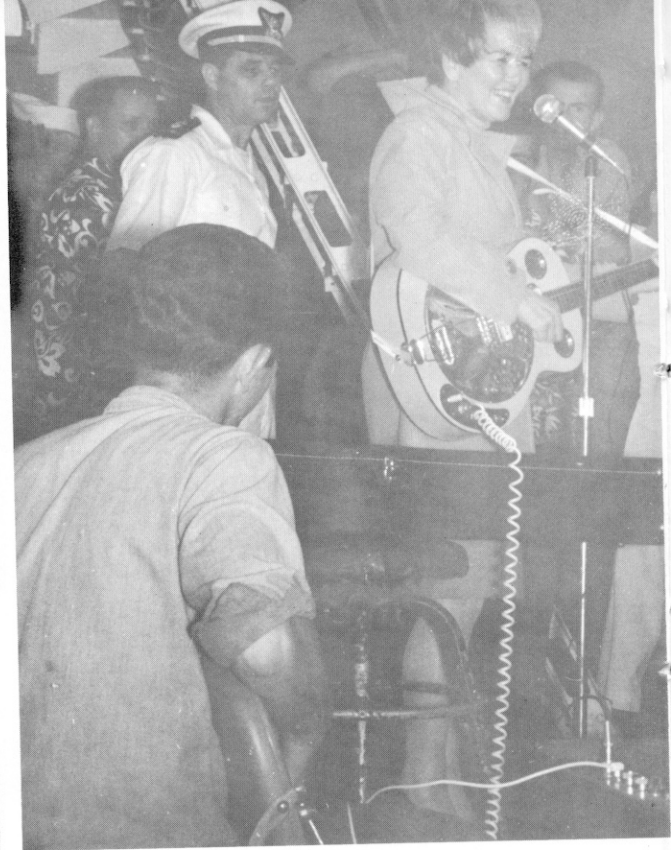
... THE BAD ...



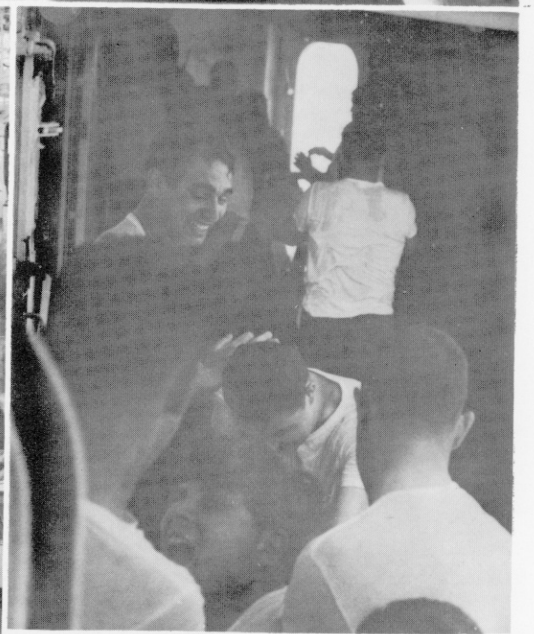
... AND THE UGLY

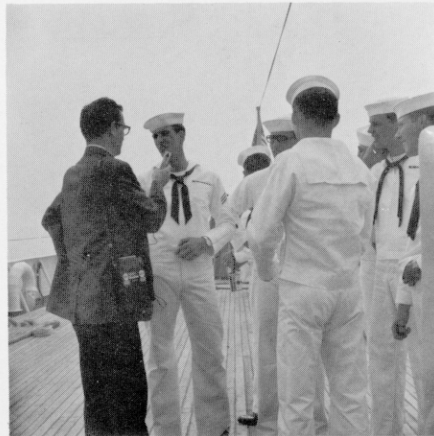














NOW
IT IS
OVER

. . . BUT NOT FORGOTTEN





OLSON