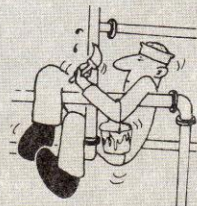
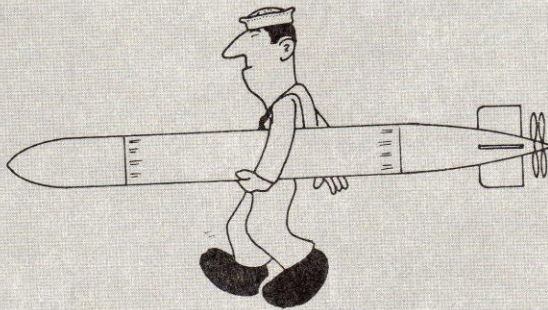
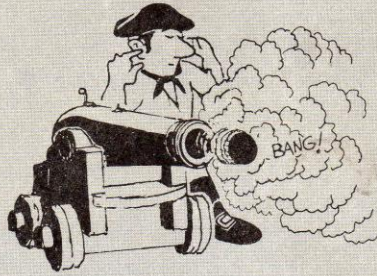
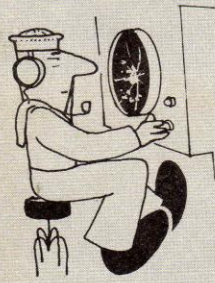
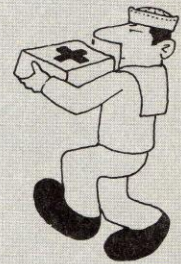
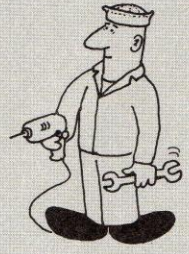
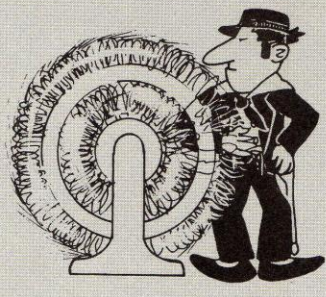
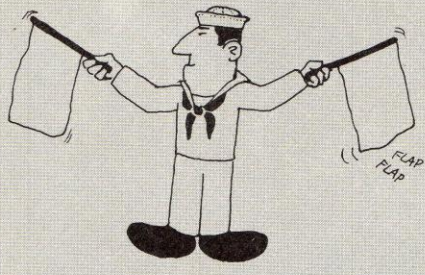




MED CRUISE

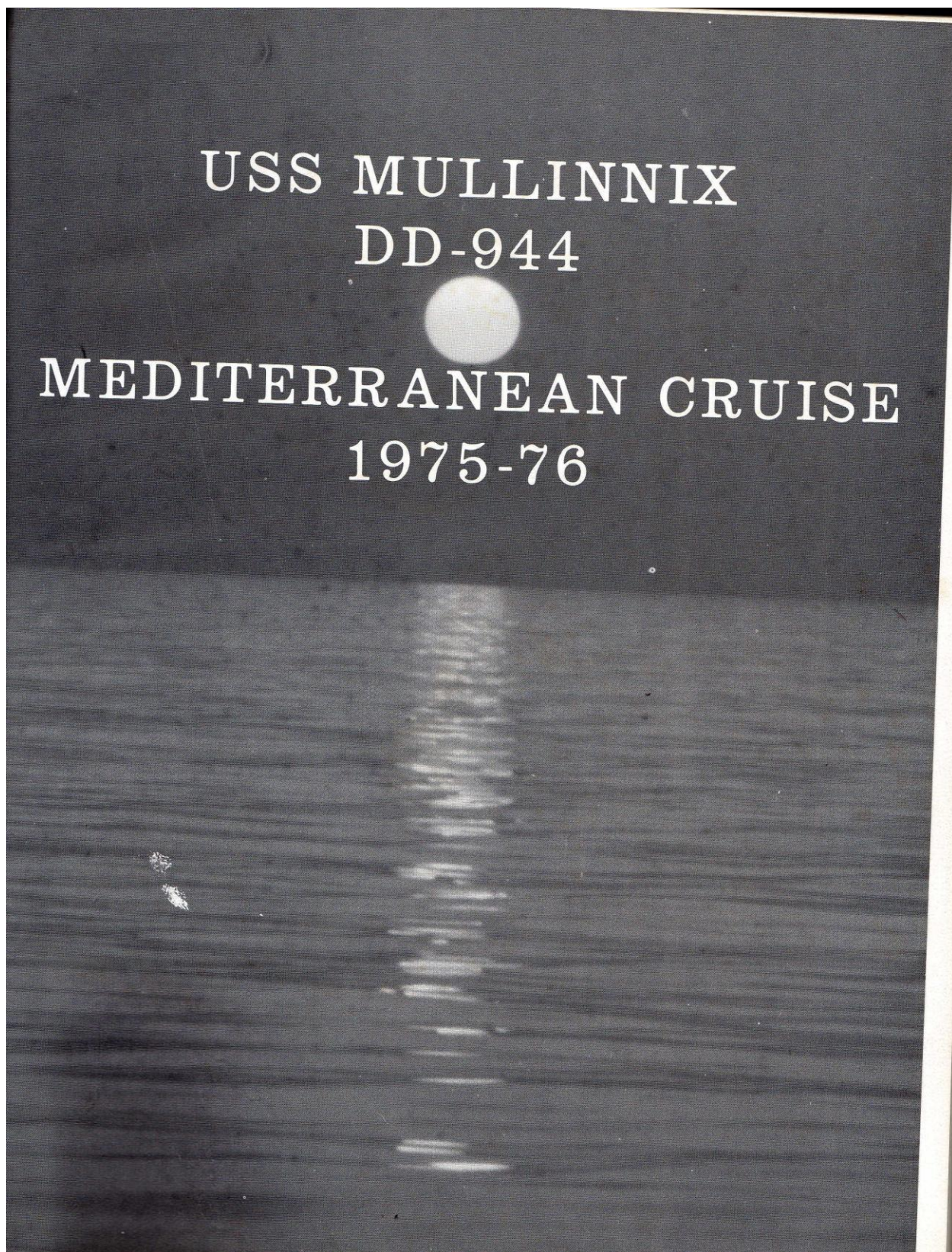
'75-'76





USS MULLINNIX
DD-944

MEDITERRANEAN CRUISE
1975-76



It was a chilly morning in April, 1956 when the men of the Bethlehem Steel Company in Quincy, Massachusetts brought their skill to bear on the steel that was to become the keel of the USS MULLINNIX. She was designed to maintain speeds well over 30 knots and her increased freeboard and characteristic "HIGH BOW" allowed for agility in rough weather operations. The entire ship's structure above the main deck was built with aluminum to obtain maximum stability while maintaining minimum ship displacement.

Belonging to the Forrest Sherman Class of Destroyers, MULLINNIX was one of the first United States Warships to provide more fire power aft than forward. She was built with the latest in improved habitability features in berthing and air conditioning throughout the ship. When the men of Quincy had finished their work, MULLINNIX had a displacement of 3,850 tons, was equipped to provide anti-aircraft and anti-submarine protection to larger ships, was 418 feet long, and had a beam of 45 feet.

This beautifully proportioned vessel is meant to be lasting tribute to the memory of the man, Henry Matson MULLINNIX. MULLINNIX was the first naval vessel to bear the name of one of America's most gifted "Air Admirals". Rear Admiral MULLINNIX died in action while serving aboard his flagship, the escort carrier, LISCOMBE BAY. LISCOMBE BAY was torpedoed and sunk by an enemy submarine off Makin Island in the Gilbert Islands area, on November 24, 1943. Rear Admiral MULLINNIX was reported missing in action following that catastrophe and was officially declared dead a year later. For his services he was awarded the Legion of Merit and the Purple Heart Medal posthumously.

On March 7, 1958, MULLINNIX was commissioned a part of the United States Navy. Mrs. Kathryn MULLINNIX, the widow of Admiral MULLINNIX, presented the officers and crew with Admiral MULLINNIX's personal flag and sword as a symbol of Naval Tradition and as a symbol of high standards for MULLINNIX to achieve and maintain. The standards of one man, the lives of many, and the cold new steel were now linked together by a ship called MULLINNIX.

MULLINNIX spent her first couple of years spreading good will and making friends in Central and South America. She escorted the USS RANGER "around the Horn" and later was the flagship for COMMANDER SOUTH ATLANTIC FORCE. The MUX's first visit to a foreign port was Port of Spain, Trinidad. After Trinidad, MULLINNIX continued to spread good will in the ports of Rio De Janeiro, Brazil; Recife, Brazil; Tampico, Mexico; Montevideo, Uruguay; and Mardel Plate, Argentina.

In the fall of 1959, the men of the MUX were called upon to take the "MULLINNIX MANNER" to the Mediterranean. Upon arriving in the Mediterranean, MULLINNIX was the newest United States Destroyer in the Mediterranean in addition to being the Flagship for COMMANDER DESTROYER SQUADRON 32. As such, she was visited by many dignitaries including West German Minister STRAUSS. Also, while in the Mediterranean, MULLINNIX was honored to have been selected to act a primary escort ship for President EISENHOWER when he travelled from Athens to Tunis to Toulon aboard the USS DES MOINES. In Toulon, the President spoke directly to the crew by radio and congratulated them on doing a magnificent job. Between 1959 and 1961, MULLINNIX had visited many European cities and countries including Naples, Barcelona, Cannes, Athens, La Spezia, Istanbul, Malta, Taormina, Palermo, Gaeta, St. Jean, and Samsun and Bregli in the Black Sea.

In 1962, MULLINNIX participated in the UNITAS III cruise of South America where she revisited many of the ports she made on her first deployment. In just a few short years MULLINNIX had earned herself the reputation as a "steaming can" by operating over half the world. From October 24, 1962 to November 19, 1962, MULLINNIX took part in the now famous Cuban Quarantine as Flagship of Task Force 137.

Unsatisfied with the land and water, the MULLINNIX next reached for the sky. MULLINNIX was in the primary recovery area during a two man Gemini Space shot in March of 1965. Later that year, more earthly problems led the MULLINNIX to assist in the Dominican Republic crisis and to remain in the vicinity of Guantanamo Bay ready to render aid where needed.

In June of 1965, MULLINNIX and other units of Task Group Alpha departed for a three month tour of duty with the U.S. Sixth Fleet. After a much needed rest and extensive repairs to her boilers, MULLINNIX departed for duty with the Seventh Fleet. After stops in Guantanamo Bay, Balboa, Manzanillo, Pearl Harbor, Midway Island, Guam, and Subic Bay, she arrived off the coast of Vietnam. During her tour with the Seventh Fleet, MULLINNIX was assigned exclusively to Naval Shore bombardment, firing 13,702 rounds of ammunition in support of the First Marine Division, the US Army, and the Army of the Republic of South Vietnam. She departed the Seventh Fleet on 17 November and continued westward around the world. After stops in Penang, Malaysia, Cochín, India, and Athens, Greece, MULLINNIX proudly returned home.

In late 1968, while undergoing training at Guantanamo Bay, Cuba, MULLINNIX received a message to cease all drills and proceed at best possible on a search and rescue mission about 150 miles from GITMO to take under tow the USS TULLULAH adrift in the seas. MULLINNIX joined up with the TULLULAH just before dark and towed her back to GITMO. This foreshadowed a similar event in GITMO in 1973, when MULLINNIX was again asked to help a vessel in distress, this time the tug "MISSY". MISSY was towing a dredge and a barge. The barge broke loose in heavy seas and without any radar the MISSY was lost.

On 20 February 1969, MUX was off the coast of Vietnam providing naval gunfire support to U.S. ground troops in the Republic of South Vietnam. During the first gunline patrol, she fired numerous harassment and call fire missions, primarily in support of the First Marine Division defending the Da Nang harbor complex, and for the Third Marine Division along the DMZ. MULLINNIX then steamed south toward the Island of Sumatra, Indonesia. Spending most of her time on station just south of the DMZ, THE "MIGHTY MUX" fired in support of the Third Marine Division. The MUX completed her third and final gunline patrol during this West PAC cruise on 15 July 1969. During the 83 days on three gunline patrols in the I and II Corps areas, MULLINNIX provided naval gunfire support to Allied Forces south of the DMZ, Danang, and in the vicinities of Cam Rahn Bay, Nha Trang and Qui Nhen. During those three patrols, ammunition was fired in response to calls for fire at 1,627 targets at an average range of nearly 17,000 yards. For her naval gunfire support performance for Fiscal Year 1969, MULLINNIX was named "TOP GUN" among the gunline destroyers. A proud crew returned after having visited Kobe, Yokosuka, Pearl Harbor, San Francisco, San Diego, and Acapulco enroute home.

In the beginning of 1970, MULLINNIX went south to the warm waters of the caribbean to conduct six weeks of training. After this training she deployed to the Mediterranean for operations with the Sixth Fleet. During the cruise MULLINNIX also visited Tunisia, Crete, Greece, Malta and France, just to name a few.

In February 1972, MULLINNIX departed for a good will cruise to Central America and visited such ports as Vera Cruz, Limen, Curacao, Panama and Costa, returning home in March. In early April, MULLINNIX was required to get underway within 48 hours to return to Vietnam. "MUX" arrived off the coast in May and fired over 500 projectiles in the first few hours. MULLINNIX was recognized in a formal presentation of the Gunnery "E" for excellence. Once again a proud crew returned to Norfolk in October 1972.

A much needed shipyard period began in January 1973. After such a long period in the shipyard and the addition of many crew members MULLINNIX headed south for training in GITMO. Arriving home in December MULLINNIX's crewmembers celebrated the holiday season.

On 27 February 1974, MULLINNIX departed Norfolk on a six month deployment to the Indian Ocean Middle East. During the deployment MULLINNIX visited Puerto Rico, Trinidad, Brazil, Ivory Coast, Angola, Mozambique, Kenya, French Territory of the Ifars and Isas, Pakistan, Oman, Iran, Kuwait, Bahrain and Mauritius. MULLINNIX gave much assistance to two ships during the deployment in the Indian Ocean. MULLINNIX towed the French Frigate BALNY for two days in the Gulf of Aden. Later, MULLINNIX gave assistance to the Merchant Ship ANNA MARIA following a casualty which left her with no propulsion.

1975 was full of fleet exercises. MULLINNIX increased her readiness by participating in COMPTUEX 4-75, AGATE PUNCH, COMPTUEX 1-76 and in CARIBEX.

During CARIBEX, MULLINNIX received word that she would deploy to the Mediterranean in October, three months ahead of schedule. Upon arrival in Norfolk, on 26 August, the crew prepared her, and with much perseverance and dedication, the MULLINNIX was "ready".

On 3 October 1975, MULLINNIX steamed to the Mediterranean. While in the Mediterranean, MULLINNIX operated with NATO Units in the Naval On Call Forces, Mediterranean. The other participants included Turkey, British and Italian naval vessels. Ports visited during this deployment included Izmir and Antalya, Turkey; Sardinia, Italy, France and Spain, not to mention Gibraltar and Tangier, Morocco.

MULLINNIX brought her crew home to their families, friends and loved ones on 5 May 1976 for another well deserved and enjoyable leave and upkeep period.



Commander Herman Stacy Clardy, Jr., was born 17 February in Columbia, South Carolina. He was graduated from the University of South Carolina in May 1958, receiving his commission through the NROTC Program. In August 1958, he reported for active duty as a Lieutenant on the USS RHODES [DER-384]. After two years serving as Communications Officer and CIC Officer, he was transferred to the Commandant's Office, Naval District for duty in the District Intelligence Office. Following a tour of duty he was ordered to USS ROAN [DD-853] as Operations Officer in August 1962. In November 1963, he was detached to duty as Executive Officer in USS HISSEM [DER-400]. After this tour, which included deployment to Operations DEEP FREEZE and a World Cruise, he was transferred to Canada in May 1965, as Liaison Officer to the Royal Canadian Navy in Halifax, Nova Scotia. Upon completion of a one year tour he attended the United States Naval War College, graduating from the School of Naval Command and Staff in June 1968. He served two years, July 1968-1970, as Executive Officer, USS VESPER [DD-878], followed by a one year tour as Chief Staff Officer, Destroyer Squadron TWENTY-FOUR. From July 1971 - April 1974, Commander Clardy served on the Staffs of the Chief of Navy Material, Washington, D.C., and the Commander Cruiser-Destroyer Force, Atlantic Fleet, Norfolk, Virginia. Commander Clardy served as Commanding Officer, USS MULLINNIX [DD-944], from April 1974-April 1976. After this tour, which included a deployment to the Indian Ocean and Middle East, and a deployment to the Mediterranean, Commander Clardy received on 1 April 1976 the rank of Commander. Commander Clardy's service medals include the Navy Expeditionary Medal, National Defense Service Medal, Antarctic Expedition Medal and the Armed Forces Expeditionary Medal.

Commander Clardy is married to the former Margaret Pierce Bly of Georgetown, South Carolina. The Clardy's have two sons, Stacy, and Chris.

COMMANDING OFFICERS

Commander Thomas K. Anderson was born in Petersburg, Virginia on 27 January 1938. He attended Petersburg High School and was graduated in 1955. Commander Anderson attended Davidson College, where he was awarded a B.S. Degree in Physics in 1959. He earned his commission as an Ensign from OCS in November of 1959.

His educational background also includes a Master of Arts Degree in Political Science from the University of Idaho which he earned in 1968 while teaching NROTC at the university.

His assignments since commissioning include:

Deck Officer, USS SPRINGFIELD [CLG-7] 1959-1962
 Asst. CIC Officer, USS GALVESTON [CLG-3] 1962-1963
 Ass't. Weps/ASW Officer, USS KING [DLG-10] 1964-1965
 Instructor NAV/OPS, Univ. of Idaho 1965-1968
 Commander, PBR River Div. 531, Vietnam 1968-1969
 Ops. Officer, USS WAINWRIGHT, [DLG-28] 1969-1971
 Executive Officer, USS JONAS INGRAM [DD-938] .. 1971-1972
 Congressional Liaison Officer, Office of
 Legislative Affairs, Washington, D.C. 1972-1975

Commander Anderson is married to the former Claire Fotheringham Daggett of Eugene, Oregon. They have two sons, Kendrick, born 1964, and Jonathan, born 1966.



OLD XO-LCDR SAUL

LCDR J. M. SAUL, at the time of his departure, served aboard MULLINNIX as executive officer for 18 months. He established a close relationship with the crew and spent many steaming hours together. The officers and crew extend to him "smooth sailing and following seas" during the remainder of his naval career.



EXECUTIVE OFFICERS



NEW XO- LCDR BISSONNETTE

LCDR BISSONNETTE reported aboard in Naples, Italy mid-way the cruise. Having been a former destroyerman and designated surface warfare officer, LCDR BISSONNETTE was instantaneously at home on the MUX. LCDR BISSONNETTE'S experience, gained from various types of duty has contributed to the morale of the crew and we wish him a hearty 'Welcome Aboard'.

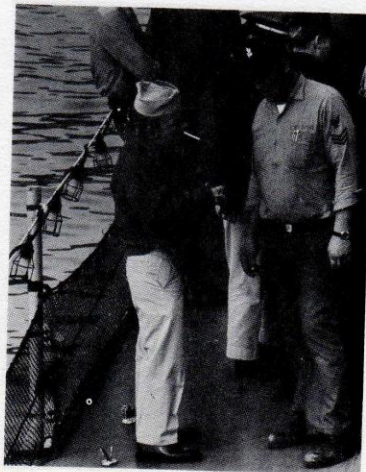


Master Chief Machinist Mate Ross has been aboard USS MULLINNIX since 29 January 1974. He has been a destroyerman most of his career both in the fleet and as an instructor at the Naval Destroyer School.

MMCM Ross wears the Good Conduct Medal [Fourth Award], Armed Forces Expeditionary Medal, Navy Achievement Medal, National Defense Service Medal, Vietnam Service Medal, Republic of Vietnam Campaign Medal, Naval Occupation Medal, Republic of Vietnam Civil Action Medal with Palm and Combat Action Ribbon.

The role of the master chief petty officer of the command is to assist the commanding officer in an advisory or active role in all matters pertinent to the welfare and morale of enlisted members and their dependents; to inspire and develop a more responsible and effective leadership at all enlisted levels; maintain and promote the effectiveness and efficiency of the chain of command; participate in awards and retirement ceremonies of enlisted personnel and represent or accompany the commanding officer to official functions, inspections, and conferences when directed. The master chief petty officer of the command is also a member of the striker selection board, human relations council, welfare and recreation committee.

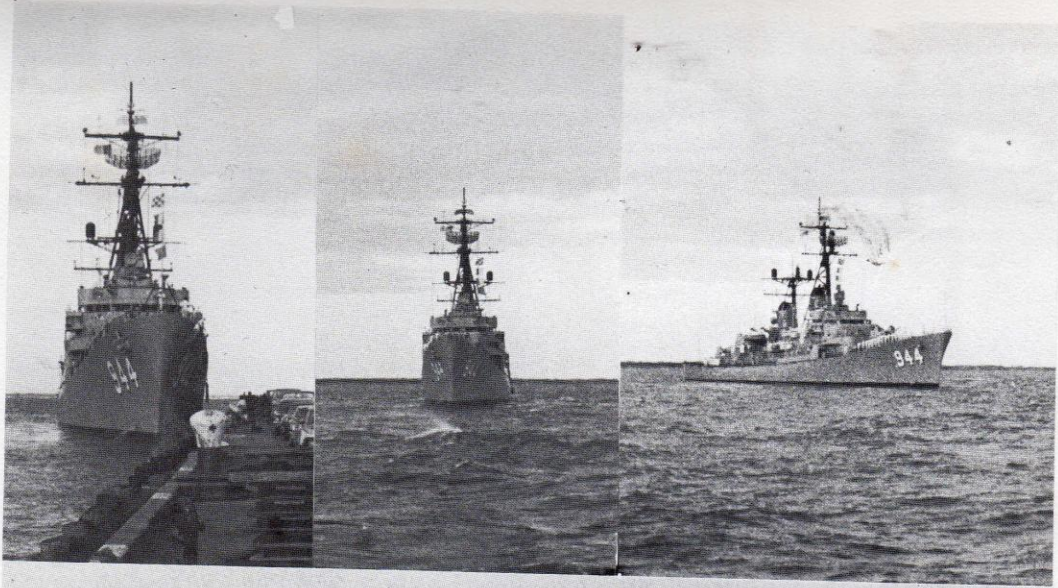
The role as the MCPO of the command is vital to the enlisted members who seek guidance and have the need to "rap" on a personal basis. He bridges the gap in the chain of command and as a result of listening to and weighing many problems or suggestions help to formulate certain policies that contribute to the individual, the command, and to the navy.





1975 - 1976 MEDITERRANEAN CRUISE

OCT. 3, 1975 - DEPART NORFOLK, VA.
OCT. 13, 1975 - GIBRALTAR
OCT. 14, 1976 - TANGIERS, MORROCO
OCT. 21, 1975 - IZMIR, TURKEY
OCT. 27, 1976 - ANTALYA, TURKEY
NOV. 3, 1975 - TARANTO, ITALY
NOV. 10, 1975 - CAGLIARI, SARDINIA
NOV. 18, 1975 - NAPLES, ITALY
JAN. 12, 1976 - SIRACUSA, SICILY
JAN. 26, 1976 - ANTALYA, TURKEY
FEB. 7, 1976 - TAORMINA SICILY
FEB. 23, 1976 - TOULON, FRANCE
MAR. 17, 1976 - GENOA, ITALY
MAR. 31, 1976 - BARCELONA, SPAIN
APR. 5, 1976 - PALMA DE MALLORCA, SPAIN
APR. 17, 1976 - ALICANTE, SPAIN
APR. 24, 1976 - ROTA, SPAIN
MAY 5, 1976 - NORFOLK, VA.



THE MUX MOVES OUT.

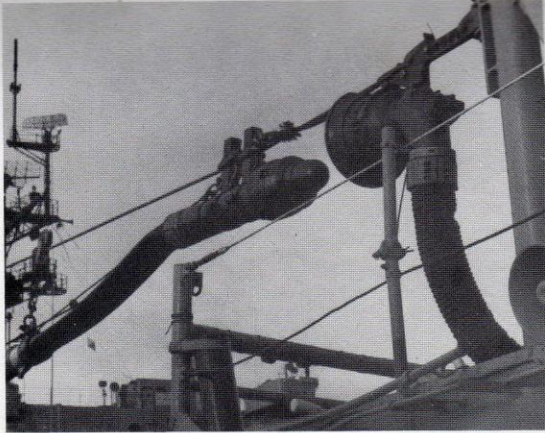




Our seven month Mediterranean cruise began on 3 October 1976. It was a cold, misty morning when the MULLINNIX sailed down the Chesapeake Bay and then pointed her bow eastward toward Europe. Being October, the weather on the Atlantic made for some very rough seas. This in turn made for some very queasy stomachs and lots of un-eaten chow at mealtimes. This didn't stop MULLINNIX, in company with other fleet units, from running the drills and operations which would prepare her to become a viable member of the Sixth Fleet. General quarters, gunshoots, damage control drills, basic engineering casualty control exercises, ship handling and maneuvering, and many others helped to ready the crew for the operations of the coming seven months. Also along the way, a real emergency was quickly and professionally handled when DK3 Sims had to be evacuated by helicopter due to an attack of apendicitis. He soon rejoined us, after a period of recuperation, and was our only major medical problem of the cruise. On 13 October, we steamed into Gibraltar, much to the relief of the ship whom we were relieving from duty with the Sixth Fleet.

And thus began the 1975-1976 Mediterranean cruise for the USS MULLINNIX.

UNDERWAY REPLENISHMENT



- 1] Top Left: "Refueling probe on its way over".
- 2] Below: "BM3 Christi & SN Singewald work the rig".
- 3] Bottom Left: "Men from all divisions man the inhaul line".



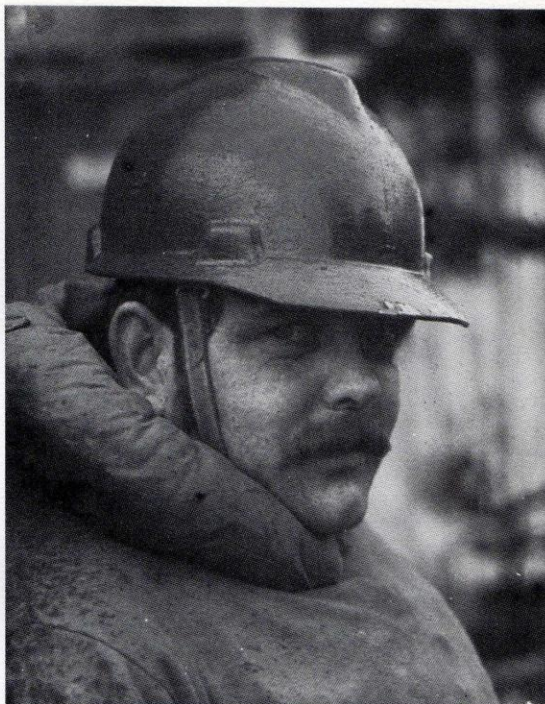
Underway Replenishment is the method by which the navy keeps its fighting ships supplied with the "3 B's" [beans, bullets, & blackoil].

It involves the ship coming alongside a moving supply ship, sending wire rigs between both, & transferring the supplies over them. Sometimes the rigs are automated, but more often than not, UNREP involves a lot of back-breaking manual labor. This is an "all-hands" evolution, so everybody works equally for their food.

'REPLENISHMENT'



4



5

4). *Shake looks puzzled*

5). *Salty huh?*

6). *BM1 Witt gives the word.*

7). *BM2 Phy and Long secure the shot line.*



6

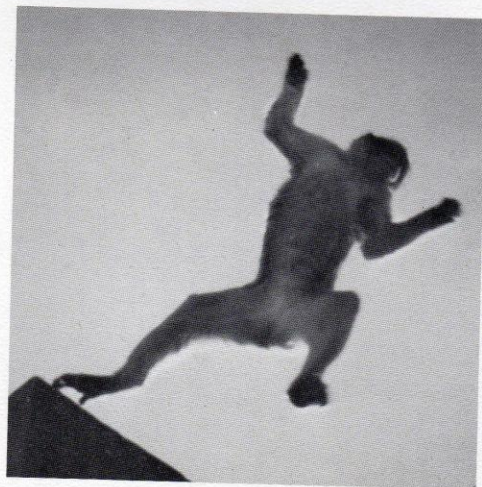


7

GIBRALTAR

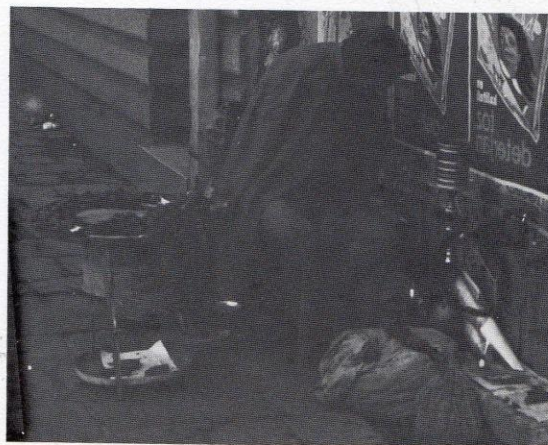
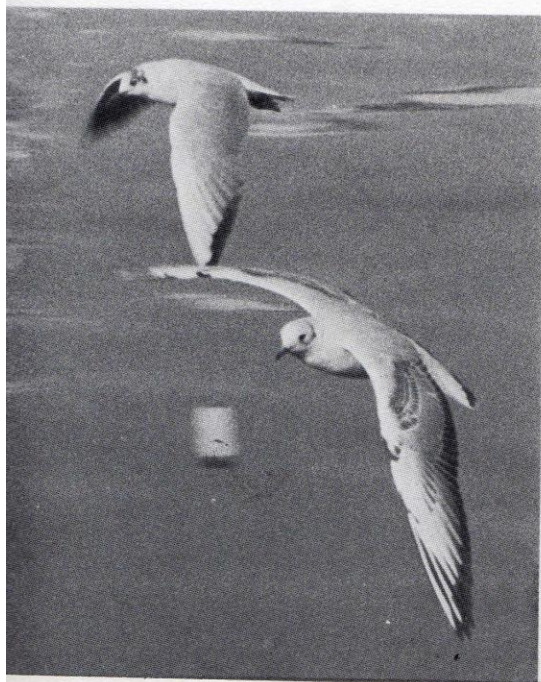


The MUX's first port of call was Gibraltar, commonly known as the western gateway to the Mediterranean. The town, rock fortress and naval base together, constitute a British Crown Colony, situated on a peninsula extending southward from the southern coast of Spain. The "Rock's" north, west and south walls are dotted with embrasures for heavy artillery and anti-aircraft guns which thus dominates the entrance to the MED. One of the major attractions is the large colony of apes which inhabit the hills and trees of "The Rock". British legend has it that "If the apes leave the "Rock", then the British empire will fall."



MOROCCO

Our second port, but our first real look at a different world. Here we found, in some areas, mules and camels as common as automobiles. Moorish towers remain to remind us of a thousand years of hard conflict between peoples in their truly dramatic setting. Never was there a place that gave the atmosphere of intrigue and romance as Tangiers did. The crew saw many new things and some were introduced to a term which followed them for seven months; "Hey Joe."





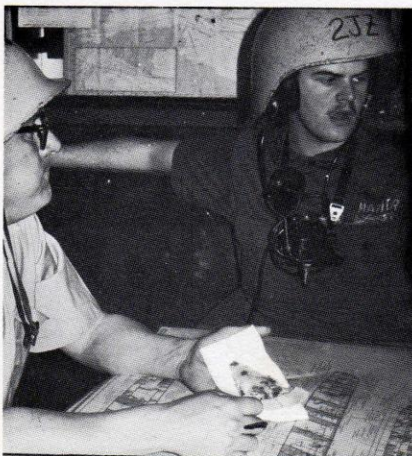
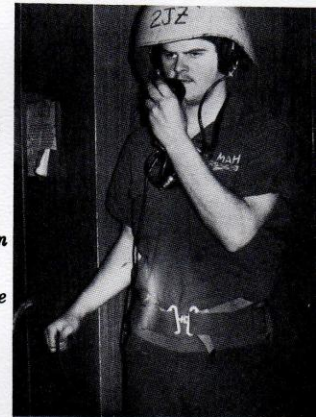
The function of a repair party is basically to contain damages immediately after receipt. They control fire, flooding, structural damages and certain losses of services and electrical power. All these things are done to keep the ship seaworthy and able to complete her mission.

1



- 1). Inport fire party "lights off" a P-250.
- 2). Number 1 hose man.
- 3). Long GQ's mean a hungry crew.
- 4). Testing a 4-foot applicator.
- 5). Phone talkers; the vital link between all spaces.
- 6). MM2 Moore monitors damage to the ship.

2



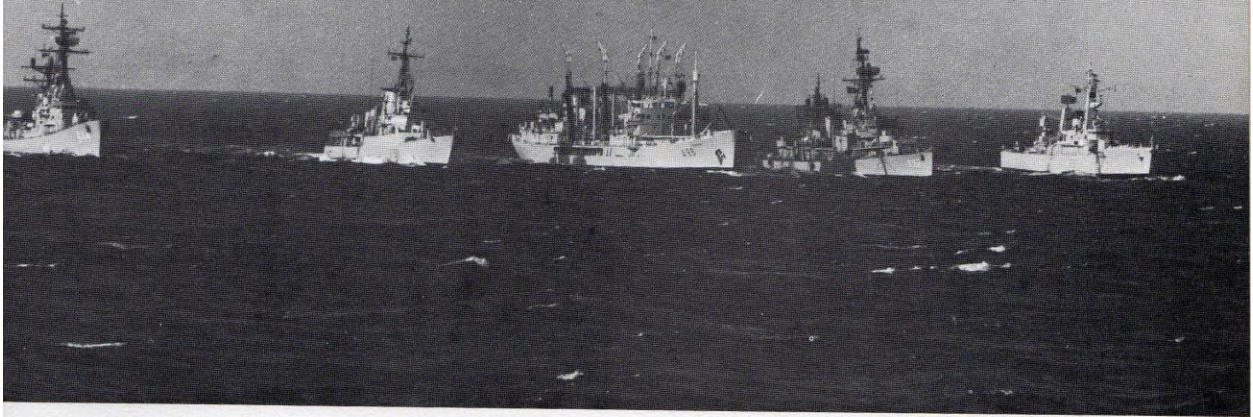
3



4



NAVOCFORMED



Once a year, certain countries of the "NATO" alliance have a naval vessel of theirs become part of "NAVOCFORMED". Naval operating together, trying to show that it is possible for different navies to operate smoothly and effectively with one another. Many different types of excercies and drills are performed from gunshoots to helo transfers. MULLINNIX had the honor of representing the United States in the 1975 NAVOCFORMED.



ACTIVATION



CEREMONY



1. The Turkish commander inspects the assembled sailors of four countries.
2. The Turkish commander welcomes the countries and states the purpose of the exercise.
3. Captains of the ships involved in NAVOCFORMED.
4. The assembled sailors of four countries.

IZMIR, TURKEY

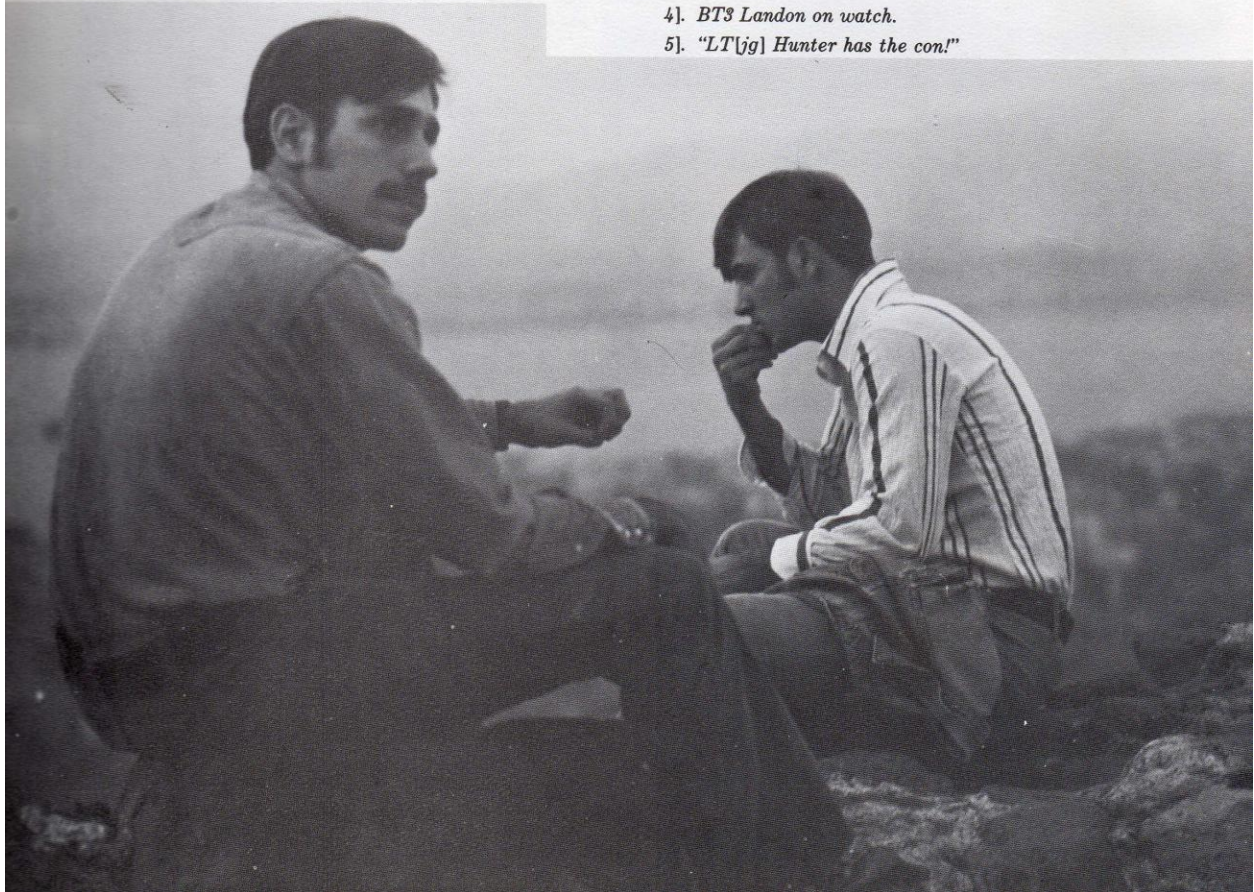
Izmir, the MUX's first port in Turkey, gave the crew a taste of metropolitan Asia. A city of 400,000 people, it housed many modern traces of western civilization but still retained a definite flair of being in another world. The town offered many forms of entertainment to the crew including an American Air Force Base which gave us the opportunity to see and talk to Americans living abroad for the first time during the cruise. Turkey, a moslem country is dotted with minaretttes, stone towers, throughout the countryside where people dwelled and from these monoliths each morning and evening you can hear the Moslems being called to prayer. Our introduction to Turkey is memorable. The MUX crew went on shopping tours, visited ancient Greek ruins and even had a taste of home.



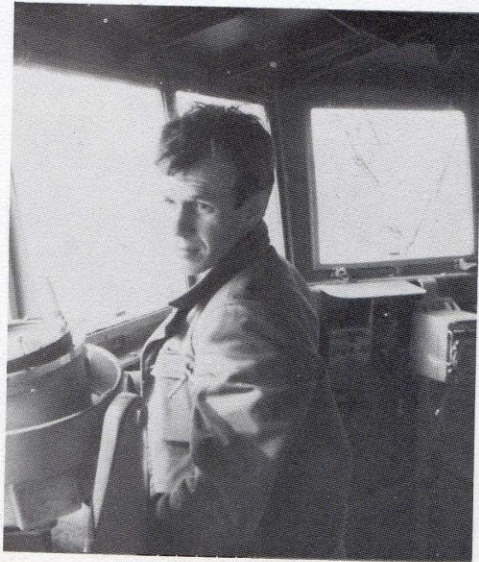
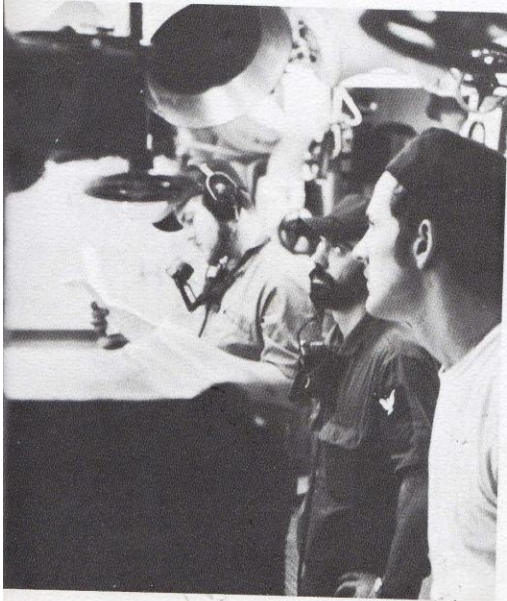


OPPOSITE PAGE:

- 1). *Far Left Top: The bridge crew keeps us on a steady course.*
- 2). *Far Left Center: Sam figures our position!*
- 3). *Far Left Bottom: The Engineers keep us moving.*
- 4). *BT'S Landon on watch.*
- 5). *"LT[jg] Hunter has the con!"*



TRANSIT



TO ANTALYA



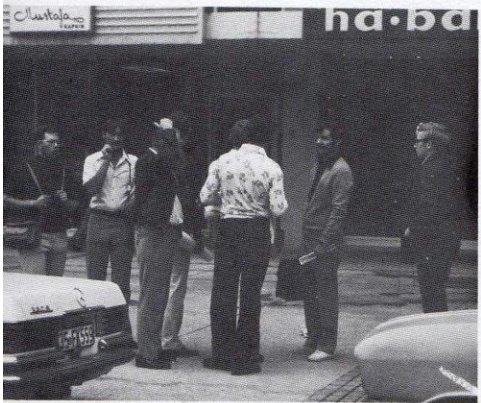
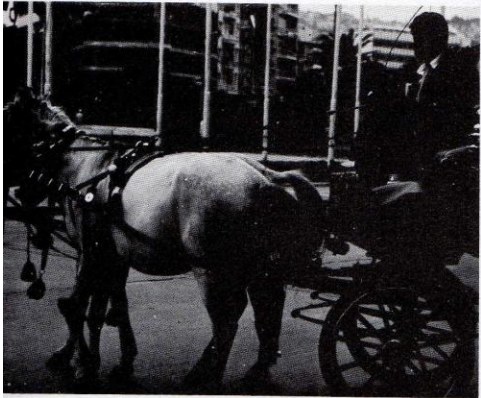
- 1]. Above: "Mullinnix" comes alongside "Caribiner" for a high line detail.
- 2]. Left: Crewmen of "Andromeda" prep their aircraft for "Helo OPS".
- 3]. Below: "Leapfrog" maneuvering drills.

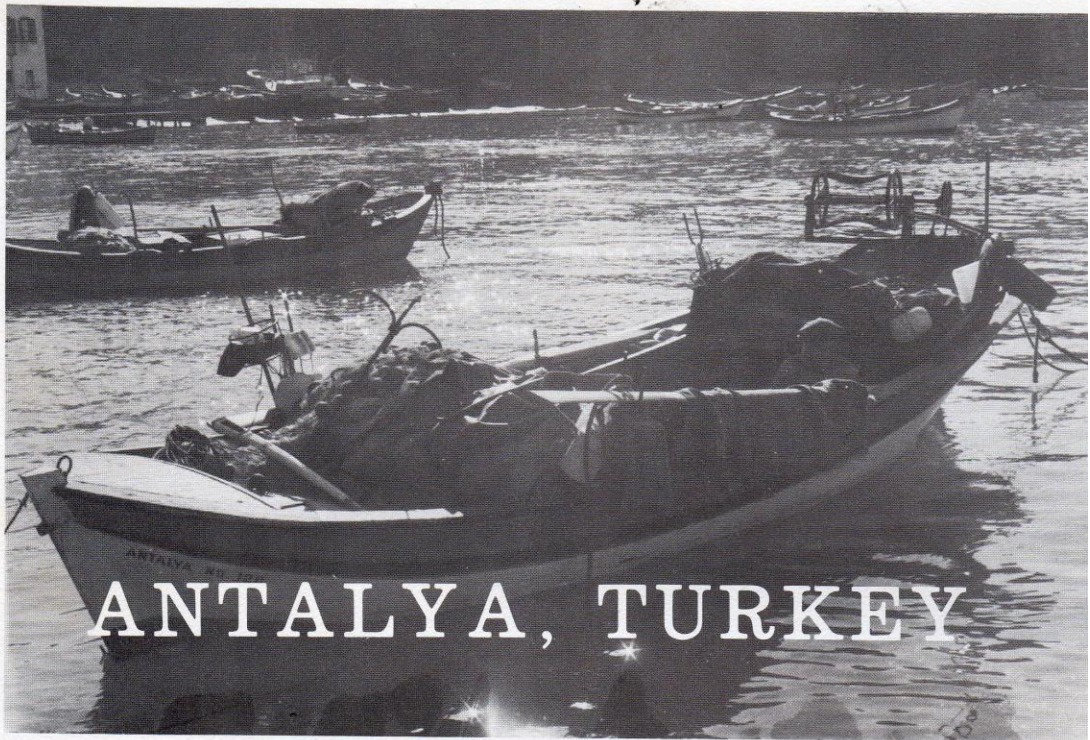


ANTALYA, TURKEY

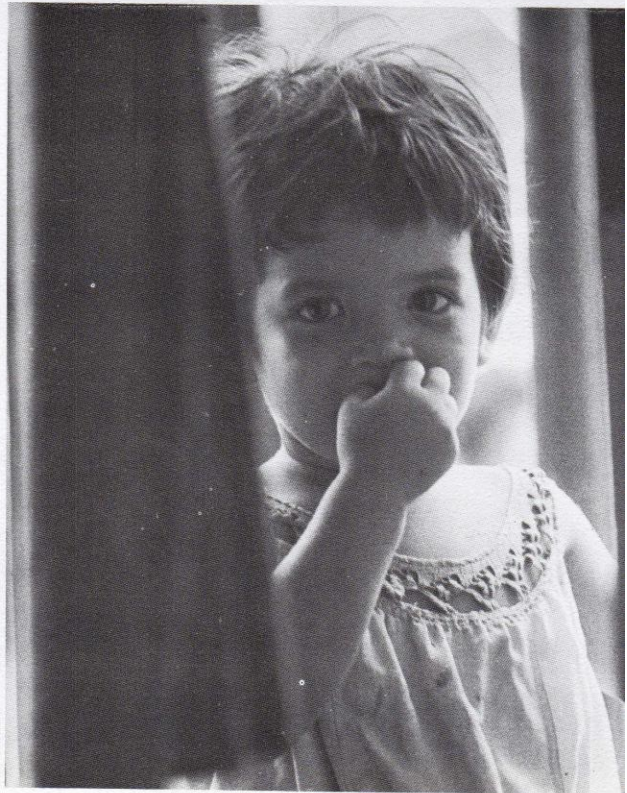
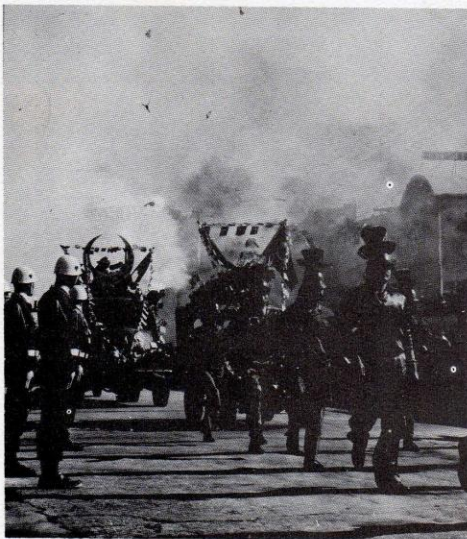
Antalya is a port city on the Mediterranean coast of Turkey and picturequely situated on steep cliffs overlooking the Gulf of Antalya. In recent years the growth of tourism has opened new avenues for development. The city's seclusion from industry, it's miles of uncrowded beaches, it's palm-shaded streets and parks, and the great wealth of relics of classical antiquity in it's vicinity have accelerated its conversion into a Turkish "Riviera".

This small town on the tourquoise coast of Turkey was visited two times by the MUX. In contrast to Izmir, the town is smaller and not as acquainted with Americans. The Turkish government offered many free tours to ruins and parks to help make the crew feel welcome. Being small, the town was able to preserve some heritage in the form of many 11th and 12th century buildings, reflecting the moorish ages. The town was set on a pebbled beach at the base of a range of snow capped mountains to the west, cotton fields to the North and more rocky mountainous coast to the east.





- 1). *Man and his fishing boat on a bright Turkish afternoon.*
- 2). *A military parade through downtown Antalya commemorates Navocformed.*
- 3). *A small, bashful girl adds a more sensitive note to the visit.*



TARANTO, ITALY

Veterans Day in Italy is much the same as it would be here in the States. The old soldiers and their helmets and medals.

MUX sailors got to celebrate the day and honor Taranto's unknown soldier in a ceremony in the square.



PERSONNEL TRANSFERS

This operation, performed while underway, can be and is an extremely dangerous one. When a person is taken by a bosn's chair from one moving ship to another while the two ships are traveling 100 ft. apart and at the speed of roughly 12 knots, this can be easily imagined.

First a line is shot across to another ship. The small shot line is then connected to a larger line, then attached to a larger line, then to an even larger line, until you have steel cables connecting the two ships. Wenches and pulleys are rigged in a fashion to enable the transfer from one ship to the next. Before the human cargo is sent across, the lines are tested by a dummy weight load, then the real thing.

At the heart of this operation is the seamanship abilities and teamwork effort of 1st Division, which at all times being supervised by Senior Petty Officers, Officers, the Captain, and intently by the person being transferred.



CAGLIARI

A beautiful hillside seaport on the southern coast of Sardinia, Cagliari is the home of many 2 and 3 masted schooners and great seafood restaurants. Being a casual and relaxed atmosphere, this town was a vacation spot for many of the islanders. The warm, friendly atmosphere was totally to the liking of the crew. Other memories of Cagliari will include eating delicacies such as octopus and squid for the first time.

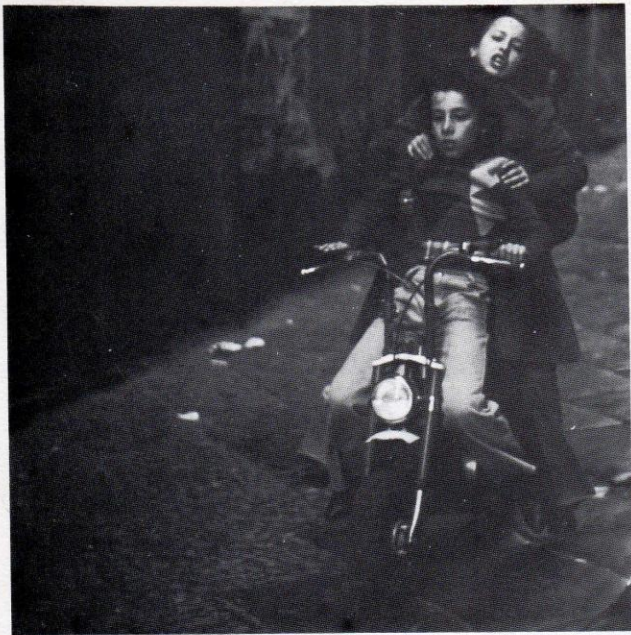


HELO DETAIL

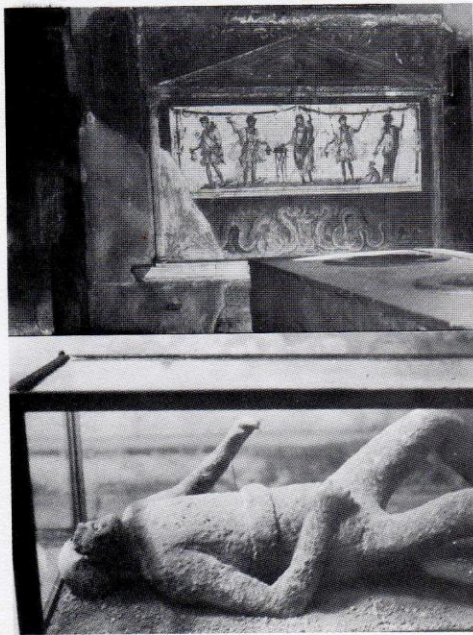
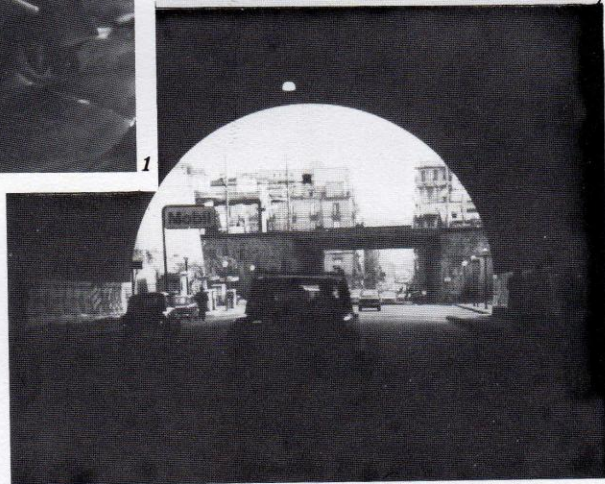


NAPLES



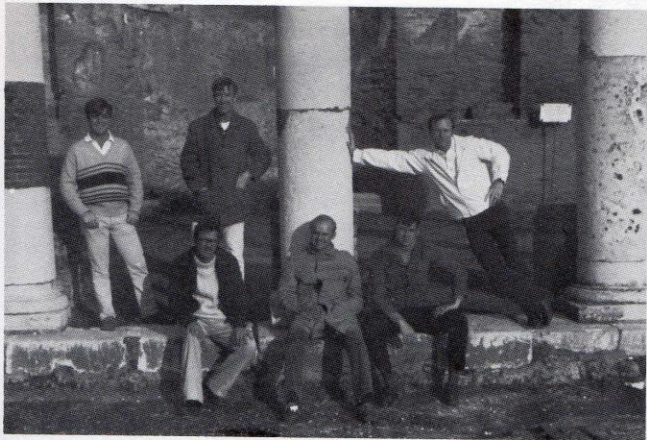


Naples is situated on the north shore of the Bay of Naples. It is Italy's second busiest port. It is near many points of interest, including Pompeii, the Island of Capri and only 120 miles from Rome. As a result, tourism is one of the city's chief source of income. From the Bay you can see the famous Mount Vesuvius, the volcano that buried the city of Pompeii. Naples has more than 200 churches, many of which date from the 13th and 14th century. Also, the university, dating from 1224, is southern Italy's chief institution of higher learning.



POMPEII

1. Children enjoying minibikes.
2. One horse power!!
3. Tunnel to navy exchange and geedunks.
4. Paintings on the walls in a home still exist.
5. Excavated streets of Pompeii.
6. Caught in hot ashes during eruption of Mt. Vesuvius.



1



2

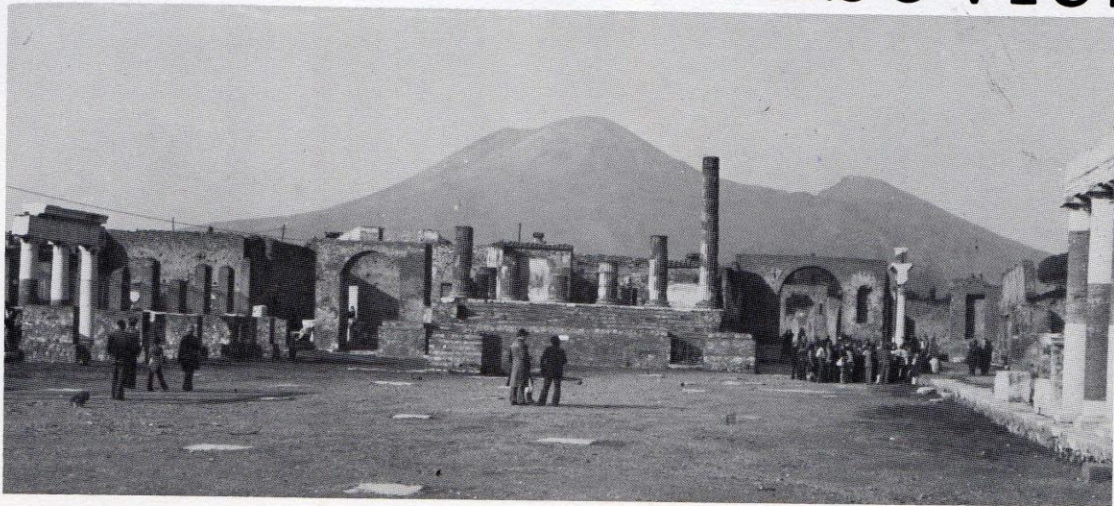


3

Pompeii is 12 miles Southeast of Naples and situated on one of the lower spurs of Mount Vesuvius, a volcano which sealed it's doom during 40 hours of eruption in 79 A.D. Excavation, commencing over 200 years ago, has provided modern men with their most vivid testimony to the life of classical antiquity. It took less than 3 days after the eruption of Mt. Vesuvius to completely bury the city of Pompeii in some 20-23 feet of ashes and lava fragments. Excavators have made the drama more vivid by recreating the very shapes of the victims. The city's structures, decorations of buildings and the articles within have been remarkably preserved. Pompeii will forever remain in the mind of everyone that visited the city.

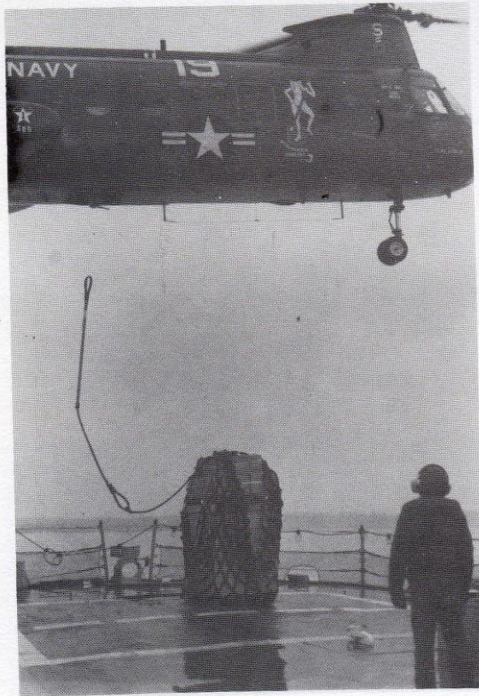
- 1). MUX officers visit the ruins of Pompeii.
- 2). Excavated ruins of a community.
- 3). Columns remain that supported the buildings.
- 4). The Forum with Mt. Vesuvius in the background.

AND VESUVIUS



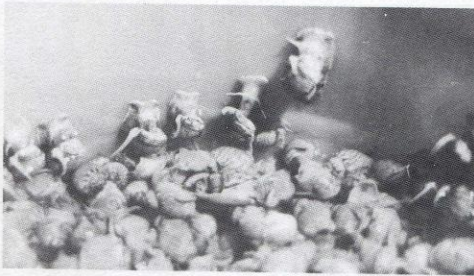
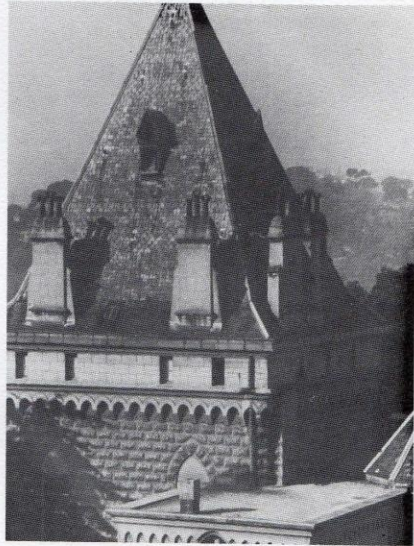
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VERT REP.



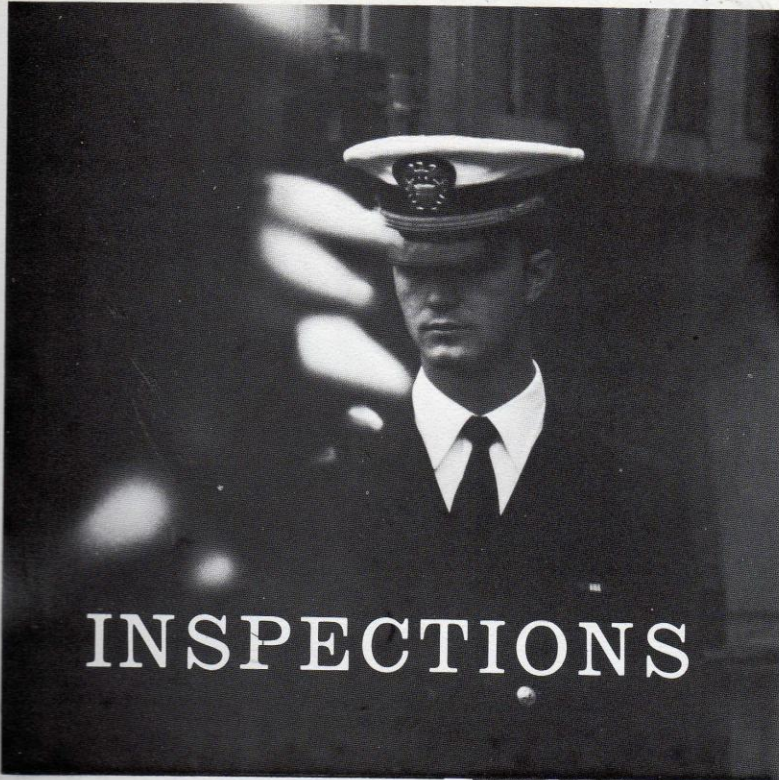
Vertical replenishment is a method of quickly delivering pallets of stores and provisions to a ship by helicopter. "MULLINNIX" was involved in this type of operation often, both underway and at anchor. As fast as the pallets are lowered on the deck, they are broken down and the contents carried away to make room for the next one. In this way the crew is always assured of a varied menu and a well stocked store.

SIRACUSA

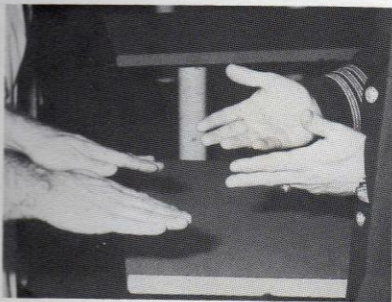
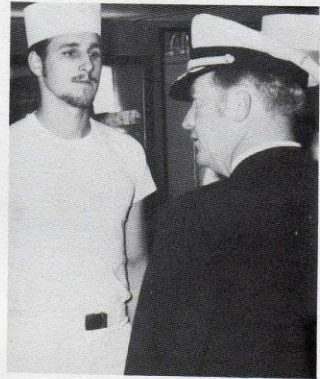


An ancient city on the southeast coast of Sicily, Siracusa still has the influence of both the Greek and Italian. Throughout Siracusa many ruins, including the Temple of Apollo, remain. Many relics of Siracusa's long history, including Greek and Roman sculpture, terracota, and coins, are preserved in the Museo Nazionale, which contains, in addition, a notable collection of prehistoric artifacts from the Paleolithic period to the Iron Age. The modern city derives its livelihood chiefly from commerce and shipping.



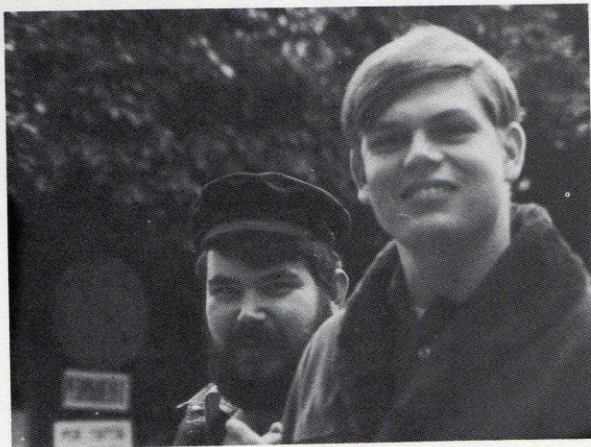


Naples, It.
December 1975
Cold



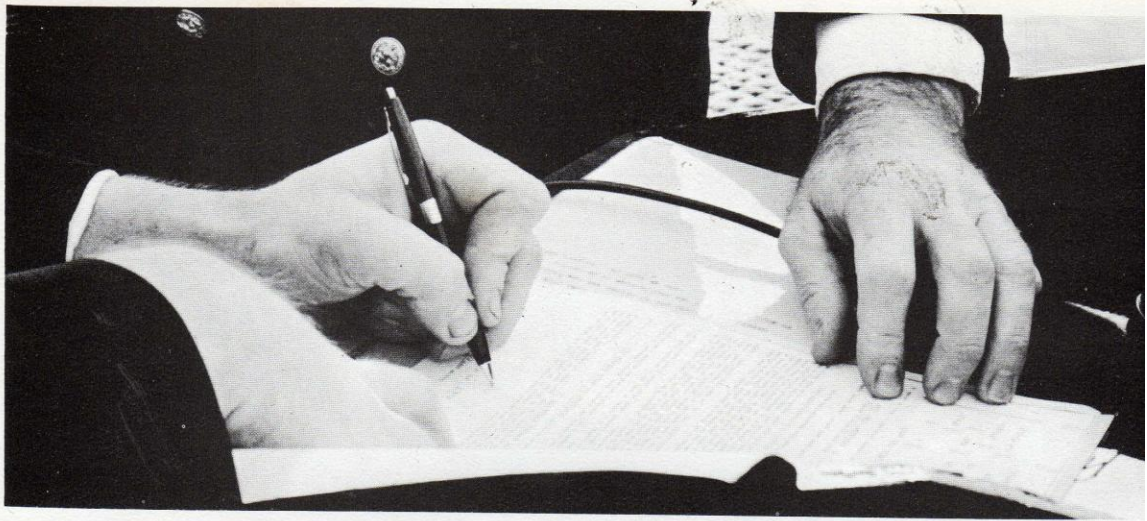


A town in Sicily, on the east coast of the island. It is at the foot of Mount Etna on a natural terrace overlooking the Ionian Sea, near the Strait of Messina. It is a famous winter resort offering, in addition to its ideal climate and the exceptional beauty of its site, a rich historical panorama in its architecture, which includes remnants of several separate civilizations. MUX was there when Mt. Etna, still an active volcano, lighted up the sky, but caused no damage. Also, members of the crew made a trip to Mount Etna and enjoyed the snow.



TAORMINA





REENLISTMENT



1. Above: "Shipping for Six!"
2. Left: BT2 Anderson accepts the first installation of his reenlistment bonus.
3. Bottom Left & Below: BT2 Anderson "conns" the "MULLINNIX" as part of his reenlistment incentive.



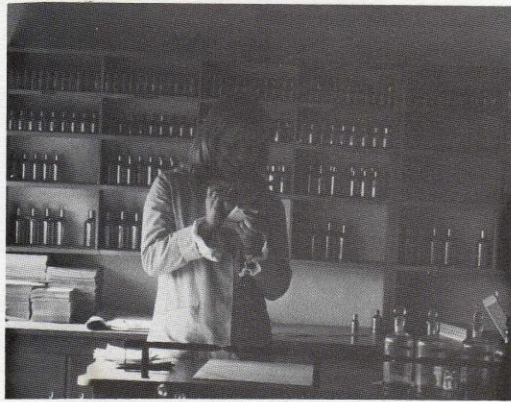


TOULON

Toulon, on the "Blue Coast" was "MULLINNIX'S only visit to a French port. This extremely modern resort city is also the site of a major French naval base so sailors were not uncommon there. It was the starting point for many excursions to Monaco, Nice, Monte Carlo and various ports of the French Riviera. Although a bit expensive, it was one of our best liberty ports.

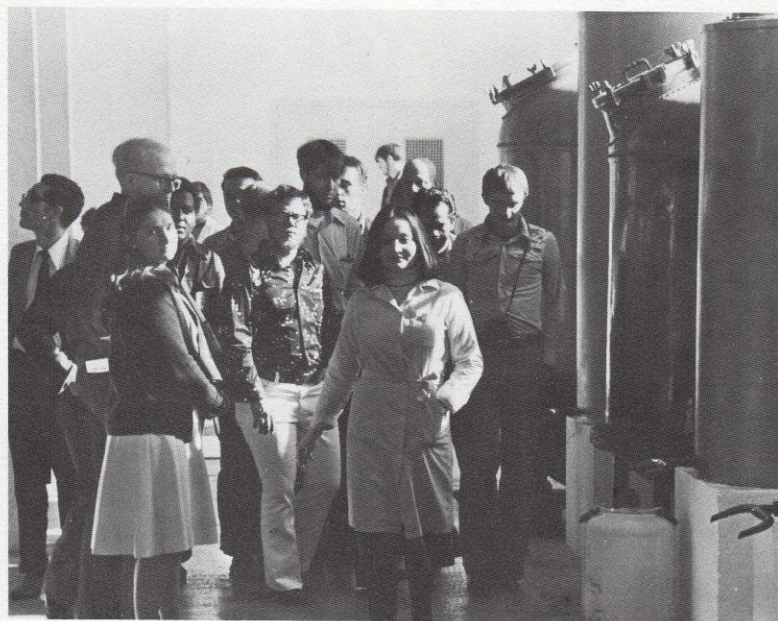


NICE.... PERFUMES



Nice is located on the white sandy beaches of the Mediterranean Sea. The city is full of very beautiful girls, moderately priced entertainment, historical, cultural and architectural interests. Nice was enjoyed by those of the crew who went on tours to Monte Carlo or those who rented cars during the time we were there.

The perfume factory, shown here, was of interest because the world's more famous perfumes were made here.



MONTE CARLO



*Monte Carlo . . . resort area beyond compare.
Playground of the very wealthy, and MUX sailors.*

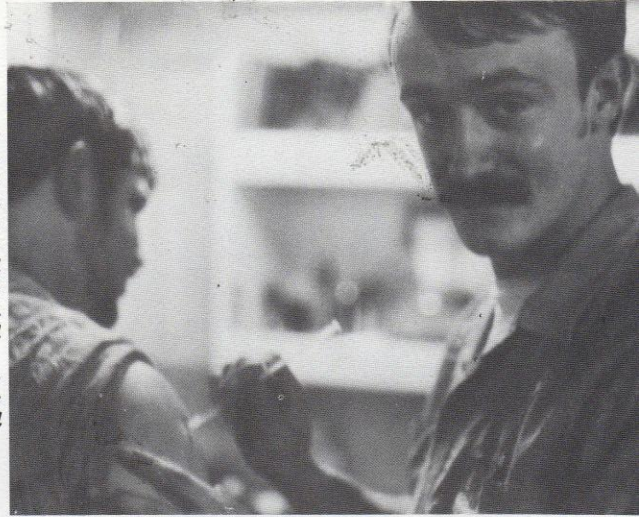
*The photos here show the changing of the guard at the
palace, and a statue, part bronze and part Mr. Tighe, of
Prince Albert.*



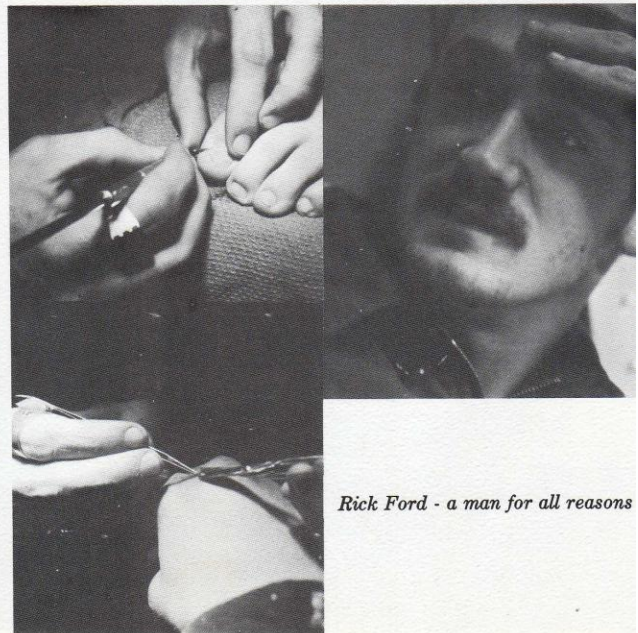
HM's

The Corpsmen on a navy vessel are responsible for keeping the crew in working order. As the crew is responsible for keeping the ship in working order. A ship of our size rates two corpsmen of which one is usually a senior petty officer and one junior petty officer. They are required to maintain the crews health by means of preventive medicine (dealing with the sanitation of food and living quarters) and by handling medical emergencies that might occur. A job of great responsibility, Corpsmen constantly must remain aware of safety hazards and health conditions on board the MULLINNIX.

A job that entails, in addition to medical responsibilities, a great deal of administrative work that places the hospital corpsman as an integral part of the overall navy team.



Doc Stein demonstrates care of a leg wound.

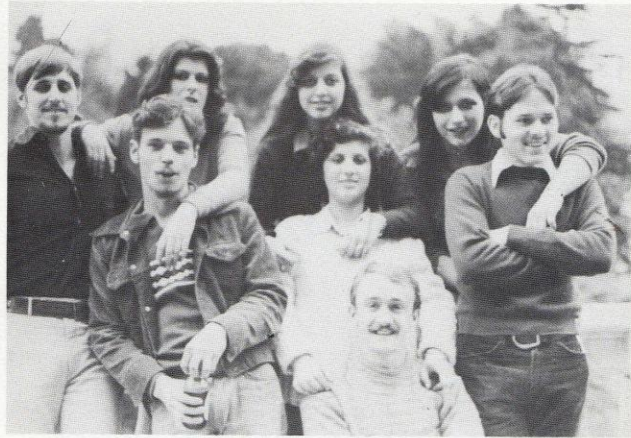


Rick Ford - a man for all reasons

GENOVA



This seafaring city is in the Italian Riviera resort section and the birthplace of Christopher Columbus. From the mile-wide semi-circular waterfront, majestic stone palaces and churches rise on its slopes. Genoa has many museums and art galleries. Back from the crowded commercial waterfront the streets are lined with medieval and renaissance buildings.

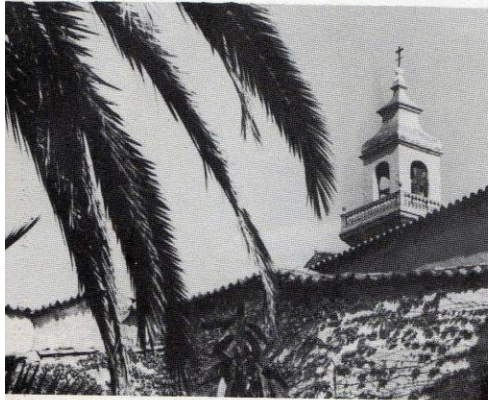


CHANGE OF COMMAND

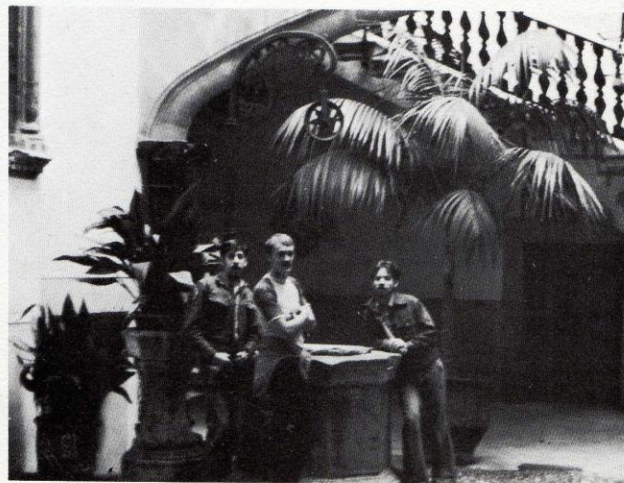


MULLINNIX had a Change of Command Ceremony on March 24, while moored in Genoa, Italy, the birthplace of Christopher Columbus. The guest of honor was Rear Admiral Nicholson, Commanding Cruiser-Destroyer Group Eight. Guests included visiting military officers within the area and members of the American Consulate Staff. It was the most impressive ceremony. The crew was in dress blue uniforms, the ceremonial area was dressed with colorful flags and the Honor Guard paraded. The crew extends a "welcome aboard" to Commander Anderson and "Good Luck and Best Wishes" to Commander Clardy.

SPAIN, BARCELONA



Barcelona is Spain's second largest city and the port from which Christopher Columbus sailed during his discovery of America. Bullfighting, as in all of Spain, is a major attraction. Scenic, with tree lined walkways and centuries old architectural structures, put you in the tranquil Mediterranean atmosphere.





AWARDS

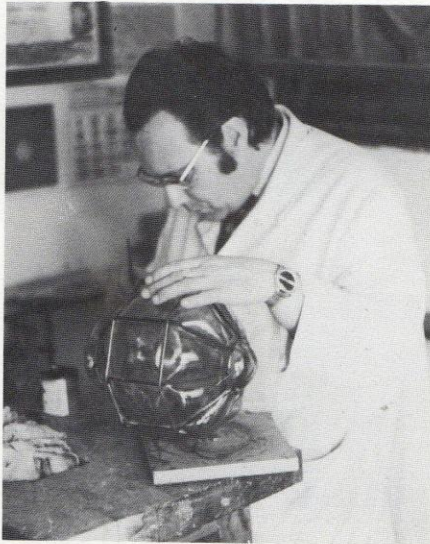


Awards ceremonies are the times when all personnel receive the appropriate recognition for advancement, good conduct or for an achievement which is considered noteworthy. During several occasions MULLINNIX crew members were paraded to render to the personnel receiving awards their "Bravo Zulu."



PALMA DE MAJORCA

Palma is the capital of the island of Mallorca which is situated on the eastern coast of Spain. It is a major all-season resort area for the entire Mediterranean. A combination of ancient cathedrals, beautiful beaches and excellent night life make it easy to understand why Palma is considered the best liberty port in the Mediterranean. Being a major resort area, there is an international flavor in all of the shops and bistros one encounters on a walk through the city.

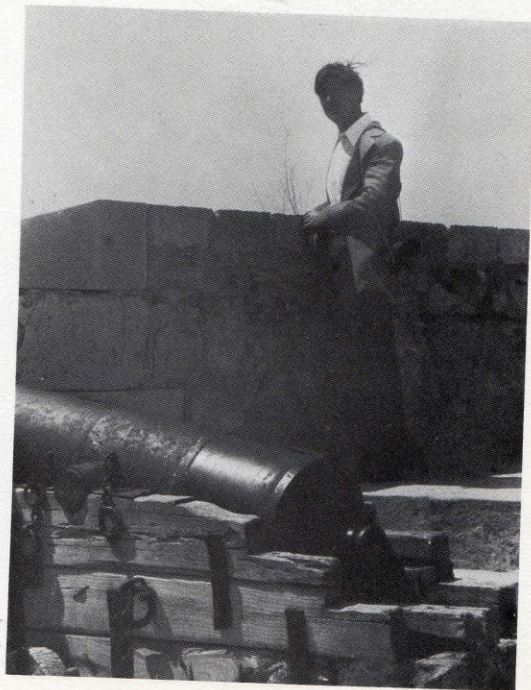
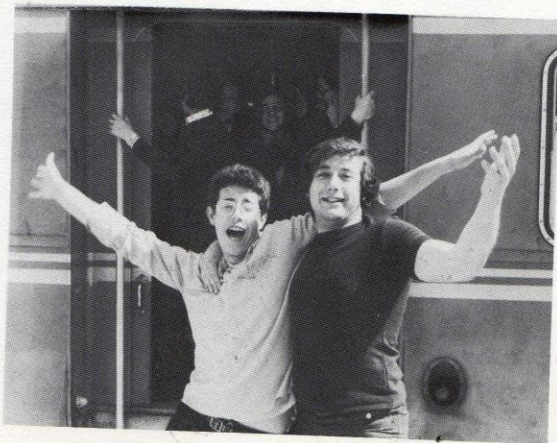




ALICANTE

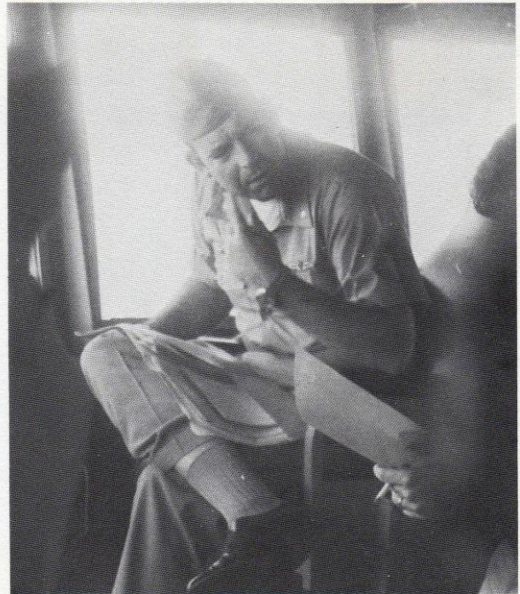
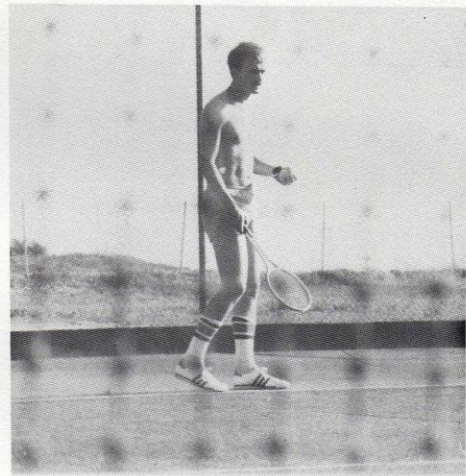


Alicante, Spain, lying on the eastern coast of the country, was originally founded by the Romans who named it "Lucentum". It is a thriving seaport and resort area as well as the capital of Alicante Province. Being only 70 miles from Valencia, it is blessed with the same climate and soil that helps produce high quality citrus fruits as its more famous neighbor. The combination of antique cathedrals and modern high-rises add to the attractiveness of this modern Mediterranean seaport.



ROTA

Rota, located on the Atlantic coast of Spain, was MULLINNIX's last port before heading for home. A major industrial seaport, it also contains the largest U.S. Navy installation in Europe. Since we were in Rota but a day, most of the crew contented themselves with using the on-base facilities. Our relief ship was in view early Sunday morning and after a turnover brief we were on our way back to the U.S.A.!!



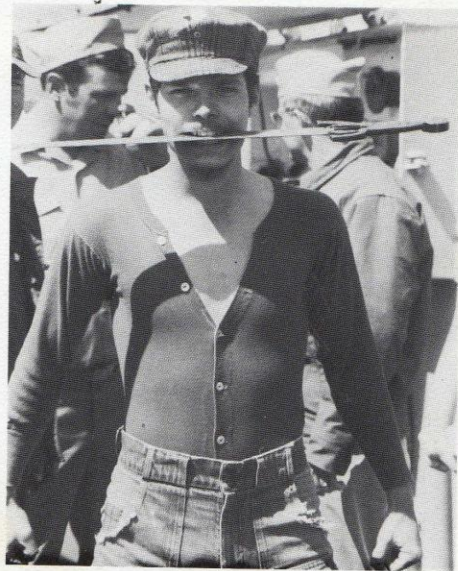
PIRATES' DAY

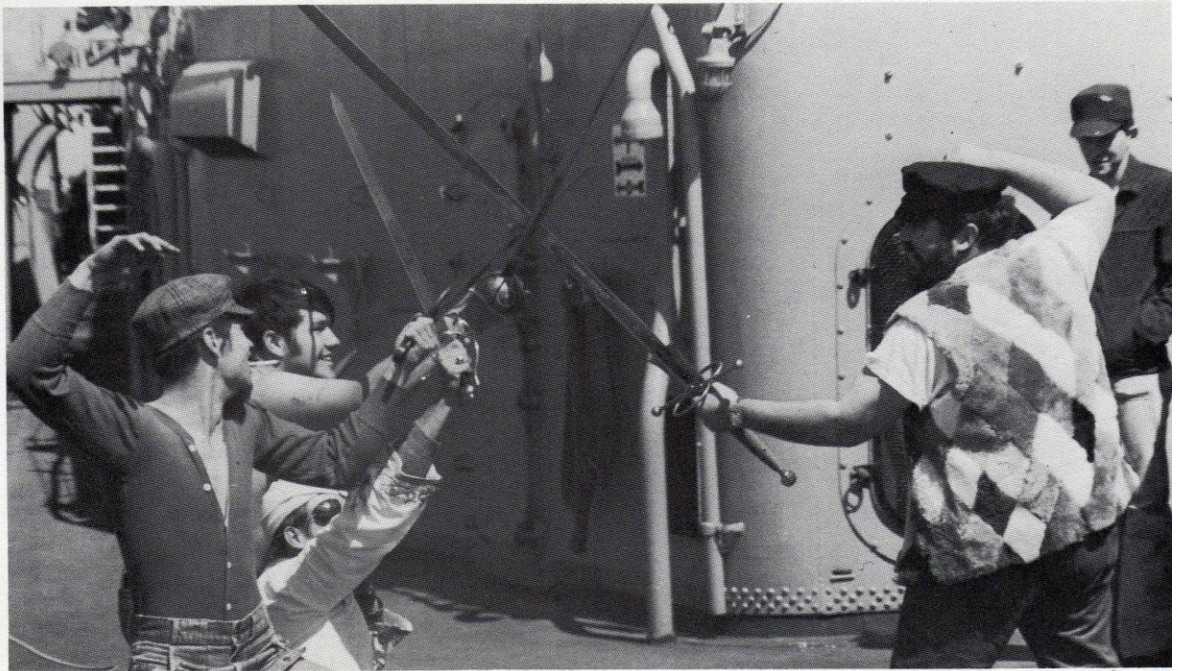
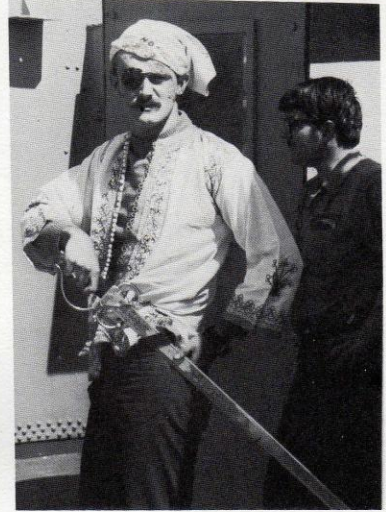
Each ship has a yearly requirement to exercise its visit-and-search, boarding the prize crew party. When the destroyer MULLINNIX was called upon to assist the frigate Aylwin with her drill, a real "pirates' welcome" was prepared, involving nearly everyone on the ship — from the captain on down.

On boarding, the visit-and-search party from the Aylwin found the following "officials" waiting on the quarterdeck: the "political adviser" — Cmdr. Thomas K. Anderson, commanding officer of the MULLINNIX, who spoke broken and disorganized English; the "segundo commandante" — Lt. Cmdr. Laurence A. Bissonnette, the executive officer, who spoke only German; a "United Nations observer" — Lt. Gosta Af Klint, on exchange to the MULLINNIX from the Royal Swedish Navy, who spoke only Swedish, and an assortment of other motley characters who continuously heaped verbal abuse upon the visitors.

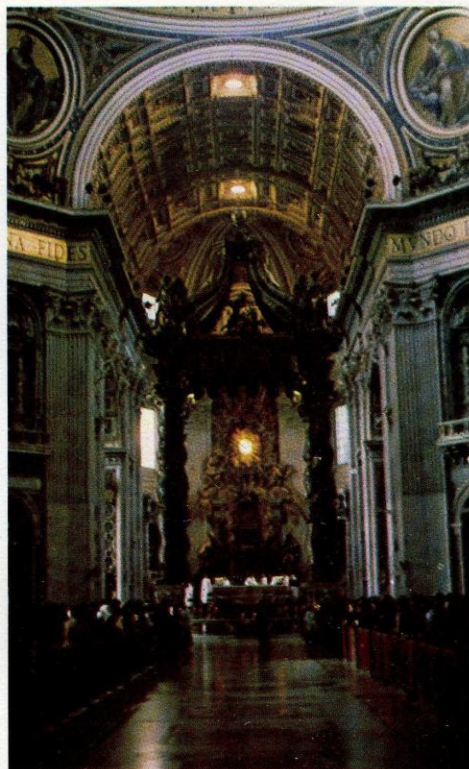
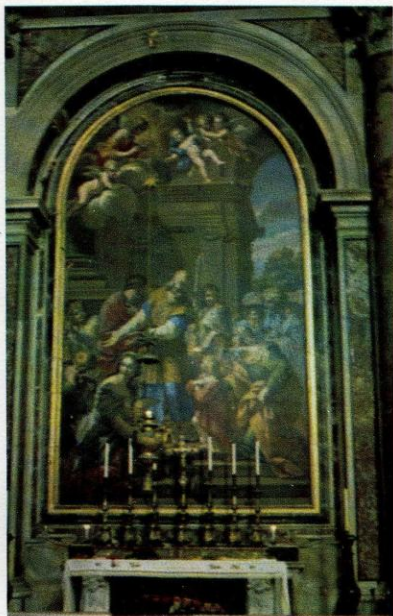
After meeting the boarding party on the quarterdeck, the "political adviser" took the group to the bridge to meet the "captain," Fireman C.Y. Fu, who spoke only Chinese. Fu stands about five feet tall but was an impressive figure attired in mess dress with large medals and the captain's hat. He played his part to perfection.

The boarding party then inspected the ship's documents, manifests, passenger lists and all other required papers, most of which were written in authentic Chinese. Somewhat confused and perplexed, they departed.

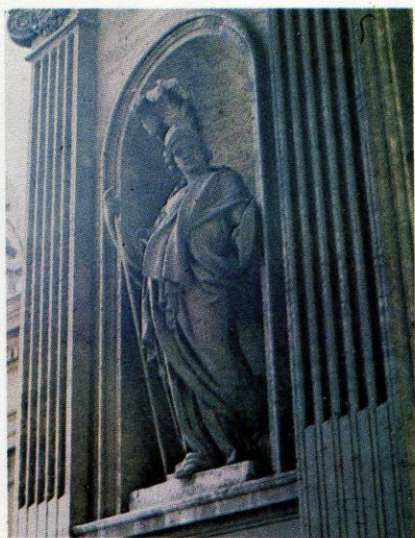




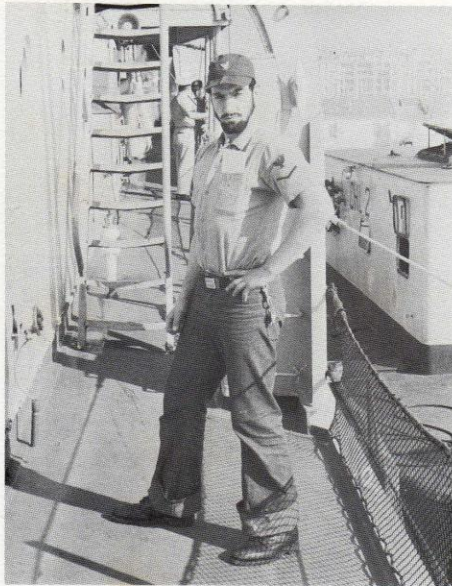
ROME



The splendor of St. Peter's Basilica in the Holy City attracts tourists from all parts of the world. It is the home of the Pope and the seat of Catholicism. It is also the resting place of deceased Popes.



FIRST



First Division, in its capacity as the ship's deck force, is responsible for the upkeep and outward appearance of the MULLINNIX. This responsibility covers the entire ship — from the top of the stacks to the waterline.

In port and at anchor, the men of First Division are responsible for the arduous task of running the ship's boats. This task is carried out in both fair and foul weather, and often becomes a round-the-clock job.

First Division tackles all seamanship and deck evolutions which occur aboard the MULLINNIX. When the ship comes into port, the men of the division are the ones who handle the lines to moor the ship. First Division also handles anchoring evolutions.

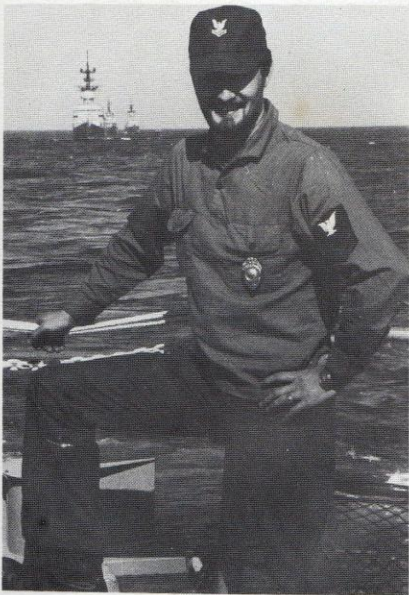
When the need for food and fuel arises, the men of First Division again come into the spotlight because these men are responsible for the transfer of provisions and fuel from replenishment ships to the MULLINNIX when underway.

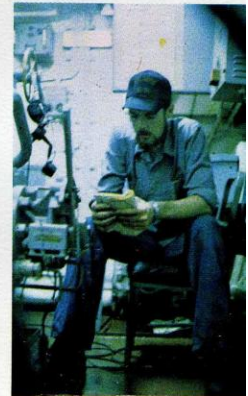
Selected men in First Division comprise the helo detail which directs, loads and unloads any helo which may bring the Mux supplies, personnel, and mail.

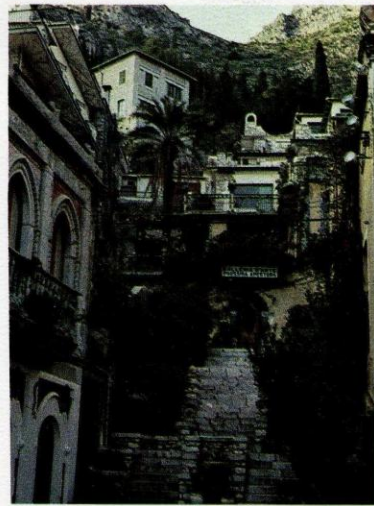
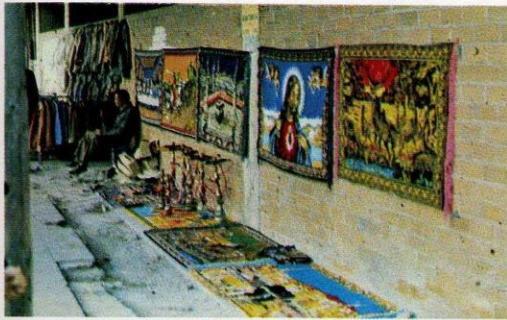
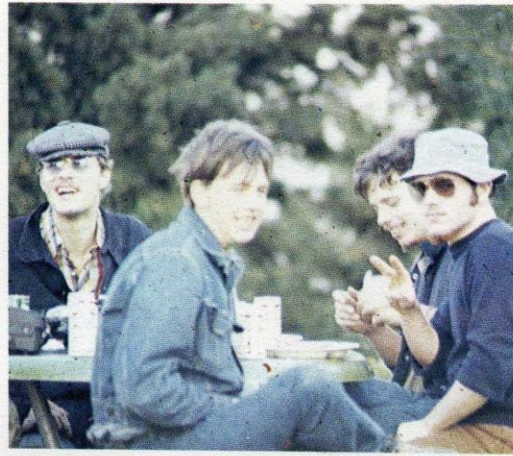
The men of First Division have fought wind, weather, undermanning, and frequent working parties to support the mission of the MULLINNIX. The MULLINNIX has shown the flag and been under the watchful eyes of various countries during this deployment. The men of First Division have helped to make the MULLINNIX a proud representative of our nation.



DIVISION







Fox Division is composed of those who have attained the rating of Fire Control Technician [Guns] and also designated seaman who are striking for that rate. The Fire Control Gang is responsible for the maintenance, adjustment and operation of all the gear associated with the safe and accurate firing of 5"/54 and 3"/50 naval guns. The highly technical rating involves a working knowledge of electronic, electrical, mechanical and electro/mechanical equipment. The computers, fire control radars and fire control directors must be maintained in a constant state of readiness to effectively and quickly deal with any targets which may threaten the ship. As such the FTG's assist in a vital job by keeping the "main battery" of MULLINNIX in an "up condition".



Fox Division celebrates Christmas in Naples.



FTG2 Leo Zeek



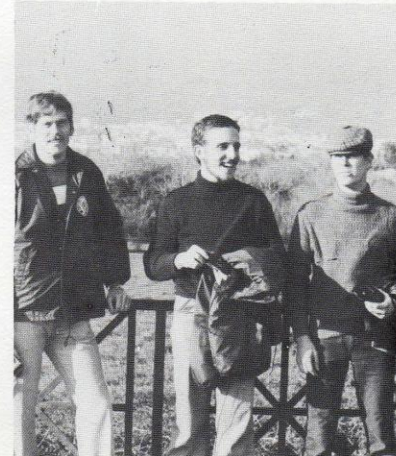
Tom Heflich as "MUX" Fantail Picnic.



Craig Streit



Fox Division at Captain's formal inspection.



"Liberty Hounds"



FT hard at work



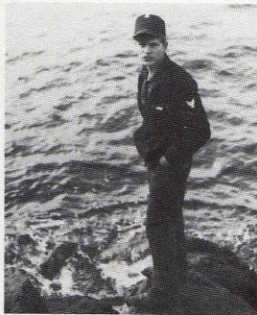
FTG2 Wisniewski

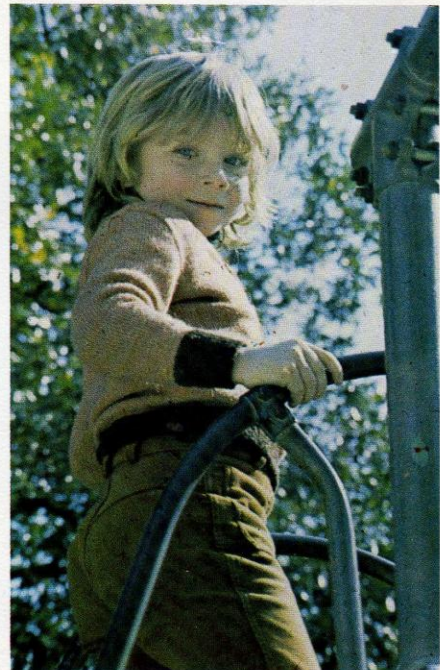
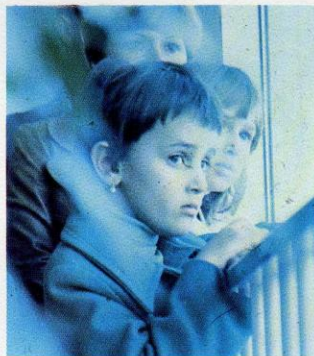
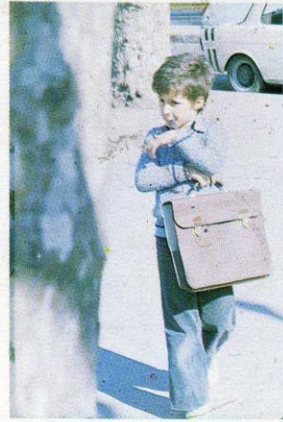
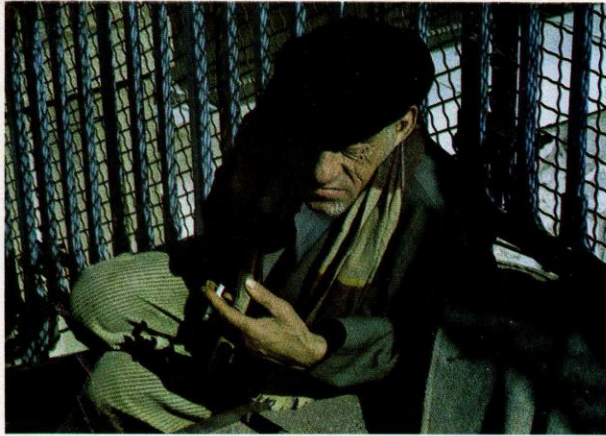
FOX DIV.

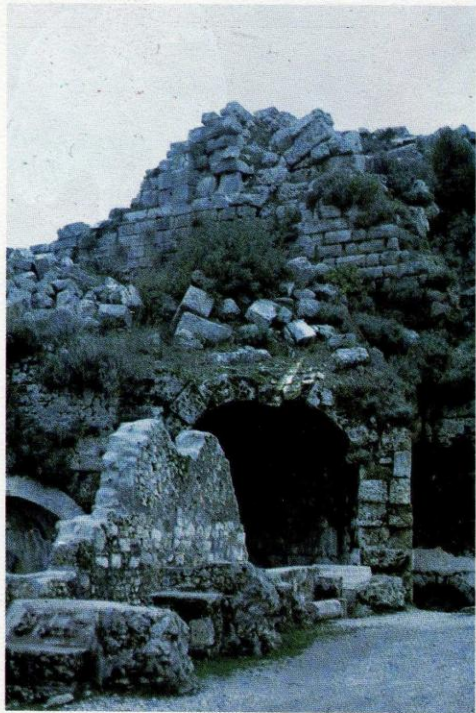
GUN DIVISION



Gun Division is made up of those men who have successfully achieved the rating of GUNNER'S MATE [GUNS] and those seamen striving for the same rate. The GM's are responsible for the operation, maintenance and repair of our main battery of 5 inch and 3 inch guns. They also keep the ship's small arms and pyrotechnic gear in tip-top shape. A gunner's mate must be part electrician, part mechanic, and all heart, because their job, while being very technical, is also one of the most dangerous in the Navy. Whether working on a 440 volt power panel or actually shooting the big guns, they must always be prepared to act cool and quick in any situation. So it takes a special breed to be a GMG.

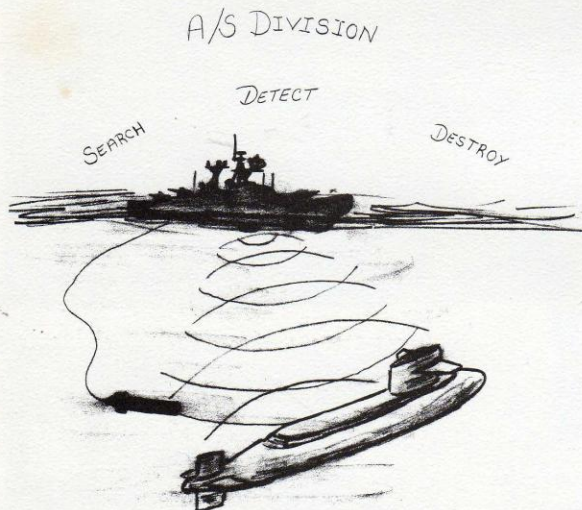




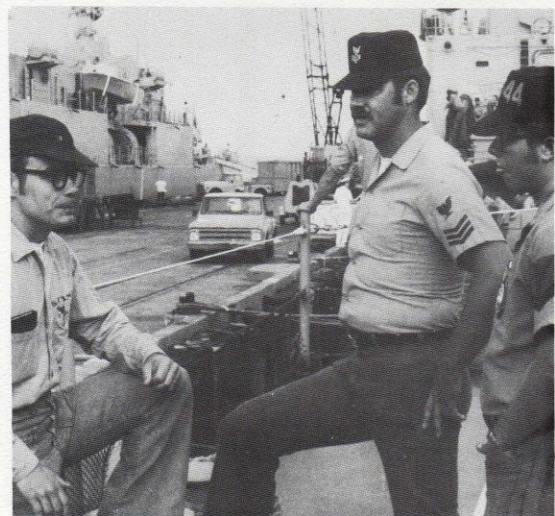
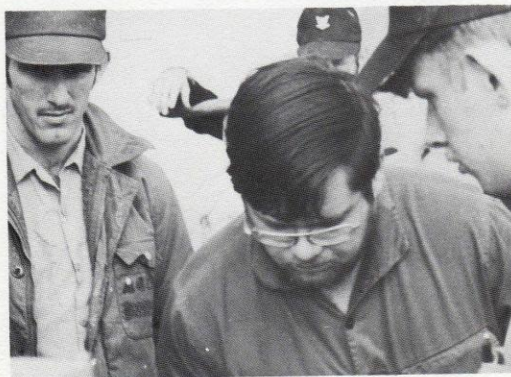




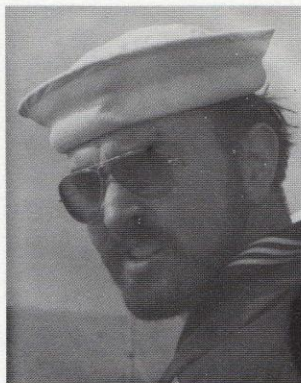
A-S DIV.



"A/S" Division is made up of Sonar Technician [ST's] and Torpedoman's [TM's] and is responsible for finding, tracking and, if need be, sinking submarines. The ST's primary job is to maintain the sonar which is able to detect submarines using sound generated on the ship. ST's are also responsible for maintaining other underwater sound equipment such as the fathometer, a navigational aid which determines the depth of the water. The TM's maintain the anti-submarine weapons on MULLINNIX which are torpedoes. During this Med deployment, the ST compiled many hours of tracking fast U.S. subs in the numerous fleet exercises. The TM's were able to show how to fire torpedoes in April when the MULLINNIX fired an exercise MK44 torpedo at a miniature target.



THE LIGHTER SIDE OF A-S DIVISION



1



PRECEDING PAGE

1] SN Greenfield, STG3 Bowman, STG2 Kucinskas, STGSN Cardoza, QM2 Grenier, and STG3 Mayfield carefully load a live MK44 Homeing Torpedo in MK32 Tube.

2] The Weapons Officer, LT Borns and Division Officer ENS Wilder supervise the handling of torpedoes.

3] STG1 Van Tassel, STG1 Lace, and STG2 Seidel prepare to receive torpedoes from pier.

4] STGSN Cardoza and STGSB Drounett assist STG2 Kucinskas slide torpedo into tube.

THIS PAGE

1] STG2 Felger - "I'm short." 2] STG2 Kenmighan Kiwi - "Let's hit the slots at the Flamingo." 3] STG2 Seidel - "What do you mean, no libertyz0 4] STG3 Bowman - "That's right, Mr. Congressman." 5] STGSN Cardoza - "Sure hope it doesn'r rain." 6] ENS Wilder - "I don't want to hear it Mooney." 7] STGSN Dean - "Anyone for foosball?"



2



3



4



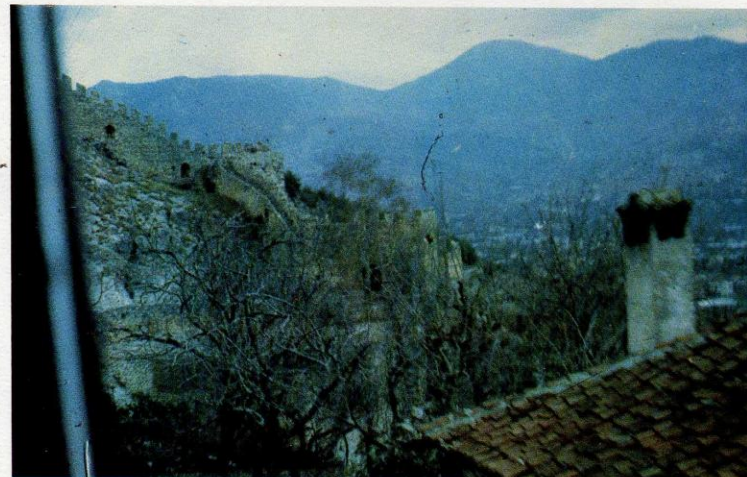
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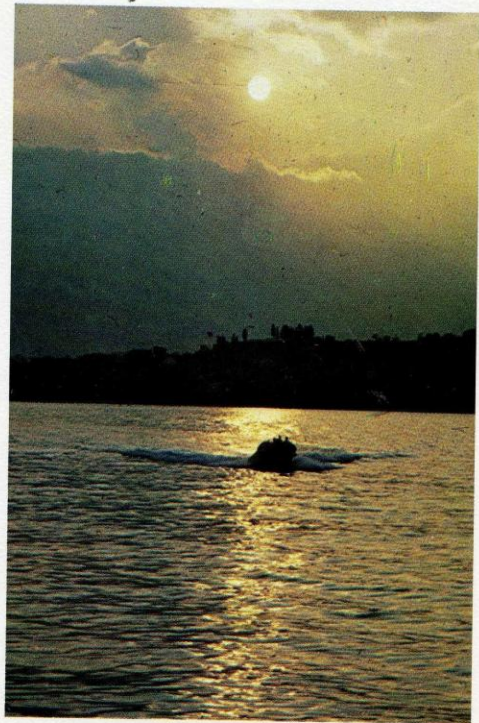
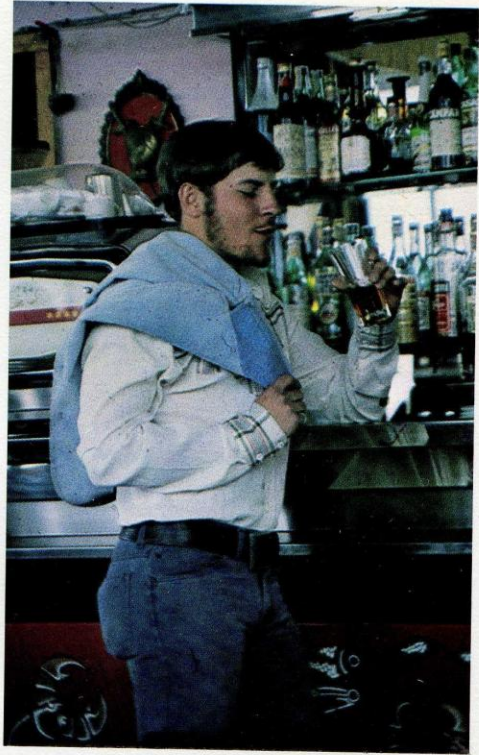


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OC DIVISION

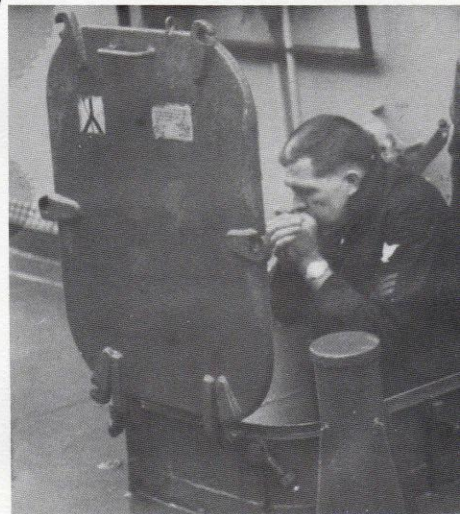
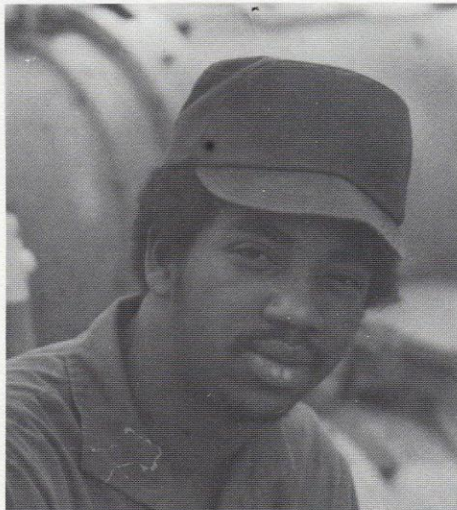
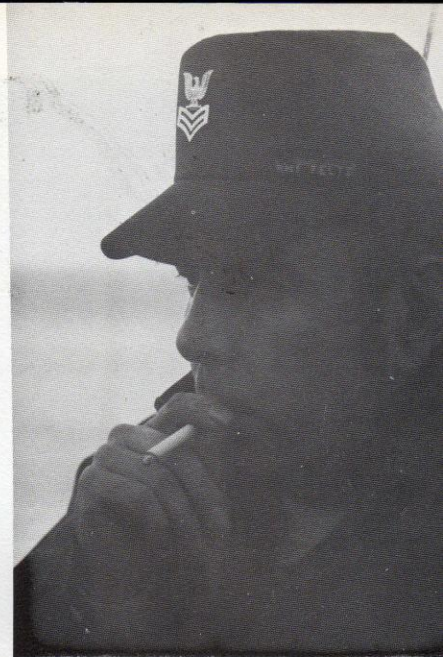
Whether moored in Norfolk, or tossing in the darkness of the far reaches of the sea, the MULLINNIX maintains contact with the fleet, whether in radio central, located on the 0-1 level, or the signal bridge located on the 0-3 level, the two act as terminals for this traffic.

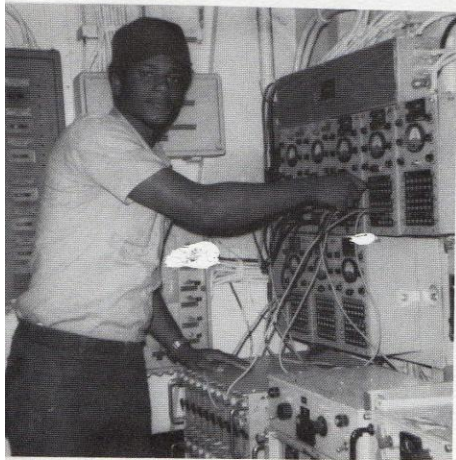
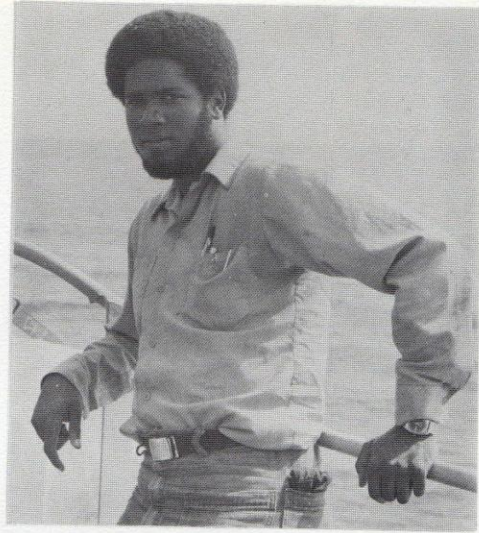
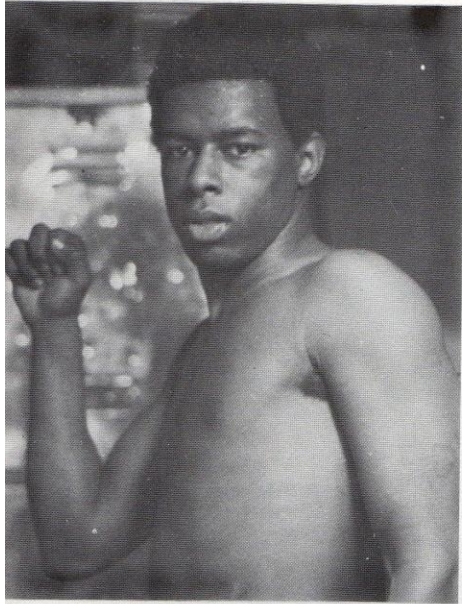
In Radio Central the teletype voice of the "fleet" broadcast rolls in, maintaining an instantaneous bridge from any point on the globe for the passage of information: classified or plain, tactical or administrative, official or personal, flash or deferred. Here too, contact is kept by the dits and dahs of CW, and the vagaries of upper and lower side bands.

Communications being an around the clock mission entails not only constant watches in radio but at any day or night, at or in port, there is always a group of men on duty on the signal bridge. The signal gang performs a wide variety of duties ranging from visual communications by signal searchlight, semaphore flags or flag hoist, to spotting and recognizing aircraft, ships and small boats. The signalman is prepared to identify and talk to any ship of any nation.

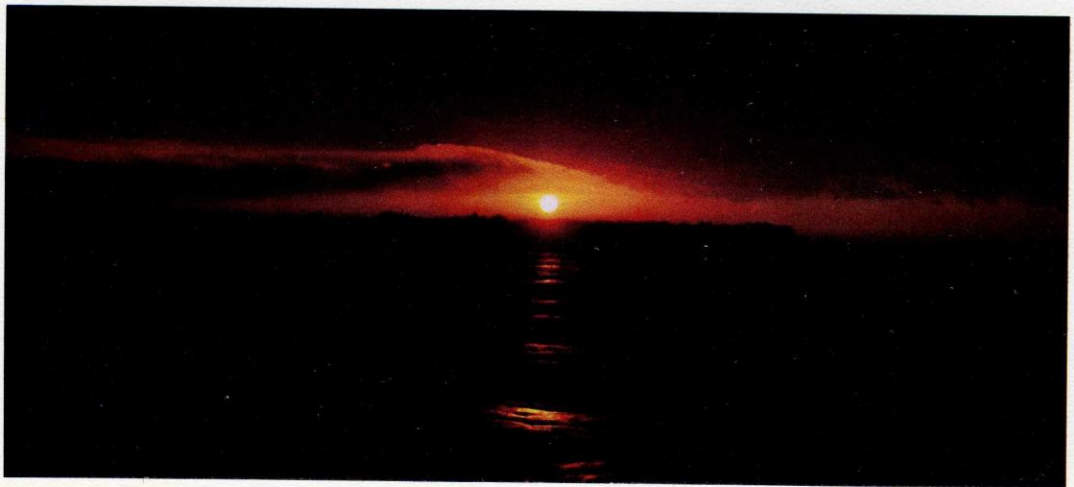
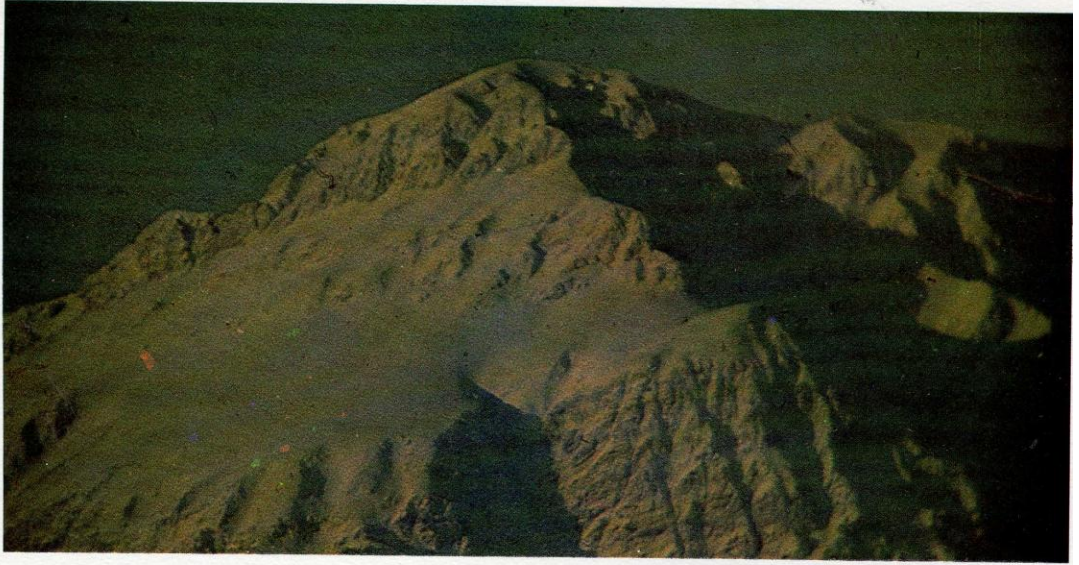
The signalmen are envied because their work keeps them outside where they can enjoy the sun and get a tan. The job is not always so pleasant, however, since they are at times beset by strong winds, heavy rains, and the raging seas. A primary job is relaying tactical signals from the officer in tactical command to our officer of the deck. These signals must be handled rapidly and accurately since they often concern detailed maneuvering of the ship.

Whether handling communications via modulating receivers and transmitters or being the "eyes, ears, and voice" of the ship, OC Division plays a never-ending operational role for the USS MULLINNIX.





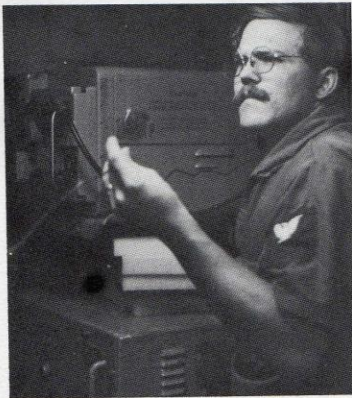
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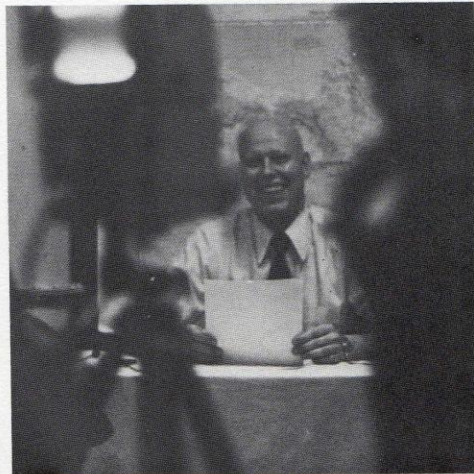
OE

D I V I S I O N



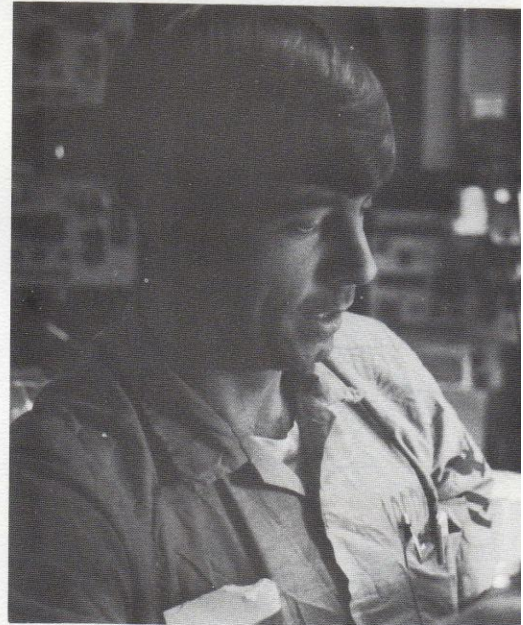
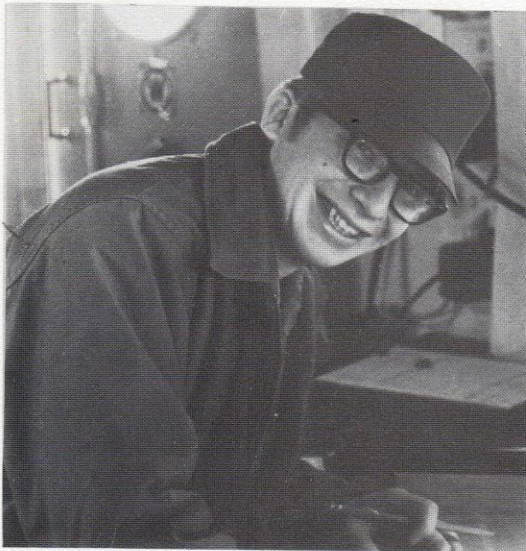
The OI Division is composed of Electronic Technicians, Electronic Warfare Technicians, and Electronic Technicians Radar. All of which are under the Electronics Material Officer and has as its primary objective the repair, maintenance, and operation of all electronics gear, radar, and electronics warfare equipment.

A vital asset to the Operations and Navigation Departments.



OI DIVISION

OI Division is composed of a group of highly trained operations specialist who man combat information center twenty four hours a day underway. It is their professionalism in operating their radars, tracking submarine contacts, firing naval gunfire support and controlling radio circuits that extolls the operating capabilities of the MULLINNIX. Standing twelve hours of watch each day, this enthusiastic group of men are consistently challenged to learn and use knowledge in an infinite number of areas. During this deployment OI Division was tasked to make the MULLINNIX act like the enemy might act during time of war. Toward this end the OS's had to devise methods of deception not only in communication but also in electronic emissions and tactical maneuvering. CIC's varied missions include safe navigation of the ship; detecting, tracking, identifying, and if necessary firing at surface, air, or sub-surface targets. CIC is the control center for shore bombardment and a back up for all bridge maneuvers. In short, operation specialists are a unique breed of sailor. They must have a combination of intelligence, imagination and will power to succeed such that they can utilize the capabilities of MULLINNIX to her maximum in order to make her a viable weapon in the sophisticated science of our country's defense.



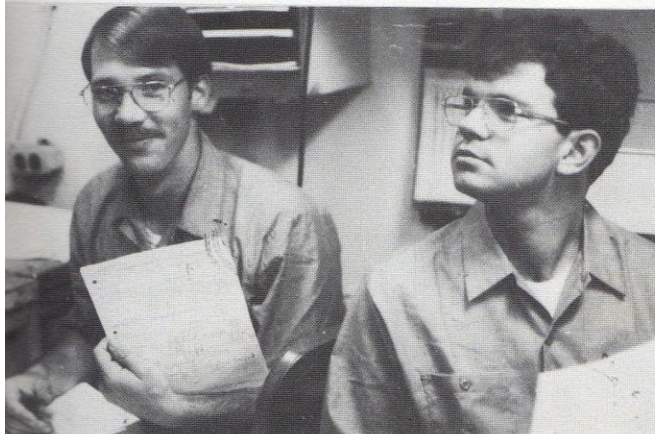
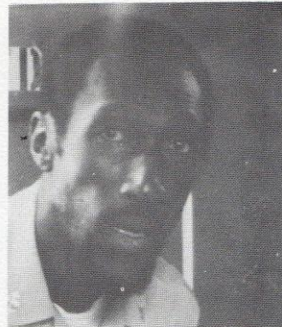
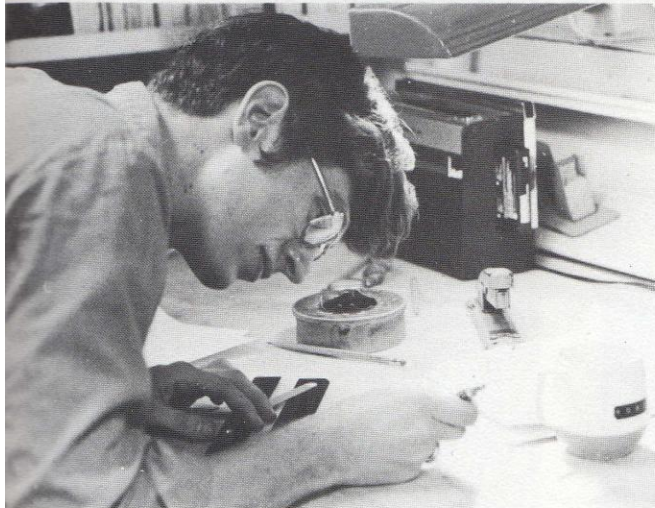
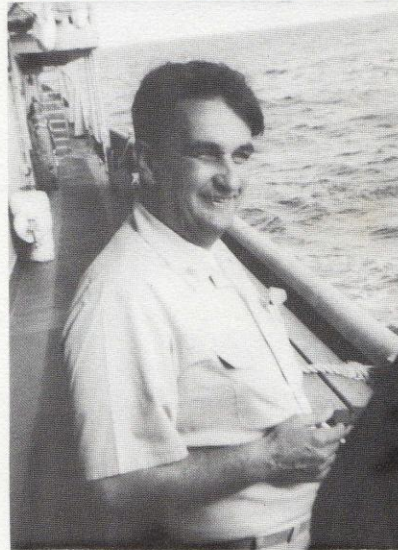
NX Division is composed of Quartermasters, Yeomen, Personnelmen, Postal Clerks, and Hospital Corpsmen. It functions under the Navigator and the Executive Officer. The Quartermasters work from the Pilot House. This is the area where the ship is navigated from via charts and various electronic devices. Quartermasters are knowledgeable of rules of the road, honors rendered in passing other ships and charting our course. These are the men that use the funny looking device called a sextant and by shooting stars help determine our course.

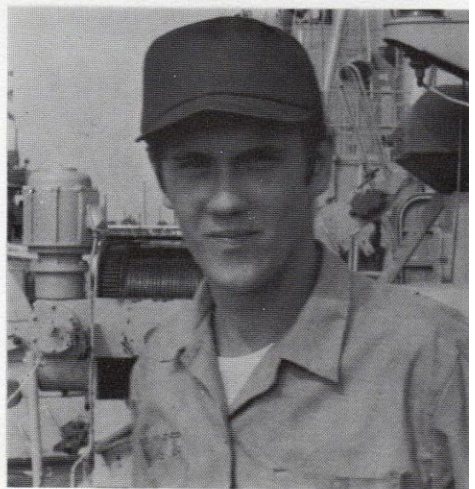
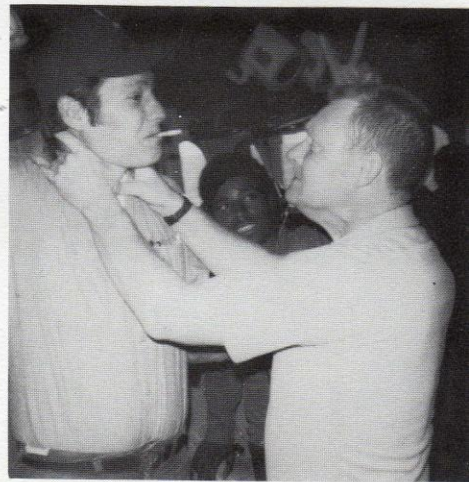
The Yeoman and Personnelmen in the ship's office are the paperwork fiends. Personnelmen provide service to the crew in the way of personnel transfers, requests for schools, reenlistments and are responsible for proper care of service records and service record entries. In this office all mail is received, routed and accounted for by the yeomen. All letters, family grams, reports, instructions, and notices originated by MULLINNIX, are typed in the ship's office. A master file of directives issued by higher authority are also centrally located in this small but productive space,

Our Hospital Corpsmen, needless to say, receive quite a few patients per day whether it be seasickness, common cold or to give routine shots prior to deployments. MULLINNIX HM's are also qualified to do minor surgery if required.

The Postal Clerks are also on the MUX morale squad. Mail call is always a welcome word. Our PCS provide the same services available at the local postoffice; stamps, money orders, parcel post and many others. We are always glad to keep them busy--mostly on the receiving end.

NX DIVISION





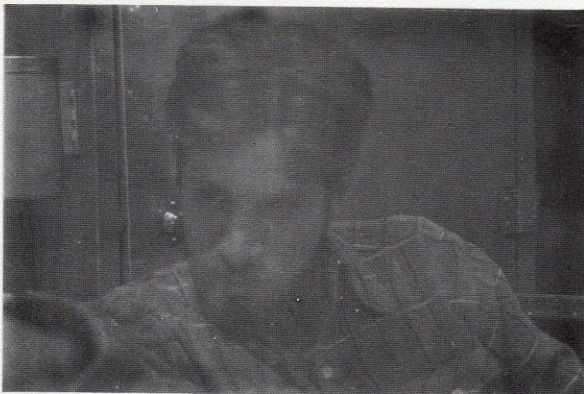
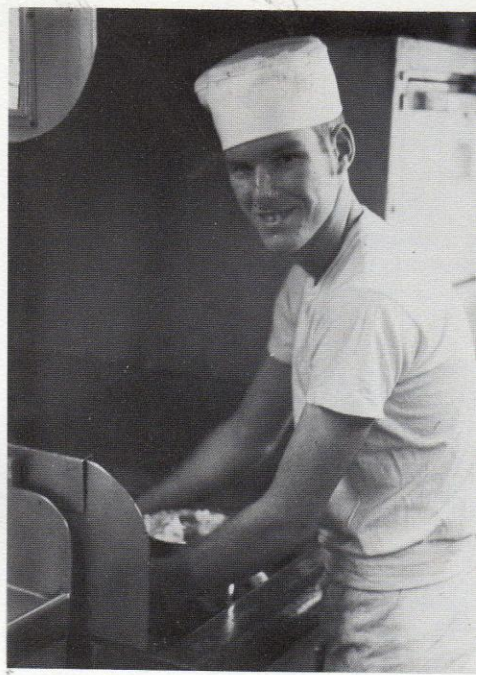
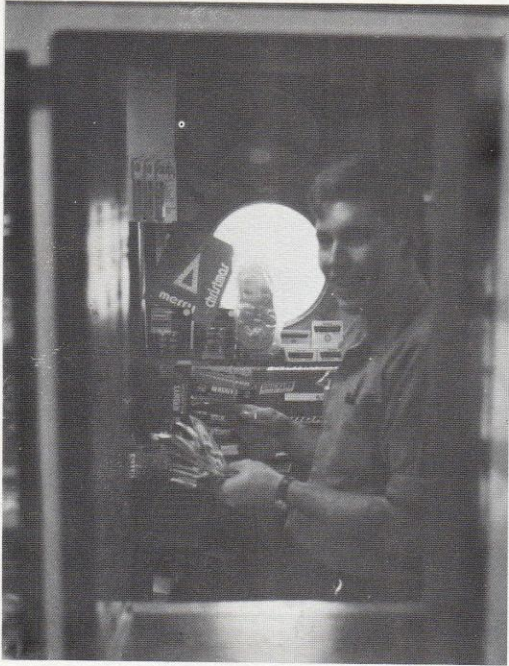
SUPPLY

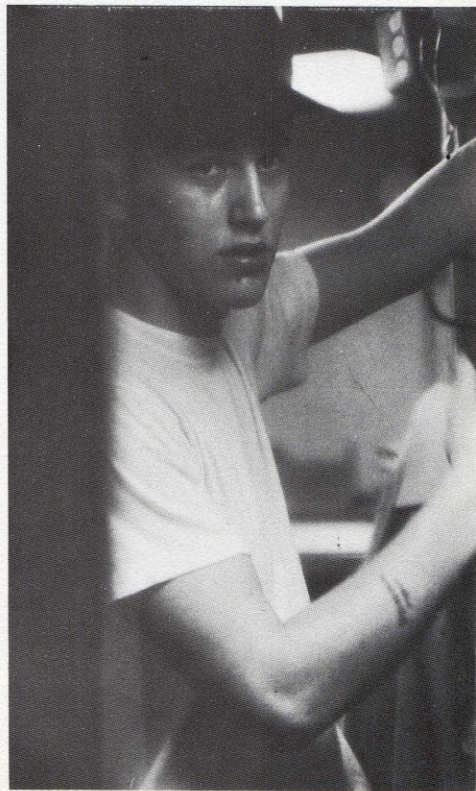
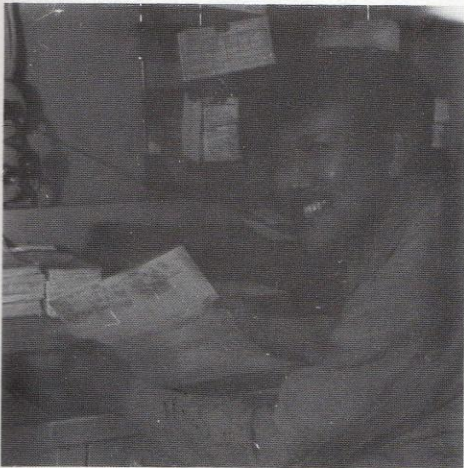
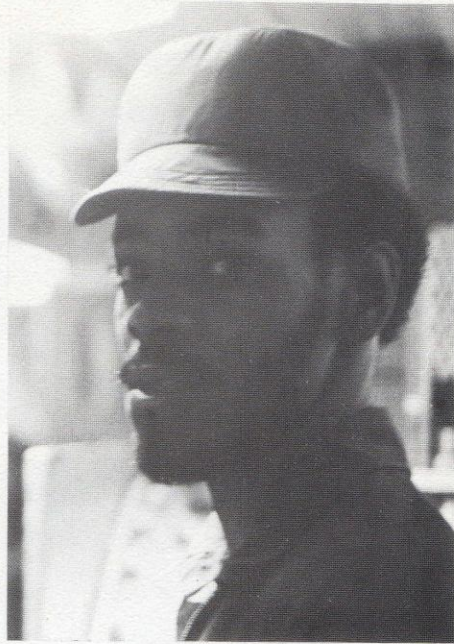
The Mediterranean cruise held many challenges for the Supply Department and through careful planning, dedication, and hard work by the personnel of Supply, all challenges were successfully overcome.

Supply's goal was to provide the shipmates of the MULLINNIX with all the conveniences and luxuries of home in a foreign country. The ship's store kept everyone well supplied with the familiar toiletries and the latest pre-recorded music. It was a fulltime job keeping the vending machine filled and coke and sprite flowing but it was done almost without a hitch. Much credit for the high morale of the crew goes to the ship servicemen and their work. Fresh produce was ordered, inspected, and loaded in every port we visited. Who can forget the juicy blood oranges of Italy? The careful preparation of food by our experienced mess management specialist kept everyone well nourished and healthy. The storekeepers provide an important, but less appreciated service on the MULLINNIX. They procure, receive, and store what it takes to keep the ship running. Sometimes it means work to repair a casualty, but thank goodness the storekeepers have the repair parts to get us home. Throughout the cruise the MULLINNIX visited seven countries and each one had a different currency. The disbursing clerks did a fantastic job of juggling the seven currencies and provided banking services to all in addition to their daily job of maintaining pay records and paying people.

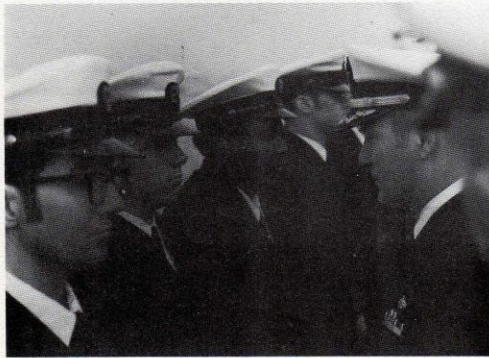
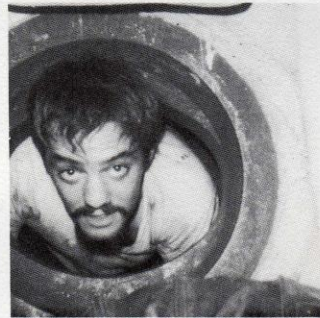
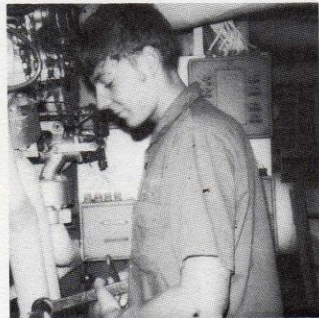
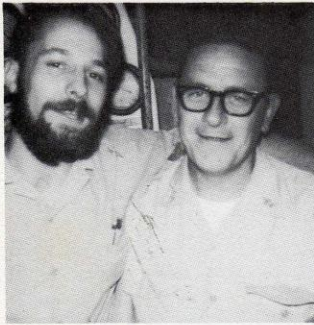
To sum it up, the Supply Department's goal is to provide all services to its customers on the MULLINNIX. The goal was reached and sustained throughout the Mediterranean deployment.







ENGINEERING
MISC.



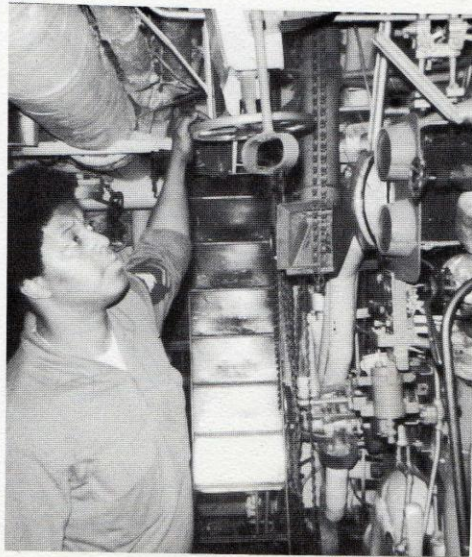
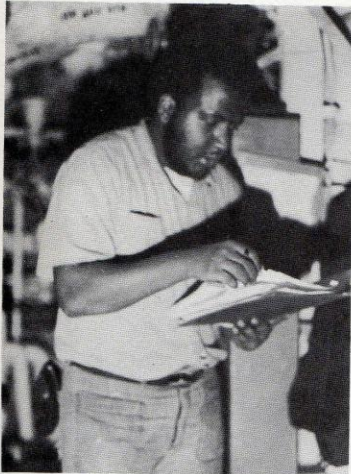
B DIVISION



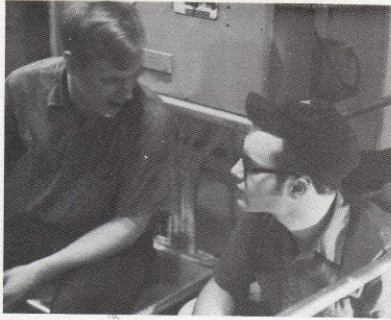
The BT's or Boiler Technicians is entrusted with the very life of the ship: The operation and maintenance of the four main propulsion boilers and all related gear. In addition, they are responsible for the inventorying, storage, and consumption of fuel oil and the freshwater supply. Without the steam, the Mullinnix would be nothing than a grey hulk in the water left to the mercy of the winds and tides.

BT's supply the ship with life giving steam for maneuvering, mess preparation, and for the hotel services such as hot water and heat in compartments throughout the ship.

Altogether this elite force of the Engineering Department functions in an unsung and unheralded manner, highly competent and efficient, secure in the knowledge that no small part of the readiness of Mullinnix, is due directly to their efforts.



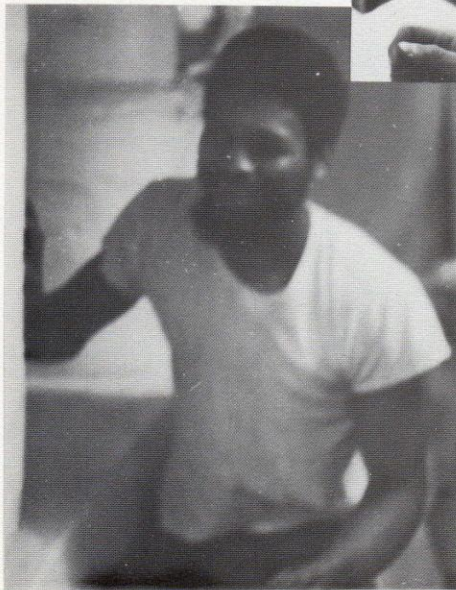
M DIVISION



A machinist mate is a wide and varied field. Onboard the MULLINNIX, a machinist mate maintains and preserves the upkeep of all the equipment in the engine rooms. This includes the evaporators for distilling fresh drinking and bathing water, and feed water for the boilers. The ships complete electrical load is generated in B-4 and main control. The main engines propel the ship using a set of reduction gears that can be compared with a transmission in a car and are a very important piece of equipment for the propulsion plant.

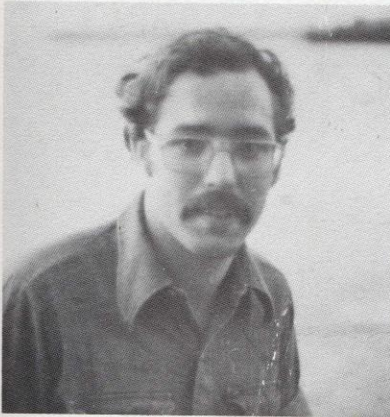
A machinist mate has many hours of watch to stand on the different equipment. Underway, the engine rooms must be manned with: a messenger, a throttleman, a lowerlevelman, a top watch and the engineer officer of the watch. The engineer officer of the watch has the overall responsibility for the whole propulsion plant in all spaces.

All the machinery in the engine rooms have certain procedures to follow to take off. With the variety of pumps, not to mention the main engines, evaporators and generators in the space, it takes many extra hours of PQS training and personal instruction to become a qualified machinist mate, which is a very important aspect of the rate. In short, it could be said that snipes are the driving force of modern navy ships today.

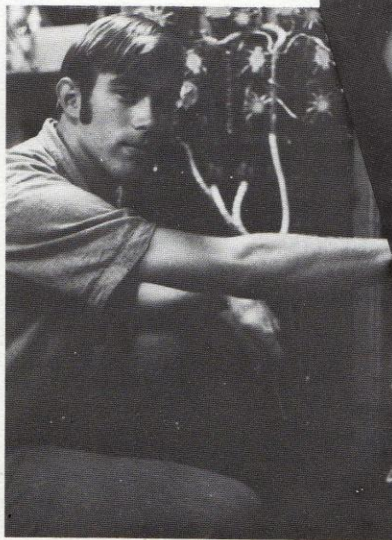




R DIV



The IC gang on board MULLINNIX is one of, if not the smallest work centers, consisting of IC1 BARNETT, IC3 WIEST, ICFN WARD and ICFN PEASE. The ICmen are responsible for maintenance on various interior communication systems such as announcing systems, phone communications, many alarm systems, ships control systems, ships entertainment, gyro-compass and plotting systems. Last, but not least, the movies! At sea, IC men stand watches on gyrocompasses and are called upon to repair any of the systems that might fail. Inport IC men stand sounding and security watch.



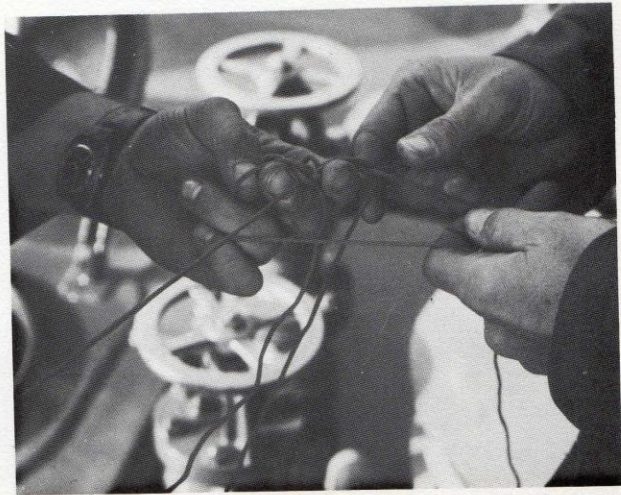
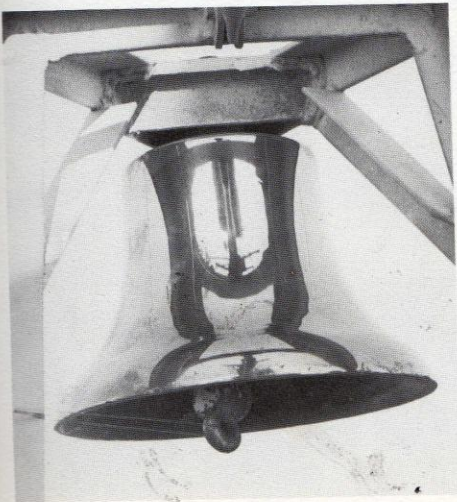
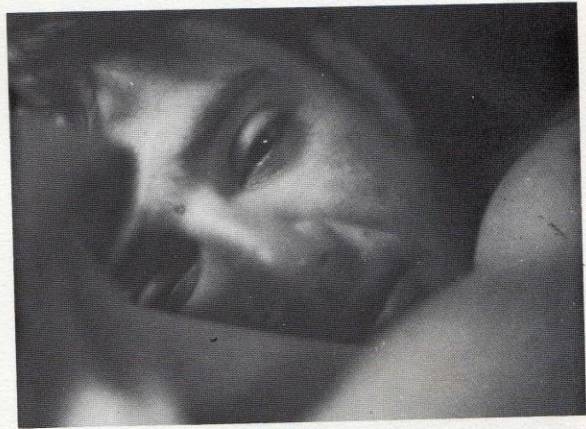
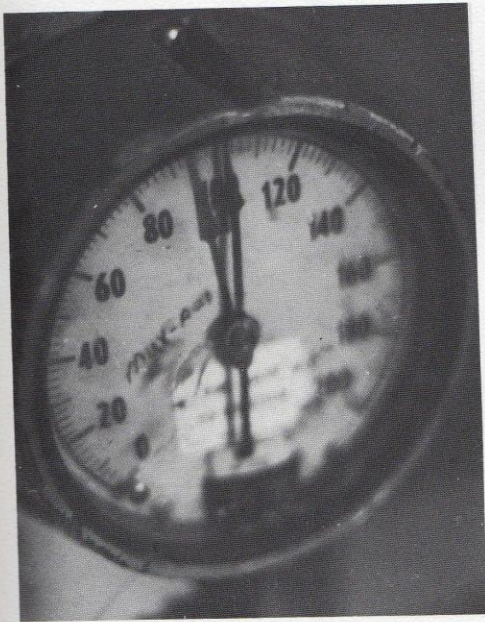
BRIDGE, GENERAL QUARTERS

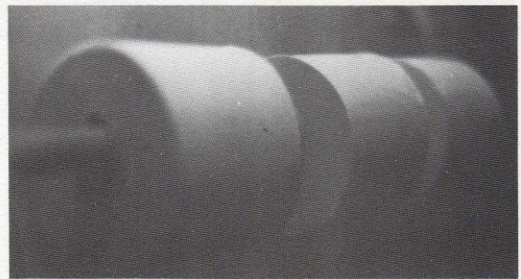
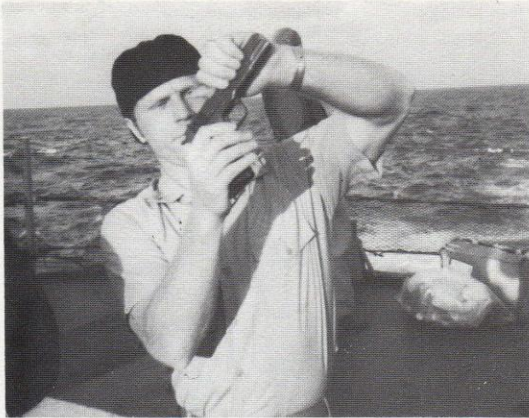
The bridge of a ship, at anytime, is the most important place, during G.Q. it becomes the vital co-ordination point of all activities. The Captain assumes the "conn" and tries to fight the ship in the most effective manner. Gun control, Damage Control Central, and the Main Engineering Spaces all are in communications via sound powered telephones, keeping the CO informed of all significant developments. In this way the bridge is truly the nerve center of a fighting ship.



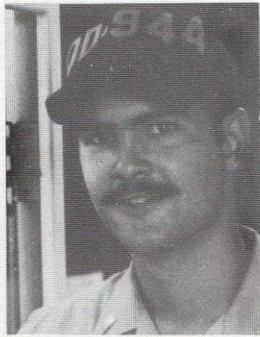
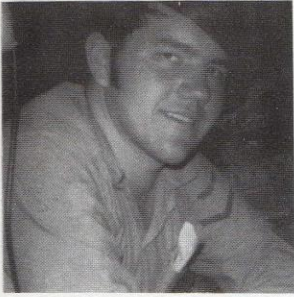
This evolution involves all hands. Each man on the ship has a general quarters station. GQ as it is called is when the ship is at maximum fighting readiness. Some are assigned to repair parties; some in the magazines passing ammo and some man the phones on circuits throughout the ship. The ship sets condition Zebra for maximum water tight integrity. Thus, the effective fighting team is set for whatever may occur. MUX members have been drilled many, many times and feel comfortable exercising GQ. At the sound of the gong we are off and running to our GQ station.





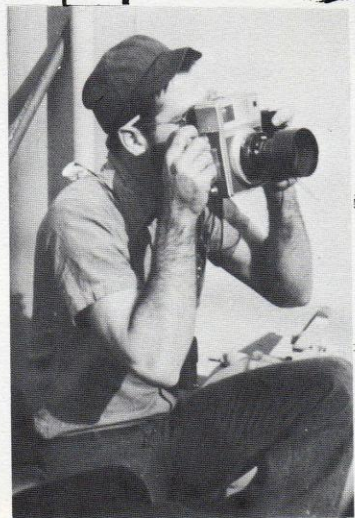
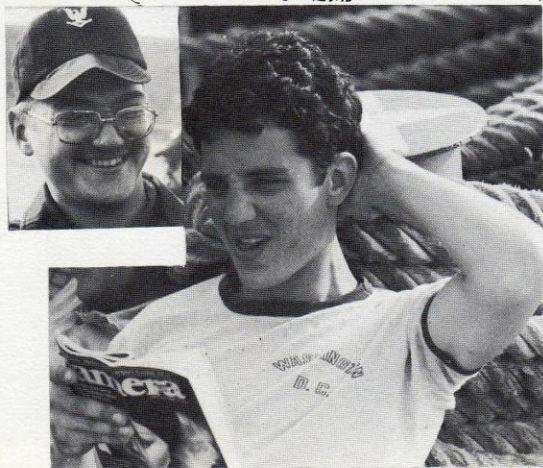
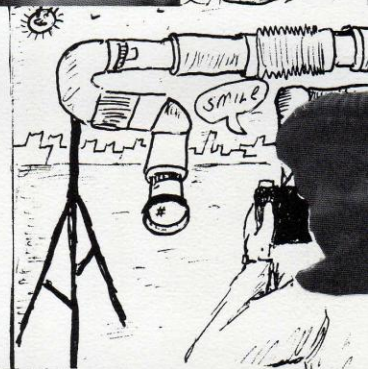


FACES



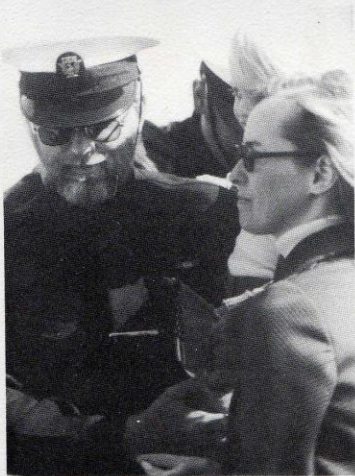


Hand-drawn text in a bubbly, stylized font that reads "CAMP BOOK STAFF".



Hand-drawn text in a simple font that reads "COM B... ALL DAK... DAK RODI".

HOMECOMING

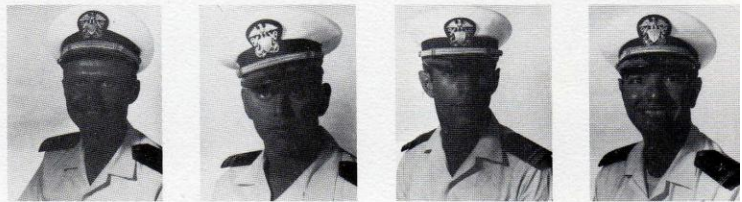


HOME . . . For many of the crew it has been five thousand, one hundred and sixty-two hours since they have seen it . . . who can measure the emotion that was released after those hours. We can only sit back and be reassured by our loved ones smiles, that it is real. The MUX is HOME!!!

*LTJG Richard Bair
ENS J. Blake
LT Sankey Blanton
LCDR William B. Brown*



*LT Michael Borns
LT David Ehemann
LTJG Stuart Hunter
ENS Salvatore LaMesa*



*LTJG Thomas G. Leverage
ENS Michael Lovejoy
ENS William Proal
LTJG Bruce Spalding*



*LT William Triplett
MMC Daniel Brooks
YNC Samuel Hart*



*HTC Harry Marasco
MMC Lewis McReynolds
MAC John Moore
BTCS Michael Mullen*



*SKC Millard Pellom
PNC Arthur Picanso
MMCM Carl Ross
FTGC Robert W. Walters*



*EMC Ray Wiley
Rudolph Aguilar
Royce Allen
George Anderson*



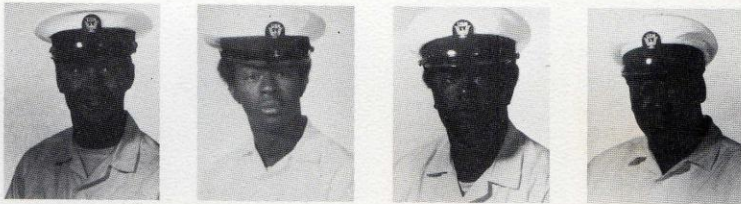
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Jerry Baker
Allen Ball
W.K. Barnett*



*Genghis Barrozo
Davis Barton
Mark Bauk
Silverio Baul*



*Charles J. Begin
Robert Belton
Lee Bettis
Ray Blue*



*Noel Bohach
Paul Bohannon Jr.
Steve Boles
Elias Bolina*



*Ronald Bowman
Donnie Brooks
Larry Brown
Robert Brown*



*James Bryant
Ian Buchanan
Jim Byrer
Steven Cardoza*



*Carson Caudill II
Michael Caver
Theodore Chartier
Gary Chipps*



*Gino Christi
William Christopher
Royal Clause
Rodney Click*



*Niel Connell
David Cox
Robert Cox
Kenneth E. Crusan*



*Richard Cunningham
Paul Dacyczyn
Joe Darrow*



*David Daube
Ted Davis
David Dean
Angelito Del Rosario*



*Nick Denichilo
Nicholas DiDonna
Joseph Dooley
Sam Duncan*



*Telesforo E. Ebalo
Theron Edwards
Richard Emerson
Gregory Ernest*



*Benjamin Estacio
John Evans
Richard Ferguson
Sal Fernando*



*Richard Ford
Clarence Foster
Charles Frey Sr.
Chung Fu*



*Samuel Gaskins
Mike Godwin
Bobby Greene
Jerry Greenfield*



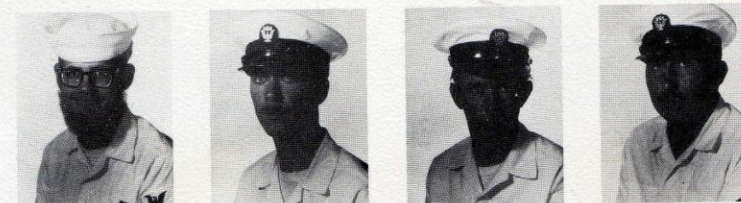
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Steven Harrison
Russel Haxton*



*Thomas Heflich
William Heiney
Rex Hicks
David Hill*



*Michael Hinson
Patrick Hogan
Paul Holland
David G. Horton Jr.*



*Robert Houghton
Richard Hurley
Angelito Imadhay
John Ingersoll*



*Charles Irland
Walter Jackson
Danny Johns
Harris Kaplan*



*Richard Karau
Mark Knapp
William Kovac
Daniel Krieser*



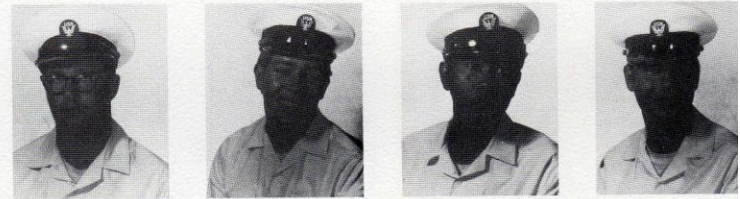
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Chester Kennison
Robert Lace
Buenaventura Ladia*



*Douglas Lehota
Robert Locke
Pat Logue
Alfred Lorenzini*



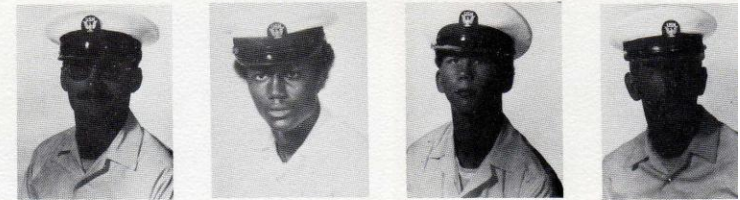
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Michael Mackey
Renato Manasala
Dennis Mannen*



*Jerry Maher
Mark Mayfield
Donald McWilliams
Virgilio Medina*



*Fred Milburn
James Miller
Jerry Miller
Michael Moody*



*Billy Mooney
Robert Morris
Edward Morse
Michael Murphy*



*Deogracio Nangpi
Bayani Navasca
John K. Neilson
Craig Nelson*



*Johnny Nelson
Melvin Nichols
Larry J. Nicholson
Richard Nudd*



*Michael Owen
Joe Parish
Robert Pease
Ike Pennix*



*Michael Phy
Terrill Putman
Bernard Recacho
James Redfern*



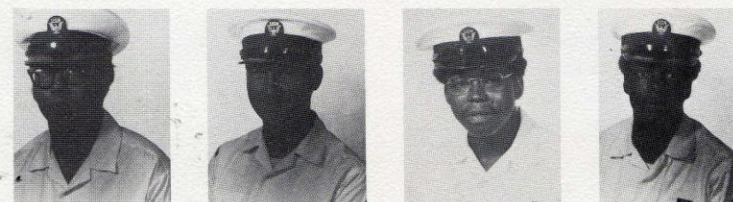
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Richard A. Roybal
Edward Richardson
Dan Eric Rubalcaba*



*Jeff Ruthven
Charles Savitz
Charles Sawyer
Paul Schuler*



*David Seidel
Thomas Shampine
Dennis Sharpe
Timothy Sheppard*



*R.B. Sherrill
James Simpkins
Scott Singewald
Roger Slone*



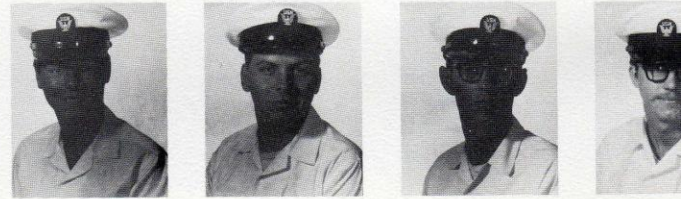
*Shayne Stephens
James Stein
Steven Stolpa
Nicanor Tamayo*



*Bobby Taylor
Stanley Taylor
Barry Thompson
Earl Thompson*



*David Thornhill
Robert Tillett
James Tisdale
Michael Tomes*



*Charles Tripp
Gonzalo Tuyor
John Van Gundy
Lawrence VanTassel*



*Philip Weatherford
Kenneth Wharff
Ronald Wheeler
Paul Wiest*



*Michael Williams
Timothy Wise
Matthew Wisniewski
Clarence R. Witt*



