

U.S.S. MULLINNIX (DD-944)

FLEET POST OFFICE

NEW YORK, 09501

25 June 1966

At Sea in the Pacific

While there, we will proceed to Subic Bay, the Philippines, via Midway Island and back. Upon arrival Subic Bay we shall rejoin our squadron and once again be the Squadron Flagship. Our schedule is not firm, but I anticipate at least visits to Hong Kong, Japan. We should depart the Western Pacific about the middle of July. (I am personally very pleased with receiving the opportunity to command "Folke" the world cruise, since I have never previously done this in twenty-one years in the Navy.)

First of all, I would like to bring you up-to-date on our activities since the last "Familygram" dated 1 March 1966, and apologize for being tardy with this one. Some of the things you should know while we are deployed.

We did not depart the shipyard for the Caribbean until 21 March. While in the Caribbean we had the opportunity to do shore bombardment, refueling at sea and selected ship exercises. I am very pleased to report that MULLINNIX obtained a score of 95.5 in shore bombardment, and was one of the few ships in the Atlantic Fleet to exceed the set standards for refueling at sea. Refueling at sea is an "All Hands" evolution that requires each and every man to know his job and do it well. To surpass the set fleet standards (which are very high), was extremely rewarding and an indication to me that "MUX" was returning to her old standards after three and one half months in the shipyard. Unfortunately, while in the Caribbean, we experienced difficulty with the ship's boilers and proceeded to San Juan to have repairs made. The Norfolk Naval Shipyard flew personnel to us, made temporary repairs, and we returned to the Norfolk Naval Shipyard on 8 April to ensure that the entire engineering plant was in the very best shape possible prior to our deployment.

The remainder of Destroyer Squadron 32 sailed for the Western Pacific on 1 June. We remained in the shipyard completing repairs. However, on 11 June we departed Norfolk for the Panama Canal. Since we were anxious to rejoin our squadron, we left without the normal shipyard Post Repair Trials, a several days at sea test of all equipment. Consequently, we experienced a few minor difficulties and diverted to the U. S. Naval Base, Guantanamo Bay, Cuba, for several days to effect repairs. Repairs were completed in record time and we resumed our transit to Panama Canal, arriving there 21 June. The trip through the Canal took approximately eight hours and was certainly an exciting sight for those who had not made the trip before. The evening of 21 June we moored at the U. S. Naval Station, Rodman, C. Z. (on the western side of the canal), and those personnel in the liberty section enjoyed an evening touring the city of Balboa, Panama. Finally early in the morning of 22 June, "MUX" thrust her bow into the blue waters of the Pacific Ocean. We are now enroute MANZANILLO, Mexico, where we shall stop for a few hours the evening of 25 June to refuel and then proceed to Pearl Harbor, Hawaii, arriving the evening of 3 July. We shall remain in Pearl Harbor approximately ten days undergoing a final brush-up on our training.

New York, New York, 09501

Assignments. I have arranged all hands to make out allotments where necessary. Why a wife will not have to depend while there, the entire ship's company will have an opportunity to see the sights of our fiftieth state. From Pearl Harbor, we shall proceed to Subic Bay, the Philippines, via Midway Island and Guam. Upon arrival Subic Bay we shall rejoin our squadron and once again be the Squadron Flagship. Our schedule after this is not firm, but I anticipate at least visits to Hong Kong and Japan. We should depart the Western Pacific about the middle of November, returning via the Suez Canal and completing around the world cruise in Norfolk, Virginia, on 22 December 1966. (I am personally very pleased with receiving the opportunity to make a "round the world cruise," since I have never previously done this in twenty-one years in the Navy.)

Navy Norfolk - 444-7841  
I would now mainly like to devote the remainder of this "Familygram" to informing all of you on some of the things you should know while we are deployed. 1676

Navy Radio: Norfolk - 583-1676  
Emergency Messages. When you must send a message to a member of the ship's company, you may do so by sending a telegram to the individual as follows: 1676

Mails and Messages - 444-7081  
Carrier - 444-2331  
Name, rate and service number

USS MULLINNIX (DD-944)

In addition to the Naval Communications Station, USS PUTNAM (DD-737), a ship Washington, D. C. that did not deploy due to a normal shipyard overhaul, has volunteered to provide any assistance. I request that you limit such messages to true emergencies. The Navy, as a service to its members, handles such messages free of charge from Washington, D. C., to the ship. (You must pay the normal telegraphic rates to Washington, D. C.) I believe the Navy is the only service that renders this privilege to its members. If people violate the purpose of the privilege, you can easily see how naval communications would be overburdened with such messages.

informant of our operations in the Western Pacific. Please be assured.  
Emergency Leave. While in the Western Pacific, there are strict rules for granting emergency leave. You can recognize the fact that getting a man home from the ship in the South China Sea is expensive and time consuming. In case of a true emergency, the best and correct way to request an emergency leave is for the dependent to contact the American Red Cross. In turn the American Red Cross notifies me of the emergency and verifies the extent of such an emergency. I cannot request air transportation for an individual across the Pacific until I have received such verification. I will promptly see you informed of some conditions that apply to their authorized release to the cross.

Mail. The best thing anyone can receive overseas is mail from home. The Navy has gone to great pains to ensure the rapid delivery of mail to and from the South Pacific. I hesitate to quote normal delivery time, but generally you can expect a letter to take seven or eight days to reach us when we are operating with an aircraft carrier and about ten to twelve days when we are at sea without the benefit of local flights back to the closest port. Our mail address remains the same:

USS MULLINNIX (DD-944)  
C/o Fleet Post Office  
New York, New York, 09501

Commander, USS MULLINNIX  
Commanding Officer, USS MULLINNIX

Allotments: I have encouraged all hands to make out allotments where necessary. This way a wife will not have to depend upon the mail and the ships schedule to receive monthly checks from the ship.

FLEET POST OFFICE  
NEW YORK, 09501

Family Assistance: For those of you who reside in the Norfolk area, I am enclosing two pamphlets that are of interest within the area: "Special Services Facilities for Service Personnel and Dependents in Norfolk, Portsmouth, Little Creek, Oceana and Dam Neck," and "Local Laws Affecting Military Personnel and Their Dependents in the Greater Norfolk Area." I trust that they might be of interest to you. In addition in Norfolk, the following telephone numbers might be of help:

First of a Naval Dispensary Norfolk - 444-7841  
activities since (Appointment Desk - 444-7375). These numbers  
apologize for help were new effective 23 May 1966.

Navy Relief - 583-1676

Navy Relief Nurse - 583-1676

Family Assistance Center - 444-2479

Red Cross Norfolk - 444-2331

Portsmouth - 397-6531

Nights and Holidays - 444-7081

COMCROESLOT FOUR - Staff Duty Officer - 444-2331

In addition to the above, the Commanding Officer, USS PUTNAM (DD-757), a ship of the squadron that did not deploy due to a normal shipyard overhaul, has volunteered to provide any assistance that he can to MULLINNIX dependents in the Norfolk area. Between now and late October PUTNAM will be in the Norfolk Naval Shipyard, Portsmouth, Va. If assistance or advice is desired, call the Executive Officer LCDR G. H. WEEKS. Telephone 397-6531 and ask for the Executive Officer, USS PUTNAM.

I intend to keep these "Familygrams" coming to keep you all informed of our operations in the Western Pacific. Please be assured "MUX" is a fine ship and is ready to take care of any emergencies. At present, I expect a routine and interesting cruise - but the important thing is that we are ready for any eventuality. I shall keep you informed of all happenings. However, in this regard, I must ask that each and everyone of you keep your "Familygram" in "the family." Do not release any information that I might pass along to you to any news media. We have definite lines of communications for release of news. I would appreciate it very much if you would follow this request, as I will undoubtedly keep you informed of some happenings prior to their authorized release to the press.

We are sorry to leave our love ones behind for six months, but I am sure you understand that we are doing our part to ensure that all of us are provided the opportunity to maintain our normal way of life. I shall send along another "Familygram" in about one month.

Best regards,



G. R. Nagler  
Commander, U. S. Navy  
Commanding Officer,  
USS MULLINNIX (DD-944)