



DEPARTMENT OF THE NAVY
RECRUIT TRAINING COMMAND
ORLANDO, FLORIDA 32813-6100

1752
RTC 25

Dear Recruit Family:

This letter is being sent to inform you that we have just welcomed a member of your family to Recruit Training Command, Orlando to commence training. Recruit training is an intense academic and physically demanding course of instruction designed to provide a carefully controlled transition from civilian to military life. Although rigorous, it will prove beneficial to the recruit in the long term, not only in his or her role as a professional sailor but as an individual confronting the trials of everyday life as well.

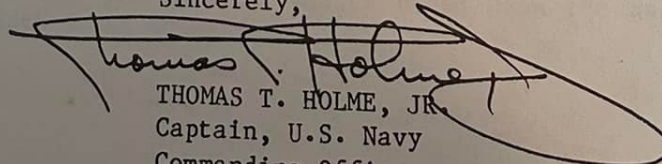
The curriculum consists of classroom instruction, military drill and practical exercises. Some of the subjects covered are: naval history, seamanship, career information, human goals and the Navy as an organization. Recruits are under the guidance and supervision of carefully selected and highly experienced officers and senior petty officers who have been especially trained for these important duties. Emphasis is placed on self discipline, personal responsibility, pride in one's self and a commitment to excellence. All recruits attend classes involving discussion of personal responsibilities to themselves, their families, the Navy and our country. These classes are structured to help maintain and strengthen their sense of responsibility while in the Navy.

During basic training recruits also have the opportunity to attend weekly divine worship services if they so choose. Trainees may receive personal counseling and other assistance as well from our chaplains, who are ordained clergy and represent varied denominations.

Basic training brings a major change in the lives of many young people and some experience difficulty in making this adjustment. Your letters of encouragement will help immeasurably. The demands of recruit training should be approached with determination, and confidence that the ability to succeed is within the recruit's grasp. I am confident that the challenges recruits face can be met with your continued support. You should be proud that your recruit, by enlisting, has taken the first step in making an important contribution to the welfare of the country and to the peace and stability of the world.

I know you probably have a lot of questions concerning basic training so I am enclosing a list of those most frequently asked and their answers. I've also enclosed maps of Recruit Training Command, Orlando and the Orlando area for your use. The exact date that your recruit will Pass-In-Review will be known in the near future. It will be your recruit's responsibility to inform you of that date early enough to provide you ample opportunity to make advance arrangements to attend graduation events. I sincerely hope you will be able to attend your recruit's graduation review.

Sincerely,


THOMAS T. HOLME, JR.
Captain, U.S. Navy
Commanding Officer



DEPARTMENT OF THE NAVY

USS HALYBURTON (FFG 40)

FLEET POST OFFICE

MIAMI 34091-1495

1650
2 August 1985

From: Commanding Officer, USS HALYBURTON (FFG-40)
To: GSE3 Craig S. THOMPSON, USN,

Subj: LETTER OF APPRECIATION

1. During the period 19 June to 19 July 1985, USS HALYBURTON conducted Refresher Training at Guantanamo Bay, Cuba. During the Refresher Training period, HALYBURTON successfully completed an Operation Propulsion Plant Examination (OPPE), Engineering Operational Readiness Evaluation, Final Battle Problem, and all required at-sea and inport damage control exercises and drills. These evolutions tested the material and training readiness of HALYBURTON and were conducted under demanding conditions. Several months of intensive preparation preceded REFTRA events.
2. As a member of Repair V, you made a direct and substantial contribution to the successful completion of Refresher Training. You demonstrated that you have what it takes to complete rigorous, complex emergency drills and exercises. Your many hours of hard work are recognized and appreciated.
3. You have my thanks and appreciation for a job well done. It is always a pleasure to recognize a strong performer. Keep up the good work.


R. K. PETERS

STATION COMMANDING OFFICER, USS HALYBURTON (FFG-40), FPO MIAMI 34091-1495



THE ROYAL KINGDOM OF BOREALIS REX



SOLEMN MYSTERIES OF THE ANCIENT OF THE DEEP

TO ALL SAILORS WHEREVER YE MAY BE: AND TO ALL WALRUS, HUSKIES, FOXES, POLAR BEARS, WHALES, MARTENS, REINDEER, CARIBOU AND ALL OTHER LIVING DENIZENS OF THE FROZEN NORTHERN WASTES - GREETINGS !!

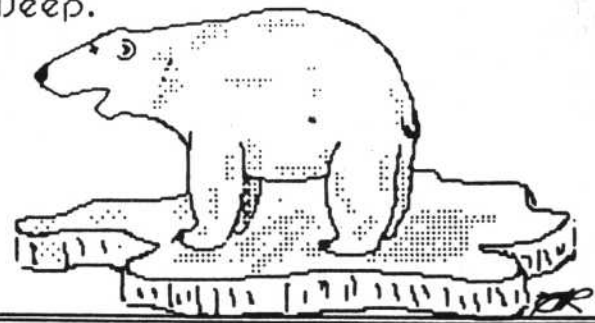
Know ye, that on this 7th day of September, Nineteen Hundred and Eighty Five at Latitude 66° 33' North and Longitude 27° 40' West there appeared within our Royal Domain, the United States Ship Halyburton (FFG-40). Be it forever remembered that the USS Halyburton (FFG-40) and Officers and Crew have been inspected by his Royal Majesty Borealis Rex and his Royal Polar Bear and passed on by ourselves and our Royal Staff; and be it known by all ye Sailors, Marines, Landlubbers and others who may be honored by his presence that;

GSE3 Craig S. THOMPSON

having been found worthy to be numbered as a trusty BLUE NOSE, has been duly initiated into the Solemn Mysteries of the Order of the Deep.

Verified by his Royal Servant:

R.K. Peters, CDR, U.S. Navy
Commanding Officer
USS Halyburton (FFG-40)



NAME (Last, First, Middle) THOMPSON, CRAIG STEVE		BRANCH AND CLASS USN
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Commander Battle Force Sixth Fleet

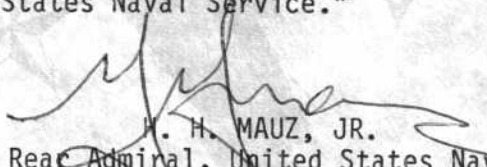


LETTER OF COMMENDATION

GAS TURBINE SYSTEM TECHNICIAN (ELECTRICAL) SECOND CLASS
CRAIG STEVEN THOMPSON
UNITED STATES NAVY

**for service as set forth in the following
CITATION:**

"For professional achievement in the superior performance of his duties while serving as Main Propulsion Division Assistant Damage Control Petty Officer in USS HALYBURTON (FFG 40) while deployed to the Mediterranean Sea from 10 March 1986 to 10 September 1986. Petty Officer THOMPSON performed his duties in an exemplary and highly professional manner. His superior ability, devotion to duty and untiring efforts were instrumental in maintaining damage control readiness and excellence throughout a variety of fleet operations. His meticulous attention to detail and dedication directly resulted in no discrepancies being noted in damage control during a Gas Turbine Mobile Training Team visit. Petty Officer THOMPSON's exceptional professionalism, superior performance and loyal devotion to duty reflect great credit upon himself and the United States Naval Service."


H. H. MAUZ, JR.
Rear Admiral, United States Navy

BATTLE FORCE SIXTH FLEET



DEPARTMENT OF THE NAVY

USS HALYBURTON (FFG 40)

FLEET POST OFFICE

MIAMI 34091-1495

1420
16 January 1986

From: Commanding Officer, USS HALYBURTON (FFG 40)
To: GSE3 Craig Steve THOMPSON, USN, [REDACTED]
Subj: AUTHORITY TO ASSUME THE TITLE AND WEAR THE UNIFORM OF
GAS TURBINE SYSTEMS TECHNICIAN (ELECTRICAL) SECOND CLASS
Ref: (a) MILPERSMAN 2230130

1. In accordance with the authority vested in the Commanding Officer by reference (a), you are hereby authorized to assume the title and wear the uniform of Gas Turbine Systems Technician (Electrical) Second Class, U.S. Navy, effective immediately.
2. You will be entitled to a military identification card and all privileges of the higher grade, e.g, clubs, messing, berthing, housing, and parking, except entitlements restricted by law.
3. You will not be entitled to the pay or other allowances of a Petty Officer Second Class until actually advanced.


R. K. PETERS

Copy to:
Service Record

Department of the Navy



Good Conduct Award

Fidelity Zeal Obedience

GAS TURBINE SYSTEMS TECHNICIAN (ELECTRICAL) SECOND CLASS

CRAIG STEVEN THOMPSON

Is issued this certificate in recognition of faithful, zealous and obedient naval service.

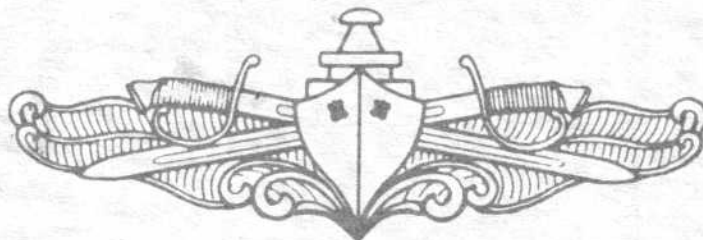
FIRST AWARD

Awarded for service completed on 27 DECEMBER 1986

C. J. Rafter
C. J. RAFTER

Commanding Officer
COMMANDER, U.S. NAVY
USS MCINERNEY (FFG-8)

UNITED STATES SHIP McINERNEY (FFG-8)



COMMANDING OFFICER USS McINERNEY (FFG-8) TAKES PLEASURE IN COMMENDING
CRAIG STEVEN THOMPSON
GAS TURBINE SYSTEMS TECHNICIAN (ELECTRICAL) SECOND CLASS
UNITED STATES NAVY

FOR SERVICES AS SET FORTH IN THE FOLLOWING

"For professional achievement in the superior performance of his duties while serving as Inport Emergency Party On Scene Leader onboard USS McInerney during Refresher Training at Guantanamo Bay, Cuba, from 4 November to 8 December 1987. Petty Officer Thompson consistently performed his demanding duties in an exemplary and highly professional manner. Tasked with the enormous responsibility to organize, train, and direct the efforts of his fire party, Petty Officer Thompson exhibited aggressive leadership ability, excellent judgment, and superb damage control knowledge. As a direct result of his tireless, dedicated efforts, Petty Officer Thompson's fire party achieved outstanding results during the Operational Readiness Evaluation phase of Refresher Training. Petty Officer Thompson's exceptional performance and unselfish devotion to duty reflect great credit upon himself, USS McInerney, and the United States Naval Service."

A handwritten signature in cursive script that reads "C. J. Rafter".

C. J. RAFTER
Commander, U.S. Navy
Commanding Officer



DEPARTMENT OF THE NAVY
USS MCINERNEY (FFG 8)

FLEET POST OFFICE
MIAMI 34092-1466

From: Commanding Officer, USS MCINERNEY (FFG-8)

To: [REDACTED]

GSE2 Craig S. Thompson, USN, [REDACTED]

Subj: ASSISTANT ENGINEERING OFFICER OF THE WATCH; DESIGNATION AS

Ref: (a) MCINERNEYINST 5400.1
(b) COMDESRONEIGHTINST 3540.1
(c) MCINERNEYINST 3540.1
(d) Engineering Operational Sequencing System, FFG-7 Class
(e) NAVSHIPSTECHMAN

1. In accordance with the provisions of reference (a) you are hereby designated as Assistant Engineering Officer of the Watch, for USS MCINERNEY.
2. You will familiarize yourself with the duties and responsibilities of the Assistant Engineering Officer of the Watch as listed in reference (a). You will operate the engineering plant as ordered in references (b) and (c). At all times you will operate the engineering plant in accordance with good engineering practice and you will take emergency action when required in accordance with the casualty procedures of reference (d) and (e).
3. Congratulations on this significant achievement.

C. J. Rafter
C. J. RAFTER

Copy to:
Engineer Officer
Service Record

Training Command, U.S. Atlantic Fleet



U.S. Fleet Training Center Mayport, Florida

This certifies that GSE2 CRAIG S. THOMPSON, USN

has successfully completed a prescribed course in

Leadership, Management, Education, and Training
Leading Petty Officer
(A-500-0034)



Bill H. Smith, Jr.
R. A. Passum
Instructor



DEPARTMENT OF THE NAVY
USS KLAKRING (FFG 42)
FLEET POST OFFICE
MIAMI 34091

FFG42:NAV:wn
1200
Ser **185**
7 OCT 1983

From: Commanding Officer, USS KLAKRING (FFG 42)
To: SA Craig S. THOMPSON, USN, 195-54-8868

Subj: Letter of Designation for Underway Replenishment/Restricted Manuevering

Ref: (a) KLAKRINGINST 3500.1

1. In accordance with reference (a) and based upon your knowledge of the watch station test both written/oral and observations of you performing those duties assigned, I designate you as Lee Helmsman for Underway Replenishment and restricted manuevering.


L. O. WAHLIG

Copy to:
Service Record
Navigator

Department of the Navy
Chief of Naval Technical Training



This certifies that

GSE3 Craig S. Thompson

has satisfactorily completed the prescribed course of study at the
GAS TURBINE SYSTEMS TECHNICIAN CLASS "A" SCHOOL
(ELECTRICAL)

this 5th *day of* April, 19 85

A handwritten signature in dark ink, appearing to read "H.A. Crutchfield".

H.A. Crutchfield, LT.
U.S. NAVY, COMMANDING

CNTECHTRA-GEN 1650/1 (2-73)
S/N 0197-TF0-5530

Department of the Navy
Chief of Naval Technical Training



This certifies that

GSE2 CRAIG S. THOMPSON

has satisfactorily completed the prescribed course of study at the
GAS TURBINE SYSTEMS TECHNICIAN CLASS "C" SCHOOL
(ELECTRICAL)

this THIRTY FIRST *day of* JULY, 19 87

A handwritten signature in dark ink, appearing to read "C.B. Baker".
C. B. BAKER LCDR USN
U.S. NAVY, COMMANDING

CNTECHTRA-GEN 1650/1 (2-73)
S/N 0197-TF0-5530 24523-GL



Know All Men by These Presents:

that



SR C. S. THOMPSON



WAS AN HONORED MEMBER OF THE ORIGINAL ILLUSTRIOUS CREW WHICH

FOREVER DISTINGUISHED ITSELF WHEN IT



Commissioned the



DATE

USS KLAKRING (FFG 42)
20 AUGUST 1983

Copyright

TIFFANY PUBLISHING CO.
NORFOLK, VA.



Know All Men By These Presents

I GSE2 CRAIG S. THOMPSON

THAT HE ENTERED THE LAND OF ICE CYCLES AND SNOWFLAKES
ABOARD THE GOOD SHIP

ON THE 7TH DAY OF SEP 85 AT LONGITUDE 02850W

That I: *Boreas Rex*, Ruler of the North Wind and Sovereign of all
the frozen Reaches it touches do hereby declare this hot blooded
Neophyte to my Royal Domain to be a True and Trusted Ice and
Brine-Encrusted BLUENOSE.

SIGNED

Boreas Rex
Boreas Rex

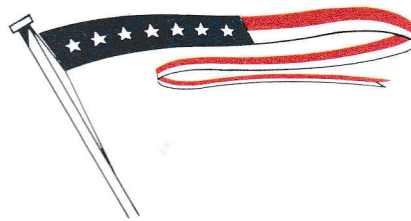
RULER OF THE NORTH WIND

USS KLAKRING FFG 42

**AUGUST 20, 1983
BATH, MAINE**

**COMMISSIONING
CEREMONY**





COMMISSIONING OF A NAVY SHIP

This commissioning ceremony marks the introduction of USS KLAKRING (FFG 42) into the operating forces of the United States Navy. The commencement of the formal responsibility of the Commanding Officer for the ship occurs when the commission pennant is ordered to be flown. It is then that the Commanding Officer, in company with the ship's officers and crew, is charged with ensuring KLAKRING is prepared for any mission directed in peace or war.

The commission pennant, depicted above, is flown at the mast head. It is blue at the hoist with a union of seven white stars and a horizontal red and white stripe at the fly. The pennant flies continually except when replaced by the personal flag of an Admiral or Commodore who is officially embarked.

The pennant has its origin in the days of chivalry when knights rated a small pointed flag or pennon. The mark of a squire was a long pennant very similar to the "Coachwhip pennant" or commission pennant. Bannerets ranked knights, who took precedence below barons. Knights carried pennons with a slit in the end. It was customary for kings or generals to make barons of knights on the battlefield by cutting off part of the fly of the pennon. This squared flag then became a symbol of increased rank.

The noble families entitled to a pennon emblazoned their coats of arms on the pointed flags. The flags sometimes were of great length and size when flown on board ships in which the owners were embarked.

The commission pennant flown today is standardized, but as did the pennon of the Middle Ages, it represents in our Navy and other Navies of the world the personal insignia of the officer appointed to command that ship.

USS KLAKRING (FFG 42)

Band Selections
Northeast Navy Band

Welcoming Remarks
Lieutenant Commander William T. Funk

Arrival and Introduction of Official Party
Lieutenant Commander William T. Funk

Invocation
Lieutenant Albert L. Hill

Remarks
Captain E. C. Webster, Supervisor of
Shipbuilding, Bath, Maine
Mr. William Haggett,
Chief Executive of B.I.W.

Principle Address
Rear Admiral George W. Davis Jr.
Deputy Commander For Surface Ships
Naval Sea Systems Command

Reading of Commissioning Directive
Captain David W. Somers Jr., USN
Commander Destroyer Squadron Six

Commissioning

Parade of Colors
Marine Color Guard

Acceptance of Command
Commander Leonard O. Wahlig

Setting of the First Watch
Lieutenant Commander William T. Funk

Manning the Ship

Commanding Officers Remarks
Commander Leonard O. Wahlig

Benediction
Lieutenant Albert L. Hill

Reception on Board

SHIP'S DESCRIPTION

USS KLAKRING (FFG 42) is the thirty-fifth ship of the OLIVER HAZARD PERRY class of guided missile frigates and the third generation of that class. KLAKRING has incorporated several new systems such as Integrated Naval Tactical Data System (NTDS), Satellite Communications and Navigation Systems, Integrated Electronics Warfare Detection Systems, and a third Command and Decision Computer which allows for future Anti-Submarine Warfare improvements.

KLAKRING has been built primarily to provide in depth protection for military and merchant shipping, amphibious task forces and underway replenishment groups though her systems are designed to meet the requirements of any tactical situation.

The Combat Systems new and innovative design integrates a computerized command and decision system with the ships sensors and weapons. Three computers provide a rapid evaluation of potential threats detected by the ships radars, sonar, and other sensors. Should the need arise surface-to-air and surface-to-surface missiles, ASW torpedoes, and embarked Lamps III helicopters can quickly be employed to strike hostile targets or counter threats from aircraft, ships, or submarines.

The propulsion system is a computer controlled gas turbine power plant with engines similar to those found on the Air Force C-5A strategic transport. The Main engines can be on line and ready in less than one eighth the time required for a conventional steam propulsion plant.



REAR ADMIRAL
THOMAS BURTON KLAKRING

(1904-1975)

Today's commissioning of the Klakring, 15th ship of the FFG 7 guided missile frigate class to be built at the Bath Iron Works, honors the memory of Rear Admiral Thomas Burton Klakring.

Admiral Klakring, a submarine hero of World War II in the Pacific, was credited with sinking eight Japanese ships within sight of Japanese ports after taking his submarine, the GUARDFISH, into waters off Japanese islands previously unpatrolled by American submarines. The GUARDFISH, without the benefit of sophisticated sonar equipment, sighted or torpedoed 77 enemy vessels in about 35 days on one patrol. Then-LCDR. Klakring commanded the GUARDFISH from 1941 to 1943.

While under LCDR. Klakring's command, the GUARDFISH left on her first war patrol on August 6, 1942, to take station along the eastern shore of Honshu. Eight enemy ships, a total of 51,055 tons, were sent to the bottom and one 7,000 ton freighter was damaged. A second strike was conducted in October. A freighter and a tanker were sunk and another freighter was damaged, this time in the East China Sea area. The GUARDFISH's third patrol was conducted in the Rabaul-Kavieng area where additional Japanese shipping was sunk including two naval vessels.

For his services in command of the GUARDFISH he was awarded the Navy Cross with two Gold Stars in lieu of a second and third Navy Cross and a ribbon for and a facsimile of the Presidential Unit Citation awarded the GUARDFISH.

After being detached from command of the GUARDFISH on May 18, 1943, LCDR. Klakring was ordered to duty as prospective commanding officer of the submarine USS FLOUNDER, then being fitted out. In October, 1943 he was ordered to duty as an instructor at the Navy Submarine School, New London, where he served until March, 1944. He assumed duty as Commander, Submarine Division 102 in May, 1944 and served

in that duty for one year. For his service in that command he was awarded the Silver Star Medal and the Bronze Star Medal.

In addition to the Navy Cross with two Gold Stars, the Silver Star Medal, the Bronze Star Medal, and the Presidential Unit Citation Ribbon, Admiral Klakring was awarded the China Service Medal, the American Defense Service Medal, the American Area Campaign Medal, the Asiatic-Pacific Area Campaign Medal, and the World War II Victory Medal.

Born in Annapolis, December 19, 1904, the only child of Colonel and Mrs. Leslie Klakring, he entered the Naval Academy from the State of Connecticut and was graduated in the class of 1927. He had previously graduated from St. John's College at age 18. He later attended the Naval Post Graduate School and also earned a master of science degree from the University of California. While at the Naval Academy he led the "Navy 10," an orchestra made up of midshipmen. He was considered an accomplished linguist, pianist and composer.

Admiral Klakring's other chief Navy assignments were as senior instructor at the Submarine School, planning officer for the Fifth Fleet, head of the Navy's guided missile division, and officer in charge of the Submarine School.

Following his retirement in 1949 after 22 years of meritorious service, Admiral Klakring became assistant to the general manager of the Electric Boat Company in New London, and three years later he became vice president of the company. When it was acquired by General Dynamics Corporation, he became manager of international activities for the Electric Boat Division, serving in that position until 1964 when he retired. Returning to Annapolis, he established a consulting service in the marine industrial and engineering fields.

Admiral Klakring moved to California in 1973. He died on 24 July 1975 at the Balboa Naval Hospital in San Diego.

Principal Speaker
Rear Admiral
George W. Davis

REAR ADMIRAL GEORGE W. DAVIS, JR., USN, a native of Columbia, South Carolina, graduated from the United States Naval Academy in June 1955. His initial duty assignment was to the USS GWIN (DM-33) where he served as Anti-Submarine Warfare Officer and Damage Control Assistant.

Subsequently, RADM DAVIS served as Executive Officer of the ships USS MORGAN (MHC-47), USS CORMORANT (MSC-122) and USS BARRY (DD-933); as Chief Staff Officer and Material Officer for Commander Destroyer Squadron Six; Reactor Officer of USS ENTERPRISE (CVN-65); and Commanding Officer of the ships USS WIDGEON (MSC-208), USS JOSEPH K. TAUSSIG (DE-1030) and USS RICHARD L. PAGE (DEG-5). RADM DAVIS also commissioned the nuclear powered cruiser USS VIRGINIA (CGN-38) in 1976 and served as that ship's first Commanding Officer until August 1978.

RADM DAVIS attended the U.S. Naval Postgraduate School at Monterey, California commencing in June 1960. He received a Master of Science in Electrical Engineering from this institution, graduating with distinction in June 1962. He entered the nuclear power program in 1963 and served on the staff of the Nuclear Power Training Unit, West Milton, New York from 1964 to 1966. He is a 1969 graduate of the Armed Forces Staff College.

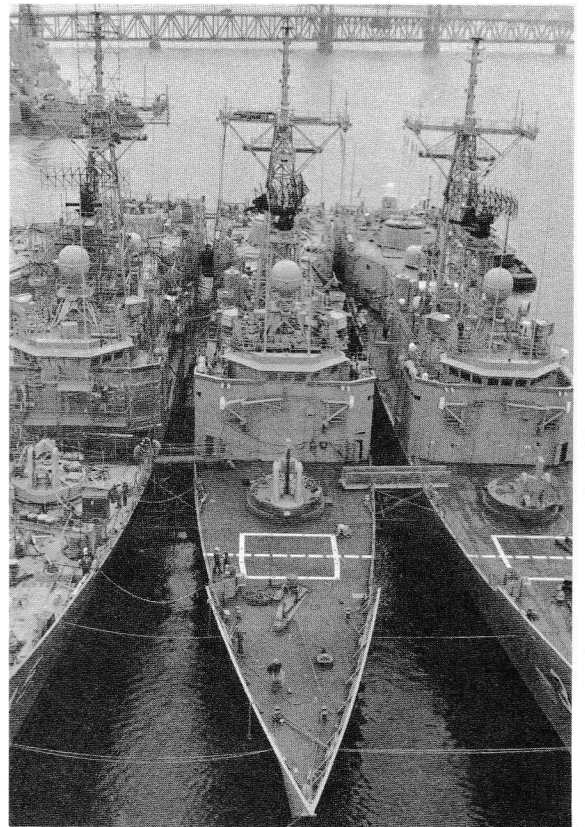
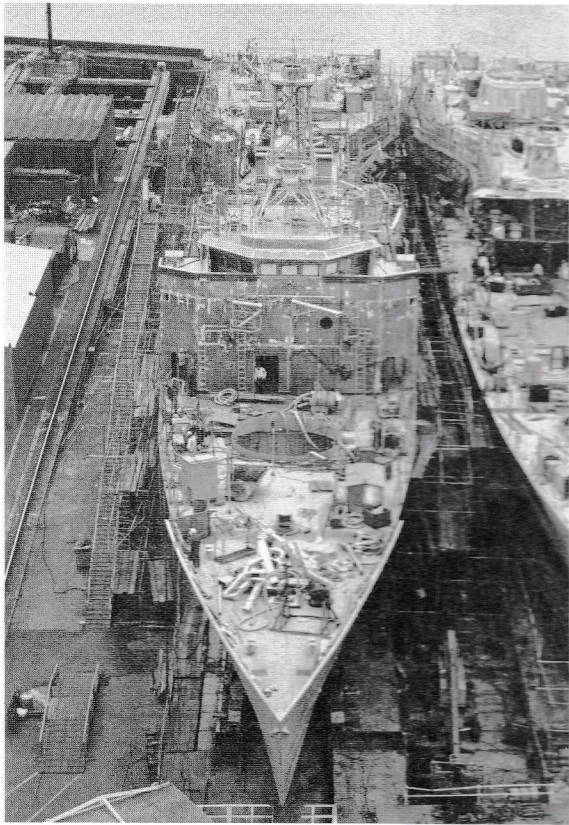
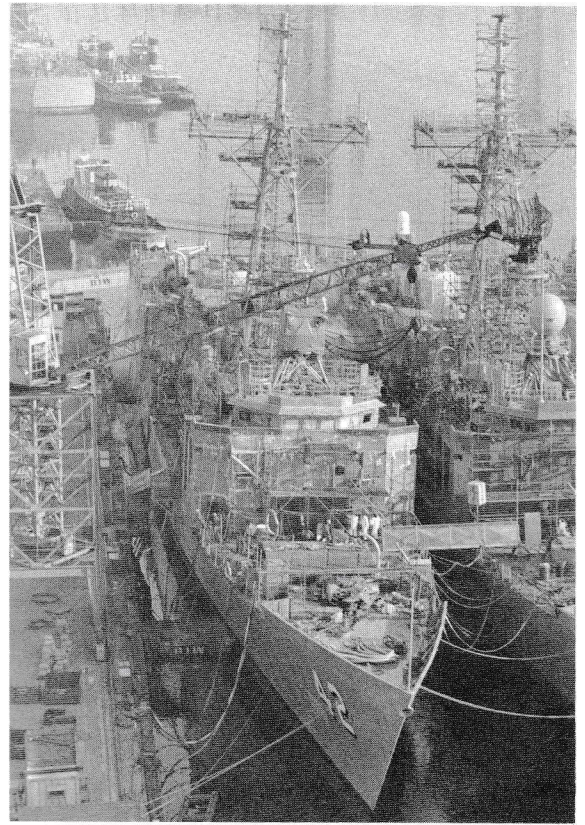
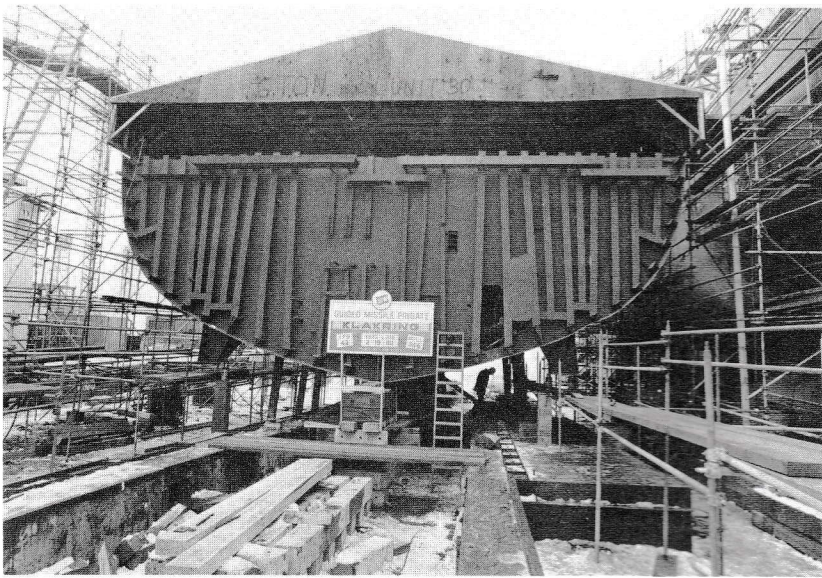
RADM DAVIS served as Senior Naval Instructor, Senior Officer Ship Material Readiness Course from August 1978 to September 1980 and then as Assistant Chief of Staff for Logistics, Allied Forces Southern Europe until October 1981.

Before assuming his present assignment as Deputy Commander for Surface Ships (SEA 91), Naval Sea Systems Command, he was the Deputy Commander for Aircraft Carriers, Amphibious and Auxiliary Ships (SEA 94).

RADM DAVIS wears the Legion of Merit, Bronze Star and Navy Commendation Medals.

RADM DAVIS is married to the former Miss Jean Carroll of Los Angeles, California. They have three children.





Birth of a Warship...

Views at 0%, 60%, Launch, 70%,
and 90% Completion.



Launching Ceremony
FFG 42

In 1846 Mrs. Lavivia Watson Fanning became the first woman to "Sponsor" a ship as she christened the sloop GERMANTOWN in Philadelphia. Since then the honor has always been bestowed on a woman.

According to tradition, the spirit of the sponsor enters the ship as she christens it remaining there forever.

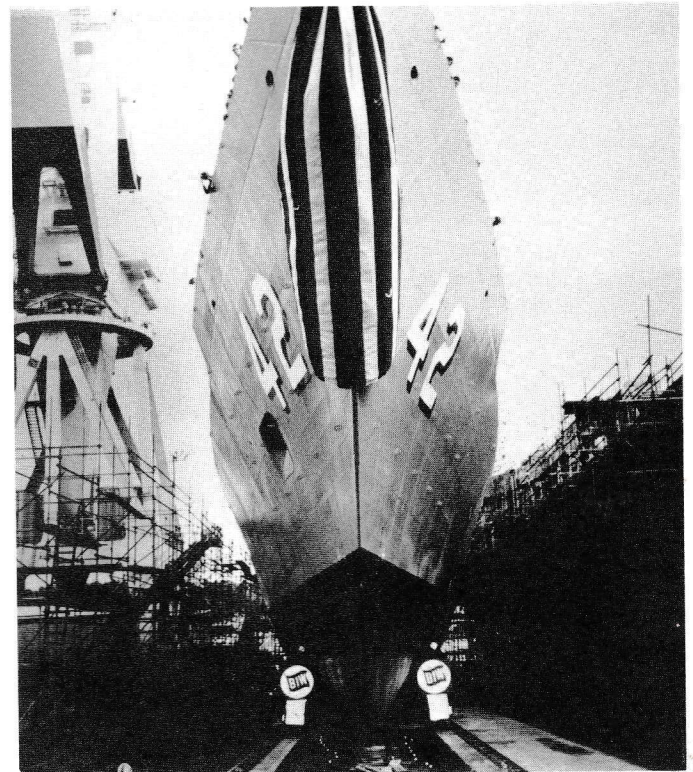
The sponsor of the KLAKRING (FFG 42) is the niece of RADM Thomas Burton KLAKRING for whom the ship is named.

Mrs. Paul Bohlen, the former Beverly Doughty, was born to Harold and Alberta Doughty in Napa, California. She is the granddaughter of the late E. W. Doughty of Cumberland, Maine who was the father of Lois Doughty Klakring, the late wife of Rear Admiral KLAKRING.

Assisting Mrs. Bohlen at the christening as the Matron of Honor, was Mrs. Susan Quick Cahoon.

Mrs. Cahoon has decorated the christening bottles for virtually every launching at Bath Iron Works in the past 35 years.

Together on September 18, 1982 these two women put to sea for the first time, the mighty warship which stands before you today.

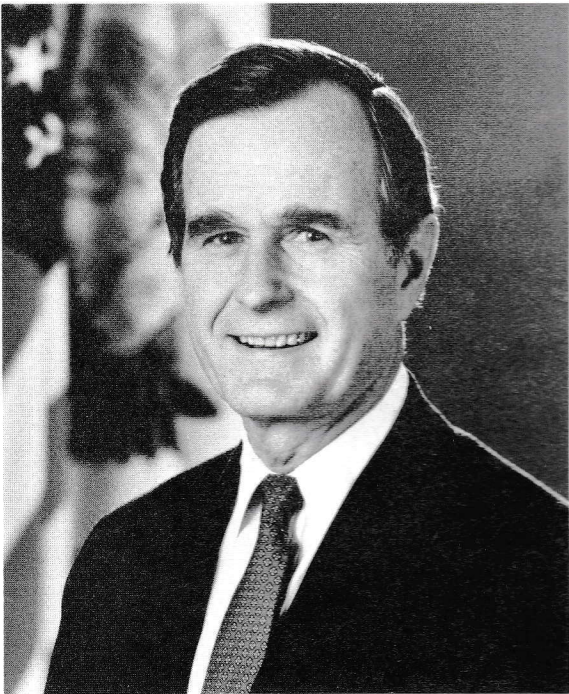
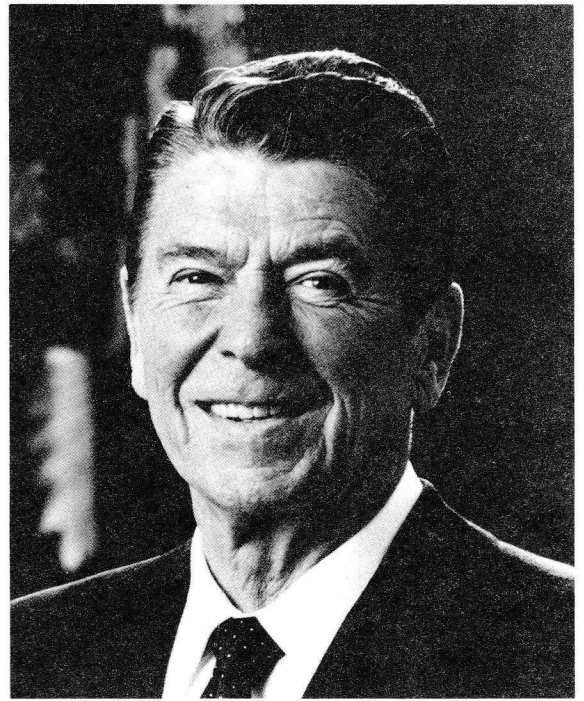


Upper Left: Sponsor and Matron of Honor
Lower Left: Sponsor Christening Ship
Lower Right: USS Klakring Launching

**THE PRESIDENT
OF THE
UNITED STATES**



**COMMANDER IN CHIEF
RONALD REAGAN**



**VICE PRESIDENT
OF THE
UNITED STATES
GEORGE H. BUSH**



**CASPER WIENBURGER
SECRETARY OF DEFENSE**





JOHN LEHMAN
SECRETARY OF THE NAVY



JAMES D. WATKINS
ADMIRAL OF THE NAVY
CHIEF OF NAVAL OPERATIONS



THE SECRETARY OF THE NAVY
WASHINGTON

Commander Leonard O. Wahlig, USN
PCO KLAKRING (FFG 42)
Bath Iron Works Corporation
Bath, Maine 04530

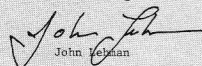
Dear Captain:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of KLAKRING (FFG 42).

Your new ship is the latest in a versatile new class of surface warships, incorporating the most advanced ship and weapon systems and capable of operating effectively against a variety of surface, subsurface, and aerial threats. When KLAKRING is animated by the spirit of capable professionalism that has long been the mark of the American destroyer, she will bear a proud share of our nation's defense in a troubled world. It is particularly appropriate that she should honor the Memory of Rear Admiral Thomas Klakring. In submarine command in the Pacific during World War II, this hard-fighting seaman compiled an outstanding record of duty energetically done. In staff and command duty ashore, he showed himself to be a capable leader and teacher of others. You inherit a fine Navy legacy of service. I know that you will do new honor to it.

Your ship now begins an active role in the fleet. You, and those who serve with you, are charged with the heavy responsibility of making KLAKRING a fully effective instrument of sea power in our nation's defense. May you meet with every success in assuming that responsibility.

Sincerely,


John Lehman



CHIEF OF NAVAL OPERATIONS

Dear Captain,

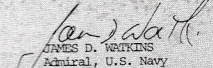
Please accept my hearty congratulations on the commissioning of United States Ship KLAKRING (FFG 42). An unusual distinction and a special responsibility fall upon you as the first commanding officer. By your selection as the commissioning captain, your distinguished record of professional competence has been recognized, and in this assignment the full measure of your demonstrated abilities will be called upon.

When she joins the fleet, KLAKRING will be the newest ship in the United States Navy and will bring to the operating forces the most modern design and quality construction afloat on the seas today. Yet this splendid ship cannot fulfill the role for which she was authorized by our Congress—to contribute to the common defense of our nation by maintaining our maritime superiority—unless she is manned by a dedicated crew of Navy men who are capable of operating and maintaining her to the very limits of designed potential.

It is your responsibility to establish for KLAKRING an operating capability to match her potential. As your ship and crew perform, KLAKRING will develop a personality and a reputation which will endure over her years of service to the nation and to the Navy. KLAKRING's character and professional reputation will largely depend upon your leadership as the first commanding officer.

I congratulate you on your selection for this most important task. Yours is a great honor. It is also a profound responsibility. I have the fullest confidence you will execute it well.

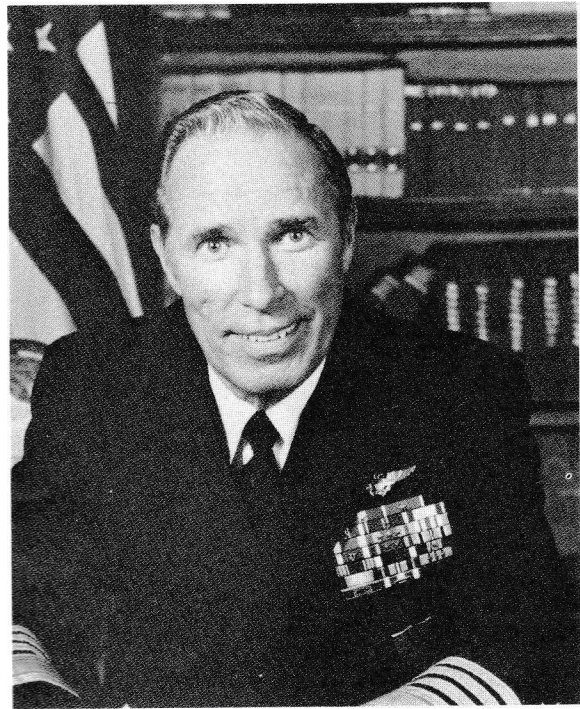
Sincerely,


JAMES D. WATKINS
Admiral, U.S. Navy


Commander Leonard O. Wahlig, USN
PCO, KLAKRING (FFG 42)
Bath Iron Works Corporation
Bath, Maine 04530



Edward S. Briggs
 Vice Admiral U. S. Navy
 Commander Naval Surface Force



Wesley L. McDonald
 Admiral, U. S. Navy
 Commander In Chief
 U. S. Atlantic Fleet


 COMMANDER NAVAL SURFACE FORCE
 UNITED STATES ATLANTIC FLEET
 NORFOLK, VIRGINIA 23511
 4 May 1983

Dear Commander Wahlig,

Congratulations on your new command and best wishes to you and your crew on the commissioning of KLAKRING (FFG 42).

The modern technology that KLAKRING brings to the Atlantic Fleet provides a valuable asset to our warfare capability and is a most welcome addition to this Force. The responsibility of which you and your crew are charged, that of converting your fine ship into an effective instrument of seapower in our nation's defense, is a most difficult one indeed. I have complete confidence, however, that the dedicated crew which you have assembled is capable of operating and maintaining your ship to the limits of her potential.


I want to express my appreciation to you, your officers and men for the long hours of hard work and training that you have devoted in preparing KLAKRING to join the Fleet. You and your team have performed well, and I know that same team effort and spirit will continue with you into the Fleet.

On behalf of the Naval Surface Force, U.S. Atlantic Fleet, I extend to each of you a hearty welcome. We are proud to have USS KLAKRING as a member of our team. Welcome to the Force.

Sincerely,


 E. S. BRIGGS
 Vice Admiral, U.S. Navy

Commander Leonard O. Wahlig, U.S. Navy
 Prospective Commanding Officer
 KLAKRING (FFG 42)
 c/o Fleet Introduction Team
 33 Center Street
 Bath, Maine 04530


 COMMANDER IN CHIEF ATLANTIC
 AND
 COMMANDER IN CHIEF U. S. ATLANTIC FLEET
 23 May 1983

Dear Commander Wahlig,

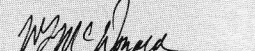
On the occasion of the commissioning of USS KLAKRING (FFG 42), I extend to you and all hands my congratulations and best wishes.

Your ship joins the Atlantic Fleet Naval Surface Force at a time when the task of protecting and maintaining the nation's maritime security is of paramount importance. We face a naval threat unequalled in history, and the demands that threat places on our Navy and your ship will be great. New construction ships such as KLAKRING are designed to meet these challenges and will be a key part of the Navy's deterrent and war fighting capabilities through the 1980's and beyond.

As her first Commanding Officer, you have the unique opportunity to employ the dedication, professionalism and enthusiasm of all hands to ready your ship to meet all commitments. You and your crew will set her future course and establish her fleet reputation. I have every confidence KLAKRING will serve our Navy and our country with the same distinction as her namesake, the late Rear Admiral Thomas Burton Klakring.

I bid you welcome to the Atlantic Fleet and wish you smooth sailing.

Sincerely,


 W. L. McDONALD
 Admiral, U. S. Navy

Commander Leonard O. Wahlig, USN
 Prospective Commanding Officer
 USS KLAKRING (FFG 42)
 Precommissioning Unit
 c/o Fleet Introduction Team
 33 Center Street
 Bath, Maine 04530



Rear Admiral
Cheng
Comcrudesgru Two



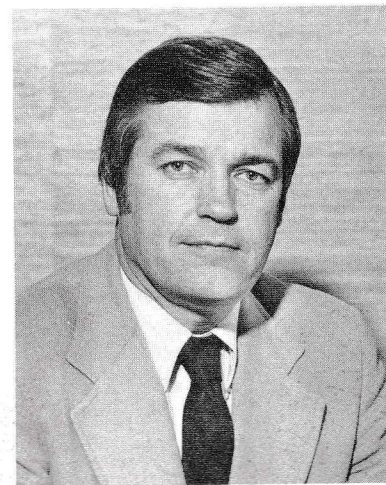
Captain D. W. Somers, Jr.
Comdesron Six



Captain E. C. Webster
Supervisor of Shipbuilding
Bath, Maine



Commander
John C. Dranchak
Officer in Charge
Fleet Introduction Team
Bath, Maine



William Haggett
Chairman of the Board
Bath Iron Works Corporation

A black and white photograph of the USS Klakring FFG 42, a guided missile frigate, sailing on the water. The ship's mast and radar equipment are prominent against a light sky. The ship's hull number '42' is visible on the bow.

**FREEDOM THROUGH VIGILANCE
USS KLAKRING FFG 42**

*Off the shore of Maine we came
with power from aft to fore.
We will guard land, air and sea
as we sail from shore to shore.*

*Commissioned in brotherhood, perpetually,
to guide while underway;
our shipmates are strong as they must be
to endure each trying day.*

*Alert in fullest harmony,
we live America's dream.
This freedom through vigilance
sustains the mighty Klakring.*

*Our pride in all we do
enables us to sing
of comfort and nobility
beneath the Klakring wings.*

*Our sister ships respect us
as we share the tidal stream.
Our enemies avoid us;
fearing our fatal sting.*

*And though it's peace we cherish,
we'll ne'er neglect a fight
when smoke will darken the day
and fire will brighten the night.*

*Our crew will breath the fumes
of war's disgusting scent*

*as they think of peaceful times
and what they truly meant.*

*With GOD by our side,
we'll stand through anything
cause humbleness, pride and strength
make up our country's theme.*

*Our pride in all we do
enables us to sing
of comfort and nobility
beneath the Klakring wings.*

*Then when battle's voice has ceased to cry,
questions will drift about,
"Has our frigate met its fate
or did she make it out?"*

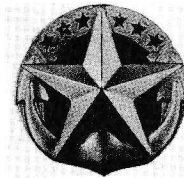
*Whatever response is given then,
the truth shall always be known
that crew and ship fought to the end
to preserve a peaceful home.*

*Alert in fullest harmony,
we live America's dream.
This freedom through vigilance
sustains the mighty Klakring.*

*Our pride in all we do
enables us to sing
of comfort and nobility
beneath the Klakring wings.*

*.....This FREEDOM THROUGH VIGILANCE
sustains the USS KLAKRING.....*

Crewmember T. D. Edwards ICFN



COMMANDING OFFICER
COMMANDER
LEONARD O. WAHLIG
UNITED STATES NAVY

Commander Wahlig, son of Mrs. Dorothea Wahlig, was born and raised in Kirkwood, Missouri. He attended Benedictine College in Atchison, Kansas where he earned a Bachelor of Science degree prior to receiving his commission in 1966. His initial duty assignment was to USS TACONIC (AGC-17) where he served as Assistant CIC Officer.

Commander Wahlig next served as precommissioning Operations Officer and CIC Officer in USS SCHOFIELD (FFG-3) from January 1968 through October 1969. After graduating from Destroyer School he served as Operations Officer in USS DAVIDSON (FF-1045) from August 1970 through February 1972. Commander Wahlig has also served as Operations Officer of USS VIRGINIA (CGN-38) from March 1977 to September 1979 and as Executive Officer of USS FARRAGUT (DDG-37) from January 1980 through August 1981.

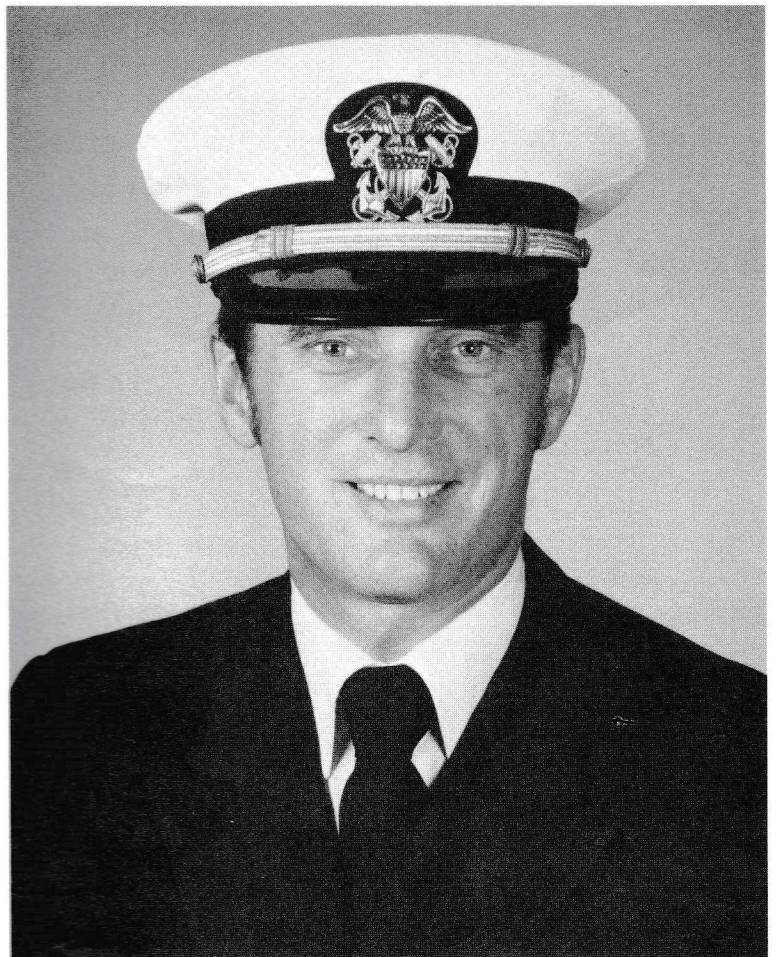
Ashore, Commander Wahlig attended the Naval Postgraduate School earning the Master of Science degree in Operations Research and Systems Analysis in September 1974. He subsequently served in the Officer Plans Section of the Bureau of Naval Personnel until December 1976. Commander Wahlig graduated with distinction from the Naval War College in 1982 and assumes command of KLAKRING following Prospective Commanding Officer training and a brief assignment on the staff of Commander, U. S. Second Fleet.

Commander Wahlig wears the Navy Commendation Medal and the Navy Achievement Medal with gold star.

Commander Wahlig is married to the former Mary Ann Gruenenfelder of Des Peres, Missouri. The Wahligs have three children, Stephen, Lisa and Patricia.



**EXECUTIVE OFFICER
LIEUTENANT COMMANDER
WILLIAM T. FUNK
UNITED STATES NAVY**



Lieutenant Commander William T. FUNK was born in Green Bay, Wisconsin on 12 September 1946. He enlisted in the U. S. Navy 08 July 1964 and attended Recruit Training at Green Lakes, Illinois. Subsequently he attended Fire Control Technician (Missiles) class A and C schools at Bainbridge, Maryland and Mare Island, California respectfully.

During February 1966, Lieutenant Commander FUNK joined the Precommissioning Unit for the USS FOX (DLG-33) and after commissioning was transferred to the USS LYNDE MCCORMICK (DDG-8) serving off the coast of the Republic of Vietnam.

Lieutenant Commander FUNK was assigned Naval Enlisted Scientific Education Program (NESEP) preparatory school in San Diego, California in June 1967 and subsequently received a Bachelor of Science in Electrical Engineering at the University of Kansas. He was commissioned Ensign on 17 May 1971.

Lieutenant Commander FUNK's initial commissioned assignment was on USS REEVES (DLG-24) where he served as Missile and Fire Control Officer deploying to the Western Pacific off the coast of the Republic of Vietnam. In February 1975, he reported to the Naval Postgraduate School in Monterey, California, graduating in June 1977 with a Master of Science degree in Physics.

In August 1978, upon completion of the Surface Warfare Officer Department Head course at Newport, Rhode Island, Lieutenant Commander FUNK reported to the USS SEMMES (DDG-18) as Weapons Officer. During this tour he deployed to the Mediterranean. In December 1980, he split-toured to the USS MAHAN (DDG-42) where he served as Operations Officer in support of the Technical and Operational Evaluation of the New Threat Upgrade to the CG/SM2 weapons systems.

Lieutenant Commander FUNK is married to the former Diane HAYES of Pomona, California. She presently resides in Charleston, South Carolina with the daughter, Angela, and son, Craig.



Combat Systems
LT Devereux, F. A.
Bellaire, TX



Antisubmarine Warfare
LT McCulloch, R. G. Jr.
Mobile, AL



Combat Information Center
LT (JG) Wilson
Iowa City, IA



Ordnance Officer
ENS Friel, P. J.
Lincoln, MA



Electronics Readiness
Officer
ENS Barcomb, W. D.
Tupper Lake, NY

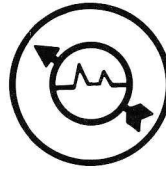
COMBAT SYSTEMS DEPARTMENT

The Combat Systems Department is responsible for the ships operational readiness and tactical employment of the ships weapons, radars, sonar, communications, electronic warfare, and navigation systems.

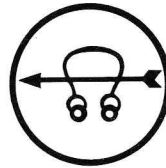
The Combat System utilizes a new and innovative design, integrating a computerized Command and Decision System to reduce crew manning requirements. The ship is equipped to conduct simultaneous anti-air, anti-surface, and anti-submarine warfare.



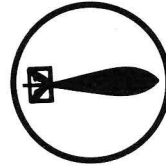
Electronic Warfare Technicians (EW) — A helium atom with an electrical spark passing downward through the atom. These men are involved in the detection, collection, and evaluation of electronic warfare information.



Operations Specialists (OS) — An O-scope super imposed on an arrow; the arrow is pointing diagonally upward and to the front. This group is tasked to evaluate and disseminate Combat Information as collected by ships sensors.



Sonar Technician (ST) — Earphones with arrow superimposed in a horizontal position, point to the front. These technicians operate and maintain anti submarine warfare sensors and equipment.



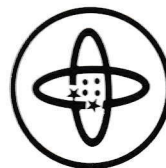
Torpedoman's Mate (TM) — A torpedo, head to the front. Torpedomen are responsible for the operation, maintenance and employment of the ships torpedos.



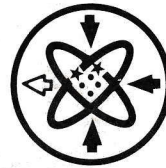
Gunner's Mates (GM) — Crossed gun barrels; muzzles up. GMG (gunnery) GMM (missile). This group operates and maintains all gunnery and missile systems as well as associated on board ordnance.



Fire Control Technicians (FT) — A range finder. They operate and maintain the fire control systems.



Electronics Technicians (ET) — A helium atom. These technicians maintain radars, electronic communications and all test and support equipment.



Data Systems Technicians (DS) — A helium atom with three surrounding arrows pointing toward its center and one pointing out from its center. This group of technicians maintains the tactical data systems and the onboard computer systems.



Interior Communications Technicians (IC) — An electrician's Mate device with a french-type telephone above it. These men are responsible for the maintenance of the ship's gyro compass, alarm systems and interior communications.



FTMC Cummings, C. B.
Warner Robins, GA



ETC Etchison J. F.
Niantic, IL



STGC Jaekle



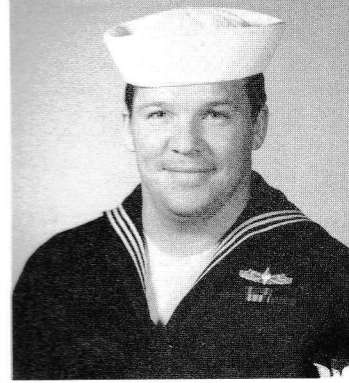
GMGC Arbanas, M.
Niagara Falls, NY



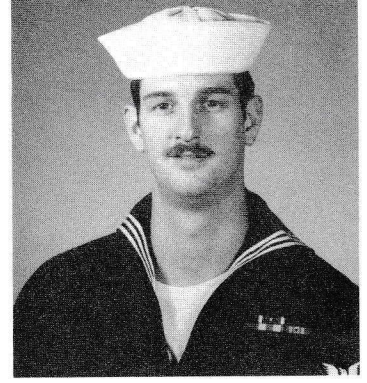
OSC Mahaffey, J. F.



OS1 Plante, R. M.



OS1 Powell, C. H.



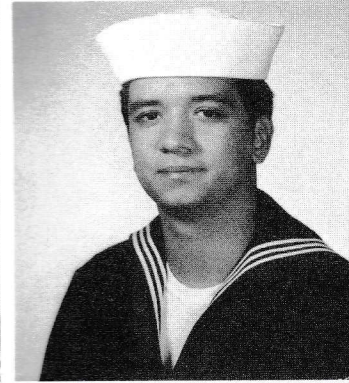
OS2 Hamilton, K. G.
Cornwall, Canada



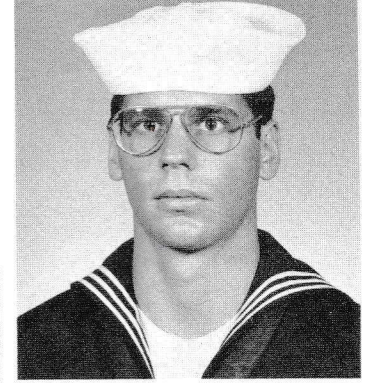
OS2 Theys, J. R.



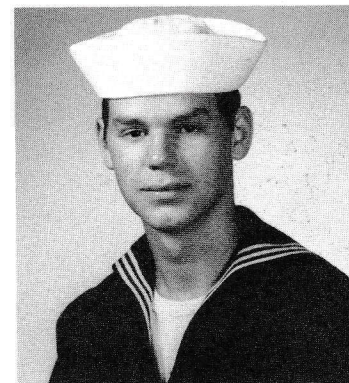
OSSN Booth, C. W.
Bend, OR



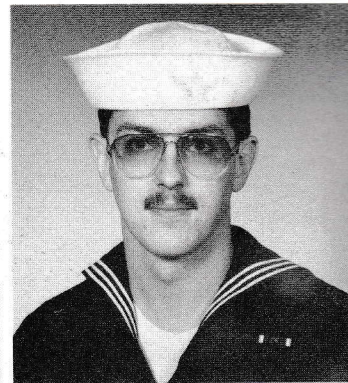
OSSA Mendoza, R. R.
Rock Island, IL



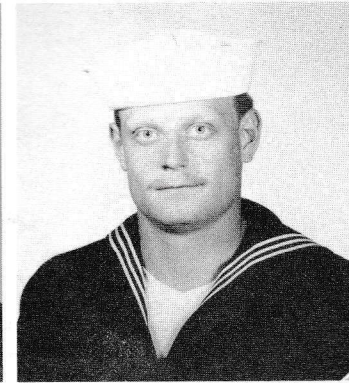
OSSA Ingemi, J. J.
Andover, MA



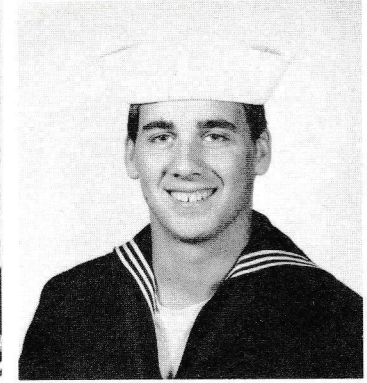
OSSA Hadden, W. A.
Conyers, GA



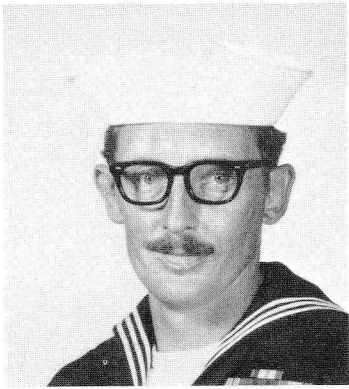
EW2 Renner, D. A.
Portland, OR



EW3 Walloch, G. J.
Milwaukee, WI



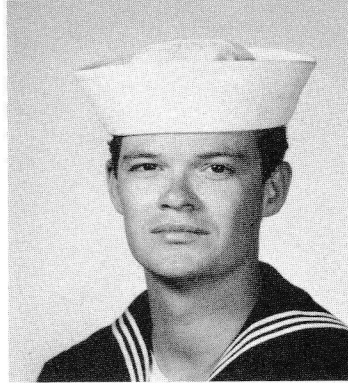
EWSN Ramirez, D. A.
New Windsor, NY



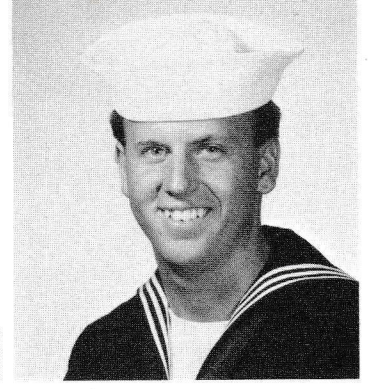
STG1 Childs, B. M.
Long Beach, CA



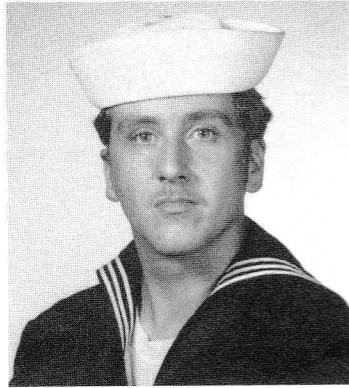
STG2 Havener, B. V.
Philadelphia, PA



STG3 Price, J. D.
Forest City, NY



STG3 West, M. A.
Evansville, IN



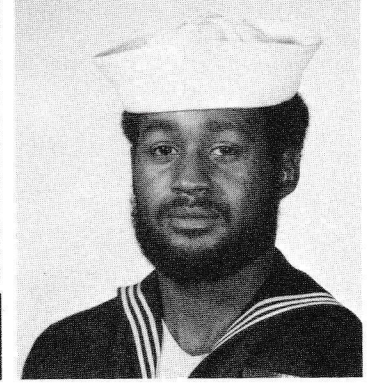
STGSN Jeskey, D. R.
Niwot, CO



STGSA McCaffery, E. A.
Rumford, ME



STGSA Koehane, K. H.
Rumford, ME



TM1 Lanham, L.
Edgefield, SC



FTM1 Edwards, D. R.
Marietta, GA



FTM1 Beaty, R. H.



FTM2 Seacrest, R. K.



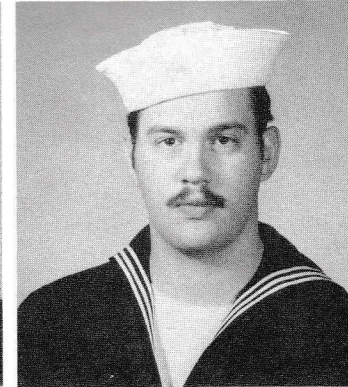
FTM2 Rhyne, E. J.



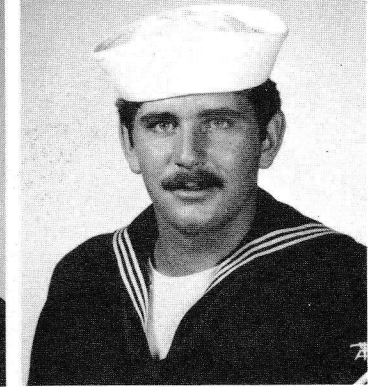
FTM3 Hall, D. N.
Magnolia, TX



FTG3 Brazel, J. W.
Reidsville, GA



FTG3 Fauver, J. V.
Midland, MI



FTGSN Schwoerer, G.
New Smyrna Beach, FL



FTSGA Loney, C. D.
West Lynn, OR



GMM2 Ross, D. M.



GMG2 Kuhns, A. J.
Johnstown, PA



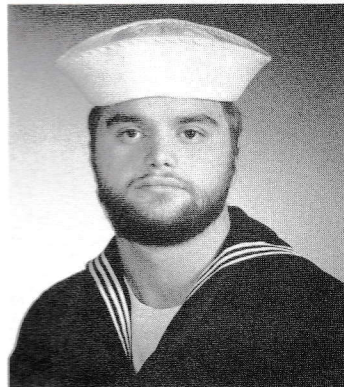
GMG2 Moore, T. L.



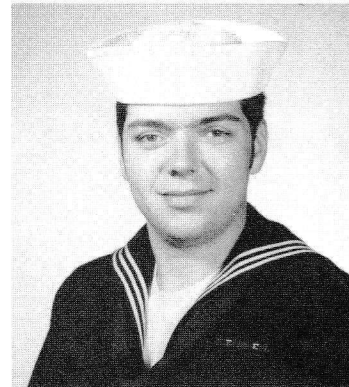
GMMSN McKey, K. N.
Victoria, TX



ET2 Robinson, L. K.



ET3 Ridlon, M. N.
Naples, ME



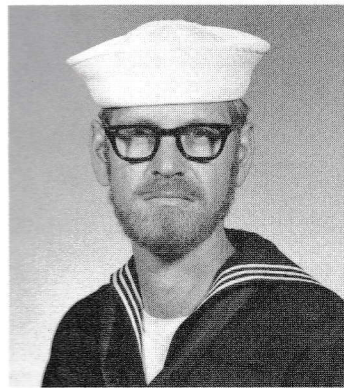
ET3 Dickinson, E. T.
Brandywine, MD



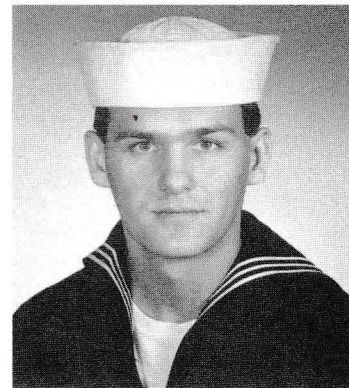
ET3 Fehrenbach, S. F.
Cincinnati, OH



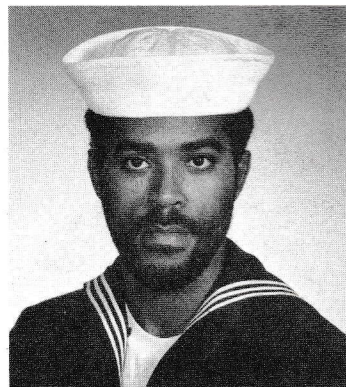
DS3 Benson, S. M.
Ballwin, MO



IC1 Durham, T. L.
Touchet, WA



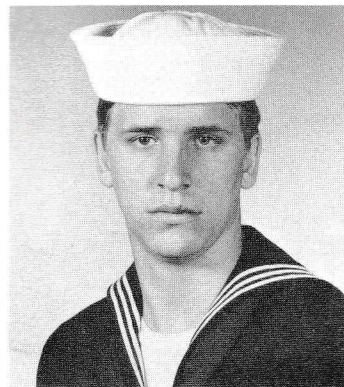
ICFN Groblewski, R. J.
Buffalo, NY



ICFN Edwards, T. D.
Nashville, TN



FTMSN Fairweather



DS3 Hall, D. K.





Engineer Officer
LT Pereira, J. F.
Ludlow, MA



Auxiliary Officer
ENS Stank, T. P.
Kingston, NY



Main Propulsion Assistant
LT Husta, P. A.
Wilton, CT



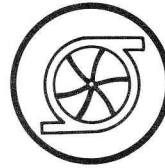
Damage Control Assistant
LTJG Donovan, J. L.
Rye, NH

ENGINEERING DEPARTMENT

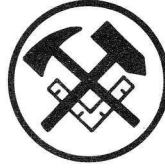
The Engineering Plant is a computerized system which is monitored and controlled from the ships Central Control Station.

The main engines are coupled via the reduction gears to a controllable pitch propeller. This combination gives the KLA KRING high acceleration and exceptional maneuverability.

The high degree of computerization decreases both engineering plant manning requirements and the time required to get the ship from cold iron to maximum speed.



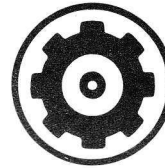
Machinery Repairman (MR) — Micro-meter and gear. These men can manufacture, from stock, various components of the ship's machinery.



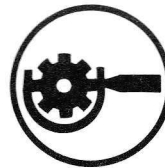
Hull Maintenance Technician (HT) — Crossed fire axe and maul, handles down, superimposed on an outline of a carpenter's square. Their responsibilities include the maintenance and repair of the ship's hull and fittings as well as fabricating, cutting and welding in order to repair damage to the ship.



Electrician's Mate (EM) — A globe, surcharged with five lines of embroidery representing lines of latitude, and five lines representing lines of longitude. These personnel are responsible for providing electrical power throughout the ship.



Engineman (EN) — A gear. These men are charged with providing services such as refrigeration, air conditioning, high and low pressure air throughout the ship.



Gas Turbine Systems Technicians (GS) — A turbine with associated ducting. GSM (mechanical), GSE (electrical). These personnel operate and maintain the Propulsion Equipment and its control systems.

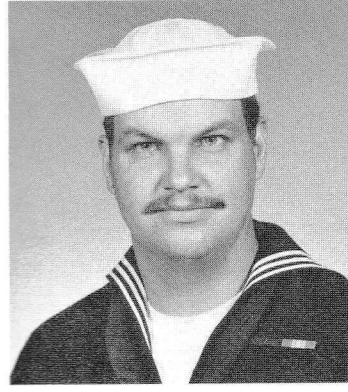




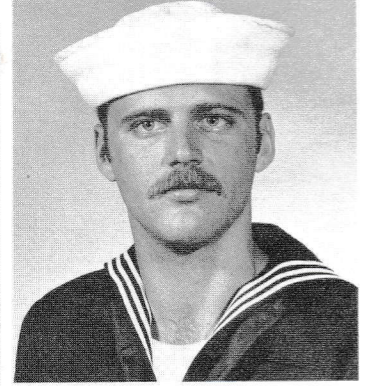
ENC Ipock, S. L.
New Bearn, NC



GSMC Boyd, R. W.
Rome, GA



GSM1 Clyde, D. G.
Colorado Springs, CO



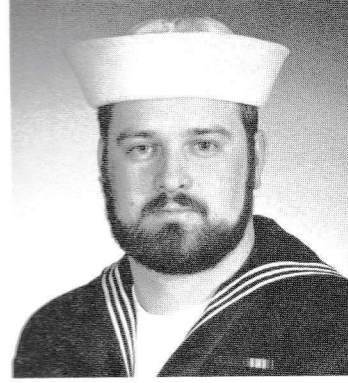
GSE1 Fox
Canyon Country, CA



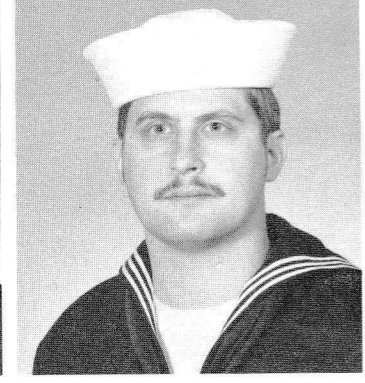
GSM2 Marcum, R. K.
Madison, WV



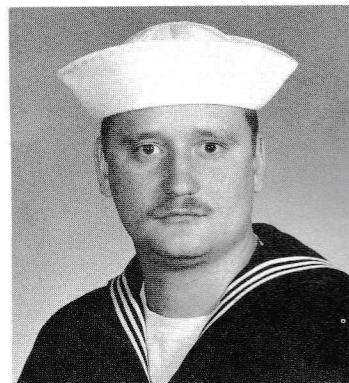
GSE2 Weinberg, W. A.
Albany, OR



GSM2 Fletcher, C. R.
Marietta, SC



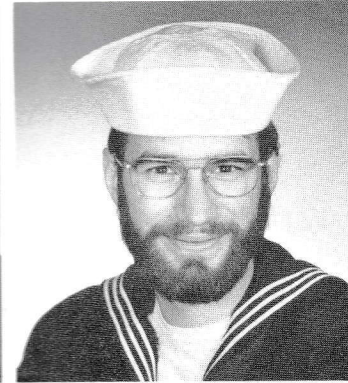
GSE3 Burrough, A. P.
Vicksburg, MS



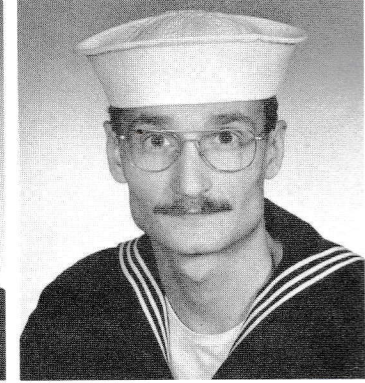
GSM3 Kukura, J. M.
Johnstown, PA



GSM3 Reid, J. J.
Oak Forest, IL



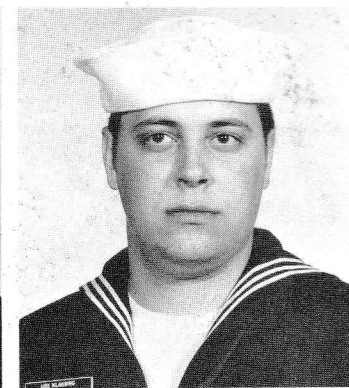
GSM3 Mundt, K. A.
Arcadia, GA



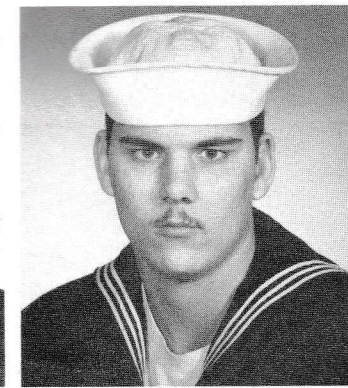
GSEFN Chaffee, J. D.
Elmira, NY



GSEFN Higham, L. J.
Albany, GA



GSMFN Turner, T. W.
Clarksville, TN



GSMFN Hoch, R. S.
Jacksonville, FL



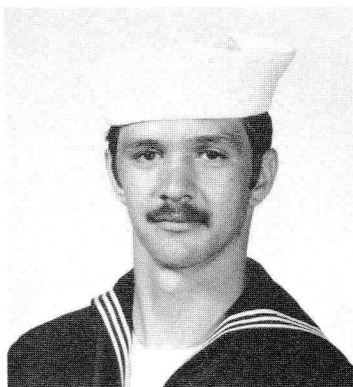
MR1 Pilgrim, R. P.
Athens, GA



EN1 Suarez, C.
San Perlita, TX



EN2 Escobar, H.
Ponce, P.R.



ENFN Jobe, B. K.
Mt. Sterling, IL



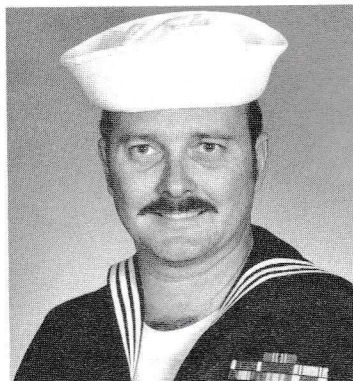
ENFN Herbst, M. J.
Dubuque, IA



ENFN Bloomer, A. B.
Black Canyon City, AZ



EN3 Spisak, M. G.
St. Rothers, OH



EM1 Mitchell, G. M.
Tampa, FL



EM2 Pizzaro, L. N.
Olongapo City, Phillipines



EM2 Davis, J. W.



EM3 Robinson, T. L.
Lynchburg, VA



EM3 Caskey, C. T.
Franklin, OH



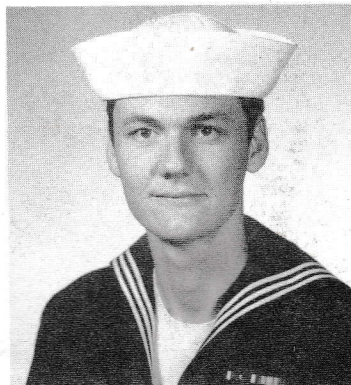
HT 1 Easterling, E. J.
Louisville, KY



HT2 St. Peter, D. L. Jr.
Springfield, MA



HT3 Dennis, M. E.
Newport, TN



HT3 McReynolds, W. T.
Slidell, LA



HTFA Kovach, D. R.
Pinnacle, NC



HTFA Parker, A. R.
Athens, AL



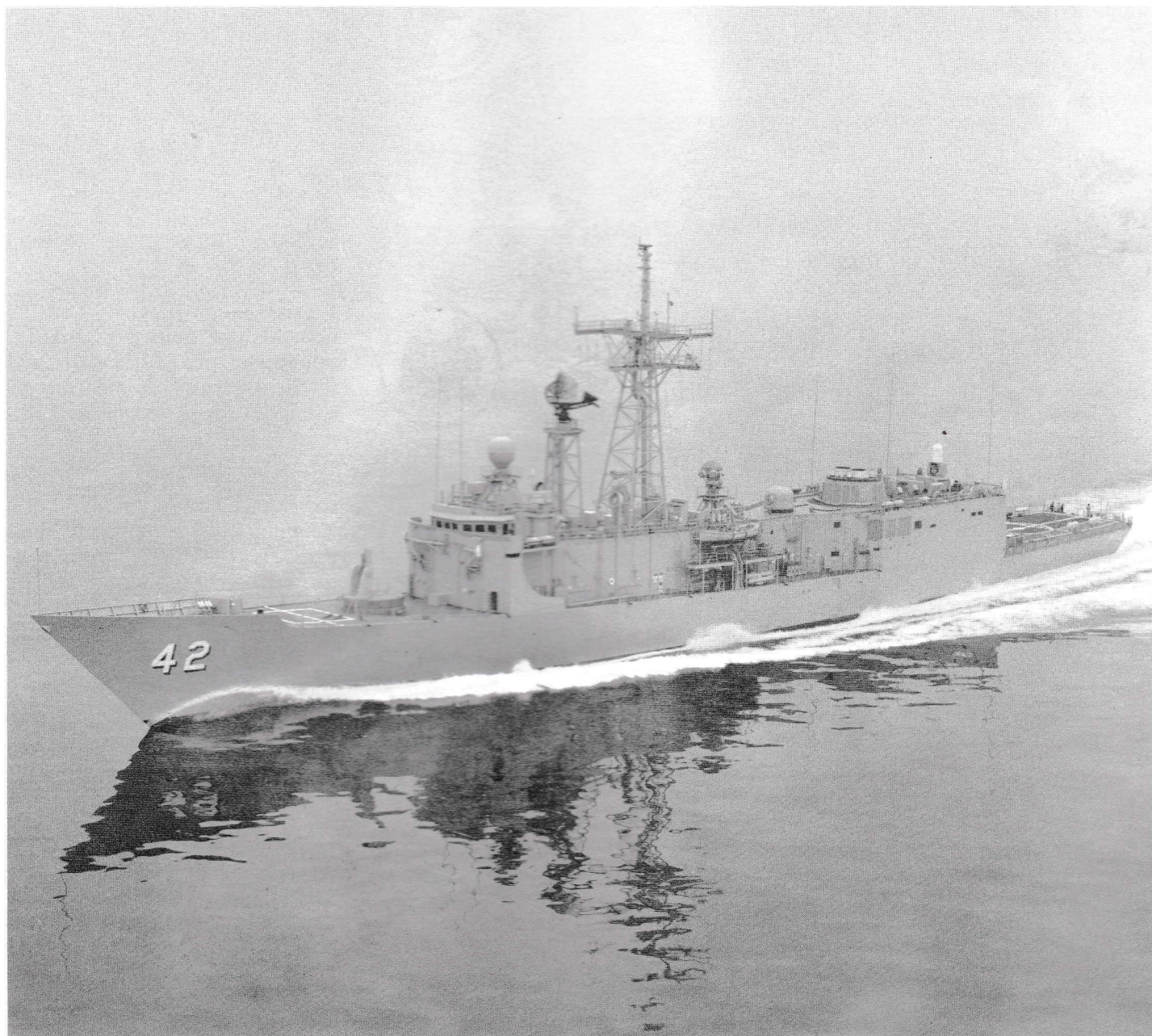
HTFA Hyman, G. A.
Pamplica, SC



HTFA Clark, K. J.
Addison, IL



EM3 Taylor, S. L.





Supply Officer
LT Bump, R. J.
New Castle, PA



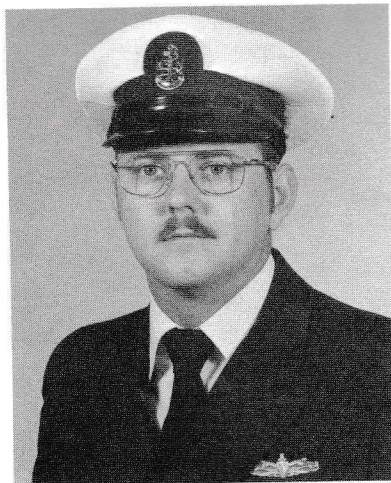
Disbursing Officer
ENS Sorensen, D. M.
Amery, WI



Chief Master At Arms
MA1 Henson,



Chief Corpsman
HMC Bean,



3M-Coordinator
EMC Waldrop,

SUPPORT DEPARTMENT

The Support Department can be described in one word—Centralized. In addition to the general supply ratings/Administrative and Service Personnel are merged to complement the support department.

The Support Department could be called the "Morale Department." In its daily dealings with both food and pay it directly affects the comfort and day to day comfort of the remainder of the crew.



Hospital Corpsman (HM) — A Caduceus. He is responsible for the medical needs of the crew.



Master-at-Arms (MA) — A star pointing up embossed in a circle within a shield. He is engaged in ensuring ships security and safety.



Storekeeper (SK) — Crossed keys. They are responsible for the procurement, storage and handling of spare parts and consumable items.



Mess Management Specialist (MS) — Crossed key and quill superimposed upon ledger. These men are responsible for the procurement, receipt, storage and preparation of all the food for the crew.



Personnelman (PN) — Crossed manual and quill pen; manual uppermost, nib of pen down and to the front. These men are responsible for personnel accounting.



Yeoman (YN) — Crossed quill pens. They provide administrative and clerical support for the crew.



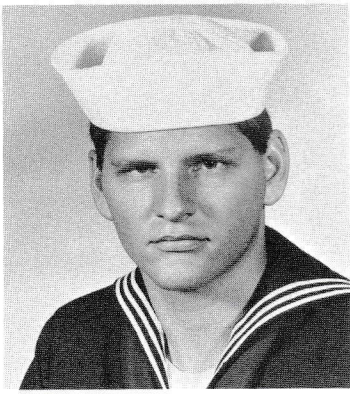
Disbursing Clerk (DK) — A check with a key superimposed at an angle. He provides for the payment of the crew.



Postal Clerk (PC) — A postal cancellation mark. He operates the ships post office.

Ships 3M-Coordinator

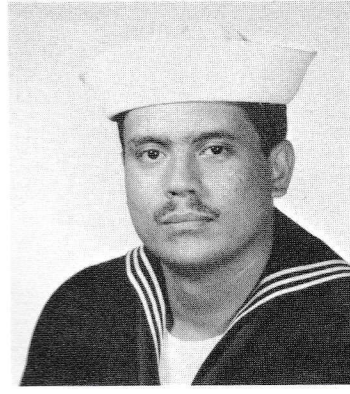
The Ships 3M-Coordinator is responsible to the executive officer for coordination and direct supervision of all administrative facets of the Ships 3M-Systems program.



YN3 Dove, D. E.
Live Oak, FL



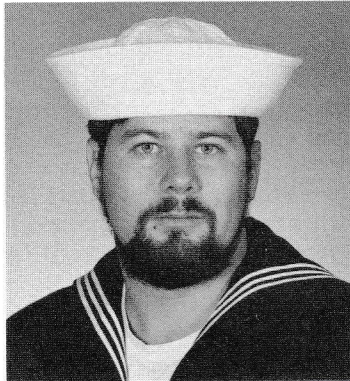
PN1 Serviss, R. M.
Lamont, OK



PN3 Restrepo, A.
Brooklyn Kings, NY



SK1 Sahagun, L. O.
San Marcelino, RI



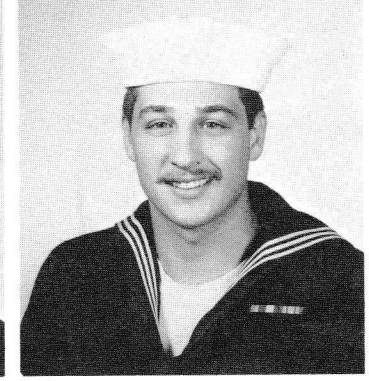
SK2 Werner, M. T.
Crystal, MN



SKSN Eidel, D. W.
Hicksville, NY



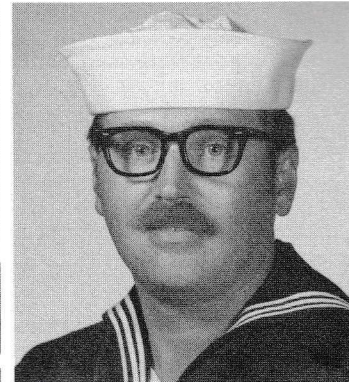
SKSN Jenn, D. W.
Waterloo, IA



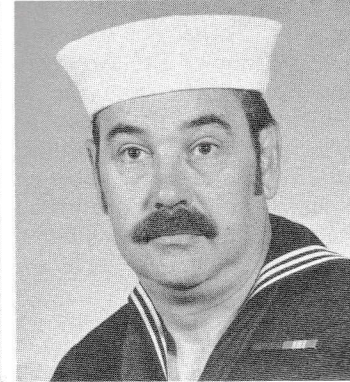
DK2 Marckini, P. J.



PC3 Fischer, G. L.
Greensboro, IN



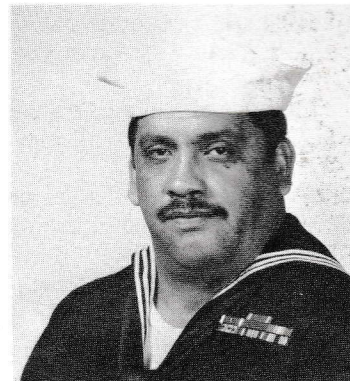
MS1 Riggers, R. L.
Huntingdon, IN



MS1 Branham, G. L.
Annapolis, MD



MS2 Rebernik, J. L.
Forest City, PA



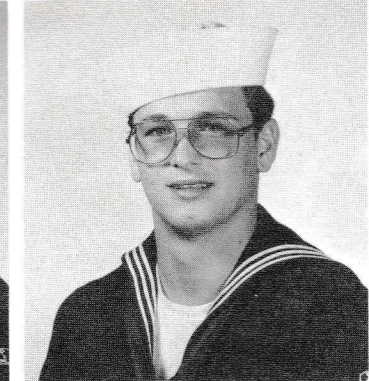
MS2 Gallegos, G. E.
Del Rio, TX



MSSN Anderson, L. Jr.
Memphis, TN



MSSA Hatt, K. N.
Newport Beach, CA



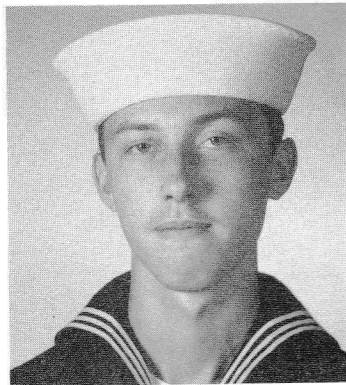
MSSA Belisle, S.A.
Minneapolis, MN



MSSA Bergbauer, D. J.
Stratford, NV



SH1 Hallare, A. D.
Olongapo City PI



SH3 Stevenson, W. W.
Antwerd, NY



SHSR Thompson, M. L.
Lenexa, KS



MSSA Menefee L. D.

Hobson's Choice

“One night past some thirty thousand tons of ships went hurtling at each other through the darkness. When they had met, two thousand tons of ship and a hundred and seventy-six men lay at the bottom of the sea in a far off place.

Now comes the cruel business of accountability. Those who were there, those who are left from those who were there, must answer how it happened and whose was the error that made it happen.

It is a cruel business because it was no wish of destruction that killed this ship and its hundred and seventy-six men; the accountability lies with good men who erred in judgement under stress so great that it is almost its own excuse. Cruel because no matter how deep the probe, it cannot change the dead, because it cannot probe deeper than remorse.

And it seems more cruel still, because all around us in other places we see the plea accepted that what is done beyond discussion, and that for good men in their human

errors there should be afterwards no accountability.

We are told it is all to no avail to review so late the course that led to the crash of Pearl Harbor; to debate the course set at Yalta and Postdam; to inquire how it is that one war won leaves us only with wreckage and with two worlds still hurtling at each other through the darkness. To inquire into these things, now, we are reminded, will not change the dead in Schofield Barracks or on Heartbreak Ridge, nor will it change the dying that will come after the wrong courses.

We are told, too, how slanderous it is to probe into the doings of a Captain now dead who cannot answer for himself, to hold him responsible for what he did when he was old and tired and when he did what he did under terrible stresses and from the best of intentions. How useless to debate the wrong courses of his successor, caught up in a storm not of his own devising. How futile to talk of what is past when the pressing question is how to keep from sinking.

Everywhere else we are told how inhuman it is to submit men to the ordeal of answering for themselves. To haul them before committees and badger them with questions as to where they were and what they were doing while the ship of state careened from one course to another.

This probing into sea seems more merciless because almost everywhere else we have abandoned accountability. What is done is done and why torture men with asking them afterwards, why?

Whom do we hold answerable for the sufferance of dishonesty in government, for the reckless waste of public monies, for the incompetence that wrecks the currency, for the blunders that killed and still kill many times a hundred and seventy-six men in Korea? We can bring to bar the dishonest men, yes. But we are told men should no longer be held accountable for what they do as well as for what they intend. To err is not only human; it absolves responsibility.

Everywhere, that is, except on the sea. On the sea there is a tradition older even than the traditions of the country itself and wiser in its age than this new custom. It is the tradition that with responsibility goes authority and with them goes accountability.

This accountability is not for the intentions but for the deed. The Captain of a ship, like the Captain of a state, is given honor and privileges and trust beyond other men. But let him touch ground, let him bring disaster to his ship or to his men, and he must answer for what he has done. No matter what, he cannot escape.

No one knows yet what happened on the sea after that crash in the night. But nine men left the bridge of the sinking ship and went into the darkness. Eight men came back to tell what happened there. The ninth, whatever happened will not answer now because he has already answered for his accountability.

It is cruel, this accountability of good and well-intentioned men. But the choice is that or an end to responsibility and finally, as the cruel sea has taught, an end to the confidence and trust in the men who lead, for men will not long trust leaders who feel themselves beyond accountability for what they do.

And when men lose confidence and trust in those who lead, order disintegrates into chaos and purposeful ships into uncontrollable derelicts.”



Ships Control Officer
LCDR Faris, J.
Belmond, IA



Assistant Ships Control Officer
ENSIGN Whalley, C.
Brewster, NY



Boatswain's Mate (BM) — Crossed anchors; crowns down. These men are responsible for all seamanship evolutions.



Radioman (RM) — Four sparks; points to the front. They are responsible for all electronic communications received by and transmitted from the ship.



Quartermaster (QM) — A ships helm. They are responsible for the safe navigation of the ship.



Signalman (SM) — Two upright crossed semaphore flags. These men are responsible for visual communications from ship to ship.



1ST Lieutenant
BMCS Pender, D.
Wilson, NC



Navigator
QMC Mallon, J. A.

... Give me a fast ship for I intend to go in harm's way. . .

SHIPS CONTROL DEPARTMENT

The Ship Control Department includes all personnel who are needed to steer the ship, control all movements and landings, and control all tactical communications with other fighting units. The bridge control utilizes sophisticated equipment that appears to be out of the cockpit of an aircraft rather than the bridge of a warship. The communications division is outfitted with the latest communications equipment.

Many labor saving devices are utilized so that fewer manhours and personnel are required for the maintenance and preservation.

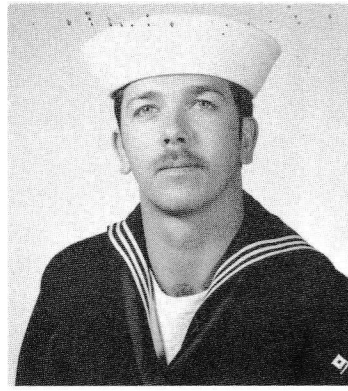




RMC Freeman, W. C.
Casper, NY



SM1 Sharpe, O. R.
Swansea, SC



SM3 Berry, M. E.
Turners Station, KY



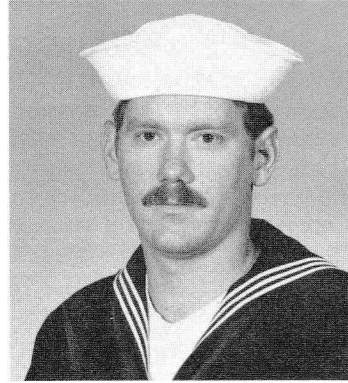
SM3 Moody, T. R.
Tampa, FL



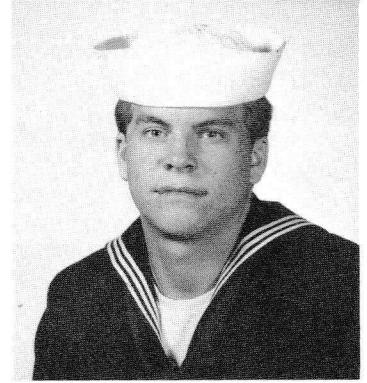
QMSN Johnson, E. C.
Kingston, Jamaica



QMSA Weeks, G. A.
Brooklyn, NY



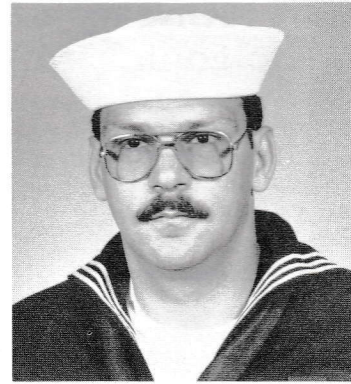
QMSA Warner, M. D.
Hingham, MA



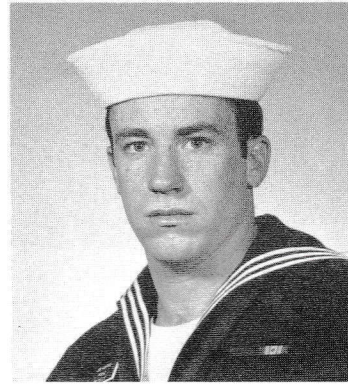
QMSA Lindal, D. W.
Carlsville Bay, WI



RM1 Michel, M. C.
New Orleans, LA



RM2 Fowler, D. L. II
Wingo, KY



RM2 Taylor, G. C. III
Maiden, NC



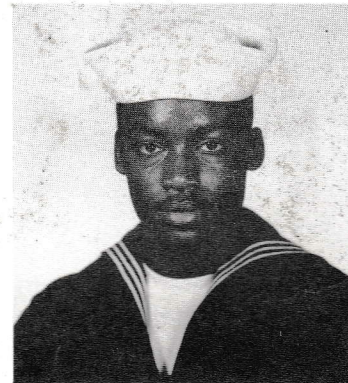
RM3 Jacoby, C. S.
Bethlem, PA



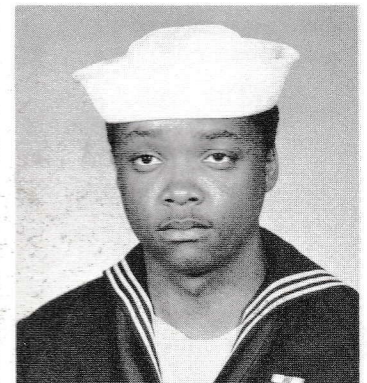
RM3 Early, D. L.



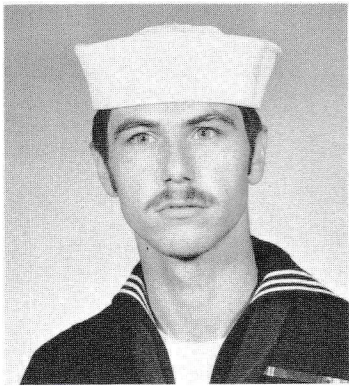
RM3 Edwards, G. G.
Chapel Hill, NC



RMSN Green, J. E.
Beaufort, SC



RMSN Harris, J. J.



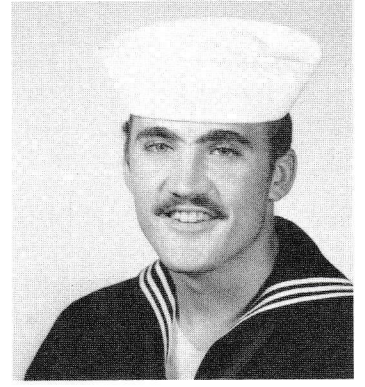
BM2 Belcher, K. E.



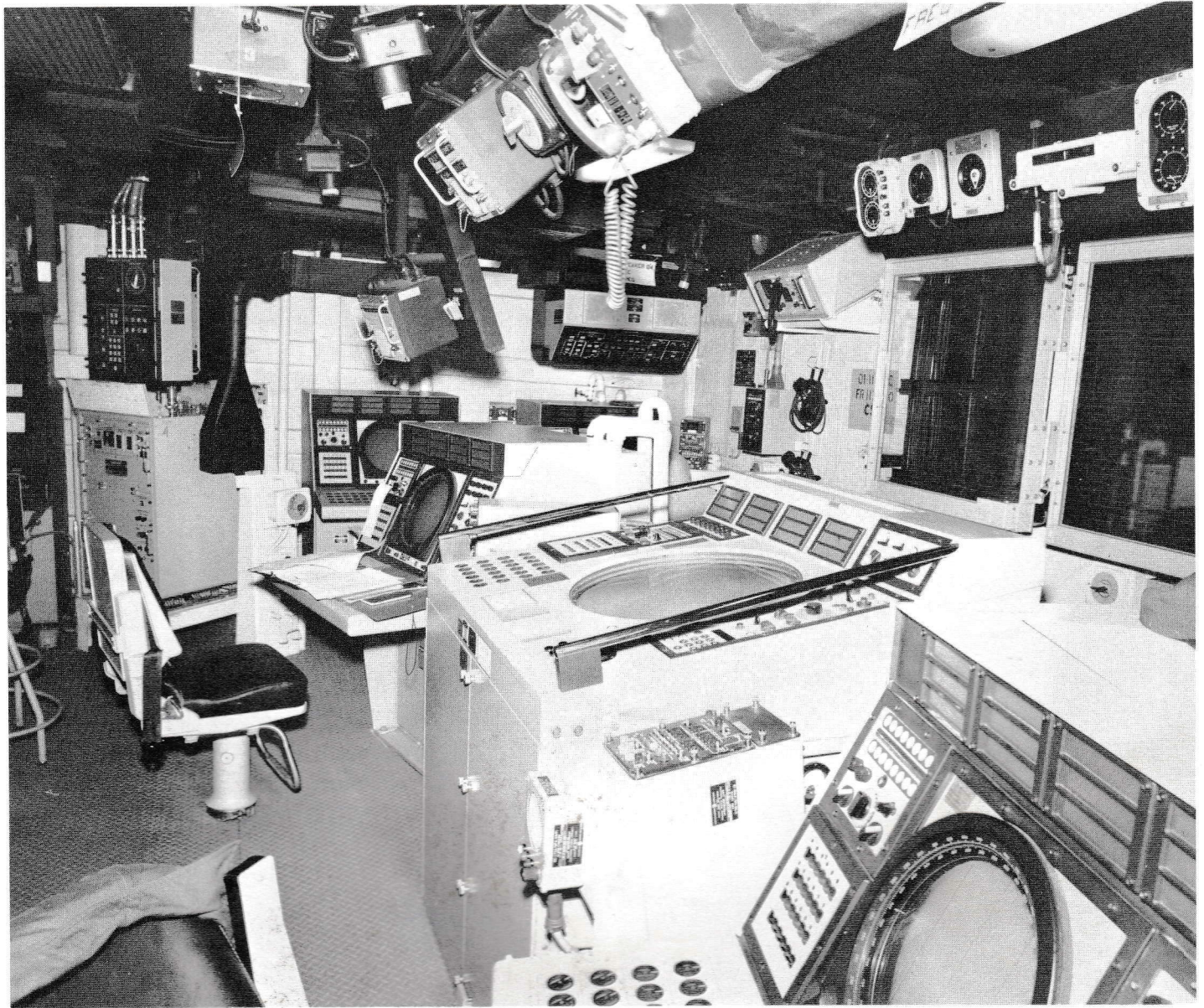
BM3 Sheldon, J. H.
Temple, TX



BMSN Vaughn, A. P.
Chicago, IL



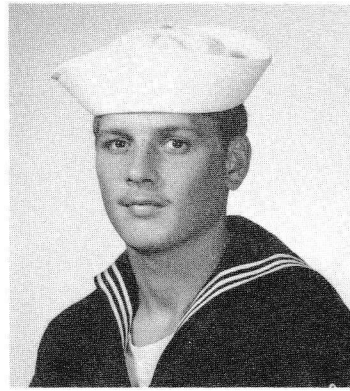
QMSA Tompson, C. K.



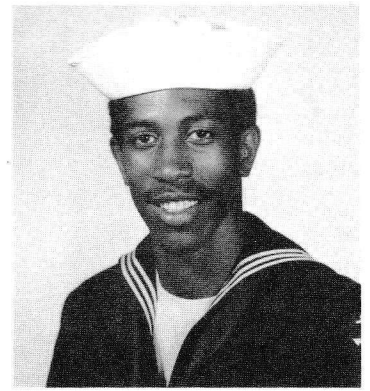
I-DIVISION —

The personnel shown on this and the following page are Klakring crewmembers who have not yet been assigned to a division onboard the ship.

Their various skills will be used throughout Klakring to supplement the work force of many divisions. This participation will allow them to gain personal knowledge of the many naval ratings, one of which they will eventually choose.



SR Jameson, W. T.
Henry, IL



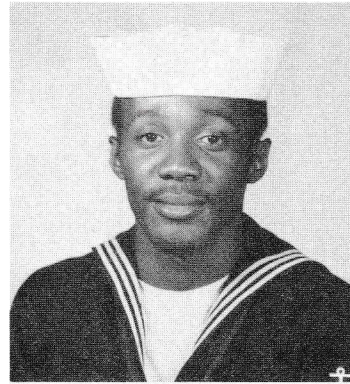
SN Haynes, L. D.



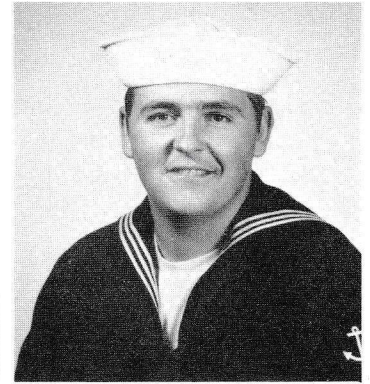
SN Burgess, M. D.
San Antonio, TX



SA Smith, M. J.



SR Thomas, J. L. Jr



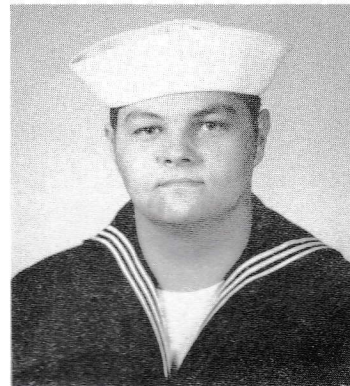
SR Rogers, H. J.



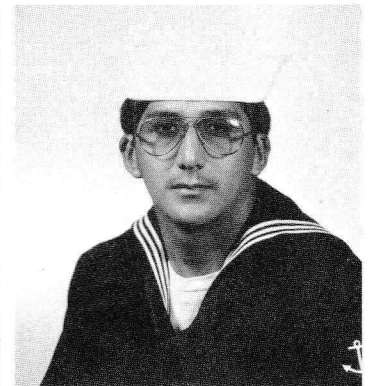
SR Dye, S. O.
Alberton, GA



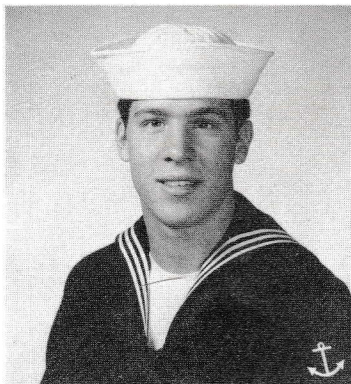
SR Ross, C. K.
Bellwood, IL



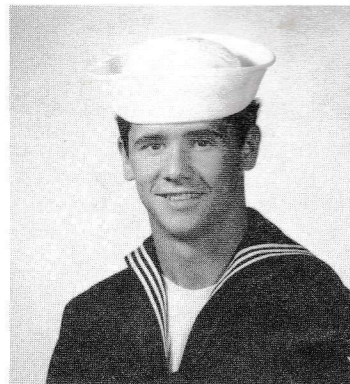
SR Walker, S. C.
Monticello, KY



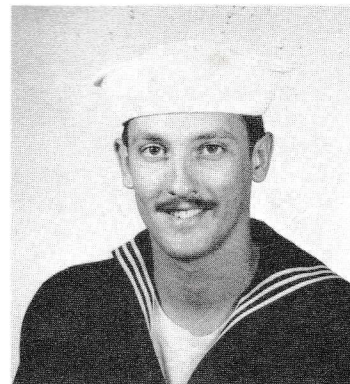
SA Troya, R. A.
Elizabeth, NJ



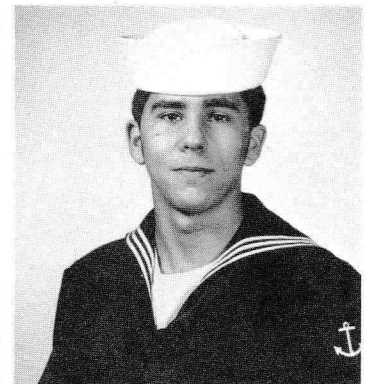
SR Cox, M. J.
Austin, TX



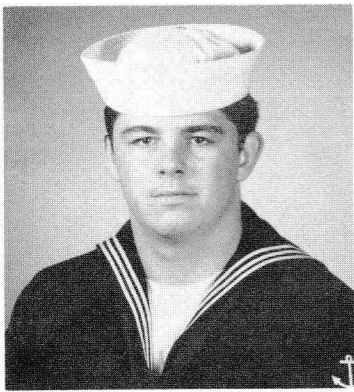
SR Dunham, R. M.
Pittsfield, MA



SR Hagle, S. E.
Foley, AL



SR Thompson, C. S.
Pittsburgh, PA



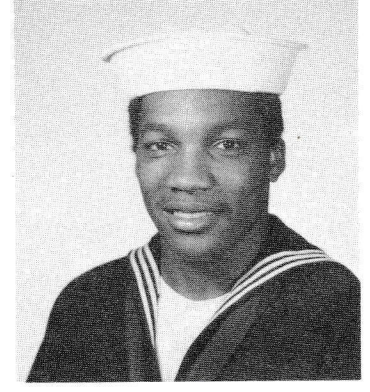
SR Hunt, H. D.
Thomasville, NC



SA Turner, R. C.
Missourifield, TX



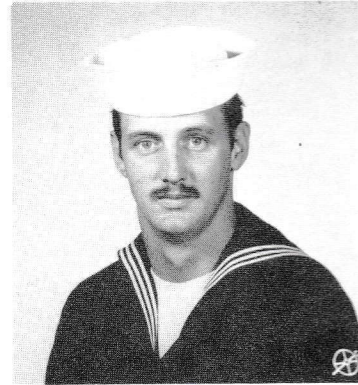
SR Foss, J. S.
Pittsfield, MA



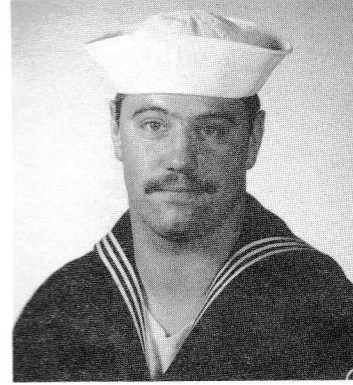
SR Hughley, S. G.
Thomaston, GA



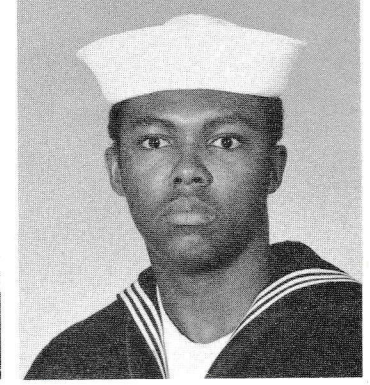
SR Prentice, K. D.
Miami, OK



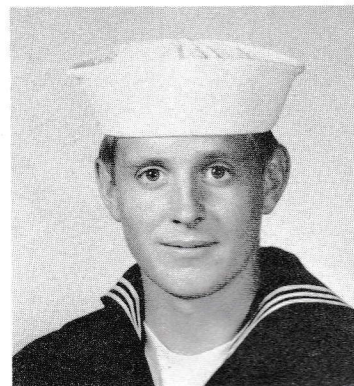
FN McCarthy, M. W.
Hollywood, FL



FN Nysven, R. J.
Eau Claire, WI



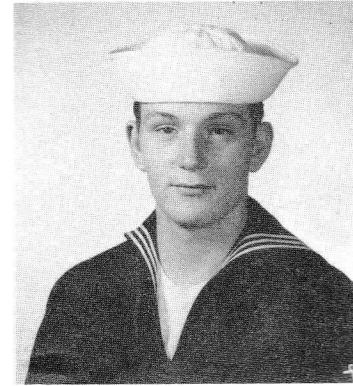
FA McGirt, R. L.
Fayetteville, NC



SR Robertson, C. K.
Minneapolis, MN



FR Vanhardenberg, D. G.
Roseville, CA



SR Parker, T. C.
Loganville, CA



SN Williams, L. J.
Louisburg, NC





SHIPMATES NOT PICTURED

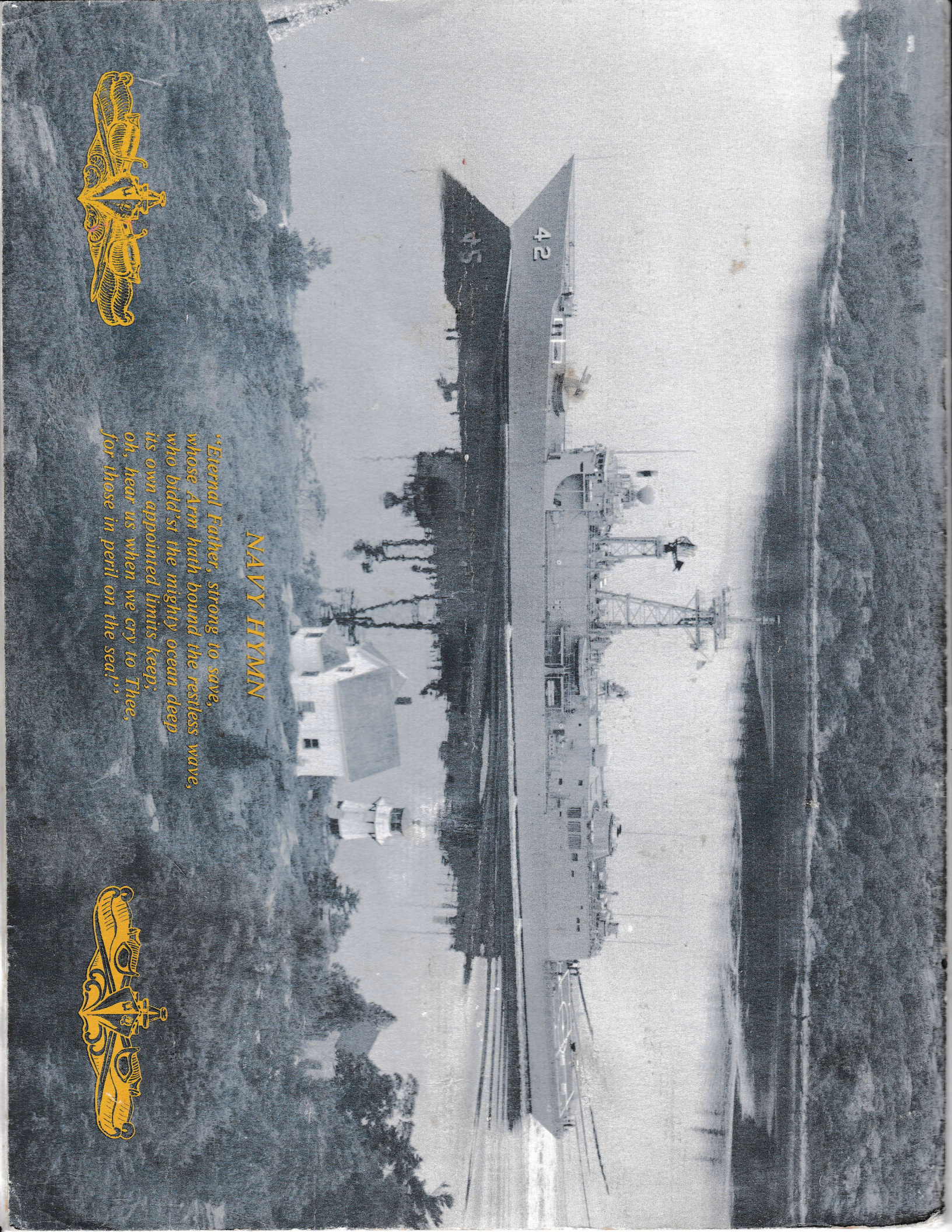
SKSC	O'Neal, H. E.	OS1	Townsend, J. C.	ET1	Horne, W. K.
EWC	Nahlen, P. C.	OS2	Trujillo, H. A.	ET3	Glover, W. E.
MSC	Basham, M. L.	OS2	Reed, J. E.	QM3	Young, D. L.
SH1	Sulkowski, S. R.	OS2	Smith, M. E.	QM3	Owen, J. A.
SH2	Huffmaster, A. J.	OS3	Wallace, R. J.	SMSN	Foster, A. T.
SHSN	Chillous, K. E.	OSSN	Harris, J. G.	RMSN	Edwards, G. G.
SHSN	Stevenson, W. W.	OSSA	Morrison, C. R.	RMSA	Brewster, R. D.
SN	Ngalmonte, W. S.	OSSA	Jones, J. T.	BM3	Sauls, S. E.
SR	Nino, D. D.	OSSA	Webb, M. J.	BM3	Clark, V. A.
SR	Jamison, W. T.	FTM3	Rhyne, E. J.	GSM3	Brown, W. E.
SR	Paterson, J. A.	GMM2	Collins, D. P.	EM2	Clarke, T.
OSSN	Tutsock, T. T.	OSSA	Folk, R. D.		



COAT OF ARMS

SHIELD: The shield is divided per fess way to suggest the ocean surface. The blue base alludes to the ocean beneath the surface. The trident alludes to Admiral Klakring's long involvement with the submarine service. The trident and the colors blue and gold also allude to the Naval Academy, Admiral Klakring's alma mater. The red chief symbolizes the enemy and is split vertically to suggest a break in the enemy's defense as a result of successful submarine actions conducted by Admiral Klakring as submarine commander and later as commander Submarine Division 102. The two stars in chief indicate Admiral Klakring's rank and superiority over enemy forces.

CREST: The dolphin is the symbol of the submarine corps and is grasping a cross — crosslet representing the three Navy Crosses awarded the Admiral for heroism while commanding the submarine USS GUARDFISH. The two stars on the collar refer to the silver and bronze stars awarded Admiral Klakring also for World War II submarine activities.



NAVY HYMN

*“Eternal Father, strong to save,
whose Arm hath bound the restless wave,
who bidd’st the mighty ocean deep
its own appointed limits keep;
oh, hear us when we cry to Thee,
for those in peril on the sea!”*

