

MULLINNIX FAMILYGRAM

USS MULLINNIX DD-944 FPO NEW YORK 09501



24 October 1970

Dear MULLINNIX Families,

A little more than two months have passed since we last went to press with a MULLINNIX familygram. Our schedule, as many of you know, has changed a number of times during this period, and as I write this, we are anchored close under the towering, snow capped peak of Mount Etna in Sicily at the end of the short first leg of our voyage home. Voyage home --- the words exemplify the thoughts which have been at the back of our minds for the past six months but which are now reality.

The past two months have been active ones. When I last wrote we were in Malta preparing to visit the small Italian island of Pantelleria which lies almost in the center of the Straits of Sicily. After an overnight passage from Malta, we anchored a little over half a mile off the breakwater at Port Pantelleria on the morning of 19 August.

The island, which is formed by the remains of a now extinct volcano, is little more than eight miles long and four miles wide, extremely fertile and noted for its local wines most of which are exported, it is unique in its very agrarian and conservative approach to life, but has a small, growing tourist trade. Our visit was purely of a goodwill nature and being the first U.S. warship to visit this tiny island for over seven years, our presence was something of an occasion. Our boats were filled to capacity during the next two days as we ferried people out to the ship for general visiting.

Although our stay was short many of us were able to get ashore, if only for a couple of hours. Some even managed the two hour drive around the perimeter of the island, visiting the inland lake, formed in one of the cones of the old volcano where boiling water still issues from underground springs and fissures in the rocky surroundings.

Sailing from Pantelleria on the evening of 20th, we joined the remainder of our task group as they sailed from Valletta, Malta, the following morning. The next five days were particularly busy as we joined ships of the Task Group from the Eastern Mediterranean to take part in Exercise National Week, a quarterly exercise designed to test the readiness and flexibility of Sixth Fleet units.

We arrived in Athens on 26th August for a ten day stay our third and final visit to the Greek capital. The weather had changed noticeably from that of our visit earlier the same month and the mixture of warm days and mild evenings were much more conducive to shopping and sightseeing than had been the hot and sultry days of late July.

Sailing from Athens on 5 September, we operated both in the Sea of Crete and then to the south of the island before being detached to proceed independently to our next port of call, Bizerte, which lies on the north coast of Tunisia some 35 miles northwest of the capital, Tunis. We arrived on the morning of 11 September for a three day stay. Despite being the fourth largest city in the country, it seemed very quiet in comparison to all our earlier ports of call with the exception of Pantelleria. Once again the presence of a ship in town caused great interest and during the next two days over 1000 people came on board for general visiting. It was however a complete change of scenery and ventures into the Casbah area and local markets resulted in purchases ranging from Arab robes to camel saddles and fez, the local headwear. Several people took the opportunity to visit Tunis and the nearby ruins of the ancient city of Carthage, much of which is remarkably well preserved dating as it does from the third century B.C.. It seems to be a constant source of amazement when one looks at what the "Ancients" achieved without the benefit of modern engineering techniques and machinery.

Leaving Bizerte on 14 September we rejoined our task group southwest of Cyprus on 17th of September for routine operations in the Eastern Mediterranean, moving northward into the Sea of Crete on 22nd to conduct operations with the amphibious task group which forms part of the Sixth Fleet.

On 25th we accompanied the other ships of this group into Soudha Bay on the Northwestern side of Crete. This visit provided us with an opportunity to berth alongside the Sixth Fleet destroyer tender for some much needed engineering maintenance, particularly on our evaporators which provide us with all of our fresh and boiler water.

The town of Soudha, backed by the impressive slopes of the mountain range which forms the backbone of this part of the island, is little more than a small village which has grown up around the Greek Naval Base situated there. There are few shopping facilities except in Khania the adjacent town. Little or no entertainment is offered, so, although we were to remain there for almost two and a half weeks, few went ashore and a great deal of very necessary work was achieved by many who put in long hours especially in the deck and engineering departments. During our stay at Soudha, a tour to the ancient Minoan capital of Knossos was conducted and those who took advantage of it were rewarded by seeing some magnificent scenery enroute, unspoiled by the march of time. Just as it must have been thousands of years ago.

Heading out into rough seas and strong winds from the Northwest we left Soudha Bay at sunset on 12 October and sailed north to join other ships from eight NATO countries taking part in Exercise DEEP EXPRESS. This exercise, designed to test the rapid deployment and use of the Allied Command Europe's mobile force, was the thirteenth in a series of such exercises involving land, sea, and air forces from the NATO countries. The majority of the exercise took place in Greek Thrace, that part of Greece bordering the Northern Aegean adjacent to Turkey. Our task was to provide both air defense and anti submarine protection to the major naval units whilst underway and to simulate shore bombardment for the Marines as they secured the beachhead after an amphibious assault in the exercise area. The latter part of the exercise was spent operating in the Southern Aegean to the north of Crete before sailing to

Riposto, Sicily, on 22nd. This was the first leg of our trip home.

We are due to visit Barcelona for three days with a brief fuel stop at Cagliari in Sardinia enroute and then expect to join up with the aircraft carrier USS SARATOGA and her escorts for the trip back across the Atlantic arriving in Norfolk on or about 12th November. This date must of necessity be a flexible one as unforeseen commitments and rough weather may well delay our arrival. You are advised to check with the Movements Office at the Naval Station Norfolk closer to the time and they will give you the latest information. None of us expect the sea to be as calm as it was for our trip over but everyone knows that after Barcelona every hour underway, however rough, brings the MULLINNIX 16 miles nearer home and that is all that is foremost in our minds!

As before we have had many changes on board, we welcome to the MULLINNIX:

RDSN BEACH	SA BURNHALTER	SA BLAKESLEE
SA BLANCHARD	SA SULLINS	SA BERRY
SD2 AGABAO	QMSN HEDGEPATH	SA BREWBAKER
ETR3 HANLIN	SA CARLISON	SN FORTIN
SD3 REYES	BT3 HUNTER	
SA SAUNDERS	BT1 GADDIS	
SA WOODALL	MM2 SPIEGEL	
ETRSA CORDER	EM3 WALLANDER	
BTFA OZMINSKI	STG3 MCKINNEY	

And wish the following calm seas and following winds in their next ventures:

BM3 GANN	FN SINISCALLI
ST1 BOCEK	BT3 WIBLE
SN IIRIE	BT3 GROSS
RD2 HANDLEY	SR HENDRIX
BT2 MCCARREN	RDC VAN DIESEN
GMG2 HOGUE	RM3 OTTAVIANO
FN RICE	RD3 BAKER
SD1 DUNLAP	GMG3 NUMMERDOR
SN O'BRIEN	FN BIANCA
SN NANNI	

I am enclosing copies of four messages from the Chief of Naval Operations, Admiral E. R. ZUMWALT, Jr., which may be of interest to many of you. I anticipate many such changes which, under the guidance of Admiral ZUMWALT, will help towards easing the burden of the Navyman's dependents, and I will keep you all informed as new measures are instituted.

One final note, if you are intending to move to the Norfolk area in the near future, you are advised that all naval personnel and their dependents are required to contact the Housing Referral Office, which is located at 8903 Hampton Boulevard, close to the D & S Piers in Norfolk, prior to renting any housing in the Tidewater area.

I realize some of you may be coming a long distance to meet the ship on our return and may wish to arrive the night before or stay over a night afterwards. I have learned that the following Norfolk motels, all of which are listed in the yellow pages, offer reduced rates to

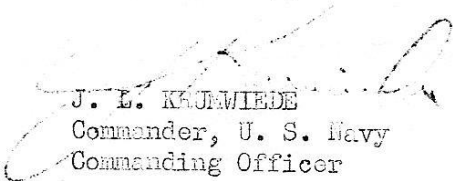
military personnel -

Golden Triangle Motor Inn
Quality Courts
Lafayette Motor Hotel
Holiday Towers

Needless to say we hope to see as many of you as possible on the piers when we arrive.

As I close this final familygram of the Mediterranean cruise, I want to thank all of you for your support without which it would not have been the success it has been. Your letters were real morale boosters and made much of our deployed time easier.

Very sincerely,



J. L. KRUPWIEDE
Commander, U. S. Navy
Commanding Officer

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USS MULLINIX (DD 944)
Fleet Post Office
New York 09501

FM CNO (Z-06)
TO NAVOP
BT
UNCLAS//NO1700//

DEPENDENT AIR CHARTER PROGRAM

1. TO ENHANCE THE OPPORTUNITY FOR DEPENDENTS OF PERSONNEL IN DEPLOYED UNITS TO TRAVEL OVERSEAS DURING PERIODS OF DEPLOYMENT, A PROGRAM IS BEING DEVELOPED TO ARRANGE CHARTER AIR TRANSPORTATION IN COORDINATION WITH DEPLOYMENT LIBERTY SCHEDULES TO OVERSEAS LIBERTY PORTS FREQUENTED BY DEPLOYED UNITS. THIS TRANSPORTATION WILL ALSO BE AVAILABLE FOR ACTIVE DUTY PERSONNEL FOR LEAVE PURPOSES. THIS PROGRAM IS BEING INSTITUTED TO HELP MINIMIZE THE IMPACT OF EXTENDED PERIODS OF ABSENCE OF NAVY PERSONNEL AND THEIR DEPENDENTS.
2. CHARTER TRANSPORTATION WILL BE ARRANGED DURING SCHEDULED LIBERTY PERIODS AND PEAK LEAVE PERIODS. WHERE DESIRED BY PERSONNEL TRAVELING, ARRANGEMENTS WILL ALSO BE MADE FOR HOTEL ACCOMODATIONS, TOURS AND OTHER SERVICES IN SUPPORT OF TRAVEL TO OVERSEAS AREAS. THE PROGRAM WILL BE OPERATED AT NO COST TO THE GOVERNMENT WITH PERSONNEL WHO TRAVEL ABSORBING ALL COSTS. HOWEVER THE REDUCED COST OF AIR FARES SHOULD PROVIDE INCREASED INCENTIVE FOR SUCH TRAVEL WHICH HAS IN THE PAST NOT BEEN WITHIN THE FINANCIAL CAPABILITY OF MANY OF OUR PERSONNEL.
3. THE CHIEF OF NAVAL PERSONNEL WILL COORDINATE THIS PROGRAM AND ARRANGE FOR CHARTER TRANSPORTATION AND THE AVAILABILITY OF SERVICES IN SUPPORT OF TRAVEL. PILOT PROGRAMS IN BOTH THE ATLANTIC AND PACIFIC FLEETS WILL BE CONDUCTED AND FINAL DETAILS OF THE PROGRAM WILL BE PROMULGATED BY THE CHIEF OF NAVAL PERSONNEL.
4. TO ENSURE THE SUCCESSFUL ACCOMPLISHMENT OF THE INTENDED PURPOSE OF THIS PROGRAM COMMANDING OFFICERS OF LOCAL UNITS AND COMMANDS DESIGNATED BY THE CHIEF OF NAVAL PERSONNEL AS COORDINATING POINTS MUST PARTICIPATE TO THE MAXIMUM EXTENT POSSIBLE IN THE PLANNING AND IMPLEMENTING OF CHARTER AIR TRANSPORTATION IN SUPPORT OF PERSONNEL WITHIN THEIR COMMAND JURISDICTION.

FM CNO (Z-33)
TO NAVOP
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UNCLAS//NO1700//

NAVY EXCHANGE AND COMMISSARY STORE ADVISORY BOARDS

1. IT HAS LONG BEEN THE GOAL OF OUR PERSONNEL MANAGING AND OPERATING THE NAVY EXCHANGES AND COMMISSARY STORES TO PROVIDE THE BEST POSSIBLE SERVICE AND MERCHANDISE AT THE MINIMUM COST TO OUR NAVY PERSONNEL AND DEPENDENTS. THE LEVEL OF PROFESSIONAL MANAGEMENT HAS CONTINUALLY IMPROVED. HOWEVER, FURTHER BENEFITS CAN BE DERIVED THROUGH A CUSTOMER RELATIONS PROGRAM, COMPOSED OF REPRESENTATIVES OF BOTH MANAGEMENT AND PATRONS, AND HAS PROVEN TO BE VERY EFFECTIVE AT COMMANDS WHICH HAVE INSTITUTED THIS PROGRAM OVER THE LAST TWO YEARS.
2. THEREFORE I DESIRE TO SEE THIS PROGRAM OF ADVISORY BOARDS EXPANDED TO BE IMPLEMENTED AT ALL NAVY EXCHANGE AND COMMISSARY STORES. AN OPNAV INSTRUCTION IN THE 1700 SERIES WILL BE PROMULGATED AT AN EARLY DATE DIRECTING THAT COMMANDING OFFICERS AT ACTIVITIES WITH NAVY EXCHANGES AND/OR COMMISSARY STORES ESTABLISH NAVY EXCHANGE AND COMMISSARY STORE ADVISORY BOARDS. THE MISSION OF THESE BOARDS WILL BE TO ESTABLISH A

CUSTOMER RELATIONS MECHANISM DESIGNED TO (A) IMPROVE COMMUNICATIONS BETWEEN MANAGEMENT AND PATRONS, AND (B) TO IDENTIFY AND RESPOND TO CUSTOMER REQUIREMENTS AND COMPLAINTS. MINIMUM MEMBERSHIP SHOULD INCLUDE BUT NOT BE LIMITED TO REPRESENTATIVES OF TENANT COMMANDS, DETACHMENTS, FLEET COMMANDS IN THE AREA, WIVES CLUBS AND OTHER APPROPRIATE ORGANIZATIONS, AND MANAGEMENT PERSONNEL. THE COMPOSITION OF THE BOARDS SHOULD CONTAIN A BROAD ETHNIC AND REPRESENTATIVE MINORITY BASE. ADEQUATE REPRESENTATION IS TO BE PROVIDED FOR THOSE HAVING THE GREATEST NEED FOR THESE FACILITIES AND FOR THOSE WHO ARE UTILIZING THEM WITH THE HIGHEST FREQUENCY. THESE WOULD INCLUDE THE LOWER GRADES OF MARRIED OFFICERS AND ENLISTED PERSONNEL AND THOSE WITH LARGE FAMILIES. FURTHER DETAILS CONCERNING THE REQUIREMENTS FOR MEETINGS AND A SYSTEM OF EVALUATION OF THE EFFECTIVENESS OF THIS PROGRAM WILL BE PROVIDED FOR IN THE FORTHCOMING OPNAV INSTRUCTION. E. R. ZUMWALT, JR., ADMIRAL, U.S. NAVY, CHIEF OF NAVAL OPERATIONS

FM CNO (Z-24)

TO NAVOP

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UNCLAS//NO1301//

SUBJ: WIVES OMBUDSMAN

1. THE IMPORTANCE OF THE NAVY WIFE AS A MEMBER OF THE NAVY TEAM CAN NOT BE OVER EMPHASIZED. ALTHOUGH THE WELFARE OF WIVES HAS ALWAYS BEEN OF GREAT CONCERN TO THE NAVY IT HAS BEEN NOTED THAT THESE DEDICATED WOMEN HAVE NEVER HAD AN OFFICIAL REPRESENTATIVE TO EXPRESS THEIR VIEWS TO COMMANDING OFFICERS AND BASE COMMANDERS.
2. TO REMEDY THIS SITUATION ALL SHORE BASED COMMANDERS SHALL ESTABLISH PROCEDURES WHICH GIVE NAVY WIVES AN OPPORTUNITY TO PRESENT COMPLAINTS, VIEWPOINTS, AND SUGGESTIONS TO COMMANDING OFFICERS. IN PARTICULAR, SUCH PROCEDURES SHALL INCLUDE THE SELECTION OF A WIFE BY EACH LOCAL WIVES ORGANIZATION WHO WILL HAVE DIRECT ACCESS TO THE COMMANDING OFFICER. THIS WIVES OMBUDSMAN CONCEPT SHALL REFLECT AND BUILD UPON RELATED ACTIVITIES IN EXISTING WIVES ORGANIZATIONS AND NAVY SERVICES AND BENEFITS COUNCILS. WE HAVE EACH BEEN GETTING GOOD ADVICE FROM OUR OWN WIVES. LET'S LISTEN CAREFULLY TO AN OFFICIAL REPRESENTATIVE. E. R. ZUMWALT, JR., ADMIRAL, U.S. NAVY, CHIEF OF NAVAL OPERATIONS

FM CNO (Z-39)

TO NAVOP

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UNCLAS

EXTENDED COMMISSARY HOURS

1. AS A SERVICE TO OUR PERSONNEL AND TO OUR MANY WORKING WIVES, I HAVE APPROVED A RECOMMENDATION BY COMNAVSUPSYSCOM TO EXTEND THE COMMISSARY HOURS IN 23 CONUS AND 2 OVERSEAS LOCATIONS. IT IS HOPED THAT THESE EXPANDED HOURS WILL LESSEN THE USUAL SATURDAY MORNING AND PAYDAY CROWDS AND PROVIDE BETTER SERVICE TO ALL.
2. THE COMMISSARIES WITH NEW EXTENDED HOURS ARE AT THE FOLLOWING LOCATIONS: QUONSET POINT; NEWPORT; PHILADELPHIA; OCEANA; NAVSHIPYD NORVA; CHARLESTON; PORT HUENEME; SEATTLE; ALAMEDA; MOFFETT FIELD; GREAT LAKES; JACKSONVILLE; ORLANDO; LONG BEACH; MEMPHIS; NEW LONDON; LITTLE CREEK; PEARL HARBOR; PENSACOLA; SAN DIEGO, MIRAMAR; NORTH ISLAND; NAVSTA NORVA; GUAM; TAIPEI, E. R. ZUMWALT, JR., ADMIRAL, U.S. NAVY, CHIEF OF NAVAL OPERATIONS