

USS CONSERVER (ARS-39)
FPO San Francisco 96601

31 March 1975

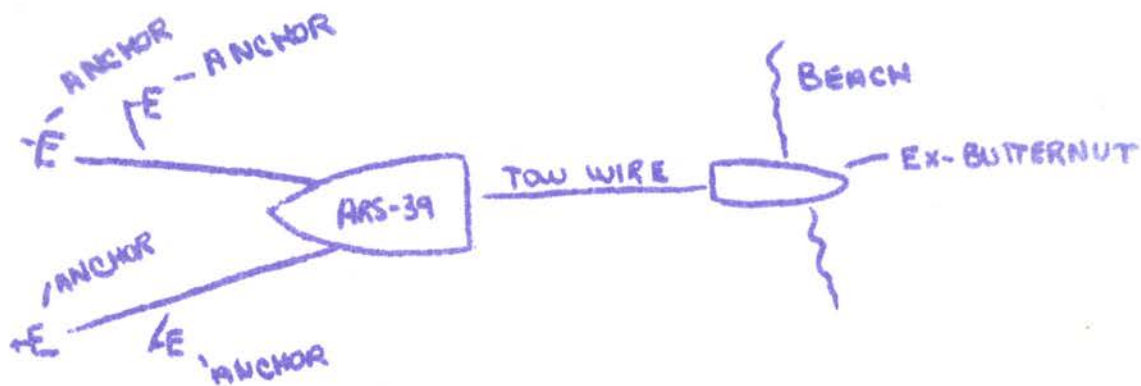
Dear Conserver Family,

Since the last Familygram in December 1974, CONSERVER has undergone an intensive training period designed to increase the skills of each man aboard and to forge these individual skills into an efficient and effective team that is capable of fighting the ship in the event of war and capable of carrying out the ship's primary salvage mission under hostile or peace time circumstances.

During the month of January, the ship was involved in "Refresher Training" which is a training package designed to examine the crew's abilities in the areas of Navigation, Weapons, Communications, Engineering Casualty Control, Damage Control, Personnel Casualty Control, and Command and Control. Each day the ship was underway from early in the morning till nearly dark while conducting various training exercises and simulated "battle" problems, under the eye of trained observers from the Fleet Training Group Command of the U.S. Pacific Fleet. In each area CONSERVER's crew performed with excellence and in the final "battle" problem achieved the highest grades given to a Pearl Harbor ship in the last several years. Particularly impressive to the observers was the spirit and attitude demonstrated by each member of the crew.

During the month of February, CONSERVER men again demonstrated their proficiency while undergoing Diving and Salvage training under the scrutiny of the Salvage experts assigned to Harbor Clearance Unit ONE. The exercises included extracting the ex-BUTTERNUT (our old net tender training hulk) from the beach, fighting fires at sea aboard the ex-BUTTERNUT, recovering a downed helicopter, lifting a 46 ton series of concrete clumps from the ocean floor, patching and refloating a sunken pontoon and various diving exercises. With the exception of diving training, each of these exercises was an "all hands" evolution involving each man aboard regardless of his specialty rating. The extraction of the ex-BUTTERNUT was perhaps the greatest challenge since another ship in the Salvage group was unable to budge the hulk from its position high and dry on the beach the week before our training started. To extract the ex-BUTTERNUT, CONSERVER rigged a double set of tandem beach gear which was the first time this had been done by any salvage ship in many years. The evolution involved the dropping of 4 giant anchors (each weighing 8000 lbs - the equivalent of about two large sized station wagons) and, through the use of heaving wire, chain and purchase tackle, pulling on the embedded anchors to extract

the beached vessel as in the diagram below.



It took four days to survey the situation, patch and pump the ex-BUTTERNUT, lay our beach gear, pull the ex-BUTTERNUT off the beach, and recover the beach gear on deck. Each day was about an 18-20 hour day for all hands, and, although tired at the end, most agreed that the success and the training was worth the effort.

Our other exercises during salvage training went equally as well and I can assure you that when the final exercise was completed I felt a great deal of pride in the efforts of CONSERVER's crew and I am sure they, too, shared in the deep satisfaction of having completed a difficult task successfully.

Of particular note was the fact that these two months of training were completed with no personnel injuries. This can be attributed largely to our very safety conscious supervisors who place safety and thorough preparation highest in their priorities for every evolution. They deserve a very well done for their efforts in this regard.

The month of March has been devoted to cleaning up and preserving the ship, and ensuring that all shipboard equipment is in the highest state of readiness for our forthcoming deployment.

CONSERVER MILESTONES

1. Paralleling the excellent showing by the entire crew during training was the unusually fine effort demonstrated by our Food Service Team. The reward for an intensive seven month effort to improve our food service program came in January when CONSERVER was named as Commander Service Group FIVE's nominee for the Captain Edward L. Ney Memorial Food Service Award. This award is given annually to the Navy's best Food Service programs in dining facilities ashore, in large ships, and in small ships. CONSERVER is competing in the small ship category. In March, CONSERVER achieved the second of three steps by being named as the best small mess in the Service Force, U.S. Pacific Fleet and is currently awaiting the results of the final step which could name her "Best Small Mess in the Navy". Many have contributed to this outstanding effort, and deserve our appreciation, but several have consistently given that extra important effort that separates the outstanding from the average. Hats off to:

LTJG Ned CULHANE, Ship's Supply Officer
SKC Augustine HOLSTEIN, Leading Chief
MS1 Ramon BROAS, Leading Mess Management Specialist
MS2 Romeo FAJARDO, Mess Management Specialist
MSSN Richard KAIN, Mess Management Specialist
SN Keith FIEFAREK, Mess Management Specialist
FN Thomas MATTESON, Messman
FA Johnny HYLTON, Messman
EMFN Michael CONE, Messman
FA Deane WILSON, Messman
SN Hoover HIGGENBOTTOM, Messman

And finally SK1(DV) Larry HECHT, the only Storekeeper in the Navy that acts like a Hull Technician, who labored many hours to improve the appearance of our dining area.

Mom and Dad - You can be assured that your son will never want for 3 square meals a day while he is serving aboard CONSERVER.

2. During one of our "day's off" in February, CONSERVER was tasked with escorting a small motor driven craft to the island of Kauai. While that in itself does not deserve a place in "milestones", it is worthy of note that during the transit two of our "seasoned old salts", BMSN(DV) Rick RIMER and SN Jerome PEARSON, finally got to see a "sea bat" after nearly two years aboard. "HEADS UP"! SAILORS!

3. Our Classified Material Custodians, LT Jody GRAUL and ENS Dave BLAKE, recently had their account examined under the discriminating eye of the Service Force Communications Officer. His conclusion: "Best in the Service Force, Pacific Fleet." WELL DONE!

4. During the month of March, CONSERVER had all new laundry machinery installed which will mean a great improvement in the service that can be provided by our new Ship's Serviceman, Cresencio CACAO, who recently cross-rated from MS3 to SH3.

5. On 7 February, CONSERVER went to sea with about 30 prospective Navy recruits aboard and about 30 dependents of crew members. The purpose of this one-day outing was to assist the local area Navy recruiters in their effort to attract the "cream o' the crop" of the June graduates towards a tour in the Naval service. This was our second such effort and both have proven highly successful. This time we even had an opportunity to swear one recruit in "on the spot".

6. Congratulations to our newest Chief Petty Officer, Chief Boatswain's Mate (Diver) Leland E. LASH, USN. Chief LASH was initiated on 16 January 1975 in the CPO Quarters aboard CONSERVER by his fellow Chiefs with myself, the XO and his department head attending as guests. All of us enjoyed the gastronomical delights prepared for the occasion - we enjoyed watching, Chief LASH enjoyed eating - (Right, Chief!)

7. Most of the visibility aboard a salvage ship seems to center around the deck force and the divers - for the primary mission of the ship deals with various forms of deck seamanship. As a result, our engineers frequently take a "back seat" when the Kudos are handed out. For those wives, parents, relatives, sweethearts and friends whose CONSERVER man is a member of our Engineering department, I would like to say that our engineers take a "back seat" to no one. Since I reported aboard in June 1974, the ship has made every commitment assigned to her with her equipment all functioning and able to do the job. The engineers provide us with water, heat, steam, firemain, air conditioning, flushing water, refrigeration, and electricity as well as maintaining all the deck machinery, making hull repairs and providing the ship with main propulsion (without which we wouldn't make it from the pier). We often tend to forget their important and unique contribution to the every day operation of the ship, but I can assure you that you may be justifiably proud of their fine performance - as I am.

8. Welcome aboard to:

<u>NAME/RATE</u>	<u>FORMER DUTY STATION</u>	<u>HOMETOWN/STATE</u>
EN1 James "E" TRIMBLE	USS CLAUDE JONES (DE-1033)	Washington, C.H., Ohio
RM1 Richard E. LEATHERDALE	USS CLAUDE JONES (DE-1033)	Phillips, Wisconsin
EM1 Marcos B. SICAT	Service School Command, Great Lakes, Illinois	San Juan, Philippine Islands
YN1 Sidney D. GREENEWALD	ADCOP, Puget Sound Naval Shipyard, Bremerton, Wa.	Mt. Vernon, Washington
EM1 Conrado G. JOVES	Service School Command, Great Lakes, Illinois	Quezon City, Philippine Islands
EN3 James C. CURRY	USS MCMORRIS (DE-1036)	York, Pennsylvania
IC3 Timothy W. OMAN	U.S. Naval Station, San Francisco, Ca.	Fridley, Minnesota
EN3 Jerry L. HAMILTON	Service School Command, Great Lakes, Illinois	Richmond, Indiana
ENFN Edward M. TRACTK, Jr.	Service School Command, San Diego, California	Plainview, New York
ENFA Thomas S. VARLEY	Service School Command, Great Lakes, Illinois	Folcroft, Pennsylvania
EMFA Donald C. CONE	Service School Command, Great Lakes, Illinois	Baraboo, Wisconsin
SA Patrick JESTER	Recruit Training Center, Orlando, Florida	Atlanta, Georgia
SR Hubert E. BARRETT	Recruit Training Center, Orlando, Florida	Petersburg, Indiana
SR Charles BROOKS	Recruit Training Center, San Diego, California	San Antonio, Texas
SR Davy D. STREIGHT	Recruit Training Center, San Diego, California	Okmulgee, Oklahoma

9. During the quarter, CONSERVER said "farewell and following seas" to some fine navy men including:

<u>NAME/RATE</u>	<u>NEW DUTY STATION OR DESTINATION</u>
RM1 John A. METELSKI	Naval Station, San Francisco, California for retirement
VN1 Robert G. CASTRO	CINCPAC, Pearl Harbor, Hawaii
OS1 Thomas MOSCOSO	Service School Command, San Diego, California
EM2 Filemon V. CASTILLO	Naval Station, Pearl Harbor, Hawaii
RM2 William D. GABRIEL	Released to inactive duty in Pearl Harbor, Hawaii
ETR3 Desmond K. WERY	Released to inactive duty in Pearl Harbor, Hawaii
SK3 Francisco D. INOCENCIO	USS DIXON (AS-39)
SA William L. POWELL	Naval Technical Training Center, Meridian, Mississippi

10. Congratulations to the following CONSERVER men who were promoted during this quarter:

<u>NAME</u>	<u>FORMER RATE</u>	<u>NEW RATE</u>
William A. ROHR	MMC	MMCS
Leland E. LASH	BM1	BMC
Conrado G. JOVES	EM2	EM1
Keith A. HANSEN	HM2	HM1
Romondo M. DAVIS	EN3	EN2
Antonio M. RODRIGUEZ	RM3	RM2
Thomas E. BRENNAN	SA	SN
Thomas L. MATTESON	FA	FN
Donald G. KENNON	HTFA	HTFN
Paul S. CONKLIN	SA	SN
James P. SHEA	HTFA	HTFN
Randal T. LEETCH	MRFA	MRFN
Harold D. BRYANT	SA	SN
Wayne J. SPIKER	ENFA	ENFN

11. Congratulations to QMC and Mrs. Vincent LAROSE, who were blessed with a baby boy on February 28th.

12. BM3 Dustyn BENSON and EM3 "Rick" TAHASH completed the final qualifications for attendance at the Deep Sea Diving School here in Pearl Harbor. They commenced their training on 12 March 1975. Best of Luck, Swimmers!

13. After leading in the competition for the Commodore's Athlete Trophy for the first half of the year, another ship in the group edged ahead during our intensive training and upkeep period this quarter. All our teams have been active in the past two weeks, however, and with a little luck we'll hang in there.

I would like to thank all of those parents and loved ones for the warm letters and cards I have received regarding CONSERVER's "Familygram". I will continue to make every effort to keep you informed of what's going on in CONSERVER as a supplement to the letters you receive from your CONSERVER man. In that regard we continue to urge our crew members to write home with some regularity. Unfortunately, these efforts are not always successful. In the forthcoming months there may be periods of up to three weeks when the ship will not be in port and therefore will be unable to transfer mail to the Fleet Post Office. I hope you will bear with us during these times.

The entire crew is looking forward to our forthcoming deployment to the Western Pacific. While we will miss all of those we leave behind, the Navy cruise offers us the opportunity to put into use all the things we have trained for over the past few months. It also gives our younger sailors a chance to visit in exotic foreign ports where they will gain a greater understanding of the customs and problems of other nations and perhaps a little firmer appreciation of the things that make America great.

Very sincerely,



C. A. WEEGAR
Lieutenant Commander, U. S. Navy
Commanding Officer