USS AEOLUS (ARC-3) - recalling of happenings, memorable moments by many of past crewmembers from the return of the questionnaire –

 Section 1 - Boarded the USS Aeolus (ARC-3) – 1955 – end of 1959

 Richard A. Bahr (Rank RM2), Feb 1955 - Sep 56 – PLANKOWNER – went to Precom school in Norfolk, VA from Feb to Apr 55. – Remembers being on liberty in Barbados for his 22nd birthday 8-25- 1955. After leaving the USS Aeolus, from Dec 56 – Dec 59, was a Naval Attache in Taipei, Taiwan; Jan 60 – Jan 62 – Naval Reserve Training center in Salem, MA; Feb 62 – Sept 63 Navy Group, SUSMAT, OPDET, Golcuk, Turkey; Dec 63 – Dec 66 DESDIV 213 Staff; Jan 67 – Oct 69 Naval Correspondence course center, Scotia, NJ; Dec 69 – Dec 70 USS WASP (CVS-18) . I disembarked the Aeolus in San Francisco

 Bob Nesbit (BM3), Spring 55- Feb 56 – PLANKOWNER – Boarded the ship while it was still in the shipyard. The shipyard painted the entire exterior of the Aeolus without ever removing the rust

 from sitting in mothballs for years. I spent most of my time battling ‘rust’, did shake down cruises and training. Discharged at Treasure Island, CA in Jan 57.

 Richard ‘Dick’ Harvey (PNA3) Jan 1, 55 – Jan 57 – PLANKOWNER – Went on active duty Jan 31, 1955 at

 First Naval Base, Norfolk, VA. Attended Small Boat School for six weeks @ Little Creek, VA.

 Was deployed to Baltimore with the Plankowner Crew where we put the ARC-3 into

 commission. After outfitting the vessel, the ship was deployed to Newport, RI for under-

 way training. The AEOLUS then joined the fleet and became operational in the South Atlantic

 doing Hydro surveying work to connect telecommunications from Cape Canaveral to

 Accession Island to track sub orbital flights connected with preparation of Space Flight.

 This included a team of Western Electric Engineers. We continued to do Hydrographic

 surveys through the Caribbean Sea.

 The ARC was then deployed to the West coast with its home port being Treasure Island,

 San Francisco, CA. We continued to do Hydrographic work along the California coast.

 When I left the ship we were working along the CA coast in the area of COOs Bay, Oregon.

 I was discharged in Jan 1957 from Vallejo, CA shipyard..

 Being a person from New England I enjoyed the trip to the Simplex Cable Corp @ Newington, NH to load the vessel with cable. In fact it made a second voyage to Newington after I was

 discharged and I drove down from Maine to visit the ship and crew. I have many fond

 memories of those years. After 15 of us Yankees with all those Rebels, we fought the civil war verbally over and over with a ton of laughs. Liberty in San Juan, Barbados BWI, Antiqua, etc.

 the beach parties. One time we went ashore on the backside on Antiqua and could swim,

 play softball and drink a limited amount of 3.2 beer. A farmer on the island had a pair of old nags and we tried to rent them to have par mutual betting. He would not rent them but

 would sell them for a hundred dollars. We bought them and ran races all afternoon..

 When it came time to go back to the ship we tried to sell them back to the farmer. In

 broken English he informed us that we owned the horses. So.o.o. as the LCVP’s left for

 the ship the old guy stood on the shore smiling with his two horses and l00.00 in cash. I

 still laugh about that!

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 Going through the Canal with one way traffic because they were cleaning each set of

 locks. The adventures of running the LCVS from anchorage to shore at night. I worked

 for Lt. Yackich. That was an adventure in itself. It was a great experience and would not

 trade it for anything. Lt. Yackich was a wild man but certainly looked after the Deck

 Division. God Bless all of you and God Bless America.

 Marshall W. Reavis III (Rank PN2) Feb 55 – Jan 57 PLANKOWNER – Went on active duty from the

 reserve in Feb 55 as a hash mark SN. First duty was Pre-Commissioning school at Norfolk.

 Boarded the Aeolus at Bethlehem Shipyard in Baltimore . The ship did go out for “shakedown”

 from Baltimore but our first movement was to Newport, RI for final inspection, etc. We

 were there on July 4, 1955. After leaving Newport we then went direct to Norfolk. We

 left for the Caribbean and our first work was off of Eluthera Island in the Bahamas.

 Antiqua was next and we had liberty there and had a beer picnic on the beach.

 At some point we were in Puerto Rico and the refrigeration was down and all our milk

 had spoiled. I remember the Captain let the XO Toczsko maneuver the ship in the river.

 He never handled it again. We had liberty in PR. Next was Barbados and then Trinidad.

 We did a lot of survey work along with the USS Maury ??. I know we were in Trinidad before Christmas as we were home by then.

 There were a couple of storms and once we outran a hurricane in the Caribbean. We also

 were in Norfolk in October and along with 45 other ships ran to a hurricane anchorage in

 Chesapeake Bay. It was Yon Kippur so we were yelling Happy New Year to Ralph Klemperer.

 At no time did we undertake any cable laying or repair on the East Coast. Solely under-

 water survey work. We did go to New Hampshire to pick up cable but I don’t remember

 the dates. At some point in time, we were also back in the shipyard in Baltimore in dry-

 dock next to our sister ship USS THOR (ARC-4).

 We transited the Panama Canal after the first of the year 1956 and headed for the Pacific.

 with home port being Treasure Island, San Francisco, CA. On the West coast we did

 underwater surveys off the coast from Catalina Island on the south to off the coast of

 Eureka, CA to the north. At one point we went north to off of the Washington coast

 and put some cable into the water for some university. Did not hook it up. There was a

 helicopter crash off the coast of California near Catalina Island and we went into Port

 Hueneme after the accident. Three died in the crash. We also went in there when Red

 Burke had an appendix attack.

 Another event on the west coast was when we made the first test of transistors under

 water for Bell Labs. The engineers who came aboard were very rude. However, after the

 $50,000 worth of transistors broke off the cable they became very humble as we spent

 three days in recovering them. The west coast was somewhat boring. I counted that we

 went under the Golden Gate Bridge twenty one times back and forth during my months

 on the ship. I finally went over the bridge some ten years later. The ship was in the

 Vallejo, CA shipyard when I left the ship for home in January 1957.

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 Robert D. Conn – Rank EN3/2nd Class – March 1955 –August 1956. Boarded in Baltimore and

 disembarked in San Francisco, CA. February 1955 I reported to Ft. McHenry Naval Reserve

 Center, Baltimore, MD. as a PRS Commissioning team. \*Assigned to the Auxiliary Engine

 Room as Evaporator Operator, maintenance of deck machinery and all boats on-board ship.

 April 23, 1955 we did a pre-commissioning trial run in Chesapeake Bay – my 21st birthday!

 Some of the places I remember our ship having OPS – Antigua, Barbados and Port-of-Spain

 Trinidad. I remember a helicopter crashing off the coast of California (going for mail) –

 crew lost. At one time we anchored out during hurricane at Norfolk, VA. Changed home

 port to San Francisco, CA. by way of the Panama Canal. I was discharged August 1956 at Treasure Island, CA

 John Charles Dougan (Rank SN) - May 55 – Jul 12, 1958, PLANKOWNER –Boarded in Baltimore, MD.

 was in Bermuda when enlistment time was over but discharged in Quonset, RI). Remembers being in the Caribbean, Panama Canal, Treasure Island and Washington State. At the time of the helicopter crash I had the fantail watch at that time and remember it very well.

 I was running the LCPR when Lt. Yakich jumped out and broke his ankle. He was a great man!

 I was in charge of the Boatswain Locker and Paint Locker and worked on the forward part

 of the ship. One of my most memorable was when I was on deck when the test cable

 broke and seriously injured a FC Boatswain. I remember Hurricane Hazel and many other storms. At one time we lost 2 lifeboats, the anchor windless cover blew off and we were taking on water in the anchor windless room. The navy was a great time for me. I grew up fast and I met my wife of 54 years (4 children and 6 grandchildren)

 William L. Vinzant (MM2) – Mar 55 – fall 1956 – PLANKOWNER. Recalls being in Baltimore, Norfolk,

 Charleston, SC; Caribbean; Panama Canal; San Francisco, CA, Oakland, CA . Remembers when

 the helicopter went down in 1956 while returning to the ship with mail and a civilian.

 Worked in the #1 Engine room in 1955. Disembarked while at sea, off the coast of No.California.

 Transferred to the USS Chemung (AO-30) in Los Angeles, CA around late 56 and disembarked Feb 1957.

 Ralph Klemperer – Rank PN2 -(Mar 55 – Jan 57) – PLANKOWNER. Memorables are: hitting the

 bridge in Maine and the dock in San Francisco; losing our anchor; harpooning sharks’ wrapping a 5 ft. eel around John Caudell while he was in the shower. Only went through the canal one time (West). I disembarked in Treasure Island.

 Henry Maursey Rank RM3 – (Apr 55 – Jul 1957) –PLANKOWNER. Henry was able to fill in a lot of

 dates as to the locations/OPS (which you can see on the Deployment Log with name

 MAURSEY) – this information was taken from a bundle of letters that I sent to my mother while

 I was on the ship so I skimmed through these. I was only 18 year old when I went on the Aeolus.

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 I joined the Navy during my senior year of HS and went to Great Lakes Training Center as

 soon as I graduated in June of 1954. After book camp I went to Navy radioman’s School in

 Norfolk, VA. I was sent to the Bethlehem Steel Shipyard in Baltimore directly from Radio-

 man’s School to help organize the radio shack on the Aeolus.

 Remember our helicopter crashing off an island near LA and killed three men. As a

 radioman I had to send the “We regret to inform you…..’ letters to the families.

 Don’t have any letters or good records from July 56 through June 57, but do remember

 laying cable off the coast of northern CA, Oregon and Washington. I separated from active

 duty in July 1957 from Treasure Island and took a train to Detroit then home to Midland,

 MI. NOTE: Henry sent some photos that were taken while on the Aeolus – of Marshall

 Reavis, Dick Bahr, David White and himself.

 In the 2005 AEOLUS NEWSLETTER, Henry wrote a great article and approves us using

 it in this section of our Memorable Moments. Henry states – I was near the bottom of the

 pecking order in the radio gang. This illustrious group consisted of Bob Reaves RM1 –leading

 radioman; Troy Johnson RM2; Gene Bourgeois RM3; Dick Bahr RM3; Don Stillwell RM3

 myself RMSN and a striker Wayne Burger.

 The AEOLUS arrived in San Juan, PR on Jul 28, 1955. I was struck with how vividly

 green the color of trees and other plants. In Aug the Aeolus was at sea south of the island of Antigua. We had laid some miles of cable in operations with the survey ship USS MAURY.

 We then had to pick this cable up off the sea bottom. Picking up cable was nasty work.

 Ten guys would climb down into a cable hold and a wrench pulled the cable into the hold.

 The cable holds were like big upright cylinders. One guy walked around the hold while

 the other nine flemished it into a neat layer from the outer edge of the hold to the center.

 After a layer was completed, wooden slats were laid on it and next layer of cable was

 put down. This process went on for days. The cable had been on the sea floor so it was

 slimy and dirty.

 On liberty in Barbados, about ten guys from the operations division ended up at a place on

 the ocean called the Aquatic Club. After some imbibing , a vigorous touch football game

 in the shallow water at the beach took place. I had aches and pains for days after. I

 have a picture of Troy Johnson, RM2; Jim Thornton QM1; and Bob Reaves RM1, standing

 on the dock of the Aquatic Club. I have many fond memories of that year fifty plus years

 ago. If you look in my liquor cabinet today you will always find a bottle of Mount Gay

 Liquor.

 Louis John Carletti, Jr. – SN (Mar 55 – 57) PLANKOWNER – no dates, but remember being in

 the Windward Islands and Bridgeport, Barbados. Later in the Pacific in Midway Islands.

 Memory of the morning when we found weevils in the oatmeal – more protein - YUM!

 Also remember LaJolla Canyon, taking readings from cable. It was a dark night, no wind, about 2:30 AM and I am standing lookout, port wing of bridge – there is an odd smell and sound. Search light reveals two gray whales nestled alongside our ship.

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 Charles M. Sosnowski – EN-3 (May 1955-Nov 1955 )– PLANKOWNER – Was in the Baltimore shipyard

 prior to the commissioning. Was on board earlier to stock ship . At Baltimore, before

 commissioning, I was picked for mess cook. The baker would make enough pies for one piece for the crew and officers. Remembers a certain B. T. got a piece of clay and make a spare key to open the pie pantry then we ate a few of the pies. The crew went short but not the Officers.

 The baker didn’t figure about the spare key. Never found out about key until after I made EN3.

 In Pre-commissioning school I volunteered for Master at Arms. My duty was to see that

 the crew kept the barracks clean. I had 3 men helping me. I went to visit the head and I

 smelled a strong odor of bleach. I tried to get out but the pranksters barred the door

 closed. I barred the door from the inside and I started to play choking. I jumped out the

 window and had a 6 ft. drop, then ran inside in back of the pranksters and watched them

 try to open the door. They thought they choked me! I sat in back of them. We all laughed

 afterwards.

 I remember being in Trinidad ? when a Boat Coxswain crashed into a barge. Coxswain paid for damages out of his own pocket. I Left the Arc-3 when they were leaving for San

 Francisco and boarded the USS CAPRICORNUS (AKA-57).

 Jimmie Lee Craddock – Rank BTG3 – (May 1955 - Jan 1957) –PLANKOWNER – Boarded in Baltimore

 and disembarked at San Francisco, CA. Was at first located at Norfolk Naval Shipyard, Portsmouth, VA. where I helped pick out repair parts for the ship to be taken to Baltimore. While still at Norfolk Naval Shipyard, before going on the ship, I remember bringing Tony Jenne and Jerry Turnbaugh home with me most likely for a home cooked meal! I was in the Navy Reserve before active duty. I joined while in high school when I was 15 (I think) as my parents had to sign for me to join. After graduating in ’54, I went to William & Mary extension school in Norfolk (now ODU) for one semester before going on active duty in the spring of 1955.

 I bought a used Plymouth after graduation. When the ship went to the west coast, my

 car was on the ship with many others. While on the west coast I rented a garage from a

 lady who lived on Telegraph Hill so I would have a place for my car when we were not

 in port. To get to the garage I had to back up the hill as my Plymouth didn’t have the

 power to go up the hill in a forward gear.

 Having a car made it possible to take advantage of seeing things in the area, often taking

 of seeing things in the area, often taking some shipmates along. Some names that

 come to mind are Tony Jenne, Chuck Trapp, George Greiner, Marty & Ralph Olsen

 and a guy names Henry (Maursey)??. There were many camping trips to Yosemite

 National Park, skiing at Squaw Valley and others that escape my memory after all these

 years. One very memorable event was shared with Tony Jenne. We went to see the

 1957 Rose Parade. We ‘camped out’ with many other people on the sidewalk overnight

 to guarantee a spot on the side of the street for the parade.

 I remember we had good living conditions compared to many ships. I shared a room in

 the fantail with Tony Jenne, Chuck Trapp, George Greiner and the fourth man was a

 1st or 2nd class who had been in longer. The amount of good food certainly got my

 attention… I weighed about 170 when I went active and at least 210 when I came home.

 Gained so much I had to have help with putting on my Navy Pullover!

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 When I left the Navy, George Greiner came back with me in my trusty little Plymouth.

 It couldn’t go forward up to the hill to the garage but it bot us back home to the East coast

 with no problem. I think George was from Pennsylvania.

 Charles Walter Trapp – BT3 (May 1957 – Mar 57) – PLANKOWNER -- Deceased, but I, wife Reba,

 continue to be interested in the USS AEOLUS happenings. She notes that Chuck brought Ralph oLSON, A BUDDY, HOME WITH him IN jULY 1956. i INTRODUcED HIM TO MY COUSIN. aNNA. tHEY STARTED WRITING AND they were MARRIED SOON AFTER. i SERVED AS HIS BEST MAn. tHEY’VE PASSED THEIR 50TH ANNIVERSARY AND THEY HAD ONE DAUGHTER,

 dARLENE.

 NOTE: Thanks to Reba for all the work she has done through the years in

 contacting former aeolus crewmembers. she set up the first listing of the

 crewmember listing which has helped set our base for sending our the

 newletters, reuniopn notices, etc..

 ANTHONY ‘Tony’ JENNE – MM3 – MAY 14, 1955 – JAN 28, 1957 – PLANKOWNER – I STARTED IN

 JAN 1955 WITH DIFFERENT TRAINING AND SCHOOLS AND ASSIGNED TO PORTSMOUTH, VA.

 NAVAL SHIPYARD TO INVENTORY SHIPS ELECTRONIC PARTS. I REMEMBER THE

 HELICOPTER AND HAVE A PICTURE TAKEN SOME TIME BEFORE IT CRASHED. I WAS ON

 KP DUTY AND WE USED TO HANG OUT AT THE HELICOPTER PAD IN THE SUN. GOT TO

 KNOW THE CREW.

 I REMEMBER CATCHING THE SHARKS AND CUTTING THEIR TEETH OUT. REMEMBER

 STANDING GUARD DUTY AT THE SHIP’S BRIG. (PRICE, THE COOK – RAISIN WINE). I HAD

 SHORE PATROL DUTIES IN VALLEJO, CA – GOING TO ROSE BOWL FOOTBALL GAME IN

 1956. SPENDING WEEKENDS IN YOSEMITE NAT’L PARK AND SEEING ALCATRAZ, GOLDEN

 GATE BRIDGE (FROM BOTH SIDES) AND CHINA TOWN.

 REMEMBERS (DATES NOT SURE) SAN JUAN, PR – BRIDGETOWN, BARBADOS, WEST

 INDIES – CARACAS, VENEZUELA AND THE PANAMA CANAL. AS I LOOK AT MY OLD PICTURES, I REMEMBER CHUCK TRAPP AND SPEEDY HENRY. I REMEMBER OTHERS THAT HAVE PASSED AWAY. THE FORWARD ENGINE ROOM WAS THE BEST.

 rOBERT j. lUTTRELL—mm3 – (mAY 14, 1955 – jAN 18, 1957) – plankowner -- I enlisted in

 the Naval Reserve Feb 6, 1952 as a senior in high school. Did my naval reserve

 service until I was called to active duty Jan 27, 1955. Boarded the USS AEOLUS

 (ARC-3) as part of the commissioning crew at Baltimore, MD.

 i have GOOD MEMORIES OF many OF THE CREWMEMBERS - skipper – CARTER-craddock- sosnowski – trap - jenne - olson -CAMPBELL – andy -AND MANY, MANY OTHERS that had different duties through out the ship. IN 1996 I ORDERED FROM THE NAVY ARCHIVES - THE MICROFILM FROM mAY 14, 1955 THROUGH fEB 1957. I sTARTED searching on the [www.switchboard.com](http://www.switchboard.com), and when i thought i had maybe located the right person, i CALLed AND MAde CONTACT with several of my former crewmembers. The first one i got – Charles Skipper, were you on the aeolus,

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 and he said ‘you’ve got him’ – 2nd call was to ralph olson – found him living

 about 10 miles from me – got together for lunch – and that is how it all

 started in locating crewmembers! I was SO GLAD THAT THEY STARtED THE REUNIONS in 2000. I didn’t know about the first one, but john carter contacted

 me for the 2nd one.

 pRIOR TO MAKING mm3, i ALONG WITH OTHER CREWMEMBERS HAD SEVERAL duties

 INCLUDING: WORKING IN the WELL WHERE WE WOULD SIT ON THE SURVEY/TESTING CABLE

 work it round and round to make a tight fit – still had the hydrophones attached - AS IT WAS BROUGHt BACK UP FROM THE OCEAN BOTTOM – SMELLY – WET!

 If my memory is correct, we would pick up 2 sizes of cable at simplex, newington,

 nh – the test/surbey cable was about 1-2” in diameter and the permanent

 cable - may 4-5” ?? (don’t remember if the permament cable had hydrophones)

 TOOK MY TIME IN THE KITCHEN – MAKING FRIENDS WITH THE COOKS AND WOULD GET

 SPECIAL FOOD, ETC. i WAS FORTUNATE ENOUGH WHEN i MADE mm3 THAT i WAS

 ASSIGNED TO A 4-MAN STATEROOM WHERE WE SHARED 1 BATHROOM. oTHERS WERE

 IN A 48 MAN STATEROOM WHRE THEY HAD TO SHARE 1 BATHROOM.

 I remember when we were given flu shots – i didn’t think to tell anyone that

 i was alergic to eggs – my face swelled, eyes closed – really scared the medical

 team. They reacted quickly! to this day – no flu shots!!!

 I REMEMBER THE HELICOPTER CRASH AND LOSING SOME its CREW – AND i THINK IT WAS BRINGING MAIL BACK FROM THE SHORE?? mEMORIES OF CERTAIN CREWMEMBERS CATCHING SHARKS AND CUTTING OUT THEIR TEETH. WHILE THE SHIP WAS IN SAN fRANCISCO, i RENTED A LOCKER OFFSITE TO KEEP CIVILIAN CLOTHES WHEN WE WERE ALLOWED LIBERTY . Lots of gays in SF and they would call us sailors

 ‘SEAFOOD’ .

 My discharge date was jan. 18, 1957 and when we completed our time, myself and tom DIEHL, hitched a ride back home in philadelphia with john carter in a car he had just bought. i have great memories of my time on the USS Aeolus and would join the navy all over again!

 John carter – BM3 –( May 55 – Jan 57) – plankowner – SAYS HE doesn’t remEMber dates

 of where and what locations but notes: i joined the navy and reported to the

 philadelphia Naval shipyard. There I met Tom Diehl and bob luttrell. while

 there i remember having mess hall duty – washing and inspecting the silverware.

 I enjoyed our liberty in philadelphia by gong to a place called ‘the pub’ and other

 loations.

 arter arriving in norfolk, they sent me to boat handling school in little creek,

 va., on the operation of the landing craft used from ship to shore, etc.

 after making boatsman 3rd class, one time i was on the Captain’s gig where

 i stood by and relayed start/stop, etc., messages to bob luttrell (about 15

 feet in front of me) – Another time, we were in the small double pointed whale

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 boat going from the ship to the pier – and when we got close someone was directed to throw the line over – it didn’t happen – and we drifted away. i think it was 1st lt. yakich that grabbed the rope and pulled us in to shore.

 after making bm3, I was in charge of the paint locker located in the a-frame.

 crew members would bring me a chip of the paint. i would match it and give them

 whatever amount of paint they needed for the job. after making bm3, I did not

 have to ‘go down in the wheel’ to work the cable, but stood at top and super-

 vised the handling of the cable back in place. when i was on duty on the bow

 with the exectuive, i would relay through the squawk box when/how to go/stop.

 If i remember right – that while doing ops, 1 bell for forward, 2 bells for stop, 3 bells for reverse and 4 bells for full speed ahead.

 i remember that during one of the ops operations, our ship lost an anchor

 and could not locate it. i don’t remember where, but we were close to some island. some of the natives came out in their boat, using their square boxes

 with a glass bottom that they used for diving/fishing, etc. (about 2 ft. x 2 ft).

 they were able to locate the anchor for us and we were back to work!

 i remember taking a ride on our ship’s helicopter. on off days the helicopter

 crew took anyone that wanted to go on a short ride. there were a few

 ‘inappropriate pranks’ that i was involved in – funny memories but not to tell!!!

 as i was about to complete my tour o f duty at the end of january 1957, someone

 had a 1946/47 plymouth car that they put in the anchor pool. there was about

 60 crewmembers that put $l.00 in the pool, and the person that won would be

 the closest to the time the anchor was dropped at our stop. the person that

 won the car did not want it, so i bought it from that crewmember for i think,

 $90.00. i remember buying green paint and painting the car, bought 4 recapped

 tires. i left treasure island at the end of january 1957 with two philadelphia

 crewmembers – tom diehl and bob luttrell. we drove down through texas

 and in some town/highway, was stopped by law enforcement. since we had

 our blues on and our service numbers on our back, they thought we were

 escaped convicts. after showin them our papers they let us go. stopped

 somewhere to eat and there was this waitress that said she wanted to leave with us -- thank goodness we saidno!! on our way we also stopped in tennessee

 at my aunt sarah’s to spend a night or two. they were tenant farmers, had

 linoleum flooring, and boy it was cold on our feet! we took time to help

 her with the feeding of the cows and chickens – like to froze! i think i kept

 the car about two more years after arriving back in philadelphia.

 GEORGE NORMAND MALO – BTC-E7 – May 1955 – JAN 1957) - PLANKOWNER – (Deceased in

 1993, wife Jackie is on the Aeolus mailing list). jackie sent us a package of george’s

 stations and vessels of his time in the navy from 1947 – 1967.

 1947 -US Naval training center, great lakes, ILL; 1948-1950 – USS GLENNON,

 DD240, Rhode Island, rate fn; Harbor Defense, portsmouth, NH. first naval

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 1953-55 District headquarters; May 1955 transferred to USS Aeolus (ARC-3);

 Rank BT3, disembarked 1956 in San Francisco, CA; Jan 14, 1957-OCT 1,1959 TRANS- ferred to USS PRICHETT - DD-561, RANK BT2; transferred 10-1-1959- 3-1-1963 to USS Los Angeles CA-135 – Rank CPO – BTC. 1963-1966 -U.S. Navy Recruiting NRBS –Rank CPO , Yonkers, N.Y. and last – Jul 22, 1966-Jun 19, 1967 1967 on the USS Alvin C. cockrell DE366 – Rank CPO. Received his Certificate of Retirement dated Jun 1 1977.

 Jackie sent pictures of the ships that george was on; family pictures – one of she

 and george dated Feb. 1956; various certificates; retirement picture - 6-1-1977), (NOTE: these will be added to the USS aeolus (arc-3) photo album that will be taken to the next reunionS)

 we had many friends from the ship whom some of them came to our home

 in san francisco, one being chuck trapp. I visited with Reba and Chuck trapp a few years back. What a lovely couple. Had a great time!

 richard mastriano – Rank adr – (sep 55 – dec 55) – boarded the aeolu sin norfolk, VA.

 Was TAD from NAS, Lakehurst, NJ. with helicopter detachment – HU - was on the aeolus then they were in the caribbean, puerto ricO, barbados, antiqua and st. thomas. after my tour I left the ship in norfolk, va. and went back to lakehurst,

 IN a conversation with Richard, he has approved me adding to his submitted

 info, that as a member of the helicopter crew, they would check ahead

 of the aeolus for any floating objects or broken cable lines, and would

 relay the info back to the ship - usually the western electric (or at&t) people were on board the aeolus and not the helicopter. The helicopter crew also

 was availabe to transfer the captain or personnel that had to go to/from

 shore to meet with diplomats, etc or to pick up supplies/parts from the shore

 and back to the aeolus.

 he and his wife continue to dive to the various locations of ships in the

 area of the aeolus and has dived on the aeolus several times – going into

 the mess hall and other areas OF THE SHIP. he Noted that the ship is in three

 pieces due to hurricans, etc. They also enjoy diving with their grandchildren.

 Charles E. Alexander (3rd Medical Officer) – November 1956 to mid Oct 1957) – Roy Graveson

 preceded me, and he followed Plankowner ‘Slippery’ Evans, whose first name I can’t recall).

 I boarded the Aeolus via her helicopter off the coast of the Columbia River, sailed to her home port at Treasure Island, CA., and was immediately sent to the one-week Atomic Defense course there. Having returned aboard fired up for conveying my new knowledge of what to do when the bombs drop. I was deflated by our LCDRexec, Ed Tosczko, who said ‘Doc, we’re an operating ship. We do our training during yard periods.” We entered the Mare Island Naval Shipyard a few weeks later, but I don’t recall much training except Watch, Quarter & Station drills. Later, we sailed and laid cable ‘somewhere off the coast’ of British Columbia, made our first voyage back to Portsmouth, NH to the Simplex Wire & Cable Co., via the Panama Canal

 (during which I became ‘hog-assed drunk’ in Panama City and was carried back to the ship

 by an obliging and perhaps embarrassed crew. I still have a white hat autographed by my

 shipmates from that event; I also recall being sea-sick the next afternoon as we descended

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 the Gatun Locks on the Atlantic side of the peninsula – that was one huge hangover! We

 sailed up the Pisquataqua River, where we arrive on a cold February 2, 1957 morning, and

 cruised past the then-active Naval Prison, clipped an ship’s antenna on the US1 bridge span (bridge operator hadn’t raised the draw to full height) and enjoyed shore leave.

 Then back to the West Coast, cable laying off the coast of California with a AA cable lay

 at its terminus on a Channel Island – again a memory of the entire crew fishing from the

 decks as splicing operations took place; what a haul! I don’t think the area had even been

 fished before. A second trip to Simplex in October 1957, where we encountered a gale off

 Cape Hatteras. The exec muttered, ‘if you don’t go into Norfolk, it sends the shit out to

 greet you anyway. Ed was a mustang QMC, now a LCDR – Old Navy to the core. We took

 a 23-degree roll that among other events, shoved the wardroom couch through the non-

 metal interior bulkhead. I remember finding a secure spot on the wardroom deck, between

 two built-in cabinets, but failed to notice that it was under the pass window from galley to

 wardroom; I was baptized with a tray with Friday’s traditional baked beans all over my

 head. I was so tired and hungry that I tried some and have loved them for breakfast ever

 since. There was a short visit to Halifax, NS, described in the fleet guide as “presenting a

 weather beaten appearance but with a warm, hospitable population.” And how! The

 crew pretty well disgraced themselves with happiness, with about two dozen presenting

 themselves later before the captain, CDR John Weir, at his mast; most had sobered up by

 then; none needed to access Sick Call, I’m proud to say. We then operated out of Argentia,

 NF, until the captain discovered during a SOPA visit that there was flu aboard. He ordered

 all hands back aboard and had me administer influenza vaccine to everyone over the

 course of four hours (all individual glass syringes in those days) and set sail to our cable-

 laying site. The design of the AEOLUS was such that I could isolate the initial cases in the

 flight-crew quarters, and we had only four cases! This was the infamous Asian Flu of

 1957-58, for which the vaccine was completely ineffective. (Side note: After my transfer

 to NAS Alameda, I came down with flu on Christmas Day 1957, (but believe it or not, I’ve

 never missed my annual flu shot except one year, when I knew the virus had mutated again

 and the vaccine was worthless).

 When we finally set sail for our T.I. home port, the ship stopped at Norfolk, where my

 1952 Plymouth and I were off-loaded and I departed for my new duty station; aside from

 the car’s chrome turning green, it survived for another month, when it broke a rod on its

 way to being traded in. The crew had decided that their ‘rich’ bachelor doctor (I made

 $6000 my first full year in the Navy) should drive a sports car and, further, that it should be

 a Porsche. (Side note: I’d never been in a sports car before, but ordered it by mail from the

 NYC agency, the lowest-cost model, Porsche 365 speedster, for which I paid about $3600

 cash. Restored models were going for about $75,000 in the late 1990s).

 Among our civilian tech reps were Charles Williams, Navy Hydrographic Office; and

 Russell Carpenter, the chief technical advisor from AT&T’s Bell Laboratories. I remember then

 especially, as we played bridge with the captain most nights at sea. John Weir was an

 enthusiastic bridge player, but Chuck Williams was a Life Master and I was pretty good

 myself then. We never threw a game to the captain despite his veiled hints that we might

 like to do so.

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 Like every single, male, brand-new physician in 1956, I had to volunteer for two years

 military service or be drafted for the same period of duty but without $100/month bonus pay.

 I was afraid of drowning at sea, did not want to relive my military-school life in the Army and

 chose the Air Force by default. So did 60% of my MD colleagues. Of course, I got the Navy

 and was assigned to a ship! Immediately, I fell in love with the sea, the ship and the Navy

 as a result and spent 20 happy years on active duty. Thank you, follow Aeolians. God

 Bless you all and may our ship rest in peace in her salty grave. (Charles E. Alexander,

 CAPT (MC) USN retired, Oxford, PA) NOTE: Has old Kodak photo disk with pictures)

 James ‘Jim’ Miller – Rank FN – (Nov 56 – mid 1957) Per Jim’s wife Suzy, Jim passed away 7/2/2010

 but she continues to get the AEOLUS newsletters. Jim boarded the AEOLUS at Mare

 Island, Vallejo, CA, went to Canada, stopped by Treasure Island (where he visited his sister)

 and at a later date through the Panama Canal and up to Portsmouth< NH. Jim worked in

 the post office at the military air base. He was sent there for an assignment as a Navy

 firefighter. (He had been a volunteer firefighter in high school). The ship that was taking

 him to Guam (not the Aeolus) broke down. That delayed his arriving to Guam on schedule.

 the firefighter position had been taken so they gave him a choice of duties – one was MP

 and the other was the post office. He decided the post office was better duty. Turned out to

 be a good decision. NOTE: Suzy sent 3 pics with 3 views of the AEOLUS that Jim had for

 almost 60 years, along with a pictures of Jim in uniform.

 My husbands sister and her husband had a party boat out of Alameda, CA in the late 1970’s

 we were sailing in the estuary, on the way to go fishing in the San Francisco Bay, we passed

 the USS Aeolus in dock. It was a thrill to see it. NOTE- their party boat was the 40 ft.

 Admiral Barge off the USS TEXAS. They bought it in the 1950’s. I (SUZY) have the steering

 wheel hanging on my den wall. Jim was in the reserves 6 years – 2 years active duty.

 Joined the Navy 9/24/56 – and I believe the USS Aeolus was his first active duty after boot

 camp. ANOTHER NOTE: I am in the process of having his ashes buried at the Military

 Cemetery in Dixon, CA. I have had him gone for 5 years, it is time I do this.

 JAMES ‘Jim’ Wallin –Rank EM3 – (Dec 1956 – May 27, 1960) – I boarded the Aeolus in Mare

 Island, CA. Feb. 1957 in Portsmouth, NH – one thing we should not complain about is the

 food aboard the ARC-3. On my first night in Portsmouth – Lobster. A Texan (Jim) is not

 used to eating much lobster so I said ‘who wants’ and with that Ron Dignazio had my

 lobster. While in New York we had Long Island duckling for dinner and in Seattle, WA – king crabs. During rough seas – milk and food on the floor made is very slick and you just grabbed what you want the most – grab a pole and hang on and eat fast.

 In November after Capt. Whitaker took Command, we were in Adak, AK - I think for fuel

 but the fuel barge was sunk in the middle of the harbor. We then had base liberty. What

 followed next (approx.) 0600 Aeolus Aeolus Departing – 0630 Aeolus Aeolus arriving –

 0645 single up all lines – 0700 shift colors. That wasn’t hard to figure out – we were just

 told to leave! The Captain was not happy!

 While in the North Atlantic I saw an iceberg -- while we were in Argentia, NF, a sailor

 died from Hydrogen Sulfide poisoning. There are now strick OSHA rules for confined

 space entry like going into our cable tanks.

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 Another time, they wanted me to climb the mainmast to the top and go out on the

 yard arm and change a light bulb. I could not do it. Another memory – during operations

 in the North Pacific, we heard that the Captain had requested that we be able to go to

 Japan to buy Christmas presents. It was denied.

 One of those extended trips in the north, we lived on potato soup and frozen milk to

 finish the job instead of having to return later. I think this was a job for Ma Bell – and for

 this, every man on board had an accommodation placed in his record.

 A highlight for me was when we were in San Juan, PR – we were tied up next to the

 Christina, owned by Aristotle Onassis. I heard he was taking Winston Churchill on a

 ‘thank you’ cruise around the world. That was one of the things that I will always

 remember. I left the ship May 27, 1960 while ship was at Simplex Wire Works.

 I hope this info helps – every year the grey matter gets thinner and thinner.

 WALTER VISNISKI – RANK ENS/LFJS operating officer) – ( Feb 7, 1957 – Jan 1959). Boarded in Mare Island Shipyard, Vallejo CA and disembarked at Treasure Island, CA. Memorable moments:

 We were doing operations – highly classified at the time. These details were not even in

 operation plans classified SECRET. Contractors (Western Electric/Bell Telephone Labs/

 Woods Hole Institute) ran the show. Also during this 2 year period ARC-3 conducted survey

 operations, cable repair ops, mid-section connections. We did only one task that landed

 the cable at its terminus (San Nicholas Island in Calif). Western Electric was in total control.

 During all cable operations I spent at least 12 hours a day conning the ship and controlling cable pay-out from the bow of the ship. There were only 2 officers qualified to lay cable,

 the Executive Officer and myself. We worked 6 hours on and 6 hours off on this task. The

 two periods off were to do your regular shipboard duties and get some rest

 Don’t remember ever laying ‘test cable’ during my tour. I do remember that with some of

 the cable we picked up and repaired, similar devices were on the cable but I thought they

 were “amplifiers”. I think that the initial (permanent) cable was very large – may more than

 8” in diameter. They progressed to “optical fiber cable” which was about 5”.

 Because of top secret nature of OPS at that time (1956-59), most of the Navy did not know what ARC-3 did or where at. This created problems with personnel rotation and even mail

 delivery. When the ship sailed under the Golden Gate Bridge it was detached from all

 of the Navy except for its operational Commander. I remember because no one notified

 an Indian Chief in Canada that a Navy team would be camping as an electronic station,

 he was upset. Negotiations were at Washington level, but to conclude, an agent from

 Canada boarded the ship (as sea via helicopter) and one of them had to convince the

 Indian Chief (who had never seen a helicopter) to get aboard his chopper and fly over

 the ocean and land on a ‘postage stamp’. The matter was resolved by the Canadian

 Indian Agent with assurances of reimbursement to the trice – which later US repaid).

 Our teams were always concerned for the environment and only hunted for what they

 needed, and cleaned up after they left.

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 If all goes well with my health, I will go on a cruise in November. The first stop is in

 Bermuda, which got me thinking about ARC-3s visit in 1958. At that time all going ashore

 had to be in uniform (dress whites). Also in Bermuda very few cars were permitted and

 most people used bicycles or motor scooters. Some of the fun-loving guys rented motor

 scooters. With the narrow roads and driving on the wrong side (left) of the street.

 Many had minor accidents. They were a rag-tag bunch coming back to the ship with

 dirty, torn and bloody whites, and scrapes and bruises in addition. The real clincher was

 about a half-dozen guys had not turned in their scooters, and came racing down the pier,

 but didn’t stop, and went off the pier into the water! The next morning the Naval Attache

 was at the ship to see the skipper and told him NO MORE SCOOTERS for the ship’s crew.

 Damages to the local shrubs/walls, etc. would be worked out by the Embassy. BELIEVE

 IT OR NOT!! After leaving the USS AEOLUS I transferred to Navy Ammunition Depot,

 Concord, CA.

 JOSEPH ZOLLO –Rank YN1 – (1957 -1960) – DECEASED 2014/15 – LETTER RETURNED FROM NEW

 owner at his address – telling us - Mr. Zollo has passed away.

 DAVID GOODROW (Rank ET2) – Jan 58 – Sept 1958. Boarded and also disembarked at Treasure

 Island, CA. When I got on the ship in Treasure Island, we soon went up to Seattle & Peugot

 Sound and was laying cable, but never North to Canada. Somewhere around Feb/Mar 1958,

 the Aeolus went back through the Panama Canal to Portsmouth, NH to pick up cable. Got to

 have R&R in New York City for a week. While there the USS AEOLUS was docked next to the Queen Mary. I returned to the Pacific and completed my tour of 9 months there since the

 ship was ready to return to Portsmouth and if I had gone back through the Canal, it would

 have ben past my date of completing my tour.

 Clayton E. Whorton, JR. (Rank BT2) – Apr 1958 – Dec 1961). Boarded at Treasure Island

 and disembarked in Portsmouth, NH. I remember Adak, AK – Acapulco, MX – San Juan

 PR – Bermuda – Argentia, NF – Azores Island – plus many more locations.

 My most memorable was the Typhoon in The Bering Sea in 1959. I also remember seeing

 Winston Churchill in San Juan, PR in 1961.

 Joseph Jesso –( Rank SN) – Aug 1958 – Oct 1961. Boarded in Portsmouth, NH and disembarked

 in Jacksonville, FL. In July 1958, I left Pearl Harbor with orders to report to USS Aeolus in

 San Francisco. She wasn’t there so I spent about three weeks in transit barracks. Finally

 received orders to catch Aeolus in Portsmouth, NH. Arrived in Portsmouth, Aeolus was

 not there – spent more time in barracks.

 We operated in the North Atlantic, the Caribbean, in the Pacific, the southern side of

 the Aleutian Islands, Adak, Alaska and in the Bering Sea. Russian Frigates were tailing us

 in the Bering Sea. We pulled liberty in Saint Johns, NF, not a hell of a lot to do there! Sydney, Nova Scotia, had fun here. Bermuda – drank a lot of Rum Swizzles! Liberty in Antigua and

 other islands. I made two passages through the Panama Canal, one West and one East with

 liberty in Balboa, Panama. Had more good times. Serving aboard Aeolus was pretty good

 duty even thought I didn’t think so at the time. I remember hearing stories of losing a helicopter.

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 My most memorable moment – late September 1958 Aeolus left Portsmouth on our way

 to Alaska. We had three days R&R in Acapulco, MX and had way, way too much fun!!

 Mid November 1958, in the Bering Sea we had several miles of cable on the bottom as a

 Typhoon rolled across the Pacific from Japan. The Captain decided to ride it out rather

 than cut the cable and run for it. We were hit with 49 & 50 foot seas for three days!

 Damn that was rough! Didn’t think we would make it! I don’t remember the exact date

 in 1960, the Aeolus was tied up to the pier in Argentia, NF where the US had a Sea Plane

 Base. A very large storm was headed up the East coast so we were ordered out of the

 harbor as it was pretty narrow. All of a sudden, the Aeolus was part way up a Sea Plane

 ramp! The Captain was transferred within a few days!!

 I grew up on a cattle ranch in South Dakota, met Carol in Portsmouth on a blind date

 in 1959. Soon will be 56 years later, here we are with 4 daughters, 7 grandsons and 6 granddaughters

 William Powell – Rank SH-3 – (1959 – June 1962. Don’t remember when in 1959 that I boarded

 the Aeolus but it was in port at Portsmouth, NH. I worked many duties – deck force, supply department (mainly laundry), then took the test for 3rd Class Petty Officer for a Barber.

 I had never cut hair prior to boarding the Aeolus, but I ranked) – and LEARNED to cut

 hair on sometimes ‘angry crewmembers’. (I did not continue as a barber after the service).

 I remember we went to Puerto Rico, and islands in the Caribbean, and to the Azores.

 I disembarked the Aeolus in Jacksonville at the Jacksonville Naval Air Base in June 1962,

 since my completion date was near and would have been past before we arrived at the next

 location of the Aeolus. I think I was at the Naval Base about 10 days to 2 weeks prior

 to my release.

 Robert J. Adams – Rank CS-3 (Dec 1959 – Aug 1963) Boarded and disembarked in Portsmouth, NH.

 Jan 1960 for 3 months of OPS in the Caribbean Islands – Jan 1962 – 9 months in Adak, Alaska – I believe the ship was docked at the Naval Base there. Another time while in the area a big storm came through and we had to take refuse at Adak until the storm passed. Afterwards

 we began laying cable again. I was on the ship when it collided in San Francisco Bay and we had to stay there for a while for repairs. I also was on the Aeolus when we went to the Azores (I think Sao Miguel or Faial – for 1 day) & North Atlantic.

 It was a great time in my life. Most memorable moment is just having made friends and sharing good times and a few sad times.

 John Saboe – Rank RN – May 1959 – Sep 1960. No other information sent

 Jules ‘Joe’ Rutledge – Rank BT2 – ( Jul 29, 1959 – Apr 1963). Boarded in Halifax, Nova Scotia and

 disembarked in Boston, MA. Remembers spending July 1959 for 1-1/2 mos. off the coast

 of Newfoundland. 1962 Several weeks in San Francisco, Panama and off coast of Cuba during

 the Missile Crisis. 1963 – Bermuda, Puerto Rico –

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 Sept 1962 our ship collided with a tanker 7 miles from Golden Gate Bridge, San Francisco.

 Spent several weeks in Richmond, CA. for repairs. Docked at the West coast of Panama

 Canal for days. Watched US military transport passing from Pacific through the canal

 heading toward Cuba. Remembers the Captain announcing for all of us to make peace

 with our maker for it could be our last days on Earth.

 I remember that somewhere in the Atlantic while doing OPS, that we (Aeolus) found

 a floating WWII mine. Some crewmembers tried to shoot at it to get it to blow up, but not

 able to do so - so the Captain called to Coast Guard to check it out.

 Ken Beal - Rank DC3 –( Jan 1959 – Jun 18, 1960). Boarded in Treasure Island< CA. and disembarked

 in Portsmouth, NH. Remembers being through the Panama Canal, San Francisco, Acapulco,

 Ft. Lauderdale (Jan 1960-May 1960) – Antiqua, Halifax, NS – Newfoundland, Bermuda.

 When I left the Aeolus I boarded the USS Sperry.

 Ralph Stratton ‘Stratt’ Riggs – Rank YN2 – (June 1958 – Oct 1960). When I went aboard in June 1958,

 our home port was Treasure Island in San Francisco. About a month later we sailed to Adak, Alaska. Our assignment was to lay sub detection cable between the islands to track Russian subs. I remember that a Russian sub followed us the whole time and a Russian airplane made a

 low pass. There was also a typhoon that made us take 47 degree rolls. Lived on bologna

 sandwiches and frozen strawberries for about 4 or 5 days.

 About December (or Feb/Mar) we changed home port to Portsmouth, NH. We stopped

 at San Diego and Acapulco, Mexico. Stayed about a week in Panama before going through

 the canal. Went to Norfolk where we stayed for about a week then on to Portsmouth.

 Around Feb/March 1959, we went to Puerto Rico and Bermuda – laying cable for detecting

 rockets fired from Cape Canaveral. Around June 1959 we went to Argentia, Newfoundland

 and laid sub cable in that area. The following winter we went south and worked out of

 Ft. Lauderdale, FL.

 An event that sticks in my mind the most was the death of Bruce Barrett, SN on July 1,

 1958. He died in the forward cable hold after he went down to the bottom of the spool.

 There was a full load of cable which absorbed the oxygen and replaced it with a gas that

 killed Bruce. BMC Rallins and I went down to get him when he was discovered and we both

 had to be rescued and taken to the base hospital.

 Some of the men I served with were Mark Anthony, BMC, Sharp, BM1, Joe Jesso, SN,

 Frank Latino, SN, Rubin Miranda, SN, CVVO Marlin, Lt Cdr Leo Waring, Birdsong, BM2

 and John Saboe, SN.

 Michael Nidek – Rank CS3 – (1959 – 1963 ) -- Boarded and disembarked in Portsmouth, NH.

 Too far back for me to remember dates, etc, but I had fun. I then met my soon to be

 wife and I didn’t want to dray her all over while being in the Navy.

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 Michael Jarvis – Rank SN (Oct 1959 – May 1960) Boarded in Portsmouth, NH. Nov. 1959 had four weeks in Florida, Bahama and arrived in New London, CT the Saturday after Thanksgiving. December 1959 – 3 weeks going to Bermuda and back to Portsmouth for (Christmas) holidays. Jan 1960 – May 1960 ?? – Laying cable from Bermuda to St. Kitts and Nevis. Liberty in San Juan, Antiqua. Had a beach party in Aguadilla, PR. Went back to Portsmouth at last once.

 I remember Charles Brown was transferred off the ship after drinking Av Gas. He died.

 Another memory that one seaman was injured when a coil of line fell on him from wing of

 cable tank.

 My happiest moment was leaving ship. After leaving the Aeolus I spent one year at Dam

 Neck, VA., in Missile “A” and “C” school. In June 1961, I transferred to US Naval Ordinance

 Missile Test Facility in White Sands Missile Range, NM. I left the Navy December 27, 1963

 in Portsmouth, NH..

 THANKS TO ALL WHO TOOK THEIRIME TO SHARE THIS INFORMATION WITH CREWMEMBERS

 WE HOPE THAT YOU WILL HAVE AS MUCH FUN AS WE HAVE WITH THE INFORMATION & STORIES

 THIS COMPLETES THE END OF SECTION 1 (1955-1959) - completed Sept 12, 2015

 Section 2 – (1960-1967)

 Section 3 – (1968- 1973) – also includes crewmembers that was part of the Military Sealift

 command - USS AEOLUS (T-ARC-3) – (1979-1981

 Section 2 and 3 will be released within the next two weeks.

 NOTE: If any of these Aeolus stories/history bring any memories that you would like to share,

 please email or send to us and we will generate a Section 4

 NOTE: For those of you that were part of the 1955-56-57 crew can you please help with:

1. Would be nice to know what type of test cable was layed to take the soundings of

 the ocean floor – what type hydrophones/ how many feet/miles were they placed.

 2) Once the permament cable was layed did it have any devices attached to it

 3) When picking up cable at Simplex, how many feet/miles were loaded into each ‘well’

 PLEASE MAIL any information that you would like to share to:

 Robert Luttrell

 1814 Enrique Dr.

 The Villages, FL 32159

 (or call 352-259-8758)

 OR – EMAIL to: luttrellb@aol.com

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