

U.S.  
S.S.

# Stoddard's

WEST

PAC



66-67

CRUISE



GRAND  
MARET

WALAMAH  
KELUARGA



USS STODDARD  
(DD-566)  
WESTPAC  
1966-67



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# SHIP'S HISTORY

The USS STODDARD was built by Todd Shipyard, Inc., in Tacoma, Washington, where she was launched on November 19, 1943. STODDARD displaces 2100 tons, (about 3,000 tons fully loaded), is 37 1/2 feet long and has a maximum beam of 39 1/2 feet. Her armament includes four 5" guns, six 3" guns, six torpedoes, and various anti-submarine weapons; her four boilers power two steam turbines with 60,000 shaft horsepower.

STODDARD is named for Seaman James STODDARD who was awarded the Congressional Medal of Honor for bravery while serving aboard the USS MARNORA during the Civil War.

STODDARD was commissioned in April, 1944, and joined the naval forces operating against the Japanese in the Okinawa Campaign. In wartime action she has earned the American Campaign, the Asiatic-Pacific Campaign, the World War II Victory, the Navy Occupation Service, the China Service, the National Defense Service, the United Nations Service and the Vietnam Service medals.

In recent years, from her homeport in San Diego, STODDARD has made annual cruises to the Western Pacific. Among her ports of call have been Pearl Harbor, Yokosuka, Sasebo, Beppu, Okinawa, Kaohsiung, Taiwan, Subic Bay, Hong Kong, Midway, Pago Pago, Samoa and Sydney.

STODDARD has seen action twice since the outbreak of hostilities in Vietnam. During her first deployment to Vietnam in 1965, STODDARD served as an anti-submarine patrol ship, harbor defense ship in Da Nang and provided shore fire support for troops ashore in South Vietnam. During STODDARD's second deployment to Vietnam in 1966-67, the ship performed normal anti-submarine patrol duty and carrier escort duty. In addition, STODDARD took an active role in search and rescue operations for several downed pilots as well as operated as a unit of the Sea Dragon forces interdicting logistic lines along the coast of North Vietnam. While engaged in Sea Dragon operations, STODDARD conducted frequent naval gunfire missions, bombarding logistic targets and shipping along the North Vietnamese coast. During Sea Dragon operations STODDARD fired over 5,000 rounds of ammunition and was under shore battery fire seventeen times. In March, 1967, she received one hit in the hull while attempting rescue of a downed airman. The airman was later rescued by a helicopter under the protection of STODDARD's guns.

Operating as a unit of Destroyer Division 212, STODDARD continues to maintain the state of training and vigilance necessary to meet any emergency. Frequent exercises and drills keep her crew at top efficiency. In this connection, the current Midshipmen Training Cruise is designed to acclimate the Navy's next generation of officers to the sea, and to provide them with an intimate working knowledge of the Navy and the ships in which they will serve. Through the years of war and peace, STODDARD's story has been one of excellence.

# COMMANDING OFFICER



CDR. ROBERT C. CONOLLY II

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, Monterey, California.

CDR. Conolly has served in USS HENRY W. TUCKER (DD 875) and, during the Korean War, in USS EPPERSON (DD 719). He has also served as Commanding Officer of the USS EGRET (MSC 46) and as Executive Officer of the USS HAWKINS (DD 873).

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.

Prior to reporting to the STODDARD, CDR. Conolly served in the Office of Program Appraisal, Office of the Secretary of the Navy, Washington, D.C.

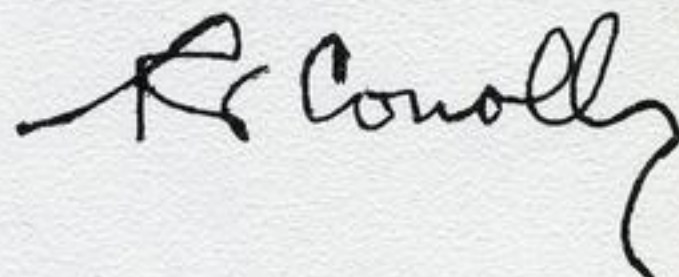
CDR. Conolly is married to the former Miss Ann Demester of London, England. CDR and Mrs. Conolly presently reside in La Jolla, California.

# A WORD FROM THE SKIPPER

All of us aboard the STODDARD from November 1966 to May 1967 will long remember this Western Pacific Cruise. We can look back over the actions and events that took place and be proud that we played such a significant role in our country's continuing efforts to assist other free countries in their struggle against aggression.

The story of this WESTPAC Cruise is a story of excellence written by you the crew who responded in such an outstanding manner to very demanding task. The eyes of the Seventh Fleet, both seamen and admirals alike, were on STODDARD as she performed her duties. From deck seamanship to Naval gunfire against an aggressive and determined enemy we set the example for others to follow.

It is a rare privilege for a Commanding Officer to be able to look back with pride at the magnificent results achieved by his ship and crew throughout such an arduous and hazardous deployment. Good luck, and good sailing to you all. I am deeply proud of you.

A handwritten signature in black ink, reading "R. C. Conolly II". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.

R. C. CONOLLY II, CDR. USN  
Commanding Officer  
U.S.S. STODDARD (DD 566)



# COMMANDER DESTROYER DIVISION 212



# ROGERSON'S RAIDERS

A ship in my opinion reflects the ability and professionalism of its crew. It gains or loses a reputation among its contemporaries through the men who man her. Each of you who sailed STODDARD this deployment have contributed to her fine reputation as a fighting ship. You her officers and crew, have allowed her to perform well in the face of a determined enemy and in the magnificent manner of her sister ships in preceding wars.

I am proud to have been able to call myself a member of such a group of men. It is a privilege rarely accorded and one long remembered.

To each of you I wish continued success; may you always meet the future as you have in the recent past: "In the finest traditions of the United States Navy."

Though few shall long remember the exploits

of Rogerson's Raiders, each of you as individuals can justifiably recount his combat experience with pride; for there is no greater tribute than being called to serve one's country in combat and no greater personal satisfaction than having done so well.

Combat is the ultimate task master of all military endeavors. Mistakes are magnified; successes deflated; victory expected. Each of you has successfully met this task; each has performed with superb professional competence and personal valor.

It is, thus, with a deep sense of humility and personal pride that I add my congratulations and thanks for a job WELL DONE. It would be an honor should I ever again be privileged to command Rogerson's Raiders in combat.

Commodore Rogerson

At a meeting of the "war-room" brain power, Lt. Borkert, staff material officer; Ltjg. Hubbard, Communications officer; Capt. Rogerson, COMDESDIV 212 and Lt. Barnes, staff operations officer; discuss the STODDARD's involvement in the Vietnam conflict.



# EXECUTIVE OFFICER'S COMMENTS



A ship is only as good as its crew. During the 1966-67 WESTPAC cruise, performance of STODDARD was outstanding, thus, STODDARD crew is outstanding.

Our overall performance and outstanding accomplishment of the many tasks assigned earned us praise from the many higher commands we served. The STODDARD was awarded the Navy Unit Commendation for her excellent performance in actions against the North Vietnamese. Also noteworthy was the number of medals and citations earned by STODDARD officers and men.

A traditional "well done" is extended to all hands for the fine teamwork displayed.

J.E. WHITAKER, LCDR, USN

The individual awards were as follows:

Bronze Star with Combat V

CDR R.C. Conolly II, USN, Commanding Officer

Navy Commendation Medal with Combat V

LCDR J.E. WHITAKER, USN, Executive Officer

LT G.H. STURVIST, USN, Weapons Officers

Secretary of the Navy Commendation

RDC GILCHRIST, USN

QMC MOYER, USN

Commander Seventh Fleet Commendation

LT W.P. HUNTER Engineering Officer

LT J.R. CHAPPEL Operations Officer

LTJG S.G. SMALL CIC Officer

SFC J. A. YOUNG

RDL D.S. CRANE Air Controller

RDL J.P. Greenlee Air Controller

SH2 T.E. Sutton

Commander Cruiser Destroyer Group  
Seventh Fleet Commendation

BMC HIXON

GMG1 EDMONDS

# SHIP'S COMPANY





Front row: Philips, Morrill, Boude, Pangborn, Ortiz, Nunn. Second row: LTJG Hernandez, Salley, Fix, Bunce, Wallace, Parrish, Wolesslagle, BMC Hixon. Third row: Kemp, Hopfauf, Henderson, Hindman, Tuller, Horn.

# FIRST DIVISION

First Division personnel during the Western Pacific deployment were among the top in the Seventh Fleet for their enthusiasm, superior ability and professional performance in deck evolutions. They greatly contributed to the STODDARD'S fame which was recognized by admirals and seamen alike. Not only did they display ambition and competency, but drew audiences from "alongside" ships to watch the "record breakers" at work. First Division's performance, through the hardest of conditions, inspired the crew of the STODDARD to achieve excellence in performance of their duties in the highest tradition of the United States Navy.



Another "bolo" going over

"The ballet of the bolo" as performed by Chief Boatswainmate Hixon. As another destroyer comes alongside the STODDARD, Chief Hixon throws a bolo with a line attached to join the two ships for a transfer at sea.



# SECOND DIVISION

Crossed cannons and a range finder make up the insignia of the men in Second Division. Numbering twenty-seven strong their jobs range as far apart as their hometowns. Their jobs are many and varied, but they are united in the common goal to keep the fire power of the USS STODDARD at its maximum effectiveness.

The GM's or "gunner's mates" operate, maintain, and repair guns, gun mounts and associated handling equipment. They make detailed electrical, hydraulic and mechanical casualty stowage spaces; test, inspect, and maintain magazine sprinkler systems; train and supervise personnel in handling and stowage of gun ammunition; and train and direct crews for the gun mounts.

The FT's or "fire control technicians" test, inspect, clean, lubricate and perform operational tests and adjustments of equipment comprising gun and weapons direction systems. In the maintenance and repair of this equipment, they remove and reinstall major components and sub-assemblies. An FT has to be a mechanic, electrician, and electronics technician as well as a good sailor.

During the WESTPAC cruise 1966' 67, the effectiveness of Second Division was apparent by the outstanding performance of the guns, fire control equipment and gun crews during the seventeen engagements under communist shore battery fire.

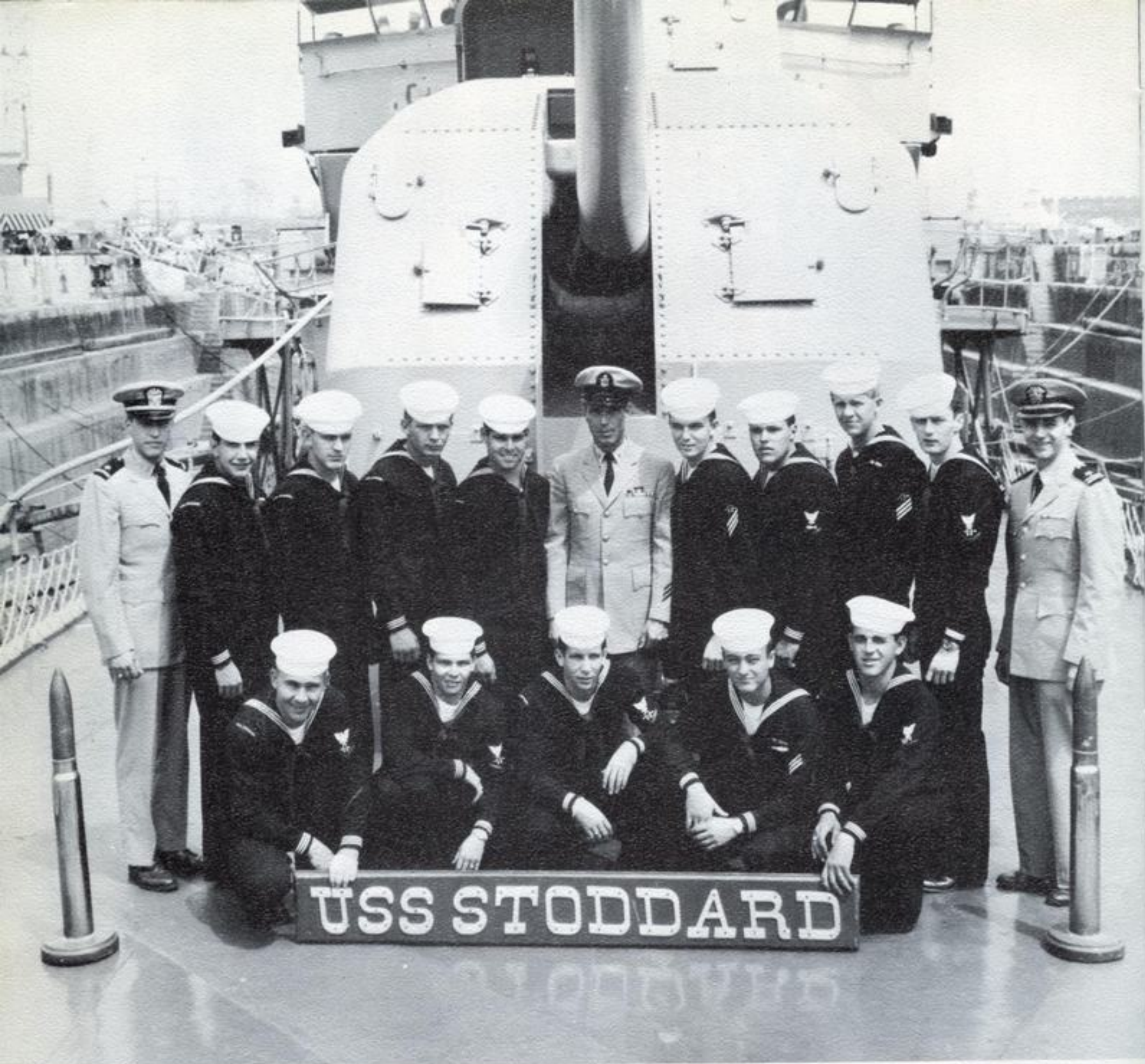


Gunnersmates McClure and Gonzales supervise the work detail which is stacking empty five inch shell casings. This became a daily routine during our Sea Dragon operations.



Front row: Riggs, Miner, Sutton, Woodward R.S., McCormick, Melde, Ruben. Second row: ENS Hamilton, Austin, Shepard, Goodwin, Etherington, Weidlech, Walraven, Gonzales, Hughes. Third row: Bar, Clark, Daly, Boyd, Sanborn, Folds, McClure, Wesneski, Edmonds.





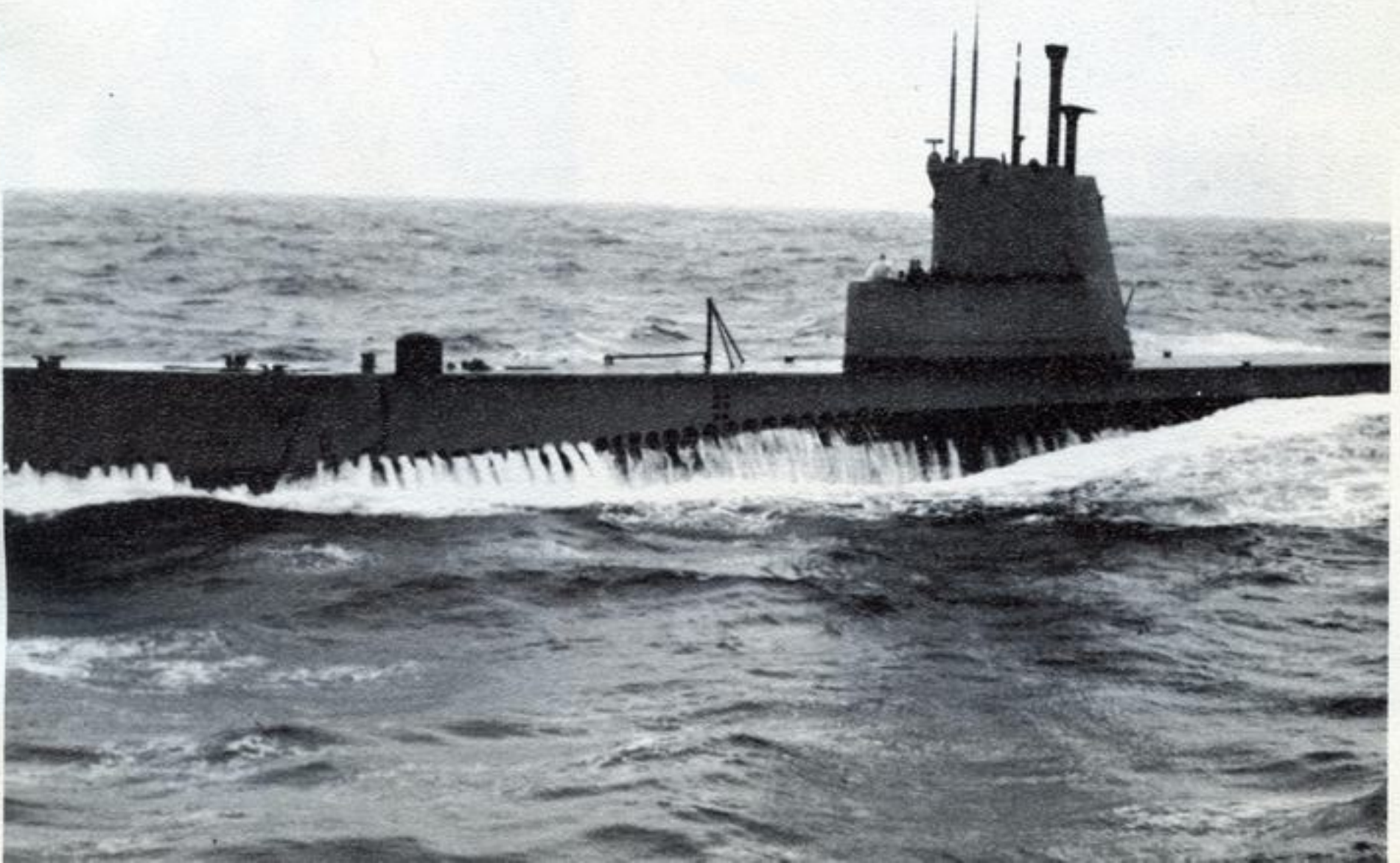
Front row: Rider, Fender, Voss, Cook and Dias. Second row: ENS Marlowe, Giesecke, Dingfield, Wilson, M.A., Ferrara, STC Martin, White J.A., Gerten, Rosenquist, Fitzhugh, and LTJG Hunter.

# FOX DIVISION

The personnel of Fox Division are responsible for the maintenance and preservation of all anti-submarine warfare equipment and ordnance. It is the task of the sonarmen and torpedomen, who comprise "Fox Division", to insure that all ASW weapons and electronic systems are in peak condition. While STODDARD operated as an ASW screen ship and escort for the aircraft carriers KITTY HAWK and HANCOCK, we had to be constantly alert for the possibility of attack by hostile submarines.

In addition to their normally assigned duties, the men in Fox Division also manned many of the ship's gunnery stations during our Sea Dragon operations. Sonarmen and torpedomen helped man gun directors, handling rooms, gun mounts, weapons stations in combat information center and even filled in when needed serving meals on the mess decks.

The sonarmen and torpedomen in Fox Division could not decide what kind of vessel this was that came alongside for a lightline transfer.





No, Parish, you throw the heaving line over, don't drop kick it!



The warm, balmy, weather in Midway became too great for this STODDARD side cleaner, who accidentally (?) fell in. He proclaims, "Come on in guys, the water's fine."

## WEAPONS CANDIDS

Sonarmen Chief Martin and Sonarman Third Class Cook work on the wiring to the ship's hedge Hog Projectors. The maintenance of ASW equipment is the major job of the Sonar Gang.



"Sorry guys, but since I've got the duty there will be no drinking ashore today." Those are the sentiments of Sonarman Third Class, Dingfield.





An unidentified Seaman tends the phone and distance line as the USS INGERSOLL comes alongside.

ENS Marlowe, Assistant Anti-Submarine Warfare Officer, determines the range to another ship by using a stadimeter.





STODDARD'S motorwhale boat crew, with the ship's swimmer seaman, Morrill, (in wet suit) stand ready to rescue a downed pilot during one of several search and rescue missions.



As he ties down a stack of empty brass shell casings, Gunnersmate Boyd, wonders which admiral needed new ashtrays.

"Now set the plane guard detail." As the ship assumes pilot rescue duties for the USS KITTY HAWK, First Division personnel rig the ship's boat over the side for a quick recovery.



Second Division personnel wonder if there is any end to the ammo handling. "Bring it aboard, stow it, shoot it, stack it, send it back and bring on twice as much as the first time."





Ship's Photographer, Giesecke, STGSN, looks over the dry-dock area in Sasebo, Japan, for interesting photo material.

As Californian Highway Patrol Officer Herz gets ready for a highline transfer, he advises BMC Hixon, "Always fasten your safety belt." Officer Herz was a guest aboard STODDARD from Hawaii to San Diego, while aboard, he gave traffic lectures and advised crew members of recent changes in California's driving laws.



The STODDARD'S swinging Sonarman (Cook, STG3) sings with "The Scramble", (the Japanese version of the Beatles) at one of the ship's parties held in Japan.







# SUPPLY

STODDARD'S Supply Department consists of twenty-five men in five different rates who perform a variety of jobs. There are also ten additional men (one petty officer and nine non-rated) who assist in the serving of food and maintain the mess decks.

The five storekeepers (SK's) are responsible for the ordering, stowing and issuing of all supplies and repair parts received aboard ship. They assist the supply officer in maintaining the ship's annual budget of \$80,000, prepare over 3,500 requisitions and maintain 7 storerooms containing 15,000 different repair part items worth almost a quarter of a million dollars.

STODDARD'S one disbursing clerk (DK) maintains the pay records of his 280 shipmates. He makes all entries affecting pay and computes the payroll which averages over \$50,000 per month.

Eight commissarymen (CS) provide the crew with three tasty meals a day 365 days a year at a cost of almost \$90,000. In doing this they write weekly menus, order and store provisions and cook the meals. At sea they often provide the crew with fresh bread and pastry hot from the ovens.

The six ship's servicemen (SH) have the most varied jobs on the ship. The barber shop, the laundry, and the ship's store come under their domain. The store is popular with the crew providing them with all the necessities plus many luxury items at great savings and "gedunks". The profits from the store go into the ship's welfare and recreation fund.

Finally, the five stewards (SD) watch out for the welfare of the officers. They cook and serve their food and clean the staterooms and wardroom.

Aside from all these jobs when GQ was passed you could find Supply men throughout the ship. They were lookouts on the bridge, director operators, pointers and trainers in gun mounts and three of the four

5"/38 handling rooms had a supply man as petty officer in charge.

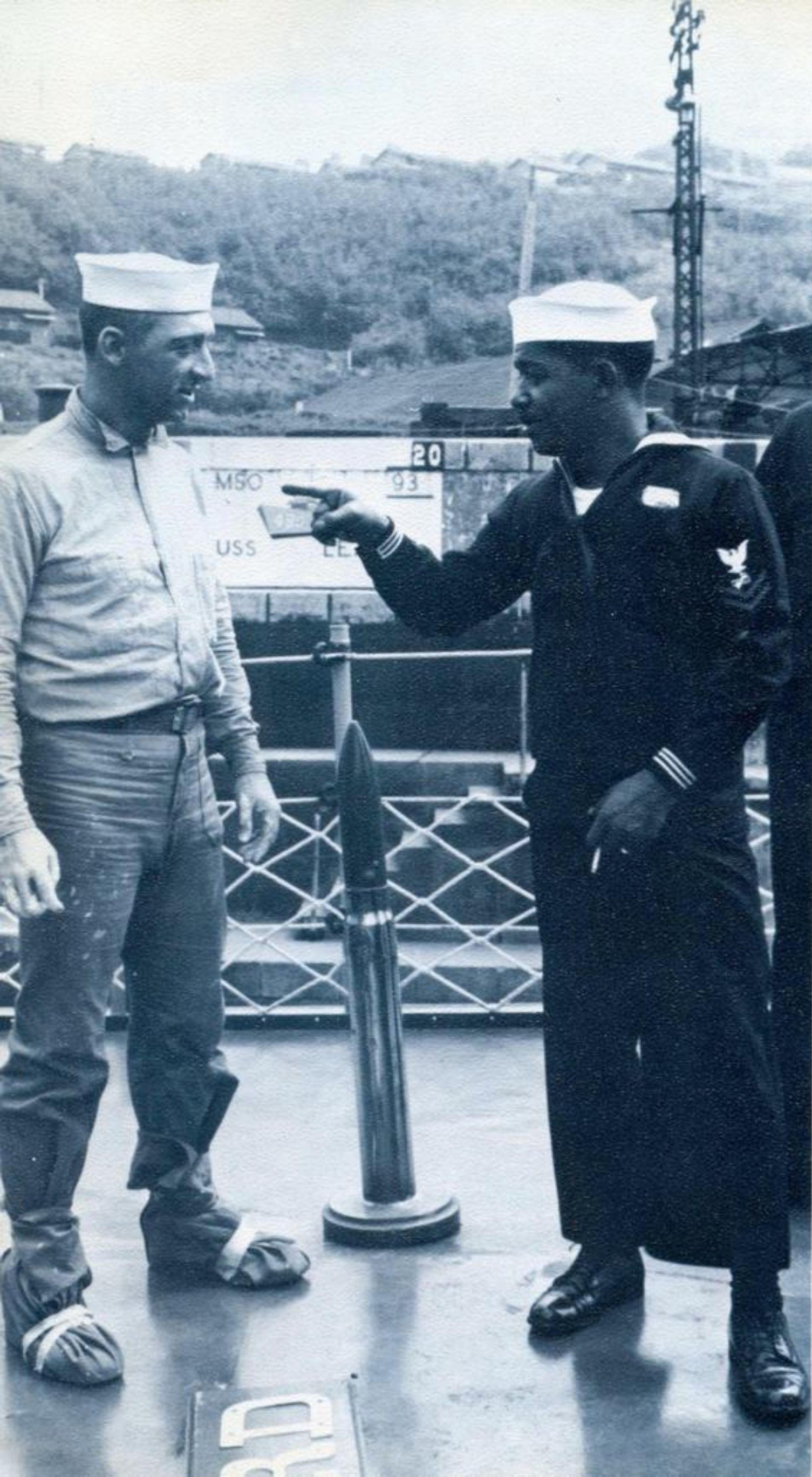
During the cruise the majority of the repair parts and provisions arrived by helo and high-line from the many stores and refrigerator ships serving the fleet. These replenishments required a great deal of cooperation and team work from the other departments. The men of the Supply Department would like to give their shipmates a hearty "WELL DONE".



Commissaryman Ewell says: "See, someone likes my cooking!"



Front row: Philips, Dolopo, Horn, Hayes, Garrido, Ussery. Second row: SKCS Kneebone, Shattack, Grosso, Trueblood, Soto, Sutton, Benitez, LTJG Schutte. Back row: McCord, Collier, Rhodes, Biork, Everett.



Hayes, Second Class Disbursing Clerk, tells Iorio, Second Class Signalman: "You can't come up here and have your picture taken looking like the jolly green giant." (Right you are Hayes, too bad this picture isn't in color.)



(above) LTJG Schutte, supply officer, discusses the ship's bar-b-que with Melyan, DC 3, over a cup of goofy-grape. Chief Kneebone (at right), appears to have his mind on his new orders to shore duty after four years aboard STODDARD. (top-right) The captain and executive officer stand ready to sample some of STODDARD'S sizzling steaks. (center) The supply personnel in the foreground are full, and happy to be home-ward bound. While the officers in the rear anxiously huddle around the chow line. (bottom) "Our men in white", the mess cooks, cooks and commissarymen worked hard to insure the ship's bar-b-que a success.





Front row: Watkins, Tigner, Shipley, Cobaugh, Guhde, and McMahill.  
Back row: YNC Saunders, Rau, Williams, Strub, Turro, McMahan,  
Nelson, Lane and LTJG Hubbard.

# OC DIVISION

OC Division consists of the radiomen, hospital corpsman, postal clerk and ship's office personnel. Of all the divisions on the ship, OC has the most varied types of tasks. From repairing teletypes and handling highly classified material, to pasting band-aids on people or stamps on ship's mail or preparing a ten-page letter for the Captain's signature, the division is a moving force behind all of the ship's operations.

During General Quarters, OC personnel man the vital communications links to CIC, Engineering space, Weapons stations and the bridge. Much of the routine work of the division takes place behind closed doors and the providing of services such as mail service, maintenance of the ship's records and its

health, and reliable, swift and secure communication in support of command is often taken for granted. However, it is the extra effort and many long days put forth in these areas by every member of the division that has contributed to an exceptionally successful Westpac deployment.

## THINGS WE LOVE TO HEAR

"Radio this is combat, let us talk to someone, please!" "Say, Doc, I don't feel so hot, can you give me a shot of---um---er---ah-----." "Chief, I need 4,000 copies of this report ASAP!" "PC, why can't I send my girlfriend home via airmail?" "Radio, bridge, the X.O. wants his traffic delivered every 10 minutes!"

Always ready with bandages and aspirin is Burgess, SN, a hospital-corpsmen striker. Hospitalcorpsmen is an example of only one of the diversified ratings in OC Division.





Radarmen Third Class Jones ponders over the question of where he misplaced his can of relativebearing grease.

## OI DIVISION

The radarmen and electronic technicians combine forces to comprise OI Division. Under LTJG Small, Chief Gilchrist, Crane, RD1, and Greenlee, RD1, the radarmen play a major role in every facet of the ship's operation at sea. Anti-submarine warfare tactics are dictated from CIC, shore bombardment communications are monitored from combat and provide the major liaison between the ship and spotters, and rescue operations are directed by radarmen. These varied tasks plus new ones encountered almost daily continually

challenged the radarmen who executed all their jobs in an outstanding manner. But, of course, without the equipment working well participation in the previously mentioned operations would be an impossibility. This is where the ET's under the direction of Pearson, ET1 and Blackman, ET1, spent many sleepless nights against many adverse conditions, rough weather, many volts, radiomen tripping over them, etc., to repair the lower electronic equipment.



Front row: Sargent, Wolfarth, Jones J.R., Baker, Star, Grey, Pain. Second row: ENS Tufts, Fox, Burris, Hough, Smith E.M., Bounds, Ambrose, Ludwig, Greenlee, Pearson, LTJG Small. Third row: Miller, Graves, Johnson, Walters, Presswood, Smith G.R., Rogers Gravner D., Brown, Piell. Back row: Peterson, Fain, Shelton.





Front row: Kenny, Kent, Deetjen, Greig, Grimm. Back row: QMC Moyer, Buntjer, Fitzgerald, Wolter, Rainbolt, ENS Coneway.

# ON DIVISION

"Gimme a writer . . . . .routine . . . . .  
navigator recommends coming to new course  
two-two-three at nine-two-three . . . . .  
NEBX . . . . .Christmas balls on your  
mustache? . . . . .what time do we turn  
again Chief, three-two was it? . . . . .he  
makes an error . . . . .yes sir, we can get  
new deck gratings in Yoko . . . . .Subic,  
maybe . . . . .How 'bout Sasebo . . . . .  
Well, Long Beach for sure . . . . .Mr.  
Coneway, the chronometer in the after steer-  
ing room hasn't been wound in the last twenty-  
four hours . . . . .request permission to  
observe sunset . . . . . what was that  
course again, Chief? . . . . ."Corpen niner  
from the carrier . . . . .no wonder you  
can't raise 'em, Kenny, the light's not on  
. . . . .ha! the carrier's eight o'clock fix  
was twenty-one miles off . . . . .Romeo  
at the dif . . . . .last signal has been ex-  
ecuted, sir . . . . ."

Quartermaster Third Class Grieg and Signalmen Third Class Kenny are seen while hard at work cleaning up the STODDARD'S bridge.

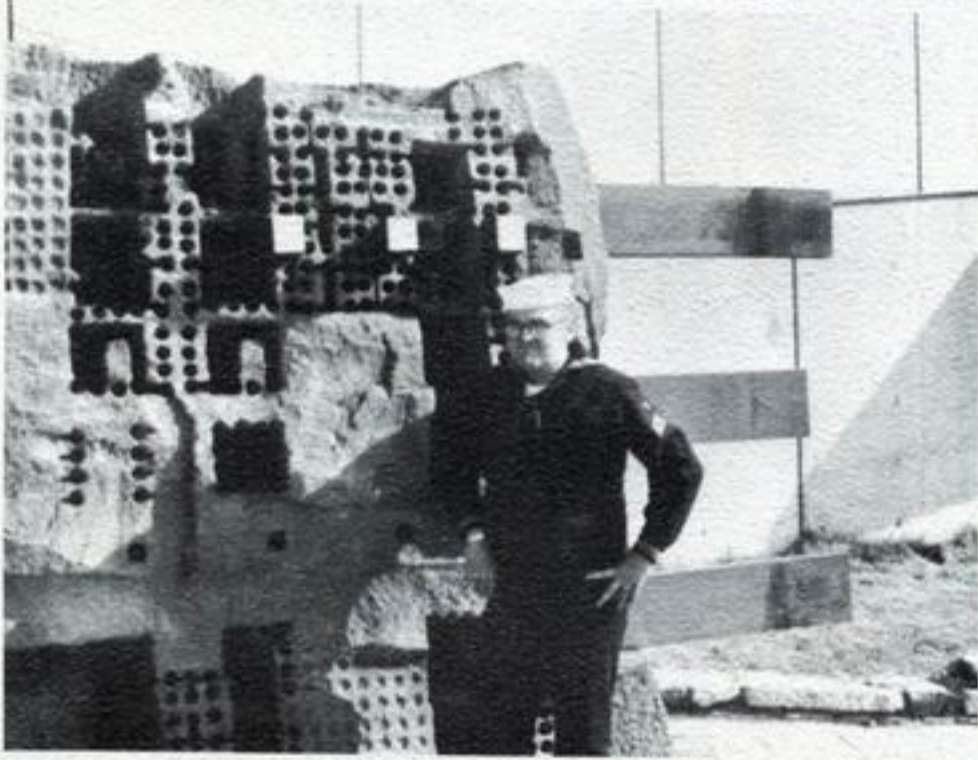




Radarmen Shelton and Hough Standing before a giant statue of Bhudda. "I don't care who it's supposed to be, it still looks like Mother", says Moose.

## OPERATIONS SNAPSHOTS

(top photo) What's this? A smile on the face of Johnson, ETR3? He must be thinking of time and a half overtime and paid vacations. ( second from top ) "Yes, folks, after only one bottle of this Lone Star Elixir, you too can feel like Gengis Khan", says Radarman Fox. (third from top) Hough, RDSN, Claims that Subic Bay was never like this. (bottom) Radarman Third Class Peterson reads a bedtime story to the men in the operations compartment.



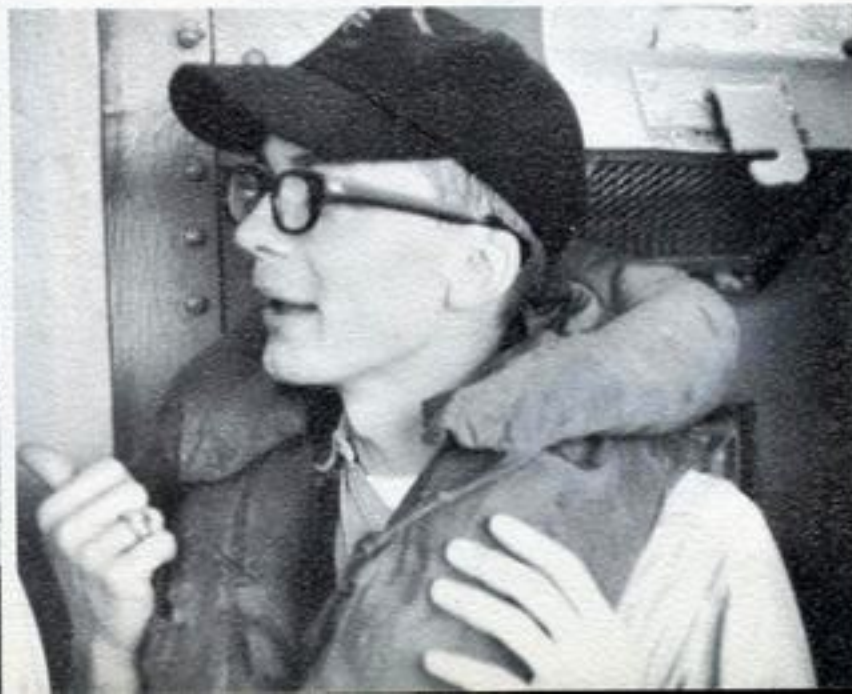


Signalmen Buntjer and Kent model the latest thing---mod flak vests and battle helmets.



Radarman Fox developed quite a following during one of the ship's tours around Japan.

(below left) Goodwill, a few laughs and hats are exchanged by Radarman Third Class Baker and a Japanese high school student during a tour to Kamakura, Japan. (below) "You guys had better get your life jackets on, Mr. Chappel has the conn" proclaims Boza, ETN 3.

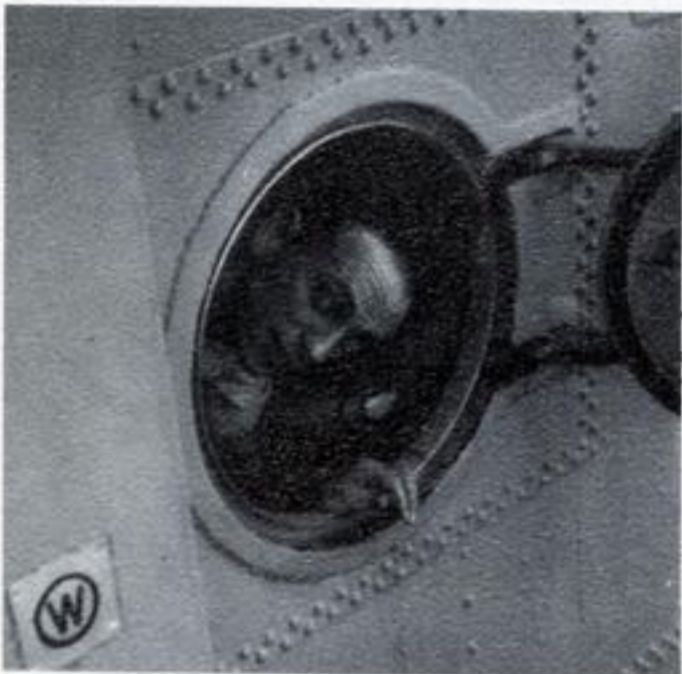




Yeoman Strub smiles for the photographer while thinking of the five months and twenty-nine days of the cruise left to go.



Signalman Second Class Iorio shows off his strength for the camera. Careful, you don't hurt yourself there Big "I".



Radarman Chief Gilchrist says, "Counter Battery" Let me out of here!"



From the look on the face of Greig, QM3, you would think that the V.C. were shooting at us but he is actually just hiding from the X.O., who had just proclaimed that all hands would be clean-shaven.



"Handsome, don't you think?" says Radarman Third Class Baker.



Front row: Woodward R.E., Krawtschenko, Vencill, Warnecke, Morrison, Wilson J.M.,  
 Middle row: LTJG Balogh, Avery, Futch, Kinnear, Smith M.J., Campbell, Postma, Howitt.  
 Back row: Sanders, Grauner J.M., Liske, Adams, Sedain, Jones D.O., Carr.

Machinistmates Bredeau and Warnecke are pouring through wildlife books trying to find out what a snipe is.



## M DIVISION

Those men concerned with the main propulsion machinery, B and M Divisions, make up the heart of the engineering department. Their job is too often over simplified into a few words, "they make the ship go." The job of converting bunker fuel and water into horsepower took mankind thousands of years to discover and a hundred years to perfect. The complexity and variety of tasks performed encompasses a broad spectrum from the gargantuan dimensions of a marine boiler or main reduction gears to the minute tolerances demanded on certain bearings.

# B DIVISION

The analogy can be made between the engineering department and the municipal facilities servicing any city in the country. In addition to turning the props, they make water for both men and machines, they provide various types of electrical power, 440 volt to 110 volt, provide refrigeration and air conditioning, send sea water to the ships fire stations, service heating and hot water systems. One does not realize the presence of all these items because they are taken for granted, only the eerie silence of a steam ship at sea without power dramatizes the importance of steam to a ship.

A few of the more conspicuous units of the main propulsion plant are four Babcock and Wilcock marine boilers and its main engines and Westinghouse reductions gears.

The ship has two propellers, 13 1/2 feet in diameter, giving it a very high speed through the water and power to spare. Much of the ship's defense depends upon this speed and maneuverability.

Aside from this operational standpoint of running the machinery is the vital task of maintenance and repair. The full schedule and long engagements at sea made it imperative to plan each man hour in port carefully. Major repairs including two dry dockings were accomplished and the skill and perseverance of the engineers showed up when the ship met all commitments. Only those that spend their working hours below deck realize the delicate balance between maintenance and performance of the main propulsion machinery.

Front row: Hoff, Woolverton, Brown W.L., Pilcher, Redard, Quinlan, Felthrope. Second row: LTJG Balogh, Yaker, Chipp, Smith K.L., Berge, Morgan, Smith J.J., Schweiker. Third row: White J.L., Daughenbaugh, Scudder, Roark, Hayden, Downey, Butler. Back row: Galloway, Malholm.







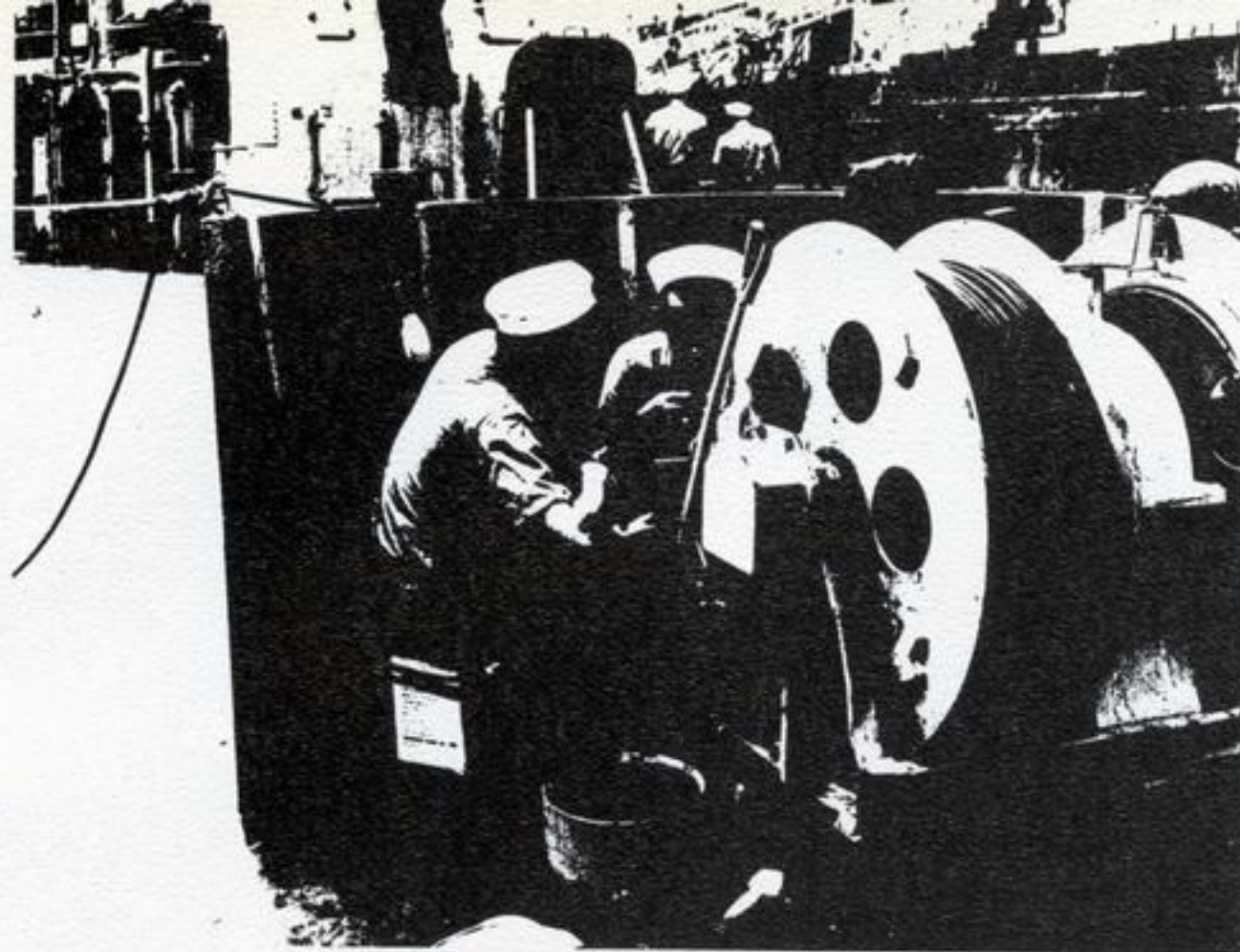
Front row: Dobbins, Luther, Watson, Huss, Harleman, Kimble, Middle row: ENS Laible, LTJG Mason, Northcraft, Groesbeck, Freed, Winters, Tristan, Jones C.L., Pfeifer, SFC Young. Back row: Arnold, Melyan, Manker, Norstebon, Nickl, Weis, Morrow, Holder, Hibbs.

## R DIVISION

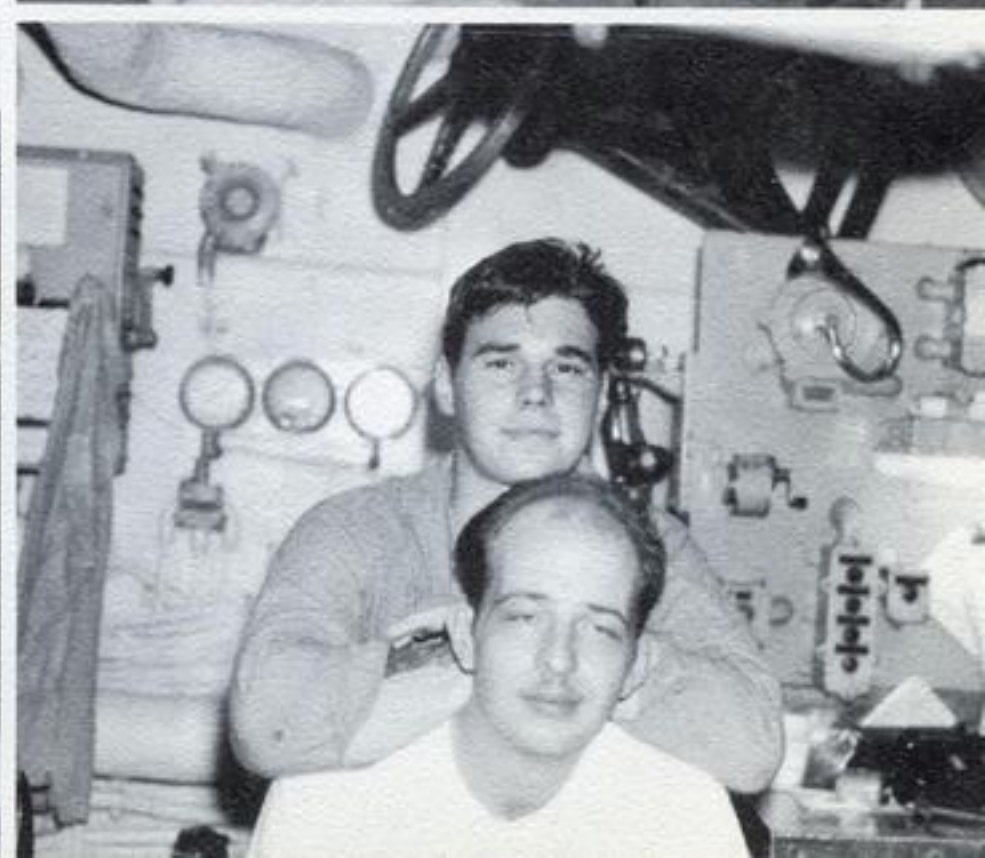
R Division is that group of rates attached to the Engineering Department which specializes in repair and maintenance. The various rates that compose the division are: Electricians, responsible for the electrical power supply and the repair and maintenance of electrical equipment; Interior communicationsmen, sustain the flow of shipboard information through their upkeep of internal communications equipment; Shipfitters, keep the ship's structural components in a high state of repair; Machinistmates, are charged with the responsibility of running the auxiliary machinery and the Machinery Repairmen keep the auxiliary machinery in top running condition; Damage Controlmen, see that

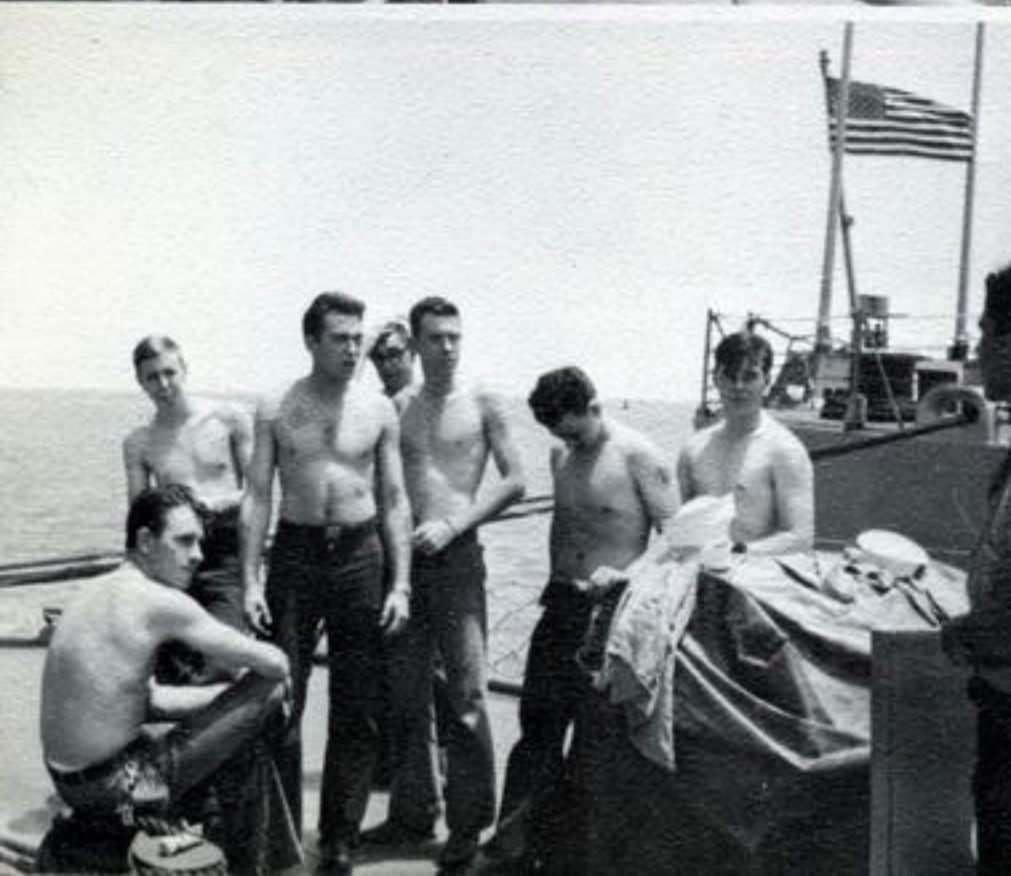
the ship is equipped to handle any damage and must respond immediately to repair any damage sustained.

R Division's family of rates held the STODDARD together in such fine shape that she never missed a commitment. When the natives became restless and were lucky enough to place a shell in our side, R Division, especially the shipfitters and damage controlmen, immediately moved into action and repaired the damage. Due to the swift response of these men, the STODDARD was able to remain in a fighting posture until we were released from duty off the coast of North Vietnam.



## ENGINEERING SNAPS

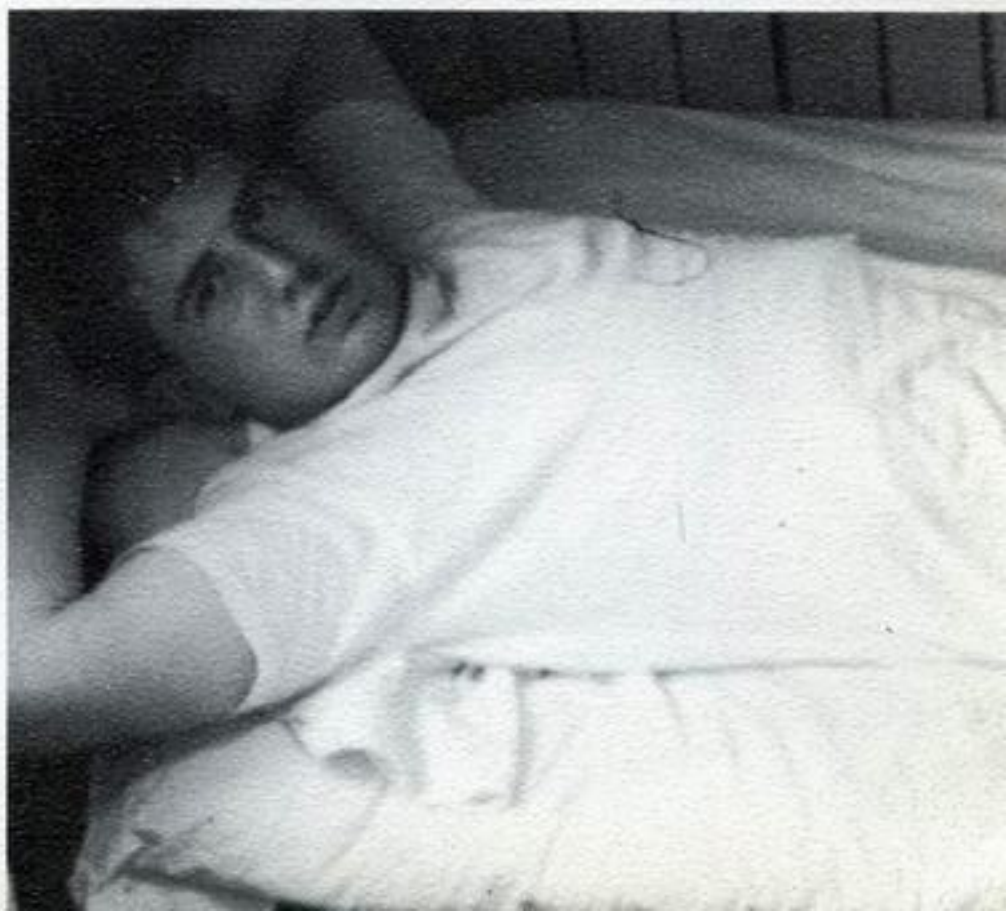
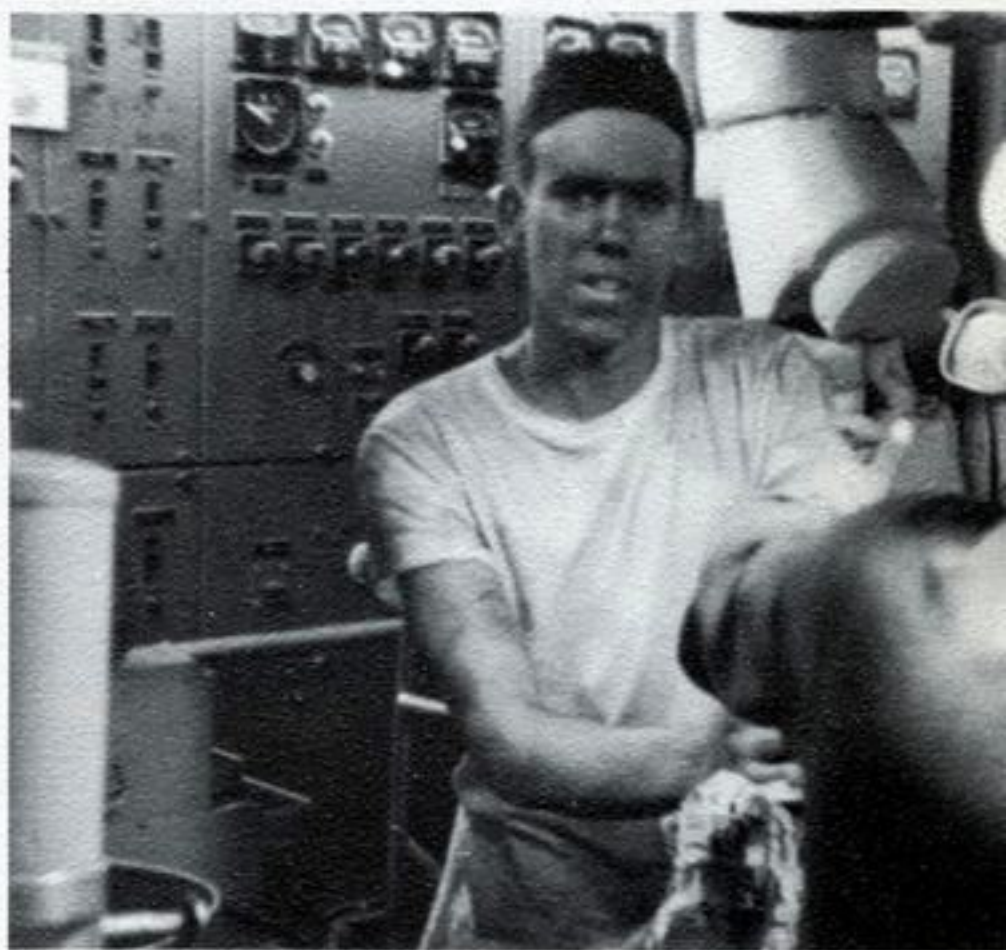




Machinistmate Bock claims a remarkable likeness to Mighty Mouse.

(top) Tristan, Nelson and Brown wonder what will happen if they do get a bite. (center) Engineering personnel man an inhaul line during high-line transfers. (bottom) Machinistmate Kasmarski is backed up by other engineers as he tells Ferrara, STG3, "If you don't like the tans we snipes have you can go back to where you came from." (Kauai, Hawaii)

(top) "If they would only let us keep a beer cooler down here", wishes Hoffman, MM3.  
(center) Yea! That's right, we're on water hours again, no showers 'till next week.  
(bottom) While the ship was drydocked in Japan to repair damage to the engineering compartment all the personnel in that compartment were berthed in barracks. Northcraft, FN, expresses the feelings of all concerned, "It's just like home, it doesn't rock."



Roark, BT1, shows off his knees in his mini-pants.





It goes without saying that this is a man enjoying his leisure at its best. Hope someone remembers to wake Yogi (Groesbeck, SFP2) in time for liberty call.

One entire engineroom crew gathers together for a break. "Yes sir, Captain, who is watching the plant, sir?"



Pfeifer and friend.

With all these crazy clocks around, I still don't know the time.





PORTS  
O'  
CALL





(top) STODDARD crew members enjoy good food and some oriental culture while on a ship's tour to Tokyo, Japan. (above) No, this isn't Las Vegas or Paris, it's a floor show extravaganza in a Tokyo night club where many STODDARD sailors stopped on one of our tours.



An enclosed shopping arcade brought the goods of the Orient together for easy access by STODDARD'S crew in Sasebo, Japan.

## JAPAN

A familiar sight to all as Shepard, Arnold, and Warnecke stop to sample the wares at a favorite STODDARD watering hole.

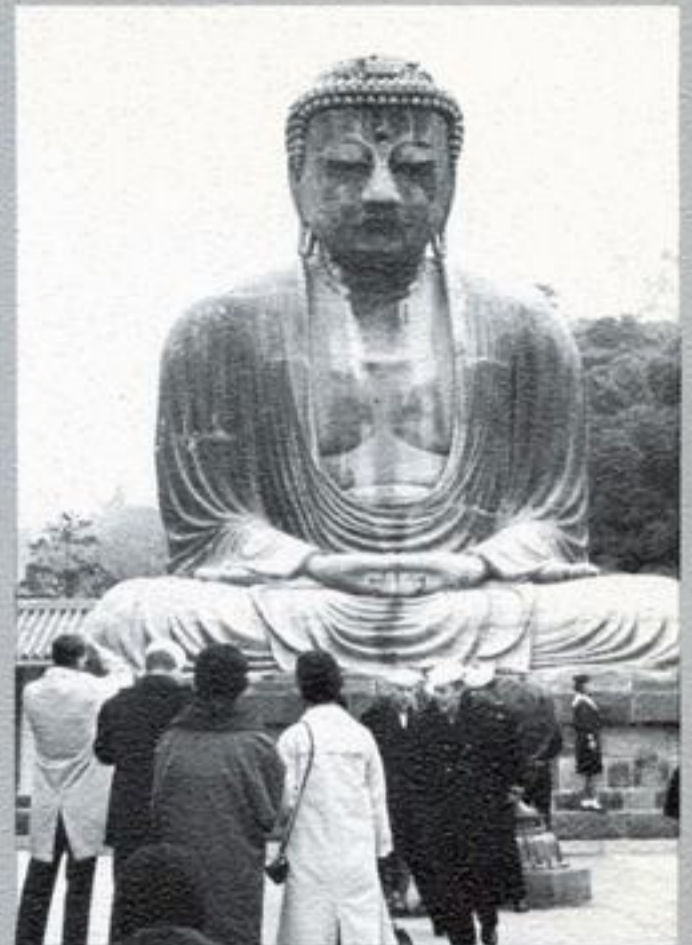


Two of STODDARD'S men look over the impressive architecture of Tokyo's Olympic Stadium.





Momasan?



The giant Buddha in Kama Kura, Japan, is made of bronze and weighs 274,428 lbs. Its 44 foot height was cast in 1252 A.D.

The tallest structure in the world is an impressive sight when viewed from below. The lights on the Tokyo tower, which stand out above the skyline of the largest city in the world, can be seen for many miles.



Kamakura, Japan. The Giant Buddha is a favorite attraction for all.







Des Voeux Rd. is an excellent example of the modern business district in Hong Kong.



Home away from home! Almost every STODDARD sailor comes to know the restaurants, bars, and shops in the Hong Kong Hilton.

## HONG KONG

This street scene is typical of the bustling activity in Hong Kong.





EVOLUTIONS

# OPERATION "SEA DRAGON"



The most action-filled and eventful part of STODDARD'S WESTPAC cruise was the time she spent operating as a unit of the Sea Dragon forces. Operation Sea Dragon is aimed at denying the Viet Cong the use of the Gulf of Tonkin as a route for supply shipments coming from North Vietnam to South Vietnam. The five-inch guns of destroyers like STODDARD, keep many of the supply boats at home and force others to use the more difficult inland waterways. The measure of Sea Dragon's effectiveness was taken during the Lunar New Year's truce, when coastal traffic increased tenfold, it was under the watchful eyes, but silent guns, of STODDARD.

We wasted no time in becoming involved; on our first day we drew fire from North Vietnamese coastal defense sites, action which we encountered sixteen more times. The ship



fired about 5,000 rounds of five-inch ammunition at supply craft, coastal defense batteries and radar sites. During one engagement, the ship received a direct hit and minor shrapnel damage while attempting to rescue a downed pilot 6,000 yds. from a very hostile beach. The crew made very rapid temporary repairs allowing us to continue with our assigned task.

It was our pleasure during this time to serve as flagship for Commander Destroyer Division 212, the Sea Dragon Commander.

The men of the STODDARD, who make her steel decks ring with life, earned themselves the Navy Unit Commendation Award for excellence in performance of duties. This award is one of the highest awards which may be bestowed upon a Navy command.





Just ask this passenger if that isn't the longest 80 feet anywhere.



First Division personnel ready another passenger for transfer at sea.

## HIGH LINE TRANSFERS

Commodore Rogerson takes a ride to see Seventh Fleet brass aboard the cruiser, CANBERRA.





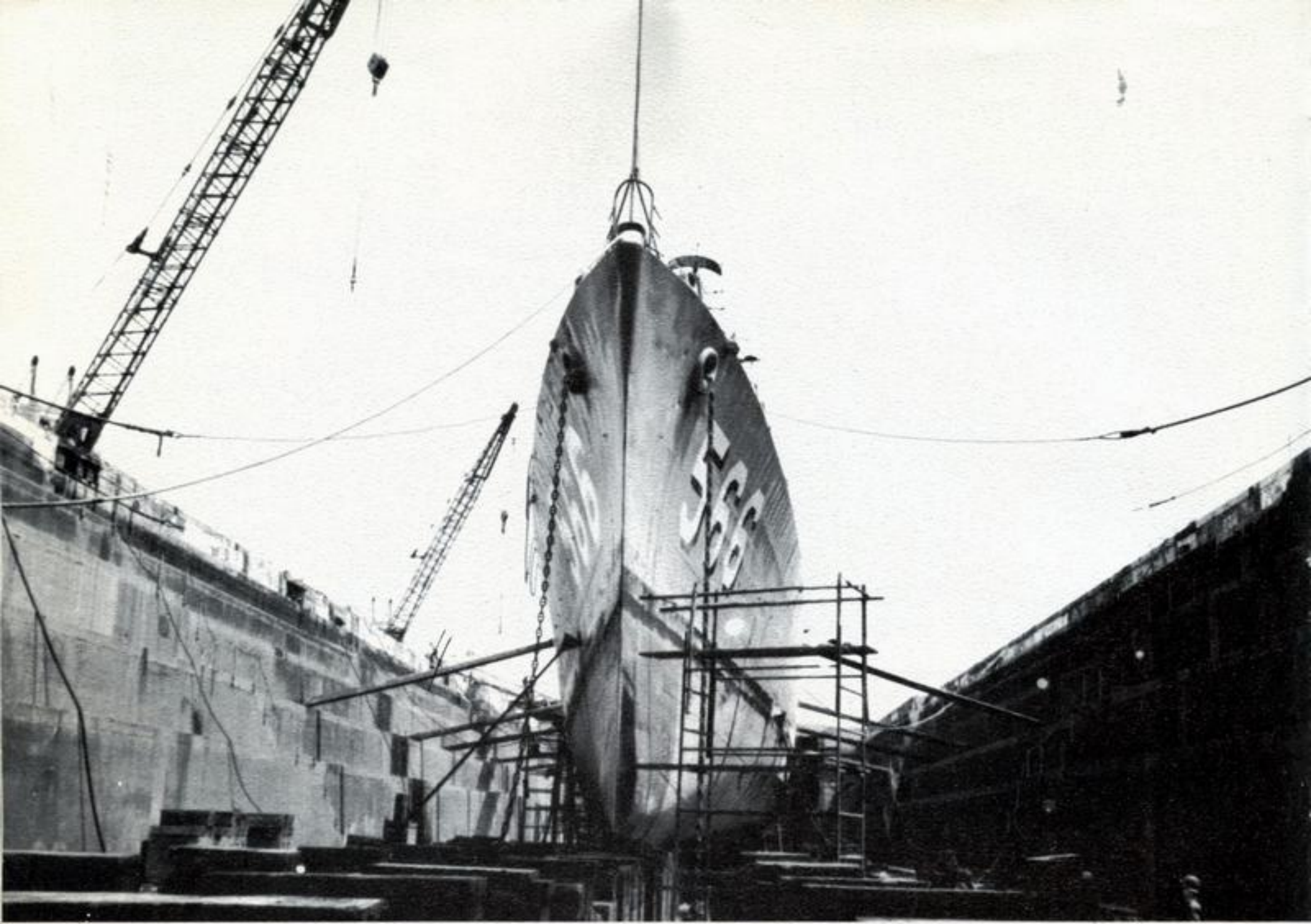
Seamen Philips and Boude smile along with the rest of the after refueling station as they learn their rigging time was faster than the forward station. Competition always ran high between these two stations.

## UNREPS

"Oh goodie, another oiler, let's refuel again and this time don't forget the green stamps."

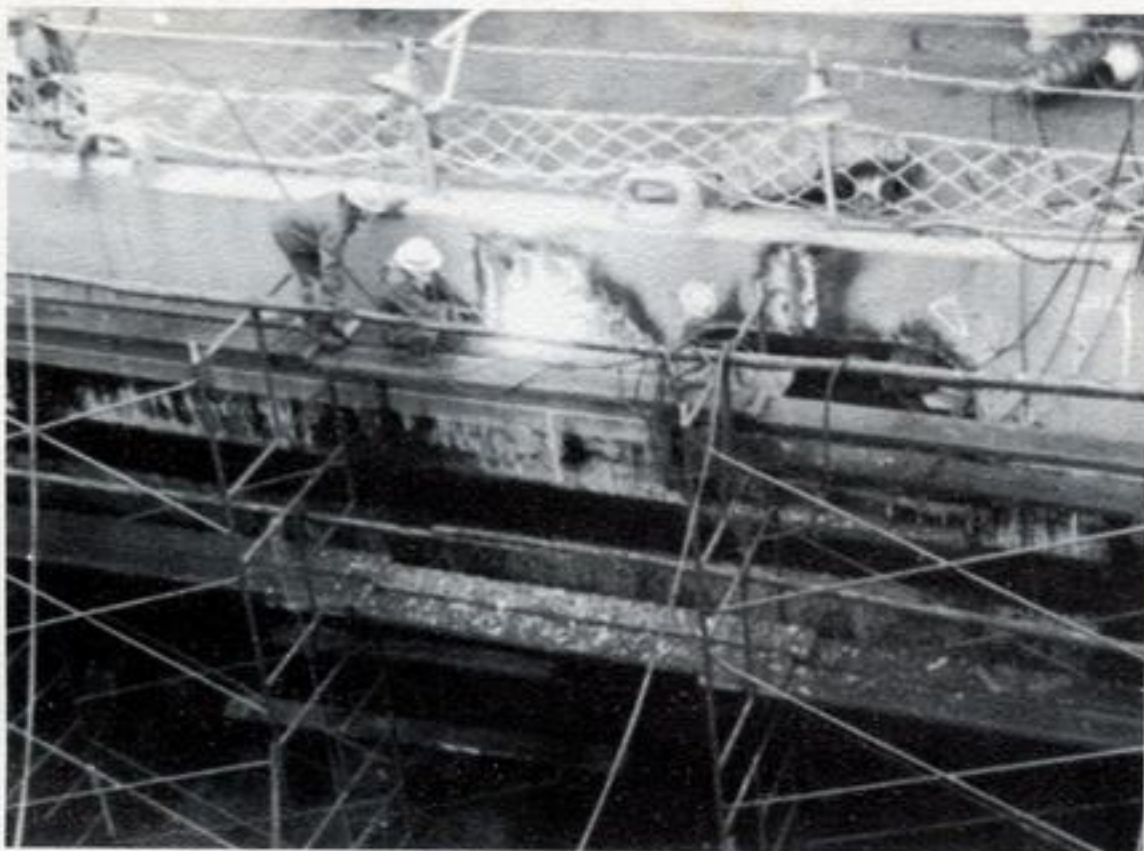
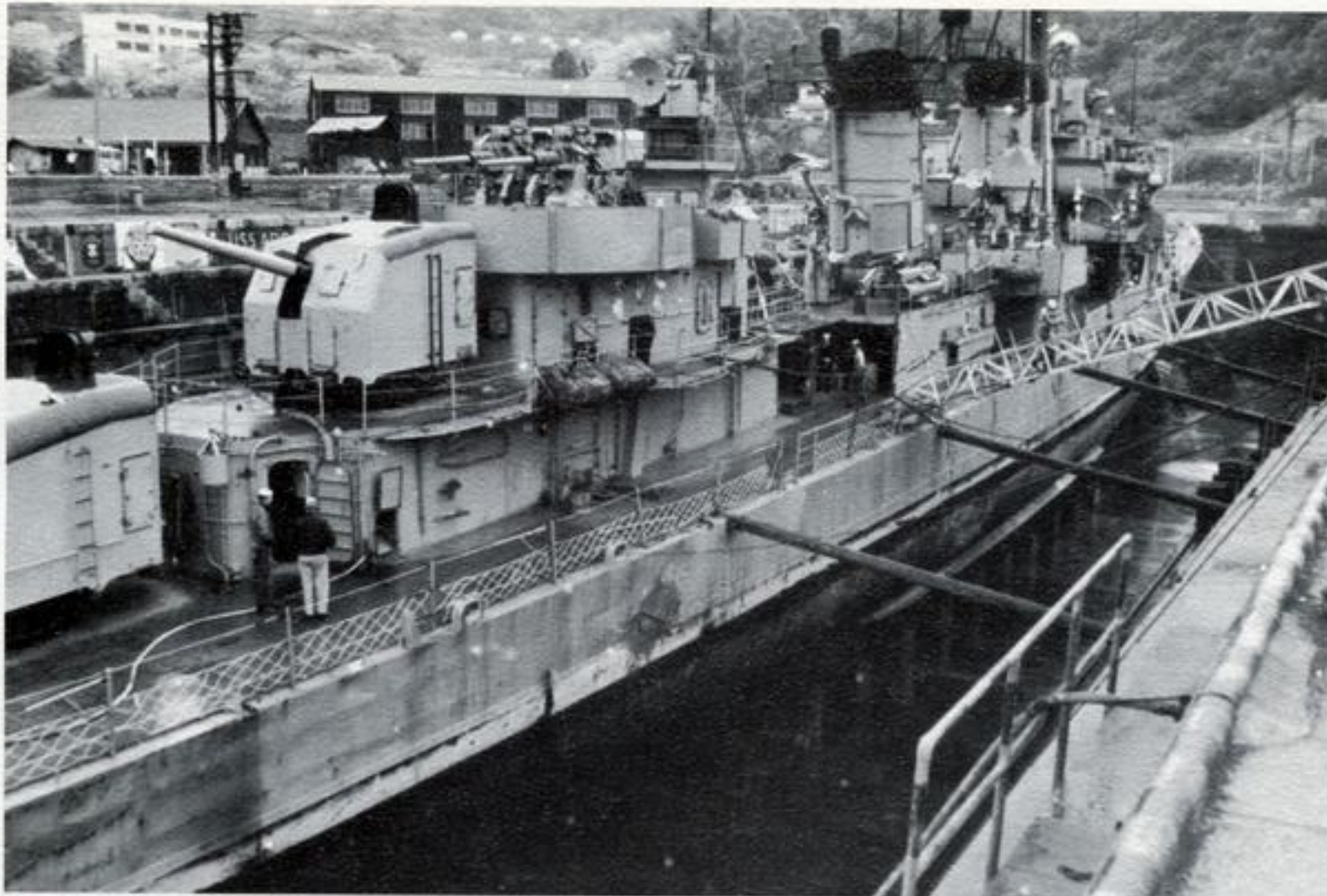
(bottom right) STODDARD moves up into life guard station behind the replenishment group, incase of a man overboard ahead, STODDARD would maneuver to pick him up. (below) You can tell by the black smoke the ship on the other side of the oiler is USS KITTY HAWK. The oiler can refuel two ships simultaneously at a total of five separate stations.





# DRY DOCKING









## "HULL DAMAGE"

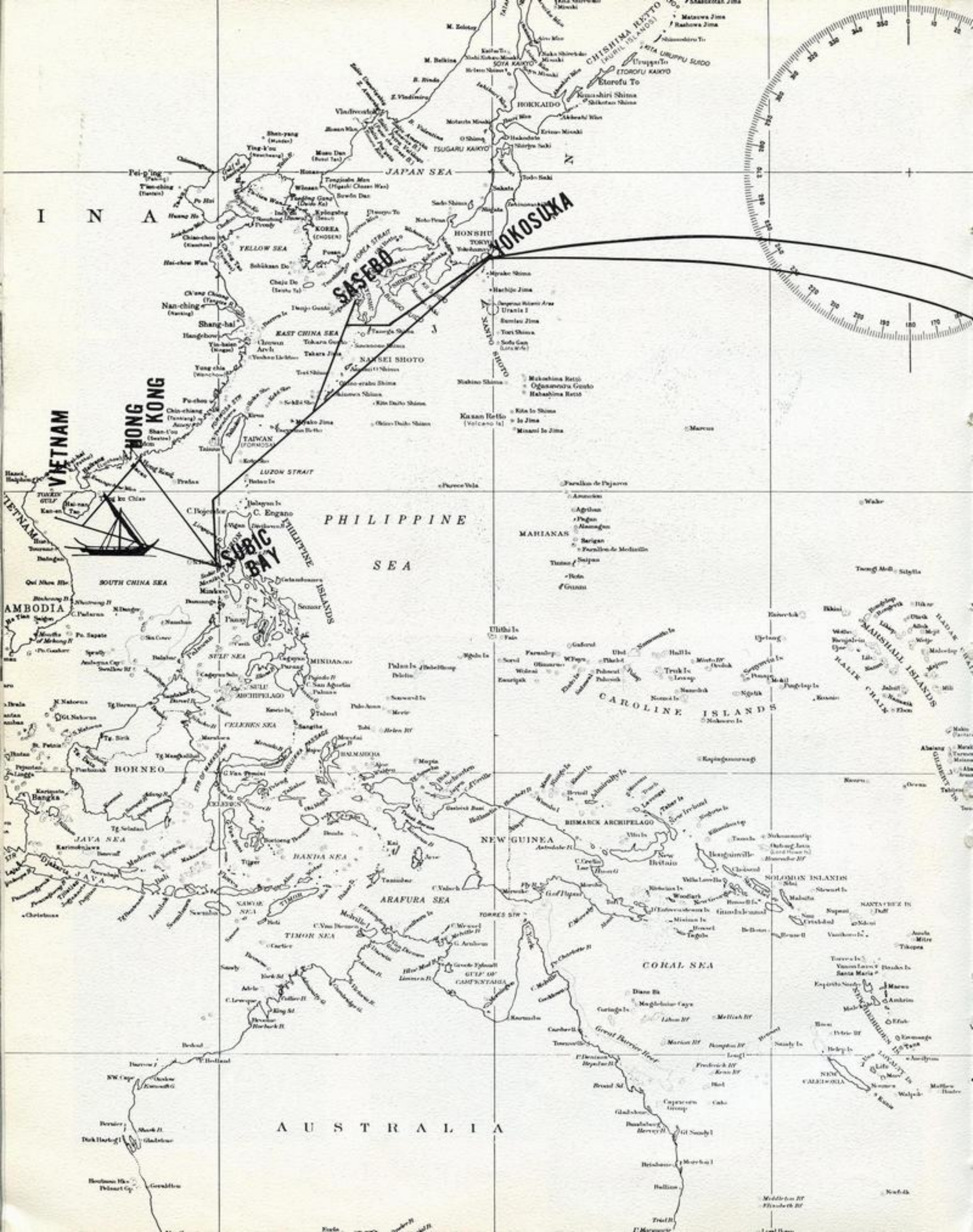
On March 17, 1967, while attempting to rescue a downed pilot, the ship was hit by North Vietnamese shore battery fire. The damage was promptly repaired by ship's personnel and we continued with our assigned mission.

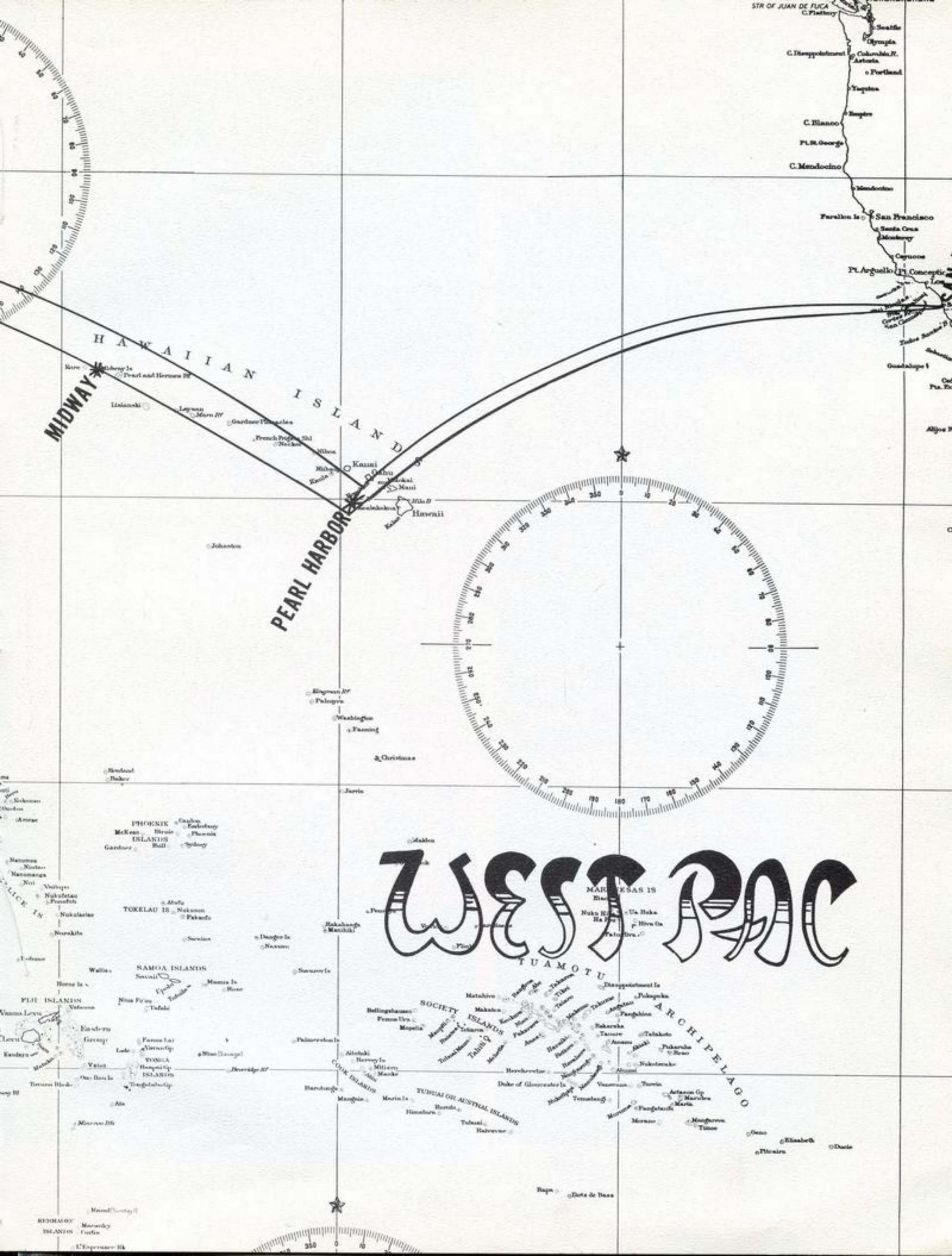
**WHAM!**





SHIP'S  
PARTY---  
"AT EASE,  
MEN!"





HAWAIIAN ISLANDS

MIDWAY

PEARL HARBOR

# WEST PAC

TUAMOTU

SOCIETY ISLANDS

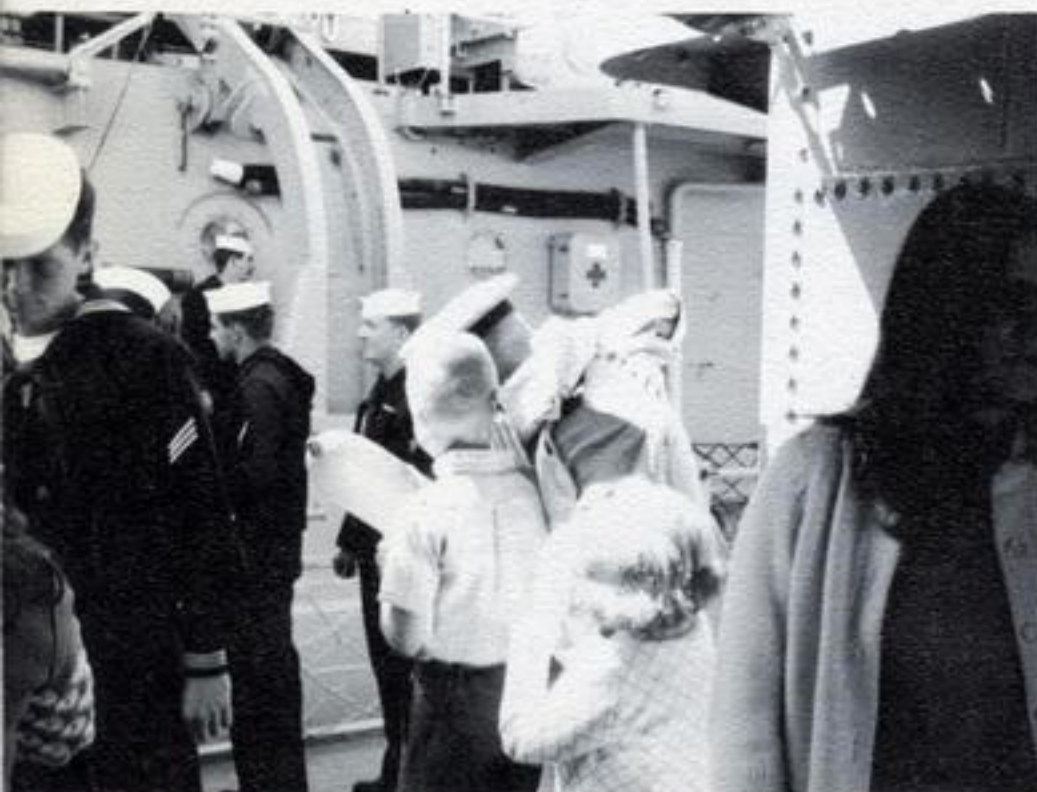
ARCHIPELAGO

TUBUAI OR AUSTRAL ISLANDS

RECORDED BY  
ISLANDS  
Curtis  
L'Esperance Bk



YES, WE ARE HOME  
MAY 5, 1967





NEED I SAY  
MORE?





REMEMBER?



# SHIP'S COMPANY AND STAFF

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