

At Sea
27 January 1969
Off the
Coast of Mexico

MUXPACCRAM I

Dear Friends of the MUX, Hello "Everyone".

The MUX is off and racing we of MUX with embarked Commander Destroyer Squadron FOURTEEN and staff along with USS DOUGLAS H. FOX (DD779), USS PERRY and USS WEEKS said our final good bys to Norfolk and Mayport dependents and friends and just shortly after 3 P.M. MUX moved away from the pier. We were headed fair, again to the open seas. We all took that last long look at the pier, our families and friends and, later on, the skyline of Norfolk and last, that of Virginia Beach. We all knew that this was the long one.

We immediately set to the task of running a man-o-war at sea; of standing the various watches, cooking meals, making water, steaming the boilers to run the engines propelling the ship and the myriad other tasks of running a small community - a self-contained community in itself of three hundred dedicated men. Shortly before we got underway, we received some very good news. The men listed below were advanced to the next higher rate on 16 January 1969.

<u>NAME</u>	<u>ADVANCED TO</u>	<u>NAME</u>	<u>ADVANCED TO</u>
SAMUEL JOHNSON	GMG1A	JACKIE HOGUE	GMC2
PAUL MAONEY	TM2	ROGER MILBURN	MM3
FRADLEY PECK	MM2	WAYNE ELLERMAN	MM3
PETER SCHLITZ	MM3	ANTONIO RAJIFEZ	SKC
GARY STONE	GMG1	LAWRENCE LINE	FTG2
EDWARD STRAIGHT	GMG1	JIMMIE FRANCIS	FTG1
JOHN WILSON	SH3	JIMMY STROUP	SK2
HOWARD DURRETT	GMG3		

After the Norfolk holidays, it was a fast change of pace to start a trip of some many thousands of miles. We passed San Salvador during the afternoon of 18 January and Cuba on 19 January. A pat on the back to the Gunners of MUX who conducted a real fine gun shoot on the afternoon of 19 January.

At first light MUX and FOX were lying off the eastern entrance of the Panama Canal, waiting for the word to enter the first lock. It is quite a sight to see a ship literally being "pulled" up a mountain side by the filling of a series of locks. Locomotives provide the power to pull the ship through the various locks. This is done by attaching cables to the ship from the locomotives, positioned on both sides of the ship forward and aft. We completed transit of the canal by late afternoon and tied up at the Naval Station, Rodman, Canal Zone for an overnight stay.

We steamed in company out under the Bridge of Nations, with Panama City on our starboard and Balboa on our port and into the placid Pacific Ocean with our flags flying and headed in a northerly direction up the long coast of Latin America and Mexico bound for San Diego. We will arrive in San Diego 29 January.

With only one "Mail Call" so far, we are all looking forward to news from families and friends at our second mail call at San Diego. I can not over emphasize the importance of mail. I urge you to write often. It is very important to use a correct address. To speed first class and air mail letter mail use FPO, San Francisco 96601 instead of FPO in New York. Continue to use FPO, New York 09501 for packages. In case of real emergencies you can send a telegram to the ship by using the following address: (Mans name and rate) USS MULLINNIX (DD-944), % Naval Communication Station, Treasure Island, San Francisco, California.

Best regards,

D. W. Knutson, Sr.
D. W. KNUTSON, Sr.
Commanding, USS MULLINNIX

CDR D. W. KNUTSON, Sr., USN
USS MULLINNIX (DD-944)
FPO, New York 09501

*I will keep each
other safe and happy!*

P.S. I will keep you all informed by sending a Familygram about every three weeks. If I am tardy at times, please bear with me. The tempo at times may preclude my writing. For those dependents residing in Norfolk I am including a new roster with current addresses.