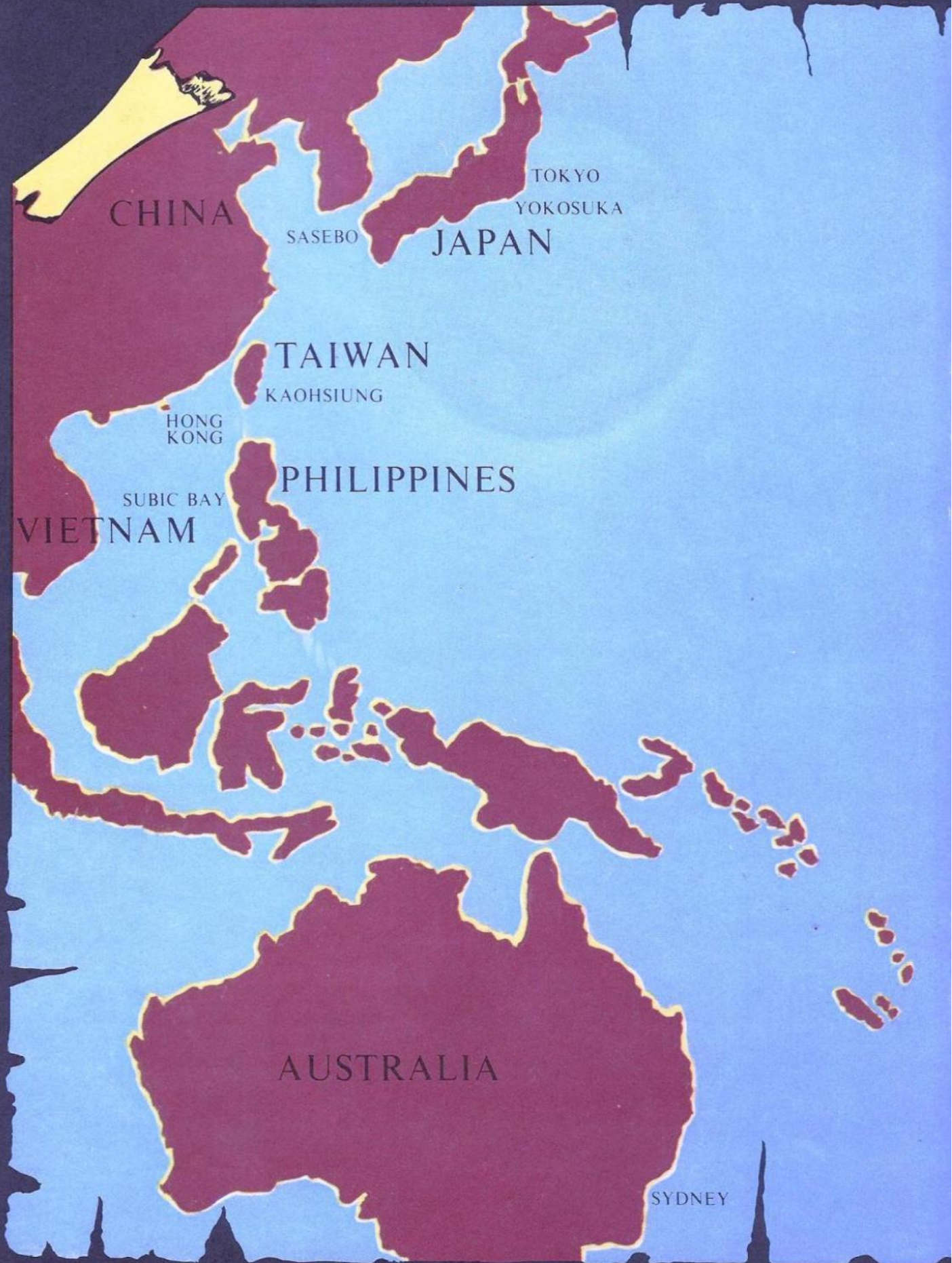


WESTPAC

1972



CHINA

SASEBO

TOKYO
YOKOSUKA

JAPAN

TAIWAN

KAOHSIUNG

HONG
KONG

PHILIPPINES

SUBIC BAY

VIETNAM

AUSTRALIA

SYDNEY

SAN FRANCISCO

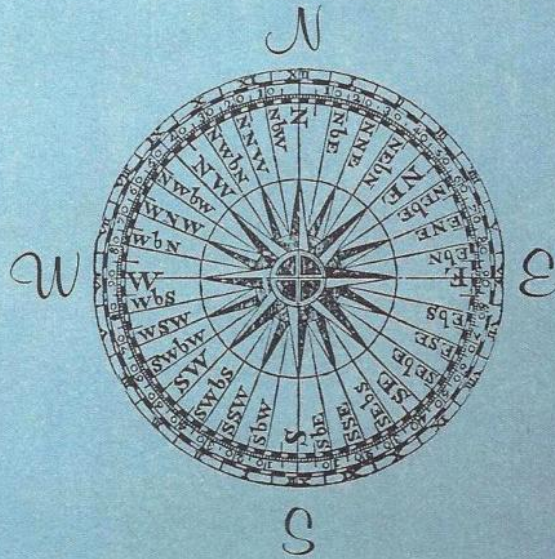
U.S.A

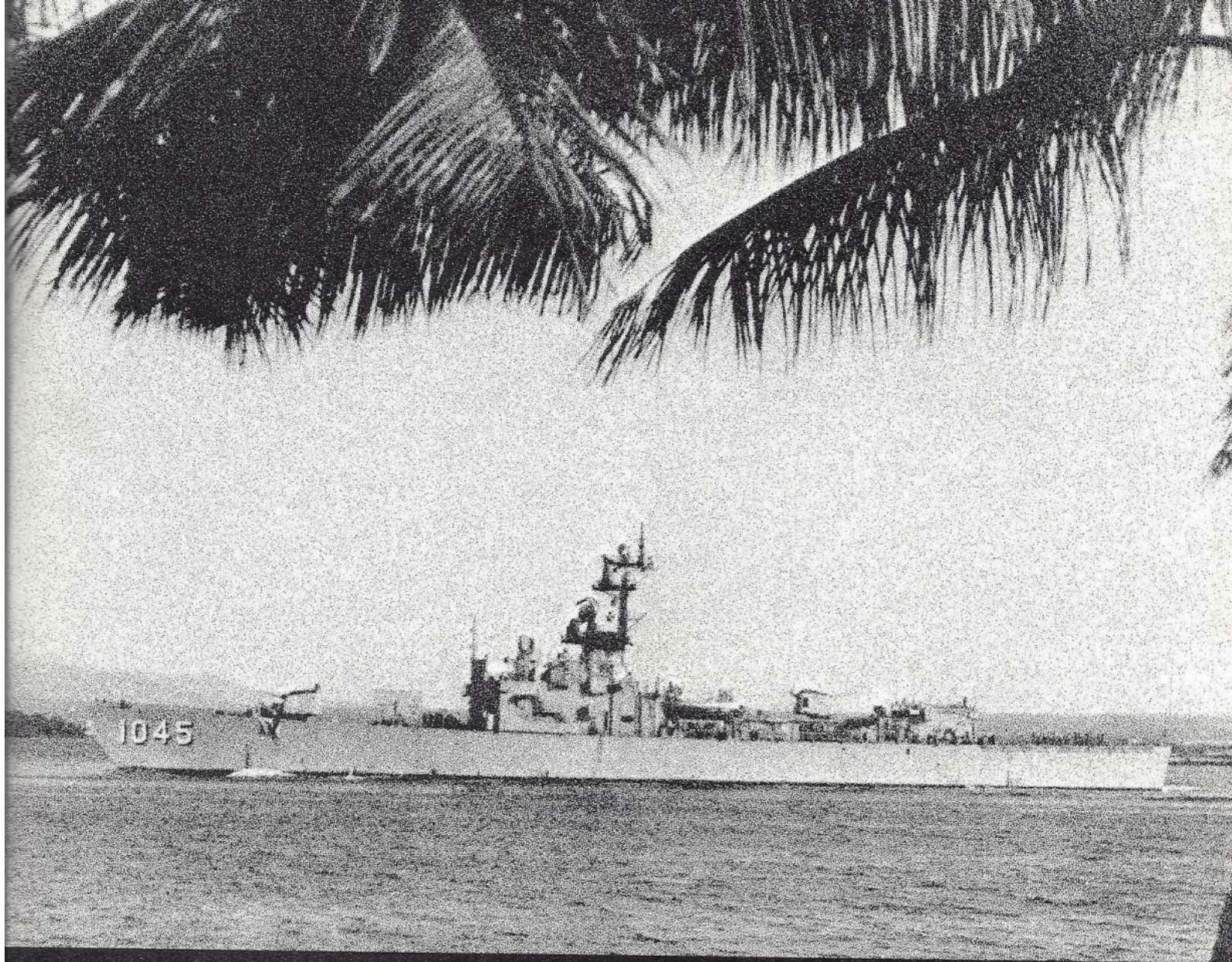
HAWAII

PEARL HARBOR

LONG BEACH

SAN DIEGO





USS DAVIDSON (DE 1045), is the first ship in the United States Navy to bear this name, and is the fifth in a new class of Ocean Escort destroyers, and the third one built by Avondale Shipyards, Incorporated, Westwego, Louisiana. Her keel was laid 30 September 1963, and she was christened 2 October 1964 by her sponsor, Mrs. Lyal A. Davidson. **DAVIDSON** is equipped with the latest main propulsion machinery, the newest long range air, surface, and subsurface detection and tracking equipment, and the most advanced anti-submarine fire control system. Her armament includes the ASROC (Anti-Submarine Rocket) weapons

system, anti-submarine torpedoes, and two five-inch 38 dual purpose single gun mounts. Her powerful sonar, ASROC and torpedo installations equip her to hunt for and destroy submarines at extended ranges. She is equipped with the most modern communications and electronics installations to aid in carrying out her mission—to screen oceanic convoys and to operate offensively against submarines. **DAVIDSON** is a fine new addition to the Cruiser-Destroyer Force, United States Pacific Fleet, providing the United States Navy with the most advanced type of warship to meet its challenges of today and tomorrow. **DAVIDSON** is

homeported in Pearl Harbor, Hawaii.

The
United States Ship
DAVIDSON
DE-1045

HAWAII, OUR HOME PORT

To a sailor, the Pacific stretches further than the imagination. It's another world far from the world he knew. A vast, empty beautiful world crowded with the sunrises and sunsets of seemingly endless days.

2,100 nautical miles from the rugged edge of California, alone in this great sea, lies the subtropical splendor of Hawaii.

Its towering volcanic peaks and blue palm-fringed waters are a welcoming sight to the "HOMEWARD BOUND" sailor. Suddenly this Pacific world becomes his world as island after island is sighted. The long days and even longer months are all but forgotten as Niihau, Kauai and finally Oahu welcome him home.

During his third voyage in 1886, Captain James Cook, sailing just within the Tropic of Cancer, happened upon these islands. The

long isolation of the immigrants from Tahiti ended at that moment.

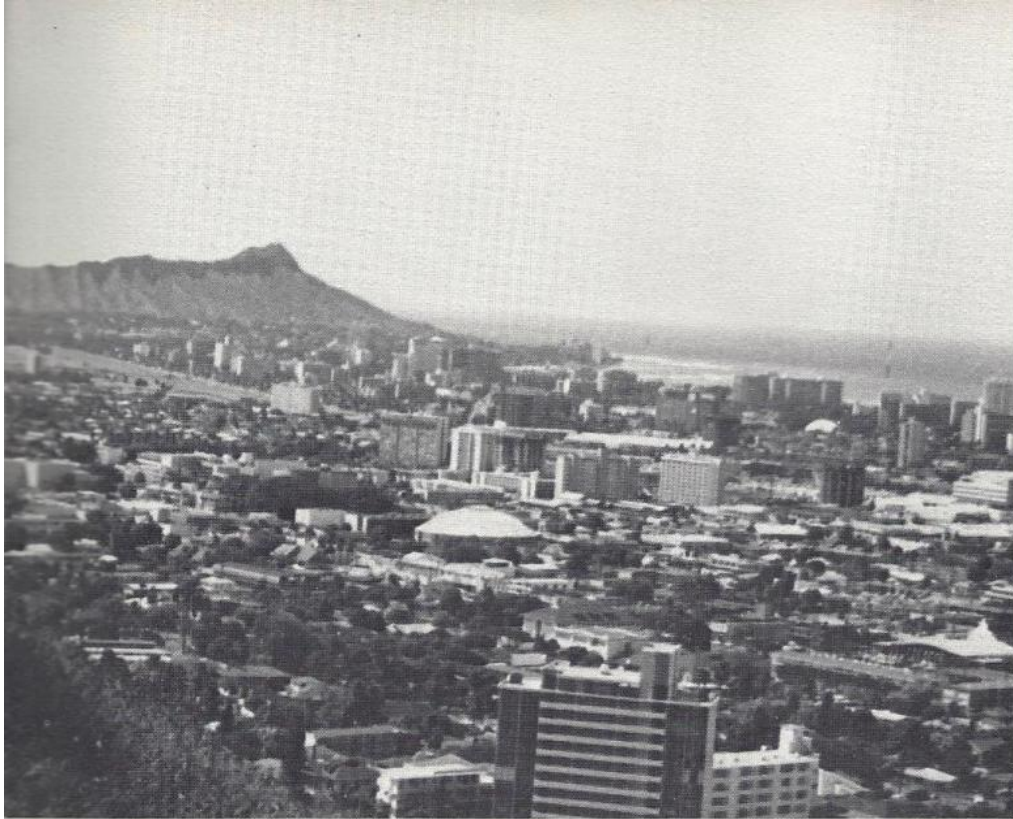
The change that followed was a rapid one. Under the leadership of King Kamehameha, the archipelagos found their place in industry. First in the east-west fur trade and then into whaling, sugar and finally tourism.

Hawaii was soon to become a territory of the United States. A formal transfer of sovereignty was signed in 1889. The Navy established its giant Pacific Headquarters at Pearl Harbor and American industry moved in. Hawaii entered the Union as our only oceanic state on August 21, 1959, the 50th state.

With all its unique beauty, it is little wonder why Mark Twain came to call it, while casually lighting his corncob pipe, "the loveliest fleet of islands ever anchored in any ocean."

Statue of King Kamehameha II, located in front of the Iolani Palace in downtown Honolulu, Hawaii.





A view of Diamond Head and the city of Honolulu.

(Below) A view of the **USS DAVIDSON** as it enters Pearl Harbor coming home from one of her many cruises.





COMMANDING OFFICER

Commander
Charles
G.
Wheeler,
USN

Commander Charles G. Wheeler was born in Augusta, Georgia. He received his commission upon graduation from the United States Naval Academy in 1954.

His first tour of duty was aboard the **USS TELFAIR** (APA 210) where he served as Weapons Officer. In 1956 he was ordered to the **USS BLACK** (DD 666) where he performed the duties of Weapons Officer and Operations Officer. From 1959 to 1961 Commander Wheeler attended the U.S. Naval Postgraduate School, Monterey, where he received the Bachelor of Science Degree in Electronic Engineering. Upon graduation he reported to the **USS KOINER** (DER 311) as Executive Officer. Upon being relieved as Executive Officer of the **KOINER** in 1963, he reported to the United States Naval Academy and served as an instruc-

tor in the Electrical Science Department. During his three-year tour, Commander Wheeler attended classes at George Washington University, where he completed course requirements for an advanced degree in Electrical Engineering. His next assignment was Executive Officer of **USS DAMATO** (DD 871), then a tour of duty as Ordnance Readiness and Support Officer, Staff, Commander-in-Chief, U.S. Pacific Fleet. Commander Wheeler assumed duties of Commanding Officer of **DAVIDSON** on 15 May 1971 and upon being relieved after a full tour of duty on 24 September 1972 was ordered to Staff, Commander-in-Chief, Pacific.

Commander Wheeler is married to the former Jane O'Connor of Augusta, Georgia, and has six children: Charles, Jr.; Maura; Patricia; Helen; Michael; and Joan.



COMMANDING OFFICER

Commander
Allen
L.
Shapero,
USN

Commander Allen L. Shapero was born in Chester, Pennsylvania on 24 March 1927. He entered the Navy in December 1944 as an apprentice seaman and advanced to chief petty officer prior to being commissioned an Ensign in 1958.

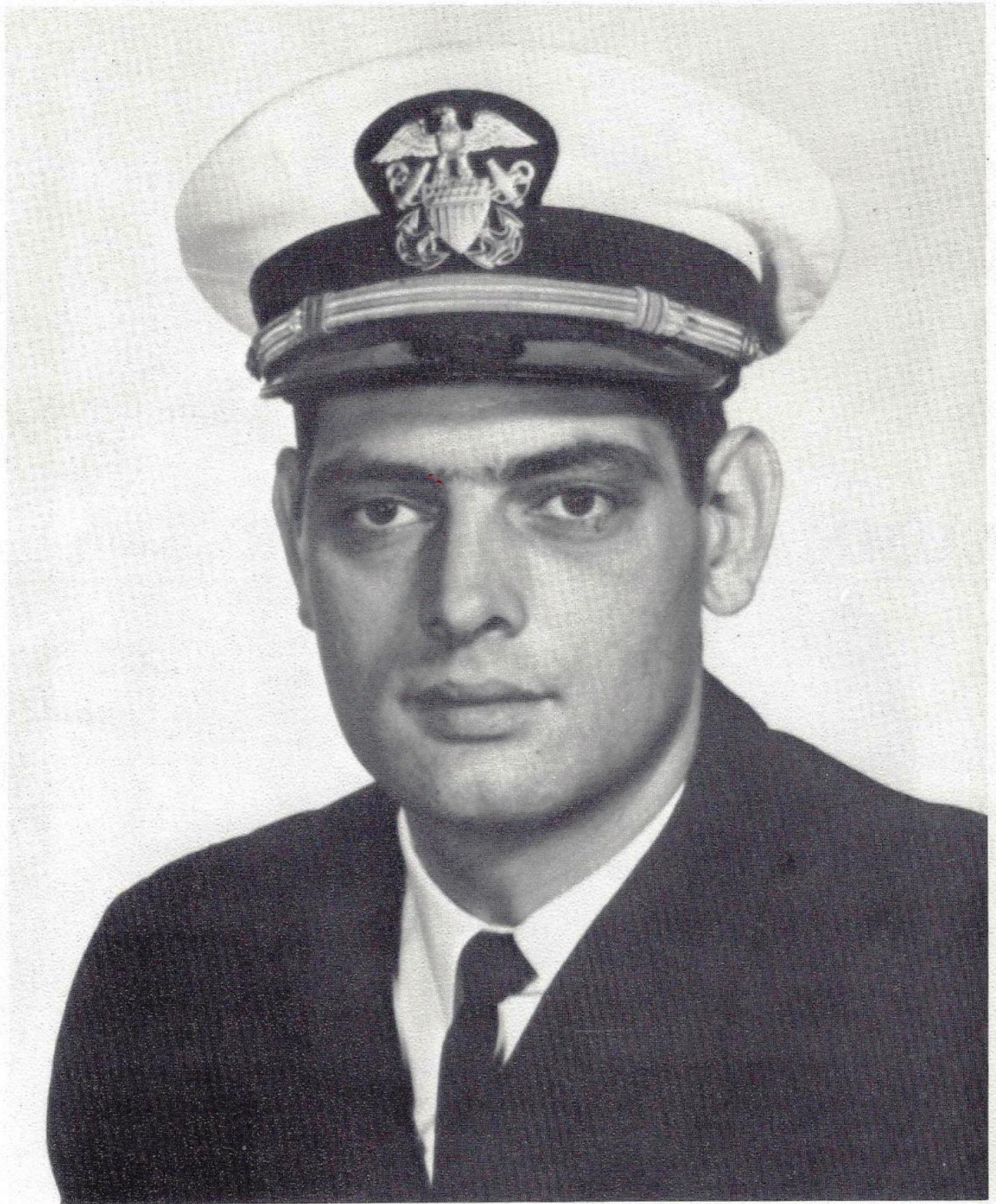
Upon commissioning in 1958, Commander Shapero was assigned to the cruiser **USS BREMERTON**. Subsequent sea duty tours have included the cruiser **USS HELENA** and the guided missile destroyers **USS COCHRANE** and **USS CONYNGHAM**. He also served as aide and flag secretary to Commander Cruiser-Destroyer Flotilla **THREE**.

Ashore, Commander Shapero has served in the Bureau of Naval Personnel as Administrative Assis-

tant to the Chief of Naval Personnel. He also attended the Navy Postgraduate School at Monterey, California, receiving his Bachelor of Arts Degree in Foreign Affairs in 1969.

Prior to assuming command of **DAVIDSON** on 24 September 1972, Commander Shapero attended the Command and Staff course at the Naval War College, Newport, Rhode Island, and he also received his Master of Science Degree in International Relations from George Washington University.

Commander Shapero is married to the former Lenore E. Yavener of New London, Connecticut. They have four children: Ellen, Beth, Harold, and Craig.



EXECUTIVE OFFICER

Lieutenant
Commander
David
W.
Masters,
USN

Lieutenant Commander David W. Masters was born 4 April 1939 in Kansas City, Missouri. He received his commission as an Ensign in February of 1962 through the Officer Candidate Program.

Lieutenant Commander Masters' first assignment was a sea tour as communications officer on the **USS THOMASTON** (LSD 28). From the **THOMASTON**, he was ordered to the **USS LYNDE McCORMICK** (DDG 8) where he again served as communications officer.

LCDR Masters attended the U.S. Naval Destroyer School, Newport, in 1966, and after its successful completion reported to the **USS JAMES C. OWENS** (DD 776) as Chief Engineer.

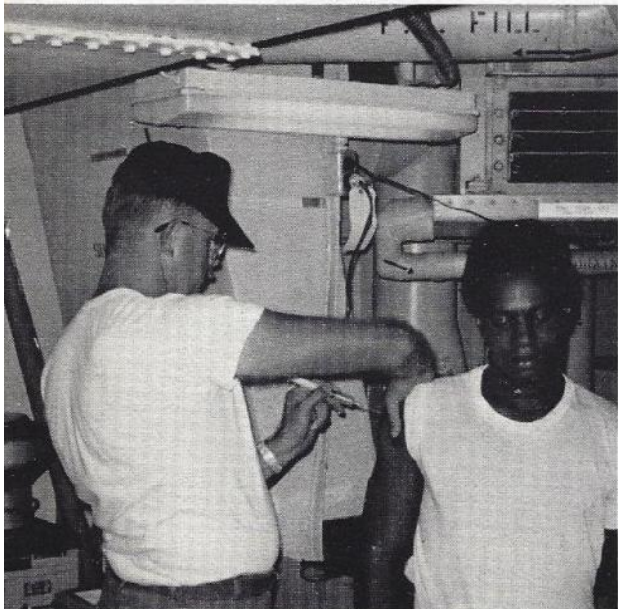
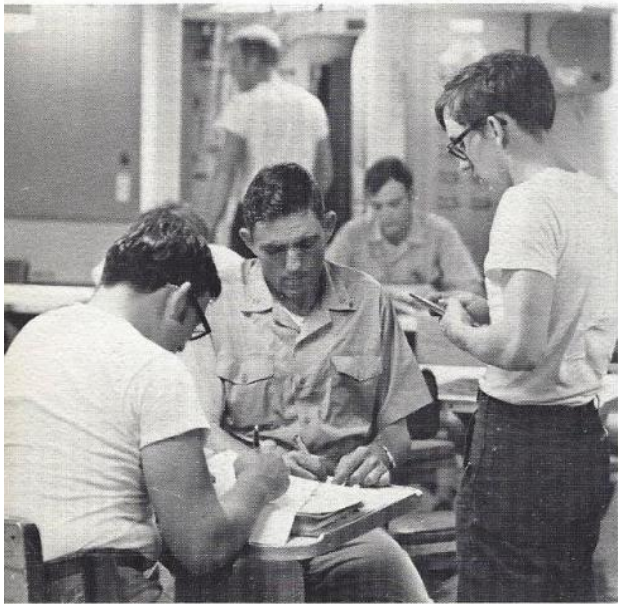
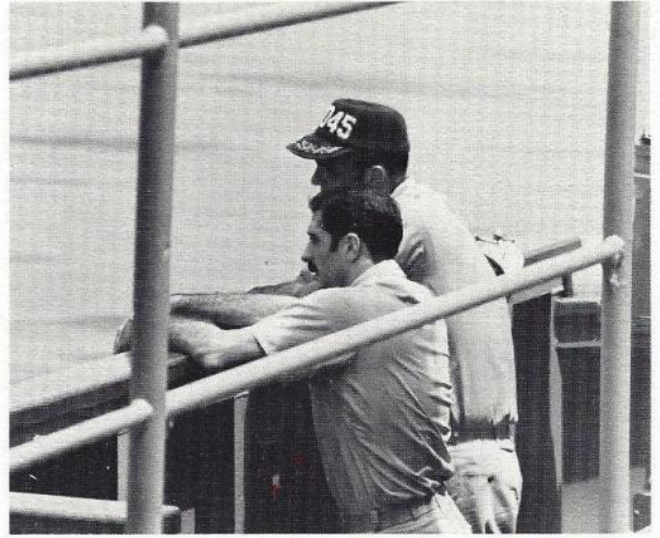
In September 1968, Lieutenant Commander Masters was accepted

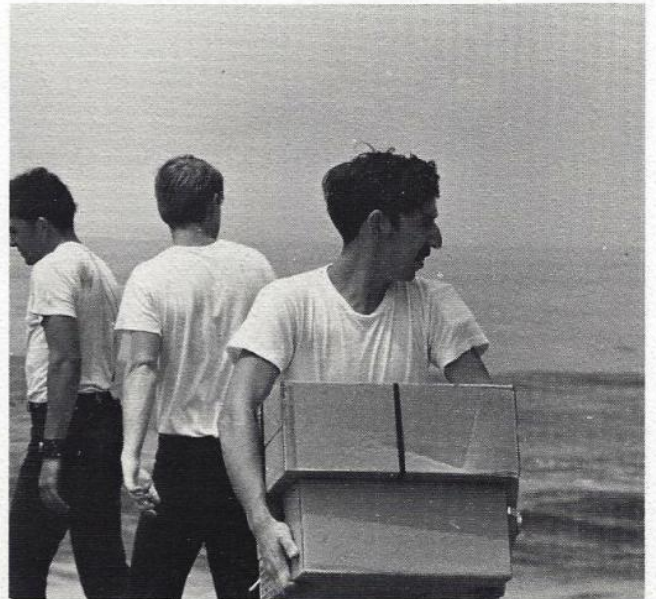
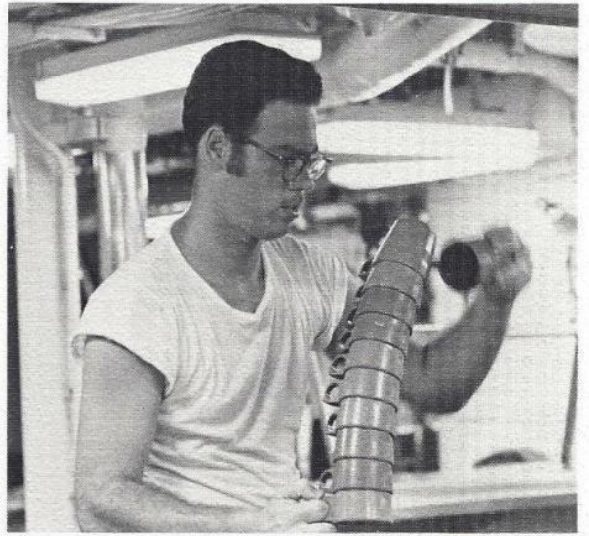
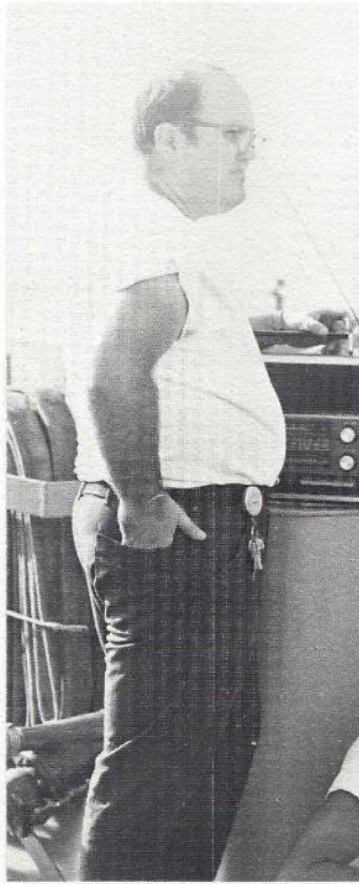
for admission to the U.S. Naval Postgraduate School, Monterey, and in June 1970 completed requirements for a Master of Science degree in Computer Systems Management.

From the Postgraduate School, LCDR Masters returned to sea as Main Propulsion Assistant aboard the **USS KITTY HAWK** (CVA 63), being the first unrestricted line officer to hold such a billet. He reported to **USS DAVIDSON** (DE 1045) on 24 May 1972, where he currently serves in the capacity of Executive Officer.

Lieutenant Commander Masters is married to the former Mary Karen Davidson, of Kansas City, Missouri, and they have three children: Katherine Anne, David William, and Andrew Wayne.

PREPARING FOR WESTPAC

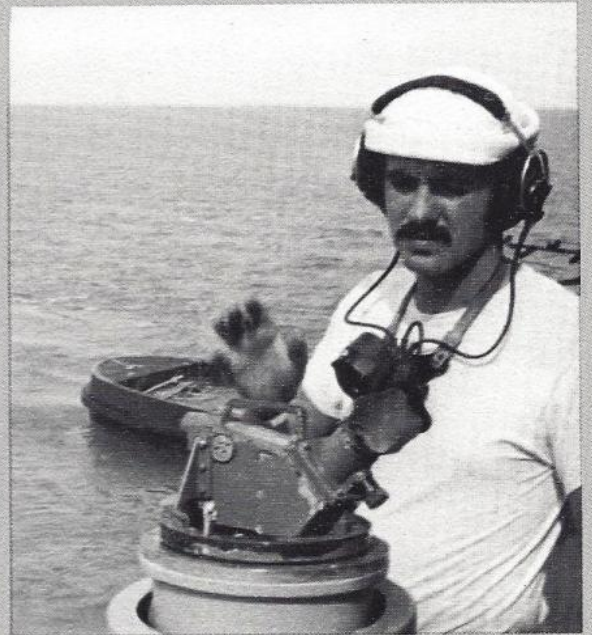
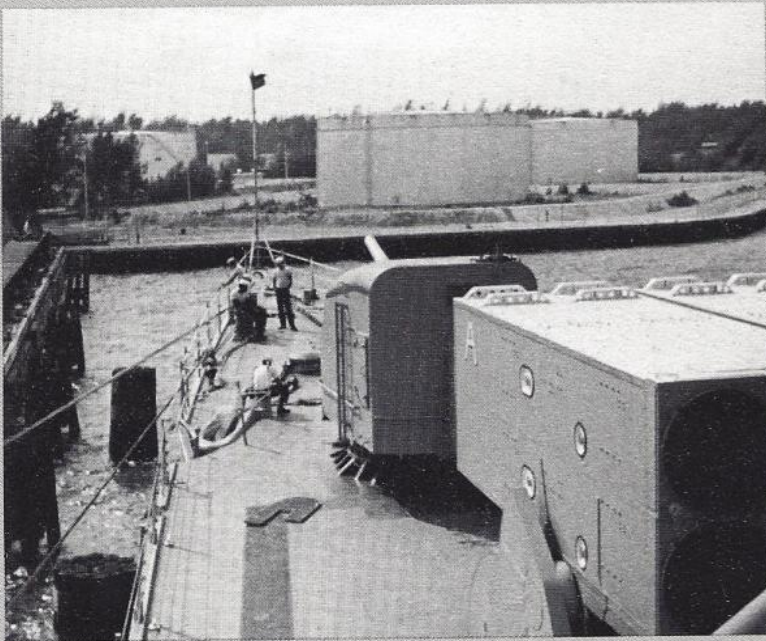




MIDWAY ISLAND

Midway Islands, 1,150 miles west-northwestward of Honolulu, were discovered in 1859 by Captain N. C. Brooks, an American ship-master on the Hawaiian vessel GAMBIA; possession was taken on behalf of the United States on 30 September 1867 by Captain William Reynolds of the USS LACKAWANNA. The circular atoll is six miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the west side and another opening has been dredged on the south side. The reef rises abruptly from deep water and there are no offlying rocks or shoals; breakers mark all seaward sides of the reef. The enclosed islands average 12 feet in height with a maximum height of 45 feet. Numerous birds, especially albatross, nest on the islands and are sometimes a hazard to landing or departing aircraft.

During World War II, Midway was the target of a massive amphibious assault force launched from Japan, whose mission it was to capture the islands in order that Japanese bombers could attack Honolulu. The assault force ran into mixed weather enroute and the battle that ensued, which was between two surface forces that never saw each other, is considered to be the turning point of the Pacific War for the U.S. Pacific Fleet, which had been rebuilt following the Pearl Harbor attack. All the action was between opposing aircraft from both sides, and even though Midway was bombed, no enemy transports could get close enough to land their troops.



GUAM, MARIANAS ISLANDS

Guam (formerly Guajan or Guahan) Island, Pacific Ocean, is an unincorporated territory of the United States and the westernmost American territorial possession. It is situated in tropical waters at latitude 13 degrees 26 minutes N and longitude 144 degrees 43 minutes E. It is the largest, most populated and most southerly of the Western Pacific Islands known as the Marianas. Guam is 30 miles long and ranges from four miles at its narrowest point to eight and one-half miles at its broadest; the total land area is 200 square miles. It is about 1,400 air miles south-southeast of Tokyo; 1,500 miles east of Manila in the Philippines; and some 5,200 miles west-southwest of San Francisco. It has been an airline base since 1935 and receives scheduled service by Pan American World Airways.

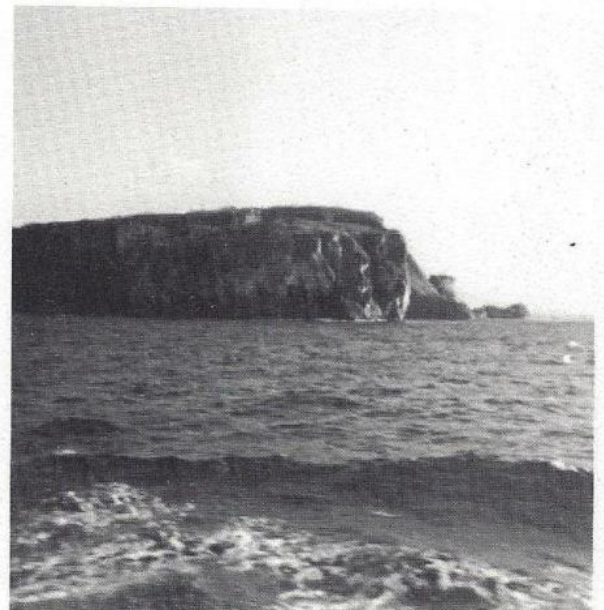
Guam's Micronesian in-

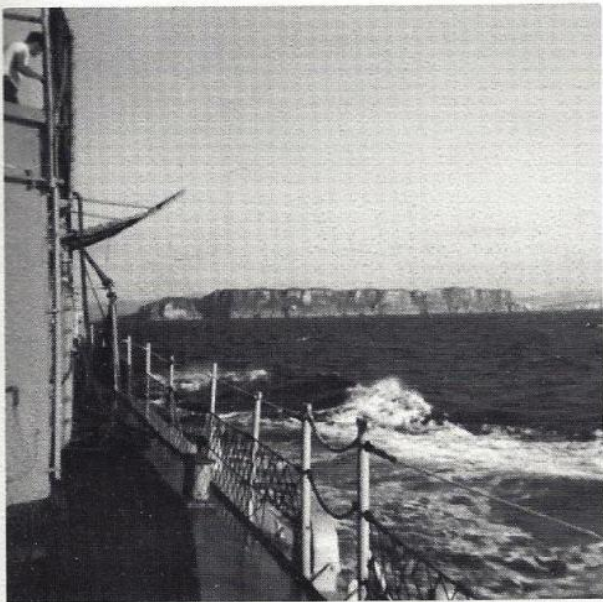
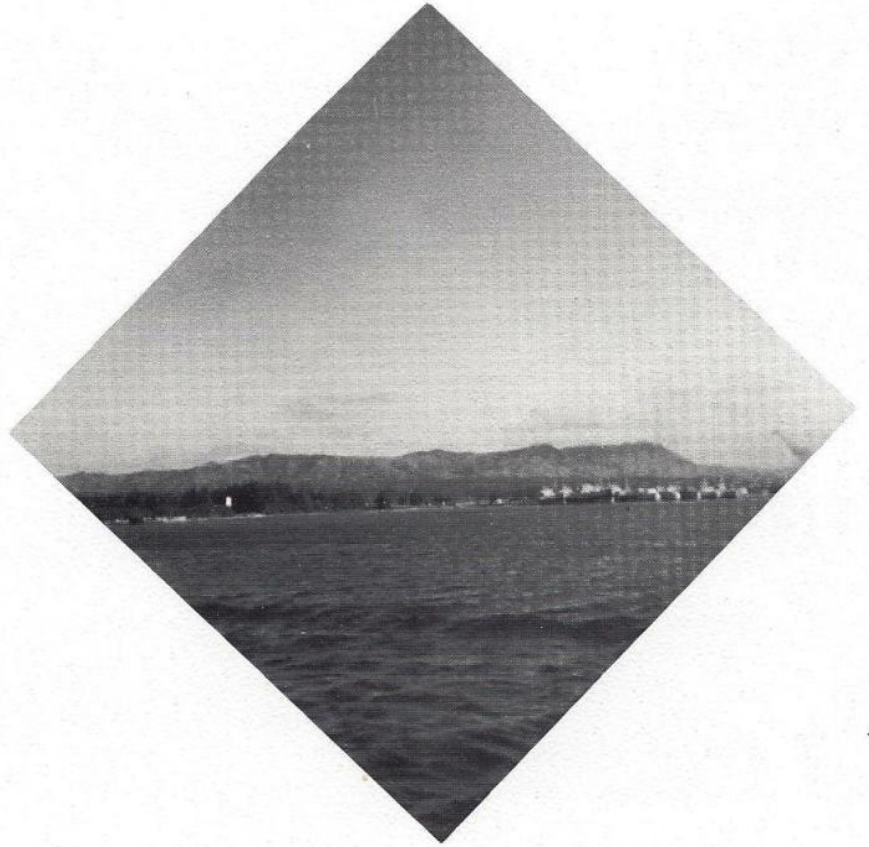
habitants and their culture reflect the influence of Spain, which ruled the island until 1898. The economy, originally based exclusively on agriculture, is now very largely dependent on services to thousands of members of the armed forces stationed there, including the Naval Station and Andersen Air Force Base. The political and social institutions of the native inhabitants are steadily evolving toward those of a modern Western state. The permanent population in 1962 was 43,798, with military personnel and their dependents estimated to number an additional 30,000. The capital city of Agana contains a population of 1,443.

Guam is believed to have been discovered by Ferdinand Magellan in 1521. With the rest of the Marianas, it was claimed by Spain in 1565 but was occupied only in 1668 after which the Chamorros

resisted Spain for another 30 years. Guam was captured by American naval forces in June 1898 and was ceded to the United States under the Treaty of Paris, which ended the Spanish-American War in December of that year.

Currently, Guam is an organized but unincorporated territory of the United States. It is administered under the Organic Act of Guam, 1950, which provides local autonomy. Guam's relationship with the United States is maintained under the general supervision of the Department of the Interior. Guamanians are citizens of the United States, but those who reside on the island do not vote in United States' elections and have no representatives in Congress. The immediate future of Guam appears to focus upon its role as a strategic defense post of the United States.





REPUBLIC OF THE PHILIPPINES, “PEARL OF THE ORIENT SEAS”

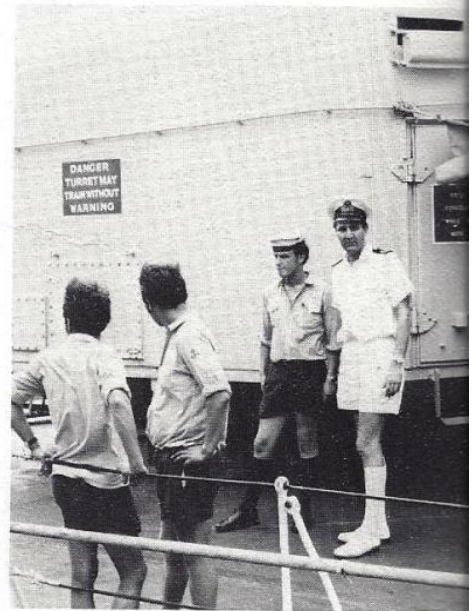
Known throughout Asia as “Pearl of the Orient Seas”, ever since that famous martyr and national hero, Dr. Jose Rizal, wrote the famous poem “Mi Ultimo Adios” (My Final Farewell) prior to his execution in 1896.

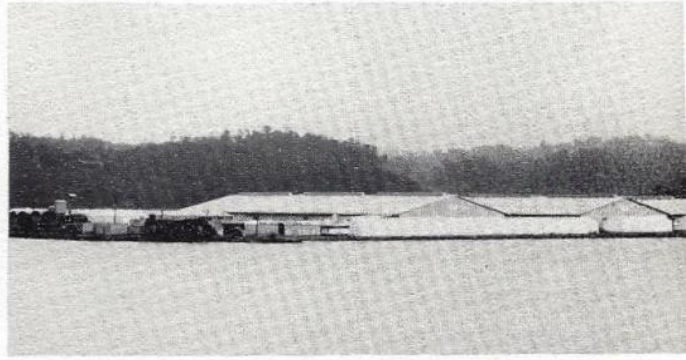
Bordered by the moody Pacific Ocean on the east, Celebes Sea on the south, with the climatic China Sea and Sulu on its west, stands this group of 7,109 islands called the Republic of the Philippines. The high birthrate contributing to the 35 million population makes it difficult for a local linguist to master the 71 different languages spoken. With English ranking second most popular, an American tourist would not have any communications problem.

Manila, as the major city, seats the Palace of the President and other major government offices. Although Quezon City is the capital, Manila is still the center of commerce and main flow of communication.

Proud of its heritage, the Philippines stand unique among other Asiatic countries in being predominantly Christian and maintaining a high standard of a democratic form of government.

Strategically located, the Philippines host one of the most important bases in Asia for the United States military organization. In the province of Zambales lies the biggest U.S. Naval Support Activity for our political commitments in Southeast Asia, known to all Blue-jackets as Subic Bay.





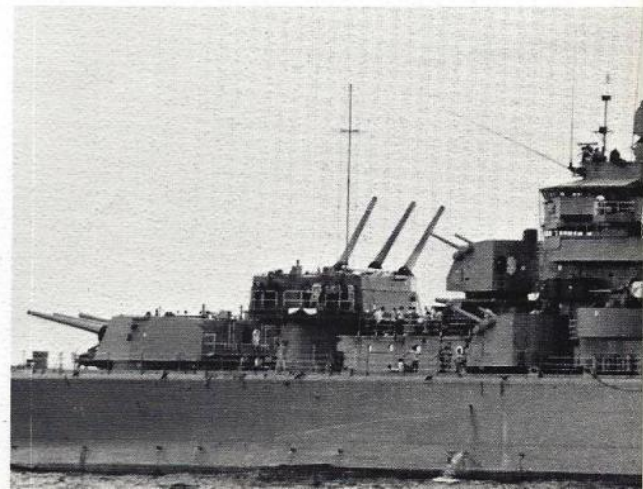
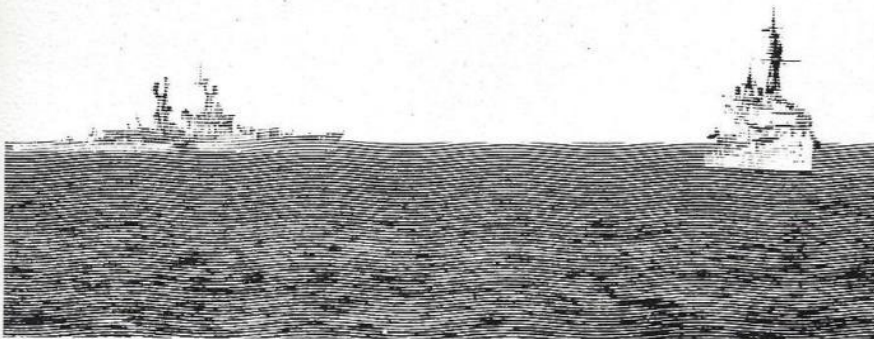
GUNLINE DUTIES

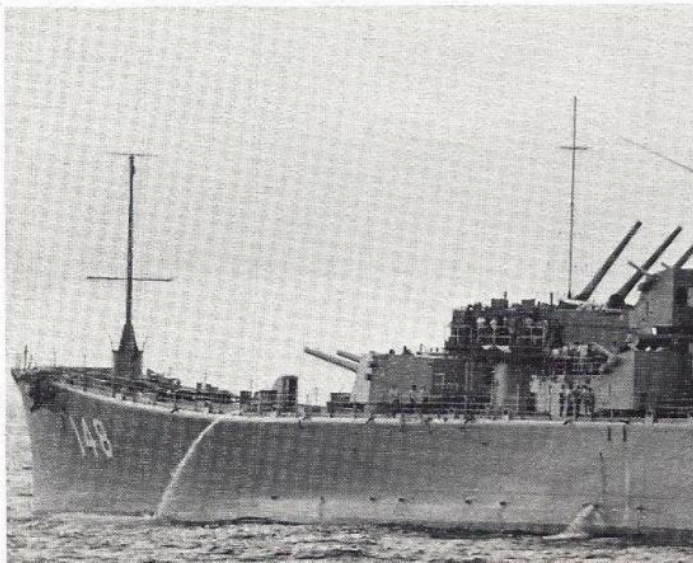
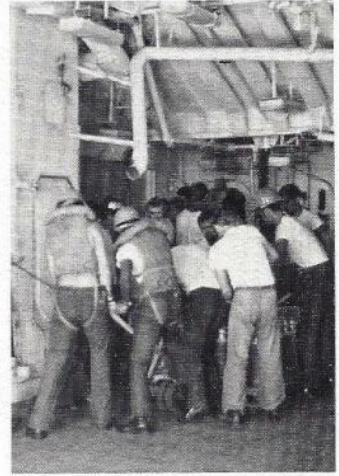
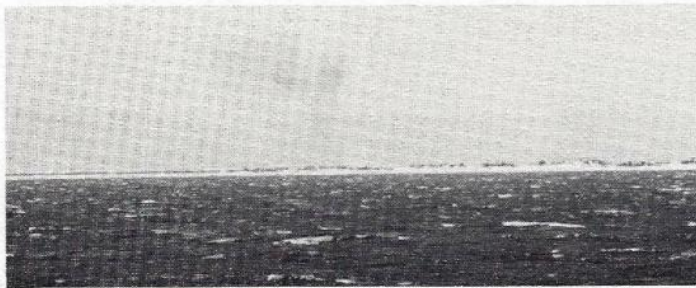
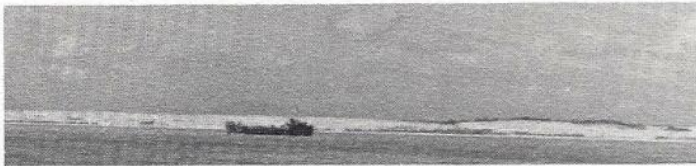
FOLLOWING A SHORT NOTICE DEPLOYMENT TO WESTPAC, the ship checked in for duty on the gunline. The North Vietnamese army had just launched a major offensive only a few weeks before our arrival, and we were anxiously needed to provide NAVAL GUNFIRE SUPPORT for ours and the South Vietnamese troops. The DAVIDSON performed all duties assigned her as best she could. These tasks included shore bombardment, harrassment & interdiction night fire, relief of other ships on the lines, and finally as Gunline Command Ship. During this time, the ship played host to several Gunline Commanders, and was privileged to host Rear Admiral Robinson, who was unfortunately killed a few days later. The DAVIDSON'S motor whale boat logged more mileage than any other is WESTPAC. Although the many days spent on the "line" were boring and tiring, they would have to be considered a success for the men of the DAVIDSON, the ship, and for our country.

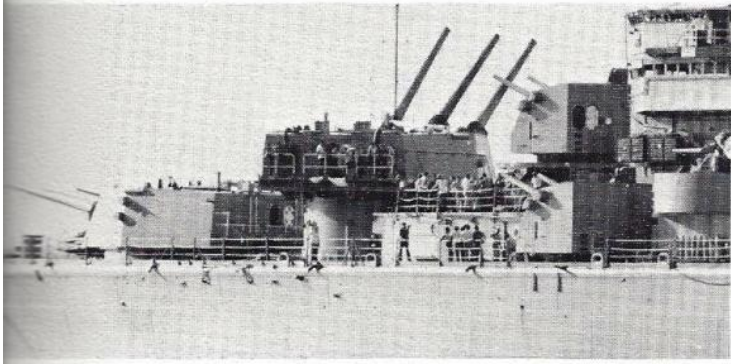


Rear Admiral Robinson is welcomed on board "Davy Maru".



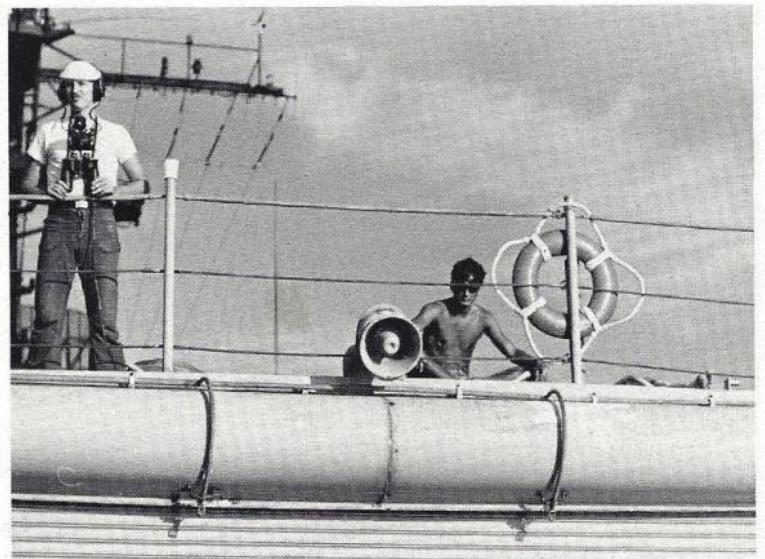
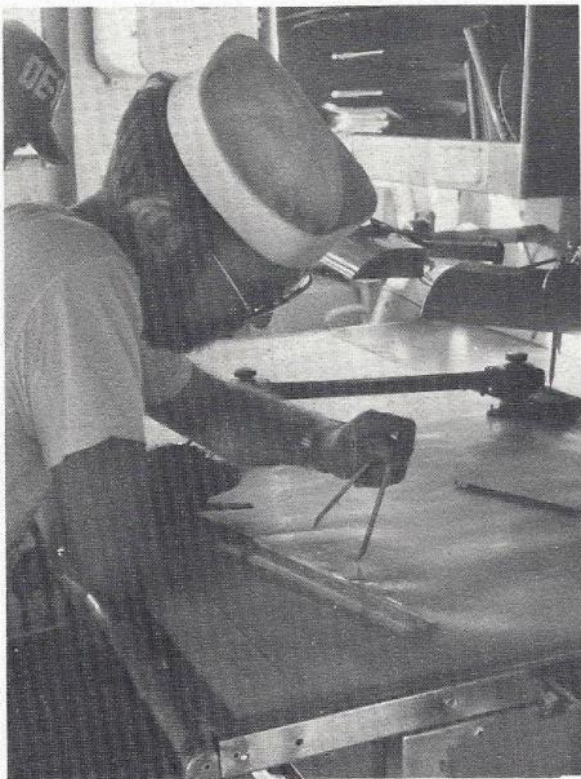
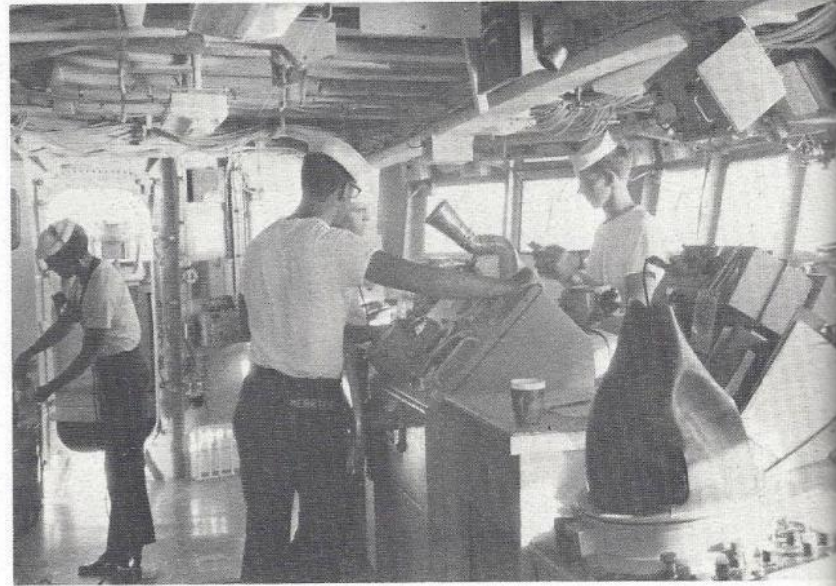
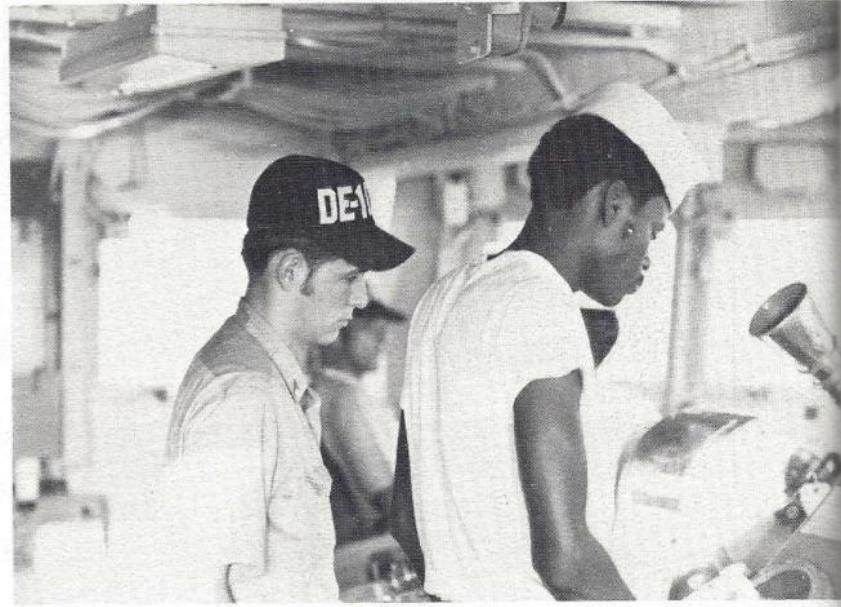


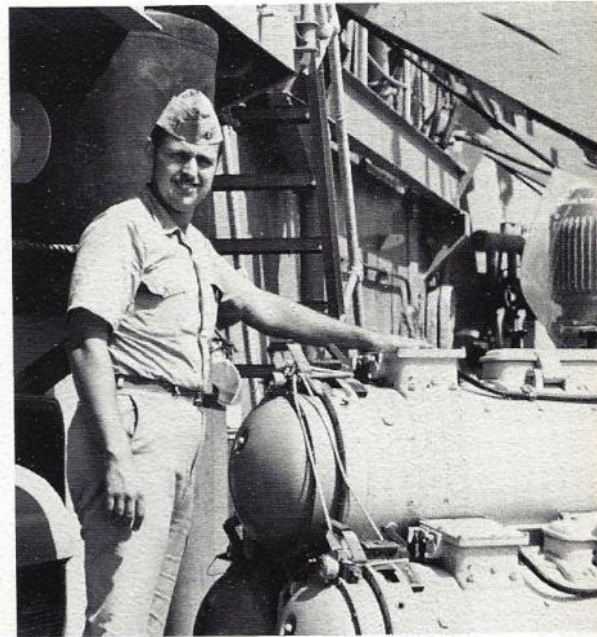
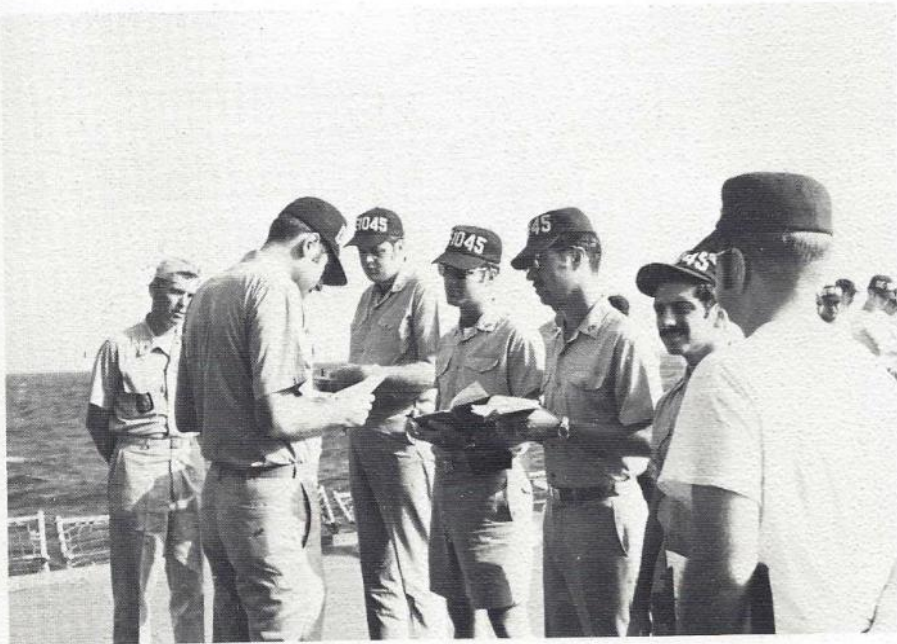
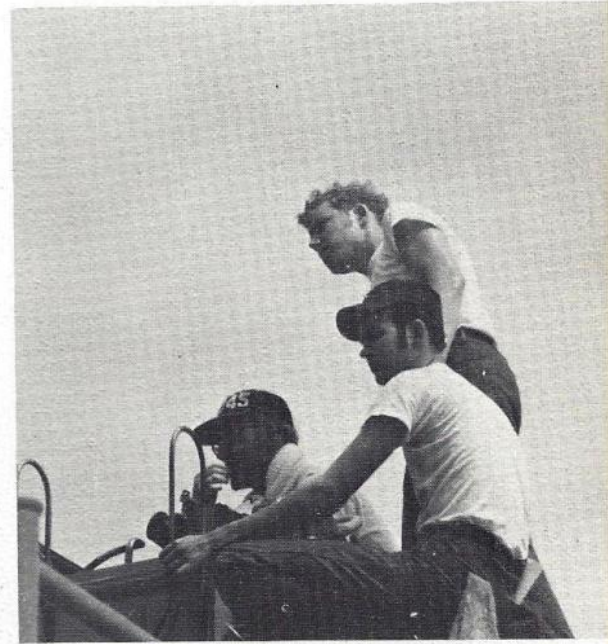
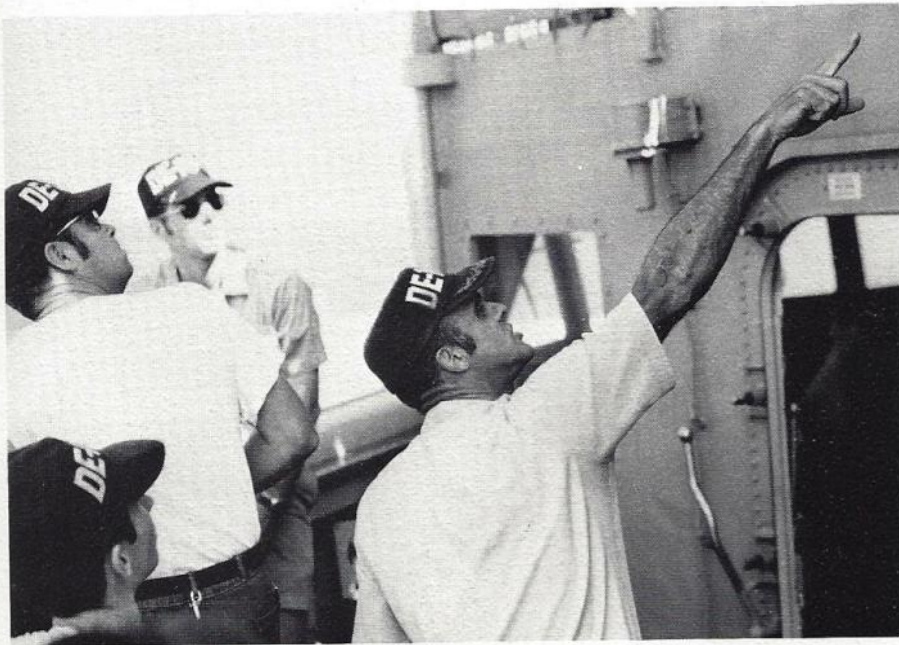
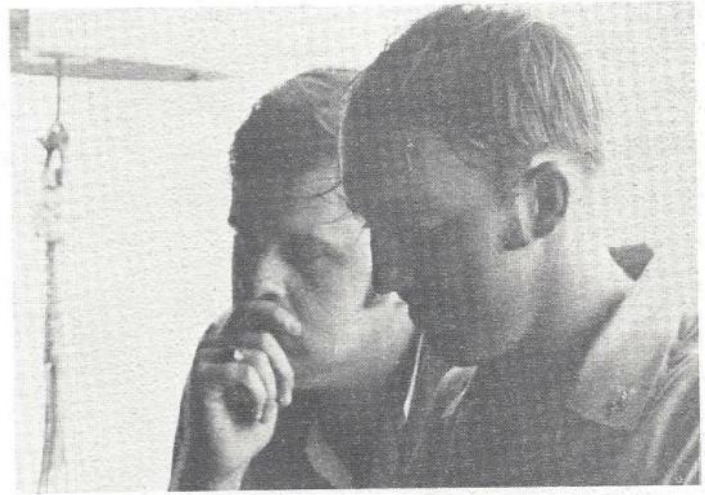
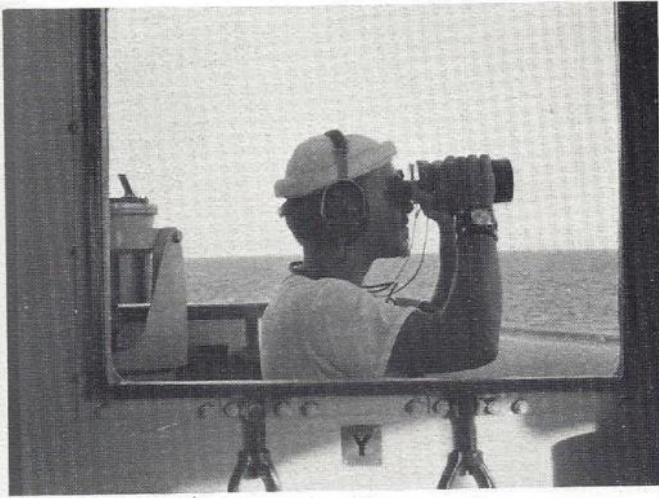


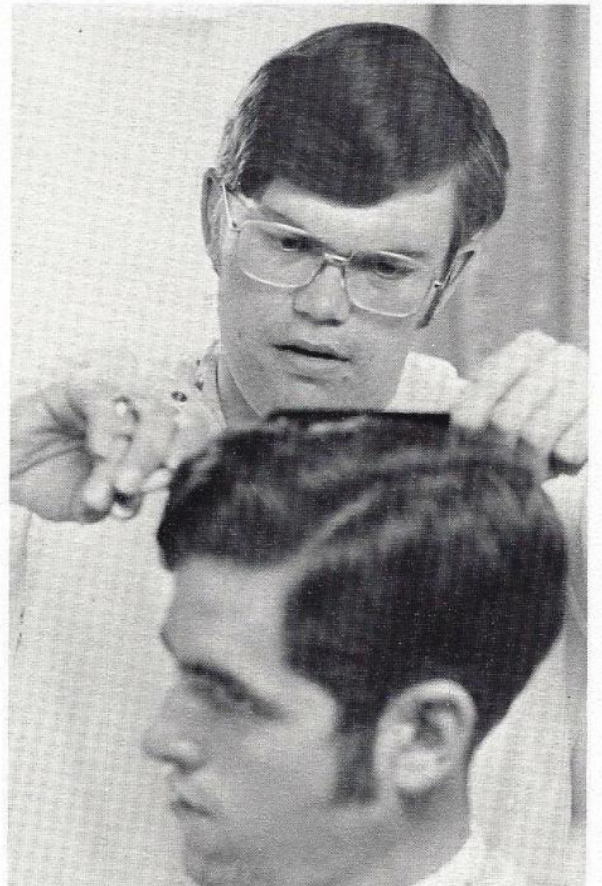
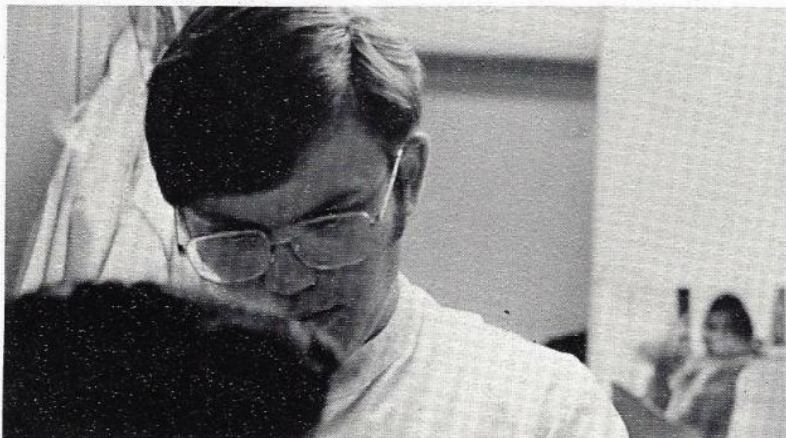
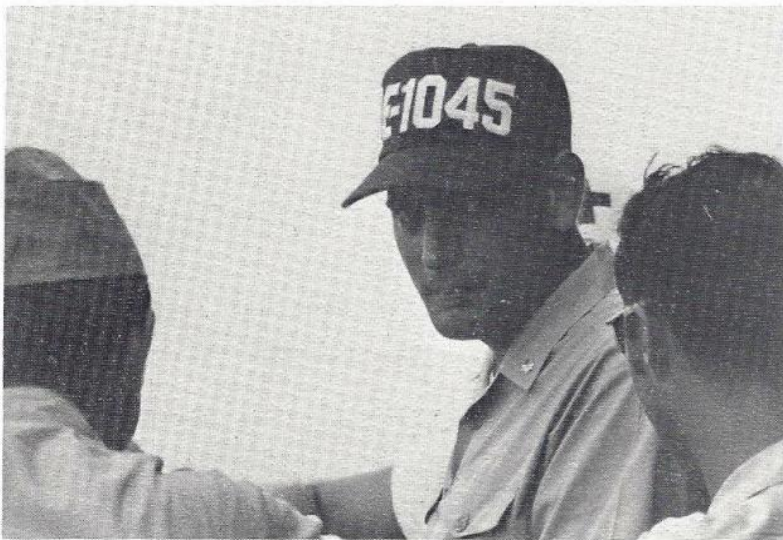
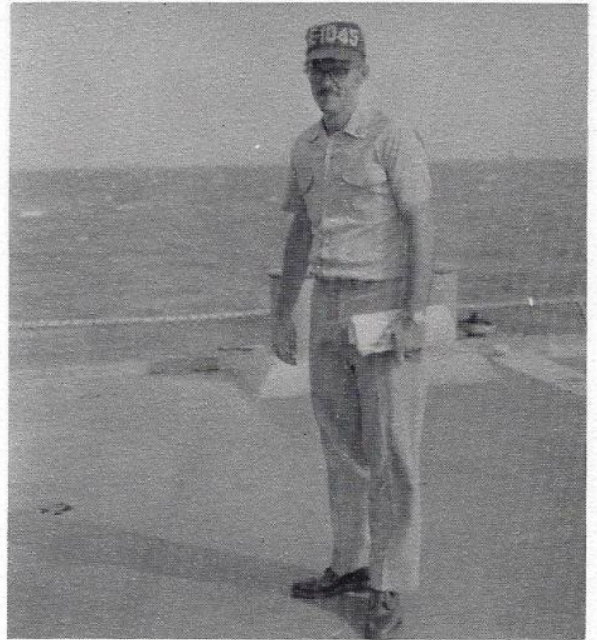


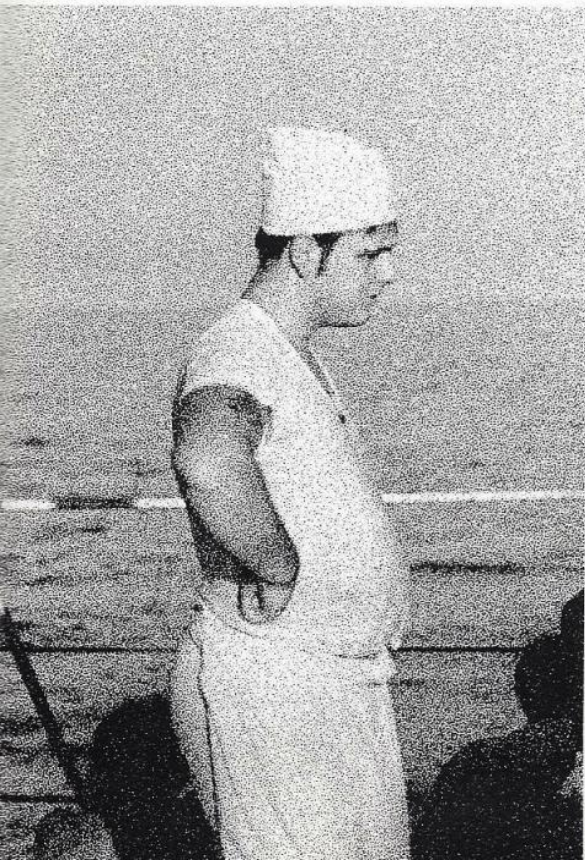
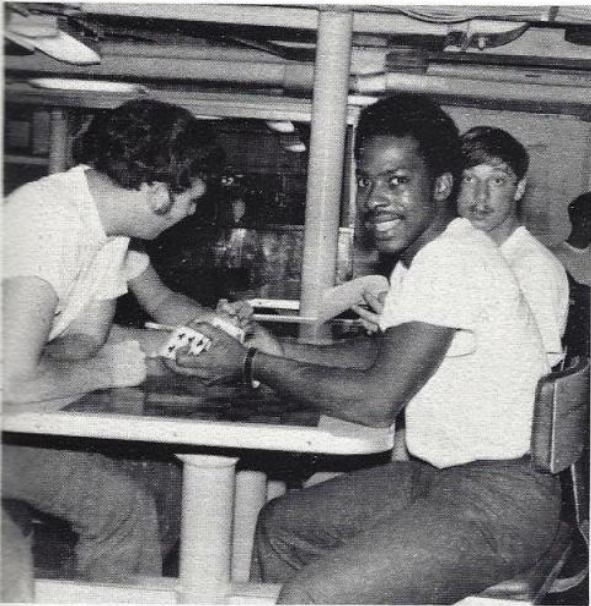
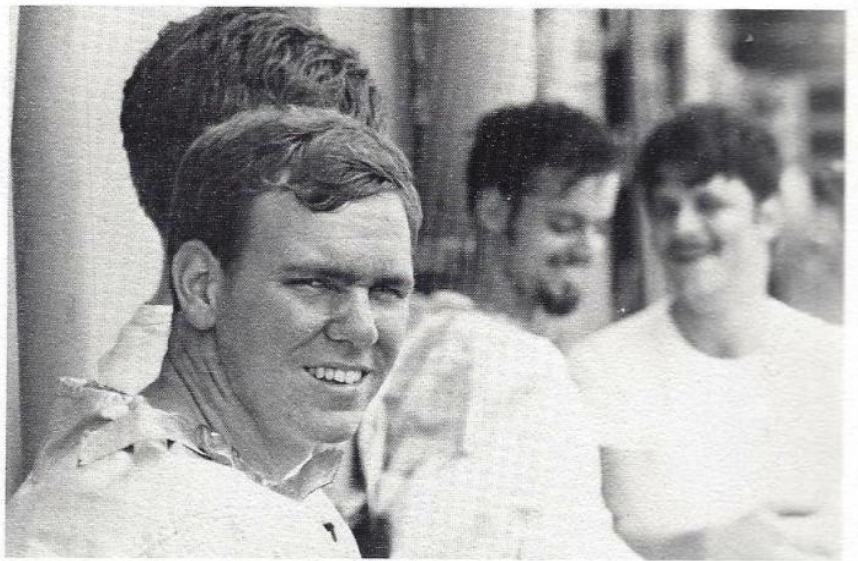
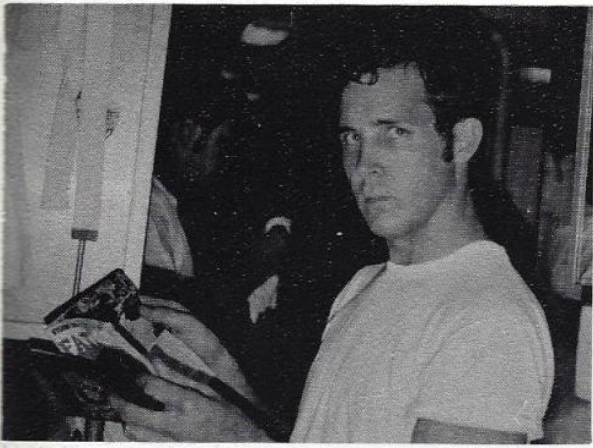
NORTH SAR SOUTH TALOS MIDDLE SAR

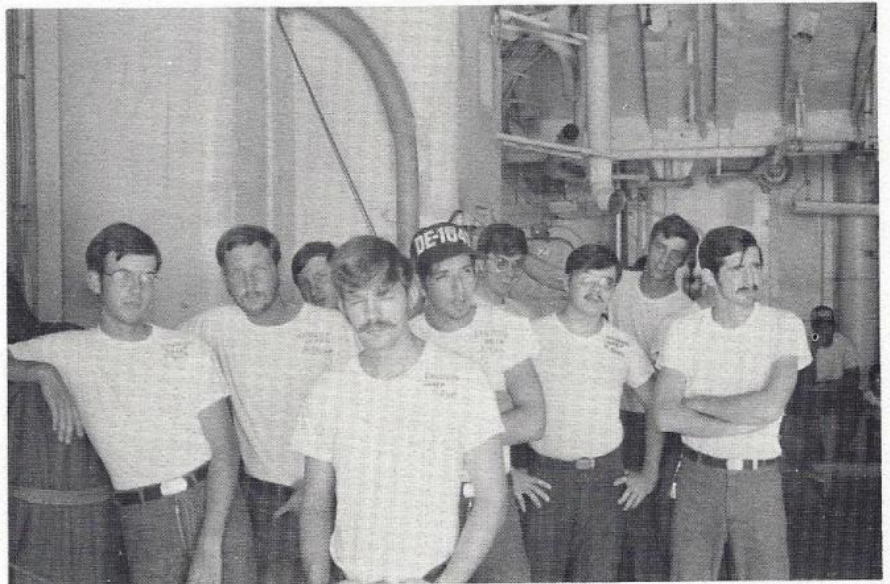
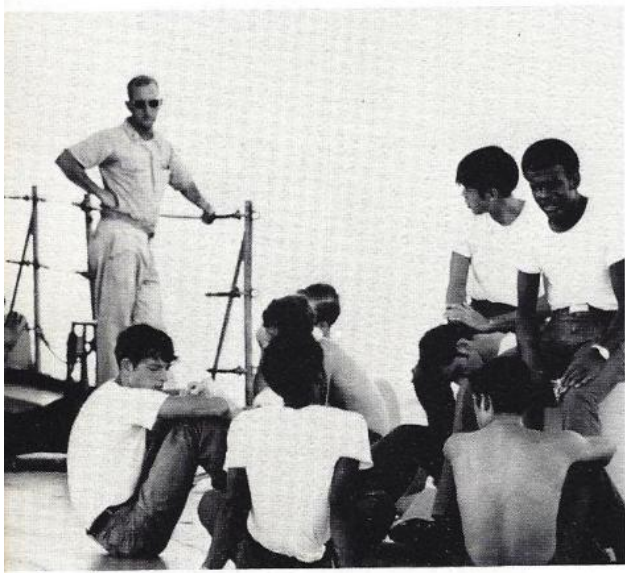
While deployed with the U.S. Seventh Fleet, the officers and men who man destroyers are often called upon to perform many and varied tasks. Among these tasks, is the job of escort for U.S. Navy missile ships. From this role, the **DAVIDSON** was called upon several times to investigate foreign ships sailing into North Vietnamese waters. The ship also provided anti-air support for the missile ships from the threat of MIGS. This duty was perhaps the most depressing time of the cruise but it did allow many men with an opportunity to relax at times and to get themselves in shape.

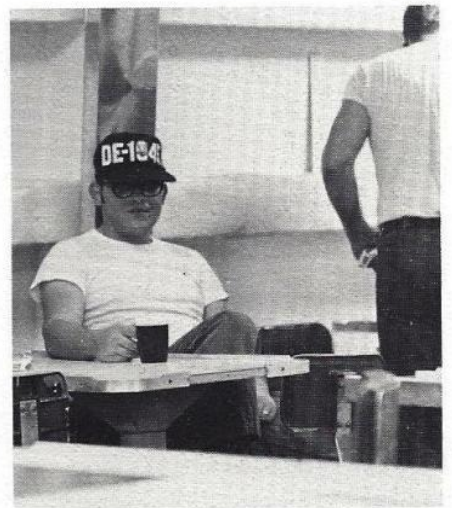
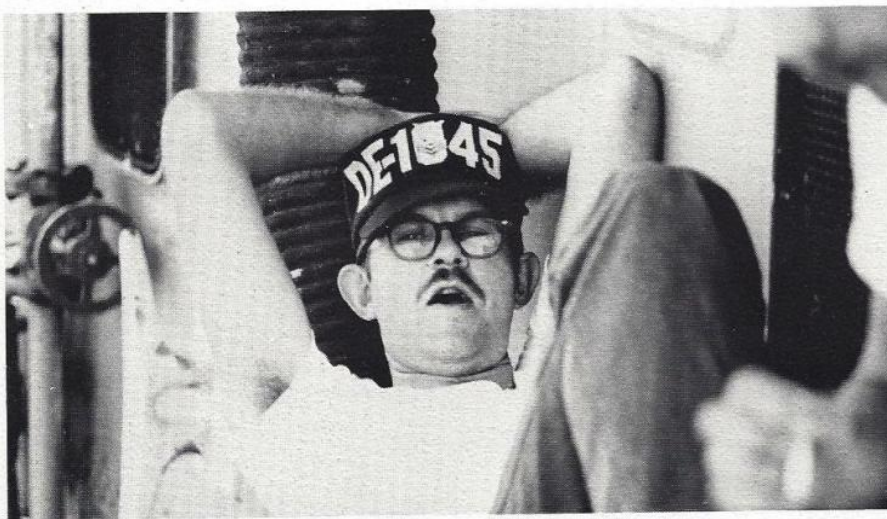
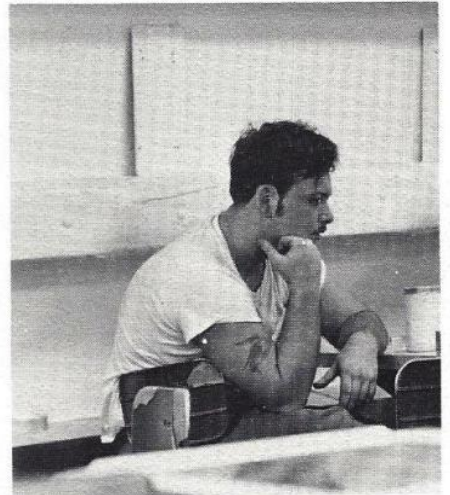
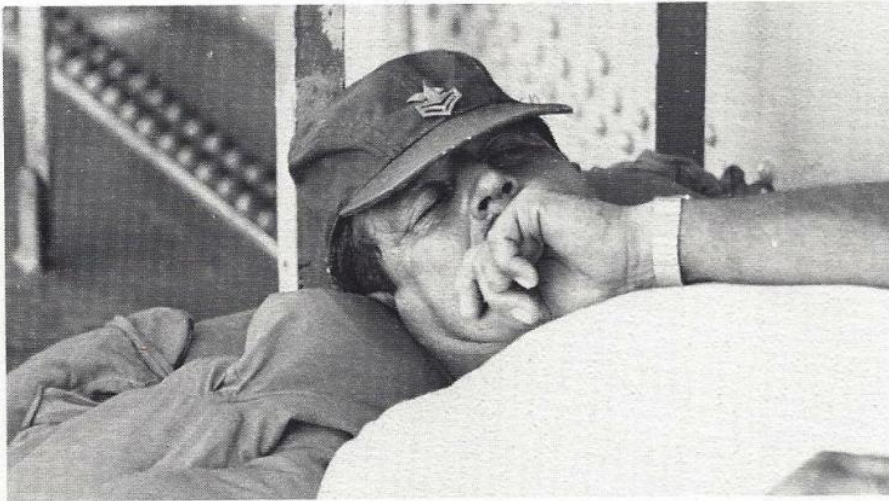
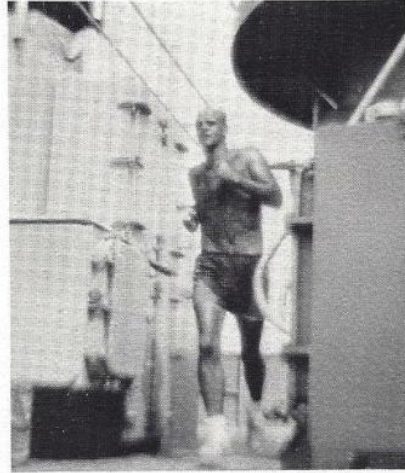


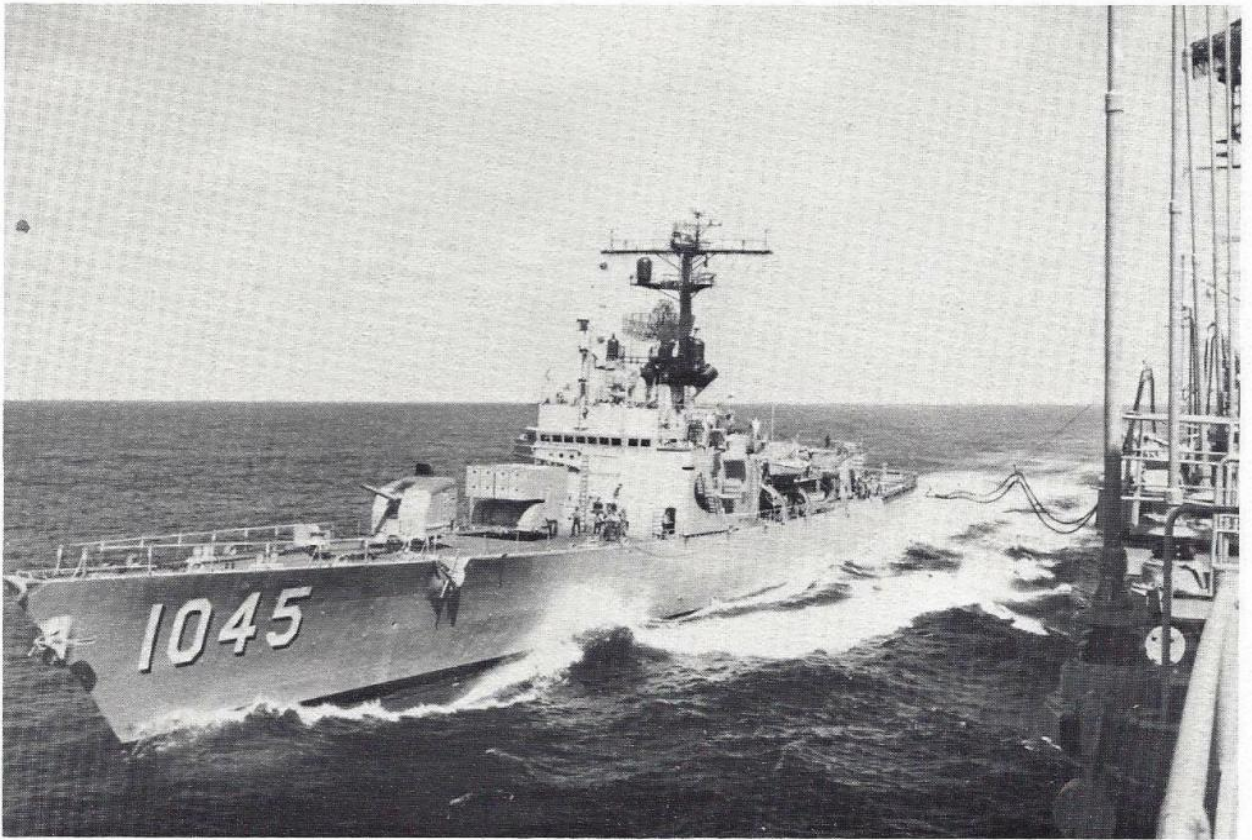




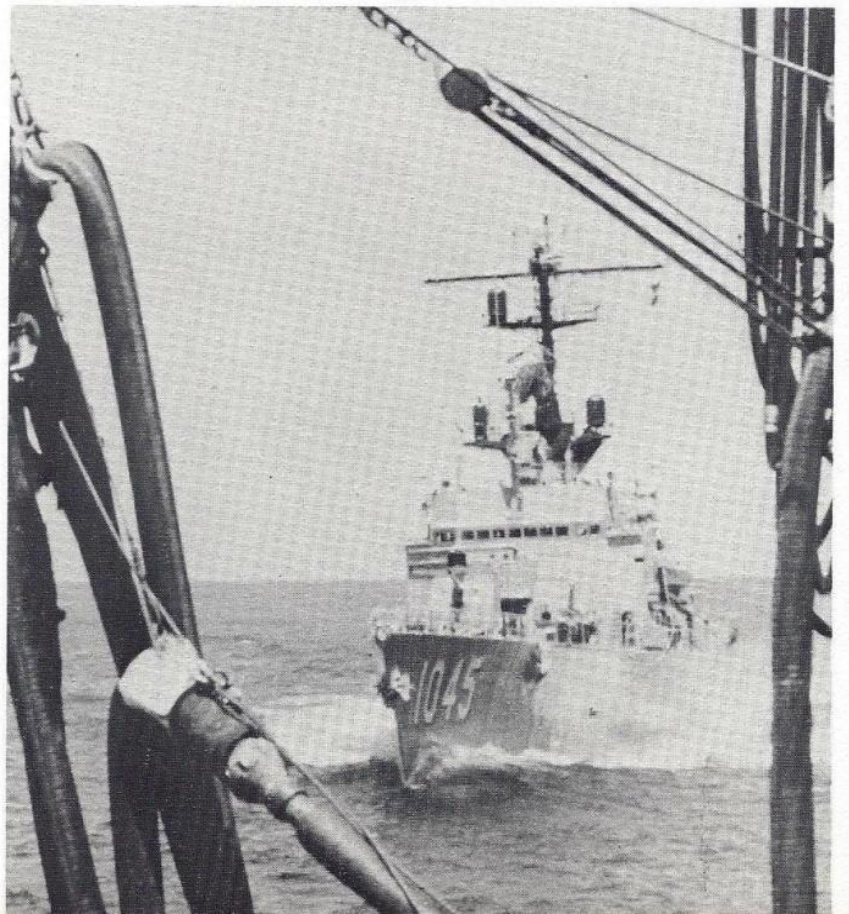


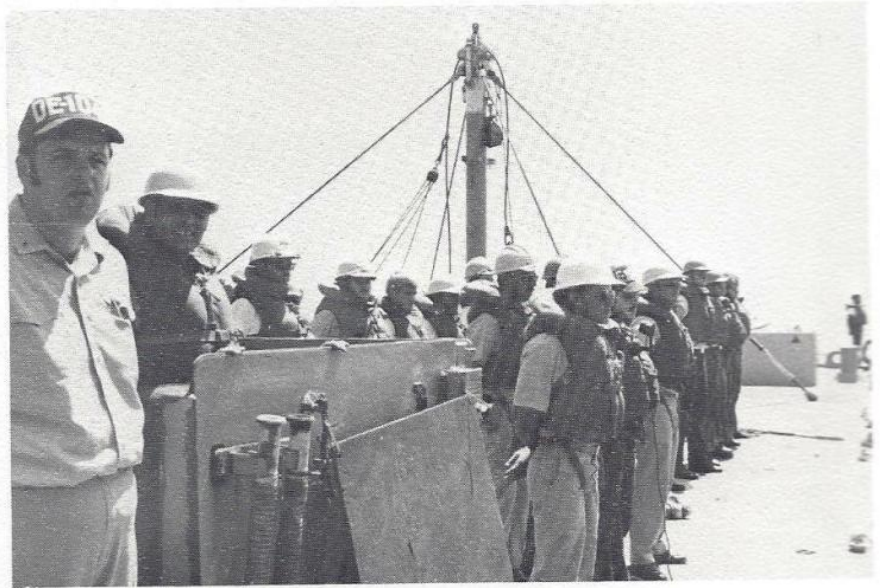




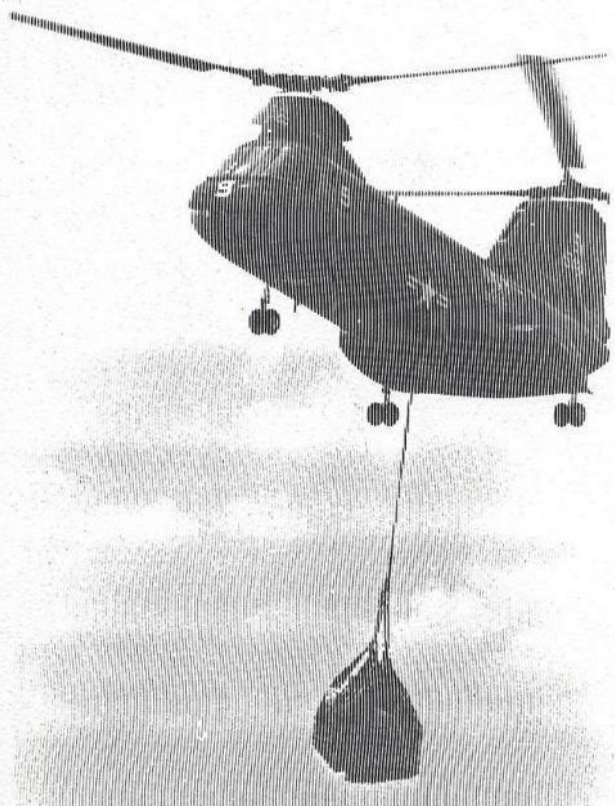
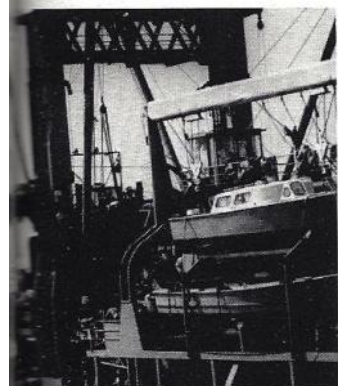


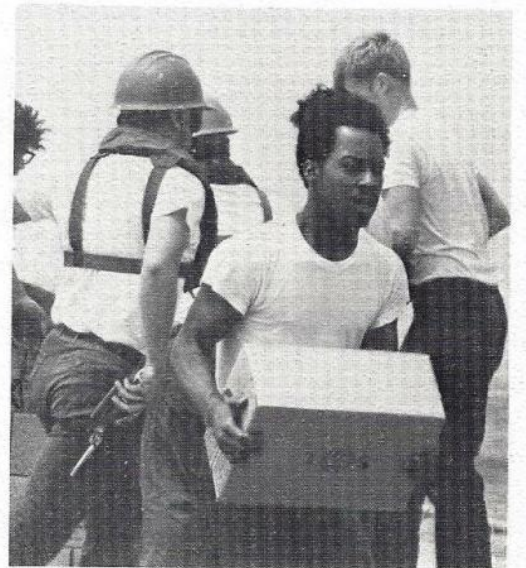
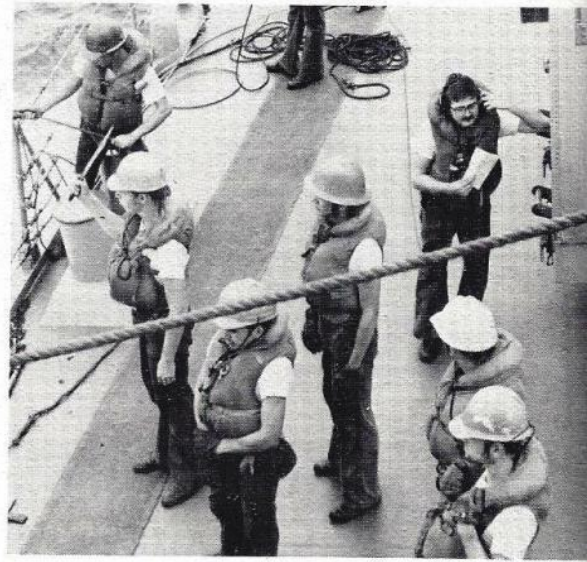
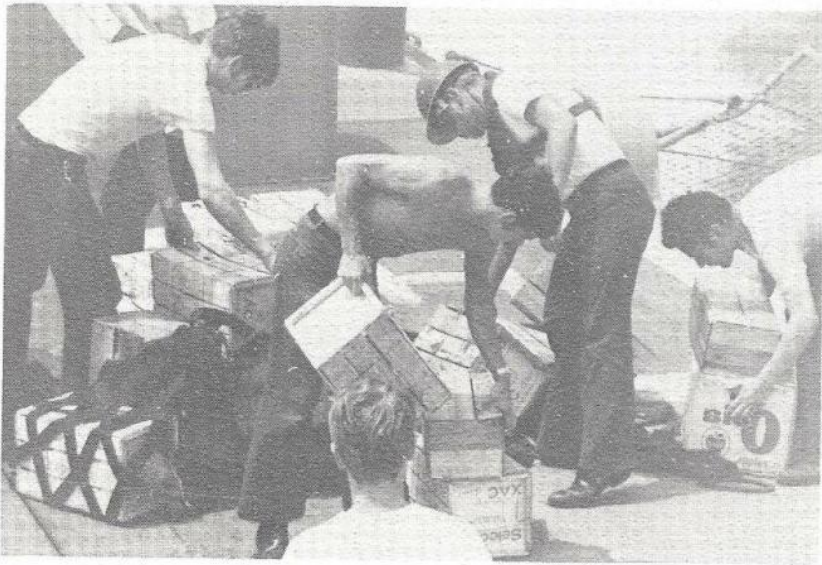
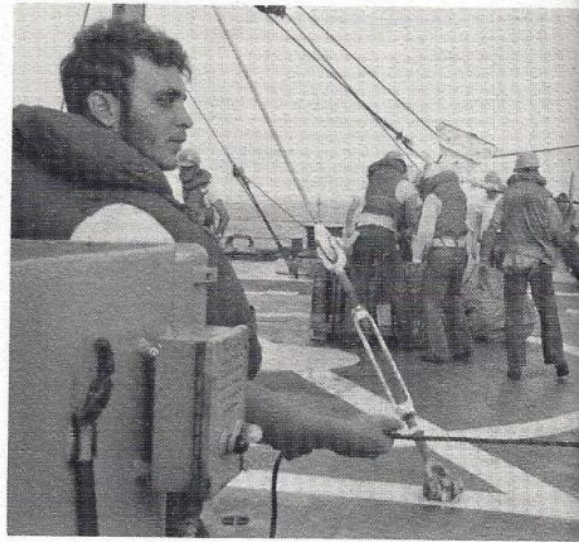
**UNREPS -
VERTREPS**

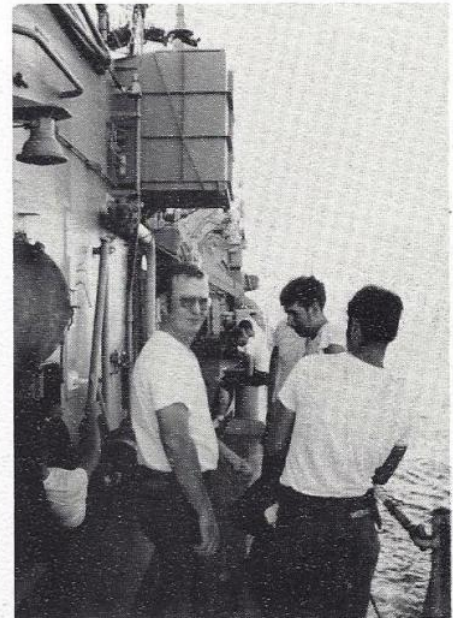
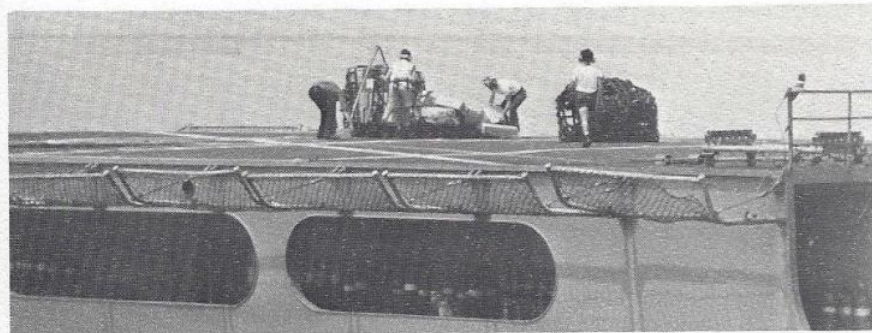
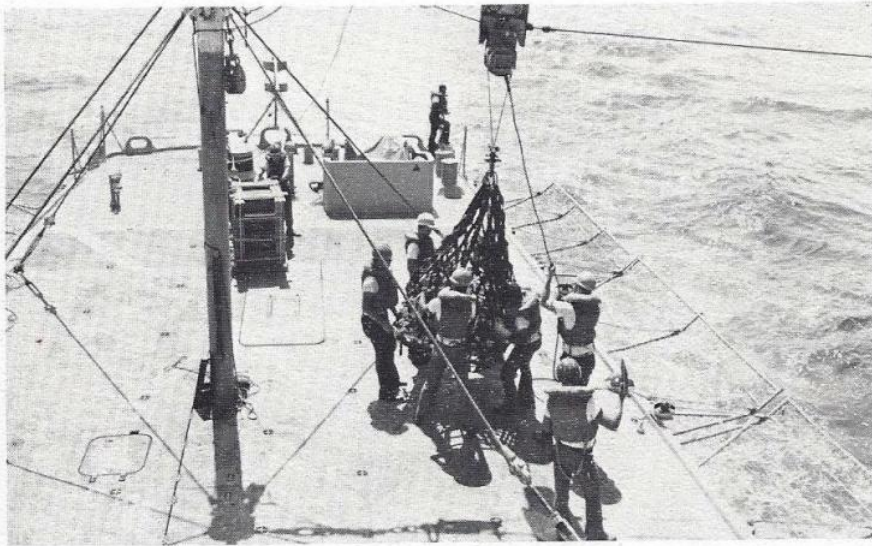


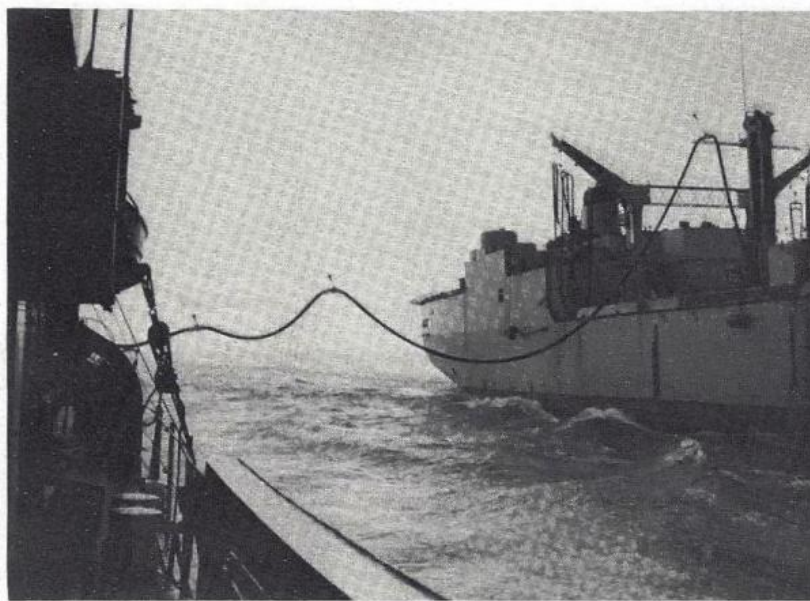
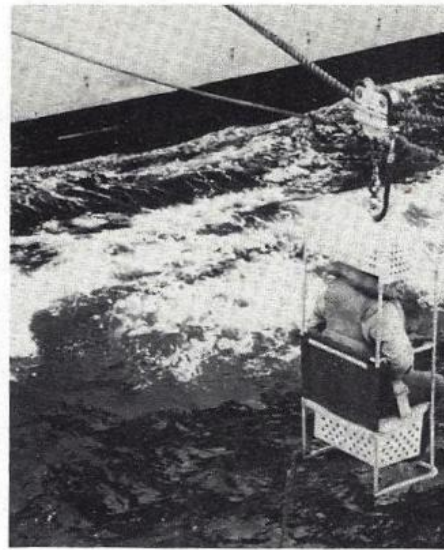
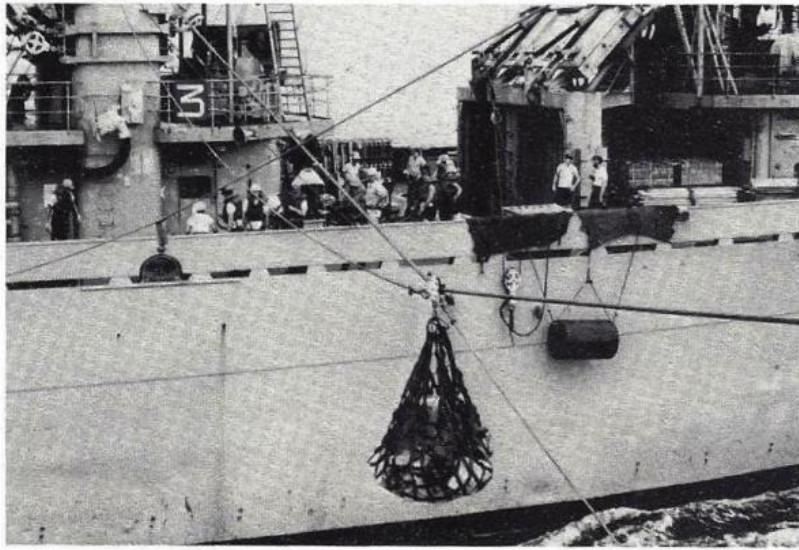
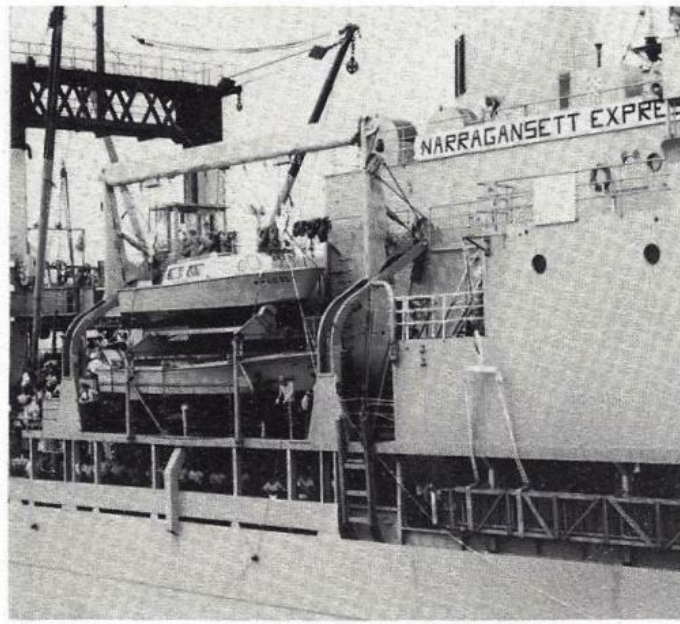


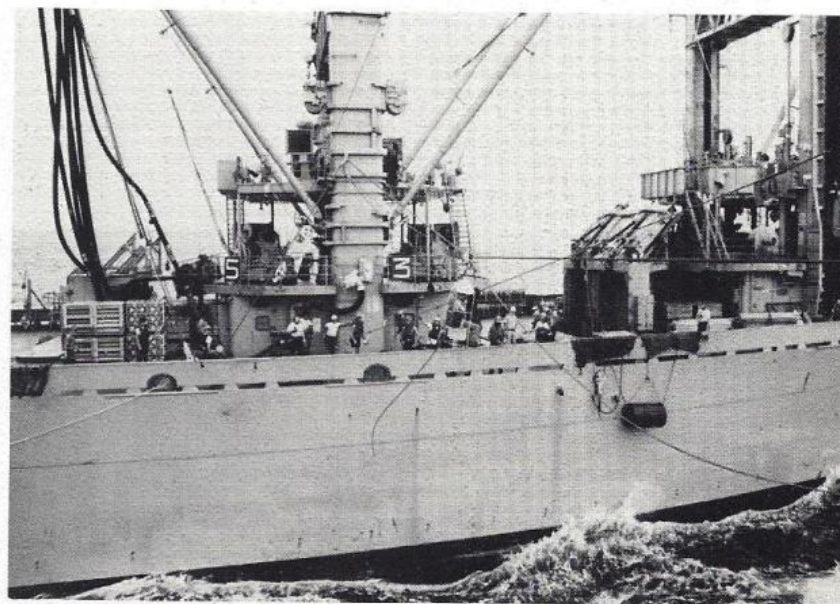
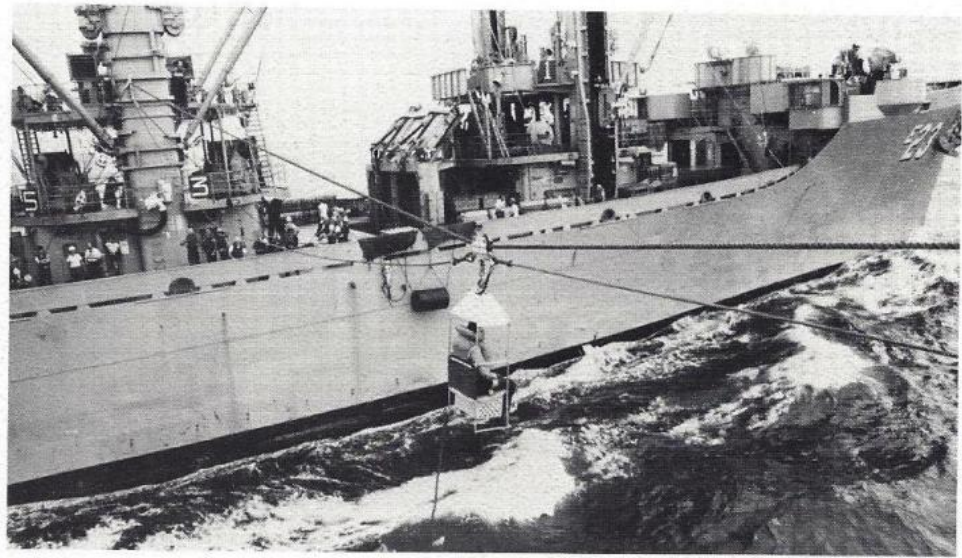
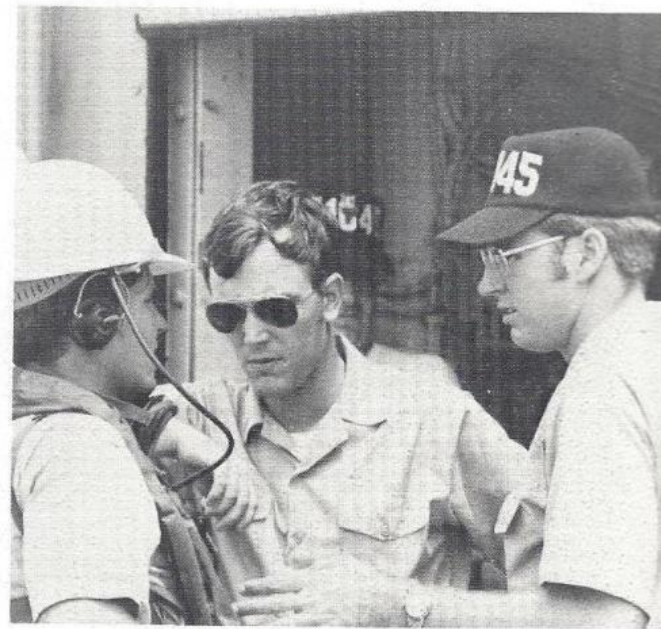
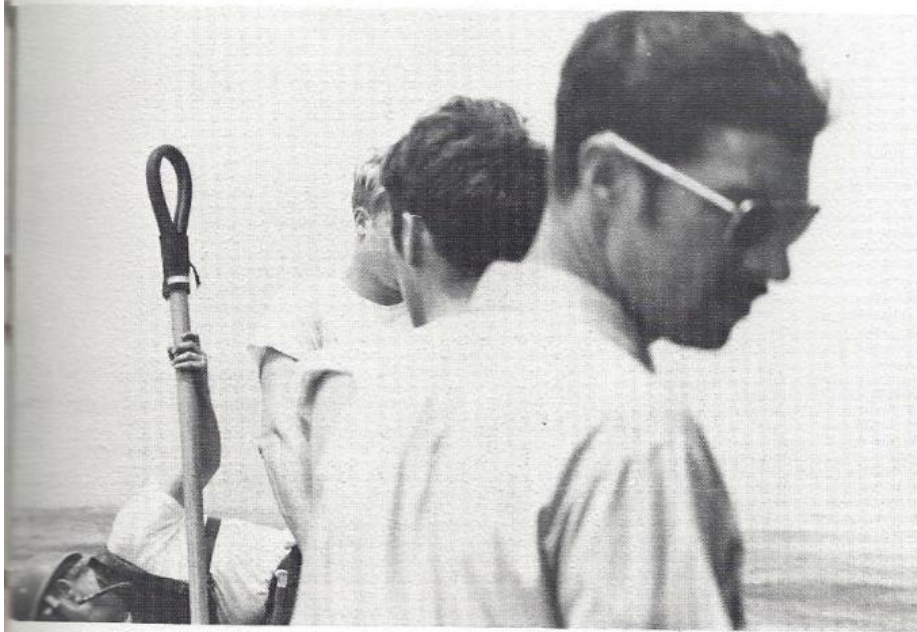












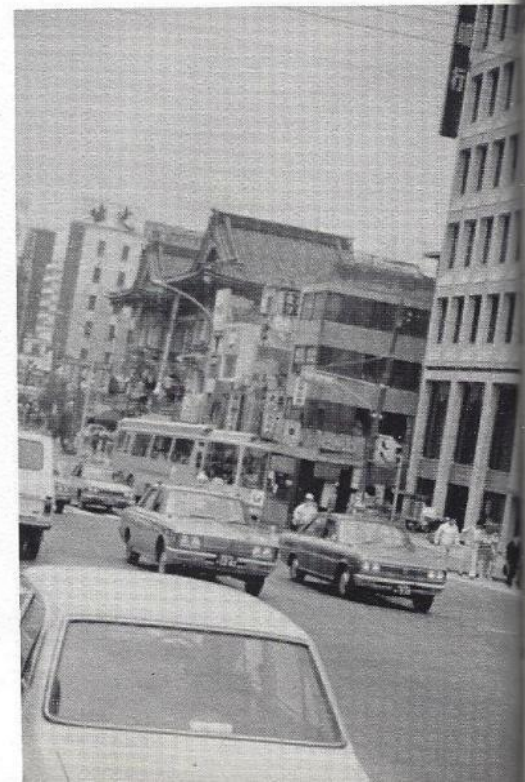
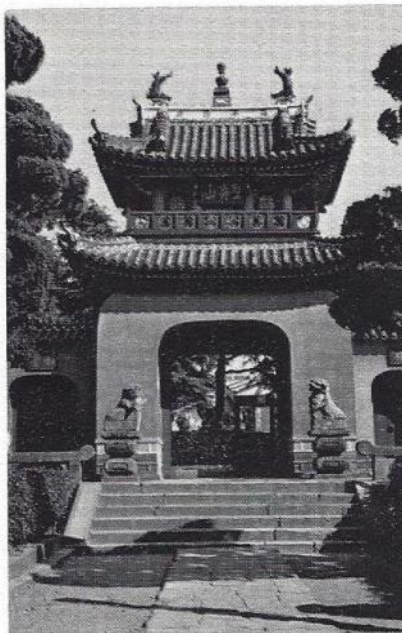
SASEBO, JAPAN

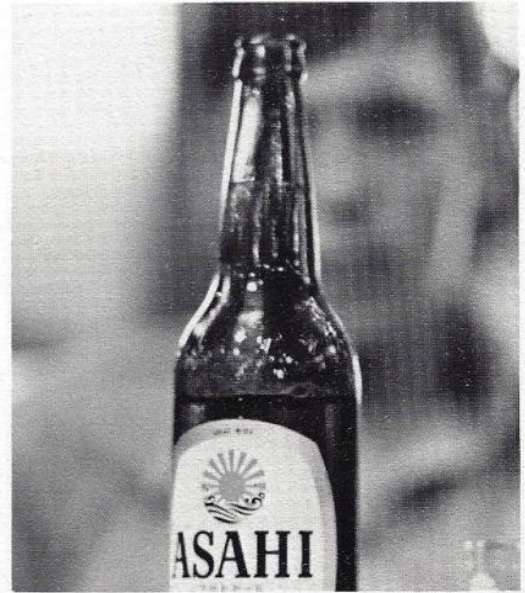
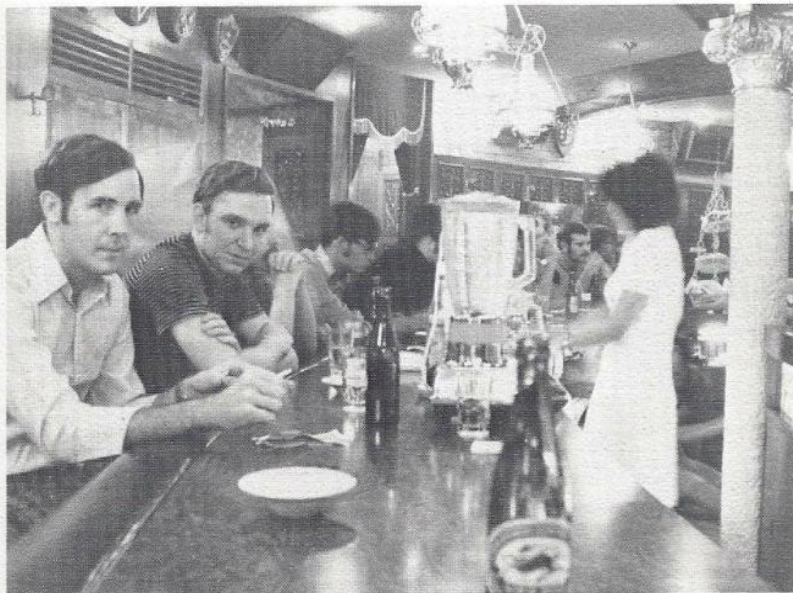
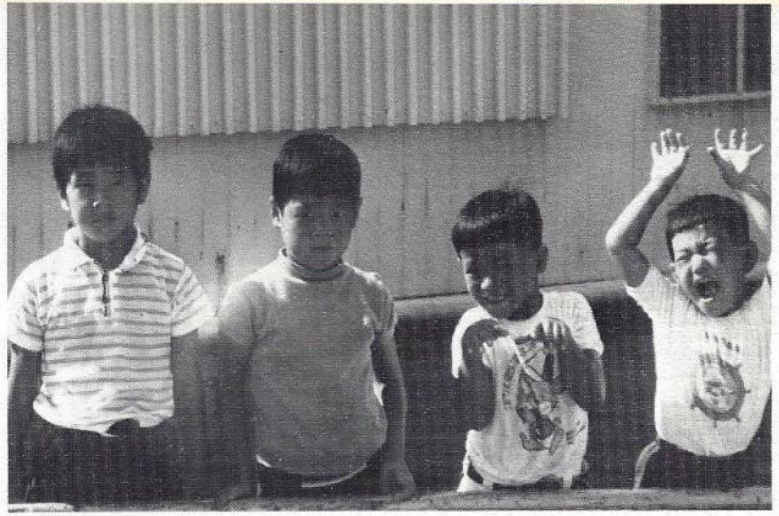
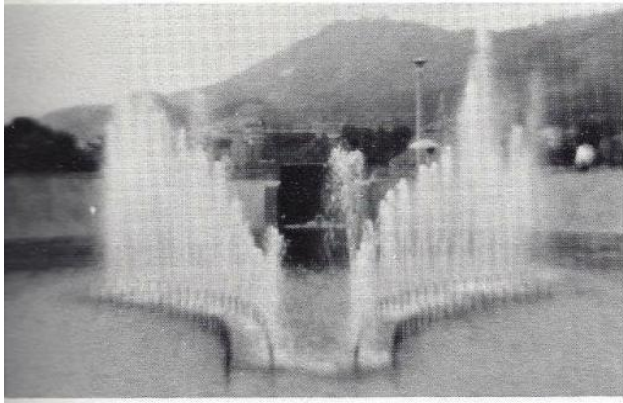
Japan—"The Source of the Sun", "The Land of the Rising Sun", Nihon or Nippon—all names of the oldest monarchy in the world. Japan was founded over two thousand years ago, but when compared with China or India, Japan is one of the youngest nations of Asia. Japan is a country of great beauty, a country of pastel flowers, of quaint fishing villages, towering stalks of bamboo forest, business suits of gray and kimonos of bright traditional design. All this is but a small bit of land full of color and contrast, where the people and the land have so much in common.

On the island of Kyushu lies the U.S. Fleet Activities, Sasebo. For many on board **DAVIDSON**, Sasebo was the stepping stone into the world of Asia. For the "salts" a return to the crooked alleyways and narrow streets was a search for that worn restaurant that used to serve steaming noodles and ice cold Asahi.

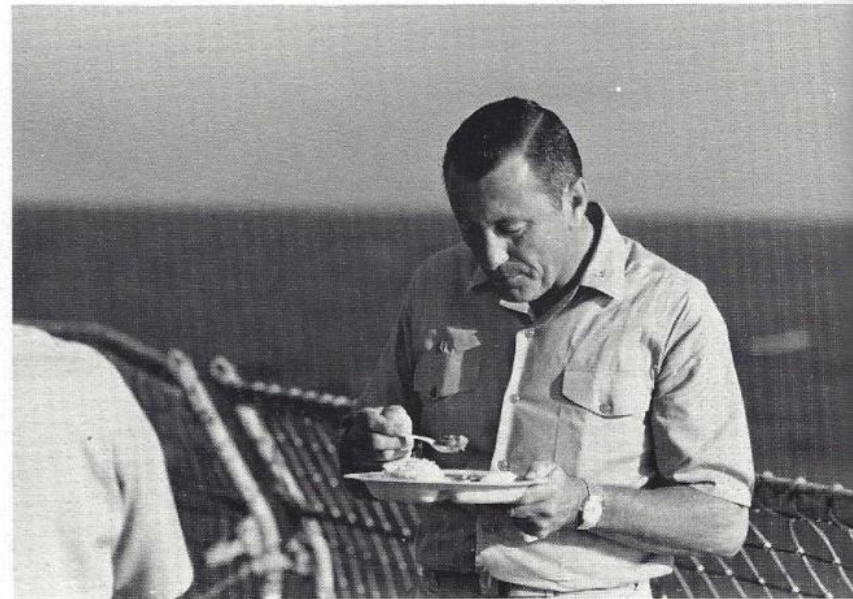
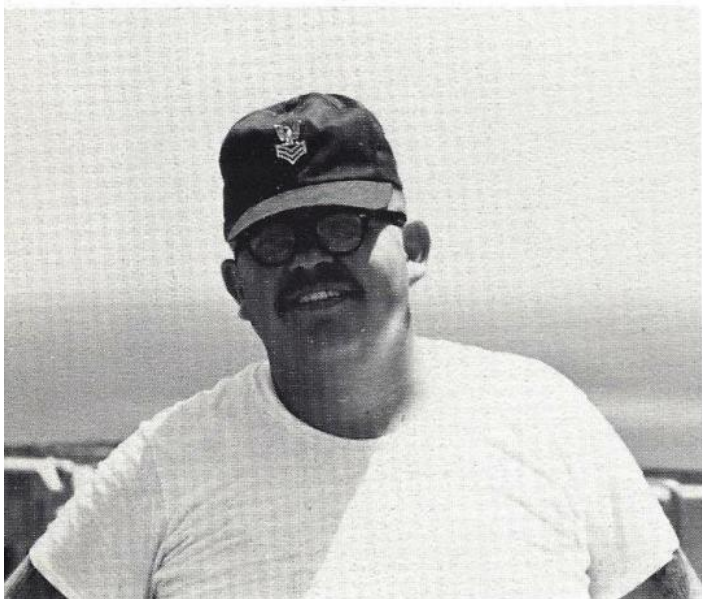
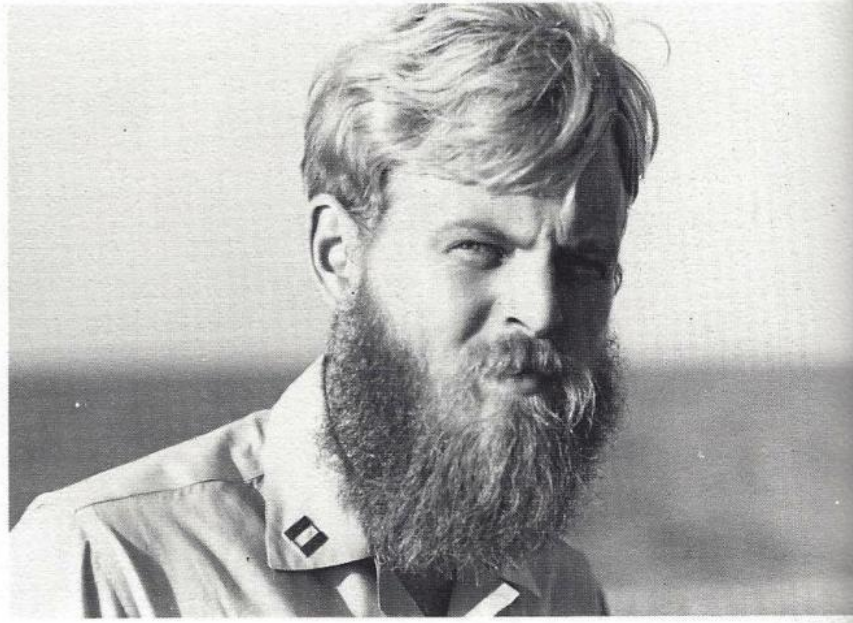
During our stay, many **DAVIDSON** sailors took advantage of a tour to the industrial city of Nagasaki, the site of the second atomic detonation of World War II.

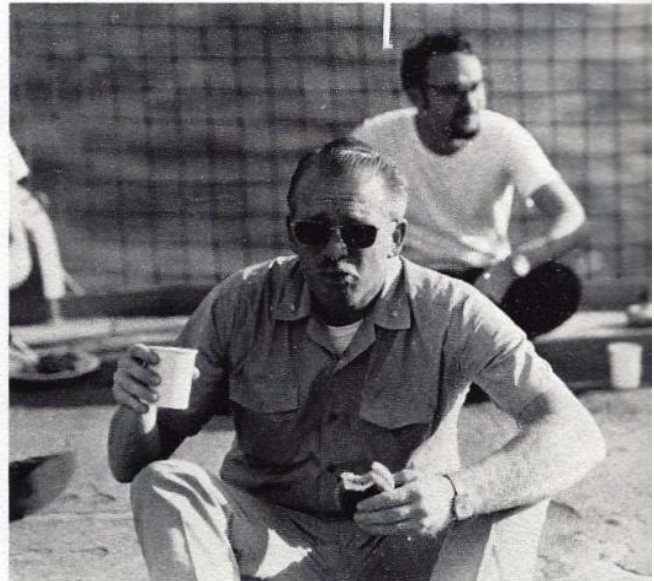
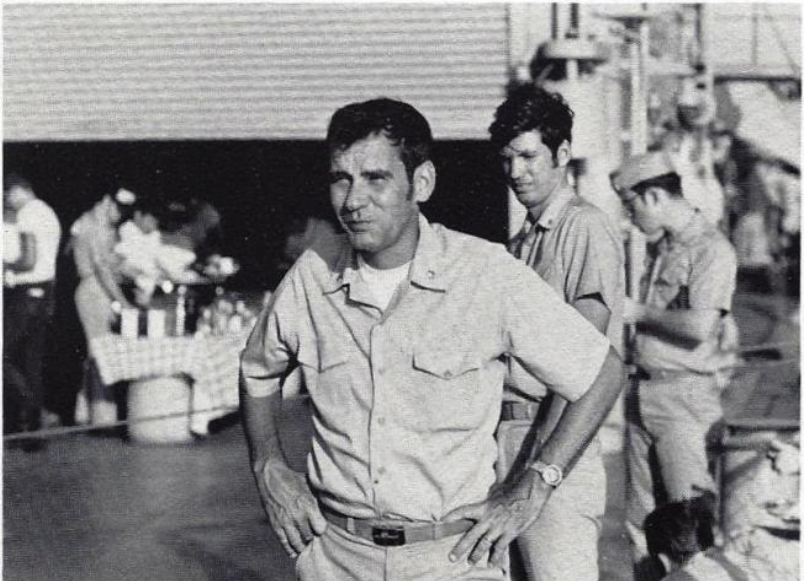
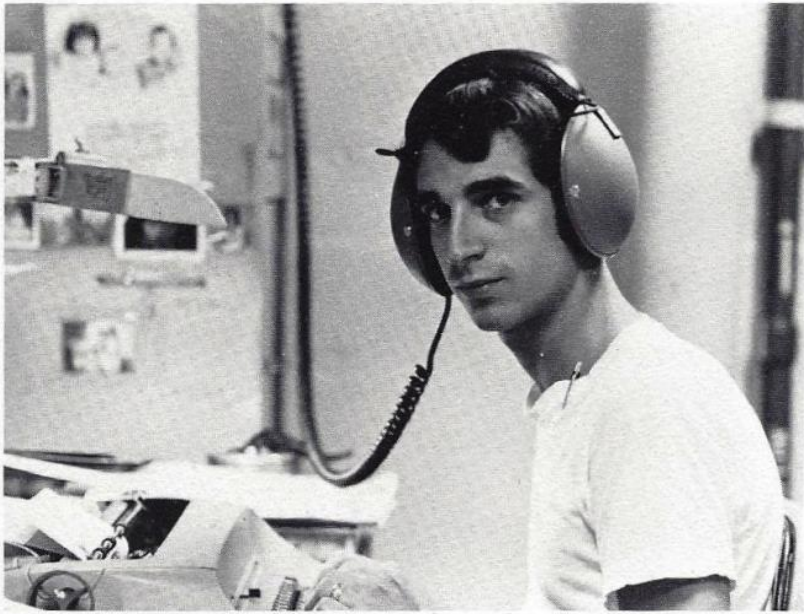
Few will ever forget the hospitable welcome or the friendly spirit of the Japanese people. Japan is truly unique in its combination of beauty, discipline and achievement. Most certainly a "Land of the Rising Sun."



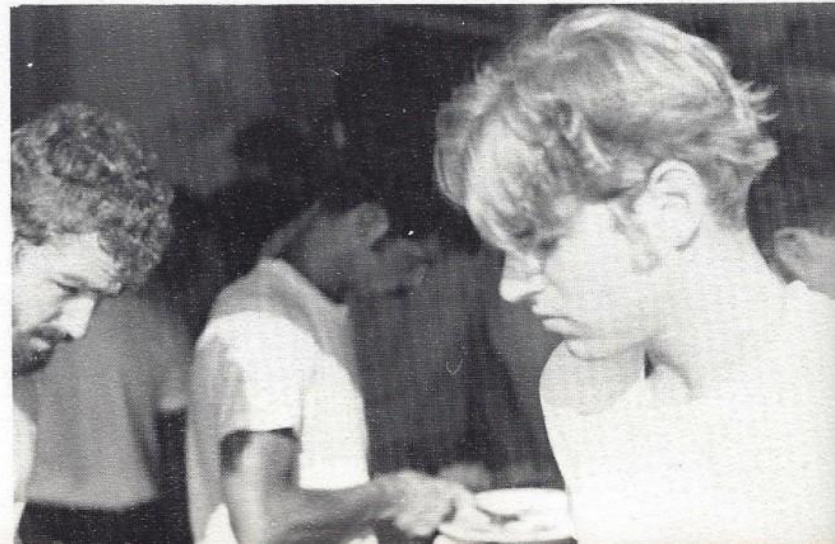
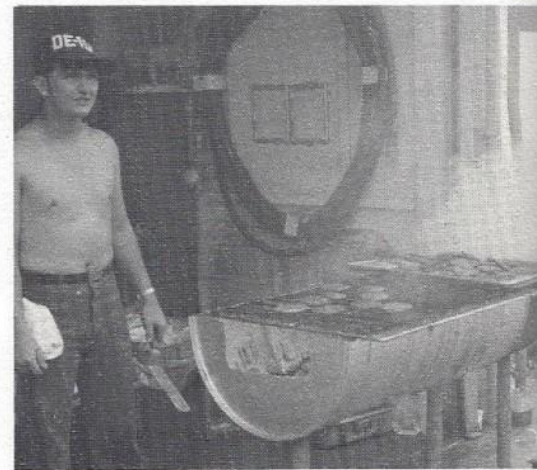
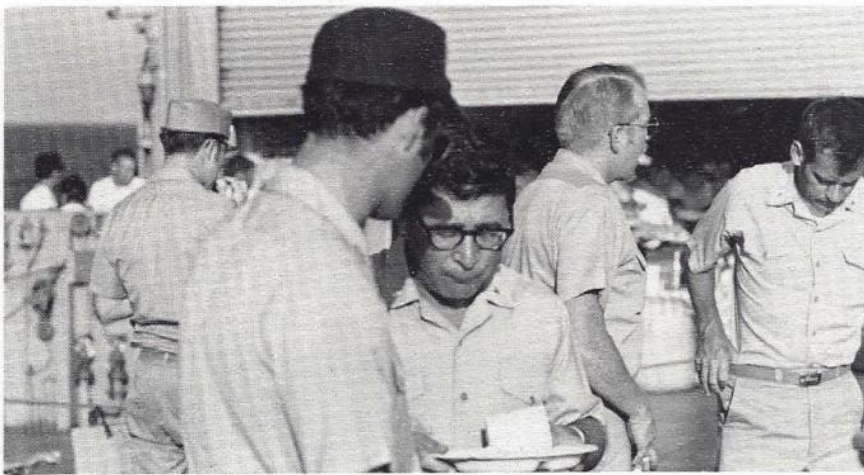
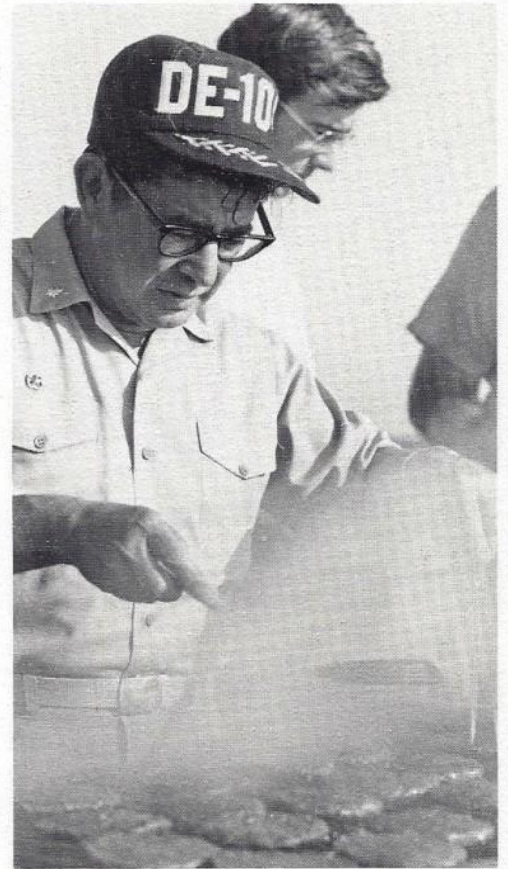


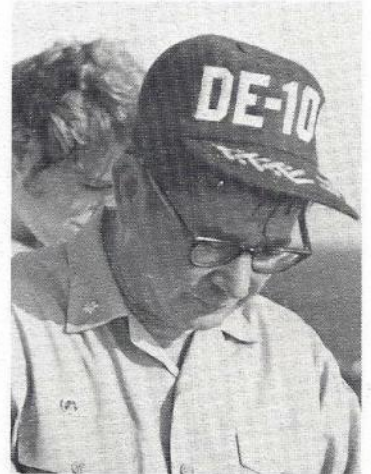
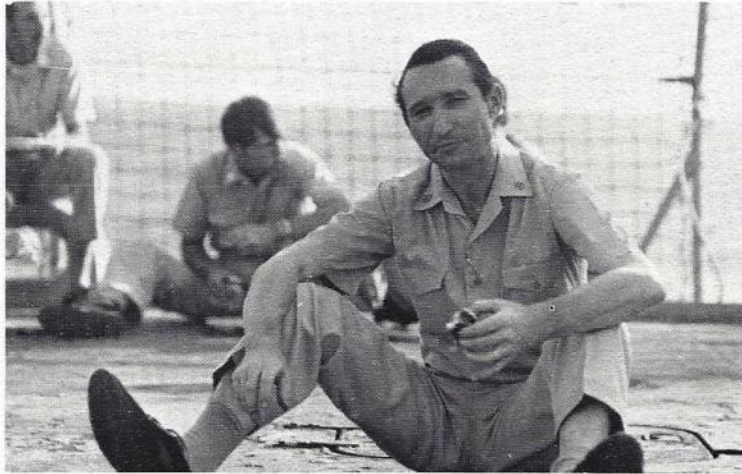
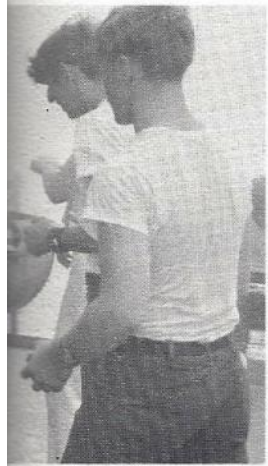
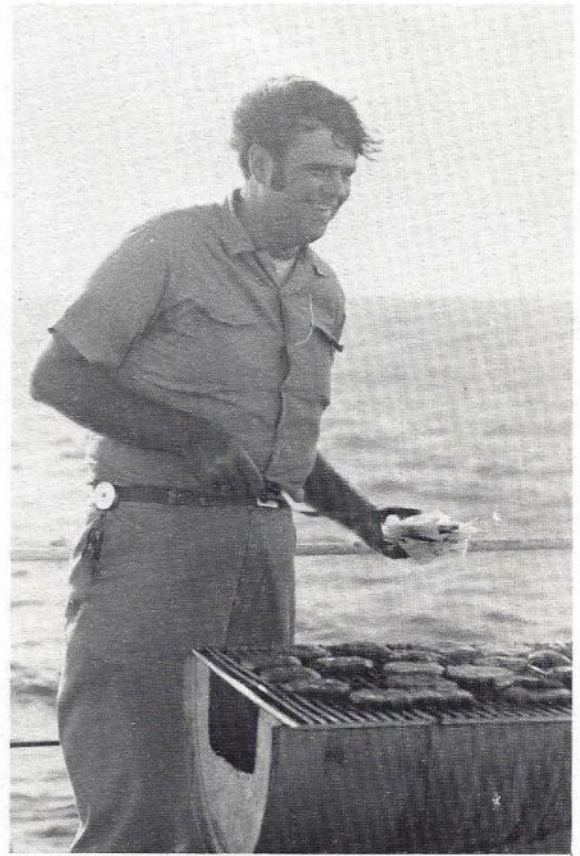
STAFF, WHO'S THAT?



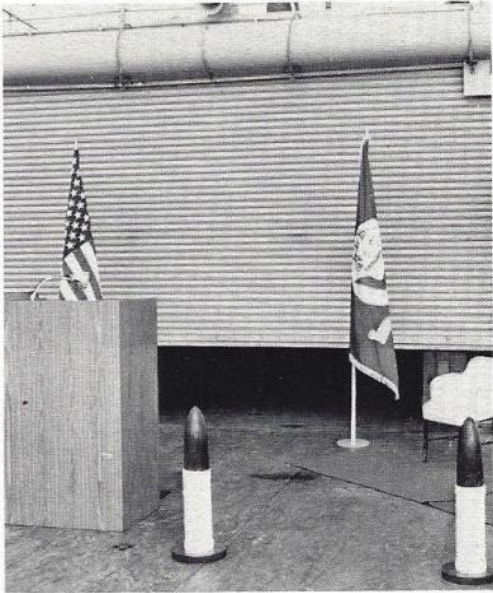


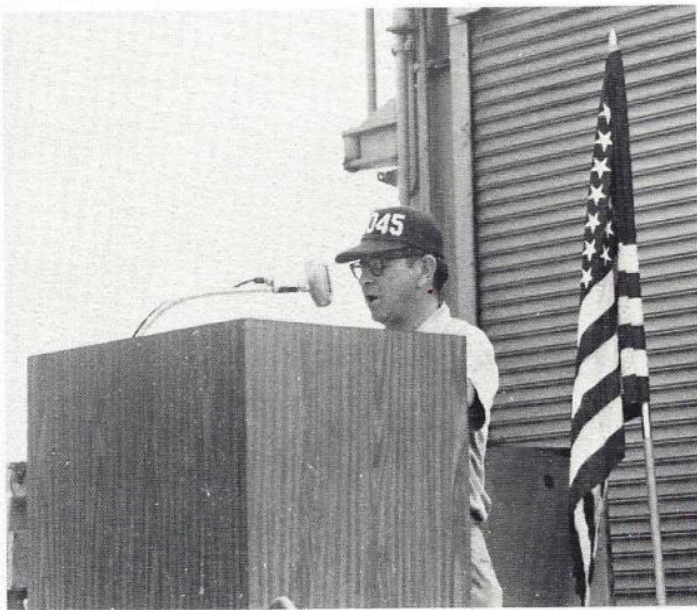
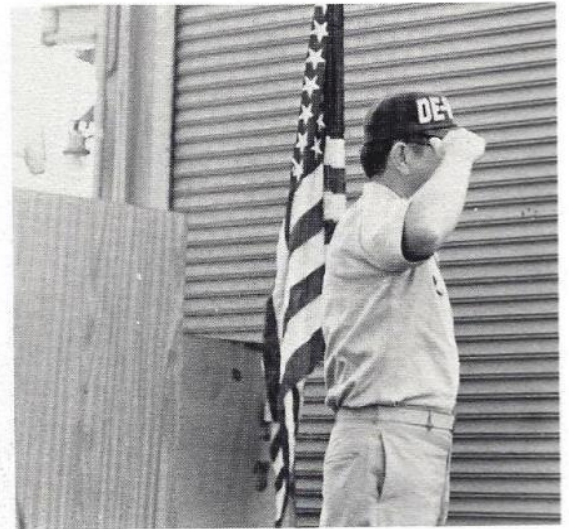
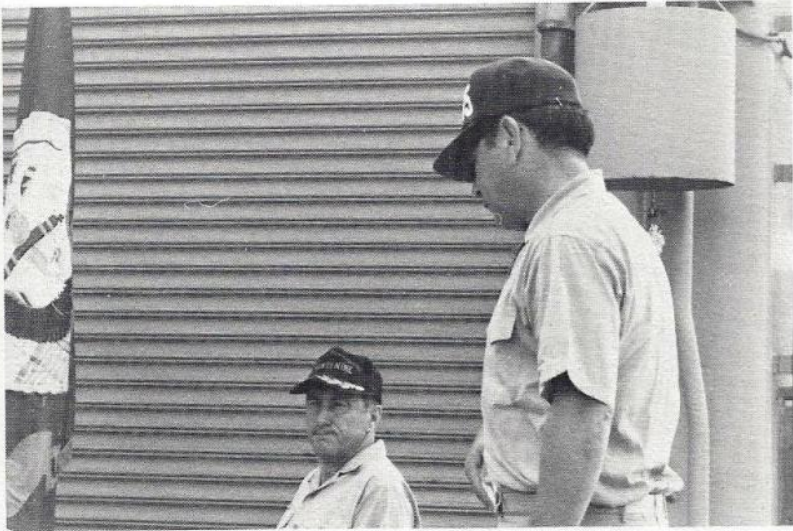
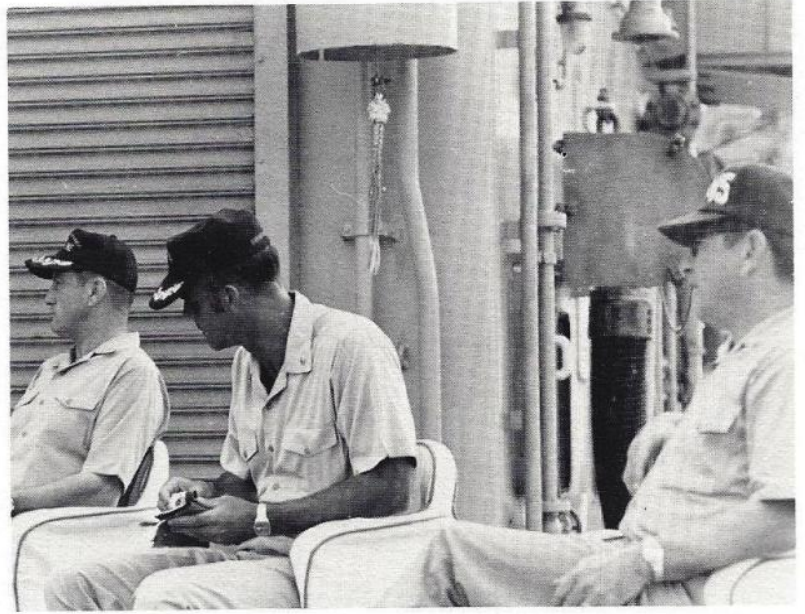
BARBEQUE ON THE FANTAIL, FUN FOR EVERYONE





CHANGE OF COMMAND

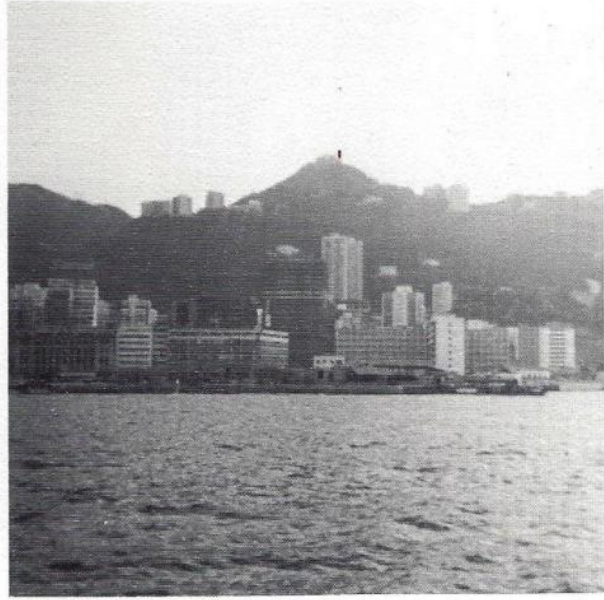
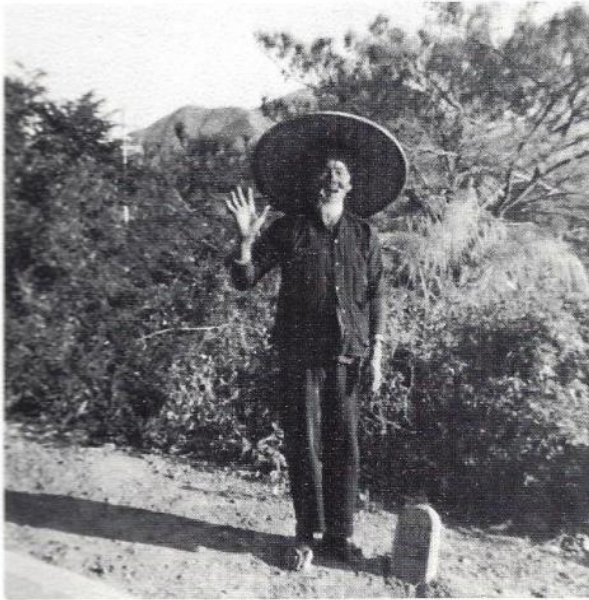




HONG KONG, B. C. C.

After a time at sea, entering Hong Kong Harbor promised the beginning of an exciting adventure. The hundreds of stark, chalk-white office and apartment buildings of varying heights and shapes appeared to be sculptured from the barren brown and orange hills which form a protective ridge around the city. Deep within the harbor, we were awe-struck by the level of activity on land and sea.

Thousands of sampans, junks, fishing boats and ferries navigated briskly in every direction, seemingly oblivious to the huge merchants for which Hong Kong is a major port o'call. On land, bright taxis, double-decker buses, and trolleys were

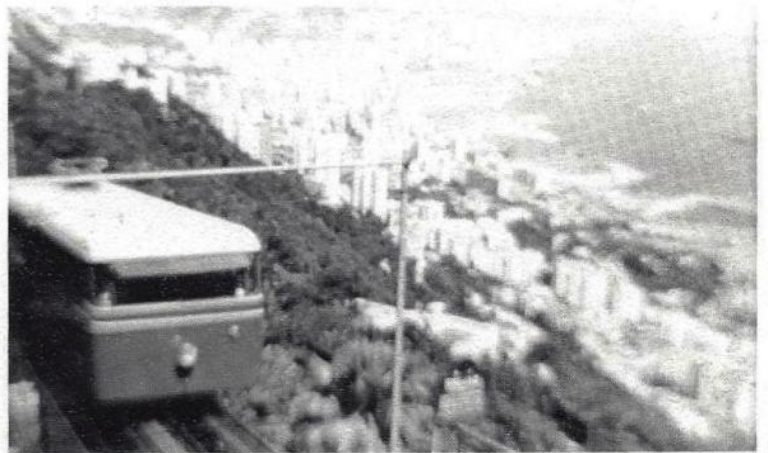
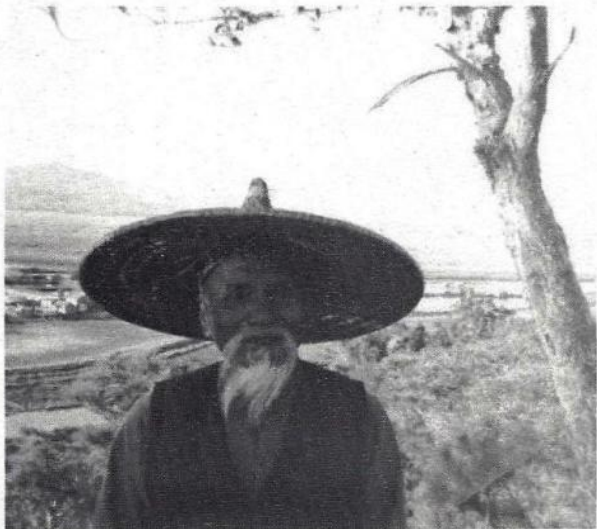
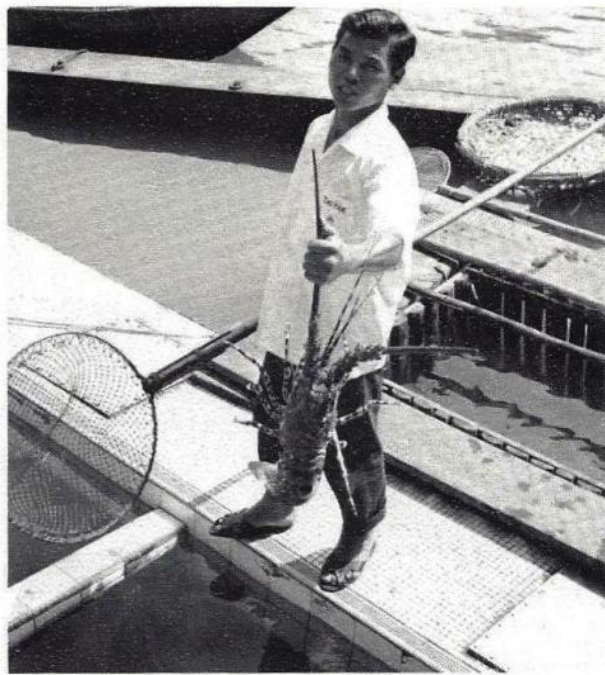


sighted making their way through the maze-like Wanchai District. Some headed for the outlying areas, others for the modern Central District.

Sights, sounds and smells unique to Hong Kong permeated the air as liberty boats departed the ship enroute to our point of debarkation, Fenwick Pier, where small groups of individuals broke off in various directions, pursuing the most appealing. Some were immediately enticed to chaotic Wanchai. Filled with restaurants, tailor, camera and curio shops, not to mention the multitude of raucous bars and cabarets, it was a "steamer's paradise."

Others inclined to more leisure-

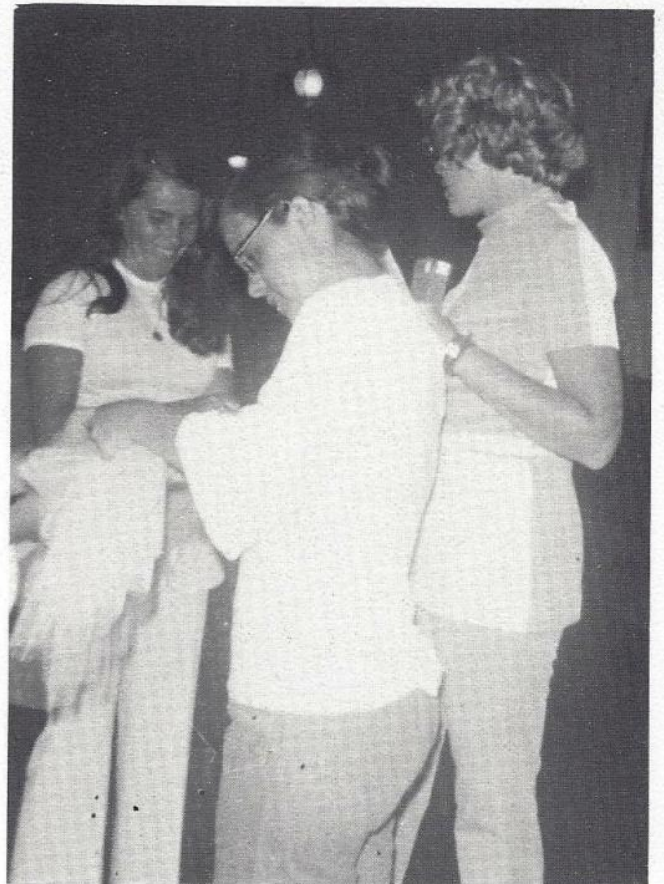
ly sightseeing visited such outstanding attractions as Victoria Peak, which offers a breath-taking panorama of the city of Hong Kong and its harbor; Haw Par Manor, a garish village populated by cast-concrete gnomes and animal people (not unlike Disneyland) depicting common moral stories; or Aberdeen, where the "boat people" (who often live and die without leaving their boat village) shuttle tourists to and from the famous floating restaurants anchored in that harbor.

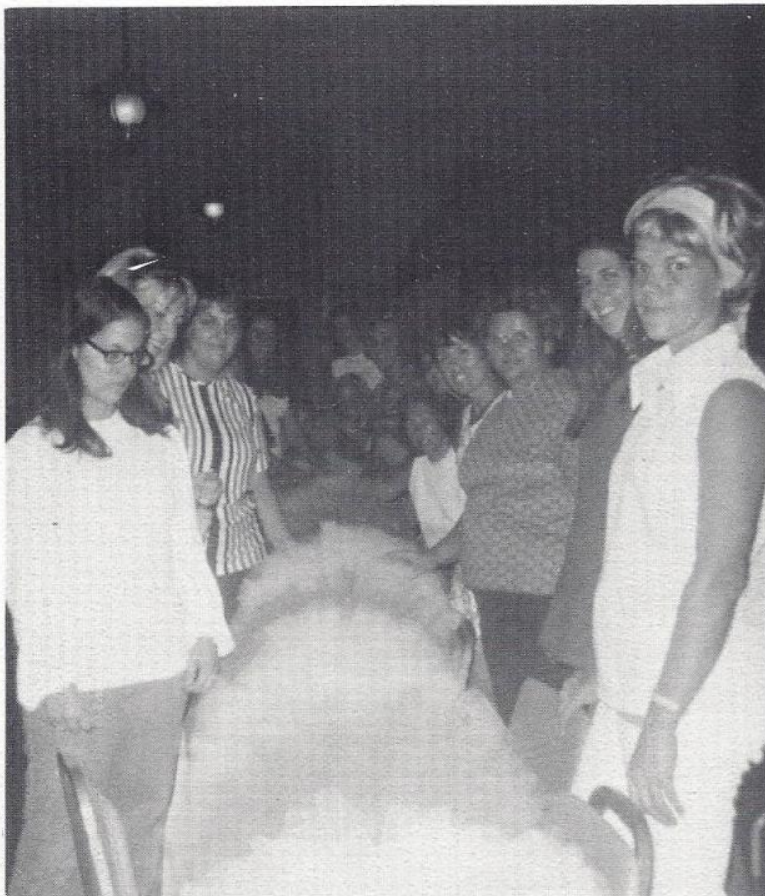


THE WIVES MAKE A LEI



Mrs. A. L. Shapero supervised the lei-making.

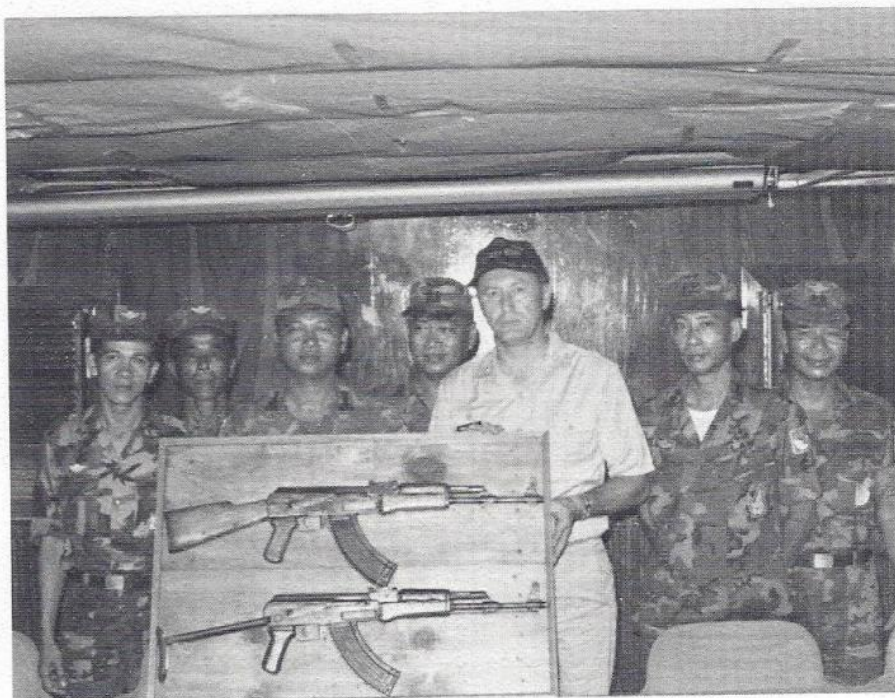




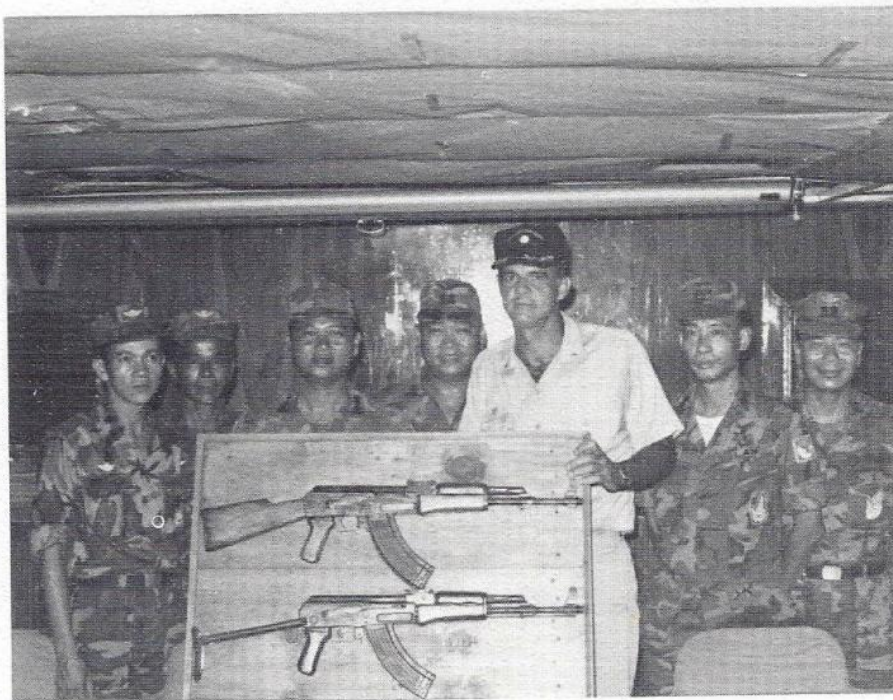
FOR ASSISTANCE RENDERED

For outstanding performance in the execution of her gunline duties, and for the crucial role played by all gunline ships, Commodore Dallman was awarded this special plaque depicting captured AK-47's North Viet Nam's most used weapon. Commodore Dallman asked that Commander Wheeler share in this award, representing his ship.

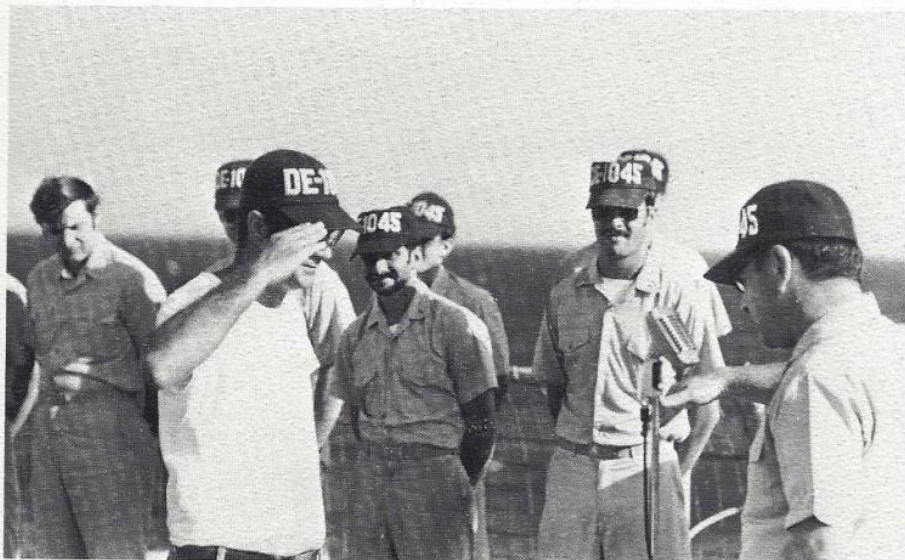
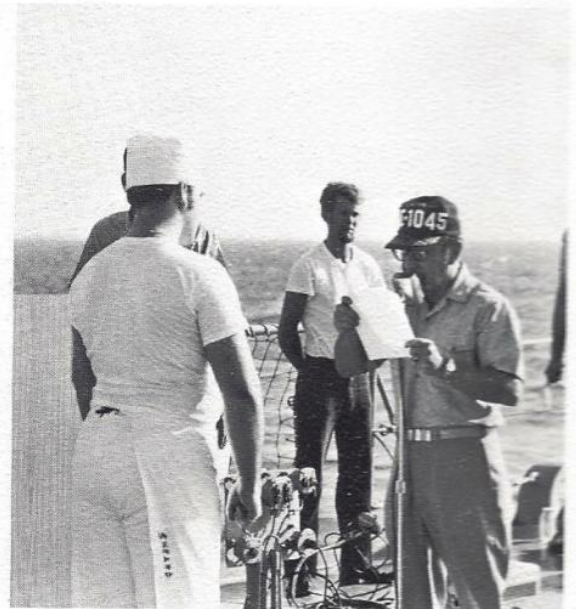
Commodore Dallman receives the award from South Vietnamese officers.



Commander Wheeler accepts the award on behalf of USS DAVIDSON.

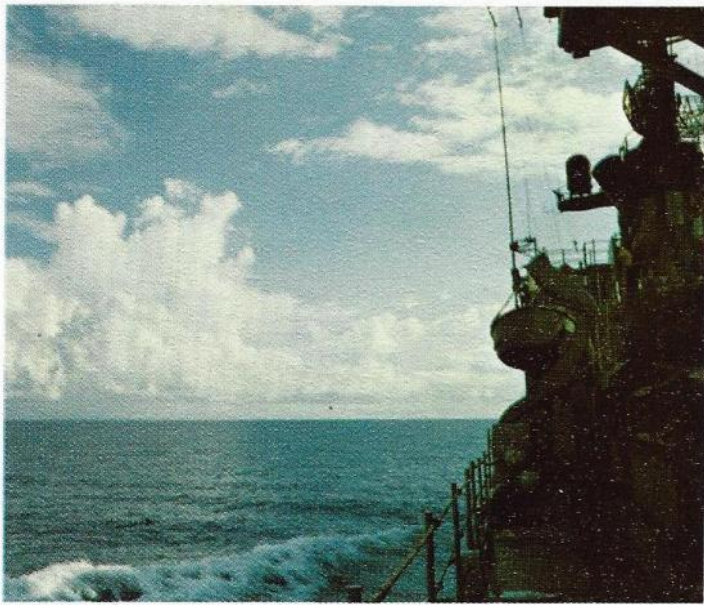


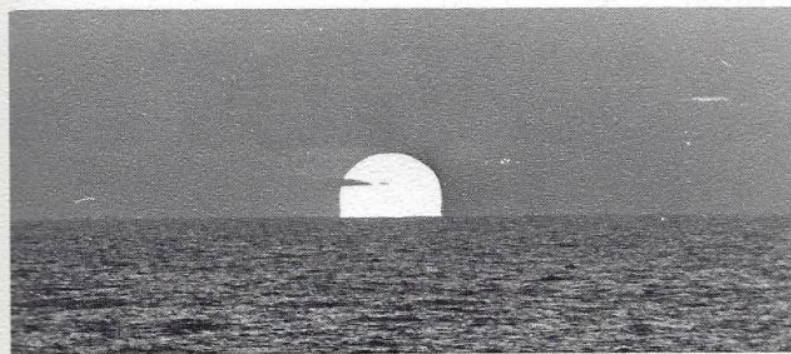
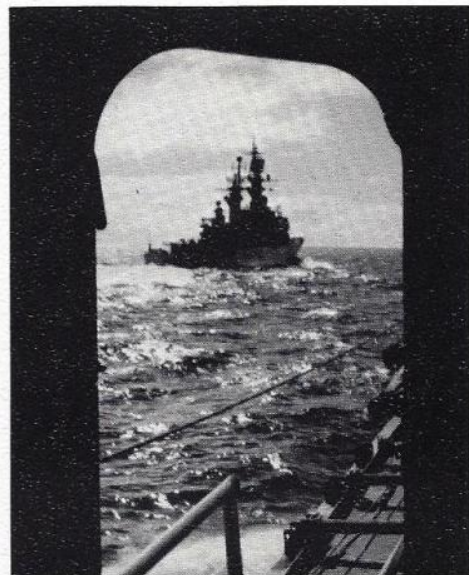
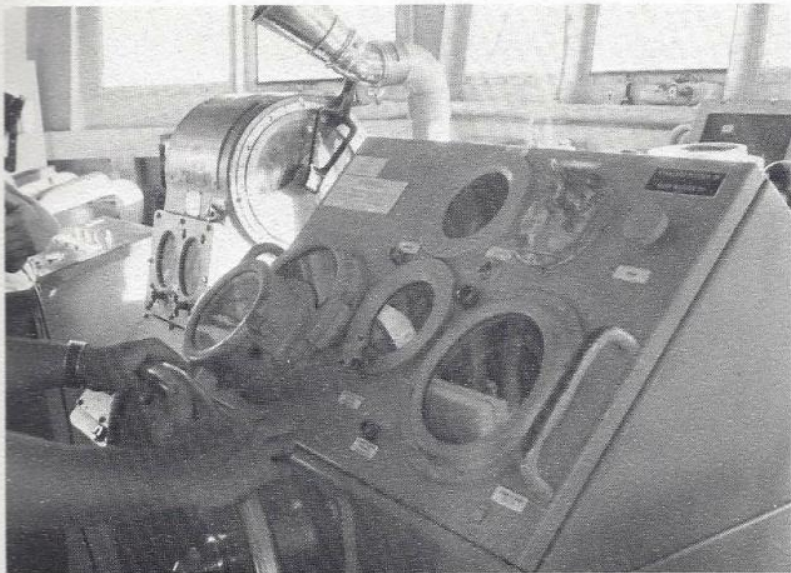
AWARDS AND CEREMONIES



"It is with extreme regrets that we were unable to obtain pictures of ceremonies from the first part of the cruise." - Editor

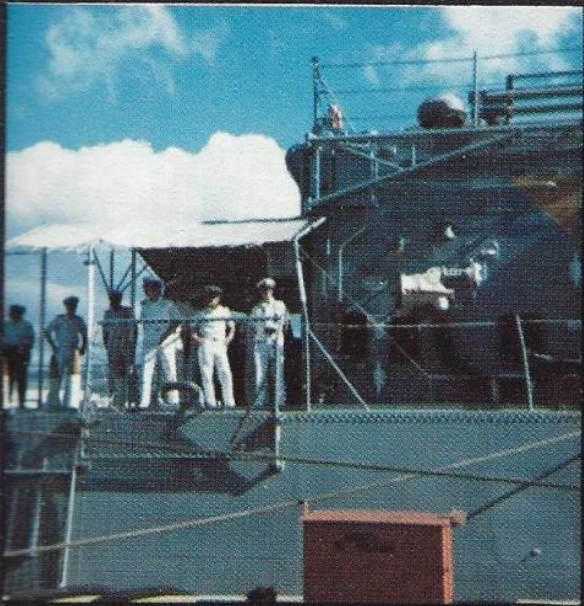
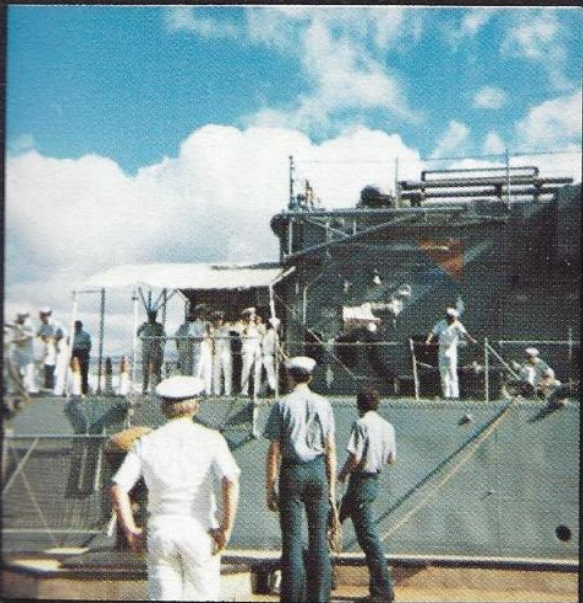
THE RETURN TO HOME PORT

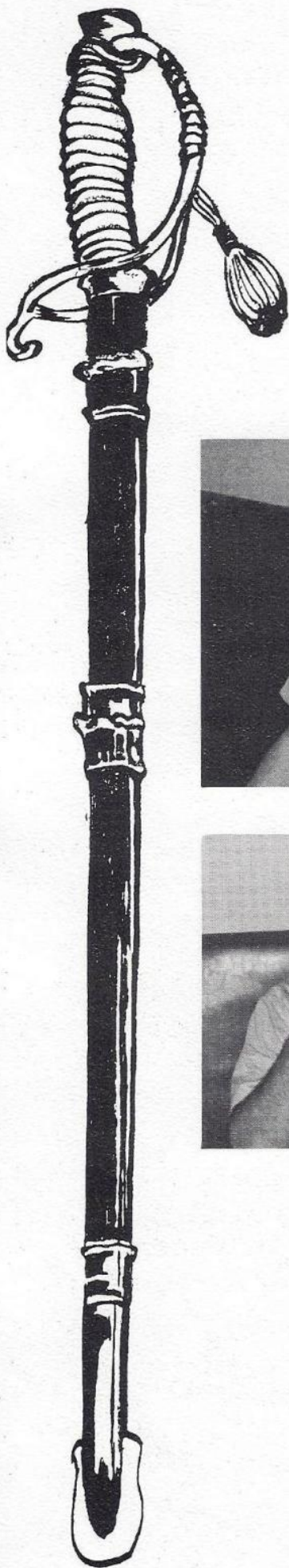




ALOHA!







Lt. F. McCullough
Operations Officer



Lt(jg) L. Heyworth
CIC Officer



ENS F. Klein
Navigator

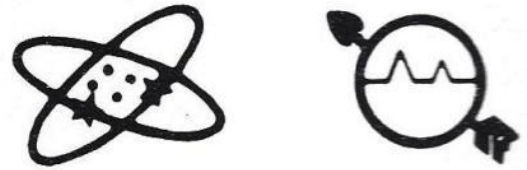
OPERATIONS DEPARTMENT

ENS W. Rappold
EMO





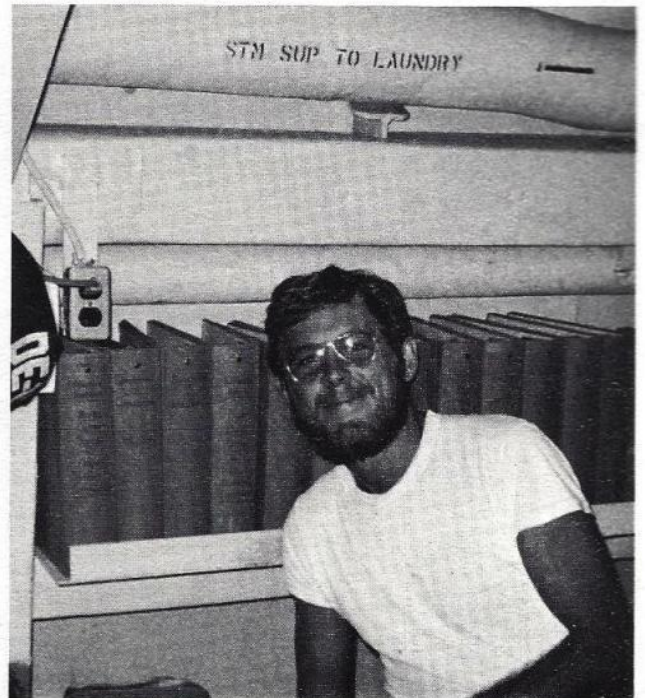
D. Kroeger, J. Gibbard, J. Fraser



OI DIVISION



F. Brantley, J. Cabigas, J. Clifton, L. Stiff

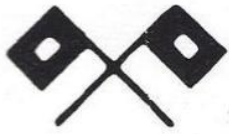


S. Badger

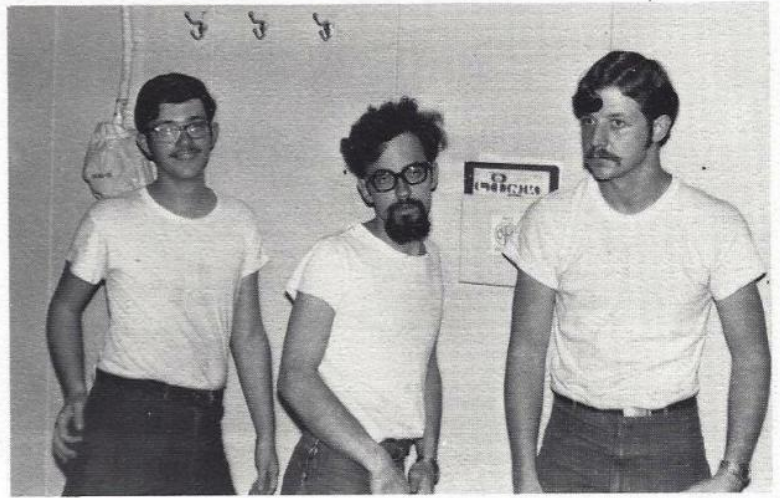


D. Mathews, C. Hawkins, S. Howry

OC DIVISION



G. Dutertre, D. Lafleche,
D. Gregg

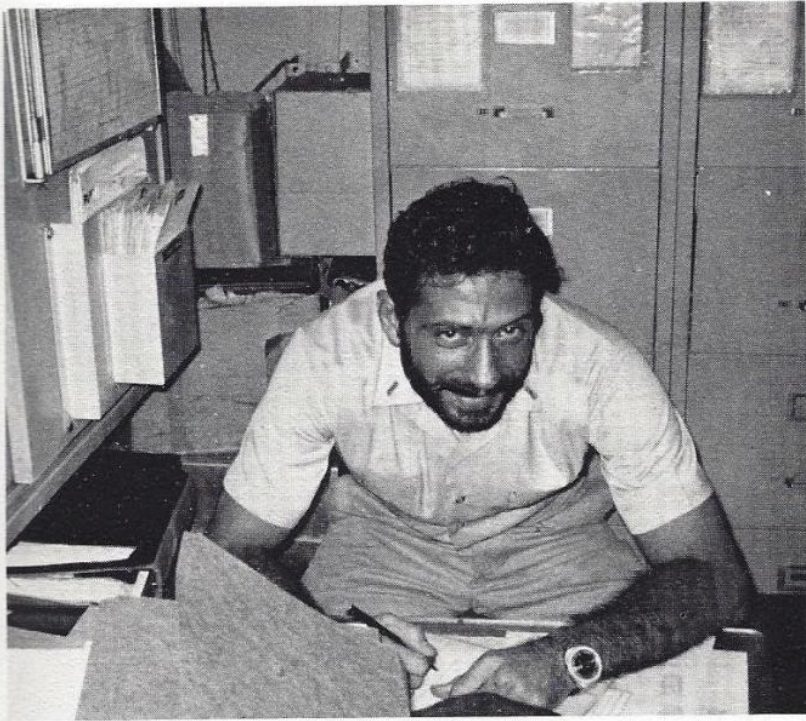


E. Caires, J. Hemphill



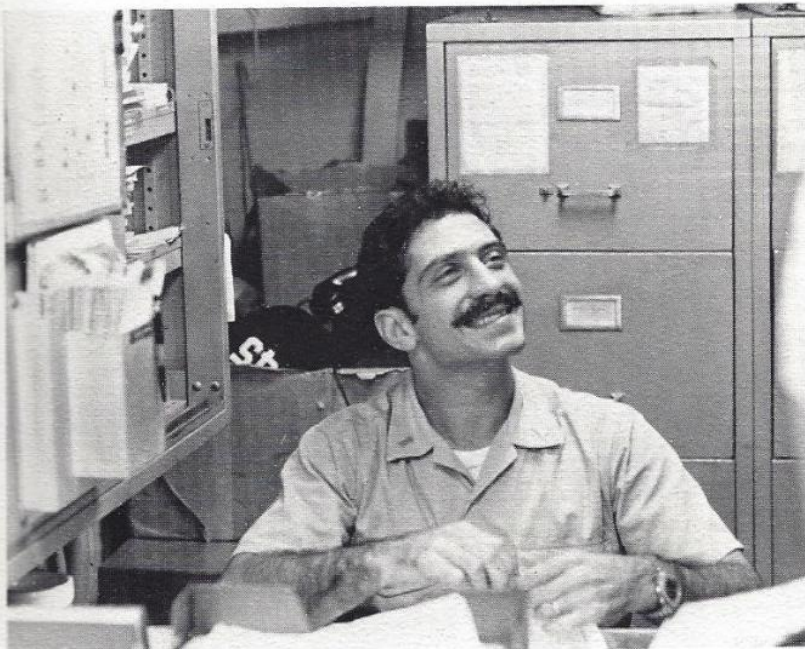
ON DIVISION

M. Bozek, P. Martinez, W. Sullivan, R.
Sparacino, M. Shriver, K. Fuller, L. Korb



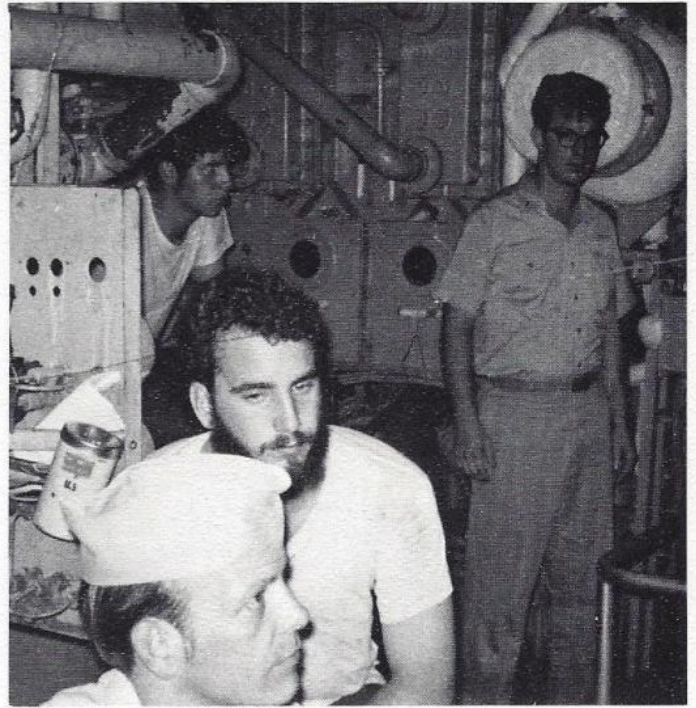
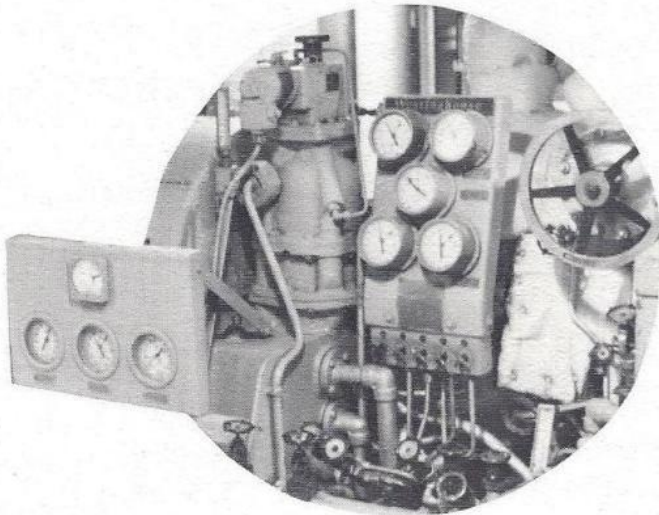
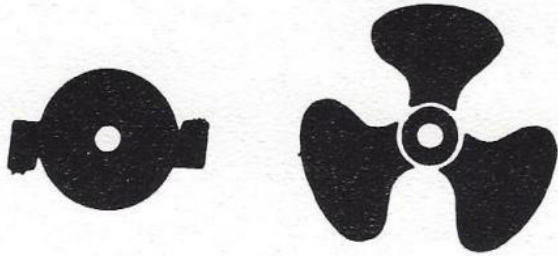
Lt(jg) P. Henning
Engineer Officer

ENGINEERING DEPARTMENT

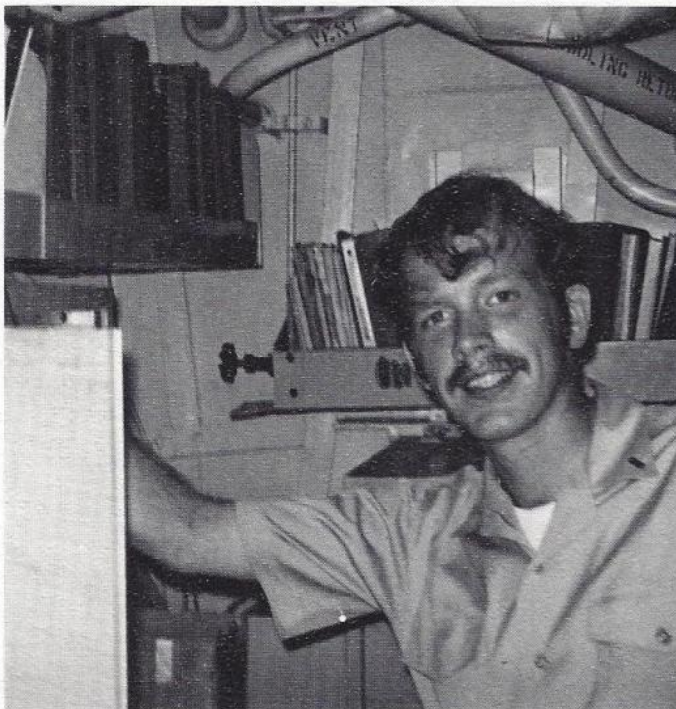


Still smiling.

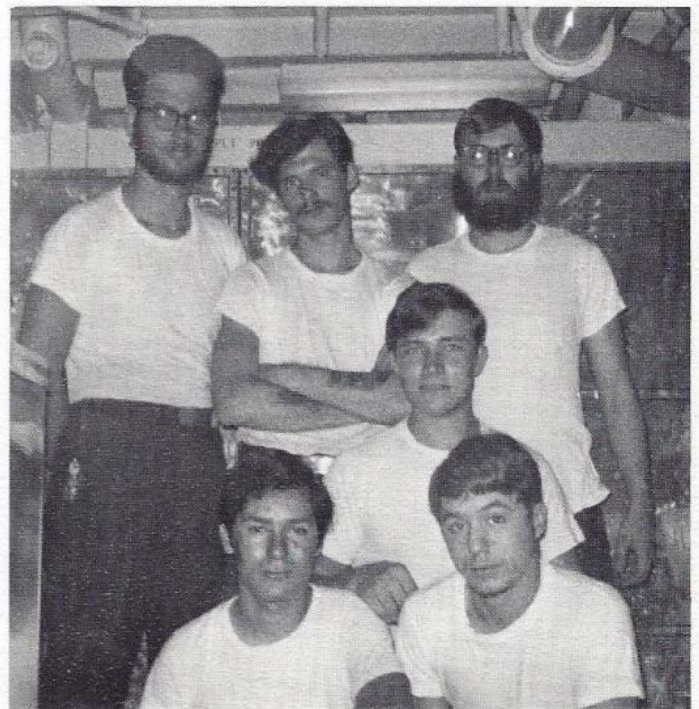
M DIVISION



BTC J. Guthrie, M. Dilger, R. Lucas, ENS C. Ellison

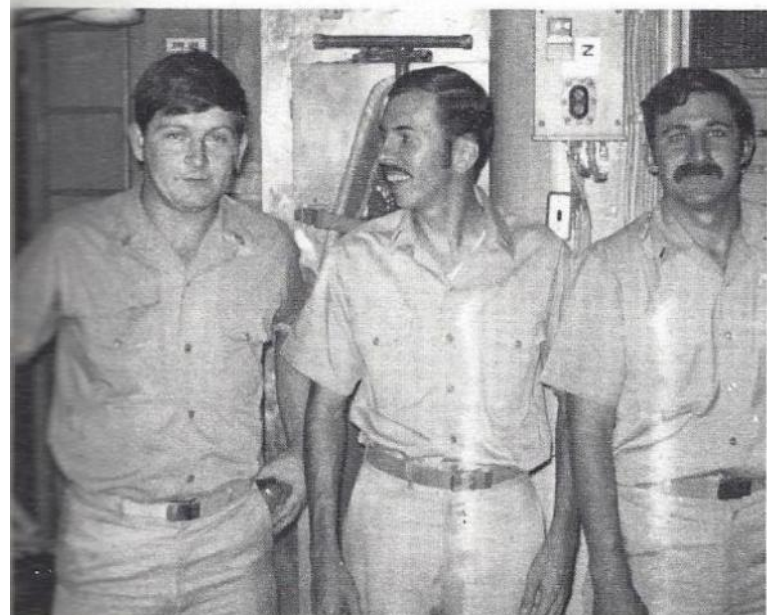


ENS B. Walters
PMS Coordinator



L. Sepulveda, P. Saia, J. Tabak, R. Gaskill, S. Mareth,
M. Fisher

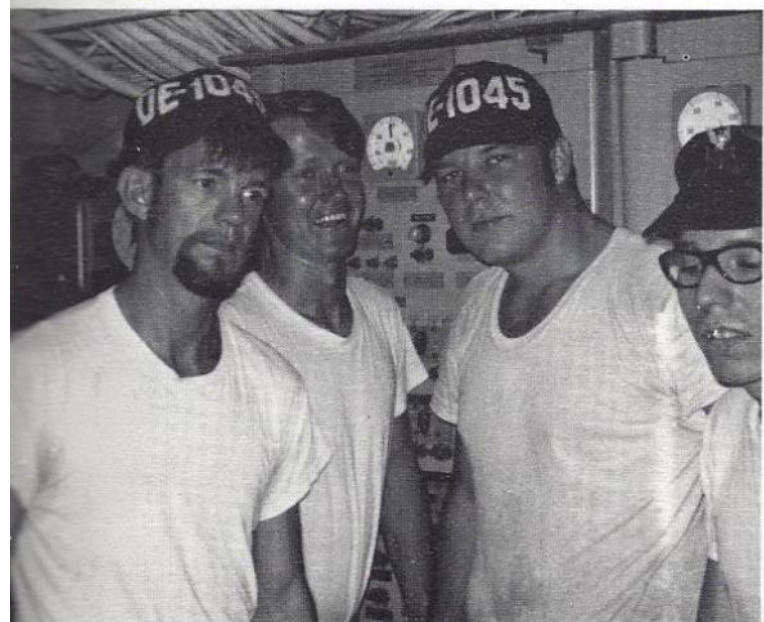
R. DIVISION



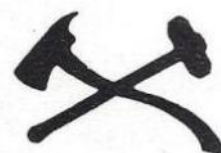
MMC D. Duncan, Lt(jg) J. Kuhlmann (DCA), ENS W. Rable



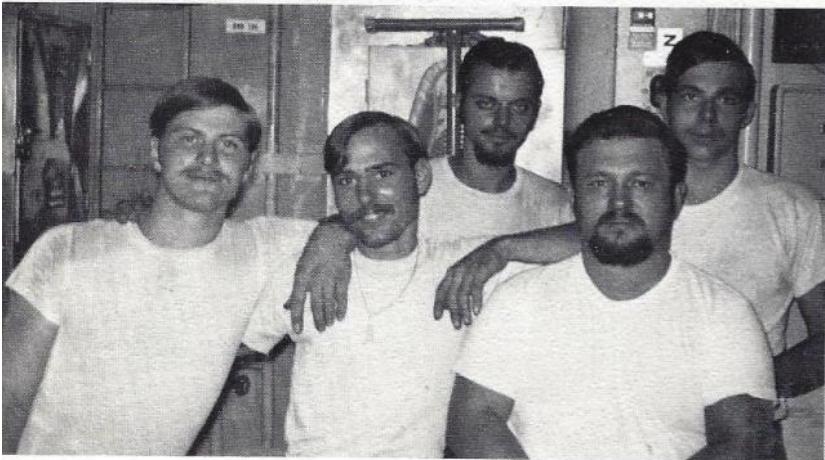
E. Partido, C. Campbell, N. Leister, M. Hochstetler, I. Baskett, O. Gascoigne



J. Shirey, T. Robbins, C. Cobb, J. Weierbach



R. Jordan, E. Partido, D. Harvell, J. Weierbach, P. Declene

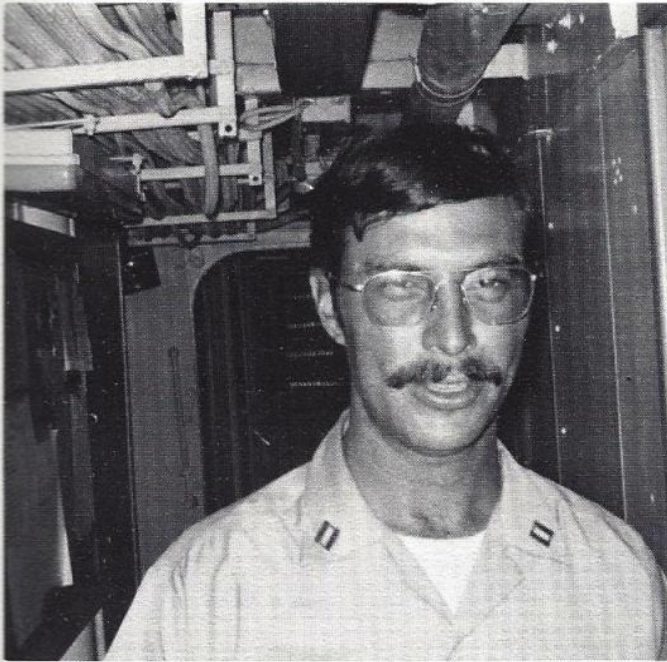


M. Young, M. Schmitt, D. Hones, R. L'Heureux, J. Bisnett

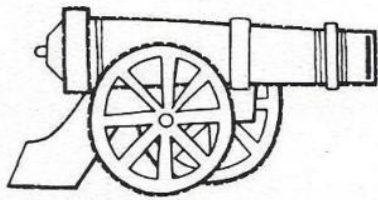
D. Harvell, V. Waddell, S. Whipple, D. Rodgers, O. Webley, K. Berns, R. Feyerbend, D. Lipe, H. Baugh



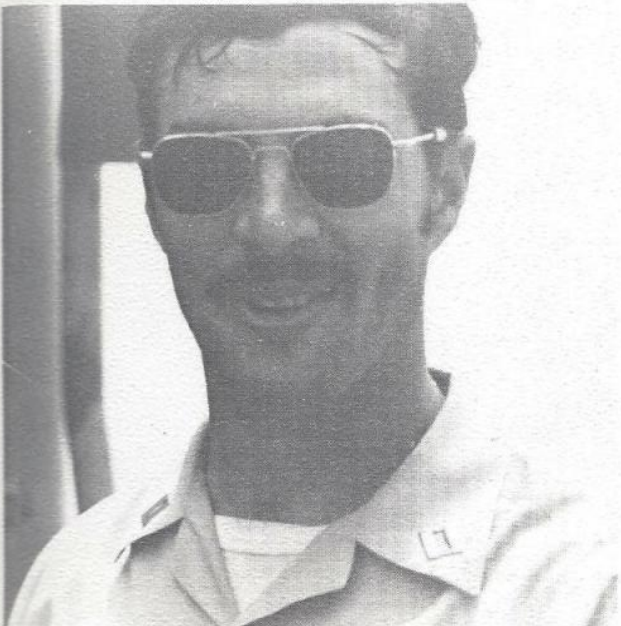
J. Daniels



Lt. J. O'Donnell
Weapons Officer



WEAPONS DEPARTMENT





FIRST DIVISION



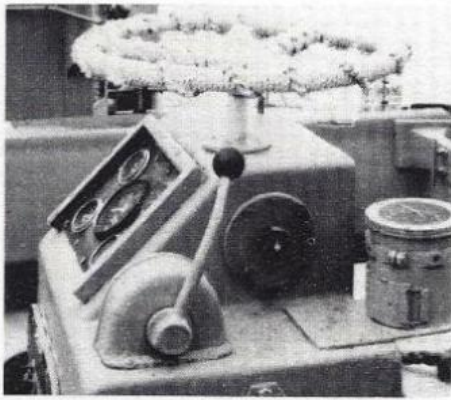
ENS P. Doyle, (First Lt.), R. Rowley, J. Lopez, K. Verwolf



J. Jenkins, R. Hodges, A. Wellhausen, M. Peck, R. Reitter



G. Pierson, R. Kloppenborg, D. Merrick, T. Vargas, A. Ventura, T. Ivie



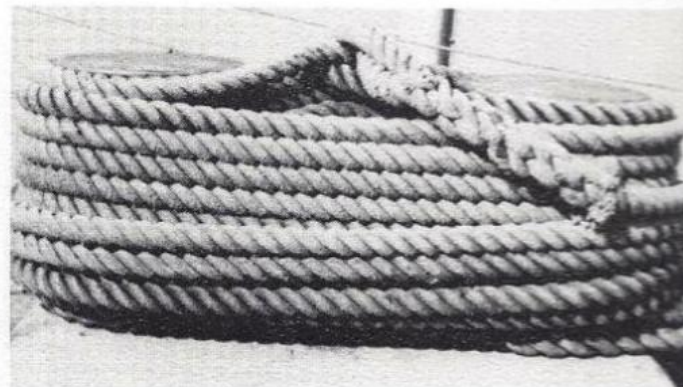
D. Henderson, D. L'Herault, A. Hauri, J. Hoder, G. Hicks,
R. Baxley



T. Gipp, J. Holsgrove



M. Borofsky, T. Lauritzen, BMC J. Uecker





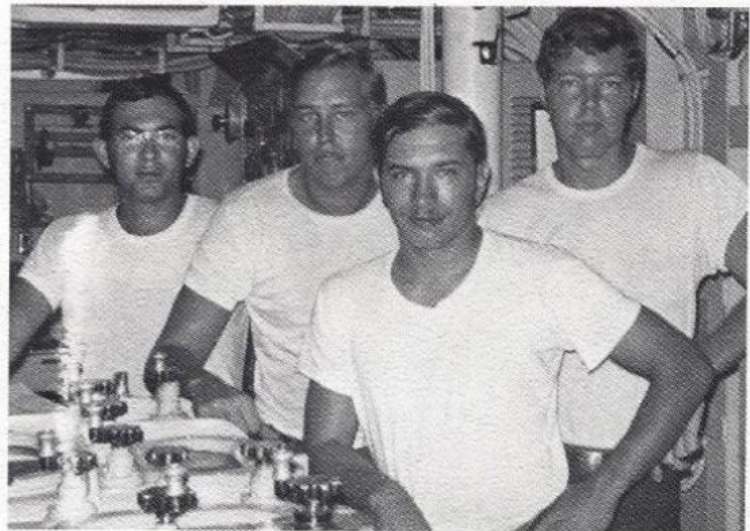
SECOND DIVISION



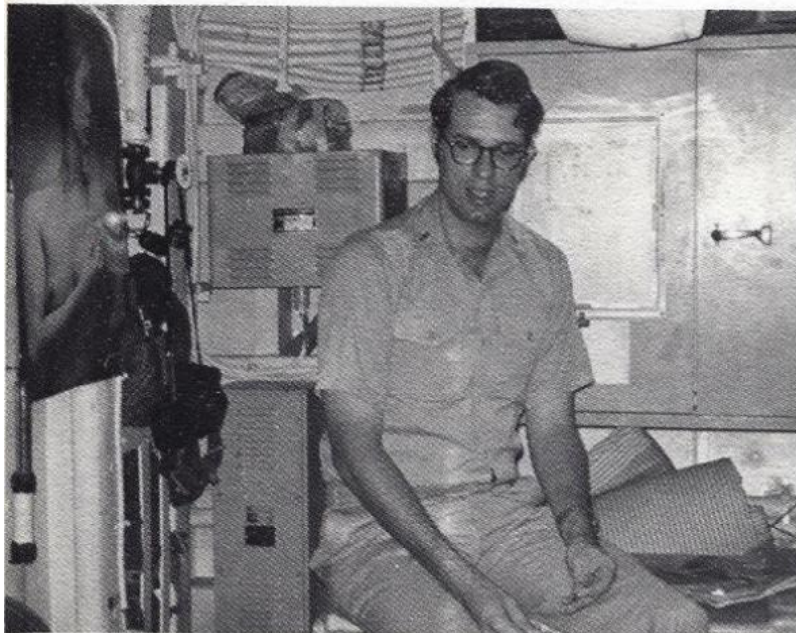
R. Rotz, D. Archer, R. Jacobson, T. Aphorp



Lt.(jg) L. E. Sheller



S. Mercado, G. St. Hilaire, R. Lutz, J. Collins



FTGC W. Stapel



A. Ellis, W. Costley, L. Hernandez, A. Pecoraro, J. Snellen



THIRD DIVISION

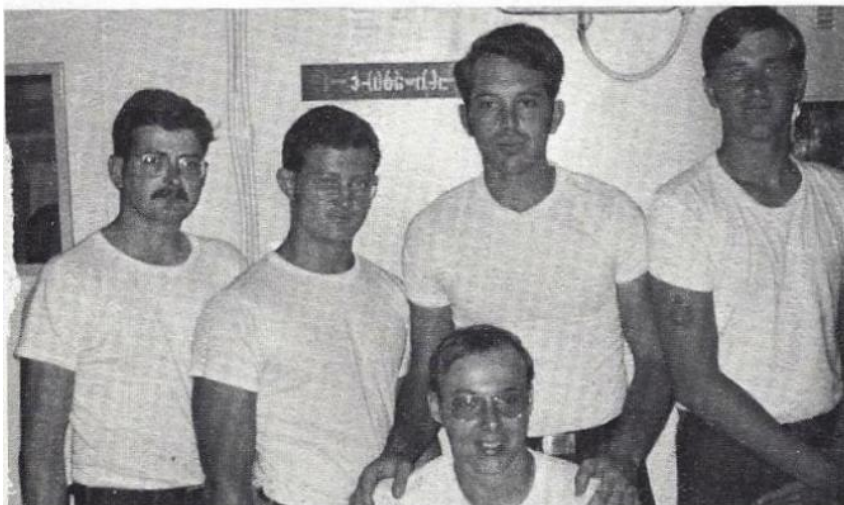
CWO2 E. Webb (Sonar Maintenance Officer), ENS R. Beaver (ASW Officer), R. Grant, STCS W. Johnson, C. Goodpasture



J. Niles, W. Woodall, J. Gibbons



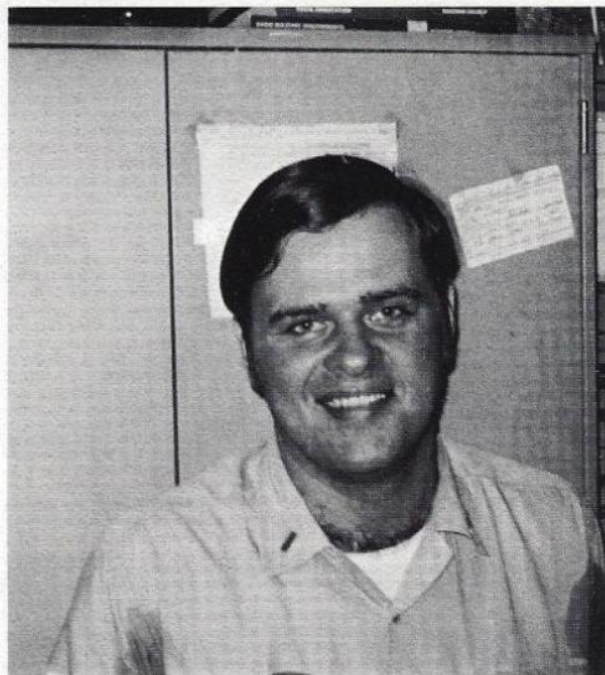
J. Owens, D. Akeman, T. Lewis, J. Meek, J. Moss



J. Taylor, D. Alexander, P. St. Onge, J. Whitting, R. Barnes



Lt(jg) R. Bozzelli (ex-ASW Officer)



Lt(jg) J. Brayman
Supply Officer

SUPPLY DEPARTMENT



ENS J. Williams
Disbursing Officer



T. Adams, G. Hatchett, R. Hayes, S. Phelps, A. Perrin, G. Weston

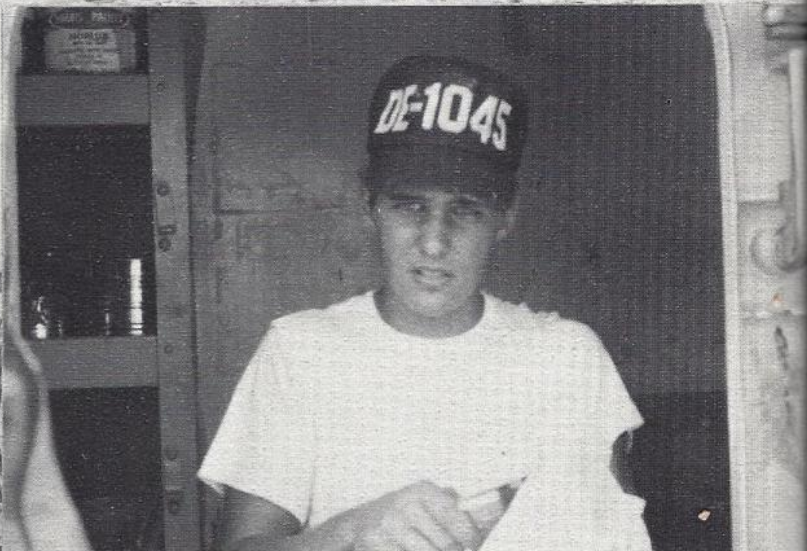
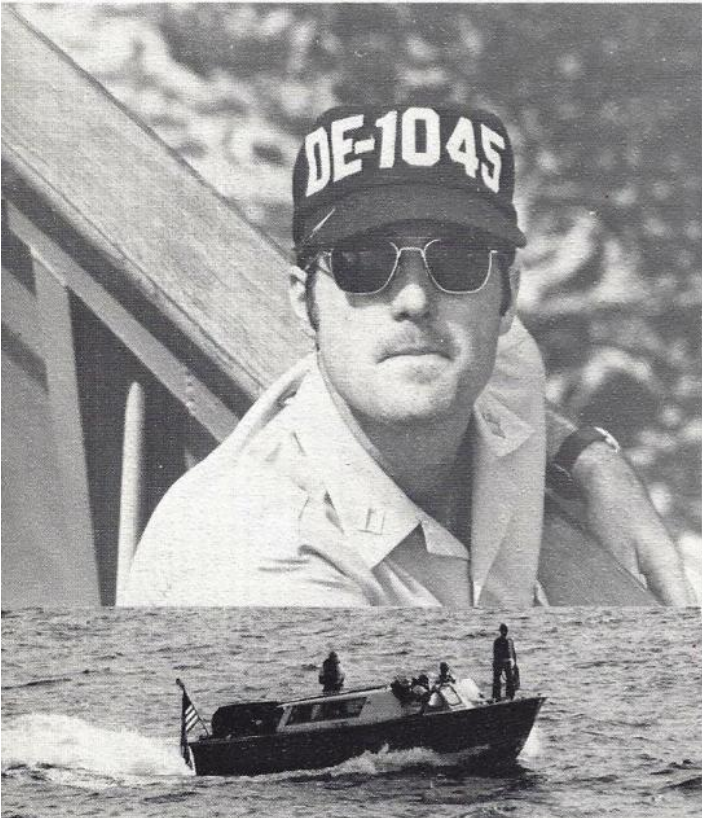


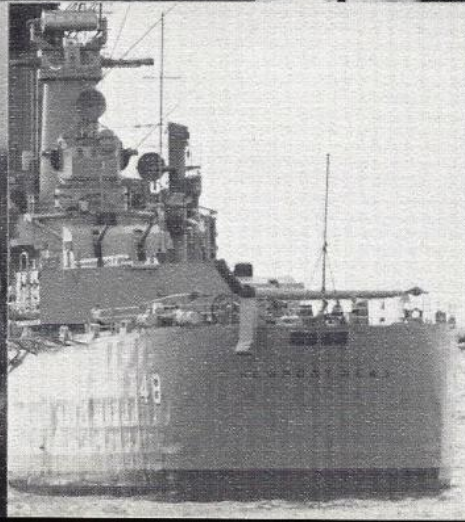
R. Russell, C. Anderson



A. Tejada, I. Austria, C. Maranon, E. Guillermo

CANDIDS





CRUISE BOOK STAFF

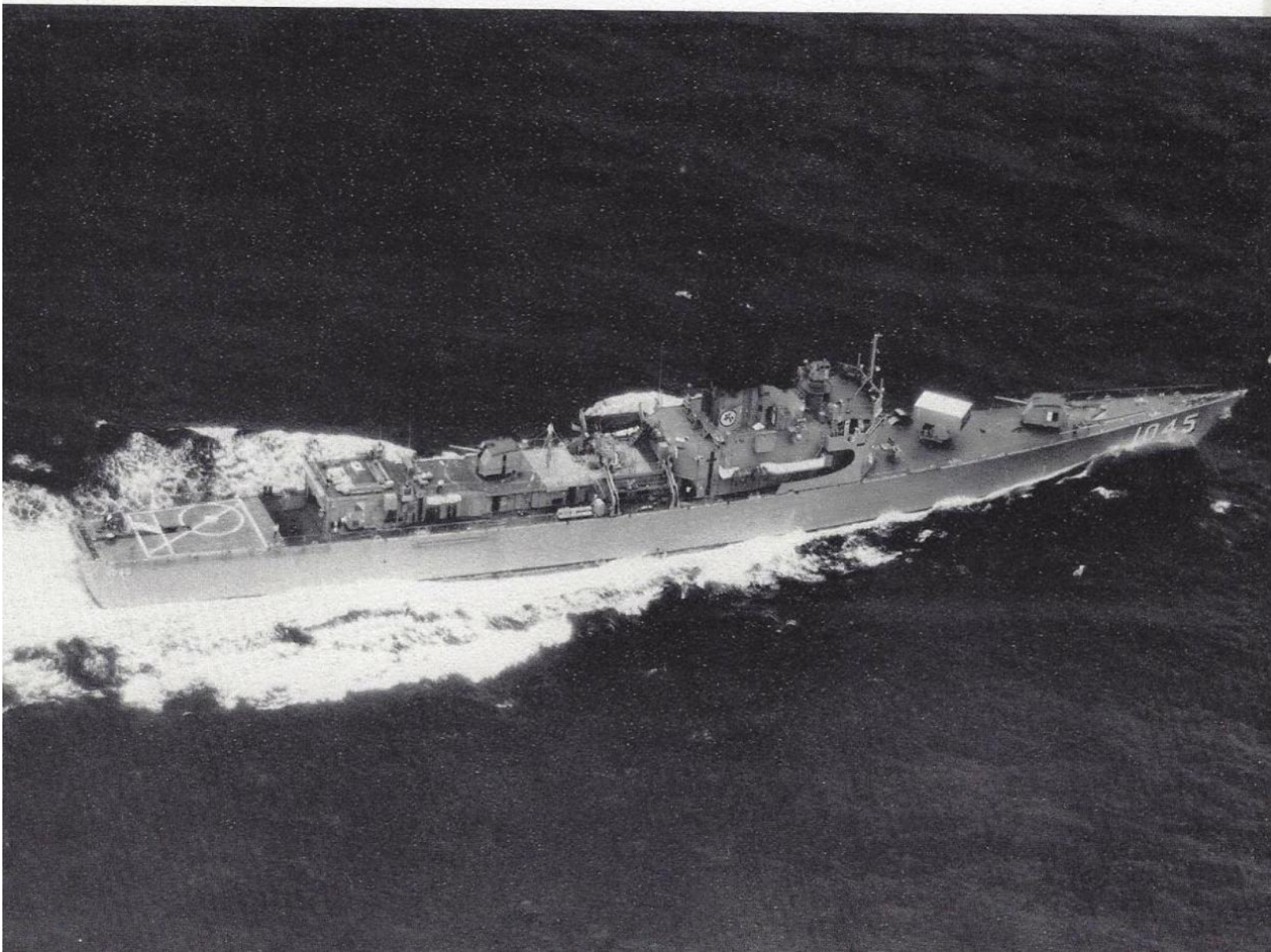
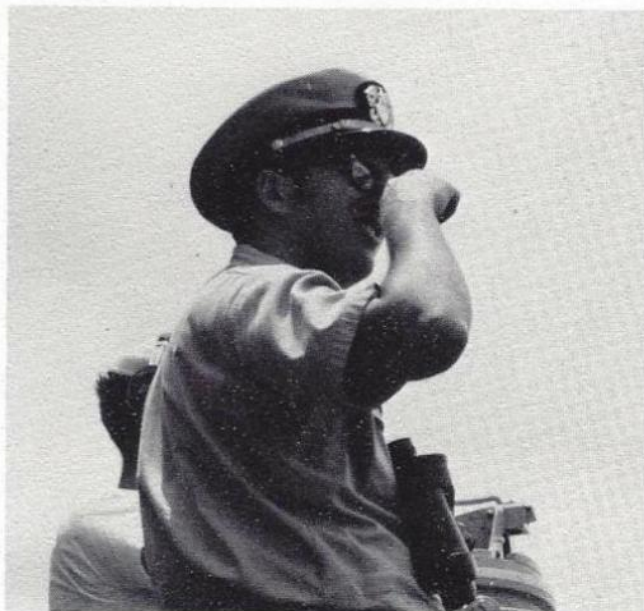
Cruise Book Officer:
ENS R. Sagendorf (Pictured at right)

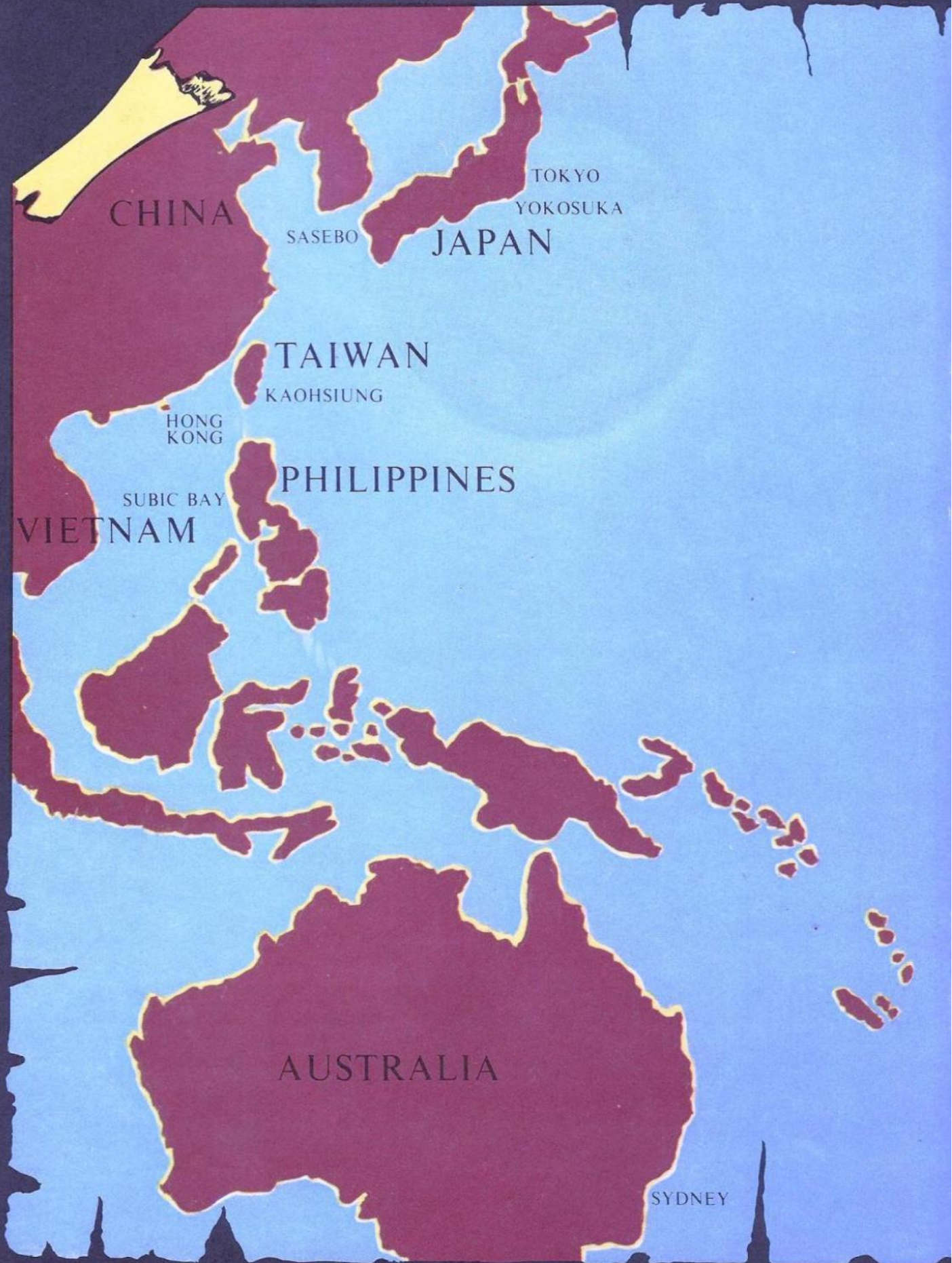
Sales Officer: ENS F. Klein

Photography: S. Badger

Layout: B. Hoffman

Our thanks to everyone else who made this Cruise Book possible.





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PEARL HARBOR

LONG BEACH

SAN DIEGO

