



USS
KING
DLG-10

SHAKE DOWN CRUISE

1961

"TO ALL THE KINGS MEN
WHO MAKE THIS SHIP
THE FINEST DLG IN THE NAVY"





**FLEET ADMIRAL ERNEST J. KING
UNITED STATES NAVY, DECEASED**

ERNEST JOSEPH KING WAS BORN IN LORAIN, OHIO, ON NOVEMBER 23, 1878, SON OF JAMES C. AND ELIZABETH KEAN KING. HE ATTENDED LORAIN HIGH SCHOOL BEFORE HIS APPOINTMENT IN 1897 TO THE U. S. NAVAL ACADEMY, ANNAPOLIS, MARYLAND. IN JULY AND AUGUST 1898, DURING THE SPANISH-AMERICAN WAR, HE SERVED IN THE GRADE OF NAVAL CADET IN THE USS SAN FRANCISCO, FLAGSHIP OF THE NORTHERN PATROL SQUADRON. GRADUATED WITH DISTINCTION IN THE CLASS OF 1901, HE SERVED TWO YEARS AT SEA, THEN REQUIRED BY LAW BEFORE COMMISSIONING, AND WAS COMMISSIONED ENSIGN TO RANK FROM JUNE 7, 1903.

AFTER GRADUATION FROM THE NAVAL ACADEMY IN 1901, HE SERVED SUCCESSIVELY IN THE USS EAGLE, THE USS CINCINNATI, A PROTECTED CRUISER AND IN THE USS ILLINOIS, FLAGSHIP OF THE EUROPEAN SQUADRON, REJOINING THE CINCINNATI IN JANUARY 1903. IN AUGUST OF 1903 HE REPORTED TO THE USS ALABAMA, FLAGSHIP OF THE SECOND DIVISION ATLANTIC FLEET.

ON DUTY AT THE NAVAL ACADEMY FROM SEPTEMBER 1906 UNTIL JUNE 1909, HE SERVED FOR TWO YEARS AS INSTRUCTOR IN THE DEPARTMENT OF ORDNANCE AND GUNNERY, AND ONE YEAR ON THE EXECUTIVE STAFF. HE NEXT SERVED AS AIDE ON THE STAFF OF COMMANDER, SECOND DIVISION, ATLANTIC FLEET AND IN MARCH 1910 WAS TRANSFERRED TO THE USS NEW HAMPSHIRE, WITH DUTY AS FIRST ASSISTANT TO THE SENIOR ENGINEER OFFICER, AND FROM AUGUST 1910 SERVED AS SENIOR ENGINEER OFFICER. FROM JUNE 1911 UNTIL JUNE 1912 HE HAD DUTY AS AIDE AND FLAG SECRETARY ON THE STAFF OF COMMANDER IN CHIEF, U. S. ATLANTIC FLEET.

FROM JUNE 1912 UNTIL APRIL 1914 HE HAD SHORE DUTY AT THE ENGINEERING EXPERIMENTAL STATION, ANNAPOLIS, MARYLAND. UPON DETACHMENT HE REPORTED TO THE DESTROYER TERRY FOR HIS FIRST COMMAND. ON JULY 18, 1914 HE WAS TRANSFERRED TO COMMAND OF THE USS CASSIN, AND ON AUGUST 10 WAS ASSIGNED ADDITIONAL DUTY AS AIDE TO COMMANDER TORPEDO FLOTILLA, ATLANTIC FLEET, WITH HIS PENNANT IN THE CASSIN.

DURING THE WORLD WAR 1 PERIOD, HE CONTINUED STAFF DUTY AS AIDE AND SQUADRON ENGINEER OFFICER IN THE FLAGSHIP ARKANSAS, AND LATER THE USS WYOMING AND USS PENNSYLVANIA. HE WAS AWARDED THE NAVY CROSS "FOR DISTINGUISHED SERVICE IN THE LINE OF HIS PROFESSION AS ASSISTANT CHIEF OF STAFF FOR THE COMMANDER IN CHIEF, U. S. ATLANTIC FLEET."

IN THE RANK OF CAPTAIN, ADMIRAL KING SERVED AS HEAD OF THE POSTGRADUATE DEPARTMENT, U. S. NAVAL ACADEMY, FROM MAY 1919 UNTIL JULY 1921, AND THE SUCCEEDING YEAR COMMANDED THE USS BRIDGE. IN JULY 1922 HE REPORTED FRO DUTY ON THE STAFF OF COMMANDER, SUBMARINE FLOTILLAS, ATLANTIC FLEET, AND ON NOVEMBER 20, 1922 ASSUMED COMMAND OF SUBMARINE DIVISION ELEVEN, WITH ADDITIONAL DUTY FROM APRIL 1923 AS COMMANDER, SUBMARINE DIVISION THREE. FROM SEPTEMBER 1923 UNTIL JULY 1926 HE HAD COMMAND OF THE SUBMARINE BASE, NEW LONDON, CONNECTICUT, AND SUBMARINES BASED AT NEW LONDON, AND ALSO SERVED AS NAVAL INSPECTOR OF ORDNANCE IN CHARGE, NAVY MINE DEPOT, NEW LONDON, DURING THAT TOUR OF DUTY HE WAS IN CHARGE OF THE SALVAGE OF THE USS S-51 WHICH WAS SUNK OFF BLOCK ISLAND, SEPTEMBER 25, 1925. HE WAS AWARDED THE DISTINGUISHED SERVICE MEDAL "FOR EXCEPTIONALLY MERITORIOUS SERVICE IN A DUTY OF GREAT RESPONSIBILITY AS OFFICER IN CHARGE OF THE SALVAGING OF THE USS S-51."

ON JULY 28, 1926 HE ASSUMED COMMAND OF THE AIRCRAFT TENDER WRIGHT, WITH ADDITIONAL DUTY AS SENIOR AIDE ON THE STAFF OF COMMANDER, AIRCRAFT SQUADRONS, SCOUTING FLEET, DETACHED IN JANUARY 1927, HE REPORTED TO THE NAVAL AIR STATION, PENSACOLA, FLORIDA, FOR FLIGHT TRAINING AND WAS DESIGNATED NAVAL AVIATOR NO. 3368 ON MAY 26, 1927. HE REJOINED THE WRIGHT IN JUNE 1927 TO SERVE AS HER COMMANDING OFFICER UNTIL JUNE 1928. WHEN THE USS S-4 WAS SUNK OFF

PROVINCETOWN, MASSACHUSETTS, IN DECEMBER 1927, HE HAD TEMPORARY COMMAND OF THE SALVAGE FORCE THAT RAISED THE SUBMARINE.

HE WAS AWARDED A GOLD STAR IN LIEU OF A SECOND DISTINGUISHED SERVICE MEDAL FOR EXCEPTIONALLY MERITORIOUS SERVICE IN DUTY OF GREAT RESPONSIBILITY AS COMMANDING OFFICER OF THE SALVAGE FORCE ENTRUSTED WITH THE RAISING OF THE USS S-4.

AFTER SERVING AS COMMANDER, AIRCRAFT SQUADRONS, SCOUTING FLEET, FROM JUNE 1, UNTIL AUGUST 2, 1928, HE WAS NAMED ASSISTANT CHIEF OF THE BUREAU OF AERONAUTICS, NAVY DEPARTMENT, WASHINGTON, D. C., AND SERVED IN THAT CAPACITY FROM AUGUST 1928 UNTIL APRIL 1929. HE COMMANDED THE NAVAL AIR STATION, NORFOLK, VIRGINIA, THE NEXT YEAR, AND IN JUNE OF 1930 ASSUMED COMMAND OF THE USS LEXINGTON, WHICH HE COMMANDED FOR TWO YEARS. HE COMPLETED THE SENIOR COURSE AT THE NAVAL WAR COLLEGE, NEWPORT, RHODE ISLAND, IN APRIL 1933, AFTER WHICH, WITH THE RANK OF REAR ADMIRAL, HE SERVED AS CHIEF OF THE BUREAU OF AERONAUTICS, NAVY DEPARTMENT, UNTIL JUNE 1936.

DURING THE PERIOD JUNE 1936 UNTIL SEPTEMBER 1937, HE HAD DUTY AS COMMANDER OF AIRCRAFT, BASE FORCE, AND FOR FOUR MONTHS THERAFTER WAS COMMANDER, AIRCRAFT SCOUTING FORCE, WITH ADDITIONAL DUTY AS COMMANDER PATROL WING ONE. IN JANUARY 1938, HE WAS DESIGNATED COMMANDER AIRCRAFT, BATTLE FORCE, WITH THE ACCOMPANYING RANK OF VICE ADMIRAL. IN AUGUST 1939, HE REPORTED FOR DUTY AS A MEMBER OF THE GENERAL BOARD OF THE NAVY, AND IN DECEMBER 1940 RETURNED TO SEA AS COMMANDER PATROL FORCE, U. S. FLEET.

ON FEBRUARY 1, 1941, HE WAS DESIGNATED COMMANDER IN CHIEF, ATLANTIC FLEET, TO SERVE IN THE RANK OF ADMIRAL. HE WAS APPOINTED COMMANDER IN CHIEF OF THE UNITED STATES FLEET ON DECEMBER 20, 1941, AND ASSUMED COMMAND DECEMBER 30, 1941. THE DUTIES OF COMMANDER IN CHIEF UNITED STATES FLEET, AND CHIEF OF NAVAL OPERATIONS, WERE COMBINED UNDER EXECUTIVE ORDER OF MARCH 12, 1942, AND THE NEXT DAY HE WAS NOMINATED CHIEF OF NAVAL OPERATIONS BY PRESIDENT ROOSEVELT, AND CONFIRMED TO THAT OFFICE BY THE SENATE FOR A TERM OF FOUR YEARS FROM MARCH 18, 1942.

BY ACT OF CONGRESS APPROVED DECEMBER 14, 1944, THE GRADE OF FLEET ADMIRAL OF THE UNITED STATES NAVY — THE HIGHEST GRADE IN THE NAVY — WAS ESTABLISHED FOR CERTAIN OFFICERS ON THE ACTIVE LIST OF THE NAVY. THE PRESIDENT OF THE UNITED STATES, ON DECEMBER 15, 1944, NOMINATED, AND BY AND WITH THE ADVICE AND CONSENT OF THE SENATE, APPOINTED ERNEST J. KING A FLEET ADMIRAL OF THE UNITED STATES NAVY. ADMIRAL KING ACCEPTED THE APPOINTMENT AND TOOK THE OATH OF OFFICE ON DECEMBER 20, 1944.

FOR DISTINGUISHED SERVICE CONCURRENTLY AS COMMANDER IN CHIEF OF THE U. S. FLEET, AND CHIEF OF NAVAL OPERATIONS, DURING THE WORLD WAR II PERIOD, FLEET ADMIRAL KING WAS AWARDED A GOLD STAR IN LIEU OF THE THIRD DISTINGUISHED SERVICE MEDAL.

ON DECEMBER 15, 1945, FLEET ADMIRAL KING WAS RELIEVED BY FLEET ADMIRAL CHESTER W. NIMITZ, USN, AS CHIEF OF NAVAL OPERATIONS, AND FROM THAT TIME SERVED IN AN ADVISORY CAPACITY IN THE OFFICE OF THE SECRETARY OF THE NAVY.

MARRIED IN 1905 TO THE FORMER MARTHA LAMKIN EDGERTON OF BALTIMORE, MARYLAND, ADMIRAL KING HAD SIX DAUGHTERS AND A SON, LIEUTENANT COMMANDER ERNEST J. KING, JR., USN (USNA 1944). HE DIED AT THE NAVAL HOSPITAL, PORTSMOUTH, NEW HAMPSHIRE, ON JUNE 25, 1956.

COMMANDING OFFICER



COMMANDER M. E. BUSTARD, SON OF MR. AND MRS. EARL BUSTARD, WAS BORN IN HARRISVILLE, UTAH JULY 11, 1916. HE RECEIVED HIS COMMISSION ON FEBRUARY 21, 1942.

AS AN ENSIGN HE PLACED IN COMMISSION AND ASSUMED COMMAND OF USS YP408 WHICH WAS ASSIGNED ESCORT AND ASW ASSIGNMENTS ALONG THE EAST COAST.

IN JULY OF 1943 LT (JG) BUSTARD WAS TRANSFERRED TO THE USS AMESBURY (DE-66) WHICH PARTICIPATED IN THE NORTH ATLANTIC CONVOY RUNS BETWEEN THE UNITED STATES AND EUROPE.

FROM NOVEMBER 1944 UNTIL EARLY 1946 LT BUSTARD SERVED WITH THE U. S. ARMY AS GUNFIRE LIAISON OFFICER. FROM MID 1946 UNTIL DECEMBER OF 1947 LT BUSTARD WAS EXECUTIVE OFFICER OF THE USS GEORGE (DE-697) SERVING IN THE WESTERN PACIFIC ALONG THE CHINA COAST AND IN THE FORMOSA STRAITS.

AFTER A YEAR AT THE GENERAL LINE SCHOOL IN MONTEREY, LCDR BUSTARD WAS ORDERED AS COMMANDING OFFICER USS LSMR-401 WHICH TOOK PART IN THE INCHON INVASION IN 1950. FOR THIS ACTION, LCDR BUSTARD WAS AWARDED THE BRONZE STAR WITH 'V'. IN DECEMBER OF 1950 LCDR BUSTARD WAS ORDERED AS DIVISION COMMANDER OF LSR DIVISION 32 AND RECEIVED THE SILVER STAR FOR ACTION WITH HIS DIVISION AGAINST COMMUNIST FORCES IN WESTERN KOREA.

IN DECEMBER OF 1951 LCDR BUSTARD RETURNED TO THE UNITED STATES AND WAS ASSIGNED TO OFFICER PROMOTIONS IN THE BUREAU OF NAVAL PERSONNEL. TWO YEARS LATER HE ASSUMED COMMAND OF THE USS SILVERSTEIN (DDE-534) IN PEARL HARBOR. IN JUNE OF 1955 CDR BUSTARD TOOK COMMAND OF USS CARPENTER (DDE-825) THE FLAGSHIP OF SQUADRON 25 ALSO BASED IN PEARL HARBOR.

TWO YEARS LATER CDR BUSTARD WAS ASSIGNED TO THE NAVAL WAR COLLEGE IN NEWPORT, RHODE ISLAND WHERE HE SERVED FOR ONE YEAR AS A STUDENT, FOLLOWED BY TWO YEARS AS AN INSTRUCTOR IN THE NAVAL WARFARE COURSE.

CDR BUSTARD WAS DETACHED FROM THE NAVAL WAR COLLEGE AND ORDERED TO THE USS KING (DLG-10) IN JUNE 1960.

CDR BUSTARD IS MARRIED TO THE FORMER FLORANCE RUTH BUEHLER OF MOLINE, ILLINOIS, THEY HAVE THREE CHILDREN, MICHAEL, STEPHEN AND DAVID.

EXECUTIVE OFFICER



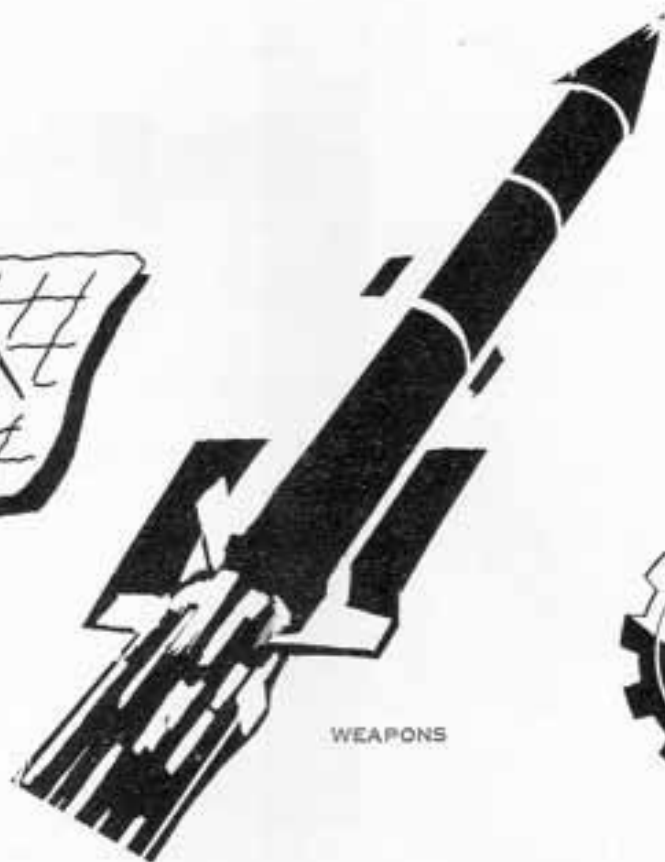
COMMANDER MCFARLAND, THE SON OF COMMANDER AND MRS. F. G. MCFARLAND WAS BORN 28 DECEMBER 1924. HE RECEIVED HIS COMMISSION FROM COLUMBIA UNIVERSITY. AFTER RECEIVING HIS COMMISSION CDR MCFARLAND REPORTED FOR DUTY AS EXECUTIVE OFFICER OF AN LSM AND IN 1947 TOOK COMMAND OF THE LSM 454. AFTER GRADUATING FROM GENERAL LINE SCHOOL IN 1949 HE SERVED WITH VARIOUS GUIDED MISSILE UNITS. IN 1955 HE REPORTED TO THE USS BOSTON (CAG-1) AS ASSISTANT MISSILE OFFICER. HE REMAINED ON THE BOSTON UNTIL HE REPORTED TO THE GUIDED MISSILE TRAINING DIVISION OF BUREAU OF PERSONNEL IN SEPTEMBER 1956. FROM JULY 1959 UNTIL REPORTING TO THE KING, CDR MCFARLAND SERVED AS EXECUTIVE OFFICER OF THE USS ROGERS (DDR-876) WHICH IS A PACIFIC DDR.

COMMANDER MCFARLAND'S WIFE'S NAME IS GWENDOLYN AND THEY HAVE THREE SONS, THOMAS, TIMOTHY AND THEODORE. THE FAMILY CURRENTLY RESIDES IN LA MESA, CALIFORNIA.

THE DEPARTMENTS



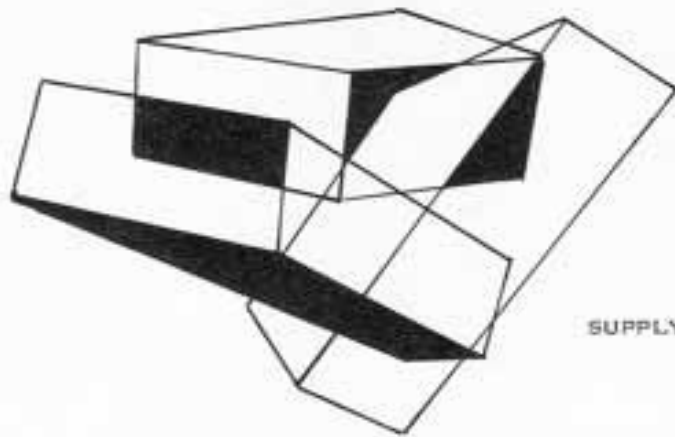
OPERATIONS



WEAPONS



ENGINEERING



SUPPLY

OPERATIONS DEPARTMENT



LT GARDNER
OPERATIONS OFFICER



LT SIEGRIST
NAVIGATOR



LT (JG) ESTOCK
CIC OFFICER



LT (JG) TISDALE
ELECTRONICS MATERIAL



LT (JG) BRONS
COMMUNICATIONS OFFICER



ENS RUSH
ASSISTANT CIC OFFICER



O I



FRONT ROW—METCALF, J. H.; ACOSTA, R. ; FISHER, J.L.; TYLER C.O.; WEISHEIM, O.R.; GRIMES, G.A.; ANGSTEAD, J.L.; LÖEHR, A.E. HEDGES, L.W.

BACK ROW—TROUT, H.D.; ENS RUSH; MCMINN, C.M.; WEASMA, R.A.; GREEN, E. L.; ARMSTRONG, L. ; JOHNSON, W. T.; BIGGER, W.E. BENSON, B.L.; ROYBAL, E.A.; WHITSON, J.A.; THURBER, M. W.; LTJG

THE KINGS CIC GANG WAS BORN IN TWO LOCATIONS. AT THE SHIPYARD, WHITSON AND WEASMA WERE SPENDING THEIR DAYS RUNNING BACK AND FORTH BETWEEN THE SHIP, VARIOUS SHOPS, AND OUR TEMPORARY HEADQUARTERS OF CHIEF TROUT. ATTENDING VARIOUS SCHOOLS IN SAN DIEGO, THINGS SEEMED PRETTY WELL ORGANIZED UNTIL THE ENTIRE CREW ASSEMBLED IN BREMERTON AND MOVED ABOARD. ALL HANDS SPENT BUSY DAYS TRYING TO RUN DOWN MISSING ITEMS AND TYING UP LOOSE ENDS IN PREPARATION FOR OUR PRELIMINARY ACCEPTANCE AND BUILDINGS TRIALS, WITH GREAT EMPHASIS BEING PLACED UPON NAVIGATION. THE FIRST COUPLE OF DAYS IN PUGET SOUND WERE QUITE TRYING AND INCLUDED AN "O'ROARK" CALLING CONTEST IN WHICH

NO ONE VOLUNTEERED, BUT MANY CONTESTANTS WERE ENTERED. IT LOOKS LIKE GREEN WAS THE WINNER HANDS DOWN. IT WAS ABOUT THIS TIME THAT WE LOST FRIEDENSTAB FOR A SHORT STINT IN THE HOSPITABLE. HE DIDN'T DO SO BADLY FOR HIMSELF, THOUGH WINNING 800 DOLLARS IN A PUZZEL CONTEST.

THE CHRISTMAS HOLIDAYS WERE UNEVENTFUL, AND THE SUCCEEDING DAYS WERE FILLED WITH PREPARATION FOR SAN DIEGO AND OUR SHAKEDOWN CRUISE, THE MOST EXCITING AND OUR SHAKEDOWN TRAINING CRUISE. THE MOST EXCITING EVOLUTION IN SAN DIEGO WAS THE UNANNOUNCED MERCY TRIP SOUTH WHICH LEFT A FEW OF US ON THE BEACH WITHOUT TOOTHBRUSH OR RAZOR. IT WAS A HECTIC TWO DAYS WITH THE FIRST DAY BEING SPENT TRYING TO GET THEM OUT. I THINK THE SCHOOL STAFF WAS MORE CONFUSED THAN WE WERE. IT WILL PROBABLY BE THE ONLY TIME THAT OUR ASSISTANT DIVISION OFFICER, MR. RUSH, WILL EVER BE ABLE TO MUSTER IN WALKING SHORTS WITH A GOLF CART. AFTER IT WAS OVER WE WERE ALL CONVINCED THAT LIFE ABOARD SHIP THOSE TWO DAYS WOULDN'T HAVE BEEN TOO BAD.

ON THE 14 OF FEBRUARY WE WERE UNDERWAY FOR OUR SHAKEDOWN CRUISE MINUS FRIEDENSTAB WHOM WE HAD TO LEAVE BEHIND. WE WELCOMED ABOARD CHIEF THURBER UPON OUR ARRIVAL IN PEARL, THUS INCREASING OUR NUMBER TO 22. THAT IT REALLY WAS A SHAKEDOWN WAS BEYOND DOUBT WHEN WE STARTED TO GET UNDERWAY FOR LOCAL OPERATIONS IN PEARL. THE SHAKING WAS MOST APPARENT IN THE AFTER END OF THE SHIP, SOME OF US WERE A LITTLE DISSOLUTIONED TRYING TO SEE THE SOUTH PACIFIC FROM THE BOTTOM OF DRY-DOCK. BUT WE MADE UP FOR IT BY ATTENDING POLLYWOG OR SHELL BACK MEETINGS.

POLLYWOG DAY WAS A BIG SUCCESS AS MOST SHELLBACKS WERE SOUNDLY DRENCHED BY THE FIREHOSES. INTIATION DAY SAW THE RADAR GANG REPRESENTED BY SEVERAL "SPECIAL CASES" PROMINENT AMONG WHO WAS OUR CIC OFFICER, MR. ESTOCK. WHO HAD BEEN CITED FOR LEADING A POLLYWOG REVOLT. EXCEPT FOR A FEW SORE POSTERIORIS AND SEVERAL SUN-BURNED CRANIUMS, THE RADAR GANG IS BACK TO ITS NORMAL ROUTINE OF COLLECTING, DISPLAYING, EVALUATING AND DISSEMINATING COMBAT INFORMATION?





IF YOU DON'T THINK WE ARE
ACROSS THE EQUATOR YET,
JUST WHAT HAPPEN TO YOUR
HAIR?



CAN'T READ OR WRITE, BUT
YOU SURE CAN TYPE GOOD.



RADARMEN



FAMOUS LAST WORDS, "I'M
NOT GOING UP ON THAT STACK"



WAIT TILL THE OLD MAN COMES
OUT ON THE WING OF THE
BRIDGE AND GET HIM TOO.



OC

FRONT ROW—LTJG BRONS; TAYLOR, J.R.; HUTCHISON, J.L.; MARTINEZ, R.J.; MERRITT, J.J.; LUCAS, M.D.; TUPPER, R.
 BACK ROW—GARRETT, R.G.; BUXMAN, L.W.; SHAGENA, M.J.; HOWE, D.R.; KLIPPLE, H.W.; BOLEY, B.E.; PAULSON, H.L., LOTH K.R.

WHETHER IT IS A CW SIGNAL, A VOICE CIRCUIT, SEMAPHORE OR FLASHING LIGHT, THE MEMBERS OF THE OC DIVISION ARE THERE TO SEE THAT IT IS HANDLED PROPERLY AND WITH AS MUCH SPEED AND ACCURACY AS POSSIBLE. IN THE NAVAL SERVICE "COMMUNICATIONS IS THE VOICE OF COMMAND," EFFECTIVE COMMUNICATIONS ARE VITAL TO THE SUCCESS OF A MODERN NAVY, AND AS MEMBERS OF THE U.S.S. KING, WE ARE A MAJOR FIGHTING UNIT IN THE MODERN NAVY OF 1961. THE COMMUNICATIONS SYSTEM HAS TWO MAJOR AIMS: ONE TO SERVE COMMAND AND SECONDLY TO AID ADMINISTRATION. COMMUNICATIONS SERVES COMMAND WHEN IT CARRIES BATTLE ORDERS FROM A FLEET COMMANDER TO HIS SUBORDINATES, FORWARDS DOCKING INFORMATION FROM HARBOR CONTROL TO AN ENTERING VESSEL, OR DELIVERS A STORM WARNING TO ALL SHIP IN THE GENERAL AREA. IT AIDES ADMINISTRATION WHEN THE CIRCUITS ARE USED TO HURRY THE MOVEMENT OF SUPPLIES, OR TO ARRANGE FOR TRANSPORTATION FOR A DRAFT OF MEN. COMMUNICATIONS IS BASED ON THREE BASIC PRINCIPLES, RELIABILITY, SECURITY AND SPEED; AND THESE PRINCIPLES ARE FOLLOWED CLOSELY ABOARD THE KING.

THE RADIO MEN AND SIGNAL MEN MAKE UP THE COMPLEMENT OF OC DIVISION ABOARD THE KING, WITH A TOTAL OF 18 BODIES IN ALL. LTJG J.C. BRONS IS THE DIVISION OFFICER, HE IS ASSISTED BY RADIO MAN CHIEF TUPPER AND SIGNAL MAN FIRST CLASS GARRETT. ALTHOUGH THE OUTWARD APPEARANCE OF JOBS BETWEEN THE TWO RATES OF RADIO MAN AND SIGNAL MAN MAY SEEM DIFFERENT, THE RESULT IS EFFECTIVE AND RELIABLE COMMUNICATIONS. RECENTLY WHEN WE WERE CALLED OUT ON A RESCUE MISSION TO PICK UP THE SICK SAILOR OFF OF THE MERCHANT SHIP, VOICE COMMUNICATIONS WERE ESTABLISHED WHILE WE WERE STILL ALMOST A THOUSAND MILES AWAY FROM THE OTHER VESSEL. THIS WAS ACCOMPLISHED BY THE USE OF NEW GEAR CALLED "SINGLE SIDE BAND." THIS LONG RANGE VOICE COMMUNICATIONS ENABLED THE DOCTOR ABOARD OUR SHIP TO TALK WITH THE PERSON ATTENDING THE PATIENT ON THE OTHER SHIP AND GIVE ANY AID THAT HE COULD UNTIL WE ARRIVED AND THE MAN WAS TRANSFERRED TO THE KING.

WHILE OPERATING WITH OTHER SHIPS, THE DIVISION PLAY AN IMPORTANT PART IN THE MANEUVERS THAT ARE CARRIED ON, FOR EXAMPLE; WHILE ON PLAND GUARD FOR THE U.S.S. MIDWAY ON OUR WAY TO PEARL. THE SIGNAL MEN WERE USING FLAG MESSAGES TO INDICATE WHEN WE SHOULD TURN AND IN WHAT DIRECTION THE TURN SHOULD BE MADE. THE RADIO MEN WERE CONSTANTLY IN CONTACT ON A CW CIRCUIT AND TRAFFIC PERTINENT TO THE DAY'S OPERATIONS WAS PASSED OVER THE CIRCUIT. RADIO HAS THE RESPONSIBILITY OF SETTING UP AND MAINTAINING ALL THE COMMUNICATION FREQUENCIES NEEDED ABOARD SHIP, AND ALSO FOR SEEING THAT THEY ARE PATCHED TO THE PROPER PLACE, WHETHER IT BE CWC OR THE BRIDGE.

DURING THE MONTH OF JANUARY THE KING PROCESSED OVER 800 RADIO AND VISUAL MESSAGES. INCLUDED IN OUR DAILY TRAFFIC ARE PERSONAL ABOARD SHIP ARE ENTITLED TO SEND TELEGRAMS, WHICH ARE HANDLED BY RADIO.

ALTHOUGH THERE ARE WATCHES, ALONG WITH THE FIELD DAYS, ETC. THERE ARE ALSO A FEW THINGS THAT WILL CAUSE A LAUGH EVERY NOW AND THEN. IF ITS NOT SOMEONE SHOUTING "SIGNAL-MEN, YOU'RE BEING CALLED BY FLASHING LIGHT" (OF COURSE THIS IS USUALLY DONE AFTER THE LIGHT SIGNAL HAS BEEN TAKEN CARE OF); THEN IT IS SOMEONE ELSE CALLING AND TELLING RADIO THEIR TRANSMITTER DOESN'T WORK (WHEN IN ACTUALITY THEY HAVEN'T EVEN PUSHED THE START BUTTON ON THE GEAR). THERE IS ALWAYS THE DAILY RIDING OF EACH OTHER ABOUT SIZE, LOOKS, LOVE LIFE, OR WHAT EVER CAN BE FOUND OUT ABOUT A PERSON THAT CAN BE BROUGHT TO THE ATTENTION OF THE WHOLE GROUP. IT'S THIS AMOUNT OF CLOSENESS THAT MAKES OUR DIVISION A GOOD ONE AND A CLOSE KNOT ONE.



"THEIR MESSAGE READS"



REQ PER ENTER PORT



GETTING A COUPLE OF DITS



WHAT ZBM37



"THE MIDDLE MAN"



I DON'T KNOW—MAYBE THE GREEN ONE



GIVE'EM A WAVE-OFF



FRONT ROW—PHILLIPS W.P.; PATTERSON J.M.; HERNANDEZ D.C.; COUNTS L.E.; RIVERA P.N.; HEDLEY W.A.; GOOCH J.A.
 BACK ROW—LEROY K.R.; THOMPSON W.B.; WALTER J.R.; TRIPLET J.T.; PUSTEK R.J.; MATTHIES R.E.; WATSON F.E.; JOHNSON J.A.; PECORARO R.A.; WREDBERG C.J.; CURRY W.A.; RUBE C.N.; FISH J.R.; AREN D.M.; PEARSON M.G.; GREINIA D.C.; GORDAN C.L.; LTJG TISDALE

OE



THE OPERATIONS ELECTRONICS DIVISION, OR OE DIVISION, AS THEY ARE MORE COMMONLY CALLED, IS MADE UP OF THE ELECTRONICS ABOARD THE KING. THE ETS MAINTAIN AND REPAIR THE VARIOUS ELECTRONIC EQUIPMENT ON BOARD INCLUDING; THE SEARCH AND HEIGHT FINDING RADARS WITH THEIR INDICATORS AND REPEATERS LOCATED THROUGHOUT THE SHIP; THE MANY TRANSMITTERS AND RECEIVERS USED FOR VOICE, CODE, AND TELETYPE EQUIPMENT. ETS ALSO KEEP EQUIPMENT SUCH AS TACAN, DRONE CONTROL AND RADIAC IN OPERATION.

FROM THE TOP OF THE MAST TO THE KEEL, FROM THE FORCASTLE TO THE FANTAIL, THE KING IS LOADED WITH THE LATEST ELECTRONICS EQUIPMENT AND IN THESE MANY SPACES, YOU WILL FIND ETS WORKING TO KEEP IT IN TOP OPERATING CONDITION AND WHEN NECESSARY—OPERATING IT. WHEN SOMETHING CEASES TO GIVE TOP PERFORMANCE, ESPECIALLY ONE OF THE FOUR TELEVISION RECEIVERS, YOU USUALLY HEAR SOMEONE SCREAM, "CALL AN ET... HE'LL FIX IT." AND HE DOES.



"WE'VE DECIDED TO RECONSIDER YOUR CHIT FOR ELECTRONICS SCHOOL FILSTRUR"



AND THIS IS HAPPY HARE



I KNOW THOSE EASTER
EGGS ARE HERE SOME-
WHERE



HELP! I'M REAL



GHENGIS KHAN STRIKES
BACK



WHAT DO YOU MEAN NO LETTER FOR ME?



XN



FRONT ROW—FRENCH, B.D.; BAYLESS, G.L.; MUSICK, L.W.; LT SIEGRIST; WITMER, P.D.; MONTILLA, J.R.; BUNCE, H.V.
 BACK ROW—MAXEY, H.A.; CORDRAY, D.R.; SPENCER, S.M.L.; WILSON, R.A.; CLARK, T.L.; LANE, D.W.; FISKAL, A.A.

THE XN DIVISION WAS CREATED FAR FROM THE HOMEBASE OF OPERATIONS ON KING WITH MONTILLA, YN2, FIRST REPORTING TO THE SAN DIEGO PRECOM DETAIL IN JUNE OF 1960. SHORTLY THEREAFTER, CLARK, PN1 REPORTED TO THE PRECOM DETAIL. THESE TWO MEN AND TWO SELECTED STRICKERS PROCEEDED ONBOARD AND ORDERED TO SCHOOL THE MANY NEW RECRUITS AND PETTY OFFICERS. WITH EVERYTHING GOING ALONG WELL DOWN SOUTH THE BREMERSTON SECTION OF XN DIVISION WAS WITHOUT ANY PERSONNEL UNTIL SWEENEY, YNC AND BAYLESS, YN3 REPORTED ON BOARD AND ASSUMED THE JOB OF PUTTING THE SHIP'S OFFICE TOGETHER, AND OBTAINING THE VARIOUS PUBLICATIONS, FORMS AND EQUIPMENTS REQUIRED TO MAKE THE OFFICE A WORKABLE ONE. WITH THE REPORTING OF OUR EXECUTIVE OFFICER, CDR E.T. MCFARLAND TO THE PRECOM DETAIL AT SAN DIEGO, THE WHEELS, WERE SET IN MOTION TO ESTABLISH OUR XN DIVISION TO INCLUDE ALL YEOMAN, PERSONNELMEN, HOSPITALMAN, POSTAL CLERKS, AND THE CHIEF MASTER AT ARMS WITH ONE ASSISTANT UNDER THE SUPERVISION OF THE EXECUTIVE OFFICER. THIS ARRANGEMENT WAS SHORT LIVED AS LT. E.A. SIEGRIST WAS ORDERED TO THE KING AS NAVIGATOR, THEREFORE THE DUTIES AS DIVISION OFFICER FELL UPON HIS BOARD SHOULDERS.

THE QUARTERMASTERS ON KING INCLUDE SPENCER, QM1, FISKAL, QM2, LANE, QM2, AND MUSICK, QM2, WITH ONE STRIKER, WITMER, QMSA. THE QUARTERMASTERS ARE RESPONSIBLE FOR THE OPERATION OF THE EQUIPMENT ON THE BRIDGE AND ARE REQUIRED TO MAINTAIN SAME. THE QUARTERMASTERS ACT AS HELMSMAN DURING GENERAL QUARTERS, MAN AFTER STEERING, TAKE BEARINGS DURING SPECIAL SEA DETAIL AND PERFORM THE MANY NAVIGATIONAL JOBS WHICH THEY ARE REQUIRED TO KNOW IN ORDER TO NAVIGATE THE SHIP SAFELY.

BUNCE, PC3, FINALLY ARRIVED IN BREMERSTON IN TIME TO GATHER THE MANY ITEMS TOGETHER THAT MAKE UP A NAVY POST OFFICE AND WAS IN OPERATION ON 10 NOVEMBER. IT SEEMED THAT EVERYWHERE YOU TURNED YOU WOULD FIND POSTAL EQUIPMENT PACKAGED AND READY TO USE.

HMC (DOC) HANNA ARRIVED IN BREMERSTON A SHORT TIME BEFORE COMMISSIONING THE KING AND WAS QUITE BUSY GETTING ALL HIS GEAR ON BOARD, STOWED AND IN OPERATION BY THE 10TH OF NOVEMBER WHEN WE MOVED ABOARD. DOC HANNA WAS AND IS ASSISTED BY MAXEY, HM2, WHO REPORTED A FEW DAYS BEFORE COMMISSIONING.

OUR CMAA, CUMLEY, GMC, WAS ONE OF THE FIRST OF THE CREW TO REPORT TO THE KING IN BREMERSTON. CHIEF CUMLEY FIRST HAD TO ASSIST IN PUTTING THE SHIP TOGETHER, THEN AS CMAA HAS DONE AN EXCELLENT JOB OF KEEPING IT RUNNING SMOOTHLY. ASSISTING CHIEF CUMLEY IS WILSON, GMT2, AS MESS DECK MAA AND FOUR ADDITIONAL MASTER-AT-ARMS ON A ROTATING BASIS FROM THE VARIOUS DEPARTMENTS.



VERY INTERESTING HOW LONG AGO DID YOU CROSS THE EQUATOR?



I THINK MY FINGERS CAUGHT



I DON'T CARE WHERE RADAR HAS US ,
WE'RE RIGHT HERE



I'VE FOUND IT ON PAGE 9767343 PARAGRAPH
7963, HOW TO GAIN CONTROL OF YOUR SHIP



THIS IS SPY NO. 364 CALLING HAVANA



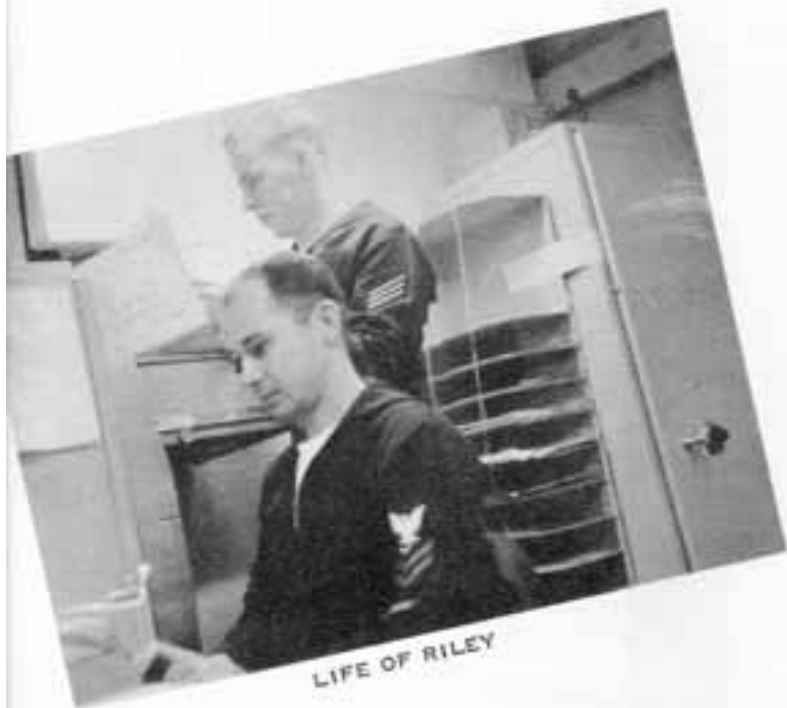
QUARtermasters

"36 - 24 - 36"

PERSONNEL SHIP'S OFFICE



POSTMASTER GENERAL



LIFE OF RILEY

POST OFFICE



THIS FOR A PICTURE, ME PRETENDING
TO WORK



WEAPONS DEPARTMENT



LT TETRICK
WEAPONS OFFICER



LT PIOTTI
FIRST LIEUTENANT



LT (JG) BAKER
GUNNERY OFFICER



LT (JG) BUELL
MISSILE OFFICER



LT (JG) ROBBINS
ASW OFFICER



ENS CROCKETT
FIRE CONTROL OFFICER



ENS SESTRIC
ASST. FIRST LIEUTENANT

WA



KNEELING—BINGHAM, F.B.; METCALF, V.L.; SEABERN, J.E.; MR. ROBBINS, FARMER, E.D.; SMITH, W.A.; CRAWFORD, F.R.; MARSHALL, R.L.; SODERBLOM, L.R.; SCHOONOVER, E. L. STANDING—PATE, H.A.; ARMSTRONG, R.E.; GEIST, R.T.; NESBITT, D.A.; WILSON, V.G.; GOURINSKI, J.J.; JOHNSON, J.W.; TRUCKEY, G.T.; MCKENNY, T.J.

WA DIVISION HAS THE RESPONSIBILITY OF ALL FACETS AND PHASES OF ANTI SUBMARINE WARFARE. UNIQUE, IN THAT ALL OF THE EQUIPMENT USED FOR ASW IS MAINTAINED AND OPERATED BY THE DIVISION, INCLUDING ELECTRONICS, ELECTRICITY, HYDRAULICS, MECHANICAL, ORDNANCE AND MUSCLE. ALTHOUGH THE DIVISION IS SMALL AND THE WORK LOAD LARGE WA DIVISION HAS ALWAYS BEEN READY, OF WHICH WE ARE VERY PROUD.

TO ACCOMPLISH THE DIVERSIFIED TYPES OF JOBS REQUIRED, THE DIVISION CONSISTS OF FOUR DIFFERENT RATINGS; THE GUNNERSMATES ARE RESPONSIBLE FOR THE ASROC EQUIPMENT, WHICH CONSISTS PRIMARILY OF THE ASROC LAUNCHER AND ITS ASSOCIATED EQUIPMENT; THE TORPEDOMEN ARE RESPONSIBLE FOR THE TORPEDO TUBES AND MAINTAINANCE OF ALL TORPEDOS; THE SONARMEN ARE RESPONSIBLE FOR SONAR GEAR, WHICH INCLUDES THE LATEST AND MOST COMPLEX SONAR SET IN THE FLEET TODAY; WHICH IS BUILT AROUND A HIGHLY COMPLEX DIGITAL COMPUTER. ALTHOUGH EACH MAN IS A SPECIALIST IN HIS OWN FIELD, THE DIVISION HAS WORKED AS A WELL OILED MACHINE FROM PRE-COMMISSIONING THROUGH SHAKEDOWN TRAINING, AND HAS ACHIEVED SPECTACULAR RESULTS IN THE FIELD OF ASW WHICH A CERTAIN SUBMARINE WILL NOT SOON FORGET.





SO YOU PUT A NICKEL IN AND
NOTHING CAME OUT, EH?



GENIUS AT WORK



IF THIS DOESN'T WORK LET'S
GET A BIGGER HAMMER



SEE PATE, I TOLD YOU SO!



WD



FRONT - NIX, M.B.; MOORE, J.W.; AGUIR, D.A.; BUTTERFIELD, J.F.;
 SELLERS, L.W.; COOK, G.P.; HARGROVE, L.C.; COLE, J.W.; WINTON,
 C.J.; MALONEY, C.L.; GARONE, W.J.; COLLINS, R.C.; SAIZ, A.P.
 MIDDLE - LT. PIOTTI, WLT. JR.; LONE ELK; F.L.; SANTS ROSA, F.G.;
 MORRISON, S.G.; LYND, R.R.; ANGLE, E.M.; FLEMING, C.N.; DUKES
 J.L.; CONTOSO, R.P.; MC MORRIS, C.N.; OLDS, P.J.; LEWIS, M.N.;
 MAYFIELD, D.O.; SILVEY, L.J.; BOYD, M.C.; CHAVEZ, J.A.; HAIGH,
 J.C.; CATOE, O.V.
 REAR - SMITH, K.D.; STANSELL, C.R.; OLMSTED, C.D.; MAY, D.N.;
 COMBS, D.H.; BENSON, C.B.; MULDER, C.G.; RAMIREZ, J.G.; HEGGEN,
 B. N., MOULTON R.O.; CHAMBERS P.K.; LOVELACE, Y.H. SIMS E.;
 LAUGHLIN R.D.; WILLIAMS, A.J.

AMID THE HOOPLA AND FIZZ OF THE BUCK ROGERS ERA IN THE U.S. NAVY THERE IS ONE SHIPBOARD DIVISION THAT HASN'T CHANGED MUCH SINCE THE DAYS WHEN SIR FRANCIS DRAKE WAS BUSY TRYING TO KEEP THE BULL-FIGHTS OUT OF PICADILLY. IT'S THE GOOD OLD SWEEPIN', PAINTIN', CHIP-PIN', SWABBIN' DECK FORCE. MAYBE THEY DON'T KNOW A MAINS'L FROM A FLYING JIB, BUT THEY CAN SWAB A DECK OR SECURE A LINE AS WELL AS ANY TIMBER SHIVERIN' OLD SEA DOG THAT WAS EVER WORTH HIS RUM.

ON THE KING THE DECK FORCE IS KNOWN BY ALL AS WD (WONDERFUL DUTY) DIVISION. IT IS RESPONSIBLE FOR THE MAIN DECK, BOAT DECK, BOATS, ANCHORS, BOATSWAIN STORES, AND THE SIDES. IT SUPPLIES MOST OF THE PERSONNEL FOR DECK WATCHES, TOPSIDE SEA AND ANCHOR DETAIL STATIONS, AND SIDEBOYS WHENEVER THE OCCASION DEMANDS. DURING GENERAL QUARTERS THE DECK BOYS GO A LONG WAY IN FILLING OUT GUN, MAGAZINE AND DIRECTOR CREWS, REPAIR PARTIES, AND WHAT HAVE YOU, AND DON'T FORGET THE REPLENISHMENT AT SEA STATIONS, AND ALL THE OTHER MILLION AND ONE OTHER ODD JOBS THAT CAN POP UP ANYTIME AND USUALLY DO. NO WONDER IT IS THE LARGEST DIVISION ABOARD WITH 45 (COUNT'EM) MEN.

THE FIRST LIEUTENANT, LT. PIOTTI, IS THE DIVISION OFFICER, ABLY ASSISTED BY ENS. SESTRIC AND CATOE, BMC. THEY IN TURN GET A HAND FROM ALL THOSE DOVE VOICED BOATSWAIN'S YOU HEAR FROM TIME TO TIME OVER THE 1MC, WHITMAN, BM1, HILL, BM1, CZOCHANSKI, BM2, MULDER, BM3, AND BENSON, BMSN.

SO THE NEXT TIME THE SWEET CHARIOT SWINGS LOW BY FLEET LANDING, TAKE A GOOD LOOK AT THE BM AT THE WHEEL. HE'LL STILL BE AROUND LONG AFTER YOU HAVE BEEN REPLACED BY WIRES AND TUBES BECAUSE THEY'LL NEVER MAKE AN IBM MACHINE CHIP PAINT.





"AWAY THE WHALE BOAT"



"IT FIT WHEN I TOOK IT OFF"



SPECIAL SEA AND ANCHOR DETAIL



OR-RR THIS WAY

WG



FRONT - FISHER, EDWARDS, SILVERS, JOHNSON, GUN-
DERSON
REAR - LTJG BAKER, SWIRES, CHAZELL, RHEA, CON-
TOSO, HAYNES

WG DIVISION, THE "GUN GANG", HAS THE RESPONSIBILITY OF KEEPING THE GUNS IN SHOOTING ORDER. THE KING HAS ONE 5"/54 RAPID FIRE MOUNT AND TWO 3"/50 CAL. RAPID FIRE MOUNTS. WG DIVISION ALSO MAINTAINS A SMALL ARMS ARMORY WHICH CONTAINS THE RIFLES, PISTOLS AND MACHINE GUNS WHICH WOULD BE USED IF THE KING EVER HAD TO PUT A LANDING FORCE ASHORE.

SINCE COMMISSIONING AND DURING THE UNDERWAY TRAINING PERIOD THE KING AND HER GUNS HAVE ESTABLISHED A RECORD THAT HER SISTER SHIPS WILL HAVE A HARD TIME MATCHING. WORKING AS A TEAM WITH THE FT'S AND CIC THE KING HAS PARTICIPATED IN SHORE BOMBARDMENT, SURFACE SHOTS AND AIR SHOTS THAT HAVE RESULTED IN GRADES OF EXCELLENT TO OUTSTANDING. DURING THE AA EXERCISES THE GUNS KNOCKED DOWN TWO DRONES AND SIX SLEEVES. DURING THE SHORE BOMBARDMENT PHASE, THE KING SHOT A HIGHER SCORE THAN ANY OF HER SISTER SHIPS. AN OUTSTANDING RECORD FOR ANY SHIP.



FASTER YOU FOOLS!



GENTLY NIX, GENTLY





WF



FRONT ROW—ENS. CROCKET; WENSTROM, J.E.; THOMPSON, W.B.; SAXBY, R.H.
MIDDLE ROW—CEPELAK, R.F.; CROUSE, C.L.; HERTIG, R.E.; HARVEY, W.N.; NETTLES, R.L.; JOLLY, L.A.; OLSEN, E.C.; WARNER, D.L.; LATIMER, H.E.; ELSBURY, C.A.
BACK ROW—STARR, J.S.; DAVIS, J.E.; ANDRES, E.A.; STEPHENSON, T.R.; GREER, D.L.; MC NUTT, E.W.; MC CAULEY, DL.K.

THE WEAPONS FIRE CONTROL DIVISION IS COMPRISED OF FIRE CONTROL TECHNICIANS. WHEN FULLY COMPLIMENTED THERE ARE TWENTY FOUR MEN IN THE DIVISION. THE FIRE CONTROL TECHNICIAN DOESN'T FIGHT FIRES AS THE NAME MIGHT IMPLY. ON THE CONTARY, HE TRIES TO CREATE THEM BY AIMING THE GUNS AND GUIDING THE MISSILES ONCE THEY ARE IN FLIGHT. HE IS RESPONSIBLE FOR THE MAINTENANCE OF THE FOLLOWING; DIRECTORS, RANGEFINDER, FIRE CONTROL RADAR, ELECTRIC AND HYDRALIC POWER DRIVES CONNECTED WITH FIRE CONTROL COMPUTERS, SYNCHRO-SERVO MECHANISMS, AND STABILIZING DEVICES USED TO CORRECT FOR ROLL AND PITCH OF THE SHIP. IN ADDITION TO THESE DUTIES HE MUST BE A GOOD SAILOR. AT THE PRESENT TIME WF DIVISION IS TOP HEAVY, THAT IS TO SAY WE ARE OVER COMPLIMENTED WITH SENIOR RATES. THE REASON FOR THIS BEING THE COMPLEXITY OF GEAR ON BOARD. OUR GEAR IS OF THE LATEST DESIGN, CAPABLE OF SUPRESSING ANY ATTACK BY AN AGGRESSOR. WITH THIS NEW GEAR CAME MANY EXTRA HOURS OF HARD WORK WHICH WAS MET BY ALL HANDS WITH ENERGETIC ABILITIES, DEVOTION TO DUTY, AND A DESIRE TO GET THE JOB DONE. OUR RECORD SPEAKS FOR ITSELF. ALONG WITH THE OTHER DIVISIONS ON THE KING, WF DIVISION HAS TRULY DONE THEIR SHARE TO KEEP KING AT HER PRESENT STATE OF BATTLE EFFICIENCY: EXCELLENT.





IT DIDN'T MOVE SO I PAINTED IT, SIR



DID YOU SAY LIBERTY CALL?



"WAC AND DAC"



NOW CHECK THE 1,000,000,000 VOLT
SUPPLY SON



W M



FRONT ROW—KOTTKEY, D.A.; KAMENZ, H.L.; KLASSERT, P.N.;
TOPARZER, R.W.; BAIRD, R.M.; JONES, R.D.; STARR, J.L.; PYSZ, J.J.
BACK ROW—LTJG BUELL, REDENBAUGH, G.W.; MOSLEY, N.A.;
RUTH, F.M.; LEPPEK, A.A.; BUNT, G.W.; BOSTON, F.R.; FAR-
MER, G. (N); WILMES, R.L.; BEATY, T.C.

MANY PEOPLE ABOARD THE KING KNOW LITTLE ABOUT WEAPONS MISSILE DIVISION BECAUSE ALMOST ALL OF ITS ACTIVITIES ARE BEHIND CLOSED DOORS. BEHIND THOSE DOORS THE DIVISION OPERATES AND MAINTAINS THE MISSILE LAUNCHING SYSTEM, THE MISSILE TEST EQUIPMENT, AND THE MISSILES THEMSELVES.

THIS JOB IS DONE BY THE MISSILE GUNNERS AND THE GUIDED MISSILEMEN. THE GUNNERS MATES ARE RESPONSIBLE FOR THE MAINTENANCE OF THE MISSILE MAGAZINE SPACES AND THE OPERATION AND REPAIR OF THE MISSILE LAUNCHING SYSTEM. THE GUIDED MISSILEMEN PRIMARILY MAINTAIN THE MISSILES AND OPERATE THE MISSILE TEST EQUIPMENT. THE GUIDED MISSILEMEN ALSO MAN THE SHIP'S TELEMETERING STATION, WHICH RECORDS MISSILE FLIGHT DATA TRANSMITTED FROM THE MISSILE.



"HEY, HEY WAIT A MINUTE!"



WHAT'S INSIDE THE BOX, CHIEF?



ONCE UPON A TIME...



OF COURSE IT WILL WORK



THESE DO-IT-YOURSELF
KITS GET MORE COMPLICATED
ALL THE TIME



"I DON'T CARE WHAT THE OP SAYS
FARMER, IT WORKS LIKE THIS!"

ENGINEERING



LT MICHAELS
ENGINEER OFFICER



LT HOLLAND
DAMAGE CONTROL ASSISTANT



LT (JG) OWENS
MAIN PROPULSION ASSISTANT



ENS ALLEN
ELECTRICAL OFFICER

DEPARTMENT



EM

FRONT ROW—GRATTEN, B.; KNUTSON, W. L.; CHERRY, C. W.; PEARSON, G. A.; SODERSTROM, G. L.; BERRY, E. A.; KEITH, R. M.; WARD, J. R.
 BACK ROW — HEAD, L. K.; LIVINGOOD, D. D.; WOODWARD, F. J.; PINGEL, L.; HOESCHE, F. A.; HARTMAN; DUFF; RUSSELL, W.; CARR, G.; OLIVERSON, C. J.; BRUCKLER, H.; MCKEE, J. G.

TO MOST PEOPLE ON THE SHIP, A MACHINISTS MATE WORKS "DOWN THE HOLE" WHERE HE GOES WHEN TURN TO IS PASSED AND EMERGES IN THE AFTERNOON SWEATY, AND COVERED WITH GREASE, THIS IS TRUE IN A WAY, BUT TO THE PEOPLE WHO WORK DOWN THERE, EVERYDAY IS A CHALLENGE: " WHY WON'T THE EVAPORATORS DISTILL GOOD WATER?" " WHAT HAPPENED TO THE HIGH PRESSURE AIR?" AND THE NEVER ENDING QUESTION "WHAT HAPPENED TO ALL THE FRESH WATER?"

DURING THE TIME WHEN EVERYTHING IS RUNNING NORMALLY THE WORKING MM'S REAL TALENT COMES OUT, HOW TO LOOK LIKE HE IS WORKING AMID ALL THAT MASSIVE MACHINERY. THIS TALENT IS SHOWN AT ITS BEST WHEN EITHER ONE OF THE ENGINEERING OFFICERS MAKES HIS ENTRANCE. SUDDENLY EVERYONE HAS SOME TASK THEY ARE LABORING OVER, WHETHER IT BE SHINING A VALUE WHEEL THAT WAS SHINED AN HOUR BEFORE OR POURING OVER MACHINERY HISTORY LOGS TRYING TO BRING THEM UP TO DATE. BUT ALL KIDDING ASIDE, THE MEN OF THE KING CAN BE PROUD OF THE EM DIVISION AND THE WORK THAT THEY DO. FOR MANY A TIME HAS PASSED WHEN IF IT HAD NOT BEEN FOR THEIR SKILLS WE MIGHT HAVE BEEN STUCK IN THAT BIG OCEAN, A WELL DONE GOES TO THE MEN OF THE EM DIVISION.





CONN: MAIN CONTROL, REQUEST SLOWING TO 15 KTS, SO THROTTLEMAN CAN REMOVE HIS ARM FROM THROTTLE WHEEL.



I WONDER IF THIS THING REALLY WORKS



YOU MEAN YOU DON'T KNOW WHAT A SCUTTLE SHIP VALUE IS?



"DO YOU KNOW WHERE I CAN GET A
"BOBBY PIN?"



HE THINK'S HE KNOW'S WHAT HE'S DOING, SHOULD I TELL HIM ITS SECURED.



ER

FRONT ROW—PINGER, C.E.; WERNER, J.E.; ANDERSON, J.J.; KIEFER, W.S.; BYRUM, R.L.; LONG, R.C.; CARTER, C.A.; BRACKETT, W.G.; SWISHER, R.R.; IRIZARY, C.

MIDDLE ROW—DENTON, S.R.; ENS, ALLEN; STONEBURIVER, R.P.; BATTYLE, R.L.; CASH, A.D.; BARTOSZEK, R.J.; FRUH, D.E.; STINE, R.F.; DORAN, S.A.; TABLERT, S.E.; LAFAYE, R.W.; COOK, JENNENING, T.A.; SAMUELSON, C. E.

REAR ROW—PAGETT, W.L.; SOLIS, A.M.; CLARK, R.A.; SHIEFIELD, M.G.; JONE, H.G.; SWEENEY, P.E.; PARIS, B.J.; GILLEY, D.M.; JENSEN, R.P.; VICKERS, R.C.; WITHROW, R.E.; LTJG HOLLAND

YOU GROPE AROUND IN THE DARK TRYING TO FIND THE TELEPHONE SO THAT YOU CAN REPORT THE STUFFED DRAIN IN THE HEAD. AH, YOU HAVE FOUND IT, NOW DIAL 343 . . . DEAD!

YOU HAVE JUST BEEN INTRODUCED TO ER DIVISION, THE DIVISION WITH ITS FINGERS IN MORE PIES THAN ANY DIVISION ON THE KING.

THE DIVISION IS SPLIT INTO FOUR GANGS FOR EASE IN CONFUSING THE POOR SOULS THAT HAVE TO MAKE A TROUBLE CALL. LEADING OFF ON THE RUN DOWN OF GROUPS IS THE "A" GANG, THESE MEN ARE THE ONES WHO MAKE SURE THAT THE UTILITY BOAT IS ABLE TO MAKE LIBERTY RUNS, THEY SUPPLY THE AIR CONDITIONING THAT WE DON'T NOTICE UNTIL IT IS SECURED. THESE ARE THE MEN WHO YOU WILL GO TO SEE WHEN YOU NEED A SPECIAL TOOL, STEAM OR HP AIR TO YOUR SPACE, A HOLE DRILLED IN SOMETHING, OR A THING-A-MA-BOB TURNED OUT ON THE LATHE. THEIR REEFER MACHINES KEEP THE REEFERS AT THE RIGHT TEMPERATURE TO MAKE SURE THE CHOW ISN'T RUINED BEFORE IT GETS TO THE GALLEY. THEY MUST MAINTAIN THE EMERGENCY FIRE PUMPS, THE STEERING GEAR, AND THEY MUST INSURE THAT THE EMERGENCY DIESEL IS IN A CONSTANT STATE OF READINESS TO ACCEPT FULL ELECTRICAL LOAD ON THE GENERATOR.

THE ELECTRICIANS GROUP OR "E" GANG IS NEXT ON THE LIST. THIS GROUP HAS ITS HANDS FULL WITH THE SHIP'S ELECTRICAL TROUBLES AND IS SPLIT INTO TWO SEPARATE SUB-GROUPS, THE POWER PUMP AND THE LIGHTING GROUP. THEY TAKE CARE OF AND OPERATE THE SHIP'S SERVICE GENERATORS, EMERGENCY GENERATORS, DISTRIBUTION BOARDS AND PANELS AND ALSO MOST OF THE MAJOR ELECTRICAL INSTALLATIONS. THEY ALSO HAVE SECONDARY FUNCTIONS THAT INCLUDE MAINTENANCE AND CHECKS ON ALL VENT MOTORS, PORTABLE TOOLS, BATTERIES, LIGHTING, AND MISCELLANEOUS ITEMS SUCH AS TOASTERS, IRONS, AND ETC. THAT CONTRIBUTE TO OUR CONVENIENCE AND WELL BEING.

NOW WE COME TO THE SHIPFITTER OR DAMAGE CONTROL GROUP. THIS GROUP CONTAINS SHIPFITTERS, PIPEFITTERS AND DAMAGE CONTROL MEN. THE PRIMARY FUNCTION OF THIS GROUP IS DAMAGE CONTROL ON THE KING AND TO INSURE THAT THE KING'S MEN ARE INSTRUCTED AND QUALIFIED IN THE WAYS OF DAMAGE CONTROL. THEY MUST ALSO BE AVAILABLE IN CASE SOMEONE WISHES TO HAVE SOME WELDING OR CUTTING JOB DONE. THEY ARE ALWAYS ON HAND TO UNPLUG A DECK DRAIN TO PROVIDE EQUIPMENT FROM THEIR DAMAGE CONTROL LOCKERS IN EVENT OF EMERGENCIES. THESE MEN PLAY A MAJOR ROLE IN KEEPING THE SHIP SEAWORTHY AND IN TRIM TO COMPLETE HER PRIMARY PURPOSE AS A WAR SHIP.

FINALLY, LAST BUT NOT LEAST IS THE IC GANG. THESE ARE THE MEN WHO ARE RESPONSIBLE FOR THE SHOWING OF ALL THE BAD MOVIES THEY MANAGE TO SNEAK ABOARD AND THE HORRIBLE SELECTION OF RECORDS ON THE SHIP'S JUKEBOX. THEY ARE RESPONSIBLE FOR ALL INTERIOR COMMUNICATIONS ABOARD SHIP WHICH MEANS WHEN YOUR TELEPHONE DOESN'T WORK YOU CAN BLAME THE IC GANG. THEY ALSO ARE RESPONSIBLE FOR OPERATING AND MAINTAINING THE GYRO COMPASS, TACHOMETERS, WIND INDICATORS, GENERAL ANNOUNCING SYSTEMS AND ONE HUNDRED AND ONE DIFFERENT ALARM CIRCUITS THROUGHOUT THE ENTIRE SHIP, PLUS THE SHIP'S ENTERTAINMENT SYSTEM.



WHAT'S WRONG COULDN'T YOU GET
ANY BIG CALIPERS



DO IT RIGHT NOW



WHAT'S YOU DOING?



NOW DON'T HIT MY FINGERS



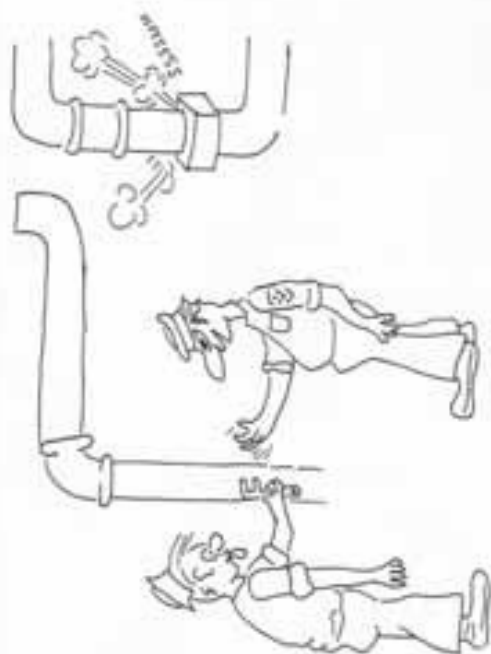
WHAT YOU TRYING TO DO SHOCK
ME



BOTTOM ROW—BOATMAN G. E.; TRUJILLO S.; MATHIS K. L.; GAGNON J. P.; GILBERT A. W.; KENT E. G.; MARSHALL D. C.; CROWNE F. N.; TERREL U. S.; SMITH J. L.,
 MIDDLE ROW—NICKLES W. M.; KIMBROUGH B. L.; FRANCISCO C. W.; SULTAN W. R.; KIGHT J. H.; CROCKER D. R.; MORGAN T. W.; NIGHT-INGALE D. A.; LAPPINO M. H.; CORDELL J. R.; WHITE R. R.; SMITH W. B.
 TOP ROW—LINDSEY J. W.; VINES J. C.; HOCKADAY E. B.; WOOD J. R.; SHERMAN J. M.; GONOS B. C.; SASSER, ENGLEND E. D.; HARDIE, CARTER C. W.; LARKING L.



EB



YOU IDIOT COULDN'T YOU FIND
 A LARGER WRENCH?

EB DIVISION, CONSISTING OF SOME FORTY BOILER TENDERS (BT), CHARGED WITH THE RESPONSIBILITY OF GENERATING STEAM TO SERVE THE TURBINES, TURBO GENERATORS, AUXILLIARY EQUIPMENT, THE GALLEY, LAUNDRY, AND STEAM HEAT THROUGHOUT THE SHIP. BECAUSE EB DIVISION, DOES A GOOD JOB OF EXECUTING ITS RESPONSIBILITY, ALL OF THE OTHER KING PERSONNEL HAVE BEEN ABLE TO UTILIZE THEIR OWN EQUIPMENT TO HELP MAKE KING THE FINEST SHIP IN THE FLEET.

THE GOING HASN'T BEEN EASY FOR EB DIVISION. BOILERS, THE BT'S MAIN EQUIPMENT, REQUIRES A GREAT DEAL OF MAINTENANCE, MAINTNE-ANCE THAT MUST BE PREFORMED WHEN THE BOILERS ARE SECURED. CON-SEC. INTLY, IT MUST BE PREFORMED IN PORT ON AN AROUND THE CLOCK BASIS. MANY LONG HOURS HAVE BEEN SPENT CLEANING AND REPAIRING THE SHIP'S BOILERS, MAINTAINING THEM IN A CONDITION OF MAXIMUM READ-INESS SO THAT WHEN KING GETS THE WORD TO GET UNDERWAY, SHE CAN; AND SHE DOES.

BECAUSE OF THE EXTREMELY HIGH FIRING RATE OF KING'S BOILERS, IT IS NECESSARY THAT COMBUSTION AND FEED WATER BE CONTROLLED BY AN AUTOMATIC SYSTEM. UNLIKE THE BOILER TENDER OF THE PAST, OUR BT'S MUST HAVE A TECHNICAL UNDERSTANDING OF PNEUMATIC AND ELECTRICAL CONTROLS, AND HE MUST BE ABLE TO MAINTAIN AND REPAIR THEM.

IN ADDITION TO THE MANY TASKS ASSIGNED EB DIVISION, THE DIVISION IS ALSO RESPONSIBLE FOR FUELING THE SHIP. AS EVERY BT CAN TELL YOU, THE ONLY TIME A SHIP IS EVER FUELED IS EITHER AT SEA OR DURING LIBERTY HOURS. EB DIVISION HAS TAKEN ON BOARD KING ALMOST 3,000,000 GALLONS OF NSFO, PUMPING AT APPROXIMATELY 1000 GALLONS PER MINUTE, THAT'S APPROXIMATELY 50 HOURS OF LIBERTY LOST. NO COMPLAINTS ARE HEARD HOWEVER, IT'S PART OF THEIR JOB WHICH THEY PERFORM WILLINGLY AND WITH ENTHUSIASM.

THE EB DIVISION HAS ATTAINED AN ENVIABLE RECORD OF PERFOR-MANDCE, AND OF THEMSELVES THEY MAY SAY, AS ENGINEERS ALWAYS ENJOY SAYING, "WE HAVE NEVER MISSED A BELL".



SEE I TOLD YOU TO TURN IT THE
OTHER WAY!



WATCH IT, WATCH IT!



WAIT TILL I CATCH THE GUY THAT INVENTED
FUEL OIL.



WHEW!



POUR IT SLOWLY, SLOWLY

SUPPLY DEPARTMENT



LCDR DAUCHESS
SUPPLY OFFICER



ENS SNIDER
DISBURSING OFFICER



ENS. LONG
ASS'T. SUPPLY OFFICER



SC



BOTTOM ROW—SCHALLY J.E.; SLEETH G.W.; REAGAN Q.E.; JACKSON H.T.; PERKINS W.R.; PILLOW W.E.; GRAVES C.E.
TOP ROW—PUCKETT J.A.; KOCSIS W.E.; POCHE G.L.; SMITH L.C.; SMITH S.P.; PECK M.H.; KUEPKER C.H.; BYNUM J.L.; CARLOCK C.E.; DELA ROSA R.; ENS. LONG.

"THE BEST CHOW AND LOTS OF IT," THAT IS OUR MOTTO. THE COMMISSARY DIVISION OF THE SUPPLY DEPARTMENT HAS HAD ITS GROWING PAINS ALONG WITH THE REST OF THE SHIP SINCE COMMISSIONING BACK IN BREMER-TON, BUT NOW THE GROWING PAINS ARE GONE AND WE HAVE DEVELOPED IN-TO A HARD WORKING TEAM.

THE CRUISE HAS DONE A LOT TO DEVELOP OUR SEA LEGS. THE GALLEY KEYS HAVEN'T BEEN LOST FOR MANY WEEKS NOW. THE BAKER HAS LEARNED TO TURN OUT A GOOD CAKE EVEN WITH ALL THE ROCKING AND ROLLING. THE MESS COOKS NO LONGER HEAD FOR THE LIFE LINES AS SOON AS WE LEAVE PORT. AND THE JACK-OF-THE-DUST CAN NOW ACTUALLY FIND PEACHES WHEN HE GOES TO LOOK FOR THEM.

BESIDES ALL THE HARD WORK WE HAVE HAD SOME GREAT TIMES, EXPECI-ALL IN HAWAII AND WAIKIKI BEACH. OF COURSE OUR BIG DAY OF TRIUMPH WAS THE "POLLYWOG REVOLT". JUST BEFORE CROSSING THE LINE. BUT WE ENDED UP WITH A VERY SORE AFT SECTION AND EXTREMELY SHORT HAIR-CUT AND A TRUSTY SHELLBACK CERTIFICATE.





YOU EAT IT, I DON'T



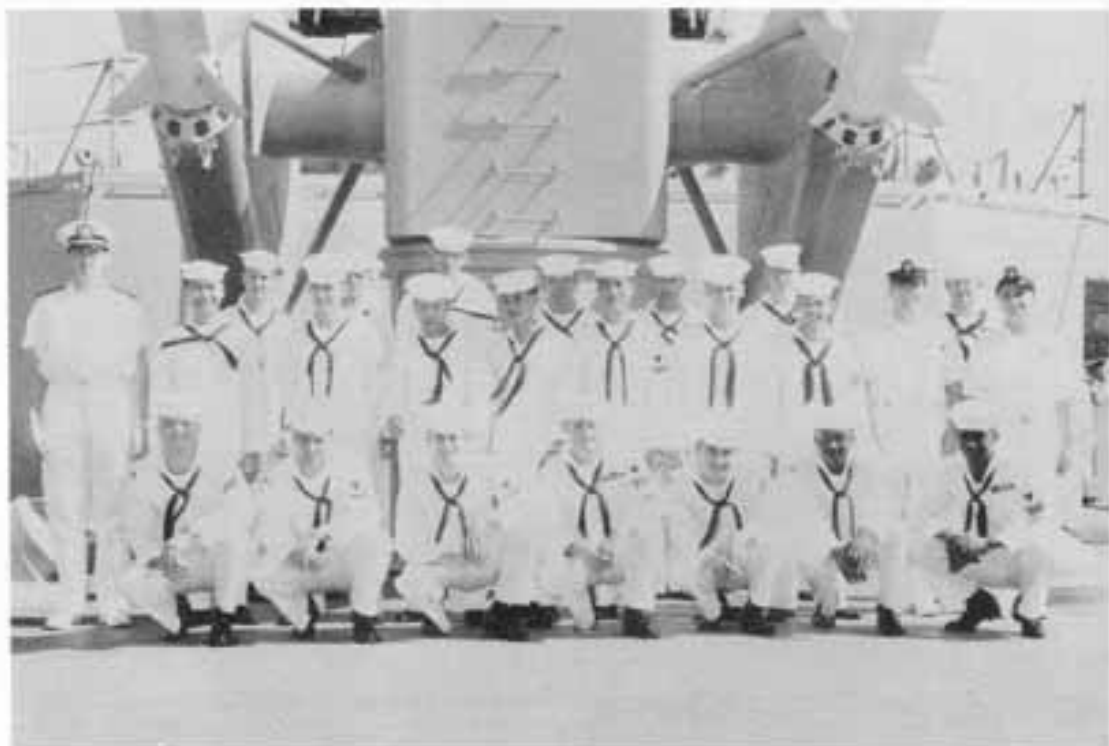
LET'S SAVE THESE FOR US



BEANS, OUR SPECIALTY



SOME MORE PLEASE



BOTTOM ROW-CALLIOTTE R.S.; FITZGERALD R.E.; BOWER, A.D.; KINNAMON C.E.; GALLEGOS, A.E.; WHITE G.D.; PENN H.F.
 MIDDLE ROW-ENS, SNIDER; TRINIDAD E.A.; TODD A.E.; TRINIDAD J.A.; RONQUILLO V.A.; SAMONTE S.A.; CHRISTOPHER R.L.; BAC-LIG L.Q.; CANNON T.(N); HUBER R.W.
 TOP ROW - MACHON C.A.; SELL I.J.; MC BURNEY W.L.; ANTELMAN R.D.; HODGE J.D.; ADAMS, B.M.; DOUDNA D. E.

COMMENCING LONG BEFORE COMMISSIONING, SS DIVISION WAS BUSILY PREPARING FOR THEIR SUPPORTING FUNCTIONS ABOARD THE KING WITH OUTSTANDING ASSISTANCE FROM THEIR SHIPMATES, THE STOREKEEPERS FOUND THE LOADING OF NEARLY 35,000 DIFFERENT ITEMS A CHALLENGING TASK WHICH MIGHT HAVE BEEN UNSURMOUNTABLE FOR LESSER SHIPS. GETTING THE PARTS ABOARD WAS JUST THE BEGINNING FOR THESE MEN, HOWEVER, AS THE ABILITY TO LOCATE AND ISSUE THEM FROM THEIR 29 ASSORTED STOREROOMS WAS THE REAL TEST. THE SAME VIGOR DEMONSTRATED BEFORE COMMISSIONING CONTINUED AND WE WERE VICTORIOUS.

OUR SHIP'S SERVICE GROUP WAS EQUALLY PREPARING FOR THEIR MISSION AND WHEN THE "KING'S MEN" RECEIVED THEIR CLEAN CLOTHES, THEY KNEW THE LAUNDRY MEN WERE BOTH READY AND ABLE. WITH GREAT ANTICIPATION ALL PERSONNEL LOOKED FORWARD TO THE OPENING OF OUR SHIP'S STORE. THE LONG LINE OF HAPPY CUSTOMERS SPEAK FOR THE SUCCESS OF ITS OPERATION. LAST BUT FAR FROM LEAST OF OUR SHIP'S SERVICEMEN WAS THE BARBER, PERHAPS LACKING THE GLORY OF THE "ROYAL BARBER" ON OUR LINE CRUISE, WE FOUND HIM MUCH MORE TALENTED.

BEDECKED IN THEIR CLEAN WHITE UNIFORMS, THE STEWARDS WERE NOTED BY ALL AS THEY HUSTLED AROUND THE SHIP GIVING ATTENTION TO THE PERSONAL NEEDS OF THE KING'S OFFICERS. THOUGH CONCENTRATED NEAR THE WARDROOM, THE STEWARDS WERE TO BE FOUND IN THE STATE-ROOMS, PROVISIONS STOREROOMS, POST OFFICE, AND LAUNDRY.

THOUGH SMALL IN NUMBERS, ALL THE "KING'S MEN" EAGERLY NOTED THE WORK OF THE DISBURSING PERSONNEL. LONG AWAITED TRAVEL AND PER DIEM PAYMENTS MADE SOME MIGHTLY HAPPY FAMILIES AT CHRISTMAS. DURING THE SHAKEDOWN THE INCREASE IN QUARTERS ALLOTMENTS ASSURED THAT OUR "KING'S QUEENS" WOULD BE HAPPY.

AND LASTLY, HOW WOULD THOSE LEAVES AND LIBERTIES HAVE BEEN IF AT FIRST THE DISBURSING CLERKS HAD NOT BEEN WORKING???





TRAVEL CLAIM? COME BACK TOMORROW



DON'T WORRY. IT DOESN'T HURT TO HAVE AN
EAR CUT



SEE? PAY CAN BE FIGURED
EVEN WITH EYES
CLOSED



KEEP MOVING FELLAS



WE DON'T HAVE TO TYPE IT
IT'S HERE SOMEWHERE



ONE FOR YOU, AND ONE FOR ME, O.K.?



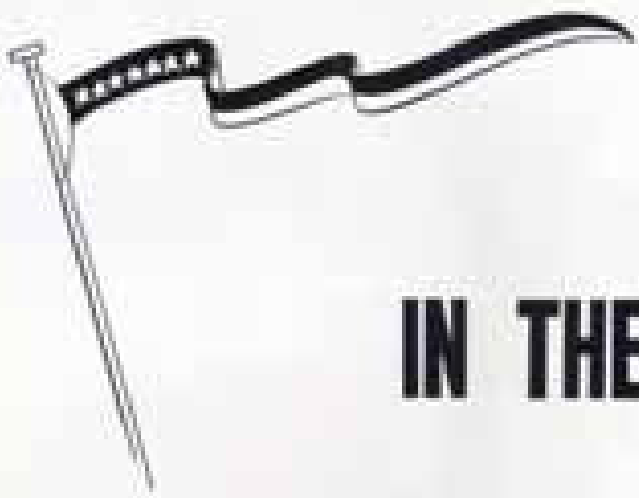
IT'S STILL CLEAN, JUST PRESS IT AND DROP
IT IN THE BAG



WOW!! THAT MACHINE PRESSES BY ITSELF



READY, WILLING AND ABLE

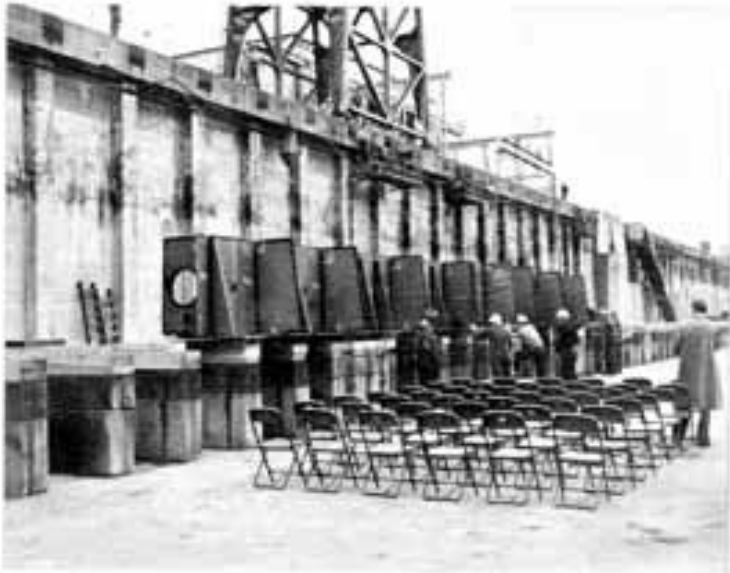


IN THE

BEGINNING



PRE-COMMISSIONING



USS KING DLG-10



MRS. OLIVER W. VANDEN BERG
CHRISTENS USS KING

MISSION ----- FAST CARRIER TASK FORCE ESCORT
AS ANTI-AIRCRAFT DEFENSE SHIP
WITH RADAR PICKET AND ANTI-SUB-
MARINE CAPABILITIES.

AUTHORIZED ----- 1956 SHIPBUILDING PROGRAM

KEEL LAID ----- 1 MARCH 1957

ARMAMENT ----- TERRIER MISSILES, 5"/54 AND 3"/
50 ANTI-AIRCRAFT GUN BATTERIES,
TORPEDOES AND ANTI-SUBMARINE
WEAPONS.

LENGTH OVERALL ----- 512 FEET, 6 INCHES

BEAM ----- 52 FEET, 5 INCHES

DISPLACEMENT, LIGHT ----- 4,000 TONS

DISPLACEMENT, FULL LOAD ----- 5,600 TONS

DRAFT, FULL LOAD ----- 17 FEET

COMPLEMENT ----- 22 OFFICERS, 350 MEN



THE SECRETARY OF THE NAVY
WASHINGTON

4 October 1960



My dear Commander Bustard:

I wish to extend my sincere best wishes to you and the officers and men of the USS KING (DLG-10) on her commissioning.

USS KING (DLG-10) is another step forward in the development of combatant ships and is the cumulative result of the combined efforts of many segments of the United States Navy. Upon her and all the ships of the Fleet lie the hopes and aspirations of the Navy. With her overall strength featured by her superior Anti-Air Warfare capabilities, her very existence is a further strong deterrent to aggression.

It has been said that a Navy is only as good as its ships. While this is true, a ship can be only as good as its crew. This has a more specific meaning because before a Navy can be effective, each ship must train for the highest possible combat readiness. To achieve this is the goal before you. I am confident that under the leadership and personal example of you and your officers the highest standards of moral behavior and devotion to duty will be achieved, and that USS KING will meet the challenge of her tasks in defense of our country in such manner as to reflect the highest credit upon the U. S. Navy.

Sincerely yours,

Commander Melvin E. Bustard, Jr., USN
Prospective Commanding Officer
USS KING (DLG-10)
c/o Puget Sound Naval Shipyard
Bremerton, Washington



CHIEF OF NAVAL OPERATIONS

6 October 1960

Dear Captain Bustard:

On the occasion of the commissioning of your ship, USS KING (DLG-10), I extend to you my congratulations on your new command and wish you, your officers and crew the best of luck.

USS KING is the newest in a series of Terrier guided missile frigates whose armament will greatly increase the Anti-Submarine and Anti-Air Warfare capability of our Navy. The characteristics of your ship reflect the technological advances which have significantly improved the combat efficiency of the Navy through improved weapons and other epochal changes in combatant ships.

It is your privilege to command one of the finest ships of the finest Navy on earth. The duties and responsibilities which will rest upon your shoulders during the time you have command will be heavy indeed. It will be your duty to weld the fine officers and men who compose your crew into a combat unit ready to carry out any of the many missions which may be assigned your ship. It will be your responsibility to generate the teamwork, the personal skill, and the individual devotion to duty making USS KING the effective fighting unit that she deserves to be. It will be your duty to ensure that each individual who has the honor to serve in your ship will have the personal satisfaction of being an important part of a successful fighting organization of the United States Navy.

As Commanding Officer of your powerful ship, you will realize that you, your ship and each individual in her must be able to respond to any crisis with which the United States may be confronted. You and each one of your ship's company must be able to act swiftly and intelligently just as other men have done in U. S. men-of-war before you. By so doing you will make a personal contribution to the Navy's rich and meaningful tradition. To you and each member of your ship's company, a fair breeze and God's help in the many tasks which you will encounter.

Sincerely yours,

Arleigh Burke
ARLEIGH BURKE

Commander Melvin E. Bustard, Jr., USN
Prospective Commanding Officer
USS KING (DLG-10)
c/o Puget Sound Naval Shipyard
Bremerton, Washington

U. S. S. KING COMMISSIONING *17 November*

BAND SELECTIONS
THIRTEENTH NAVAL DISTRICT BAND

INVOCATION
COMMANDER E. C. HELMICH, CHC, USN
CHAPLAIN, PUGET SOUND NAVAL SHIPYARD

INTRODUCTION OF DISTINGUISHED GUESTS
REAR ADMIRAL WILLIAM A. DOLAN, JR., USN
COMMANDER, PUGET SOUND NAVAL SHIPYARD

INTRODUCTION OF
REAR ADMIRAL FRANK T. WATKINS, USN
COMMANDANT, THIRTEENTH NAVAL DISTRICT
REAR ADMIRAL WILLIAM A. DOLAN, JR., USN

REMARKS AND INTRODUCTION OF
REAR ADMIRAL JOSHUA W. COOPER
REAR ADMIRAL FRANK T. WATKINS, USN

ADDRESS
REAR ADMIRAL JOSHUA W. COOPER

READING OF NAVY DEPARTMENT ORDERS TO COMMISSION
KING (DLG-10)
REAR ADMIRAL WILLIAM A. DOLAN, JR., USN



DLG-10 CEREMONIES 1960

ENSIGN, JACK AND COMMISSION PENNANT ARE HOISTED AS THE
BAND PLAYS THE NATIONAL ANTHEM. THE SHIP IS NOW
IN COMMISSION

READING OF COMMANDING OFFICER'S ORDERS
COMMANDER M. E. BUSTARD

COMMANDING OFFICER ASSUMES COMMAND

FIRST WATCH IS SET BY EXECUTIVE OFFICER
LIEUTENANT COMMANDER EARLE MCFARLAND

COMMANDING OFFICER GIVES ORDER FOR THE PERSONAL FLAG OF
COMMANDANT THIRTEENTH NAVAL DISTRICT TO BE BROKEN AT THE TRUCK
RUFFLES AND FLOUSHES, ADMIRAL'S MARCH

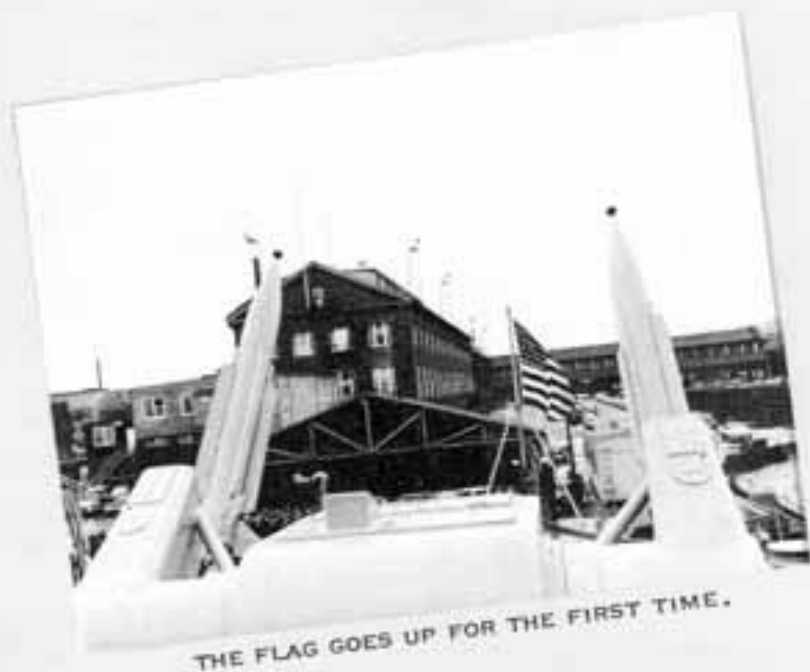
REMARKS
COMMANDER M. E. BUSTARD, USN
COMMANDING OFFICER

BENEDICTION
COMMANDER A. M. RULINSKI, CHC, USN
CHAPLAIN, U. S. NAVAL HOSPITAL, BREMERTON

BAND SELECTIONS
THIRTEENTH NAVAL DISTRICT BAND



THE COMMISSIONING



THE FLAG GOES UP FOR THE FIRST TIME.



ADM. COOPER AND CAPT. BUSTARD CUT THE COMMISSIONING CAKE



QUARTER DECK ORNAMENT BEING PRESENTED TO CAPT. BUSTARD BY THE CONVAIR REPRESENTATIVE

REAR ADMIRAL JOSHUA W. COOPER, COMMANDER TRAINING COMMAND, UNITED STATES PACIFIC FLEET, WAS GRADUATED FROM THE U. S. NAVAL ACADEMY IN 1927. HIS DUTY ASSIGNMENTS HAVE INCLUDED COMMAND OF DESTROYERS, A DESTROYER SQUADRON, THE BATTLESHIP IOWA, AND AMPHIBIOUS GROUP THREE AND PARTICIPATION IN THE PRINCIPAL SEA CAMPAIGNS OF WORLD WAR II AND THE KOREAN WAR.

HE IS A GRADUATE OF THE NATIONAL WAR COLLEGE AT WASHINGTON, D.C. PROMOTED TO FLAG RANK AUGUST 1, 1955, HE SERVED AS CHIEF OF NAVY SECTION JOINT U.S. MILITARY AIR GROUP IN GREECE AND LATER IN THE JOINT STAFF, JOINT CHIEFS OF STAFF, HE ASSUMED COMMAND OF THE TRAINING COMMAND, U.S. PACIFIC FLEET IN AUGUST 1960.

HE HOLDS THE NAVY CROSS, THE LEGION OF MERIT MEDAL WITH COMBAT V, THE BRONZE STAR MEDAL WITH COMBAT V AND TWO COMMENDATION RIBBONS.

HE IS MARRIED TO THE FORMER RENA M. MC INTOSH OF VANCOUVER, BRITISH COLUMBIA, CANADA, AND THEY HAVE TWO CHILDREN, MRS. KLEBER S. MASTERSON, JR. AND THOMAS COOPER. HE RESIDES AT 266 I AVENUE, CORONADO, CALIFORNIA WITH HIS WIFE AND SON.



**SHAKE DOWN
CRUISE**

SAN DIEGO



LA JOLLA BEACH

AFTER A DAY OF AMMUNITION LOADING AT BANGOR THE KING SET SAIL FOR SAN DIEGO.

A HOST OF AIRCRAFT CIRCLED OVERHEAD WITH CAMERAS CLICKING AS SHE SAILED MAJESTICLY INTO THE HARBOR JANUARY 19. DECKED OUT IN HER SUNDAY BEST SHE MADE HER WAY TO BUOY 19, AFFORDING SAN DIEGANS A FINE VIEW OF THE SHIPBUILDER'S ART.

OUR STAY IN CALIFORNIA WAS INTERESTING TO SAY THE VERY LEAST, AN EMERGENCY RESCUE MISSION AND OUR FIRST MISSILE FIRINGS WERE ANYTHING BUT DULL.



SUNSET CLIFFS



BOAT FLEET AT FISHERMAN'S WHARF



LILLY POOL AT BALBOA PARK



OLD GLOBE THEATER



SAN DIEGO ZOO



MUSEUM OF NATURAL HISTORY



MUSEUM OF MAN



CONCERT AT BALBOA PARK



ART GALLERY

SAN DIEGO



PRESIDIO PARK MUSEUM

MERCY MISSION



APPROCHING USNS RICHFIELD



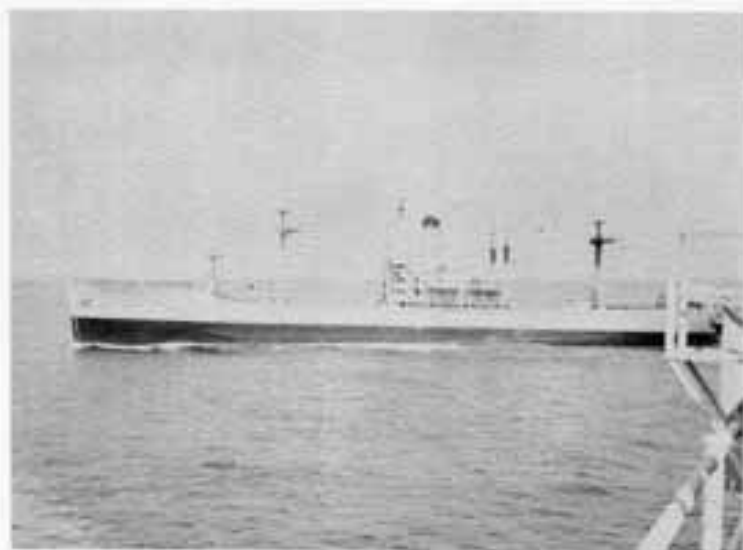
ALONG SIDE RICHFIELD



SICK MAN BEING HIGHLINED TO KING

ON SUNDAY MORNING 22 JANUARY, USS KING WAS CALLED UPON TO CARRY OUT A RESCUE MISSION. ON EXTREMELY SHORT NOTICE, THE SHIP GOT UNDERWAY WITH LESS THAN TWO THIRDS OF THE CREW ABOARD AND STEAMED 700 MILES SOUTH OF SAN DIEGO TO A RENDEZVOUS WITH USNS RICHFIELD. ON BOARD RICHFIELD CREWMAN MONTERO O. COTAPAY WAS LYING ILL WITH WHAT WAS BELIEVED TO BE A RUPTURED APPENDIX.

THE SICK MAN WAS HIGHLINED TO THE KING, WHERE DR. HOPWOOD FROM USS HELENA (CA 75) WAS WAITING TO TAKE CARE OF HIM. KING RETURNED TO SAN DIEGO AT HIGH SPEED AND THE MAN WAS DELIVERED TO THE SAN DIEGO NAVAL HOSPITAL THE AFTERNOON OF 24 JANUARY. HE WAS COMPLETELY RECOVERED WITHIN TWO WEEKS.



TRANSFER COMPLETED, KING PULLS AWAY



ALL AHEAD FLANK DESTINATION SAN DIEGO



NAVY CORPSMAN COME ABOARD



SICKMAN BEING TRANSFERRED FROM KING TO AMBULANCE



HAWAII

HAWAII PARADISE IN THE PACIFIC WAS THE KING'S SECOND PORT OF CALL. COMING ALONGSIDE THE PIER AT PEARL HARBOR THE FIRST DLG EVER TO VISIT THE SPARKLING ISLES CREATED NO SMALL AMOUNT OF INTEREST AMONG CIVILIANS AND NAVY-MEN ALIKE.

AH, SUN, SAND AND SURF, JEEP AND SURFBOARD RENTALS JUMPED AS BIG SPENDING KING TOURISTS MADE UP FOR THE LONG COLD WINTER IN BREMERSON. EARLY LIBERTIES AND A SHIP'S PARTY ADDED TO THE MERRYMAKING.

A PLAYFUL STERN TUBE BEARING SENT US TO THE DRYDOCK, AND HOPE SPIRUNG ETERNAL IN THE HEARTS OF NERVOUS POLLYWOGS. BUT THEIR DREAMS WERE TURNED TO DUST AS KING SNIPES AND YARD WORKERS MADE SHORT WORK OF THE FAULTY GEAR, AND IT WAS UP ANCHOR AND SOUTH, SOUTH, SOUTH.



SEEING THE SIGHTS



**OF
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We Crossed The EQUATOR

POLLYWOGS REVOLT



"MR. SESTRIC GET DE WOIKS"



"THE REVOLT SPREADS"

TENTION MOUNTED HIGHER AND HIGHER AS THE KING STEAMED STEADILY SOUTHWARD AND FINALLY ON MARCH 8 THE DAM BROKE WHEN THE TERRIFIED POLLYWOGS UNITED AND ROSE AS ONE TO MEET THE THREAT BEFORE THEM. IT WAS OPEN REVOLT! SHOUTS AND STREAMS OF SALT WATER GREETED ANY TRUSTY SHELLBACK WHO WAS FOOL ENOUGH TO SHOW HIS TRUSTY FACE. ALL THROUGH THE DAY THE RIOT RAGED UNCHECKED, SEVERAL TIMES BRAVE BANDS OF SHELLBACKS WERE ABLE TO CAPTURE REBEL FIREHOSE EMPLACEMENTS ONLY TO BE DRIVEN BACK AGAIN BY OVERPOWERING ODDS.

FOR AWHILE IT LOOKED LIKE A POLLYWOG VICTORY, BUT DAWN FOUND THE SHELLBACKS WITH THE SITUATION WELL IN HAND. JUST TO SHOW THAT THERE WERE NO HARD FEELINGS THE POLLYWOGS WERE TREATED TO A SUMPTUOUS BREAKFAST BY THE SHELLBACKS, FOLLOWED BY SINGING AND OTHER FESTIVITIES ON THE FORECASTLE.



"CONCENTRATED FIRE"

Welcoming Committee



"CLASSIFIED RESEARCH"



"ALL HANDS TO QUARTERS FOR MUSTER
AND INSPECTION"



"CPO BRIGADE"

Ye Royal Family



"THE PRINCESS IN ALL HER SPLENDOR"



"HIS ROYAL MAJESTY"



"A FAIR TRIAL TO ALL"

SHELLBACKS & POLLYWOGS

APPROXIMATELY 0600 AN AWED HUSH FELL OVER THE PROCEEDINGS. ON THE 01 LEVEL STOOD THE GLORIOUS DAVY JONES HIMSELF. HE GREETED THE MOB BELOW IN SOLEMN TONES AND TURNED TO ACCEPT COMMAND OF THE SHIP FROM THE CAPTAIN.

SHORTLEY THEREAFTER THE EYES OF KING'S MEN WERE DAZZLED BY THE FANTASTIC SPLendor OF THE ROYAL PARTY OF HIS GREAT AND MAGNIFICENT MAGESTY, NEPTUNUS REX, ALL POWERFULL RULER OF THE RAGING MAIN.

EACH POLLYWOG HAD BEEN PROPERLY SUBPOENAED SO THERE COULD BE NO DOUBT AS TO WHAT FAIR AND REASONABLE CHARGE FOR WHICH HE WAS TO BE TRIED BY THE ROYAL COURT. SO NOW NOTHING REMAINED BUT THE CEREMONY ITSELF.

AH, YES, THE CEREMONY, WHO COULD FORGET THE KINDLY SHELLBACKS IN THE SHILLELAGH LINE WHO SO GRACIOUSLY DIRECTED US WITH THEIR FIRE HOSE? AND THE ROYAL BARBER? THERE WAS A REAL ARTIST, WHO COULD FORGET THE BEAUTY OF THE ROYAL BABY AND IT'S ROSEY LITTLE BELLY? OR THE GREAT KING AND HIS VIVACIOUS QUEEN? OR THE STATELY COURT? SURELY NO ONE HAS FORGOTTEN THE FAIRNESS OF THE ROYAL JUDGE AND HIS CAREFULLY CONSIDERED VERDICTS, OR THE GENTLE CARE OF THE ROYAL DENTIST, OR THE REFRESHING DIP IN THE ROYAL POOL, AND THE ROYAL DOCTOR AND HIS WONDERFUL MEDICINES THAT CURED ALL ILLS.

BUT IT WAS ALL IN FUN AND NOW ALL THE NEW SHELLBACKS ARE LOOKING GLEEFULLY AHEAD TOWARDS THE DAY WHEN THEY CAN FIND OUT WHAT IT FEELS LIKE TO BE ON THE OTHER END OF THAT LENGTH OF HOSE.



"THE SWEETEST MUSIC THIS SIDE OF HEAVEN!"



GOOD CHOW!



THE ROYAL DOC



CUTE AREN'T THEY



DON'T NOBODY CRAWL FAST OR YOU'LL
HAVE TO START OVER



"KISSES SWEETER THEN WINE"



TRAFFIC COURT



HELL'S HALF ACRE



DID HE SAY HE HATES SHELLBACKS?



CHOIR PRACTICE



ONE BIG HAPPY FAMILY



"THE AFTERMATH"

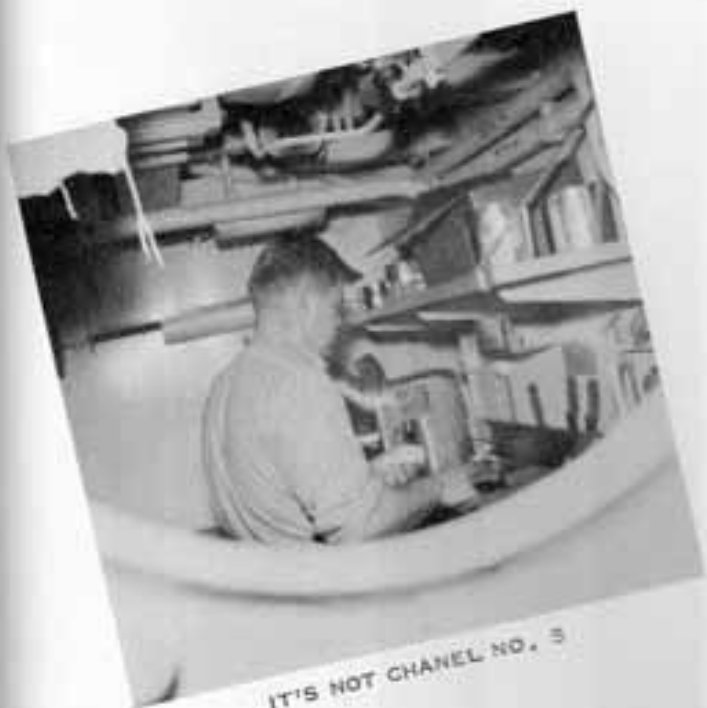
ALOHA



LEAVING PEARL HARBOR



HOMeward BOUND!



IT'S NOT CHANEL NO. 5



IT'S NO USE, I'LL NEVER GET
CHARTREUSE



KOOKIE — KOOKIE



NOW WHAT!



"I'M AN OLD COW HAND!"



"I'M A MAN WHO THINKS FOR HIMSELF"



WHO'S GOING TO PICK UP THE CHECK!



"NO, ENGINEERING IS JUST A HOBBY WITH ME.
ACTUALLY I'M A - - - - -"



WHO TIED THIS KNOT



HEY! JOE ANOTHER PIZZA TO GO



SCREW IT OR UNSCREW IT!



THE THINKER



STICK'EM UP



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GOOD CHOW EN WHIT?



SWIRES THINKS SO!

THE TERRIER MISSILE

AS WORLD WAR II DREW TO A CLOSE HIGH PERFORMANCE JET AIRCRAFT HAD NEARLY REACHED THE OPERATIONAL STOPE. SHORTLY THERAFTER IT BECAME APPARANT THAT CONVENTIONAL GUNS WOULD, BE UNABLE TO COPE WITH THE JET AIRCRAFT AND THEIR ADVANCED WEAPON'S DELIVERY SYSTEMS. THE JETS FLEW TOO FAST, TOO FAR, AND TOO HIGH FOR THE CAPABILITIES OF THE GUNS OF THE FLEET.

GUIDED MISSILES WERE THE LOGICAL ANSWER, AND THE NOW FAMOUS BUMBLEBEE PROGRAM COMMENCED IN 1950 TO DEVELOP AN ACCEPTABLE SURFACE-TO-AIR GUIDED MISSILE. TERRIER WAS THE RESULT.

TERRIER IS A SUPERSONIC, TWO-STAGE, SOLID FUEL, BEAM RIDING GUIDED MISSILE SPECIFICALLY DESIGNED FOR MEDIUM RANGE AIR TARGETS. THE SOLID FUEL BOOSTER GENERATES MANY TONS OF THRUST SO THAT IN A MATTER OF A FEW SECONDS THE MISSILE IS PROPELLED TO ITS DESIGNED SUPERSONIC OPERATIONS SPEED. THE EXPENDED BOOSTER IS UNLATCHED FROM THE MISSILE AND JETISONED. THE ROCKET MOTOR WITHIN THE MISSILE IS THEN ACTIVATED TO SUSTAIN THE MISSILE AT ITS SUPERSONIC SPEED. TERRIER IS GUIDED TO THE TARGET BY A GUIDANCE RADAR BEAM TRANSMITTED FROM THE SHIP'S MISSILE GUIDANCE RADAR. THE MISSILE CAN SENSE ITS POSITION WITHIN THE BEAM. THE "BRAIN" OF THE MISSILE RESPONDS WITH ORDERS TO THE MISSILE WINGS WHICH ARE POSITIONED TO DIRECT THE MISSILE TO THE CENTER OF THE BEAM.

THE BEAM IS CONTINUALLY TRACKING THE TARGET AIRCRAFT SO THAT TERRIER FLIES ON INTERCEPT TRAJECTORY. WHEN THE MISSILE IS WITHIN LETHAL RANGE THE HIGH EXPLOSIVE CONTROLLED FRAGMENTATION WARHEAD IS DETONATED CAUSING DESTRUCTION OF THE TARGET.

THE COMPLETE TERRIER ROUND IS NEARLY 30 FEET LONG AND WEIGHS ABOUT 1 1/2 TONS. ITS RANGE IS IN EXCESS OF 10 MILES, AND IT CAN OPERATE AT ALTITUDES ABOVE 40,000 FEET.







