

U.S.S. MULIPHEN

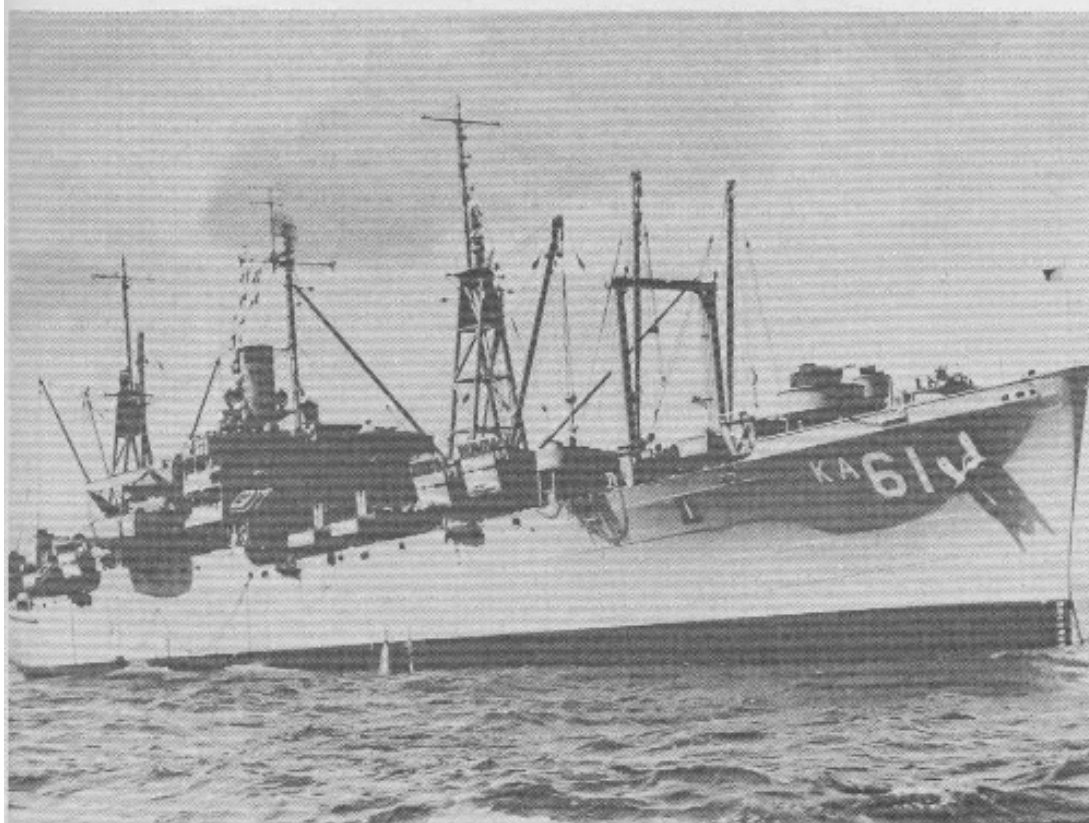


USS MULIPHEN

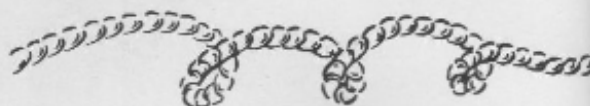
AKA61

MEDITERRANEAN CRUISE

September 1953—February 1954



ITS STORY



The USS MULIPHEN, named after a small star in the constellation Canis Major, is an attack cargo ship operating with the Atlantic Amphibious Force. The MULIPHEN has been shining since 1944, the year she was commissioned, and has been visible, at one time or another, in nearly all the major oceans of the world. She was built at Kearney, New Jersey, and is of the "ANDROMEDA" class, fashionable during the 1943 to 1945 war years.

The ship is of a one-stack, flush deck design, displaces about 14,000 tons when loaded, and is 460 feet long with a 61-foot beam. Her most distinguishing characteristics are the twenty-four landing craft carried on her hatches. Cargo carried on board has encompassed vehicles, weapons, rations, and the thousand and one other items needed to keep a modern army functioning smoothly when hundreds of miles from the nearest base of supply. The ship's crew is expert in unloading, whether in calm or rough seas, under peaceful conditions or while the roar of battle goes on about them.

Near the end of 1944 the new ship was given its first training in amphibious warfare and then ordered to the Pacific to participate in General MacArthur's "island hopping" campaigns. In February of the following year the MULIPHEN joined the force which was to assault the Japanese stronghold at Iwo Jima. For twelve days, under Kamikaze attack and the fire of enemy shore batteries, the ship unloaded 1,413 tons of equipment, much of it ammunition and highly inflammable aviation gasoline.

Hardly pausing for breath, the MULIPHEN got underway for Saipan and combat-loaded 152 men of the Second Marine Division and 3,800 tons of their equipment. She became a part of Task Force 51, aiding in the operation that has been termed the "apex of amphibious landings."

After the flare and fire of Okinawa, the "61" fell into the quiet routine of transporting cargo from one island to another, awaiting her next assault. But "VJ Day" came first and the MULIPHEN was no longer concerned with "D-days" and "H-hours"; instead she remained in the Pacific as a cargo carrier, frequently running supplies into Japan for the occupation forces. She next served in the same capacity with the Military Sea Transportation Service.

In 1950 a changing world and an expanding Navy had need for the MULIPHEN, by now a grizzled vet, in the "Amphibs" once again. Shifted to the Atlantic Fleet, the ship has taken part in several major amphibious operations and made a cruise to the Mediterranean to replenish our forces there.

In September of 1953 the MULIPHEN, with troops and cargo of the First Battalion, Second Marines embarked, left the United States for a regular tour of duty with the U. S. Sixth Fleet in the Mediterranean area.





CAPTAIN RAYMOND PAUL HUNTER, USN

THE SKIPPER

Born in Sherman, Texas . . . 45 years ago . . . educated in public schools there . . . left U. of Texas after freshmen year to attend Naval Academy . . . played football and rowed with Navy crew . . . received commission in June, 1931 . . . married and father of three daughters.

Battleship Maryland first duty station . . . next, destroyers, cruiser Quincy and Naval Academy . . . served in Europe and the Pacific aboard the Washington at outbreak of World War II . . . earned Bronze Star with "V" as conning officer at Battle of Savo Island . . . awarded Commendation with "V" on Wichita in '43 . . . on staff duty in Pacific on "V-J Day."

Completed tours of duty at BuOrd and with SecNav . . . captained destroyer McKenzie in 1948 . . . with Joint Chiefs of Staff next year . . . promoted to Captain in 1950 . . . assumed command of MULIPHEN in June, 1953.



EXECUTIVE OFFICER
H. L. Wright, Cdr., USNR



OPERATIONS OFFICER
L. E. McGregor, Ledr., USNR



ENGINEER OFFICER
W. M. Whiteard, Lt., USN



SUPPLY OFFICER
M. W. Harvey, Lt.(SC), USN

BOAT GR. CDR.
C. T. Cammack, Lt.(jg), USNR

MEDICAL OFFICER
J. A. Reed, Lt.(jg), MC, USNR

NAVIGATOR
J. L. Sullivan, Lt. (jg), USN

FIRST LIEUTENANT
C. W. Wright, Lt.(jg), USNR





R. R. SCHMITZ H. R. KROPP H. J. ERTHEIN R. M. EWING
 Assistant Engineering Officer Assistant Engineering Communications Officer Disbursing Officer



R. M. BROWN W. J. SCHUCH W. J. CORNISH H. J. BALUTA H. S. BYRNE J. P. CORCORAN
 Second Division Officer Gunnery Officer Ship's Secretary Electronics Officer CIC Officer Signal Officer



R. F. GOLDHAMMER H. D. GREER F. X. ESSEX J. E. SULLIVAN B. C. MARTIN R. F. HARNEY
 Radio Officer First Division Officer "LE" Division Officer "A" Division Officer "LD" Division Officer Assistant Engineering Officer



E. J. BARINGER W. C. ADDIS R. D. SPRAYBERRY R. A. VALENTINE W. B. PATTON
 Assistant First Lieutenant Combat Cargo Officer Ship's Store Officer "R" Div. Officer "M" Division Officer

CHIEF PETTY OFFICERS



D. A. BELSON
BMC

W. G. HARTMAN
GMC

C. P. CARPENTER
MMC

G. HATFIELD
GMC



L. HERRIFORD
MMC

J. B. HERRIN
FPC

E. K. LOWE
BTC



R. C. MARSKE
SKC

W. C. NICHOLS
BMC

T. C. PARKER
SDC



H. V. RATLIFF
QMC

R. J. SANDEMAN
CSC

J. J. SKURA
RMC

D. L. STEPHENS
HMC

OPERATIONS

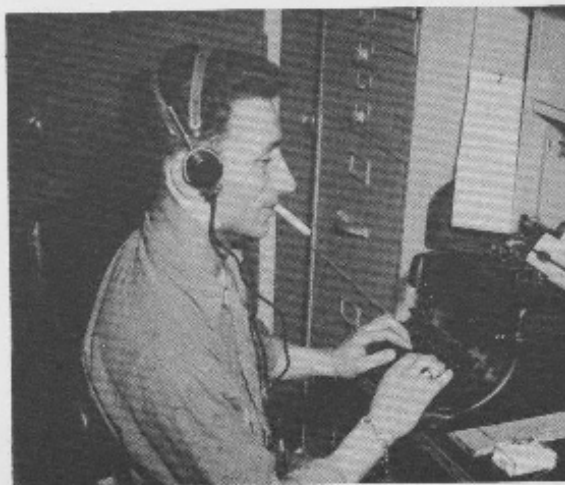
The "Brain, Heart, and Soul" of the MULIPHEN is the prodigious task allotted to LCDR L. E. McGregor and the Operations Department. The story begins the day the various Op Orders came aboard in late August and doesn't end until we finally drop the hook in Norfolk 6 February 1954. During the period fully ten different Op Orders are processed and the huge amount of preparation required is done efficiently and effectively.

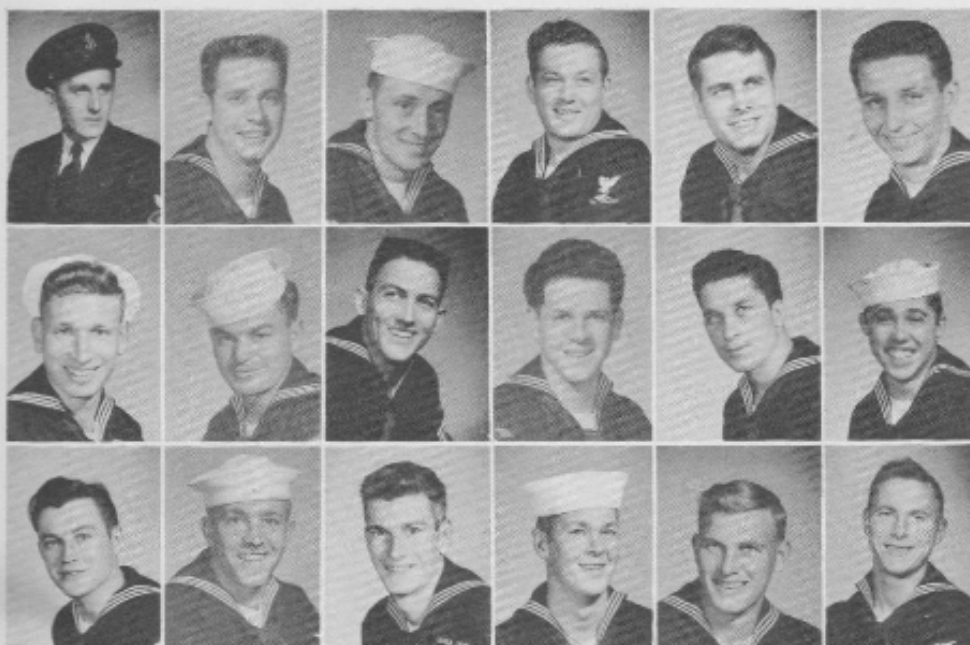
While radio circuits are tested and transmitters and receivers set up, ET's are checking and re-checking the status of our "Gadget." Pubs go out to all departments and once more the crypto officer feels the gentle shaking at 0300. Flag bags play their part with the "What the Hell" in ready reserve just in case we lack the dope. Don't discount those flashing lights or semaphore flags, they're just a little more than QM toys. Say fellas, how about ship's office with their chits and forms to be filled out?

Oh well, just another day with the Operations Department.



LCDR. MCGREGOR





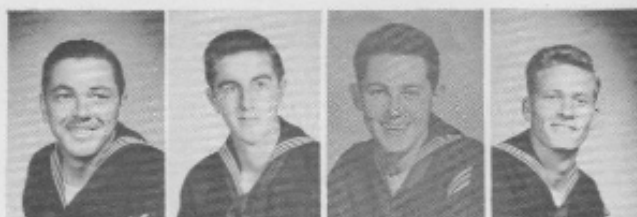
FIRST ROW: Skura, J. J., RMC; Desjardins, R. A., RM2; Applegate, B. E., RM3; Calvasina, Z. R., RM3; Patz, H. E., RM3; Nickas, A., RM3. SECOND ROW: Hauser, T. H., RMSN; Helmacy, R. J., RMSN; Malloy, C., RMSN; McNeill, D., RMSN; Hiller, J. P., RMSN; Schmittel, W. V., RMSN. THIRD ROW: Lamie, B. O., SN; Tschop, K. L., QM3; Alexander, J. R., Jr., QM3; Carlton, D. H., QM3; Kingston, C. V., QM3; Wilson, C. J., QM3.



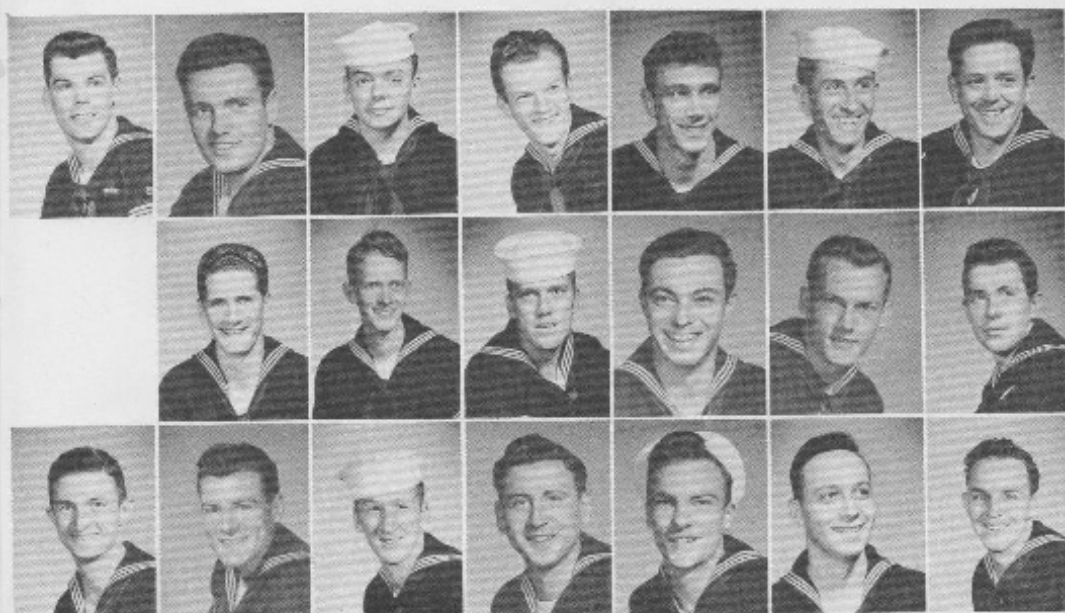
"Liberty and Recreation"

"C"

There are many differences between the navy of today and that of Nelson's time, and one of the most important is in the field of communications. Now, though thousands of miles at sea, a ship may receive orders or information quickly and easily by means of radio. Nelson would probably have given his other arm for this modern day device and the men who so nonchalantly use it. . . .



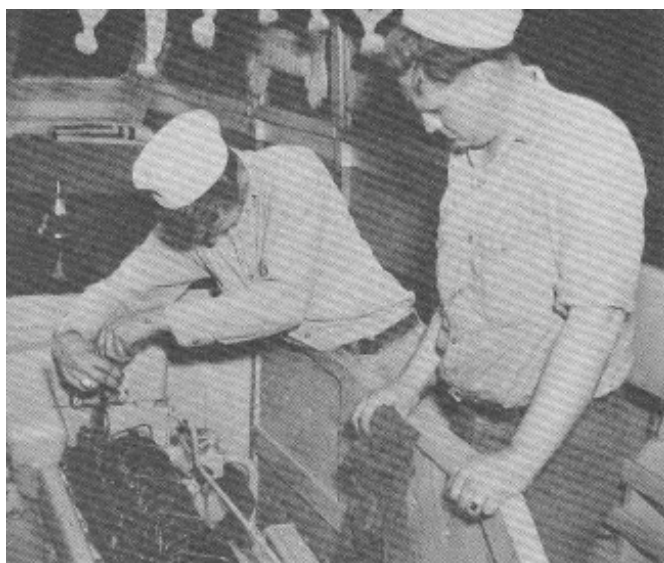
Tennis, R. W., QM3; Parson, V. D., QMSN; Scott, C. D., SN; Atkins, W. E., SN.



FIRST ROW: Longworth, Loughlin, Smith, Dorans, Oakley, Dyer, Fowler. SECOND ROW: McCormick, Finduff, Walsh, Petrelli, Kasseler, Fenton. THIRD ROW: Cooper, Tyne, Washburn, Emmert, Herrington, Glinane, Via. BOTTOM: Tevik, Eddenfield, Schroeder, Bryan.

... Yet, despite the electronic marvel of radio, we still find the signalman in the navy using flag-hoist, semaphore or flashing light to send messages. The load of traffic necessary to make today's complex organization function demands that these reliable methods still be used to a large extent. And so we find that techniques used in Nelson's time are still serving a useful purpose.





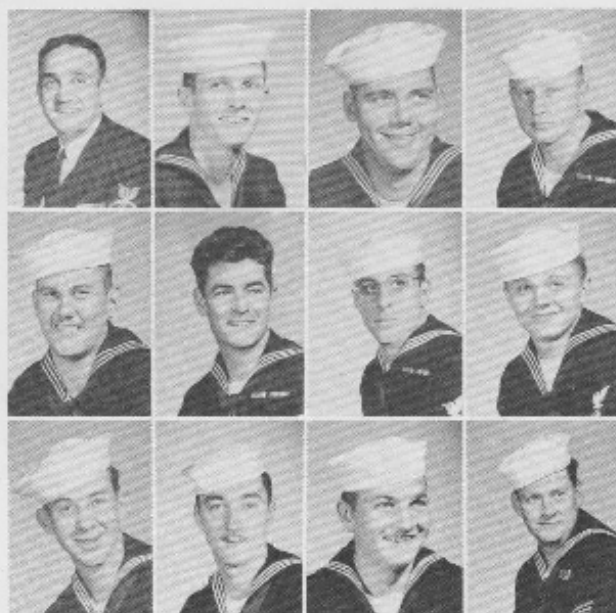
BOAT GROUP LE



LT. JIG CAMMACK



ENS. ESSEX



FIRST ROW: Makosky, Brown, Bundschuh, Dallman. SECOND ROW: Sunblade, Moore, Hines, Berg, Clapper, Goodpaster, Kortness. THIRD ROW: Hoelzer, Earles, Bradford, Ormen, Behring, Elliott, Freer.

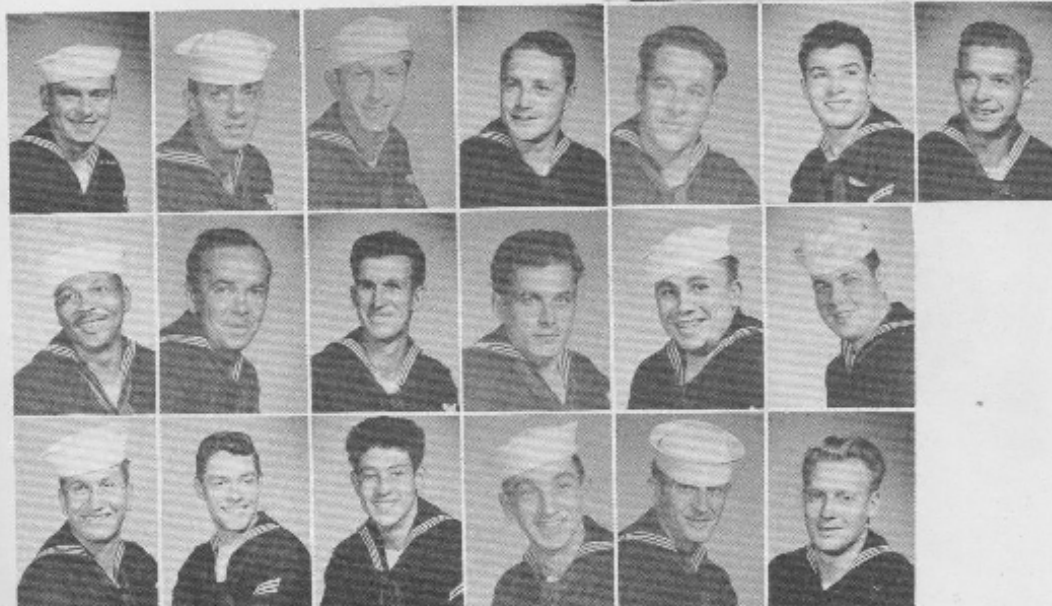


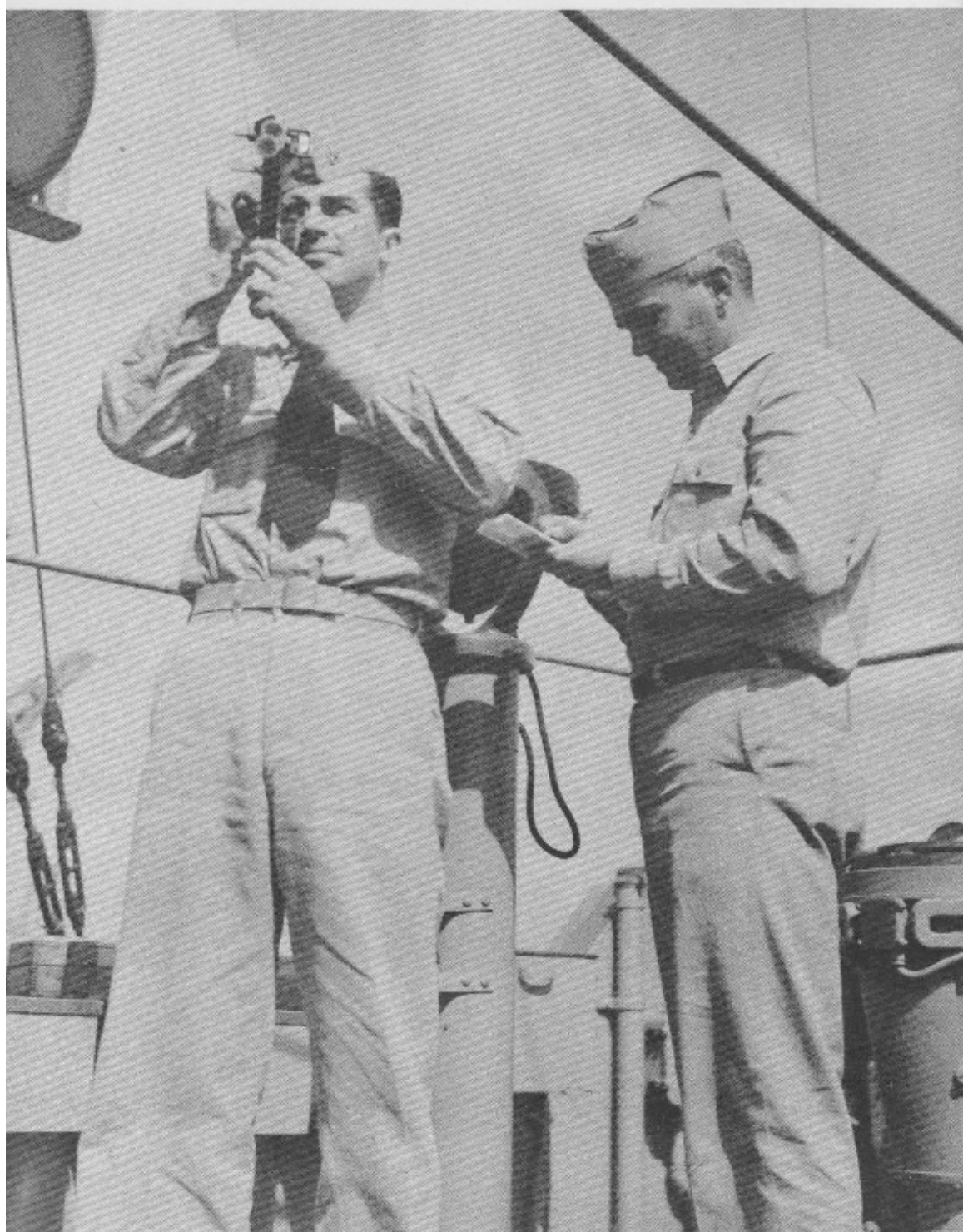
ENS. MARTIN

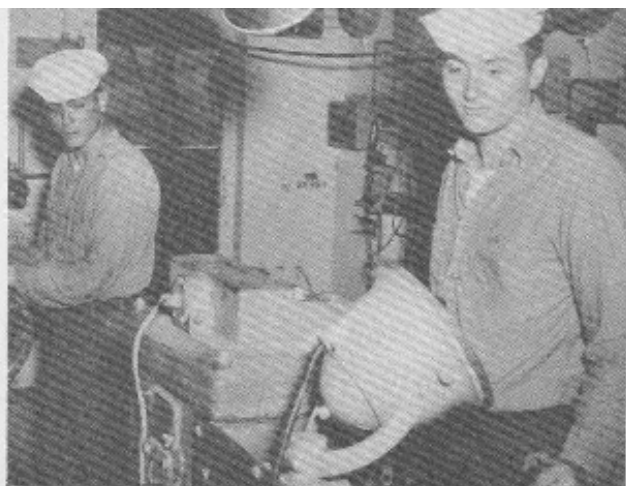


LD

FIRST ROW: Nichols, Jensen, Woodfin, SECOND ROW:
Day, McCann, Smith, Lyons, Coyle, Cimino, Barber, THIRD
ROW: Akins, Fullwood, Kosher, Lambert, Clayton, Golden,
FOURTH ROW: Fischer, Whitaker, Xirinachs, Cote, Lavoie,
Swank.







"Sea Detail"



LT. 1191 J. L. SULLIVAN

NAVIGATION

Ratiff, QMC; Corbett, QMSN; Shay, QMSN.



The duty of the Navigation Department, of course, was to tell us where we were and how to get to where we were going. In the unfamiliar waters of the Mediterranean, without the electronic "eyes" of Loran, it was an exacting job—at times lights were not where the charts showed they should be and, at other times, lights appeared where none should have been—situations calculated to give navigators gray hair. But, despite the difficulties, the Navigator always knew where we were and, more important, always got us safely into port in time for liberty.

Johnson, SN; All, QMSN; Spear, SN; Slack, QM2.





LT. WHITEARD, USN

ENGINEERING DEPARTMENT

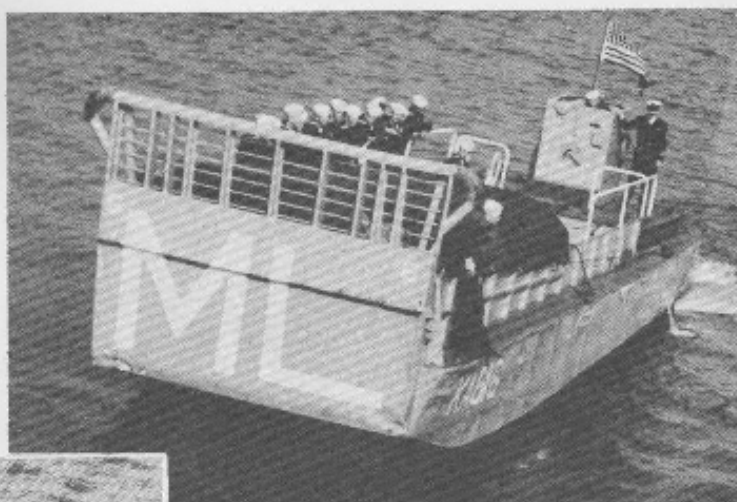
FIRST ROW: Schmitz, R. R., LTJG; Sullivan, J. E., ENS; Krepp, H. R., LTJG; Valentine, R. G., CHCARP; Cantrell, W. P., CHELEC. SECOND ROW: Patton, W., MACH.; Herriford, MMC; Carpenter, MMC; Lowe, BTC; Herrin, FPC; Estaque, EM1. THIRD ROW: Teale, EN1; Eagle, BT1; Parrott, MM1; Hay, FP; Henderson, DC1; Smith, EN2.



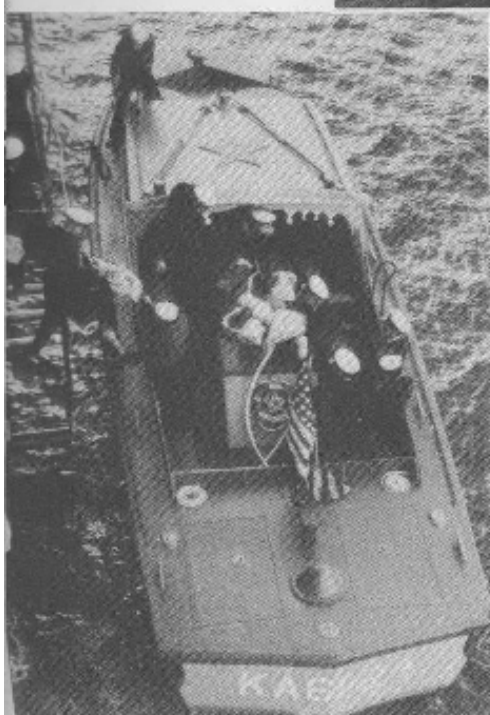
FIRST ROW: Edman, C. D., EN3; Bennett, C. D., EN3; Athanisiou, FN; Goetschius, MM3; Beckman, MM3; Johnston, BT2. SECOND ROW: Donaghy, BT2; Shanks, BT2; Michalski, BT2; Triacheff, BT3; Faber, BT3; Eastman, BT3. THIRD ROW: Parry, BT3; Atherton, FN; Logothetis, FN; Cagney, FN; Berger, IC2; Febrey, EM2. FOURTH ROW: Leech, EM2; Ross, EM2; Paradise, EM2; Jarvis, IC3; Hoyer, EM3; Estes, EM3. FIFTH ROW: Maxwell, EM3; Koch, EM3; Hockley, EM3; Hollowell, EM3; Purdy, EM3; Rush, EMFN. SIXTH ROW: Giardino, MM2; Bronosky, MM2; Leindecker, MM3; Manley, MM3; Gibel, MR3.



LIBERTY



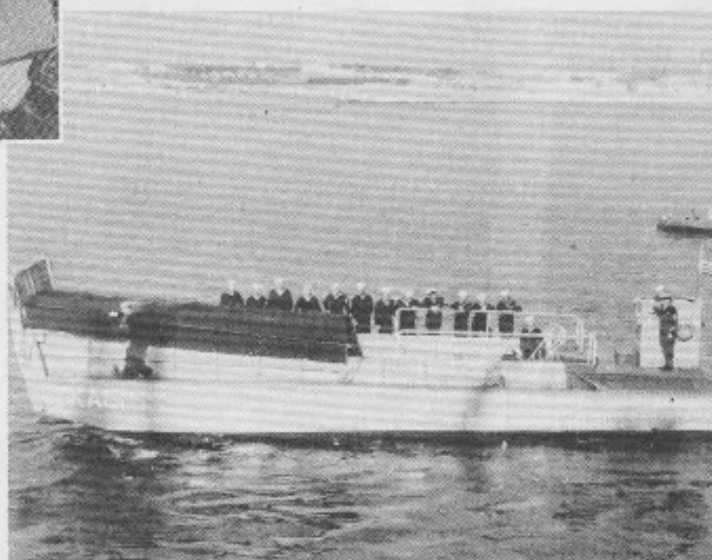
Away the . . .

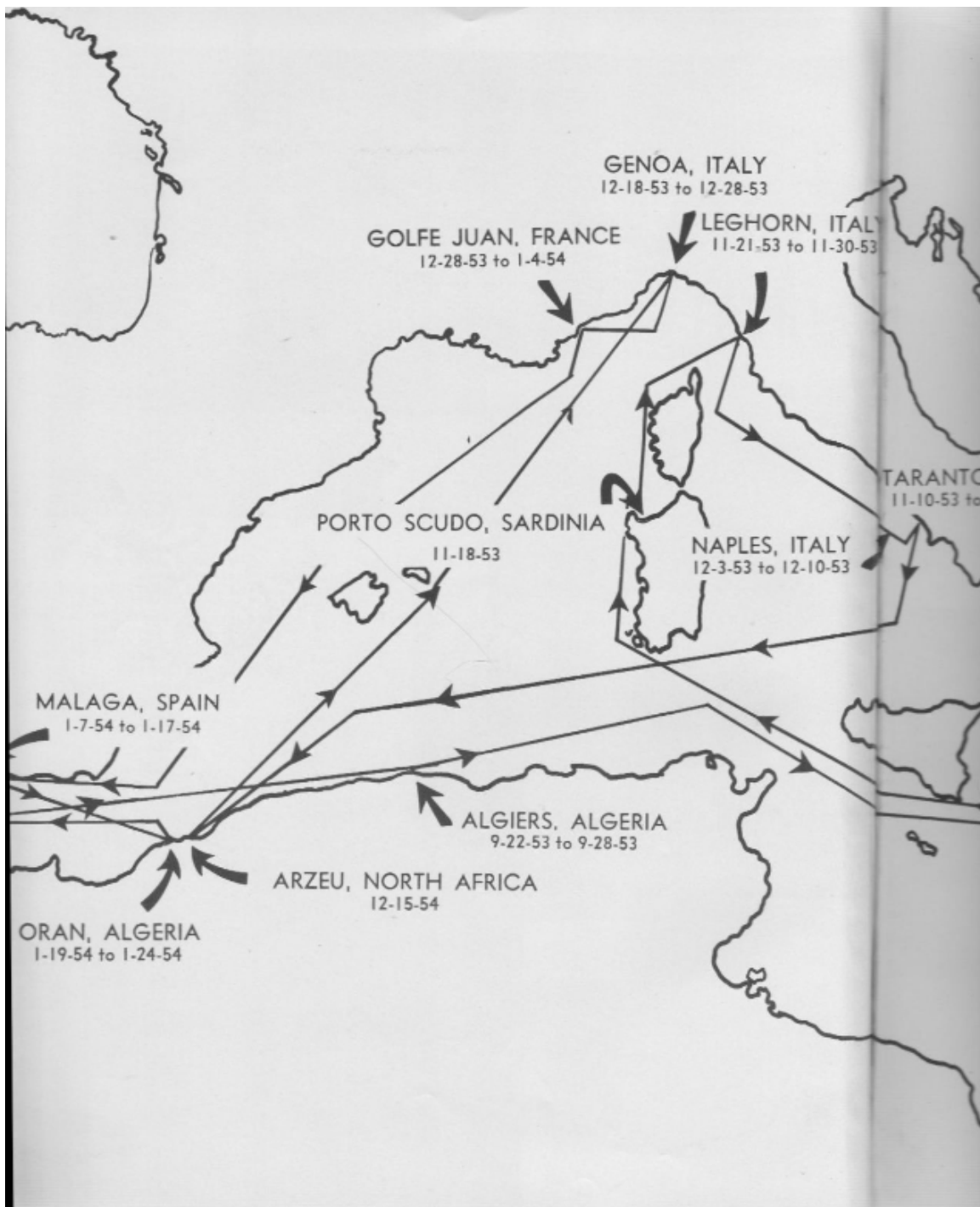


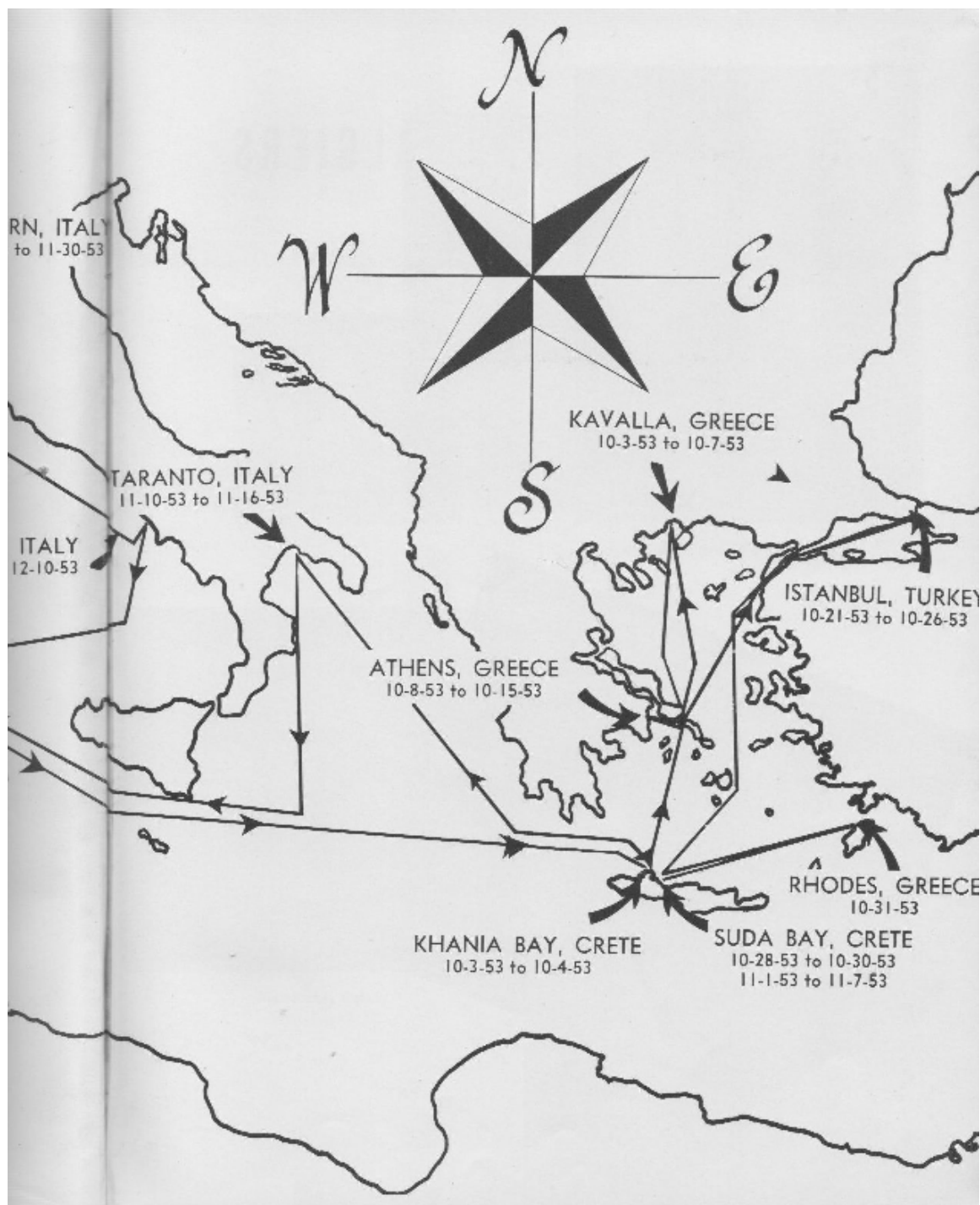
. . . Liberty Boat . . .



. . . Away . . .





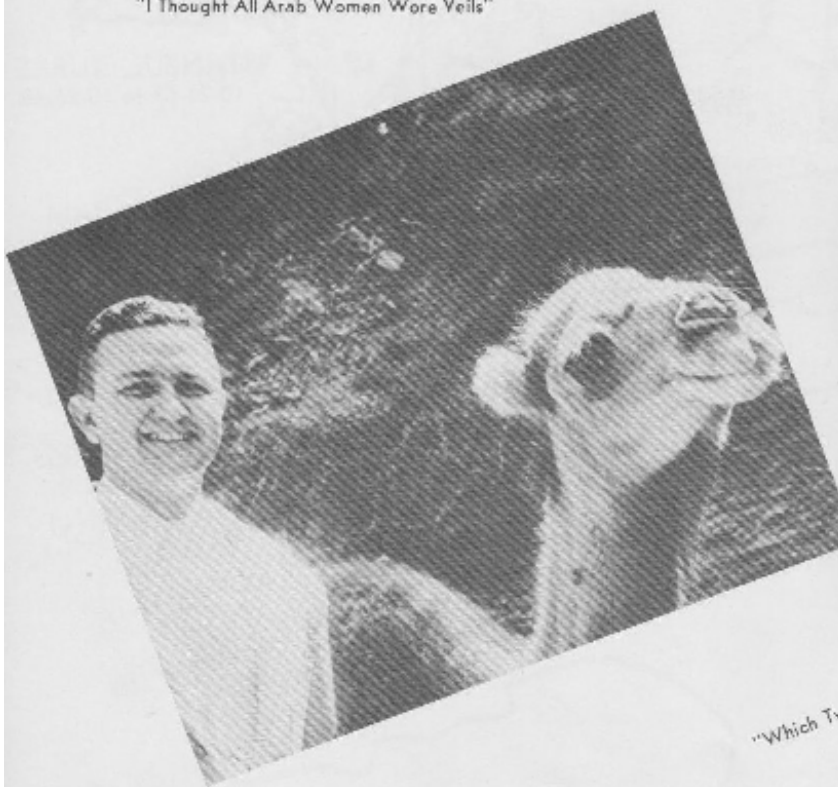




ALGIERS



"I Thought All Arab Women Wore Veils"



"Which Twins Have the Tonis?"

"Let's see . . . how much is
that in American money?"

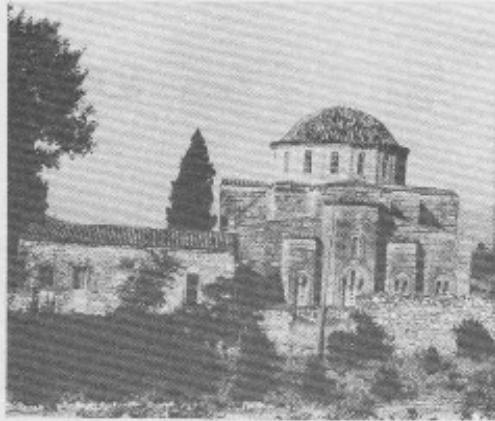


The Monkey Colony

Street Scene



ATHENS



Mosaic of Christ in ancient Greek Church





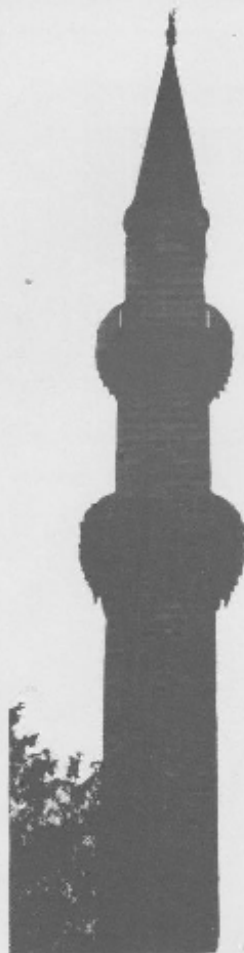
The Royal Palace Guard Chorus Line



The Caryatids . . . The Maidens of the Acropolis

The majestic Parthenon . . . a moving experience





REMEMBER...

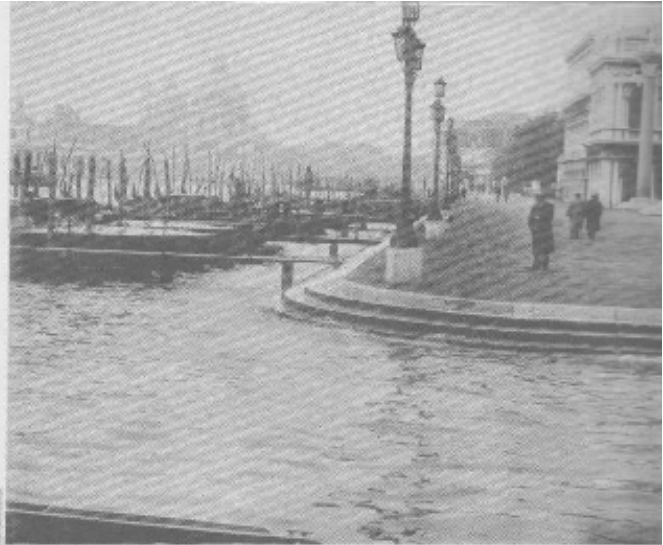
THE BLUE MOSQUE

...AND THE SULTAN'S PALACE?

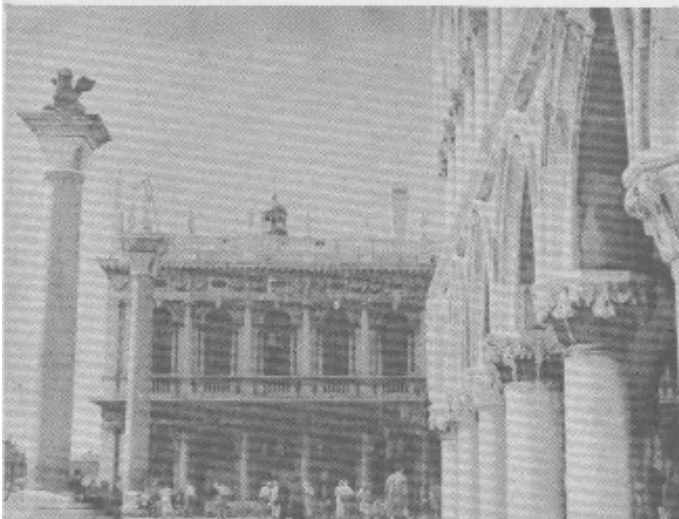


IN
ISTANBUL

St. Marks



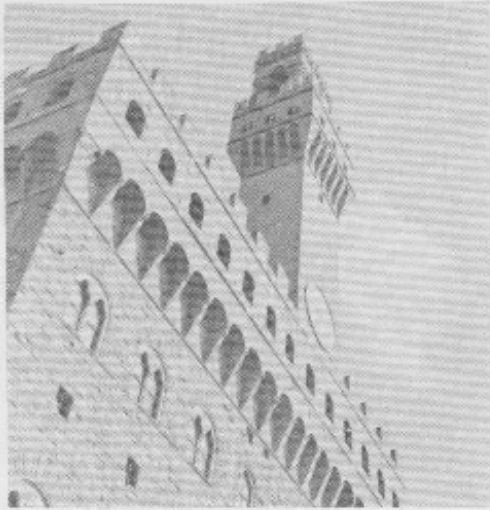
Doges Palace



TO VENICE FROM LEGHORN

Grand Canal





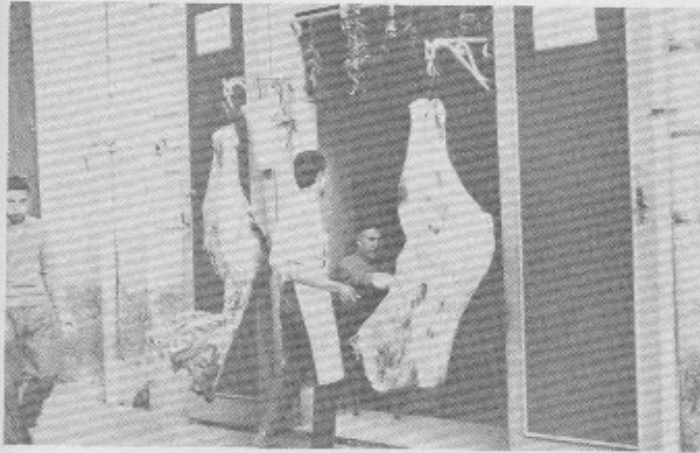
Palazzo Vecchio

Galileo?



PISA

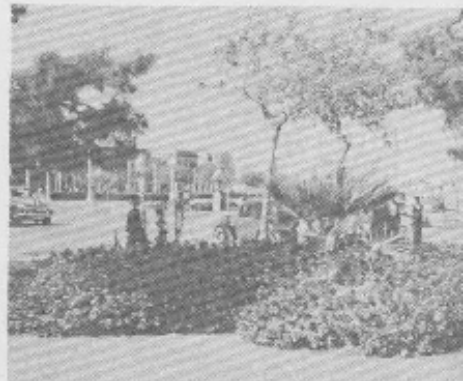
NAPLES



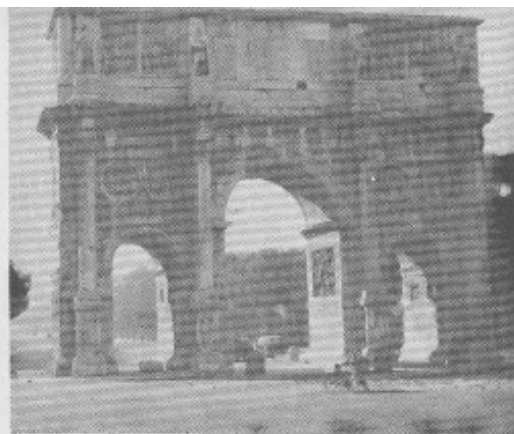
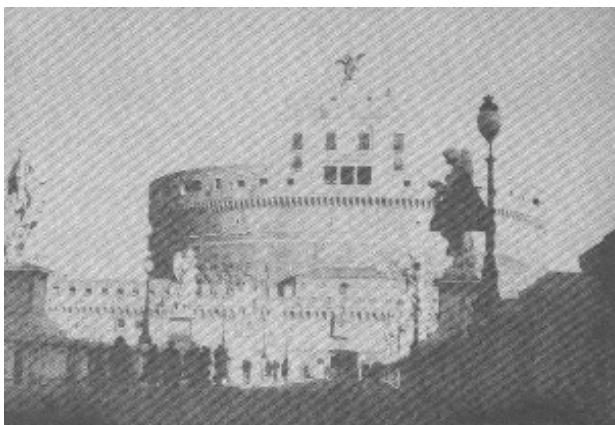
Open Air Style



Vesuvius looms over Pompeii

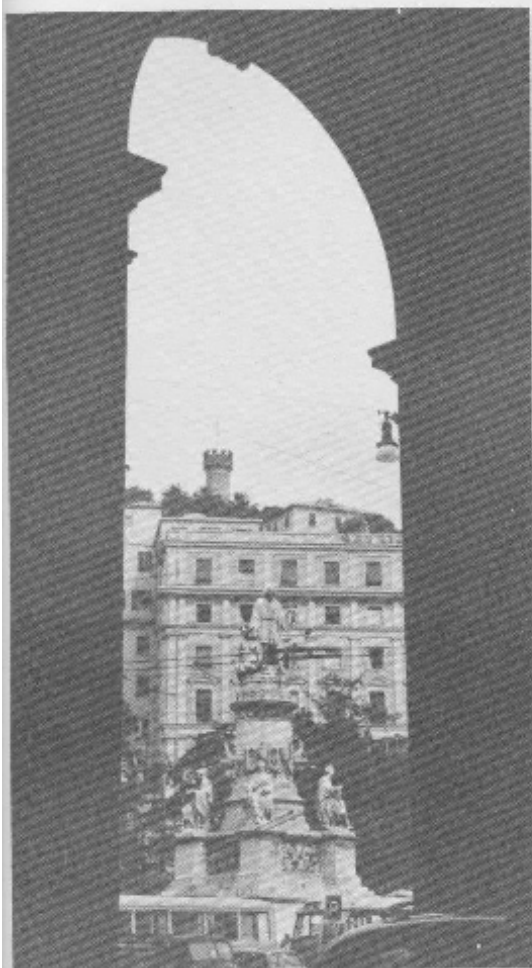


"Twas on the Isle of Capri . . ."



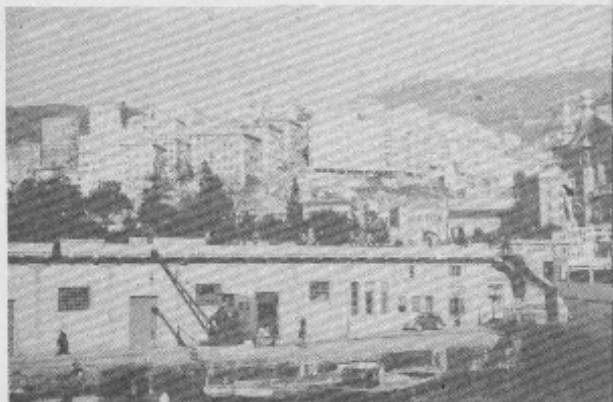
THE GLORY THAT ONCE WAS
ROME





CHRISTMAS IN
GENOA

Berger in the Mountains

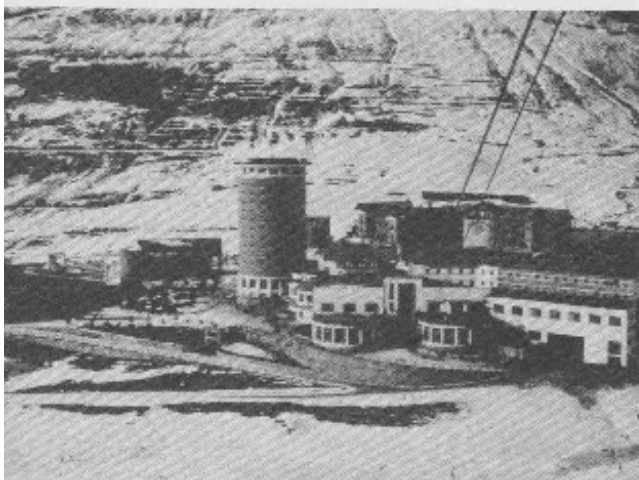




Spellbound by Santa



Sestriere from the Cable Car





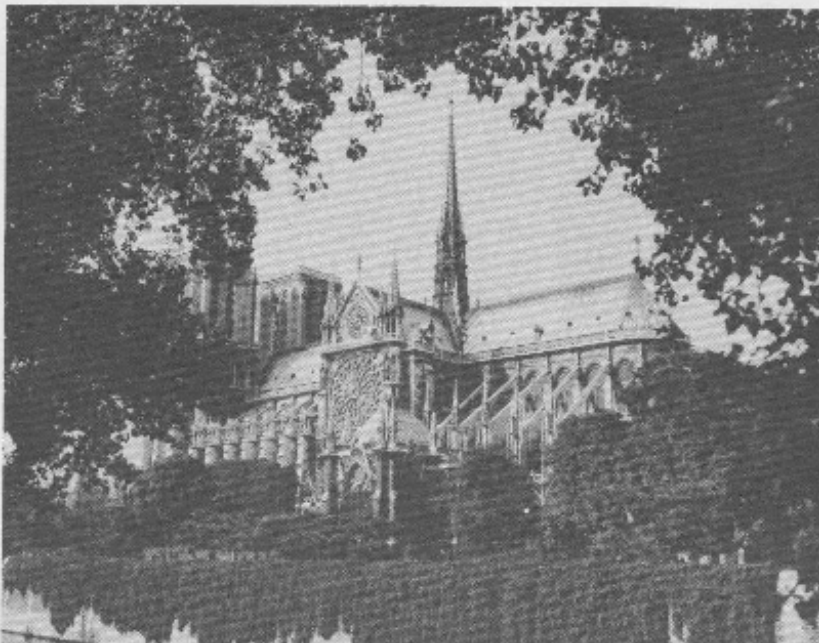
Monte Carlo

GOLFE JUAN AND PARIS

Street Artist—Paris



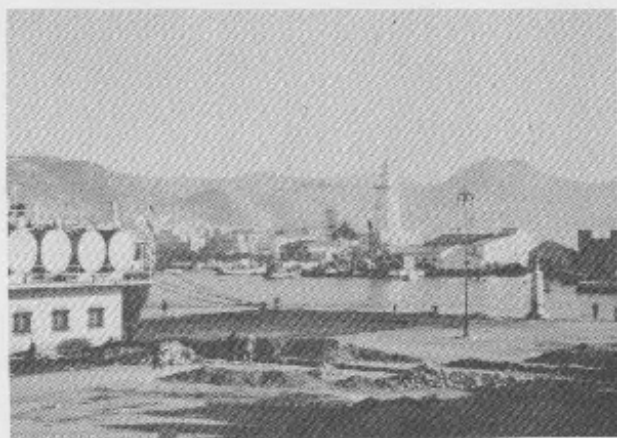
Notre Dame





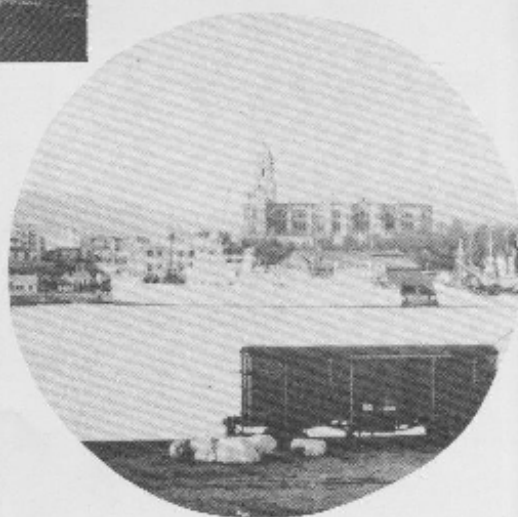
Plaza De Los Toros

MALAGA



Harbor View

Liberty But No Money



O R A N



. . . AND
HOME
AGAIN



04 TO 08

Steaming as before . . . 0630 set special sea and anchor details . . . 0730
maneuvering at various courses and speeds to make berth . . . 0755
moored portside to Pier 3, United States Naval Base, Norfolk, Virginia,
secured special sea details . . . commenced liberty . . .



During our stay in the Mediterranean the Supply Department had many varied duties aside from its assigned mission. The manner in which fresh provisions and Ship's Store articles were purchased was quite significant. With the able assistance of our interpreters we were able to handle the multitude of foreign salesmen who showed us everything from cheese to musical cigarette boxes. All souvenir hunters were at the mercy of the Supply Department as to the delivery and sale of the more expensive items. Such foreign merchandise as gloves, toys, 400 day clocks, cameras and many other items of value were purchased for sale through the Ship's Store.

The Supply Department was also Delighted to have the responsibility of exchanging the "Yankee Dollar for Italian Lira, French Francs, Greek Drachmas, Spanish Pesetas, Algerian Francs, and Turkish Lira.

One thing the Supply Department topped all other ships of the division in was the obtaining of lights which were used for the Ship's splendid Christmas decorations. It took many man hours and a lot of requisitions, plus a great deal of diplomacy to obtain all the "lights" and "rat tails" necessary for the decorations.

The trip itself provided experiences which will be remembered by the personnel of this department for many years to come. The pleasures available more than compensated for the tremendous amount of work involved during our five-month cruise.





FIRST ROW: Sandeman, CSC; McGowan, DK1; Eubanks, SK1; Bernasconi, CSI; Barowicz, SK2; Lawson, SK2. SECOND ROW: Perrocco, SH2; Critelli, SK3; Flanagan, SK2; Brogden, SH3; Ritter, DK3; Nye, SH2. THIRD ROW: Wiener, SK3; Lee, SK3; Winget, SK5N; Herman, SN; Young, SK5N; Calvareso, SH5N.



Henderson, SH5N; Barr, SH5N; Soucier, Loeb, DK5N; Viorora, SK5N; Soucier.





Dellhausen, CS2; Jones, CS2; Bothne, CS2;
Sherrill, CS2; Stormer, CS3; Barkley, CSSN.



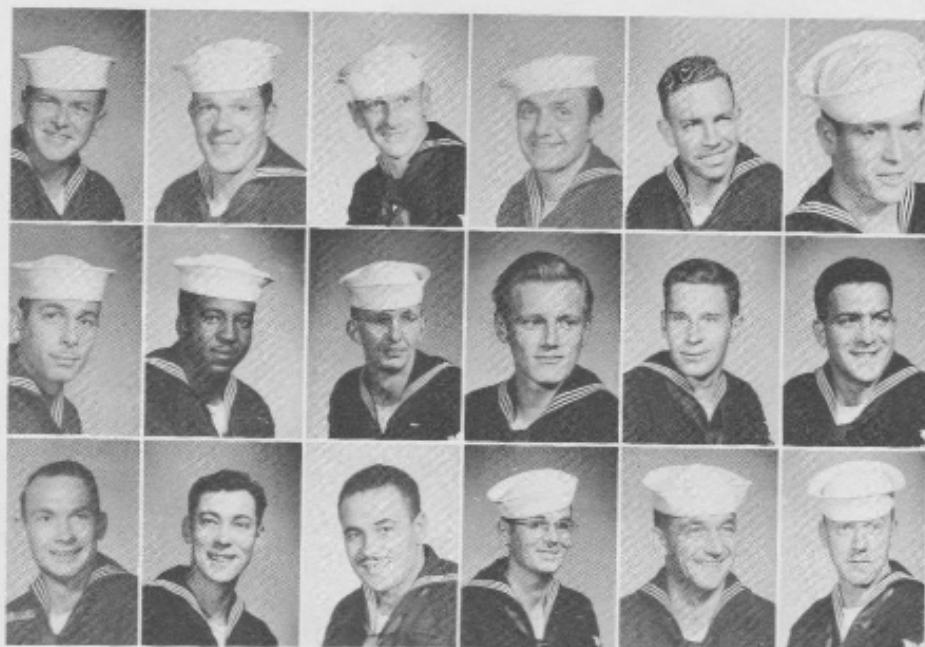
FIRST ROW: Clark, CSSN; Bridgen, CSSN; Davis, SD1; Current, SD2; Latimer, SD3; Hamilton, SD2. SECOND ROW: Fairley, TN; Stokes, TN; Speed, TN; Foster, TN; Williams, TN.





DECK

FIRST ROW: Pattisall, Dayton, Mangus, Holroyd, Miles, Lockhart. SECOND ROW: Carman, Benner, Ward, W. T., Gross, Coar, Costanzo. THIRD ROW: Steadings, Humphries, Weeks, Molahon, Hund, Brymer.



DEPT



The basic mission of the Deck Department on a ship of this type is the upkeep and preservation of topside spaces, the ship's sides and all rigging. Besides this, the deck force off-loads the landing craft and is in charge of cargo handling. Since the landing of Marine cargo on a beach is the primary mission of the ship, it is easy to see that the functions performed by the Boatswains Mates and Seamen in the Deck force are closely allied to the ship's basic mission.

In short, the Bos'n Mates are as always the "Backbone of the Fleet." The work done by these men under the direction of the First Lieutenant, Division Officers, the Ship's Bos'n (the saltiest billet in this man's navy), and Petty Officers requires a

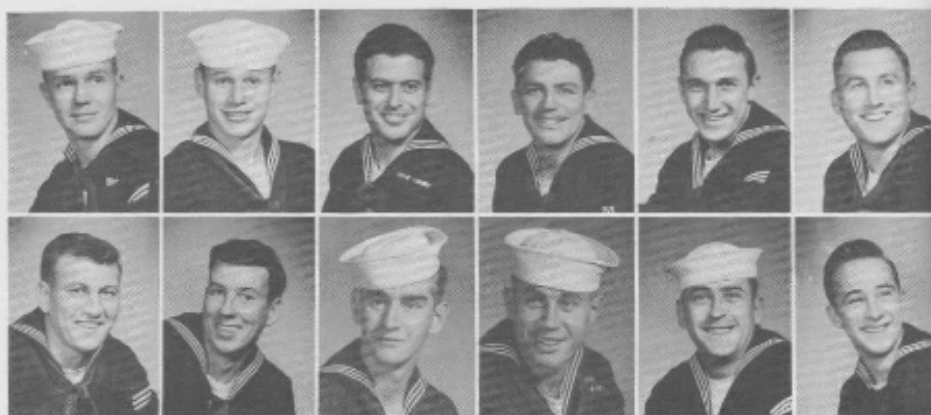
great deal of technical knowledge and competence.

Today's Boatswains Mate must know more than Marlinspike Seamanship, especially on an AKA. His knowledge extends to amphibious warfare, cargo handling, rigging, boats, gunnery, damage control and a host of other fields.

All this was amply demonstrated during our recent cruise to the Mediterranean. The Deck force was called upon to perform all the above mentioned duties, plus some, and their tireless efforts in doing the job paid off in a smart looking ship, that has acquired a reputation of being able to do the job and do it well.

Reading, Steward, Friday, Bupp, Brinton, Patterson.





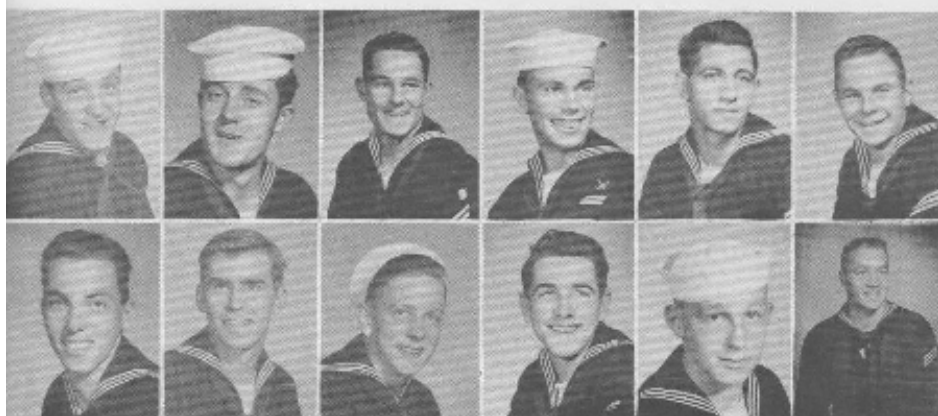
FIRST ROW: Shuttlesworth, Reeder, Stevens, Libertino, Skibo, Mellott. SECOND ROW: Bannach, McDunn, Hardy, Shatzar, Evans, Kozak.



"Did I Pull the Wrong End, Leo?"

FIRST ROW: Stewart, Johnson, Nowak, Molitor, Skeffington, Torino. SECOND ROW: Malende, Roberti, Focht, W. V., Focht, E. B., Gillis, Rakes.



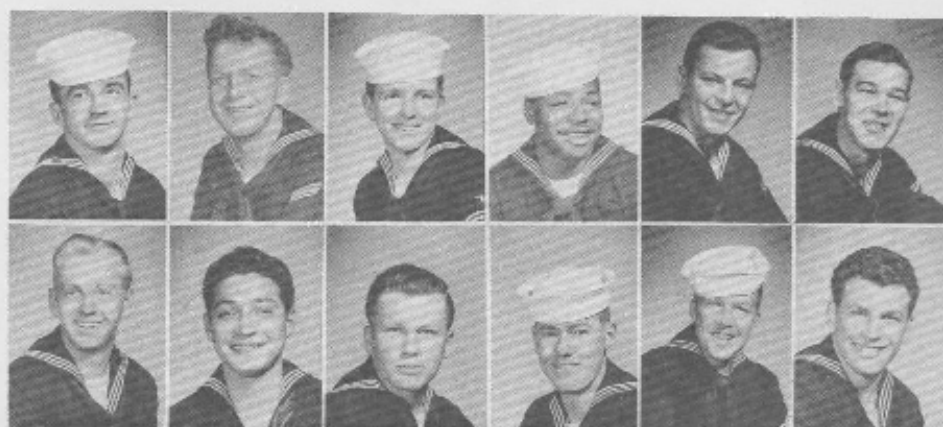


FIRST ROW: Brown, Flaherty, Shannon, Ward, J. H., Ollie, Curry. SECOND ROW: Boyce, Lasiewicki, Frommer, Flowers, Krivosik, Scott.



FIRST ROW: Solomon, Smith, Mangan, Stevenson, Kolniak, McLaughlin. SECOND ROW: Paterson, Rossi, Crawford, Hart, Jalbert, Panico.

"Sorry Scotty. Get the Bos'n to Sign it."



DIVISION

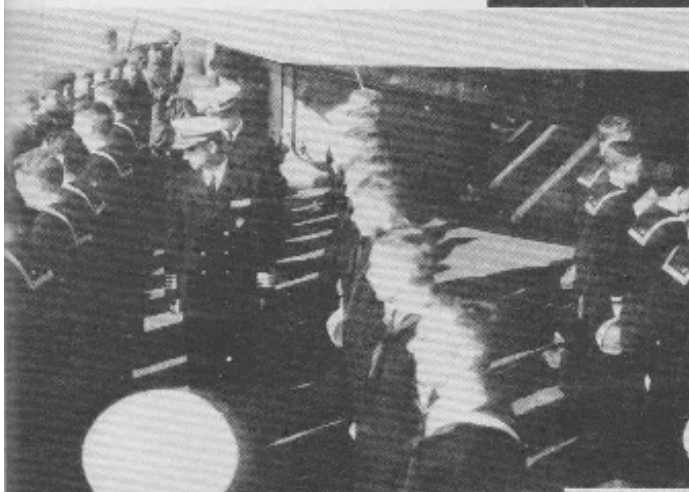
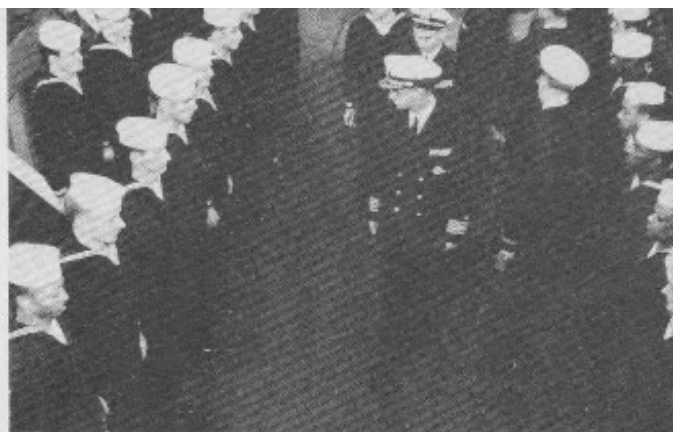


Stephens, D. L., HMC; Gyorko, B. A., HM2; Keesee, T. G., HM2;
Lane, J. R., HM3.

The mission of the Medical Department is broadly "the maintenance of the health of the Navy and the care of the sick and injured." In spite of some 98 admissions to the sick list and numerous treatments rendered we feel fortunate in not having any major accidents or illnesses throughout the cruise. Possibly our biggest day was in Suda Bay when we provided Medical Guard for 42 ships. We were also fortunate in having 6 hospitalmen attached with the Marines on board for the cruise who assisted in carrying out all phases

of Medical Department functions in performing as many therapeutic and cosmetic surgical procedures as time, drills, and rolling seas would permit. Then too Chief Stephens assisted by Keesee and Gyorko utilized the Lab for developing pictures for the ship in order that the crew would not have to wait until returning to the U. S. to view their photographic endeavors. We were visited by just about all members of the crew, officers and enlisted alike, on one or more occasions, under myriad circumstances and we are happy to have been of service during the cruise.





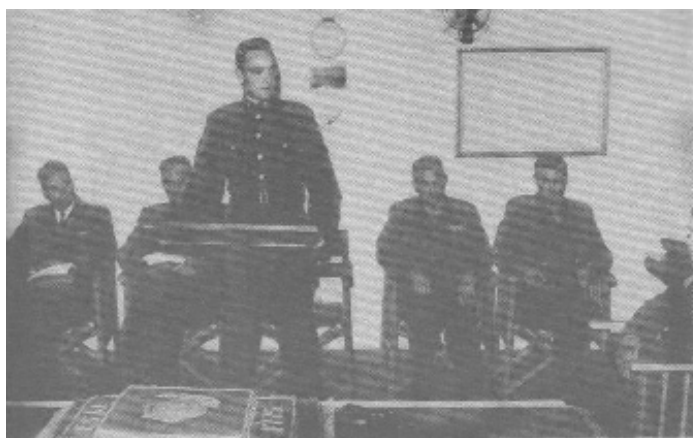
INSPECTION





DIVINE WORSHIP



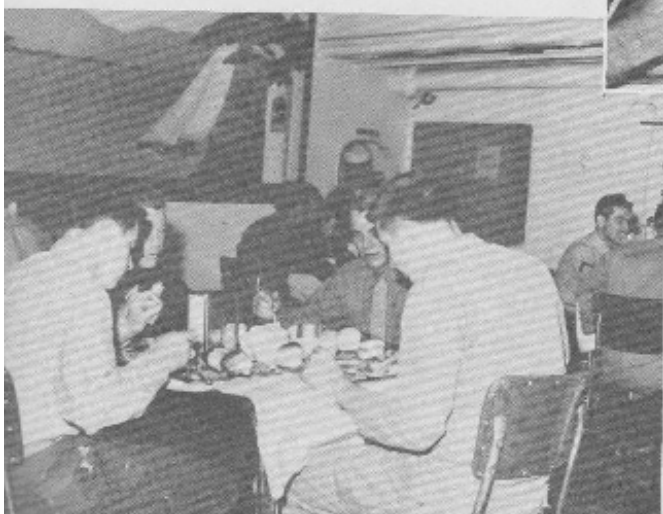


BIRTHDAY PARTY





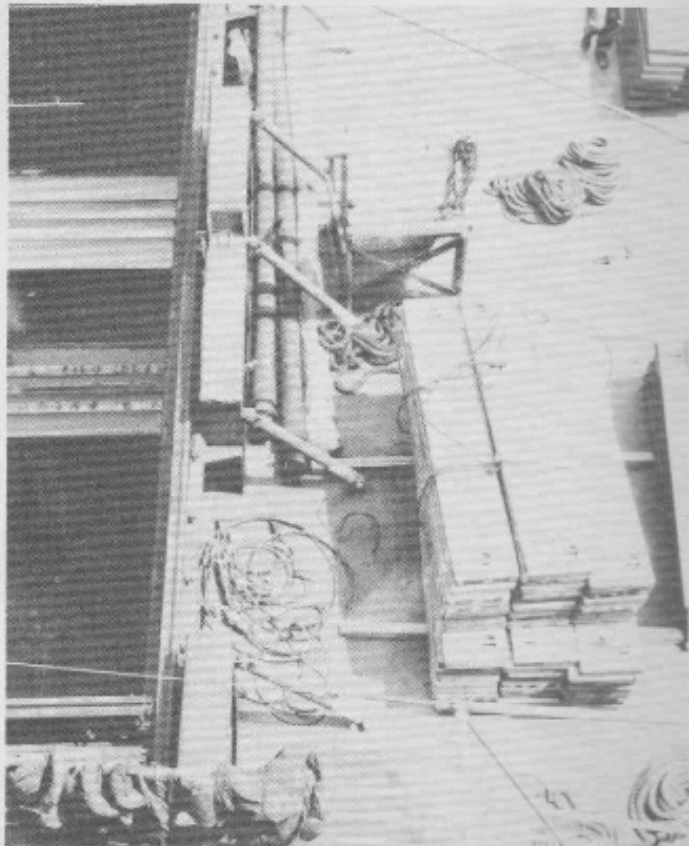
CHOWDOWN





APPETITE

**THE
CAUSE**





THE END

Conclusione

To Telos

Nihayet Vermek

El Final

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