



USCGC FINCH WDE-428

USCGC FINCH (WDE 428)

The U.S. Coast Guard manned 30 Destroyer Escorts during World War II and all were of the **EDSALL** class. The only ship of the Coast Guard staffed ships lost during the war was the *USS Leopold* (DE 319), which was torpedoed by a German U-boat off Iceland on 9 March 1944. Only 28 men survived from the crew. After the war all Coast Guard Destroyer Escorts were decommissioned, but with the commencement of the Korean War, 12 **EDSALL** class Destroyer Escorts were to be recalled to service.

USS FINCH (DE 328), along with her dry-dock companion during inactivation in 1946, *USS Kretchmer* (DE 329), were among the 12 selected for transfer, and service as Coast Guard vessels. Re-activation of the **USS FINCH** commenced in July of 1951 and she was re-commissioned on 24 August 1951 as a United States Coast Guard Cutter (USCGC). That day, the ship was moored at Pier 4, Naval Station, Green Cove Springs, Florida. At 0801 hours on Friday, 24 August 1951, Commander Glenn L. Rollins, USCG, Commanding Officer of the Coast Guard Re-activation Detachment, with the commissioning party consisting of Captain Chauncey Moore, USN, Commander Florida Group, Captain W. D. Brown, USN, Chief of Staff, Florida Group, Captain A. R. Heckey, USN, Submarine Group Two Commander, and Lieutenant Ralph W. Hopkins, CHC, U. S. Naval Station Chaplain arrived, and placed the **USCGC FINCH (WDE 428)** in commission at 0815 hours in accordance with Headquarters letter (OFU) dated 6 August 1951. The ship's Personnel Diary reflects that only 109 of the crew, under the command of Commander G. R. Boyce, Jr., USCG, were aboard on the Inaugural Date, 24 August 1951. The commissioning ceremony was brief, and at 0905 a fuel barge was received alongside and by 1215 a total of 30,300 gallons of diesel fuel was taken on board. The first day's duty fell on the shoulders of Lieutenant Allan Hoegsberg who had to see to the remaining essentials. At 1230, the ship received 50 gallons of milk from Gustafson's Dairy, Green Cove Springs, Florida. At 1300, it was liberty call. And at 1515, 150 pounds of bread was delivered from Flower's Bakery Company, Jacksonville, Florida. On 29 August, Lieutenant Bainbridge B. Leland, the ship's Executive Officer, accepted his appointment to the rank of Lieutenant Commander, and, Hodges S. Gallop, Jr., RD1 followed on the 30th by re-enlisting for six years.

Lacking all of her crew, the ship remained moored until the 31st of August. Additional personnel had arrived, reported for duty, and the crew now numbered 121. On the 31st, with a pilot on board, and with the aid of tugs, **USCGC FINCH** was underway at 0916 hours. By 1435 she had cleared the St. John's River breakwater, only to lose steering control two hours later. At 1745, the ship completed compensating the compass and was now enroute to Norfolk, Virginia. Lieutenant (junior grade) Sidney Wallace arrived on the bridge for the 20-24 watch and was greeted at 2015 with a casualty to the main engines due to loss of compressed air. The ship commenced drifting on various courses while effecting repairs. At 2047, repairs were completed and base course and speed were resumed. During the mid-watch that followed, the steering gear repairs were completed and control was returned to the "wheel-house" at 0150. That

second night at sea, the 20-24 Officer of the Deck (OOD) watch fell to Lieutenant (junior grade) Sidney Wallace again, who must have thought that the "gremlins" must have also drawn the same watch as, at 2140 hours, the gyro compass failed and steering was commenced using the magnetic compass. A brief 5 minutes later, at 2145, the port engine failed and all engines were stopped. Repairs were completed and headway resumed at 2150 with the casualty being attributed to the main generator in engineering space B3. The problems continued about an hour later when the port engine failed a second time at 2252, headway of 7 knots was maintained using only the starboard shaft. The port engine returned to service 5 minutes later, noting that this casualty was due to a failure in the fuel supply. The watch was not over. At 2353, the gyro compass failed again, followed two minutes later with the failure of the port engine again. The next day, Sunday, the 2nd of September, **FINCH** was standing into Lynnhaven Roads at 1000 hours steering various courses at various speeds, and undergoing maneuvering drills, when at 1020, all engines stopped due to loss of air pressure and the ship began drifting. With air pressure restored, the ship finally made anchorage at 1300. Monday, the 3rd, the ship moved to Berth 5, Pier 3, U.S. Coast Guard moorings, Berkley, Virginia where it would remain for the remainder of the week.

On Monday, 10 September, **FINCH** got underway at 0744 to conduct exercises and tactical maneuvers with *USCGC Falgout*, as well as own ship exercises of General Quarters and "rubber" docking drills. The 11th and 12th were also spent conducting exercises and anchoring in the York River, or returning to berth at the Coast Guard moorings, Berkley, Virginia. The ship got underway at 2200 on Tuesday, 18 September, remaining underway overnight. At 1040, the next day, **FINCH** received "XXX" from the Motor Ship *Star Betelgeuse* reporting an aircraft in the water at 37-15N, 73-25W. Course was changed to 188 degrees True for the position, and the Commandant Coast Guard District THREE was informed of the action with **FINCH**'s estimated time of arrival at the scene. At 1150, information was received from *Star Betelgeuse* that the aircraft was identified as a "Drone" and was picked up intact. Course was resumed for Portland, Maine where the ship arrived at 1755, mooring at the State Pier. The ship remained moored through the weekend and then was underway at 0748 on Monday, the 24th enroute to Boston, Massachusetts. Arriving at Castle Island Terminal, South Boston at 1526 that same day, the ship remained only overnight and was then underway again at 1314 on the 25th to continue on to Brooklyn, New York. On the 29th of September, structural firing tests were conducted with the firing of 4 rounds from each of the 3"/50 guns, 20 rounds each from 40mm gun mounts #41 and #42, 40 rounds from 40mm mount #43, and 24 Hedgehogs. With the tests and drills over for the day, the ship arrived at its moorings in Berkley at 1815 hours.

A month of training, and a shakedown cruise, were now behind the new crew as **FINCH** got underway on Monday, 1 October, and proceeded up Chesapeake Bay to an anchorage at the entrance of South River. The next morning, the ship got underway and continued on to moor at Pier 3, U.S. Coast Guard Yard, Curtis Bay, Maryland for conversion to an Ocean Station Vessel and completion of re-activation work. The ship would remain at Curtis Bay on the southern edge of Baltimore, Maryland for the next four months during this conversion period. The dry-dock phase commenced on 6 November as the ship entered Dry-dock #1 and remained until 16 November, then

returned to moor alongside at Pier 3.

1952

On 20 January the ship received 53,946 gallons of fuel in preparation of leaving the yard as the conversion period was drawing to an end. On 29 January, sporting a new hull number and mantle of white, **USCGC FINCH (WDE 428)** got underway at 0910 hours and proceeded out of Baltimore Harbor for Chesapeake Bay. At 1040 hours, equipment calibration commenced and continued until completion at 1220, followed immediately with a full power trial for the engines. With testing completed, the ship returned to moor at Berth 3C, Curtis Bay at 1526. On 31 January, with the air temperature registering a chilly 22 degrees, and the ship underway, the crew was called to quarters which were followed by change of command ceremonies. Commander George R. Boyce, Jr., 1431, USCG was relieved as Commanding Officer by Lieutenant Commander Bainbridge B. Leland, 2698, USCG. Lieutenant Allan Hoegsberg, 36499, USCGR, in turn, relieved as Executive Officer.

More tests were to be conducted and more equipment needed calibration. On 2 February, the ship got underway in the morning and proceeded to Chesapeake Bay to run measured mile tests and, upon completion at 1400, recorded that 362.1 shaft revolutions produced 20 knots of speed. Next it was "swinging" ship for compass compensation. The days that followed, until 14 February, were spent in the upper reaches of Chesapeake Bay conducting additional tests, exercises and drills. At 2336 on 14 February, **FINCH** left her anchorage in Baltimore Harbor, sailing down Chesapeake Bay, enroute to Hampton Roads. The next morning the ship reached anchorage at 0947 and at 1030 debarked two civilians, Mr. Goode and Mr. Klapper, who had sailed overnight with the ship to work on the ship's evaporator. An ammunition barge arrived alongside at 1131 and the crew commenced loading ammunition. With ammunition loading completed at 1754, the ship moved to Craney Island Fuel Depot and commenced refueling, topping off the ship's tanks with 48,972 gallons of diesel fuel. At 0659 on the 16th of February, sailed from her berth at Craney Island and proceeded to Yorktown Mine Depot to complete taking on the remainder of her ammunition. At 1445, on 16 February, **USCGC FINCH (WDE 428)** sailed from Yorktown, Virginia, and reaching the sea buoy, set a southerly course, enroute to the Panama Canal Zone. At midnight on the first day out, the winds were recorded as Force 2, which equated to gentle 4 to 6 knot breezes. At 0206 the ship set course 180 degrees, speed 15 knots. Then in the space of 4 hours, the weather rapidly deteriorated to the point that at 0600 the ship's speed was reduced to 10 knots as the wind, now at Force 6, was building the seas from the southwest with 22 to 27 knot winds. The wind and seas continued throughout the day on the 17th, eventually forcing the ship to reduce speed to 5 knots, at 1832, when winds were peaking at Force 9 (41 to 47 knots - Strong Gale). This also required the ship to continually change course, steering into the rapidly building seas as the wind backed to the west. The wind and seas continued throughout the night until conditions finally began improving about 0900 on the next day, the 18th. Once the storm had passed and the weather improved, the ship resumed its transit and finally arrived at the U.S. Naval Station, Coco Solo, Panama Canal Zone at 1400 on Thursday, 21 February, mooring at Pier 1A. Saturday, the 23rd,

FINCH got underway at 0815 to transit the Panama Canal, and at 1449 hours entered Pacific Ocean waters, turning north enroute to Acapulco, Mexico.

The ship entered Acapulco on the 27th and remained in port until the 29th, then set out for San Diego, California. About half way between Acapulco and San Diego, on the 3rd of March, the ship diverted to pick up a sick man off the "clipper" *North American* near Marquis Point in Baja California. **FINCH** anchored at 0700 and at 0717 the patient, Miguel Ybarra was brought on board. The ship got underway at 0735 and proceeded to anchor in the lee of Man of War Cove, Magdalena Bay, Baja California at 1257, to await air evacuation of the patient. At 1400, PBM aircraft #4736 landed in the bay and the patient was transferred to the aircraft. The PBM took off at 1419 and **FINCH** got underway at 1444 to continue on to San Diego. The ship arrived in San Diego on the 4th of March and in the following weeks, until 29 March, engaged in underway training which included Anti-submarine Warfare exercises with *USS Falgout* and *USS Stickleback* (SS 415), gunnery exercises, and a wide variety of onboard drills which were conducted almost daily. The training period concluded on 29 March, and as soon as the Underway Training Element personnel finished with their briefing on the ship's training performance, and had debarked at 1125, the ship was underway for San Francisco, California.

The preceding eight months had been consumed with training and ship conversion, now **USCGC FINCH (WDE 428)** was in San Francisco and ready to assume her duties, reporting to the Commander, 12th Coast Guard District on 30 March 1952. On 1 April, during an underway period in the evening hours, the ship and crew refined their training by engaging in plane ditching exercises which lasted until 2254 hours. During the next three weeks, the ship would remain in port at the Coast Guard Base, Government Island, Alameda, California. As the end of her in port period neared, the ship moved on 21 April to refuel from the Naval Fuel Dock at Point Molate.

On the morning of 23 April 1952 the ship's direction finding equipment received final calibration, then at 1301 hours **FINCH** passed under the Golden Gate Bridge enroute to its first assignment, Ocean Station "UNCLE". The transit to station took until the early morning hours of 27 April when the *USCGC Bering Strait* was sighted bearing 252 degrees True, distance 10 miles. The ships closed and at 0527 and 8 sacks of mail were passed to *Bering Strait*. At 0747, **FINCH** relieved *Bering Strait* on Station "UNCLE" (28-00N, 144-55W) located approximately midway between San Francisco and Hawaii. That initial morning the condition of the sea was entered in the log as being sea state 1, the sky was overcast, and the air temperature was 64 degrees, while the water temperature registered 68 degrees. Station patrols were mainly solitary events, but on occasion other vessels would be detected or sighted as occurring on 8 May at 1417 when the *Fred C. Anesworth* (T-AF 181) was sighted, followed at 1947 when calls were exchanged with the *USS Sergeant Andrew Miller* T.A.K. **FINCH** headed to Grid Position PG on Station "UNCLE" during the early morning hours of 12 May to rendezvous with a large Navy vessel in order to transfer Lewis H. Bryant, 258002, CS2 for medical treatment. The ships met in Grid Position OQ and the Navy ship was identified as a CVE, the *USS Sicily*. At 0406 the ships commenced high line transfer of the patient and the evolution was completed by 0510 hours. On Sunday, 18 May,

FINCH's relief, *USCGC Minnetanka*, arrived and brought with it 4 sacks of mail which was delivered to **FINCH** via small boat. At 0833 the ship had been relieved of station responsibilities and departed the area enroute to port. The first patrol was now completed as the ship entered San Francisco Bay on 21 May, and at 1510 moored at Berth 3, Government Island, Alameda, California.

From its time of arrival on 21 May, the ship remained in port at Alameda throughout the month of June until 7 July, getting underway for only a few days during this period when drills were conducted, equipment calibrated or the ship refueled. On 7 July **FINCH** left San Francisco Bay, passing under the Golden Gate Bridge at 1607, enroute to Midway Island. This transit was not to be uneventful. On 10 July, a casualty was experienced to the #3 main engine as a cylinder liner cracked. The next day, the 11th, the engines were stopped at 1918 and the ship's #1 boat was lowered into the sea. Coast Guard aircraft #2467, from Coast Guard Air Station, South San Francisco had arrived, and on board the aircraft was a portable respirator for a polio patient that was aboard **FINCH**. At 1932, the plane made its first drop by parachute and that was recovered by the boat almost immediately. The second parachute drop was also quickly recovered and the ship's boat, with the portable respirator, were brought on board at 1946. At 1959 the entry is made in the ship's log book "After 17 hours and 30 minutes of artificial resuscitation on patient respirator in operation, condition satisfactory." A further entry is made at 2130 indicating "Ashenden, Frank A., 296300, SN(SK) pronounced dead by medical officer, diagnosis cardiac arrest due to polio." **FINCH** entered Pearl Harbor, Territory of Hawaii, on 13 July and moored at the Fuel Oil Pier, U.S. Naval Station at 1554. A service was held for Seaman Ashenden at 1653, after which his body was taken off the ship with a Coast Guard shipmate accompanying as escort.

FINCH remained at Pearl Harbor overnight and then set sail at 1355, on 14 July. The ship's destination was Ocean Station "VICTOR" which was reached on 21 July as *USCGC Forster* was sighted at 0935. Relieving information was exchanged and at 1121, at 30-50N, 169-45E, **FINCH** assumed Ocean Station "VICTOR" duties. The station time passed without any significant incident and on 10 August, *USCGC Falgout*, the next relief, arrived. When relieved, **FINCH** set sail for Japan, and on 14 August entered Tokyo Bay, then moored at 1105 at Berth D-1, U.S. Naval Facility, Yokosuka, Japan in a nest of ships that included *USS Frybarger* (DE 745), *USS Diachenko*, and *USS League Island*.

FINCH remained in port in Yokosuka, Japan until 26 August when she sailed for Ocean Station "SUGAR" and once again, following in the wake of *USCGC Forster*, relieve her as the ship had done on "VICTOR" station. The ship took departure from Ocean Station "SUGAR" at 1424 hours on 19 September and set out for Adak, Alaska via Point "A" (50-47N, 179-07W). On board was a patient, Hosken Clive Romilly, Apprentice Officer, British Merchant Service, who was received from the *SS Eastern City*, and was being transported to the hospital at Adak. **FINCH** arrived in Adak on the 20th and moored at the Fuel Dock, Adak in late afternoon at 1758 and transferred the patient. Underway the next morning at 1044 hours, the ship was enroute to Government Island, Alameda, California. The ship entered San Francisco Bay on 29 September and

moored at 1212 hours.

FINCH shifted to San Francisco Naval Shipyard on the 6th of October for repairs and overhaul and remained at the shipyard until 6 November when it returned to moor again at Berth 3, Government Island, Alameda, California. The ship got underway on the 13th to run the degaussing range, calibrate direction finder equipment, refuel and then proceed to the Naval Magazine at Port Chicago, California to reload ammunition. The next day, ship and crew were back at Government Island.

It was mid afternoon on Sunday, the 16th of November, when the ship got underway, exited San Francisco Bay, and set course for Ocean Station "QUEEN" which was a little over six steaming days distant. **FINCH** reached station on 23 November and relieved *USCGC Wachusett* (WPG 44) of Ocean Station "QUEEN" (43-00N, 167-00W) duties at 0546. This patrol, which lasted until 14 December, would also be recorded as being relatively quiet. Relief came on 14 December in the form of *USCGC Winebago*. Entering San Francisco Bay on the 19th of December, the ship encountered fog which lasted until Alcatraz Island was passed. The ship reached its berth at 1510 and moored starboard to *USCGC Escanaba* (WPG 64) at Government Island, Alameda, California, to remain over the Christmas and New Year's Day holidays.

1953

The year 1953 found **FINCH** moving to Madsen Electric Company Shipyard on 12 January where the ship remained until 4 February. Sea trials were conducted on the 4th and then the ship returned to its normal moorings at Government Island. The ship left port for her first patrol of the new year on 11 February and proceeded to Ocean Station "UNCLE" where she relieved her "nest mate" from December, *USCGC Escanaba* (WPG 64), on 15 February. **FINCH** was relieved in turn by *USCGC Funster* on 8 March and returned to Government Island in mid afternoon on Wednesday, 11 March. On 18 March the ship got underway at 0705 for Port Chicago, and then departed from there enroute to San Diego, California to conduct underway training. The ship and crew arrived in San Diego on 20 March and engaged in training through completion on 10 April. **FINCH** got underway at 1150 hours on the 11th for the return transit to San Francisco. At 1655 hours, a distress signal was sighted. A small boat that was enroute from San Pedro to Santa Catalina Island had run out of fuel. "**ESSO**" **FINCH** donated 8 gallons of gasoline and oil mixture to the small boat and then returned to its transit to San Francisco and arrived on 12 April.

FINCH next got underway on 8 May and, this time, proceeded to Weather Station "NAN" (37-27N, 134-55W) and relieved *USCGC Klamath* on 10 May. Three uneventful weeks passed until *USCGC Winona* arrived on 31 May ready to relieve and assume weather station duties. The ship returned to Government Island, Alameda on 2 June. June was spent undergoing routine overhaul. The ship shifted to Moore Dry-dock Company on the morning of 9 June, then on 10 June off-loaded ammunition at the Naval Ammunition Depot, Mare Island. At the end of the month, when the overhaul period was over, the ship sailed to Port Chicago and on the 30th retrieved its ammunition from storage. Now it was **FINCH's** turn to rotate to the more distant stations. The ship left

San Francisco Bay on 3 July and headed for Midway Island. The transit westward was made in eight days with the ship arriving at Midway Island at 0831 on 11 July. The next day, the 12th of July, **FINCH** was dispatched to an area in the vicinity of 19-49N Latitude and 172-25E Longitude on a Search and Rescue mission for a missing aircraft. It was in the search area, on 14 July, that debris was sighted at 1018 hours. A boat was lowered and the debris, from aircraft TAL-806, was recovered and transferred to *USNS Tomahawk* (TAO 88). The position of the debris was recorded as 19-55N, 171-52E, and the Search and Rescue mission was later terminated at 1400 hours. **FINCH** then returned to Midway Island, arriving on 16 July.

August 1953 found **FINCH** underway for almost every day of the month. The ship left Midway Island on the 1st, relieved *USCGC Klamath* on Ocean Station "VICTOR" on 5 August, and did not return to port again until it entered Apra Harbor, Guam, on the 30th of August. On the following two successive Fridays, the 4th and 11th of September, **FINCH** conducted Search and Rescue exercises, with the second one being conducted under the watchful eyes of observers riding the ship. The ship took departure from Guam on 20 September and then headed for Yokosuka, Japan. Upon arrival on 24 September, the ship was met with fog but, as it lifted, clearance was gained to enter port and at 1135 **FINCH** was moored starboard side to *HMCS Calgoa* (F 408) at Buoy Dog One, maintaining Typhoon Condition Two. The next morning, 25 September, a shift was made to Berth 12, Piedmont Pier, Yokosuka. However, as Typhoon Condition One was signaled on 26 September, the ship got underway at 1012 to moor at Buoy Dog Two sharing it with *HMCS Iroquois* (DD 217).

Departing Yokosuka on the 1st of October, **FINCH** sailed to relieve *USCGC Klamath* (WAG 66) of Ocean Station "SUGAR" duties on 5 October. The next reliever, *USCGC Richey* (WDE 485), appeared on 26 October. **FINCH** arrived at Adak, Alaska on 29 October and proceeded to moor at Pier 7, Sweeper Cove to refuel, then changed berths, remaining in Adak through 15 November. At 1432 hours, on 16 November, **FINCH** got underway to render assistance to *SS Margo* in position 42-15N, 152-09W. Force 8 winds of 34 to 40 knots (Fresh Gale) were causing heavy seas as **FINCH** set sail to the indicated position. At 1911 on 20 November, *USCGC Koiner* (WDE 431) was sighted, and then 40 minutes later the ship approached *SS Margo* and Tug *Agnes Foss*. The winds on scene continued to vary between Force 4 and 8. **FINCH** relieved *Koiner* at 2000 hours in position 47-35N, 145-25W, and commenced providing escort for the two vessels. *SS Margo* had lost her propeller in Latitude 45-01N and Longitude 150-00W while enroute from Japan to the Columbia River in North America. **FINCH** was relieved during the next evening at 2200 by the *USCGC Yocona* in position 48-06N, 144-33W, and then set a course for San Francisco. The ship arrived in port on 25 November 1953 and moored in Berth 3, Government Island, Alameda, California. That date also marked the end of Ocean Station assignments and extended voyages for **FINCH** as a Coast Guard vessel. The ship would spend the remaining days of the year 1953 in port, with inactivation to follow.

1954

With her mission completed once again, **FINCH** entered Mare Island Naval Shipyard on 7 January 1954 to commence inactivation work, the second time in a decade. Whereas the Commanding Officer, Lieutenant Commander Bainbridge B. Leland, had boarded **FINCH** on the day of commissioning and would remain to the last day, the remainder of the ship's crew, and wardroom, saw the arrival and transfer of a total of over 374 Coast Guard officers and crew members that served aboard **FINCH** during its 32 month period of service in the U.S. Coast Guard. The last of her crew debarked and, with Lieutenant Commander Leland reading the orders, she was decommissioned at 0906 hours on 23 April 1954. **FINCH** was returned to the U.S. Navy, wherein she was assigned to the Mare Island Group, Pacific Reserve Fleet

The final ship's log for **USCGC FINCH (WDE 428)** was submitted on 23 April 1954, the date of decommissioning and return to the U.S. Navy. The log details the decommissioning and lists the names of crew departing on that date. Following the last entry, the ship's Executive Officer, Lieutenant C. H. Jurgens, USCG, appended this final comment: "Thus ends the Coast Guard Career of one destroyer escort. We turned her back much better than we got her."

USCGC FINCH WDE-428
PORT VISITS
(1951 - 1954)

Green Cove Springs, Florida
(Commissioned)
Norfolk, Virginia
Portland, Maine
Boston, Massachusetts
New York, New York
Curtis Bay, Maryland
Coco Solo, Canal Zone, Panama
Panama, Canal
Acapulco, Mexico

San Diego, California
Alameda, California
Pearl Harbor, Hawaii
Yokosuka, Japan
Adak, Alaska
San Francisco, California
Midway Island
Guam, Mariana Islands
Mare Island Naval Shipyard
(Decommissioned)

| NAME | RANK | ARRIVAL | TRANSFER |
|-------------------------|-------------|----------------|-----------------|
| Boyce, George R. Jr. | CDR | 24 Aug 51 | 31 Jan 52 |
| Leland, Bainbridge B. | LCDR | 24 Aug 51 | 23 Apr 54 |
| Hoegsberg, Allan | LT | 24 Aug 51 | |
| Hacker, Jackson B. | LTJG | 24 Aug 51 | |
| Poulda, Charles L. | LTJG | 24 Aug 51 | |
| Sinnes, Alfred E. | LTJG | 24 Aug 51 | |
| Wallace, Sidney A. | LTJG | 24 Aug 51 | |
| Fletcher, Robert E. | ENS | 24 Aug 51 | |
| Weringer, Joseph F. | ENS | 24 Aug 51 | |
| Trickey, Eligha | CMACH | 24 Aug 51 | |
| Holley, Raymond E. | CPCLK | 24 Aug 51 | |
| | | | xxxxxx |
| Brooks, Lewis F. | BM1 | 24 Aug 51 | |
| Howard, Edward James | BM1 | 24 Aug 51 | |
| Shanley, John J. Jr. | BM1 | 24 Aug 51 | 23 Apr 54 |
| Allen, Edwin M. | BM2 | 24 Aug 51 | 20 Jan 54 |
| Walsh, Edward S. | BM3 | 24 Aug 51 | 18 Jun 53 |
| Bennett, William H. | BMC | 24 Aug 51 | |
| Egerton, Myron E. | BT1 | 24 Aug 51 | |
| Bryant, Lewis H. | CS1 | 24 Aug 51 | 20 Jan 54 |
| Stell, Hayward D. | CS1 | 24 Aug 51 | |
| Brooks, Luin D. | CS2 | 24 Aug 51 | |
| Hubbard, Herman L. | CSC | 24 Aug 51 | 20 Jan 54 |
| Kelm, Edward E. | CSC | 24 Aug 51 | |
| Prescott, Ben R. | DC1 | 24 Aug 51 | |
| Frank, Russell W. | DC2 | 24 Aug 51 | 30 Jan 53 |
| Schons, Nicholas A. | DC2 | 24 Aug 51 | |
| Sweeney, Joseph P. | EM1 | 24 Aug 51 | |
| Lindsay, Dwight E. | EM2 | 24 Aug 51 | |
| Schmer, Clarence J. | EM2 | 24 Aug 51 | |
| Casker, William A. | EM3 | 24 Aug 51 | |
| Meigs, Arthur C. | EM3 | 24 Aug 51 | 15 Dec 53 |
| D'Agosta, Frank D. | EN1 | 24 Aug 51 | |
| Gill, Richard A. | EN1 | 24 Aug 51 | |
| Brehm, John Fred | EN2 | 24 Aug 51 | |
| Graham, Herbert M. | EN2 | 24 Aug 51 | |
| Killmeyer, Albert E. | EN2 | 24 Aug 51 | 19 Jan 53 |
| Randolph, Melvin A. Jr. | EN2 | 24 Aug 51 | |
| Brackin, James C. | EN3 | 24 Aug 51 | 30 Jan 53 |
| Lopez, Alfredo R. | EN3 | 24 Aug 51 | 1 Jun 52 |
| Lunetta, Neil G. | EN3 | 24 Aug 51 | |
| Mallet, Joseph A. | EN3 | 24 Aug 51 | 30 Jan 53 |
| Karlson, William (n) | ENC | 24 Aug 51 | |
| Lauve, Curley A. | ENC | 24 Aug 51 | |
| Rockweiler, John S. | ENC | 24 Aug 51 | |
| Taddei, Francis J. | ENC | 24 Aug 51 | Decom54 |
| Walker, Lewis H. | ENC | 24 Aug 51 | |
| Peterson, Baby (n) | ET1 | 24 Aug 51 | |
| Bradley, Daniel P. Jr. | ET2 | 24 Aug 51 | 30 Jan 53 |
| Scheffer, Perry S. | ET3 | 24 Aug 51 | |
| Daley, James Henry | FA | 24 Aug 51 | |
| Orr, Jackie E. | FA | 24 Aug 51 | |
| Webb, Donald L. | FA | 24 Aug 51 | |
| Robinson, Paul L. | FC1 | 24 Aug 51 | |
| Clemmons, Edward L. | FN | 24 Aug 51 | |
| Collins, Walter, W. | FN | 24 Aug 51 | |

| NAME | RANK | ARRIVAL | TRANSFER |
|--------------------------|-------------|----------------|-----------------|
| Dodge, Donald C. | FN | 24 Aug 51 | |
| Flynn, John J. | FN | 24 Aug 51 | |
| Halstead, Marvin R. | FN | 24 Aug 51 | |
| Howard, Merrill J. | FN | 24 Aug 51 | |
| Kirschbaum, Wayne L. | FN | 24 Aug 51 | |
| Lloyd, Jack L. | FN | 24 Aug 51 | |
| Manuel, Robert B. | FN | 24 Aug 51 | |
| Soappman, Clyde O. | FN | 24 Aug 51 | |
| Weaver, James E. | FN | 24 Aug 51 | |
| Dixon, James V. | GM1 | 24 Aug 51 | 18 Jun 53 |
| Hutchins, Harry W. | GM3 | 24 Aug 51 | |
| Woolard, Leon (n) | GM3 | 24 Aug 51 | |
| Griffin, Robert F. | GMC | 24 Aug 51 | |
| Leonard, Walter W. | HMC | 24 Aug 51 | 18 Jun 53 |
| Proffer, Edmond J. | QM1 | 24 Aug 51 | |
| Thibault, James R. | QM3 | 24 Aug 51 | 23 Apr 54 |
| Gill, James B. | QMC | 24 Aug 51 | |
| Gallop, Hodges S. Jr. | RD1 | 24 Aug 51 | |
| Christie, Joseph D. | RD2 | 24 Aug 51 | 1 Jun 52 |
| Johnson, Clinton T. | RD3 | 24 Aug 51 | |
| Stevens, Stanley M. | RD3 | 24 Aug 51 | |
| Holtsman, William E. Jr. | RM1 | 24 Aug 51 | |
| Young, Edwin F. | RM1 | 24 Aug 51 | |
| Kakalia, John D. | RM2 | 24 Aug 51 | |
| Smith, Robert E. | RM2 | 24 Aug 51 | |
| McWilliams, James W. Jr. | RMC | 24 Aug 51 | 20 Jan 54 |
| Anderson, Clifford F. | SA | 24 Aug 51 | |
| Brophy, Harry F. | SA | 24 Aug 51 | |
| Cantwell, Kenneth N. | SA | 24 Aug 51 | |
| Crittenden, Robert L. | SA | 24 Aug 51 | |
| Franzen, Richard (n) | SA | 24 Aug 51 | 1 Jun 52 |
| Fromberg, Samuel C. | SA | 24 Aug 51 | |
| Giberson, Reuben B. | SA | 24 Aug 51 | |
| Levesque, Herbert (n) | SA | 24 Aug 51 | |
| Mann, Kristofer P. | SA | 24 Aug 51 | |
| Pitkoff, Harris (n) | SA | 24 Aug 51 | |
| Schiegat, Allen F. | SA | 24 Aug 51 | |
| Springer, Jack R. | SA | 24 Aug 51 | |
| Poole, John (n) | SD2 | 24 Aug 51 | |
| Baker, Francis E. | SK1 | 24 Aug 51 | 1 Jun 52 |
| Cownie, David C. | SK2 | 24 Aug 51 | |
| Berman, Albert H. | SK3 | 24 Aug 51 | |
| Baer, George A. Jr. | SN | 24 Aug 51 | |
| Beck, Charles A. Jr. | SN | 24 Aug 51 | |
| Bogert, Edwin L. | SN | 24 Aug 51 | |
| Bosworth, Herbert W. | BM3 | 24 Aug 51 | 20 Jan 54 |
| Burris, Roy Felton | SN | 24 Aug 51 | |
| Danes, Robert (n) | SN | 24 Aug 51 | |
| Griffin, Johnnie F. Jr. | SN | 24 Aug 51 | |
| Klema, Harry W. | SN | 24 Aug 51 | |
| McCreary, Jack D. | SN | 24 Aug 51 | |
| Mellema, Henry (n) | SN | 24 Aug 51 | |
| Michael, Donald L. | SN | 24 Aug 51 | 30 Jan 53 |
| Phelps, Victor Bell | SN | 24 Aug 51 | |
| Redmond, Joseph E. | SN | 24 Aug 51 | 18 Jun 53 |
| Cotter, Eugene T. | SO3 | 24 Aug 51 | 00 Jan 53 |

| NAME | RANK | ARRIVAL | TRANSFER |
|-----------------------|-------------|----------------|-----------------|
| Masters, Leslie V. | SO3 | 24 Aug 51 | |
| Lewis, Joseph W. K. | TA | 24 Aug 51 | |
| Moromisato, Archie S. | TA | 24 Aug 51 | |
| Taba, Clarence I. | TA | 24 Aug 51 | |
| Kramer, Richard L. | TN | 24 Aug 51 | 18 Jun 53 |
| Gannon, Thomas A. | YN1 | 24 Aug 51 | 24 Apr 54 |
| Woodling, Robert L. | YN2 | 24 Aug 51 | 00 Sep 52 |