

STEAMING
to the
SOUTHERN CROSS



Editors:
G. H. Stelling and A. W. Brown



Greenland

NORTH

U. S. S.

ATLANTIC OCEAN

United States

Canada

France

Germany

Austria

Hungary

Romania

Greece

Turkey

Iran

Afghanistan

ALGERIA

Libya

EGYPT

Arabia

India

ARABIAN SEA

Venezuela

Colombia

BRAZIL

Bolivia

Paraguay

Uruguay

Argentina

Chile

South Africa

Central Africa

Ethiopia

Somali

Kenya

Tanzania

Madagascar

SOUTH

INDIAN OCEAN

ATLANTIC OCEAN

Equator

Tropic of Capricorn

WEDDELL SEA

Queen Maud Land

Coats Land

ANTARCTIC

Ellsworth Island

Africa



USS KING (DLG - 10)
WESTPAC 1971 - 72

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**TO THE
SOUTHERN CROSS**

THE EPIC
JOURNEY OF THE
USS KING (DLG-10)

1971-1972

EDITORS

GEOFF STELLING

A. WOOD BROWN

FOREWORD

Sixty-five thousand miles to the end of the line
We've been steaming six months and it's just about time.
You say you're a steamer and a great rolling stone,
Well, my hat's off to you, but there's no place like home.

We've been to Alaska and exotic Singapore,
Pago Pago and Manus, just to name a few more.
From the Sea of Okhotsk to the Straits of Siam,
You're not tired of travelin, well, "partna," I am.

But it's been a good cruise if you think of the best,
Getting unreps and midwatches off your chest.
If you did a good job and said, "boulder dash," ignore it,
You can hold your head high, you're a better man for it.

Soon the rocking and rolling and pitching will be over,
We can join the "land lubbers" in the green fields of clover.
But I'll bet you my paycheck that there never can be
Finer fellowship than shipmates who have steamed the great sea.

C. P. ENG



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TO THE SOUTHERN CROSS

Is dedicated to:

Those who were responsible for the very lives of numerous pilots over Vietnamese lands and waters;

Those who ensured that our guns and missiles were always ready to down any potential foes;

Those who oft-times spent their total time in liberty ports refueling the ship and/or repairing boilers;

Those who stood countless hours of watch on the bridge, in the main spaces, on the weather decks, and within the ship, thus insuring the safety and well-being of us all;

And to those who shuffled endless reams of paper to ensure that our existence aboard KING was not forgotten by those who support us on land and at sea.

In short, this book is dedicated to every KINGSMAN who steamed with her on this epic journey.

G. H. STELLING

FROM THE CAPTAIN

A very special effort has gone into this cruise book, commemorating a cruise unusual in its character from beginning to end. Steaming together for nearly 65,000 miles, you, the **KINGSMEN**, have reached peaks of professional excellence on numerous occasions. From intensive surveillance operations in the far northern reaches of the Bering Sea and northern Pacific Ocean, to support of attack carrier operations in the Gulf of Tonkin, to demanding and prolonged efforts in support of America's largest Indian Ocean Force, Task Force 74, the crew of **KING** put forth sustained superior performance not usually demanded of most ships deploying to WESTPAC. The superlative job has not gone unnoticed; various praises have been received from many quarters, including the pilots who benefited from **KING**'s fine air-controlling, the helo detachments we had assigned to **KING**, Commander of Task Force 74, COMCRUDESGRP-SEVENTHFLT and Commander Seventh Fleet. It was acclamation well-earned.

It is also interesting to note that we, in **KING** this cruise, have transitted 15 seas, 2 gulfs, several straits, and 3

oceans. We have spanned the Pacific from East to West, North to South, not to mention half of the Indian Ocean. Although unfortunately cancelled out of our Hong Kong Christmas, we had an exceptional opportunity for people-to-people diplomacy "down under" in both Australia and New Zealand. These visits were a delight and a complete success in all respects. The ship's appearance was spotless and striking. Many thousands of Aussies and Kiwis visited **KING** - you can be sure that the numerous friendships and fine impressions you as American ambassadors made are of real, though intangible, value to our Navy and our Nation. It is these personal ties and experiences between our respective peoples that constitutes the real nature of alliances.

It is my very strong feeling that this crew has and will continue to respond to every demand and every challenge in ways that do credit to our Navy and to **KING** herself. It has been a singular pleasure for me to be your Commanding Officer during much of the work and fun of **KING**'s eleventh, and most interesting, deployment from home. My cap is off to you!





Commander **TARBUCK** was appointed to the Naval Academy from the state of California and graduated with the class of 1956. He served his first tour of duty as Gunnery Officer aboard the Radar Picket Destroyer **DENNIS J. BUCKLEY**. His tour also included three deployments to the Far East, one of which was during the Quemoy Crisis where he also served as an all weather air controller.

Upon completion of his initial tour on **BUCKLEY** in December 1958, **CMDR TARBUCK** attended mine warfare orientation school and subsequently served as Executive Officer and Navigator of the Ocean Minesweeper **CONQUEST**

in transpacific operations to Thailand and the Orient.

Commander **TARBUCK** assumed command of the coastal minesweeper **WARBLER** in October 1960 in the Western Pacific. He assumed additional duty as Commander Mine Division **THIRTY-TWO** in May 1962. In February 1963 he was relieved and assigned to the Bureau of Naval Personnel, Officer Distribution Section.

Commander **TARBUCK** joined the **USS DALE (DLG-19)** in March 1965, in the Tonkin Gulf, where he assumed duties as Operations Officer. Upon completion of his second Vietnam area cruise (in August 1966) he was detached and reported for duty as Executive Officer, **USS JOSEPH STRAUSS (DDG-16)**, homeported in Pearl Harbor, Hawaii. From January to June 1967 he served his third Vietnam deployment and ninth **WESTPAC** cruise with the U.S. **SEVENTH** Fleet.

After completion of the course at the Armed Forces Staff College, Norfolk, Virginia, Commander **TARBUCK** was assigned to the Command and Policy Branch of the Strategic Plans and Policy Division (**OP-60**) in **OPNAV**. Five months later he was selected to serve as the Administrative Assistant and Aide to the Vice Chief of Naval Operations.

Recently, Commander **TARBUCK** completed a Vietnam, in-country Senior Advisor tour prior to reporting for duty as Commanding Officer, **USS KING**. Commander **TARBUCK** and his wife, Roberta, reside in Imperial Beach, California, with their two children, Rob-Ray and Michelle.

COMMANDING OFFICER

**CMDR.
RICHARD
R.
TARBUCK,
USN**





USS KING

USS KING (DLG-10) is a Guided Missile Frigate, homeported in San Diego, California. She administratively reports, through Commander Destroyer Squadron FIVE and Commander Cruiser-Destroyer Flotilla ELEVEN, to Commander Cruiser-Destroyer Force, U.S. Pacific Fleet. KING operates as a unit of both the FIRST Fleet and of the SEVENTH Fleet depending upon her geographic location.

KING was authorized by

Congress in the 1956 Shipbuilding Program. Her keel was laid on 1 March 1957 at the Puget Sound Naval Shipyard, Bremerton, Washington, KING was launched on 6 December 1958, under the sponsorship of Mrs. Oliver W. VAN BERG, daughter of Fleet Admiral KING. KING was commissioned and proudly took her place in the Navy on 17 November 1960 as the first ship named after Fleet Admiral Ernest J. KING.

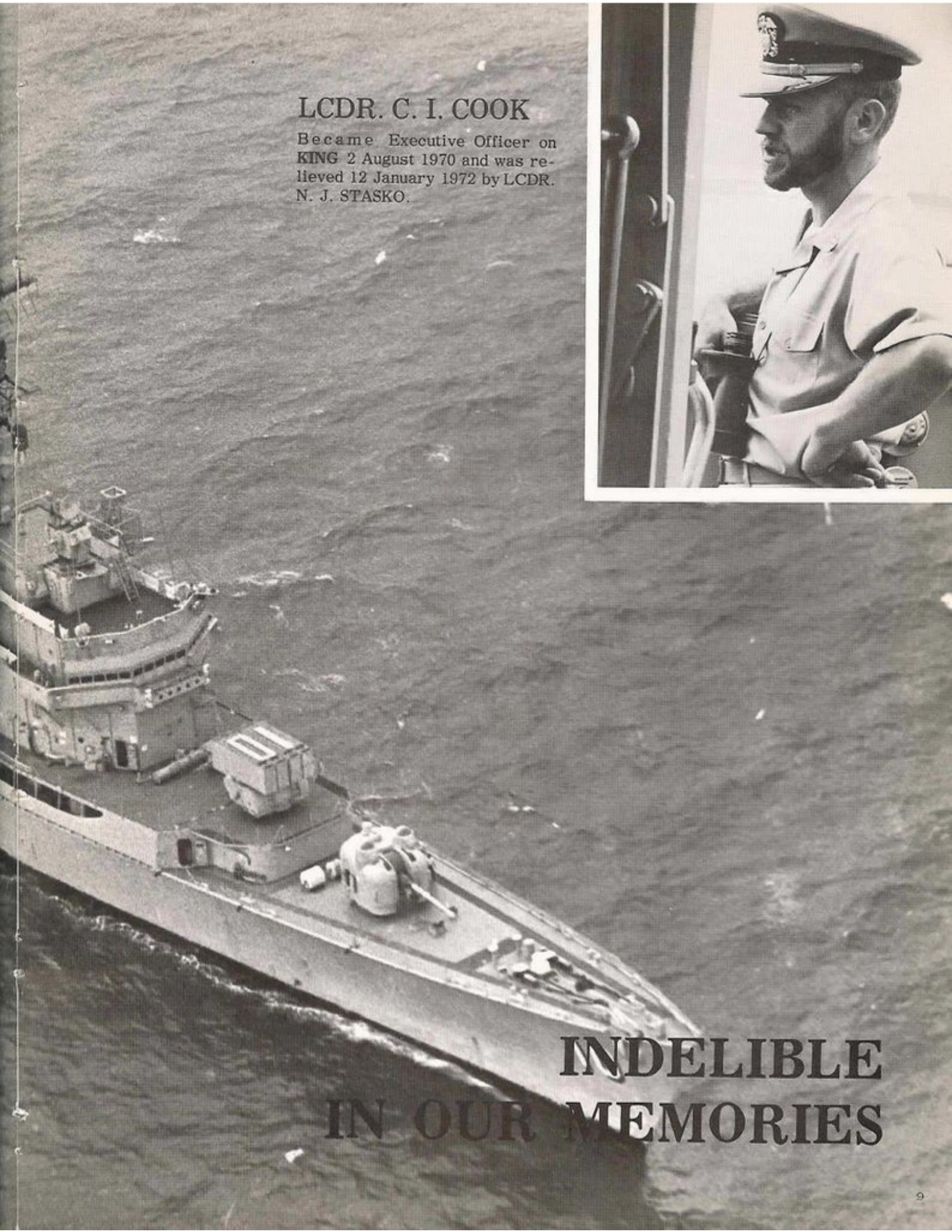
THERE WERE CHANGES IN COMMAND



CMDR. D. M. JACKSON

Took command of KING 20 May 1970,
and was relieved 23 October 1971 by
CMDR R. R. TARBUCK.



An aerial photograph of the USS King (DDG-109) sailing on the open ocean. The ship is viewed from an elevated angle, showing its complex superstructure, radar masts, and gun turrets. The water is dark with whitecaps.

LCDR. C. I. COOK

Became Executive Officer on
KING 2 August 1970 and was re-
lieved 12 January 1972 by LCDR.
N. J. STASKO.



**INDELIBLE
IN OUR MEMORIES**

EXECUTIVE OFFICER

LCDR. STASKO graduated from the Naval Academy and was commissioned an Ensign on 8 June 1960. His first tour of duty was aboard the USS BARRY (DD-933) on which he served as the MPA and DCA. While waiting for the return of the USS KING (DDG-3), LCDR. STASKO was the Assistant Operations Officer for Commander Cruiser-Destroyer Flotilla FOUR.

Aboard USS KING (DDG-3), LCDR. STASKO assumed duties as the Engineering Officer. LCDR. STASKO was sent to

Washington D.C. and attached to BUPERS as Officer Procurement. LCDR STASKO's next tour of duty was as the Commanding Officer aboard the USS SEAKER (AFT-162). Prior to his tour as Executive Officer of the USS KING (DLG-10), LCDR. STASKO attended two years at the U.S. Naval Post-Graduate School in Monterey, California.

LCDR. STASKO and his wife, Sharon, reside in Chula Vista, California, with their two children, Kathryn and Gregory.



LCDR. NICHOLAS J. STASKO, USN



"Remember, Flame, you're only an Ensign."

EXECUTIVE NAVIGATION

The XN Division is more like a Department, and is made up of the quartermasters and the administrative section. The responsibilities of this group are very diversified and range from getting the ship underway and going safely to its destination to keeping the records properly in the Ship's Office.

The Navigation Section is manned by the Quartermasters. Getting underway for a deployment, the QM's are at the helm and various stations to visually navigate the ship out of the channel. Once in open water, the QM's day is filled with morning stars, sun lines, evening stars, LORAN, and a continual concern for the ship's position.

The Administration Section is composed of the Yeomen and the Personnelmen in the Ship's Office, a scene of con-

stant activity with all working there ensuring that the ship's reports are completed and mailed on time, typing the many memos and instructions, correcting personnel records, ordering tests, and guaranteeing that all incoming correspondence is correctly routed and action taken.

In Sickbay, the Hospital Corpsmen are concerned with a day of shots, physicals, colds, emergencies, and the continuing task of checking the sanitation of the ship's messing and berthing areas.

The Postal Clerk, either the most popular or unpopular man on the ship, depending on the frequency of the mail delivery, mans our seagoing post office, selling stamps, handling all the ship's mail, and keeping morale high.



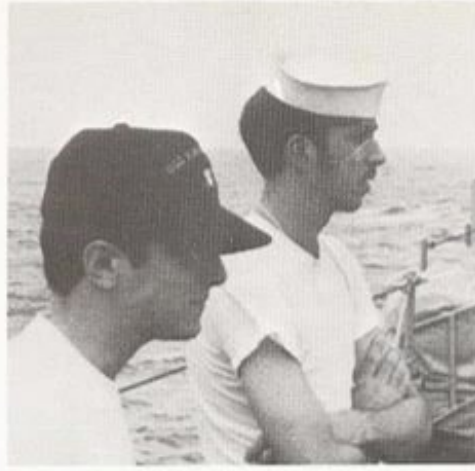
LT. William N. Roberts

QM1 Ilosky is the leading Quartermaster.





YN3 POUBLON, PN2 GENTRY, PN3 McNALL



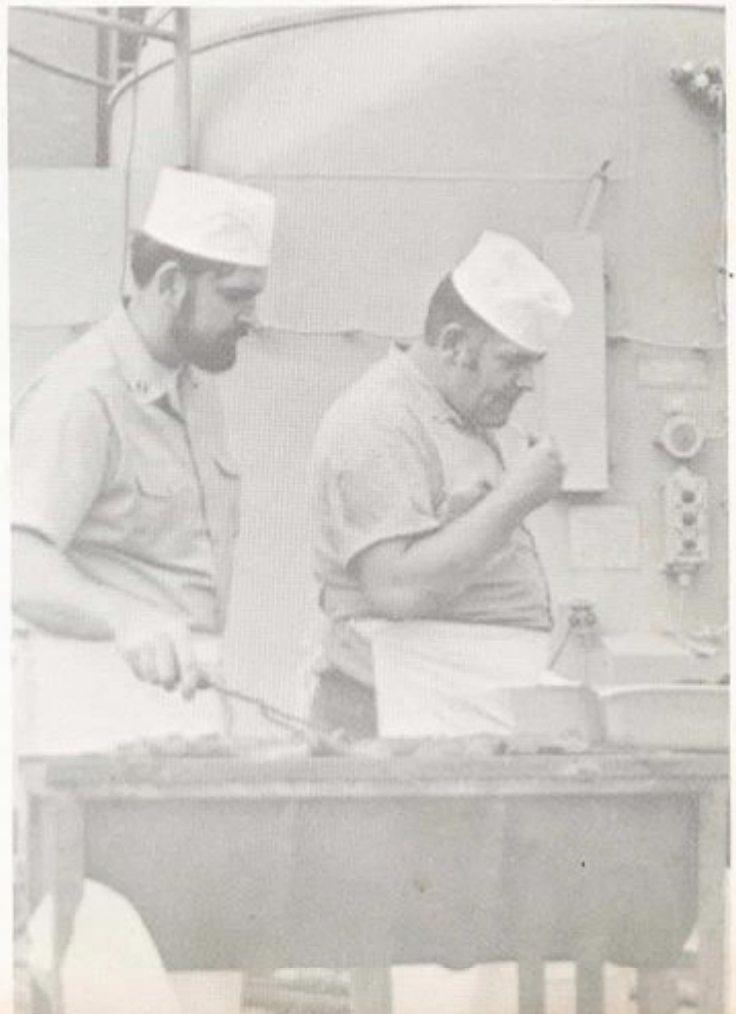
PNSN CAMPOLI, YNSN WALDRON



XN sometimes provided some pretty senior messcooks.



PN2 PINNER





QMSN HUGHES, QMSN CASE,
QM3 STEWART, QMSN STASTNY

"I wish someone would de-
cide where we really are...
and where in hell is PIM?!"



PC3 LAWRENCE



HM3 PATTERSON, HMC
IOSEFZ

On this Westpac Deployment:

The QM's shot 687 sun lines,
Kingsmen received 14,547 lbs. of mail,
sent 5,217 lbs. of mail,
bought 8,800 air mail stamps,
absorbed 1,432 c.c.'s of penicillin,
popped 1,200 aspirin,
ingested 3,001 sea-sick pills,
donned 2,642 band-aids.

"Frenchie" guards the Christmas mail



The Operations Department includes the four divisions OC, OD, OE, and OI. During this cruise, as the result of several overflights by Soviet aircraft, the inadvertent rendezvous with Russian subs and a conglomerate of other Russian warships, plus an NTDS experiment in the Sea of Japan, Operations has never had a dull moment. LCDR. Stewart and his OPS boys are proud to have been operationally ready for any flap, any time.

OPERATIONS

LCDR. Jake STEWART,
USN Operations Officer



LT. Jim HITCHCOCK,
USN CIC Officer
ENS. Geoff STELLING,
USN NTDS Officer
LTJG. Cliff ENG, USNR
EW Officer



ENS. Woody BROWN, USNR
Intelligence Officer
LTJG. Warren GRIFFITH
Communications Officer
WO1 Mike JUDD, USN EMO



MR. Don WHITEACRE
CETA



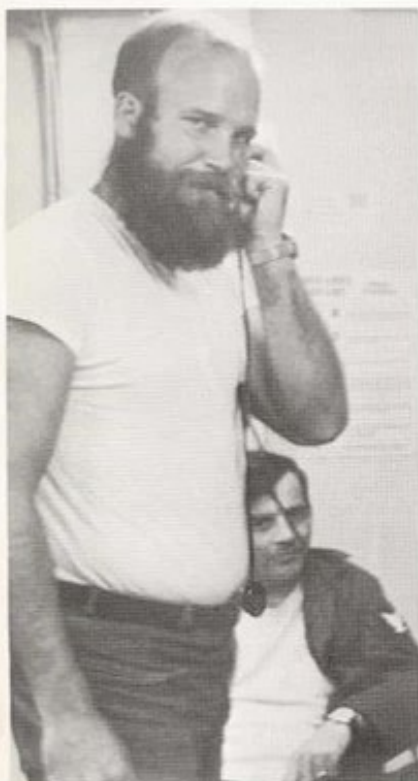
OC

Left to right, front: RMC HUDKINS, RM2 PHILLIPS. Middle: RM2 ESPINOSA, RM3 PERSHING, RM3 BUREL, RMSN CAMPROS. Back: RM1 JONES, RM3 LARSON, RM3 HARRIS, SA McLEOD.

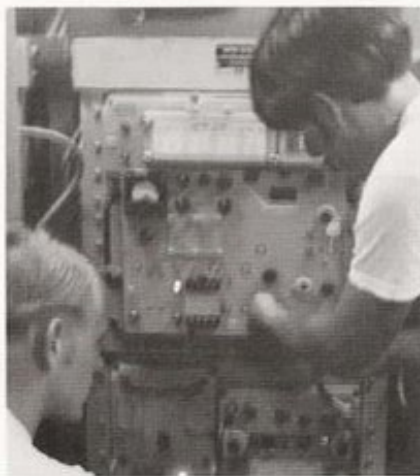
Messages handled: Average 1380 per month. Total for cruise 16,561.

Terminations: Shifted full period termination with 13 communications stations.

Supplies expended: 492 rolls teletype paper, 150 rolls hectomat tty paper, 310,000 sheets paper, 150 boxes ditto mats, 500 tty ribbons.



"Bear's Tavern, Bear speaking...."



KING maintained a full period duplex radio teletype circuit throughout the entire deployment, except for a ten day period in Singapore. KING's average reliability on all terminations was 98 per cent for the entire cruise. On several occasions KING was the only ship able to maintain two-way teletype communications with the beach. During these periods, KING relayed vital high precedence traffic for Task Force Commanders on board the aircraft carriers as well as for other ships in the immediate area. In addition, KING's radiomen also maintained an average of 18 other circuits while operating in a wide range of tactical situations such as PARPRO, SAR AAW, CVA Plane Guard, and Surveillance.



Call sign



SM



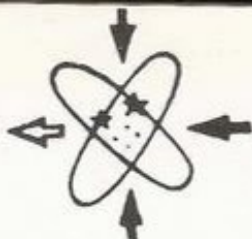
Although **KING** departed San Diego with a relatively "green crew" consisting of junior rates, **KING's** signal bridge, under the outstanding leadership of SM1 Ramirez and Nelson, has met and effectively carried out its mission with excellence. This cruise produced a variety in visual communications demands from the continuous traffic of plane guarding a CVA, to the use of Russian Cyrillic when operating in the Bering Sea and Sea of Japan, to the use of international signaling with the many merchant ships of various nations: Canada, Argentina, Australia, Ceylon, India, Greece, Chile, China, Denmark, Germany, Samoa, United Kingdom, Pakistan, Japan, Panama, Sweden, Netherlands, Vietnam, Malaysia, New Zealand, Philippines, Korea, Thailand, Soviet Union, Norway, Liberia, and Kuwait.

Messages: Average 547 per month. Foreign ships: Communicated with 158 different ships from 27 different nations. MSG Blanks: 4,300 expended. Flags: 118 expended. Ensigns: 28 U.S. Ensigns expended. Brightwork: 18 cans of "Neverdull" expended. Dressed ship: 10 times in one month.



Left to right, front: SM3 DUNN, SM1 NELSON. Back: SM3 DUGAS, SMSN VEJAR, SMSN CONNERS, SM3 FORNEY. Missing: SM1 RAMIREZ, SM3 ANDREWS.

OD



The DS Shop is well-known for its talented and industrious occupants who have proved that they can repair anything from the ship's movie projectors to the NTDS computers and consoles. They have manufactured such oddities as a fully automatic Christmas tree, many sound recordings on tape, and tinted photographs. In their spare time the DS's work as PH's and often can be found under the influence of strong chemicals in the Photo Lab. During this cruise, the NTDS system has had an impressive record and quite an extensive workout.

DS's are friendly



"The trouble with this driving range is that you can lose all your balls."



Willie COLE



Smoky doing PMS



Left to right: DS2 PEASE, DS1 CAMERON, DS2 WOOLARD, DS2 WILLSON, DS1 LEHR, DS2 JOHNSON, DS3 BORCHERTS. Not shown: DS3 RING, DS1 HOULNE, DS2 COLE, DS3 HOLDERFIELD.



Left to right, front: SN WALTERS, ET3 WHITE, ETSN SITTON, ET2 WEBER. Back: ET1 POMEROY, ET3 FOWLER, ET2 DEVLIN, ETSN FREEMAN.

OE



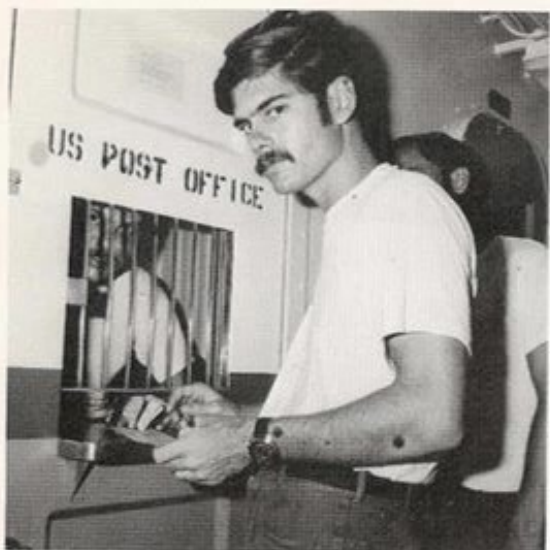
"Teach us, Professor."

Left to right, front: ETSN JOLLY ET2 HOYT, ET3 WOUTERS, ETSN MARTIN. Back:

ET1 TRINKLE, ET2 SCHUMAKER, ET1 ULLMER, ET2 TARDY.



OE Division used to be the ET's and DS's although their respective shops were several decks apart and their maintenance was rarely on related equipment. Thus, OE exiled the DS's to OD and they all get along just fine. The ET's are kept quite busy maintaining our radar repeaters, antennas, and transmitters; every radio antenna, transmitter, receiver, or transceiver on the ship, all our IFF gear and the highly complex EW equipment.



"George-- another twenty-three money orders for this week's take."



"Now, be a good sport, Bobbo,"



ET's sometimes visit (hide in) the DS shop.

"Man the whale boats."



Left to right, front: RD3 POTTS, RDSN SKIDMORE, RDSN HARMON, RDSN ZIPF, RDSN STEFFAN, RD2 PAUL, RDSN ALLISON, RDSN KAUFMAN, RD3 HALL, RDSN BRATEN, RD1 SMITH. Middle: RDSN CATINARI, RDSN AMOLE, RD2 LEEMAN, RD3 JACKSON, RD2 SCHAFFER, RD2 MATSUMOTO, RD3 LEWIS, RDSN SMEDLEY, RDSN KRISTOFF, EW1 LINDER. Back: RDSN KNODELL, RDSN GRASSEL, RDSN JONES, RD3 CHEW, RDSN ROBERTS, RD3 KAUPERT, RD2 LOWE, RD3 LOFTON, RDSN LAUX, RD2 MEADOWS. Not shown: RD1 CARLSON RD1 GILLEN, RDC NEWELL, RD3 SUGAI.

OI

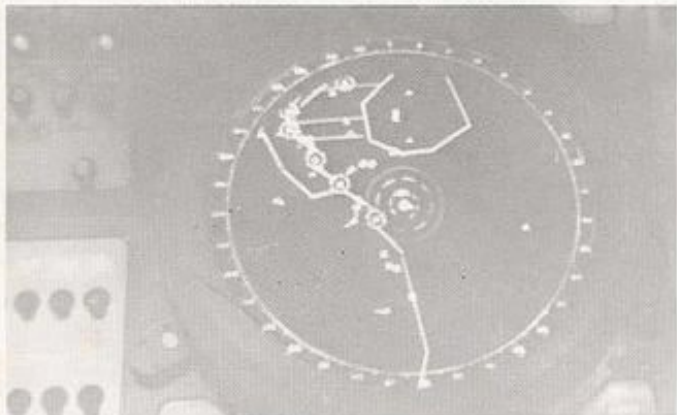


Chief NEWELL, RD1 CARLSON



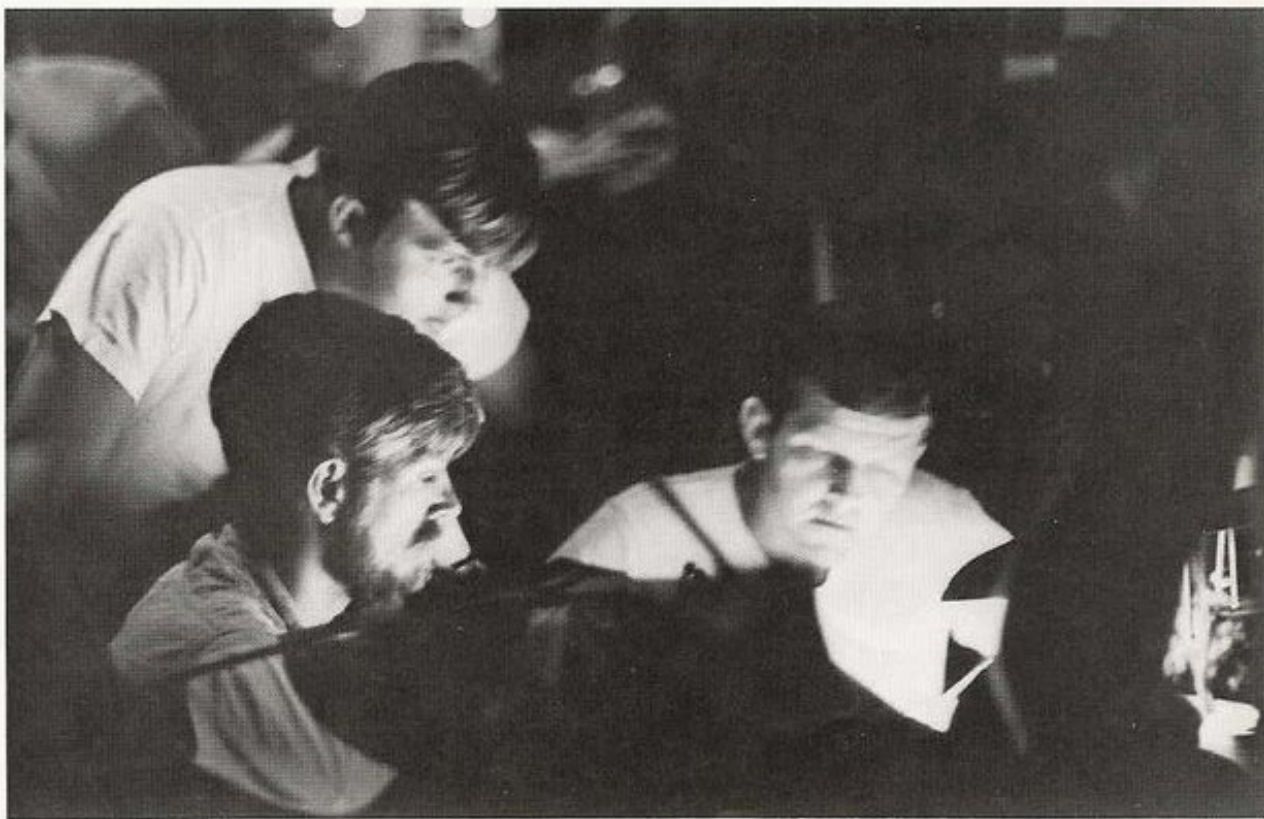
The RD's do more than stare at radar scopes and clean passageways. To be a radarman, you must be acclimated to frigid climates and have nerves of steel. In Condition III, CIC, the underway-home of the RD's, becomes a haven for all those working on an ulcer or a nervous breakdown. Nowhere else on the ship can a person be expected to

monitor five radio circuits, the "bitch-box", and the sound-powered phones, and remain cool throughout any tactical situation. Aside from being abreast of the ship's operations at all times, the RD's aid in navigating the ship safely, control aircraft, and eternally look out for approaching ships or aircraft.



“What dija mean permission denied? Let’s get that mig!”

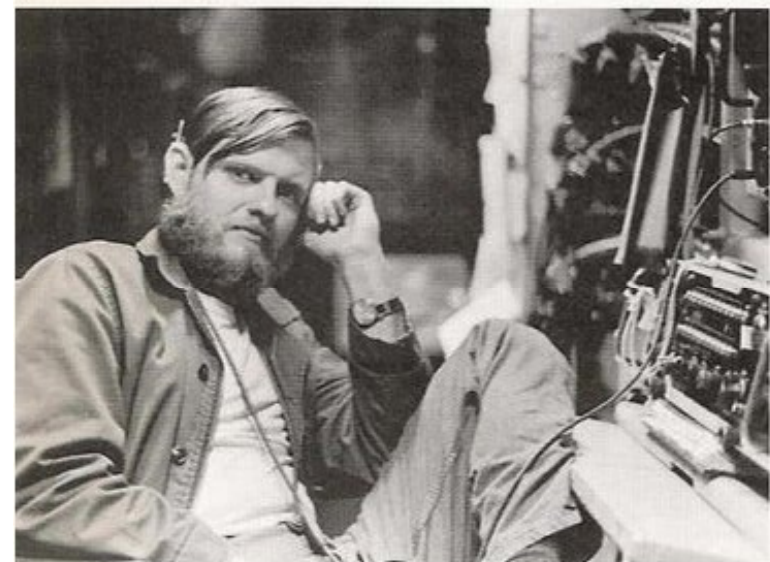
“Eternal vigilance is the price of safety.”





Sun for lunch bunch.

Where it's at during lunch.



Our enthusiastic EW team displaying its many talents.





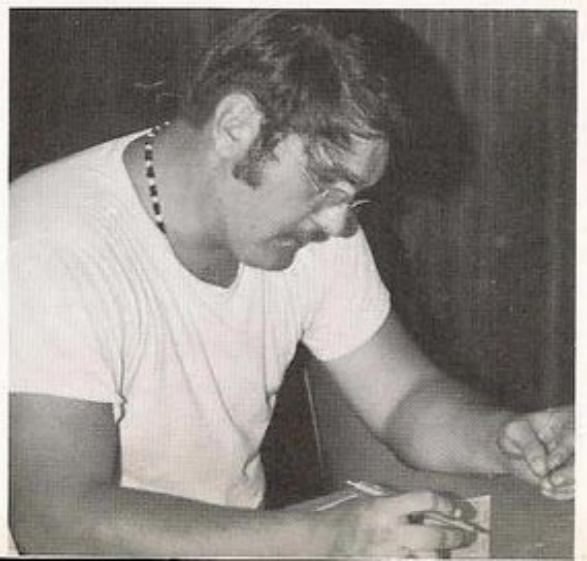
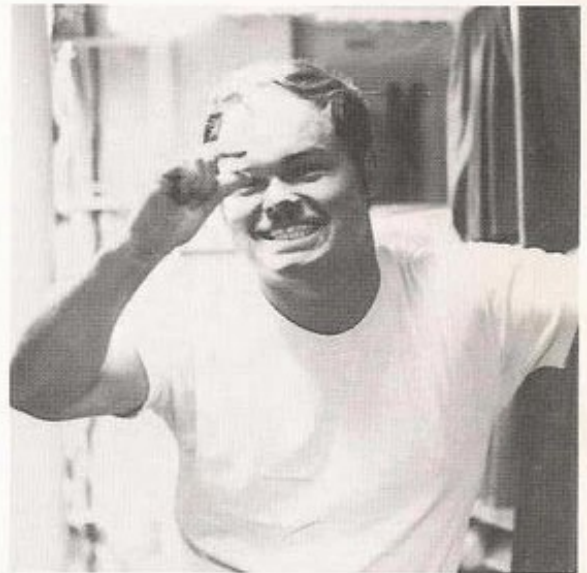
On top of old smoky.

"Did you ever here the one about...?"



"I'm this short."

A hot game of double hearts.



WEAPONS

“Train” and “Maintain” were the Weapons Department watchwords throughout the cruise. Actually, both the training and the equipment checks started long before the cruise began. But they continued to be a constant part of the daily life in Weapons, in order that the fighting capability of the ship would be ready at any time, against any type of threat from submarine to high-speed aircraft. Of course there were other watchwords too, such as “Now station the UNREP detail”, or “get hot on that running rust.”

LCDR. Rusty
COOK, USN



LT Dick D'AMATO, USNR
ASW Officer
LT. Bob LEWIS, USNR 3-M
Coordinator
LTJG. Bruce COLQUHOUN,
USN Missile Officer



LTJG. Tom BURDICK,
USN Fire Control Offi-
cer
ENS. Tony CASELLI,
USNR Gunnery As-
sistant



WA

Left to right, front: STG3 WRIGHT, GMGSN KAMMEN, STG3 MILLER, GMT1 MOMON, Middle: STC SAUNDERS, STG2 DZIK, STG2 HARGIS, STGSN BURNS, GMT3 ANDERSON. Back: STG3 MORRE, ST1 MELH, STG2 BORDEN. Not Shown: ST1 LEVEE, TM2 STINNETT, STG2 OUTLAND, STGSN FREEMONTH, GMG3 McFARLAND and STCM MEYERS.

The sonar gang got plenty of time listening to and pinging on real submarines for a change, encountering Soviet subs all the way from the Bering Sea to the Indian Ocean. When not busy on the "stack", the sonarmen were usually to be found giving the ASROC gunners a hand wrestling with the "Trainer". Highlight of the cruise had to be the day that LT. D'AMATO discovered he could talk to whales.



WD



Left to right, 1st row: SN DONAHOE, BM2 COATES, SN KREGEL. 2nd row: SN WEBER, SN FREDDY, SN SMITH, SN TOMLEONVICH, SN GWALTNEY, BM3 GOODALL. 3rd row: SN JUDD, SN KUTTLER, BM3 JOHNSTON, SN AKERS, SN HICKMAN. 4th row: SN CLAY, SN JACKSON, BM3 J.P., SN RAYMOND, BM2 THOMPSON, SN PALMER.



Throughout the cruise, KING received numerous compliments on her smart appearance, thanks in large part to the efforts of the men of WD Division. What did not show as much was the long hours at underway refueling/replenishment detail. One of the highlights of the cruise had to be the first daylight unrep, when it did not rain.

Inside...

...and out.



"Love those unreprs!"



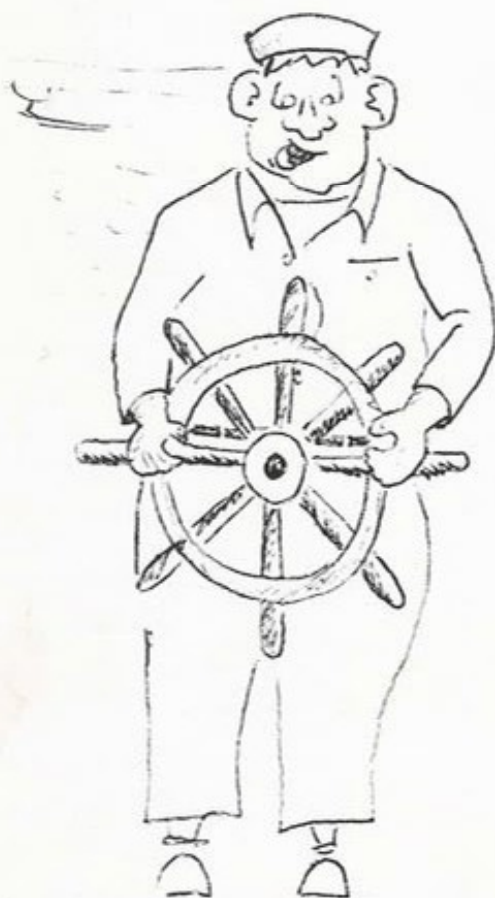
"Oh, no!"



"Pops" and the unrep gang.



Chief BOATS



Happiness is a warm lookout.

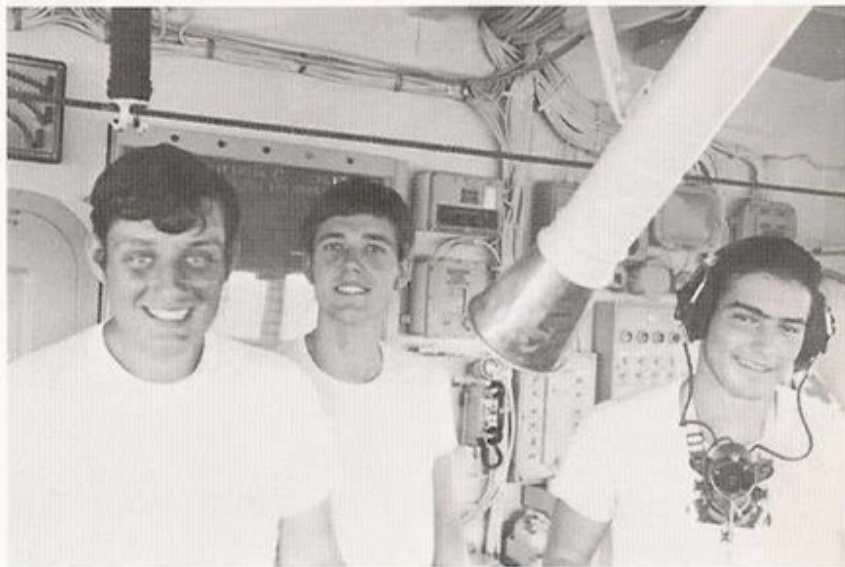


"SIR, BEING YOUR NUMBER ONE HELMSMAN, I WOULD LIKE TO REPORT A DISCREPANCY...."

"In this corner..."



"Never dull," it gives your smile sex appeal.



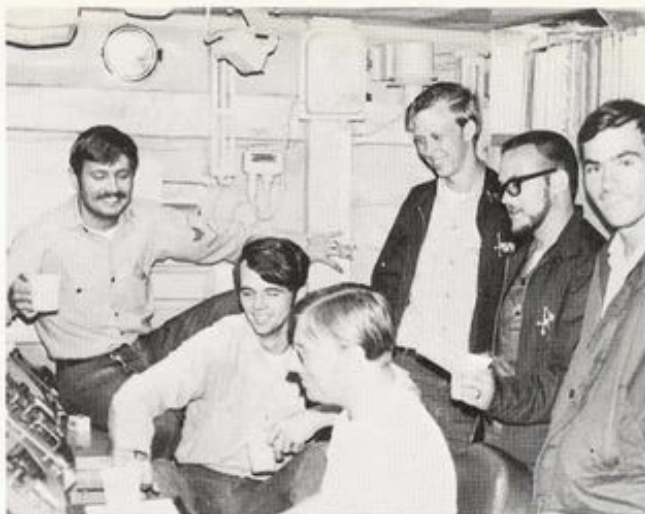
Dirty dozen?



WF



PMS occasionally had to be aided and abetted with a jury-rig here and there, and the cost of MK-29 gunsights began to approach the size of the national debt, but the systems were always up and ready when needed. And then there was the Navigator's salvation, Chipman and his "/39", always ready to find Snake Island when all else failed.



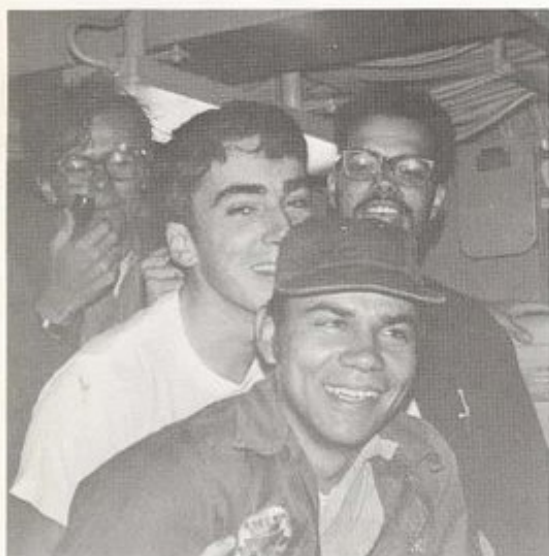
Left to right: FTM3 KERLEY, FTMSN SMITM, FTM3 OVIATT, FTM2 JERONEN, FTM1 VUCHETICH, FTM2 PAULK.

Left to right: FTB2 CARONIA, FTG3 WATANABE, FTGC CRANE, FTG1 MATTSON, FTG3 SHEFFER, FTG3 INABNIT.

FTMC MAUNTEL, FTCS RIGGLE.



Left to right: FTG3 MAXON, FTG3 FARRELL, FTG3 SENNETT, FTG1 MANDEVILLE.



Not shown: FTM2 RICHARDSON, FTM1 McCARTHY, FTMSN NOR-GROVE, FTM2 ZURAWSKI, FTM3 CARTWRIGHT, FTMSN REUMANN.



Back: FTM3 HUMPHREY, FTM3 SCOTHERN.



FTM1 CHIPMAN.

Security, what?

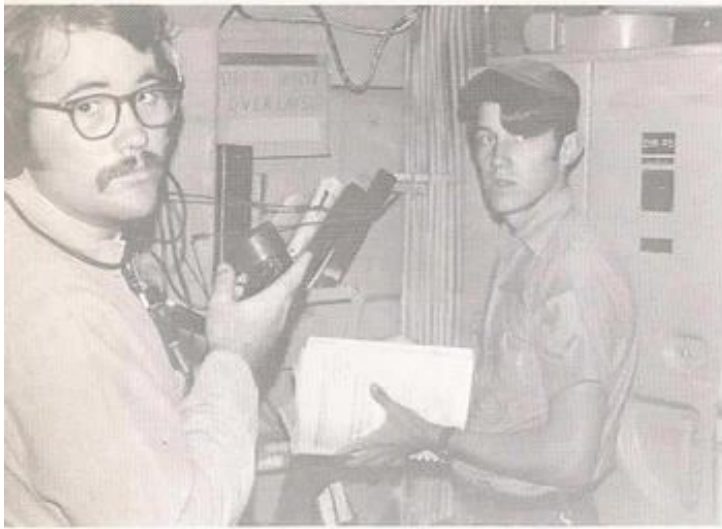


FTM3 BURNS.

FTM2 ZURAMSKAS.

Front: FTM2 SPENCE, FTM2 RASMUSSEN.





WG



From small arms to 5-inch, it was "Ready in all respects to fire" and the competition got hot and heavy between the 3 inch crews. Horizon firings as often as possible helped relieve the monotony. The classic expression had to belong to "Mac" as he counted Japanese workmen swarming into Mt. 51.

Left to right, front: GMG2 IILAD, SN MILBRATH. Middle: SN HACKETT, GMGSN GUTIERREZ, GMGC BLOOMINGDALE. Back: GMG3 GOLDEN, GMG2 ALEXANDER, GMG3 LEWIS, GMG3 LITTLE.





WM



Left to right, front: GMM3 SHAW, GMM3 LAIR, GMM3 BURQUIST, GMM1 STEARSMAN, Back: GMM2 GIACOBASSI, GMM3 NICHOLS, GMM2 SPANEL, GMM3 ELLIOTT, GMM3 BEECHNER.

Although no missile firings were conducted during the cruise, "The House" was always ready. Aside from a few crossed signals between the man with the keys to the house and the man with the keys to the alarms, the most interesting occurrence was the day "Jake" tried to launch the dud-jet pan over the side and almost succeeded.



SUPPLY

KING's Supply Department's function was shipboard support, and they stood ready to assist the line departments throughout the cruise. Led by LCDR Jim KOPP (until November), LCDR Gary GANZ (after November, and LTJG Ron BOTTGER, Supply's tasks varied from securing vital repair parts to giving hair cuts. The Supply Department paid, fed, supplied, and provided laundry

and store services for the comfort and well-being of officers and crew members alike. The increasing demands of modern naval warfare equipment "on the line" created the need for a highly proficient Supply Department. KING's Supply Department played a vital part in enabling her to meet all her commitments in an outstanding manner.



LCDR. Gary GANZ,
USN supply Officer



Left to right, 1st row: LCDR. GANZ. 2nd row: SK2 FREEMAN, SK1 GOODMAN, SK3 MERCADO, SK2 WINTERS, SK3 KELLEY, SKSN IRELAND, SKCS MILNER. 4th row: SK3 REICHARD, SK3 SMITH.

The Stores Division played a vital role in keeping KING ready to meet any and all tasks given to her. Inspired by the excellent leadership of SKCS MILNER, the storekeepers worked quietly in the background obtaining the replacement parts and everyday necessities to keep the operating departments in business. Allocating over \$165,000 of OPTAR and managing the inventory of over 25,500 different repair parts was the heart of the

operations. With schedule changes the rule and supply support remote, the SK's proved to be masters of the unusual methods of locating parts and services. Whether it was paint in the Gulf of Tonkin, oil in the Bay of Bengal, flower arrangements in Wellington, or marijuana-detecting dogs in Subic, the Stores Division came through. The SK's rightly feel they contributed to putting KING on the "First Team."



SK

DK



During the cruise, the Disbursing Division, headed by DK1 WARD, played a vital role aboard KING by providing what KINGSMEN call the finest disbursing service in the Pacific. In addition to accurately maintaining over 400 play records and running regular paydays, the division provided special pay prior to entering, and during KING's visits to, major foreign ports. These services were provided while continually having to update transient records and overcoming added work loads created by the national wage-price freeze and the 1971 and 1972 wage increases. These increases helped push the payroll total to over three-quarters of a million dollars for the cruise.



Left to right: DK1 WARD, LTJG. BOTTGER, DKSN HAUN.



MESS COOKS

Left to right, front: SA BREACH, SN LERMA, SA LOGAN, SN ALLISON, SN CATTINARY, 2nd row: SN HORTON, SN KREGEL, SN LEWIS, SA ROBINSON, SA JONES. Back: SK1 GOODMAN.





CS



Left to right, front: SA JENKINS, CSSA MURLIN, SA DANCE, CS1 PARRIS, CS3 PENROD. Back: CS3 FLESHMAN, CSSN YELTON, SN SONNENFELT, CS3 HENBEST, SA PETERSON, CSSN O'BRIEN, CSC WOMACK.

The Commissarymen, KING's own "Cordon Bleu", are firm believers in a sea-going version of Napoleon's statement that an army travels on its stomach. Preparing capable cooks, led by CSC WOMACK and CS1 PARRIS, helped maintain morale with wholesome and hearty chow for over 370 men.

On this cruise the Commissarymen: cooked 41,695 lbs. of beef; boiled 22,520 hot dogs (50.25 per man); and mixed 13,541 gallons of bug juice.



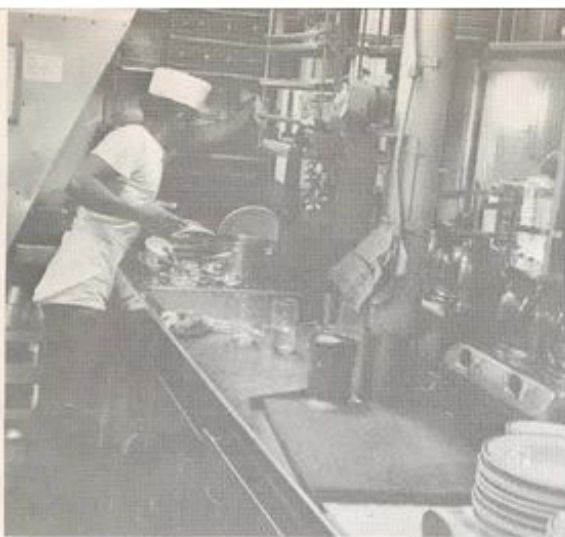


The Ship's Servicemen, under the excellent leadership of SH3 DAYTON, are involved in many functions which contributed to a high state of morale aboard KING. They ran the ship's store, which helped to support the recreation fund, operated the crew's barber-shop, and, in spite of several machinery failures, provided daily laundry service to the crew. Extra services provided by the Ship's Servicemen included special orders through the ship's store. This allowed personnel to buy at substantial savings, items not carried in the ship's store. Thus, fourteen motorcycles were added to the KING's superstructure on its return to San Diego.

Left to right, 1st row: SH3 NEAL. 2nd row: SHBSA PEDERSON, SN POLLICK, SN MILLER. 3rd row: SH3 GREGORY, SN GREVICE, SH3 DAYTON. 4th row: SHBSN PRIDE, SN THORPY.

SH





Eggs to order.



"Got tam Pillips!"

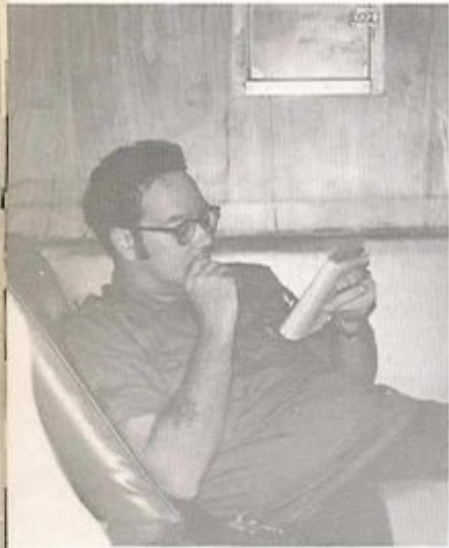
SD and TN

The Steward Division headed by SK1 ACAYAN helped maintain a congenial attitude and bountiful table in officer's country throughout the cruise. Their tasks ranged from routine cooking of meals and maintenance of staterooms to preparation of gourmet meals for as many as forty guests and the creation of hors d'oeuvres and brunches for foreign dignitaries in Newcastle and Wellington.



Left to right: TN GARCIA, SD3 GUADALUPE, TN PHILLIPS, TN GASMIN, TN DECLARO,

SD3 BONDAD, TN MAYNIGO, TN OROPE SA, SK1 ACAYAN, SD2 TULAGAN, SD3 PULANCO.





TINCAN BLUES

Me and my buddy, Swabby Joe
Were riding a "can" out of Sasebo.
The chow was bad and the fuel was low,
But man, that tincan sure could go.

We were steaming along just past midnight
Running around like a tincan might,
When a cruiser behind us blinked his light,
Blew his whistle, and pulled to the right.

We've only two screws, you might think we're in a jam;
We ought to give way and not give a damn,
But tincan guys take it as a slam
If a cruiser goes by and says "Thank you ma'am."

Now to all you sailors who don't dig the jive,
We got four main boilers and an overdrive.
Should have seen Captain Tarbuck when he came alive;
He hollered to the bridge, "GIMME THIRTY FIVE!"

Time we got our steam up, our rival filled the sky.
We began to worry, I'm telling you no lie.
The oldest salt aboard our can wiped his tearful eye-
Said, "If that cruiser beats us, I'll go below and die."

The Captain sent the order down, "Make those engines churn!
See how much JP-5 those firerooms can burn!"
Twenty feet of rooster-tail rose above the stern-
It was clear to the cruiser-a lesson she would learn.

Then, past the fan-tail, we seen a shape a-coming
Could a been a jet from the sound of the humming.
T'was coming past the cruiser at a terrible pace.
We had a sinking feeling, 'twas the end of the race.

As it passed us in the night, we looked the other way
And the guys in the cruiser had nothing to say.
We just couldn't believe what our eyes could plainly see-
It was a Reserve J.G. driving a hopped-up LST!

WO1 M.R. JUDD

ENGINEERING



LT. Ted MARTIN, USN
Chief Engineer

The Engineering Department consists of a team of highly devoted Engineering Technicians (SNIPES). These men, their skills, and the machinery they operate and maintain create the basic foundations which the other departments build upon. The hull, boilers, main engines, and electrical and piping systems make up the skeleton, heart, legs, and blood of KING. These men put life into steel and make KING a living ship.

LTJG. Mike MORGAN,
USN MPA
LTJG. John WENDEL,
USNR DCA



THEY CAN TAKE
1 B BOILER AND





Boiler Technicians operate and maintain the ship's boilers and related equipment. Their hours of maintenance, operation and repair are reknowned throughout the Navy for being the longest and hardest. These men, their pride, and "can do" attitude took KING over a dis-

tance of about 65,000 engine miles. All commitments were met until the "bottom fell out" on the final legs home. Even then, only short delays occurred, because of the exhaustive hours put in by these men called SNIPES.



FORWARD FIRE ROOM

Left to right, front: BT3 GRO-MACKI, FN MARCHAND, FR MILLER. Back: BT3 KRUGER, BT3 HEILI, BT3 DOANE, FN O'CONNOR, BT1 HALL.



Left to right: BT3 DETEMPLE, FA SHAHAN, FA ZUKUITZ, FA HALUSKA, FN CONNOR. Not shown: BT3 FAHRNI, BTC KANE





Snipes are accustomed to spending many hot and humid hours in a variety of dark holes within KING.



AFTER FIRE ROOM

Left to right -- Front: BT3 LAURANCE, BTFN JONES, BT3 AUDETTE, BT1 STALLARD; Back: BTFN MORMAN, BTS HAINES, BT3 CUDDEHY, BT3 SOLACK.



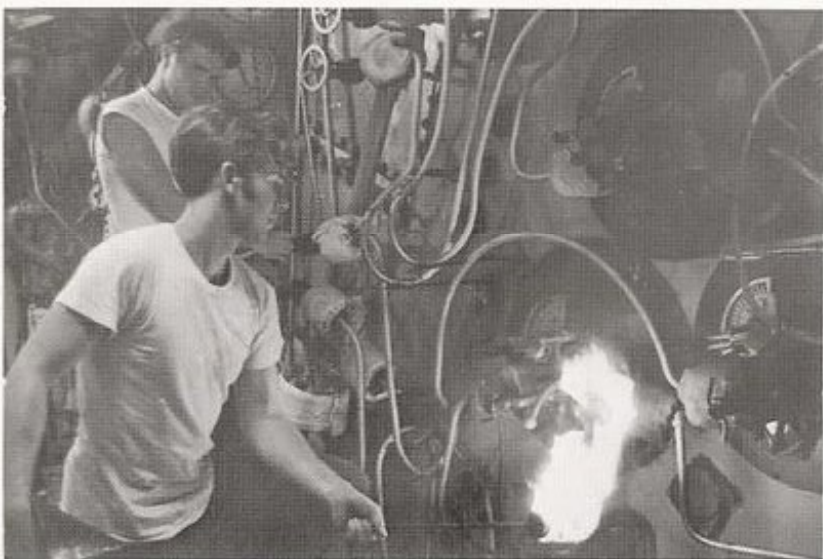
Left to right -- Front: BTFN TEPLY, BT2 BELLEFEUILLE, FN BARCLAY. Back: FN BROWN, BT1 KLINEFELTER, BTCM LITTLE.



A snipe getting up in the world.



A snipe turning on.



Lighting off 2B Boiler.

"I should let this age a bit."





Machinist's Mates are assigned to the EM Division and are responsible for operating and maintaining the ship's main engines and associated equipment such as distilling plants and air compressors. Many long hours were spent by these dedicated engineers to keep the ship off water hours and get the ship to its destination on time. In both cases they were more than successful. Down time of equipment was at a minimum despite the almost continuous, hard steaming to which KING was subjected during this cruise. Their sacrifice in liberty and sleep is a tribute to the dedication and professionalism of these men called SNIPES.

FORWARD ENGINE ROOM

Left to right, front: MMFN GILLETE, MMFN CURTIS, MM3 ARMEN. Back: MMFN AUSTIN, MM2 BOWEN, FA SARNI.

Left to right, front: MM2 WILMOTH, MMCM GREEN, MMFN PSCHIGODA. Back: MM3 JAPS, MM3 TAEGER, MMFN BROWN.



SNIPE FLORES.



AFTER ENGINE ROOM

Left to right -- Front: FN HANSON, MM3 TOUCHET, MM3 STENSON; Back: FN MOSKALA, MM3 RAFF, MM1 NYMAN, MMC HALL. Not shown: MM3 FLORES.



ER

ER Division is a team of three divisions consisting of HT's, IC's, and EM's. Hull Technicians (HT) are a combination of the old rates of Shipfitters and Damage Controlmen. The name has been changed, but the skill remains the same. They are known for the repair work they accomplish but the HT's primary concern is damage con-

trol and fire fighting. It is said that 90 per cent of damage control is prevention, and due to the efficiency of the HT's, the remaining 10 per cent has not had to be called upon this cruise. These men are SNIPES.

The Electricians consist of Electrician's Mates (EM) and Interior Communications Electricians (IC). Though extremely short-handed during most of the cruise, these men kept vital machinery and electrical distribution networks in top repair. These technicians are the

electrical SNIPES.

The auxiliary gang consists of Machinist Mates, Enginemen, and Machinery Repairmen. This team of technicians is called upon to do the improbable such as jury-rigging the laundry dryer from parts cannibalized from the galley's food mixing machine. They maintain and repair auxiliary equipment such as air conditioning compressors, the anchor windlass, steering gear, and the whistle. These are the fresh air SNIPES.

Left to right, front: HTC ANDERSON, HT3 COBB, HT2 STERNER, HT3 WOODRUM. Back: HTFN BUTLER, NT3 ZELLER, HT3 LUTHY, HT2 PRESCOTT, HTFN SHAEFFER. Not shown: HT1 WILLIAMS.



Left to right: IC2 HATCHETT, IC3 PARR, ICFN CLARK.

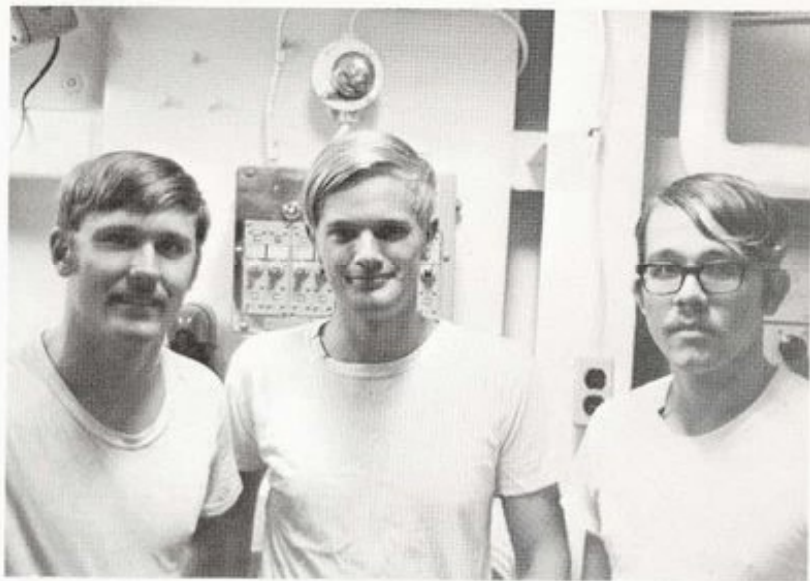




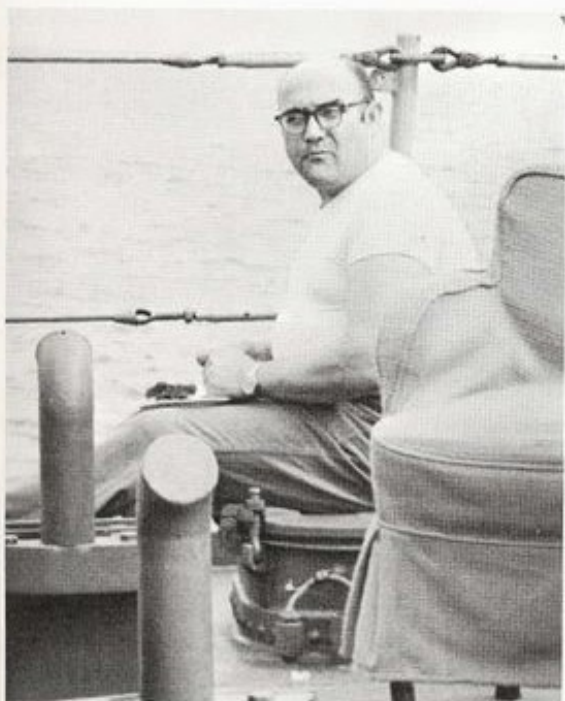
Left to right: EM1 LEE, EM1 LIBERDA, EM2 SCHALLER.
Not shown: EM3 CRAMER.



Left to right: EM3 KELLNER, EMFN NAEGELI, EMFN KEELER.



GRUMPY.



"Stop shaking the camera."



"Should I add more sugar?"



"I think our wires are crossed."



**FORWARD
DIESEL**

**FN MARTIN,
EN3 FREUDENTHAL**



**AFTER
DIESEL**

**FN JACKIEWICZ,
MM1 SEISS,
EN3 MACKI
FN JONES**



Spot the academy graduate.



Service dress Mafia

WARDROOM



Uncle Don and Mad John



Jake

“Up periscope!”

X O 's harangue: “Dropped the what?”

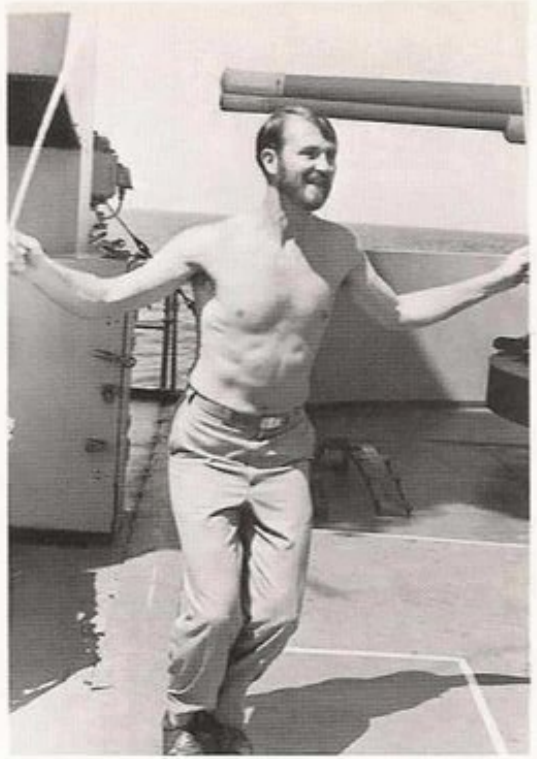




Sleeper talks to whales.



Mr. Unrep.



Gyro Jump.



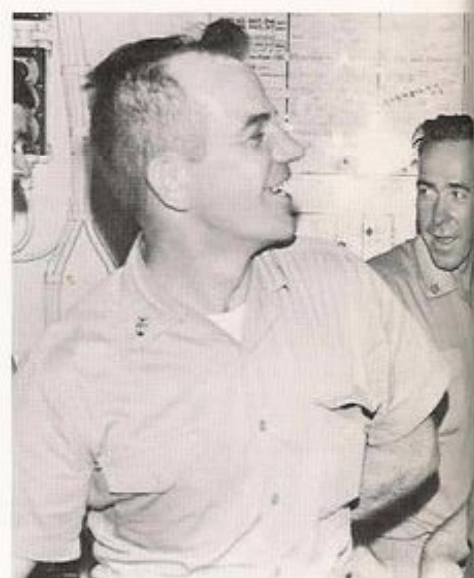
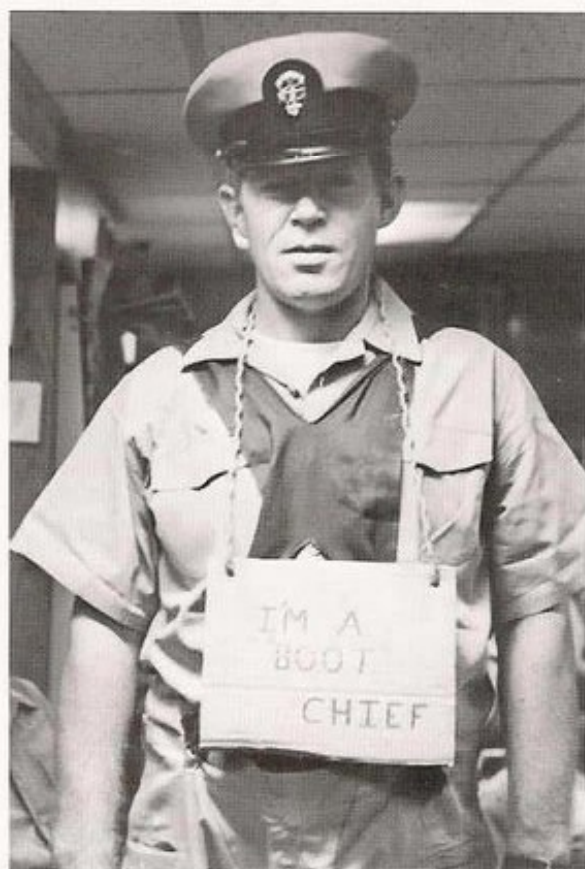


"I smell a rat!"



High court meets in Chief's Mess.

The photogenic chief.

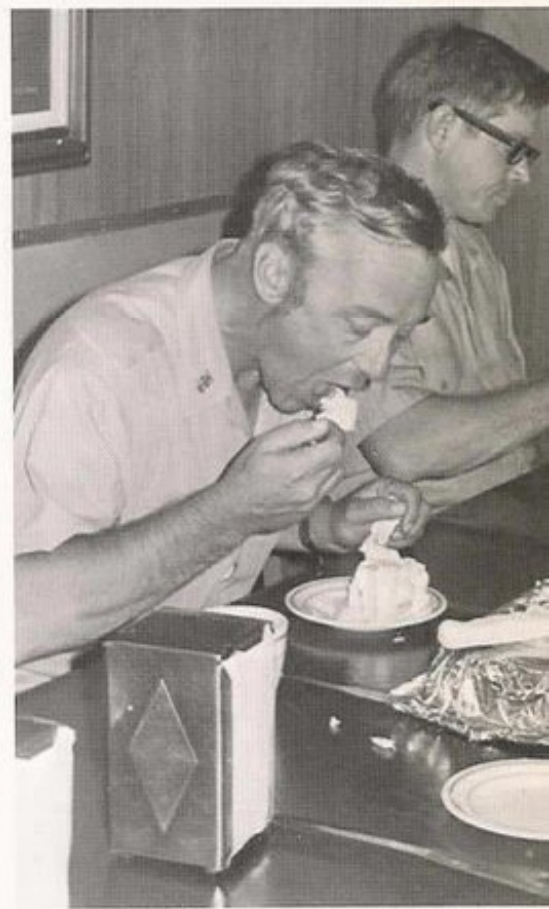


CHIEFS

Chief Andy's sea stories.



Chief's alley.





THE SEA

What is it, I wonder, about the sea,
That makes me want to try poetry?
I guess of the places I most like to be,
Next to my mountains, I love the sea.

The luminous glow of big whitecaps at night,
Preceding the softness of dawn's early light,
Inspires feelings of awe and fright,
At the awesome power of the ocean's might.

Sometimes I ponder how I really feel
About man's insignificance, despite all his zeal.
Sea-bound secrets man trips to reveal,
But the ocean's content is hard to conceal.

Thunderous storms, monstrous waves,
Iceburgs, and winds; these things man braves.
And in his mysterious quest for satisfaction of craves,
The elements oft lead him to dark, watery graves.

Even thru all these trials man seems to prevail
(But not necessarily hearty and hale)
And even those ventures that are doomed to fail,
Bring out the best in an adventurous male.

Because, at times, when things look their worst,
Suddenly arrives in a glorious burst,
Knowledge and meaning ignorance reversed
To reach man's soul, and quench an unquenchable thirst.

WO1 MICHAEL JUDD

THE CRUISE

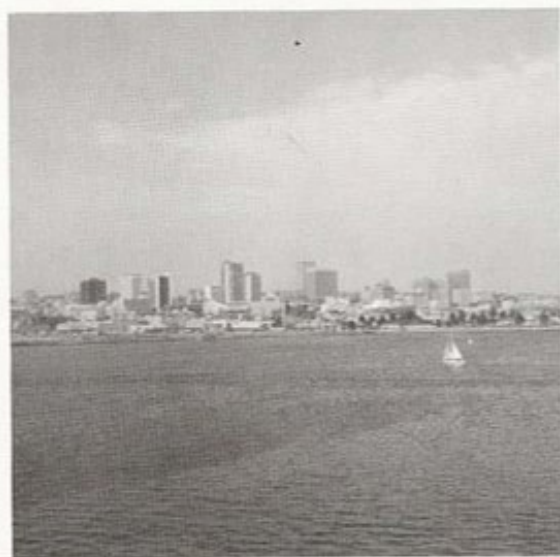


AUSTRALIA
OR
BUST

DEPENDENT'S CRUISE



LEAVING SAN DIEGO

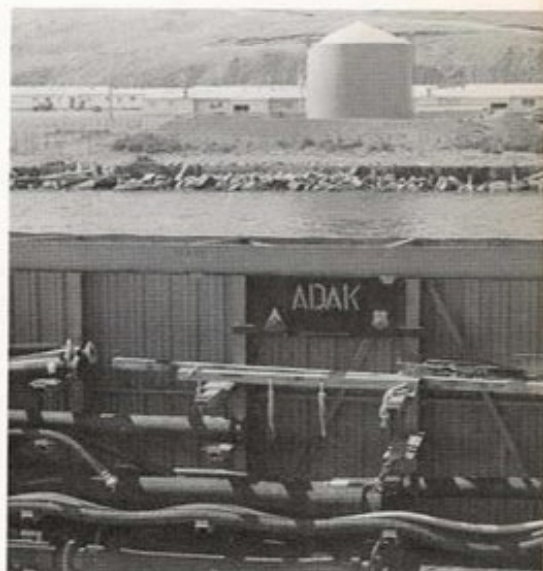




SEATTLE

ADAK

And many more to go.



BERING SEA

SOVIET SHIPS





In Yokosuka Harbor

JAPAN

The Gaslight Club-Sasebo



THE PEACE STATUE

THE PEOPLE OF NAGASAKI BUILT THIS STATUE TO SYMBOLIZE AND APPEAL EVERLASTING WORLD PEACE IN AUGUST OF 1945, THE 10TH ANNIVERSARY OF THE ATOMIC BOMBING WHICH CAUSED THE PEOPLE OF NAGASAKI TO EXPERIENCE THE UNPARALLELED TRAGEDY AND LOSE GREAT NUMBERS OF PEOPLE.

THIS TEN-METER-HIGH BRONZE STATUE WAS COMPLETED BY AUTHORITATIVE SCULPTOR MR. SEIBO KITAMURA THROUGH BOTH FOREIGN AND DOMESTIC CONTRIBUTION.

THE RIGHT HAND POINTING TO THE SKY TELLS THE ASIAN BOYS' TRUTH; THE LEFT ONE STRETCHING OUT HORIZONTALLY SHOWS TRANQUIL PEACE. ITS SOLID BUILD BODY IS THE DIGNITY OF GOD, THE GENTLE FACE IS THE SYMBOL OF HIS LOVE, THE FAST CLOSED EYES PRAY FOR THE REPOSE OF THE WAR VICTIMS' SOULS, WHILE THE FOLDED RIGHT LEG SHOWS MEDITATION OR QUIESCENCE AND BEND LEFT LEG SHOWS HELP OR MOVEMENT.

THIS IS THE UNPARALLELED MAJESTIC WORK OF ART IN THE WORLD IN ITS SCALE AND CONCEPTION.

NAGASAKI CITY

平和祈念像

この平和祈念像は史上最大の惨禍によって犠牲者多数の市民を失い、惨害に苦しむ民衆の哀訴にこたえて、長崎市市民の平和の理想を具現化した。その彫刻は両腕を伸べた姿勢で、一切の暴力を断絶し、世界に平和の希望を告げ、10周年記念日に建立された。この像は、1945年8月9日原子爆弾投下の日を記念して、1955年(昭和30年)8月9日10周年記念日に建立されたものである。平和祈念像は国内外から多くの海外から送られた寄付によって、彫刻家の権威者である野口野矢氏の設計で、全身10メートルの高さで、雄大な姿を現わした。その姿は、神の愛の心を象徴し、静かに目を閉じた目は戦争犠牲者の哀れみを告げ、静かに手を伸ばして平和を祈る。また、右の足は戦死者の魂を告げ、左の足は平和の理想を表現している。この像は、その規模において、その精神において、この像彫刻としては世界にその類を見ない名作である。

長崎市



MORE OF SASEBO



SEA OF JAPAN

PARPRO OPS.



PLANE GUARDING
FOR MIDWAY



Kynda left in our wake.

Close overflight.



Connie at the Conn.

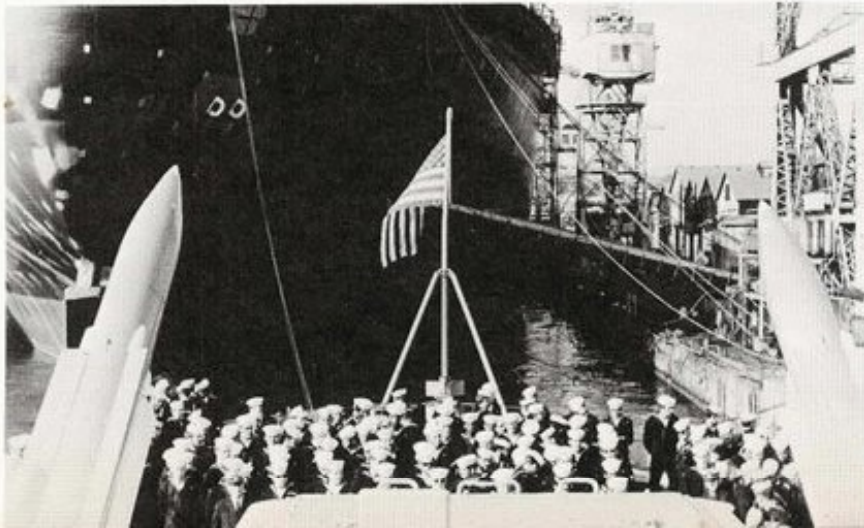


CHANGE OF COMMAND



CMDR. R.R.
TARBUCK
RELIEVES
CMDR. D.M.
JACKSON

"I relieve you, sir"



GULF OF TONKIN



Fishing, eh?

The grueling tempo of operation keeps these lads hopping.



“For the information of all hands...”





HC-7 Detachment.





Gourmet chef-Parris.

Eating on duty, Cortese?



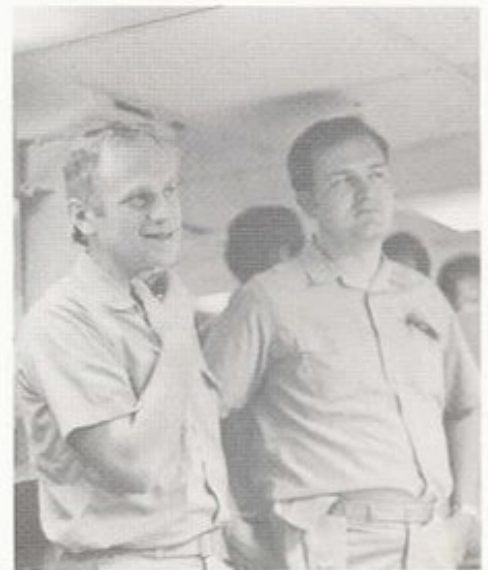
Whadya mean it's tough?

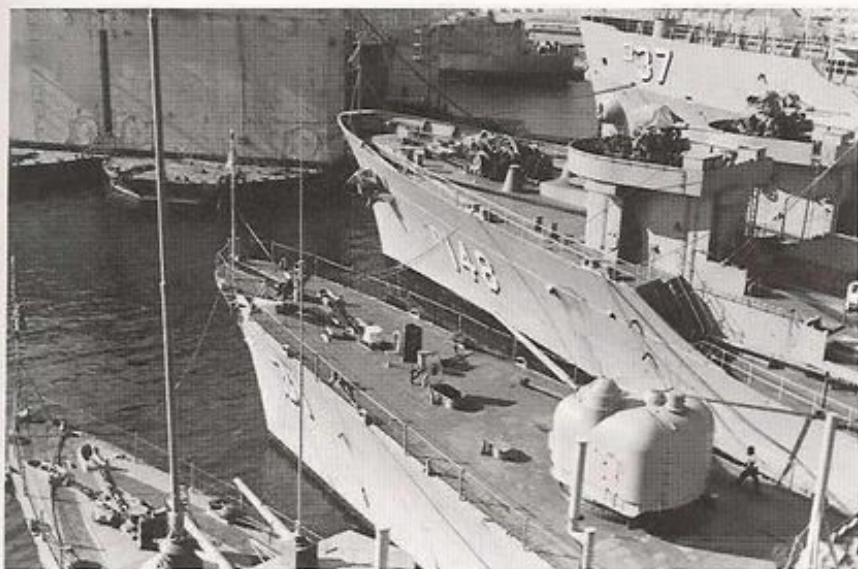
Bluegrass at sea.



NOVEMBER 11- KING'S BIRTHDAY

Chief MILNER does the honors. KING is now 11 years old.





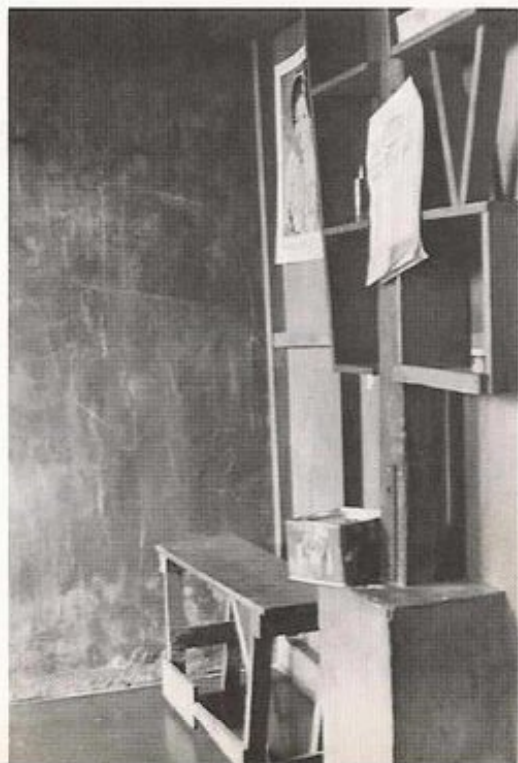
There were five brows to cross.



150 pesos a month.

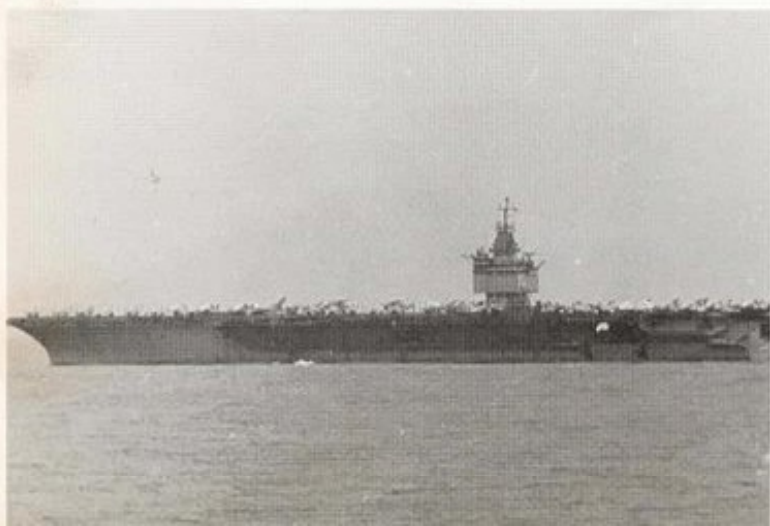
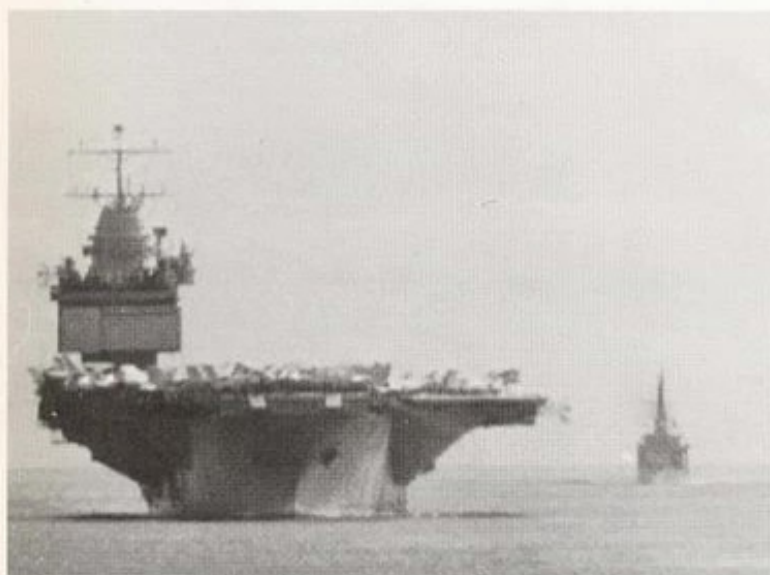


SUBIC BAY- P.I.





STRAIT OF MALACCA



The Way the World Saw Us (almost)

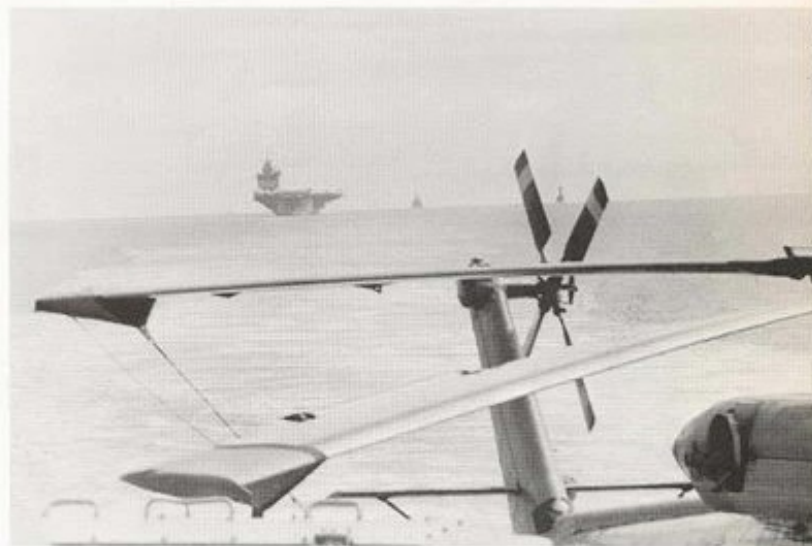
(UPI) The nuclear aircraft carrier **ENTERPRISE** and seven other U.S. Naval vessels passed northwestward through the Straits of Malacca and entered the Bay of Bengal Tuesday, diplomatic sources said Wednesday.

The Seventh Fleet Task Force left its normal theatre of operations off the Vietnam coast and elsewhere in the South China Sea.

Slipping "secretly" past Singapore, the Task Force steamed "on tippy toes" in two groups.

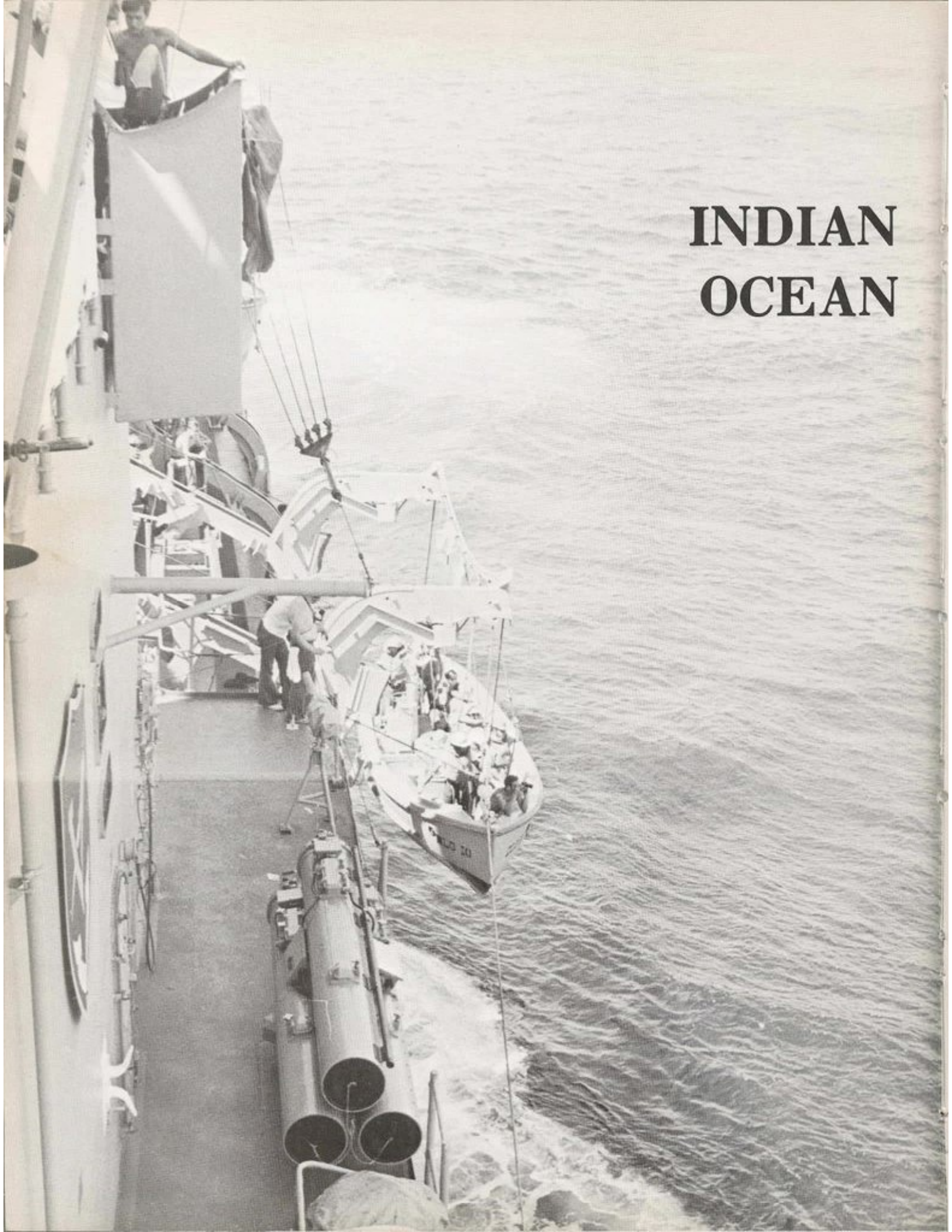
They said all eight ships were now in the Bay of Bengal, which adjoins India's east coast and in the southern coast of East Pakistan, in the region of the embattled city of Dacca.

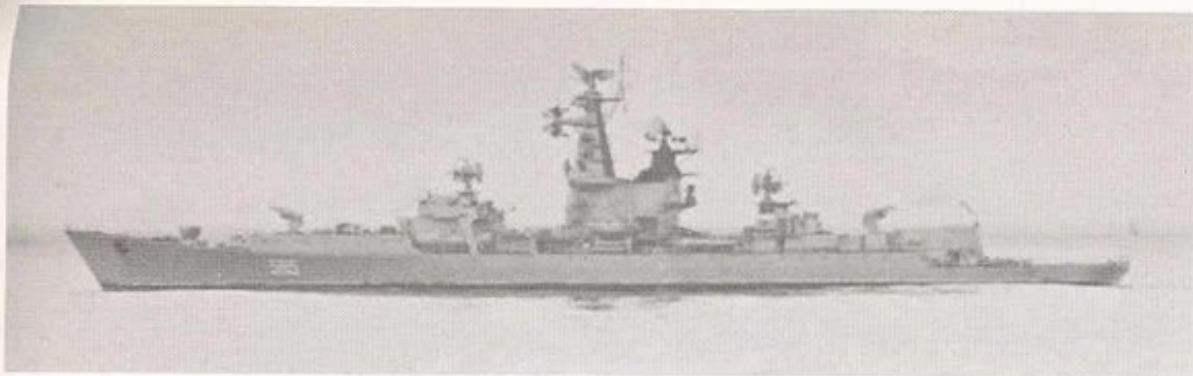
Screen Commander, **McKEAN**, steams to the front.



Instant Task Force.

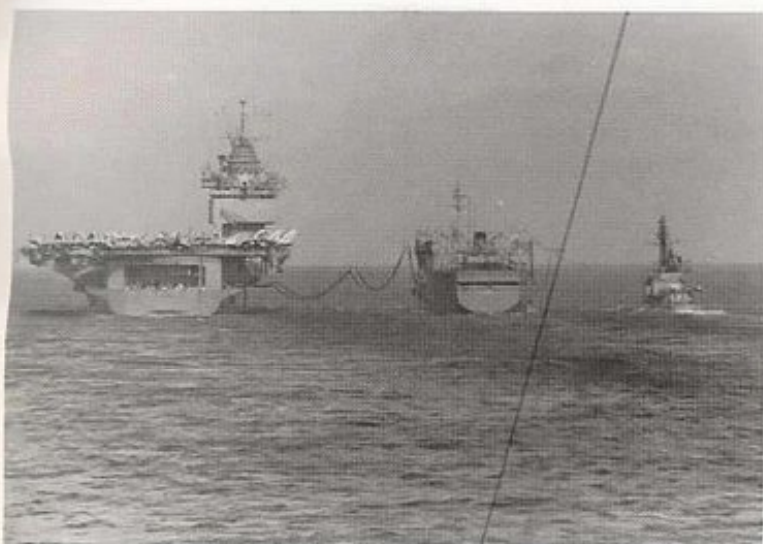
INDIAN OCEAN





"We meet again...."

"Didn't we do this just yesterday?"



C. O. with COMMODORE KLINE.



The
Tale
of
CTF 74

Listen, my children, and I'll tell you more
Of the cruise of Task Force 74,
Hardly a man can forget the commotion
We caused when we sailed to the Indian Ocean

The world was surprised and the people got mad
From Peking to New Delhi, from Moscow to Vlad.
In Dacca, Calcutta, and old Singapore
They followed the movements of 74.

Our carriers, auxiliary, and seven small boys
Made quite a strong force and caused lots of noise.
They did not know why we had come to this sea
(Nor did they know that neither did we!)

They asked many questions, but no one asked more,
Than the officers and sailors of 74.
But there were no answers, no messages of cheer
To brighten our Christmas or greet the New Year.

And so we sailed on 'round these far distant lands
Doing field days and flight ops and "contingency plans."
We watched for supply ships who came out and met us
And wondered if one day they might just forget us.

The days dragged on by and our own sense of humor
Carried us through each discouraging rumor.
We watched and we waited and hoped for a word
To go back in Subic, but nothing was heard.

That's all there is, children. I've no more to say.
Just write to your sailor and hope that one day
The story I've told you will then have an end.
If the mail ship arrives I will write you again.

NAVY TIMES
Anonymous



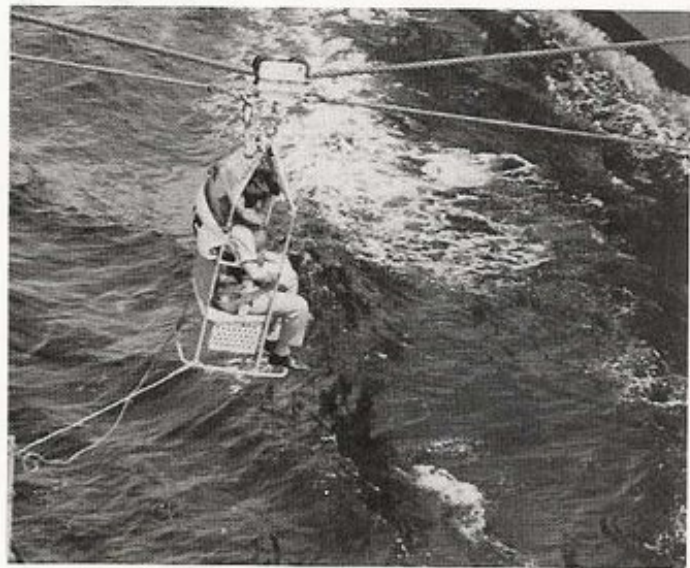
CTF 74,
RADM
DAMON COOPER,
USN



“Let’s have another early morning unrep!”



“We know where PIM is.”



“Goodbye DESRON 15 staff.”



ENG'S LAMENT

There are mountains and rivers to cross;
Wide open spaces to roam and to run.
What fools men be that go to sea
While others stay home and have the fun.

For 43 days of the last 47
The KING rides blue water and foam.
There'll be no swinging Hong Kong or sweet Suzie Wong,
For like Russians, the sea is our home.

Steak fries on the fantail, great spud salad too,
Nightly movies, holiday routies, and bingo. . .
But before you shipover
Think of roses and clover
For it's land where they grow, and not here.

LTJG C. P. Eng



We almost crossed the line here.



Christmas in the DS Shop

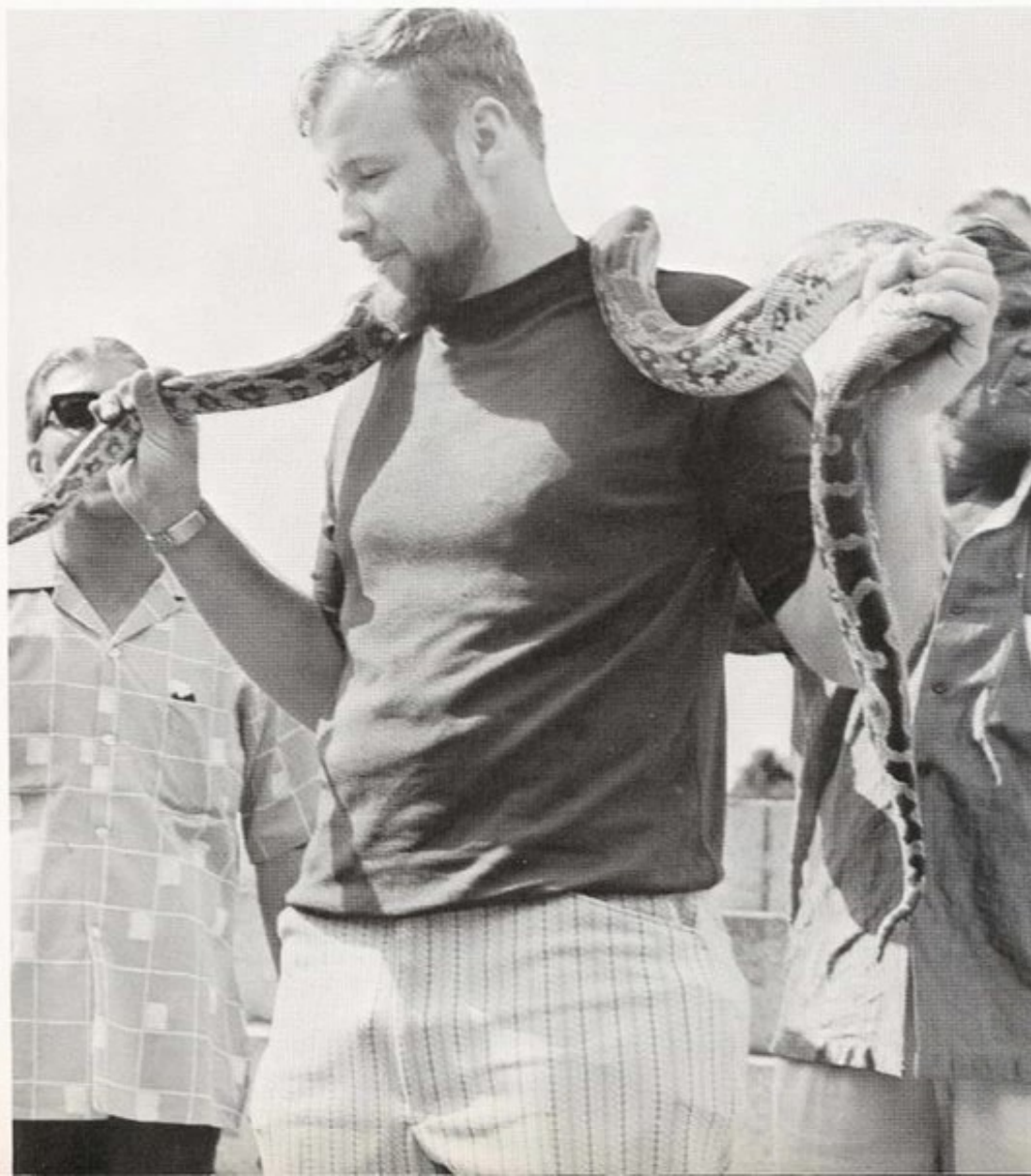


Singapore had a variety of things to do, places to go,.....



Jake tending bar in the Hyatt.

SINGAPORE



Warren and a
wardroom com-
panion.

POLLYWOG DAY



The Flaming Ensign gets greased.

SM's earn a special CO inspection.





Neptunus Rex MILNER.



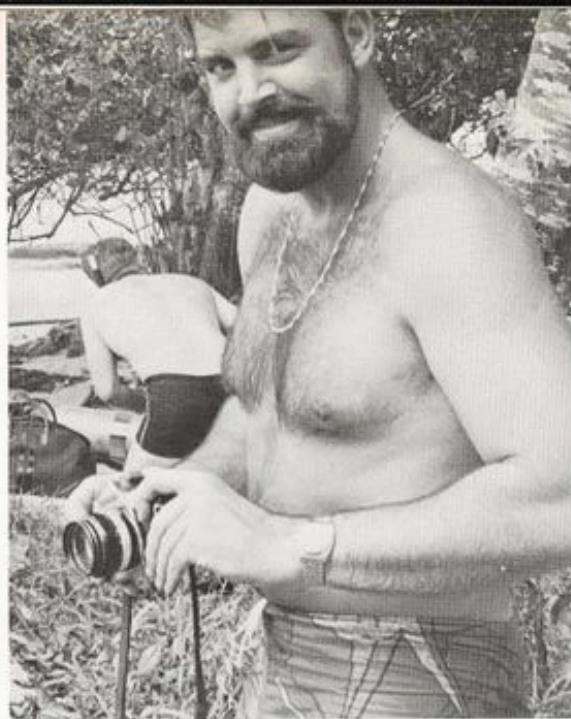
Poopsie, baby!



It looks like some kind of initiation



SHELLBACK INITIATION

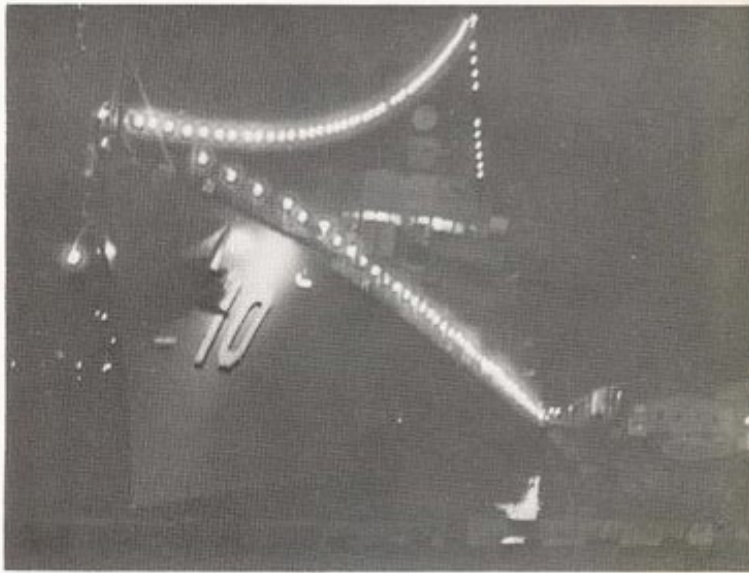
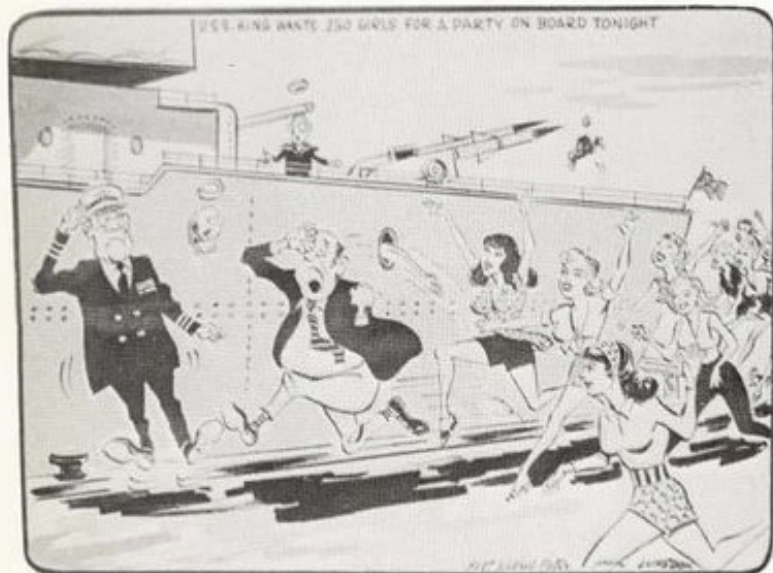


"Me Tarzan."



MANUS ISLAND





AUSTRALIA

"We made it!"



"SCRATCH" BAND'S BIG HIT

U.S. SAILORS ENTHUSE CAFE

Take six American sailors, add a set of drums and guitars, put them in a Newcastle restaurant — and you have one of the best entertainment groups heard in Newcastle.

Surprisingly, the group was only formed on Friday night, when the guided music fringe, USS King, at Newcastle for the Australia Day Celebrations, threw a shipboard party with invited 250 local girls.

They were a great success and were then invited to play at Zorba's restaurant last night, being the successors of Zorba's resident band, "Merry Men."

Was surprised

The proprietor of Zorba's, Mr. Nick Geratkeas, said that last year he invited "The Tontronic," a group from the USS Hole, to play at the restaurant and promised by the earlier success, he invited the group from the "King".

Chico, 20, from Sea Regt, is the drummer and



spokesman for the group. He was surprised at the success of the group and came a little embarrassed at the excitement. He said the pleasure of them all getting together back in the States

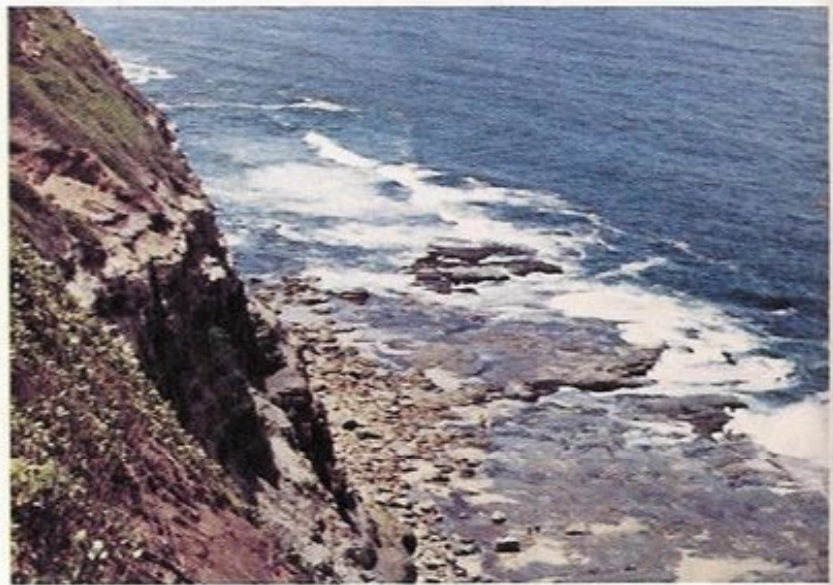
☆ "Young Blood Unlimited", from Bob, Willy, Bubby Alan, Chico and

A game was needed for crowd of more to the group and somebody who packed came up with "Young Blood Unlimited", which The USS King was immediately accepted. Newcastle today

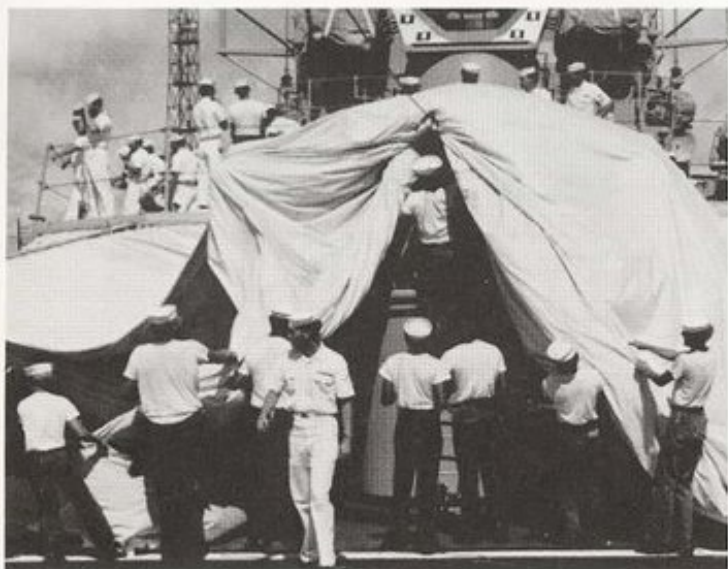








NEW ZEALAND





Vice Chief of Naval Operations, New Zealand Navy, visits KING for reception with Wellington city fathers.



Banjo beats blues

The members of the visiting party include Sir John Galt, who is accompanied by his wife and daughter. The party is being entertained by the crew of the ship.

Some ships to be worked Monday

INDUSTRIAL BOYCOTT
At least three ships will be worked in Wellington on Monday.

The day of the national maritime strike in the vicinity of Wellington has been broken by the three ships which are to be worked on Monday.

A spokesman for the Maritime Union said that the three ships were in the process of being chartered for the handling of cargo but the matter has not been finalized.

The spokesman said the three ships will be worked on Monday.

Three ships will be worked on Monday at a time when the port is closed to all other shipping.

The spokesman said that the three ships were in the process of being chartered for the handling of cargo but the matter has not been finalized.

IMPORT LICENCES ISSUED

Applications for import licences for various goods have been issued by the Customs Department.

The Minister of Customs, Mr. Robert Muldoon, said that the licences were issued for various goods including clothing, foodstuffs, and other consumer goods.

The licences were issued for a period of three months.

Man charged with intent to defraud

N.Z. ROAD ASSOCIATION

A man has been charged with intent to defraud the N.Z. Road Association.

The man, whose name has not been disclosed, was charged with intent to defraud the association of a sum of money.

The charge was laid by the N.Z. Road Association.

Face shall relay

When he gets back to his home in the States, Mr. John Galt, who is visiting in Wellington, will be able to relay the news to his family.

Mr. Galt is the father of the woman who is visiting in Wellington.

WHIRLWIND HITS TOWN

N.Z. ROAD ASSOCIATION

A whirlwind of activity has hit the town of Wellington.

The N.Z. Road Association has been busy with its work.

The association has been successful in its work.

NO TRACES OF MISSING MEN

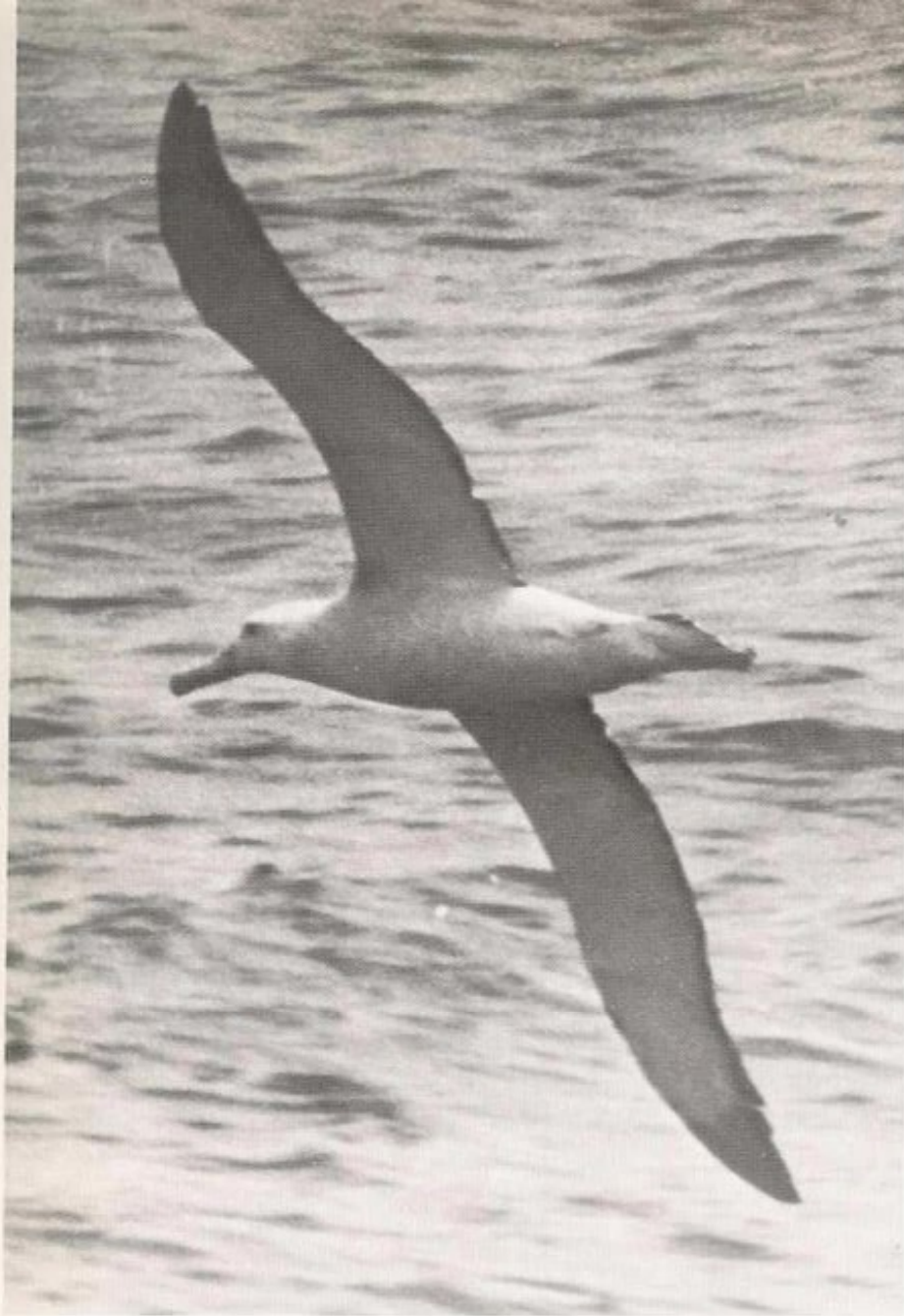
N.Z. ROAD ASSOCIATION

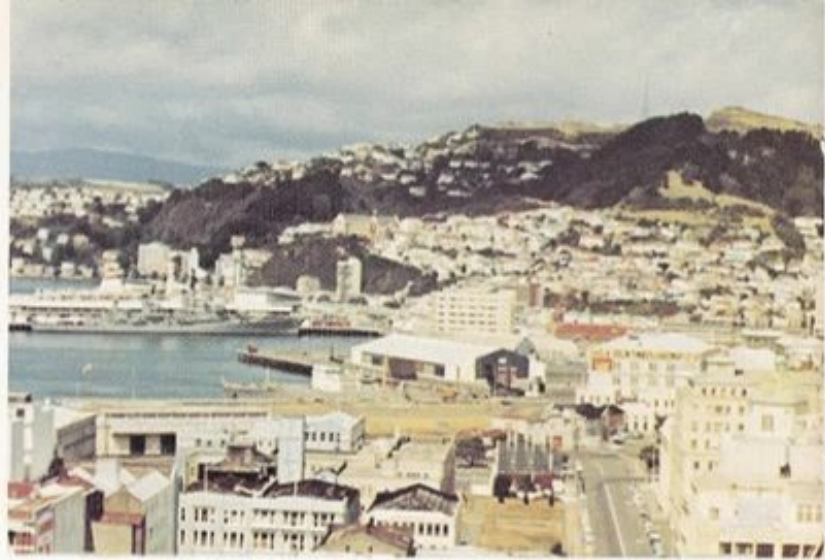
No traces of the missing men have been found.

The N.Z. Road Association has been searching for the men.

The search has been unsuccessful.









ODE TO A "BT"

Generation, expansion,
Condensate and feed;
That's the way the parts
Of a steam cycle read.

Reaction turbine, impulse turbine,
Cruizing H.P.
The other type of turbine use
is the astern L.P.

Air ejectors work like jets,
Condensers change the steam,
The water that we get from them
Must be super-clean.

Economizers are the key
To max efficiency.
Without the raise in temperature,
We'd steam improperly.

So here's to all our BT's,
wherever they may be,
Without you dirty snipe-guys
We couldn't stay at sea.

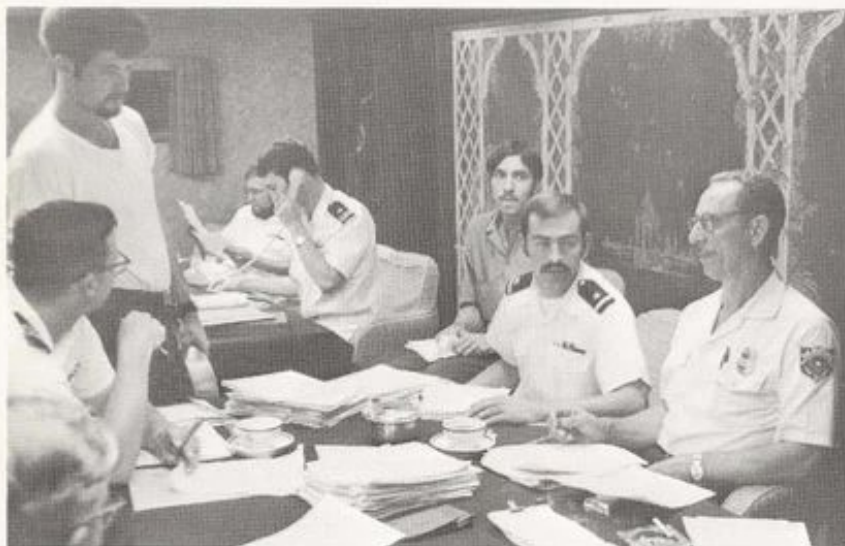
Keep that water coming, boys.
Keep doing your job well,
'Cause I don't want to work down there,
It must be hot as hell!

WO1 Mike Judd

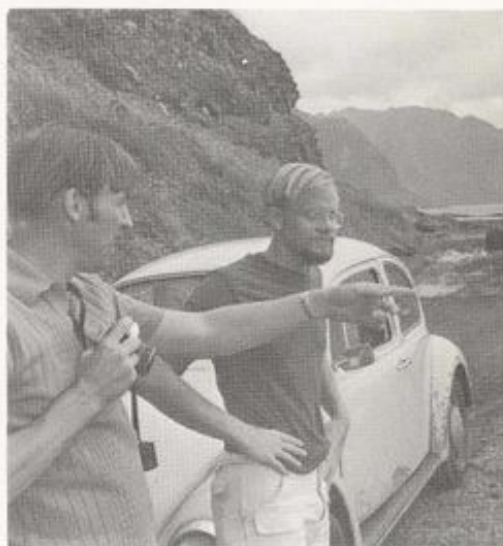
PAGO PAGO



HAWAII



First, we had to get by Customs.



Off to Kaena Point in our rented VW.



This road has taken its toll.

A TOUR AROUND OAHU VIA KAENA POINT ROAD

A blowhole.



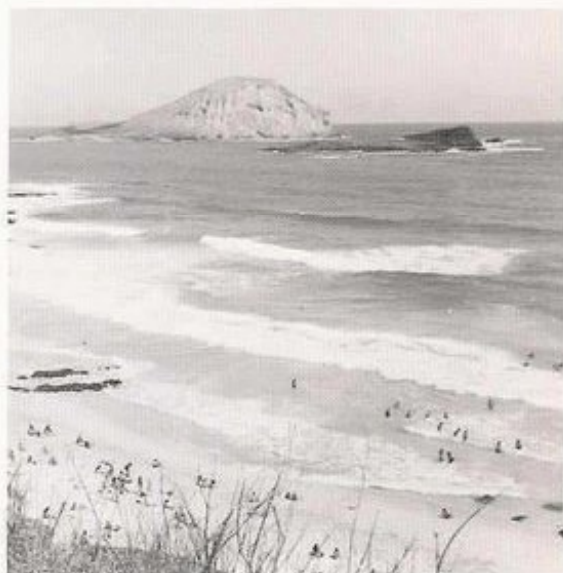


Diamond Head Park.



Lunch in a local cane field.

Sunset Beach.



Koko Head.



We made it but the car looks a bit weary.



ARRIVAL, SAN DIEGO

"Secure the Navigation Detail" - Welcome Home!



Compliments of Mayor Pete Wilson and the City of San Diego

"Where the hell is SHE?!"



IN APPRECIATION

The editors wish to express their heartfelt thanks to all those **Kingsmen** who spent untold hours in the darkroom processing the yards and yards of TRI-X film that evolved into the major portion of this book. Special thanks go to the crack sales team who bucked overwhelming odds to attain their commendable sales level.

ETR2 Gregg Coffey
DS2 Carter Pease
DS2 Arlie Woolard
ETSN Bob Martin
DS1 Joe Cameron
GMG3 Bob Shaw
GMG3 Bob Miller
RDSN Jim Smedley
ENS Geoff Stelling
ENS Woody Brown
LCDR Rusty Cook

Photography

SM1 Bud Nelson
SN Bear Donahoe
RDSN Jim Smedley

Sales

RDSN Jim Smedley
WO1 Mike Judd
LTJG Cliff Eng

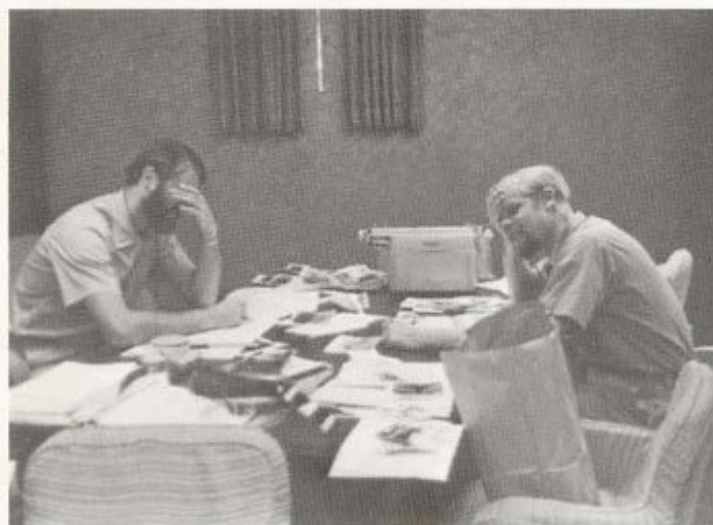
Pertinent Trivia and Poetry

YNSN Dan Kraus
RD3 Warren Amole

Copy Typing

RD2 "Hiroshi" Paul
RDSN "Skid" Skidmore

Cartoons



Hitch says, "I told you so."



Greenland

NORTH

ATLANTIC

OCEAN

U.S.S.

United States

Canada

France

Spain

ALGERIA

Libya

Egypt

Turkey

Iran

Afghanistan

India

Equator

BRAZIL

Argentina

Chile

SOUTH

ATLANTIC OCEAN

INDIAN OCEAN

ANTARCTIC

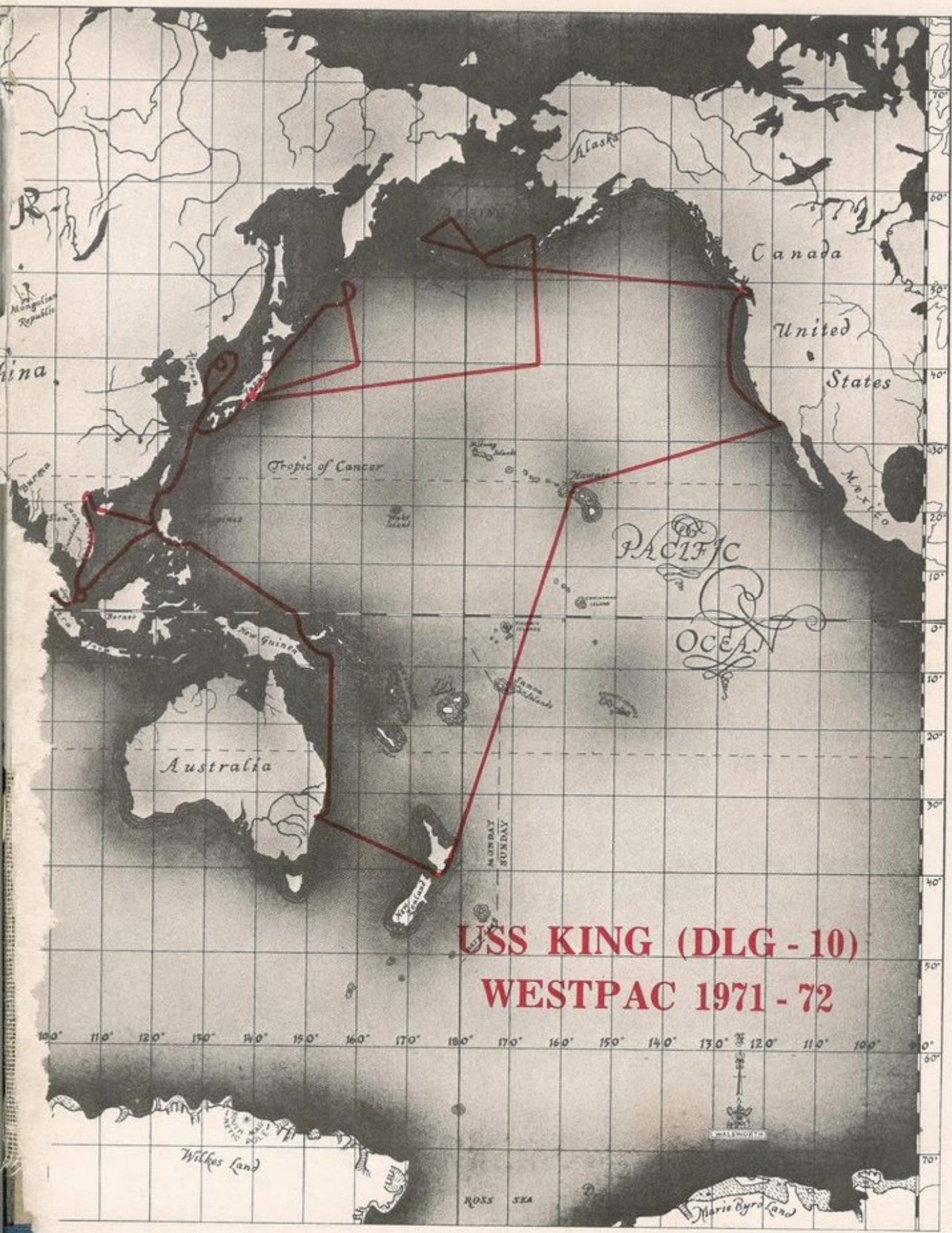
Ellsworth Island

WEDDELL SEA

Coats Land

Queen Maud Land

American Highland



**USS KING (DLG - 10)
WESTPAC 1971 - 72**

100° 110° 120° 130° 140° 150° 160° 170° 180° 170° 160° 150° 140° 130° 120° 110° 100°

