

USS LYNDE MC CORMICK (DDG-8)
FLEET POST OFFICE
SAN FRANCISCO, CALIF. 96601

21 February 1971

Dear Family and Friends,

LYNDE MC CORMICK's seven-month 1970-1971 deployment, which carried the ship in and out of ports from Japan to Australia in successful completion of her commitments as part of the American Seventh Fleet in the Far East, is very nearly over. As the ship proceeds into Pearl Harbor for a brief stop for fuel prior to commencing the final 2,300-mile homeward transit to San Diego, I would like to reflect upon the activities and accomplishments of the ship and her crew during the past two months, and to share some of these reminiscences with you.

As you will recall, at the time of our last Familygram (December 18), the ship was berthed in Yokosuka, Japan for a nine-day upkeep period over the Christmas holidays. After undergoing a Planned Maintenance System inspection on the first day in port (December 16) and coming through with a very good score, the ship settled back to concentrate on some much-needed upkeep and to enjoy, as best we could, Christmas in a foreign port. Despite our separation from you at home, and notwithstanding the chilling arctic weather that hovered over us, our stay in Yokosuka, set against the picturebook backdrop of snow-covered Mount Fuji, was not without cheer. Great quantities of Christmas packages arrived from home daily, and the lights of the Yokosuka Navy Exchange burned late into the gathering December dusk as eager MC CORMICK men sought to complete WESTPAC shopping lists with purchases of cameras, motorcycles, stereo equipment and electronic gear--all acquired at considerable savings over regular state-side prices. All in all, well over four truckloads of exchange merchandise were stowed aboard LYNDE MC CORMICK, giving areas of our ship the appearance and atmosphere of a large, seaworthy, Christmas sleigh.

Yet we all know that Christmas is just as surely a time for giving as for receiving, and so, on the afternoon of December 22, the officers and men of LYNDE MC CORMICK hosted thirty-seven Japanese orphans from the Kamakura Hoikuen Orphanage in Kamakura to a Christmas Party on board. The children were treated to ice cream, cookies and punch, and were given an unexpected thrill when Santa Claus arrived later that afternoon to distribute gifts (purchased out of the ship's welfare and recreation funds) to all the orphans assembled around the ship's Christmas tree. Lieutenant junior grade Bob LA ROCK and Lieutenant junior grade Wallace SPRADLING organized the party and were assisted in their efforts by Chief Boilerman Robert MADLOCK (who played Santa), Chief Commissaryman Daniel BAILEY, Commissaryman First Class Curtis EAXLEY, Commissaryman Third Class Rein DEKLEINE, Radarman Second Class George JENKINS, Radarman Second Class Mitchell ZYLOW, Radarman Third Class Don MEADOWS, Radarman Third Class Cliff STRICKLAND, Boatswain's Mate Third Class Bill JOHNSON and Seaman Marvin DURFLINGER.

On Christmas day, a traditional holiday dinner was enjoyed by all hands. Included in the menu was turkey, ham, lobster, mashed potatoes, corn, fruit cake, mince-meat and pumpkin pies.

While in Yokosuka, tours were organized for the crewmembers of MC CORMICK. They included excursions to Tokyo, Yokohama, Mount Fuji, and Kamakura, home of the famous Great Buddha.

Altogether, between the Christmas festivities, the shopping bargains, and the organized tours, our upkeep period proved to be a relaxing and enjoyable, as well as a profitable and productive, nine days.

On the morning of December 26, LYNDE MC CORMICK departed Yokosuka for Hong Kong in company with the USS HANCOCK (CVA-19) and USS BUCK (DD-761), but not before bidding "good luck and smooth sailing" to the following departing personnel: Lieutenant Howard A. CORR, Lieutenant (junior grade) A. J. ("Mac") FRENCH, Lieutenant (junior grade) Gregg GULLICKSON (assigned temporarily to school in San Diego), Ship's Serviceman Second Class Roland GRANT, Gunner's Mate Third Class Jerry DUNN, Radarman Second Class Thomas FISCHER, Fire Control Technician Sam VELASQUEZ, Seaman Cleve KAUFMAN, and Seaman Robert HURD. Similarly, the ship bade "welcome aboard" to Ensign Jim CARTER, who has been assigned as the ship's Missile Officer.

After a three-day transit south, LYNDE MC CORMICK was detached from the carrier to proceed with USS BUCK to Hong Kong. After a brief stop in Kaohsiung, Taiwan for refuelling on the 29th of December, LYNDE MC CORMICK proceeded across the Taiwan Strait and made her way slowly up the eastern coast of Victoria Island, arriving at the entrance to Hong Kong Harbor in the early hours of the morning of December 31.

Hong Kong Harbor is singular for its beauty, and very few of the actual inhabitants of this "Pearl of the Orient" were afforded a better view of their island than the men of LYNDE MC CORMICK, who, at approximately nine o'clock in the morning of the last day of the last month of 1970, moored starboard side to USS BENJAMIN STODDETT (DDG-22) at a bouy which commanded a breathtaking view of the entire city of Hong Kong.

Our six-day visit to this fascinating city was to be strictly rest and relaxation. Accordingly, a generous liberty policy provided everyone on board with ample opportunity to take advantage of the countless attractions which Hong Kong afforded.

Thanks to the foresight of the ship's Executive Officer, Lieutenant Commander Milt JACKSON--who had written ahead to the proprietor of the Ocean Bar and Restaurant in Wanchai about reservations for a New Year's Eve ship's party--the officers and men of LYNDE MC CORMICK were able to toast the New Year in a festive fashion on the very night of their arrival. So enjoyable was the New Year's Eve gathering that a second successful ship's party was arranged for the evening of January 2, for those shipmates who, because of New Year's Eve duty, were unable to be present at the first.

Hong Kong has occasionally been described as "a shopping center on a rock", and anyone who has been and sampled the wares of its thousands of stores and shops can readily appreciate the accuracy of that description. Hong Kong, quite simply, offers everything to the shopper, and at irresistible prices. Very quickly, the Christmas merchandise of Yokosuka had to be re-stacked on board to make room for the booty of Hong Kong: jade and silk, brass and ivory, furniture and leather goods, and of course, hand-made clothing. This last was a particularly popular item of purchase, especially since Admiral ZUMWALT's "Z-gram" number 68 granted petty officers the privilege both of maintaining articles of civilian clothing on board and of wearing them while departing the ship on liberty.

Altogether Hong Kong, with its elegant blend of the European and the Asiatic, its near perfect climate, and picturebook surroundings, offered something for everyone and left us all with a wonderful assortment of pleasant memories. Refreshed, we departed Hong Kong on the morning of January 9th and headed south toward the coast of the Republic of Vietnam for a nine-day gunline period, our last strictly operational commitment of the deployment.

On the morning of January 9, LYNDE MC CORMICK steamed into Da Nang Harbor to relieve USS WALLACE LIND (DD-703). Captain G. Morton NEELY, Commander Destroyer Division Seventy-Two, embarked aboard LYNDE MC CORMICK, assumed operational control of all naval gunfire support units and the ship headed north for the northernmost tactical area of the Republic of Vietnam. The ship's performance during this final period of gunline operations proceeded smoothly, as it had during our two previous gunline periods. Thirty-four missions were fired in support of American and allied forces ashore without LYNDE MC CORMICK's once having to abort a mission as a result of a casualty to the gun battery.

In the fifty-three days that the ship operated on the gunline during this deployment, she fired more than five thousand rounds in over one hundred thirty missions. Throughout this period, all hands, particularly the gunner's mates, worked diligently to keep both mounts in superb operating condition despite the heavy operating schedule and the peculiarities of monsoon weather. We can say proudly that we answered promptly every gunline mission requested of us.

On the morning of January 18, LYNDE MC CORMICK was relieved in Da Nang Harbor by USS ROWAN (DD-782). We headed out of Vietnamese waters and steamed due east for Subic Bay, where the ship was scheduled to resupply and refuel before beginning its lengthy southern transit to Australia.

We spent from January 19th to January 22nd in Subic Bay, outfitting and cleaning the ship and taking on fuel. A number of personnel changes had taken place during our gunline period, and these transfers continued during our stay in Subic. The ship will miss the following crewmen who departed during this period: Missile Gunner's Mate Second Class Noel WELLBORN, Radarman Second Class George JENKINS, Boatswain's Mate Third Class Harvey GUNKLE, Fireman Steve SCHNABEL, Fireman Apprentice Timothy THOMAS, Seaman Apprentice Richard FRANKOS, and Seaman Apprentice Victor GURNARI. Likewise, the ship is pleased to welcome aboard the following recent arrivals: Yeoman First Class Edward MARTINDALE, Machinist Mate First Class Leon HAAKE, Missile Gunner's Mate Chief Donald POAGUE, Machinist Mate Third Class Ronald SCOTT, Seaman Robert FIMONS, and Seaman Apprentice Richard REINHARDT.

In addition, the command is happy to announce, once again, a number of special "personnel" changes that occurred during the period; a baby girl: to Signalman Third Class and Mrs. Lynn BLUML on December 18th, to Interior-communications Technician Third Class and Mrs. Terry SCHOLZ on January 5th, and to Fire Control Technician Second Class and Mrs. Robert HUTCHINSON on January 25th. And finally, one boy was added to the household of Machinist's Mate Fireman and Mrs. John HYNES. Warm congratulations to all these lucky MC CORMICK parents.

The command would like particularly to commend the following personnel who advanced in rate since the new year began: Missile Gunner's Mate John RUPPERT, Fire Control Technician Edward SPREEN, and Electronics Technician Neil WILCOX who all advanced in rate to Second Class Petty Officer; and Radarman Philip GERBER, and Storekeepers Frank DAVIS and John WRIGHT, all of whom successfully advanced to the rate of Third Class Petty Officer.

And finally, special recognition is in order for the following men who re-enlisted during the period: Engineman Second Class Edward CODY, Electronics Technician (Radar) Second Class Fred LANGDALE, Machinist Mate Second Class Paul FIEWEGER, Boilerman First Class James WILLINGHAM, and Boilerman Second Class Johnny OLSON.

LYNDE MC CORMICK got underway from Subic Bay on the evening of January 22nd. An engineering difficulty delayed our departure for a few hours, but some excellent work by the members of the Engineering Department kept the delay to a minimum.

We steamed south in company with USS GOLDSBOROUGH (DDG-20), a virtual sistership homeported in Pearl Harbor, who was to accompany us on our goodwill visit to Sydney and Hobart.

The ships travelled farther and farther south, bound for the port of Darwin on the northern coast of Australia where we would stop and refuel before continuing on to Sydney. LYNDE MC CORMICK crossed the equator for the second time during this deployment on Sunday, January 24th. There ensued a spirited reenactment of our earlier "crossing the line" ceremonies--as all tender "pollywogs" who had arrived on board since our earlier crossing were sought out and initiated into the domain of Neptunus Rex.

The ship was blessed with brilliant weather on the way to Darwin and all hands made the most of this opportunity to ready the topside of LYNDE MC CORMICK for our arrival in Sydney. All divisions turned out with paint and paint brushes, sponges and swabs, and worked eagerly and energetically to make their spaces cleaner and more "ship-shape" than those of the next division.

After nearly four days of smooth steaming, MC CORMICK and GOLDSBOROUGH had landfall with the northern coast of Australia, and on the morning of January 26th both American destroyers made their way into the expansive, but as yet undeveloped, harbor of Darwin. Though it was wintertime back in the United States, the southern hemisphere was experiencing its summer season, and the temperature in Darwin reached well into the nineties. Our stop in Darwin was

solely for purposes of refuelling, and early that evening the ship was underway again, this time bound for the navigationally tricky waters of the famed Great Barrier Reef. We picked up an Australian pilot on the morning of January 27, just before beginning our passage through the waters of the Torres Straits. Our pilot worked skillfully with Lieutenant (junior grade) Charlie GARRISON's navigational team to bring the ship safely through some of the world's most treacherous shoal water. We rounded the northeastern tip of Australia, and headed south along the eastern coastline, keeping the Barrier Reef on our seaward side as a breakwater against the open waters of the Pacific.

The weather and winds continued fair, and topside work pressed relentlessly forward so that on the evening of January 31, the day before our entrance into Sydney Harbor, the ship was looking better than she had looked at any time during the deployment.

A special program had been devised for our entrance into Sydney on the morning of 1 February—a national holiday in Australia comparable to our Fourth of July. The ship's recently—organized rock band (known as "The Wearing Ring" and comprised of lead singer, Boilerman Third Class Enrique ("Meatball") MALDONADO; lead guitarist, Boilerman Third Class Dan FRANKE; bass guitarist, Storekeeper Third Class John WRIGHT; rhythm guitarist, Interior-communications Technician Third Class Terry SCHOLZ; organist, Storekeeper Third Class Frank DAVIS; drummer, Seaman Ernest ROMERO; and singer, Seaman Apprentice Dave NORRIS) was scheduled to play on MC CORMICK's upper deck as the ship steamed into her berthing. The morning of February 1st was a glorious one and the picture of an American destroyer gliding into Sydney's magnificent harbor while her rock band belted out popular rhythms caused a very pleasant sensation. The ship in general, and the members of "The Wearing Ring" in particular, became instant attractions. The band appeared and played very successfully on Sydney television and at a number of discotheques in the Sydney area, thus providing our stay in Sydney with more than the normal amount of zest and liveliness.

Australians, as a rule, are open and outgoing and extremely friendly toward Americans. The people of Sydney are no exception. During our three days there, the weather remained fair and all on board enjoyed themselves sightseeing and shopping in this clean, healthy, capital city of New South Wales—likened by many American visitors to our own San Francisco.

Around noontime on February 4, the ship departed her berth at Garden Island—just across from the ruins of old Fort Dennison where the original convicts who settled Sydney were confined upon their arrival from England.

The ship moved out of Sydney Harbor and headed south across some very rough water to begin a brief, two-day transit to Hobart, the peaceful capital of the island-state of Tasmania.

Both GOLDSEBOROUGH and MC CORMICK sailed into picturesque Hobart on the morning of Saturday, February 6, ready to represent the United States at the festivities of the 133rd Royal Hobart Regatta. Hobart, nestled in the shadows of towering Mount Wellington, is more nearly a large town than a city. Nevertheless, the inhabitants outdid themselves for the occasion of our visit by providing a full program of events designed to enhance our relaxation and pleasure. Horse racing, sailing, swimming, golfing, tennis, barbecues, receptions, and carnivals were but a few of the many activities enjoyed by the members of our ship. The townspeople of Hobart are certainly among the most friendly people we encountered

during the whole of our deployment. Their clubs and homes and local facilities were, quite literally, thrown open for our use and invitations to the homes of local citizens and tours of local points of interest were lavished upon us. The very presence of LYNDE MC CORMICK was in itself a big event for the citizens of Hobart. It is estimated that during the course of our four-day stay, over 30,000 people came down to the Elizabeth Street pier to board and visit the ship.

All in all, the visit to Hobart was an extremely successful venture in international goodwill and the friendships made by the men of LYNDE MC CORMICK during our stay in Hobart added immeasurably to the bonds of cooperation and good feeling that already exist between our two nations.

LYNDE MC CORMICK said "good-bye" to the charms of Hobart, Tasmania on the morning of February 10th and proceeded out across the great expanse of the South Pacific toward Pago Pago, American Samoa. After an uneventful transit we reached Pago Pago, an island paradise practically untouched by civilization, on the afternoon of 15 February. Our stay was solely an overnight refueling stop, and very soon we were underway again, steering a course that is taking us now, on the morning of 21 February, into the entrance of Pearl Harbor.

In bringing this present Familygram to a close, I would just like to express my great pride in our men, the men of LYNDE MC CORMICK, whose hard work and tireless devotion to duty resulted, by whatever yardstick one chooses to measure, in an extremely successful 1970-1971 WESTPAC deployment.

Two messages, among the many similar messages received by the ship prior to her "outchop" from Seventh Fleet, convey, quite effectively, the degree of appreciation that was felt for the accomplishments of our crew.

The first is from Captain G. Morton NEELY, Commander Destroyer Division Seventy-Two, for whom LYNDE MC CORMICK served as flagship during the majority of its deployment. Commodore NEELY's message reads:

"By my measure Destroyer Division SEVENTY-TWO's duty in SEVENTH Fleet has been extensive in several different respects. It has been longer than most, included a wide variety of duties, stretched from the Sea of Japan to the South China Sea, spanned an active typhoon season and ranged from below freezing weather to the tropics. In spite of these hazards, none of you missed a commitment. In addition I have received commendatory messages on each of you from a variety of sources. These outstanding performances were not possible without the finest leadership, teamwork, expertised and devotion to duty in each ship and I congratulate every officer and man for this exemplary achievement. The pride and satisfaction which come to him who serves his country faithfully and well are yours in full measure. I wish each of you a smooth and pleasant trip home and a most happy and well deserved leave."

The second message is from Vice Admiral M. F. WEISNER, Commander SEVENTH Fleet, and reads as follows:

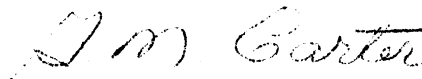
"As LYNDE MC CORMICK completes her port visits "down under" and departs the Western Pacific, I wish to express my appreciation to her officers and men for a fine deployment with the Seventh Fleet. LYNDE MC CORMICK's excellent performance during all of her assignments was indicative of a dedicated, versatile and highly professional crew. The officers and men of LYNDE MC CORMICK can depart the Far East with the knowledge that they have greatly contributed to the U.S. mission on Southeast Asia.

Please convey to all hands my well done and best wishes for fair winds and following seas en route to a happy reunion with those you love."

Once again, I reaffirm my great satisfaction in the accomplishments of the ship and its crew during the past seven months, and I know that I speak for all hands when I say that we await eagerly our return to San Diego on February 26th.

Until then, I remain,

Sincerely,



G. M. CARTER
Commander, U.S. Navy
Commanding Officer

P.S. Attached is a recent photo of your MC CORMICK-man.