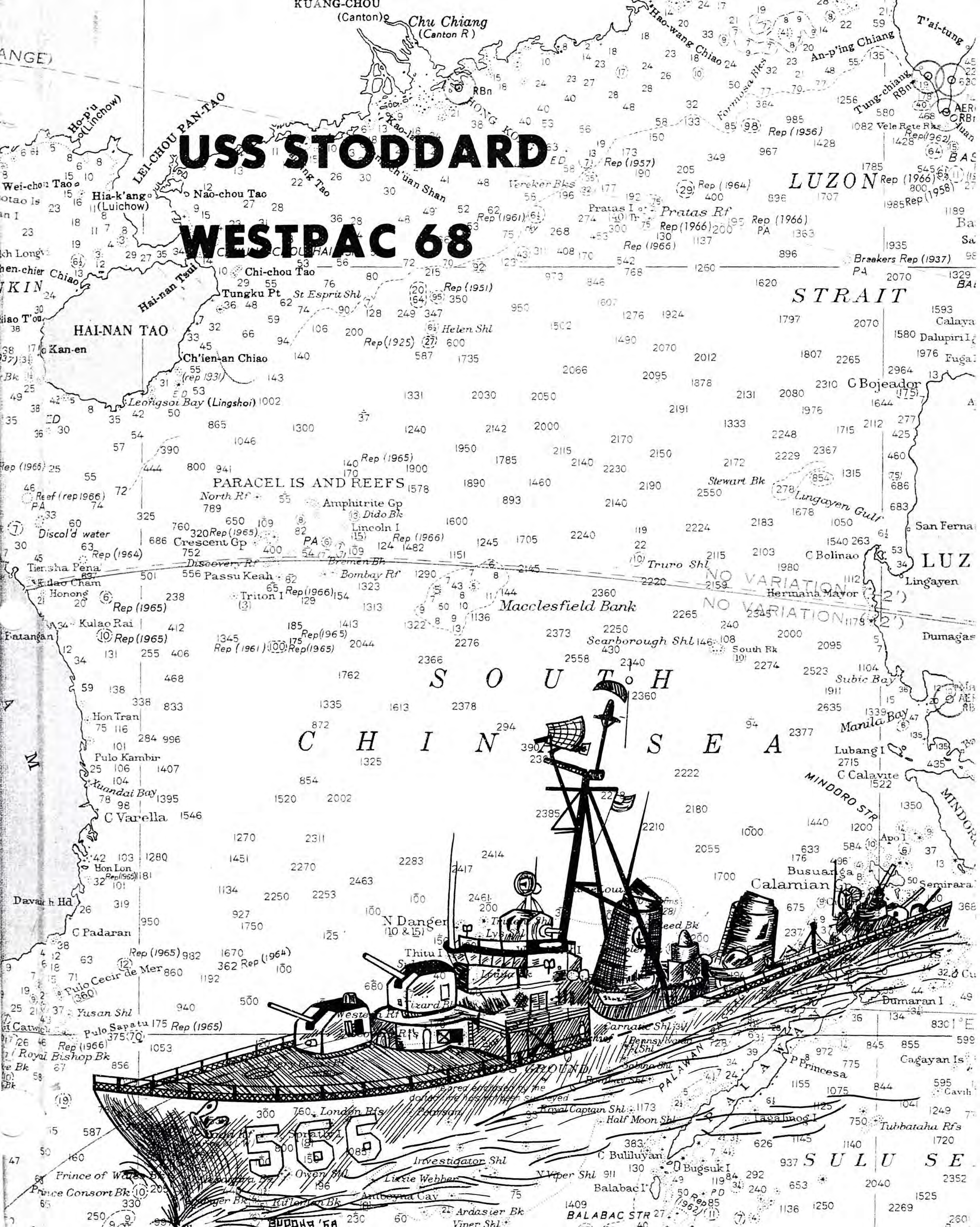


USS STODDARD

WESTPAC 68

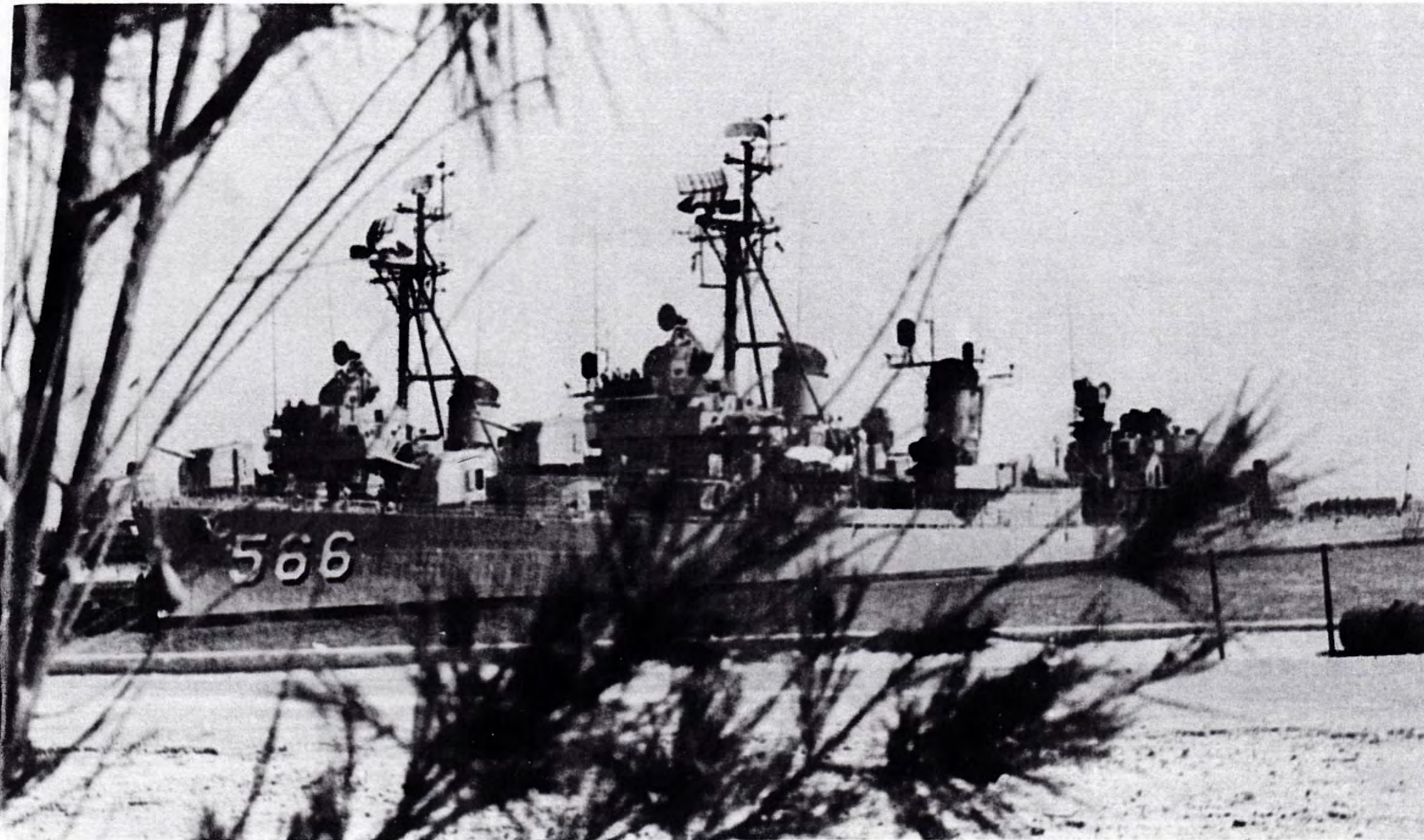


S O U T H
C H I N S E A

566

S U L U S E

USS. STODDARD DD 566



CDR R.C. CONOLLY II

CDR J.E. LACY

COMMANDING OFFICERS

STAFF

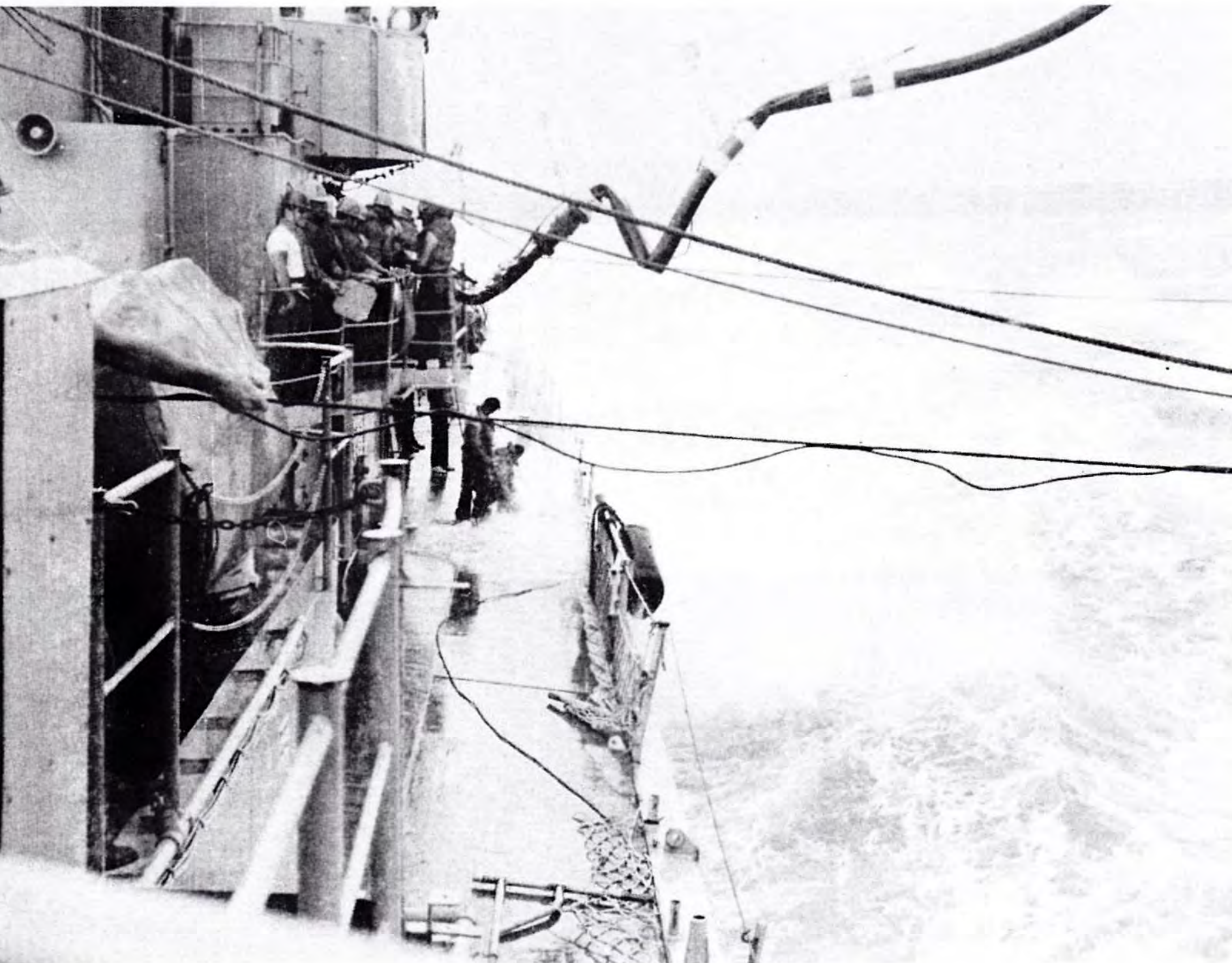
LTJG Siverling, Editor
STG3 Geisecke
SK3 Roth
FTG3 Lieberenz
STG3 Brackins
FTGSN Woodward

CONTENTS

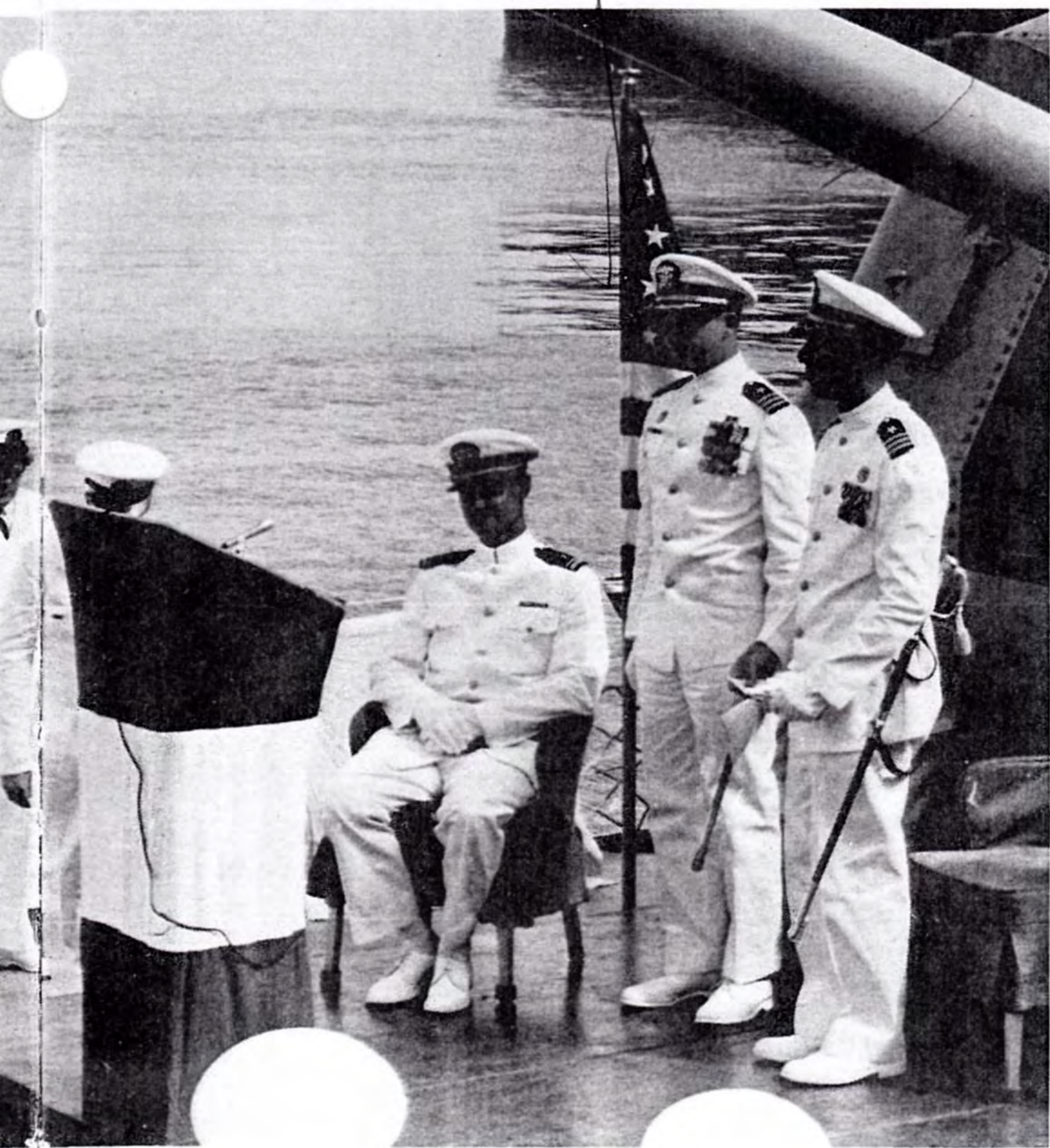
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The man who pilots the harbor excursion boat probably only points her out when she is obviously in view and not anywhere near a newer ship. A guided tour of the San Diego Naval Base would also be prone to skip over her for more interesting vistas. Fate demands this of STODDARD— to be safely tucked away, overshadowed by missiles, big guns, airplanes, and nuclear power.

Sometimes a visitor might walk by her while she slumbers for a brief rest at some pier. The stranger might see Five Six Six in huge white blocks on her bow and wonder what she is. If he bothers to ask, someone will say, "Oh, that's the STODDARD, an old 2100 tin can."



SHE STILL SERVES



It has been a long time since 1944 first saw her put to sea. After all this time she is used to being the workhorse. Perhaps she doesn't mind not getting the attention that the thoroughbreds get. She has been places, come back, and gone again. She knows where she went and what she did.

Twenty five years are written on her from stem to stern. Rust spots come and go, but dents remain. Thousands of gallons of paint have worn off her sides only to be replaced by more. More than five thousand men have worked on her, sailed her, fought her. When she does go to rest it will be a deserved one.

GUADALCANAL

THE PHILIPPINES

JAPAN

KOREA

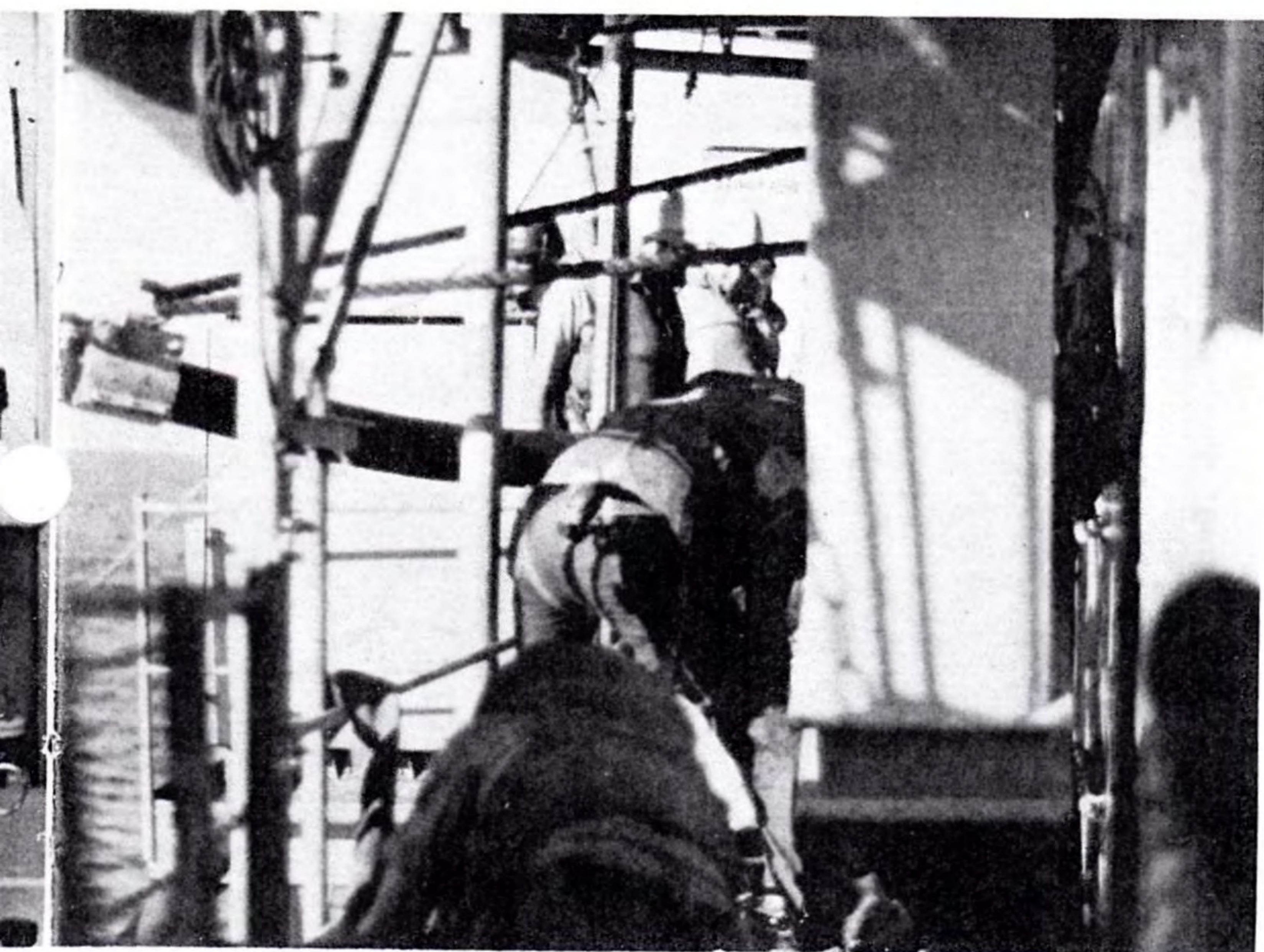


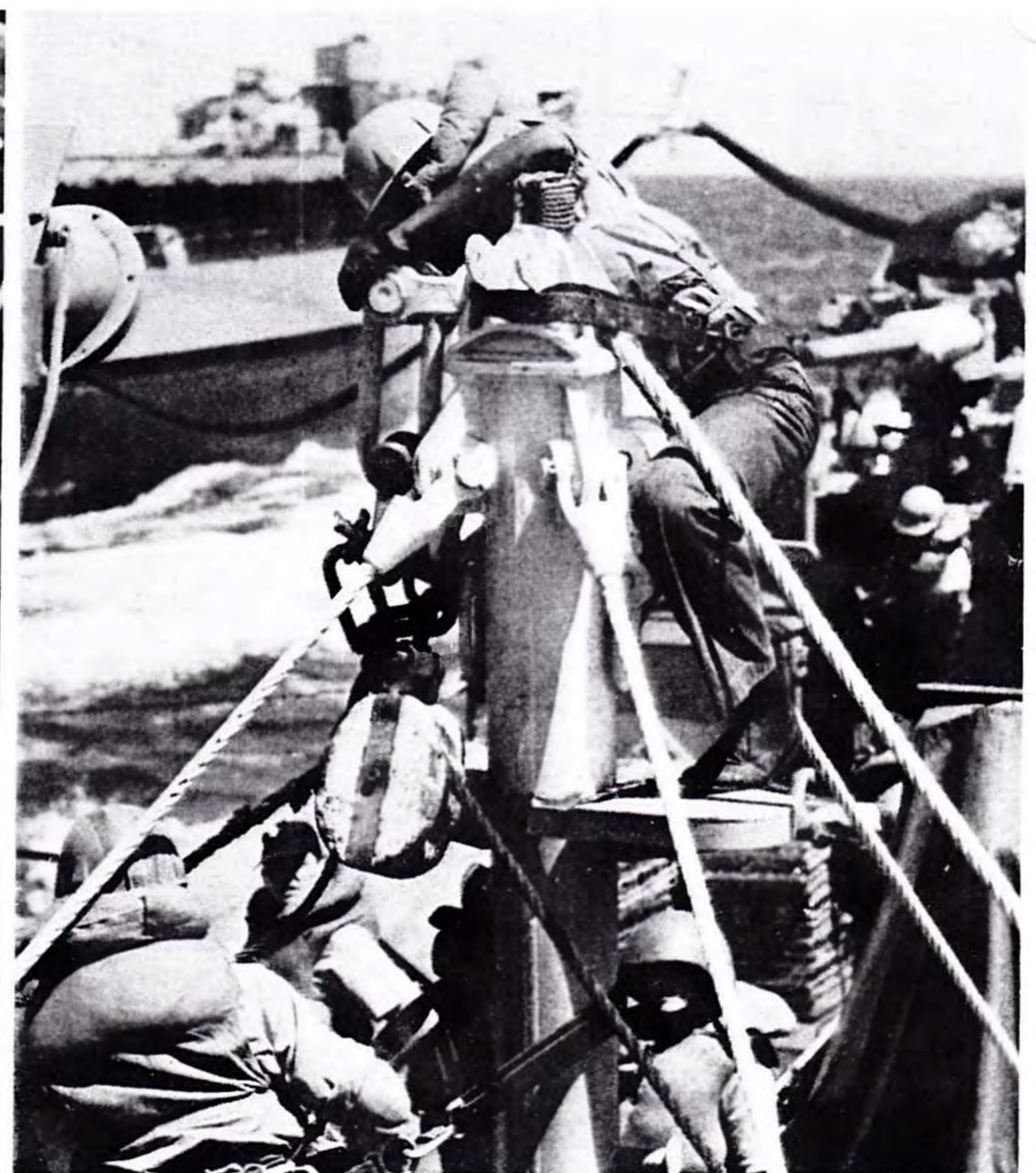
THE MED

ITALY

FRANCE

SPAIN







A 2100 ton destroyer is a jack of all trades. From anti-submarine warfare to escort duty, from search and rescue to gunfire support, many are the "tin can's" functions. They're not big enough for a headline, but not too small to exclude from the back page. In World War Two they threw them together, mass produced them, to fight hard and to die fast. Reason wouldn't allow them to last long, but many did. STODDARD is one that made it through.

Now, after all these years, the bones creak and the muscles strain, but she still answers her call. Everybody knows she won't last much longer, but they knew that in 1944.

Newer, faster ships are beginning to break the waves. The modern Navy sits in all its splendor for the taxpayer to look at. Maybe somebody should tap him on the shoulder and bring him over to Five Six Six. "Look, sir, that ship has served you well for many years; but look quickly, she's the Navy's Inca—the last of a dying breed."

COMMANDING



CDR Robert C. CONOLLY II, son of the late Admiral and Mrs. R.L. Conolly, graduated from the U.S. Naval Academy in 1948. He later attended the U.S. Naval Postgraduate School at Monterey.

CDR CONOLLY has served in the USS Henry W. Tucker (DD875) and, during the Korean War, in USS Epperson (DD719). He has also served as Commanding Officer of the USS Egret (MSC 46) and as Executive Officer of the USS Hawkins (DD873).

During other tours of duty he has served on the staffs of the Commander in Chief, U.S. Naval Forces Eastern Atlantic and Mediterranean; the President of the U.S. Naval War College; and the Commander, Sixth Fleet.

During his first deployment in Stoddard, CDR CONOLLY was awarded the Bronze Star with Combat "V" and the Vietnamese Navy Medal of Gallantry.

CDR CONOLLY is presently serving on the staff in Washington.



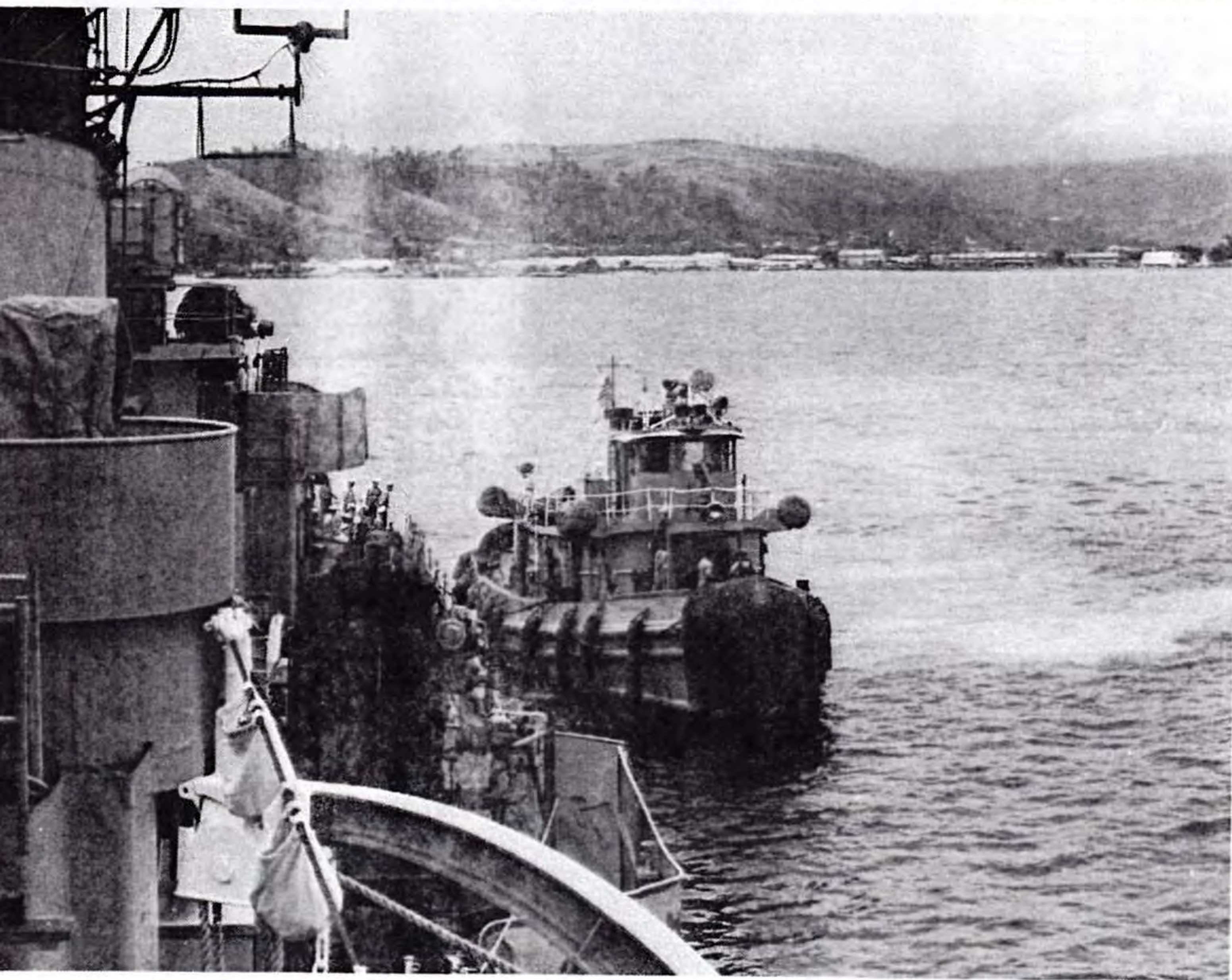
OFFICERS

CDR James E. LACY, a graduate of the University of Southern California in 1951, took command of Stoddard 5 October 1968.

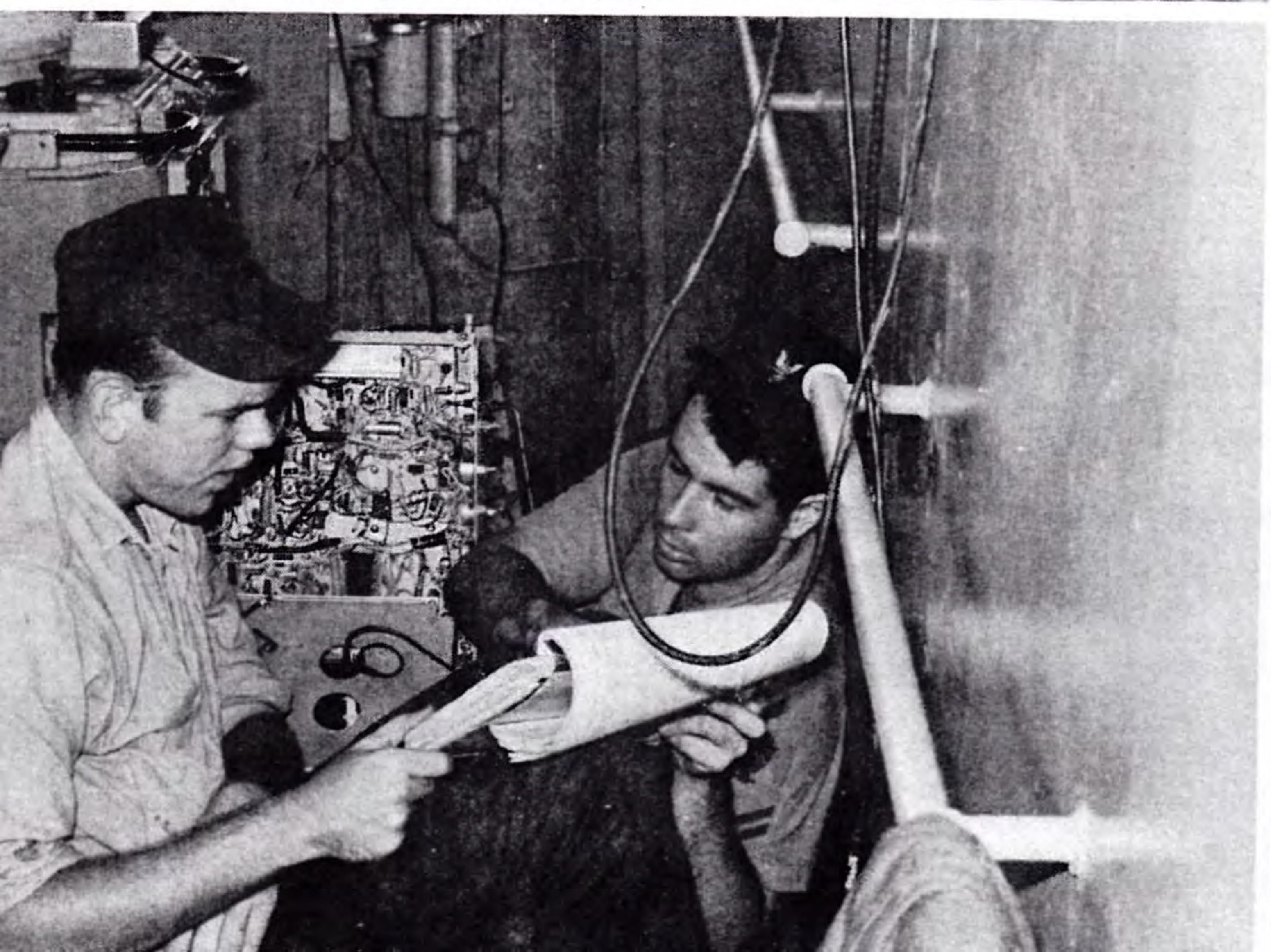
CDR LACY has served in USS Manchester (CL83) during the Korean War and in USS Ammen (DD527). He commanded USS Dunn County (LST 742) and was Executive Officer aboard USS Walker (DD517).

In other tours of duty he has served as an instructor at the NROTC unit at Villanova University, on the staff of the Fourteenth Naval District, in the enlisted distribution section of the Bureau of Naval Personnel.





EXECUTIVE OFFICER



SHIP'S WORK

BELOW: GMG1 Erickson feeds a belt into a 50 caliber machine gun en route to WestPac. OPPOSITE PAGE—COUNTERCLOCKWISE FROM UPPER RIGHT: STG3 Brackins puts the finishing touches on cleaning the compartment. "Sometimes you have to do it yourself," said LTJG Siverling, as he took the helm. SN Page is tolerantly amused. A tug makes up to the ship entering drydock. ETN2 White and SN Myers try again to fix the bridge repeater. FTG3 Shepherd takes the helm on the way home.





SHIP'S COMPANY





FRONT ROW: SN Martin, SN St. Clair, SN Danicich, SN Mercier, SN Macaulay, SN Miller. SECOND ROW: BM1 Thomas, SN Crocker, SA Wynkoop, SA Allen, SN Henderson, FN Mueller, SN Salley, ENS Schuck. THIRD ROW: FN Page, SN Lupo, SA Horner, SN Howe, SN Anderson, SA Mitchell.

FIRST DIVISION

First in war, first in peace, and very often last on liberty, they paint, they swab, they chip, they swab, they clean sides, they swab, they keep the ship shipshape — and they swab some more. They're the real salts on the ship, they can not only carry a coffee cup without spilling a drop in 45 degree 'I seas but they can do rope tricks that would make Lash LaRue look sick.

For pure poetry in motion watch them during an unrep. It's, say, four o'clock in the morning and heavy seas when STODDARD pulls alongside the oiler. Bolos away! Suddenly the deck is strewn with criss-crossing lines. For a few seconds the scene resembles a Chinese fire drill. Unimaginable curses and threats break the morning stillness and then somehow there is order. STODDARD awaits its life-blood oil.



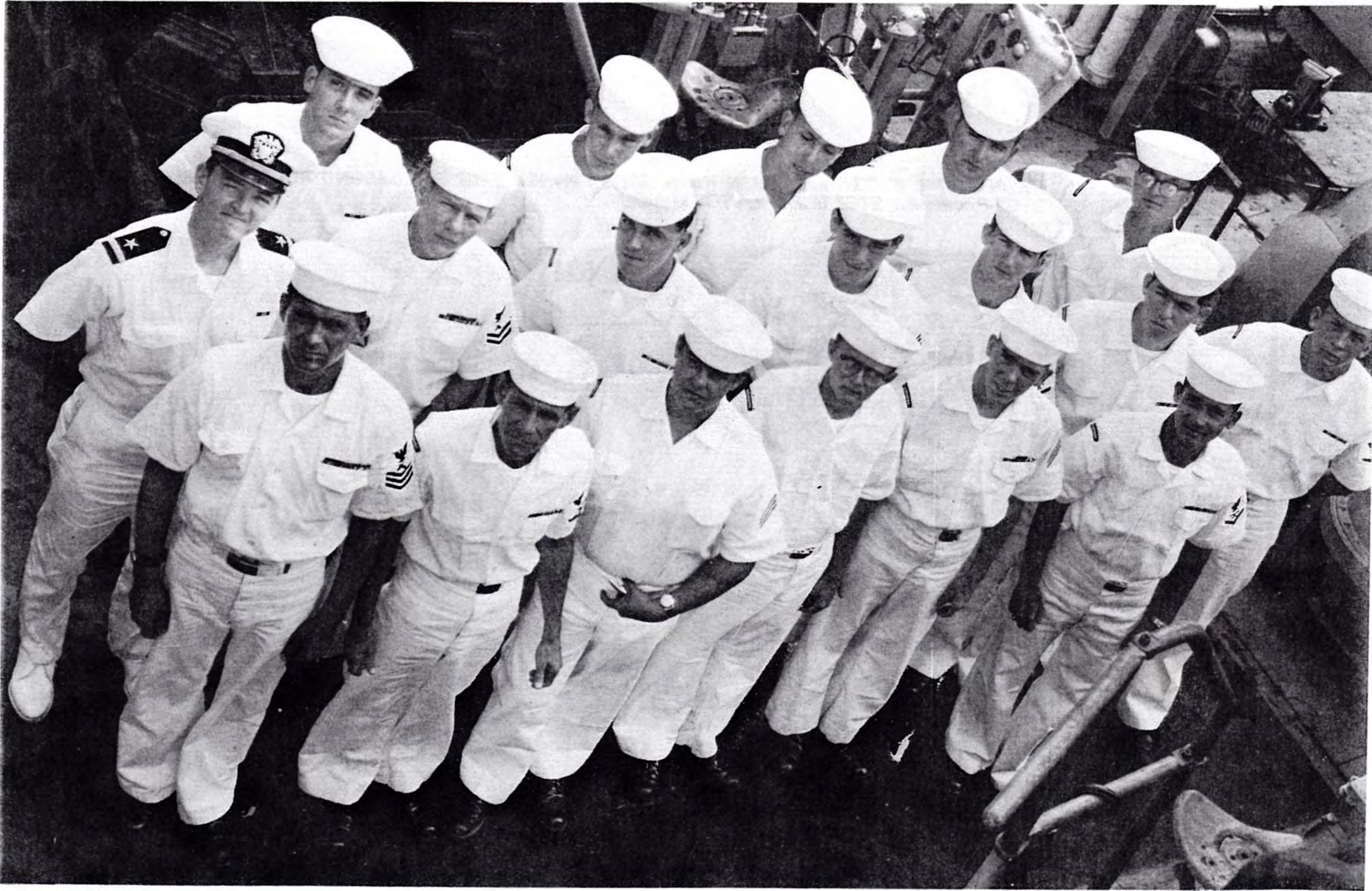


If STODDARD speaks with authority, it is thanks to the untiring efforts of the men of Second Division. Ever since men put to sea, they have been arming their ships. And ever since there have been weapons, there has had to be a man to care for them. The Gunner's Mates and Fire Control Men of today follow in a line that began when the first sword was carried on the first ship.

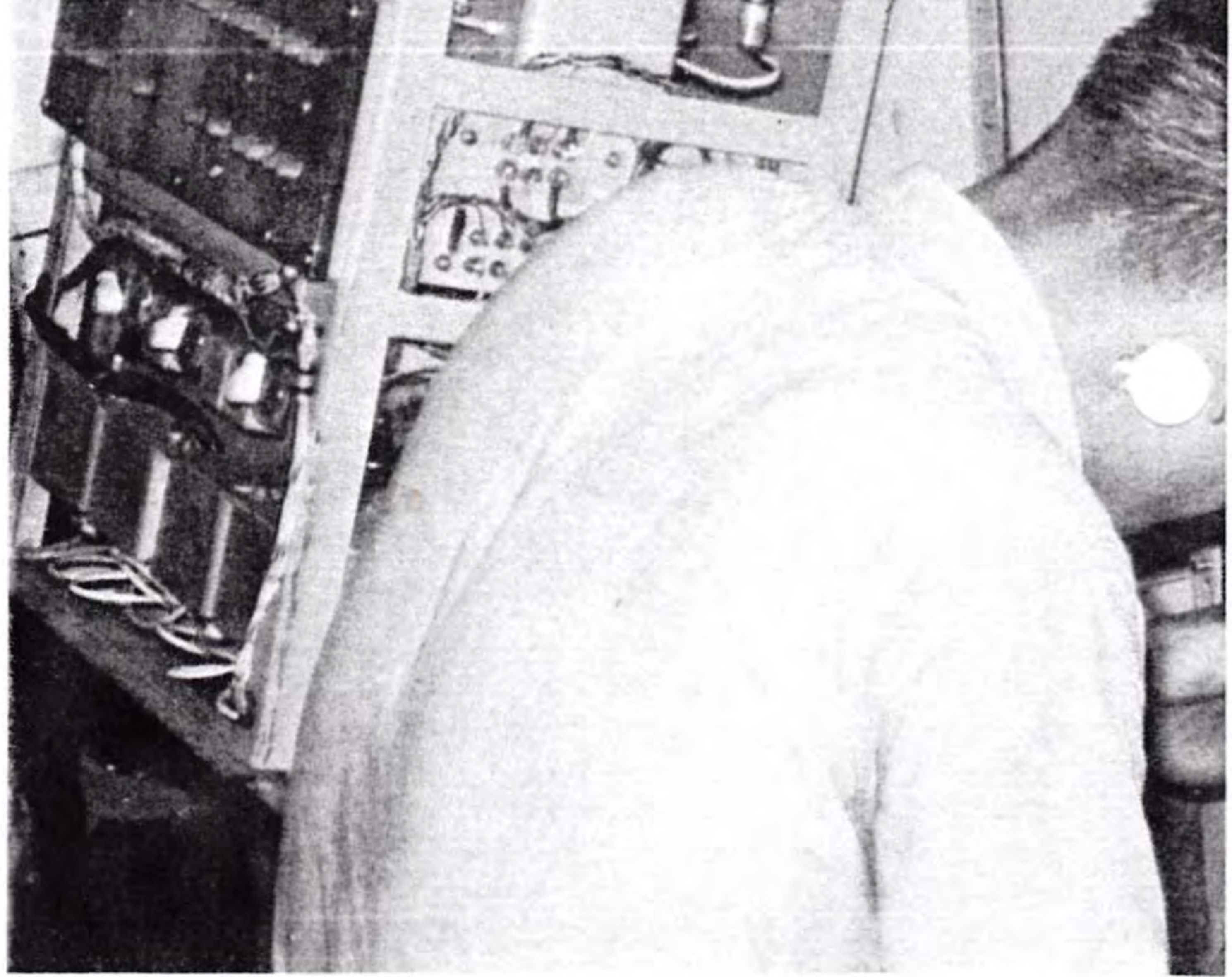
The job is vastly more complicated today, and the modern men of Second Division need much more knowledge than their counterparts of years ago.

Radar, computers, electricity, and delicate machinery have become of the weapons systems; the men who run them have become jacks of all trades to maintain them in top shape. Sea and weather take their toll of everything on ships and the guns perhaps most of all. Yet when they are needed they are ready, making STODDARD known on the beach or in the air.

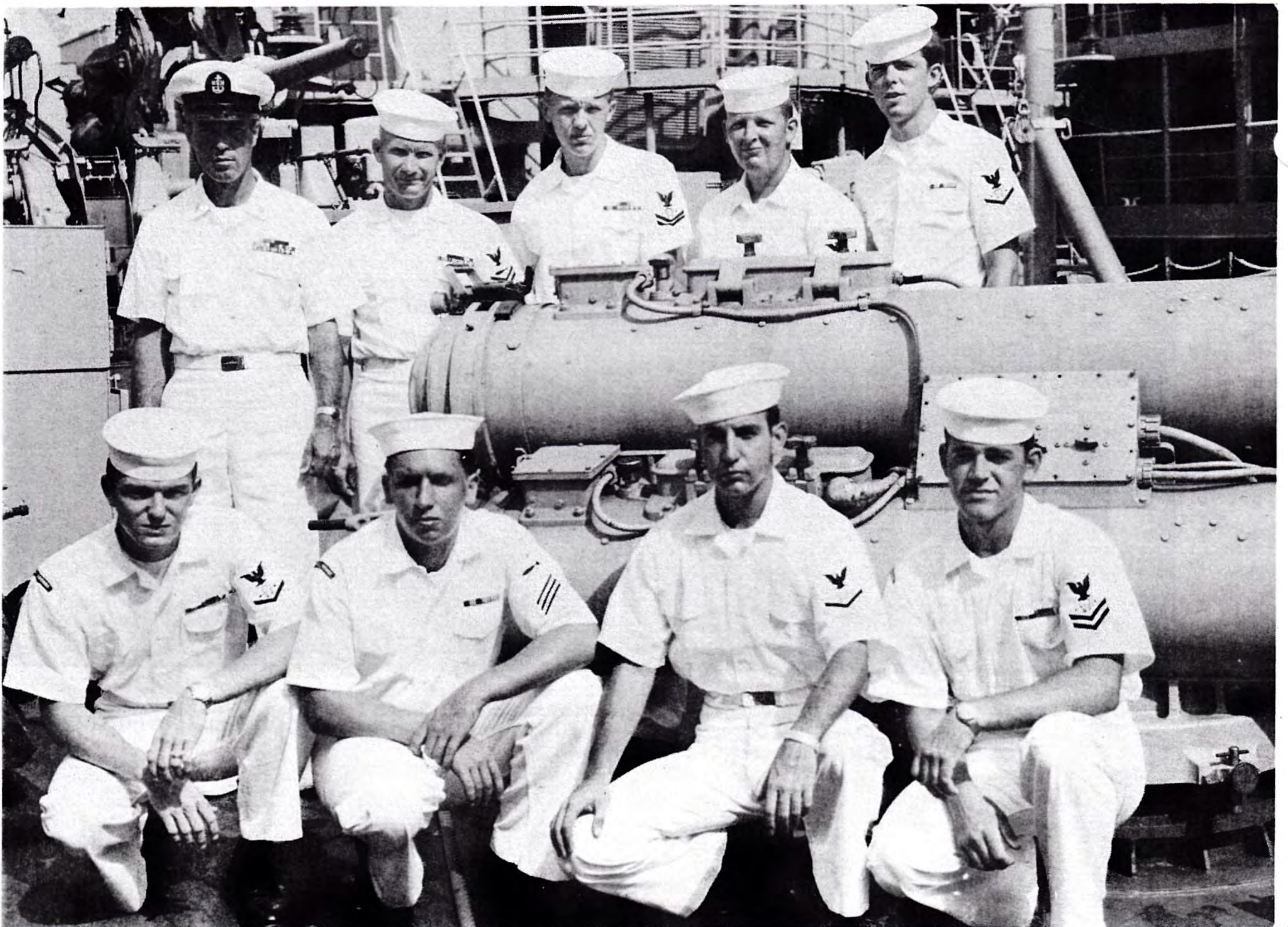
SECOND DIVISION

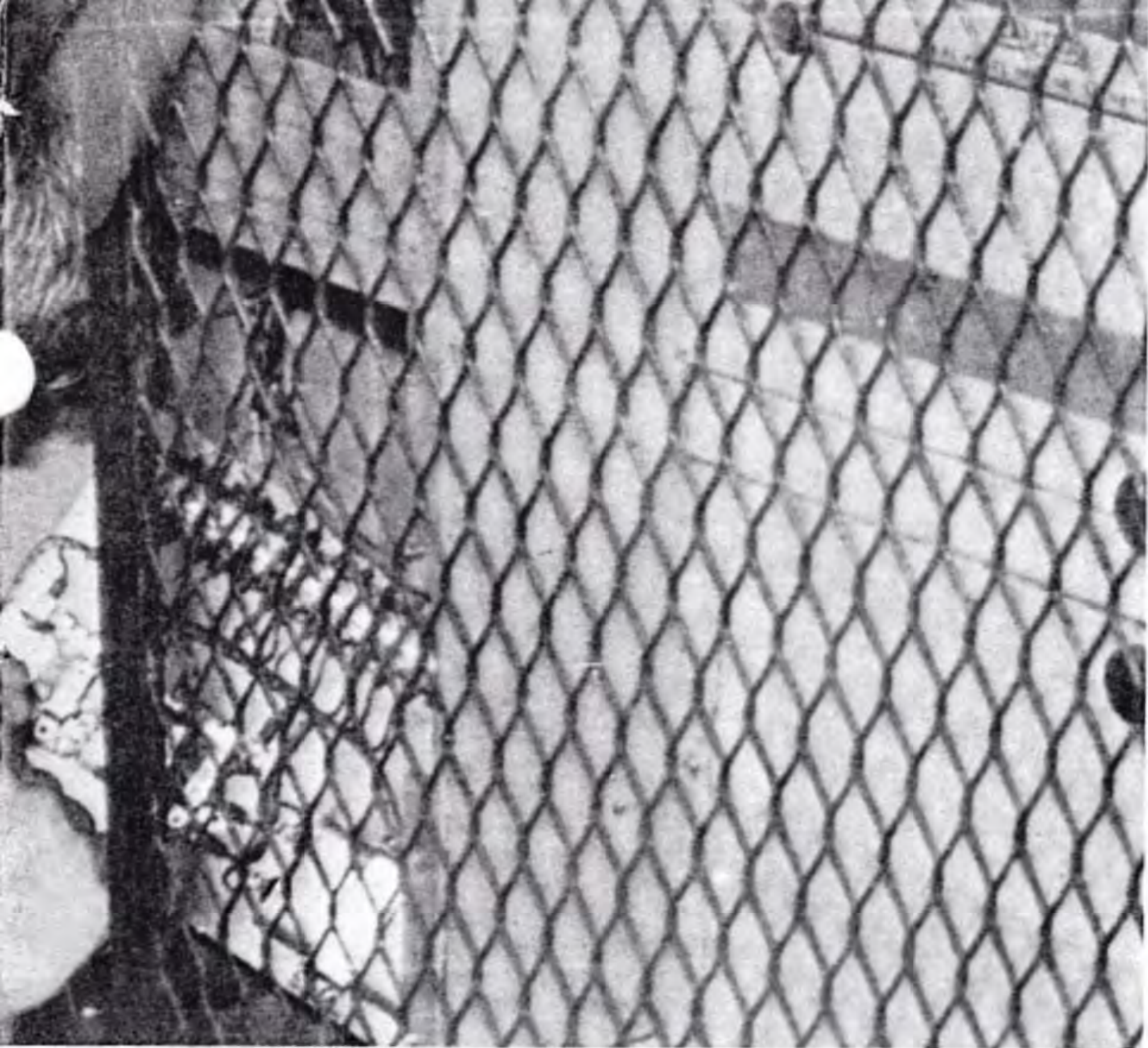


FRONT ROW: GMG1 Erickson, GMG3 Cain, SN Woodward, SA Short, SN Branan, FTG3 Rubin. SECOND ROW: ENS Silleroy, GMG2 Owens, SN Dunn, SN Fitzgerald, FTGSN Ross, FTG3 Shepherd, GMG3 Willert. THIRD ROW: SA Franks, GMG3 Hoover, SN Bilderback, SN Karl, SN Johnson.



FRONT ROW: STG3 White, TMSN Harris, STG3 Geisecke, STG2 Dias. SECOND ROW: STCS Martin, TM2 Haywood, STG2 Rosenquist, STG3 Brackins, STG3 Maxon.

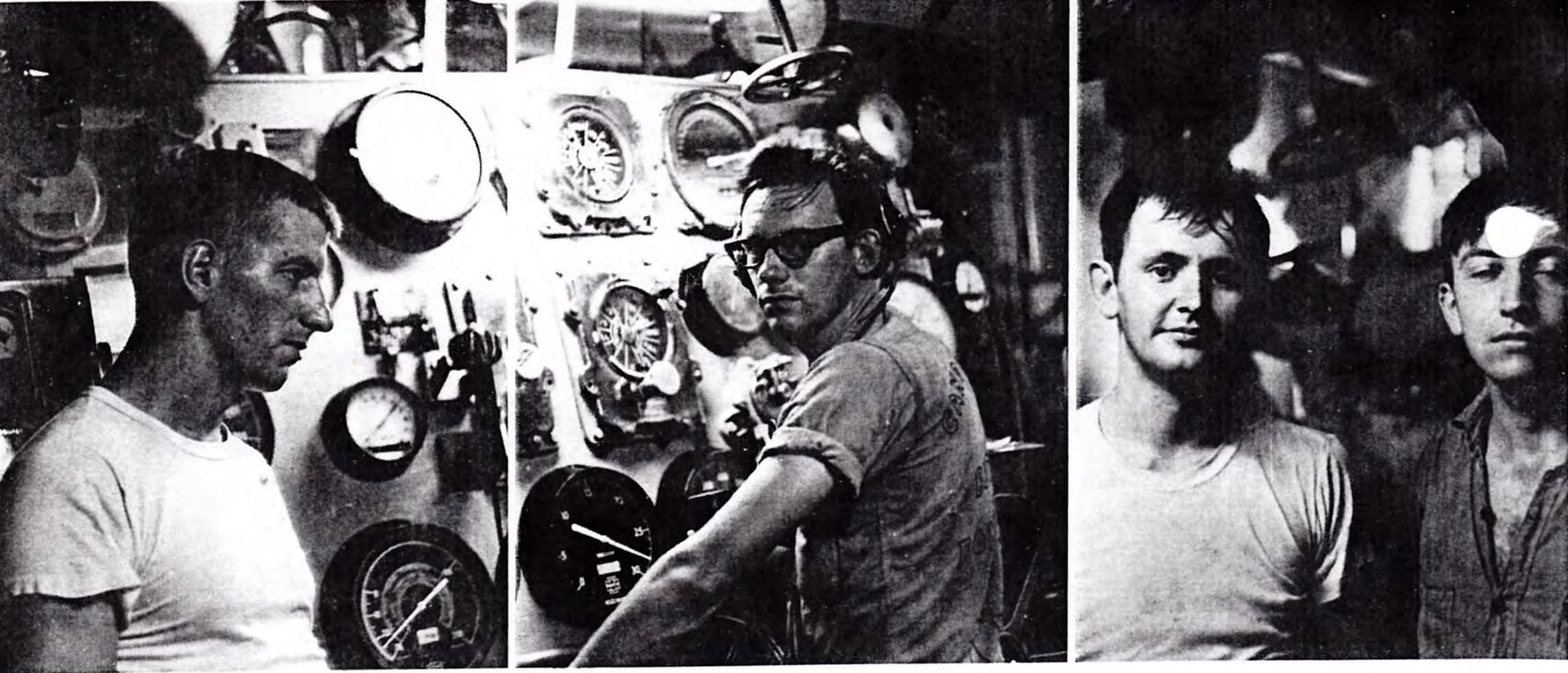




FOX DIVISION

A more difficult environment couldn't be thought of if it didn't exist. Whirled by the wind, warmed and cooled by the sun, stirred by fish and the ship itself, impenetrable to the normal senses, the ocean is a mystery under its surface. The Sonarmen daily pit their skill, knowledge, and equipment against this hostile medium. They search for submarines throughout the day and night, trying to determine, among tens of thousands of sounds and false targets, the one true one.

Anit-submarine warfare is yet another task STODDARD is designed for—one she performs well against the obstacles against her. Armed with torpedoes and World War Two vintage depth charges and hedgehogs, she makes up for what she lacks in more modern weaponry with the experience and nerve of her men.



LEFT: MM2 Jones watches the trottleman with a steely gaze. CENTER: MM3 Coggshell turns from his gauges to give main control a once-over. RIGHT: BT3 Badding and EM3 Zehren demonstrate the fatigue of their work.

Not many people go into the engine rooms unless they have to, but the machinery that gets STODDARD from point to point is essential. All the sophisticated equipment in the world would not help the ship if she could not get there to put it to use. The job—and it is a big one—of getting her there belongs to the Machinist's Mates. The deep rumble of the propellers is the product of the MM's efforts, and the blooming wake behind the ship bespeaks their ability.

The heat of the holds is notorious, and the equipment is sometimes cantankerous, but the true snipe brings to his job the patience to bear its discomforts and the skill needed to make the machinery run. He takes pride in the work he can do on it, and the way the engines turn over, but perhaps most of all in the traditional report to the Bridge when getting underway—"Ready to answer all bells, sir!"

M

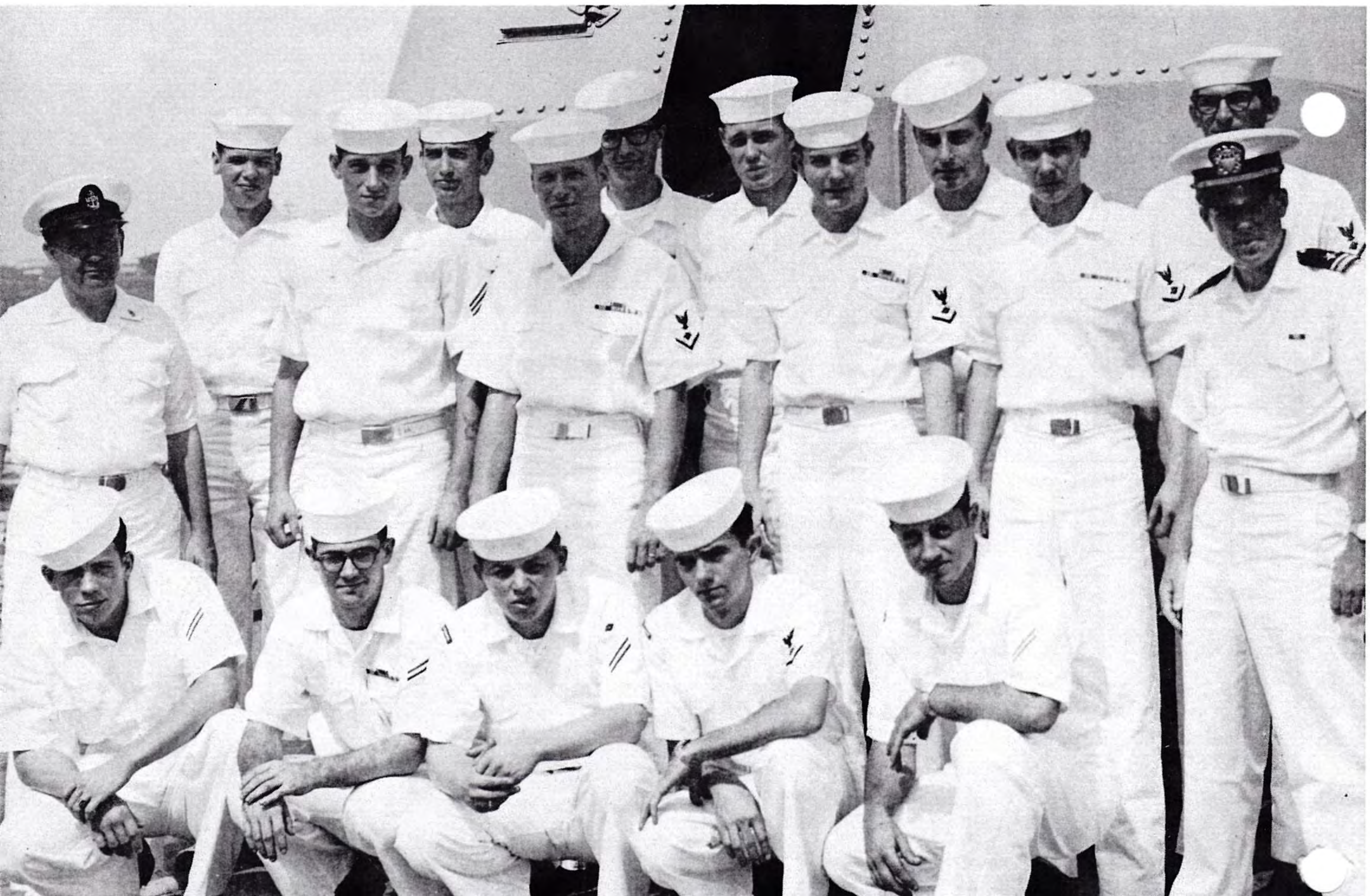
DIVISION

FRONT ROW (Left to Right): Ballhorn, Wyatt, Howitt, Owens, Morrison, Hicks, Slessor. **BACK ROW:** Chief Smith, Wilson, Staton, Carr, O'Connor, Miller, Regian, Coggeshell, Kinnear, LTJG Stokes.





FRONT ROW: FN Surley, FN Cravan, FN Borton, BT3 Badding, FN Mosco. SECOND ROW: BTC Swan, FN Heckel, BT3 Gast, BT3 Butler, BT3 Gleason, LTJG Stokes. THIRD ROW: BT2 Maholm, BT3 Watts, FN Haupt, BT3 Lee, BT2 Galloway, FN Clark.





B

DIVISION

The earth is not moved by steam propulsion, but in the world of a ship, it is the only thing. Ultimately, all the power that STODDARD uses and brings to bear on the enemy depends on pure water heated into steam. Steam makes the engines go, powers the electrical generators, pumps the water, makes the drinking water. The job of making steam belongs to the Boiler Tenders. It's sometimes a thankless job, especially when a puff of black smoke sneaks past, or the soot from the tubes lands on deck instead of the water. But there is the compensation of knowing that the ship can survive without it's men to watch the water in the glass, clean the firesides, gently adjust the burners and forced draft blowers.

The BT's enjoy their own world apart, a world that is filled with incomprehensible terms to the uninitiated—downcomers, uptakes, periscopes, tubes, firesides and watersides. To those who don't know, it is a world in which pipes seem to run at random from one amazing place to another astounding one. But the real BT sees his plant as a whole, understands the function of each pipe and valve, and sometimes one thinks he'd like a few more, just to make it a little more complicated.



FRONT ROW (Left to Right): Ellis DC3, Morgan MR3, Hatmaker SF3, Martinez EN3, Tozzi SF2, Kimble EN2, Dillman ENFN. BACK ROW (Left to Right): Ens. Holian, Young MMC, Schneweis SF3, Buchholtz DC3, Morgan DC3, Coburn SF1, Perry ENFN, Stamper EMFN, LTJG Clarridge.

FRONT ROW (Left to Right): Kajoika EM1, Zehren EM3, Neveu ENFN, Dobbins IC3, Northcraft EM3, Purvis ICFN, Arnold EM3. BACK ROW: LTJG Clarridge, Goggins EMC, Morrow EM3, Winters EM2, Weis EMFN, Fitzpatrick EMFN, Huss IC1, Gray IC3, Ens. Holian.



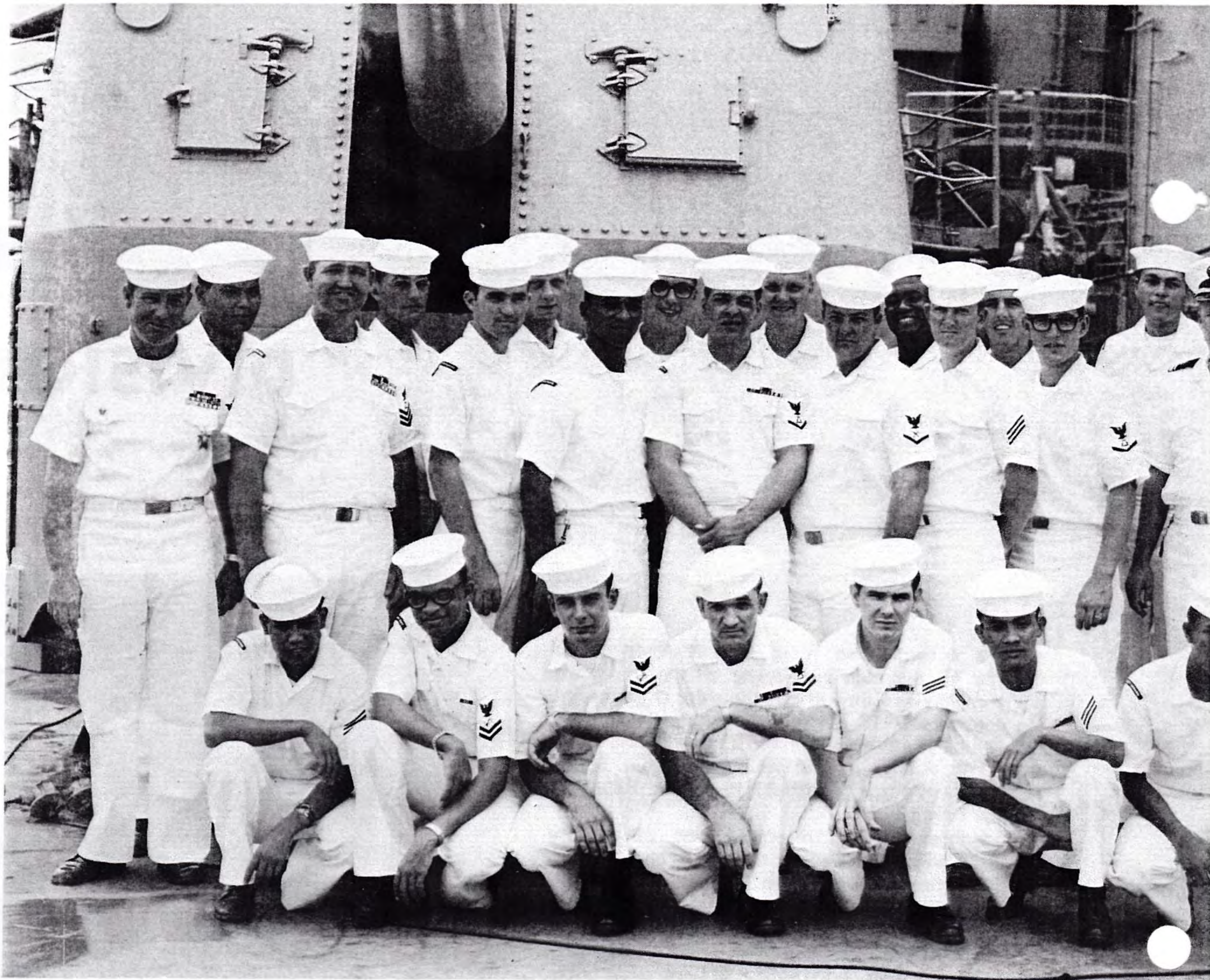
R DIVISION

Like a centralized fix-it shop R Division congregates all the men who repair all the things that could go haywire throughout the ship. If the plumbing doesn't work R Division will help. If the gyro is acting up, R Division will fix it. If the whale boat won't run, R Division will get it going again. From a hole in the hull to a light that is burnt out, R Division is ready to repair it.

The ingenuity and resourcefulness of the traditional Yankee mechanic is the special characteristic of all the men in this division. They can and will try to do the job. And if the job, no matter how large or how small, is humanly possible, they will do it. These are men that can't be stopped and won't take no for an answer. In their hands a piece of wire, some putty, and a screwdriver become more than tools and materials; they will form a plug for a leaking pipe, a secure connection for a telephone jack, even, if necessary, a jumper for a shorted wire. Their job is a large one on a ship nearing the quarter-century mark. The fact that it is still holding together better than its builders expected is due to them and to their predecessors.



SFP2 Tozzi fixed many items on the vise in the shipfitters' shop.



FRONT ROW: TN Capistrano, DK2 Edwards, DK2 Phillips, CS2 Ellis, CSSN Bennett, TN Dolopo, TN Nool, TN Dioquino.
SECOND ROW: SM2 Brown, CS1 Bryan, SK3 Glasson, SN Andrews, CS3 Trueblood, SH3 Watson, SN Morrell, CS3
Garner, LTJG Fay. THIRD ROW: SN Diaz, SH3 Jones, SK3 Bjork, SN Shattuck, SN Rauh, SH2 Batiste, SHSN Grosso,
SK3 Roth.



SUPPLY DEPARTMENT

If you have a complaint, come to Supply. Here you can complain about your food, your laundry, your gedunk, a burnt out light bulb—anything that doesn't come under the auspices of the Chaplain. And Supply listens. And Supply grins. And Supply grumbles. And Supply does something about it. It may not be just what you expected, but Supply does something about it.

Take the Storekeepers. Some say SK stands for skate, but who gets up in the middle of the night to get the parts needed? Who types out the fortieth priority walk-through of the day? And who always has an open ear (although maybe a closed purse) for your problems?

Then there are the Commissarymen. They're the ones who are sweating over a hot stove 24 hours a day to fatten everyone up for Mother.

The Ship's Serviceman is a pretty good guy too. When on the line clothes are clean even if the showers are secured, and the ship's store can almost always provide the pause that refreshes.

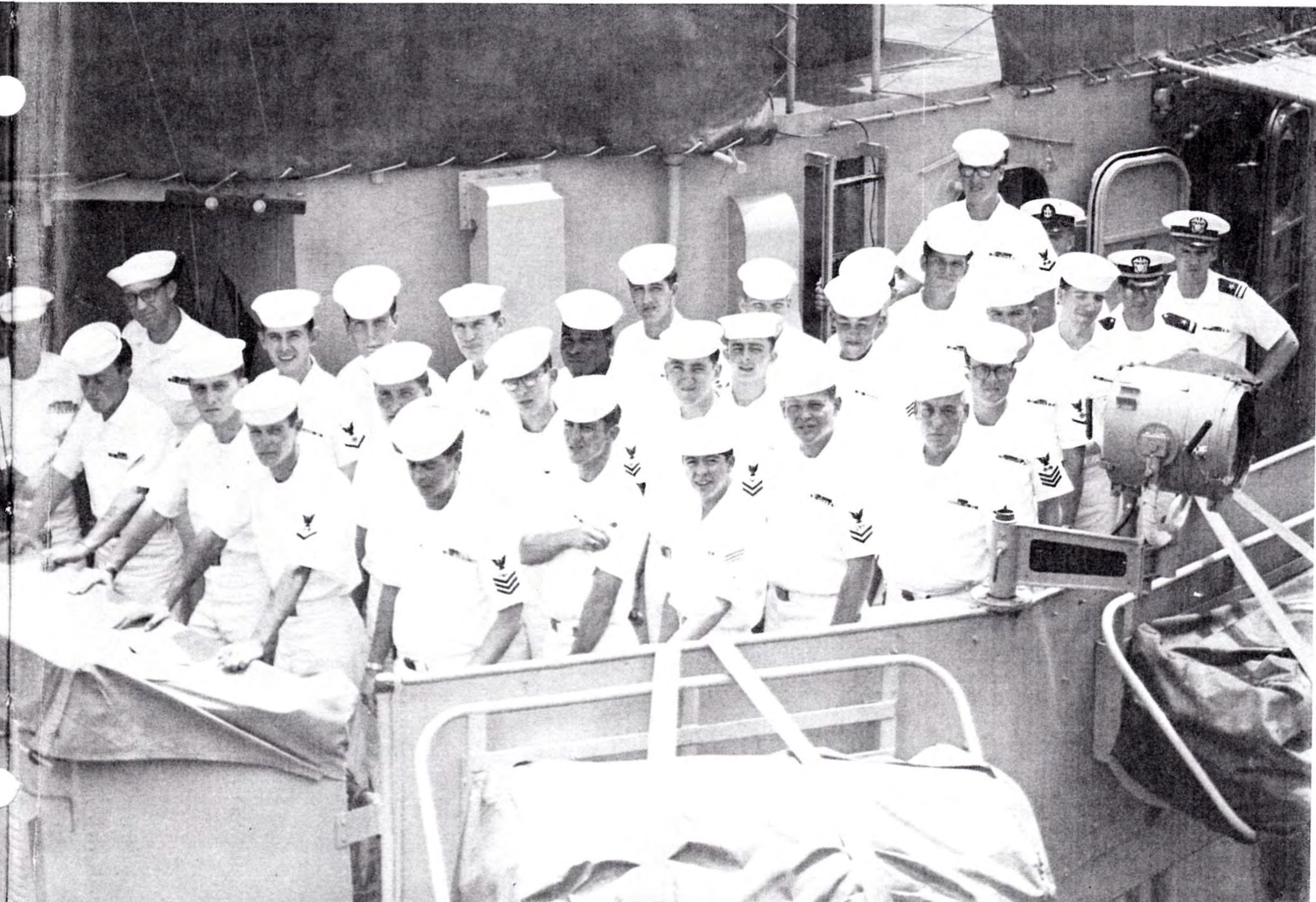
One of the most varied divisions of the ship, OC division supplies communications for the STODDARD. The Yeoman and Personnelmen who run the ship's office, the Radiomen who communicate at sea, the Signalmen who hoist the flags and flash the light, all function as the voice of the command. The smartly returned flaghoist, flawless letter, ungarbled message all mark the well-run ship. Thanks to these people, STODDARD ranks among the best.

Another part of OC Division labors mightily to get the ship where she's going and to keep her happy and healthy while underway. The Hospital Corpsmen and the Postal Clerk work hand in glove to keep the ship's morale high. The Quartermasters, star-gazers extraordinary, plot the ship along the way and keep her as close to schedule as humanly possible. Thanks to the efforts of these men, the dangers and loneliness of going to sea are reduced.

FRONT ROW: SM2 Kent, RM1 Bates, RM3 Young, SN Gonzales, PC2 Cobaugh, HM1 Jones, SM1 Emmons, QM3 Wolters, QM3 Noe, ENS Bisbee, LTJG Tufts. SECOND ROW: SN Swartz, SM3 Wheat, RM3 Guhde, YN2 Weidlich, RM2 Pyles, SN Kennard, M3 Fitzgerald, SM3 Buntjer, QMC Daily. THIRD ROW: SM3 Munson, QM2 Rhodes, SN Empie, YN3 Hull, RM2 Williams, RM3 Turo, RM2 Wright. FOURTH ROW: SM2 Brown, SM2 Williams.



**OC
DIVISION**





FRONT ROW: RD3 Mason, RD1 Lortz, ETN2 Smith, ETN2 White, RDSN Wagner, RD3 Ludwig, RDSN Osbor
SECOND ROW: ETC Reid, RDSN Fain, ETRSN Meyers, RDSN Hawkins, RD2 Hough, RD2 Graves, RD2 Presswo
ETR3 Schoenberg, RDC Burelison. THIRD ROW: ETNSN Claus, RD3 Bowns, RD3 O'Brien, RD2 Scott, RD3 Smith, RD2
Parker, ENS Niehaus, LTJG Coneway.

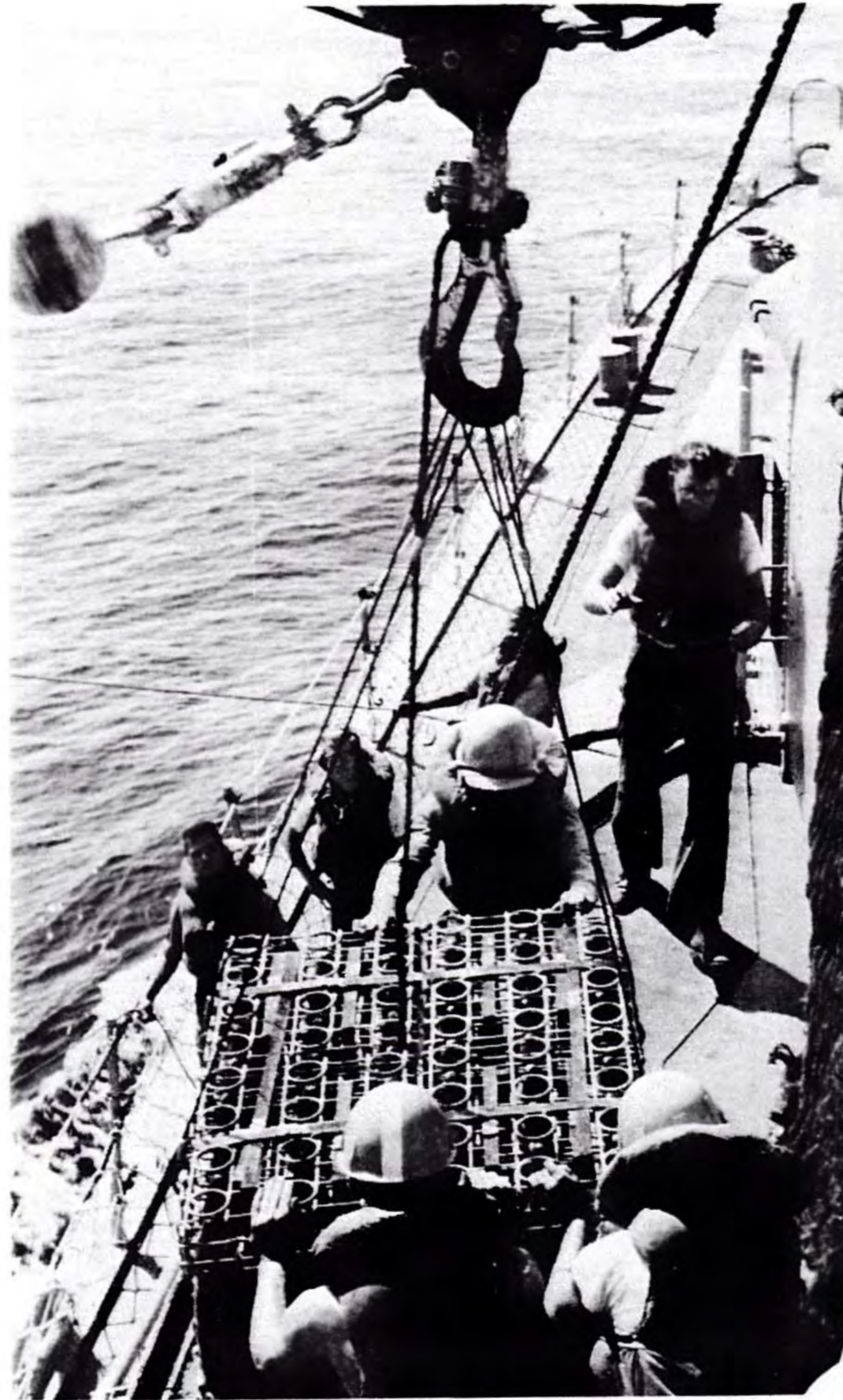
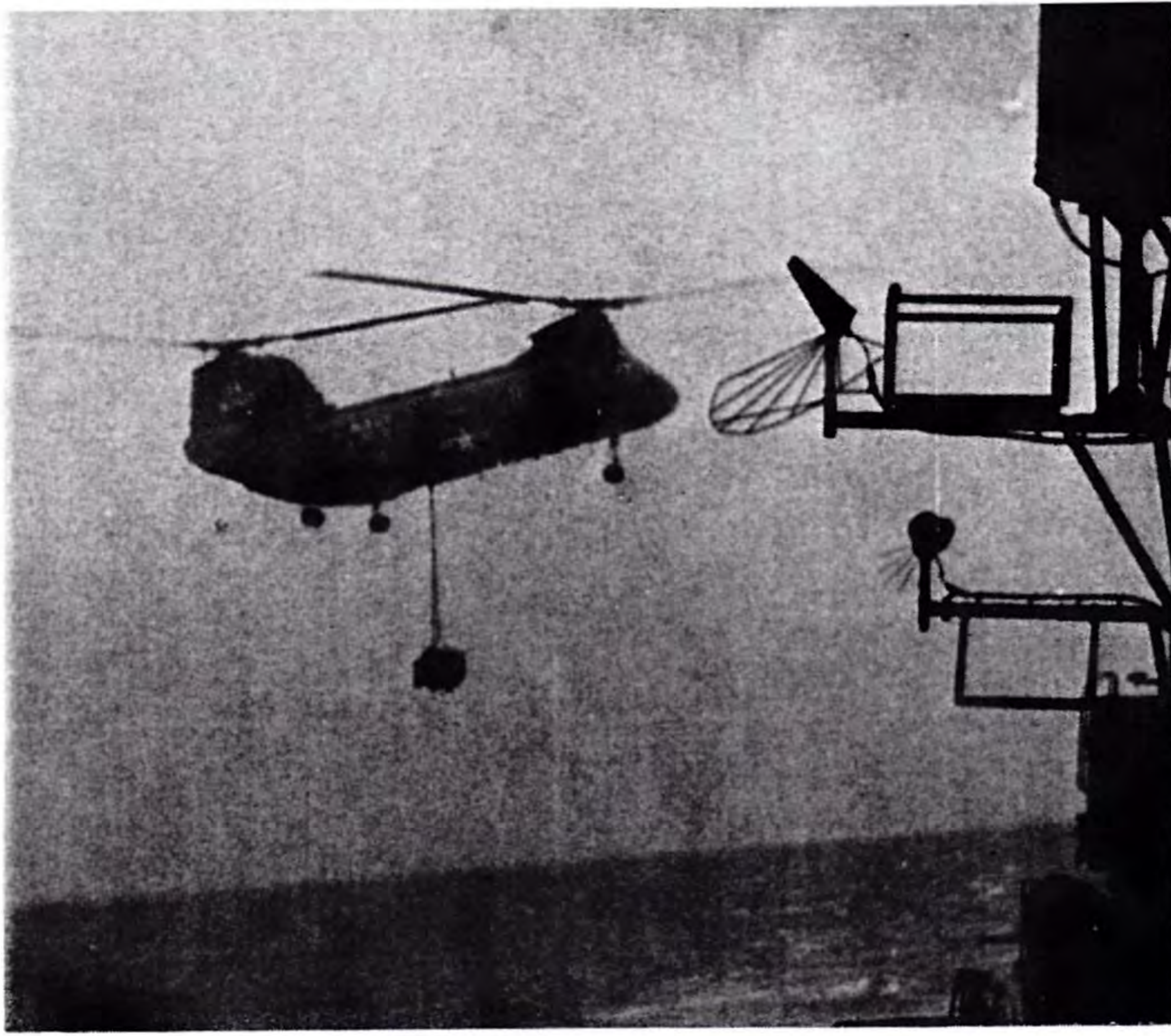


OI DIVISION

The wonderful world of CIC is the home of most of the members of OI Division. The radarmen are the operational specialists of the ship, keeping track of all the myriad details that the ship's operations require. If you want to find when the next unrep will be, what the carrier's going to do, or what movie will be shown on the mess decks, CIC will know.

The men who keep Combat in the know are the Electronics Technicians. The cry of "Call an ET" is heard often, and never goes unheeded. Working on the vital radio gear and the irreplaceable radar sets, the ET's manfully strive against the hazards the sea presents to all electronics equipment. The ET's job is a varied and highly technical one, requiring knowledge of electronic theory, equipment idiosyncracies, and, sometimes, how to hold it together with a flashlight battery and bent chicken wire.





EVOLUTIONS

EVOLUTIONS

EVOLUTIONS

EVOLUTIONS

EVOLUTIONS

EVOLUTIONS

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EVOLUTIONS



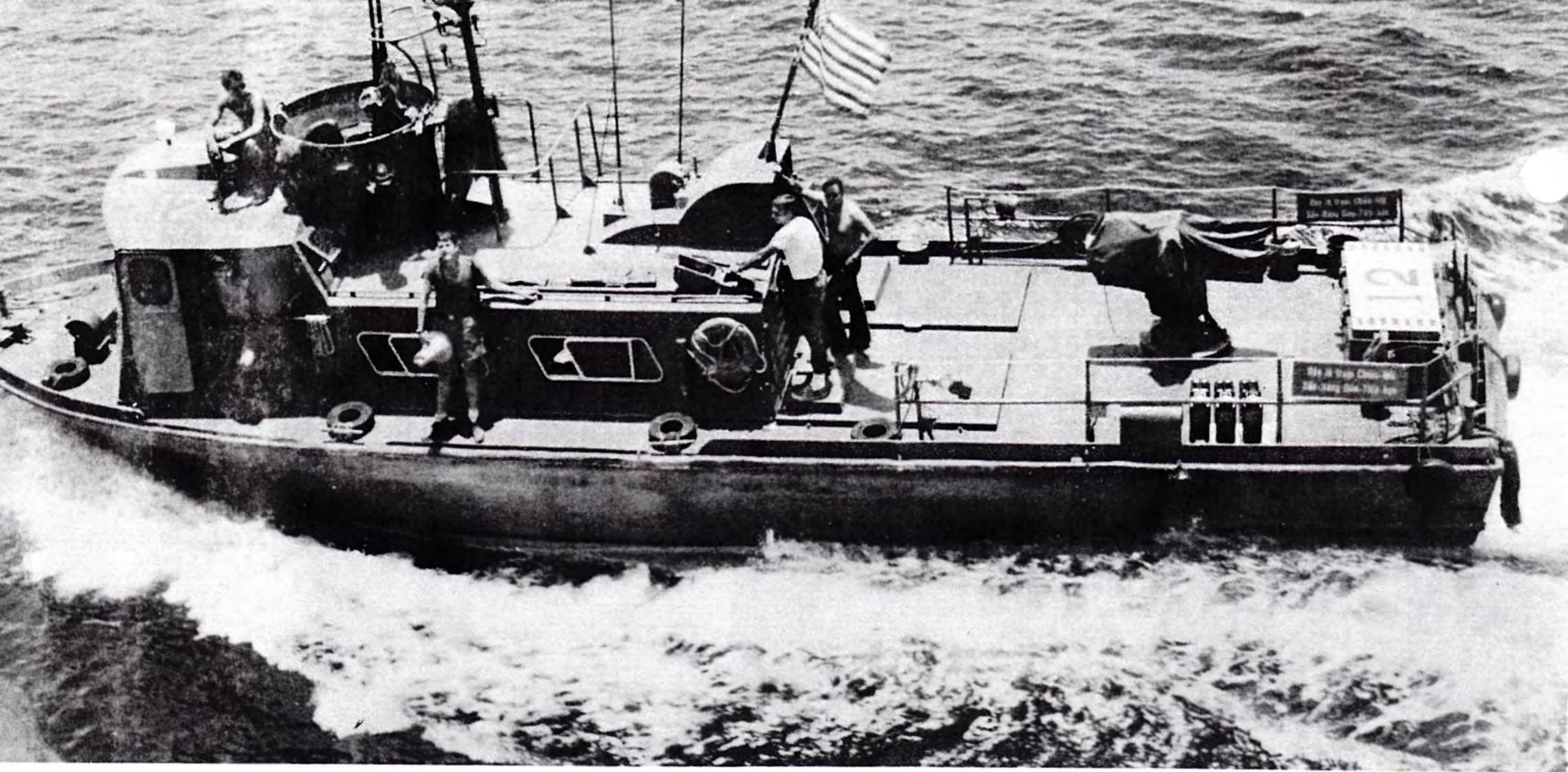


TRANSIT



OPPOSITE PAGE—TOP: As the days grew warmer, cooling off called for drastic measures—like this fire hose. BOTTOM: Midway Island offered pines and goonies, and little else. THIS PAGE: The scenery almost never varied in the transit.

The transit to WestPac seemed to go on forever. For those who had never been to sea before the limitless vastness of the Pacific was an experience they will not soon forget. Steaming with the USS R.K. TURNER and the USS INGERSOLL, we plowed along for almost three weeks, stopping at Pearl Harbor, Midway, and Guam, until we finally reached Subic Bay—the gateway to the Western Pacific.

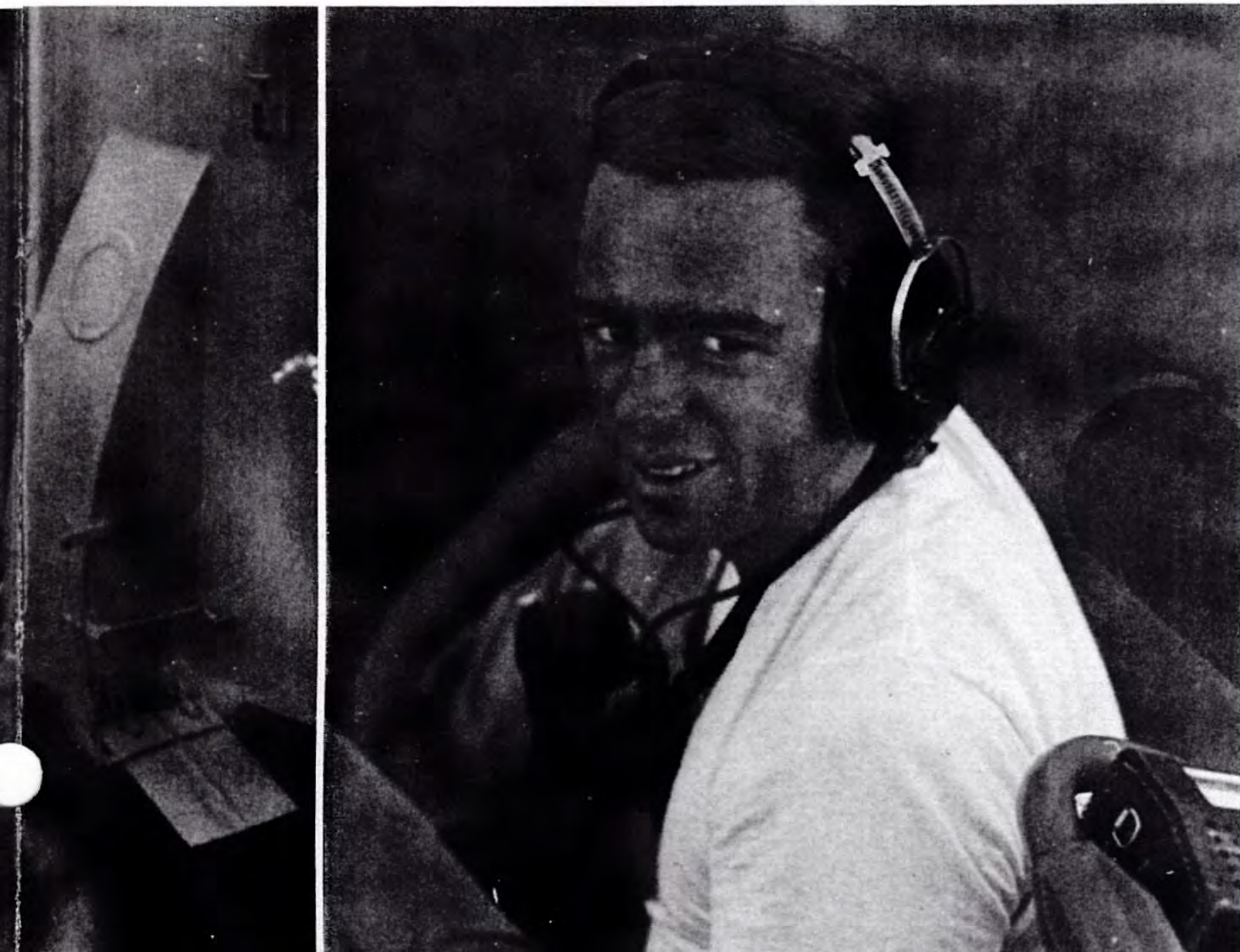


THIS PAGE—TOP: The Swift boat was a familiar sight; this one came for ice. BOTTOM: Empty brass, often much more than this, piled up on our decks. OPPOSITE PAGE—TOP: Operations were impromptu and called for rapid planning. BOTTOM: LTJG Stokes adapted to his six hour watches in the sun.



THE GUN LINE

After an upkeep period in Subic Bay, we plunged into the war. Heading to the gun line, we practiced shore bombardment in the Philippines, then headed for "Eye" Corps, where the Marines were fighting hard. For three long weeks we stood port and starboard watches—six hours on and six hours off. Our reward was our knowledge of a job well done—compliments from our spotters and satisfying gun damage assessments.



We shot our bullets and competed with each other. Mount 53, with SN RAUH and SN BEARSHIELD loading, threatened to walk away with the honors for fast loading and faster shooting. They were matched by the end of the period by Mount 51, which "sounded like...a 40 mm mounted on our bow instead of a 5"/38". SN DANICICH and SN DIAZ, working as first and second loaders, pumped out a round every three and a half to four seconds.

Our operations needed lots of ammunition. Here several handlers work to clear bullets from the forward station.





When we left I Corps, the Captain wrote in the Plan of the Day, "Our Marine spotter...was reluctant to part with STODDARD...He called us a 'straight-shooting and hard-hitting ship.' Rounds always on target for most damage." The teamwork among CIC, Plot, Bridge, and gun mounts made the ship one that was used heavily and well.

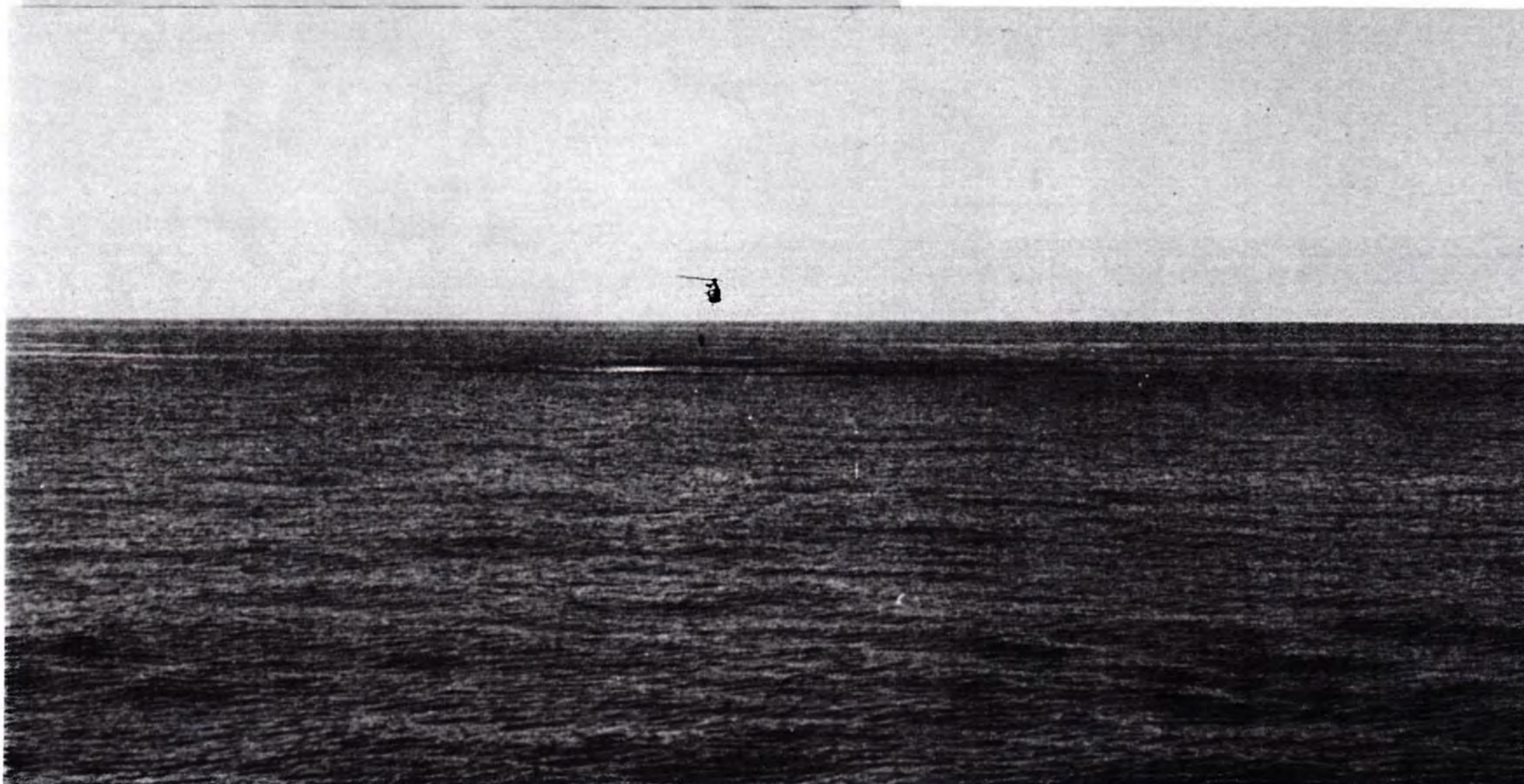


OPPOSITE PAGE—TOP: A gun sight frames SM2 Brown. BOTTOM: Mt 52 booms out another round toward the beach. THIS PAGE RIGHT: Captain Conolly expresses the concern felt by all CO's while alongside. BELOW RIGHT: A Boston Whaler takes guests from the beach back to shore. BELOW LEFT: YN2 Weidlich talked on the bridge phones through sun and monsoon.





THIS PAGE—ABOVE: Like Many others, LTJG Coneway grabbed his sleep when he could. BELOW: A helo picks up a man fallen overboard from USS INTREPID. OPPOSITE PAGE: The daily helo brought passengers and mail, not to mention chaplains and urgently needed spare parts.





YANKEE STATION

Yankee Station is a different world—a different way of doing things—a different war. The Navy operates three attack carriers and one support carrier on station at all times. With escorts and supply ships, they make up the mightiest fleet in existence.

Yankee Station is like living at the end of the runway of one of the world's busiest airports. The jets scream in day and night, the radio is never quiet, and there is scarcely time to draw breath before the next evolution.

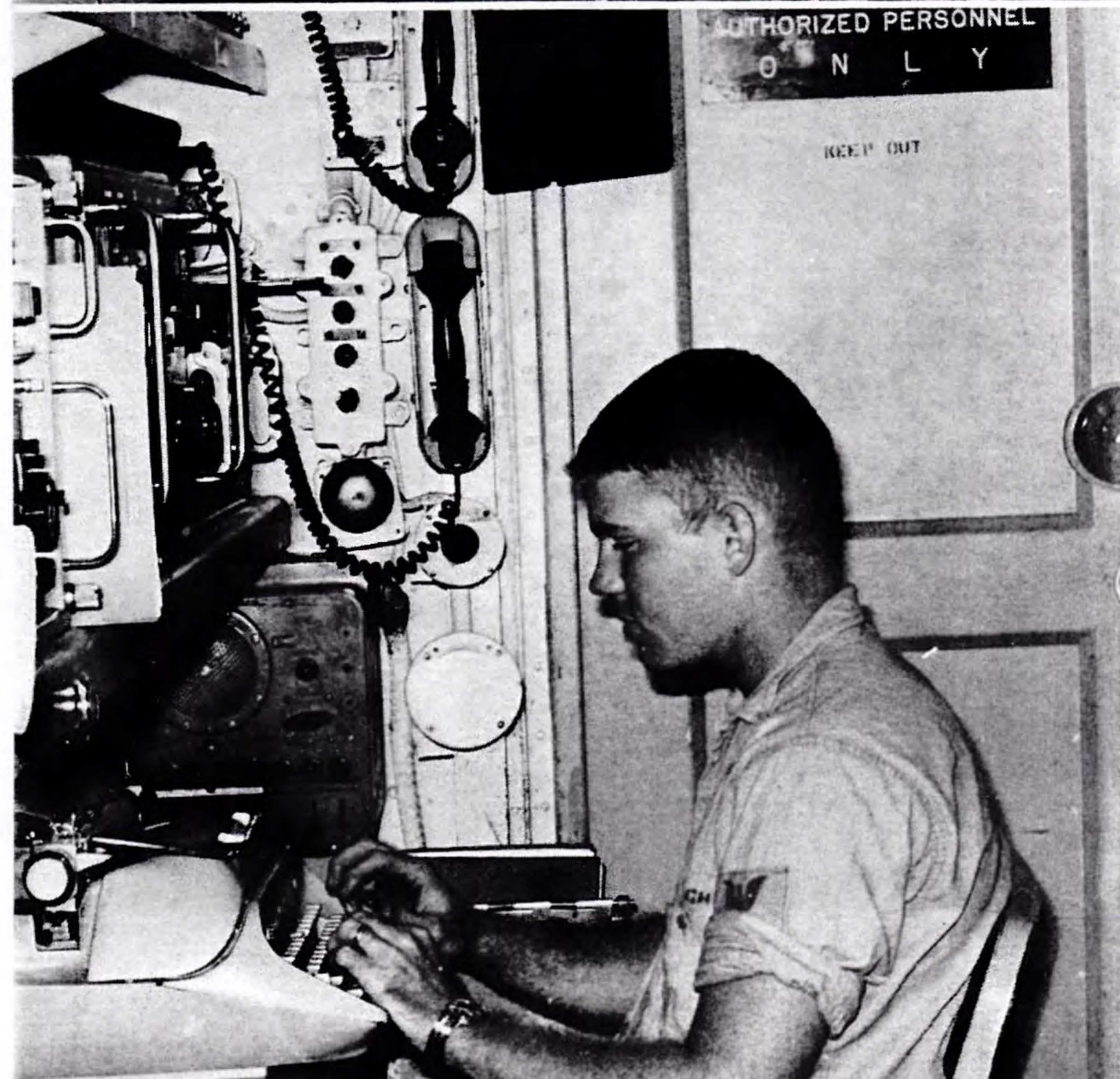
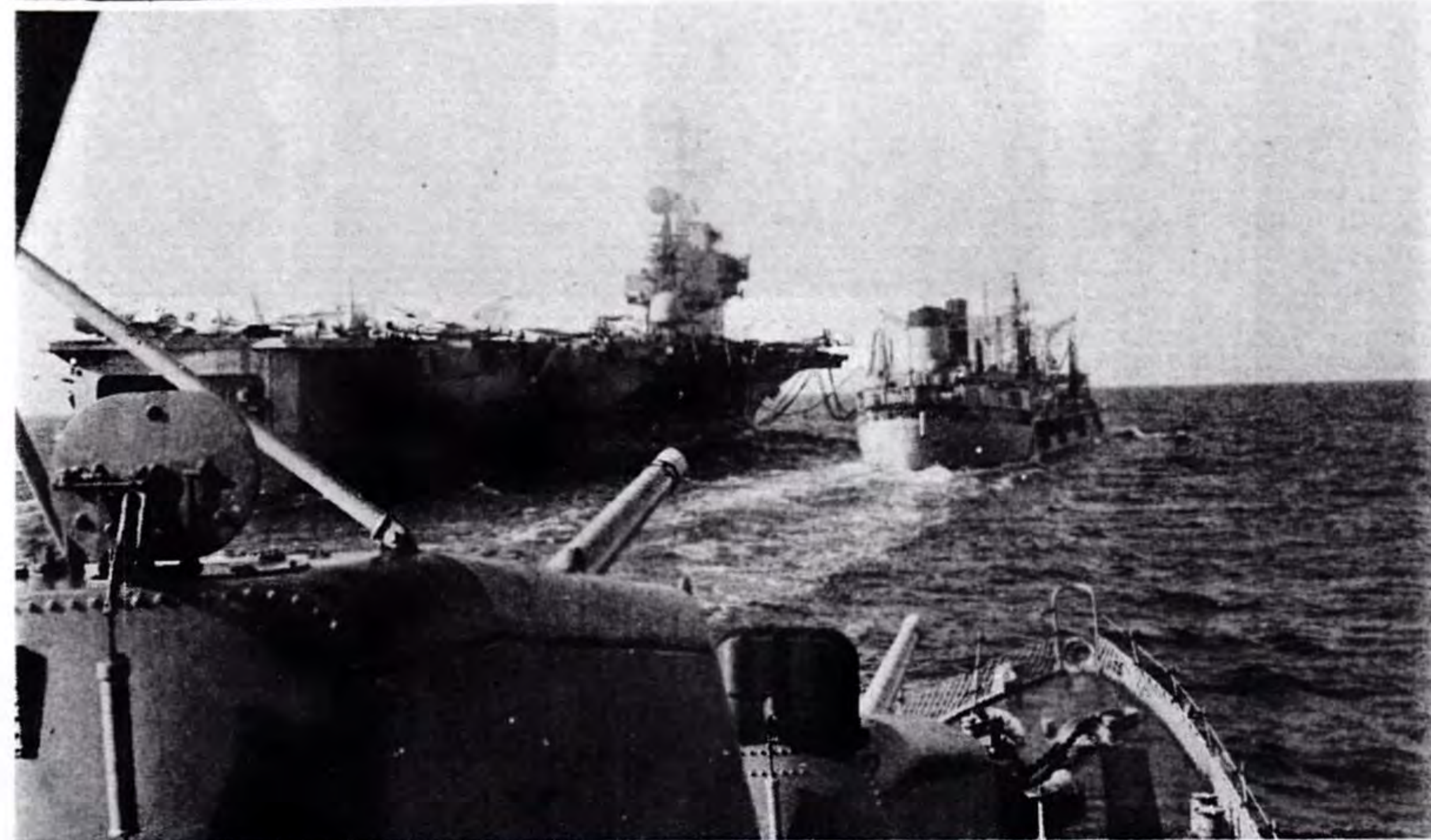


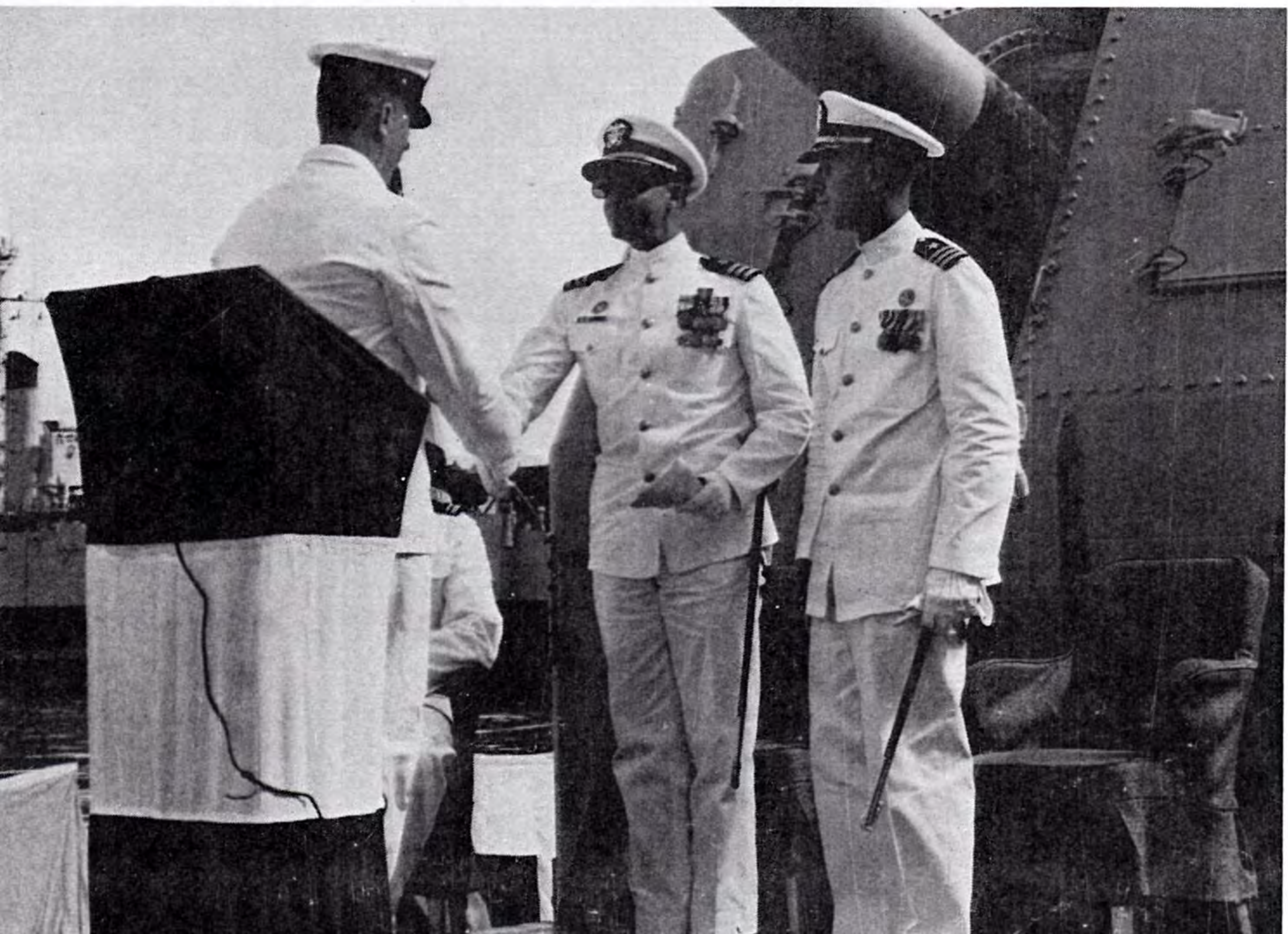
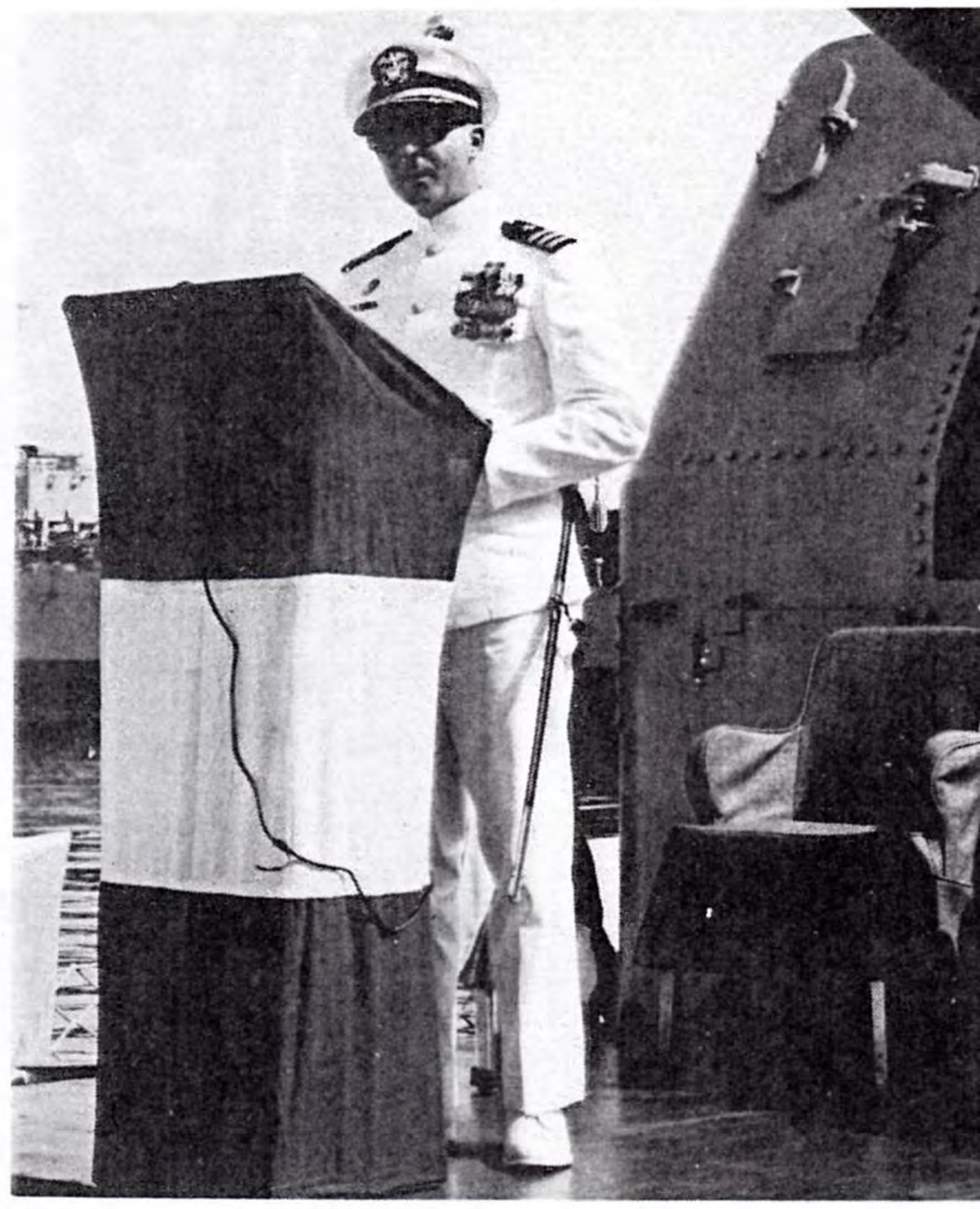
There is a pattern to Yankee Station; before long a ship falls into it easily and naturally. The Condition III watches and the plane-guard details and the refuelings come in sequence—predictable and expectable. Even the crises are routine after a while, and the men on watch on the bridge and in CIC are no longer surprised when a carrier turns right after she said she would turn left.



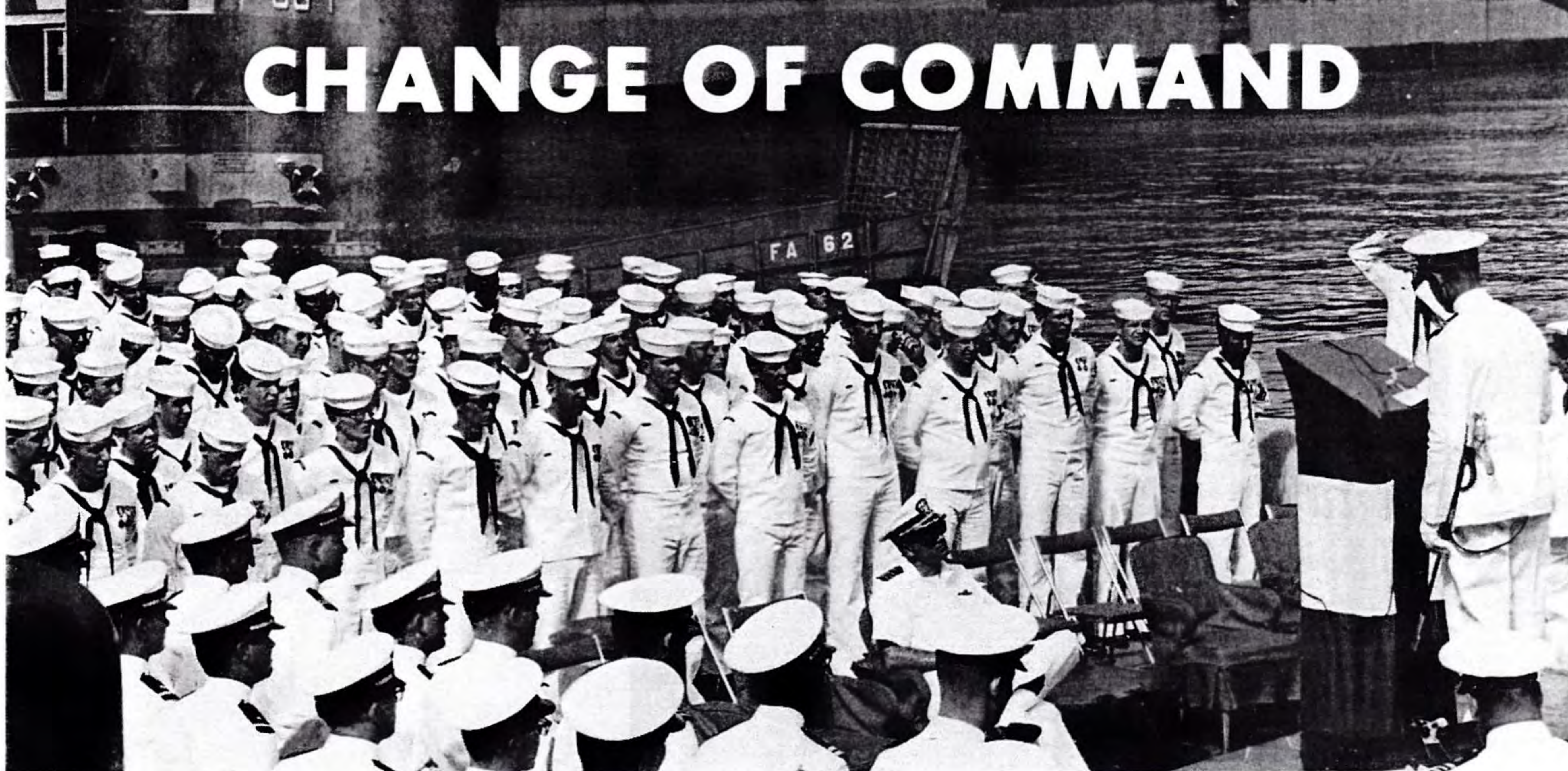


While we plane-guarded, the normal shipboard work went on. OPPOSITE PAGE—TOP RIGHT: FTG3 Shepherd and FTGSN Woodward work on fire-control equipment. TOP LEFT: Testing fire-fighting equipment resulted in this scene on the fantail. CENTER: EM3 Zehren watches the main switchboard. BOTTOM: RD2 Graves frequently checked the radar for other ships. THIS PAGE—TOP RD2 Parker works a maneuvering problem. CENTER: We refueled many times, as in this familiar scene. BOTTOM: RM2 Wright types out one of the many messages handled each day.





CHANGE OF COMMAND



The change of command is one of the Navy's most significant ceremonies—an all hands evolution that marks the transition from one Commanding Officer to another. CDR James E. LACY relieved CDR R.C. CONOLLY II in Sasebo, Japan, in a ceremony marked by all the spit and polish we could muster. We were sad to see Captain CONOLLY go—he had led us well. But Captain LACY won us that same day when he said, "I'm glad to be back."

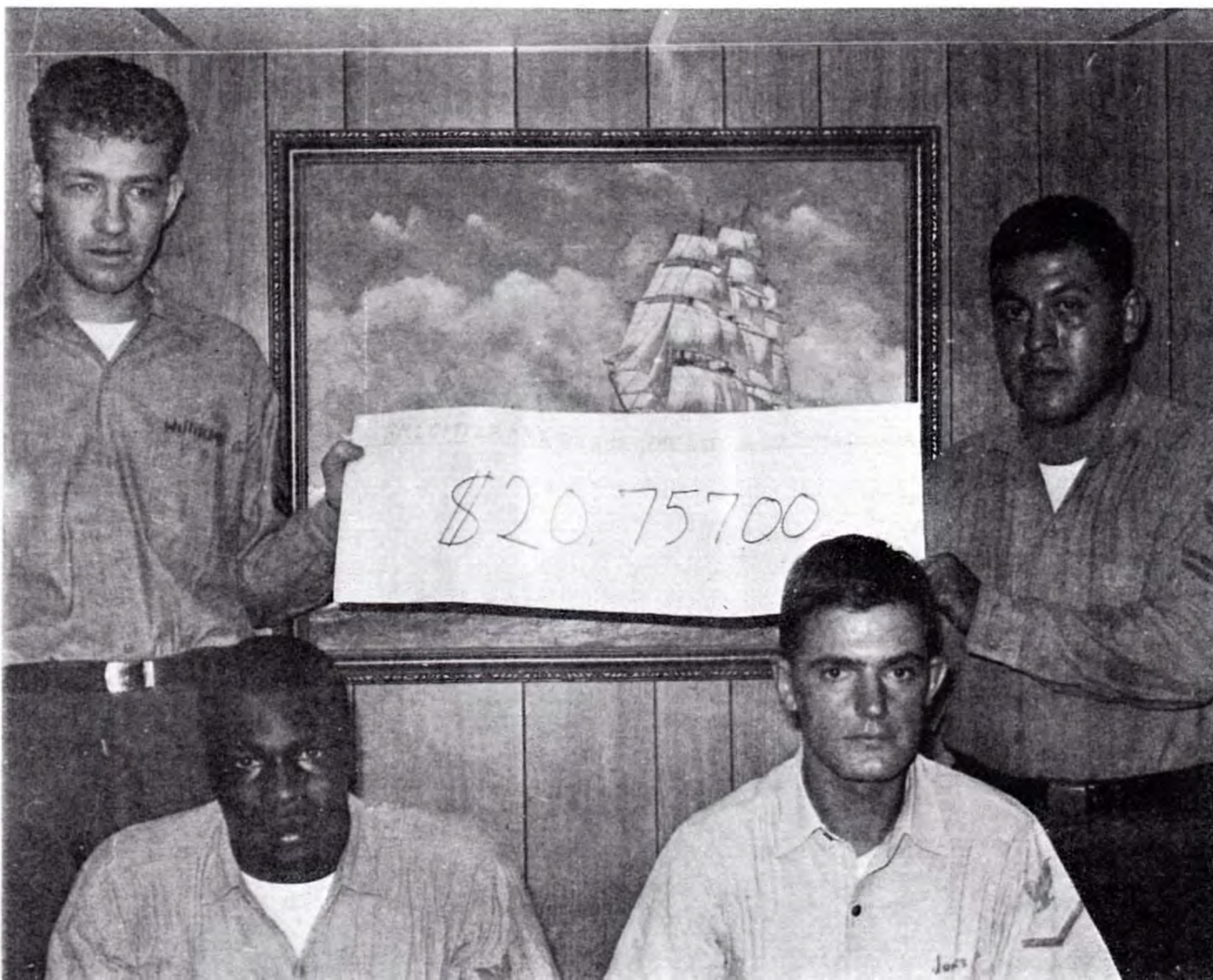
OPPOSITE PAGE—TOP RIGHT: CDR Conolly addresses the crew for the last time. TOP LEFT: CDR Lacy reads his orders. BOTTOM SPCM Allen presented the traditional commissioning pennant to the outgoing skipper. THIS PAGE: A handshake finished off the relieving process.





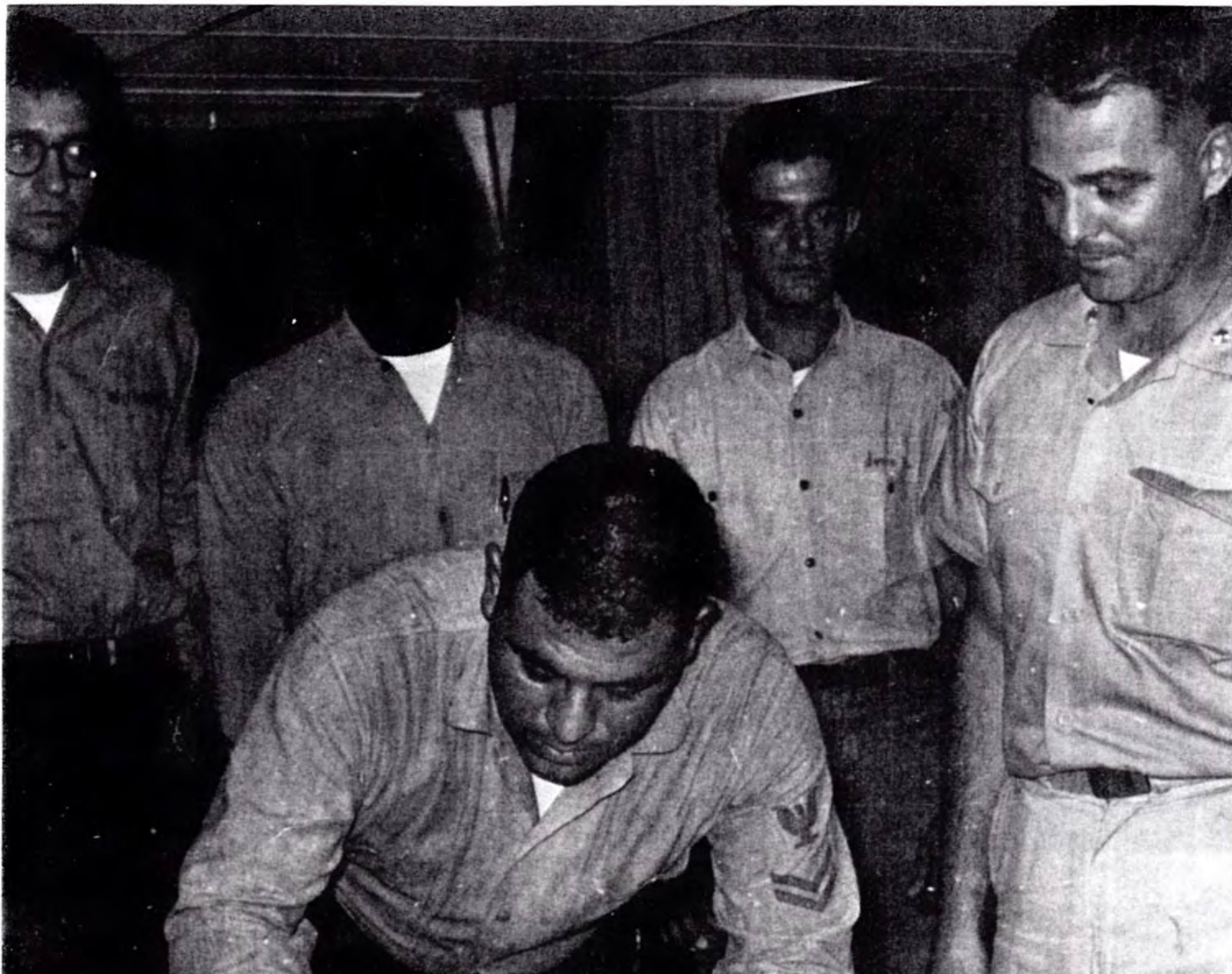
THIS PAGE—TOP: MM2 Miller is sworn in by Captain Conolly. BOTTOM: RM2 Williams, BM2 Ortiz, SEP3 Watson, and SH3 Jones jointly received \$20,757. OPPOSITE PAGE—TOP: Admiring the money representing their collective bonuses are, from left to right: BM1 Thomas, BM2 Ortiz, RD2 Parker, PC2 Cobaugh, RM2 Williams, MM2 Miller, RM2 Wright, SEP3 Watson, and SH3 Jones. BELOW: BM2 Ortiz signs the necessary papers while his fellow re-enlistees observe.

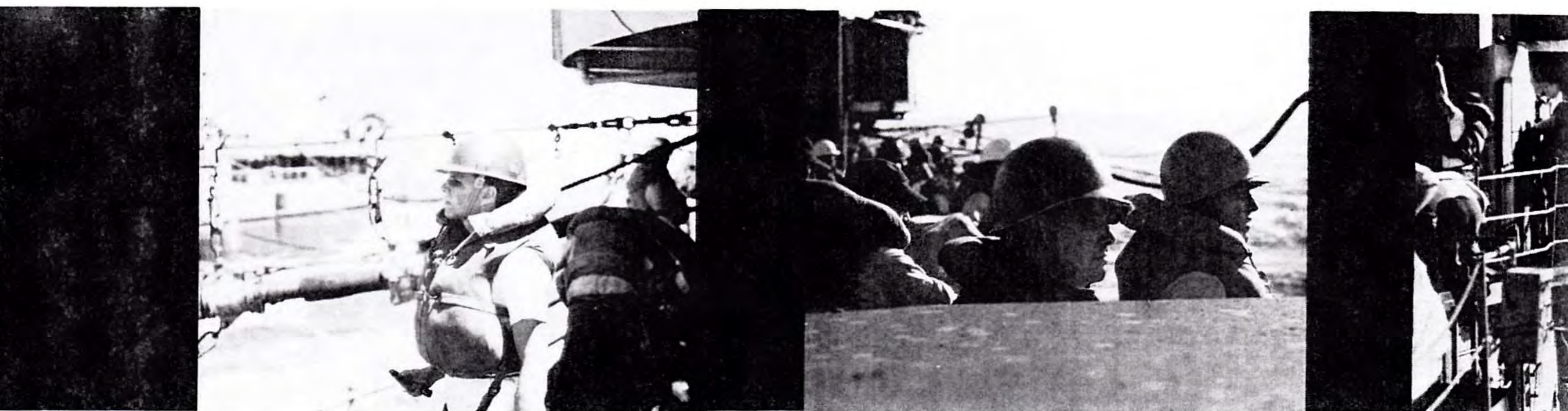
“Shipping over” gets its name from the merchant practice of signing on the crew for the return voyage at the end of each cruise. The Navy has kept the term but not the custom. Each of the men pictured here shipped over in the combat zone, thereby taking their bonuses in tax-free dollars.



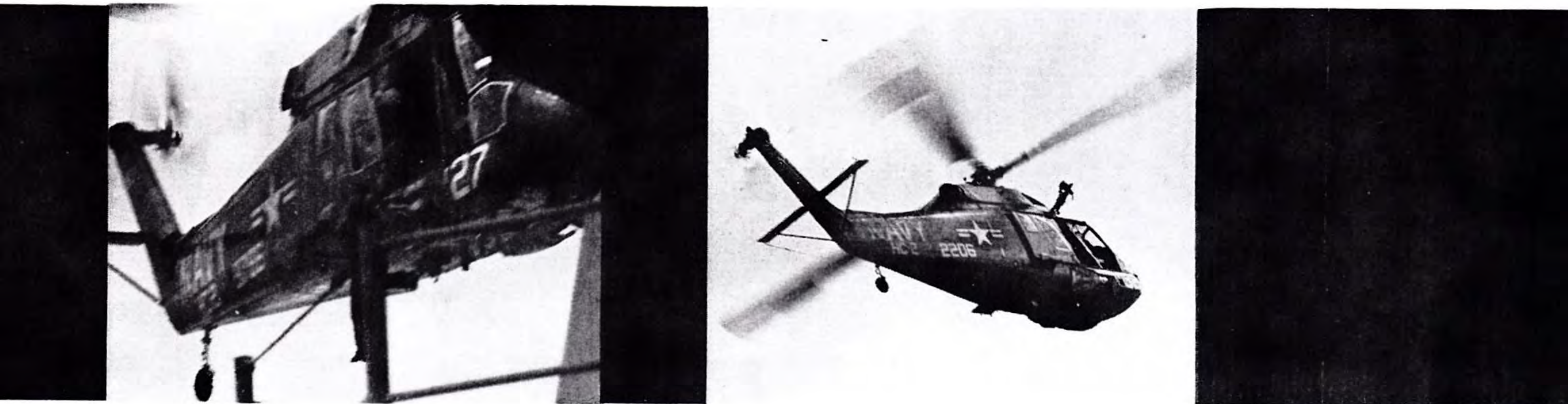
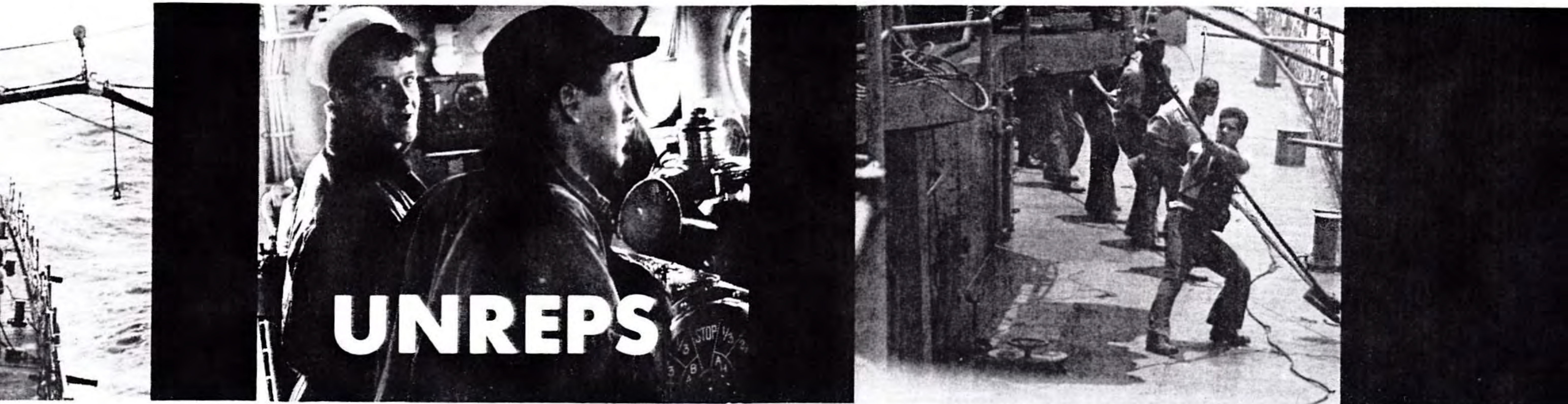
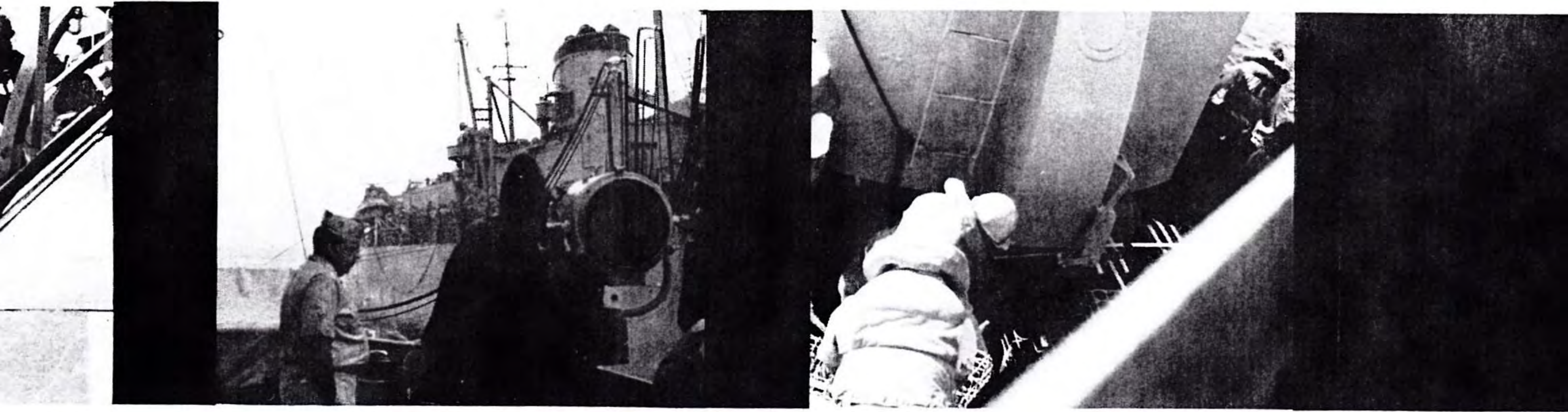


RE-ENLISTMENTS



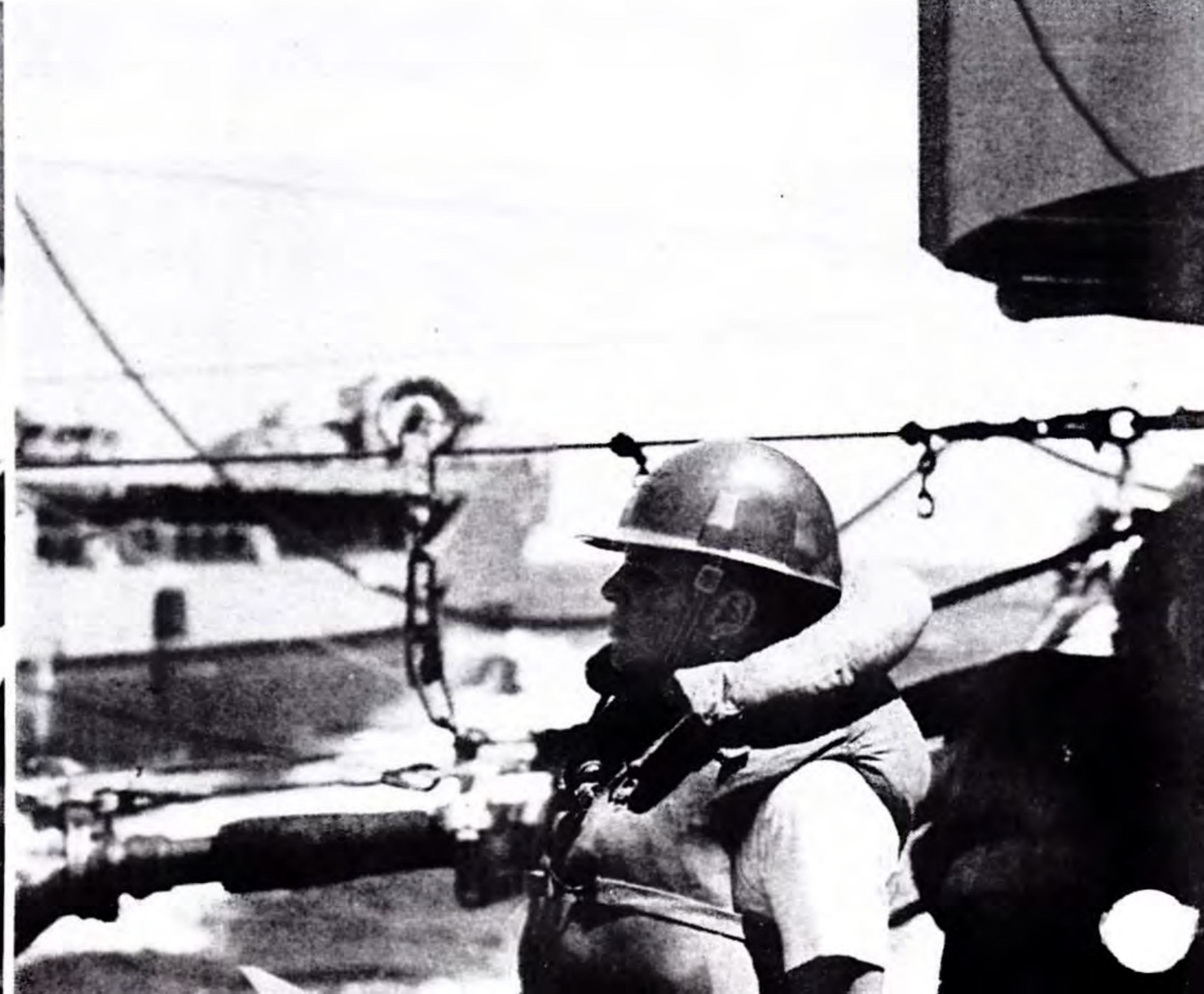
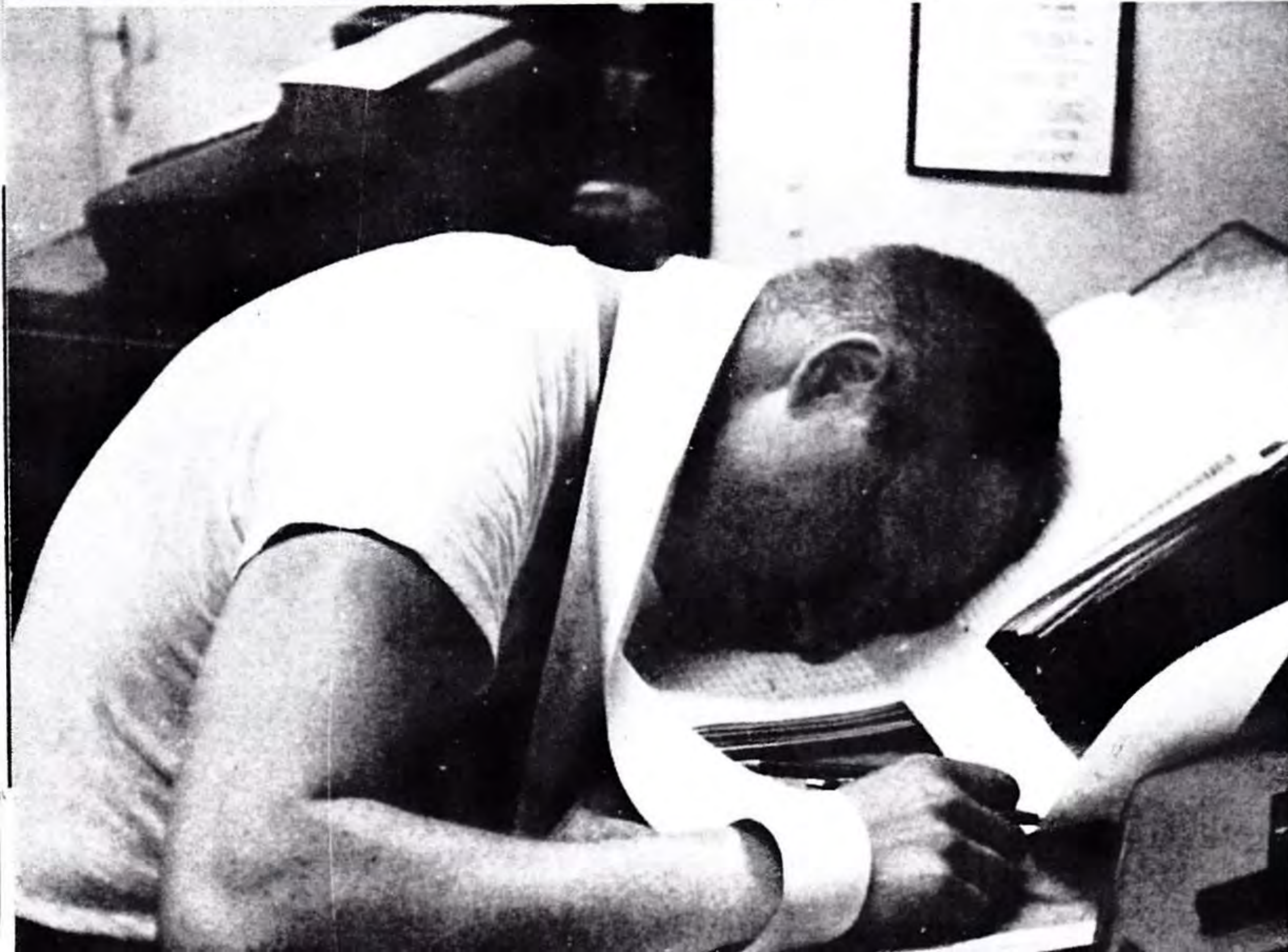


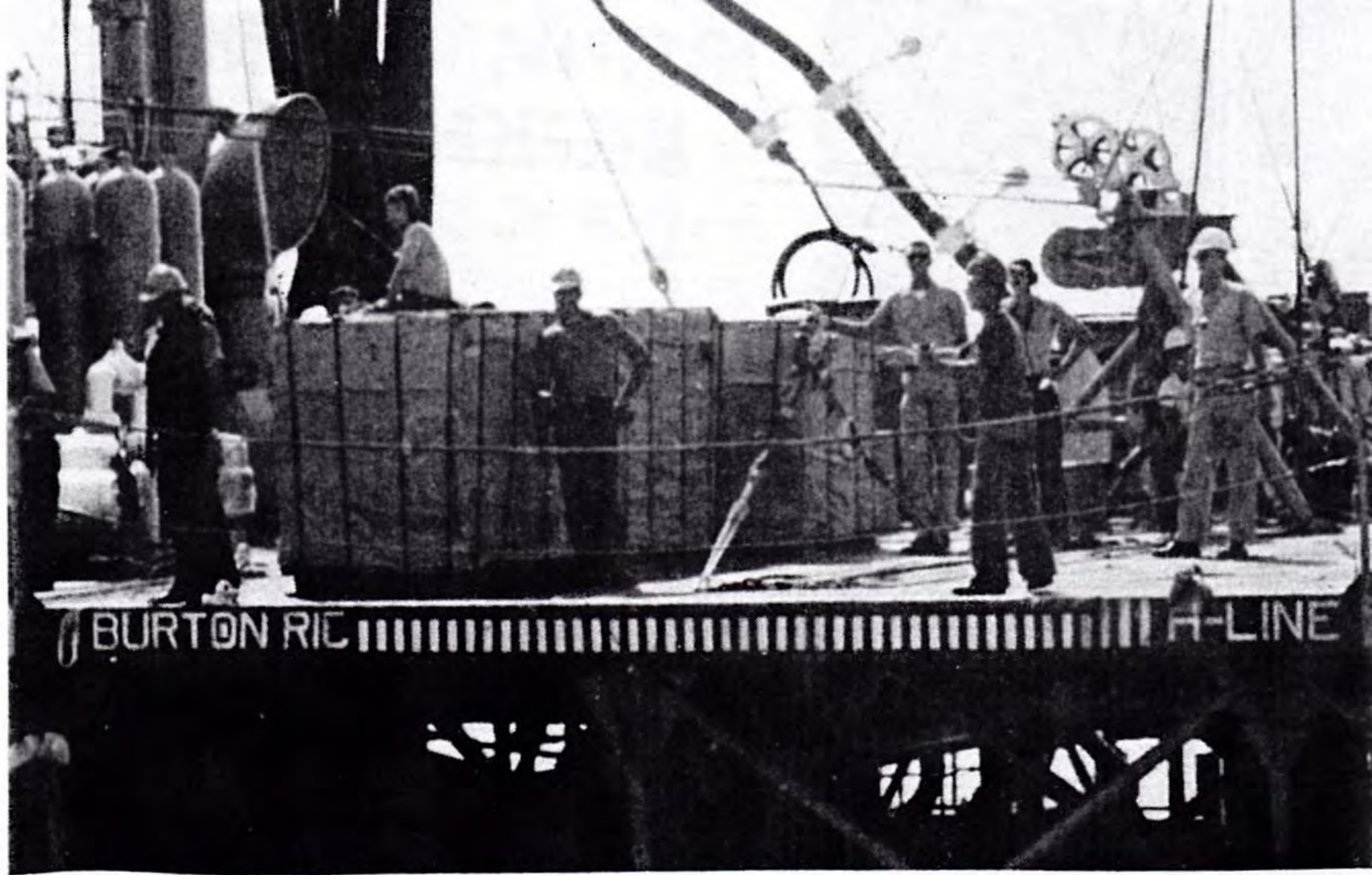
NSFO makes the Navy go—the ships on the gun line and on Yankee Station would have been lost without the AO's and the AOE's, plus the stores and bullets from the AF's, AKS's, and AE's. These unglamorous ships—slow, most of them, and many of them ugly— form one of the hardest working parts of the fleet. Whatever is needed, the ships of the Service Force are ready to give it.



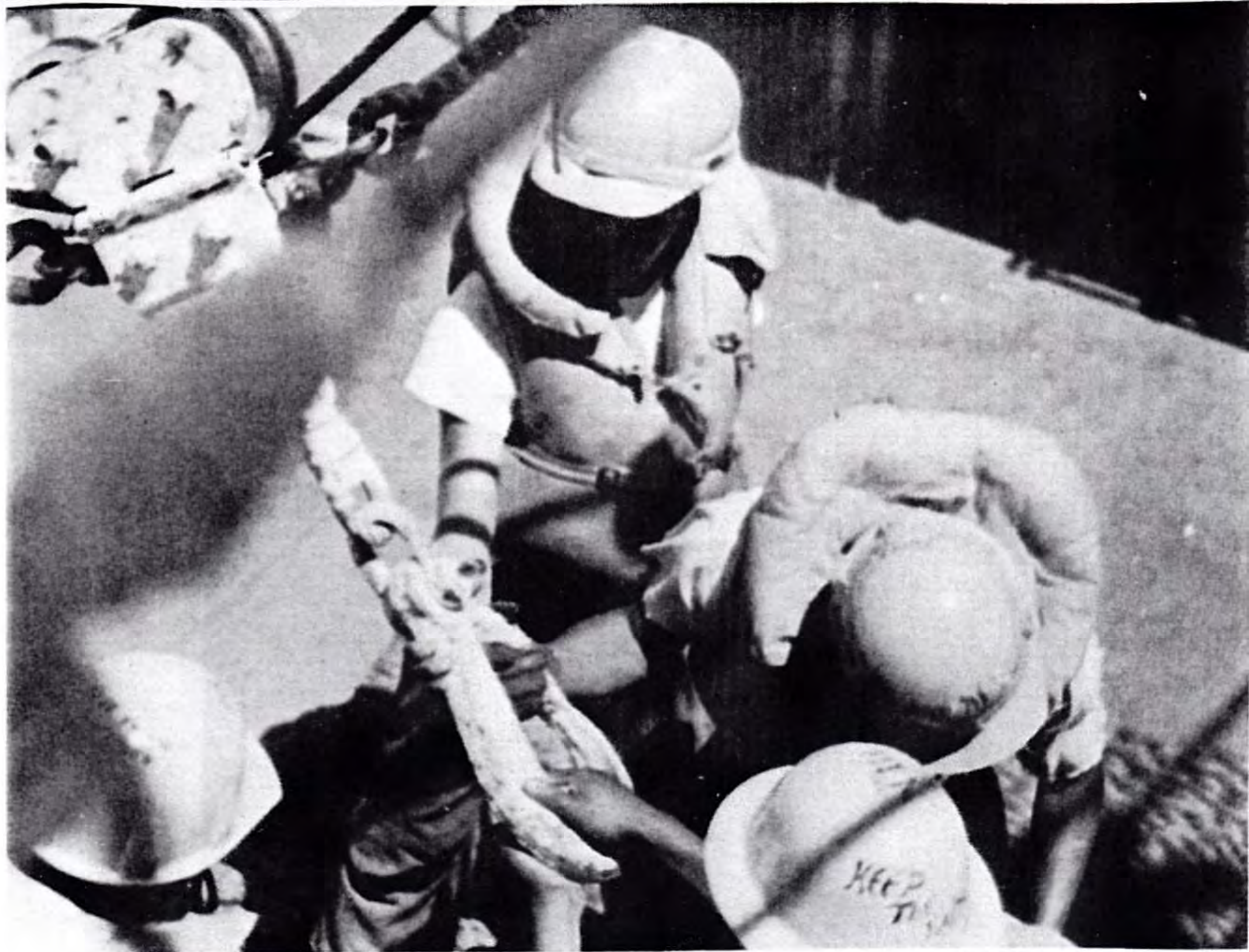


TOP RIGHT: The kingpost riggers drew a dangerous job; each rig threatened injury. TOP LEFT: An oiler gets a taste of the "greenie" medicine. LEFT: BMC Urquhart surveys the results of an oil spill. BOTTOM LEFT: SN Rauh finally got to sleep after one unrep. BOTTOM RIGHT: SN Macaulay performed the vital function of signalling for the after refueling station.





TOP: The decks of a typical oiler looked something like this. CENTER: Holding the hook on deck is a necessity at the amidships station. BOTTOM: SN Howe (left) and SN Miller performed the dirty job of rigging the hose in the trunk at the after station.





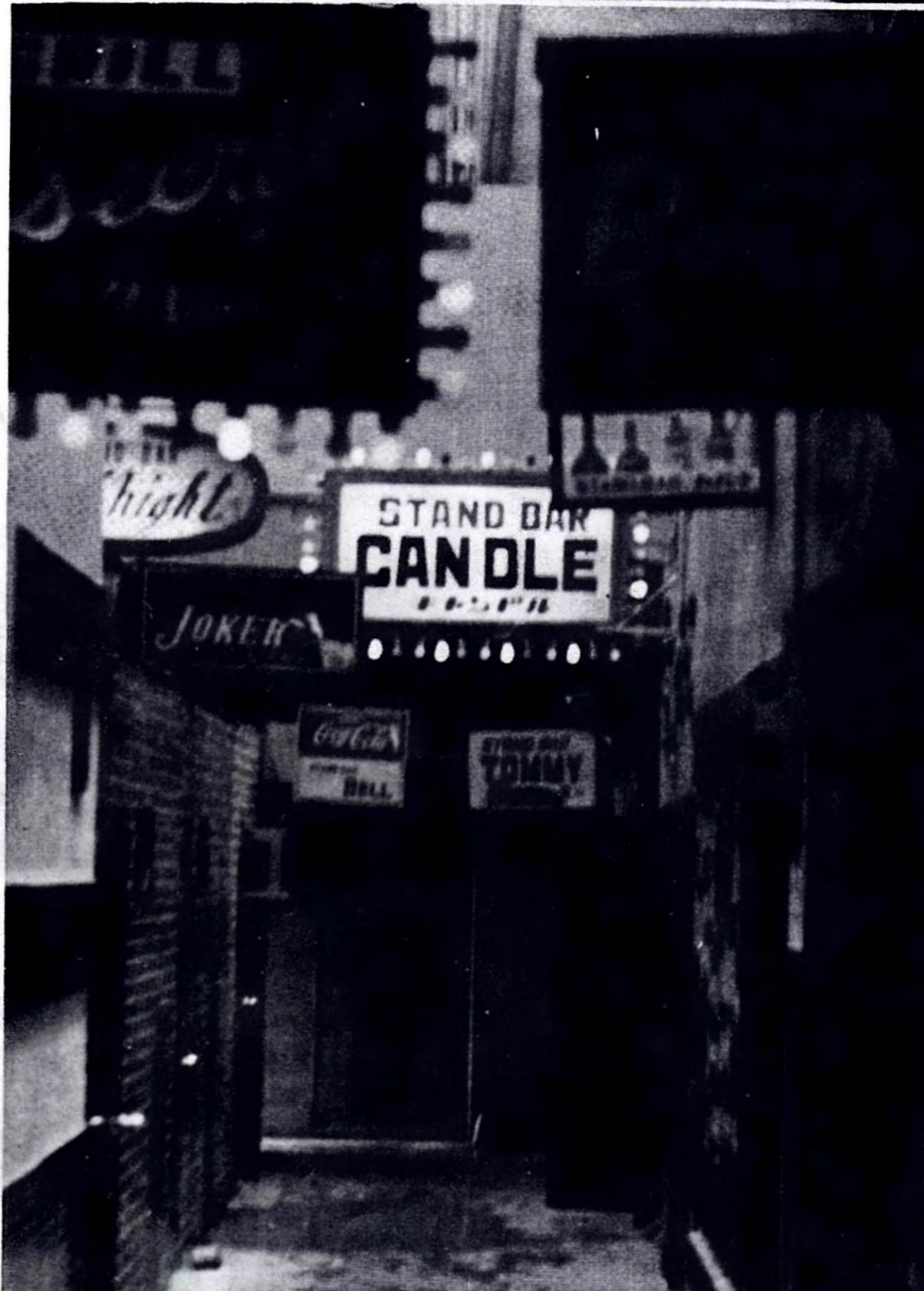
WestPac is operating, but it's ports, too. The Orient is still mysterious, and the names roll deliciously off the tongue. Hong Kong. Sasebo. Kaohsiung. Subic Bay. We worked like men possessed to repair the damage weeks of salt water, sun, and warm moist air can do; but we did not forget the pleasure that the ports bring. Sasebo was excellent. We rated the liberty in Hong Kong "4.0". And there was always the faithful standby, Subic Bay.



...haying to in this ...
...of all ...
...found ...
...Without ...
...thousand ...



OPPOSITE PAGE—TOP LEFT: The Public Works Center handled many calls home for all hands. TOP RIGHT: AFDM 5, a floating drydock, was ready to receive us. THIS PAGE—TOP: Hurrying past a Sasebo shop, our crew saw many pretty salesgirls like this one. BOTTOM: The stand bars of "Sake Town" became a familiar sight to many while in Sasebo.



Within the limited time available, each of us enjoyed the opportunities our ports of call presented. In Hawaii, Japan, Hong Kong, and Taiwan we toured as best we could. In all the cities and countries we met the people. Without exception they were kind and friendly, making our job as ambassadors in uniform easy and very pleasant.

OPPOSITE PAGE-TOP LEFT: The "Lark" which
Great handled many calls for all ports. TOP
RIGHT: RADM S. A. Fleming, USN, in uniform
with us. THIS PAGE-TOP: Fleming, USN, in
uniform, on the ship, our own ship, the "Lark".
THIS PAGE-BOTTOM: The "Lark" in the
"Lark" in the "Lark" in the "Lark" in the "Lark".





OPPOSITE PAGE: LT Toland rests during a duty day in port. THIS PAGE—TOP: A street scene in Kaohsiung gives a hint of the Orient. BOTTOM: Diamond Head was a favorite stop for touring crewmembers.



WE CAME

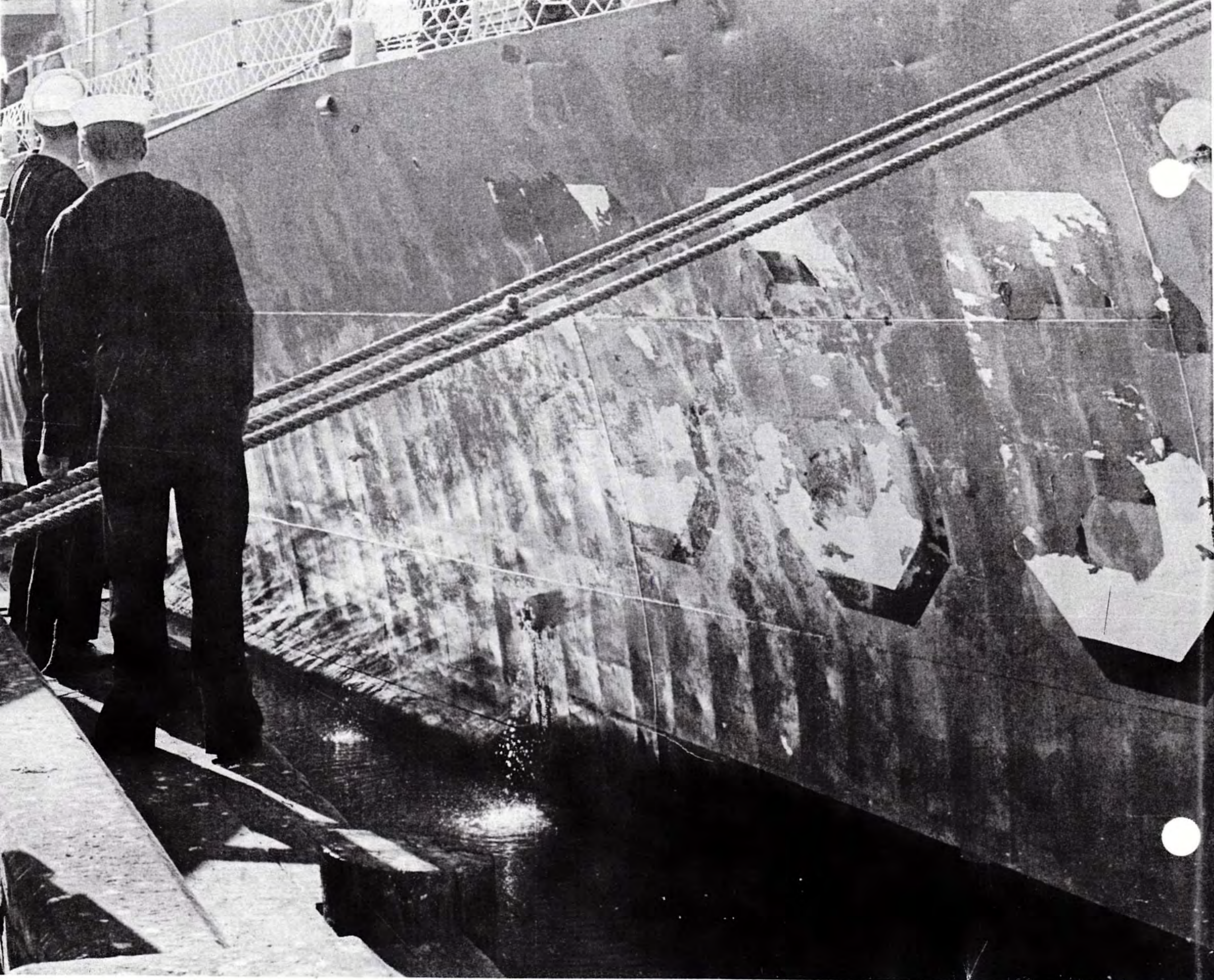


HOME









A little tired and a little scarred, we made it home; STODDARD has put another cruise under her belt. After we repair her and paint her and make her look like the grand old greyhound she really is, she'll be ready to go again.

INCLUDING PHILIPPINES AND INDONESIA

SOUNDINGS IN FATHOMS

HEIGHTS IN FEET

For Symbols and Abbreviations, see Chart No. 1

MERCATOR PROJECTION

Scale 1:7,304,330 at Equator

Magnetic variation curves are for 1965

Figures in parentheses indicate the annual change

