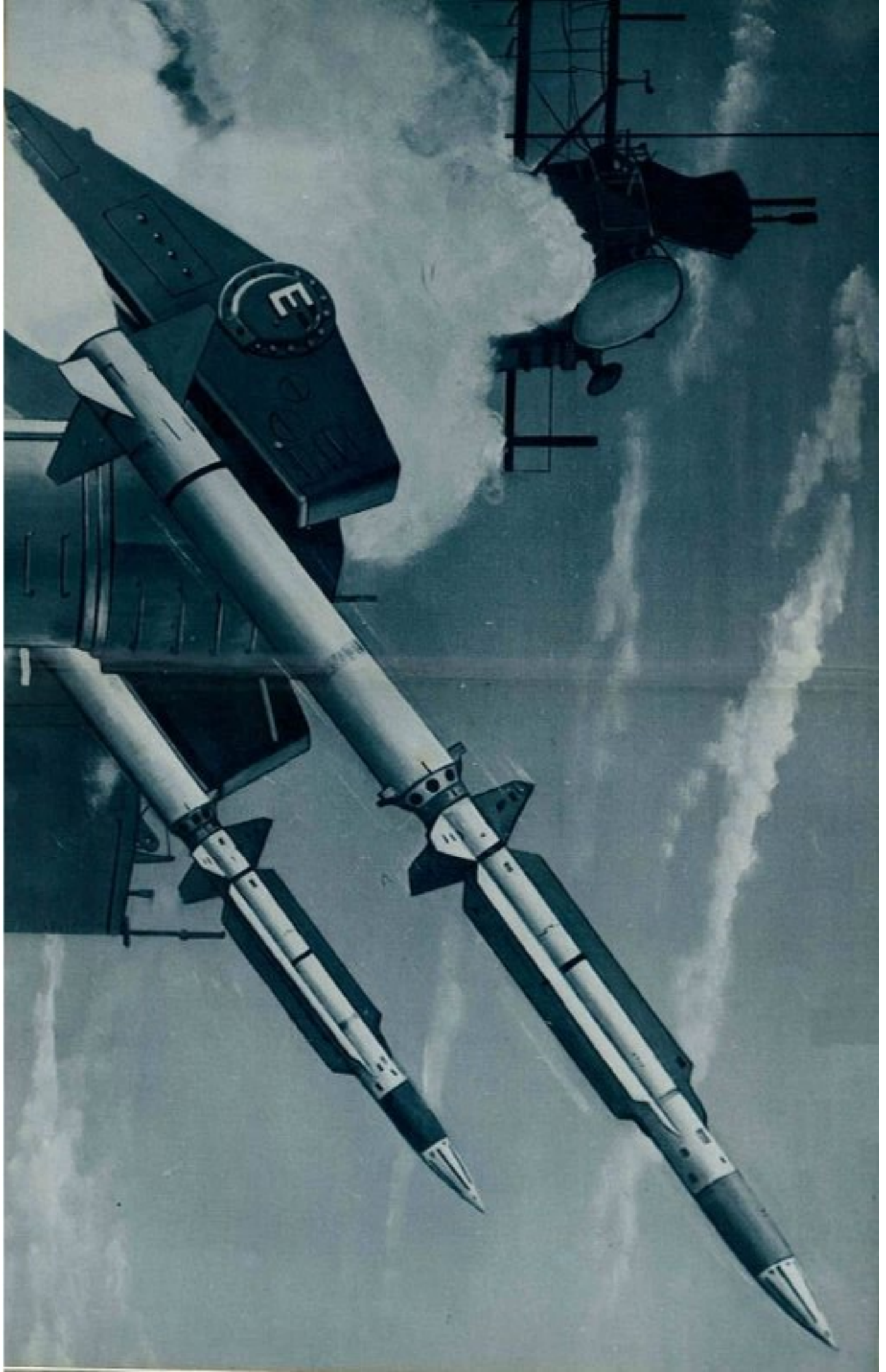


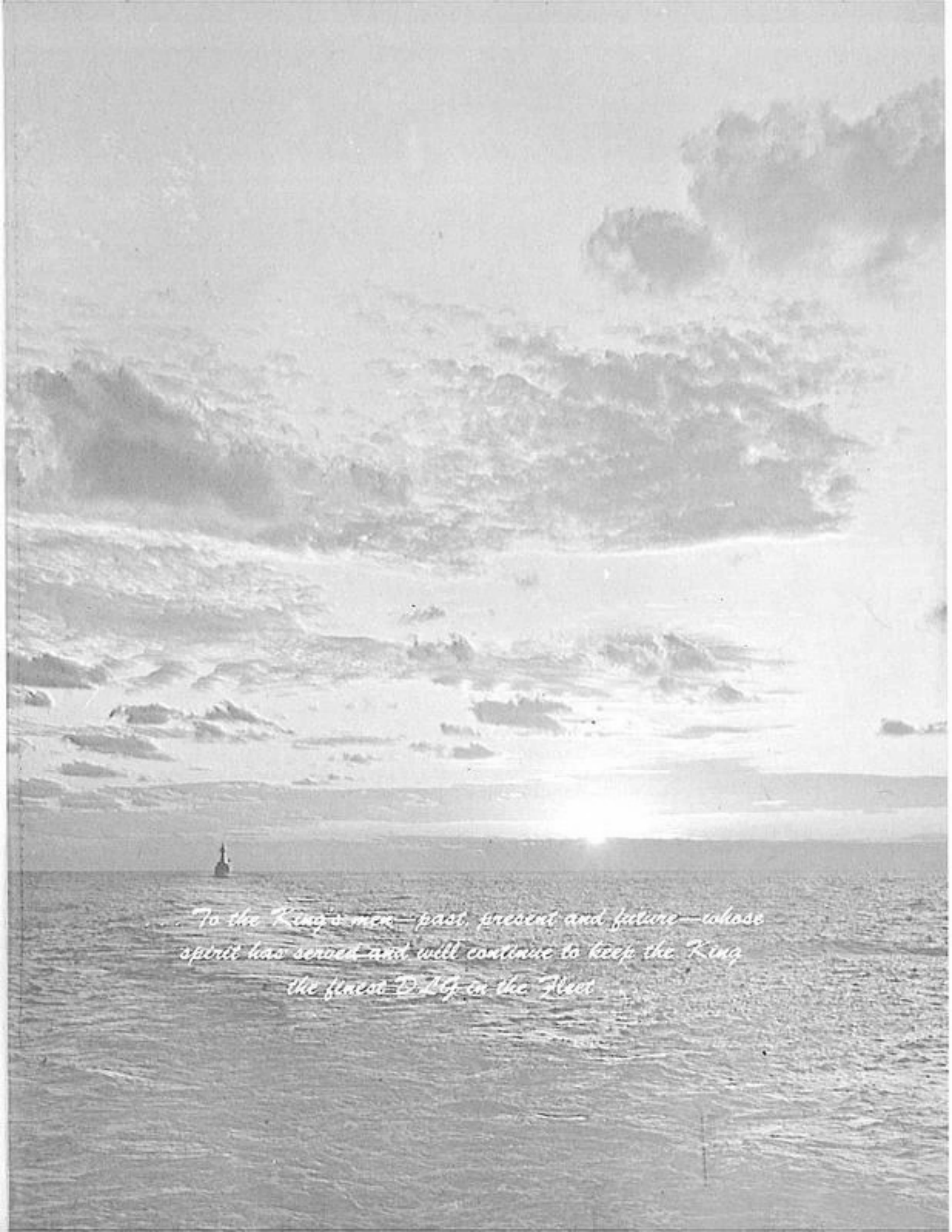


10

1986-3-64







*To the King's men—past, present and future—whose
spirit has served and will continue to keep the King
the finest D.M. in the Fleet*



HISTORY

The USS KING (DLG-10) is named after Fleet Admiral Ernest J. King, a native of Lorain, Ohio. Graduating with distinction from the U.S. Naval Academy in 1901, Admiral King saw service in the Spanish-American War, World War I, and World War II being designated Commander in Chief, Atlantic Fleet, in February, 1941. When the grade of Fleet Admiral of the United States Navy—the highest grade in the Navy—was established by Congress in 1944, the President nominated, and by and with the advice and consent of the Senate, appointed Ernest J. King to this position. Admiral King died at the Naval Hospital, Portsmouth, New Hampshire, on June 25, 1956.

The USS KING was commissioned on November 17, 1960, to function as a fast carrier task force escort and anti-aircraft defense ship with radar picket and anti-submarine capabilities. Combining her length of 512 feet, beam of 52 feet, and displacement of 5600 tons with armament consisting of Terrier Missiles, 5" 54 cal. and 3" 50 cal. A-A gun batteries, ASROC, and torpedoes, the KING indeed represents a potent addition to the U.S. Navy.

The completion of this deployment ends the third cruise for the KING and the second WestPac deployment in three and a half years of service.

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EDWARD L. COCHRANE JR.
Commander, United States Navy

Commander Cochrane was born July 17, 1922, in Philadelphia, Pennsylvania. He received his education at Columbia Prep School in Washington, D. C. , and the U.S. Naval Academy from which he graduated as Ensign in 1941. Commander Cochrane then completed the Naval Supply Corps School at Harvard and accepted assignment to Naval Supply Depot, Guam.

Transferring to Navy Line in 1947, the Captain served as a Fire Control Officer, held instructor duty in Chicago, and was made Staff Aide and Flag Lieutenant to COMBATDIV Two for whom he served as an official interpreter of French in the Mediterranean area between 1953 and 1955.

Commander Cochrane received command of the USS O'BANNON (DDE-450) in 1955, entered Naval War College, Newport, R.I. , in 1957, and returned to the fleet as Commanding Officer of the USS EVANS (DE-1023) in 1960 and the USS PHILIP (DDE-498) in 1962.

Captain of the KING since July, 1963, and holder of eight service medals, Commander Cochrane lives in North Springfield, Virginia, with his wife Doris, and their 11 year old daughter, Bonnie Dee.



RONALD R. HANSEN
Lieutenant Commander
United States Navy



Lieutenant Commander Ronald R. Hansen entered the Navy during the Korean War upon his graduation from the University of California in 1952. After commissioning he reported to the Pacific Fleet for duty as Gunnery Officer in the USS PICTOR (AF-54). This was followed by a tour in Engineering in the USS CHOURE (ARV-1) and as Executive Officer in the USS GRAPPLE (ARS-7). Lieutenant Commander Hansen joined the Atlantic Fleet in 1957 as CIC Officer in the USS MOUNT MCKINLEY (AGC-7) followed by a tour as Operations officer and Engineer Officer in the USS MOALE (DD-693). He went ashore for duty as Flag Lieutenant and Aide to the Commandant Potomac River Naval Command in Washington, D. C. , and then returned to sea duty in the Pacific as Executive Officer of the USS HULL (DD-945). In July, 1963, he reported to KING for duty as Executive Officer.

Lieutenant Commander Hansen is married to the former Jeanne Given of Santa Ana, California. They have one child, Leslie Anne, age 7, and are presently residing in Coronado, California.



Engineering

The three divisions included in the KING Engineering Department are EM, EB, and ER. When it comes to maintaining fresh water for the crew or, most important, keeping the ship running, everything is dependent upon the men of EM Division. To most people on the ship, a machinists mate works "down the hole" where he goes when "turn to" is passed in the morning and emerges in the afternoon covered with sweat and grease. This may be true in a way, but the mucky condition of these men is a result of the real talent displayed when everything is running normally. The men of the KING can be proud of the EM Division and the work that they do. Many a time has passed when, if it had not been for their skills, we might have been stuck in that vast ocean.

What happens if you find a stuffed drain in the head, the telephone is dead, a bulb is burned out, that you need a welding or cutting job done, or that you need steam or HP air to your space? You naturally call on the men of ER Division. This division consists of four gangs: The ICmen-responsible for the entertainment of the crew (such as movies and the ships jukebox) and all interior communications of the ship; the Electricians or "E" group-takes care of the ships electrical troubles such as lighting, batteries, electric motors and other small items as toasters, irons, etc; the "A" gang-makes sure that the boat is ready for liberty runs, supplies the air-conditioning for the various spaces, and keeps the reefers at the right temperature that keep the chow from spoiling; and finally, the shipfitters or damage control gang. The primary function of this group is controlling damage on the KING and to insure that the KING'S men are instructed and qualified in the way of damage control.

The third division contained in the Engineering Department is EB Division consisting of some forty boiler tenders. The job of these men is to provide steam to drive the ships turbines, turbo-generators and auxiliary equipment. They also provide steam for the galley, laundry and other spaces throughout the ship. Because of EB Division, all other personnel are able to utilize their own equipment to help make KING the finest ship in the fleet.

For whatever may be said of our "snipes", the true testimony to their talent is the consistently reliable operation of the ship and the fact that we were never on "water hours" in WestPac. They deserve the credit they receive.





LTJG R. H. Larson
main propulsion assistant

engineering officer



LT C. J. Wages

LTJG J. W. Muehlhauser
damage control ass't

ENS P. E. Wright
electrical officer



ENGINEERING DEPARTMENT ADDRESS AND MEMO PAGE

Name L. D. O'Neil
Street 1835 N. Union
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Name A. L. Shackelford
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City Lindsay, Oklahoma
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Name Henry S. Yuos
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City Lynnwood, Washington
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Name Ray S. Fisher
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City Farmington Calif
Telephone 1-415-656-5244

Name Lawrence L. Barber
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City Greensboro, N.C.
Telephone _____

Name Dale S. Thompson
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City Montana
Telephone _____

Name Michael Cowland
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Telephone 948-4037

Name J. D. Stuter
Street 1078 5th Ave
City Chula Vista Calif.
Telephone _____

Name William J. Chapman
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City San Diego 14, Calif.
Telephone 474-3123

Name Joseph (son) G. Seppak
Street 2111 Faucett Ave.
City Durham, N.C.
Telephone _____

Name Harold W. Leary
Street Vienna
City Missouri
Telephone BA 2-3225

Name Paul Stroup
Street 20704 So. Western
City Torrance Calif
Telephone _____

Name Larry P. Baity
Street P.O. Box 505
City Esperanza, N.M.
Telephone _____

Name Thomas A. Kent
Street 23-15th Ave
City Council Bluffs I.A.
Telephone 328-0446

Memo



J. C. West, ICC



S. R. Denton, EMCS

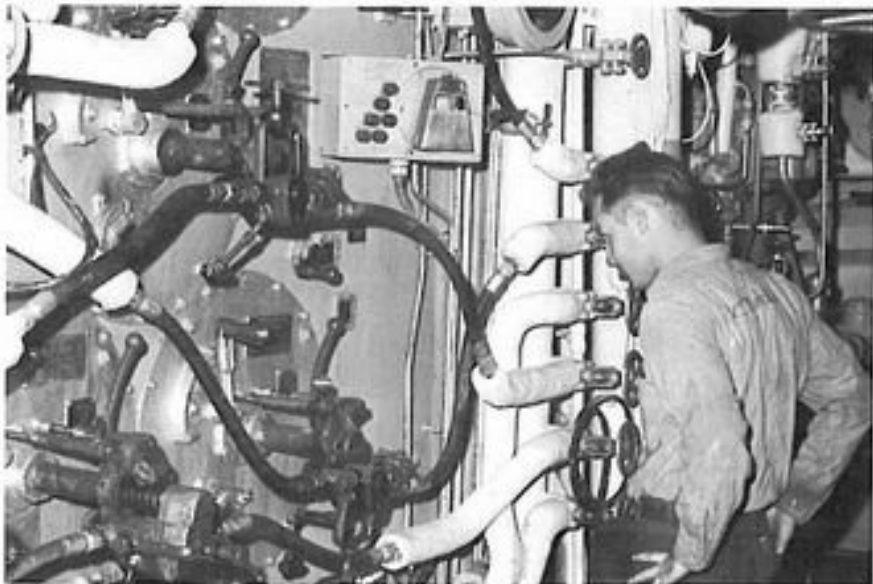
J. C. Hayes, MMC
not pictured

C. E. Samuelson, MMCS

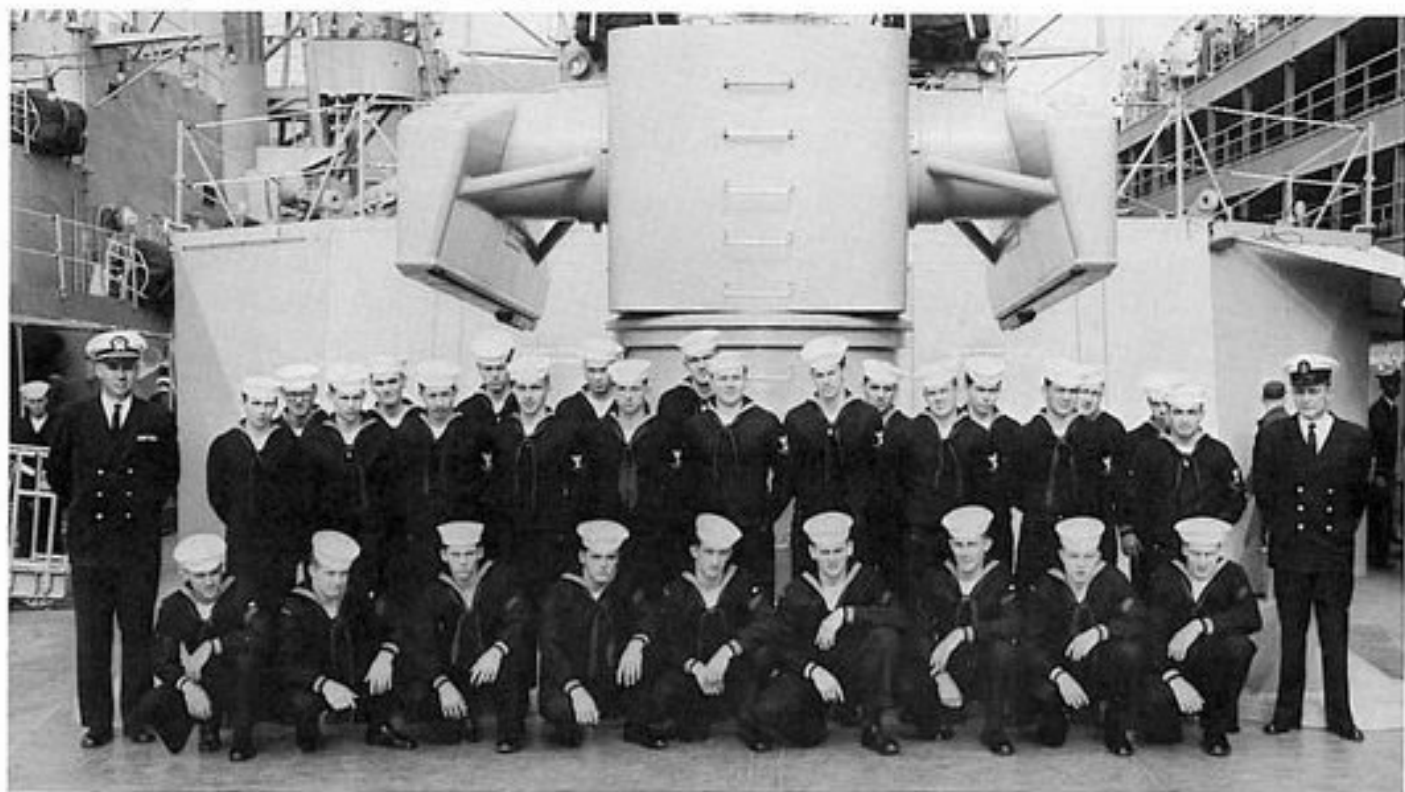


A. E. Osteen, BTCS





FRONT ROW: L. L. Barbee, FN; P. L. Thompson, FN; S. W. Beitz, FA; G. D. Fisher, FN; J. S. Elledge, FN; D. T. Smith, FA; V. S. Terrell, FN; P. L. Crawford, FA; W. M. Baker, FN. SECOND ROW: LTJG R. H. Larson; J. G. Separk, FN; P. L. Palmer, FA; R. W. Phillips, BT3; R. F. Jeannot, BT3; L. E. Hefner, BT3; L. A. Goltz, BT3; L. L. Benthien, BT3; M. T. Hill, BT3; F. D. Crowne, BT3; L. D. Streeter, BT2; A. E. Osteen, BTCS. THIRD ROW: C. E. Brothers, BT2; C. M. Gibbons, BT1; B. G. Jones, BT3; J. C. Vines, BT1; L. W. Gottsch, BT2; F. S. Cordova, BT2; P. H. Stroup, FN; M. R. Dye, BT1; T. W. Hass, BT3.





you did say chocolate...?



how 'bout that, he uses a roll-on



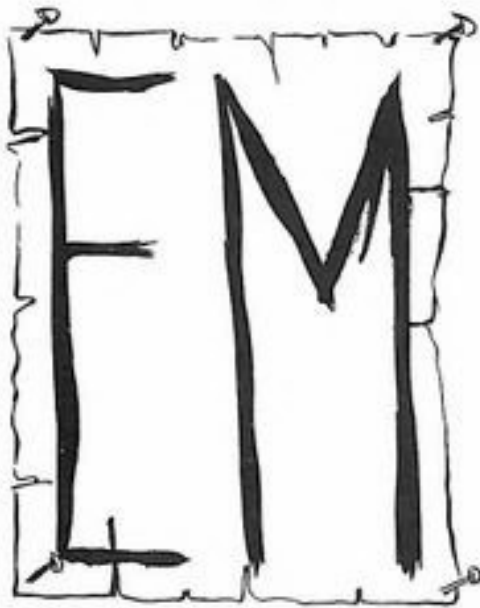
here I come.. ready or not



ok... this time, the disk.... not my hand..

gurgle... gurgle... gurgle





FRONT ROW: D. J. McDaniel, MM3; G. A. Pearson, MM3; R. D. Crandall, FA; D. L. McCollum, FN; W. A. Pauoy, FA; R. M. Hood, FN; V. H. Skaggs, FN; R. L. Adams, MM3; 2ND ROW: LTJG R. H. Larson; J. C. Hayes, MMC; K. L. Casper, MM3; R. R. Perrigoue, MM3; A. C. Lucas, MM3; D. F. Marlborough, MM3; J. C. Sarver, MM3; T. J. Cossey, FN; R. Yanas, FN; D. K. Hayes, MM3. 3RD ROW: D. J. Boyle, MM2; U. E. Dodson, MM2; R. M. Kieth, MM1; J. E. Hauge, MM1; C. E. Hartman, MM1; R. S. Brace, MM3; L. L. Werner, MM2; L. Bruesch, MM3.





no liberty card for me... no hot water for him...



what's this "Dear John" bit...?



do you want these bearings painted also...?

so i grabbed dis guy by d' t'roat...



wish this would fit in my '48...



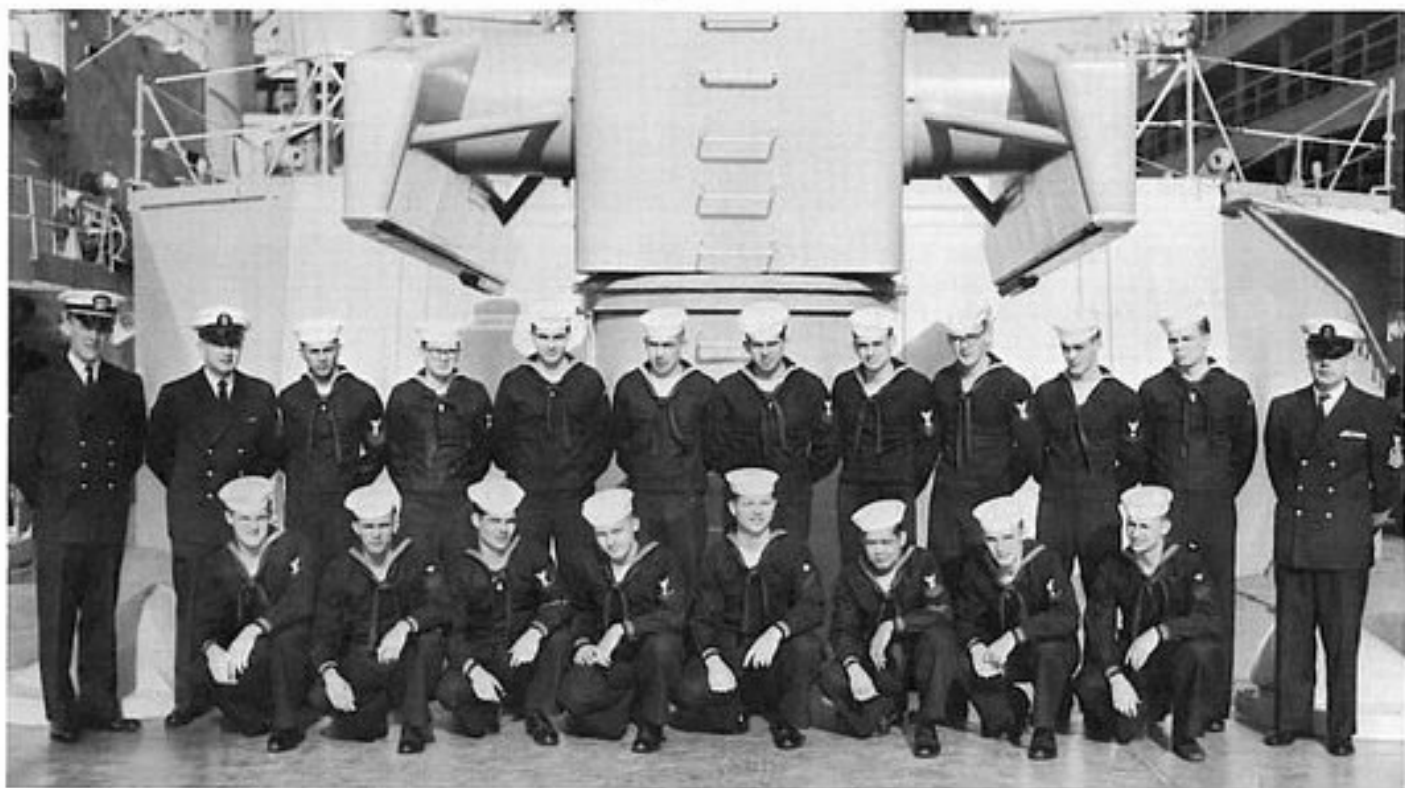


FRONT ROW: R. L. Thomas, FN; D. L. Gibson, SF3; R. F. Rau, DC3; M. G. Lebas, EN2; P. A. Akeo, FN; H. P. Hoehlich, FN; J. C. Holman, FN; G. O. Kerns, SF3. BACK ROW: LTJG J. W. Muehlhauser; J. J. Anderson, SF1; T. A. Jennings, SFMFN; H. G. Jones, EN; R. G. Scanlan, SF2; F. V. Litavish, MR2; W. J. Chapman, DC2; J. R. Ward, MM1; C. E. Samuelson, MMCS.





FRONT ROW: W. F. Gibbins, IC3; K. L. White, IC3; J. A. Bailey, EM3; A. J. Hastee, EM3; L. W. Wiley, EMFN; M. S. Lopez, IC2; W. B. Divine, EM3; L. E. Shaughnessy, IC3. BACK ROW: ENS P. E. Wright; J. C. West, ICC; A. M. Solis, EM1; W. H. Trader, EMFN; C. L. Scott, ICFN; H. J. Black, EM2; D. A. Marsh, IC2; D. A. Marsh, IC2; J. T. Faith, EM2; W. R. Dickey, EM3; R. K. Buckley, EM3; J. O. Forbus, ICFN; S. R. Denton, EMCS.



Operations

The Operations Department is charged with the responsibility of providing all tactical and operational information, as well as planning, scheduling and coordination to insure the efficient operational readiness of the ship.

The following divisions are organized under the operations department: OC, OE and OI.

OC Division is composed of two gangs: The signal and radio gangs. All visual communications between ships falls into the hands of the signalmen. Whether it be flashing light, semaphore or flag hoisting, all phases are handled efficiently and expertly by the signalmen of the KING. The radiomen are concerned with all messages sent and received via radioteletype, radiotelegraph and radiotelephone. Communication is vital to our operation and may include anything from a birth announcement to a battle order. In our modern Navy, with changes occurring daily, the need for rapid communications that are both reliable and secure is of the utmost importance. OC division, through its outstanding performance, has combined and maintained these needs in communications.

In order to have communications, our equipment must be in top working condition and remain so. If our equipment is suddenly rendered inoperable, due to a blown tube or burned out resistor, the electronic technicians of OE Division are called into action. The ET's are responsible for the repair and maintenance of all electronic equipment aboard ship with the exception of fire control radar. From the top of the mast to the keel, from forcastle to the fantail, the KING is loaded with the latest electronic equipment and in these many spaces, you will find ET's working to keep them in top operating condition and, when necessary, even operating them.

Within the last year a new rate has materialized under the heading of Electronics. It is called Data System. These men, more commonly called DS's, work primarily with the new Naval electronic equipment known as NTDS - Naval Technical Data System.

Though their work with computers is still in the experimental stage, they are progressing expeditiously and efficiently in the development of Naval electronic equipment.

OI Division controls the Combat Information Center where the tactical information necessary for safe navigation, fire control, and air and surface plotting is displayed, evaluated and disseminated. Radar consoles manned by radar-men are used to track ships and aircraft in the vicinity.

The radarmen are the eyes of the ship. Whether aircraft are friend or foe, the radarmen know and stand ready to inform the bridge whether or not to guard against such aircraft.





ENS J. N. Jenks
ass't cic officer



ENS H. B. Ray
electronic maintenance
officer



LTJG L. Worley
NTDS officer

operations officer



LT G. E. Feakes

LTJG K. A. Johnson
cic officer



LTJG D. E. Woodbury
ass't ops officer

ENS D. H. Puariea
ass't comm officer

LTJG P. G. Ruff
communications officer



OPERATIONS DEPARTMENT ADDRESS AND MEMO PAGE

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Memo



H. D. Trout, RDCS



H. A. Rutherford, DSC



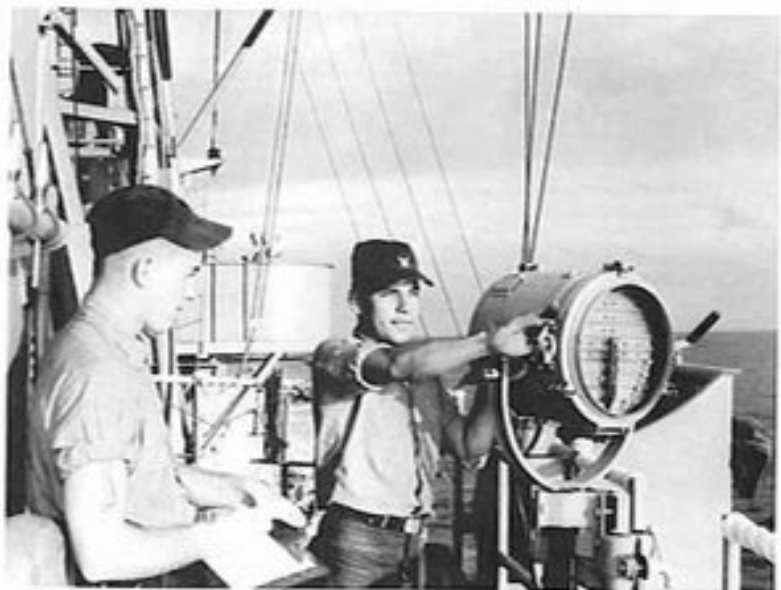
G. B. Lolwing, DSC

F. J. Messina Jr., TE/RMC



F. Carter, RMC





FRONT ROW: A. Ramirez, SM2; H. W. Klipple, SM2; A. D. Wicker, RMSN; H. A. Cook, RMSN; S. E. Hamn, RM3; J. E. Kreuger, RMSA; W. J. Cybulski, RM3; A. P. Sair, SM3; S. G. Morrison, SMSN. BACK ROW: ENS D. H. Puariea; F. J. Messina, TE(RM)C; V. C. Babauta, RM2; M. F. Day, RM2; F. W. Few, RMSN; H. V. Gibson, RM3; J. F. Larson, RM2; P. E. Francis, RM2; J. L. Alexander, SM2 (COMCRUDESFLOT 7); F. W. Boers Jr., RM3; R. D. Cook, SM1; F. Carter, RMC; LTJG P. G. Ruff.

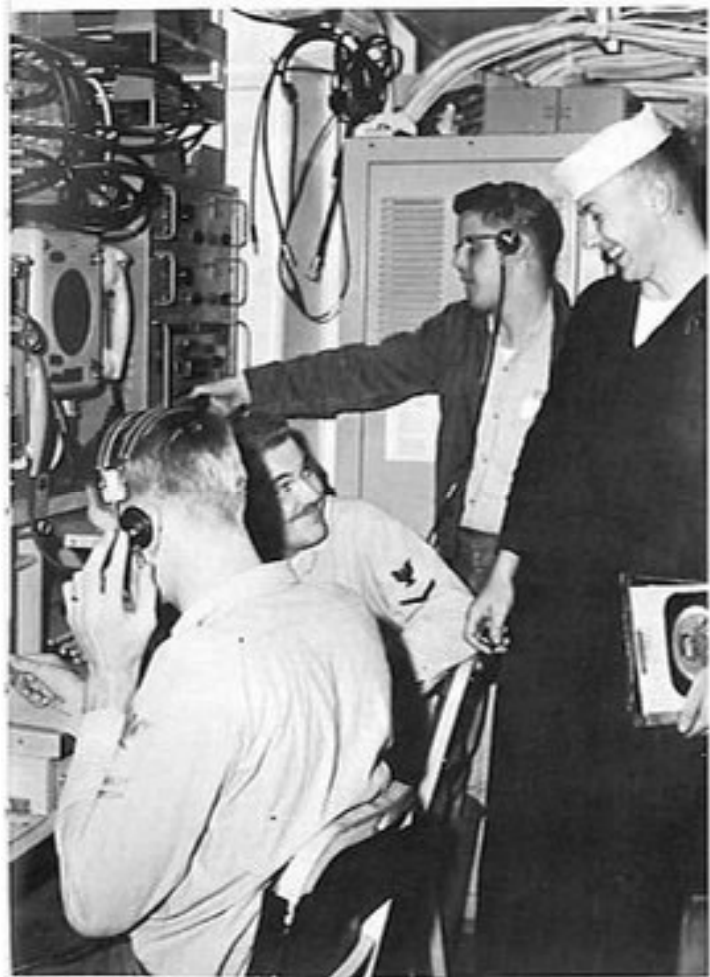




get out!... you can't sleep there...



look, ese, .. i said it's the green one..!



...so i told 'im i had work to do...



what's SOS mean...?

gee, this is fun... wish i knew the code...





FRONT ROW: B. R. Longacre, ET3; R. J. Schnieder, DSSN; J. R. Riggio, DS3; C. A. Mangus, ET3; R. D. Sanborn, ET3; T. C. Niebergall, ETSN; A. R. Wilson, DSSN; L. R. Porter, ET3; G. L. Conner, ET3; R. L. Cox, ET3. BACK ROW: LTJG L. Worley; G. B. Lolwing, DSC; M. L. Hailey, DS1; P. M. Kerns, ET1; S. D. Hoopes, DS2; D. O. Garske, DS2; D. B. Hampson, ETSN; P. E. King, DS2; R. H. Clinton, DS1; D. K. Lints DS1; W. P. Phillips, ET1; ENS H. B. Ray.





to make certain... first, wet your hands and grab this capacitor...



"#@&! + *@&+@ +&@!"



... no wonder it doesn't work... there's a coffee cup in here...



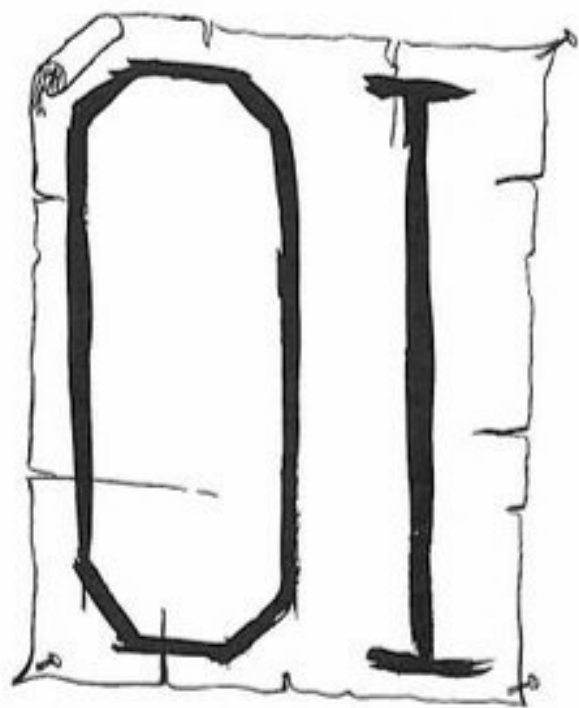
... eeeoowk! hello, MOSCOW...



... are you sure it's plugged in... ?



huh! we didn't think he could do it...



FRONT ROW: J. A. Whitson, RD1; W. W. Short, RD1; J. E. Cummins, RDSA; T. D. Tapster, RDSN; H. R. Jester, RDSN; R. G. Raum, RDSN; T. J. Frazier, RD3; J. D. Fisher, RDSN; E. Hardy, RDSN; J. W. Hargrove, RD1; BACK ROW: LTJG K. A. Johnson; D. L. Judson, RDSN; R. F. Grode, RD3; A. G. Manos, RDSA; H. J. Sammut, RDSA; R. A. Barnes, RDSN; J. L. Stevens, RD2; R. Acosta, RD3; J. D. Green, RD2; J. M. Davis, RD3; E. M. Smith, RD2; R. G. Weise, RDSN; D. R. Curlee, RD2; E. A. Roybal, RD2; E. L. Simpson, RDSN; G. T. Jumper, RD2; D. L. Gischler, RDSN; H. J. Stolar, RD2; J. J. Suttles, RD3; D. F. Newell, RD3; ENS J. N. Jenks; H. D. Trout, RDCS.





yes... it was me...



... if he parks his reindeer over there, will he be able to make it down through here... ?



... i'll bet he won't ask that question again...



... you say DS's aren't weird?... then tell me where he got the third hand...

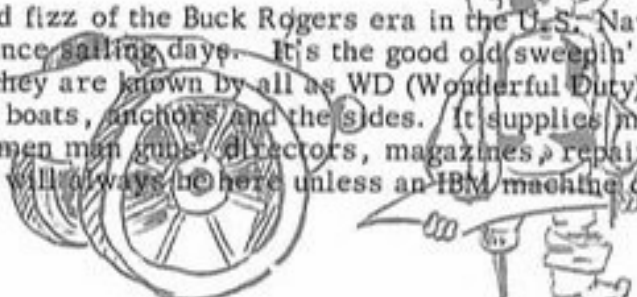


Weapons

The Weapons Department is comprised of five divisions collectively responsible for all facets of fire control, weapon delivery, and topside maintenance.

WA Division, a consolidation of three separate rates, is responsible for all phases of Anti-Submarine Warfare and combines Missiles Gunners, Sonarmen and Torpedomen into an effective ASW Team. These men are unique in that they operate and maintain all of the ASW equipment including electronics, hydraulics, mechanics, ordnance and muscle. The division is small and the work load large, but WA Division has proved that it is always ready.

Amid the hoopla and fizz of the Buck Rogers era in the U.S. Navy there is one division that hasn't changed much since sailing days. It's the good old sweepin', swabbin', chippin', paintin' deck force. On KING they are known by all as WD (Wonderful Duty) Division and they are responsible for decks, boats, anchors and the sides. It supplies men for watches, sea details, and side boys. These men man guns, directors, magazines, repair parties and replenishment stations. WD Division will always be here unless an IBM machine can be taught to chip paint.



WF Division is comprised of Fire Control Technicians. Contrary to what their name might imply, these men don't fight fires; they try to create them by making sure our weapons reach the target. They maintain the directors, radars, computers and all electric and hydraulic drives associated with Fire Control.

The Gun Gang, WG Division, is responsible for the 5 inch and 3 inch rapid fire guns and all the magazines. In the event that KING had to put a landing force ashore, the rifles, pistols and machine guns would be drawn from the landing force locker, also under WG care.

Operating behind closed door WM Division is responsible for operating and maintaining the missile launching system, missile test equipment and the missiles themselves. These jobs are divided between the Missile Gunners and the Missile Technicians, the two rates composing the division.





LT J. W. Simon
asw officer



LTJG W. H. Francis
gunnery officer

weapons officer



LT H. L. Webster

LTJG F. D. Foy
first lieutenant



ENS H. R. Eddy
missile officer

LTJG C. F. Brown
fire control officer



WEAPONS DEPARTMENT ADDRESS AND MEMO PAGE

Name Glenn R Smoker
Street RD #2
City Narvon, Pennsylvania
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Name _____
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Memo



E. M. Conrad, FTC



J. E. Davis, FTC



L. L. Peterson, BMC

E. J. St. Germain, TMC
not pictured



E. D. Farmer, GMC

J. O. Fairchild, MTC
not pictured

W. F. Veasey, GMMC
not pictured



J. R. Totten, FTCS

S. C. Roach, FTC



F. R. Crawford, SOCS



FRONT ROW: F. J. Lauyans, SOG2; T. S. Martin, GMMSN; W. E. Grider, GMM3; J. H. Mann, GMMSN; M. L. Hollis, SOG3; J. M. Mandemacht, SOG3; P. W. Coble, TM2; SECOND ROW: LTJG W. H. Francis; F. R. Crawford, SOCS; P. J. Audinet, SOG3; G. R. Smoker, SOG3; A. R. Miller, SOG3; R. A. Armstrong, GMM1; E. D. Farmer, GMMCM; LT J. W. Simon.



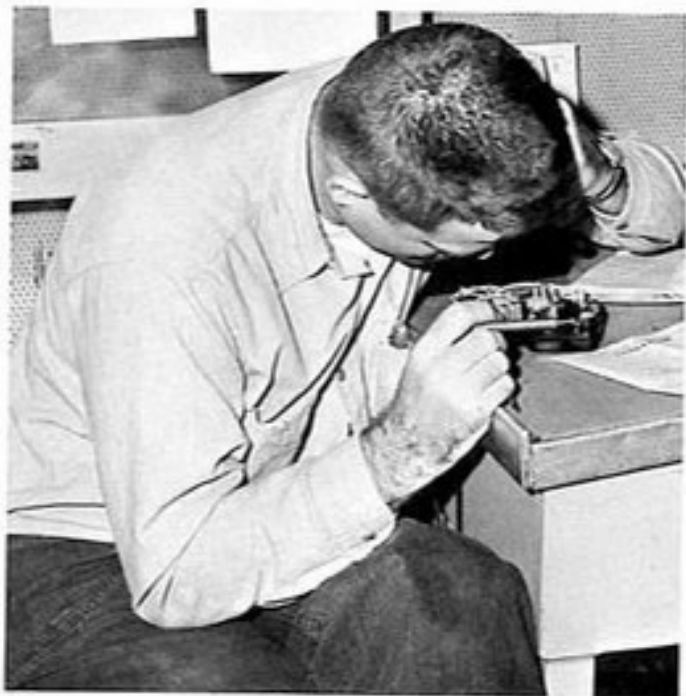


...who got my bottle...?

...sir, this is PFC Mandernacht...



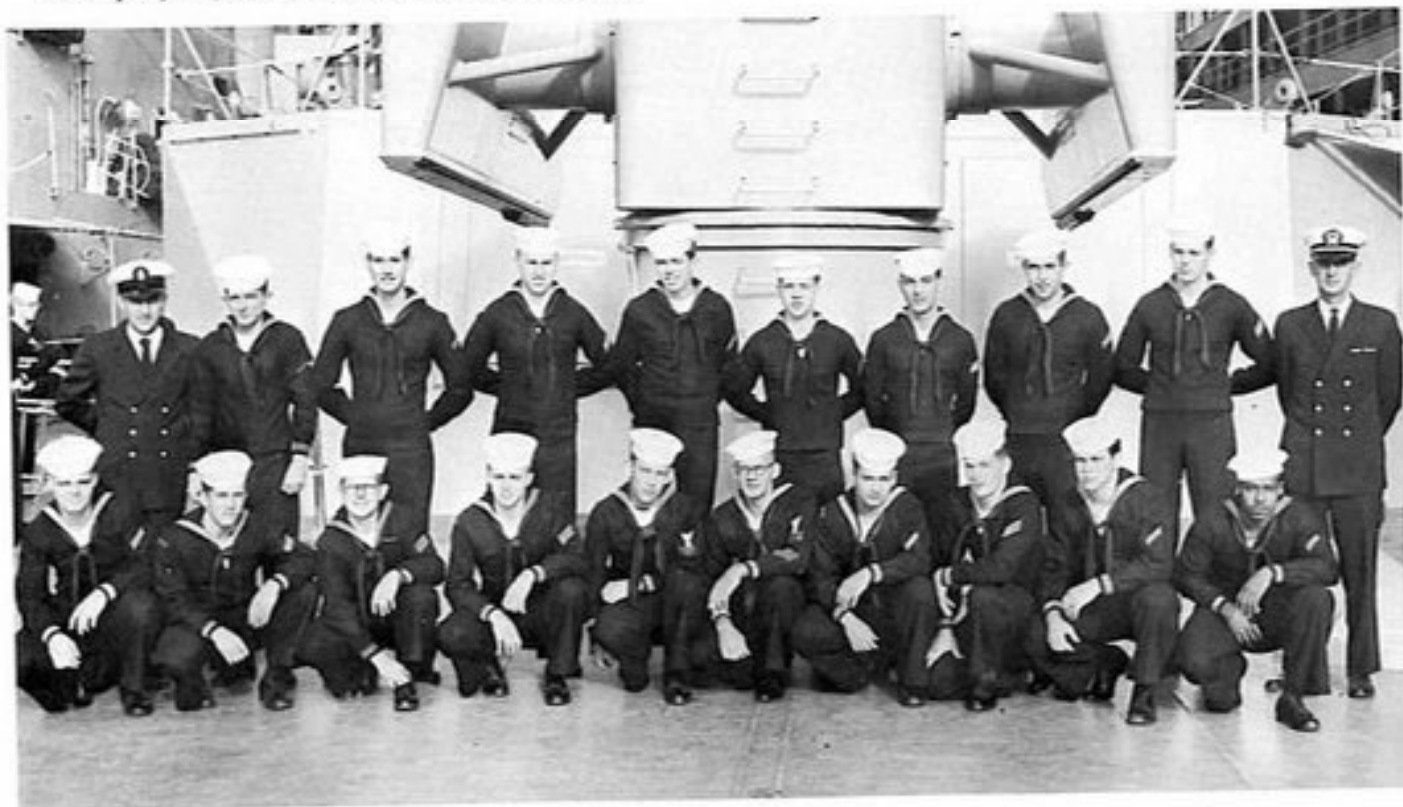
.. what do you mean; i got 2 hours..



...i think he ran behind that resistor...



FRONT ROW: L. W. Huber, SN; J. W. Moore, SA; F. D. Miller, SA; J. L. Willocks, SN; E. H. Bruesch, BM2; E. W. Haar, BM1; F. B. Villa, SN; R. L. Kosowski, SN; M. D. Burns, SA; J. E. Brown, SA; L. L. Peterson, BMC; R. K. Kelly, SA; W. B. Miller, SN; J. L. Huff, SN; J. L. Culberson, SN; K. Wojnowski, SN; L. C. Smith, SN; M. H. Devenport, SN; M. T. Holmes, SN; LTJG F. D. Foy





FRONT ROW: E. S. Cager, SA; L. L. Acton, SN; V. Cowan, SA; R. D. Beshar, SA; Y. H. Lovelace, BM3; G. F. Long, SA; Z. M. Farrar, SA; R. W. Moffitt, SN; R. D. Broaddus, SA; K. Wojnowski, SN; F. G. Santa Rosa, SN; W. D. Strickland, SN; BACK ROW: L. L. Peterson, BMC; J. A. Chavez, SN; M. C. Boyd, SN; W. H. Deniston, SR; S. T. Clayton, SA; E. N. Bell, SN; B. J. Heggem, SN; D. D. Lovejoy, SA; J. S. Cole, SA; G. J. Hamlet, SN; A. B. Gonzalez, SA; A. G. Rempher, SA; LTJG F. D. Foy.





FRONT ROW: T. L. Morgan, FTM3; G. L. Posner, FTMSN; J. L. Wells, FTG3; D. K. Lowther, FTG3; L. A. Gangwish, FTM3; A. M. Hall, FTM3; A. M. McConnel, FTMSN; P. S. Durland, FTG3; W. N. Harvey, FTGSN; E. J. Heassler, FTM3; MIDDLE ROW: H. E. Latimer, FTM1; J. E. Watson, FTG2; S. R. Palmore, FTM1; J. D. Billington, FTM2; R. M. Shook, FTM1; E. M. Conrad, FTC; J. R. Totten, FTCS; J. E. Davis, FTC; S. C. Roach, FTC; J. J. Kuesters, CIVILIAN; ENS C. F. Brown. BACK ROW: E. L. Epperly, FTM2; G. K. Faig, FTM2; J. A. Richardson, FTM3; L. M. Piper, FTM3; G. Tassios, FTMSN; L. R. Hartmann, FTM3; F. W. Wheeler, FTM3; S. S. Saunders, FTMSN; R. J. Baginski, FTM3; M. D. Bois, FTMSN; C. A. Elsbury, FTM2; L. M. Olsen, FTG2.





Olsen! come down from there, now!



...that is wet paint... isn't it?



...these monkeybars are fun...



... it was a walking doorknob...



...don't laugh... you're next...



FRONT ROW: R. A. Haynes, GMG3; T. B. Rhea, GMG2; F. L. Lone Elk, SN; P. R. Contioso, GMG3; F. W. Silvers, GMGSN; SECOND ROW: LTJG W. H. Francis; J. E. Brown, SA; H. K. Kanngiesser, YNSN; H. L. Webb, GM2; R. L. Fischer, GMGSN; D. H. Combs, GMGSN.





... so here i was... surrounded by four girls...



... i still think the bullet goes in this hole...



... i think a hair trigger will work okay...



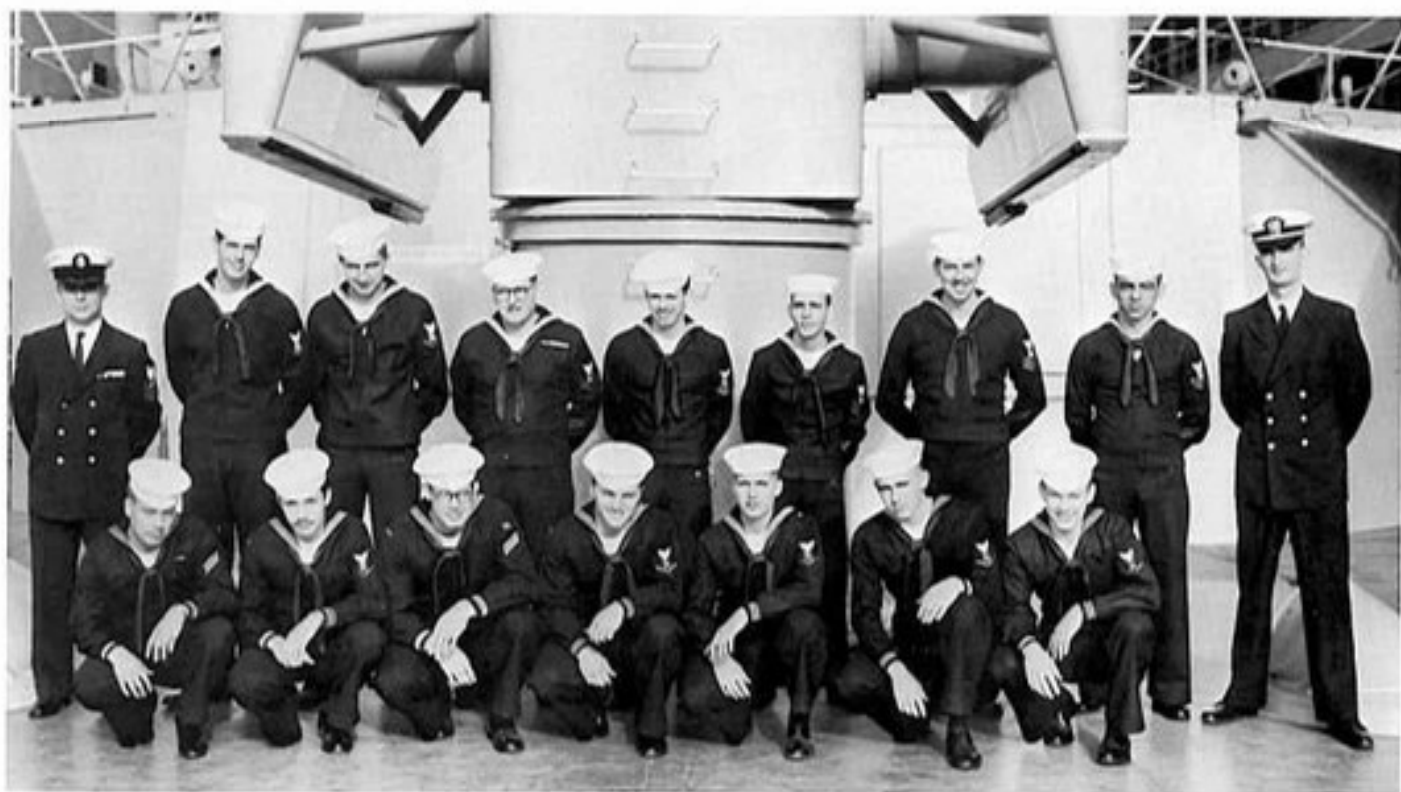
.. you can come out, now, GQ's over..



... wonder what they'll say when a three inch pops up...?



FRONT ROW: B. O. French, GMM3; M. S. Wiykovic, MT3; R. S. Hollyfield, MTSN; S. F. Aldridge, MT3; R. J. Vallorani, MT3; W. H. Van Vlack, MT3; P. K. Chambers, GMM3. BACK ROW: W. F. Veasey, GMMC; J. W. Pounds, MT3; W. H. Koski, GMM2; E. A. Kolbe, MT2; J. W. Morgan, GMM1; A. L. St. Pierre, MT1; G. L. Burrows, MT2; C. E. Provencal, MT3; ENS H: R. Eddy.





.. we get interviewed by the chaplain, tomorrow...



... five, four, three, two...

... You pressed what button... !!?



... run this to the plunger, comrade, and we're all set...



... information, may i help you... ?

Supply

The Supply Department, comprising two divisions, manages the financial, messing, clothing, business affairs of the ship and accessories, or parts, valuable to the other departments.

Lets break this department down and present a little more, in detail, about the supply people.

To begin with, there is SC Division. These are the people that keep the crew happy. They prepare and serve our food. A big difference between home cooking and the cooking aboard ship is, rather than preparing for just four or five, they prepare for over 350. So, instead of a pinch of salt it's a pound of salt.

SS Division administers the financial allotments, accounts for the physical assets of the ship, procures all items of required electronic and ordnance parts. Each gang has his own job to perform in SS Division. The disburser is the one who hands out that "root of all evil" stuff; the barber - aptly named for the shop he runs; the ship's servicemen operate the laundry, tailor shop and the ship's store; the storekeepers keep us supplied with repair parts and food for the whole ship; and, finally, the stewards, who maintain and operate the wardroom and cabin messes for the officers.

In keeping with a well-groomed ship these men play a big and important role and do an outstanding job. One look at the KING will confirm this.



LTJG E. A. Fincke
ass't supply officer

supply officer



LT D. F. Springer

LT R. T. Sienknecht
ass't supply officer



ENS P. Ross
ass't supply officer



SUPPLY DEPARTMENT ADDRESS AND MEMO PAGE

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Memo



F. R. Schultz, SKCS

not pictured

S. J. Clerico, CSC



And you wonder why we're underpaid??

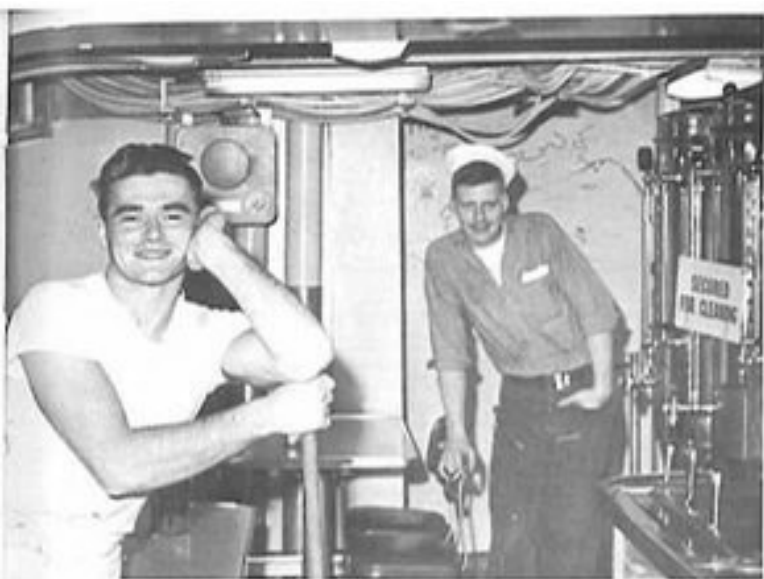
No, not all of the Supply Department is games.
The supply officers and chiefs have other jobs
to perform... as you can see...





FRONT ROW: S. L. Smith, SN; E. T. Ware, CSSN; G. E. McConnel, SN; BACK ROW: LTJG E. A. Fincke; C. R. Linayao, CS1; W. J. Garone, CS3; C. R. Graves, CS3; T. E. Johnson, CS1.





... cheeeese...



... 'ladies home journal' always has good recipes...



... take that .. and that .. and that ..

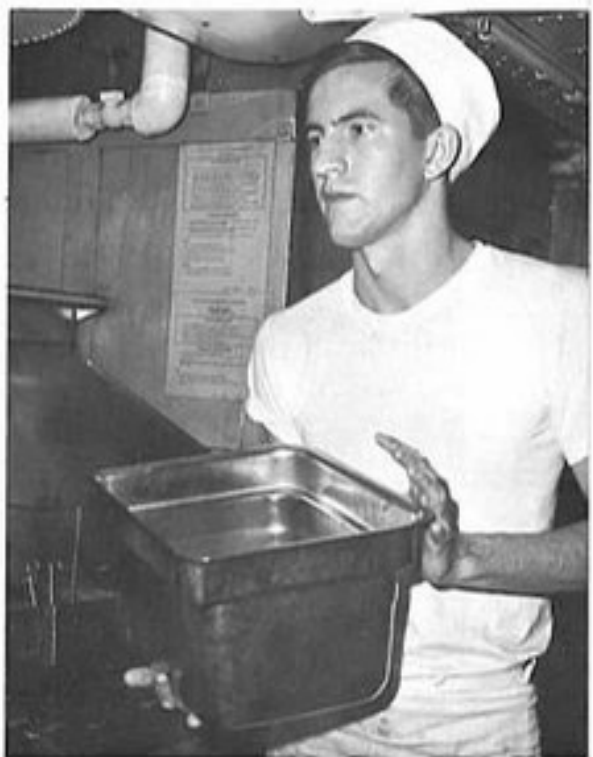


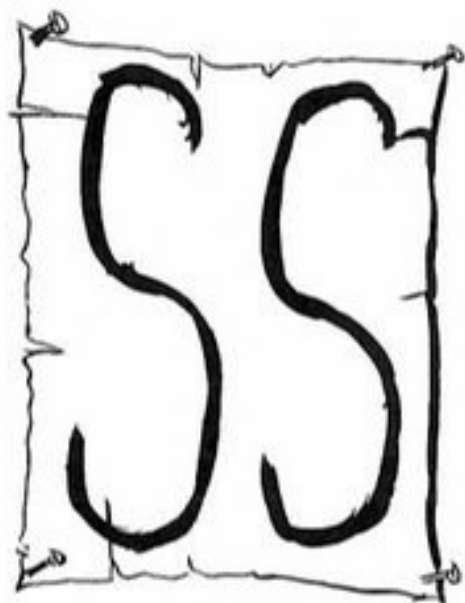
... recipe calls for a pinch of cyanide..

... you want this dish-water in there?



... watch that fly bob up and down when i press the lever...





FRONT ROW: E. J. Dronette, SKSN; W. R. Guffey, DSKN; A. E. Gallegos, SHSN; J. E. Escobar, TN; S. O. Ritchardson, SA; P. B. Anderson, SN; L. Farris, SN; E. S. Satsky, SKSN; R. M. Castillo, TN; K. D. Smith, SN. BACK ROW: LTJG R. T. Sienknecht; T. P. Biscocho, SK2; W. G. Eckstein, SH2; L. Alegre, SD1; D. Desingano, SD3; H. R. Richardson, SK3; R. S. Calliotte, SK2; T. W. Schmitt, DK1; S. L. Reid, SK1; M. N. Williams, SH2; L. Q. Baellig, SK1; F. R. Schultz, SKCS.





... she loves me... she loves me not



... the master-at-arms sure has a dirty neck...



... here i was cutting that guys hair and then we took that big roll...



... here it is... on page 94837268900...



... you think you've done some sailin', let Andy tell you about his days on the Merrimac...

Executive Navigation

The Executive/Navigation Department, though the smallest in size, performs one of the biggest jobs aboard the King; and functions both as a department and a division. It is manned by Quartermasters, Yeomen, Personnelmen, Corpsmen, and Postal Clerks.

The Quartermasters are assistants to the Navigator and help determine the ship's position at sea. Other duties include maintaining charts and publications, and standing bridge watches to keep an up-to-date log of all events vital to the ship's operation.

navigator



LT L. E. Wood, Jr.

The medical representatives aboard ship are the Corpsmen. Effecting a high rate of personnel recovery by dispensing large quantities of "APC's," these men also find time to maintain a well equipped treatment room, two emergency battle dressing stations, and 22 first aid lockers located throughout the ship. Performing their daily routine with quiet confidence, the Corpsmen are held in high regard by the entire crew.

The Yeomen, "unsung heroes" of the ship, are a vital part of shipboard organization. Their work includes the maintenance of all administrative files and preparation of all incoming and outgoing correspondence. The tools of their trade include the typewriter, instruction manuals, reams and reams of paper, and an ability to keep their balance while typing as the ship proceeds through rough seas.

The Personnelmen handle all matters pertaining to an enlisted man's service record and the history of his career in the Navy. The personnel office is responsible to the Executive Officer for matters pertaining to leave, liberty, and morale of the crew. This office provides the necessary help and guidance to those interested in making the Navy a career.

With the announcement of "mail call," the Postal Clerk becomes the center of attention as he distributes the sorted mail to the divisional petty officers. In addition to handling the sale of stamps and money orders, he will process any claim or complaint which a crew member may have concerning postal service.

EXECUTIVE DEPARTMENT ADDRESS AND MEMO PAGE

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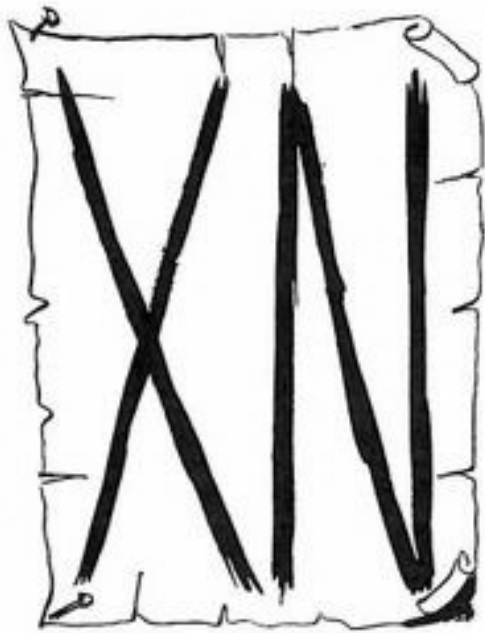
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Memo



FRONT ROW: W. C. O'Dell, YNSN; R. M. Landeis, HMI; J. S. Duncan, SN; D. A. Aguiar, QM2; W. Craig, PNI; T. E. Dent, YNI; BACK ROW: LT G. C. Curry; W. A. Curtis, SA; D. L. Vasicek, SN; W. L. BELL, HM3; C. F. Raum, PN3; R. L. Alderson, SN; LT L. E. Wood.





... this is what comes from licking stamps, all day...



... 'dear mommy, today they made me get...'



... wow! you should see this one..



... just a sec... my thumb is caught..



.. my, my... what big fangs you have...



... hey Charlie, how do you spell kat...?

K
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Q
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Linda Davis

Throughout the KING's WestPac cruise, we became lonely for our friends and relatives at home. Realizing the impossibility of having them all here with us, an idea was suggested that we select a representative of our loved ones. A committee was then formed to figure out "by what means." And so the KING's Queen Contest materialized.

As the girls entered by the KING's men were all so attractive, it made the selection quite difficult. However, the prolonged contest was finally brought to an end and the KING's Queen was selected... Queen Linda.

But we couldn't stop there. Every queen should have a court, and so two more girls were chosen as princesses in Her Highness's Court. They were Princess Margaret and Princess Judy. Despite their absence physically, they were in our minds, cheering us up with their glowing smiles.

The KING's Queen is a brown haired, blue eyed lass from Lafayette, California. She is a lovely 18 year old who attends Acalanes High School, standing five feet one and a half inches and weighing 103 pounds. Her hobbies include art, horseback riding and swimming.

Although her future is undecided, Queen Linda hopes, upon completion of high school, to attend college. Whatever her decision may be, we, the KINGSMEN, join together in wishing her the best of everything.

Princess Margaret is 19 years old with black hair and brown eyes. She weighs 105 pounds and stands 5 feet 3 inches. Princess Margaret attended Las Cruces Union High School, Las Cruces, New Mexico. She is presently employed by C. R. Anthony & Co. in Las Cruces.



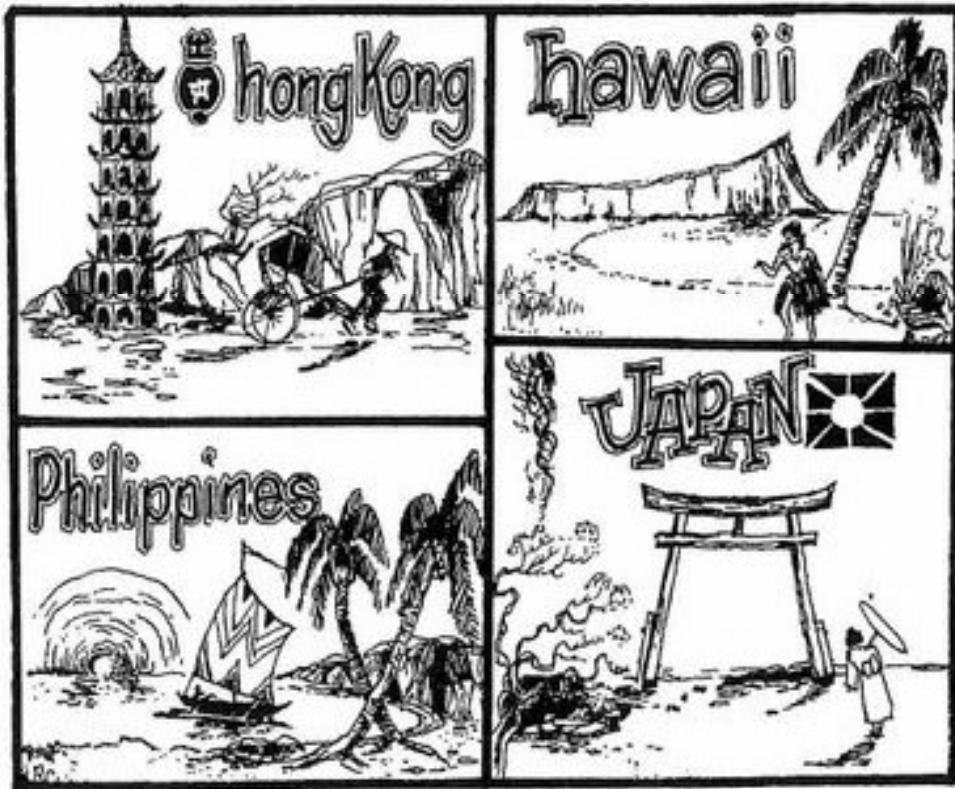
Princess Jackie is a California girl with brown hair and brown eyes. She is 20 years old, stands 5 feet 7 inches and weighs 115 pounds. She was graduated from George Washington High School in Los Angeles. Princess Jackie is now working for the Automobile Association in Los Angeles.

King's



Westpac → 1963-'64

CRUISE



A cruise begins by loading aboard stores and provisions. . .



Carrying them below. . .



And logging them in.



From supply...



To medical,

EVERYONE PITCHED IN!



Personnel...

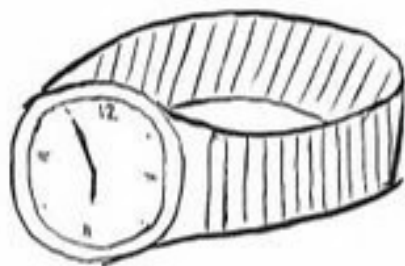


To engineering.



Well, almost everyone...

Finally, on August 1, 1963, with all preparations completed,



... The Commodore reported aboard with his staff...



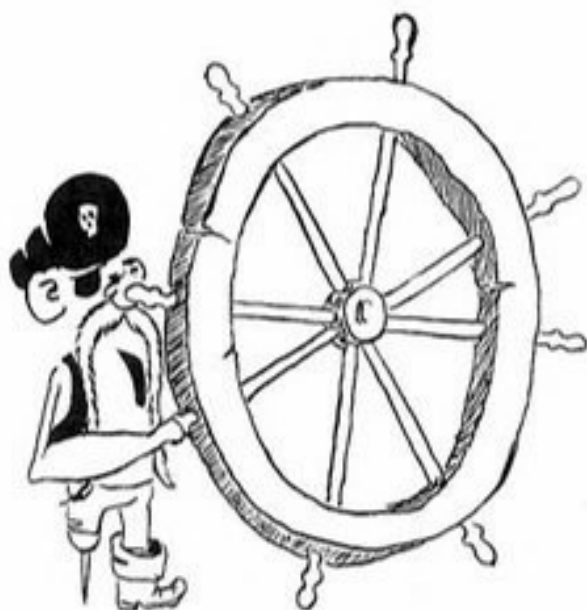
... And with a final goodbye to our wives and sweethearts...



We got underway.



And set our



course for...



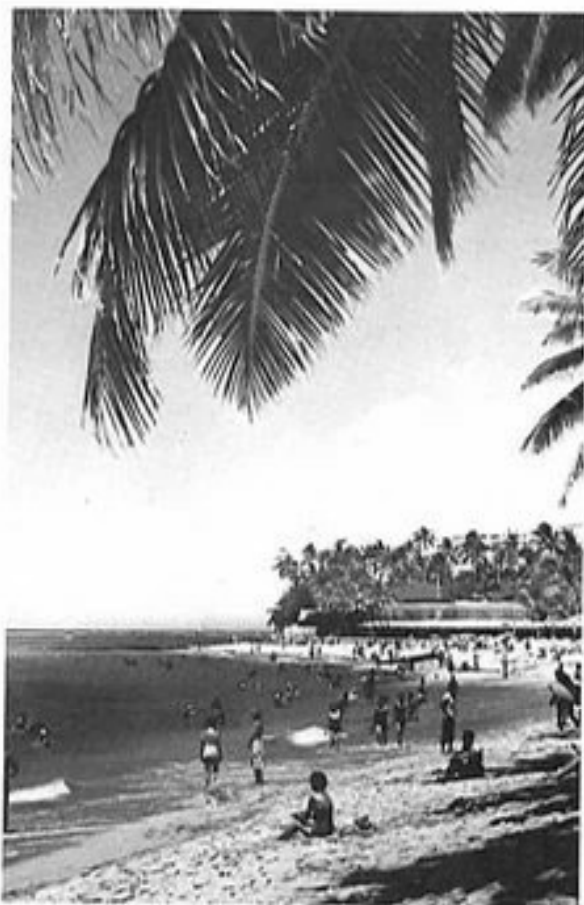


HAWAII





A land of green mountains . . .



And golden beaches.





Of pineapple fields...



dancing girls...



And laughing children.



At sea again...



we encountered a typhoon.

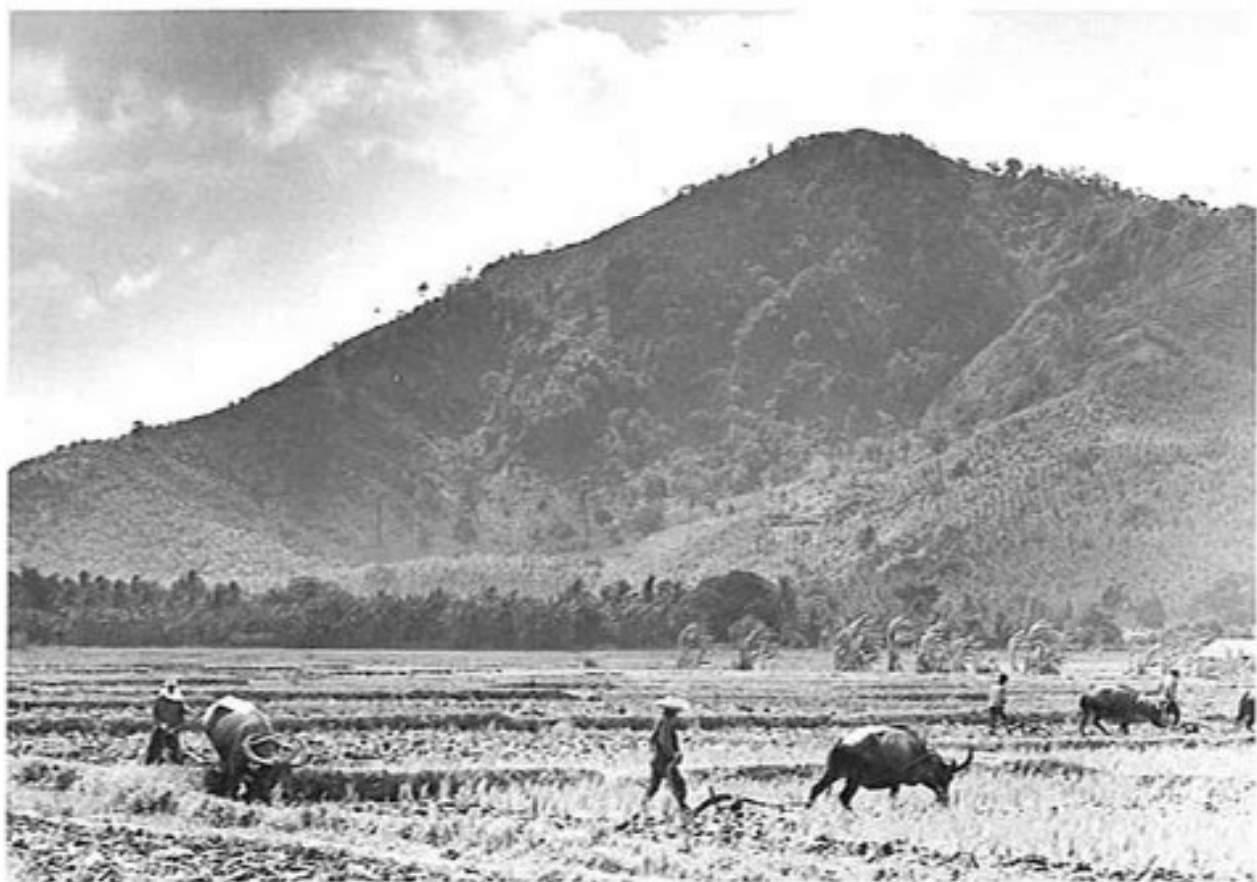


But the damage was slight and we continued onward to the...



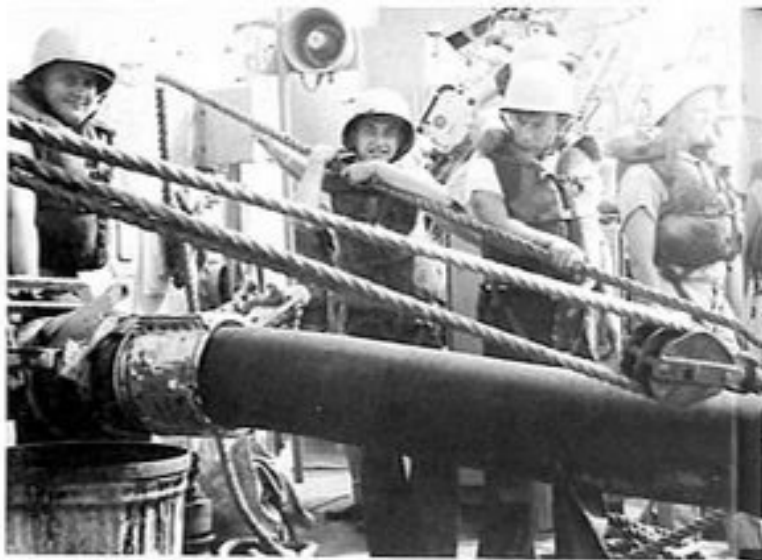
Twisters the world over!

PHILIPPINES



At work in the fields.





Refueling at sea...





A bustling metropolis

HONG KONG

With quiet splendor





Life afloat



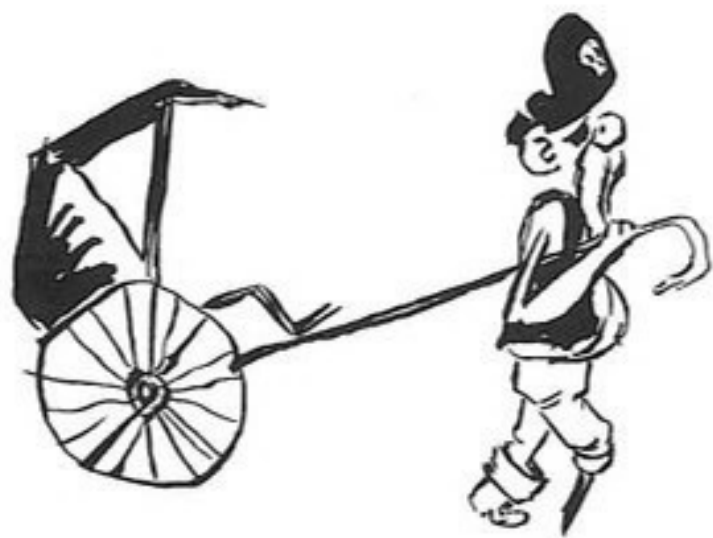
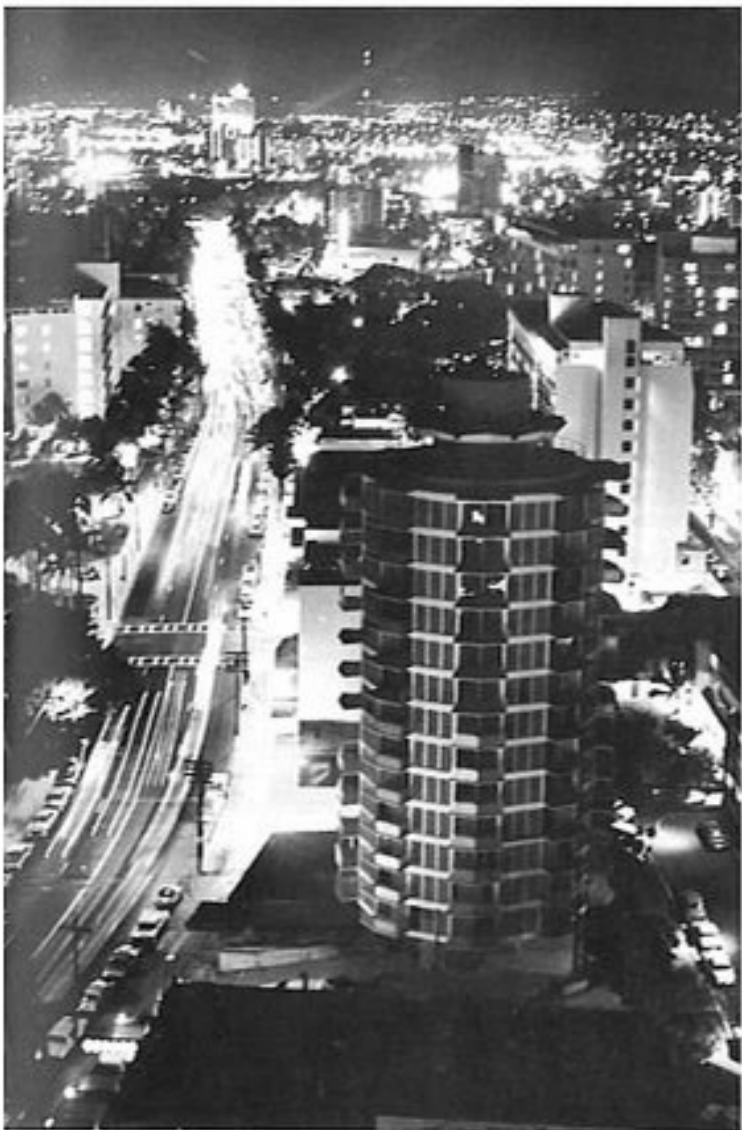
An Aberdeen family



Smiling faces



A Chinese temple



Hong Kong night life





Tiger Balm Garden





Back



to sea.



Gunnery at sea



With obvious results



The lighter side



at sea.



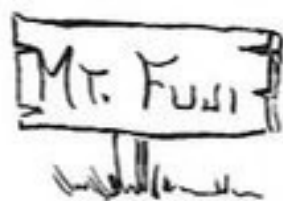


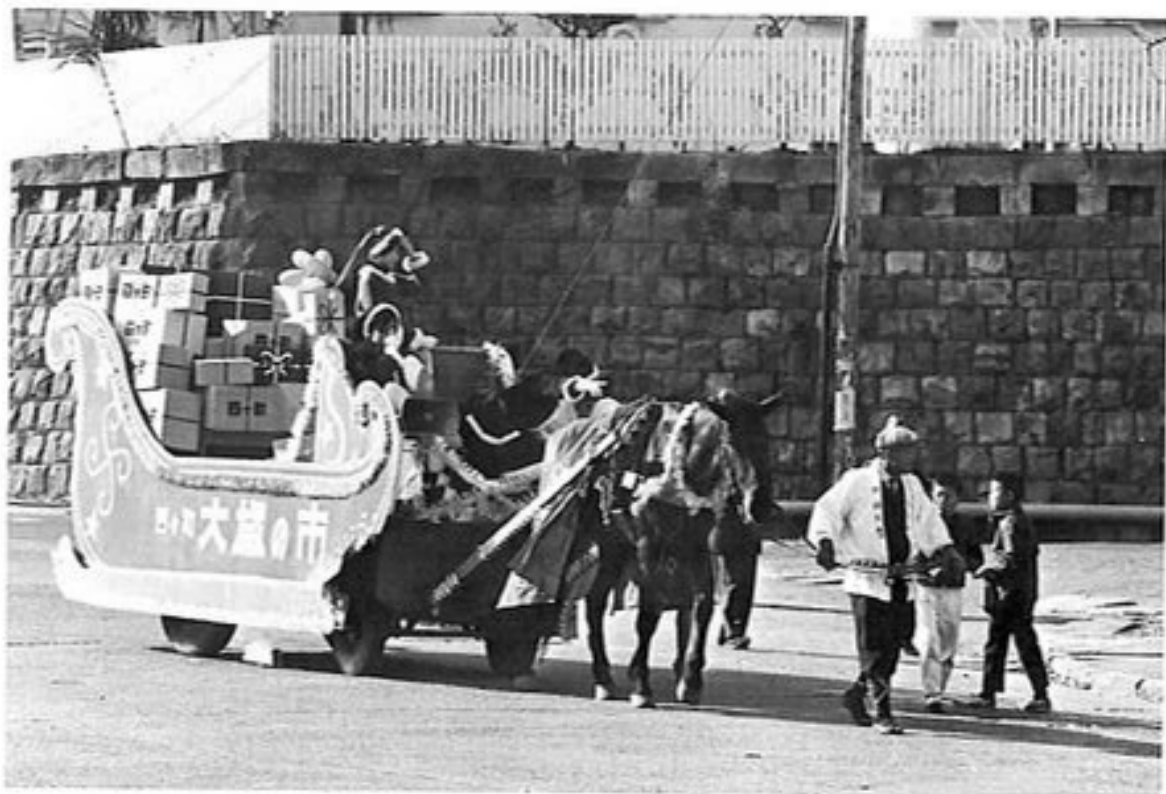
LAND
OF
THE RISING SUN



EAST MEETS WEST







Santa Claus-San



Christmas is international.



Recreation and worship





HOMeward



BOUND



This book represents the culmination of efforts of a group of KINGSMEN who devoted unselfishly their time and patience to complete a chronicle of events which, it is hoped, will be held dear to the hearts of all of the KING's men for years to come.