



U. S. S. KRETCHMER (DER-329)
FPO SAN FRANCISCO 96601

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From: Commanding Officer, USS KRETCHMER (DER-329)

To: Chief of Naval Operations

Subj: Command History for 1967; submission of

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Encl: (1) 1967 History of USS KRETCHMER

1. In accordance with reference (a), enclosure (1) is hereby submitted.

E. L. WALLACE

By direction

1967 HISTORY OF USS KRETCHMER (DER-329)

As calander 1967 opened, USS KRETCHMER (DER-329) was completing its restricted availability and leave and upkeep period in her homeport of Guam. The ten families of Kretchmer men, living on Guam bid adieu to their loved ones on 9 January, as the Escort Squadron Seven ship sailed from Apra Harbor for her 1967 deployment. Kretchmer arrived in Yokosuka, Japan, four days later for a week's intensive training by Fleet Training Group WESTPAC.

Kretchmer then headed for the coast of South Vietnam, where she was to perform as a unit of Operation Market Time for a majority of her time in the next eight months. Her first assignment was off An Thoi in the Gulf of Siam; by the end of her cruise Kretchmer had served in most of the other Market Time areas. One of the highlights of the cruise came early in the deployment when Kretchmer's hospital corpsman was able to render emergency treatment to save the badly infected foot of a South Vietnamese fisherman.

In May, Kretchmer became the first DER to be assigned the duties of Station Ship Hong Kong. The job had previously been undertaken by DD's. As Station Ship, Kretchmer performed all the tasks as SOPA Admin. Kretchmer returned in September for another three-week period as Station Ship. The conduct of Kretchmer's crew ashore during times of intense political unrest in Hong Kong earned a "Well Done" from VADM BRINGLE.

Before the end of the cruise, Kretchmer had also spent several weeks as Taiwan Patrol ship. During the cruise Kretchmer had been to most of the major Westpac ports, including Yokosuka, Subic, Bangkok, Hong Kong, Kaohsiung, and Keelung. In October, Kretchmer returned to Guam nine months after the beginning of her deployment. She was in RAV the rest of 1967.

HISTORY OF USS KRETCHMER (DER 329)

The USS KRETCHMER (DER 329) was named after Ensign Raymond J. KRETCHMER, USNR, who was killed when the ship he was on, the USS ASTORIA (CA 34), was sunk in action against Japanese Naval Forces on 9 August 1942. Ensign KRETCHMER was born on 20 January 1917 at Chicago, Illinois. He attended South Dakota State College and on 29 August 1940, at Omaha, Nebraska, enlisted into the Navy. After serving on board the USS ARKANSAS (BB 33), Raymond KRETCHMER was commissioned an Ensign, USNR on 12 September 1941 and was ordered to duty aboard the USS ASTORIA (CA 34) where he served in honor the remainder of his short life.

The KRETCHMER's keel was laid on 28 June 1943 at Consolidated Steel Corporation Orange Texas Shipyard. She was commissioned USS KRETCHMER (DE 329) on 13 December 1943 as Lieutenant Robert C. WING, USNR, took command. Six days after her commissioning the KRETCHMER moved down the Sabine River to the port of Galveston, Texas where she underwent pre-shakedown repairs. On 5 January 1944 the KRETCHMER sailed to Bermuda where she reported to the Operational Training Command, U.S. Atlantic Fleet, for her shakedown training.

On February 3rd, 1944 the KRETCHMER departed for the U.S. Naval Base, Charleston, South Carolina for her new duty with the Commander Caribbean Sea Frontier. Here she was assigned to Task Unit 04.1.1 where her mission became that of escorting convoys between Trinidad and Guantanamo Bay, Cuba. Between 25 April and 2 May 1944, after being detached from the Task Unit, the KRETCHMER escorted the USS CHIPPEW (ADF 69) and a barge to Bermuda.

After spending two days in Bermuda, the KRETCHMER reported to the Commander Task Group 23.3 based at Key West, Florida. Here she was designated as school ship for the Fleet Sonar School, where she was utilized for student training, and where she acted as target ship for torpedo aircraft of Fleet Air Wing FIVE Training Detachment. On May 23rd, while acting as a target for the torpedo bombers, one of the practice torpedoes broached just before passing under the KRETCHMER which resulted in a hole in the hull. A temporary patch was welded over the rupture and the KRETCHMER headed for Charleston for a two week yard repair availability.

On 11 June 1944 after being assigned to trans-Atlantic convoy duty she anchored in the port of Santa Ana Bay, Willemstad, Curacao, D.W.I.. After five days of liberty, the KRETCHMER headed out to sea with a convoy of merchant tankers bound for the Gulf of Pozzuoli, Naples, Italy. She arrived at Naples on 1 July 1944, and two days later KRETCHMER and her section of tankers joined tankers from other ports headed for Norfolk, Virginia. Upon arrival back in the United States on 16 July the convoy was disbanded and the KRETCHMER began a 12 day yard availability.

From 12 August to 1 September 1944, another trans-Atlantic convoy run was made. This trip took KRETCHMER again to the Gulf of Pozzuoli, and upon her return to the United States she docked in New York for voyage repairs.

Between 20 September and 3 December 1944, the KRETCHEMER, as part of Task Group 21.9, escorted merchant convoys between New York City and Solent, Portsmouth, England. During this period she encountered no enemy submarines.

At sea on 16 December 1944, after a short availability for repairs, the KRETCHEMER escorted merchant ships enroute to Barry Road, Cardiff, Wales. She arrived in Wales on 7 January 1945 and four days later began her return trip to 36th Street Pier, Brooklyn, New York, where she docked on January 21st. From 13 February to 9 March 1945 the KRETCHEMER escorted a convoy from the United States to Greenock, Scotland and back.

The Ship's last voyage across the Atlantic under combat conditions was from March 31 to April 27 1945, when the KRETCHEMER escorted a group of merchant ships to Southampton, England and back again to the United States.

On 21 May 1945 Lieutenant Thomas BULLFINCH, USNR, relieved the command. After a yard repair availability, the KRETCHEMER headed for Casco Bay, Maine for refresher training. Enroute to Maine she was diverted to Norfolk for preparations to transfer to the Pacific area for duty; she arrived in Norfolk, Virginia on 26 May 1945.

After spending four days in Norfolk being equipped for her new duty, she departed Virginia on 30 May and headed for Guantanamo Bay, Cuba, where she underwent training which lasted until June 15. She then sailed for Coco Solo, Canal Zone, arriving there on 17 June 1945. Transiting the Panama Canal the following day, the KRETCHEMER reported for duty to the Commander in Chief, U.S. Pacific Fleet. After stopping briefly at San Diego, California from 26-28 June, the KRETCHEMER sailed for Pearl Harbor. She remained here from 5 July until 1 August while she underwent advanced training.

Moving out of Pearl Harbor, the KRETCHEMER stopped at Eniwetok from 8-10 August and then sailed on to San Pedro Bay, Leyte, Philippine Islands, where she anchored on August 17th.

Ordered to Formosa on 29 August 1945, the KRETCHEMER reached Keelung, Formosa on September 5th. Here she began embarking recovered Allied Prisoners of War for transportation to the aircraft carriers at sea. Once this duty was completed, she sailed to Manila with 50 former POW's on board and discharged them at Sangley Point on September 9th.

She remained in Manila Bay until 17 September 1945, when she sailed to Okinawa where she remained until forced to put to sea by a typhoon. On her return to port following the passing of the storm, the KRETCHEMER discovered a drifting Japanese junk with some Nipponese Army personnel on board. The junk was towed into Buckner Bay on 13 October and the men turned over to military authorities.

On October 15th, the KRETCHMER departed from Okinawa with Task Group 74.3 for the purpose of providing air support for the Chinese Nationalist occupation of Formosa. However, on October 17th she was dispatched to Okinawa with the Task Group's mail. After discharging the mail sacks at Buckner Bay, she proceeded to rendezvous with the Task Group and entered Saipan Harbor with them on 25 October 1945.

After returning to the Philippine Islands on December 6th, the KRETCHMER was utilized on various liaison duties until the 10th, when she departed for a recreational visit to Hong Kong, B.C.C.. This trip lasted from 13 to 22 December 1945, at which time she sailed back to Manila for the Christmas holidays.

In Subic Bay the KRETCHMER underwent a tender availability from 26 December until 1 January 1946, when she was then sent to Hong Kong. After spending the 5th of January anchored off Kowloon, B.C.C., the KRETCHMER dispatched to Hoi How, Hainan Island to investigate harbor facilities for the pending repatriation of Japanese soldiers back to their homeland. The mission was accomplished by January 11th, and the ship then returned to Hong Kong. On 23 January 1946, while still in Hong Kong, Lieutenant Commander Harry J. KELLY, USN, relieved the command.

Departing from Hong Kong on 28 January 1946, with the USS LCS 96 and the USS LCS 97, the KRETCHMER escorted them as far as Kiirun, Formosa. The DE remained in Kiirun from 30 January to 4 February and then she departed for Hong Kong via Okinawa to pick up movies, mail and several passengers which were transferred to various ships upon the KRETCHMER's arrival in the British Crown Colony on February 9th.

Between 22 February and 29 March 1946 she made mail runs between Hong Kong, Amoy and Shanghai. During her last trip the KRETCHMER received word that she was to return to the United States with Escort Squadron 50. This transit was to take her via the India Ocean, Suez Canal, Mediterranean Sea and finally the Atlantic Ocean.

Departing from Hong Kong on 1 April 1946, the division sailed far enough south so that King Neptune could welcome her crew into his domain. The next day the ship anchored off Singapore and stayed until April 8th. The ships then headed up the Samatra Straits to the Indian Ocean and for a stop at Colombo, Ceylon, from 13-15 April.

After an overnight stay in Fortress Aden, Arabia, on 22-23 April, the KRETCHMER then made her way up the Red Sea, passing through the Suez Canal on April 27th. The following day the KRETCHMER with the remaining ships of CORDIV 50 anchored off Port Said, Egypt, for a few hours before moving to Alexandria, Egypt where they remained at anchor from 29 April to 3 May.

From 3 May to 29 May 1946, the transit back to the United States included stops in the ports of Marseille, Gibraltar, Naples and Funchai, Madaira Islands. The KRETCHMER arrived in Charleston, South Carolina on 29 May 1946.

In March 1946, the KRETCHMER had been designated to be placed in the U.S. Atlantic Reserve Fleet, and on 20 September 1946 she was decommissioned and placed in the Sixteenth Reserve Fleet based at Green Cove Springs, Florida.

The KRETCHMER was recommissioned on 22 September 1956, at the Charleston Naval Shipyard as a Destroyer Escort Radar (DER 329) and was placed under the command of LCDR C. F. FADELEY, USN.

After completing her shakedown training the KRETCHMER was assigned as a unit of Escort Squadron SIXTEEN and homeported in Newport, R.I.. In March 1957 she commenced operations as a unit of the Atlantic Barrier. In April 1958, the KRETCHMER conducted an informal visit to the ports of Le Havre, France and Portsmouth, England. In July 1958, the Boston Naval Shipyard installed new electronics equipment which increased KRETCHMER's radar and communications capabilities. During this overhaul LCDR FADELEY was relieved by LCDR C. E. SWALLO Jr., USN, as Commanding Officer.

Upon completion of the overhaul, refresher training was conducted at Guantanamo Bay, Cuba. In December 1958 the KRETCHMER returned to her homeport of Newport, Rhode Island, and to her duties on the Atlantic Barrier.

During September 1959, KRETCHMER made European visits to Rotterdam, Holland and Southend-on-Sea, England. On 6 November 1959 LCDR Jacques B. LAPERCHÉ relieved LCDR SWALLO as Commanding Officer.

The KRETCHMER continued in her assignment as a unit of the Atlantic Barrier making pickets on both the Argentinia-Lajes Barrier and the off-coast Contiguous Barrier. In April of 1960, she served as an off shore plane guard for the ocean crossing of the President to the Summit Meeting.

On 27 June 1960, KRETCHMER entered the Boston Naval Shipyard for her scheduled overhaul. Following this yard period, which ended on 3 October 1960, she spent a few weeks in Newport before sailing for Guantanamo Bay, Cuba for refresher training. After completing the necessary training on 8 December 1960, she returned to Newport to spend a month in port for leave and upkeep.

January 1961 found the KRETCHMER back on picket off the coast of the United States. During the first picket she experienced a severe storm resulting in heavy damage to her forward gun shield and foreccastle deck and was forced to return to Boston and the Naval Shipyard for repairs. Following two weeks in Boston she returned to Newport and sailed again for picket duty.

On 8 June 1961, LCDR A. A. GIBSON, Jr., USN relieved LCDR J. B. LAPERCHÉ, USN as Commanding Officer.

In August 1961, KRETCHMER departed Newport for a four month deployment in North Atlantic waters. During this time she distinguished her-

self on picket operations by rescuing six men from the foundering Icelandic fishing vessel, SLEIPNIR, and by participating wholeheartedly in the People to People Program. Upon completion of the deployment, she returned to Newport for leave and upkeep during the Christmas Holidays.

In January 1962 KRETCHMER put to sea again; this time she headed south for operations in the Caribbean area. In late February after fulfilling her obligations in this area, the KRETCHMER headed north again for a month-long availability at the Portsmouth Naval Shipyard in New Hampshire. On 1 April 1962, KRETCHMER left for Newport to make preparations for another overseas deployment on the Greenland, Iceland, United Kingdom Barrier. Replenished and ready, the KRETCHMER departed Newport on 4 May 1962, for her four month deployment. Between pickets she sailed to Greenock, Scotland, to replenish and refuel, and upon completion of her pickets stopped in Penzance, England for the annual Regatta. After this visit she departed for Newport to complete preparations for her General Overhaul. In late August the KRETCHMER was dry-docked in the Boston Naval Shipyard's Marine Railway and her yard overhaul commenced.

With the Cuban Crisis pressing the completion of the yard overhaul, on 13 November the KRETCHMER sailed for Newport for her final preparations for sea. During her short stay in Newport on 20 November the KRETCHMER received the coveted BARRIER FORCE ATLANTIC CONSTANT VIGILANCE AWARD from RADM R. H. SPECK, USN, Commander Cruiser-Destroyer Force, U. S. Atlantic Fleet. This award was presented on behalf of Commander Barrier Force, U. S. Atlantic Fleet for KRETCHMER's outstanding performance of Barrier Operations.

Her preparations completed, on 23 November 1962, she headed south for picket duty. On 21 December the KRETCHMER was relieved on station and returned to Newport for the Christmas Holidays.

On 2 January 1963, LCDR R. E. CLASSEN, USN relieved LCDR R. A. GIDEON, Jr., USN as Commanding Officer.

3 January 1963 found the KRETCHMER headed south for Guantanamo Bay, Cuba, and refresher training. After completion of training, KRETCHMER was, as always, ready to answer the call and on 14 February she headed south for plane guard and screening duties with the USS ESSEX (CVS 9), which was searching for the missing Venezuelan ship ANZOATEGUI. Released on 16 February 1963, the KRETCHMER stopped for five hours in Key West, Florida, for supplies and then departed for picket station. During picket duty, she again distinguished herself by rescuing two shrimp fishermen from the disabled fishing vessel "ALA" shortly after they had been fired at by Cuban MIG type aircraft. The KRETCHMER worked well into the night trying to effect repairs to the "ALA" and guarding her while awaiting the arrival of the Coast Guard towing vessel. At 1030 on the morning of 17 February 1963, a MIG 17 aircraft streaked five

hundred feet down the KRETCHMER's starboard side, approached the vessel, made four passes at her and headed south a minute later. The Marine Corps pursuit aircraft.

On 1 March 1963, the KRETCHMER was relieved on station and headed north to Newport for replenishment and upkeep.

→ Between July 1963 and June 1964 the KRETCHMER continued her operations on the Southern Tip Picket Station where she spent a total of 146 days on patrol. During this time, besides carrying out her picket duties, the KRETCHMER participated in two major Fleet operations - Operation SPRINGBOARD (22-28 February 1964) and Operation QUICK KICK V (9-13 April 1964). Besides carrying out her assigned missions KRETCHMER was able to visit such ports as San Juan, Puerto Rico, St. Thomas, Virgin Island, Port Antonio, Jamaica, Bermuda and Nassau in the Bahamas. On 25 March, LCDR S. A. WISE relieved CDR R. E. GLASSEN, USN as Commanding Officer.

On 22 June KRETCHMER sailed south to her picket station and to assume duties as Sonar School Ship in Key West, Florida. The KRETCHMER returned to Newport on 28 July. While in Newport the KRETCHMER received the Battle Efficiency Award for Newport Squadron SIXTEEN for her outstanding performance during the preceding twelve months. After a one month stay in Newport, she again returned to her Southern Tip Picket Station and to participate in Operation SLAMX.

The KRETCHMER returned to Newport on 12 October 1964 where she spent several months in upkeep and type training. On 15 February 1965 she was underway for San Juan, Puerto Rico for Operation SPRINGBOARD. Upon completion of this operation, she again was utilized as Sonar School Ship at Key West before her return to Newport on 10 March.

3 April found the KRETCHMER steaming for the St. Thomas, Virgin Islands area where she participated in Operation QUICK KICK VII, a joint Army, Navy and Air Force Exercise.

After KRETCHMER's return to Newport on 16 April, she conducted type training until 21 May 1965, when word was received on the KRETCHMER's deployment to WESTPAC. At this time she went to the Boston Naval Shipyard for a month of extensive repairs.

On 2 July 1965, prior to deployment to the Pacific, LCDR S. A. WISE was relieved by LCDR C. E. CHINN, USN as Commanding Officer of the KRETCHMER.

The KRETCHMER departed Newport, Rhode Island on 7 July, by way of the Panama Canal, for her new homeport of Guam. After transiting the canal, KRETCHMER made a stop over in Balboa, Panama which lasted from 13-16 July 1965.

Upon departure from Panama, KRETCHMER embarked on the long awaited transit to Pearl Harbor only to be deterred by the unexpected illness of a shipmate. After diverting her course to Puntarenas, Costa Rica for

the debarkation of the patient, KRETCHMER again set sail for Pearl Harbor.

On 28 July 1965, almost 20 years to the day, KRETCHMER returned to Pearl Harbor where several days were spent in briefings and in preparation for her new mission as a MARKET TIME Unit.

The KRETCHMER departed Pearl Harbor on 2 August for Guam, Marianas Islands. She crossed the International Date Line on 5 August at which time all hands became members of the Order of the Golden Dragon.

On 12 August the ship arrived in her new homeport of Guam, where she remained for upkeep until the 26th of August when she departed for MARKET TIME Operations as a unit of the SEVENTH FLEET and Escort Squadron SEVEN.

Stopping in Subic Bay, Philippine Islands, the KRETCHMER spent one day replenishing and arming for her new assignment, after which time she steamed westward for the contiguous waters of Vietnam.

On 2 September 1965 the KRETCHMER entered the MARKET Time area off the southeast coast of Vietnam, where she began her patrol against possible infiltration by enemy forces.

After nearly three weeks of picket duty, the KRETCHMER departed her station for the liberty port of Hong Kong, H.C.. She arrived in Hong Kong on 20 September where she remained until 25 September.

Between 28 September and 1 December the KRETCHMER spent her time on MARKET TIME patrol with brief visits to Manila and Subic Bay. While in Manila on 6 November 1965, she participated in a "Mass Bleeding" blood donation which was sponsored by the American Legion. After leaving Manila the KRETCHMER's MARKET TIME activities increased greatly as she played host to the Chief of Naval Personnel, VADM B. J. SEMMES who was at the time making a tour of various naval units in the area.

In November 1965 the KRETCHMER spent both day and night in concentrated whaleboat operations in an effort to seize all possible infiltrators into the area. It was during this time that her motor whaleboat was taken under heavy small arms fire while she was involved in a dual roundup operation with Junk Division 16. After several encounters with the enemy force, and the seizing of many Viet Cong suspects, the KRETCHMER departed the area for a long-awaited return to her homeport.

On 10 December 1965 the KRETCHMER steamed into Apra Harbor, Guam where she was greeted by the happy and anxious faces of her dependents.

The KRETCHMER remained in Guam for 11 weeks where she underwent a limited shipyard overhaul.

On 22 February 1966, after successfully completing her Administrative and Pre-Overseas Movement inspections, the KRETCHMER once again departed for Vietnam, this time for a 7½ month deployment.

KRETCHMER was back on patrol on 2 March where she remained for forty-five days until 15 April. During this time she was on hand to rescue six Vietnamese fishermen whose junk has been struck and destroyed by a large merchant ship.

On 18 April the KRETCHMER arrived in Kaoshiung, Taiwan for a two week tender availability period. After accomplishing the necessary repairs, she sailed for Subic Bay where on 6 May she participated in an Operational Readiness Exercise which was conducted by Commander Escort Squadron SEVEN.

9 May 1966 found the KRETCHMER back on patrol, this time off the northwestern coast of South Vietnam where she was once again busy investigating possible enemy contacts.

On 21 May, KRETCHMER developed a radar antenna casualty which would have, in normal cases, required tender or yard repairs. The KRETCHMER dismounted her antenna in Da Nang, went back out to sea to continue her patrol, repaired the antenna that night and the next morning returned to Da Nang for a two hour stop to remount the entire assembly. The following message was received from Commander Task Force II5: "The coordination and utilization of resources by Da Nang and the "can do" spirit of the KRETCHMER has resulted in the repairs to KRETCHMER's surface search antenna assembly which enabled her to resume her barrier station. Repairs of this nature even along side a tender are difficult, but to enter port for removal of antenna by crane, return to sea for patrol while repairing, then back to port to use crane for installation took great planning and initiative by all involved".

The KRETCHMER departed Market Time Area One on 1 July and arrived in Hong Kong for her long-awaited 5 day visit. After a brief stop in Subic Bay on 9 June, KRETCHMER returned to Market Time where she remained until 29 June. On 1 July KRETCHMER returned to Subic Bay where she remained for two weeks of upkeep. Upon completion, KRETCHMER returned to Vietnam and on 18 July resumed patrol off Vung Tau where she remained thru August 17.

August also proved to be a very busy month for the KRETCHMER. Beside twice providing Naval Gunfire Support for the III Corps area, on 2 August the KRETCHMER found six fishermen who had experienced engine trouble and had been adrift for 14 days. Medical assistance, fresh water, food and cigarettes were immediately given the men while they and their junk were taken to Vung Tau for further assistance. On 27 August, KRETCHMER assisted in the rescue of five crew members of a coastal merchant junk which had been sunk at night by a British LST.

KRETCHMER visited Bangkok for three days of earned R&R from 19-21 August, after which she returned to Market Time where she remained until 25 September. On 27 September the KRETCHMER stopped in Subic Bay for two days and then departed for her home port of Guam. On 3 October she found the families and friends of the

KRETCHMER's crew welcoming them back to Guam for a well deserved rest and upkeep period.

The following news release will summarize the accomplishments of the KRETCHMER during her last deployment:

THE GALLOPING GHOST RETURNS

The "Galloping Ghost of the Vietnam Coast", USS KRETCHMER (DER-329), returned to her homeport of Guam, M.I. today after completing a seven and one-half month deployment as a member of Seventh Fleet's Market Time Patrol.

One might think that conducting a Market Time Patrol would prove rather dull. Not so! The primary job of any Market Time Patrol craft is to stop, board, inspect and search junks along the coast line. Despite other occasional missions, KRETCHMER handled over 17,000 contacts during this tour of duty. Also during the cruise, KRETCHMER provided Naval Gunfire Support on several occasions for the first, second, and third Corps areas in South Vietnam.

There is another more human interest side to the Market Time Patrol. This involves helping people who are in need, and in this respect, KRETCHMER takes no seconds. In addition to rescuing two fishing boats adrift at sea because their engines had failed, KRETCHMER, on two more occasions effected nighttime rescue of fishermen whose junks had been sunk by passing merchant ships. Offered food, water, cigarettes, and medical assistance, KRETCHMER has made friends all up and down the coast of South Vietnam. This care was not limited to only fishermen however. A very important, though little noted, role of the Market Time DER is the logistical support of other United States patrol craft. USS PEACOCK (MSC 198) radioed, "If all big ships would care for us like you did, 53 days at sea would be a cinch". KRETCHMER furnished large quantities of fuel, food, (including a spaghetti dinner) and ship's store items to most of the PCF, WPB and MSC craft in her patrol area.

KRETCHMER's story does not end here. This was her second Vietnam tour and some of the records the crew likes to look back on are: Since leaving Newport, R.I. on 7 July 1965 she has steamed over 85,000 miles which is three and one half times around the world. The host has served on Market Time station 226 days in the past thirteen months. Since entering WestPac she has distilled over a million gallons of fresh water, and has burned over 1,000,000 gallons of fuel. Some 94 underway replenishments were conducted to obtain this fuel and other vital material. If the 130 vessels (MSC's, PCF's and WPB's) that KRETCHMER logistically supported were alongside during these past two deployments. Last, but not least, KRETCHMER has been in an underway status over 85 per-cent of the time since reporting to the SEVENTH Fleet in February of this year.

(KRETCHMER probably has the only sailor in the Navy that get land-sick!)

As in all things, there is a fun side to the MARKET TIME PATROL. On September 2, 1966, the ship celebrated its "ONE YEAR ANNIVERSARY" in MARKET TIME, producing among other things, "MISS MARKET TIME 1966" (A real beauty as the story goes) and the MARKET TIME pie eating champion. "All in all", says LCDR C.E. CHINN of Grand Junction, Colorado, KRETCHMER's Commanding Officer, "KRETCHMER, with her outstanding crew, has more than proved the determination, endurance and the versatility of the modern Navy and the men who man its ships".

The USS KRETCHMER (DER-329) has earned the following medals:

AMERICAN AREA CAMPAIGN MEDAL

EUROPEAN-AFRICAN-MIDDLE EASTERN AREA CAMPAIGN MEDAL

ASIATIC-PACIFIC AREA CAMPAIGN MEDAL

WORLD WAR II VICTORY MEDAL

NAVY OCCUPATION SERVICE MEDAL, ASIA-19 SEP to 20 OCT 1945;
5 to 6 FEB 1946

CHINA SERVICE MEDAL (EXTENDED)

-2 to 7 SEP 1945
18 to 22 DEC 1945
4 JAN to 4 FEB 1946
9 FEB to 2 APR 1946

ARMED FORCES EXPEDITIONARY MEDAL (CUBA) - 27 NOV to 20 DEC 1962

VIETNAM SERVICE MEDAL -

2 to 17 SEP 1965
27 SEP to 26 OCT 1965
2 MAR to 15 APR 1966
9 MAY to 1 JUN 1966
11 JUN to 29 JUN 1966
18 JUL to 18 AUG 1966
23 AUG to 26 SEP 1966