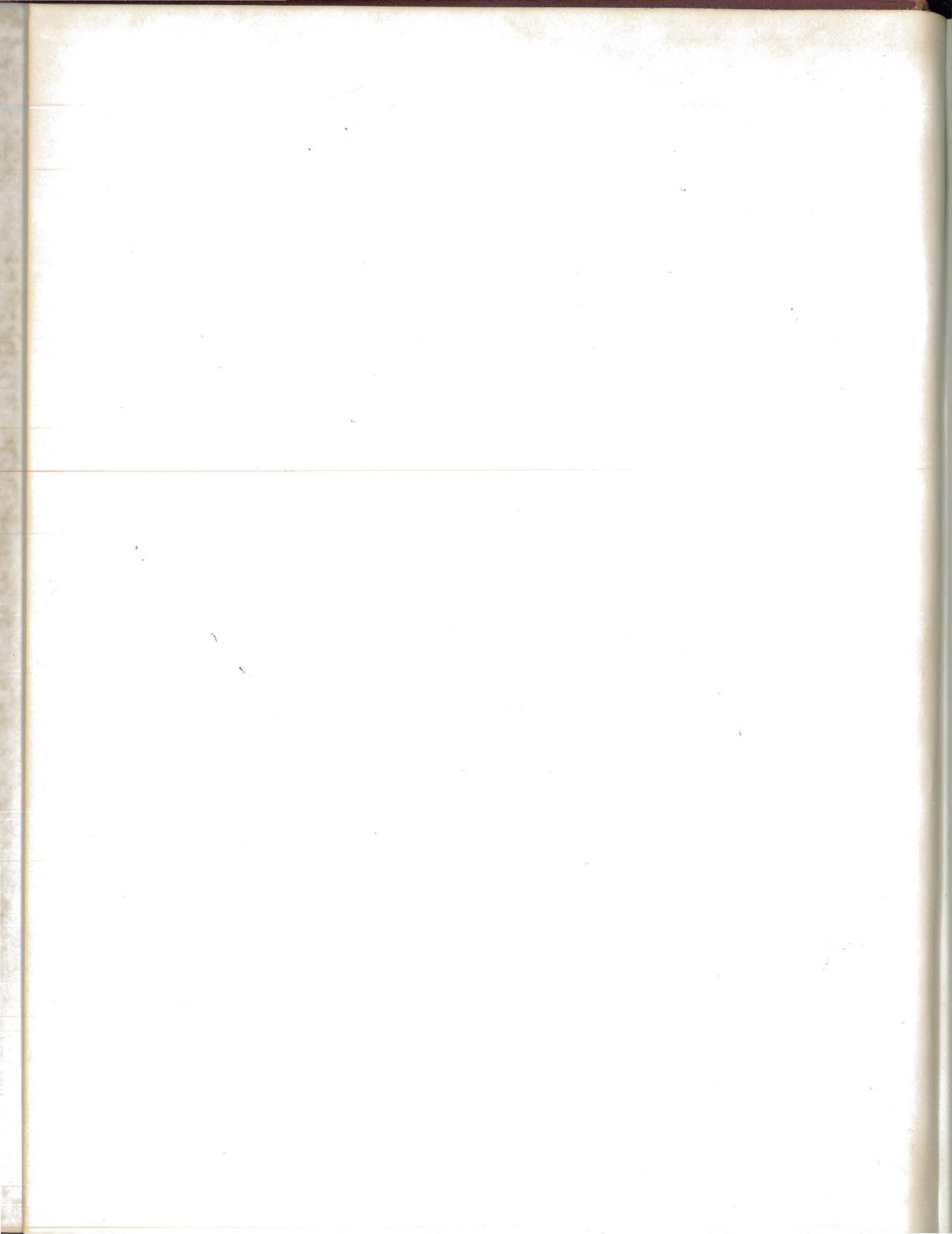




Presented to:

VADM Donald L. Curtin, MC USN  
on the occasion of his visit to  
The U.S.S. Sanctuary (AH 17)  
on 18 March 1974

For the Hospital Staff  
Charles M. Garland  
Commanding Officer







# **THE SANCTUARY EXPERIENCE**

**15 DECEMBER 1971 - 14 DECEMBER 1973**



Lithographed in the USA  
LITHOGRAPHICS WEST  
713 Loma Verde Ave., Palo Alto, CA 94303

## TO THE CREW OF USS SANCTUARY:

The "SANCTUARY Experience" has indeed been an unforgettable experience for all of us. In these pages we hope to portray the development of this unique ship and her unique crew as they grew from little more than an idea in the planner's heads, to a fully functioning naval ship. As with the development of any new idea there were many frustrations and many difficulties, but the idea did grow into reality because the crew of SANCTUARY never failed to deliver when it was needed.



On the day of recommissioning, in November 1972, SANCTUARY began her metamorphosis from a shipyard project into an operating ship. She also began her life as a newsworthy item in the eyes of the media. From that day forward every significant event on board received full press and television coverage. Nothing went unnoticed. From German Newspapers to the New York Times, and from Life Magazine to the pages of Parade, the story of our ship and our integrated crew was spread around the world. It was a unique and unprecedented experiment, this integration of women into the crew of a naval ship, and although the reporters and commentators never overlooked the humorous side, they also never failed to recognize the value of this experiment to the future.



SANCTUARY has passed many milestones and has surmounted many difficulties since November 1972. She is successfully carrying out her mission, because she is manned by professionals who know how to do their jobs, whether in surgery, the boilers, the ship's boats, the maternity ward, the bakery, the storerooms, the retail store. The fact that the people doing these jobs are men or women is not the important thing. The important thing is that the job is being done, and being done efficiently and professionally. This is the essence of our experiment, and its success is due to the competence and sincerity of each and every member of our crew, regardless of sex, race, national origin, or religion.

Well done to all hands, and very best wishes to all of you for good luck in the future.

Sincerely,

A handwritten signature in cursive script, reading "Thomas A. Rodgers". The signature is written in dark ink and is positioned above the typed name.

Thomas A. Rodgers  
Captain, U.S. Navy  
Commanding Officer

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Decommissioning – Recommissioning – Women At Sea  
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## THE END OF ONE EXPERIENCE



SANCTUARY was decommissioned on 15 December 1971 in ceremonies at Hunters Point Naval Shipyard. It was the second time the ship had gone through the process of decommissioning. She was first taken out of the fleet on 1 March 1966 at the Philadelphia Naval Shipyard; her first tour of duty having been spent evacuating POW's from Japan at the close of World War II. The December '71 decommissioning came after SANCTUARY spent four years off the coast of Vietnam providing the latest in hospital facilities for United States and Allied Forces.



IS THE BEGINNING OF ANOTHER



SM1 Humphrey presents Captain Rodgers the Commissioning Pennant.

## RECONFIGURATION

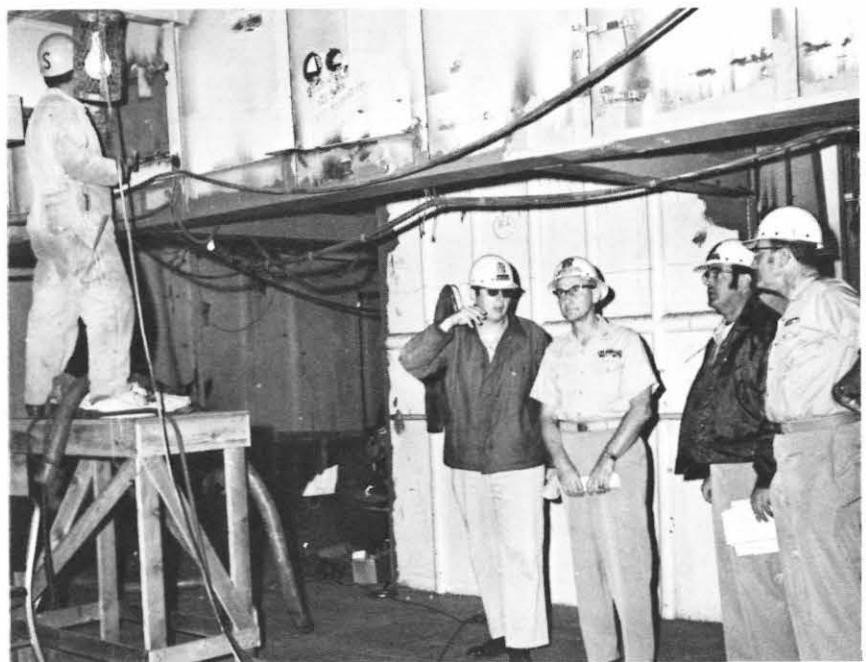
SANCTUARY took her first step toward being recommissioned with the dual role of Hospital/Dependent Support when the reconversion process was begun in March of 1972 at Hunters Point Naval Shipyard. Gone of course were the red crosses that marked SANCTUARY's distinguished service during World War II and the Vietnam Campaign, but the big story was the work being done on the ship's interior.



The reconfiguration process included transforming a 600-bed, trauma oriented hospital ship into a 60-bed family-oriented hospital with extensive obstetric, pediatric and dental facilities. Coupled with that was the rearrangement of internal spaces to make way for our 8,000 square foot combination commissary/exchange.



Inside, the ship was a tangled assortment of wires, hoses, paint guns, welders, pipe fitters, scrapers, sanders, chippers, maskers and other shipyard workers and crew members. Their job, for the next eleven months, was to rearrange a major portion of the ship, and complete an extensive overhaul of the ship's machinery.





# THE SANCTUARY AND ITS MISSION



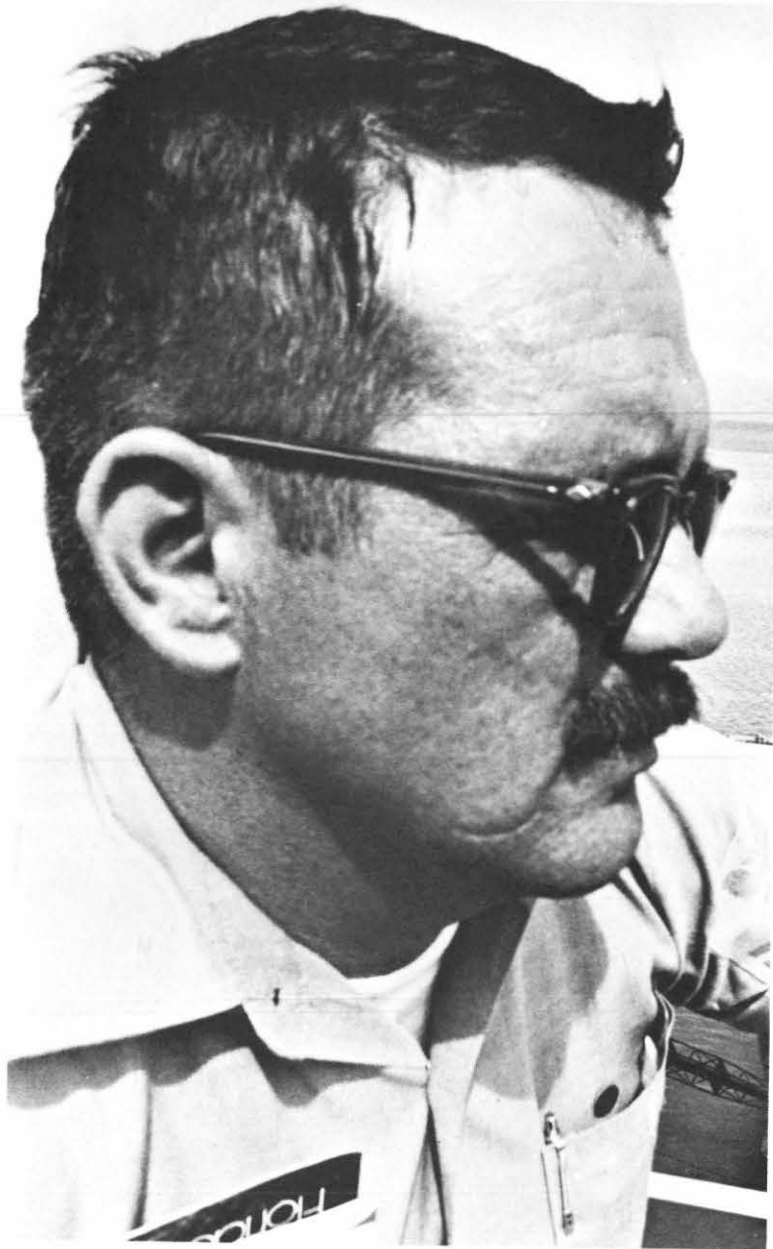


The mission of the USS SANCTUARY will be to serve primarily as an overseas dependent support ship, and to provide medical care plus limited commissary and exchange facilities for authorized personnel and their dependents.

Medical care on board the SANCTUARY includes complete hospital service for the treatment of the sick and injured, as well as limited dental treatment.

Finally, the USS SANCTUARY will serve as an effective instrument of U.S. foreign policy by initiating and continuing action programs which promote positive relations between the Command and foreign Nationals. These programs will also serve to assist individual Naval personnel and their families to work effectively, live with dignity and function as positive representatives of the Navy and of the United States while overseas.

## "WHAT'S THIS WOMAN



BMI J. D. Walker meet SN Anneliese Knapp. You see . . . ah . . . Boats, Anneliese is one of sixty or so Enlisted Women assigned to SANCTUARY as part of a pilot program aimed at bringing greater equality for women in the Navy. The program was outlined in Z-Gram 116, and our ship, mainly because of its non-combatant mission, was chosen to test the feasibility of the idea.

# DOING ON MY SHIP?"

Who knows . . . maybe ten years from now Women of the Navy will be saying, "What's this man doing on my ship?" Smile Boats.





## Z-GRAM 116

### EQUAL RIGHTS & OPPORTUNITIES FOR WOMEN

Z-gram 116 announced the establishment of a task force to check the laws, regulations and policies that will have to be changed to eliminate inequities and open up opportunities as they relate to women in the Navy, the changes that would follow enactment of the Equal Rights Amendment (which has now been ratified by 20 of the required 38 states), CNO specified some of the first steps that could now be taken and others that would require changes in current laws and Navy regulations regarding women.

A "pilot program" is now being established which provides for the assignment of officer and enlisted women to serve aboard the hospital ship USS SANCTUARY in order to gather planning information "regarding the prospective increased utilization of women at sea." While women in the past have served aboard both hospital and Navy transport ships, they have been restricted by Federal law from serving on other Navy Ships. The pilot program utilizing USS SANCTUARY is expected to begin in early 1973.

Stating that while "women in the Navy have historically played a significant role in the accomplishment of our naval mission," CNO said, "we can do far more than we have in the past in according women equal opportunity to contribute their extensive talents and to achieve full professional status."

One of the major actions to be taken, in addition to the enlisted ratings that have recently been opened to women, is to authorize "limited entry of enlisted women into all ratings." In this connection, the Chief of Naval Operations envisioned the possibility that the number of women in the Navy, now approximately 9000 (including 6000 WAVES, might be doubled, or tripled. "We must be in a position to utilize women's talents to help us achieve the size Navy we need under an all-volunteer force environment," CNO said.



The first Enlisted Woman to report aboard SANCTUARY was PN3 Peggy Griffith. She arrived on 8 September 1972 to be greeted with a welcome aboard ceremony and a tour of the ship by the then acting Commanding Officer, CDR A. D. Marsh. With news representatives from the Bay Area and major news outlets in the United States on hand to witness the event, the officers and crew of SANCTUARY extended a hand of friendship to the "first" of the "first."

LTJG Ann E. Kerr received the news that she would become the Navy's first woman line officer close on the heels of Z-Gram 116. She reported aboard SANCTUARY on 1 November 1972, and attended OOD school in San Diego from 20 August to 7 September 1973. She is now qualified to stand underway watches.





First Navy Ship to Use Female Crew Members Returns to Port

# Women at Sea Policy No Woe for Ship Here

# Navy Women to Go to Sea

There were no cries of "Don't give up the ship" when news reached the crew here of the hospital ship USS Sanctuary that the Navy's first non-nurse women will be assigned to sea duty aboard the vessel.

"The men greeted it very matter of factly," said Lt. Cmdr. Arnold D. Marsh, acting captain and prospective executive officer of the ship now being overhauled at Hunters Point Naval Shipyard.

# Kansas Wave Makes Own Kind of Music



Rosemary Says She Doesn't Worry About Being All at Sea

By WILLIAM HEITON  
Associated Press Writer



# Pilot Program Work

By Katie Stewart

Page 4 - Section C - Idaho State Journal

By TIM REITERMAN  
Associated Press Writer  
SAN FRANCISCO (AP) - The shakedown cruise of the first Navy ship with female crew members has shown women can do the work, romance is harder to suppress, salty language and sea sickness knows no sex line.

Page 50 - Examiner  
Wed., Aug. 9, 1972

female boatswain admiral... the guys resent me...

Sea... rise





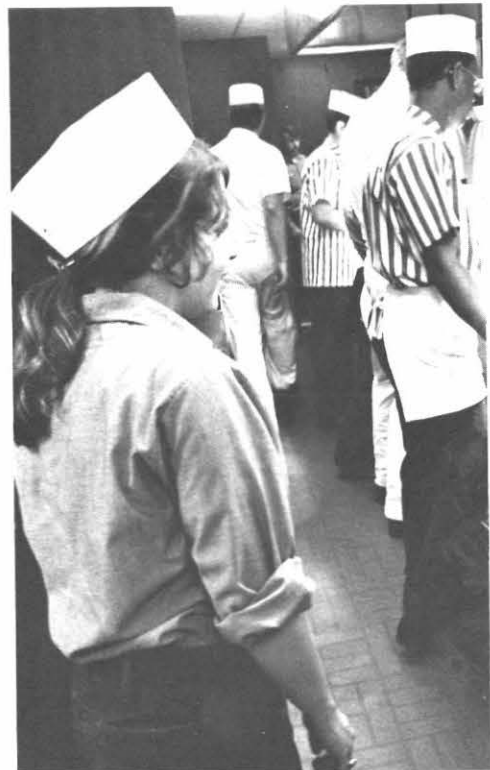
WHAT A WAY TO EARN A LIVING







MOMENTS OF RELAXATION





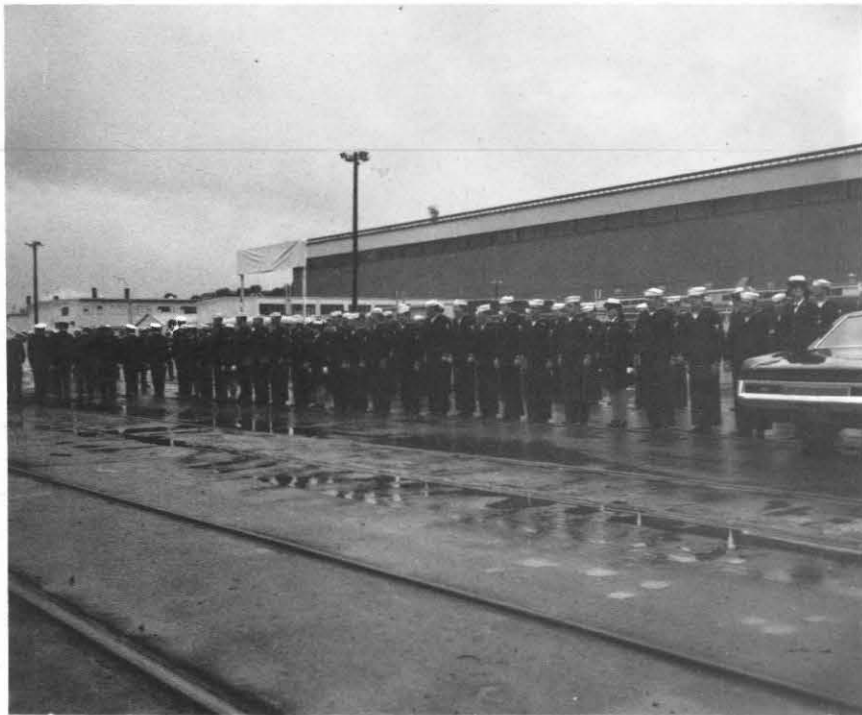
MOMENTS OF FRUSTRATIONS

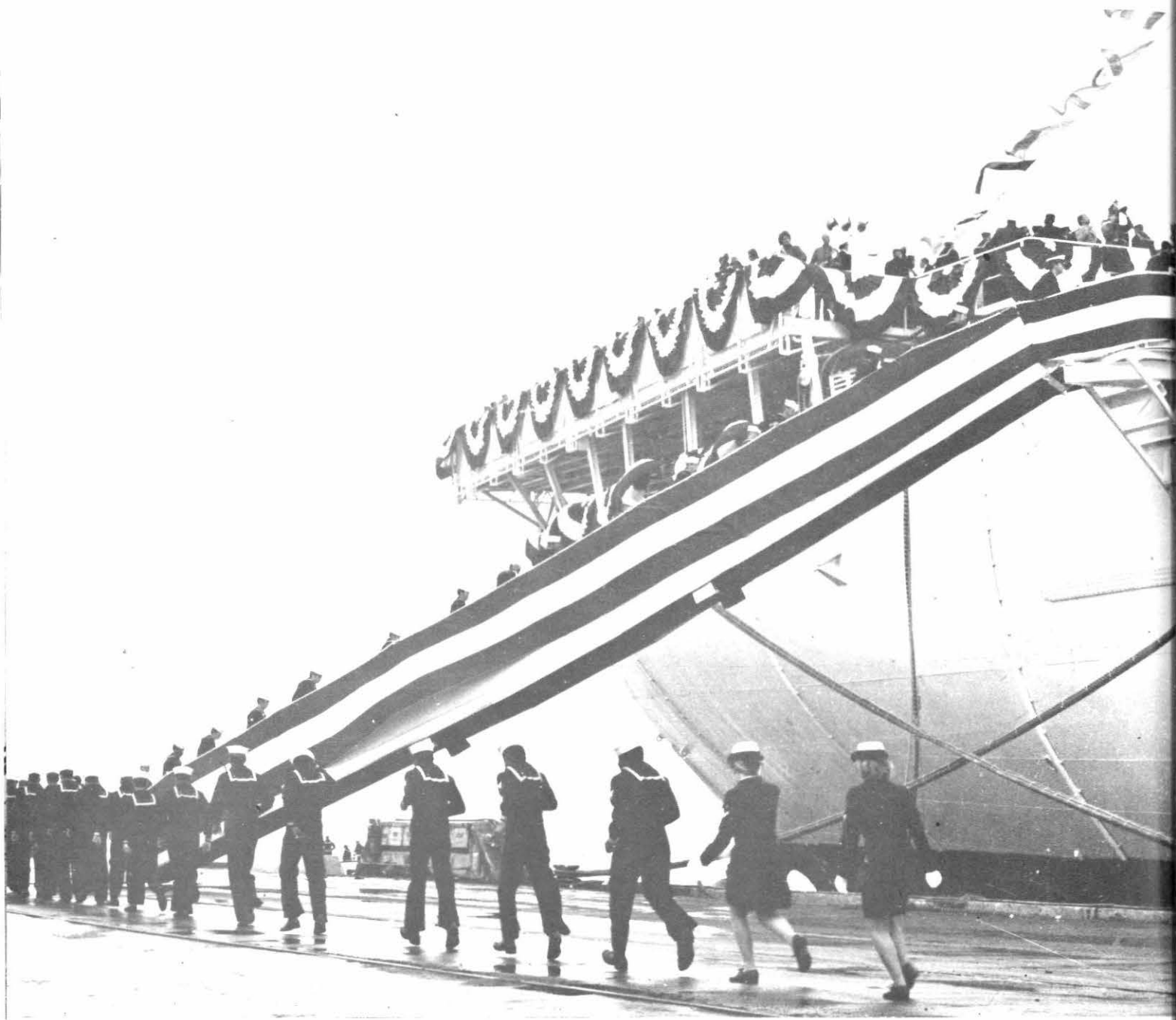






November 18, 1972 marked the day SANCTUARY rejoined the Naval Fleet. It was an overcast day with threatening clouds and more than a hint of rain, but somehow we were spared and the day proved a success. With pennants flying and with the feeling of new beginnings in the air, RADM Alene B. Duerk, the Navy's first woman Admiral, delivered the recommissioning address, while members of the crew, their families, friends and Navy dignitaries looked on. Admiral E. R. Zumwalt, Chief of Naval Operations, sent his personal well-wishes to the pace-setting crew of SANCTUARY, and media representatives from many of the major national news outlets were on hand to relay the event to interested viewers and readers throughout the United States. November 18 didn't exactly catapult SANCTUARY into national headlines, but it made people aware that this day marked the beginning of a very unique ship with an equally challenging mission.





The men and women of SANCTUARY man her rails at the Commissioning Ceremonies



Capt. A. C. Hering, RADM. Alene Duerk,  
Capt. T. A. Rodgers

## CUTTING OF THE CEREMONIAL CAKES

CS3 R. J. Ayers, CS2 W. E. Markwordt





## A PERIOD OF INDECISION AND WAITING

What next? That seemed to be the one big question following the hectic days of reconfiguration and recommissioning. The preparation for deployment had been a demanding period for everyone on SANCTUARY. The restructuring process, with yard workers on and off the ship around the clock, meant long hours of planning, coordinating, working and watchstanding for everyone involved. Add to this the general disarrangement of the ship, plus the fact that most of the crew was either new to the ship, new to the Navy, or both, and the responsibility vested in us as the first Navy ship to test the theory of Women at Sea, and we were left with a feeling of anticipation for things to begin to take shape and start moving.

As taxing as this time was, however, it represented a crucial period in the SANCTUARY experience. It tested our willingness to stick with the ship through the tough times so that SANCTUARY could become the kind of ship we knew she was capable of being. And the waiting paid off. Gradually, the Commissary/Exchange area began to evolve through stages that became more evident as time went on; from the original hospital wards that once occupied the area, through the ripout and reconstruction stage, and finally into a polished and pleasant area for crew members and Navy dependents to shop with comfort and ease. Only those of us who saw the Commissary/Exchange go through all three stages can fully appreciate the accomplishment it represents.

The same goes for the existing hospital spaces; most of which were remodeled or repainted to serve our mission of dependent support.

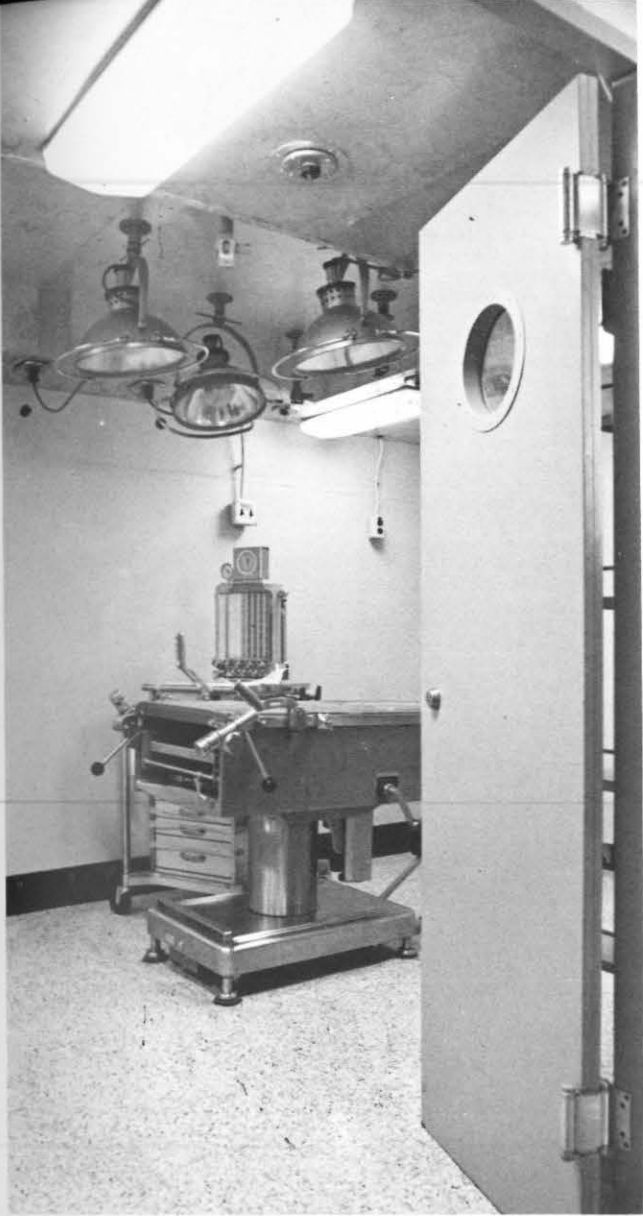
And through it all the ship continued to exist as a community that grew closer as shipmates began to adjust to one another and shared common experiences.

The death of a shipmate and friend, SHC Adolph Green, shocked and saddened everyone as crew members gathered on the helo deck on 30 May 1973 for a final memorial service.

A Change of Command marked the departure of Captain A. E. Hering, Commanding Officer, Naval Hospital, and the arrival of Captain C. M. Garland to take his place.

There were the customary inspections, reenlistments, retirements, and Award Ceremonies that reminded us that life aboard SANCTUARY, even with its many unique aspects, wasn't that much different than life aboard any other Naval vessel.

So, with visions of Greece in the back of our minds . . . we waited for a mission.





## INSPECTIONS



## THE LOSS OF A SHIPMATE



Memorial Services were held May 30th, for SHC Adolph Green



## Change of Command Ceremonies





## OUR FIRST MISSION:

### DEPART SAN FRANCISCO ON "PROJECT HANDCLASP" CRUISE TO BUENAVENTURA, COLOMBIA AND PORT AU PRINCE, HAITI

After most of the crew had spent the best part of a year in San Francisco, the thought of departing on a goodwill mission to Colombia and Haiti and then going on to our new homeport of Mayport, Florida was welcome indeed. The cruise would not only give us a chance to test virtually everything we had learned about ourselves and our ship during the preceding year, it would provide a change of scenery and hopefully put us one step closer to fulfilling our original mission of dependent support.

Two weeks of Refresher Training in February 1973 and several shakedown cruises had proven that SANCTUARY and her crew were ready for sea. Now it was just a matter of departing San Francisco one more time with the knowledge that this time we wouldn't return after one day or two days or two weeks at sea. We left a lot of good memories in San Francisco, but it was time to move on.

With the details of our dependent support role still uncertain at the time of departure, we couldn't have asked for a more timely or worthwhile mission than "Project Handclasp" to give SANCTUARY and her crew a sense of purpose. It gave us the chance to be part of the relatively new idea of providing people-to-people assistance to countries requesting our aid, through the combined resources and coordination of the civilian and military communities. "People-to-people" provided the key to the entire endeavor. Rather than give blanket aid to Colombia and Haiti, we were encouraged to get out and meet and associate with the people of both countries; not only through "Project Handclasp" but on an individual basis.

After spending our final month in the Bay Area preparing for our mission—all the work proved worthwhile when, after spending eleven days at sea, we arrived in Buenaventura to the sight of several thousand Colombians waiting on the piers and in the streets to welcome us to their country. And the friendship didn't stop at the greeting we received at the pier; a simple walk through the streets during our month stay never failed to bring enough smiles and handshakes to make us realize that the people of Buenaventura were happy to have us there.

Still, our main concern was "Project Handclasp." It was plain to see that a month's stay couldn't begin to solve all the ills that have plagued this seaport town for generations, but by delivering goods where the needs were most immediate, by cross training with medical personnel within the city, and by seeing as many patients as we had room for, we contributed as much as possible in the time we were given. In addition, the 13-man Seabee Detachment spent long hours on engineering and public works projects aimed at providing advice and assistance on construction techniques that should have a long-term impact on the living conditions in parts of Buenaventura.

If success were to be measured solely in terms of what we accomplished with the technical aspect of "Project Handclasp," then our trip to Buenaventura was all we could have hoped for. If, in addition, it could be measured by the intangibles such as the friendships we made, the cultural knowledge we gained and the lessons we learned, then this part of the SANCTUARY Experience will remain with us all for a long time.



One of our last views of San Francisco Bay. Alcatraz Island.







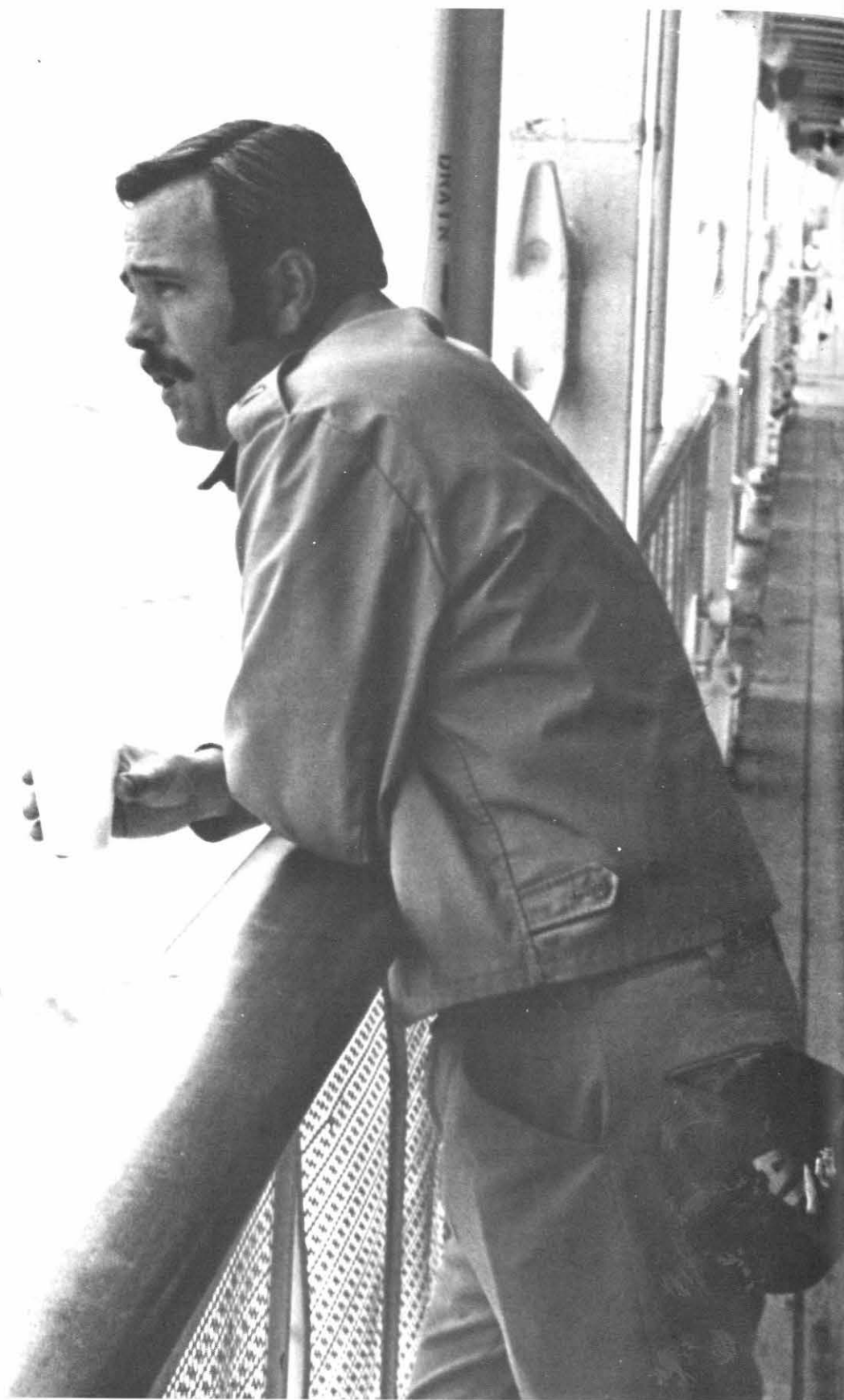
















## Welcome to Buenaventura, Columbia

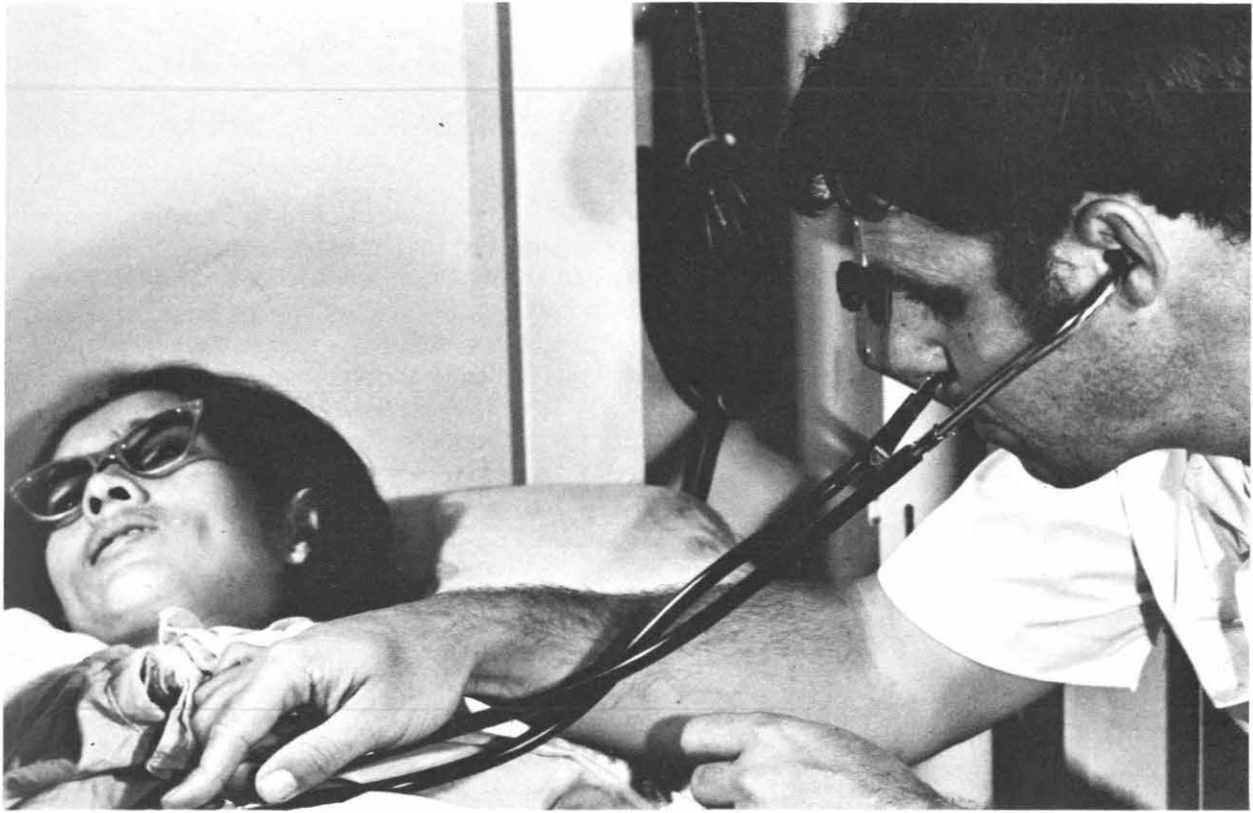


The period we spent at sea enroute to Buenaventura, Colombia, from 1 October to 12 October, made it more apparent than ever that our successful voyage was a team effort that involved every division on the ship. Long hard hours by the Engineering Department provided the steam to get us there safely and on schedule, while equally long hours of watchstanding by Operations and Deck personnel enabled us to keep the ship on track. Hospital and Resale worked hard in preparation for "Project Handclasp," and with the help of people from other divisions, brought success to the mission. Last but not least, Supply and Administration provided the logistic support needed to complete our task.

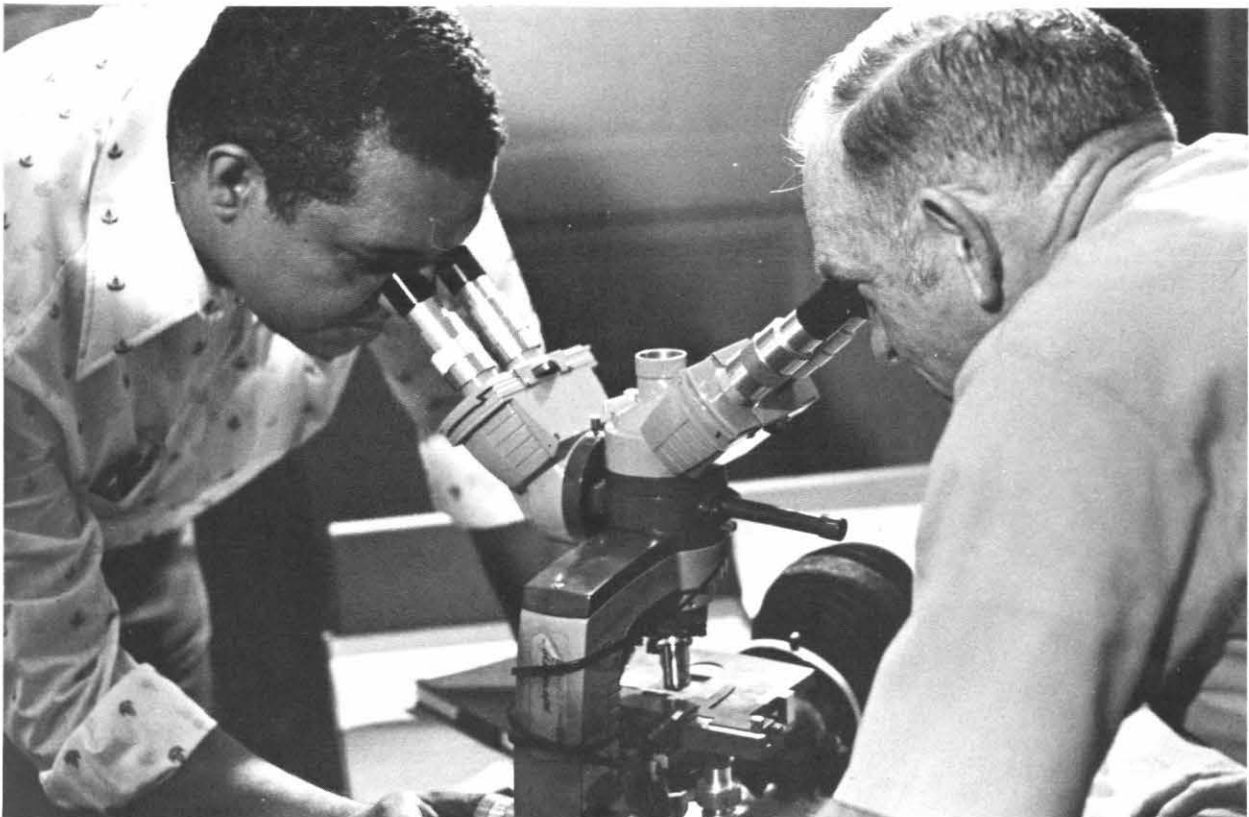
October 12th—November 7th

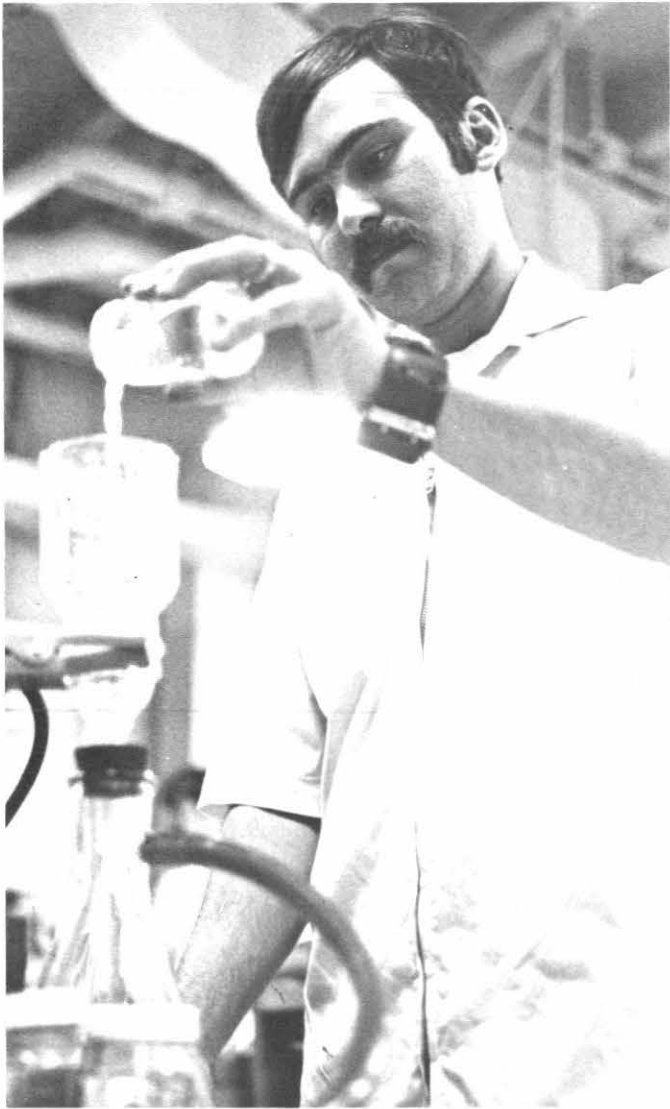




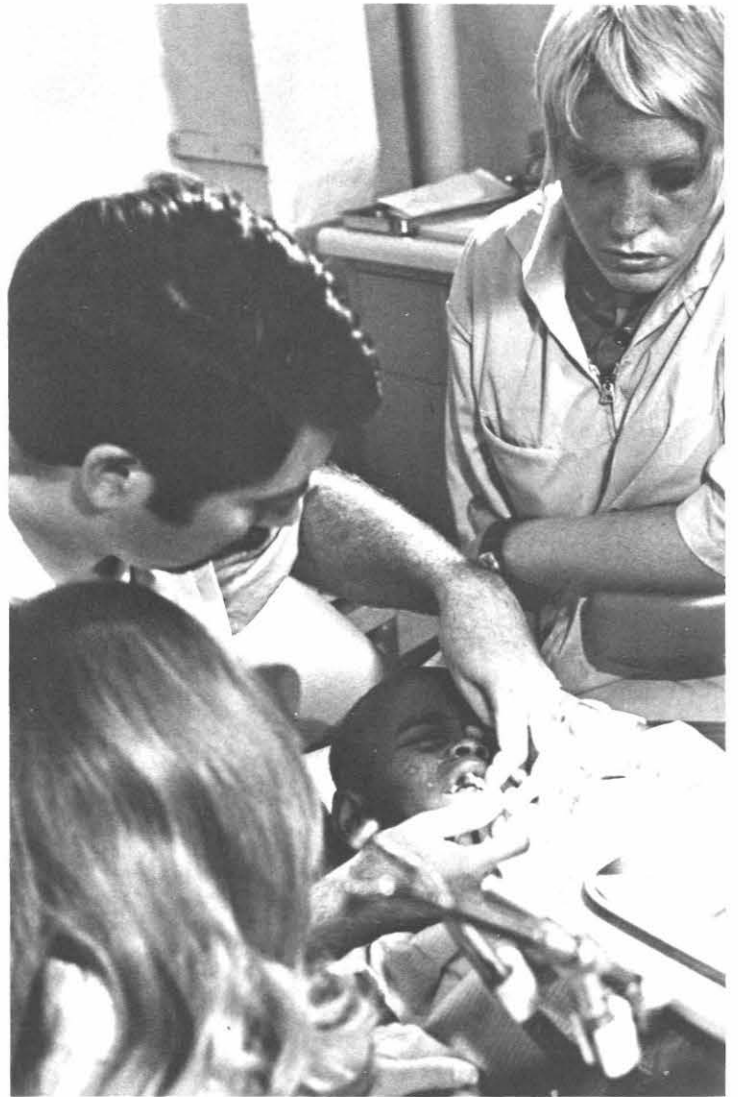


**Hospital Swings Into Full Operation**





Perhaps the waiting period in San Francisco proved most discouraging for the hospital personnel aboard SANC-TUARY. During our year's stay in the Bay Area they had, in most cases, only a limited chance to apply the combined skills they brought with them to SANC-TUARY. "Project Handclasp" provided the chance to put those skills to the test and they met the challenge well. In addition, the doctors and nurses detached to SANC-TUARY especially for Handclasp added their talents to make the hospital a well-rounded instrument of medical aid.

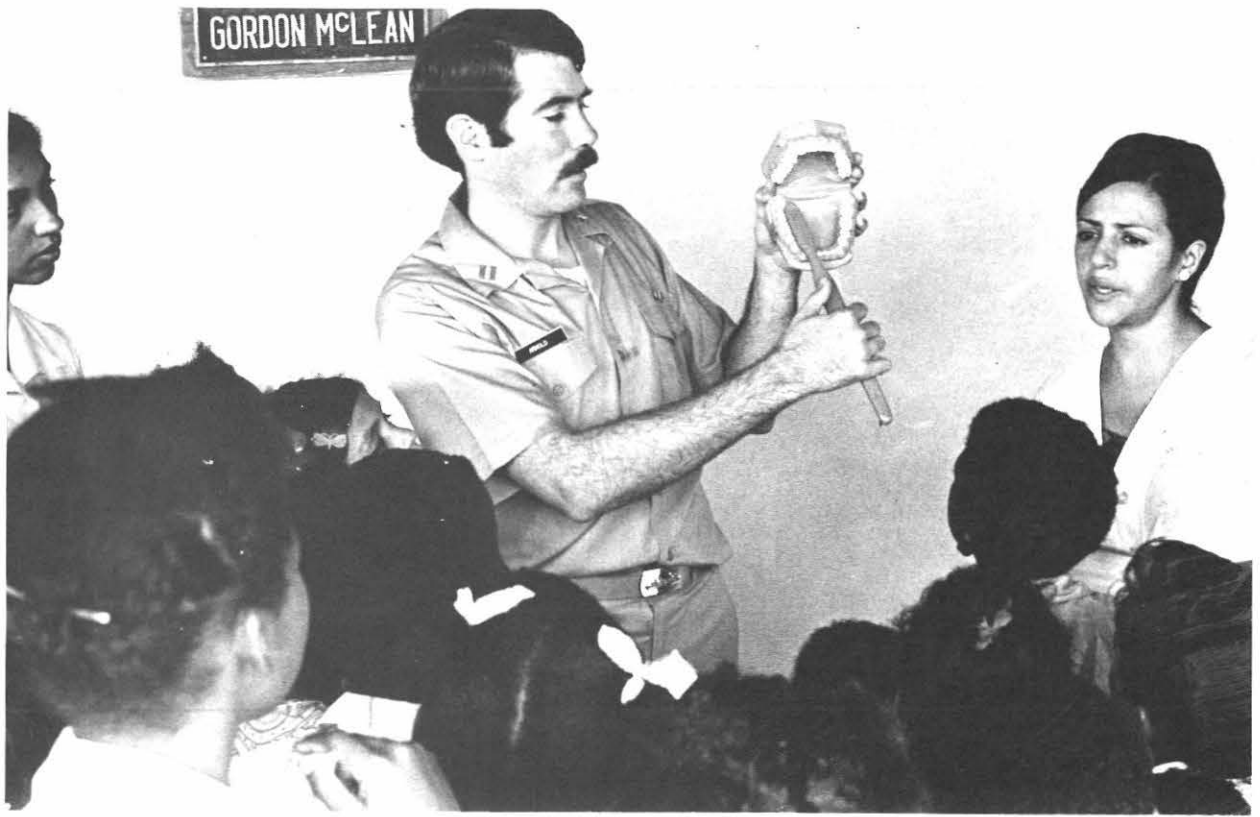














## Seabee Projects in Columbia

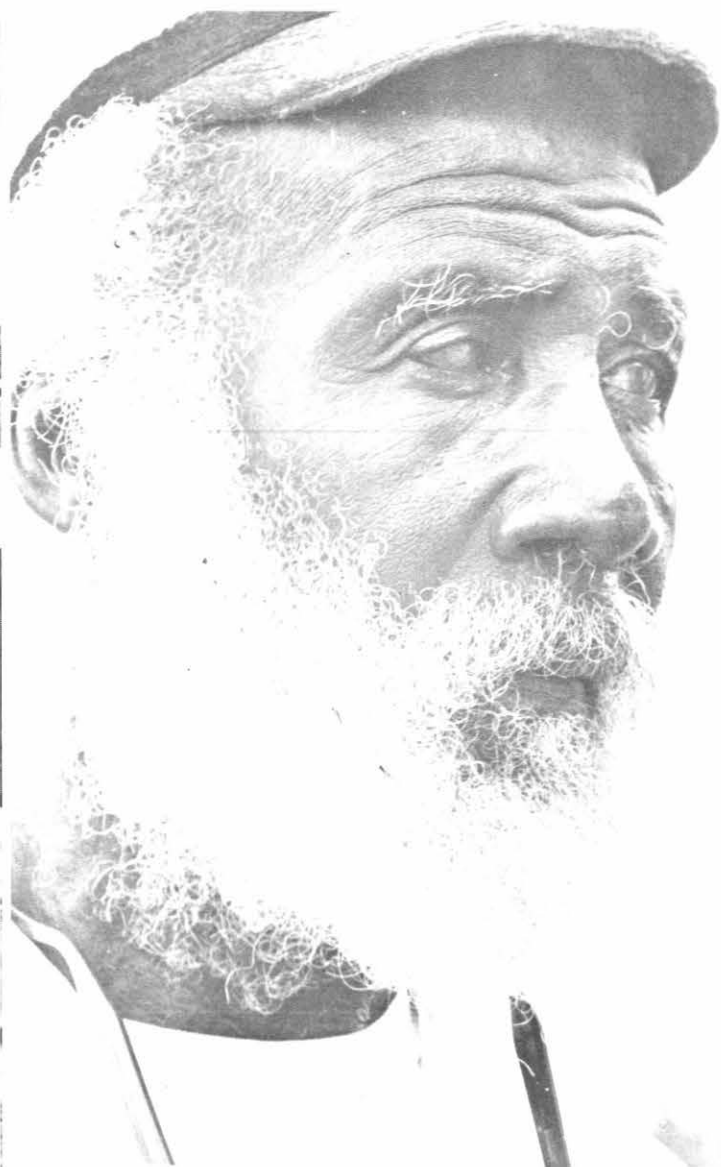


The 13-man Seabee team detached the SANCTUARY for our "Project Hand-clasp" tour found their work cut out for them in Buenaventura. They spent long hours in and around the city helping to rehabilitate structures and train local officials in the use of construction techniques and engineering procedures.

The Seabees departed the ship when we arrived in Mayport but the work they did not only played an integral part in our first mission, but earned the respect of the SANCTUARY crew.



## The People Of Buenaventura



happiness that we, as Americans, find hard to relate to. The faces tell the story.



The people of Buenaventura were rich in a sense because they were able to treasure the things that members of more affluent societies tend to take for granted; their families, friendships, the blessing of a healthy child, the challenge of bartering to get the most for the little they had to trade. There was an important cultural lesson to be learned here; that when competitiveness and the pressure to succeed are replaced by the more simple pleasures of life, the result can be a type of











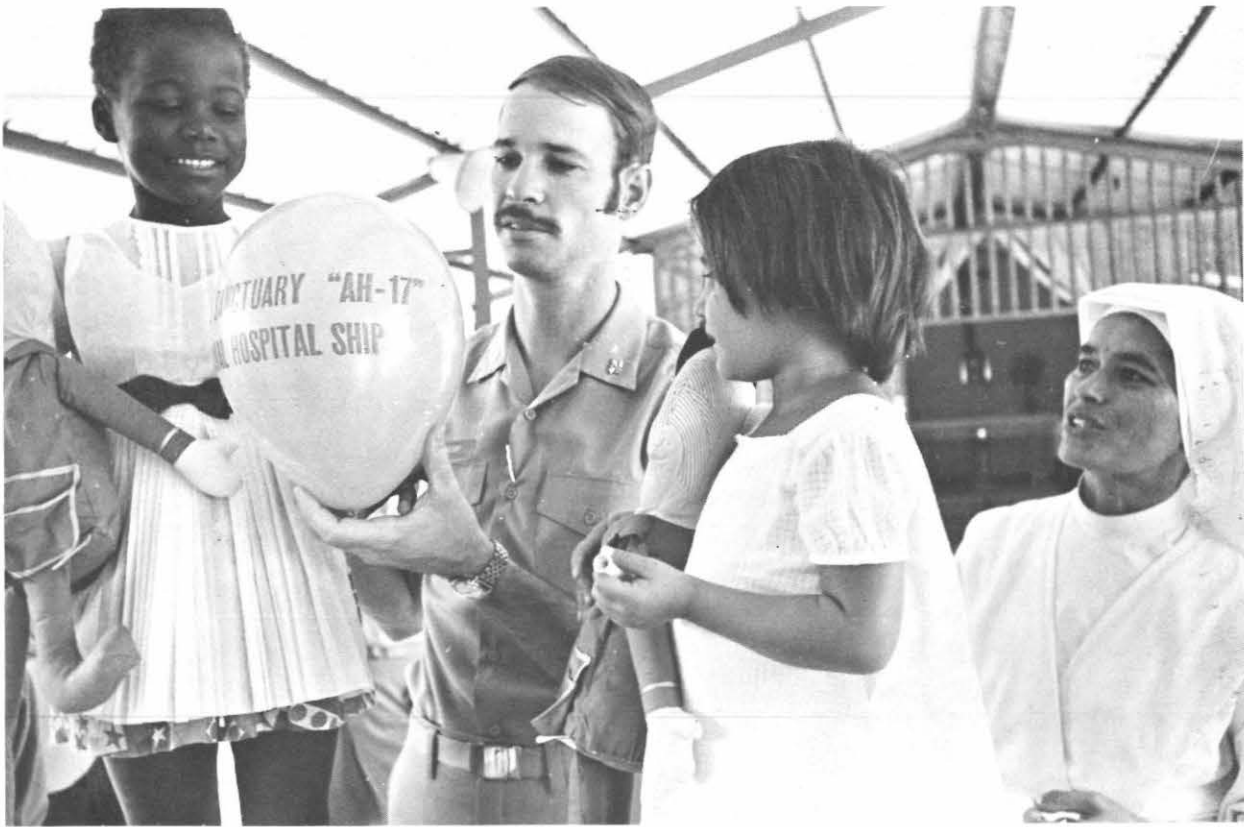


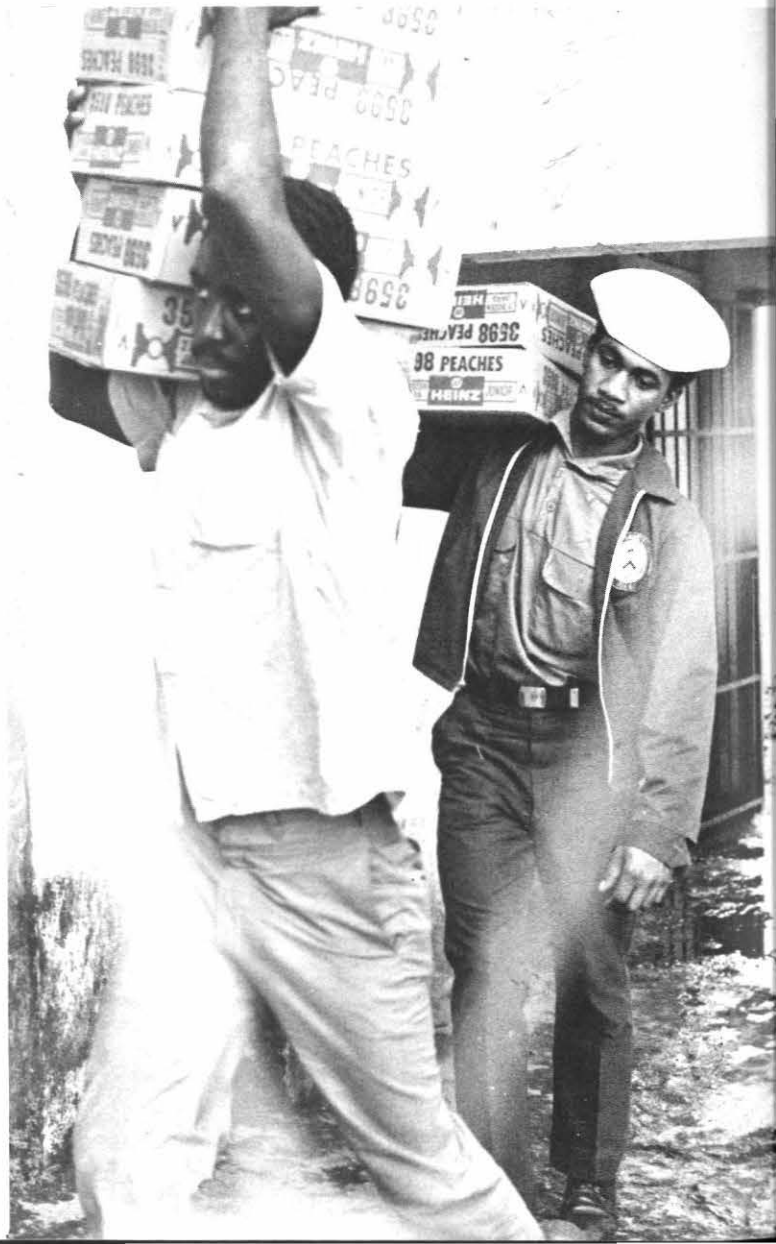


## RESALE'S ROLE IN "PROJECT HANDCLASP"

Resale's role in "Project Handclasp" was a considerable one. It all began in San Diego in September '73 when we picked up the Handclasp supplies and goods to be distributed in Colombia and Haiti. Resale personnel spent long hours there, in conjunction with the Deck force, loading and storing thousands of cases of everything from baby food to hand tools. The next step in the distribution process was for the Resale Officer, LT. Wayne Bussey, to find where the need for Handclasp goods was greatest in Colombia and Haiti. As a member of the advance party in both countries, he met us each time with a list of the institutions and organizations that were most in need of help. Then Resale personnel took over, delivering the designated goods to orphanages, churches, schools and hospitals. Some of the delivery locations were far from the Buenaventura and Port Au Prince areas, and this meant travelling long distances usually over rough terrain to get the supplies where they were needed.









## Many Colombian Dignitaries Learn of Sanctuary

During our stay in Buenaventura, many Colombian dignitaries, including the Mayor of the city, toured SANCTUARY and learned first hand what our mission was actually about. Both Captain Rodgers and Captain Garland, in addition to the crew in general, spent numerous hours onboard and at local festivities and ceremonies spreading the word of "Project Handclasp."







## SANCTUARY CREW AT LEISURE IN COLOMBIA

Relaxation came easy in Colombia, whether it was on a shopping spree, an organized tour, an evening at the Bambou or International Clubs, a beer or aguardiente at a local tavern, a weekend trip to Cali or a surrounding village, or a home-cooked meal at the home of a new-found Colombian friend.

If souvenir hunting or Christmas shopping was your main interest, you didn't have to go far for a bargain, or what you *thought* was a bargain. Colombian merchants are probably the world's second best traders (second only to the Haitians). Roughly, the bartering rules there go something like this: if the American sailor offers \$1.00 for an item, the Colombian merchant will ask for \$100.00. If, in the next half hour of discussion, the merchant drops his price to \$5.00, you have probably gotten a good deal. If, on the other hand, you paid any more than \$10.00, you paid too much. Bartering is a way of life in Colombia, and the strategy involved in trading is often as much fun as actually receiving the item you worked so hard to get at a good price. If you trusted your trading skills enough to go off the pier to barter the selection of Colombian crafted goods was almost endless; from wood carvings and fine jewelry to Colombian rugs, clothing and art work.

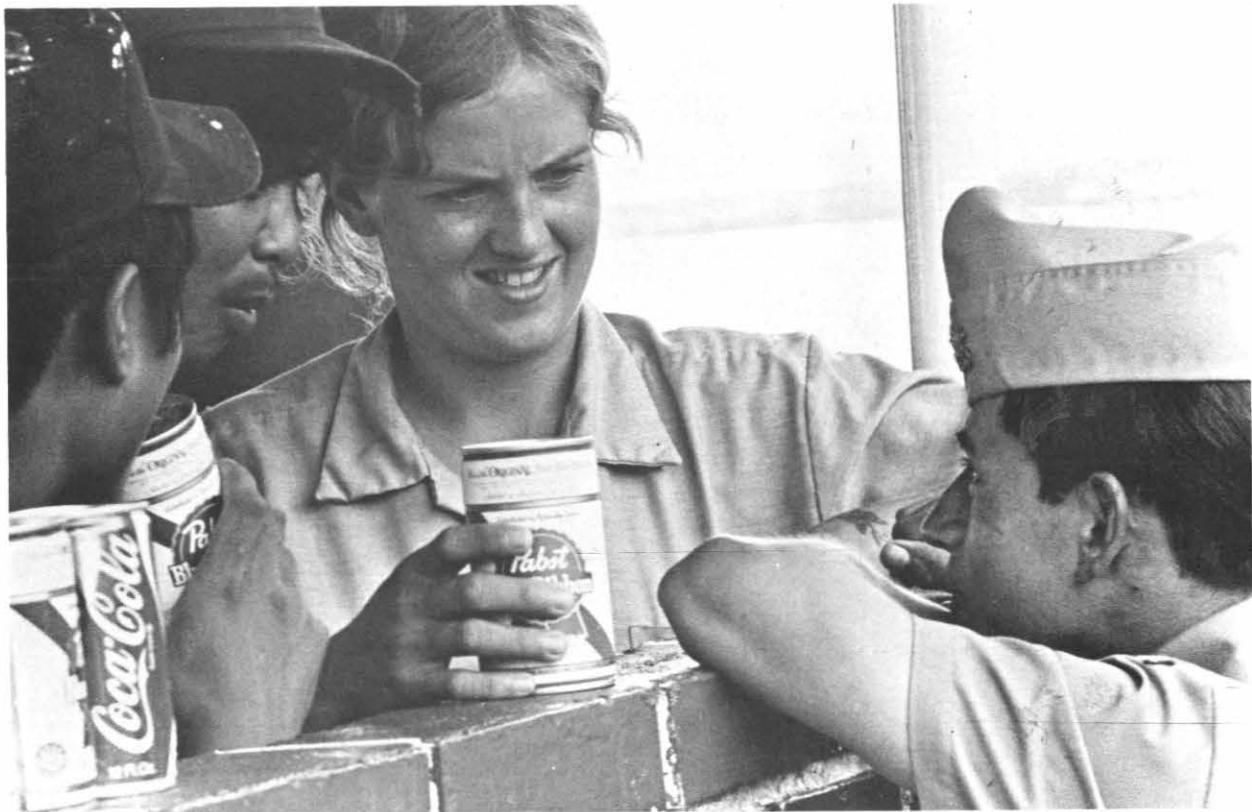
A weekend visit to Cali, Colombia was a must if your nerves were up to the taxi cab or bus drive through the mountains to get there. Colombian drivers don't seem to know the meaning of the word "fear." If their car will go 50 MPH, they'll go 50, if it'll go 80, they'll go 80, and if it'll go faster than that they probably won't live long. One last word on the automobile situation in Colombia; if someone you don't particularly like is going to Colombia in the near future, send him with one piece of advice—tell him that the pedestrian has the right-of-way there. You can guarantee he won't last a day.



Cali itself provided the ideal place to spend a relaxed weekend; especially after a hectic week of Handclasp activities on the ship. Headquarters for most of the crew in Cali was the Intercontinental Hotel, where all the luxuries of home were provided at a reasonable price. It provided swimming, fine cuisine, a nightclub overlooking the city and it was located for easy access to the downtown area of Cali.

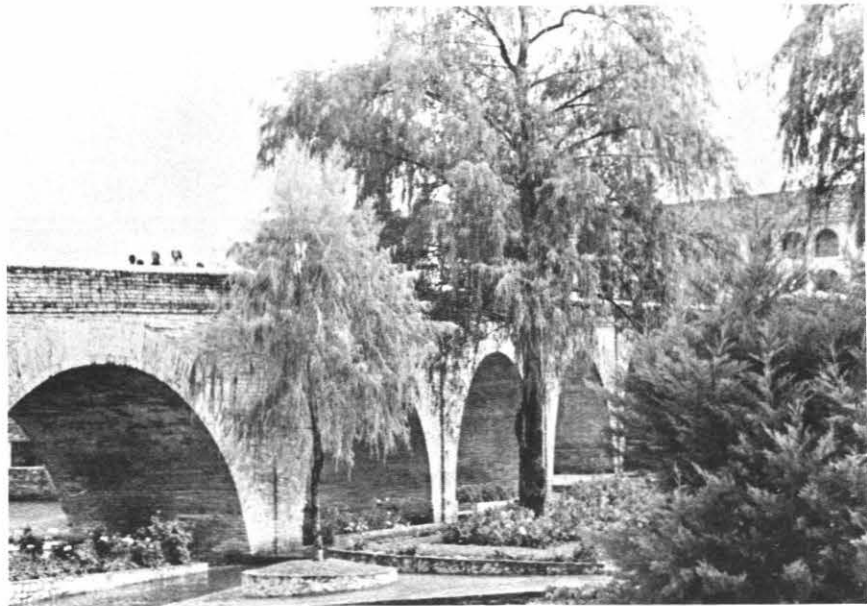
If you were lucky enough to strike up a friendship in Colombia—you were probably treated to the hospitality Colombians give so generously. They took you home to meet the family and have dinner, and probably invited you back whenever you could make it.

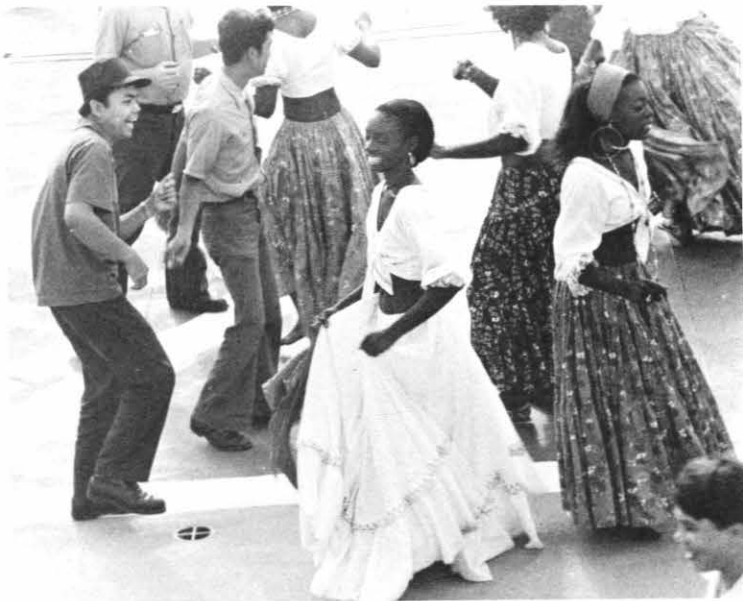
One final word on liesure in Colombia. If you can't remember the name of that stuff you drank in Cali or Buenaventura, it's "aguardiente." To this day I don't think anyone really knows exactly what's in it—but considering the effects it has on the human body, perhaps it's best that you won't find much of it in the United States.





## Sights in Pali







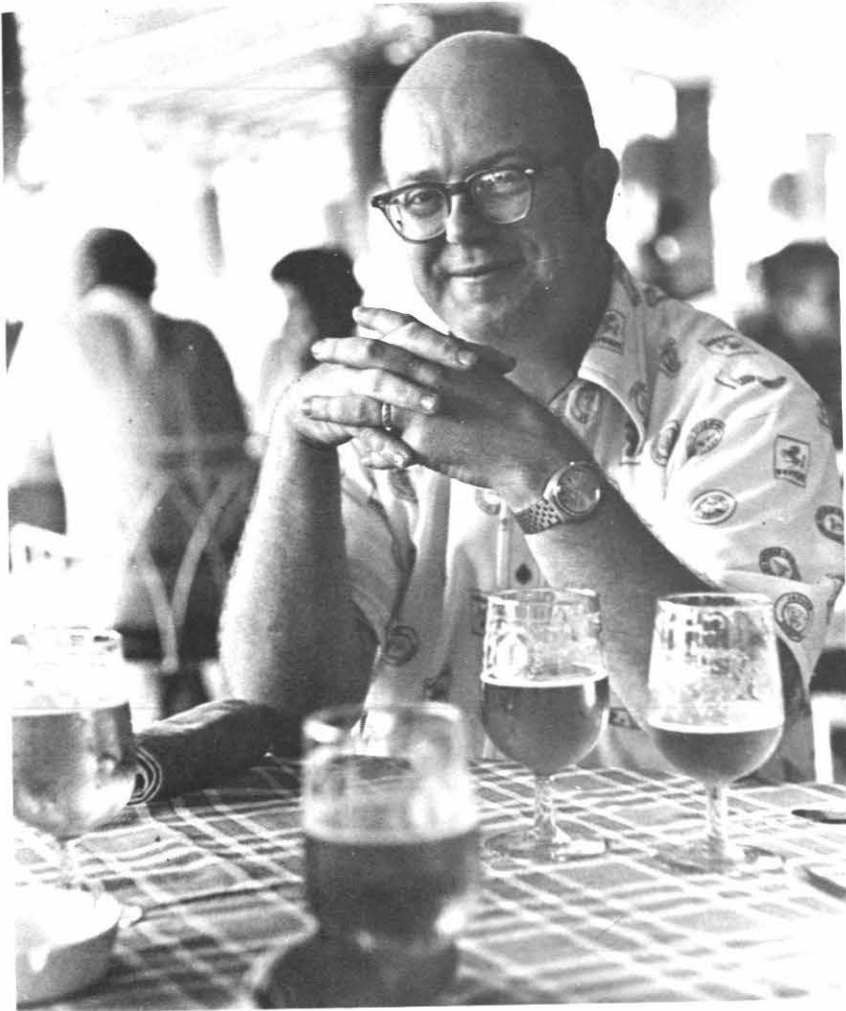




**A dance with the locals on the helo deck.**







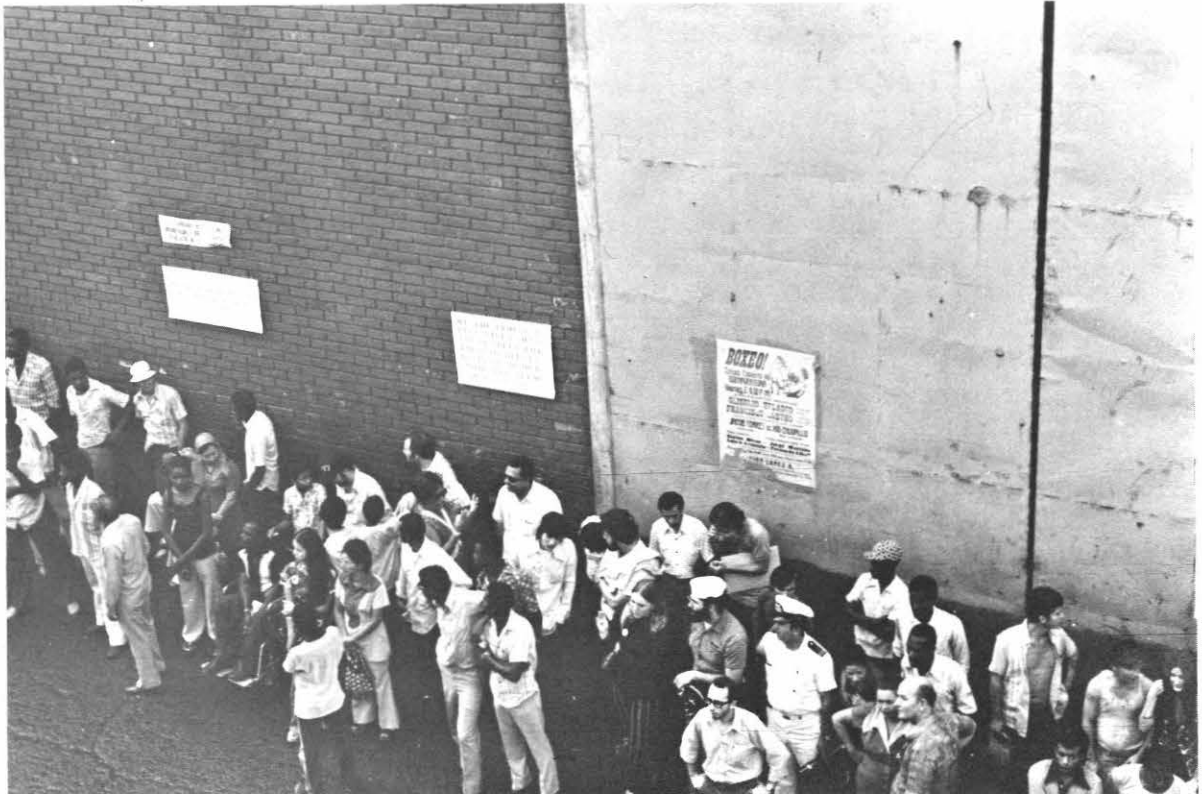
(Just 1 more drink, please?)



## SHIFT COLORS: UNDERWAY

The Colombian congregation on hand to bid SANCTUARY farewell wasn't quite as large in number as the crowd that met us on our arrival, but what this group lacked in number, it made up in enthusiasm. On hand, as we prepared to shift colors and leave Buenaventura, were the friends we had made there; either through our "Project Handclasp" activities or on a personal level. There to say goodbye were the Catholic Nuns whose orphanages received much needed Handclasp supplies and materials; many of the patients who had been given a second chance through surgery or therapeutic equipment from the ship's hospital; the Colombian interpreters who had helped bridge the communication gap during our month's stay; a taxi cab driver who drove from Cali to Buenaventura to say goodbye to the crew members he had made feel welcome in his home town; and, of course, Henry from the International Club.

As we pulled out to the sounds of the Colombian and American National Anthems, it was hard to accept the fact that most of us would never make it back to continue the friendships we had made during our short stay in Buenaventura. But our mission was only half complete, and there would be new people to meet and more "Project Handclasp" duties to perform. So it was Goodbye Colombia; next stop Panama Canal and Haiti.







## Goodbye Buena Ventura



# PANAMA CANAL

You had read about and seen pictures of the Panama Canal, but to actually be going through it was quite an experience. We did just that on 9 November 1973, and, with a boatful of visitors to share the day with us, we got to see the marvel of this waterway that joins the Atlantic and Pacific Oceans. Just the chance to see and have the mechanics of the operation explained to us was well-worth the 8-hour transit, but with the scenery along the canal, the overnight stop in Panama City, and just the knowledge that we were taking part in something that most Americans never get a chance to go through, this had to be one of the memorable parts of our SANCTUARY Experience.

The canal itself was opened in 1914 after almost 40 years of attempts and failures by France and the United States to get the waterway completed. The original idea was to build a sea level canal to link the Atlantic and Pacific Oceans, but this concept proved not feasible, and was replaced by the lock-type canal we saw in our transit.

Each chamber in the lock system is 1,000 feet long and 110 feet wide. The water employed to fill and empty the lock chambers is fed by gravity through large culverts in the sides and center walls of the locks. This water finally flows down from Gatun Lake into the sea as the chambers empty. A complete ship transit from ocean to ocean results in the release of 52 million gallons of fresh water from Gatun Lake into the ocean.

The limitations imposed on ship sizes by the locks and the channel depth, maintained 42 feet through Gatun Lake and Gaillard Cut, prevent a number of the world's largest vessels from using the canal; a vast majority of the world's ships, however, can make the passage.

Tolls for use of the canal are based on Panama Canal net tons, computed on the basis of 100 cubic feet of revenue space. Average tolls are about \$5,100 for oceangoing commercial vessels. Using the canal rather than circling South America may save shippers 10 times the cost of passage.

The Canal Zone extends generally five miles on each side of the Panama Canal. Its area is 557 square miles. No private business is permitted except that which is directly related to the operation of the canal. With few exceptions, only persons working for the United States government may reside in the zone. The population is 42,122.

The Canal Zone is the headquarters for the Southern Command, which directs the United States Military effort over 7.5 million square miles of the Latin America land mass.









# Port Au Prince, Haiti



November 13th-December 11th

We arrived in Port Au Prince, Haiti, the second stop on our "Project Handclasp" tour, on 11 November. The welcome received there wasn't nearly as enthusiastic as the one given us in Buenaventura, but the reason was understandable; Americans are nothing new in Haiti. In fact, because only a few hours of flight time now separate Haiti from the United States, American tourism has become one of the staples of Haiti's economy.

We had accustomed ourselves to what "Project Handclasp" was all about during our stay in Buenaventura, and the momentum we gained there and the lessons we learned proved invaluable from the first day in Port Au Prince until the day we wrapped up our mission and headed for home. There was a kind of confidence on SANCTUARY that what had been accomplished in Buenaventura could be equalled, if not surpassed, in Port Au Prince, and every Department onboard worked hard toward that end. On 11 December, with a sigh of relief and a feeling of accomplishment, we departed Port Au Prince for our new homeport of Mayport, Florida. The sigh of relief came because after two and a half months of cultural shock, hectic activity, and new experiences we were finally going back to the United States to be with our families and to relax over the Christmas Vacation. The feeling of accomplishment came because we had gone well beyond what even the planners of the project had envisioned; and in doing so we may well have paved the way for more Project Handclasps in more countries throughout the world.





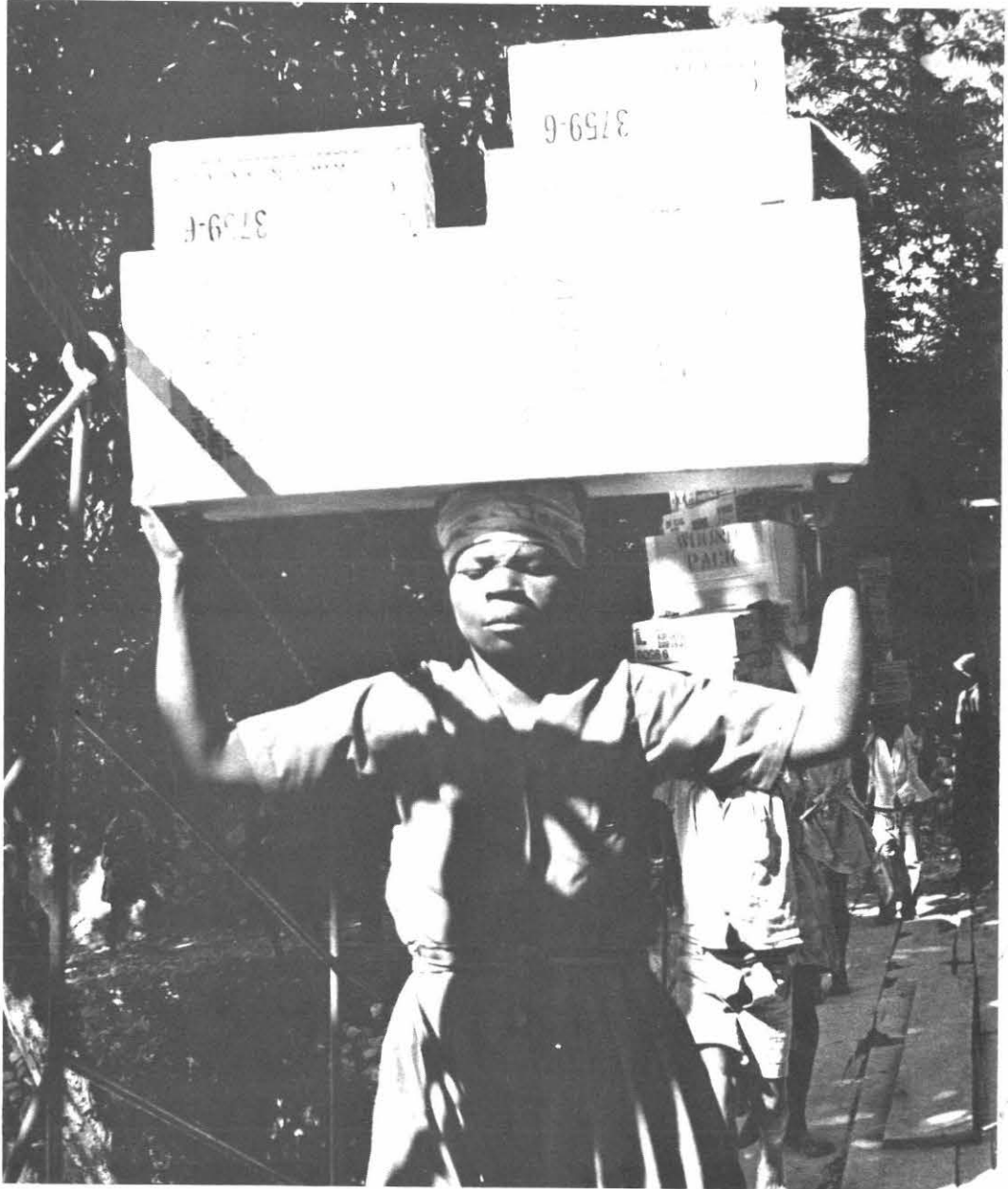






Colombian and Sanctuary Doctor's perform many operations.  
These were not serious.





## DIGNITARIES

A sidelight to our "Project Handclasp" visits to Buenaventura and Port Au Prince was the welcoming aboard of Colombian and Haitian VIP's. Leaders from the city and national governments of both countries were invited aboard to tour the ship and see first hand what we were attempting to accomplish and to discuss our mission with Captains Rodgers and Garland.





Capt. Rodgers meets President Duvalier of Haiti at  
Haitian Armed Forces Base Ceremony.





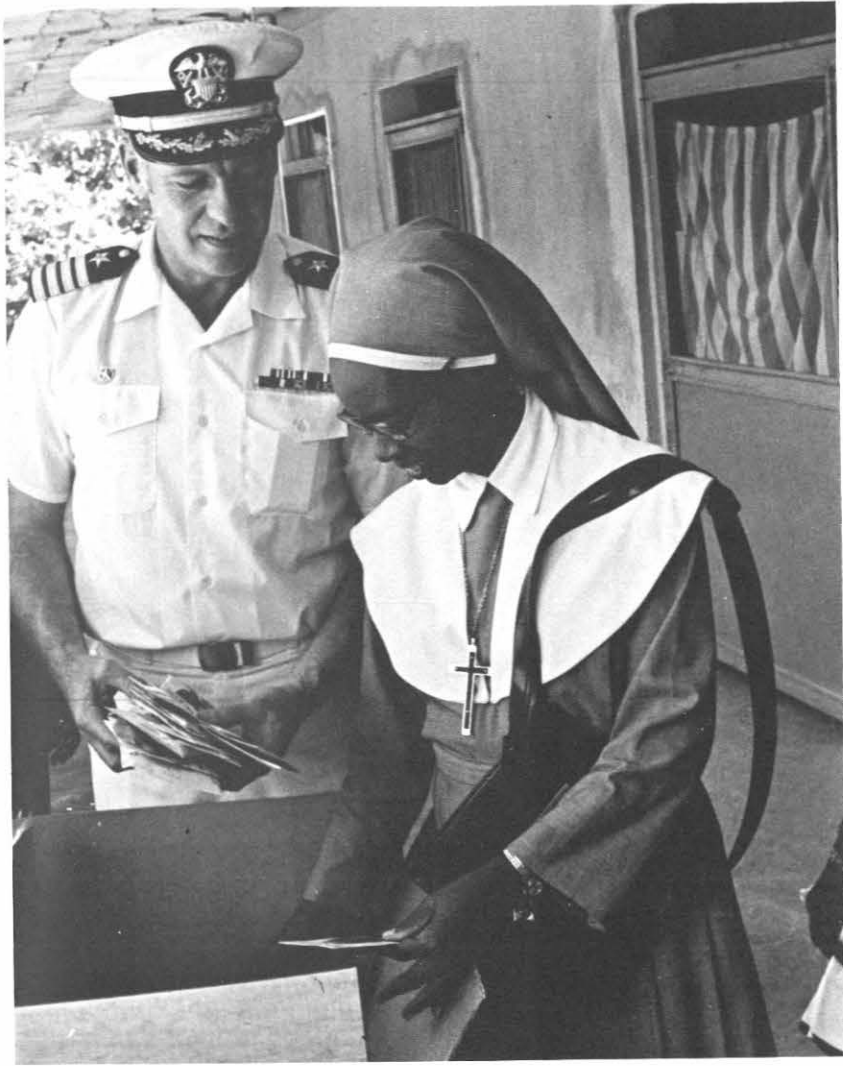


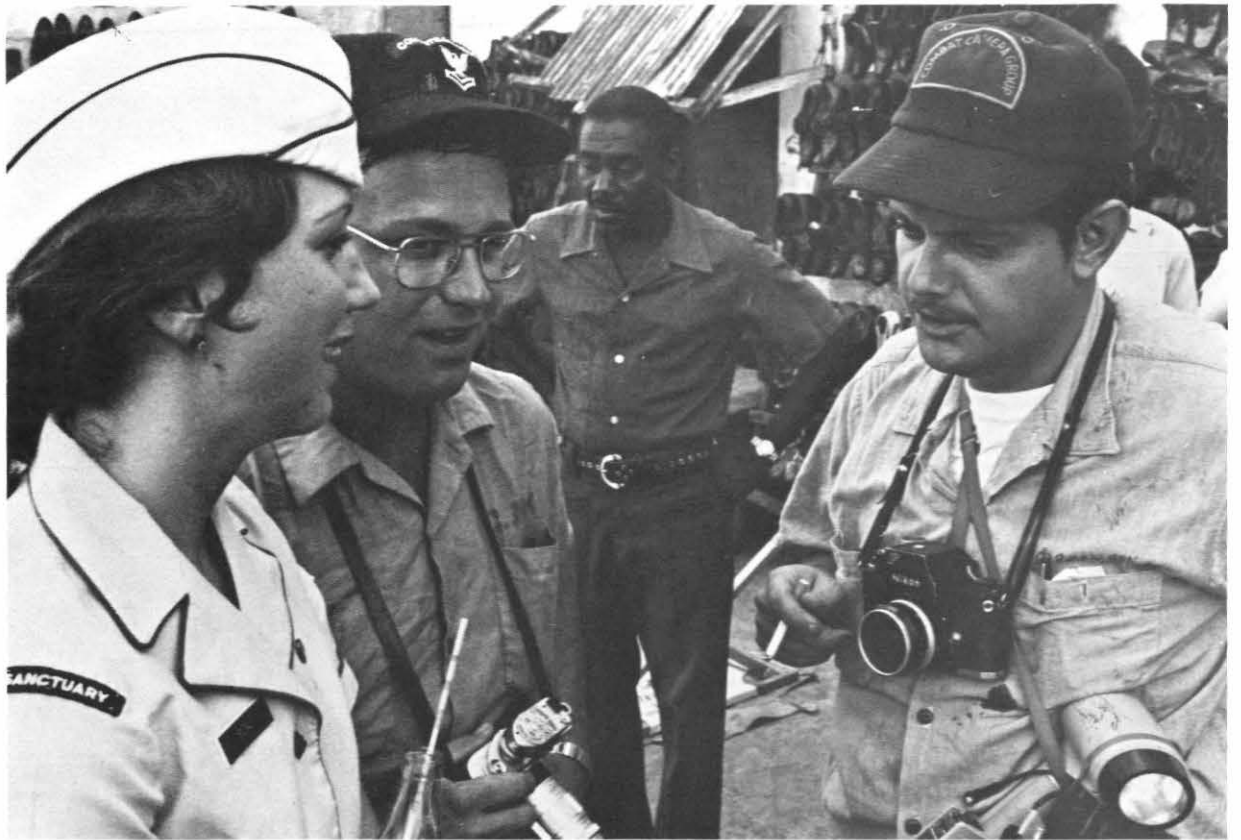




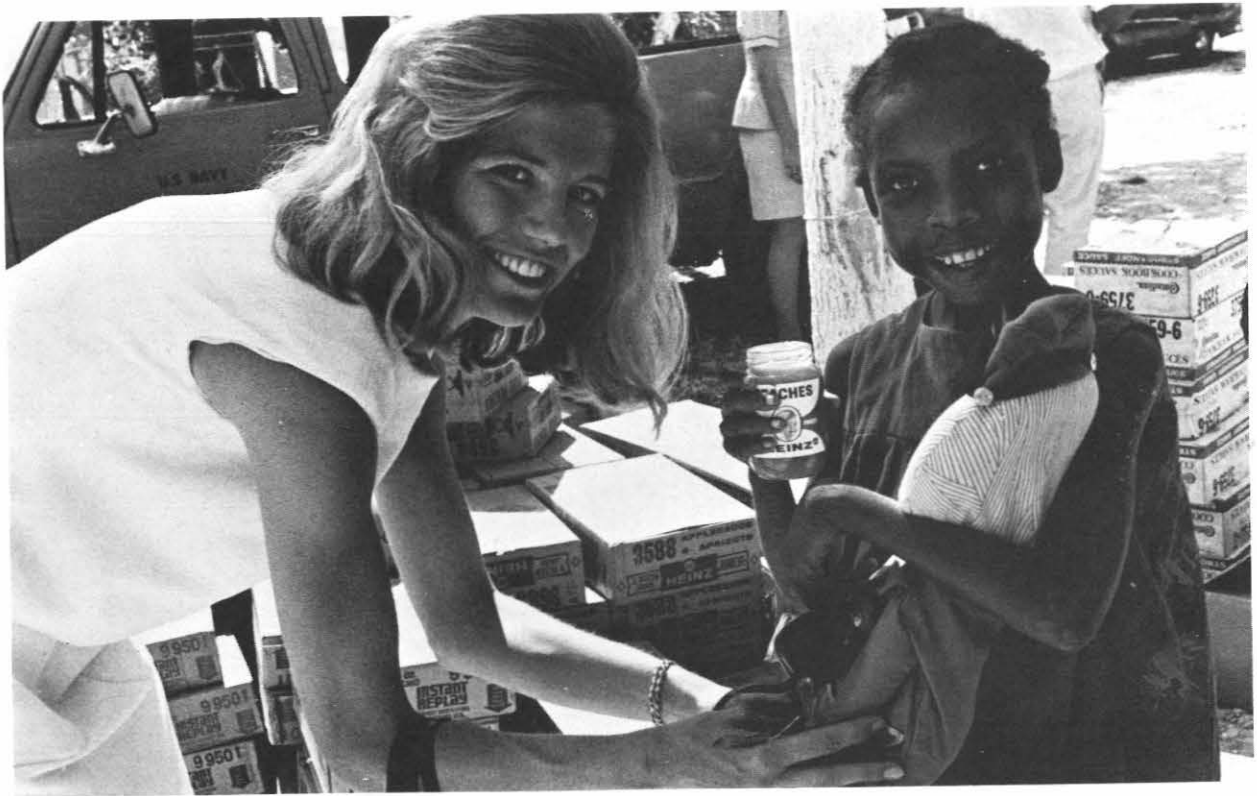


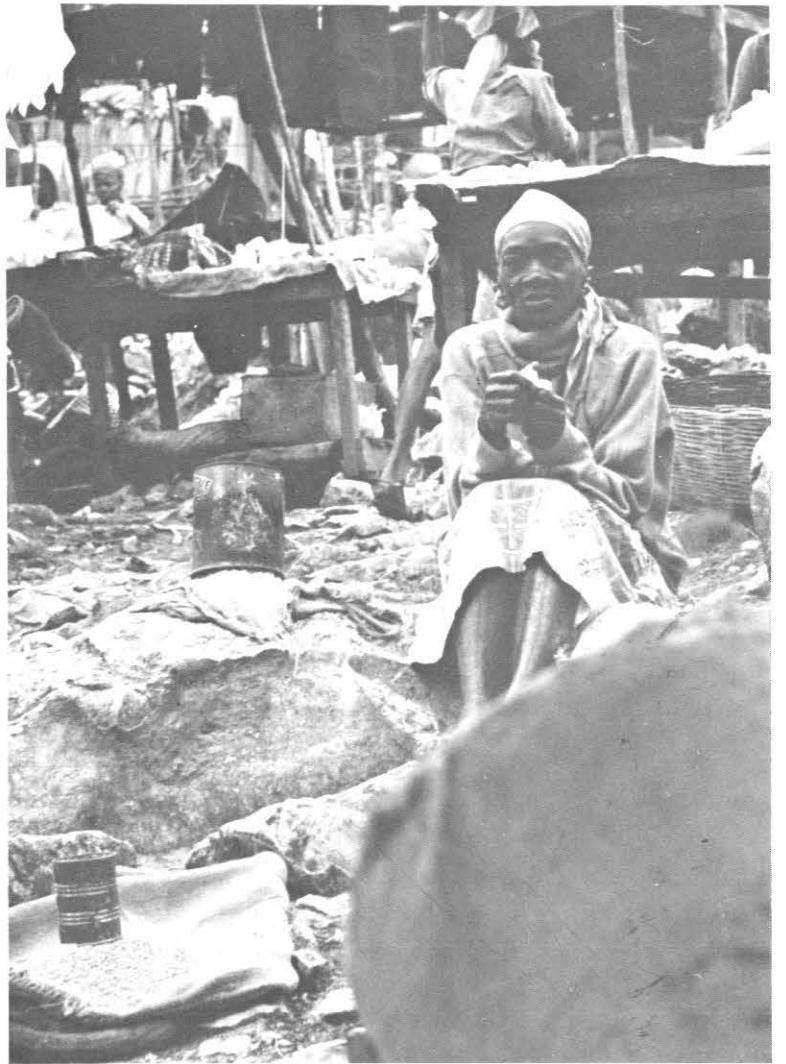


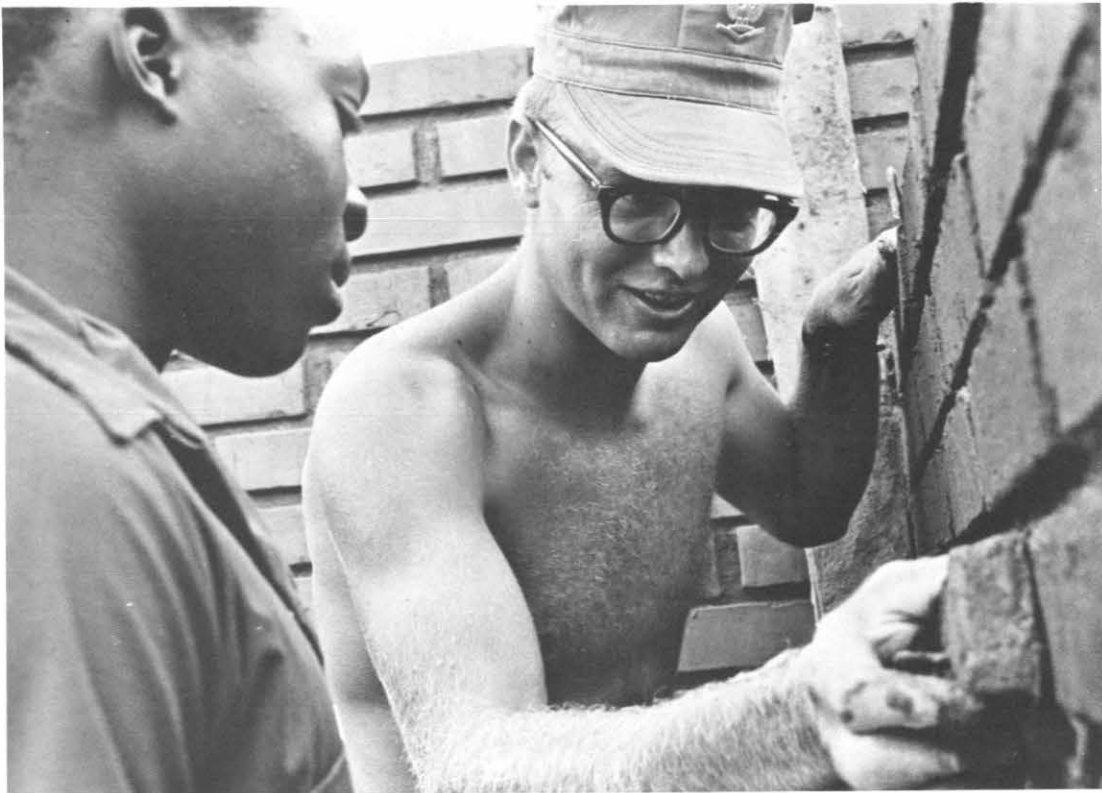
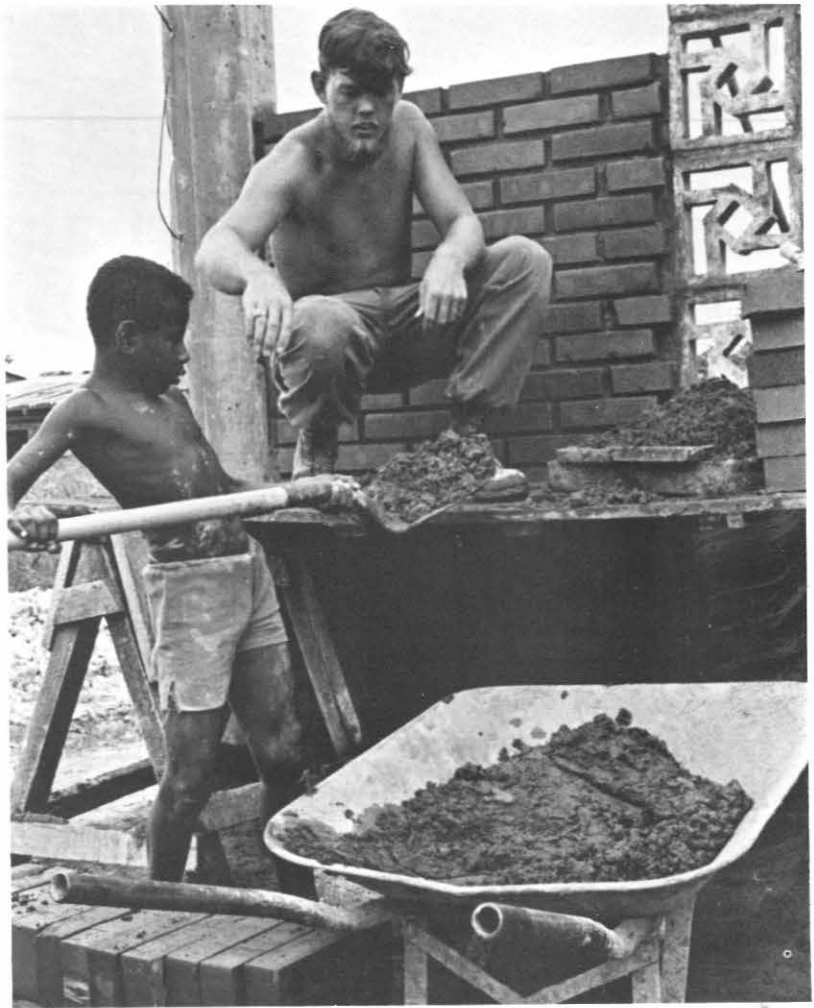












# Le navire-hôpital «USS Sanctuary» à Port-au-Prince

Le navire hospital US SANCTUARY, le seul du genre de la marine américaine, a jeté l'ancre au quai de Port-au-Prince hier mardi 13 Novembre à 9h du matin.

**SUR LE NAVIRE HOPITAL "SANCTUARY"  
200 des notres seront  
consultes chaque jour  
par les medecins**

La conférence de presse de lundi après midi 3 hres 30 à l'Institut haitiano américain

**PASSE-PARTOUT**  
AU SERVICE DE LA  
COMMUNAUTE

Les membres de l'équipe du USS «Sanctuary» dans le cadre de la mission de bonne volonté d'un marin américain. C'est une initiative du gouvernement haitien, tant la distribution de vêtements à deux orphelins

**Le Vaisseau Hôpital «USS SANCTUARY»  
visite Haiti et Colombie**

**CIRCULAIRE**

**MEMBRES DU CORPS  
MEDICAL HAITIEN**

Le 8 Novembre 1973

La Secrétaire d'Etat à la Santé Publique et de l'Hygiène prend plaisir à accueillir les Membres du Corps Médical du Vaisseau Hôpital «USS SANCTUARY»

**Prochaine  
visite du USS Sanctuary  
Le navire-hospital restera 28 jours  
au service des malades haitiens**

**«USS Sanctuary» et les Orphelinats  
A PORT-AU-PRINCE**

## Un Navire-Hopital Américain en Haiti

Le navire hospital "USS Sanctuary" le seul au genre dans la marine américaine se trouve au rade de Port-au-Prince depuis le 13

La venue du navire a été arrangée sous les auspices des Gouvernements d'Haiti et des Etats-Unis d'Amérique.

# Llegó a Buenaventura barco hospital de EE.UU.

BUENAVENTURA, Octubre 12 (EP).- Arribó a este puerto el primer barco-hospital "USS Sanctuary", de la fuerza naval de Estados Unidos.

**Hacia Buenaventura zarpó el "Sanctuary"**

**El Sanctuary dona alimentos y drogas**

BUENAVENTURA, Oct. 28 (EP) Diez miembros de la tripulación del buque Hospital USS Sanctuary con el teniente Wayne Bussey a la cabeza, visitaron el orfanato San Vicente de Paul para hacer entrega de regalos procedentes de las ciudades de los Estados Unidos.

**Primeros pacientes trata el Sanctuary**

BUENAVENTURA, Oct. 20.- Yaneth Borrera, de 10 años de edad, fue el primer paciente que subió a bordo del "Sanctuary", de la fuerza naval de los Estados Unidos para recibir tratamiento odontológico.

**Primera paciente colombiana en el buque Uss Sanctuary**

**Una ciudad hospitalaria que no tiene hospitales**

El siguiente informe es el tercero de una serie de cinco, sobre Buenaventura y la visita que hará a esta ciudad el USS Sanctuary.

**Primera paciente colombiana en el buque Uss Sanctuary**

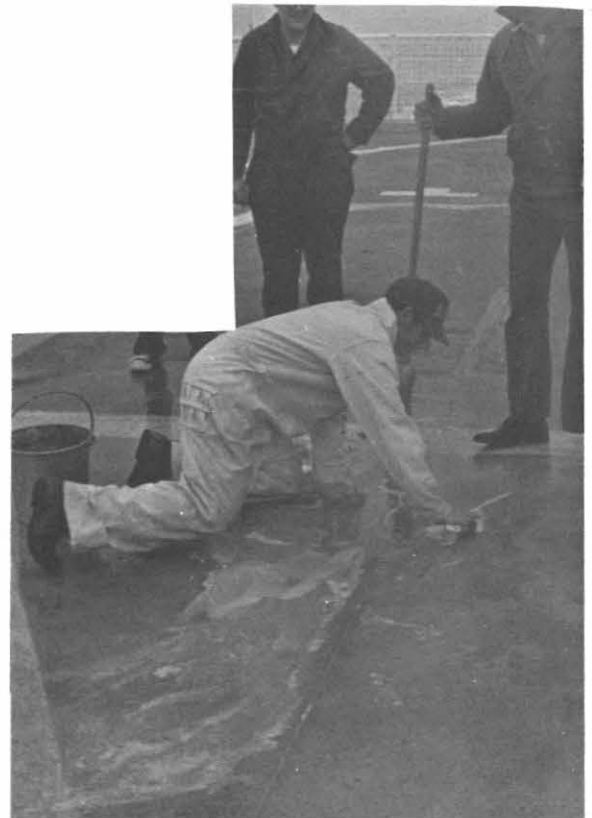


## HUMAN INTEREST

The story of SANCTUARY is its people; four hundred and fifty of them with different backgrounds, likes, dislikes, goals, dreams and attitudes—all brought together during the past year and a half—some still here, some gone and replaced by others—each adding something to the character of the ship, working together from day to day, becoming friends, sharing the good times and rallying together during the bad.

We aren't the first crew of SANCTUARY and probably not the last, but we are its most unique; and as such we have experienced situations, some funny some sad, that no other ship in the history of the Navy can lay claim to. Some people have enjoyed their own personal SANCTUARY Experience, some have not, but one thing is for certain—few will forget it.

So this section is dedicated to the crew of SANCTUARY, Aug. '72-Feb. '73, simply for . . . being human.



"Get it clean this time!"



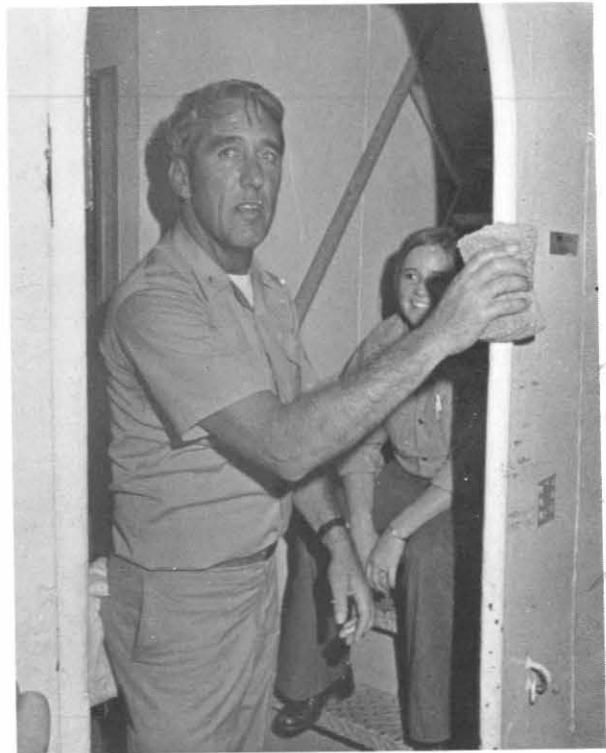
"The new comedy team of Laurel and Hardy."



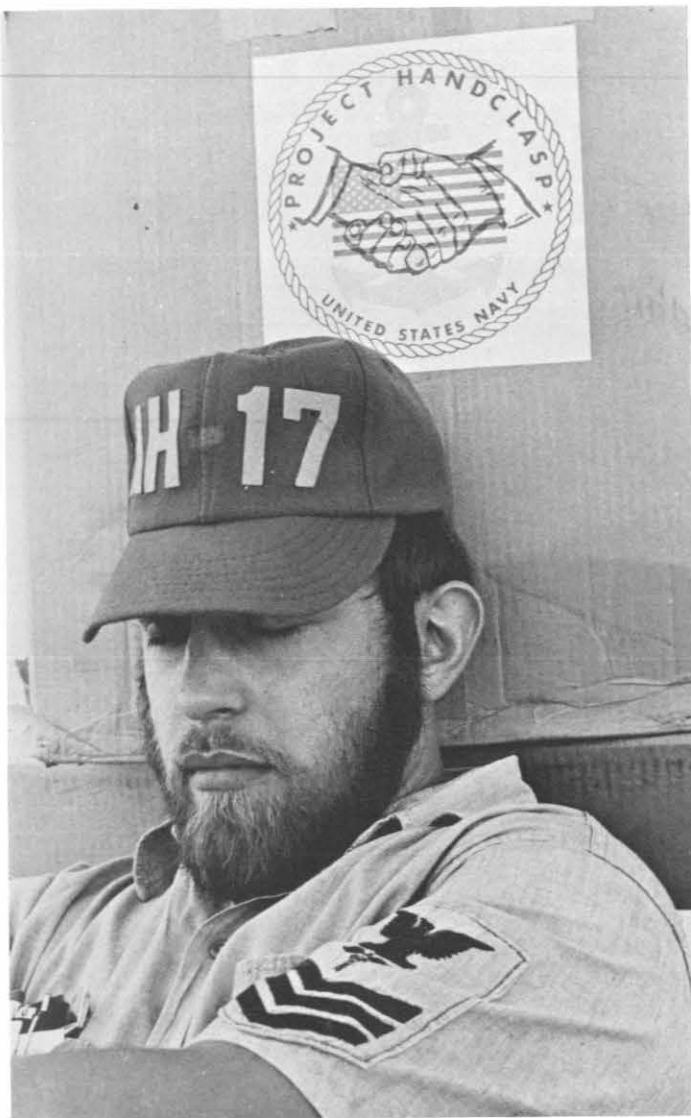
"Who was that Masked Man?"



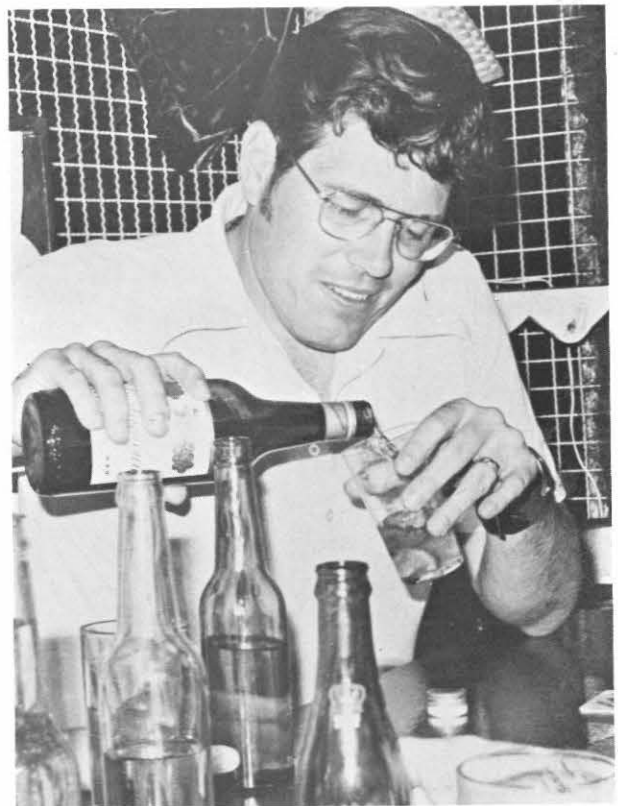
"If I ever see another carrot . . ."



"You'd make a great housewife."



Need we say anything more.



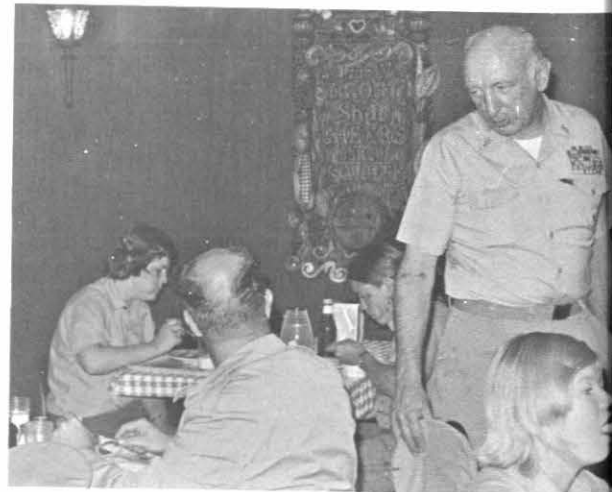
I love that rum!



"What do you think I'm doing;  
Auditioning for the MGM lion!  
GR-GR-Growl."



"Look at this spot you missed!"



"I still have more hair than you, Walt."



The Sanctuary and Colombian Maine Core Soccer Teams

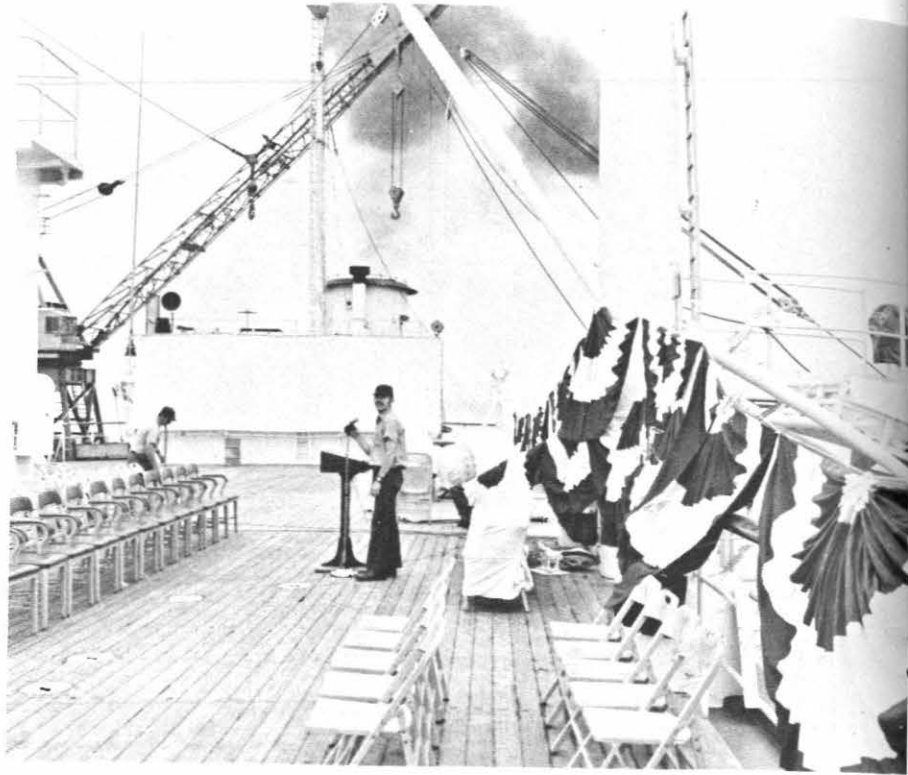


1973 SANCTUARY Intramural Baseball Champs for April League: HOSPITAL





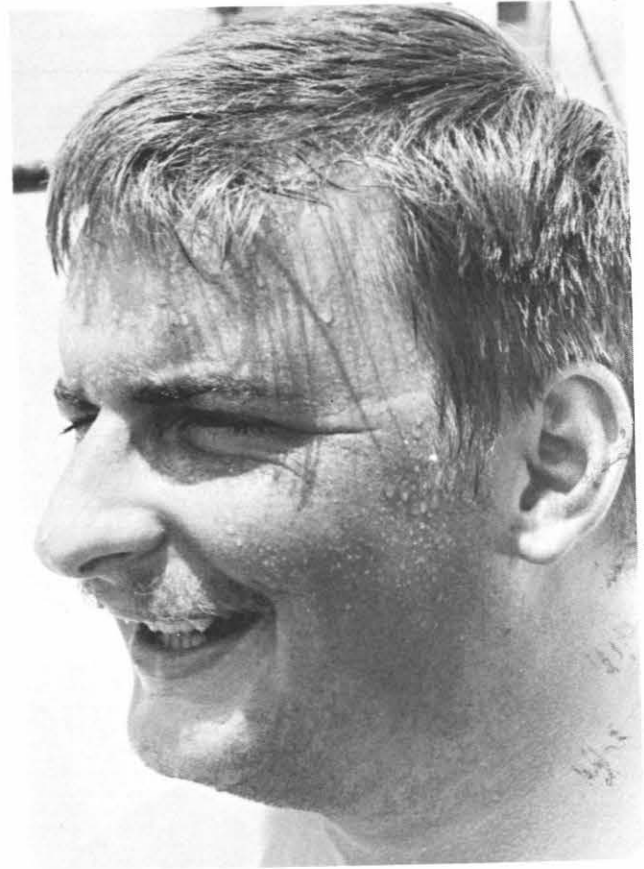
"I make the best coffee  
you've ever tasted"



"What if they gave a change of Command and no one came?"







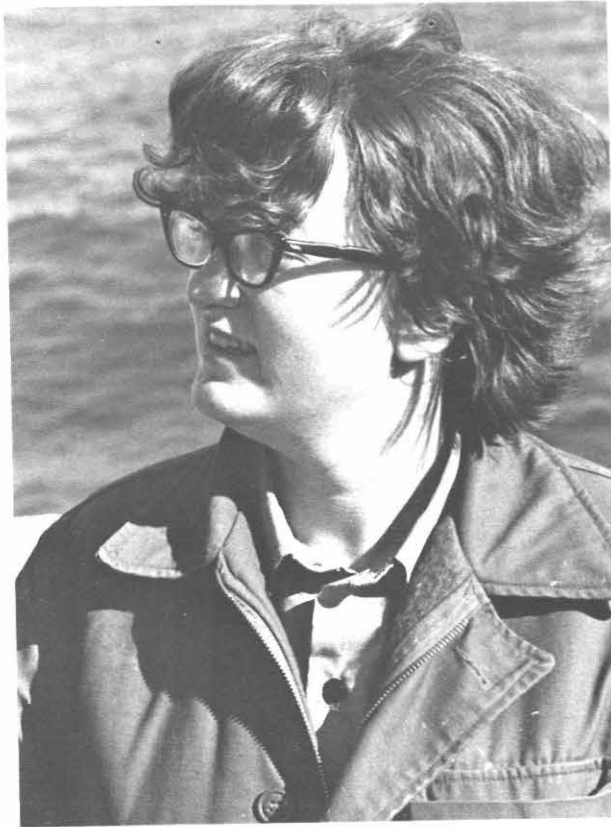


'By the light of the silvery moon ...'



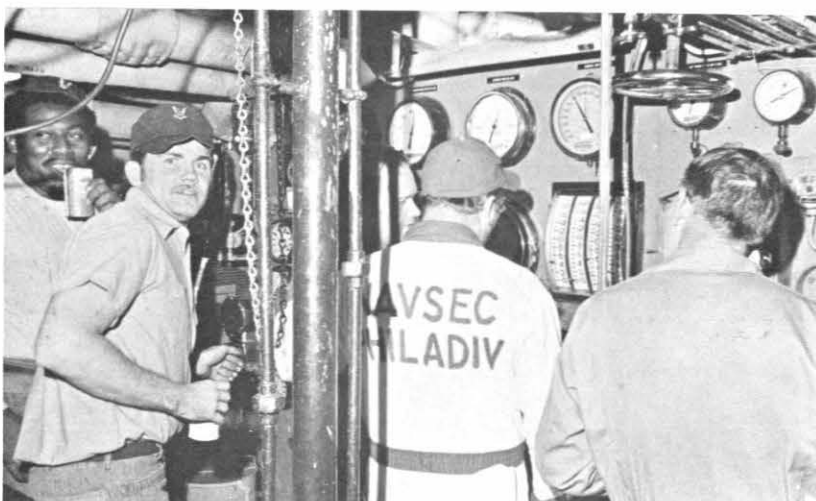
"Now how can I take your picture if you don't turn around."

# FIRST WOMAN BOATSWAINS MATE

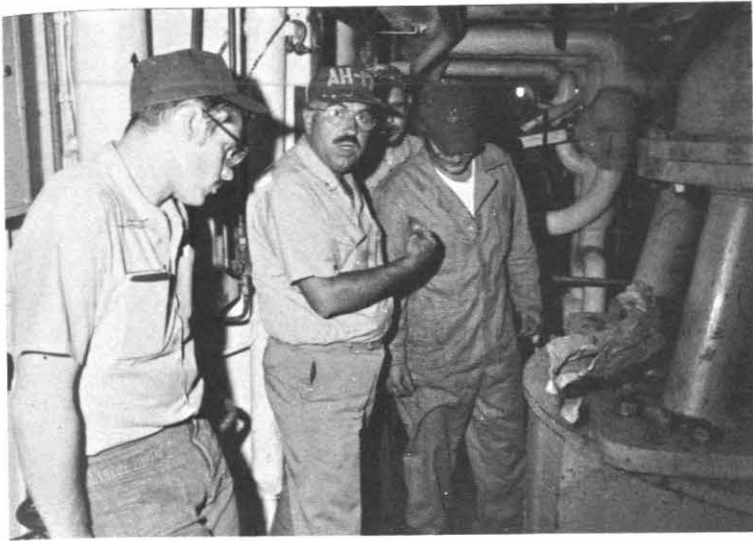


BETTY J. WALLACE, BM3





"Oh my god Powell, it's the Captain."

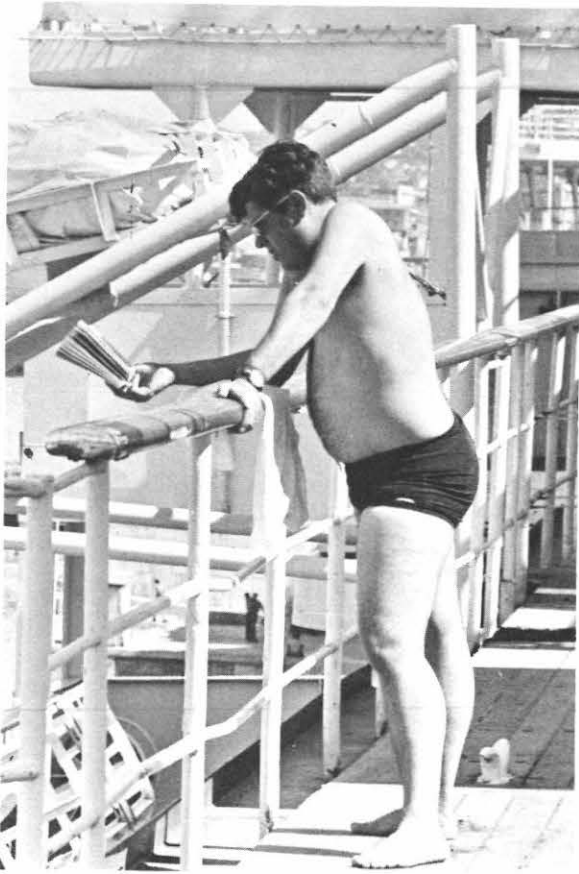


"Doesn't he know who I am?"



"Ha-ha, I got ya."

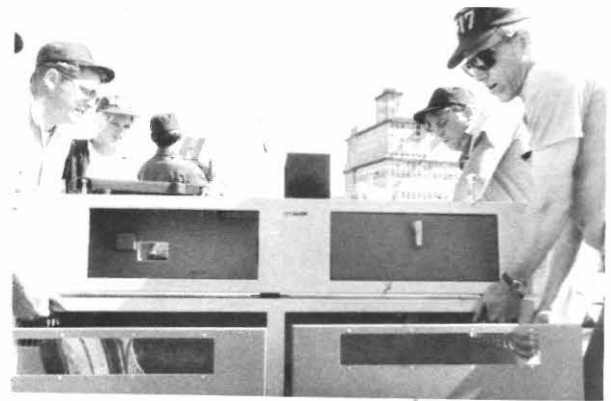




"To be or not to be, that is the question . . ."



Rub a dub, dub





"Oh, so this is work."



"I can't get turned on!"



"I want to make one thing per-r-fectly clear. I took a lot of these pictures."





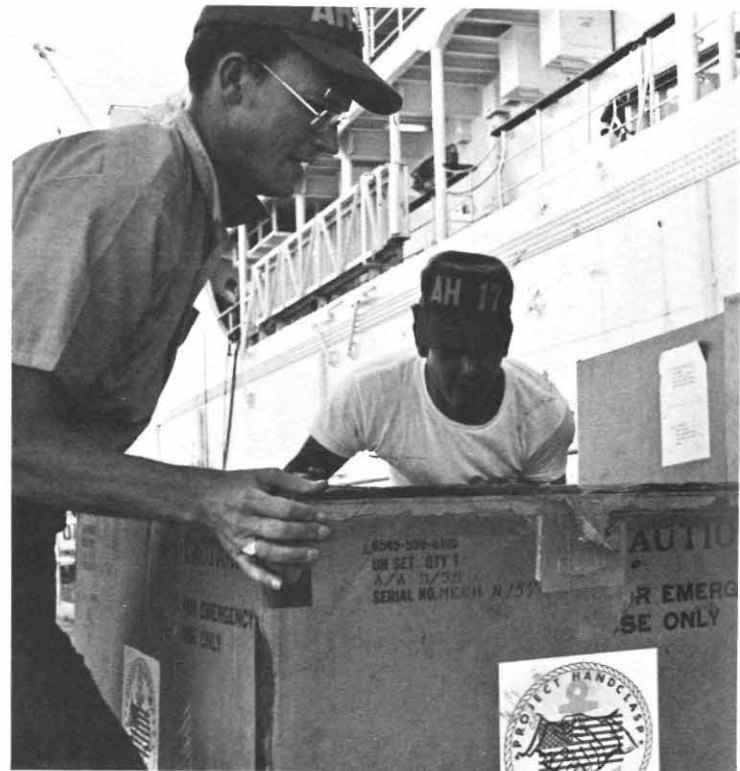
"Say, this really doesn't look much like the moon."

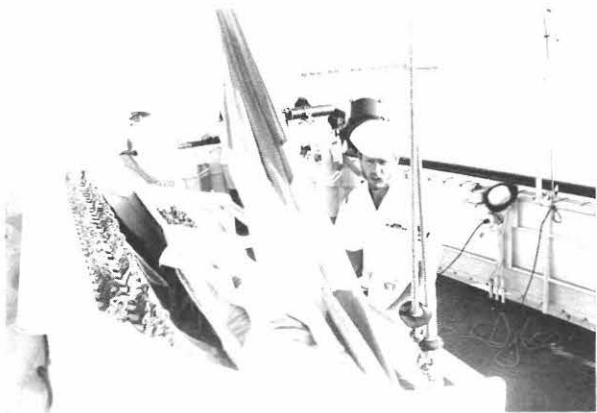


¿Qué Pasa?



"I don't care what you want, I'm the boss."





"Which one is this, Alpha or Beta?"

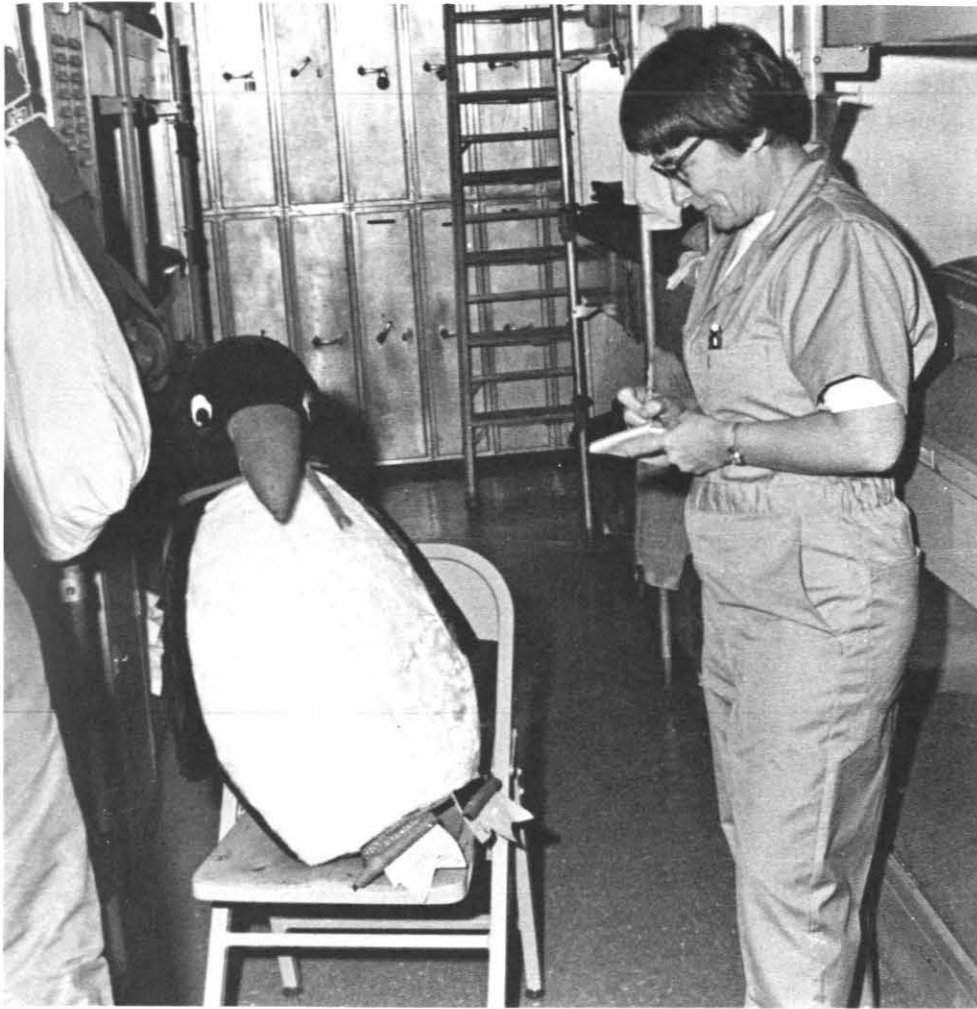


"Say, your cute."



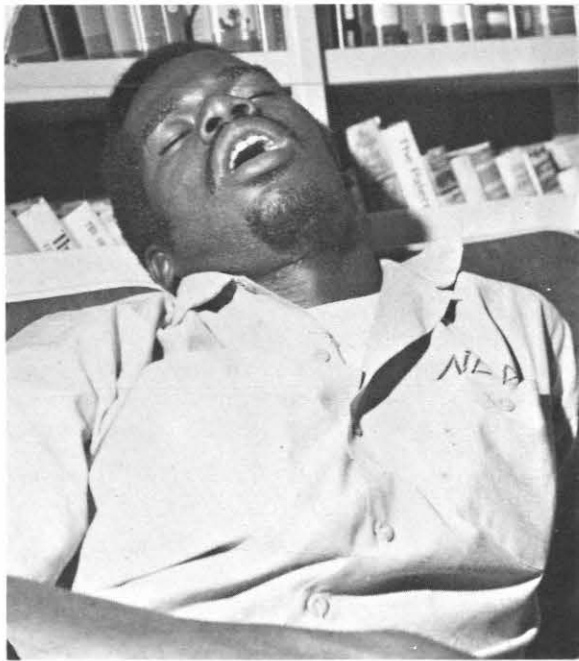


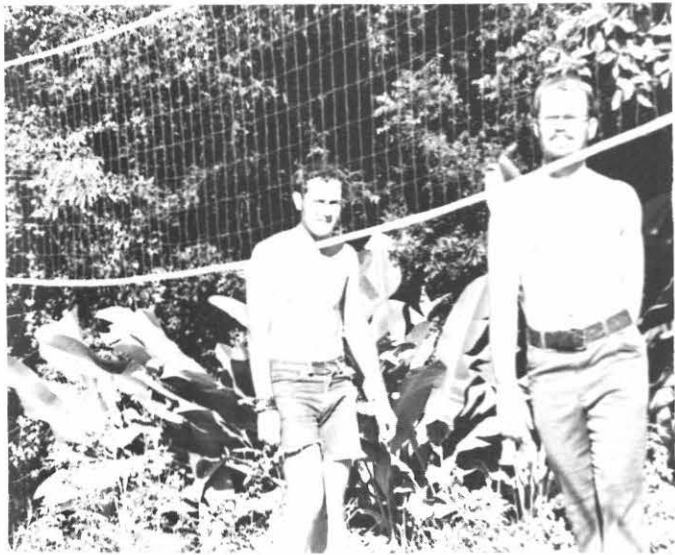


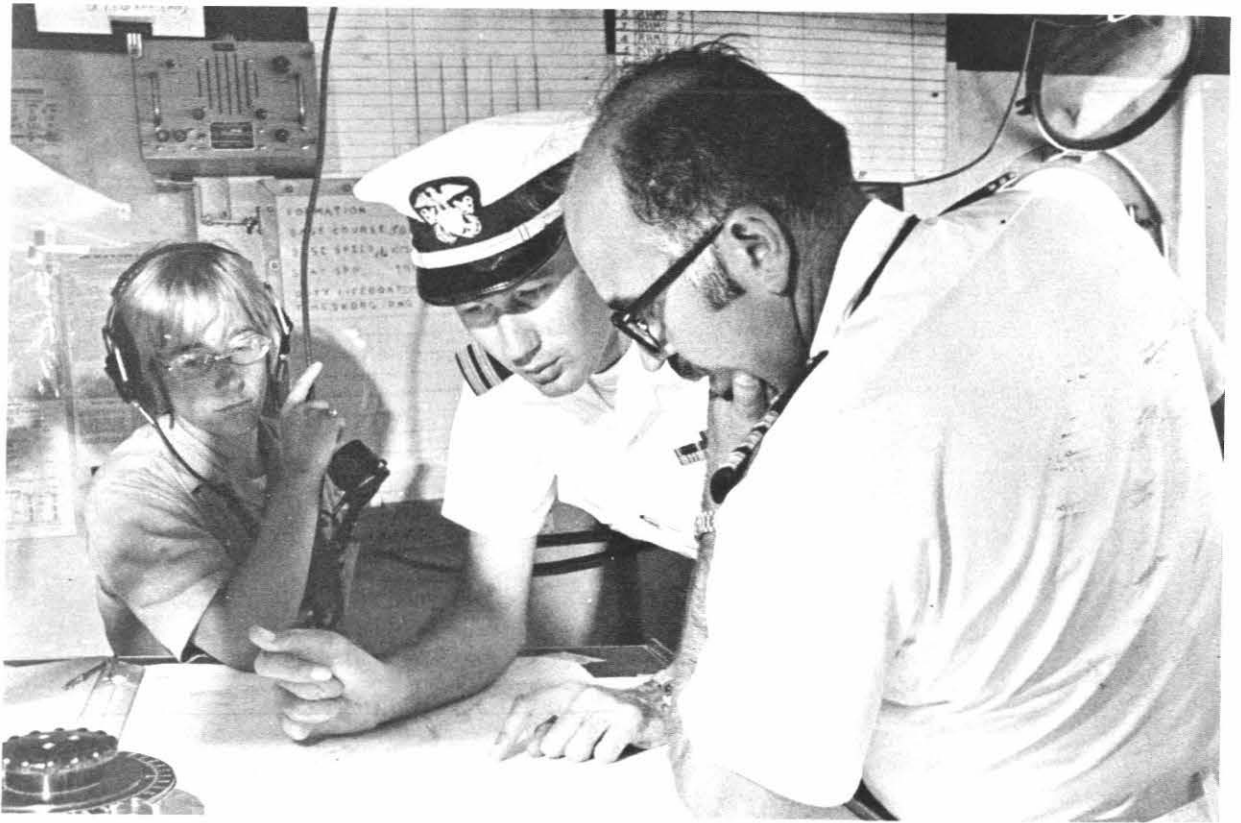


"Yes, you're right it is rather chilly in women's berthing."

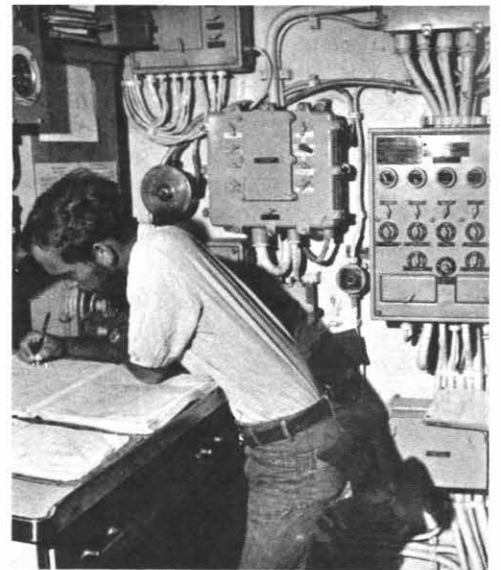
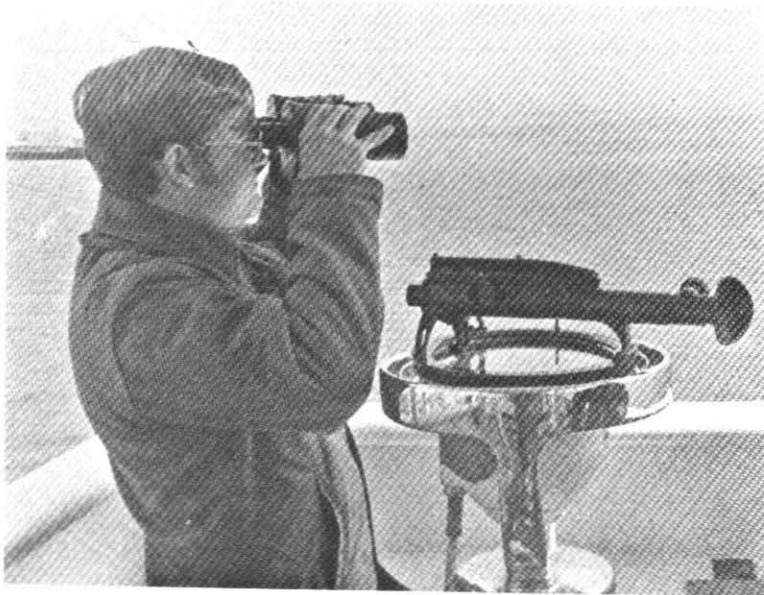








"Well XO, we're either getting close to Mayport or New York or Miami or Havana . . ."

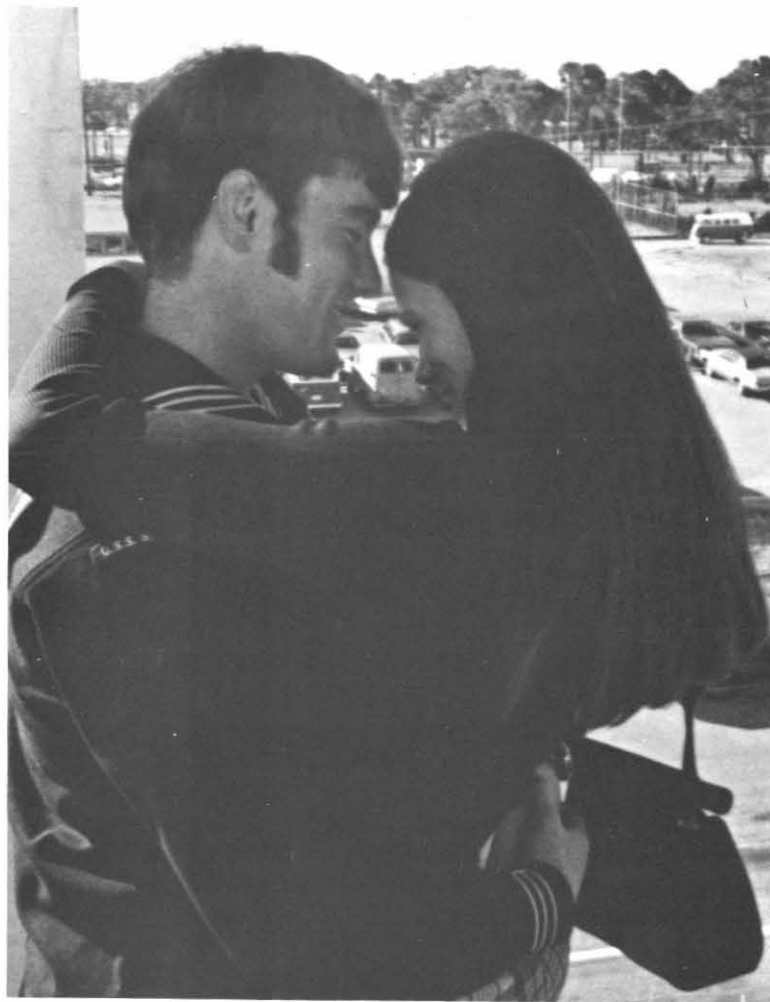






## *Home at Last*

You never quite realize how much you miss the United States, energy crisis and all, until you've been away from it for awhile. And thoughts of home and loved ones and Christmas leave were in everyone's minds as we set the Channel Watch and prepared to pull in to our new home of Mayport, Florida. There was a good crowd on hand to meet us on the pier; nothing like the welcoming crowd in Buenaventura, but the faces on the pier in Mayport were a little more familiar and that made up for size. The brow was lowered and crew members went their separate ways for the Christmas holidays. The usual contingent of curious reporters was on hand to find out how the mission had gone, but this was one day that belonged to the crew of the USS SANCTUARY . . . and it was good to be home.







## Messages To The Crew Of Sanctuary

13 December 1973

SANCTUARY today completed a highly successful deployment. It is a type mission that had not been attempted by the Navy before and the activities of ship, hospital and Seabee team are a source of pride to all of us involved with the deployment.

The full impact of your work in Colombia and Haiti will not be assessed for some time and may never be truly known, but from reports available, your success has been greater than anticipated and problems encountered have been handled expertly and with dispatch. Well done.

RADM J.T. BURKE  
COMSERVLANT

14 December 1973

Our cruise is over and we are proceeding homeward to spend the holiday season with our families. It will be a well deserved homecoming and holiday for all of you. You have all done a magnificent job, you have helped many people who needed help, and I am sure that you have enriched your own life by your experiences and observations of the past two months. As a matter of fact, I sometimes think that perhaps we are taking with us much more than we left behind.

This past year has been an exciting year for us, and, like most years, it had its accomplishments and its disappointments. The important thing is that we have completed what we set out to do. The ship has been overhauled and reconfigured, you put her back together and made her work, and she has successfully steamed 5,500 miles. She has operated in foreign ports as she was designed to do, from hospital, to the distilling plant, to the cargo booms and the storerooms and galleys. She did this because the people embarked in SANCTUARY did their jobs with sincerity and professionalism.

Well done to all of you for a successful year of 1973, and best wishes to everyone for a happy 1974. When we reach Mayport on Friday our Christmas leave period will begin. I wish all of you a Happy Christmas with your families and loved ones, hopefully made even richer and more meaningful because you have just returned from a mission whose purpose was to foster "Peace on Earth and Goodwill to Men."

Sincerely yours,  
Thomas A. Rodgers,  
Captain, U.S. Navy  
Commanding Officer

*Commanding Officer*

*USS Sanctuary*

*Captain Thomas A. Rodgers, USN*





*Commanding Officer*

*Naval Hospital Sanctuary*

*Captain Charles M. Garland, MC, USN*



Captain Alexander Hering, MC, USN  
Former Commanding Officer  
Naval Hospital Sanctuary

*Executive Officer*

*USS Sanctuary*

*Commander Gus C.A. Laskaris*



Commander Arnold D. Marsh  
Former PCO and XO  
USS Sanctuary

# DIVISIONS

Perhaps the word "teamwork" is overworked when describing what is needed to make a Navy vessel function effectively, but what better word? SANCTUARY operates through six Departments, each as important as the other and each depending on the other five for its own existence. The Engineering Department not only provides the propulsion to get us where we're going, it provides us with electricity, water, plumbing, heat, air conditioning and countless other services that make life liveable onboard SANCTUARY. Without the snipes we would not exist; but the same can be said for the other five departments.

Producing the steam to get somewhere does not good unless you know where you're going and can get there safely. That's where Operations comes in. Ops provides the navigational, electronic and communications know-how to keep us on track and out of trouble at sea.

How far would we get without the Deck Department? Not very far. Deck not only keeps the exterior of the ship clean and presentable, it steers the ship according to the directions given by Operations, drops and hoists the anchor, moors and unmoors the ship, and operates the winches and runs the liberty launches, to name a few of its responsibilities.

Take away the Supply Department and not only would you go hungry but you would not be paid or provided with the items needed to accomplish your own work. Without X/Admin the ship would sink in a sea of paper. In addition, there would be no leave, advancements, POD's, or page ones, page twos, page threes, etc.

Like the idea of wearing the same uniform thirty or forty days in a row? That's what you would be doing if Resale weren't here to provide laundry service for the crew. You would also be without cigarettes, soda pop, candy bars, toothpaste and countless other goods and services provided by the Ship's Servicemen.

And, it goes without saying that if it weren't for the Naval Hospital the SANCTUARY would not have been recommissioned and we would not be here today. It's also nice to have a boatful of doctors, nurses, and corpsmen around when a crew member gets sick.

Overall responsibility for everything lies with the Commanding Officers and the Executive Officer. As they say, "the buck stops here."

# DECK DEPARTMENT

## 1st Division

First Division's responsibilities include the maintenance and preservation of all weatherdeck spaces forward of Fram 100, the entire 03 level, the sally port, Quarterdeck area and the forecastle. During underway periods, First Division stands bridge and lookout watches, and handles forward lines during sea detail. During inport periods First Division handles all offgoing and oncoming cargo, booms and winches. Foul weather gear, painting stores and tools are also cared for by the division. In all seamanship evolutions, First Division is just that—The First Division on the ship.



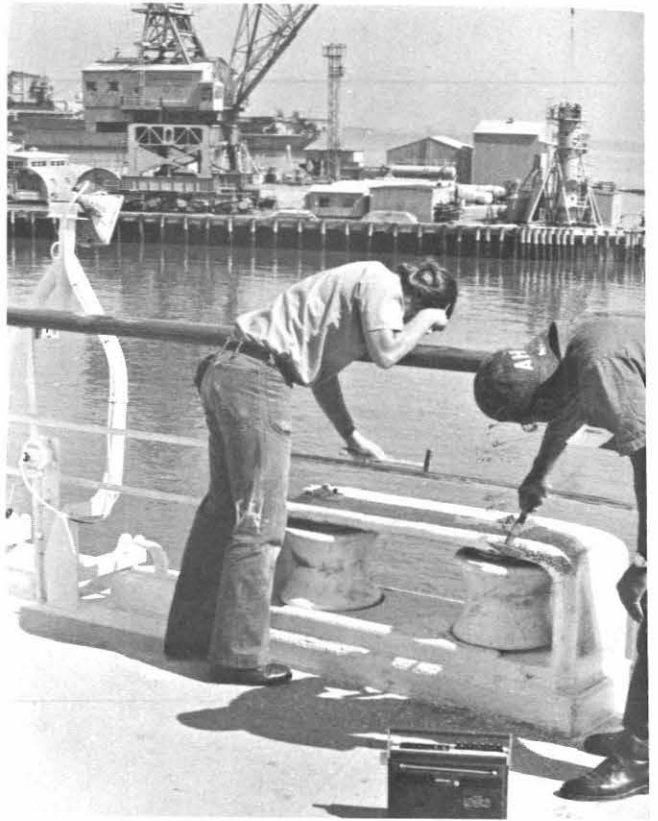
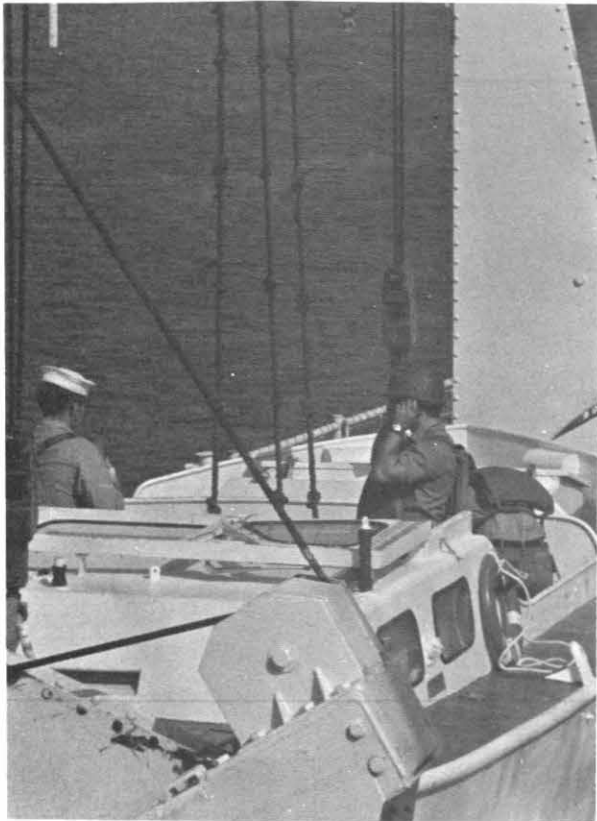
## 2nd Division

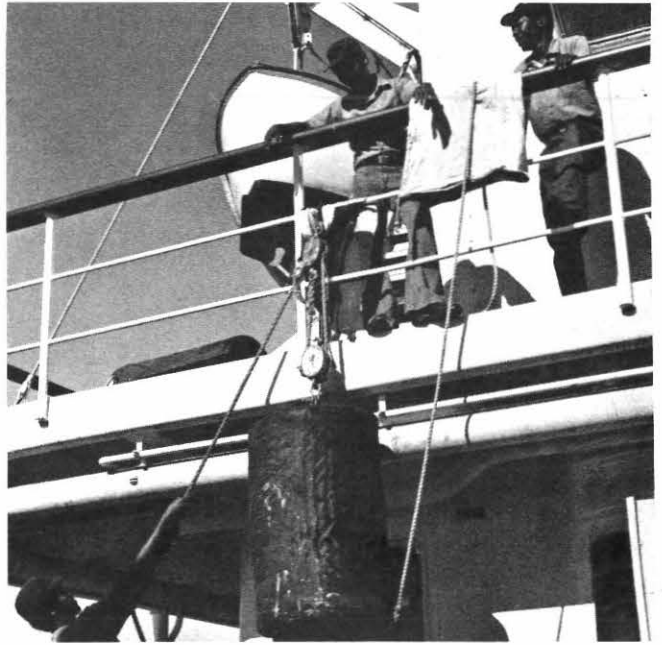
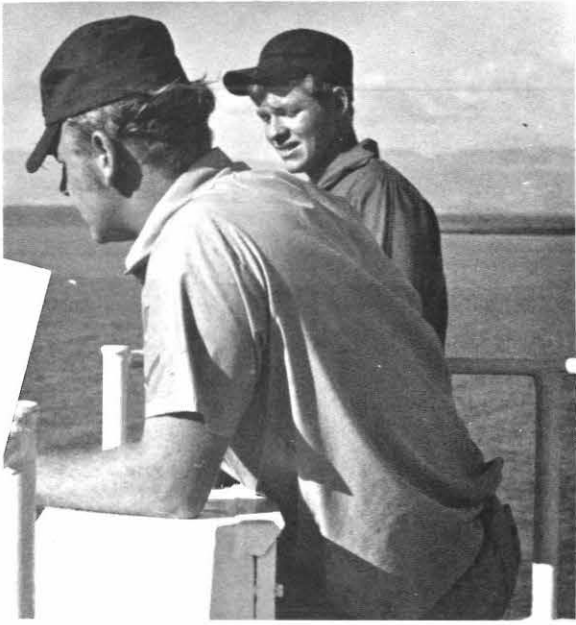
Second Division consists of one Chief Petty Officer, one Boatswain's Mate Second Class, one BM3 and twenty non-rated personnel. Among their primary responsibilities are: The upkeep of the after exterior of SANCTUARY, the care and maintenance of two twenty-six foot motor whale boats, the officer's motor boat, the Captain's Gig, and two thirty-six foot Landing Craft boats.

In addition, Second Division also assists in standing bridge watches, and in the landing and recovery of helos onboard. Last, but not least, they maintain the ship's armour.









# RESALE DEPARTMENT

The USS SANCTUARY is the only ship in the Navy with a Resale Department. On all other ships the resale activities are considered a division or activity within the Supply Department. The potential magnitude of our future operations will include a Navy Exchange and Commissary Store afloat in support of dependents in an overseas area.

The following activities are under the cognizance of the Resale Department:

- a. Largest ship's store in the Navy (7800 square feet)
- b. Crew's barber shop
- c. Officer's barber shop
- d. Laundry
- e. Dry cleaning plant
- f. Tailor shop
- g. Resale office
- h. Soda fountain
- i. Vending machines

The SANCTUARY is unique and different because of our huge walk-in store with capabilities of serving dependents. The main store has five cash registers and has been opened to the crew and stocked with a wide assortment of merchandise. The sales per crew member since the store's opening in December 1971 has resulted in nearly \$12,000 contributed to the ship's Welfare and Recreation Fund.

The Resale Department assumed the responsibility of distributing some 200,000 pounds of Handclasp material, valued at over a half million dollars, in Colombia and Haiti.





# OPERATIONS DEPARTMENT

## Navigation Division

The Navigation Division on SANCTUARY includes five Quartermasters and five Operations Specialists.

The Operations Specialists are the electronic eyes of the fleet. They are highly skilled in the collection and dissemination of radar information. The OS's make up a vital portion of SANCTUARY's low visibility navigation detail and maintain plots necessary to prevent collision with other ships at all times. Inport their time is largely taken up by chart corrections and other administrative duties.

The Quartermasters on SANCTUARY do the visual navigation when entering or leaving port. They also do the visual and electronic navigation during coastal transits and they assist the Navigator and leading QM in celestial navigation when the ship is in the open seas. Inport they insure that all navigational charts and publications are corrected.







## Communications Division

The Communications Division onboard SANCTUARY includes the Radiomen (RM's), Signalmen (SM's) and Electronic Technicians (ET's); all a part of the Operations Dept.

The Radiomen are responsible, under the Communications Officer, for the proper operations and utilization of radio equipment, reliable and efficient rapid long distance radio communications and for the efficient administration of related internal routing and distribution of message traffic.

The Signalmen are responsible, under the Comm Officer, for proper operation of all visual signaling equipment, and for the expeditious and efficient routing of message traffic received visually.

The Electronics Technicians are responsible for the technical repair, preventive maintenance and satisfactory operation of all electronic equipment assigned to the Operations Department, which includes items such as transmitter, receivers, fathometer, radars, etc. In addition to this considerable work load, the four ET's assigned to SANCTUARY installed, tested and placed into use the "Shipboard Installed Training and Educational Closed Circuit Television System (SITE CCTV). After installation and checkout, these able technicians devoted much of their spare time, as well as duty nights, to insure excellent operation of this desirable educational and recreational facility.

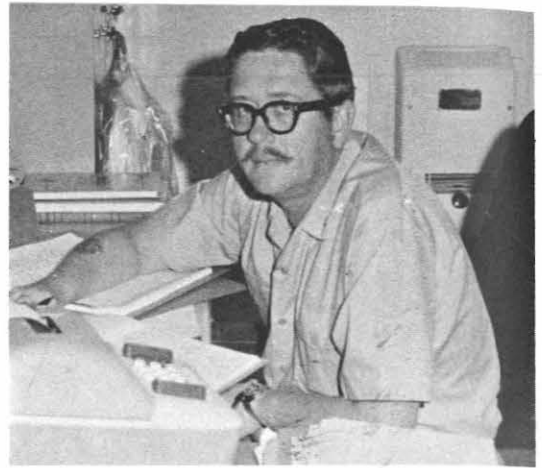
During the period 1 October-14 December, the Radiomen in SANCTUARY processed in excess of 5,000 messages, for an average of more than 700 per Radioman. These messages, along with other routine duplicating duties accounted for nearly 34,000 copies, while standing more than 2,000 man-hours of watch in Radio Central.

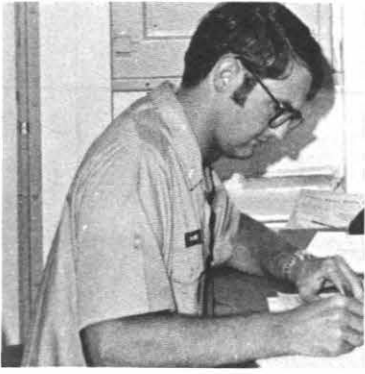


# SUPPLY DEPARTMENT

## S-1 Division

The Supply Support Center, more commonly known as "GSK," is the nervecenter of the storekeeping end of the Supply Dept. All material on the ship, except for food and medical supplies and resale stores, are the responsibility of GSK. Storekeepers out of GSK maintain the ship's budget and requisition, receive and show those items required to sustain the ship administratively and mechanically. These stores cover everything from pens and pencils to cleaning gear, paint and electronic parts for radio and radar equipment. With the help of divisional supply Petty Officers the ship's storekeepers contribute to the ability of the ship to perform it's primary mission.





The SANCTUARY Chefs and messmen are responsible for providing the 450-man crew of the ship with three wholesome and balanced meals per day and an attractive location in which to eat and relax. An awful lot of behind-the-scenes work is involved in this effort; from the men who accept, count and store the tremendous amount of food-stuffs necessary to support the crew, to the stock records keeper who maintains records of onboard stock, requisitions items and prepares monthly and quarterly finance returns. In addition, there are the messmen who face the thankless job of keeping up a space for the crew to enjoy their meals and relax in the evening, and the Commissary-men who are tasked with providing the meals which the crew so often take for granted. The bakers often begin work at 0400, and at 0630, when reveille is piped, the normal galley workday is well underway.

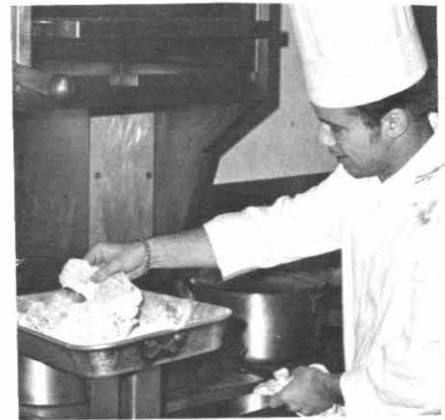
## S-2 Division

S-2 Division is divided up into two major sections: Disbursing Clerks and Stewards.

The Disbursing Clerk's major service to the crew is paydays, obviously. They also handle the financial transactions of the crew member such as travel, dislocation claims and allotments. This allows personnel to save, support their dependents and to generally budget their pay checks.

The Stewards' primary function is to arrange and manage Officer's Country. They are divided into 3 sections: stateroom personnel, galley personnel and Wardroom personnel. Three stewards are also assigned to work directly for the two Captains. They take care of any special functions the Captains may require.







## "X" Division

"X" Division is charged with overall administrative responsibility for the ship. Ship's Office is headquarters for most "X" Division activities. There the Personnelmen handle every aspect of ship's company personnel records, including leave data, TAD orders, advancements, and receipts and discharges. The Yeomen take care of ship's correspondence, POD's, legal matters in conjunction with the Legal Officer, the filing and upkeep of directives and countless other daily tasks.

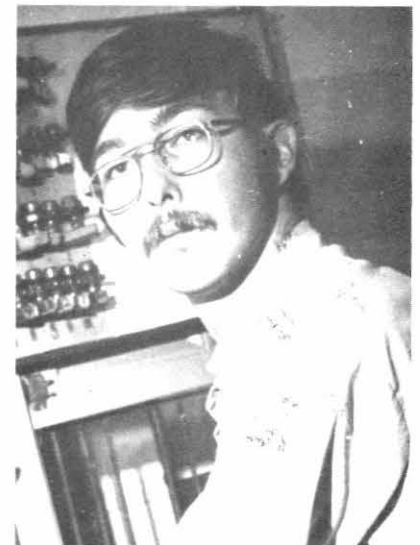
Also included within "X" Division is the Public Affairs Office, the Post Office, the Print Shop and the Career Counselor.

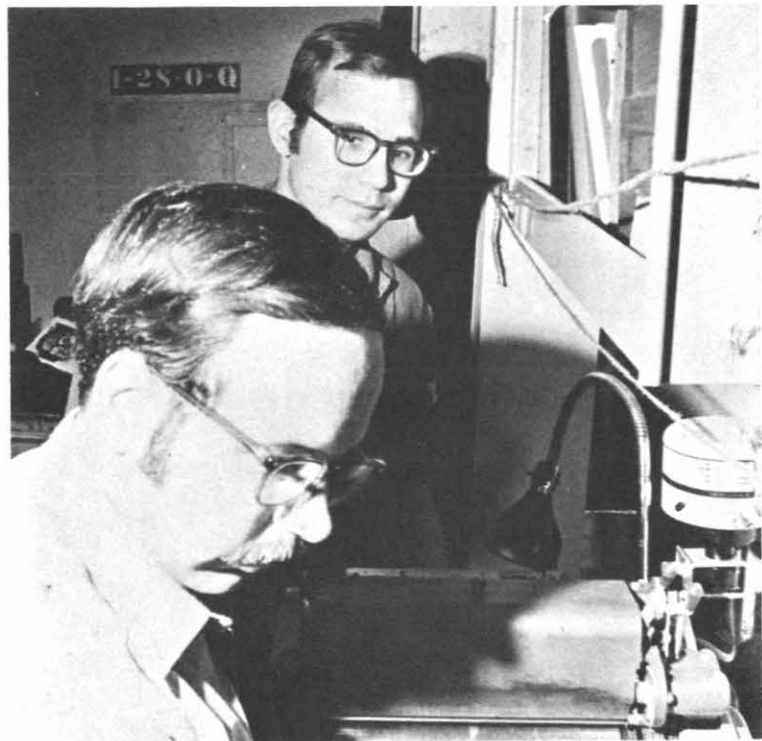
Public Affairs is responsible for the ship's newspaper, Cruise Book, press releases, ship's photography, programming for Closed Circuit TV System, ship's tours and media relations.

The Post Office handles all mail going on and off the ship and sells money orders.

The Print Shop is in charge of all offset printing on the ship; including ship's newspaper, POD's, pertinent directives and divisional material.

The Career Counselor provides aid to personnel interested in career-oriented educational programs, reenlistment and advancement.

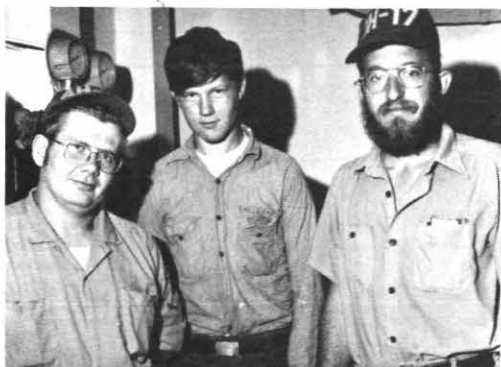
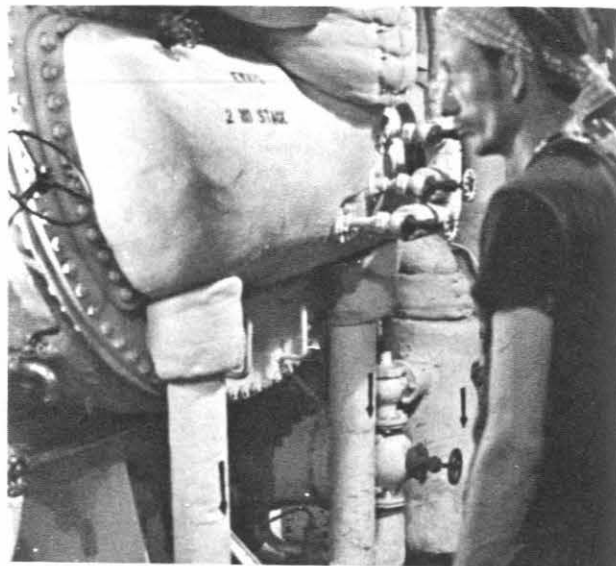




# Engineering Department

## "A" Division

Auxiliary Division is the part of the Engineering Department dealing with steam heat, refrigeration, air conditioning, diesels, boats, after steering, hot water heaters, elevators and miscellaneous machinery. Enginemen and Machinist Mate ratings work within their specialties to accomplish the variety of duties for which "A" gang is responsible. If you're too hot, too cold or your water isn't the right temperature, your trouble call will likely send an "A" gang man to assist you. "A" Division also works closely with personnel in the main "hole" standing watches when necessary to assist in main propulsion or auxiliary machinery functions.



## "E" Division

"E" Division is the part of the Engineering Department responsible for electrical and Inter-Communication equipment. Electricians and IC-men are seen around the ship each day repairing lights, telephones and motors and replacing fuses. Besides answering trouble calls and taking care of ship's force work requests, "E" Division personnel stand the following watches: AC and DC switchboard, Duty Electrician and IC-man, Sound and Security, Engine Room and Quarterdeck Watches.

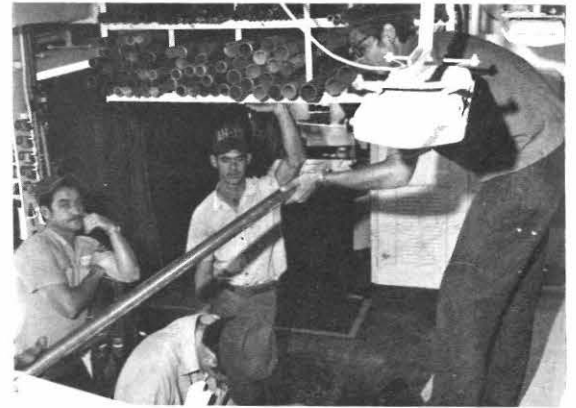
Most everything on the ship requires electrical power of some form. Electricians insure your power is available.





# "R" Division

Repair Division, or the "HT's," is the Engineering division dealing with welding, cutting, braizing, soldering, shipfitting, sheet metal fabrication, carpentry, damage control maintenance, and other repair tasks. The HT rating was formerly the Shipfitter and Damage Control—man ratings which now are combined so that "R" Division personnel are trained to work in all the above areas.





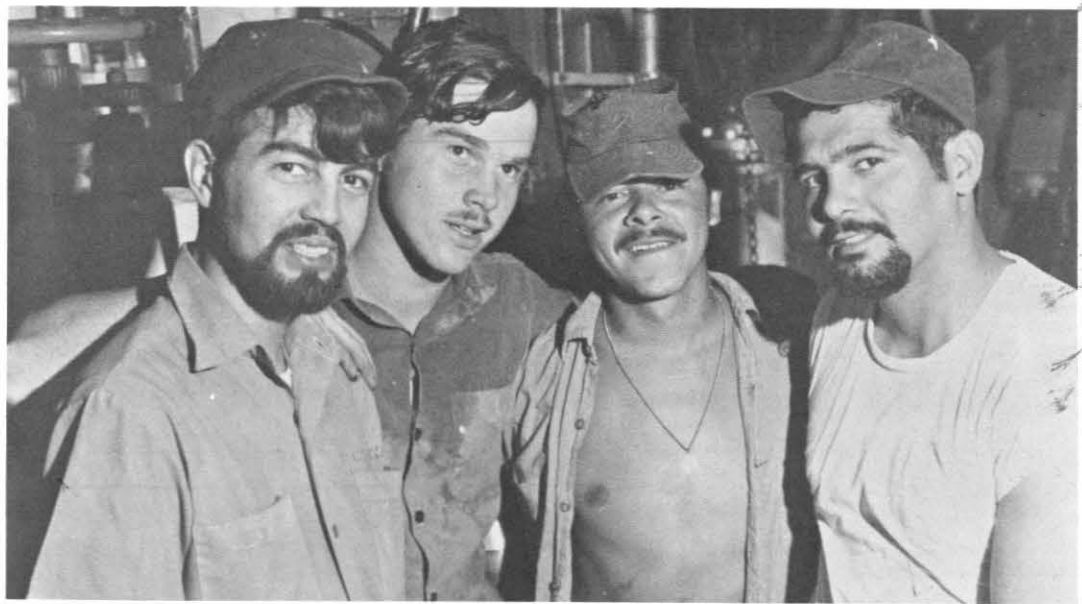
## "M" and "B" Division

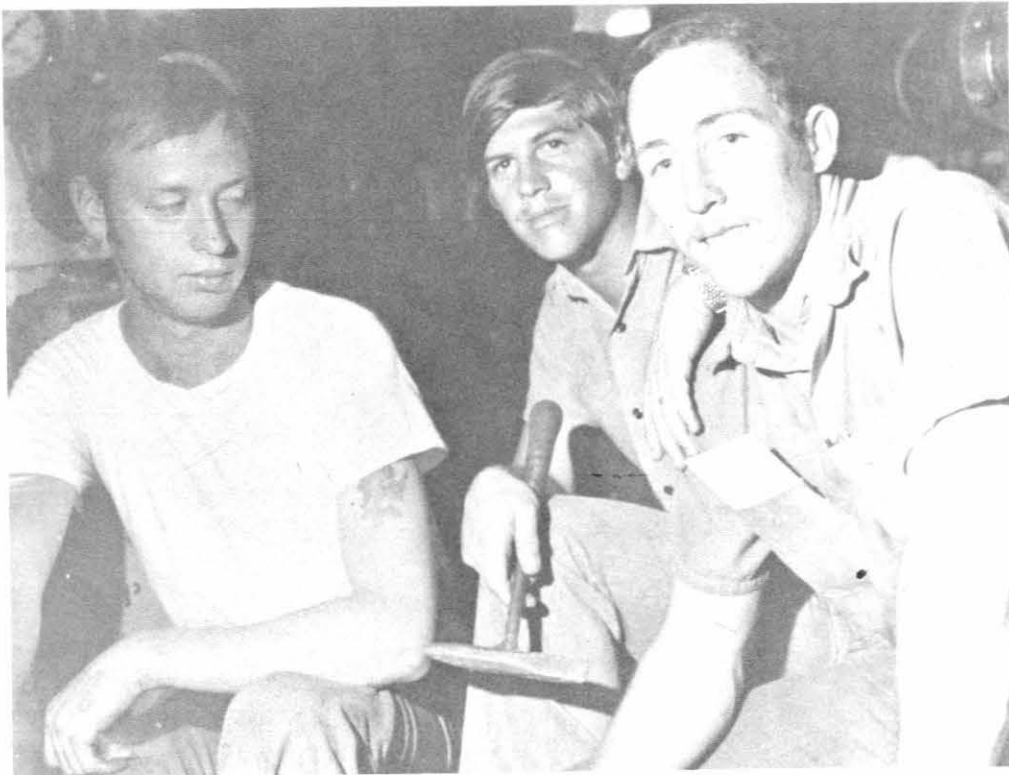
The next time you take a drink of water, turn on a light, watch the ship get underway or eat a hot meal, remember the snipes from M&B Division. These are the men who make all of the power and energy possible.

It starts with the BT's who take aboard fuel, test it, store it, and finally burn it in the boilers to generate steam for the ship. This steam is then used by the Machinist Mates. They turn the steam into power to move the ship, generate electricity and distill salt water into fresh water.

All of the work done here involves a lot of long hard hours day in and day out. So while your warm, snug, fed and washed imagine where we'd be without snipes to handle a wrench, turn a valve and sweat a lot.



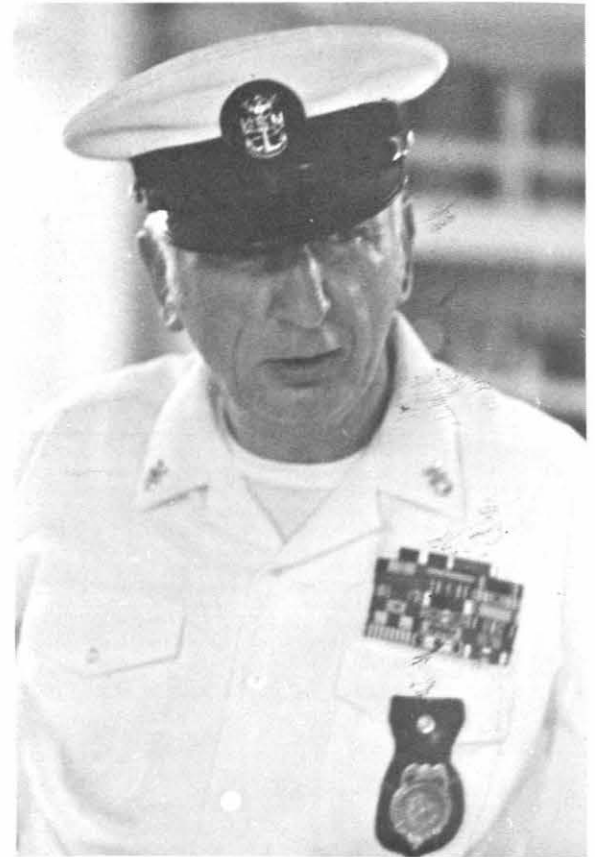




## "I" Division

"I" Division is made up of a permanent Master-at-arms force plus newly reporting non-rated individuals who automatically spend one week there before being assigned a permanent division. In addition, non-rated personnel from ship's company are assigned TAD duty there on a rotational one-month basis.

"I" Division is led by BMCM Duko, who's assigned responsibilities include maintaining order on the ship, providing duty drivers when needed, maintenance of ship's vehicles and ship's cleanliness.



## Chaplains

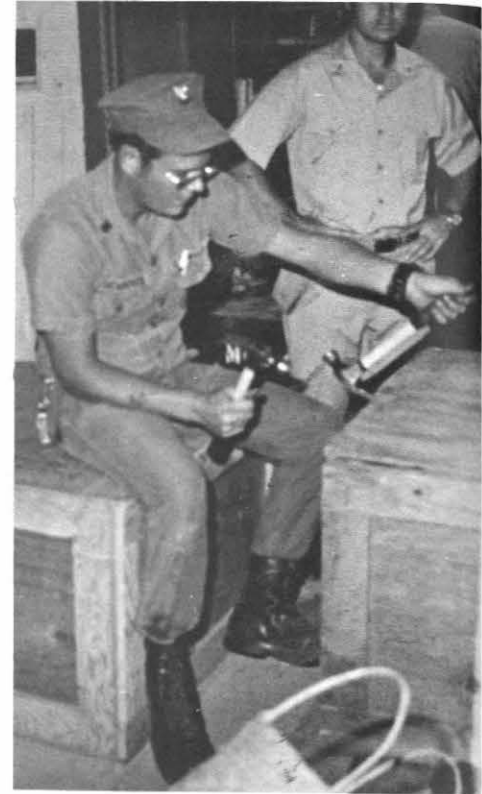
CDR Ralph G. Caldwell, the Senior Protestant Chaplain onboard, and LT Ignatius E. Smith, the Catholic Chaplain, are charged with conducting their respective worship services while deployed. They also took on special duties while in Colombia and Haiti. They not only visited hospitals, orphanages and churches as "Project Handclasp" representatives, but arranged and coordinated trips and tours for the crew wherever we stopped.





## Seabee Detachment

The Port Hueneme Seabee Detachment arrived onboard SANCTUARY shortly before we departed Alameda on our Colombia/Haiti tour. LTJG Jan Dec lead the 12-man team on various construction and repair projects in the cities and country sides of both Colombia and Haiti. They left the ship shortly after arriving in Mayport to return to Port Hueneme.





## Combat Camera Group

The Combat Camera Group was TAD to SANCTUARY from their home base in Norfolk, Va. to record in still and motion picture photography our "Project Handclasp" Cruise for external release. Two representatives from the Office of the Chief of Information in Washington, D.C. also were on hand. LT Toby Marquez and JOC Louis Maillet supervised the CCG activities.

The CCG Journalist and still photography teamed worked together to produce news releases for newspapers in Colombia Haiti and the United States. The motion picture members of the team shot footage for a one-hour documentary on the cruise and film for possible use in the future.

In addition to their "Project Handclasp" work, many of the Combat Camera Group members donned photos and technical advice to the staffs of the COMPASS and Cruise Book.



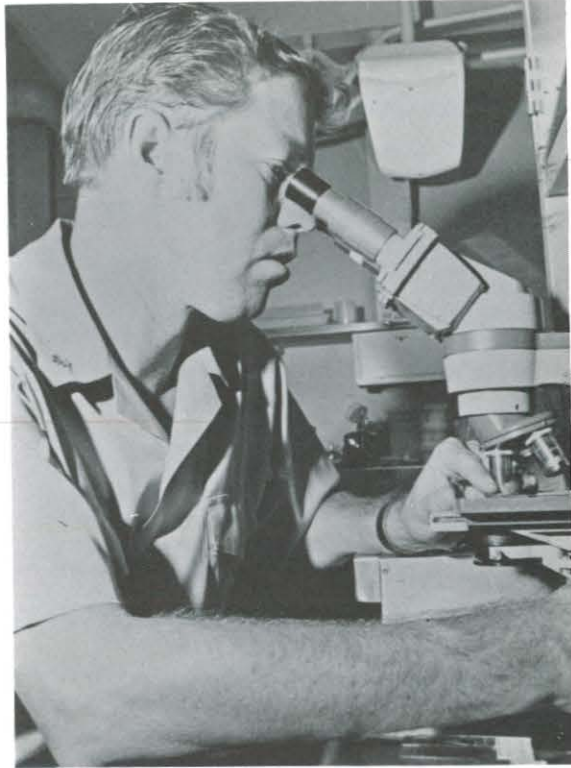
# "HA" Division

"HA" Division takes care of all the administrative work dealing with the Hospital. It is also responsible for maintaining the personnel records of Hospital personnel, supply functions, Operating Services, preventive medicine and medical records.



## "HM" Division

Medical Services provides and coordinates services relative to the examination, diagnosis, care and treatment of patients in Internal Medicine and other medical subspecialties, namely dermatology, cardiology, neurology and pulmonary diseases. Also included under "HM" Division are blood banking, neuropsychiatry, radiology and pharmacy.





## "HN" Division

"HN" Division is responsible for all out-patient clinics, wards, pediatrics, orthodontic surgery, dermatology and immunizations.





## "HS" Division

Surgical Service provides and coordinates services relative to the examination, diagnosis, care and treatment of all surgical patients. Subdivisions included within "HS" Division include: anesthesiology, neurosurgical, orthopedic, and general surgery.



## “HD” Division

Dental Division provides dental services for the crew and other patients; including operative treatment, prosthodontic treatments, and oral surgery as required. Services included within these three major branches of the Dental Division are: Restoring tooth structure, preventive dentistry, removal of teeth, fitting and structuring false teeth, emergency dental treatment, custody and control of dental records, dental examinations, cleaning of teeth, and many other facets of the dental profession.





# USS SANCTUARY (AH-17)

## Captain Thomas A. Rodgers Commanding Officer USS Sanctuary (AH-17)

### Ship's Officers

#### Administration

CDR. Ralph G. Caldwell, CHC  
LT. Ignatius E. Smith, CHC  
Ltjg. Laird W. Lewis, Jr.  
Ltjg. Ann E. Kerr

#### Operations

LT. Robert N. Johns  
Ens. James E. Eiland  
Ens. David M. Camper

#### Deck

Ltjg. Michael J. Chamowitz  
Ens. Peter J. Todd  
CWO3 Raymond E. Alcorn

#### Engineering

Ltjg. Edwin A. Foskett  
Ltjg. Bard C. Jackson  
Ltjg. James J. Hoffman  
CWO3 Thomas J. Love

#### Supply

LT. Harry N. Wright  
Ltjg. Thomas M. Kern  
Ens. Rosemary E. Nelson

#### Resale

LT. Wayne E. Bussey  
CWO3 Charles T. Scaringella

Commander Gus C.A. Laskaris  
Executive Officer  
USS Sanctuary (AH-17)

### ENLISTED ROSTER

Abrajano, Nonato E. SD3  
Acinelli, Frederick R., SA  
Aitken, David S. EM3  
Ajdukovich, George BMCM  
Akins, Steven K. CSSN  
Albright, David M. EMFN  
Alejandro, Efrain BTFN  
Allen, Raymond J. FA  
Alsobrook, Curg L. FN  
Amos, James W. SH1  
Andersson, Eva E. DKSN  
Angkaw, Cesar B. SN  
Armstrong, James H. PNSN  
Arndt, Douglas R. HT3  
Arnold, Eddie D. SN  
Arturo, Rocco N. RM3  
Aucoin, John G. SA  
Ayers, Richard J. CS3  
Baggett, Richard T. SKSN  
Ballard, Roger D. HTC  
Barr, Herbert A. MM1  
Bautista, Eduardo M. CS2  
Belandres, Sixto N. FA



Binaoro, Romeo B. SN  
 Blake, Al I. HT1  
 Blank, Joseph W. MM3  
 Bleiler, Jeffrey L. L12  
 Blodgett, Dale F. EMFN  
 Bowers, Melvin M. Jr. BT2  
 Bradtke, Andrew E. SN  
 Brannon, Mark A. FN  
 Bray, Richard L. FN  
 Brockwell, Bruce A. SDSN  
 Brodersen, John R. BT2  
 Brodie, Thomas D. MM1  
 Brown, Edward J. SA  
 Brown, Leroy SN  
 Bryan, John D. SM1  
 Bubash, Joseph N. Jr. QMSN  
 Burke, Barry O. FN  
 Burke, Walter T. SK3  
 Burton, Vernie C. MMFN  
 Cammarata, Mark H. SN  
 Campbell, Hugh E. HT1  
 Capati, Danilo M. SH2  
 Caporale, Richard D. IC3  
 Carnes, Jack E. MM3  
 Castillio, Jimmy G. SD3  
 Caço, John W. SM3  
 Cheshire, George R. BM3  
 Clayton, James R. Jr. CS3  
 Clifford, James K. SHCM  
 Coffman, Jim E. HM3  
 Collado, Francisco E. SDSN  
 Cone, Wendell I. MMFN  
 Conocer, Roger L. SD1  
 Conway, Michael J. SDSN  
 Corbett, Kathleen SA  
 Crank, Clifford D. SN  
 Cravens, Sally A. SHSA  
 Cristobal, Amadeo G. SDSN  
 Cristobal, Abraham P. SN  
 Cruz, Godfredo P. SD2  
 Cunningham, Michael R. SH2  
 Cupples, Robert R. Jr. BTFN  
 Dandridge, Robert M. RMSN  
 Danielson, Robert D. SH1  
 Dannels, Michael L. SN  
 Davio, Bruce A. SH1  
 Drumin, Lonnie D. SDSN  
 Dubose, Howard R. SN  
 Dunham, Robert B. SA  
 Dunn, Danny R. SN  
 Dunn, Richard P. SH1  
 Eckel, John D. HTFN  
 Edmonds, James R. BTCS  
 Ellett, John K. RMC  
 Elsey, Paul R. BMC  
 Emery, Gerald M. BM3  
 Erestain, Renato R. SD1  
 Ermita, Joven E. SDSN  
 Estes, William C. MMC  
 Eudaly, Kathleen M. QMSA  
 Fero, Gary D. CSSA  
 Flores, Gloria G. RMSA  
 Flynn, Janine M. SHSN  
 Ford, Mark A. SA  
 Ford, William E. HT1  
 Forrest, Robert L. SN  
 Forster, Thomas J. Jr. SA  
 Frazier, James H. SA  
 French, David L. SK2  
 Fresquez, Max P. FN  
 Frischer, Scott J. SMSA  
 Gallaspy, Freddie L. SH2  
 Garner, Linda M. SHSN  
 Geary, Richard L. SA  
 Gibbons, Michael L. SN  
 Gill, Lawrence T. MM3  
 Ginder, Carl L. ET1  
 Golden, Larry MM1  
 Gouley, Sharon J. YN3  
 Green, John B. EMFN  
 Guintu, Emmanuel Y. SD3  
 Gumbayan, Gregorio E. EM2  
 Hall, Aubry L. HTFA  
 Hall, David A. FA  
 Hamilton, Timothy M. SA  
 Hamlet, Sally M. SN  
 Harris, Calvin W. III SN  
 Hatfield, James W. SH2  
 Heath, Randee R. SA  
 Hendricks, Phyllis A. SHSN  
 Hendrickson, James W. BTC  
 Hendrix, Charles W. III SA  
 Herrera, Cesar T. CS2  
 Heverly, Kathy I. SN  
 Hevey, Peter J. PC3  
 Hipkiss, William A. FN  
 Hisington, Eric F. ETN2  
 Hodges, Lonnie IC2  
 Hosey, Carrie D. JOSN  
 Hosey, John W. SA  
 Huston, Walter G. YNC  
 Iacovo, Ricky J. SN  
 Jenkins, Richard J. BMSR  
 Jenkins, Robert L. FA  
 Jennings, Daryl J. SA  
 Jett, Dale E. BM2  
 Johns, Clarence E. SHC  
 Johnson, James L. HT2  
 Johnson, Melvin SN  
 Johnson, Rebecca N. SHSN  
 Jones, Berne C. Jr. SA  
 Jones, Eddie L. BM2  
 Jones, Garry W. SA  
 Jose, Pedro V. SDSN  
 Juezan, Romeo N. SDSN  
 Kammerer, Frank L. HT3  
 Kehoe, Donald M. ETR3  
 Keith, Maureen L. SN  
 Kimball, Jimmy V. SDSA  
 King, Michael J. SDSN  
 Kingsbury, Robert N. MMCS  
 Klein, Michael O. CSSN  
 Knapp, Anneliese M. SN  
 Knox, Kenneth E. SN  
 Koerner, Patrick M. CS3  
 Kolonko, David L. EM2  
 Laguitan, Rodolfo B. SN  
 Lambert, John E. SA  
 Landfried, Randy M. FN  
 Landon, Joseph W. Jr. FN  
 Lane, William E. FN  
 Larios, Hilano FN  
 Lawery, Stanley B. SN  
 Lee, John D. SN  
 Leonard, Garry E. FN  
 Leonard, Wayman L. FN  
 Levezow, Gordon L. EM2  
 Linden, Susan M. OSSA  
 Lingle, Scotty C. SDSA  
 Llewellyn, David J. FA  
 Long, John G. SK1  
 Longee, Richard A. BTFA  
 Lott, James A. SN  
 Love, Thomas C. SK2  
 Lowe, Walter H. CS1  
 Luca, Jerry A. SR  
 Magbanua, Raynante M. CS2  
 Maggard, Verlin R. SK1  
 Malig, Manuel C. SN  
 Malone, Terrance E. BT3  
 Maloughney, Michael P. SN  
 Mann, William M. SD3  
 Mapes, Lloyd E. BT1  
 Markwordt, Walter E. CS2  
 Martija, Nestor M. SN  
 Mathews, Steven R. MM3  
 McCart, Chris C. SN  
 McCullough, Wilford L. BT2  
 McKinney, Ernest J. MM2  
 Mendoza, Nonorta D. FN  
 Meyer, Larry D. Emc  
 Millington, Richard S. FN  
 Miranda, Ernesto R. SN  
 Molintas, Avalino B. SD2  
 Montgomery, James T. FN  
 Moody, Daniel W. FN  
 Moore, Alan L. BTFN  
 Morrison, Don W. IC1  
 Moss, Dwight R. FN  
 Muldong, Illuminada M. SA  
 Narciso, Ernesto F. SA



Navickas, Francis J. BT3  
Nazareno, Rodolfo C. FN  
Neal, Norman N. SN  
Neale, Jerry B. JO3  
Neri, Ruben G. SD3  
Newell, Hal G. Jr. BT2  
Nowatnick, Michael D. RM3  
Nutz, John R. MM3  
Obligacion, Romeo Del R. SA  
O'Brien, Cathy D. DT3  
Ocomen, Felipe E. Jr. SN  
O'Connor, Cathy A. SHSN  
Oliver, Danny I. QM3  
Orphan, William R. ETN2  
Pacheco, John E. SH1  
Pachomski, Kathleen SA  
Pahl, David R. SN  
Parayno, Bert G. SDC  
Parks, Ray E. SN  
Patterson, Charles L. CS2  
Patterson, Roderick C. SDSN  
Penuliar, Fernando P. SN  
Perea, Crispulo N. SN  
Perkovich, Danny J. MMFN  
Perry, Alan R. EN1  
Perry, Michael A. SA  
Peterson, Peter C. CS3  
Pouncy, Michael L. FN  
Powell, Clevon J. BT2  
Pysher, Clair I. CS2  
Reamer, George E. CS3  
Reed, Charles L. FA  
Reed, Kenneth E. CSC  
Reese, David SN  
Regan, Daniel P. SH3  
Reinhardt, Patricia A. YNSN  
Reyes, Efren R. SD3  
Richard, Jamie J. FN  
Rifenbery, Gary L. MM3  
Robinson, Arline B. PN1  
Roff, Michael L. FN  
Rosario, Jose M. SH2  
Russey, Bennie C. YNSN  
Sager, Sherry J. SA  
Samaniego, Felicisimo F. SD3  
Sands, Richard D. OS1  
Santin, Marita A. YN3  
Satter, Michael E. SN  
Saunders, Walter FA  
Sawyer, Marvin J. SA  
Scafire, Eugene M. BM2  
Scheetz, Justin S.  
Schwab, Charles J. FN  
Sharpe, Stanley W. Jr. CS1  
Shuff, Roy M. HT3  
Shumaker, Ruth A. DK2

Shumate, Charles L. MM3  
Simpson, Michael J. SA  
Sirriner, Duane M. SA  
Skidmore, John H. RM1  
Slayton, William J. SN  
Sloan, William P. MMFN  
Sloper, Michael L. QM1  
Smith, Mary J. SHSN  
Smith, Ralph L. BM3  
Smolek, James E. SDSN  
Snedeker, Steven H. FA  
Snyder, John T. SDSN  
Solomon, Avelino V. SDSN  
Stanley, William R. PC2  
Stephens, Marvin H. HT1  
Sterling, Charles R. DK1  
Stevens, Theodore M. MMC  
Still, Edward J. SK2  
Stoltz, Alan R. MM3  
Stoves, Gilbert E. BM2  
Suding, James F. MM3  
Sullivan, Ronnie D. EM2  
Svoboda, Michael L. SH3  
Swarts, Roger K. LISN  
Sylvest, Albert E. FN  
Tanney, Marilyn Y. SA  
Taylor, William F. MM3  
Telesca, Susan A. BMSN  
Tigar, Alicia L. SK3  
Torliatt, Steven A. CS2  
Tucker, Allen L. MM2  
Tyree, Billy M. MM3  
Vaughn, Gerald A. FA  
Voshel, John T. SN  
Walker, James D. BM1  
Walker, Jerry A. SA  
Wallace, Betty J. BM3  
Wallace, Gail F. SN  
Walters, John A. FN  
Walthall, Kevin SDSN  
Walz, Debra V. SHSN  
Wertz, Anthony A. OSSN  
West, Laurie E. SHSN  
Wheaton, Robert C. FN  
Wheeler, Michael E. FN  
Whipple, Keith E. BTFN  
White, Henry SN  
Whitson, Charles R. MMC  
Williams, Edward SA  
Williams, Hobart L. BM3  
Williams, John R. FN  
Williams, Russell J. EM1  
Wilson, Charles M. SN  
Wilson, Charles W. SA  
Wood, William S. SDSN  
Wylie, Johnny L. BM3  
Zezulka, Judith A. SN

## SEABEE DETACHMENT

LTJG Jan Dec.  
EOC Jack Wiswell  
BU1 Al Ambrose  
BU3 Mark Mitchell  
BU3 Clifford McKinney  
EO2 Francis Jones  
EO3 Ron Spray  
CM2 Thomas Stackhouse  
CM3 Richard Hoke  
CE2 Jack Weaver  
SW2 Weldon Hinze  
EACN Donald Curnett  
UT3 Anthony Camacho

## CHINFO REPRESENTATIVES

LT Toby Marquez  
JOC Louis Maillet

## COMBAT CAMERA GROUP

PH1 Douglas Keever  
JO1 John Bachellor  
PH2 Phil Ashe  
PH2 Ron Gorman  
PH2 Tom Clark  
PHAN Patrick St. Cin  
PHAN Steve Radcliffe

# NAVAL HOSPITAL SANCTUARY

## Captain Charles M. Garland Commanding Officer Naval Hospital Sanctuary

### Medical Service Corps Officers

CDR. Donald J. Brideau  
Lcdr. Walter R. Felt  
LT. Darrell D. McKenzie  
LT. Richard R. Apgar  
LT. David A. Reichman  
LT. Donald R. Gray  
LT. Uldis Delviks  
Ltjg. John E. Greenan III  
Ltjg. Frank J. Hughes

### Medical Corps Officers

CDR. Bruce A. Thompson  
CDR. Lawrence E. Nelson  
Lcdr. Robert E. Nagy  
Lcdr. Peter F.W. Kuers  
Lcdr. Robert G. Hartmann  
Lcdr. William F. McKenzie  
Lcdr. Douglas H. Clements  
Lcdr. Edward J. Barvick  
Lcdr. David L. Ramsay  
Lcdr. Larry E. O'Connor  
Lt. Jackson E. Ormand

### Nurse Corps Officers

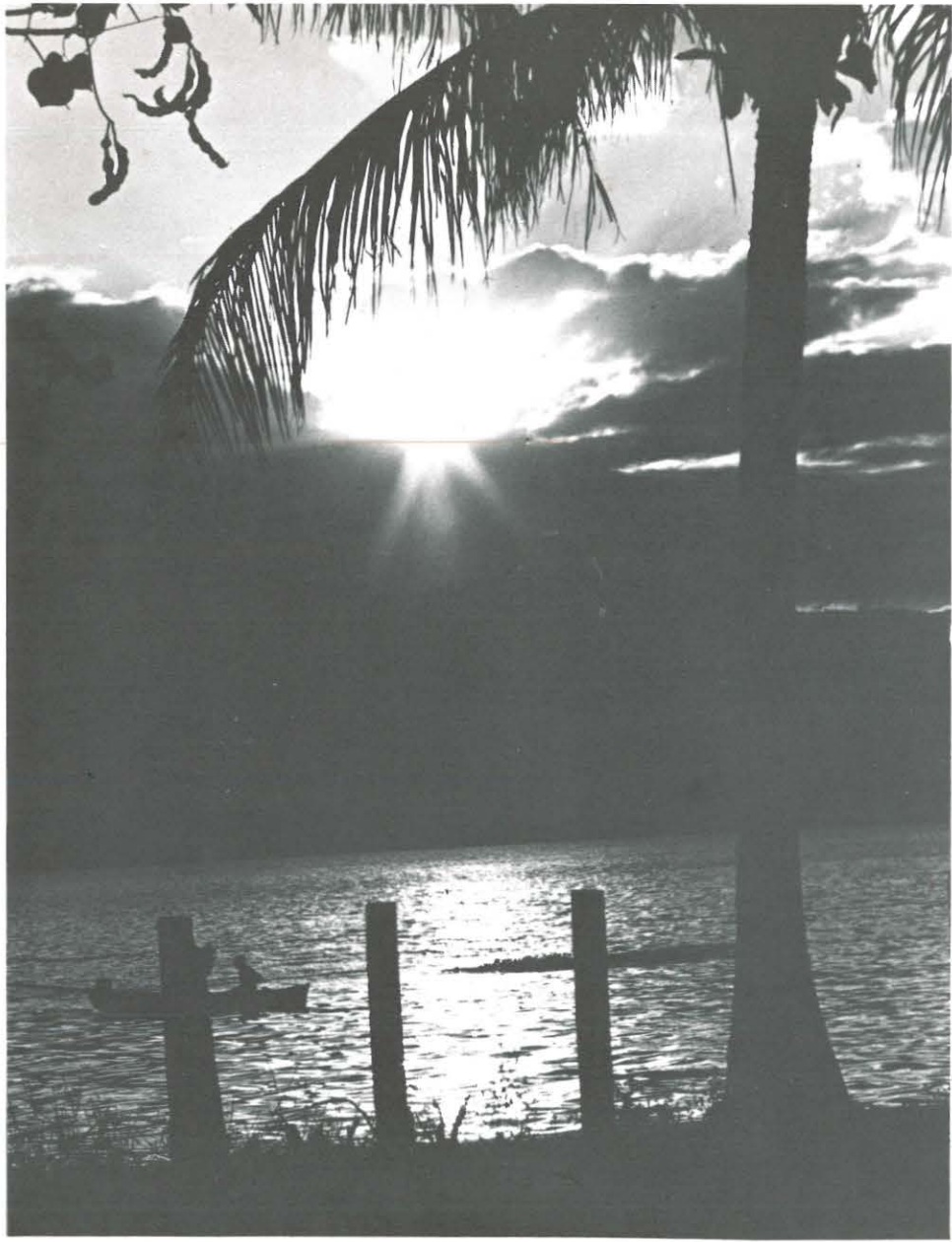
CDR. Phyllis A. Butler  
Lcdr. Janet C. Wohlgmuth  
Lcdr. Madeline M. Ancelard  
LT. Mary A. Gardner  
LT. Dorothy E. Fondren  
LT. Elaine Johnson  
Ltjg. Susan M. Searle  
Ltjg. Mary R. Walters  
Ltjg. Deanna R. Leifeld  
Ltjg. Jean M. Allen  
Ltjg. Gennet A. Parker  
Ltjg. Rebecca A. Hockenbery

### Dental Corps Officers

Lcdr. Michael L. Milford  
Lcdr. Rodrigo C. Melendez  
LT. Carl D. Vertregt  
LT. James D. Arnold

## ENLISTED ROSTER

Abel, James M. DTR1  
Abrams, Albert J. HMC  
Alameda, Russell R. HM2  
Arnold, Albert P. HM2  
Bacon, Neil D. HM1  
Bailey, Myron W. HMC  
Baldwin, Richard J. HM3  
Barnes, Myra J. DT3  
Beeman, David P. HM3  
Been, Troy L. DTC  
Berdine, David C. HM1  
Betsworth, Richard D. HM1  
Billheimer, Robert L. HN  
Brooks, Barbara J. HM3  
Bucko, Cary C. HM2  
Byrum, Smith W. HM1  
Calvin, Albert B. HM2  
Carter, Monty W. HN  
Cerny, John C. HM1  
Chapa, Ralph HN  
Chapman, Darrell S. HM3  
Cinkan, John P. HN  
Coffman, Jim E. HM3  
Cook, Brenda S. HN  
Cook, Larry J. HM1  
Cox, James S. HM2  
Cormier, James A. HM1  
Costa, Randy S. DT3  
Dash, Robert M. HM2  
Davies, Robert L. HM3  
Dickerson, Barry C. DTP1  
Dyer, Beatrice HM3  
Earnshaw, Mark R. HN  
Enger, Glenn A. HA  
Evans, John R. HM2  
Farmer, Donald E. DR  
Franksain, Brian F. HM3  
Gacad, Aurino P. HM2  
Gangis, Aivers J. HM3  
Gault, Talmadge D. HN  
Geiling, Shirley A. HM2  
Gelder, Pamela E. HM3  
Gelinas, Elizabeth A. HM3  
Giddings, Joseph E. HM2  
Goebel, Michael T. HM2  
Gold, Paula B. HM2  
Guisinger, Stephen D. DT3  
Green, James D. HN  
Hagberg, Chris E. HM2  
Hanson, Arthur J. Jr. DTP1  
Harris, Robert M. HM3  
Harrison, Carl W. HM1  
Hart, Mark B. HM3  
Hearn, Douglas J. HM3  
Henrie, Delbert L. HN  
Highfill, Virginia E. DTR2  
Hoooven, Richard J. HM3  
House, John T. HM2  
Hug, Ronald L. HM2  
Iadanza, Nicholas F. HM2  
Jameson, Edward M. HM3  
Jewell, Raymond W. HM1  
Johnson, Russell D. HM2  
Kallio, Thomas R. HM3  
Karfs, Randy D. HM2  
King, Ricky A. HM2  
Klabacha, John A. HM3  
Lake, Gary L. HM3  
Lewis, Howard E. HMCM  
Lowry, Adison F. HM3  
Lubben, Peggy J. DN  
MacClennan, Norman P. HA  
Maes, Richard D. HN  
Marshall, Joe A. HA  
Mattison, Everett O. HN  
Mawhirter, Richard C.  
McCluskey, Kathleen A. HM3  
McGlathey, Michael D. HM3  
McGrew, Richard M. HM3  
McMullen, John P. HM2  
Melphis, Robert E. HM3  
Metter, Steven A. HM3  
Meyers, Pamela L. HM2  
Mills, Bruce L. HM3  
Moore, Donell W. HM3  
Morrison, Sandra M. HM3  
Murillo, Benjamin S. HM3  
O'Brien, Cathy D. DT3  
Otto, George S. HA  
Patagan, Orbito HM2  
Peckenpaugh Elena J. HM3  
Quick, David M. HMCS  
Ramberg, Scott A. HM2  
Rekedal, Dennis D. HN  
Robinson, Earl D. HM2  
Schlotter, William H. HM3  
Schoff, Paula J. HM2  
Sevalstad, Paula J. HN  
Shaffer, Dennis R. HM3  
Southerland, Jerry H. HMC  
Stevens, Richard A. DN  
Swasey, Lorriane D. HM1  
Thomas, Larry HM2  
Thorpe, Robert L. HM3  
Tice, Linda S. HN  
Trexler, Deana M. HM2  
Troop, Paul R. HM2  
Turpin, Ronald F. HM3  
Tyson, Josiah W. HM3  
Walczak, James P. HM2  
Walsh, Brian T. HM3  
Wells, Robert E. HM2  
Wernig, Marguerite E. DA  
Wright, Stephen N. HN



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## "SANCTUARY EXPERIENCE" STAFF

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