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TELEFAIR

## *The Captain*

Captain John C. Nichols, USN, took command of the USS TELFAIR on 9 October 1956. He came to the TELFAIR from duty with the Staff, Commander In Chief, U.S. Pacific Fleet at Honolulu, T.H.

Captain Nichols attended Parker High School, Chicago and the University of Illinois prior to being commissioned an Ensign at the Naval Academy, Annapolis, in 1934. From Annapolis he served aboard the USS Maryland until 1936 when he entered Submarine training.

Designated a qualified submarine officer in 1938, Captain Nichols was aboard the USS SQUALUS when she went down in 1938. He continued in submarine service through World War II, commanding the submarines MARLIN, SAURY, STEELHEAD, and SILVERSIDES and successfully completed four war patrols. Leaving the silent service in 1946, Captain Nichols went ashore until 1948 when he assumed command of the USS MANSFIELD (DD 728) until 1950. Ashore again in 1950, he received his Master's degree in Education from Stanford University in 1951 and from there was assigned duty with Bureau of Naval Personnel as Head, Officer Qualifications Section.

He served as Commander Destroyer Division 12 from July 1953 to July 1954, and was then transferred to staff duty with CINCPACFLT.

Captain Nichols holds the following awards: American Defense; (fleet clasp); American Theater; Asiatic Pacific Theater; World War II Victory; and Letter of Commendation Ribbon with two stars and Combat "V".



## *The Executive Officer*



Commander David C. Holly became the TELFAIR's Executive Officer on 19 May 1956. After initial commissioning, he served in the Pacific Theater during World War II, participated in the Aleutian campaigns, and commanded LST's in South Pacific, Philippine and Okinawa amphibious operations. Other subsequent shipboard duties have included command assignments in the Atlantic aboard the USS Nespelen (AOG 55) and in the Pacific aboard the USS Horace A. Bass (APD 124). In between these assignments, he was ordered to the California Maritime Academy, Vallejo, California, as Head of the Naval Science Department.

At the outbreak of the Korean War, Commander Holly was sent to Korea, where among other assignments he served as advisor to the Republic of Korea Navy. After two years as chemistry instructor in the Department of Electrical Engineering at the U.S. Naval Academy, Commander Holly was back in the Far East as intelligence officer on the joint staff of CINCFE, where he served until joining the TELFAIR.

Commander Holly holds the Legion of Merit, the Bronze Star Medal, the Korean Ulchi Distinguished Service Medal, and the Korean Presidential Citation.

# Department Heads



LCDR J. C. Converse



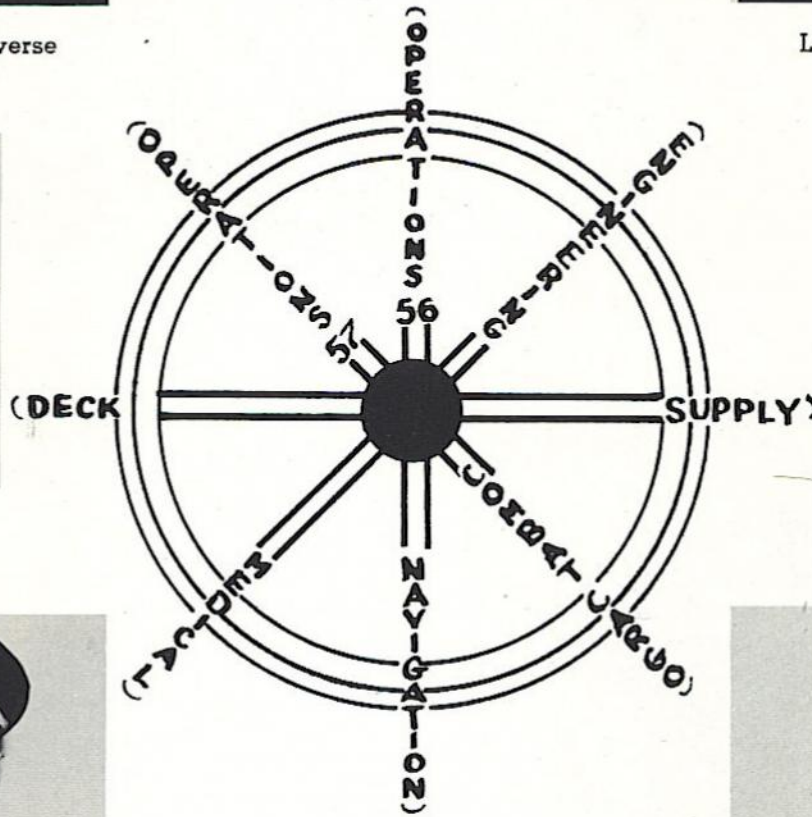
CDR. J. C. Letkeman



LCDR C. R. Perkins



Lt. H. G. Roddam



Lt. L. F. Rolens



Lt. C. C. Anderson MC



1st Lt. C. R. Snodgrass



## Change of Command

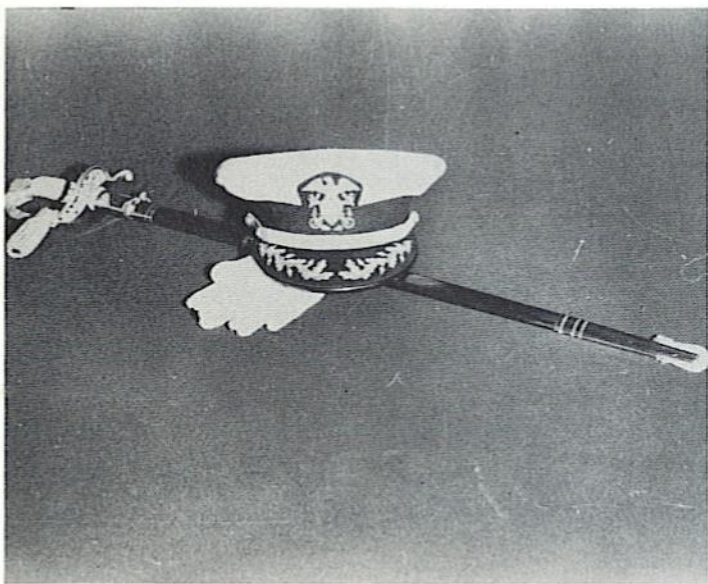


Capt. C. E. KING, USN was relieved as Commanding Officer of the TELFAIR at an impressive full dress ceremony on board. Capt. J. C. NICHOLS officially relieved Capt. King when he read his orders closing the ceremony.

Capt. King, TELFAIR'S Commanding Officer for over a year, will assume his new duties with the Staff, Commander in Chief, U.S. Pacific Fleet at Honolulu, T.H.

Upon relieving Capt. King, the new commanding officer commented on the smart appearance of the TELFAIR and the excellent record that she had achieved under Capt. King's command.

## The Captain's Message

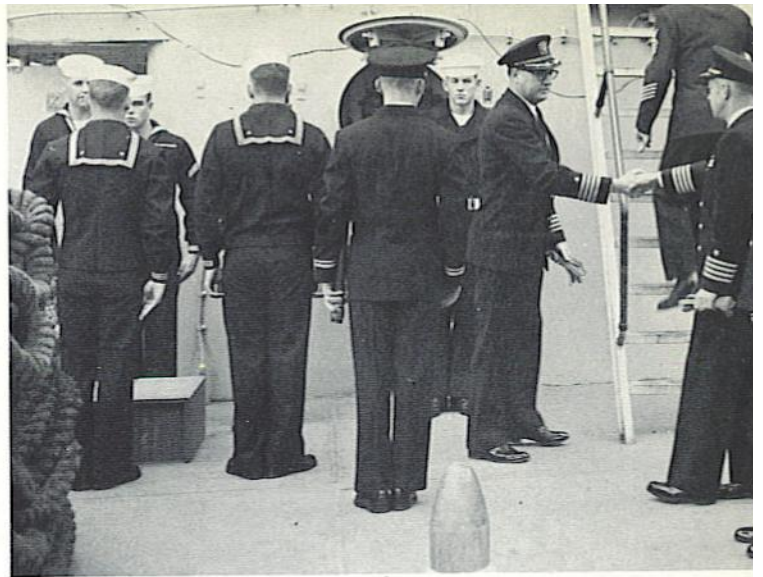


TELFAIR'S cruise was indeed "one for the book."

Did you know that we established something of a record? Just look at the series of "firsts": (1) a new high for Marine-man-hours-at-sea, (2) the first amphibious ship to visit the Indian Ocean, (3) the first ship to bring Marines to the Indian Ocean area, (4) the first amphibious ship to call at Karachi and Bombay, and (5) the first ship to successfully resist offers to transport cobras, mongooses, monkeys, ducks, parakeets, camels, and horses!

Years from now, when we've forgotten about the heat when we needed cold, the cold when we needed heat, standing room only when we needed air, and water hours when we needed a bath, the 1956-57 cruise of TELFAIR will be remembered as high adventure. I hope the following pages will bring us all together again, wherever we may be, in mutual memory of a great experience together.

"Well Done" to all hands for the splendid "can do" spirit, which is the heart of a good ship. My very best wishes for the future to each of you.

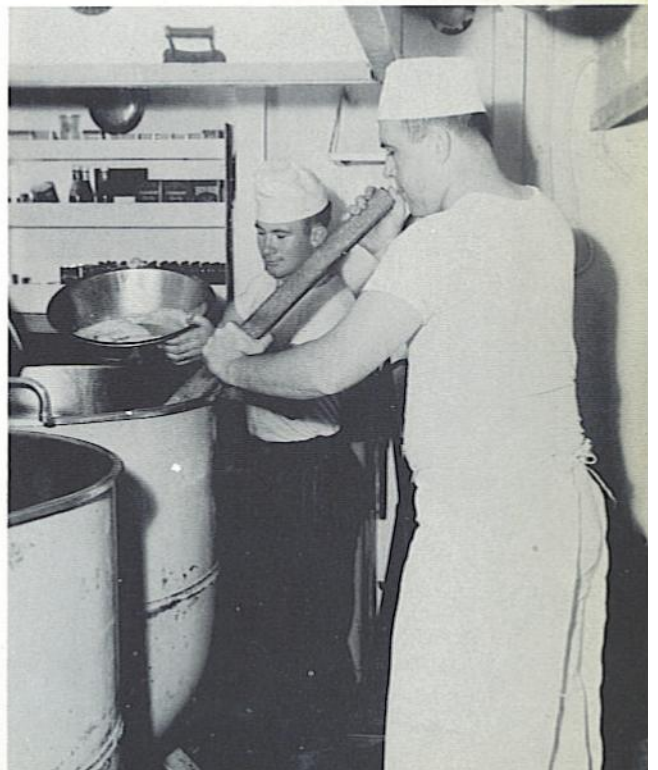
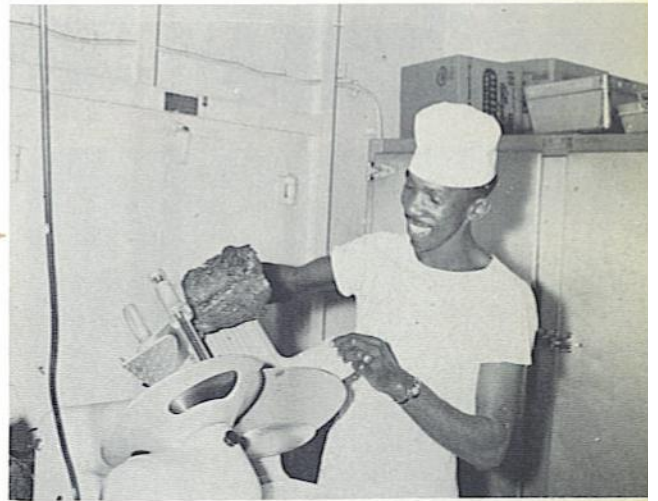


*"Now All Hands..."*





Cigarettes (Packs)	329,492
Candy bars	118,028
Soap (bars)	21,720
Potatoes (pounds)	197,200
Meat (pounds)	372,057
Milk (gallons)	7450
Flour (pounds)	96,000
Coffee (pounds)	33,000
Sugar (pounds)	79,450





2

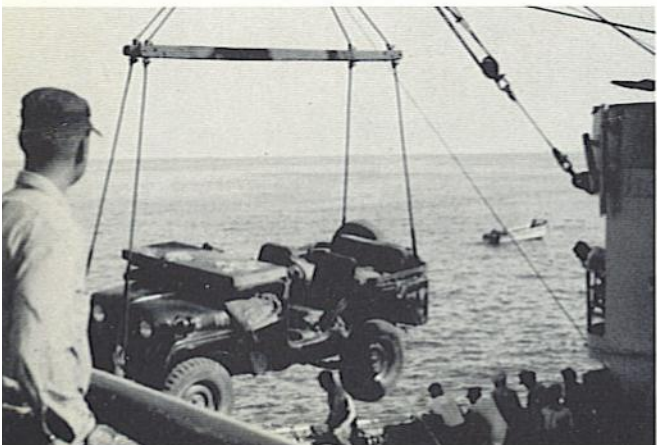
*First  
Division*

FIRST ROW, Left-Right: Hinz, L. P., Cruce, G. E., Pederson, R. M., Marks, J. B., Moody, R. L. SECOND ROW: Ash, E., Molina, J., Leotta, L. J., Flowers, J. THIRD ROW: Purvis, O. P., Shea, E., Thomas, W. S., Svenson, S., Ens, R. A. Bachman.



To the men of the deck department, the Navy is a world of paints, brushes, chipping hammers, winches, rigging, booms, davits, boats, swabs, bos'n's pipes, and cantankerous efficiency experts known to us all as . . . "Hey Boats!" Seamen all, they still use much of the lore of the old Navy and the familiar phrases of "bend a bowline," "heave 'round," and the perennial "anchors aweigh" remain an integral part of their jargon. The jobs of a bos'n's mate are many and varied but one thing is sure, the day is long and unpredictable, and the nights too, if you have the "mid". The working environment is changeable, ranging from placid seas to howling storms. Old man weather is a real cuss, saving his Sunday punch until the decks are just well covered with red lead.

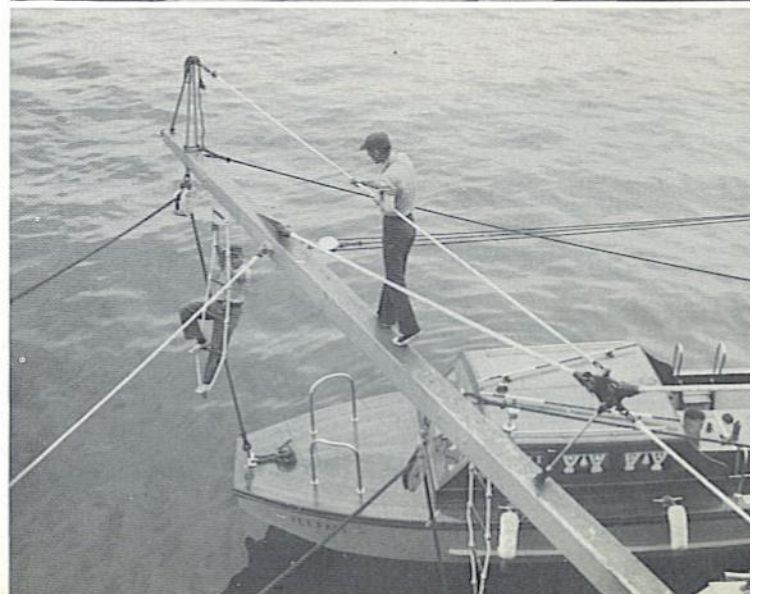
The primary mission of the entire ship is to transport marines and all their gear to anywhere they may be needed. The deck department catches the brunt of the work whenever marines are on board. They rig and maintain the berthing spaces; they load and unload the gear.





*2nd Deck*

FIRST ROW, Left-Right: Martin, J. F., Rogers, H. F., Weiss, D. T., Kinsey, H. L., Shelp, R. G., Bradley, M., Bosley, A. SECOND ROW: Allen, J. E., Glusica, D. S., Like, W. H., Martin, R. W., Chacon J. O., Engelhardt, R. J., Grenon, F. M., Lippka, L., Lacy, H. G. LAST ROW: LTJG G. R. Richards, Reese, C. E., Ford, M. D., Flanagan, T. C., Fale, Mazey, R. J., Anglim, T. C., Dallman, R. R., Collett, B. J., Altizer, S. E., Ens. M. A. Brenner.





## Third Division



FRONT ROW, Left-Right: Abernathy, W. H., Johnson, W. A. SECOND ROW: Gautney, R. A., Hendrick, G. P., Yarbrough, W. T., Schubert, R. W., Gal, S., Heally, T. J. THIRD ROW: La Prise, A. E., Jacobs, J. W., Calquhoun, H. A., Lamar, L., Maddox, R. C., Holroyd, B., Bass, N., Ens, J. D. Taylor. FOURTH ROW: McCann, E. L., Arrowood, H., Oaks, A. A., Howard, B. J., Stroud, E. J., Warner, B. F., Best, T. J.

Sea bags, operational equipment, jeeps, trucks, ambulances, all the things needed by the forces in the field must be handled by the deck crew.

The main battery of the ship is its boats. These are the pride, joy, and problem of the 2nd division and 2nd division engineers. A papa boat is a strange creature; it must be pampered, begged, cajoled, kicked, and cussed at before running properly. The engines must be pleaded with, tinkered with, jury-rigged, even given an occasional snort of ether, but they run.

The responsibility for the guns and ordnance spaces falls upon the shoulders of a few hardy individuals known as gunner's mates. Though the command of old . . . "Fire on the up-roll" . . . has gone by the board, their skill is just as great and their work as laborious.

The jobs of the deck force are unending and yet these men perform their jobs with a zeal that is gratifying to the proud service to which they belong.





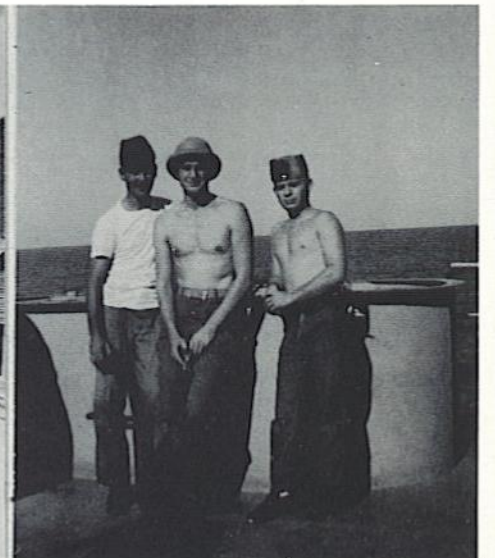
Labuan



Paradise



Main Street



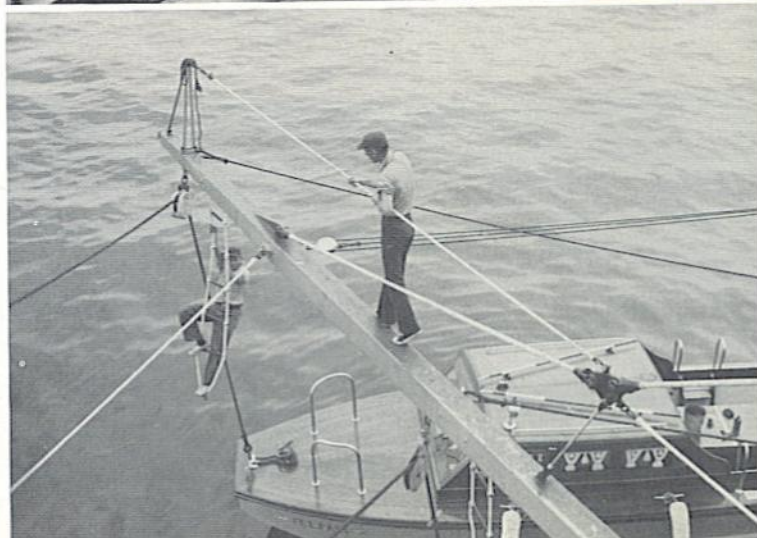
Gone Native





*2nd Deck*

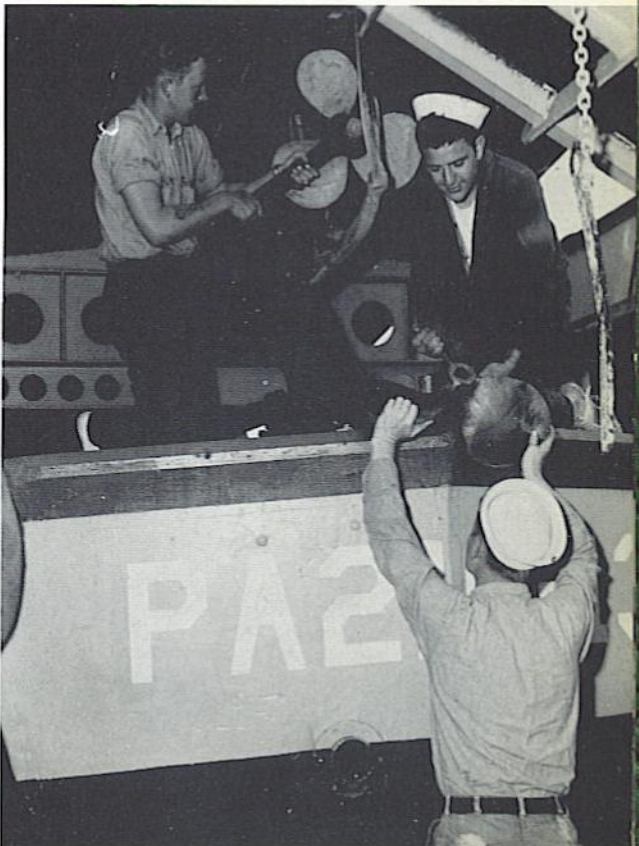
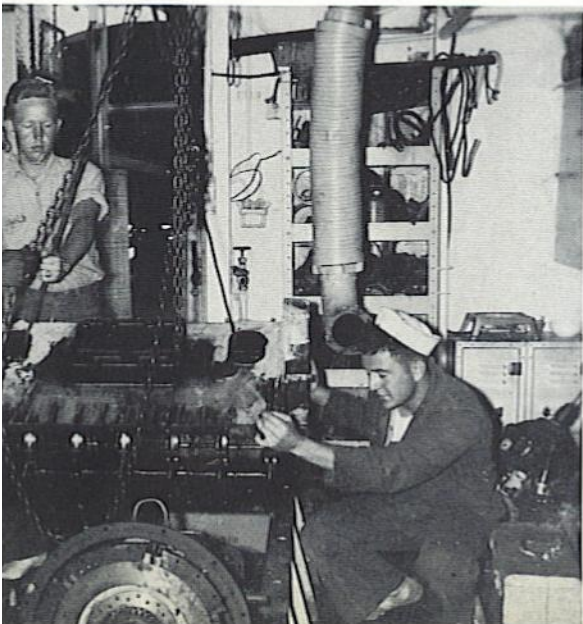
FIRST ROW, Left-Right: Martin, J. F., Rogers, H. F., Weiss, D. T., Kinsey, H. L., Shelp, R. G., Bradley, M., Bosley, A. SECOND ROW: Allen, J. E., Glusica, D. S., Like, W. H., Martin, R. W., Chacon J. O., Engelhardt, R. J., Grenon, F. M., Lippka, L., Lacy, H. G. LAST ROW: LTJG G. R. Richards, Reese, C. E., Ford, M. D., Flanagan, T. C., Fale, Mazey, R. J., Anglim, T. C., Dallman, R. R., Collett, B. J., Altizer, S. E., Ens. M. A. Brenner.





*2nd Engineers*

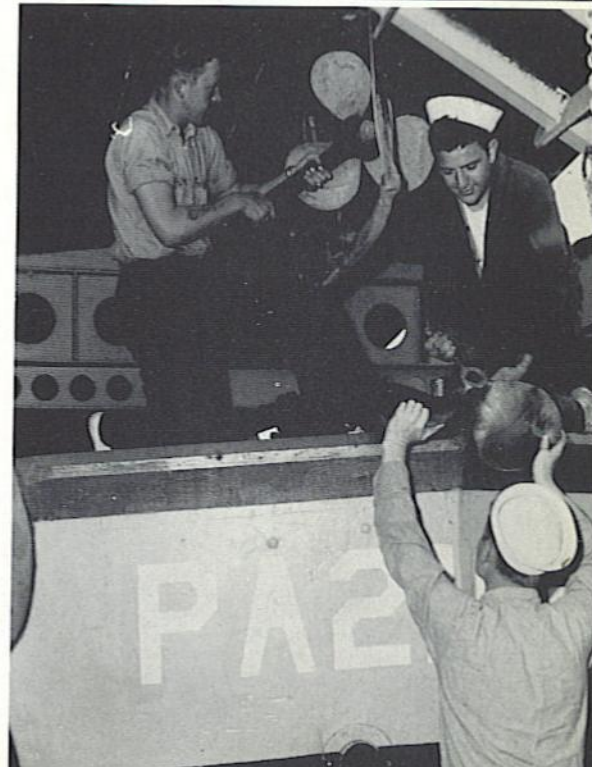
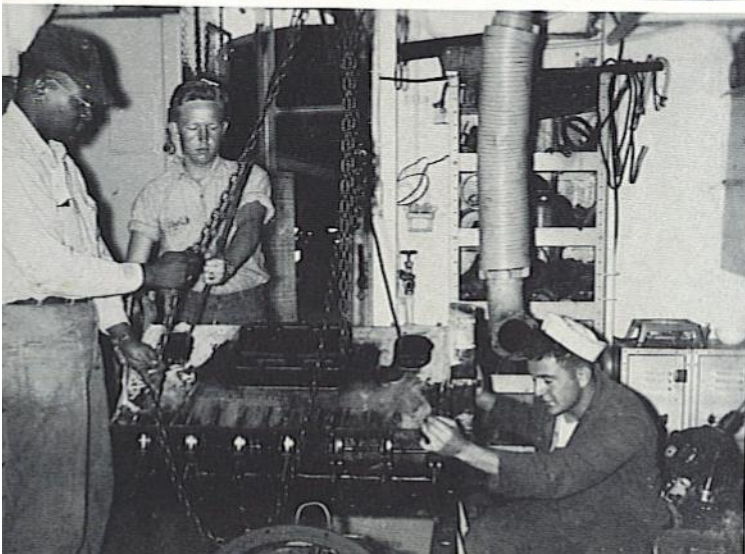
Left-Right: Stevens, L. A., Zeigler, A. R., Walson, J. W., Davis, W. G. A., Whitsell, E. D., Peterson, G. D. SECOND ROW: Ellings-Packard, D. E., Fenton, C. E., Houston, M. N., Dutton, E., Johnson, W. LTJG G. R. Richards, Florer, E. J., Greenwalt, R. D., Ferri, J. C., P. H., Kiefer, L. E., Berger, D. A., Flesch, R. L., Allen, W. C., Lutz, Brener.





FIRST ROW, Left-Right: Stevens, L. A., Zeigler, A. R., Watson, J. W., Davis, W. L., Fulbright, G. A., Whitsell, E. D., Peterson, G. D. SECOND ROW: Ellingsworth, N. E., Packard, D. E., Fenton, C. E., Houston, M. N., Dutton, E., Johnson, T. LAST ROW: LTJG G. R. Richards, Florer, E. J., Greenwalt, R. D., Ferri, J. C., McWhorter, F. H., Kiefer, L. E., Berger, D. A., Flesch, R. L., Allen, W. C., Lutz, R., Ens, M. A. Brener.

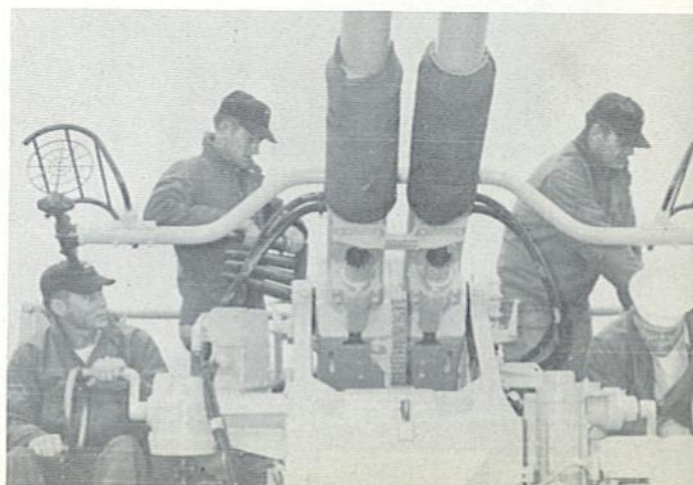
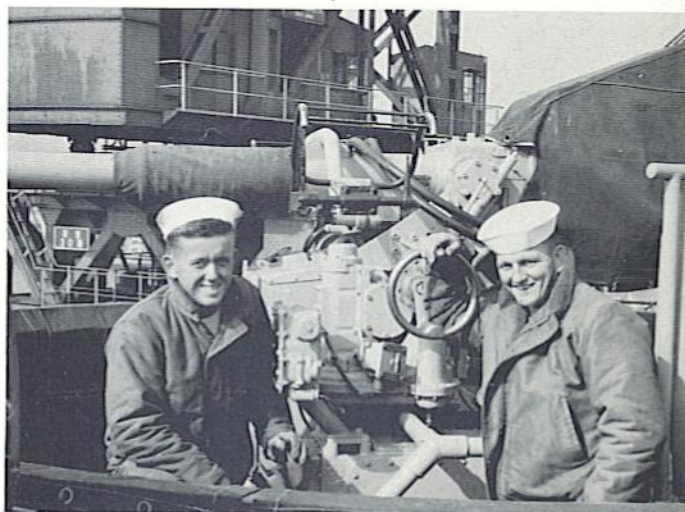
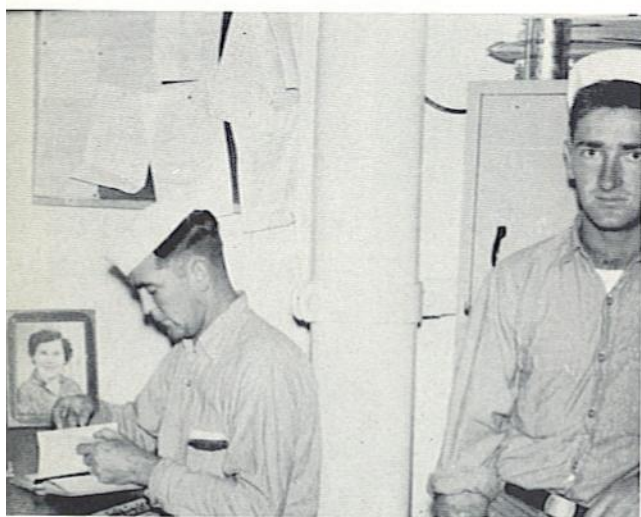
## *2nd Engineers*

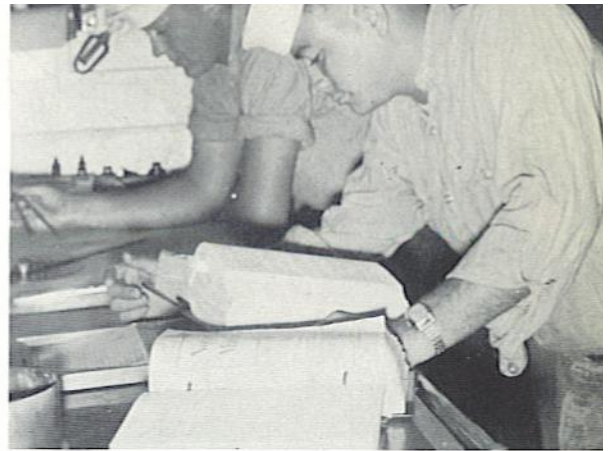
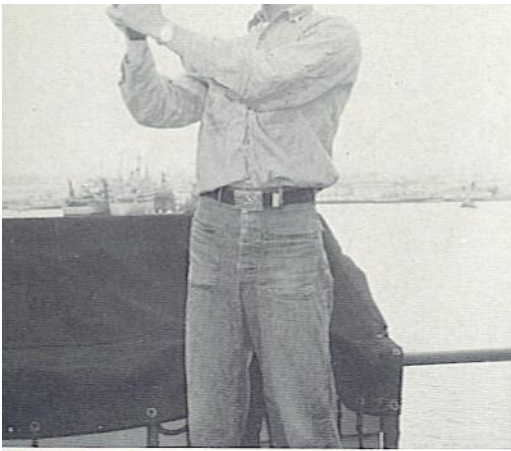




FRONT ROW, Left-Right: King, D. R., Garrison, J. B. SECOND ROW: Phillips, R. R., Vinson, C. J., Hays, C. E. STANDING: LTJG J. F. Francini, Lively, R. L., Bates, G. J., Spinale, F., Turney, J. W., Laird, O. E.

## *Fourth Division*

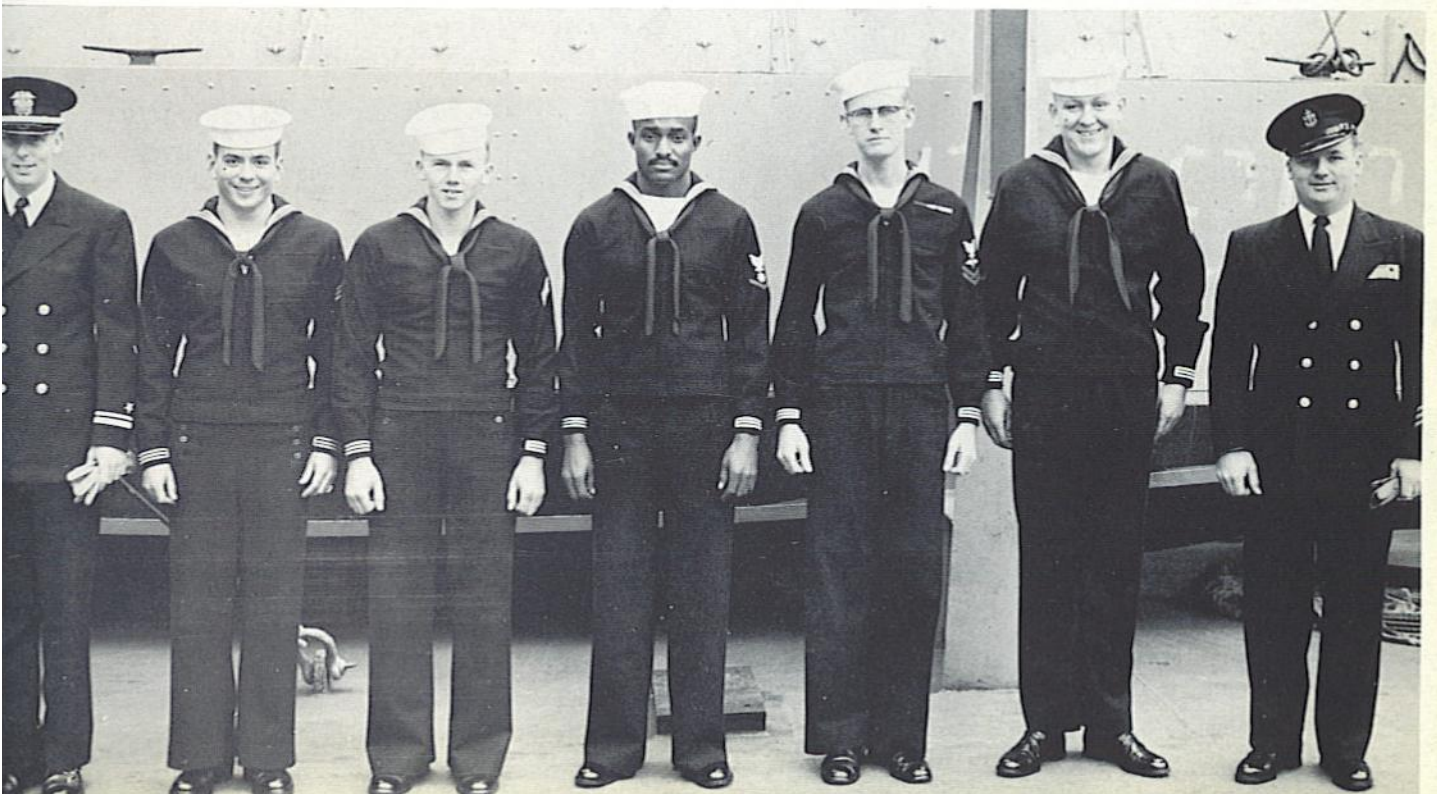




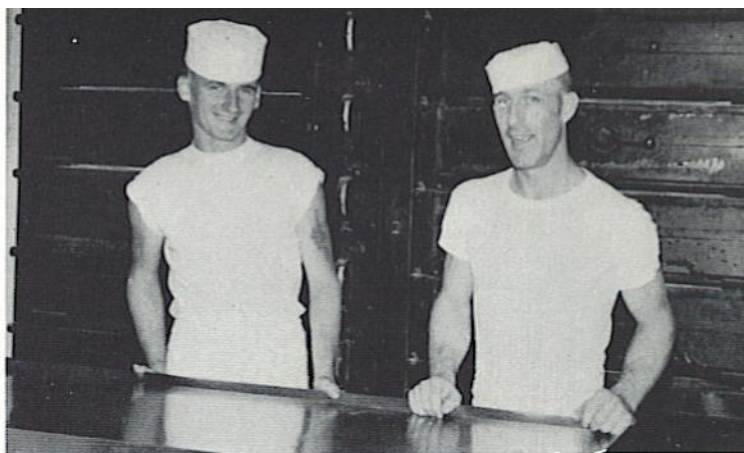
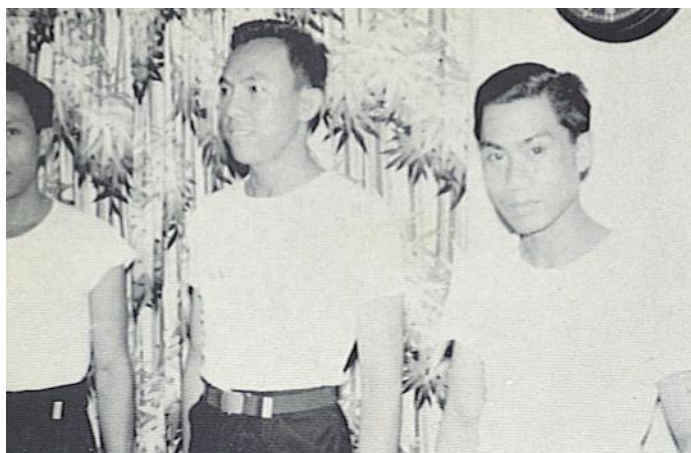
"We can't tell you where we are, but we know where we've been" — this is the motto of Navigation. A fix here, a fix there, up at first light, shoot the sun, shoot a star, shoot the light on the masthead, then draw some lines, close your eyes and pick a point — that's the ship's position, give or take a few feet. Keeping the ship in safe waters is the primary job of Navigation. In addition, while at sea, this department is also charged with weather observation and forecasting; the predictions are amazing. Add bridge watches, maintenance of the ship's log and clocks — that's enough, they're busy.

Left-Right: LTJG R. A. Stone, Rice, P. L., Derrick, L. J., Frey, G. T., Dickey, J. T., Draper, W. L., Anderson, B. P.

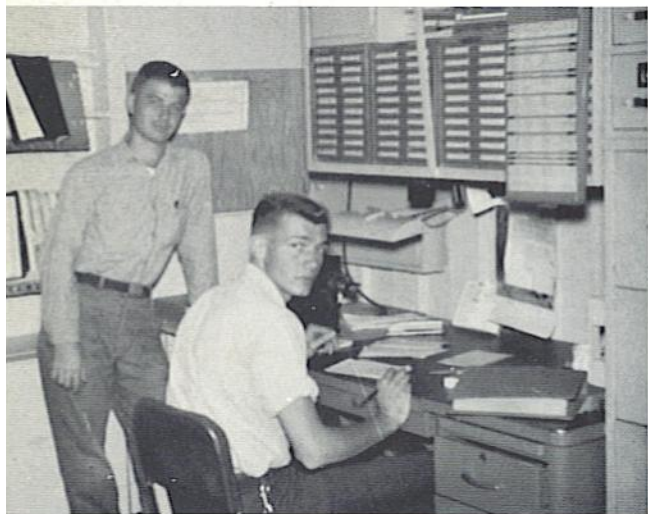
## *Navigation*







## Supply



The supply department is a "can-do" outfit aboard the ship, from drapes for the captain to electronic repair parts. The supply department has many functions and is the butt of many jokes. It maintains the allotment (never enough money), it orders items for all departments of the ship (Where is that requisition?), it feeds the crew (cold cuts again), it pays the crew (Where's my money?), it operates the ship's store (closed for inventory), operates coke machines (out of nickels or out of order again), and always gets credit for a job well done.

When the word is passed, "Now the twenty-hand working party . . ." it signifies that the supply gang has brought home the bacon. Thirty men will crowd around as the storekeepers sort out the supplies asking, "Did you get the batteries we ordered?" "What about my paint?" "Where's the toilet paper?" "How about my spare parts?" "Any fresh stuff on that reefer?"

It is the job of Supply to procure the many, varied materials needed to run the ship, feed and pay the personnel, operate the Ship's Store, and provide laundry and barber service. What do you want? What do you need? Fill out your 307 and see Supply — "Service is our Motto"





*SF  
and  
CS*

FIRST ROW, Left-Right:  
Courtney, R. L., Land, A.  
L., Holloway, J. H.,  
Wright, R. M. SECOND  
ROW: McGlammery, A.  
F., Perry, J. C., Lt. L. F.  
Rolen, Ens. B. F. Mugavero,  
LTJG D. F. Springer.  
Beatty, B. T.



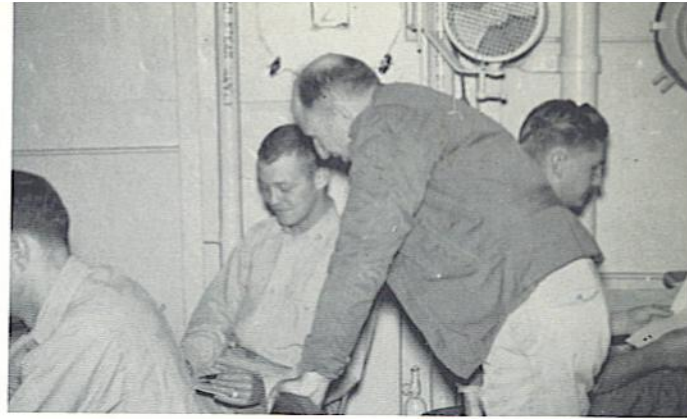
*SD*

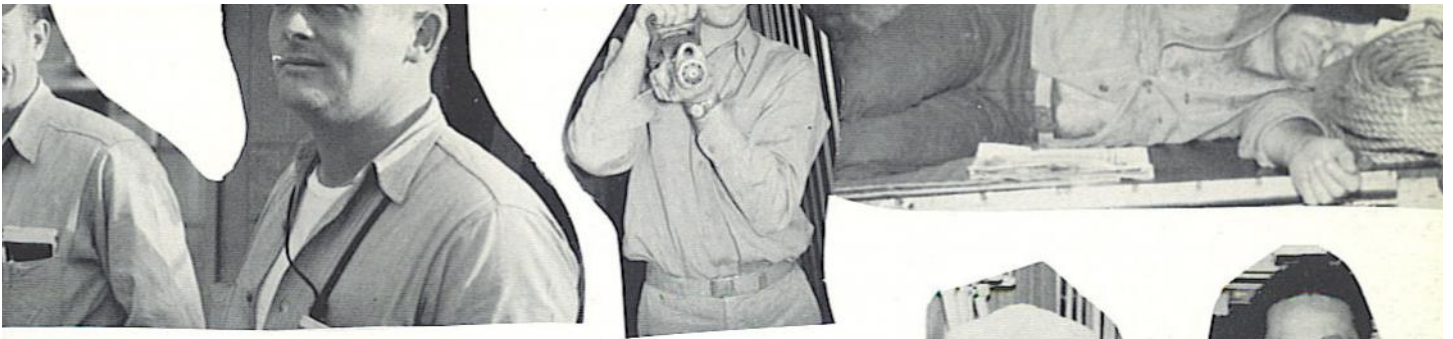
FIRST ROW, Left-Right:  
Doyle, F. N., Ligsay, A.,  
Cano, M. F., Hall, R.,  
Carter, S. G., Roldan, V.  
SECOND ROW: Johnson,  
L. L., Hunter, E. L.,  
Doyle, F. Springer, Wil-  
son, F., Lt. L. F. Rolen,  
Ens. B. F. Mugavero,  
Lieutenant, A. E., Ligsay,



*SK  
and  
DK*

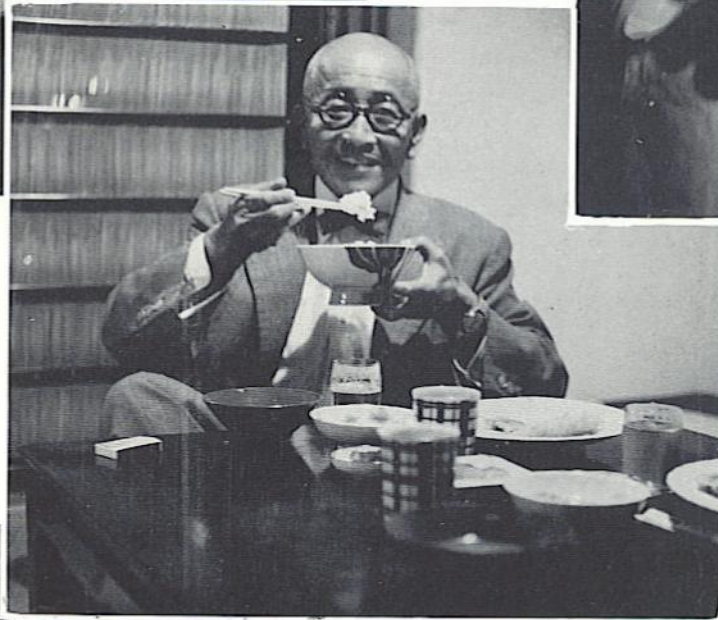
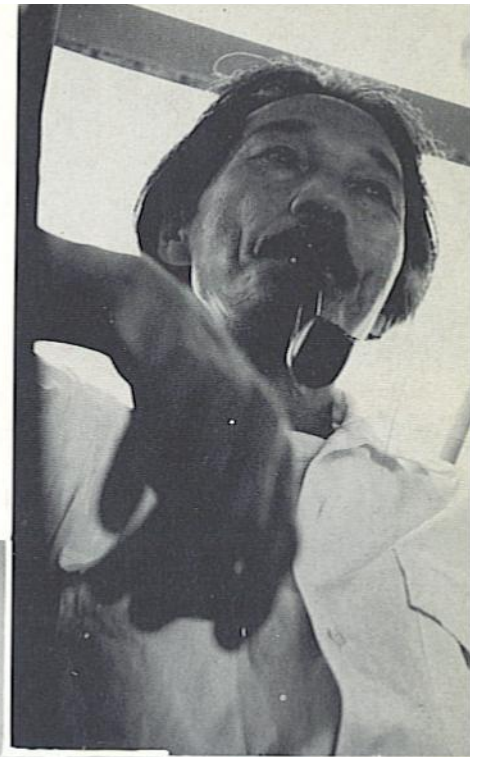
FIRST ROW, Left-Right:  
McKenny, A., Mattingly,  
C. V., Unrien, A., Coop-  
er, W. T., Scholly, V.,  
Colum, E. A., Battle, B.  
SECOND ROW: LTJG D.  
F. Springer, Ernst, D.,  
Dozier, C. L., Frankeny,  
R. U., Lt. L. F. Rolen,  
Ens. B. F. Mugavero,  
Haubrich, B. T., Bowen.





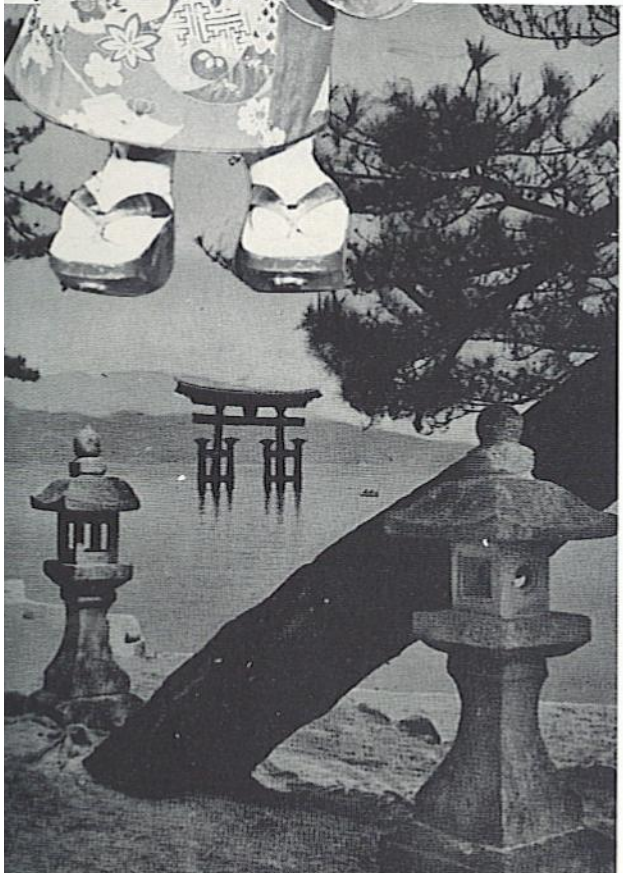
*Japan*







Dai Butsu



Gifu

"In a Japanese Garden"



Brunei Bay? Labuan? We had been at sea for three weeks under tense conditions when a message came in directing us to delay in Brunei Bay. First question—where was it? The Navigator hurriedly broke out the charts and with eager help began scanning the Southern Pacific Ocean. At last someone pointed and said, "There it is, in British North Borneo!"

On the 24th of November we dropped the hook in Brunei Bay. No, there wasn't much there but we sure were going to R and R it up a bit. The word came down from above "organized beach parties" and the landing of troops began. This proved to be the biggest ship to shore movement of the entire cruise and the men of second division showed up admirably shuttling boats to and from the ship to the beaches with Marines, Sailors and the very needed thirst quencher BEER. After four days of beach parties, beer, and plenty of hot sun, everyone was ready to leave Labuan.

We shall not forget the booming metropolis of Labuan. Many of us visited it and enjoyed strolling down the one street. One would see such interesting sights as the water filled golf course and the many shops, all appearing the same. The Brunei area is noted for its production and export of rubber; many of us remember seeing the natives loading merchant ships throughout the night when we came ashore.

On the morning of the 29th of November, the seagoing pair, TELFAIR and OAK HILL headed out to sea, leaving the quiet and peaceful shores of Brunei Bay, probably never to return. On to Southern Asia!

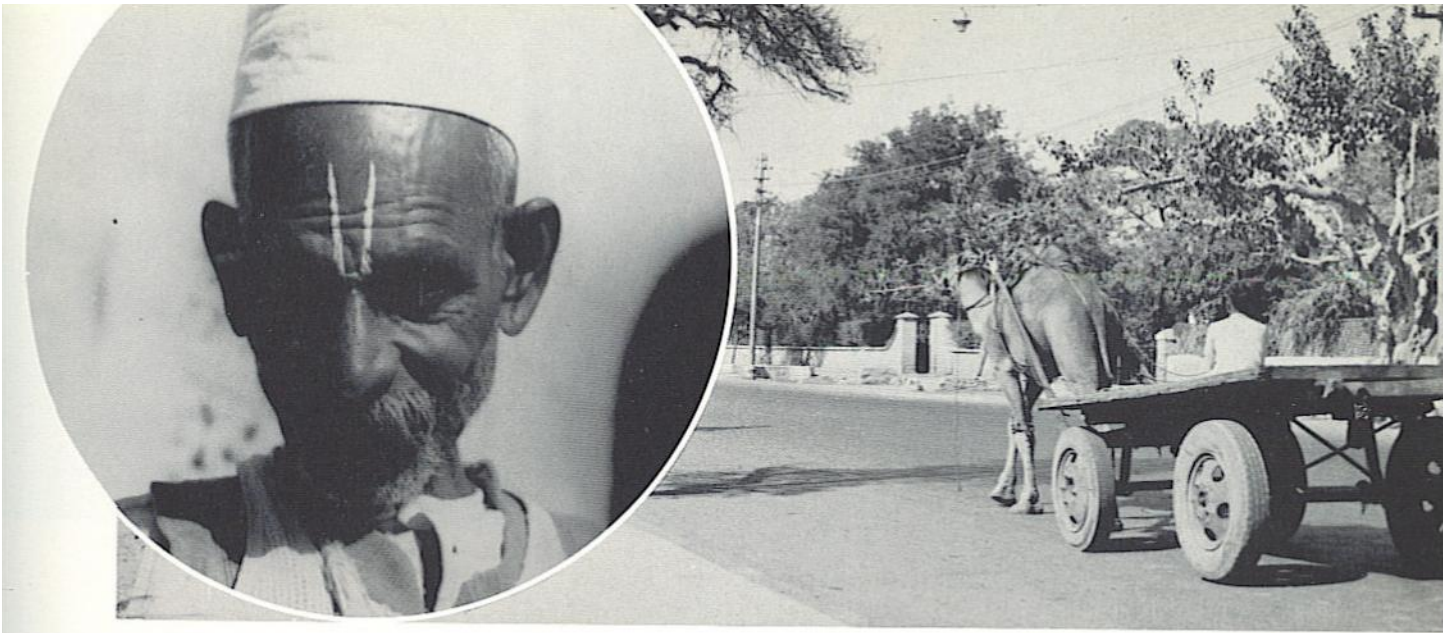


Inland Scene



'Way Inland





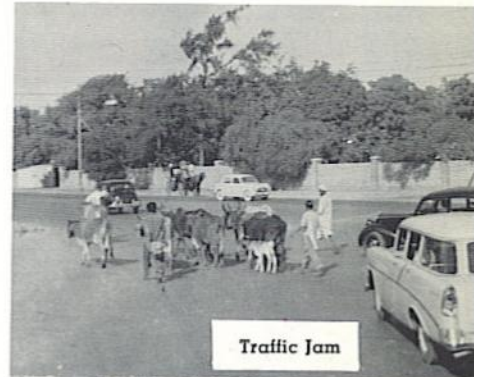
## Karachi

Mutual good-will was further fostered by the acceptance of a few of the American guests of an invitation to join in a length-of-the-field horserace and jumping contest, won handily by a female Pakistani rider.

Teeming bazaars in the Elphinston Street area were the mecca of souvenir shoppers, and goods from all over the world were displayed alongside the hand-made products of the local cottage industries to compete for the tourist's favor. Here the values of the pies, the annas, and the rupees were quickly learned, and here also that bookworn phrase "Saksheesh Sahib?" came to life.

Camera bugs had a field-day in Karachi with countless fascinating subjects and scenes to record on film; the strange dress of the people, camel drawn vehicles, carts drawn by those miniature donkeys, the snake-charmer and his cobra, the bowing toward Mecca, and a host of others.

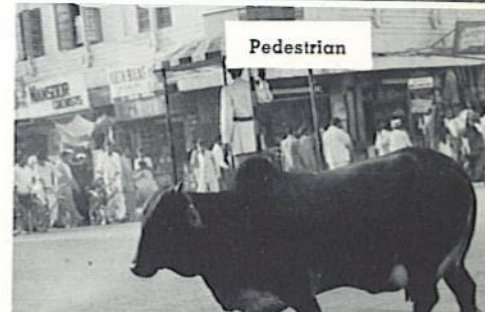
Though our stay in Pakistan was brief we were nevertheless impressed by the vigor and perseverance of this infant nation. But time was of the essence and we had to push on; there were other lands of fable and mystery awaiting the roving ambassadors.



Traffic Jam



Taxi, Sahib?



Pedestrian





Public Laundry

# B O M B A Y

A warm welcome to age-old India was extended upon our arrival in Bombay on December 17, 1956 and no effort was spared to continue that welcome throughout our stay. The famous Gateway to India landing was the portal through which TELFAIR personnel passed to the fabulous city beyond, and from the moment of stepping ashore it was apparent that Bombay afforded plenty to see and do.

A visit to the Hanging Gardens of Malabar Hill was on everyone's itinerary and well worth the time. The nearby "Silent City of the Parsees" will probably be the subject of more sea stories upon our return to the States than any single thing in Bombay, with the burning ghats a close second. Victoria Gardens with its immense zoo was another highly rated point of interest and close by was the vast open-air public laundry where hand labor pounds the dirt from the clothing of over a million people. The mosque and Raja Bai Tower at Bombay University were other highlights of the city.

In this city of contrasts, travel from point to point is via anything from wide divided boulevards to one-car-wide lanes and the vehicle can be anything from the latest model American or European auto to the two-wheeled bullock cart.

Street Scene

