

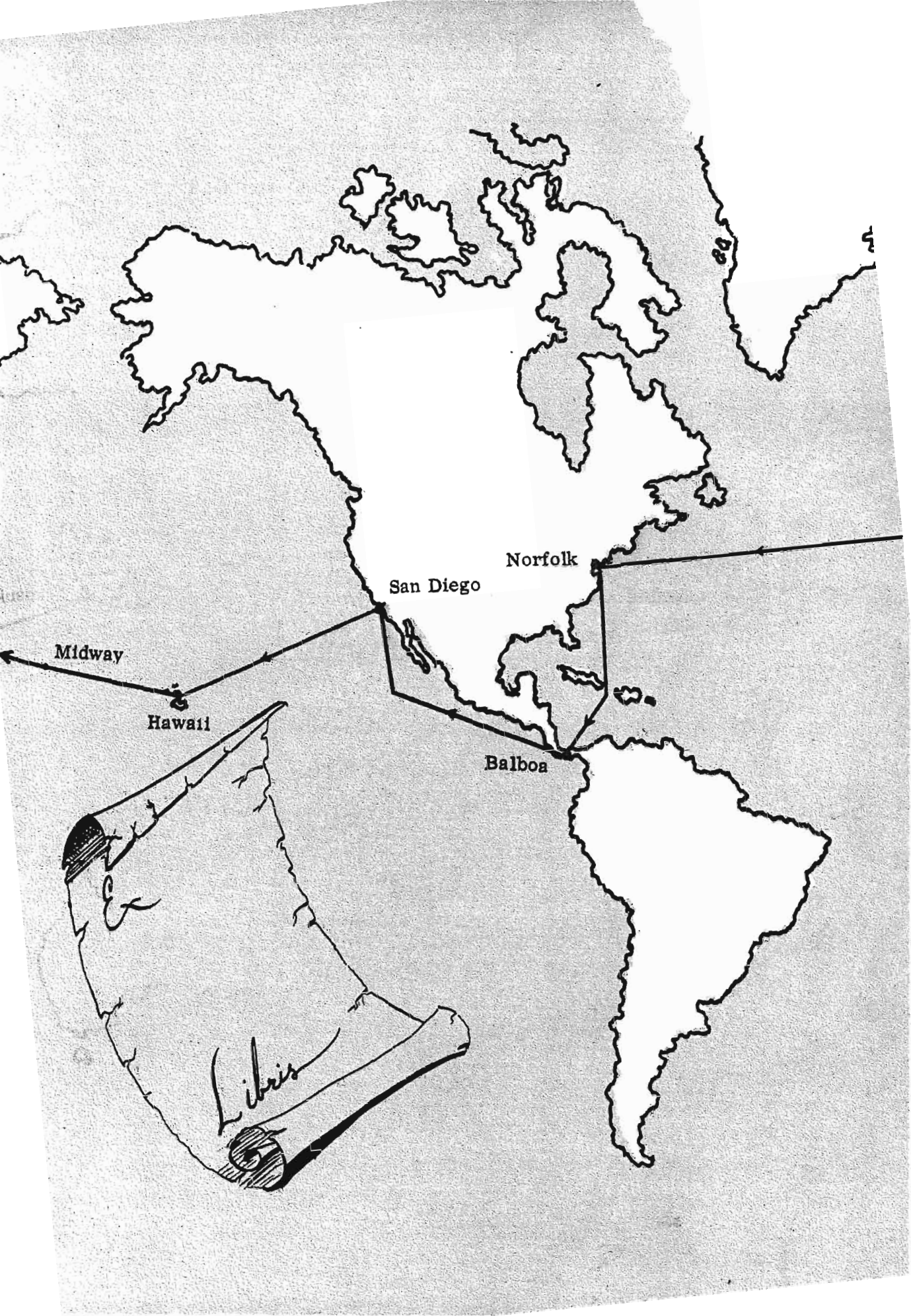
# USS NOA DD 841



# WORLD CRUISE 1953-1954



NAME OF PORT	TIME OF ARRIVAL	TIME OF DEPARTURE
Norfolk, Virginia	*****	1600R 28 Aug. 1953
Panama Canal	0800R 4 Sept. 1953	1700R 4 Sept. 1953
Balboa, Panama	1900R 4 Sept. 1953	0700R 6 Sept. 1953
San Diego, California	1000U 13 Sept. 1953	0700U 17 Sept. 1953
Pearl Harbor, Hawaii	0900W 20 Sept. 1953	0930W 22 Sept. 1953
Midway Island	1100Y 25 Sept. 1953	1600Y 25 Sept. 1953
Crossed International Dateline, 0015Y, 27 Sept. 1953		
Yokosuka, Japan	1000I 3 Oct. 1953	0700I 10 Oct. 1953
Yokosuka, Japan	0800I 3 Nov. 1953	0700I 14 Nov. 1953
Yokosuka, Japan	1500I 16 Nov. 1953	0700I 19 Nov. 1953
Yokosuka, Japan	0830I 24 Nov. 1953	1100I 26 Nov. 1953
Sasebo, Japan	0830I 28 Nov. 1953	1500I 29 Nov. 1953
Aso Wan, Tsushima Island	0710I 30 Nov. 1953	1000I 30 Nov. 1953
Pohang Harbor, Korea	1030I 6 Dec. 1953	1700I 6 Dec. 1953
Aso Wan, Tsushima Island	0800I 7 Dec. 1953	0930I 7 Dec. 1953
Sasebo, Japan	1430I 7 Dec. 1953	1630I 8 Dec. 1953
Sasebo, Japan	1400I 9 Dec. 1953	0900I 10 Dec. 1953
Sasebo, Japan	1100I 14 Dec. 1953	0830I 15 Dec. 1953
Sasebo, Japan	1200I 18 Dec. 1953	1530I 27 Dec. 1953
Sasebo, Japan	0730I 19 Jan. 1954	0800I 21 Jan. 1954
Sasebo, Japan	0700I 27 Jan. 1954	0800I 28 Jan. 1954
Nagasaki, Japan	1300I 28 Jan. 1954	0930I 30 Jan. 1954
Sasebo, Japan	1030I 1 Feb. 1954	1400I 11 Feb. 1954
Hong Kong, B. C. C.	0800H 15 Feb. 1954	0900H 18 Feb. 1954
Crossed the Equator at 1300H 21 Feb. 1954		
Singapore, Malaya	0800GH 22 Feb. 1954	0800GH 25 Feb. 1954
Colombo, Ceylon	0930EF 1 Mar. 1954	0800EF 3 Mar. 1954
Ras Tanura, Saudi Arabia	1030D 9 Mar. 1954	0900D 11 Mar. 1954
Port Suez, Egypt	1400B 18 Mar. 1954	2030B 18 Mar. 1954
Port Said, Egypt	0800B 19 Mar. 1954	1530B 19 Mar. 1954
Naples, Italy	0830A 22 Mar. 1954	0900A 24 Mar. 1954
Villefranche, France	0830A 25 Mar. 1954	1200A 27 Mar. 1954
SOS from "Empire Windrush" 0800Z 28 Mar. 1954		
Lisbon, Portugal	1000Z 30 Mar. 1954	0900Z 1 April 1954
Passed through the Azores 3 April 1954		
Norfolk, Virginia	1800R 9 April 1954	*****



San Diego

Norfolk

Balboa

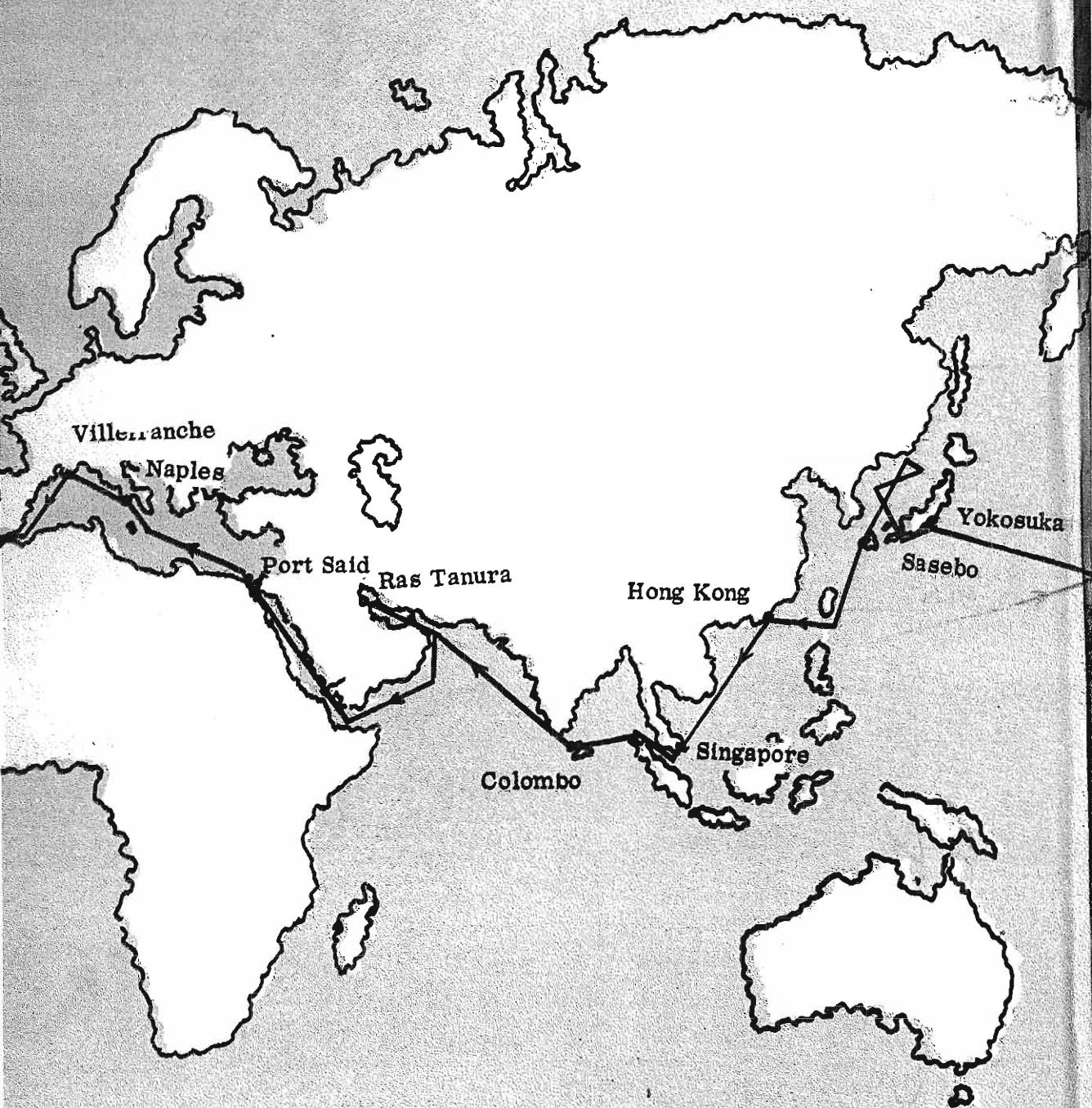
Midway

Hawaii

Libris

X



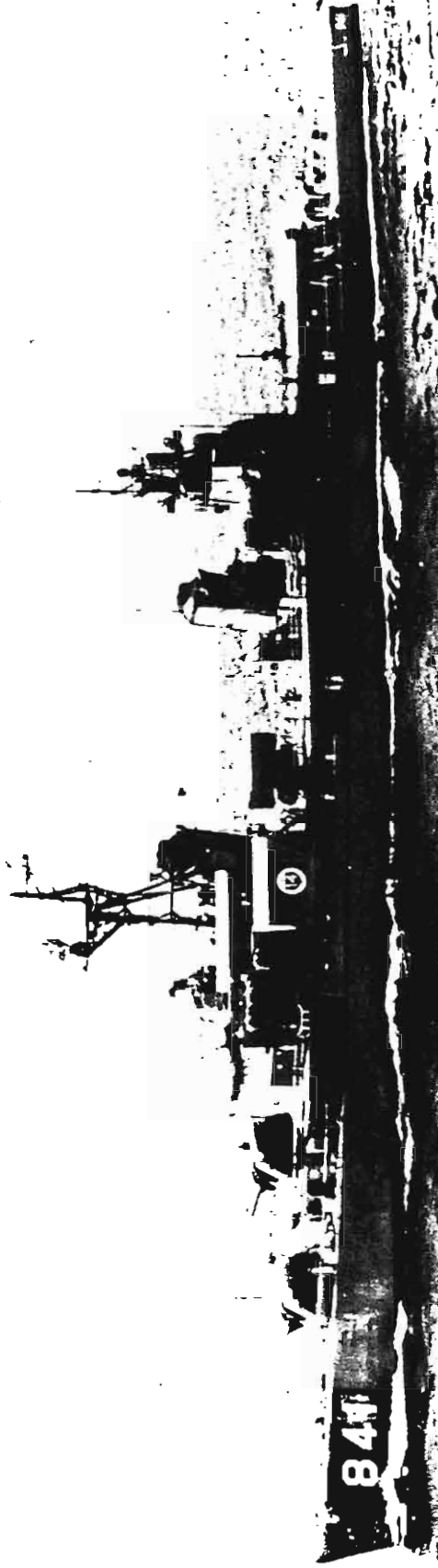


NH 81823

USS NOA (DD-841)

PHOTOGRAPHED AFTER HER FRAM I  
CONVERSION.

"U.S. NAVAL HISTORICAL CENTER  
PHOTOGRAPH--RELEASED"

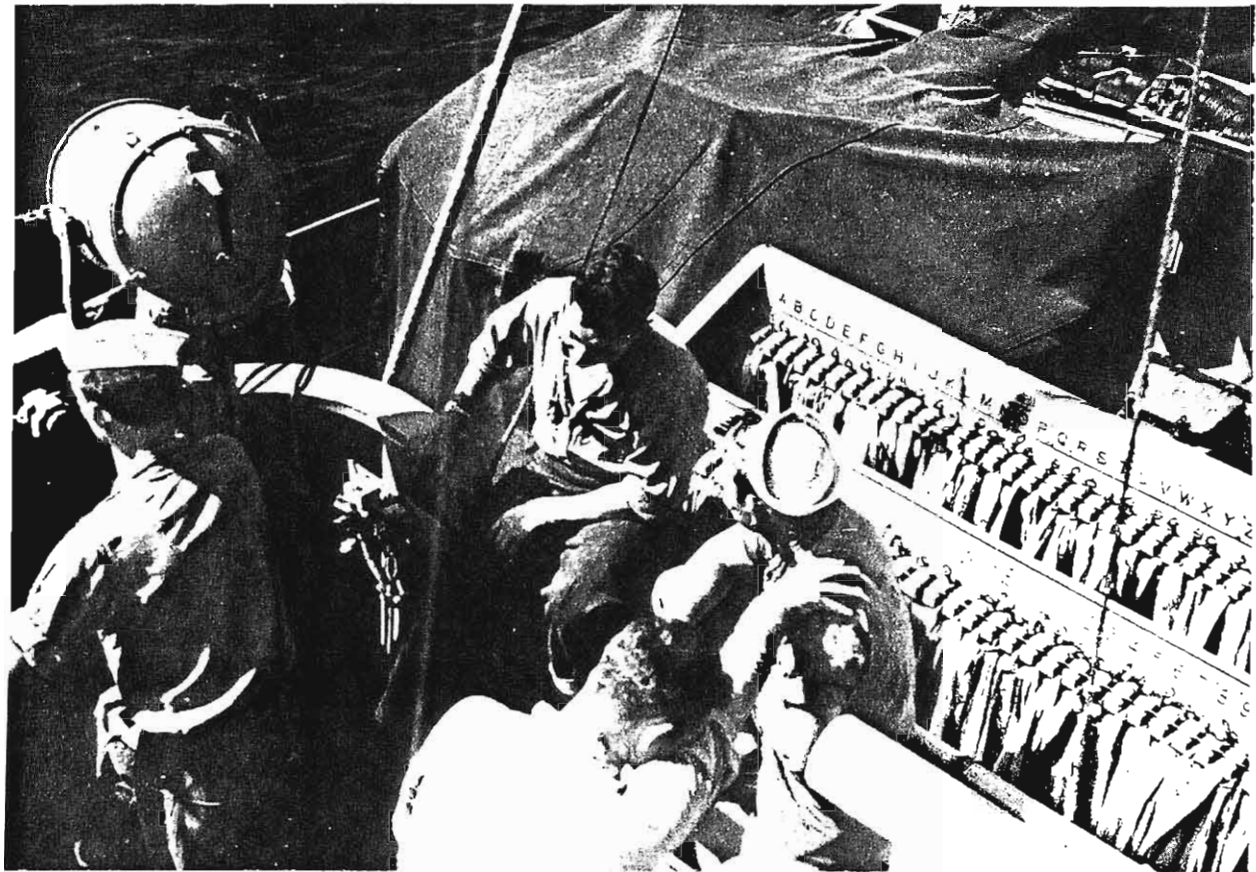




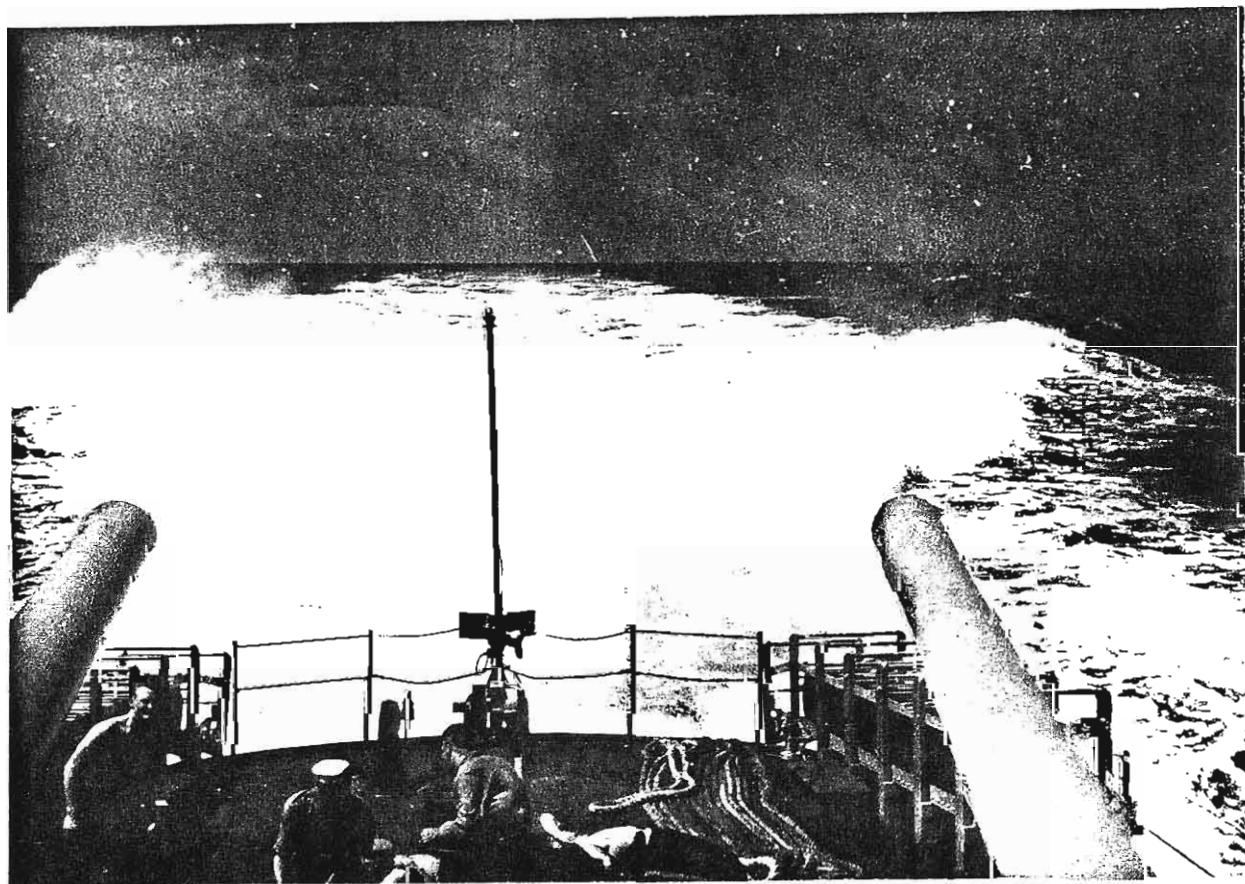
USS WEST (DD-871)  
KEY WEST, FLA. 1948

10" DIVISION USS No. (DD-871)





A VIEW OF The Signal Bridge Taken from the Flying Bridge



The No. 1's wake at Flank Speed







No 1

Shrimp Boats - Key West, Fla  
VIEW of the waterfront Near U.S. Naval Hospital

These 4  
Black  
And White  
Copies  
were made  
on a  
Copying  
Machine  
From  
Color  
Slides



No 2



No. 3

The President of the United States of America — Harry S. Truman



No 4.

Waterfront scene near the U.S. Naval Hospital — Key West, Fla.

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## PERSONNEL OF THE USS NOA (DD 841) MAKING

## OFFICERS

CDR W.H. ~~Ager~~  
 LCDR L.C. ~~Bartlett~~  
 LT R.L. ~~Warren~~  
 LT J.C. ~~Cooper~~  
 LT P.E. ~~Michael~~  
 LTJG A. ~~Grasberg~~  
 LTJG F.L. ~~Bahn~~  
 LTJG W.C. ~~Ferr~~  
 LTJG J.I. ~~Mellencamp~~  
 LTJG A.E. ~~Perkins~~  
 LTJG C.R. ~~Shepardson~~  
 LTJG R.J. ~~Sney~~  
 LTJG W.R. ~~Wilkinson~~  
 LTJG K.R. ~~Carlson~~  
 LTJG E.E. ~~Kraft~~  
 LTJG C.E. ~~Garney~~  
 LTJG T.J. ~~Wahlgemuth~~  
 ENS R.A. ~~Collins~~  
 ENS E.T. ~~Scott~~  
 ENS P.B. ~~Rosenberg~~ 20  
 ENS J.E. ~~Arnold~~  
 ENS F.H. ~~Miller~~  
 ENS C.S. ~~Walker~~  
 ENS R.N. ~~Getz~~  
 ENS G.E. ~~Lang~~  
 ENS L.K. ~~He~~ ROKN

## C. P. O.'s

Bellefeuille, N.A.  
Cangelo, A.  
 Duncan, C.L.  
 Gidley, W.Q.  
 Griffith, A.B.  
 Hopkins, H.W.  
 Keil, J.R.  
 Madden, C.B.  
 Maynard, C.B.  
 Roth, R.A.  
 Watson, W.

## FIRST DIVISION

Beck, H.P.  
 Bowman, E.P.  
 Cambriella, S.  
 Campbell, S.  
 Darden, W.R.  
 Davis, R.L.

Desposito, J.A.  
 Dustin, D.E.  
 Emmolo, J.  
 Ferrentino, V.J.  
 Foley, C.J.  
 Gillespie, R.G.  
 Guillemette, A.J.  
 Kachelski, R.A.  
 Koenig, J.N.  
 Lasher, V.E.  
 Masnec, C.  
 Millar, G.F.  
 Myers, W.R.  
 Owen, R.E.  
 Pantina, D.M. 33  
 Phillips, E.  
 Poirier, W.J.  
 Price, C.L.  
 Rominiecki, F.  
 Saltzman, A.  
 Skillings, W.P.  
 Stevens, M.  
 Souza, J.  
 Trimm, G.V.  
 Ventura, V.A.  
 Wasson, M.  
 Wilson, T.H.

## SECOND DIVISION

Backman, D.L.  
 Boguszewski, F.T.  
 Brochu, A.J.  
 Cain, A.D.  
 Caron, L.J.  
 Cartwright, B.D.  
 Censi, G.H.  
 Clarke, P.J.  
 Collins, A.  
 Cunningham, E.M.  
 Danao, N.F.  
 Druan, R.E.  
 Finn, E.M.  
 Flasher, P.J.  
 Gillette, A.  
 Gilmore, E.M.  
 Heine, E.  
Hepsoe, R.L.

Infranco, P.R.  
 Jackson, W.R.  
 Keener, J.L.  
 Kovalovksy, J.M.  
 Krajecki, F.J.  
 Lay, L.L.  
 Laverdiere, R.R.  
 Love, N.  
 Novak, J.C.  
 Peschel, E.W.  
 Ross, F.N.  
 Ruschmeyer, D.L.  
 Ruschmeyer, J.D.  
 Seever, C.J.  
 Siegfried, S. 4  
 Smith, S.S.  
 Steenberg, M.  
 Tate, W.R.  
 Thomas, G.I.  
 Thomas, R.A.  
 Wells, T.  
 Wicker, A.  
 Young, M.J.

## THIRD DIVISION

Arvidson, G.C.  
 Camossi, B.  
 Carpenter, P.  
 Dandrea, J.N.  
 Evans, R.D.  
 Fisher, C.R.  
 Hicks, D.C.  
 Hine, R.J.  
 Hooper, H.C. 20  
 Howell, L.  
 Jackson, R.D.  
 Johansen, P.D.  
 Kensmoe, R.W.  
 Lane, W.J.  
 Lewis, W.D.  
 Mohler, R.E.  
 Moore, J.E.  
 Olson, R.L.  
 Poro, R.E.  
 Risi, L.  
 Rowner, C.  
 Souza, R.K.



# THE 1953-1954 CRUISE AROUND THE WORLD

## "O" DIVISION

Curle, W.L.  
Enger, R.L.  
Floyd, R.  
Fluegel, J.N.  
Fonarow, E.E.  
Fugere, M.E.  
Geary, T.J.  
Greenberg, M.  
Metzler, F.H.  
Osborne, J.F.  
Onesto, F.  
Porcelan, H.  
Rathburn, C.B.  
Rose, M.  
Veith, R.J.  
Vletas, G.D.  
Waddill, R.K.  
Warf, O.W.  
Williams, G.

## ENGINEERING DEPARTMENT

Spence, R.E.  
Thompson, C.R.  
Valcourt, R.  
Vinicur, D.M.  
Williams, F.J.  
Wixted, E.

Andrews, E.E.  
Baer, G. K.  
Bennage, R.J.  
Brennan, M.F.

Brozek, L.J.

Bullock, A.J.

Bunney, J.T.

Burford, B.J.

Cafiero, C.F.

Carr, C.K.

Collier, J.A.

Cooper, R.L.

Coppins, L.E.

Cordeiro, R.A.

Costa, J.L.

Davis, J.J.

Dean, A.C.

Decker, R.E.

De Groot, R.P.

Dellenger, S.C.

Diebold, R.H.

Dillery, A.L.

Dingus, C.W.

Ele, B.D.

Emerson, C.E.

Feeney, W.J.

Fern, E.A.

Ferreira, G.S.

Fleek, T.J.

Fleenor, S.E.

Frischia, L.J.

Gilliland, W.R.

Goosman, K.E.

Gross, R.L.

Hadley, J.H.

Hallahan, E.

Hanley, T.B.

Hart, C.C.

Hart, D.M.

Hiatt, A.A.

Jahn, D.M.

Jeansonne, R.F.

Johnson, G.D.

Johnston, B.J.

Jopek, M.

Karpacs, A.R.

Kelley, R.G.

King, R.E.

King, W.C.

La Haie, P.D.

Latham, B.C.

Lawrence, J.

Madison, W.R.

Martin, I.A.

Mason, L. E.

Meyer, E. P.

Morey, D. E.

Muddiman, C. F.

Murray, J. P.

Myhrvold, G. C

Nerod, G.

Newham, E. D.

Nobel, R. J.

Peregrine, R. A.

Perseghin, A. J.

Piper, J. C.

Rhoades, P. E.

Richards, M. R.

Robinette, T.

Rudel, D.

Rundall, G. E.

Ruvio, J. W.

Seifert, G. B.

Slocum, C J.

Smith, B. G.

Smith, L. M.

Smith, R. E.

Stevenson, W. K.

Stuhlman, C. O.

Sutton, C. R.

Tobin, M. F.

Turner, M.

Van Horn, A. C.

Venne, V.

Waits, A. W.

Wallace, J. H. W

Walters, E. C.

Welichko, A. J.

Whitmore, J. G.

Wilson, J. L.

Wisdom, K. G.

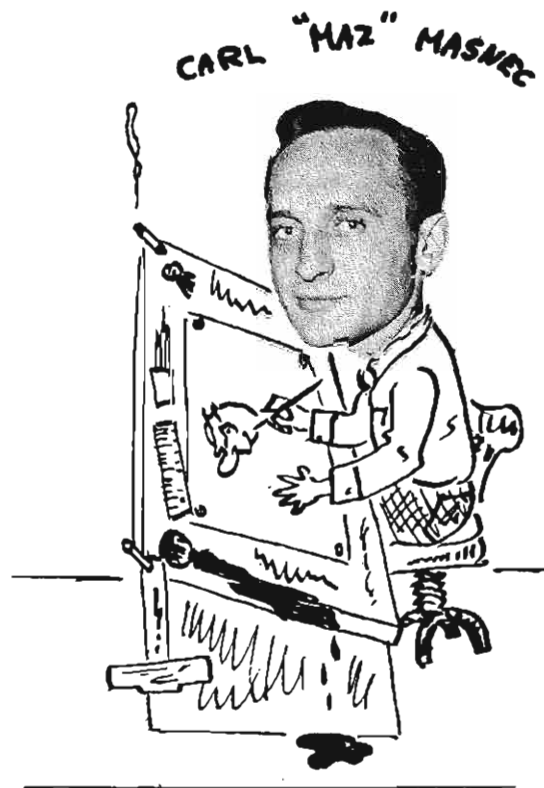
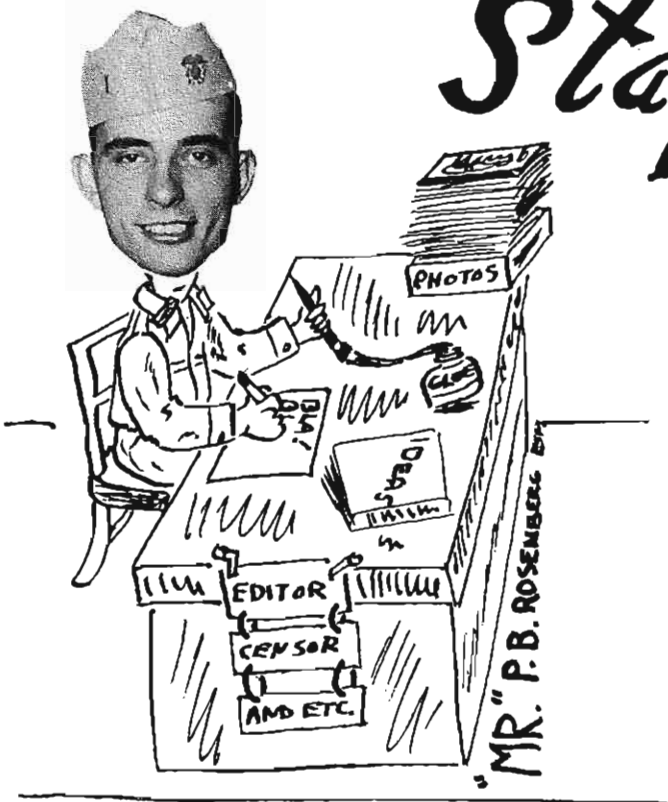
## "S" DIVISION

Abrams, R. G.  
Arnold, W.  
Barry, R. I.  
Bessette, D. W.  
Bradley, G. D.  
Brown, E. G.  
Conlon, J. P.  
Cowles, M. D.  
Curtis, B. L.  
Dunlevy, K. R.  
Errico, W.  
Flournoy, S.  
Gaines, E.  
Grieves, M.  
Guay, R.E.  
Hicks, J.  
Hinterliter, R.  
Holder, M.  
Jefferson, A.J.  
Maxwell, F.  
Moffitt, W.R.  
Nicole, R. J.  
Nowak, C. J.  
Outlaw, W.  
Parker, H. E.  
Quinn, J. J.  
Robinson, C. R.  
Taber, L. E.  
Tice, G. C.  
Totman, C. B.  
Vance, B. F.  
Zebrick, D. C.

## "C" DIVISION

Arnone, D.J.R.  
Bertschy, R.H.  
Brodar, S.H.  
Chrisman, J.P.  
Costa, F.  
Courter, W.C.  
Glazer, H.W.  
Gochenaaur, M.R.  
Greiner, M.L.  
Haire, J.  
Hubert, J.W.  
Joyce, T.  
Leister, C.R.  
Lorber, L.  
McGill, K.M.  
McLeer, P.C.  
Prentiss, F.  
Prohoniak, P.  
Ramback, R.C.  
Reed, C.L.  
Ryan, H.J.  
Saladino, M.  
Sims, C.W.  
Stewart, G.A.  
Sweeney, A.L.  
Tate, R.  
Willett, S.R.

# The Staff

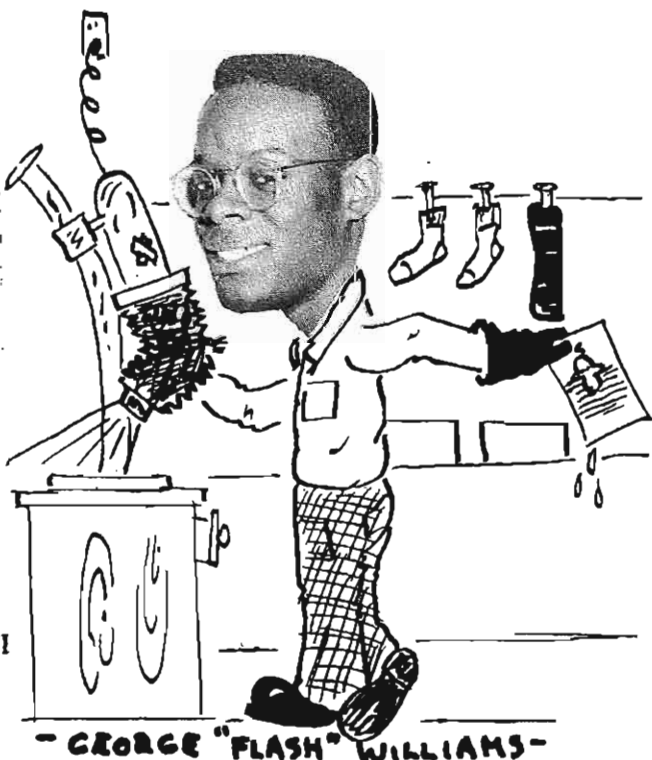


## CONTRIBUTORS

LTJG A. Grasberg  
 LTJG F. L. Bohn  
 LTJG W. C. Porr  
 ENS J. E. Arnold  
 Bradley, G. D.  
 Saltzman, A.

Evans, R. D.  
 Geary, T. J.  
 Gross, R. L.  
 Lorber, L.  
 Perseghin, A.  
 Diebold, R. H.

And the crew of the NOA



WE REFUELED AT SEA  
11 TIMES REPROVISIONED TWICE,  
REARMED TWICE.

WE STOOD 224 MID WATCHES.

WE STEAMED  
57,000 MILES.

WE STOOD 1468 WATCHES.

WE VISITED  
12 FOREIGN COUNTRIES.

WE SPENT 79 DAYS  
IN PORT, 155 DAYS AT SEA.

WE SMOKED  
1342,618 CIGARETTES.

WE WERE AWAY  
FROM THE STATES  
224 DAYS, 12 HOURS, 45 MINUTES  
AND 21 SECONDS.

WE HAD EIGHT  
PROUD FATHERS.



WE SAILED IN THE CARIBBEAN, PACIFIC, SEA OF JAPAN, YELLOW SEA  
INLAND SEA, EAST CHINA AND SOUTH CHINA SEAS, BAY OF BENGAL,  
INDIAN OCEAN, ARABIAN SEA, PERSIAN GULF, RED AND MEDITERRANEAN  
SEAS, THE ATLANTIC, AND THE PANAMA AND SUEZ CANALS.

WE CROSSED THE  
INTERNATIONAL DATE LINE  
21, SEPT. '53.

WE CROSSED THE EQUATOR  
21, FEB. '54.

WE CROSSED THE  
PRIME MERIDIAN  
" 27, MARCH '54.

WE DRANK  
227,651 CUPS OF  
COFFEE.

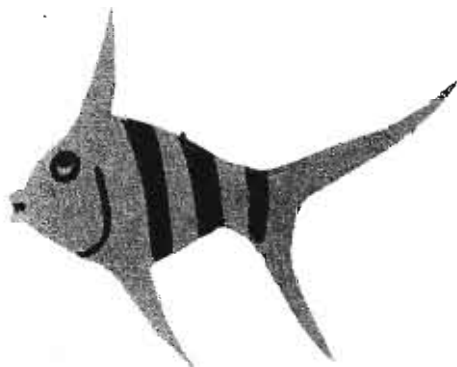
*And this was our cruise.*

This is the Noa. A ship is but a mass of steel, only acquiring its identity through the men that operate her, work on her, live on her, steam on her. Therefore this book sets down for memory the experiences of the men of the Noa - 1953-54 edition.

We have had a long, challenging, and interesting cruise. We have seen many foreign countries, we have engaged in almost every type of naval duty for our class of ship. In this time, our entire life has been spent with the same group of men. Therefore, this book concentrates not so much on what we did, but on the men who did it. This is not a catalogue of postcard-views.

The old saying is that one picture is worth ten thousand words. By that standard, we have the equivalent of millions of words in these pages. Some of the pictures will recall different things to different people, but none of us will ever forget the 1953-54 World Cruise of the Noa.

It is to the men of the Noa -- those who made the ship live -- that this book is dedicated.





THIS IS THE CAPTAIN SPEAKING ...



CDR Wilmon H. Ayer, USN

This Cruise Book highlights in pictures and words the experiences we have shared during our round-the-world cruise. NOA has steamed 57,000 miles in the eight months I have been on board. She has answered every bell and never missed an operational commitment due to material or personnel failure. She accomplished all the tasks assigned in the manner expected of a ship that proudly wears an "E". NOA did her part in earning for the Commodore and DESDIV 61 many messages such as those reproduced in this book.

I am proud to have commanded NOA during this period. I am equally proud of you as individuals, not only for the part each man played in NOA's operational record, but also for your outstanding record of conduct ashore in foreign ports as true "American Ambassadors of Good-Will". You have consistently maintained an unusually high level of morale even when the going was toughest. You have always had that cheerful "extra something" that is the mark of the "solid ship".

To such a crew I can only say thank you and WELL DONE.

Commander Wilmon H. Ayer, Commanding Officer of the NOA, has had a variety of duties prior to assuming command of the NOA, last August. In his fourteen years of service, CDR Ayer has had experience with both shipboard life and staff functions. In World War II, he served aboard the destroyer-seaplane tender USS GILLIS (AVP 12), and later was commanding officer of the USS WILLIAMSON (DD 244), leading her in the battles for Iwo Jima and Okinawa. Since then, he has been in BUPERS, the Naval War College and the Staff of COMPHIBGRU TWO. He came to the NOA from the staff of CINCLANTFLT, where he was with the Fleet Operations Section.



CDR Lewis C. Bartlett, USN

Our Exec, LT. Warren, arrived aboard in a most dramatic fashion-- by highline, when the NOA was with Task Force 77, last January. He brought to the Noa eleven years of Naval experience, including action in both the Okinawa and Anzio operations. His duty prior to reporting was as Instructor in Nuclear Physics for the Special Weapons School in Norfolk. He relieved LCDR Bartlett, Noa's Executive Officer for the previous two years, in January.



LT Richard L. Warren, USN



Slack off EASY, I said.



On board the NOA - safe and sound.



Was I scared when the highline sagged?



Take GOOD care of these orders.

## THE WARDROOM

The Officers of the NOA, eighteen strong, gained a great deal of experience during our long tour. On board ship and on the beach, the NOA Wardroom held up the reputation of the "E" ship.



And I say you're just a little one.

Top: LTJG Porr, LTJG Shepardson, LTJG Carlson, LTJG Bohn  
Seat: LTJG Wilkinson, LTJG, Perkins, LT Warren, LTJG Spry, LTJG Grasberg



Joe Cooper, our Chief Snipe of yore.



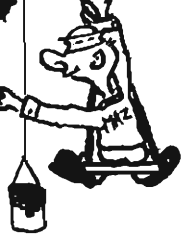
Top: ENS Walker, ENS Long, ENS Arnold, ENS Getz  
Seat: ENS Rosenberg, ENS Scott, LTJG Gurney, LTJG Kraft, ENS Miller



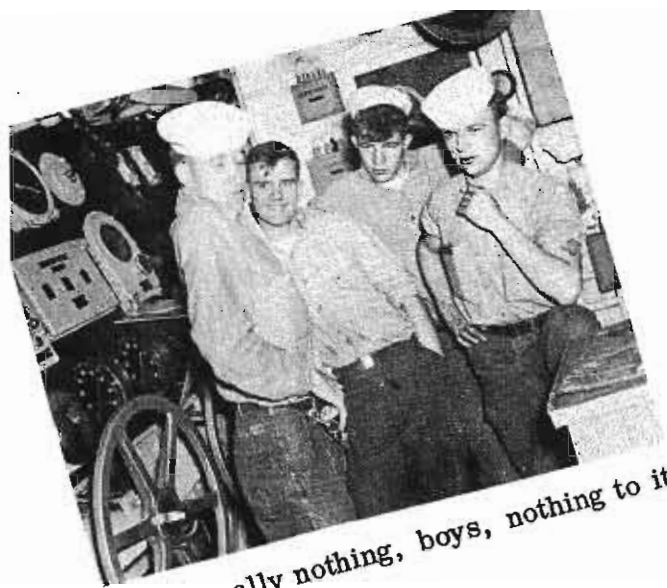
The Hong Kong travellers - note the scenery.



SHIP'S  
COMPANY



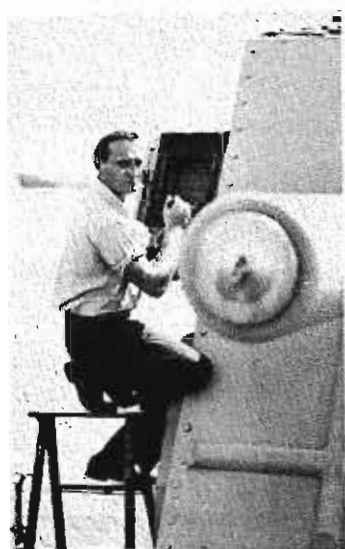




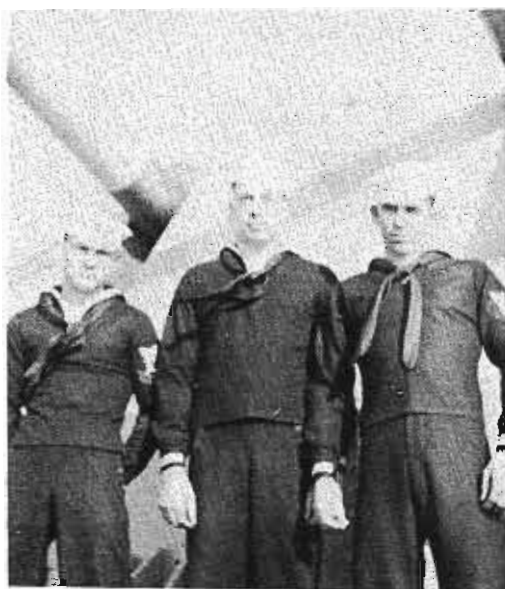
It was really nothing, boys, nothing to it.



Snipe Gallery.



Vant to make something out of it?



18 years on the NOA-boat! Lay, Persinger, and Arnold



For our fan club, Sue.



Smiling Jack, bearer of all sorts of goodies



Tice and brother, reunited for the first time in 18 months.



See what a few pushups daily will do.

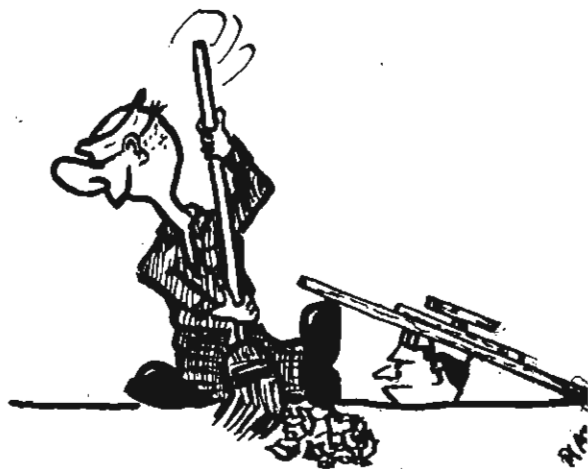
## FIRST DIVISION

Top: Owen, Gillespie, Price, Campbell, Ruschmeyer D.L., Stevens, Emmolo, Philips, Foley  
 Seated: Guillemette, Cambriello, Millar, Ventura, Mr. Gurney, Pantina, Mr. Grasberg, Desposito, Dustin, Lasher  
 Kneeling: Ferrentino, Kachelski, Saltzman, Wasson

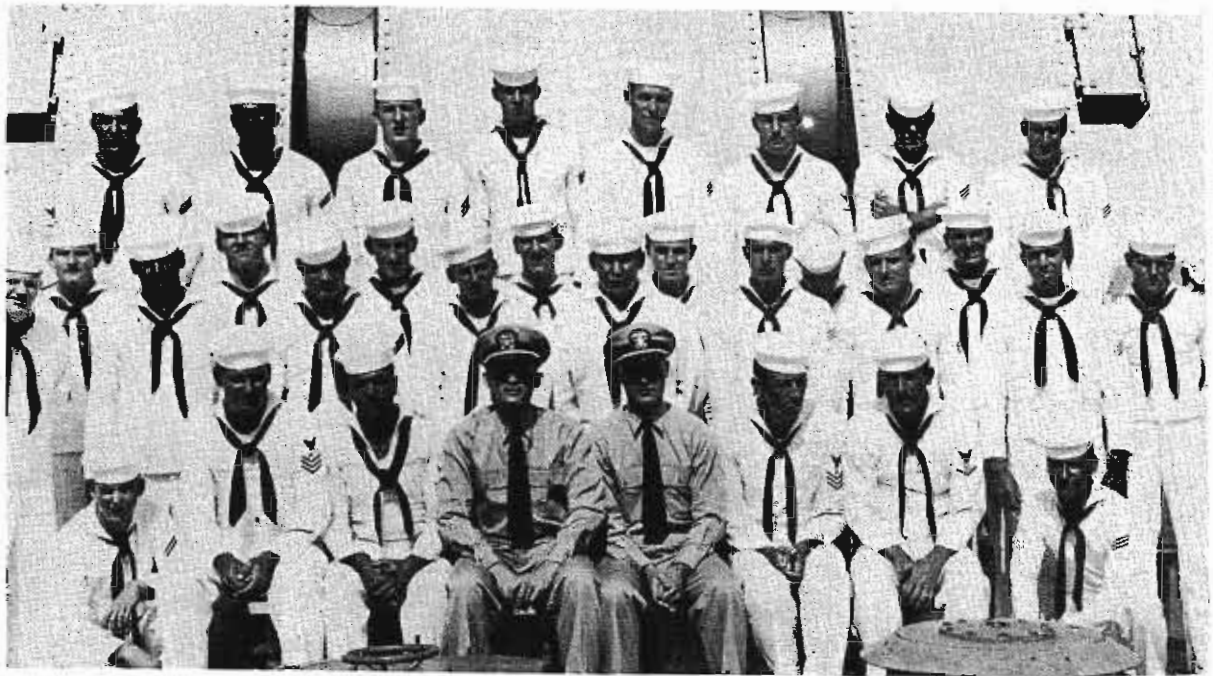


Top: Rominiecki, Poirier, Trimm, Koenig, Bowman  
 Seated: Masnec, Beck, Millar, Myers, Skillings

The smiling blueclads above are the men who keep the ship forward of frame 110 looking "E" - class. And the First Div gunners are charged with the forward mounts (Mount Two uses especially noisy gunpowder). The First Division under Mr. Gurney, takes care of the forecastle and ground tackle. Their job isn't easy, but there's a lot of satisfaction in a well-painted deck, or a sleeve bagged in an AA shoot.



## SECOND DIVISION

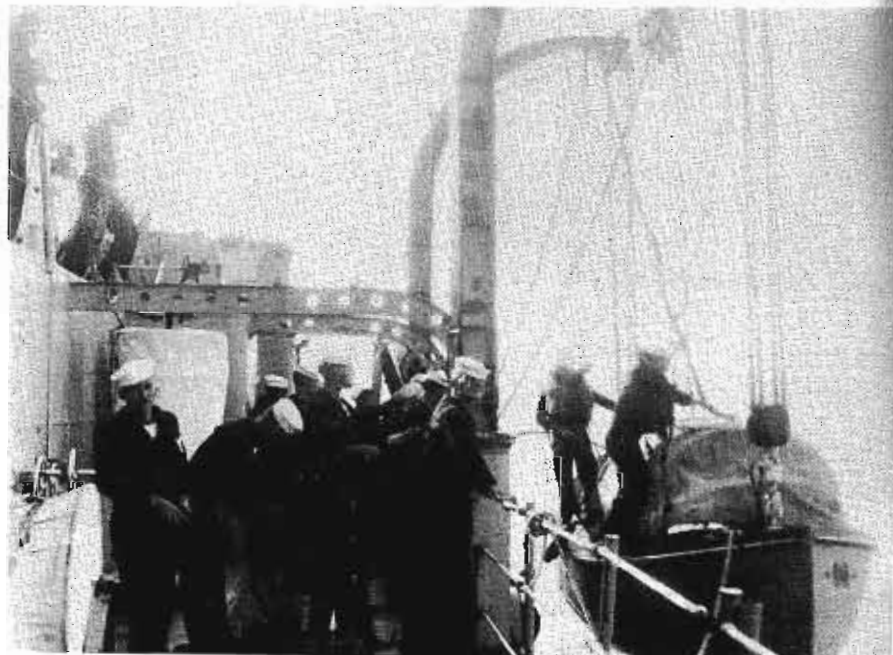


Top: Keener, Love, Collins, Steenberg, Peschel,  
Hepsoe, Ross, Popotchuck

Middle: Seever, Wells, Heine, Ruschmeyer J. D., Infranco,  
Jackson W. R., Krajecki, Clarke, Gillette, Finn,  
Caron, Cain, Laverdiere, Boguszewski, Censi,  
Druan

Bottom: Brochu, Smith S. S., Souza J., Mr. Grasberg,  
Mr. Arnold, Cartwright, Young, Danao

The rest of the ship aft of frame 110 is the man-sized task allotted the Second Division, under Mr. Arnold. The fantail alone is plenty, but they also take care of the boat, midships, and a maze of passageways. And don't forget the sides - the Second division never can, as they dangle over the side with a paint bucket and a brush



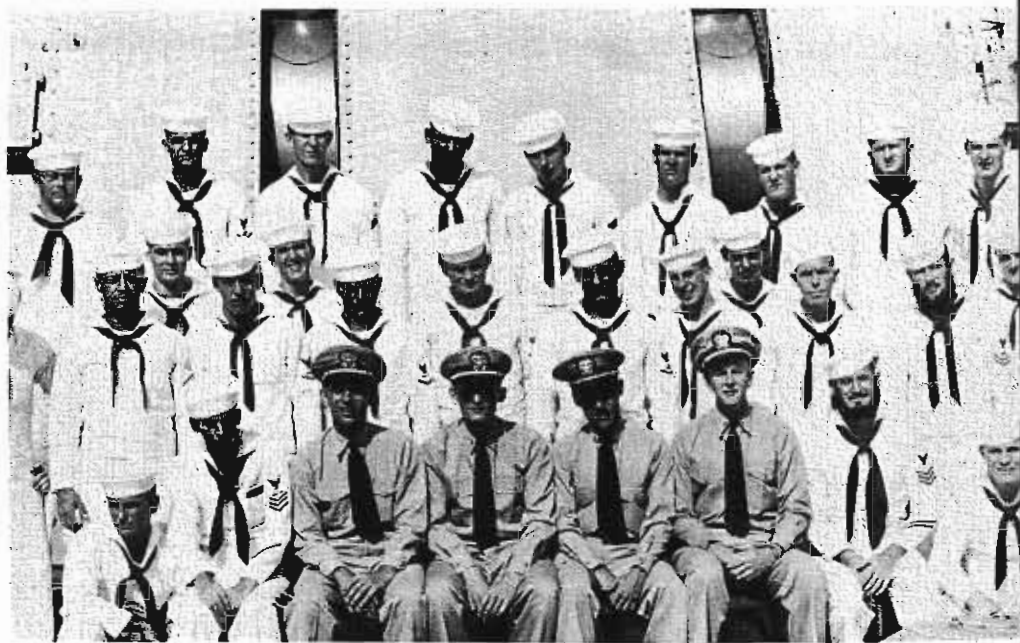
Together, together! Lower away T-O-G-E-T-H-E-R!!

## THIRD DIVISION

Top: Jackson R. D., Risi,  
Lane, Mohler, Souza R.,  
Dandrea, Wixted, Howell,  
Fisher

Middle: Vinicur, Hine, Ca-  
nossi, Moore, Lewis,  
Williams F.J., Evans,  
Carpenter, Arvidson, Hoo-  
per, Spence, Johansen

Bottom: Olson, Hicks,  
Mr. Rosenberg, Mr. Gras-  
berg, Mr. Porr, Mr. Long,  
Valcourt, Poro



Chip, red-lead, paint--maybe  
we'll fire 'em, maybe.

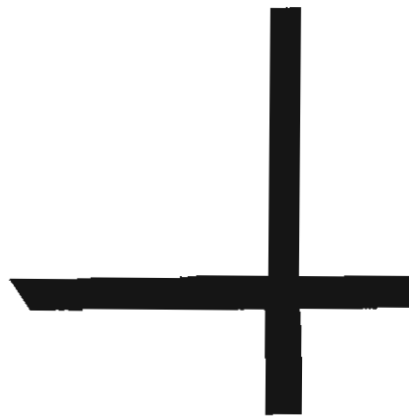
The newest division on the ship,  
the Third is made up of the firecon-  
trolmen, sonarmen, and torpedomen.  
With this division we can track 'em  
above or below the water, and take  
care of 'em with a variety of weapons.  
Equally handy with a screwdriver or  
paint brush, the men of the Third  
Division are a valuable crew indeed.



Ping-jockeys sure are versati

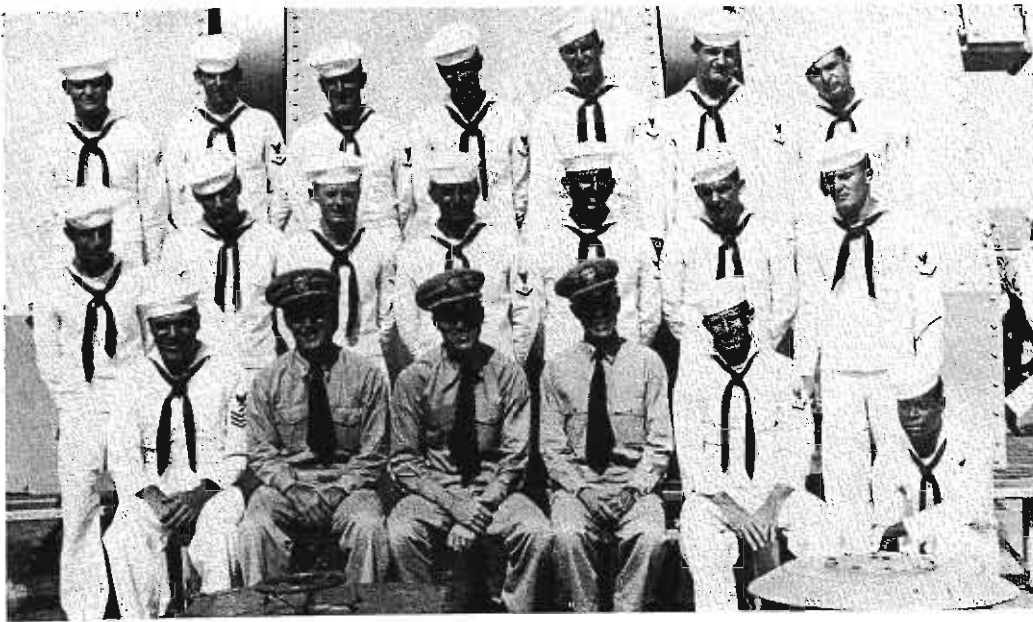


(Big Beard) Valcourt's gang.





## "O" DIVISION



Top: Curle, Geary, Porcelan, Warf, Waddill, Floyd, Fonarow  
Middle: Fugere, Osborne, Veith, Vletas, Greenberg, Rathburn, Enger  
Bottom: Metzler, Mr. Bohn, Mr. Spry, Mr. Scott, Fluegel, Williams G.



Bridge doesn't go for 347 at 38 knots.

These are the men on the other end of the JL phone. The RD's run the gear, the ET's keep it in shape. CIC, the lair of the division, is the right arm of the OOD, especially in such evolutions as man-overboard drills and ASW. Rumor has it, that the radar men make the sweep go counter-clockwise sometimes to vary the scenery.



When Mr. Bohn says "Get a haircut", he means business.

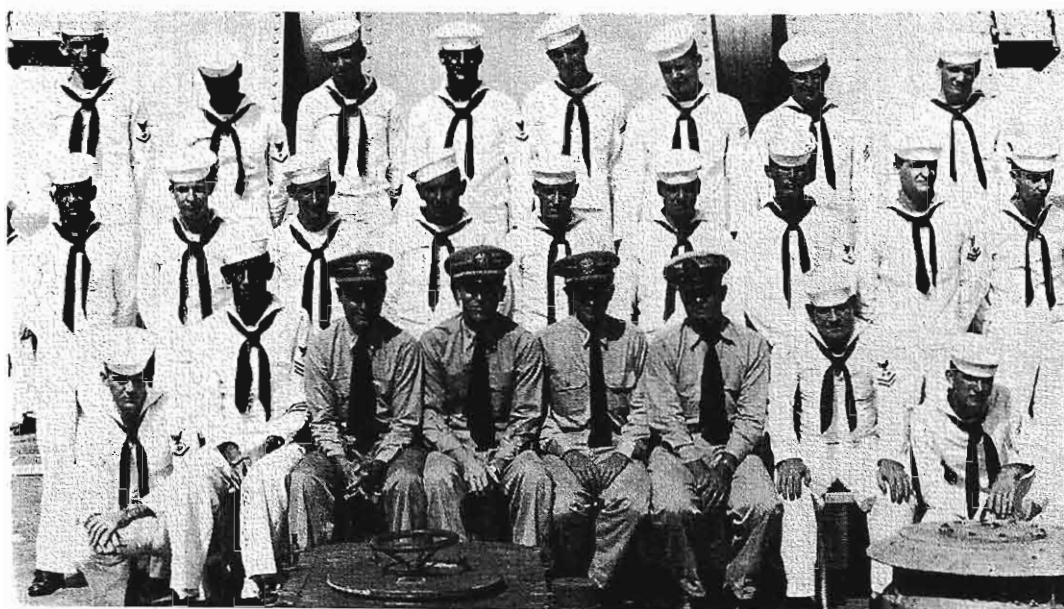


High-priced talent.



## "C" DIVISION

Top: Lorber, Willett,  
Stewart, Prohoniak,  
Leister, Greiner, Bro-  
dar, Joyce  
Middle: Haire, Arnone,  
Gochenaur, Ramback,  
Prentiss, Saladino,  
Chrisman, McGill,  
Glazer  
Bottom: Sweeney, Sims,  
Mr. Getz, Mr. Spry,  
Mr. Walker, Roth, Mc-  
Leer, Ryan



"C" is for Communications. For the latest in di-  
rectives, dispatches, and such, these are the boys.  
Theirs is a key function, and they do it well. A welcome  
affair was the daily "NOA News" which kept us with  
world affairs. The QM's, RM's, YN's and PN's of  
"C" Division are always there - be it news of the uni-  
form of the day, hour we reach port, or news of a fam-  
ily addition.



C'mon, Mac, slow down.

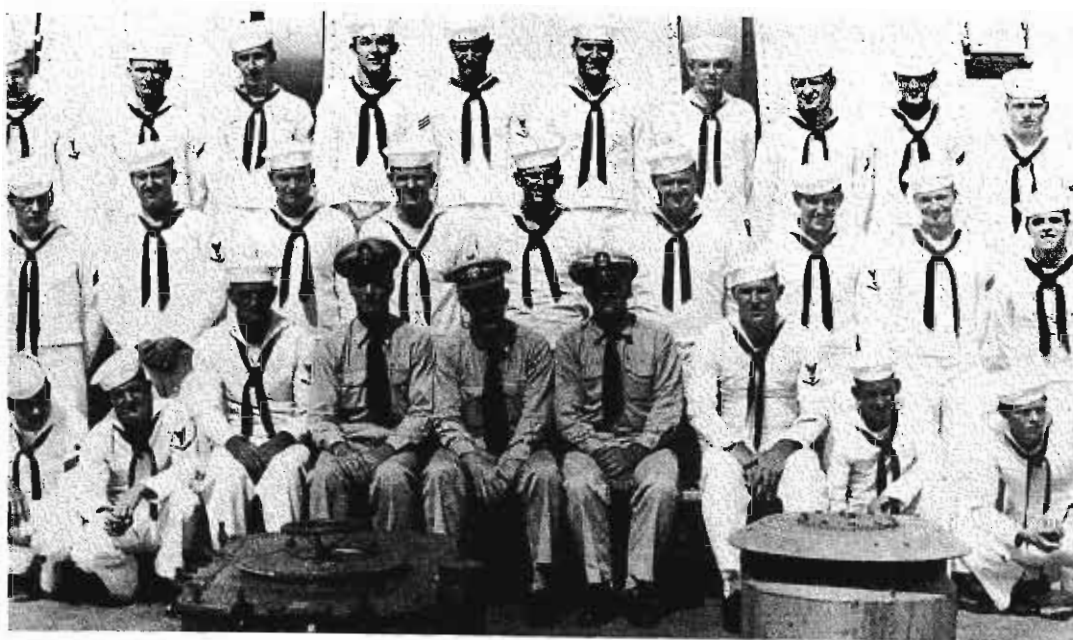


Always paperwork.



Lightning on the blinker.





"E" DIVISION

Top: Friscia, Turner, Martin, Murray, Johnston, Fleek, Perseghin, Gross, Cooper, Richards

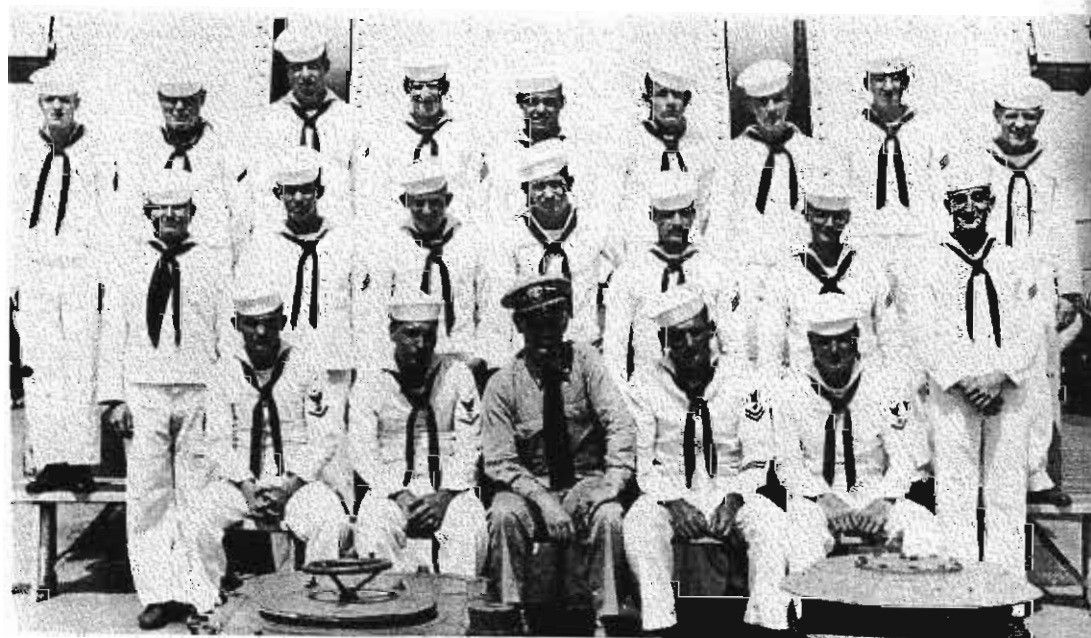
Middle: Stuhlman, LaHaie, Peregrine, Hadley, Huff, Davis, Muddman, Shrader, Lawrence

Bottom: Bennage, Fern, Karpacs, Hopkins, Mr. Miller, Gidley, Welichko, Waits, Dillery

Top: Dean, Burford, Hart, , Smith R. E. , Vincent, eenor, Bunney, Randall, oppins

iddle: Jeansonne, Han- y, Latham, Walters, ebold, Baer, Cafeiro

ottom: Robinette, Jo- k, Mr. Miller, Ruvio, evenson

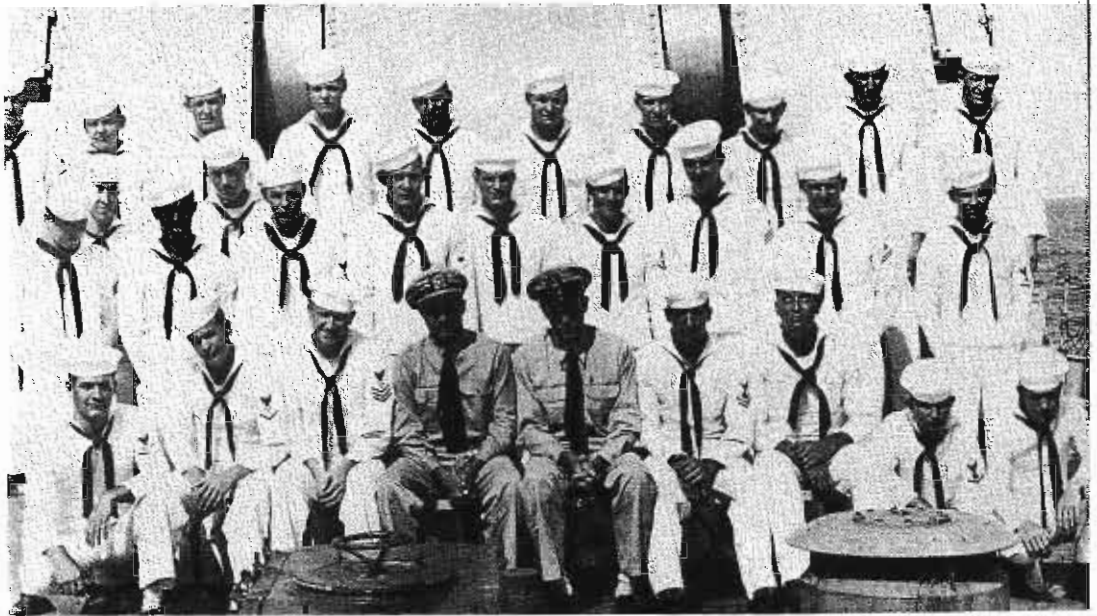


The snipes are the men who keep the ship running. Down in their four below-deck caverns, the BT's and MM's of "E" division maintain and supervise the boilers and turbines that propel the NOA-boat through the water. The mysterious hatches on the main deck are the entries to the huge firerooms and engine rooms. Without the "E" Division, this ship would be nothing more than a drifting hulk.

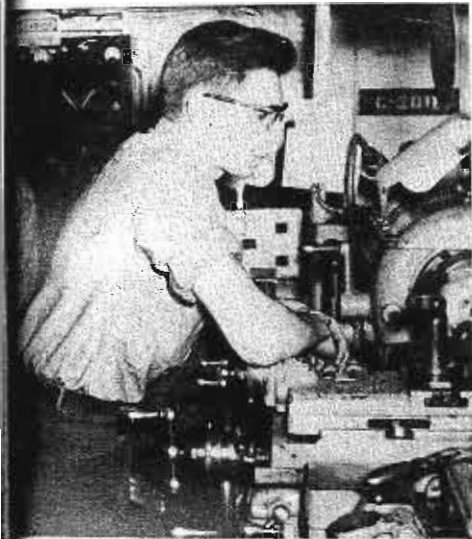


## "R" DIVISION

Top: Wisdom, Johnson,  
 Prozek, Myhrvold,  
 Costa, Decker, Sutton,  
 Matt, Dellenger, New-  
 am  
 Middle: Andrews, King,  
 Judel, Rhoades, Morey,  
 Smith L. M., Jahn, Gill-  
 and, Slocum, Feeney,  
 Bosman  
 Bottom: Venne, Mason,  
 Hart C. C., Mr. Kraft,  
 Duncan, Ferreira,  
 Bersinger, Nerod, Tobin



"R" Division is nominally the Repair division, but they do a lot more than that, for besides the shipfitters, R Division has the IC-men, electricians and the all-important A-Gang. The division's responsibility includes all power, heat, light, and water in the ship. Busy as they are, it is not true that the reason the shipfitters are constantly welding is to hold the ship together.



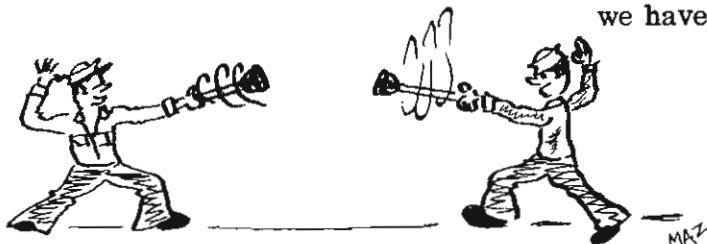
Ah! The perfect all-steel  
 toothpick.



What about the six parts  
 we have left over?

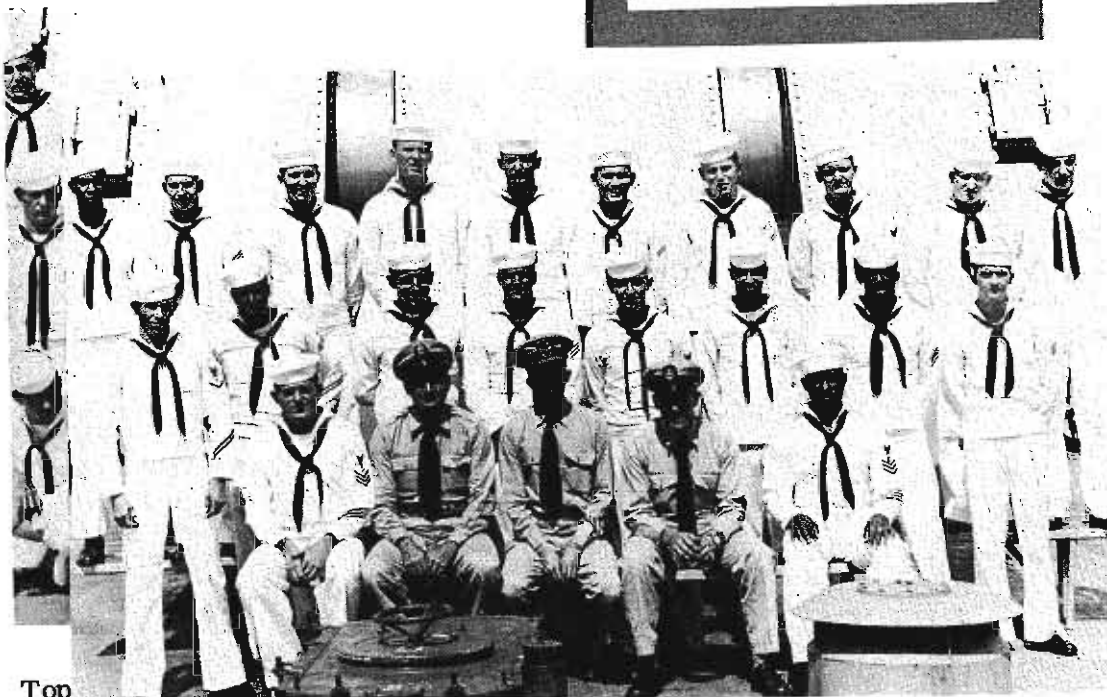


Can't be fixed, huh?





## "S" DIVISION

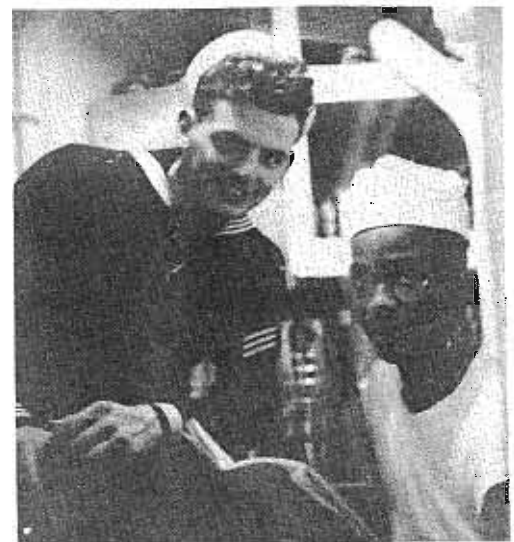


Top: Robinson, Bradley  
Abrams, Moffitt, Totm  
Flournoy, Zebrick, Cur  
Parker, Errico  
Middle: Arnold, Maxwell  
Quinn, Nicole, Conlon,  
Bessette, Holder, Vanc  
Bottom: Nowak, Cangel  
Mr. Wilkinson, Bellefe  
Jefferson

Top  
Mar  
Fle  
Coo

The one-division Supply Department makes life more liveable on board. Their popularity stems from three things -- Pay, Gedunk, and Chow. Despite the amount of stew served, NOA men ate well indeed. All of the many functions of supply on board are taken care of by Mr. Wilkinson and his lads, from maintaining an adequate supply of toothpaste to ordering a new part for a five-inch gun.

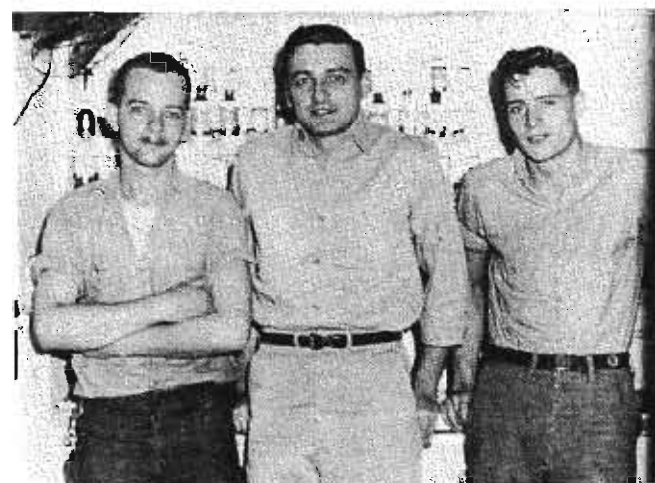
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Can they ever cook stew!



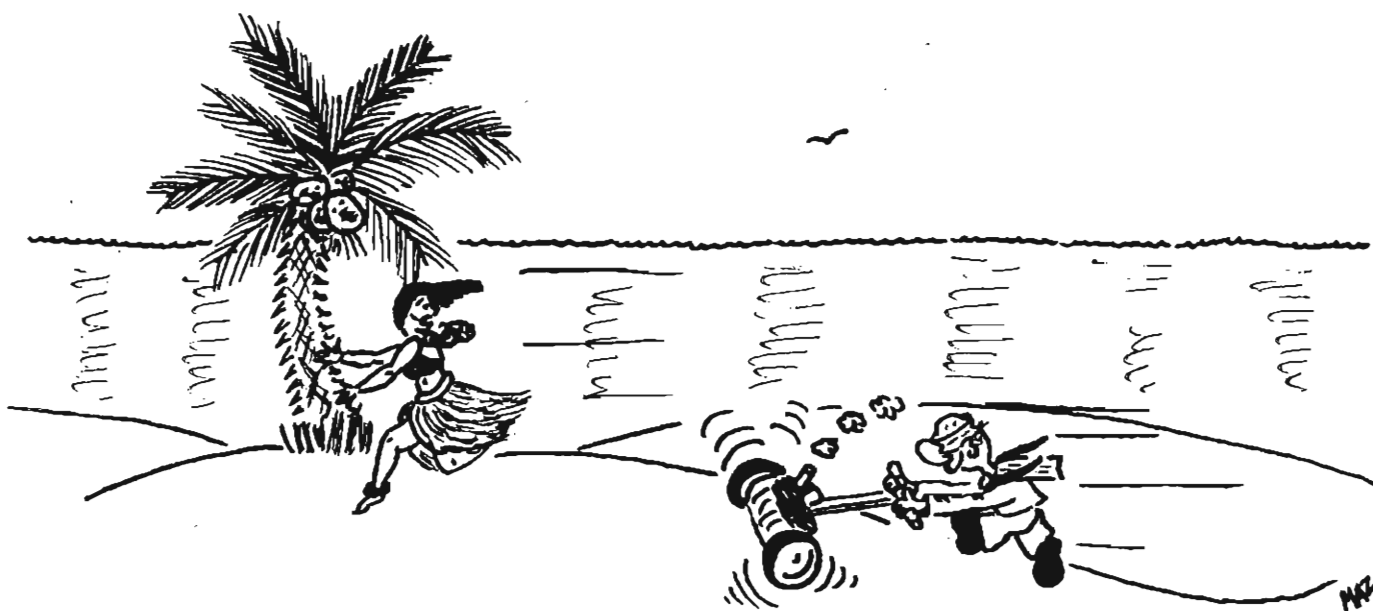
T  
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e no Dapper Freddie, clipper extraordinaire.

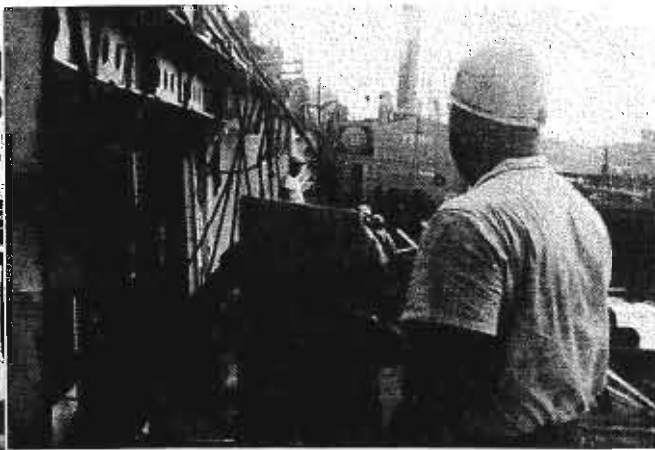


Doc Cangello flanked by his two needle-happy cohorts.

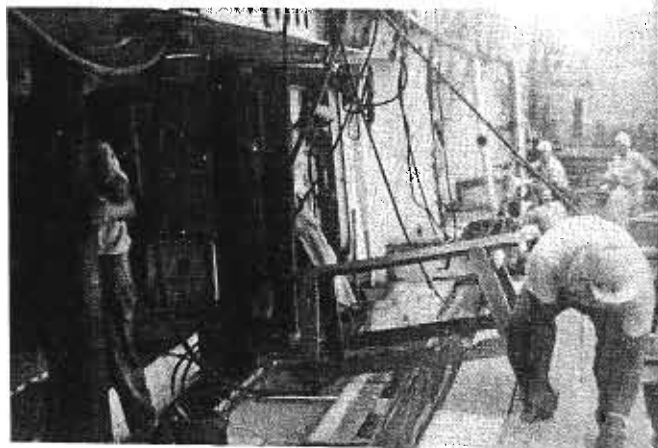


# AND OUR CRUISE

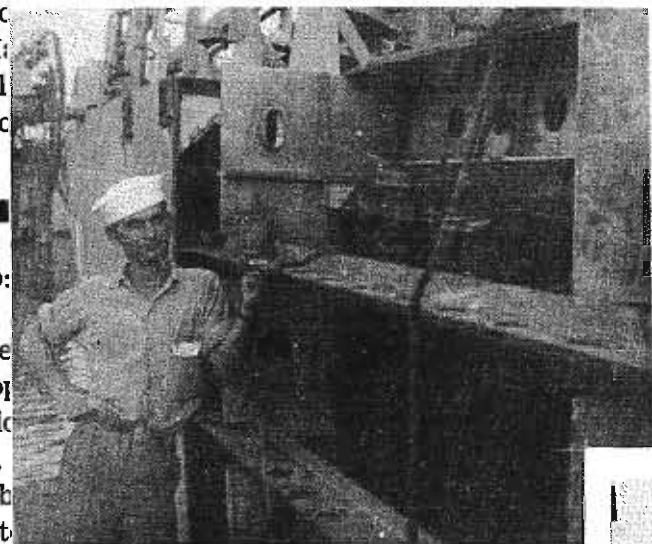




Might as well sink her, it'll be easier.



The latest in air-conditioning



Always something to break the routine.

Two weeks before we were ready to leave, the NOA was visited by "Barbara" and the lady packed such a wallop that it took two frantic weeks at Portsmouth to patch us up enough so that we were able to leave on schedule on August 28. Barbara also delayed the official relieving ceremony where CDR W. H. Ayer relieved CDR G. H. Rood as Commanding Officer.

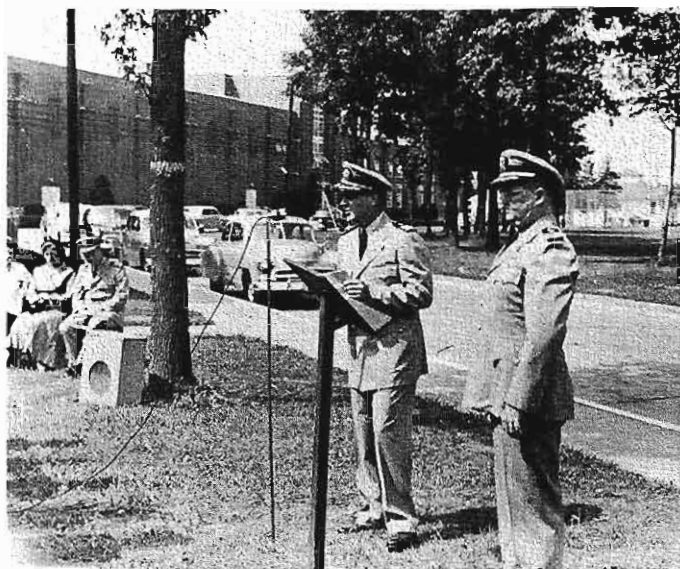


Captain Rood makes a farewell inspection prior to relinquishing command.

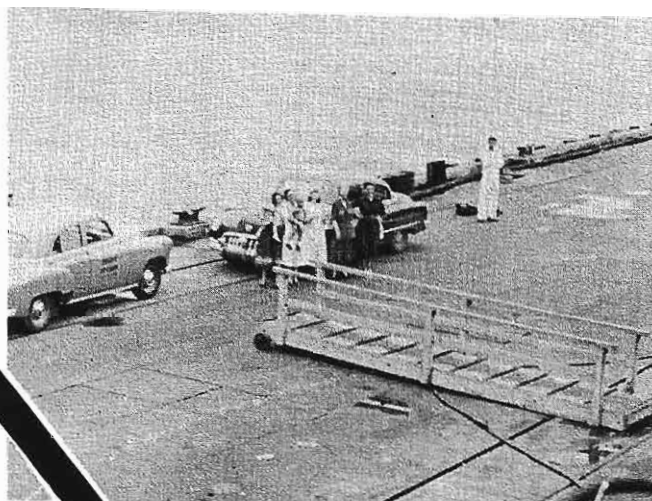
# GOODBYE, NORFOLK



The C. E. Piers, no longer our home.



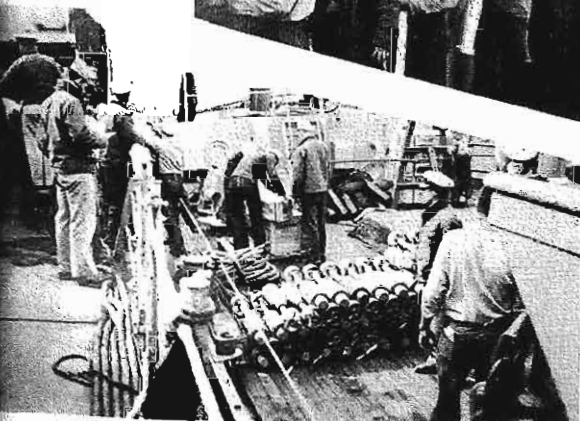
Captain Ayer makes his first speech to the NOA, upon relieving Captain Rood.



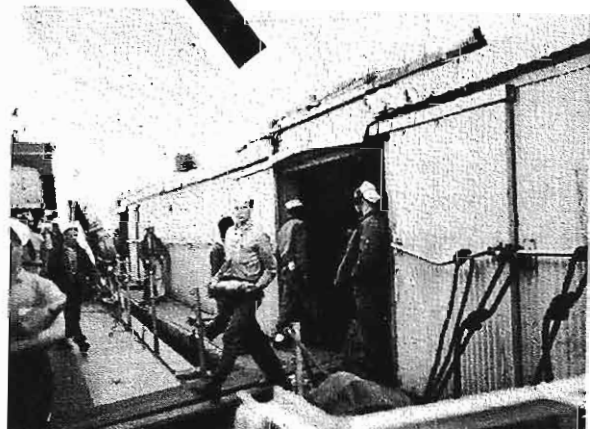
Don't forget to write...



Tote that bale...

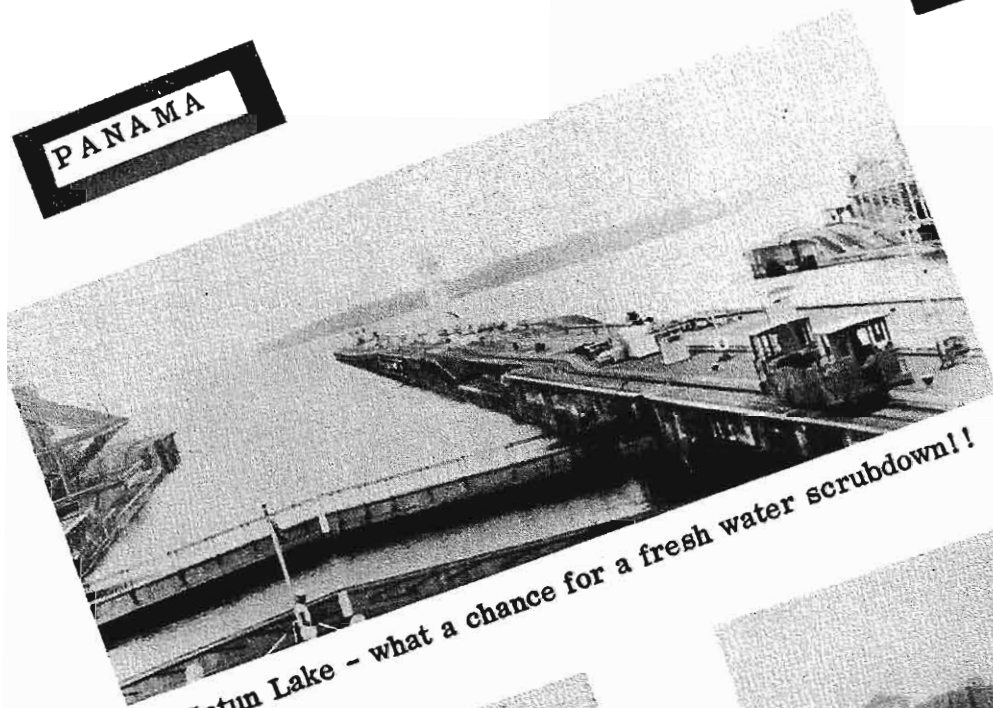


Heave that barge...

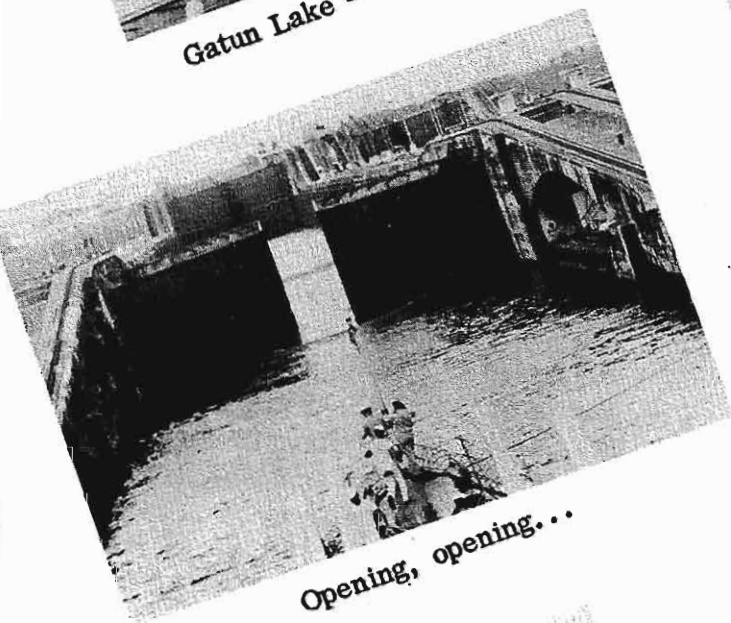


Move a little slow and you'll end in...

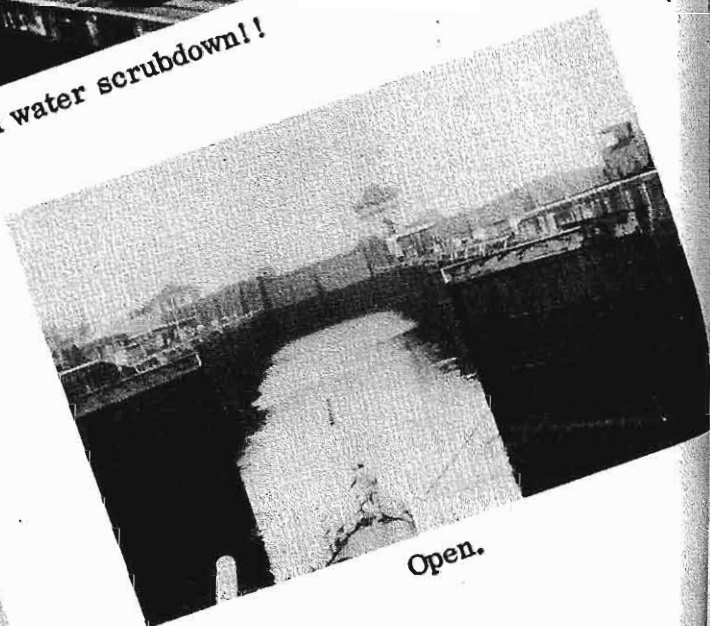
PANAMA



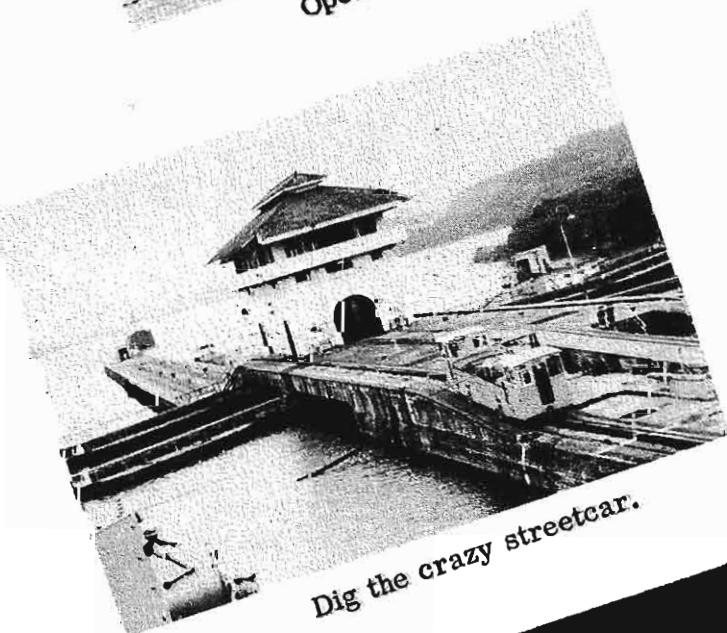
Gatun Lake - what a chance for a fresh water scrubdown!!



Opening, opening...



Open.



Dig the crazy streetcar.



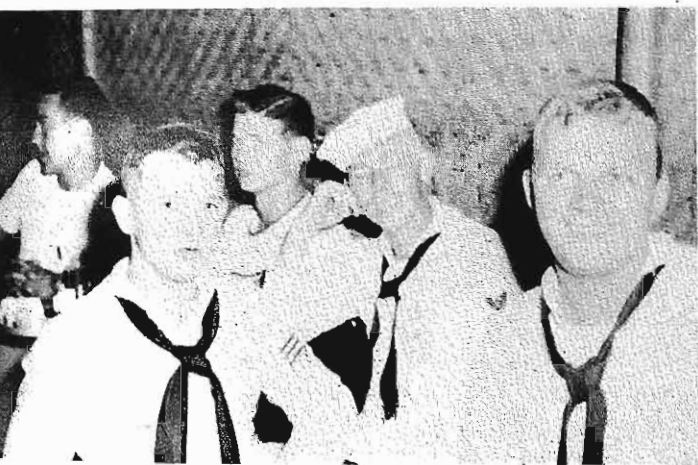
Gosh, it's crowded in here



## SAN DIEGO

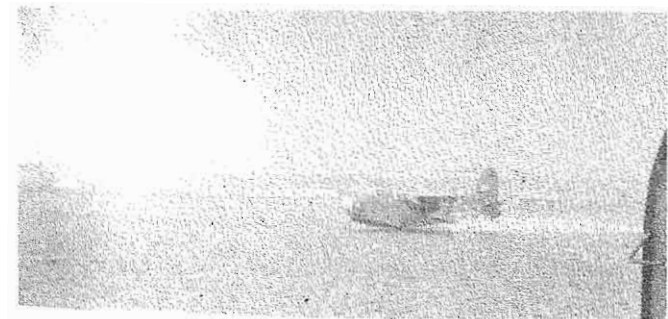


Our home away from home.

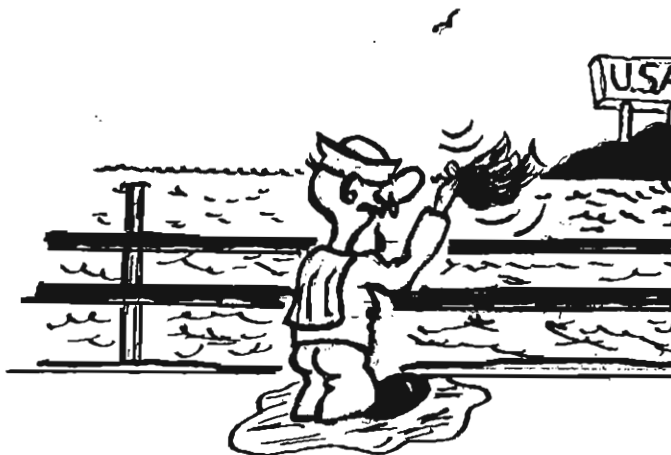


Man, this Southern California sunshine.

San Diego, our last glimpse of U. S. soil for seven and a half months. Of course, Southern California is a special brand of the States, but it was there that we had our last taste of fresh milk, our last glimpse of American gals, our last look at billboards written in English, the last bit of the old U. S. that we were not to see for too long a time.



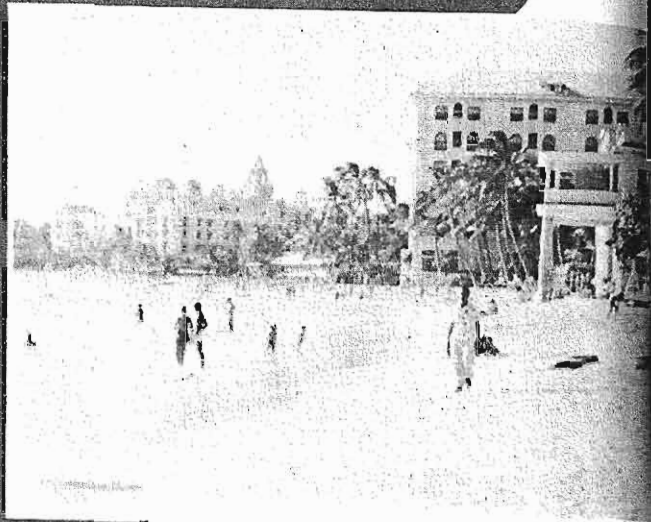
Harbor traffic -- she's faster than we.



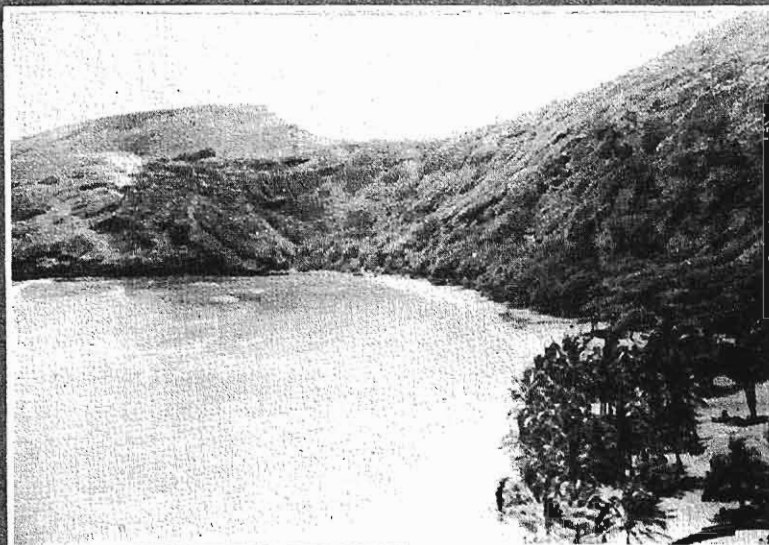
## HAWAII



A pleasant memory -- the isle of enchantment.



Ah -- Waikiki!



A secluded bay on Oahu.

The major fault we found with Hawaii was the fact that we could stay there only two days. The beauty of the island was really memorable. Pearl Harbor, Waikiki, Honolulu, Diamond Head - all the fabulous places we have heard so much about, emerged from the travel folders as realities. Those who travelled into the heart of the island really saw the countryside. As the NOA pulled out of Pearl, more than a few people were plotting how they could return to the Island someday.

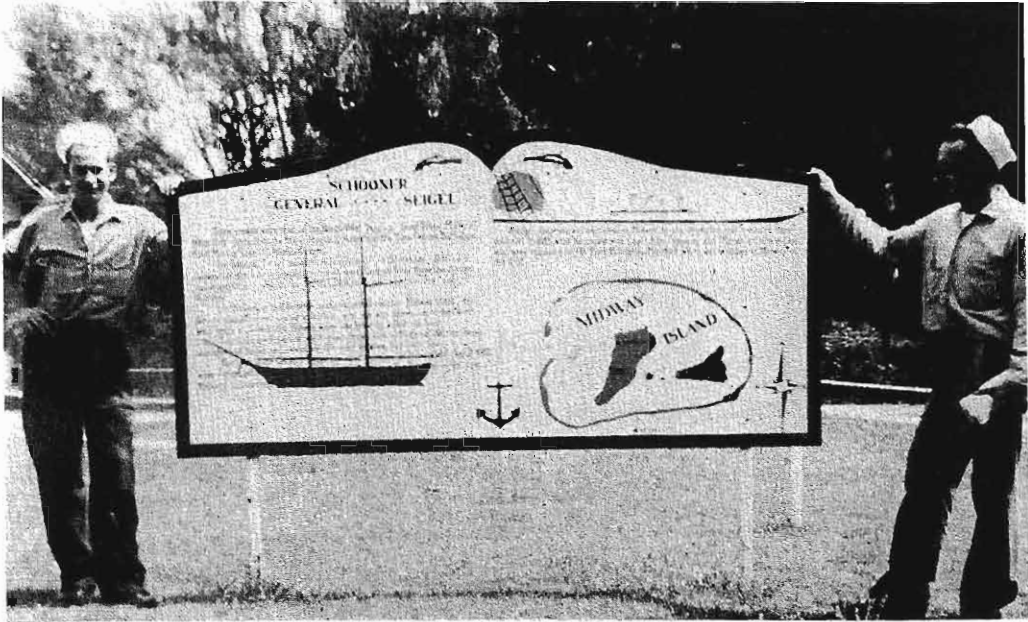


Gosh, the pineapples grow right in the ground!

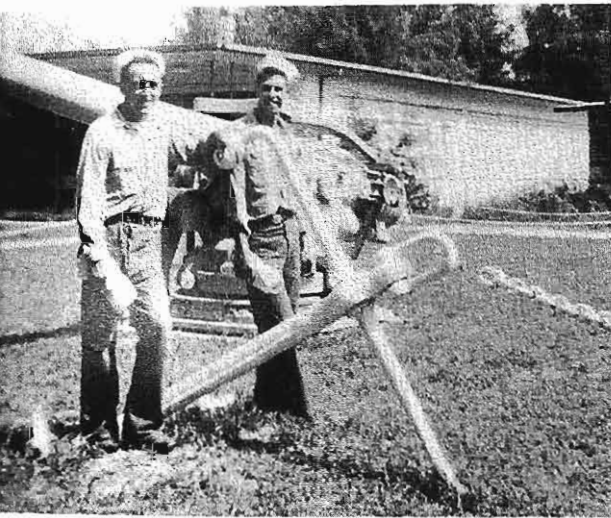


And oh, yes -- don't forget the hula.

## MIDWAY

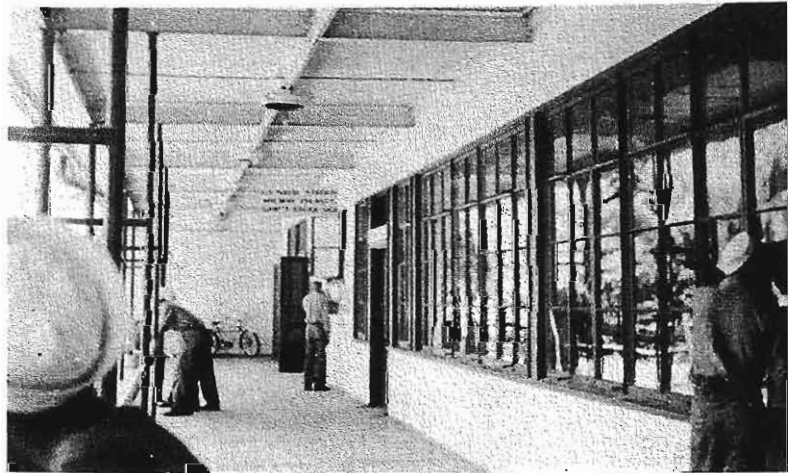


Looks like someone was here before us.



They even need an anchor to hold the island down.

Midway Island really proved to be interesting in an odd sort of way. Since we were there on a Saturday, everything was shut down. Even the gooney birds had left the island for the weekend. All there was there was a wonderful tropical lagoon for swimming, some refreshing Stateside beverages, and a small amount of sand in the middle of a huge ocean. It was just after we left Midway, that we crossed the International Dateline. That was when Monday morning followed Saturday night. Remember?

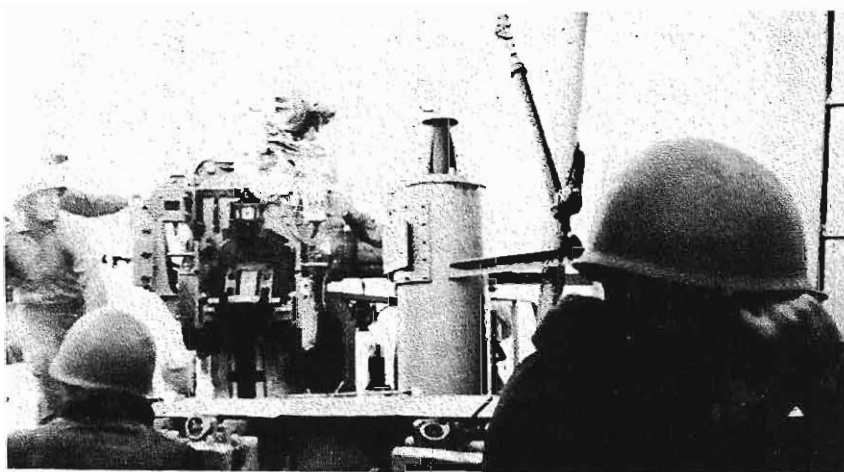


Nobody, but nobody, competes with the Ship's Service on this oversized sandpile.

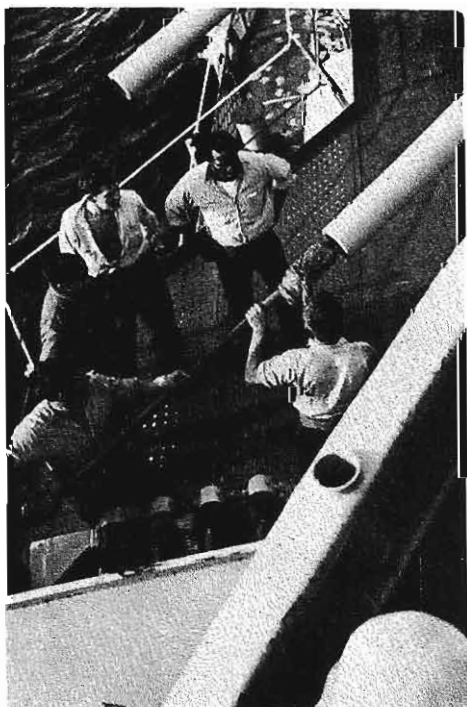


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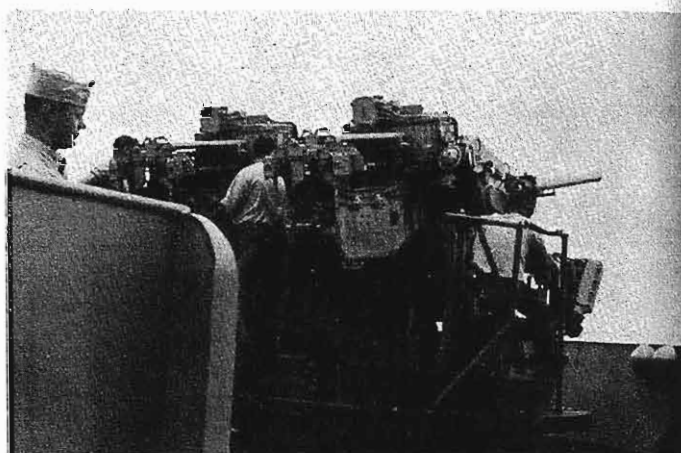
G  
U  
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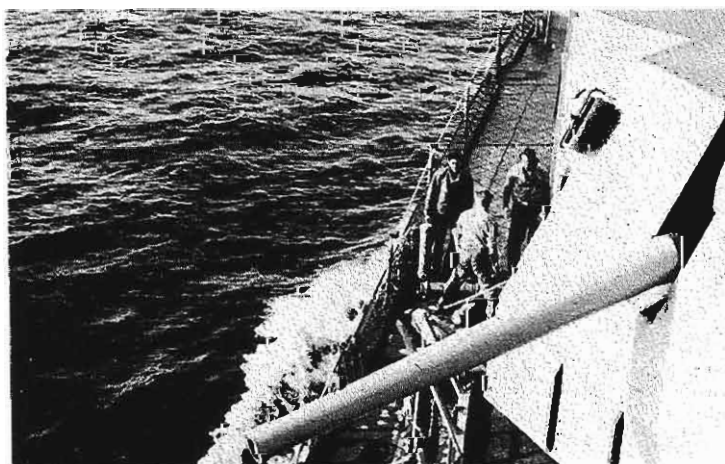
COMMENCE FIRING!!!



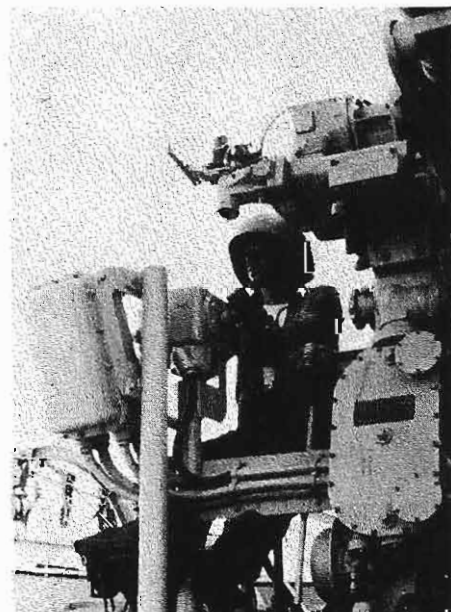
Just an oversized pipe cleaner.



Keeping the guns in shape.

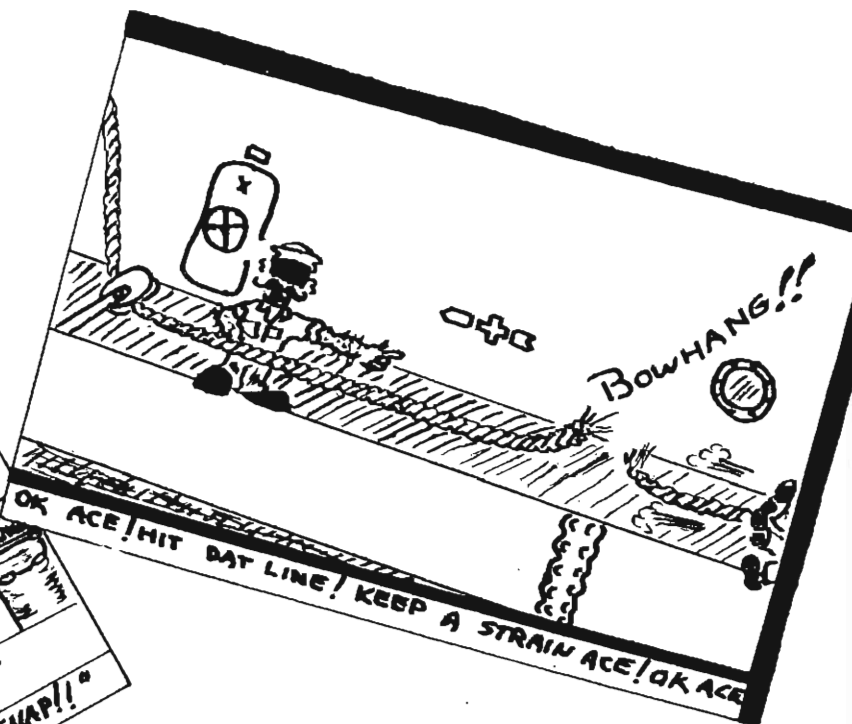


Mount Two on its usual firing bearing.

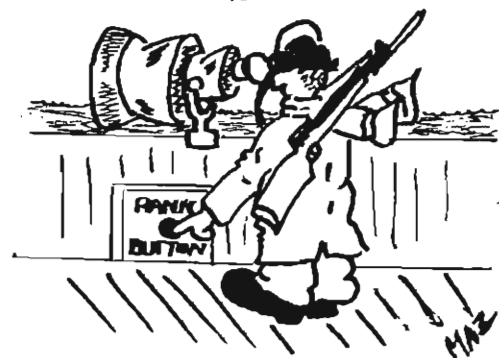


Mount 34 manned and ready.

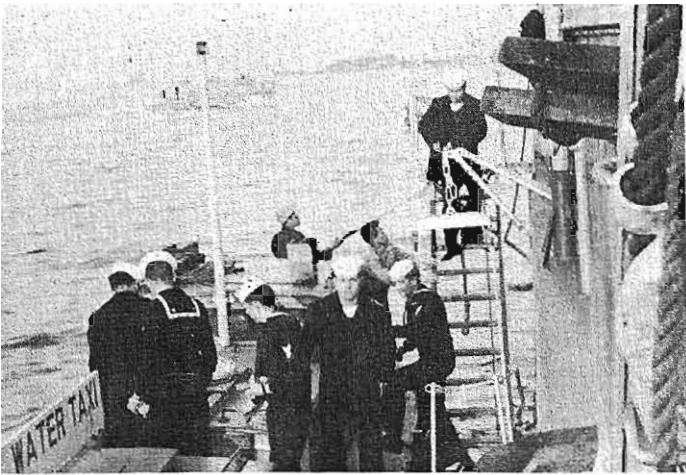




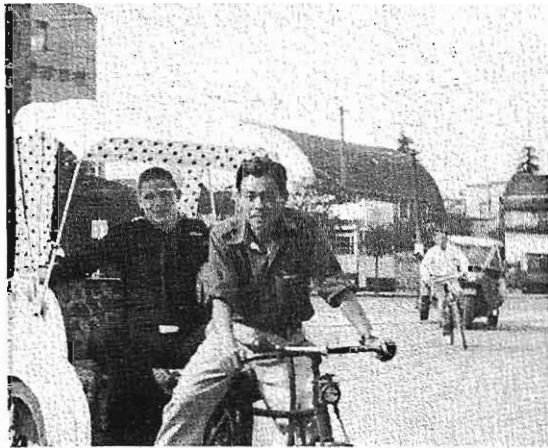
# SO WE OPERATE



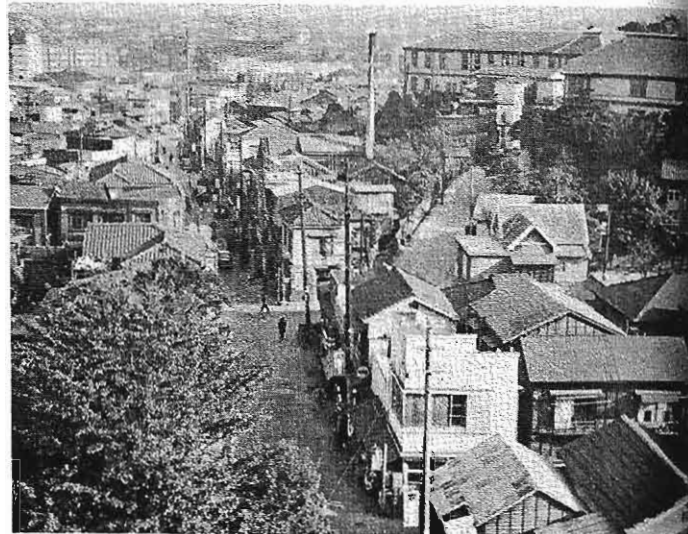
# YOKOSUKA



Taxi, anyone?



This sure beats walking.



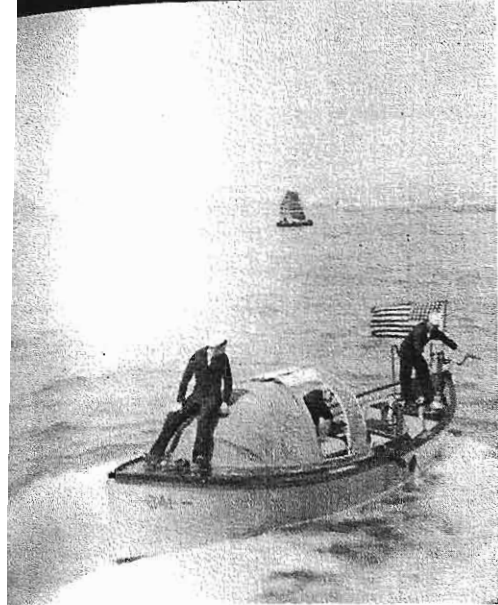
Brooklyn never looked like this.



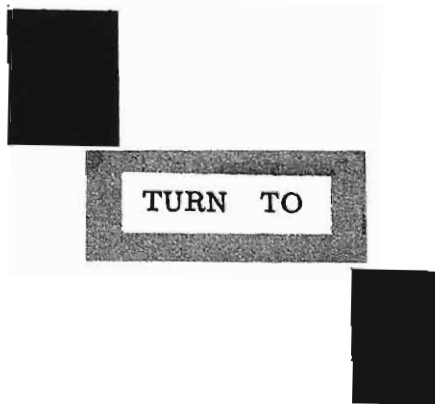
You speak, Joe.



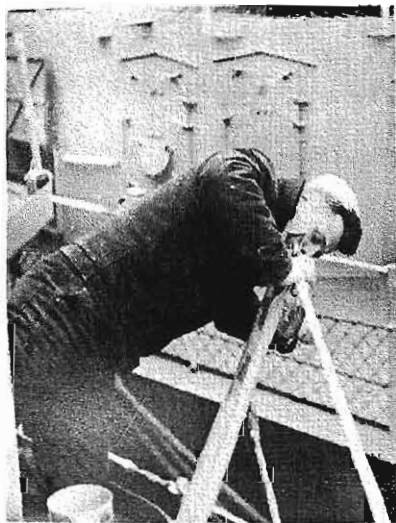
Small fry, Japanese style.



Grab that boathook, I said.



Our own Gabriel Heater -- Padre Carlson, who buoyed us up with his daily news broadcasts.



The radarman's life is not an easy one.



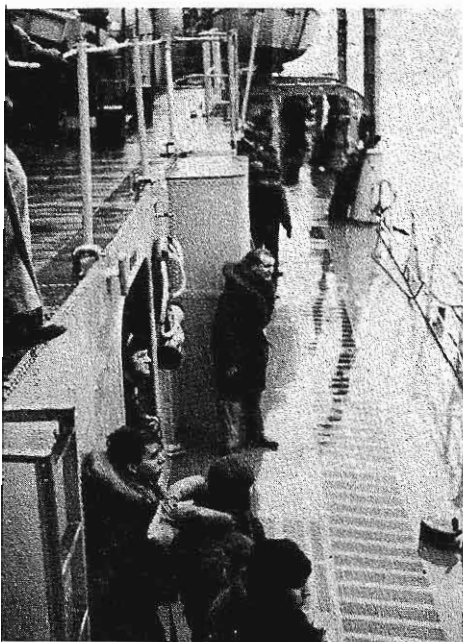
Think it'll hold, Ace?



He's not perfuming those bunk bottoms!

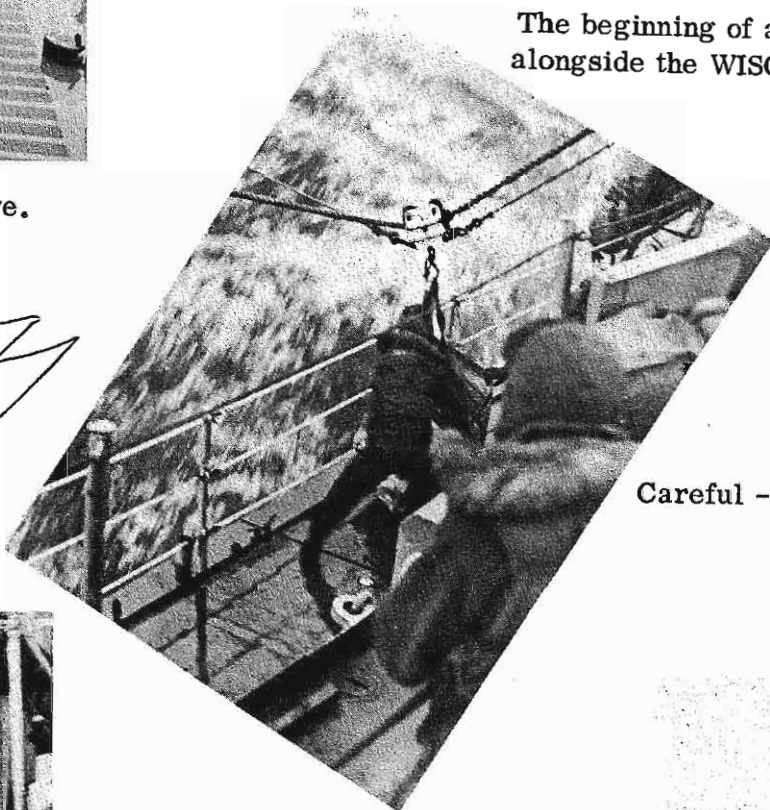
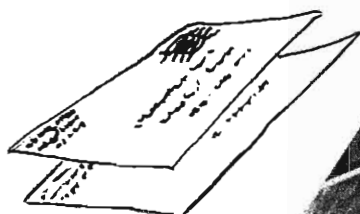


Why wasn't this ship a flush-decker -- flush with the water?

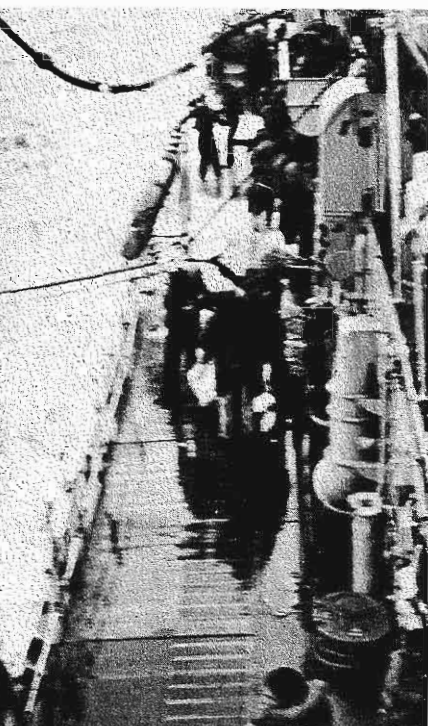


The beginning of a hard day -- pulling alongside the WISCONSIN.

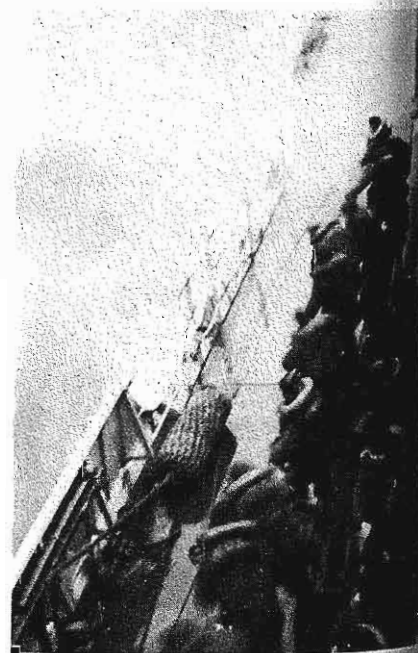
Here comes another wave.



Careful -- that's mail.



And more mail.



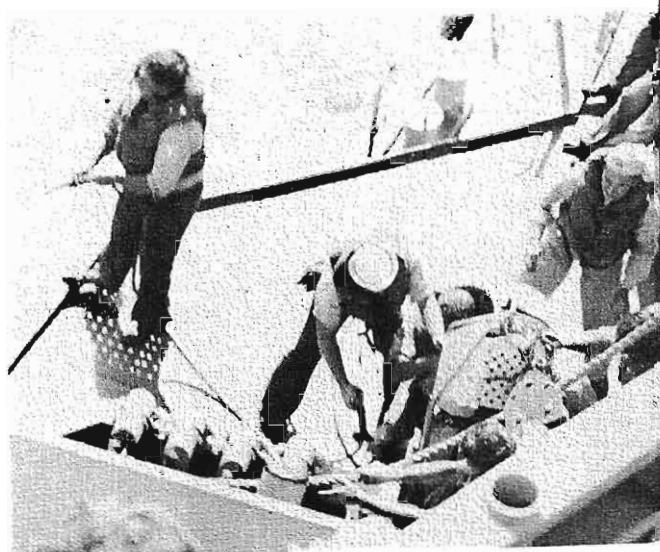
Oh, for a hot cup of coffee.



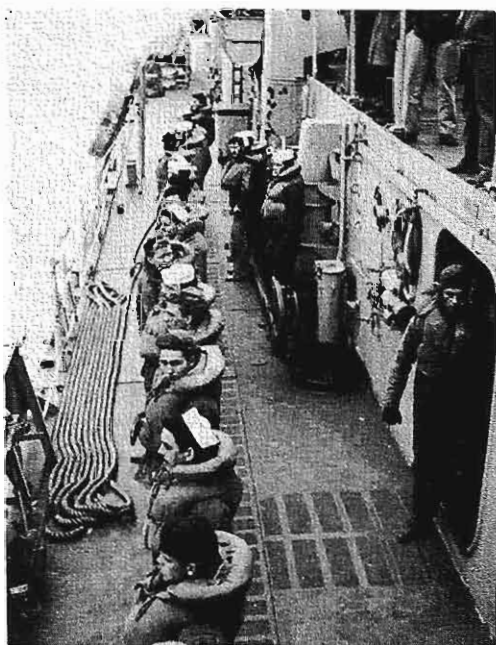
TASK FORCE SEVENTY SEVEN



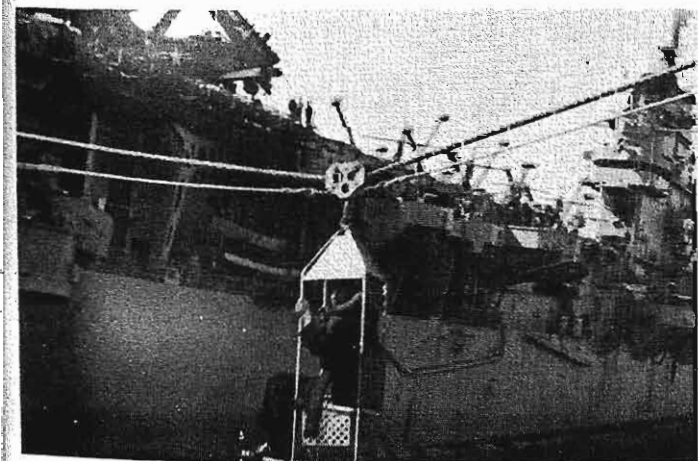
A MUCH calmer day.



Just pull the piece of line...



ITEM is two-blocked on the tanker...



And at Coney Island, you have to pay for this.



What's the delay now?

## THE NOA FOLLIES OF 1953



Got the Rockettes beaten.

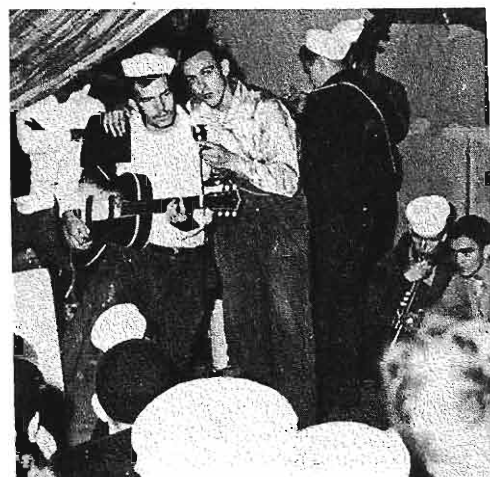
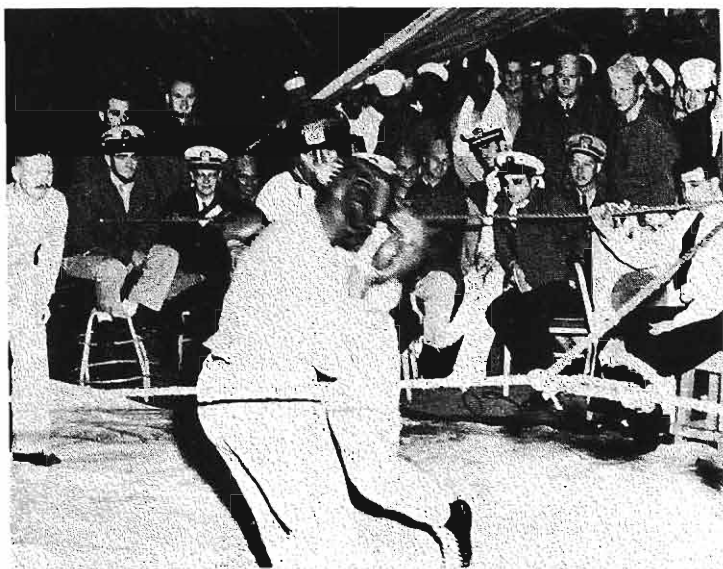


Soft, soothing music.



Pre-senting...

The fantail of the NOA-boat was the stage for the gala 1953 Follies held on a cool November eve in Yokosuka. Broadway reviews may have more color and scenery, but they'd have a run for their money when it comes to spirit. Emceed by Hy (Got a Million of 'Em) Gurney, the Follies boasted such notable acts as Campbell and Carr, the Mountain Minstrels; the Noa String Band (practicing for the Mummer's Parade); and the fabled NOA Chorus Line consisting of five (count 'em - five) charming and buxom lassies, featuring Horsie Miller, the Belle of Officer's Aft. Sweetie-Pie Mellencamp, with her handlebar moustache, stole the show, however. To complete the show, NOA's Champ, Heavy-weight Roy Louison (below left) put on a bruising exhibition in the ring.



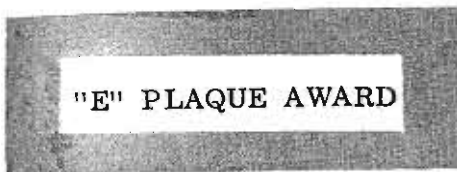
Tex and Hometown.



Captain Ayer receives the Plaque.



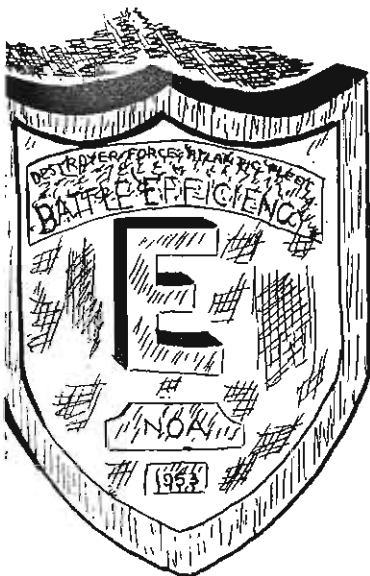
Attention On Deck.



In November, while the NOA was moored in Yokosuka, Captain W.H. Morgan, Commander Destroyer Squadron Six, made the official presentation of the DESLANT Battle Efficiency Plaque to the NOA for fiscal 1953. That year, the NOA had been among the top ten per cent of ships in DESLANT in overall efficiency and was awarded the plaque in recognition of his outstanding performance.



"My congratulations to the NOA..."



"To you men who made this possible..."





Aw, c'mon -- smile.



GEE!!



The gang.

On the day before Christmas, the NOA, at anchor in Sasebo, Japan, gave a special party for Japanese children from the surrounding area. We were far from home, but we received pleasure by showing the little boy-sans and girl-sans how Americans celebrated Christmas. We had ice cream, milk and cookies for our little guests, as well as two big presents for each one. The ice cream was a hit, although the milk didn't go over too well. Best of all, the kids like the cartoons and gifts. When they left at the end of the afternoon, they were a happy bunch -- and so were their hosts.



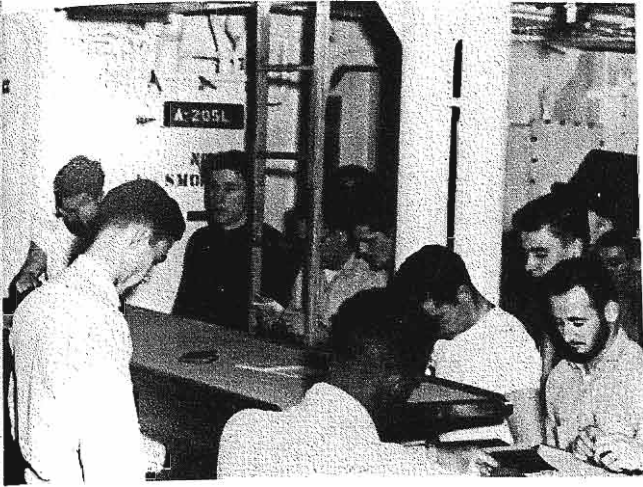
Ensign Lee and friends.



Well, let's get to the presents.



## RELIGION ON THE NOA



Catholic services conducted by Mr. Wohlgemuth.

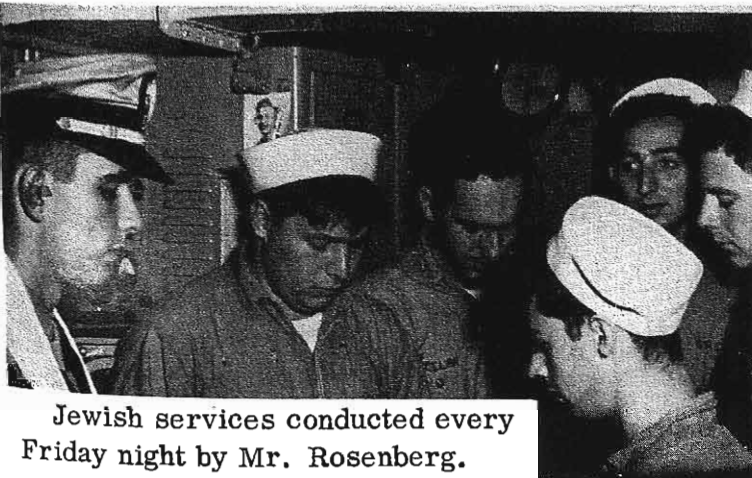


Chaplain Carlson preaching a Sunday sermon.

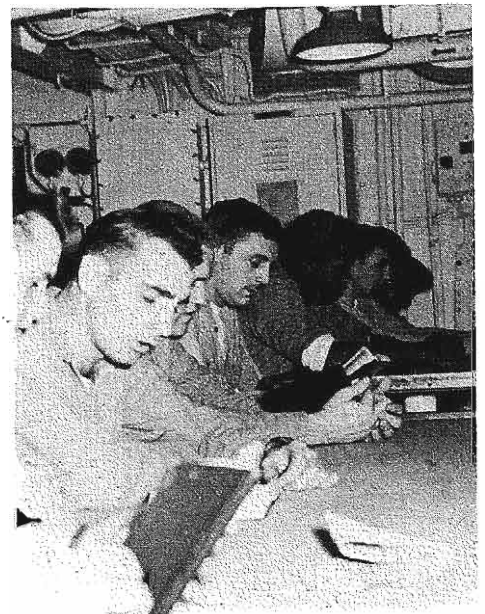
Although we were far from churches and synagogues most of the time, religion was not forgotten on the NOA. Lay leaders in the Catholic, Jewish, and Protestant faiths ran regular services, which were well attended by the men. Chaplain Carlson was on the NOA for most of the Cruise, and his very presence, as well as his Sunday services, earned him a place in the hearts of all NOA men, regardless of faith. In the Padre, we had a man who was a real friend -- to every one. To many of us, the services attended on our rolling, cramped ship were more meaningful than those we had attended since childhood days. Religion was not forgotten on the NOA -- not at all.



A Sunday congregation fills the mess hall to hear the Padre.

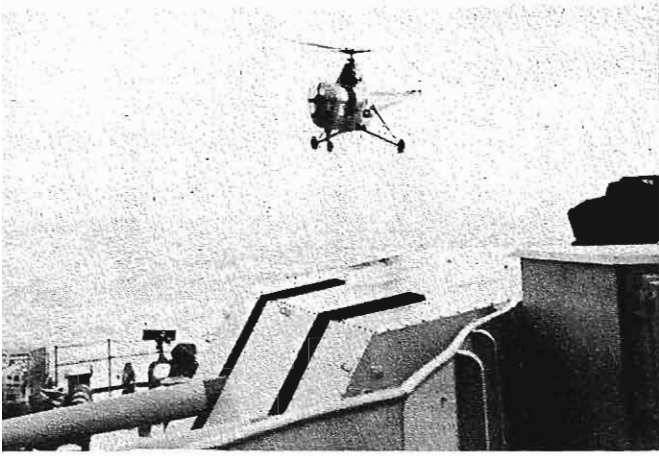


Jewish services conducted every Friday night by Mr. Rosenberg.



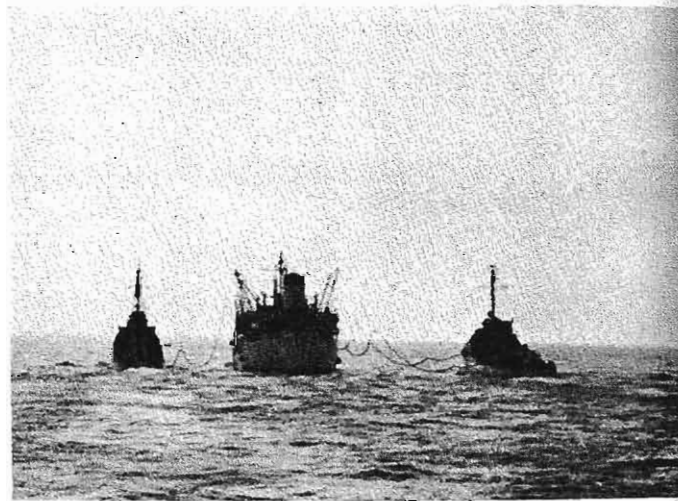
"Sing unto the Lord..."

## AT SEA



My helo to you

The long days at sea had their interesting moments. There were helo operations, plane launches, fueling, and more. There was the quiet Ensign Lee, who you couldn't help but like. And the dummy bomb we thought to be a mine. There was an anxious twenty minutes with the latter. But all in a day's work.



Take waiting station number two.

## M.A.A. FORCE

Ensign Lee Kyu Hi, ROKN, our Korean officer.



This little bomb caused a great deal of excitement -- it was thought to be a mine, while we were with TF 77.



Van Horn, Griffith, Metzler, Neighbors.



## SHIP'S PARTY

To break up the dull routine of our Far East tour, the Recreation Committee ran a Ship's Party during our Christmas up-keep period in Sasebo, Japan. The party, held at a local hotel, featured dancing, music, and entertainment. Food and drink were plentiful, the floor show memorable, to say the least. The party was run on two successive nights so that the entire ship could attend.

Dancing, barefoot style.



See, honey - this is what Baby-san looks like!

## RECREATION COMMITTEE

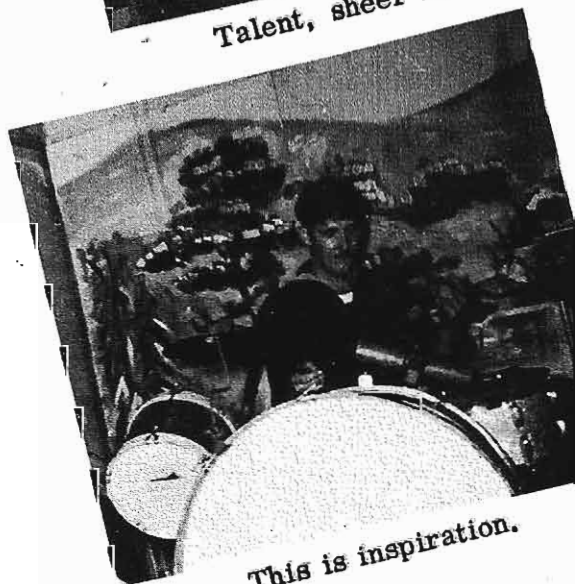


Top: Williams, Carr, Ferreira

Seated: Kensmoe, Dustin, Mr. Miller, Thompson



Talent, sheer talent.



This is inspiration.





"I found an orchid..."



I was shot at in Korea.



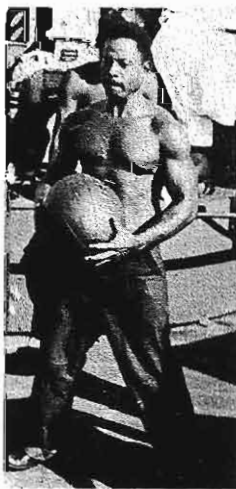
Roy Louson, of the dynamite fists.



The NOA Wrecking Company.



Dead center, Tennessee.



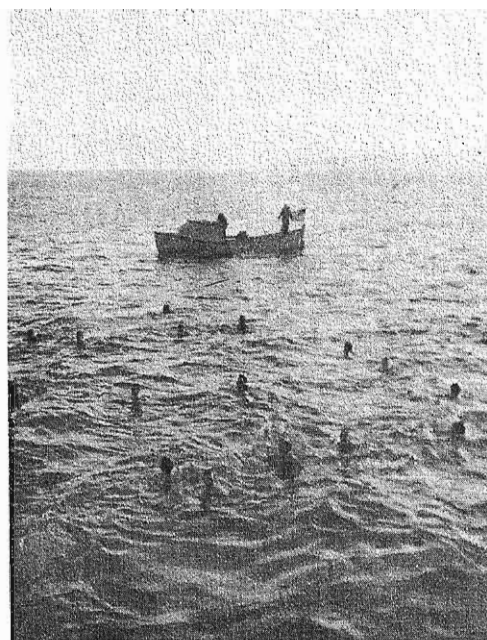
Now catch THIS one.

Recreation facilities on the NOA were not like Stillman's Gym, yet there was still plenty of spare-time activity such as boxing on the fantail, weight-lifting, small arms practice, or just a quiet game of checkers on a Sunday afternoon. And there was the invigorating swim call held in Japan last December, when the NOA Polar Bears were born. When the ship hit port there was more chance for recreation to witness the Alpine Skiers.

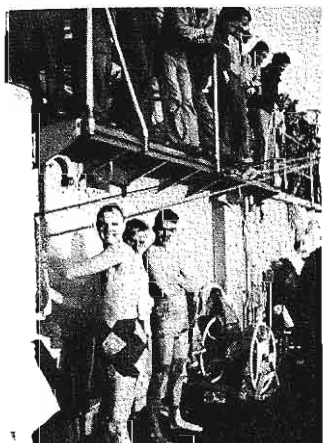




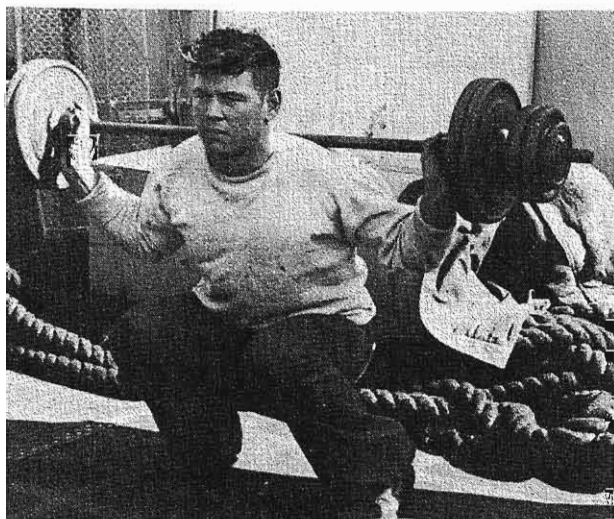
Me? Dive into that?



The water's f-f-f-in.



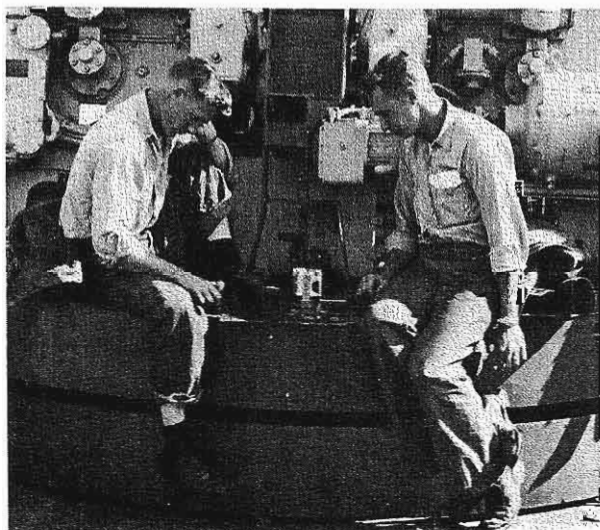
Yes suh, nothin' like a relaxin' swim.



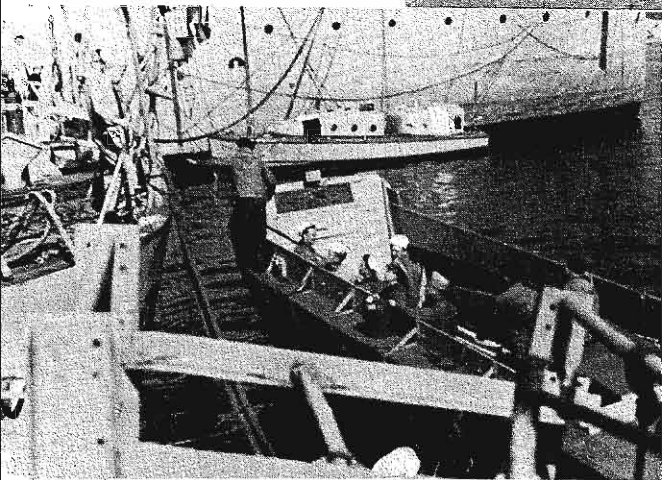
Now let's see you stand up, Wally.



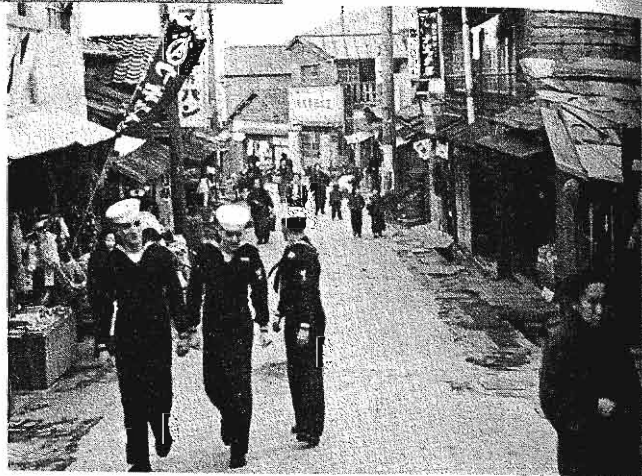
They'll never believe this back in New Jersey.



Don't count me out yet.



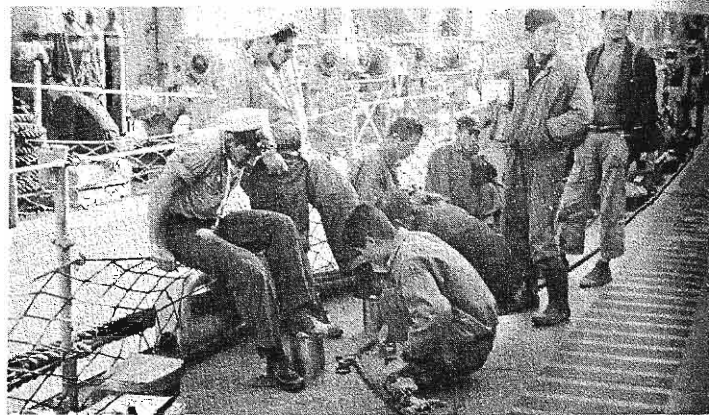
Now all hands lay aft to the fantail...



So he asks 3000 yen, and I said...



If I had three rows of ribbons...



Such service!



Remember Jane Russell Hill?



THIS is the way to see the country.

Sasebo was our home port for the last two and a half months we were in Japan. Well indeed we got to know such places as the Brown Derby, Ichi Fuji, and Matsu Lodge. Everywhere were the merchants, with their ever ready "You speak, Joe." Black Market Alley, the EM Club, Fleet Landing -- all this was our welcome after the long days with TF 77.



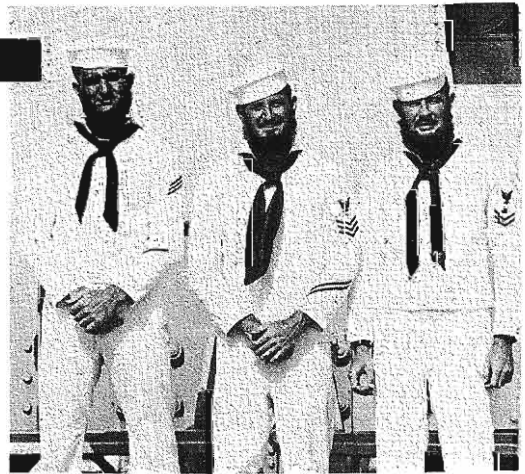
# THE BEARDED MEN



A special award for the curliest.



Don't get tough with us.



The Champs -- Firecontrolmen all.



Just like Atlantic City.



The prize? A razor and skin bracer!



Life goes on.

## NAGASAKI

In late January, the NOA visited Nagasaki, site of the second A-bomb blast in 1945. The sign on the lower left tells of the havoc wrought. Yet the city had rebuilt amazingly. The visit was a welcome change from routine -- a Japanese city where no ribbons, dolls, fishing rods, china, or jackknives were sold, and where few people spoke English!

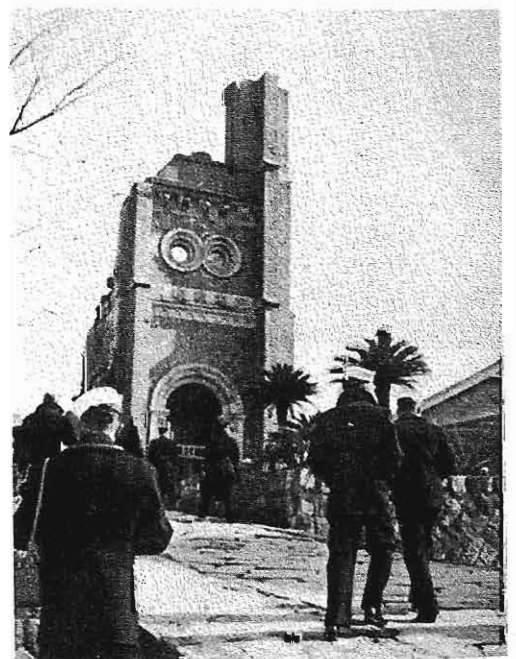


Site of the 1945 A-Bomb blast.



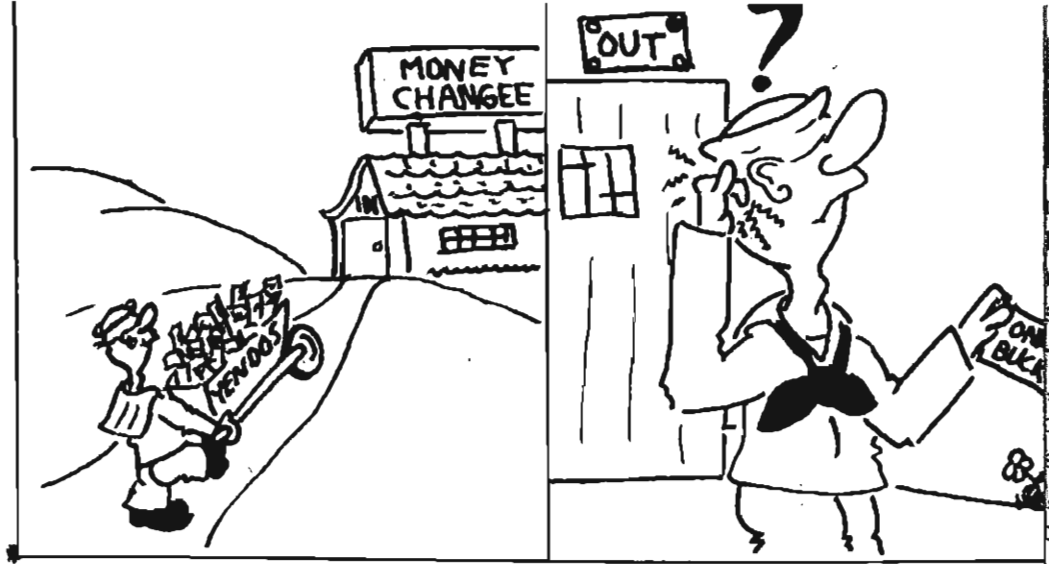
There's a long, long trail a-winding..

ATOMIC BOMB CENTER OUTLINE OF DAMAGE	
ON 9 AUGUST 1945 AT 11:02 A.M. AN ATOMIC BOMB EXPLODED IN THE AIR JUST ABOVE HERE. INSTANTANEOUSLY ALL THE HOUSES IN THIS URAKAMI AREA COLLAPSED. THERE WAS A TREMENDOUS CONFLAGRATION.	
OTHER PARTS OF NAGASAKI CITY WERE ALSO BURNT DOWN AND PRACTICALLY ALL THE HOUSES IN THE CITY SUFFERED HALF DESTRUCTION BY THE EXPLOSIVE WIND.	
THE PITIABLE SCENE WAS BEYOND DESCRIPTION. THE OUTLINE BY MEANS OF FIGURE IS GIVEN HERE.	
1 BURNT AREA	73116000 SQ. FT.
2 DAMAGED HOUSES	
(TOTAL & MAJOR DESTRUCTION ONLY)	18409 HOUSES
TOTALLY BURNT	11574
TOTALLY COLLAPSED	1326
MAJOR DESTRUCTION	5509
3 SUFFERERS	120820 PERSONS
DEATH	73884 INJURED (INCLUDING LATER DEATHS CAUSED BY ATOMIC DISEASE)
	76796

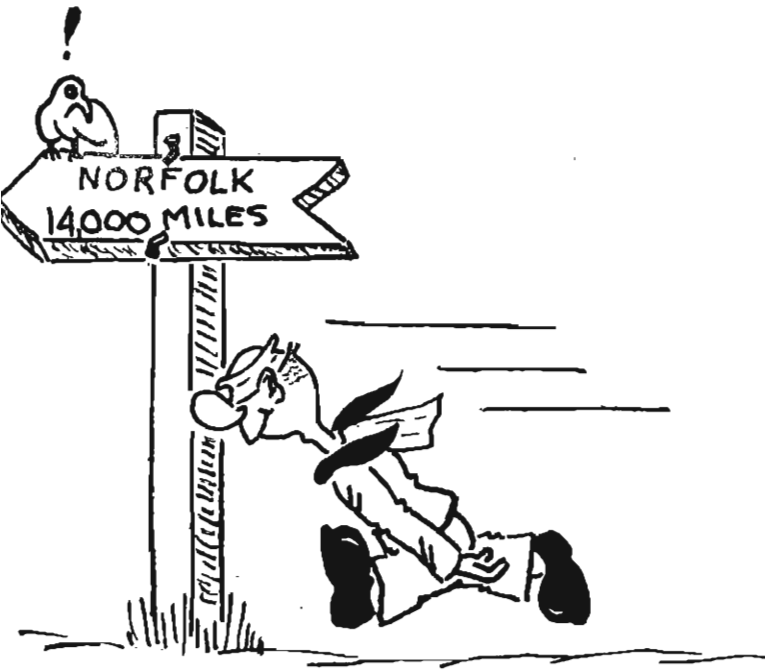


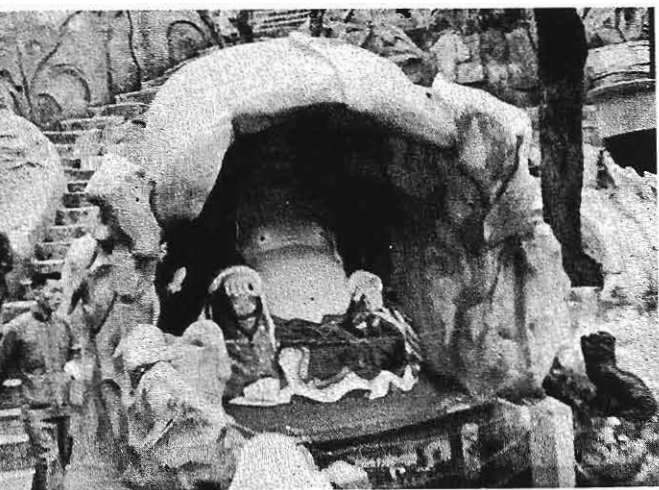
Grim reminder.



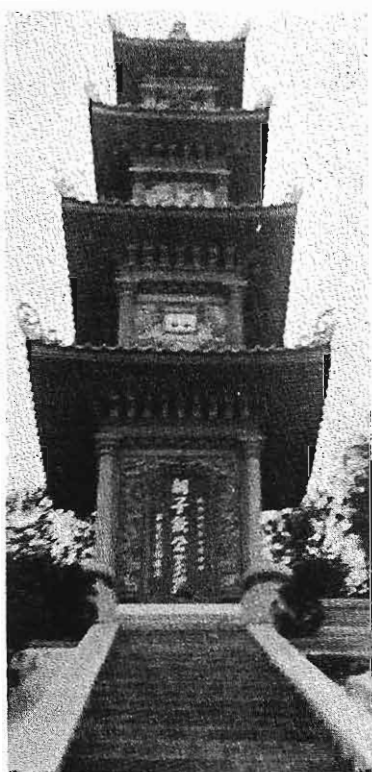


# ON OUR WAY

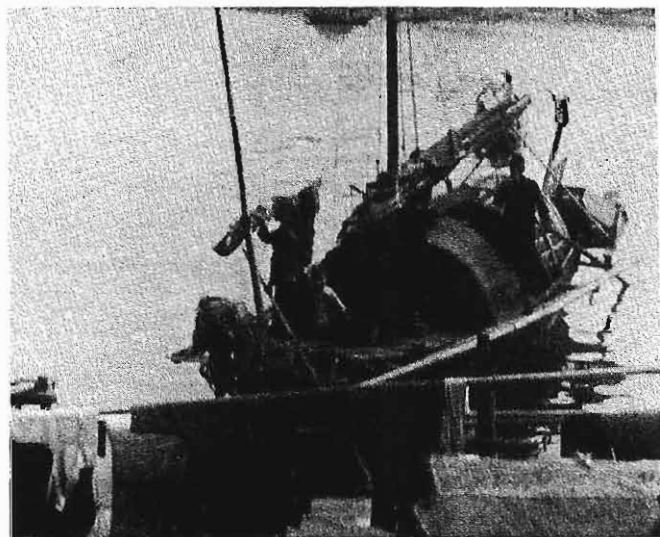




Better try a diet, mac.



Those roofs sure catch rain.



Talk about your sea duty.

Our first port of call was one of our best -- three glorious days in Hong Kong. This fabulous island had much to see and more to do. The complicated, crowded exhibits in Tiger Balm gardens; Repulse Bay; Aberdeen -- home of a thousand floating homes; the Peak; and the interesting mixture of staid European and flamboyant Chinese architecture in the heart of the city.



Hong Kong's East Side.



What do I shoot next?

# KONG

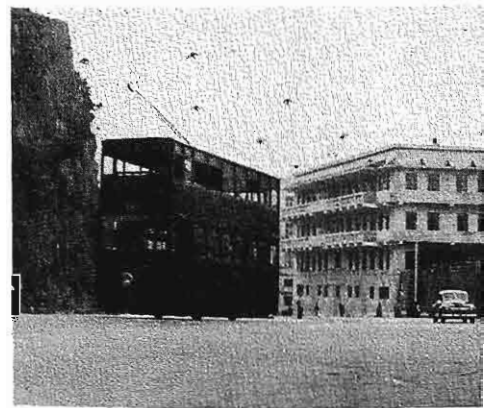
Also, Hong Kong, was tops in shopping. The man who didn't come back with at least one suit or sportcoat, plus a set of "Real No Squeak" Young's Half Wellingtons, was a rare man indeed. Prices were low, quality and service high. The NOA, in addition having the best crew in the fleet now, is probably the best dressed. Hong Kong nightlife? Consensus has it that it was almost as good as Yokosuka!



Mary Sue and her gals.



See what a couple of million can do?



Two streetcars for the price of one.

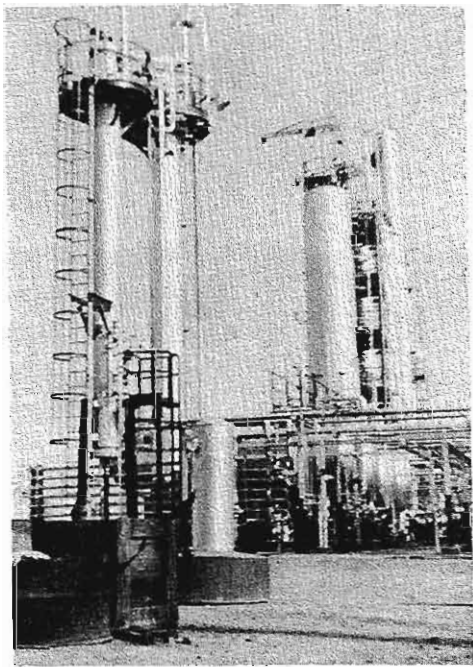
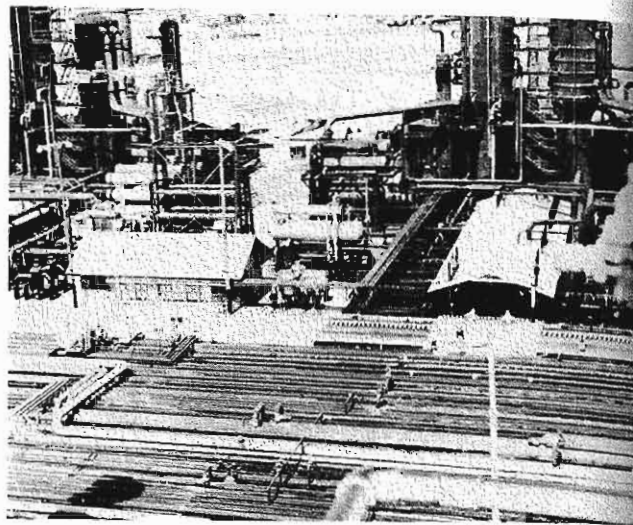
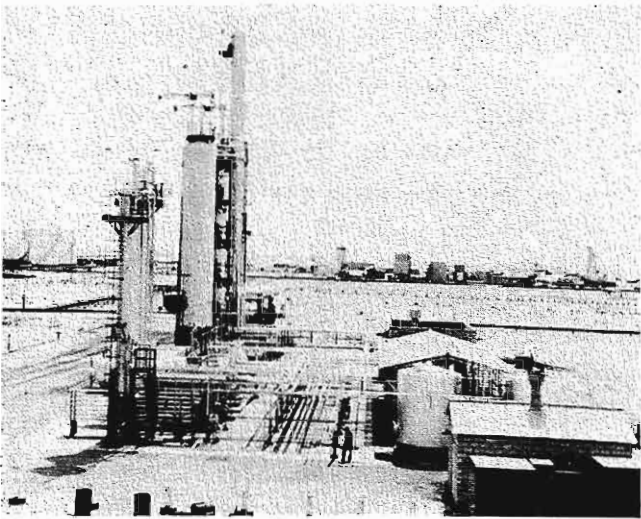


Look ma -- I'm in Hong Kong.

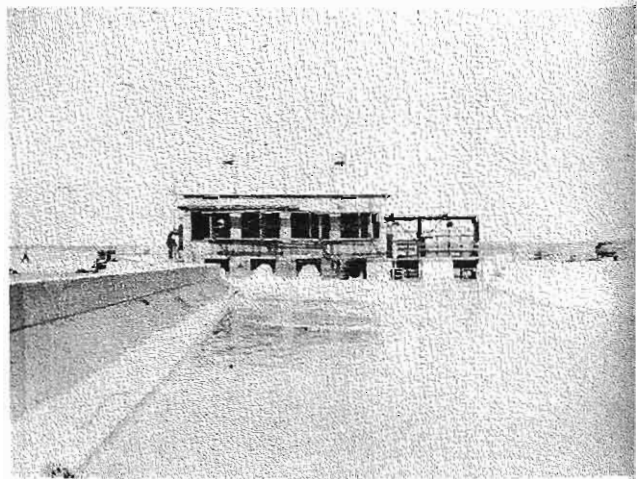
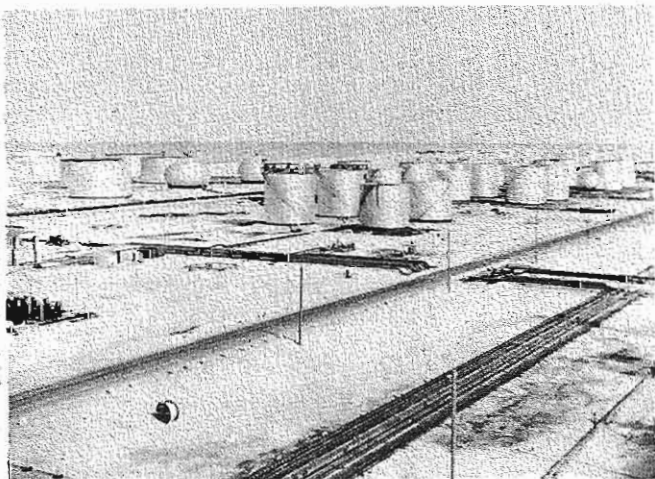


Coming up...

## RAS TANURA



A long detour on our way home was to the town of Ras Tanura, Saudi Arabia, located in the Persian Gulf. There operates a huge refinery of the American - Arabian Oil Company, supplying the fluid so important to the industrial world. At Ras Tanura, there was the huge refinery, as pictured on this page, and the company compound, containing the working and living areas for the company's American and European employees. As for liberty, there were ample facilities for softball, and ARAMCO threw a banquet for the ship that was really a feast. The Mediterranean, though was not far ahead.





USS NOA BB 841  
 HOWDY! WELCOME ALONGSIDE.  
 YOU ARE THE 61<sup>ST</sup> SHIP SINCE AUGUST  
 WHAT CAN WE DO FOR YOU?  
 BEANS  
 BULLETS  
 FUEL OIL  
 OBSERVERS  
 MOVIES  
 SPARE PARTS  
 GEDUNK  
 SWAPS  
 MUSIC (1)  
 GUFF  
 CURIOS  
 SOUVENIRS

## TROUBADOR'S SERENADE

The NOA Troubadors reached their peak when on 11 March, they played a musical farewell to CAPT W. H. ORGAN, retiring Commander of Destroyer Squadron Six. The serenade occurred while the ships were underway in the Persian Gulf, and the Troubadors blared their renditions, garbed in weird outfits, from the top of the Pilot House. Taking a page from the WISCONSIN, the NOA advertised its services as shown. The Troubadors, consisting of two trumpets, two guitars, a trombone, and an accordion, made up in spirit what they lacked in practice.



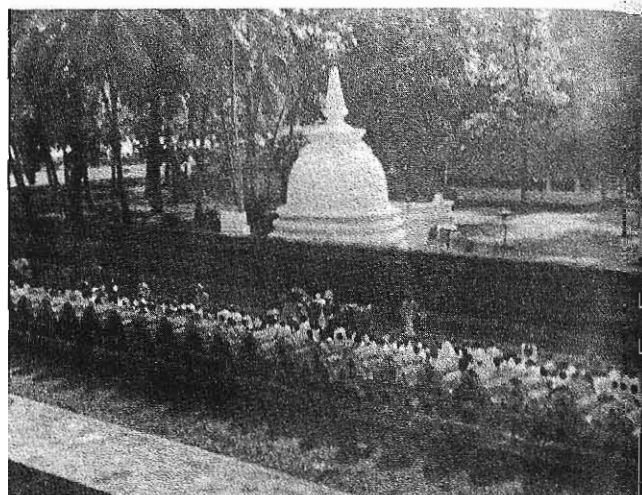
We're good when we play the same piece.



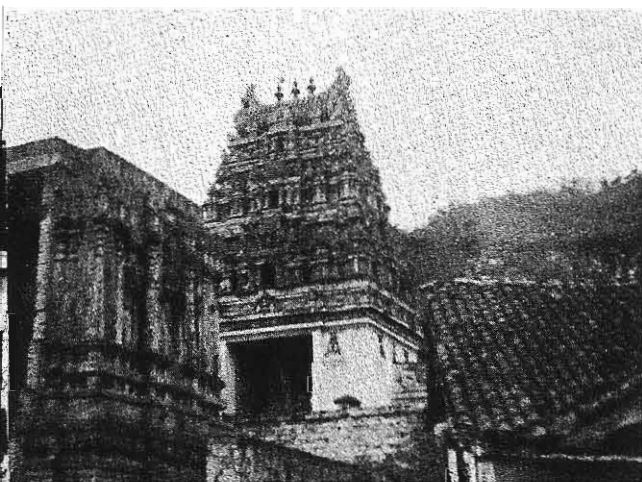
I'll be down to get you in a taxi, honey...



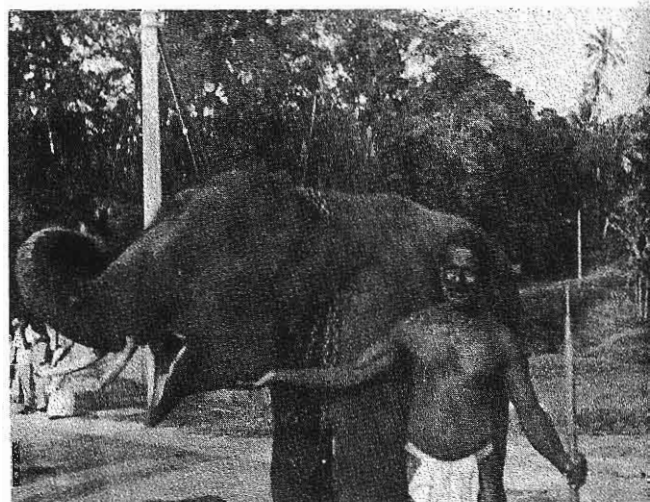
It's ALIVE!



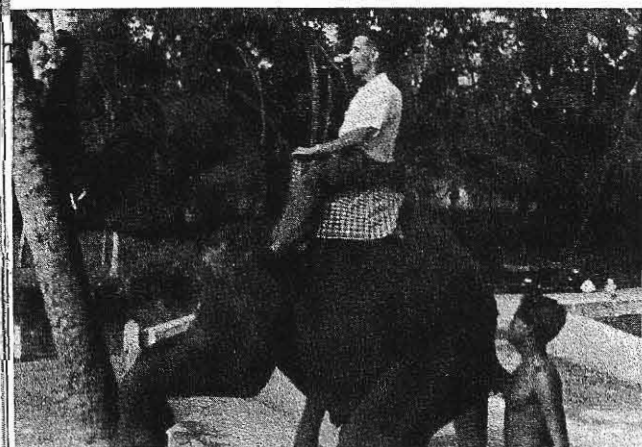
A Kandyan dagoba (Ceylonese monument).



Buddhist temple in Kandy.



Sabu and a hungry Jumbo.



Where's the reins?

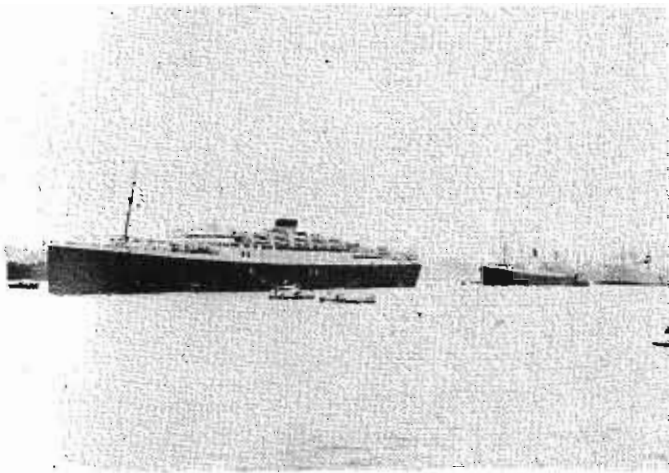


Cross Street, Colombo.



Capital Building of Republic of Ceylon.

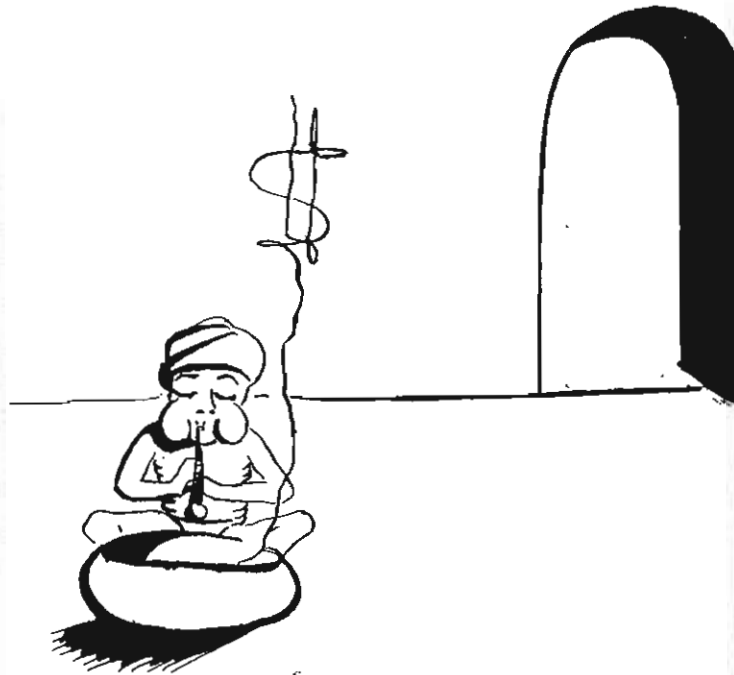
Tropical Ceylon was a treat. As far as a liberty port, it was quite calm. Yet those who travelled saw a most beautiful country. On the way to the city of Kandy located in the central part of the island, we passed through some of the loveliest scenery seen on the trip home. Ceylon is located only a few hundred miles from the equator, and the tropical climate grows abundant bananas, coconuts, and such, not to mention world-famous Ceylon tea. In Colombo, we saw one of the tightest, busiest harbors in the world. It was so jammed with freighters and passenger liners, that we had to back in to our berth. For those in the market for gems, Ceylon was paradise, and many a star sapphire made the trip back to the U.S. with the NOA.



We had to BACK into this harbor.



The oxen have only 6000 miles on them.



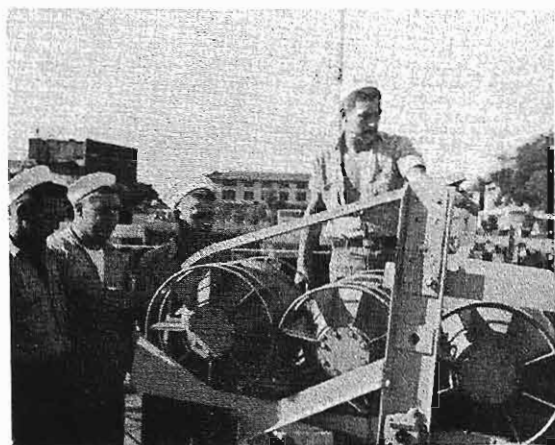
Everyone looks scared except Mr. Arnold.



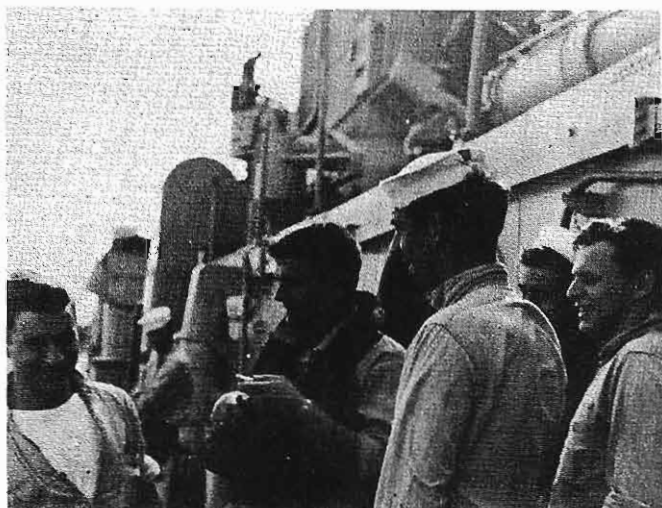
# THE FACES OF THE NOA



Nothing like Holiday Routine.



And this is a depth charge.



Radarmen actually out on deck.

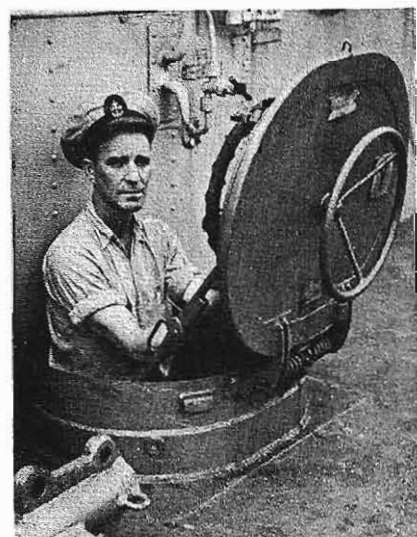


Who, me?

The Pride of the Deck Force.



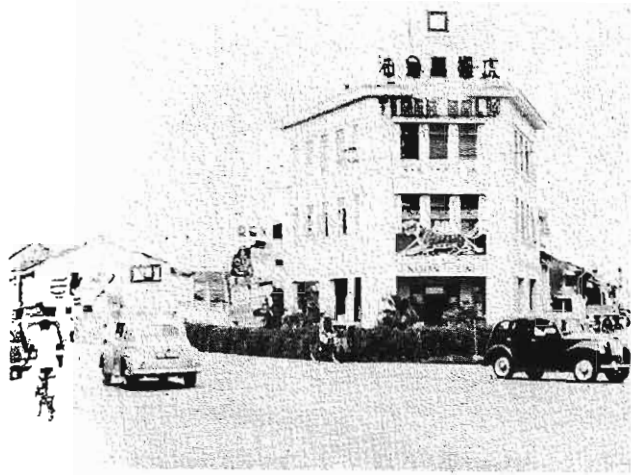
Another tax exemption.



So this is what fresh air is like.



SINGAPORE



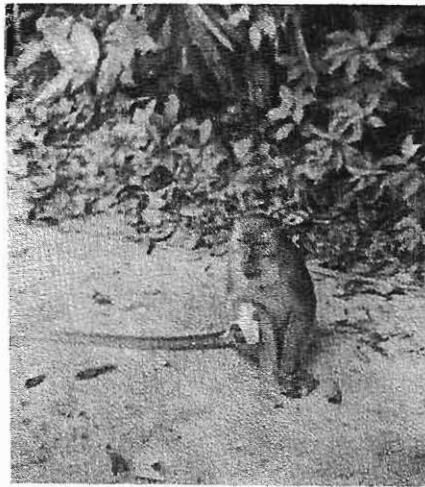
They're driving on the wrong side of the road!



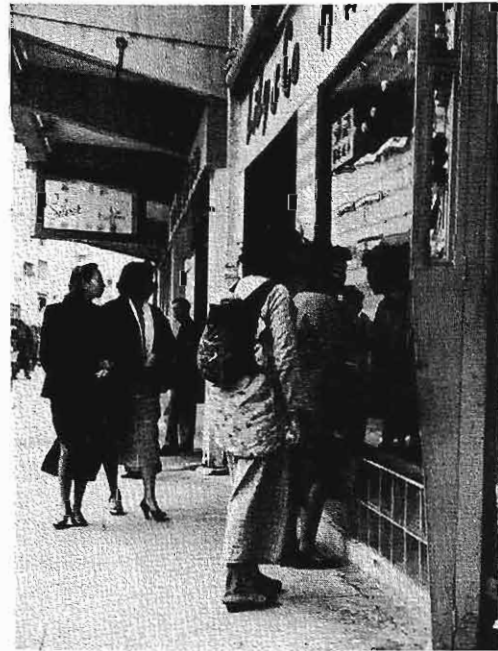
The Orient's finest.



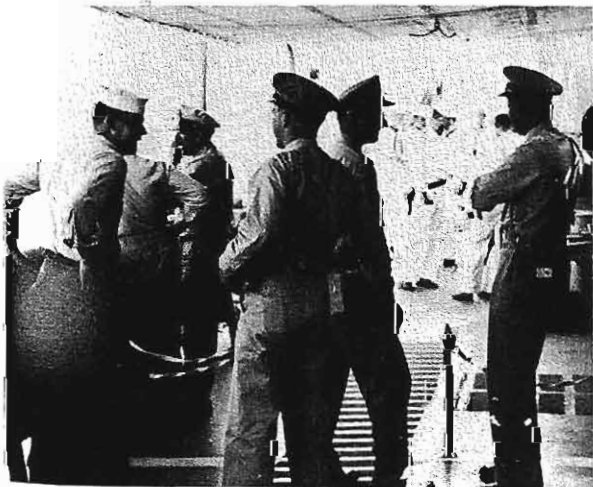
MR. Tiger Balm -- in person.



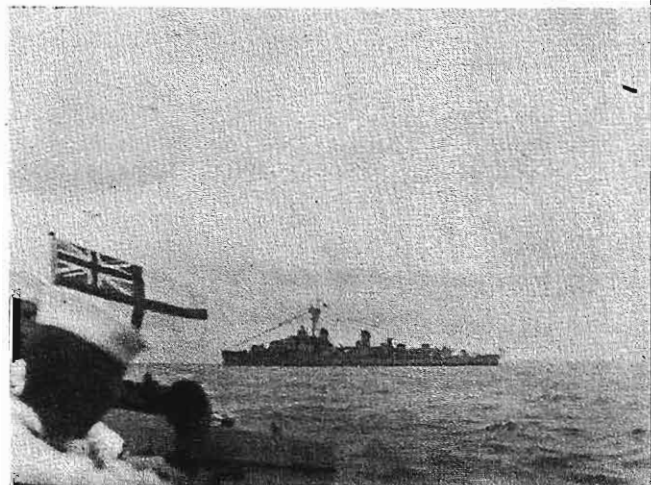
I'M going to ship over.



Note the air-conditioning on the dress

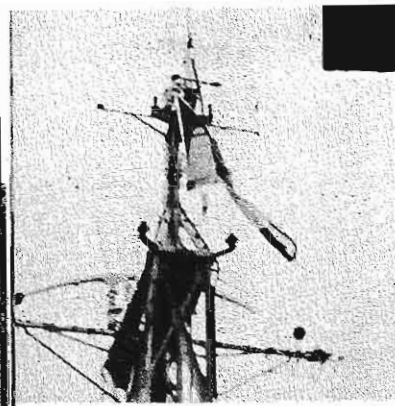


Quarterdeck scene.



So what if the beach is forty minutes away.

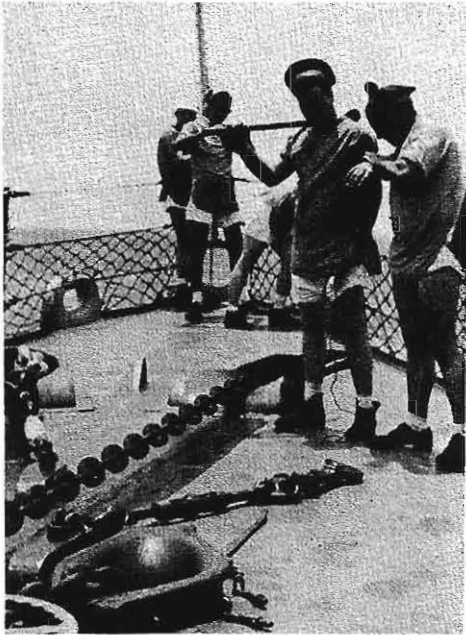
TODAY WE ARE



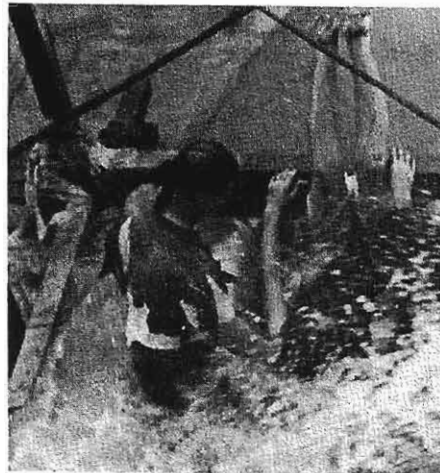
the Polliwog banner waves.



We can afford to smile.



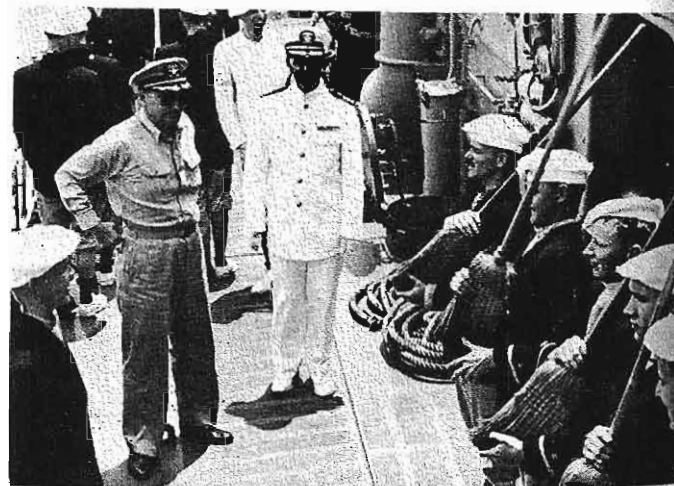
ampbell, your outfit is dee-vine.



Ah, a cool bath.



What do you see, Preach?



Left, shoul-dar, H'arms!

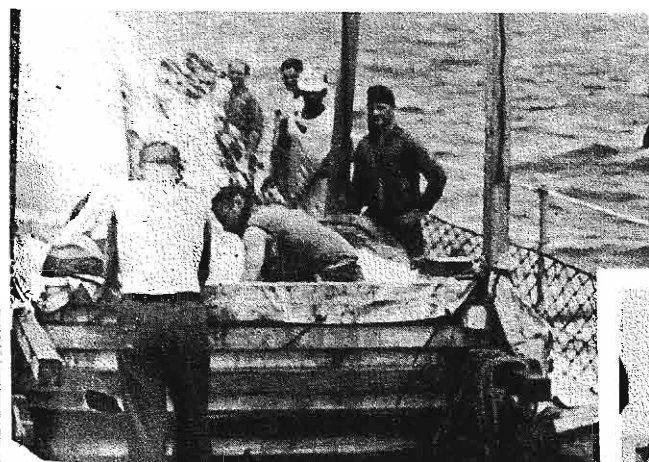
# SHELLBACKS



The Royal Court.



Well, I WANTED to become a Shellback...



Our little baptismal font.



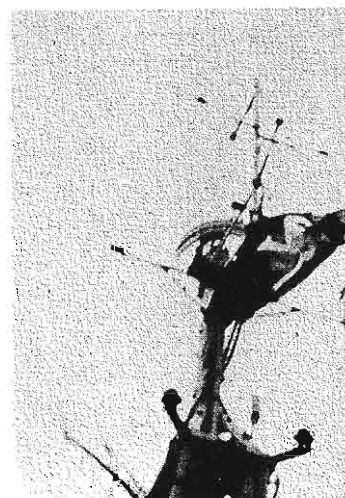
Make the baby laugh!



This hair style is just the rage on the NOA



What? Up for air?



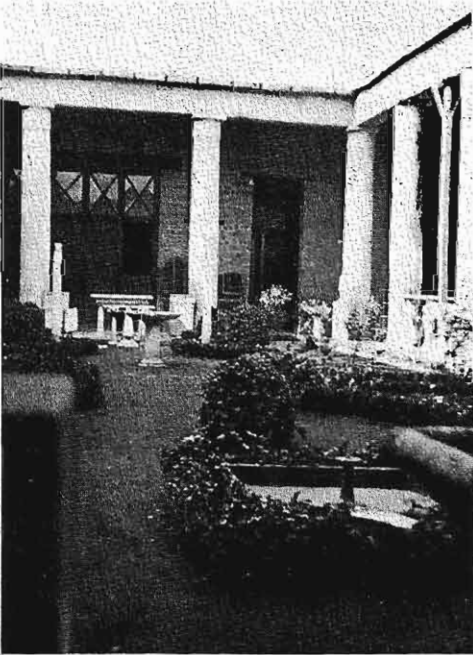
It's the Jolly Roger!



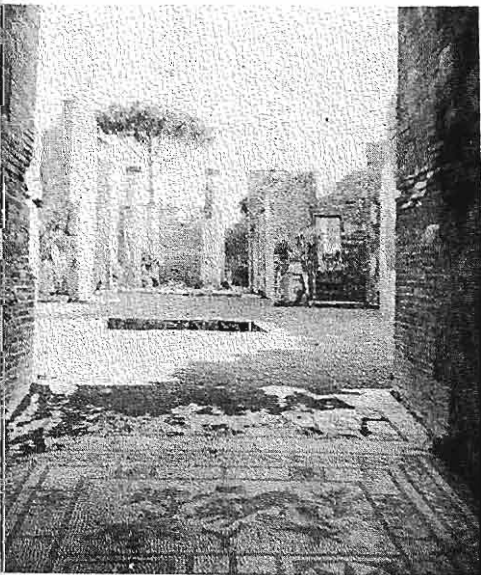
## ITALY

Our first Med stop was two days in Naples. There were more places to go and things to see, than we had since Hong Kong. NOA men traveled to Vesuvius, Pompeii, Sorrento, Capri, and Rome (as pictured on the next page). Our already crowded gift lockers were filled with hats, gloves, cameos, and the like. Besides, there is nothing quite like a Neapoli - tan nightclub for atmosphere. It was a pleasure to see street signs and billboards that you could make sense out of. If only we had a few more days...

Tunnel of mystery -- Pompeii.



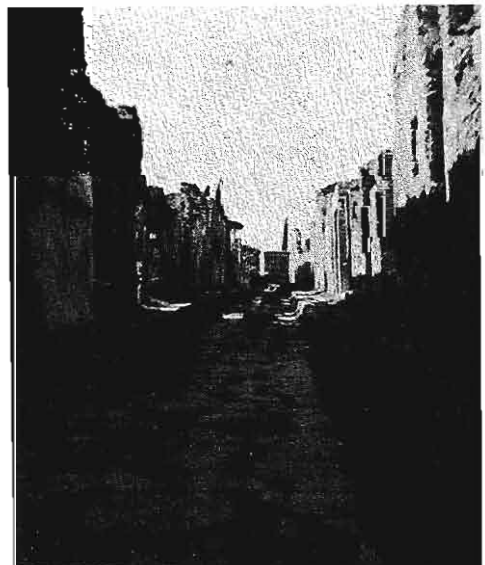
The atrium of a Roman villa.



No housing problem here.

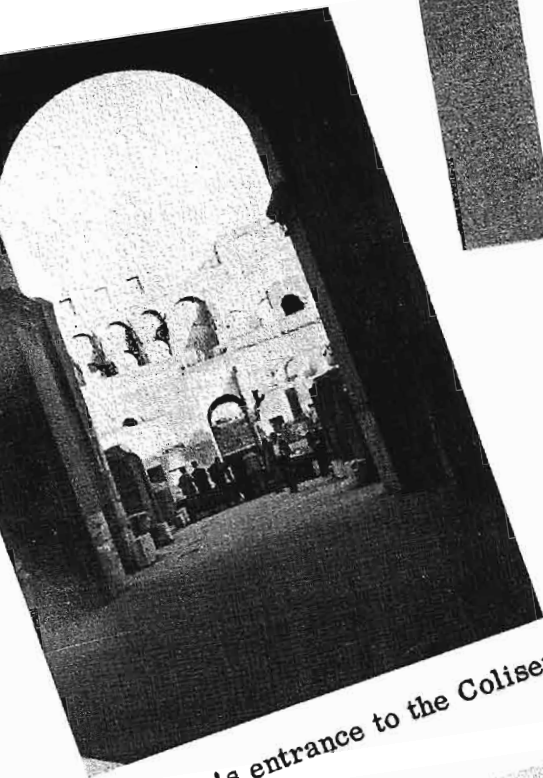


Just like the Virginia coastline.

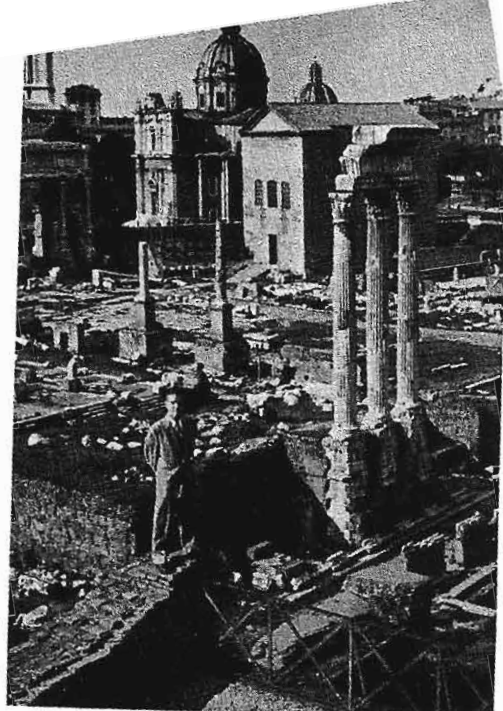


Chariot Alley.

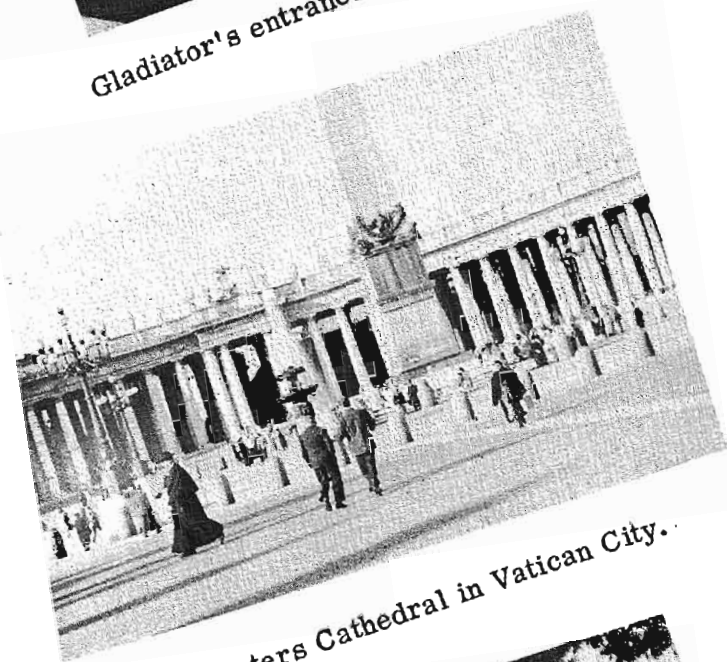




Gladiator's entrance to the Coliseum.



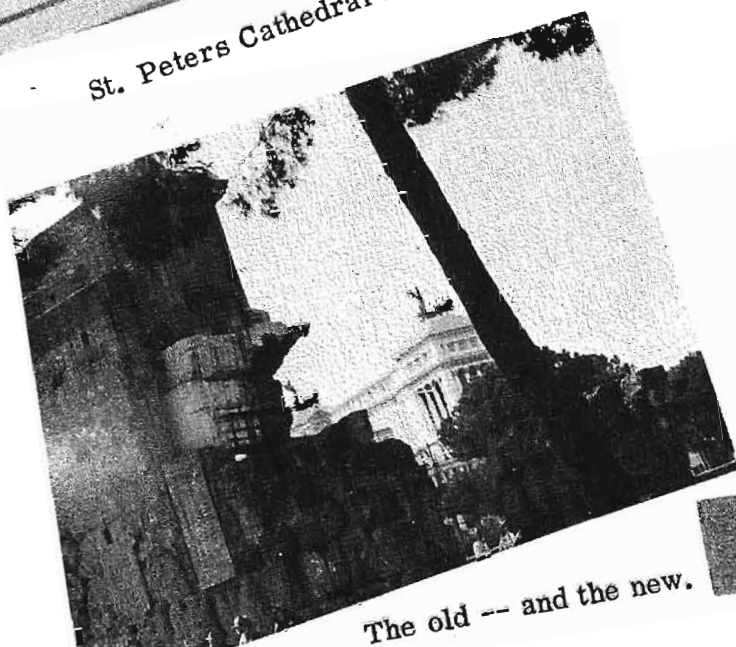
The Roman Forum.



St. Peters Cathedral in Vatican City.



The Roman Yankee Stadium.



The old -- and the new.



World War I Memorial.

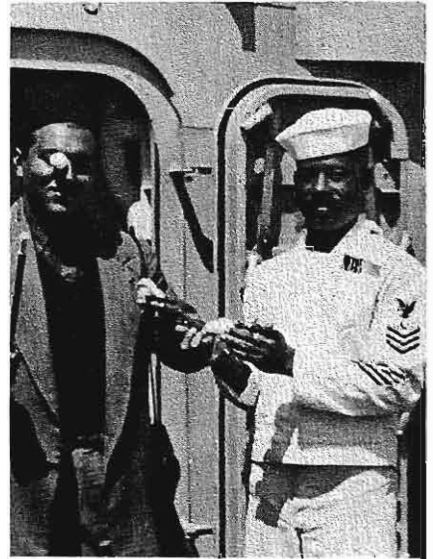
## SUEZ CANAL

We passed through the Red Sea of Biblical fame for three days, and on March 18 arrived at Suez, at the southern end of the Canal. We transited the waterway on the night of the 18th (too dark for photos) and on the 19th, we were really nearing home. Memories of Suez include the monstrous headlight, which actually held a man, that was hung on our bow. And the shadowy shapes of the camel patrols on the barren, sandy banks of the Canal, which seemed near enough to reach out and touch. Also our first taste of cool weather since we had left Sasebo, six weeks previously.

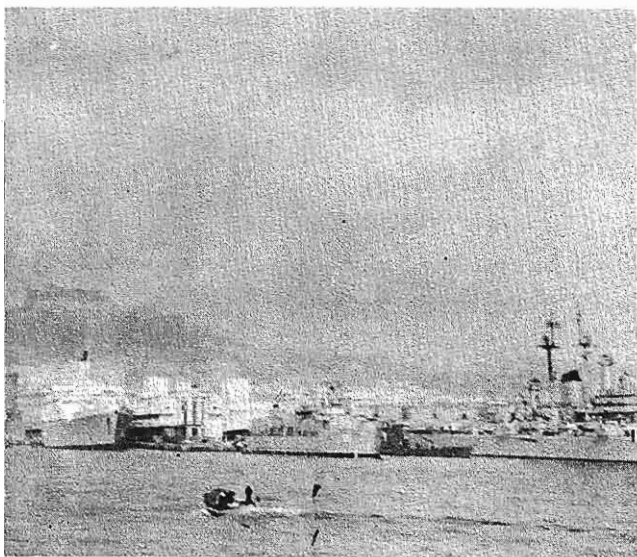
Just a long, narrow ditch.



With a sail like that, who needs a motor?



Professional courtesy.

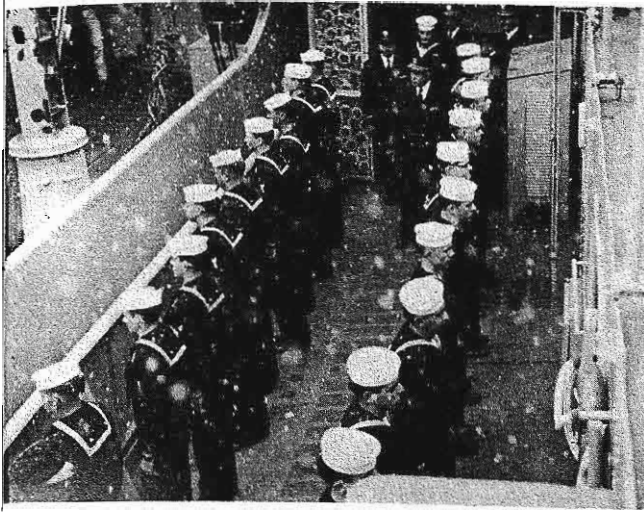


Port Suez, southern terminus.

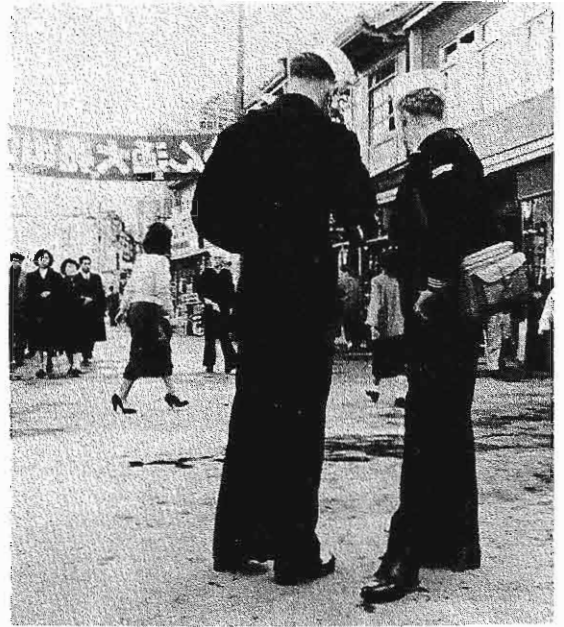


Fine camel-skin bags.

REMEMBER?



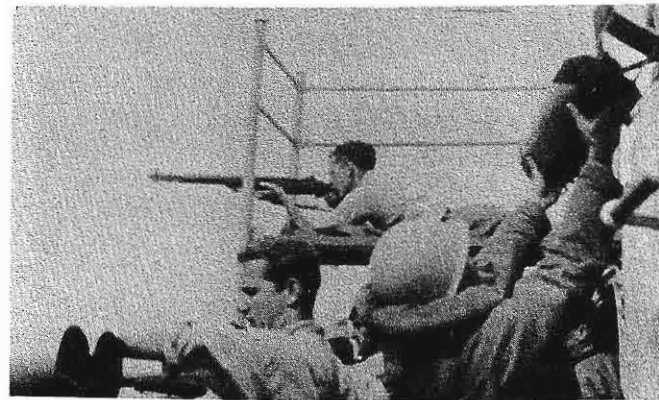
The Inspection in a blizzard?



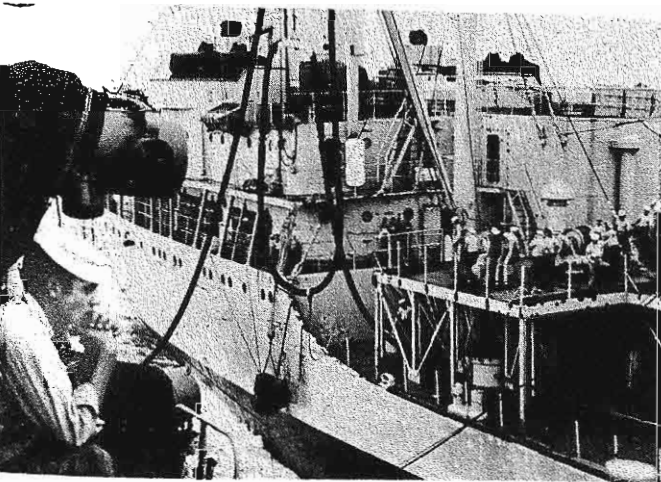
Shopping in Sasebo?



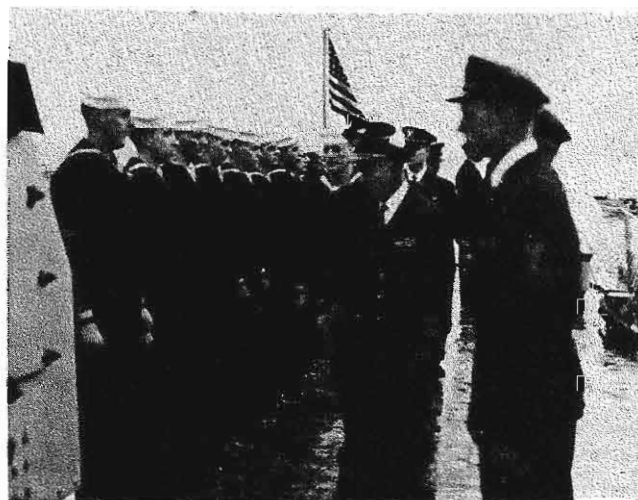
The TF 77 airlift?



The mine which proved to be a dummy bomb?



Praying for the bags of mail on the tanker's deck?



Snapping it up for the Commodore?



## THE RIVIERA

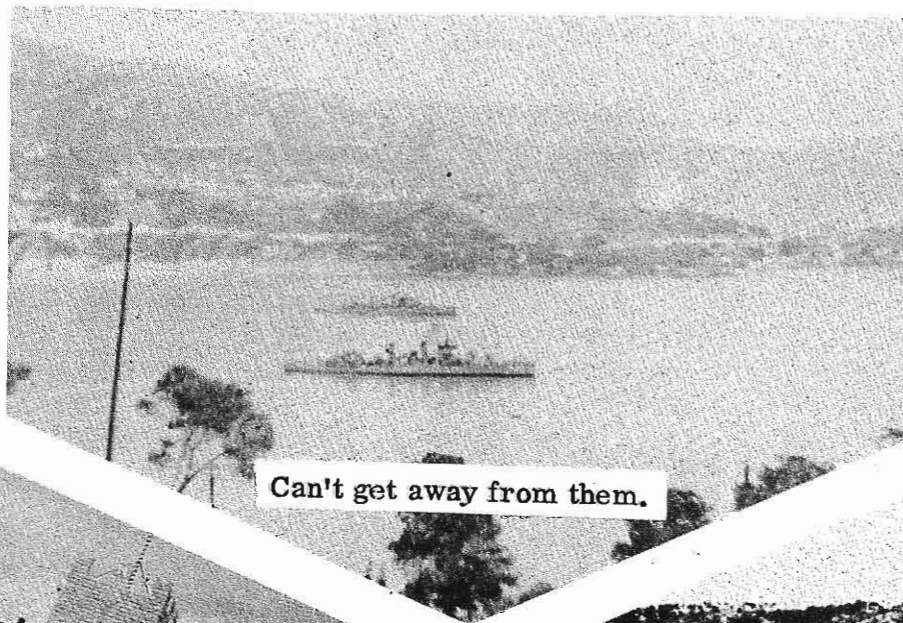


Roulette Heaven -- The Casino at Monte Carlo.

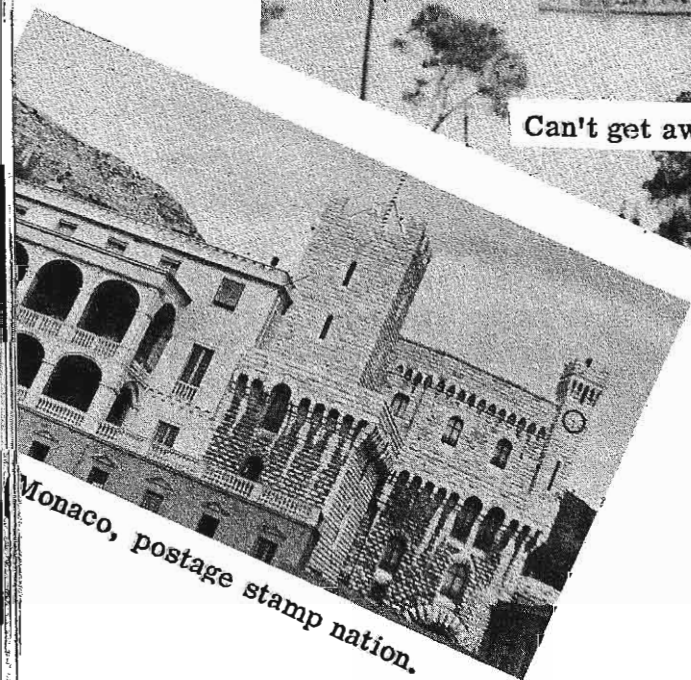


French Sun Valley.

The saddest part of our tour was the little time we could spend in a port. The Riviera could rate weeks and still not become dull. We anchored in the bay of Villefranche, a quaint town several miles from Nice. Within easy travelling were such places as Monaco, Monte Carlo, Cannes, Antibes, the Maritime Alps, the famed perfume factories of the Riviera. And there's no liberty like liberty in a French port! The bistros and cafes of Villefranche and Nice were well-frequented by NOA-boaters. Many of us would have gladly traded the days we spent in other ports for a few extra days in France. But as we left, we knew home was but two weeks away.



Can't get away from them.



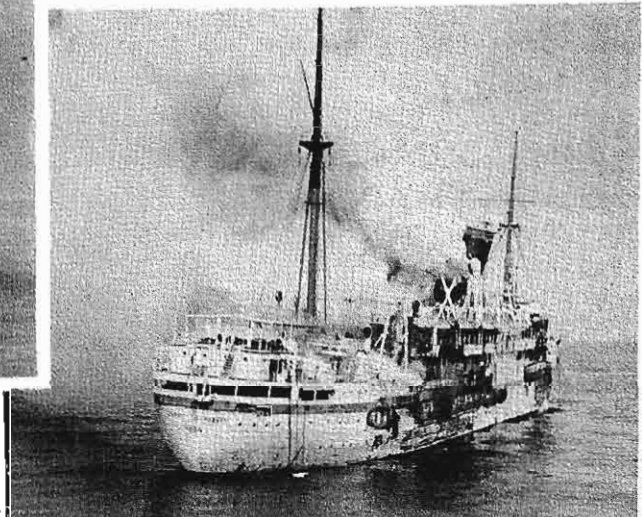
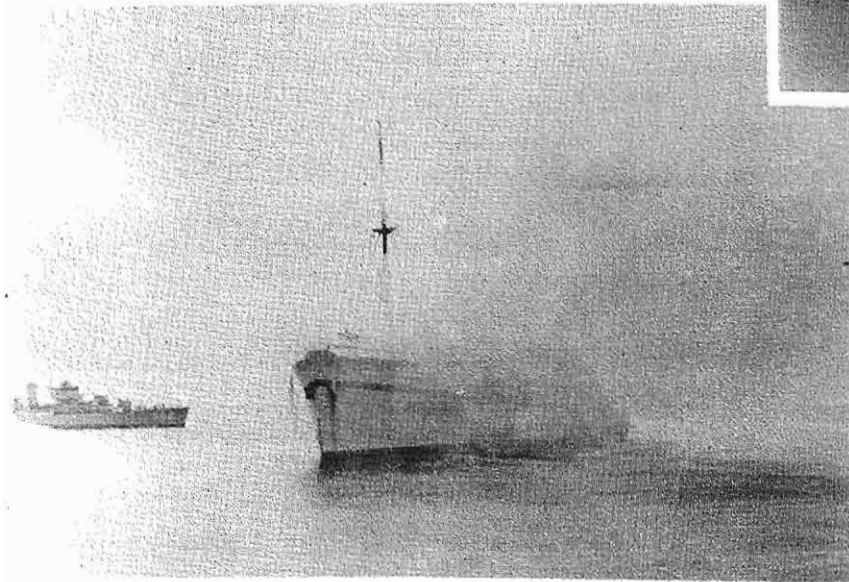
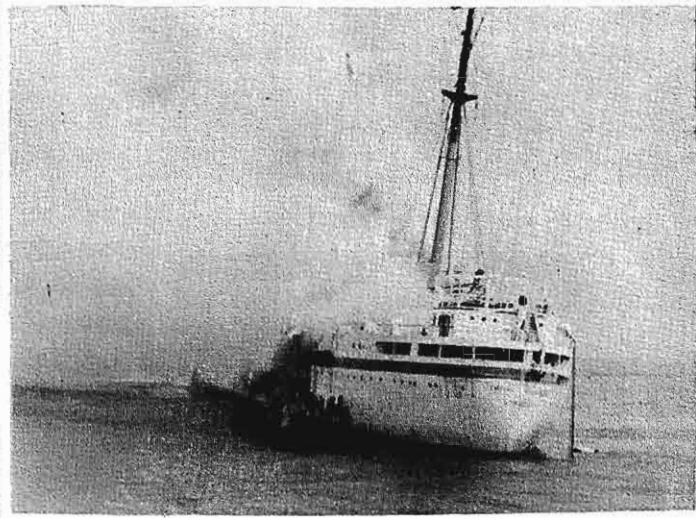
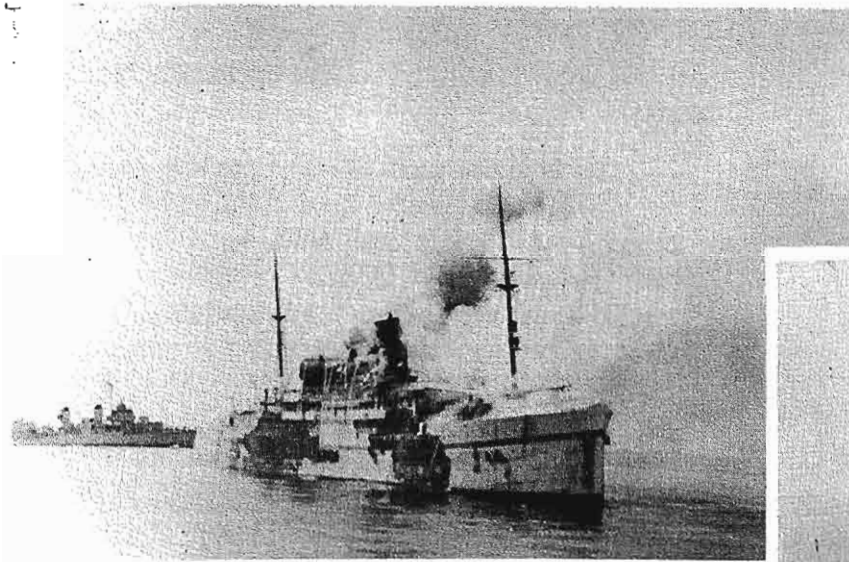
Monaco, postage stamp nation.



Villefranche Landing.

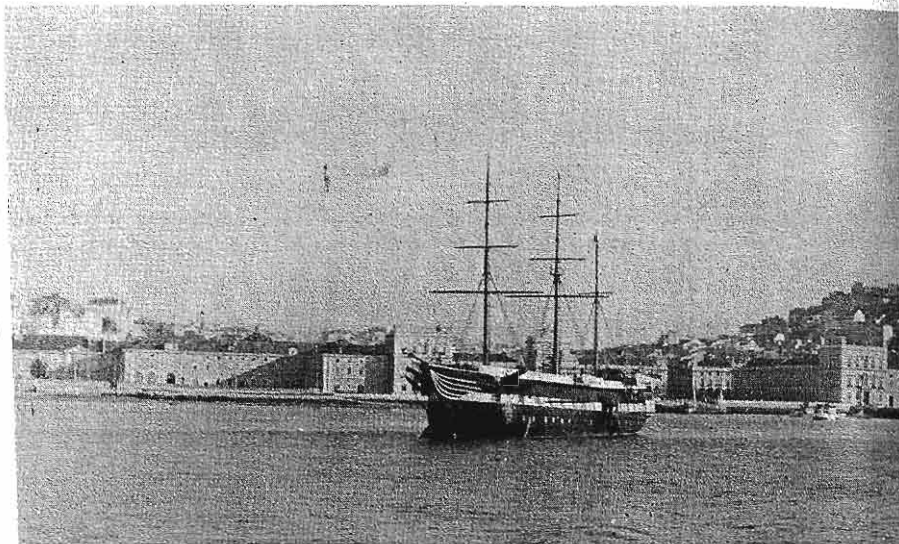


## EMPIRE WINDRUSH



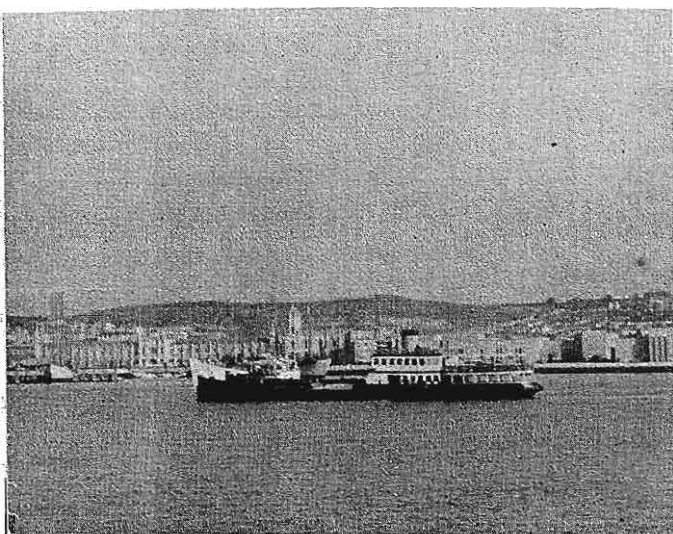
On Sunday morning, 28 April, while enroute from Villefranche to Lisbon, we received an SOS from the 14000 ton British passenger liner "Empire Windrush". She reported an explosion followed by a raging fire. DESDIV 61 turned and sped at 29 knots to her plotted position off the Algerian coast. It took us four hours to reach the scene, and even ten miles away we could see the towering column of smoke from the doomed ship. She was carrying 1500 British servicemen and families back to England from the Far East, and was 5 days away from home, when the disaster occurred. By the time we arrived, all that we found was the flaming ship, with the water all around crowded with empty, half-swamped lifeboats, rafts, furniture, articles of clothing, oars, and other jetsam. There was no living thing left. It was soon decided that the fire was too far gone for us to do anything about it, so we had to leave the three million dollar ship to its fate. As we left, the old ship was proudly upright, despite the huge peelings of white paint from its side, and its forward stack, which had collapsed from the heat. The happy sequel was that we found that only four people had been killed, and thanks to the excellent weather, everyone else had been rescued and brought to Algiers. A day of drama on the high seas.

# L I S B O N



Is that radar on the mainmast?

Our last stop was Lisbon, Portugal. With most everyone either reminiscing about the Riviera or anticipating Norfolk, Lisbon was not the exciting place that other ports had been. Yet there was much to see, much to buy. Fabled Estoril, 15 miles to the east, the Shrine of Our Lady of Fatima, and the old streets of this beautiful city were sights to see. For the souvenir hunters, there were Portuguese tiles, Madeira linen, and (although we couldn't bring a sample back) the excellent Oporto port wine. Those who were adventurous enough to wander, found the little cafes, like a scene from Carmen, complete with arched ceilings, where Portuguese senhoritas sang in a husky voice, the sad and haunting "fado". This was Lisbon. Next -- Norfolk.



La ciudad do Lisboa.



"Black Horse" Square -- Praça do Commercio.

# Welcome Home

## USS NOA DD-84





ADMIN COMTHFLT  
TO: DESDITV 61//COMDESRON 6 090750Z  
AS DESDITV 61 DEPARTS AFTER A SUCCESSFUL TOUR OF DUTY  
WITH SEVENTHFLT THE FLEET COMMANDER SENDS WELL DONE FOR  
AN EFFICIENT PERFORMANCE OF DUTY AND BEST WISHES FOR A  
PLEASANT CRUISE HOME X VADM PRIDE SENDS

FM: COMCRUDESPAC  
TO: DESDITV 61 081933Z  
CONGRATULATIONS TO ALL HANDS ON COMPLETION  
SUCCESSFUL TOUR OF DUTY IN WESTERN PACIFIC X  
SMOOTH SAILING ON YOUR HOMETWARD VOYAGE X  
ME CURTS

CINCPACFLT  
COMDESRON 6 DESDITV 61 060247Z  
INFO: COMDESANT  
THE COMMANDER IN CHIEF US PACIFIC FLEET CONGRATULATES  
COMDESRON 6, USS CONE, USS NO4, USS STRIBLING, AND USS  
WREN ON COMPLETION OF THEIR FIRST TOUR OF DUTY IN THE  
WESTERN PACIFIC X WELL DONE X FELIX B STUMP

FM: COMNAVTE 090850Z  
TO: COMDESRON 6//DESDITV 61  
INFO: COMDESANT//COMTHFLT//CINCPACFLT  
YOUR VALUABLE SERVICES AND HIGHLY EFFICIENT PERFORMANCES  
IN TASKS ASSIGNED HAVE BEEN NOTEWORTHY FEATURES OF OUR  
CONTINUING PROGRAM IN THE FAR EAST X WELL DONE X

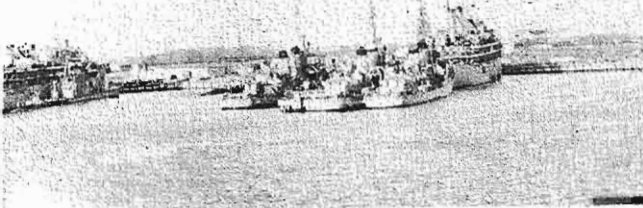
CINCLANTFLT  
TO: COMDESRON 6  
INFO: COMDESANT  
THE COMMANDER IN CHIEF WELCOMES WITH PLEASURE  
YOUR RETURN TO THE ATLANTIC FLEET AFTER A TOUR  
WITH UNITED NATIONS FORCES IN THE FAR EAST X  
ADM LINDE D MCCORMICK  
TO: USS NO4 USS WREN 081536Z  
FM: COMDESRON 6  
IT HAS BEEN A GREAT CRUISE AND I CONGRAT-  
ULATE YOU ON YOUR PERFORMANCE X I REGRET

FM: COMDESFLOT 4  
TO: COMDESRON 6  
INFO: USS CONE  
VADM R P BRISCOE 061217Z  
IT IS A REAL PLEASURE TO WELCOME YOU HOME AGAIN AFTER  
YOUR LONG BUT EVENTFUL ABSENCE X FROM ALL REPORTS YOU  
HAVE BROUGHT WELL DESERVED CREDIT TO YOURSELVES AND  
DESLANT X RADM LARSON

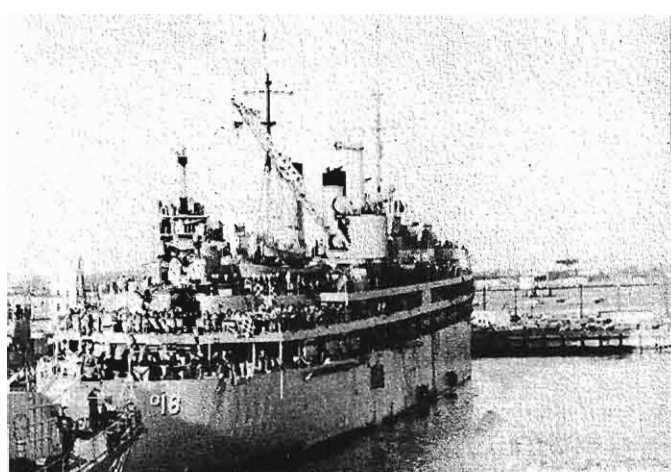
FM: COMDESANT  
TO: COMDESRON 6  
INFO: DESDITV 61  
I WILL NOT HAVE THE OPPORTUNITY TO SAY  
GOODBYE IN PERSON WHEN I PAUL DOWN MY  
PERMANENT BUT MY THOUGHTS WILL BE WITH YOU  
X GOOD WISHES GOOD SAILING AND GOD BLESS  
YOU ALL X CAPTAIN ORGAN SENDS

FM: COMDESANT  
TO: COMDESRON 6  
INFO: DESDITV 61 081540Z  
CONGRATULATIONS ON SUCCESSFUL COMPLETION YOUR  
FAR EAST TOUR AND WORLD CRUISE X WELL DONE  
HANDS AND WELCOME HOME X RADM HARTY

1800, 9 APRIL 1954



There she is...



... The SIERRA



Welcome, Welcome.



Do you see him?



Hi, honey!!



Fan Tail Follies

U S N O d

Japan Dec 1953  
From Charles K. Carr

1953 FANTAIL FOLLIES

Not Sure, But Believe it's a  
Bunch of Officers as a CHORUS  
LINE



"The Men of Notes"  
A Popular Band



1953 FANTAIL FOLLIES

Stanley Campbell + Chuck CARR  
Singing "I overlooked an Orchid"





Fanail Folies

December- 1953 JAPAN

U.S.S. NoA DD-841



Philip Rhoades - Guitar  
Stanley Campbell - Guitar  
Chuck CARR - Doghouse Bass  
Playing "Down Yonder"



Stanley Campbell and  
Chuck CARR



U.S.S. NOA DD-841  
Sasebo JAPAN  
December 1953  
Photos from Billie Joe Johnson



Billie Joe Johnson



Outside Tennessee BAR

Japanese Baby Son

Tennessee BAR

