

8 November 1966
Subic Bay, Philippines

FAMILYGRAM NUMBER 5

Dear "Folks,"

Well, tomorrow we sail for home. As I sit here reviewing the last five months they have flown by. However, the individual days have been long and hard. Naturally I am parochial where MULLINNIX is concerned, but I can honestly state that I have never served with a crew that has tried and worked harder or longer hours without complaint but just with the self satisfaction that they did the job and did it to the best of their ability. One of the Chief Petty Officers expressed his feelings to me the other day which I believe really sums-up the entire picture of the ship. The Chief said, "We left Norfolk in June with a ship of boys and we are going home with a crew of men." I know MULLINNIX has contributed to the efforts of our government in Southeast Asia and more directly, the presence of MULLINNIX on the gunline saved many U.S. Army, Marine and Republic of Vietnam Army lives. This is reward enough. Speaking of the Republic of Vietnam Army, their I Corps Commander, Major General Lam, who is responsible for the area from the Demilitarized Zone south for about one hundred miles, decorated LT Marshall Duncan and Chief Gunner's Mate Eugene Mobarri with the Vietnamese "Gallantry Cross with Silver Star" for MULLINNIX accurate, timely and superior gunfire support of troops ashore in the I Corps. I am not certain, but I believe we are one of the few ships that have been so singled out. (At least I know of no other destroyer so honored.)

Of course, I am extremely proud of the way our Weapons Department personnel have maintained their equipment in such outstanding condition which enabled MULLINNIX to provide support for the troops ashore. However, due credit must be given to the entire ship. The engineering Department has maintained a spotless record for reliability. They have provided the power to take us "Anywhere-Anytime" a combat mission was assigned. The Operations Department, working closely with the Weapons Department, provided the communications, navigation, and target information that is so vital to a successful gunfire support mission. The Supply Department are the unsung heroes. They always had the correct spare part or right color paint when needed. Generally we served four meals a day on the gunline due to the twenty-four hours a day readiness. The cooks were always ready - many of them would pass ammunition in the magazines for twelve hours and then cook for another eight hours. Truly this tour has been a shipwide-team effort. From a Commanding Officer's standpoint, one could ask for nothing more.

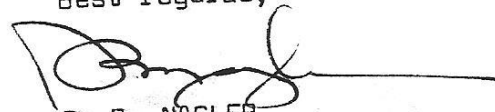
I am sure our schedule home is of interest to all of you. Commander Destroyer Squadron THIRTY-TWO has gone to great lengths to get us home as fast as possible and at the same time give All Hands an opportunity to see some of the more interesting sights along our route. Upon departing the Philippines on 9 November we shall drop down and cross the equator - thus enabling all "Polywogs" (those individuals who have never crossed the equator) to be initiated into the "Mysterious Order of the Deep" and become full-fledged "Shellbacks" (those individuals who have crossed the equator). On 14 November we shall arrive in Panang, Malasia,

for fuel and liberty and depart 15 November. 19 through 21 November shall see us in Cochin, India; for liberty and then we shall proceed to Sden for a fueling stop. After transiting the Suez Canal, we shall arrive Athens, Greece, on 2 December for three days of sight seeing. After that, we proceed directly home - fueling from an oiler several times enroute. Our scheduled arrival time at the Destroyer-Submarine Piers, Norfolk, Virginia, is 1400 (2PM) on Monday, 19 December. I know I speak for everyone on board when I say that this will be one of our finest Christmas gifts - to arrive back in the United States in time for Christmas. Unfortunately everyone cannot depart the ship immediately on leave. Since we shall be in port for one month for leave and upkeep, we have established three leave periods. Individuals were given their choice of period desired - and, where possible, have had their leave approved in the period requested. Everyone who desires leave will get leave during the period 19 December 1966 to 31 January 1967. However, I am afraid some men could not be given the exact dates they desired due to large number of requests for a given period. Consequently leave dates were approved based on such considerations as: date last leave taken; length of time on board; distance to travel; and any special considerations that might arise. The schedule of leave has been published to the entire ship and those that desire transportation reservations have had their requests submitted to Norfolk in order to ensure they can get plane, train and bus transportation over the holidays when such facilities are extremely crowded.

Enclosed is a computation of some "interesting" data. This information was compiled by the people who work in the ship's office, assisted by many people from each department. It might give you an idea what goes into a seven month deployment. Some of the figures surprised me.

As I draw this to a close, I know you all are looking forward to your loved ones returning home. By the time you receive this "familygram" we shall be almost there and I assure you, we cannot arrive soon enough.

Best regards,



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Commanding, USS MULLINNIX

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