

WESTPAC  
CRUISE 1978



USS BELKNAP

DLG-26

## BELKNAP...

BELKNAP is a frigate and an elite member of a new type of naval ship. Sleek, powerful and efficient, BELKNAP is the first in her class and boasts a completely computerized Naval Tactical Data System in her Combat Information Center. Her missile battery and guns are capable of attacking air and surface targets, while her torpedoes are ready to meet any submarine threat.

Named after Rear Admiral Eugene Belknap, USN (1832-1903) and his son Rear Admiral Reginald Rowan Belknap, USN (1871-1959), BELKNAP was commissioned on 7 November 1964 at the Boston Naval Shipyard. Since commissioning she has participated in a combined NATO operation off the coast of Norway in early autumn of 1966 and a Mediterranean Deployment during late 1966 and early 1967. In September 1967 BELKNAP commenced her first deployment to the Western Pacific.

After her return from Vietnamese waters in April of 1968, BELKNAP participated in numerous operations and exercises. In May 1968 she took part in gunnery and anti-submarine exercises off the Bahama Islands and, a month later, assisted in a large amphibious operation in the Caribbean Sea. The remainder of 1968 through early April 1969 was spent preparing for and undergoing the ship's first major overhaul, which updated her weapons systems at a cost of 3.8 million dollars. In May BELKNAP proceeded to the Caribbean for post-repairs tests, including missile firing exercises and refresher training at Guantanamo Bay, Cuba.

Having completed seven weeks of refresher training, BELKNAP returned to Norfolk in mid-July to make preparations for another extended deployment. The ship made a brief trip to Newport, Rhode Island in late July. In early September she steamed to Annapolis, Maryland to provide special indoctrination tours for the new Plebe Class of Midshipmen.

BELKNAP departed Norfolk, Virginia on 23 October 1969, and proceeded to the Western Pacific for service with the Seventh Fleet. The rest of her history is told in the pictures within these pages ...





# COMMANDING OFFICER CAPTAIN J. ALDRICH USN

Captain Aldrich was born in Savannah, Georgia on September 25, 1920. In June 1940 he entered the U.S. Naval Academy and graduated three years later.

Captain Aldrich's first sea duty was aboard the USS AMMEN (DD-527) where he served for eighteen months and saw action in the Pacific Theatre.

In July 1952, having completed a tour in the Guided Missiles Division of the Chief of Naval Operations Captain Aldrich was transferred to the USS MACON (CA-132), where he served as Gunnery Officer. In the latter part of 1954 he reported to China Lake, California for duty as Assistant Experimental Officer with the Naval Ordnance Test Station. In August 1956, Captain Aldrich again returned to sea, serving as Executive Officer aboard the USS MURRAY (DDE-576), and in February 1958, he took

command of the USS BASILONE (DDE-824).

In August 1959, Captain Aldrich attended the Armed Forces Staff College. Early in 1960 he reported to the Bureau of Naval Weapons as Assistant Director of the Military Personnel Division, and later as Head of the Polaris Missile Production and Fleet Readiness Section of the Special Projects Office. In September 1963, he reported to Roosevelt Roads, Puerto Rico as Commander of the Caribbean Detachment, Operational Test and Evaluation Force.

In January 1966, he became Head of the Cruiser-Destroyer and Underway Replenishment Ship Warfare Branch, Strike Warfare Division, Office of the Chief of Naval Operations. On December 8, 1967 Captain Aldrich assumed command of USS BELKNAP (DLG-26).







# COMMANDING OFFICER CAPTAIN C. D. ALLEN, JR. USN

Captain Charles D. Allen Jr., born in Brooklyn, New York on 23 December 1925, was commissioned as Ensign from the Navy ROTC program at Yale University in October 1945 with a Bachelor of Science degree in Naval Science.

Over the past twenty-five years he has served primarily in destroyers, including a tour as the first Commanding Officer of the USS GOLDSBOROUGH (DDG-20). Prior to assuming Command of BELKNAP, he served as Commanding Officer of the USS NORFOLK (DL-1). Captain Allen has also served tours of duty in an icebreaker, an LST and in the light cruiser USS ROANOKE (CL-145). He was a graduate of the General Line School in 1950, the Armed

Forces Staff College in 1963, and the National War College in 1969. He holds a Master of Science Degree in International Relations from George Washington University.

Captain Allen's duties ashore have had to do primarily with weapons research and development. He has served with the Fleet Ballistic Missile Project Office, on the staff of the Commander Operational Test and Evaluation Force, and in the Naval Ordnance Systems Command as Point Defense Weapons System Manager.

On 12 December 1969, Captain Allen relieved Captain Aldrich as BELKNAP's fourth Commanding Officer.





## CHANGE OF COMMAND





WHAT IS A COMMANDING OFFICER? Sometimes known affectionately as the "Old Man" or the "Skipper", he is first of all, a man. But he must also be a computer capable of appraising any given situation, weighing the odds, and adding the sum of his experience to arrive at the correct solution - all without hesitation. And if this is not enough, we can add another important ingredient: the Captain alone is responsible for the fate of his ship and the lives and well being of his crew.

The position of command is not an enviable

one. He must punish as well as praise, and is often criticized for his actions. He can never completely relax, for he must be aware of his surroundings every moment. Often he is awakened during the night to make some decision regarding the safety of his ship.

The "Skipper" must be able to lead his men through all barriers - be it enemy, nature, or routine ship handling - with confidence. He is assigned as Commanding Officer because he is, above all, the most experienced and eligible man for the job.





## EXECUTIVE OFFICER COMMANDER OTTO W. WILL III

Commander Will was born in Perth Amboy, New Jersey on 30 May 1931. In July 1949 he entered the U.S. Naval Academy and graduated in June of 1953.

Commander Will's first orders assigned him to the USS HUNT (DD-674) where he became First Lieutenant. Two years later he was ordered to the USS RUFF (MSC-54) as Executive Officer. Following six months at the U.S. Naval CIC School at Glyco, Georgia, Commander Will reported aboard the USS MACON (CA-132) for duty as CIC Officer.

In 1959 Commander Will reported to the U.S. Naval Academy, where he served three years as Naval Operations and Naval Drill Instructor.

Commander Will's next sea tour took him to the Staff of COMDESRON Twenty-eight, where he served as Chief Staff Officer and Operations Officer. Later he served as Executive Officer aboard the USS FURSE (DD-882).

In 1965 Commander Will reported to the Bureau of Naval Personnel, where he was Head of the Schools Placement Section. Two years later he attended the Naval War College at Newport, Rhode Island.

Returning to sea duty, Commander Will reported to BELKNAP in July 1968 for duty as Executive Officer.



# EXECUTIVE OFFICER COMMANDER PETER C. CONRAD

Commander Peter C. Conrad graduated from the United States Naval Academy with the class of 1953. His first assignment was aboard the USS WILLIAM M. WOOD (DD-715) homeported in Norfolk, Virginia. In July of 1955 Commander Conrad reported to Submarine School at New London, Connecticut, and then reported to the USS BLENY (SS-324) where he served until 1959. Commander Conrad's next tour was that of Aide and Flag Lieutenant to Commander Submarine Force U.S. Atlantic Fleet. In June 1963 he graduated from the U.S. Naval Postgraduate School, Monterey, California with a Master of Science Degree in Electrical Engineering.

Going to sea once again, Commander Conrad reported to the USS BARBEL (SS-580) at Pearl Harbor for duties as Executive Officer until assuming command of the USS GUDGEON (SS-567) in July 1965. In December 1967 he became Assistant Head of the Officer Distribution Programming Planning and Analysis Section in the Bureau of Naval Personnel, and subsequently became Head of the Officer Distribution Management Information Section from January to October 1969. Commander Conrad reported to BELKNAP in December 1969 for duty as Executive Officer.



# DEDICATION







THE CREW OF THE BELKNAP come from different states, have sometimes opposing regional traditions and express a variety of attitudes. Aboard ship, however, they must share every aspect of daily living. The ship is their home for the duration of the cruise: they work together performing their professional duties, cleaning compartments and passageways; they live together, sleeping in the same compartment with as many as fifty of their shipmates and they eat together on the Mess Decks. Last, but certainly not least, they share the loneliness of separation from their families and friends.

The continuing task of personal adjustment is on each man, for his future is determined by the manner in which he conducts himself, in the shouldering of responsibilities aboard and by his actions in foreign ports of call. No instrument can measure the profoundness of decisions made on a long voyage, nor can it record the effect of anxiety, and sometimes fear, caused by the new and unknown experiences lying ahead.

Besides contending with emotional and per-

sonal problems, and adjusting to the unusual routine of life at sea, the crew has to make the ship an efficient member of the fleet in which she is serving. This takes a little more grit than men normally have, and at times the strain is evident. Depending upon the immediate situation, their professional responsibilities are both ever changing and awesome. The ship has to fit herself to each new task and assignment. One mistake, by one man, could wipe out a million dollars worth of equipment and, perhaps, priceless lives as well.

No fee could be paid the crew for their dedication during this cruise. Some have been repaid in the pride of responsibility well borne, others in the self-satisfaction derived from having progressed one step further toward their life goal. This Cruise Book is not in the usual sense, a reward: it is a photo-story of the Western Pacific Cruise of 1969-1970, whose value can only be determined in the years to come. It is dedicated to the men who make up the crew of BELKNAP.

# WEAPONS DEPARTMENT





LCDR J. H. Chesard  
Weapons Officer



**IN THIS AGE OF GUIDED MISSILES**, supersonic aircraft, nuclear submarines and long range weapons, the offensive and defensive requirements of a military unit are demanding. In BELKNAP, the quick and effective response to any threat, be it surface, air or subsurface, is carried out by the Weapons Department. To meet this challenge, the Weapons Department is comprised of highly skilled and versatile technicians whose work and devotion to duty are apparent to all. At their disposal are some of the most sophisticated weapons systems and sensors in the world, including missiles, automatic guns, radars, computers, sonar and torpedoes.

**AS DIVISION** The underwater world is the responsibility of AS Division, comprised of Sonarman and Torpedomen. The likelihood of a submarine approaching BELKNAP undetected is remote, since the Sonarman search the ocean depths continuously. Should a submarine decide to challenge our command of the sea, the Torpedomen and Sonarman could quickly persuade him to change his mind.

**G DIVISION** One of the oldest and most honored professions in the Navy is that of Gunner's Mate. His professional pride and ability are legendary, and in BELKNAP, this is no

exception. In this era of automatic guns and gunnery control systems, the Gunner's Mates are joined by the Fire Control Technicians who maintain the gun radars, computers and control directors.

**DECK DIVISION** One of the hardest working and most versatile divisions on the ship is the Deck Division, consisting of Boatswain's Mates and Seamen. These men maintain the exterior of the ship, stand bridge watches, operate boats, conduct helicopter deck operations, replenish and refuel the ship at sea and man the guns at General Quarters. Throughout this cruise their pride in BELKNAP's appearance was well justified, as BELKNAP consistently showed the Pacific Fleet just how good a ship can look.

**MS DIVISION** The long range offensive and defensive punch of the BELKNAP is supplied by MS Division, comprised of Missile Gunner's Mates and Fire Control Technicians. They operate and maintain a vast array of complex equipment including radars, computers, missiles and launching systems. Their long hours of training and system checkout produced spectacular missile shoots which will be long remembered by the many people who saw them.

# GUNNERY DIVISION



ENS P. E. Baker



FTQC R. L. Hull



GMGC L. D. Revell

FTG1 D. Brown  
GMG1 H. Hatfield  
FTGSA M. McGrath  
FTGSN C. Mecklin  
GMG3 R. Chmielewski



FTG3 M. MacAskill  
GMG3 D. Smith  
GMG3 S. Watterson  
FTG2 R. Bates  
GMG2 M. Crawford



GMGSN M. Aker







# AS DIVISION



LTJG F. J. Blake



WO1 R. J. Rentner



STCS W. H. Kaffman



STC C. E. Roche



STC J. P. Brasher



ST1 G. D. Blum

STG2 C. Green  
STG2 R. Callella  
STG3N T. Wright  
STG3 J. Kirkpatrick  
TM3 J. Breckler



STG3 A. Berry  
STG2 M. Mahan Jr.  
STG3 C. Brugge  
YNS F. Fentz  
STG3 I. Hoar



STG3 C. Boyden  
STG2 P. Forsberg  
STG2 G. Blair  
TMSN W. Schreiber  
STG3 R. Russo





# MS DIVISION



LT H. W. Dreifke



LT W. N. Cresser Jr.



FTCS L. E. Tanner



GMCS A. Smir



FTMC S. E. Hassel



FTMC H. L. McCoskey

FTM1 A. Osin  
FTM1 M. Abbott  
FTM1 G. Dakun  
FTM1 J. Stephenson  
FTM1 J. Lantalaen



FTM1 D. Ramsey  
FTM2 M. O'Neill  
FTM2 H. Tortorice  
GMMSN R. Kowalsky  
FTM2 W. Wittern



GMM3 L. Patzer  
FTM2 J. Kitchell  
FTM2 R. Larsen  
GMM3 L. Dion  
GMM2 L. Mart







FTM3 A. Streetman  
 FTM3 J. Welick  
 FTM3 J. Price  
 GMM3 L. Chanler  
 GMM3 W. Sharkey



FTM3 M. Herndon  
 FTM3 F. Baker  
 FTM3 D. Schoenhofer  
 FTM3 S. Modisette  
 SN D. Graves



FTM3 F. Crabtree  
 GMM2 J. Sokol  
 FTMSN R. Jensen  
 FTM2 H. Jones  
 GMM1 W. Lang



FTM2 T. Hetherington  
 FTM2 H. Olsen  
 FTM2 W. Sapp  
 GMM1 D. Grimmer



# DECK DIVISION



LTJG D. J. Spasat



BMCM C. W. Ataway

BM2 C. A. Lane  
SN J. R. Surface  
BM3 R. I. Miller  
BM2 H. R. Salazar  
SA E. L. Thompson



EMSN L. S. Leisbaugh  
SA D. R. McPherson  
SN P. J. Carpenter  
SA R. L. Mowen  
SA P. J. McGuire



SN D. A. Jagodzinski  
SA D. L. Lawler  
SN R. M. Host  
SA L. E. Myers  
SN D. Sulphin



SA R. C. Webster  
SA S. D. Fischer  
SA D. W. France  
SA M. J. Geel  
SN D. J. Holmberg





SN M. L. Butts  
SA C. L. Blankenship  
SN J. A. Aquila  
SA J. White  
SA A. Pairo



SN J. S. Flacyk  
BMS T. H. Collins  
SN B. J. Somers  
SN N. Armstrong  
SA A. L. Campbell



SA J. M. Dees  
SN D. A. Feid  
SA A. Yurosky  
SA P. A. Vanleuven  
BMSN W. Hush



SA E. Sharpe  
BMS R. Fitzgerald  
SN R. Hill  
SN E. Hickson  
SA R. Power



ENGINEERING  
DEPARTMENT







LCDR R. G. Hamaker  
Engineering Officer



THE HEART OF THE SHIP is the Engineering Department. It supplies the life blood to all of the other spaces and departments in the form of steam, electrical power, fresh water, compressed air, air conditioning, and interior communications, as well as providing the propulsive power to move the ship through the water. It also provides the expertise in the areas of firefighting and damage control. To do this, the department is divided into three divisions, each with its own area of responsibility and consisting of personnel with the varied talents and skills required to accomplish each of the assigned tasks.

M and B Division, composed of Machinist Mates and Boilermen is responsible for the boilers and main engines which generate the steam and propel the ship. Men of M and B Division also operate the evaporators which produce fresh and feed water and steam turbines which drive the electrical genera-

tors and air compressors which supply compressed air to many areas of the ship.

E Division consists of Electricians Mates and Interior Communications Electricians who operate and maintain electrical general equipment and distribution systems, ships service telephones, announcing systems and the ship's gyro-compasses and repeaters.

R Division is comprised of Shipfitters, Damage Controlmen, Enginemen, Machinist Mates and Machinery Repairmen. They perform such varied tasks as operation and maintenance of diesel engines, boats, gas turbines, deck machinery, air conditioning and refrigeration equipment, compressed air distribution systems, sanitary systems, and damage control equipment. R Division personnel accomplish almost any type of machinery or structural repair required by any other departments aboard ship.

# M DIVISION



LT D. Kircher



MMCS H. L. Nolen

MM1 A. Evans  
MM1 J. W. Stiles  
MMFN W. C. Soutar  
MMFN J. W. Gerken  
FN C. R. Herlein



FN H. A. Hanson  
FN C. E. Mortenson  
FN C. J. Jaeger  
MMFN D. A. Brogan  
MM3 D. Wrzesinski



MM3 E. J. Crosson  
MM3 J. P. David  
FA F. L. Weighofer  
FN D. M. Hatfield  
FN L. J. Sulliff



MMFN J. W. Ernst  
MM3 H. Hubbard  
MM3 J. M. Skeely  
MM2 D. J. Petris  
MM3 R. Ellis





MM2 A. Coban  
MM3 D. Turpen  
FN G. Timmons  
MM1 A. J. Bratkovic  
FA L. M. Robles



MM3 Fiero  
MM3 Drake



# B DIVISION



BTCS E. A. Miller



BTC R. J. Lemon

BT1 D. Kibik  
BT1 W. Davenport  
FN P. Malers  
BT3 W. Hopley  
BT2 R. Malers



BT2 E. Andrews  
FA C. Thompson  
BT3 G. Lewis  
BT3 L. Christy  
FN R. Naspebogart



FN A. Liggett  
FN H. Goldfarb  
FN H. Schmidt  
BT2 S. Grigsby  
BT2 H. Kalweit Jr.



BTFN T. Planeta  
BT2 T. Lucas  
FA J. Terry  
FA M. Lengyel  
BT3 H. Rogers







BT3 C. Paul  
 BT3 G. Meador  
 FN J. Hamilton  
 BT3 B. McCowan  
 FN P. Tate



FN O. Mitchell  
 BT3 H. Richards  
 BTFN C. Chorpensing  
 BT3 D. Griffith Jr.



# R DIVISION



LTJG W. D. Leech



SFC D. Watson

EN1 W. Wicker  
MM1 M. Childress  
SF1 J. Wilson  
SF33 J. Meriwether  
DC2 M. Bloomfield



DCFN T. Fuller  
SFPFN J. Cowen  
ENS H. Salyers  
MM2 W. Lloyd  
MRFA V. Terry



FN H. Carlson  
ENS W. Czekajlo Jr.  
MRFN S. Tibbs  
FN S. Senchisen  
SFP2 E. Schultz



DC2 F. Stegeman  
MMFN R. Taylor  
FA M. Sullivan  
FN M. Dada  
FA L. Langton





FA J. Williams



FA T. Skelton



# E DIVISION



ENS J. Green



EMCS R. S. Miller

EM1 R. E. Botteron  
EM1 J. A. McCauley  
ICFN B. V. Ludwig  
ICFN L. M. Story  
ICFN C. R. Whitehead



EM3 L. A. Diehl  
IC3 D. A. Boylan  
IC3 M. F. Kelly  
IC3 J. A. Higgins  
IC2 E. A. Horensky



EM2 M. G. Freeman  
FN J. W. Schmitt  
FN W. B. Rose  
FN H. G. McKinney  
IC2 E. R. Pagliochini



EM2 C. M. Carwell  
EM2 W. D. Wilson  
FN J. E. Stein  
EM3 J. Nagel



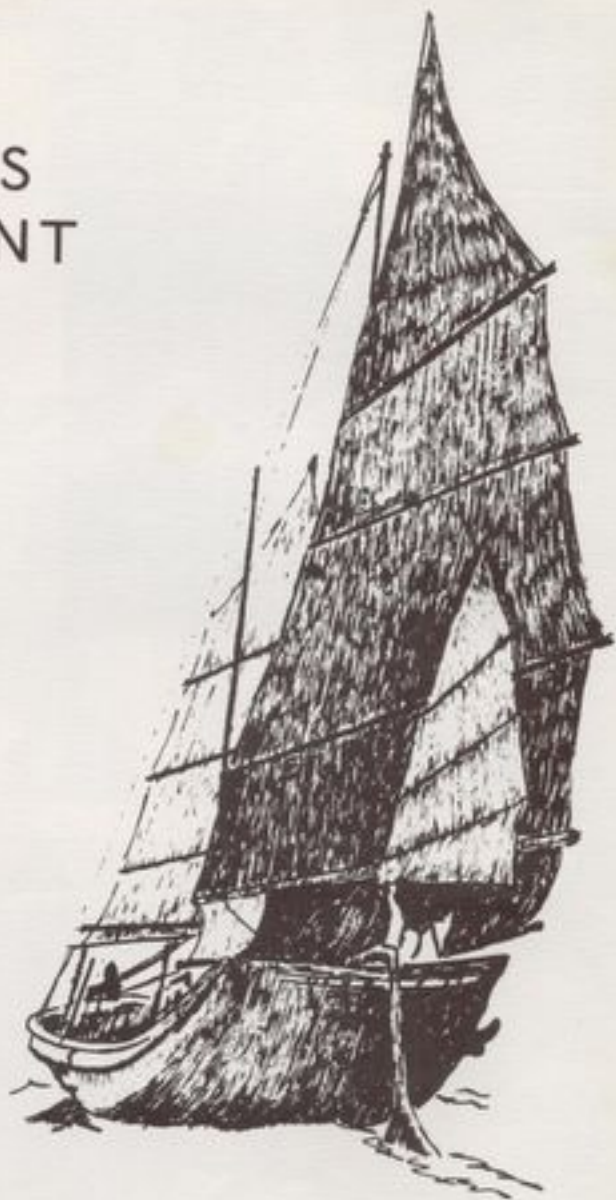




EM3 Genovese  
EM3 D. McClernon  
EM3 C. H. Walker



OPERATIONS  
DEPARTMENT





LCDR G. L. Barnum  
Operations Officer



THE BASIC FUNCTIONS of the Operations Department are to plan, coordinate, and schedule the operations of the ship; provide efficient communications; evaluate and disseminate combat information, and to maintain and repair electronic equipment. To these ends, the Operations Department is divided functionally and administratively into three sub-organizations. These are the OC Division (Communications Organization), the OI Division (CIC Organization) and the OE Division (Electronics Repair and Maintenance Organization). The Division Officers in charge of each of the three divisions exercise administrative, military and technical control of their respective divisions and report directly to the Operations Officer.

The OC Division provides and maintains reliable, rapid and secure visual and radio communications, based on war requirements, in order to serve the command and facilitate administration. The OC Division consists of Radiomen and Signalmen who report to the Communications Officer.

The OI Division keeps the command, higher

echelons of command embarked, and control stations informed of the tactical situation. This includes the location, movement and identity of all aircraft, missiles and surface and subsurface contacts in the area. In order to keep the command properly informed, CIC must collect, display, evaluate and disseminate all combat and operational information. OI Division Radarmen report to the CIC Officer.

The OE Division insures the readiness of assigned electronic equipment. OE Division consists of Electronics Technicians and Data Systems Technicians who report to the Electronics Maintenance Officer and the NTDS Officer respectively.

In addition to these three major areas of responsibility, the Operations Officer is also responsible for such items as intelligence, technical publications, registered publications and electronic warfare. Officers from within the Operations Department are assigned these responsibilities and report directly to the Operations Officer.

# OC DIVISION



LTJG W. I. Foster



ENS R. D. Cooper



BMCM J. Griffith



SMC C. McCarthy

RM1 W. Broyles  
RM1 P. Edwards  
SN D. Odette  
SMSN T. Kranz  
SMSN C. Haverstrom



RM3 L. Hantleek  
RMSN D. Gandy  
SM3 R. Simoneau  
SM3 R. Schmid Jr.  
RM3 R. Weekly



RM3 M. Murphy  
RM2 J. Odette  
RM2 C. Fisher  
RM2 S. Marlow  
RM3 C. Axe







RM2 D. Hitter  
RMSN T. Sullivan  
RMSN R. Santiago  
RM3 J. Olschewski  
RMSN J. Jackson



RMSN G. Wymer



# OE DIVISION



LTJG G. D. Taul



ENS R. F. Fike



ETCS H. J. Hodges



DSC C. R. Moreland

DSE J. Tohlne  
DSE L. Beel  
DSE P. Sharpe  
ETNS S. Tingfah  
ETRS F. Garner



ETRS H. Hawkins  
DSE J. Ackerman  
DSE D. Kuhlen  
ETRS W. McDonald  
DSE D. Larrison



ETNS D. Patterson  
DSE P. Sharum  
ETNS J. Willoughby  
ETNS J. Lighthill  
DSE E. Devis





D62 R. Souder  
D62 T. Cross  
ETN2 R. Daverin  
ETR3 J. Long  
ET1 W. Bay



ETN2 J. Browne  
ETN2 B. Herbaum  
ET1 H. Low  
D62 C. Wood  
SN M. Griffith



# OI DIVISION



LCDR J. Shea



LTJG C. A. Worley



LTJG M. E. Plante



RDOS R. K. Mesker



RDC D. A. Murri

RD1 M. Prewitt  
RD1 J. Faudale  
RD1 W. Adams  
RD1 W. Schaubman  
RD1 H. Esser



RD1 R. Huffman  
RD1 D. Doyle  
RDS D. Weaver  
YNS D. Cunningham  
RDS J. Gillis



RDSN G. Hoskins  
RDS R. Leedy  
RDS R. Rambo  
RDS R. Bruce  
RDS H. Wynne







RD3 W. Soosan  
 RD3 R. Miller  
 RD3 L. Arbogast  
 RD3 R. Abey  
 RD3A T. Mitchell



SN2 RD3A D. Osgood  
 RD3 R. Hare  
 RD3 W. Hooks  
 RD3 R. Davis  
 RD3 W. Prestfield



DSN R. Young  
 RD3 J. Tucker  
 RD3A J. Duncan  
 RD3 R. Nowling  
 RD3 S. Beers



RD3 W. Hayslip  
 RD3 C. Dickerson  
 RD3 R. Krippendorf Jr.  
 RD3 K. Reed  
 RD3 D. Henly



RD3 R. Purzycki  
 RD3 J. Seaver  
 RD3 T. McGeehee  
 RD3N J. Mazzeo  
 RD3 S. Jackson



RD3N T. Henly  
 RD3N R. Campbell  
 RD3 C. Whittington

SUPPLY  
DEPARTMENT





LCDR A. R. MacDonald  
Supply Officer



LOGISTIC SUPPORT OF THE SHIP constitutes the function of the Supply Department. The providing of necessary equipment, material and personal services to support the complex and diverse efforts of BELKNAP'S personnel is a formidable task, requiring Storekeepers, Disbursing Clerks, Ships Servicement commissarymen and Steward ratings.

The Storekeepers are responsible for stocking, issuing and reordering the many repair parts and consumables used aboard ship. During this deployment they did their best to insure that the ship's technicians got the right part for the job as quickly as possible. They processed over 4000 requisitions for everything from toilet paper to expensive radar tubes, and issued over 5000 repair parts from their storerooms.

The Commissarymen, assisted by the mess cooks from other divisions of the ship, plan and prepare the meals consumed by the crew. During this deployment they prepared some 80,600 meals! The disbursing officer, assisted by two disbursing clerks, paid the crew over \$900,000 and succeeded in keeping

straight the entitlements to combat pay, proficiency pay, sea pay, family separation pay and allotments. Those Ships Servicemen who work in the laundry perform an obvious but crucial service. Since departing Norfolk in October they have washed over 135,000 pounds of dirty uniforms. Some 9300 head of hair felt the clippers and shears of the ship's two barbers insuring that BELKNAP sailors were neatly groomed whenever "Liberty Call" was passed.

The ship's store always does a brisk business but was especially prosperous during this cruise due to the many days spent at sea. From soap for the skin to candy for the stomach, the store rang up almost \$70,000 in sales. Store sales and vending machine soft drinks sold enriched the Welfare and Recreation fund by some \$7,200 to the benefit of all hands.

The Supply Department always had its work to do whether the ship was in port or at sea. But whether it was special pay, a needed part, box lunches for the helo pilots or that last minute something someone had forgotten to order, Supply Department personnel constantly strove to fulfill their motto of "Service to the Fleet".

# SUPPLY DIVISION



LTJG F. W. Corle



SKCS M. F. Abbott, S-1



CSC M. Browning, S-2



SDC C. R. Bantiata, S-5

SK1 L. White  
SK1 J. Maufas  
SK3 C. Lee  
SK3 G. Hartman  
SK3 R. Worthington



SKSN A. Price  
SKSN P. Jarvis  
SN D. Bales  
SKSN W. Sams  
CS1 D. Jarvis



CS3 J. Gill  
CS3 A. Gibbs  
SN S. Gray  
CS3 C. Ratliff  
SD3 P. Luciano







SH1 J. Dawson  
 SN R. Haffey  
 SHSN J. Demers  
 SN J. Genacki  
 SH3 D. Webster



SH3 A. Plesh Jr.  
 SH2 J. Hurd  
 SH3 H. Iadlerino  
 DK2 D. Mayenschoen  
 SD1 F. Medina



SD3 C. Litwanag  
 TN A. Villena  
 TN J. Tucay  
 TN N. Diestro  
 TN C. Central



TN D. Dimalanta  
 TN E. Alvarez  
 TN H. Noceda  
 TN H. Jaro  
 TA A. Moses Jr.



TN T. Lynott  
 SD2 H. Callo  
 SD3 B. Dunn



NAVIGATION  
DEPARTMENT





LCDR J. A. Blanco  
Navigation Officer



THE NAVIGATION DEPARTMENT is composed of Quartermasters, Yeomen, Personnelmen, Hospital Corpsmen and a Postal Clerk. They chart our course, handle the ship's paperwork, provide medical care and process the mail.

The Quartermasters prepare the tracks for our travels and during this cruise they guided us through the many straits and passages in order that we might reach our destinations safely. Particularly noteworthy was their performance while transiting the Torres Straits and Great Barrier Reef enroute Australia. From piloting to celestial navigation, theirs is a never ending task. It has often been said that the Navy floats on paper rather than water and to see the ship's office staff at work you might believe it. From arranging transportation for personnel being separated or going on emergency leave to keeping each and every service record correct, the Yeomen and Personnelmen perform a very necessary job.

Shots, adequate pharmaceutical supplies

and the knowledge to administer them is the hallmark of the Corpsmen. Medical inspections, sick call, scheduling medical and dental appointments prior to in-port periods, and helicopter details kept them busy for the duration of this deployment. Their knowledge and dedication were evidenced by the quick recovery of the few crew members sick or injured. "Mail Call" is the most popular word passed over the IMC, and the friendly Postal Clerk insured the rapid sorting of letters and packages to the eager crew. Behind the scene, he picked up mail from the mail boxes, sorted handled and delivered it to the helo, replenishment ship or post office and returned with the crew's mail from family and friends.

Navigation, medical care and ship administration are, then, the responsibility of the Navigation Department. Although the smallest department in terms of personnel assigned, its tasks are quite diverse, and its contribution to the safety, health and morale of all hands is unquestioned.

# NX DIVISION



LCDR J. A. Bianco

QM1 J. Daux  
QME W. Keller  
QMS J. Veasy  
SN W. York Jr.  
QMS H. Henderson



FN1 R. McAnally  
YN3 R. Langton  
SN E. Holcomb  
FN3 J. Hughes  
HM1 R. Thibodeau



HM2 J. Sampson







... UNDERWAY



## AROUND THE SHIP





# AT EASE









AT  
LEISURE...









# UNREP







# HELO OPS



ENGAGE ROTORS





Whether for the purpose of transferring personnel, exchanging movies or receiving mail via the log helo, helo operations kept both the helo detachment and BELKNAP's helo detail busy. Consisting primarily of deck and repair division personnel, the helo detail safely and efficiently assisted in approximately 300 landings during the cruise.



# PANAMA





HEADING WEST





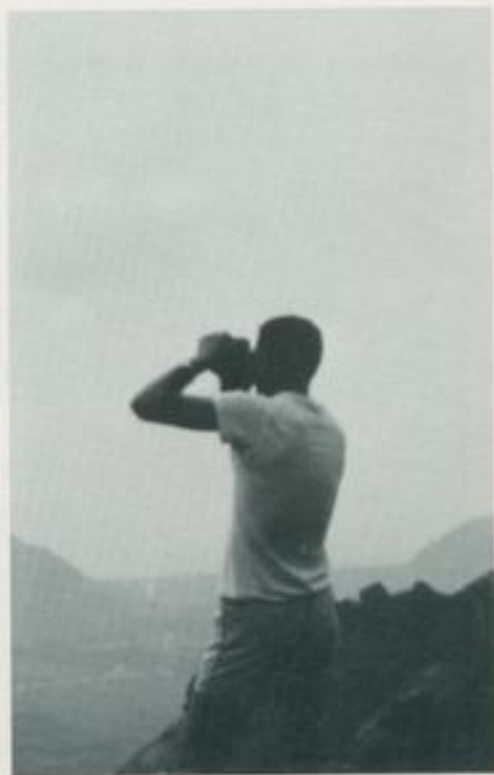
# HAWAII

Following a transit of approximately two weeks and some 4700 miles from Rodman in the Canal Zone, all hands were happy to arrive at Pearl Harbor on 10 November. Originally scheduled to spend a week visiting our fiftieth state, our stay was reduced to two and a half days by operational commitments. Between attending operational briefings and taking on needed supplies, all hands took advantage of remaining liberty time to enjoy the surf, sun and sights of Waikiki during the day and the night life after dark. Hoping to see some of Hawaii's natural beauty first hand, many grabbed their cameras, rented a car and did some sightseeing. As the ensuing pages clearly show, their efforts were well worthwhile.





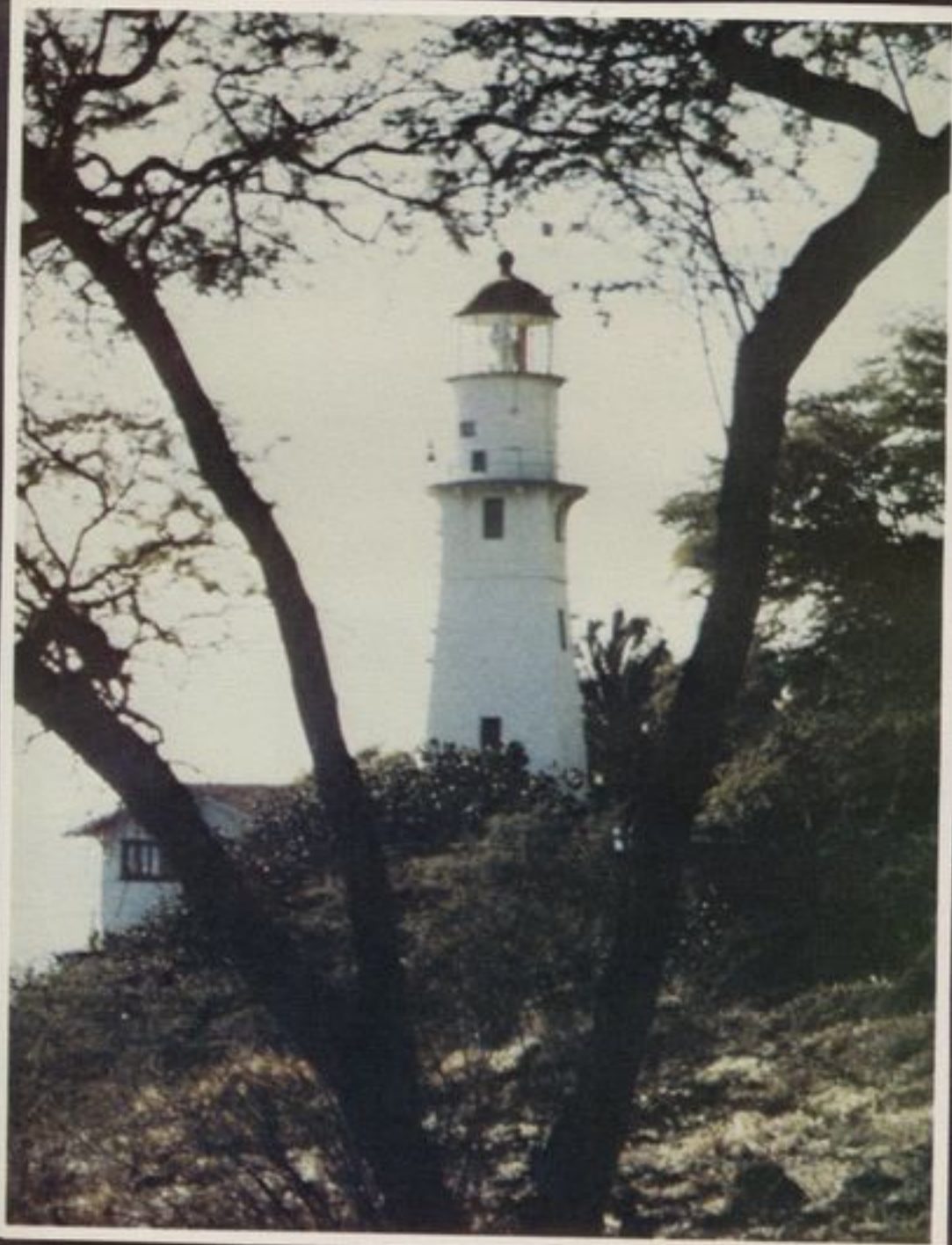


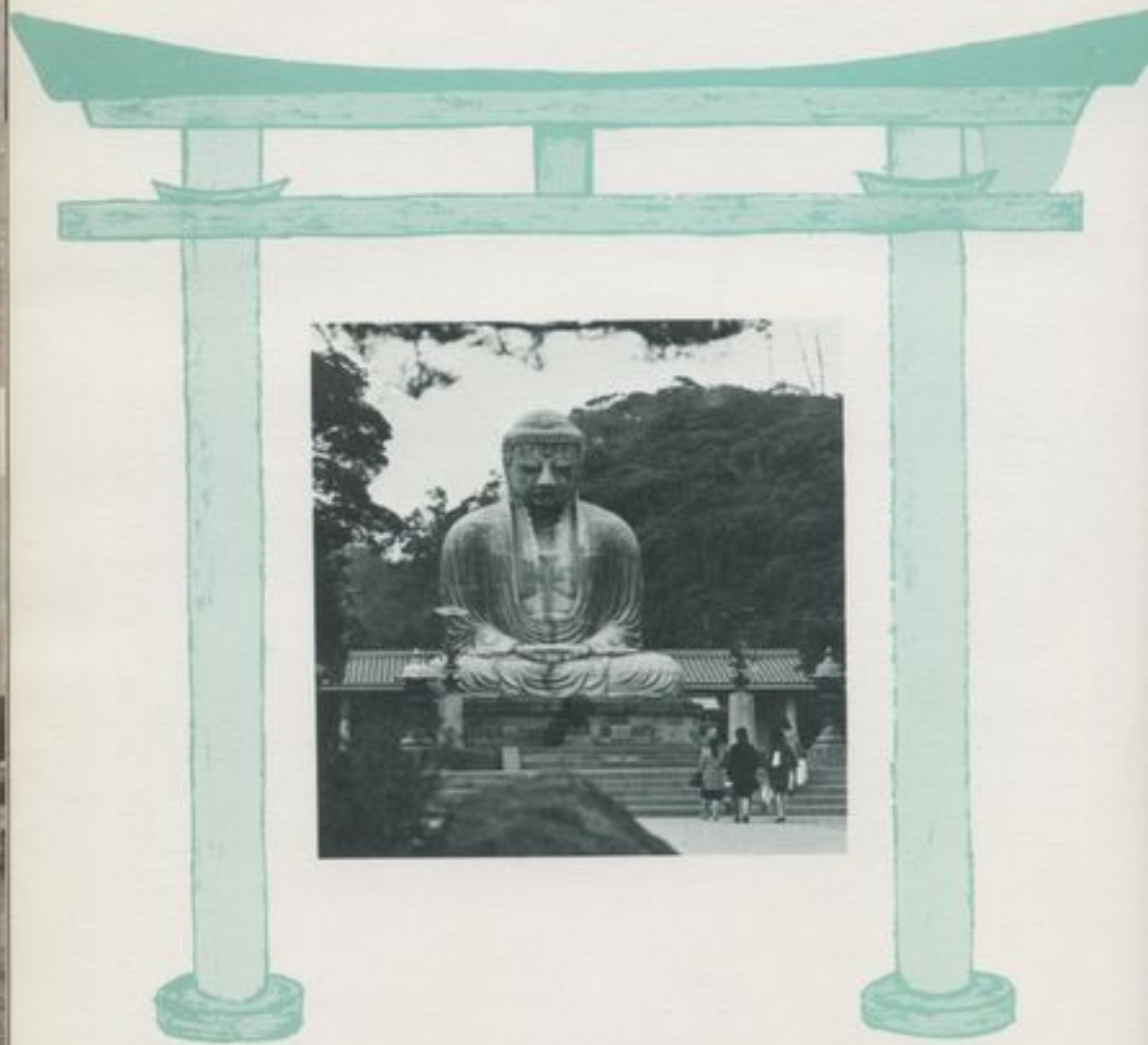












## THE ORIENT

"We are by nature observers,  
and therefore learners." Emerson

Few would understand the need for Americans to gain a better understanding of the peoples and cultures of that vast, mystical and ancient part of the world known as the Orient.

We aboard BELKNAP had a unique opportunity to observe a small part of the Orient. From the Great Buddha to common fishing junks, as the subsequent pages show, there was much to see. Those who took time to observe were the learners.



日  
本  
永  
久



# JAPAN

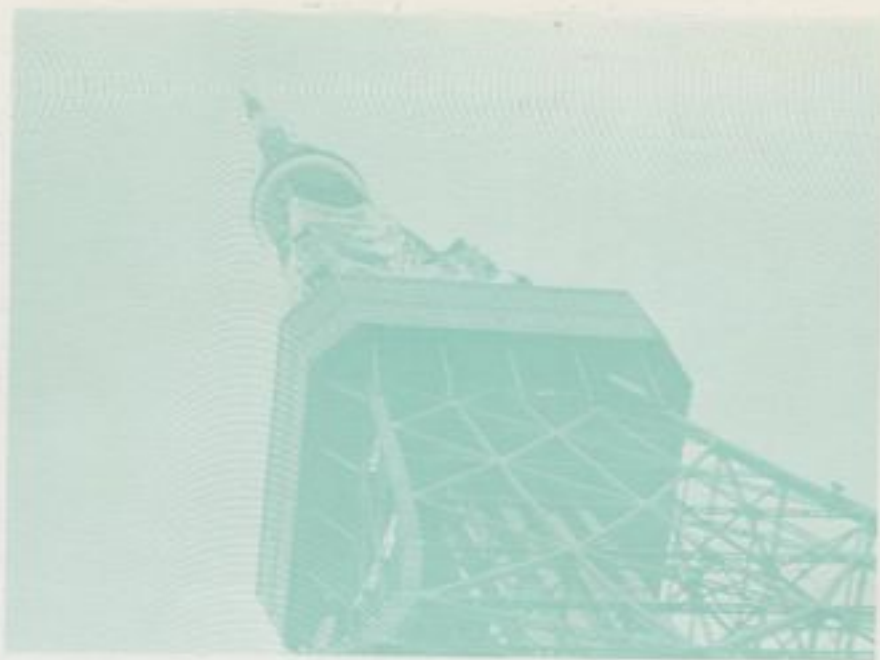
Geographically and historically Oriental, Japan is truly a study in contrasts as traditional Japanese culture is being continuously reshaped by Westernization. BELKNAP's visits to Sasebo in mid-December and Yokosuka, some five weeks later, offered all hands an ample opportunity to observe the extent of this process first hand. As the following pages clearly show, the visit to Yokosuka provided the opportunity to visit Tokyo, Mt. Fuji, the Great Buddha and other sights where the natural beauty and symbols of traditional Japanese culture could be seen and enjoyed.











## CONFUCIUS SAY:

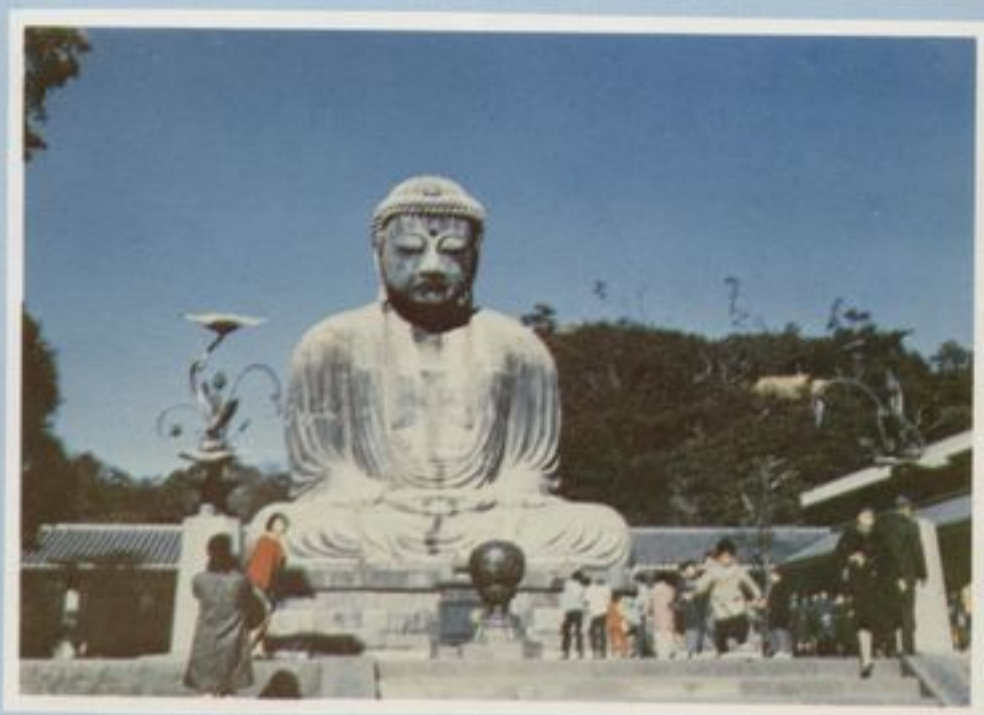
TAKAYAMA	240	AOMORI	476
ODAWARA	320	NIKKO	89
ATAMI	400	GOTEMBA	36
NUMAZU	480	HAKODATE	32
SHIZUOKA	630	SAPPORO	37
KAMAMATSU	970		

WOULD YOU BUY THE GREEN TICKET  
 WHO TAKES THE GREEN GAR









# HONG KONG

BELKNAP entered Hong Kong harbor on March 3 after spending some thirty-four days operating on PIRAZ station in the Gulf of Tonkin. A final remnant of the British Colonial Empire in East Asia, Hong Kong enjoys a world wide reputation as a truly cosmopolitan city renowned for its shopping opportunities and lively night life. Nearly all hands took advantage of the fantastic bargains by purchasing stereo equipment, custom tailored clothing and jewelry among many other items. While cool, damp and foggy weather plagued the entire visit, making sightseeing conditions somewhat less than ideal, this failed to dampen the spirits of most crew members who savored a wide variety of what Hong Kong had to offer.













# PHILIPPINES

Long operational periods necessitated repairs beyond the capability of ship's personnel, and the tenders and shops located at the U.S. Naval Base at Subic Bay provided the assistance necessary to correct these problems. Both Thanksgiving and Easter found us in Subic Bay, and while Olongapo City and Grandy Island were a long way from home most crew members agreed that even Subic Bay beat being underway.



GUNS OF GRANDY ISLAND







# POLLYWOG TO SHELLBACK IN THREE EASY (?) LESSONS

As BELKNAP approached the realm of Neptunus REX on March 30, the proud Pollys, fired by the poetry of LT(jg) Kircher and led by CMDR Pete Conrad, made life quite unpleasant for those high and mighty Shellbacks. Upon completion of the battle, the Pollys put on a talent show of truly professional quality.







TRUE BEAUTY



SEHR SCHÖN



HI! SWEETS!



# FINALLY: THAT UNFORGETTABLE INITIATION

On the morning of April 1 in latitude 00000 and longitude 125 52 00 East BELKNAP was received by Davy Jones and his henchmen. Following a night of such added duties as Coriolis Swirl Watch and Bow Watch, the Pollys paid homage to the Ruler of the Raging Main and partook of a specially prepared breakfast prior to appearing before the "illustrious" court of Neptunus Rex. The charges were read and the following vengoance of Davy Jones was sure and perhaps just.



"DELICIOUS"



THE ILLUSTRIOUS COURT

FANCY MEETING YOU HERE!





BABY LOVE



EGG SRAMPOO ANYONE?



JUST ONE MORE TIME



ON THE WAY TO THE  
ROYAL PHYSICIAN



"JUST A LITTLE HELP  
FOR MY FRIENDS"







"THIS WILL CURE  
WHAT AILS POLLY"



THE END OF A SLIMY POLLYWOG

THE BIRTH OF A SHELLBACK





## SYDNEY

With the crossing-the-line ceremonies completed, but certainly not forgotten, the men of BEL-KNAP anxiously awaited our arrival in Sydney on April 9. As we approached the harbor all hands agreed that Sydney was one of the most beautiful cities they had ever seen. While Sydney was overflowing with beautiful sights, the harbor itself remained one of the most memorable. On hand to greet us was a welcoming party of record proportions, and this initial show of friendliness was indicative of what Sydney was to offer during the next seven days. While many men did see kangaroos and koala bears during our stay, it was the people, and in particular those Aussie "birds" who made our visit so enjoyable. Whether visiting a farm in the "outback", attending a rugby match or enjoying the night life in downtown Sydney, we found the Australian people going out of their way to welcome us to the land down under.









BELKNAP'S BEST BEARD AT THE TOP OF SYDNEY



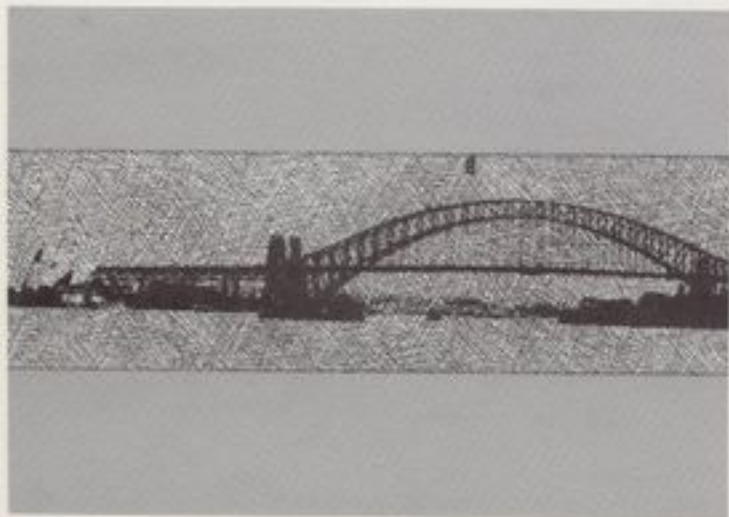
DOWNTOWN SYDNEY







ASSIE BIRDE, 'NUFF SAID.



# WELLINGTON, N.Z.

Although Wellington lacked the excitement and swinging night life of Sydney, our eight day visit to the land of the Kiwis, beginning April 20, was both relaxing and enjoyable. Those crew members who left Wellington to catch a glimpse of New Zealand's natural beauty were certainly not disappointed. Nearly a hundred crew members participated in ANZAC Bay observances on April 25. Despite a pleasant visit all hands were glad to hear the following word passed on April 28: "Underway for the USA".







# PAGO PAGO

The 6500 miles between Wellington and Rodman in the Canal Zone required one fuel stop and therefore BELKNAP reached Pago Pago, the capital of American Samoa on the morning of May 2. Tutuila, eighteen miles long and three miles wide at the widest point, on which Pago Pago is located, can best be described as a tropical paradise. The crew members who rented cars and toured the island enjoyed the unspoiled beauty of secluded lagoons, rising peaks and dense tropical forest. Many men agreed that this small archipelago was one of the most beautiful sights of the entire cruise.







## FINAL DAYS



# HOMEPORT



# AT LAST



23 MAY



S  
T  
A  
F  
F



L.T.J.G. Baker



D.E. H. L. Souder



R.D. D. Healy



G.M.M. I. D. Mart



F.T.M. J. S. Kitchell



S.T.G. G. A. Blair

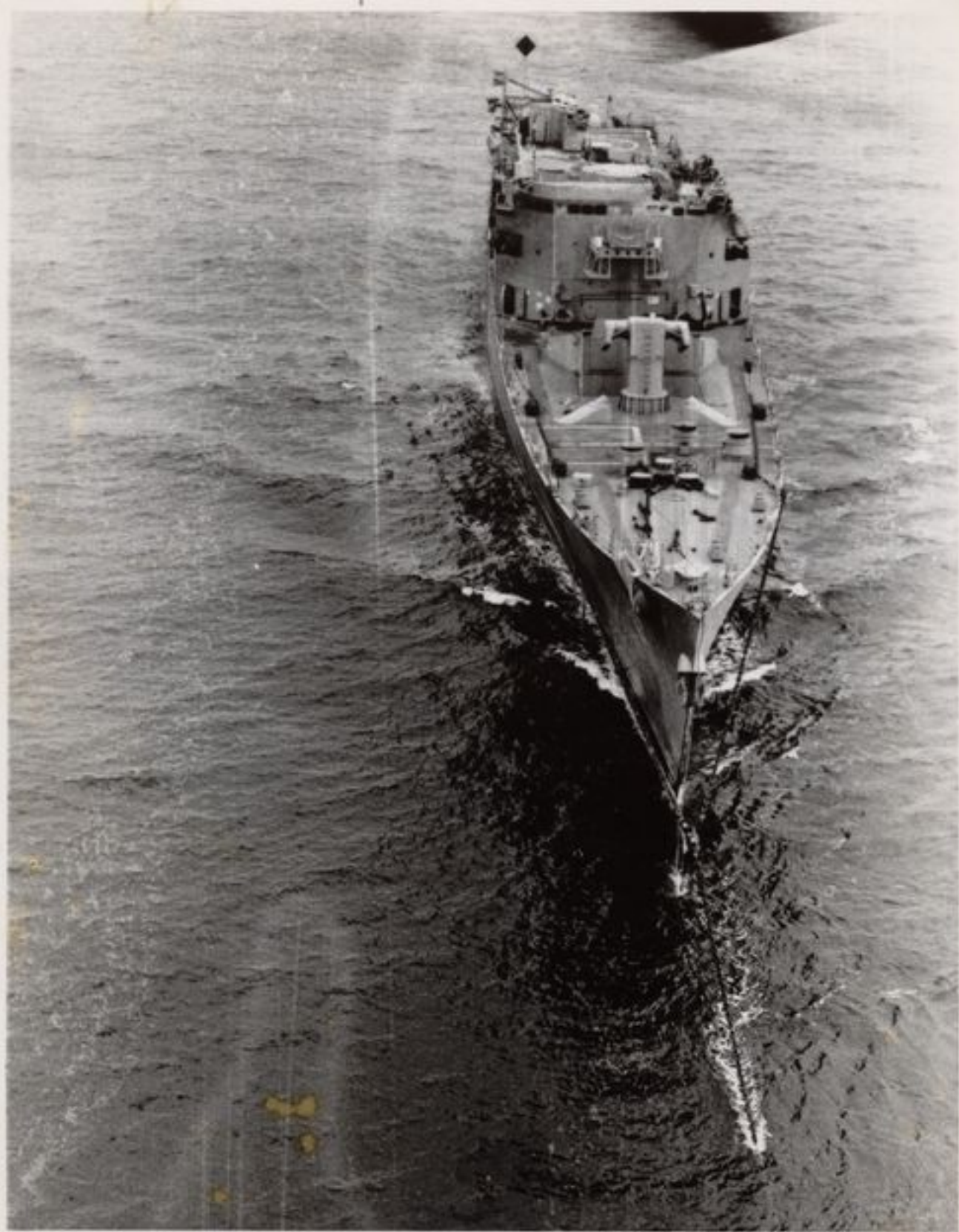












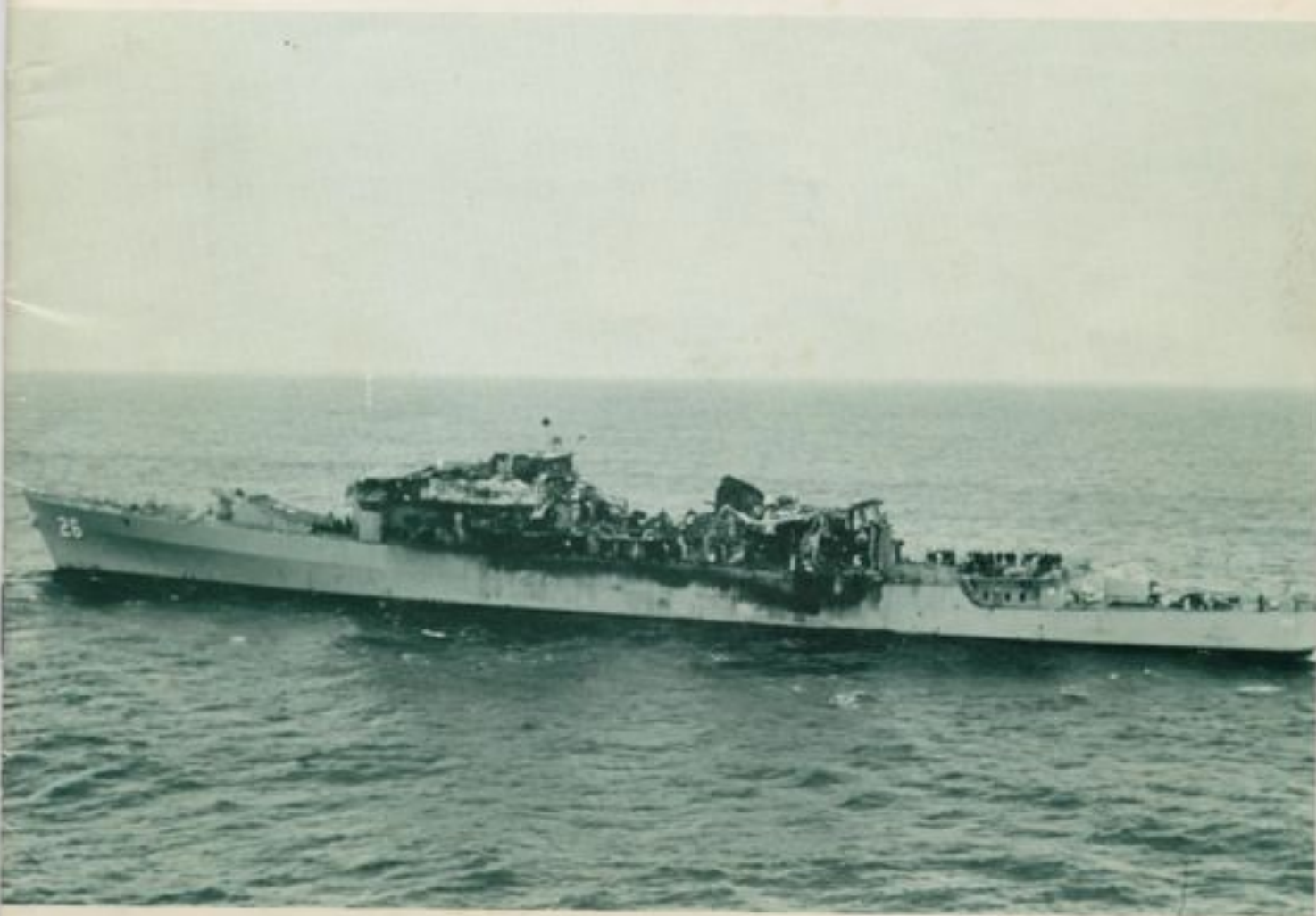




FOR OFFICIAL USE ONLY

# SURVEY 2

OF SELECTED SHIP COLLISIONS



PREPARED BY NAVAL SAFETY CENTER,  
RADM C.J. YOUNGBLADE, COMMANDER

Panama Canal, a high-level artificial interoceanic waterway of a lake and lock type at the Isthmus of Panama connecting the Atlantic and Pacific oceans, owned, operated and controlled by the United States under treaty, for the transit of vessels of commerce and of war of all nations on terms of equality, with tolls that are just and equitable.

The canal length from shore line to shore line is 40 statute miles; and from deep water to deep water is 51. From North to South its main parts are:

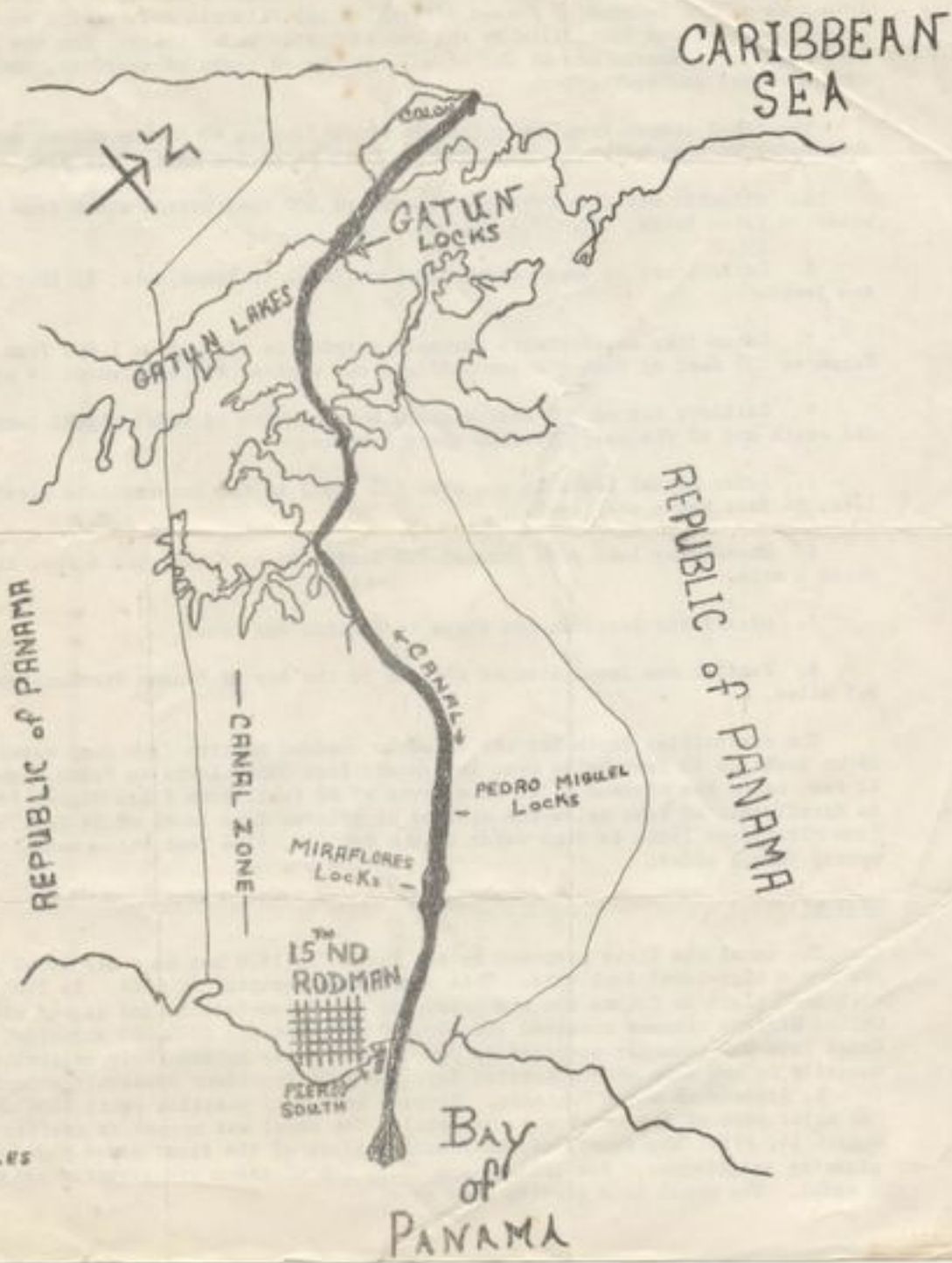
1. Atlantic sea level dredged channel of 500 feet bottom width from deep water to Gatun locks, about 7.4 miles.
2. Gatun locks in three steps from sea level to Gatun lake, 85 feet above sea level.
3. Gatun lake section with channels varying in width from 1,000 feet at Gatun to 500 feet at Gombos where Gaillard cut begins, distance about 24 miles.
4. Gaillard cut of 300 feet minimum bottom width to Pedro Miguel locks at the south end of the cut, distance about 5 miles.
5. Pedro Miguel locks in one step (31 feet) to the intermediate Miraflores lake, 54 feet above sea level.
6. Miraflores lake with channel 750 feet wide to Miraflores locks, distance about 1 mile.
7. Miraflores locks in two steps to Pacific sea level.
8. Pacific sea level dredged section to the Bay of Panama distance about 8.5 miles.

The controlling depth for the Atlantic dredged section from deep water to Gatun locks is 42 feet below mean low water; from Gatun locks to Pedro Miguel, 42 feet below the minimum Gatun lake level of 82 feet; from Pedro Miguel locks to Miraflores, 42 feet below the minimum Miraflores lake level of 54 feet; and from Miraflores locks to deep water in the Pacific, 42.4 feet below mean low water spring (max.) tides.

#### HISTORY

The canal was first proposed by the French in 1879 but as a sea level canal and not a high-level lock type. This ended in bankruptcy in 1889. In 1903 a revolt took place in Panama and the treaty of Hay-Bunau-Varilla was signed with the United States. Panama received \$10,000,000 outright and \$250,000 annually. The Canal Zone was formally acquired on May 4, 1904 a day subsequently celebrated annually in the zone as Acquisition day. In 1904 President Roosevelt selected John F. Stevens as Chief Engineer. Stevens held this position until 1906 when the major part of the canal was completed. The canal was opened to traffic on August 15, 1914. The reason of the French failure of the first canal was due to poor planning and diseases. For this reason today inoculations are required prior to entering the canal. The canal is a gravity flow canal.





KEY  
1" = 5 miles