

So we left Yokosuka for Long Beach on the morning of 2 April. During the long two weeks transit we did all the things we had been doing at sea throughout the cruise.

We refueled . . .

Forty-eight times we went alongside an oiler or the HORNET to take on the fuel which kept us going. Refueling at sea is a tough and dangerous evolution. It requires precision ship-handling by the conning officer. It demands experienced seamanship on the part of the deck technicians. It requires the entire crew to be especially alert and safety conscious. It is an all-hands job.

Throughout the cruise, the men of the EVANS performed this job better than any other crew in our task group. We had countless compliments on both our station keeping (this amounts to keeping the ship between 90 and 120 feet from the fuel ship for an average period of 30 minutes) and our seamanship (this amounts to pulling over an eight inch hose, uncapping it, securing it so that 100 pounds of pressure will not loosen it, and sending it back all in a period of 6 minutes.)

With Chief ATTAWAY at the forward station, TIMMONS, BMI at the after station and GRAMLICH, TMI, WARSON GMGI and Chief BARNES at the amidship's station, we had an outstanding team which practiced almost impeccable seamanship. There was no serious accident during refueling on the entire cruise. Our rig and unrig times were good enough to garner us a mention on the front page of the monthly WESTPAC Replenishment Report as being one of the three WESTPAC ships to maintain outstanding times.





... and transferred personnel ...



... and replenished our stores ...



Replenishment of stores, like refueling, is an all hands evolution. When the replenishment detail was set men hurried to their stations fore and aft. They had to be in life jackets, and they had to be careful.

The ship depended on underway replenishments for a large percentage of her food. Thus it was important that the crew do a good job. They did.

Transferring stores consisted essentially in stringing a maze of lines between the stores ship and us and then sending across nets packed with cartons, crates, boxes and bundles of all shapes and sizes. You could always tell when the eggs were coming because of steady stream of yolk would be pouring from the bottom of the net. It was a wonder that we ever had eggs at all. But we did.





... and recovered drones ...



... and attended church services ...





... and transferred mail ...

... and enjoyed holiday routine ...





Casualty on the Foc'sle



"Where is that waiter anyway?"



"We're not quite out of paper yet!"

Snipes have the best chow, and entertainment too



Two turning to



Snipes don't wear hats

Snipes come up for air occasionally



... and stood watches ...



"Just what does a snorkel look like anyway?"



"Steady THREE SIX ZERO, Sir"



"This is Byerly, I have the Deck and the Conn"

"Wright, that was right full rudder, right?"



"I like Miss February better"

They told me to use DASH in my automatic



... and finally
we got home.



These are the places we went
and the things we did . . .



. . . but a cruise is really the people who made it.



"Let me know when he gets to 100 yards"

Some other old men



The Old Man and the Sea

"I don't know where it goes, do you?"



Tareyton smokers would rather fight than switch



How did Trenary get in this picture?





"It's hard to say 'cheese' with this stick in my mouth"



"I don't think string"

"M. N. O. P. Ah, Etomaine Poisoning."



Calf Roping - EVANS' Style



"Where's the brandy?"



The Bobbie Twins





Kittle, you'll just have to wait"



"Whar did you git that new fangled hat?"



"Bikini bearing. . ."

Fanatic editor at work



Sayonara

"Let's see: . . June '58?"





He didn't mean anything personal, Dominguez



"We got nominated for the Ney award, again?"

"So what if it's 0600!"



We all have our evaporators to bear



Fleet Gym

"Bell? What bell? Who heard a bell?"



"I don't know how he sleeps standing up,
ask him"



There's always the 1% who never get the word



WET Radio
Linus and blanket



15 APRIL 1964



