



WESTPAC

cruise

'5
67

USS DIACHENKO APD-123



HONOR ROLL

USS DIACHENKO, May 10--Interior Communications Technician Fireman Apprentice James D. McGrath, USN, son of Mr. and Mrs. James D. McGrath of 24 Wilmington St., Rochester, has been authorized to wear the Navy Unit Commendation ribbon as a crewmember aboard the high speed transport USS Diachenko which won the Commendation for her performance in a series of amphibious raids and assaults on Viet Cong-held territory in South Vietnam.

Diachenko is the first unit of the Pacific Fleet amphibious Force to be cited by the Secretary of the Navy for action in the Vietnam war.

Vice Admiral Bernard F. Roeder, Commander of the Pacific Fleet amphibious Force, made the award in the name of the Secretary of the Navy at Diachenko's Long Beach, Calif., homeport.

USS DIACHENKO APD-123

WESTERN PACIFIC CRUISE

27 APRIL TO 17 DECEMBER

1965

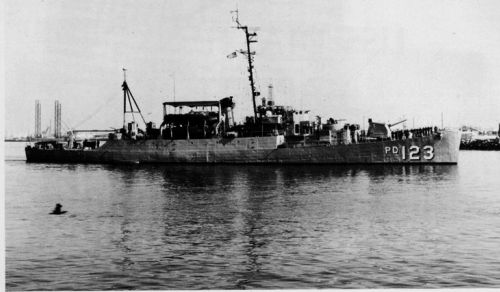
NAVY UNIT COMMENDATION MEDAL

"For meritorious achievement in the performance of outstanding service while deployed as a unit of the U.S. SEVENTH Fleet Amphibious Force for the period 24 May to 3 December 1965. During this period the USS DIACHENKO conducted three amphibious raids, four amphibious assaults and six beach survey and beach reconnaissances in the Republic of Vietnam under combat conditions and, in some instances, under fire. The amphibious raids were the first U.S. amphibious raids of the Republic of Vietnam counter-insurgency action against the Viet Cong. USS DIACHENKO, in addition to making surveys prior to the raids, was also responsible for the clandestine insertion of reconnaissance force personnel. During the period of the raids, USS DIACHENKO patrolled the area, intercepting, interrogating, and neutralising local craft. The success of these raids can, to a marked degree, be attributed to the outstanding professional performance of

USS DIACHENKO.

USS DIACHENKO's ability to conduct clandestine pre-D-Day beach surveys prior to amphibious assaults at times hampered by inclement, marginal weather and at all times by the presence of numerous fishing boats and junkie is considered outstanding and reflects the ingenuity, resourcefulness, and esprit de corps of a well disciplined, fully trained combat unit.

USS DIACHENKO was frequently assigned to dangerous, difficult and unusual tasks, many times encountering hostile fire and at all times under its threat. USS DIACHENKO met all operational and administrative commitments assigned. This performance reflects great credit upon the Commanding Officer of the USS DIACHENKO, her officers, her crew and is in keeping with the highest tradition of the United States Naval Service.



THE "CHENK"

Although seldom called a thing of beauty, the 306 foot, 1650 ton Diachenko is the "can do" ship of the amphibious fleet. Her speed, shallow draft, weapons systems and personnel give her the capability to fulfill numerous missions more efficiently than any other type of ship the Navy has. The book says her missions are: (1) to approach the beach objective at high speed, launch and radar control boats

carrying an Underwater Demolition Team or a Marine Reconnaissance Team to the beach; and (2) to serve as Primary Control Ship during an amphibious assault. At one time or another during the cruise she was successfully used for hydrographic survey, salvage, junk command, gun fire support, formation screening, towing and cargo carrying.

She was constructed in Quincy, Massachusetts during the summer of 1944 to become the USS Alex M. Diachenko (DE-690). But because of the increase need for beach reconnaissance the ship was altered slightly, and on 8 December 1944 was commissioned as the USS Diachenko (APD-123), a member of the United States Amphibious Fleet in the Pacific.

After World War Two she got a well deserved but brief rest. Diachenko was again called upon for action in the Korean Campaign. When she returned home she was proudly wearing Asiatic-Pacific Area Service Medal with six stars. After several years alternately in the First and Seventh Fleets, Diachenko was decommissioned in June of 1959 becoming part of the Pacific Reserve Fleet in San Diego. But two years later it was decided that Diachenko was again needed in the fleet. Re-activated during the fall of 1961, Diachenko was recommissioned on 4 November 1961 at San Diego and was attached to Amphibious Squadron Seven home ported in Long

Beach. From that time until the fall of 1963 she operated in the Eastern Pacific with trips to San Francisco and Portland. From September 1963 until April 1964 the Diachenko made her first post commissioning WESTPAC cruise.

After the seven months in WESTPAC, the ship needed upkeep. In the fall of 1964 she went in the shipyard in San Francisco. During this major yard period propulsion machinery was overhauled, boat engines were rebuilt and the hull was painted. With the yard period behind, the emphasis was now on training.

The Diachenko completed Refresher Training early in 1965. In February 1965, Operation Silver Lance, an amphibious training exercise, finished a long period of intensive training. Although the hours of training were often long and boring, the investment was returned many times over in the effective manner in which the "Chenk" was able to execute the various missions she was assigned in WESTPAC '65.



THE CAPTAIN

Lieutenant Commander Donald M. Metzler, USN, was born October 12, 1928, in Chicago, Illinois. After attending elementary school and North Park Academy in Chicago, he entered Carleton College, Northfield, Minnesota, graduating in 1949.

Upon commissioning at Officer Candidate School in 1953, LCDR Metzler was assigned to the staff, Commander Mine Force, U.S. Pacific Fleet and subsequently attended Combat Information Center School, Glenview, Illinois in 1954.

Upon completion of the course, he was assigned to the USS FORRESTAL pre-commissioning detail and was on board for duty as LCIC Watch Officer when that vessel was commissioned and, later, as Assistant Navigator and Senior Watch Officer Underway.

In 1957 he became Operations Officer aboard the USS WALDRON (DD-699), leaving in 1959 for a course of instruction at the General Line School. Upon graduation in May 1960 he was assigned duty as Assistant Radar Project Officer on the Staff, Commander Norfolk Test and Evaluation Detachment of Commander Operational Test and Evaluation Force. LCDR METZLER reported to Beach Master Unit One in January 1963 and was Commanding Officer of the Unit until relieved by LT, W. H. STEFFEN on 3 April 1965.

LCDR METZLER relieved LCDRE, L. SAUL, USN as Commanding Officer of the USS Diachenko on 16 April 1965.



THE "EXEC"

Lieutenant Daniel L. Hendrickson, USN was born May 30, 1937, in York, Pennsylvania. After attending elementary and high school in York he entered the University of Pennsylvania, Philadelphia, Pennsylvania under the NROTC Regular Midshipman Program. He was graduated from the University School of Mechanical Engineering and was commissioned in 1959.

His initial assignment was to the USS HOLLISTER (DD 788) where he served as DCA and MPA until March 1961.

In the spring and summer of 1961 he completed the Underwater Demolition Training Course at the U.S. Naval Amphibious School Coronado, California and was subsequently assigned to UDT-12.

He served with UDT-12 as a Platoon Commander, training officer and intelligence officer until January 1963. During this period he participated in a six month WESTPAC deployment during which time he underwent Airborne training with U.S. Army FIRST Special Forces in Okinawa and was part of a UDT detachment sent to CUBA in late 1962.

From January 1963 to June 1965 he served in the billets of diving officer, component commander and operations officer at SEAL Team ONE. During this tour he attended the Special Forces School at Ft. Bragg, North Carolina and deployed to South Vietnam for seven months as Officer in Charge of a SEAL Detachment.

LT HENDRICKSON became Executive Officer of DIACHENKO in July 1965.



OFFICERS



R. E. Grellis
Operations Officer
Huntington Beach, Calif.
S. D. Guthrie
Engineer Officer
San Bernardino, Calif.



G. D. Giller
First Lieutenant
Long Beach, Calif.
C. B. Harris
Supply Officer
Fairfield, Conn.



J. R. Holland
Damage Control Assistant
Cleveland, Tenn.
P. J. Callahan
CIC Officer
Chicago, Ill.



R. W. Easton
Damage Control Assistant
Los Angeles, Calif.
P. H. Sobel
Communications Officer
Chicago, Ill.



D. C. Brom
Main Propulsion Assistant
San Francisco, Calif.
R. A. Wisniewski
Gunnery Officer
Chuday, Wis.





1st DIVISION



Contact on the horizon

1st Division is responsible for most of the exterior of the ship. They paint the sides and the decks. They operate the four boats which the ship carries. They handle lines during special sea detail. Underway, the helm and the lee helm are manned by 1st Division. The boatswain mate is the senior rate in the Navy and no wonder considering the vast amount of knowledge required to make rate.



M. L. Williams
Boatswain Mate Chief
Alomas, Colorado



P. A. Fletcher
Boatswain Mate 1
Irving, Texas



T. C. Brown
Boatswain Mate 2
Rochester, New York



H. L. Weedman
Boatswain Mate 3
North Platte, Nebraska



D. M. Raso Jr.
Boatswain Mate 3
Detroit, Michigan



Jerry E. McCleary
Boatswain Mate 3
Dayton, Washington



D. R. Warden
Seaman
Lynwood, California



Russell L. Hughes
Seaman
Victorville, California



A. M. Sato
Seaman
Ontario, Oregon



Martin J. Pieron
Seaman
Sunny side, Washington



James F. Thiele
Seaman
North Tonawanda,
New York



W. H. Larsen
Seaman
Fargo, North Dakota



Terry L. Jackson
Seaman
Galveston, Texas



J. G. Hayman
Seaman
Pawtucket, Rhode Island



Michael J. Stone
Seaman
Azusa, California



John L. Steadham
Seaman
Stms Chapel, Ala.



Shelby D. Noble
Seaman
Vicksburg, Mississippi



Dan Robertson
Seaman Apprentice
Searcy, Ark.



Alan J. Johnson
Seaman
Buffalo, New York



Gail H. Skinner
Seaman
Grand River, Ohio



Eugene R. Worms
Seaman
Brainerd, Minnesota



Eugene Oliver
Seaman Apprentice
Savannah, Georgia



Jeffery D. Green
Seaman
Astabula, Ohio



Roy T. Hubbard
Seaman
Camden, New Jersey



Thomas L. Hitchcock
Seaman Apprentice
Pasadena, California



Marlon R. Dowd
Seaman
Amarillo, Texas



Alexander M. Grier
Seaman Apprentice
Brooklyn, New York



Michael W. Naughtin
Seaman
Boise, Idaho



Keith L. Rittgarn
Seaman
Smithfield, Nebraska



Robert J. Parker
Seaman
Alexandria, Virginia



Right Standard Rudder -- Aye.



Right, Chief

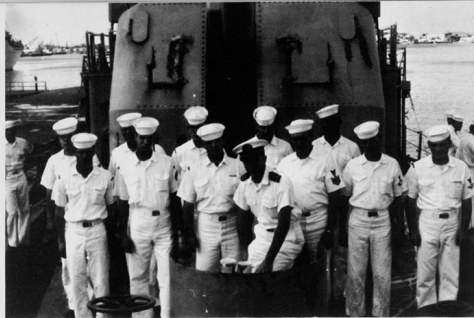


Turn to . . .



What are you doing that for?





2nd DIVISION



It's good to be on this side of Mount 51

2nd Division means gunnery. They are responsible for the operational readiness of the three 40 mm mounts and the big 5 inch mount, related fire control systems and for the efficiency of the gun crews. The gunners mates also maintain the sonar, depth charges and other anti-submarine equipment. A vast amount of technical knowledge is required to become a gunners mate.



C. T. Evans
Gunner's Mate 1
Council Bluffs, Iowa



Matthew J. Saccoch
Sonarman 2
Chicago, Ill.



Gary F. Christensen
Sonarman 2
Fairbanks, Alaska



John Jumara
Fire Control Technician
Wilmington, Del.



P. L. Cowan
Sonarman 2
Oklahoma City, Okla.



Robert H. Elder
Gunner's Mate 3
Flint, Mich.



Joseph E. Bednarczyk
Torpedoman 3
Excelsior, Minn.



Clyde E. Stanley
Seaman
Rainier, Ore.



Robert Penn
Seaman
Warner, Robins, Ga.



James R. Rasmussen
Seaman
Downey, Calif.



E. C. Webster
Seaman
New York, N. Y.



Richard Porfilio
Seaman
Jones Mill, Ark.

Ready for action



Lock on target



I left it on the boat deck

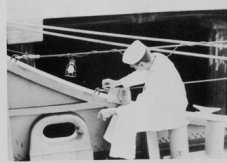
More maintenance



Listen to what I am telling you



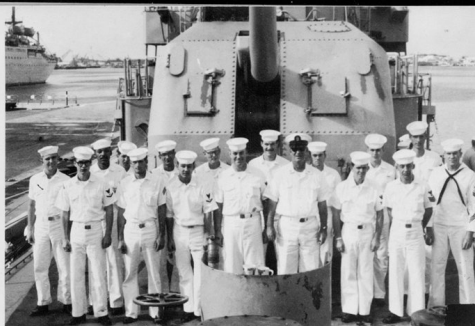
It's a simple hydraulic system



Got to keep the bright work bright

Cleaning swabs





OPERATIONS



James D. Sturgeon
Radarman 1
Sikeston, Missouri



E. G. Hamady
Quartermaster
Cincinnati, Ohio



Robert Luttrell
Radarman 1
Gary, Indiana



E. P. Jarman
Hospital Corpsman 1
Oklahoma City, Oklahoma



Eugene M. Gatzous
Radarman 2
Long Beach, Calif.



Lloyd J. Chadwick
Yeoman 2
Oakland, Calif.



Daniel J. Rhoten
Radarman 2
New York, New York



James L. Hillman
Radarman 2
Baldwin Park, California



Ronald R. Pemberton
Radarman 2
Fond du Lac, Wis.



Laverne L. Radke
Electronics Technician 3
Great Bend, Kansas



Lee Roy Trotter
Personnel Man 3
Nashville, Tenn.



Steven G. Gillis
Electronic Technician 3
El Sobrante, Calif.



Edgar P. Allen
Signalman 2
Baton Rouge, Louisiana



Ted F. Miller
Radarman 2
Grafton, Illinois



Kenneth Dean
Electronic Technician 3
Berkeley, Mich.



Robert F. Higginbotham
Radarman 3
Norwalk, California



J. M. Lindsey
Seaman
Alhambra, Calif.



Melvin A. Peterson
Seaman
Council Bluffs, Iowa



John T. Britt
Seaman
Miltonvale, Kansas



Thomas M. Shepherd
Seaman
Quincy, Calif.



Ronald C. Hahn
Seaman
El Paso, Texas



Richard M. Anderson
Seaman
Santa Barbara, California



Michael A. Stivaggio
Seaman
New Brunswick, Canada



John P. Skinner
Seaman
West Covina, California



Is it KRLA ?



This wiring diagram is very complex



Activity on the beach



A flash message?



CPA close aboard to port



Mail Call



How's it going, Doc?



School Call



Chronometers wound and compared



More typing



"B" DIVISION

B Division is responsible for the operation and maintenance of the ship's two 400 pound boilers. The boilers heat fresh water which provides steam for hot water, heating and most important energy to drive the ship's steam turbines. The firerooms are undoubtedly the hottest space aboard ship. The boilers require many long hours of maintenance in order to operate properly. Despite the long hours and unpleasant working conditions, B Division does an outstanding job.



Chief Dean



Harold Eugene Sutherland
Boilerman 2
Houston, Texas



Hildo S. DeLama
Boilerman 2
Phoenix, Ariz.



Jackie L. Charah
Boilerman 2
Uniontown, Kansas



Lewis W. Lantz
Boilerman 3
Gardena, Calif.



Chuck Brigman
Boilerman 3
Florence, S. C.



Ronald R. Wiley
Boilerman 3
Lyndon, Kansas



Virgil Cobb
Boilerman 3
Leesville, La.



Vern M. Lawrence
Boilerman 3
Tucson, Ariz.



Bernardo G. Waddell
Fireman
Tampa, Fla.



Gary W. Bixler
Fireman
Selma, Calif.



David L. Dustin
Fireman
Merced, Calif.



Robert Gene Chester
Fireman Apprentice
San Bernardino, Calif.



Robert E. Jarvis
Fireman
Chicago, Ill.



Danny L. Brooks
Fireman Apprentice
Sacramento, Calif.



David M. Crockett
Fireman Apprentice
Bristol, Tennessee



Paul Bruce Augustan
Fireman Apprentice
Sepulveda, Calif.



You have to stay alert in the fireroom.



Watch your steam pressure



May I help you?



Yes, with sugar

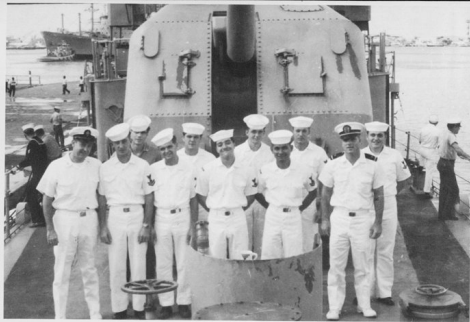
Check man



Blowing tubes



The situation is in good hands



"E" DIVISION



Our switchboard

E stands for electricity. E Division is responsible for all electrical equipment aboard ship. This includes everything from a burnt-out light bulb or a short in the miles of electrical cable to the two 6000 horsepower main propulsion motors which drive the ship's propellers. E Division also maintains the ship's gyro-compass. There is one other function which belongs to E Division which must be mentioned—they obtain and show all movies aboard ship.



Wendell N. Haines
Chief Electrician Mate
Long Beach, Calif.



Neil A. Jurgens
Electrician Mate 1
Hastings, Nebraska



Elmer V. Fernandez
Electrician Mate 2
San Diego, Calif.



Robert Allen Davis
Internal Communication 2
Wilmington, Calif.



William M. Alston
Electrician Mate 2
San Antonio, Texas



Dennis Paul Osborne
Electrician Mate 2
Easington, Pa.



Richard J. Fullaway
Electrician Mate 3
Fairborn, Ohio



Charles D. Wesco
Electrician Mate 3
Piqua, Ohio



John Federovitch
Internal Communication 3
Torrington, Conn.



Larry H. Ree
Electrician Mate 3
Broken Arrow, Okla.



David J. Murray
Electrician Mate 3
Las Vegas, Nevada



Patrick D. Cline
Fireman
Wilmington, Calif.



Carl L. Yunke
Fireman
Sweethome, Ore.



Joseph A. Smith
Fireman
Rochester, Mich.



Roger L. Helm
Fireman
Longmont, Colo.



James D. McGrath
Fireman Apprentice
Rochester, New York



The Gyro checks out OK today.



Let me have your hourly soundings.

Being a snipe isn't that tough.



All ahead standard.

Original Art Work



How did you get back in there?



Constant painting keeps the engine rooms looking sharp.

Are you sure that's right?





"M" DIVISION



Chief Smith

M Division is responsible for the ships turbines, condensers and numerous pumps. They take the steam produced in the fireroom and convert its energy to a turning shaft of the ship's main turbine. The turbine then drives a generator which produces electricity for the ship's main motors. Despite the nature of their work M Division manages to maintain what has been called the cleanest spaces aboard ship- the engine rooms.



J. W. Docklewicz
Machinist Mate 1
Sayreville, N. J.



D. L. Cortinas
Machinist Mate 2
Long Beach, Calif.



James Stillwell
Machinist Mate 2
Fort Wayne, Ind.



James Brown
Machinist Mate 2
Baton Rouge, La.



Earl F. Debold
Machinist Mate 3
Gary, Ind.



Harrison H. Fisher
Machinist Mate 3
Sandusky, Ohio



J. E. Little
Machinist Mate 3
Alameda, Calif.



M. D. Slater
Fireman
Panama City, Fla.



Michael J. Williams
Fireman
Denver, Colo.



Thomas E. Kuehn
Fireman
North St. Paul, Minn.



James Zdonczyk
Fireman
Buffalo, N. Y.



Willie H. Maddox
Fireman
Scottsdale, Georgia



Dennis A. DeBortis
Fireman
Syracuse, N. Y.



William C. Green
Fireman
Belmont, N. Y.



G. Anderson
Fireman
Waycross, Ga.



John A. Lynch
Fireman Apprentice
New York, New York



"R" DIVISION



W. Earl Everett
Machinist Mate Chief
St. Louis, Mo.



C. W. Adams
Shipfitter 1
Long Beach, Calif.



William M. Giles
Damage Controlman 1
Drury, Mo.

R Division is responsible for the maintenance of all piping, water-tight fittings and fire fighting equipment aboard. They do numerous odd jobs around the ship. They also run the two evaporators which provide the ship with the 8000 gallons of fresh water required for normal operation. R Division is an extremely versatile group which could be called the jack of all trades.



James S. Havens
Machinist Mate 2
Goshen, Ind.



M. A. Cable
Enderman 3
Lansing, Ill.



Lyle R. Speaker
Shipfitter 3
Burlingame, Calif.



Leonard E. Clark
Fireman
Grand Rapids, Minn.



William A. Cline
Fireman
Fayetteville, Penna.



Anthony Tyrone Trichell
Fireman
Pascagoula, Miss.



R. G. Marshall
Fireman
Chicago, Ill.



John Hendrickson
Fireman
Danville, Ill.



B. W. Wadsworth
Fireman
Buras, La.



Gerald B. Brown
Fireman Apprentice
Philadelphia, Penna.



James H. Farris
Fireman
Shelby, N. C.



Henry Scott
Fireman Apprentice
Los Angeles, Calif.



Larry D. Fetg
Fireman
Denver, Colorado



Leroy F. Stgur Jr.
Fireman Apprentice
Port Arthur, Texas



Charles C. Young
Fireman
Flatwood, Kentucky



Lawrence B. Humphrey
Fireman Apprentice
New Hope, Alabama



"Hand me the eraser!"



A new idea for the mess line.



A free moment.



Making fresh water



It's a big ocean.



The boat davits must be inspected.



Some paper work





SUPPLY



Chow

The Supply Department is responsible for the requisition of spare parts, food and other necessary items. They do the laundry, cut hair, and tailor clothes. Their most important function is the preparation and serving of three meals a day for the 150 members of the crew. They pay the crew and maintain the complicated books of financial record. Of all the departments aboard ship, Supply has the most paper work.



Donald H. Barrington
Storekeeper 1
San Diego, Calif.



James A. Burfield
Commissaryman 1
Alabaster, Okla.



Richard S. Back
Dispersing Clerk 2
San Diego, Calif.



Calvin B. McMurry
Ship's Serviceman 2
Cincinnati, Ohio



William David Lomis
Ship's Serviceman 2
San Pedro, Calif.



Alejandro Deguzman
Steward 2
San Pedro, Calif.



James T. Greer
Steward 3
Oakland, Calif.



Gerald Maker
Commissaryman 3
Harbor City, Calif.



James A. Palmer
Storekeeper 3
Pomona, Calif.



Gary E. Booth
Saman
Salina, Kansas



Carl E. Folmer
Seaman Apprentice
Milton, Penna.



Michael Connolly
Seaman Apprentice
St. Paul, Minn.



Deogracias E. Velasco
Stewardman
Long Beach, Calif.

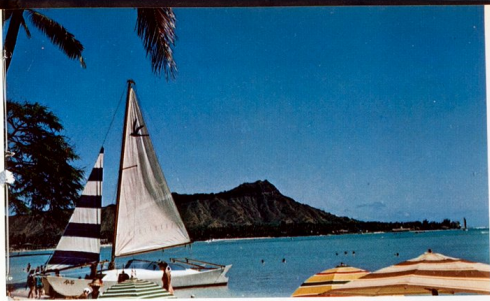


Danilo Adina
Stewardman
Meycauayan Bulacan, P. I.





Which method of navigation is best? It depends on who you talk to. The radarman says radar. The quartermaster says it could be either visual or celestial. It takes all of these methods, coordinated by a phone talker, to establish the ship's position.



Diamond Head, Hawaii's greatest landmark.

"ALOHA NUI"

Thousands pay homage to the men lost on the U.S.S. Arizona.



The S.S. Lurline - some people have to pay.



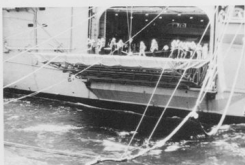
Statue of Kamehameha, the great Hawaiian King.



Going along side, it looks like they are ready.



Here comes the hose.



REFUELING

Underway refueling is an all hands evolution. It is necessary that each man is alert and extremely proficient in the performance of his duties. This evolution begins about 2 hours before the ship goes along side. Blocks must be set up so that the line which carries the hose, phone and distance lines can be brought over easily. Fuel must be shifted from one tank to another so that the proper tanks are empty when pumping begins. Both ships must agree on a course and speed for refueling.

About 1/2 hour before the ship goes along side, the word is passed, "Station the refueling detail." All hands quickly go to their stations. A large percentage of the crew assembles on the boat deck to put on helmets and life jackets. They will have the job of providing the muscle power required to pull the heavy hose aboard and place it in the fuel trunk. It's real hard work.

It's a great sight to see.



UNDERWAY

On the bridge, the Officer of the Deck receives word that the refueling detail is stationed. He then begins to maneuver the ship to bring it alongside the fueling ship. The helmsman must watch his course carefully as the ship begins to close to within 120 feet of the other ship.

Finally the ship is alongside. The fueling ship shoots a line over and the long task of pulling the hose begins. When the hose is on deck, it is placed in the fueling trunk and pumping begins. Now the engineers must carefully watch the rate of flow; if they don't they are apt to flood some compartment with oil-which is not too easy to clean up. Finally the ship is full of oil and the hose is returned to the fueling ship.

Similar procedures are used for the transfer of personnel, food and other supplies.



"Heave on that line, Sailor".

Ready to start pumping.



Thanks for the fuel.





A busy port . . .



. . . for the ships of the powerful Seventh Fleet.



SUBIC BAY

Subic Bay is a natural harbor thirty miles north of Manila Bay on the western coast of Luzon in the Philippine Islands. Subic Bay has been used as a natural harbor for many years but the present U.S. Naval Station was not established until after the Second World War.

The situation in Vietnam has made Subic Bay one of the United States's most important bases overseas.

There is a large ship repair facility at Subic Bay. The facility is now one of the busiest in the world due to the large amount of work required to keep the ships of the Seventh Fleet in operating condition.

The Diachenko spent a good deal of time in Subic Bay as it was to be our home port for the eight month cruise.



OLONGOPO

In addition to the Naval Base and the repair facility, Subic Bay provides the small town of Olongopo to entertain the liberty party from the ships in the bay.

Olongopo defies description. There are many American type night clubs with rock and roll bands. There are many small gift shops which import goods from all over the Philippines to sell to American sailors. Olongopo also provides the sailors with a chance to come in contact with the Philippines. This is probably the greatest virtue of this small town.



PO City is out there.



It beats walking.





PHILIPPINE

The Diachenko's first assignment after arriving overseas was to conduct a joint reconnaissance exercise with the Philippine Underwater Operation Unit, similar to our Underwater Demolition Team. The UOU came aboard and the exercise began.



The first objective was the beach off the small town of San Jose De Buena Vista on the island of Panay. San Jose De Buena Vista was an important Japanese air base during the Second World War. The town itself is a small fishing village. The people were very friendly and received us warmly at a party the town held in our honor.

EXERCISE

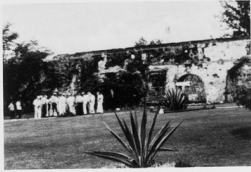


The third objective was the beach off San Fernando on Lingayen Gulf. The UOU and UDT ran several exercises in addition to the beach survey. Again the work was completed in about half of the time allotted, so swim call was held off the fantail.

The second objective was the beach off the town of Dagupan on Lingayen Gulf on the island of Luzon. Lingayen Gulf was the scene of a great naval battle during the invasion of Luzon in 1944. The survey was done in half the time allotted, so the crew held a beach party. The party was enjoyable to say the least.



MANILA



Tours are always informative.



Rush Hour

A new hydrofoil in Manila Bay.



The old walled city.

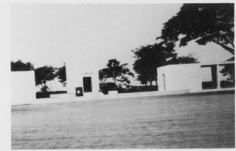
Upon completion of the combined reconnaissance exercise, Diachenko was given permission to spend three days in Manila. After a brief stop in Subic Bay for food, the ship proceeded south to Manila, the capitol of the Philippines.

Manila has long been important in the history of the Philippines. In the late 19th century a man named Rizal wrote of the Spanish injustice to the Philippine people. Although Rizal was imprisoned and executed in Manila, his writings caused the people to revolt against the Spanish.

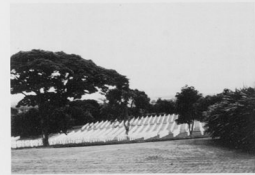
Before the Second World War, Manila served as General MacArthur's headquarters. The island of Corrigador at the mouth of Manila Bay was the scene of a courageous battle which delayed the expansion of the Japanese empire some six months. By the time Corrigador fell, the United States was able to mobilize her great industrial might and reverse the tide of the war. There is a large memorial cemetery in the outskirts of Manila which is dedicated to the brave men that gave their lives during the war.

Today, Manila is a beautiful city similar to most big American cities. The city is currently trying to eliminate slums and establish a good education system for their children.

During our brief stay in Manila, a great many members of the crew toured the city learning about the city and the people who lived there.



The memorial cemetery



The Rizal Monument





SHIP'S PARTY



As the cruise neared completion, the crew decided to have a ship's party. Many hours of preparation were spent to give a party we would all remember. The crew rented a night club for two nights, complete with food, drink and entertainment.



The highlight of the party was a knife thrower who provided suspense and entertainment as he demonstrated his prowess. Everyone enjoyed themselves and is anxious to have another one soon.

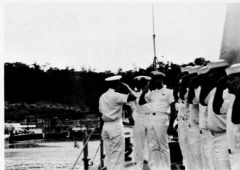
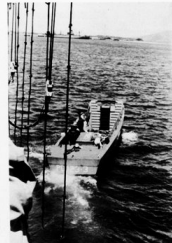
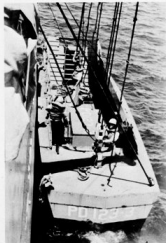


ONE ALFA

"Set condition one alfa on the boat deck." As soon as this word is passed a large percentage of the crew races to put on life jackets and helmets and prepare to lower the ship's four boats into the water.

The boats constitute the Diachenko's main battery, so to speak. Without the boats, the primary mission would be entirely different. Thus the lowering and raising of boats must be an evolution that the crew is very proficient at.

Needless to say the crew got a lot of practice at this evolution.



PERSONNEL INSPECTION

"The crew must look sharp if they want to get much liberty in Hong Kong," the Captain said. The word was put out that there would be an inspection. All hands began looking their uniforms over to find and repair any discrepancies. They shined their shoes again and again until they could see themselves in the reflection. Belt buckles were polished with extra care.

The day of the inspection came and the word was passed "All hands prepare for personnel inspection." Everyone began putting on the uniforms that had received a little extra care. The crew was careful not to step on someone else's shoes. Everyone looked very sharp.

One by one each man was inspected hoping that none of the inspecting officers would find a discrepancy that had gone unnoticed. It was an excellent inspection and very few discrepancies were found. All of the hours of preparation paid off when the ship got to Hong Kong.



A few last minute instructions.

If there is a discrepancy he is going to find it.



The mess cooks look good.



"Engineering Department ready for inspection Sir."



"M Division, 19 men assigned, all present Sir."

Did someone forget to get his hair cut?



The Officer of the Deck.

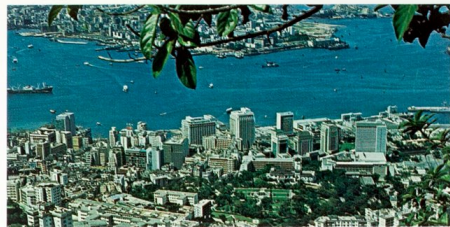


Keeping the Captain Informed.

Not too busy.

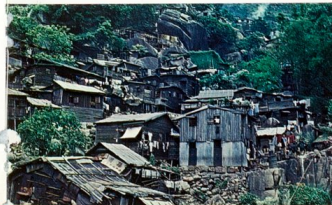


Hong Kong - The Pearl of the Orient!



Central district of Hong Kong as seen from "The Peak."

Top photo: "The Sea Palace," floating restaurant. Bottom photo: Refugees from Red China prefer to live as "Squatters" here rather than behind the Bamboo Curtain.



Many Hong Kong gals reminded us of our sisters at home.

五
福
臨
門



The Island of Victoria.

A popular liberty port for American ships.



The mainland - Kowloon.



TIGER BAUM GARDENS





Hong Kong is as metropolitan as many large American cities.



A group of apartment buildings for escaped refugees from Red China.



The "Chenk" got her sides painted.



It's not all liberty.



Aberdeen, the fishing village on Victoria.





PEOPLE



USS DIACHENKO (APD 123)
C/o Fleet Post Office
San Francisco, California

PLAN OF THE DAY

Thursday
5 August 1965

"NOT TO BE REMOVED FROM THE SHIP"

DUTY MAA: BROWNE, BM2
DUTY YN: WILMOTH, PN2
SUNRISE: 0628

DUTY DIVISION: "O"
DUTY SECTION: TWO
SUNSET: 1914

Carry out the Standard Weekday Plan of the Day at sea as outlined Appendix "A" of the Ship's Organization and Regulations Manual, except:

- 0700 Reveille.
- 0705 Reveille PO's check reveille and make reports to the Duty MAA.
- 0715 Sweepers. Clear the mess decks until pipedown.
- 0730 Pipe the crew to breakfast. Watch reliefs to head of mess line.
- 0800 Set the Combat Anchor detail.
- 0830 Secure the messline. Secure the Combat Anchor detail. Set Condition 1A on the boat deck. Commence E-5 Advancement in rating exams on the mess decks.
- 0900 Turn to, commence ship's work.
- 1145 Knock off ship's work. Clear the mess decks until pipedown.
- 1200 Pipe the crew to dinner.
- 1300 Secure the mess line. Set the Combat Anchor detail.
- 1330 Underway for gunnery shoot.
- 1400 General Quarters for gunnery shoot.
- 1600 Secure from General Quarters.
- 1715 Clear the mess decks until pipedown.
- 1830 Secure the mess line. Set the Combat Anchor detail.
- 1845 Underway for night steaming area.

NOTES

1. The ship will anchor this morning at An Hoa Bay and is expected to complete survey operations before noon. Tomorrow morning we will anchor at DaNang.
2. During General Quarters all gun mounts will be initially manned by Ship's personnel. If targets are available within the range of 40MM mounts UDT and Marines will be given a chance to OUT SHOOT Ship's Company. All Personnel will wear full battle dress (long shirts, long pants, helmet etc.)
3. Due to the tempo of operations during the past few days the cleanliness of living spaces has deteriorated. This situation will be corrected ASAP.

CAPTAIN'S CORNER

1. A well done to the crew for yesterdays operations.
2. A year ago today the United States launched its first retaliatory air strike against North Vietnamese military bases. During the raid 25 patrol craft and 90% of the Vinh Oil depot were reported destroyed.
3. The war starts today with METZLER'S MAFIA on a V.C. turkey shoot.

D. L. HENDRICKSON, LT, USN
Executive Officer



What's the word, Chief?



QUARTERS

A day aboard ship begins with quarters, usually at 0745. All hands assemble and a muster is taken to insure that all hands are still on board. The chiefs and leading petty officers take their reports to division officers. When officer's call is sounded at 0750 division officers make their morning reports to department heads. The department heads then assemble and report to the executive officer. The executive officer then puts out any word pertaining to the plan of the day, ship's operating schedule or other items that might be of interest to the crew. This word is then disseminated to the crew via the chain of command.

Quarters provide an opportunity for the entire crew to assemble and receive any information that is necessary if they are to be well informed.



It's a long watch.



Salad for lunch, what else.

On the job training.



Give the ship a clean sweep down fore and aft.





THERE ARE MANY WAYS TO SPEND A DAY.



Fishin' off the fantail.



But breakfast was at 0630.



This chow is the greatest.



Relaxed?

VIET NAM

The war is in Viet Nam. During the eight month cruise the Diachenko was called on many times to perform various tasks off the coast of Viet Nam.

In June, July and August, at the beginning of the United States manpower buildup program the Diachenko directed all her efforts surveying important beaches up and down the coast. The ship would approach the beach and establish liaison with our forces in the area. Then UDT would enter the water, form a swimmer line, and proceed down the beach, taking soundings by lead-lines as they went. The ship's boat would take soundings with the lead-lines, remaining ever ready to provide fire support in case a withdrawal was necessary. These surveys provided Command with some vital information required to decide on an objective beach.

Late in June, the Diachenko surveyed the then deserted beach at Qui Nhon. By the end of October, the last time the Diachenko saw Qui Nhon, there were more than thirty ships anchored in the harbor. Late in July the Diachenko conducted a survey at Chu Lai, which would later be used as a staging area for amphibious assaults against the Viet Cong. Almost the entire month of August was spent surveying beaches; Cap St. Jacques, Phan Rang Bay and Phan Thiet, just to name a few.

Early in September, the Diachenko took part in her first amphibious assault against the Viet Cong. Operation Piranha hit a Viet Cong stronghold just south of Chu Lai. The Diachenko made her way towards the beach

under cover of darkness. She disembarked her UDT personnel who then surveyed the water just off the objective beach. After completing the survey, the frogmen returned to the ship and made their report. Surf conditions, type of sand on the beach, the slope of the bottom and much more seemingly unimportant information must be accurately known if the amphibious assault is going to be successful.

After Piranha, the Diachenko took part in Operation Dagger Thrust. The concept of Dagger Thrust, like Piranha, was a fast-moving, hard-hitting strike force centered around Marines embarked aboard ships of the amphibious task group. Using this concept, a target area could be selected, searched and cleared within a matter of days. Such an operation might take weeks or even months, using old assault concepts. The Diachenko's mission on Dagger Thrust, as it was in Piranha; support UDT operations, naval gunfire support, and junk command.

Early in November the Diachenko took part in Operation Blue Marlin, which was similar to both Piranha and Dagger Thrust.

The hours off the coast of Viet Nam were long, hard and often frustrating, but despite the work load the Diachenko fulfilled every operational assignment she was given. This achievement brought a nomination for the Navy Unit Commendation Medal from the Commander of the Amphibious Force, U.S. Pacific Fleet. This outstanding record could only have been attained with the Diachenko's CAN DO spirit.

1965



DANANG

CHU LAI

QUI NHON

CAM RANH BAY

PHAN RANG BAY

PHAN THIET

CAP ST. JACQUES



The Marines prepare to go ashore . . .



While the Mark 4 stands by.



BEACH



The local junk force watches.

During the eight months cruise, the Diachenko was called on eight times to conduct beach surveys. The beach survey is designed to collect as much information about the target beach as possible. This information provides Command with concrete facts which might make the difference between the success or failure of an amphibious assault. The Underwater Demolition Team load their boat and proceed toward the beach. When they enter the water, the frogmen form a swimmer line. At a given signal each man in the line measures the depth of the water, using the sounding line attached to his wrist. He then records this sounding on a plastic slate he carries with him. The swimmers are then picked up and the data from the plastic slates is transposed to a large scale chart. The UDT also photographs significant landmarks and objects in the area. The ship's boats also take soundings to add to the data obtained by the UDT.

SURVEY

UDT prepares to drop swimmers.



The Force Reconnaissance Marines land on the beach about the same time the UDT are forming their swimmer line. The Marines investigate the hinterland, examine the slope of the terrain, type of soil, the amount and type of foliage and many other items that would go unnoticed by the untrained eye. When the Marines return to the ship they also compile the data obtained, and add it to the map. Command then has a complete picture of the objective beach. They can accurately determine what landing craft can be used, what vehicles will be able to cross the hinterland without getting stuck, and what type of currents and wave conditions might be expected. If the beach is used for a landing which is opposed by the enemy, the beach survey will save many lives.



It has been a long day and it's good to head home.





A small fishing village . . .

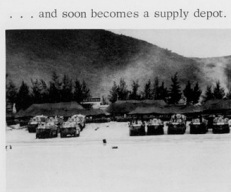


QUI NHON



Is fortified . . .

This once quiet fishing village is of major importance to the war effort. The natural harbor located there, made an ideal location for an American stronghold. The large American compound located on the beach was once the summer palace of Madame Nhu. The compound was bombed early in April 1965. During the time the Diachenko was in West Pac., Qui Nhon became a major supply center, complete with extensive hospital facilities. At the present time Qui Nhon serves as a staging area for ground forces, and as a rest center for forces returning from the field. The harbor is full of merchantmen loaded with supplies needed to conduct the war.



. . . and soon becomes a supply depot.



CHU LAI

In May, 1965 the 1st Marines Brigade landed at Chu Lai to secure a stronghold. Within a matter of a few short weeks the base was established. In addition to normal buildings and equipment, the Ceebees constructed a portable airfield capable of handling high performance jet aircraft. This airfield uses arresting gear similar to that used on aircraft carriers.

The area around Chu Lai had a large concentration of Viet Cong and was the site of several large battles, and amphibious assaults.

In early August the Marines made contact with the Viet Cong just south of Chu Lai, during Operation Starflight. That encounter which lasted four days resulted in the destruction of a Viet Cong regiment. By the end of August Chu Lai was being used as a staging area for amphibious operations such as Piranha, Dagger Thrust, and Blue Marlin.

Early in August the Diachenko was called upon to conduct an extensive survey of the river mouth at the northern boundary of the base. Thus survey took three days. The findings of the survey proved that LSTs could be used to supply the Marine Base at Chu Lai.

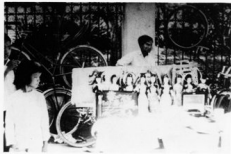


This Marine base has an airfield too.



Children watch . . .

As a merchant offers his goods to serviceman.



The French influence is clearly visible.



DANANG

Danang, once called Tourane, is a coastal seaport of major importance. During colonial days the French realized the value of Tourane as a seaport and the French influence can still be seen in the buildings of the city.

In March of 1965, the 9th Marine Brigade landed at Danang. They secured the area and began to establish the second largest American base in Viet Nam. From this Air Base American and South Vietnamese aircraft can strike targets on either side of the 1955 demarkation line between North and South Viet Nam.

The Navy has established a large Supply Depot at Danang which will help maintain the high level of operational readiness required to conduct an efficient campaign.

Danang is one base for our high speed patrol boats.



CAM RANH BAY

The harbor at Cam Ranh Bay has been called one of the perfect natural harbors in the world. During the Second World War a Russian fleet successfully hid from a Japanese fleet in this natural harbor.

In July, 1965 Army Engineers started to develop Cam Ranh Bay into a modern, efficient harbor, which, when completed, will be as large as the harbor at Charleston, South Carolina. The development of the major seaport will relieve some of the congestion at Saigon.



The Captain and Supply Officer go ashore . . .



The "Chenik" gets a day of rest in Cam Ranh Bay.



. . . While other members of the crew have a beach party.





That's the objective.



A 5-inch shell splashes during shore bombardment.

AMPHIBIOUS ASSAULT

The convoy ready to land the troops.



76



Iwo Jima (LPH-2) during flight operations.



Aircraft release rockets at an enemy junk base.

On three occasions during the cruise, the Diachenko was called upon to take part in a search and clear amphibious assault. The purpose of these assaults was to locate concentrations of Viet Cong and destroy them, then withdraw until another objective could be found. The mobile striking force could land troops within a matter of hours after Viet Cong had revealed their position.

Diachenko's mission during these operations was to control UDT swimmers who would collect information on surf conditions, underwater obstacles, beach gradient and other facts needed by command.

Under the cover of darkness, the ship would approach the beach, launch the swimmers and direct the boats towards the beach. When the survey was completed the information would be relayed to the flagship. The swimmers then returned to the ship.

At sunrise the troop transports were ready to land the Marines. The Marines were loaded into small landing craft and proceeded to the beach. More troops from amphibious carriers such as the USS Iwo Jima (LPH-2) were transported to the beach by helicopter.

In order to prevent the Viet Cong from escaping to seaward a perimeter of junks would patrol the area investigating suspicious looking junks. Diachenko was requested to coordinate the junk surveillance. The UDT was required to resurvey the beach several times during the operation to insure that the characteristics of the beach did not change.

These raids have made a significant contribution to the success of our military objectives in Viet Nam.

Helos with supplies head for the beach.



77



BANGKOK



A tour of the city . . .

Bangkok, the capitol of Thailand, is located on the Menam Chao Phraya River twenty miles from the Gulf of Siam. The Diachenko was fortunate enough to spend one week in this fabulous city. Like most other large cities in Asia, Bangkok offers its guest many fine goods. Thai silk, precious stones, brass ware, wood carvings and many other items were carefully examined in order to determine which one of the bargains would be bought.

Besides the treasures offered by the merchants, the crew had a week to get to know a little about the Thai people. Although only a small percentage of the population speaks English, it seemed as if everyone was anxious to speak with Americans. The Thai people have a great admiration for the Americans; in many respects the two countries are quite similar.

The Thai people are very proud of the fact that they have never been colonized; unlike the other countries in Asia, the government of Thailand is run by the Prime Minister with the advice of a cabinet; in that respect it is similar to the government of the United States. The Thai people follow their King who is the figurehead of the Thai government.



. . . reveals an old fashion shipyard,

and a modern gas station.



In addition to having a strong government, Thailand has a strong, growing economy. The harbor at Bangkok is always full and the mouth of the river leading to Bangkok is jammed with ships anxious to unload their cargos. There are many other signs of prosperity as one looks about the city.

Thailand is one of the most important allies the United States has in Asia. Because of her natural resources and prosperous economy she is a natural target for the militant forces of the Communist World. In late 1965 there were several outbreaks of guerilla attacks in the remote northern provinces. Thailand and the United States are concerned about these outbreaks and are determined to prevent Thailand from becoming another Vietnam.

The Diachenko was a fortunate indeed to be able to spend a week in Thailand seeing and talking with the Thai people. With this experience the crew will be more aware of the importance of the role the United States plays in Southeast Asia.



Does this boat school?



A floating market.





The Buddhist temples are decorated with small pieces of mosaic tile.



Buddhist monks dress in colorful garb.



This Buddha weighs 16 tons. It is made of solid gold.

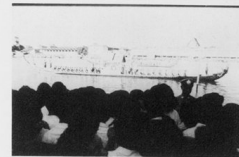


THE ROYAL BARGES

The Festival of the Royal Barges is a colorful religious ceremony held once a year which marks the beginning of a religious season of fast and gift giving. Some twenty barks propelled by men in colorful traditional Thai costumes, carry the King of Thailand down the river to a Buddhist monastery. The King gets out of his barge and precedes into the monastery where he offers a gift to the Buddhist monks. The monks accept the gift and thank the King. The King returns to his barge and returns to the palace. In the weeks following the festival, people all over Thailand give offerings to the Buddhist monks.

The day of the Festival is declared a holiday. The entire Royal family, the military in full dress uniform and thousands of Thais line the banks of the river to see their King.

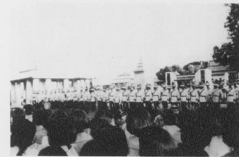
The Diachenko was very fortunate to have the opportunity to see this pageant.



The King comes down the river.



The royal guard awaits the King's arrival.





While Diachenko was in Bangkok, the Royal Thai Navy went out of their way to make us feel at home. Before the ship departed the Captain decided to have a party for the delegation from the Royal Thai Navy.



The party was a great success as the wardroom found the officers of the Royal Thai Navy most interesting. There was a lot of shop talk and apparently the Royal Thai Navy has problems similar to the U.S. Navy.

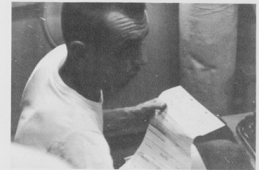


The highlight of the party was the presentation of the ship's plaque to an Admiral of the Royal Thai Navy. The Captain, in a short speech, said that the hospitality of the Thais was greatly appreciated. The Admiral was quite pleased and said he was sorry to see Diachenko go but he hoped we would return soon. Many members of ship's company felt the same way.





Field day in
the engineering spaces.





Tokyo is a modern city with a touch of Imperial Japan.

The people of Tokyo turn out in large numbers to take advantage of the zoo, art museum, and other cultural attractions in Ueno Park.



This is old Tokyo.



Top photo: Night life in world's largest city is second to none. Instead of "Gay Paree," it's now "Terrific Tokyo."
Bottom photo: Japanese wrestlers - - pretty rough boys.

J A P A N

"the land of the rising sun"

"Ah, so!"

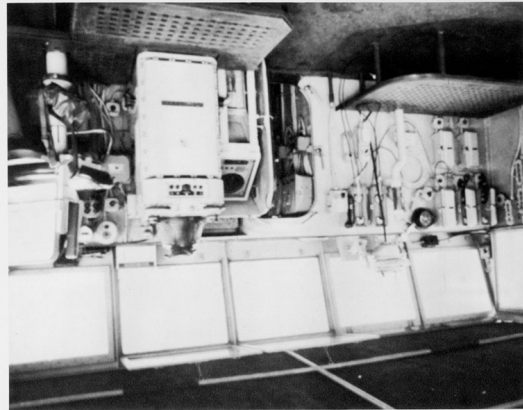
One of the memorable sights of our cruise was the size and majesty of Japan's famed Mount Fuji.



The hands could not move fast enough



once the Diachenko had started for CONUS.



During the eight month cruise, a member of the crew spent 1872 hours on watch, either on the bridge or down in one of the engineering holes.

The ship covered 37,454 miles, equivalent to one and a half times around the world. In order to cover this distance the ship consumed about one and a half million gallons of Navy Special Fuel Oil.

The Diachenko was underway slightly over 72% of her time overseas. This was higher than the average underway time for all other types of ships in the Seventh Fleet except aircraft carriers.

"Duty is a power that rises with us in the morning, and goes to rest with us at night. It is co-extensive with the action of our intelligence. It is the shadow that cleaves to us, go where we will. --Gladstone.



CALENDAR

27 April - 5 May Underway for Pearl Harbor
 5 May - 7 May Pearl Harbor --- Liberty
 7 May -23 May Underway for Subic Bay
 23 May -28 May Subic Bay, P. I. --- Upkeep
 28 May -31 May Underway for Okinawa
 31 May - 2 June Okinawa --- Marine Raider School
 2 June - 5 June Underway for Subic Bay
 5 June - 7 June On load Philippine and U.S. UDT Personnel
 7 June - 8 June Underway for San Jose de Buena Vista, P.I.
 8 June -10 June San Jose de Buena Vista, Panay, P.I. - Beach Survey
 10 June -11 June Underway for Subic Bay
 11 June Subic Bay --- Replenishment
 11 June -12 June Underway for Dagupan, Luzon
 12 June -15 June Dagupan, Luzon --- Beach Survey
 15 June Underway for San Fernando, Luzon
 16 June -17 June San Fernando --- Beach Survey
 17 June Underway for Subic Bay --- Liberty
 18 June Underway for Manila, Luzon
 18 June -21 June Manila --- Liberty
 21 June Underway for Subic Bay
 21 June Subic Bay --- Upkeep
 21 June -24 June Subic Bay --- Upkeep --- Typhoon
 24 June -26 June Underway for Qui Nhon, Viet Nam
 26 June -30 June Qui Nhon --- Beach Survey
 30 June - 2 July Underway for Subic Bay, P.I.
 2 July -17 July Subic Bay --- Upkeep --- Typhoon
 17 July -19 July Underway for Cap St. Jacques, Viet Nam
 19 July -22 July Cap St. Jacques --- Beach Survey
 22 July -23 July Underway for Danang, Viet Nam
 23 July -25 July Danang
 25 July -27 July Underway for Subic Bay
 27 July - 1 August Subic Bay --- Eight Hour Standby
 1 August - 3 August Underway for Chu Lai, Viet Nam
 3 August - 5 August Chu Lai --- Beach Survey
 5 August - 9 August Underway for Hong Kong, B.C.C.
 9 August -16 August Hong Kong --- Liberty
 16 August -19 August Underway for Phan Rang Bay, Viet Nam
 19 August -23 August Phan Rang Bay --- Beach Survey
 23 August Underway for Cam Ranh Bay --- Harbor Survey
 23 August -24 August Underway for Sung de Dang

24 August -25 August Sung de Dang --- Beach Survey
 25 August Underway for Cam Ranh Bay for Replenishment
 25 August -26 August Underway for Qui Nhon
 26 August -30 August Qui Nhon --- Beach Survey
 30 August -31 August Underway for Danang
 31 August - 2 Sept. Started for Subic Bay but returned to Danang before reaching Subic Bay
 2 Sept. - 3 Sept. Underway for Chu Lai
 3 Sept. - 6 Sept. Chu Lai --- Rehearsal for Operation Piranha
 7 Sept. -10 Sept. Cap Barganan --- Operation Piranha
 10 Sept. -12 Sept. Underway for Subic Bay
 12 Sept. -20 Sept. Subic Bay --- Upkeep
 20 Sept. -22 Sept. Underway for Chu Lai
 22 Sept. -23 Sept. Chu Lai --- Rehearsal for Operation Dagger Thrust
 23 Sept. - 2 Oct. Operation Dagger Thrust
 2 Oct. - 4 Oct. Steaming toward Indonesia
 4 Oct. - 6 Oct. Underway for Phan Thiet, Viet Nam
 6 Oct. - 8 Oct. Phan Thiet --- Beach Survey
 8 Oct. -10 Oct. Underway for Subic Bay
 10 Oct. -14 Oct. Subic Bay --- Upkeep
 14 Oct. -18 Oct. Underway for Bangkok
 18 Oct. -22 Oct. Bangkok --- Liberty
 23 Oct. -28 Oct. Underway for Chu Lai, Viet Nam
 28 Oct. - 1 Nov. Chu Lai --- Beach Survey
 1 Nov. - 2 Nov. Underway for Phan Rang Bay
 2 Nov. - 4 Nov. Phan Rang --- Beach Survey
 4 Nov. - 5 Nov. Underway for Chu Lai
 5 Nov. -16 Nov. Chu Lai --- Operation Blue Marlin
 16 Nov. -18 Nov. Underway for Subic Bay
 18 Nov. -20 Nov. Subic Bay --- Relieved
 20 Nov. -25 Nov. Underway for Yokosuka, Japan
 25 Nov. -30 Nov. Yokosuka, Japan --- Liberty --- Upkeep
 30 Nov. - 9 Dec. Underway for Pearl Harbor
 9 Dec. -11 Dec. Pearl Harbor --- Liberty
 11 Dec. -17 Dec. THE LONGEST SIX DAYS OF THE CRUISE!

My aims in preparing this cruise book were twofold:
First, to provide the individual members of the crew with a meaningful remembrance of eight months of hard work that was so well done.
Second, to provide those we left at home with a record of our cruise which not only gave an idea of what the cruise was like, but also gave some idea of why the cruise was necessary.

Daniel C. Brown
Ensign, USNR
Editor

