

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

1 September 1971

Dear Families and Friends,

As USS LYNDE MC CORMICK (DDG-8) prepares for her fall deployment to the Western Pacific, her seventh deployment since commissioning, I would like to take this opportunity to bring you all up to date on the activities of the ship and her crew during the past several months. But before doing so, I wish first to extend my special "welcome" to the families and friends of those crewmembers who have reported aboard LYNDE MC CORMICK within the past six months.

As many of you will recall from an earlier "Familygram", LYNDE MC CORMICK returned to her homeport of San Diego on February 26 after an extremely successful seven-month WESTPAC deployment. During that period the ship not only participated in a wide range of challenging operations, from aircraft carrier escort duties in the Gulf of Tonkin to naval gunfire support missions off the coast of the Republic of Vietnam, but also visited many exciting Pacific ports, among them; Singapore, Bangkok, Hong Kong, Yokosuka, Subic Bay, Sydney, Hobart, Kaohsiung and Pago Pago.

Upon her return to the States, LYNDE MC CORMICK reduced the tempo of her operations to begin a leave and upkeep period that would enable both the ship and her crew to obtain some much needed rest.

But toward the latter part of March, the tempo of activity began to rise again. The ship's engineers began the task of converting the ship's engineering plant to one capable of burning a new kind of fuel called Navy Distillate, which reduces boiler maintenance and is cleaner, as well as easier to use, than the older "black oil". Nor were the men of Deck Division idle. The relentless pounding of rough seas on the homeward voyage had taken its toll on the steel hull of LYNDE MC CORMICK. Old paint and rust had to be scraped away and new paint applied in order to restore the ship's hull to its former condition. April proved to be a hard-working, productive month, yet a month certainly not without its rewards.

On 5 May a Planned Maintenance System inspection was held on board LYNDE MC CORMICK by representatives from Cruiser-Destroyer Force, Pacific. The hard work and dedication that the men of LYNDE MC CORMICK had displayed in keeping their equipment in excellent running condition now brought forth some satisfying results. The inspectors awarded our ship a grade of 89.5%, the highest grade that had been awarded any ship in the Cruiser-Destroyer Force for the preceding year. MC CORMICK's high score on the PMS inspection earned her the following personal commendation from Rear Admiral Douglas C. PLATE, Commander Cruiser-Destroyer Force Pacific:

"During a 3-M inspection conducted on 5 May 1971, USS LYNDE MC CORMICK (DDG-8) achieved a grade of 89.5. This grade, the highest achieved by any ship in the Force to date on her annual surprise 3-M inspection under the revised procedures, is indicative of the existence of a vigorous 3-M program at all levels aboard USS LYNDE MC CORMICK.

Not only did the inspection show that the 3-M system was being properly administered, but also the equipment condition observed during spot-checks indicated close attention to the maintenance aspects of the 3-M program.

Commander Cruiser-Destroyer Force, U. S. Pacific Fleet notes with pleasure the outstanding performance of USS LYNDE MC CORMICK (DDG-8)." Signed: Douglas C. PLATE, Rear Admiral, USN

Another of the very satisfying events of the spring was an Awards Ceremony held on board on May 7 at which Captain William R. JOHNSON, Commander Destroyer Squadron SEVEN, cited members of LYNDE MC CORMICK's crew for meritorious service during combat operations with the award of Navy Commendation Medals, Navy Achievement Medals and Commander SEVENTH Fleet Letters of Commendation earned during the 1970-71 deployment. Among the highlights of the ceremony was the presentation, by Captain JOHNSON, of the Bronze Star Medal to Commander Gerald M. CARTER, and the Bronze Star and Purple Heart Medals to Gunner's Mate First Class Edward SHELTON for actions against the enemy while assigned to a previous command in Vietnam. A complete listing of the award recipients is appended.

After remaining alongside the pier for over three months, LYNDE MC CORMICK departed for two days of exercises in the Southern California Operating Area early in June, during which time the newly installed distillate fuel system was tested satisfactorily.

Returning to San Diego on the afternoon of June 4, MC CORMICK moored not at the Naval Station as usual but at the Broadway Street Pier in downtown San Diego, just across from the well known San Diego landmark, the nineteenth century bark, "Star of India".

The occasion for MC CORMICK's change of berth was a "visit ship" weekend, during which MC CORMICK opened her gang-way to the public and provided on-board tours to groups of visitors from the San Diego area.

The sleek, missile-equipped, combatant stood in sharp contrast to the square-rigger, and tourists from all over the United States spent an interesting hour under the magnificent San Diego sunshine walking MC CORMICK's decks and learning about "DDG-8" from MC CORMICK tour guides.

Throughout the course of a year many important inspections are held of the ship's special weapons and one such inspection, The Technical Standardization Inspection (TSI), was conducted on June 9 by an interservice team. Lieutenant Don BERKEBILE, Weapons Off-

icer, Lieutenant (junior grade) Gregg GULLICKSON, and the members of Anti-Submarine Warfare Division saw weeks on diligence and hard work pay off as LYNDE MC CORMICK once more earned the personal commendation of Rear Admiral PLATE:

"The advance report of LYNDE MC CORMICK's closeout TSI conducted 9 June 1971 is received with pleasure. The outstanding performance of LYNDE MC CORMICK is evidence of positive leadership, hard work and professional pride in accomplishment and established a standard which should be the goal of all ... ships. Well done. RADM PLATE."

It had been learned earlier in the spring, that LYNDE MC CORMICK would be participating in a six-week Midshipman training cruise during the months of June, July and August. Accordingly, during the first two weeks of June the crew set about to prepare the ship for the embarkation of forty-one Midshipmen (six First Class college seniors and thirty-five Third Class college sophomores).

A great deal of individual effort went into preparing for the rigorous regimen of exercises, evolutions, competitive drills and training lectures that form a major part of all Midshipman training cruises. On June 17, forty-one Midshipmen representing Naval Reserve Officer Training Corps Units from colleges all over the Western United States arrived on board. After ten days of general orientation, including weekend get-acquainted gatherings in the San Diego area and five days of preliminary exposure to underway ship-board routine, the Midshipmen, many of whom had never before been aboard ship, were eager to get underway on the six-week training cruise that would take them to the ports of San Francisco, Vancouver, Washington, and Pearl Harbor.

On the morning of June 28, LYNDE MC CORMICK and her complement of Midshipmen steamed out of San Diego and joined up with ten other destroyers and the cruiser USS CHICAGO (CG-11) to proceed north along the California coast.

A series of missile shoots highlighted the first week at sea. LYNDE MC CORMICK's missile team scored an impressive four hits in six attempts and it was with a feeling of considerable accomplishment that the ship entered San Francisco on the morning of July 2 to begin a Fourth of July weekend visit to the Golden Gate City with its quaint cablecars, alabaster hilltops, and scenic attractions.

Though pleasant, our stay in San Francisco seemed all too short. On July 6, LYNDE MC CORMICK and the other eleven ships in the Midshipman Training Squadron passed under the towering Golden Gate Bridge and out into the open sea. The Training Squadron was headed for visits to various ports of the Pacific Northwest with exercises being conducted enroute.

Very few U. S. Navy ships get an opportunity to visit Vancouver, Washington, a relatively small Pacific Northwest community lying ninety miles inland along the famous salmon transit route, the Columbia River. It is also rare that a ship of our size gets the opportunity to travel ninety miles up a river as narrow as the Columbia.

So it was that on the morning of July 8 more than the unusual degree of excitement accompanied the setting of "sea and anchor details". As LYNDE MC CORMICK approached the fog-enshrouded mouth of the Columbia River, she stopped briefly at the seaport of Astoria to embark representatives of the Vancouver Navy League, who would ride MC CORMICK up-river to Vancouver. Astoria, named in honor of John Jacob Astor, the famous nineteenth century lumber and fur baron, is an old trading center first visited by Lewis and Clark during their famous Northwest explorations. As the ship made her way up the majestic stretches of the Columbia, the towering Douglas fir and rugged natural beauty which lined the shore provided scenery that was in dramatic contrast to the expanses of open ocean that the crew is accustomed to observing from the deck of LYNDE MC CORMICK at sea.

The five-day visit in Vancouver proved to be one of the most enjoyable periods in the cruise. An enthusiastic gathering of town-folk, complete with drum and bugle corps, greeted MC CORMICK at the pier and immediately established an atmosphere of friendliness and generosity which was to endure throughout our stay. Cookouts, dances, parties, brewery tours, and a number of equally enjoyable events had been scheduled for us by various citizen's organizations, and to judge from the eagerness with which the crew and the Midshipmen awaited liberty call each morning, the Vancouverites were both ample providers and eminently successful hosts.

The ship bade farewell to Vancouver on the morning of July 13 and sailed back down the Columbia toward the open sea and rendezvous with the task group.

The transit to Pearl Harbor was packed with a series of torpedo and gunnery exercises designed both to test the ship's array of weaponry and to expose the Midshipmen to MC CORMICK's modern Naval weapons systems.

The twelve unit task group steamed into Pearl Harbor on the morning of July 21, to begin a five day visit to the island of Oahu, an island steeped in both Naval history and tropical Polynesian splendor. Among the many Hawaiian attractions enjoyed by the crew and Midshipmen were: sightseeing, swimming, surfing, deep-sea fishing, skin-diving, and shopping among the many curio shops that line Waikiki's colorful International Market Place. Highlights of the ship's stay in Pearl Harbor included a successful Commanding Officer's personnel inspection on July 23 and a hard-fought softball game between the officers and the chief petty officers (won by the officers 17 to 5).

The ship departed Pearl Harbor on the morning of July 26 and set out on a northwesterly heading for the island of Kauai and a final two days of torpedo, and missile/gunnery exercises before commencing the 2300 mile transit back to San Diego.

In the flurry of Midshipmen competitive drills that formed the final week of the summer cruise, LYNDE MC CORMICK's Midshipmen fared extremely well, winning first place in both the navigation and flashing light communication competitions.

During that same week, the ship completed an Operational Readiness Inspection by successfully completing a "battle problem" in which LYNDE MC CORMICK waged simulated defense against attacks by air, surface, and sub-surface threats.

On the day before the ship's scheduled arrival in San Diego, a casualty to the after engineering plant necessitated decreasing the ship's speed four hundred miles from our destination, and all on board glumly resigned themselves to the possibility of a late arrival date. However, some effective repair work by the engineering department enabled the ship to maintain a speed of advance sufficient to arrive in San Diego on the afternoon of August 4.

Since our return from the Midshipman training cruise, the ship has been undergoing a period of preparation for an upcoming fall deployment to the Western Pacific. With the October 1 deployment date approaching, the ship has planned a picnic for dependents on the afternoon of September 9 at the Navy's Admiral Baker Recreation Park. Although the purpose of the picnic is primarily recreational, there are a number of other very important reasons for scheduling this pre-deployment gathering.

Foremost among these is the fact that since the ship returned from her last deployment in February, nearly one hundred and fifty new crewmembers have reported to LYNDE MC CORMICK. This great influx represents an astonishingly high personnel turnover rate of nearly fifty per cent. The ship is tentatively planning to have the Destroyer Squadron Seven staff chaplain and doctor, representatives from the San Diego Fire and Police Departments, and a representative from Navy Relief, present at the September 9 picnic to provide all dependents, but especially those of our newer personnel, with important information about where to go for assistance in the San Diego area in the event of medical, financial, or other emergency while the ship is deployed. In the event that such an emergency should arise, the ship can be reached during its deployment at the following telegraph address:

USS LYNDE MC CORMICK (DDG-8)
c/o Naval Communications Station
Stockton, California

This will be my final "Familygram" to you as Commanding Officer of LYNDE MC CORMICK, as I expect to be relieved by Commander R. D. GILLHAM in a change of command ceremony in late September. In concluding this narrative, let me say that it has given me great pleasure to have been able to work with such an exceedingly fine ship and crew as that of LYNDE MC CORMICK. The accomplishments of this ship have been numerous and indisputable, and the satisfaction which your men must feel in a job well done is only exceeded by my pride in having served with them as their commanding officer.

With my best wishes for the future, I remain

Sincerely,



G. M. CARTER
Commander, United States Navy
Commanding Officer

INDIVIDUALS RECEIVING AWARD:

BRONZE STAR

Commander Gerald M. CARTER, USN

BRONZE STAR AND PURPLE HEART

Gunner's Mate (Guns) First Class Edward M. SHELTON, USN

NAVY COMMENDATION MEDAL

Lieutenant Warren H. BAKKEN, USN
Lieutenant Donald F. BERKEBILE, USN
Chief Radarman John C. FUERST, USN
Lieutenant Commander David P. GARMUS, USN
Lieutenant Commander Milton JACKSON, Jr., USN
Chief Boiler Technician Edward MC GUIRE, USN
Lieutenant Fred P. MOOSALLY, Jr., USN

NAVY ACHIEVEMENT MEDAL

Senior Chief Gunner's Mate John BRUYN, USN
Lieutenant Howard A. CORR, USN
Radarman Second Class James R. DOBSON, Jr., USN
Machinist's Mate Second Class Paul O. FIEWEGER, USN
Chief Hospitalman Walter E. FULPS, USN
Lieutenant (junior grade) Charles M. GARRISON, USNR
Fire Control Technician First Class Gary J. HARRIS, USN
Quartermaster First Class John M. HEFTMAN, USN
Gunner's Mate (Guns) First Class Ned HOWARD, Jr., USN
Boiler Technician Second Class James V. JERMYN, USN
Chief Storekeeper Daniel H. KNOWLES, USN
Lieutenant Robert E. LA ROCK, USN
Radioman Second Class Pete "G" LEYVA, USN
~~Storekeeper Second Class Frank T. MUNLEY, USN~~
Electronics Technician First Class Herbert L. NEWTON, USN
Chief Gunner's Mate (Guns) Robert L. ROGERS, USN
Chief Fire Control Technician Robert W. SALES, USN
Boiler Technician First Class Larry C. SMITH, USN
Lieutenant (junior grade) Craig R. WELTERLEN, USNR
Electronics Technician (Radar) Second Class Neil P. WILCOX, USN
Boiler Technician First Class Charles W. FOREHAND, USN
COMMANDER U. S. SEVENTH FLEET LETTER OF COMMENDATION

Gunner's Mate (Guns) Third Class John E. ACRES, USN
Boiler Technician Third Class Richard E. DEASON, USN
Radarman First Class Robert E. INGALLS, USN
Radarman Second Class George W. JENKINS, USN
Fire Control Technician Seaman Donald LEE, USN
Signalman First Class Harold W. MC LAUGHLIN, USN
Gunner's Mate (Guns) Third Class Herman L. OUTLEY, Jr., USN
Personnelman First Class Leonard "E" PEDDE, USN
Gunner's Mate (Guns) Seaman John R. SWANSON, USN
(Technician)