USS AEOLUS – Memorables – Section 2 –

 Crewmembers that boarded the USS Aeolus 1960 to end of 1967

 Zach Garr – Rank RD3 – May 1960 – April 1963 – Boarded and disembarked in Portsmouth, NH.

 Remembers being in Bermuda and Adak, Alaska. Remembers the Golden Gate Bridge

 collision and later saw the same ship in Oregon.

 Richard ‘Dick’ Wallace – Rank SN – Oct 1, 1960 – July 1, 1963 – Boarded in Norfolk, VA. and

 disembarked in Portsmouth, NH. Remembers being in Bermuda in 1961; Adak, Alaska

 in 1962; Astoria, Oregon in 1962; Richmond, CA. 1962/63 and Newfoundland in 1963

 Remembers the collision around the Golden Gate Bridge. The Aeolus was layed up in

 yard for a couple of months.. Completed time and did not transfer to any other ship.

 Samuel ‘Sam’ Stroface –Rank PN3 - Aug 2, 1961 – 1963 – Boarded in Portsmouth, NH and

 disembarked in 1963 and went to the USS Searcher (AGR-4). Disembarked the USS

 Searcher Feb 24, 1964 in Providence, RI. Drove back to Detroit, MI where I was born.

 Was on board the Aeolus during the Bay of Pigs and had a Top Secret Clearance because

 I did the ships logs. I was always talking to the Exec and Commander Johnson, typing up

 orders and things for the ship. We had staterooms for the enlisted men E-4 and up.

 Four men to a room and depending on which department you were in and only so many

 could get a room, I had one and it was just like a cruise ship. Working with all of the

 officers because I was in the ships office was a great feeling. I had a little ‘clout’.

 I always wondered about one guy, his name was Anthony Cappelli – we were very good

 buddies and did a lot of things on liberty together. Sure would like to hear if he is still

 around. He was from New York I think.

 The ship hit ports like, Boston, Miami, went through the Panama Canal during the Bay

 of Pigs, went to the Azores in Spain, Washington State and of course home port, Portsmouth,

 NH. We tied up in front of the submarine USS ALABACORE of which I had buddies on

 while waiting for the Aeolus to come in to board her. I event went down inside and looked

 through the telescope at our ship in the cross hairs. They had better food and they could

 eat at anytime they wanted after the evening meal.

 Lots of good memories from that ship. Remember the small collision in San Francisco Harbor

 coming in from a cable laying operation in Washington State. It was very foggy and we got

 hit by a tanker twice our size. It put a perfect V-shape in our port bow down to the water

 line and went thru one inch steel plate. Got to see San Fran for three weeks!

 Craig Lawson – Rank EM3 – Sept 1961 – Feb 1964 – Boarded and disembarked in Portsmouth, NH.

 I remember being in Newfoundland; Azores Islands; Bermuda; Guantanamo Bay, Cuba;

 Adak, Alaska; Astoria, Oregon; Panama and Willamette Shipyard, dry dock in Oakland, CA.

 USS AEOLUS MEMORABLES Section 2, Page 1 of 12

 Remember the collision with tanker in San Francisco Bay. I also remember that some-

 where in the Atlantic while doing OPS, we found a floating WWII mine. Some on the crew

 tried to shoot at it and get it to blow up with no luck. Finally the Coast Guard was notified

 to take care of it.

 John Moliere – Rank QM2 - (Jun 1962 – June 1962) Two weeks only. Boarded while ship was

 at Simplex Factory taking on cable and received a call that the USS Salamonie (AO-26) was

 at Newport, RI. and had to get underway for Boston to go in the Bethlehem Steel yards in East Boston. They had lost two QM’s (I don’t know if it was a car wreck or what) anyway they were short of crew expecting to gear up prior to leaving the yards in the fall so a QM was needed to navigate and go around Cape Cod and on to Boston. Therefore after only two

 weeks I left the AEOLUS and on Jun 25, 1962, joined with the USS Salamonie as the only QM aboard.

 NOTE: I never received or sewed on an Aeolus should patch. Do you know where I can get one?

 Vincent Grassi – Rank SK3 – (Jan 20, 1963 – Jan 20, 1965). Boarded and discharged in Portsmouth, NH.

 No other info sent

 Jess Seymore - Rank QM – (Feb 1963 – Oct 1966) – Boarded and disembarked in Portsmouth, NH.

 Remembers being in Alaska; Carribean; Iceland; Panama Canal; Long Beach, CA and Bermuda.

 Remembers looking for the USS THRASHER sub. Most memorable was crossing the 180th

 Meridian.

 Stephen J. Barber – Rank MM3/C –(Mar/Apr 1963 – Aug 1966) – Boarded in Portsmouth, NH

 and disembarked in Rhoda, Spain and flew to Philadelphia Naval Shipyard for discharge.

 Remembers doing OPS in Argentia, Newfoundland and Bermuda; Cable OPS in Adak,

 Alaska in the Bering Sea; ocean survey with Marine Helo support in Caribbean.

 Good liberty call in Hawaii, but expensive. Every day was memorable. Some days good –

 some not so – but overall a Great Experience.

 Harry R. Cullers – Rank SN – (Aug 17, 1963 – June 14, 1967). Boarded and disembarked in

 Portsmouth, NH. Remembers being in Adak, Alaska in June 65 for four/six months, laying

 1200 miles of cable. July 1966 for 2 weeks in Iceland – laying cable; May 64 for six weeks

 doing cable repair in Bermuda; Remember 1966/67 for a week at a time, repair cable

 off Washington State and Portland, Oregon Coast.

 I remember the Captain hitting the pier in St. Thomas. He did not wait for Pilot to

 bring the ship in. Most memorable – beer parties in Adak, Alaska – cold beer in OCEA

 was free. It was fun until someone got drunk and burned 2 Quatas huts down.

 On Jun 13, 1967 – 3 days before my discharge, an Anchor window hatch fell on my hand

 - 21 stitches. NOTE: My brother Roger was on the Aeolus during the Cuban Missile

 Crisis and remembers being told by the Captain – to get their lives in order – not knowing

 if they would be involved in the Crisis.

 USS AEOLUS MEMORABLES Section 2, Page 2 of 12

 Wayne E. Cassel – Rank EM3 – (1963 – 1966) – Boarded and disembarked in Portsmouth, NH.

 Remembers being in Halifax, Nova Scotia; Bermuda; Puerto Rico; St. Thomas; Panama; Hawaii; San Francisco; San Diego, Norfolk; Boston; Adak, Alaska; Spain and Portugal.

 I remember the AEOLUS had a near miss up in the Northern Atlantic in the fog. General

 Quarters was called but there was no collision. Most memorable was the

 Panama Canal.

 Ed Maguire – Rank PO3 – (Mar 1964 – Jun 13, 1967) – Boarded in Portsmouth Naval Shipyard,

 NH – early discharge while the ship was taking on cable at Simplex Wire & Cable in NH.,

 My service in the Aeolus was so long ago that I don’t remember any of the dates of

 deployment. After completing Radioman “A” School in Bainbridge, MD., I boarded the

 USS Aeolus. I believe the first cable survey/cable laying job was Bermuda. We were

 there for quite a while. The following winter we had ready tender availability in San

 Juan, Puerto Rico. At one point we took aboard a Marine helicopter to fly Loran “C”

 teams to some of the islands in the East Indies. We also visited St. Thomas around this

 time.

 The XO had the con coming into a Navy station in St. Thomas, and hit the pier so hard

 he knocked the gang plank of a sub tied up on the opposite side, off the pier and into

 the drink. We had a good laugh with that one!

 We later did a long deployment to Adak, Alaska, with operations in the Bering Sea.

 We stopped in San Diego, Long Beach & San Francisco on the way up, and Pearl Harbor

 on the way home. We later made another trip thru the Panama Canal for an operation

 off the coast of Oregon. We also did work in the Norwegian Sea at some point. I

 remember we refueled at the NATO fuel depot in Iceland. The Captain secured a stop

 in Rota, Spain & Lisbon, Portugal on the way home. I remember we’d have preferred

 liberty in Bergen, Norway, but we didn’t get it.

 I received an early discharge on June 13, 1967 while the ship was taking on cable at

 Simplex Wire & Cable, as she was scheduled to deploy to WestPac for operations in

 Guam.

 I went aboard as a Radioman Striker, Seaman 1st class, and was discharged as a

 Radioman PO3. I also served as a member of the crypto board, and PO of my own

 watch section. I enjoyed my service aboard the AEOLUS, and if I hadn’t met my future

 wife, I might have stayed aboard, or at least taken the shore duty that was due me. I

 loved being a radioman sending & receiving messages in code. I had a great interest in

 crypto also. If a sailed wanted to see the world, the AEOLUS was the ship to serve in.

 I saw a great deal of it in my time aboard.

 Lyle Clinansmith – Rank EM3 – (Apr 8, 1964 – Aug 30, 1967) – No other info

 USS AEOLUS MEMORABLES Section 2, Page 3 of 12

 David Ruebsamen (son of Commander Darrel Ruebsamen – DECEASED)- (Mar 1964-Oct 30, 1965).

 David writes: My Dad was CO of the USS AEOLUS Apr 64-65. Dad took the AEOLUS to sea a couple of times. I believe the longest was the deployment from PNSY, Kittery, Maine, out to work off Adak, Alaska, which included a stop in Hawaii. So I assume there was a Panama Canal

 passage and a couple of stops. In a Bio that was written some time ago, I (David, son) are

 sharing more detailed information on his Dad’s Navy Career. NOTE: This Bio history will be sent separately by Mike Jarvis.

 While in the Pacific, he received word that he had been selected for the rank of Captain and about the same time received word that he had been selected for the rank of captain and

 about the same time received orders to the Staff of Commander Service Force, U.S. Atlantic

 Fleet. He then left the AEOLUS in San Francisco and was relieved by CDR Howard Wellsman.

 Note: per the Bio, On Jul 1, 1943 he began his Naval career by reporting to various Schools.

 His first ship being the USS OTTER (DE-210); then following: USS RABY (DE-698); June 1948 reported to USS GROUSE (AMS-15) as XO; May 1949 became CO of the USS GROUSE:

 Dec 1954 – USS DELONG (DE-684) for duty as XO; reported to MSTS office in Manila as

 CO; then came the USS AEOLUS (ARC-3) leaving in Oct 1965. May 1969 reported to

 USS NECHES (AO-47) as CO. After leaving the ships at various stages, you can follow his career by reading his biography.

 Note from David: A friend of mine’s dad was on the USS Neptune so we have a small ARC admiration society here in Northern Virginia. I served in the Navy from 1973 – 1994 myself and still do defense related work. David notes that he has some slides and things and may be

 able to piece some dates together if you lack details form the period. *(See addendum*)

 Scotty McLaughlin – Rank EN3 (Apr 23, 1968 – Jan 10, 1972) – Boarded while loading cable

 at Simplex. Scotty answered back when a picture was sent out for identification – picture taken Oct 13, 1968 – showing Midway Islands. Scotty writes back that he was serving on board when the picture was made and they (people in the pic) look familiar but just can’t remember their names. Since their work uniforms are so clean I am sure they weren’t in the engineering dept.! I hope someone can remember who they are.

 I went on when we were loading cable at Simplex. I was just out of basic at Great Lakes.

 That 1968 cruise was a long and problem filled one. It was my first cruise. We spent

 Thanksgiving and Christmas at sea and did not get home until January. That was a real

 learning experience for me while on the Aeolus.

 John Holmes – Rank LTJG – (Apr 1964 – Sept 1965). Boarded in Portsmouth, NH and disembarked

 in Adak, Alaska.

 Remembers doing OPS in the North Atlantic and Bering Sea. Remembers setting out

 Navigational aids in the Caribbean islands. Memorable moment was standing watch over astronauts off Bermuda in their dive tanks.

 After leaving the AEOLUS, I was assigned to Recruit Training Command, Great Lakes, Illinois

 as a Battalion Commander. (CRUITRACOM GLKS).

 USS AEOLUS MEMORABLES Section 2, Page 4 of 12

 George J. Chinnici – Rank Ens/LTJG/LT –( May 1964 – Feb 1967) – Boarded and disembarked at

 Portsmouth Naval Shipyard.

 **1964: Summer/Fall** – Operated in South Atlantic around Bermuda, cable operations,

 support for NASA, installing navigational aids for submarine force. In and out of Bermuda

 for liberty. **Late in 1964** – Tested and calibrated navigational aids in Caribbean Sea area.

 These operations were conducted with a helicopter aboard, we had a number of different

 (Navy and Marine) crews aboard all year. Performed training activity in GTMO operating

 area, and had repair availability in Puerto Rico at end of year.

 **1965: Winter/Spring** – conducted small cable operations in Atlantic, retrieving cable from

 original trans-Atlantic communications cable. Summer/Fall – Deployed to northern

 Pacific, Bering Sea, operating area for cable operations. Made west bound liberty in

 Panama, Long Beach on the way to Adak. Returned in late fall, in time for Thanksgiving.

 Made liberty stops in Hawaii, San Francisco and Panama.

 **1966: Late 1965/Early 1966**: Shipyard availability in Boston. Ship was overhauled, dry-

 docked. Crew commuted to New Hampshire for 3-4 months**. Spring/Summer**: Conducted

 training and small cable operations in Atlantic. Returned to Pacific, off the coast of Northern

 California to retrieve cable sections. Returned to PNSY, loaded materials and departed

 for northern Atlantic. Arctic Ocean for cable operations off Iceland. Witnessed eruption

 of volcano at sea, off Iceland. Returned from deployment via Rota, Spain and Lisbon,

 Portugal.

 In 1965 I was assigned TDY to the USS Barry (DD933) in the GTMO training operating

 area. I was on board for about a month, received OOD training.

 Most memorable moment: I am still thinking about a book, perhaps a Mr. Roberts

 type of chronology of our life aboard Aeolus (only kidding), but we did have many

 memorable times. We had a suicide, we had a lot of time away from home port, but

 we also had some enjoyable liberty in some great liberty ports. Our time in Adak, AK

 was a little tense; not a lot to do in port and dealing with a lot of bad weather at sea.

 Some of the crew may remember the little WWII port they kept us in, and the

 burning of the church there in the town.

 John C. Wilson – Rank LT – Supply Officer USNR – (Nov 64 – Mar 67). Boarded and disembarked

 in Portsmouth, NH.

 Jan 65 for 2 months – R&R trip to San Juan, St. Thomas; May 30, 65 for a day – Memorial

 Day Open House at New State Pier between old 95 and Route 1 bridges in Portsmouth.

 June-Dec 1965 – Panama Canal transit (wets), Long Beach, CA, on the Adak, Alaska

 base for cable ops ; Pearl Harbor for 8 days; Treasure Island to Portsmouth, NH

 Jan 1 – 1966 for 3 months – overhaul at Bethlehem Dry Dock in East Boston, MA.

 June 1966 for 3 months – Iceland OPS – North Atlantic – 2 trips. R&R in Rota, Spain

 and Lisbon, Portugal. (NOTE: Per phone message – layed cable in Iceland area – for

 300 miles (twice) – one time the THOR was there in the area)

 USS AEOLUS MEMORABLES Section 2, Page 5 of 12

 Oct/Nov 1966 – 3 months -cable OPS off Oregon Coast, down to San Diego for R&R

 and supplies.

 Jan 1967 for 2 months – dry dock in East Boston

 March 31, 1967 – ship back in Portsmouth, NH where I disembarked.-

 NOTE: John notes while on board the Aeolus he traveled 65,000 miles.

 My most memorable was during OPS everyone was working 6 hours, then off 6 hours.

 There was more of the ‘crisis activity’ such as reporting to the XO about a Supply Dept.

 function that should have been done quicker! 300 plus crew was great to serve.

 Supply Dept. had approx. twenty men.

 Daniel H. Davis – Rank E3 – (Aug 23, 1966 – Apr 2, 1968) – Boarded and disembarked in

 Portsmouth, NH.

 I had kept a diary (pictures) of the dates and locations of his time on the USS Aeolus.

 dating Oct 5, 1966 through Apr 2, 1968 – NOTE: see the Deployment log to note the locations.

 He does note that a few dates are off as traveling back to Portsmouth from Argentia,

 NFLD but that is what I wrote down in the Photo log book.

 Remembers no accidents, except in December 1967, TRUE – The Mans Magazine – had

 a story about our trip to Thule, Greenland . With the USCG Icebreakers, Edisto and

 South Wind, USS Seneca Fleet Tug. I have several copies of the magazine and can

 send Xerox copies . Also have pictures in black and white that I took while on board the Aeolus.

 My memorable moment was I was the only duty driver with a CDL/All Navy Drivers

 License, and drove prisoners to the Castle. Also drove the Captain around in St. Johns,

 Boston, Portsmouth, etc. Got to go and pick up parts, gear, etc. from other Navy Yards

 around the New England area. (NOTE: I had a CDL drivers license from Wyoming, and

 got a All Navy Drivers License before the ship came into port for my boarding the first time).

 Also took photo’s of the inside of one of the Boilers after brick fell out of the Boiler Fire Box.

 I carried a pair of Nikon’s all the time. Still have the Navy Yard Passes for the camera gear,

 to walk from the Gate to the Ship.

 Had to repair the forward mast radar one day in rough seas – laid down on the cat walk

 under the radar and took a few photo’s before coming down. The Captain smiled – and

 over the ship speaker – ‘only Davis would have packed his camera to do a job’. The Captain

 was from Nebraska and I was from Wyoming – we got along real well while on board.

 Got to have a drink in the Capt. Quarter’s for my 21st birthday. Only one drink – don’t

 know what happened with the rest of the bottle.

 After leaving the USS Aeolus (ARC-3) – I transferred to the USS CADMUS AR-14 on

 May 1, 1968 and was discharged July 24, 1968.

 USS AEOLUS MEMORABLES Section 2, Page 6 of 12

 Other notes – as to going over with the sailor’s – lot of time I would follow them to a bar,

 leave them ‘til later. I would go to the USO and get tickets to shows, plays and maybe

 have a drink on their time, and then get them (sailors) back to the ship.

 I now travel around the New England area taking photos and making Gravestone Rubbings

 of old grave markers. Sold the art work from the top of the stones at Strawberry Bank

 Store for tourist to buy. That is how I made extra money to travel. I had joined several

 Museum’s to have access to peoples home, and parties, fund raisings, etc. So I have

 several photos of the OLD homes, Ghost homes and have made nice friends. As a kid

 from Laramie, Wyoming, I was very interested in our heritage.

 I have not been able to attend a Reunion of the AEOLUS but I do enjoy hearing about the gatherings. Note: Going to Laramie, Wyoming next month for a 50th class reunion. I’m

 taking my Wyoming Railroad collection of Photo’s, drawings, papers, maps and giving it all

 to the University of Wyoming Heritage Library. I have stuff for Cheyenne’s Warren AFB,

 also. I have collected artifacts all my life. So this will be a fun trip, as well as emptying

 my garage of the stuff.

 Ray Cooper – Rank MM# - (Jun 1, 1967 – Feb 1, 1971) - - per a phone call - does not remember

 the locations of various OPS – but thinks that they did do some operations/surveillance

 outside Vietnam – but never went into Vietnam.

 Remembers the ship being in Guam and the Midway Islands for OPS. Believe it was

 in 1967 that they went north toward the Arctic Circle for cable repair work.

 Thomas Starling – Rank SK3 – (Jun 1968 – Nov 1969) - Boarded and disembarked in Portsmouth,NH.

 Remembers being in Argentia, Newfoundland in Dec 1967 -- Hawaii, San Diego, Guam and Midway in 1968. Recalls the Panama Canal crossing.

 Remembers being in Hawaii for repairs for several weeks. Remembers that they rode

 through a typhoon in the Pacific. I was a helmsmen at the time and they had all the

 qualified helmsmen on the bridge as you could only stay on the helm for 5 minutes or

 so at a time.

 Most memorable was going through the Panama Canal, the typhoon- and Hawaii was great!

 Robert ‘Bob’ Lone – Rank PO3 – (Jan 1967 – Jan 1969) – Some of the names he remembers –

 not sure about spelling – Chief Bailey – DC damage control; Henry D. Moore, 1st class PO damage control; Bill Tidwell, 2nd class – PO damage control his brother, maybe Robert,

 was on board – radio from PA; Gary Fisher – 1st class ship fitter; Leon Bartz, 1st class ship

 fitter; Peter Hannfmann , 3rd class PO ship fitter; also a Dennis …..; David Black is a very

 close friend – grew up together – schools and of course the Navy and stationed on the ARC-3

 at the same time. I now live in Topsail Beach, NC.

 David R. Black – Rank MM3 – (1967 – 1969) - Forward Engine room – NOTE: never received

 anything else from David

 USS AEOLUS MEMORABLES Section 2, Page 7 of 12

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 Paul Mulford – Rank SN ( Sept 25, 1966 – Mar 3 1970) - - Sent package of pictures – some of the

 names on the pictures are: Mr. Hamilton, Officer; Wright; 1st class Gray; Cattertou ?;

 Greg Hawkes; Dixon; Danny Davis; Slate ?; Tony Ludlow; Burt Gery ?’ Slate’ ; Burt;

 Larry Valio; Streeter

 John A. Logue -9 Rank RM3 –( Dec 1966 – Jan 1969). Boarded and disembarked in Portsmouth, NH.

 Some dates and locations are: Spring 1967 (Mar-Apr) – ICELAND; Summer 1967 (June-Aug)

 Greenland, Newfoundland; Winter 1968 (Feb-Mar) Newfoundland; Spring/ Summer

 Fall 1968 (Apr – Dec) – West Pack (Guam, Midway, Hawaii) – Summer 1969 (left the Aeolus)

 Most memorable moment – I forgot his name, but there was an electrician mate with red hair

 that showed movies on the mess deck every night. If you asked him what the movie was

 that night he would say ‘SHANE with a Road Runner cartoon’. This was his answer for

 the whole time I was aboard, which was over two years.

 After leaving the USS Aeolus – I boarded the USS CADMUS in Newport Rhode Island (AR-14)

 after Jan 1969.

 Bobby G. Rogers – Rank HMC – (1966- Dec 1967) – Boarded and disembarked in Kittery, Maine.

 From the East Coast we went to the South of North Pole in 1966 We later went through the Panama Canal to San Diego for 5 days – then to the Western Pacific to repair cable in the Northern Pacific, near the USSR coastline . Went back to San Diego for 5 days , then back through the Panama Canal. Had R&R in Panama City, Panama for 5 or 6 days. Remember

 a helicopter crash but unsure as to where and when.

 Most memorable moments -- all good and enjoyed my tour on the USS AEOLUS ARC-3.

 After leaving the AEOLUS, I deployed to the US Marine Corps 3rd Division, Vietnam,

 from Dec 1967 to 1968. One year in Vietnam. Deployed to US Army Medical Sandia

 Base, Albuquerque, NM, as Navy Liaison for Naval Personnel Albuquerque and also

 Retiree Liaison.

 Doc Rich Medved – Rank HM2 – (Oct 1966 – Feb 198) - Boarded at Kittery. I boarded the USS

 Aeolus after just finishing a tour with the Marines in Vietnam. Within a month or so

 of getting on board, we left Kittery for the West Coast, via the Panama Canal. I don’t

 remember exactly where we operated other than it was off the coast of California and

 on the way in and out we stopped in San Diego twice.

 When we returned to Kittery we went into an upkeep period (in Boston I think). That

 spring we headed north (date escape me) and we operated in the Arctic with a Fleet Tug,

 two Coastal Ice Breakers, and a ‘Friendly’ Russian fishing boat that was always in sight.

 At least once during that operation, two NATO destroyers came up and shouldered the

 trawler away from us. After that he kept a little more distance.

 USS AEOLUS MEMORABLES Section 2, Page 8 of 12

 We also operated out of St. Johns, Newfoundland for a while. I don’t know the exact

 details but during one visit to St. Johns, they were preparing for a visit from the Queen.

 Some of our sailors thought it might be fun to pull down some of the Canadian and

 British decorations. The Port Captain didn’t see the humor in that and kicked us out

 of port.

 Honestly, that’s where my memory runs out. My apologies. If I think of anything else

 I’ll write again. NOTE: Doc notes that he carbon copies – HMC Bobby Rogers since he

 thinks he was aboard at the same time and maybe we can job each other’s memory.

 Jimmie E. Pitzer – Rank CYN3 (E-4) – (Mar 2, 1966 – June 13, 1967). Boarded in Boston, MA

 Shipyards and disembarked at Kittery, Maine, Portsmouth.

 Remember Nov/Dec 1966 – being on the West Coast and having R&R in San Diego.

 Several deployments to the Arctic Circle. Also was in Rota, Spain and Lisbon, Portugal

 My Skipper was H. C. Wellsman and the XO was C. E. McIntosh. Remember getting

 caught laying test cable off Washington State – by a Russian Fishing Fleet .

 For my discharge in 7-21-1967, it was at the Portsmouth Naval Ship Yard.

 Gary LaCroix – Rank MM2 – (Aug 1966 – Nov 1969) –

 I am sharing an article that was written by a guy on the USS Nanahala that he called

 the NAN for short. They supplied the AEOLUS s with fuel several times that I remember.

 the person writes: “ I had just reported aboard the NAN from the USS NITRO (AE-23) prior to our sailing to the Norwegian sea. In those days our presence up there was supposed to be SECRET because of our mission.

 We were tasked with keeping the USS AEOLUS full of fuel and some supplies. The

 AEOLUS was in the Norwegian Sea laying SOSUS arrays for the US Naval Facility in

 Keflavik, Iceland. For those of you who don’t read Tom Clancy, those are the listening

 devices that we used to track Soviet (and other) submarines. Since this was a SECRET

 mission of sorts we had to run interference for the AEOLUS and try and draw the

 Soviet surveillance vessels from their area so they could lay the arrays. I seem to recall that we were fairly successful at it. We were also dodging and sometimes hiding behind Icebergs.

 Also during this deployment, both the NAN and the AEOLUS pulled into Argentia,

 Newfoundland for a port call. They had just done some major renovating n the club and

 needless to say our crews sort of got into a scuffle and rearranged their renovations

 some. The CO of the base sent us both to sea and said ‘don’t bother coming back’.

 The other unique coincidence was that we were up there supporting the laying of those

 arrays at a site that I would later serve at twice. The first time I was OPS LCPO and

 Command Senior Chief. My second tour would be as Command Master Chief (the

 final one as they closed soon thereafter). After 10 years as an SK, I changed rates

 to OT. After 23 years as an OT, I retired, somewhat forcibly, after a heart problem.”

 I was not able to find a picture of the Nanahala refueling us a website.

 USS AEOLUS MEMORABLES Section 2, Page 9 of 12

 William ‘Bill; Rush - Rank YN3 – (Dec 1967 – July 1971) - Boarded the Aeolus at General Ship

 and Engine Works in Boston. Disembarked at Simplex Wire and Cable, Portsmouth, NH.

 I started out in Deck and transferred to the Engineering Dept. as Log Room Yeoman

 for the Chief Engineer. Most of my time was spent there. Upon making 3rd Class, I

 transferred to the Ship’s office.

 The following is the ‘History of the US Ship AEOLUS (ARC-3) that I typed up for

 an Engineering Officer, David Bartholomew, MPA (Main Propulsion Assistant),

 “ The USS Aeolus (ARC-3) named after the mythical Greek god of the winds, was built

 by the Walsh-Kaiser shipbuilding company at Providence, RI., and originally commissioned

 as an attack cargo ship, the USS Turandot (AKA-47) on 18 June 1945. Through in service

 too late to see action in World War II, she was assigned to the United States Pacific Fleet

 and participated in the “Magic Carpet” operations which consisted of returning American

 servicemen from Saipan to the United States. Upon completion of this duty she was

 decommissioned.

 Aeolus was recommissioned on 14 May 1955 at the Bethlehem Steel Company Shipyard

 in Baltimore, Maryland where she had been converted to the ‘World’s Most Modern Cable Layer’. Following a brief shakedown cruise Aeolus reported to Commander Service Force,

 U.S. Atlantic Fleet for duty. Having completed less than a year of service in the Atlantic

 Fleet, Aeolus was reassigned to the United States Pacific Fleet. While assigned in the

 Pacific, Aeolus visited the ports of Seattle, Monterey, Adak, San Diego, Port Hueneme, Balboa and Acapulco; also the Atlantic ports of Argentia and Halifax, Nova Scotia, Portsmouth, N.H.

 and Bermuda. This ship transited the Panama Canal six times during this period. Aeolus

 departed San Francisco on 2 March 1959 and proceeded to her new home port, Portsmouth,

 N.H., reporting to Commander Service Force, U.S. Atlantic Fleet for duty on 15 March 1959.

 Aeolus commenced operations in the Atlantic. During this period, she visited the ports of

 St. Johns and Argentia, Newfoundland, Sydney and Halifax, Nova Scotia. Also included were

 several Caribbean ports, San Juan, Bahamas, Bermuda and Fort Lauderdale, FL.

 During operations in 1961 and early 1962, Aeolus visited Bermuda, the Bahama Islands and

 Ponta Delgada, Azores Island. In June 1962 Aeolus departed Portsmouth for San Francisco

 via the Panama Canal. After a stop in San Francisco she proceeded to Adak, Alaska, which

 was the base of operations during August and early September. Upon arriving in Balboa,

 Canal Zone on the return trip home the ship was ordered back to San Francisco. On

 16 November Aeolus departed San Francisco to do an emergency cable repair. The task

 was completed on 9 December after many delays due to bad weather. A six hour stop in

 San Francisco for fuel and provisions on 11 December and an overnight stop at the Panama

 Canal were the only pauses in Aeolus return to her homeport. In mid-July 1963 Aeolus

 commenced cable laying operations in the Newfoundland area. Following this operation,

 the ship proceeded to the Bahama Islands and to Fort Lauderdale, Florida for a short visit.

 The summer and fall of 1964 were spent successfully installing the first under-water nuclear

 powered beacon at a depth of 2.8 miles and conducting cable laying operations in the North

 Atlantic.

 USS AEOLUS MEMORABLES Section 2, page 10 of 12

 On Armed Forces Day 1965, (3rd Saturday in May) the Aeolus held open house as the first

 ship to lie alongside the new State Pier, Portsmouth, New Hampshire, entertaining the

 Governor of New Hampshire and scores of visitors. Soon after, she was bound for

 cable operations in the Aleutian Islands. On 2 October 1965, the ship departed the operations

 area bound for Honolulu, Hawaii for a week of well-earned liberty. Aeolus steamed into

 San Francisco Bay on 26 October for a Change of Command Ceremony, CDR H. C. Wellsman

 relieving CDR D. D. Ruebsamen. She then steamed for home and a period of leave and up-

 keep. After an extensive overhaul, she was underway for Norfolk, Virginia. On 6 August,

 Aeolus paid her first visit to a European port, Rota, Spain, followed by a short visit to

 Lisbon, Portugal.

 In October 1966 Aeolus departed for the west coast for cable operations in the Pacific.

 While there she visited San Diego, California and on 1 December completed scheduled

 operations. She then departed for the east coast returning to Portsmouth, New Hampshire

 for leave and upkeep.

 On the 6 April 1967 Aeolus departed for summer operations in the North Atlantic visiting

 Argentia and St. John’s, Newfoundland. The end of the summer’s operations was

 climaxed by a trip to the northland of snow and ice, Thule, Greenland. After a week of

 successful operations north of the Arctic Circle, Aeolus departed for homeport 1 August

 and arrived 12 August. Preparations were made for the Change of Command Ceremonies

 to be held 1 September 1967 with CDR W. J. Dixon relieving CDR H. C. Wellsman. Following

 the change of command the Aeolus departed Portsmouth for Bethlehem Shipyard, Boston

 to have new props installed. Upon completion of this yard work, the Aeolus returned to

 Portsmouth in mid-September where preparations were made for operations in the North

 Atlantic. Following completions of this operation Aeolus returned to homeport 19 October

 1967. On 16 November the Aeolus was given four week availability at General Ship and

 Engine Works, in East Boston, MA. during which the extensive hull renovations were done.

 Aeolus departed Boston 27 December 1967 and returned to Portsmouth for leave and

 upkeep and to prepare for the upcoming summer operations.

 Aeolus spent the first month of the new year in training and upkeep, preparing for the

 busy schedule of operations during 1968. Once again on 9 February Aeolus commenced

 loading cable and upon completion was to make several repair jobs in the Atlantic. During

 this period bad weather permitted AEOLUS to seek refuge in the Port of Bayonne, New Jersey,

 before completing her work. After completing the repairs she returned to Portsmouth, NH

 in early April. Soon after arriving in Portsmouth, Aeolus loaded on more cable and then

 steamed to Boston for several weeks of much needed repairs in General Ship and Engine Works.

 In early May Aeolus left the New England area, this time for summer operations in the

 Pacific. Transited the Panama Canal on the 15 May she continued on to San Diego.

 Departing San Diego in late May, Aeolus commenced her summer operations in the Pacific.”

 NOTE: Dates listed in the above article written by Bill Rush, are dates that were used on the

 released Deployment Log, under the name RUSH.

 USS AEOLUS MEMORABLES Section 2, page 11 of 12

 Mark Ljongquist – Rank E4 ET – ( Early 1967 – Early 1968). I was the Lead ET on the Aeolus

 from early 1967 till early 1968. We were home ported at Portsmouth Shipyard, NH.

 We deployed twice while I was there, both times to cable repair duties in the North Atlantic.

 We operated off Newfoundland and further north, I believe. Being an ET, I didn’t’ keep

 track or need to know where we were. We did however spend some time at Argentia,

 Newfoundland, getting some repairs to the ship. We were also in the yards at General

 Ship in East Boston, MA. during my tour on the Aeolus.

 I transferred off (the Aeolus) to finish my four year enlistment to the USS Cadmus (AR-14),

 a repair ship ported at Newport Naval Base in Rhode Island. I recall that I would have

 had to extend or re-enlist, to deploy with the Aeolus to Vietnam.

 Another note: From the picture from John Logue, I recognize the man second from the

 right with glasses, came aboard as an E4 ET while I was lead ET in early 1968, but do not

 remember his name, but I do remember that he got seasick real bad the first time out to

 sea. Spent most of it in his rack.

 Also while I was there, we formed a group/club called “The Association of Aeolus

 Animals”. We had cards printed up with several choice phrases on them. Maybe this

 will shake some crew loose.

 THIS COMPLETES SECTION 2 (1960-1967) -- completed Sept 12, 2015 – released Sep 16

 Section 3 – (1968-1973) and (1979-1981) – completed Sept 12, 2015 – expected release Sept 18

 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.

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

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 USS AEOLUS MEMORABLES Section 2, page 12 of 12

Addendum:

Darrel D. Ruebsamen CAPT USN

3/1964 – Reported to USS AEOLUS (ARC-3) as CO. AEOLUS was home ported in Portsmouth, NH. The AEOLUS was a cable laying and repair ship that had been converted from a WW II AKA. AEOLUS was one of several ships installing and repairing Sound Surveillance System (SOSUS) cables in support of the Navy’s CAESAR Program. During the remainder of 1964 the AEOLUS supported survey teams on various islands in the Caribbean, repaired an underwater cable, implanted a Small Nuclear Auxiliary Power Unit (SNAP-7) and laid cable to shore, conducted other small survey and cable pickup operations, and evaded one hurricane by sheltering in Bermuda. In 1965 AEOLUS installed a long cable in the Northern Pacific. As AEOLUS could not carry enough cable to cover the proposed route an MSTS cargo ship was assigned to carry an additional cable load for AEOLUS which was then transferred to AEOLUS in the area. During the cable laying operation I received word that I had been selected for the rank of Captain and about the same time I received orders to the Staff of Commander Service Force, U.S. Atlantic Fleet (COMSERVLANT). I arranged for my relief to meet the ship in Pearl Harbor and ride to San Francisco where our change-of-command would take place. On completion of the operation AEOLUS stopped in Pearl Harbor, HI for a few days prior to departing for San Francisco. On arrival in San Francisco I was relieved by CDR Howard Wellsman.