

When I'm Sixty Four



USS TOLOVANA AO-64

WESTPAC 72-73

WHEN I'M SIXTY FOUR

*When I get older losing my hair
Many years from now,
Will you still be sending me a valentine,
Birthday greeting, bottle of wine?
When I've been out till quarter of three
Would you lock the door?
Will you still need me
Will you still feed me
When I'm Sixty Four?
Beatles*



USS TOLOVANA (AO-64)

1972-1973 WESTPAC CRUISE BOOK

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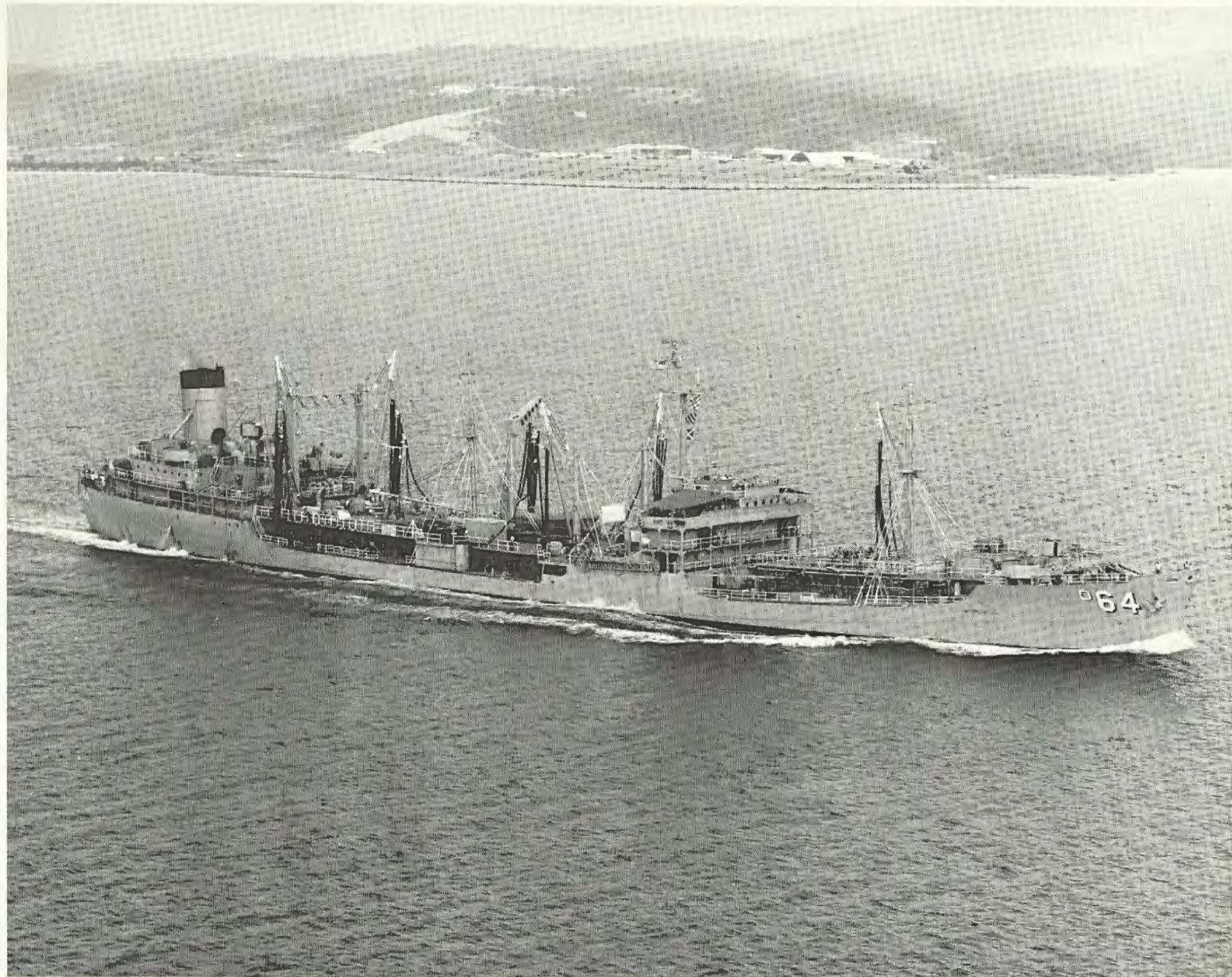
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DEDICATED TO THE ONE I LOVE



*While I'm far away from you,
I know it's hard for you,
Because it's hard for me,
And the darkest hour is just before dawn.
Each night before you go to bed,
Whisper a little prayer for me,
And tell all the stars above,
This is dedicated to the one I love.*

MAMAS and the PAPAS



HISTORY OF THE USS TOLOVANA (AO-64)

Named after the Tolovana River in Alaska, our ship was built by the Bethlehem Ship Building Company at Sparrows Point, Maryland. She was originally commissioned as a Military Sea Transportation Service Tanker on 24 February, 1945, and served in the Pacific during the final stages of World War Two. Early in 1951, the ship was converted to a Fleet Oiler and in May 1951, she was commissioned in the United States Navy as USS TOLOVANA (AO-64).

As a unit of the Service Force, U. S. Pacific Fleet, USS TOLOVANA helps solve the continuous problem of logistic support. The solution involves the transport of supplies to the striking forces, however far removed they

may be. Of all the important needs that exist, the most vital is that of fuel. The mission of the veteran USS TOLOVANA, and of all Service Force Fleet Oilers, is to supply and sustain this lifeblood to the Fleet.

Since 1951, the USS TOLOVANA has been an active unit of the Pacific Fleet. Her last deployment which ended in May 1973, was her nineteenth to the Western Pacific. In 1972-1973, the USS TOLOVANA was deployed in support of Vietnam operations for a period of eight and one half months. During that time she replenished 178 ships and transferred approximately 21 million gallons of fuel.



COMMANDING OFFICER

Commander Carrol McDermitt was born in Joplin, Missouri, and raised in Oklahoma City, Oklahoma. He attended the University of Oklahoma and received his commission through the NROTC in 1956. His first major assignment was Instructor at the Naval Academy in Chin Hae, Korea, followed by a tour with Fleet Activities, Yokosuka, Japan. Commander McDermitt was an Inactive Duty Reservist in Oklahoma City and was recalled as a TAR (Training and Administration Naval Reserve). On returning to active Naval Service, he served as Navigator and Operations Officer in **USS ROCKBRIDGE (APA-228)**. He was spot promoted to Lieutenant Commander while serving in this dual capacity.

In May 1965, Commander McDermitt returned to Norman, Oklahoma, and assumed command of the Naval and Marine Corps Reserve Training Center. He received

his Masters Degree in Natural Science in 1967 from the University of Oklahoma in off duty hours.

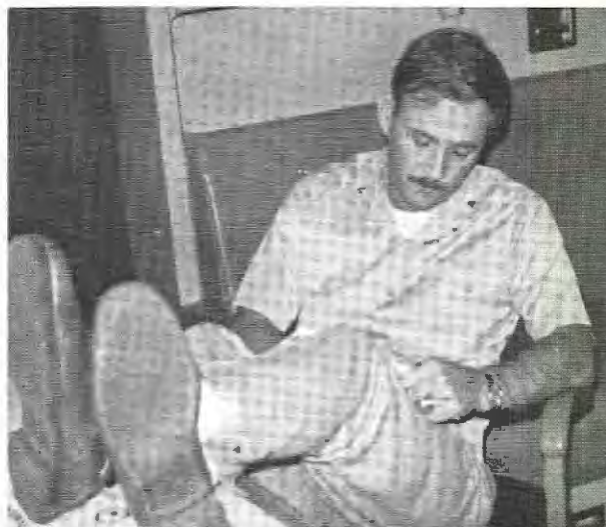
From 1967 to 1969 he served as Assistant Director of Study and Special Projects on the Staff of Commander Naval Reserve Training Command in Omaha, Nebraska.

In August of 1969, Commander McDermitt was ordered to **USS REGULUS (AF-57)** as Executive Officer. During his tour he deployed twice to the Western Pacific. He most recently completed a tour at Twelfth Naval District Headquarters where he was Director, Programs Management Division. He assumed command of the **USS TOLOVANA (AO-64)** in May of 1972.

Commander McDermitt is married to the former Opal Jane Smith of Oklahoma City. They have three children: Charley Miller, James Arthur and Thomas Edward.



EXECUTIVE OFFICER



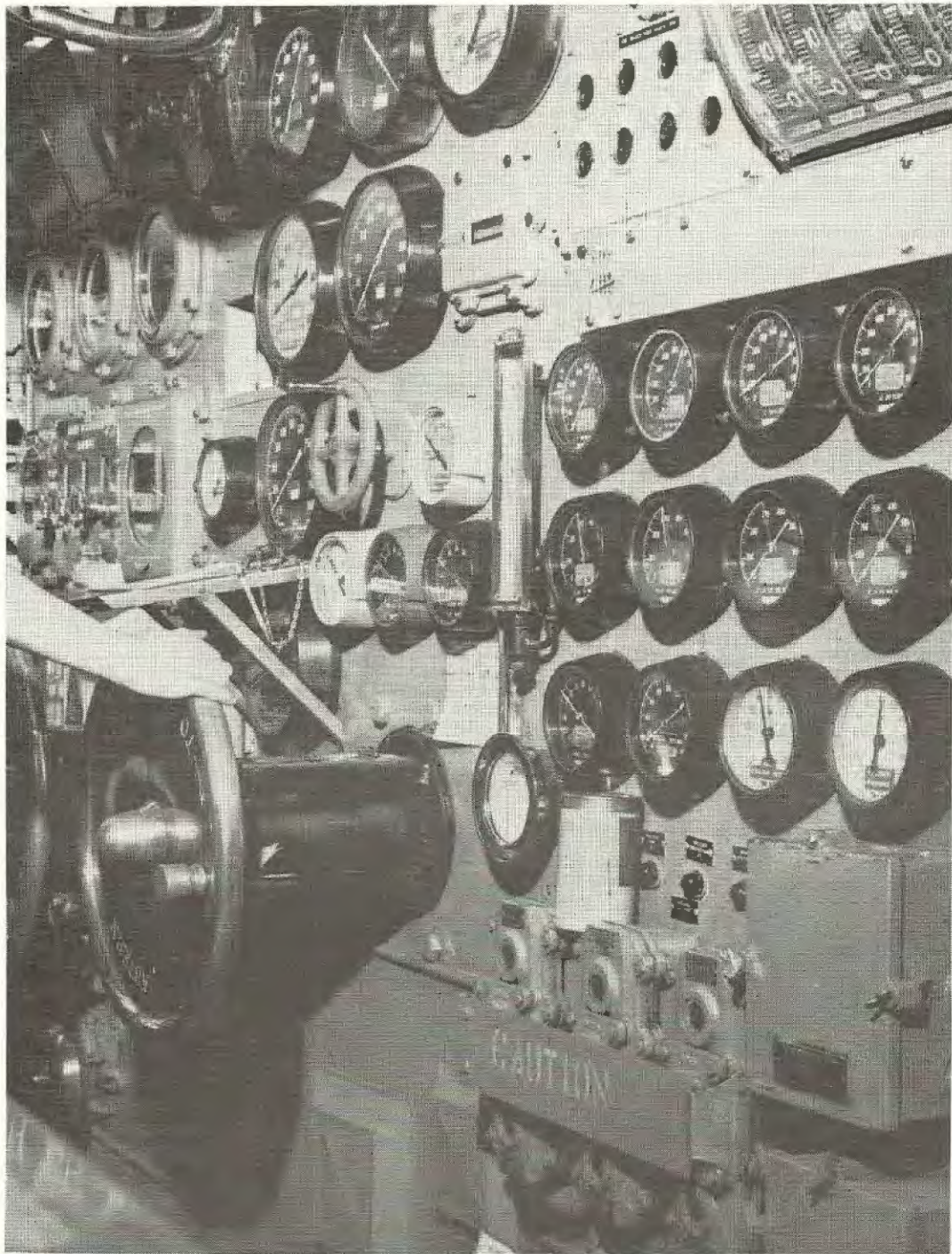
Lieutenant Commander Robert Sagehorn, USN, was born in San Francisco and raised in the Bay Area. He graduated from the California Maritime Academy in 1959 with a degree in Marine Engineering. He also received a Bachelor of Arts in International Affairs from the Naval Postgraduate School in Monterey, California.

Before coming to USS TOLOVANA as the Executive Officer, Lieutenant Commander Sagehorn served on USS GENESEE (AOG-8), USS NAVARRO (APA-215), and USS COWELL (DD-547). In addition, he served with the U. S. Naval Advisory Group in Vietnam.

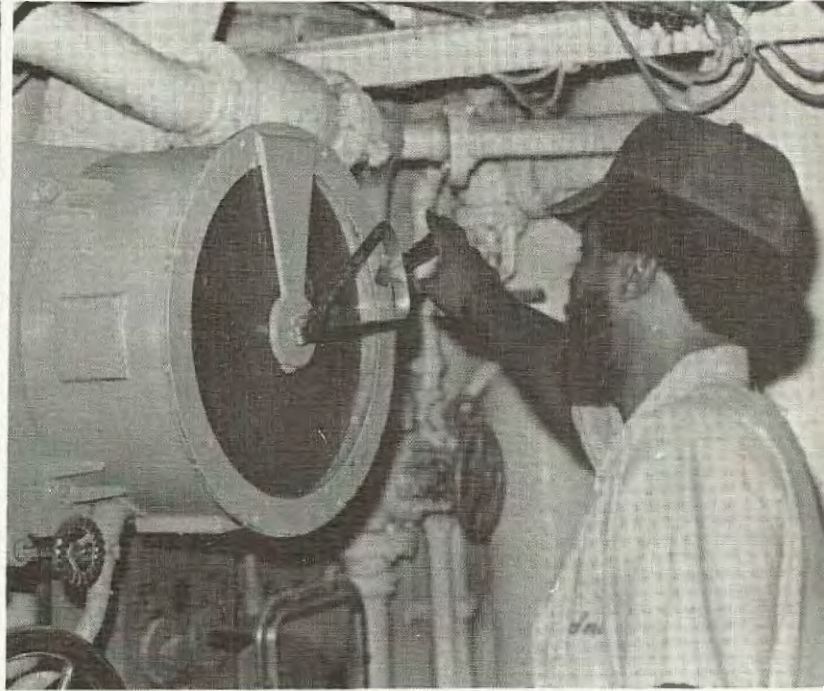
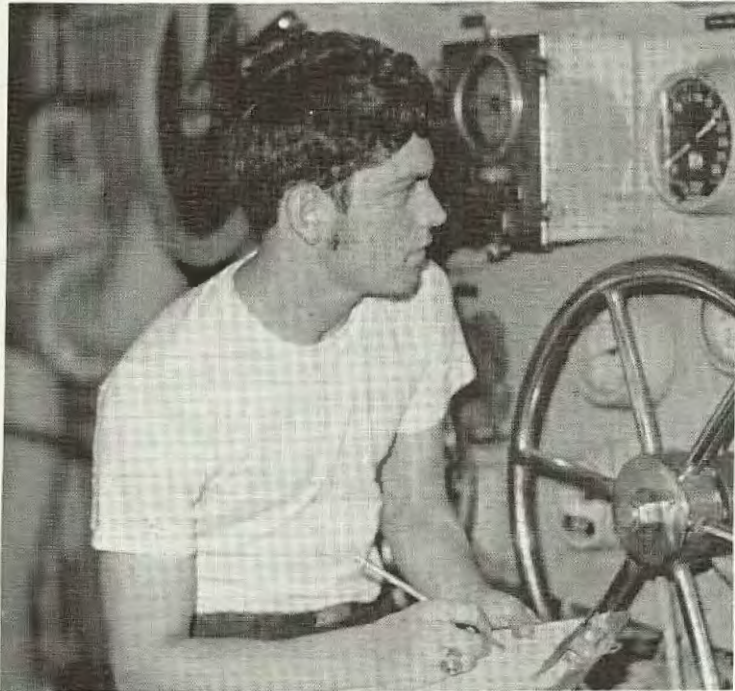
Lieutenant Commander Sagehorn is married to the former Maxine Toby of San Francisco. They have a four year old daughter, Elizabeth Anna.

THE CREW





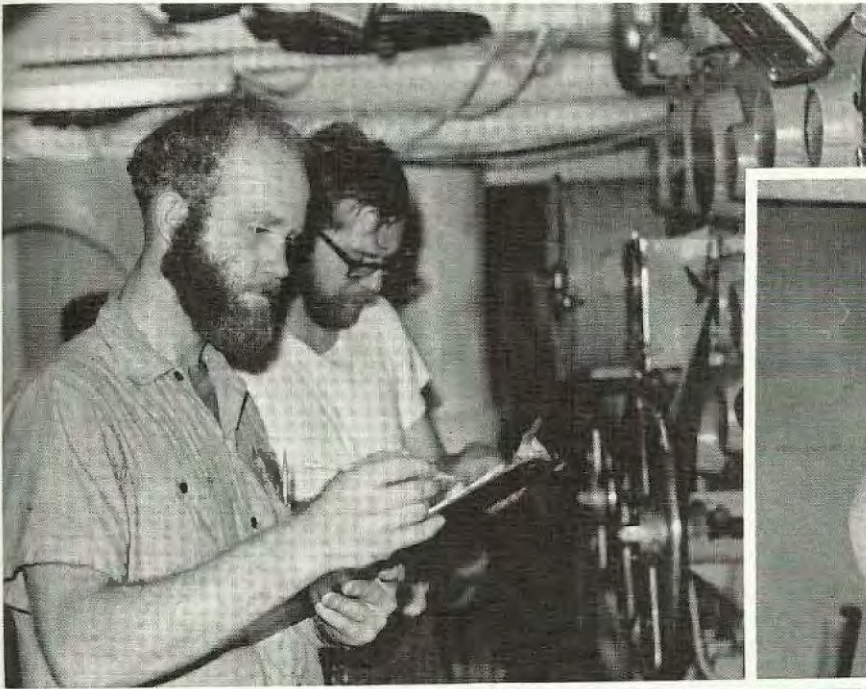
ENGINEERING



A DIVISION



The Fresh Air Snipes are primarily concerned with the maintenance of the deck machinery, the liquid cargo transfer pumps and the air conditioners, especially those in Radio Central, CIC, and the Captain's bedroom. We take care of the steering engines which aim us where we want to go and sometimes where we don't. "A Gang" is also responsible for the maintenance of the ship's boats which are sometimes used to take the crew ashore on liberty (what's that?). In addition to keeping the crew cool, we provide hot water for holiday showers, laundry equipment for clean clothes and galley equipment for our meals.



B DIVISION

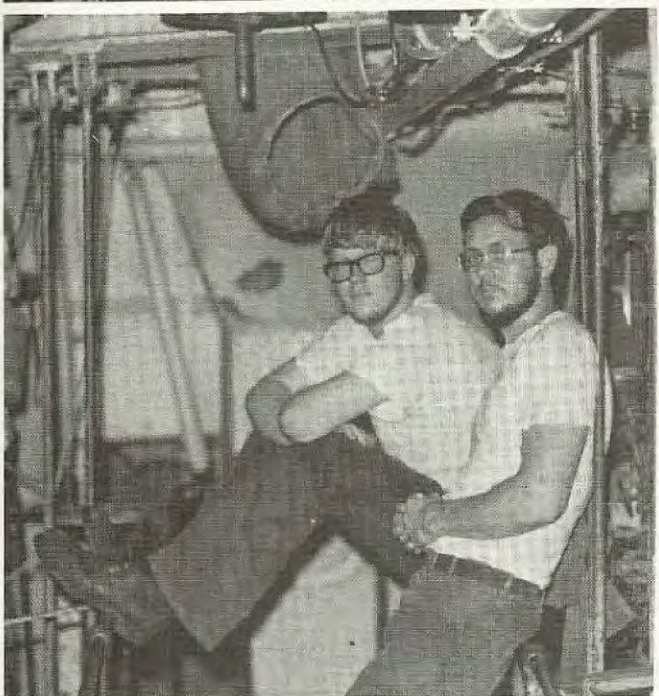
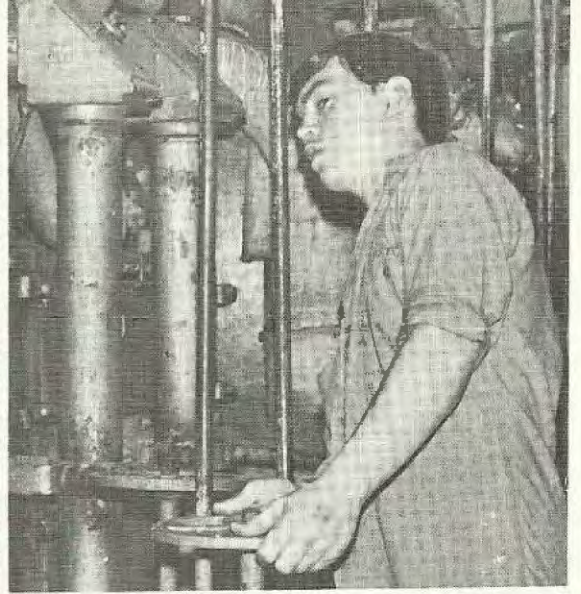


Way down below decks in the bowels of the ship, we find the "Snipes" of B Division. The Boiler Tenders, or Boiler Technicians, as the people in Washington call them, are usually found at work trying to boil water into steam to make the "Leaky T" move from one place to the other.

When the old Tolovana is steaming, things are pretty routine and it is a good time to catch up on maintenance and preservation. When she gets inport and goes cold iron, the BT's are busily tearing down and cleaning the four huge teapots.

Things really get hectic when the junior officers decide to practice man overboard drills. The BT's in the fireroom must desperately try to keep the tops on the boilers when the bell goes from all ahead flank to all stop.

This may sound like a very dull and uninspiring way to earn a paycheck but there isn't a smile in the world that can match the smile on a BT's face when he walks topside for morning quarters and sees the entire cargo deck covered with soot and the boatswain's mate jumping up and down in rage.



C AND R DIVISION



A GANG CALLED C & R

Well, the "T" left home on her 19th cruise
In a hail of tears and a shot of booze.
Off to Westpac to defend her name,
There's a hot blooded bunch among her crew of men.
Not many places they haven't built or been,
The C & R gang of cargo pumping fame.

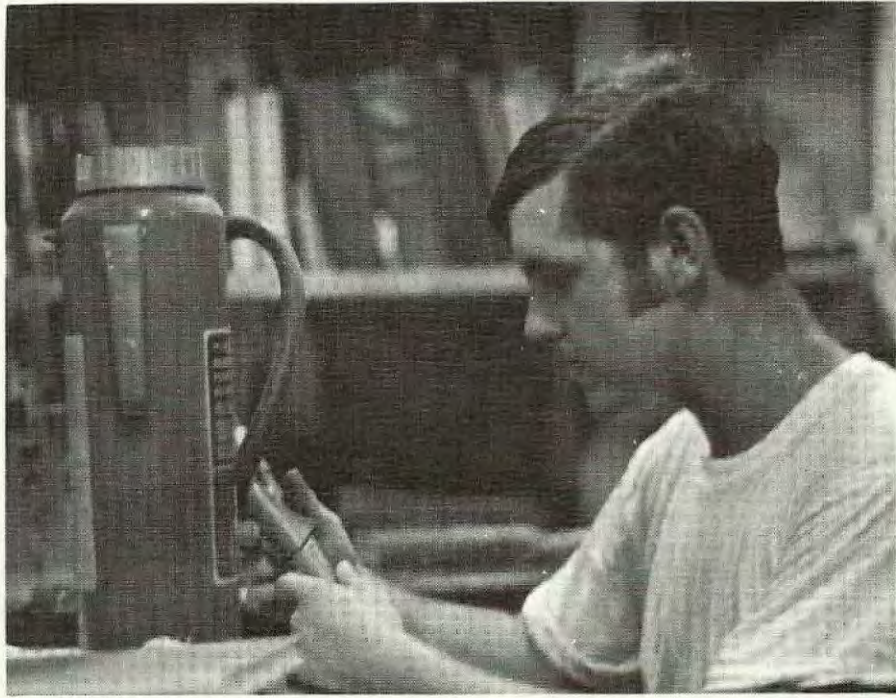
Ol' Little Joe, he'd give a nod
And Pierce would produce a welding rod.
The toughest challenge was always within reach.
You could tell One Way was still on track,
By the smile he wore when he finally got back
From his thunderous assault on every beach.

Flying high above the West Pac hussle,
A powerful image of grace and muscle
Was Woodstock, the best dressed sailor of the year.
Along with Red, a fairly likeable guy,
They grew a sense of unity and a feel for P.I.,
As they flushed their systems with black oil and beer.

Filling out the ranks were some other lads,
Lovingly branded the undergrads,
BoBo, Griego, Brown and Heath.
Trying to control this ball of tension
Was Motley and the strong legged chief called Jensen

Untimely, Lorenz and Buck were lost.
Then Sniffy departed at quite a cost.
But the gang stroked on in their usual spiffy way.
They left gorged hulls in their haze grey path,
Baptized a few with a black oil bath,
And set the record in obstacle deck relay.

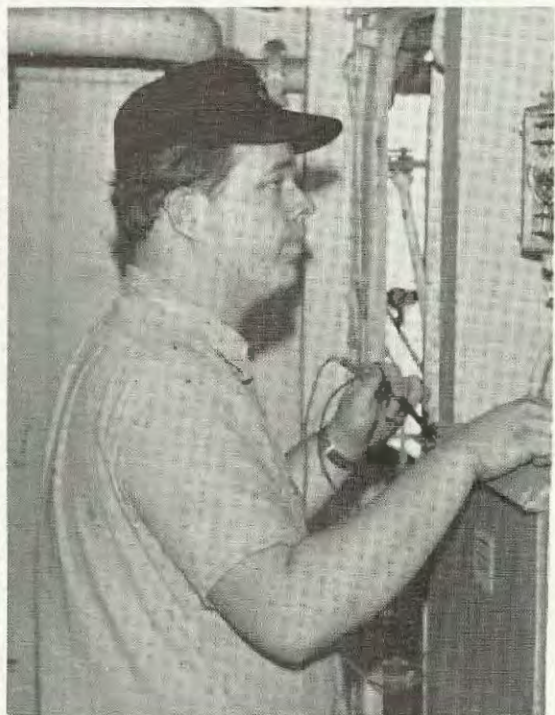
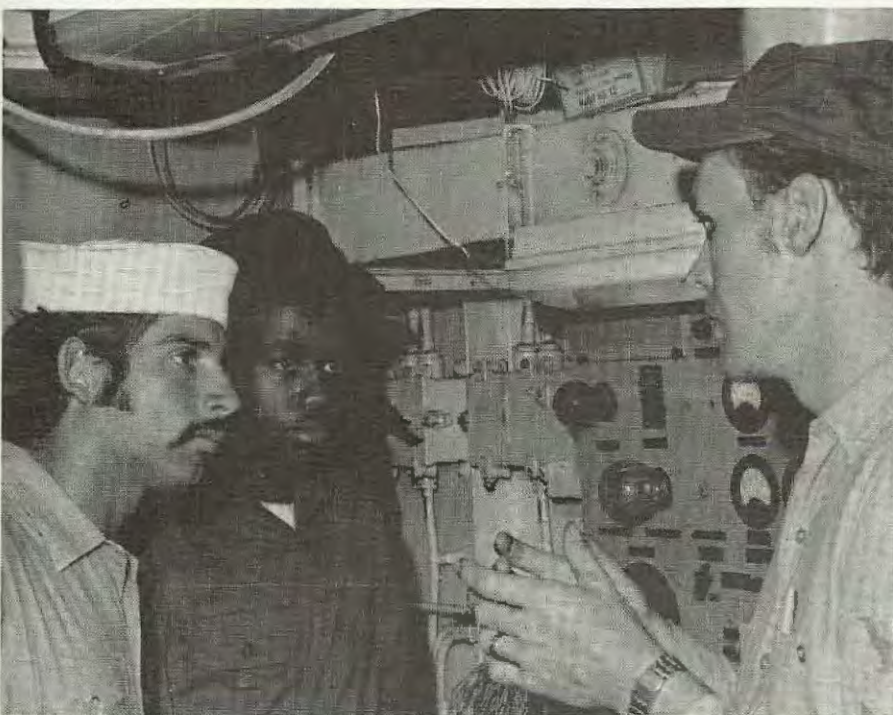
Constantly confronted with many jobs:
Winches, commodes and several door knobs.
They still managed to find some time to roam,
Keeping one eye on the QM's charts,
And the other on pictures of missed sweethearts.



E DIVISION



The Electricians and the IC men are in E Division. Their underway watch is stood on the main board, where the electricity is generated. In addition to providing the ship with all its electricity, the men of E Division are also responsible for the underwater log, the gyrocompass, the sound powered phones, the fire and flushing pump, the main circulating pumps, and the precious air conditioners.

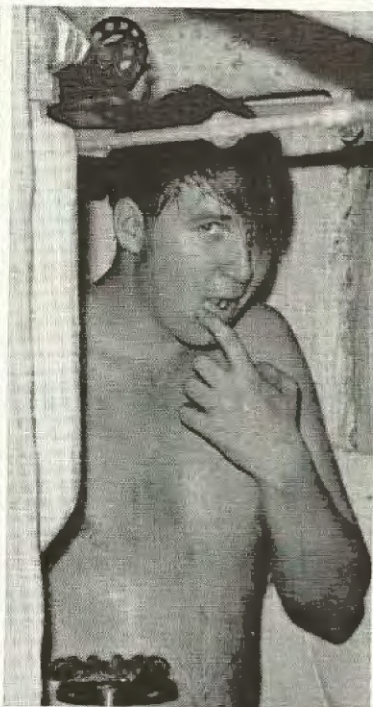


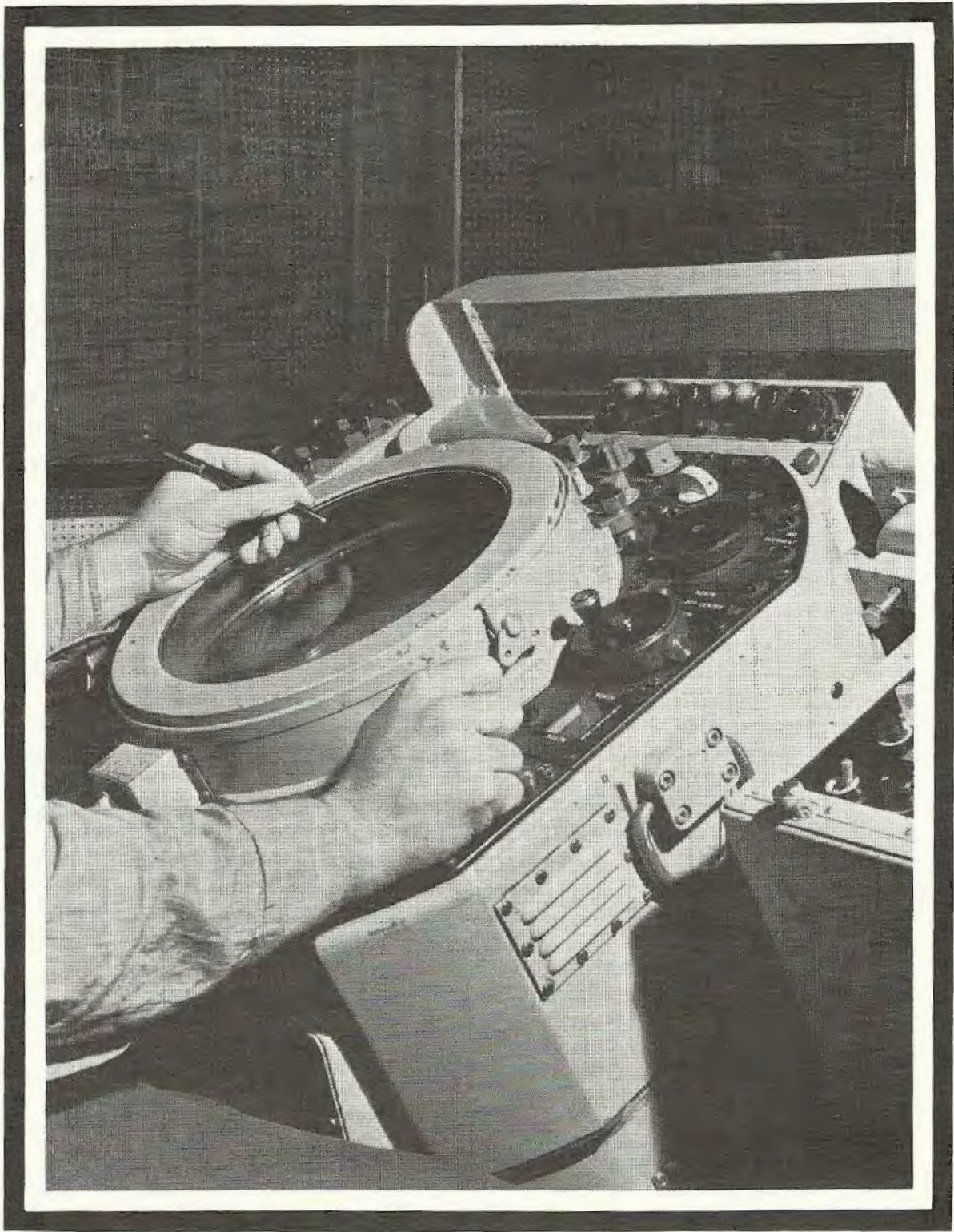
M DIVISION



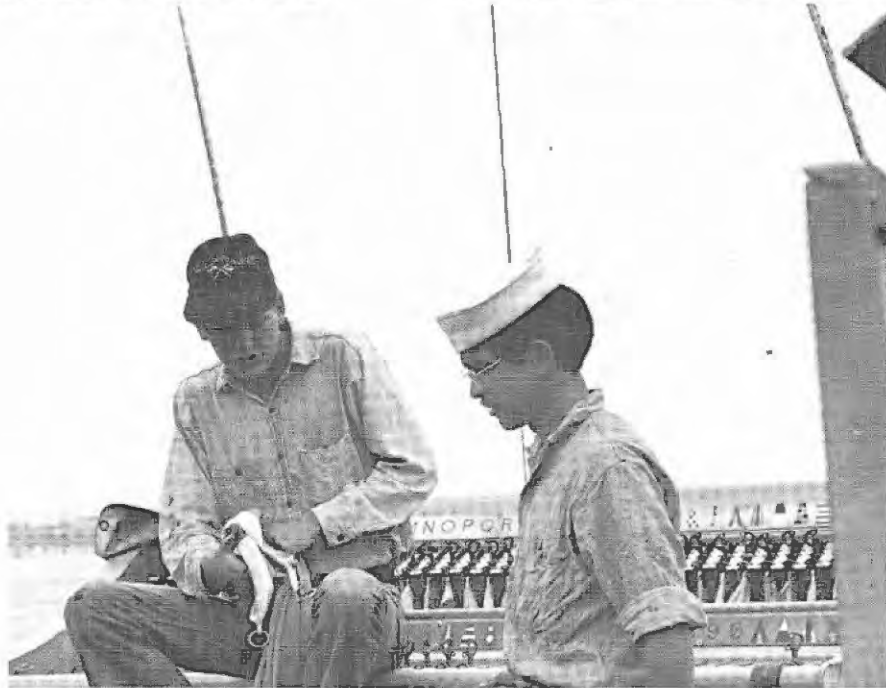
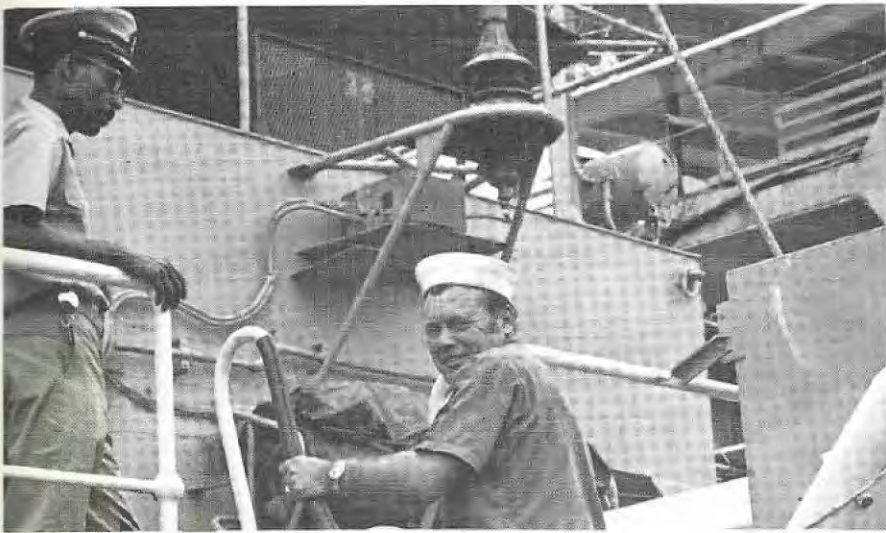
In the hot engineering spaces aboard the "Leaky T", we find our way to the maze of pipes, valves, gauges and machinery of the Engineroom. The Machinist Mates of M Division move the ship by routing the steam made by the BT's to the turbines. They also keep the other divisions busy by sending steam to the generators, the deck winches and the cargo pumps.

So, the Engineroom is a very busy space. But there are times when the watches get long and tiresome. To break the monotony, the Machinist Mates harass the Supply officer with orders for unusual parts, perform physical exercises on the reduction gears, and conduct church services with Fireman Nesslein during general quarters.





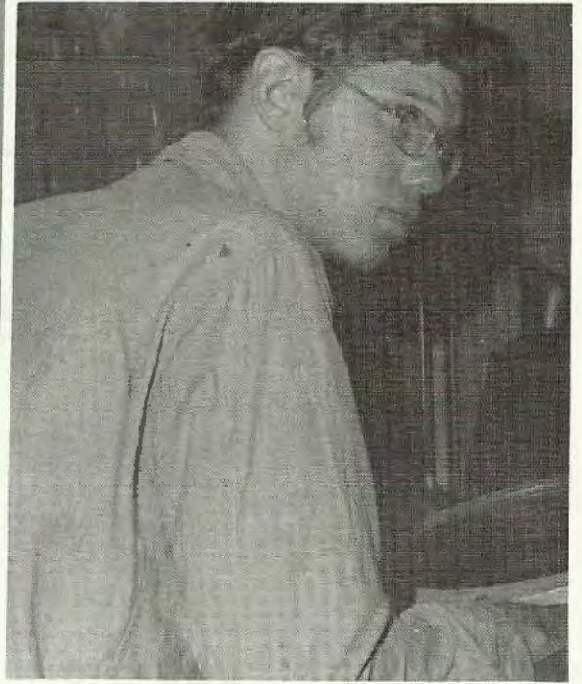
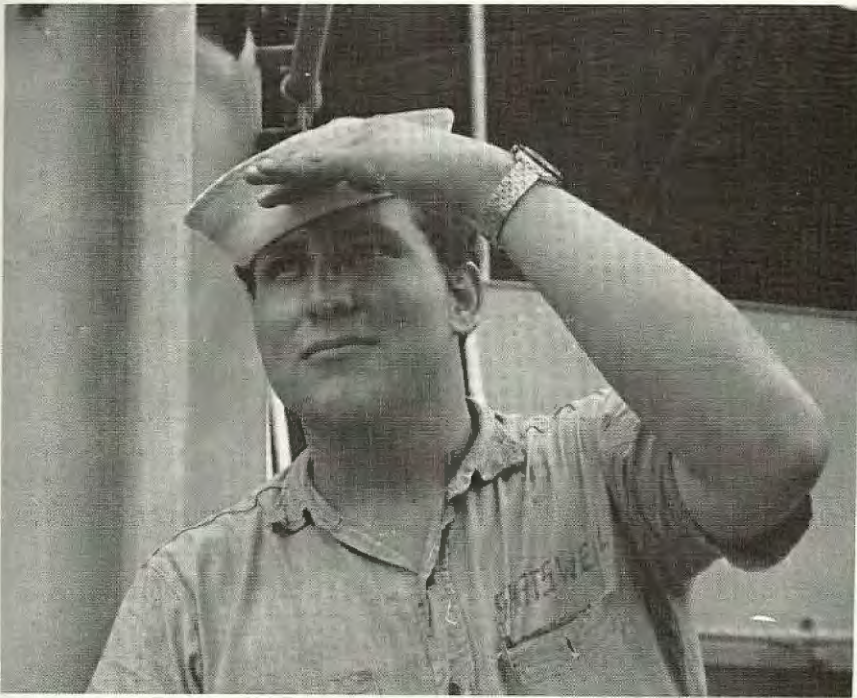
OPERATIONS



OPERATIONS SPECIALISTS



Manning and maintaining Combat Information Center (CIC) falls on the shoulders of the Operations Specialists. From CIC, the OOD receives an unending flow of information concerning the ships, exercises and other events in the immediate area. When the OOD is looking for contacts in reduced visibility, he is reassured by the Specialists' motto: "If we can't see it, it isn't there." The Specialists' duties include: radar watches, voice communication watches, publication upkeep, chart upkeep and surface plotting.



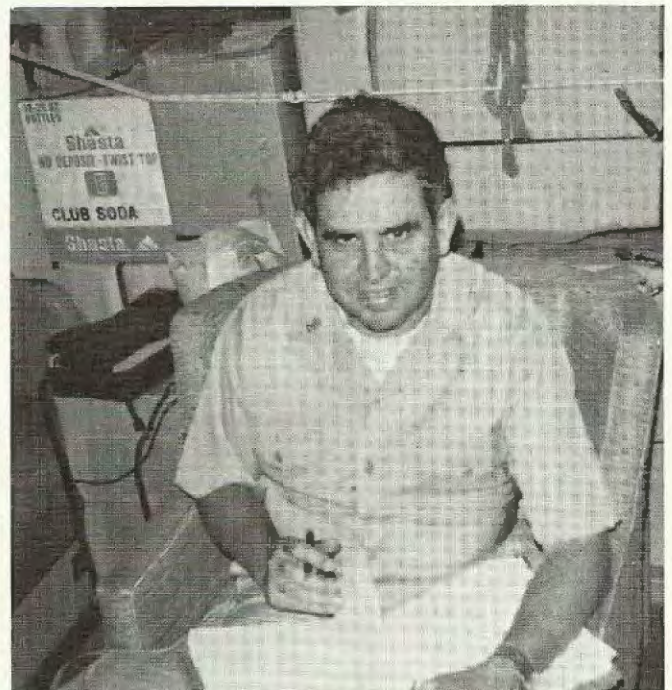
RADIOMEN



Once upon a midnight dreary, Wayne pondered weak and weary
Over the teletype that stood upon the floor.
As Steve sat there, nearly napping, suddenly there came a tapping
As if someone was gently rapping, rapping on our outside door.
"Tis some visitor," Larry muttered, "banging ever more."
Only this and nothing more.

Ah, as Rob can well remember,
It was in the bleak of dark December
And each and every dying ember
Of Top Secrets wrought it ghosts upon the floor!
Vainly DeMartino had sought Bailey,
So that Yoga Lessons he could borrow.
"Won't someone please get the door!" cried Serrano.
Only this and nothing more.

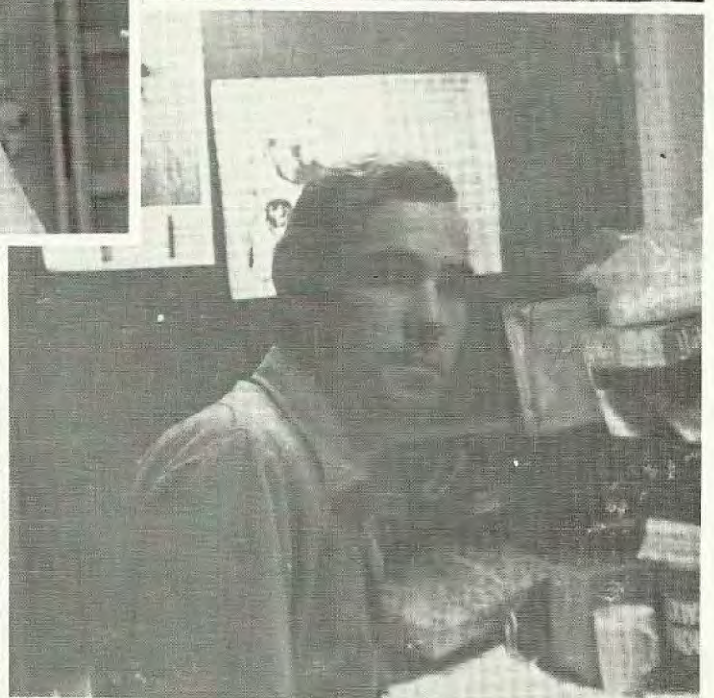
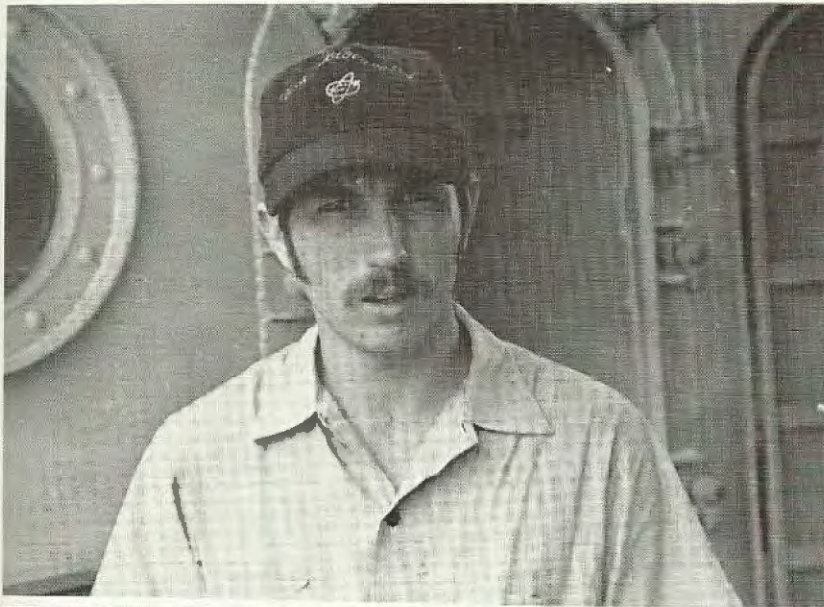
To the door our Danny did go, opened it, and cried with woe.
Howard and Jackson looked up with a start
And what they saw there stopped their hearts.
For the Chief and First Class were waiting at the door.
Only this and nothing more.



ELECTRONIC TECHNICIANS



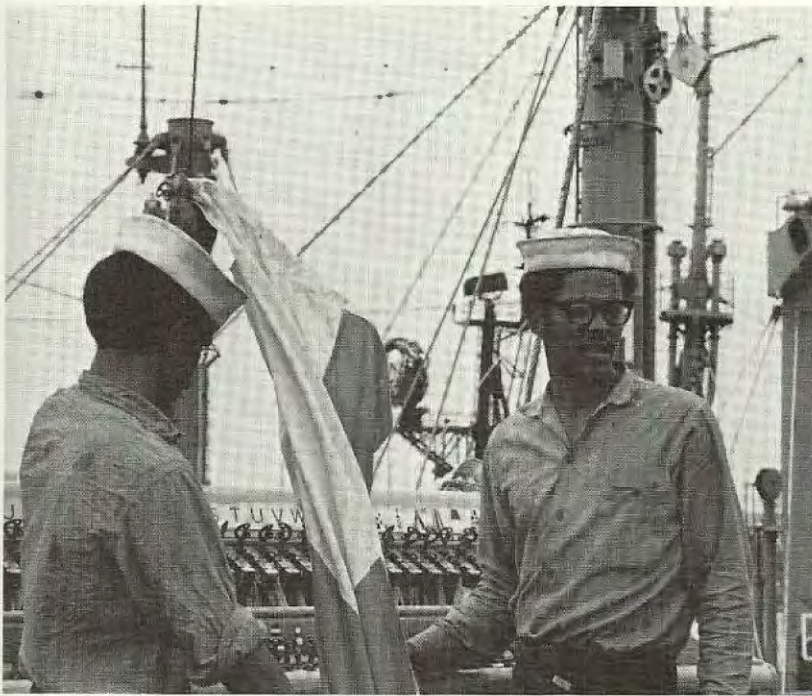
The Electronic Technicians maintain and repair the ship's electronic equipment, which includes the radar and the communications and navigational systems. It is not unusual to find an ET working during the middle of the night on the temperamental radar or on the uncooperative fathometer. The ET gang has received so much practice trouble shooting this cruise that they are, no doubt, the fastest draw west of the Mississippi.



SIGNALMEN



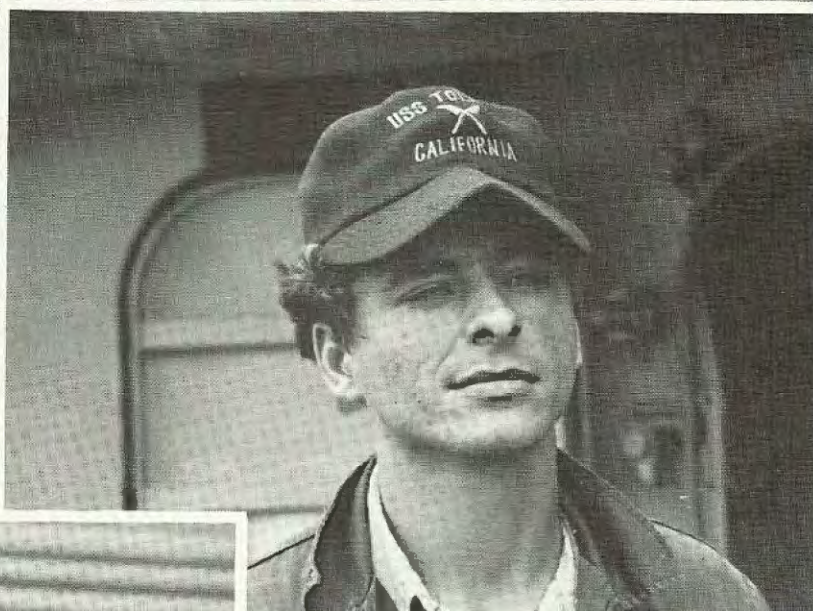
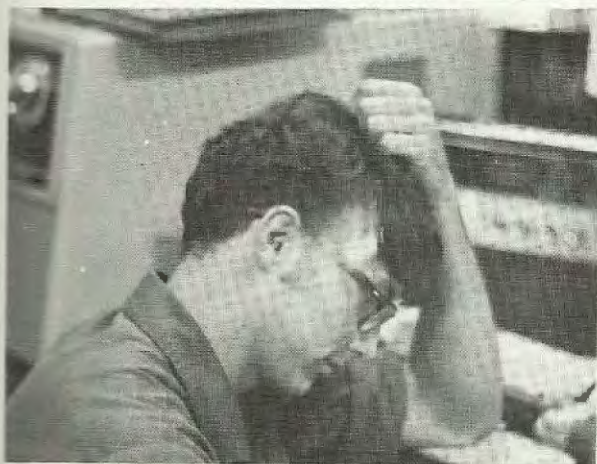
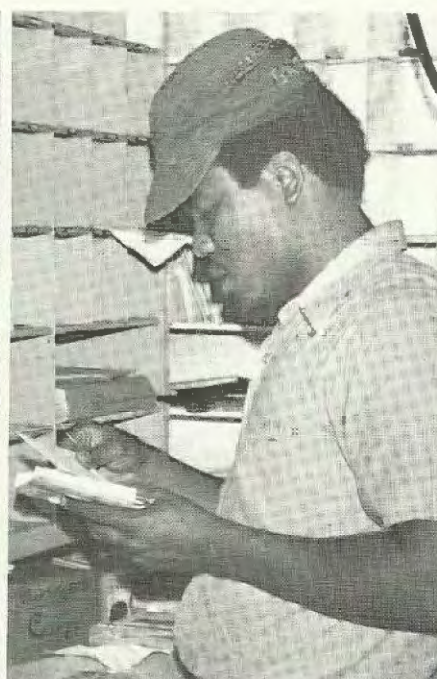
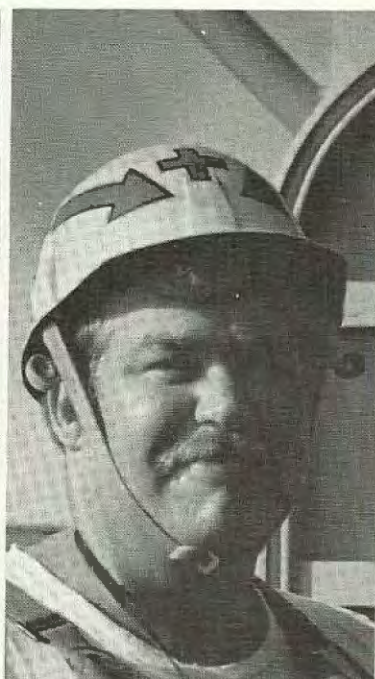
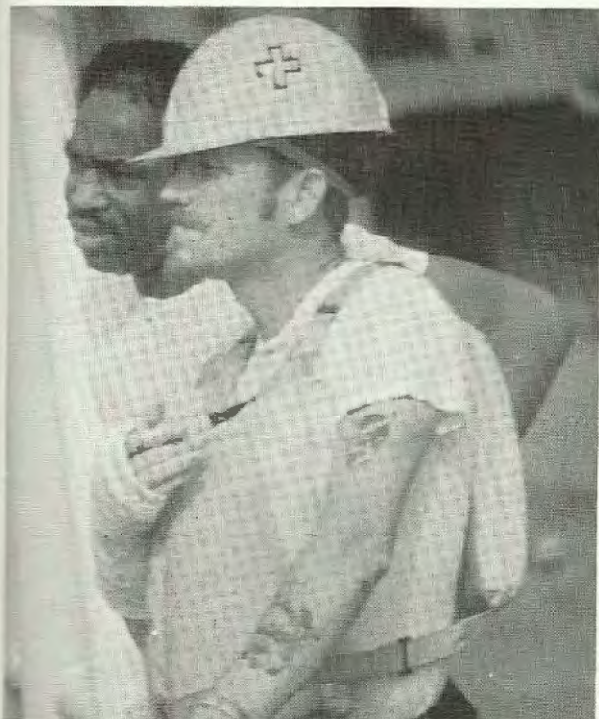
Our small Signal gang was kept quite busy this cruise, especially during the unreps. The strikers received a lot of on-the-job training in flaghoist, flashing light and semaphore. On Sundays and after working hours, you would always find some of the Signalmen sunbathing on the Signal Bridge, which is appropriately nicknamed "STEEL BEACH".



X DIVISION



X Division is comprised of various rates, including HM's (Corpsmen), PC's (Postal Clerks), YN's (Yeomen) and PN's (Personnelmen). All play an important part in shipboard life from such things as sick call to mail call to maintaining, adjusting and recording all entries for the crew's personal records.



NAVIGATION DEPARTMENT



THE MAGICIAN

When the moon is in the seventh house
And Jupiter aligns with Mars,
The tap-dancing magician comes out of his kitchen
To find out where we are.

Said the Captain to the Magician:
"Can you tell me where we are?"
"Not quite . . . perhaps and maybe
If I could only find a star!"

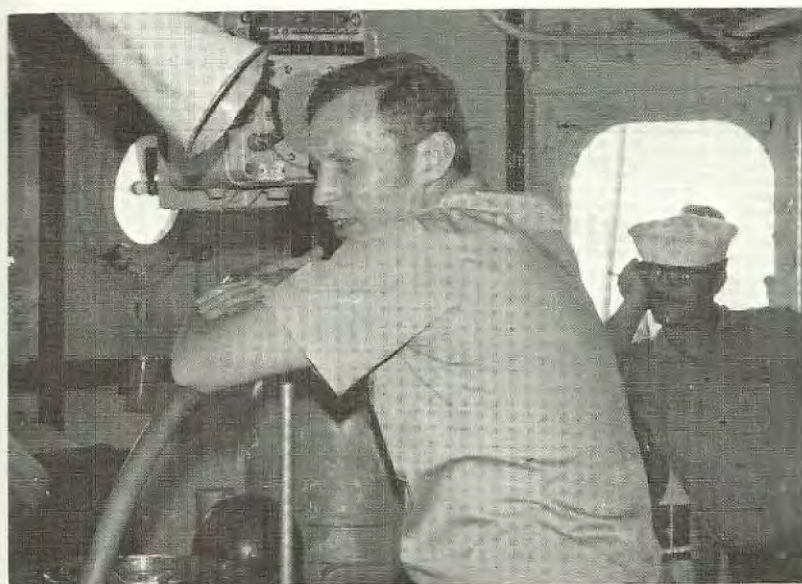
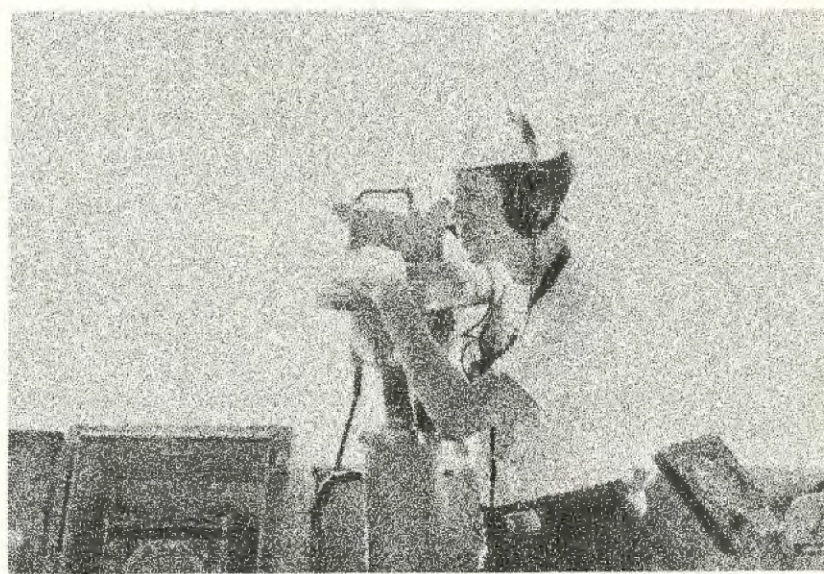
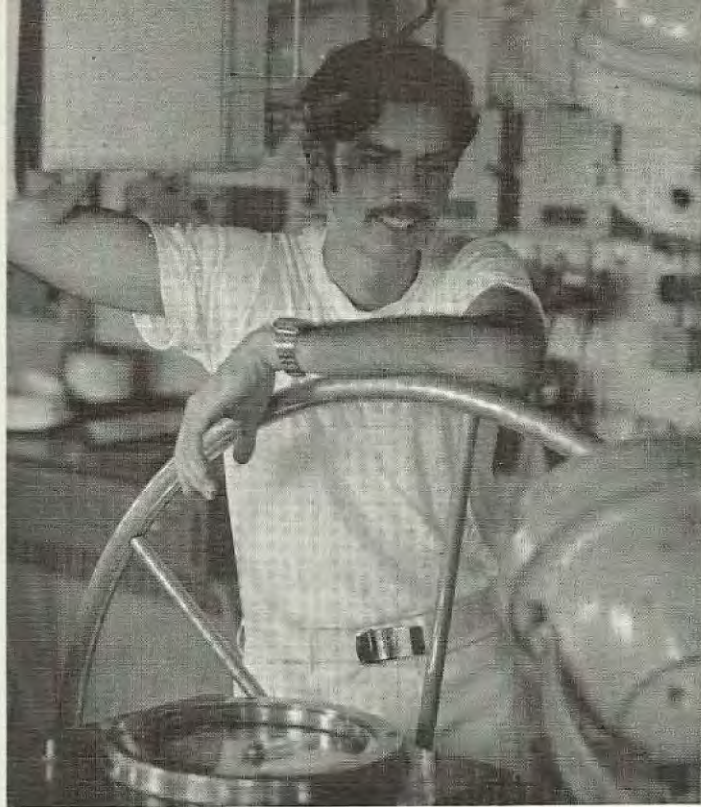
"Say there!! Could you tell me?"
said the Captain to the Chief.
"Here or there is my belief,
But certainly not close to that reef!"

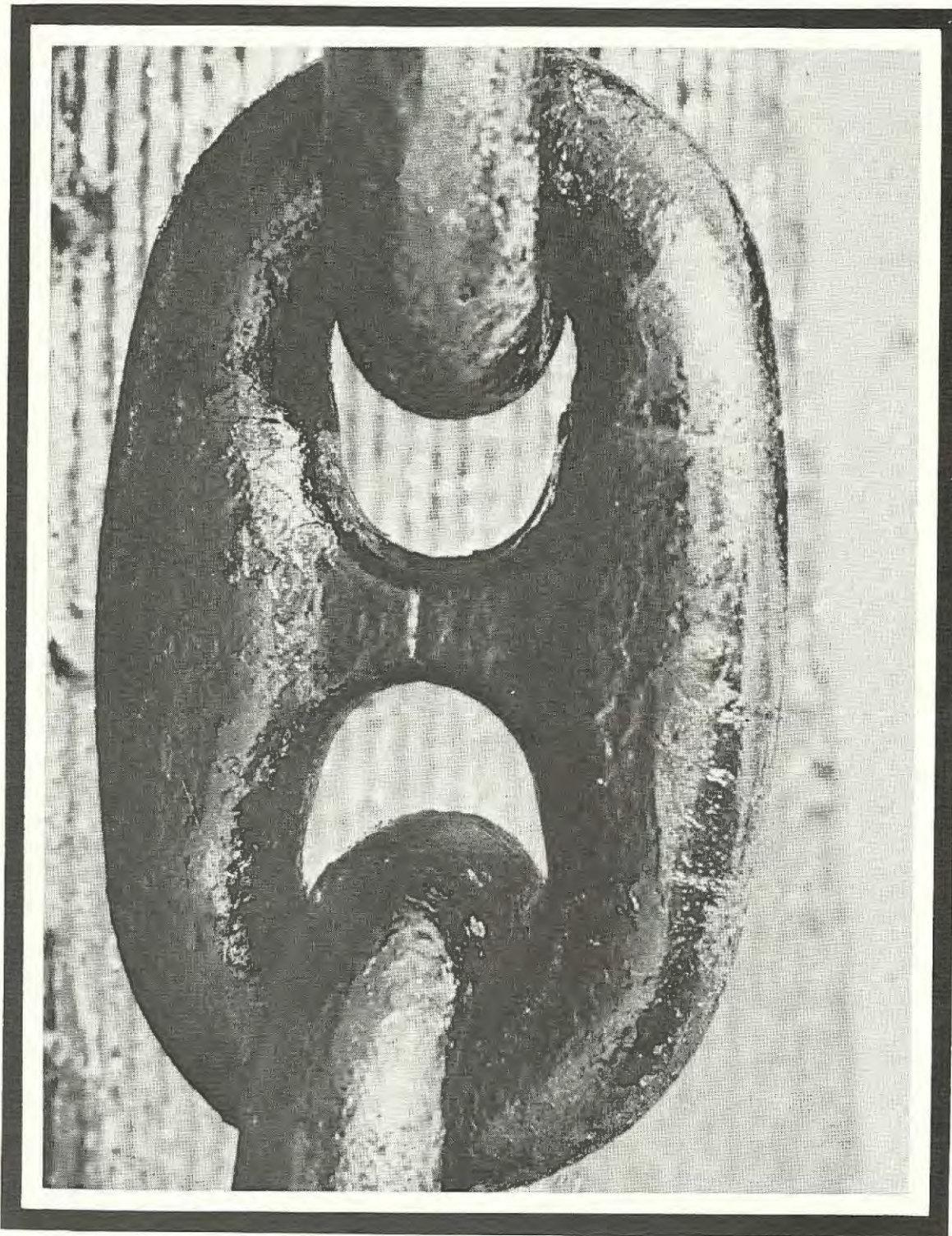
Then he turned aside to the third class
As they came stumbling through the door.
"And please. Can you two help me?
I ask you . . . in fact I implore!"
"No Sir! Not us!" came the answer,
"For the radar is nevermore."

He turned then, facing the seamen
And said "Can you tell me at least where we've been?"
"Who Me? No Sir! Never happen!" they said,
As they thoughtfully rubbed their chins.

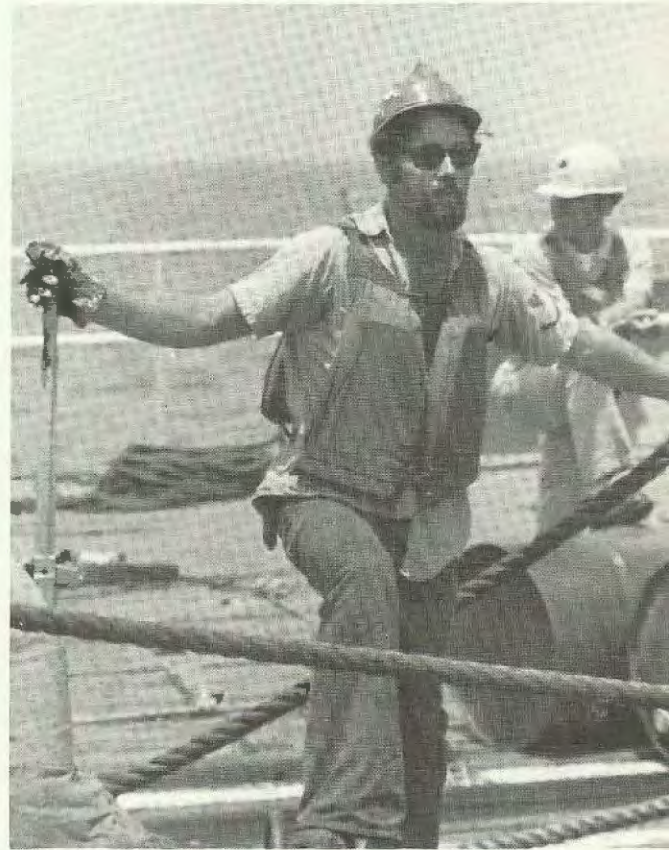
Then a bumping, gurgling, a rumbling . . .
And a terrible, terrible screech!!
The ship began heavily listing
It was struck fast by the reef!!

There's no guesswork in the chart house;
No gazing for the stars.
No joy tonight in the wardroom
For the QM's know where we are!





DECK

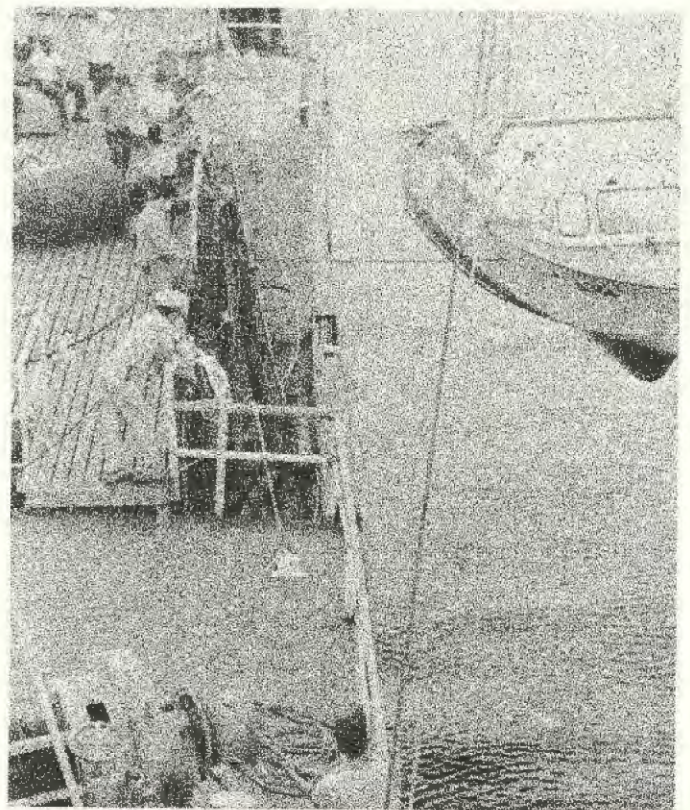


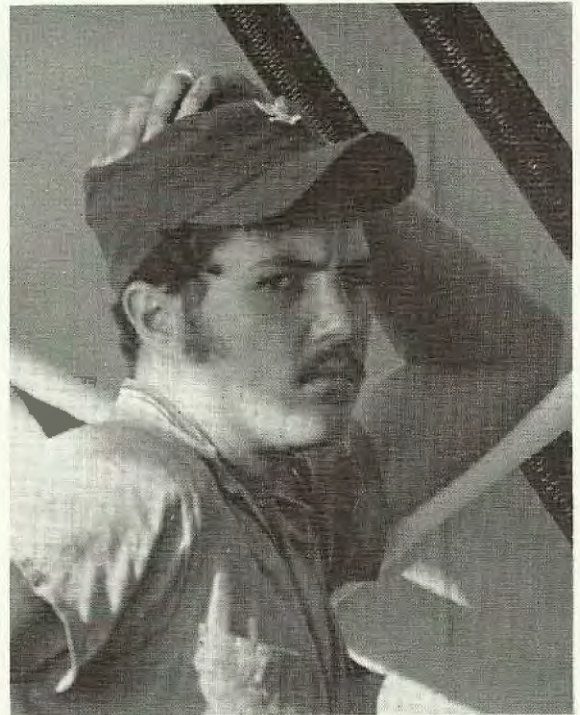
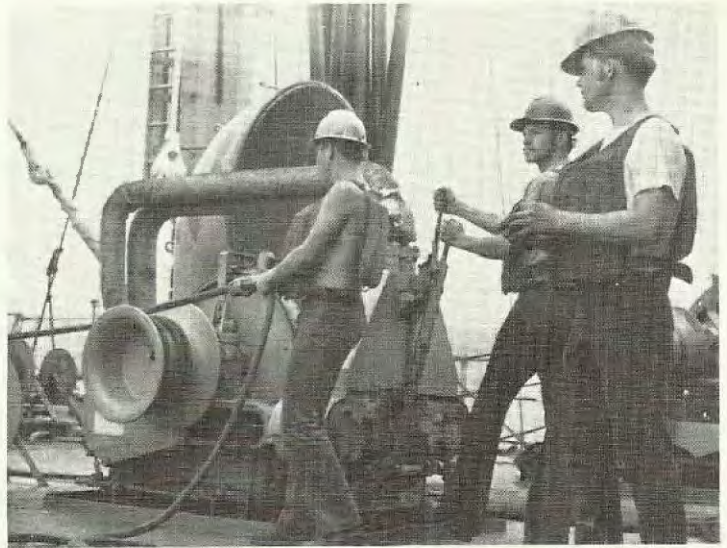
FIRST DIVISION



1st Division is the proud owner of the forward part of the "Mighty T", which they claim is the better half. During the eight and one half month deployment, 1st Divisions' new seamen recruits were transformed into salty "deck apes." When they were not manning stations three and four, they were fighting a never ending battle against their number one enemy: rust. After working hours, you could always find several men from 1st Division in the gear locker enjoying the heavy sounds of "TOLO"—The National Parks and Forests Radio Station.

Most of the men are happily looking forward to returning home after this long West Pac cruise. However, there seem to be some men who can't wait to return to Olongapo City. We can't imagine why.

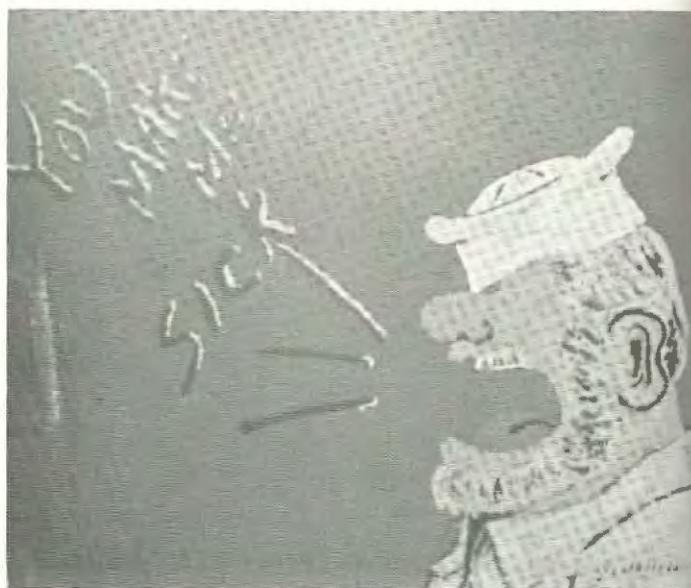




SECOND DIVISION



We, the "deck-apes" of Second Division, are the keepers of the "after rust-farm". As the ship set sail for West Pac 72-73, the aft end looked like a combination of every kind of rust possible, and a Sherman-Williams paint advertisement. After many months of hard work, the divisions' spaces were looking very ship-shape for our return to Long Beach. Not all of our work was devoted to chipping and painting though. As a matter of fact, most of our time was devoted to keeping the replenishment rigs in tip-top shape. We had to keep them in good working order, because we used them quite a lot this cruise. Of the 178 unreprs the ship participated in, 2nd Division worked in all but nine of them. Needless to say, we worked many long hours pumping fuel and transferring cargo to ships of every size and shape. Most of the unreprs went by very smoothly but there were a few tense moments—like the night a destroyer collided with us at station #7 while making an approach. The Tolovana didn't miss a commitment the entire deployment, and Second Division can rest assured that they helped to "Carry The Load".



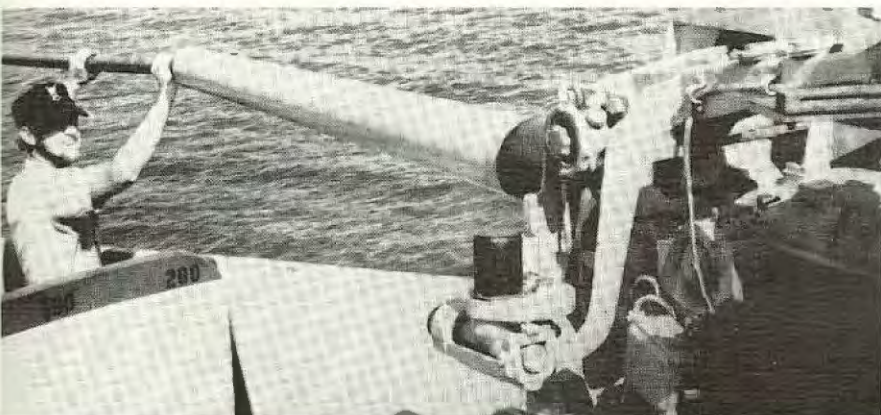
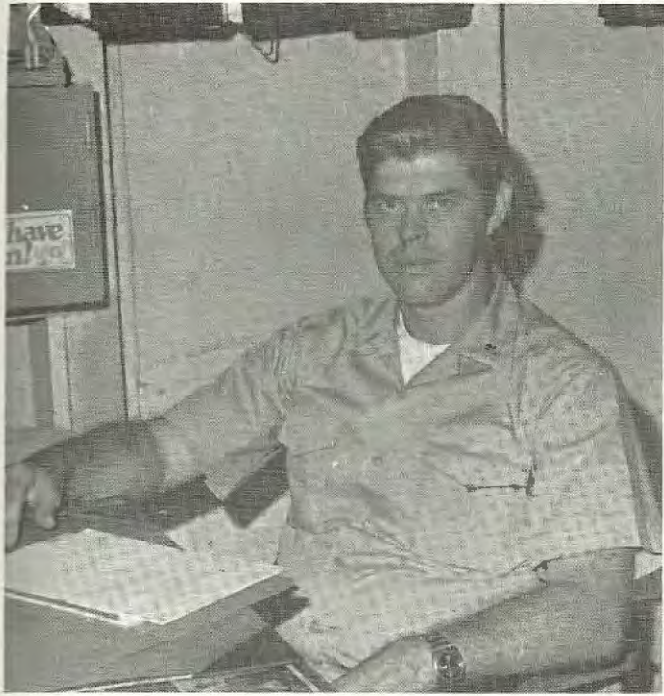


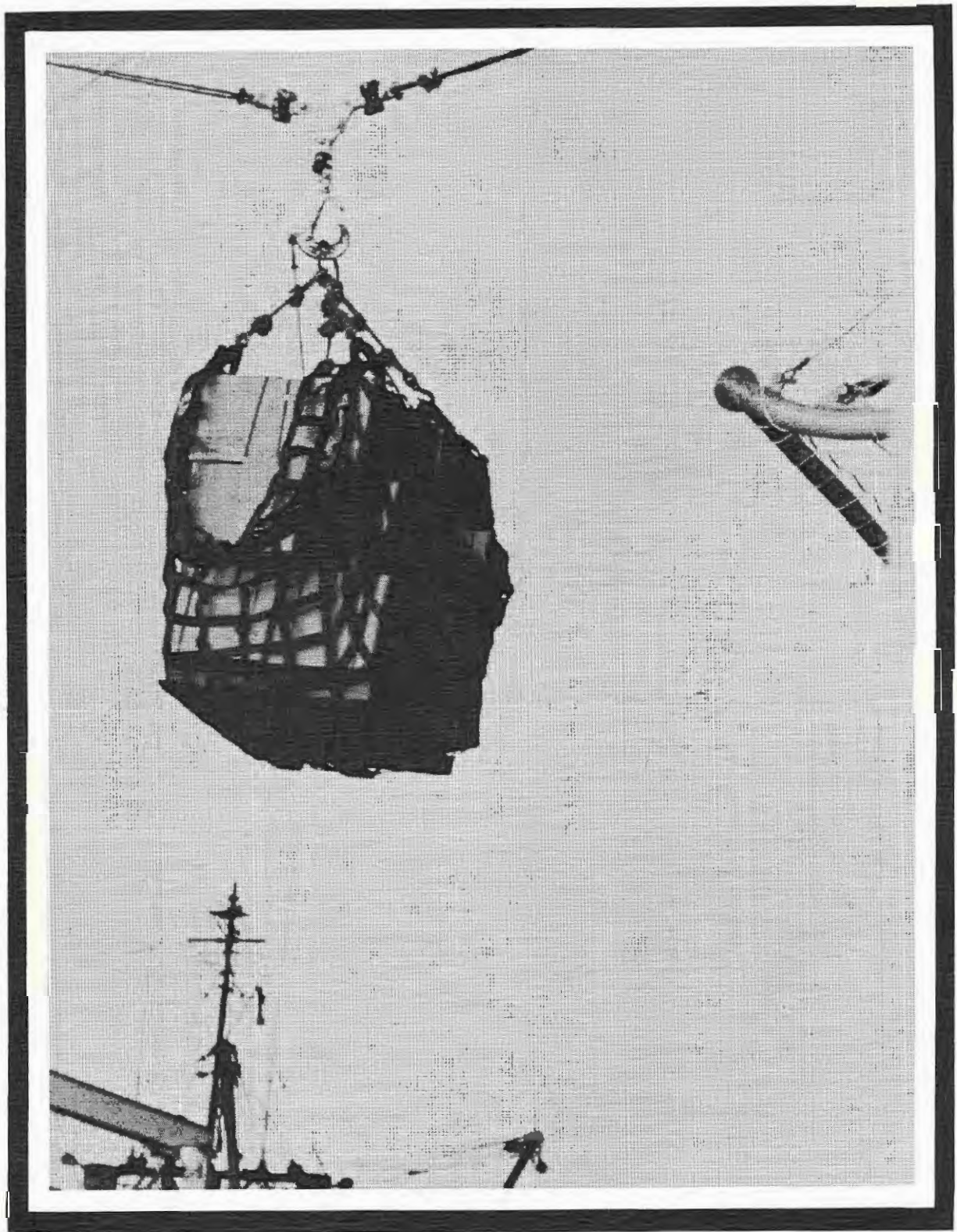
THIRD DIVISION



The Gunners Mate is one of the two oldest, original rates in the Navy. In keeping with Naval tradition, the guns that the mighty TOLO's Gunners Mates and Fire Control Technicians devote their lives to are also one of the oldest guns still in Naval usage. Our 3"50 cal anachronisms were originally designed for use against dive bombers and suicide planes in World War II. Today they are the ships primary defense against high speed enemy junks and other waterborne threats.

As with anything of superannuation, the TOLOVANA's big guns demand constant and meticulous attention, which they would receive were it not for the ships primary mission: we're an oiler (but nobody's perfect). And so it is that the labors of providing the port and starboard highline fall upon Third Division, proving once again that a canoncocker is nought but a glorified Bosun's Mate.





SUPPLY

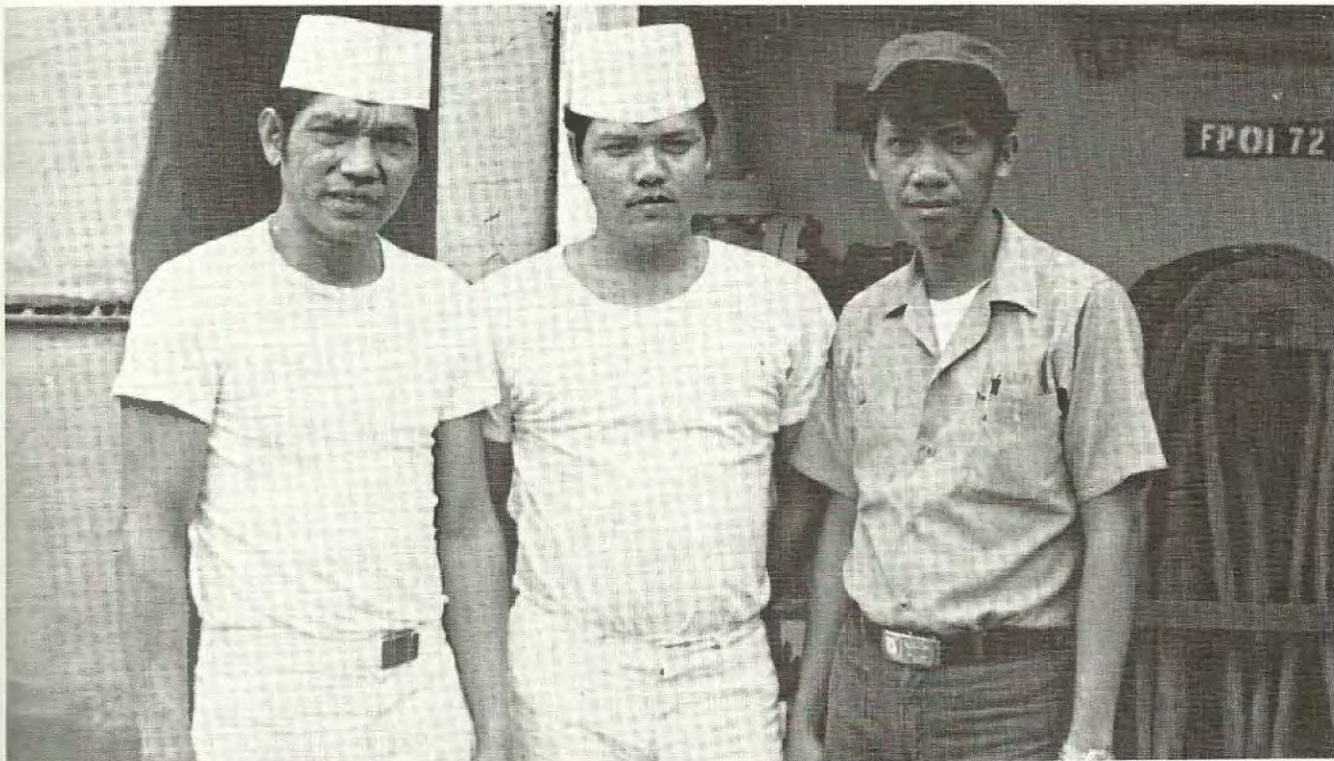


STEWARDS



Personnel of the Stewards branch perform their duties in what is called "Officers Country". These are the spaces where the officers sleep, and where their meals are prepared and served. The Wardroom is the hub of activity where the officers have their meals and enjoy an occasional break. Working hard, the Stewards keep their spaces spotless and immaculate. And the CHOW? We just don't believe they ate the whole . . . thing!

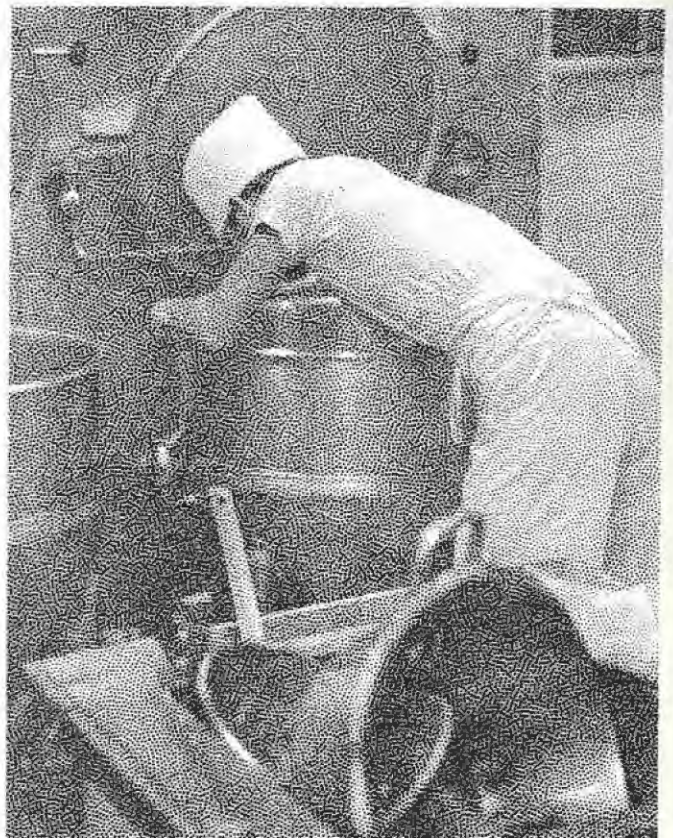


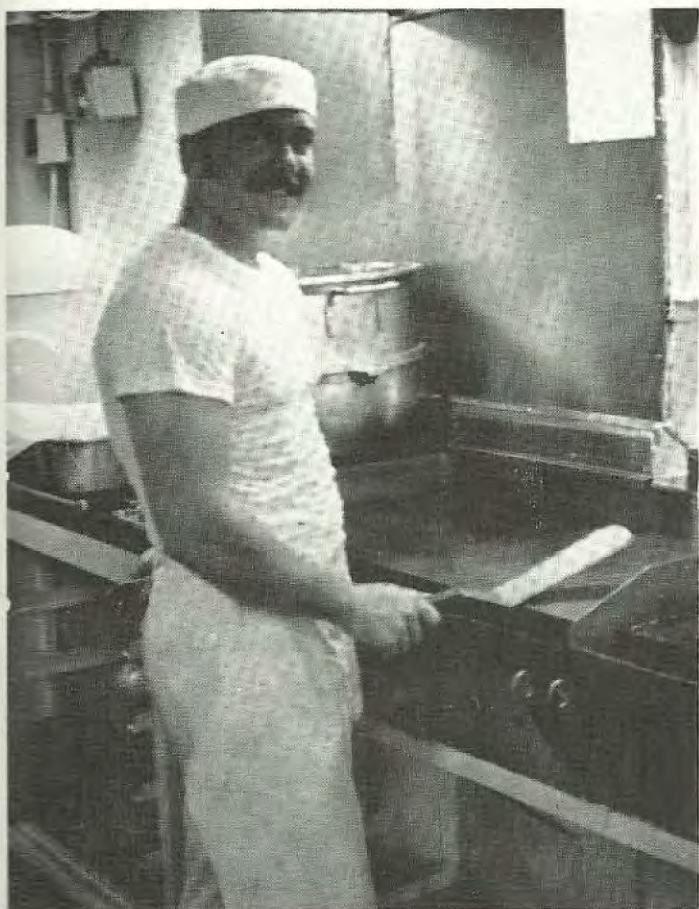
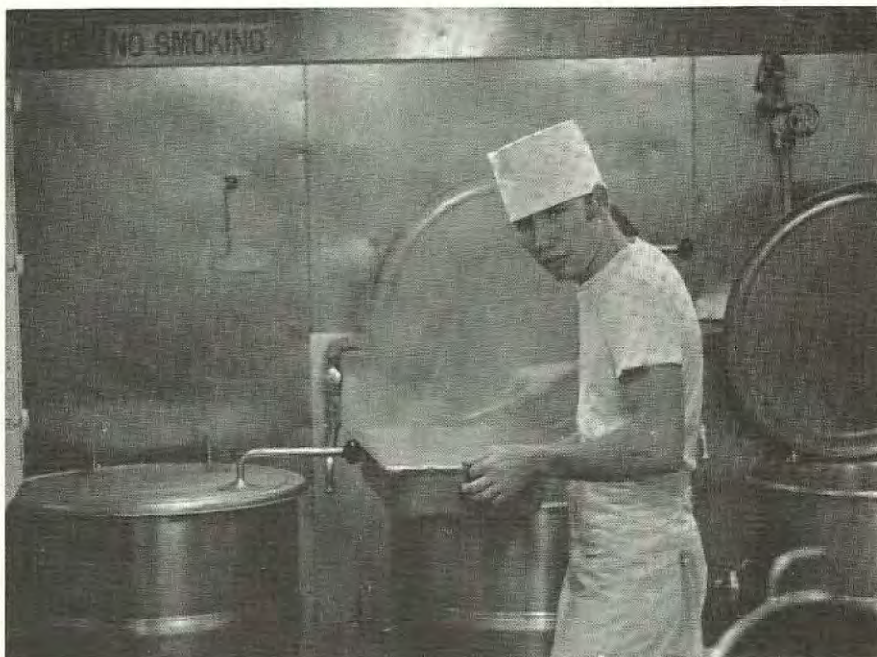
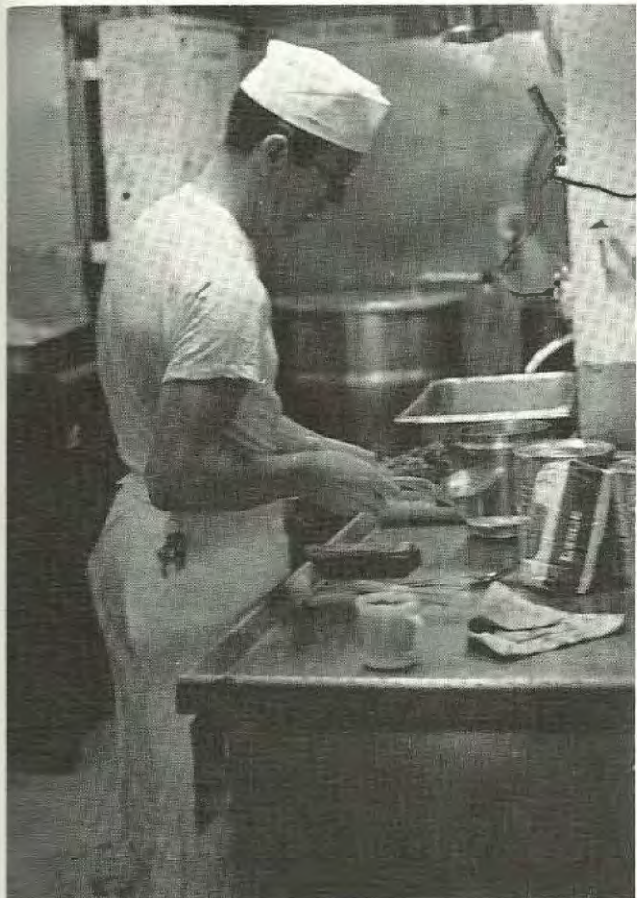


COMMISSARYMEN



Functioning smoothly all about and everywhere are the Commissarymen or Culinary Technicians who cater to the uppercrust echelon of **TOLOVANA**: the Enlisted Crew. From the galley, a pallet tempting scent permeates throughout the ship, reminding the **TOLOVANA** epicureans that connoisseurs CSC Johnson, CS1 Lathrop, CS2 Lightfoot, CS3 Belk, CS3 Cupp, and SN Kilcrease and their cohorts (messcooks) are applying their knowledge of cuisine to concoct a variety of dishes calculated to subdue the hearty appetites of the crew.



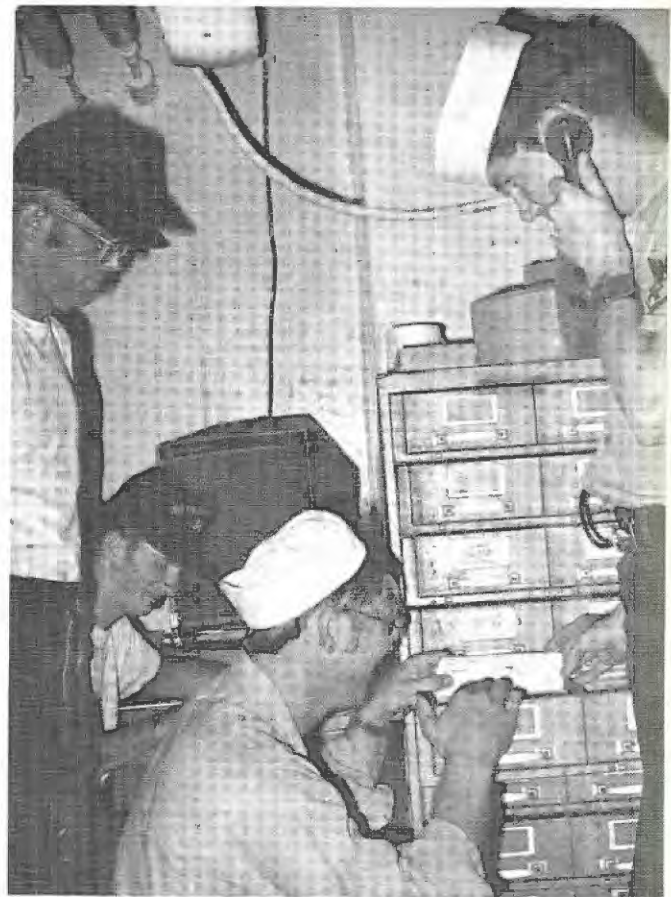


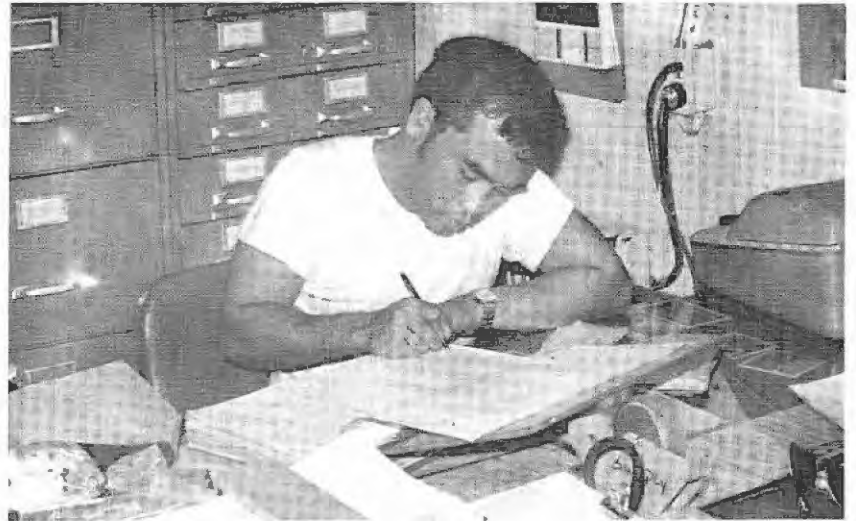
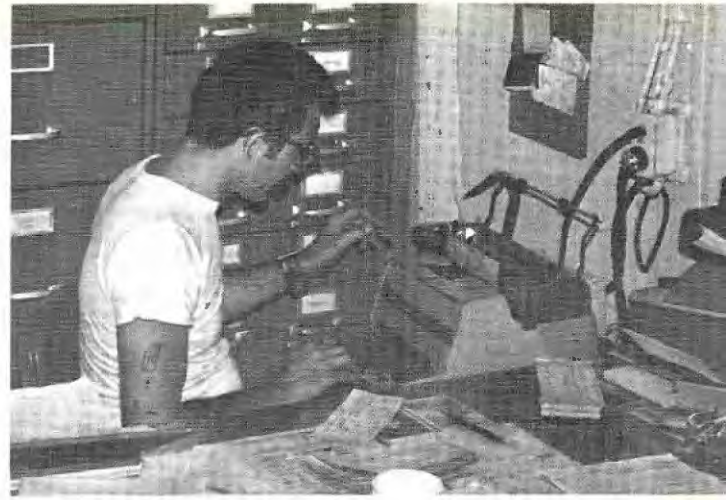
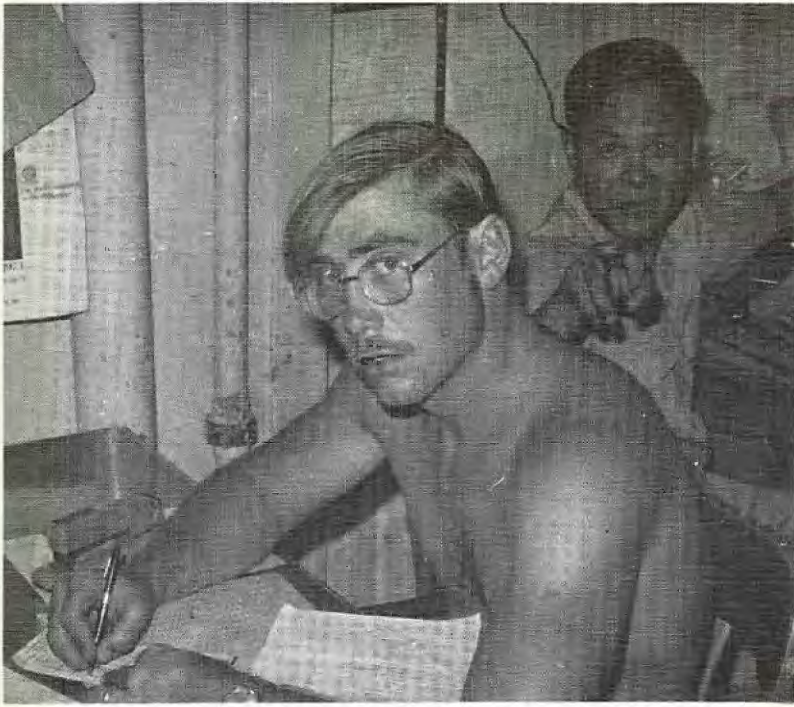
STOREKEEPERS



In the dark of night comes a soft cry that grows into a thunderous roar, and the plea, "We need a part", reaches the storekeepers ears. Quickly and confidently (?) he looks.

The Cosal for APA or AEL? The microfiche? Perhaps the CHIL, MCRL or ISL? How about the ISSG or NMDL, not to mention the MRIL or P-485. After all this, would you believe NIS or NC!





SHIP'S SERVICEMEN

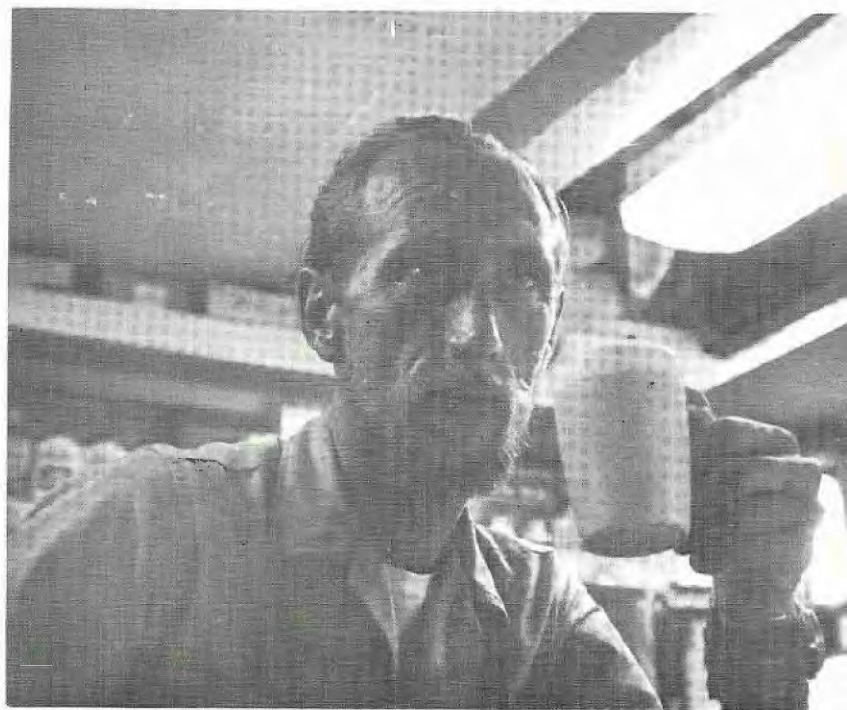
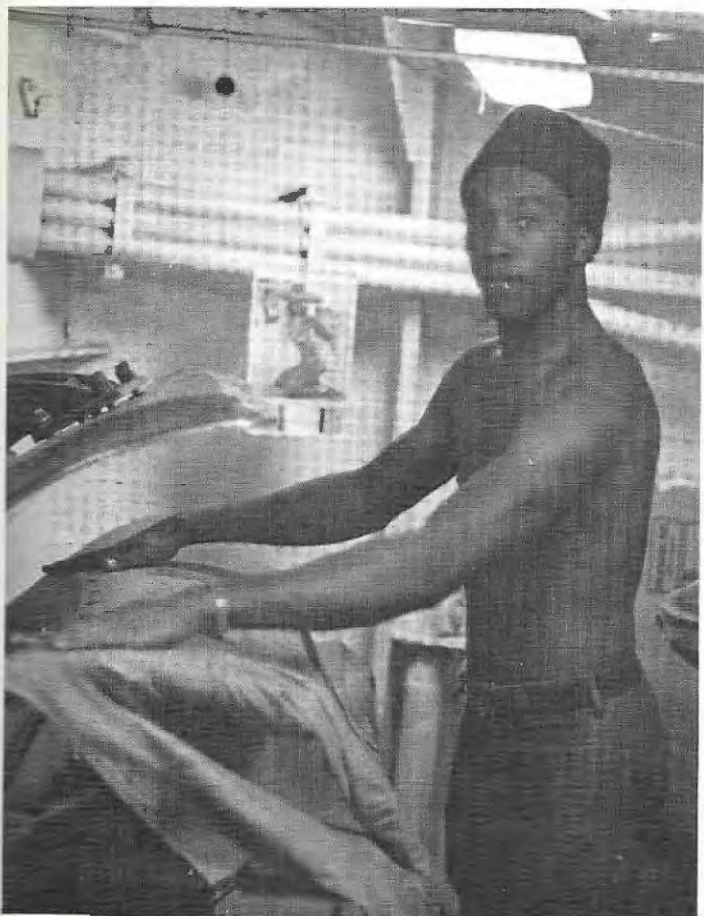


Ship's Servicemen operate and manage all resale activities and personal services onboard, such as the ship's store, laundry, vending machine, and the barber shop.

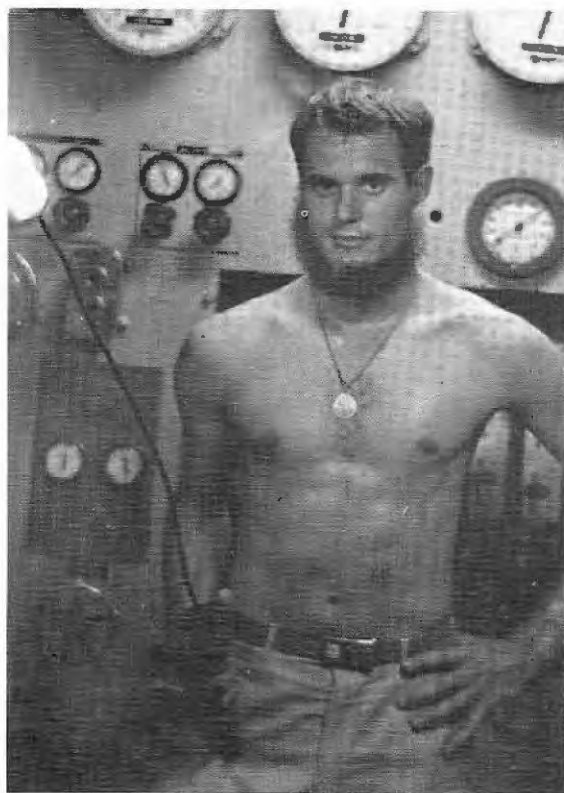
How well we remember our Ship's Servicemen. Now wasn't the barber shop the place to go if there was no where else, and the laundry where socks and skivvies have a mysterious way of disappearing. Of course who could forget that six button bandit called a vending machine, which always took, but never gave. Then there is the ship's store; the only place where it wasn't what was inside that counted, but rather what was on order or not in stock.

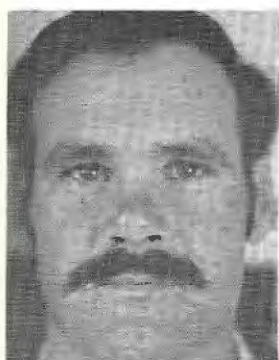
Yes, how well we remember our Ship's Servicemen.





THE OFFICERS





NAME: Stewart, Robert P., Lcdr.
ALIAS: Burt Reynolds
BILLET: First Lieutenant
WANTED FOR: His good looks.



NAME: Jenkins, Eddie L., Lt.
ALIAS: The Big "E"
BILLET: Operations Officer
WANTED FOR: Asking daily: "What am I
doing here?"



NAME: Sears, Everett E., Lt.
ALIAS: Avery
BILLET: Chief Engineer
WANTED FOR: Not supplying cookies to
the Wardroom mess like
other brown baggers.



NAME: Huey, Phillip S., Ltjg.
ALIAS: Phil
BILLET: Supply Officer
WANTED FOR: Hiding spare parts.



NAME: Schultz, Daniel L., Ltjg.
ALIAS: Dan
BILLET: Disbursing Officer
WANTED FOR: Embezzlement of crew's funds.



NAME: Mood, Robert H., Ltjg.
ALIAS: Hank
BILLET: Navigator
WANTED FOR: Loitering in Navy exchanges.



NAME: Harbaugh, David R., Ltjg.
ALIAS: Hackbar
BILLET: 2nd Division Officer
WANTED FOR: Cruelty to animals (Deckabus apus).



NAME: Shull, Dean E., Ltjg.
ALIAS: Oil Slick
BILLET: A and E Division Officer
WANTED FOR: Securing air conditioners on hot days.



NAME: Borum, Andrew, Ens.
ALIAS: Joe
BILLET: Main Propulsion Assistant
WANTED FOR: Water hours.



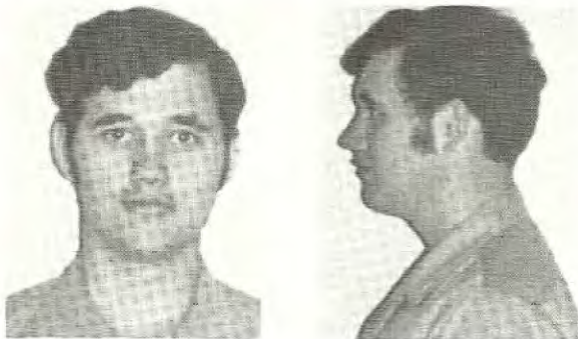
NAME: Hunter, Ronald E., Ens.
ALIAS: Mr. Smooth
BILLET: Liquid Cargo Officer and Damage
Control Assistant
WANTED FOR: A little bit of everything
and a whole lot of nothing.



NAME: Gadowski, Stephen R., Ens.
ALIAS: Dynamite
BILLET: Communications Officer
WANTED FOR: Seduction of tour guides.



NAME: Vedder, Neil D., Ens.
ALIAS: Five Inch
BILLET: Gunnery Officer
WANTED FOR: Speeding on two wheels.



NAME: Jones, Michael L., Ens.
 ALIAS: SLJO
 BILLET: Personnel Officer
 WANTED FOR: Forgery and counterfeit-
 ing of government iden-
 tification cards.

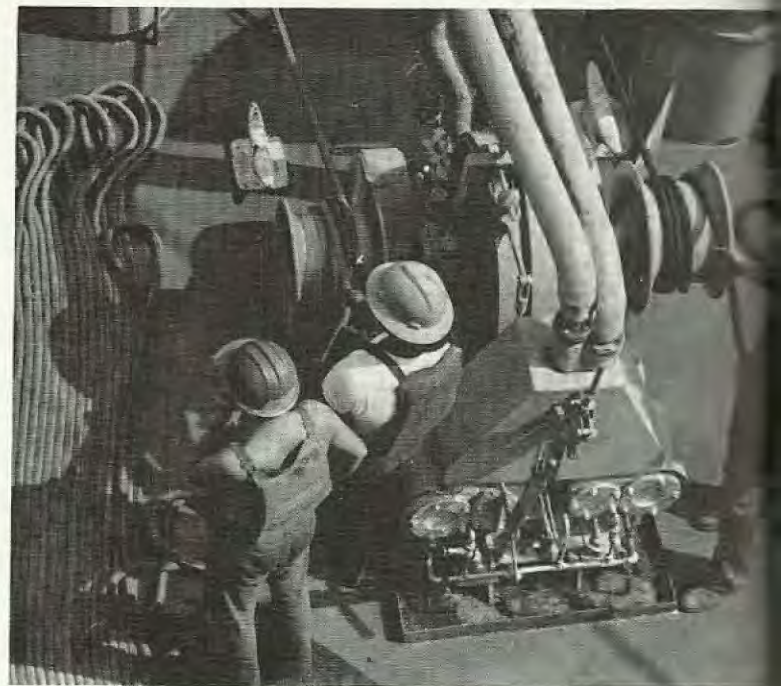


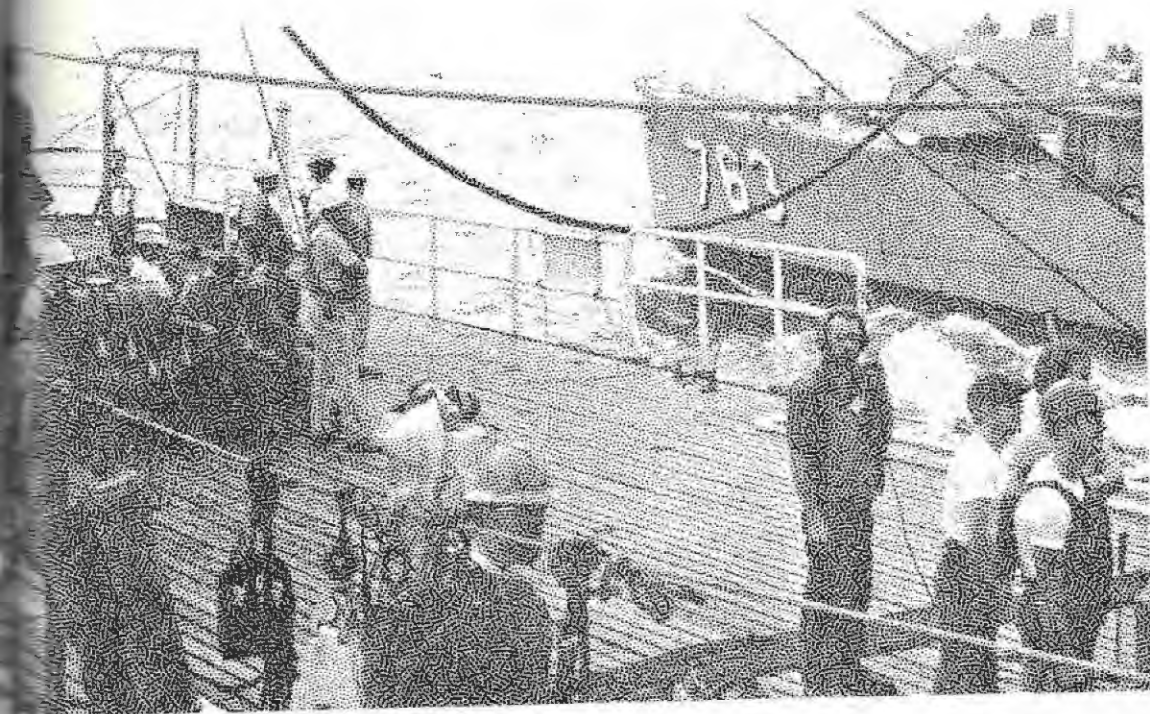
NAME: Golden, Richard V., CWO2
 ALIAS: Bosun
 BILLET: 1st Division Officer
 WANTED FOR: Destruction of bar doors in
 Sasebo, Japan.

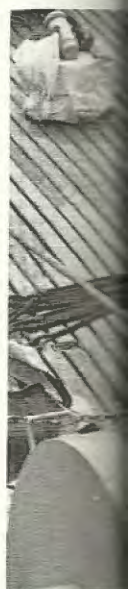
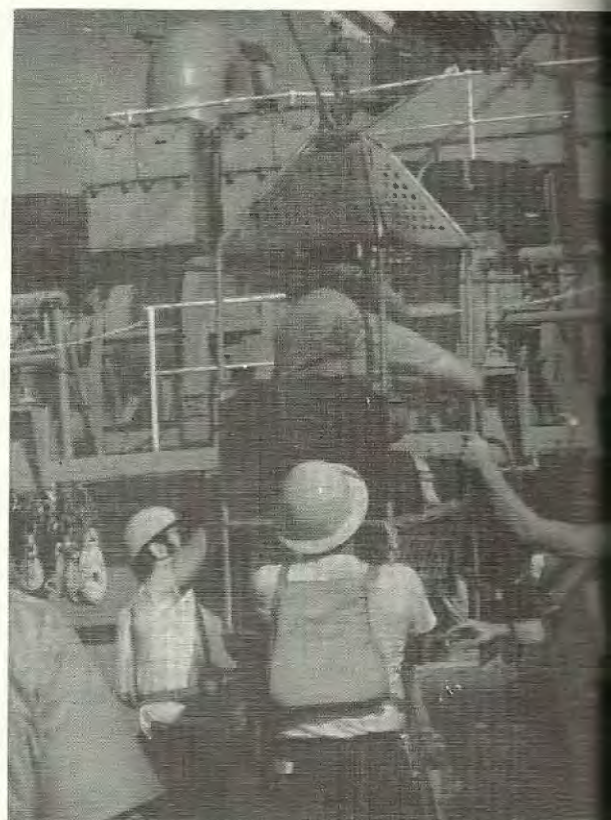
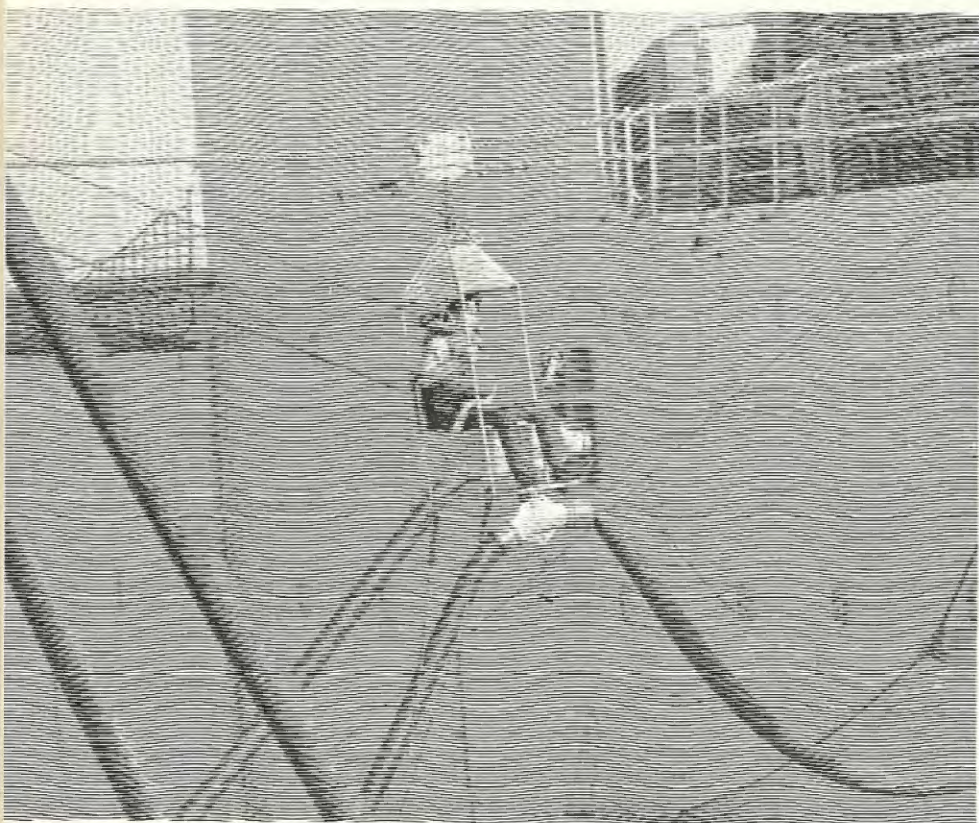


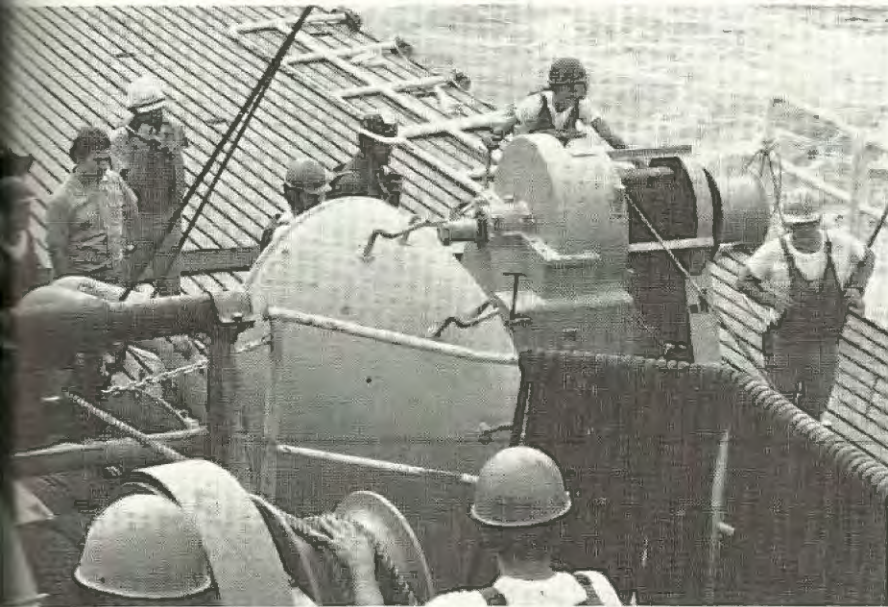
CARRYING THE LOAD

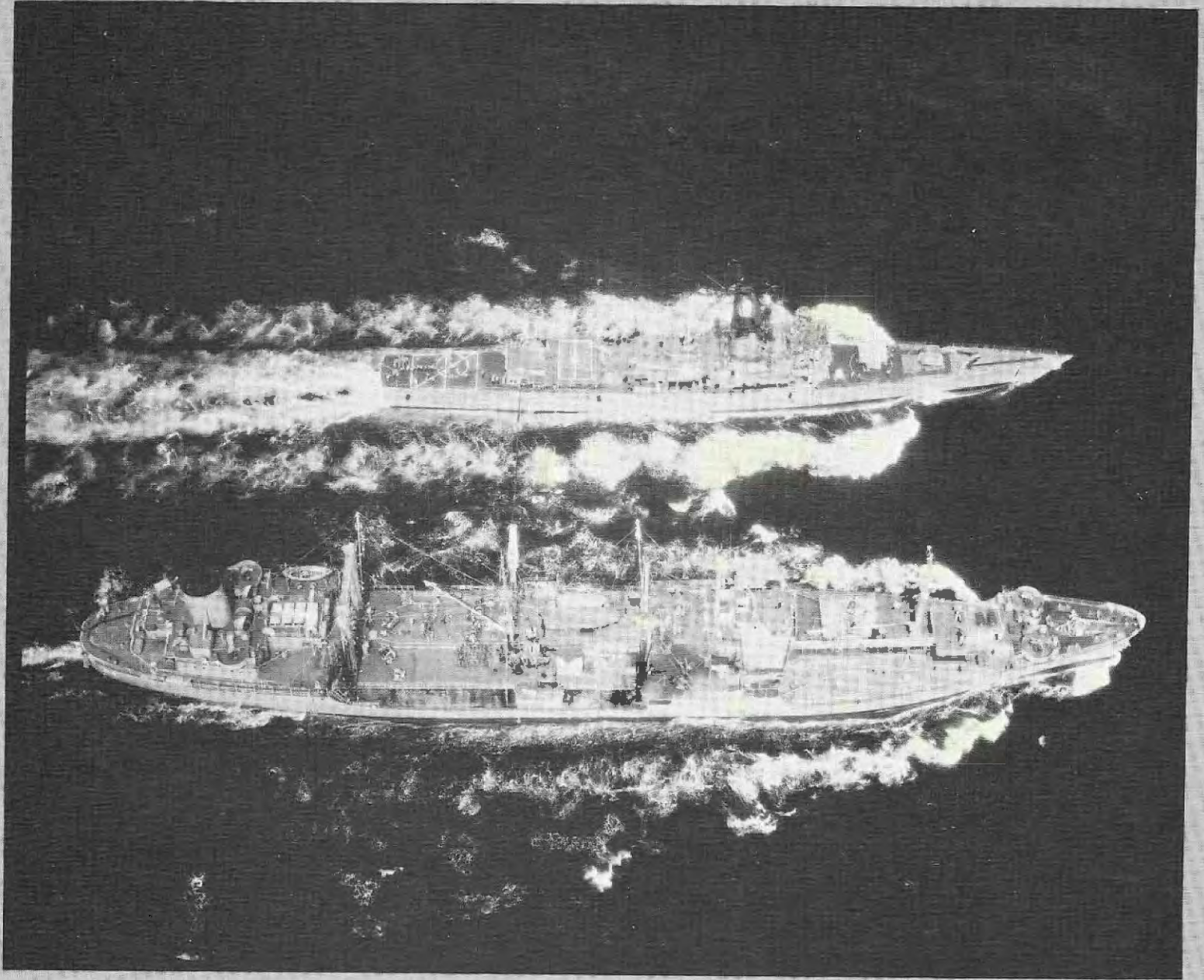












THE GOOD, THE BAD, AND THE UGLY

Engineering Department

Albertoni, George, MMC

Alexander, Ronald, FN

Allen, Arthur, HT1

Almanza, Robert, MM3

Atterbery, Michael, EN3

Avestruz, Mateo, EM1

Backhaus, Brian, HTFN

Ballesteros, Mauricio, MM3

Baughman, Mark, ICFN

Beach, Franklin, BTC

Booth, Royce, MMC

Brown, Darrell, HTFN

Brown, John, BTFA

Brown, Keith, EM3

Buck, Clinton, HT2

Burris, Stanley, BT1

Cartier, Joseph, MRFA

Chase, Robert, EM1

Cooper, Kent, FN

Cullen, Neil, HTFN

Dickerson, Fred, MM2

Diffiore, Richard, HT1

Dudley, Christopher, ENFN

Dougherty, Daniel, BT3

Eddy, Charles, MM3

Esquibel, Joe, HT1

Fletcher, Jeffrey, EMFN

Geisking, Eldon, MM3

Gonzales, Raul, FN

Gonzalez, Fernando, MM3

Griego, Ramon, FN

Grieve, Michael, MM3

Heath, William, HTFA

Hilmer, Daniel, BTFA

Hostetler, Bruce, MM3

Hull, Jesse, MM3

Jackson, Donald, EMFN

Jensen, Walter, HTCS

Johnson, Michael, BTFN

Jones, Michael, IC2

Livingston, Benjamin, BT3

Lyle, Robert, MM1

Mitchell, Louis, MM3

Monaghan, Edward, ICFN

Motley, William, HT2

Nesslein, Clarence, FA

Nunn, John, BTFA

Ortiz, Fernando, FA

Paige, Douglas, FR

Palmer, Dwight, FA

Palmer, Michael, HT3

Parker, Duane, MMFN

Phelps, Joe, BT1

Pierce, David, HT3

Robinson, Calvin, FN

Rose, Carl, MM1

Salinas, Manuel, FA

Sparks, Carl, EN3

Stein, Kenneth, MM3

Thomas, Lyle, BTFN

Tibbits, Glen, IC3

Tisdale, Isiah, MM3

Wagner, Derryck, ENFA

Wiley, Larry, MM3

Wysocki, Joseph, BT3

Young, Gerald, EN2

Operations/Navigation Departments

Abbott, William, PN1

Adreon, Rollin, OS1

Baham, Thomas, HM2

Bailey, Eric, RM3

Couture, Philip, Ossn

De Martino, Ricardo, RM2

Denayer, Larry, QM3

Duke, Noble, QM3

Farmer, Jack, YN3

Fetrow, Gary, ET1

Footdale, Larry, RM2

Gazaway, Marshall, SN

Geisler, Ronald, RM1

Giacomo, Danny, RMSA

Gomez, Robert, SN

Gum, Lesley, SMSA

Hand, Rupert, SMC

Hedrich, Wayne, RM3

Hostetter, Ralph, QMSA

Howard, Terrance, RM3

Jackson, Curtis, RMSN

Jones, Louis, ETN3

Kekipi, Gregory, QMSA

Kline, Stephen, QMSA

Kohl, Paul, PN3

Lee, Darm, SN

Lehman, Richard, OS3

Maier, Gary, ETR2

Miller, Randy, YN3

Moore, Paul, ETRSN

Nelson, Royal, YN1

Odom, Stephen, RM3

Presley, John, HM1

Powell, Eugene, RMC

Richardson, Michael, OS3

Robbins, Thomas, RM2

Ruhl, Randall, SM3

Schmitcke, Derald, OS3

Serrano, Frank, RM3

Shatswell, James, OS3

Stitt, Arthur, QMC

Temple, Richard, RM2

Walker, Eugene, SN

West, Harlond, QM2

Zlotopolski, William, CTRSN

Deck Department

Alire, Daniel, SA

Anderson, Robert, BM2

Baker, Dwight, GMC

Balangué, Oscar, SA

Ballard, Gene, SA

Barry, Dennis, SA

Bautista, Charlie, SA

Bevans, Robert, SN

Breedlove, Walter, GMG3

Brezil, Henry, FTGSN

Burke, George, GMG3

Cabrega, Cesar, SA

Calles, Sergoi, SA

Carter, Raymond, SA

Carver, Larry, GMG3

Caudill, Verlin, BM2

Chaney, Ray, BM3

Cole, Kenneth, SA

Conine, Bobby, BMCS

Corum, John, SA

Crawford, Egypt, SA

Cummings, Charles, SA

Davis, Ronald, SN

Dorlaque, Clark, SA

Dunbar, Larry, SA

Fulton, Robert, BM3

Gallo, Patrick, SA

Garcia, Marcus, SN

Gardner, Paul, SN

Harris, Fredrick, SN

Harris, William, SA

Heinzen, Thomas, BMSN

Hendrikx, Gordon, SA

Henninger, Lynn, SA

Hibbert, Alan, BMSN

Holland, Jerome, SN

Hoover, Robert, SA

Huggins, William, SA

James, Michael, SN

Johnson, Damon, GMGSA

Johnson, Jerry, SA

Johnson, William, SN

Kennedy, Donald, BM1

Lear, James, SA

Lehman, Alexander, GMG3

Lojewski, Walter, BM2

Marks, John, BMSN

Medina, Joe, BM3

Montagne, James, SA

Moore, Michael, SN

Mullaly, Patrick, SA

Nickerson, Lawrence, SA

Perez, Ralph, SA

Perry, Henry, SA

Phaup, Douglas, SA

Price, Newton, BMSN

Puno, Renato, SA

Rayford, Herbert, BMC

Reyes, Elmer, SA

Reyes, Luciano, SA

Reynolds, Rodney, SN

Ridnour, Kevin, SA

Rusher, Albert, SA

Satterfield, "J" "B", SA

Stein, Daniel, SA

Stewart, Richard, SA

Straw, Howard, BMSN

Valledor, Ruben, SA

Vaught, John, SA

Vecchio, Sam, SA

Walters, Lorenzo, BM1

Wereski, Robert, SA

Winter, Larry, SA

Yoder, Stephen, FTG3

Supply Department

Aranas, Redentor, SD3

Balais, Jesus, SK2

Barber, William, SK1

Barretto, Renato, SDSN

Belk, George, CS3

Cupp, Charles, CS3

Delapena, Agustin, SDSN

Esguerra, Armando, SK3

Fox, Gary, SN

Hughes, Jay, SN

Ibe, Jovito, SK2

Jirousky, Harry, SN

Johnson, John, CSC

Kilcrease, John, SN

Lathrop, Phillip, CS1

Legaspi, Rolando, SDSN

Lester, Paul, SK1

Lightfoot, Warner, CS2

Loristo, Armando, SD2

Manzon, Tranquilino, SD2

Messenger, David, SN

Miller, Edward, DK2

Parubrub, Alfredo, SKC

Raper, Charles, SN

Skaggs, Paul, SH1

Stephens, Jeff, CSSA

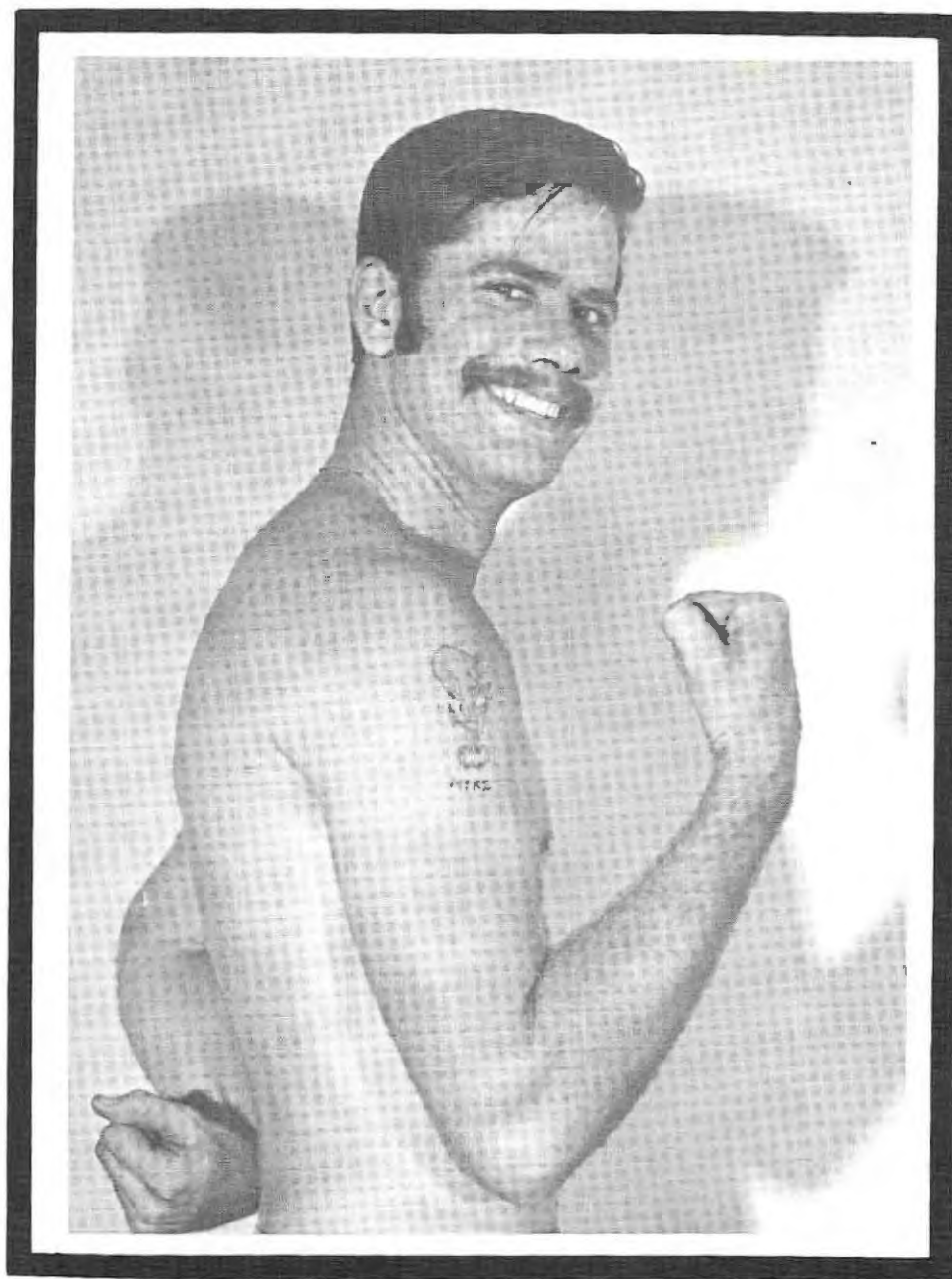
Stickroth, Richard, Sr., SH2

Thompson, Garnet, SK3

Toney, Eloise, SDSN

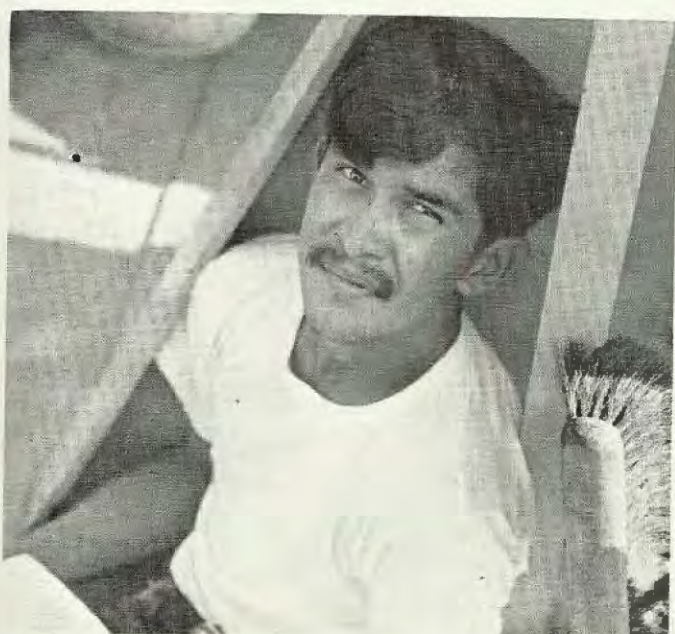
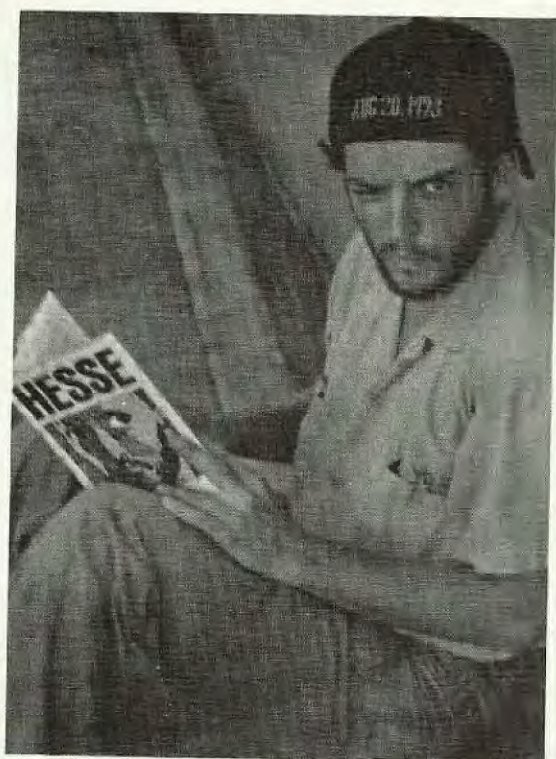
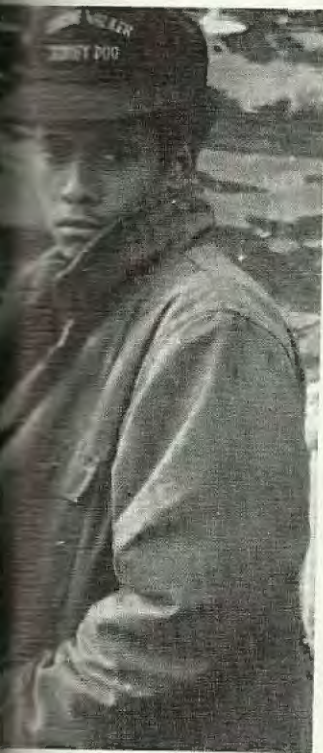


THE MYSTERY MODEL



FACES IN THE CROWD

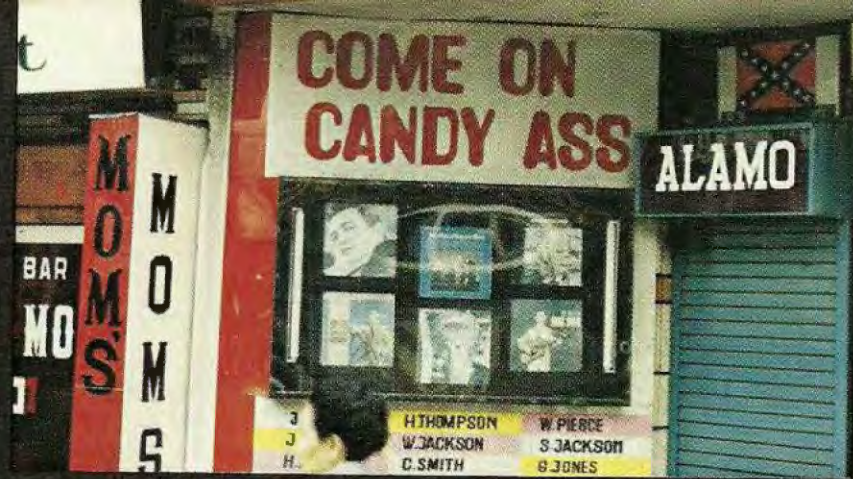






HONG KONG

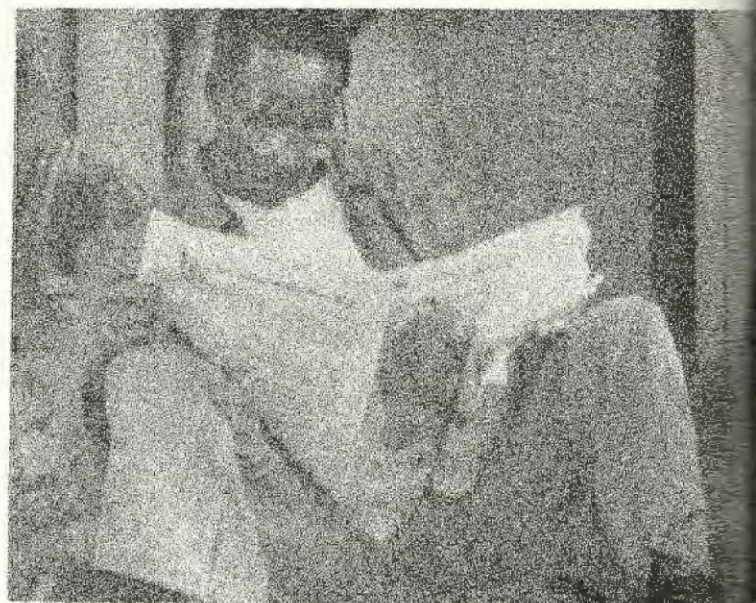
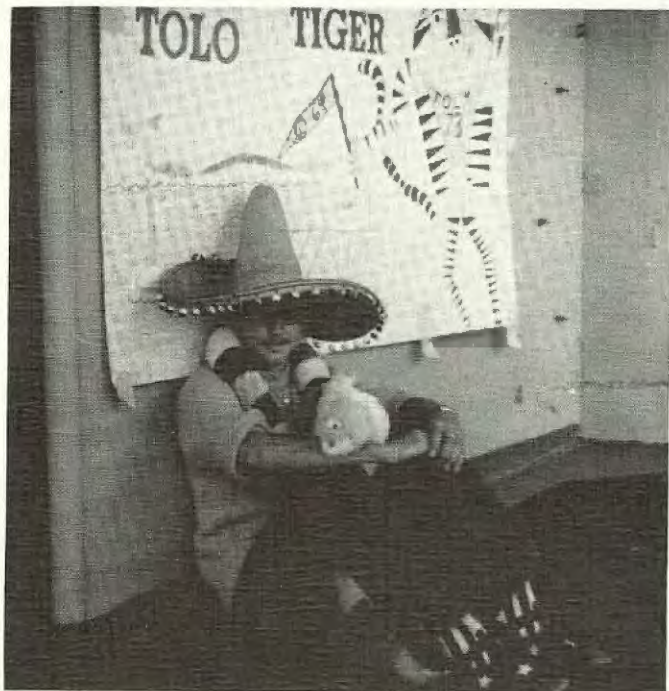


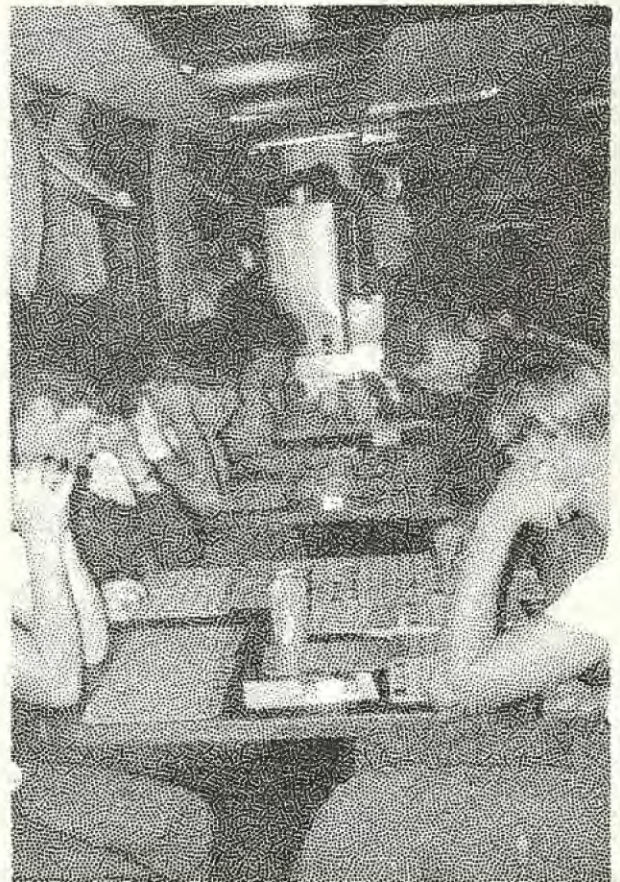


JAPAN



OFF DUTY





PHILIPPINES



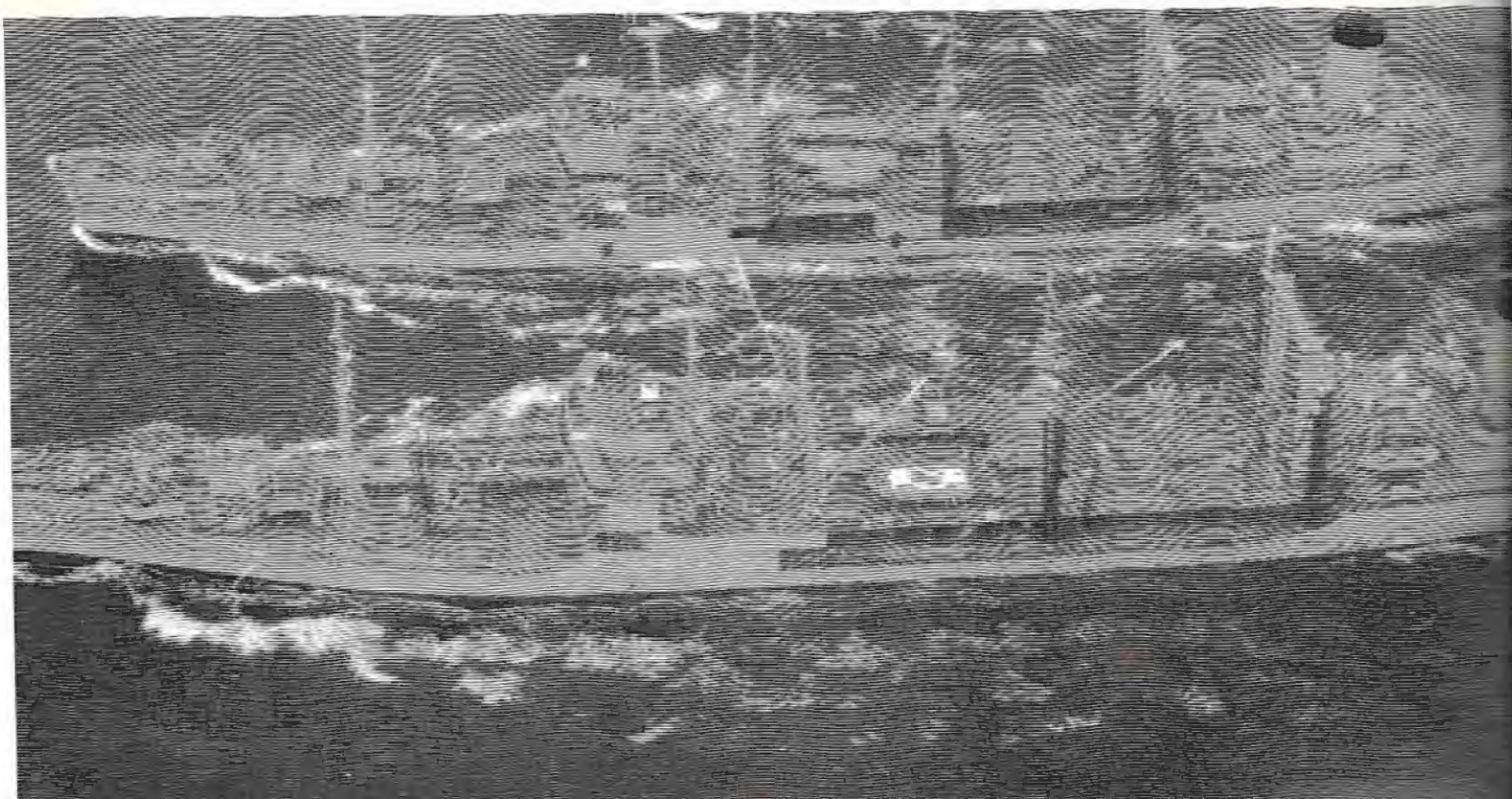


TAIWAN



FACTS AND FIGURES

Departure from Long Beach, Ca	September 17, 1972
Arrival in Long Beach, Ca	May 25, 1973
Length of Cruise	253 days
Underway	161 days
Inport	92 days
Combat Zone	87 days
Underway Replenishments	178
The following has been transferred during our underway replenishments:	
Fuel	21,253,176 gallons
Retrograde	190,335 pounds
Fleet Freight	123,022 pounds
Mail	12,000 pounds
Passengers	116
Fresh Fruit	11,000 pounds
Milk	660 gallons
Ice Cream	240 gallons
Ports visited	Subic Bay, Philippines Manila, Philippines Okinawa, Japan Sasebo, Japan Hong Kong, B.C.C. Kaohsiung, Taiwan





IN CLOSING . . .

As we head homeward, think of those who stayed behind. They were the ones that had the hardest task—waiting. Wife, will bring memories—some pleasant, some not so pleasant. The human mind tends to forget the unpleasant and only hold on to the good: the shipmates who gave a helping hand, the good ports visited, the good times both onboard and ashore.

Some of you will soon retire from the Navy. Others are just beginning and may make the long road from Seaman Recruit to Admiral. Still others may go from Seaman Recruit to president of a large civilian company. Wherever fate takes you (really you take yourself), my best wishes go with you. May you look at this book and remember your days on the Tolo Tiger with pride. Pride, because of your contribution to making it what it has always been and always be—a ship that does “carry the load”; but more importantly, it carries it smoothly, efficiently and safely. You could always be depended upon. You were the ship. Metal has no personality. You added that.

As we head homeward, think of those who stayed behind. They were the ones that had the hardest task—waiting. Wife, girlfriend, parents or just friends, waited and worried. We knew we were safe and doing our job well. They could only wonder. The Navy, unfortunately, doesn't give medals and commendations for their contribution to our successes. But I thank and commend them.

By experience, with all the rough weather we had, you know by now what a positive expression of good luck the phrase “fair winds and a following sea” means. As Commanding Officer, I sincerely thank you for all your hard work and efforts and wish you, whatever your future may be, “fair winds and a following sea.”

C. McDermitt

CRUISE BOOK STAFF



Bailey, Eric, RM3

Barry, Dennis, SA

Cooper, Kent, FN

Couture, Phillip, OSSN

Gadomski, Stephen, ENS

Heath, William, HTFA

Hedrich, Wayne, RM3

Messenger, David, SN

Palmer, Michael, HT3

Reynolds, Rodney, SN

Robbins, Thomas, RM2

Serrano, Frank, RM3

Vedder, Neil, ENS