



The Forward Engine Room (above) Top Row, Left to Right: HART, J. W., FN; ROSE, C. S., MM2; WINDSOR, C. L., MM3; HARRIS, E. O., SN; MAPES, P. C., MM3 and CAYFORD, J. D., FN. Bottom Row: MOHIN, M. D., MM3; BLEDSOE, W., MM1; PRICE, I. S., MM2; PEARSON, E., MM3 and SNELGROVE, L. F., MM1.

The After Engine Room (below) Top Row, Left to Right: HABIGNORST, L. A., MM3; SEALEY, R. L., FA; GROTEMEYER, W. J., MM2; PHILLIPS, T. S., MM3; and JONES, R. J., MM1. Bottom Row: MILLER, L. J., FA; AUSTIN, D. L., MM3; SNOVER, G. A., FN; and PETERSON, H. B., MM1.





"Turn valve 1 right and valve 2 left or was it . . . ?"



"The heck with your pull-ups, we just lost the load"

be categorically divided into two or even three groups. It is much too complicated for that. Its personnel did a wide variety of tasks all of which are vital to the ship's mission on the cruise.

First there are the electricians. Men like Chief N. E. DANIELS and MARTIN, EM1 kept to a constant lookout for electrical safety hazards. They were responsible for the entire electric installation on the ship. This includes checking for grounds, replacing lights, standing main switch board watches and repairing the battle lanterns ( a full time job in itself).

Close to, but not like the electricians, are the internal communications electricians. These men were led by YOUNG, IC1, who was followed by CASTRO, IC3, and SOUSA, ICFN. They obtain and show the movies, care for the gyroscope, and are responsible for all of the communications within the ship, including the squawk box" which no one likes to hear the Captain use.



"How about that, the fire went out"

"Take the bus, leave the driving to us"



"Drop two, then add two, I wish that guy would make up his mind."





The Electricians Mates: Top Row: Left to Right: PAINTER, S. T., EM2; HOLLAND, H. R., EM3; ZENCHAK, L. W., EM3 and FITZPARTICK, R. B., EMFA. Bottom Row: Left to Right: FLAVIN, E. S., EMFA; VOYLES, T. G., EM2; YAPP, J., EM3 and GAUSE, H. A., FN.



ENS D. A. NESLAND; Chief Electricians Mate N. DANIELS and LTJG T. J. KILE.



The EVANS Damage Controlmen and Shipfitters: From Left to Right: GOMEZ, R. "M", SFP1; RALLO, F., FA; BLUE, M. P., SFP3; RICKETSON, A. L., SFP3 and STOKES, H. H., DC1.



Our Inter-Communication Technicians: YOUNG, J. C., IC1; BELT, G. A., IC3 and SOUSA, ICFN.

The "A" Gang: Top Row: Left to Right: STOWE, G. W., EN3; CROWELL, R. A., FN; WARREN, J. P., EN and STAUNING, F. E., MRFN. Bottom Row: Left to Right: PHILMON, W. B., MR1; CORBETT, J. P., EN1; SALINAS, E., MM1; ALLEN, H. C. J., ENFN; and FELTY, F. R., MM3.



"A" Gang" is also part of "R" Division. This group is composed of Engine-men, Machinist Mates (not to be confused with those in "M" Division) and Machinery Repairmen. The best place to find all of these people during the cruise was the Machine Shop. Here PHILMON, MR1 and STAUNING, MRFN manufactured brushings, sleeves and all sorts of parts to repair shipboard equipment. CORBETT, EN1 and STOWE, EN3 could also be seen here when not working on the emergency diesel generator, the boat engine or other engines. The machinist mates were not as frequently seen. Both SALINAS, MM1 and FELTY, MM3 were too busy with the after officers air conditioner - an all cruise job. When not working on this they took care of the ship's refrigeration plant, heating and air compressors.

The final divisions in "R" Division are the Damage Controlmen and Shipfitter. GOMEZ, SF1 and STOKES, DC1 each led his respective rating group. When not inhabiting the Shipfitter's shop the shipfitters were repairing the ship's plumbing facilities, welding or working on other jobs involving metal work. The Damage Controlmen meanwhile would be working to ensure the ship's watertight integrity. This is a difficult task when one thinks of all the holes in the ship. But they did an excellent job because we are still floating.

Thus "R" Division is a group of widely divergent ratings working in widely divergent jobs. The division would be seen working as a team, though, on one recurring occasion throughout the cruise - in putting the ship back together after a gunnery shoot. No wonder sniper and decker sometimes don't get along.



"Looks like the Officers burned out another bulb in their projector."



"Ouch, my finger is black and BLUE."



"That Shadow is too much."



"OK, what's NEXT on the list?"

"Feeding this mouse once a week is a pain in the neck."



"Get a bigger hammer, that ought to do it."





Supply Officer, LTJG R. L. HAHN

## SUPPLY DEPARTMENT

LTJG R. L. HAHN, our Supply Officer during the cruise, headed the smallest department on board. But without it the other three could not operate. The supply department personnel cook the crews food, cut its hair, sell it cigarettes, pay it, do its laundry and supply it with repair parts. Just the cooking and paying would be enough to justify the department's claim to importance.

However, the supply department had another unique claim to fame. It was the only department on board with two offices. The other three departments had only one each. The in-port office was located just outside after officers on the starboard side. It has typewriters, filing cabinets and everything an office should have. The other office was used only on special occasions - at sea, sea state over 1.

There are five ratings represented in the supply department, Chief J. J. VILEMARETTE was the department's leading petty officer. He also led the storekeepers, one of the five ratings. Other storekeepers on the cruise were DIERKS, SK1, CAMORAS, SK2, ROSS, SK3 and KELLER, SKSN. These men handled the 19,000 spare parts on board,



Typical spread on the Mess Deck.





To the left, Top Row: From Left to Right: Our Ship's Barber, ROSSI, M. A., SA, and Ship's Servicemen, KUYKENDALL, W. S., SN and CAHR, H. W., SN. Bottom Row: Left to Right: COURTRIGHT, D. C., SH2 and SCOTT, W. C., SH2.



"Sorry, we're all out of beer."

parts on board, and when these were not sufficient, they obtained what were needed. They were on call night and day to break out the parts for the technicians who worked on the ship's equipment.

The stewards take care of the officers. This is no easy job because officers need a lot of care. GUNDAYOA, SD3, PASTOR, SD3, VIRAY, TN, JANE, TN, and RAVELO, TN, usually gathered in the wardroom pantry when not cleaning staterooms or preparing the delicious meals which kept most of the officers promising to start their diets "next week". Being on the ship flying the official Ney Award Flag for 1963 the commissarymen had quite a tradition to maintain on the cruise. With GROSS,

"Oops, now I know why they keep the first aid kit near."



"You're missing ALL your buttons this time?"



The EVANS Stewards Mates: From Left to Right: JANE, J. A., TN; VIRAY, A. A., TN; GUNDAYO, SD3 and RAVELO, N. M., TN.



CSI and MARCHBANKS, CS2, leading them, men like EDWARDS, CS3, and KNIGHTEN, SN, prepared three meals a day to feed the 250 man crew. A ship at sea is very dependent on her cooks. As goes the food so goes morale. Everyone looks forward to meal time because there is nothing else to look forward to. Thus the fact that the EVANS boasted an outstanding record at sea during the cruise speaks very well for her cooks. In addition the ship again was chosen to represent the squadron in the competition for the New Award.

GASCON, DK2 was the only disbursing clerk on board. He kept the over 250 pay records up to date. This included calculating each man's pay once every two

weeks, filing allotments, deducting income tax and social security, figuring pay raises and turning out the W-2 forms for each man's income tax return. He and LTJG HAHN paid the crew over 150,000 dollars in cash on the cruise.

The ship's servicemen were led by SCOTT, SH2. He along with COURTWRIGHT, SH2, and KUYENDALL, SN, ran the ship's laundry. This was an around the clock job both at sea and in port. Washing and ironing clothes for 250 men is no small job.

Another ship's service job is cutting hair. On the cruise ROSSI, SN, accomplished this herculean task. He was most happy around inspection time. He usually ended up cutting the whole crews hair in

"1500's carrying late sleeping a little too far"



"I've tried Comet, it doesn't work"





Our Commissarymen: Top Row: Left to Right: GARZA, G. L., SA; HILL, W. R., SA; MARCHBANKS, E. W., CS2 and EDWARDS, S. K., CS3. Bottom Row: Left to Right: KNIGHTON, L. L., SN and GROSS, S. P., CS1.



"If you want a sandwich, go to Main Control!"

two days. When one inspection was cancelled two weeks in a row he almost cut his throat.

A final job of the ship's serviceman is running the ship's store. GAHR and AUSTIN both SN handled this task. Three times each day the store opened at sea. The most popular items were cigarettes and candy. Radarmen bought most of the former while MARRIOTT, SOG2 purchased most of the latter. The coke machine on the mess decks also came within the cognizance of the ship's store. When it was working, which was occasionally, it was overworked.

Thus the Supply Department provides services and supplies for the rest of the crew. Although it has very little to do with the actual naval operations of the ship, without it, there would be no such operations. This department's chief concern is the everyday necessities of the ship. Its effort make living on board possible.

Below are some of our Mess Cooks, From Left to Right: FEDRIK, B. G., SA; ADAMS, M. D., FA; LOERTSCHER, D. L., FA; GILLISPIE, W. H., SN; WHEATLEY, C. E., FTGSN; HAYINGA, D. L., RMSN and COFFEY, J. D., SN.

Merry Christmas





Our Disbursing Clerk, GASCON, A. C.,  
DK2.



Our Chief Supply Clerk, Chief J. J. VILLEMATETTE and  
our Chief Commissaryman D. R. MARQUEZ.



Our Supply Clerks: Top Row, left to right: HOWARD, W. E., SKSN;  
AUSTIN, R. F., SN AND CASANOVA, SN. Bottom Row: left to right:  
ROSS, F. A., SK3; CAMORAS, D. R., SK2 and KELLER, T. K., SKSN.

"Let's see... \$1 MPC=\$1 U. S. =360 Yen=  
\$5. 65 H. K. ...."





3h  
The places we went...

YOKOSUKA

IWAKUNI

SASEBO

HONG KONG

PEARL HARBOR

LONG BEACH

...and the things we did...

...were many and varied during this WESTPAC cruise. With an "all back two-thirds" from our Captain and three short blasts from the whistle we were underway from Long Beach at 1000 on 10 October 1963. There were not many dry eyes on the pier that morning as sailors said good-bye to family and friends whom they would not see again for six long months. For some this would be their seventh or eighth cruise; for others it would be their first.



Our first stop was San Clemente Island where we picked up two anti-submarine drones for transport overseas. But this did not take long. And then we were on our way.....

. . . to visit Hawaii



Surfers, surfers

The Blow Hole



We spent a month in Hawaii. Surf and sand were the most popular activities on the weekends. Many men took tours of the island paradise. They saw such sights as the "blow hole", the Punch Bowl, the Pali, Waikiki and the world famous Diamond Head.



and more surfers

The Punch Bowl Memorial Cemetery

