



WEST PAC

,
6
9

"Sign on young man, and sail with me. The stature of our homeland is no more than the measure of ourselves. Our job is to keep her free. Our will is to keep the torch of freedom burning for all. To this solemn purpose we call on the young, the brave, the strong, and the free. Heed my call. Come to the sea. Come sail with me."

John Paul Jones

USS LYNDE

Named after one of the Navy's most distinguished modern-day naval figures, USS LYNDE McCORMICK (DDG-8) was commissioned on 3 June 1961, Naval Shipyard, Boston, Mass. The naval career of her namesake provided the ship by example a high standard of performance to follow from the outset: Admiral McCormick, U.S. Naval Academy Class of 1915, distinguished himself by both his World War II combat record and the positions he held until his death in 1956. He commanded the destroyer USS KENNEDY, served as Admiral Nimitz's War Plans Officer, and as Commander Battleship Division Three during the war. He later served successively as Vice Chief of Naval Operations; Acting Chief of Naval Operations; Commander in Chief, U.S. Atlantic Fleet; Supreme Allied Commander, Atlantic (NATO); and President of the U.S. Naval War College.

LYNDE McCORMICK was built by the Defoe Shipbuilding Company in Bay City, Michigan. Her keel was laid on 4 April 1958, she was launched on 28 July 1959 and shortly thereafter the second guided missile warship ever built on the Great Lakes headed to the Atlantic Ocean via the then recently completed St. Lawrence Seaway.

After fitting out in Boston, LYNDE McCORMICK sailed for her home port of San Diego, California, in August, 1961. Enroute she made calls in Washington, D.C., and after passing through the Panama Canal, Acapulco, Mexico. She arrived in San Diego on 16 September 1961. After an upkeep period, shake-down training commenced in October. During this period she underwent the final acceptance trials which subjected her to maximum operational demands

under the close scrutiny of a group of experienced naval observers. The intensive training and preparation was completed on 8 December 1961.

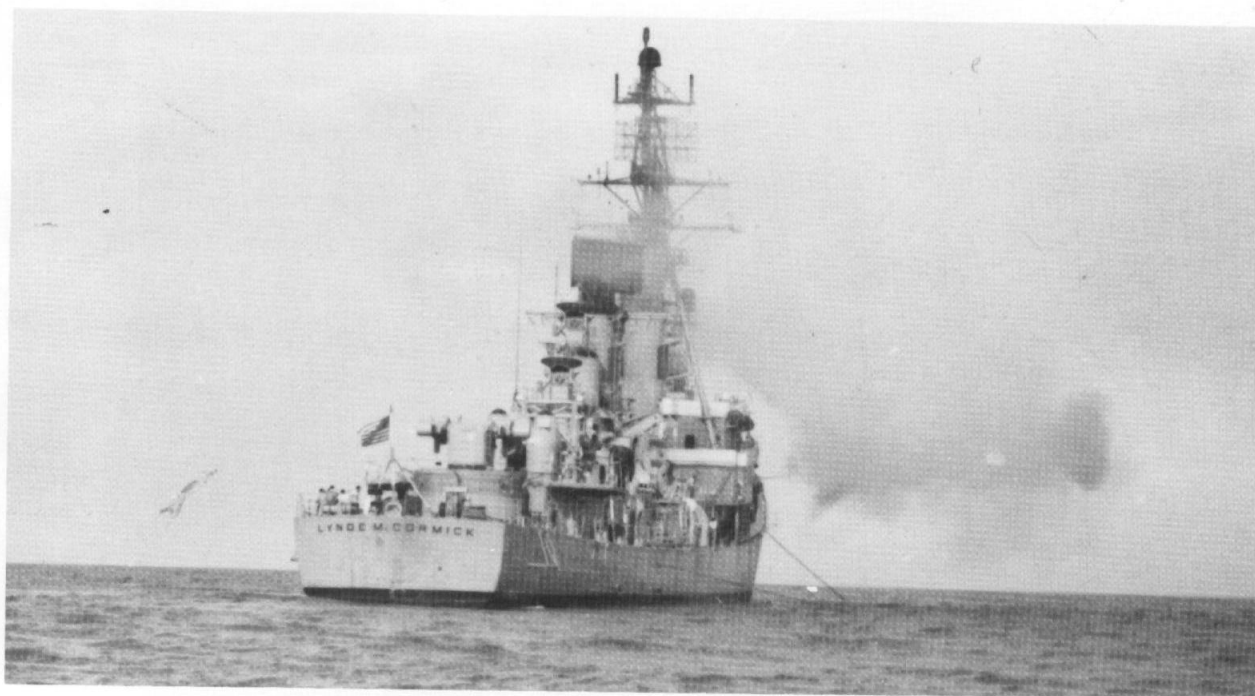
USS LYNDE McCORMICK is a fighting ship from masthead to keel. Her capabilities include not only those of her forbears, but the most advanced ones as well. She is equipped with enough ordnance gear to wage simultaneous attacks upon surface, sub-surface, and airborne targets. Her Combat Information Center and Weapons Control Equipment incorporate means of target acquisition undreamed of only a few years ago.

The Tartar guided missile is LYNDE McCORMICK's primary anti-aircraft weapon capable of destroying supersonic fighters and bombers at distances considerably in excess of gun range. Combined with the long range of her sonar equipment, the ASROC weapons system is the most effective means of combating submarines that a surface ship has ever enjoyed. Two 5"/54 rapid-fire guns and two surface launched anti-submarine torpedo mounts round out LYNDE McCORMICK's deadly firepower capability.



LYNDE McCORMICK, BLACK and KNOX at the pier in Midway.

McCORMICK (DDG-8)



Socking-it-to-'em in IV Corps.



Dusk on the gunline.

On 6 January 1969, LYNDE McCORMICK, in company with RICHARD S. EDWARDS, FRANK KNOX, and BLACK, was underway for her fifth deployment to the western Pacific. Acting as flagship for COMDESDIV 172, LYNDE McCORMICK was to meet the demands and rigors of WESTPAC and maintain the highest standards of the naval service.



Upkeep in sunny Subic Bay.



Making tracks across the Pacific.

COMMANDING



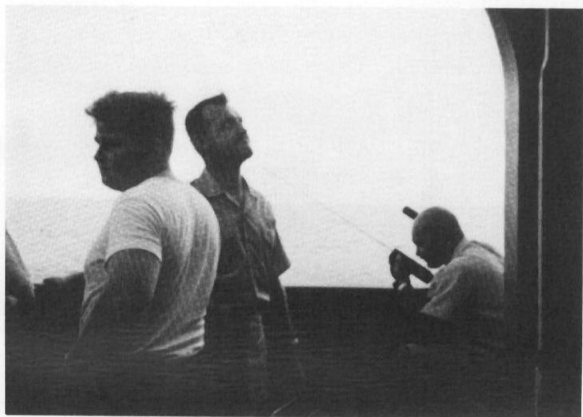
Commander Rowden graduated from the U.S. Naval Academy with the class of 1952. He served as Weapons Officer on the Destroyer USS YARNALL for his first tour of duty operating in the Western Pacific during the Korean Conflict. After a short period as Executive Officer, Commander Rowden became Commanding Officer of the coastal minesweeper USS CORMORANT. His first assignment ashore was to the Bureau of Naval Personnel in the enlisted distribution division. Commander Rowden returned to sea duty as Executive Officer of the destroyer escort USS LESTER before attending the U.S. Navy Postgraduate School, Monterey, California in June, 1961 for a two-year Ordnance Engineering Course. Subsequently he became Commanding Officer of the destroyer escort USS BAUER serving as a unit of the Seventh Fleet in operations connected with the Vietnamese War. Prior to recent studies at the Armed Forces Staff College, Commander Rowden served as a Personal Aide to Commander in Chief, Pacific. In March, 1968, Commander Rowden became Commanding Officer of USS LYNDE McCORMICK as the ship was steaming in the Sea of Japan during the USS PUEBLO incident.

Commander Rowden is a native of Vermont. He is married to the former Sarah Sumner of Rockford, Illinois. They have a daughter, Sarah Jane and two sons, Thomas Sumner and John William.

OFFICER



The Captain casts a watchful eye on the midship station.



MMMmmm...



Our senior messcook.



Congratulations!! That's quite a stack of bills.

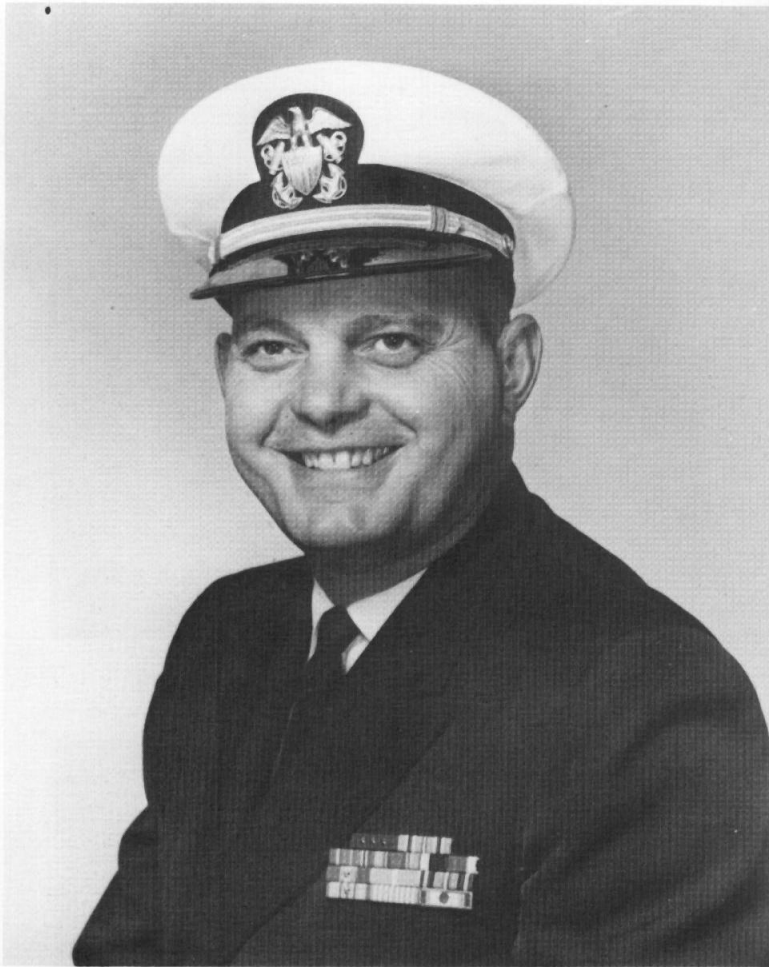


This is close supervision of gunnery exercises.



Reading the morning FOX.

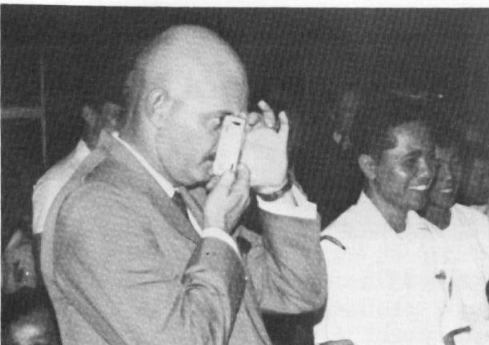
EXECUTIVE



Leland S. Beedle, LCDR, USN



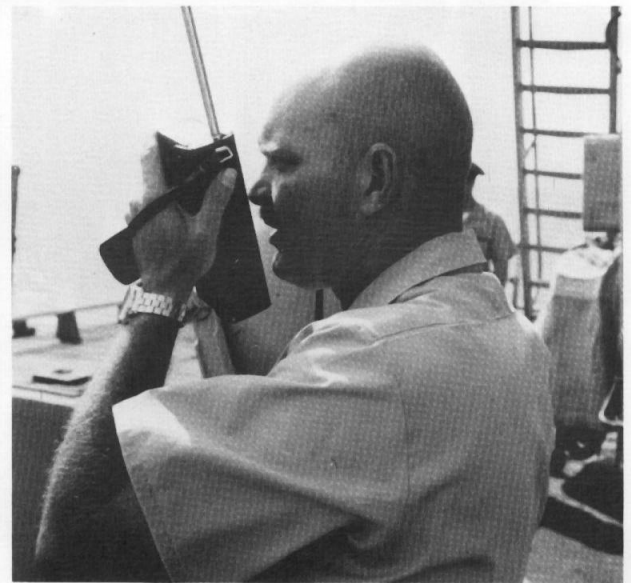
Testing WESTPAC goody stowage during the weekly compartment inspection.



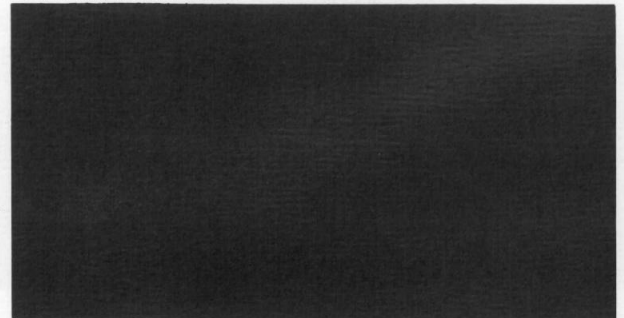
Capturing the entertainment for posterity.

Lieutenant Commander Beedle enlisted in the U.S. Navy in January, 1947 and served in USS TACONIC (AGC-17) and USS RANDOLPH (CVA-15) as an Electronic Technician. Commissioned as an Ensign LDO(T) from Chief Electronic Technician in 1957, Mr. Beedle was assigned as CIC Officer in USS R. E. KRAUSE (EDD-849) charged with the conduct of all Research and Development Projects prosecuted by that experimental destroyer. Moving to the Staff of Commander, Operational Test and Evaluation Force in 1960, Mr. Beedle functioned as a Project Officer for the test and evaluation of Combat-Direction Systems for three years. In 1963, Mr. Beedle was assigned as the Technical Director of the National Observatory of the United States. In 1966, Lieutenant Commander Beedle reported to Commanding Officer USS JOUETT as the ships first Operations Officer. In January, 1968, Mr. Beedle relieved Lieutenant Commander W. DONLAN as Executive Officer, USS LYNDE McCORMICK and served in that capacity during the second half of the ships third deployment to the combat zone off Vietnam. In the absence of Commander Rowden in June and July of 1969, Mr. Beedle served as Commanding Officer, USS LYNDE McCORMICK (Acting).

Lieutenant Commander Beedle is a native of Illinois. He is married to the former Gene Marilyn Moss of Granite City, Illinois. They have one son, Michael Lee.



FANTAIL, BRIDGE.



The XO's picture of Hong Kong - with the lens cover on.

OFFICERS

Lieutenant Commander Milton Jackson, Jr., born in Martins Ferry, Ohio, enlisted in the Navy in December 1948. By 1958 when he attended Officer Candidate School, he had advanced to Chief Petty Officer. Upon graduation from OCS in August 1958, he was commissioned as an Ensign.

Sea duty assignments include tours on USS CANBERRA (CAG-2), USS WITCH (DD-848), USS GRIDLEY (DLG-21) and USS FOX (DLG-33). Additional duty assignments include a tour at Fleet Anti-Air Warfare Training Center, San Diego as an instructor in the Naval Tactical Data System section.



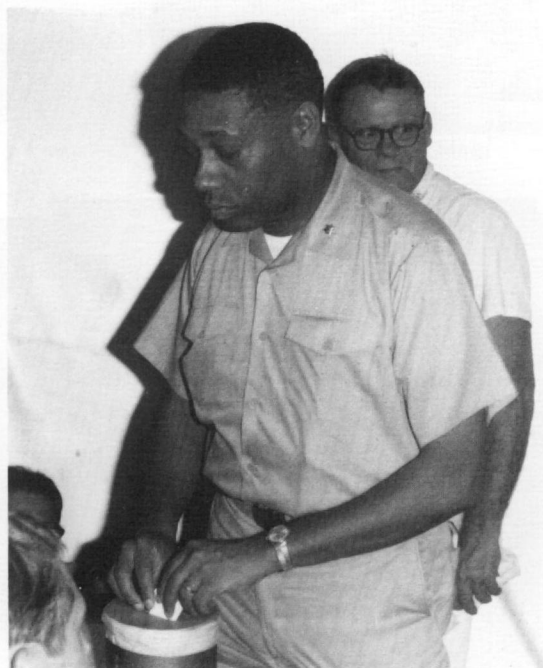
Milton Jackson, LCDR, USN



Shellback Jackson.



The XO's enjoying our Brisbane party.



Preparing for the plane ticket drawing.

COMMANDER DESTROYER

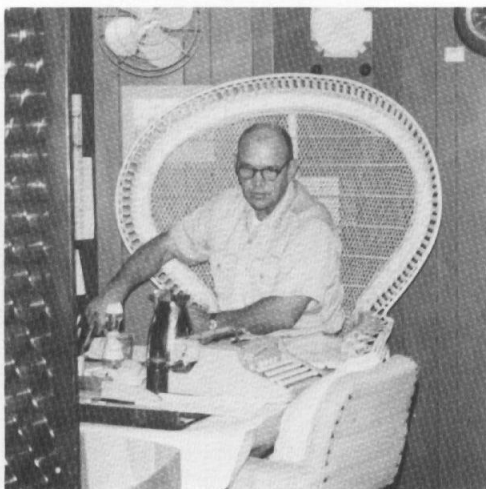


Captain C. W. Cummings

Captain C. W. Cummings, U.S. Navy, a native of Porterville, California, assumed command of Destroyer Division ONE HUNDRED SEVENTY-TWO on 11 August 1967. He reported from duty as Commanding Officer, USS COONTZ (DLG-9). Subsequent to graduation from Porterville Union High School, he received two years of undergraduate study at Stanford University. Following Stanford he entered the United States Naval Academy from which he graduated in 1946.

Previous sea experience includes billets aboard USS DULUTH (CL-87), USS GUNSTON HALL (LSD-5), USS MOUNT McKINLEY (AGC-7), and USS BRADFORD (DD-545), where he served in the Engineering Departments, Weapons and Operations Department. He served as Executive Officer in USS BROWN (DD-546) prior to attending the Naval War College at Newport, Rhode Island. Following a tour on the staff of Commander-in-Chief, U.S. Pacific Fleet he assumed command of USS CARPENTER (DD-825).

Captain Cummings attended the Industrial College of the Armed Forces, Washington, D.C. prior to assuming command of USS COONTZ (DLG-9) on 14 August 1965. During his tour on COONTZ, he was awarded the Navy Commendation Medal with Combat "V", the Navy Bronze Star, and the Republic of Vietnam Navy Distinguished Service Order.



The Commodore busily working on the gun report.



Relaxing in the pilot house.

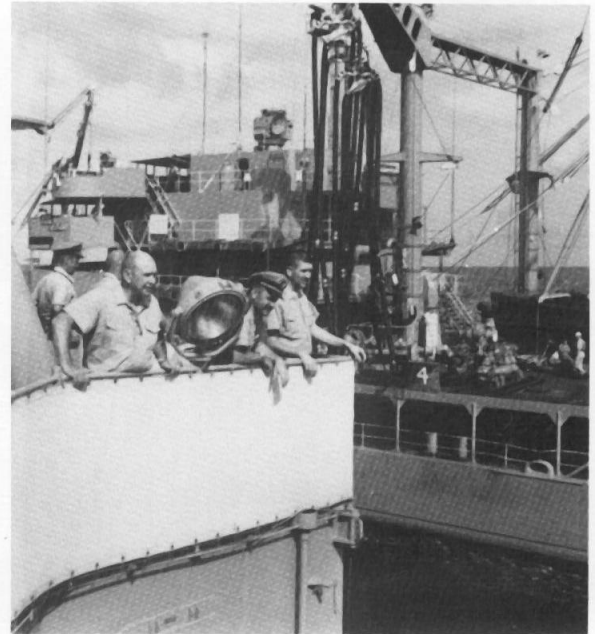
DIVISION 172

Captain C. W. CUMMINGS, Commander Destroyer Division ONE HUNDRED SEVENTY-TWO, and his staff of five officers and five enlisted men have been embarked in USS LYNDE McCORMICK, Division Flag Ship, for the majority of the 1969 WestPac deployment.

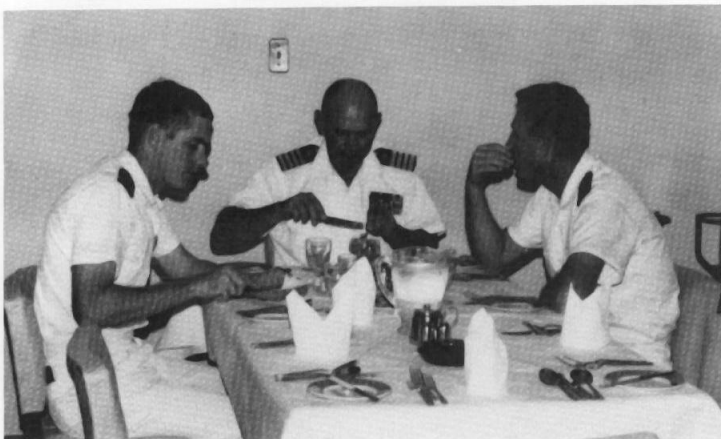
The flagship has actually served as a base of operations for the hard driving, flexible command. During the month of February, COMDESDIV 172 was aboard the USS NEW JERSEY, invaluable assisting the battleship's commanding officer as CTU 70.8.9, coordinating gunline operations during the post TET offensive. Showing the flexibility so necessary in successful Naval operation, COMDESDIV 172 reacted swiftly in taking over the essential assignment of search and rescue coordinator aboard the cruiser USS CHICAGO in the course of the expeditionary forces sent to the Sea of Japan after the EC-121 incident in April. When TF-71 operations continued on a lesser scale in the months following, COMDESDIV 172 returned to the USS LYNDE McCORMICK to coordinate the screening ships for USS ENTERPRISE and USS KITTY HAWK on defender station south of the TsuShima Straits.

Individual members of the staff have served the division and allied forces in their professional specialized areas from engineering assistance, spiritual and moral guidance on division ships, to medical assistance on shore in South Viet Nam at Vung Tau and aboard the hospital ship USS REPOSE.

It's been a very successful cruise, as it rightly should have been, when the best destroyer division command and best DDG in the fleet team up to fight for freedom in the Western Pacific.



Supervising the empty brass offload.



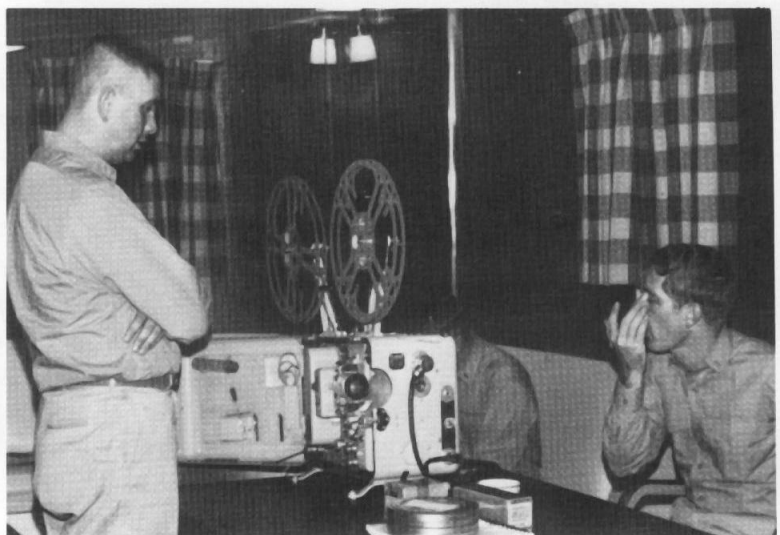
Dining in Cairns.



Doc Plunkett doin' his thing.

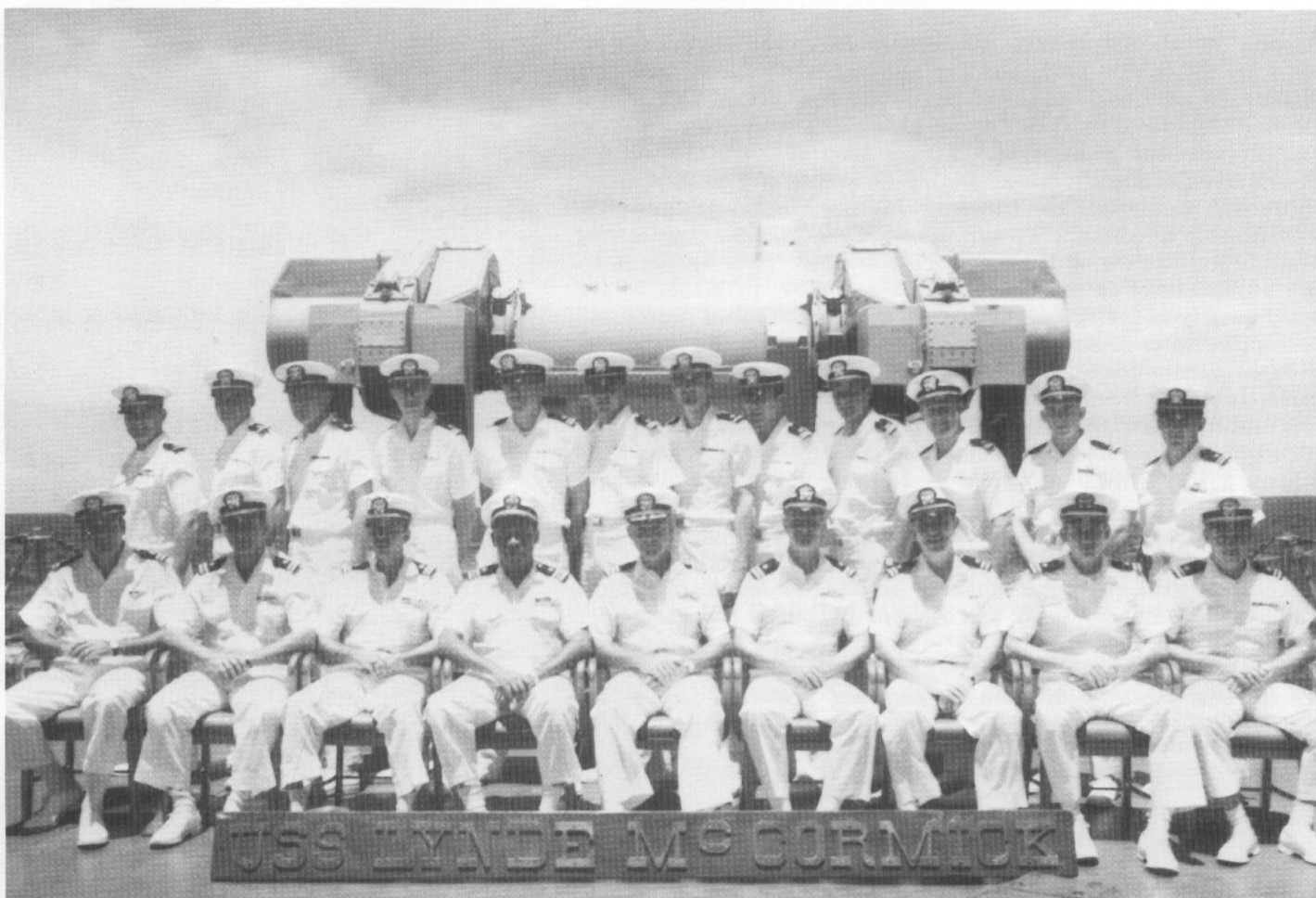


Watcha reading, Chief?



One of the staff functions.

WARDROOM



Front (l to r) LT Plunkett, LT Salerno, LT Pennington, LCDR Jackson, CDR Rowden, LT Holmes, LT Garmus, LTJG Warner, LTJG Forsythe.

Second (l to r) ENS Tennant, LTJG Greer, CWO Stephenson, LTJG Gray, LTJG Kennedy, LTJG Buzhardt, ENS Slates, LTJG Corr, LTJG Grahn, LTJG Parker, LTJG Woodall, LTJG Cochran.



A Naval Officer is an interesting sort of man. He can get through his spaces twice a day, plan next weeks work schedule, keep his pubs up to date, get 8 hours sleep, watch the movie in the wardroom, and sign chits for a \$12,000 servmart run – while spending 36 hours a day on watch.

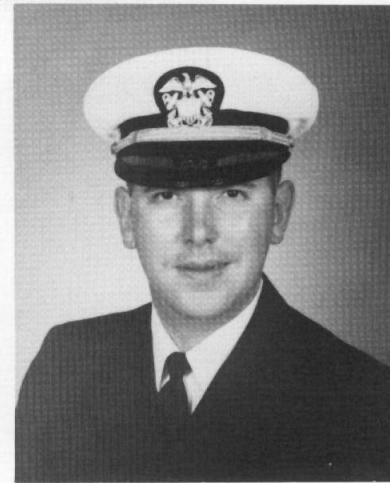
Although our operational assignments put a heavy strain on the members of the wardroom, the officers were up to the challenge. For some it was their first cruise. Officers of the deck, Navigators, GLO's, Tactical Communicators, and Evaluators were all qualified quickly. The "Old Salts" assisted the "Boots" and with much work and patience the officers operated as a team to organize and coordinate the many activities of Westpac '69.



LT Holmes



LT Pennington



LT Garmus



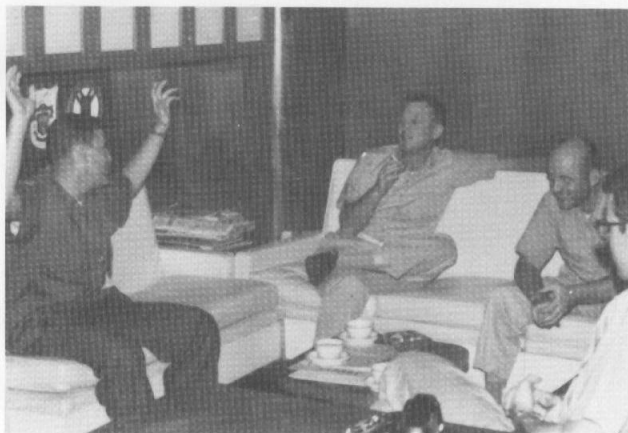
LT Hazlett



LT Salerno



Let's EAT!



LTJG Norton describes the action in Vietnam.



LT Bian



ENS Buzhardt



LTJG Cochran

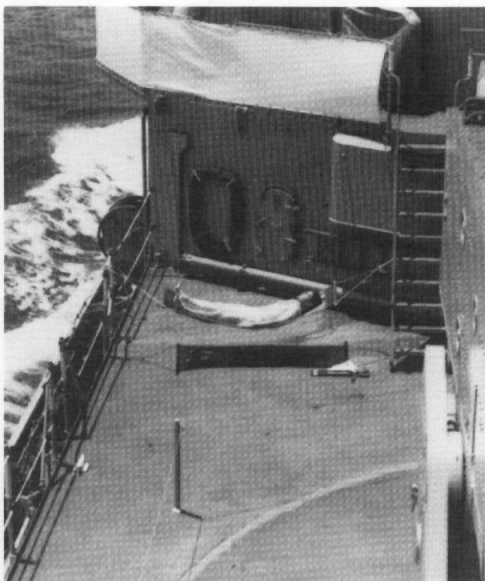


LTJG Corr



LTJG Forsythe





LTJG Cochran catching a few rays.



ENS Greer



LTJG Grahm



ENS Gray



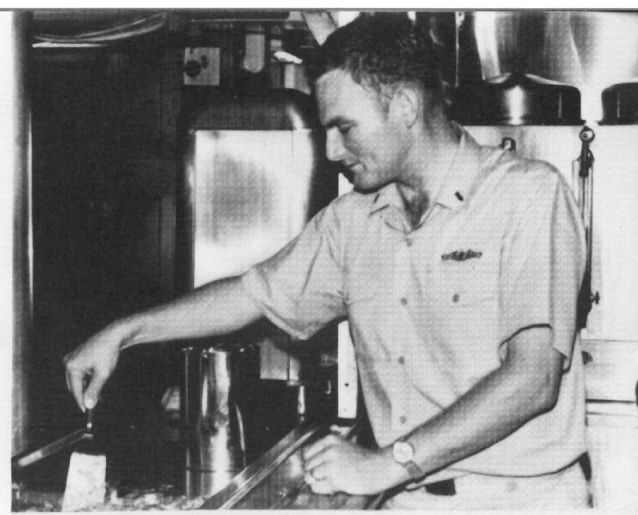
LTJG Kennedy



Hooked on the forward Pachinco machine.



ENS Parker



"George" sampling the crew's mess.



I relieve you, sir.



Oil spills can be fun.



ENS Slates



I'll have a triple-decker cheeseburger.



CWO2 Stephenson



ENS Tennant



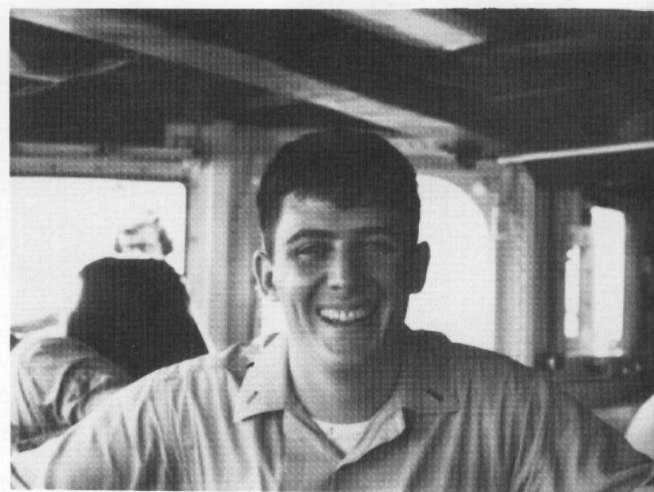
We're back!!



LTJG Warner



LTJG Woodall



Just doing my thing: fighting communism.



And then she said...



Quit shoving!

CHIEFS



MMCM Hansen

It's been said that Chief Petty Officers are the backbone Navy. The CPOs aboard LYNDE McCORMICK have displayed the outstanding performance and boundless knowledge that bring praise. The vast amount of experience available from "The Chief" often spells the difference between a quick repair and a casrept piece of equipment.

The Chief is a direct supervisor and this position requires leadership as well as technical knowledge. He puts in long hours when necessary – and is always available for consultations in the CPO lounge.



BTCS Adams



SKC Agunat



Papa Fulps and daddy Howard with all the new fathers.



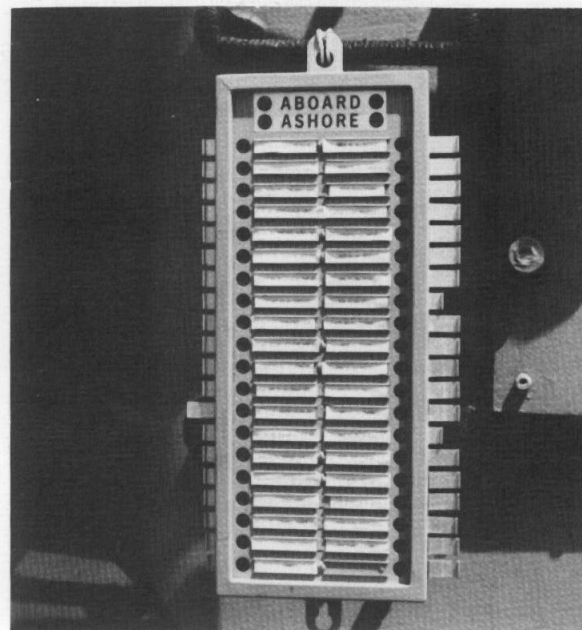
Boot chief Lanier.



Mister clean of the chief's lounge.



A little positive leadership.



One picture is worth a thousand words.



GMCC Bruyn



SMC Caldwin



RDC Gaian



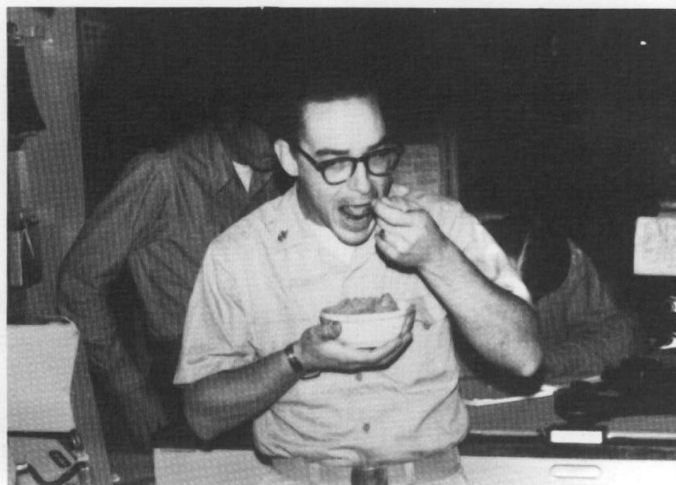
YNC Hanna



ETCS Evans



RDC Fuerst



Party time in CIC.



Chief Nesbitt taking a break.



FTMC Hardin



MMC Howard



BMC Lanier

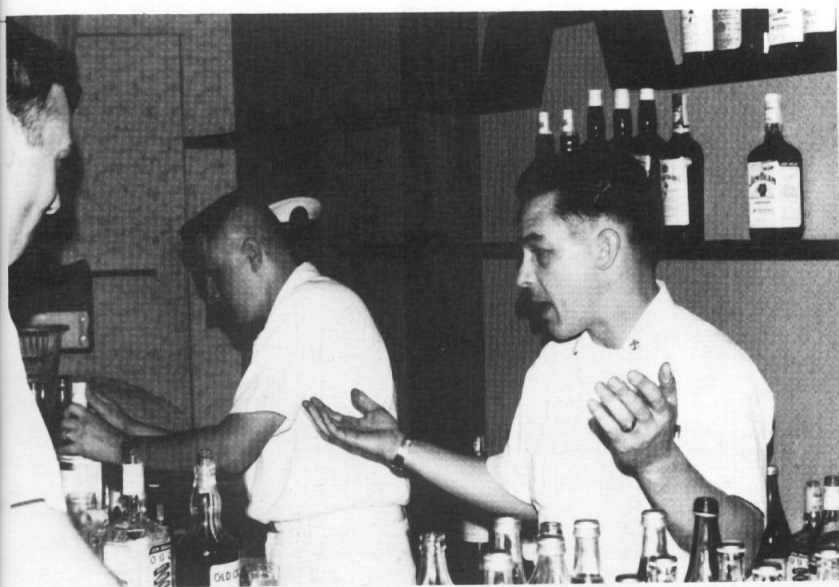


BTC Madlock



Front (left to right) GMGC Bruyn, STCS Nesbitt, YNC Hanna, ETCS Evans, MMCM Hansen, RDC Fuerst, RDCS Gaian, MMC Howard, SMC Caldwell.

Second (left to right) SKC Agunat, ETC Kennedy, BMC Lanier, HMC Fulps, BTC Adams, FTC Sales, MMC Robertson, BTC Madlock, FTMC Hardin, SFC Sinclair, GMMC Wenstrom.



A what??



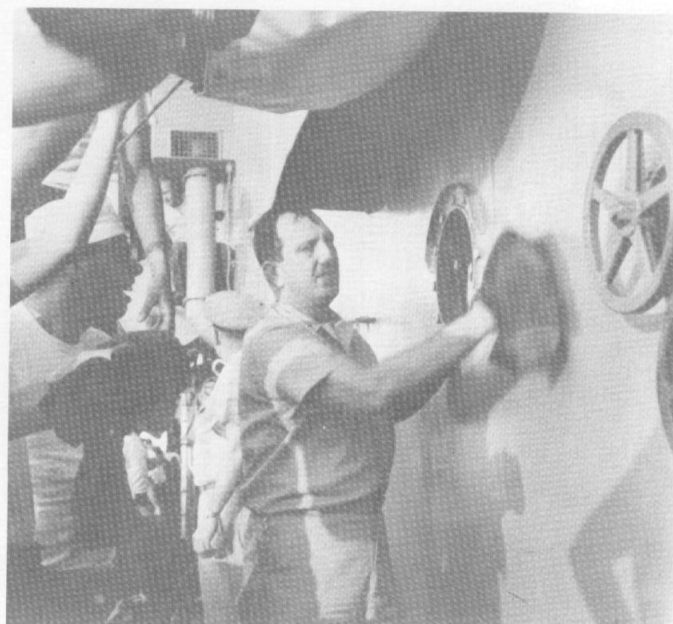
STCS Nesbitt



MMC Robertson



Chief Cauldwin conning to station.



This isn't covered by my job code.



"Again?"



Welcome to main control.



RMC Robinson



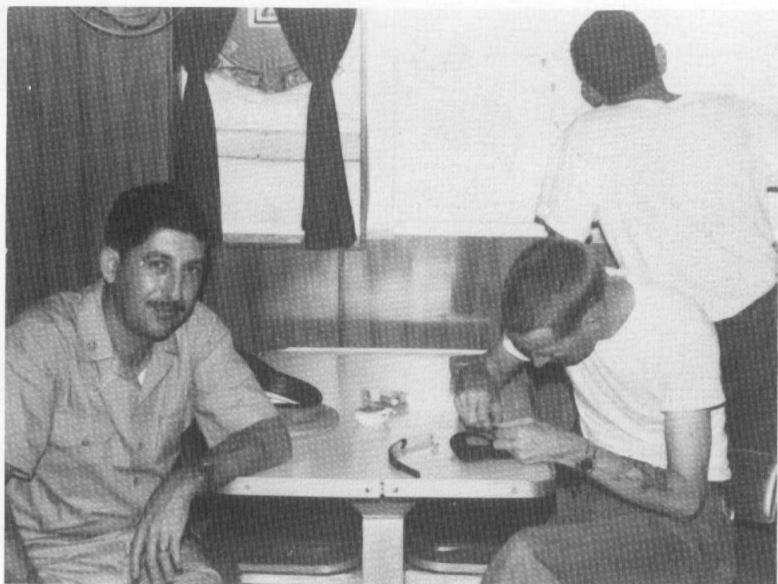
FTC Sales



BTC Vinson

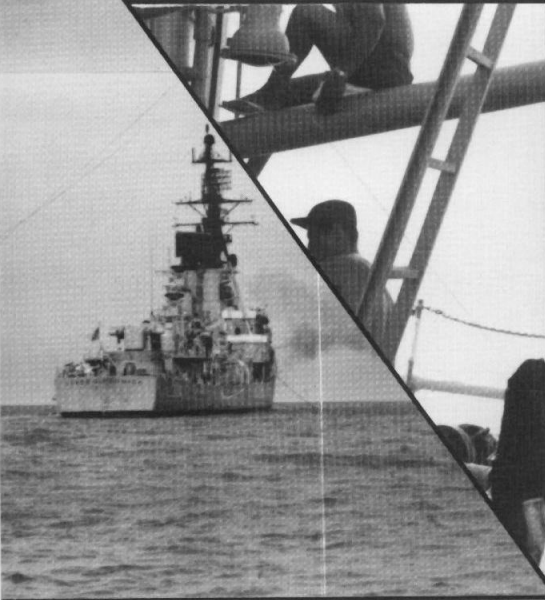


Suppertime in the CPO mess.

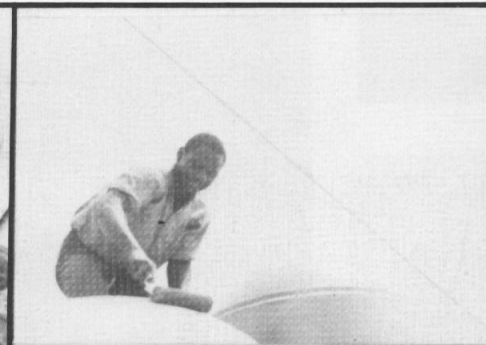
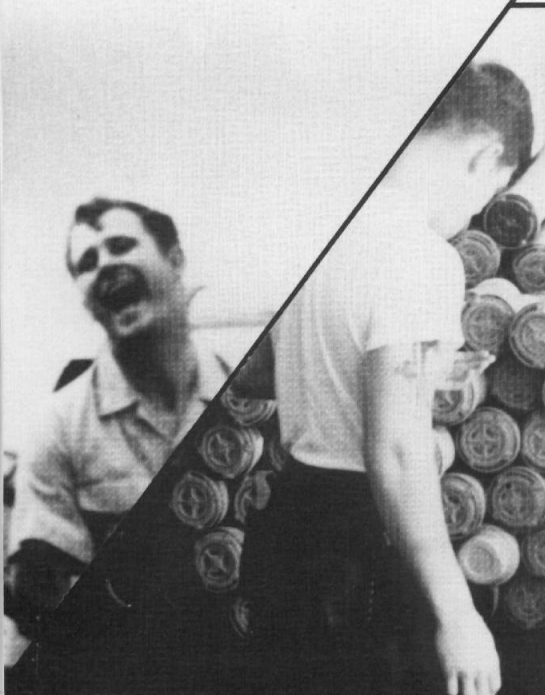


Boot Chief Fulps getting some help with his new hat.

W E A P O N S



LT PENNINGTON



FIRST DIVISION



LTJG Parker



BMC Lanier



Relievawatch.

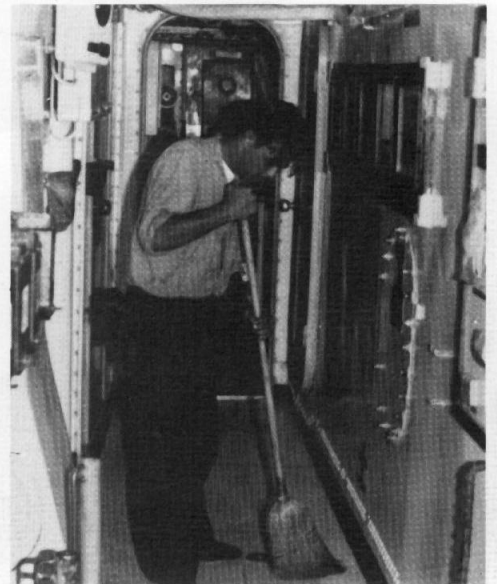
The cry comes down, "Dip Ship!" Is this some strange and terrible new offensive weapon that has been developed by the NAVY? No, it is only First Division painting out the ship. In a flurry of blue denim and a flash of paint buckets and brushes, the men in First Division brave 35 knot winds and crashing seas to paint the deck and sides of the good ship *LYNDE McCORMICK*.

Out of necessity, new techniques have been developed to paint under these conditions. "Japanese drier", a catalyst craftily developed by its namesake to dry paint almost instantly, and Phosit – a strange new compound guaranteed to remove rust before your very eyes – are but two of the new products tried during the cruise to keep the ship looking in mint condition.

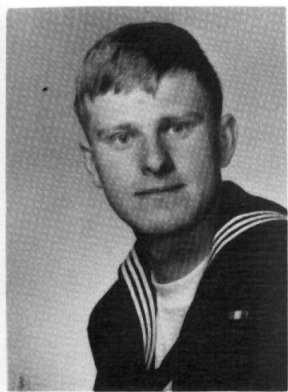
In spite of the attention we paid to making sure the ship was painted out, it was but a small part of the function we performed on the ship. One of the most important was handling the replenishment-at-sea stations. Literally our life-blood comes from replenishment-at-sea. Without it, we would be forced to pull into port every few days for fuel or food. Not only did First Division master these difficult evolutions, but it soon became a source of pride to perform in an efficient manner. Rig times were usually very short, but the ship, being a lady, occasionally changed her mind as to which side the replenishment would be. In spite of this small handicap, with grunting and heaving the rigs came across and we became extremely proficient at UNREPS.



Midship station standing by for a shotline.



Sweepers, sweepers, man your brooms.



SN Bicking



SN Boyce



SA Chavez



SA Cowan



SN Davis



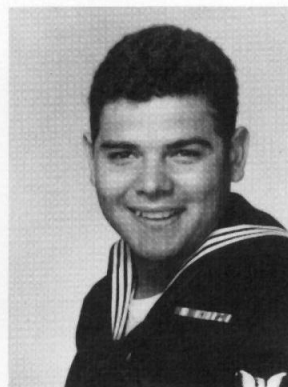
BM2 Dhillion



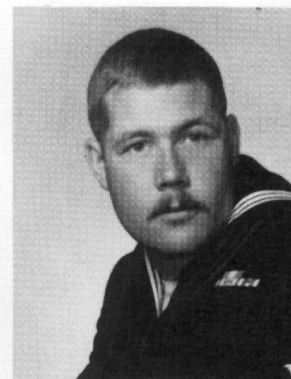
BM2 Diem



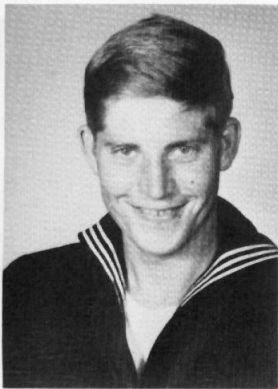
SN Flessner



BM3 Flores



BM3 Frazier



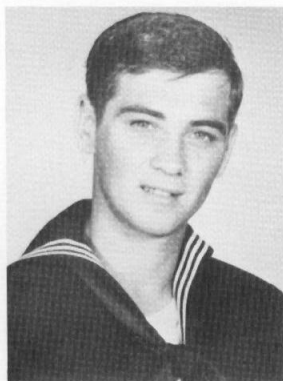
SA Frazier

HELO details, providing guidance for helicopters land personnel and freight on our fantail; boat details, transferring from ship to ship by motor whaleboat; sea details, anchoring close to the beach for gunfire support; and mooring the ship alongside a pier; we performed them all well.

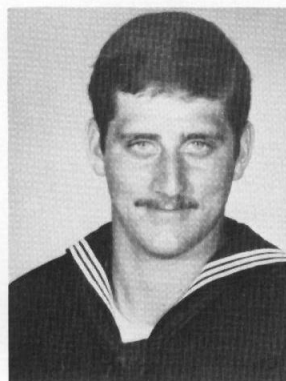
In addition we stood 8 hours of watch a day. The bridge watches with the lookouts, helmsman, lee-helmsman, and Boatswainmate-of-the-watch are manned by First Division personnel. The days were long and the hours hard, but all hands were up to the challenge and we survived.



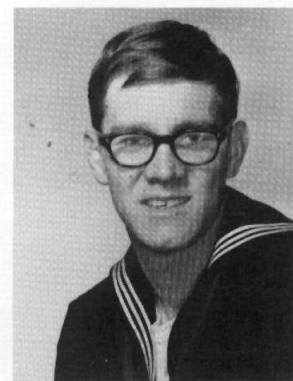
SA Frazier



SA Frankos



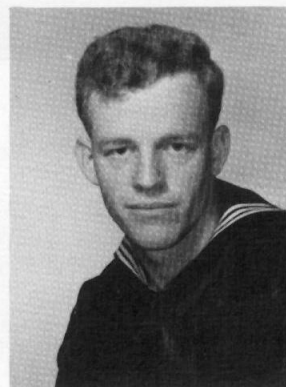
SA Gurnari



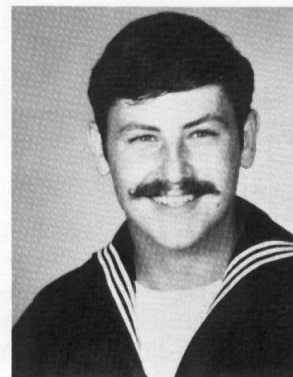
SN Grussing



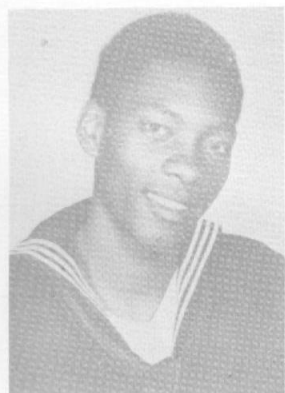
Love those bridge watches in whites.



SN Hallowell



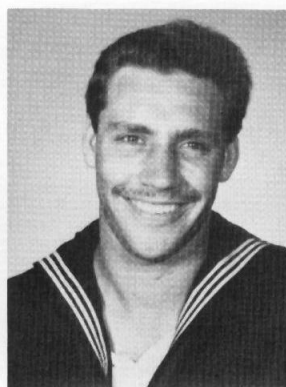
SN Hamilton



SA Harris



SN Huck



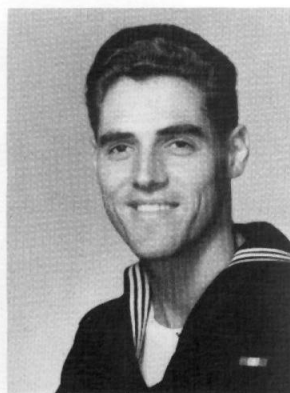
SA Hufford



Always willing to give the deck force a hand.



Front (left to right) SN Norris, BM3 Roth, BM2 Diem, BMC Lanier, LTJG Parker, BM2 Frazier, BM3 Koch, BM3 Whieldon, SN Sproul.
 Second (left to right) SN Luhmann, SN Gurnari, SN Leslie, SN Parrott SA Hamilton, SN Woodard, SN Walker, SN Smith, SN Roe, SN Nicholas, SN Shipbaugh, SN Chavez.
 Third (left to right) SN Bicking, SN Boyce, SA Ware, SN Cowan, SN Liebl, SN Knack, SN Hallowell, SN Unclebach, SN Kounter.
 Holding sign (left to right) SN Mellum, SN Peden.



SA Jackson



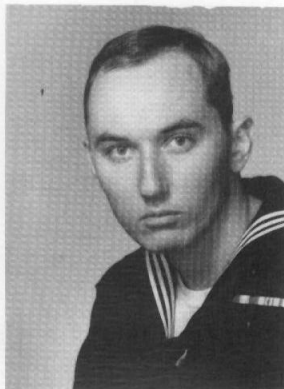
Are you sure there's a sea bat down there?



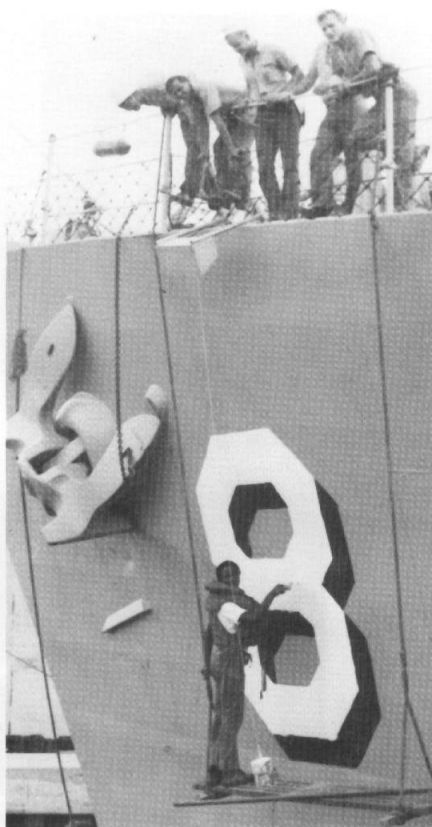
SA Jones



SA Knack



BM3 Maki



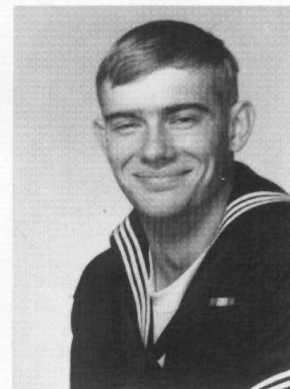
We put the '8' in DDG8.



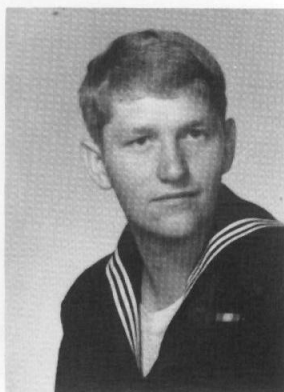
SA Luhmann



SA Leslie



SA Marconette



SA Nicholas



Let go the starboard anchor.



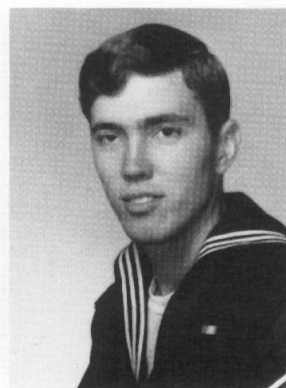
SA Norris



SA Okeson



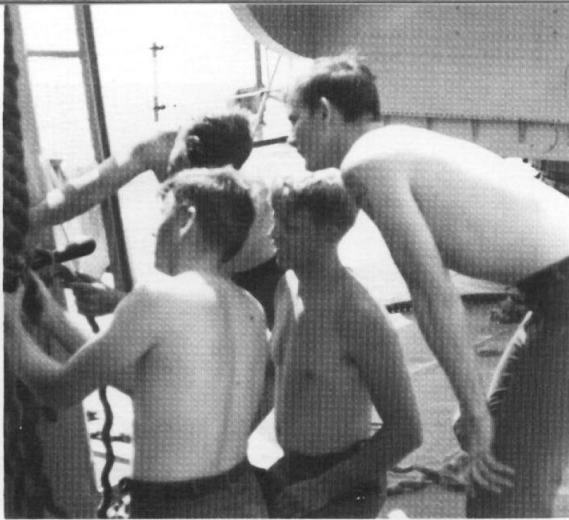
SN Parrott



SN Roe



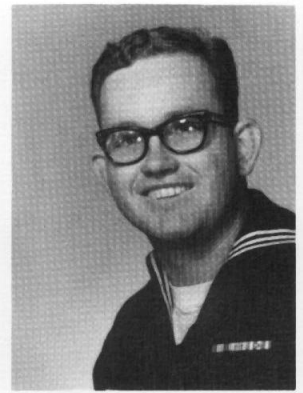
SA Rodriguez



Is it right over left or left over right?



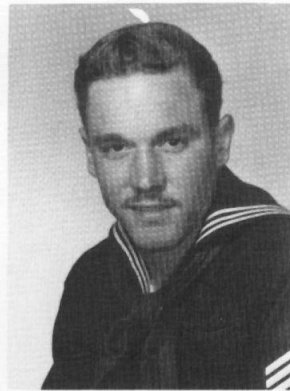
SN Rosen



SN Roth



SA Schneiders



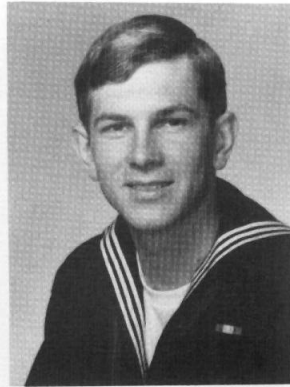
SN Sears



A High Level conference.



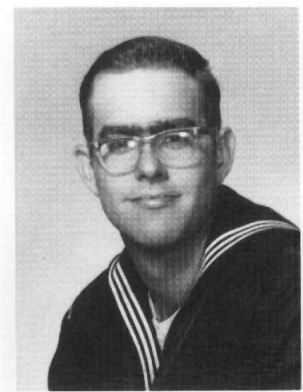
SA Shipbaugh



SN Siegel



SN Smith



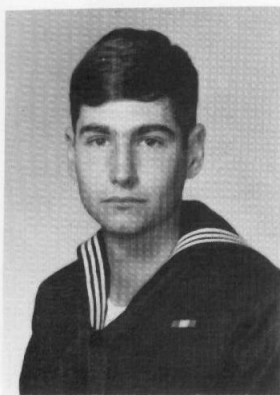
SA Sproul



The forward station breaking the rig.



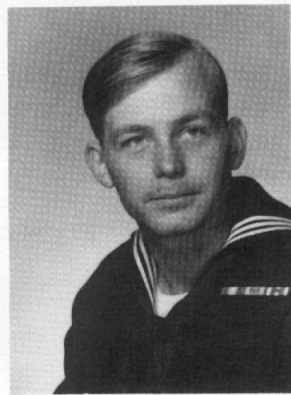
Watch out for the wet paint



SA Treston



Buoys can be bothersome.



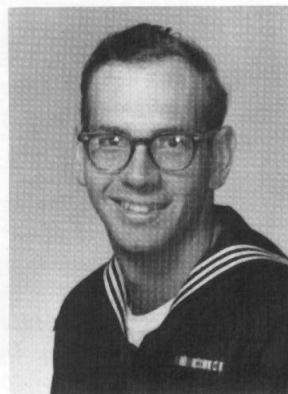
SN Unclebach



SN Walker



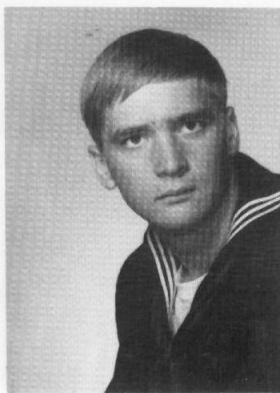
SA Ware



SN Whieldon



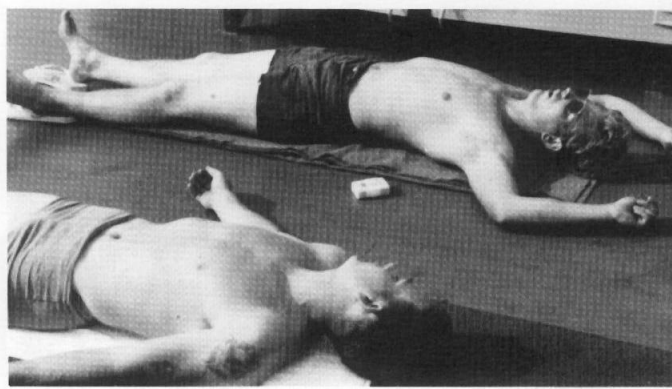
Yeah, I see it.



SA Winkler



SA Woodard



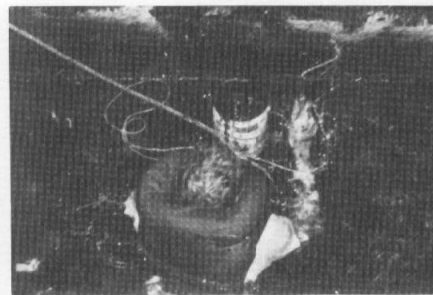
Holiday rooty-tooty.



Get a rag and start wiping.



SN Sears gets ready to recover an exercise torpedo.



A fast waterline touch-up.

AS DIVISION



LTJG Cochran



STCS Nesbitt

LYNDE McCORMICK's primary battle mission is that of Anti-Submarine Warfare. The men of AS Division are charged with the responsibility of maintaining and operating the sophisticated ASW Weapons and Sonar Systems of the ship. This mission encompasses three enlisted ratings: Sonarmen, ASROC Gunnersmates, and Torpedomanmates.

The Sonarmen maintain the SQS-23D Sonar and the Fathometer. In addition, the MARK III Fire Control System for the ASROC Weapons System is the responsibility of the "Ping Jockeys". The outstanding performance of the Sonar and ASROC are directly attributed to the skill and knowledge of the Sonarmen. During Gunfire Support Missions in the treacherous shallows of the Mekong Delta the Fathometer was worth its weight in gold.

ASROC Gunnersmates have the difficult task of maintaining the ASROC Launcher and associated equipment and the care and feeding of the ASROC Weapon itself. This is a never ending battle against rust and corrosion on the ASROC deck. The "Funny Gunners" were unable to launch any exercise ASROC's during the cruise due to a new secret weapon commonly called "The Box"; but their time was used most efficiently as they manned the 5 inch 54's during gunline operations.

LYNDE McCORMICK's other ASW Weapon is the tube launched homing torpedo. The Torpedomanmates of AS Division keep this system in mint condition. During ASW Training Operations in the Gulf of Tonkin, LYNDE McCORMICK fired three exercise torpedoes - each time scoring a hit on the exercise submarine.



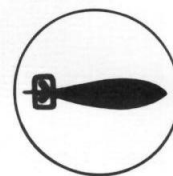
The funny gunners with their ever faithful companion.



ST1 Brown



GMG2 Brown



Front (left to right) STG3 Corson, GMG2 Kilpatrick, TM1 Sylwester, STCS Nesbitt, LTJG Cochran, ST1 Brown, GMG2 Brown, STG2 Parks, STG3 Seaver.
Second (left to right) STG3 Perry, STG3 Pippig, STG3 Guttery, SN Treston, SN Shu-gart



STG3 Corson



TMSN Garcia



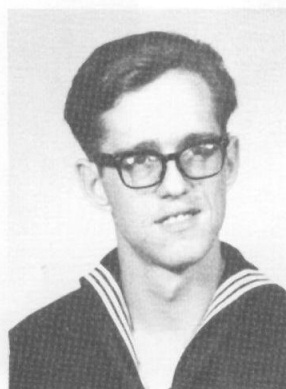
STG3 Guttery



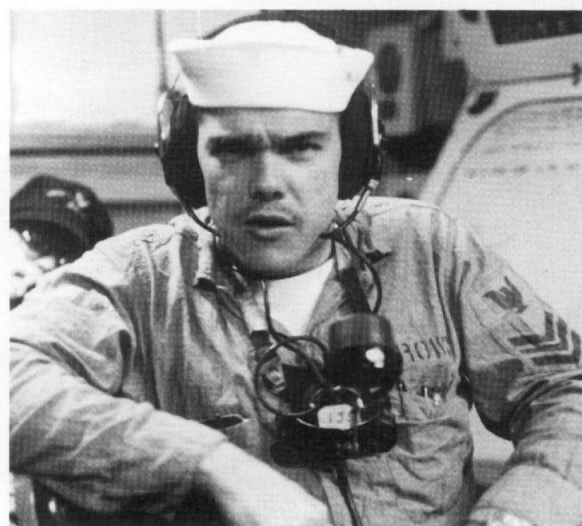
STG3 Hemker



GMG2 Kilpatrick



STG2 Parks



You WHAT??



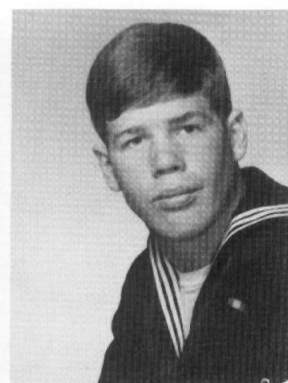
STG3 Perry



STG3 Pippig



STGSN Seaver



SA Shugart



TM1 Sylwester conducting a little striker training.



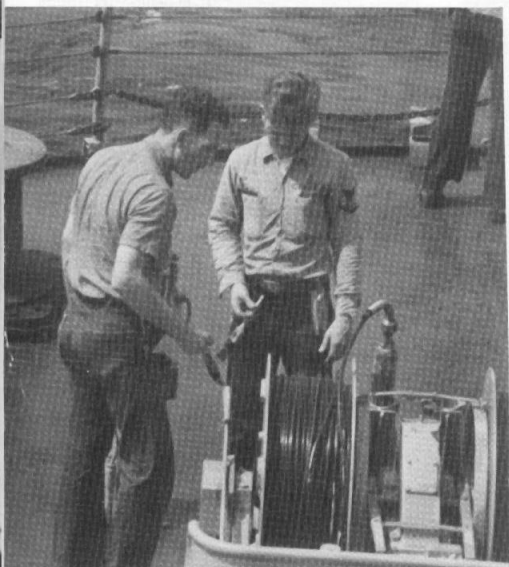
Gotta be ready for the zone inspection.



STG2 Sipler



TM2 Sylwester



Looking for rust on the fanfare winch.

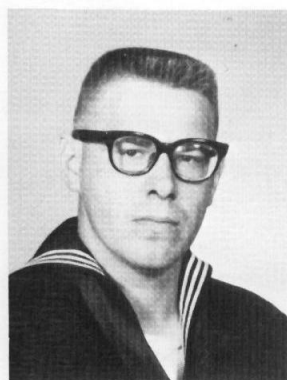


Chief Nesbitt and STGSN Seaver run PMS checks on the computer.

T DIVISION



LTJG Greer



GMM1 Callahan

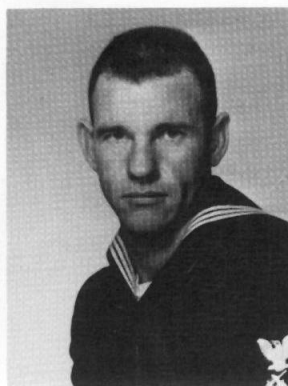
Although one of the smallest divisions on the ship, T Division is probably one of the most important in the proper functioning of the Guided Missile System. The division is divided into two ratings, that of FTM's and GMM's. The fire control technicians are responsible for the monitoring of missile flight data and the maintenance of their equipment. The gunnersmates are responsible for the operation and maintenance of the guided missile launcher.

In addition to these duties each member of the division is called upon to fill various billets for each of the ship's evolutions. The leading Petty Officers are in charge of the inhaul teams on the amidships and after refueling stations. Other members are phone talkers on the bridge and line handlers for sea and anchor details.

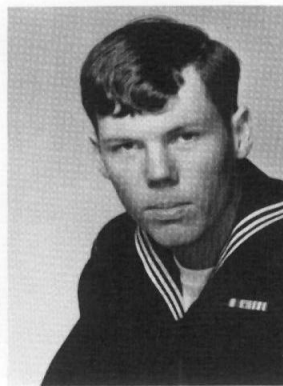
Much of the division's time is spent maintaining the missile launcher and telemetering equipment in a constant state of readiness. The daily system checks, PMS, cleaning, painting, and repainting keep the men busy.

PERSONNEL NOT PICTURED

GMMC Wenstrom



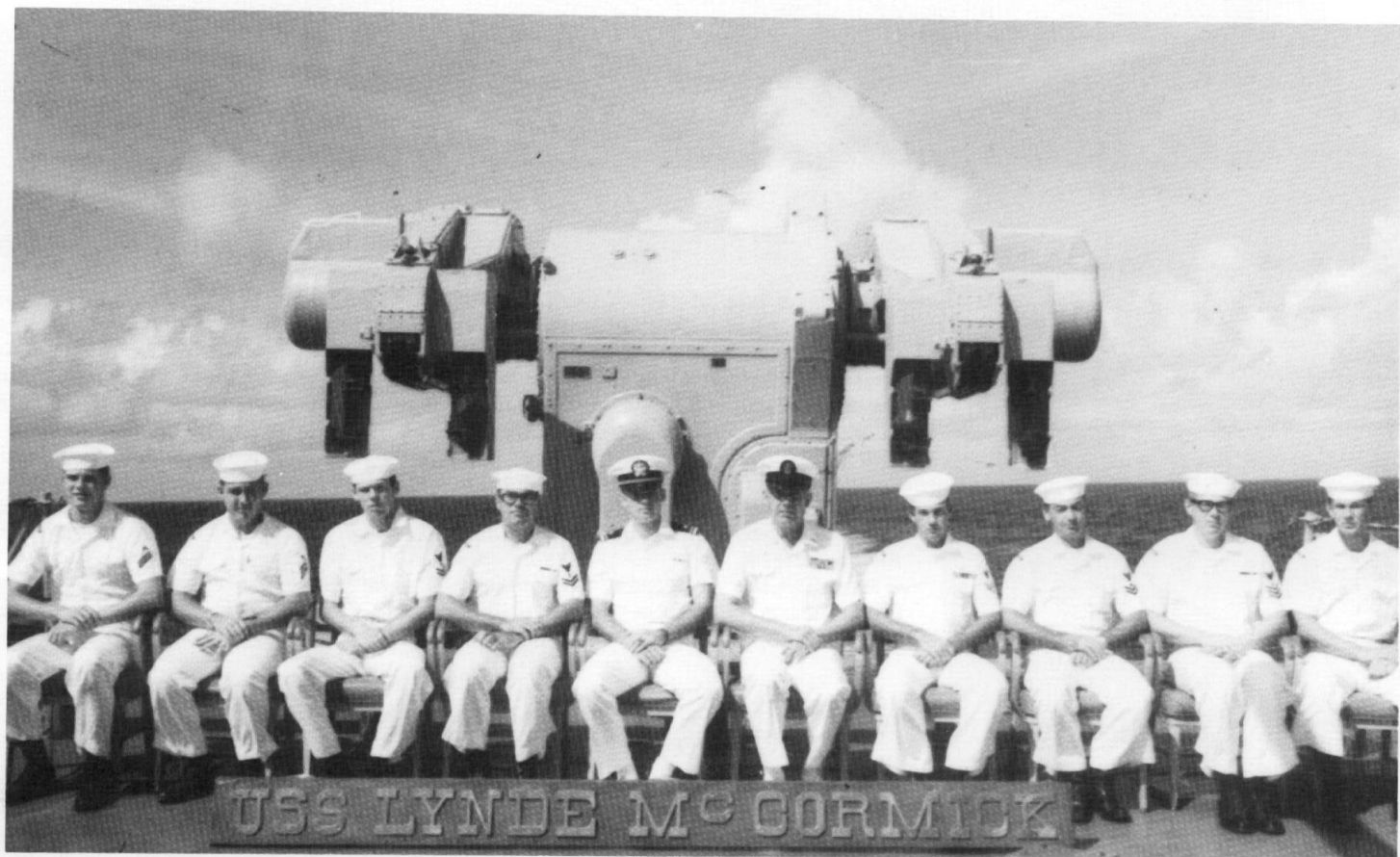
GMM2 Coley



FTM2 Goodison



GMMSN Kelly



Front (left to right) GMMSN Kelly, FTMSN Walker, FTM2 Goodison, FTM2 McCaughey, LTJG Greer, GMMC Wenstrom GMM2 Colley, GMM2 Michlanski, GMM1 Callahan, SN Siegel.



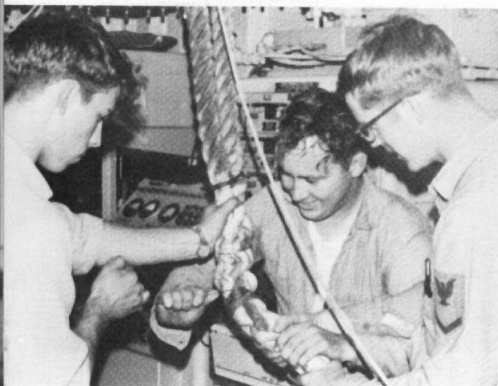
GMM1 Michlanski



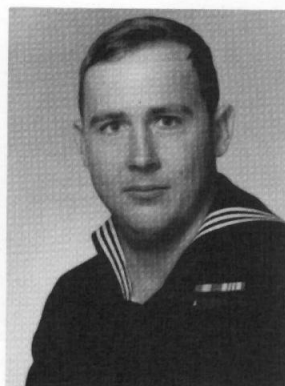
FTM2 McCaughey



A gathering of the clan.



TARTAR checkout had many uses.



FTMSN Walker



GMM1 Michlanski supervises checking out the launcher.

G DIVISION



LTJG Buzhardt



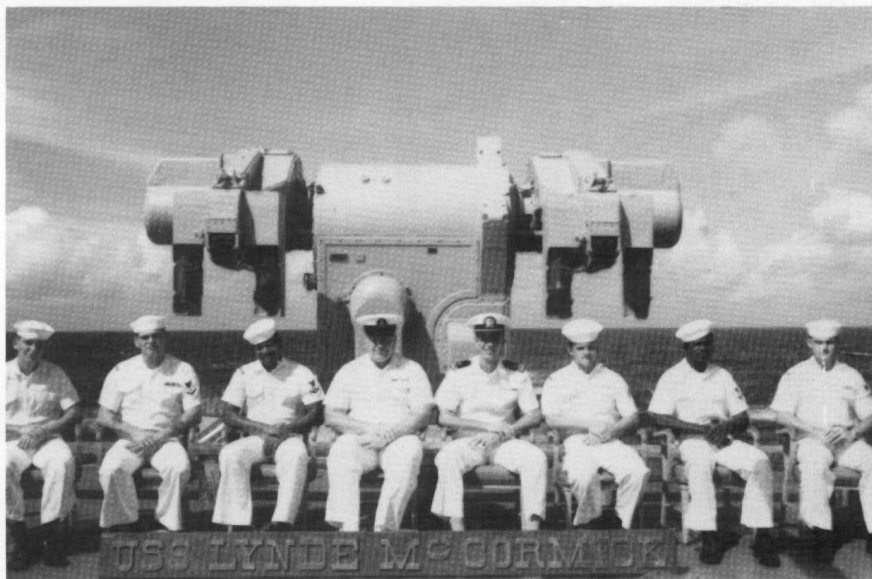
GMC Bruyn



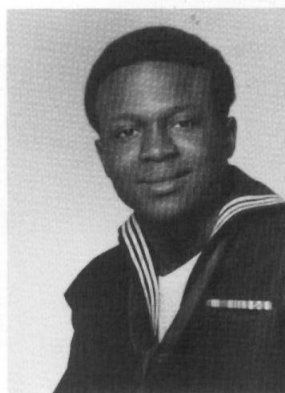
Making a 'minor' repair to MT 51.

The smallest and one of the hardest working divisions aboard *LYNDE McCORMICK* is "G" Division. The division's primary job is to keep the ship's two 5"/54 Caliber Rapid Fire Guns shooting – and a never ending job it is. Other duties include control and storage of all ammunition, control and maintenance of the small arms arsenal, the care and testing of the magazines and magazine sprinkler systems, the keeping of all gunnery records, and of course the condition and cleanliness of all gunnery spaces including the 01 level aft.

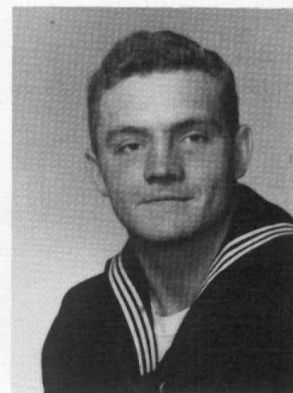
During the period on the Gunline no one was busier than the gunnersmates – the 4000 + seventy pound projectiles fired are proof of that. It can be added that this was the operation the GMG's preferred, because on the Gunline the success of the whole ship's mission depended directly on how well the guns worked, so their job took on great importance. And the guns did work!



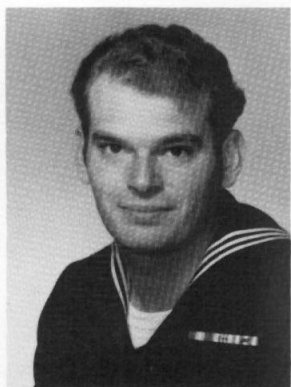
Front (left to right) SN Stites, GMM3 Corzan, GMG3 Outley, GMGC Bruyn, LTJG Buzhardt, SN Comer, GMG3 Coleman, GMG3 Houser.



SN Coleman



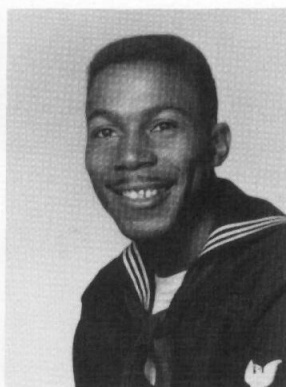
SA Comer



GMM3 Corzan



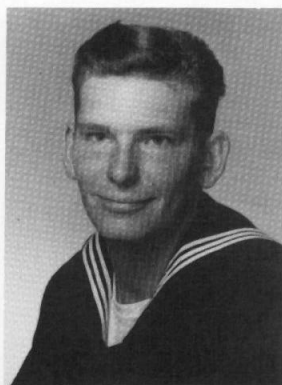
GMG3 Houser



GMG1 Howard



SN Outley



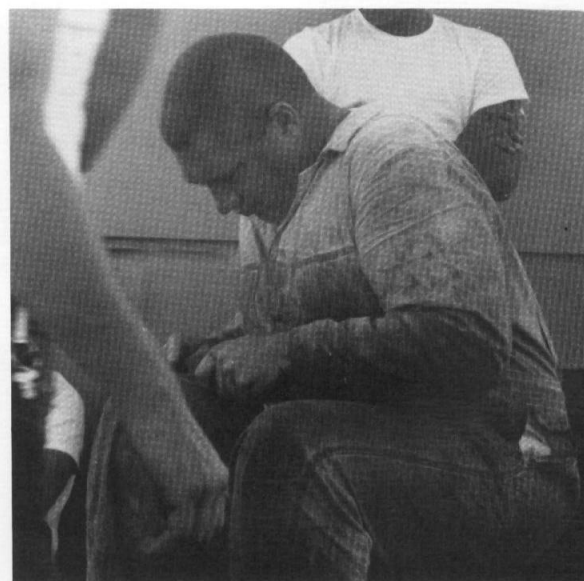
SA Stites



Chip and paint.



Rolling out MT 52.



Big John working on a part.

FOX DIVISION



CWO Stephenson

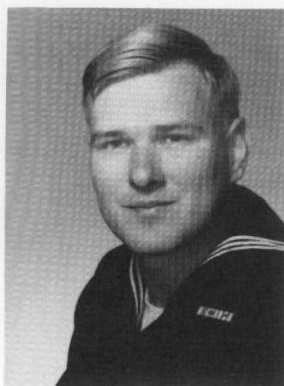
The men of the Fox Division are responsible for the equipment needed to carry out the primary missions assigned LYNDE McCORMICK. With the single exception of the Anti-Submarine Warfare capability, all weapons systems installed are assigned to the care of the Fire Control Technicians of this division. They are required to repair, operate, and maintain the Gun and Missile Fire Control Systems to counter air and surface threats, as well as support the troops ashore through accurately delivered gunfire. During this past deployment, the Gun Fire Control System was used on three separate periods while on the "Gun Line". At no time did this system fail to meet the high standards set down by the ship and the spotters had nothing but praise for the speed and accuracy of the response. The men put in many long hours to insure that this standard would be maintained. The men of the missile battery were never called upon to prove their systems in battle, but at no time was there any cause for concern as to their readiness. This was displayed in a missile shoot off the island of Okinawa under adverse weather conditions. This was taken in stride and the operational readiness of the missile battery was proved to all concerned. The command can always be sure that any job assigned to the men of Fox Division will be handled professionally and will bring praise to our ship.



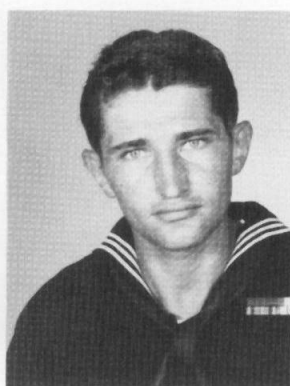
FTMC Hardin



FTM3 Alexander



FTM2 Cierebiej



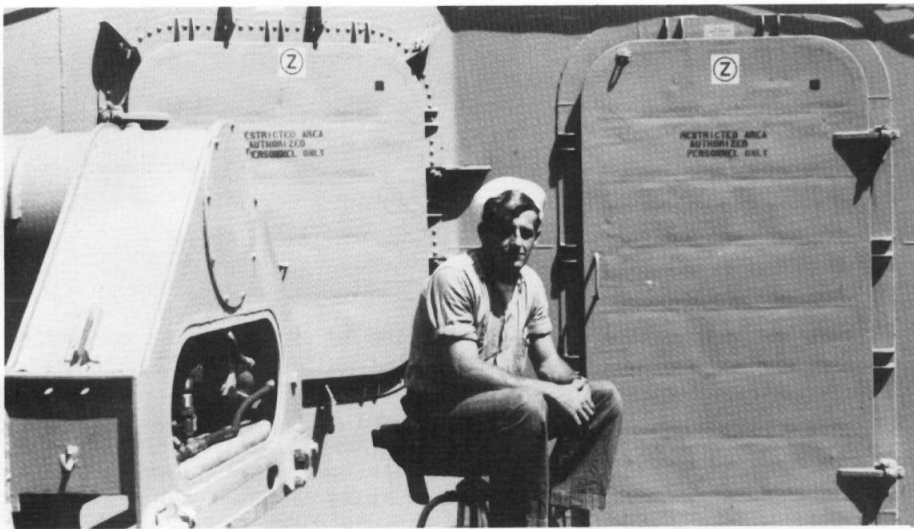
FTM1 Edgerton



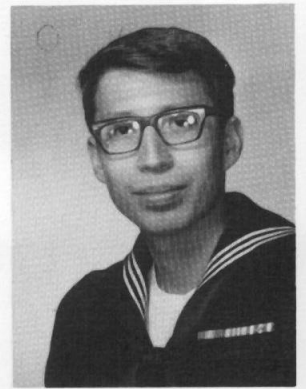
FTM3 Farr



FTM3 Fraioli



You can't come through here.



FTM3 Frenchman



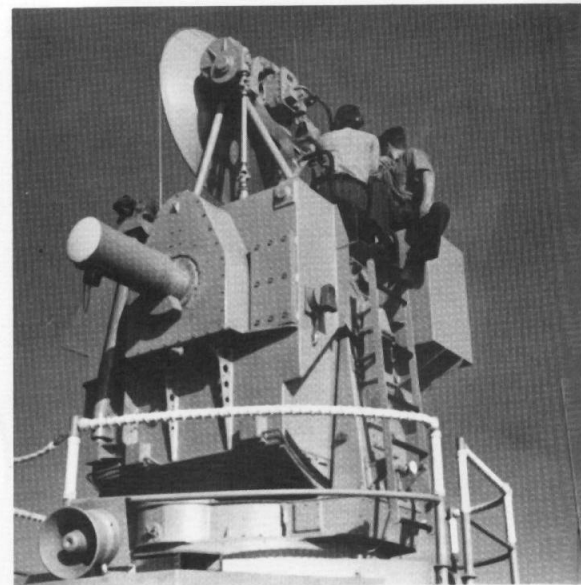
FTM1 Gillock



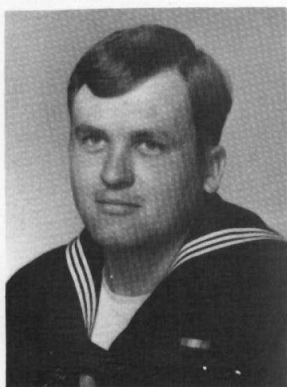
FTM3 Gunn



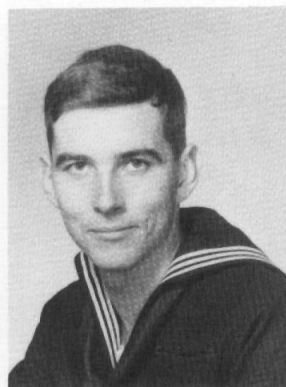
FTM3 Guy



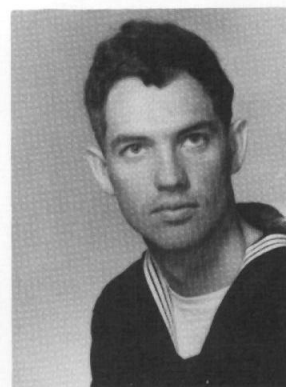
Director one's crew getting some air.



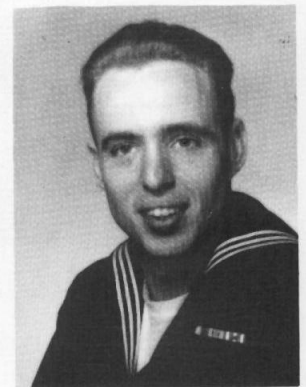
FTM3 Hutchinson



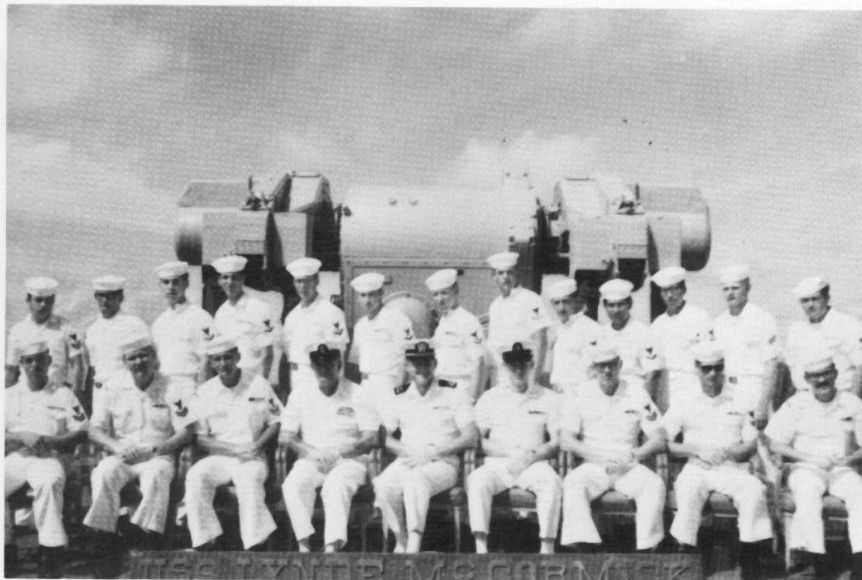
FTM2 Luthy



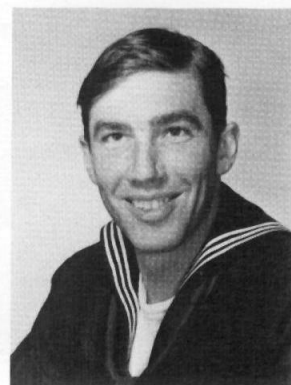
FTM3 Marcum



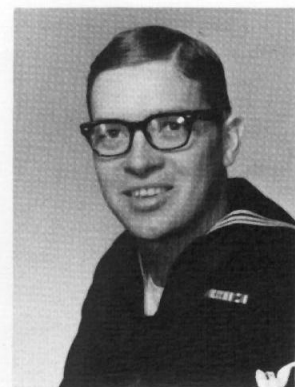
FTM2 May



Front (left to right) FTM2 May, FTM2 Cierebiej, FTM1 Edgerton, FTMC Hardin, CWO Stephenson, FTGC Sales, FTM2 Nordenson, FTM2 Stead, FTM2 Smith. Second (left to right) FTG3 Stephens, FTG3 Reali, FTM3 Spreen, FTM3 Marcrum, FTM3 Gunn, FTM3 Fraioli, FTM3 Farr, FTM3 Speck, FTM3 Guy, FTM3 Velasquez, FTM3 Frenchman, FTGSN Susaeta, FTM3 Hutchinson.



FTM3 McKinstry



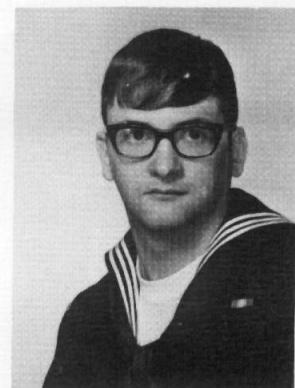
FTM2 Nordenson



WDE tracking a bogey.



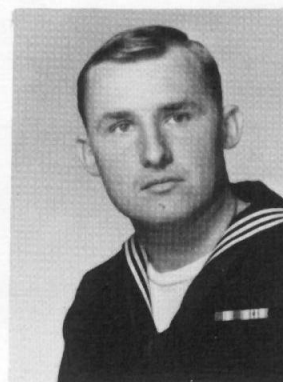
Hutch rolls on a little paint.



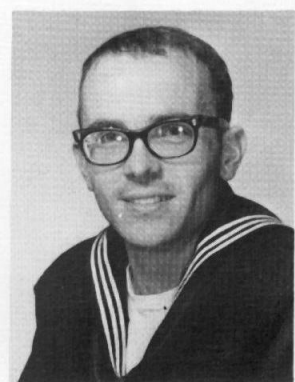
FTG3 Reali



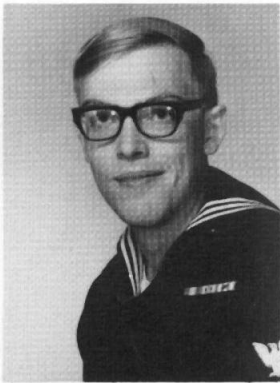
Gun plot makes corrections during gunfire support.



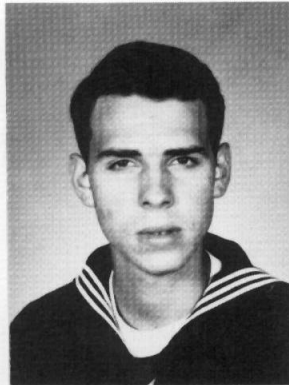
FTG3 Simmons



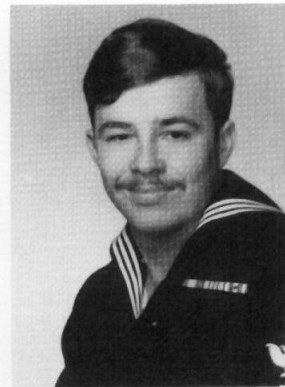
FTM2 Smith



FTM3 Speck



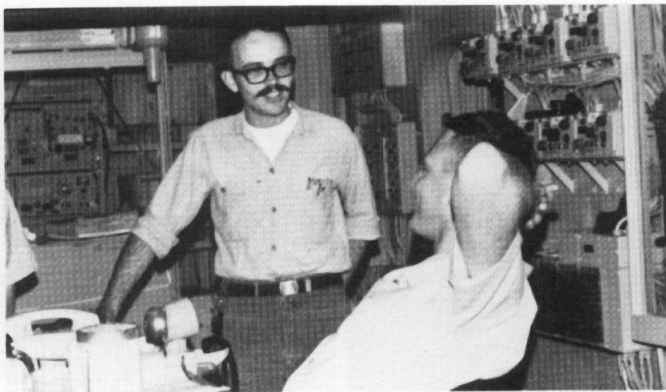
FTM3 Spreen



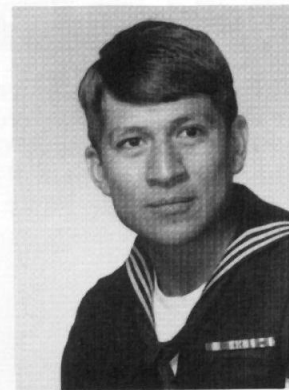
FTG2 Stephens



SN Susaeta



Wiley and FTM2 Smith discuss the latest Fox Division crisis



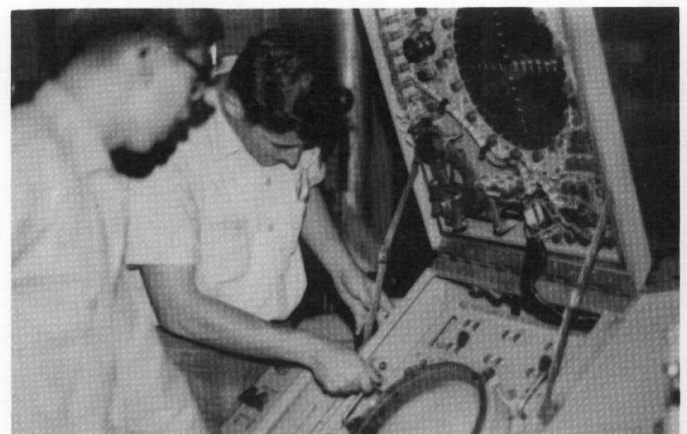
FTM3 Velasquez



Tender loving care.

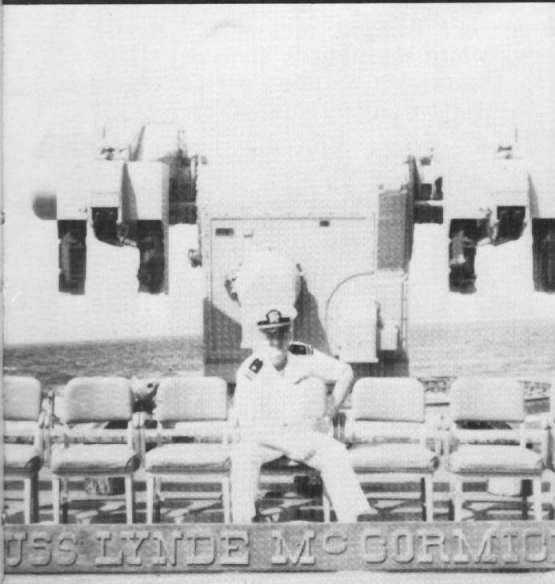
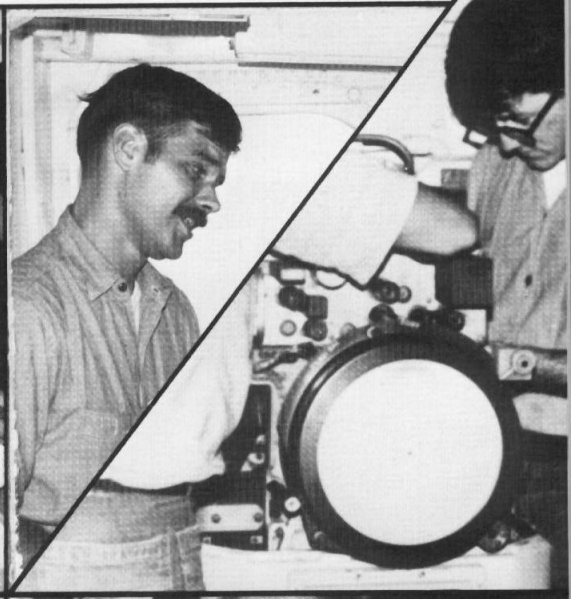
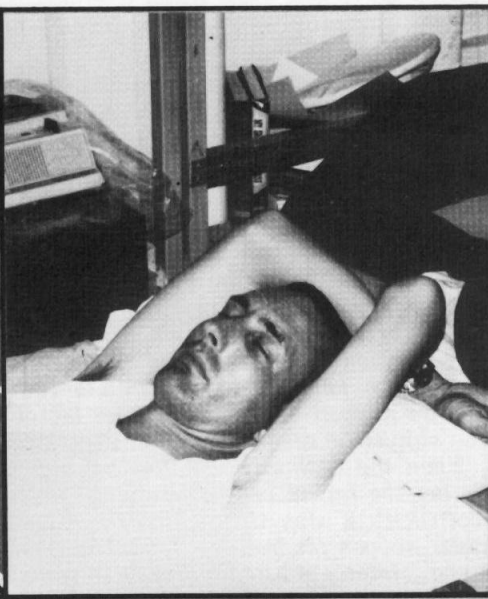


A Fox Division 'paint in'

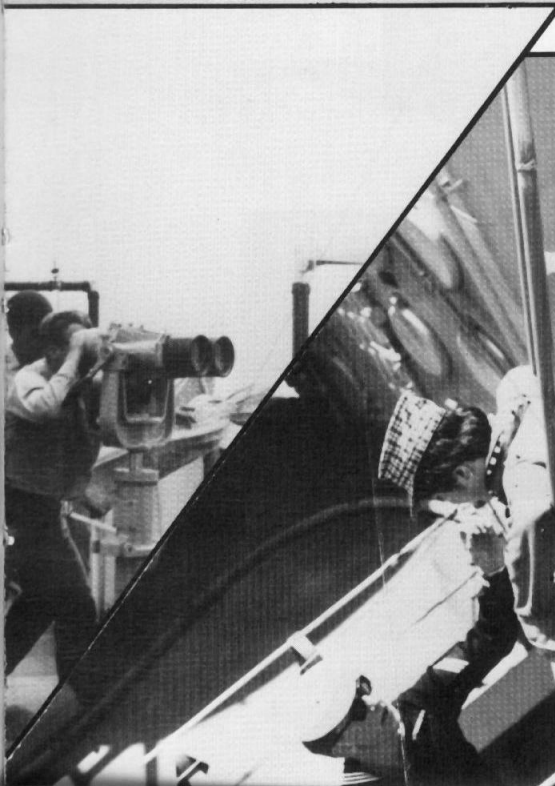


No wonder!

OPERATIONS



LT HOLMES



O I DIVISION



LTJG Kennedy



RDCS Gaian



RD1 Norton

Combat Information Center (CIC) is the nerve center for virtually all ship's operations including Naval Gunfire Support, Anti-Submarine Warfare, Anti-Air Warfare, and Navigation. CIC is run by the Radarmen of OI Division.

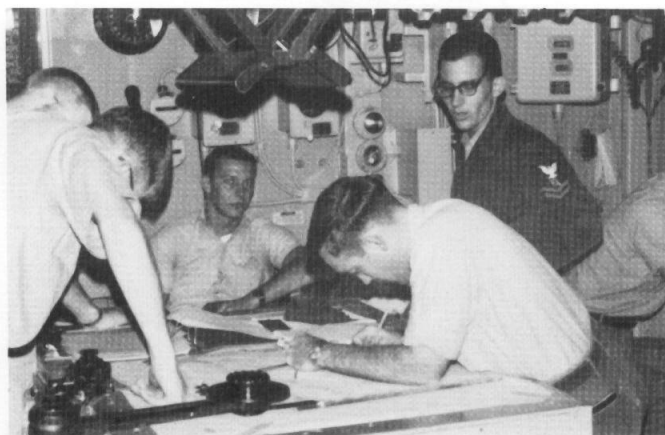
Throughout the deployment, Radarmen were the key that unlocked the vast firepower of the ship which performed magnificently in the War Zone. In CIC the position of the ship and that of the enemy are constantly plotted, thus enabling the ship to rain immediate fire on target. In the Mekong Delta CIC's gunfire support team was a major factor in generating performance which caused the ship to be rescheduled to that same demanding assignment.

When the call went out for the best of the fleet to be sent to Korean waters during the recent crisis involving the downing of a U.S. NAVY aircraft, LYNDE McCORMICK was there. Radarmen put forth their utmost while scanning their radar scopes for hostile aircraft and ships which might threaten the carrier task force. Intercept aircraft, ready to pounce on potential attackers, were controlled with confidence by the OI Division air controllers.

Since the services of the radarmen are in such demand, they must normally stand a minimum of 12 hours of watch a day while the ship is underway. The radarman doesn't get extra pay for the long hours, but he does get the satisfaction of being a major contributor to the combat effectiveness of LYNDE McCORMICK.



RDC Fuerst



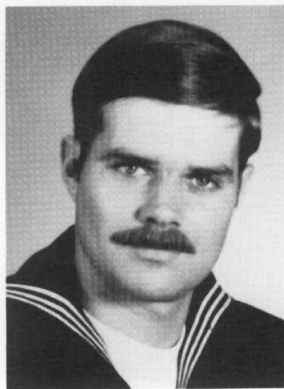
Where are we?



SN Anthony



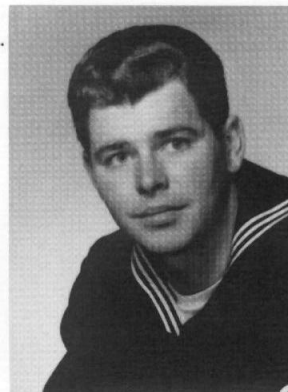
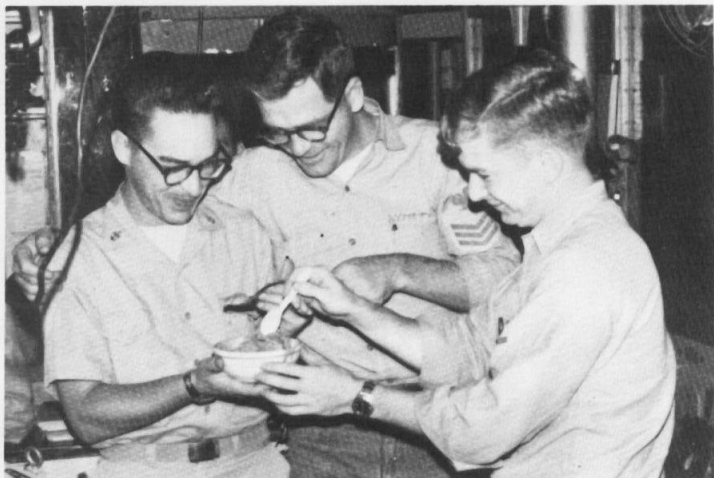
RD3 Barker



RD3 Bussen



RDSN Davis



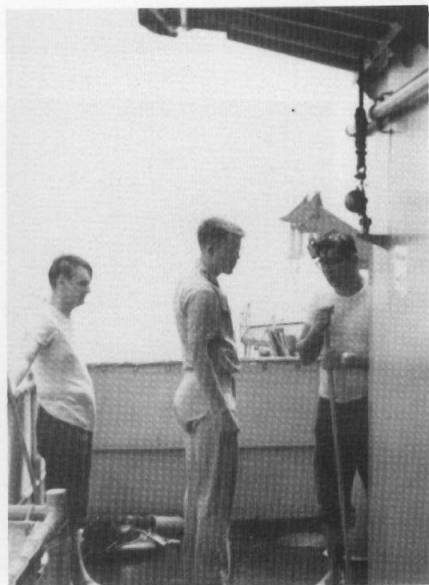
RDSN Dobson



SA Fuerst



RD3 Everts



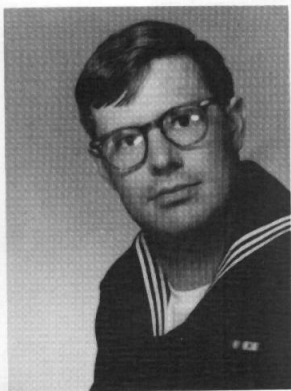
Mr. Kennedy comments on the quality of the fresh water wash-down.



RDSN Hayes



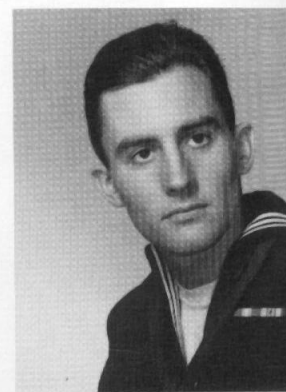
Time sure flies when you're having fun.



RDSN Jenkins



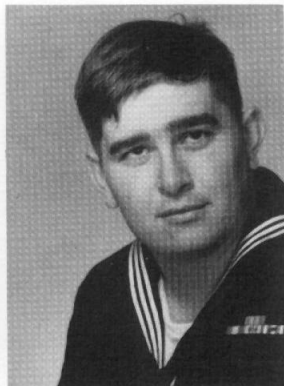
SN Miller



RD3 Montero



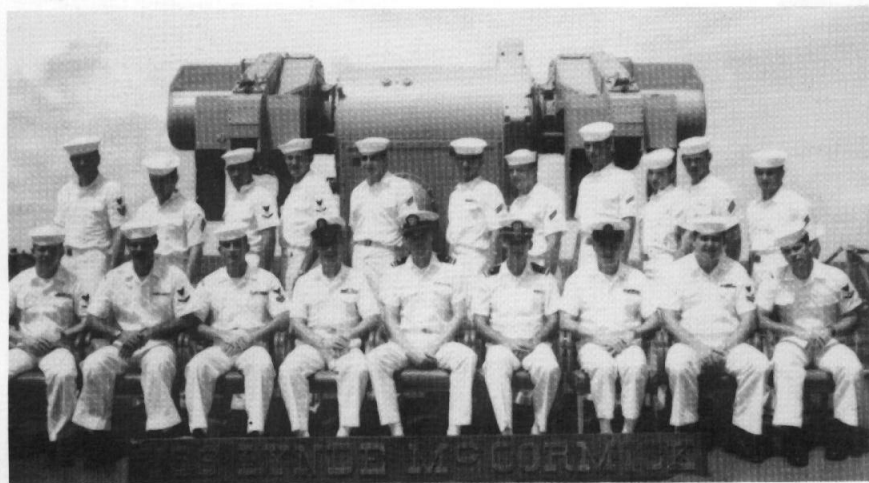
RDSN Morgan



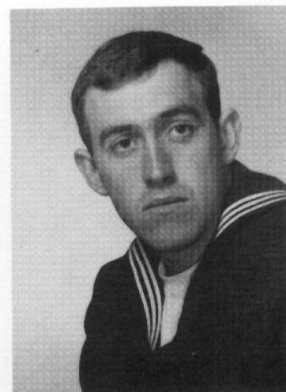
RD3 O'Brien



RDSN Seffrood



Front (left to right) RD3 Morgan, RD3 Bussen, RD2 Montero, RDCS Gaian, LTJG Kennedy, LTJG Corr, RDC Fuerst, RD2 O'Brien, RD3 Dobson. Second (left to right) RD1 Norton, RDSN Peterson, RD3 Selby, RD3 Fiedor, SN Miller, SN Anthony, RDSN Seffrood, RDSA Gerber, RDSN Davis, RDSN Hayes, SN Fuerst.



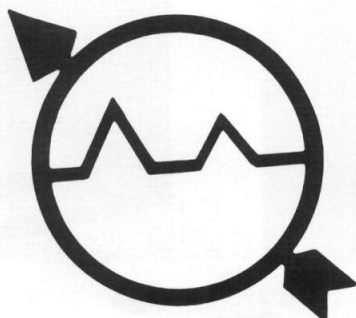
RD3 Selby



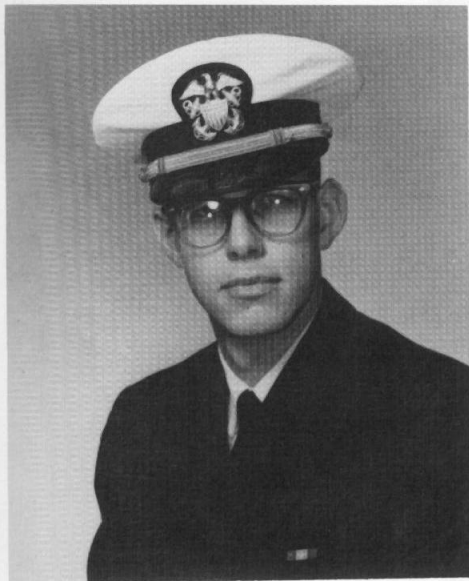
RDSN Peterson



Hello there!



O E DIVISION



LTJG Gray



ETCS Evans



ETC Kennedy

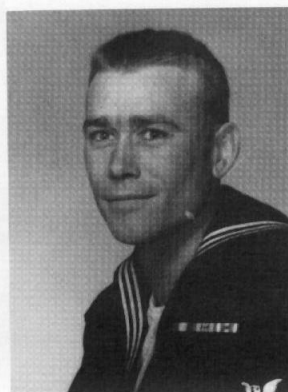
OE stands for Operations Electronics. The men in this division – Electronics Technicians – are responsible for maintaining LYNDE McCORMICK's operations electronic equipment. This includes long range/air search and surface search radars, numerous radar repeaters, all communications equipment, passive electronic countermeasures systems, LORAN navigation, and tactical air navigation (TACAN) equipment.

The division is split between those who work primarily on radar equipment (ETR's) and those who work primarily on communications equipment (ETN's). ETCS Evans has kept the division running smoothly by helping out on difficult maintenance problems, both radar and communications.

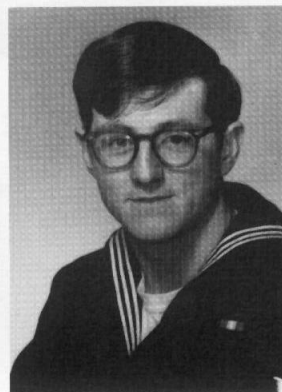
It is a tribute to the efforts of the ET gang that LYNDE McCORMICK's electronic equipment has operated exceptionally well during WESTPAC '69.



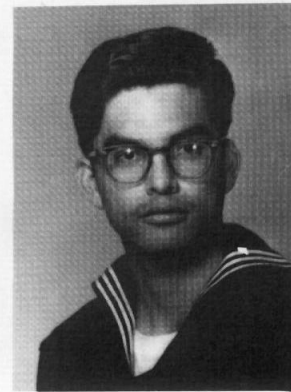
Deke repairs the Navigator's repeater.



ETN2 Beekman



ETR3 Bowman



ETRSN Buttner



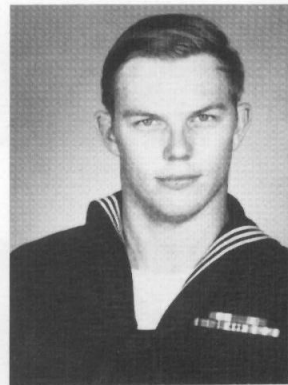
ETN3 Champion



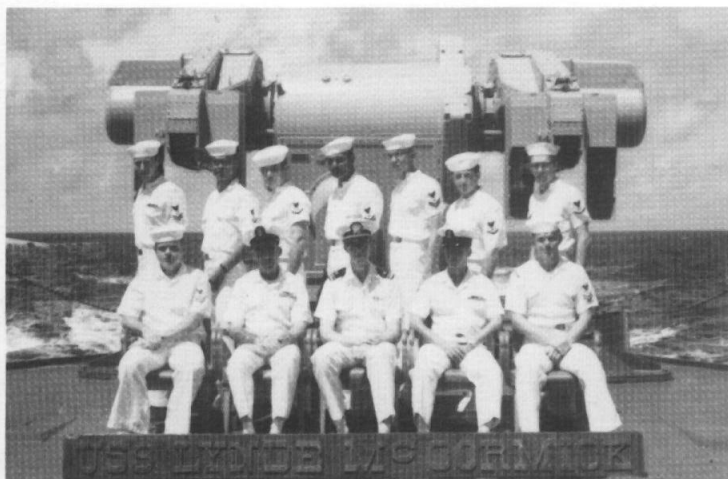
ETRSN DeCavitch



ETN3 Duff



ETR2 Newman



Front (left to right) ETN2 Roth, ETCS Evans, LTJG Gray, ETC Kennedy, ETR2 Newham.

Second (left to right) ETN2 Duff, ETR3 Buttner, ETN3 Stevens, ETN2 Champion, ETR2 Adams, ETR3 Bowman, ETN3 Paschall.



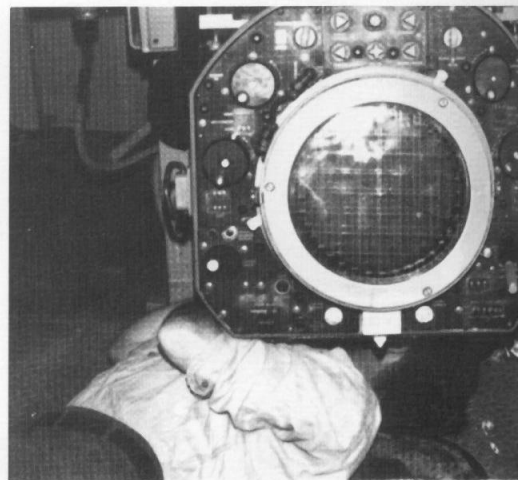
LTJG Gray speaks with his boss.



ETNSN Paschall



ETN3 Stephens



Let's see...



OC DIVISION



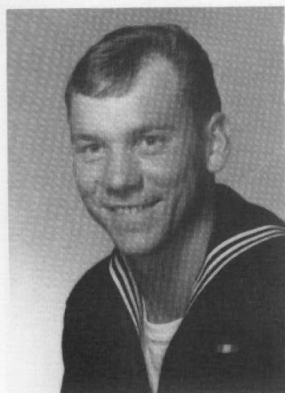
LTJG Slates



SMC Caldwell



RM1 Biggs



SA Bluml

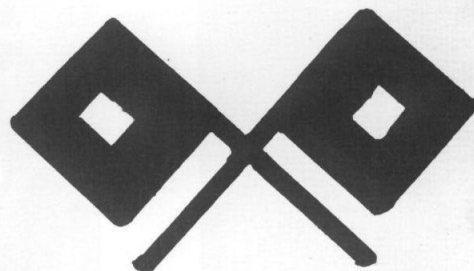


RMSN Delagarza

OC Division is responsible for all communications external to the *LYNDE McCORMICK*. The division is composed of Signalmen and Radiomen.

The Signalmen are responsible for the maintenance of all visual communications: Flaghoist, flashing light, and semaphore. The signalmen's domain is the 03 level above the bridge. From this vantage point, the signalman can 'talk' to any ship within visual range. His watches are stood in all weather, regardless of how fair or foul it might be. Rain and winds in excess of 50 knots can make his watches pretty miserable. During Yankee Station operations and operations with Task Force 71, it was not unusual for the signal bridge to be handling traffic from no less than four ships simultaneously via flashing light and flaghoist. The 'Mighty Mac' has one of the best signal bridges in the entire Pacific Fleet.

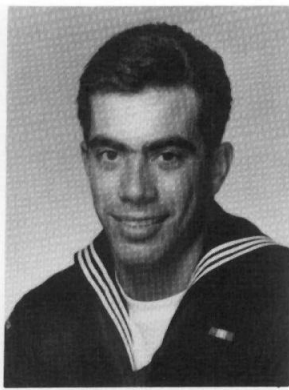
The Radiomen are responsible for the maintenance of Long Haul communications. They accomplish this task via radio in the form of Radioteletype, Morse Code, or Voice. The radio spaces are closed to public view. Fewer than 20% of the crew have ever been inside the sanctum sanctorum of the Radiomen. The main communications spaces are about the size of a small living room. This space is crammed with sophisticated electronic gear which enables the ship to communicate with any point in the world. Hour after hour the teleprinters spew forth reams of paper containing the information necessary for the ship to meet her commitments. The communications watch is an around the clock watch. In the middle of the night, when the shipboard routine slows, the radio spaces are as busy as they are in the middle of the day.



RM3 Dickey shuffles a little paperwork.



RM2 Dickey



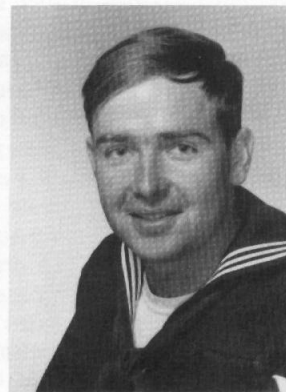
SMSN Gossert



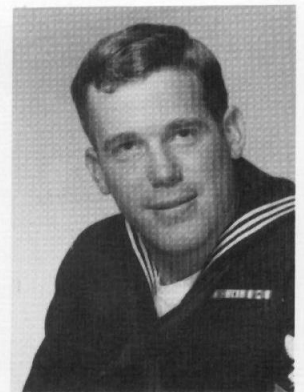
Taking a short break.



Look what I found.



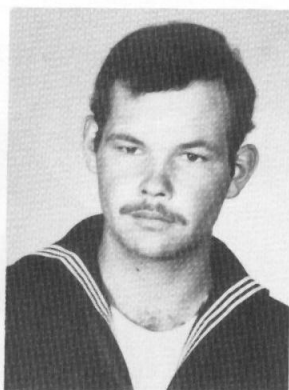
SM2 Greer



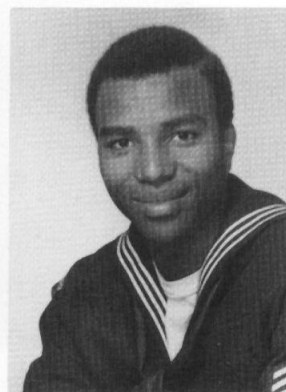
SM2 Hooper



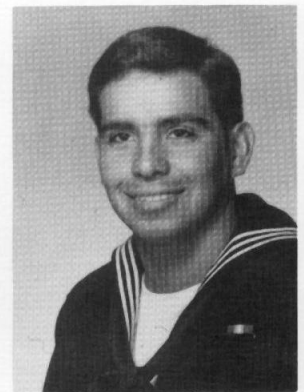
RMSN Johnsen



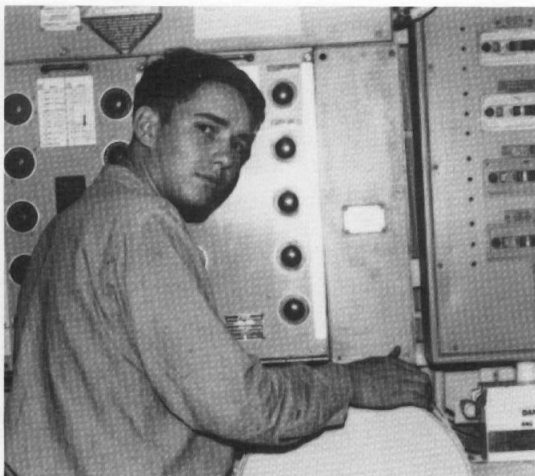
SMSA Johnson



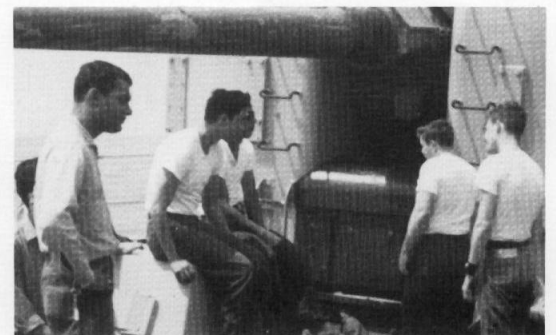
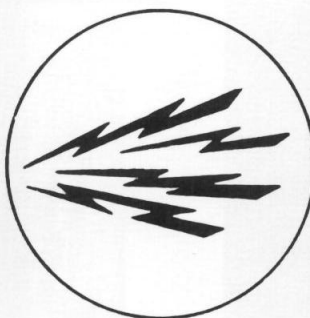
RMSN Jones



RMSN Leyva



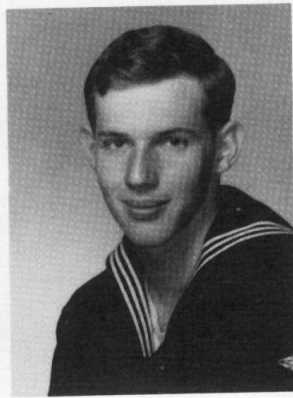
How many copies?



Standing by to carry stores.



SM1 McLaughlin



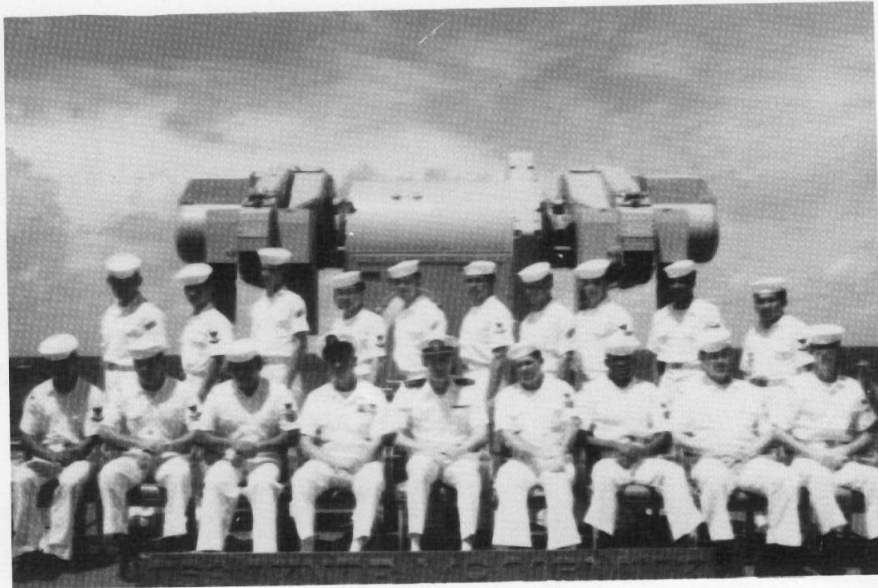
RMSN Rominger



RM1 Scott



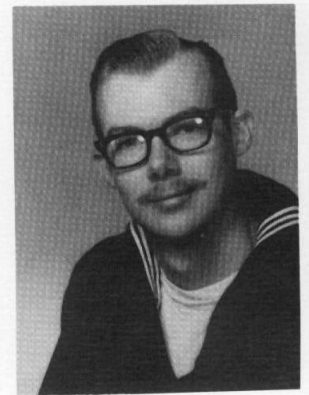
SMSN Seber



Front (left to right) SM3 Gossert, RM2 Thompson, SM1 McLaughlin, SMC Caldwell, ENS Slates, RM1 Biggs, RM1 Scott, RM2 Dickey, RM3 Wagner.
Second (left to right) SMSN Johnson, RM3 Harding, RMSN Rominger, RM3 Walsh, RMSN Asay, RM3 Leyva, SMSN Blum1, RM3 Windrow, RM3 Jones, RM3 Delagarza.



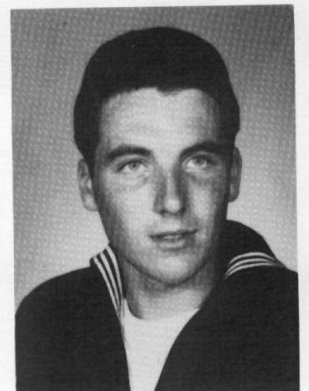
RM2 Thompson



RM3 Wagner

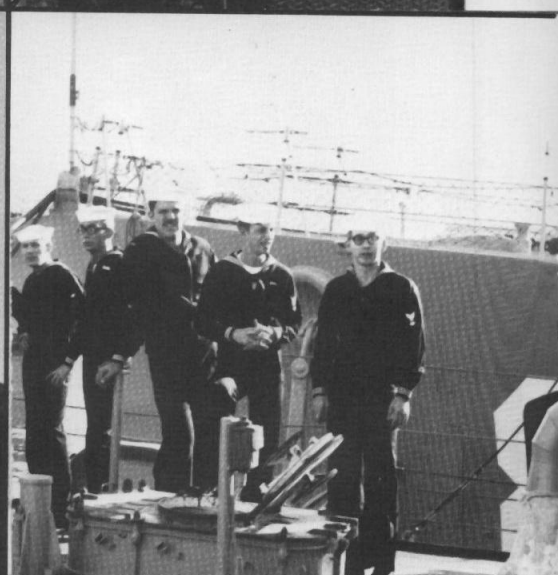
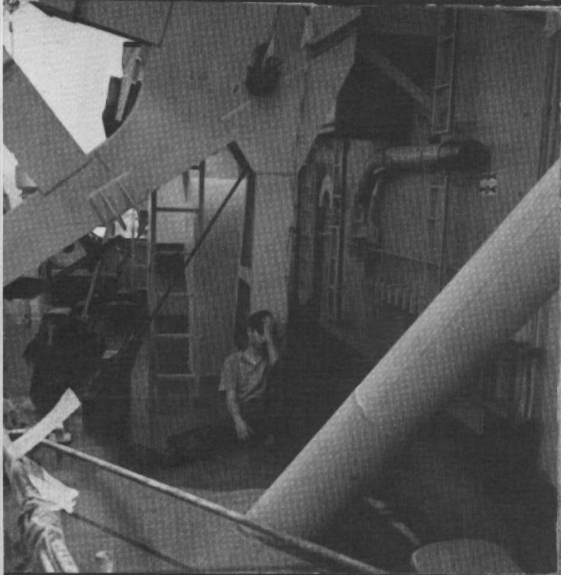


RM3 Delagarza routes a message to LT Holmes.

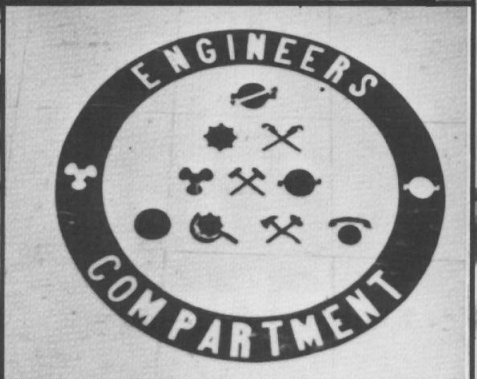


RM3 Windrow

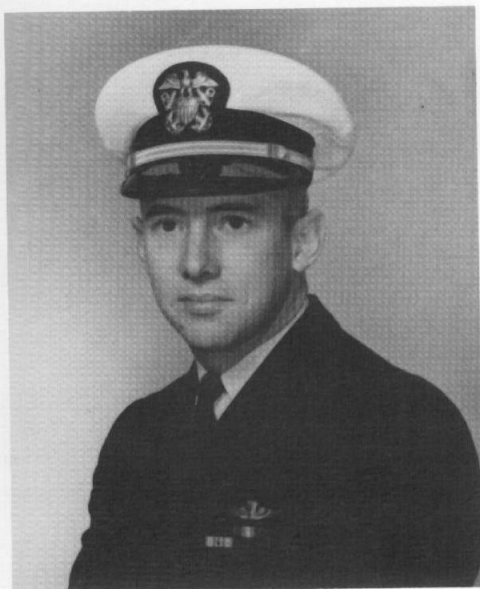
ENGINEERING



LT SALERNO



M DIVISION



LTJG Woodall



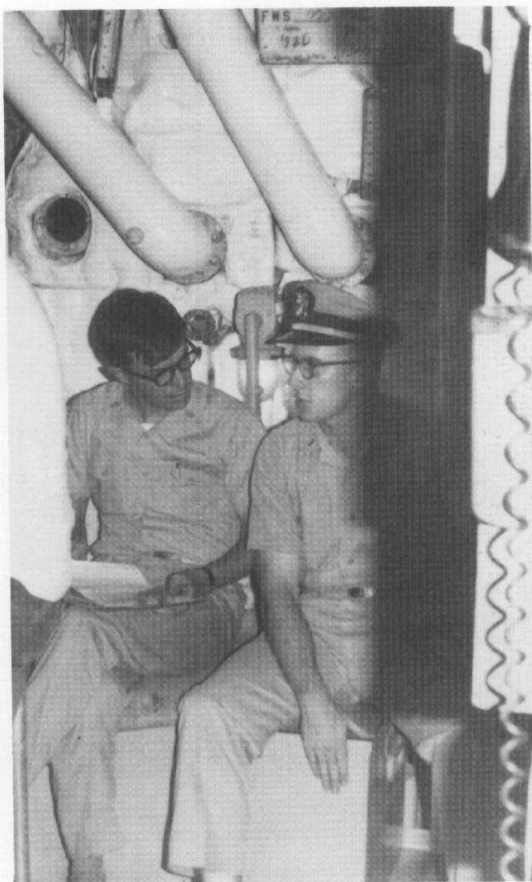
MMCM Hansen



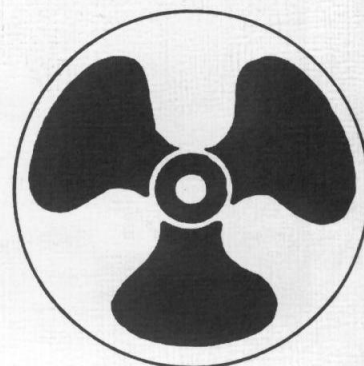
BT3 Barber

M Division, the largest single division on the ship, also has a reputation for working the longest, hottest hours. M Division is composed entirely of Boilermen and Machinist's Mates, whose primary function is to keep the LYNDE McCORMICK's complex and powerful 1200 PSIG Propulsion Plant in the best possible operating condition. M Division also supplies continuous "Hotel" services to all hands on board. Nobody even notices these things until something goes wrong with them; like fresh water, steam for heating and cooking, and electrical power. M Division is responsible for the vast amounts of "Navy Special" fuel oil that keep the boilers steaming, and the "Oil King", always a senior M Division Petty Officer, continually has his hands full pumping fuel oil from storage to service tanks, and keeping an experienced eye on the purity of the Boiler Feed Water.

The Boilermen operate the two firerooms, run the "Oil King Shack", and work in the Automatic Combustion Control equipment Calibration Shop. They work long, hard hours under conditions that sometimes include temperatures over 1200F. Their work ranges from the back-breaking cleaning of boiler firesides and watersides, to the repair and maintenance of the complex fireroom machinery and automatic boiler combustion control systems.

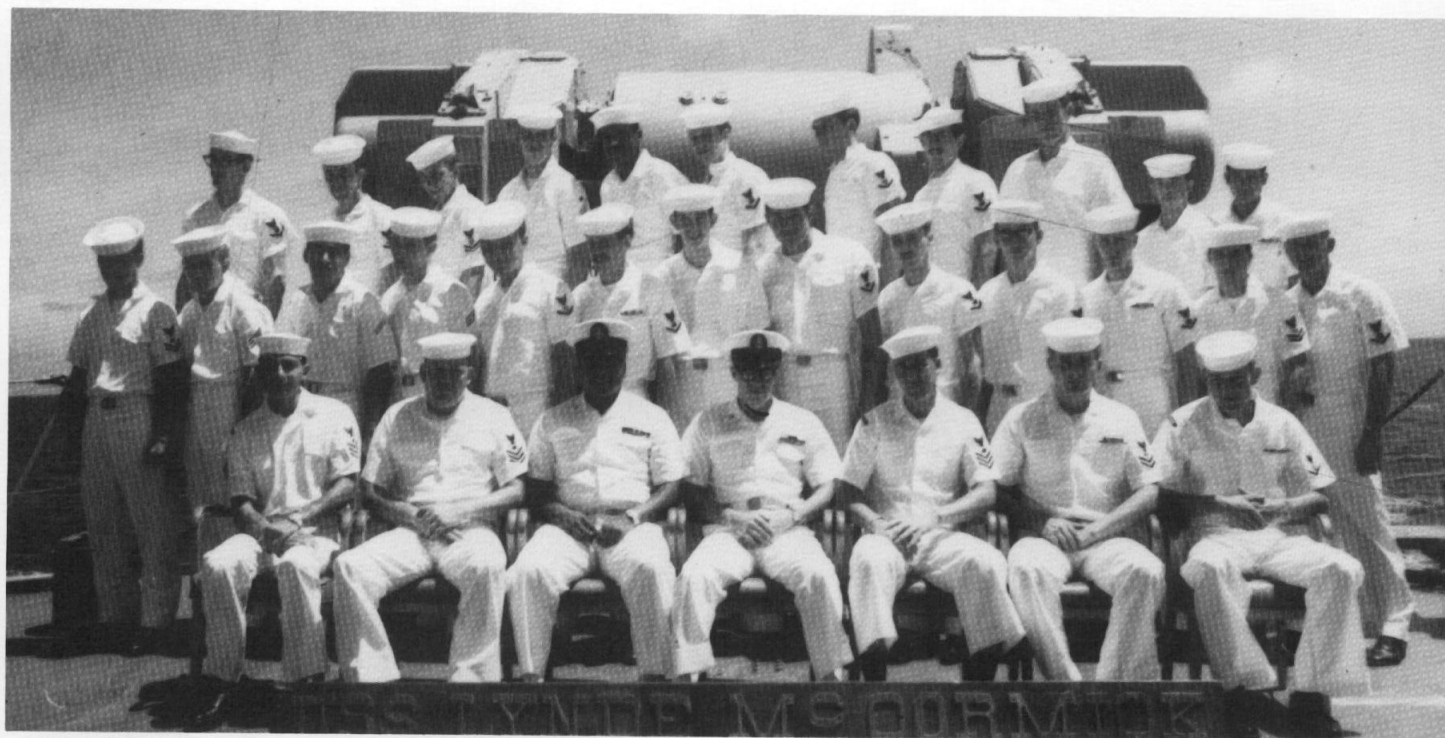


FN Abriam

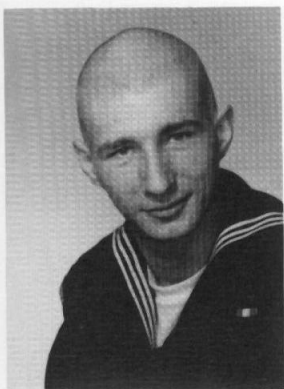




Front (left to right) BT2 Sims, MM2 Ross, BT1 Willingham, MMC Robertson, LTJG Woodall, MMCM Hansen, BT2 McCallister, BT2 Walters, MM2 Lahay.
 Second (left to right) BT3 Newsom, BT3 Waller, BTFN Franke, FN Challoner, BTFN Deason, FN Schroeder, MM3 Foster, MMFN Jackson, FN Berry, MM2 Hause, FN Prasad, FN Herrera.



Front (left to right) BT1 Covello, BT1 Tharp, BTC Madlock, BTCS Adams, BT1 Forehand, MM2 Pennington, MM3 Washington.
 Second (left to right) BT2 Mann, FN Frisk, FA Ortega, FN Beem, MM3 Fieweger, MM3 Scott, FN Richardson, BT3 Olson, BT3 Holbrook, BT3 McDaniels, EM3 Holck, SFM2 Prince, EM3 George.
 Third (left to right) BT3 Kemper, BT3 Power, MM3 Whiteley, FN Stevenson, BT3 Stephens, BT3 Stubbs, MM3 Stocker, BT3 Gohen, FN Weiss, FN Finnie, MM2 Abriam.



FA Beem



FA Berry



MM2 Cash



BT2 Driscoll



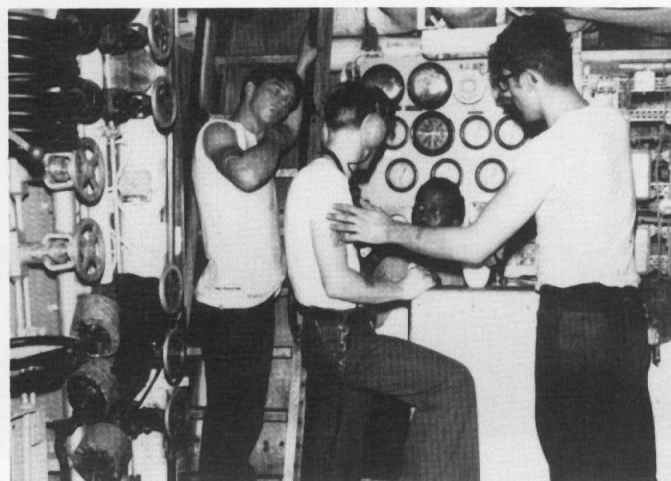
BT1 Forehand



MMFN Fieweger



The electrical load is controlled here.



A maze of pipes and gauges and valves.



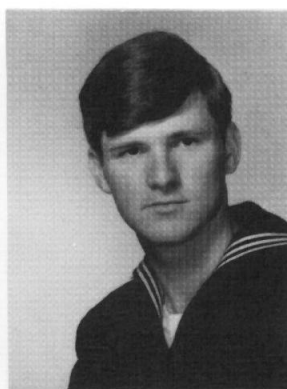
Having a smoke on deck --without hats.



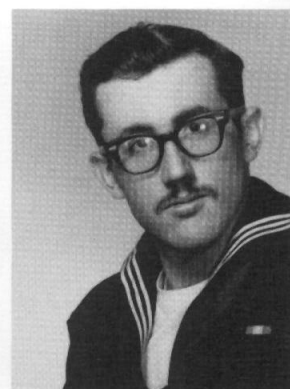
FN Finnie



FN Foster



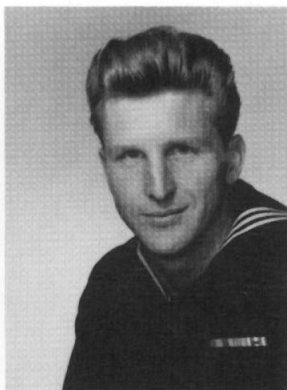
BTFA Franke



BTFN Goheen



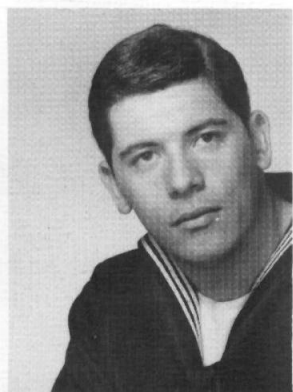
Come on in; the soot's fine.



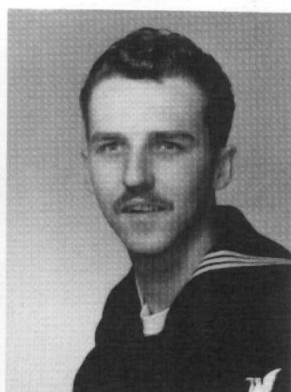
BTFN Harding



MM2 Hause



FA Herrera



BT3 Holbrook



Just touching-up.



The DCPO keeping his log



MM2 Holton



FA Hughes



BT3 Kemper



Then I shut this...



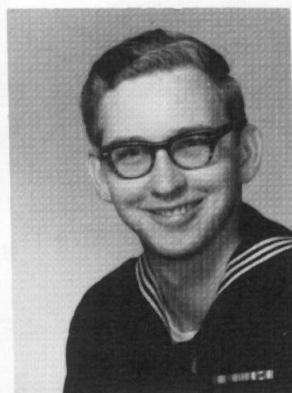
Refueling in port is handled by the snipes.



MM2 Lahay



BT3 Mann



FN McDaniel



BTFN Newsom



FA Main



Keeping everything just right.

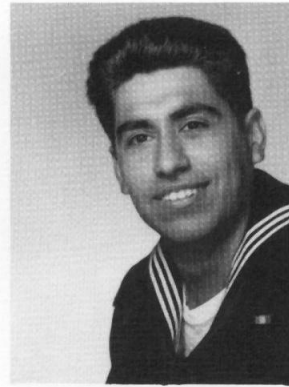


FN Olson

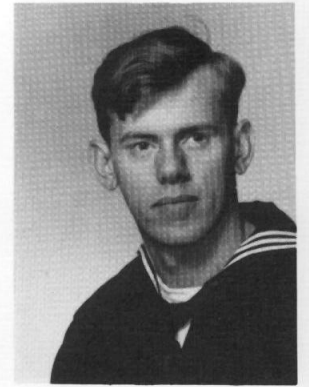




Don't force it—get a bigger tomahawk.



FA Ortega



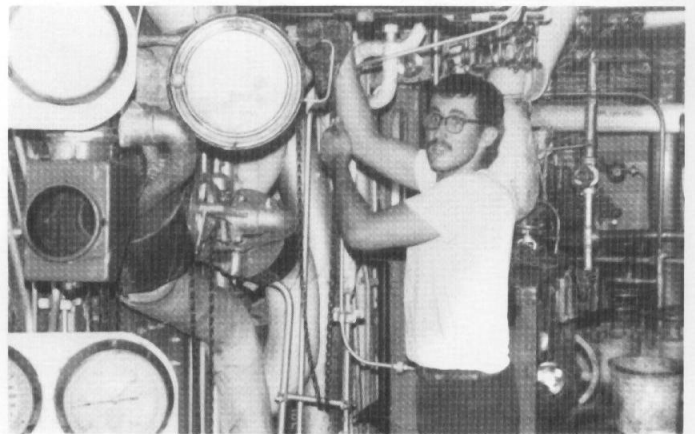
MM3 Pasternak



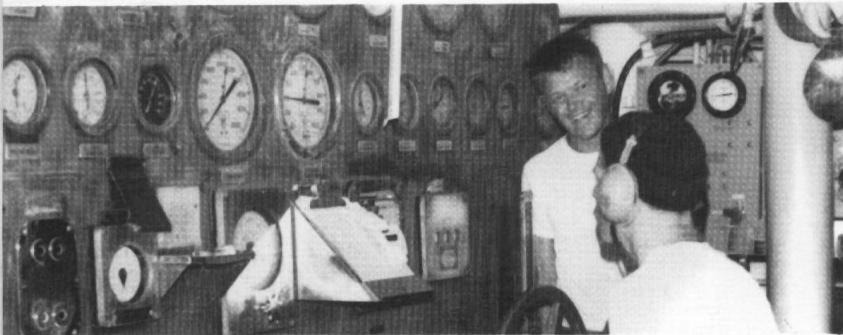
MM3 Pennington



BT3 Power



Blowing tubes is easy.



Look ma! No hands.



MMFN Prasaad



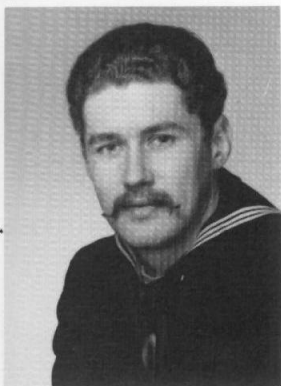
FN Reyna



FA Rodgers



MM2 Ross



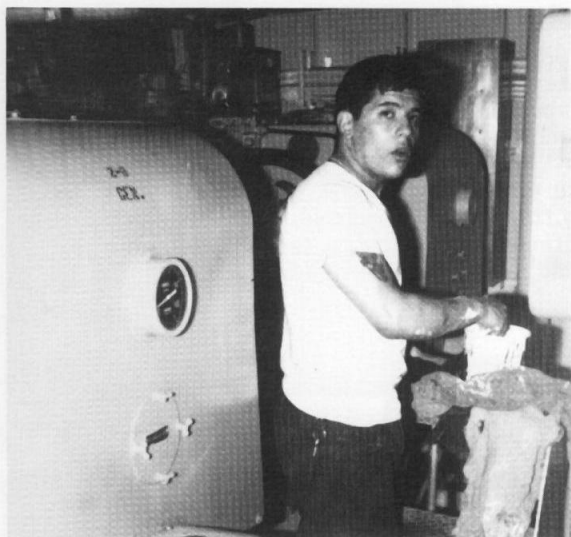
FN Scott



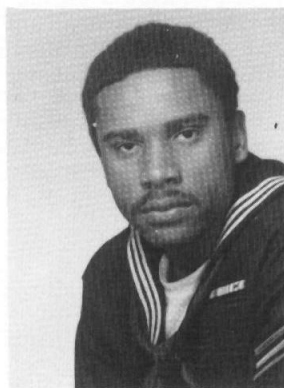
BT3 Sims



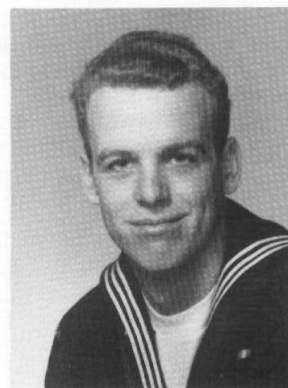
BT1 Willingham listens intently.



More painting.



FN Stephens



FA Stevenson



LTJG Woodall and his favorite tool.



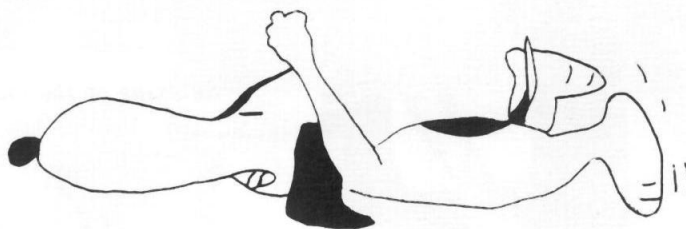
FN Stocker



FN Stubbs



SN Tooley





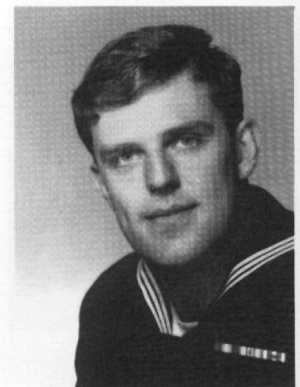
MMFN Truppi



FA Vigil



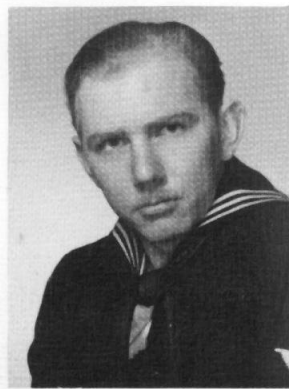
FN Waller



FA Weiss

The Machinist's Mates are the men who put the steam produced by the Boilerman to work, turning the main engines and the four 500 KW turbo-generators. The Machinist's Mates maintain and operate all engine room machinery, which includes the operation of the ship's two distilling plants, which produce 12,000 gallons of fresh water per day each.

The M Division engineers, affectionately called "Snipes" by the rest of the crew, can well be proud of their accomplishments during the past WestPac employment period. Despite long months of continuous steaming at sea, and limited up keep time, the engineering plant met all commitments demanded of it during arduous WestPac Operations and long transits. Any Snipe will proudly tell you that we've got the very best "1200 Pound" plant in the Fleet!



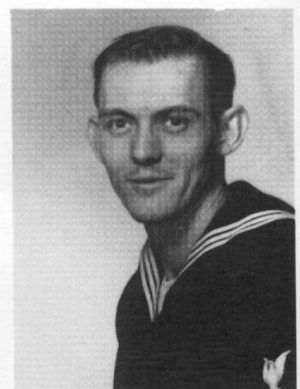
MM3 Whiteley



BT1 Willingham



FA Wilson



BT2 Zeigler



Smoke break.



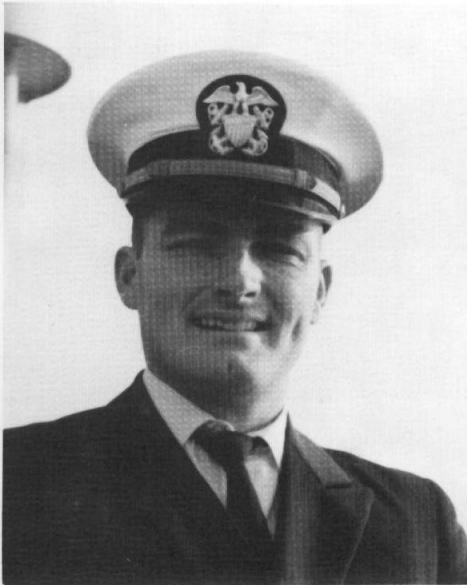
Relaxing on the fantail.



R DIVISION



LTJG Forsythe

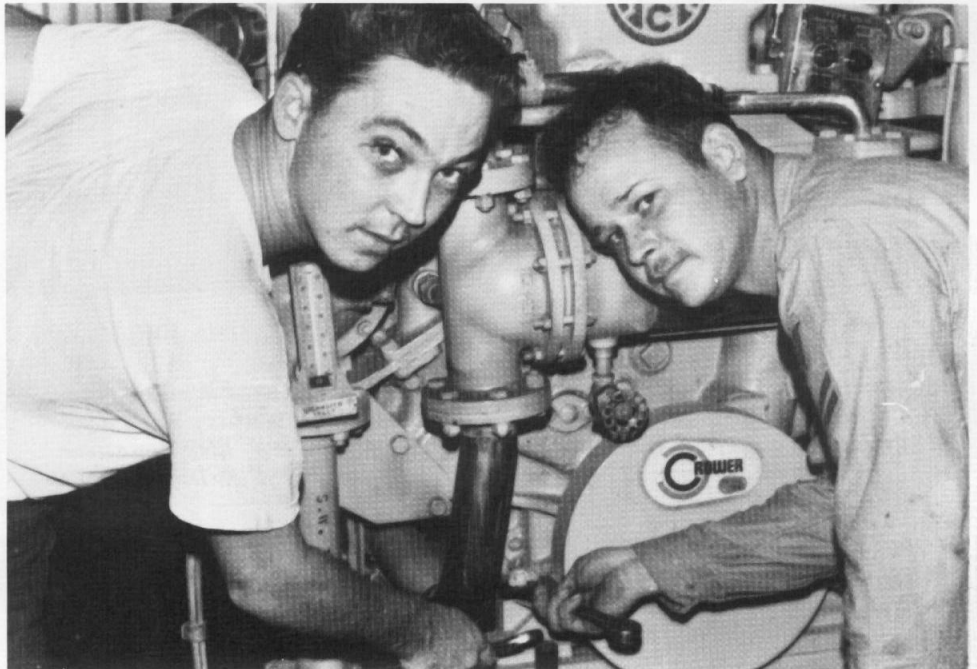


ENS Tennant

'R' stands for repair, a one-word description of R-Division's primary function, which is to insure that a vast array of motors, engines, compressors, and hull fixtures and fittings work properly at all times. To accomplish this task, the division employs a wider variety of ratings than any other division. Within the fold are Damage Controlmen, Enginemen, Electricianmates, Shipfitters, Machinist's Mates, Interior Communications Electricians, and Machinery Repairmen.

During normal underway steaming, R-Division personnel stand watches in Damage Control Central, in the engine rooms, and as the Roving ASROC Patrol. When General Quarters is passed, additional R Division men man-up stations in the three repair lockers, at the emergency diesel generators, and in after steering. For all sea details stations are manned as for GQ with the exception of the repair lockers. Ample numbers of R-men are used topside to expedite the work of the sea detail, whether it be to handle stores of ammunition and fuel oil, or take Admirals aboard.

There's no particular glory in being a member of R-Division; repair work is basically hard, hot, dirty, and has been known to cut into liberty time. There is, however, a certain satisfaction in restoring a badly-needed motor or compressor to service so the ship will be able to stay on the line and perform its assigned task. R-Division, then, is an important factor in keeping *LYNDE McCORMICK* 'ready for sea' and its task is not taken lightly.

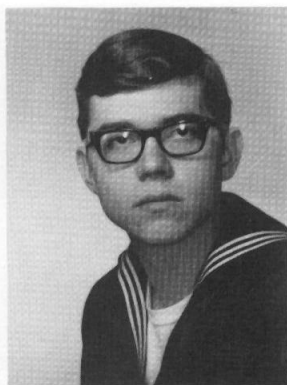


The enginemen and their baby.





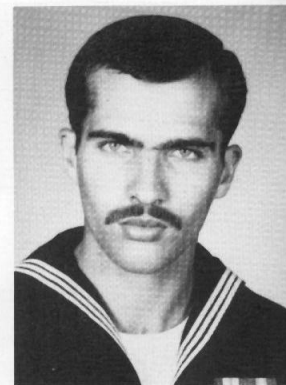
SFP3 Anderson



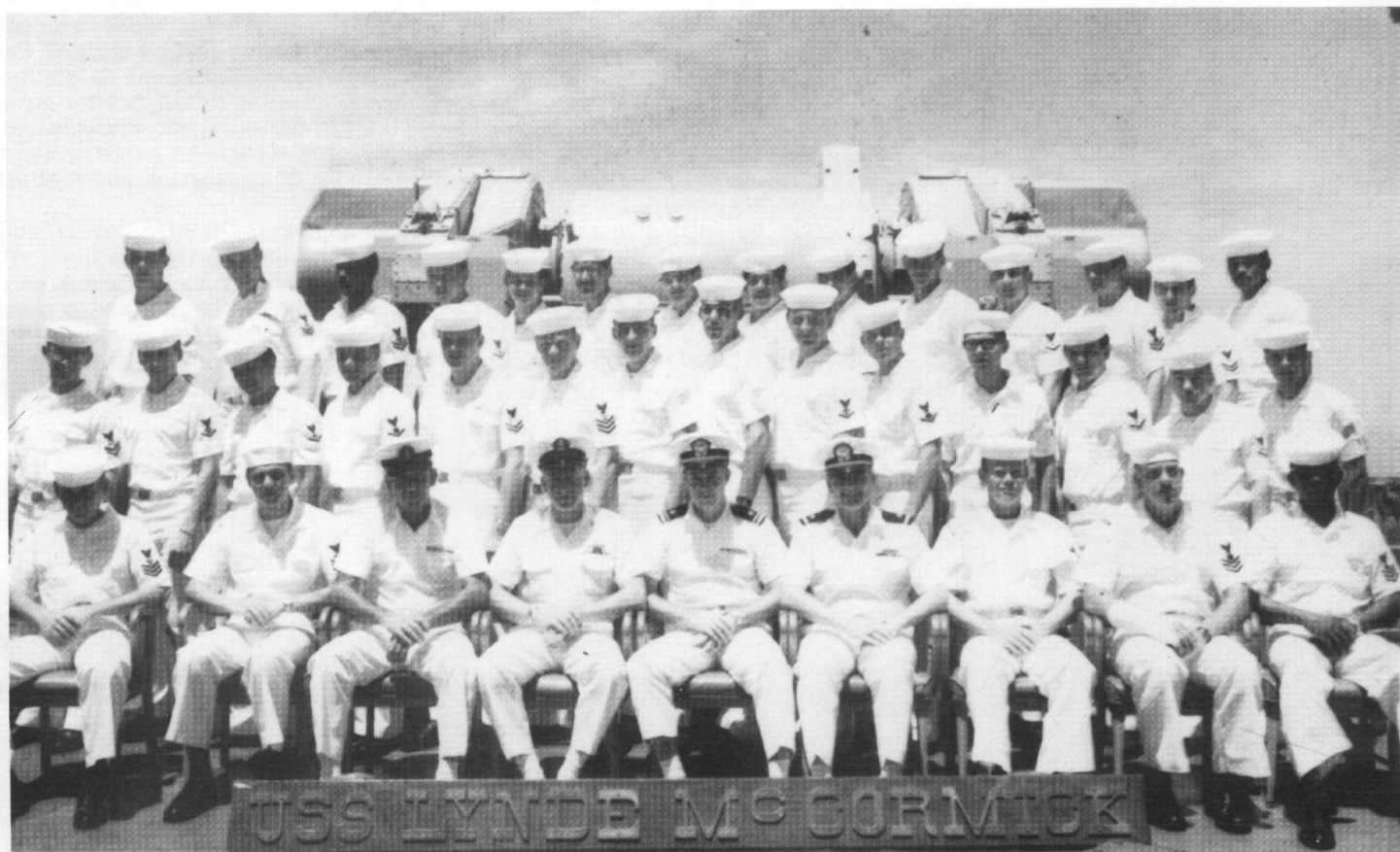
FN Barnes



EN2 Beckham



IC3 Ballew



Front (left to right) MM1 Przemieniecki, IC1 Irvin, SFC Sinclair, MMC Howard, LTJG Forsythe, ENS Tennant, IC1 Smith, EM1 Greenburg, EM1 Peeler.

Second (left to right) DC2 Redding, IC3 Boese, IC3 Zantua, EM3 Cholakian, DC2 Rippee, MM1 Cash, DC3 Setzer, FN Hall, IC3 Kingsbury, EM3 Davison, SFM3 Barnes, MR3 Wannemacher, SFP3 Anderson, FN Mason.

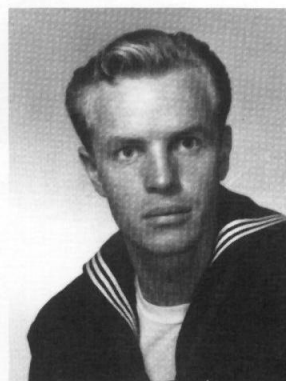
Third (left to right) FN Hennessy, MM2 Parnell, IC2 Reese, EN3 Powers, EN2 Beckham, FN Hairgrove, EM3 Cole, FA Ortega, IC3 Zamora, FN McIntire, SFM3 Swatzell, EM2 Nichols, SFM3 Dik, EM3 Tucker.



EMFN Cholakian

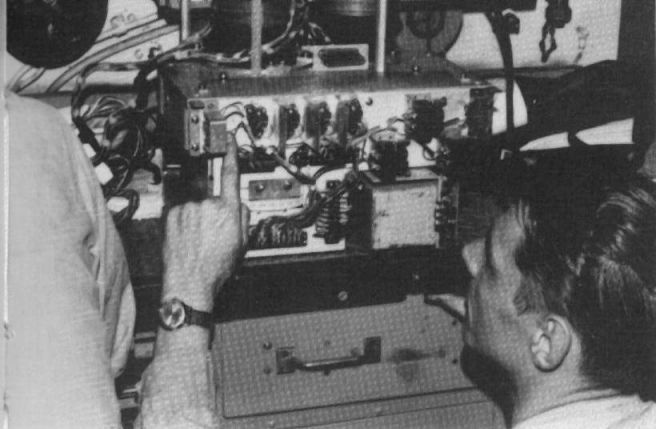


EM3 Cole

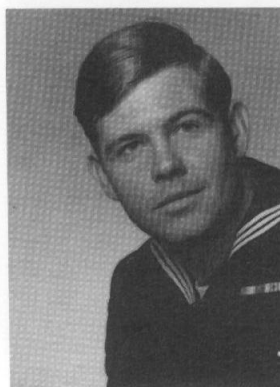


EM2 Cooper

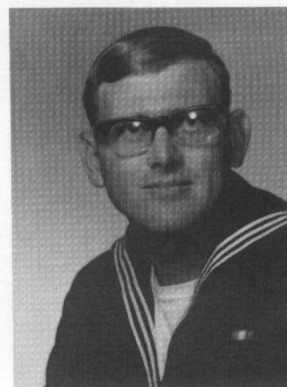




Is that one hot?



EM3 Davison



EM3 George



DC3 Green



EM1 Greenburg



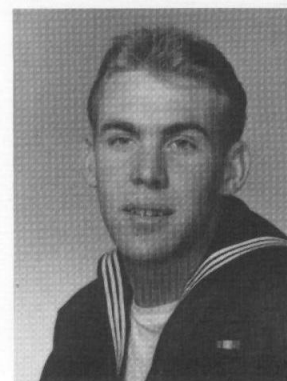
Shooting the bull



Repair work is a real grind.

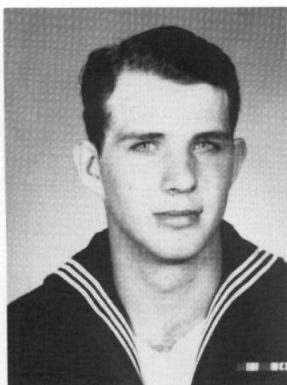


FN Hairgrove



FA Hall

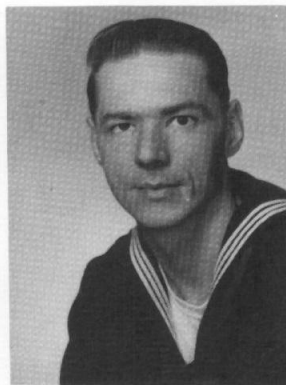




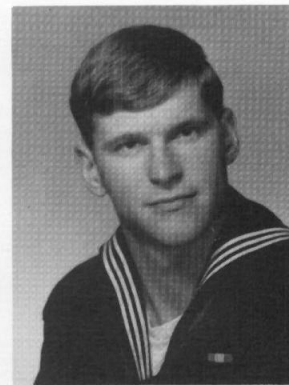
FN Hennessy



EM3 Holck



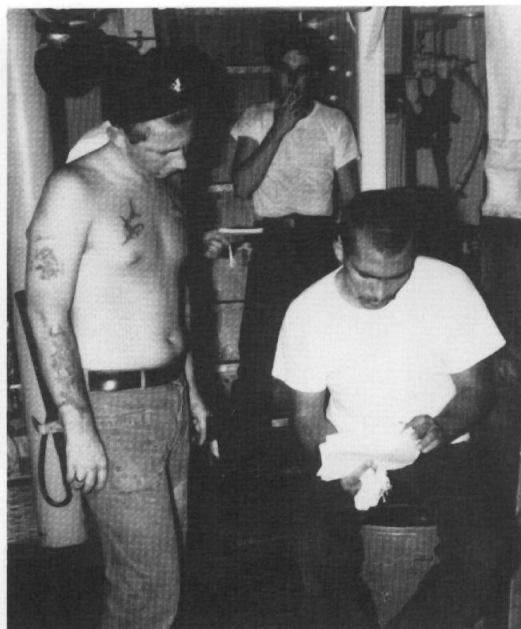
EC1 Irvin



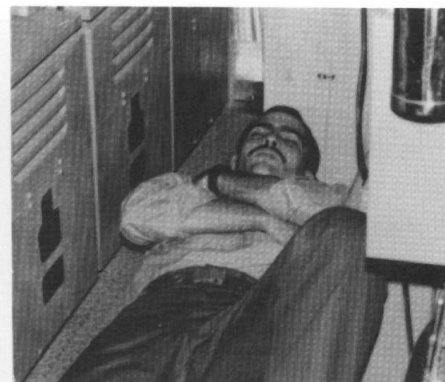
FA McIntire



SN Kingsbury



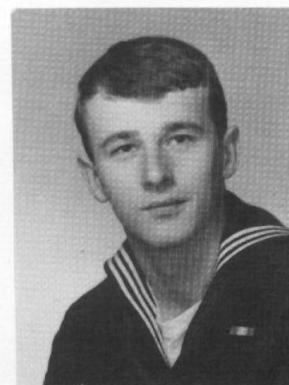
Anything for me?



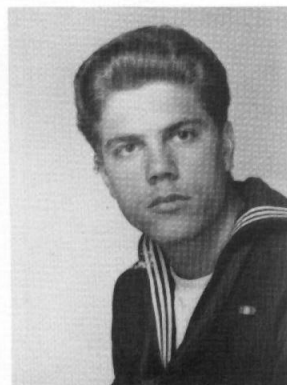
Nope—no holes in these eyelids.



IC3 Kingsbury



FA Morris



FA Mason



Salt water and electrical connections don't mix.



The following is a test of the IMC from the quarterdeck; SQUAWK!!!



EM2 Nichols



FA Ortega



Another part for MT 51.



MM2 Parnell



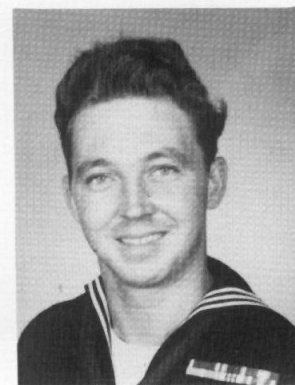
EM1 Peeler



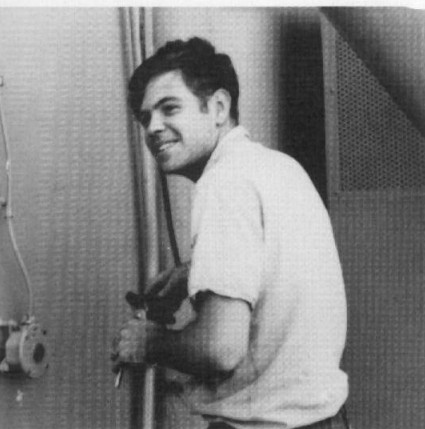
ASROC all secure, sir.



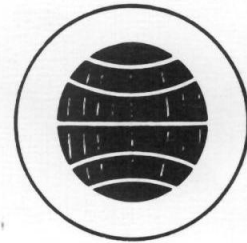
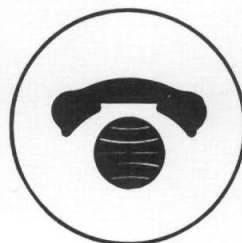
EN2 Petty

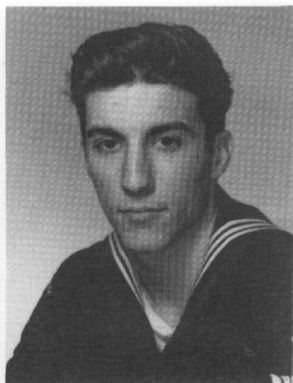


EN3 Powers



Sure I can fix it.





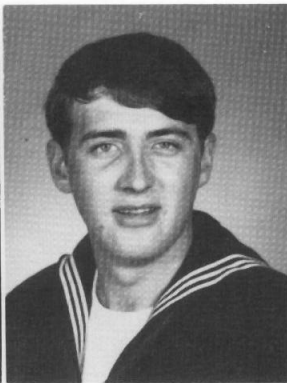
SFM2 Prince



IC2 Reese



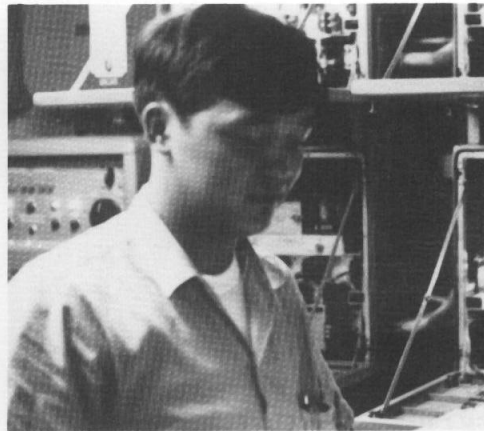
DC 2 Rippee



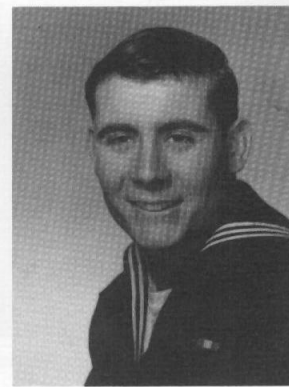
DCFN Setzer



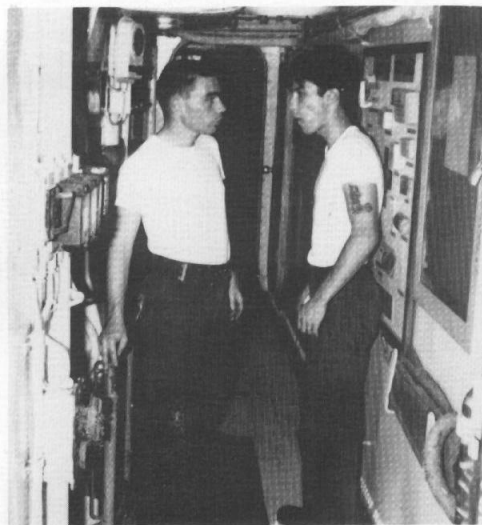
IC1 Smith



IC3 Zantua looks up a schematic.



FA Swatzell



Andy gets some 'straight skinny' before going down into the hole.



Nothing wrong a little paint won't fix.



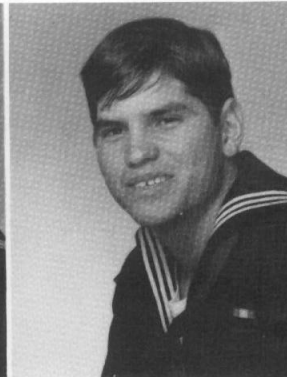
EM2 Thorne



EM3 Tucker



MR3 Wannemacher

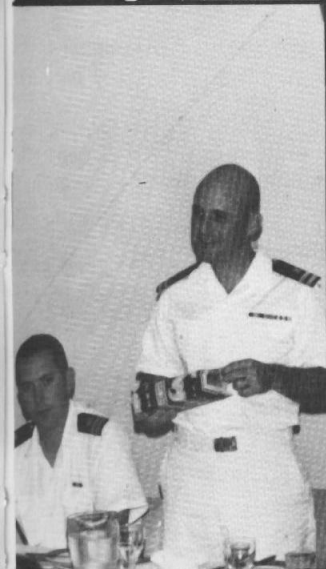
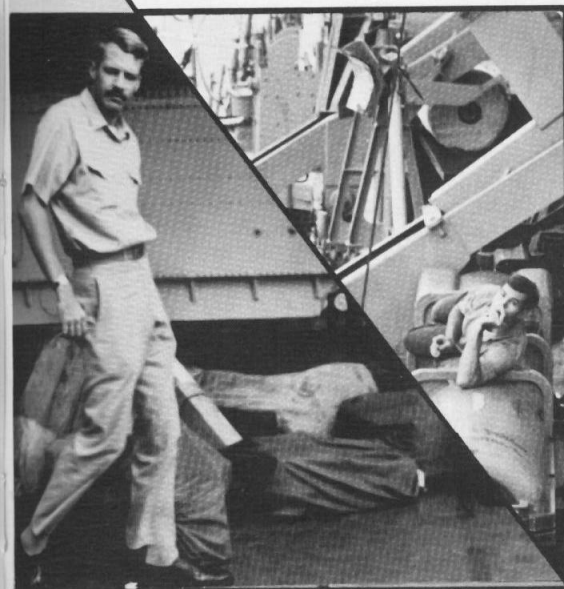


FA Zamora



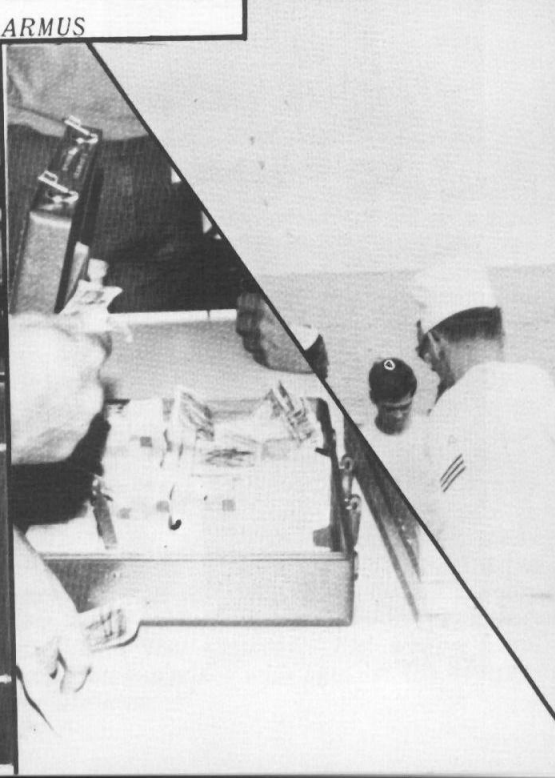
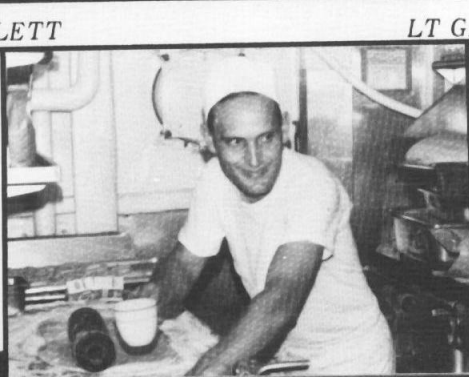
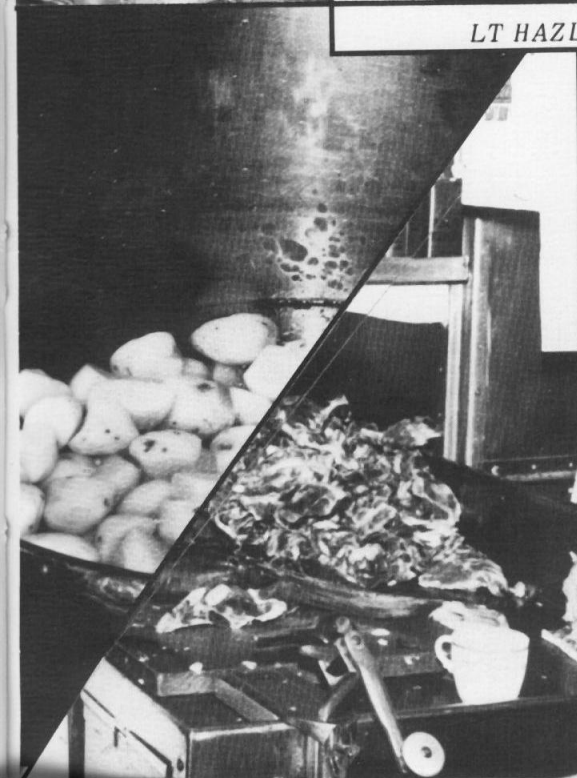
IC3 Zantua

S U P P L Y



LT HAZLETT

LT GARMUS



S DIVISION



LTJG Grahn



SKC Agunat



SK2 Abbott

Contrary to a few minority opinions, the Supply Department is often referred to as the 'backbone of the fleet'. Our energetic, creative group of 47 fed, paid, washed clothes, cut hair, kept soap in the soap dishes and Wowies, Fiddle-Faddle, and other 'gedunk' in the mouths of the 290 officers and men of the *LYNDE McCORMICK*. Under the able direction of our Supply Officer, LT Tom Hazlett, the Storekeepers provided all the necessary spare parts and supplies – from paper clips to high voltage boxes – to keep us afloat and on the go for the seven-month cruise. Our Assistant Supply Officer, LTJG Grahn, heads up the service branches of Supply: the General Mess, the Laundry, Disbursing, Ship's Store, Barber Shop, and would-be vending machines.

Our food service branch has fed some 178,500 individual meals at a cost of \$83,000.00. Thanks to our seven skilled Cooks we have been able to please most of the crew most of the time and turn out many an excellent meal. Our one and only baker has produced 14,000 lbs. of some of the best bakery products that have ever graced our tables. The twelve ever-present and dutiful messcooks have kept cleanliness and sanitation at an optimum through their three times daily scrub down of the entire messdecks area. . . a dubious honor.

Our 'ace' Disbursing Clerk has assisted the Disbursing Officer in paying out over a half-million dollars in fourteen paydays, processed some 1000 vouchers and claims of kinds and computed over 4200 individual payments. He also has become a most practiced and proficient card player.

The nine Stewardsmates kept Officers Country ship-shape and prepared 12,600 individual servings for our 24 officers. LTJG Cochran still refuses to accept brussel sprouts as one of the Navy's staple food; but we can still boast a menu with everything from gili-gili to lobster tails.



Best chow in the Navy.



CS2 Aguirre



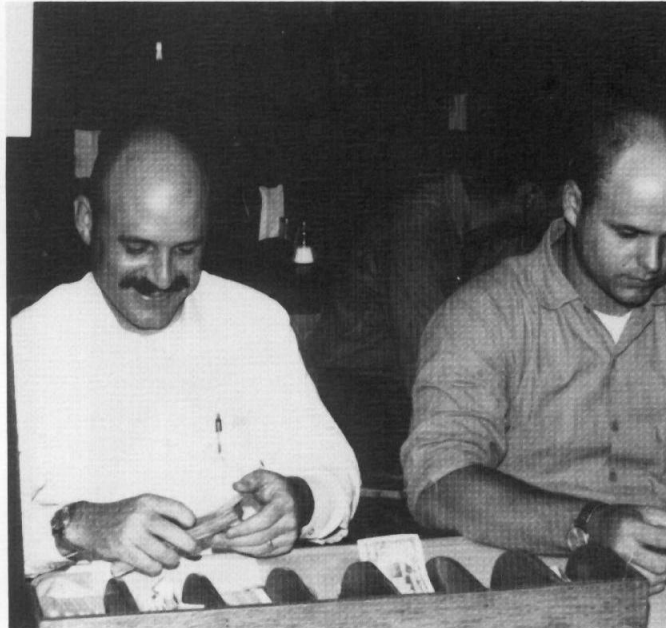
SD3 Benitez



SK1 Bennett



TN Bercasio



LT Hazlett and SK2 Hedeon on a very popular day.



S Division 'supplies' many things.



Pie for desert in the Wardroom tonight.



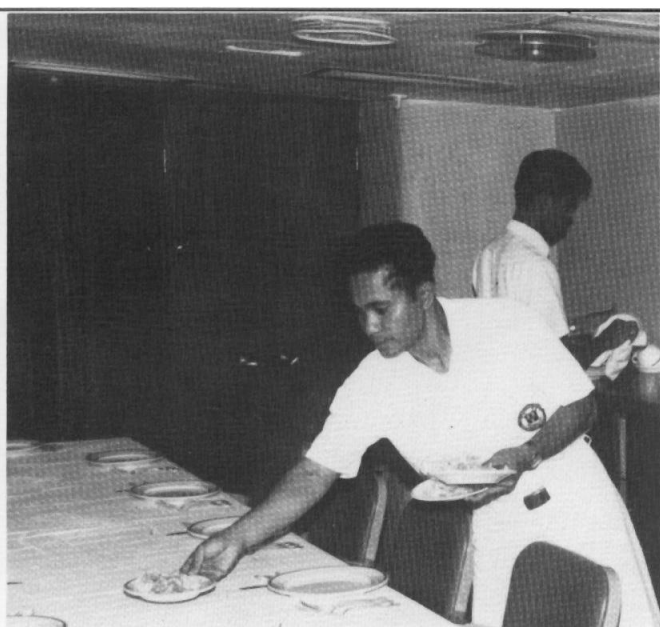
FA Challoner



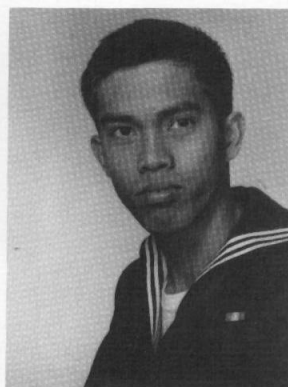
FN Cruz

Our Ship's Store was remodeled last December with the aid of just about everybody and \$600.00 worth of glass, kits, and supplies. This new super bargain basement of ours has managed to sell merchandise worth some \$85,000.00-\$7,500.00 of which went into the ships Welfare and Recreation Fund. In competition with the store we had our infamous vending machines. The Coke machine was known to have paid as much as twenty to one on an investment of a mere quarter. More than likely, however, you just lose whatever you put in - but the big pay-offs kept business up. Occasionally you might even get a Coke or Seven Up - or at least a good cup of carbonated water. Our sincere apologies to those few of you who may have missed out on the cup altogether. What else can we say?

Our unsung heroes of the Supply Department, the Laundry Crew, with one antiquated washer, one dryer, and three presses managed to successfully wash, starch, and dry(?) and press some 55 tons of laundry. We were not always the heroes of the Wardroom - LTJG Forsythe still refuses to forgive the laundry for turning his two new white shirts a bright pink (LT Pennington's purple socks can claim that victory). The washer's appetite for socks and skivvies has grown with age, but the destruction has been kept to a minimum.



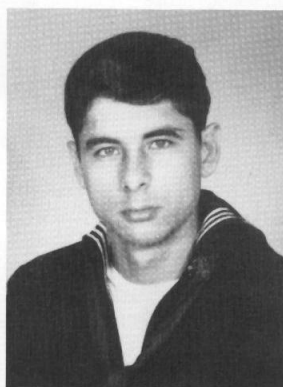
Setting up for supper.



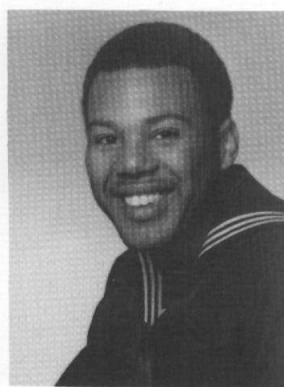
TA DeJesus



Oh boy, my favorite.



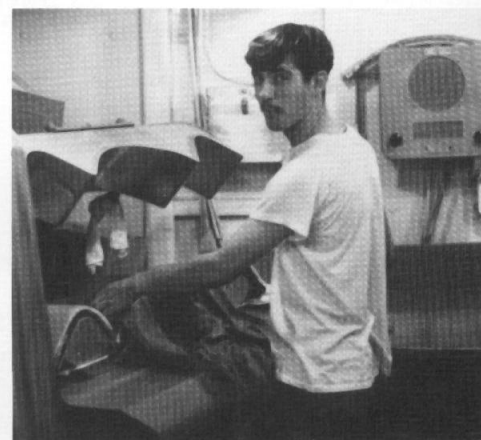
SKSN Franco



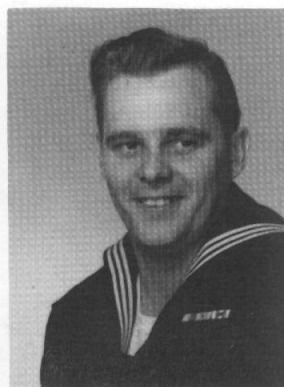
SA Frazier



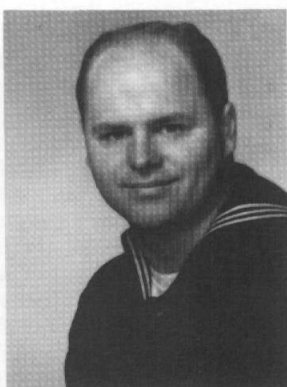
SH2 Gilman



Whistle while you work.



SN Gordan



SK2 Hedeem



You gotta save all you can.



SHSN Howell



Preparing another cullinary delight.



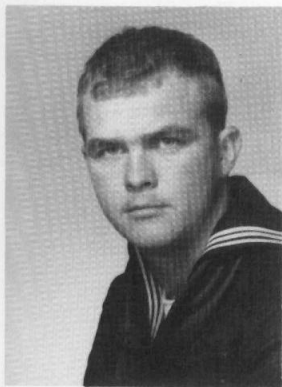
Just taking it easy.



DK1 Ignacio



That white tile doesn't clean itself.



BM2 Koch



SA Kounter



Our one chair, 5 ft. by 5 ft. Barber Shop seemed to be run by just about anyone who was handy at the time. Appointments were sometimes difficult to get, but 3700 heads were cut during the cruise. The price is always right and you can always get the 'straight skinny' on the latest rumors through the reliable and up to date barber.

Last but not least in our parade of behind-the-scenes supporters, our friendly eagle-eyed Storekeepers practiced well their techniques of dollar stretching and quantity chopping amidst many a loud cry. Despite their cost reduction efforts 4063 issues were made at a value of \$113,000.00. The Optar/Requisitioning desk was kept hopping with 3000 requisitions valued at \$95,000.00. How the budget balanced with all departments in the red is a mystery shared only by LT Hazlett and Davy Jones.



SA Lieble



CS2 Mann



SA Mellum



TN Rabena



The *LYNDE McCORMICK* clip joint.



SD1 Natino



TN Sandoval



TA Ocampo



SA Peden



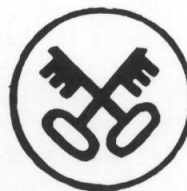
Supper for the crew.

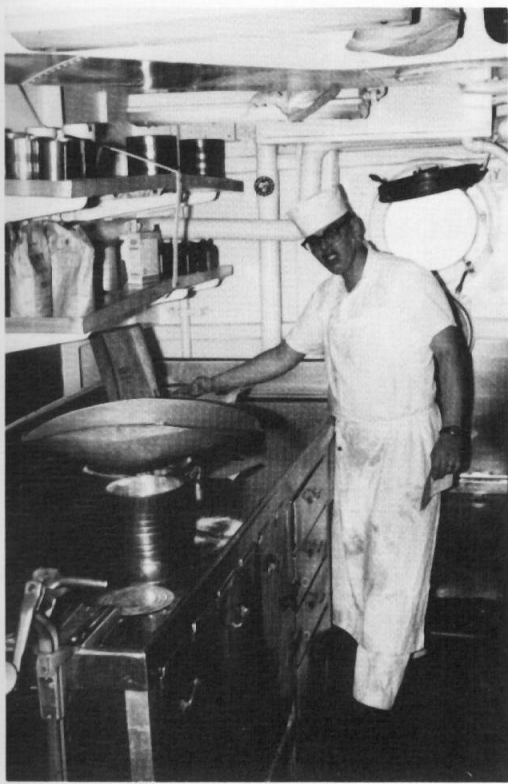


Some people can sleep anywhere.



Stacks of shirts to do and no time for horsing around.





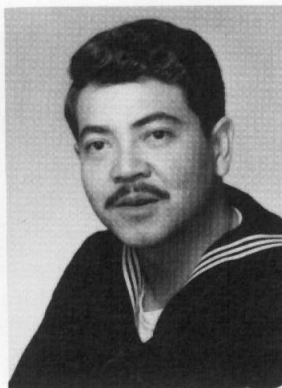
SN Sweeney prepares a dish with his cue card.



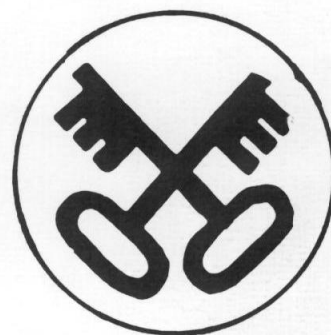
SD2 Sapida



'Pop' Warner's pride and joy.



SD1 Sayoc



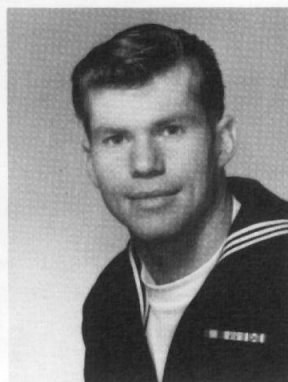
Supply helps with empty brass.



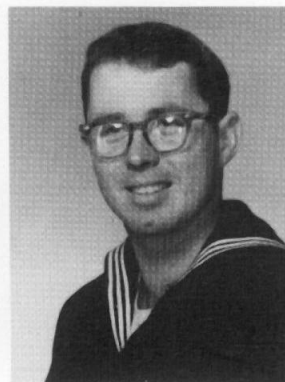
SN Howell's stowaway.



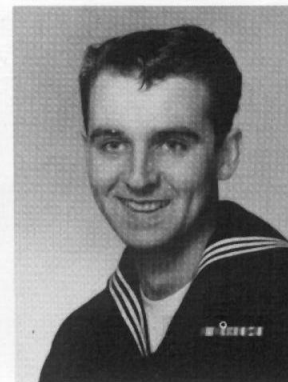
SN Scarborough



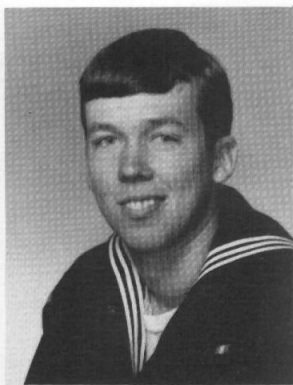
SHSN Schramm



SKSA Seaton



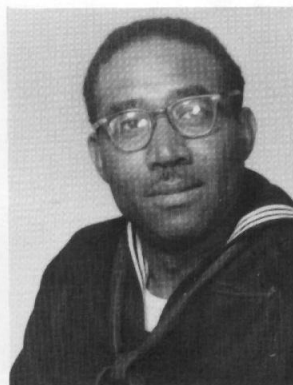
CS3 Straub



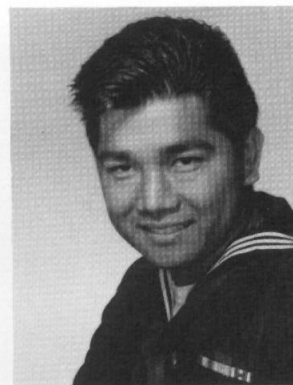
SHSN Sutton



SN Sweeney



CS1 Taylor



SD3Velasco



Mess cooks doin' their thing.



CS2 Warner



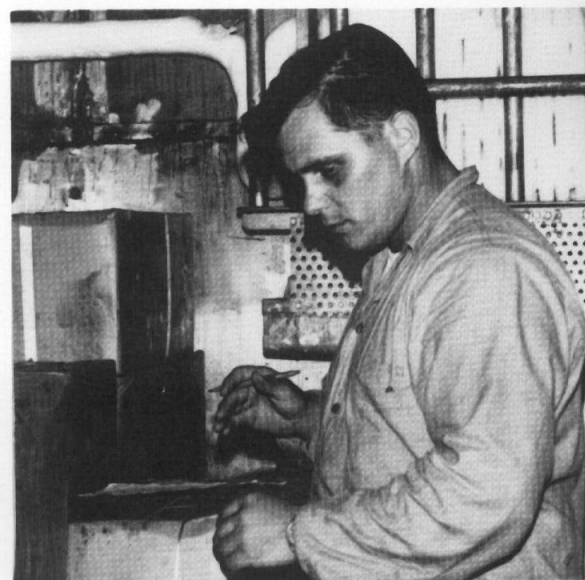
SK2 Hedeem as the GO ASROC sentry.



Knock off ship's work.



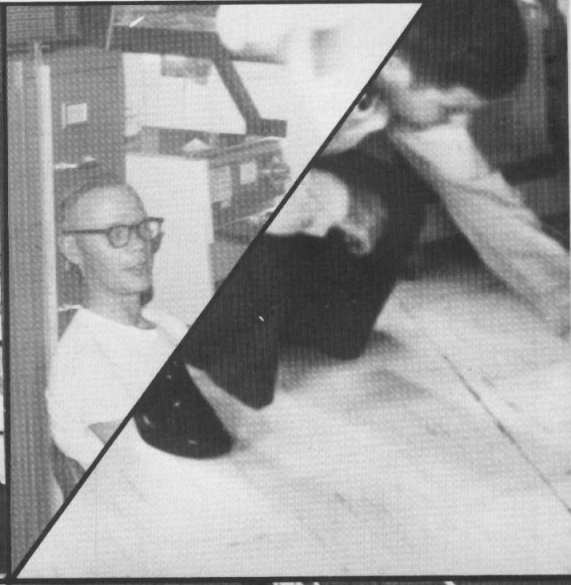
SA Wright



SN Gordon making breakouts.



NAVIGATION



LTJG WARNER



N DIVISION



LTJG Warner

The Navigation Department is the smallest department on the ship, consisting of only one division; "N" division. Yeoman, Personnelmen, Hospital Corpsmen and the Postal Clerk comprise the majority of "N" Division personnel and perform tasks very much unrelated to Navigation. The Quartermasters, only one-fourth of the division, are responsible for the safe Navigation of the ship and keeping a legal record of the ship's activities whenever underway. During General Quarters, Underway Replenishment, Sea Details and other evolutions, the Quartermasters are also responsible for steering the ship.

The administrative work on board is accomplished in the Ship's Office and the Personnel Office, manned by Yeoman and Personnelmen, respectively. Yeoman are responsible for all incoming and outgoing official correspondence, reports, central files, and officer's service records; while personnelmen handle all enlisted service records, transfers, receipts and formal school orders. During General Quarters, Personnelmen and Yeomen are assigned duties in CIC and the bridge as phone talkers and plotters.

The Ship's Medical Department is also assigned to "N" Division. The personnel assigned to this department are responsible for administering all the medical needs of the ship. Although no doctor is assigned, the Hospital Corpsmen, known as the Medical Department Representative, is capable of administering to all the needs of the personnel on board. During General Quarters, Sea Detail and Underway Replenishment Details, Hospital Corpsmen are stationed throughout the ship to provide aid and assistance in case of an accident. He is always on hand when a helicopter hovers over our fantail.

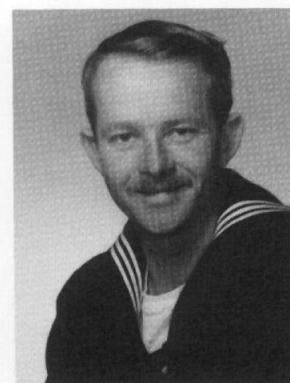
The Postal Clerk performs a service very important to the crew's morale. He is responsible for all incoming and outgoing mail and purchase of stamps and money orders.



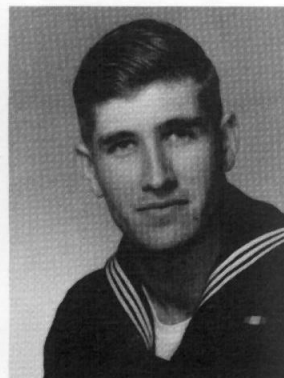
YNC Hanna



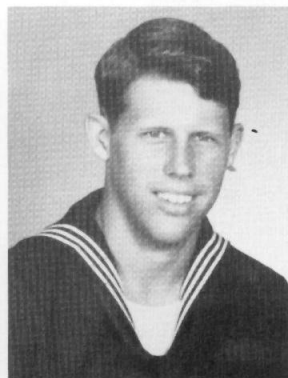
QMSN Burke



Campbell



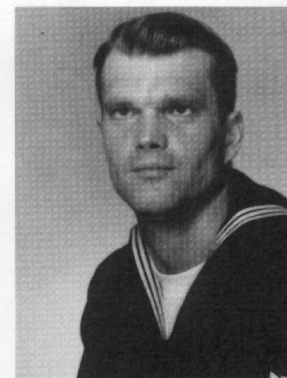
PC3 Dougherty



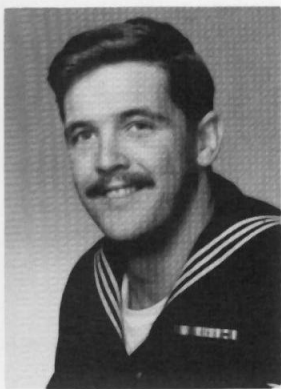
SN Engle



HM1 Fulps



QM2 Heftman



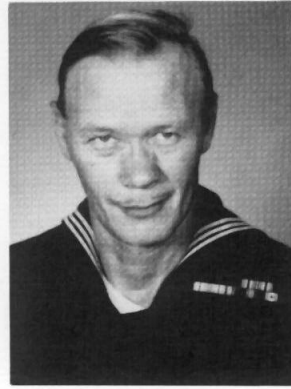
QM3 Homann



YN2 Kurtz



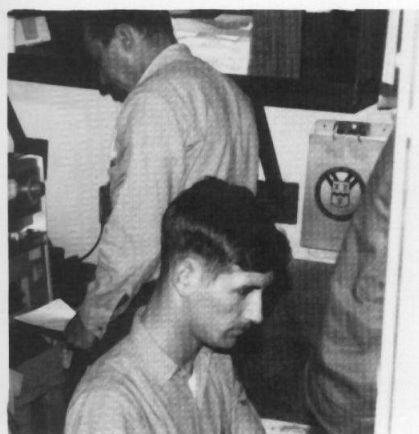
SA Leyva



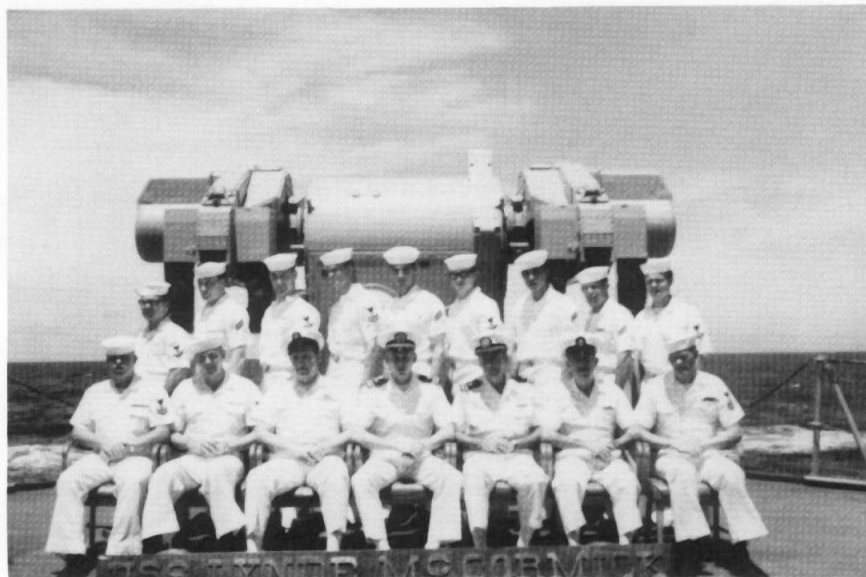
Pedde



QM2 Walker 'driving' at sea detail.



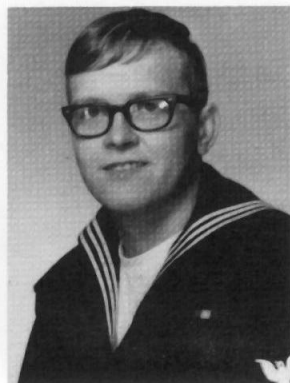
The ship's office crew at work.



Front (left to right) QM2 Walker, QM2 Homann, YNC Hanna, LT Warner, LT Plunket HMC Fulps, PN1 Pedde.
Second (left to right) HM3 Stevens, PNSN Whitley, PC3 Dougherty, QM2 Heftman, SN Jackson, PN3 Upton, SN Leyva, SN Engle, QM3 Burke.



HM3 Stevens



PN3 Upton



QM3 Walker



SN Whitley

S I B E R I A

UNION OF SOVIET SOCIALIST REPUBLICS

BERING SEA

C H I N A

NORTH

HAWAIIA

PHILIPPINE

MARIANA

SEA

ISLANDS

ISLANDS

ISLANDS

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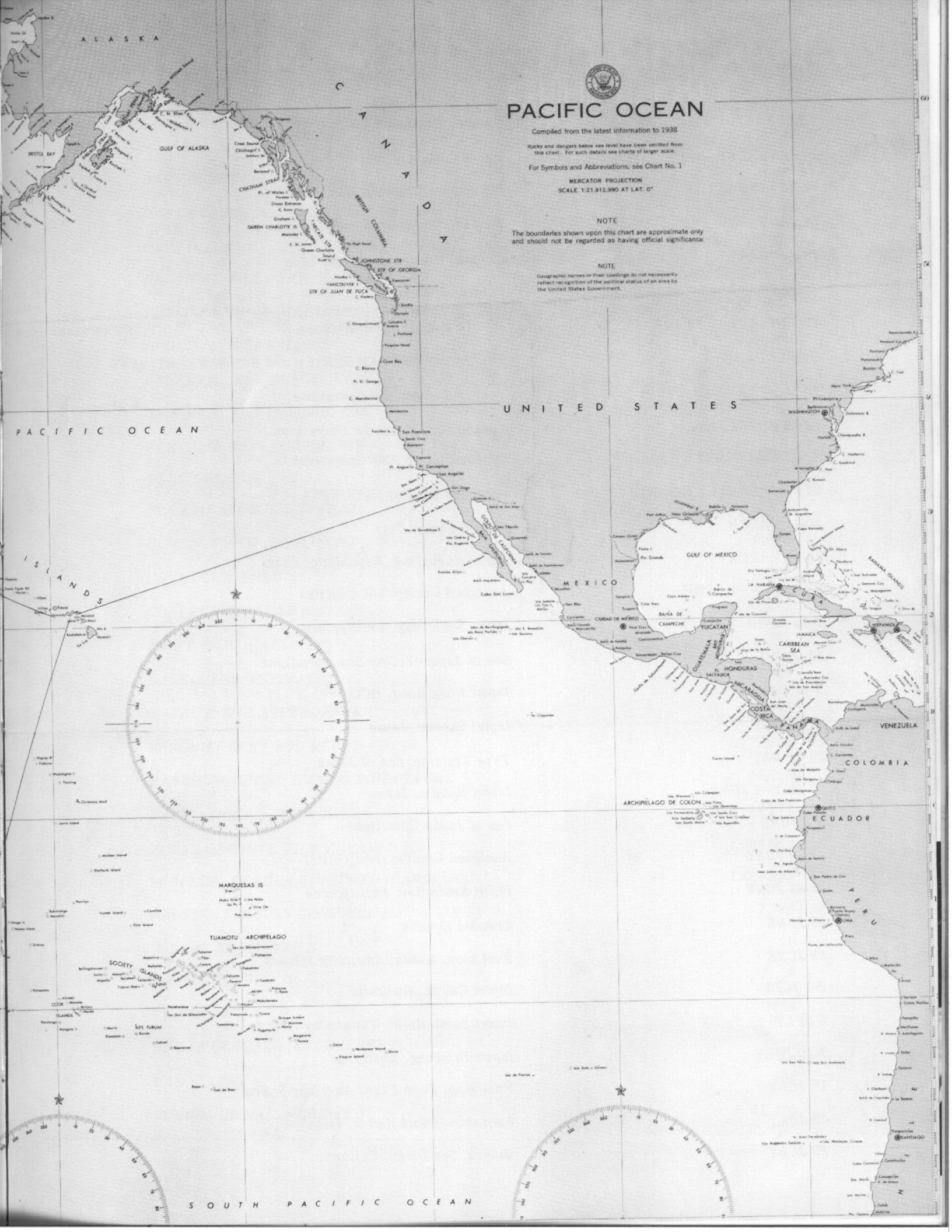
ISLANDS

ISLANDS

A U S T R A L I A

TASMAN

NEW



PACIFIC OCEAN

Compiled from the latest information to 1938

Rocks and dangers below sea level have been omitted from this chart. For such details see charts of larger scale.

For Symbols and Abbreviations, see Chart No. 1

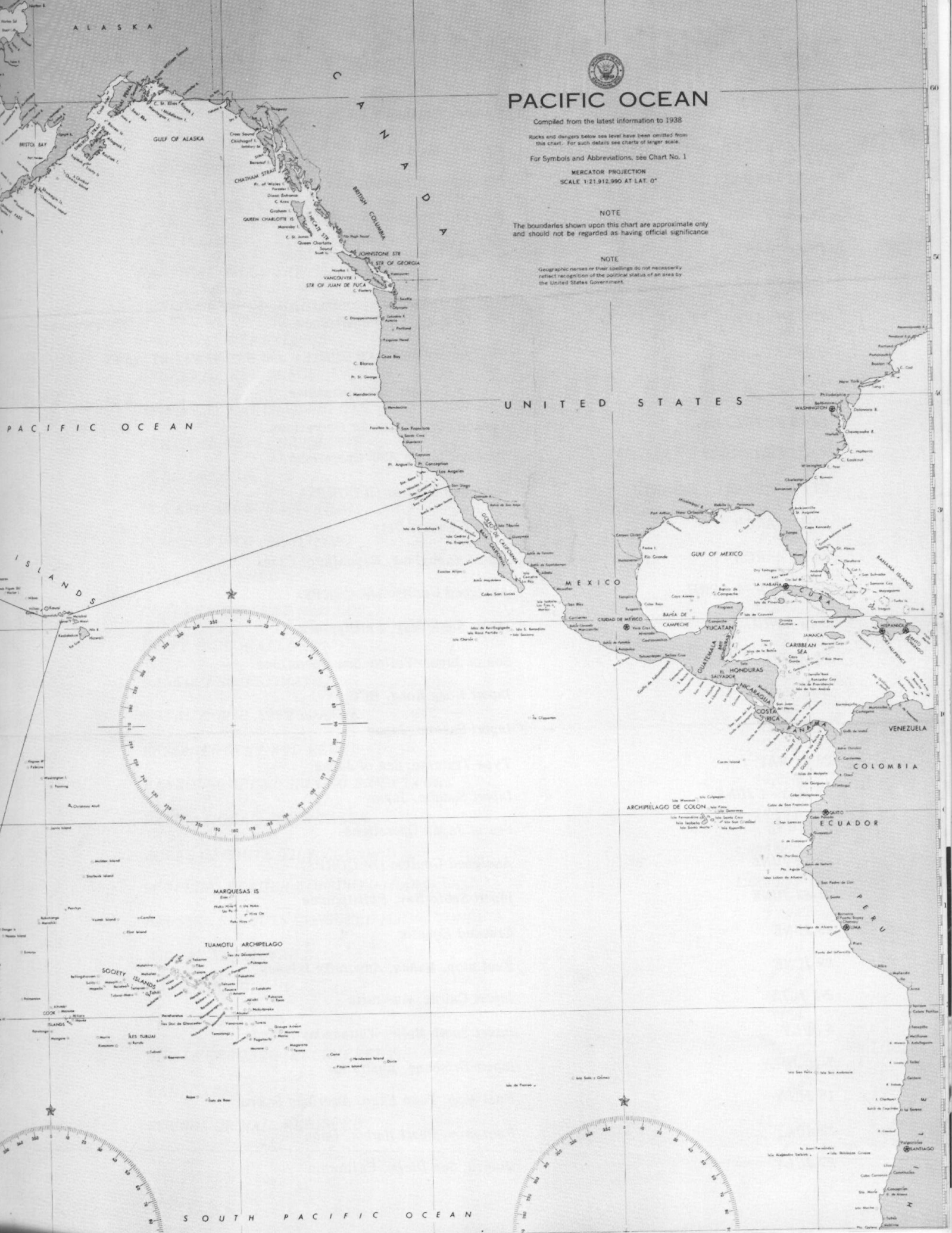
MERCATOR PROJECTION
SCALE 1:21,912,990 AT LAT. 0°

NOTE

The boundaries shown upon this chart are approximate only and should not be regarded as having official significance

NOTE

Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.



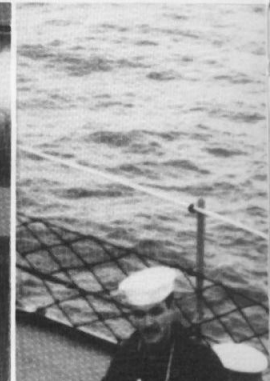
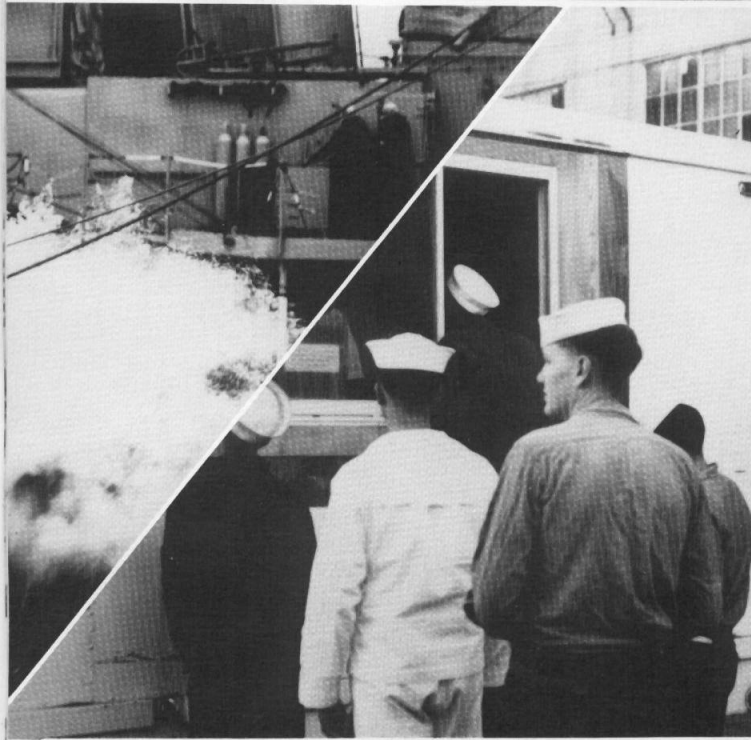
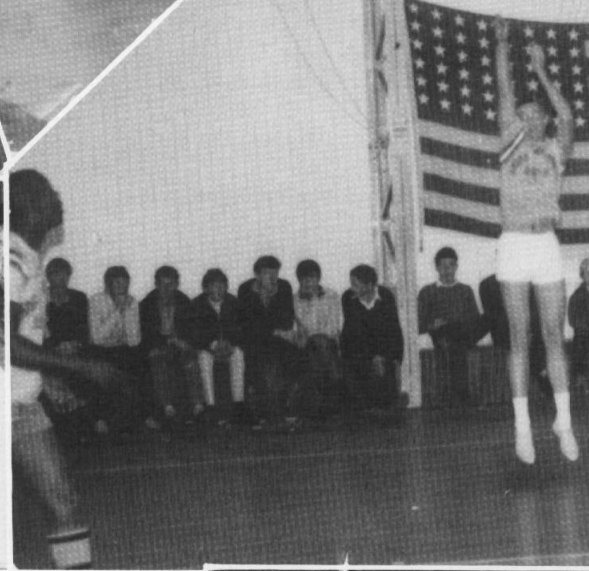
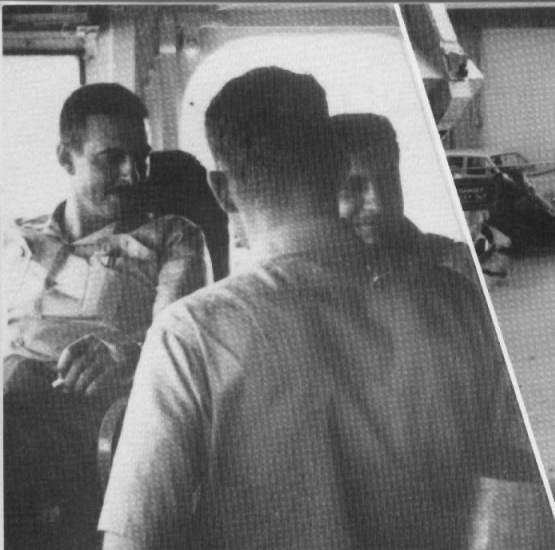
SOUTH PACIFIC OCEAN

WESTPAC '69 SCHEDULE

6 JANUARY	<i>Underway from San Diego</i>
11 JANUARY	<i>Inport LaHaina, Maui</i>
12-14 JANUARY	<i>Inport Pearl Harbor, Oahu</i>
18 JANUARY	<i>Fuel stop, Midway Islands, Marianas</i>
19 JANUARY	<i>Crossed International Date Line</i>
24 JANUARY	<i>Fuel stop, Guam</i>
29 JANUARY-7 FEBRUARY	<i>Inport Subic Bay, Phillippines</i>
9 FEBRUARY	<i>Rendezvous USS NEW JERSEY and USS NEWPORT NEWS</i>
10-13 FEBRUARY	<i>Yankee Station ASW Operations</i>
14-19 FEBRUARY	<i>Yankee Station Carrier Operations</i>
20-23 FEBRUARY	<i>Yankee Station ASW Operations</i>
24 FEBRUARY-7 MARCH	<i>Assigned Gunline (II CORPS)</i>
10-11 MARCH	<i>PIRAZ Escort Duty</i>
14-18 MARCH	<i>inport Kaohsiung, Republic of China</i>
22 MARCH-4 APRIL	<i>Assigned Gunline (IV CORPS)</i>
6-15 APRIL	<i>Inport Subic Bay, Phillippines</i>
18 APRIL-7 MAY	<i>Sea of Japan/Yellow Sea Operations</i>
9-14 MAY	<i>Inport Hong Kong, BCC</i>
17-24 MAY	<i>Inport Sasebo, Japan</i>
25-27 MAY	<i>Type Training, Sea of Japan</i>
28 MAY-4 JUNE	<i>Inport Sasebo, Japan</i>
5-9 JUNE	<i>Sea of Japan Operations</i>
12-19 JUNE	<i>Assigned Gunline (IV CORPS)</i>
21-23 JUNE	<i>Inport Subic Bay, Phillippines</i>
28 JUNE	<i>Crossed Equator</i>
29 JUNE	<i>Fuel stop, Manus, Admiralty Islands</i>
2-3 JULY	<i>Inport Cairns, Australia</i>
5 JULY	<i>Inport South Molle, Whitsunday Islands</i>
7-10 JULY	<i>Inport Brisbane, Australia</i>
16 JULY	<i>Fuel stop, Pago Pago, American Samoa</i>
22 JULY	<i>Fuel stop, Pearl Harbor, Oahu</i>
27 JULY	<i>Moored, San Diego, California</i>

WESTPAC '69 STATISTICS

DAYS OUTSIDE CONUS	203
DAYS UNDERWAY	144
DAYS INPORT	59
NAUTICAL MILES TRAVELED	45,951
FUEL CONSUMED (GALLONS)	4,099,401
UNDERWAY REFUELINGS	29
UNDERWAY REARMINGS	9
UNDERWAY REPLENISHMENTS	7
VERTICAL REPLENISHMENTS	3
HELO DETAILS	42
SEA AND ANCHOR DETAILS	94
ROUNDS FIRED (FIVE INCH)	5,032
COKES CONSUMED	8,208
COFFEE CONSUMED (GALLONS)	43,375
PAINT USED (GALLONS)	5,785
HANGOVERS (ESTIMATE)	19,800
TOTAL MOVIE ATTENDANCE	20,162
MESSAGES SENT AND RECEIVED	7,182
MANHOURS SPENT SHINING BRIGHTWORK	14,616
NAVIGATIONAL FIXES TAKEN	18,721
ACRES OF WHITE TILE CLEANED	4,826,069
SCOURING POWDER CONSUMED (CANS)	1,684,027
BRUSSEL SPROUTS CONSUMED (LONG TONS)	7,026
SUNDAY SEA DETAILS	39
BABIES BORN	8
FLAILS SURVIVED	469
MEN OVERBOARD (RECOVERED)	1
MAIL CALLS	88
POUNDS OF MAIL RECEIVED	12,304



Transit from the States to WESTPAC is not a period to 'rest up', but an extensive period of training. This training goes on twenty-four hours a day as we prepare to take our ship into battle. The exercises are organized into 'packages' to be conducted during a given time. Here's a typical evening with Pack Delta:

Let's do Pack Delta again tonight,
A little comm, some flashing light.
Some CW drill, to pass the time,
To train us up, to reach our prime.
For Naval gunfire, let's use net two,
You shoot and shoot before I do.
Then I'll use the guns to take what's left,
You spot for me, we'll become quite deft.
Radio checks at three-quarters-past three,
Comex then and guns are free.

Recognition is another Ex,
We do tonight, we'll soon be wrecks.
Sigs do this within each ship,
The third time done upon this trip.
Strikers should try to participate,
We need to train, ere it's too late.

A CW drill on circuit five,
At four o'clock we come alive.
Ships should send five each to each,
Of twenty groups, C1 to reach.
Strikers once again should sit,
And try their luck a little bit.
And if they do not quickly shine,
To err is human, forgive divine.

Pack Delta is one that we won't miss,
Good luck to all who read through this.

LT S. V. HOLMES



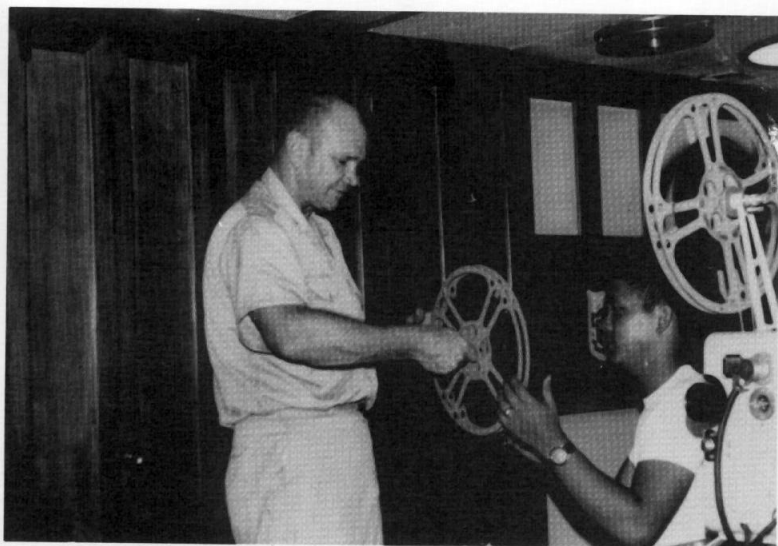
MT 52 firing during an AAW exercise.



CIC and WDE detect and track a target.



Chief Caldwell copies flashing light.



Commodore Cummings instructs IC3 Zantua?



School call on the 81mm smoothbore.



Watching the rounds hit.



Now this is real training.



NGFS practice.



Learning to write SDRAWKCAB takes some practice.

REFUELING LYNDE McCORMICK



The riggers remove the inhaul.



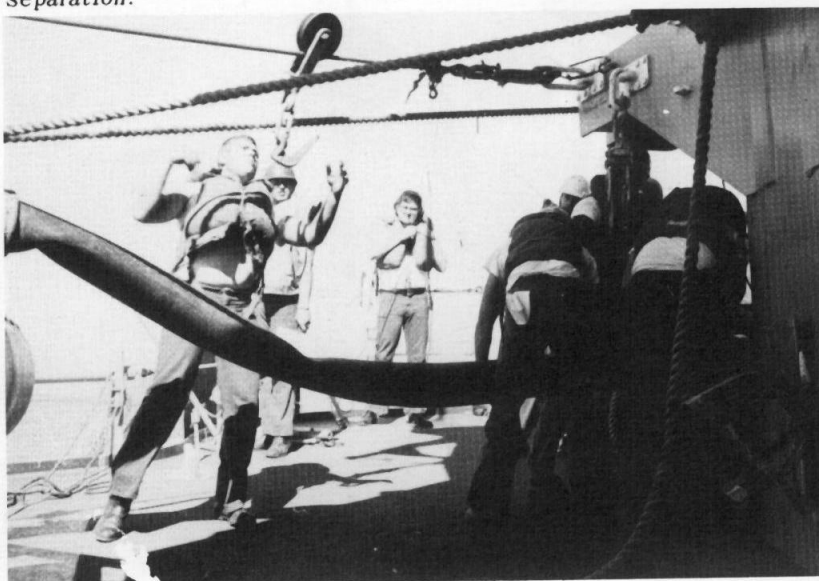
Sometimes the weather adds to the problems.



Distance line personnel keep us informed of the separation.

Fueling at sea has been a part of the U.S. Navy since the days of the coal burners. Today we consider underway refueling a common evolution – especially on Sunday! Oilers come in many different sizes, but they all have the same goal; get that hose across and deliver the fuel.

Refueling is probably the most dangerous of the replenishment evolutions. The spanwire, hoses, riding lines, etc. are all possible hazards to UNREP station personnel. *LYNDE McCORMICK* men handled our 29 underway refuelings quickly and safely. And hardly spilled a drop of the 4,099,401 gallons delivered!



Hooking up the Robb.



A destroyer gets a drink as we sit in life-guard station.

REPLENISHING LYNDE McCORMICK



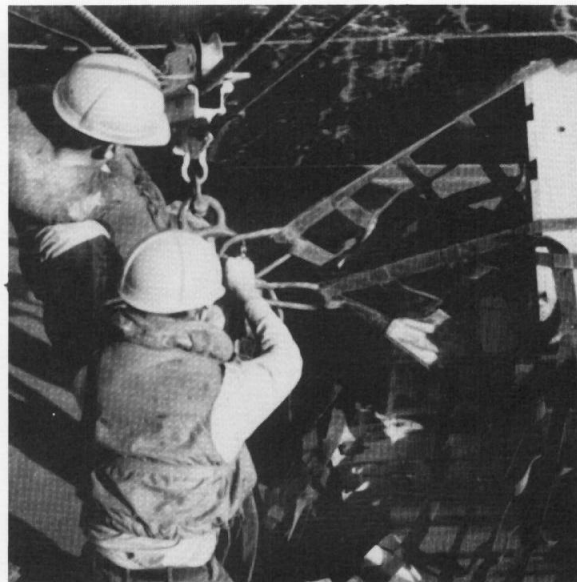
Chief Nesbitt brings us alongside.



Stores handlers clear the station.



Bridge, Midships. Request permission to secure.



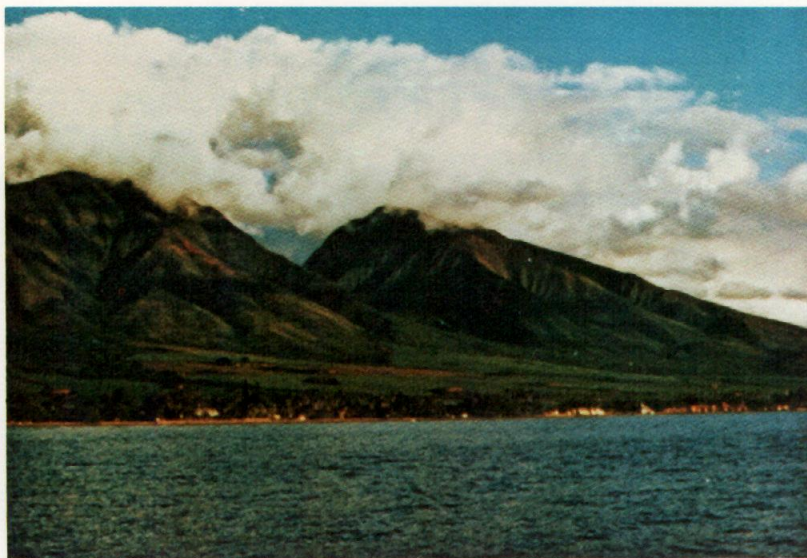
Hook 'er up and send it back.

You can steam around a long time before you find a supermarket in the Pacific. Although we can carry enough food to provide for our crew for over 60 days, fresh foods just do not keep that long. Most of our provisions are brought aboard by underway replenishments.

It's a tricky operation to move two ships close enough together to pass stores across on a wire, but the Pacific's best DDG can boast of a fine record. Our UNREP station crews are fast and safe and our ship control team maneuvers the ship with unequalled expertise.



The end of an exciting ride.



The beautiful mountains of Maui.

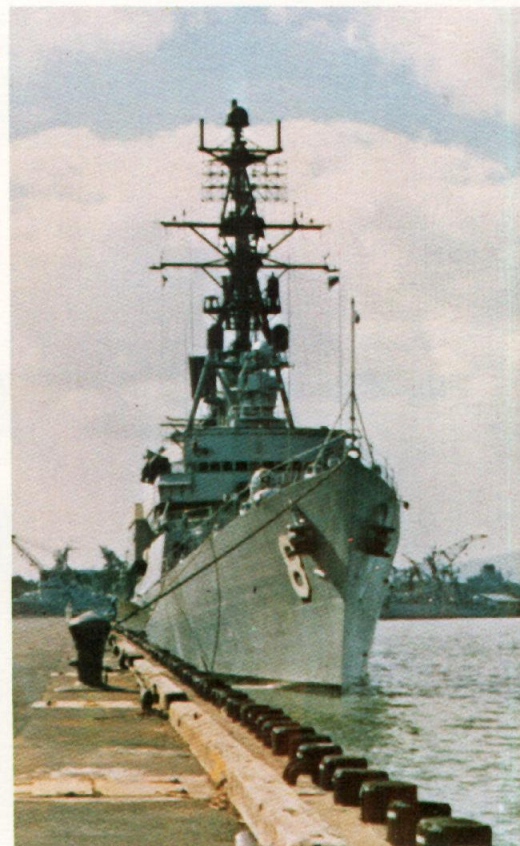


Hutch and the boys wait for a rebound.



The remains of a proud ship.

HAWAII



LYNDE McCORMICK during our stay in Pearl Harbor.

Our first liberty port was Lahaina, an historic whaling haven and old U.S. Navy base on the beautiful island of Maui. The boat landing is in old town, close to the Civic Center and Pioneer Hotel. The Civic Center is a large block with one small courthouse and one large Banyan tree which covers the entire block.

In the Pioneer Hotel is a quaint and historic "Ye Olde Whaler's Grog Shoppe", where whaling men and Navy sailors met in the eighteen hundreds. There is a beautiful village full of Hawaiian lore directly behind the courthouse which is great for sightseers and picture snappers.

McCormick men found a variety of activities to occupy the few hours we had in Lahaina. At 0200 we weighed anchor to proceed to Pearl Harbor in Honolulu, Oahu.

MIDWAY and GUAM

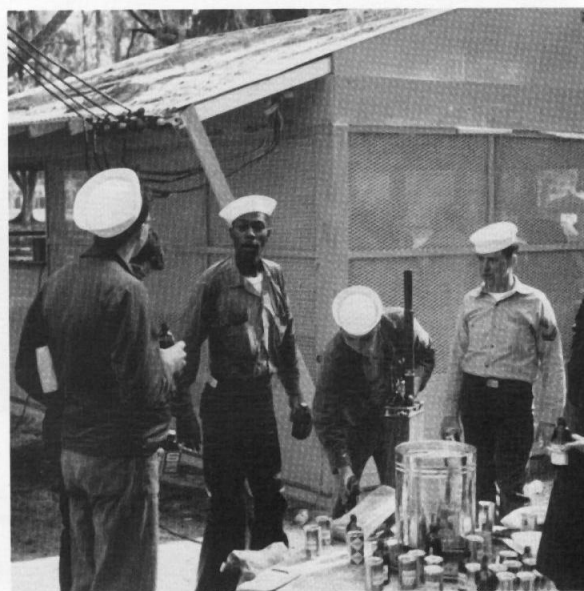
Fueling stops in the Midway Islands and Guam were a welcomed rest from the training and transit period. The ships of Destroyer Division 172 used these stops for a bit of recreation and intra-division competition.

Skin diving, softball, bicycle riding, and a big picnic (complete with liquid refreshment) added to Midway's isolated existence. The famous Gooney birds were in rare form. It was nearing time for the eggs to hatch and as far as the eye could see, the birds were "letting off a little steam".

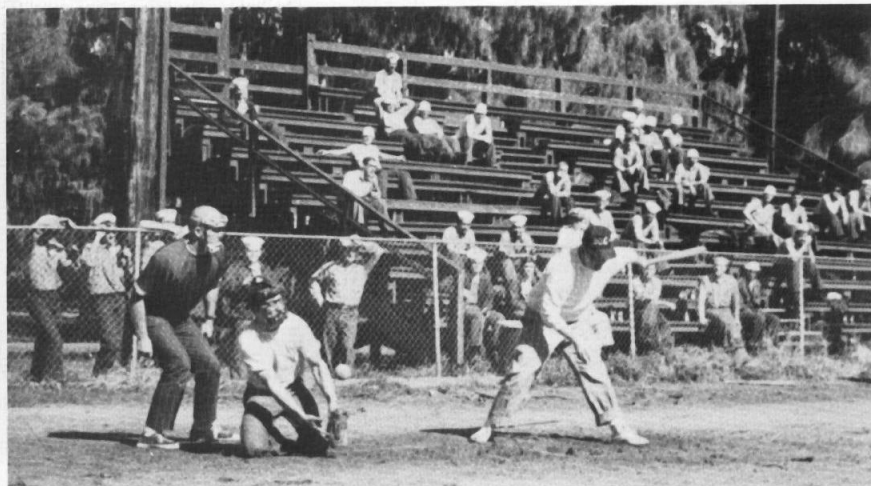
Guam's fueling stop again provided an opportunity for **LYNDE McCORMICK** men to relax for a few hours. We turned to the beaches and softball diamond for recreation, and into our racks for sleep. In Guam we caught our first glimpse of the war we were bound for as the huge B-52 bombers returned from missions over Viet Nam.



Look! We're on candid camera.



Who's got the church key?



Casey at the bat.



The XO struck out.

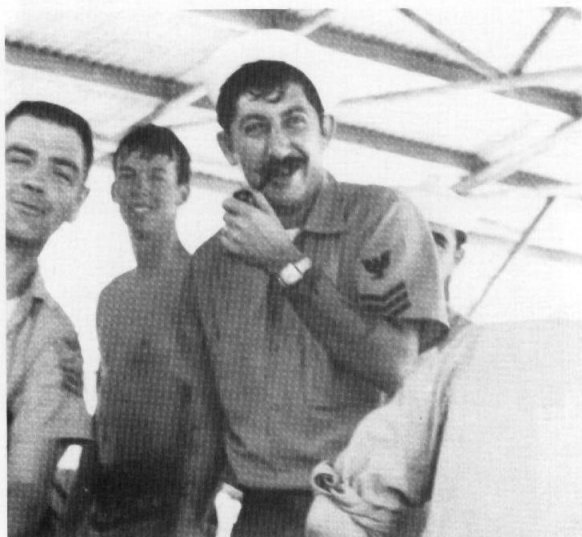
SUBIC BAY



Steerike one!!!



How do you do?



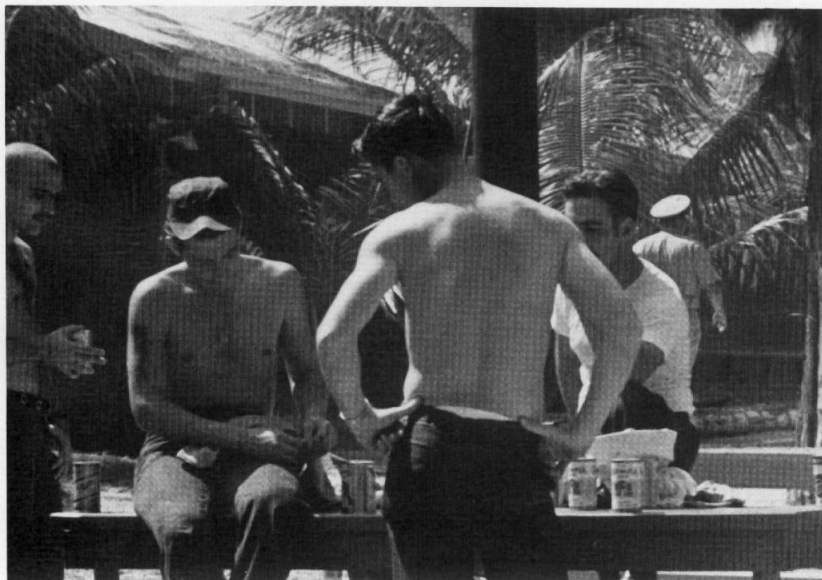
How sweet it is.

Our next port of call was Subic Bay, in the Phillippines. Subic is not considered the Garden Spot of the Pacific (for good reason), but the huge efficient ship repair facility makes it our primary upkeep port.

The base at Subic was originally owned by the Spanish. When the Spanish were driven out at the turn of the century, the U.S. was given a large portion of the base.

As this was our last port before taking the ship into battle, "Turn To" was the order of the day, (and night): We received turn over equipment such as flak jackets and 50 caliber machineguns and all our ordnance, propulsion, and communication gear was checked and rechecked for proper operation.

After we knew our ship was ready, we "cut ourselves a little slack" and threw a highly successful ships party on Grande Island. As usual we included softball, beer, steaks, beer, horseshoes, beer, skin diving, beer, and 7 UP (?).



Grande Island can't be beat.



Who are you trying to fool?

KAO-HSIUNG



The crowded harbor.

There are no 'Yankee go home' signs on Taiwan, the island fortress of the Chinese Nationalists. The Chinese are glad the Americans are there, and McCormick men were mighty glad to be there after 37 days on the gunline.

Kaohsiung is located on the southern end of Taiwan and is the country's largest seaport. The country manufactures many luxury items for export as labor is cheap and the craftsmanship is outstanding. Loading and off-loading ships in the harbor is still accomplished by manual labor and by ancient methods.

Once in town, McCormick men found a wonderland of shops and (Oh yes!) bars. Tailoring, wood and ivory carving, porcelain wares, brass items, silk material, and shoes are as good quality as anywhere in Asia and somewhat less expensive. Kaohsiung has an abundance of taxi-cabs, pedi-cabs and rickshaws. Taxi fares are cheaper than San Diego. But a ride in one of Kaohsiung's miniature, honking taxis is a lot greater risk to life and limb than one would ever experience back home.

Five days of R & R left most of us ready for sea, and all of us broke. On 19 March we got underway for Vietnamese waters and the gunline.



Main street, Kaohsiung.



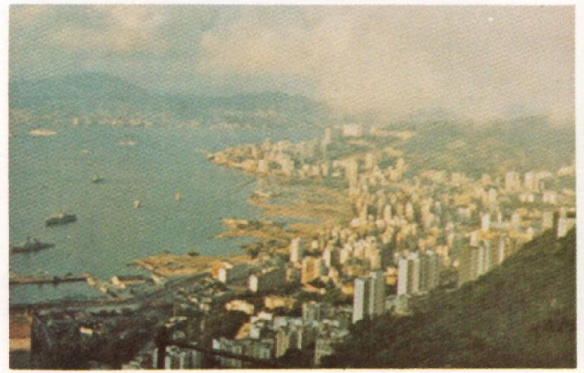
Three happy tourists.



Getting ready for liberty call.

HONG KONG

The most looked forward to port in WestPac must be Hong Kong, the Pearl of the Orient. Located precariously close to Communist China, Hong Kong has always been a tourist mecca. Because it is a free port, items from anywhere in the world can be purchased at amazingly low prices. Of course Hong Kong tailors are renowned for their skill and speed.



Mighty Mac as seen from Victoria Peak.



Tiger Balm Gardens – a must for Hong Kong visitors.

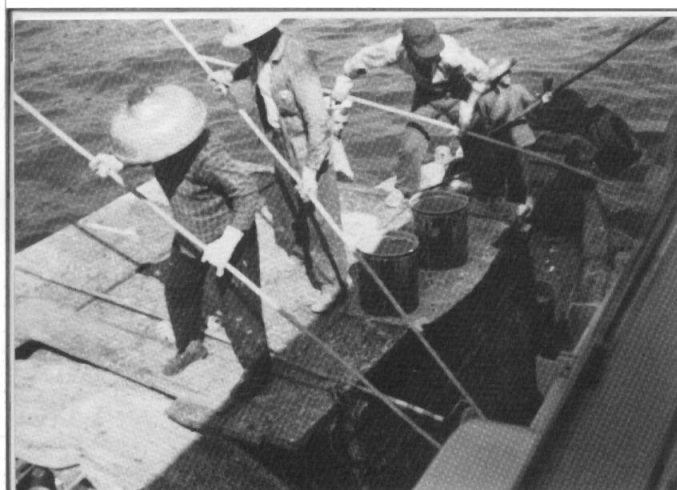


The Ocean Bar party crowd.



This sweet young thing was just too warm with all those feathers.





Mary Soo's girls painted the sides.



McCormick men on their way to the tram.



The best DDG – Just at sunset.

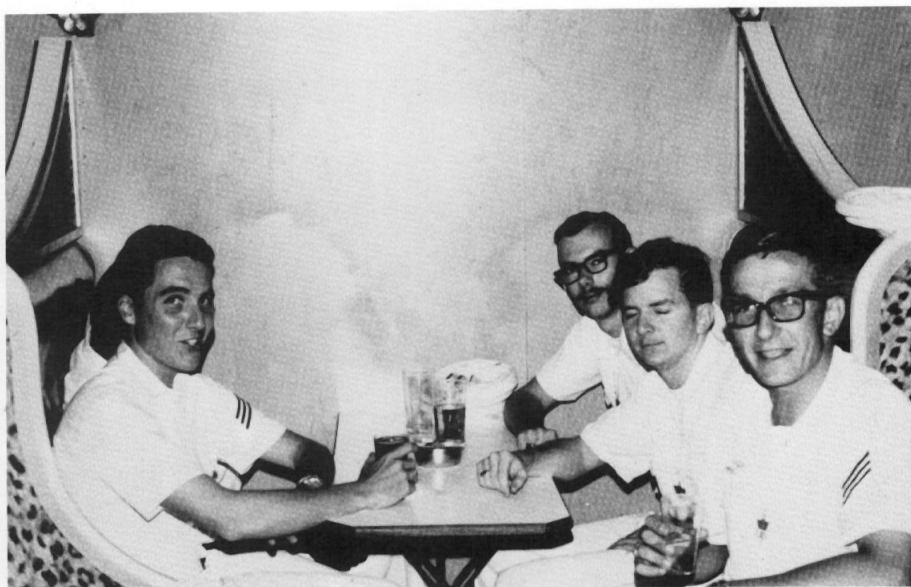
For the men of McCORMICK our Hong Kong visit was for R & R only. The only work accomplished was keeping the ship clean. While Mary Soo painted the ship out, McCORMICK sailors hit the beach to go on tours, take pictures, have clothes made, visit Wanchi, and just plain relax.

Our old friend Diamond Jim helped us organize a two night party at the Ocean Bar which was a smashing success. McCORMICK men purchased literally thousands of dollars worth of cameras, stereo equipment, tailor-made clothes, shoes, sweaters, rattan ware, and numerous other items.

Unfortunately, even 0900 liberty must come to an end, and on 15 May we got underway for our "Home away from Home", Sasebo, Japan.



Wanchi taxi.



Just having a ball.

SASEBO

In the last two years *LYNDE McCORMICK* has spent almost as much time in Sasebo as she has in San Diego. During our last cruise we found the city to be a refreshing change from our other ports of call and even as broke as we were from Hong Kong, we all looked forward to charming Sasebo.

As we entered the harbor that morning we were warned of possible changes. The *USS KITTY HAWK* (CVA-63) lay at anchor and India Basin was packed with destroyers – prices would be high. And high they were! Our home away from home seemed a bit less friendly.

It was just as well because our Sea of Japan Operations and Hong Kong R & R had left us much work to do. All hands “Churned and Burned” to get *Mighty MAC* ready to return to the line.



The McCormick combo.



Chief rat.



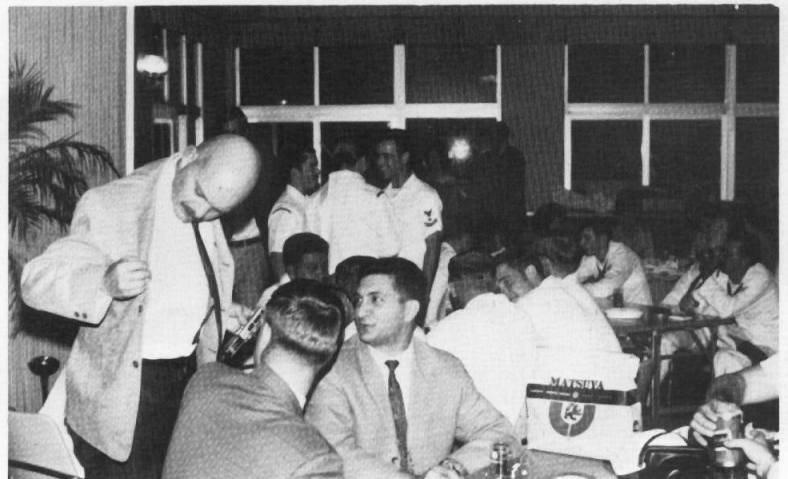
Verry interesting.



The entertainment seems to be holding most people's attention.



Pat, it's not polite to stare.



The XO's Hong Kong threads.



Attention to Colors.



A Sasebo side street in Saki Town.



We were chosen to be general visiting ship for Armed Forces day on Sunday the 18th of May and before the day was over 1969 visitors had crossed the brow. In true McCORMICK fashion we rolled out the red carpet and showed our ship proudly.

Many Sasebo citizens will long remember "Partners for Peace" And the kids will never forget the cookies and punch.



Those are sure good cookies.



Answermen.



The firefighting equipment display attracted much attention



The quarterdeck watch just before the visiting began.



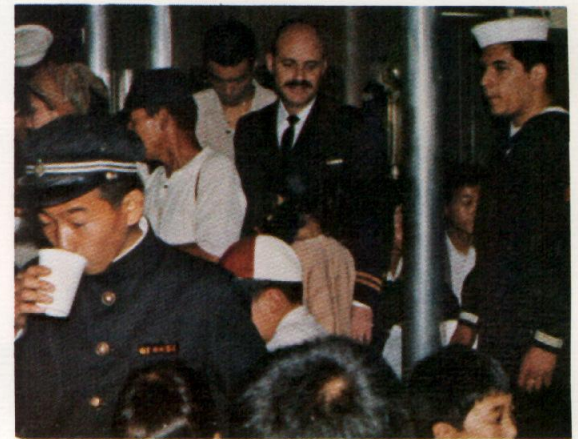
And there is where the Sub sank.



The Captain and LT Pennington greet a guest.



LYNDE McCORMICK in Japanese.



LT Hazlett checks to see that everything is OK.



The prettiest ship in the fleet.



Japanese schoolboys complete the tour.

After three days of type training with KITTY HAWK and 8 more days of upkeep we again steamed up to the Sea of Japan for defender station duty near Korea.

REARMING LYNDE McCORMICK



Carrying bullets with tender loving care.



One for you, one for you, . . .



Another pallet is lowered to the deck.

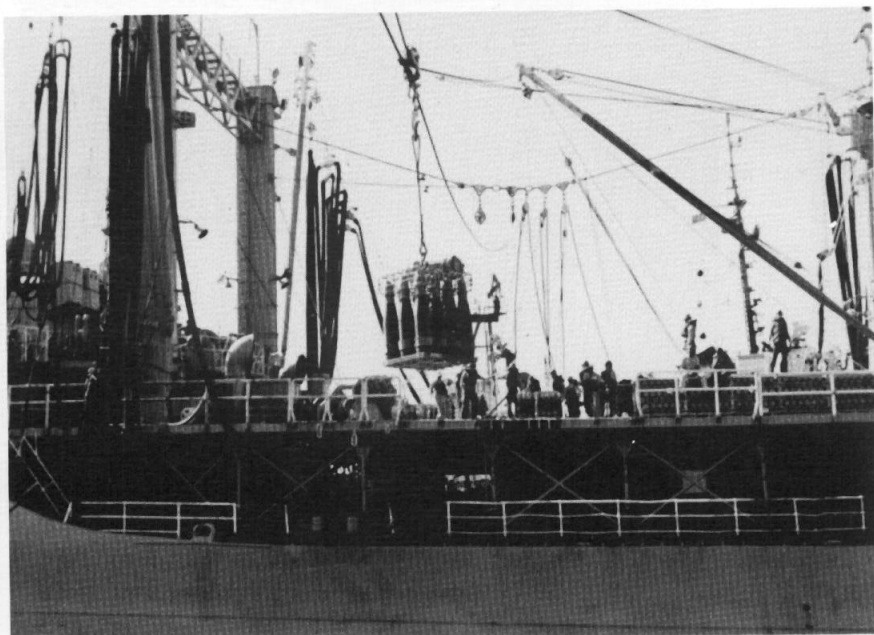


Powder cans are a little lighter, but still not easy.

Naval Gunfire Support was our main objective in Vietnamese waters. Stories about NGFS are wide spread, but mention is seldom given to the means by which the ammunition is received and struck below to the magazines. All the projectiles and powders are brought aboard by strong-backed sailors!

Underway replenishment was our only means of receiving ammo. The procedure is both dangerous and time consuming; but without this method we would have to enter port every two or three days. The ammunition is passed from the AE to us along a wire as the ships steam about 80-120 feet apart at 12-15 knots.

Once the ammo is on board, each bullet and powder is hand carried to the magazine. Carrying projectiles which weigh more than 70 pounds each can be tiring, but McCormick men know that speed is essential for an efficient evolution.



CROSSING THE EQUATOR

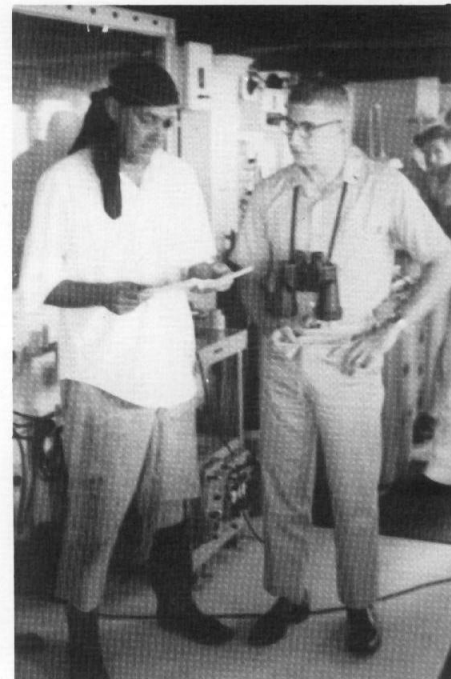
On the 27th of June a strange visitor appeared on the forecastle bearing a message for the Captain from his Royal Highness, Neptunus Rex. It was none other than DAVY JONES delivering the following summons:

Greetings and Beware,

Whereas, the good ship USS LYNDE McCORMICK (DDG-8) bound southward for the equator is about to enter our domain, and the aforesaid ship carries a large and slimy cargo of landlubbers, beach-combers, cargo-rats, sea-lawyers, lounge-lizards, parlor-dunnigans, plow-deserters, park-bench warmers, chicken-chasers, hay-tossers, sand-crabs, four-flushers, cross-word puzzle bugs, and all other living creatures of the land, and last but not least, be-vamps, liberty-bounds, and drug-store cowboys falsely masquerading as seamen and Man-o 'warships of which you are a member, having never appeared before us; and

Whereas, the Royal High Court of the Raging Main has been convened by us on board the good ship LYNDE McCORMICK on the 28th day of June 1969 at Longitude 142° 15' E and at Latitude 00° 0', and an inspection of our Royal High Roster shows that it is high time the sad and wandering nautical soul of that much abused body of yours appeared before the High Tribunal of Neptune; be it known that we hereby summons and command you now a slimy polywog, to appear before the Royal High Court of the County of Equatis, Vale of Pacificus, Doman of Neptunus Rex.

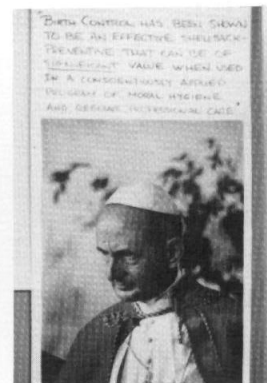
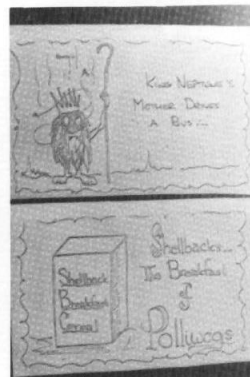
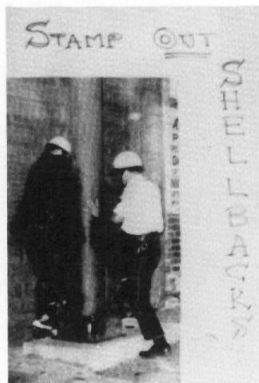
Unfortunately, the slimy polywogs did not heed Davy's advice and the "Wog regellion" was on. Many a Trusty Shellback was forced to endure gross degradations at the hands of the wogs.



Davy Jones and LTJG Woodall, the OOD.



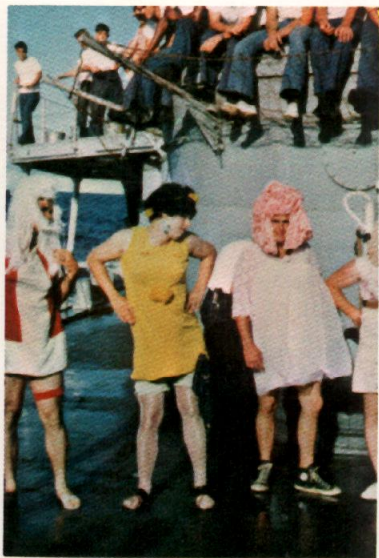
The wogs viciously attacked the royal court's integrity and character.



Signs such as these appeared all over the ship.



In honor of crossing the equator, the Royal, Trusty Shellbacks permitted the lowly, slimy, slinky polywogs to conduct a beauty contest among the young lovelies in each Division. The sweet young things "displayed" themselves for two days while competing for the coveted title of MISS McCORMICK and exemption from the Shellback Initiation. Rumor has it that TESSIE TRESTON was attacked several times during these two days but succeeded in preserving her honor on each occasion.



Some of the girls were sexy.



Others were sweet and cute.

It was all fun and games for the wogs until 0530 the next morning when all Polywogs heaved out and triced up, put their trousers on backwards, and began a long morning. After serving the Royal Shellbacks a breakfast of steak and eggs, Polywogs were treated to a feast of green pancakes, overcooked spaghetti, and a magnificent salt water drink.

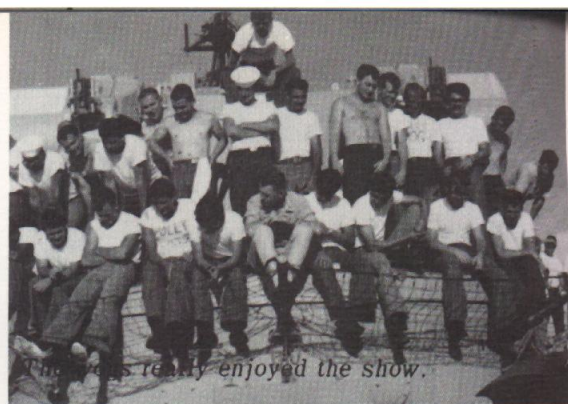
At 0815 the Captain turned the ship over to King Neptune and the solemn rites of initiating Slimy Polywogs into the realm of Neptunus Rex began.



The Royal Court posed after the initiation.



The Caprain turned the ship over to Davy Jones



They really enjoyed the show.



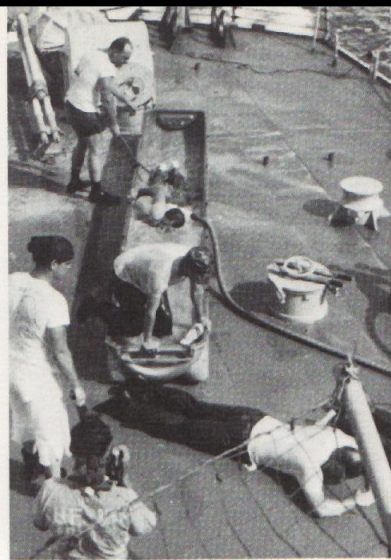
The bedroom's entry, Toni Baker in the entrance



What a line up!



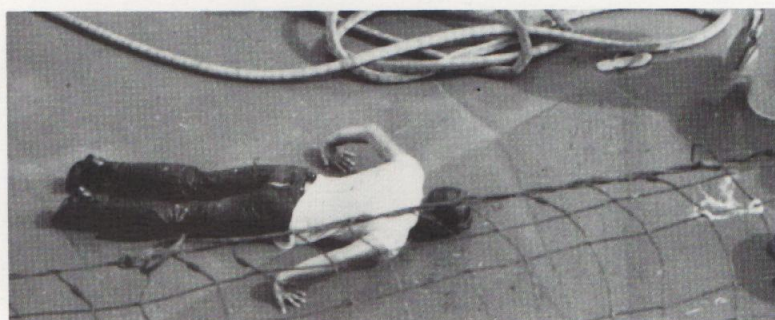
The XO getting his licks in.



On your belly, polywog.



The Royal Barber at work.



This wog is laying low.



Head down!!



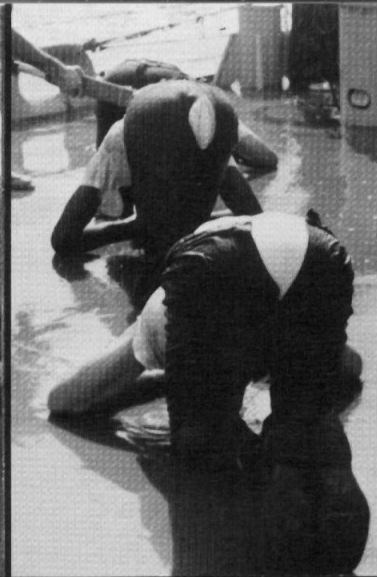
No fair breathing, Mr. Grahn.



What's this emerging from the 'chute'?



The Belly.



AUSTRALIA

After 6 months of WestPac operations we set sail from Subic Bay on the morning of 24 June to begin that long trip home. This was not to be just a long transit, but also a chance to visit our allies "Down Under" in Australia. We had heard many tales about Australia and despite loud rumblings from our vocal "Brown-baggers" just about everyone was a bit curious if not down right excited about the prospects ahead.



McCormick men soon found that the Australian Pub has more than a quaint atmosphere and a dart board.



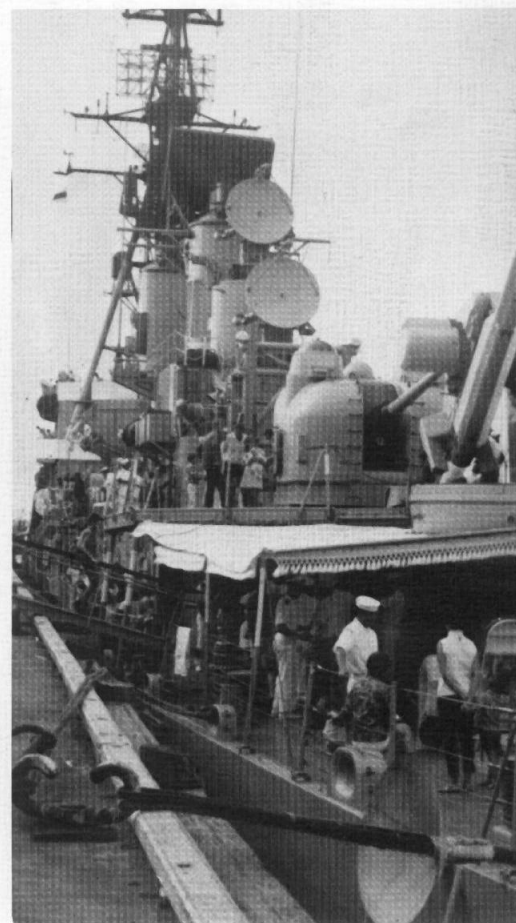
Visitors virtually take over the ship.

Our first port of call "down under" was Cairns, in northern Queensland. Cairns is a relatively small town located in a rural area of Australia. There were no kangaroos, wallabys, wombats, or platypusses, but the people were something else. After hearing about the friendliness of the Australians in sea stories, many of the crew were a bit sceptical. What a surprise! The American Warship was the biggest thing that happened to Cairns this decade; and the town came out to see us in force.

After two days in Cairns we sailed southward to the resort island of South Molle in the Admiralty Islands. Located on the Great Barrier Reef, this island is a favorite of many vacationing Australians. Again the hospitality was overwhelming. The island was small and quiet - offering many recreational activities.



The Queensland coastline as we entered Cairns.



Where did they all come from?



83 beers, please.



Visitors line the pier in Cairns.



A gathering of the Wardroom in a Cairns hotel.



Waiting for a ride back to the ship in South Molle.



The Australian countryside is much like the U.S.



The Australians on South Molle were very hospitable.

Brisbane, the capital of Queensland, was our next port. This beautiful city was a great change from Cairns and South Molle, but the people were still outgoing and enthusiastic about our visit. We were challenged to a basketball game in the town of Toowoomba which lies about 80 miles from Brisbane on the edge of a great central plateau in Queensland. Being guests, we felt it wouldn't be proper to win, but the tour of the countryside and party after the game will long be remembered by all who attended.



Here are our own *LYNDE MCCORMICK* roundballers.



The game is on.



Mr. Corr demonstrates his levitational powers.



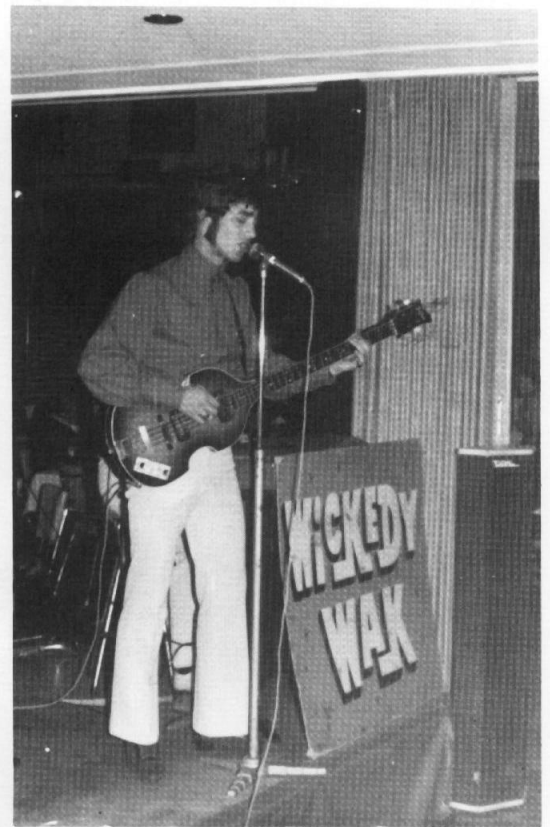
The Mountaineers gave each of us a memento of the game.



An old Australian custom we picked up.



One nice Australian lass entertained.

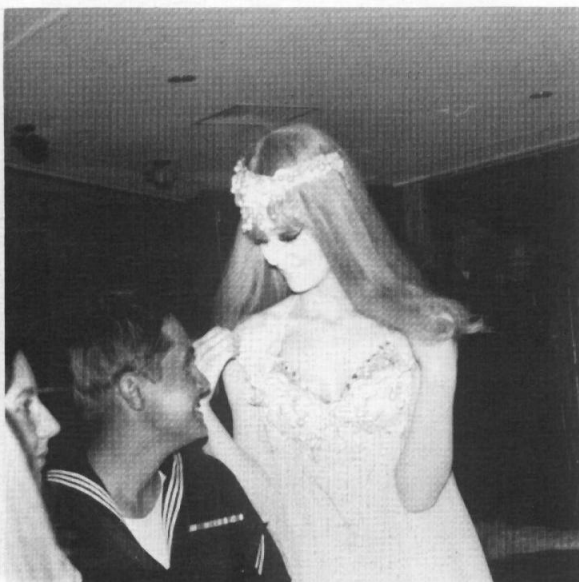


The Wickedy Wak played at the best party of the whole cruise.



The XO surveyed the situation.

Australia was a great place to visit – but as we steamed out of Brisbane on 11 July, we were all thinking of a place where the weather is nicer, the prices cheaper, and the people even friendlier.



Hello there!!



Four ladies from Brisbane.

VERTREPING

LYNDE McCORMICK



One netful on the way.



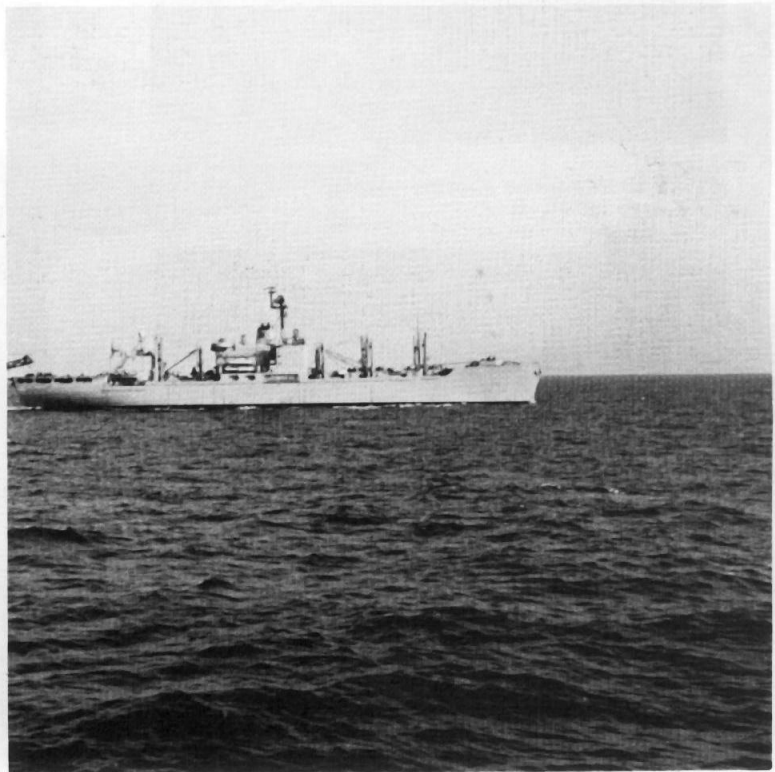
Shuttle run from the USS MARS.

The greatest danger during alongside replenishments is the possibility of a collision. It has been said that "a collision at sea can ruin your entire day." The vertical replenishment method of UNREPs virtually eliminates the danger of collision and speeds up the evolution greatly.

The HELO detail aboard ship simply unhooks the load and as the stores are carried away, the HELO returns to the UNREP ship for another cargo net. The smoothness and rapidity with which we completed our three VERTREPS this cruise show the advantages of this method.



Waiting for our station to clear.

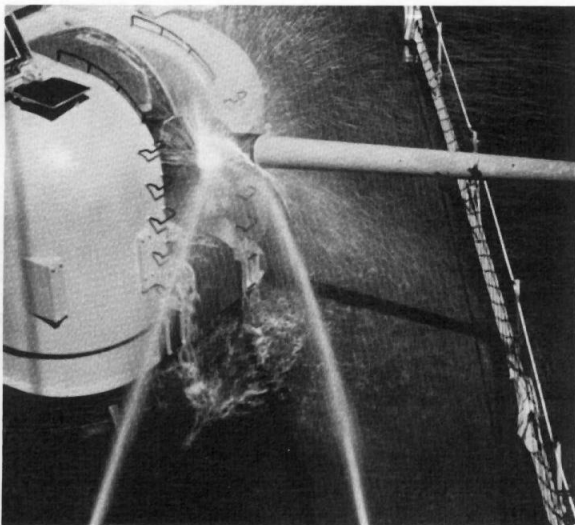




A torpedo on its way to the mark.



MT 52 shoots down another sleeve.

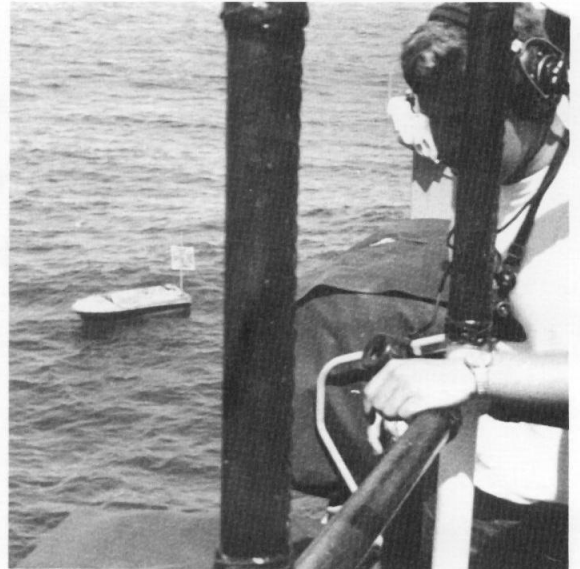


Hot gun!!

After leaving Subic Bay on 8 February, we steamed into the Gulf of Tonkin. We made a brief rendezvous with USS NEW JERSEY and USS NEWPORT NEWS and were assigned to Anti-Submarine Warfare training in the Gulf.

Our days and nights were virtually filled with exercises including tracking the submarine, firing exercise ASW weapons, air and surface gunnery exercises, and various other exercises.

ASW training is a tiring assignment. With exercises beginning with General Quarters at 0600, gun shoots, weapon recoveries, and UNREPS we didn't have much time to spare.



The firefish escaped with little damage.



Another torpedo recovery.

On 17 February, *LYNDE McCORMICK* was chosen to receive two distinguished guests. Admiral *HYLAND*, Commander-in-Chief, Pacific, and Vice Admiral *BRINGLE*, Commander, Seventh Fleet came aboard to visit with the officers and men of the best DDG.

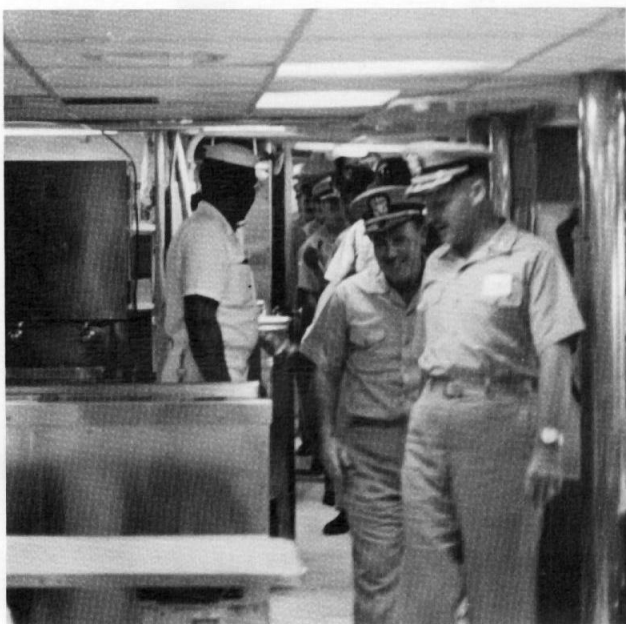
We rolled out the red carpet (and the Haze Gray paint) for them. A brief demonstration of our Anti-Submarine Warfare, Anti-Air Warfare, and Electronic Countermeasures capabilities was followed by a tour of various spaces of the ship and a gathering of the Captain, XO, and the Department Heads in the Wardroom.

Admiral *HYLAND* presented RDCS *GAIAN* with his E-8 certificate and met many of the ship's officers and crew. As the Admirals returned to their *HELO*, we all felt that we had presented Admiral *HYLAND* and Vice Admiral *BRINGLE* with a tour of the finest ship in the Pacific!



One, two, three, four.

CINCPACFLT, arriving.

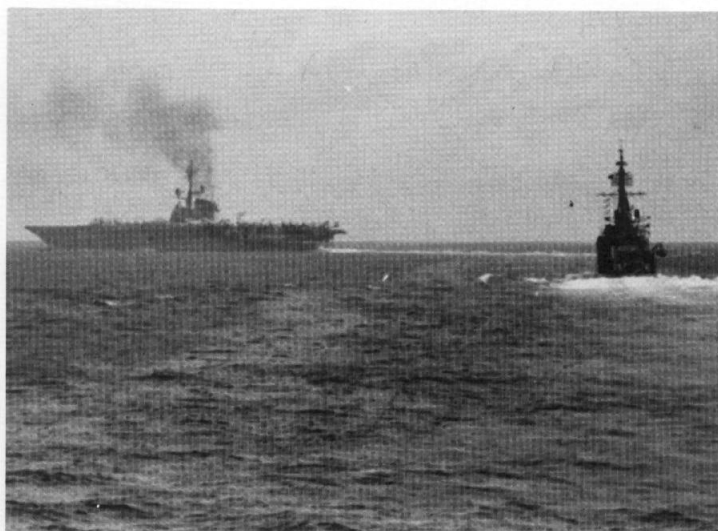


The Admiral tours the crew's mess.

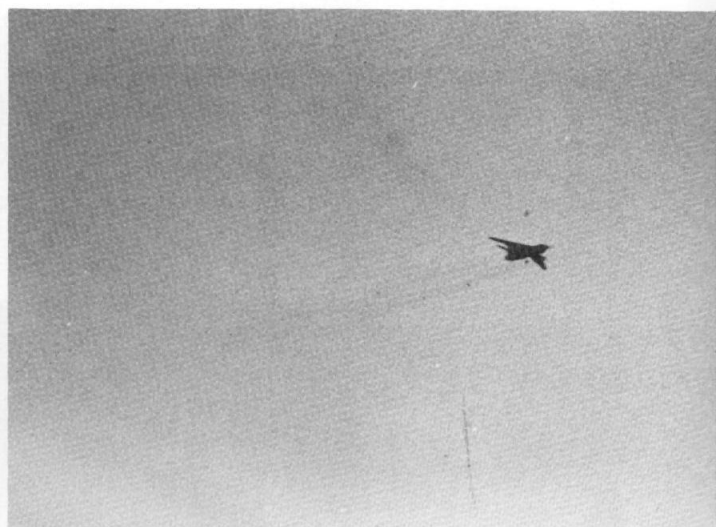


Both Admirals await the return of their *Helo*.

YANKEE STATION



Coral Sea turns for a downwind leg.

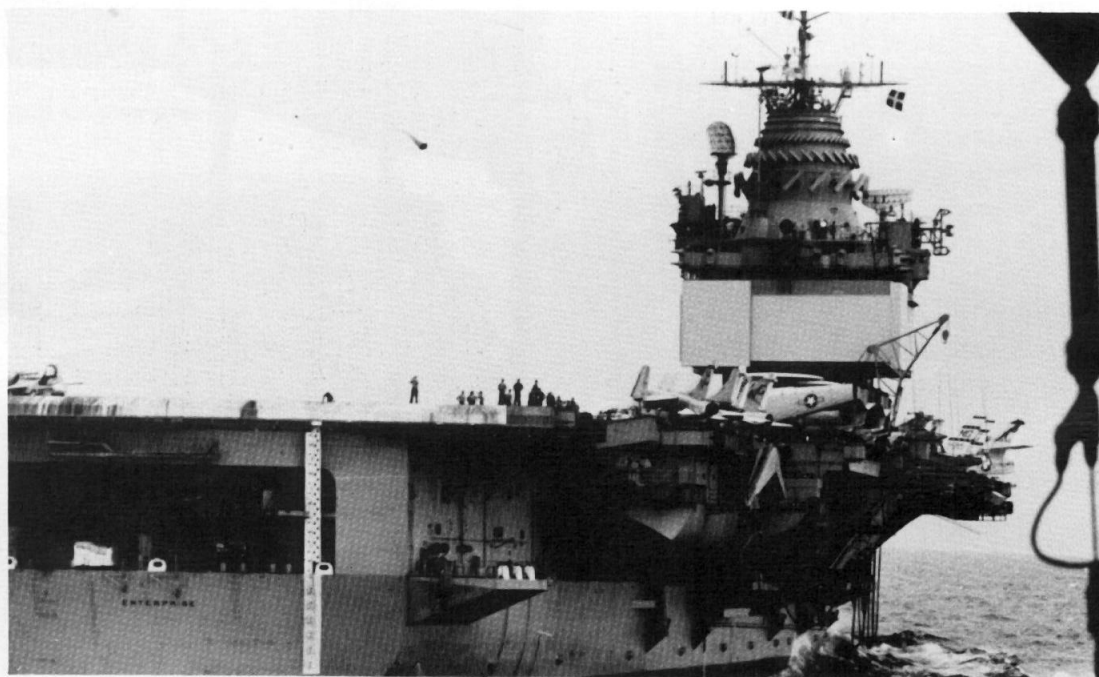


Another aircraft is on its way to the beach.

We arrived in the Yankee Station aircraft carrier operations area on the 14th of February. We were to provide ASW protection and perform lifeguard duties for the giant carriers. In the cool, misty weather high up in the Gulf we became most proficient at station keeping, formation turns, and rapid UNREPS.

Hour after hour the jets would vault into the air and head for their targets over Vietnam. As we watched from our lifeguard station, the same aircraft – minus their heavy load of bombs and rockets – would return and catch that precious wire.

This carrier war goes on day and night with little change in intensity. Our job is not very glamorous; but any pilot who has ever had to ditch his aircraft will tell you the great worth of the 'smallboys'.



We make our approach on the big 'E'.



The mail buoy watch.



Food for hearty appetites.



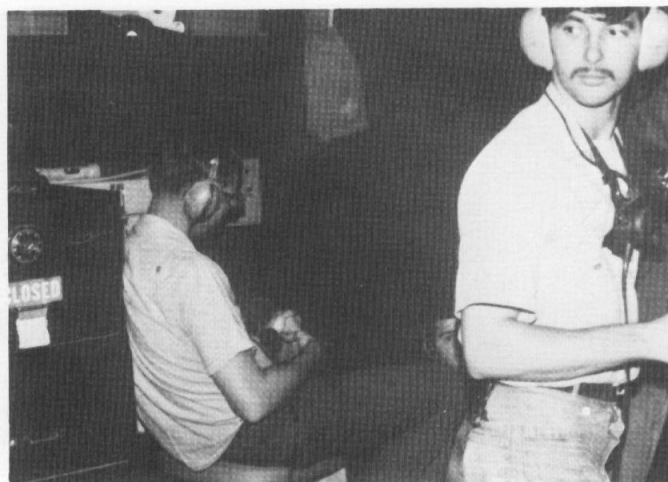
Work goes on in the canvas shop.



Charles Atlas of after officer's country.



The Captain gets some target practice in.



RD3 guards the link 14 while Leslie plots.



All pilot rescue gear is on deck.



Part of our alert GQ bridge team.



Contact bearing 380 degrees, er,..., over here.



Recovery time.



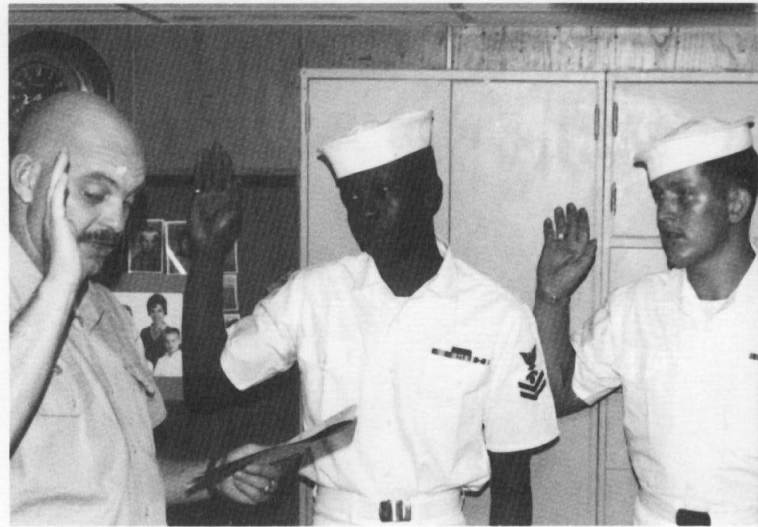
FTM3 Frenchman tracks a contact.



Mr. Stephenson checks on our alert radarmen.



The Commodore made a long handled float catcher.



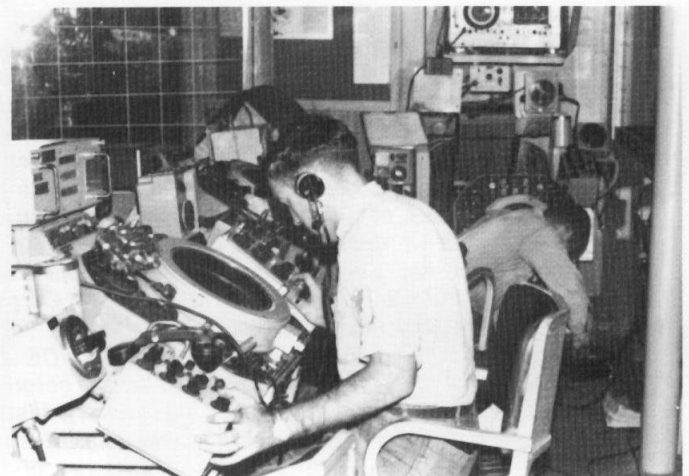
Would you believe?...



All stations manned and ready.

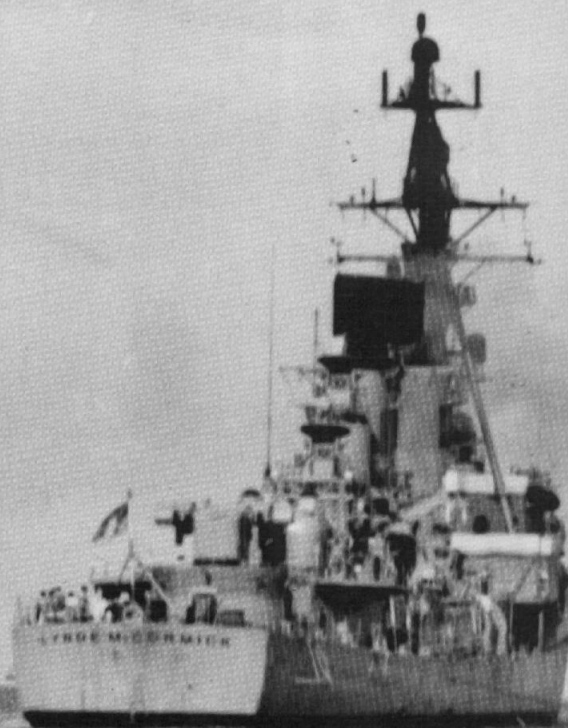


Taking position for a highline on a stormy day.



RD3 Selby tracks bogey 3.

GUNLINE



Probably the most demanding assignment given *LYNDE McCORMICK* this cruise was gunline operations. The gunline puts a tremendous work load on the entire ship. It takes extra personnel in CIC for navigation and spotter communications, hard working magazine crews to keep the ammunition drums full, crews to man both guns, alert lookouts and bridge watch standers, and a never ending effort by Gunnersmates and machine shop personnel to keep the guns shooting.

LYNDE McCORMICK spent three separate periods on the gunline totaling 32 days. We fired 5032 rounds of 5 inch ammunition – completing 72 missions. Gun damage assessment included damaging or destroying 400 structures, 150 bunkers, mortar positions, bridges, supply dumps, sampans, and much close-in support for our troops ashore.

Our first gunline assignment was in II Corps, working with both air and ground spotters. This northern area kept us mighty busy!

Nha Trang 24 FEB. – The USS *LYNDE McCORMICK* moved at 25 knots into Nha Trang's cluttered harbor during the dark hours before dawn today, firing her five inch guns to repel a determined Viet Cong attack on military installations at Nha Trang airport. Responding to an urgent call for support from naval gunfire spotters in the beseiged city, this San Diego based guided missile destroyer placed an array of illumination star shells over the advancing enemy, exposing his forward positions to defensive fire from ground and airborne units. The destroyer arced high explosive projectiles in the VC's escape trails behind their lines.



The ultimate gunship.



The friendly Marine spotter in his 'Birdog' aircraft.



An armed hydro-ski.

Qui Nhon 27 FEB. — The blazing guns of the guided missile destroyer USS LYNDE McCORMICK found their mark just south of here today as the ship attacked the base camp of a company size Viet Cong regiment. With the help of an airborne "birdog" spotter, the San Diego based destroyer pinpointed the target, then proceeded to destroy four enemy bunkers plus two other structures.



Many of the gunboats used us as a supply depot.



A radar buoy under construction.

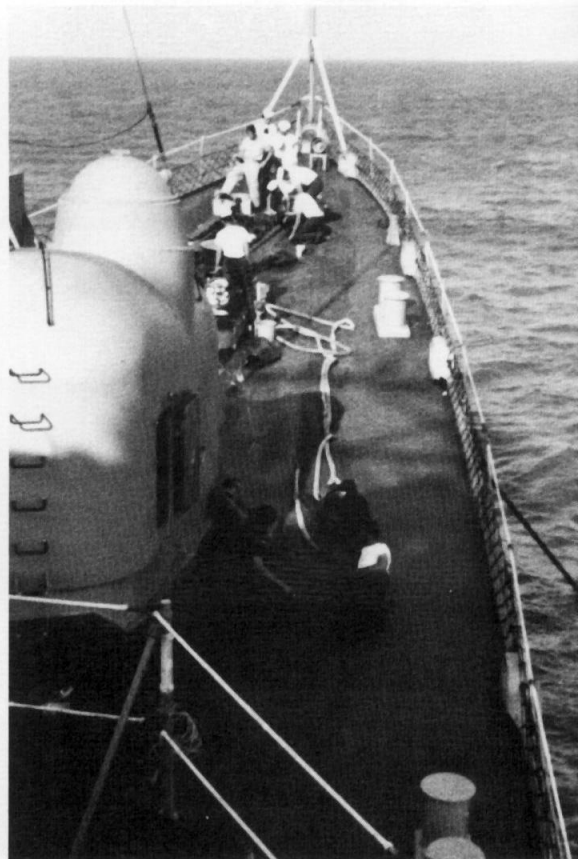
Our other two gunline assignment were in the treacherous shallows of IV Corps south of the mouths of the Mekong River. In this mass of twisting streams and mangrove swamps the VC have built great bunker complexes and have always felt safe.

We took advantage of the range of our rapid fire guns by moving in closer to the beach than most gunfire support ships do – at times we had only 25 feet of water under us. This extra range was used very effectively by our spotters.

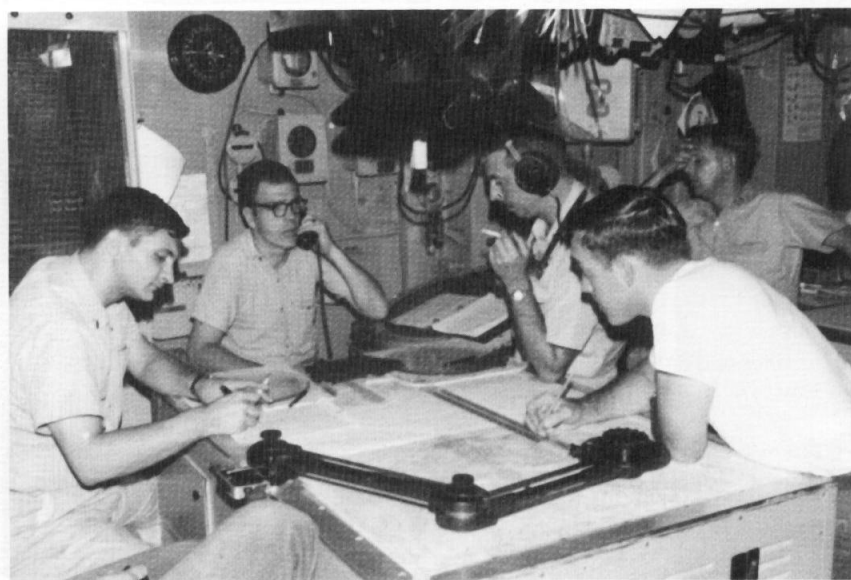
Vung Tau 23 MARCH – The guided missile destroyer USS LYNDE McCORMICK punctuated her return to the gunline with a series of rapid fire attacks on Viet Cong concentrations 60 miles southwest of here today. Moving into a favorable position in the early hours before dawn, this San Diego based destroyer opened up with radar assisted gunfire on signal from airborne spotters ashore. Firing into the mass of streams and jungles of the lower delta, she surprised 2 VC sampans apparently supplying an area of fortified buildings and bunkers. The surprise attack was continued for well over two hours as the destroyer systematically reduced the area to splinters under the skillful coaching of the marine spotters.



SN Boyce catches another fish during a lull in the shooting.



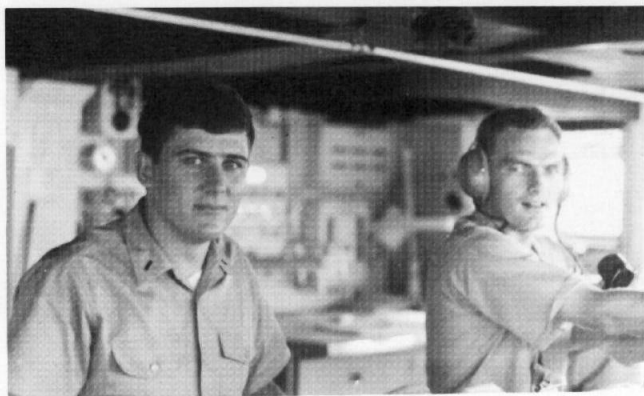
The gun crews take a break as we get the stoppers passed.



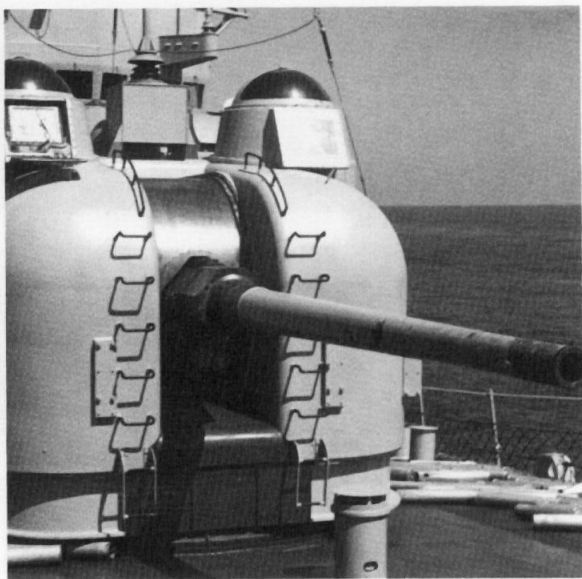
The gunfire support team receives a mission.



Anchored and in position.



Mr. Cochran and Mr. Tennant suiting up for a mission.



MT 51 takes a rest as her blistered barrel cools.

The Mighty Mac' left her mark on the gunline. The spotters had nothing but praise for our accurate and rapid fire. We got in close and made every shot count. A message from Rear Admiral RUDDEN, COMCRUDESGRU7THFLT sums up our gunfire support accomplishments:

Your outstanding performance is noted with great pleasure. It is gratifying to realize that the 3rd Marines and 2nd ARVN recognize the value of your outstanding support. You have continually demonstrated your ability to carry out any mission which you may have been assigned regardless of complexity. Well done to you all, and especially to the gun crews and fire control teams involved. Keep up the good work.

RUDDEN

Vung Tau 19 JUNE - The long guns of the USS LYNDE McCORMICK spoke loud and often today as she took under fire a Viet Cong staging area consisting of military structures and bunkers about 65 miles southwest of here. The days firing marked the completion of the destroyer's third tour on the gunline during her current deployment.



Director 1 crews watch for counterbattery.

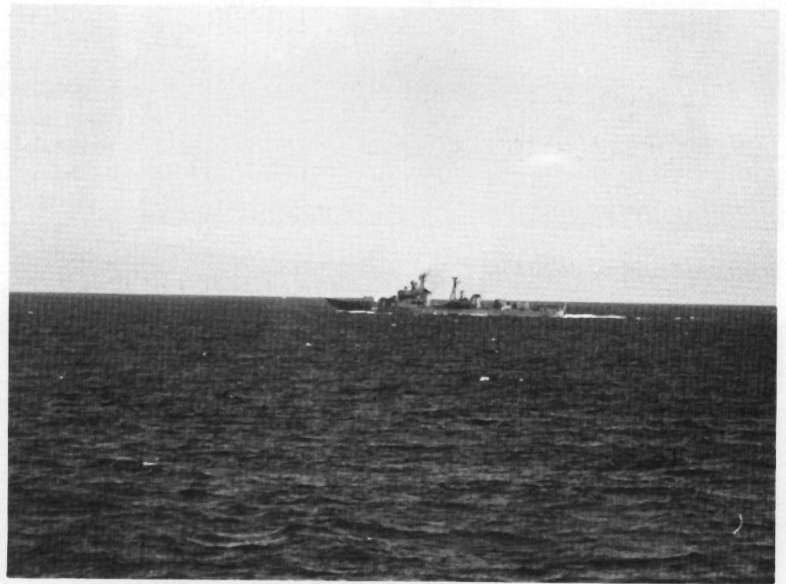


Empty 'brass' is removed from the deck.

TASK FORCE 71



A Soviet bomber passes over the formation.



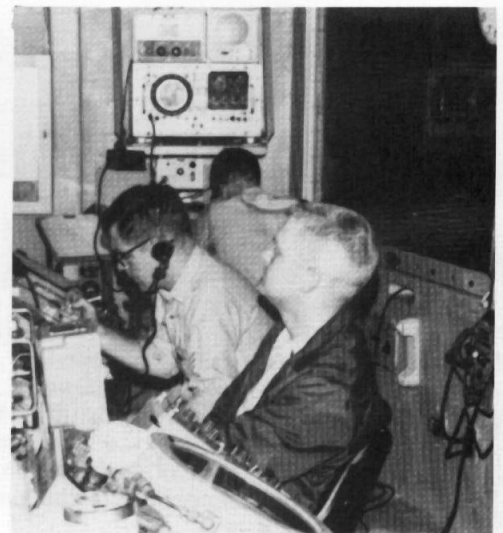
This Russian destroyer steamed in the area for several days.

In April and May, *LYNDE McCORMICK* operated in the Sea of Japan in the vicinity of North Korea as a part of Task Force 71. The Task Force was formed within hours following the shooting down of a NAVY EC-121 'Constellation' aircraft by a North Korean Air Force fighter. Task Force 71 was a formidable force of Aircraft Carriers, Cruisers, and Guided Missile and general purpose Destroyers.

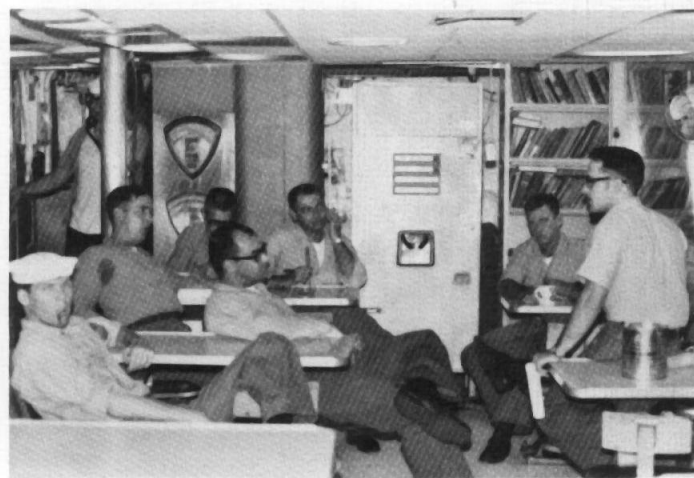
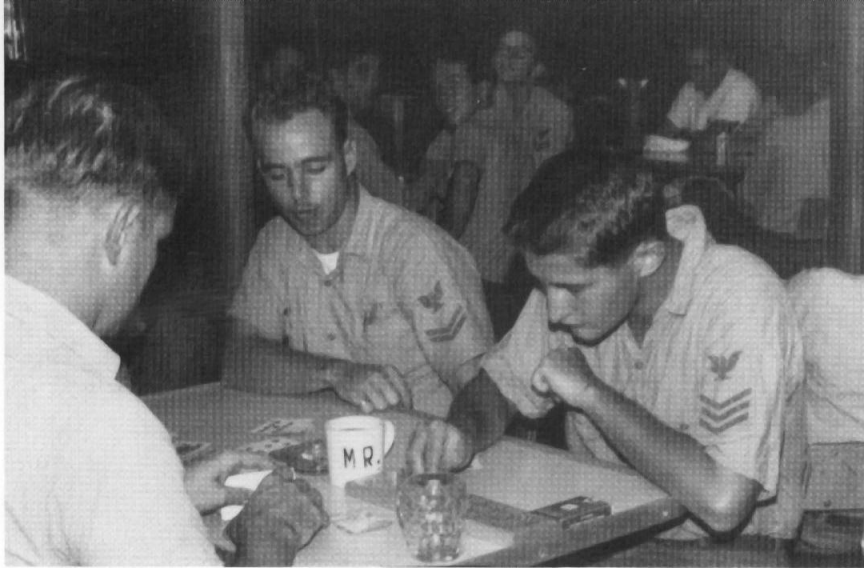
Although no further hostile actions occurred, we were under constant surveillance by the Communists. The rapid response of all units involved served as a superb demonstration of the inherent mobility and flexibility of the U.S. Navy.



Crew members relax before movie call.



Combat maintained a full air picture.





Our favorite buoy.



Dependants await our return.



Can you see her?



Many happy reunions begin.



LYNDE McCORMICK slips into her berth.

The day had come! As we rounded 1SD we realized that the end of the deployment was near and we would soon be with our loved ones. We shifted colors and LYNDE McCORMICK was home at last. WESTPAC '69 was just a memory.