

DOUBLE ONE...



1962

USS MAHAN DLG-11



USS MAHAN (DLG-11)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

7 December 1962

The United States Seventh Fleet is an impressive armada consisting of Guided Missile Frigates, Destroyers, Cruisers, Carriers, and many other combatant and non-combatant types of ships. It is part of a proud Navy and a great country; a representative of freedom, ready to protect the peoples of free nations against any who may choose to question their way of life; an envoy to other Governments; and not the least, a bearer of friendship and good will. It is truly a symbol of strength and peace.

Some six months ago, we, the officers and men of MAHAN, left our families and loved ones behind, as men of the sea have done for ages, and sailed West to join this mighty Seventh Fleet. We brought with us the latest of weapons systems and electronics equipments, all in a ship representing the foremost design features that modern naval architecture and marine engineering could devise. The challenge was ours — to excel in the routine, the unexpected or the unprecedented. That challenge was answered with the enthusiasm, vigor, and pride of true professionals.

Now that our cruise is ending, and the bow is turned for home, we can feel every satisfaction in knowing that behind us we have left many records and accomplishments not soon to be bettered. We have proven ourselves to be a team not content to stand by the wayside, but a clutch team with a fighting heart and competitive spirit that puts truth and teeth in our motto of "Double One — Second to None."

Nor should we forget another part of the team — those who were left behind — our wives, our sweethearts, our families and our friends since, "They also serve who only stand and wait."

To the MAHAN team — A hearty WELL DONE.


IVAR A. JOHNSON
Commander, United States Navy

MAHAN



THE SHIP . . .

USS MAHAN (DLG-11) is the first combatant ship built at San Francisco Naval Shipyard. Her keel was laid on 31 July 1957, and she was launched a little over two years later, on 7 October 1959. She was commissioned on 25 August 1960, and is the third ship to bear the name of Rear Admiral Alfred T. MAHAN.

The present MAHAN is 512 feet long and displaces 5400 tons, putting her in the class of a frigate or small cruiser. She is armed with modern all-weather surface-to-air TERRIER missiles and ASROC rocket-thrown antisubmarine weapons, plus conventional 3"/50 and 5"/54 guns and two triple-tube homing torpedo launchers. With twin rudders and propellers powered by 85,000 horsepower, she is capable of high speeds and has the maneuverability of a small ship.

MAHAN joined the Cruiser-Destroyer Force, U.S. Pacific Fleet, on 14 January 1961. On 20 January 1961, the first operational ASROC fired on the Pacific coast was successfully launched from her deck. On 14 February, MAHAN fired her first operational TERRIER missile and scored a direct hit on a drone, thus becoming the first DLG, it is believed, to down an air target with the TERRIER missile weapons system.

Leaving San Diego on 16 February 1961, MAHAN visited Pearl Harbor, Hawaii, and Acapulco, Mexico, on her shakedown cruise. While in Acapulco, MAHAN's crew conducted a vigorous schedule as part of the President's People-to-People program; during her five-day stay over 2700 persons visited the ship, including the mayor, the district commander for the Mexican Navy, dozens of school teachers accompanied by their classes of children, and numbers of citizens and tourists.

Returning again to San Diego on 20 March, MAHAN entered a two-month period of extensive training and evaluation of her weapons systems, culminating in a number of successful firings of the new TERRIER and ASROC missile systems. On 16-17 May, along with USS RANGER (CVA-16) and other units of the First Fleet, she participated in extensive weapons demonstration exercises for the American Ordnance Association.

On 25 May 1961, MAHAN returned to San Francisco Naval Shipyard for post-shakedown availability and installation of the Naval Tactical Data System, the new and sophisticated automatic computer system designed to solve the increasingly complex high-speed problems of tactical combat direction.

Installation of NTDS equipment was completed at the end of September and the ship left San Francisco Naval Shipyard on 9 October. Upon arrival in San Diego, MAHAN embarked Commander Destroyer Squadron FIFTEEN and his staff.

At the beginning of November, MAHAN, together with USS KING (DLG-10) and USS ORISKANY (CVA-34), commenced the operational evaluation of the NTDS, the High-Capacity Communications System, and the OMEGA Loran System under the direction of Deputy Commander, Operational Test and Evaluation Force, Pacific Fleet.

In April 1962 MAHAN completed the NTDS evaluation. Exercise "PORK-BARREL" followed, and then pre-deployment readiness. Finally on 7 June she sailed for the Far East.

THE MAN . . . (1840-1914)



No other single person has so directly and profoundly influenced the theory of sea power and naval strategy as Alfred Thayer Mahan. He precipitated and guided a long-pending revolution in American naval policy, provided a theoretical foundation for Britain's determination to remain the domineering sea power, and gave impetus to German naval development under William II and Admiral Tirpitz. In one way or another his writings affected the trend of naval thought in France, Italy, Russia, Japan, and lesser powers. He was a historian of distinction and, at the same time, a propagandist for the late nineteenth century revival of imperialism. He played a leading role in persuading the United States to pursue a larger destiny overseas during the opening years of the present century.

Alfred Thayer Mahan was the son of Dennis Hart Mahan, a professor at the United States Military Academy who had shown great interest in the art of war and had written extensively on military engineering. The younger Mahan therefore grew up not only in the military atmosphere of West Point, but in the distinctly intellectual atmosphere of his own home. He entered Columbia College in New York but, much against his father's wish, was transferred to the Naval Academy at Annapolis, from which he graduated with the class of 1859.

Mahan's principal books and essays are history written with the focus of interest on sea power. His discussions of national policy, naval policy, naval strategy, and tactics, therefore, are not presented separately but are interwoven, largely at random, into a chronological narrative. A systematic appraisal of Mahan's place in the history of military thought requires the disentangling of many separate strands and their re-arrangement in orderly manner. From such reappraisal and rearrangement the following emerge as Mahan's great contributions to modern strategy: first, he developed a philosophy of sea power which won recognition and acceptance far outside professional naval circles and found its way into the councils of state throughout the world; second, he formulated a new theory of naval strategy; finally, he was a critical student of naval tactics.

Few persons leave so deep an imprint on world events as that left by Mahan, and fewer still live to see so full a realization of their life's work. When Mahan died in December 1914 the impact of his writings had been felt in every admiralty; his views had profoundly affected civilian thinking and public policy in America, in Europe, and even in the Far East.



CAPTAIN LESTER E. HUBBELL, USN

COMMANDER DESTROYER SQUADRON 15

Captain Lester E. HUBBELL, USN, son of Mr. and Mrs. Lester S. Hubbell, of Asbury Park, N.J., was born on September 24, 1916, in Hackensack, N.J. A graduate of the Georgia School of Technology, where he earned a Bachelor of Science Degree in Industrial Management, he was commissioned as Ensign in the U.S. Navy through the NROTC program in June 1938 and appointed to his present rank of Captain in July 1957.

Captain HUBBELL was called to active duty in December of 1940, when he was ordered to the destroyer USS FOX (DD-234), serving aboard that ship as Torpedo Officer, Navigator, and Executive Officer until March 1944. From then until August of the same year he attended the Small Craft Training Center, in Miami, Florida, before he placed the destroyer escort USS ROLF (DE-362) into commission as her first Commanding Officer. His ship operated with the FIFTH and SEVENTH Fleets until the end of World War II, then with the Occupational Forces in the Japanese Area until November 1945. Captain HUBBELL was then ordered to the Bureau of Naval Personnel where he had charge of the Small Combatant Desk until June 1948. From BUPERS he went to the Cruiser, USS ATLANTA (CL-104), as Operations Officer and later as Inactive Officer when that ship was decommissioned in June 1949. His next assignment was as Operations Officer of the Cruiser,



USS HELENA (CA-75), from July 1949 to December 1951, during which time the ship operated in the Far East with Task Force 95. Captain HUBBELL then attended the Armed Forces Staff College at Norfolk, Virginia, from February 1951 through July 1951, and was again ordered to BUPERS as Head of the Functional Training Section. He was detached in August 1953.

On 9 September 1953, Captain HUBBELL assumed duties as Commanding Officer of the Destroyer, USS OWEN (DD-536). He held this command until April 1955 when he reported for duty as Operations Officer for Commander Destroyer Flotilla FOUR at Norfolk, Virginia. In December 1956, Captain HUBBELL assumed command of Destroyer Division 262, a position he held until December 1957. On 20 January 1958 Captain HUBBELL took over as the Commanding Officer, Fleet Air Defense Training Center, at Dam Neck, Virginia, remaining there until 6 August 1960 when he was ordered to the Commandant, National War College, for duty under Instruction. In June of 1961 Captain HUBBELL graduated from the War College and was then ordered as the Commanding Officer of the USS YOSEMITE (AD-19).

Captain HUBBELL relieved Captain Alford as Commander Destroyer Squadron FIFTEEN, on board, on 16 August 1962.



COMMANDER IVAR A. JOHNSON, USN

COMMANDING OFFICER

Commander Ivar A. JOHNSON, son of Mr. and Mrs. Per Axel JOHNSON, was born in Centerville, Massachusetts, on 1 March 1924. After attending public schools in the town of Barnstable he graduated in March 1943 from the Massachusetts Maritime Academy as Third Mate, U.S. Merchant Marine. He was concurrently commissioned Ensign, USNR, MMR, and ordered to active duty aboard USS AROOSTOOK (AOG-14), serving aboard that ship in the Mediterranean area from 1943 to 1945. He was then ordered to USS SITKA (APA-113) which operated in the Pacific theater during the period 1945 through 1946.

Following World War II he served aboard USS VULCAN (AR-5) as navigator and operations officer and aboard USS C. R. WARE (DD-865) as operations officer. During the Korean conflict, he was Executive Officer aboard the USS THE SULLIVANS (DD-537).

Commander JOHNSON's next assignment was to the NROTC Unit at Yale University where he served as navigation instructor. He was then attached to the staff of Commander, Destroyer Flotilla TWO. As Commanding Officer, USS BARRY (DD-993) he took that ship to the Mediterranean during the crisis in Lebanon in 1958. He was then assigned as a student at the U.S. Naval War College in Newport, R.I., where he later served on the College Staff in the Strategic Planning Studies Division of the Naval Warfare Department. During his stay at Newport, he participated in the Boston University Graduate School program, and on 3 June 1962 was awarded his Master of Arts degree in the field of political science.

On 16 February 1947, Commander JOHNSON married the former Miss Jean PETERSON, of Centerville, Massachusetts. Commander and Mrs. JOHNSON have three children, Karen Christina, 14; David Ivar, 9; and Peter Nils, 7.



CAPTAIN JOHN M. ALFORD, USN

FORMER COMMANDER DESTROYER SQUADRON 15



Captain John M. ALFORD, born April 13, 1915, in Galva, Illinois, was graduated from the Naval Academy and commissioned Ensign, June 4, 1936. He was promoted to the grade of Captain September 1, 1954.

From 1936 to 1945, Captain ALFORD served in the aircraft carrier LEXINGTON and in the battleships TENNESSEE and ALABAMA. He also served on the staffs of the Commander Battle Force and Commander Battleship Division TWO during part of this period.

He received the BRONZE STAR with Combat V for action against Japan while serving as Gunnery Officer of the ALABAMA which, between 1943 and 1945 participated in all the major engagements (less Iwo Jima) of the Pacific Area from the Gilbert Islands Operation to the occupation of Japan.

After a tour of duty in the Bureau of Naval Personnel he assumed command of the Destroyer J. E. KYES in 1948. In the fall of 1949 he was assigned to the Staff, Commander SIXTH Fleet (Mediterranean) for a period of two years, after which he was assigned to duty in the Navy Department in February 1952 in the Politico-Military Policy Division of the Office of the Chief of Naval Operations.

Captain ALFORD took command of Destroyer Division ONE TWENTY-TWO on September 16, 1954. After fourteen months in this command, he was ordered to duty as Chief of Staff of Destroyer Flotilla TWO, primarily engaged operationally in the development of anti-submarine escort of convoy operations.

In the Spring of 1957, he was again assigned to shore duty in the office of the Chief of Naval Operations from which assignment he was ordered to the National War College as a student in the 1959-1960 class. In June 1960 he proceeded to Hawaii for a year's duty as Chief of Staff to Vice Admiral J. S. Thach, Commander of the then newly formed Anti-Submarine Defense Force, U.S. Pacific Fleet.

Captain ALFORD assumed command of Destroyer Squadron FIFTEEN in San Diego on 12 July 1961.

COMMANDER WILLIAM S. BUSIK, USN

FORMER COMMANDING OFFICER



Commander William S. Busik, the son of Mr. and Mrs. John H. Busik, was born on 22 October 1919 in Pasadena, California. He received his secondary education with the Pasadena public school system and thereafter attended Pasadena Junior College. In June of 1939 he received his appointment to the Naval Academy while serving with the United States Marine Corps. As a midshipman he was a member of the football team and co-captained the basketball team during the 1941-42 season. He received his commission on 19 June 1942.

Commander BUSIK began his commissioned service in San Francisco aboard USS SHAW (DD-373) soon after that ship had completed the repair of damage inflicted at Pearl Harbor. At the conclusion of the war he was instructing Destroyer Gunnery Officers in the Okinawa area. He has served as Intelligence Officer to COMMINECRAFT, U.S. Pacific Fleet, coached football and basketball for a short time at the Naval Academy, served aboard USS BRINKLEY BASS (DD-887) as Executive Officer, was on the staff of Commander Cruiser Destroyer Force Pacific Fleet as Assistant Operations Officer, and he served two and one-half years at the Naval Gun Factory.

Commander BUSIK commissioned USS WILLIS A. LEE (DL-4) as Executive Officer and then commanded USS HANSON (DDR-832). He was ordered ashore for tour of duty at the Naval War College at Newport, Rhode Island, as a student in the Naval Warfare Course and to the Bureau of Naval Personnel as Destroyer Placement Officer. Prior to arrival at the San Francisco Naval Shipyard as Prospective Commanding Officer of MAHAN, he served as the Personal Aide to Adm. Arleigh Burke, the Chief of Naval Operations.

Commander BUSIK is married to the former Margaret Andrus, the daughter of Mr. and Mrs. V. S. Andrus who live in San Francisco. They have two sons, Billy and Tommy, and one daughter, Susie.



**LIEUTENANT COMMANDER
DAVID G. FOXWELL, USN**

EXECUTIVE OFFICER

LCDR David G. FOXWELL was born in Racine, Wisconsin, in 1925. In 1943 he entered the Aviation Cadet Program and a year later was selected for the Naval Academy. After graduating in 1947, he served three years in the destroyers ORLECK and C. P. CECIL, and one year in the minesweepers TOWHEE and FLAMINGO. In 1951 he commenced post graduate instruction in ordnance engineering (nuclear physics), graduating from Massachusetts Institute of Technology in 1954. Then followed a tour on the aircraft carrier ANTIETAM, followed by a commissioning tour as gunnery officer in the new destroyer JOHN PAUL JONES.

During the period 1957-1959, LCDR FOXWELL served in the Bureau of Ordnance, where he was in charge of the ASROC Development Program. This was followed by split-tours as Executive Officer in the destroyer NICHOLAS and finally, as Executive Officer in MAHAN.

LCDR FOXWELL and his wife Betty have four children, Robert, Mark, Janis and Scott.



THE MESSAGE BOARD

U N C L A S

DEPARTURE OF KING AND MAHAN MARKS THE END OF A MOST PLEASANT AND INTERESTING PHASE OF THE WESPAC TOUR WHICH HAS SEEN DEVELOPMENT IN AAW BEYOND OUR WILDEST DREAMS THIS AND THE MANY OTHER PHASES OF OPERATIONS YOU HAVE DISTINGUISHED YOURSELVES WITH CONTINUOUS OUTSTANDING PERFORMANCE AND NEVER LAGGING ENTHUSIASM IT IS AN HONOR AND A PRIVILEGE TO SAY "WELL DONE"

MASTERTON

U N C L A S

WE ARE PROUD TO WELCOME YOU BACK TO FIRST FLEET. YOUR FINE WORK IN PIONEERING THE DEVELOPMENT OF NTDS HAS BEEN ONE OF THE MANY INDICATIONS OF YOUR SUPERB COMPETENCE AND CAN-DO SPIRIT, BEST WISHES AND GOOD LUCK AS YOU RETURN TO SPEND THE HOLIDAYS WITH YOUR FAMILIES AND FRIENDS.

U N C L A S

TO ALL OFFICERS AND MEN INVOLVED IN TODAY'S BRILLIANTLY SUCCESSFUL MISSILE SHOOT, ANOTHER VERY WELL DONE.

ALFORD

U N C L A S

UPON YOUR ARRIVAL IN WESTPAC, I WISH YOU AN INTERESTING, PROFITABLE AND CHALLENGING DEPLOYMENT WITH THE SEVENTH FLEET. IT IS GOOD TO SEE RELIABLE OLD TIMERS RETURN AND TO GREET NEWCOMERS MAHAN AND KING. WELCOME ON BOARD. VICE ADMIRAL SCHOECH.

U N C L A S

TODAY'S AAWEX IS PROBABLY THE LAST ONE THE THREE NTDS SHIPS WILL HAVE FOR SOME TIME. IT IS DIFFICULT FOR ME TO TELL YOU OF THE EXHILARATION I FELT AS I WATCHED A REAL PROFESSIONAL OUTFIT GO ALL OUT. THE ORISKANY, CVG 16, MAHAN AND KING HAVE OPENED A NEW DOOR IN NAVAL WARFARE. I SHALL NEVER BE PROUDER OF ANY GROUP THAN I AM TO BE OF YOU TONIGHT, WITH ALL SINCERITY AND GOD BLESS YOU WELL DONE.

U N C L A S

1. SEVEN CHINESE FISHERMEN EXPRESS THEIR GRATITUDE AND BEST WISHES TO THE U.S. NAVY FOR GETTING THEM AND THEIR BOAT BACK TO THE BEACH. THEY WERE LOW IN MORALE, BEWILDERED, CASREP IN MAIN ENGINE AND NO FISH.

U N C L A S

PRESREL 280800Z

MAHAN OPERATING AS A UNIT OF THE U.S. PACIFIC SEVENTHFLT FINAL SITREP OF OPERATIONAL VISIT TO SAIGON, VIETNAM. HIGH-LIGHT OF TODAY'S ACTIVITY WAS LAST FLURRY OF INVITATIONAL VISITING BY VIETNAMESE OFFICIALS, AND AMERICAN COMMUNITY. 280130Z VISITING COMMENCED, CONTINUED FOR 2 HRS. ATTENDANCE 800, INCLUDING INFORMAL VISIT BY AUSTRALIAN AMBASSADOR AND FAMILY. 280430Z UNDERWAY. USN AND LOCAL PHOTO COVERAGE. VN NAVY BAND AND HONOR GUARD INITIATED PASSING HONORS. ANSWERED BY MAHAN. COMCARDIV 1 BAND PLAYED FREQUENTLY DURING 3 1/2 HOUR RIVER TRIP FOR ENTERTAINMENT OF PEOPLE ASHORE, AND PASSING VESSELS. INVITED 12 VIETNAMESE AND AMERICAN SERVICE REPRESENTATIVES TO TOUR SHIP DURING CRUISE DOWN RIVER. 280800Z ARRIVED CAPE ST. JACQUES AND DISEMBARKED PILOT AND GUESTS. PHOTOS TO FOLLOW. ESTIMATED TOTAL GUESTS ON BOARD DURING STAY, INCLUDING DIGNITARIES, CHILDREN'S GROUPS, AND MILITARY: 4,800. TOTAL GUN SALUTES: 171. TOTAL INCIDENTS: NONE. LOCAL ACCLAIM GIVEN VISIT APPEARS UNIVERSALLY ENTHUSIASTIC. SHIP'S COMPANY EXHAUSTED, BUT PLEASED, AND TAKING WITH THEM A FULLER UNDERSTANDING OF ONE PHASE OF THE COLD WAR.

U N C L A S

AS COLUMBUS SAILED OVER PREVIOUSLY UNKNOWN HORIZONS SO WE HOPE THAT REAL TIME EQUIPMENTS UNDER YOUR AEGIS SAILING WEST WILL ADD NEW HORIZONS IN OUR ABILITY TO HANDLE THE NAVY'S OPERATIONAL PROBLEMS. EXPLORE THEM ALL FOR EX-SCIENTIFIC TRIDENS AND THAT POWER FOR PEACE BUT IN A READY FLEET.

VADM KEITH SENDS.

U N C L A S

1. THE FOLLOWING RECEIVED FROM CINCPAC FOR MAHAN: QUOTE THANK YOU. WELL DONE. SIGNED FELT UNQUOTE.

U N C L A S

1. UNDER PROVISIONS OF PUBLIC LAW 87-736, THE SECRETARY OF DEFENSE HAS AUTHORIZED THE DEPARTMENT OF THE NAVY TO EXTEND ENLISTMENTS, APPOINTMENTS, PERIODS OF ACTIVE DUTY, AND PERIODS OF OBLIGATED SERVICE, EFFECTIVE 0800Y 24 OCTOBER 1962 ALL REGULAR AND RESERVE OFFICERS AND ENLISTED PERSONNEL ON ACTIVE DUTY WHOSE PERIODS OF ENLISTMENT, APPOINTMENT, PERIODS OF ACTIVE DUTY, PERIODS OF OBLIGATED SERVICE, OR OTHER MILITARY STATUS EXPIRE BEFORE 28 FEBRUARY 1963 ARE HEREBY EXTENDED.

2. CRITERIA FOR EXCEPTIONS WILL BE FORWARDED SEPARATELY. FRED KORTH, SECRETARY OF THE NAVY



HAWAII

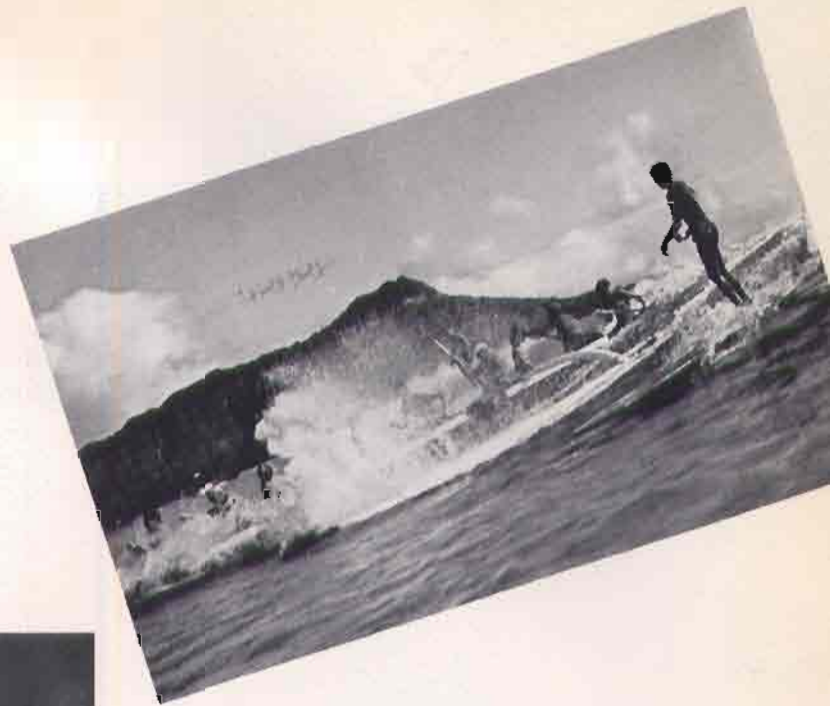
HAWAII:

If you think of HAWAII in terms of lei-bedecked hula girls, native grass shacks, haunting melody and gentle trade winds, all in a setting of exotic, tropic beauty, you're right.

Hawaii, as the travel folders tell you, is where the East met the West in Polynesia. Colorful touches of the Orient and other Pacific countries remain — quaint bazaars and shops, lantern parades, temples, teagardens, gay kimonos and *holokus*, and strange music.

The Hawaiian Islands are actually the tops of a range of volcanic mountains. Many thousands of years ago a great rift opened on the floor of the Pacific Ocean. Out of this 2,000 mile crevice poured the basalt lava which later built up this mountain chain to the great height of 32,000 feet — 14,000 feet up from the level of the sea and 18,000 feet down to the ocean floor. The total area of the eight islands which comprise the State of Hawaii is 6.435 square miles, greater than the combined areas of Connecticut and Rhode Island. Mauna Kea on Hawaii Island is 13,784 feet above sea level and is the highest point in the Islands.

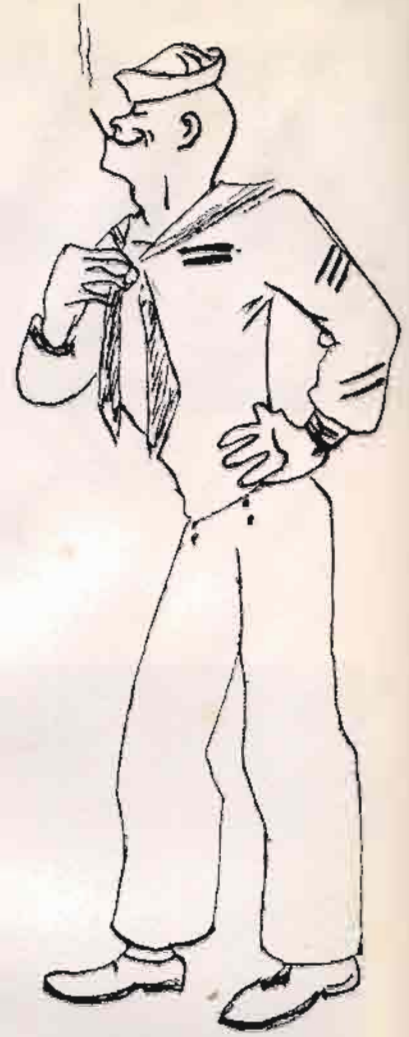
Above all, HAWAII is a magic word. Merely seeing it in print will evoke many visions and memories of tropic beauty and palm trees swaying in the gentle winds; of torch and net fishermen on the reef and singing, carefree, ukulele-strumming natives.



"This'll make it shoot better"



Scoby Kazimore



FIRST DIVISION

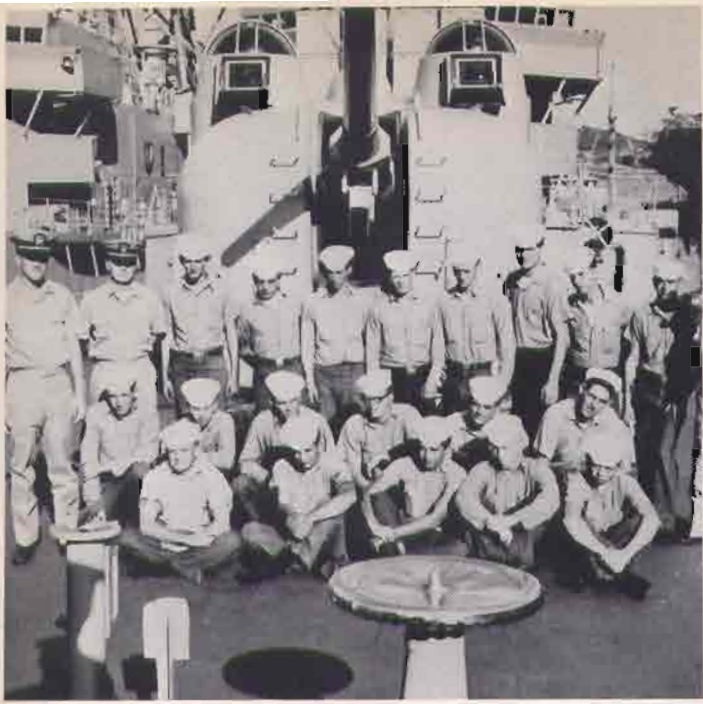
Pierce



Satterlee Mr. Rodgers Moore



oin the Navy and see the World



Arrington



"This coffee tastes lousy"



Mamie and the girls

Gormanous, the artist

Frisendahl





Wells

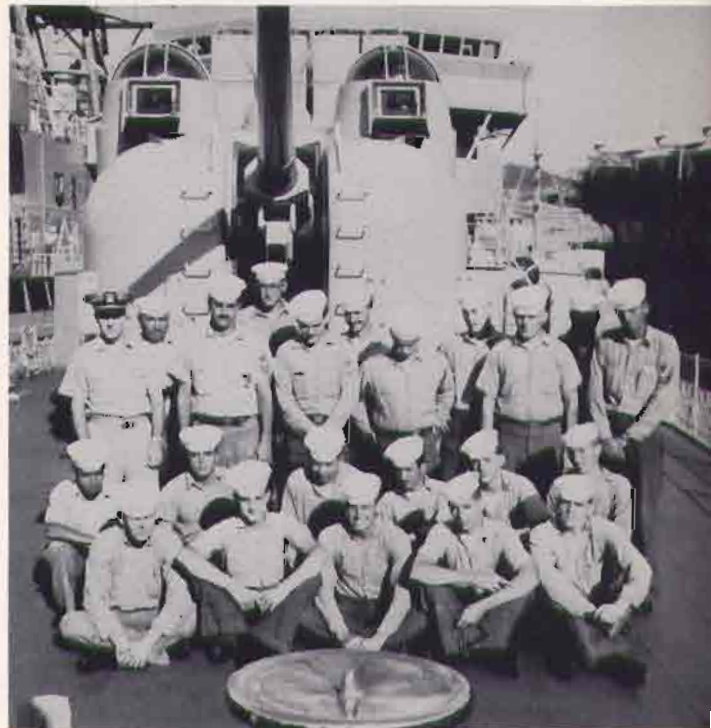


SECOND DIVISION

A
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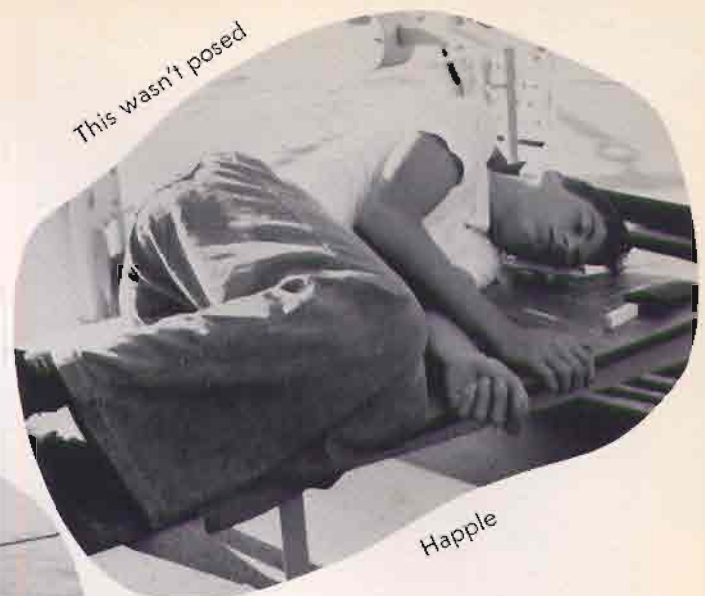


"Don't bother me, boy"





"Enjoy your swim?"



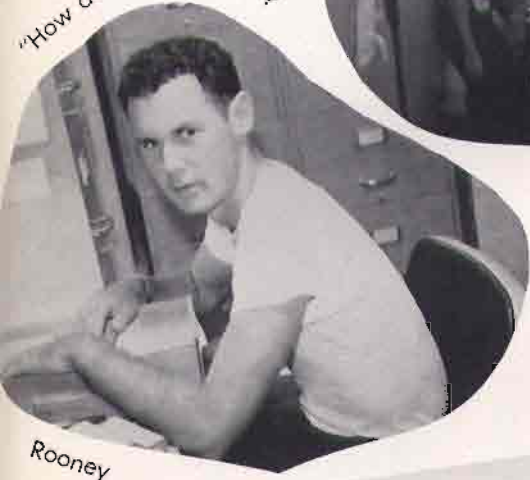
This wasn't posed

Happle

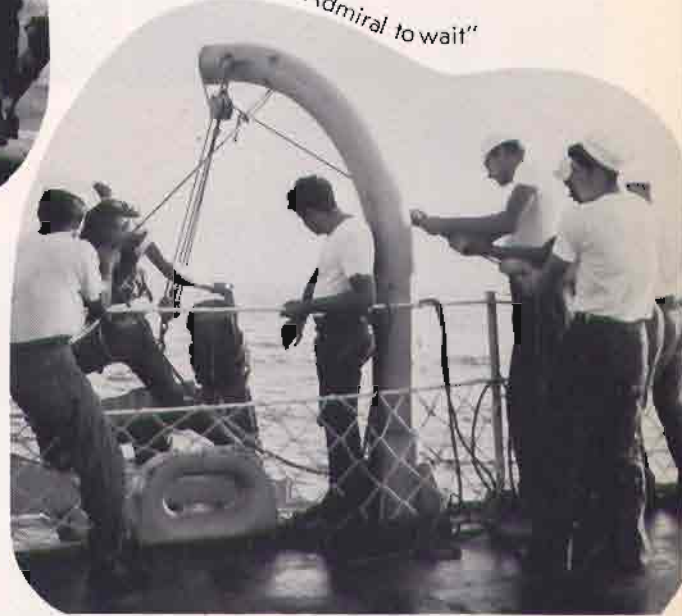


"How do you spell . . . ?"

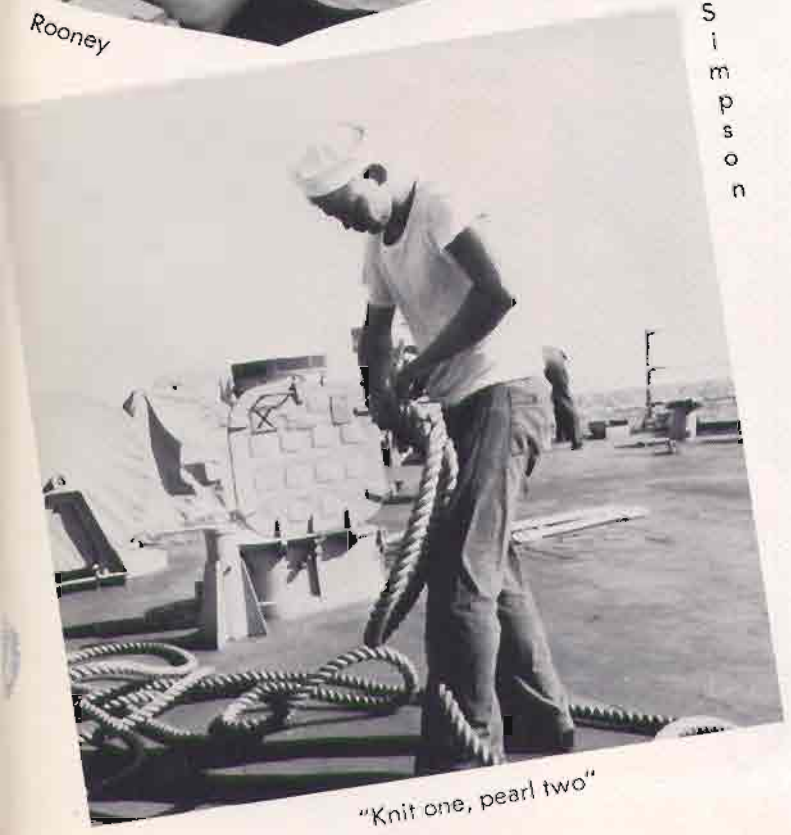
"Tell the Admiral to wait"



Rooney



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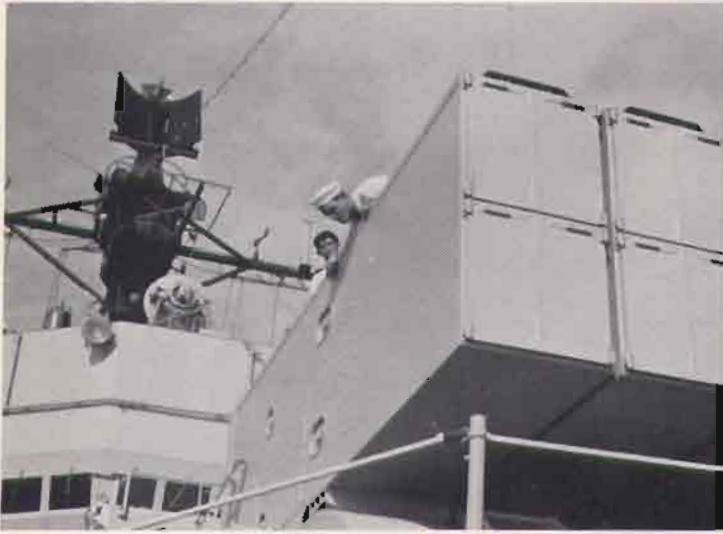


"Knit one, pearl two"



Parker

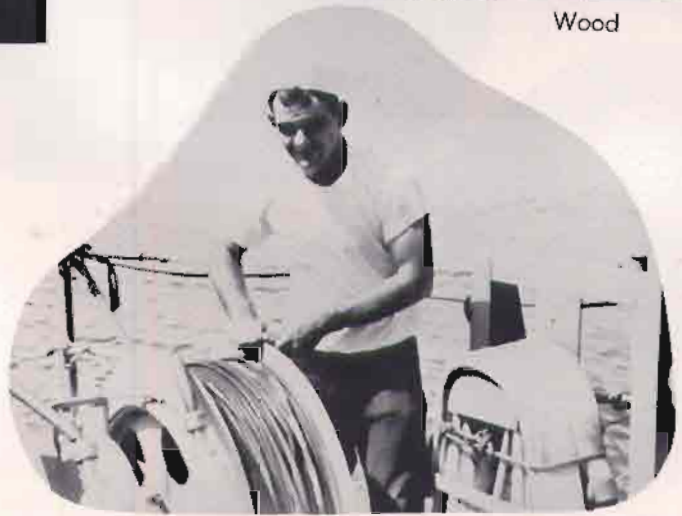
FOX ONE



Wood



Fiehn McCann



Johns

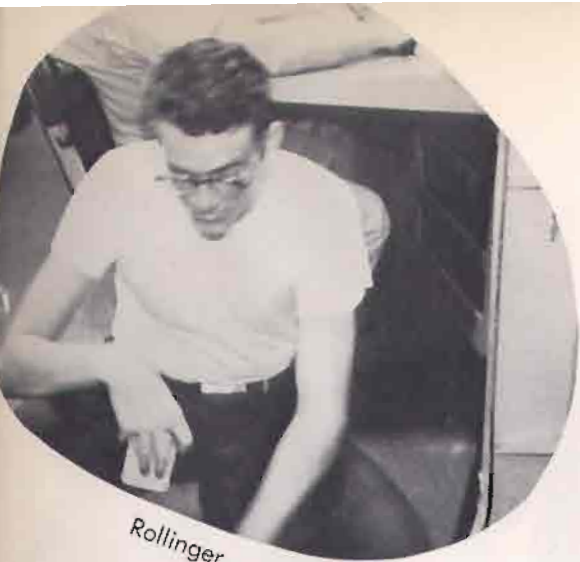


Morris

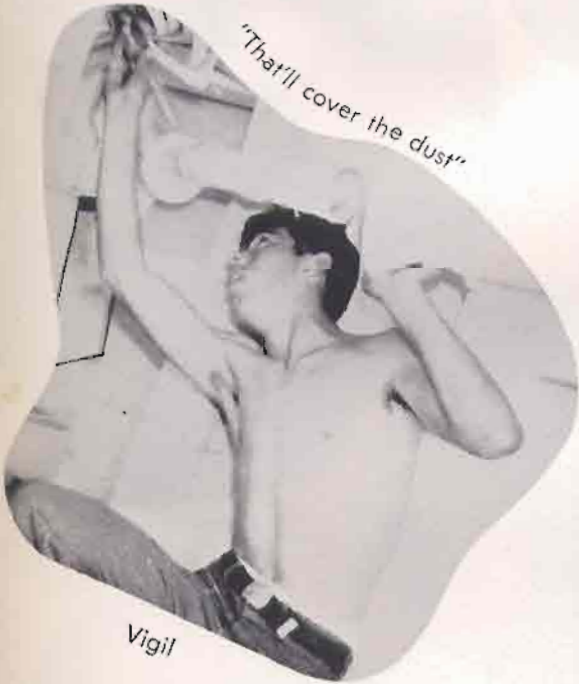


Pedigo





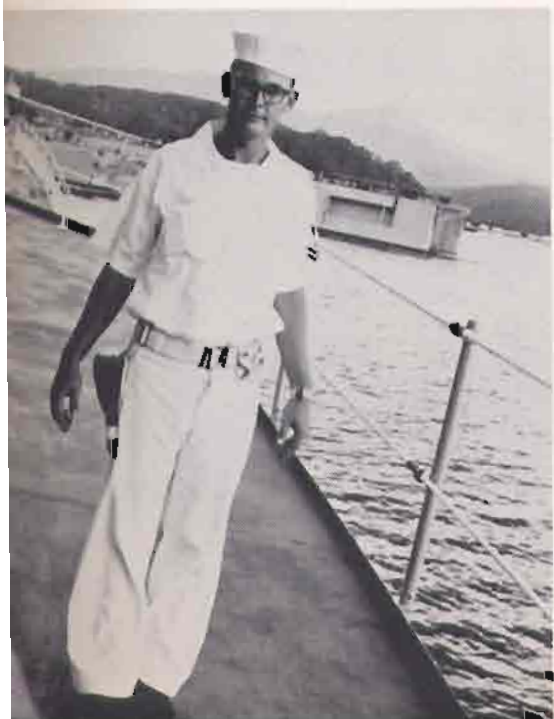
Rollinger



"That'll cover the dust"

Vigil

Boyd



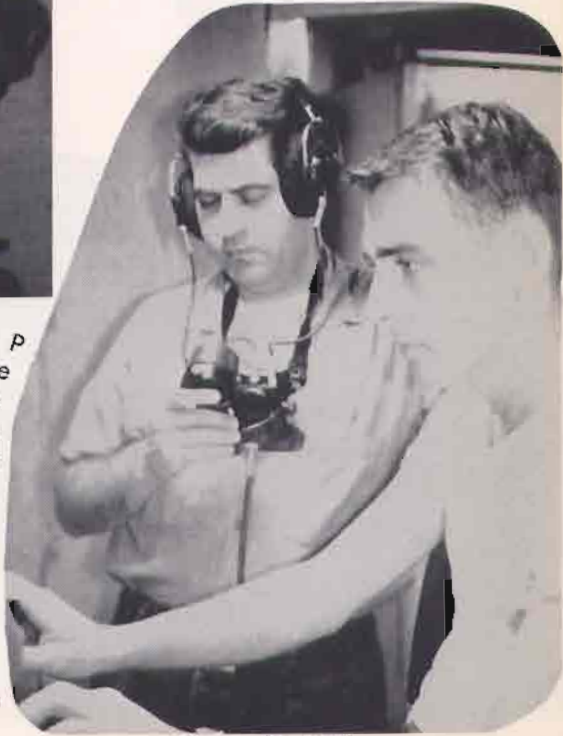
"Your move"



Brown



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"Fish!!!"

"Seaman to Admiral"



Flickinger

"It was only a small diode . . ."



Hamby

FOX
TWO

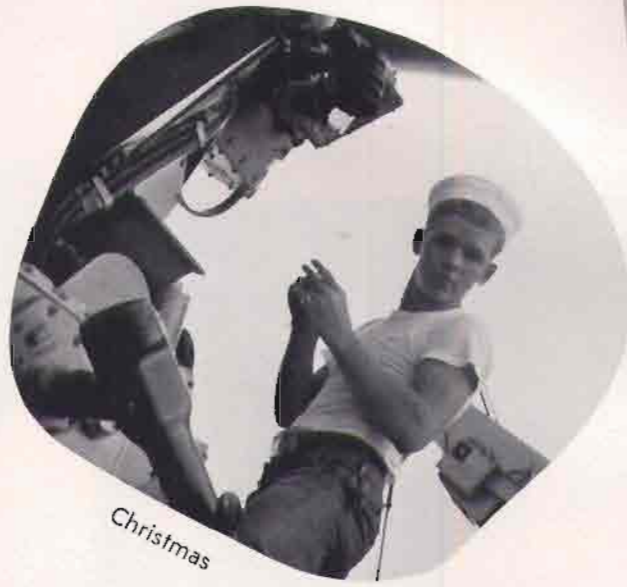


McGhee

"Baby needs a new pair of shoes."

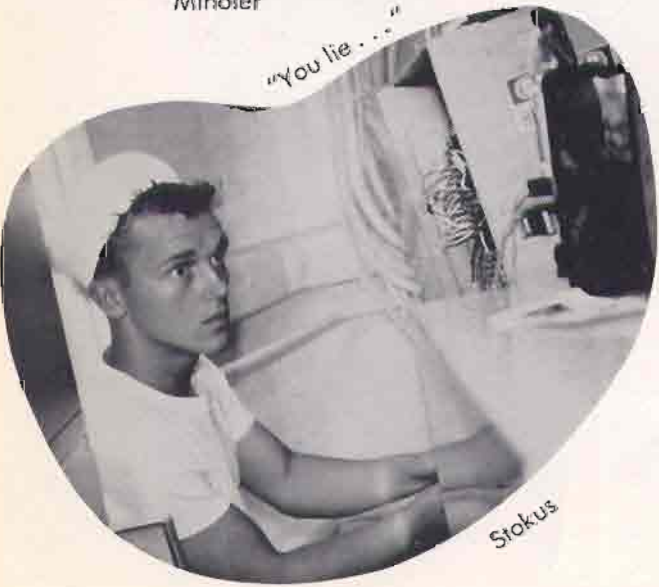


Miholer



Christmas

"You lie . . ."

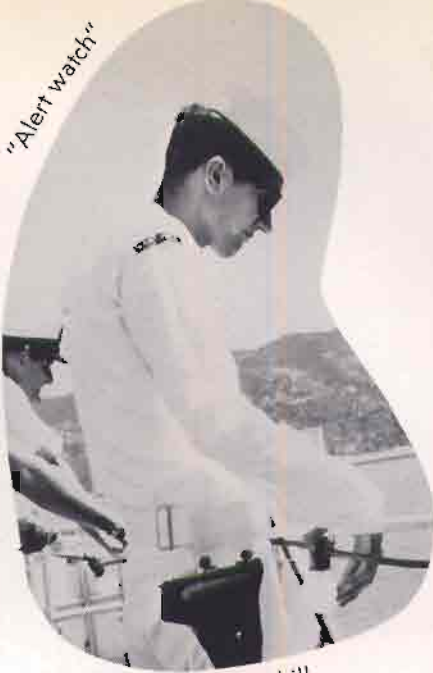


Stokus





Morrow
Johnson Yohn



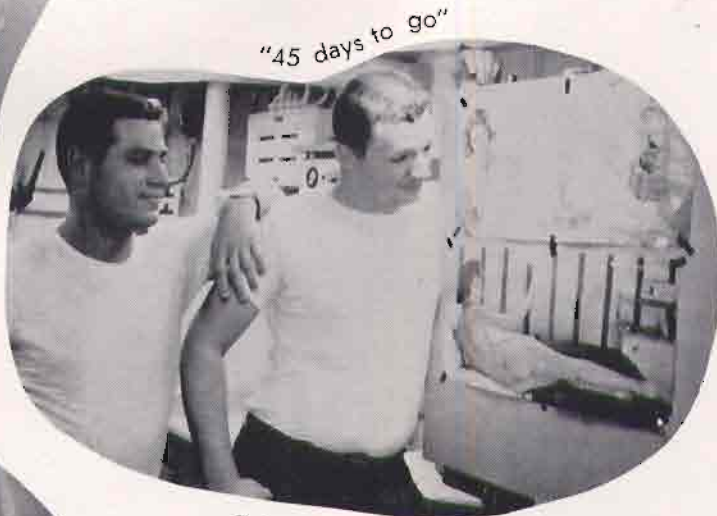
"Alert watch"

Gaskill



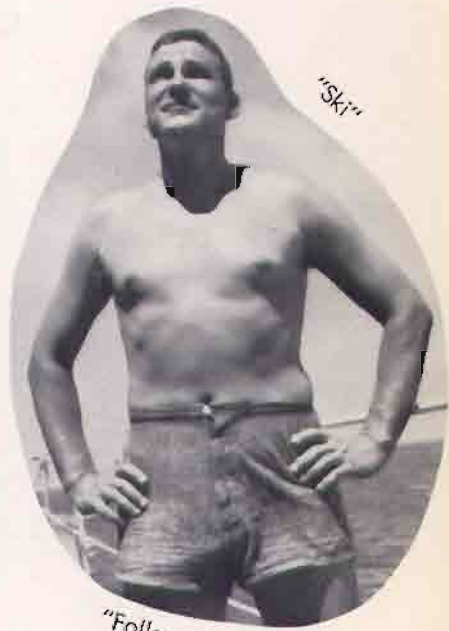
McNulty

"Logs, Logs, Logs"



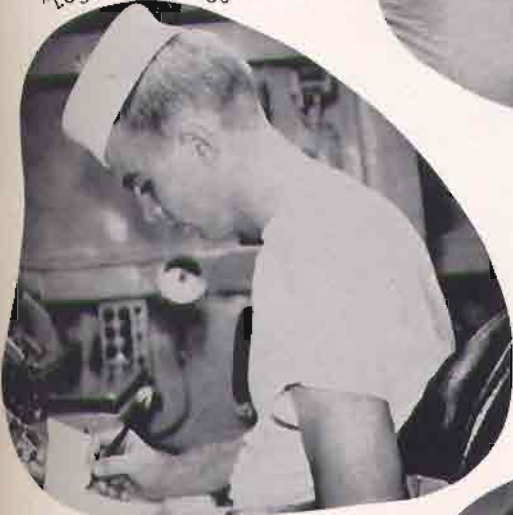
"45 days to go"

Odeen Glasser



"SKI"

"Follow the sun"



Rossley



"The Mad Bomber"



Culpepper

Ann Marie Jane Betty . . .



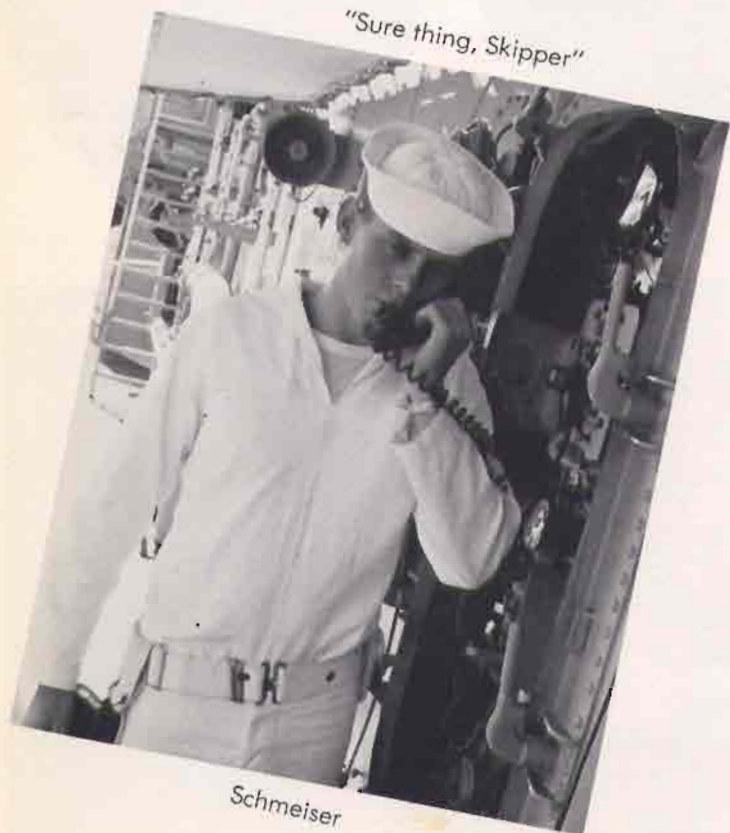
WHISKEY DIVISION



Fridenmaker



"Insert screw 'A' in hole 'A' "



"Sure thing, Skipper"

Schmeiser



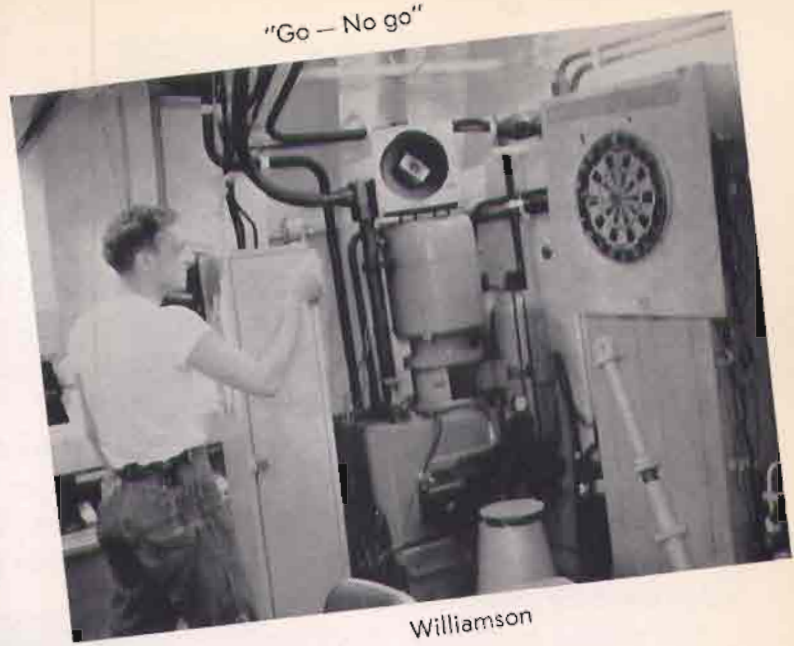
"X minus one . . ."

Kennelly



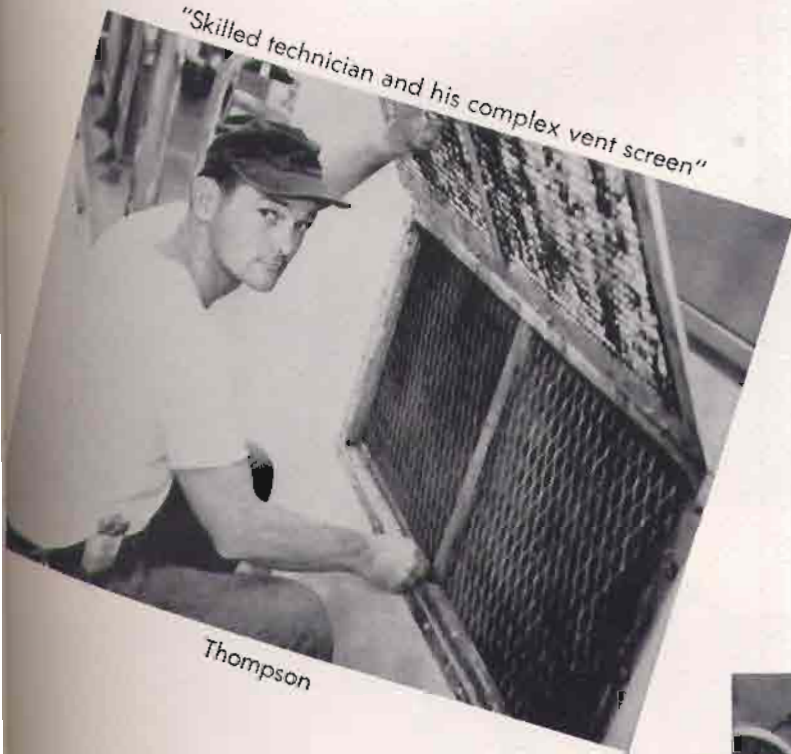
"I'll fill it yet"

P
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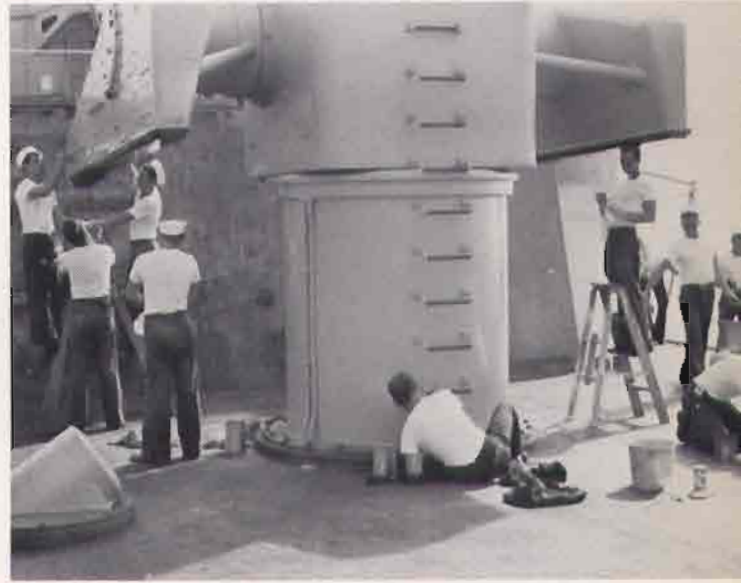
"Go - No go"

Williamson



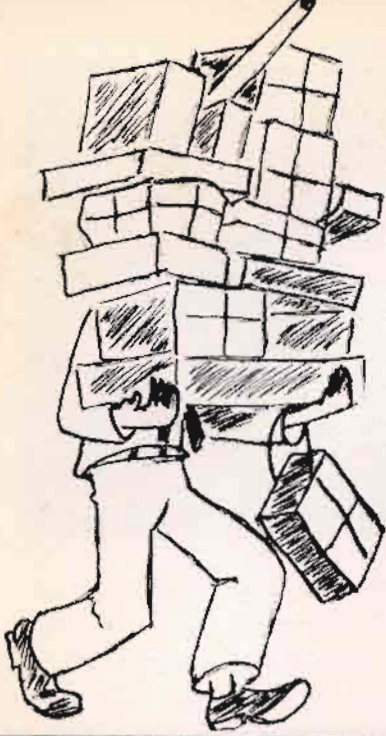
"Skilled technician and his complex vent screen"

Thompson

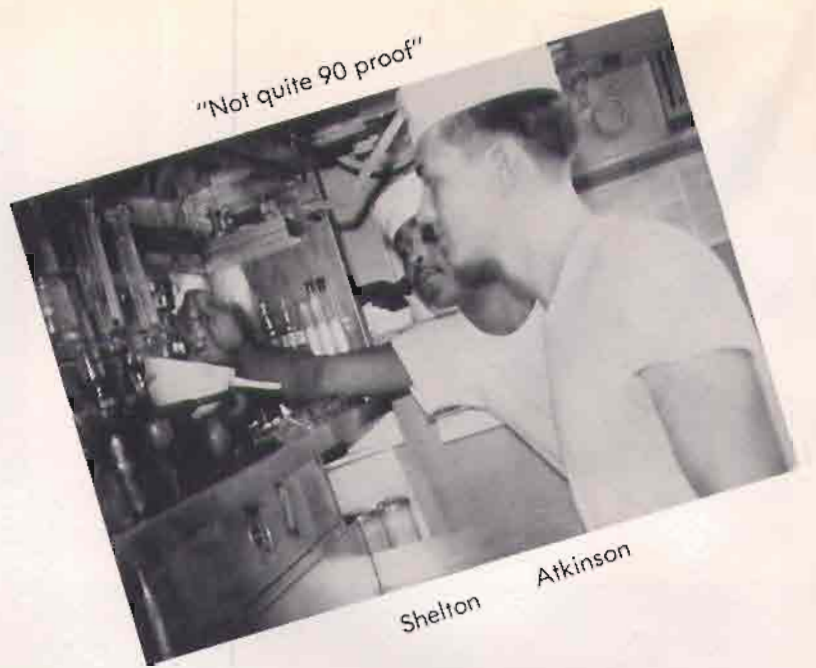


Haines . . . on guard





"Not quite 90 proof"



Shelton Atkinson



Lindquist Richards Morrison

Bray Thompson Butler Ensign

Henderson Bray Bradley

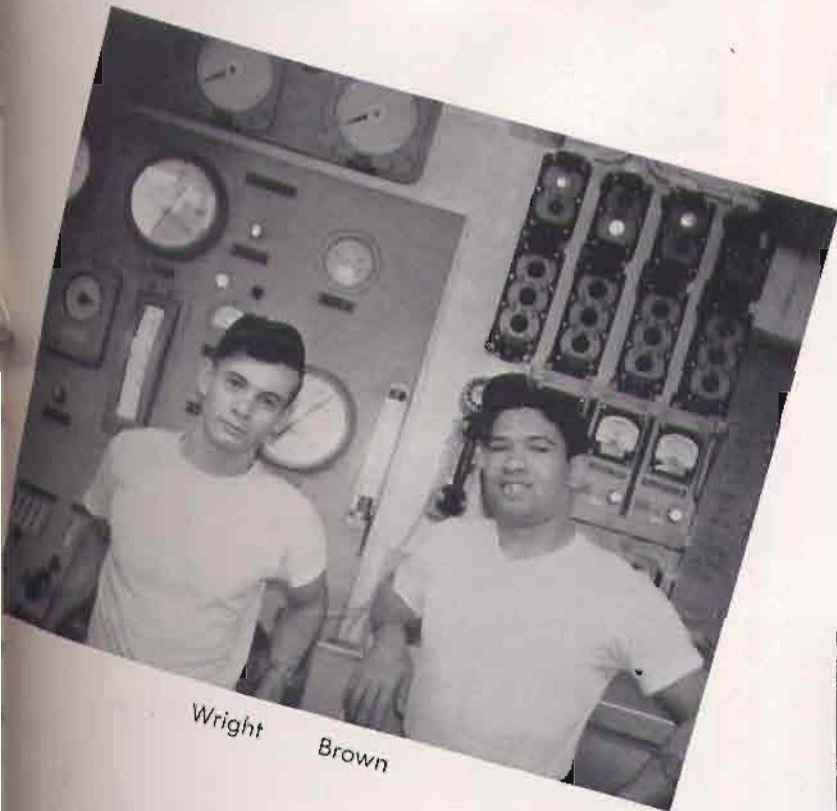


"Now, put the dirty one in and listen to the deck apes cry"

B DIVISION



Fullwood Winn Hardwick



Wright Brown

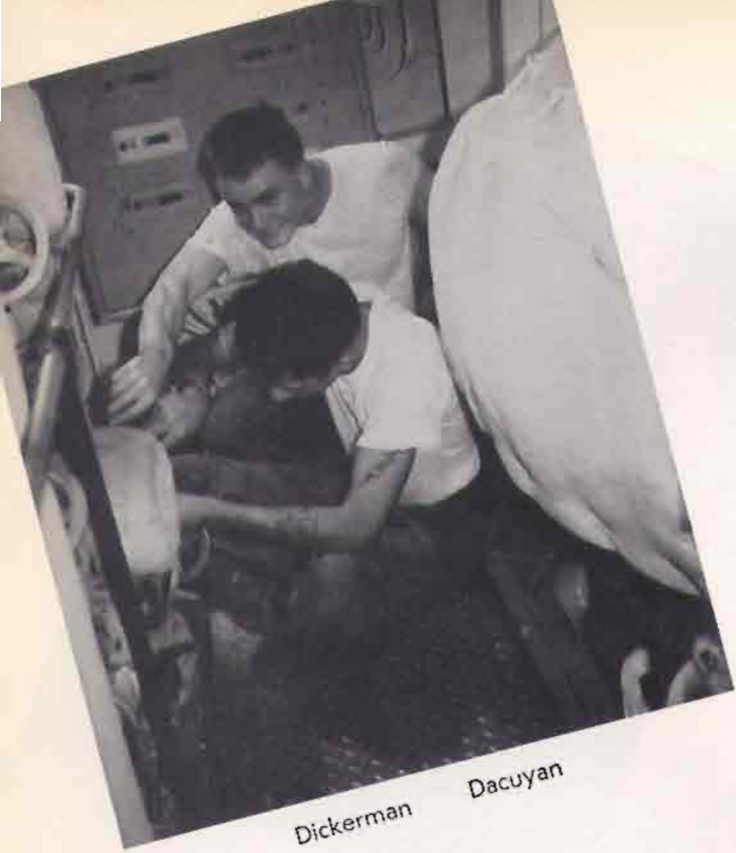
Bryan Dean



Swanson Butler Dodd



"When are the new men arriving?"



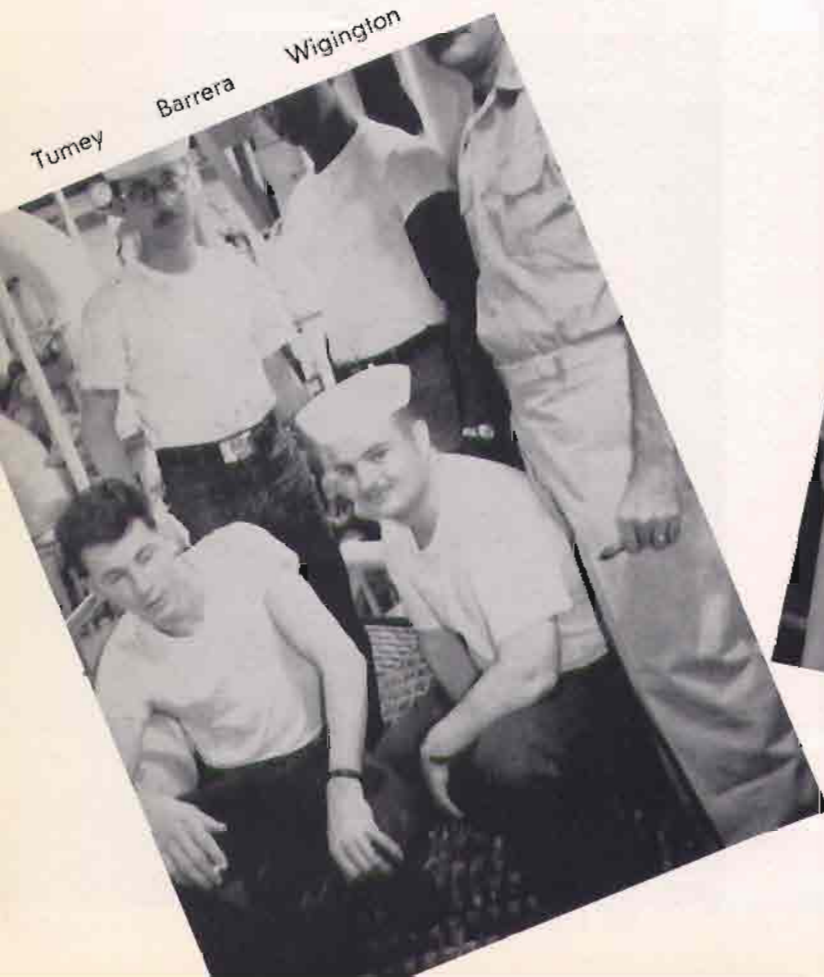
Dickerman Dacuyan



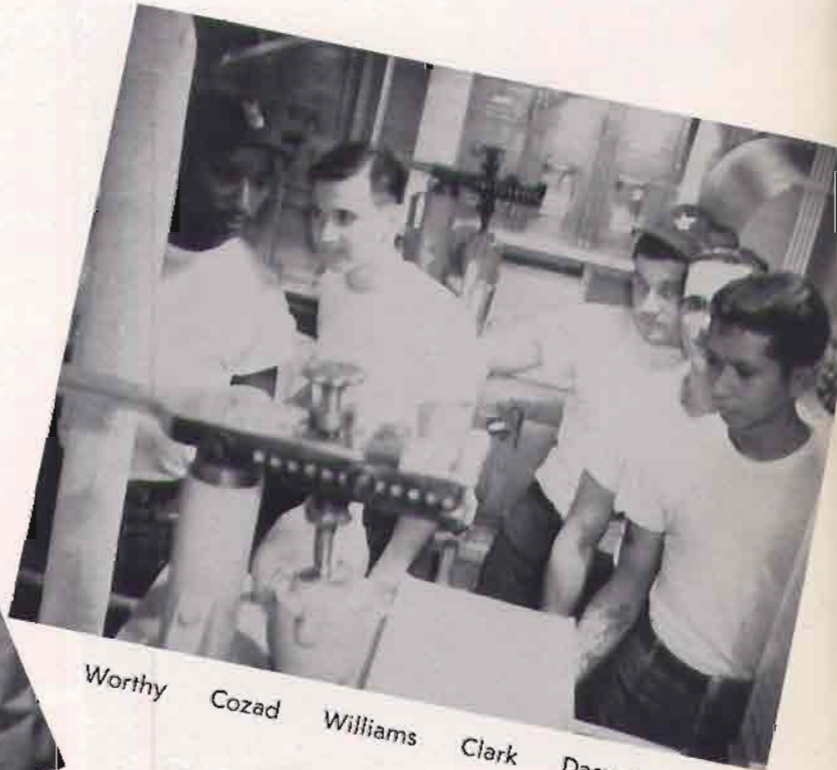
"Who's the conning officer?"

Bowlds Riley

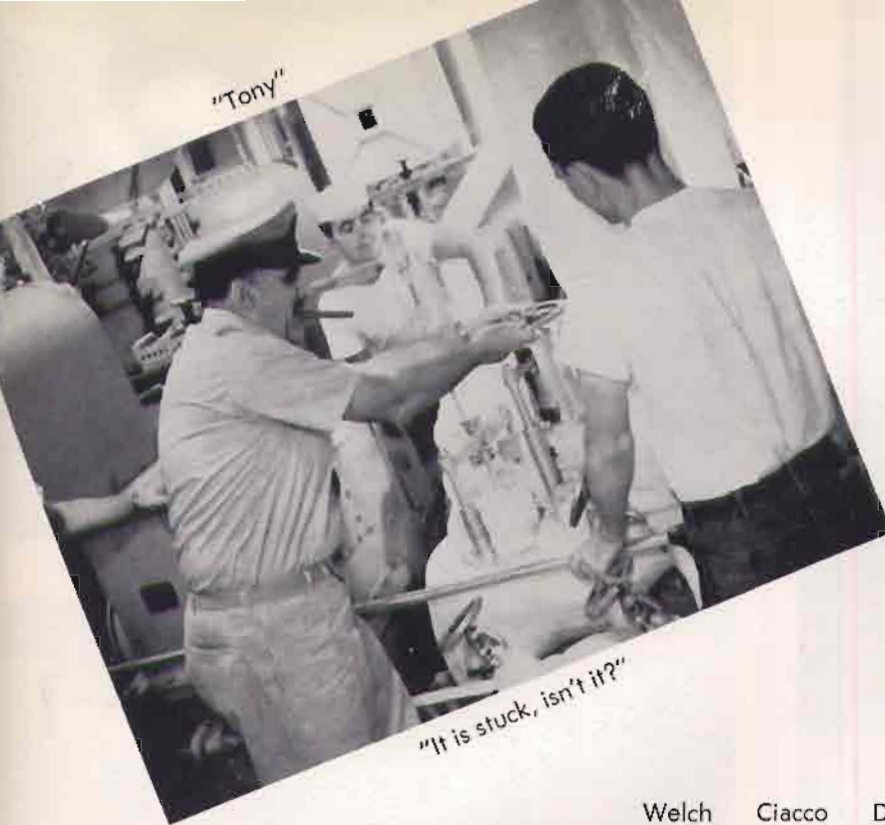
M DIVISION



Tumey Barrera Wigington

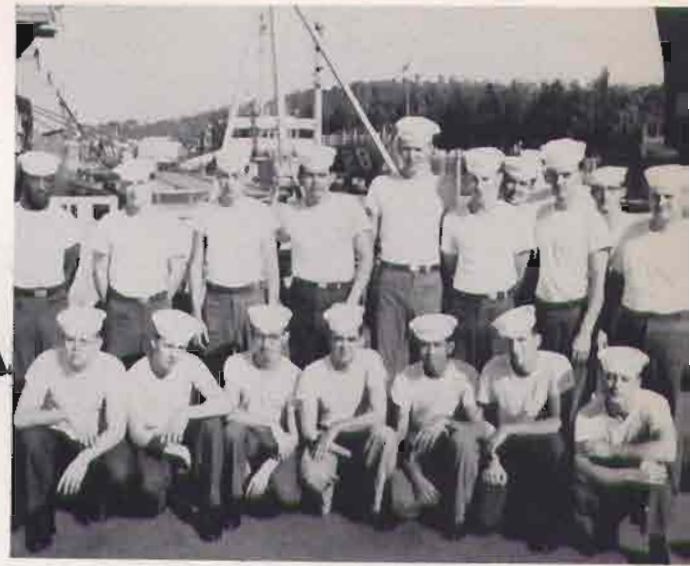


Worthy Cozad Williams Clark Dacuyan



"Tony"

"It is stuck, isn't it?"

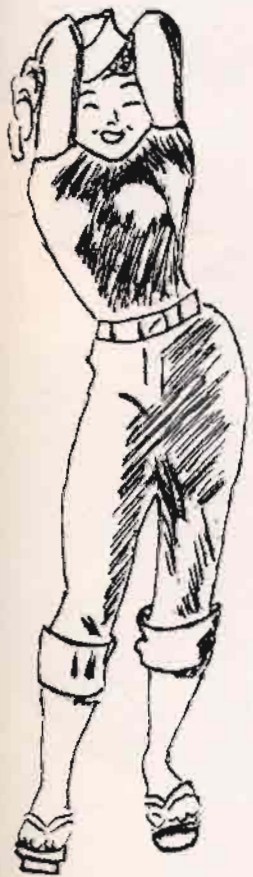


Welch Ciacco Dunn



"Just a hair more and she'll blow"

Boucher



Dunne
Littler



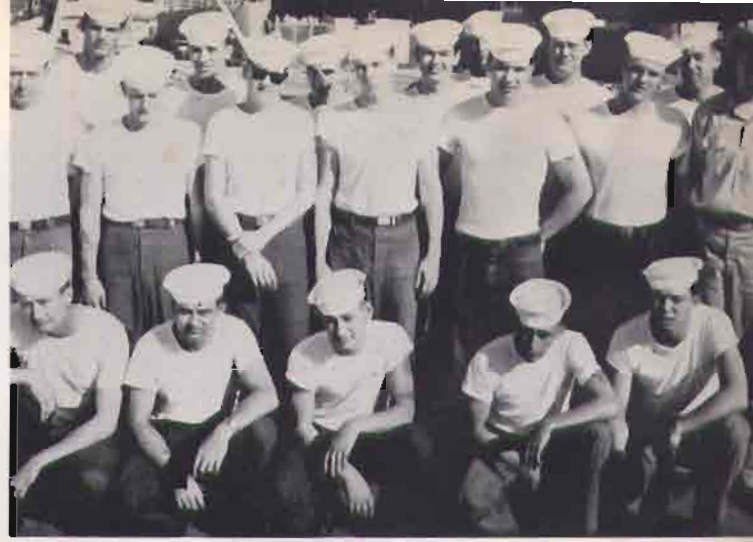
L
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R DIVISION

"Zaaap"



Hardin Lemming



"Come on, Hardin, look busy"



Miller Smith Barron Torreano

"His group had more cavities than before"



Burpo

"Where the h... is frame 482?"



Marin



Duffey



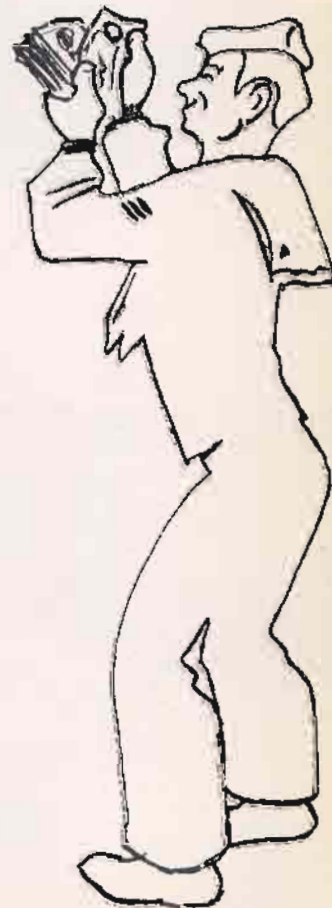
"That's what I need for my car"

Winslow Langford

"The day the hose broke"



Baker



"I'll grunt"



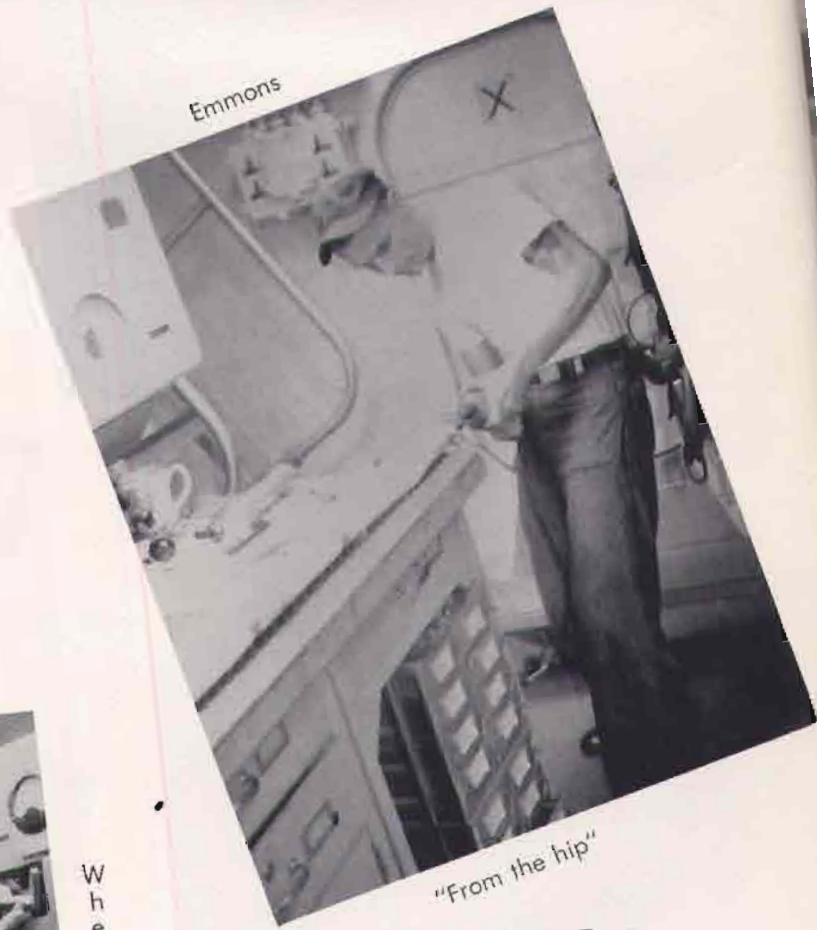
Grimm Walker



"OK, you make them up"



Albee



Emmons

"Right through the fingers"



Wheeler

"From the hip"

E DIVISION



"Lights, lights, lights"



Albee Joseph Alexander

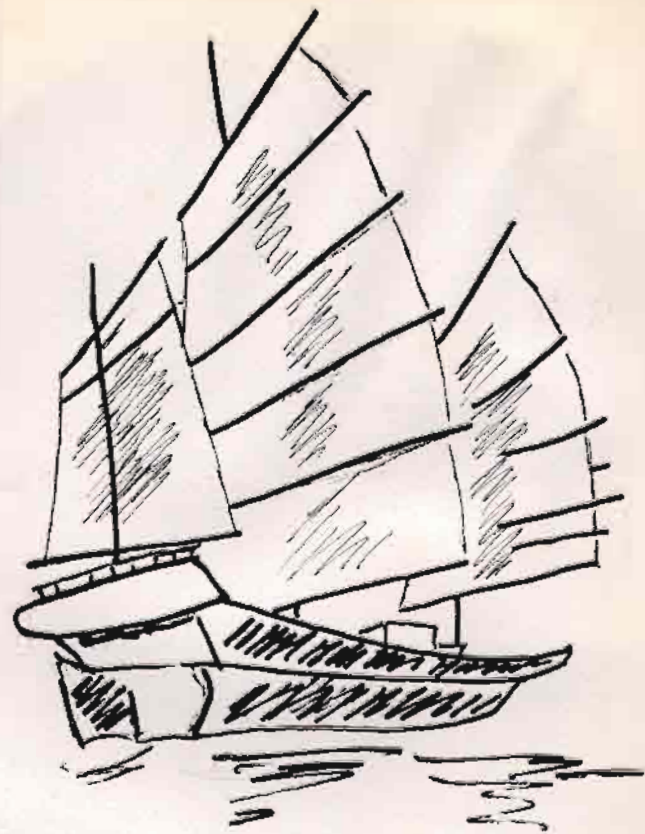


Slover Thelke Ashman



"Smile, boy"

HONG KONG



HONG KONG:

Hong Kong as a Crown Colony dates from the year 1842 when the treaty of Nanking was signed. This international agreement ceded the island of Hong Kong to Britain. In 1860 the Convention of Peking added the tip of the Kowloon Peninsula and the small Stonecutters Island in the harbor, to the Colony. In 1898 the area was further extended by the lease for 99 years of the New Territories which included the rest of the Kowloon Peninsula and some 235 small islands in adjacent waters.

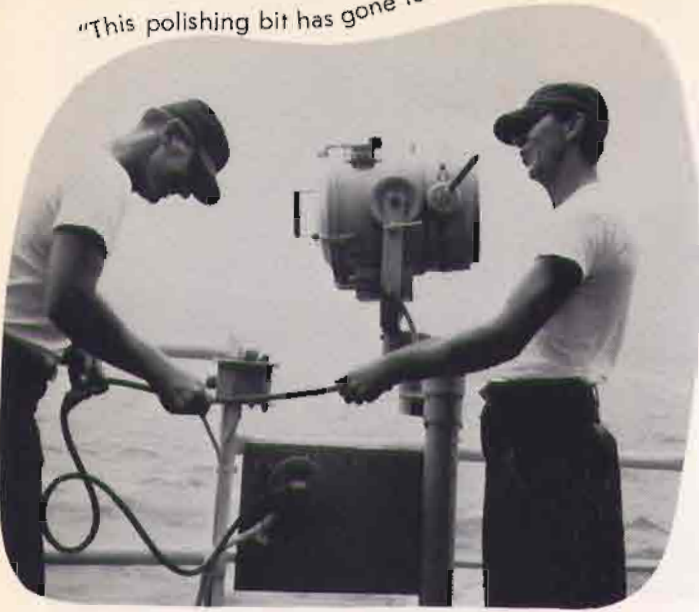
The Colony of Hong Kong has a total area of $398\frac{1}{4}$ square miles, made up as follows: Hong Kong Island, 29 Sq. Mi.; Ceded Territory of Kowloon, $3\frac{1}{2}$ Sq. Mi.; Stonecutters Island, $\frac{1}{4}$ Sq. Mi.; the New Territories, $365\frac{1}{2}$ Sq. Mi.

Hong Kong Island is steep, rugged and extremely beautiful. The highest point, Victoria Peak, is 1,805 feet high. The entire harbor is ringed around with beautiful mountains, making this one of the loveliest harbors in the world . . . certainly on a par with Sydney, Rio, San Francisco, and others.

To get all the names right one should remember that Hong Kong is an island and Victoria is the name of the city on this island, while across the harbor is Kowloon and the New Territories. Actually, however, no one ever hears the name Victoria and the entire Colony is generally called Hong Kong. Both visitors and local residents always talk about Hong Kong and Kowloon, never of Victoria. So the main business district is located on the North shore of the island of Hong Kong, while across the bay is thriving Kowloon. Docks and piers project from the Kowloon side and the famous Ferry Building with its clock tower, many go-downs (warehouses), new modernistic hotels and huge apartment buildings dominate the skyline. There are many piers on the Hong Kong side, but for smaller craft . . . and for the many ferries, both passenger and vehicular. The harbor is always teeming with freighters, junks, sampans, and all sorts of sea-going craft.



"This polishing bit has gone too far"



Floyd Bullock

"A man's cigarette"



Yeager



"Beats me ..."



Riley
Brums

N DIVISION



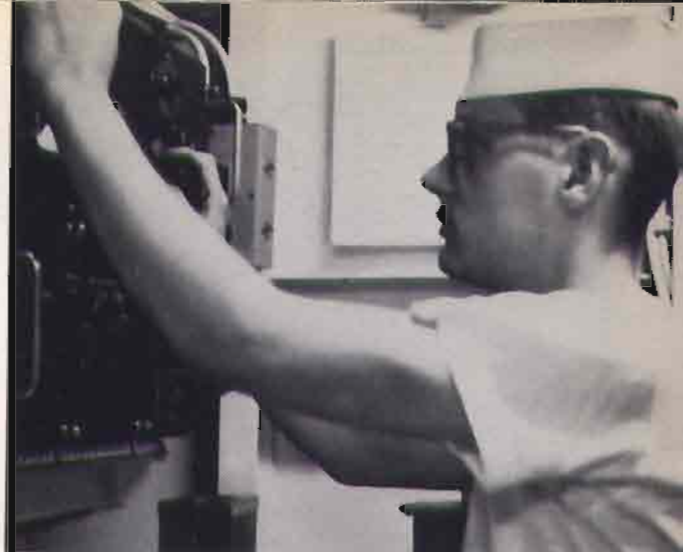
"And we tried so hard to get this!"



Mower



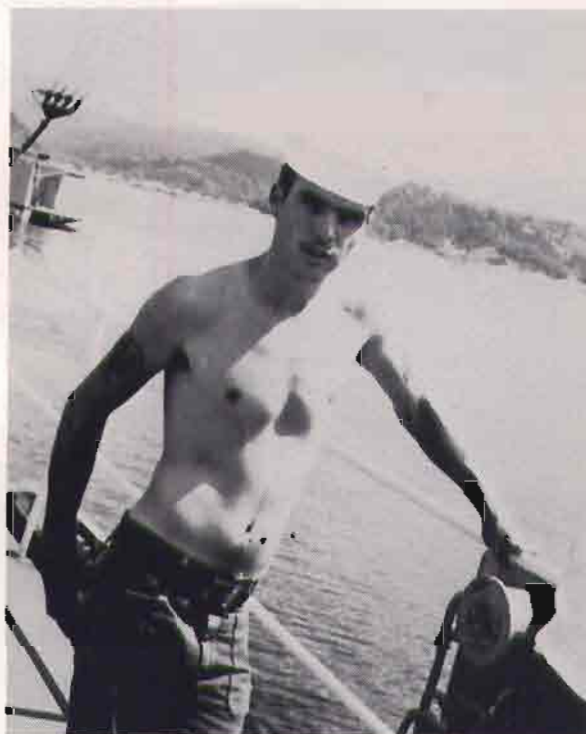
W
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"Sky waves — sky waves"



Midkiff



Egbert



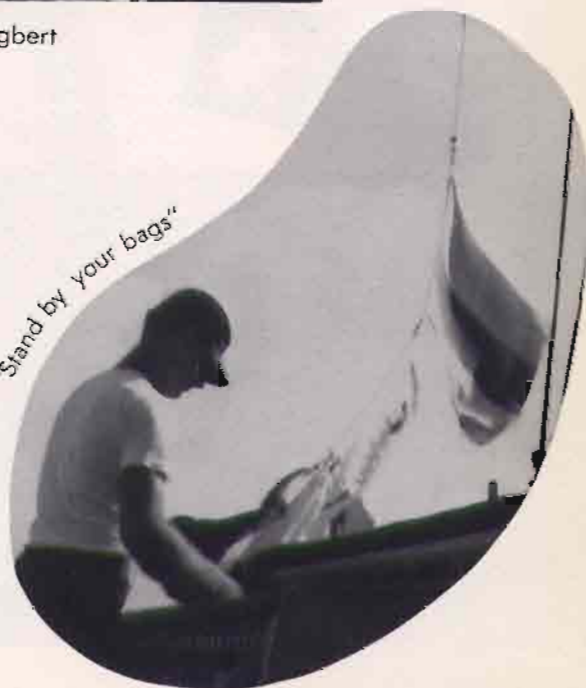
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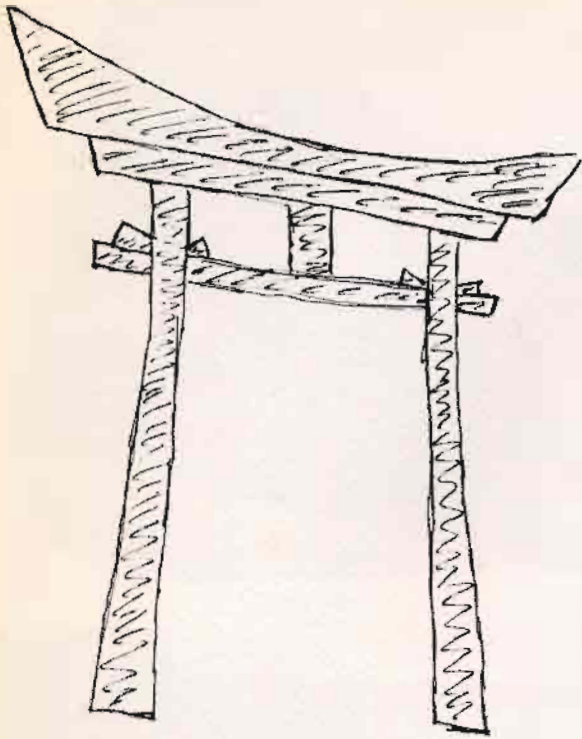
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"What does this mean?"



"Stand by your bags"





OKINAWA

OKINAWA:

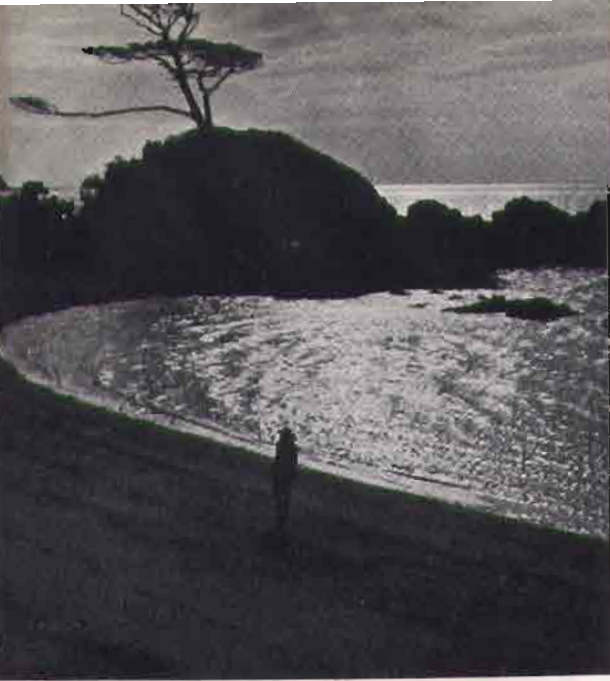
The Ryukyu Islands are known by many names. The Chinese characters of the name are read by the Japanese as Ryukyu and by the Chinese as Liu Ch'iu. Among variant spellings by Westerners are Loo Choo, Lewchew, and Luchu.

The Ryukyu archipelago extends in an arc along the coast of the Asian mainland between Japan on the North and Taiwan on the South. Of the 140-odd islands in the chain, only 48 are populated. About 850 square miles in area, the Ryukyus are smaller than the State of Rhode Island.

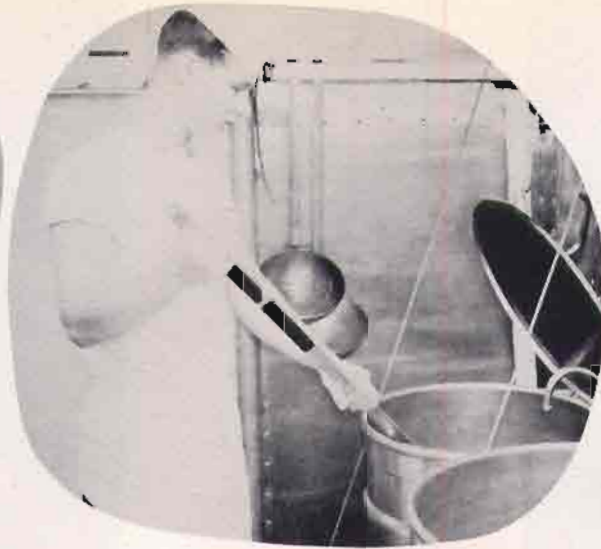
The islands are really peaks of submerged mountains, a few of them volcanic in origin and many of them, including Okinawa, fringed by coral reefs. Most of the islands are hilly, with a few fertile valleys.

Okinawa, the largest and most important of the Ryukyus, claims about half the total area of the Ryukyus chain. The island is 67 miles long and ranges from 2 to 16 miles in width. At some points you can see the China Sea on the West and the Pacific Ocean on the East. The northern two thirds of Okinawa are rugged and mountainous; the southern third, of rolling hills, is broken by terraces, cliffs, and ravines.

Although the Ryukyus lie within the Temperate Zone, the Japan Current provides a rather warm climate similar to that of southern Florida. The average annual temperature is 72° Fahrenheit, but the thermometer may dip to the low 40's in winter, and rise to about 90 in summer. The high humidity makes these moderate temperatures seem more extreme than they are, but fresh breezes keep the climate fairly agreeable the year round.



"Duck Soup"



Farmer

Nalcot

"Another priority 2"



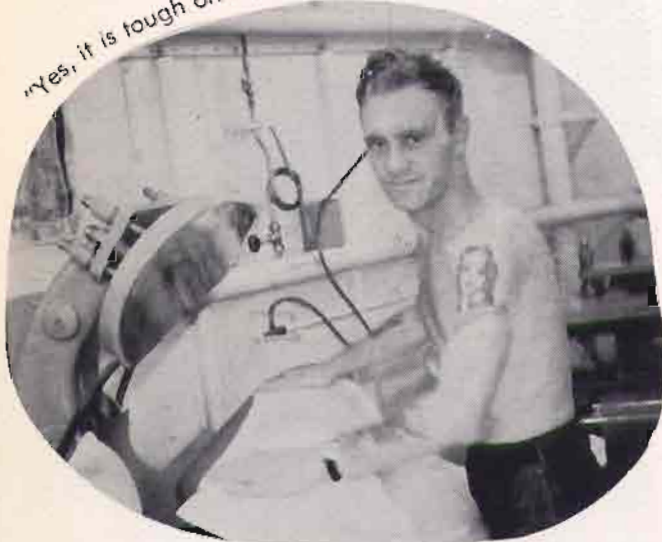
Sanchez



Christian Miller Sorber



"yes, it is tough on my fingers"



Arth

"It's a small package"

J
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S DIVISION



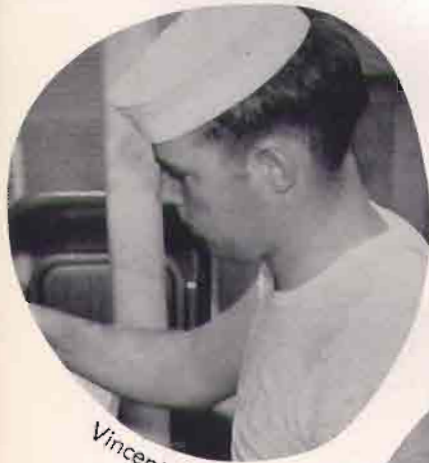
Martin Engleka



Wilbur Baird
Coffman

"And that's how we get his money"

"Let them eat cake"



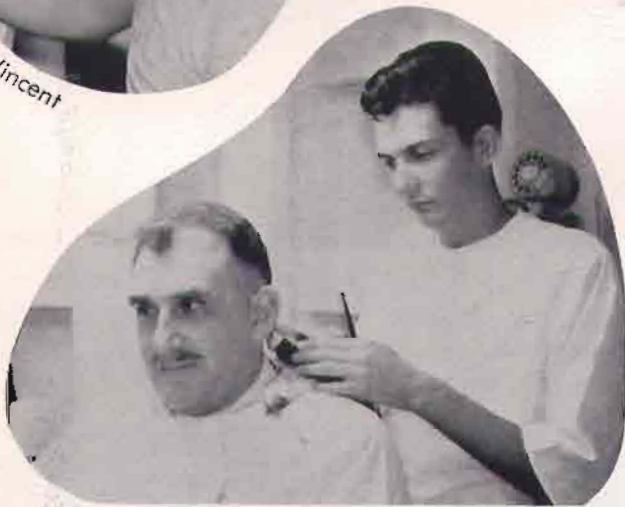
Vincent



Dobson



Karnes

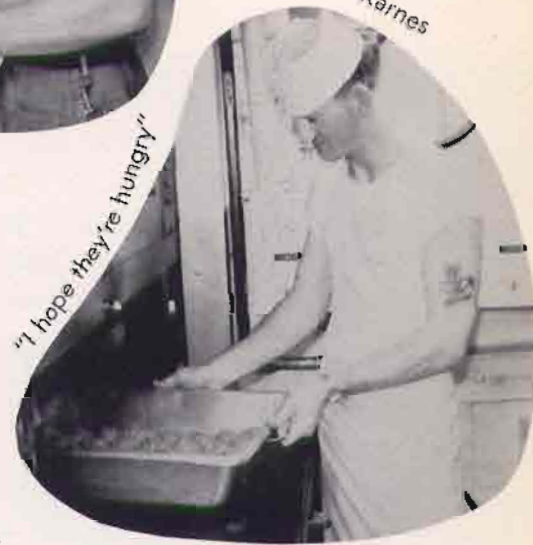


"Tony"

Dorsey



"I hope they're hungry"



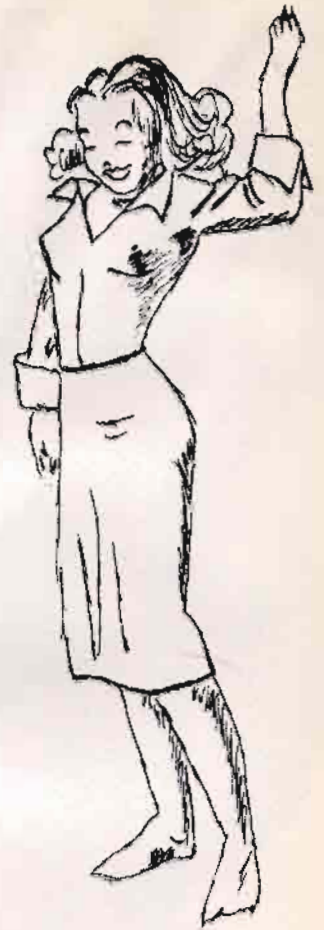
"The shy ones"



David DeJesus



JAPAN



JAPAN:

The islands that make up Japan lie off the east coast of Asia in an arc extending some 1,500 miles — about as far as from Maine to Georgia. The 4 main islands, Hokkaido, Honshu, Shikoku, and Kyushu — together with numerous islets are smaller in area than California, but crowded with 9 times as many people. About 92 million persons live in Japan. The population density for each square mile is more than 640; in the United States it is 58.

Mountains dominate the landscape and reach their greatest height on Honshu. There are many volcanoes, some of them active. The most famous is Mt. Fuji on Honshu, which last erupted in 1708. Rising over 12,000 feet above sea level, its snow-capped peak is visible from Tokyo, 60 miles away.

A long jagged coastline (16,500 miles), indented with hundreds of bays and inlets, provides Japan with many good harbors. Short rivers, lakes, and natural hot springs are plentiful. Small terraced farms dot the valleys and mountain slopes.

Honshu, the largest and most densely populated island of Japan, is about the size of Kansas. But the Sunflower State has fewer than 2 million people, while more than 65 million live on Honshu. Tokyo, capital of Japan and the largest city in the world, has a population of over 9 million people. Other large cities on Honshu with populations of a million or more are Osaka, Kyoto, Yokohama, Nagoya, and Kobe. Honshu is by far the most important island economically and contains many of the country's major industries.

Japan's climate, on the whole, is pleasant and resembles that of the East Coast of the United States. Winters are mild, except on Hokkaido and in northern Honshu. The summer heat is not intense, but the humidity may make it seem hotter than the thermometer reading.



"The news goes to press"



Odin

O C DIVISION

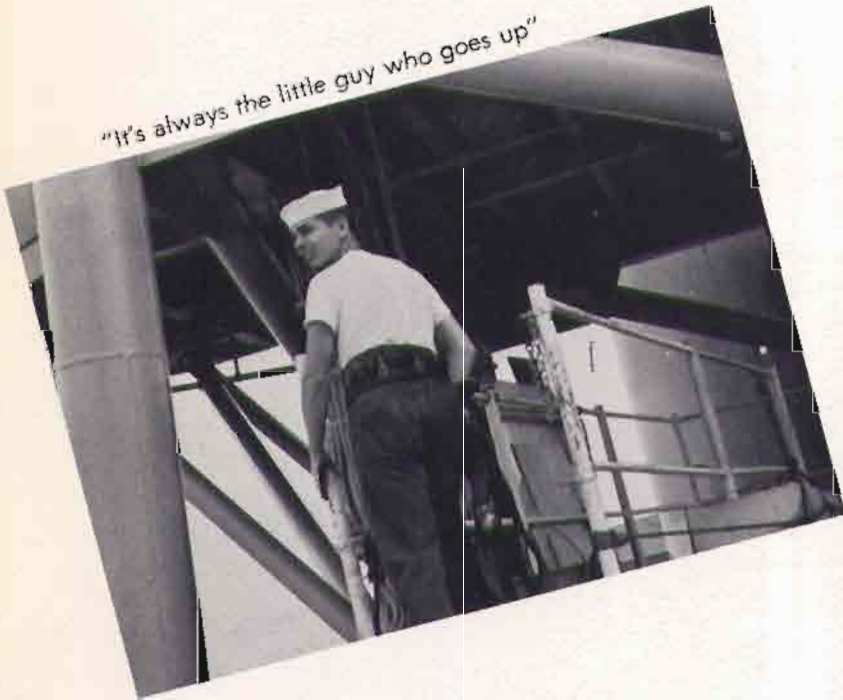
"Just . . . laugh it off"



Cassidy Berglund #222

V
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"It's always the little guy who goes up"

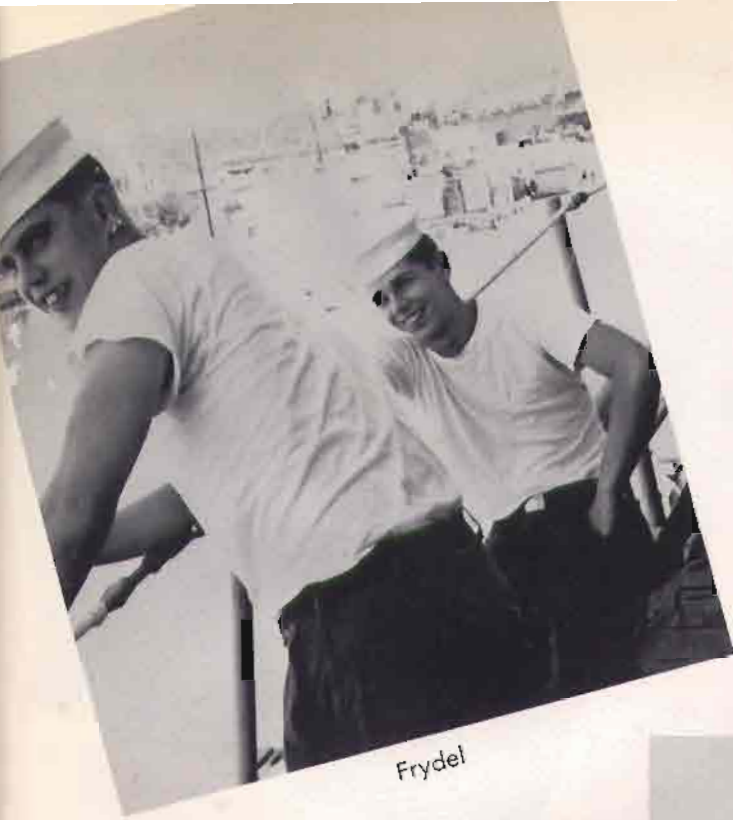


"What, again?"



Wilson and friend

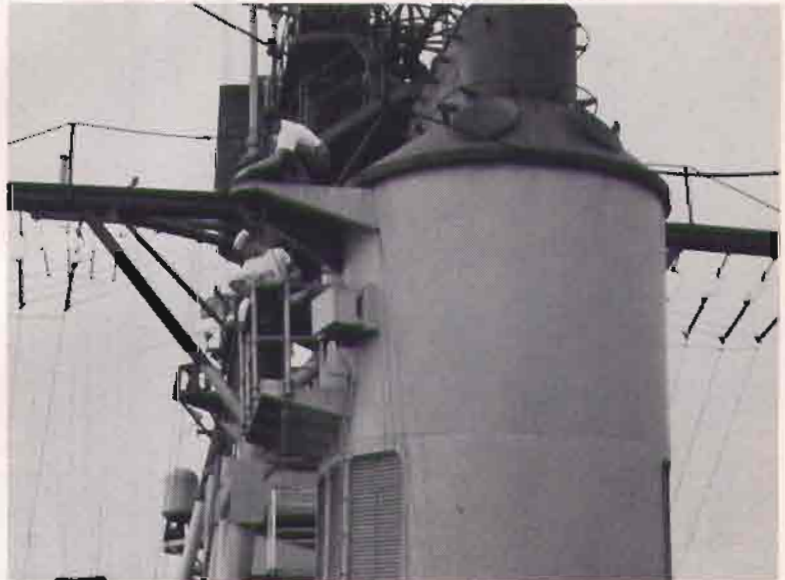




Frydel



"Does your radio work better now?"



"Yes, but do the radios work?"



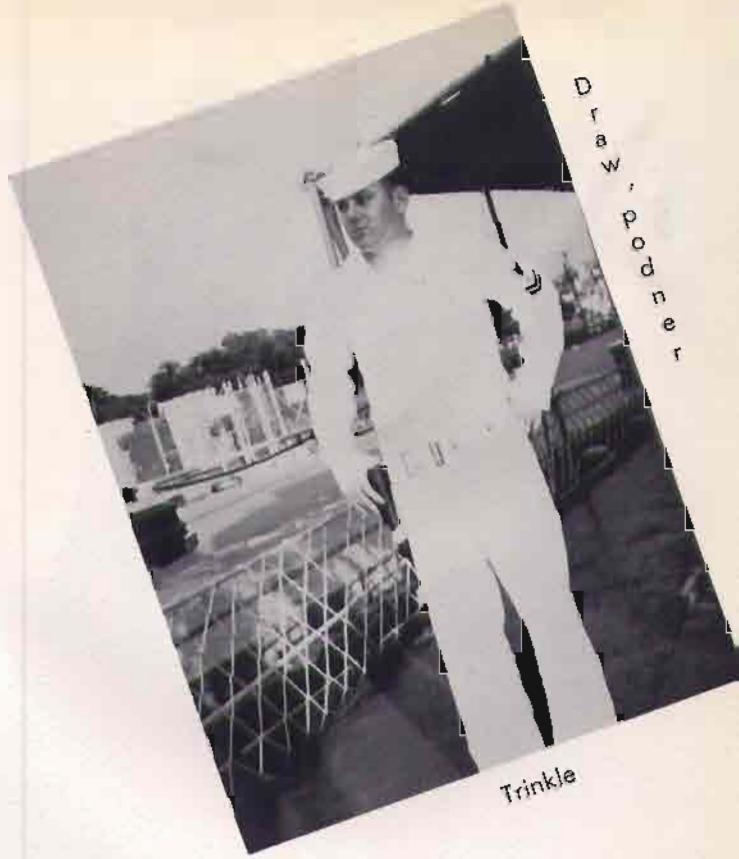
Milligan



Whitman

Buermann

H e j u s t t h i n k s w e w o r k

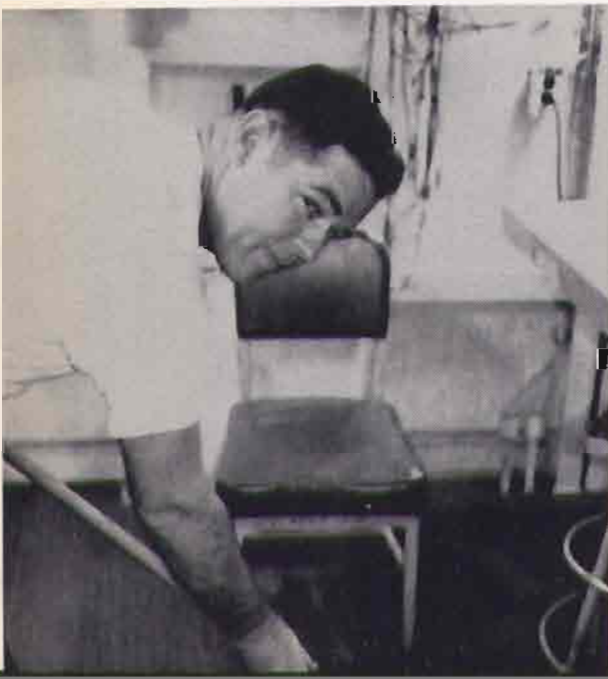


D r a w , p o n n e r

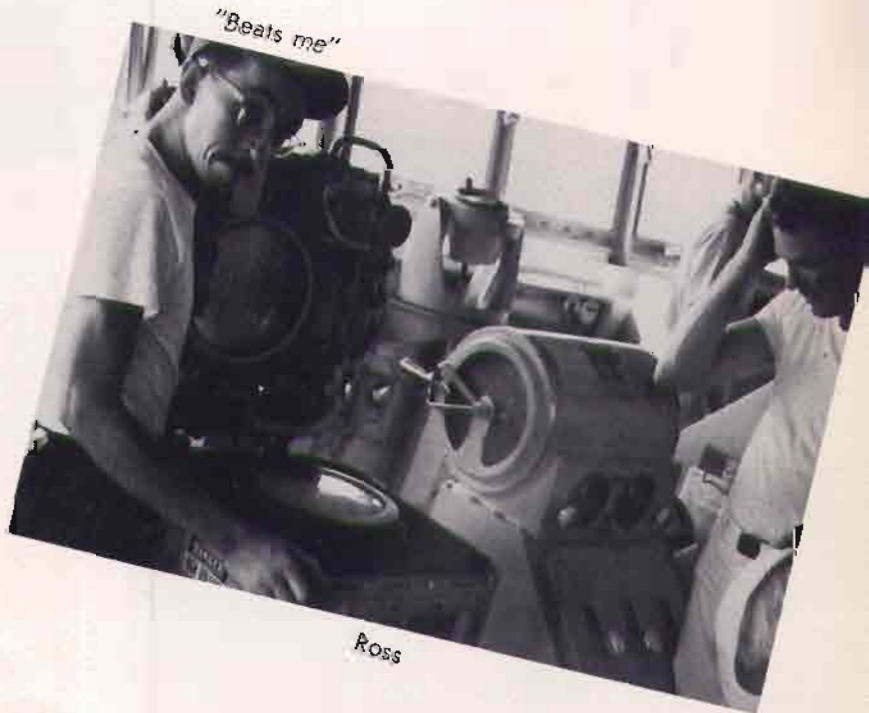
Trinkle



O E DIVISION



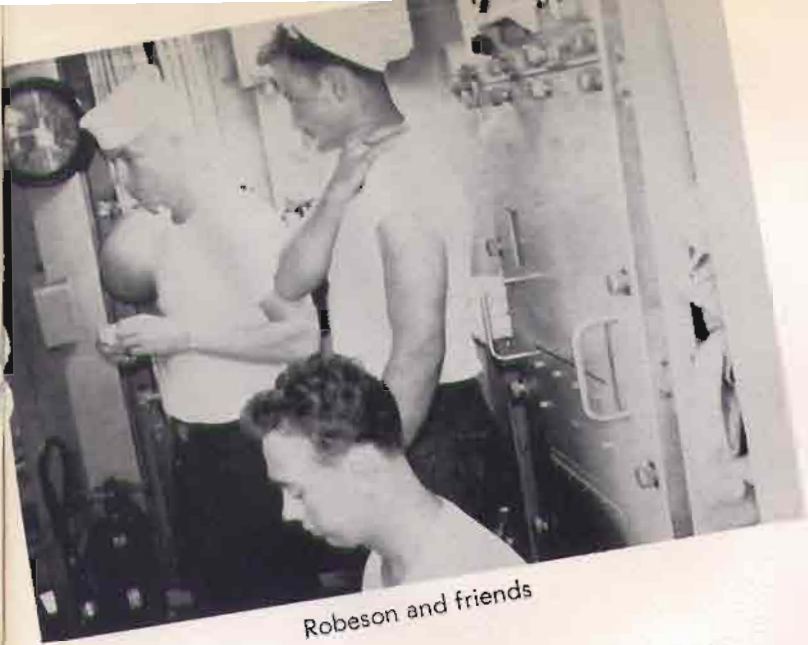
S p e n c e r



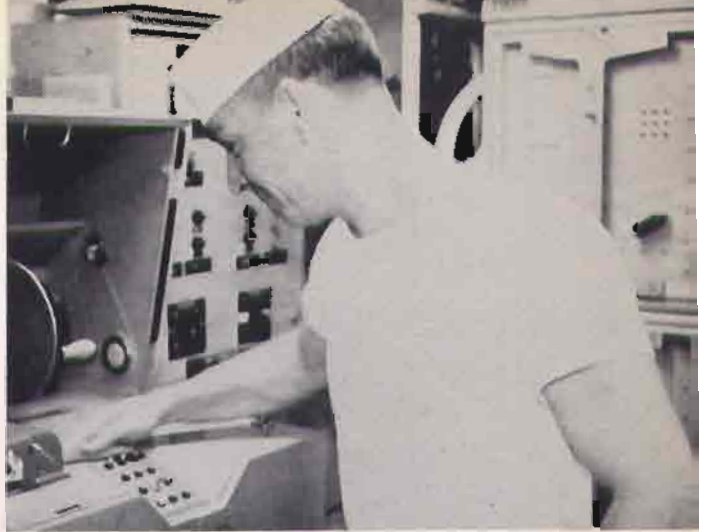
"Beats me"

Ross

"No strikers"



Robeson and friends



Sykes

"It rolls on"



Stopper Sturos



"Now this is a . . . a . . . hmmm?"



Hanak O'Gorek



O I DIVISION

Now if I were in charge



Gaarz



Brown

"No, don't take it"



McCaffree



Egland

"Why don't I have a striker?"



Randal





Lower IDAC



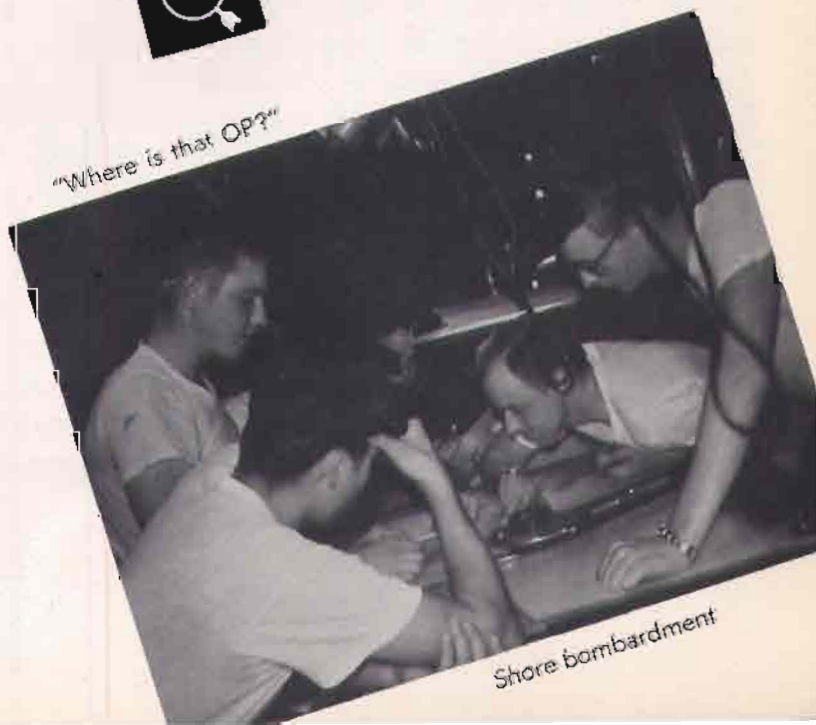
Jenkins Nowell



Fox



Billington



"Where is that OP?"

Shore bombardment



ENS Del Principe



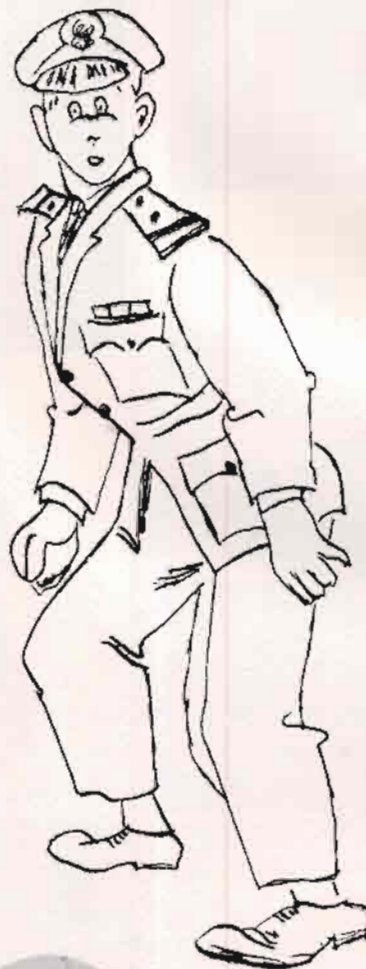
LT Shumaker



LTig Nuernberger



LTig Souval



LT Ivy



LTig Hoever



LTig Jones

LT Blackington



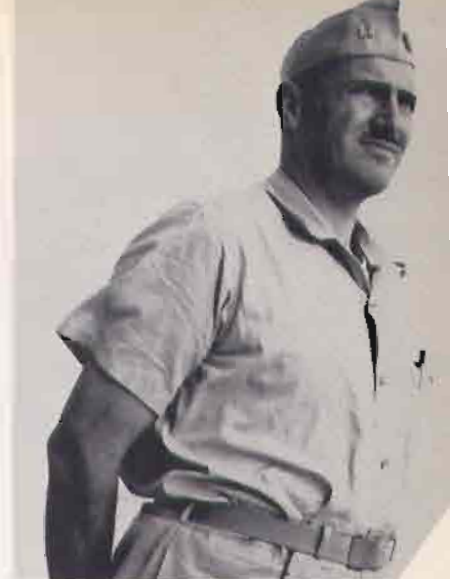
ENS Keeler



LTjg Levinson



ENS Gustafson



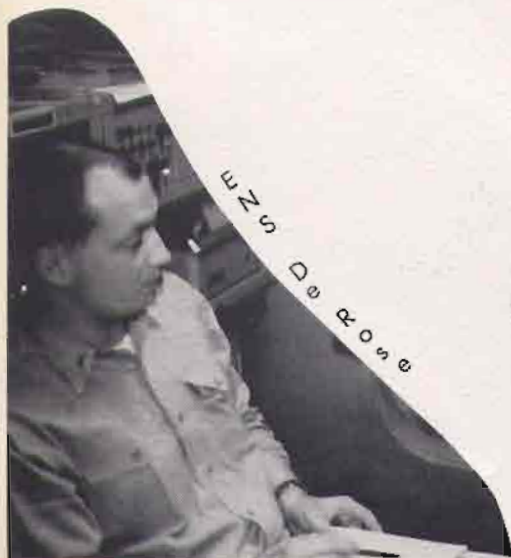
LT Loudermilk



LTjg McDonald



ENS Wells



WZS De Rose



ENS Starr



LCDR Hess



ENS Rich



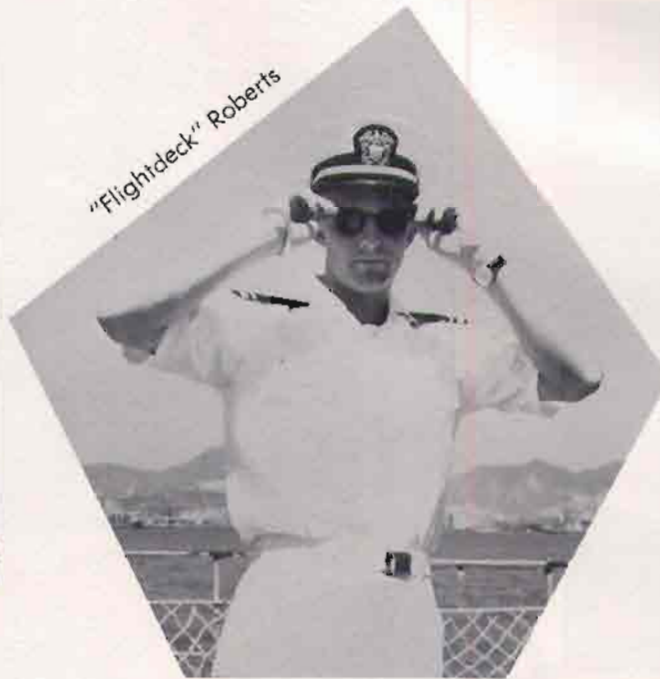
LTjg McCormick



LTjg Heyden



LTjg Elliott



"Flightdeck" Roberts



ENS Kramer



LT Rogers

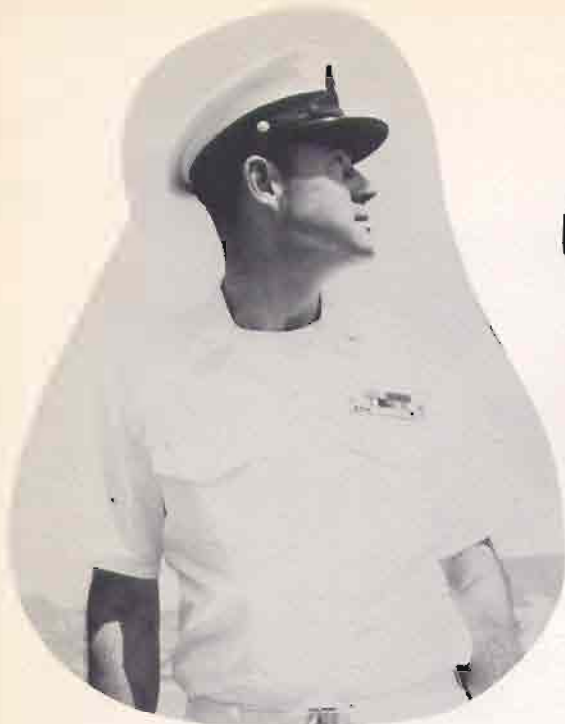
ENS Pfister



LT Laughlin



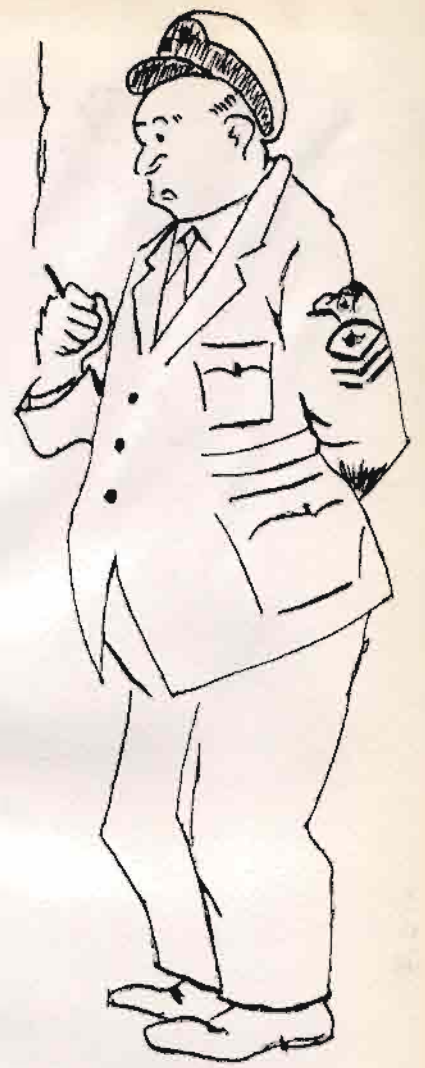




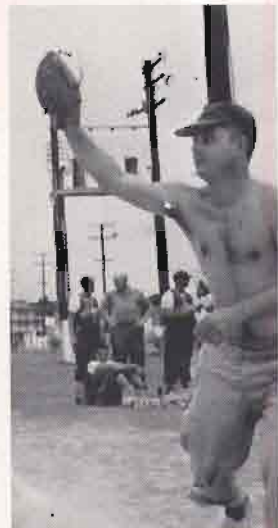
Heist, ETCA



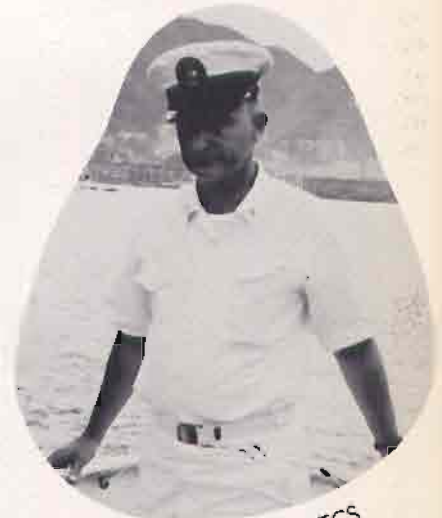
Thurber, RDC



Kelso, DSCA



Parodi, FTCA



Letterman, BTCS



Oxford, DSCS



Manning, ICCA



Fellows, PNCA



B r a z i l i n g t o n , G M C A



Correia, BTCS



King, SMCA



McCullum, DSCS



Abel, DSCA



Colburn, BMCA



Anthenill, MMCS



Nelson, FTCA



Guthrie, FTCA





Bowlds, MMCA



Weikel, SKCA



Hall, RDCA



Condia, DSCS



Cline, DSCA



Middleton, BTCA



O'Gorek, ETCA



Harding, HMCA



Damaske, DSCA



Chaplain Baggott



LCDR Dreyer



Yandell, YNC



Webb



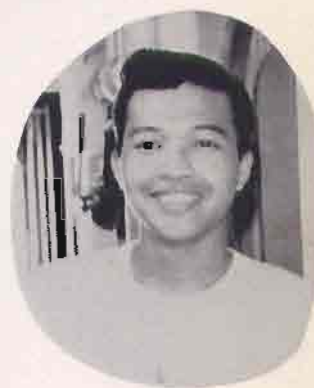
LTjg Colkitt



Robare, RMCA



Doctor Kallet



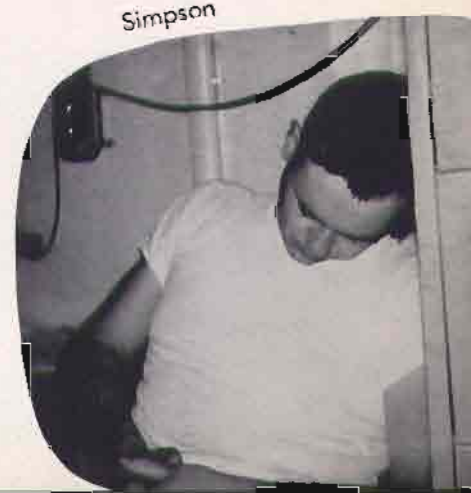
Santos



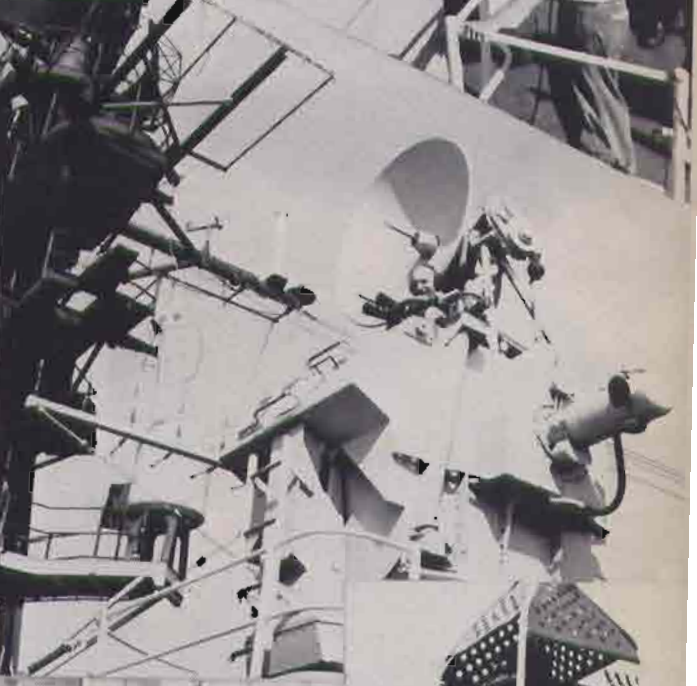
LCDR Adams

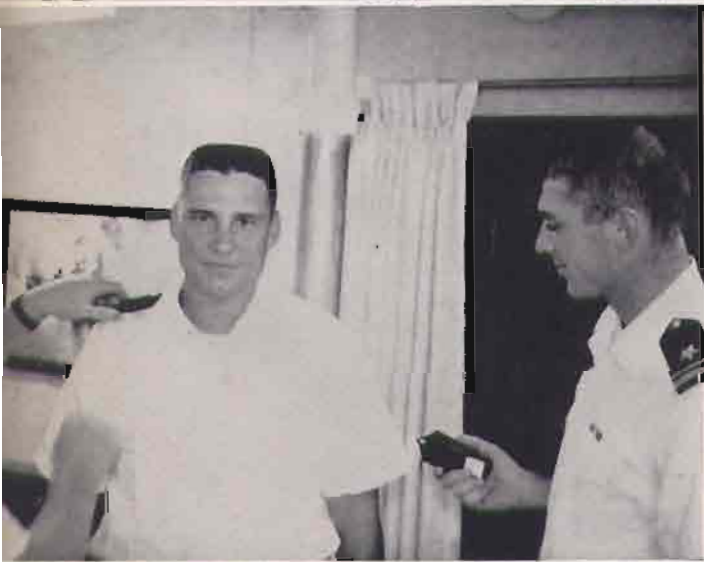


LTjg Loveless



Simpson





THE EDITOR



CHRONOLOGICALLY . . .

ARRIVED:

PEARL 0810 13 JUNE
SUBIC 0801 7 JULY
HONG KONG 0952 29 JULY
OKINAWA 0801 21 AUGUST
YOKOSUKA 1240 27 AUGUST
HONG KONG 1253 2 OCTOBER
SUBIC 0915 13 OCTOBER
SAIGON 1410 24 OCTOBER
SUBIC 0840 1 NOVEMBER
OKINAWA 0816 17 NOVEMBER
SUBIC 0802 27 NOVEMBER
MIDWAY 0800 11 DECEMBER
PEARL 0745 16 DECEMBER

DEPARTED:

PEARL 0903 25 JUNE
SUBIC 0748 17 JULY
HONG KONG 0807 6 AUGUST
OKINAWA 0559 25 AUGUST
YOKOSUKA 0759 20 SEPTEMBER
HONG KONG 1252 9 OCTOBER
SUBIC 0758 20 OCTOBER
SAIGON 1235 28 OCTOBER
SUBIC 0730 6 NOVEMBER
OKINAWA 0800 25 NOVEMBER
SUBIC 0713 30 NOVEMBER
MIDWAY 1400 11 DECEMBER
PEARL 1430 16 DECEMBER

CROSSED THE DATE LINE 1137 28 JUNE

STATISTICALLY . . .

3,125,000 GALLONS OF FUEL CONSUMED
73 TONS OF FOOD EATEN
140,000 DOLLARS USED TO SUPPORT OUR EQUIPMENT
260,000 DOLLARS PAID TO THE CREW
4,900 HAIR CUTS
117 TONS OF LAUNDRY WASHED
56 UNREPS WERE ACCOMPLISHED
23 HELICOPTER TRANSFERS WERE ACCOMPLISHED
75 TONS OF MAIL PASSED THROUGH THE POST OFFICE
65 AAWEXS
197 DAYS AWAY FROM SAN DIEGO
37,500 MILES ROUND TRIP