

USS MAHAN
DDG-42
UNITAS XVIII





UNITAS XVIII

1977

USCOMSOLANT



RADM R. A. Sagerholm

Rear Admiral James A. Sagerholm, U.S. Navy, is a native of Uniontown, Pennsylvania, and completed his secondary education at Baltimore Polytechnic Institute, Baltimore, Maryland. He graduated from the U.S. Naval Academy, Class of 1952, and served as the President of his class in 1950, 1951 and 1952. He also served as Brigade Commander in the fall of 1951. He was commissioned an Ensign on 6 June 1952 and reported to USS ROCHESTER (CA-124). Following a course at Mine Warfare School, he served as Executive Officer in USS CROW (MSCO-7). In July 1956, Lieutenant Sagerholm was ordered as Commanding Officer, USS RHEA (MSCO-52). After attending the Naval Intelligence School in 1957 - 1958, he reported to the Joint Staff, CINCPAC, where he served as the aide to the Chief of Staff.

In February 1961, he was assigned to USS EPPERSON (DD-719) and from there to USS SPROSTON (DD-577), where he served as the Executive Officer/Navigator. He qualified for Command of Destroyers while attached to SPROSTON.

From September 1963 to May 1965, he attended the Naval Submarine School, Nuclear Power School, and the Nuclear Power Training Unit, Windsor. Lieutenant Commander Sagerholm then reported to USS SEADRAGON (SSN-584) as the Operations Officer/Navigator. He qualified in submarines while attached to SEADRAGON. After being a student in the FBM PCO/PXO School, Commander Sagerholm reported to the commissioning crew of USS M. G. VALLEJO (SSBN-658) (BLUE) as Executive Officer, during which time he qualified for Command of Submarines.

Commander Sagerholm assumed command of USS KAMEHAMEHA (SSBN-642) (GOLD) in July of 1968 and remained there until May of 1971 when he was detached and reported to OPNAV. While at OPNAV, he served as Head, Sea Control Forces Branch, Systems Analysis Division (OP-96); Deputy Executive Director, CNO Executive Panel; and Executive Secretary, CNO Executive Board. In January 1974, Captain Sagerholm assumed Command of the Naval Intelligence Support Center and remained there until May 1975 when he was relieved and reported in the rank of Rear Admiral to the OPNAV staff as Deputy Director of Naval Intelligence and Deputy Commander Naval Intelligence Command. Rear Admiral Sagerholm assumed command as Commander South Atlantic Force, U.S. Atlantic Fleet, on 17 June 1976.

CHIEF OF STAFF



CAPT H. L. Van Dusen

Captain Harold L. Van Dusen, USN, is a native of Westfield, Pennsylvania and Syracuse, New York. He graduated from Christian Brothers Academy in 1949 and received a Bachelor of Science degree from Le Moyne College, Syracuse, New York, in 1953. Captain Van Dusen entered the Navy's flight training program in June 1953, and he was commissioned as Ensign and designated a Naval Aviator in November 1954. His first squadron tour began with Patrol Squadron TWENTY-SIX at NAS Brunswick, Maine. While serving as P2V Plane Commander, he toured the North Atlantic off Newfoundland, Greenland, Iceland and Northern Europe.

In March 1959, LTJG Van Dusen was ordered to the Naval Air Basic Training Command as a flight instructor. Culminating this duty, he volunteered and was assigned to Air Development Squadron Six at NAS Quonset Point, Rhode Island. In March 1960, LT Van Dusen qualified in the ski model of the P2V and deployed to New Zealand and the Antarctic on photographic missions.

In 1962, LT Van Dusen was assigned to Patrol Squadron FIFTY-SIX. He served as Flight Officer and received his third designation as P2V Plane Commander. He flew blockade patrols from Guantanamo during the Cuban missile crisis and toured South America with UNITAS IV.

Following a year at the Naval Post Graduate School, Monterey, LCDR Van Dusen reported in July 1965 for a three year tour in the office of the Chief of Naval Operations, Washington, as Assistant for Manpower Programming. In August 1968, CDR Van Dusen transferred to the USS RANGER (CVA-61) and, as Assistant Navigator, deployed to Western Pacific waters.

Returning to academic endeavors in August 1970, CDR Van Dusen attended the Armed Forces Staff College. In 1971, CDR Van Dusen joined Patrol Squadron FIFTY at NAS Moffett Field, California, assuming command in June 1972.

In July 1973, he joined the Staff, Commander Patrol Wings Pacific as Antisubmarine Operations Officer. Since September 1976, Captain Van Dusen has been assigned as Chief of Staff to Commander South Atlantic Force, U.S. Atlantic Fleet.

COMMANDING OFFICER

CDR R. I. Soupiset



**"TO THE MEN OF MAHAN WHO HAVE PERFORMED IN AN EVER CHANGING ENVIRONMENT
IN WHICH LONG HOURS OF SELFLESS LABOR WAS THE RULE"**

Commander Robert I. Soupiset was born on 24 February 1937 in Clayton, New Mexico, and graduated from St. Benedict's College, Atchinson, Kansas in 1959 with a Bachelor of Science degree in Liberal Arts. He interrupted graduate study at Denver University to attend the U.S. Naval Officer Candidate School, Newport, Rhode Island, and was commissioned an Ensign in November 1960. From Newport he reported to the Naval Communications Station in San Miguel, Republic of the Philippines, and later became Officer-in-Charge of the message center at Cubi Point.

After a brief tour on the Staff of Commandant, 13th Naval District, Seattle, Washington, Commander Soupiset attended the Naval Mine Warfare School, Charleston, South Carolina, in the fall of 1963. He then became Surface Operations and Plans Officer for Mine Division 83, Charleston. On promotion to Lieutenant, he reported to the U.S. Naval Destroyer School, Newport, graduated in June 1965 and became Weapons Officer on USS WALKER (DD-517).

In May 1967, Commander Soupiset reported to Coronado, California for a three month course in counter-insurgency prior to a one year tour as a senior advisor to Vietnamese River Assault Group 28. From South Vietnam he reported to the staff of Commander Cruiser-Destroyer Flotilla Eight in Norfolk, Virginia as Surface Operations Officer.

From December 1970 to May 1971, Commander Soupiset attended the Navy's Surface Missile Officer School in Dam Neck, Virginia, then reported aboard USS WILLIAM H. STANDLEY (CG-32) as Operations Officer. He served as commissioning Executive Officer of USS THOMAS C. HART (FF-1092) 1973 - 75, and assumed duties as Commanding Officer, USS MAHAN, following duty on the staff of the Commander-in-Chief, U.S. Atlantic Fleet.

In addition to the National Defense and Vietnamese Service Medals, Commander Soupiset holds the Combat Action Ribbon, the Vietnamese Campaign Medal with six campaign stars and the Navy Unit Commendation with star. He was awarded the Vietnamese Gallantry Cross and the Vietnamese Staff Service Honor Medal by the Republic of Vietnam.

Commander Soupiset is married to the former Rosemary Christolon of West Point, New York. The Soupiset's reside in Charleston, South Carolina with their four children: Shannon, Rayome, Jene and Jason.

EXECUTIVE OFFICER



LCDR K. B. McBride

Lieutenant Commander Kenneth B. McBride was born on 30 August 1939 in Pittsburgh, Pennsylvania and graduated from Edinboro State College, Edinboro, Pennsylvania in 1962. He attended Officer Candidate School, Newport, Rhode Island and was commissioned an Ensign and assigned to the USS KOINER (DER-331) as the Gunnery Officer, First Lieutenant and ASW Anti-Submarine Officer until 1964.

From the USS KOINER he reported to San Diego as an instructor in the Officer Training Division at the Fleet Anti-Submarine Warfare School. In October 1967, Lieutenant Commander McBride returned to sea duty as the ASW Officer and Navigator onboard USS MAHAN (DLG-11). During this period of time the MAHAN conducted extensive operations in the Gulf of Tonkin as PIRAZ and Sea of Japan as PARPRO ship and was homeported in Yokosuka, Japan. From MAHAN, he attended the Department Head course at the Surface Warfare Officer School Newport, Rhode Island, for six months. Upon completion, he was assigned as Operations Officer onboard USS BROOKE (FFG-1) in San Diego, California from August 1970 to August 1972. USS BROOKE deployed to the SEVENTH FLEET from June to November 1971 and participated in Special surveillance operations in the Sea of Japan and North Pacific in August 1971. After a tour on the staff of Commander in Chief, U.S. Pacific Fleet, in Hawaii, Lieutenant Commander McBride returned to the USS MAHAN to serve his present tour as Executive Officer.



USS MAHAN

One of the U.S. Navy's ten COONTZ Class guided missile destroyers, USS MAHAN (DDG-42), was originally commissioned at San Francisco, Calif., in August 1960 as DLG-11. Armed with the TERRIER guided missile launcher system, ASROC (Anti-Submarine Rocket launcher), two triple-barreled torpedo tube mounts, and one automatic 5"/54 rapid-fire gun mount, MAHAN is a modern, versatile fighting platform. Over 512 feet in length and 52 feet in beam, the ship displaces about 5,800 tons fully loaded and is manned by a crew of 370 enlisted men and 21 officers. She is equipped with twin screws and twin rudders and with her four-boiler 1200 psi steam propulsion plant can generate 85,000 shaft horsepower and attain speeds in excess of 30 knots.

In her first five years of commissioned service, MAHAN served primarily as a weapons-systems test platform. One of three ships initially outfitted with NTDS (Navy Tactical Data System), MAHAN served as a prototype for developing a shipboard computerized combat information system. She also served as a test ship for OMEGA, the Navy's latest electro-magnetic long range navigational system.

Between 1966 and 1973, MAHAN made numerous transits to Southeast Asian waters, where she performed a variety of tasks, primarily as PIRAZ and including gunfire support and search-and-rescue (SAR picket) missions. MAHAN, with her sophisticated radar installations and computerized NTDS Combat Information Center, was particularly useful in coordinating naval air operations. While serving as an aircraft picket ship and screening ship for carrier operations, MAHAN did much to develop new tactics for surface-to-air defense.

By 1973, MAHAN was due for a major overhaul and refit. Modernization and conversion took place at Bath Iron Works in Bath, Maine. In addition to her regular overhaul, the ship received new radar equipment for air search and missile fire control, improvements to her living spaces and a new version of her fully automatic 5"/54 gun mount. Two light-weight 3"/50 twin anti-aircraft gun mounts installed aft were removed to make way for new electronics spaces.



DDG 42

MAHAN was decommissioned in Bath in 1973 before commencing her modernization and removed from the U.S. Navy's list of active ships. After her 18 month modernization refit, the ship was recommissioned at Bath on 1 April 1975, and commenced a six-month shakedown period to test out her new systems. During Combat System Qualifications in the summer of 1975, MAHAN scored an unprecedented six hits out of six missile firings. Ready in all respects to resume her role as a fighting ship, MAHAN deployed to the Mediterranean Sea for six months in 1976, and she participated in several Western Atlantic operations prior to her deployment on UNITAS XVIII.

As part of an overall reclassification of U.S. Navy ships, MAHAN's hull number was changed from DLG-11 to DDG-42 on 1 July 1975. She is currently homeported in Charleston, South Carolina, as part of Destroyer Squadron FOUR, under Commander Cruiser-Destroyer Group TWO and Commander, Naval Surface Force, U.S. Atlantic Fleet.

DDG-42 is the third U.S. Navy ship to bear the name of Rear Admiral Alfred Thayer Mahan, the famous nineteenth century historian and strategist. The first USS MAHAN (DD-102), a sleek general purpose destroyer, was launched at Quincy, Massachusetts, on 12 August 1918, and served in the Atlantic until her decommissioning in 1930. The second USS MAHAN (DD-364) was launched at the United Shipyard in New York in 1935. DD-364 was to see considerable combat duty in the Pacific theatre and served with distinction until her sinking by a flight of nine Japanese dive bombers off Leyte on 7 December 1944.

Pre-Overseas Movement

Before any ship deploys on an extended cruise, certain preparations must be made to insure that the ship will be ready for any situation that could develop. Thus, for one month before UNITAS XVIII MAHAN underwent a period known as Pre-Overseas Movement (POM). During this period everyone "turned to", preparing their area of the ship for the long deployment that lay ahead.

One of the biggest jobs that was undertaken was a complete chipping down and painting of the ship. There were various working parties to load supplies of all kinds that would be needed throughout the cruise. In addition, spare parts had to be carefully ordered to insure that all equipment would be running smooth, not only at the beginning of the cruise, but at the end as well. Particular attention had to be focused in this area because of the isolated nature of the UNITAS cruise.

It might be thought that a cruise begins with the ship leaving the pier. However, anyone who has ever experienced a major deployment such as UNITAS knows that the long hours and hard work start well before that first sea and anchor detail. The hard work paid off though, because MAHAN was more than ready for her long voyage.



"Too Sweet" (Bruce King)



Take Five (Brian Long, Dale Early, Jeff Wisecup)



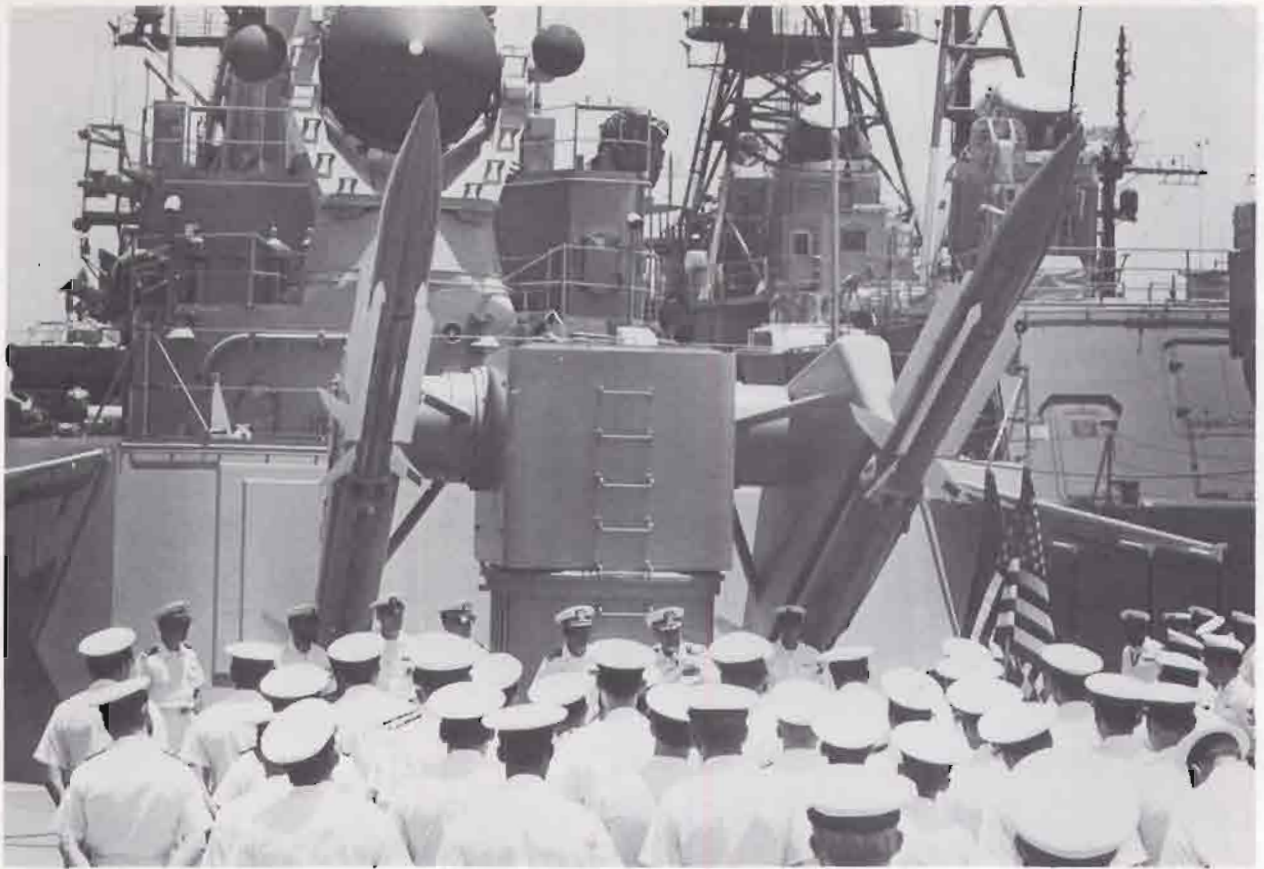
Turn and Burn



(John Lombardo)



(Guy Sasseen)



"I am your Commodore" (CAPT A.C.A. SIGMOND)



Heave (Pete SIMINOF/Kim LATTAMER)



Ho (Ulysses MITCHELL/Robert DEVORE)



Roosevelt Roads, Puerto Rico



Navy Show Band serenades MAHAN

COLUMBIA

The Republic of Colombia occupies the northwestern corner of the South American continent. Its 1,000 miles of coast to the north are bathed by the waters of the Caribbean Sea, and its 800 miles of coast to the west are washed by the Pacific Ocean. Colombia strongly reflects its history as a colony of Spain. It is often referred to as the most Roman Catholic of the South American countries, and its people are proud of the relative purity of their Spanish language. Although its population is largely mestizo (of mixed European and Indian descent), Spanish culture has predominated.

During the early phase of UNITAS XVIII, MAHAN visited two Colombian ports, Santa Marta and Cartagena. Located at the mouth of Manzanare River, Santa Marta lies on a bay protected on both flanks by ancient forts. The towering Andes, complete with snow-tipped peaks, are a magnificent backdrop for the city. It was here that Simon Bolivar, the liberator of many South American countries, died while taking refuge on a plantation. Local sights to be seen included Rodadero Beach and a gambling casino known as El Casino Internacional.

Much larger than its coastal neighbor Santa Marta, the walled city of Cartagena is a Caribbean city of 350,000. Surrounding a magnificent bay, Cartagena has only two harbor entrances, Boca Chica and Boca Grande (Little and Big Mouth). During the seventeenth century, an elaborate series of fortresses was built along each harbor entrance to protect the city against invasion by pirates who were ravaging the Spanish Main. In the center of Cartagena is the Old City, where one can see such interesting sights as the Tower of the Clock, the Palace of the Inquisition and the Club Las Vegas. Towards the beaches lay Boca Grande, a resort area where one could gamble at the local casino or buy pre-Colombian art and emeralds from local shops.

Arriving; Cartagena





Fortress San Felipe, Cartagena



Refueling in Cartagena (Peter BUNCH/Kenneth STEVENS/Eric MAGEE)



Mahan International Soccer Team



UNITAS XVIII Task Unit



Siesta Time in Cartagena



Firm As A Rock



Columbian Orphans Visit Mahan (Bob Olan)

Panama Canal

The Panama Canal is one of the two most strategic artificial waterways in the world. It links the Atlantic and Pacific Oceans. It lies within a five mile wide strip of land in Panama that is known as the Panama Canal Zone.

The canal is one of the engineering wonders of the world in that it actually lifts a ship eighty-five feet above sea level during transit. It does this by using three pairs of locks which, when flooded or drained, elevate or lower a ship to the next level that must be reached to continue transit. The locks are flooded and drained by gravity, from the waters of the Gatun and Madden Lakes. Each ship requires 52,000,000 gallons of water to make the fifty-one mile trip through the canal.

Only the largest of the world's modern ships are too large to pass through the canal. This, in itself, is quite a phenomenon when you consider that the canal was first opened to traffic on August 15, 1914, when sailing vessels were not nearly the size of today's ships.

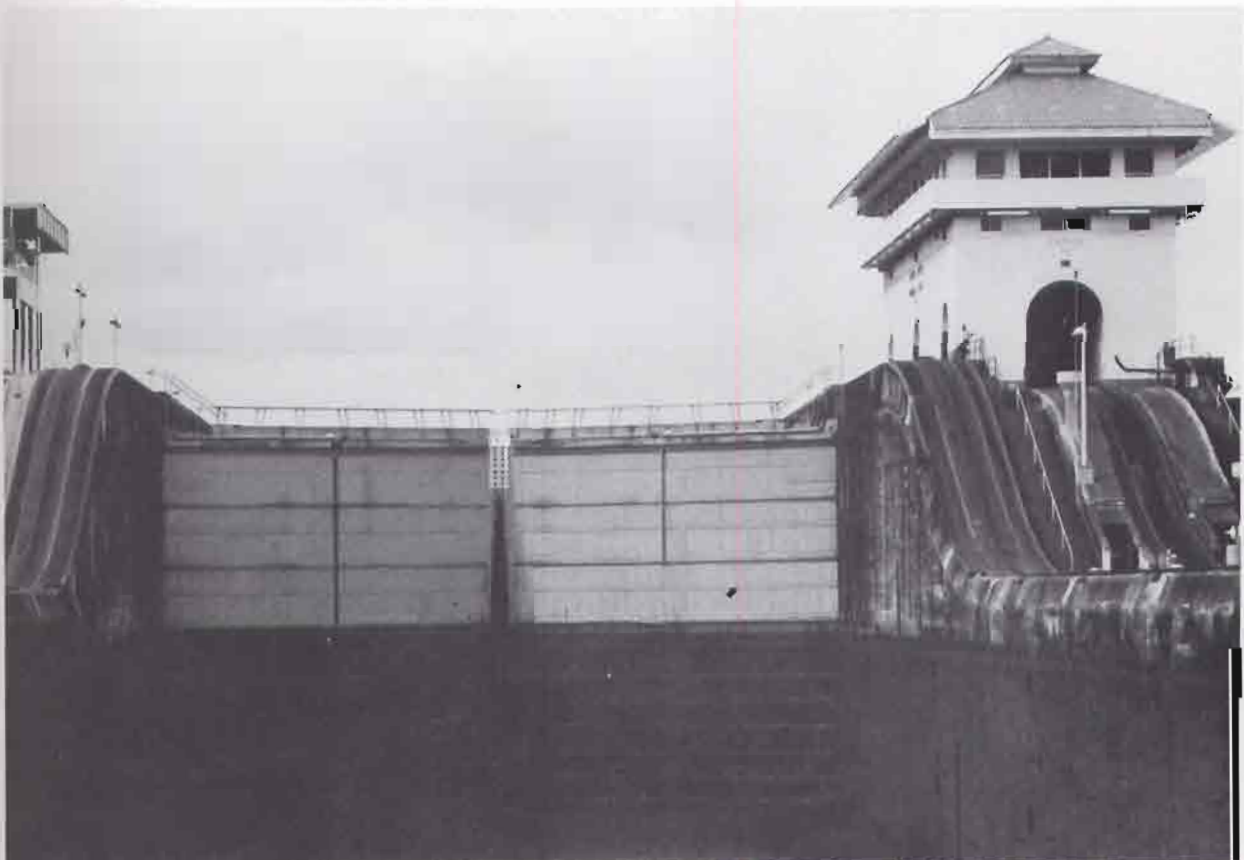
Because of the increasing size of modern ships, construction of a larger waterway is being considered. However, right now and for many years to come, the Panama Canal still remains the only route from the Atlantic to the Pacific in the Southern Hemisphere without a complete circumnavigation of the continent of South America.



Entrance to the Mira Flores Locks on the Atlantic side



Casey Jones, Watch your speed, (tow train for ships in the locks)



Doors to the Pacific



Neptunus Rex (Jim Kitchell)

Crossing The Line

Twice during every UNITAS cruise the participating ships cross the equator, and time comes for the age old ceremony of crossing the line. If you are a polywog (one who has not crossed the equator) you had better beware because those old salty shellbacks (those who have crossed the equator and have been initiated) are out to make life miserable for your poor slimy body.

The crossing the line ceremony is one of many old naval traditions dating back to the days of Phoenician sailing ships. It is a time when all sailors who have yet to cross the equator are initiated into the court of Neptunus Rex, the king of all Shellbacks. The initiation is not an easy one, as any Shellback can attest to.

Along with the initiation ceremony is a beauty contest in which a queen is chosen to sit within the honorable court of King Neptune himself. Some of the loveliest of MAHAN's maidens clad themselves in their best garments for the occasion, but in the end only one was chosen to sit next to the king. The rest were doomed to the lowly position of a slimy "wog."



Beauty Queens??? (Steven Metzger, Glen Horshman, Ed Kirby)



Heads Down, WOG! (Bradford BRUMAGE)



Find the Cherry (CHIEF LEWIS)



Over and Dunn with (LT Christopher DUNN/CHIEF HIX/Charles LOVE)



The Royal Court: (Neptunus Rex: Jim KITCHELL/Queen: Ron VANASDLEN/Royal Baby: Chief LEWIS)



Royal Punishment (Chief WRIGHT/Bradford BRUMAGE)



Guilty



The Royal Baby (Chief LEWIS/Ron VANASDLEN)

ECUADOR

Ecuador, a republic situated in northwestern South America, is, after Uruguay and Guyana, the smallest country in South America. It is crossed by the Equator, from which it derives its name. Like a number of South American countries, Ecuador's population is ethnically mixed, with mestizos forming the majority. The second largest community represented in Ecuador are the Indians, who are divided into a number of groups including the Otavalos, Salasacas and the Puruha. They are descended from the once mighty Incas who were conquered in 1551 in Ecuador by Sebastian de Belacazar, a lieutenant of the famous Spanish Conquistador, Francisco Pizarro.

Ecuador's early history as a nation was a bloody and tormented one. Under the leadership of Simon Bolivar, it formed for eighty years together with Colombia and Venezuela, the confederation of Gran Colombia. But in 1830, after a period of protracted regional rivalries, Ecuador seceded and became a separate, independent republic.

After extensive operations with the Ecuadorian Navy, MAHAN and the rest of the UNITAS fleet anchored off the coast of Salinas, Ecuador. The name of the town is derived from salt flats which lie to the south and southeast of the city, along with many mud flats. The Ecuadorian Navy was very friendly and competitive, challenging the Americans to numerous beer and soccer, volleyball and softball games. Needless to say, we won all the beer competitions. On the pier, there were many Indians, who offered a large variety of handicrafts for sale. Ponchos and blankets were bought by many and the returning liberty boats appeared to be filled with Indians instead of American sailors.



Ecuador, arriving (LTJG Rich VIVERITO/RADM SAGERHOLM/President of Ecuador)



Play Ball!!!! (Bruce ZURAWSKI)

PERU

A Republic bordering the Pacific Ocean, straddling the Andes mountains and containing the headwaters of the Amazon River, Peru is the third largest nation in South America after Brazil and Argentina. Its name is derived from a Quechua Indian word implying land of abundance, a reference to the economic plenitude produced by the highly organized agricultural technology of the Inca civilization that ruled the region for centuries.

The complex ethnic and cultural social mix of Peru presents an entwining of Spanish mysticism, and African religious practices that erupts into song, literature, textile art, engraved gourds, gold and silverworking, and a bounteous cuisine. Still, the ancient culture of Peru is best known in such remains as Machu Picchu, a "lost city" of the Incas discovered in 1911 on an 8,000-foot-high mountain 50 miles from Cuzco.

Having completed another phase of operations with the Admiralante Grau and the Peruvian Navy, the UNITAS XVIII flotilla moored at Calloa, sister city to Lima, Peru. Lima was founded in 1535 by Francisco Pizarro, who named it, "City of Kings." More people probably remember it on the cruise as the city of Pisco. It was here that particular juice of the stamped grape left its stamp. The Hotel Bolivar on the Plaza de Armas was a meeting place for many who took advantage of the free pisco sours offered by the local Navy League. Many people remember large shopping sprees for llama skin rugs and gold and silver jewelry. Being about the only place in the world where one could find a llama outside a zoo, Lima was naturally the biggest market of llama fur. Outstanding buys could also be made on gold and silver. If one had a date, you could also go to the discotheques in either Lima or one of its suburbs such as Miraflores. In most places it was cheaper to dance than to drink. Still, if you couldn't find a date or afford whisky, you knew you could always go back to the Hotel Bolivar for some more Pisco!



Baby Llama in Lima



Ancient Ruins In The Andes - Machu Picchu



Dining on the Admirante Grau (CAPT VAN DUSEN/LCDR Tom MCGINLAY)



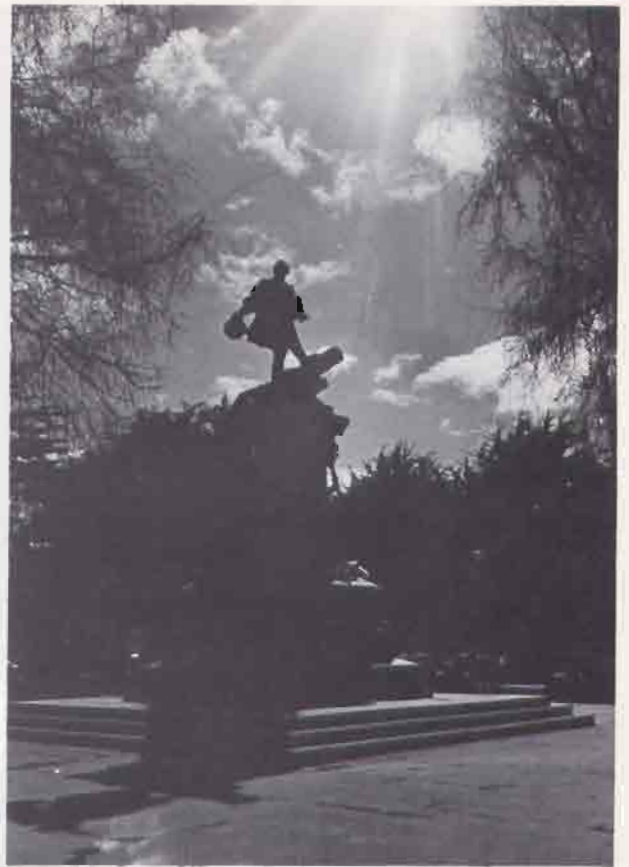
Chowing down on the Admirante Grau (PETTY OFFICER PARTY)

CHILE

The Republic of Chile, situated on the Pacific coast of South America, is a long narrow country, stretching about 2700 miles southward from latitude 17° 30' S and averaging only about 110 miles in width. Chile is characterized by three main regions including desert in the north, an extremely fertile central region with a temperate mediterranean climate and a southern mountain region of many islands. Chileans are descended from the Spaniards and Araucanian Indians that intermixed during Chile's colonial era.

During the UNITAS XVIII deployment USS MAHAN participated in extensive trilateral operations with units of the Peruvian and Chilean Navy. In each Chilean port visited, Iquique, Valparaiso, Vina del Mar, Talcahuano, Concepcion, and Punta Arenas, the Chilean people demonstrated a great propensity for hospitality and earnestly went out of their way to share with their American guests a wealth of friendship.

Located in the arid northern desert region of Chile, Iquique was a small but enchanting fishing port which had many sights to offer such as its central square where was located a band shell and classical water fountain. Valparaiso offered everything one could imagine from the lush beaches of Vina del Mar to the ski slopes of Santiago. Our visit to Talcahuano was during an upkeep period, but all had the opportunity to visit everything from the ESMERALDA, an ironclad ship of historical interest made famous by the sea duel between the forces of Captain Arthur Pratt and Admiralante Grau, to the University of Concepcion, scene of much social and political change for many Chileans. The world's southernmost city, Punta Arenas, was home of the king crab and was the crowning point in a long and successful period of operations and association with one of the friendliest peoples in South America.



Magellan in Punta Arenas



Cutting the Cake (Sherman JAMES/"DOC" SNYDER)



Three Cheers for the Chilean Navy



Nest of Friendships (CAPODONNA/VREELAND/MAHAN)



Band Concert In Iquique



Skiing In Punta Arenas



Refueling in Iquique, Chile (Daniel TILL/LTJG Bob MIKULKA/Dick PUMA)



Valpraiso, Aerial View



Punta Arenas, southern most city in South America



Pulling into Punta Arenas

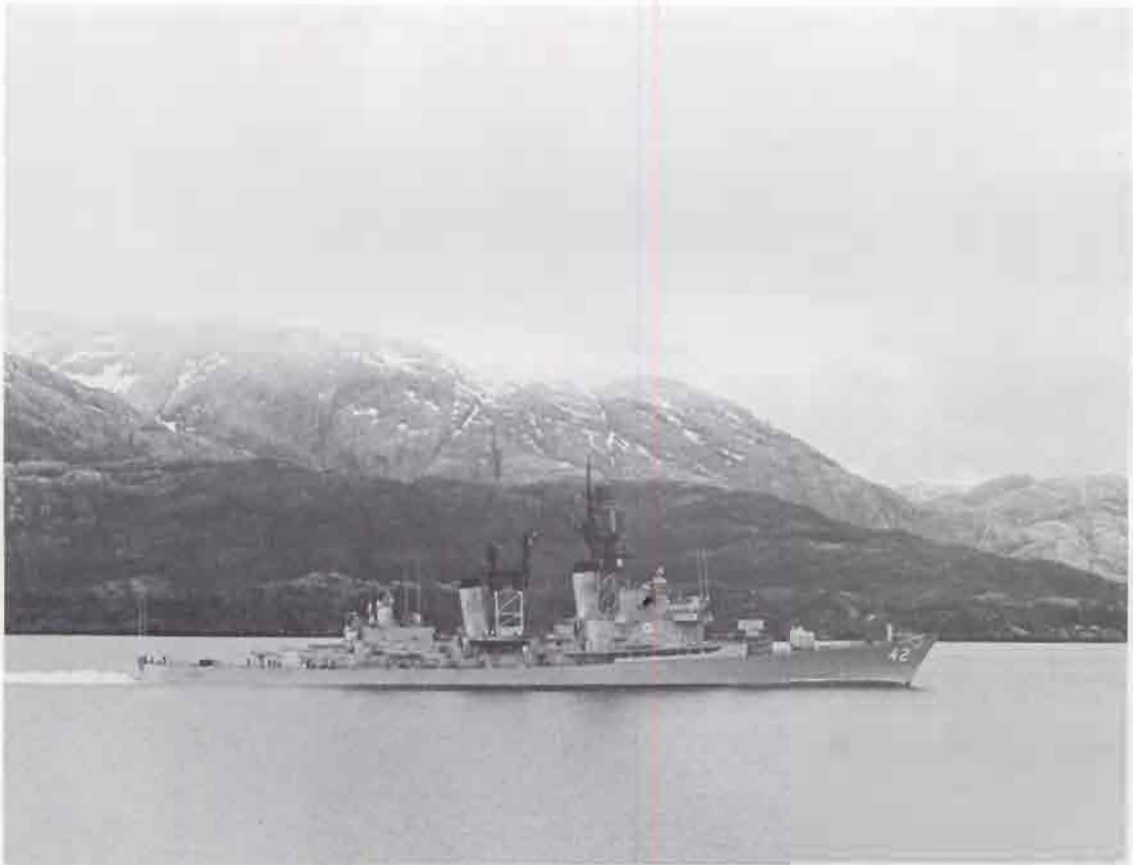
The Inland Waterway

A most memorable experience transpired for all of those who viewed the inland waterway from Talcahuana to Punta Arenas in Chile. What could be considered nature's eighth wonder of the world held many spellbound and enthralled in boundless wonder and fascination. Among the many scenic passages were the English Narrows and the Straits of Magellan; very turbulent seas are experienced most of the year outside the waterway. It is over nine hundred miles long and varies between two hundred and two thousand yards in width. It is hundreds of fathoms deep without shoaling so that it is possible to tie a ship up to a mountain in some areas.

Its beauty is indescribable and unmatched anywhere except for that which existed on the earth at the beginning of time.

"To the Sea, to the Sea! The white gulls are crying. The wind is blowing, and the white foam is flying. West, west away, the round sun is falling. Grey ship, grey ship, do you hear them calling?"

TOLKIEN



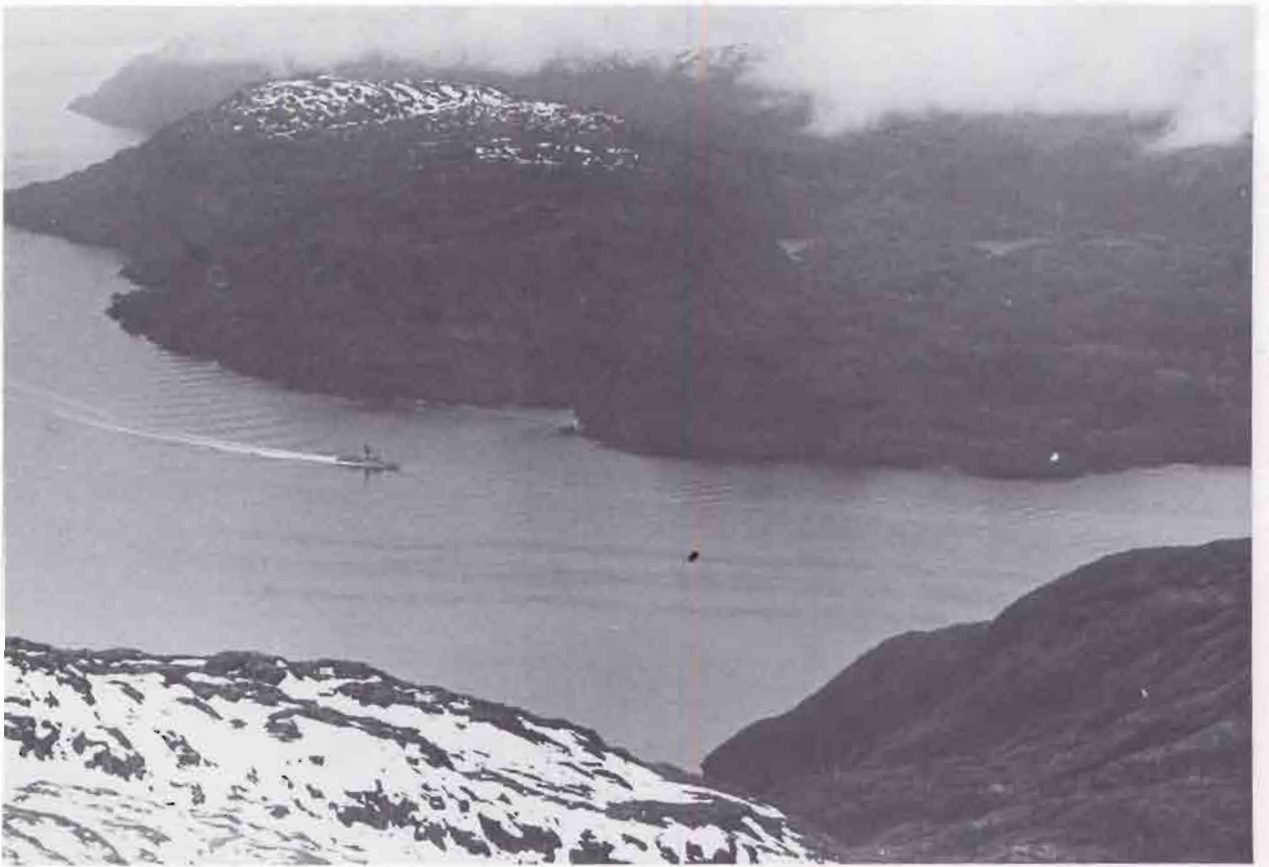


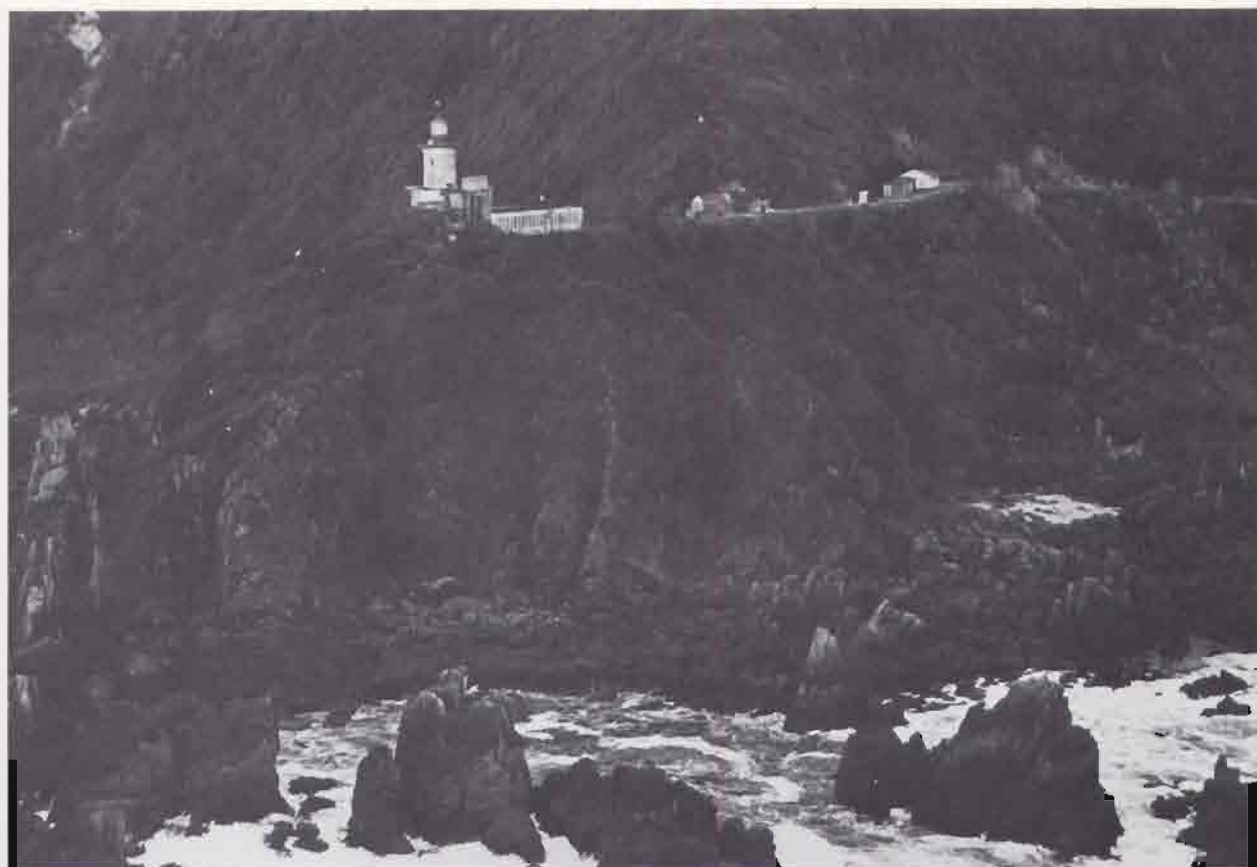
English Narrows





1954 - 1955 - 1956





Montevideo, Uruguay

Montivideo was the only city that MAHAN visited in Uruguay. It was a beautiful and modern city which offered many interesting sights to enjoy.

While in Montivideo many of MAHAN's sailors took advantage of the great bargains on leather and suede that were offered there. Also, for just a dollar one could catch a popular movie which many of us did. If the mood was for relaxing at a sidewalk cafe you wouldn't have to look far, as there were many to choose from. These and many other things made our visit to Montivideo a most enjoyable one.

Of course, nobody will ever forget the large working party that took place. Starting at noon, everyone turned to and it was eight o'clock in the evening before the last stores were brought aboard. Needless to say there were a lot of sore muscles the next day.



Artigas, Liberator of Uruguay



Our Chiefs



The Working Party Blues (Duane OLDENCAMP/Richie HALE/Peter BUNCH/Mark CARLSON)



Are we finished yet (BLEVINS/SIMONOF/BRIER/DANIEL/WHITENER/YAPLE/SCOTTY/SHEEHAN/BARKER/ROQUE)

Brazil

Often called the "Sleeping Giant," Brazil is a huge country, rich in natural resources and exceeded in area only by the Soviet Union, China, Canada, and the United States. Its territory is so vast that it touches all other countries in South America except Ecuador and Chile.

Unlike most other South American countries, which stem from Spanish roots, Brazil is made up of former Portuguese colonies. This creates a strong contrast in language and culture between Brazil and the rest of South America.

In Brazil MAHAN visited the cities of Rio de Janeiro, Fortaleza, and Salvador.

Rio de Janeiro was definitely one of the highlights of UNITAS XVIII. Being one of the largest resort cities in the world, Rio lives up to its reputation as a place of fun and excitement. Besides its many beaches the city is loaded with so many things to do that one finds it impossible to do it all. If you were to stand on the Copacabana Strip and look back over the city, it would seem in all directions a vast sea of motels, restaurants and night clubs. As most people who have been there will attest, if it can be found at all, it can be found in Rio.

Salvador was interesting in that it is a city that is built on a steep hill. An elevator (shown at left) links the lower level with the upper level.



(Top) City elevator at Salvador (Above) The beach at Salvador



"Rio"

"Salvador"

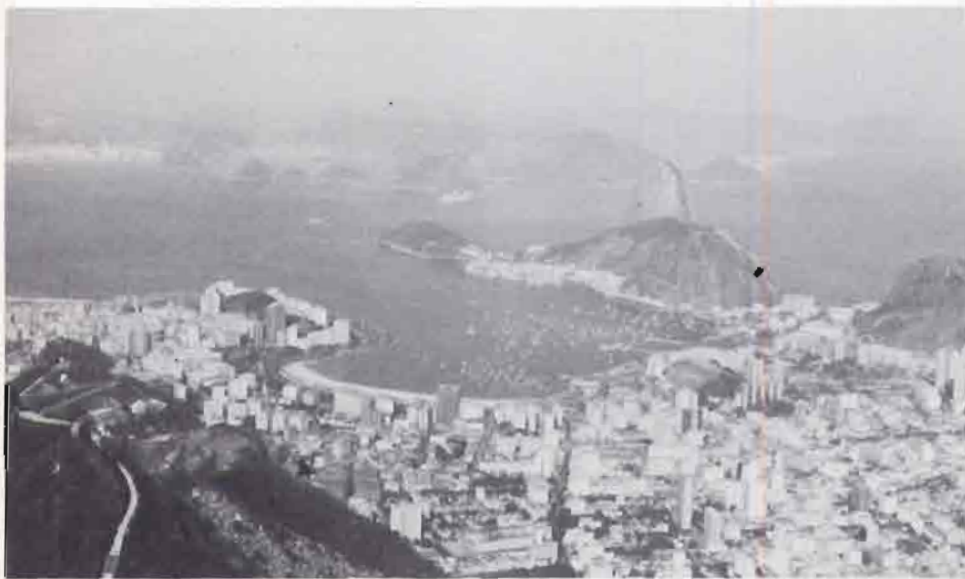


"Salvador"



Corcovado

Copo Cabana Strip



Panorama view of Rio

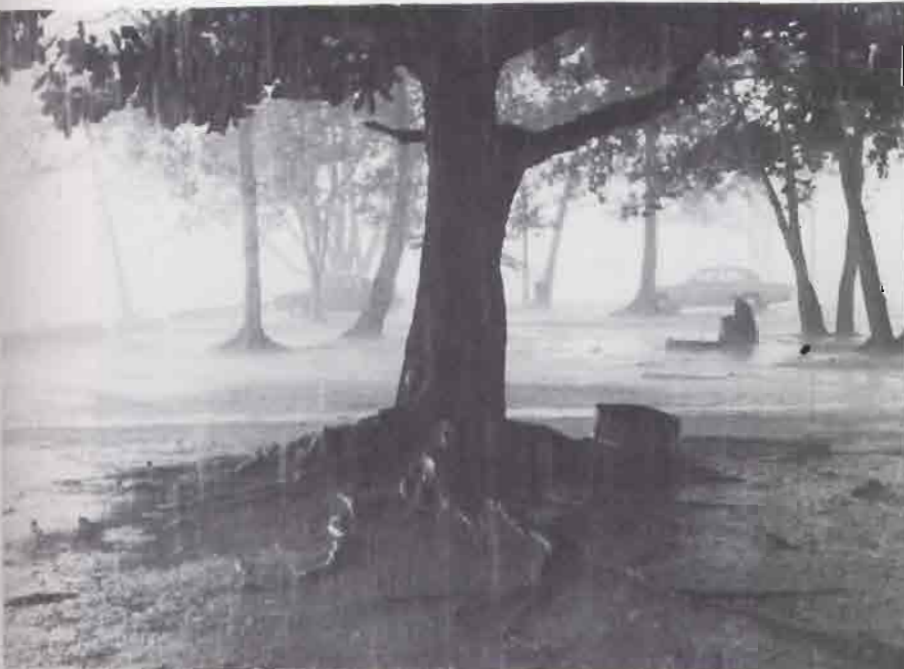
Trinidad and Tobago

After a week's transit in the Atlantic Ocean from Fortaleza, Brazil, we were once again in the Northern Hemisphere. The first port to welcome us homeward was Port of Spain, Trinidad. Trinidad is the larger of two islands which constitutes an independent unity state known as Trinidad and Tobago. The two islands are located in the southernmost part of the Caribbean Sea, just northeast of Venezuela and northwest of Guyana.

Trinidad once was a Spanish possession claimed by Christopher Columbus when he reached the island on his third voyage to the New World in 1498. Almost 300 years later, in 1797, the island was surrendered to a British naval expedition. Trinidad remained a British colony until 1962. In that year the small island nation was granted its sovereignty.

For the traveller, there was much to see under the tropical sun, in the capital city, Port of Spain. It is a city that is said to be one of the most cosmopolitan in the world. You could spend your day browsing through the small shops with their Spanish architecture; mingling with the natives who are so rich in their French Creole fashion; or, by chance, you might even hear the orchestral sound of a steel band playing on a street corner. Then again, if you needed a little more action, there was always the large hotels. . . and if you needed relaxation, you could try the beach.

In all, Trinidad was one country where you might find it all, beneath the sun.



(TOP) - Port of Spain, Trinidad. (MIDDLE) - On the beach (Greg NEIFERT, Alan ENDER). (LEFT) - A typical tropical storm.



MAHAN Honor Guard



The President of Ecuador with RADM SAGERHOLM and CDR SOUPISET



Welcome to Peru (Ceremonial Quarterdeck)



Firing of Saluting Batteries

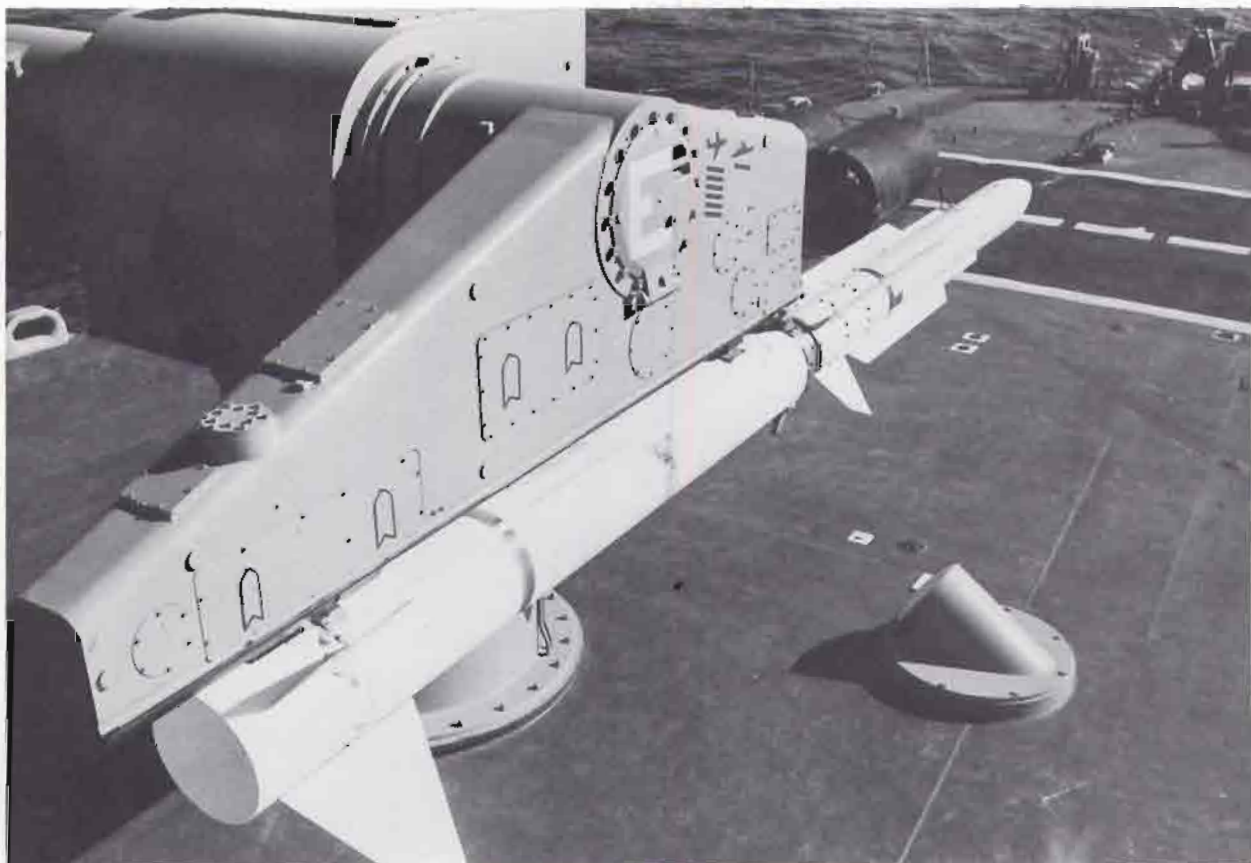
Missile Shoot

"General Quarters, General Quarters, All hands Man your Battle Station."

The GMMs man their stations. Power on, motors started, "manned and ready," reported. The command to load one missile is ordered. A missile is brought up from the magazine, winged and finned, and moved out on the rail to the launcher with deadly precision. The launcher synchronizes with the missile fire control radar and stands poised for the kill. A tremendous roar, billows of smoke and fire follows the sleek missile's departure. Once again, hours of testing the system and maintenance, have paid off with a successful firing.



"Birds Away"



TERRIER Missile "Manned and Ready"



Jimmy Byrd Takes A Ride



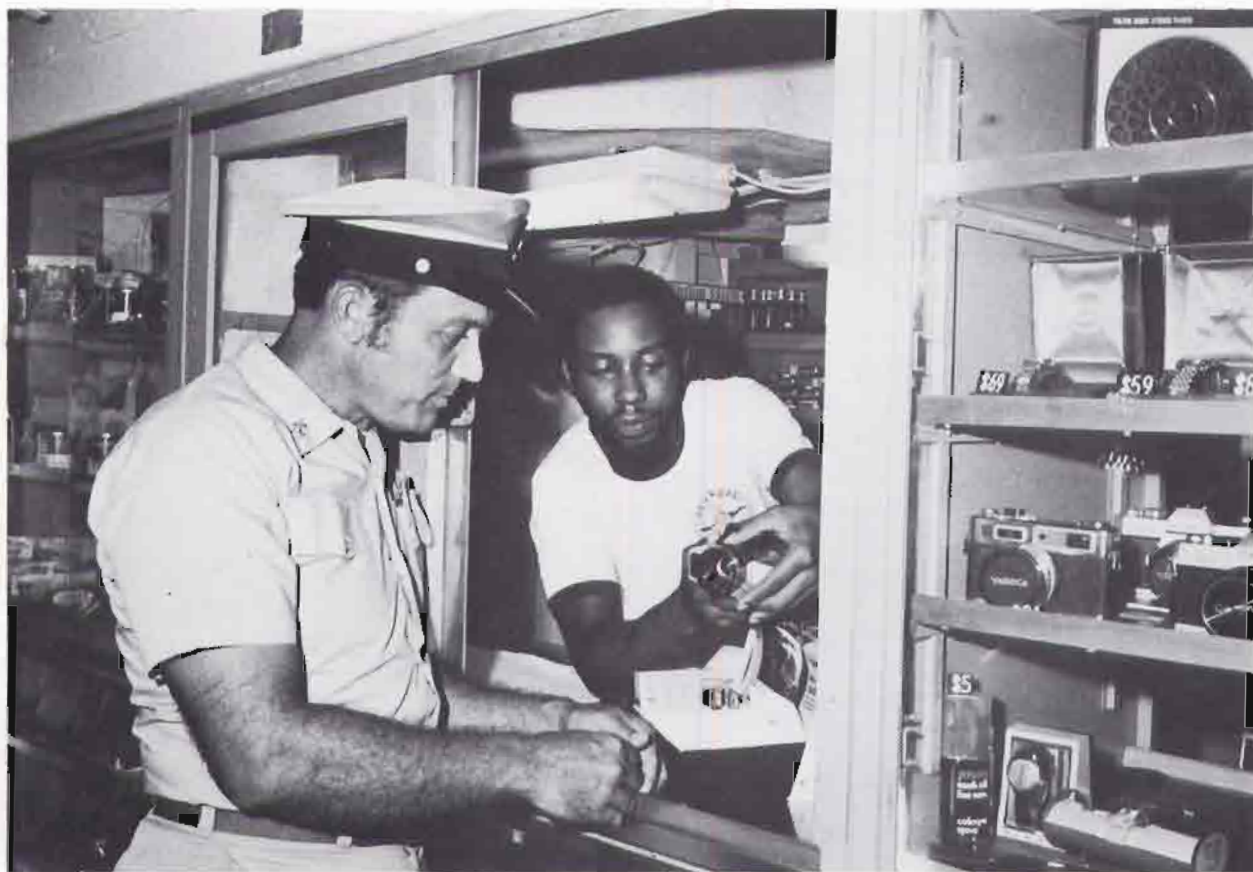
Flagship MAHAN



Refueling From A Peruvian Tanker



"Stale Mates" (Alexander NELSON/Richie HALE)



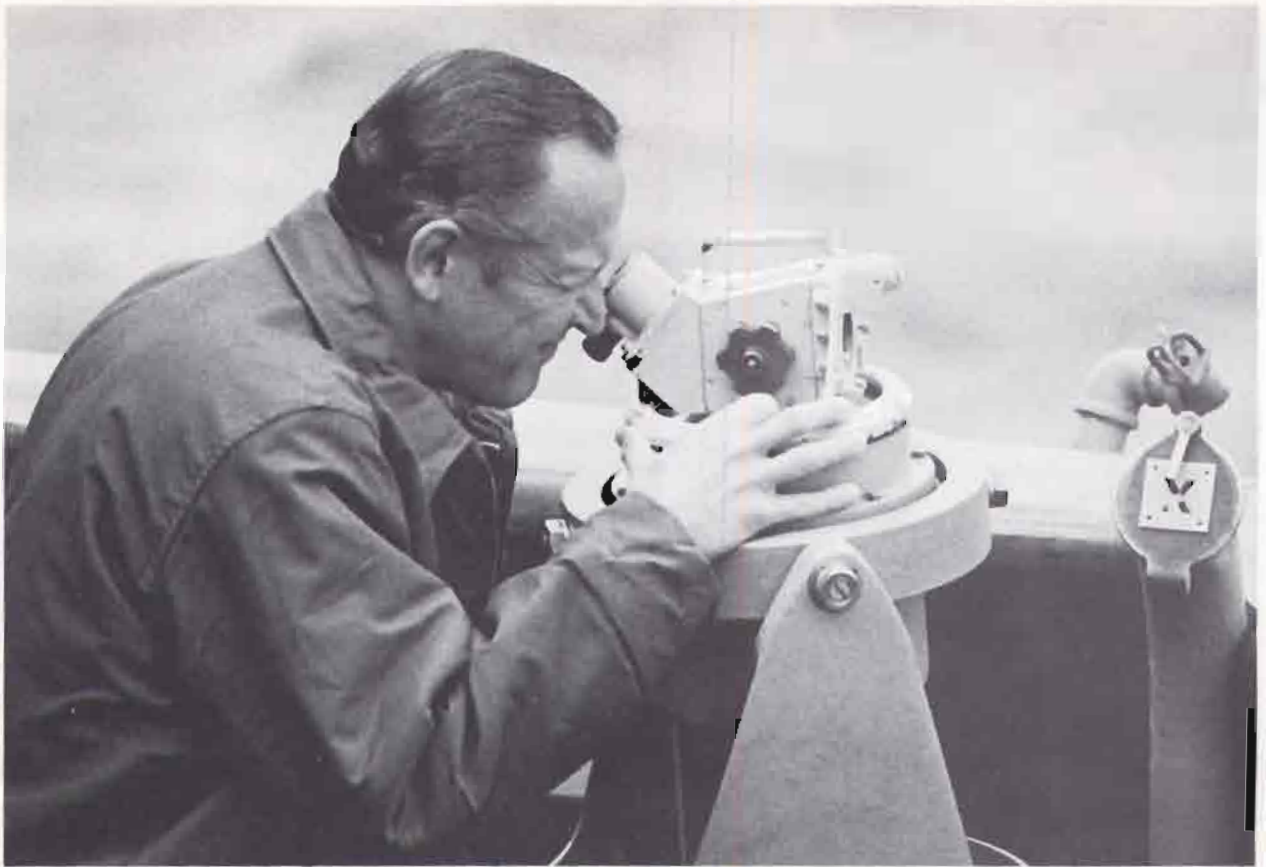
But, for \$20.00 More . . . , (CHIEF LUKE, Eric VAUGHN)



High-Line Detail (SR G. PRESLEY/SA G. MUNOZ/BM3 R. DEVORE/BM1 J. SELBY)



Helo Detail



"Checking it out"



"Another Fantail Cook-out" (Richardo CLEMENTE, John GARRAHAN, Chief PENDLETON, Dixie TSABETSAYE)



"The Galloping Gourmets" (Bob PULVER/Benjamin SALADINO/Romeo FERNANDEZ/James CADIEUX)



Enjoying an Official Reception (CW02 CRISP/LT RUSCHMEIER/LTJG VIVERITO)



I Know It's Out There Somewhere (CAPTAIN/LCDR MYERS)



Would You Care For A Blindfold (Joe STRICKFADEN/Roberto CUEVAS/William DELNO)



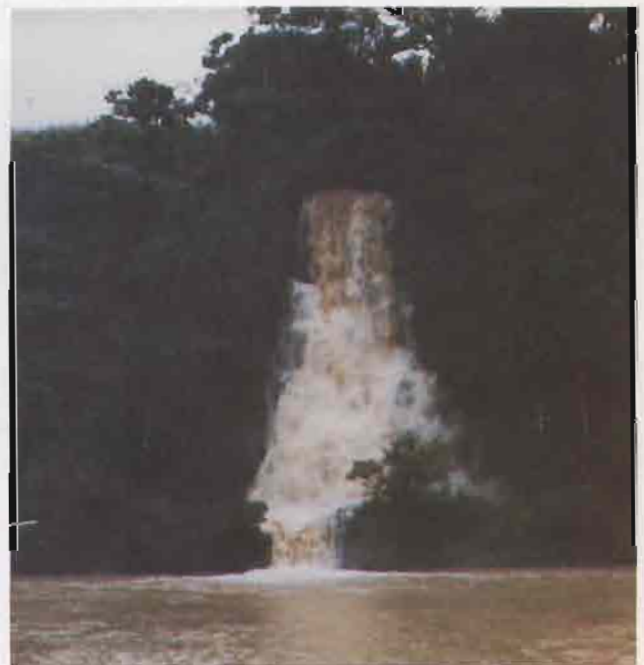
Forecastle of MAHAN



One of Many Locks



Open Sesame



Muddy Waters



Excellence for a second year (Chief FRIEND)



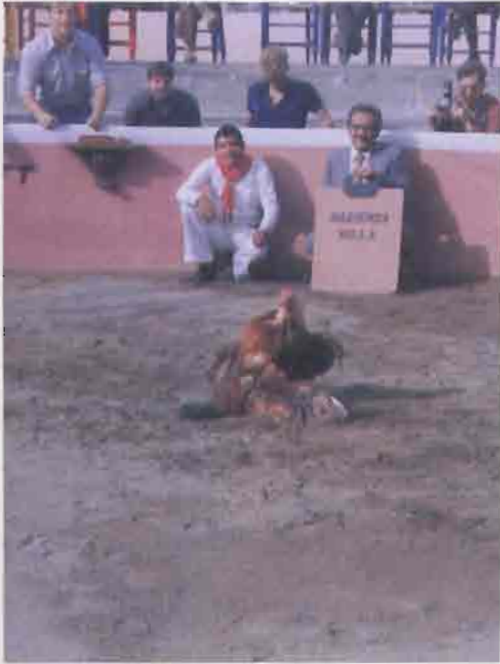
The Team (Willie Ray WILLIAMS/Bruce KING/Kevin McCLAIN/Larry CAIN)



Mess Cooks (Gregory JOHNSON/Robert CASER)



MAHAN Soccer Team



A Cock Fight



No Comment



Beauty and the Beast (William DYER)



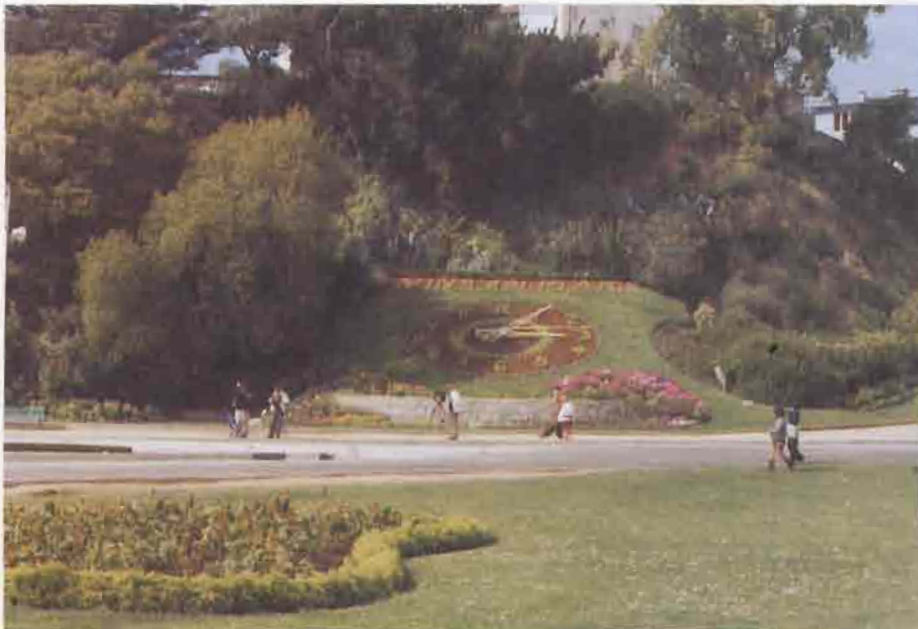
Making Friends (Kevin McCLAIN)



By The Way, What Is Your Insurance Company?



Best Seat For The Movie



Vino Del Mar, Chile



Where are the Americans?



Pisco. . .(Gulp). . .Sour!
(Daniel TILL/Richard PUMA/Mark KRAMER/
Orlando JARAMILLO/Ulysses MITCHELL)



"But my shoes are black"



Just You And Me, In The Boatswain's Locker
(Joseph SELBY/Kevin McCLAIN/Dixie TSABET-
SAYE/Gregory PRESLEY/David WEST/Kenneth
FRISCH)



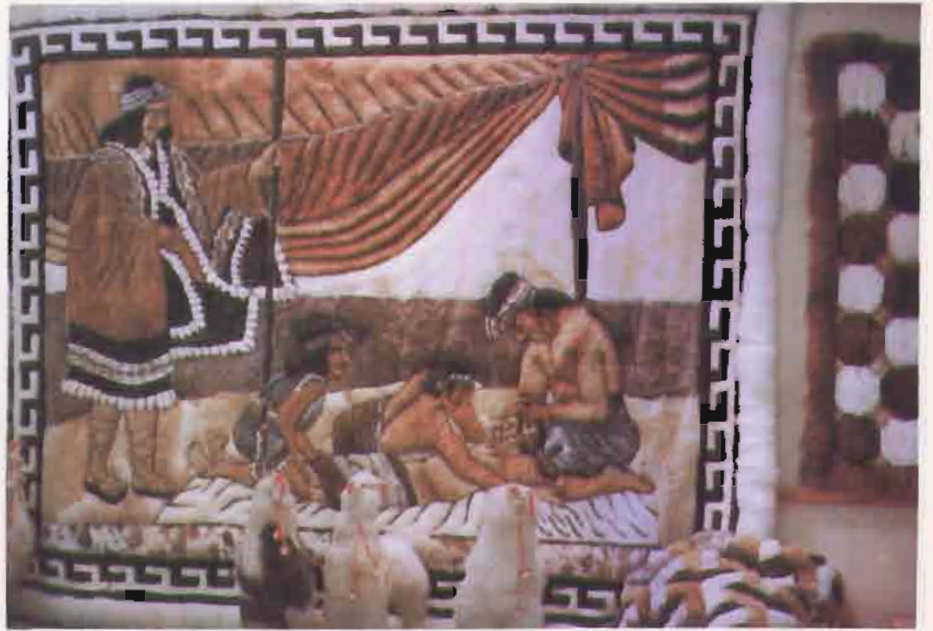
Beautiful Sight



Temple Of The Virgins, Inca Ruins



Sunrise



A Beautiful Tapestry



Puerto Aldo, Chile



Valproiso, Chile



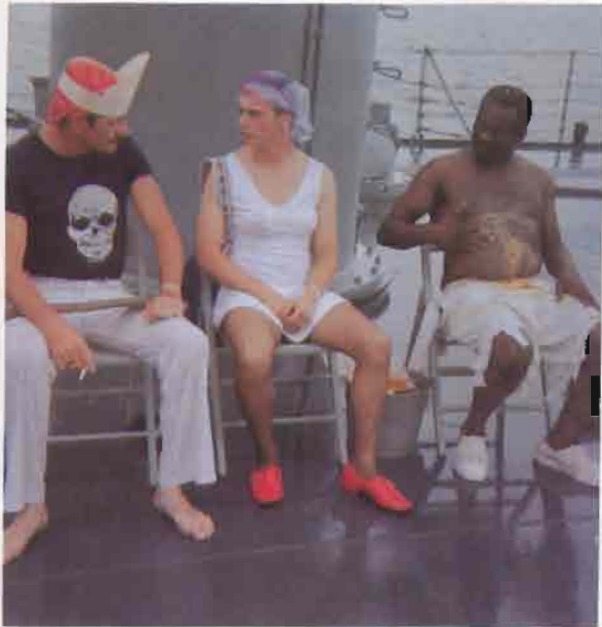
Salto Da Laja National Park; Chile



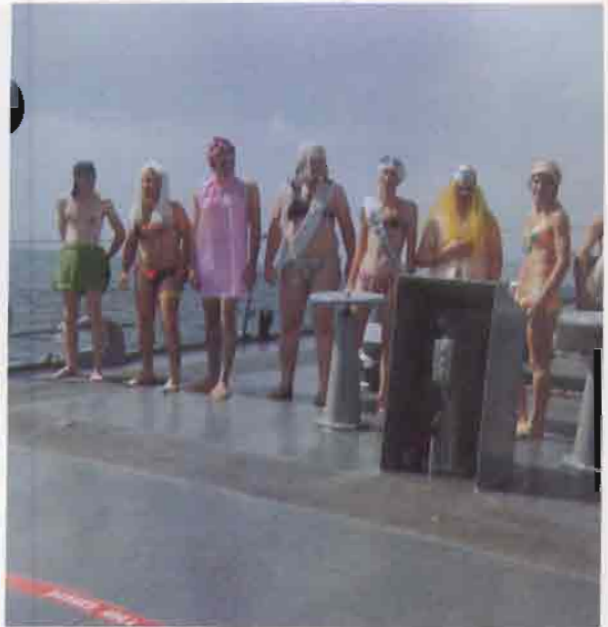
Open Air Market; Valparaiso, Chile



Llama



King And Court
(James KITCHELL/Ron VANASDLEN/Chief LEWIS)



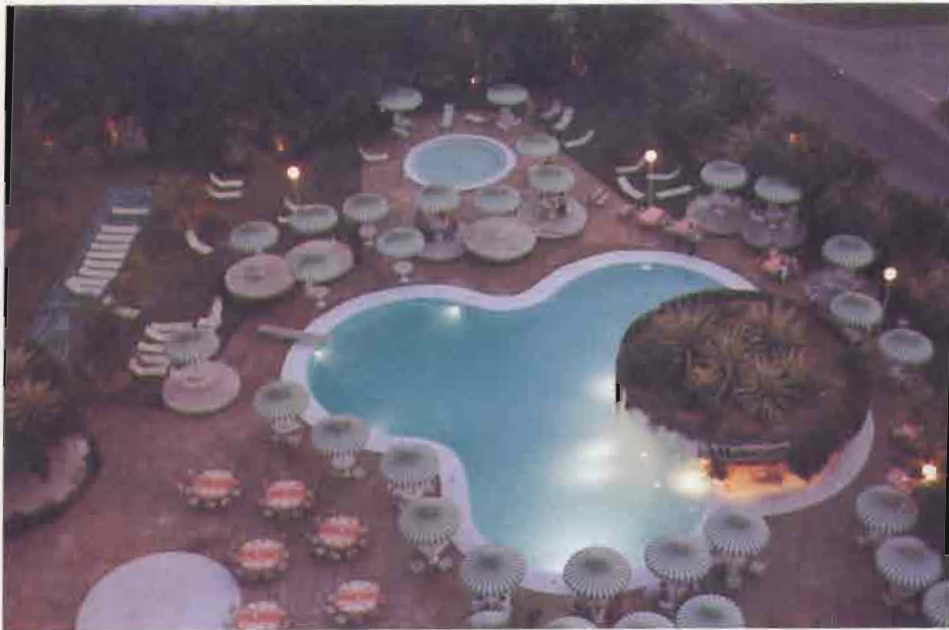
Fact Or Fiction: The Beauty Contestants



The Jolly Roger



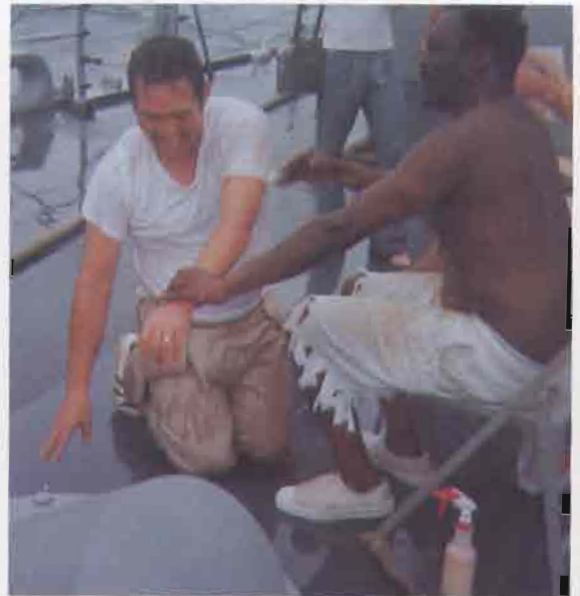
Ruff Ruff (Jimmy COX/Jimmy BYRD/Richard WILLIAMS)



Trinidad



Boy, that smarts (Jeff WISECUP)



That's Nasty (Chief JONES/Chief LEWIS)



La Guaria, Venezuela



GROSS



Come And Get It, WOG!!!



Cool Dick, Partying Down!!! (Richard DREESSENS)



Ski Resort, Punta Arenas



Warming Up His Swing



A Swirling Finale (Raymind NORTON)



At Least We Used Them For Something



Daybreak, Inland Waterway



A Tight Squeeze



In The Wake







Four Snipes and a Twidget (Lee PRENDERGAST/
John BULLARD/Charles LIVSEY/Michael DUNNE/
Chief CHESHER)



Happy Birthday Navy



Sugar Loaf, Rio de Janeiro



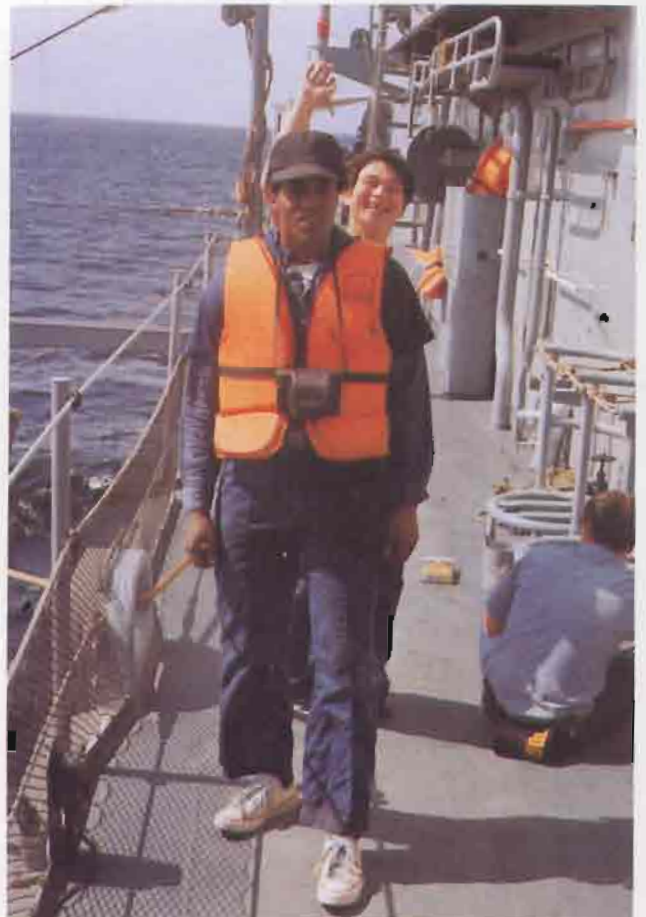
The dude says it's right over there. (Tim CONWAY/
Robert CASER /Donald LEMON)



MAHAN Tigers



Willemstad, Curacao, Netherland Antilles



Randy WALKER/Reynaldo BELZA

COMBAT SYSTEM DEPARTMENT



LCDR KENNETH R. MYERS
COMBAT SYSTEM OFFICER



LT HOWARD B. SIDMAN
ELECTRONICS READINESS OFFICER



CW2 PAUL R. CRISP
ELECTRONIC WARFARE ASSISTANT
NTDS MAINTENANCE OFFICER



LTJG RICHARD V. VIVERITO
ANTI-SUBMARINE WARFARE OFFICER



LTJG DANIEL R. BETH
BATTERY CONTROL OFFICER



CW2 LARRY E. LAMBERT
SYSTEM TECHNICAL OFFICER



ENS JOSEPH JOYNER
FIRE CONTROL OFFICER



ENS DAVID W. BINTZ
ORDNANCE OFFICER

CA DIVISION

A substantial force of conventional and nuclear powered submarines represents a potential threat to our country's security. The challenge of anti-submarine warfare is met aboard MAHAN by CA Division.

The division, sub-divided into three speciality areas, is tasked with the search, detection and classification of sonar contacts and if necessary the underwater ordnance against hostile submarines.

Detection and classification are accomplished by the ship's sonar technicians. Their attack solution is forwarded to gunner's mate technicians, and the ship's torpedoman, for eventual launching of rocket assisted torpedoes, or deck launched torpedoes.



C.T. LAURY/J.C. GRINDLEY/J.B. HEJDUK



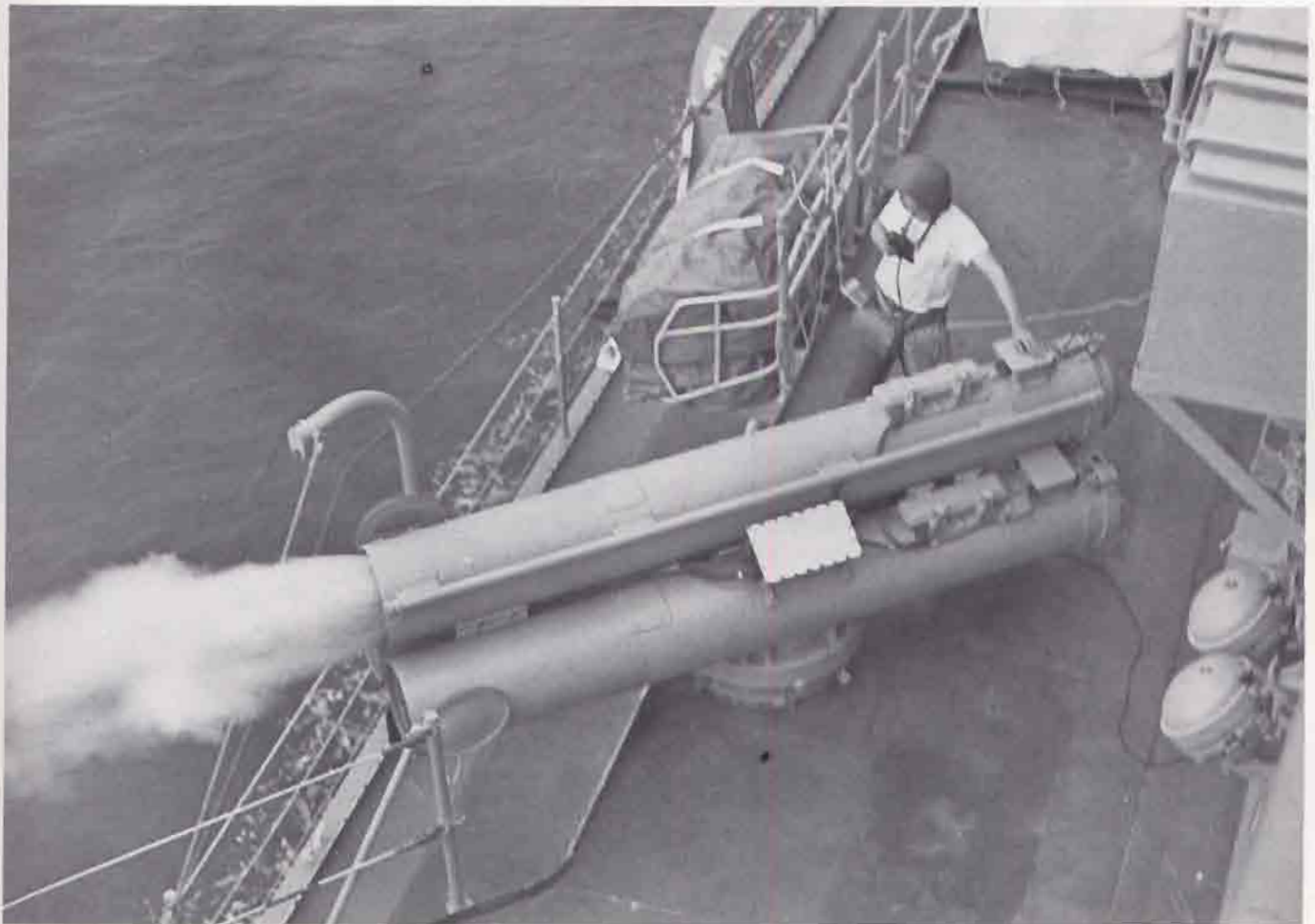
K.A. BRABAZON/L.M. FISHER/D.L. MADDOX



R. L. YAUS/R. L. FRIEND/W. G. MAYBERRY/E. H. CUNNINGHAM/R. W. PAYNE



J.F. BURDETTE/T.L. PRENDERGAST/K.A. URBANSKI/W.G.
COOGLER/D.E. MOORE



FIRE ONE!

CD DIVISION

CD Division consists of two workcenters, CD01 operated by Data Systems Technicians (DS) and CD02 operated by Interior Communications Electricians (IC).

Data Systems Technicians are responsible for the operation and maintenance of the complex Naval Tactical Data System (NTDS). NTDS is in essence, the general nervous system of the Combat System Department. It is a computer complex that assimilates data received from task group and shipboard sensors and then relays vital information derived from this data to various display consoles, which in turn expedite rapid decision making by Combat Information Centers in the event of encountering hostile environment. In other words, NTDS is a network of machines that helps determine the intentions of the enemy. It plays a strategic role in providing knowledge necessary to engage in today's modern warfare.

Interior Communications Electricians are engaged in all activities involving communications and electronics. They provide for the maintenance and operation of the ship's telephone circuits, announcing systems, power generation, and distribution systems, sensors and security alarms, and gyrocompasses. They also greatly improve morale onboard ship by their support and maintenance of the ship's site television and music entertainment systems.



R. C. PRITCHE T/W. O. HEHRY/G. L. NEIFERT/J. M. FOOTTIT



C. R. COLTON/L. W. HOLMAN/H. V. GENET/D. S. COATES/
R. A. ELLINGTON



K. M. PALKOVIC/E. W. VERNEMAN/J. M. DILLARD/J. K. LOFTY



M.E. BANBURY/J.A. LOMBARDO/O.R. WILKINS/C.H. TORBLAA

CW DIVISION

CW Division is controlled and operated by Electronics Warfare Technicians (EW), who are trained to utilize and maintain multivarious complex electronics warfare equipment.

Within CW division, there are three categories of electronics warfare, Electronic Support Measures (ESM), Electronic Countermeasures (ECM), and Electronic Counter-Countermeasures (ECCM). ESM involves searching, detecting, analyzing and recording radiated electromagnetic energy. ECM involves action taken to prevent or hinder an enemy's effective use of the electromagnetic spectrum. ECCM ensures friendly effective use of the electromagnetic spectrum, despite an enemy's own use of EW.

Electronics Warfare Technicians are trained in basic and advanced Mathematics and electronics before attending maintenance training courses on specific equipment. Upon completion of their training, they are sent to the fleet to perform their specific jobs. During the course of an average work day, they may be found in a variety of places. The most likely spot is the Combat Information Center, where they may be found relaying valuable information on enemy electromagnetic radiation to the Naval Tactical Data System and CIC Watch Officer. They may also be found working on their equipment in an ECM space or even high atop a mast, working on their specially designed antennas.

Yet, as a whole, the Electronic Warfare Technicians play an invaluable role in contributing to the battle efficiency of MAHAN. Their skill is constantly relied upon to gather and relay intelligence necessary to counter hostile enemy action and preserve for democracy the freedom of the seas.



J. R. DAUGHERTY/D. BARFIELD/D. L. GLAZIER/R. K. OLAN/ F. A. RADABAUGH

CE DIVISION

CE Division is a member of Combat Systems Department. Personnel in the division are designated either Electronic Technician Communication (ETN), Electronic Technician Radar (ETR), or Fire Control Technician Missile (FTM). The primary purpose of CE Division is to maintain proper maintenance and operational capability of their designated electronic equipment aboard the MAHAN.

The division consists of four workcenters, each workcenter has a specific duty which must be accomplished in order to make the division function as a unit.

CE01 - consisting of ETRs whose responsibilities are to maintain operational status of all radar repeaters, SPS-10B radar, SPS-29E radar, LN-66 radar, and Mark XII IFF System.

CE02 - consisting of ETNs whose responsibilities are proper maintenance and alignment of all communication and navigational aid equipment aboard the MAHAN.

CE03 - consisting of FTMs whose primary responsibility is to ensure adequate operation of the SPS-48A/V air search radar and its associated equipment.

CE04 - this workcenter consists of designated technicians who repair and calibrate test equipment used by all divisions in the Combat Systems Department.



R. P. MUELLER/G. W. CARD/L. A. WILLIAMS/D. J. CANNON/T. C. KYGER



J. P. SHERMAN/J. L. PETTIT/T. F. CAMPBELL/D. P. KANIOS



R. B. GREENE/S. T. PITTS/M. W. FOULGER/M. W. EMERSON/J. W. SPRABARY



M. P. FLANNERY/J. S. KITCHELL/C. E. YOUNG/S. M. ALBERT



ETI YOUNG ALOFT

CF DIVISION

Whenever it becomes necessary to fire any of the ship's weapons, the target is assigned to one of the Fire Control Systems. Each system consists of a tracking radar and a computer. After locking on, the system tracks the target and automatically sets up the firing angles and fuze timing. After firing, the shell from a gun follows a simple ballistic path to a point where the target is calculated to be. This point can be over ten miles or more away from the ship.

On the other hand, a missile target is illuminated with microwave energy, so that the missile can then home in on the reflected energy and hit the target from over 25 miles away, no matter what change in course it takes. If the system breaks down or the ship commands it, a missile will harmlessly self-destruct.

During UNITAS XVIII, the ship has destroyed several small remote control jets, with both the gun and with missiles. One of these was hit at a range of 25 miles. The operation and maintenance of these systems is the responsibility of CF Division. These men also handle mooring lines on the fantail, stand security watches, and help with other aspects of the ship's daily routine.



J. A. WILLIAMS/J. M. FELTON/M. T. LANE/
K. V. CONNER/R. F. SEMKO



R. GAILLARD/J. A. ROACH/R. J. ZUCCO/
T. Y. ROBERTSON



J. L. ROGERS/R. SNYDERWINE/R. L. SUMMERS/
S. S. WHEELER/M. MCGILVERY



FTG3 Timothy Y. ROBERTSON MANNED AND READY IN DIRECTOR ONE



S. K. SIGMUND/S. A. GRISSETT/R. A. HALE/K. L. BRADSHAW



D. L. SONTAG/G. W. LANE/J. P. PHILLIPS/
C. D. RUSSELL



FTM1 Gerald ROGERS and Jace FELTON on the fantail during Special Sea and Anchor Detail



S. W. METZGER/S. A. SHERMAN/D. E. OLDEN-
KAMP/R. J. CLARK

CG DIVISION

In this day of supersonic aircraft and long range radar, the missile plays an invaluable role in the front line, last minute defense of our Navy. It enables the MAHAN to strike targets at great distances.

The care and maintenance of the TERRIER missile belongs to Gunner's Mate Missilemen. The successful firing of a missile requires all related equipment to be performing at peak efficiency which keeps the missileman constantly on top of his system. Still, like a well seasoned baseball player, MAHAN can proudly boast of a fine batting average, compiling a missile firing record of nine hits out of its last eleven shots.

From the days of simple cannon to the modern era of sophisticated gun mounts, the Gunner's Mate Guns (GMG) rating has been charged with the responsibility of maintaining and firing all gun related ordnance. Besides maintaining the larger caliber gun mounts, GMG's also care for small arms and explosive ordnance shipboard and land.

A Gunner's Mate (GMG) must have a working knowledge of such diverse subjects as basic electricity and electronics, hydraulic systems, and advanced principles of explosive ordnance. Pride, know-how and the necessity for the reliable operation of sophisticated ordnance is what makes Gunner's Mate Guns rating one of the oldest and most respected ratings in the Navy.



D. J. SCIPIONE/D. A. WOODARD/B. P. LONG/
P. J. MLINAR/G. L. BULLECEER



S. P. RUIZ/J. P. WILBURN/J. P. NEEL/A. W.
NUZZI/H. D. JONES



E. D. KIRBY/M. L. WRONA/M. T. CLARKSON/
K. J. HARDING/J. J. WISECUP



Chief LUKE/HT1 BYRD/GMG1 BUNCH: HARD DAY'S WORK



J. C. GLAZIER/A. G. LUKE/G. R. BUNCH/H. L. MOORE



B. H. BLEVINS/M. D. DAVIS/J. C. TOTH/R. O. NORTON



D. C. KNESEK/E. M. MAGEE/G. I. KING/W. B. JOHNSON

ENGINEERING DEPARTMENT



LCDR ALAN J. JOHNSON
ENGINEERING OFFICER



ENS SCOTT R. LAIDLAW
MAIN PROPULSION ASSISTANT



ENS TODD R. ERICKSON
DAMAGE CONTROL ASSISTANT



CW02 ROBERT L. GRAVES
ENGINEER MAINTENANCE OFFICER



ENS ROBERT L. SEATON
"M" DIVISION OFFICER



CHIEFS
J. E. PENDLETON/R. H. DEININGER/
K. O. HIX/J. W. CHESHER/W. A. WRIGHT

"B" DIVISION

Comprised of thirty-eight men and two firerooms filled with sophisticated machinery and piping arrangements, "B" Division can be said to be the very heart of the USS MAHAN. For it is here, from the basic ingredients of combustion air, fuel oil, and water that 1200 "superheated" steam is created. It is this steam that powers turbines that move the ship through the water. But that isn't all the services we provide by any means - we also deliver the steam that powers the ship's electrical generators, we heat the ship and we also supply steam for the ship's laundry and the galley as well. In addition to the fact that the entire complex of machinery and associated equipment is operated and maintained by the main body of Boiler Technicians, there are separate groups of men who are responsible for the upkeep and proper operation of the boiler's automated controls systems, the entire ship's fuel oil system, the testing of fuels, and the water chemistry factor involved with steam plants. Countless hours of hard, tiring work are a year round happening for BTs, and it so often seems to us all that the equipment truly has a mind of its own. . . selecting the latest hours or the best of holidays for its break-downs. But then, when the job is done, one thing is always certain. . . there's never been a "BT" found who didn't know how to play hard as well!



J. H. WALL/G. E. HARSHMAN/W. J. DELNO JR/
C. L. CLAYTON/R. D. CUEVAS



R. M. GROOVER/C. E. EDGAR/B. MAHALIK/
N. D. STRAWN/M. H. GENSBURGER



S. E. BURROWS/R. W. SICKLES/R. J. BRIERE/
R. R. BRINGAS/D. L. SMITH



T. L. WHITENER/E. HARDY/D. A. GREEN/R. P. KAMINSKI/
K. W. SIMMONS



R. P. SHELTON/W. A. JOHNSON/C. PEAKS/H. W. GAGE



J. C. COX/F. N. STEADMAN/C. MARQUEZ/L. R. PURVIS



B. M. GREER/J. L. DANIELS/R. A. BRAZEN/S. R. RICE/
S. E. FREDERICK

M DIVISION

M Division consists of twenty-seven men working in two machinery spaces laden with complicated turbines and piping systems. It is in the enginerooms that 1200 psi "superheated" steam is throttled and used to move the ship through the water and also to provide electrical power to the ship. In conjunction with this function, the ship's weapon systems are also dependent on the HP air that the engineroom provides them. In addition, we operate and maintain the evaporators that distill enough fresh water from salt water each day to meet the boiler's and crew's requirements. By in large, our work is taken for granted; except for the rare times that the lights go out. However, we have never failed to meet an underway commitment.

The entire machinery plant that powers the ship is operated and maintained by Machinist's Mates. Long hours and tedious work are usually normal. Each valve and piece of machinery seems to possess a personality and mind of its own. It so often appears that weekends, holidays and nights prior to deployments are spent on board repairing cranky equipment. Despite these frequent inconveniences, difficult working conditions and hard work, each man in M Division understands the importance of his job and possesses an unspoken pride for his space.



K. D. KLOCKENGA/J. J. BARKER/R. E. WILLIAMS/
M. A. CARLSON/B. P. NAVARRO



L. E. CADDELL/L. D. GOFF/A. J. MACALONEY/
O. L. JARAMILLO/T. G. CLARK



M. H. DATAYAN/J. R. BULLARD/D. J. ROLLINS/
L. COLE/C. D. LIVSEY



AWAY THE RESCUE AND ASSISTANCE DETAIL
 (BT3 W. DELNO/MMFN J. BARKER/QM2 R. CONSTANTINO/
 FA M. DUNNE)



C. L. LOVE/M. P. DUNNE/D. J. WALTERS/R. B. DAVID/
 M. D. BRUNNER



E. L. HALL/W. L. BURR/D. A. WINDSOR/J. M. WATSON/
 T. N. GUY

R DIVISION

"R" Division is composed of three different work centers manned by 38 sailors of five different ratings. These ratings are: Electrician's Mate, Enginemen, Hull Technicians, Machinest's Mates, and Machinery Repairman. Aside from having five different ratings represented in one division, "R" Division is unique from many other divisions in that the work we perform is not restricted to one particular compartment of the ship. Quite often our work leads us into some very odd locations, ranging from the top of the tallest mast to the bottom of the deepest bilge. "R" Division's responsibility on the ship does not stop with making repairs. On numerous occasions manufacturing of new parts from scratch is necessary to restore operation to a vital piece of machinery. The making of new parts is a difficult, tedious job which is frequently performed by the lone Machinery Repairman of the division. Damage Control is another spoke of the wheel of "R" Division's responsibility. Training all shipboard personnel in basic damage control requirements is a never ending job as new people are continually reporting aboard MAHAN. On the other hand, the personnel of "R" Division assigned to the "A" gang work center are also continuously busy as they are primarily occupied with the maintenance of auxiliary systems and equipment located throughout the ship. The job of electricians is to literally brighten up the ship through the maintenance of ship's service generators, switchboards and lighting circuits. The men of "R" Division can be said to be a group of dedicated and professional individuals who strive to maintain the present state of readiness always found on board MAHAN.



J. L. MESSENGER/A. WHETSTONE/A. R. TEST/D. A. HAYNES/D. L. HALTERMAN



S. R. SCOTT/J. R. CARLSON/D. E. WINELAND/M. A. METAYER/J. S. BESAS



D. K. KLEIN/G. D. LONG/T. P. SHANLEY/C. POSSO/
F. K. DORRICOTT/J. A. HODGES



AWAY THE RESCUE AND ASSISTANCE DETAIL



C. D. LANGLEY/J. A. BYRD/M. S. FRETZ/F. A. LAMORGESE/K. P. SHEEHAN



B. C. CAPA/J. C. EPPLEY/J. J. VANDEWATER/B. R. WINN/T. C. HUDSON



R. C. MCWHINNIE/R. T. DICKSON/D. J. GOODNEY JR/T. C. DUESPOHL/J. STRICKFADEN

OPERATIONS DEPARTMENT



ENS THOMAS G. DOOLEY
COMMUNICATIONS OFFICER



LT RAYMOND J. GAJAN
INTELLIGENCE OFFICER
ASST. CIC OFFICER



LT STEPHEN J. RUSCHMEIER
COMBAT INFORMATION CENTER OFFICER



LTJG JOHN H. KENNEDY JR.
FIRST LIEUTENANT



LTJG THOMAS M. BLACKWELL
NAVIGATOR



LCDR THOMAS C. J. MCGINLAY
OPERATIONS OFFICER

OI DIVISION

Ever since I've been a seaman, I've played the great con-sole
from surface down to air track, I musta' played them all,
But I ain't seen nothin' like 'em in any CIC,
them MAHAN OS types sure play a mean con-sole.

They sit there for hours, become part of their con-sole,
always pushin' pos corr, they never get relief,
always figurin' true wind and CPA's too,
them MAHAN OS types sure play a mean con-sole.

I thought I was the livin' con-sole best, but MAHAN OS's beat out
all the rest.

How so you think they do it? I don't know what makes them so good.

Whether sittin' on the fantail, tryin' to cop a smoke,
or up in the comm shack tellin' dirty jokes,
Always talkin' discharge, they never let up at all,
them MAHAN OS types sure play a mean con-sole.

Always doin' field days and POS till blue,
foxtail, swab and bucket, I've had enough of you,
Port and Starboard watches, there are things I'd rather do,
Them MAHAN OS types sure play a mean con-sole.

As sung to the tune of PINBALL WIZARD



R. A. BINDER/J. D. WOODY



W. E. GILLIS/S. D. CUDD/D. D. DALENBURG/K. KARPEL/
M. E. CARSON



R. H. KLEINSCHMIT/R. C. HUSS/T. W. JENKINS/R. W.
TAYLOR



R. S. JONES



G. L. JOHNSON/R. J. CASER/B. D. WHITFORD/
T. M. CONWAY



P. A. KALUZNY/K. L. GROGAN/M. S. LAMB/J. E. ROGERS



T. A. ALBRO/B. M. ZURAWSKI/D. W. LEMMON/
T. E. BLACKBURN/M. A. NADLER

OC DIVISION

OC Division consists of both Radioman and Signaller ratings on board MAHAN; they are responsible to the command for external electronic and visual communications.

With the commissioning of Navy Radio, Arlington, Va., in 1913, came the inception of the RM rating of today. Many of the early RM's were amateur ham radio operators. Within ten days of the United States entry into World War I on 7 April 1917, 500 amateur radio operators enlisted for duty in the U.S. Navy. World War II saw the rating grow dramatically as over 25,000 amateur radio operators served within the armed forces.

Today, the worldwide naval telecommunications system and its corresponding interfaces with the systems of the other services is a highly complex arrangement of people and equipment. The policy and procedures advising personnel and the configurations and software governing equipment are aimed towards a single end, that is to provide rapid and secure communications between commanders who direct naval forces either afloat or ashore.

The history of visual communications goes as far back as the history of ships at sea; it has always been, and still is, one of the most reliable and secure means of communications between ships in company.

The Radioman and Signaller of the MAHAN are proud that they have been able to serve the Command and Flag Staffs with such service as to have built and earned a reputation as one of the best in the Atlantic Fleet.



A. R. ZWIEFELHOFER/E. W. PALMER/H. W. HUBBARD/
M. E. ALDERMAN/C. T. TURNER



G. L. HATHCOCK/R. E. MURPHY/G. T. MOORE/C. LONG/
J. A. MAGWOOD



W. MALLERY/J. D. FERGUSON/L. M. FISHER/B. C.
BOUNDS JR./T. E. BOWMAN



ATTENTION TO QUARTERS!



A. ULIBARRI/C. E. EARLY/P. R. MOHAN



G. A. REHM/S. H. GRAINGER/L. W. LIVELY

1ST DIVISION

First Division, one of the largest divisions aboard MAHAN, is assigned a variety of responsibilities and duties. One of their major operational duties is to onload either stores or fuel at sea. They perform this duty under many diverse and adverse weather conditions. Underway the boatswain's mates also man the majority of topside and bridge stations and perform the very important function of steering the ship. They also provide much of the manpower necessary to get the ship underway and then moor or anchor the ship upon arrival at various destinations.

Traditionally, the Boatswain Mate's job also includes much less intriguing and exciting occupations, as they must perform the daily but necessary task of painting and preserving the ship. This assignment involves much time, effort, and cooperation, but in many foreign ports, MAHAN has been able to display herself with pride, especially to the numerous dignitaries and visitors who have crossed her brow during UNITAS XVIII. First Division has also provided their services to the crew by making small boat services available at every anchorage, and hopes to maintain the reputation of MAHAN as one of the finest vessels in the Atlantic Fleet.



R. L. DEVORE/J. L. KEITH/M. A. ADAMS/U. MITCHELL/
B. A. YAPLE



A. JUKES/A. G. COOPER/L. CAIN/B. A. KING/G. PRESLEY



J. E. ONSAGER/K. WEST/M. P. LEONARDO/R. R. BELZA



P. K. MCDONNELL/K. A. KAVEL/G. G. MUNOZ/C. T. JOHNSON/
R. S. PHILLIPS



R. H. JOHNSON/K. F. LUECK/R. P. WALKER/B. J. WHITE/
J. D. CALHOUN



M. C. BAUTISTA/R. Y. ANDRADA/S. M. POHNER/J. R. WALL



P. A. SIMONOF/P. M. KRUG/J. L. SELBY/J. T. TURESDALE/
D. J. TSABETSAYE



W.T. SHADLE/S.H. COUGHLIN/A.A. NORIEGA/J.W. SHARPLESS

N DIVISION

N Division is comprised of the Navigator and his Quartermasters. Their job is the most romantic on board, if a job could be called romantic, as they are always working under the starlight.

At sea, the quartermaster is an assistant to the Officer of the Deck. He keeps him informed of weather conditions and gives him fixes on the location of the ship. Some of the important electronic tools used by the navigator and his quartermasters to plot fixes are LORAN, OMEGA, satellite, and radar. If these tools are insufficient, the navigator or his quartermasters will use an old and dependable sextant to take a celestial fix. In conjunction with these tasks, the quartermaster is responsible for keeping an accurate dead reckoning plot to determine the location of the ship at later time periods.

Administratively, the responsibilities of the Navigator and his quartermasters are also many. The most important item under their custody is the ship's deck log, which is an official chronological listing of the ship's actions. They also maintain and file weather sheets, the magnetic compass log, ship's charts, light lists, sailing directions, and tide current tables. Their library is one of the most extensive on board.

Still their most important responsibility is navigation. Whether they use the stars of the ancient navigators or the satellites of modern man, theirs is forever the challenging task to keep the ship on a steady course.



M. J. COOPER/R. S. CONSTANTINO/C. W. BROVAN

X DIVISION

"X" Division is composed of dedicated individuals whose primary mission is to provide personalized services to the crew. Staffed by the Executive Officer, it is comprised of the following offices: Ship's Office, Personnel Office, 3-M Office, Medical Office, Career Counselor's Office, Post Office and Master at Arms. Their major areas of responsibility include clerical and secretarial services, personnel administration, care of sick and injured, career counseling, processing of incoming and outgoing mail, enforcement of orders and regulations, 3-M coordination, and legal assistance services. Functions consist of officer and enlisted record maintenance, transfer and receipts, ID Cards, advancement, reenlistment, sick call, life saving and rescue techniques, schools and benefits, postal matters including the selling of money orders, stamps, envelopes, issuance of bunks and bedding, discipline, fleet reserve and retirement. The Executive Officer is responsible for coordinating all of the above services for the personnel on board MAHAN.



R. E. WARD/F. W. DAVIS/T. H. ARNOLD/T. C. WATERS/
W. J. WILLIAMS



R. E. WILLIAMS/E. L. MCINTYRE/M. J. SNYDER/G. M.
ECKER/R. W. EDWARDS



W. F. DYER/E. L. F. MUSSER/N. L. QUEENER/R. J.
DREESSENS

SUPPLY DEPARTMENT

While in itself a division, Supply Department consists essentially of four basic service groups, Storekeepers (SK), Disbursing Clerks (DK), Ship Servicemen (SH), and Mess Management Specialists (MS).

Storekeepers provide the logistics support necessary for the ship and the fleet to maintain peak battle readiness. Their job is to provide for the receipt, stowage, inventory and issuance of material and repair parts. They are also responsible for the financial accounting of the ship and maintenance of all required records and files pertaining to material stores and the fiscal budget.

Disbursing Clerks administrate to the daily monetary needs of the crew as defined within the Joint Uniform Military Pay system. They process the pay profiles of all personnel aboard and ensure a member is receiving all his entitled benefits including basic pay, allowances, bonuses and travel pay. On deployment, they are also responsible for currency exchange and the correct preparation and disposition of dealers' bills.

Ship Servicemen perform daily personal services for the crew, including the laundry, barber-shop, and ship's store. The task of the laundrymen is to ensure a high quality product in the most expeditious manner possible. The barber maintains shipwide hygiene by giving neat, clean and regulation haircuts, and of course, the operation of the store entails the custody and marketing of all items held in demand by the crew.

Mess Management Specialists prepare, cook and serve crew's meals both in the EDF and Wardroom. They are responsible for the stowage, handling and final preparation of all food supplies on board. They also ensure a high degree of sanitation by maintaining the cleanliness of all dining facilities and food storage areas.



LT CHRISTOPHER A. DUNN
SUPPLY OFFICER



LTJG ROBERT M. MIKULKA
DISBURSING OFFICER



E. VAUGHN/N. LEWIS/S. W. FUGATE/G. O. TOLENTINO/
R. J. PASCUAL



A. G. ENDER/D. L. KRUML/D. C. BAYLA/C. J. BURRIE/
S. P. BLANCAFLOR



W. R. JONES/W. F. MATTSON/B. G. WILLIAMSON/P. M.
REILLY/A. R. ANDAYA



J. D. EVANGELISTA/D. P. MATIENZO/R. S. CLEMENTE/
R. K. PULVER/B. Q. SALADINO



R. K. SPENCER/M. E. KRAMER/S. P. HORN/W. R. WILLIAMS/
J. D. ROQUE



C. D. MCKEEVER/K. A. STEPHENS/R. C. FERNANDEZ/R. M.
TORRES/L. LAWRENCE



S. K. HACKNEY/D. D. EARLEY/J. H. CADIEUX/D. J. TILL/
R. PUMA



S. R. LAY/S. P. NEWBERRY/R. L. JOHNSON/J. M. COBB/A. G.
FABIAN

COMMANDER SOUTH ATLANTIC FORCES STAFF



CDR G. J. TARRICO
AIR OPERATIONS OFFICER



CDR R. L. FREEHILL
OPERATIONS OFFICER



LCDR W. D. DAVENPORT
COMMUNICATIONS OFFICER



LCDR R. D. PETERSON
LOGISTICS OFFICER



LCDR C. MARTINEZ
FLAG SECRETARY



LT C. JOHNSON
PUBLIC AFFAIRS OFFICER

USCOMSOLANT and a staff of 35 officers and men are embarked on USS MAHAN during UNITAS XVIII. The many operational, protocol and representational demands of the deployment necessitated a high level of cooperation between the ship's company and staff.

Led by Rear Admiral James A. Sagerholm, the staff officers designed, coordinated and implemented a myriad of exercises, conferences and public affairs activities that fall within the UNITAS concept.

The main thrust of UNITAS is the practice of antisubmarine and anti-aircraft warfare tactics. The staff Operations Officer, CDR Robert L. Freehill had primary responsibility for the coordination of their planning and execution. He was assisted by staff Operations Specialists. The Air Operation Officer, CDR George T. Tarrico was responsible for the effective use of U. S. and South American aircraft throughout the deployment.

LCDR Ralph T. Peterson, Administration and Logistics Officer, assisted by a Yeoman, Personnelman and a Storekeeper, took care of the uniquely challenging logistics and administrative burdens of UNITAS - the normal sources of supplies, spare parts, etc, are non-existent in South America.

LCDR W. David Davenport, Communications Officer, and the staff Radiomen, handled the complex, multinational communications between the U. S. and South American elements task force. Protocol and representational activities were handled by LCDR Carlos Martinez, Flag Lieutenant, with the assistance of a staff Yeoman and a Journalist.

The public affairs team documented and published the many interesting events, people and places connected with UNITAS 18. Comprised of three Photographer's Mates and one Journalist, the team was under the direction of LT Chris Johnson, the UNITAS 18 Public Affairs Officer.



W. MALLERY/L. M. FISHER/W. LOETHM/R. A. SYLVIA



M. R. LEWIS/R. P. ALLEN/H. L. JONES/J. E. CHADWEN
R. D. VANASDLEN