



**TELFAIR
MED-CRUISE**

1967

This book is dedicated to one man. You see him everyday: standing a long lonely watch on a wing of the wind-blasted bridge, or enveloped in the sweltering heat of a fireroom. This man is marked by many faces and many moods: glumly arising in the wee hours of the morning to prepare breakfast, or happily weaving down some street in a foreign port. He knows his job whether it is running a liberty boat, sorting mail, pressing clothes, or peering into a dimly lit radarscope. This man is familiar to some, anonymous to many. Some know him as the yeoman, others as a needle happy corpsman, and yet others see him as the seaman deuce who swabs the deck in the dawn hours. During his time on board he has had many experiences. He remembers the GQ's, the 1-ALFA's, the abandon ship drills, and the countless lectures on deck seamanship, first aid, electronic repair, baking, business administration, boat repair, and reduction gears. He can yet visualize the times he spent his liberty (and money) in the ports around the Med. Memories of bars, girls, tours, monuments, and more bars flood his mind as he looks back upon the long six month voyage. This man has seen much, experienced more, and hopefully he has come to understand himself a little better. He has exercised his talents in innumerable positions. From Captain to seaman recruit he has seen a lot of duty. In these six months, which Med 3-66 encompassed, this sailor has become a man to whom this book is dedicated: The Man Of The TELFAIR.



Dedication

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HISTORY OF THE USS TELFAIR (APA-210)

The keel of the USS TELFAIR (APA-210) was laid in the Richmond Shipyard No. 2 of the Permanente Metals Corporation, Richmond, California, on May 30, 1944.

The 537th vessel to slide down the ways of the Richmond Shipyard, the TELFAIR was launched on August 30th, 1944. The ship was sponsored and christened by Mrs. J.D. Cauthorn, wife of the President of the San Francisco News, and was named in honor of Telfair County, Georgia.

An attack transport ship's mission is to load assigned combat troops and their equipment; transport them and unload in landing craft on enemy beaches in accordance with established doctrine and the tactical plan of the Landing Force Commander; to evacuate casualties and prisoners of war; and to furnish medical aid.

After a period of activity in the Pacific waters, by directive dated January 1947 the USS TELFAIR (APA-210) was placed out of commission, in reserve, attached to the U.S. Pacific Reserve Fleet.

TELFAIR was reactivated for the Korean emergency under the command of Captain J. Andrews and reported for duty with Pacific Fleet Amphibious Force on September 12, 1950. She served in Japan and Korea, transporting troops to Japan, and returned to San Francisco with more than 1600 troops in July 1951.

During World War II and the Korean Conflict TELFAIR won the following awards and ribbons: The Asiatic-Pacific Ribbon with one star, World War II Victory Ribbon, Naval Occupation Ribbon, China Service Ribbon, Philippine Liberation Ribbon, American Campaign Ribbon, National Defense Ribbon, Korean Service Ribbon with three stars, United Nations Ribbon, and the Korean Presidential Unit Citation.

In 1954 the TELFAIR participated in OPERATION PASSAGE TO FREEDOM, in which she transported Vietnamese refugees from the Haiphong area in northern Indo-China to the southern area, now known as South Vietnam. The TELFAIR, as a member of Task Force 90, received numerous messages of commendation for the job "well done" during this operation.

TELFAIR operated until 28 February 1958 when she was decommissioned again. On 1 July 1960 she was turned over to the Maritime Administration and reacquired by the Navy on 24 August 1961.

On 22 November 1961 she was recommissioned and ordered to report to the Atlantic Fleet upon completion of underway training at San Diego, California.

Since reporting to the Atlantic Fleet the TELFAIR has completed four Mediterranean Cruises, one Caribbean deployment, and also took part in Operation Steel Pike I, the largest amphibious assault exercise since World War II.



Lloyd William Moffit

CAPTAIN USN

To all hands -

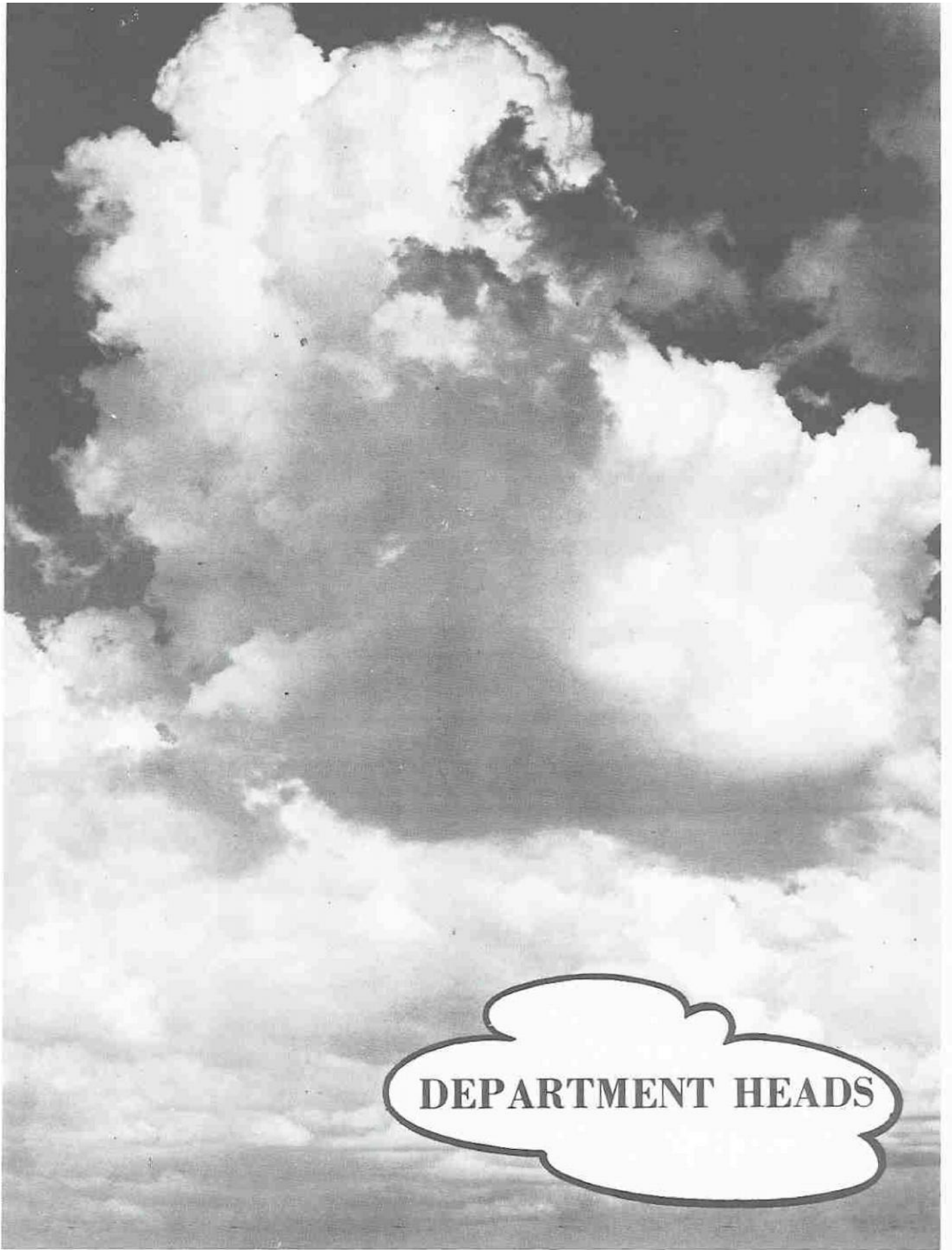
This cruise book provides a few pictorial highlights of your long, interesting and most successful cruise. The keystone to our success throughout the deployment was your ready and willing attitude in performing all our varied tasks. This, by necessity, meant long hours and hard work, but you were always well ahead of any situation, never on the "backside of the power curve."

TELFAIR's remarkable readiness has been a direct result of your individual initiative, motivation and complete cooperation; not only inter-departmental cooperation, but the equally important cooperation between Navy and Marine personnel. I am gratified and proud of our Navy/Marine relationship. It not only served to effectively shorten time away from home and loved ones by creating a

pleasant atmosphere, but brought laurels to TELFAIR from almost every ship or command with whom we associated (e.g., TELFAIR set the Sixth Fleet replenishment record with ALSTEDE, which I am sure will remain on the books for a long time to come).

The world knows your capability by the "E" patches on your arms and the hashmarked "E's" and "C" painted on the ship. You thoroughly deserve every honor and recognition you have received. You have made this a taut and proud ship and have proven yourselves completely worthy of the Nation's trust.

I will never be prouder being a part of or associated with any group of officers and men than I am with you and TELFAIR's outstanding share of BLT 3/8. Well-Done!



DEPARTMENT HEADS



W.N. HEAD
LCDR USN
OPERATIONS



C.W. ALBAUGH
LT. USN
DECK



S.R. SMITH
LT USN
ENGINEERING



J.F. FOSTER
CDR USN
EXECUTIVE OFFICER



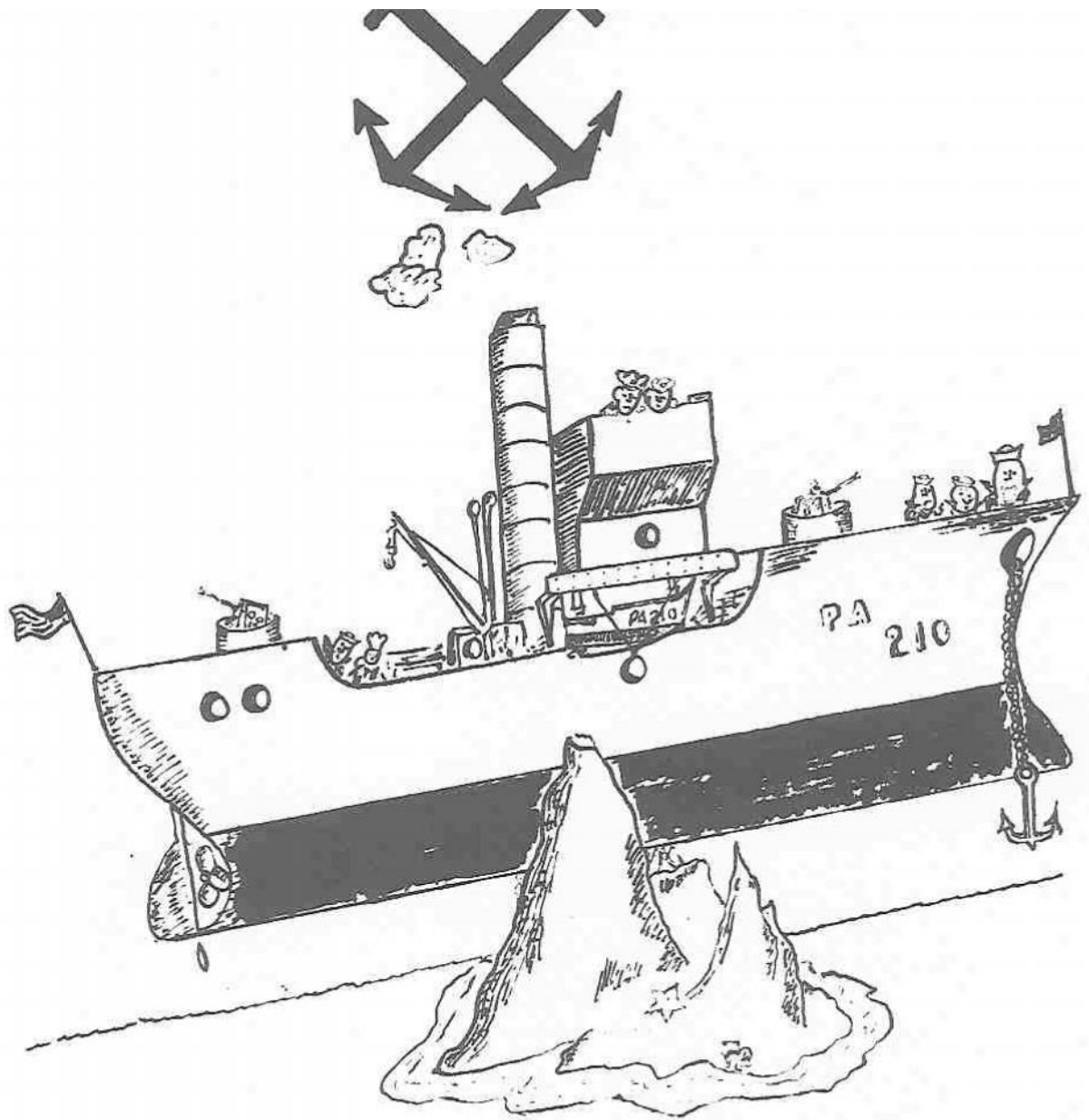
R.J. BOGOROWSKI
LCDR (SC) USN
SUPPLY



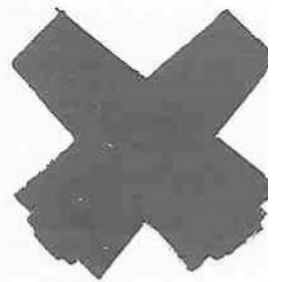
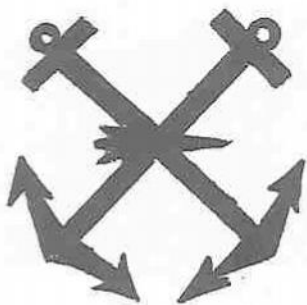
N. GOTTEN Jr.
LT (MC) USNR
MEDICAL



R.K. BOLEN
LT (DC) USNR
DENTAL



DECK DEPARTMENT



FIRST DIVISION



Lt. (jg) S. Foster
Santella T. BM1
Calhoun J.P. BM3
Edgeron E.E. BM3
Green U. BM3
Powell M.L. BM3



Thomas R.L. BM3
Amoroso T.N. SN
Arbogast J.A. SN
Baker C.P. SN
Barger J.F. SN
Bunger W.J. SN



Cochran R. SN
Dyshuk M.K. SN
Elliott D.M. SN
Estrada D.R. SN
Frazier C.E. SN
Gosnell P.D. SN



Haeflinger J.M. SN
Hurst J.S. SN
Johnson R.E. SN
Larson C.L. SN
McGarvey G.A. SN
McGinnis J.S. SN



Meyer, J.M. SN
Moses W.L. SN
Ray T.C. SN
Reese G.W. SN
Richard D.A. SN
Smith B.C. SN



Stephens G.T. SN
Walker R.L. SN
Westberry H.L. SN
Williams H.L. SN
Wilson J.F. SN
Brewer L.A. SN





SECOND DIVISION

LT (Jg) P.A. Cucchiara
Rosado H. BM1
Berrier C.E. BM3
Kraemer R.J. BM3
Wuori P.M. BM3
Akers C.T. SN



Alonzo F.W. SN
Arrigo F.A. SN
Bonnett J.R. SN
Boyd H.E. SN
Calhoun M.C. SN
Cardona L.J. SN



Campagne W. SN
Coniglio L.A. SN
Garcia E. SN
Helton K.D. SN
Hopkins C.J. SN
Horkun D.H. SN



Koenig J.C. SN
LaPerriere J.A. SN
Long D.G. SN
Macias A.C. SN
Marzan M.L. SN
Pogue T.D. SN



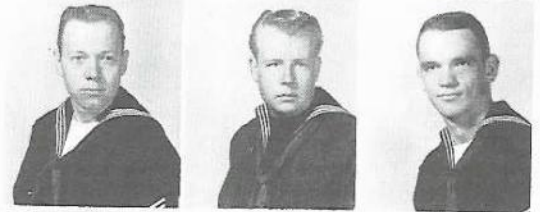
Pruitt J. SN
Reber W.A. SN
Rivera J.F. SN
Robeson R.P. SN
Root T.L. SN
Rose A.W. SN



Sanders K.J. SN
Shewcraft D. SN
St. Clair C.L. SN
Tustin J.C. SN
Mullenix D.E. SN



THIRD DIVISION



Ens. S.C.
Tomlinson

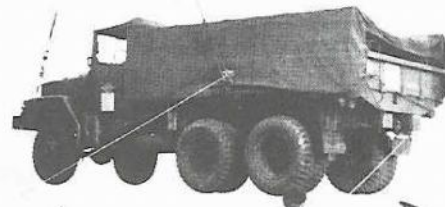


Sweaney R.W.
BM2

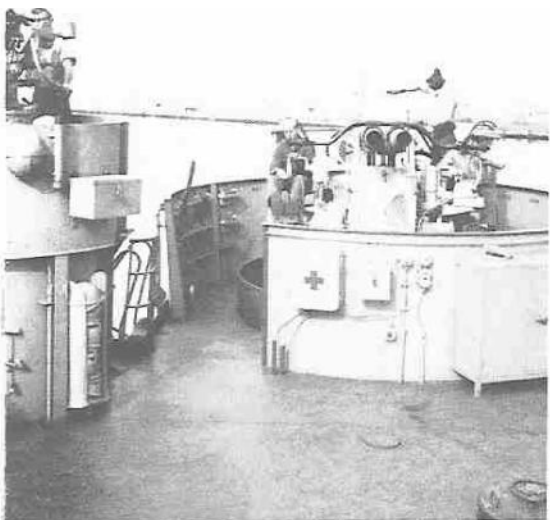


Valle F. BM2	Cosens B.W. SN	Levine W.S. BM3
Riddle S.C. BM3	Ainsworth W.A. SN	Barthouse H.A. SN
Berry V.M. SN	Blake R.W. SN	Brown J. SN
DeLong M.D. SN	Fults R.S. SN	German E.W. SN
Hanley J.L. SN	Hoshall J.L. SN	Hylleberg K.L. SN

Kelly W.F. SN	King M.L. SN	Laret J.W. SN
Leubka D.E. SN	Mays L.D. SN	McCool L.E. SN
Rhames F.C. SN	Ridgway J.W. SN	Rummel G.E. SN
Salinas O. SN	Shelton C.W. SN	Strader W.W. SN
Thomas C.J. SN	Toth M.J. SN	Waldriff D.R. SN



FOURTH DIVISION



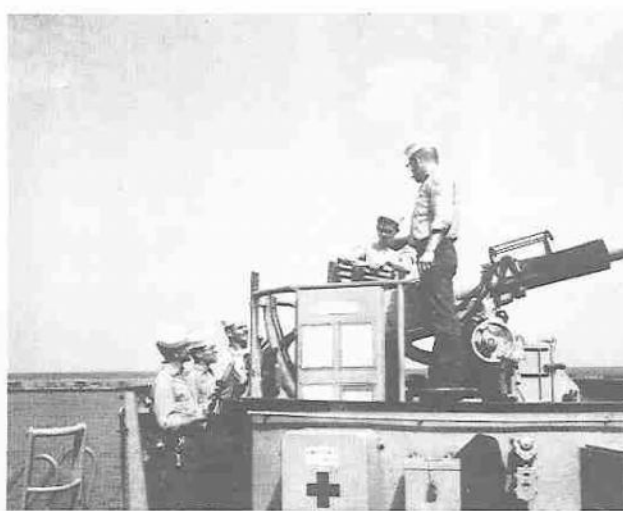
Lt (jg) N.L.
Vincent
Alters H.E. SN

Pope H.E. GMG1
Chandler D.B. SN

Cronin R.A. GMG2
Johnson T.R. SN

Robbins D.H.
FTG2
Morris R.R.
SN

Copeland B.H.
FTG2
Nelson J.A.
SN



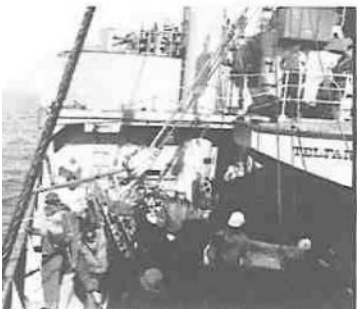
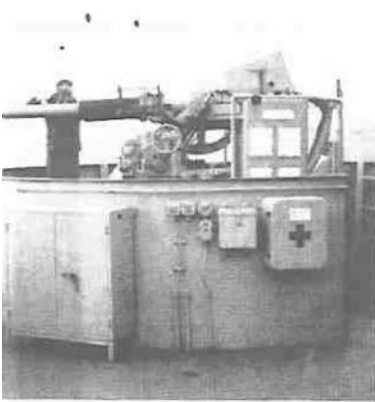


DECK DEPARTMENT RESPONSIBILITIES

The responsibilities of the Deck Department are many and varied. Some of these responsibilities date as far back as the first sailing vessels and some are as new as today's technology.

The Deck Department is comprised of the First, Second, Third and Fourth Division. They are responsible for the cargo handling gear such as booms, winches, masts and all the other fittings topside. They man and maintain all the ship's small craft, and standbridge, quarterdeck, anchor and fantail watches.

They are also responsible for the ultimate safety of all hands during time of war, because they maintain all the ship's armament and defensive systems as well as the ammunition storage spaces.



USS Ielfair

Chief Engineer



During an Economy
Run?



A DIVISION



Ens. C.J. Keller
Patten J.L. EN1
Hayes D.K. MM1



Peters R.J. EN2
Schultz M.C. EN2
Simon R.R. EN2
Laughlin R.R. EN3
Martin R.P. EN3



Obrecht W.G. EN3
Burke D.A. FN
Carr S.E. FN
Collucci G.C. FN
Halstead R.R. FN



Hilberer G.F. FN
Huntsberger R. FN
Mullins D.S. FN
Palermo R.M. FN
Partch N.A. FN



Bowser C.F. FN
Severin R.L. ENFN
Thomsen J.F. ENFN
Tyner R.J. FN
Peterson P.M. FN



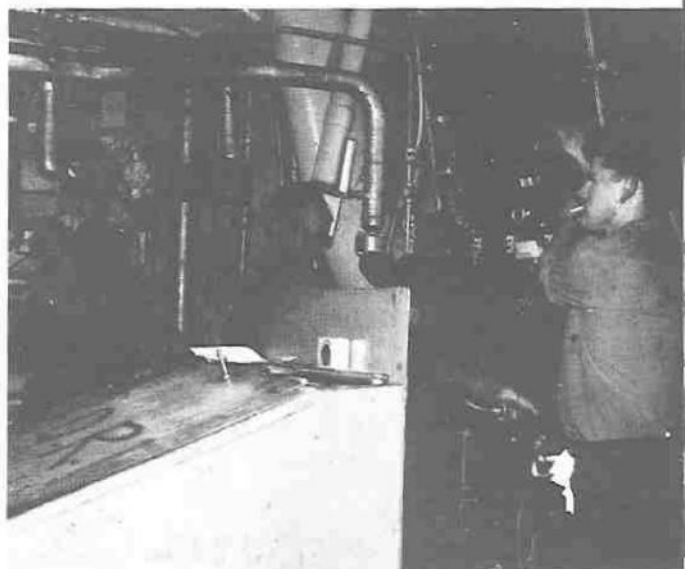
B DIVISION



Gunter R.L.
BTC
Bevans D.R.
BT3
Grothe W.S.
BT3

Gross T.C.
BT2
Cooney E.W.
BT3
Wills D.A.
BT3

Brawner S.T.
BT2
Daelke D.J.
BT3
Van Dyke D.L.
BTFN



Lt (jg) J.B. Lakin

Crump D.R. FN
Gordon L.R. FN
Graham B.W. FN



Hartz D.L. FN
Hines E.J. FN
Horn J.F. FN



Rickard M.J. FN
Titus G.R. FN
Tooley P.S. FN



E DIVISION

ENS P.R. Madary
EMCS W.P.
Alverson



Hehenberger E.I.,
EM3
Lawendowski
R.F., EM3



Baumgarth E.A.,
FN
Clarke J.E., FN



Drolet G.R., FN
Elsen R.W., FN



Frei L.J., EMFN
Gehring H.K.,
ICFN

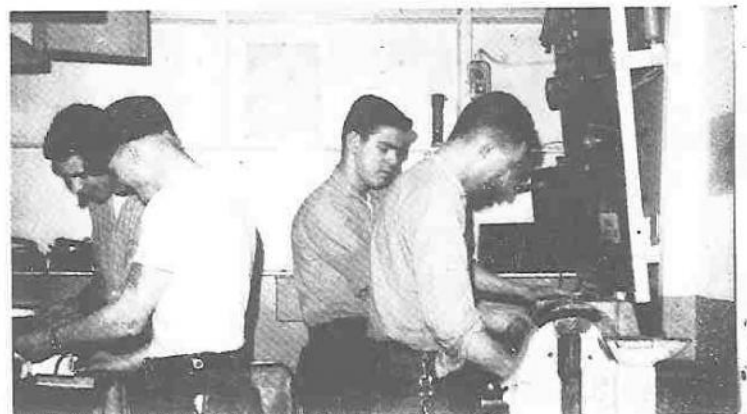


Sherman
W.A., EM2
Lee W., EM3
Levesque
R.J., EMFN
Scola T.P.,
EMFN

Rienerth
P.W., IC3
McMahon
R.J., FN
Segien J.E.,
EMFN

Walsh H., IC3
McMahon
T.W., EMFN
Welch G.D.,
FN

Huffman T.W., FN
Jacobi C.W., EM3



M DIVISION



LTJG J.B. Lakin



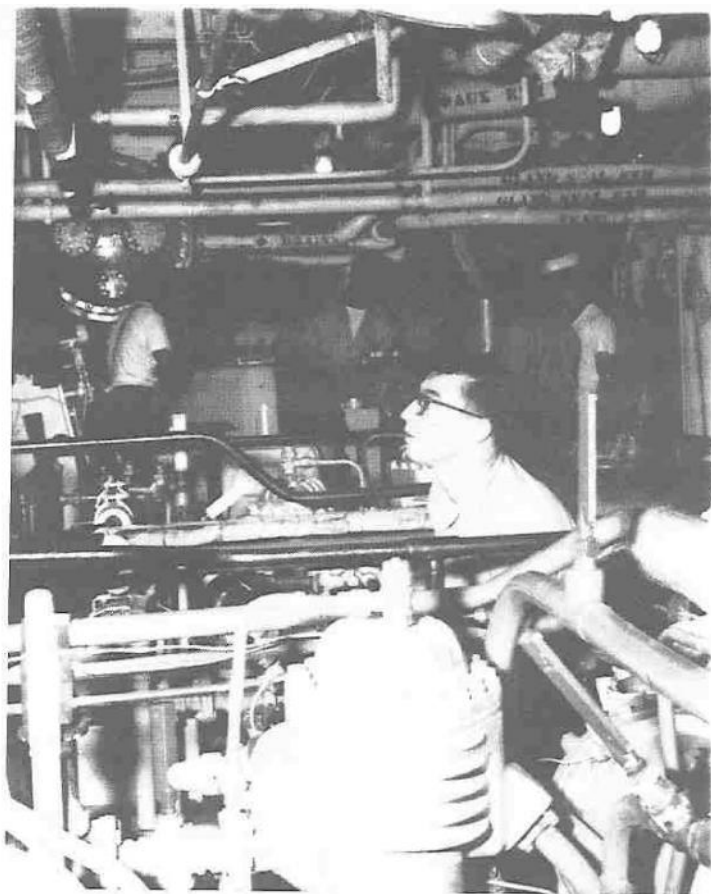
Sikes E.L., MMCS
Northway W.D.,
MR1



Donohoo M.P.,
MM2
Grimstey C.O.,
MM2



Anderson G.R.,
MMFN
Biedenbach R.C.,
FN



Stroup R.C.,
MM2
Buchenroth
R.E., MM3

Van Billiard
M.E., MM2
Corelli J.C.,
FN

Jandreau
E.F., MM3
Dougherty
J.F., FN





Fox I.A., FN
Crew C.P., MMFN



Hartnett J.P., MMFN
Johnston M.D., MMFN



Kelly D.W., MMFN
Powers A.G., MM3

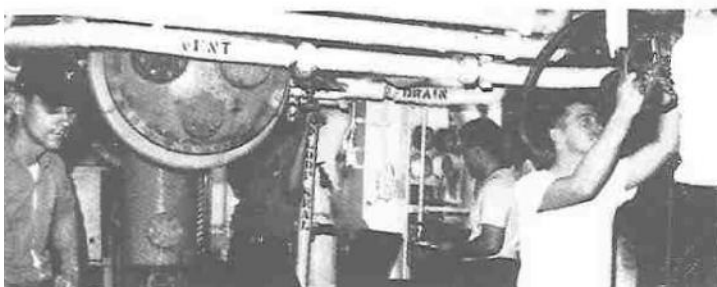
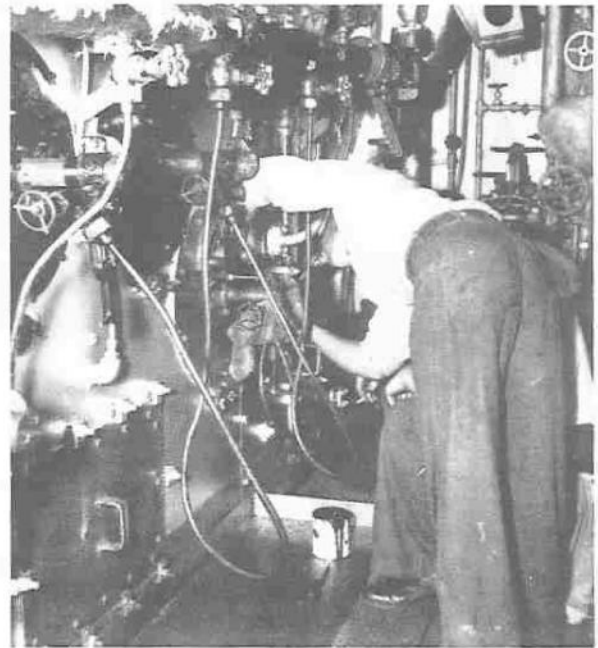


Willis P.F.,
MMFN
Jankowics
J.E., FN

Wurts G.L.,
MM3
Perez J.M.,
MMFN

Zylstra R.D.,
MMFN
Streeter J.M.,
MMFN

Copeland
R.K., FN
Weaver
D.H., FN



R DIVISION



CWO3 L.H. Colter
Fisher H.P., SFC



Page D.L., DC1
Carlson G.L., SFP2
Gray J.E., SFP3



Hunt D.G., SFM3
Variello F., SFM3
Brewer R.A., DCFN



Gould G.F., FN
Heal K.A., FN
Lewis J.M., DC3



Swearingen W.H., DC3
Wardwell K.E., FN
Baily E.F., FN



Bates L.E., DCFN
Sakaesi S.J., FN



Farrell P.M., SFP3
Trushaw K.C., FA





ENGINEERING DEPARTMENT RESPONSIBILITIES

The Engineering Department is comprised of A, B, E, M, & R Divisions. These divisions are responsible for the maintenance of Telfair's interior workings, powerplants, and electrical systems.

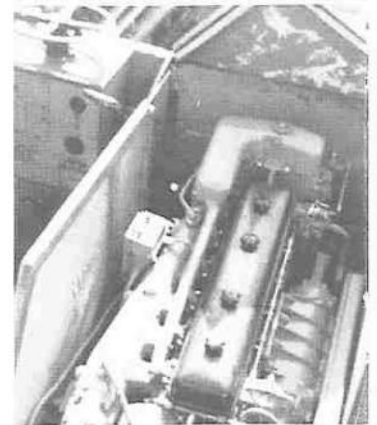
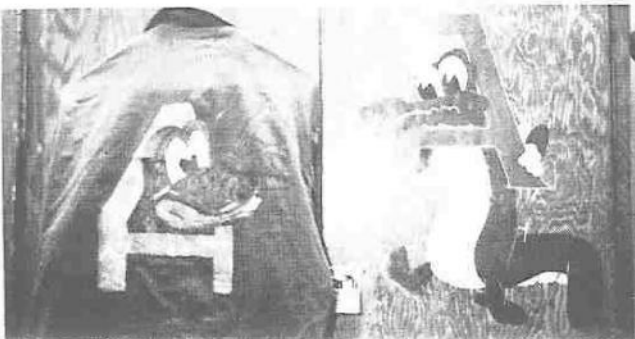
R Division is responsible for damage control during combat; such as patching, plugging, watertight integrity, and fire fighting.

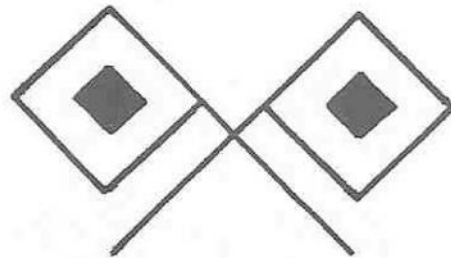
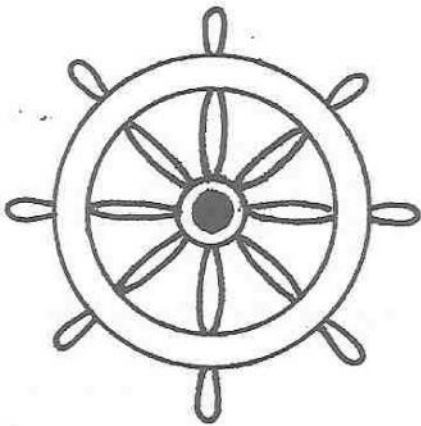
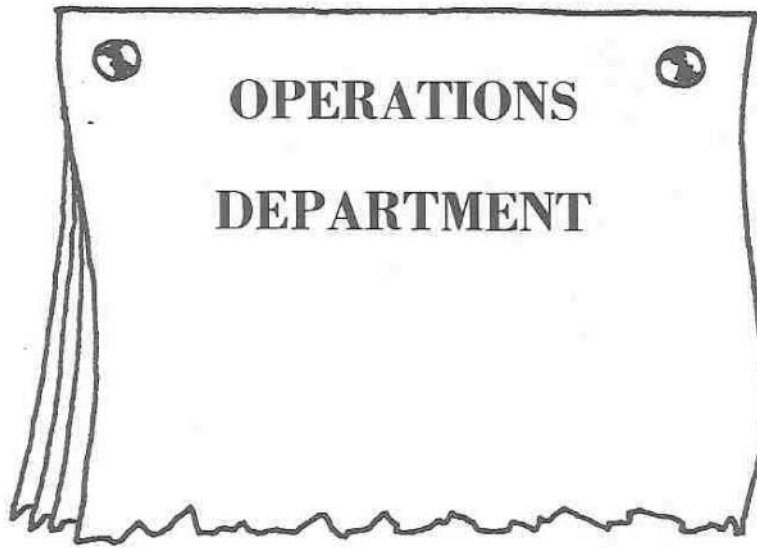
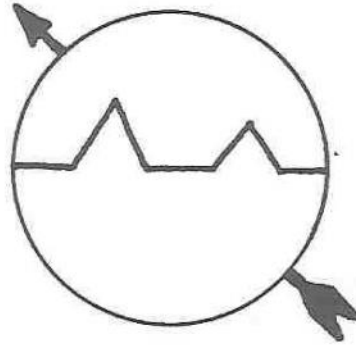
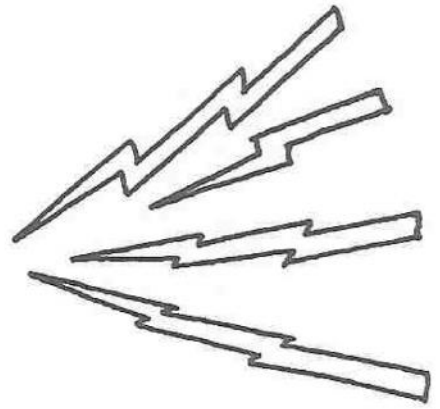
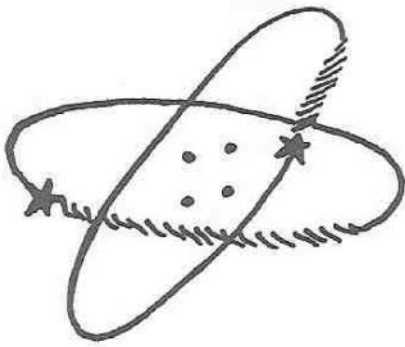
A Division's tasks include the distillation of fresh water, maintenance of the diesel powerplants and compressors for refrigeration, and other auxiliary equipment.

The boilers, feed water, fuel oil, steam, and forced-draft blower systems are the assigned items of B Division.

M Division maintains and operates the main engines. Their jobs incorporate such items of equipment as turbines, lube oil pumps and purifier, generators, drains, feed water and steam systems, gauges, main shaft, and the screw.

The main concern of E Division is the AC/DC motors, generators, and lighting system circuits aboard ship. This division includes the IC electrician who maintains the inner-ship phone circuit and gyro compasses.





N DIVISION



Ltjg S.B. Smith



Trammell J.M.
OM2



Wheeler J.W.
QMSN



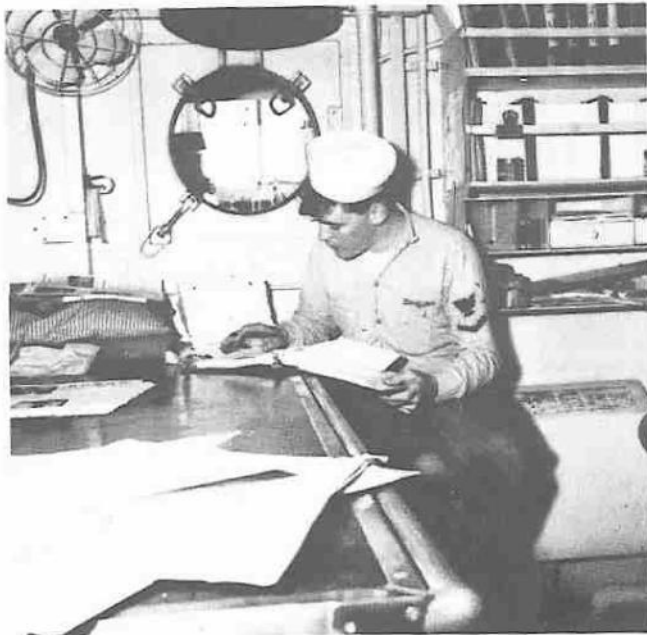
Dostourian
M.J. SN



McKenna J.S.
SN



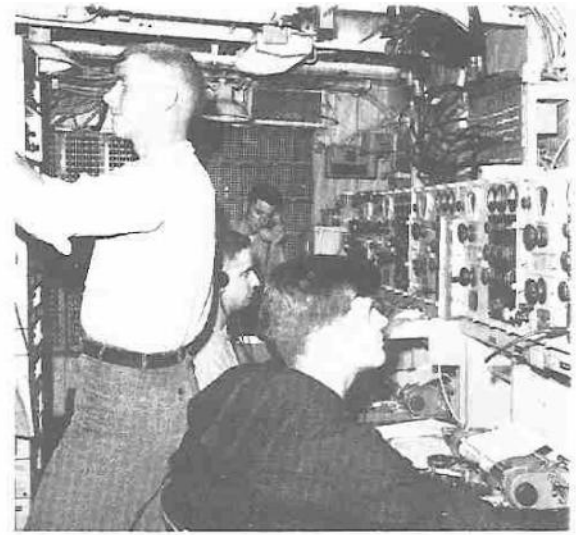
Strauss R. SN



OC DIVISION



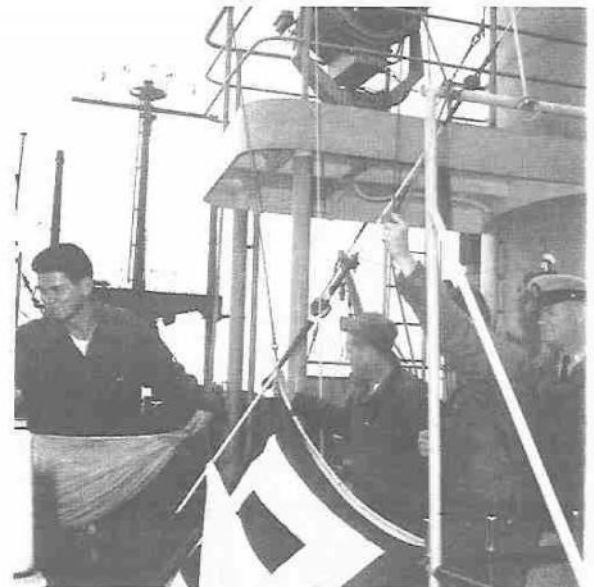
Ltjg H.D. Smith Ens. B.S. Patterson Ens. T.W. Broadfoot SMC T.E. Troup



Cochran E.W. RM2	Perez P.A. SM2	Schafer S.A. RM2	Ketcham K.D. RM3
Shaw R.C. SM3	Washburn G.W. RM3	Buss R.H. RM2	Hayes A. SM3
Fearis R.A. CYN3	Gormley R.B. RM3	Jacobs W.H. SM3	Milburn D.B. RMSN
Stewart J. RMSN	Wiseman G.L. RMSN	Combs H.L. SN	



Maloney J.E. CYN3 Richardson E.B. RM3
Drisco R.A. SN Edwards K.J. RMSN



OI DIVISION



Ens. D.M. Armstrong



Rogers J.V.
RD1



Hips S.E. RD2
Nastasi F.A.
RD2



Andrews L.B.
RD3

Chamberlin
D.L. RD3



Ducey W.T. RD3
Fontenault R.E.
RD3



Gaffney T.H.
RD3
Koose E.S. RD3



Nelson H.D. SN



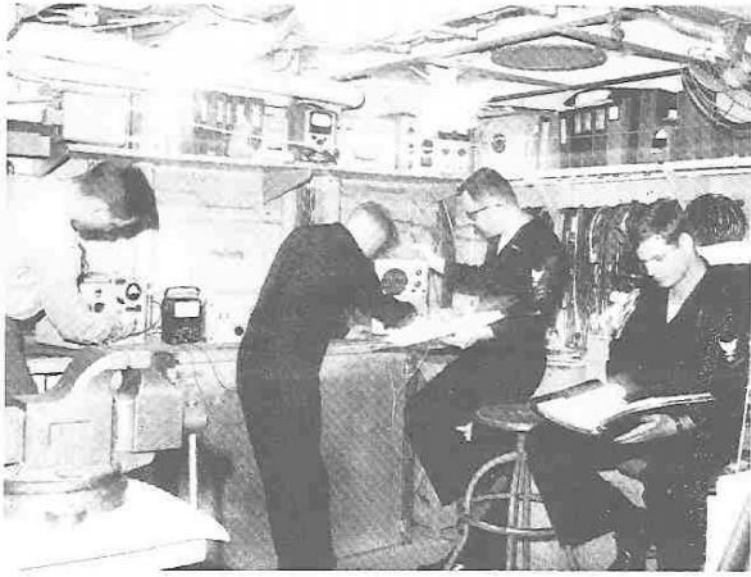


Ens R.J. Murphy

Ahrens R.N.
ET1

Weaver D.E.
ETN3

Roach J.D.
ETN3



Wolinski E.A.
ET3



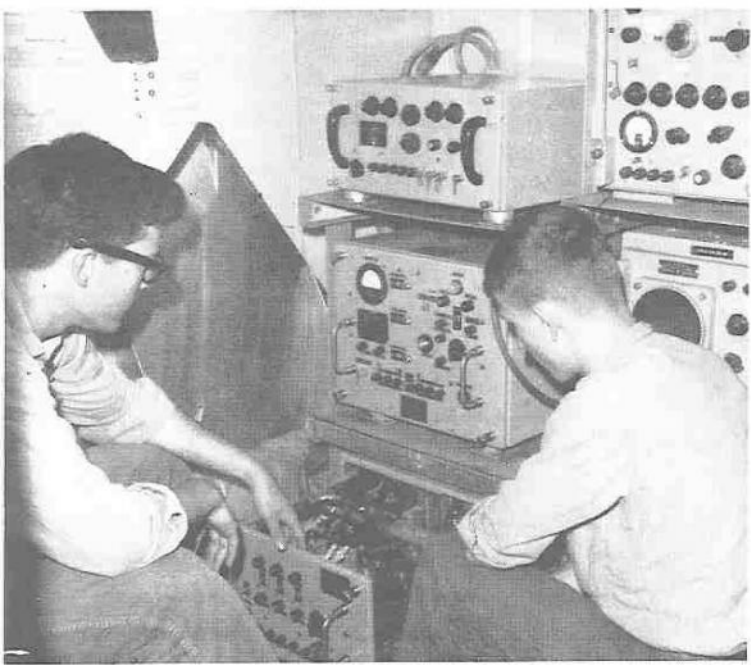
Weems J.B.
ETN3



Girouard P.L.
ETR3



Harvey M.S.
SN



Linna E.J.
SN

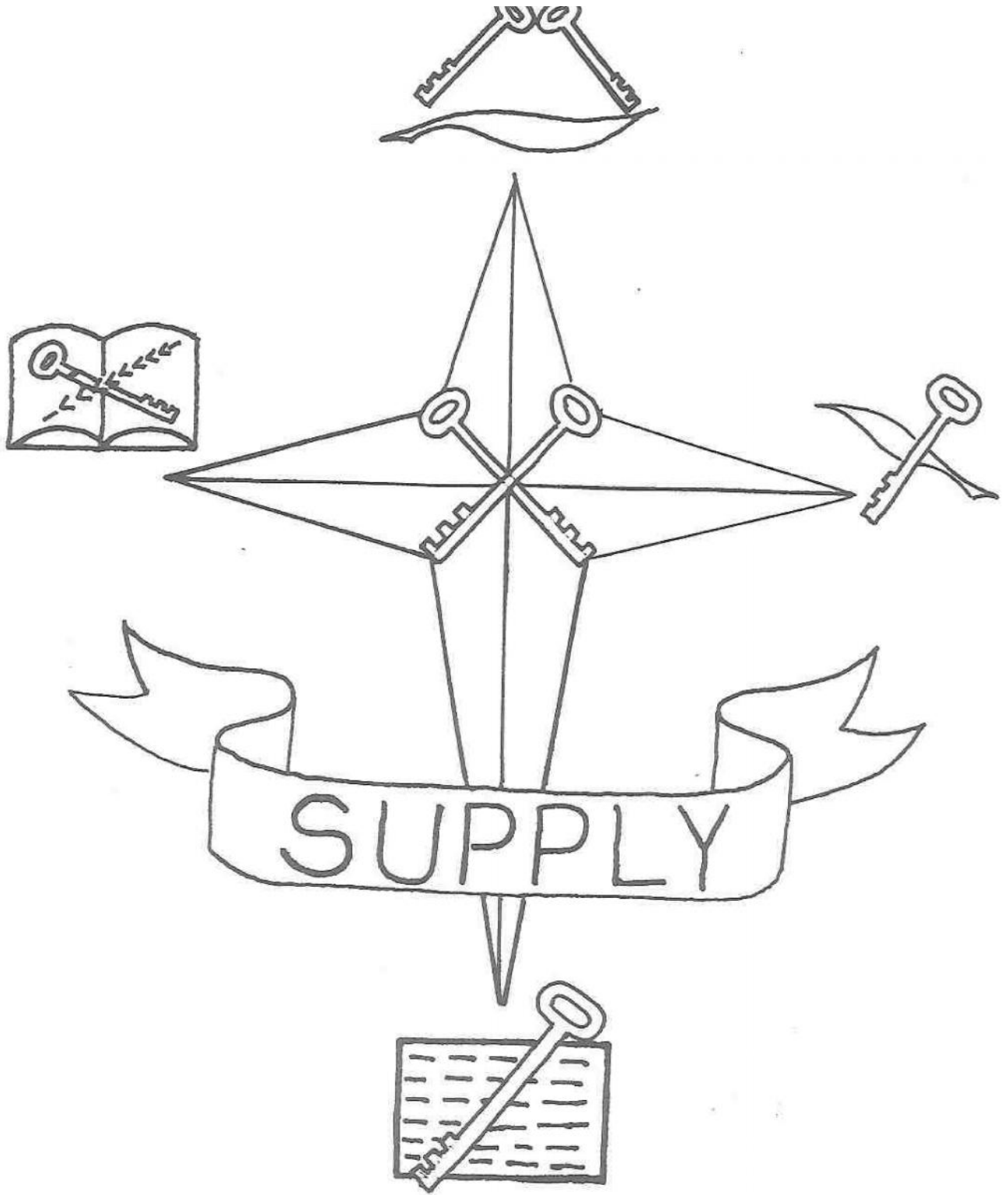




OPERATIONS DEPARTMENT RESPONSIBILITIES

The Operations Department is charged with the responsibility for the proper collection, evaluation, and dissemination of combat, tactical, and operational information for the assigned tasks of the ship. The discharge of these responsibilities lies within the cognizance of the operations officer. The "Ops" Officer is aided by the various divisions responsible for visual and radio communications, tactical and navigational information. Within the scope of the Operations Departmental duties are the collection, analysis, and dissemination of intelligence information, the control of classified publications, and repair and upkeep of shipboard electronics equipment. The "Ops" officer is also responsible for Officer training and instruction, and the assignment of the various officers to specific watch positions such as; OOD in port or underway, CIC watch officer, or JOOD. Once at sea the Operations Department is responsible for the only links of communication between the ship and the outside world.





Ltjg E.B. McCaffrey



S-1 DIVISION

Garrett E.A. SKC



Wooten W.F. CS2



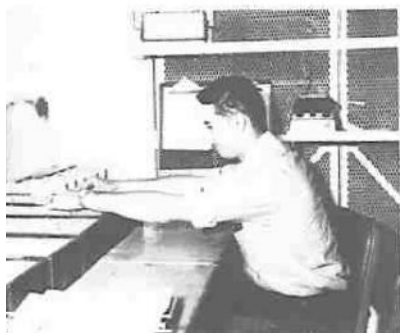
Hobbs P.M. SH3



Proctor R.N. SH3



Merino D.J. SN



Stewart R.B. SH1
Shanklin B. SH2
Clark D.L. SK3
Wheeler J.L. CS3
Rubin M.H. SN

Birr D.K. CS1
Robinson G.G. CS2
Miller D.G. CS3
Terrell J. SN
Holder J.L. SN

Knapp E.D. CS1
Stewart G.E. SK2
Harrington V.S. CS3
Buell W.C. SN
Balsler W.S. SN

Cook V.C. DK1
Able J.C. CS3
Heinz L.J. SK3
Bagley L.D. SN
Brock R.G. SK3

Bickham L. SH2
Brown A. SH3
James H. CS3
Teague P.E. SN
Wolff J.R. SN

S-5 DIVISION



Ltjg R. Schmidt
Jose F.D. SD2
White L.C. SD3

Moore S. SDC
Encarnacion
J.L. SD2
Orveta R.S.
SD3

Udo C.V. SD1
Maglabe E. SD3
Anderson T.M.
SD3



Gutierrez A.M.
TN
Olaes J.T. TN
Garcia J.C. TN

Marbibi E.R.
TN
Reyes F.A. TN
Crisostomo H.G.
TN

Motil L.Q. TN
Legaspi F.C.
TN
Garcia, E.A.
TN

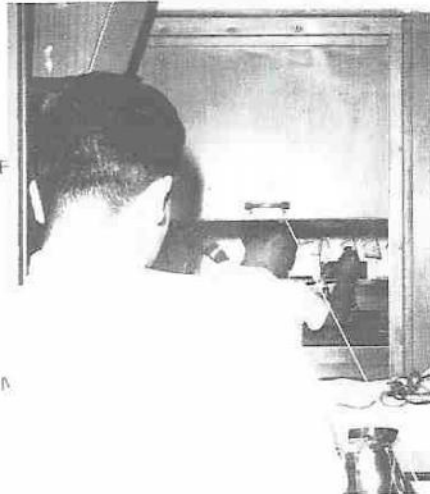




SUPPLY DEPARTMENT RESPONSIBILITIES

Functional responsibilities of the Supply Department and its personnel are to provide ship's departments with the materials required in their assigned functions, to subsist and pay personnel, to make available articles of uniform clothing, personal necessity and luxury items from the ship's store merchandise, and to maintain prescribed financial records and render required reports and accounting statements. In addition, laundry and tailor services are provided as well as the officer's messing and berthing services under the Steward's branch.

Simply the departments exists to serve the ship. The degree and manner for service provided have a vital effect upon the mission accomplishment and upon the well-being and morale of its personnel.





**MEDICAL
AND
DENTAL**

H DIVISION



Gotten N. Lt (MC)



Bolen R.K. Lt (DC)



Ellison G.V. HMCS



Whitworth R.L. HM1



Cassel C.W. HM2



Duggins D.D. HM2



Osborn D.L. HM2



Sager S.E. DT2

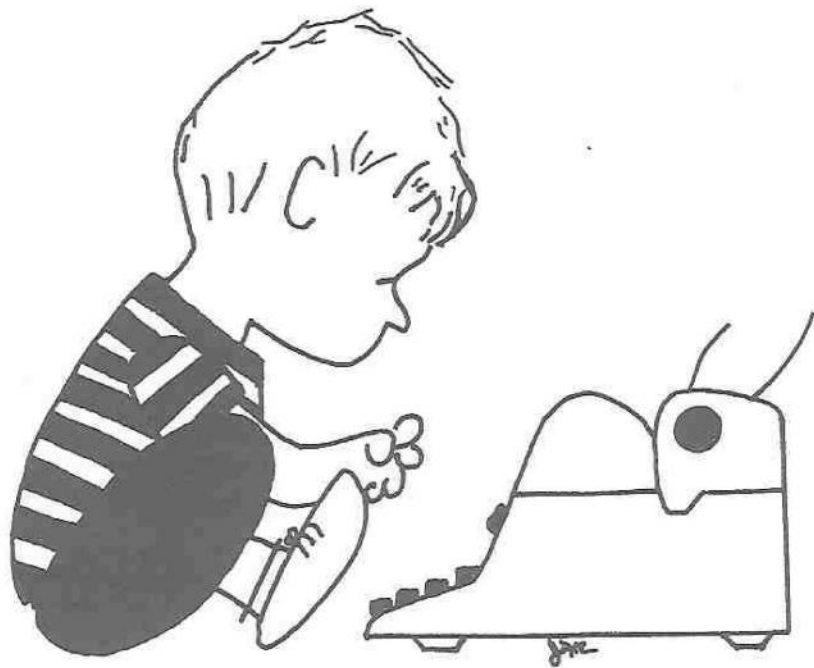


Machmer J.A. HN

MEDICAL DENTAL DEPARTMENT RESPONSIBILITIES

The medical department of the USS TELFAIR is responsible for the health and physical well being of every man aboard. These responsibilities include the inspection of all food brought aboard, chlorination and culture of all water, and inspection of living spaces, galleys, troop spaces to insure cleanliness and sanitation for all hands. Sickbay facilities include a complete laboratory and pharmacy, x-ray department, 28 bed ward, isolation ward, and a complete operating room. The dental office provides care for all hands with facilities for prosthetics repair as well as general dental work. The administrative office handles all medical records, correspondence, instructions, and directives from BUMED.





ad·min'

X

DIVISION



ENS D.R.
McDaniel
Thibeault R.W.
BM1
Wolf P.A. PC2

2nd/Lt. D.R.
Thrasher
Bamforth F.R.
PN2
Jones A.L.
BM3

Bowron C.F.
ENCM
Ingram A.W.
BM2
McAnich L.B.
GMG3



Rosenow J.F. SN
Clayton D.M. SN



Edwards L.L. SN
Laskowski M.R. SN



Snyder G.H. SN
Roberts C.S. SN





ADMINISTRATIVE DEPARTMENT RESPONSIBILITIES

The Admin Department is the work tool of the Executive Branch on board ship. Found within the radius of its duties are: handling of all incoming and outgoing correspondence, maintaining both officer and enlisted records, the reenlistment, transfer and separation of enlisted personnel, handling of leave, annual and emergency, humanitarian problems, and other general clerical tasks encountered in the execution of ship's business.

Inclusive in the department, also, are the Ship's Post Office and Master-at-Arms Force whose responsibilities are, respectively, the handling of all ship's mail and shipboard law enforcement.

Also with the department and found only on amphibious warships is the Marine Combat Cargo Officer. He is the coordinator between all joint Navy and Marine operations.



NEW ARRIVALS



BMC J.H.
McManus
First Division



Phillips, D.J.
MMFN
M Division



House, R.F. SN
First Division



Patterson, J.L.
SN
Second Division



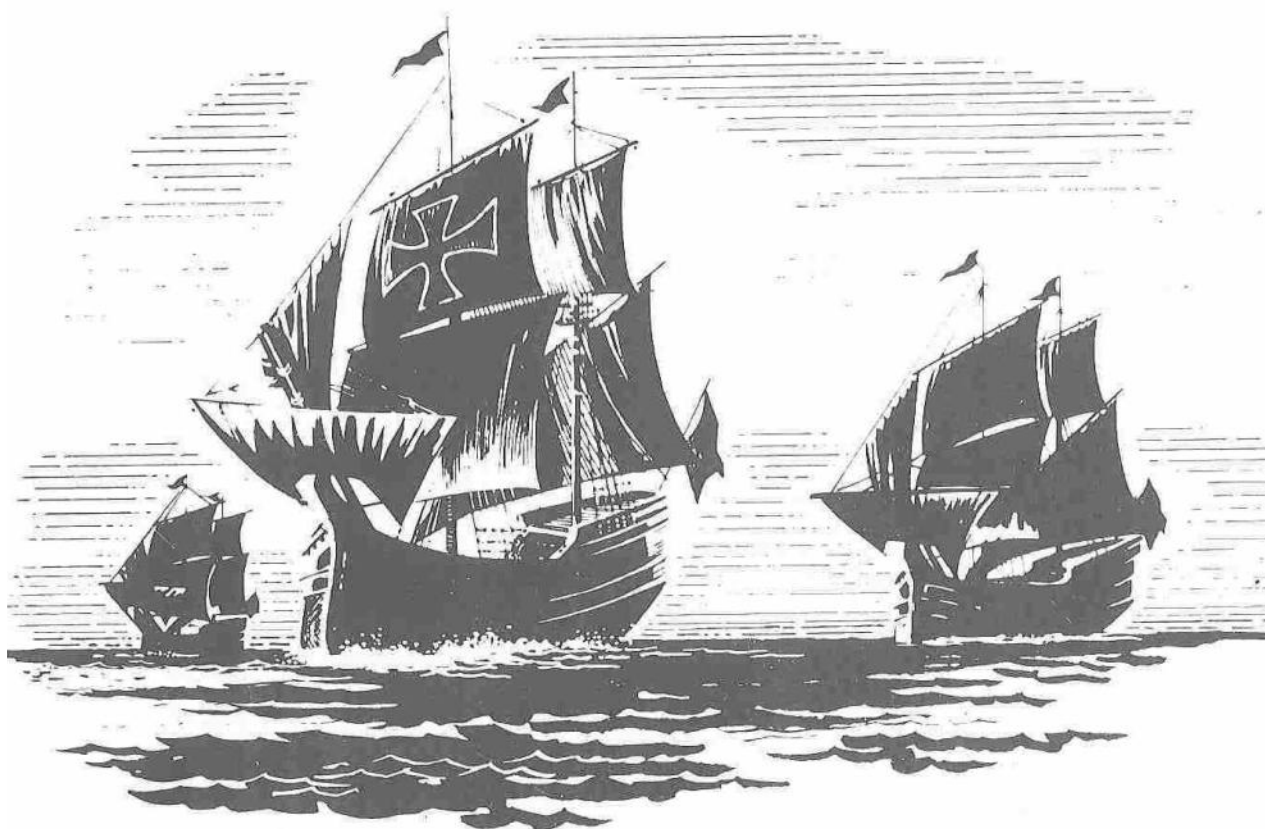
Samp, R.E. ENFA
A Division



Webb, L.R. FN
M Division

Due to the fact of their late arrival we were not able to place BMC McManus, SN House, MMFN Phillips, SN Patterson, ENFA Samp, and FN Webb in their proper places.

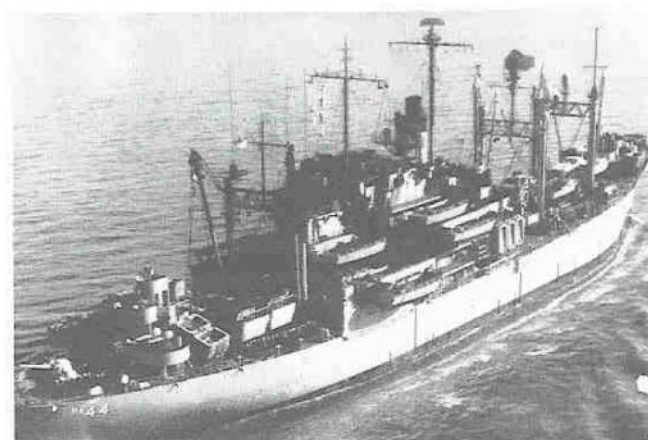
PHIBRON 12 UNDERWAY



THE SHIPS



USS TELFAIR APA-210



USS FREMONT APA-44



USS YANCEY AKA-93



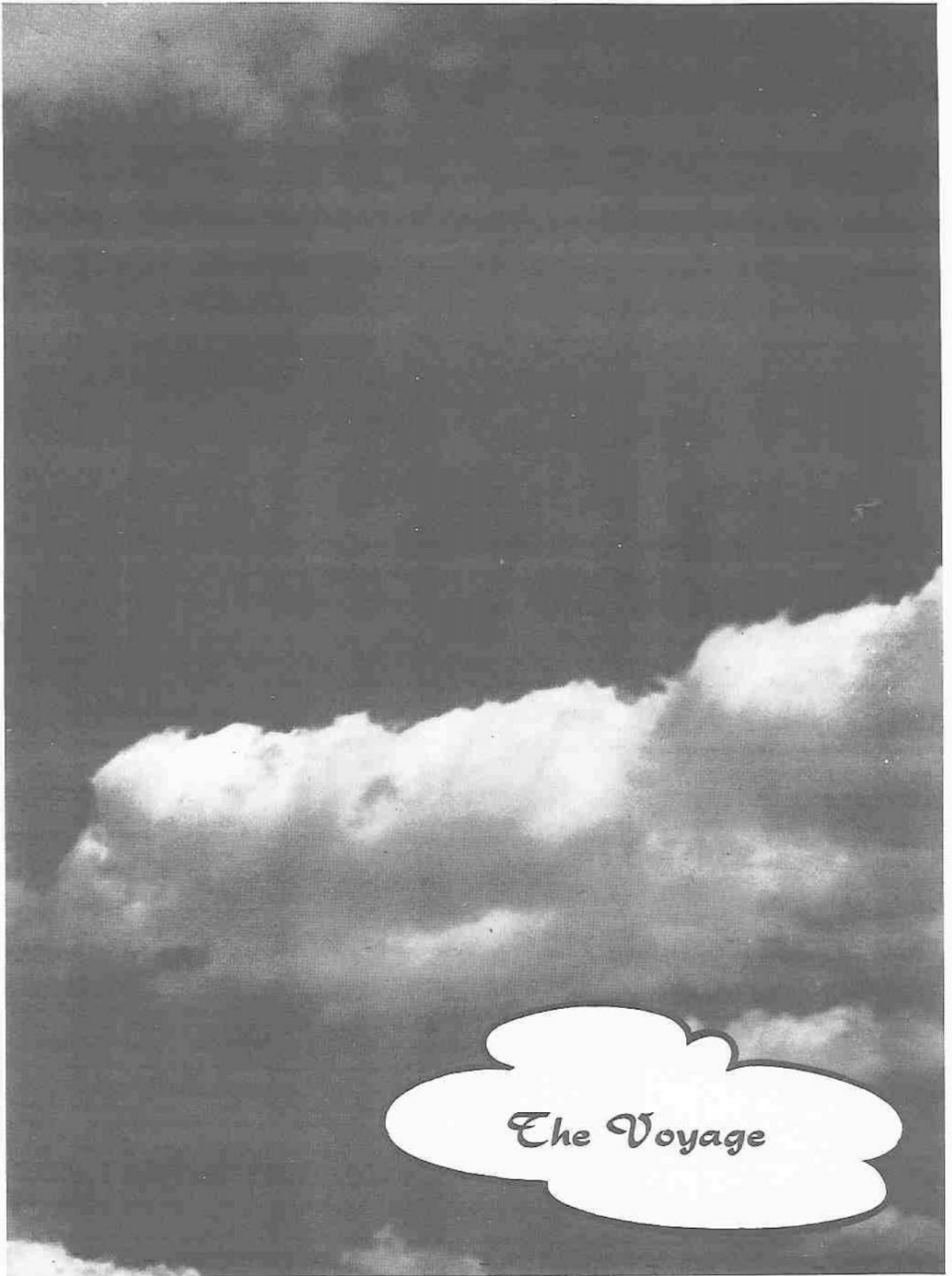
USS SPIEGEL GROVE LSD-32



USS BUSHMORE LSD-14



USS WOOD COUNTY LST-1178



The Voyage

SUNNY POINT

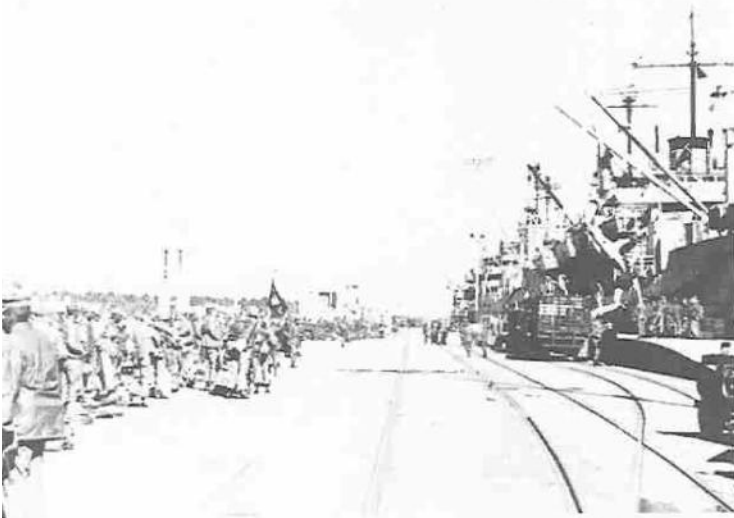


The USS Telfair, Fremont, and Yancey, load up with

Marines and thousands of tons of supplies.

"So that's what a ship looks like."

At Sunny Point PHIBRON 12 embarked the troops and equipment of BLT, 3/8. Telfair received about 490 Marines and officers plus nearly six-hundred tons of supplies and equipment. In less than a day approximately 1350 Marines, including their supporting gear, were settled in their sea-gong homes.

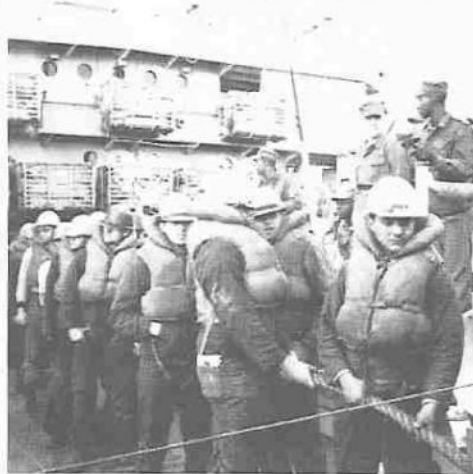


Captain Taylor, CO of troops, qualifies as helmsman.

"Set the special sea and anchor detail." Telfair is ready to get underway.



MEN AT WORK...





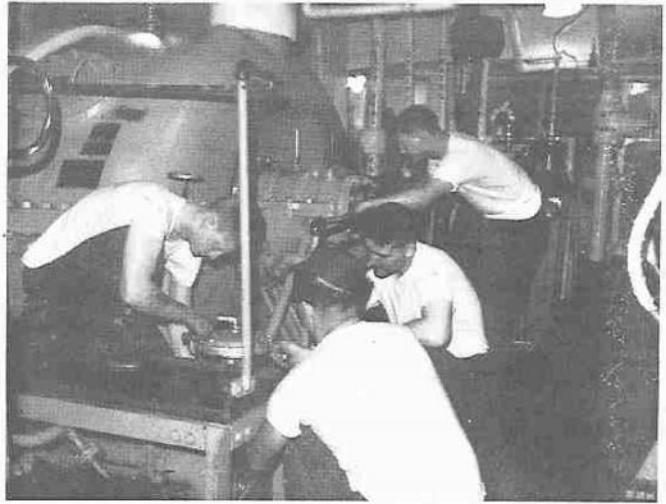
Captain Moffit brushes up on his flying.



This historic "happening" unfolded in the First Class Lounge in which four first class were actually caught working.

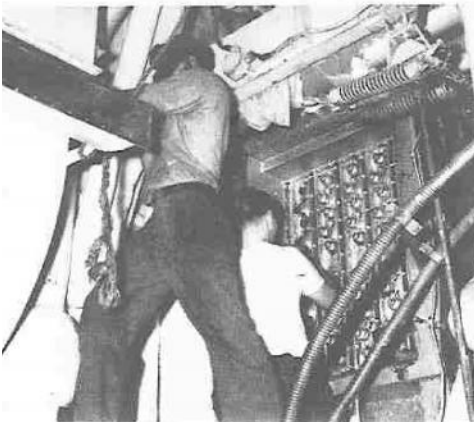


1st division waits for another load of supplies.

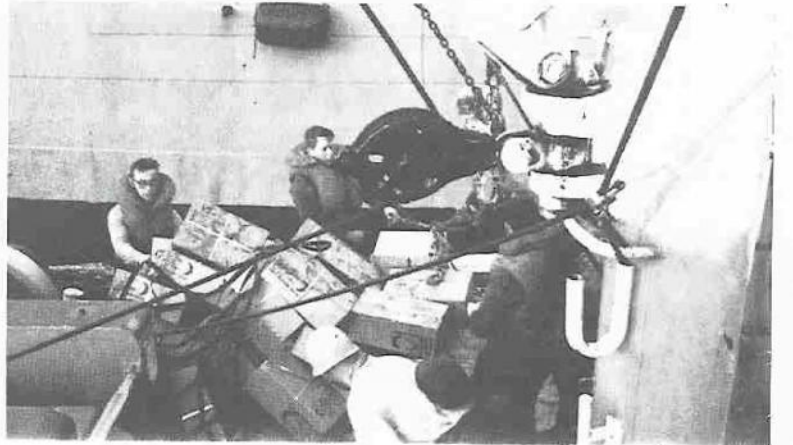


The Telfair's propulsion system has the record of being the best maintained and operable plant in the squadron. The credit for this record goes to the personnel of the engineering department as shown above.

Engineers hitting it hard.



Supplies pile up on # four as Telfair takes on C-rations.

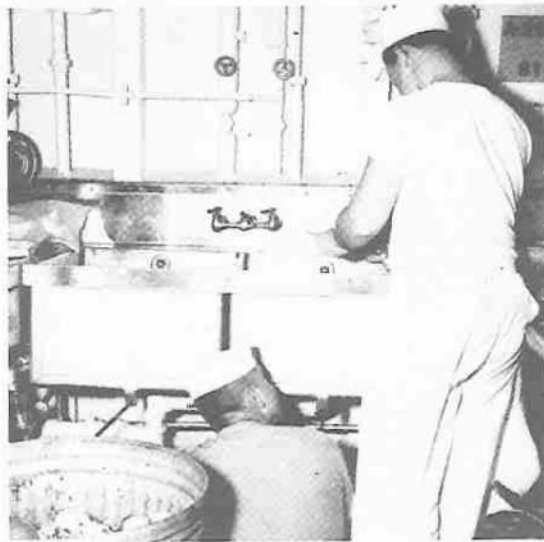




David L. Osborn HM2, is being congratulated for his acceptance into the NENEP program which will lead to a commission.



Every other Thursday the disbursing office becomes the most important part of the ship. Above DK1 Cook is "hard at work."



"So this is where its recycled!"



Not exactly a working shot but Chiefs Troup and Alverson enjoyed it.



After a hard day of loading supplies into # four, third division cleans up and finishes off the remaining details.



Just a little bit of R & R.



Mind your helm!



...AND PLAY



"R" Division strikes again.

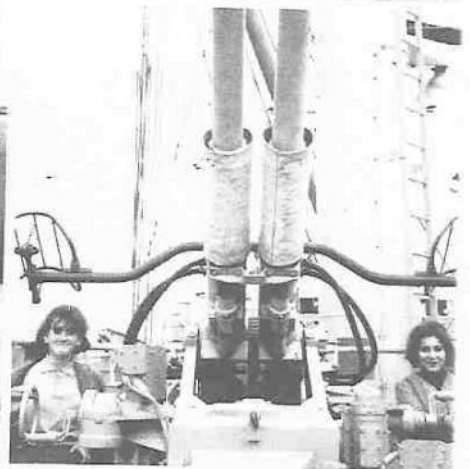


Mother Cassel take charge.



Not another word.





THE CONSCRIPT BILL!
HOW TO AVOID IT!!
U. S. NAVY.
1,000 MEN WANTED. FOR 12 MONTHS!
\$50,000,000 PRIZES!

U. S. NAVY
 U. S. DEPARTMENT OF THE NAVY
 1616 RAYBURN BUILDING
 WASHINGTON, D. C. 20370

**IN ALL ERAS
 AT ALL TIMES
 GOOD MEN ARE ALWAYS IN DEMAND**

NAVY



Doctor Gotten and Uncle Ralph socializing in Palma, Mallorca.



Anne Foster swings IT with the Telfair band in Patrai, Greece.



A six month cruise has many casualties.

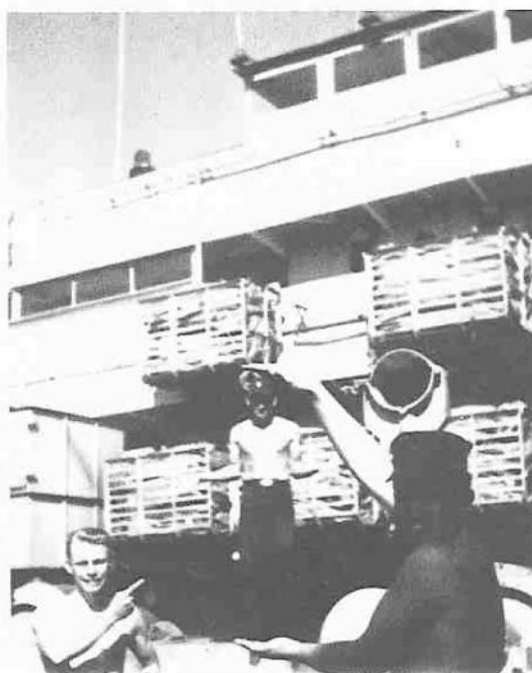


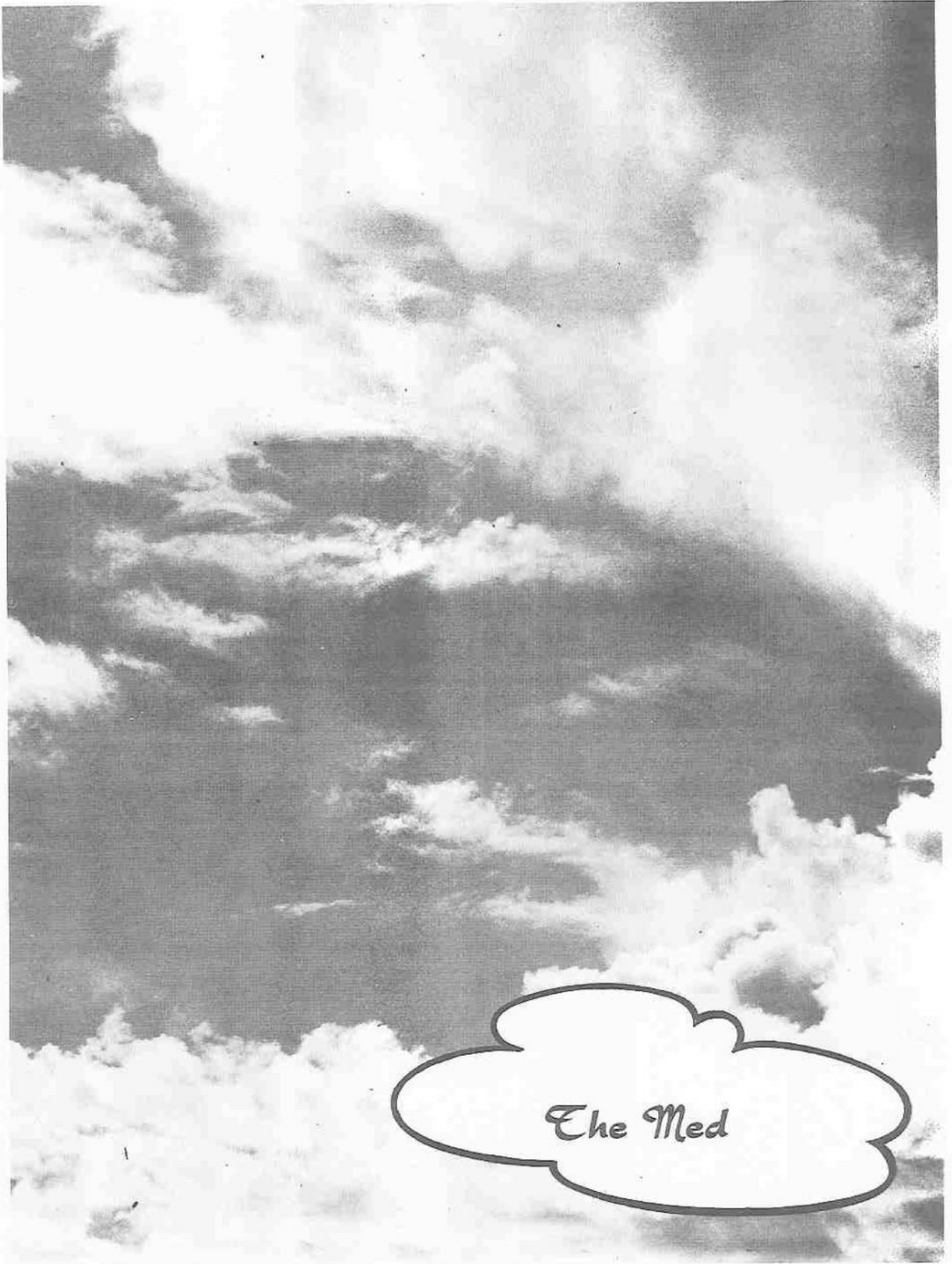
Who said that Rocks and Shoals was dead.



Captain Moffit gaily dressed for the occasion.

2nd division manages to reduce 1st division to size.





The Med



GATOR

OPS

Papa 15 leaves for her assembly circle.



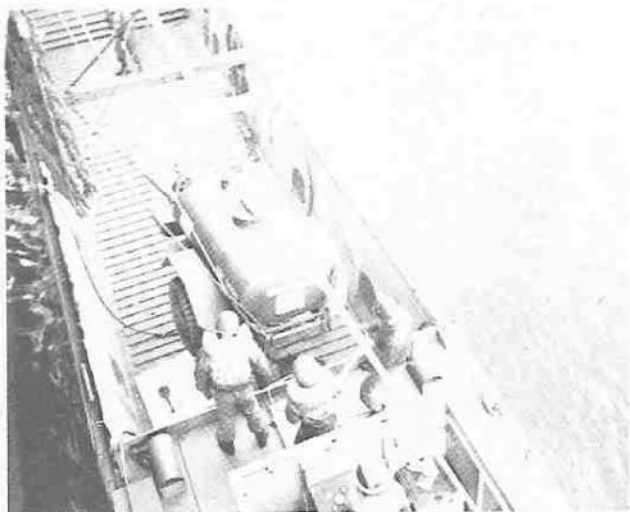
Swarming off the landing craft, the Marines present a formidable horde to the beach defenders.



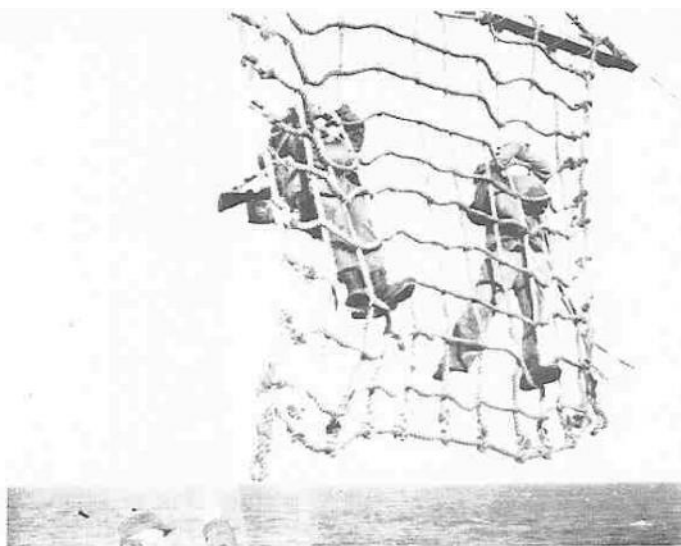
Marines load into Mike 2 for a pre H-hour transfer at Timbakion Crete.



Packed like herring in a barrel, Marines anxiously await the end of a wet ride.



The steam ginny is loaded into Mike 1 for beach services.



Sometimes the only way to get a Marine back aboard is in a net.



Pontoon causeways played an important part in many of our landings. Above is a causeway awaiting a "marriage" with an LST.



"Only two more companies to go and we'll be loaded."

When returning from the beach all vehicles have to be cleaned. Below, the wrecker gets a thorough job.





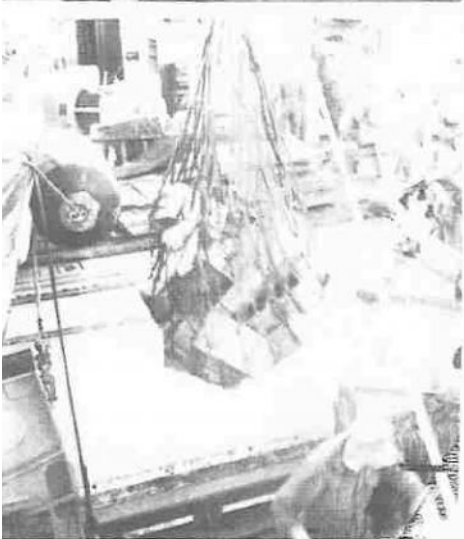
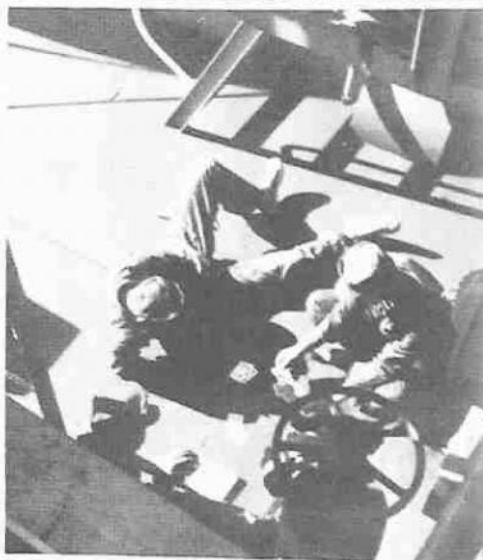
SUMMARY OF OPERATIONS

During the past six months in the Med, Telfair along with the other ships of Phibron 12 conducted amphibious landings at:

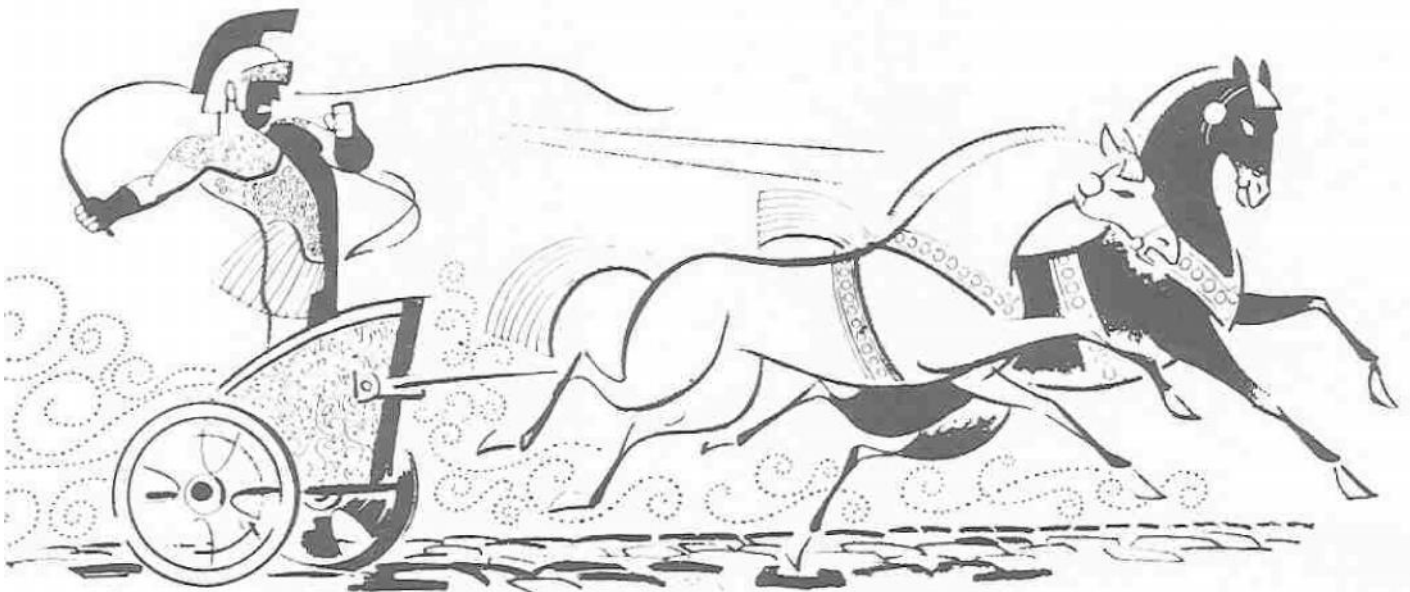
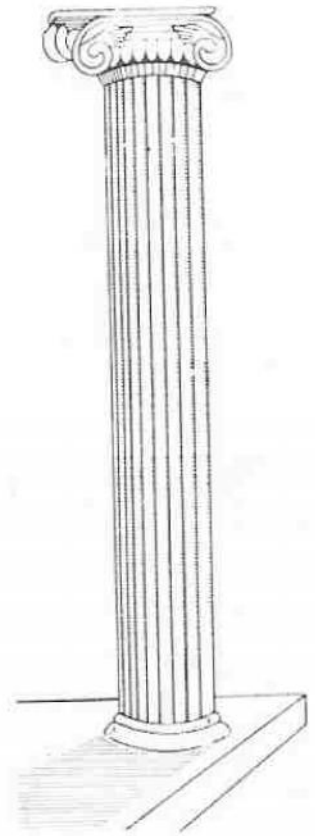
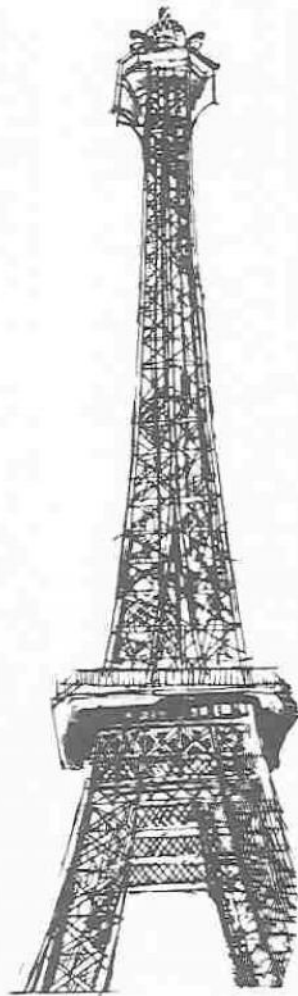
Lovo Santo, Corsica
Porto Scudo, Sardinia
Ghajn Tuftieha Bay, Malta
Timbakion Bay, Crete
Tagliamento, Italy
Aranci Bay, Sardinia

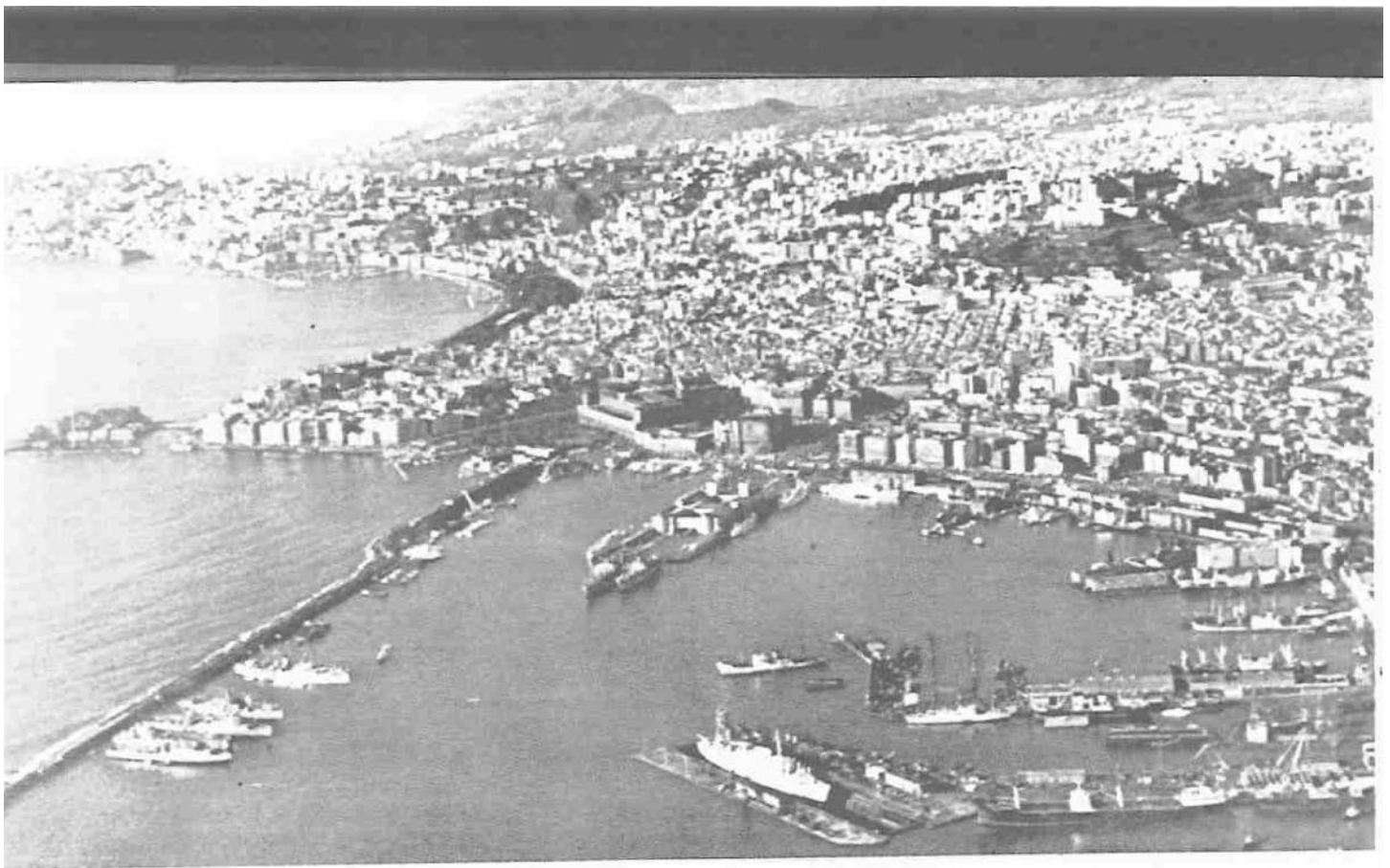
In those six landings, Telfair alone off loaded the following quantities of Marine personnel and equipment:

2800 troops
156 vehicles
5 tons of food rations
3 tons of ammunition
3 1/2 tons of repair parts



THE FORTS





Although quite an impressive sight from the air, Naples presents quite another picture to those below.



NAPLES

Just a few blocks from Fleet Landing, the ancient battlements of Castel Nuovo rear in to the sky.



From Naples many of the crew took advantage of the tours offered by the ship to Rome. Above is a view of St. Peter's in the center of the Vatican.



Tours of various local sights of interest were met by enthusiastic response from all hands. Above, the ruins of Pompeii provided quite an attraction to the crew.

HOLIDAYS IN NAPOLI



Carol Baker arrives for a Christmas visit.



Carol Baker and her sugar daddy.



The cooks and their labor of love - Christmas dinner.



Christmas dinner Navy style.

Naples harbor aglow from the lights of Navy ships.



MARSEILLE



The CINTRA was the first stop for many, the only for some.



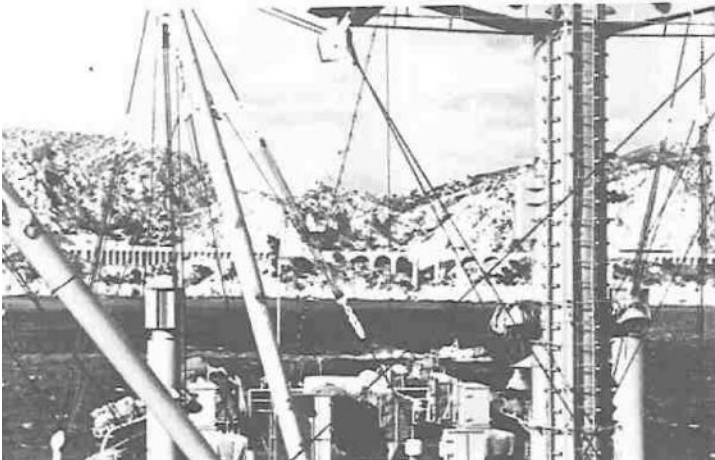
In central Marseille, is the All Saints Church, visited by few remembered by none.



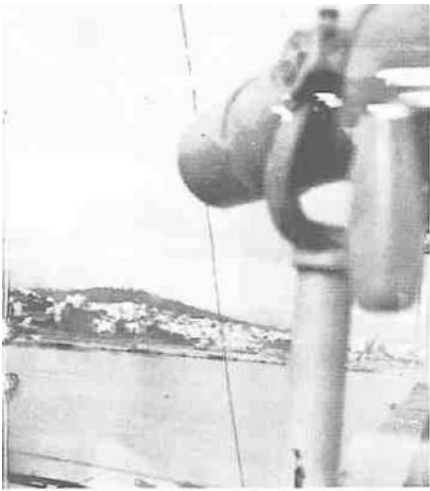
Liberty call, Marines and Sailors hit the beach together, who knows what (or whom) they might hit next.



The inner harbor of Marseille presents a picturesque scene for entering visitors.



All hands remember this view of a new French highway, as liberty was cancelled on three days. High winds and white water had washed out any hopes of liberty, and nearly meant a dented fantail, as Telfair was almost hit by a roving tanker, which had broken loose from its anchor.



PALMA

Spending three days alone in tropical Palma took its toll; no time for pictures and smaller liberty parties in the following ports.

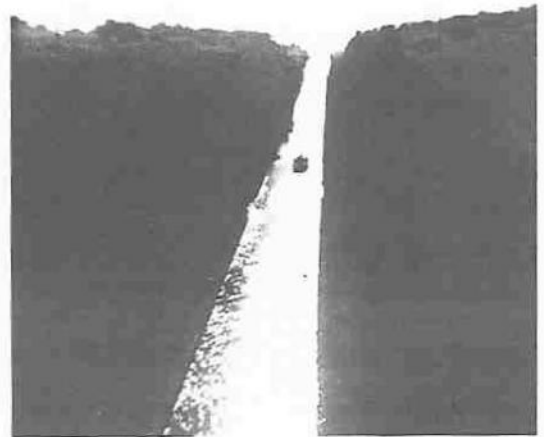
One of the most beautiful sights in Palma is the Cathedral in the city.



PATRAI



Patrai, a quiet little, out-of-the-way village which provided us with a jumping off point for Athens.



On the way to Athens many of Telfair's tourists stopped at the Corinth Canal. For over a hundred years this canal has been providing a transit way from the Aegean Sea to the Gulf of Corinth.



Athens, as seen from the Acropolis, presents a sprawling city with many varieties of entertainment.

A classic picture of the Acropolis from a nearby hill.





Valletta's Grand Harbor presents a panoramic view from the air. As one of the most heavily bombed cities of

World War II, Valletta still bears the scars of over 1200 air raids.



Kingsgate Fountain.

MALTA

While in Malta, Telfair had a tender availability period. During our stay Telfair was able to have much of her repair work completed. Liberty-wise, Telfair personnel were able to tour a historic island. Subject to the most intensive bombing raids of the war, Malta even today bears the imprint of the past.



USS FREMONT gets a helping hand as she prepares to leave Grand Harbor.



Telfair takes to the high seas. With our tender availability behind us, we leave for our next port of call.



After extensive operations off the island of Crete, Telfair slowly enters the small harbor of Bari. The largest

city in the heel of Italy, Bari offers many varied opportunities for entertainment to a weary crew.

BARI ITALY



From our vantage point in the harbor, Bari presents a clean, quiet, appearance to her guests.



While in Bari Telfair was host to many distinguished guests. Above, the Commandant of the 22nd Military Zone, along with his Chief of Staff, have paid a visit to Captain Moffit.

TRieste



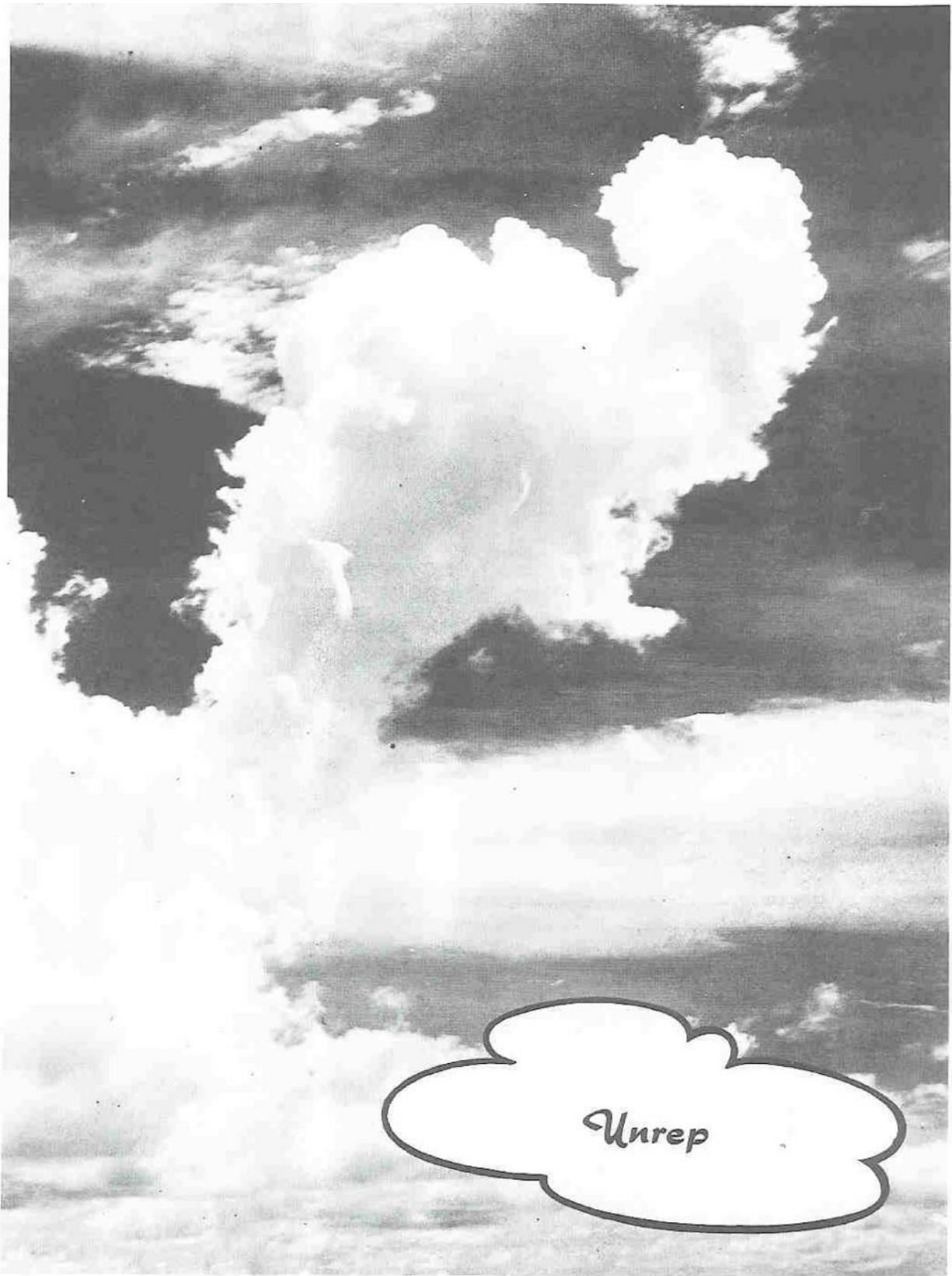
Open to the free northern Adriatic, Trieste is yet only a twenty-minute drive from communist Yugoslavia.



Moored side by side the Telfair and Yancey make an imposing picture of US naval power in Trieste.

From Trieste tours were offered to Venice, many personnel took advantage of the inexpensive one-day tours. To the right is a picture, taken on one of those trips, of Saint Mark's Cathedral in central Venice.





Unrep

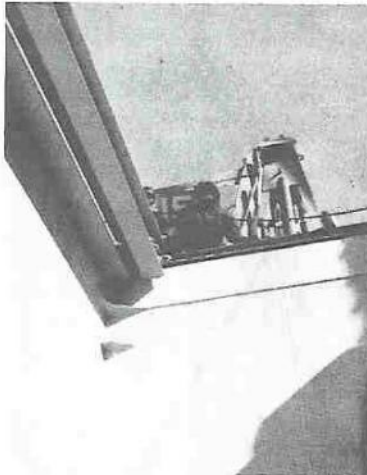
TELFAIR SNAPS SIXTH FLEET UNREP RECORD



Commencing the approach on station Lima One starboard.



"I'll trade you four crates of oranges for one box of apples and sixteen heads of lettuce."



"All this for one crate of cabbage"



Ready and waiting, third division man's number four hatch. Soon tons of supplies will swing across the rig, which will mean fresh fruit, meat, and vegetables for the crew.

Fastest Burton in the Sixth Fleet.



Ensign Vincent directs RPS helo transfer.

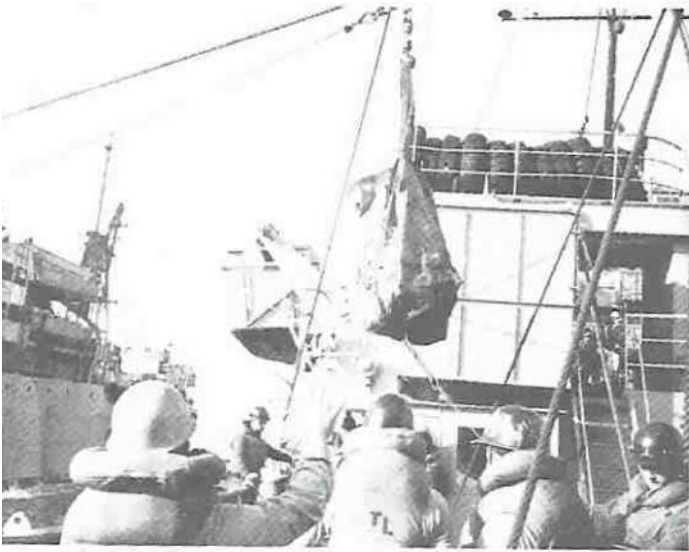




For the price the eggs are the best buy.



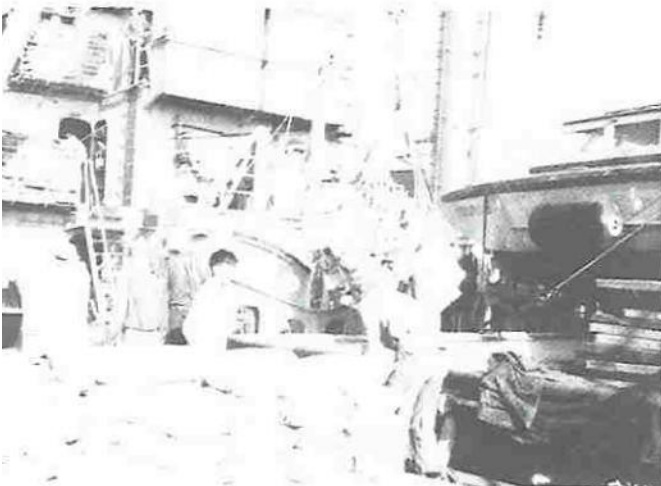
That beats any shopping cart!



The newest late-late movies arriving on board.



Supplies are temporarily stored on number two hatch.



"Hey down there, who's going to catch the next sack?"

REPLENISHMENT DATA

During our five underway replenishments in the Med we received...

13,000	dozen eggs
14,520	pounds of butter
24,590	gallons of milk
30,560	pounds of apples
27,240	pounds of oranges
40,000	pounds of meat
55,760	pounds of bread

TURNOVER



Seen in the distance our reliefs present a pretty picture.



Sitting at anchor Sandoval and Uvalde prepare to relieve Telfair and Yancey.

COMMENTS

Turnover is a simple affair. Sixth Fleet Operation orders and other pertinent instructions are given to the relieving squadron. The ships then that have been relieved head West for the Straits of Gibraltar and home. No sooner were we relieved than the Greek Army decided to overthrow the Greek Government. For three days we steamed around in a big circle in the vicinity of Sicily in anticipation of being ordered to Greece to evacuate American Nationals. For three days we steamed not knowing if things in Greece would turn into a Civil War similar to that of 1948. At the end of the third day peace once again prevailed in Greece, and we were released to proceed to Morehead City and then to Norfolk.



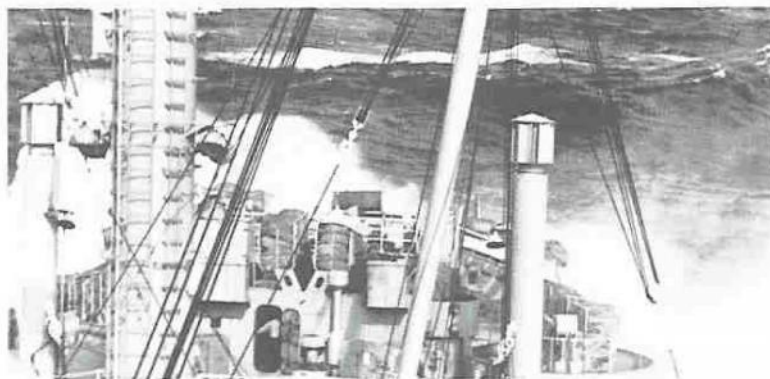
Turnover completed, our reliefs head for Greece.

THE L-O-O-O-N-G

TRIP HOME



For seventeen days, nothing but water.



Heavy seas at times hindered our progress home.



A pie eating contest between Marine and Navy contestants on number 2 Hatch.

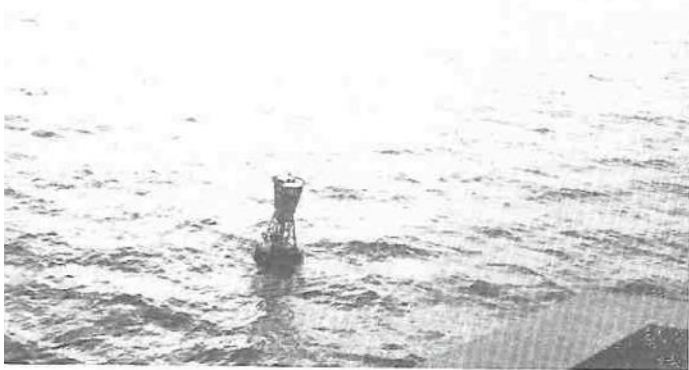


A musical interlude to break the boredom of the long trip home.



Relaxing in the library passes the time.

MOREHEAD AGAIN



After twenty days at sea the first buoy and sights of land.



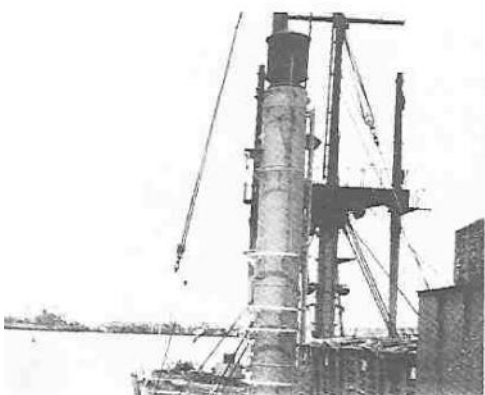
A.T. Piner's tugs lend a helping hand to the pier.



Morehead City finally comes into sight.



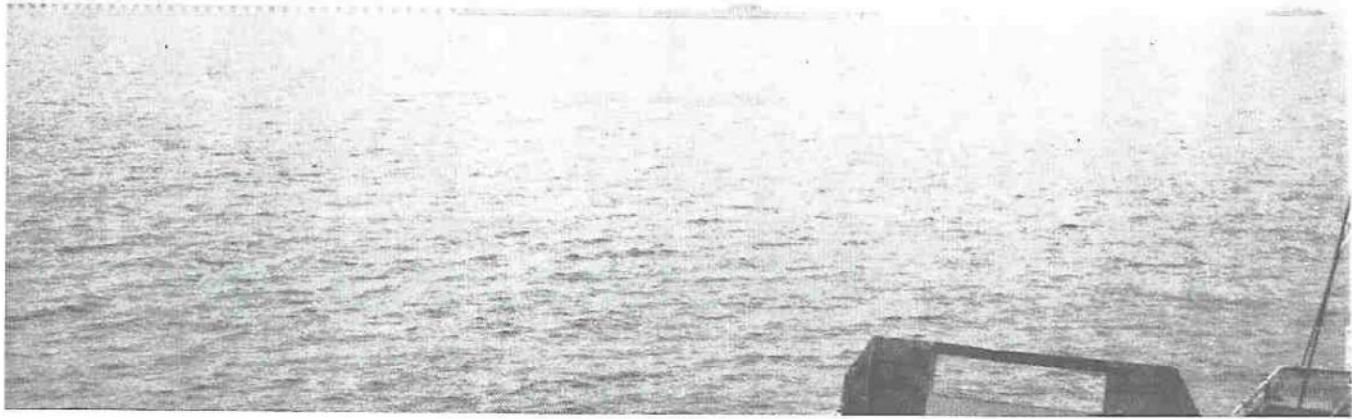
Off go the Marines.



Telfair, off-loaded first, leaves faltering Freddie behind.

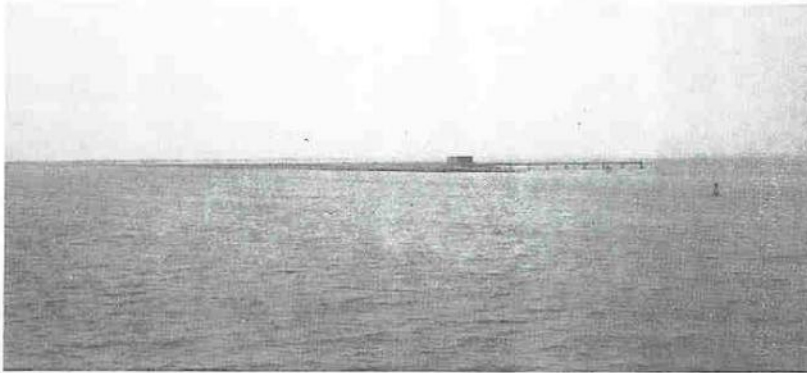


Off go the vehicles.



The Bay Bridge Tunnel provides a most welcome sight to all hands as it draws closer...

NORFOLK IN SIGHT



BAY BRIDGE TUNNEL

... and closer.

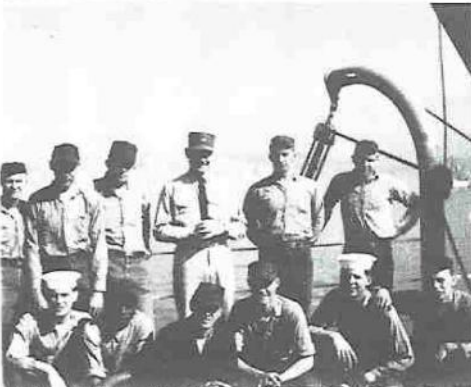


LITTLE CREEK

at last.



This buoy marks the entrance to the Little Creek Channel.



Men have always roamed the sea in ships. For trade, travel, war and peace, the sea has been a highway. Within a steel hull the lives of men, temporarily thrown together, are intermingled. From the strength, the hopes, the needs, the sufferings, the joys of her men, emerges the spirit of a ship.

On these pages is the spirit of the USS Telfair. When this name is spoken, it is of these men one thinks.

These pages mark the end of an exercise in the security of the United States. For six months men and machinery have been a part of each other. In the passage of time some have grown, some have diminished. No one has remained the same. As they have molded the spirit

of the ship, so has the ship molded their spirit as men.

Not recorded here but of equal importance are the faces and experiences of families, wives, children and sweethearts. Their story is also a part of this spirit. In spite of distance and time, their influence has been felt.

As this record is closed for the men, for the families, and for the ship, we thank God for our safety and for the fulfillment of our mission.

There will be other cruises, other ships, other faces, and another spirit. To these may we take the spirit expressed in this book. May we be generous. Give and not count the cost, work and not seek for gain, fight and not fear to die.

LT. Robert J. Ecker

CRUISE

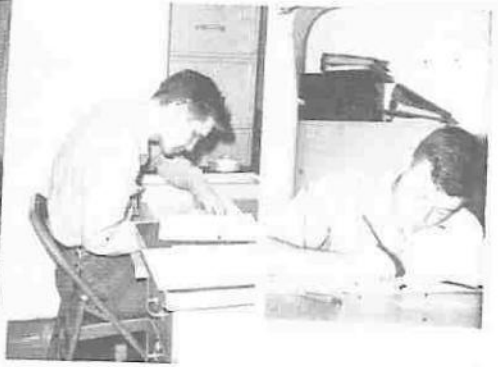
BOOK

STAFF





After hours the library was the scene of intense activity.



Work progresses slowly, all hands take care to prevent mistakes. The work can be long and dull, but the final results will be worth the effort.



Top level conferences on the cruise book were necessary to meet production deadlines.



Some members of the staff found it a bit rugged to keep up the pace. Seen above is one of the casualties before he went beserk.

This last page of the cruise book is dedicated to those personnel who gave a great deal of time and effort to this project. Many liberty nights were given up, and numerous movies missed due to the pressing demands of this book.

We of the cruise book staff realize that this book has a number of shortcomings, but we have tried to capture the complete picture of the cruise on these pages, and hope that the book is acceptable to the crew.



"The cruise book staff is now meeting in the wardroom."