

USS BROWNSON



**AROUND
THE
WORLD**

**1966
1967**

U.S.S. BROWNSON DD-868



WORLD CRUISE 1966-1967

SHIP'S HISTORY

USS BROWNSON (DD 868) is named in honor of Rear Admiral Willard H. Brownson who, during his 42 years of Naval service from 1865 to 1907, was Commander-in-Chief of the Asiatic Fleet, and superintendent of the U.S. Naval Academy.

The present BROWNSON is the second ship to bear the name. During World War II the first BROWNSON, a Fletcher class destroyer, saw action in the Atlantic and the Aleutian, Gilbert and Marshall Islands before a Japanese aerial attack sank her off Cape Gloucester, New Britain on 26 December 1943.

A 2250 ton Gearing class destroyer, the present BROWNSON was sent to Bath, Maine, where she was placed under reduced operational status. Six months later she was reactivated to sail south to the Antarctic with Rear Admiral Richard E. Byrd's polar expedition, "Operation High Jump."

Since that time BROWNSON has been steaming steadily, living up to the destroyer's reputation as the Work Horse of the fleet. On five different occasions she has been assigned to the Sixth fleet and cruised to the Mediterranean, and twice has participated in NATO cruises in Northern Europe. From 1954 to 1955, she was deployed in the Far East. She completed her second round the world cruise in 1956.

October 1958 marked a new era in BROWNSON'S career, when she joined the newly formed Destroyer Development Group Two. The Group develops, tests, under actual operating conditions, and evaluates new equipment to strengthen the fighting power of the Navy's ships.

BROWNSON was the first ship to augment its ASW capabilities with an operational variable depth sonar (VDS). She tested and evaluated this piece of equipment in order to make it operational for the fleet. The VDS was removed during FRAM overhaul.

For most of 1962, BROWNSON carried out her development work in cruises off the Atlantic coast. In October 1962, with other ships of the Atlantic Fleet, she took part in

the Quarantine of Cuba, which resulted in the removal of Soviet surface-to-surface missiles from Cuba. BROWNSON returned to Newport in December to resume normal operations.

On 27 June 1963 BROWNSON entered Boston Naval Shipyard for her fleet rehabilitation and modernization (FRAM) conversion. This renovation made BROWNSON as "new" as any DD in the fleet.

In April 1964, BROWNSON rejoined the fleet as a unit of Development Group Two.

After six weeks of refresher training at Guantanamo, the BROWNSON returned to Newport to prepare for a Mediterranean deployment with the Sixth Fleet. BROWNSON left for the Mediterranean on 3 August 1964 and returned 22 December 1964 to rejoin the Development Group.

In February 1965, BROWNSON was outfitted with two drone anti-submarine helicopters (DASH) to complete her FRAM MK I conversion.

On 9 July, 1965, BROWNSON departed on a ten week goodwill tour through Northern Europe. During this cruise, BROWNSON "showed the flag" and entertained visitors and official guests aboard in thirteen ports in nine different foreign countries. After this very successful cruise, BROWNSON returned to Newport on 23 September, 1965.

For the fiscal year of 1965, BROWNSON was awarded the Battle Efficiency "E" and the Engineering Efficiency awards for Destroyer Development Group Two.

In November of 1965, the ship was assigned to Destroyer School which trains officers to be department heads on destroyers. In addition to inport training, BROWNSON made three month long cruises to Guantanamo Bay, Cuba, in December, 1965, February, 1966, and June, 1966, in order to give Destroyer School students valuable experience in every department of a destroyer at Sea.

BROWNSON is now assigned temporarily to Destroyer Squadron Twenty.



SHIP'S LOG

4 Oct	Departed Newport for West Pac	23-3 Mar	Inport Kaohsiung, Formosa
9 Oct	Transit of Panama Canal	3-4 Mar	Enroute Kaohsiung, Formosa to Hong Kong
9-12 Oct	Inport Panama	4-9 Mar	Inport Hong Kong
12-24 Oct	Enroute Panama to Hawaii	9-11 Mar	Enroute Hong Kong to Subic Bay
24-31 Oct	Inport Pearl Harbor, Hawaii	11-12 Mar	Inport Subic Bay
31-10 Nov	Enroute Hawaii to Yokosuka, Japan	12-14 Mar	Enroute Subic to Equator
10-13 Nov	Inport Yokosuka, Japan	14 Mar	Crossed Equator and paid due respect to King Neptune
13-15 Nov	Enroute Yokosuka, Japan to Okinawa	14-15 Mar	Enroute Equator to Singapore
15 Nov	Inport Okinawa	15-17 Mar	Inport Singapore
16-19 Nov	Enroute Okinawa to Subic Bay, Philippines	17-22 Mar	Enroute Singapore to Cochin, India
19-22 Nov	Inport Subic Bay	22 Mar	Inport Cochin, India
22-24 Nov	Enroute Subic Bay to Tonkin Gulf	23-27 Mar	Enroute Cochin, India to Aden, S. Arabia
24 Nov-		27 Mar	Inport Aden, S. Arabia
29 Dec	Plane Guard in Tonkin Gulf to Kaohsiung, Formosa	27 Mar	Enroute Aden to Athens, Greece
29-31 Dec	Enroute Tonkin Gulf to Kaohsiung, Formosa	30-31 Mar	Transit of Suez Canal
31 Dec-		1-4 Apr	Inport Athens, Greece
9 Jan	Inport Kaohsiung, Formosa	4-6 Apr	Enroute Athens, Greece to Naples, Italy
9-11 Jan	Enroute Kaohsiung to Hong Kong, China	6-9 Apr	Inport Naples, Italy
11-15 Jan	Inport Hong Kong	9-11 Apr	Enroute Naples, Italy to Barcelona, Spain
15-22 Jan	Enroute Hong Kong to Subic Bay	11-14 Apr	Inport Barcelona, Spain
22-29 Jan	Inport Subic Bay	14-15 Apr	Enroute Barcelona, Spain to Gibraltar
29-31 Jan	Enroute Subic Bay to Viet Nam	15 Apr	Inport Gibraltar
31-20 Feb	Gunfire Support, Viet Nam	15-18 Apr	Enroute Gibraltar to Azores
20-23 Feb	Enroute Viet Nam to Kaohsiung, Formosa	18 Apr	Inport, Ponta DelGada, Azores
		18-25 Apr	Enroute Azores to NEWPORT
		25 Apr	NEWPORT



Richard L. Rodier COMMANDER U.S. NAVY

Commander Richard L. Rodier, U.S. Navy, was born in Worcester, Massachusetts, November 24, 1925.

After public school education in Oxford, Massachusetts, he graduated from Worcester Polytechnic Institute with a B.S. in Mechanical Engineering. He was commissioned Ensign USNR, at Columbia University in 1945 and subsequently transferred to the Regular Navy.

Commander Rodier has served in destroyers and small craft throughout his career. He commanded USS COURSER (AMS 6) and USS MOCKINGBIRD (AMS 27) during the Korean War and was awarded the Bronze Star with combat "V" for meritorious service aboard the latter. His most recent command was USS STALWART (MSO 493).

After serving as Aide to Commander Naval Base, Newport, he was Aide and Flag Lieutenant to Commander Task Group 7.3 during the 1956 series of nuclear tests in the Pacific Proving Grounds. He recently completed a tour as Plans and Operations Officer in the National Military Command System, Defense Communications Agency.

He was awarded a B.S. in Communications Engineering At U.S. Naval Postgraduate School Monterey and is graduate of the Armed Forces Staff College.

Commander Rodier is married to the former Barbara June D'Armond of Harriman, Tennessee, and currently resides at Poppasquash Road, Bristol, Rhode Island, with his wife and four children.



R. D. LONGMAN, LCDR, USN,
EXECUTIVE OFFICER



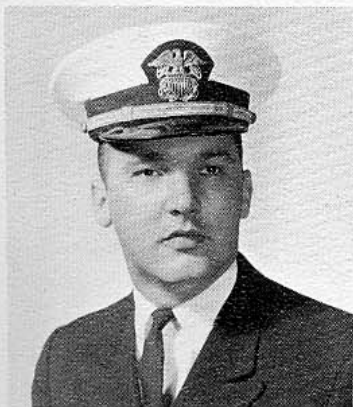
J. C. KANE, LT, USN,
WEAPONS OFFICER



F. J. FREDERICKS, LT, USNR,
ENGINEERING OFFICER



M. E. DAVIS, LT, USN,
OPERATIONS OFFICER

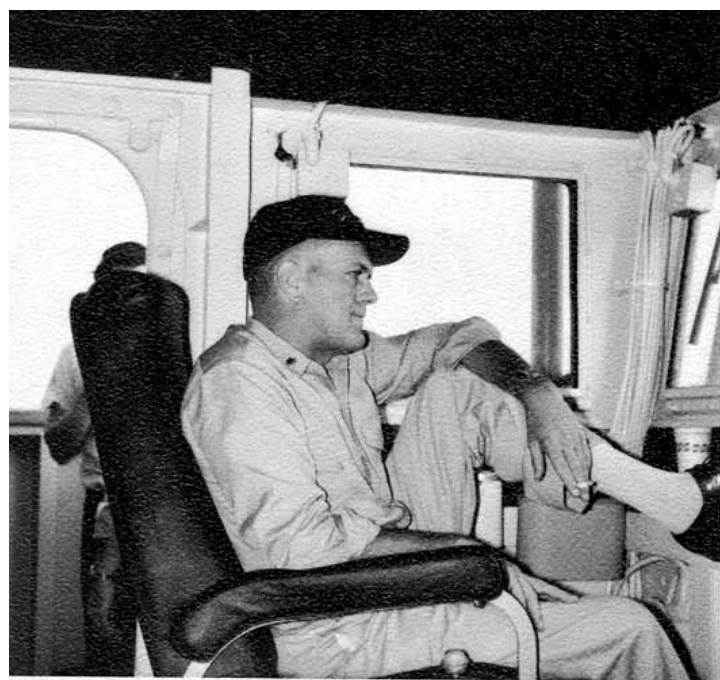


D. BARNETTE, LTJG,
INTELLIGENCE OFFICER

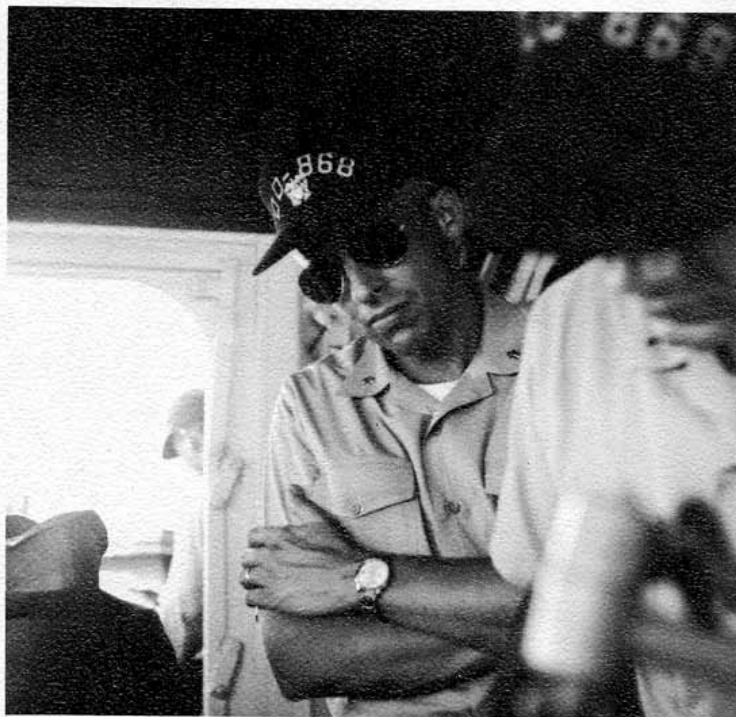
DEPARTMENT HEADS



P. E. WALKER, ENS, SC, USNR,
SUPPLY OFFICER



The Captain in a more pensive mood.

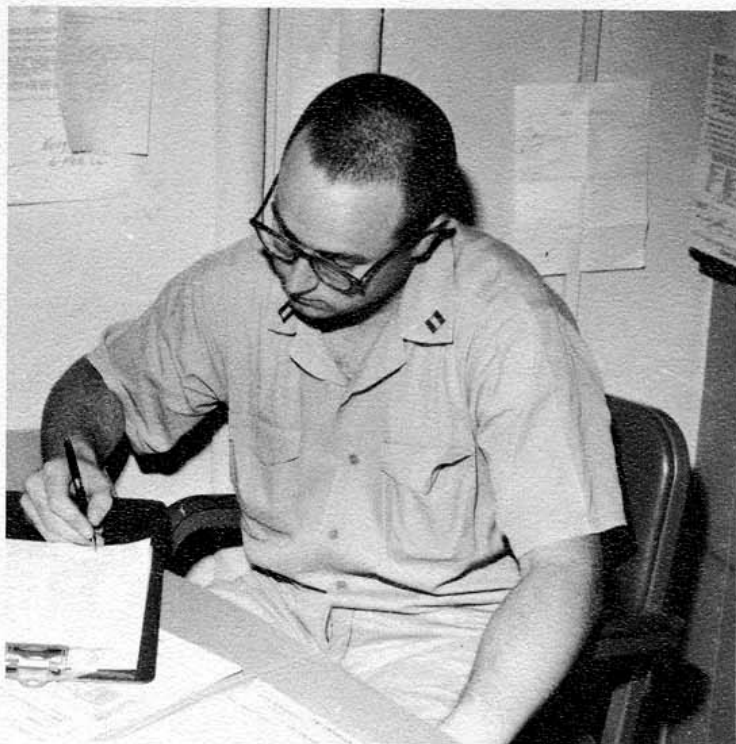


The XO observes a neophyte.



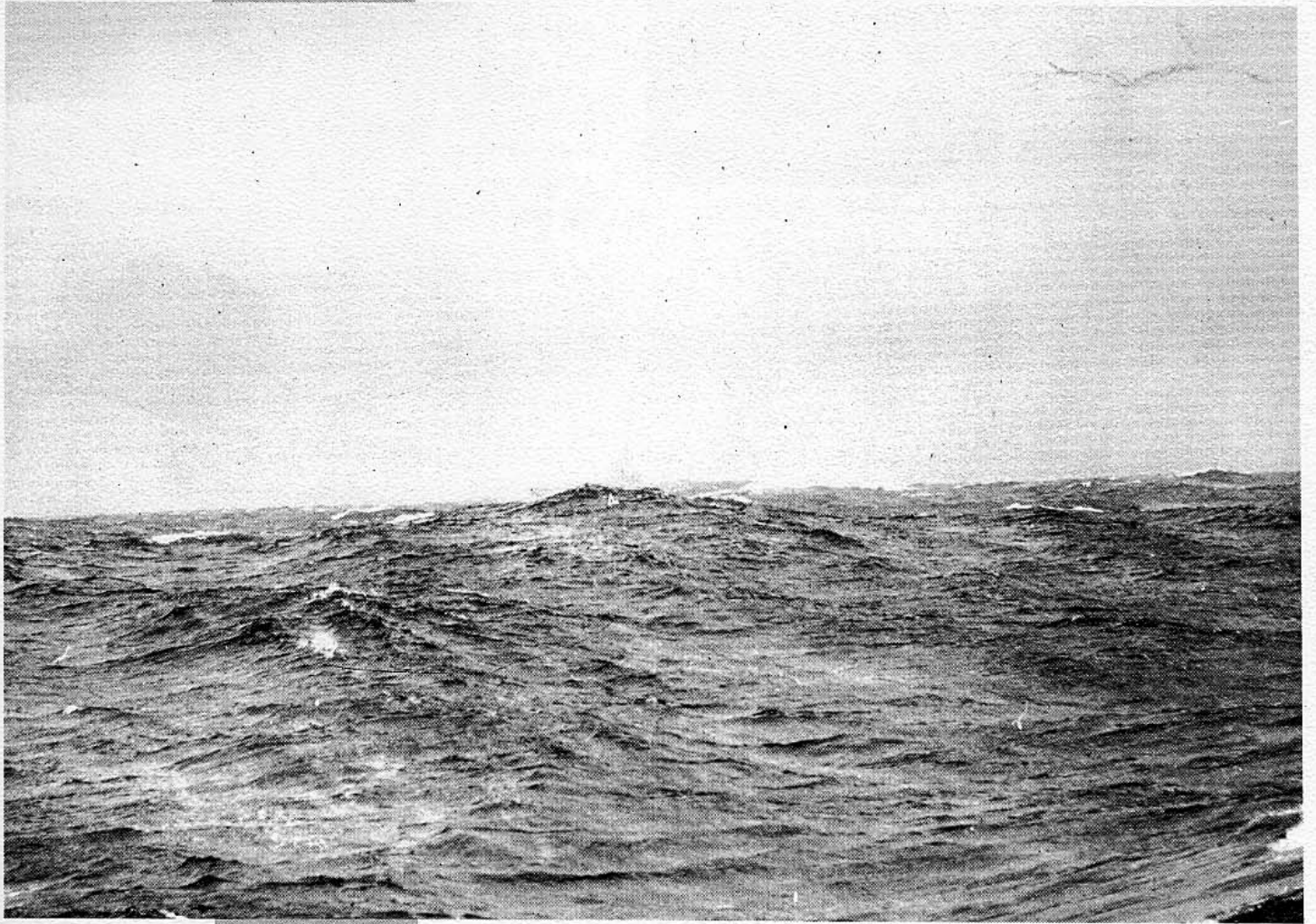
Another payday completed!

Mr. Kane benefits from holiday routine.



Mr. Davis is a real worker.

DIVISIONS



MEN of the BROWNSON

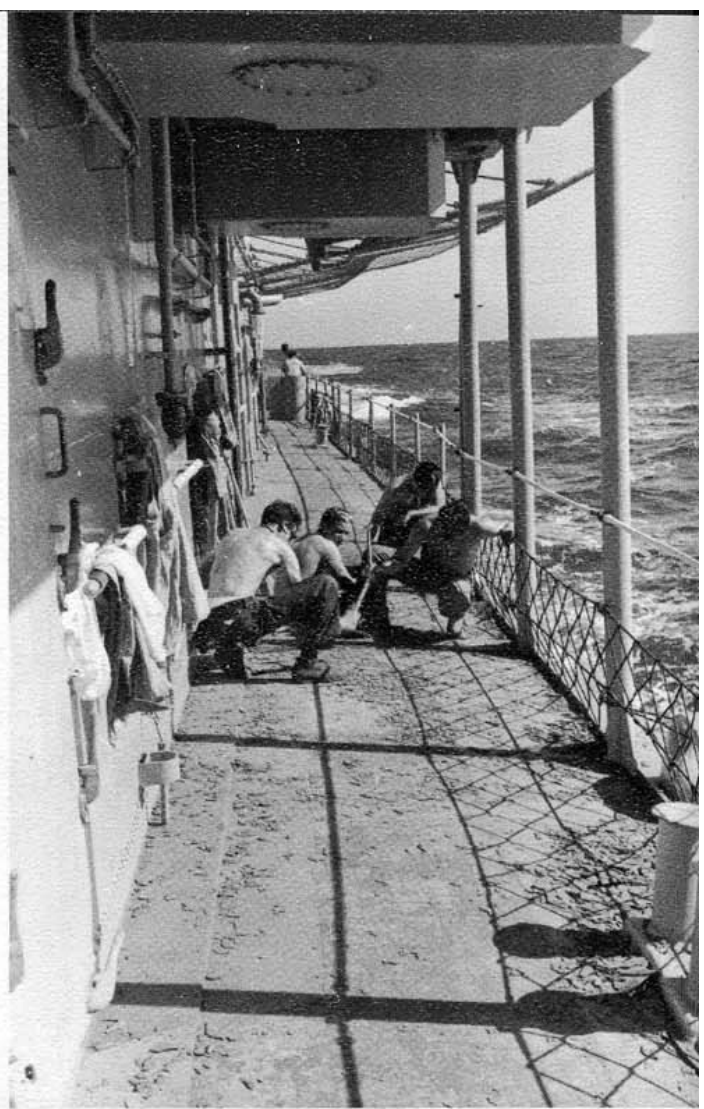
FIRST DIVISION



P.T. Badolato, LTJG
FIRST LIEUTENANT



D.J. McGaughey, ENS
ASS'T. FIRST LIEUTENANT



8,001, 8,002, 8,003, 8,004....."



BM1 Anderson BM2R Simpson BM3R Ritacco BM3C Timm BM3W Warren BM3W Wright



SN J. Beauchamp SN Brooks SN E. Capron SN J. Crowley SN W. Cygan SN J. Demers

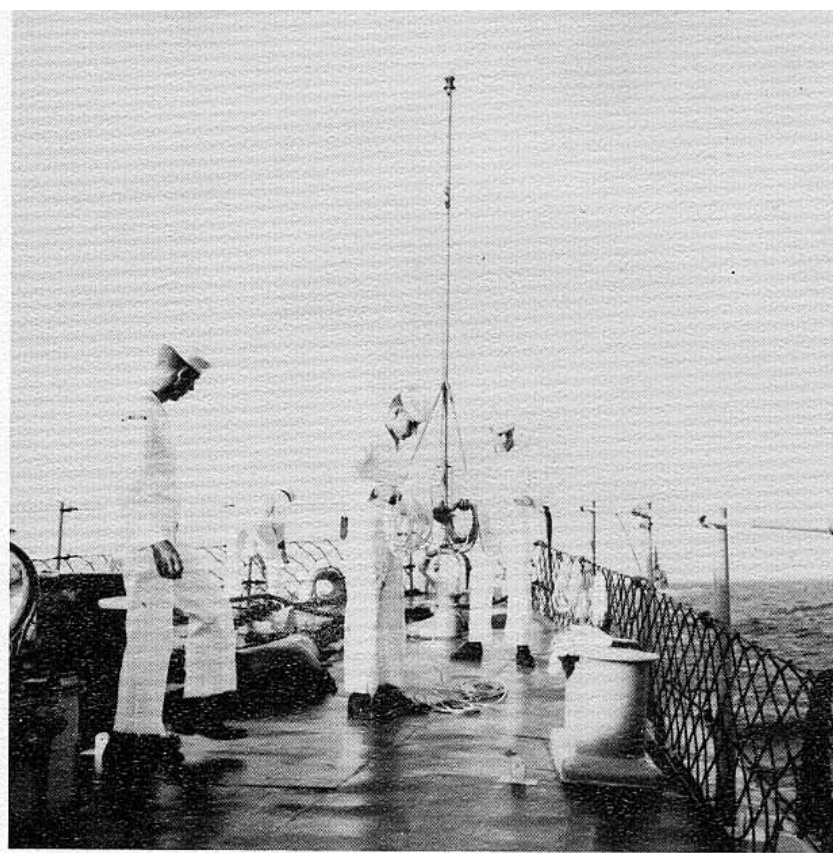


SN Detuccio SN B. Edgar SN J. Foti SN T. Granese SN L. Griffin SN R. Johnson

"All right sailors, roll out." Every BROWNSON Boatswain's Mate will cringe at those words, for he hears them every morning at 0555. Once up, though, he never cringes from his work. The men of First Division are hard working and put in long hours, both at sea and in port. The man in First Division has the routine and tedious jobs chipping, sanding, priming and painting, and always complains about the scrubbing, swabbing, washing and cleaning. Although he complains, he does his work because he knows it is necessary and important.

But the jobs of the Boatswain's Mate are not all routine and tedious. He has the special skills necessary to quickly and safely bring the ship its fuel and provisions at sea. He is the boat coxswain, the line handler, the look-out on the bridge wing, the phone talker to combat, and the helmsman. He runs to general quarters to man the guns, handle ammunition, or if need be to fight a fire or repair a damaged pipe. The Boatswain's Mate is an all 'round sailor and he is proud of it.

When day is done, the compartment is quiet, for all First Division men sleep in the realization that his job was well done, and he can rest until he hears that voice at 0555... "All right sailors, roll out."



Foc'sl is manned and ready



SN T. Lawrence SN R. LePage SN Madsen SN P. Maloney SN Mennona



SN R. Phillips SN J. Porter SN J. Sabo SN J. Santoro SN T. Shirk SN Sievert



SN Van Amburgh SN A. Wilcox SN R. Wills SAS, Chiles SA R. Goodell SA Muckor



ENS C. Jessico, Division Officer



.....At ease



GMGC J. Blazonis



FTCS J. Murphy

SECOND DIVISION



GMG2 P. Baptista
FTG3 C. Rymer
GMGSN M. Skinner

FTG2 T. White
GMG3 Shilling
FTGSN S. Trucchi

FTG3 H. Hough
GMG3 E. Smith
SN N. Frey

FTG3 L. Lepine
FTGSN Buchanan
SN C. Henning

FTG3 C. Mason
FTGSN A. Cadman
SN H. Jencks, Jr.

FTG3 Pavlik
FTGSN J. Holbrook
SN J. Rosen

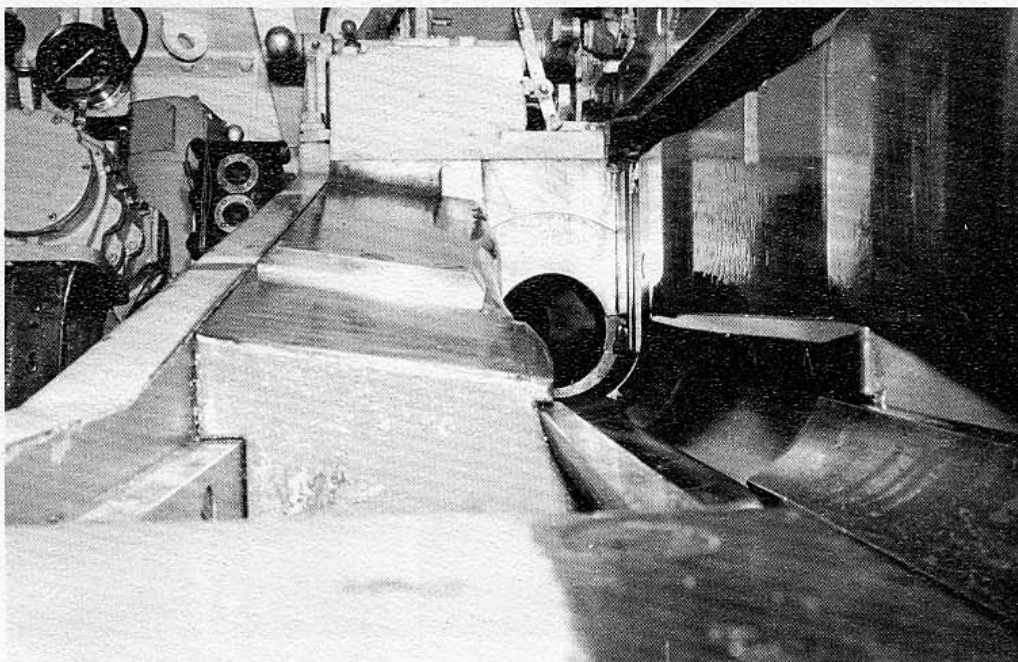
"Mount 51, this is the Board of Directors---," and thus began a typical day for Second Division in the Gulf of Tonkin. The personnel of Second Division, working closely as a tight unit, are charged with the task of acquiring, tracking, and destroying enemy targets on land, sea, and in the air.

To accomplish this broad requirement, the Division is divided into two rates--those who aim and those who shoot. The Fire Control Technicians in charge of the Director, Fire Control Radar, MK 5 TDS, and Plot are responsible for the precise aiming of the guns. To do this dozens of factors must be controlled, while still remembering that a one minute error in angle at 10,000 yards is a 600 yard miss. For the Gunner's Mates whose tools are the ship's four 5"/38 guns, the job is one of dropping the explosive on target. The firing of 200 to 300 5" bullets an hour with each weighing 55+ pounds takes a fine degree of coordination from the Gunner's Mates working in the mounts, handling rooms, and magazines.

As a team, Second Division fired over 3000 rounds of combat ammunition at enemy targets in 3 Corps Area, Republic of South Viet Nam. In over 30 days of Gunfire Support, the Division suffered not one major material casualty keeping the ship from her mission. This record attests to the hard work and skill of those required to keep the ship fighting--the men of Second Division.



Is it safe to come out?



Bore clear right gun!



LTJG R. Swanson
DIVISION OFFICER



Maybe we should consult the "Do it Yourself" guidebook.

FOX DIVISION



LTJG D.M. Brown



STC R. Rentner



GMGC L. Galloway



TM1 D.
Kaumeier
STG2 K.
Shipman



STG2 G.
Dye
STG2 F.
Trathen



STG2 M.
Evans
STG3 R.
Appleford



STG2R.
Knieser
STG3P.
Beaver



GMG2 K.
Losteter
STG3 K.
Hagerman



STG2 S.
Poturalski
GMG3 R.
Swanson



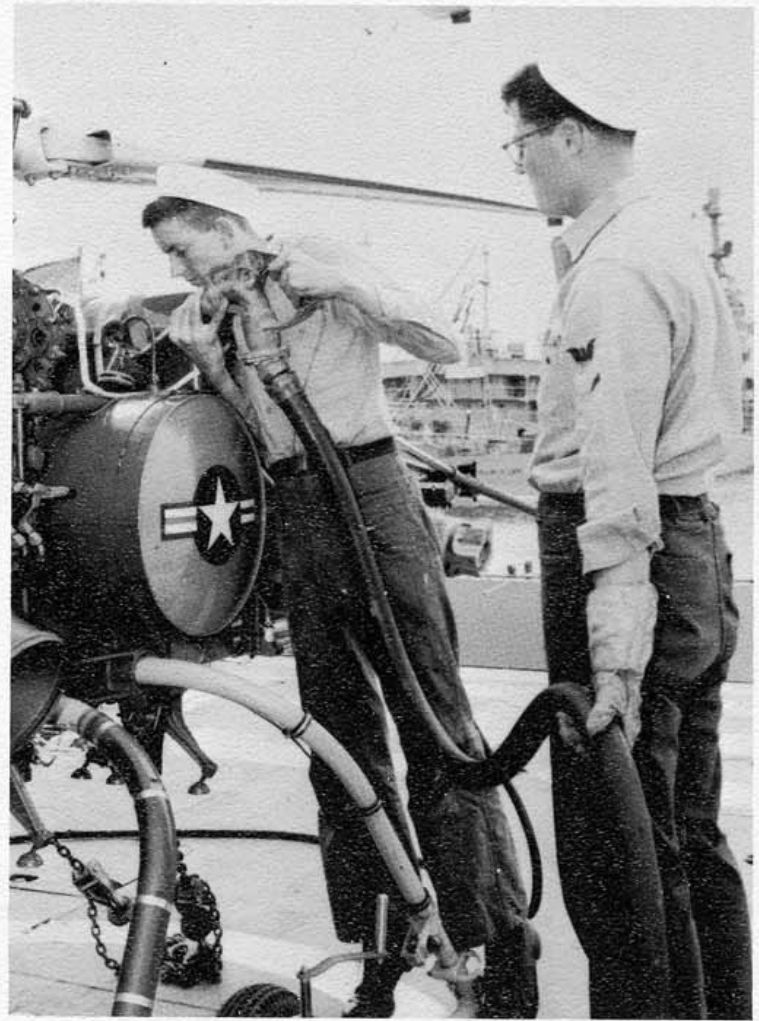
STG2 H.
Seyler
GMG3 W.
Walker





STG3 H.
Winslow
SN D.
Dillon

TMSN G.
Cloud
SN J.
Granese



Fill 'er up and don't forget the green stamps.

During the WestPac cruise, the men of Fox Division were required to maintain complex ASW equipment, stand routine watches, make BT drops and man the fathometer when required. In addition to their normal duties, Fox Division personnel were assigned to various stations during the ship's many underway replenishments throughout the cruise. During gunfire support, Sonar Technicians stood duty as bridge bearing takers and as members of the plotting room crew. Sonarmen triggered all 5"/38 cal. projectiles fired. Torpedomen and Asroc Gunners Mates manned the gun mounts, handling rooms, the Director, 50 cal. machine guns, and positions at gun control, while conducting Gunfire support.

Even though the men spent many long hours on other duties, their equipment was kept in top shape throughout the cruise and their performance was outstanding in all respects.

DASH



EN1 C.
Lawson
ATN3 D. Behl

ETR2 D.
Schlicht
SN S.
Bednarczyk

EN2 H.
Goodwin
SN B.
Bryant, Jr.



LTJG D. Houghton



LTJG R. Offutt



Soko, are we on target?



RDC C. James

OI DIVISION



RD1 C.
Clous, Jr.
ET1 G.
Jones
RD1 R.
Groezinger



RD1 D.
Lett
RD2 J.
Alston
ET2 D.
Folsom



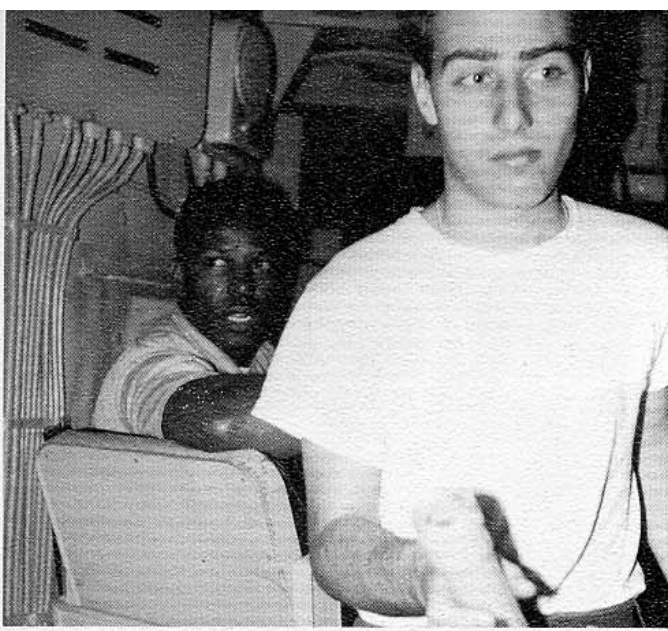
ETR2 J.
Morris
ETR3 R.
Babbitt
RD3 T.
Baginski



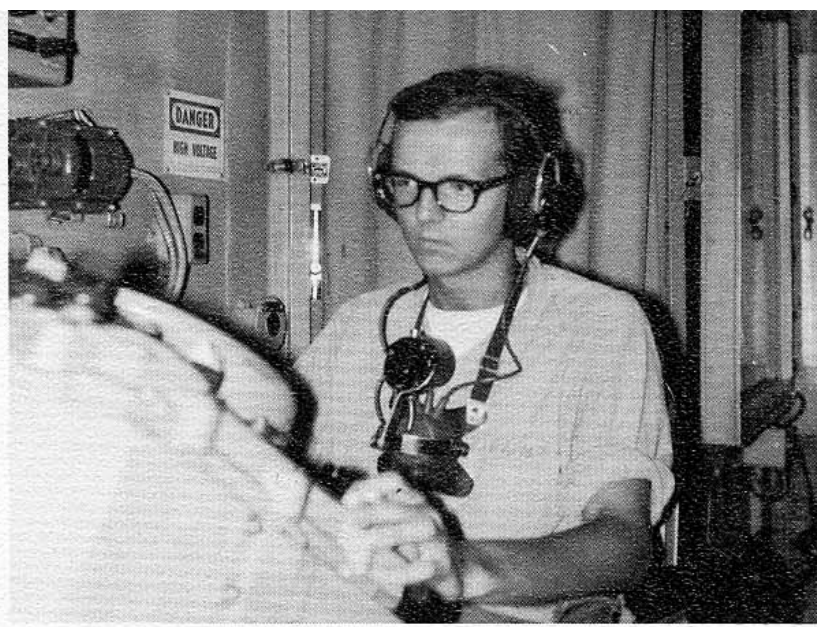
ETR3 J.
Baillargeon
RD3 S.
Frazier
RD3 J.
Maki

RD3 M.
Berry
RD3 Q.
Johnson
RD3 R.
Riddle

RD3 J.
Christenson
RD3 R.
Johnson
ET3 R.
Rogers



Haven't you ET's got that gear up yet?



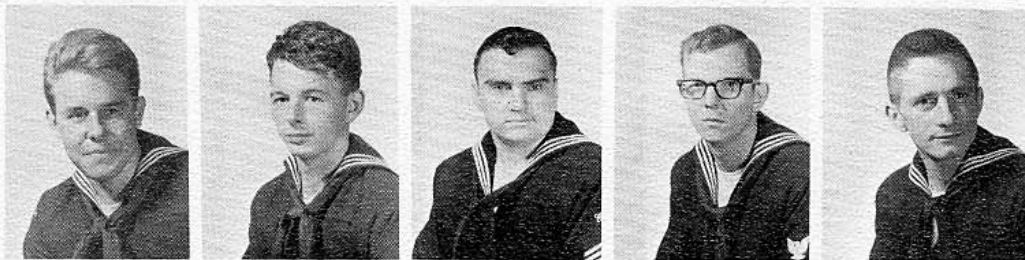
Contact? - All I see is a dot!

OI Division is made up of Radarmen and Electronics technician. The "dark world" of CIC is where the radarmen spend their time while the ET's may be found around tubes, wires, resistors, or black boxes.

The work of OI Division commenced the minute the ship departed Newport, for it was then that CIC began gathering, processing, displaying, evaluating and disseminating vital information to the bridge. The division can be especially proud of the fine job it did while BROWNSON served on the gunline. The radarmen divided into two gun-

fire support teams, spent many long hours plotting targets, communicating with the spotters, radar navigating and doing other jobs essential for the successful firing of over 3000 rounds of combat ammunition.

Every man in the division can be proud of knowing that he performed in an outstanding manner throughout the deployment. Special praise must be given to Chief James who, aided by Lett RD1, Clous RD1, and Jones ET1, developed a highly competent and professional division.



ETR3 P. Ross RD3 R. Schulze ETN3 K. Stauffer RD3 R. Zielinski ETRSN P. Allosso



RDSN B. Coleman RDSN H. Davis RDSN Nardino RDSN Thomas SN S. Sokoloski

OC DIVISION



This put us ten degrees off course.



LTJG J. KLOIBER
COMMUNICATIONS OFFICER



RMCH, Blanchette



HMC R, Maskell



QM1 C.
Mixon
YN3 Buckley
QM3
Starks

RM1 J.
McAuliffe
QM3 D.
Cain
RM3
Summers

PN1 J.
Shanks, Jr.
QM3
England
PC3 C.
Vitullo

SM2 Hoyle
YN3 R.
Franklin
RM3 A.
Tecci

RM2
Lambe
RM3
Grannis
RMSN
Grimm

RM2
Patten
RM3
Helvey
RMSN
McCann

RM3
Adams
QM3
Rucks
SMSN L.
McDowall



RMSN
Taylor
SN W.
Donovan

SMSN J.
Thompson
SN T.
Hertzsch

SN A.
Bales
SN J.
Trotman

OC Division, the Communications branch of the Operations Department consists of Radiomen, Signalmen, Quartermasters, Yeomen, Hospital Corpsmen and Postal Clerks.

The Radiomen communicate via electrical means--voice, teletype, and C.W. These men handled three times normal traffic in all respects during the deployment.

The Signalmen communicate by visual means--flashing light, flags, or semaphore. Because of their limited numbers, they have had to stand long and tiring watches out in the open.

The quartermasters primary job is the safe navigation of the ship, constantly plotting our positions by celestial, Radar, Visual or Dead Reckoning means, and charting our course over the oceans. Their secondary job is to act as weathermen.

The Yeomen and Personnelmen handle all the official correspondence to and from the command and maintain the command's official records, as well as the crews' service records.

For those persons who suffered the aches and pains of destroyer life, and the old favorite--seasickness--there is always the cheerful Hospital Corpsman ready to give you his aspirins, or for the really sick, any one of a hundred different colored sugar pills.

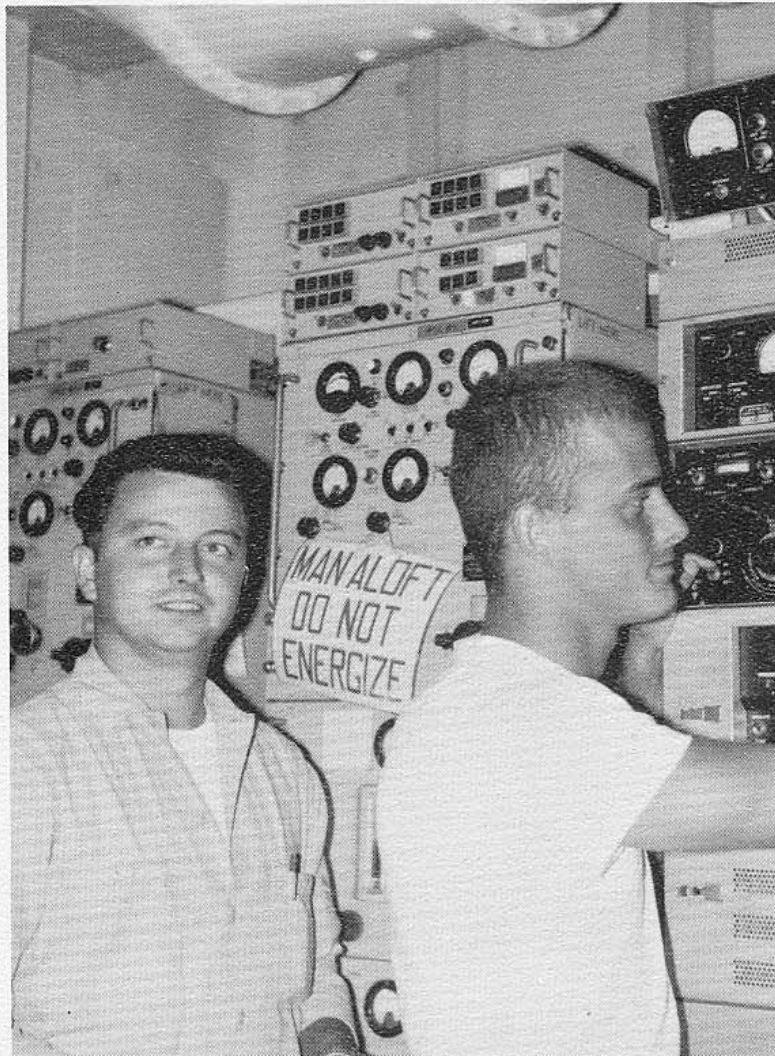
Last, but not least, is Sacks, our Postal Clerk, for without him, our trip would have seemed twice as long.

These, then, are the men of OC Division, all of whom have done an outstanding job to make the deployment a success.



....And I read-Echo, Tango, Alpha, November, Papa, Tango....

This is on the job training at its best.



M DIVISION



Let's give her hell!



LTJG D. Miller



MMCS J. Waters



MM2 F. Babin
MM2 D. Brechin
MM2 O. Calvin
MM2 G. Falgout



MM3 R. Baker
MM3 W. Cook
MM3 R. Fomen
MM3 R. Kipp



MM3 H. Lowry
MM3 R. Mood
MM3 D. Nelson
MM3 J. Page
MM3 D. Park
MM3 S. Ray



MM3 R. Wagner
MMFN M. Humphrey
MMFN R. Phillips
FN J. Allison
FN M. Blevens
FN R. Butterfield

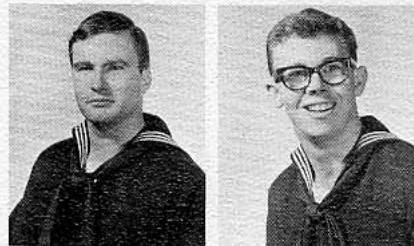


Just whistle while you work!

FN E. Flanagan
FN E. Hawkes



FN R. Klett
FN W. Neuman



FA D. Baker
FA A. Burton

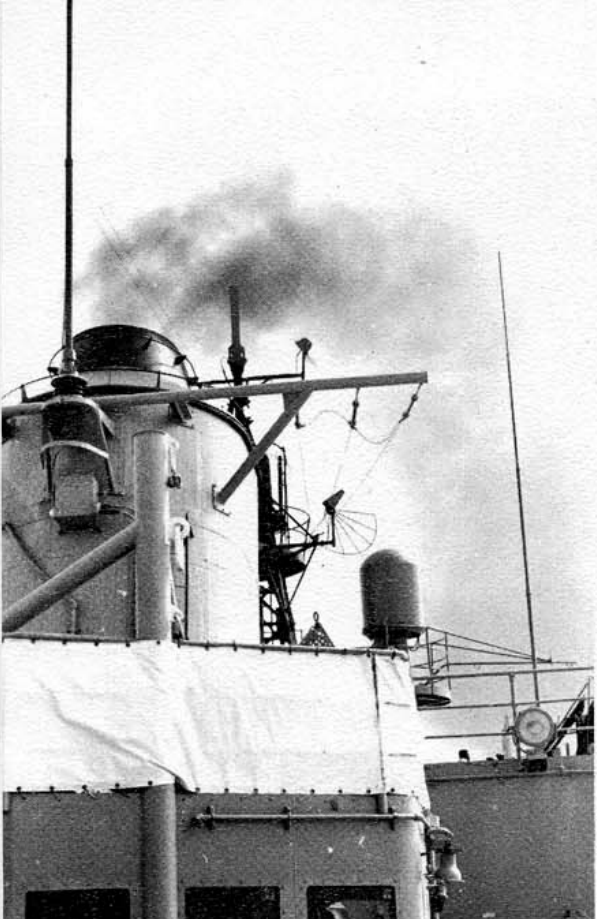


M Division is the engineering division responsible for the repair, upkeep, and operation of the ship's main propulsion and associated auxiliary machinery. The men assigned to this task are the machinists mates, a group of hard working engineers who know their equipment well. They are the "unsung heroes" who make sure the ship has the power to steam from mission to mission and arrive on time. They are also the men who provide the ship the water with which they drink, wash, and cook. This job is a difficult one, and requires men with strong character to perform it.

A fine example of this character is the INSERV inspection that was held in Kaohsiung, Taiwan. One of each type of pump and most of the main bearings were torn down for inspection. The men cheerfully worked night and day missing liberty in a port which was considered one of the best on the cruise. In eight short days they dismantled and reassembled all of the equipment. This is a feat which normally takes twenty to twenty-five days. The division received a hearty "well done" for this.

But they rang "full" bells, Chief.





BTC G. Ford



BTC E. Haynes



LTJG D. Miller
MAIN PROPULSION ASSISTANT

B DIVISION

Now set the stack watch!



BT2 G.
Boehmer
BT3 K.
Bartschi
BT3 J.
Mostek

BT2 G.
Paulsberg
BT3 R.
Baxter
BT3 J.
Owens

BT2 E.
Staton
BT3 E.
Bentsen
BT3 H.
Williams

BT2 D.
Walls
BT3 R.
Brunson
BT3 N M.
Colling

BT2 Weeks
BT3 L.
Eastman
BT3 N G.
Cutler

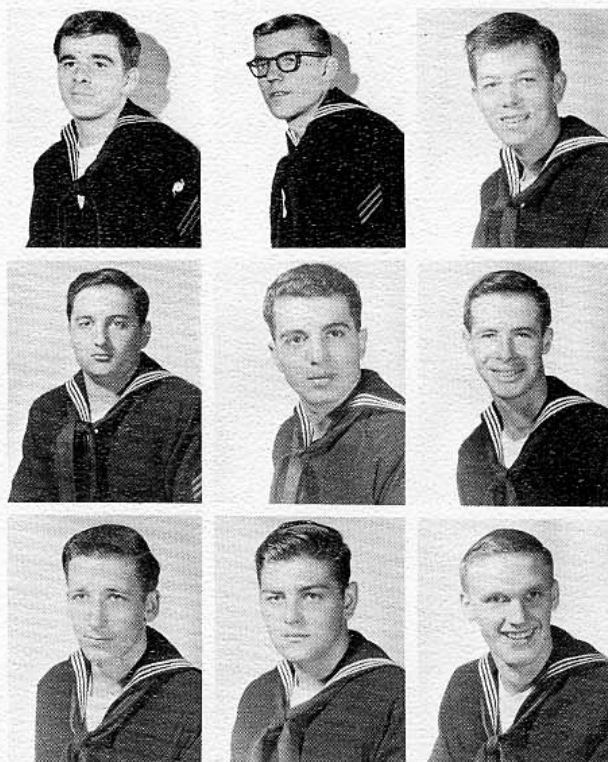
BT3 F.
Adams
BT3 P.
Federico
BT3 N S.
Evans



Supervising?

From the peak tank to the garbage chute, the topmost radar to the keel, the entire ship is, has been, or will be under the cognizance or care of the technicians of the Engineering Department. During the cruise, B. Division maintained, operated, or repaired almost every piece of equipment in the firerooms.

If the storage bins couldn't yield an urgently needed part, then B Division would make it, usually without blueprints or specifications. It was their capability and efficiency that brought the Brownson around the world. B. Division lives up to their motto: "If the Snipes can't hack it, it can't be hacked."



BTFN S.
Jackson
BTFN J.
Stutsman
FN C.
Pierce

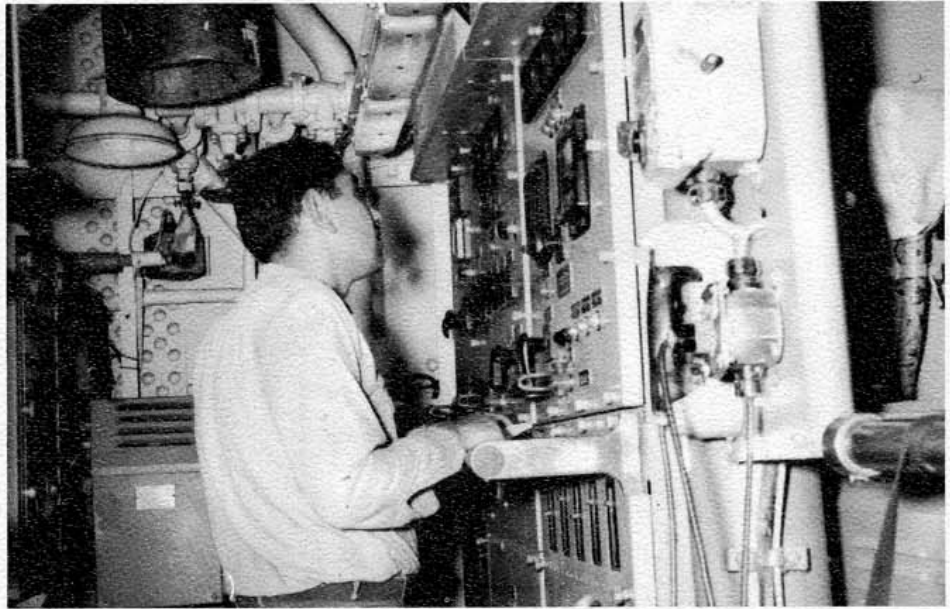
BTFN
Miller
FN A.
Noto
FA R.
Marks

BTFN K.
Olsen
FN G.
Paine
FA R.
Toporowski

R DIVISION



ENS. H. Duwe
DIVISION OFFICER



That's an odd looking light.



EMC T. Galyas



MMC Lawwill

DC1 B. Arnold
MM1 E. Harris
IC1 P. Lavelle



MM1 R. Magoch
SF1 G. Peters
EM2 Bryson



EM2 R. Coad
SFM2 A. Covington
IC2 G. Majestic



EM2 D. McGinty
IC2 L. Vicario
SFP3 G. Anderson



EM3 C. Barber
EM3 T. Frazine

SFM3 J. Berman
IC3 R. Lehman

EM3 M. Bowman
MM3 J. Lucas



R Division is the Repair Division of the ship. It is composed of four separate, but mutually assisting gangs: A Gang (MM's, Mr's and EN's), E. Gang (EM's), IC Gang, and the Shipfitter and DC Gang. They are all Engineers, but let no one call them "snipes." It is their job to furnish electricity, steam heat, air conditioning, interior communications, maintain the auxiliary machinery, and act as the ship's repair force.

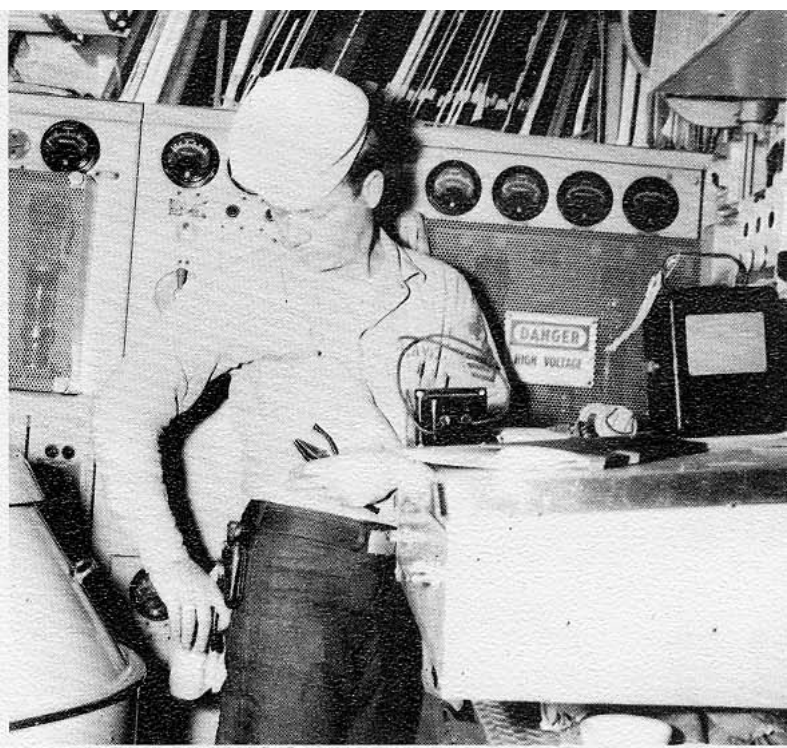
A Gang personnel refer to themselves as the "Doctors of the ship" and are kept busy applying their healing hands to the reefers, air conditioners, air compressors, emergency diesels, steering gear and their most stubborn patient, the motor whaleboat.

With E Gang everything is "up tight." If these men are not checking for grounds or carrying out the war against two prong plugs-Mr. Duwe's pet peeve-they may be found working on the ship's generators and distribution system, or servicing the many motors, controllers, and other machinery.

Each evening the IC Gang provides a man who ventures forth from the IC room to show the crew's movie. Besides providing entertainment, the IC men also maintain the gyro, sound powered phones, interior communications systems and other systems.

In case of any major malfunctions, the shipfitters are on the scene. They provide essential ship repair services from tough welding jobs to head correction and they keep damage control equipment in shape.

Not often in the limelight, but always the silent helpers, men of R Division can be proud of the job they have done in helping the ship to carry out her mission.



Nice portable tool kit, isn't it?



Hell of a job for an Engineman!



EMFN C.
Deas
FN T.
Gibson
FN J.
Monahan

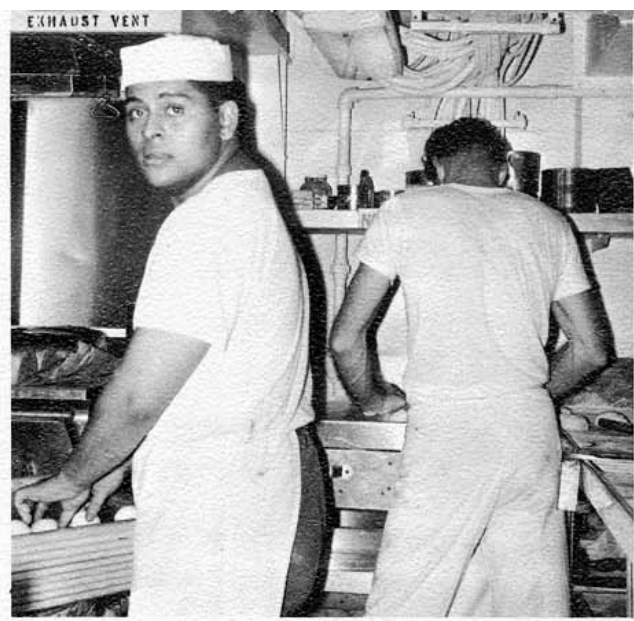
ICFN R.
Kern
FN J.
Glazar
FN G.
Moran

EM3 K.
Whitfield
EMFN K.
Olsen
FN D.
Jakubowski
FN A.
Neubauer

ENFN
Archer
FN W.
Dwonch, Jr.
FN E.
Loveland
FN D.
McMichael



LTJG P. Walker
SUPPLY OFFICER



Chief Pierson wants what!



CSC W. Pierson

SHC A. Camacho

SUPPLY DIVISION

CS1 W. Green
DK1 J. Lowder
SK1 R. Murphy

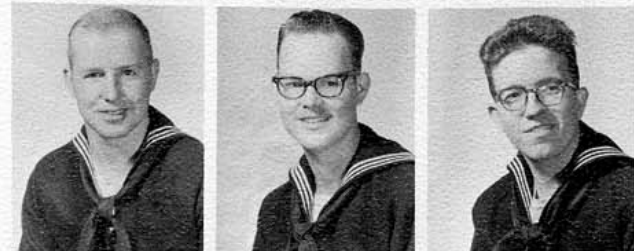


Hey DK-What a blast we could have!

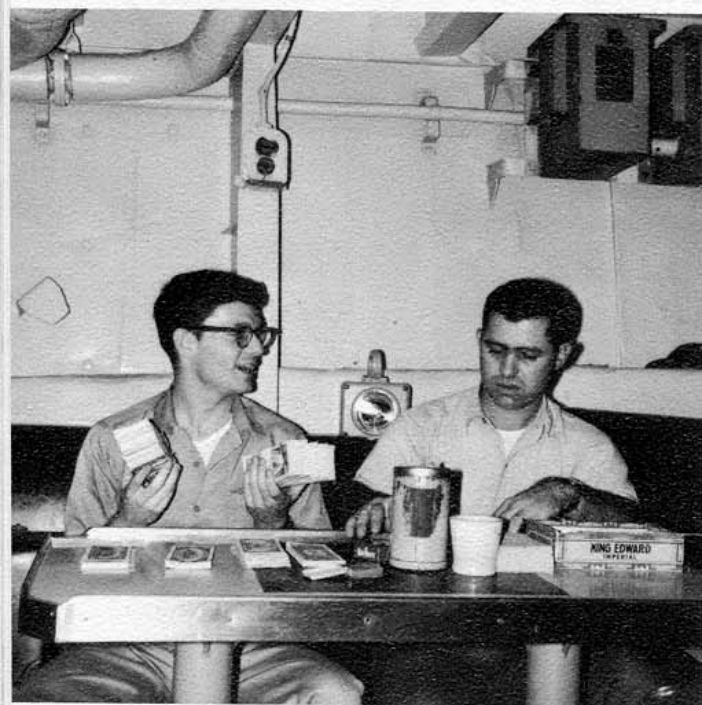
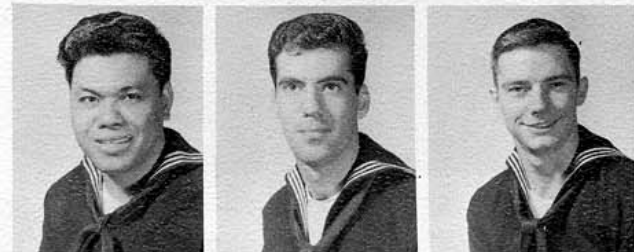
SK2 G. Evans, Jr.
SD2 A. Favilla
CS3 D. Ahonen



SH3 B. Armstrong
CS3 C. Courson
SK3 R. Eiler



SD3 A. Falucho
SH3 G. Fletcher
SH3 R. Keen



The Supply Division's purpose, under the leadership of Mr. Walker, is to support the ship in many ways through the Storekeepers, Commissarymen, Ship's Servicemen, Disbursing Clerk, and Stewards. Supply support started long before the ship left Newport and continued throughout the cruise. Although many new obstacles were encountered, Supply maintained ready service at all times. A job well done!

The storekeepers, under the supervision of Murphy and Carson were busy every day, and many times into the middle of the night, insuring that vital repair parts were promptly issued or ordered. The Commissarymen, under the supervision of Chief Pierson and Green, turned out the outstanding meals that a Destroyer crew deserves, while Ship Service activities were supervised by Chief Camacho who took special orders and made sure the Ship's Store had sufficient items for sale at all times. The Stewards, under the supervision of Favila, kept the Officers' country in top shape. The DK enjoyed the trip. He could be found in his rack any day but payday.



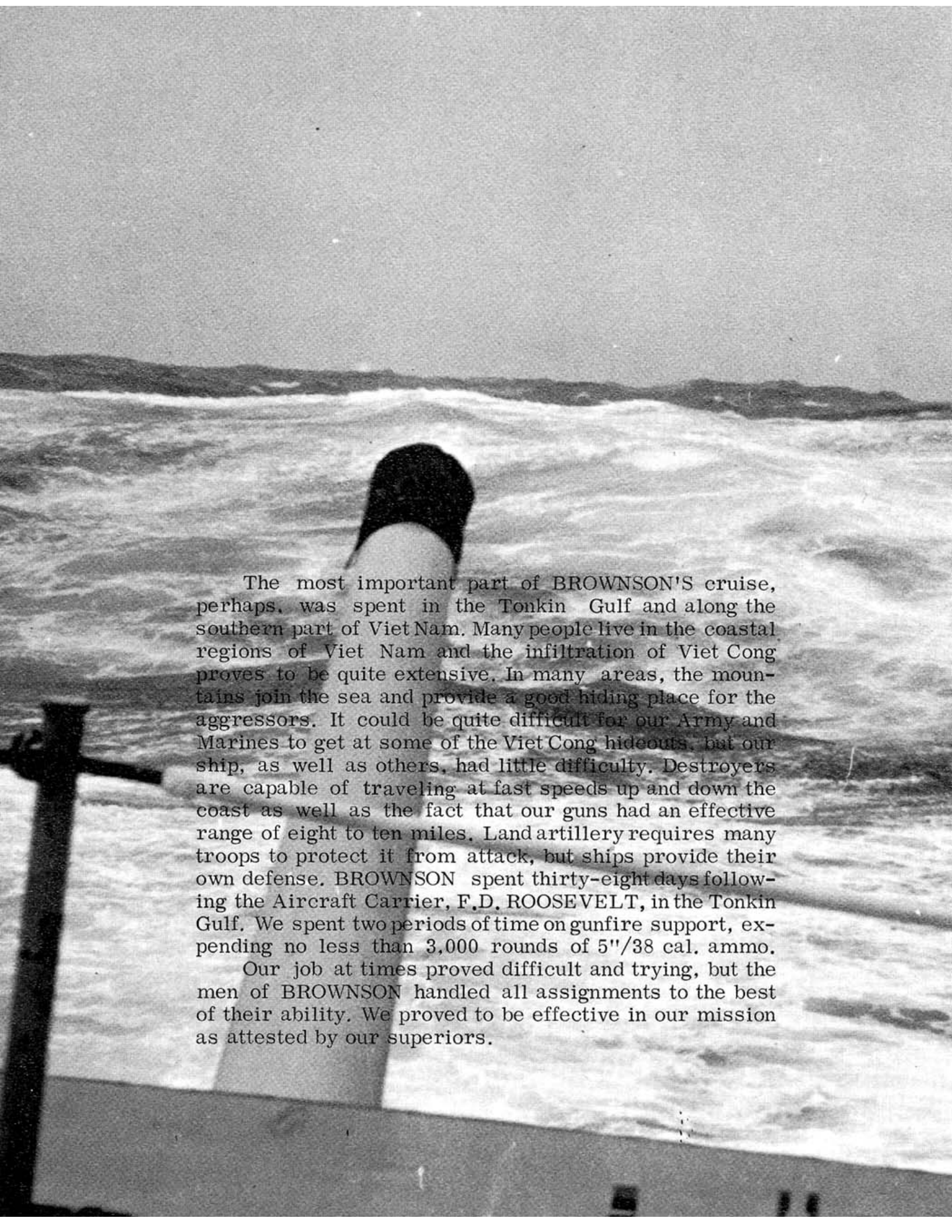
We're just taking five, Mr. Walker.



SK3 E. Knisley
SK3 R. McCombs
SH3 G. Miller
CS3 J. Mombert

SH3W. Spencer, Jr.
CS3 R. Willard
TN C. Butler
TN J. Castellano

SN T. Daley
TN R. Tugadi
TN J. Walden



The most important part of BROWNSON'S cruise, perhaps, was spent in the Tonkin Gulf and along the southern part of Viet Nam. Many people live in the coastal regions of Viet Nam and the infiltration of Viet Cong proves to be quite extensive. In many areas, the mountains join the sea and provide a good hiding place for the aggressors. It could be quite difficult for our Army and Marines to get at some of the Viet Cong hideouts, but our ship, as well as others, had little difficulty. Destroyers are capable of traveling at fast speeds up and down the coast as well as the fact that our guns had an effective range of eight to ten miles. Land artillery requires many troops to protect it from attack, but ships provide their own defense. BROWNSON spent thirty-eight days following the Aircraft Carrier, F.D. ROOSEVELT, in the Tonkin Gulf. We spent two periods of time on gunfire support, expending no less than 3,000 rounds of 5"/38 cal. ammo.

Our job at times proved difficult and trying, but the men of BROWNSON handled all assignments to the best of their ability. We proved to be effective in our mission as attested by our superiors.



WAR ZONE

A deployment to the Western Pacific is an exciting event in the life of a navy man. It is a symbol; a goal achieved--the actuality of American strength touching other lands and oceans.

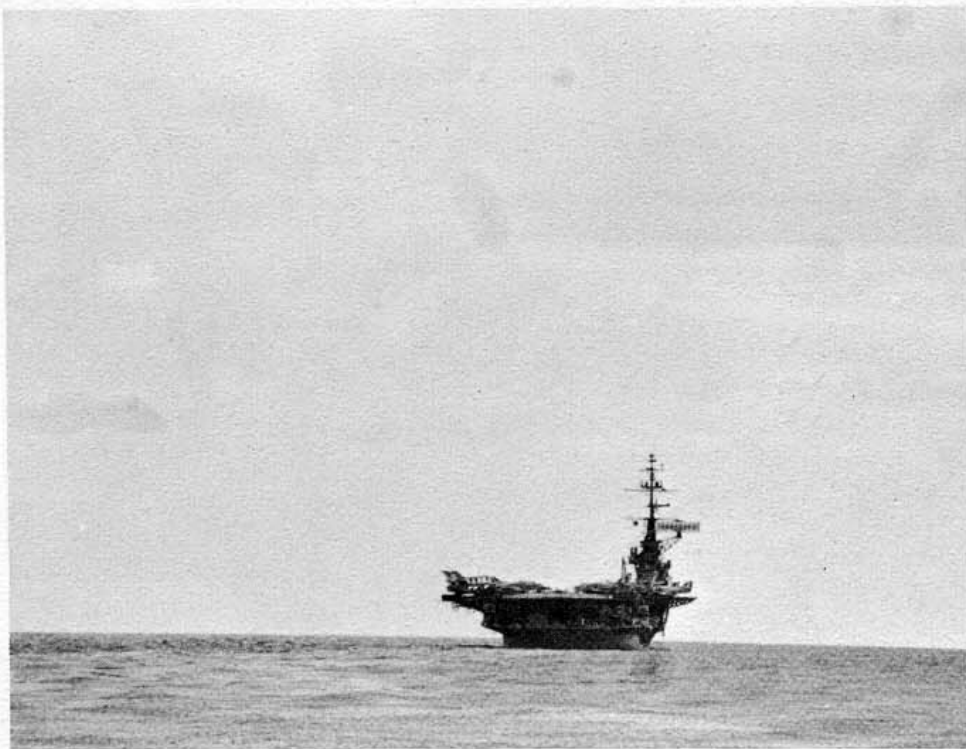
Do not be deceived; this was no mere training cruise. We were there to express the power and firmness of America's leadership in the world. Our readiness was tested and found excellent. Our abilities and expertise increased even as they were being proven under the harsh conditions of actual warfare.

We were successful in our assigned missions. Some were simple, some were complex; but all of them required a sacrifice by the men who accomplished these tasks. The vigor and potency of America is never better demonstrated than by the selflessness and patriotism of her men who consider it an honor to serve. We dedicate this book to their proud spirit...

PLANE GUARD



ROOSEVELT takes the lead.



ROOSEVELT prepares to launch aircraft.



Heading for mission.



Preparing to deliver mail.



Standby to receive.



Delivered is the mail.



Alongside to refuel.

Oh, yes, don't forget the chaplain.



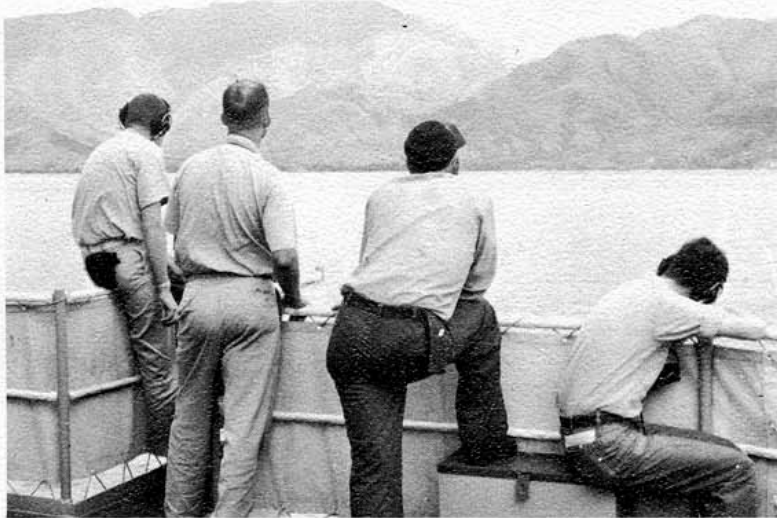
GUNFIRE SUPPORT



Another day dawns.



The guns are idle.



The observers wait for targets.

The director is manned.





We fire....



...and fire.



We hit....



...and hit.



We police brass-

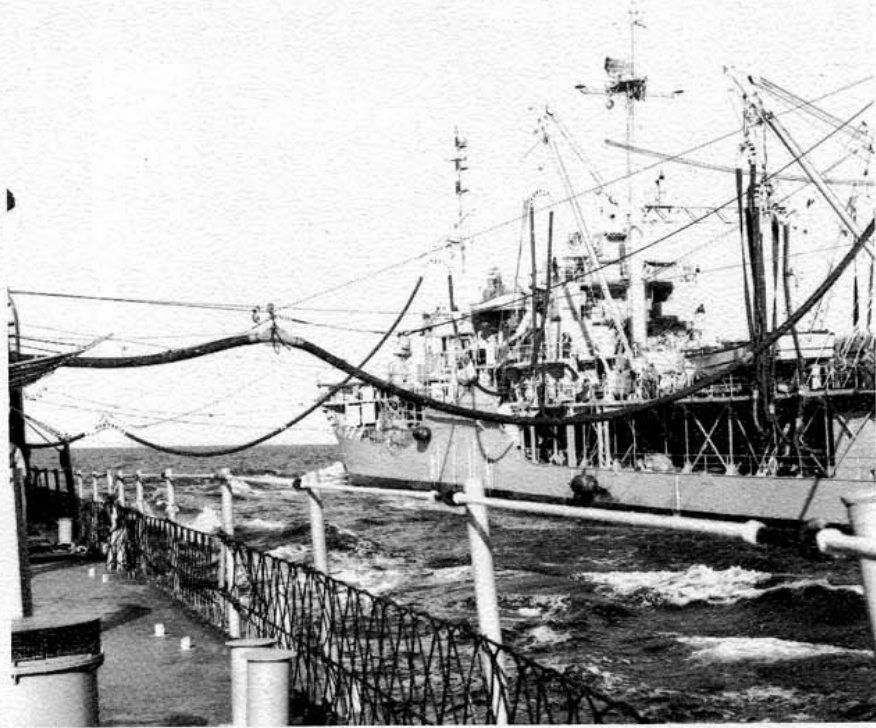
and take five.



REFUELING



Take in your line men.



Commence pumping.....

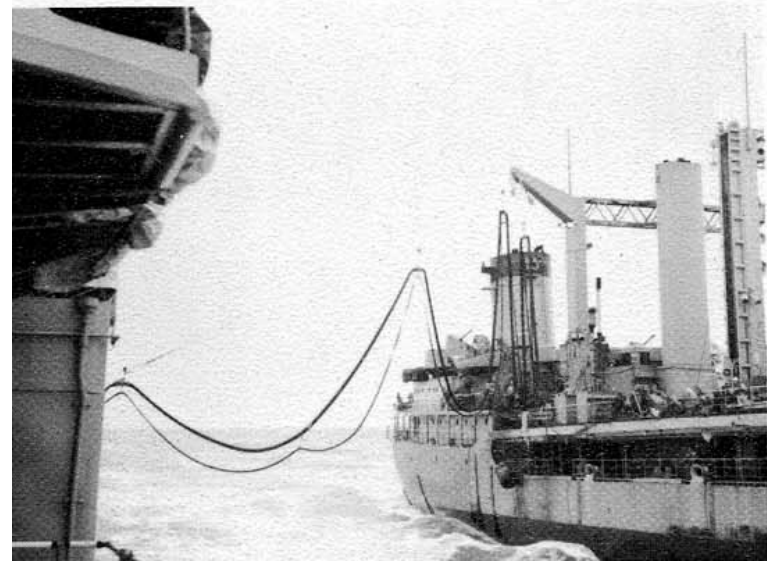


Never again

The party's nearly over.



Oh yes, Mr. Miller, you get to take FWD fueling next time-water and all.





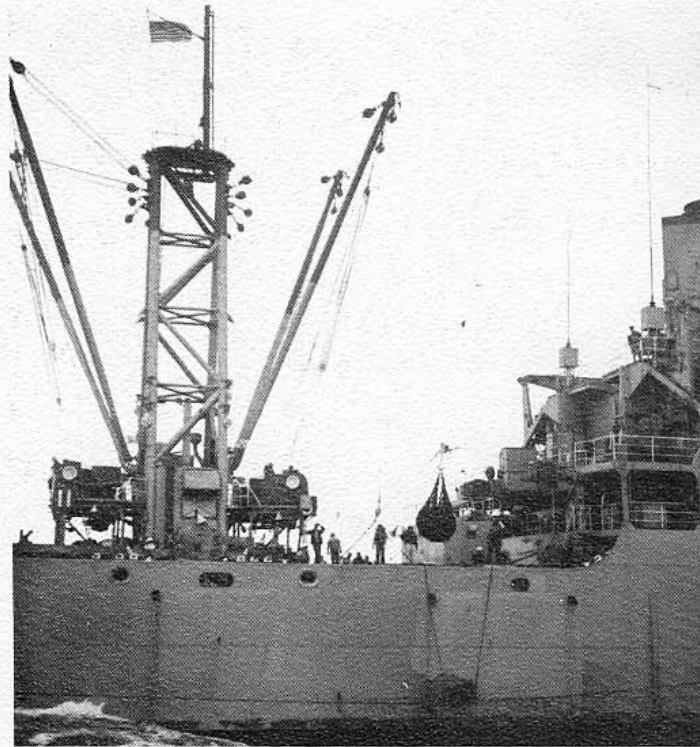
Damn these conventional methods.



Look lively lads, take in your line.

UNREP

Give me some slack!



Here comes tomorrow's chow.

Last gas before Newport.

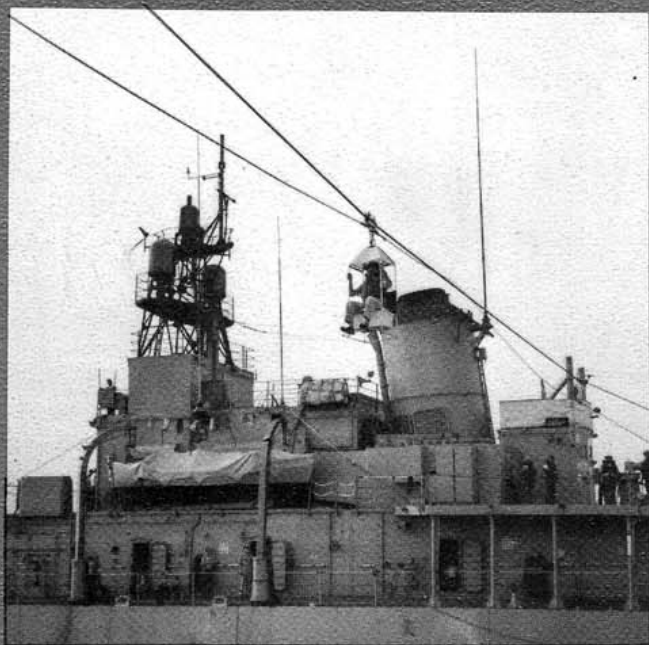




They're sending our plane back.



Too close for comfort.



Hold her tight-it's the Captain.

... AND MORE UNREP

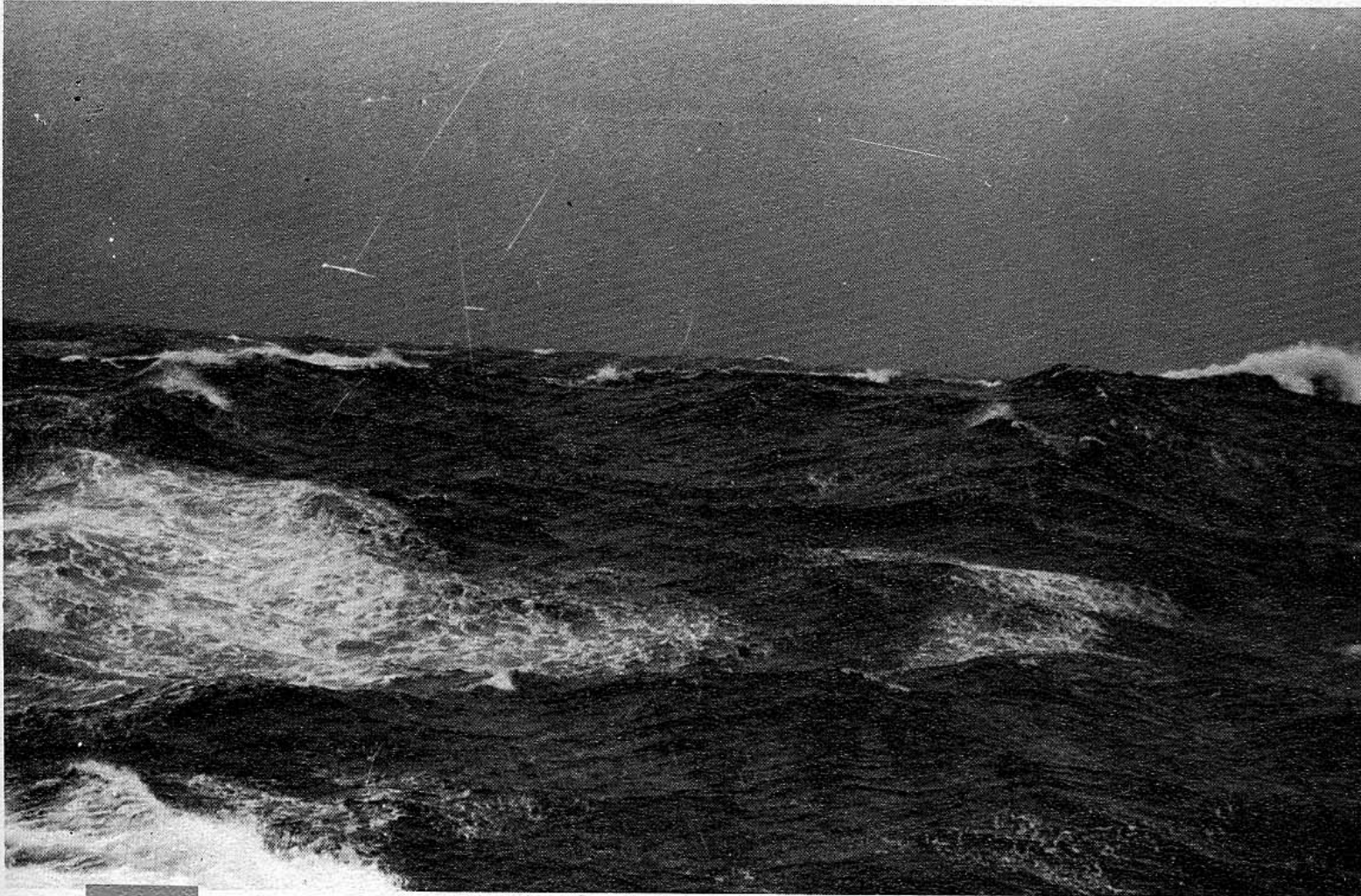
Oh, so you're a keyholder too!

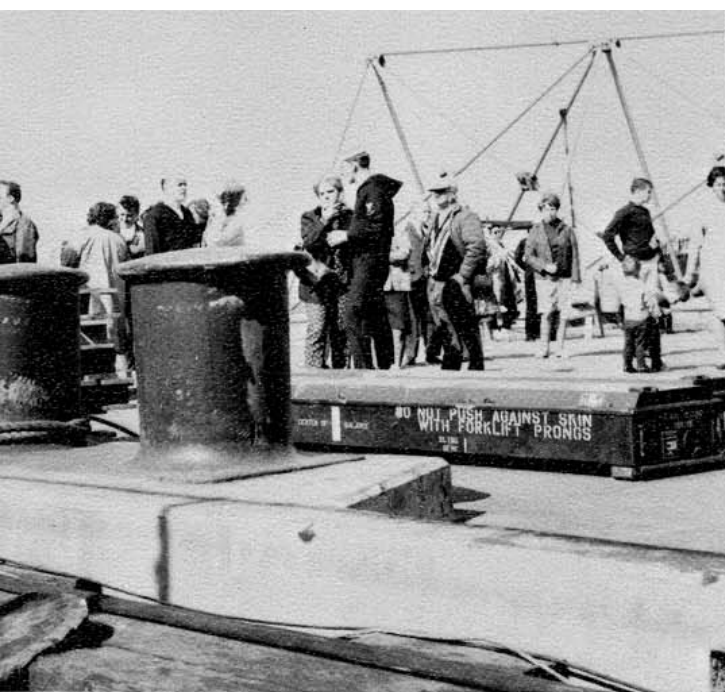


The party's over, Jack.



PORTS OF CALL



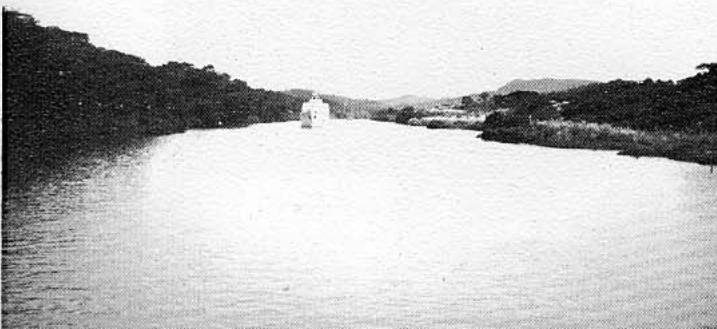
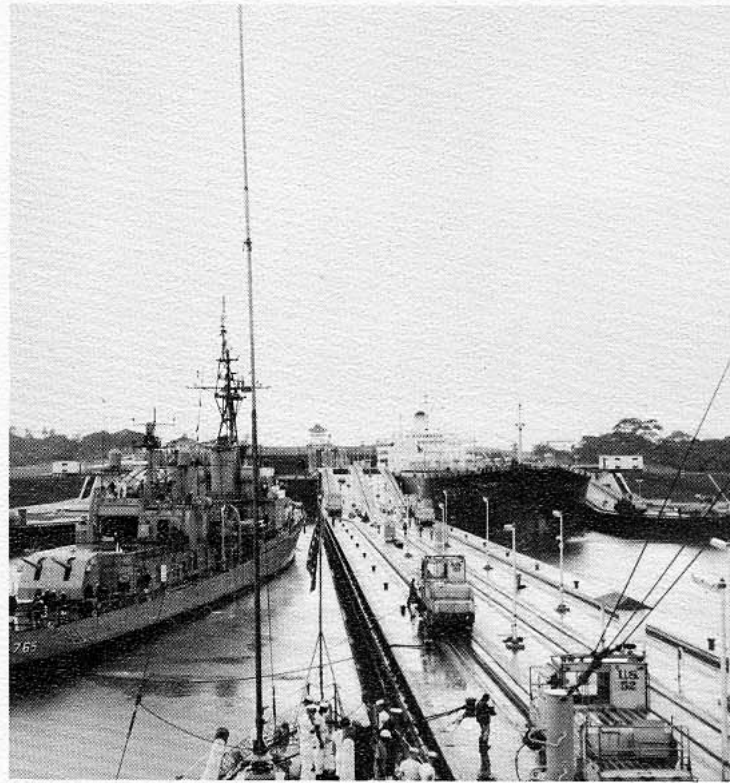


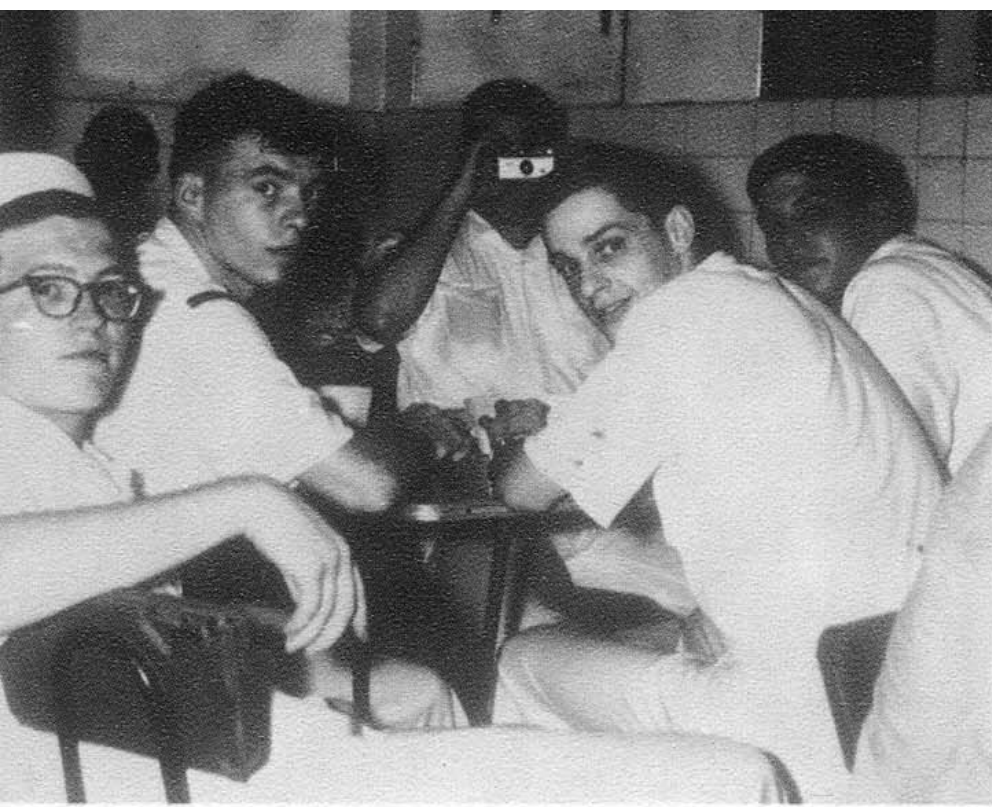
It was a brisk October day..Amidst tears and final farewells, BROWNSON deploys to West Pac.



PANAMA CANAL

From the time we entered the Gatun Locks, on the Atlantic side, until we completed the transit of the canal, on the Pacific side, the crew of the BROWNSON witnessed the great engineering feat which made the Panama Canal possible.





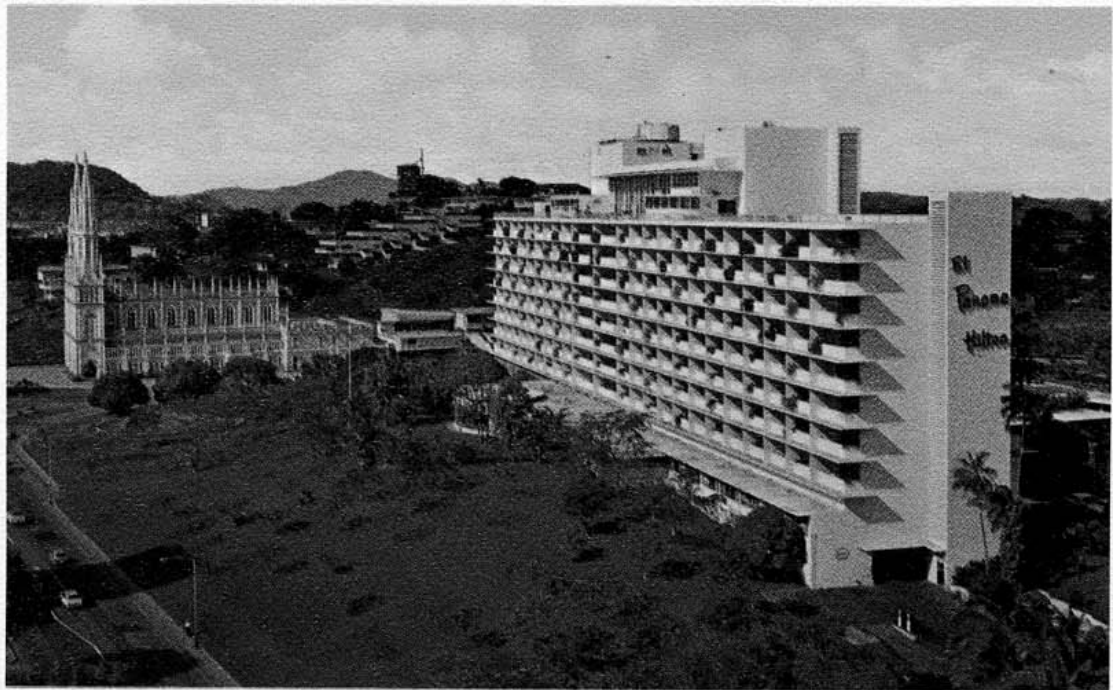
A soggy night in Panama.



Hi, sailor boys!

PANAMA CITY

Beautiful city of Panama.



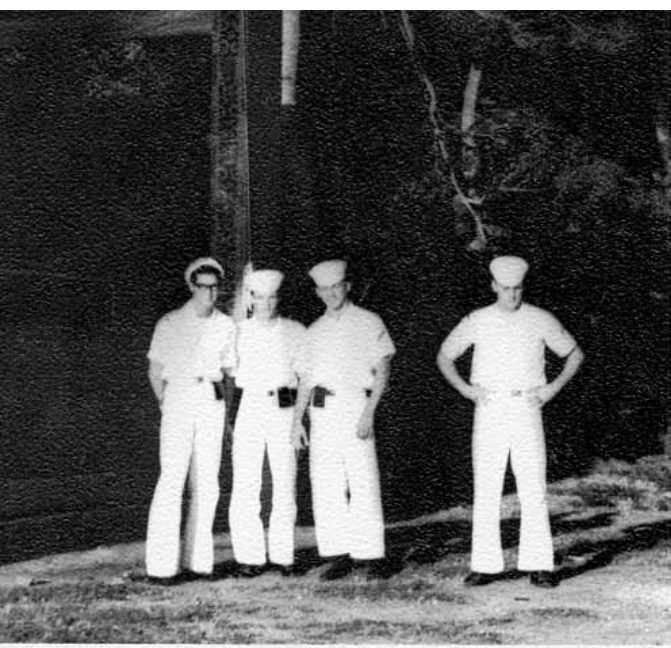


Santa Clara Beach

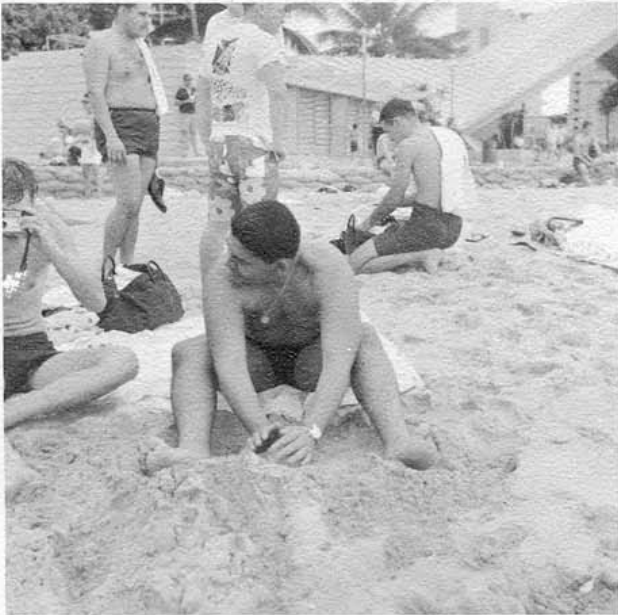


Altar of the beautiful Church
of the Carmelite Fathers.

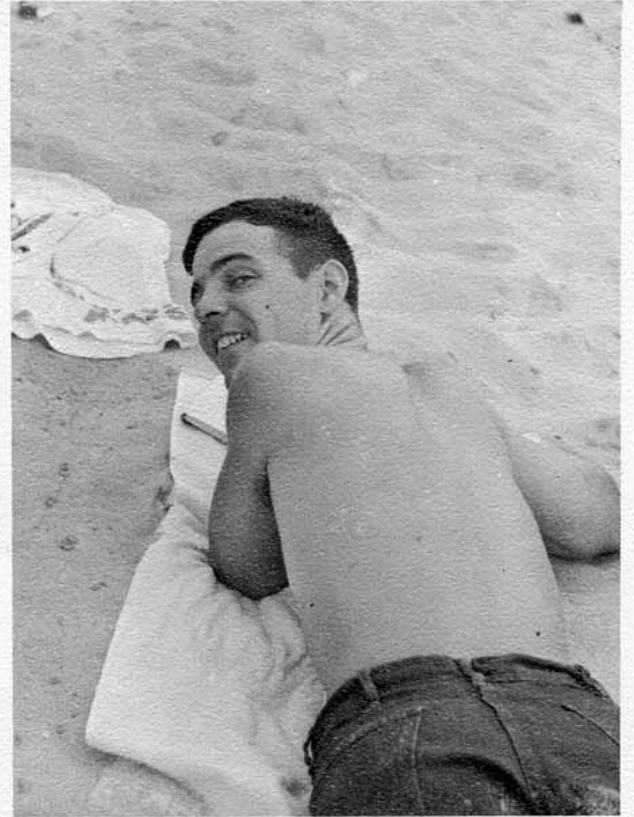
HAWAII



Hawaiian tourists



Lying and playing on the sand at Waikiki Beach.



Monument to USS ARIZONA



International Village



War memorial to USS ARIZONA



Diamond Head Volcano



JAPAN



Japanese Welcoming Committee.

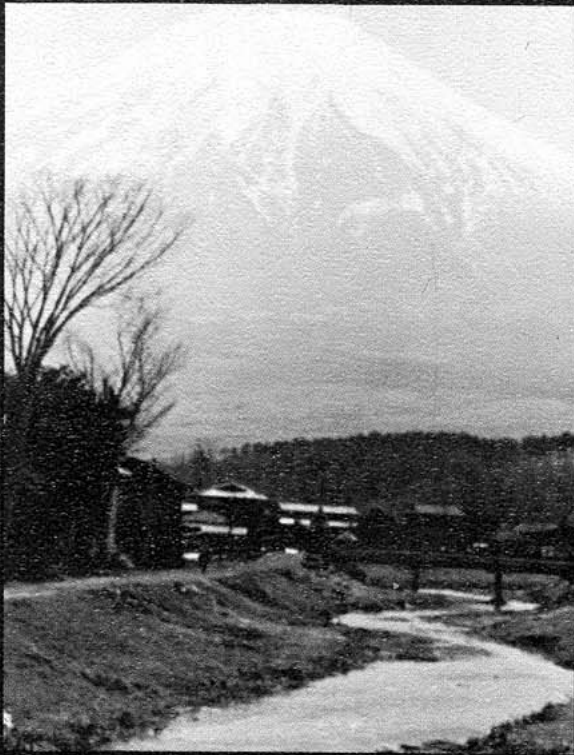


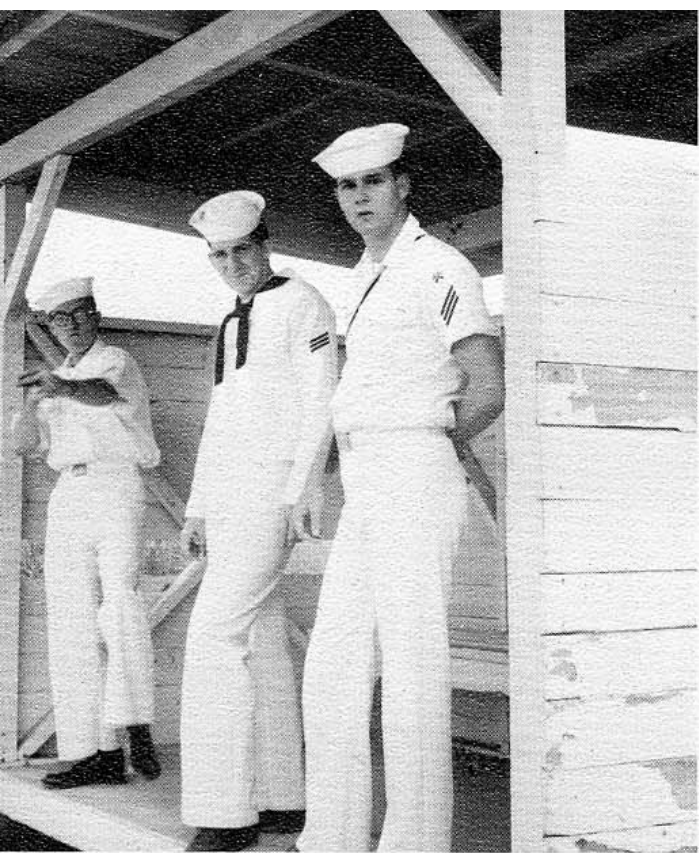
DING HOW! Tea is good.





Mt. Fujiyama overlooks everything.



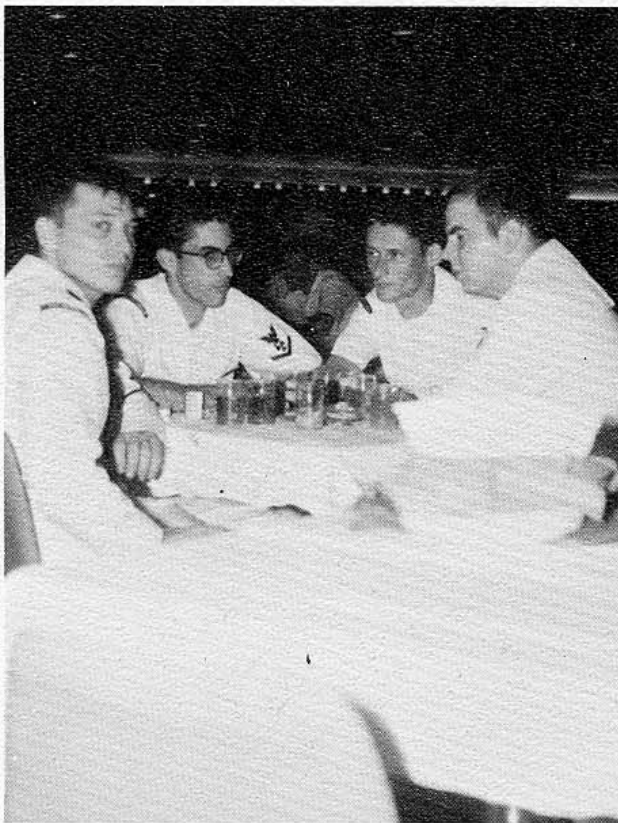


Where's the action?

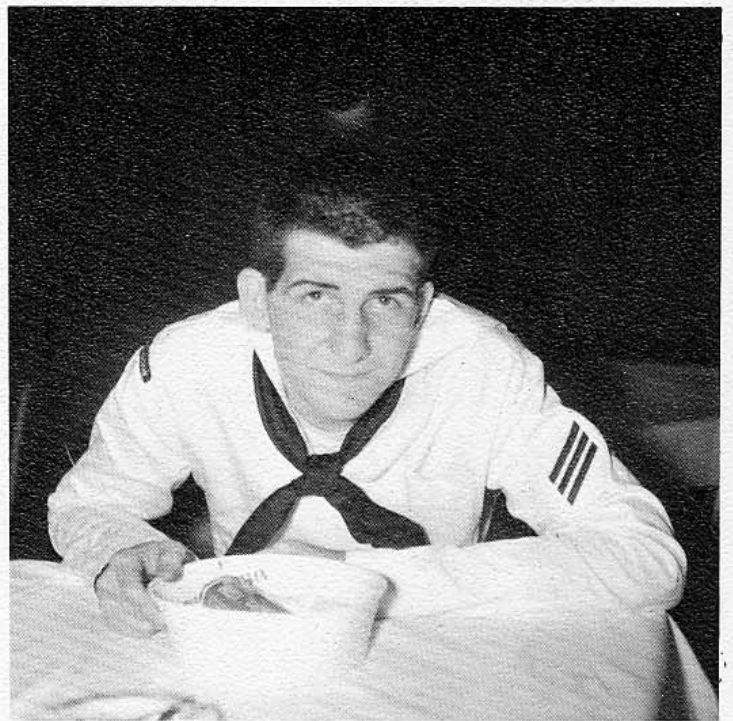


I'm dying for a cool soda.

SUBIC BAY, PHILIPPINES



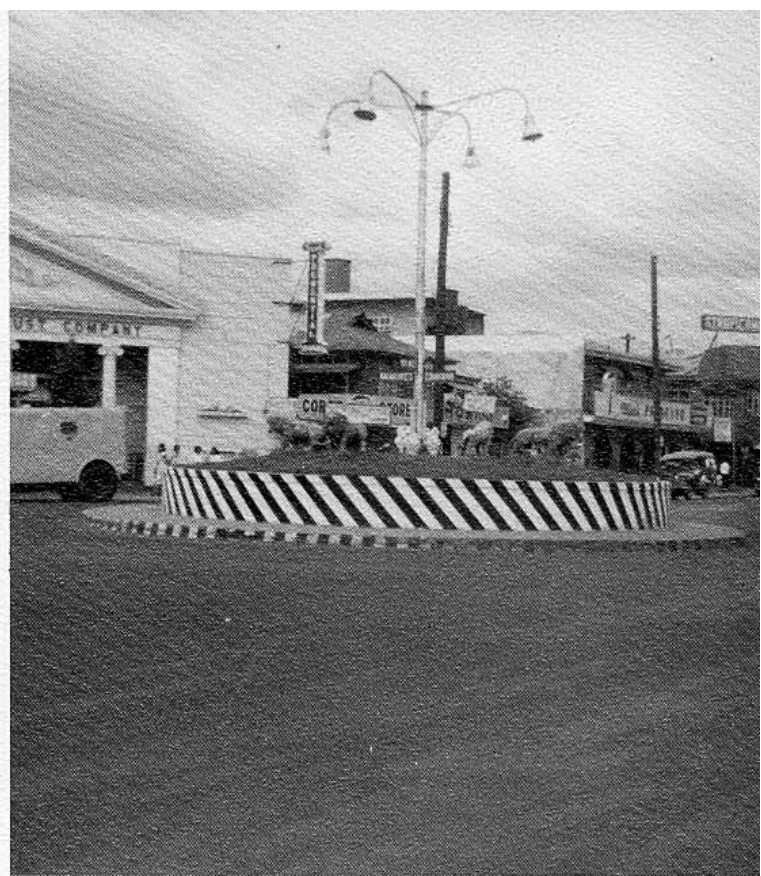
Tea for four.



The party's over?



A distant view of Olongapo.



The village square.



Old Gate, Subic Bay

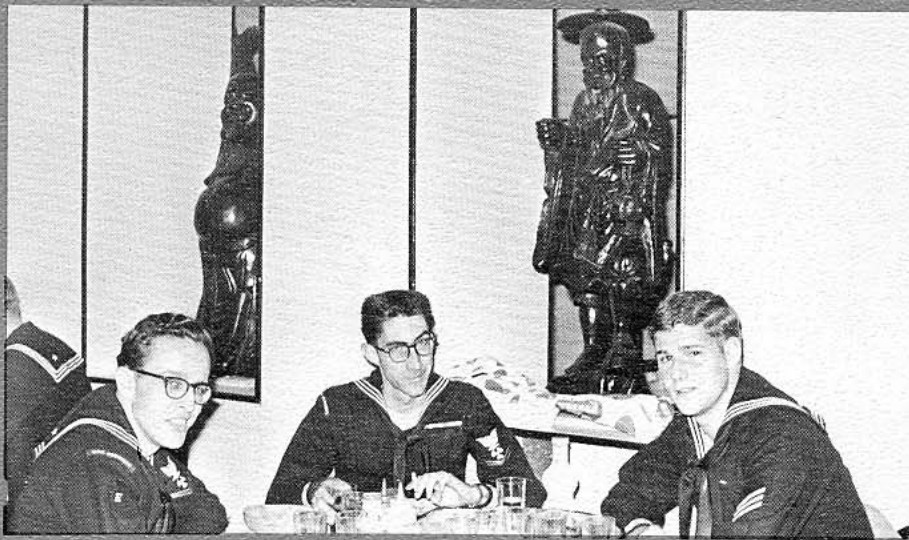
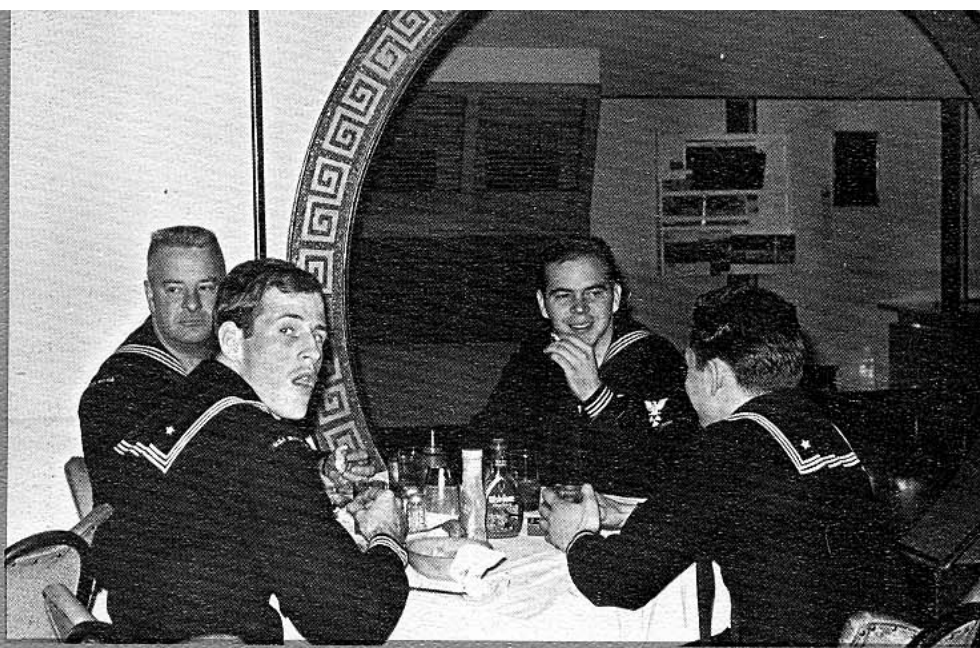
All work and no play makes Johnny a dull boy!



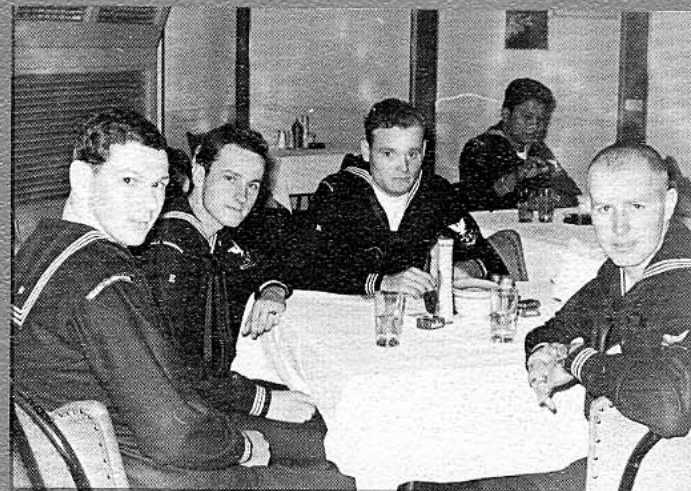


KAOHSIUNG, TAIWAN



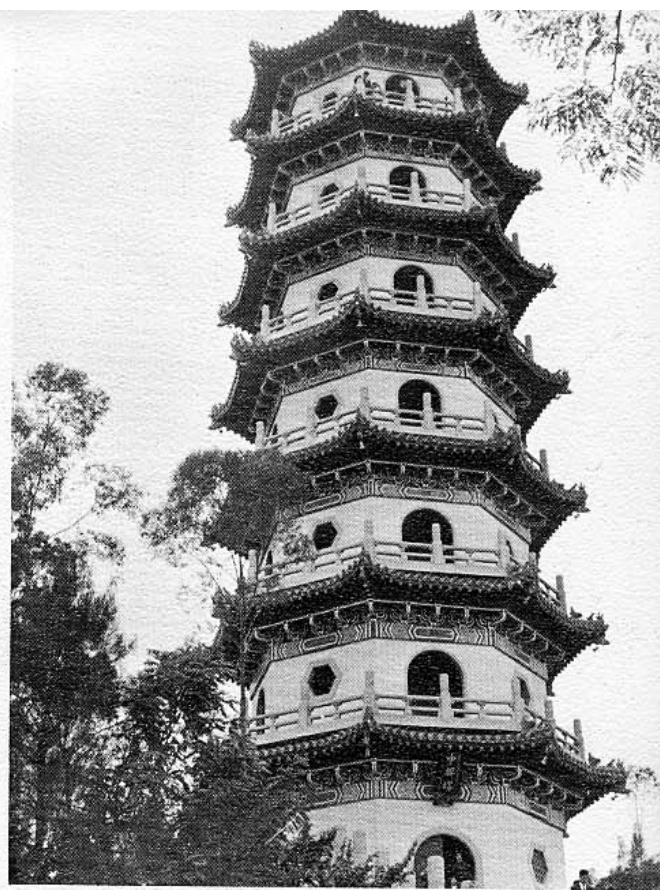


Kaohsiung had many diversions to occupy one's free time. There were plenty of sights to see within the city, as well as in the surrounding countryside. Too, there was the homelike atmosphere of the club "Golden Dragon".





A Buddhist Temple in Kaohsiung.

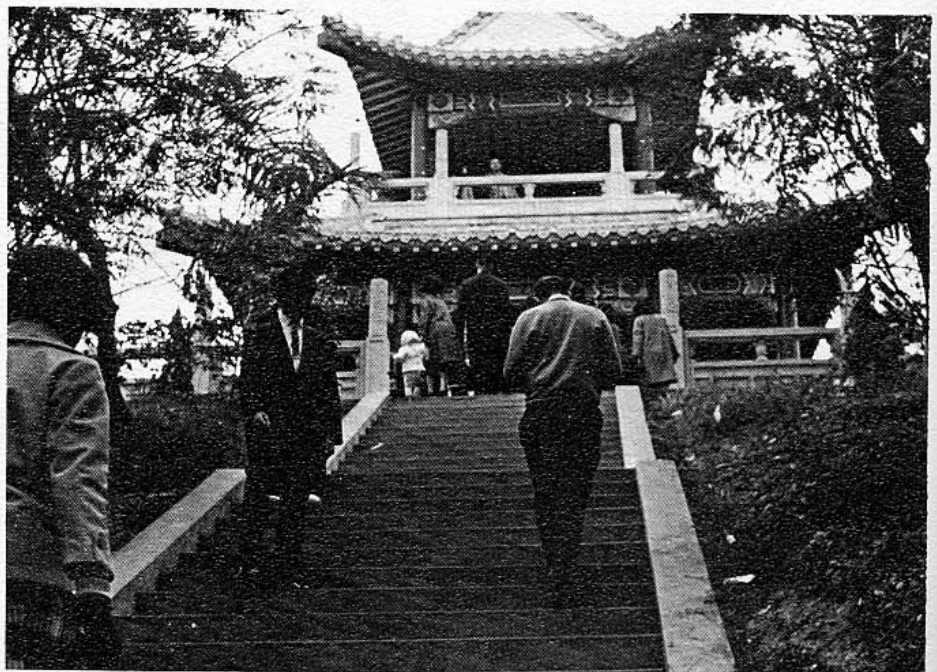


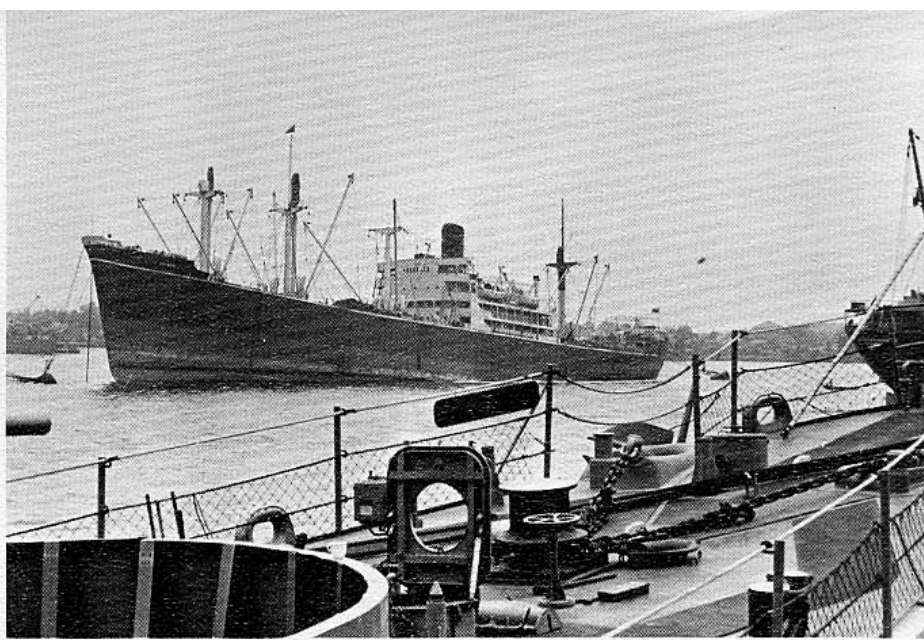
A Taiwan Pagoda.



Typical family transportation.

Even the citizens of Taiwan joined in sightseeing.





Rescue for those in peril on the sea--The ORIANA a Taiwanese merchant ship.



In the words of rescued ship's officials; the awards were presented for "seeing an opportunity for doing right, your bravery has been expressed in rescue."

The rescuers.



It's difficult to read, Captain.

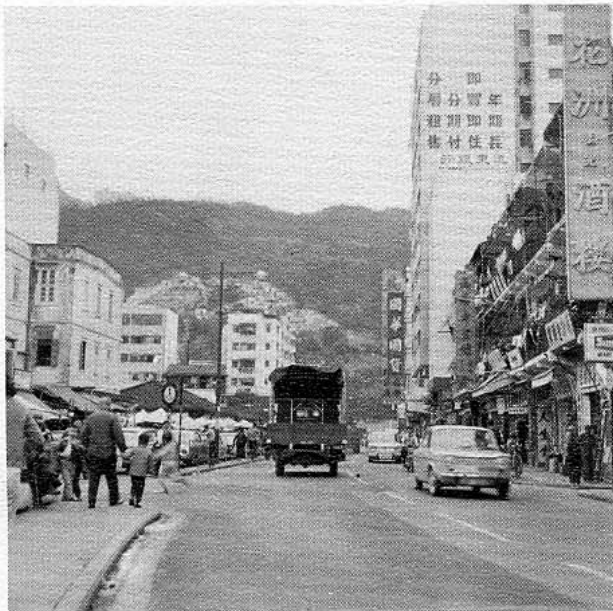




On a slow boat to China.



The Royal Navy's "China Fleet Club".

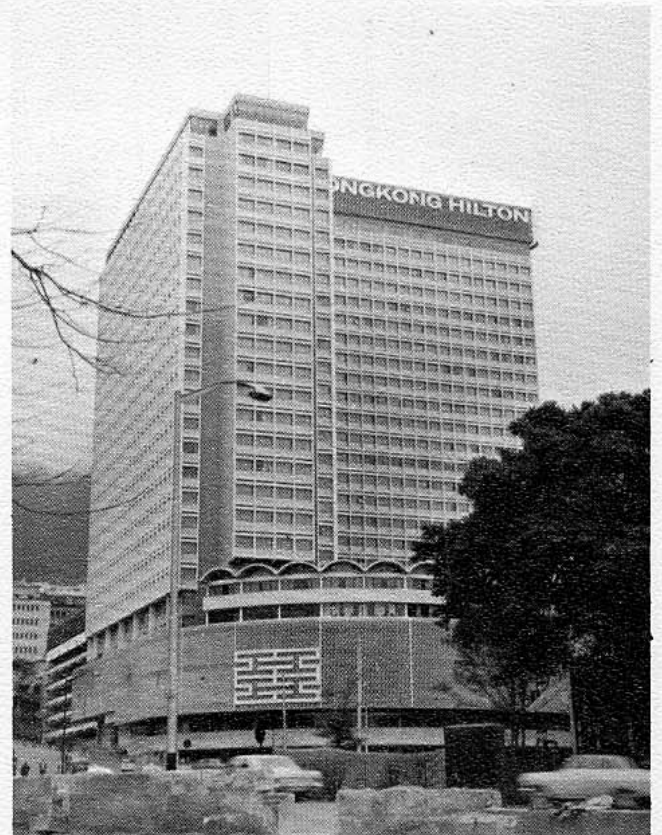


Heading for the Hong Kong Hilton.

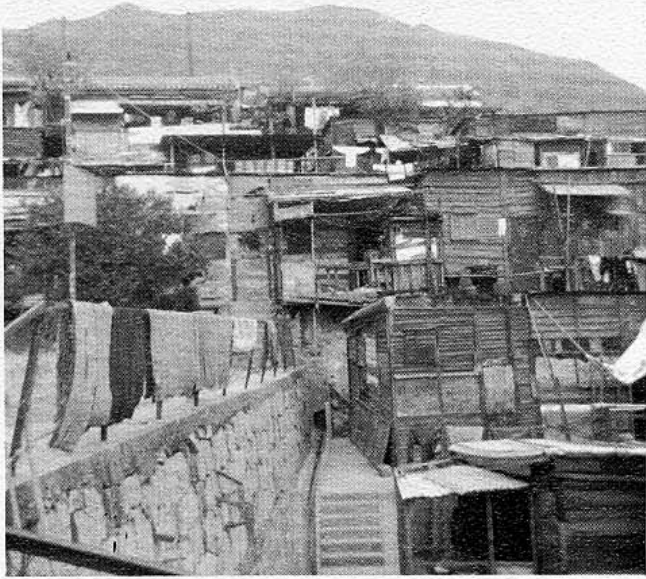
HONG KONG PEARL OF THE ORIENT



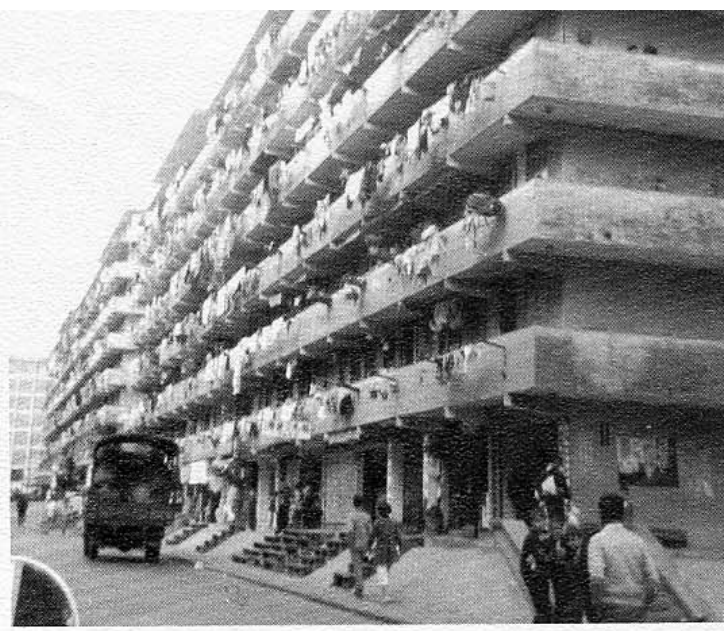
A short game of
Cricket.



China's famous Hong Kong Hilton.



The refugee settlement.



Resettlement Apartments.



Sampan landing for transportation to the Aberdeen Floating Restaurant.



Sampans and....



....More Sampans.





What's wrong--camera shy?



Look mom, no clotheslines or dryers....



The Chinese Bamboo Curtain



But where is the Bamboo Curtain?



Hi, Papasan!



And the band played on.



Let's get together, Yeh, Yeh, Yeh!



Did someone say "China Dolls?"

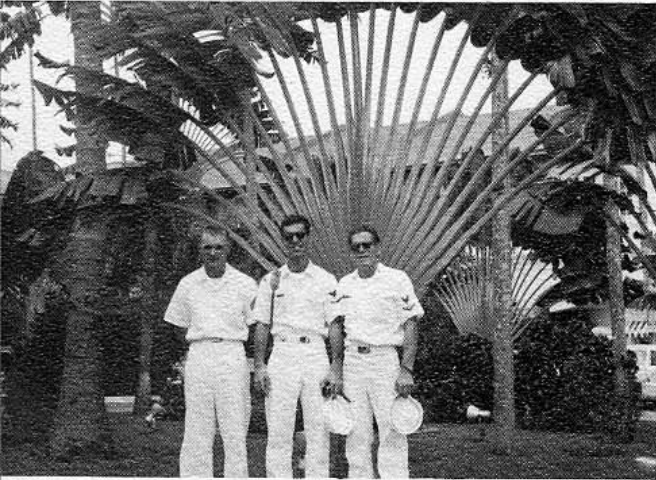


Anyone for a coke?

Let's see-How many Hong Kong dollars to one U.S. Dollar???



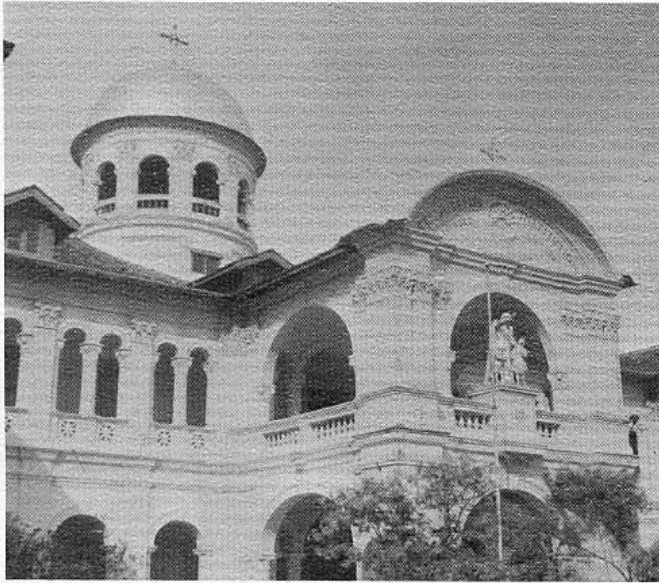
SINGAPORE



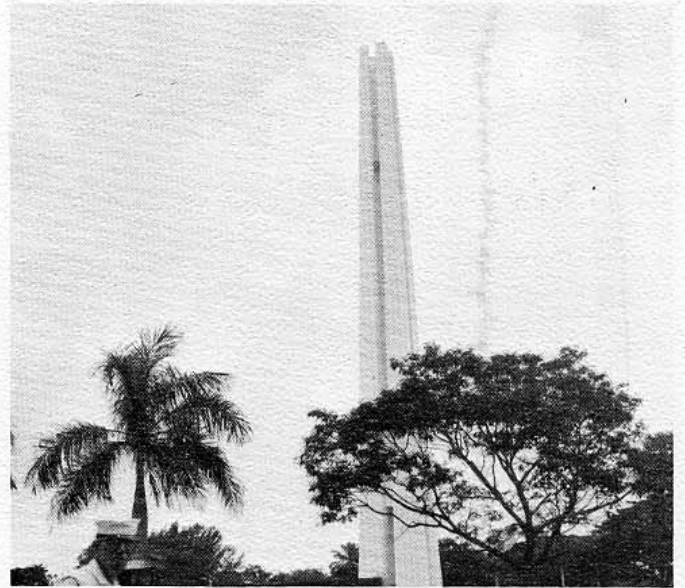
Standing on a corner watching all the cabs go by.



First class transportation.

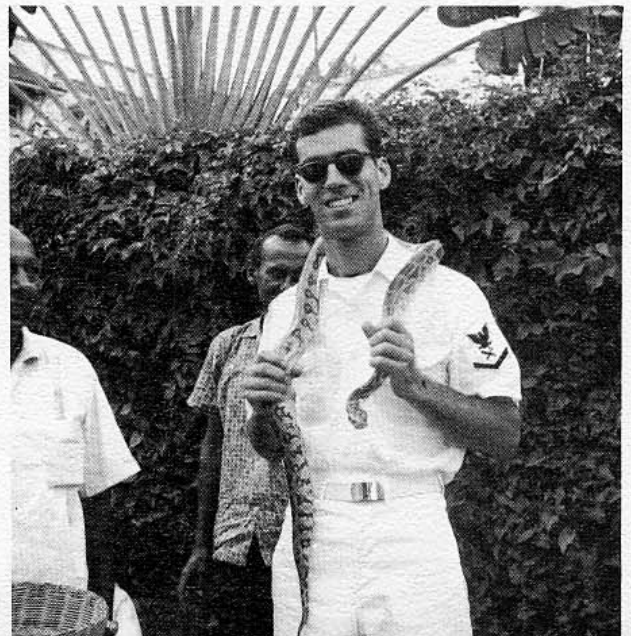
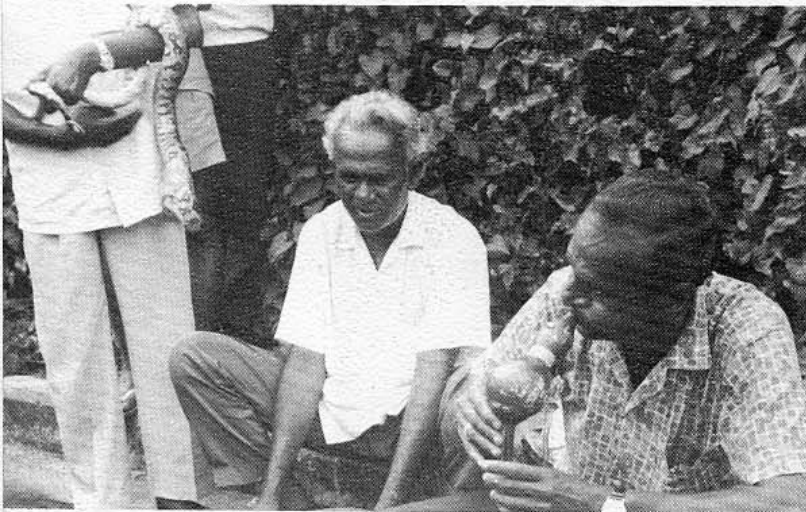


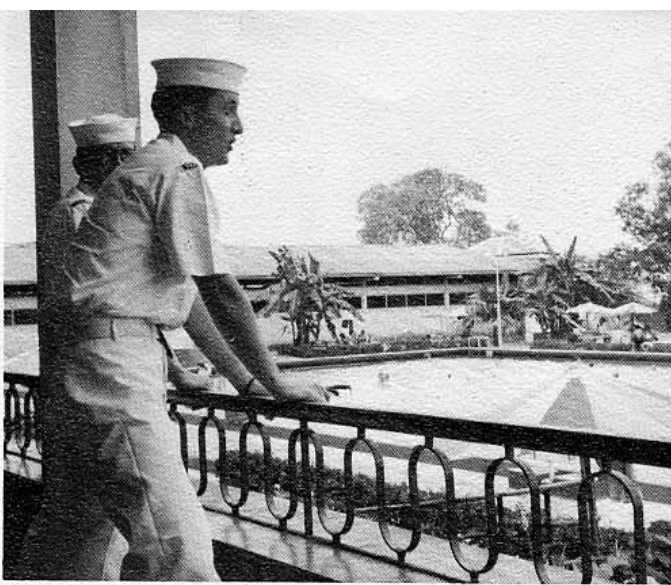
Singapore church and monument.



The dancing cobra.

The brave snake charmer.





Let's go in, Bob--



It looks so cool!



The champs

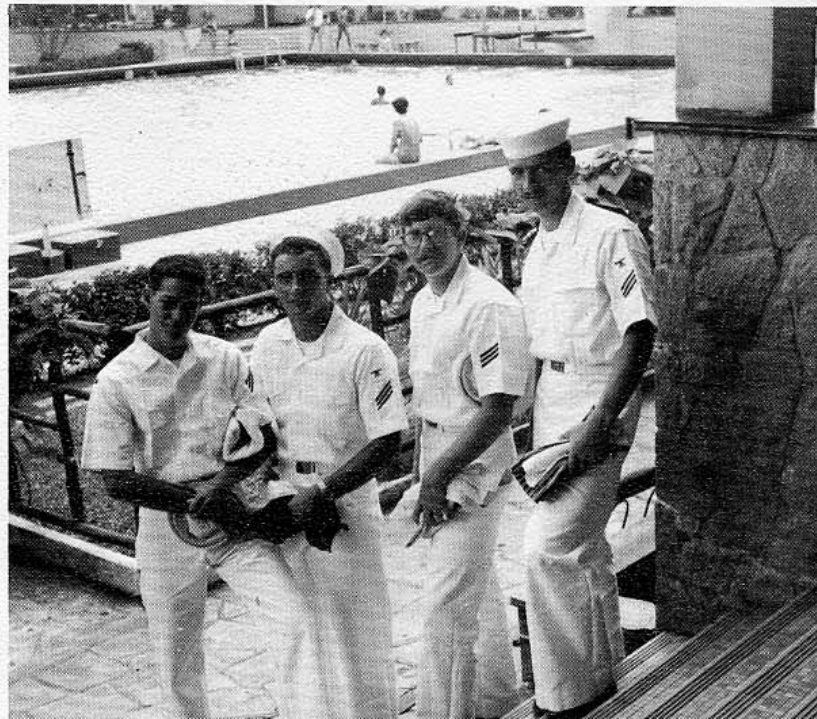


Dare to be a daredevil?

Just a breather.



Come on, smile men--you were on candid camera!



COCHIN, INDIA



Fuel stop, Cochin!



A quaint mode of transportation.



Shoppers paradise.



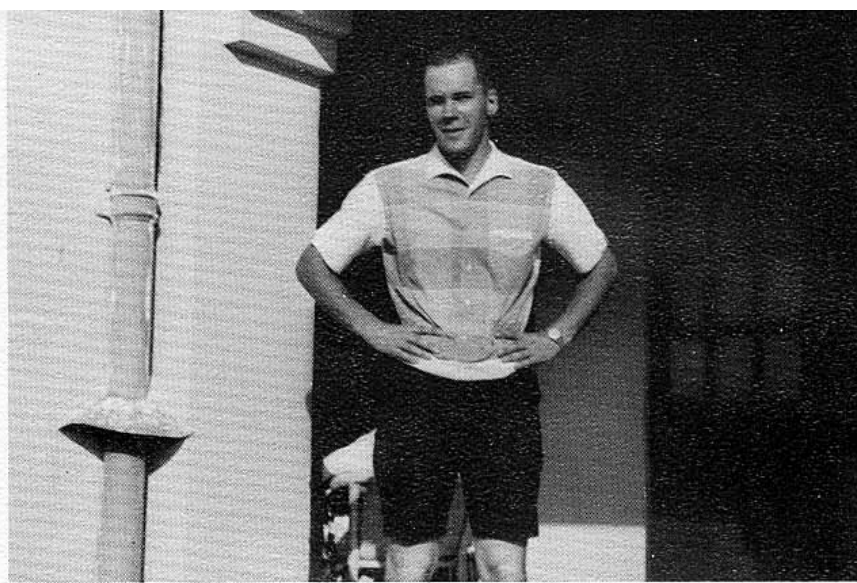
Indian women going to market.



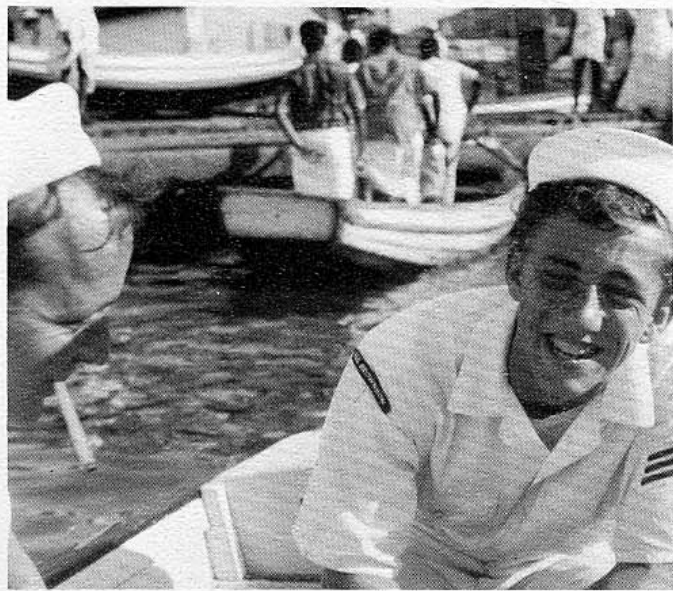
The Indian children were interested.



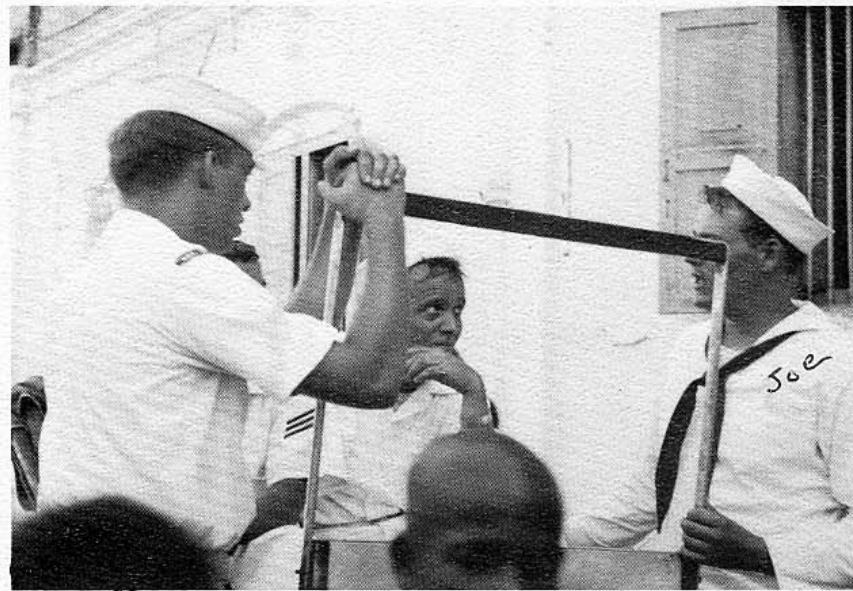
What! No hamburgers!



Who's knockneed?



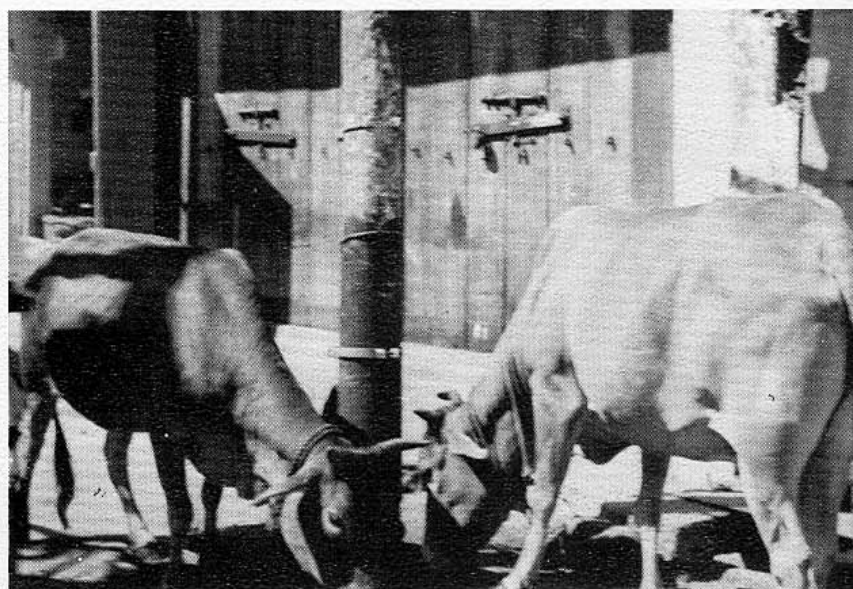
How many Rupees for this limousine?



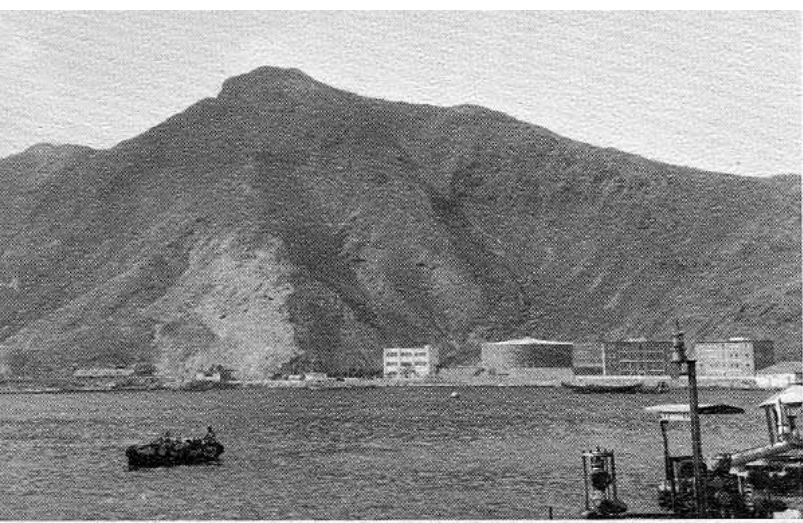
I think it's too much--four Rupees!



Hey fellows, look what I found!



How now, sacred brown cows.



**A
D
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N**



A fuel stop.



The Egyptians had plenty of merchandise from which to choose.

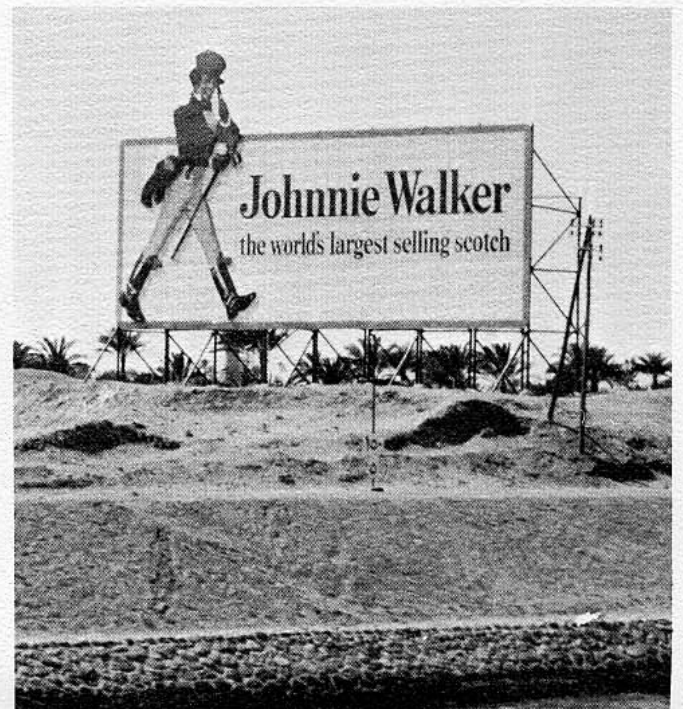


Transiting the Suez displayed much sand.



An occasional sign broke the monotony.

**S
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A distant view of the Acropolis.

ATHENS

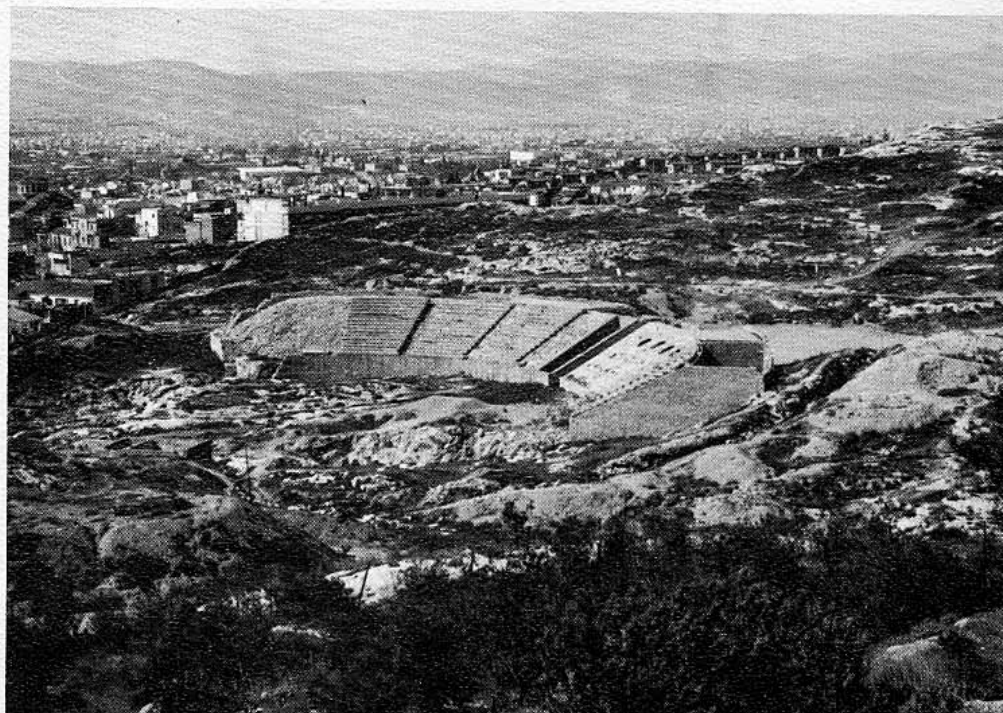
THE GLORY THAT WAS GREECE



The Parthenon



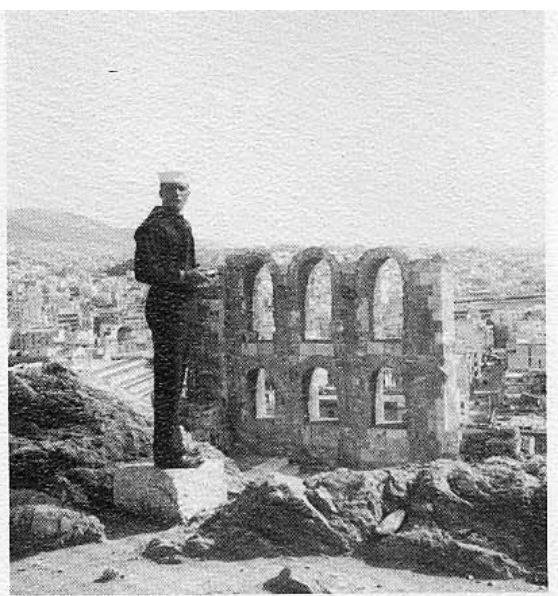
Porch of Maidens



Theatre of Dionysus



So small below gigantic columns.



An amazed tourist



Beautiful?--We think so!



Through the ages, long have they endured.



Gee now, I would have had a chariot house here.



Columns of the Parthenon



Still intact-The test of time



A view of Athens of today from the Acropolis.



Party time

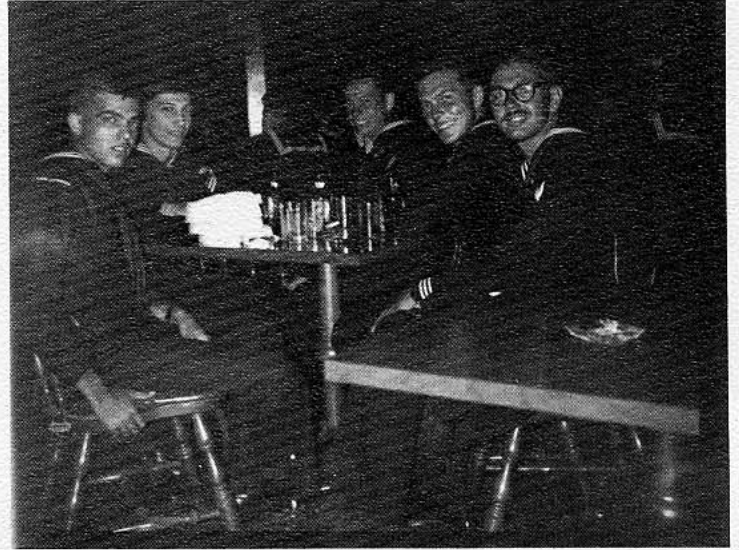


A modern building in an old setting.

ITALY



Dining by candlelight in the Grotto"

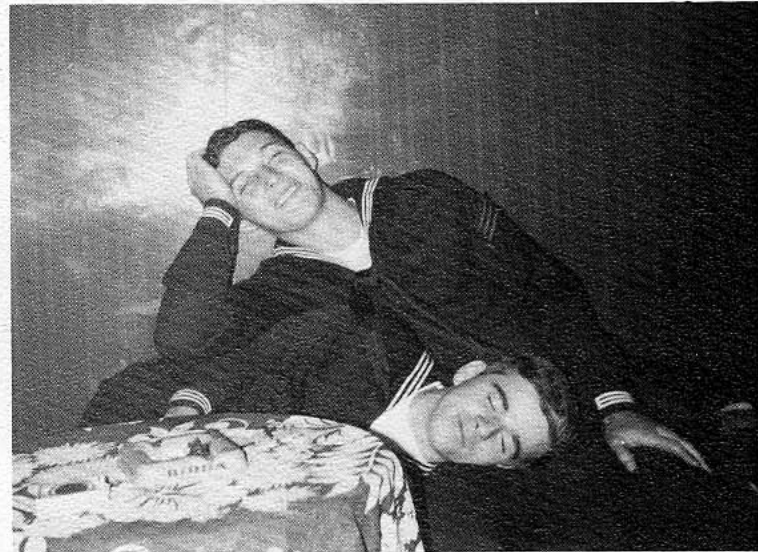


The club had plenty of entertainment.



We danced.....

Up from the wine cellar



....And relaxed.



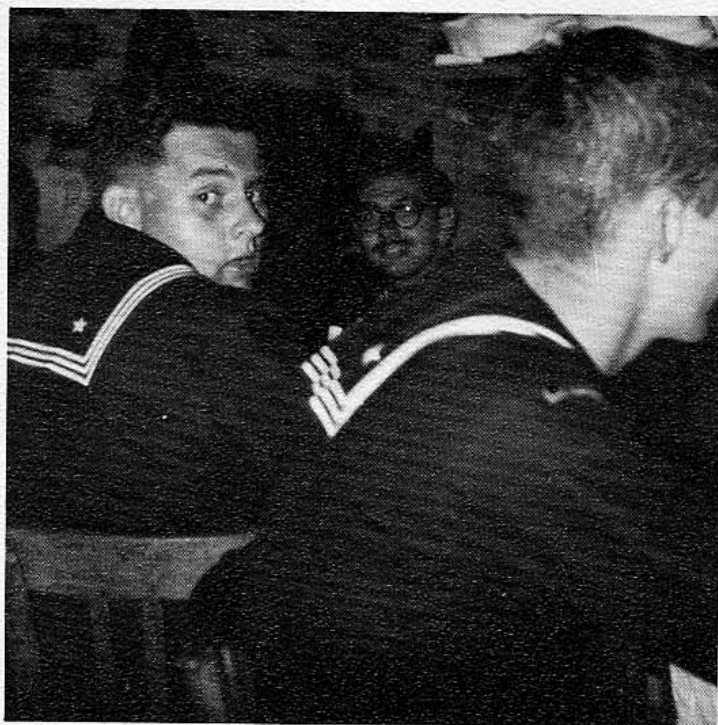
**I
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Look into my eyes!





When in Rome, we did as the Romans did.



We dined in splendor.



THE GRANDEUR THAT WAS ROME



As stoic as any Roman emperor



The Roman Arena.



A view from the peanut gallery



The Roman Forum



Ruins of the Arena



St. Peter's Square.

St. Peter's Basilica



Victor Emmanuel's Monument



Arc of Constantine



Trevi Fountain



BARCELONA



The Arena



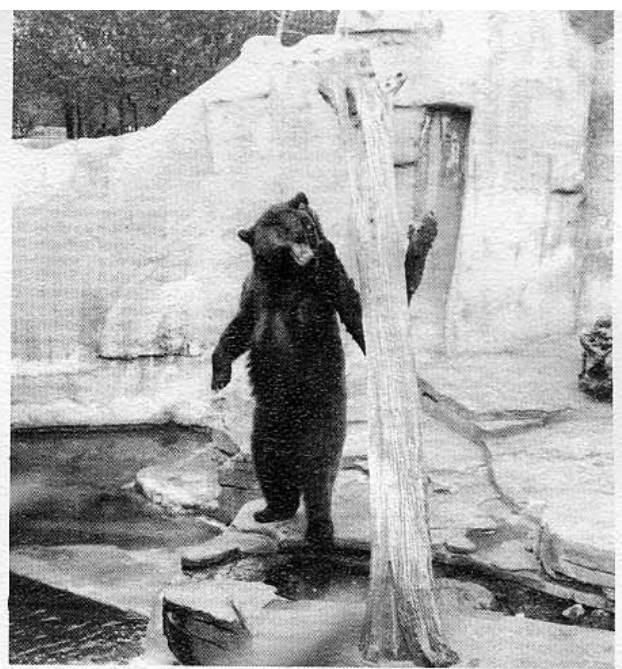
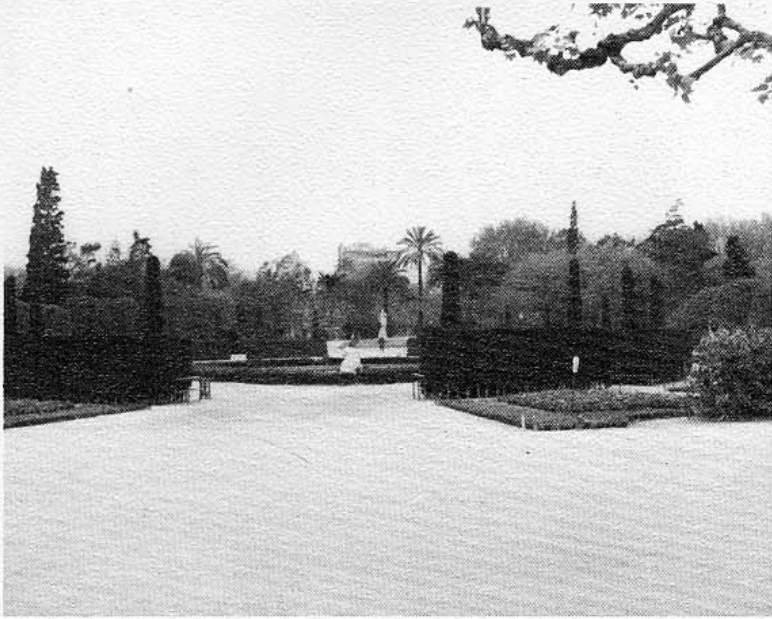
Ole!



A city of beautiful statues and monuments.

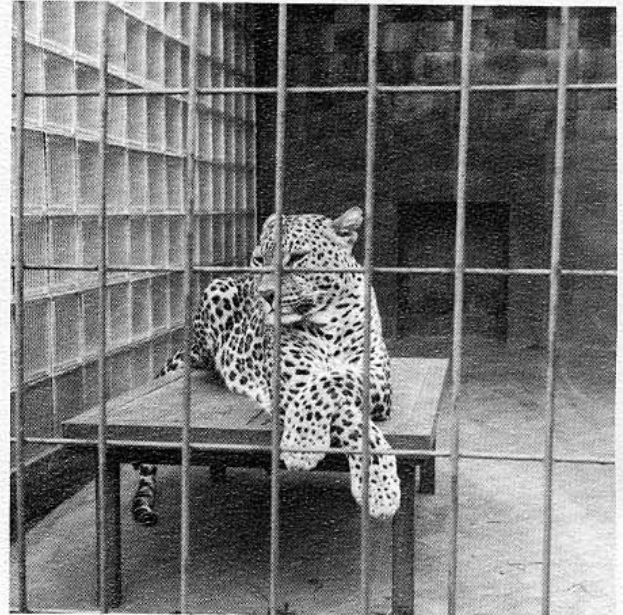
Plaza Del Independentio.



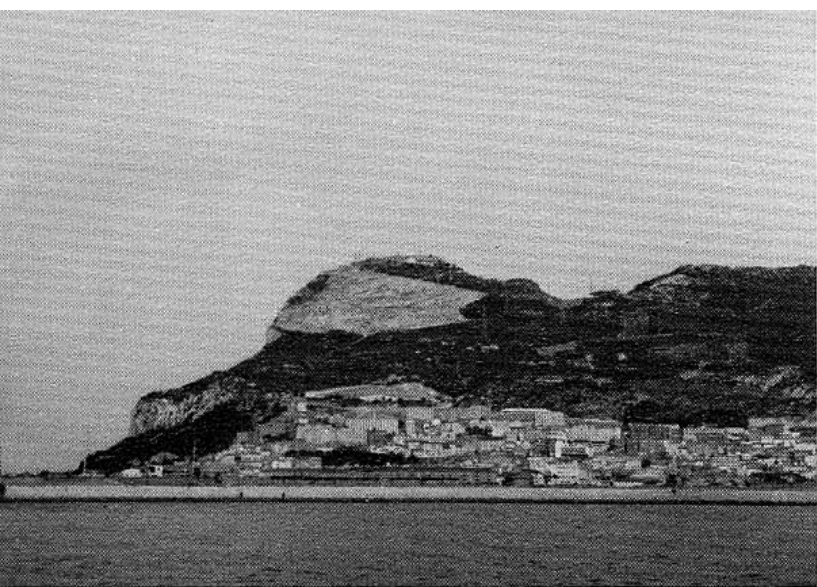


A trip to the zoo proved interesting.

Columbus-Pointing to the West.



Replica of the Santa Maria



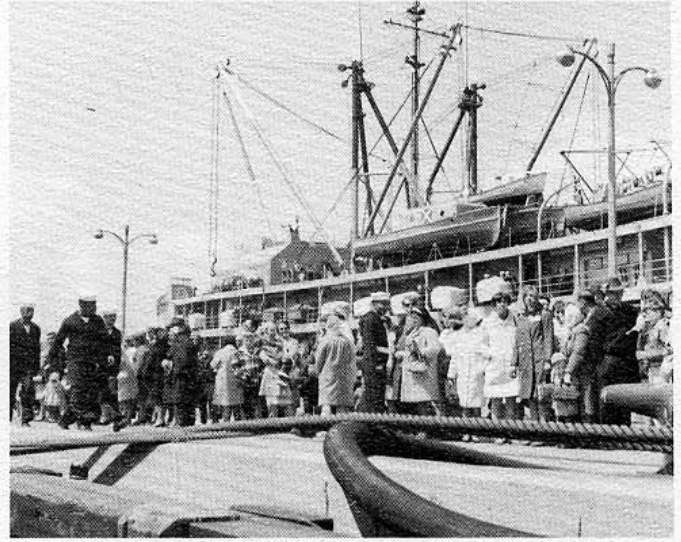
Fuel stop -Azore Islands.

GIBRALTAR-

GATEWAY TO THE WEST



BROWNSON approaches the pier.



Moored....

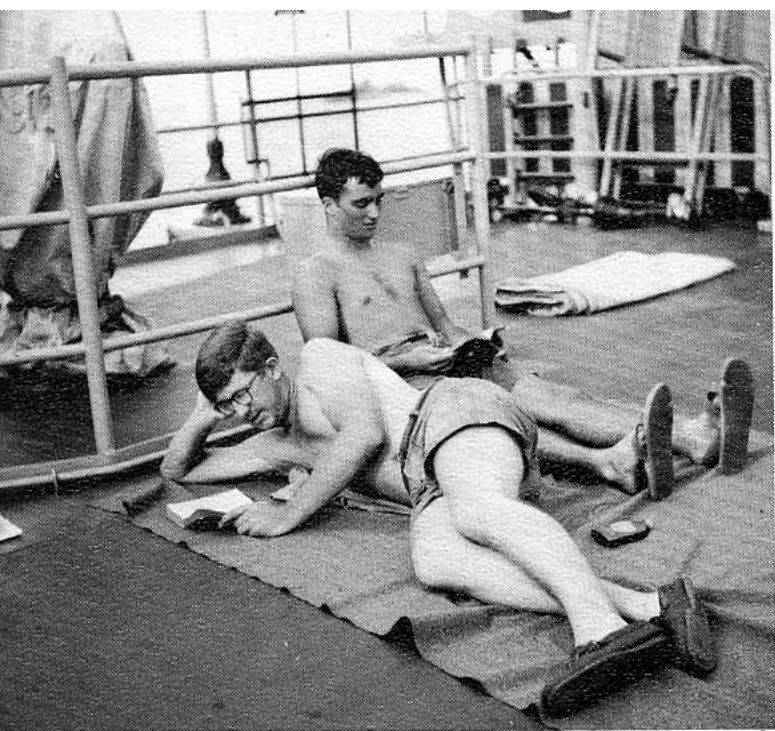


How does it feel to be home? GREAT!

AROUND AND ABOUT



THE SHIP



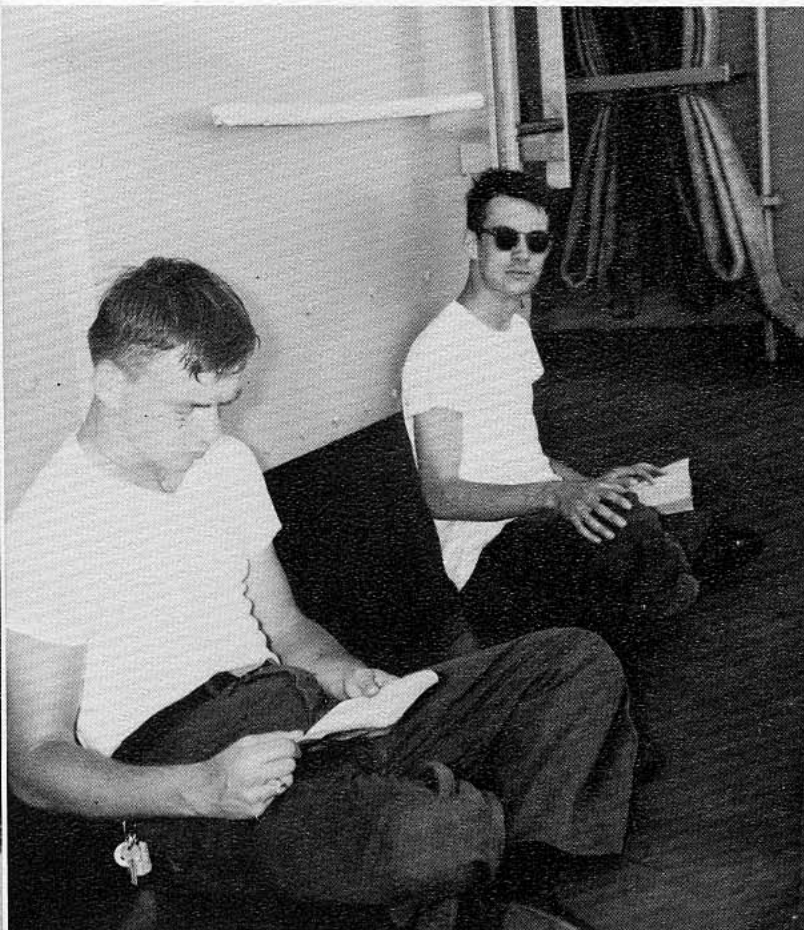
Roasted to a golden tan



He doesn't stand watches?

When BROWNSON deployed in October 1966, many of us, as you can see, were under the impression that a pleasure cruise was in store for us-.

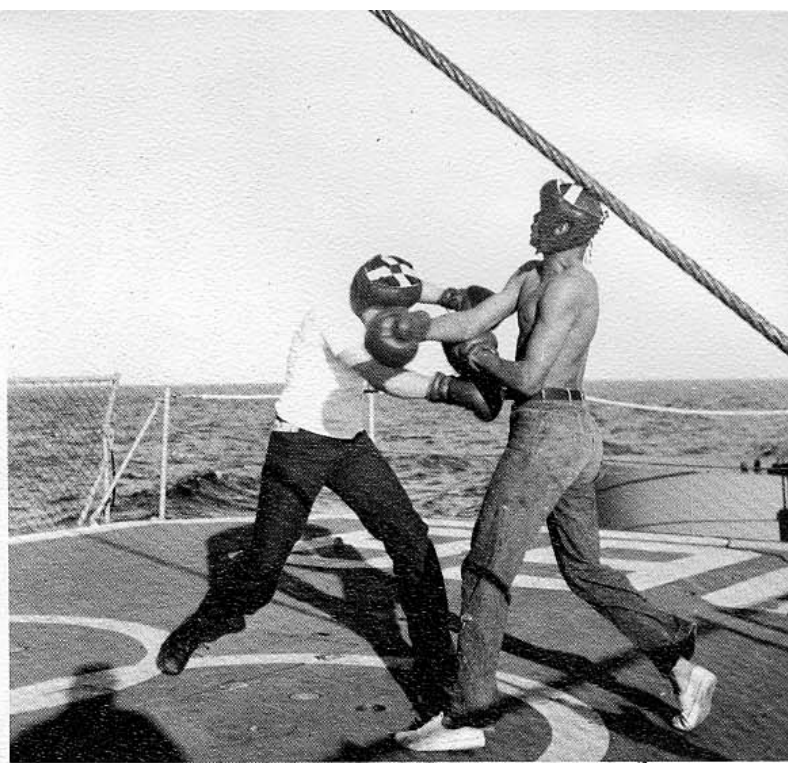
Literary genius?



Did you hear "turn too"?

So that's where DK spends his time.





A little boxing to liven things up.



Homesick sailor?



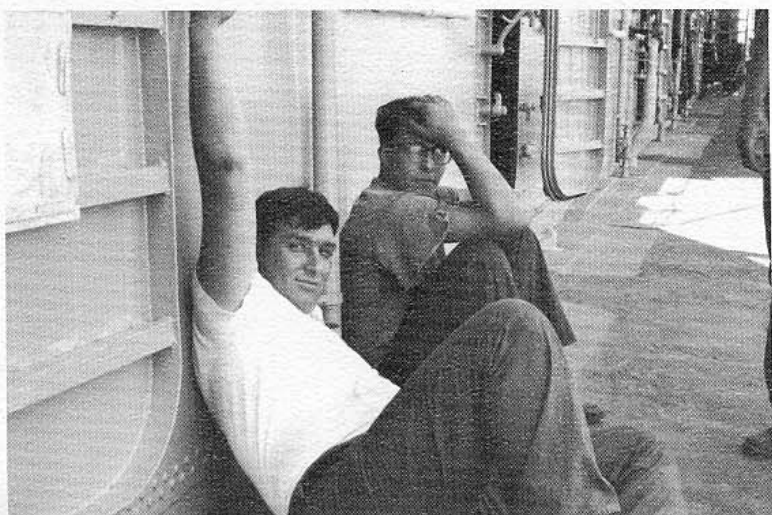
Hell, it's only a shark!



Oh, yes, even a band!



Now back during the Korean war....



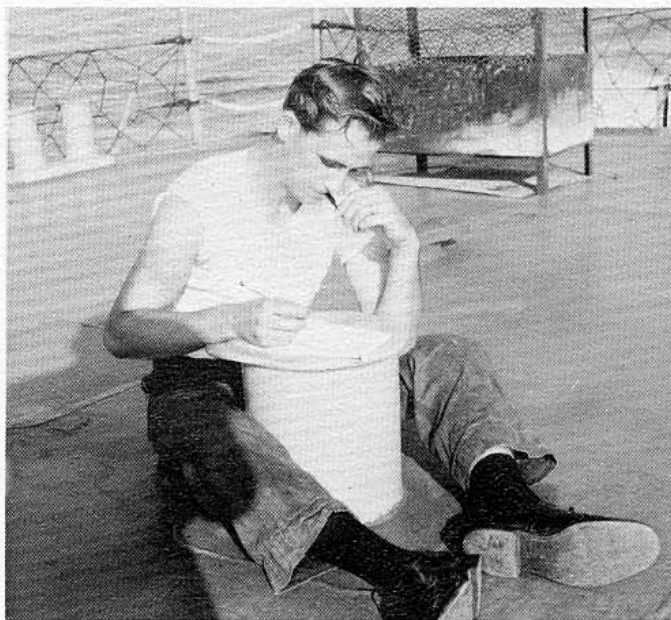
Just taking that same old five



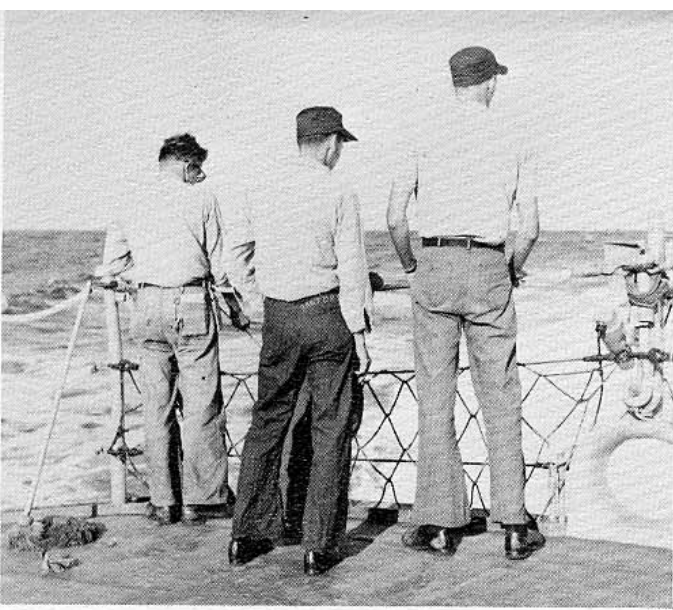
That last word was "air bedding," Camacho.



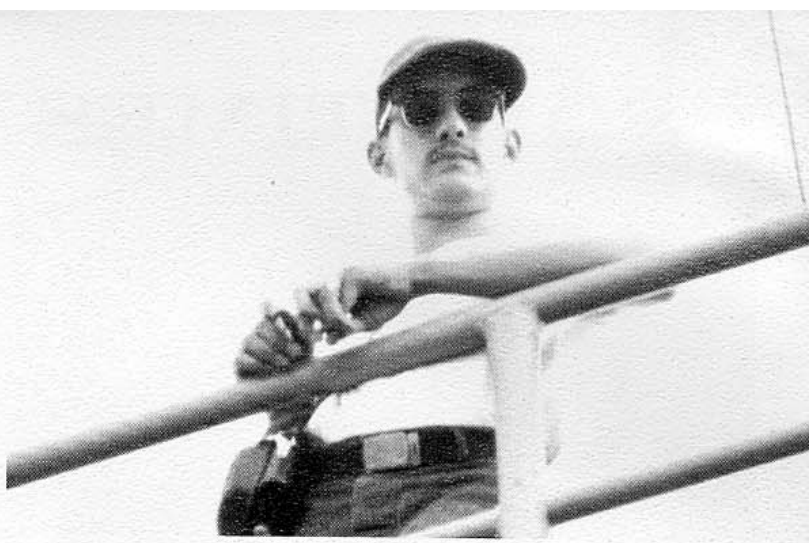
We had time to write letters....



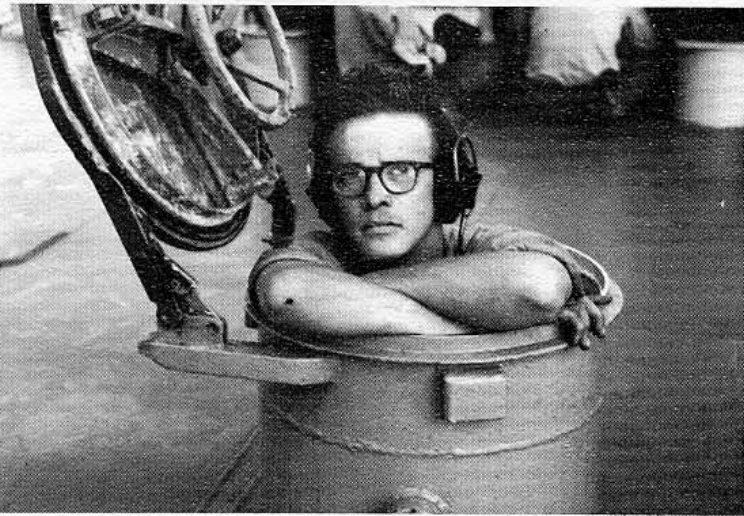
...Lots and lots of letters.



A fish?-No, it's a Swab!



Typical tourist

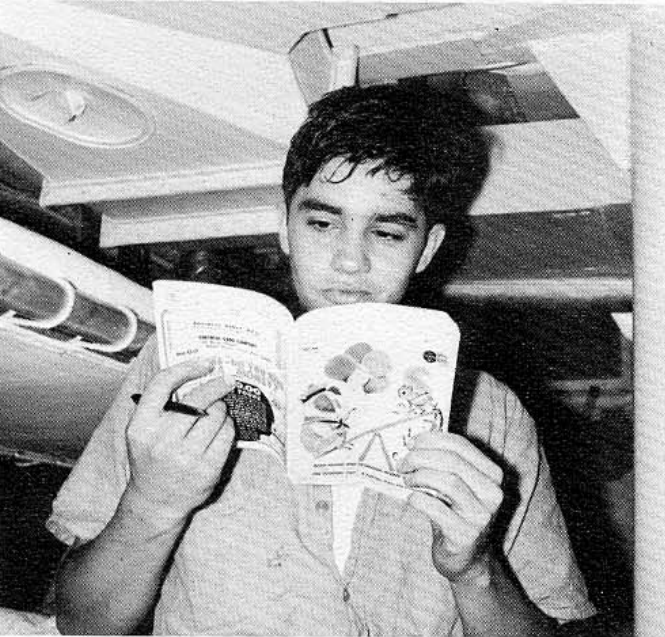


Smitty is missing all the fun.

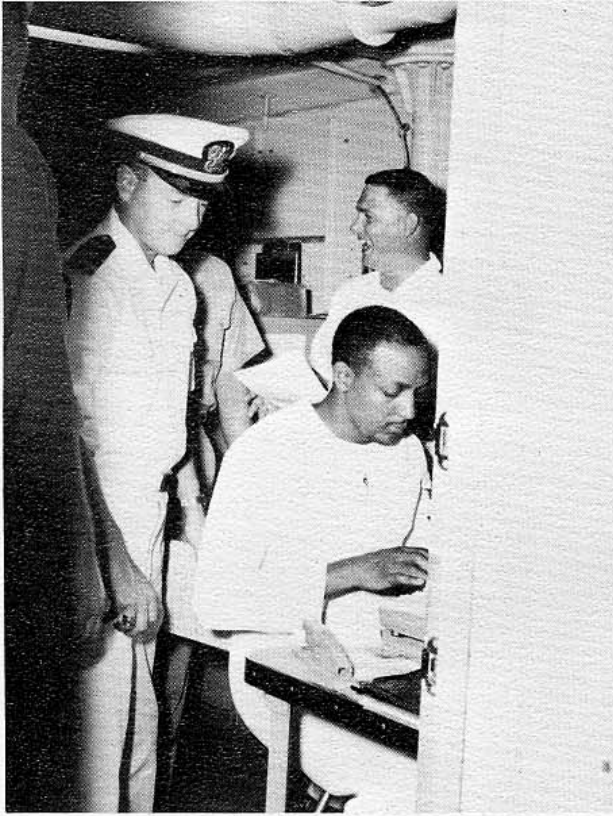


The chief of police

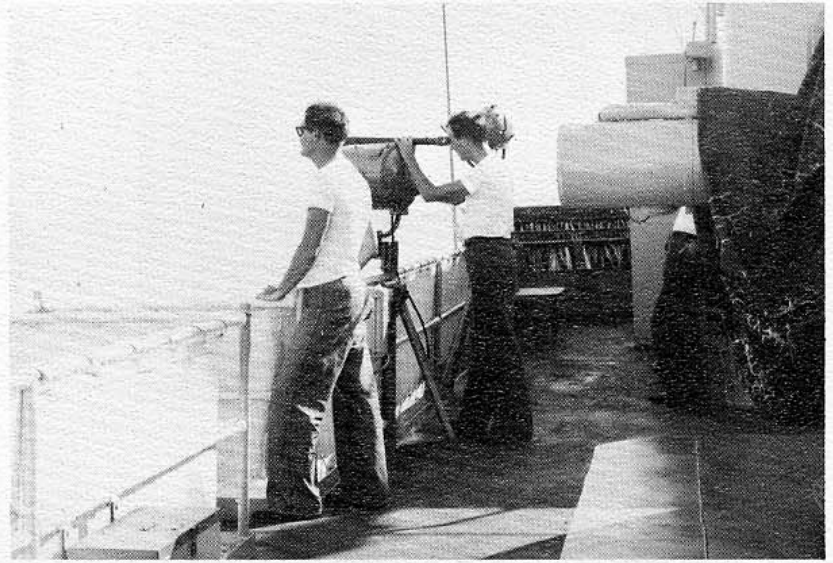
That's Harry.



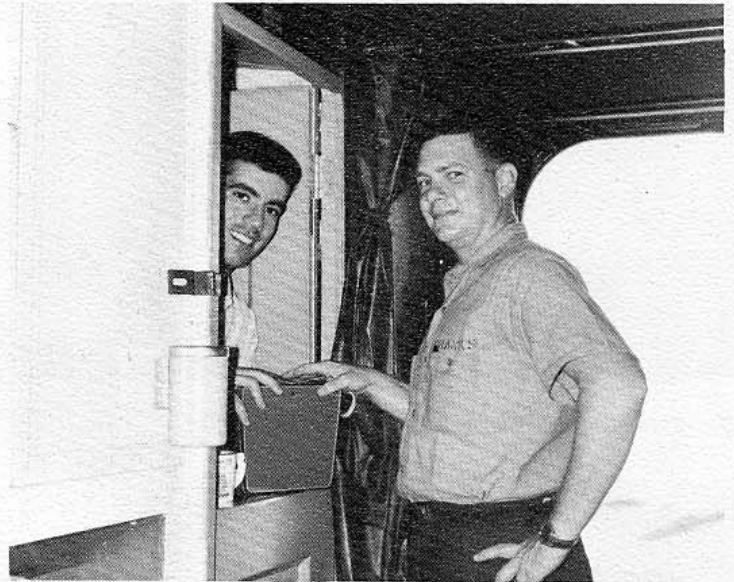
SOMETIMES WE WORKED...



Service to the fleet-that's our motto!



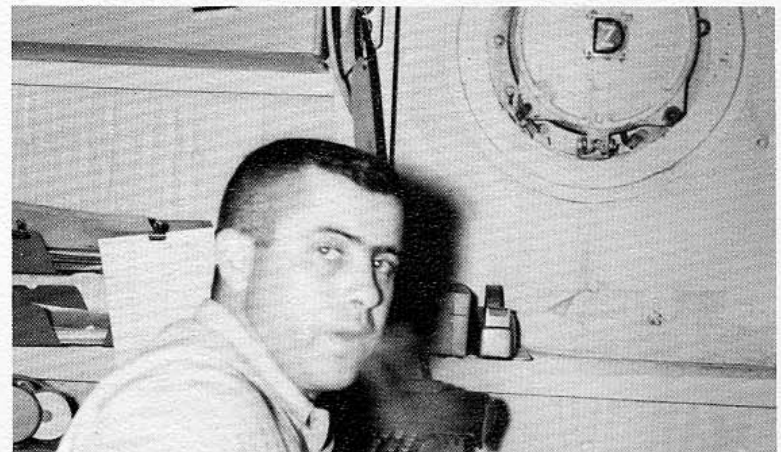
Have you received the message?



Your friendly ship's store operator.



You want one one cent stamp?



Special pay? Get out!



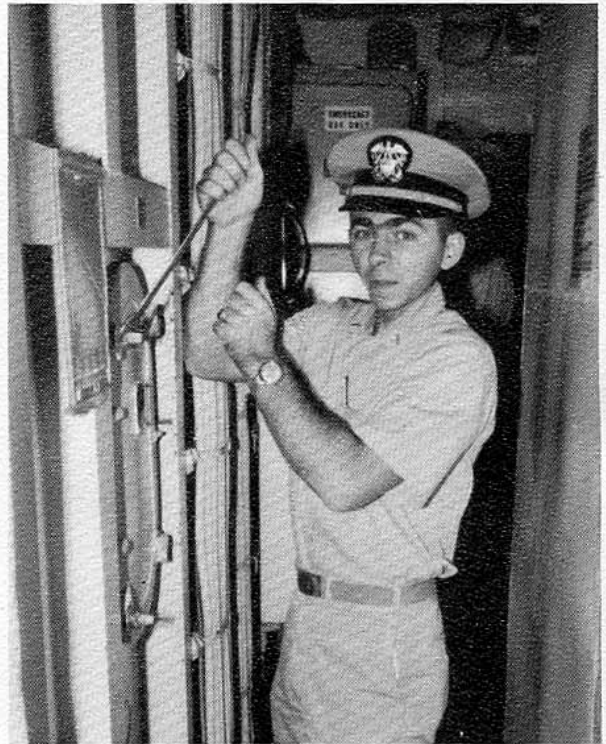
Yes, I take in sewing.



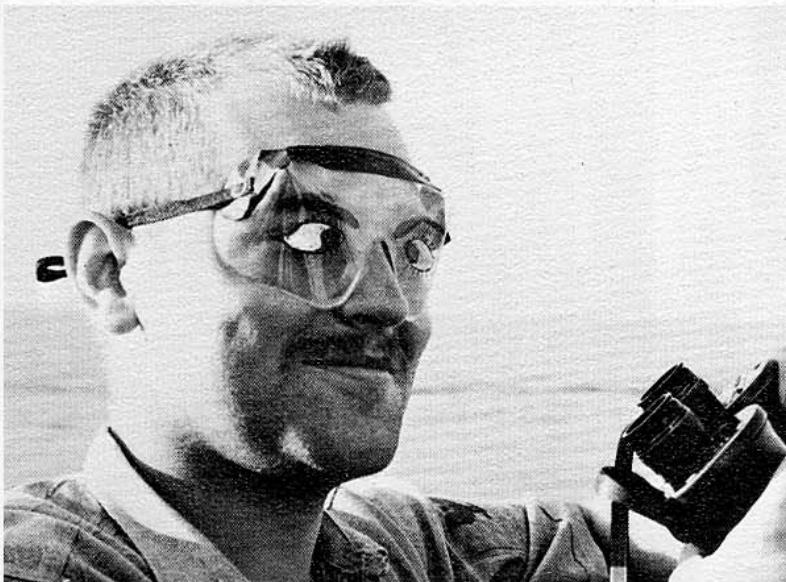
Mess cook's pride.



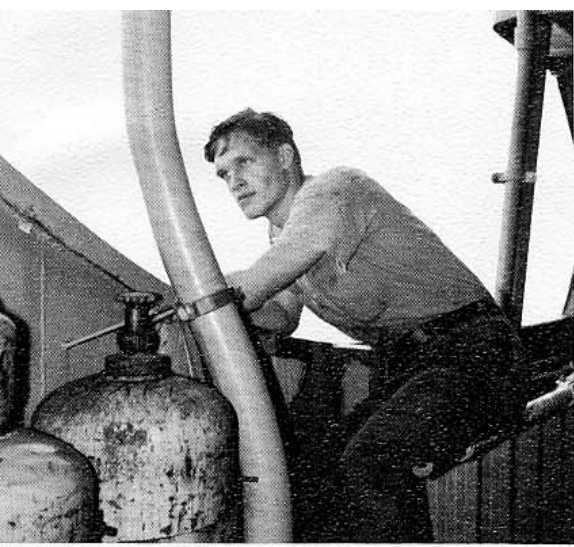
Just look at all those goodies. Company must be coming.



No, I'm not chipping paint.



Trathen stands a sharp lookout.



24,000 miles away from home....



The safe is open and empty?



I simply asked the captain if I could bring a few glass balls aboard.



Must be a giant size Christmas tree.



On the job training



See that wave over there...?



I can't seem to locate the sun.

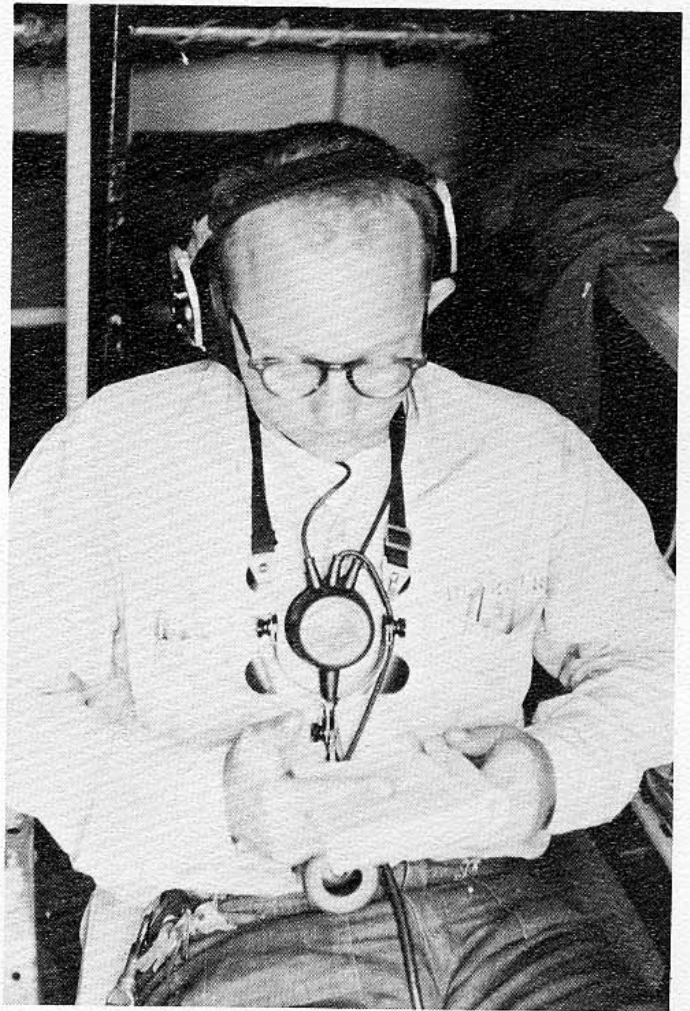


Sure, right on course.



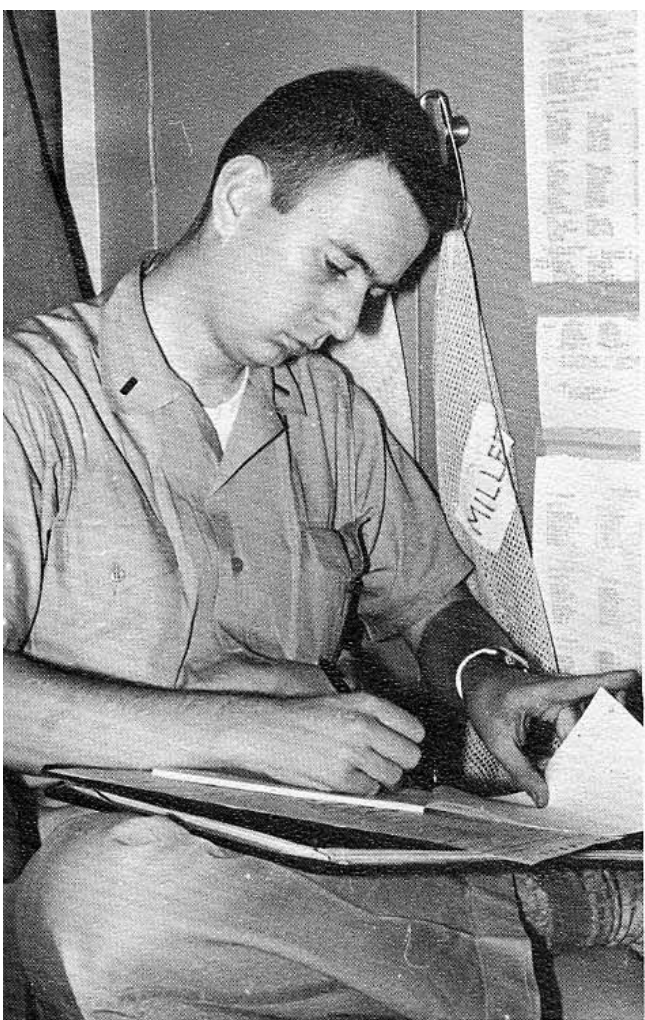
Right five degrees rudder, aye, sir.

...Passing the time away.



Who said I have no official position?



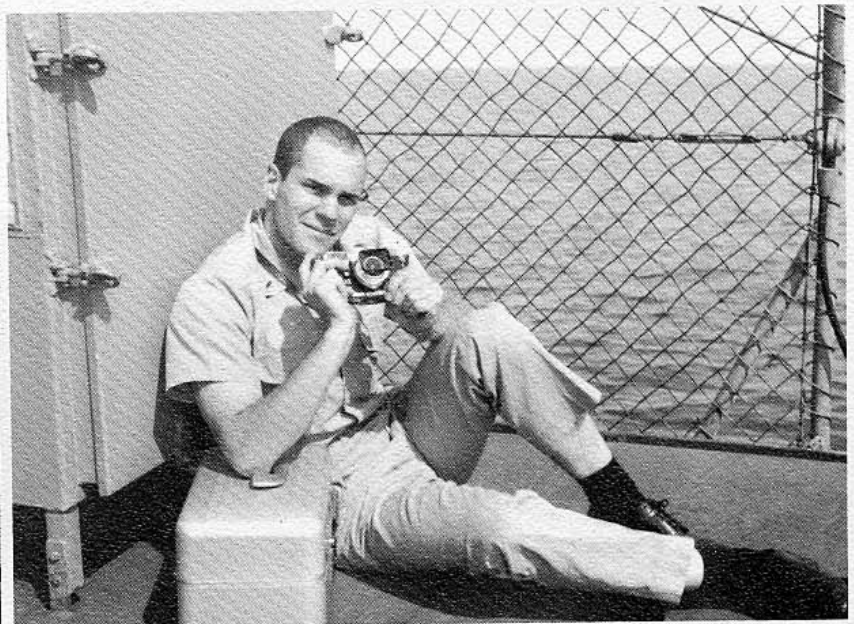
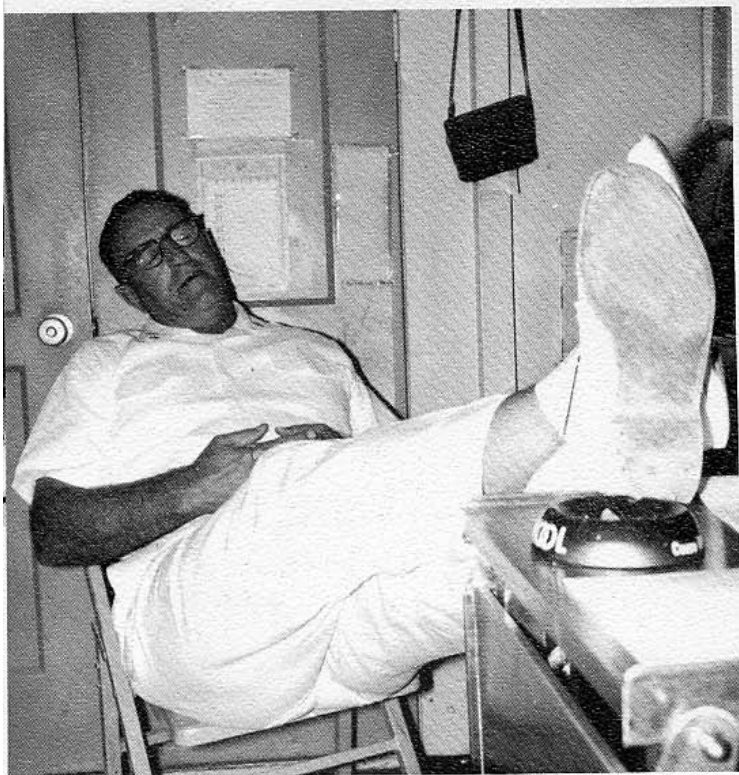


Mr. Miller-Busy, as usual.



Want to know why Mr. Miller never uses his desk?

Doc thrives on "nooners."



Camera bug.



Even the dolphins kept us company at times.

DASH- A MEMORIAL



We lost one Dash....then there was one.



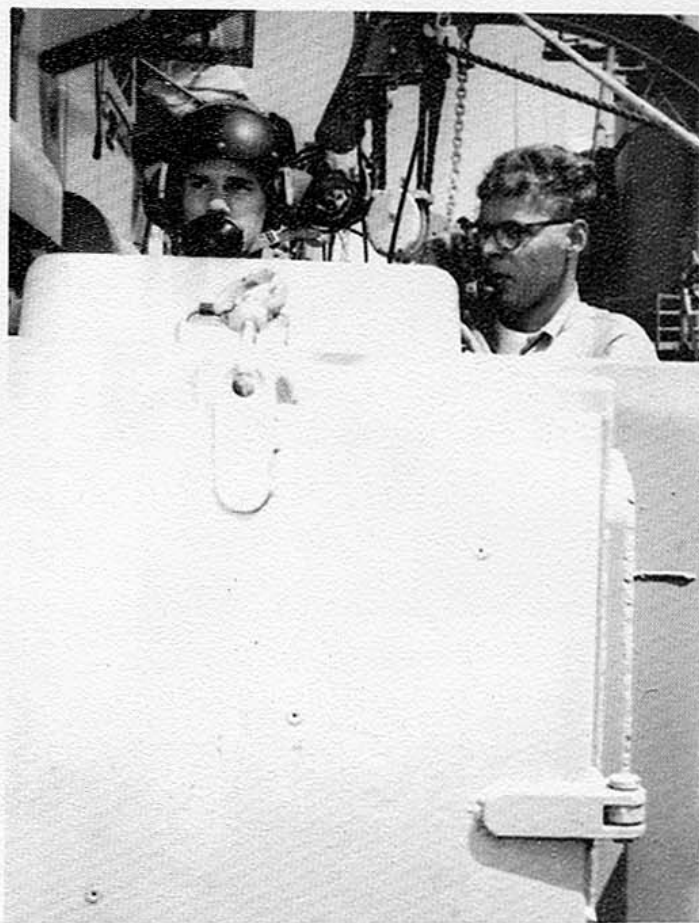
Dash flying away



Dash crew



Refueling



And then there was none.



Fresh water wash down

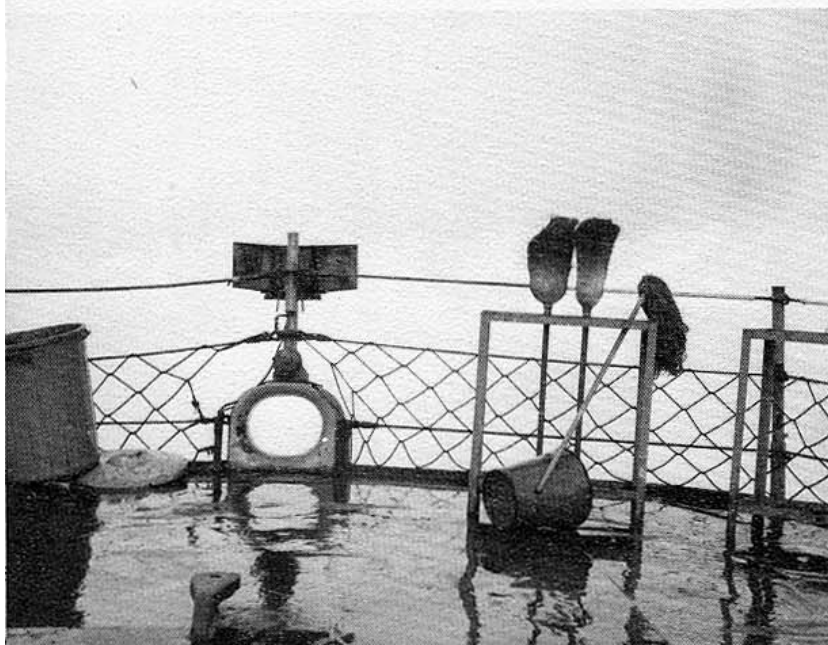


It's all in a day's work.

It's been a hard days work.



When you're smiling....



Tubes take the pressure off things.



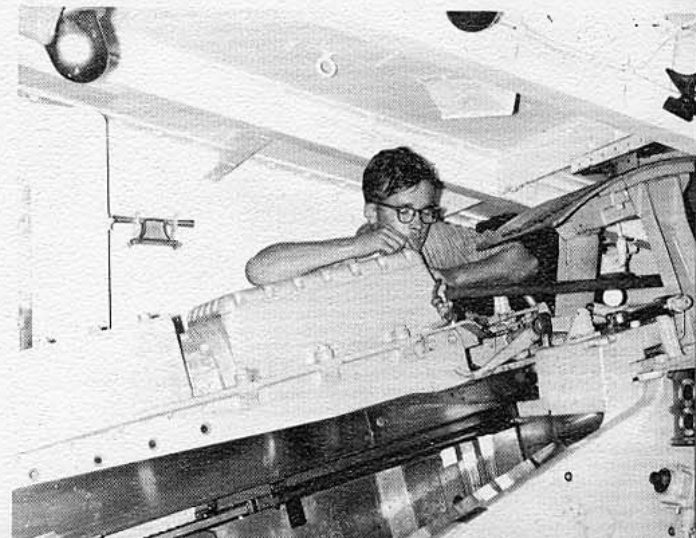
Just whistle while you work.



Need some more paint down there?



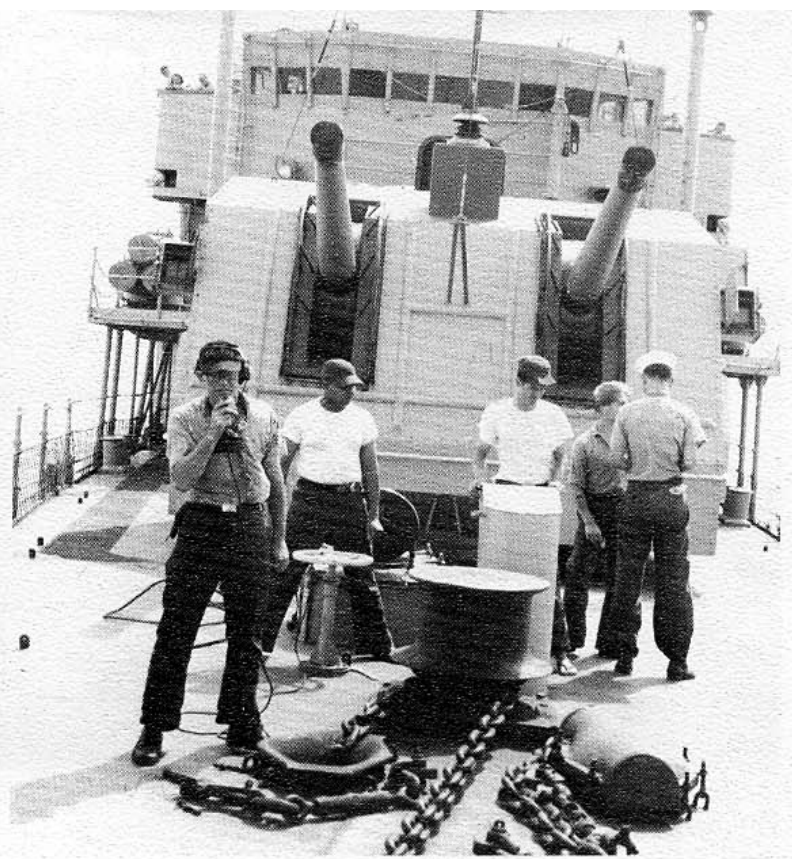
Take the slack out of four.



I wonder what this screw goes to?



There she goes.



Anchor's aweigh



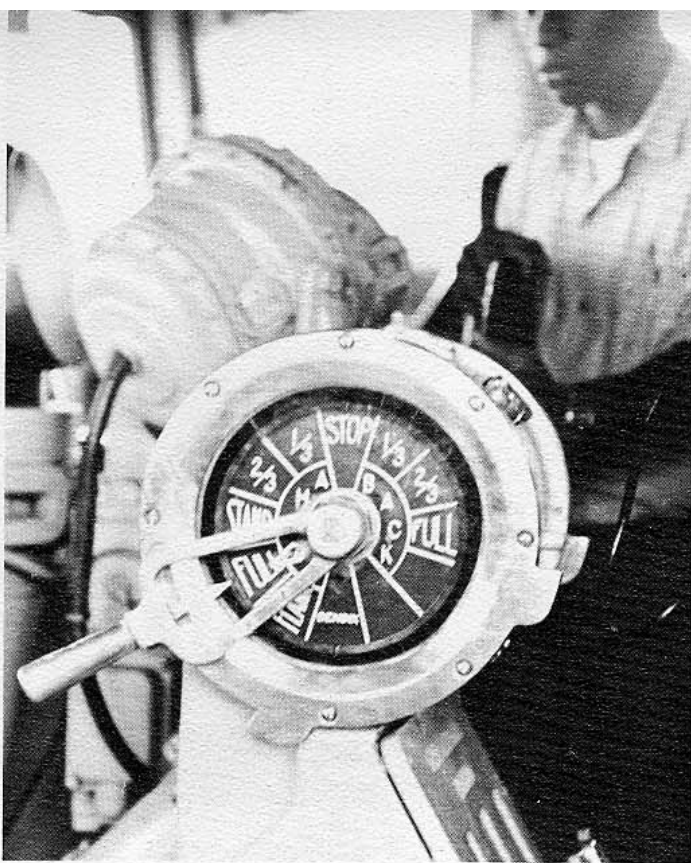
Did someone say "Liberty Call?"



We Quit!

A beautiful nautical day.





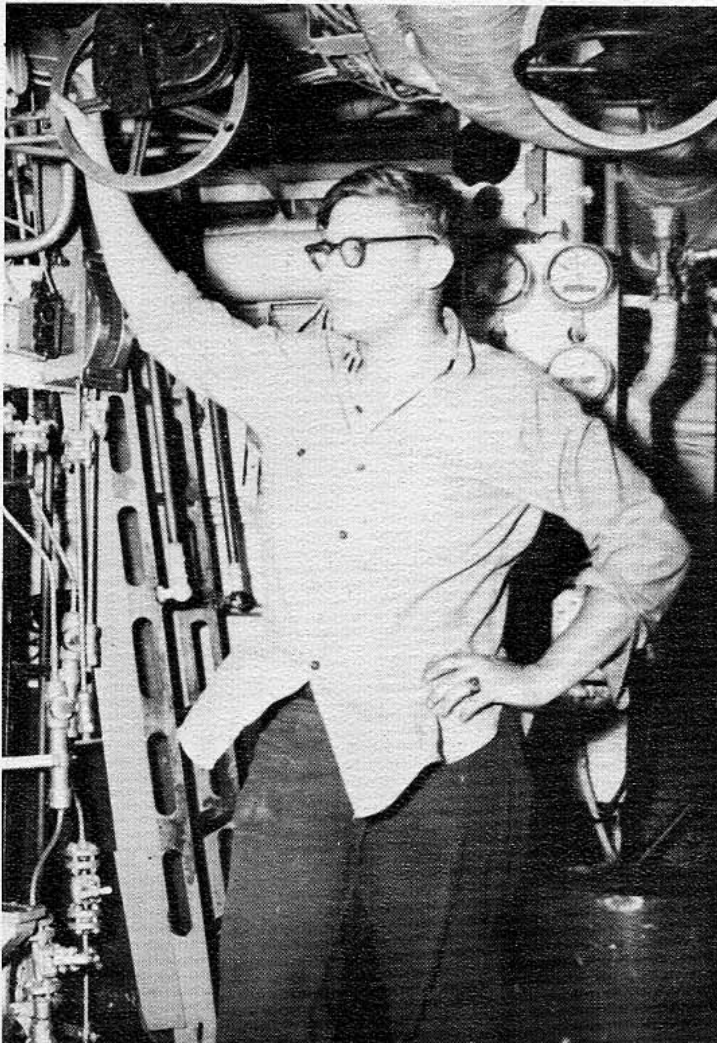
Engineering order telegraph

...FROM ON DECK INTO THE HOLES



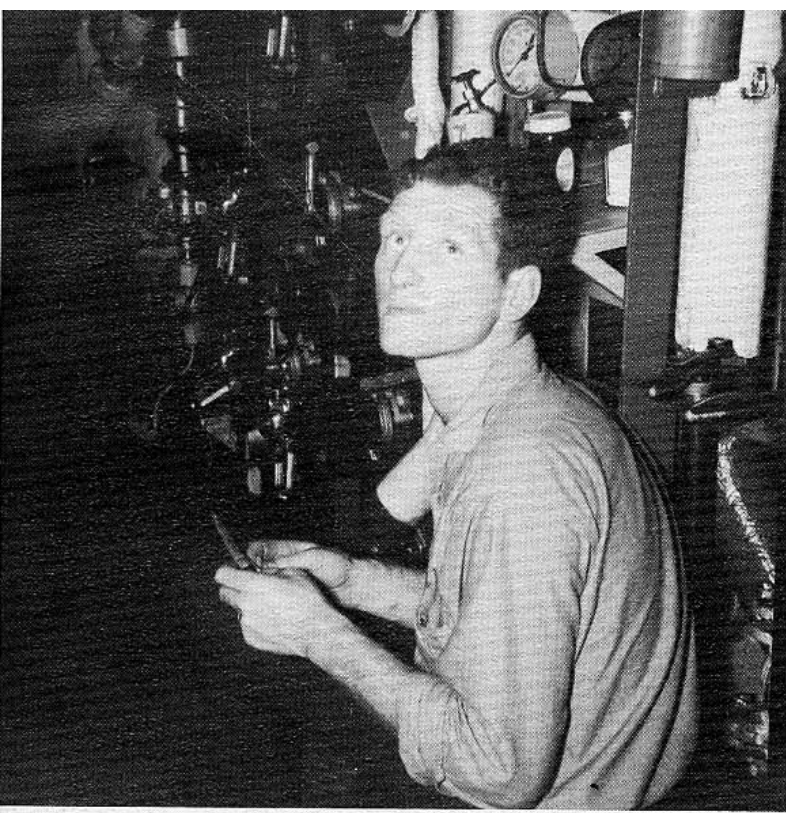
You see, it's really too hot to work.

Which way should I turn it?

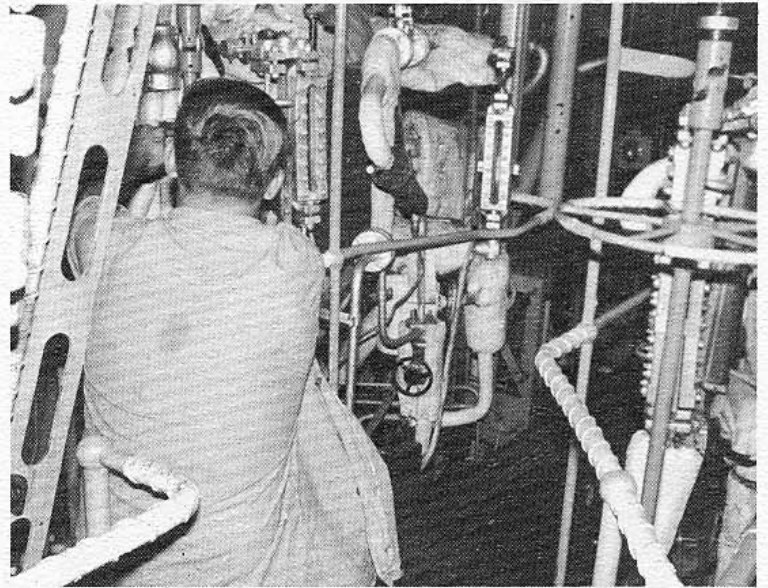


A careful inspection of bilges

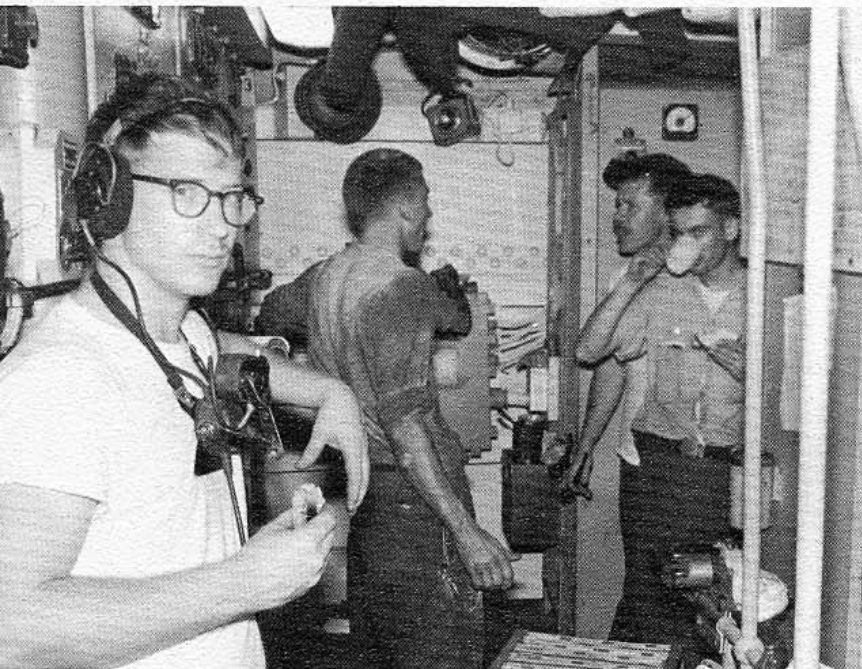




But Chief, we aren't making black smoke.



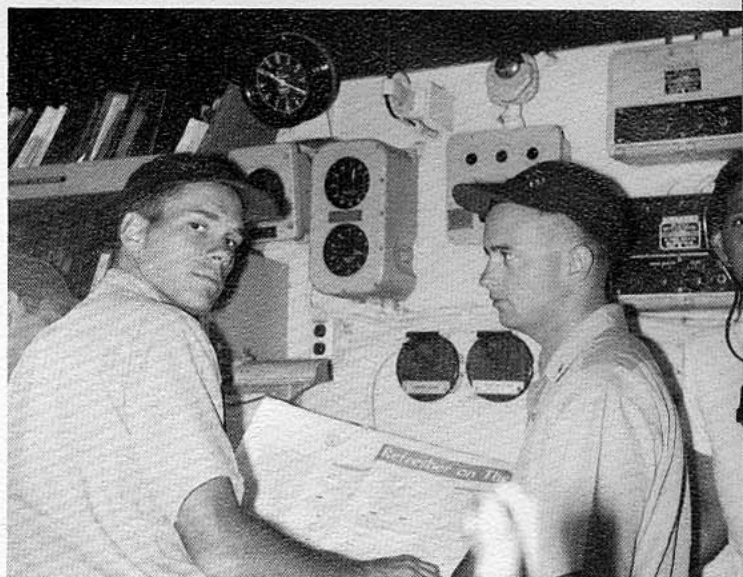
It just won't open.



What do I think of the situation?



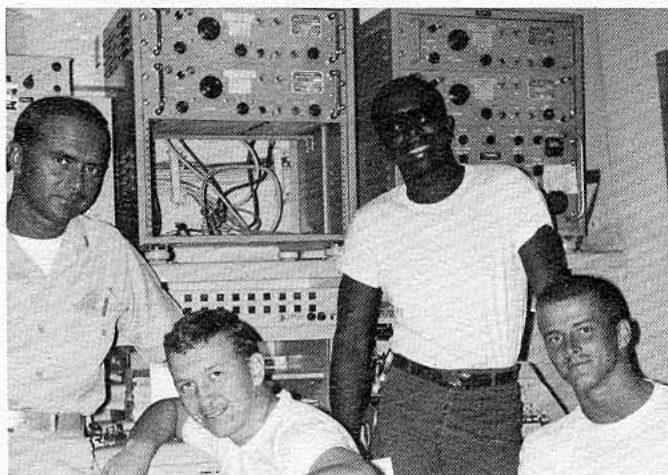
Want to standby for me?



Now relieve the watch.



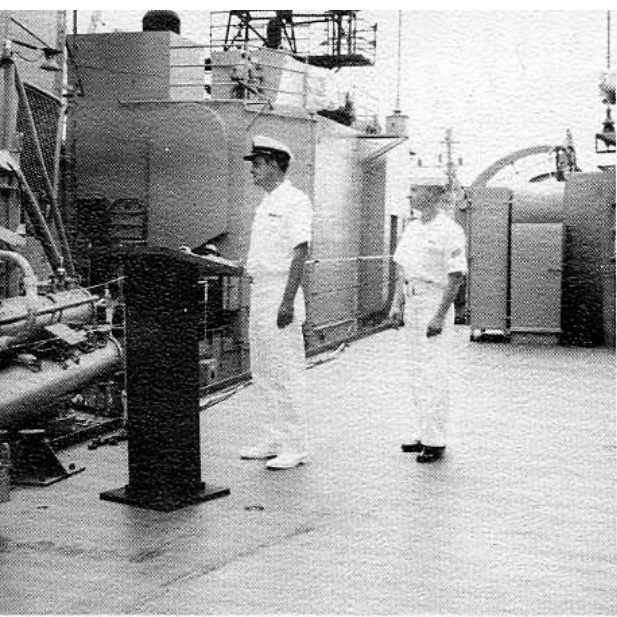
Helmsman, mind your helm.



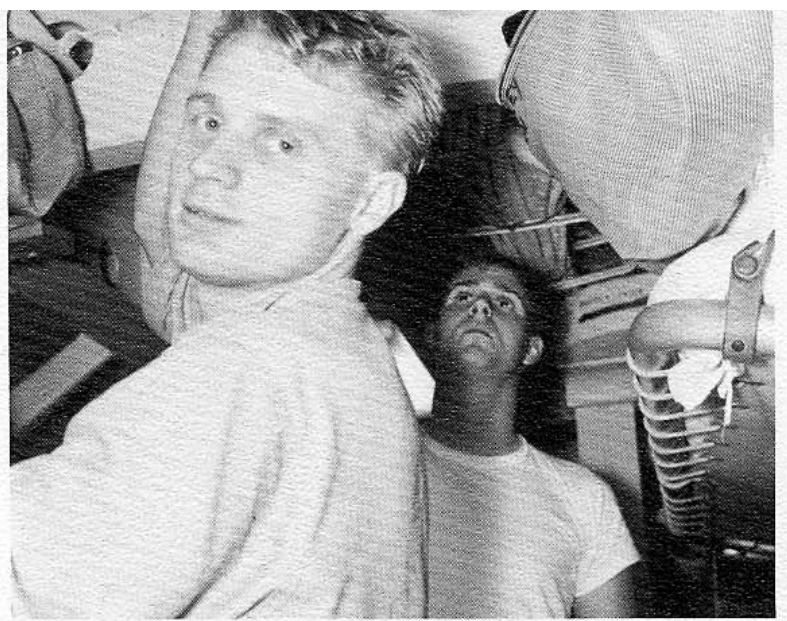
We're not busy...We have lots of posing time.



A Shamrock...Who could have done that?



A tight watch...



Work



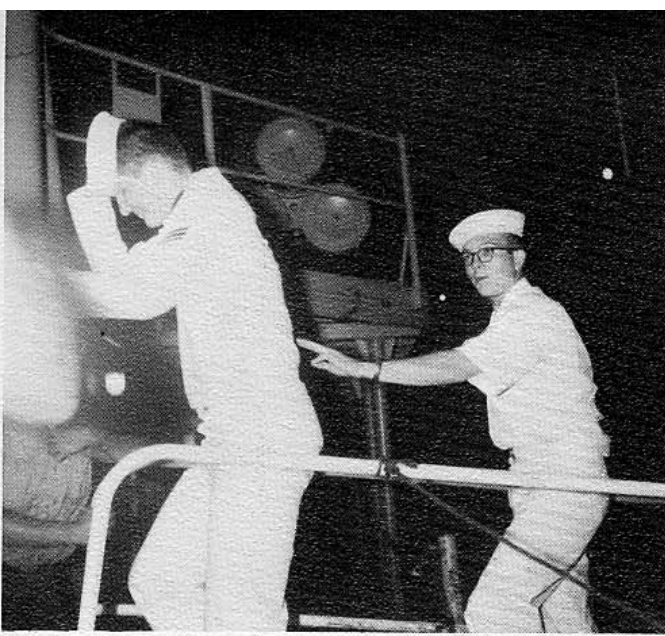
Sleep



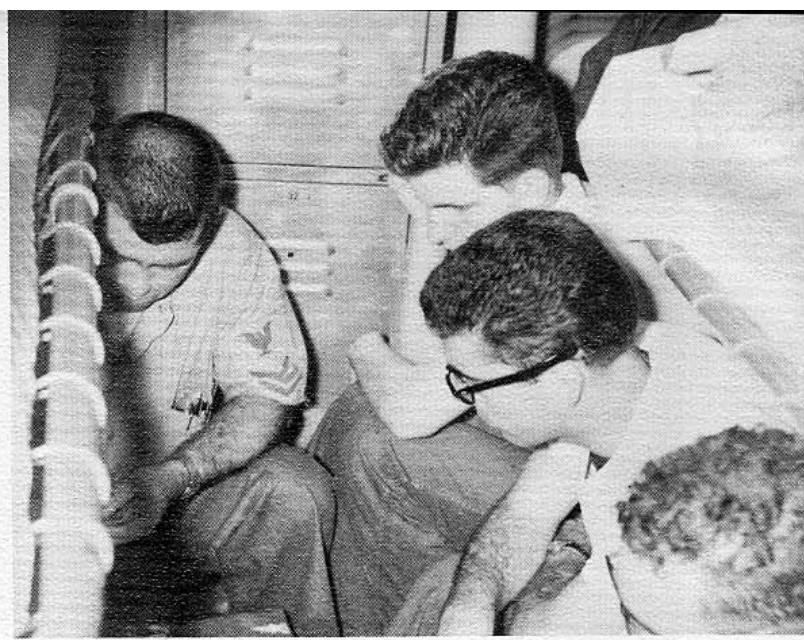
A good meal



Smiles



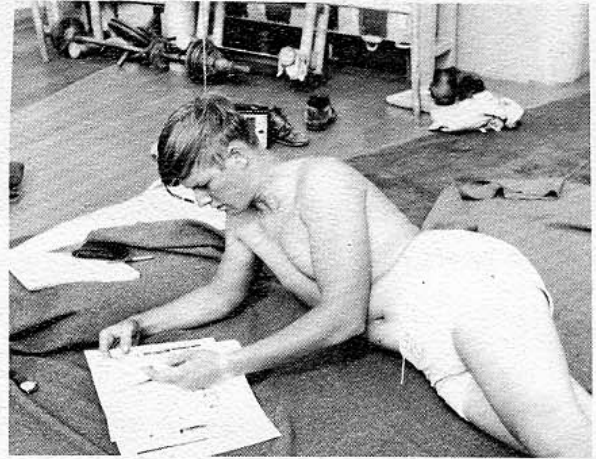
Excellent liberty



Friendly card game



Comforts of home



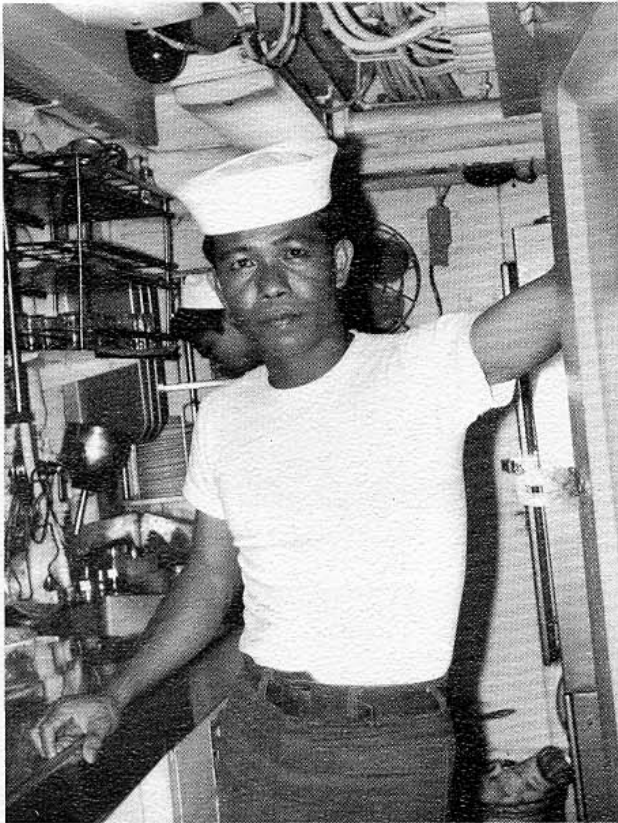
More relaxation

A brief change of jobs



That far away look





Late for dinner again!



I thought I saw a sunburned foot peeking at me.



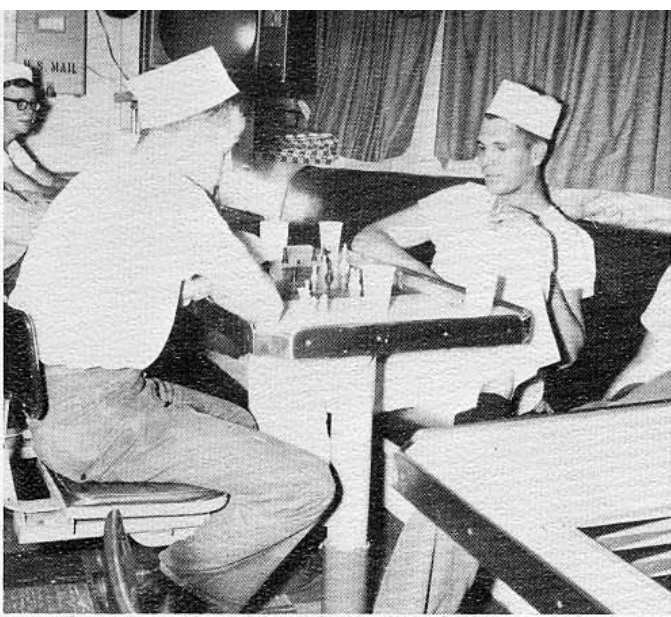
Too warm to "hack the action."



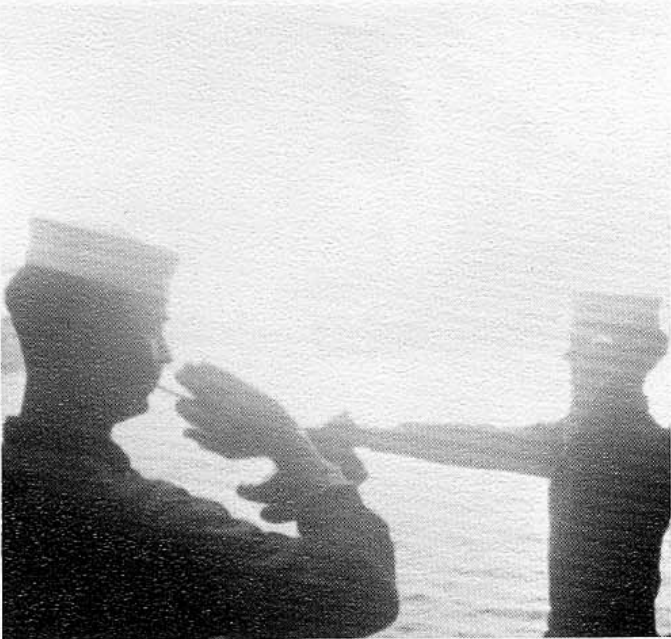
Now, if you'll just hold that pose.



This is the last of the turkey?



To move or not to move, that is the question.



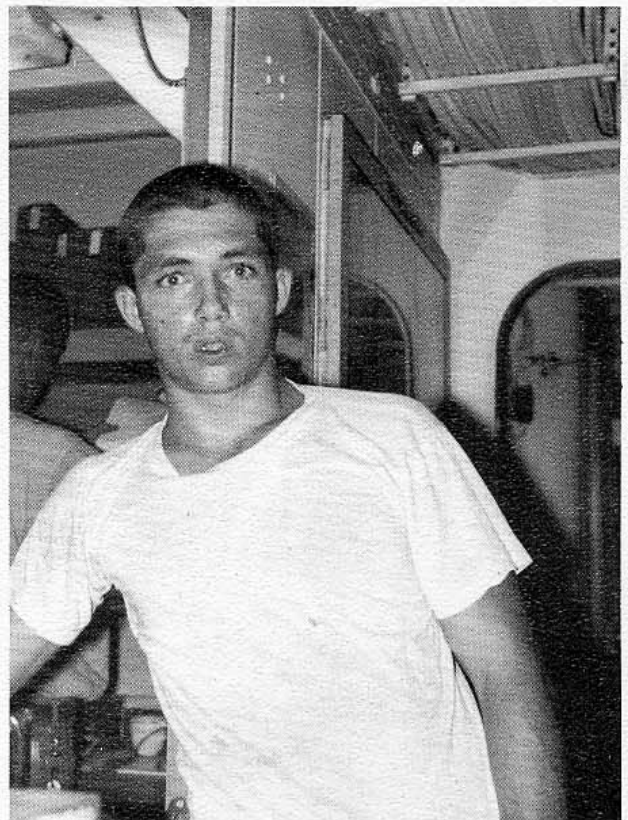
Piping shoes over the side.



But I don't see any man overboard.



"Ahoj there, young mermaid."



I just wanted my picture in the cruisebook.



I do, Captain, I do!

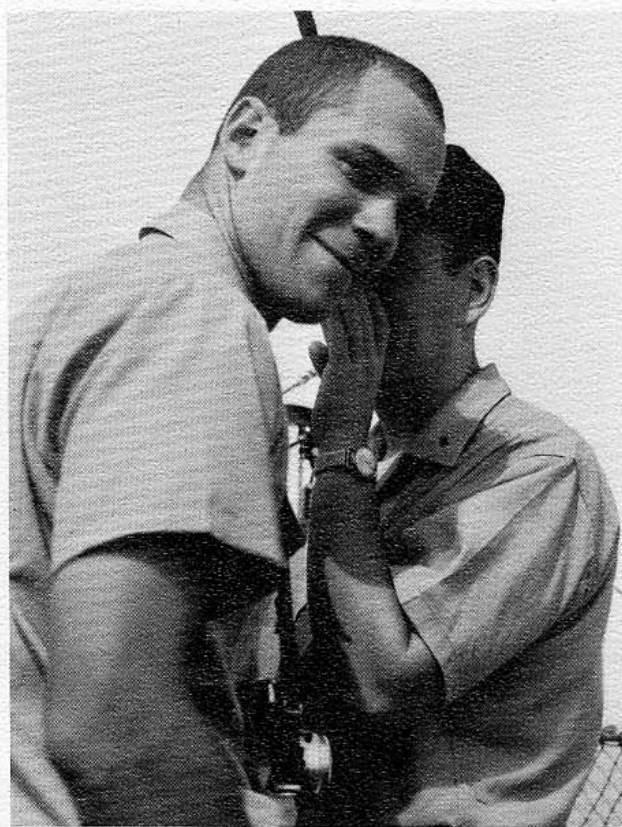
SHIPPING OVER



Now I just might ship for third class!



Now, if you'll just sign on this line...



Let me whisper in your ear.



And so I said to the captain...



HONORS AND AWARDS

Captain R,L. Rodier presented the awards.

A long deployment such as BROWNSON made brought with it many advancements. Several individual medals and awards were presented. All hands were entitled to wear the Viet Nam service ribbon.



January award recipients



BROWNSON was given a cake for her 21st birthday in Nov.

CHRISTMAS



Let's light the Christmas tree.



Gee, dad, that's fun!

Christmas came and found
BROWNSON in the Gulf of Tonkin.



John, Eggert has an eye on your turkey!



Playing chess until Santa arrives

Mr. Walker and friends provided Christmas
entertainment.

Is Santa Claus really coming down number 1 stack?

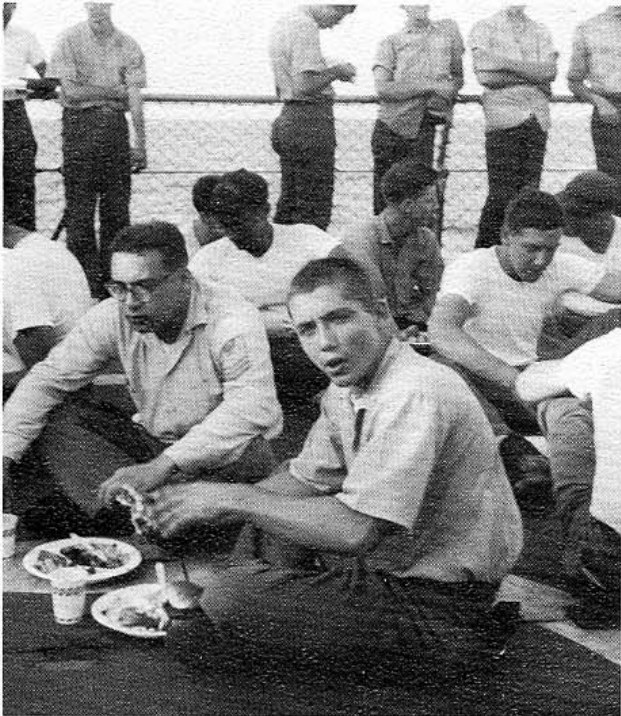


SPRING COOKOUT

It was really competition between Chiefs Pierson and Ford to see who could make the most black smoke.



Smoked to order.



Just like Mom used to cook.



Everyone stood in line awaiting his turn. The DK-he's different! He is always eating.



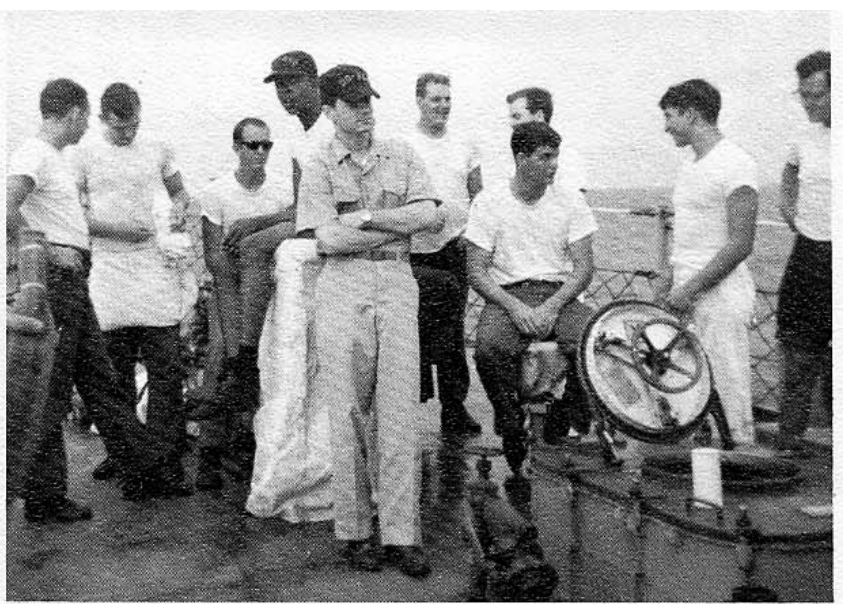
Doc was head waiter and busboy.



Chief Ford is making competition keen.



The Royal Court about to convene



Why so sad men?

SHELLBACK CEREMONY

We crossed the Equator into the realm of King Neptune and all the crew became royal subjects of the court of the king.

Think it's funny do you?



Any sign of the Equator yet, Mr. Walker?

Wonder what's so interesting back there?

Crawl slowly, backsides up!





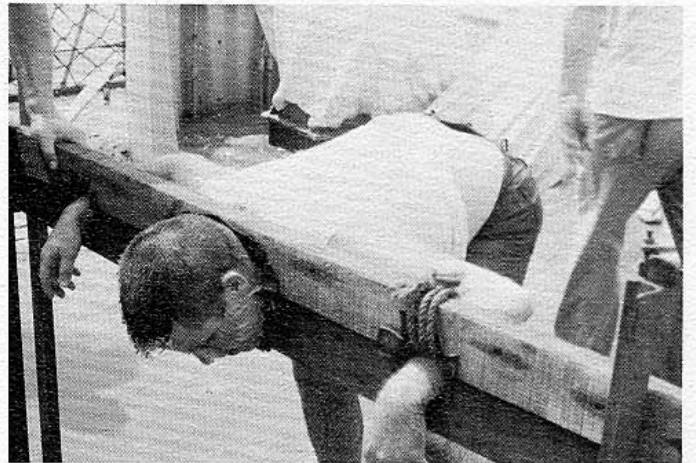
The Royal family of King Neptune.



The Royal Barber at work.



Kissing the greasy belly of the Royal Baby.



The pollyway's fearless leader in the stocks.



Shellbacks, C.O. and X.O. manage the garbage shoot.



Emerging as a Shellback.

052342Z/MAR 1967
From: CTG 70.8
"Ref: (a) CTU 70.8.9 msg. 20013Z/ FEB 1967 (NOTAL)
As your long WESTPAC deployment comes to an end, I wish to compliment you on your performance while a unit of Seventh Fleet. You could always be counted on to carry out your assigned tasks well and in a most timely manner. FDR was extremely happy with the job you turned in as plane guard. Reference (a) indicates that your record on the gunline was equally outstanding. Please extend my well done to all hands on your fine ship. May you have a joyful reunion with your loved ones."

Warm Regards,
(signed) RADM Mark W. WOODS

From: COMSECONDFLT

232214Z/MAR 1967

"I welcome you back to Second Fleet. You have met the hardships and challenges of combat in a truly outstanding manner. By your sacrifices and dedication you have earned the gratitude of free men the world over. We wish you an interesting, pleasant, and speedy voyage home and a most happy reunion with families and loved ones."

(signed) VADM CLAREY
Commander, Second Fleet

210007Z/MAR 1967
From: CINCPACFLT
"As the WESTPAC deployment for the fourth atlantic Fleet destroyer squadron to an end, I extend my personal congratulations to the officers and men of DESDIV 202 and BROWNSON for their fine performance. The contributions you have made to the splendid record established by Atlantic Fleet Destroyer Squadron who have served with the Pacific Fleet in the past have been noted with admiration and respect. Your tour has been marked by numerous challenges and have met each one with enthusiasm and skill. As you set your course for Atlantic waters, you may take with you the pride that justly comes from a job well done. Gods speed, good luck and smooth sailing."
(signed) Admiral R. L. JOHNSON
Commander in Chief
U.S. Pacific Fleet

From: CINCLANTFLT

"As you return to the Atlantic Fleet I share the happiness of your families on the completion of your successful tour of combat operations and look forward to your arrival in Newport. By your outstanding performance under the severe conditions of combat, you have proved the determination of Americans everywhere to fight, when necessary, to preserve our ideals of freedom."

202034Z/MAR 1967
(signed) Admiral T. H. MOORER
Commander in Chief
U. S. Atlantic Fleet

The making of a cruisebook is a long and sometimes difficult task. The accomplishments of BROWNSON during our deployment have made all the necessary work worthwhile. My sincere appreciation goes to the many who made this cruisebook possible with their aid in layout, photographs and time. Special thanks go to Mike Summers, RM3, for the original cover which he so artistically designed.

Edward R. Knisley
Cruisebook Editor

P.T. Badolato, LTJG, Cruisebook Officer.
E.R. Knisley, SK3, Cruisebook Editor.
C.M. Summers, Assistant Editor and Cover Designer.