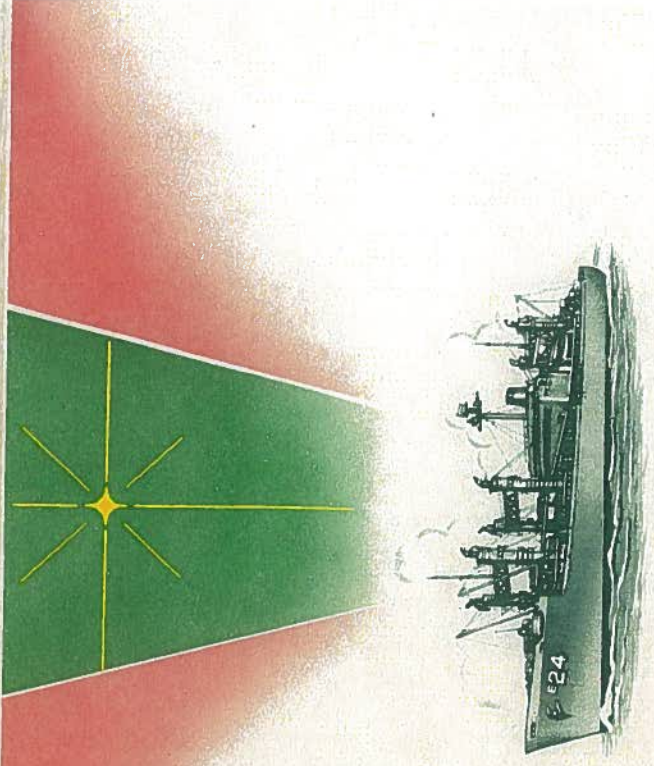




EMSTA
 taloxilene HCl

CHRISTMAS
 1959



U. S. S. PYRO AE - 24

MERRY CHRISTMAS

Designed Exclusively for
 Beta Royal Sales Co., Inc., Distributors

Y20



SINCERE GOOD WISHES
 FOR THE

Holiday Season

AND THE COMING YEAR

ROBERT SMILER JR.

JOHN POMARO

JOHN FOX

GEORGE GUY

BOB, I'M SENDING YOU SOME OF MY
PYRO MEMORIES BECAUSE I KNOW
YOU ENJOY READING THE HISTORY OF
PYRO.

TO MY OTHER 3 SHIPMATES, HERE
SOME STUFF TO WAKE UP YOUR
MEMORY. IF YOU SEE A SHIPMATE NAME
THEN I HELPS TO REMEMBER HIM,
ENJOY THE NEWSLETTERS, PLAN
OF THE DAY, THANKSGIVING MENU
AND SHIPS ROSTER 1959.

LITTLE WILLIE

1959
U.S.S. PYRO (AE-24)

QUARTERLY NEWSLETTER

The Commanding Officer, CAPT. R. A. PATON, USN, desires that the immediate families of Pyro personnel and the men of the Pyro be linked more closely together. To this end, Captain PATON has decided that once a quarter, a letter would be sent to all families advising them of the activities and "goings on" aboard ship.

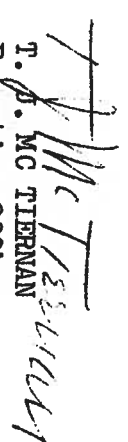
As most families, who could possibly do so, attended the PYRO's Commissioning on 24 July 1959 at Portsmouth Naval Shipyard, Portsmouth, Va., I will not dwell on that subject only to say that it was excellent. Everyone who attended had an enjoyable time and the PYRO men made a truly fine appearance in spite of the sun and the humidity.

After completing the loading of equipment, stores, food, etc., PYRO departed the Naval Shipyard. During the week of 3 August, PYRO was at sea where various exercises and training was conducted. The ship and the men began to blend into one, and there is no doubt that before long the PYRO will be the best AE. This can only be accomplished through constant hard work.

It is expected that the PYRO will load general ammunition in the New York area, proceed to Guantanamo Bay, Cuba and there undergo training. This training period will be for about six weeks and it will be tiring. But it must be done if PYRO is to take her place and carry out her assigned tasks with the Fleet.

After leaving Cuba, PYRO will make a few ports for liberty and recreation, before arriving on the West Coast. These ports should give all Pyro personnel an opportunity to do some shopping so that a few souvenirs and possibly early Christmas shopping will be accomplished, prior to arrival in the San Francisco area.

Upon arrival on the West Coast PYRO will conduct her final acceptance trials and upon successful completion will assume her duties as a member of the U.S. Pacific Fleet.


T. D. MC TIERNAN
Executive Officer

QUARTERLY NEWSLETTER

The Pyro began the new year 1960 at the Mare Island Naval Shipyard, Vallejo, California. All the month of January the yard was busy making repairs and installing new equipment. This yard period was assigned to the ship so that deficiencies found during our Final Acceptance Trials could be corrected.

After the yard period, the ship went to sea for a few days for a brief shake down period. Upon return to port, the ship moored at the Naval Ammunition Depot, Port Chicago, California. For three weeks the ship loaded ammunition and made preparations for overseas deployment.

On 24 February 1960, Commander Service Squadron One, Captain B.M. DODSON made an inspection of the ship. Everything was "ship shape" for the inspection and the Commodore was very favorably impressed.

On 1 March 1960, Pyro deployed from San Francisco enroute to Pearl Harbor, Hawaii. The 5 day voyage to Hawaii covered approximately 2100 miles.

During our stay in Pearl Harbor the Pacific Fleet Service Force Commander, Rear Admiral CAMPBELL and his staff made an inspection of the ship. The Admiral was pleased with the inspection and the Pyro again made a favorable impression.

On 11 March, the ship sailed from Pearl Harbor enroute to Guam, Mariana Islands. During this trip, the ship passed Wake Island which is a tiny speck in the middle of the blue Pacific. The ship circled Wake so that everyone on board could see the entire island and take pictures. Wake Island was captured during World War II by the Japanese but only after stubborn resistance by a small detachment of U. S. Marines. The Marines on Wake were without reinforcements, ammunition and supplies, however, they held the island two months against overwhelming enemy forces before being forced to surrender. Wake was subsequently recaptured by U. S. Forces.

After passing Wake which is approximately 2100 miles from Pearl Harbor we continued our journey to Guam. From Wake to Guam is approximately 1200 miles which we sailed in 4 days, arriving in Guam on 21 March.

The island of Guam is the largest of the Marianas group. It was discovered by Magellan in 1521. He named these islands Ladrones. In 1668 Spanish missionaries colonized these islands and renamed them Mariana Islands in honor of the Queen of Spain. At the beginning of World War II there was a small U. S. Garrison stationed at Guam. This small Garrison could put up little resistance against the enemy forces and was captured on 8 December 1941. U. S. Forces made landings on Guam in July 1944 and after bloody fighting retook the island. Today Guam is an important Naval Base and is the crossroads for air and ocean shipping between the U. S., Philippines and Japan.

Upon arrival in Guam, the ship moored at the Ships Repair Facility. During our stay in Guam, the Repair Facility completed small repair items. The weather was beautiful-warm with sunshine. So that everyone could enjoy being outdoors, a softball league was formed. The league consisted of seven teams; 1st Division, 2nd Division, 3rd and "X" Division, Operations, Engineering, Supply and the Officer's. The games were enthusiastically

played and at the end of our stay in Guam the 3rd and "X" Division team was leading the League with a perfect record. Operations and Engineering were in second place with one loss each. League play will be continued in our next port.

On 30 March 1960, the Pyro sailed from Guam to join the U. S. Seventh Fleet. The Pyro is a new ship with a mission to supply ammunition when and where it is needed. As a member of the Seventh Fleet, Pyro is fulfilling her mission.

Note from the Captain

U.S.S. Pyro and her crew are cutting their teeth on the first Fleet Deployment of this new ship. Everyone thinks that a new ship should have no problems but this is far from true. Pyro has the latest in at-sea transfer equipment, new machinery, new modern systems but as you all know, new machinery often has its "bugs". It's like buying a new car. After driving it a thousand miles you find a dozen or so little problems that have to be corrected and in some cases parts replaced. That is just what we were doing in the Mare Island Naval Shipyard and as you can imagine with a ship of this size and the amount of machinery and equipment there was plenty to be done.

The crew, your men, turned-to and worked hard and brought the ship to a state of operational readiness that will make it stand out in the fleet mission in which it is now engaged

In addition to the mechanical work, "house keeping" on a ship is just like at home. Both inside and out there is continual upkeep and which, at sea with the corrosive elements of salt air, is much more difficult than ashore. All of these jobs have been meticulously cared for and the ship is a beautiful sight to see. As mentioned above Rear Admiral R. I. CAMPBELL, Commander Service Force, Pacific Fleet paid the crew high tribute, when at the end of his inspection, he praised them for the excellent condition and appearance of U.S.S. Pyro.

And I'm perhaps the proudest one of all for having the privilege of serving with this crew in a ship in which they have pride and a spirit of "Gan Do."

My personal congratulations to all of you who have men that are giving generously of their lives for the protection and benefit of the Country, and in addition through their individual efforts are making our homeland a better place in which to live.

My kindest personal regards

Sincerely,



M. U. BEEBE
CAPT. U.S. Navy
Commanding, USS Pyro

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The last quarter of the fiscal year 1960, found the U.S.S. PYRO operating in the Far East making her departure from Guam and headed for a area in the vicinity of Yokosuka, Japan. From the 30th of March to the 9th of April Pyro rode a sea that was high and choppy causing her to roll and pitch much to the discomfort of some members of the crew. On this trip Pyro passed close to Iwo Jima. This small island played an important part in World War II being used as a stepping stone to Japan. It was here that the monument that can be viewed at both the National Cemetery in Arlington, Virginia and the U.S. Marine Base at Quantico, Virginia was born. The monument is a replica of the Marines raising our flag on Mount Suribachi.

9 APR
Pyro's first port of call during this period was at Sasebo, situated on Kyushu, southern most island of Japan. While here, Pyro was visited by REAR ADMIRAL HILL, Commander of Service Squadron Three. After inspecting the ship the Admiral welcomed Pyro and her crew to his Squadron.

APRIL The 13th of April saw Pyro cast loose from the Buoy and head for sea. Easter Sunrise Services were held at 0530 Sunday morning in the crews messing area. Captain M. U. BEEBE, Pyro's Commanding Officer, joined the crew in a delicious Turkey dinner.

APR The morning of the 23rd saw Pyro make rendezvous with the U.S.S. CIMARRON (AO-22) for replenishment of fuel. On a rainy April 25th Pyro received the U.S.S. BRINKLEY BASS and the U.S.S. CHANDLER alongside for Rearming.

At 1100 hours on the fourth of May, Pyro dropped her hook at Subic Bay, Philippine Islands. Subic is located on the Eastern coast of Luzon and is the site of a U.S. Naval Station. The crew enjoyed thirteen days here and on the 17th Pyro lifted her anchor and set out for a new destination.

Hong Kong, British Crown Colony was the next host port for the crew of the AF-24. Hong Kong, being a large port of trade gave everyone the opportunity to buy many gifts and personal merchandise. Some of the more adventurous members went on a five hour tour of the island. They visited Tiger Balm Gardens, Aberdeen the city of floating restaurants, and Repulse Beach one of the finest bathing beaches in this part of the world.

Pyro took her departure on May 26th and headed North passing through the Formosa Straits, arriving back in Sasebo on May 30th (Veterans Day) for a three day stay.

The fifth port to be visited by the Pyro during this period was Iwakuni, Japan arriving on the sixth of June. While here crew members had a chance to make a trip to Hiroshima the site of the ruins caused by the Atom Bomb. On leaving Iwakuni, Pyro made a trip through the Inland Sea, this area being one of the most picturesque in Japan.

Yokosuka our next port of call was reached on June 11th. The Naval Base here is located within a former Japanese Naval Base. It was here that Japan constructed and based many units of her Naval Force. Yokosuka is situated approximately 15 miles South of Yokohama and 30 miles from Tokyo. Here, a tour was made to Kamakura where there are many Shrines, Tombs and Temples, one of these being the famous Daibutsu or Great Buddha. This statue built in 1250 stands 42 feet high, the width across the eyes being some four feet and is made of solid bronze. After five days at Yokosuka, Pyro lifted her lines and headed back to Sasebo arriving there the morning of June 25th. During this stay in Sasebo a reception was held on board for members of the staff of

Service Squadron Three. The signal bridge was decorated brightly with signal flags and a buffet supper was served.

The last day of the year, Pyro departed Sasebo enroute to Kobe via Iwakuni. The highlight of this trip was the transit of the Shemonoseki Straits which separates the Japanese Islands of Honshu and Kyushu.

This quarter ended the first year of service for Pyro. It has been an interesting year as the following summary of the year shows:

Pyro was built by Bethlehem Steel Co. at Sparrows Point, Maryland and placed in commission at Norfolk Naval Shipyard Portsmouth, Virginia on July 24th 1959. Captain R. A. PATON, USN was Pyro's first Commanding Officer. Pyro operated out of Norfolk for about one month and headed North to Earle, New Jersey. On September 19th, Captain M. U. BEEBE, USN became her Commanding Officer. September 21st saw Pyro point her bow South toward Guantanamo Bay, Cuba.

September 26th through October 30th were spent hammering officers and men into a compact unit capable of meeting and mastering the functions of a Fleet Auxiliary in a Navy whose watchword is World Wide Mobility. The 15th of October saw Pyro load officers, men, and dependents of Fleet Training Group for a trip to Ciudad Trujillo, Dominican Republic for a couple of days liberty and recreation. On October 30th, Pyro passed her Operational Readiness Inspection and took departure from Gtmo headed for liberty in San Juan, Puerto Rico and Kingston, Jamaica. After weighing anchor in Kingston, Pyro headed South to the Atlantic entrance of the Panama Canal. The ship completed transit of the canal and locks arriving at Rodman, Canal Zone at 0115 the morning of November 12th.

After several rainy days Pyro set sail for Lima, Peru. Enroute she was visited by his majesty Neptunus Rex, Davy Jones and other members of the Royal Court. While in Lima, Pyro became a movie queen and was featured on a T.V. Program.

Five days and 2240 miles later Pyro arrived in Acapulco, Mexico to take in the International Movie Festival. She arrived in San Diego, California on the fourth of December, for a brief visit while loading much needed fuel and provisions. Captain B. M. DODSON, USN, Commander Service Squadron One came aboard and rode the ship to San Francisco. Upon arrival, arrangements for the Final Acceptance Trials were made. The F.A.T. was completed on December 11th and Pyro returned to port at Port Chicago, California to off load her cargo.

After off loading, Pyro moved to the Mare Island Naval Shipyard, Vallejo, California and remained there for the holidays. Pyro left the yard on the 2nd of February returning to Port Chicago to reload.

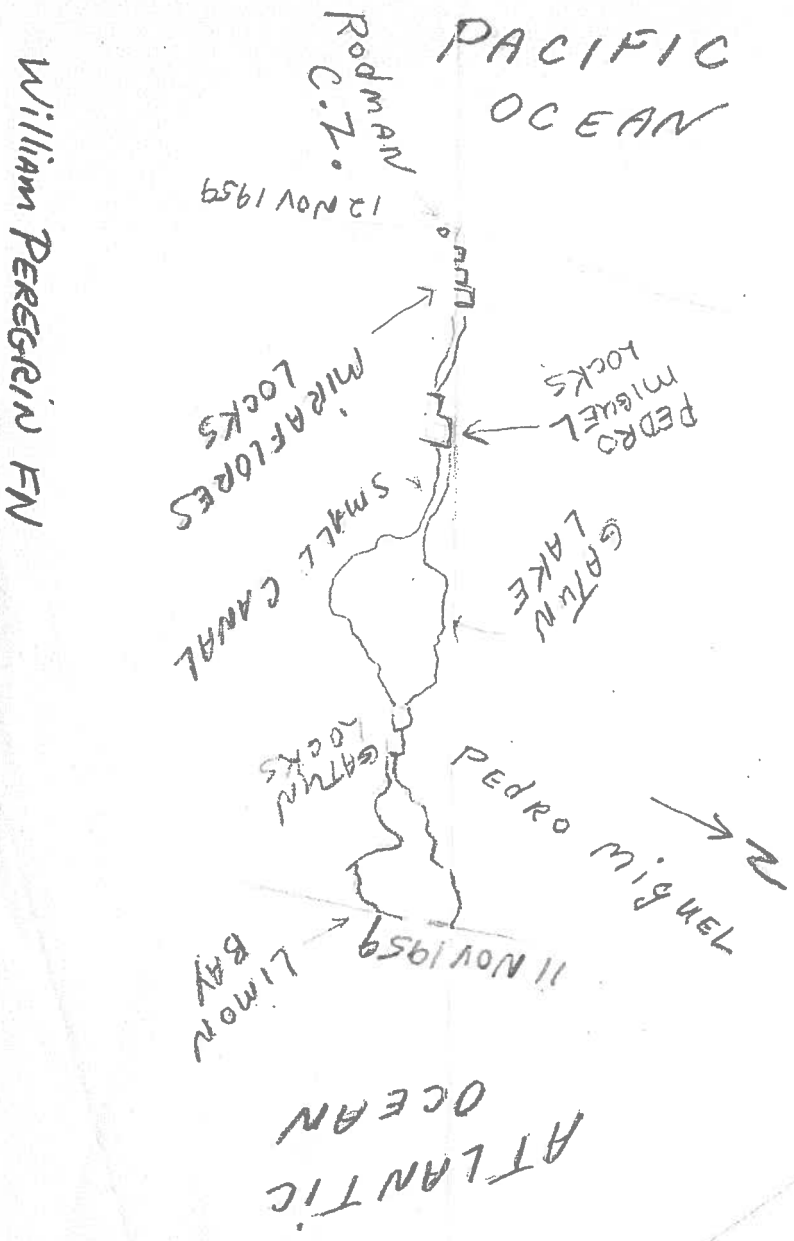
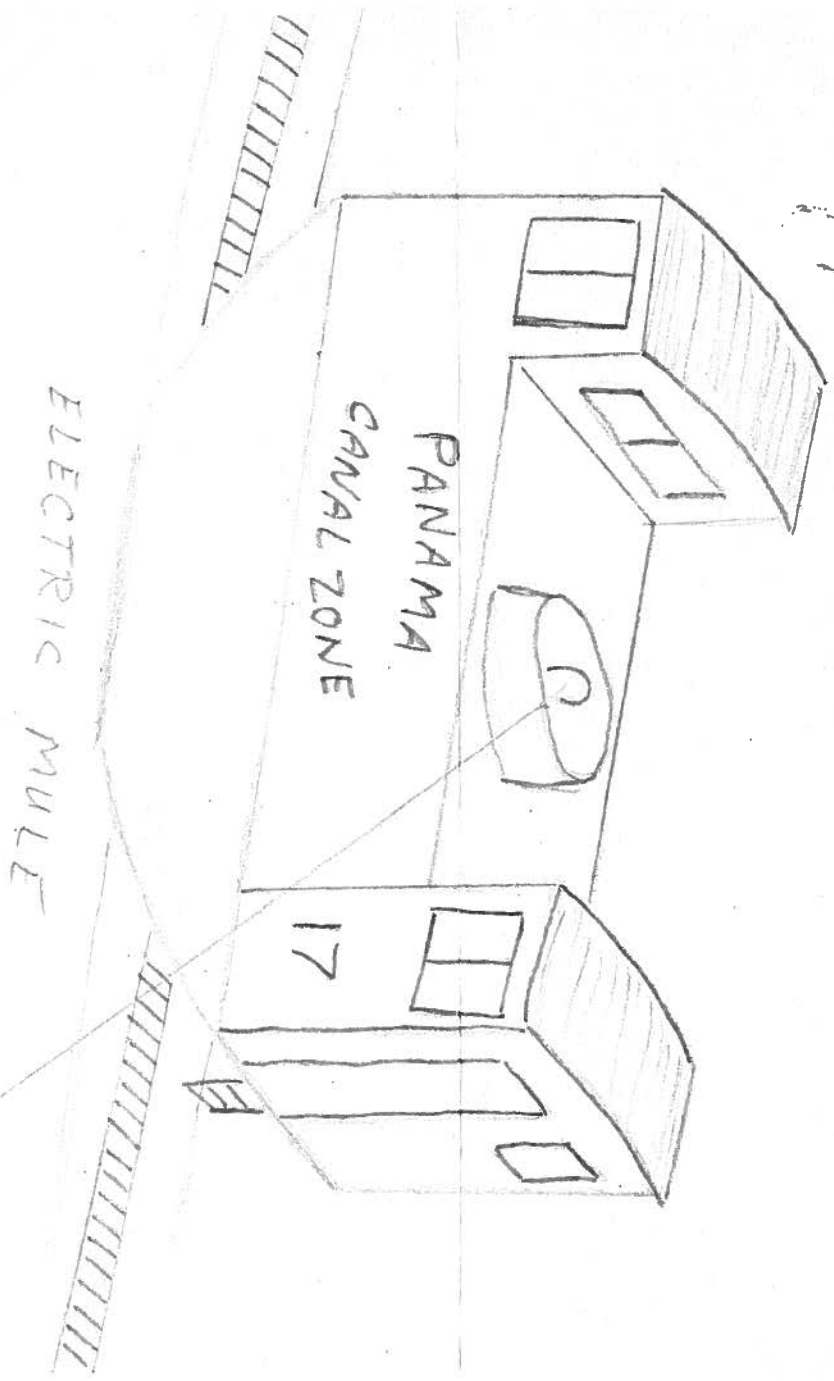
On a cold damp March 1st, Pyro cast loose from the piers at Port Chicago and was off to join the Seventh Fleet in the Far East. Six days later she moored at Ford Island Pearl Harbor, Hawaii. After saying Aloha to this beautiful island she set her sights toward Guam. Enroute Pyro passed within a mile of Wake Island giving her crew the opportunity to view the remains of the Sara Maru a sunken

Japanese transport, the only remains of a bitter and bloody battle in World War II. Pyro arrived at the Ship Repair Facility Docks, Guam, the morning of March 21st. Leaving Guam on 30 March Pyro started operations for the 4th Quarter of the fiscal year which have just been completed. This brings us up to the completion of our first fiscal year. A sure sign of World Wide Mobility can be found when you notice that Pyro has visited 15 Foreign ports and several of these on two or more occasions. Pyro has also been seen in six stateside ports during her first Fiscal Year. During this time she has amassed more than 30,000 navigation miles.

The U.S.S. PYRO has also been active in the President's People to People Program. This being shown when REAR ADMIRAL SPRING, COMNAV-BASE Subic passed a letter on to Pyro from a Philippine National Multiple Sclerosis victim who requested a portable Transistor Radio, which was presented to the man as a gift. In Hong Kong, the British Red Cross Blood Bank was in need of blood and men of the Pyro contributed to this cause.

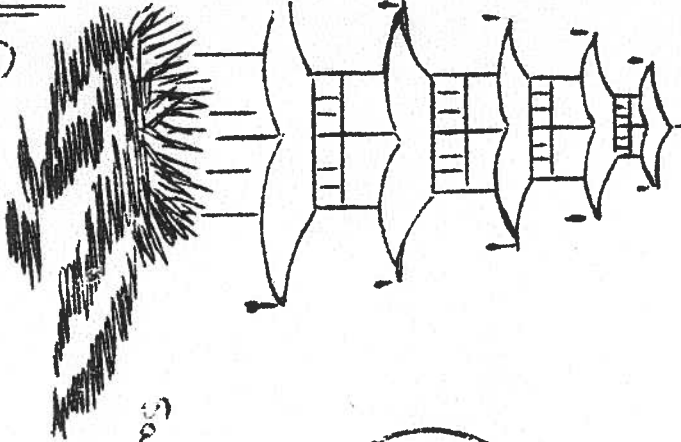
All through the Far East, Pyro sailors have been ambassadors of Good Will.

M. U. Beebe
M. U. BEEBE

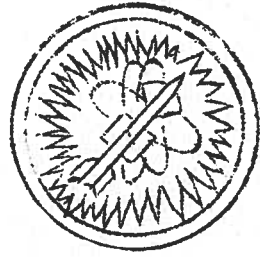


William Peregrin FN

RO-TTAL NIGHT CHINA



31 MAY
1 JUNE
Sasebo, Japan



SHIP'S PARTY
JES PYRO
AE. 24

-----PROGRAM-----

- Door Prize (1)
- Dance Prizes (2)
- Floor Show (Three Acts)

-----MENU-----

- Chicken Salad Sandwiches
- Roast Beef Sandwiches
- Potato Salad
- Chips, Pretzels, Pickles & Olives

-----DRINKS-----

- Cokes
- 7 up
- Mixed Drinks
- Beer

U.S.S. PYRO (AE-24)
Office of Fleet Post Office
San Francisco, California

DUTY SECTION: TWO

PLAN OF THE DAY

SATURDAY 1st OCTOBER 1960

WORKING UNIFORM:

OFFICERS AND CPO'S

Wash Khaki

UNIFORM OF THE DAY:

OTHER ENLISTED OFFICERS AND CPO'S

Dungarees with white hats
Wash Khaki

LIBERTY UNIFORM:

OTHER ENLISTED CPO'S

Undress Blues
Dress Blue Brave

OTHER ENLISTED

Dress Blue Brave

QUARTERDECK WATCHES:

CEG: LT VALE

- 12-16 ENS KINSEY - SHEIMERDINE, SK2
 EMG D.O. LTJG REYNOLDS
- 16-20 RODGERS, BML
 DECK D.O. GUNNER JONES
- 20-24 CASTILLO, SKC
 SUPPLY D.O. CASTILLO, SKC
- 00-04 DOUGLAS, PNC
 DOPS D.O. ENS KINSEY
- 04-08 WEBB, RD1
 MEOWMAN: BUTZ, YN2
- 08-12 GUNNER JONES - GREER, BM2

CARRY OUT IN PORT ROUTINE AS SPECIFIED IN PYRO INSTRUCTION 5330.1A EXCEPT AS MODIFIED HEREAFTER:

0730 Liberty expires on board for personnel in Section TWO.

0745 Muster preparations; submit muster reports to Ship's Office. Turn to.
1200 Liberty commences for personnel in Section ONE to expire on board at 0730
Monday 17 October 1960.

NOTES:

1. Divine Services in the Concord area for Sunday are:

- CATHOLIC
Queen of all Saints Church
Grant Street, Concord
Confession: First Fridays: 3:30 to 9:30
Masses: Sundays at 0630, 0745, 0900, 1015, 1115, 1215
- TRINITY BAPTIST
3525 Chestnut, Concord
Services: 11:00
Sunday School 9:45

PRESBYTERIAN CHURCH
1992 Colfax Street, Concord

EPISCOPAL CHURCH
2900 Benifacio Street, Concord

- Morning Worship, Sunday 9:30 & 11:30
Sunday School, Sunday 9:30
Services Sunday 9:15 and 11:00
- FIRST CHRISTIAN CHURCH
3029 Willow Pass Road, Concord

CONCORD METHODIST
Clayton Way at West Street

FIRST CHRISTIAN CHURCH
3029 Willow Pass Road, Concord

- Sunday (9:30 and 11:30)
Sunday School 9:30 and 11:30
Services at 8:30 and 11:00
- 2. Record of Emergency Data Form 93-1, is designated to provide an immediately accessible and up-to-date record of emergency data on each Navy member for casualty reporting and notification of next of kin, and an official document as required by pertinent laws pertaining to the following:
 - (a) Person(s) to be notified in case of emergency or death.
 - (b) Person to receive unpaid pay and allowances (arrears of pay). Such pay and allowances include travel, per diem, transportation of household goods, savings deposits, etc., found due from the Department of the Navy.
 - (c) Person(s) to receive allotment of pay if missing or unable to transmit funds.
 - (d) Person(s) to receive the death gratuity.
 - (e) Commercial insurance companies to be notified in case of death.
 - (f) USGIE and NSLI in force.

If the above information is not up-to-date in your Record of Emergency Data (Service Record page 2), you should report to the Ship's Office and execute a new form. This form should be re-executed whenever changes occur.

SWEENEY, EM2 to EM1	WOLF, FN to BT3	TRAIISTER, SN to OM3
JOSEPH, BT2 to BT1	WATROUS, BTFN to BT3	CRIES, RMSN to RM3
MUDD, EM2 to EM1	SWINNEY, SN to CS3	HINRICHS, RMSN to RM3
DUCCING, CM2 to GM1	DAVIS, DCFN to DC3	KENNEDY, SN to RM3
THURMAN, NM2 to NM1	REICHENBERGER, FN to DC3	AMBROSIO, FN to SFP3
RILEY, SPM 2 to SPM1	WOLFE, SN to DM3	HIEB, SN to SK3
SPITZMAN, DC3 to DC2	BAKAPETIOS, EMFN to EM3	KNUTH, SN to SK3
AVENSON, ET3 to ET2	JUDWICZAK, FN to EM3	GUY, SMSN to SM3
EDDINGER, NM3 to NM2	RINGER, EMFN to EM3	
MANNING, NM3 to NM2	ROBINSON, FN to EM3	
PEREGRIN, MR3 to MR2	TERRELL, FN to EM3	
MC ELMURRY, RD3 to RD2	LARSON, SN to ETR3	
KENT, RM3 to RM2	STEVENSON, GMSN to GM3	
HANSEN, BTFN to BT3	BARNES, FN to NM3	
SIMOTICS, BTFN to BT3	PROVOST, SN to OM3	

The following passed but advancement cannot be effected because final multiple was not high enough:

GRAHAM, SN	WEST, EM3	WILCOX, SN
POMARO, SN	JOHNSON, BT3	RANDOLPH, SH13
BOWMAN, CSSN	CLARK, CS3	WOLFORD, SH13
CASKADDON, CSSN	SIOAN, EM3	KING, YM3
YOUNGBLOOD, GM2	SMITH, EM3	BISSETT, SN
SIMBRA, SD2	HEADY, GM3	DUNNAWAY, SN
ATKINSON, SFP2	RAGEI, SD3	GREENLEAF, SN
LANE, SPM2	CARLISLE, PN3	HANDBERK, SN
CONNELLY, EM3	SEGHEBEST, CSSN	HARPTON, SN
MC DUFFEE, EM3	THOMPSON, SN	DELFIN, FN
SMALWOOD, EM3	STRAIN, SHSN	FRANCO, FN

4. The following named man is to be transferred from this command as noted:

NAME	RATE	ALTERNATE DESTINATION	DATE OF DETACHMENT
FISHER, J.A.	RDSN	NOTS, GHINA LAKE, CALIFORNIA	JANUARY 1961

5. U.S.S. PYRO Instruction 1620, 3A dated 1 January 1960 specifically prohibits personnel to U.S.S. PYRO to hitchhike, COM 12 ND Instructions prohibit hitchhiking. Personnel assigned to any branch of the armed forces may be prosecuted as a courts-martial directs or as the Commanding Officer directs for violation of these instructions.

6. Personnel will keep from climbing on or over the top of railway cars that are alongside the pier for loading or unloading of ammunition. Also, personnel will not walk between two tracks of cars, even if the cars are not moving.

7. Arrangements are being made so that all may attend church services on Sunday. A Protestant Chaplain is being assigned primarily for Aps at Concord. Protestant services will be held on board PYRO at 1000 Sunday 16 October: 1115 on RAINIER. Continuation of these services is dependent on the number of personnel in attendance. Since Captain BEBBE has indicated the request for these services, it is anticipated that PYRO personnel will take greater advantages by attending. Catholic Mass is celebrated at 0900 Sunday morning in the Saint Francis Catholic Church, Post Chicago Highway, Transportation, if required, will be provided.

F. J. McG Tierman
 F. J. MCG TIERNAN, CDR, USN
 Executive Officer

U. S. S. PYRO
(AE-24)

Built by
BETHLEHEM SPARROWS POINT SHIPYARD, INC.
Sparrows Point, Maryland

SPONSOR
Mrs. Stuart H. Ingersoll

KEEL LAID
21 October, 1957

LAUNCHED
5 November 1958

COMMISSIONED
24 July 1959

at

NORFOLK NAVAL SHIPYARD
PORTSMOUTH, VIRGINIA

1

22 NOV 1959 LEAVE CALLAO Lima Peru
26 NOV THANKSGIVING AT SEA
28 NOV Acapulco, Mexico

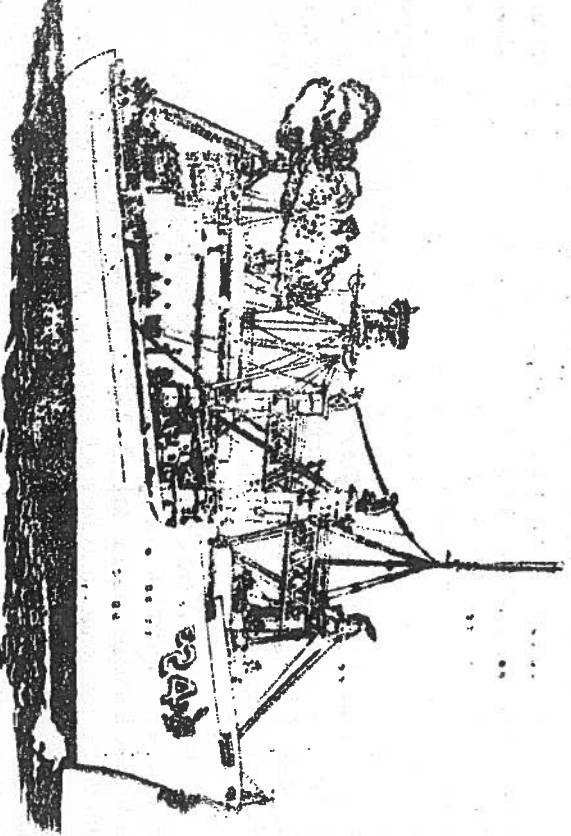
THE UNITED STATES SHIP PYRO (AE-24)

The U.S.S. PYRO (AE-24) IS the fourth of a new class designed from the keel up as ammunition ships. She is configured to carry and expeditiously transfer at sea the latest in ammunition, weapons and missiles. Examples of her unique handling facilities are the large double elevators to service each main hold and the constant tensioning devices installed at the various transfer stations. The elevators may be operated independently for moderate loads or in tandem for heavier loads. Use of the elevators enable PYRO to replenish ships at sea on both sides simultaneously. The constant tensioning device maintains the transfer line on nearly a straight line under all conditions thus expediting the transfer of cargo and providing added safety for personnel and cargo.

The PYRO incorporates all of the Navy's most modern concepts of habitability. For example, all living spaces are air conditioned, the crew's mess compartment provides comfortable installed seats grouped around for man tables and the crew's berthing compartments feature bunks with built in lockers, individual ventilation ducts, reading lights and foam rubber mattresses.

The PYRO has a single screw driven by a geared turbine with steam supplied from two oil burning water tube boilers equipped with automatic combustion controls. The ships length overall is 512 feet with a beam of 72 feet. Maximum draft is 31 feet and loaded displacement is 17500 tons, Maximum speed is 21 knots with a maximum horsepower of 16000.

Protection is provided by four 3"/50 twin rapid fire mounts. Her peacetime complement is approximately 17 Officers and 270 Enlisted. PYRO was built at a cost of about \$17,000,000.



U.S.S. PYRO (AE-24)

3

THE ORIGINAL U.S.S. PYRO (AE-24)

The first ship of the United States Navy to bear the name PYRO was the AE-1, built during the World War I construction program. She was laid down by the Navy Yard, Puget Sound, Washington on 9 August 1918 and was launched on 16 December 1919 under the sponsorship of Mrs. G. A. Bissett. The PYRO was commissioned on 10 August 1920. She was fitted with twin screws, Geared turbines, and had a cooling plant to maintain constant temperatures in her bin stowage spaces, an interesting innovation for that time. The PYRO had a normal tonnage of 10600 tons, a length of 483 feet, a beam of 61 feet and a draft of 21 feet. Her engines provided 6700 horsepower and she could maintain a speed of 13 knots. Protection was provided by six 5"/50 and two 40mm guns. Her complement was 21 officers and 268 men.

Upon commissioning, PYRO was assigned to the Naval Transportation Service. From her first Commissioning until April 1924, PYRO's Principal operations were conducted between ports which extended from Puget Sound to Boston and which occasionally included Pearl Harbor, Guam and Manila. In addition to her primary task of transportation of ammunition and explosives she also transported general cargo which included vehicles, heavy equipment and stores. She also provided passenger service between her ports of call for personnel of the armed services having a passenger capacity of approximately 200.

PYRO was placed out of commission at the Puget Sound Navy Yard on 10 September 1924. She was Recommissioned on 1 July 1939 and was again assigned

4

to the Naval Transportation Service. FYRO was moored at West Lock, in Pearl Harbor when the Japanese attack occurred on 7 December 1941. She suffered no serious damage and was credited with destroying one Japanese plane.

During the following year she carried ammunition between Pearl Harbor and West Coast ports and made one voyage to Alaskan waters to deliver a load of mines to be planted as a defense for the base at Adak. On 2 January 1943 FYRO arrived at Espritu Santo, New Hebrides Islands, to become the primary ammunition ship for various units of the South Pacific Force. From this date until the conclusion of hostilities, FYRO replenished combat ships engaged in the Admiralty Islands, Hollandia and Leyte Campaigns and for units engaged in attacks on the Japanese homeland. On 17 October 1945, FYRO commenced her final homeward voyage, carrying in addition to ammunition, troops from Truk, Marshall Islands, arriving in Seattle on 21 November 1945.

On 12 June 1946, FYRO was placed out of Commission at Seattle and was stricken from the Navy List on 3 July 1946, her long and faithful service to the fleet completed.

U.S.S. FYRO (AE-24)

OFFICER

CAPT. MARSHALL U. BEEBE.....Commanding Officer
CDR. T. J. McTIERNAN.....Executive Officer

OPERATIONS DEPARTMENT

LT. JOHN SAPP.....Operations Officer
LTJG. PERRY G. FRANCIS.....CIC Officer
ENS. EDWARD R. CHILCOTT.....Communications Officer

NAVIGATION DEPARTMENT

LTJG. STEVEN A. JODAN.....Navigator

DECK DEPARTMENT

LT. HAROLD W. VALL.....First Lieutenant
LTJG. EDWARD M. ERNST.....Gunnery Officer
ENS. ROBERT W. HUNT.....Division Officer
C.W.O. WESLEY J. ALLARD.....Ship's Gunner
W.O. HAROLD G. BINDER.....Ship's Bos's

ENGINEERING DEPARTMENT

LT. JOHN R. WALKS.....Engineer Officer
LTJG. PETER J. REYNOLDS.....Damage Control Officer
W.O. ADRIAN J. MARKUS.....Main Propulsion Asst.

SUPPLY DEPARTMENT

ICDR. JOHN A. BAYERS.....Supply Officer
W.O. WILLIAM O. BUCKALEW.....Asst. to Supply Officer

U.S.S. PYRO (JE-24).

CHIEF PETTY OFFICERS

Chief Electronics Technician's Mate R.O. BAKKE

Chief Hospitalman W. BLAGG

Chief Storekeeper J. CASTILLO

Chief Damage Controlman J.H. COLBURN, JR.

Chief Shipfitter J.W. KEISLER

Chief Gunner's Mate R. MATHEWY

Chief Boatswain's Mate C.H. FAIRNUM

Chief Electrician's Mate F.A. JAMISON

Chief Boilerman C.F. OSBOURNE

Chief Radioman J.F. PEARSON

Chief Commissaryman R. SOLOMON

Chief Machinist's Mate D.C. SOUTH

Chief Machinist's Mate M.J. SHAWANDER

KS

A THANKGIVING PRAYER

We Give Thee Thanks on This Day Sea O'Lord
For The Safe and Good Year Past.

For The Wonderful Peace We Now Enjoy On The
Seas of The World.

For Enabling Us To Have Fine Weather That
We Might Have Before Us Here At Sea The
Wonderful Fruits Of The Harvest Of The Land.

And We Give Thee Thanks O'Lord That Thou Hast
Found It Willing That We Ourselves Are Here
And In Good Health To Give Thee Thanks This Day.

Amen

THANKSGIVING DINNER

Chilled Fruit Cup Cream of Turkey Soup

Roast Young Tom Turkey
Baked Virginia Ham

Cornbread Dressing Giblet Gravy

Cardied Sweet Potatoes
Whipped White Potatoes
Buttered Peas With Mushrooms

Applesauce

Orange Relish Cheese Stuffed Celery
Assorted Olives Tossed Lettuce Salad

French Dressing

Hot Rolls

Pumpkin Pie With Whipped Cream

Applesauce Cake With Brown Sugar Icing

Vanilla Ice Cream

Mixed Nuts

Coffee Tea Milk

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DECK DEPARTMENT

1st. DIVISION

ABIES J.M.	SN	HARPE T.A.	SA
ALLEN G.M.	SN	HOLMAN K.I.	SN
BATHGATE J.R.	SN	JACKSON J.M.	SN
BROOKE H.R.	BWL	JOHNSON I.A.	SN
CEPGLITT J.	SN	MC DUFFIE C.J.	BM3
COLLINS F.W.	SN	MOORE A.P.	SN
CONVERSE F.C.	SN	NELSON P.C.	BWL
DUNNWAY H.B.	SN	PESCI W.	SN
EDMONDS K.L.	SN	RIEPMA N.D.	SN
ELLIS I.L.	SN	SINGER G.H.	SA
FAULKNER B.V.	SN	SMITH W.C.	BM2
GRAHAM A.F.	SN	WESLEY F.M.	SA
GREER W.C.	BM2	WILKINSON K.P.	SA
GREENLEAF C.E.	SN	WILLIAMS J.J.	SA
HAIRSTON T.A.	SN	WISNIEMSKI J.J.	SA

DECK DEPARTMENT

2nd DIVISION

BARAN E.J.	SA	LAPTIK R.E.	SA
DISSITT J.J.	SN	MALICK J.S.	SN
BROWN L.R.	BM3	MANNING T.H.	SN
CASK/DON T.H.	SN	MINNICH H.H.	SA
CEMPERS A.R.	SN	PEROZZINO A.A.	SN
DAVIS J.R.	SN	POMARC J.A.	SN
FOWLER G.N.	SN	ROGERS K.L.	BWL
FOX J.P.	SA	SCROGGINS N.	SN
GAULDING T.J.	SN	SMALLWOOD J.V.	SN
HAMPTON R.T.	SN	SWANSON A.E.	SN
HANDWERK C.R.	SN	SWENNEY W.A.	BM2
HASSELT A.R.	SN	WEDOSKI D.L.	SA
		WEST H.G.	BM3

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DECK DEPARTMENT

3rd. DIVISION

BOWEN T.L.	GM3	MEZGER W.L.	GM1
BOWERS C.J.	SN	MURRAY G.C.	GM3
BURKHALTER O.	SN	MINKA D.E.	FLA3
COLAW V.M.	SN	STEVENSON L.L.	SN
DEMO A.J.	SN	THOMPSON R.G.	SN
DUCOING K.M.	GM2	THORNTON E.B.	GM1
HEADY F.O.	GM3	WHITTEMORE A.G.	FTL
JONES T.W.	FT2	WILLIAMS J.M.	GM3
		YOUNGBLOOD A.F.	GM2

ENGINEERING DEPARTMENT

"A" DIVISION

ANGLE M.C.	FN	PATTERSON E.H.	FN
BLANCHARD L.A.	END3	PROUD J.J.	FN2
BOULTON J.T.	EN3	RITZINGER R.C.	MM3
HASKELL R.L.	EN3	SEAVEY R.D.	FN
HENRY J.D.	MM1	SHOENECKER W.A.	FN
HOLDENBRINK A.J.	FN	THURMAN J.E.	MM2
HUDSON H.T.	MM3	WETSEL W.F.	MM2
MAZANEC W.A.	EN1	RICHARD D.R.	EN3
MUNRO P.D.	FA		

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ENGINEERING DEPARTMENT

"B" DIVISION

ATKINSON C.L.	BT3	NEAL B.A.	FN
FISHER D.P.	FN	PAHANG D.A.	BT3
HANSEN A.G.	FN	PRICE J.R.	FN
JOHNSON O.O.	BT3	SAGAN E.M.	FN
J. SEPH L.S.	BT2	SCARBROUGH W.M.	BT2
KOPSYMA J.E.	FN	SIMOTICS J.S.	FN
LAUER P.H.	FN	WALTERS E.C.	FN
MIMS H.	FA	WATROUS D.I.	FN
MONTANA A.L.	BT1	WOLF H.C.	FN
NASH B.	BT3		

ENGINEERING DEPARTMENT

"E" DIVISION

BALLARD H.	FN	LUDWICZAK G.J.	FN
BODETTE R.G.	IC1	MALCOIM W.D.	IC3
FRESE R.G.	IC2	MUDD L.G.	EM2
GABOC T.L.	FN	PARSONS T.J.	EM1
GRIST G.A.	FN	RINGER J.E.	EM3
GRIMMER M.E.	FN	ROBINSON D.R.	FN
HEWLETT B.W.	FA	SAMUELS J.N.	EM3
HOFMANN W.A.	EM3	SLOAN T.K.	EM3
KINACSTON R.L.	EM3	TERRELL D.L.	FN

ENGINEERING DEPARTMENT

"R" DIVISION

AMBROSIO J.I.	FN	MAYES J.	SFP2
ATKINSON F.F.	SFP2	MOORE H.	FN
DAVIS V.G.	FN	RIECHENBERGER P.J.	FA
FINNEY L.J.	SFP2	STUTZMAN R.L.	DC3
GIBSON G.E.	SFM3	VAN PELT C.M.	SFM3
MACKAY L.H.	FN	WALTERS G.	DC3

ENGINEERING DEPARTMENT

"M" DIVISION

BARNES T.C.	FN	MC GLADE H.M.	MML
BUGGELN L.G.	MM3	MOSER R.P.	FA
CLAY R.A.	FN	PARROT R.A.	MM2
CONNOR T.	MM3	PEREGRIN W.A.	FN
COMMINGS J.M.	FN	PONO G.L.	MM3
DAVIDSON T.A.	MM2	RITZ C.G.	FN
DICKSON J.W.	MM3	ROSSO J.J.	MM2
EDDINGER G.W.	MM3	SIMS J.L.	FN
FLYNN P.R.	FN	SMITH R.B.	FN
GARDNER F.F.	MMFN	WALLIS R.D.	FN
HANNA W.T.	MML	WARD H.C.	FN
HESTON J.W.	FN		
KING D.P.	FN		
MANNING E.V.	FN		

SUPPLY DEPARTMENT

BADAR S.	TN	LEE A.	SD1
BOWMAN B.A.	SN	MYLES N.	SK3
BURNS W.N.	DK2	NIERMAN D.A.	SK3
CAPTISLE B.G.	SH3	PARKER F.	CS3
CARSON M.D.	CS1	QUILON J.A.	TN
CLARK C.V.	CS3	RACHEL M.	SD3
DELFIN C.M.	TN	RANDOLPH A.	SH3
DICKSON R.L.	SN	REED O.P.	CS3
DREHER T.E.	SA	SECHRIST C.E.	SN
FERNANDEZ "A""B"	SN	SHELMERDINE R.	SK2
FRANCO G.N.	TN	SIMMONS W.J.	CS2
GILMORE T.F.	SN	STRAIN J.D.	SN
GUNTER J.E.	SN	SWINNEY R.F.	SN
HEIB C.R.	SN	UPPER C.W.	SN
HOPFINGER N.E.	SN	URETA E.R.	TN
HUNTER K.	SN	VILLANUEVA A.R.	TN
KNEALE H.	SN	WELLS J.	SN
LAMERA A.A.	SHL	WHITNEY H.C.	SN
LARQUE J.F.	SK3	WHICOX J.C.	SN
	SK3		

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OPERATIONS DEPARTMENT

ANDERSON J.C.	SA	MCKENZIE D.F.	RDSN
AVENSON J.H.	ETRSN	MCKEIL	RM2
CAIN E.J.	SN	NICKERSON W.R.	SN
CROKE C.M.	SN	PROVOST J.E.	SN
FISHER J.A.	RDSN	RICE J.E.	ETRS
FOX C.V.	SN	SCIACKITANO J.	RM2
FOXWELL C.E.	RDI	SHANK F.G.	SN
FRAZIER C.T.	SN	STEELE I.	SML
FRICK F.M.	ET2	STISSEW W.J.	RM3
GORHAM J.F.	SA	TAYLOR J.C.	QM3
GUY G.G.	SMSN	TRASK D.O.	SN
KENNEDY E.A.	SN	VITALE S.	QM3
KENT A.C.	RMSN	WENNEROD C.A.	SN
KNUTSON H.G.	SN	WILLIAMS D.M.	SN
LEPAK R.E.	QML		
MABE R.L.	SM2		

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12th DIVISION

BURLINGAME R.D.	YN3	MC CAULEY R.C.	SN
CARLEILE C.B.	SN	NOIL W.H.	SN
CONNELLY E.T.	EM3	O'NEILL J.P.	HM2
CPOME W.D.	SN	PAYE G.A.	YN1
INDICOTT R.B.	PN3	LANE E.J.	SFM2
GUERRERO J.B.	SN	SOSA D.W.	SN
MARSHALL P.E.	MM2	SPICER D.L.	HM3
KING G.R.	YN3	WOLFE J.M.	SA
LEWIS J.C.	PN3	MC EMMURRY T.A.	RD3
LONGWORTH J.W.	SN		