

USS BELKNAP

DLG-26



WESTPAC CRUISE

1967 - 1968



SHIP'S HISTORY

USS BELKNAP (DLG-26), the first of a new class of guided missile frigates, is the second ship of the U.S. Navy to bear this name. She is named after RADM George Eugene Belknap, USN (1832-1903) and his son, RADM Reginald Rowan Belknap, USN (1871-1959). She was christened by Mrs. Leonard B. Cresswell, the grand-daughter and daughter of the RADM's Belknap, and was launched by the Bath Iron Works, Bath, Maine on 20 July 1963. BELKNAP was commissioned on 7 November 1964 at Boston Naval Shipyard, Boston, Massachusetts, at which time Captain John T. Law took command as her first Commanding Officer.

After spending over a year conducting special trials, tests, and under-going a brief shipyard availability, BELKNAP commenced her Shakedown Training at Guantanamo Bay, Cuba in February of 1966. After a highly successful training period, BELKNAP joined the United States SECOND Fleet and became a full-fledged operational member of the Atlantic Fleet.

In July 1966, Captain Ernest C. Hipp, Jr., USN relieved Captain Law as Commanding Officer. The following August, BELKNAP joined US, United Kingdom, Norwegian, and other NATO units for a combined NATO operation conducted off the coast of Norway. This operation carried her north of the Arctic Circle and she became a member of the select "Blue Nose" society. Upon conclusion of the operation, BELKNAP's officers and men enjoyed four delightful days of liberty in Stockholm, Sweden before returning to their homeport, Norfolk, Va.

After returning to Norfolk in September 1966, and after only three weeks of preparation, BELKNAP departed for her first extended deployment and duty with the SIXTH Fleet in the Mediterranean. After four months of operations that included visits to ports in France, Italy, Greece, and Turkey, she returned to Norfolk in February 1967.

BELKNAP departed Norfolk on 5 September 1967 for a tour of duty with the U.S. SEVENTH Fleet and Task Force 77. Having passed through the FIRST Fleet on her way to her assignment, BELKNAP has acquired the distinction of being one of, if not the only U.S. Navy ship to serve in all four major numbered Fleets within a nine month period.

SHIP'S PURPOSE

During this deployment, BELKNAP was charged with the task of PIRAZ (Positive Identification and Radar Advisory Zone) station. It was her job to keep track of all aircraft over the entire Gulf of Tonkin, which often numbered well over a hundred. She also acted as a rest and refueling station for the SAR (Search And Rescue) Helicopters which daily save the lives of many downed pilots and aircrewmen.

Originally designed as an offensive ship capable of anti-air, anti-surface, or anti-submarine warfare, BELKNAP could not have managed a job as large as that of PIRAZ were it not for her computerized Tactical Data System.

COMMANDING OFFICER

CAPTAIN E. C. HIPPI, JR., USN

Captain Ernest C. Hipp, Jr., U.S. Navy, was born in Clinton, South Carolina on 2 October 1920. His parents are Mrs. Mae E. Hipp and the late Ernest C. Hipp. He married the former Shirley Mahar of Westfield, Massachusetts, on August 1950. They have three sons, David, Jeffrey, and Jonathan. The family resides at 1625 Five Forks Road, Virginia Beach.

Captain Hipp is a graduate of Presbyterian College of South Carolina (B.S. Chemistry) and the U.S. Naval Academy (Class of 1944) with a B.S. degree. He is also a graduate of the Naval War College in both the Naval Warfare and the Command and Staff courses.

After initial commissioning in 1943, Captain Hipp underwent a ten-week Aviation Technical Observer Training period. Following this, he reported to USS ANTHONY (DD-515) for the remainder of World War II, serving successively as Assistant Gunnery Officer, Gunnery Officer, and Executive Officer. Upon decommissioning of ANTHONY in April 1946, he was ordered as Executive Officer, USS DOYLE (DMS-34) and served in this capacity for almost two years. This was followed by successive tours as Commanding Officer of the USS PCE-891 and 899.

In July 1949, he reported to headquarters First Naval District as Aide, first to VADM Hewlett Thebaud, and later VADM John L. McCrea. Upon completion of almost three years there he was ordered as Commanding Officer, USS WHEATEAR (AM-390), in which capacity he served for two years. It was at this time that he was ordered to the Naval War College, Newport, Rhode Island, for Command and Staff course of instruction. Upon completion he reported to the Bureau of Naval Personnel, where he served as head of the Warrant Officer Section for two years. In July 1957, he was ordered as Executive Officer, USS MITSCHER (DL-2) and so served for one year. Upon completion of this tour, he was Commanding Officer, USS HALE (DD-642) from October 1958 until July 1960, when he reported to the Naval War College for the Naval Warfare course.

From July 1961 to September 1963 he served as Administrative and Personnel Officer on the Staff of Commander Destroyer Force (later Cruiser-Destroyer Force) U.S. Atlantic Fleet. After fifteen months as Commander Destroyer Division SIX TWO, he reported as Chief of Staff and Aide to Commander Cruiser-Destroyer Flotilla EIGHT in February 1965. Relieved as Chief of Staff in June 1966, he assumed command of USS BELKNAP (DLG-26) in July 1966.

Authorized medals and awards include: Commendation Ribbon with Combat "V", Navy Unit Commendation (USS ANTHONY DD-515), American Defense, American Theater, Asiatic-Pacific Theater with 8 battle stars, World War II Victory, Occupation, China Service, National Defense, and Philippine Liberation.





COMMANDING OFFICER

CAPTAIN J.H. ALDRICH, USN -

Captain Aldrich is a native of Savannah, Georgia. He was born there on 25 September 1920, and attended Savannah Schools. In June 1940, he entered the U.S. Naval Academy, and graduated from the Academy three years later.

From July to September 1943, Captain Aldrich was assigned at the Naval Air Station, Jacksonville, Florida, as an aviation technical observer following which he reported aboard USS AMMEN (DD-527). He served aboard AMMEN for eighteen months seeing service in the Pacific Theater.

In 1945, Captain Aldrich reported aboard USS ERBEN (DD-631) for duty. Subsequently, he had tours of duty in USS O'HARE (DD-889) and USS JOHNSTON (DD-821). In July 1948, he reported to COMDESRON FOUR for staff duty. In August 1949, Captain Aldrich went to Fort Bliss, Texas for instruction at the Army, Navy and Air Force Guided Missile School. Upon Completion of this course, he reported to Washington, D.C. for duty with the Guided Missiles Division in OPNAV.

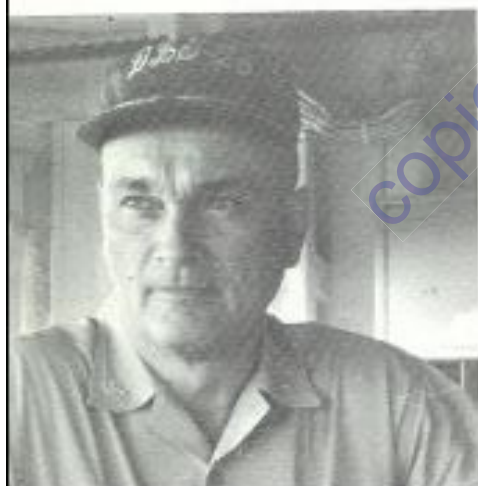
In July 1952, Captain Aldrich was transferred to USS MACON (CA-132) for duty as Gunnery Officer. In the latter part of 1954, he reported to China Lake, California as Assistant Experimental Officer with the Naval Ordnance Test Station. In August 1956, Captain Aldrich again returned to sea serving as Executive Officer aboard USS MURRAY (DDE-576), and in February 1958, he took command of USS BASILONE (DDE-824).

In August 1959, Captain Aldrich returned ashore to attend the Armed Forces Staff College. Early in 1960, he reported to BUWEPS as Assistant Director of the Military Personnel Division and later as Head of the Polaris Missile Production and Fleet Readiness Section of the Special Projects Officer. In September 1963, he reported to Roosevelt Roads, P.R. as Commander CARIBTEVDDET, OPTEVFOR.

In January 1965, Captain Aldrich took command of USS MAUNA LOA (AE-8). His campaign and service medals include the Pacific Theater with five stars, American Theater, Philippine Liberation with two stars, Navy Occupation, World War II Victory, National Defense and Armed Forces Expeditionary.

From January 1966 until November 1967, Captain Aldrich was Head, Cruiser Destroyer and Underway Replenishment Ship Warfare Branch, Strike Warfare Division Office of CNO. On 8 December 1967, he assumed command of USS BELKNAP (DLG-26).

Captain Aldrich and his wife, the former Virginia Cornell of Savannah, Georgia, with two of their children make their home in McLean, Virginia. Their elder son, James Jr., graduated from the Naval Academy as a member of the Class of 1967, and is currently serving in USS SELLERS (DDG-11).







CHANGE OF COMMAND

December 8, 1967

The day before BELKNAP pulled out for her second line period, Captain James H. Aldrich relieved Captain Ernest C. Hipp as the Commanding Officer.



COMMAND AT SEA

"When a Commander has, by tact, patience, justice, and firmness, each exercised in its proper turn, produced such an impression upon those under his orders in a ship of war, he has only to await the appearance of his enemy's top-sails upon the horizon. . . In one word, every Commander should keep constantly before him the great truth, that to be well obeyed he must be perfectly esteemed."

John Paul Jones



EXECUTIVE OFFICER

COMMANDER W. E. O'LEARY,

USN

Commander William E. O'Leary, U.S. Navy, was born in Milton, Massachusetts, on 2 July 1929. His parents are Mr. and Mrs. Joseph S. O'Leary who still reside in Milton. Commander O'Leary graduated from the Massachusetts Maritime Academy in 1951 with a Bachelor of Science degree. He has been married to the former Frances O'Keefe of Charleston, South Carolina since 17 October 1953. They have three children, Kevin, Mona and Martin. The family currently resides at 1214 Byron Road, Charleston, South Carolina.

After initial commissioning in 1951, Commander O'Leary reported aboard the USS RABY (DEC-698), serving successively as First Lieutenant, CIC Officer, and Operations Officer. Upon decommissioning the RABY in December 1953, he was ordered to the USS HAWK (AMS-17) as Executive Officer. Commander O'Leary served in this



capacity for eight months before he was ordered to the USS SHRIKE (MSC-201) as Prospective Commanding Officer. He placed the SHRIKE in commission in March 1955 and became her first Commanding Officer. From June 1956 until February 1957 Commander O'Leary served as Flag Lieutenant to Commander, Cruiser Division One. His next assignment was as Force Personnel Officer for Commander Atlantic Mine Force, a position he held until December 1958. Nine months of temporary duty at the General Line School, Monterey, California, preceded Commander O'Leary's assignment as Operations Officer of the USS DAVIS (DD-937) out of Newport, Rhode Island. He left the DAVIS in December 1962 to become the Assistant Plans Officer on the Staff of Commander Cruiser-Destroyer Force, Atlantic Fleet. Commander O'Leary reported aboard BELKNAP as Executive Officer after serving one year tour with the U.S. Naval Advisory Group in Vietnam, headquartered in Saigon.

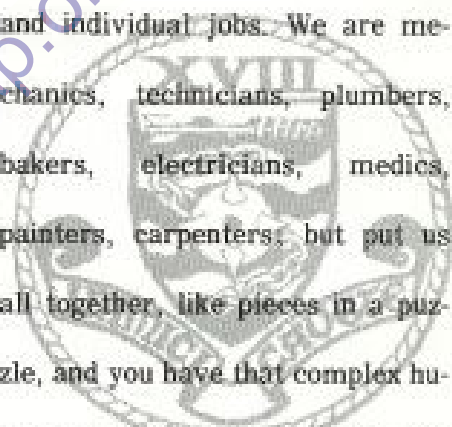
Authorized medals and awards include the Navy Commendation Medal, Navy Expeditionary Medal, National Defense Medal and the Vietnam Service Medal.



THE CREW

What makes a crew? Men.

We are, then, first of all, men; individuals, with individual lives and individual jobs. We are mechanics, technicians, plumbers, bakers, electricians, medics, painters, carpenters; but put us all together, like pieces in a puzzle, and you have that complex human machinery that brings the nuts and bolts of a ship to life. We are the spark of life that is the heart of any fighting ship.



WEAPONS

DEPARTMENT



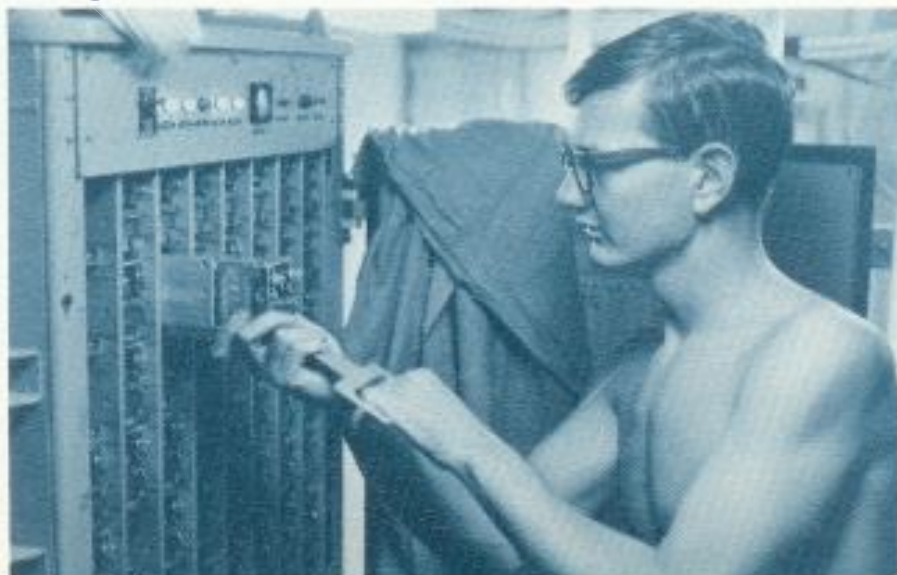
LCDR R. A. Mozier
WEAPONS OFFICER

RELIEVED BY



LCDR Hyding
WEAPONS OFFICER

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AS DIVISION



LTJG J.P. Smith
ASW OFFICER

Sonarmen are the ears of a ship and their quarry is the silent, unseen enemy submarine. However, in the shallow waters of Tonkin Gulf, the men of AS Division supplied radio talkers, pneumatic tube operators, and data recorders to bolster the team required to handle the heavy load in CIC. These men developed a new kind of expendable BT in their spare time.



WO1 J.E. Boon
SONAR MAINTENANCE
OFFICER



ST1 W. Starr
ST1 C. Kerekes
STG2 L. Warren



STCS J. Setnik



STG2 R. Juergens
STG3 D. Oliver
STG3 G. Blum



STC J. Gaskins



STG3 C. Reeves
STG3 F. Gorski
TM3 R. Schmitz





You blew how many more?

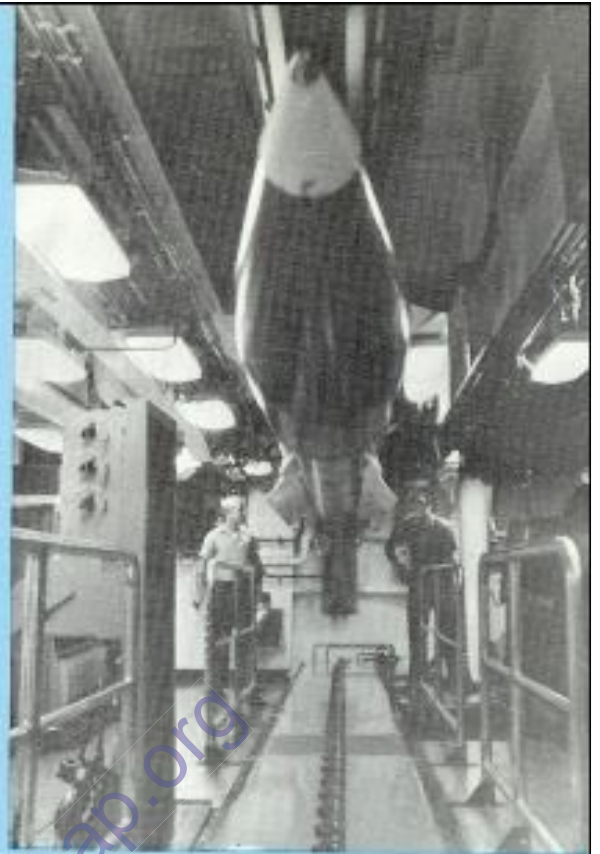
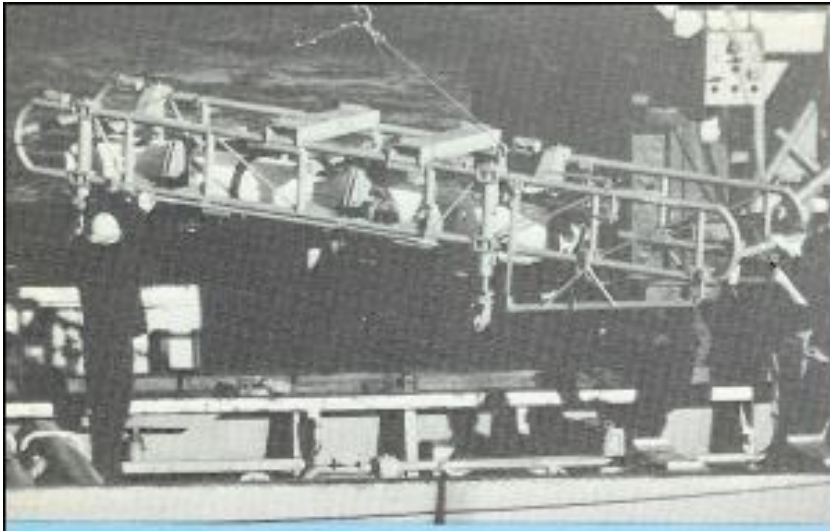


STGSN I. Hoar
STGSN V. Leonard
STGSN R. Callella



STGSN T. Devine
STGSN N. Scott
STGSA C. Brugge
SN N. Jimenez





MS DIVISION



LCDR L.E. Ackart
MISSILE SYSTEMS OFFICER



LT. J. Chanard
MISSILE SYSTEMS OFFICER



LTJG M.B. Manko
MISSILE ORDNANCE OFFICER



ENS R.W. Byron
FIRE CONTROL OFFICER

Missiles were our first line of defense against the ever-present threat of air attack. Although MS supplied men for various other jobs, they still had to maintain a round-the-clock readiness to meet any threat. Fortunately, it was never necessary to use our missiles, and aside from scaring the wits out of the Air Force, these men found time to present various award-winning television specials for the CIC viewers.



FTCS R. Hill

GMM1 J. Camden
GMM1 D. Malone
GMM2 R. Hibbs



FTM3 F. Mewszel Jr.
GMM3 J. Stevens
GMMSN J. Eagle



GMMC Watier

GMMSN J. Lange
GMMSN L. Mart
GMMSN D. Sullivan



FTM1 H. McComsey
FTM2 E. Bakun



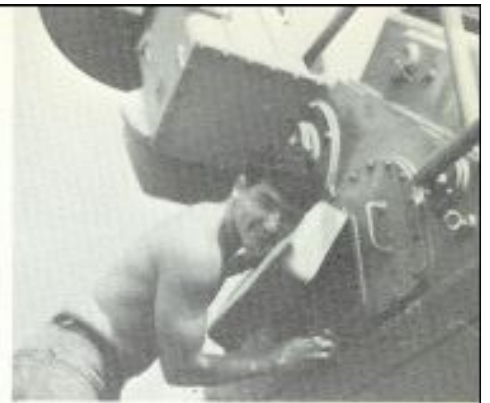
FTMC J. Hill

FTM3 G. Bennett
FTM3 V. Letourneau
FTMSN R. Sitler





FTM1 D. Holihan
FTM2 M. Abbott
FTM3 F. Crabtree



FTM3 J. Ely
FTMSN P. Johnson
SN M. Vargason



FTM1 R. Murtagh
FTM2 D. Ramsey
FTM3 J. Kitchell
FTM2 K. Anderson

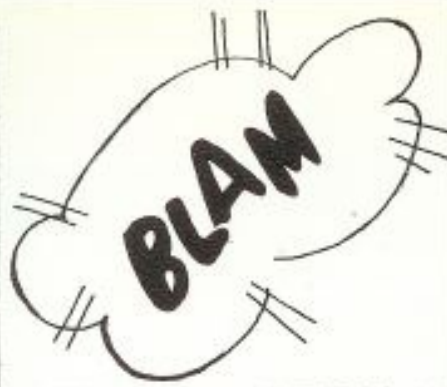


FTM3 J. Stephenson
FTM3 T. Schultheis
FTM2 P. Laughlin
FTM3 R. Tortorice



FTM2 A. Olin
FTG3 T. Noonan
FTM2 J. Price
FTM3 J. McCubbin Jr.





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G DIVISION



ENS A.R. Liotard
GUNNERY ASSISTANT

The Gunnery Division has the constant task of maintaining the conventional guns and their control equipment against the ravages of the salt spray, stack gas, and helicopter jet wash. These guns were our main defense against PT and missile boat attacks which were on our minds from attacks made many months earlier. While the FT's kept their equipment up 100% of the time to track slow balloons and fast Tonkin spooks, the Gunners Mates logged in the ship's best down time.



GMG2 W. Jordan
GMG2 J. Fennell



GMG3 G. Stewart
GMG3 J. Sand



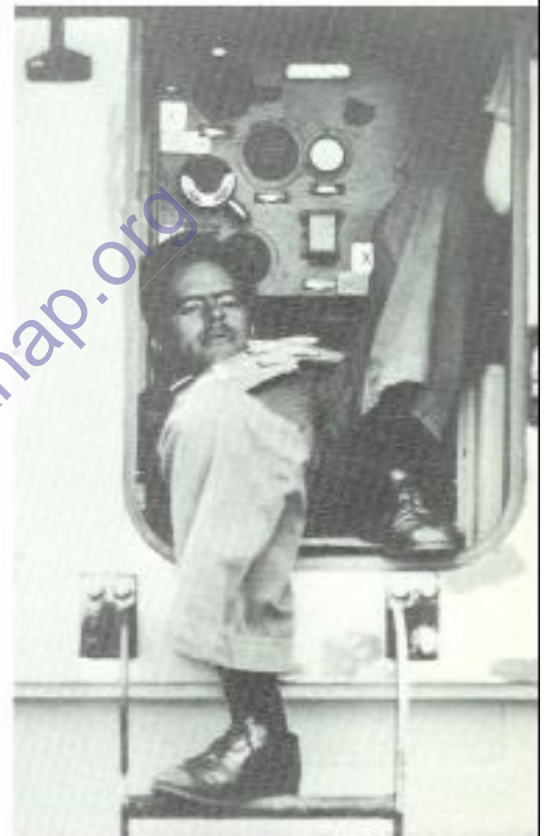
GMGSN D. Gussler
SN B. Smith



GMGSN R. Gmielewski
GMGSN R. Fitch



GMCS A. Costa



**DANGER
MAN
KILLER**





Now liberty call!



FTGC D. Dean

FTGC A. Brown
FTGJ J. Gonzales
FTG3 R. Buckley



FTGSN R. Body
FTGSN E. Hoenshell
FTGSN W. Staley



DECK DIVISION

The job of maintaining the exterior of the entire ship is normally quite enough to keep the Deck Division busy, but during this cruise, they were called upon to supply men to work in Radio Central, in CIC, and on the Helo Crew. They spent countless hours guiding the ship around her small area in the Gulf, and they still managed to maintain the good looks of the ship. As a matter of fact, they repainted so many times that if the ship returns to WestPac again, Mary Sue is thinking of hiring them out.



LT H.A. Dennenberg
FIRST LIEUTENANT

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BM1 C. Reeves
BM3 C. Lane
BM3 J. Lee



SN C. Taylor
SN H. Schlipp
SN R. Tinney



BMCS C. Attaway



SN R. Fitzgerald
SN W. Parmenter
SN L. Strupczewski

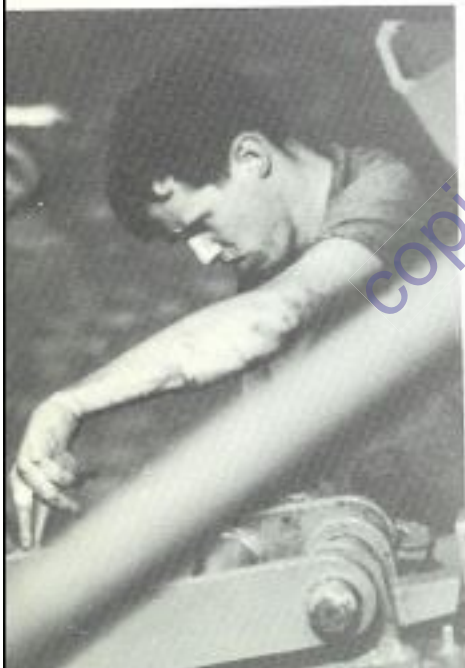
SN C. Neuendorf
SN C. McKee
SN R. Peet



SN R. Garcia
SN J. Porter
SNT. Gore



SN R. Cowie
SN R. McGough
SN R. Fitzgerald



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SN K. Killeen
SN F. Rogacz
SN R. Salazar



SN C. Walinski
SN J. Whillock Jr.
SA J. Connatser



SN W. McGrory
SN R. Govoni
SN S. Maiorino



SN J. Cowie
SN R. Diehl
SN N. DeSimone



SN R. Stahl
SN D. Kearns
SN F. Schudde



SN J. Connelly
SN J. Viera
SN T. Rae





SA D. Toner
SN J. Freel
SA R. Host
SN R. Iadiserbio



SN P. Iacovelli
SN C. Clinton
SN J. Muench
SN F. Kovacs, Jr.



SA L. Gaskin
SA J. Taylor
SN R. Straubhaar



OPERATIONS

DEPARTMENT

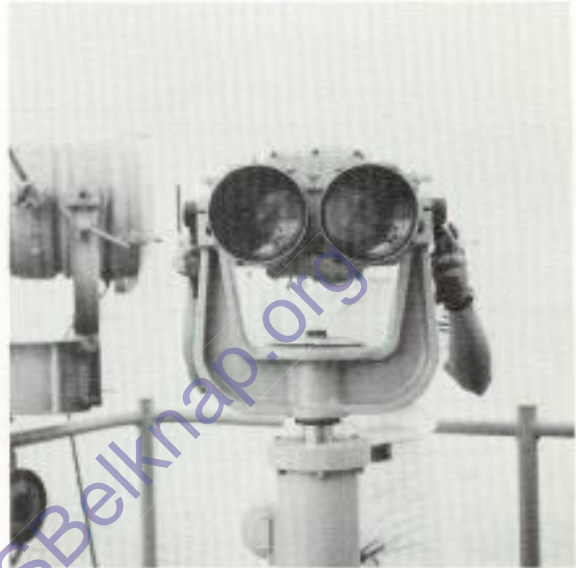
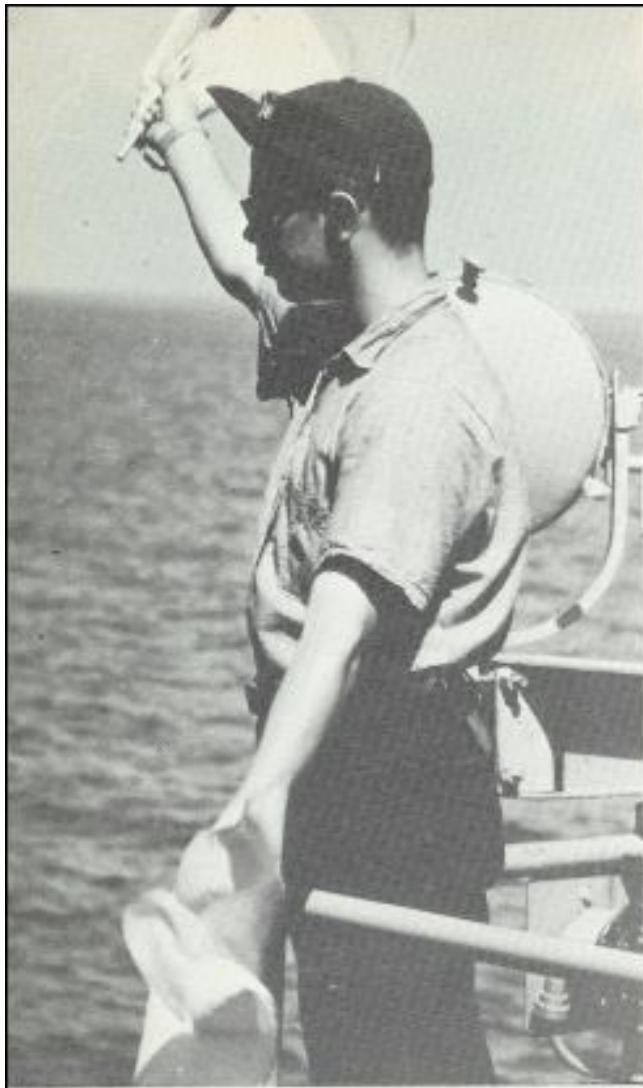


LCDR J. J. Martin
OPERATIONS OFFICER

RELIEVED BY



LCDR I. W. McLellen
OPERATIONS OFFICER



OC DIVISION

Communications are the voice of the ship and nowhere has there been such a need to hear and be heard as was in the Gulf. The Radiomen and Signalmen worked tirelessly to maintain the maze of communications equipment so vital to our task, especially we shall not soon forget our first arrival on station. In fact, they worked so hard that we not only communicated with others, but also spent much of the time talking to ourselves over different circuits.



LT D.G. Jessel
COMMUNICATIONS
OFFICER



ENS W.I. Foster
ASST. COMMUNICATIONS
OFFICER



RM1 L. Forrest
RM2 J. Kalisz, Jr.



RM3 F. McCarroll
RM3 G. Rounbehler



RM2 W. Broyles
RM3 H. Spreen



RMC R. Vice



RMC J. Griffith

RM3 M. Trapp
RM2 J. Walden



RMC E. Nelson, Jr.
RMC M. Hicks



SMC C. McCarthy

RM3 W. Plante
RM3 G. Withrow



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RMSN J. Odette
SM2 J. Hatton



SMSN R. Bellamy
RM2 C. Anderson

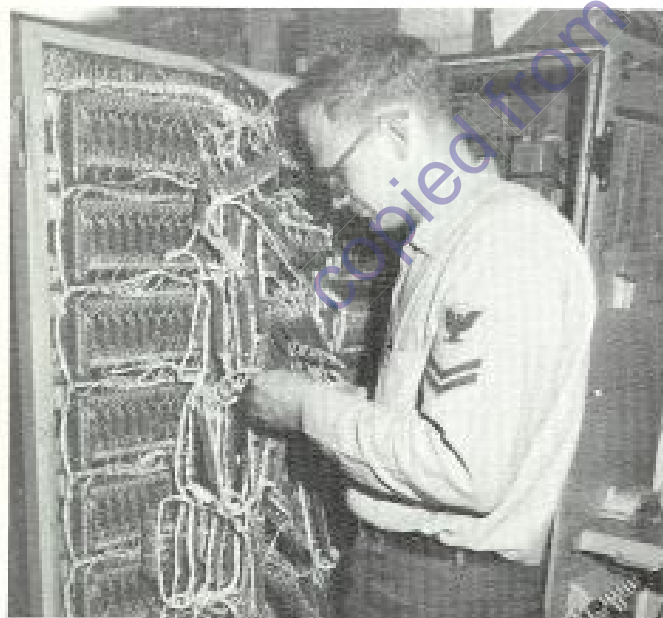


SM3 R. Sewell
SMSN K. Shuck



SMSN R. Simoneau





OE DIVISION



LTJG C.L. Dietrick
NTDS MAINTENANCE
OFFICER

Our ship is a maze of electronic gear of all types and the Electronic Technicians must maintain and repair a great percentage of it. They were severely put to the test during our time in the Gulf and they met the demand each time with tireless effort which kept us operating at all times. As a matter of fact, they spent so much time with their equipment that when we left the Gulf they were almost overcome by the fresh air and sunlight when they came top-side.



WO1 J.A. Mansfield
EMO

ETR1 P. Reichert
ETR1 R. Fisher
ETR2 K. Perez
ETR2 G. Reed



ETR2 S. Tingfah
ETR3 T. Tangen
DS2 S. Akin
ETN3 B. Rich



DSC R. Pogue



ETCS J. Campbell



ETN3 W. Brown
ETN3 R. Blue
ETRSN D. Dennis
ETRSN H. Hawkins



ETN3 J. Rudolf
ETNSN J. Eanes
DS2 G. Lord
DS3 L. Jaeger





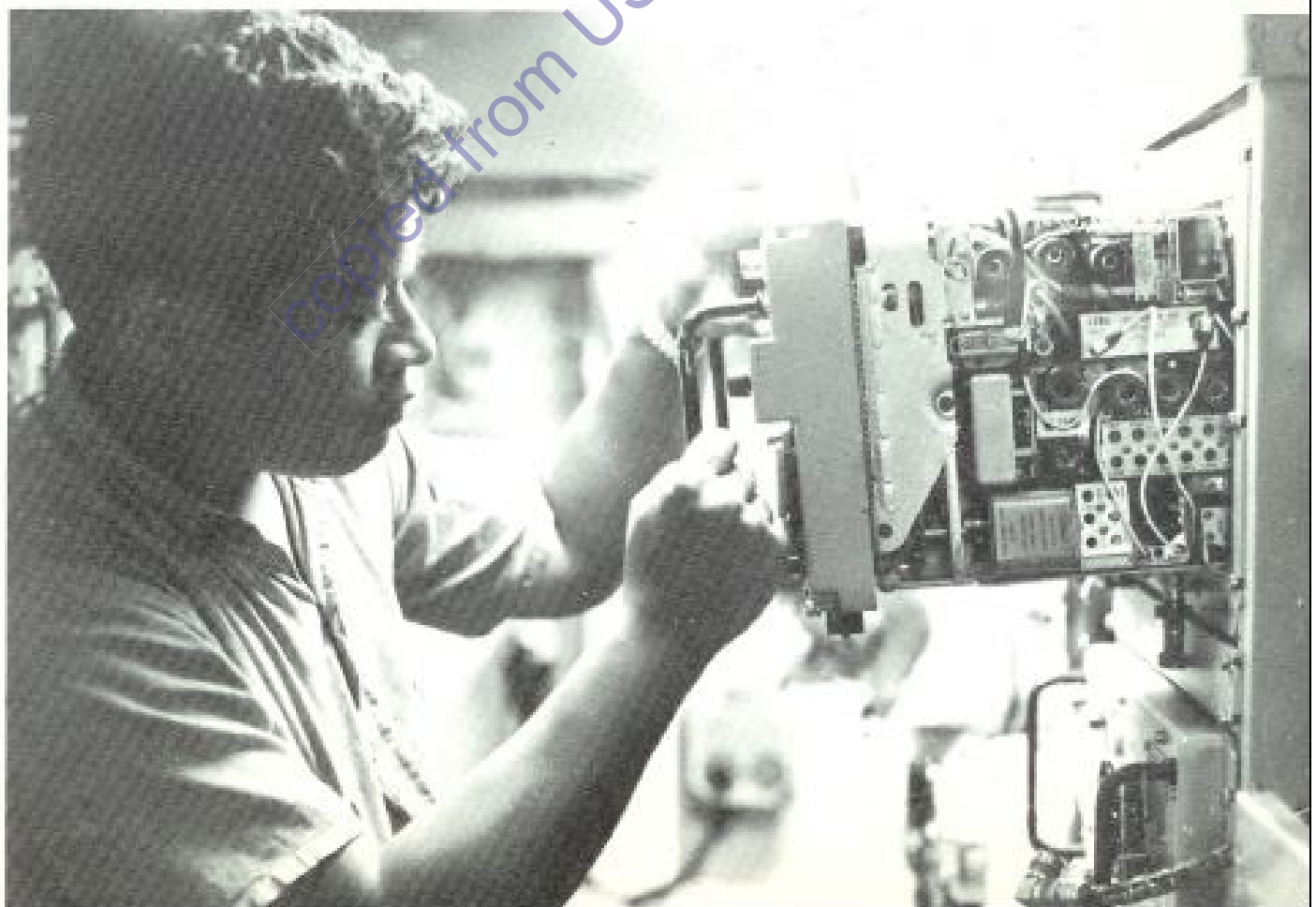
DS2 R. Souder
DS2 A. Kessler
DS3 J. Tohline

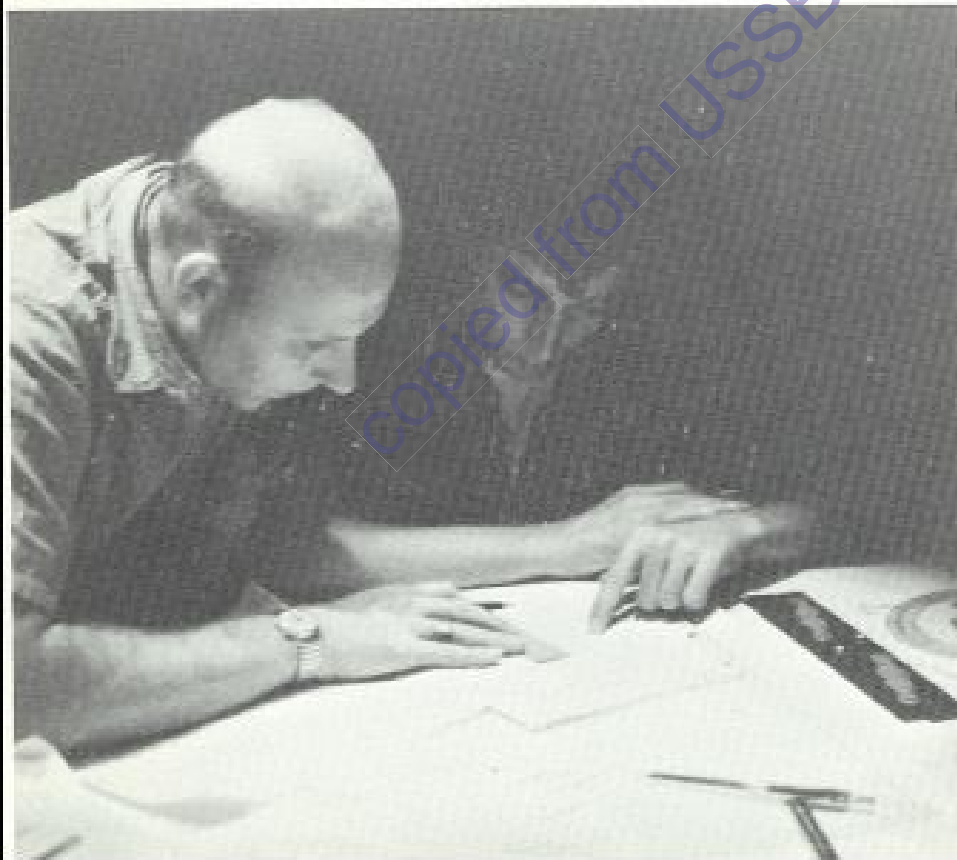
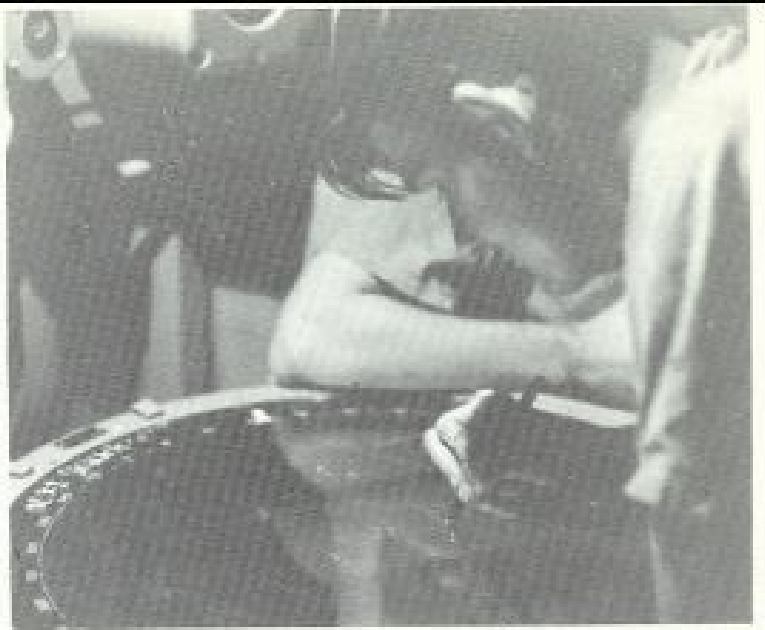


DS2 L. Perkett
DS2 J. Ackerman
DS2 F. Iding



DS2 C. Naughton
DS3 M. Hurst
DS3 J. Willoughby





OI DIVISION



LT A.P. Sundberg
CIC OFFICER



ENS M.C. Mayerl
ASST. CIC OFFICER

The Radarmen and DS's are the far-reaching eyes and brain of the ship. The job of tracking all the aircraft over the Gulf of Tonkin was next to impossible, but these men kept their equipment operating constantly and made it all seem rather easy. To help break the monotony of the strenuous job, they took to keeping such unusual pets as anteaters, alligators, and beavers. They are now all authorized to wear a special medal awarded them by the SPCA.

RDCS J. Ryan
RDC R. Brenner
RDC J. Butcher



RD1 S. Shytles
RD1 J. Hoelscher
RD1 J. Foster
RD1 D. Yancy



RD1 D. Reum
RD1 K. Turner
RD1 F. Wasson
RD2 V. Barrett



RD2 G. Beckwith
RD2 K. Buchspies
RD2 E. Muller
RD3 J. Billik





RD3 T. Fries, Jr.
RD2 H. Swart
RD3 D. Dorsey
RD3 J. Davis



RD3 P. Keeler
RD3 S. Reid
RDSN T. McGehee, Jr.
RD3 M. Aubrey



RD3 R. Evans
RDSN A. Hoff
RD3 M. Barnes
RD3 R. Lelievre



RD3 G. Miller
RD3 S. Kegley
RD3 R. Rutkowski
RD3 C. Ryle





RD3 S. Sterling
RD3 L. Havey



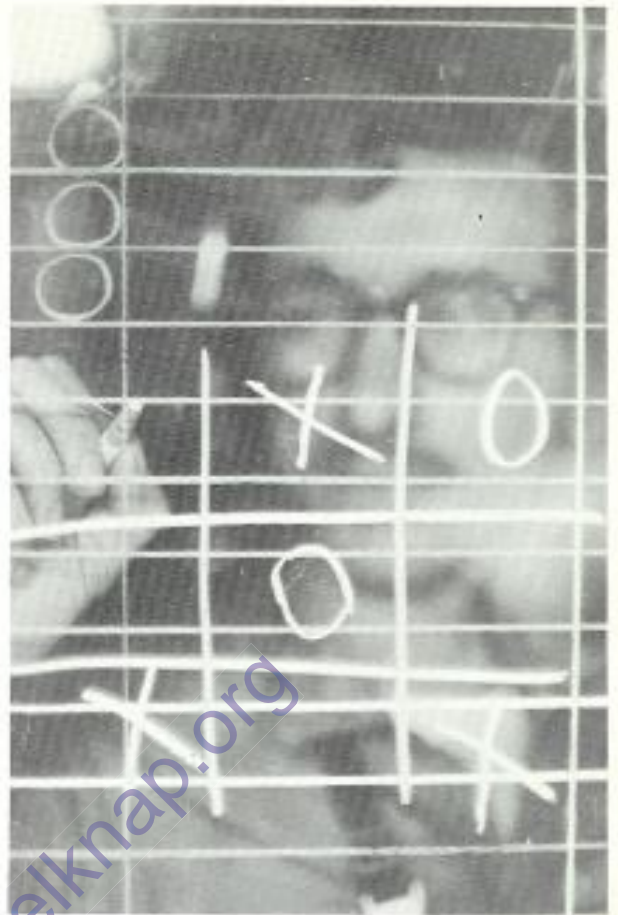
RD3 D. Walker, Jr.
RD3 E. Thorpe



RDSN D. Eneix
RDSN J. Mazzeo



RDSN C. Myers



RDSN R. Purzycki
RDSN J. Seaver
RDSN D. Henly
RDSN R. Bruce



RDSN L. Arbogast
RDSN R. Rambo
YN2 W. Baer
YNSN R. Dresch



ENGINEERING

DEPARTMENT



LCDR N.C. Barker
ENGINEERING OFFICER



M and B DIVISION



LTJG W.E. McClure
MPA

The Machinist Mates and Boiler Technicians are the strength and muscle of the ship. They provide the power and energy we need to operate all our equipment and to move through the water. We steamed over 59,000 miles during this deployment almost without mishap. Of course, after they built their own "mountain-dew" still prior to our arrival in San Diego, they went on to greet our new Captain by painting our Port side in their own fashion.



MM1 L. Sposato
MM1 M. Karolczak
MM1 A. Shoemake



MM1 J. McIlrath
MM2 L. French
MM2 M. Petersen



MM2 B. Sheldon
MM3 J. David
MM3 J. Stringer



I'll never spill another drop!

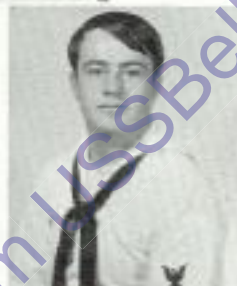


MMC J. Hesser



MMCS S. Nelson

MM3 T. Johnson
FN W. Unyerferth
MM3 R. Bozarth



MM3 J. McCamey
MM3 R. Masterson
MM3 W. Sizemore



MMFN M. Whitaker
MM3 Cole
MM3 G. Rex



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FN H. Wiist
FN J. O'Shea



FNC. Botts
FN E. Williford



FA C. Jaeger
FA G. Payne



FA D. Wrzesniewski
FA D. Bennett



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BT1 W. Waterman
BT1 J. Boyle Jr.
BT1 D. Castleberry
BT2 W. Twitty



BT2 W. Cook
BT2 J. Clyde
BT2 M. Rockwell, Jr.
BT2 R. Beich



BTCS H. Anderson



BTC Johnson

BT2 L. Smith
BT2 E. Williams
BT3 S. Grigsby



BT3 D. Shipton
BT3 J. Bakula
BT3 R. Kalwest



BT3 R. Maiers Jr.
BT3 E. Andrews
BT3 A. Lewis



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BT3 W. Maers
BT3 Borgman
BT3 L. Christy
BT3 W. Mohs



BT3 P. Bacho
BT3 T. Black
FN A. Liggett
FN J. Chatfield



FN W. Ripley
FN G. Koch
FN D. Griffith
FN E. Coleman





REPAIR

DIVISION



LTJG J. I. Tucker
DCA

Repair Division is responsible for operating and maintaining all the auxiliary equipment on board, as well as repairing all physical damage to the ship. They also provided men for our helicopter crew, but their biggest job always seems to lie in the head line, and they are now known as the Ex-Lax Boys throughout the ship. Their favorite pet is "puff" the fire-breathing dragon who lives forward and who is too hot under his collar for his own good.

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EN1 Bowers
DC1 R. House
MM1 R. Bechtold
SFP2 N. Hansen



MM2 D. Graham
EN2 J. Simpson
MM2 F. Kester
MM3 K. Keene





MMC J. Shank

MR2 Haller
DC2 J. Shepard
SFM2 C. Gatlin



MM3 L. Wesoly
SFP3 W. Pipp Jr.
SFM3 J. Zaro



SFC T. Stone



EN3 A. Myers
DC3 M. Bloomfield
FN J. Winterton
FN H. Salyers



FN W. Linch
FA R. Carlson
FA J. Wiseley
SN R. Langton



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E DIVISION



ENS R.B. Hall, II
ELECTRICAL OFFICER

BELKNAP needs as much electricity as a small city, and intra-ship communications are essential both during normal and battle conditions. These are the services provided by "E" Division. Theirs is a constant and never-ending job producing a number of different kinds of power, some of which cannot vary as much as a half cycle to keep the complex computers working properly. The people aboard the ship get so used to having power that they often tend to forget all about the seldom-seen electricians, so "E" Division staged a demonstration for our new captain off Hainan Island to prove their indispensability. And the JC gang finally fixed the JC circuit after it was all over.

copied from USS Belknap.org



IC1 V. Bodrey
IC3 D. Dement
IC3 G. Hiltbold
IC3 A. O'Katy

IC3 Stancil
IC3 Robertson
ICFN R. Armstrong
ICFN J. Gailles

ICFN W. Smith
IC3 J. Buckley
ICN K. Dell
EMFN D. Laut





EMCS W. Morgan

EM1 H. Pryor
EM1 E. Shires
EM2 E. Blom

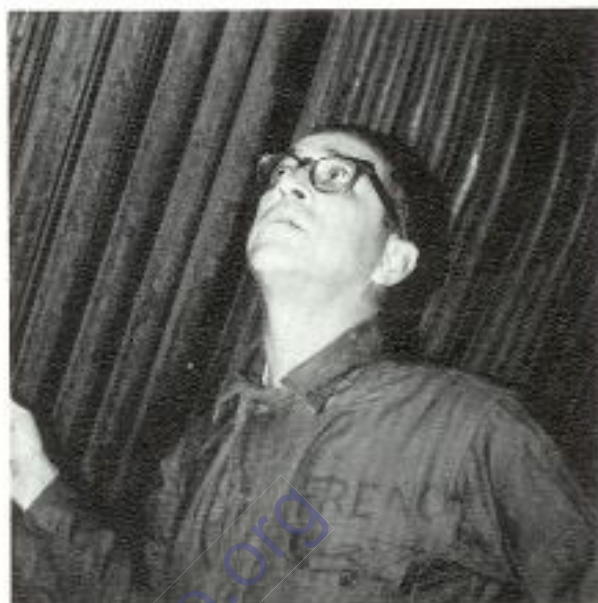


EM2 R. Taylor
EM3 P. Fiegel
FN R. McGaughy



EM3 R. Pipp
EMFN Wilson
EMFN D. Nash





INSPECTIONS

AND



AWARDS

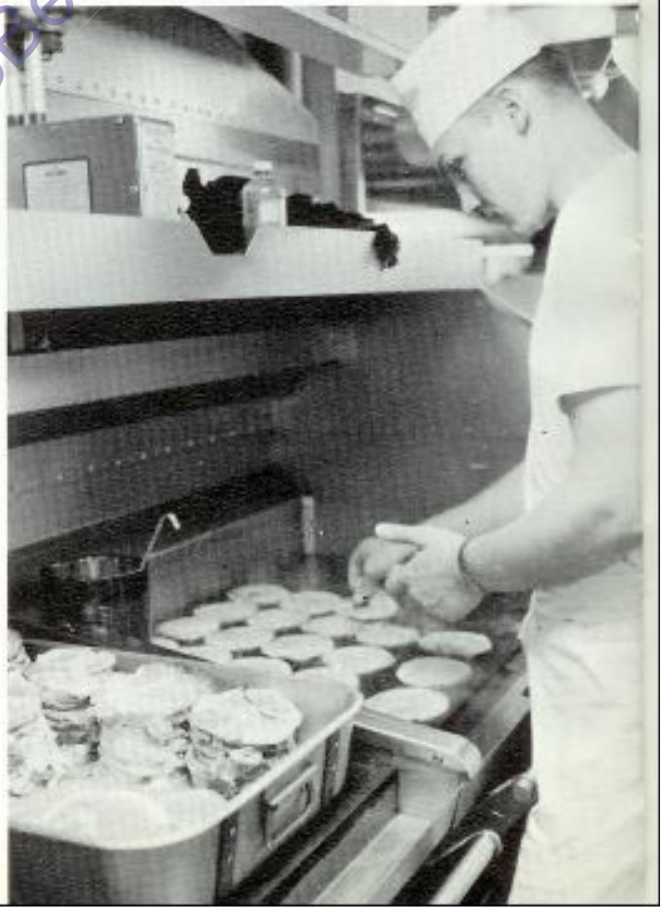
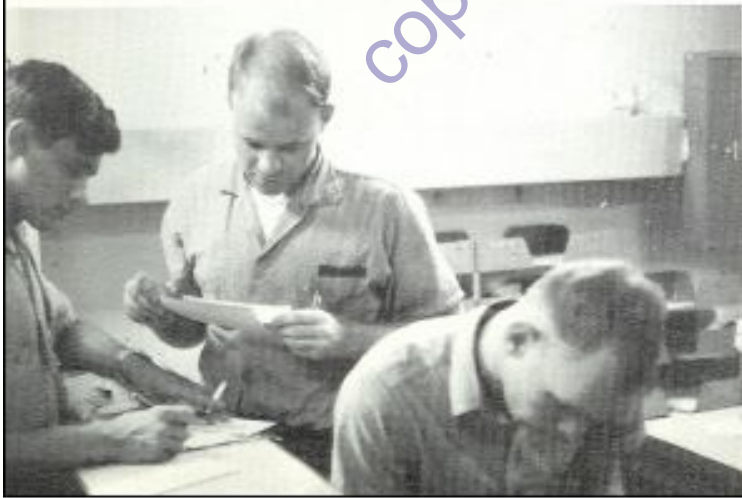


SUPPLY

DEPARTMENT



LCDR T.J. Bufford
SUPPLY OFFICER



SUPPLY DIVISION



ENSG.C. Bunting
DISBURSING OFFICER

The Supply Division provides the ship with cooks, launderers, and all the essential materials from toothbrushes to tubes, from paper to pipe. In the Gulf, they served five meals per day, as well as providing a constant flow of baked goods and coffee for our busy Helo crews and passengers. They also provided such good laundry service that the word got out, and more and more of the Helo crews showed up with their week's dirty wash under their flak vests. It required a constant flow of parts to help our technicians keep our equipment on the line, but Mr. Buffoni's men will always be known as NIS-men.



SK1 J. Landers
SK1 M. Wiands
SK2 J. Maufas



SKC R. Oetjen



SK3 F. Steffes
SK3 L. Presberry
SK3 J. Pelham



DKC A. Tierney



SN J. West
SN G. Kinna
SKSN R. Baldwin

SH1 B. McCurdy
SH1 G. Foster
SHB3 L. Johnson



SH3 C. Strawn
SH3 J. Machado
SA D. Juliano



SN H. King
SN D. Cristoforo
SN L. Koehler



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CS2 J. Corwin
CS2 A. Ercia
CS2 R. Beck
CS2 A. Daniels



CS2 D. Jarvis
CS3 E. Kozlowski Jr.
SN C. Barnhart



CSC D. Davis



SD2 R. Callo
SD3 M. Dela Raga
SN D. Magdamit
SN P. Luciano



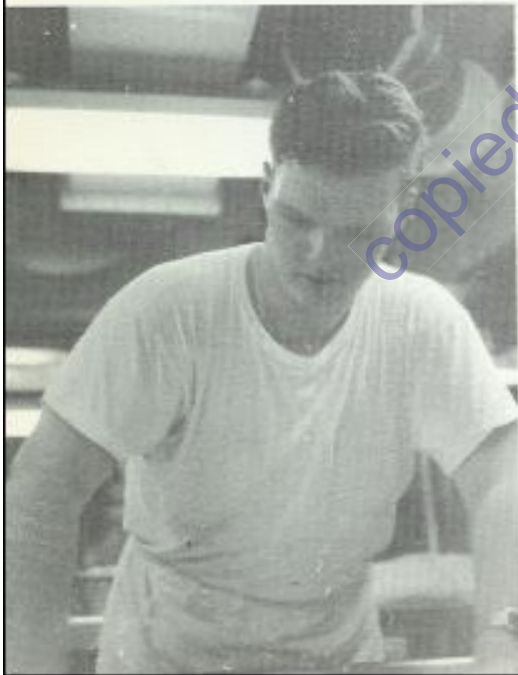
TA D. Dimalanta
TA N. Diestro
SD3 M. Caymol
SD3 L. Garde



SN J. Tucay
TN A. Gibbs Jr.
TA R. Noceda
TN T. Estrellon



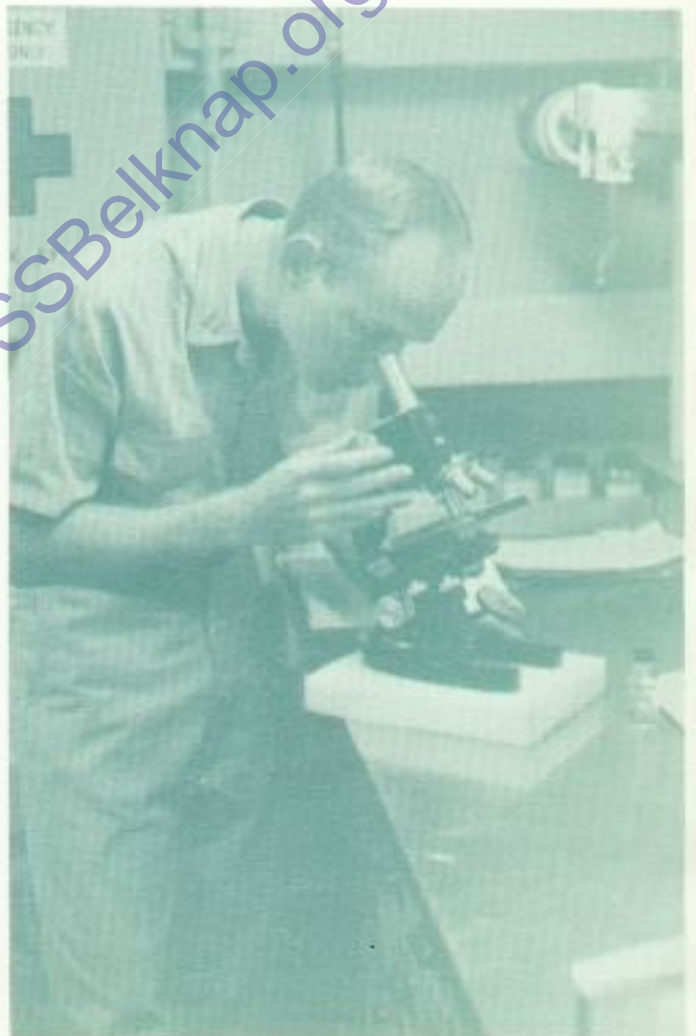
copied from USSBelknap.org



NAVIGATION DEPARTMENT



LT J.V. Coleman
NAVIGATION OFFICER



NX

DIVISION



LT R. Ring, III M.D.
MEDICAL OFFICER

Quartermasters, Personnelmen, Yeomen, Postal Clerks, Corpsmen, and even Aerographers make up NX Division. They guided us along our way, did our paper work, handled our mail, treated our colds, and watched the weather, but they also handled the vital task of listing all the flight plans of the strikes over North Vietnam including all the last-minute changes as members of the Air Operations team. But they will be best remembered for the interesting design they created on our charts during our transit from Melbourne to Tahiti.



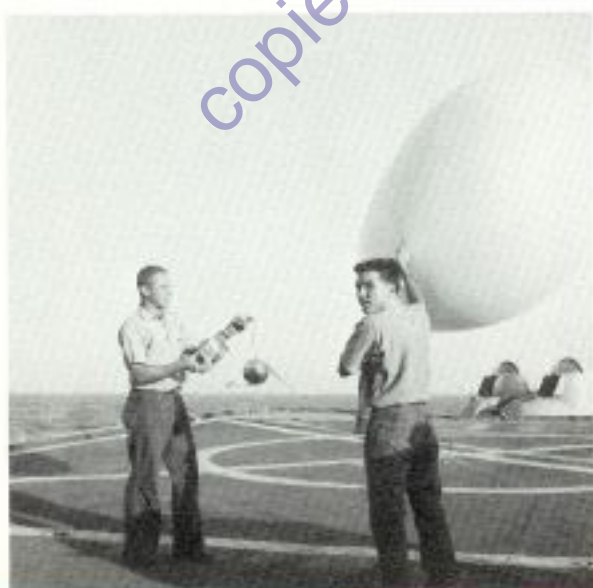
YN2 M. Worth
YN2 G. Fecher
PN3 J. Pakron



PC2 G. Sanchez
HM2 W. Young
SN Martins



HMC C. Smith



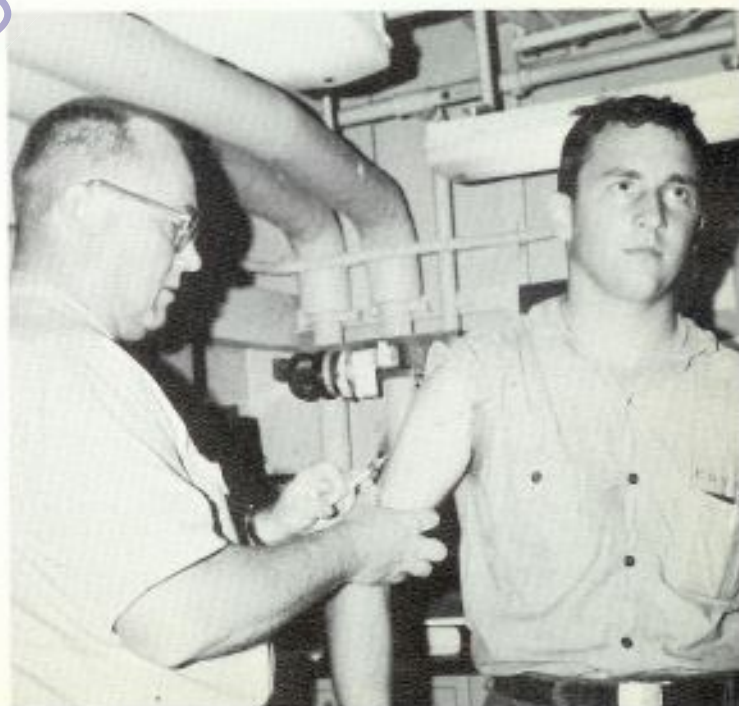


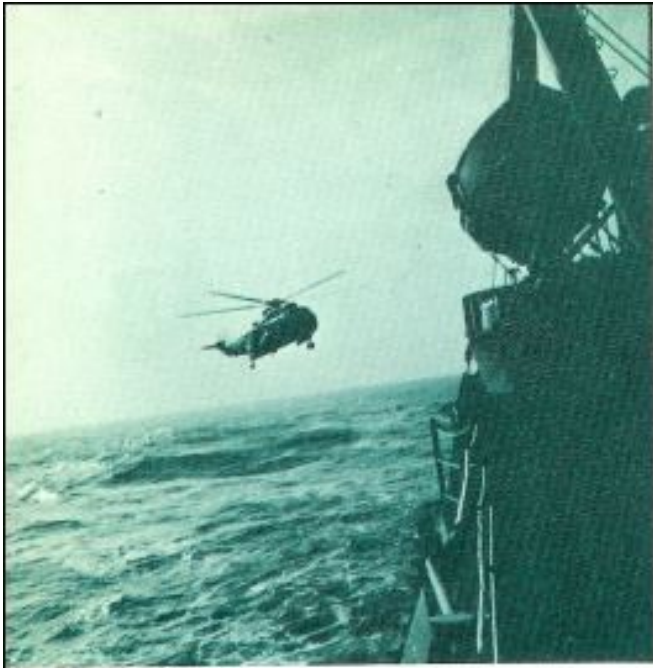
QMCS H. Suggs

QM2 F. Hartwig
QM3 L. Wilkins
QM3 J. Franklin



AG2 Graham
QM3 W. Keller
QMSN W. Fulp







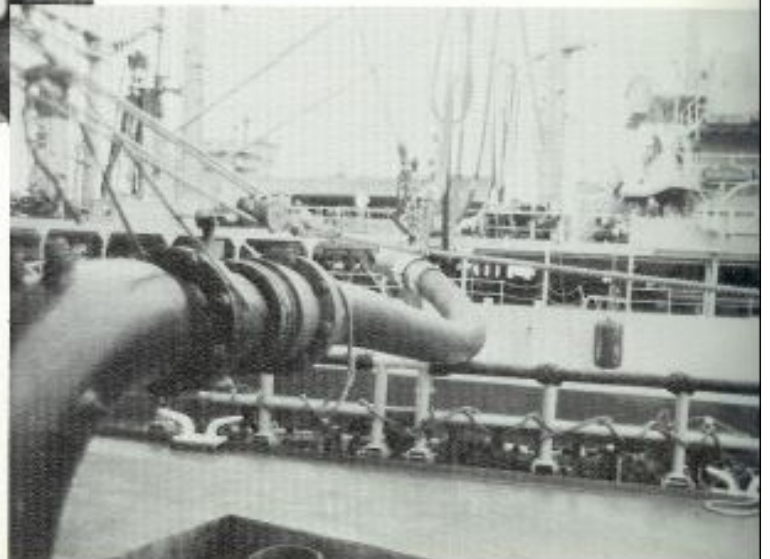
HELO OPS

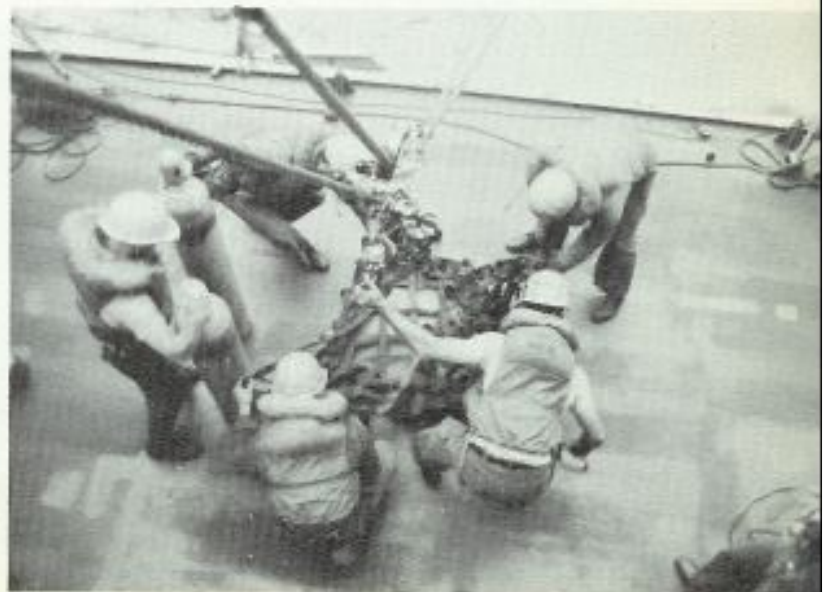
The Helo crew, comprised mainly of Deck personnel, could take aboard, fuel, and send a helo in 5 minutes. BELKNAP's helos saved two pilots during the cruise. Also, precious mail and high-priority repair parts came each morning by air. Well over 300 landings were made on BELKNAP's busy deck.

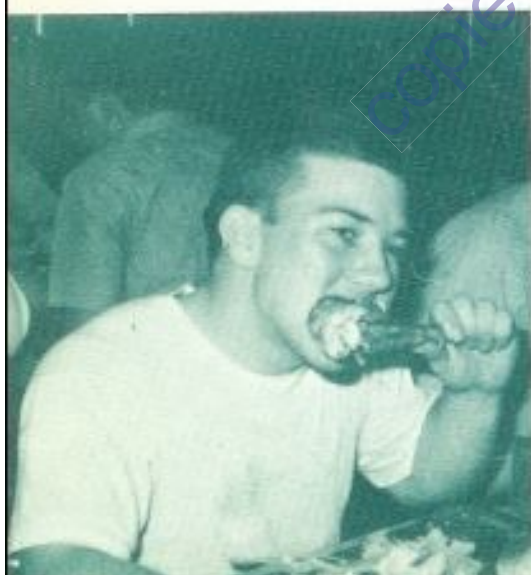




REPLENISHMENT AT SEA



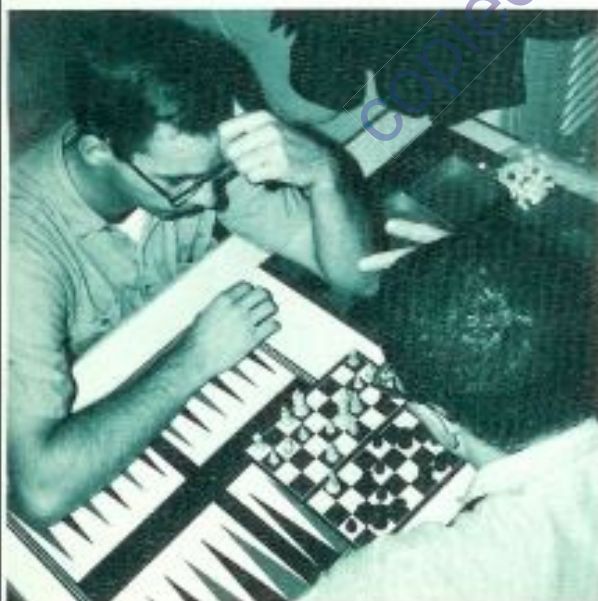


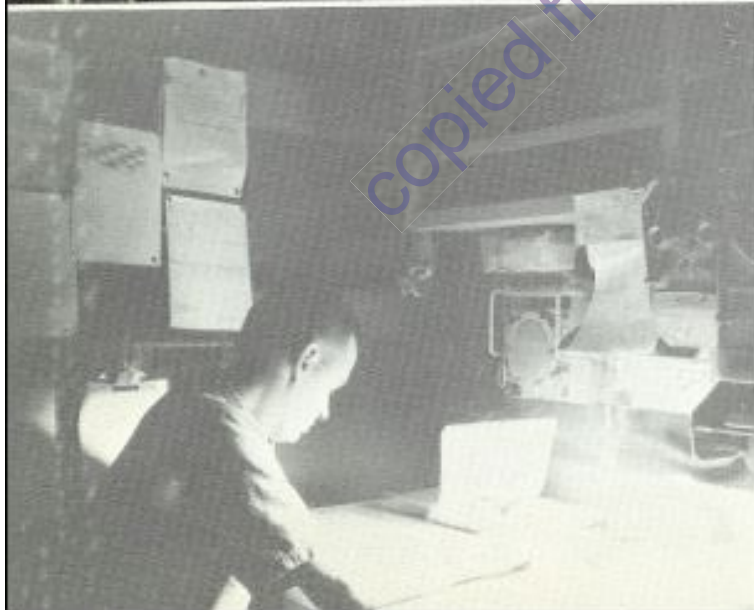
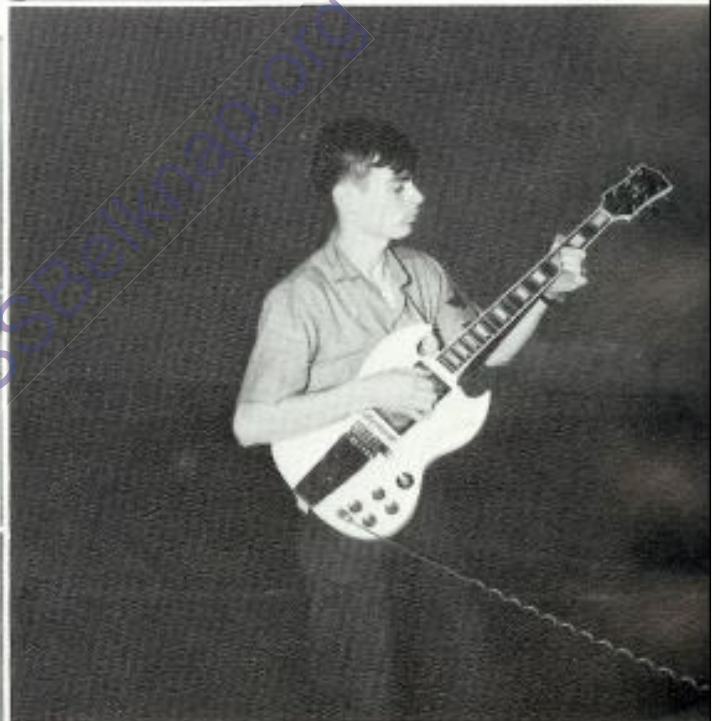
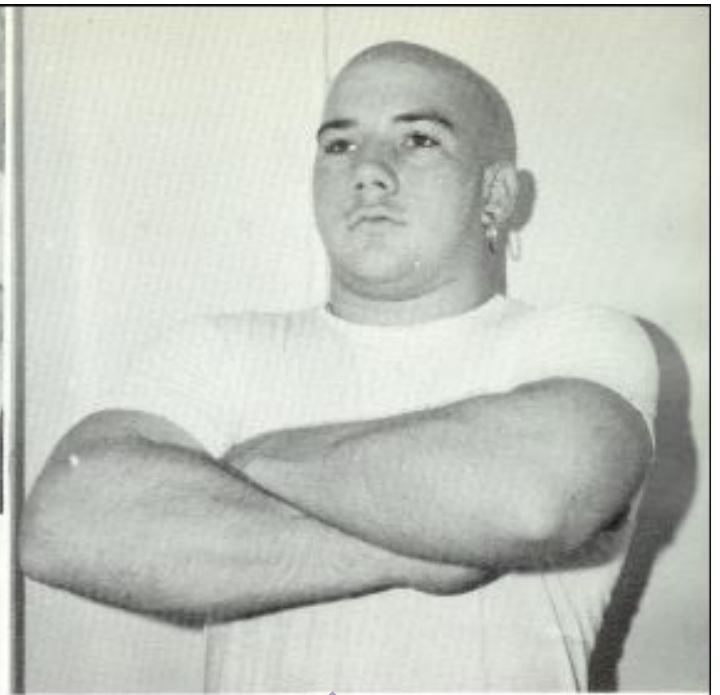




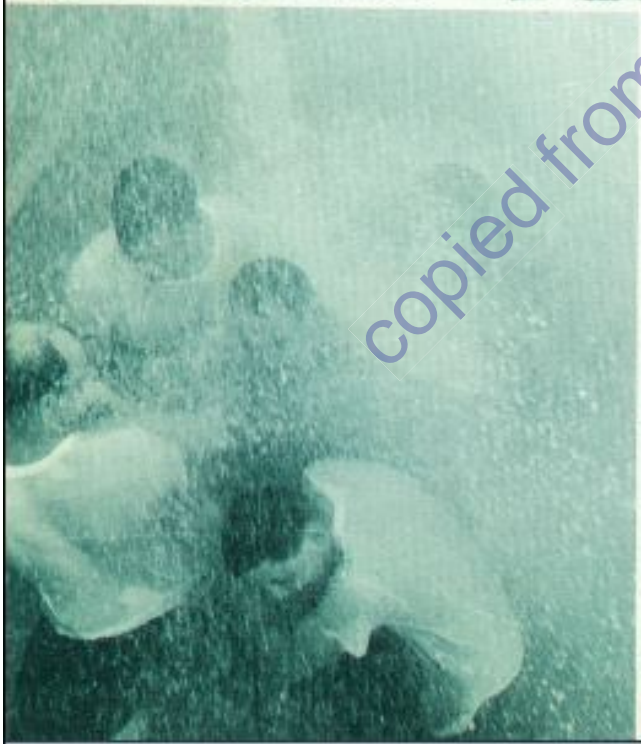
WBEL

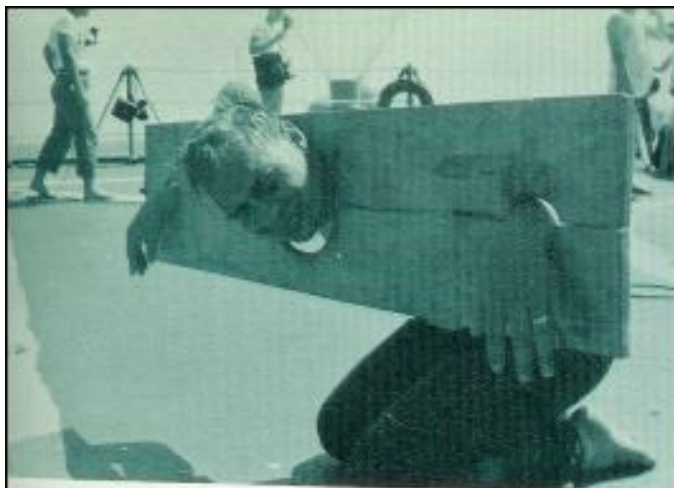
The ship's radio station provided us with entertainment throughout our cruise. They played everything from Hillbilly to Haydn as well as the news. The guessing games gave us all a lot of fun, even though the wardroom notoriously out-scored the rest of the ship.











CROSSING THE LINE

23 February 1968

000° 00'N 119° 05'E

The question was asked, "Who initiated whom?" The Pollys fought long and hard, gave a winning show, but when they tried to sit down on the 24th, they knew the answer. Special mention goes to our own Sheriff of Nottingham (Squire O'Leary) and the Defiant One (Ens. Hall). However, the true winner was Old King Neptune, himself, for he now has the trustiest crew of shellbacks around aboard BELKNAP and woe to any and all Slimy Pollys still on the loose.





DEPARTURE

It was a warm day on the 5th of September 1967, but there were not too many people at the end of pier #20. There was a band, some line handlers, and a few dependents. Aboard BELKNAP, it was a day of mixed emotions as she prepared to set out on a cruise that would take her to the opposite side of the world. There was much to look forward to, spending 78% of the 216 days of the cruise at sea, traveling more than 59,000 miles. But on this day, most of our thoughts were turned back toward home and those last few moments on the pier which would have to last for the better part of a year.

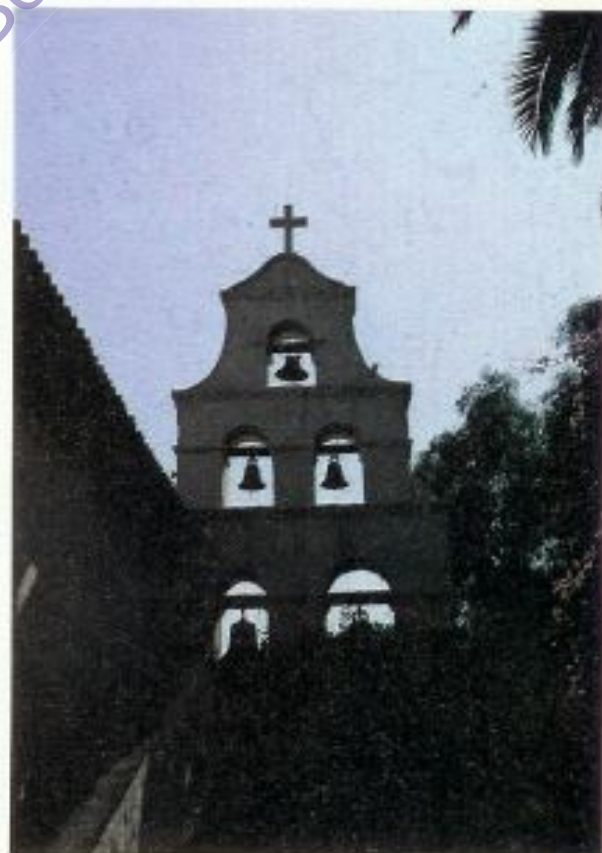
The band played the traditional "Anchors Away," the lines were heaved off, "Underway" sounded, and the USS BELKNAP departed.



PANAMA AND SAN DIEGO

We arrived at the Atlantic side of the Panama Canal early on the morning of 10 September 1967 and began transiting the Gatun Locks with the help of their mechanical "mules" which handled our 8,000 tons with no trouble. For most of the crew, this was a new and exciting experience, and the decks were crowded with spectators and camera bugs throughout the day. That evening, we fueled in Balboa on the Pacific side of the Canal and started out for San Diego.

San Diego was filled with hot, bright sunlight during our three-day stay there, and the crew had an opportunity to see the famed zoo and to visit some of the many beautiful adobe churches that were nestled in the cool shade of giant trees. Many also trekked down to Tiajuana to take in a local bullfight. This was our last look at the continental United States for many months to come.





HAWAII

BELKNAP pulled into Pearl Harbor on the morning of 16 September 1967 to commence a very pleasant four-day period of preparation for our up-coming job and liberty.

Here, we found ourselves simply more tourists among many, many more tourists and most of us hit the beautiful beaches as much as we could.



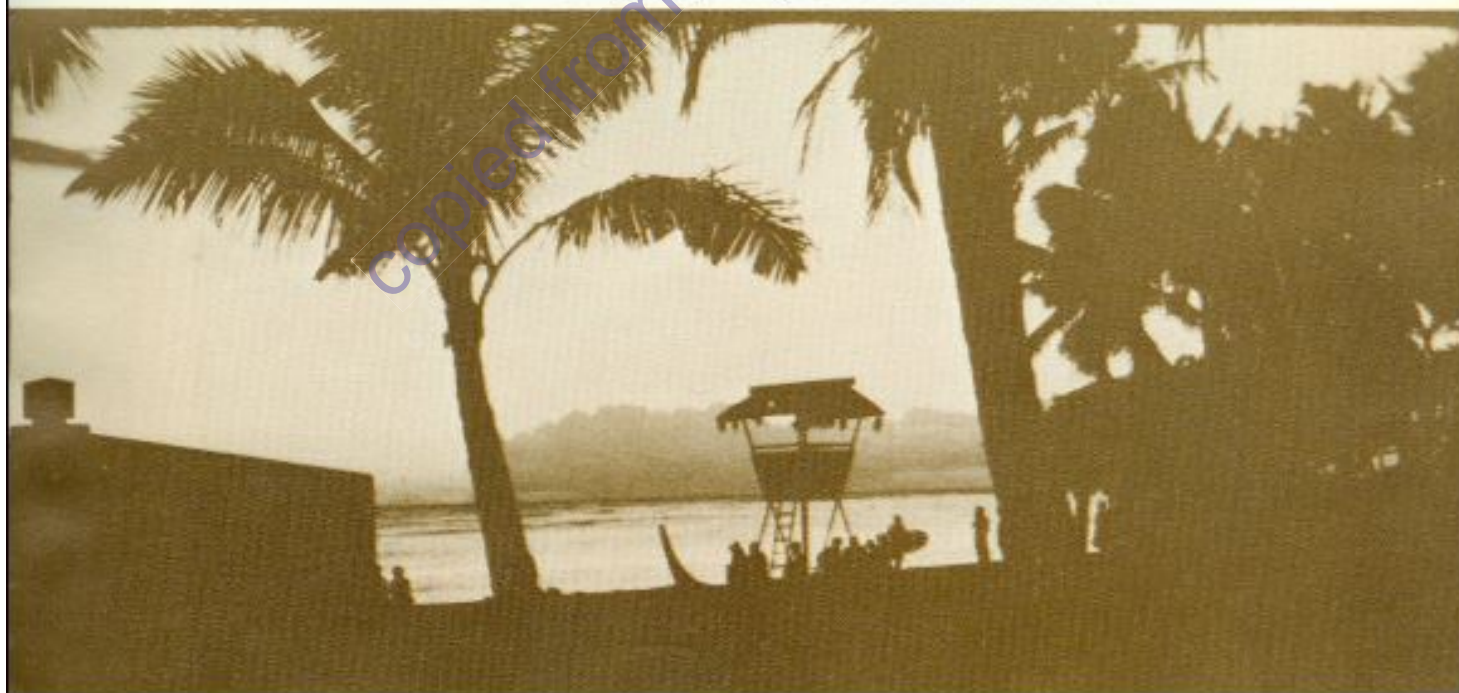


visited the memorial in the middle of Pearl Harbor which was impressive and sobering in its simplicity.



We ...

relaxed amidst countless scenes of such picturesque beauty that it was hard to believe that it was all real.





Waikiki beach with Diamond Head in the background.



Oahu proved to be an island of picture-post-card beauty, with soaring clouds, warm sunlight, rich blue sky, deep blue water, and thick green plants everywhere. There was more to be seen than we could ever hope to cover in our short stay and everyone has made plans to return for another look. A place like this makes any idea of conflict seem out of place, and it was not until we set out again that we actually realized that we were really bound for war-torn Viet Nam. We slipped quietly by the Memorial and rendered the traditional salute to those men that had long ago been lulled by the same beauty, only to be awakened in a far more harsh manner. And then, we set out for the war.



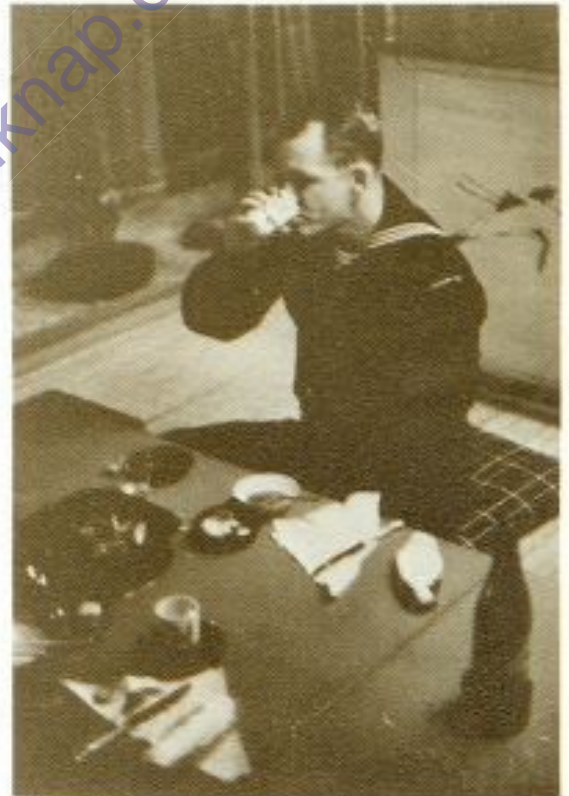
JAPAN





We arrived in Yokosuka, Japan on the 24th of November for a twelve-day R&R period that was most welcome after 44 days at sea. It was the coldest port we were to visit and it was strange to be in blues again.

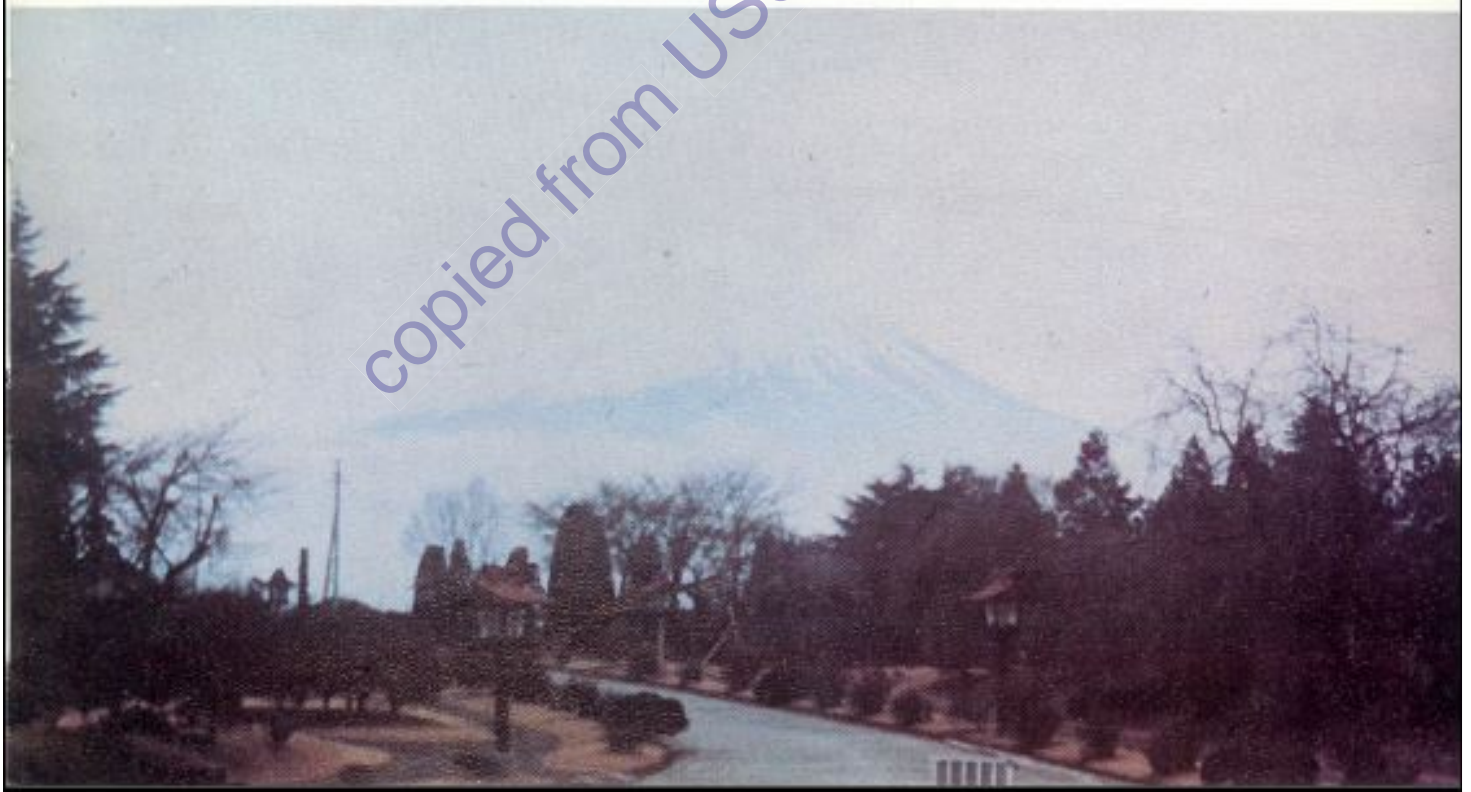
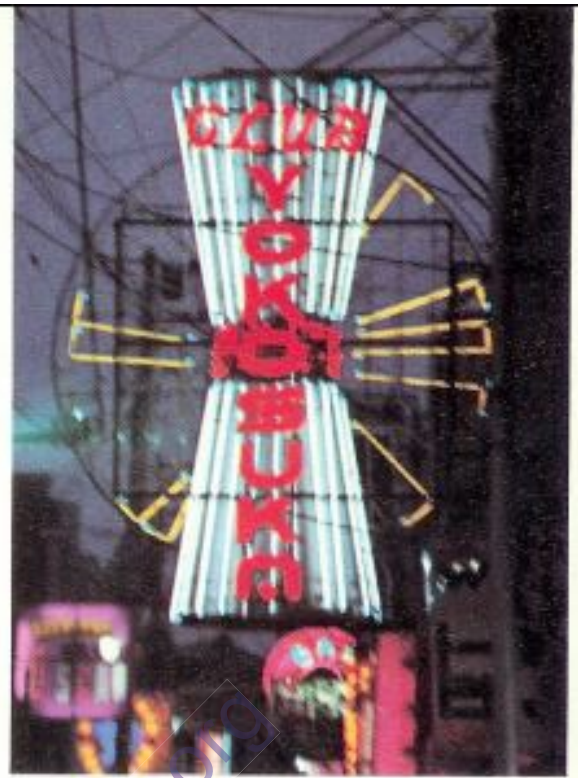
We bought enough stereos, cameras, guns, clothes, china, etc., etc. to practically sink the ship. We also ate Sukiyaki, Teriyaki, and Kobe beef washed down with often too much of that innocent, delicious Saki.





JAPAN

Tokyo is a prime example of the strange combination we saw everywhere in Japan of the ancient and beautiful customs and traditions, and the most modern of Man's fads and contrivances. It is only a very short jaunt from the wooded Emperor's palace with its moats, bridges, gardens and walls of almost indeterminate age to the ultra-modern, soaring concrete sweeps of the Olympic Stadium which is less than ten years old.





HONG KONG

We moored here on the 16th of January 1968, the only port in which we had to moor out, but this was made bearable by the constant and cheap water taxi service. We shouldered our way through the teeming streets to have suits, shirts, jackets, pants, and shoes tailored for us in only two or three days. We shopped for pearls, opals, jade, ivory, watches and furs, all at unbelievable low prices.





New territories



Tiger Balm Gardens



The one dollar pose



Mary Sue's side cleaners made Reeves envious.



HONG KONG

Hong Kong is one of the true meeting points in the world, and we shopped alongside Australians and Britishers, while we danced in posh nightclubs with Canadians and Indians. We ate raw fish at the Tai Pak floating restaurant in Aberdeen and then peered across the open plain at the northern end of the New Territories at Red China, only to discover that it looked just like our side. This city is very cosmopolitan and geared to the fast-paced life of the continually-changing crowds that fill it by night and day. The buildings seem to spill off the land into the water, and we marvelled at the floating sanpan cities where many residents have never set foot on dry land; even the airport juts its runway out into the bay as the city seems to grow before ones eyes. It was an exciting place to be for five days.





AUSTRALIA

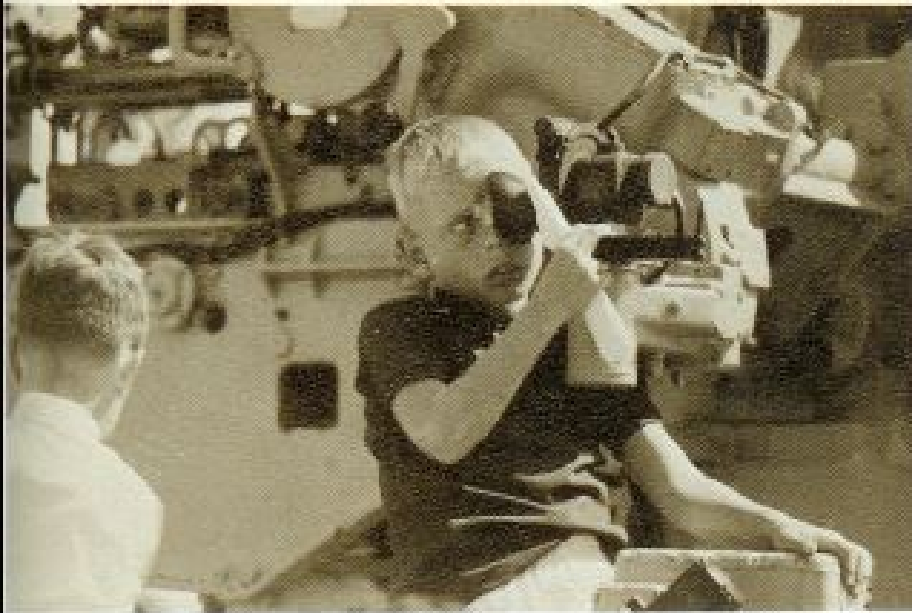
BELKNAP sailed into Fremantle (port of Perth) on the 28th of February. The great thing about Australia is the people. They have a fresh, happy approach to life and they welcomed us into their happy lives like old friends in Perth. We were immediately on a first-name basis with everyone we met and we ran out of people to fill the numerous invitations to "come and join our family on an outing" of some sort.



They are a sailing nation themselves and they thronged aboard BELKNAP (by the thousands) to "give her a look." We saw and fed some of their many animals, and we drank many gallons of that smooth Swan Lager amidst many a "good on you mate."

Melbourne we found to be quite different from Western Australia when we arrived on the 8th of March. There is a great rivalry between Melbourne and Sidney, and each city is striving to become more sophisticated than the other. But even here we ran into a happy, friendly people enjoying the end of their two-week Moomba festival where everyone fell right into the spirit of the aboriginal word which means, "Let's get together and have fun," and it was not very hard for us to join in because we were on our way home.







TAHITI

Although there was some initial confusion about whether we were going to Tahiti or not, there was no mistaking where we were when we arrived on the 19 of March to the sound of multi-rhythmed drums and swaying grass skirts.



We found the life on this French-controlled island to be slow-paced and pleasant. Here, we bought shell necklaces, wore flowered headdresses, and tried to dance the often painful Tahitian dances at the Taaone.

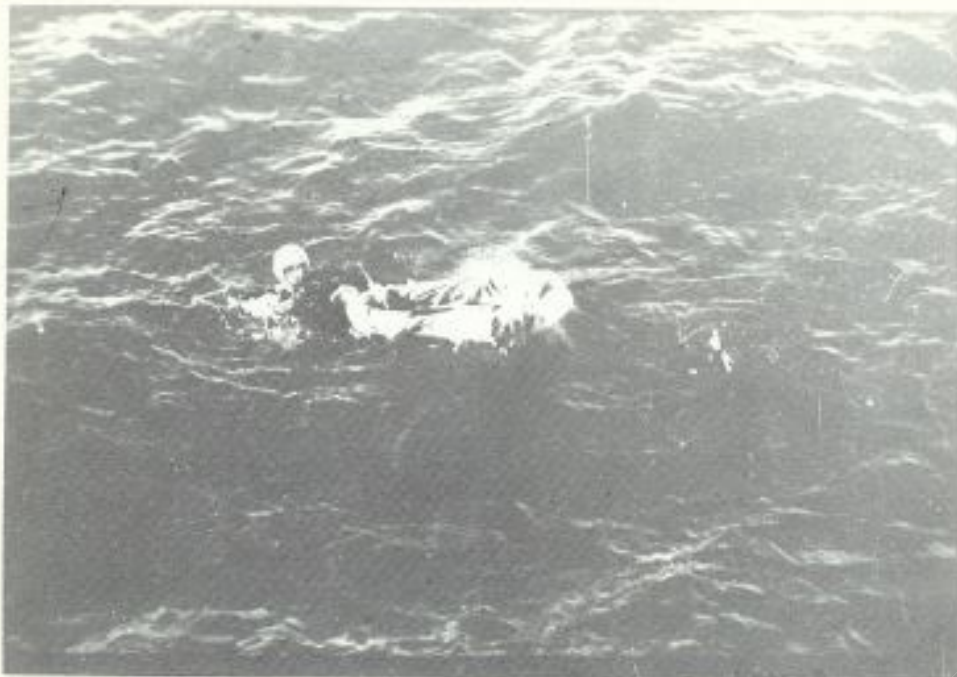


Then, having traded away our last few white hats for the red pom pom-topped French berets, we sailed for our return through the Panama Canal and home.









PILOT RECOVERY



ARRIVAL

It was a cold day on the 6th of April 1968 as BELKNAP returned to her homeport. There were no doubts as to where all thoughts were turned as everyone strained to pick out that special face in the crowd that filled the pier.

There also was not too much to say; just a very long time to make up for.



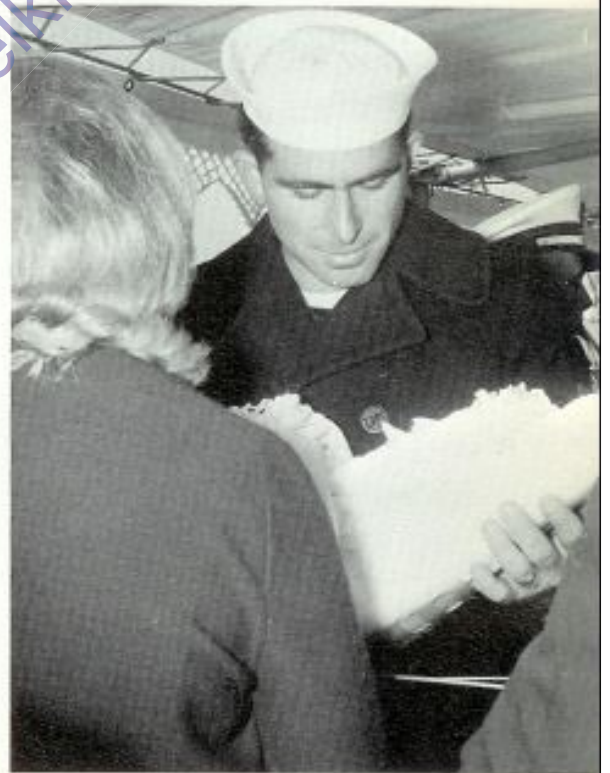
The happy board descends.



(No comment)



and we did.



Charlie Jr. ?





In all our friends on the
U.S.S. Belknap -
Charles M. Shady



ENS A.R. Liotard



GMM3 L.D. Mart

STAFF



RDS R. Bruce

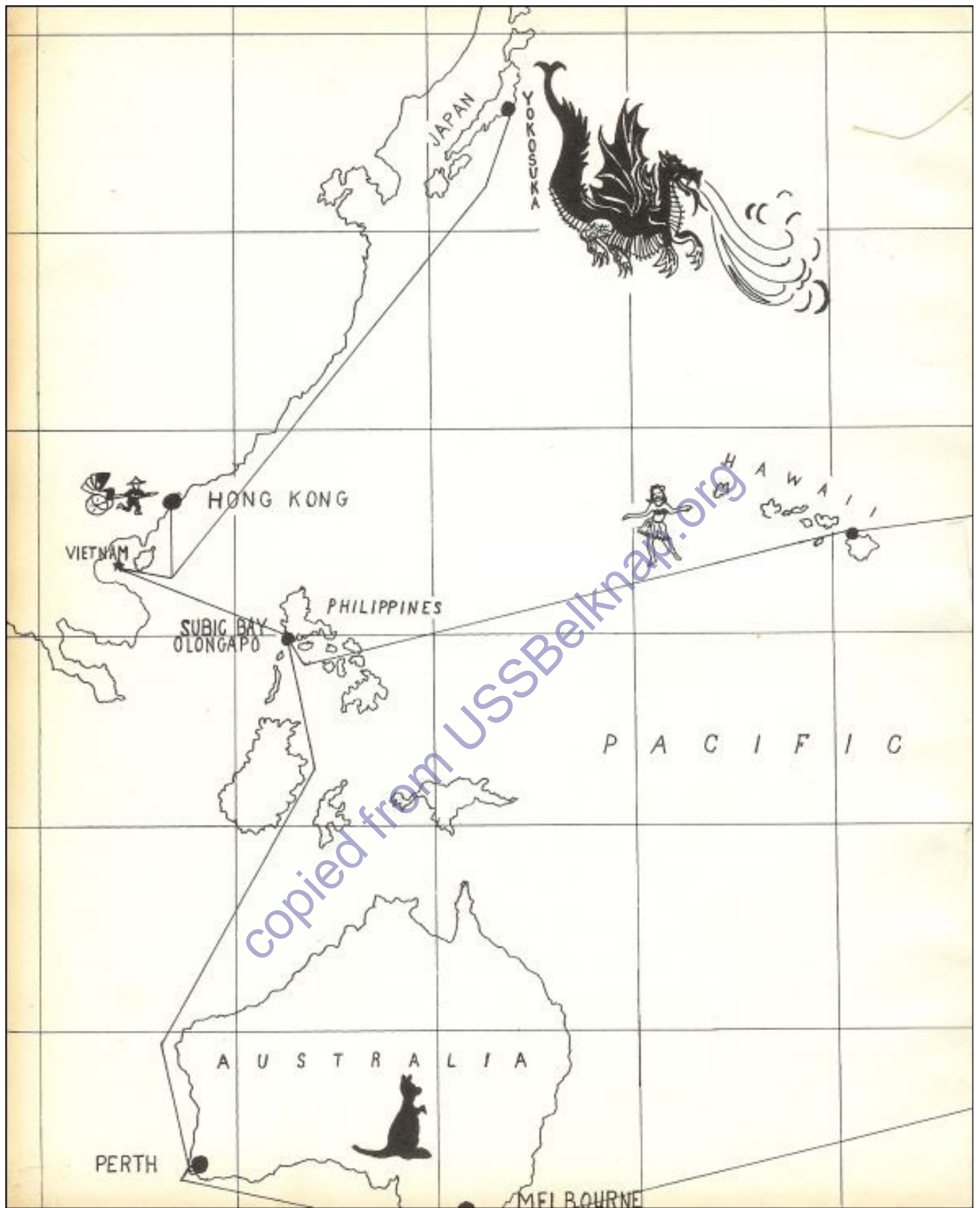


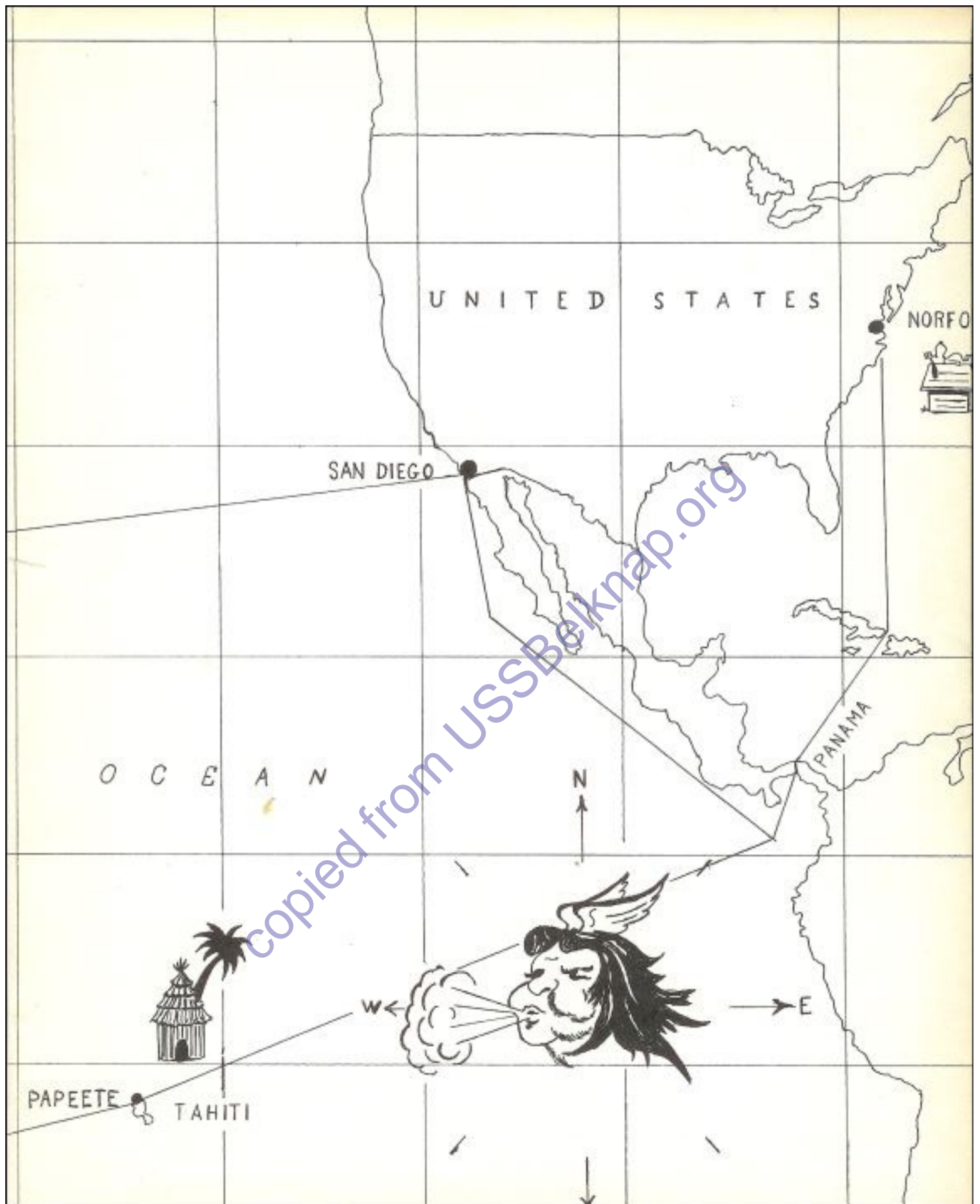
STG2 C.M. Reeves

WALSWORTH
Norfolk, Va., U.S.A.



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Norfolk, Virginia







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NAVPERS 3100/2 (1-66)
(Formerly NAVPERS 719)

DECK LOG—REMARKS SHEET

S/N-0105-404-1560

USS BELKNAP (DLG-26) ZONE DESCRIPTION -8 (H) DATE Monday 1 January 19 68
(Day) (Date) (Month)
AT/PASSAGE FROM PIRAE STATION, GULF OF TONKIN TO _____

POSITION	ZONE	TIME
0800		
L 19° 51' N	BY 2	
λ 106° 15' E	BY 2	

POSITION	ZONE	TIME
1200		
L 19° 52' N	BY 2	
λ 106° 48' E	BY 2	

POSITION	ZONE	TIME
2000		
L 19° 38' N	BY 2	
λ 106° 48' E	BY 2	

LEGEND: 1-CELESTIAL
2-ELECTRONIC
3-VISUAL
4-D. R.

REMARKS

04-04 STEERING INDEPENDENTLY IN THE SOUTH CHINA SEA,
WE ARE AT SAIP AT WAR TO KEEP A PEOPLE FREE.
IT'S IN THIS GULF OF TONKIN OF VIET-NAM FAME,
THAT WE KEEP A TEN MILE STATION, PIRAZ IS ITS NAME.
WE ARE AN EAST COAST SHIP, THOUGH NOW IT MAY BE SAID
THAT WE'RE GUIDED AND DIRECTED BY A SEVENTH FLEET SLED.
OUR CAPTAIN IS OUR SOPA; SEVEN SEVEN ZERO TWO.
IS HIS OTHER DESIGNATION AS OUR OWN CTO.
WE PLAY A GAME OF WAR, A MATTER NOT FOR JOKE,
AND SO WE KEEP OUR SHIP IN MATERIAL CONDITION YOK.
THESE DAYS AND NIGHTS ARE BUSY WHILE CRUISING HERE AT SEA;
FOUR ON, EIGHT OFF WE STAND CONDITION THREE.
THE SHIP IS DARKENED AS IT STEAMS ITS TEN FOOT WAY
THROUGH THIS ENDING NIGHT INTO A NEW YEAR'S DAY.
WITH VARIED COURSES SHE CRUISES THROUGH THE NIGHT
TO GREET THE WORLD'S HAPPINESS, AND HOW HER PUGAT.

A.R. LIOTARD
ENS USN

H.A. Dennenberg
H.A. DENNENBERG
LT. USN

04-03 UNDERWAY AS BEFORE.

J. V. Coleman
LT USN