

Welcome Aboard



United States Ship

CONCORD

(COMBAT STORES SHIP-5)





Captain
VAN F. WESTFALL
U.S. Navy

Captain WESTFALL was born in St. Louis, Missouri. After graduating from a local high school, he attended Drury College and Washington University in St. Louis. In 1956, he entered the Navy as an Aviation Officer Candidate and was commissioned in January 1957.

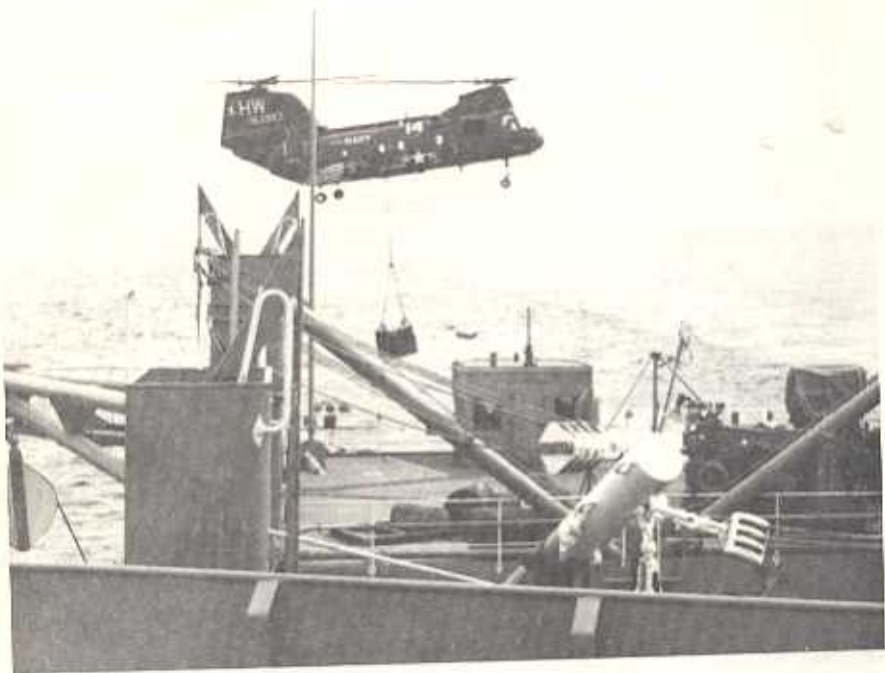
Captain WESTFALL reported to his first squadron, the Screaming Eagles of VF-51 in April 1957, where he gained valuable experience as one of two ground officers assigned. After a WESTPAC deployment aboard USS BON HOMME RICHARD he received orders to VA(AW)-35 as part of the initial cadre of Naval Aviation Observers (NAO) flying the AD5Q.

Captain WESTFALL returned to civilian life after his initial service obligation but returned to active duty in 1961 when he reported to VAH-123, NAS Whidbey Island. He became a Bombardier/Navigator and joined the Vikings of VAH-10 in August 1961. Leaving the venerable A-3D Skywarrior, Captain WESTFALL received orders to the Navy Plant Representative, St. Louis, engaged in production acceptance flying of all versions of the F-4 and RF-4 aircraft.

Attack Squadron 52 transitioned from the "Spad" to the A-6 Intruder in July 1967, and Captain WESTFALL joined them after completion of VAH-123, which was at that time training both A-3 and A-6 aircrews. June 1969, saw Captain WESTFALL back in production acceptance flying again, this time as the Navy Plant Representative, Bethpage, New York. Captain WESTFALL flight tested and accepted the last A-6A, all the A-6C's and the first production A-6E's and EA-6B's.

In August 1972, Captain WESTFALL returned to Whidbey and VA-128 for refresher training. After a brief stay, Captain WESTFALL joined the Lizards of VA-95 as Executive Officer and took command in April 1974. During his tour, VA-95 received the CNO Safety Award and was an active participant in the evacuation of Saigon and the recovery of the SS MAYAGUEZ.

Captain WESTFALL served on the COMATVAQWINGPAC Staff as the Attack Readiness Officer. November 1976, Captain WESTFALL assumed command of the Golden Intruders of VA-128. His tour was highlighted by the continuance of VA-128's superb safety record, in excess of 43,000 accident free flight hours resulting in the CNO Safety Award (second consecutive award), being the recipient of the Senator Henry M. Jackson Award, and selection to Captain. Captain WESTFALL most recently completed a tour as Executive Officer of USS RANGER.



PREVIOUS USS CONCORDS



The first USS CONCORD, a sloop of war, was commissioned in 1830. She saw service in the Mediterranean, the West Indies, South America and the Indian Ocean.

The second USS CONCORD (PG-3) was a twin screw gunboat commissioned in 1891. She participated in the Battle of Manila with Admiral Dewey's Squadron. That resounding victory resulted in American control of the Philippines and renewed American interests and responsibilities in the Far East.



The third USS CONCORD, an ocean going tug, was commissioned in November 1917.

The fourth USS CONCORD (CL-10), a light cruiser commissioned in 1923, saw service throughout the world. In April of 1944 she participated in the bombardment of the Kurile Islands which prevented their effective use by the Japanese.

USS CONCORD (AFS-5) is the fifth ship of the United States Navy to proudly bear the name. The five golden stars underlining the ship's name on the ship's seal, shown on the front cover, represents the five ships of the fleet to bear the name CONCORD.

Beginning with the sloop of war commissioned in 1830, our country has been served well by predecessors bearing the name CONCORD. It is their enviable record and precedent that we, the officers and men of USS CONCORD, seek to emulate.



THE SHIP

USS CONCORD is a "Mars" Class Combat Stores ship. It supplies the fleet at sea or inport with about 28,000 different items of fresh, frozen and dry provisions including general and technical stores. Automations and computerization simplify the management and operations of cargo inventory and ship's propulsion.

USS CONCORD has five cargo holds that contain the majority of her cargo. One of these holds is dedicated to refrigerated and frozen provisions. Some of the holds contain thousands of racks, bins, and drawers for spare parts stowage. Automatic data processing equipment aids in maintaining accurate real time, stock control, fiscal records and in locating items for issue. Internal cargo handling is greatly expedited by the use of installed cargo heavy duty elevators built in pallet and packager conveyors, and battery operated fork lift trucks. External cargo operations are simplified by the use of sophisticated electronically controlled winches for connected replenishment cargo transfer.

The ability of USS CONCORD to provide fleet units efficient supply support from a single ship in a short period of time enhances fleet mobility by increasing its endurance in a combat zone while reducing exposure to enemy attack during underway re-supply operations. Some of the basic characteristics of USS CONCORD are:

Sustained Speed	In excess of 20 knots
Length	581 feet
Maximum Beam.....	79 feet
Draft, Full load	25 feet
Displacement, Full Load	16,198 tons
Armament	2 twin barrel 3"/50 caliber guns



HISTORICAL

USS CONCORD (AFS-5) is named in commemoration of all the municipalities of Concord throughout the nation, the most famous being Concord, Massachusetts, the scene of the Battle of Concord on April 19, 1775.

In 1774, Concord was chosen as the meeting place of the Provincial Congress. The delegates authorized the training of "Minutemen" and the collection for storage of powder, guns, tents, salt meat, entrenching tools and wooden dishes. These Minutemen were volunteers for defensive purposes only, but were ready to turn out "at a minute's warning." British troops under General Gage were sent to Concord for the purpose of seizing and destroying those supplies. As British troops approached, the Minutemen withdrew across the Concord River. They had been drilled not to attack first. It was the Old North Bridge of Concord that the Minutemen returned the fire of the British, and in the words of Ralph Waldo Emerson:

"By the rude bridge that arched the flood,
Their flag to April's breeze unfurled;
Here once the embattled farmers stood,
And fired the shot heard round the world."

From the opening engagement of the American Revolution, the decision to fight for freedom has been carried forward by the American people.

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The Ship's seal, shown on the front cover, has the historical Minutemen of early Concord as its central theme and predominant feature. The Minuteman is symbolic of the readiness to serve that is so basic to our American heritage. It is also the essence of the naval mission of a Combat Stores Ship — service to the fleet. Outlining the insignia are sixteen links of nautical chain representing sixteen cities of the United States named Concord.

