



SEA STORIES - Email your sea stories to Mel Harder, YAGR Secretary, at mel.harder@snet.net . You can include photos.

**Jan Murray and the Hot Pepper
submitted by Bill Ivie USS Vigil AGR-12**

I had a shipmate on the USS Vigil AGR-12 named Jan Murray. I had an apartment in Providence, RI, with my new bride and Jan came for a visit. We had an ornamental pepper plant on the dining table with several very red peppers. Jan saw the peppers and said, " I love hot peppers" and before I could warn him he woofed down a whole pepper. I honestly believe I could see smoke coming out of his ears as he spent the next ten minutes drinking cold water to put out the fire.

However the XO did get along side the mail bag with just 3 engine orders. When this happened, the Captain's face started turning red. It was like in one of those cartoons where it starts at the neck and works it way up to the top of the head. He didn't have much hair. It was a sight to see. He stomped off the bridge to his cabin and we didn't see him for several hours.

I later learned from LT Coski at a reunion that the Captain had bet him a case of beer he couldn't get to the bag in three maneuvers. Lt Coski said the Captain never did pay up.
Lee Doyel, AGR-15

submitted by Lee Doyel, USS Tracer

On the West coast the ships on station received personal mail drops from air force planes going to station and/or Navy reserve pilots on training flights. The mail was dropped in an orange bag somewhere near the ship (sometimes with a smoke marker) and the OD maneuvered the ship along side where the boatswain could snatch it with a hooked line. It was good training in maneuvering the ship for the Officers who stood bridge watches. Initially we also got official mail this way until on one occasion the bag exploded on contact with the water and the contents lost. From then on, only personal mail was delivered.

I don't recall the particularly time or patrol but I had the bridge watch (OD) when the mail plane came on scene. The whole ship knew when a mail plane was on scene and many came on deck to watch the recovery. The Captain (who shall remain nameless) came on the bridge with LT Coski, the XO. The Captain said he would maneuver the ship along side the bag for pick up. After about 15 to 20 minutes and numerous orders to the engine and helm it became obvious he was having trouble and if he made it along side the bag it would be a stroke of luck. The XO said he could do it with 3 orders to the engine. By this time the Captain was so frustrated he gave the command to the XO waited to say "See it isn't so easy."



Pics from Tucson

