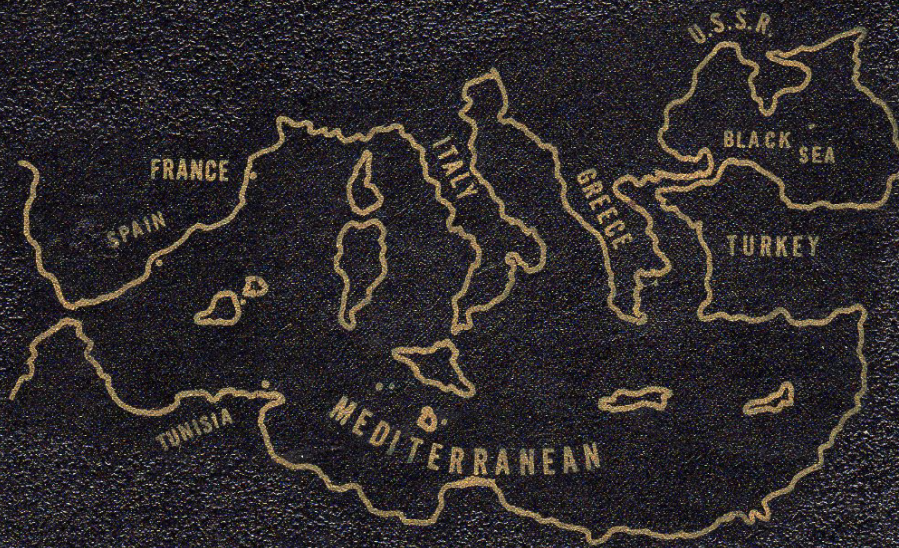


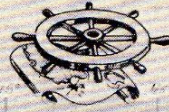
U.S.S. MULLINNIX  
DD-944  
1970



USS MULLINIX DD-944

*Track Chart*





## DEDICATION

**MULLINNIX** sailors have a tough job to do and they know it. For their's is the task of keeping their ship, the **USS MULLINNIX (DD-944)** in top mechanical condition and operating efficiently; a job that demands the utmost in professional skill and competence as well as a continual around the clock effort.

**MULLINNIX** is not an average ship by any means, being one of the Navy's newest and most modern destroyers. She is a product of modern technologies best efforts, being equipped with the long range sonar, and all of the best equipment available at the time of her building. But as great as these things are a ship is only as good as her crew, the men who keep her "on the line" and use her effectively. This is where the **MULLINNIX** stands out, having a crew that thrives on tough assignments and takes pride in being able to do an outstanding job.

The men who inhabit a ship give her her spirit, her life, and personality. No longer is a ship just a ship but rather a community of people living and working together. It is these people, the crew of **MULLINNIX**, who have made **MULLINNIX** what she is today, one of the finest ships in today's modern Navy.

It is to these men, the best crew in the Navy, that this book is dedicated. May this book not only be a "Cruise Book" but in a larger sense the "Crews Book".

## SHIP'S HISTORY

One of the most powerful striking weapons of the fleet, USS MULLINNIX is a Forrest Sherman Class Destroyer. Equipped with automatic rapid fire guns, she has a fire power greater than any previous class of destroyer and has the latest in fire control devices and submarine detection equipment. Designed to provide anti-aircraft and anti-submarine protection to larger units, she is 418 feet long and has a 45 foot beam.

MULLINNIX was built by the Bethlehem Steel Company in Quincy, Massachusetts and is the first Naval vessel to bear the name of one of America's most gifted "Air Admirals", a tribute to Rear Admiral Henry Matson MULLINNIX who died in action while serving aboard his flagship, the escort carrier, LISCOMBE BAY.

The keel was laid on 5th April 1956 and, almost one year later, Mrs. Kathryn MULLINNIX, widow of Admiral MULLINNIX, christened the ship by breaking the traditional bottle of champagne over her bow. On 7th March 1958 MULLINNIX was commissioned a part of the United States Navy and on this occasion Mrs. MULLINNIX presented the officers and crew with Admiral MULLINNIX's personal flag and standard for the MULLINNIX to achieve and maintain.

The 3850 ton ship has a top speed of over 30 knots and the increased freeboard and characteristic "high bow" enable greater maneuverability even during rough weather. Maximum stability and minimum ship displacement have been obtained by constructing the entire ship's structure above the main deck of aluminum.

Still in her youth, MULLINNIX has steamed all over the globe, visited ports from Buenos Aires to Singapore and been engaged on a multitude of different operations, from the recovery of a two man Gemini shot in 1965, to NATO operations in the North Atlantic and more recently, two tours of active duty in the Western Pacific.

The ship underwent extensive repairs to her engineering plant, communications and weapons systems in mid 1968 and, after a six week training cruise in Caribbean waters, she prepared for her second deployment of the Western Pacific.

Sailing from Norfolk on 16th January 1969, she arrived off the coast of South Vietnam on 28th February. During the next five months MULLINNIX carried out three patrols and provided gunfire support to United States and allied troops

along the southern boundary of the Demilitarized Zone. These patrols were interspersed with visits to Hong Kong, Japan, The Philippines and to the port of Belawan in Sumatra, the first time a United States warship had ever visited this port and its sister city Medan. Completing her "gunfire" commitments on 15th July 1969, she returned to Norfolk on 3rd September having visited Kobe, Yokosuka, Pearl Harbor, San Francisco, San Diego and Acapulco on the homeward journey.

Prior to deploying for operations with the United States Sixth Fleet in the Mediterranean in April 1970, MULLINNIX completed six weeks training exercises in the Caribbean.

#### USS MULLINNIX DD944

-Facts and Figures-

LAI D DOWN  
LAUNCHED  
COMPLETED  
DISPLACEMENT  
DIMENSIONS

GUNS

TUBES  
A/S WEAPONS  
MACHINERY

BOILERS  
COMPLEMENT  
AWARDS

5 April 1956  
18 March 1957  
7 March 1958  
3850 Tons  
(1) Length O/A 418 Feet  
(2) Beam 45 Feet  
Three 5 Inch 54 Cal Single Mounts  
One 3 Inch 50 Cal Twin Mount  
Two MK 32 Launchers with Triple Tubes  
2 Hedgehogs  
2 Geared Steam Turbines 2 Shafts  
Horsepower 70,000 Speed over 33 Knots  
4  
255 (15 Officers, 240 Men)  
Navy Unit Commendation  
National Defense Medal  
Republic of Vietnam Medal  
Vietnam Service Medal with 2 Stars  
Armed Forces Expeditionary Medal



## COMMANDER J.L. KRUMWIEDE

Commander J.L. KRUMWIEDE was born in St. Paul, Minnesota. He enlisted in the Navy in 1948 and in 1950 received an appointment to the U.S. Naval Academy. He was commissioned in 1954 and was ordered to USS FRANK KNOX (DD-742). In 1956 CDR KRUMWIEDE attended Electronics Administration School at Great Lakes Naval Training Center. He attended Naval Postgraduate School from 1957 to 1959, receiving a Master of Science in Physics. He was then ordered to USS YORKTOWN (CVS-10) where he served as Repair Officer until 1961. From 1961 to 1962 CDR KRUMWIEDE served as an Instructor at Nuclear Weapons Training Center, Pacific. In 1962 he was transferred to Destroyer Squadron SEVENTEEN where he served as Material Officer until 1964. In 1964 he attended the Naval War College and received a Master of Science in International Affairs through George Washington University.

From 1965 to 1967 he served as a Physics Instructor at the Naval Academy. While at the Naval Academy he received a Master of Science in Personnel Administration through George Washington University. CDR KRUMWIEDE served as Executive Officer of USS MORTON (DD-948) from 1967 to 1968 prior to duty as Operations Officer for Cruiser-Destroyer Flotilla EIGHT from 1968 to 1970.

He is married to the former Lois Ann Gardner of Fairmont, Minnesota, and has four children: Laurie, Mathew, Jane and Karen. They presently reside in Norfolk, Virginia.



*LIEUTENANT COMMANDER*

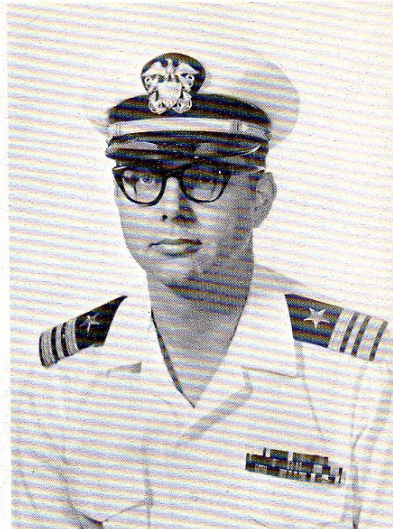
*J.D. SUTTON*

*(26 MARCH 1969*

*1 SEPTEMBER 1970)*

Lieutenant Commander SUTTON enlisted as a Seaman in August 1953 and, after attending the Naval Academy Prep School for a year, entered the Naval Academy in the Fall of 1954. Graduating in 1958 Lt. CDR SUTTON reported for duty aboard the USS STEIBLING (DD-687) as ASW Officer, and fleeted up to Weapons Officer in 1960. In June of 1962 he started a year's study at the Naval Post Graduate School in Monterey, California. He served as the ASROC Officer at the U.S. Fleet Training Center, Norfolk, from 1963 to 1966 when he assumed the duties of Missile Officer and later served as Weapons Officer aboard the USS BIDDLE (DLG-34). Upon departing MULLINNIX on 1 September 1970, LCDR SUTTON reported to Halifax, Nova Scotia as a Foreign Exchange Officer.

Lieutenant Commander SUTTON calls Shelbyville, Tenn. and Virginia Beach home, and is married to the former Carolyn Price of Beaufort, S.C. They have two sons, Jack Jr., and Joseph.



*LIEUTENANT COMMANDER*

*W.F. HODKINS*

*(1 SEPTEMBER 1970*

*THROUGH THE PRESENT)*



Lieutenant Commander HODKINS entered the U.S. Naval Academy in June 1954. After graduating from the Naval Academy in June 1958, he served in USS SAMUEL B. ROBERTS (DD-823) until 1961. After a tour as Operations Officer on the staff, Commander Destroyer Division ONE FOUR TWO he reported to U.S. Naval Post Graduate School, Monterey, California where he received a degree in Electrical Engineering in June 1965. His next tour was as Chief Engineer in USS DAHLGREN (DLG-12). In 1968 Lieutenant Commander HODKINS reported to the U.S. Naval Academy as an Instructor in Electrical Engineering where he served until June 1970.

Lieutenant Commander HODKINS is from Kansas City, Missouri and is married to the former Nancy Larson also from Kansas City. They have three children and currently reside in Virginia Beach, Virginia.

# DEPARTMENTS



NOW LET'S SEE WHO WAS THERE

*LT JOHN E. TAYLOR, JR.*  
*WEAPONS*

Mr. TAYLOR reported onboard the **USS MULLINNIX** in April of 1970 as Weapons Officer. His previous duty stations include 1st Lieutenant on the **USS VERNON COUNTY (LST-1161)**, faculty member at the USN Officer Candidate School, and Weapons Officer of the **USS FRED T. BERRY (DD-858)**. Mr. TAYLOR holds a degree from the University of Toledo and is a graduate of the U.S. Naval Destroyer School. His hometown is Toledo, Ohio.



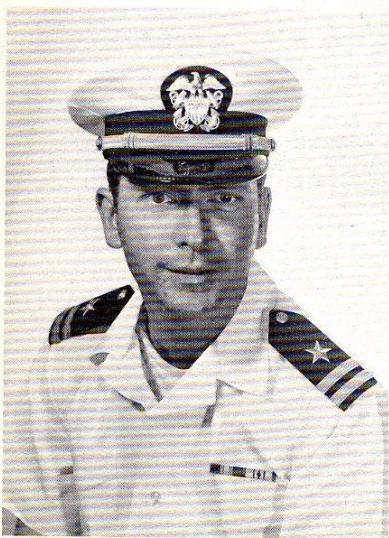
*LT ALBERT E. BARD*  
*OPERATIONS*

LT BARD hails from Duluth, Minnesota, was graduated from the University of Minnesota in 1963, and was commissioned after attending OCS. Previous duty stations include MPA on the **USS LOOKOUT (AGR-2)**, Chief Engineer and Executive Officer onboard the **USS TOWHEE (AGS-28)**, Executive Officer on the **USS CADDO PARISH (LST-515)** in the waters of Vietnam. Lt BARD joined the **MULLINNIX** as Operations Officer. Lt BARD, his wife and their three boys John, Michael and Andrew presently reside in Virginia Beach, Virginia.



*LT PETER M. FRANKLYN, RN  
NAVIGATOR*

Lt FRANKLYN, serving as a Royal Navy Exchange Officer, came onboard MULLINNIX in November of 1969 where he served as MPA before being assigned Navigational duties. Lt FRANKLYN graduated from Britannia Royal Naval College in 1966. He was assigned duties on the HMS EXCELLENT and HMS CARYSFOOT before the honor of serving as Assistant Navigator on the Royal Yacht, HMS BRITANNIA, was bestowed on him in 1969.

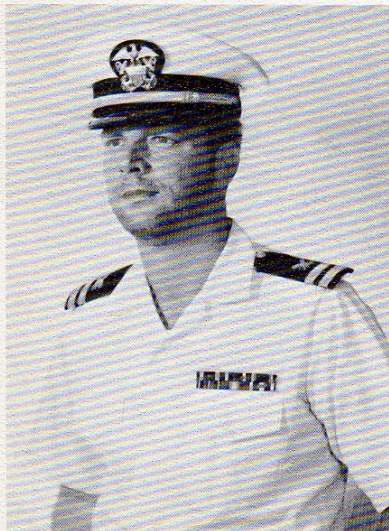


*LT DAVID JOSEPH KLINKHAMER  
CHIEF ENGINEER*

Serving as Chief Engineer, Lt KLINKHAMER is a 1966 graduate of the Naval Academy. Prior to reporting onboard the MULLINNIX in August of 1969, he served onboard USS KING (DLG-10). Lt KLINKHAMER is originally from Whittier, California. At present he resides in Virginia Beach, Virginia with his wife Darleen and his daughter Heather.

*LT WILLIAM H. SPADAFORA*  
*SUPPLY*

Lt SPADAFORA was Supply Officer aboard **MULLINNIX** from December 1969 until June of 1970. Lt SPADAFORA is a 1966 graduate of the Naval Academy. Before reporting aboard **MULLINNIX**, he was Electrical Officer on the **USS NEWPORT NEWS (CA-148)**, and graduated from Supply School in November of 1969.



*LT NORMAN G. FRANKLIN*  
*SUPPLY*

Lt FRANKLIN reported aboard **MULLINNIX** in June of 1970. Formerly an aviator, Lt FRANKLIN was designated Supply Type after graduating from Supply Corp School in May of 1970. Lt FRANKLIN attended Memphis State University before being commissioned in the Navy in 1963. Originally from Memphis, Tennessee, Lt FRANKLIN, his wife and their two daughters now reside in Norfolk, Virginia.

*LT WILLIAM ROBERT MAY*  
*STAFF CHAPLAIN*

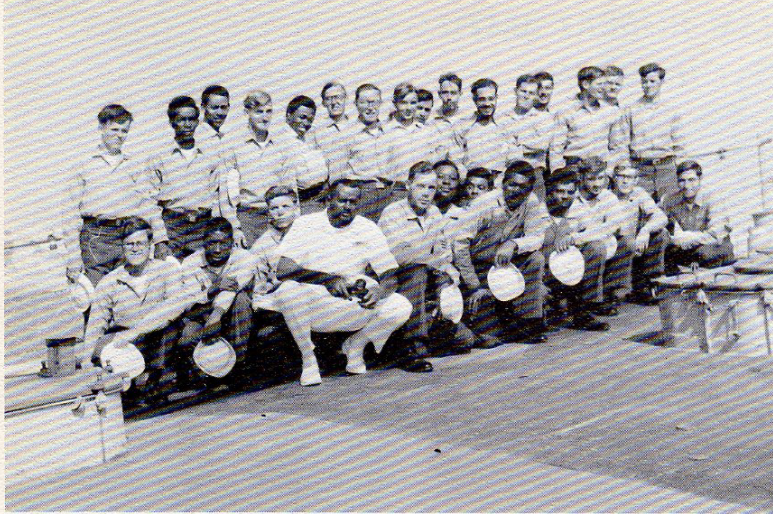
As COMDESRON TWO's Staff Chaplain, Lt William Robert MAY shifts his base of operations quite frequently. The MULLINNIX welcomed his presence during the months of September and October of 1970. Lt MAY graduated from Auburn University in 1965 and the New Orleans Baptist Theological Seminary in 1968. He commenced his active duty in August of that year. Lt MAY is from Mathews, Alabama. At present his wife, Mrs. Marilyn Jewell MAY, resides in Norfolk, Virginia.



*LT JOHN P. ATKINSON*  
*STAFF DOCTOR*

Lt ATKINSON was embarked on the MULLINNIX from April until August of 1970. He earned his B.A. Degree from Emory University in 1964 and graduated from the Duke University School of Medicine in 1968. Before reporting as DESRON TWO Staff Medical Officer in April of 1970, Lt ATKINSON was stationed at the Naval Hospital, Portsmouth, Virginia. Lt ATKINSON is from Macon, Georgia.

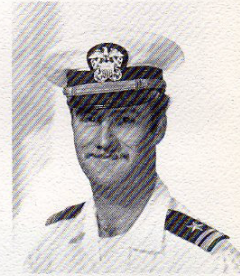




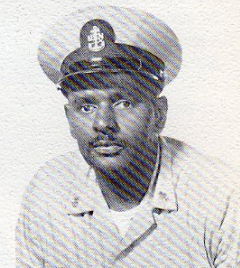
## FIRST DIVISION

When Chief MOSES stepped onboard the MULLINNIX, First Division was working at a steady pace of 10 to 14 hours a day, 7 days a week. After departing Norfolk on our deployment, the reign of "The Chief" was firmly established. He promptly went about the business of releasing the Deck Force from such burdens using his ingenuity and skill as a leader. He succeeded to a great extent, but the burdens became stockpiled as the cruise went on. From the work load that burdened Mr. CRAVEN, and the Division, each of us felt that we were to have four hands for paint brushes, four hands for chipping hammers, two heads and an insatiable appetite for work. Early liberty was indeed a rare bird.

However one should remember the good, not the bad. From this cruise we profited greatly, for we all learned the true meaning of the word ENDURE. First Division endured. We won, and we're home.



LTJG E. R. CRAVEN



BMC W. J. MOSES



BM1 C.R. Wood  
BM2 N.E. McCrea

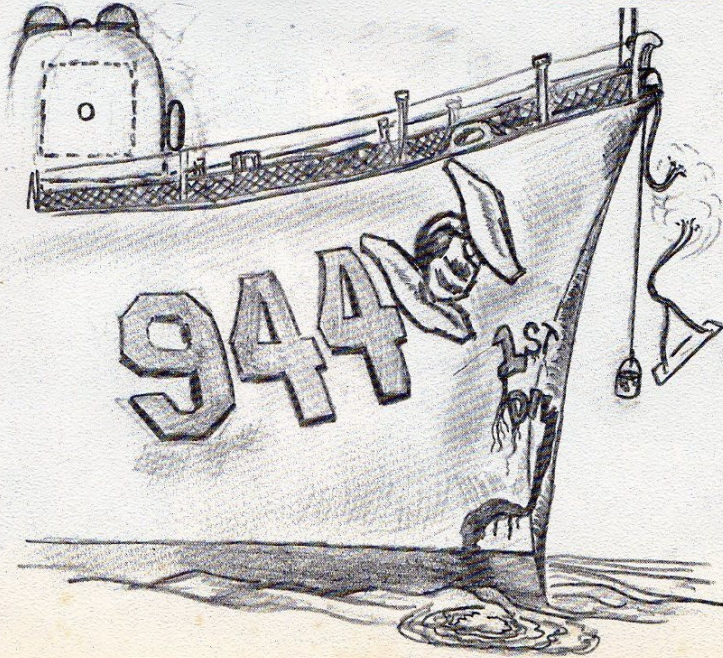
BM3 R. Denham  
BM3 R. Denham  
BM3 T. Diaz  
BM3 M.S. Frugone  
BM3 S.B. Metzcher



SN C. Ambrose  
SN G.G. Ames  
SN F.J. Carter  
SN D.T. Chambers  
SN R.W. Chase



SN Davenport  
SN L. Fox  
SN Gainer  
SN Jones  
SN R.D. Major







SN Mayo  
SN Morris  
SN J.W. Murphy  
SN M.J. Palashoff

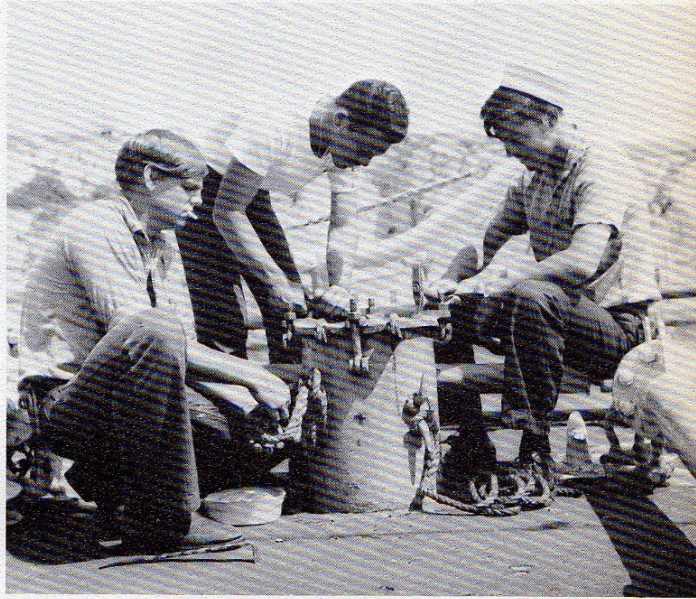


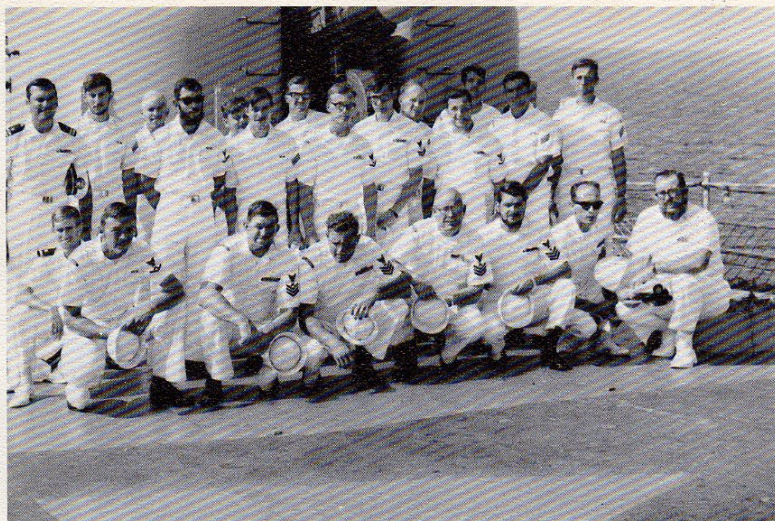
SN R.C. Payton  
SN S.K. Price  
SN D.J. Tuttle  
SN D.A. Zemaitis



*NOT PICTURED*

SN Bays  
BM3 Bradley  
SA Creech  
SN Garrett  
SA LaPlante  
SN Meltesen  
SN Reed  
SN Silvestri  
SN Verrier





## *GUN DIVISION*

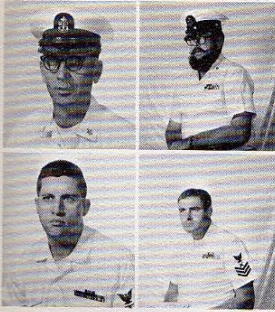
The job of nursing MULLINNIX's much used gunnery equipment falls to the competent hands of "G" Division. This job, as the Division itself, is two-fold. The Fire Control Technicians, FT's, see to the upkeep and maintenance of the computers, directors and radars used in target acquisition and designation. The Gunner's Mates (GM's) strive to maintain their guns in an operable state and labor the many hours required to fulfill that responsibility. Both groups consistently functioned as a coherent team during the cruise, during which they actually shot down two air-borne sleeves. They constantly put forth the best of their technical training and abilities to excel in all phases of the Gunnery Exercises the MULLINNIX held. To the men of "G" Division, it was a successful cruise.



LTJG G.L. BREEDEN



ENS A. R. COUNSELMAN



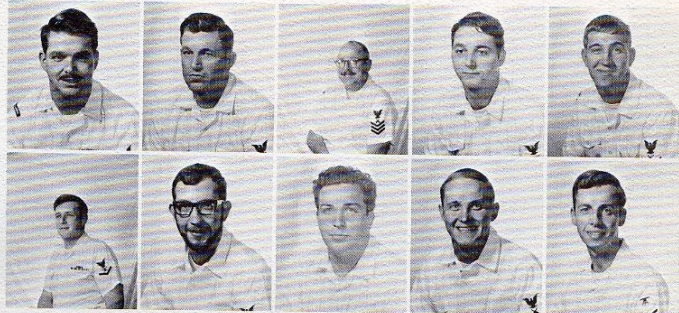
FTGC P.E. Rector  
MTC Thompson

FTG1 R.W. Reichenbach, III  
GMG1 A.A. Stover

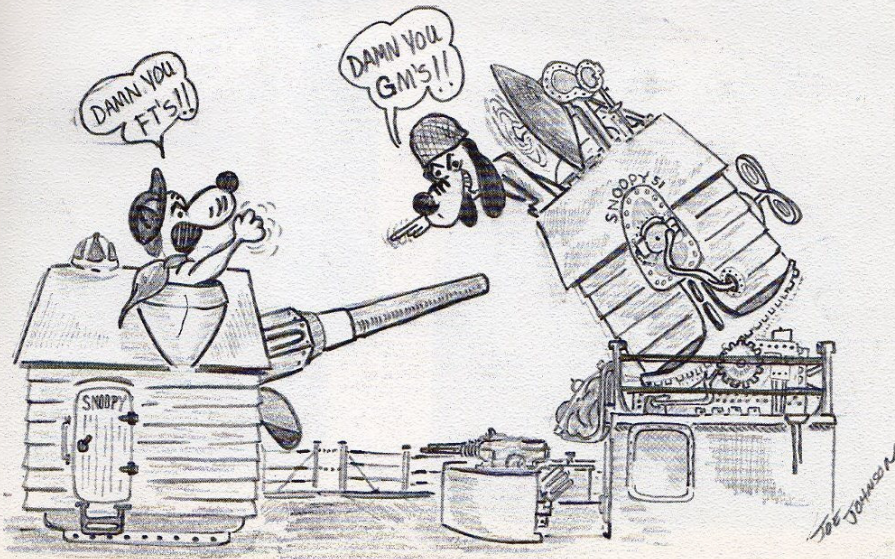
## NOT PICTURED

GMG2 Stois  
FTG3 Smith  
SN Murray  
GMG3 Holder  
GMG3 Keeter

FTG1 P.O. Call  
GMG1 H. Simpson  
GMG1 J.R. Stapleton  
FTG2 M.G. Apple  
GMG3 N.R. Dinger

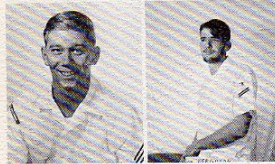


FTG3 T.F. Hoddinott  
GMG3 L.A. Perrine  
FTG3 J.M. Tanguay  
GMG3 E.R. Young  
FTGSN J.A. Moczydlowski

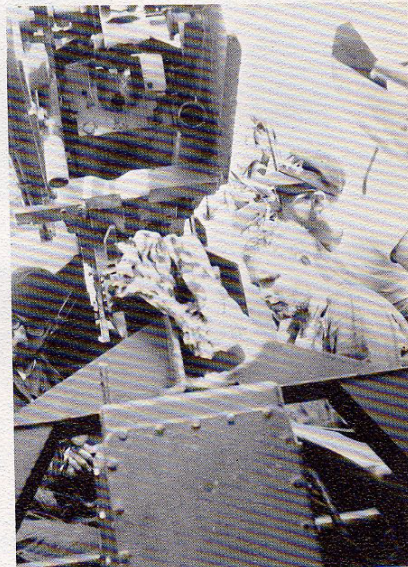




FTGSN D. Boettcher  
SN D.A. Dolence



SN C.E. Fellows  
SN Scott Ferguson



SN K. A. Klann



SN D.C. Perrine  
SN R.L. Schulz





## A/S DIVISION

The term "BRAVO ZULU" (Well Done) is a familiar term to A/S Division. While deployed in the Mediterranean, the team drew this praise not only from the superiors on the ship, but also from COMSIXTHFLT after being called in on ASW Missions. Aply led by Lt.(JG) AMESBURY and STCS NEWTON, the Division has achieved a reputation as one "Who Can Do The Job". STG1 Rodger BOCEK turned over the title of "Leading Pettyofficer" to STG2 R.K. BOBBS (upon his departure from the ship in Athens).

A full staff of technicians; STG2 A.L. CLYBURN, STG2 L.C. SIMMONS, STG2 R.E. COX, STG2 W.L. GEORGE, STG3 W.H. ZIMMERMAN, STG3 R.B. McKINNEY, and an able group of Operators, STG3 MILLS, SN MURPHY, SN RENSLOW make up the Sonar Team; TM3 TAYLOR, and TMSN HOUSER maintain the Torpedo Deck and wait their turn on the "Machine".

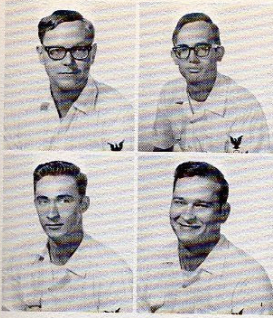
Our "Machine" (SONAR) has never failed when called on. The personnel in charge treat it with the utmost of care. The same thing goes for all ASW equipment. A/S Division is also well qualified in other areas. Versatility is apparent as the A/S Division is in charge of the Amidships Highline and provides men for Magazine Crews.



LTJG R.E. AMESBURY



STCS J.M. NEWTON



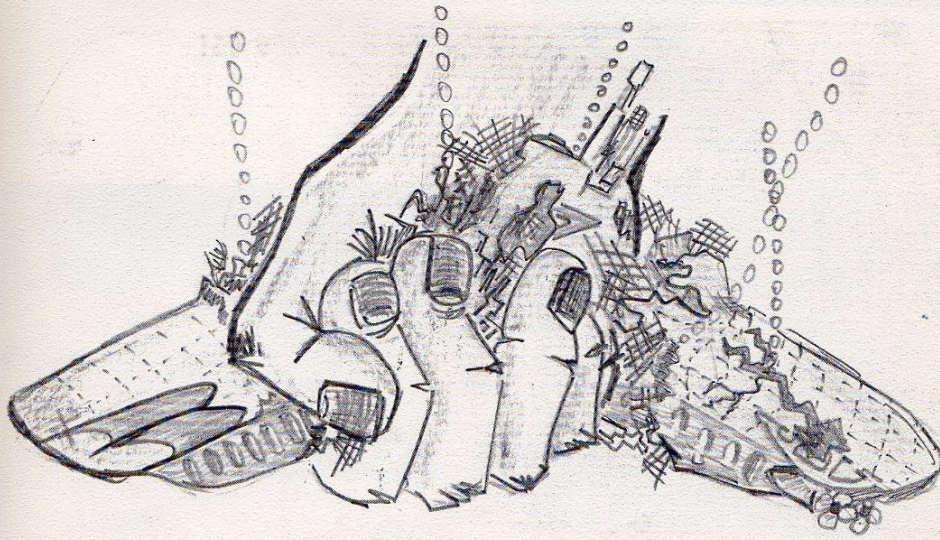
STG2 R.K. Bobbs  
STG2 R.E. Cox

STG2 W.L. George  
STG2 L.C. Simmons

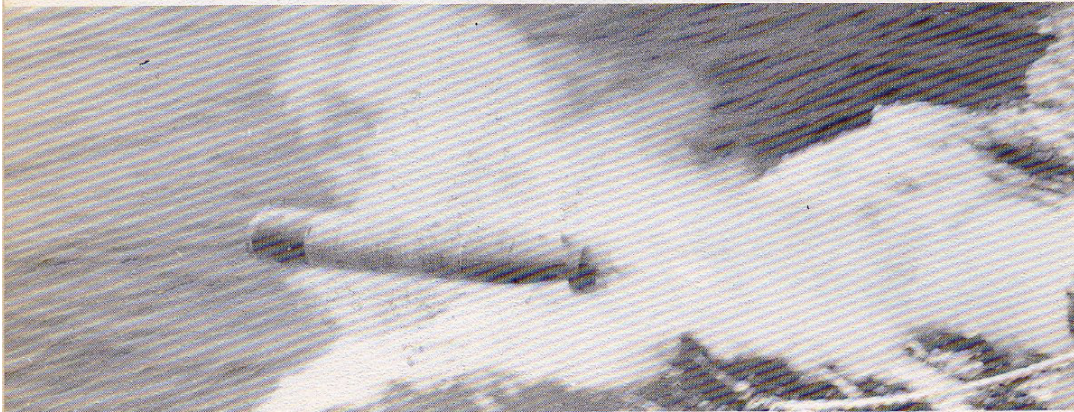
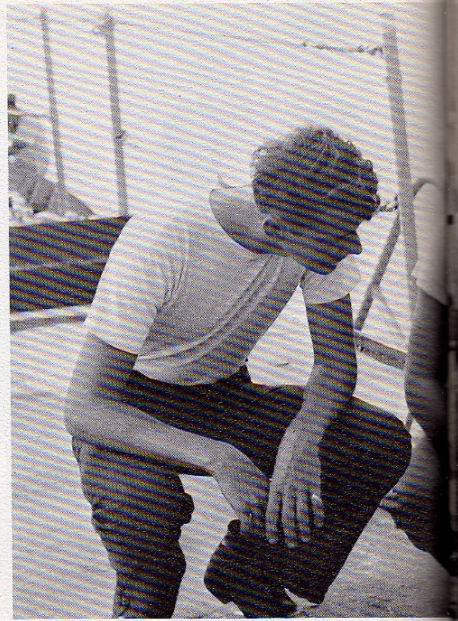
## NOT PICTURED

STG2 Clyburn  
STG3 Mills  
TMSN Houser  
SN Renslow

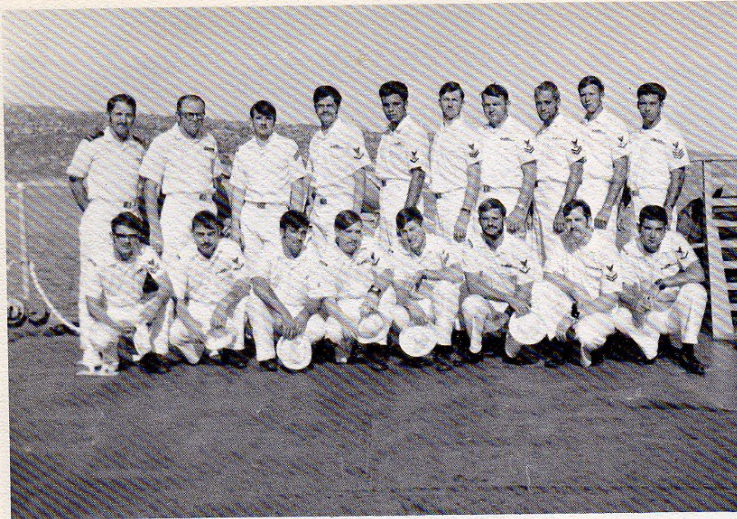
STG3 M.D. Farinella  
STG3 W.H. Zimmerman, Jr.  
SN C.E. Murphy  
SN J.F. O'Brien  
TMSN R.S. Taylor, Jr.











## OC DIVISION

The Med Cruise demanded much from the Signalmen (SKIVVIE WEVERS) and Radiomen (DIT DIT DAH's) of OC Division. Providing the key service of exterior communications for the MULLINNIX, filled every day and every mind during the seven confusing months of this deployment. Averaging better than eighty incoming and twenty-five outgoing messages daily, we encountered every problem imaginable . . . and some unimaginable . . . from poor radiopropagation to unusual signalling procedures employed by our NATO friends. In meeting the many obligations of the trip, we had little time for ourselves. But thoughts of returning to Norfolk kept us going.

W.W. GOODRICH, ENS., USNR, relieved LTJG M.S. BATES of the position we know as "KING COMM" in July. In July, Rick GANN joined OC Division after many months of work in the MULLINNIX's own greasy spoon. Now twenty men, we are satisfied that we have given our best effort in maintaining high standards of performance throughout the deployment.

Three of our number became fathers during this cruise. MARS, SKI, and BERG each look forward to seeing new daughters for the first time on arrival. We must express our thanks to our well-respected leaders. RMC WATSON, RM1 NEWKIRK and SM1 ROBINSON. Through this leadership and guidance we have emerged to a more professional team and have made some life-long friends. Patient wives, families, and friends have given us their much needed support through the mail and "Care Packages". Much time has been lost away from our loved ones, and we intend to make up for it "ASAP".



LTJG M.S. BATES



ENS W.W. GOODRICH



RMC J.L. WATSON



SM1 G.P. Robinson  
RM2 R.L. Fisher  
SM2 P.J. Sharland

# NOT PICTURED

RM1 Newkirk  
RMSN Charles

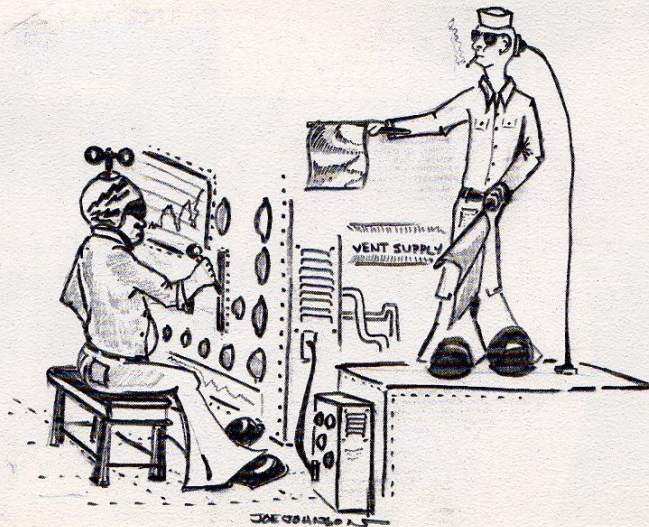


SM2 R.G. Wildey  
RM2 J.J. Wojcik

SM3 G.H. Ackerman  
RM3 D.F. Bergeron  
RM3 R.A. Chase

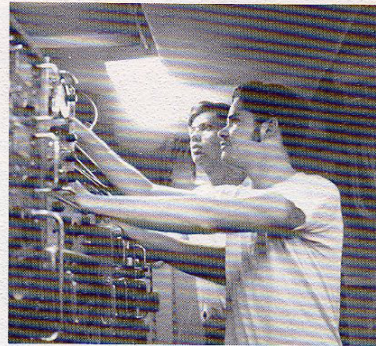
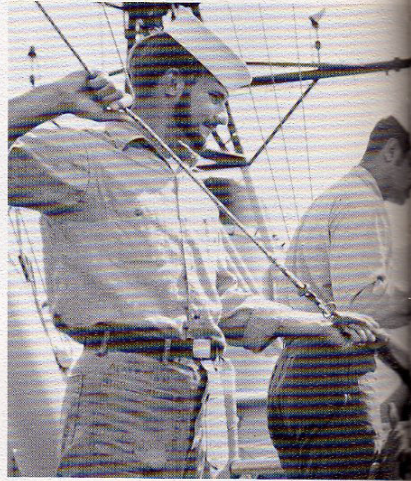
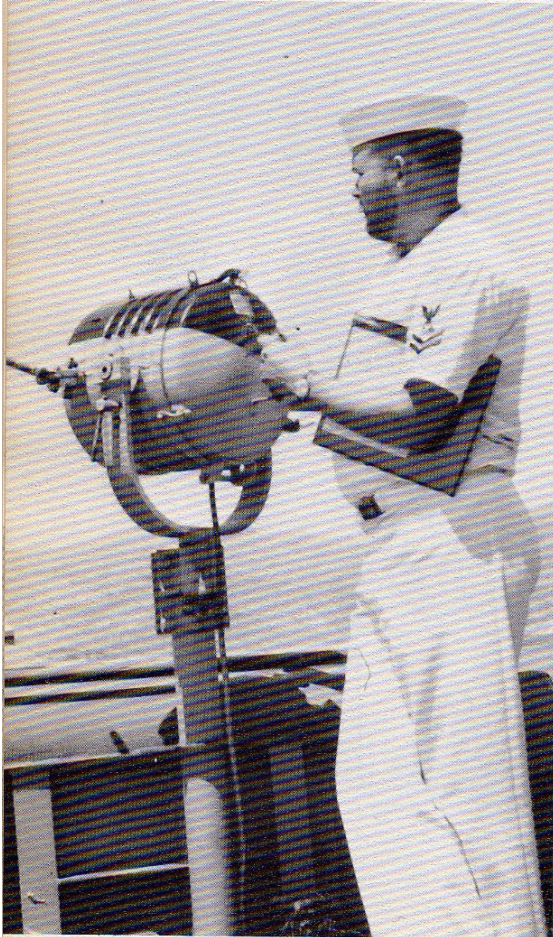


SM3 S. Krajkowski  
SM3 J.J. Mars  
RM3 D.D. Ottaviano

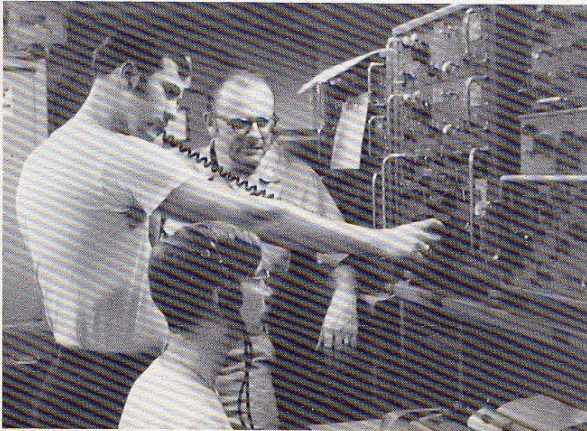


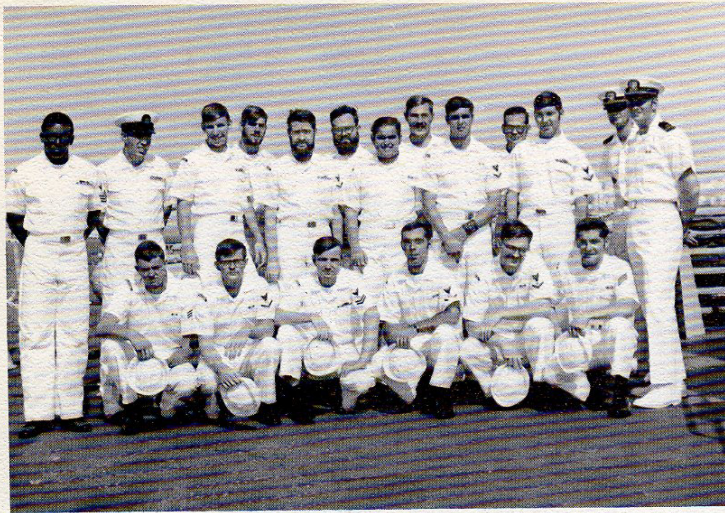


SN N. H. Appel  
RM3 Bruun  
SN R. E. Gann



RMSN J.T. McMann  
SN R.S. Tingle  
SMSN P.M. Verderese

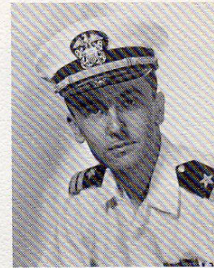




## OI DIVISION

The Combat Information Center is as its name implies, the one location in the ship where information from all sources concerning the ship's operations is gathered. It is the Radarmen's task to see to the efficient collection, dissemination and display of this information so that it may be properly evaluated.

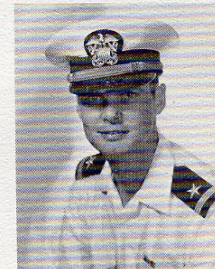
During the Mediterranean deployment, CIC gained much operational experience. Nearly every type of evolution covered by the Radarmen's rate was performed thus contributing to the ship's high state of training, readiness and ability to perform its mission.



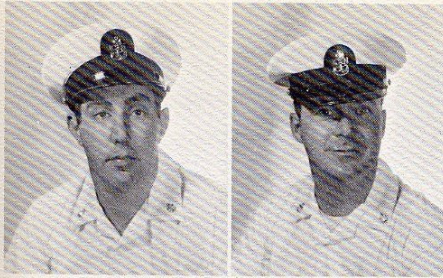
LT R.M. BUTTERWORTH



ENS J.M. CONNER



ENS S.R. BRYANT



ETC S.J. Davis  
RDC A. Van Driesen

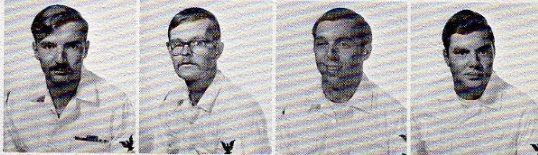
## NOT PICTURED

RD1 Talley  
RD1 Erwin  
FTN3 Mellott

RD2 L. A. Bortz  
ETN2 R.E. Carson  
RD2 J.H. Handley  
RD2 D.A. Jones



RD2 M.D. Marvin  
RD3 J.F. Burke  
RD3 F.C. Gatto  
RD3 C.B. Kay

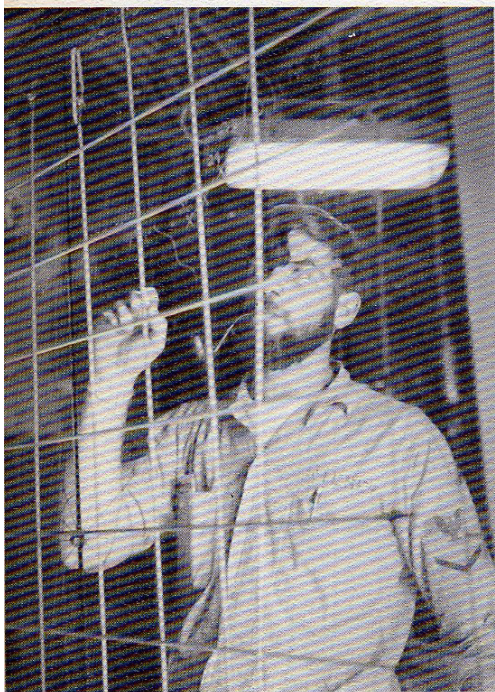






RD3 R.L. Kuebler  
RD3 P.L. Lentini  
RD3 L.D. Baker

RD3 D.A. Nerad  
RD3 J.D. Warburton  
RD3 J.W. Wieser



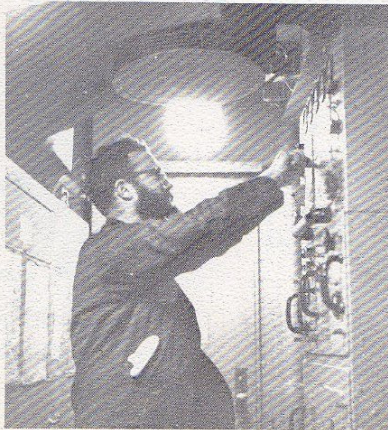
SN D.C. Baxter  
RDSN J.A. Beach  
RDSA H.M. Berg

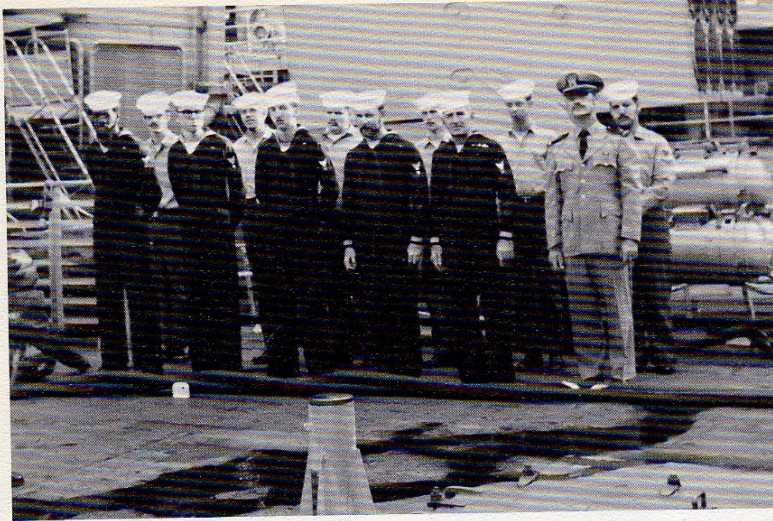


RDSN H.J. LaPorte  
SN R.A. Marion  
RDSN J.G. Porch



RD1 J.H. Erwin





## *NX DIVISION*

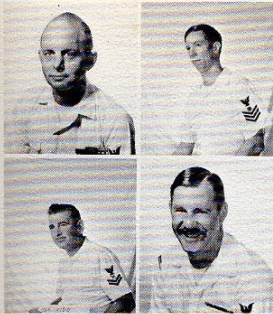
The duties falling to NX are several in number and varied in kind. All are of vital importance to the safety and efficiency of both the ship and its personnel. The Quartermasters, from whom vigilance is constantly required; the ship's Office Personnel whose efficiency has added favorably to the ship's reputation; the Corpsmen who provide vital medical care; the Postal Clerk from whom flows the greatest of all morale factors, the Mail. All are part of this fine, experienced Division.



ENS G.L. FOURMAN

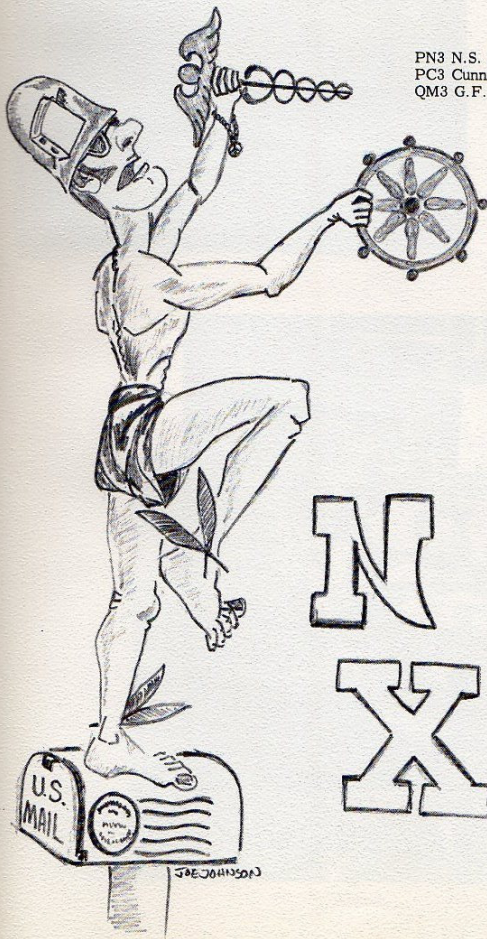


HMC L. A. ROSS



YN1 C.E. Foss  
QM1 G.L. Klumpp

YN2 P. Kidd  
PN2 P.R. Meyers



PN3 N.S. Bazemore  
PC3 Cunningham  
QM3 G.F. Dean



YN3 M.G. Nischik  
QM3 Reece



QMSN D.A. Fourman  
SA Naylor

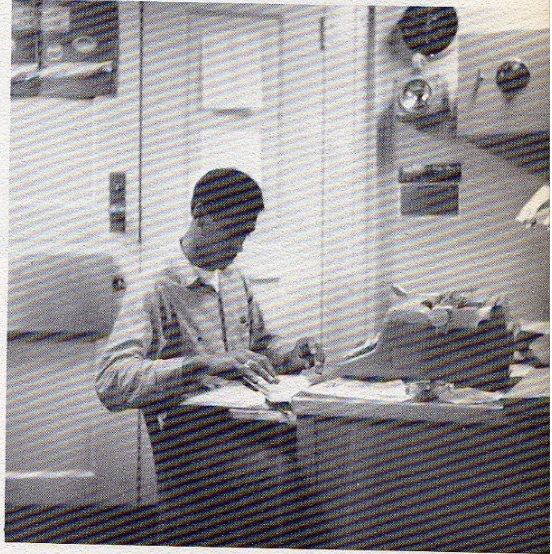
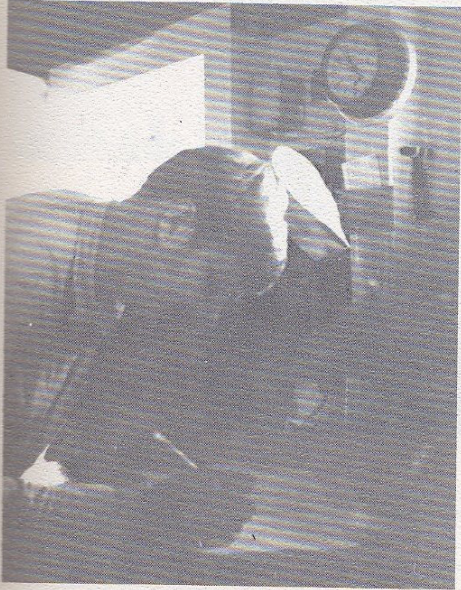


SN N.A. Rizzo



N  
X







## *M DIVISION*

The only contact many hands have with this Division is on the bridge where 'M' Division personnel instantaneously answer every bell indicated. Few realize or appreciate the Division's awesome responsibility of controlling the MULLINNIX's electrical turbo-generators and her two 35,000 horse power engines. Light, speed, even fresh water are directly or indirectly the responsibility of 'M' Division. Realizing this obligation, they fulfilled it to the utmost of their capabilities throughout the cruise. As for the other Engineering Divisions, the cruise was long and hot, but very rewarding in knowledge gained and friends made.

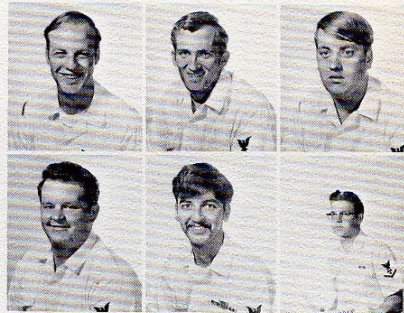


MM1 E.R. Hanlon  
MM1 J.C. Kea

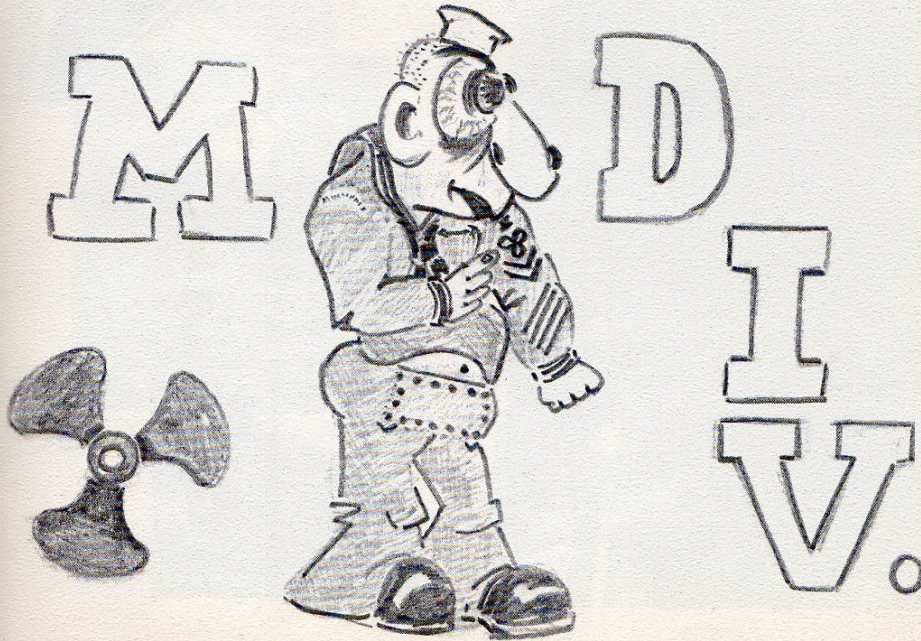
## NOT PICTURED

MMC Byrum  
MM2 Smith  
MM3 LaMarre  
MM3 Miller  
FA Camacho  
FN Vargas

MM2 J.W. Dean  
MM2 W.D. Gittner  
MM2 R.L. Milburn



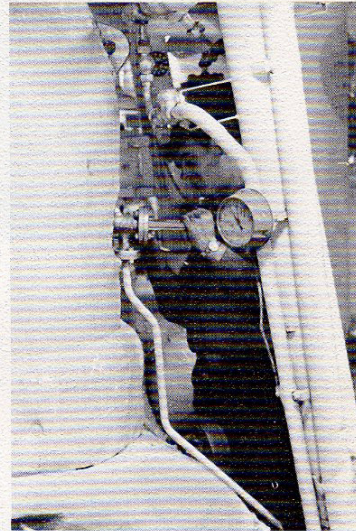
MM2 B.A. Spencer  
MM3 R.J. Leatherman  
FN F.W. Slyder, Jr.



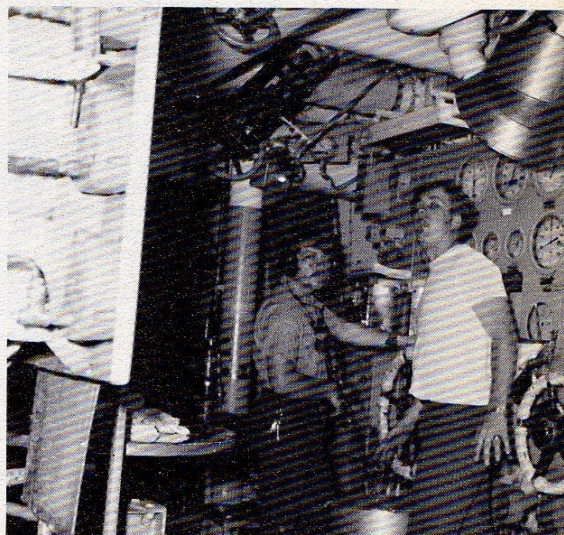
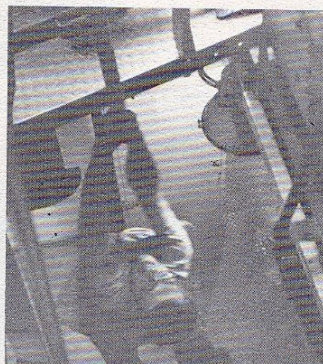




FA M.L. Albertson  
FN J.F. Brinkley  
MMFN G.P. Carr  
FN F.F. Orrantia



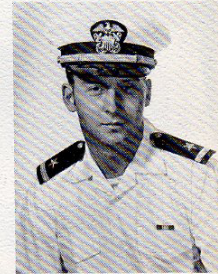
FN Snoddy  
FN Sorgan  
MMFN Tayman  
FN G.S. Wilson





## *B DIVISION*

B Division, the division which makes the MULLINNIX steam. Each man in the B Division team is a key player. Whether he is a novice FA learning to take readings, a Junior Petty Officer standing check watches, or a seasoned professional Petty Officer overhauling a piece of vital propulsion machinery, all are vitally interdependent on one another working together within the bowels of the ship where the temperature rarely goes below 100° F., Individuals qualify according to their endurance as well as skills. This cruise has been long, hot, and exhaustive. On the other hand it has been rewarding in knowledge and experience gained and life-long friends made.



ENS T. J. KESTER



BTCS J. N. SMITH



BT1 W. R. Bellinger  
 BT1 M.S. Green  
 BT1 R. Leeper

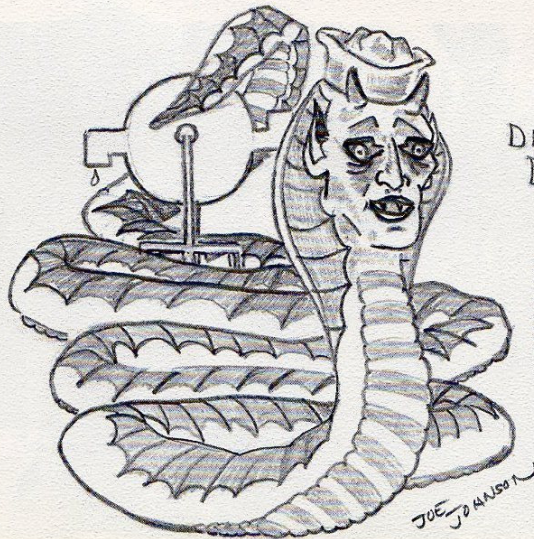
## NOT PICTURED

- BTC Brady
- BT2 Felber
- BT3 Soliben
- BT3 Mowery
- FA Duffy
- BTFN Quinn
- FN Worley

BT2 Penque  
 BT3 J.A. Bart  
 BT3 C. Finocchiaro  
 FA D.H. Hendrix



FN T.L. Rice  
 FN J. Sudaow  
 FN Teasley  
 FN G.L. Thorton

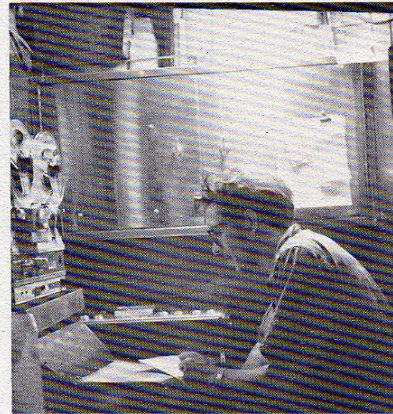


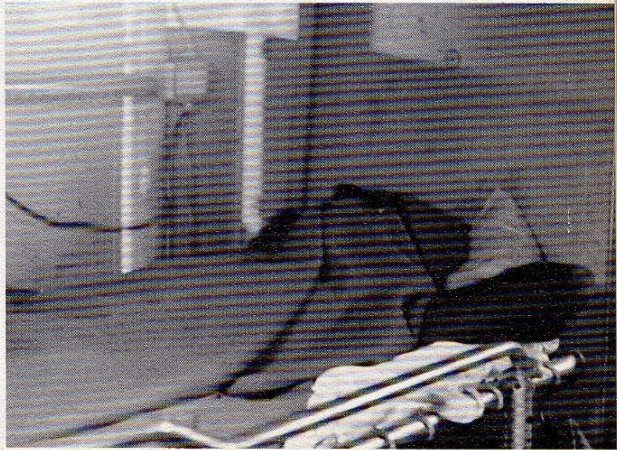
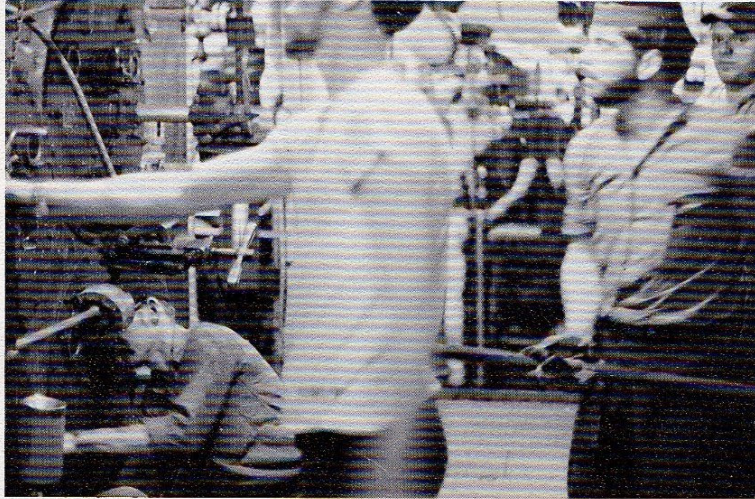
DEVIL'S  
 DISCIPLES

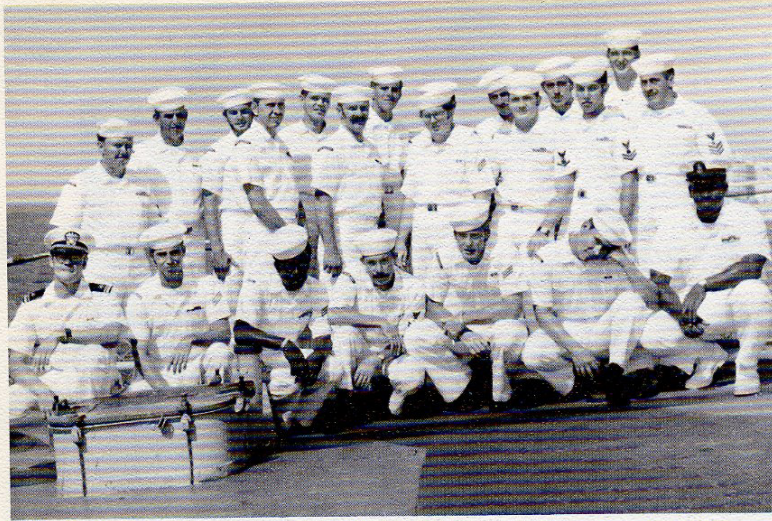
B-DIV.



BT3 J.J. Toth  
FN P. Welch  
FN W.G. Welch  
BTFN A.C. Willoughby  
FN G. Burch



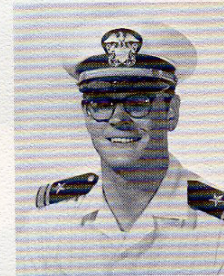




## R DIVISION

“If It Was Made By Man, We Can Fix It”.

“R” Division is the repair force in MULLINNIX responsible for the upkeep and repair of auxiliary equipment. Electrical, interior communications, air conditioning, refrigeration, steam heat, fresh water, fire main systems and any other repairs beyond the capabilities of other divisions, all fall to the highly skilled and able hands of R Division personnel. Such diversity in assignments demands a multitude of different ratings. To fulfill the job ably the Electricians, IC Technicians, Machinists, Enginemen and Ship-fitters of the Division maintain a constant vigilance. Not to be forgotten are the Damage Controlmen, extensively versed with the vital knowledge of fire fighting, flooding and other potential disasters which could endanger the entire ship, every life depends on the knowledge and execution of their task.



LTJG D.R. BULL



ENS J. DEVANE



MMC G. Gregory  
EMCS B. Ward, Jr.

## NOT PICTURED

SFMFN Exum  
FN Hugues  
MM2 Schlitt  
FN Lee  
IC3 Jackson  
ICFN Flatt  
ICFN Horne

EM1 M.L. Evans  
EN1 L.D. Hanley  
IC1 R.S. Lyon  
MR1 J.H. Sykes



EM2 C.O. Bragg  
DC2 D.A. Luke  
EM3 R.J. Alukonis



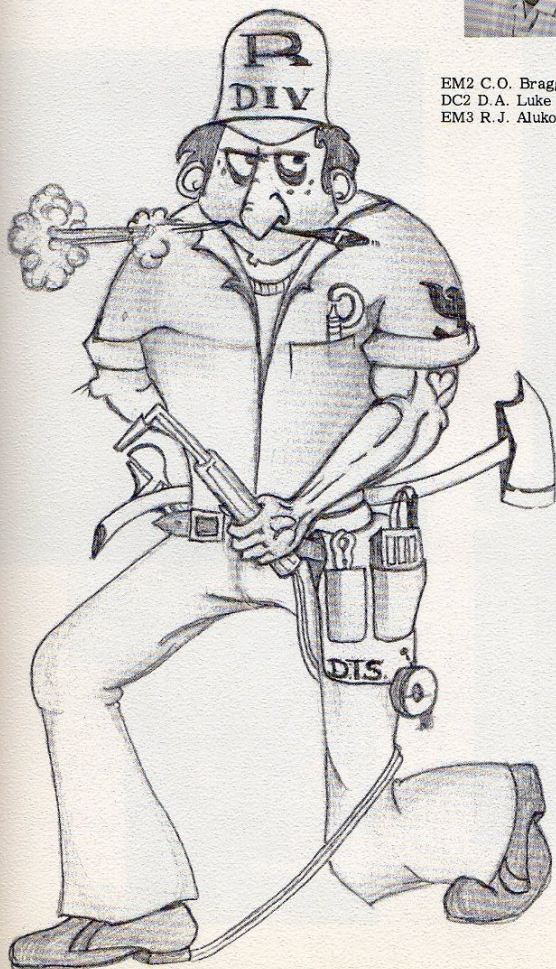
MM3 W.R. Gross  
DC3 G.E. Martin



EM3 D.T. Speakman



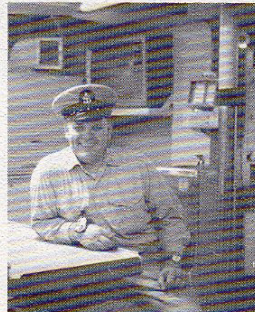
EN3 M.D. Thrasher





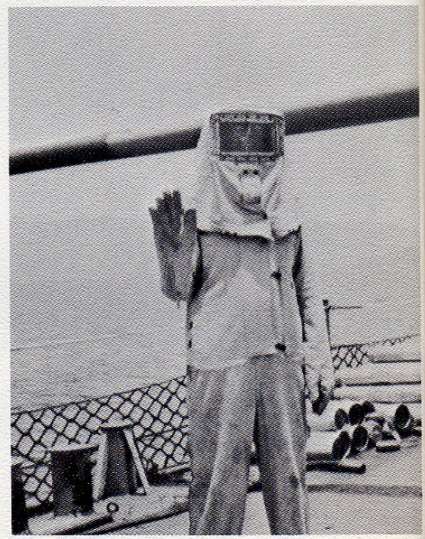
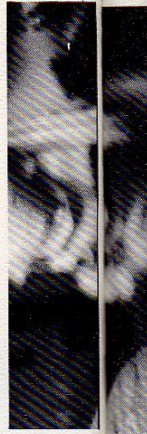
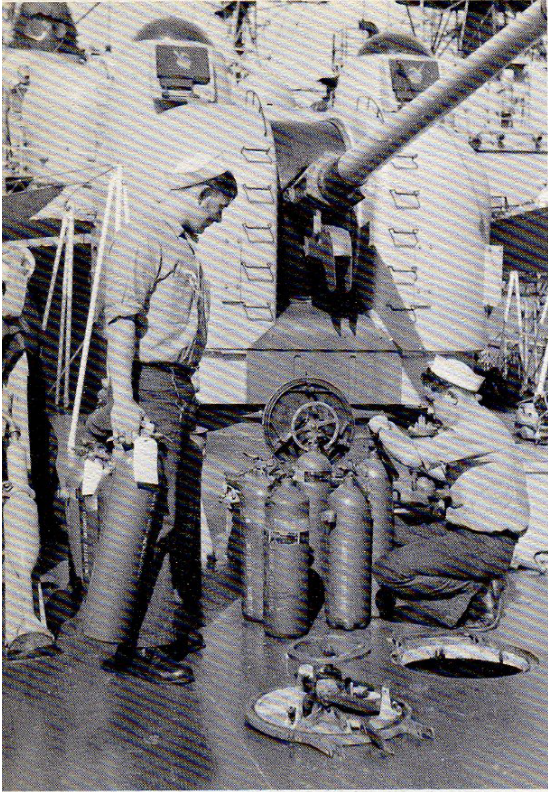


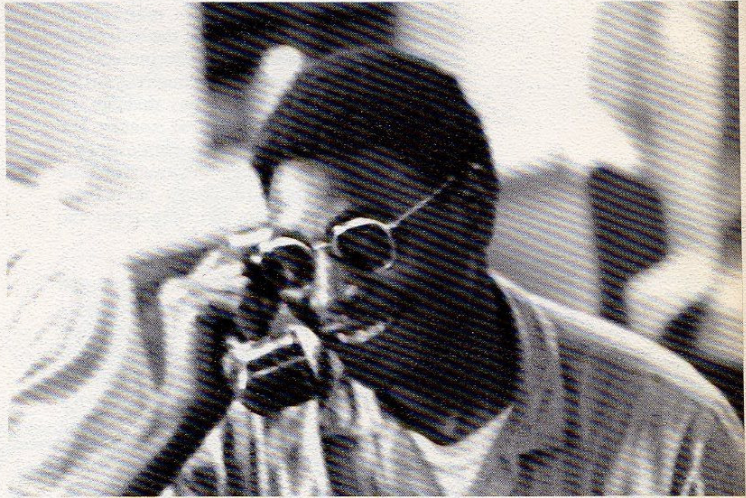
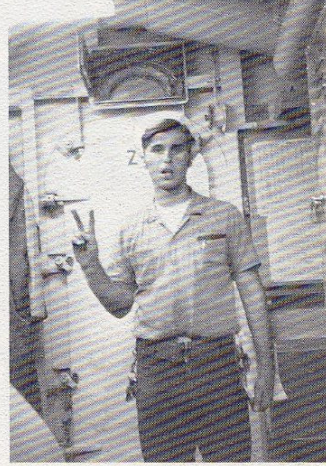
DCFN K.D. Klamm  
FN Morgan  
SFPFN M.J. Riley  
DCFN Sanford



FN W.E. Bartlett, Jr.  
ENFN Godwin  
FN B.D. Green  
ENFN T.B. Hardy









LTJG R.B. PRIDDY

## S DIVISION

Consisting of 44 men, the Supply Division duties encompass a wide range of services, all of which are essential in maintaining the operational readiness and the well being and morale of the crew. These include the all important food service through the galley and the wardroom pantry; pay through the disbursing office; the sale of snacks and "livability" items through the ship's store; clothes cleaning through the laundry; the procurement of essential repair parts from the supply office; even haircuts from the barbershop.

During the course of the cruise, the Division bid farewell to Lt SPADAFORA and welcomed Lt N.G. FRANKLIN as Supply Department Head. We did the same as LTJG D.A. BURKE relieved LTJG R. B. PRIDDY as Disbursing Officer. Also, Johnny "Walker" WILSON placed first in "Sixth Fleets Pants" Pressing Competition and an estimated 135,000 warm bodies were wined and dined at the now famous Blair House.



LTJG BURKE



SKC C.E. CARRIGAN

# NOT PICTURED



SH1 E. Burks  
SK1 W.R. Poole, Jr.

SD2 J.A. Deguzman  
CS2 J.E. Roberts

SN Dauphanis  
SN Wieski  
CS2 Peiper  
SN Hodge  
CS3 Haray  
SN Scalise  
SN Monte

SA Plumb  
SN Chenow  
SD1 Saplan  
SA Theibault  
SH3 Estes  
CSSA Kratz  
SH3 Stone  
SK3 Stanley  
SK3 Huffaker

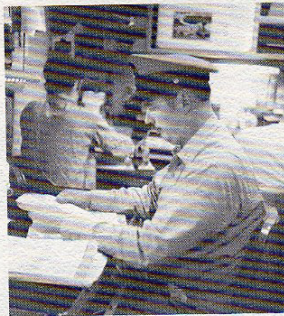
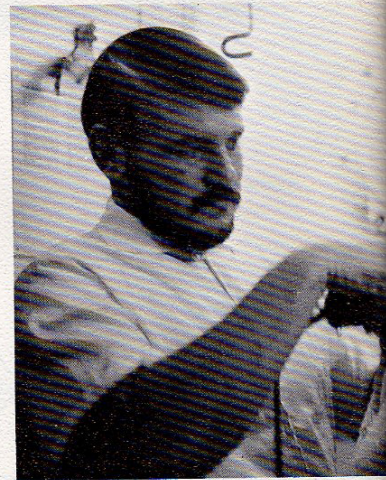
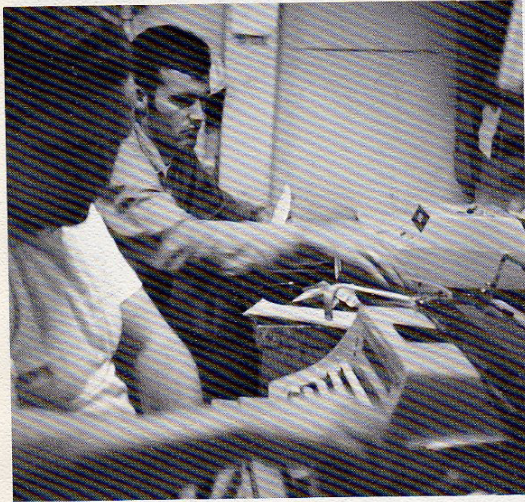
DK3 V.A. Evangelista  
SH3 J.E. Johnson  
SD3 Reyes  
SH3 G.J. Washington  
SH3 J.M. Wilson, Jr.

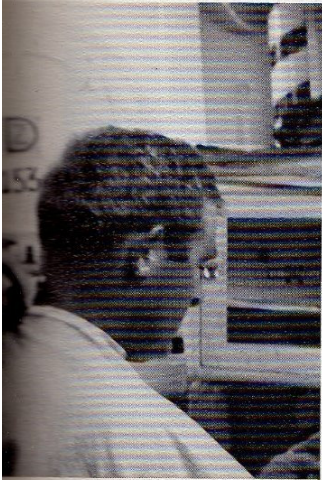
TN R.B. Bernos  
SN C. Kidd  
TN B.R. Nefalor  
SN M.T. Olexa  
CSSN Sigmon



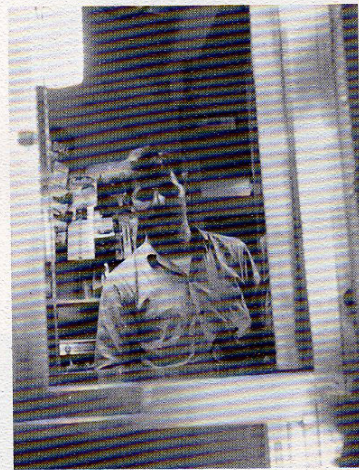
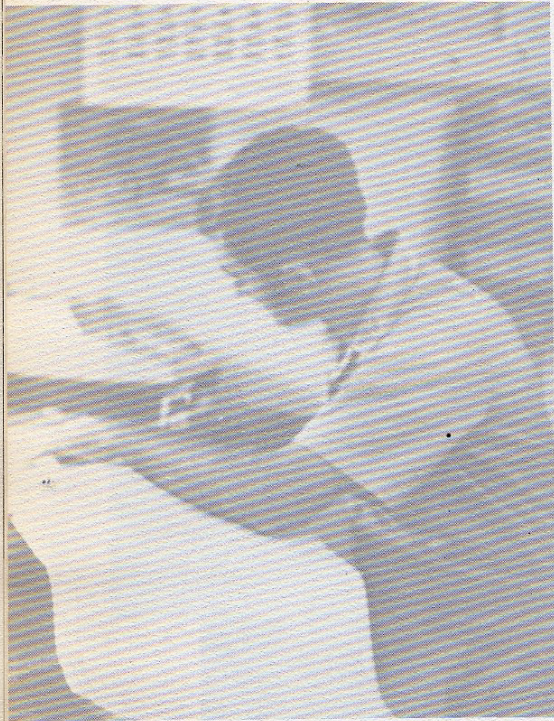


TN F.T. Sosa  
TN V. Zulueta  
SA D. Cashaw  
SHSN D.R. Hogan  
SN L.K. Miles

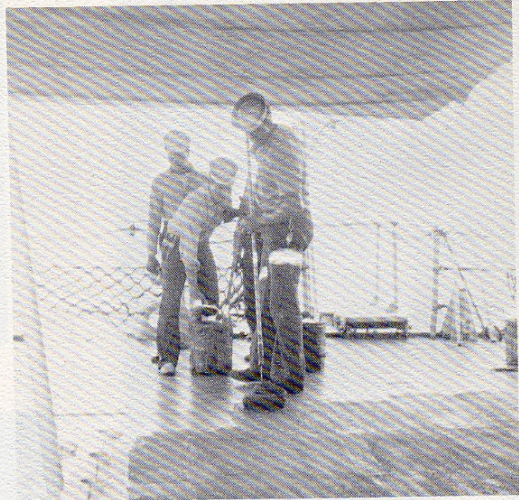












DECK LOG—REMARKS SHEET

USS MULLINIX (DD 744) ZONE DESCRIPTION — DATE APRIL - NOVEMBER, 19 70  
(Day) (Date) (Month)

~~AT~~ PASSAGE FROM MEDITERRANEAN SEA TO NORFOLK, VIRGINIA

POSITION	ZONE	TIME
0800		
L _____	BY _____	
λ _____	BY _____	

POSITION	ZONE	TIME
1200		
L _____	BY _____	
λ _____	BY _____	

POSITION	ZONE	TIME
2000		
L _____	BY _____	
λ _____	BY _____	

LEGEND: 1-CELESTIAL  
2-ELECTRONIC  
3-VISUAL  
4-D. R.

REMARKS

APRIL 30 DEPARTED NORFOLK, VIRGINIA

MAY 12 ANCHORED IN POLBENSA BAY, MALBORGA

MAY 15-18 ANCHORED IN PHALERON HARBOR, ATHENS, GREECE

MAY 21-24 TOURED THE BLACK SEA

MAY 28-JUNE 08 ANCHORED IN BEAULIEU, FRANCE

JUNE 15-JULY 04 MOORED TO USS HARWOOD IN GRANDE HARBOUR, MALTA

JULY 11-18 MOORED IN GRANDE HARBOUR, MALTA

JULY 24-AUG 03 ANCHORED IN PHALERON HARBOR, ATHENS, GREECE

AUG 04 - 09 TOURED THE BLACK SEA

AUG 11-18 MOORED IN GRANDE HARBOUR, MALTA

AUG 18-20 ANCHORED OFF PANTELBERIA, ITALY

AUG 22-25 PARTICIPATED IN EXERCISE "NATIONAL WEEK"

AUG 26-SEPT 05 ANCHORED IN PHALERON HARBOR, ATHENS, GREECE

SEPT -11-14 MOORED TO PIER "QUAY TRANSATLANTIC", BIZERTE, TUNISIA

SEPT 18 . . . . THE JORDANIAN CRISIS

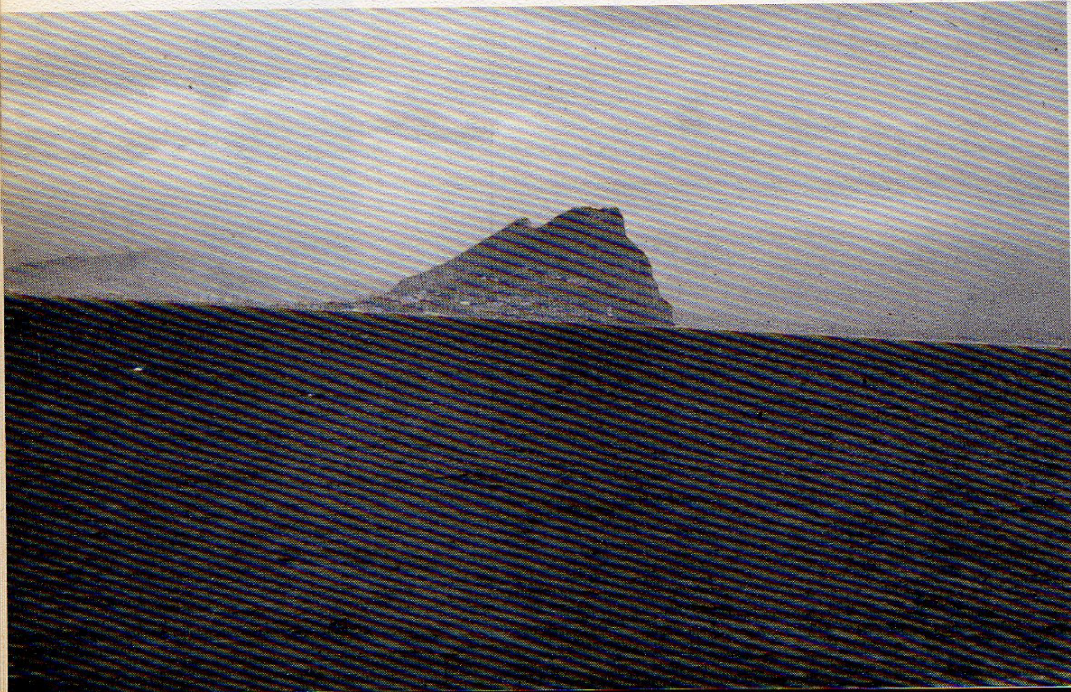
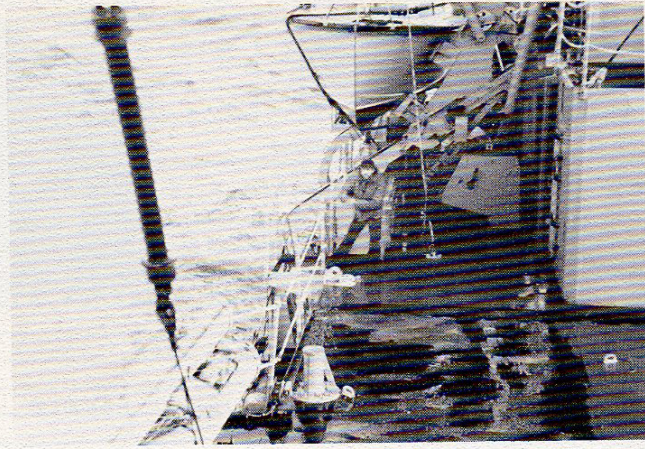
SEPT 25-OCT 12 MOORED TO USS SHENANDOAH IN SUDA BAY, CRETE

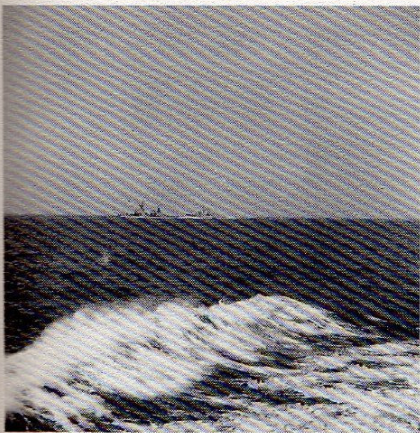
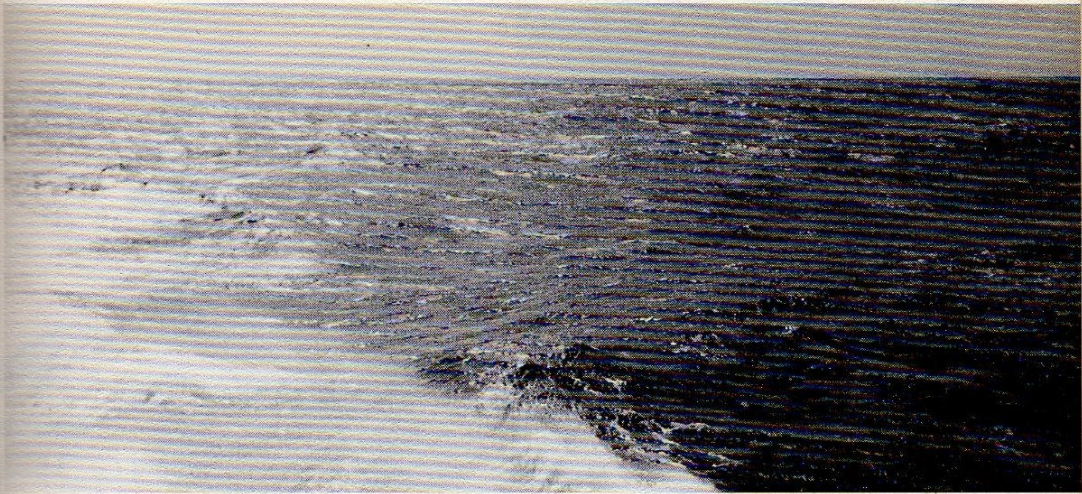
OCT 12-23 PARTICIPATED IN NATO EXERCISE "DEEP EXPRESS"

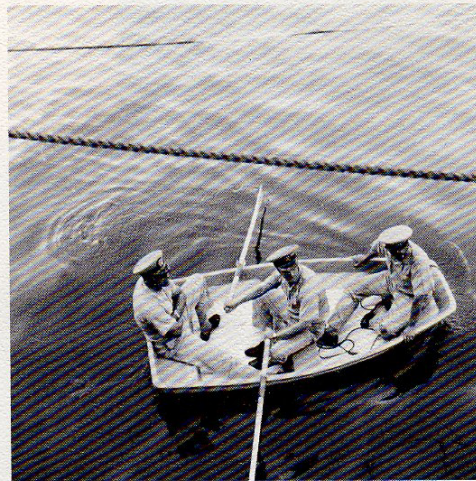
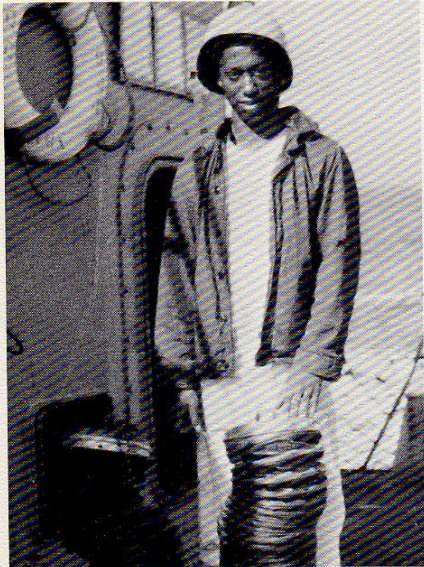
OCT 23-25 ANCHORED OFF RIPOSTO, SICILY

OCT 29-NOV 01 MOORED IN BARCELONA, SPAIN

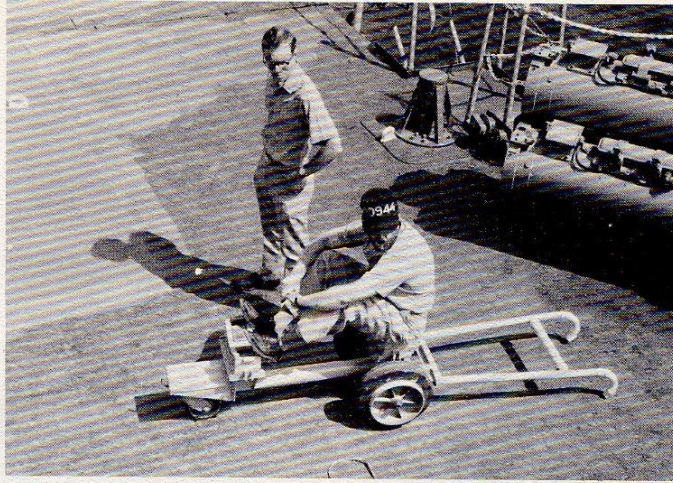
NOV 09 MOORED TO PIER 21, NORFOLK, VIRGINIA



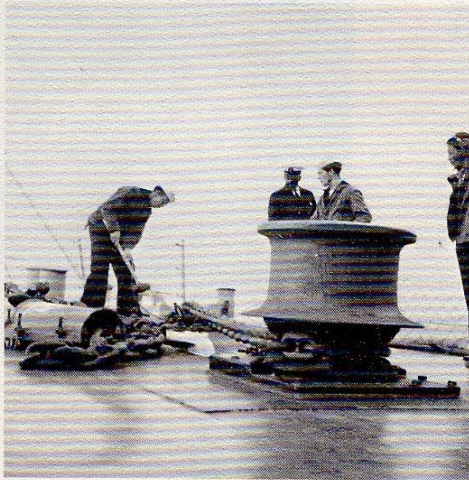




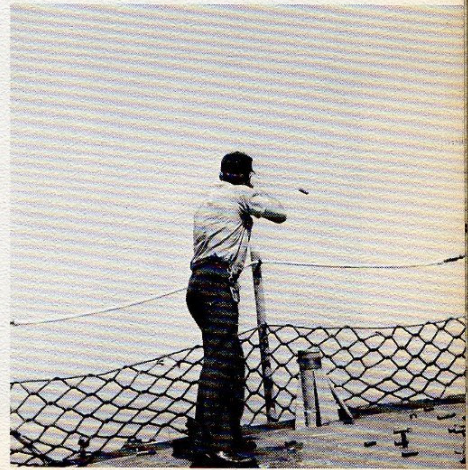
That's ridiculous, Mr. Craven.  
Our ship's out here . . . somewhere.



It's your turn to push, darn it.

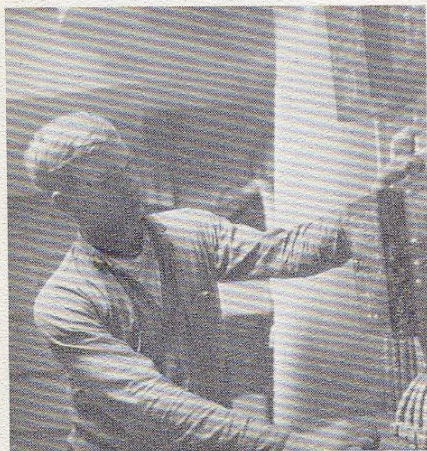


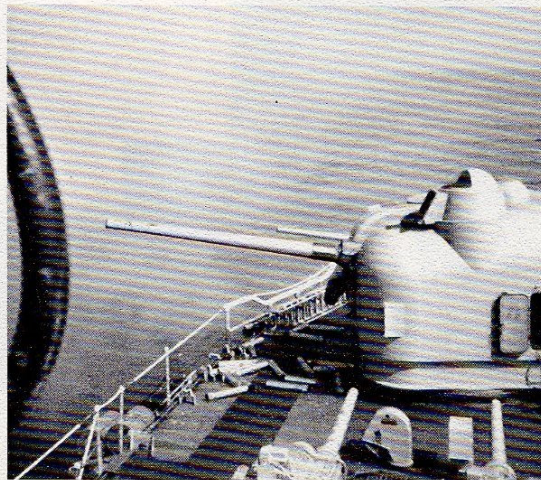
Just hit it, I'll tell you why later.

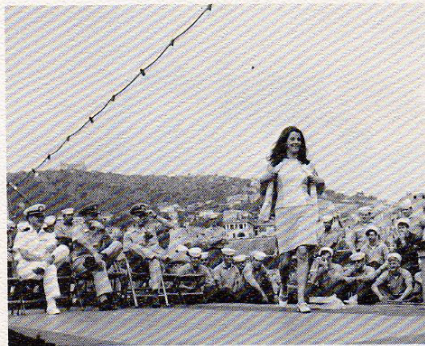
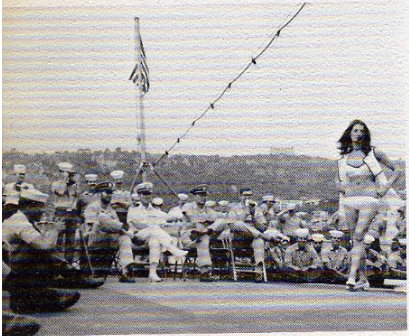


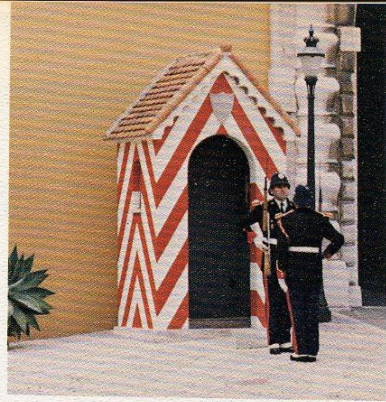
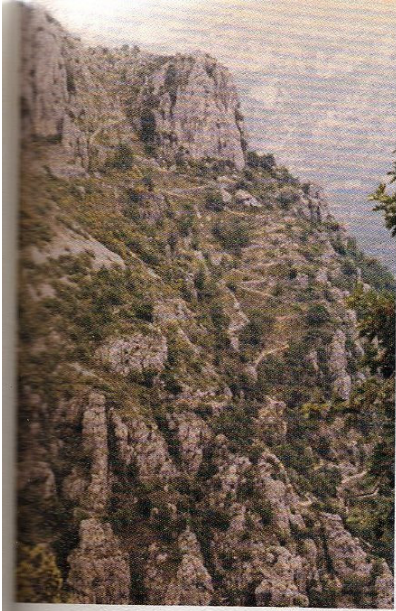


C/C 072° T 1308 SET GENERAL QUAR.  
1325 COMMENCED FIRING MT. 52,3



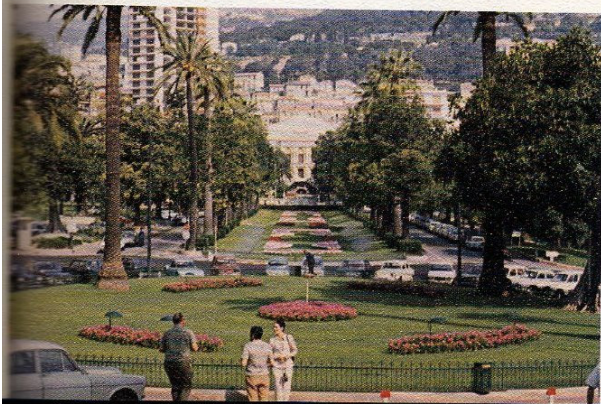
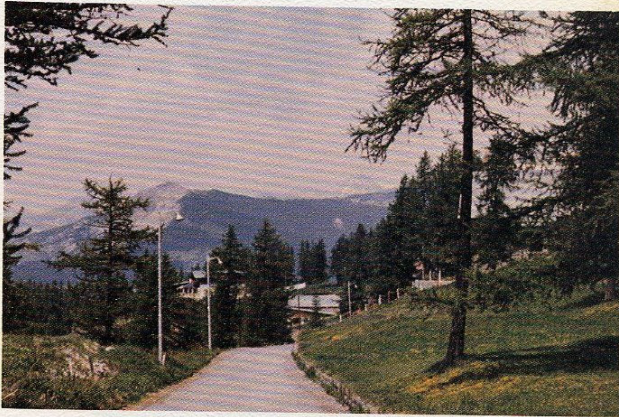






FRANCE

ØØ-Ø4 anchored in Beaulieu, France. Anchor lights burning bright.

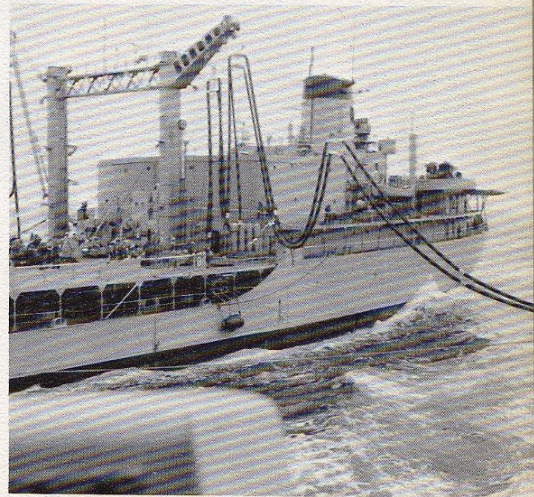


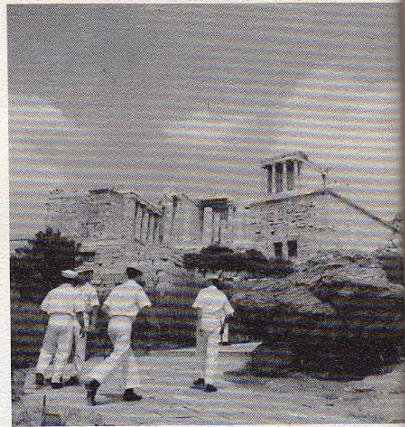
C/S 15 KTS. 1622 MANEUVERING ON VARIOUS COURSES AND SPEEDS WHILE MAKING OUR APPROACH TO THE OILER, USS .....

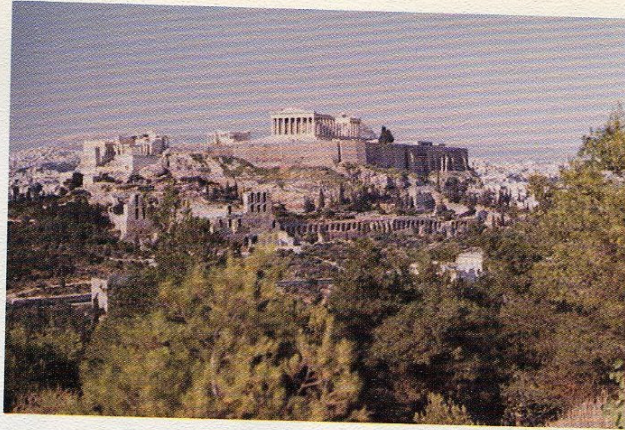




1806 RECEIVING FUEL AT THE AFTER  
FUELING STATION. 1832 CAPTAIN TAKES .....

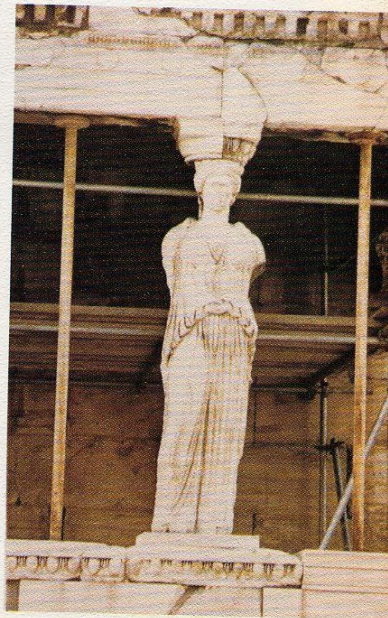






GREECE

00-04 anchored in Phaleron Bay, Athens, Greece, with 45 fathoms of chain on deck.



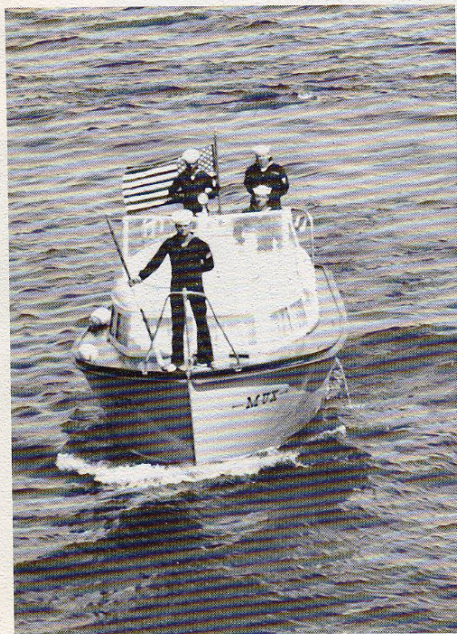




I like it, I think it's fun

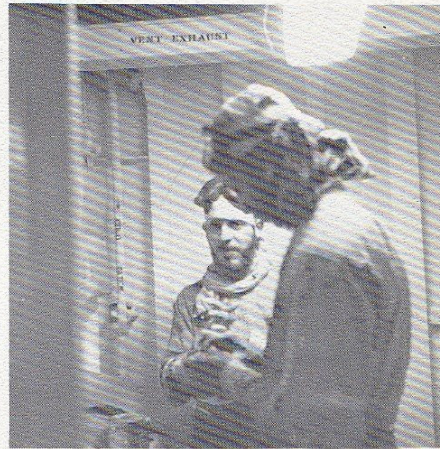


Go ahead, say it again

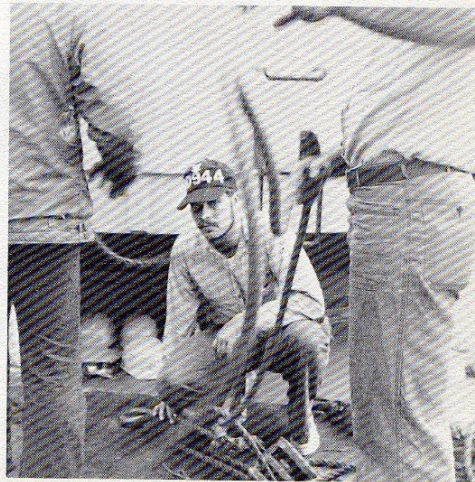




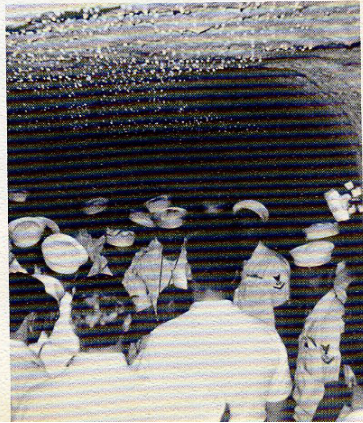
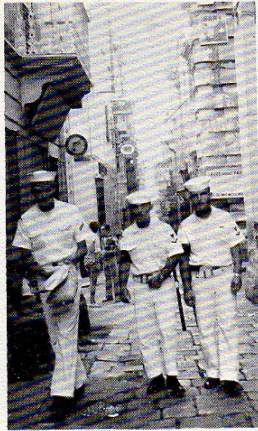
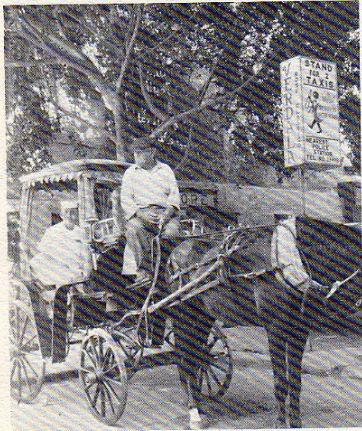
The Dirty Quarter Dozen

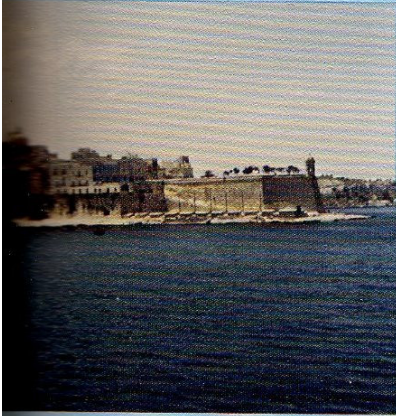


I get to keep his appendix



MALTA

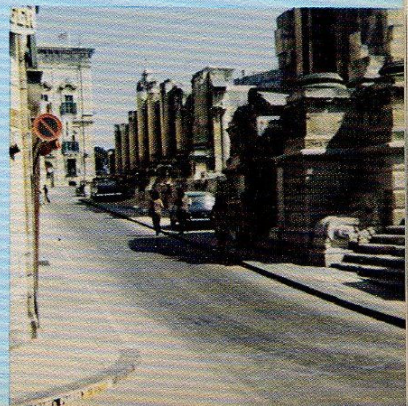




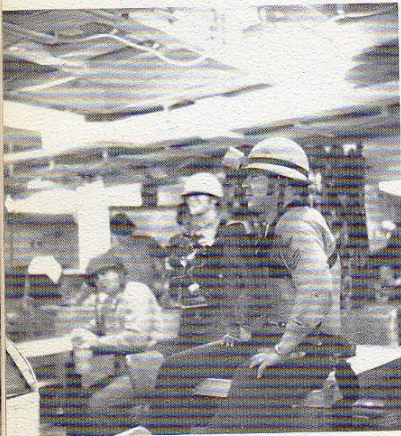
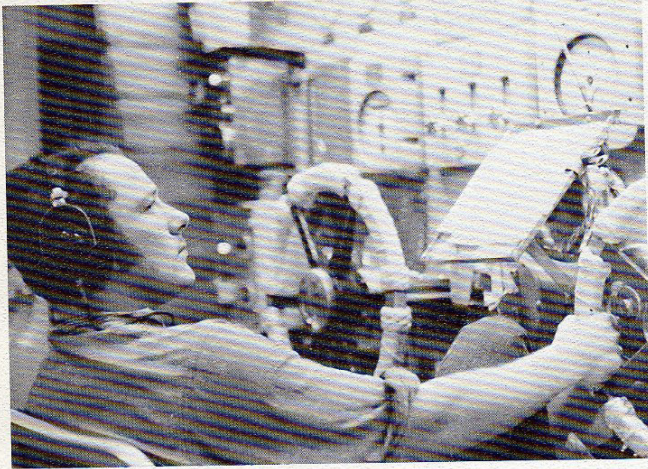
Velletta Harbor



00-04 moored port side to USS SHENANDOAH  
in Grande Harbour

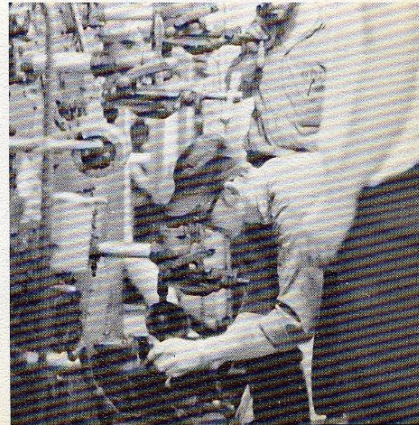


## THE ENGINEERS



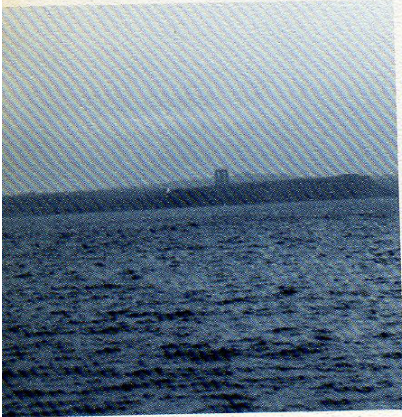


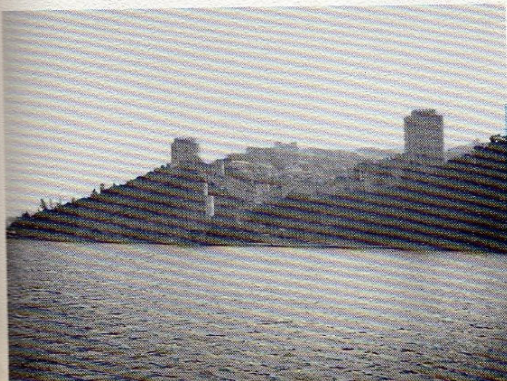
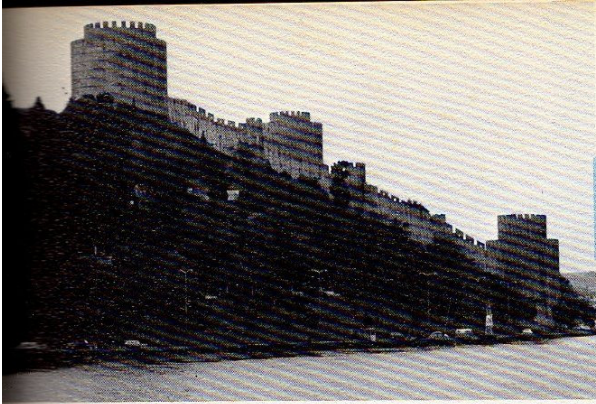
0205 MAIN CONTROL REPORTS DAMAGE TO 1A BOILER REPAIRED: READY TO ANSWER ALL BELLS. 0243 .....



# BLACK SEA

1741 set the special sea and anchor detail  
1758 c/c Ø35°T 1810 entered the Dardanelles.



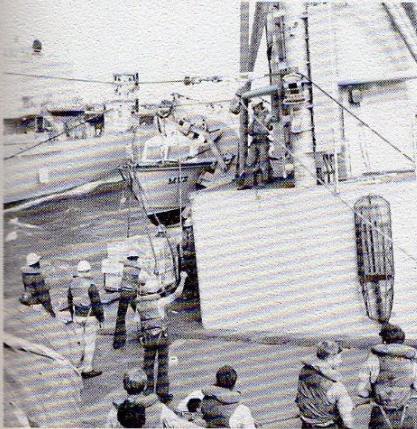




0610 C/C 158<sup>0</sup> T TO INTERCEPT REPLENISHMENT  
VESSEL USS CONCORD (AFS5). 0732 C/C 172<sup>0</sup> T.  
0805 SET THE HELO DETAIL. 0814 HELO IN .....

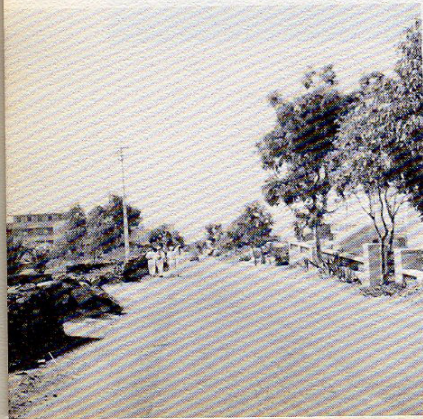
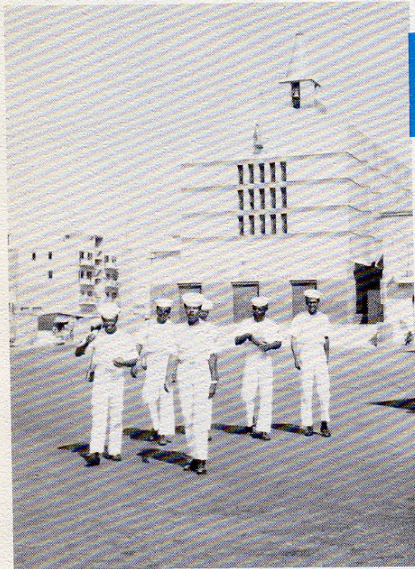


0750 SHOTLINE ON DECK AMIDSHIPS. 075  
0829 FIRST LOAD OF STORES ON DECK



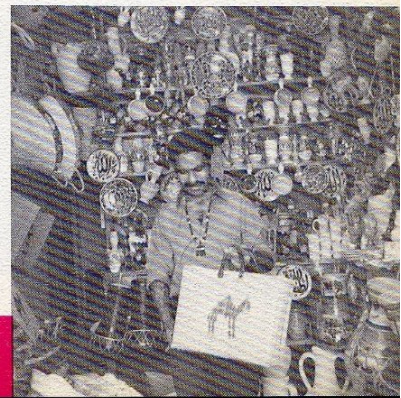
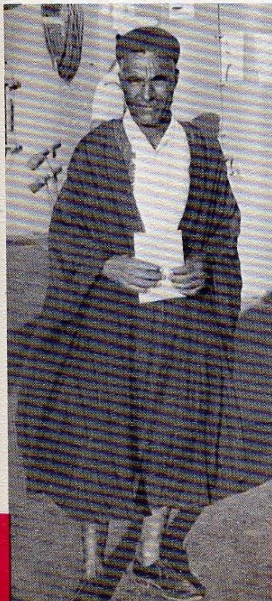
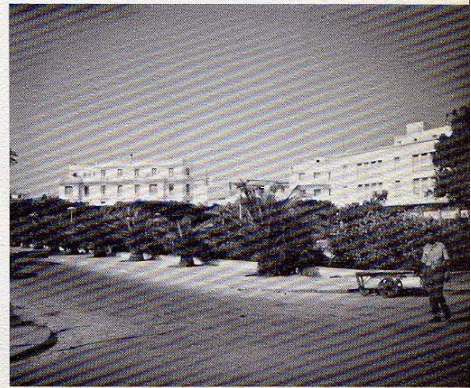
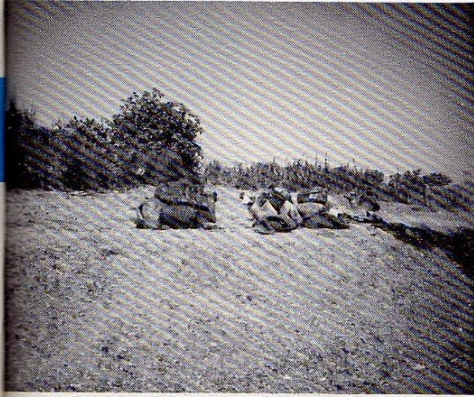
# PANTELLERIA

00-04 ANCHORED OFF PANTELLERIA, ITALY,

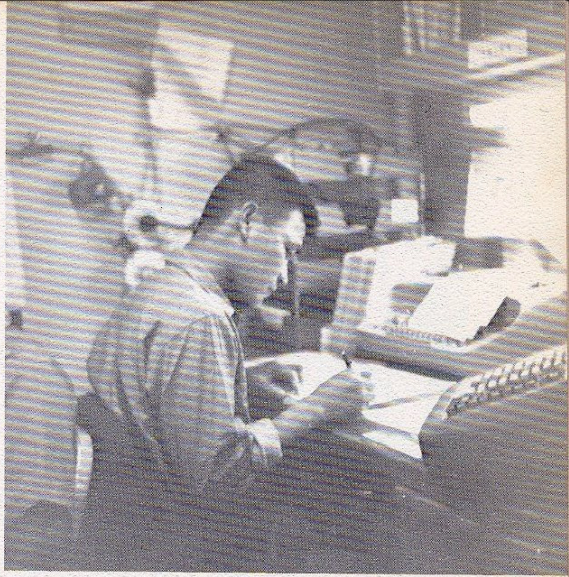


# TUNISIA

00-04 MOORED PORT SIDE TO IN BIZERTE, TUNISIA

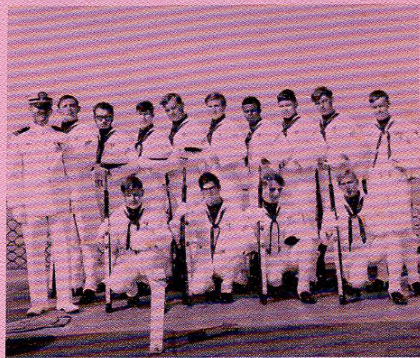
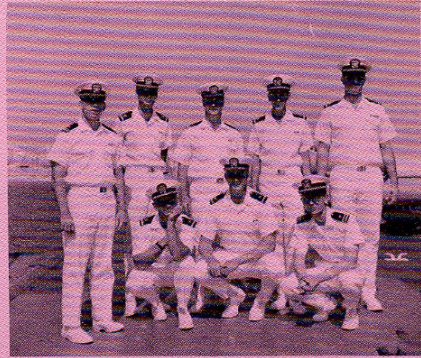
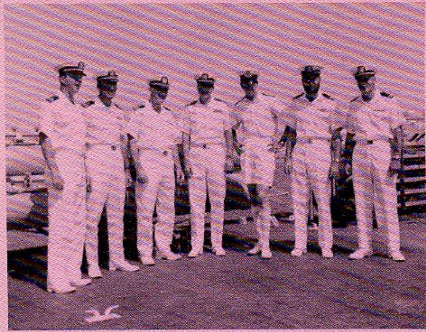






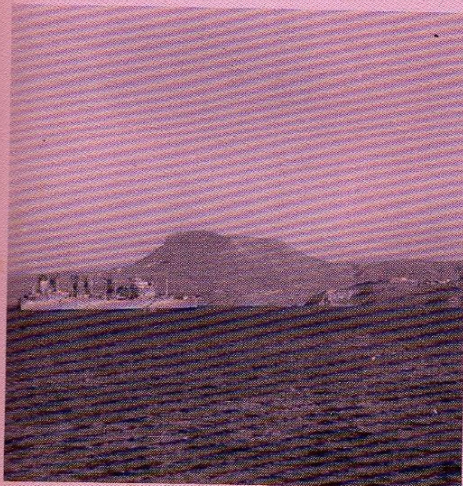
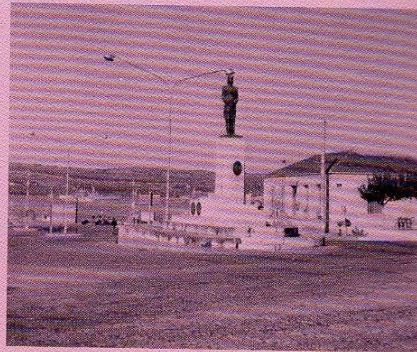
- 1000 Berthing inspection by Division Officers
- 1245 Junior Officer's training
- 1330 Payday for Officers and CPO's
- 1400 Payday for the crew
- 1600 Liberty call





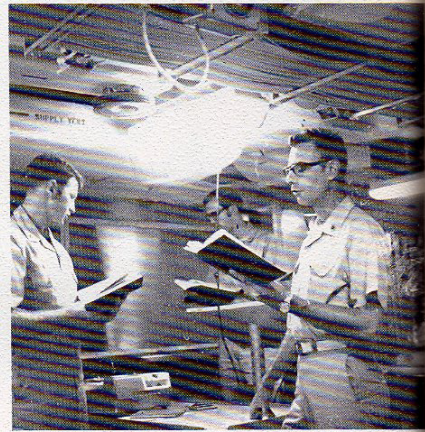
# CRETE

1915 C/S 10 KTS. 1941 ENTERED SUDA BAY, CRETE



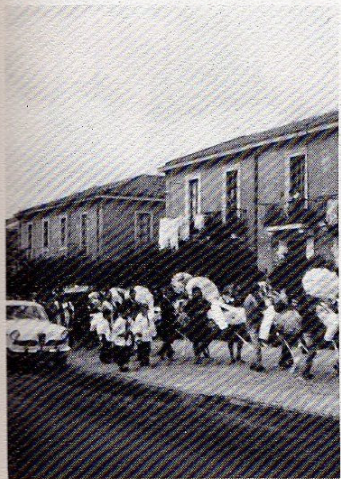


0845 Secure the mess line.  
0900 Lights on in all berthing spaces.  
0930 Protestant services on the Mess Deck by Chaplain MAY.  
1030 Catholic services on the Mess Deck.



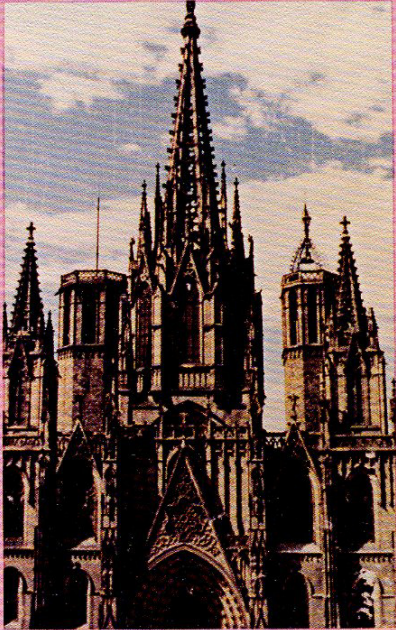
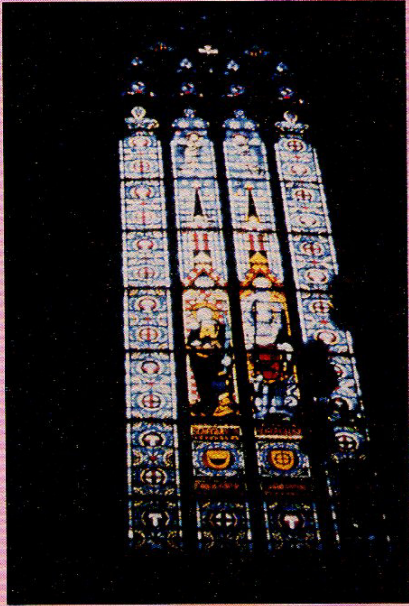
## SICILY

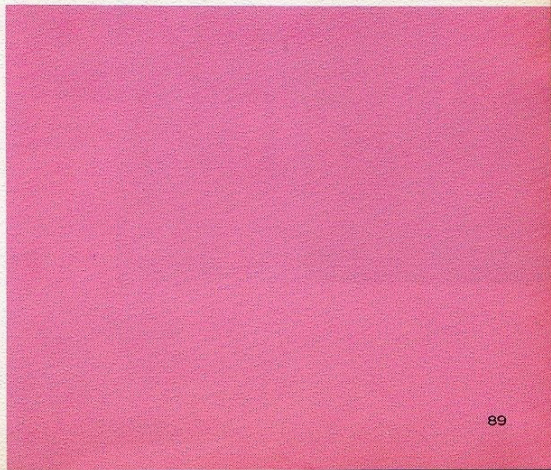
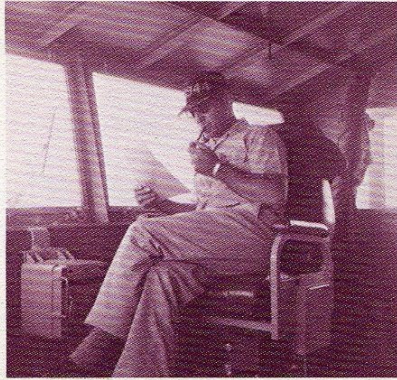
0810 DROPPED ANCHOR OFF RIPOSTO, SICILY  
EXPECTED 35 KNT. WINDS AND HEAVY SWELLS

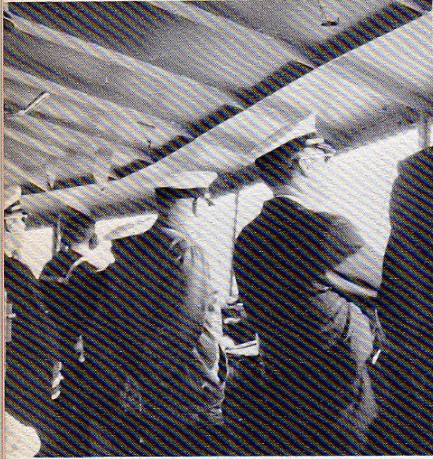


# SPAIN

00-04 moored port side to USS SAMPSON (DDG 17) in Barcelona, Spain, with six standard mooring lines.







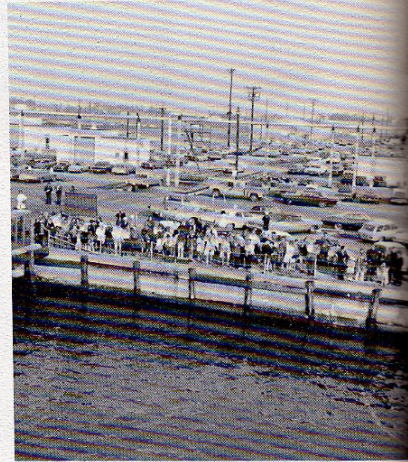
## 6th Fleet goes back to normal

WASHINGTON (UPI)—The Defense Dept. announced yesterday that the U.S. Mediterranean fleet, reinforced after the invasion of Jordan, is returning to normal strength with the withdrawal of an aircraft carrier and six destroyers.

It also said there had been a reduction in the size of Soviet naval forces in the Mediterranean, but that it was too early to determine if a Russian submarine tender was returning to home port from the Caribbean after raising speculation Russia was building a submarine base in Cuba.

Defense Dept. spokesman Jerry W. Friedheim said the carrier USS *Saratoga* and the six destroyers had already left the Mediterranean and the helicopter carrier *Guam* and 1,500 Marines sent to the area in September are expected to depart this month.

The departure of the *Saratoga* and the destroyers *Leary*, *Pratt*, *MULLINNIX*, *Sampson*, *Basilone* and *Barry* leaves the 6th Fleet with two large aircraft carriers, the *Independence* and the *John F. Kennedy*, and about 50 other ships.





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