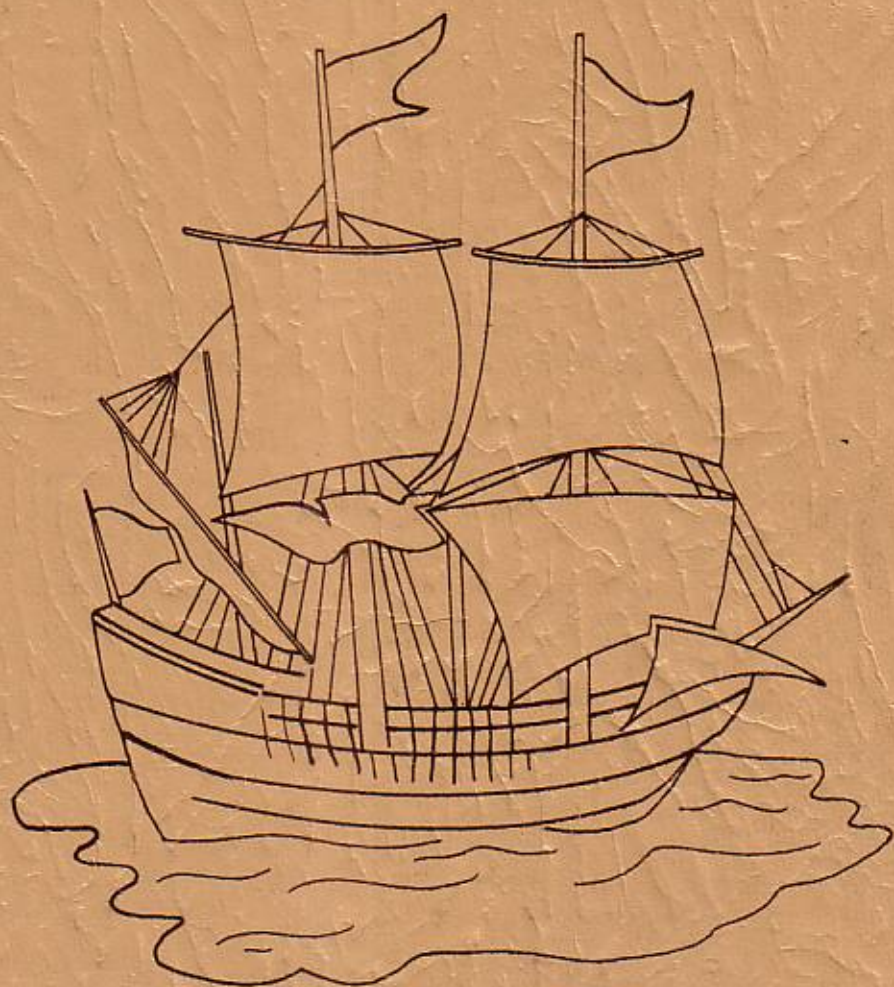
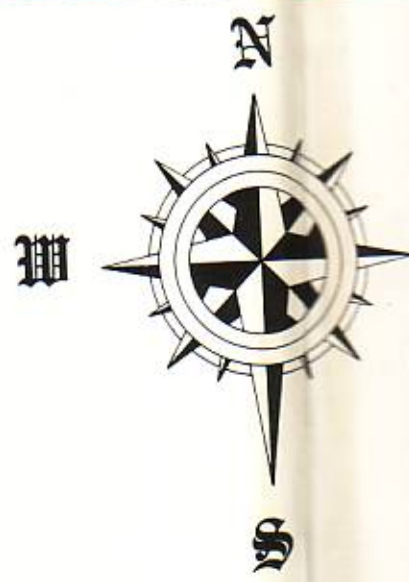
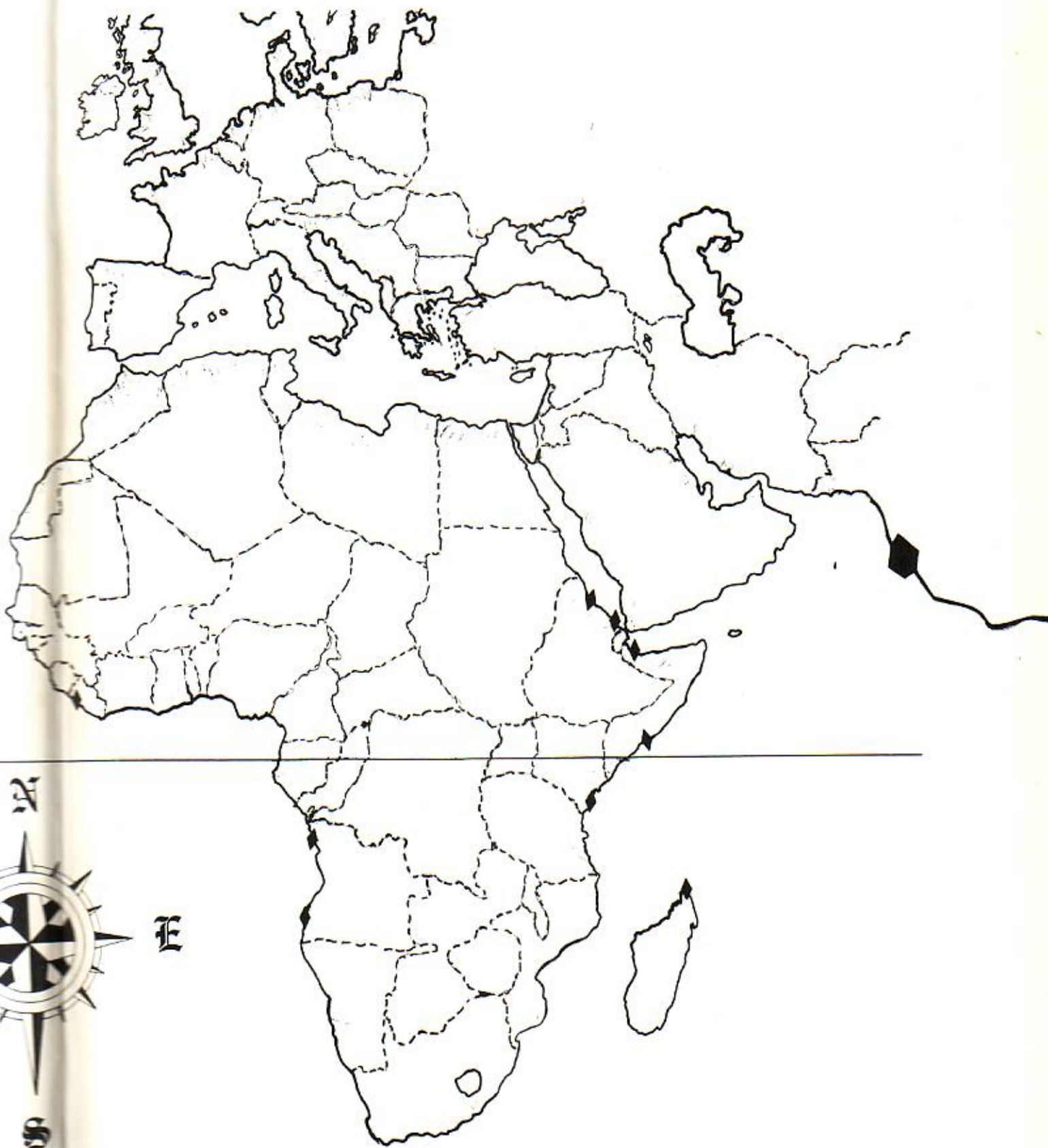


U.S.S. John W. Weeks
(DD-701)
MIDDLE EAST CRUISE 1967









*Mid-East Cruise
of*

USS John W. Weeks DD-701

July '67 - Dec. '67



1 January 1968

From: Commanding Officer, USS JOHN W. WEEKS (DD701)
To: All Hands

Upon our return to Norfolk I wish to extend my sincere appreciation to each of you for the excellent job you performed during our deployment to the Middle East.

On very short notice WEEKS prepared for and carried out all duties in a highly commendable fashion. This deployment came during a period of uncertainty in one of the critical areas of the world. This demanded from each of us the utmost in military performance and individual deportment.

The Middle East deployment was not only extremely interesting but also highly successful. Each of you have been a credit to WEEKS, the Navy and the United States. Well done!



C. Z. HANUS
CDR USN





Commanding Officer

Commander Charles Z. Hanus, USN

Commander Hanus attended Harvard and Ohio State Universities as an NROTC student and was graduated and commissioned in June 1948.

Following tours of duty aboard USS SALEM (CA-139), flagship for COMSIXTHFLT and USS R. A. OWENS (DDE-827), he commanded USS VERDIN (MSCO-38) and Mine Division 43. He served as Aide and Flag Lieutenant to Commander Western Sea Frontier in San Francisco from 1955 to 1957.

Other sea duty included assignments as Operations Officer, USS ROWE (DD-564), Staff Operations Officer of Destroyer Squadron 32 and 26, Executive Officer, USS STICKELL (DDR-888) and Executive Officer of USS NEOSHO (AO-143).

He served with the Joint Staff, Military Assistance Command, Vietnam as Senior Advisor to the Vietnamese Navy River Force from June 1964 to June 1965. While in Vietnam he was awarded the Purple Heart, Vietnamese Gallantry Cross with Gold Star and the Vietnamese Medal of Honor.

Commander Hanus attended the Air War College, Maxwell AFB in 1965-66. He received a Master of Science Degree in International Affairs from George Washington University in 1966. Following graduation, he reported to USS WEEKS (DD-701) as Commanding Officer in September 1966.

In addition to the awards mentioned above, he is authorized to wear the following: American Campaign Medal, Asiatic-Pacific Campaign Medal, World War II Victory Medal, Navy Occupation Service Medal (Europe), National Defense Service Medal with Bronze Star, Armed Forces Expeditionary Medal with Bronze Star, Vietnam Service Medal with two Bronze Stars and the Republic of Vietnam Campaign Medal.

Commander Hanus is unmarried and establishes his home of record in Avon Lake, Ohio.



Executive Officer

Lieutenant Commander Guy C. Jarratt, III, USN

Lcdr. Jarratt entered the U.S. Naval Academy in July 1952 after having completed one year at Vanderbilt University. Upon graduation from the Academy in June 1956, he reported for duty aboard USS CHILTON (APA-38). During his first year aboard CHILTON, he served in the Deck Department as Assistant Gunnery Officer and 2nd Division Officer. During his second year after completing the Glynco Air Controller Course, he became CIC Officer. Prior to reporting aboard USS WALDRON (DD-699) in August 1958, he completed the two-month DESLANT Gunnery Officer's Course in Newport. Two years were spent on WALDRON, the first as Gunnery Officer and the second as Operations Officer. Both CHILTON and WALDRON were homeported in Norfolk, Virginia, and each was deployed during his tour of duty twice to the SIXTH Fleet. After being selected for the engineering electronics course at the U.S. Naval Postgraduate School, Monterey, he departed WALDRON in June 1960. Three years were spent at the school studying electronics and underwater acoustics. Graduation took place in June 1963 with Lcdr. Jarratt receiving a Master's Degree in Engineering Electronics (Underwater Acoustics). From July 1963 to August 1966 he served as ASW Projects Officer at Commander Destroyer Development Group TWO. In August 1966 he reported to WEEKS as Executive Officer.

Department Heads



LCDR WILLIAM M. DEVOY
ENGINEERING OFFICER



LT CHARLES S. LYNCH
OPERATIONS OFFICER



LTJG FRANK E. LEA
WEAPONS OFFICER



LTJG FRANK E. JEPSON
SUPPLY OFFICER

History Highlights



USS JOHN W. WEEKS (DD-701) is a 2200 ton ALLEN M. SUMMER Class destroyer. She was built at the Kearney, New Jersey yard of Federal Ship Building and Dry Dock Company. She was launched 21 May 1944, and placed into commission in ceremonies at the Brooklyn Navy Yard on 21 July 1944. She is named for Honorable John W. Weeks, who was Secretary of War from 1922 to 1924.

After a brief training period in the Atlantic, she reported to the Pacific Theater and operated as part of Task Forces 38 and 58, in operations against Iwo Jima, Okinawa, and the Japanese Home Islands. She was damaged on 19 February 1945, by a Japanese coastal defense gun on Iwo Jima; and a week later from heavy seas, as Admiral Spruance took his fleet near Japan. During the summer of 1945 she steamed with the fast carriers which ranged the South China Sea and closed to within striking distance of Tokyo.

WEEKS cleared Japanese waters on 30 December 1945, and returned to the United States on 20 January 1946. She proceeded to Charleston, S.C. where she was immobilized and left inactive for a little more than a year.

In May 1947, she commenced operations again out of Charleston, and later out of New Orleans, being employed in Naval Reserve training cruises until mid-1949. In September 1949 she sailed for a European Cruise. Upon returning in the Spring of 1950, WEEKS was again ordered to the "Mothball Fleet."

In October of 1950, with war raging in Korea, the ship was recommissioned for a second time. She spent nearly a year engaged in training exercises in the Atlantic and Caribbean. In August 1951, she departed for another European cruise. It was during this cruise, while calling at Portsmouth, England, that word was received of the SS FLYING ENTERPRISE in distress in the mid-Atlantic. WEEKS, in the true "can do" spirit that typified the destroyer force, was soon racing to the ill-fated vessel's assistance. She was the first to arrive on the scene; and after taking off all of the crew except the gallant captain, Kurt Carlson, she passed a towline and began the long, treacherous haul to port. WEEKS was later relieved of her towing duties by the fleet tug TURMOIL, but continued to assist by passing food to the captain fighting to save his ship.

The ship returned to Norfolk for the Spring of 1952, but in June she was again Europe-bound, this time with Annapolis midshipmen embarked. The fall of that year and the next spring were spent in local operations and a yard overhaul at Charleston. After refresher training at Guantanamo, she returned to Norfolk to make preparations for an around-the-world cruise.

This cruise commenced in November of 1953 when she and her consorts set sail for the Far East. She remained in the Japanese-Korean area until April 1954, during which time she operated with Task Force 77 off Korea. Enroute home, visits were made at Hong Kong, Singapore, Colombo, and Aden prior to passage through the Suez Canal. In the Mediterranean, ports visited included Athens, Naples, Genoa, Gibraltar, Nice, and Barcelona.

During the winter and spring of 1956, WEEKS participated in several anti-submarine exercises. Following a month of preparation, she departed for SIXTH FLEET duty in May 1956. While in the Mediterranean there was time to visit Rhodes, Kiel, Athens, Istanbul, Naples, Palma and Gibraltar. WEEKS returned to Norfolk in time to participate in North Atlantic Fleet exercises during the fall of 1956, and in January 1957, she again sailed for Mediterranean deployment. Returning to Norfolk in June 1957, WEEKS participated in local operations until sailing for Operation STRIKEBACK on 2 September. This was a NATO large scale exercise and included visits to the ports of Glasgow, Cherbourg, and Bermuda.

In December 1957 WEEKS again went to the Norfolk Naval Shipyard for a regular overhaul. She departed Norfolk 15 April 1958 for Guantanamo to undergo refresher training.

WEEKS left Norfolk 17 June with the other destroyers of her squadron and the USS LEYTE (CVS-32) to conduct midshipman and anti-submarine training. Ports of call were Montreal and New York City. WEEKS returned to Norfolk 30 July. In October, after a brief period in the Mediterranean, WEEKS transited the Suez Canal and spent six weeks in the Red Sea and Gulf of Oman Area. Ports of call during this period were Karachi (Pakistan), Massawa (Eritrea), and Aden. Upon returning to the SIXTH Fleet in December, she made a brief stop in Athens, steamed to Livorno, Italy and then proceeded to Naples to spend the holiday season. After departing the French Riviera for another exercise, she arrived back in Norfolk on 12 March

During Operation Inland Seas WEEKS transited the St. Lawrence Seaway visiting the ports of Cleveland, Toledo, Chicago, and Sault Ste. Marie, Michigan. She had the distinction of being the first U.S. Navy destroyer to enter each of the five Great Lakes. On 6 July 1959, WEEKS escorted HMV BRITANNIA, with the Queen of England embarked, from Chicago to Sault Ste. Marie, Michigan. WEEKS returned to Norfolk in August.

On 29 January 1960, WEEKS departed the United States for a seven month Mediterranean Tour. Early ports of call were Golfe Juan and Cannes, France; Antalya, Turkey; Piraeus, Greece; and the Island of Rhodes. On 9 March WEEKS and USS AULT (DD-698) transited the Bosphorus and became the first American warships to enter the Black Sea since 1945. Calls were made at the Turkish ports of Eregli and Samsun.

In April WEEKS was selected by Commander SIXTH Fleet for a special mission. Sailing under sealed orders, she proceeded into the Atlantic, and on the morning of 2 May 1960, she rendezvoused with USS TRITON (SS-590) at the end of that ship's around-the-world-submerged cruise.

One more special assignment awaited WEEKS. After leaving Palma, she met with USS DESMOINES (CA-134) and USS HAYNSWORTH (DD-700); and in company with Commander SIXTH Fleet, proceeded to Lisbon, Portugal to represent the U.S. Navy in the commemoration of the 500th anniversary of the death of Prince Henry, the Navigator. She participated with 32 ships from 13 navies in a naval review.

She entered the Norfolk Naval Shipyard on 3 December for a three month regular overhaul.

In March 1961 WEEKS departed Norfolk for Guantanamo, Cuba for six weeks of refresher training. It was while at Guantanamo that WEEKS became involved in the much publicized incident off Baracoa, Cuba, and was instrumental in the release of the American cable repair ship "Western Union" half-way to her home port of Key West, Florida, to insure that no further harassment of that ship resulted.

In April of 1963 WEEKS presented Navy Relief with a \$2600.00 check for contributions to its fund. An all time record was set for a \$10.00 per man contribution.

The summer of 1963 was spent on a Midshipman Cruise and on the day after Thanksgiving she sailed for the Mediterranean and the Red Sea area. On the crossing she came to the aid of an injured Greek Merchant Seaman aboard the SS ARGO OLLAWDIA and sped him to Azores for medical treatment.

New Year's Eve found her the first ship through the Suez Canal. Her Red Sea stops included Aden, Pakistan, Kenya, Somalia, and Ethiopia where she represented the U.S. at the Ethiopian Navy Graduation. Haile Selassie, the Emperor of Ethiopia attended. This deployment also found her patrolling the troubled waters of Zanzibar and Cyprus.

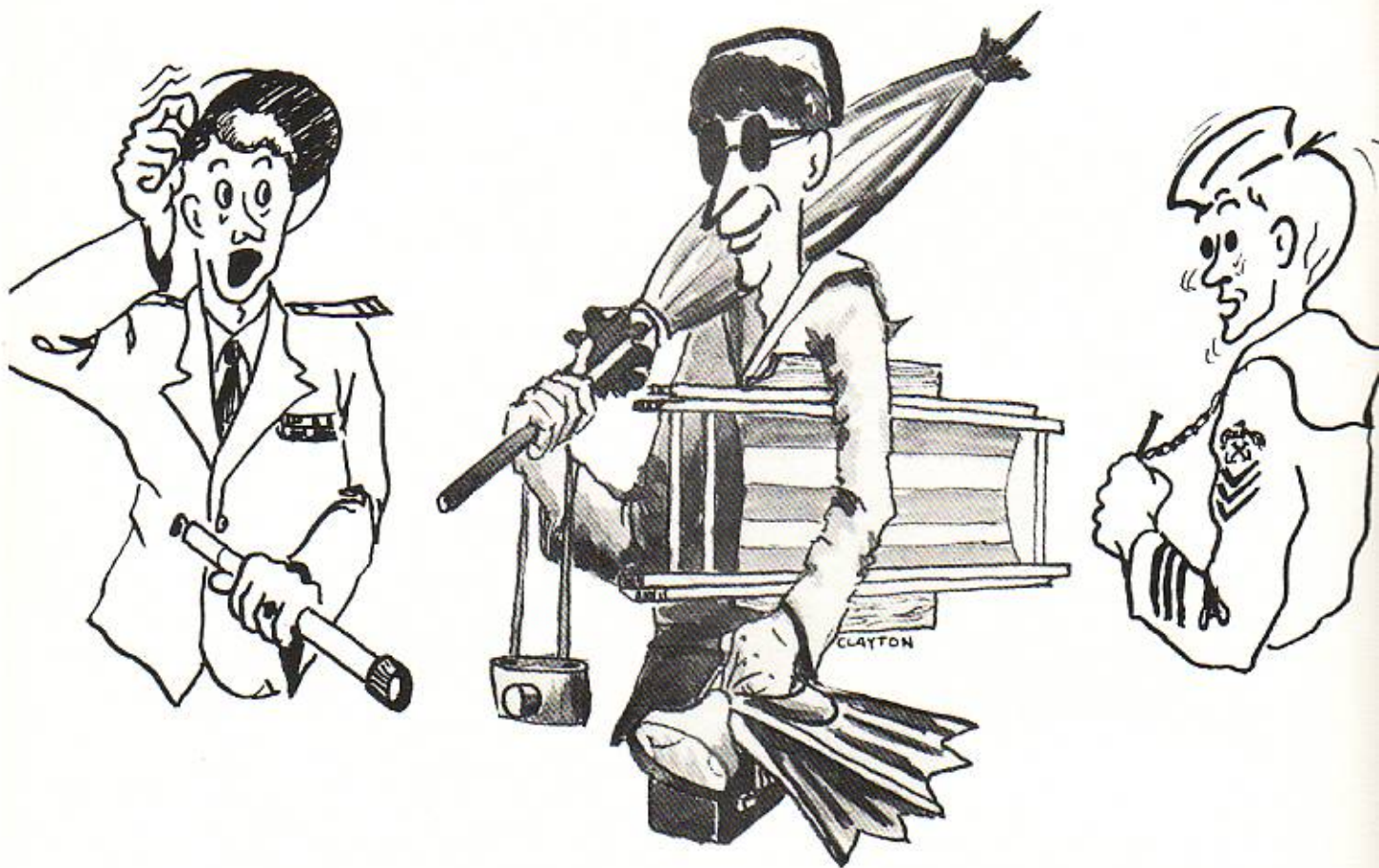
Back home for three month Yard overhaul and then to Guantanamo Bay, Cuba for refresher training. WEEKS deployed to the Mediterranean Sea in February of 1965. In April and May she went to the Red Sea, covering much of the same area as she did a year and a half before. WEEKS returned to the States in July for a month of upkeep. August saw her assist in Gemini V rescue work, and then after an extended period in Norfolk, she went to Key West, in October 1965 to provide Fleet Sonar School service.

After returning to Norfolk in the summer of 1966 WEEKS set sail again--this time she was assigned to a Northern European cruise. This was a good cruise as WEEKS visited varied ports, Wilhelmshaven, Germany being the first. Others included Le Harve, France; Paris, France, and Hamburg, Germany. While on this cruise a group of men from WEEKS were able to fly to Berlin for a day of sightseeing including the Berlin Wall on the Potsdamer Square. Thurso, Scotland; Halmstad, Sweden; Copenhagen, Denmark; Aberdeen, Scotland, and Londonderry, N. Ireland were the last ports of call.

Again after an upkeep in the early part of 1967 and springboard, WEEKS left for a deployment to the Middle East. On 5 July WEEKS left Norfolk. While on her way she visited the ports of San Juan, Puerto Rico; Port of Spain, Trinidad, and Recife, Brazil in the Atlantic. Then after crossing the Atlantic, she visited the port of Monrovia, Liberia, which is situated on the Northwestern coast of the continent of Africa. It was in this port that the honor guard of WEEKS participated in the celebration of that country's Independence Day, by marching in the parade and joining in the festivities with the rest of the crew. After this came Luanda and Mocamedes, Angola, and then on around the Cape of Good Hope to Diego Suarez, Madagascar, proceeding onward to the Red Sea ports of Assab and Massawa for only a short time. Following this WEEKS continued on her travels to her new temporary home port of Bahrain Island. A Sheikdom in the Persian Gulf. It was while located out of this port that WEEKS held NATO exercises with other ships of Allied forces, and also participated in "Midlink 10." Other ports visited were Karachi, Pakistan; Djibouti, French Somaliland; Mogadiscio, Somali Republic; Mombasa, Kenya, and then finally to the port of Diego Suarez again for the final stop until Norfolk. USS JOHN W. WEEKS pulled into Norfolk on 31 December 1967, just in time for most of the crew to take leave and have a Happy New Year with their friends, family, and loved ones.

Bare a Hand

Life aboard ship is filled with many new and different experiences. Here we put into practical application the things we have learned during the past year on USS JOHN W. WEEKS during drill periods at Norfolk. The officers and men of WEEKS lend a helping hand and under their expert instruction we begin to feel at home. Life aboard the JOHN is not as is pictured on the travel posters as being the ideal "pleasure cruise ship," but the days underway fall quickly in our wake, and the ports of call beckon.



Cruise Facts 'n Figures

MILES TRAVELED ENROUTE 46,526
PORTS VISITED 15
TOTAL DAYS AT SEA 120
TOTAL DAYS IN PORT 61
GALLONS FUEL CONSUMED 2,302,915
GALLONS FRESH WATER MADE 4,800,000
POUNDS OF MEAT CONSUMED 180,000

POUNDS OF FRESH VEGETABLES CONSUMED 140,000
CUPS OF COFFEE CONSUMED 297,258
EGGS CONSUMED 19,200
POUNDS OF FRESH FRUIT CONSUMED 70,000
NUMBER OF COKES SOLD 886,000
LOAVES OF BREAD BAKED 6,400
NUMBER OF HAIRCUTS 5,200

Norfolk
Va.
U.S.A.



Quarters for getting underway.



Underway from the pier--"Out in the Stream."

Old San Juan



Fort San Juan.



A view of the beach from the Fort.



The cannon emplacement.



Golf course inside Fort.



The Great Wall of the Fort.



A few of the boys pose for the camera. The Cuff Brothers and HMSN Floyd.

Heading for New San Juan.



More of the outline.



New San Juan



One of the many beaches.



On the road to the beach.



Looking to the city and the new section.



“Come on down.”



Trinidad





Trinidad, exotic tropical island, with its Queens Park Hotel, Botanic Garden, Savannah Park, and many other points of interest, was our second port of call. Music lovers in particular found this a haven with its calypso music and steel bands. Here a used Esso Oil Drum altered by shuffleboard-like markings on one head, became an instrument that imitated all the rest. There were the Limbo dancers, in a reverse high-jump ritual where the champ was he who danced under the lowest pole.

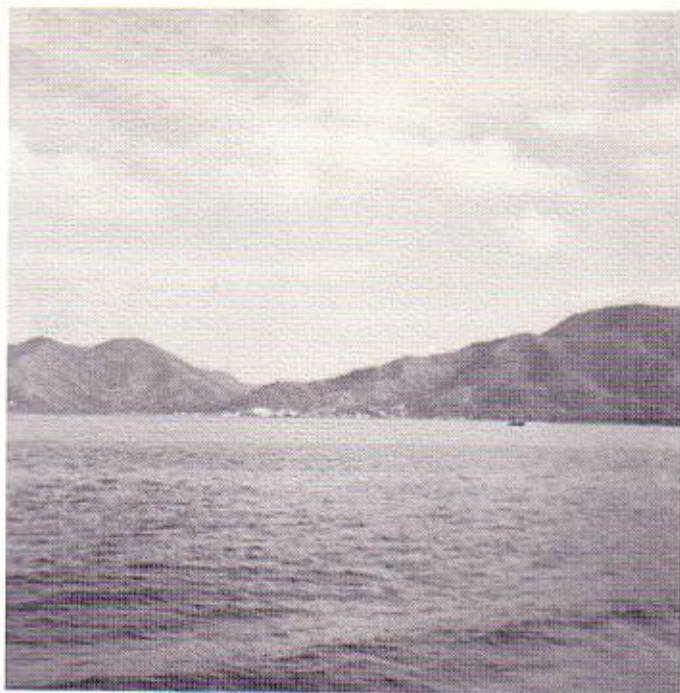




As the sun rises in the skies overlooking Trinidad, we pull into our second port.



The pilot boat.



Trinidad gets closer.



We pass a merchant in port.



In the shot below you can see some of the interesting items that were for sale...Cup and saucer sets, stuffed alligators, chimes, small wooden carvings, bracelets, scarves, pillow covers, and you name it!

As one can see, just as soon as we pulled in the local merchants had their goods all over the place. Trinidad was well worth the visit. Beautiful items were on display everywhere in Trinidad.



FROM THE EDITOR...

Now we come to one of the most memorable things that happened on the cruise. For those of you who have been in the Navy and across the equator, you know what I am going to mention. This is of course the honor of becoming a SHELLBACK.

On the 16th day of July 1967, the lowly, slimy pollywogs of the mighty WEEKS crossed the equator at longitude 42° 00' West, thus entering the Royal Domain of Neptunus Rex, the Ruler of the Raging Main, while Davy Jones his Royal Scribe recorded the occasion--and this is what it looked like.

Hail King Neptune



... and Davy Jones

Let All Pollywogs Assemble



And here we are.



Look Hun, no cavities.



Now what, I wonder.



Who's next?!!



Operations Choir.

*(Left to Right)
Miller, QM2
Perkins, SM3
Hodges, SM2
Dean, SMSN
Chiasson, QM2
Davis, SM2*

Upon nearing the domain of Neptunus Rex, and amid shouts of "There is no confusion on the quarter-deck," "Belay that last word," and "I am a lowly Pollywog," the Royal Emissary of King Neptune, the Honorable Davy Jones was welcomed aboard with full honors rendered. Much ado was raised and in general a fine display was staged. Davy arrived with subpoenas in hand and distributed them to the embarked Pollywogs.



Oh, oh, here he comes...Everybody get ready.



Then The Nasty Shellbacks Came



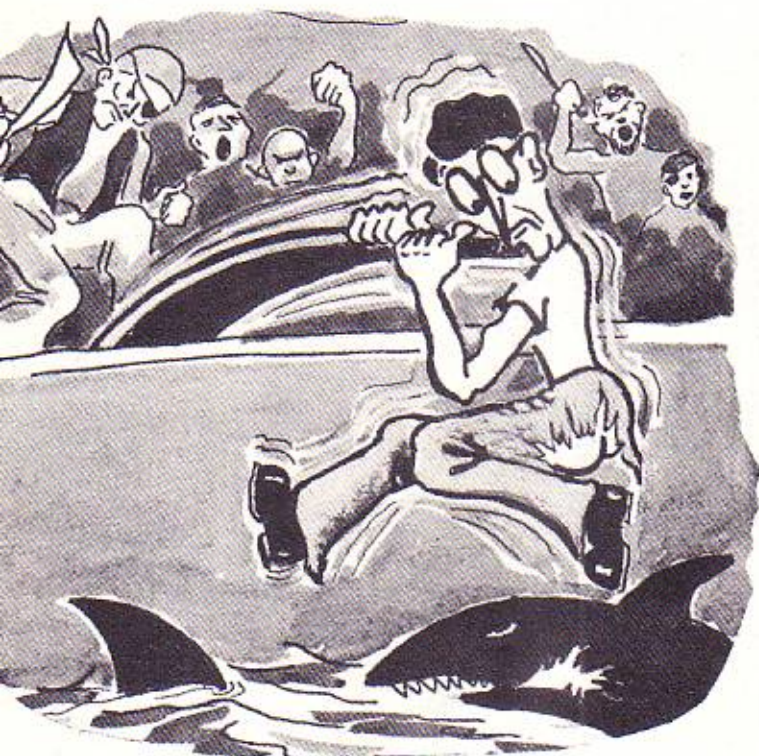
Come, don't be afraid.



Pollywogs shudder as SHELLBACKS speak.

In spite of a well-organized revolution led by the "Phantom," and with odds of 27 to 1, King Neptune and his loyal band of SHELLBACKS tried and initiated all Pollywogs and other shore scum into the mystic rites of the sea. Aboard the mighty man-o-war WEEKS at latitude 0°, longitude 42°W, special lookouts, posted for just such an occasion, encountered strange phenomena, seldom seen by the eyes of mortals. From out of the briny deep emerged such noble dignitaries as Davy Jones, the Royal Baby, Queen Neptune, and last but not least, His Royal Highness, King Neptune himself. Accompanying the King was his Royal Master at Arms force, a band--the envy of every Boatswain Mate.

The trial of all Pollywogs commenced, and was just as rapidly terminated with a verdict of "Guilty" of all charges. The necessary parliamentary procedure over, all hell broke loose and the sentences and punishments started. One wee Pollywog was heard to exclaim, "Hanging from the yardarm would be better than this."





Let's all keep movin'!



McCullah, a big SHELLBACK.



The Slop Chute.



UGH.



Mr. Wixom (shudder).



Mr. Lynch (Fireball XL-5).



The salt water washdown.



Crawl, Pollywog, crawl.



Were getting closer.



Shubin, the Royal Baby.

*Come kiss the one
and only Royal
Baby...*



*But don't
make
him
cry.*



Rustin had to bite the Royal Baby.



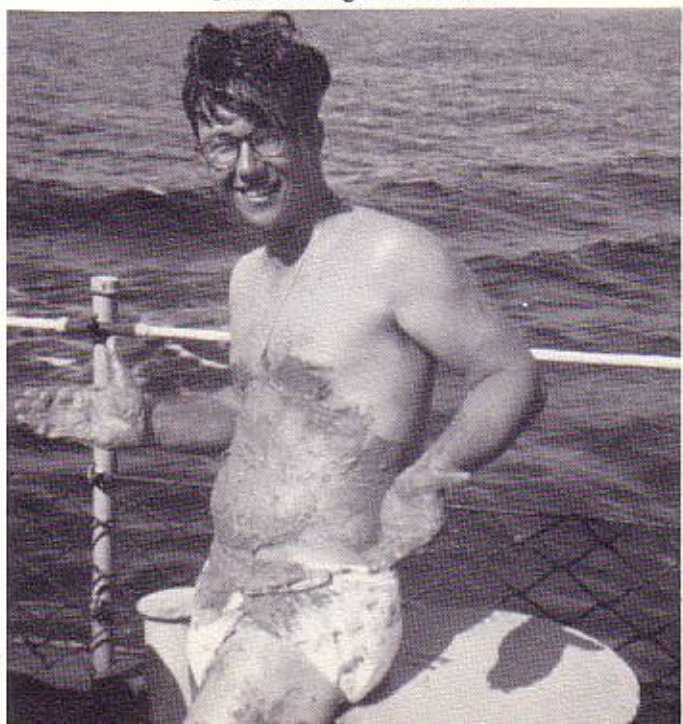
Chief Horton skated by.



Davis, one of the chief instigators of the rebellion bites the dust as Baby cries.



Poor Dave got 30 lashes.



KISSES, ONE DOLLAR.

WE'RE LIK'N IT,
WE'RE LIK'N IT,
WE'RE HAT'N IT,
WE'RE LIK'N IT . . .

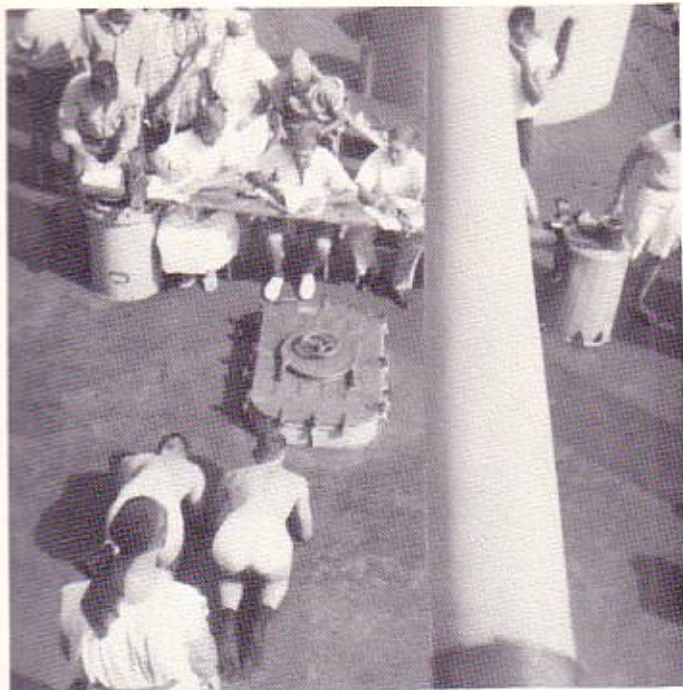
(Left to Right)
G. Jones, RM3
S. Coykendall, RM3
D. Mitchell, RM2
J. Harris, RM1

Four of the Radiomen get their turn.

(Left to Right)
Lt. Lynch
Cdr. Hanus
Lcdr. Jarratt
Lcdr DeVoy
Neptunus Rex in background.

The Royal Court passes a verdict.

Neptunus Rex & Davy Jones.



Two Pollywogs on trial.



XO, another SHELLBACK.



Ensign W. C. Garlow--Another victory for the SHELLBACKS.



*Chief Raus and Mr. Lynch
make sure all goes well.*

A Trip To The Royal Barber

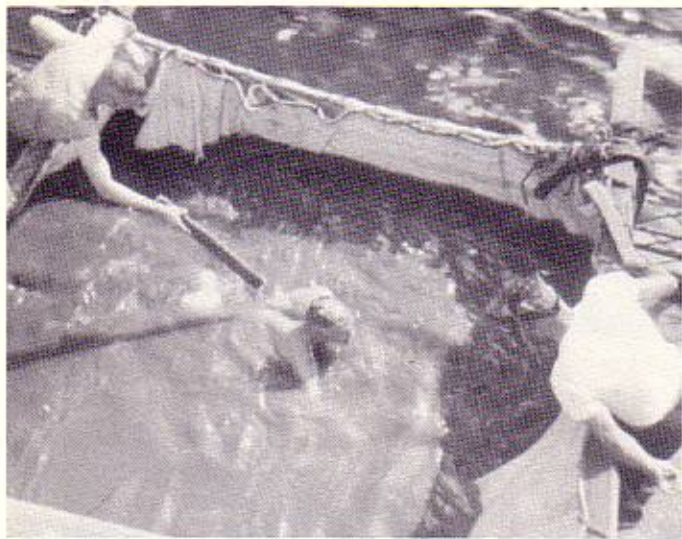


Another benefit of the ordeal--a free haircut.



Say AAHHHHH.

After the trip to the Barber, one must go on to the final encounter--"The Royal Pool." These are just a few of those wonderful scenes at poolside.



What are you?!



I am a SHELLBACK.

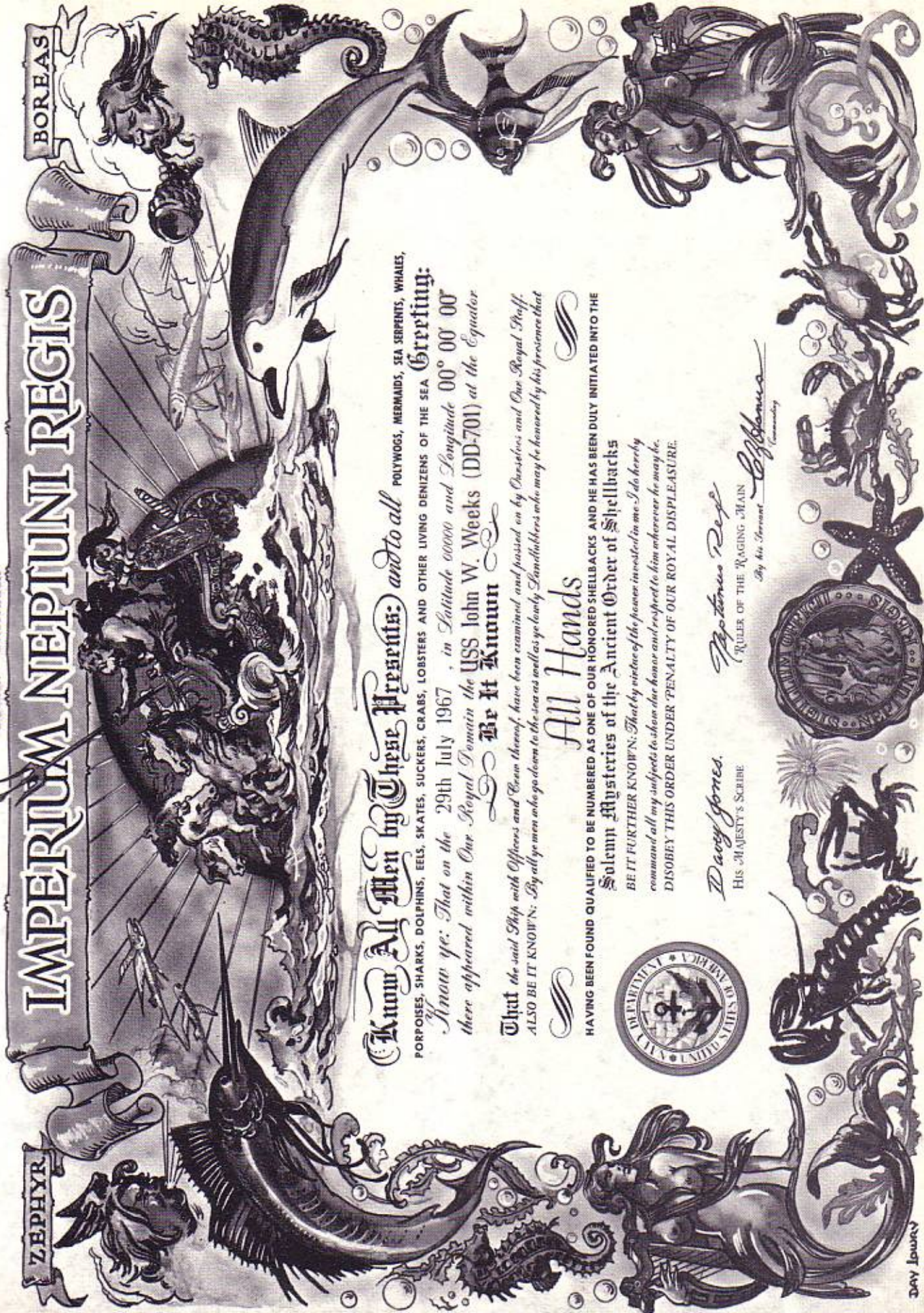


Naw, it ain't the middies' swimmin' pool!

IMPERIUM NEPTUNI REGIS

ZEPHYR

BOREAS



Know All Men by These Presents: and to all
 POLYWOGS, MERMAIDS, SEA SERPENTS, WHALES,
 PORPOISES, SHARKS, DOLPHINS, EELS, SKATES, SUCKERS, CRABS, LOBSTERS AND OTHER LIVING DENIZENS OF THE SEA
Greeting:
Know ye: That on the 29th July 1967 in Latitude 00000 and Longitude 00° 00' 00"
there appeared within Our Royal Domain the USS John W. Weeks (DD-701) at the Equator
Be It Known

That the said Ship with Officers and Crew thereof, have been examined and passed on by Ourself, and Our Royal Staff.
ALSO BE IT KNOWN: *By all ye men who go down to the sea as well as ye lowly Landlubbers who may be honored by his presence that*

All Hands

HAVING BEEN FOUND QUALIFIED TO BE NUMBERED AS ONE OF OUR HONORED SHELLBACKS AND HE HAS BEEN DULY INITIATED INTO THE
Solemn Mysteries of the Ancient Order of Shellbacks
BE IT FURTHER KNOWN: *That by virtue of the power invested in me I do hereby*
command all my subjects to show due honor and respect to him wherever he may be.
DISOBEY THIS ORDER UNDER PENALTY OF OUR ROYAL DISPLEASURE.



Davy Jones,
 HIS MAJESTY'S SCRIBE

Neptunes Reef
 (RULER OF THE RAGING MAIN
By His Servant *Lefflorus*
 (Commander))



Next Stop... Recife, Brazil



The pilot boat.



The Recife Express.



A view of the town looking south.



A view looking north.



Hey Joe, wanna buy a monkey?!



Main Gate.



Presidential Palace.

Monrovia, Liberia



Presidential Palace.



Temple of Justice.



While in port, the JOHN barber sets up his portable shop.





Independence Day in Monrovia.

Luanda, Angola



The port capital of Luanda.



A policeman on duty.



The fort protecting the city.

Assab Beach Party



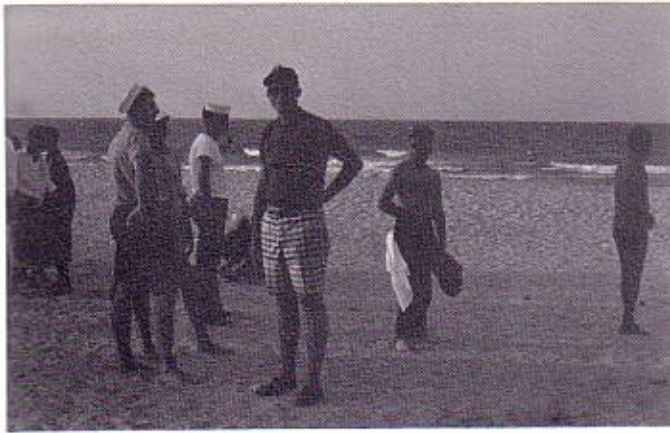
The FISH takes a swim.

Weapons Boss on the beach.



Chow on the beach.

A friendly game with the Russians.



Move to the back!!

Bahrain - Our Home Port



Local rug merchant.



The Pool Gang.



Aw, let me just have one.



Winning The Meatball



Admiral Small comes aboard.



Karachi, Pakistan

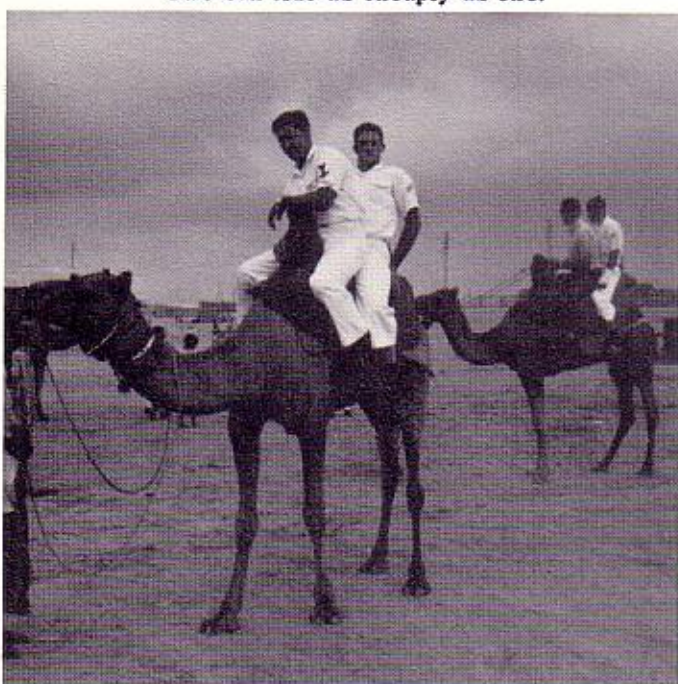


Slue-foot tries on an elephant for size.

Two can ride as cheaply as one.



Midtown Karachi.



Local natives.



Life Underway - R & R



The crew on the fantail.



The WEEKS' combo.

While out at sea WEEKS had parties and cookouts on the fantail. This was a bright spot for the crew as the combo entertained and the crew along with eating all they could sang songs they all knew and relaxed.

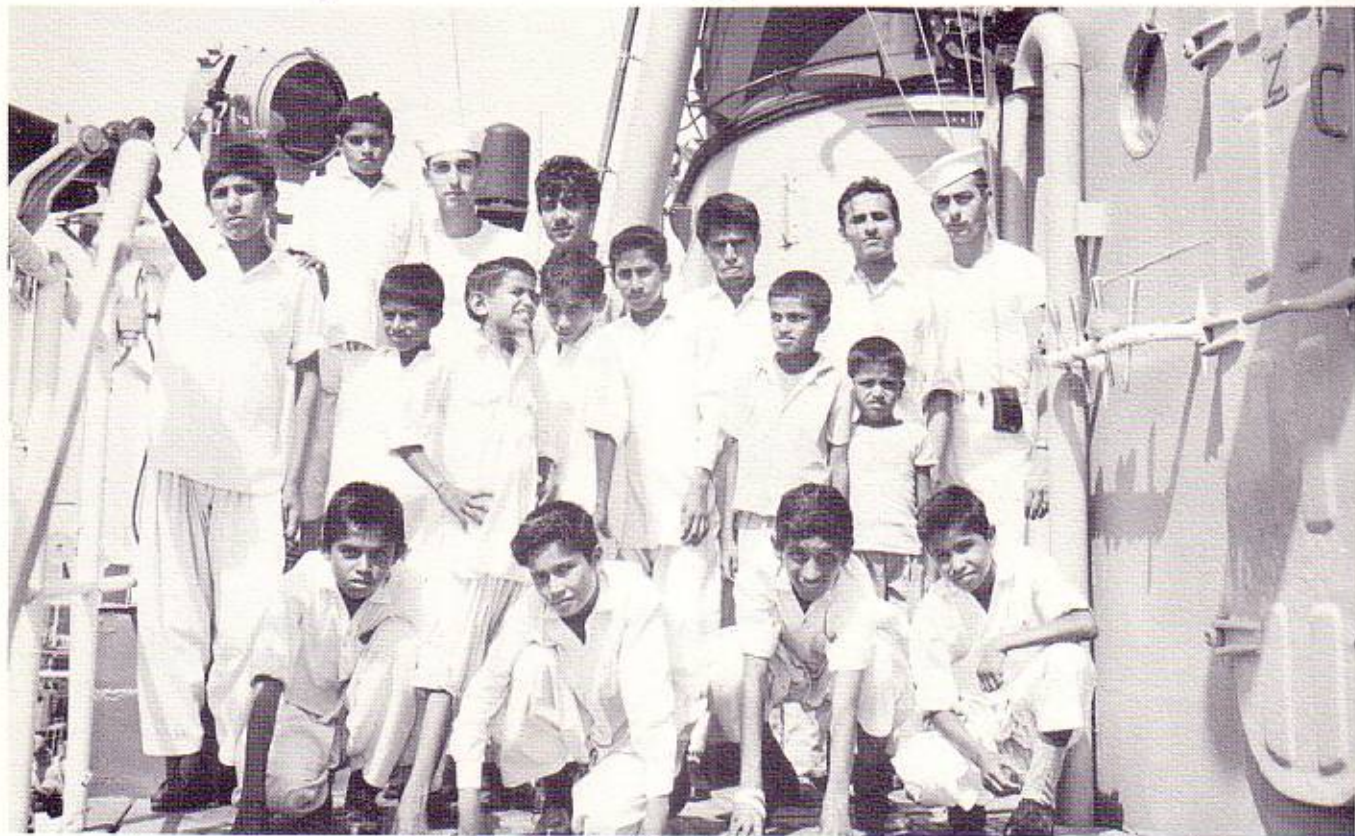


Lenny Senkarik and the XO.



The boys play and sing.

Operation Good Will

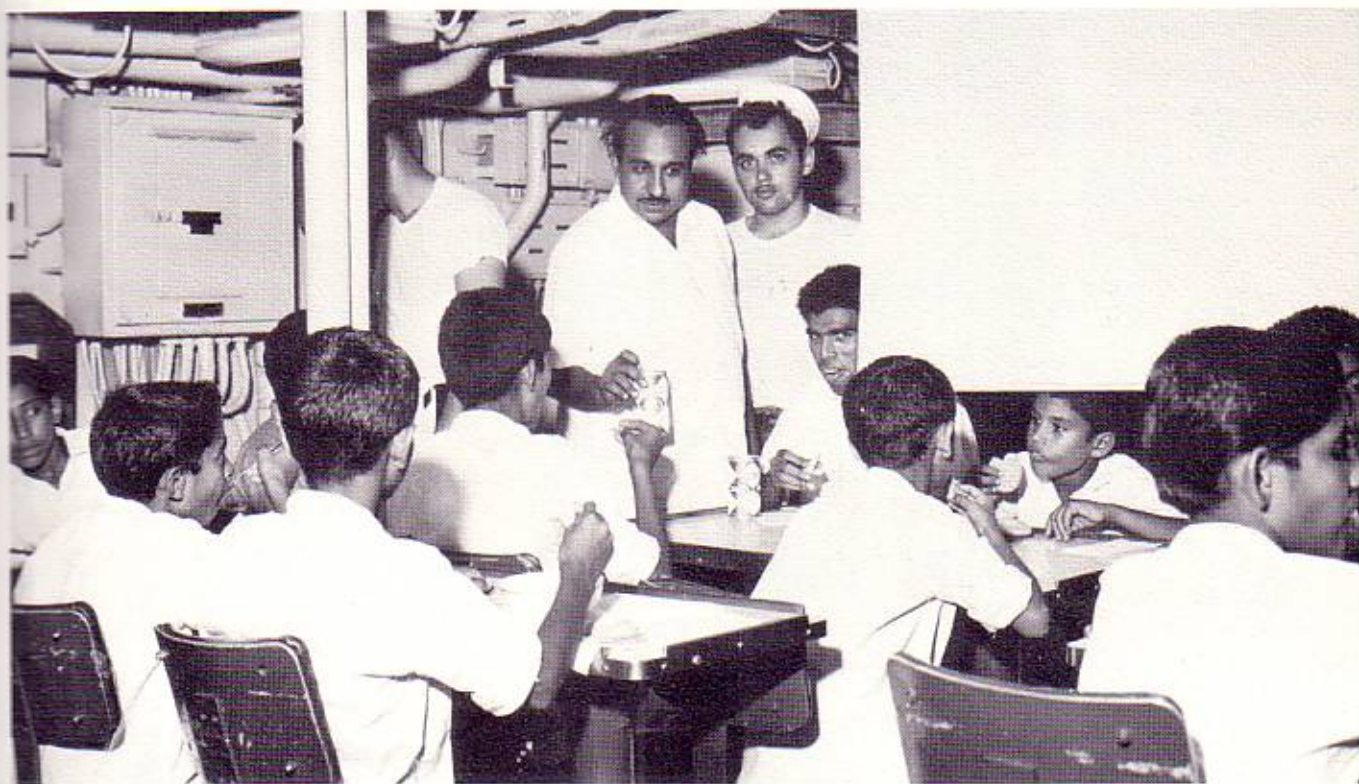


While in Karachi we had students from the Abdullah Haroon Orphanage come aboard for a visit.

Time for some refreshments and a good movie.



A Tour Throughout The Ship



Djibouti - French Somaliland



French officials at pier.



Downtown.



Some of the boys.

We found Djibouti to be one of the last strongholds of undeveloped, colonial existence. Isolated by desolate wasteland on three sides. The sea and rickety railroad to the interior are its only reasons for being. The mood and setting, except for the motorists and overpriced taxis, takes one back to the turn of the century. Off duty French legionnaires and friendly street-walking goats added to the local color. There were many bargains for shoppers, and souvenir hunters can bargain in the streets and shops for wood carvings and other examples of native handicraft. There was also ample opportunity for rest and relaxation in town while sampling the various food and drink imports.



The liberty launch.

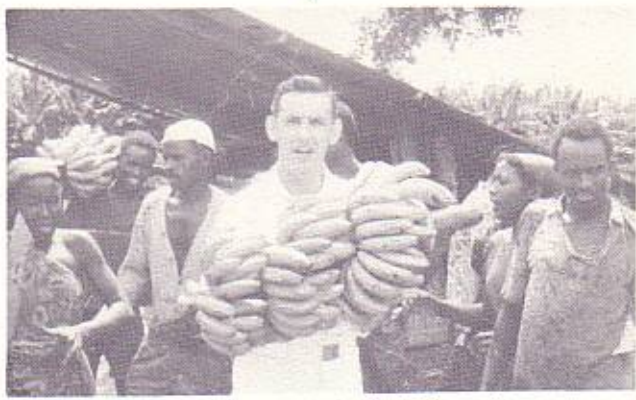


On the beach.

Mogadiscio - Somali Republic



Wanna buy some bananas?



50 cents? I don't believe it.



The Combo performs.



Our party.



Contentment.



Watta ya mean, 3 A.M.???

In Mogadiscio we had the chance to bring orphans onboard for a tour. They were the children of deceased police officers who died in the line of duty.



Boarding ship.



The bridge.



On the fantail.



Mount 52.



A meal on the JOHN.



At the throttle.



This way out.



We thank you.

Mombasa, Kenya



HMS HERMIES.



The Port.

In Mombasa we had the chance to go on a real safari with camera in hand. These are some of the pictures of that tour.



The tour.



Tribesman.

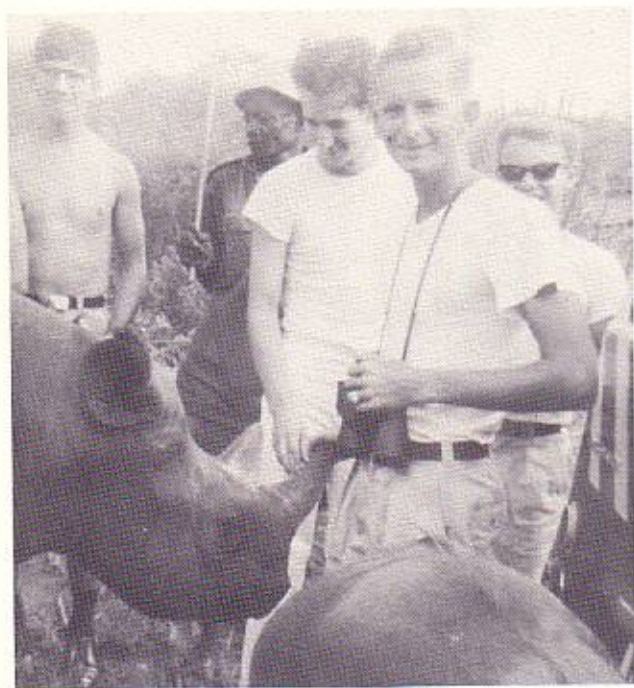


Tribal woman.

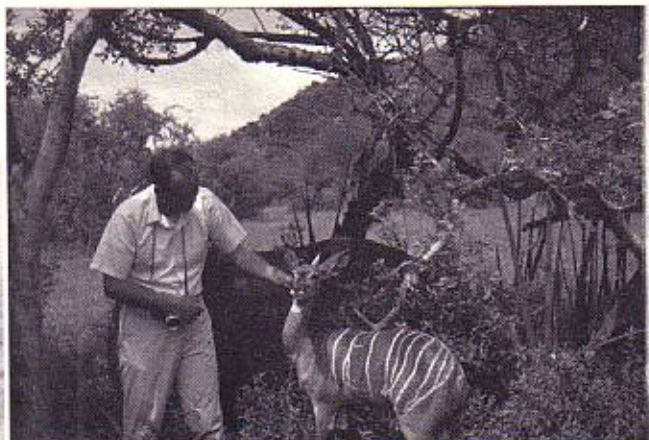


Giant tusks of Mombasa.





It will make a nice pet.



Trip to Kagnu Station.

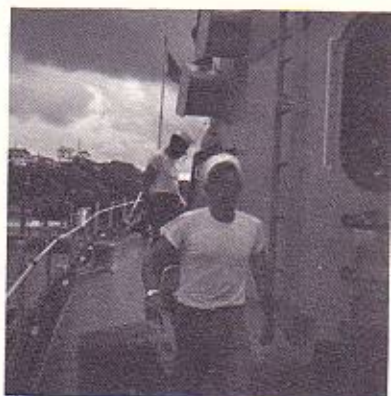
Massawa, Ethiopia



Diego Suarez Madagascar



The port.



The BIG FOUR.

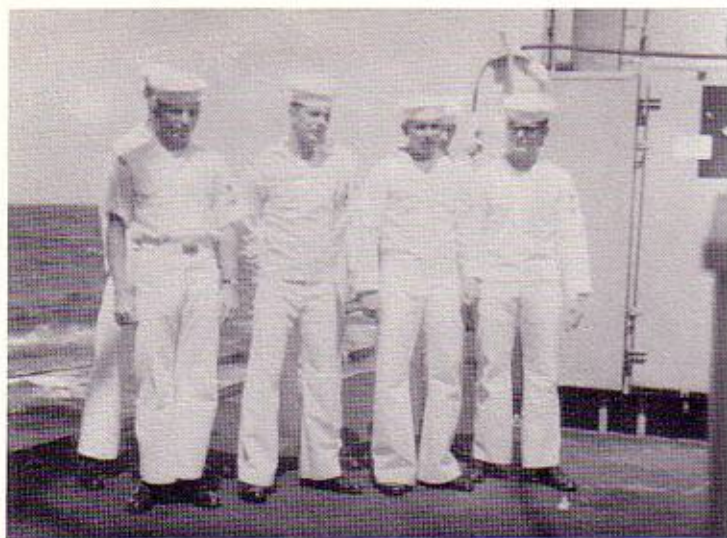


USS HAROLD J. ELLISON comes alongside to relieve WEEKS.

then there was Turnover



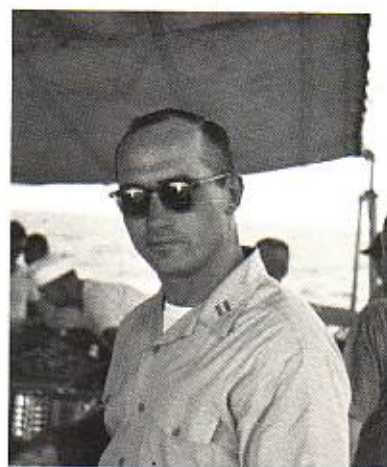
Advancement Ceremonies





Operations

Department



LT. CHARLES S. LYNCH
OPERATIONS OFFICER



ENSIGN WILLIAM C. GARLOW
COMMUNICATIONS OFFICER



ENSIGN THOMAS F. GEHRMANN
CIC OFFICER



ENSIGN KENNETH A. SMITH
ELECTRONICS MATERIAL OFFICER

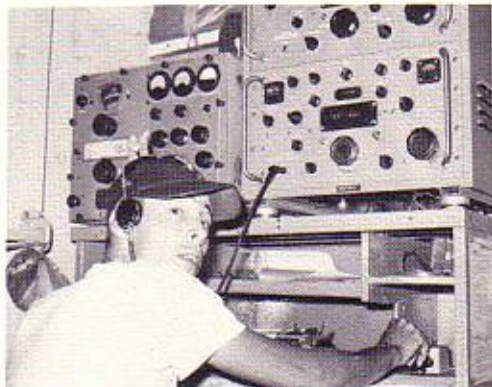
There is probably no better test for the Operations Department of a destroyer than an overseas deployment. Rapid communications and alert Fleet operating are particularly important when working with the Fleet. Both OI and OC Divisions proved they had what it takes. First timers and old hands alike pitched in to make this a rewarding six months. All of the Operations personnel, the QM's, ET's, SM's, and Corpsmen as well as the Radiomen and Radar-men deserve thanks for a fine job.

RM's



"The Radio Gang"

L. Bashor, G. Jones, J. Harris,
D. Mitchell, R. Martin, J. Martin.



RM1 Harris (35 w.p.m. and up).



Sam (Orestes) Cason, RM1 George F. Moreland, RMSN Thomas G. Anderson, RMSN



D. Mitchell, RM2, J. Martin, RM3.



C.L. Bashor, RM2

ET's



Raymond E. St. Clair



Suhrie, ET3; Francour, ET3; Picker, ET3 (Boss Man);
Howard, ET3; Gillstrap, ET3; Dodson, SN.

OI Division

RD's



James A. Christiansen, RD2



Joseph W. Jacobs, RDC



Gale F. Watson, RD3



David L. Fortiere, RD1



Charlie Price, RD3



RD3 Bukowski, RD3 Connolly,
RD3 Reynolds, RD3 Lemke.



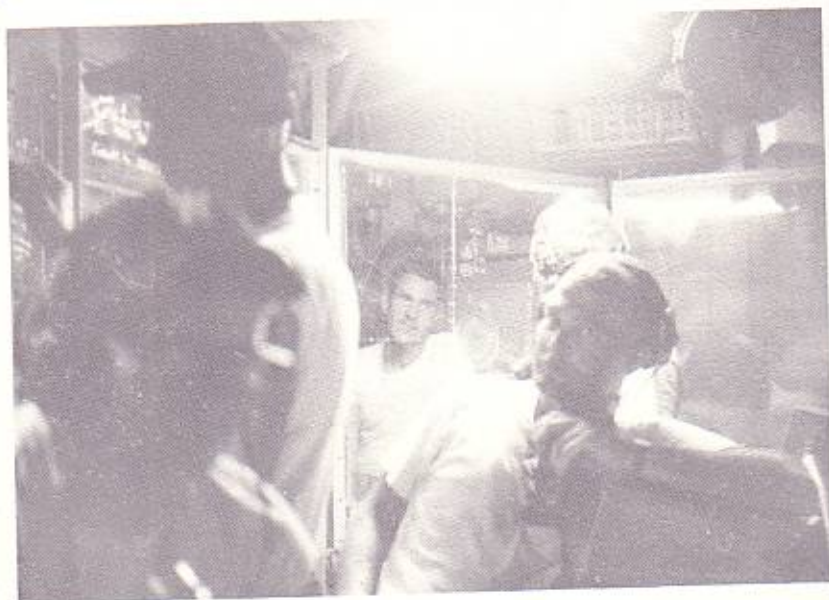
RD2 Stepien, RD3 Nerenberg,
RD3 Spires, RD3 Doemel.



RD3 Watson, RM3 Smith, RMSN Moreland.



Walter W. Mack, Jr., RD3



CIC.

SM's



Beckley, SM3



Charles W. Hodges, SM2 William G. Perkins, SM3 Jerry L. Dean, SMSN



Davis, SM2



Dressel, SM2



*Henry W. Doll, Jr., HM1
Everyone's friend.*

QM's



*Postal Clerk Tingle, QM3...
(And you owe me \$27.50.)*



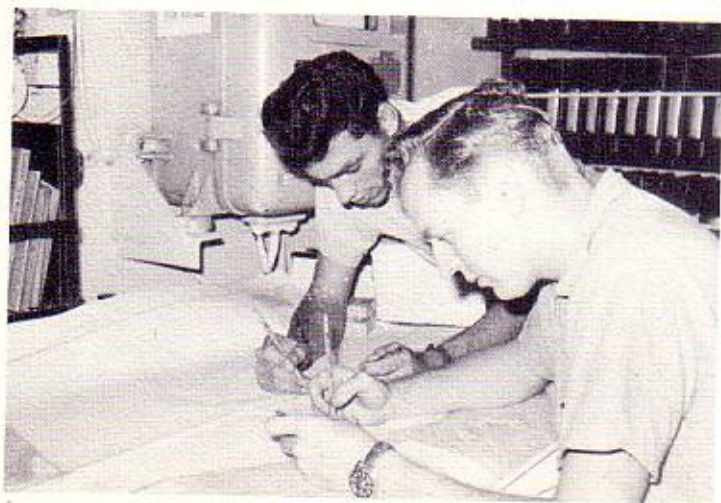
Miller, QM2; Alford, QMSN.



Popcorn Vendor—Have kernels will pop!



HMSN C. Floyd, a good Witch Doctor.



*Laudenslauger, QMSN; Miller, QM2 and Myers, QM3
at work.*



H. L. Perdue, YN3



Johnson, SN



R. L. Watters, SN

YN's

The many problems a Supply Department encounters in its day to day existence are amplified by a six month deployment. Repair parts are harder to get, meals are harder to plan, and even the workload of the laundry increases. Our Supply Department came through with flying colors. The ship's store in particular did an outstanding job...

Supply Division



Ltjg. F. E. Jepson, Jr.



T. E. Walker, Jr., CSI



R. L. Sparrow, CSI



D. R. Winget, CSI



R. P. Barnes, SH1



J. Ruiz, SH2



L. F. Bugge, SH3



J. Bracero, Jr., SH3



L. H. Senkarik, CSSN



L. P. Wheeler, CS3



E. S. Payne, SD2



L. W. (Candy Man) Rustin,



C. D. Garrison, CS3



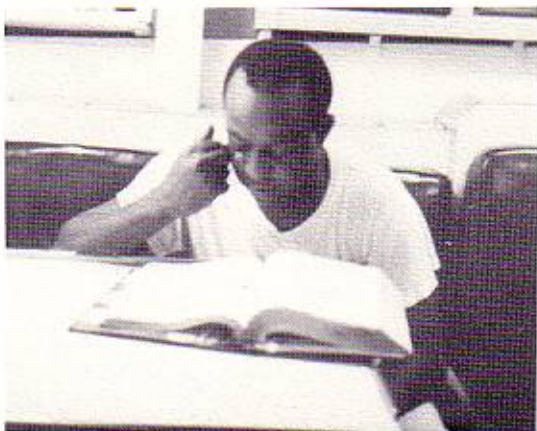
C. L. Walker, SN
Ship's Store Operator



Merring, SN



I. M. Angeles, TN



J. W. Stewart, SD3



C. W. Taylor, SK3



R. L. Dudley, Jr., DK3



C. M. Camanag, TN



C. D. Parrenas, TN

Engineering Department



LCDR WILLIAM M. DEVOY
CHIEF ENGINEER



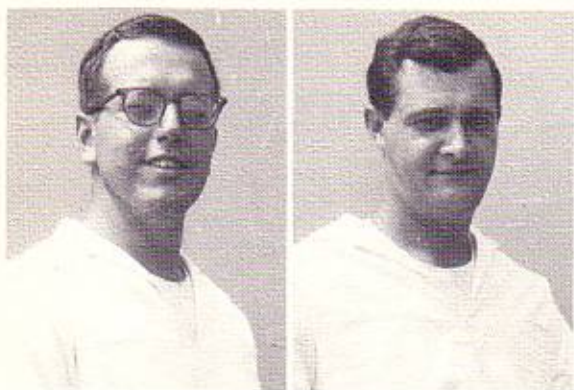
ENSIGN THOMAS F. MC DONALD
DAMAGE CONTROL ASSISTANT



ENSIGN ROBERT E. MICHAELS
MAIN PROPULSION ASSISTANT



ENSIGN M. KELLY
ASSISTANT DCA



Smith, SFM3

J. A. Kidd, SFM3



A. Disipio, DC1; R. J. Raus, SFC; F. T. Losea, SFP2



R. J. Raus, SFC



Roland, DCFN, and Harris, SFFN

The engineers encountered a few problems on the deployment, but as usual they were solved with dispatch. In the Middle East temperatures became oppressive in the machinery spaces. As always, maintenance had to be done and watches had to be stood. Except for a marked increase in salt tablet consumption and some extra time on deck "Supervision Topside Preservation," everything went on as usual. We spent several months without any repair facilities, so we became our own repair ship. Everyone did his part and the ship returned to the States. "Well Done" to all for their diligent efforts, especially the auxiliary gang who kept all the air conditioners running at capacity during our four month heat wave.

Though all the engineers enjoyed the cruise with its exotic port visits, we were all very glad to answer final "All Stop" at the Destroyer-Submarine Piers and to greet the many loved-ones waiting there.



XXXI



R. W. Freret, EM2



Robert Adame, EMFN R. M. Plywacz EM2 C. A. Calderon, ICFA



C. J. Copeland, EMC; J. L. Dewey, EM2



Why me?!!!



J. W. Thomas, EM1



M. J. Kujawa, EMFN; D. J. Moravec, EN2



A. M. Kidd, EN3



J. L. Fonk, ENFN



M. K. Seabrooke, ENFN



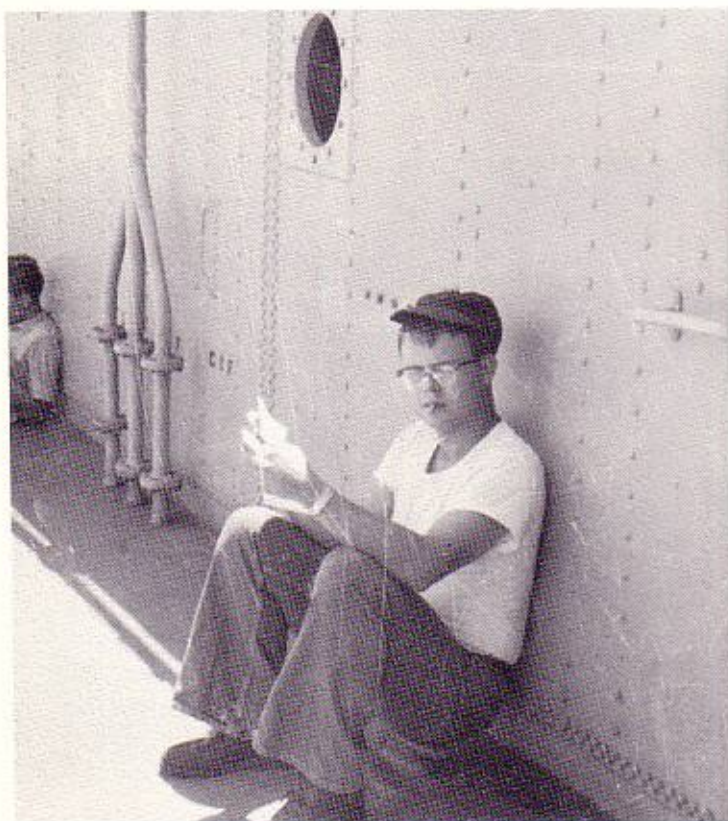
M. H. Freerks, MR3



J. W. Naecker, EN2



The Gang.



G. S. Wheelwright, MR3





Martin, BT2 hard at work.



B. D. Brown, BTC



E. L. Fowle, BTC

A. E. Toney, BTCS

J. A. Kellner, BTFN



*BLACK GANG
Forward Fire Room*



T. Aguilar, BTFN



D. J. Laplante, BT3



After Fire Room



Becker, BTFN



*M. P. Flynn, BT3
"Oil King"*



B. M. Lawson, BT3



*Sure I made chief, but I have to
get some fresh air somehow!*



Ward, MM2--some fun?



Forward Engine Room



We don't worry about the dirt--we're bilge rats.



After Engine Room



F. R. Stetler, MM3

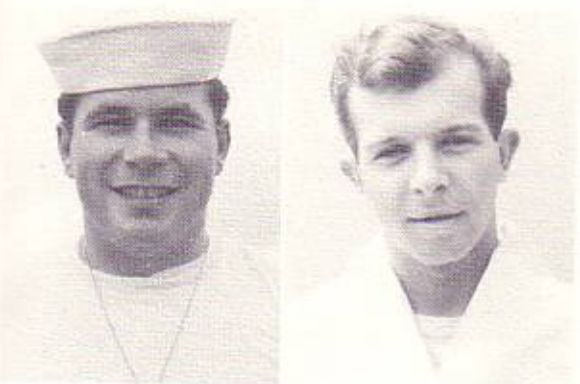
T. Lipari, MM3



C. E. Harris, MMFN



S. H. Greene, MM1



S. J. Devereaux, MM3 R. D. Riddlebarger, MMFN



W. R. Browning, MM1



G. J. Rowe, MM1



D. R. Geary, MM3



T. J. Hargrove, MM3

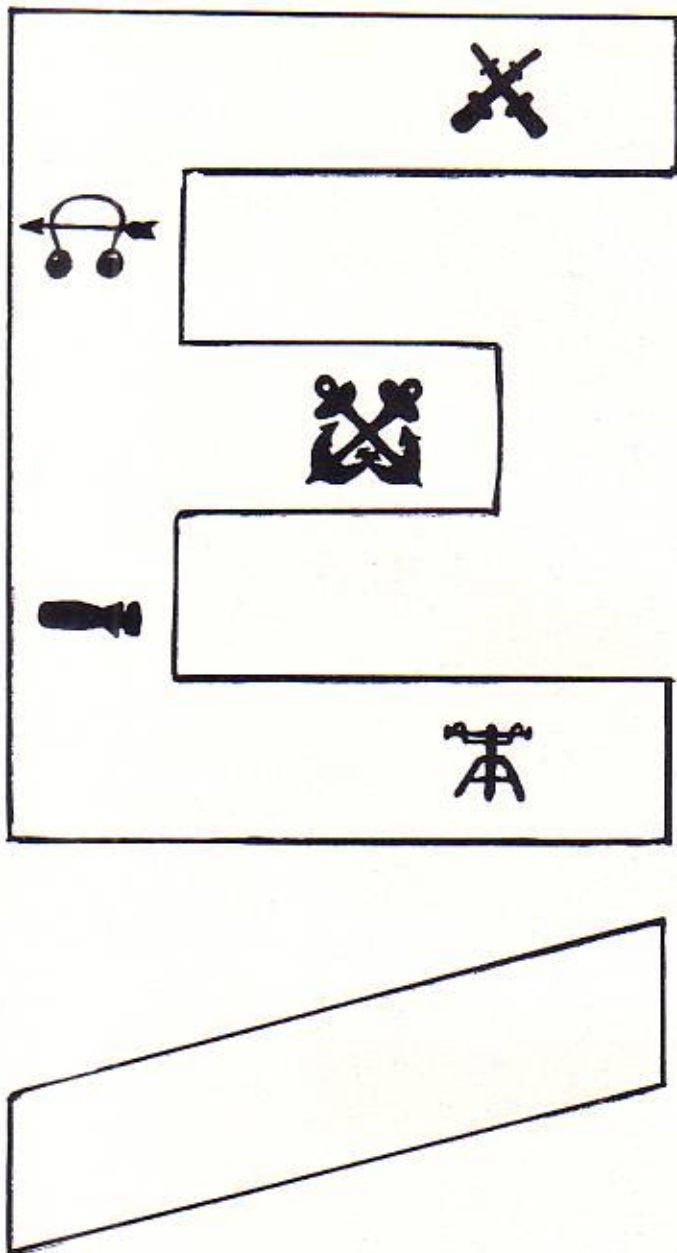


Once in a while I do get dirty hands.



T. S. Burrell, MM2

Weapons Department



LTJG. FRANK G. LEA
WEAPONS OFFICER



LTJG. ROBERT F. WIXOM
NAVIGATOR



LTJG. JACK E. FISSEL
ASW OFFICER



LTJG. DAVID M. GRAVES
1ST & 2ND DIVISION OFFICER
FIRST LIEUTENANT



R. E. Helke, FTGC



W. E. Furgerson, GMGCS



H. L. Horton, STGC



R. L. Logsdon, SN



M. L. Schwab, GMG3



L. A. Magnes, SN



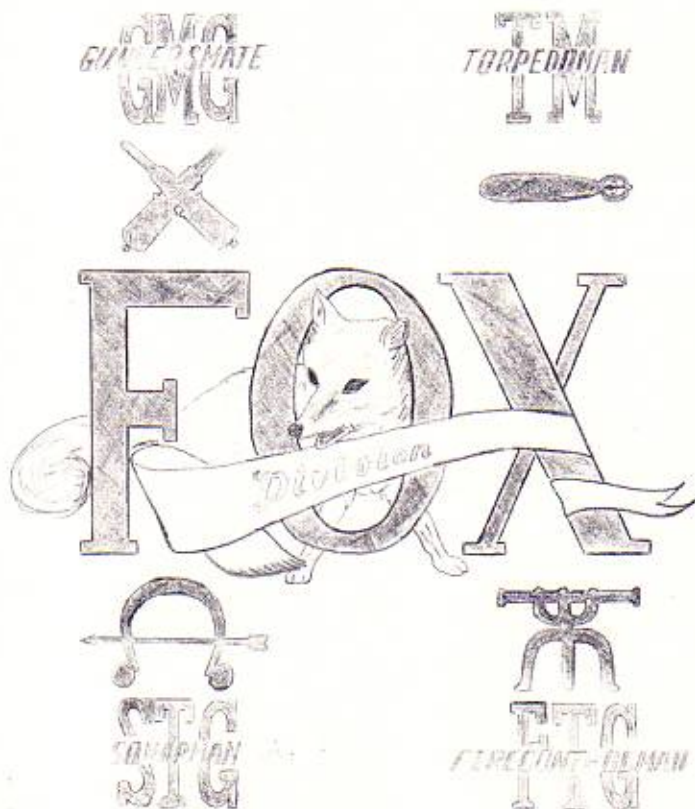
C. Prince, TM2



G. L. DeToye, TM3



D. A. Swamp, GMG3





T. B. Mayo, STG2



B. E. Ray, STG3



R. L. Stadig, STG3



Clark, STG3



Hannah, GMG2 - Ward, GMG2



L. H. Hammack, STG3



H. T. Everhart, STG3



C. M. Hansen, STG2



S. W. Shubin, STG3



R. P. Hicks, STG2



R. W. Hollenberry, FTG3



Pierce, FTG3



W. Stanley, FTGSN



D. L. Price, FTG2



D. L. Rohrbaugh, FTG2

First and Second Divisions



I. L. Greene, BMC



A. J. King, BM2



T. F. Snyder, BMC



Johnson, BM1



F. R. Fadely, SN



C. E. Jordan, SN



E. N. Henneman, BM3



H. C. Henderson, SN



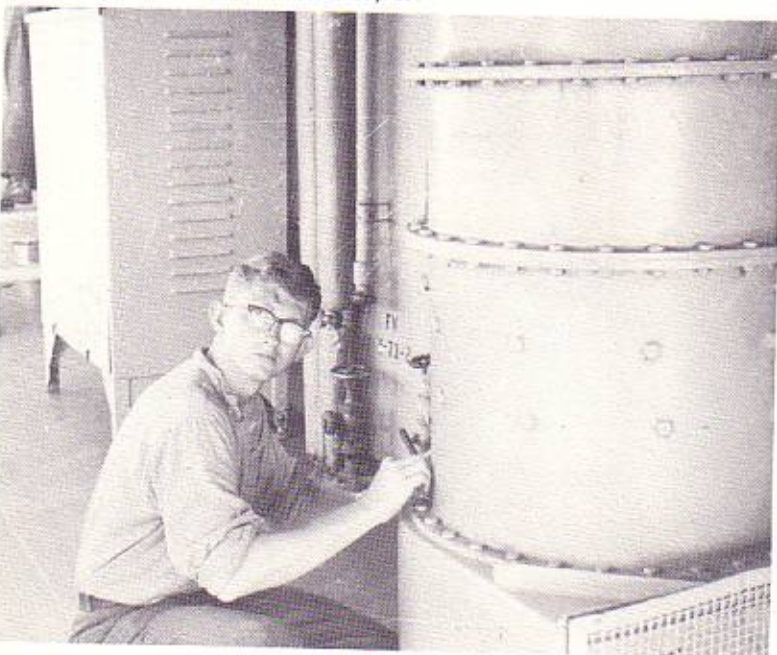
O. L. Bryant, SN



J. R. Woolf, SN



J. J. Oosahwe, SN



L. Lowe, SN



J. G. Troesser, BM3



Coan, Pierce, Claytor, Albi, Melendy.



Woolf, Smith, Cunningham, and Sweinhart.



M. K. Bryan, SN



Listen George, the "Alma Mater"

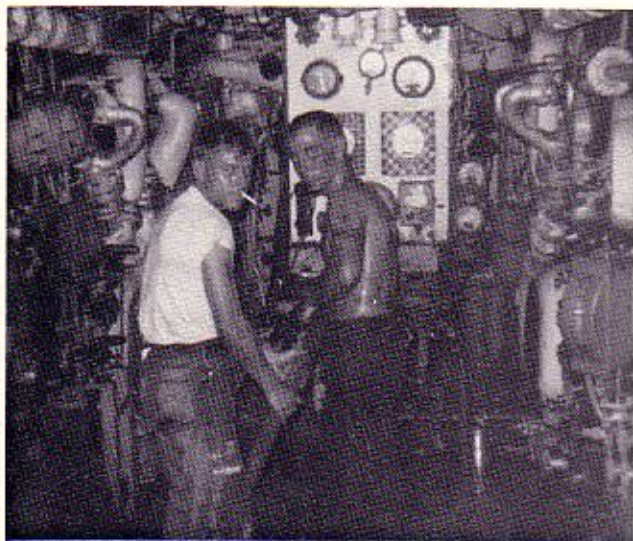
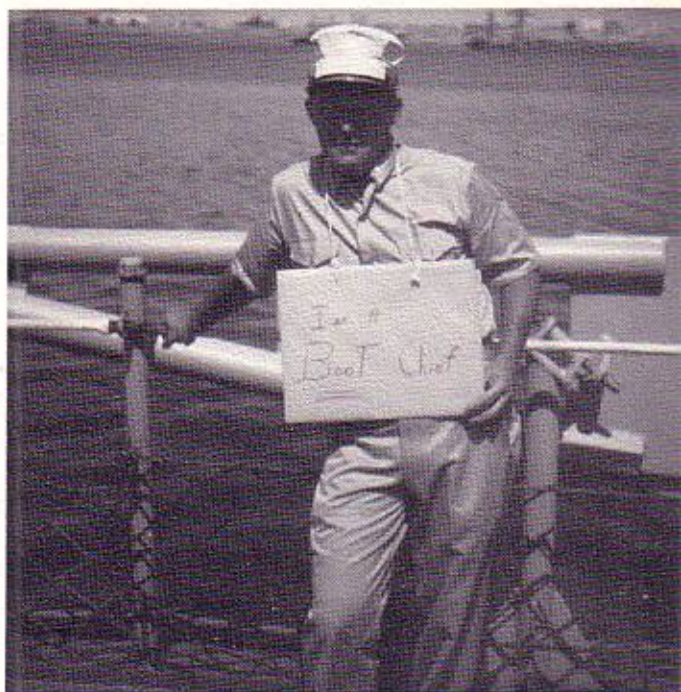


*Claytor, Pottoroff, Oosawee,
and Henneman.*



COMIDEASTFOR in for a trim.

Fun and Things



Beer for Ship's Party in the Red Sea--500 cases.





In Asmara there were many beautiful nightspots.



USS SPERRY being pulled into the channel in Recife, Brazil.

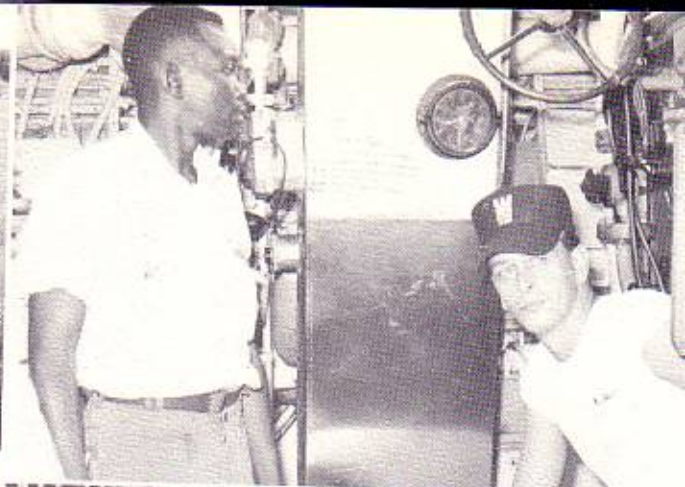


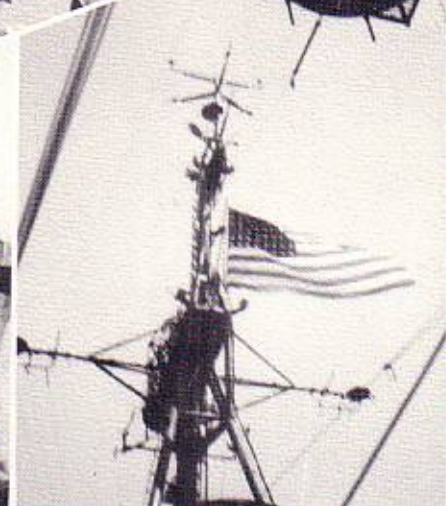
Military police.



Chief Toney's barracuda--49" in length, 18" in diameter, 19 pounds.









Home - December 31, 1967







Editor R. Martin, RM
Assistant Editor L. Harris, SFP
Photographer J. Dean, S
Advisor Ensign R. E. Michael



III



IV



