





“The backbone and real power of any navy are the vessels which, by due proportion of defensive and offensive power, are capable of giving and taking hard knocks.”

-A. T. Mahan



In the busy months since her commissioning in April 1975 **MAHAN** has, firmly established a tradition for the pursuit of excellence. The old motto "double-one, second-to none" has, indeed, survived last year's change of hull numbers from "ELEVEN" to "FORTY TWO". Whether in communications, engineering, food service, firing missiles or any other aspect of performance, second place has simply not been good enough. The men of **MAHAN** have worked hard to distinguish themselves as the finest crew in the fleet. No one recalling the rigorous pace of the past two years can fail to salute with admiration and respect the families of the **MAHAN** crew who endured months of difficult separation and yet gave their full support and shared our immense pride in a fine ship. To all of them, the **MAHAN** crew and their wonderful families, this "Cruise Book" is respectfully dedicated.

**Cdr. David F. Chandler**

# Commanding Officer



## Cdr. David F. Chandler

Commander David Fessenden Chandler was born in Massachusetts in September 1935, the son of Mr. and Mrs. Philip R. Chandler of Wells, Maine. Following graduation from the University of Miami in 1957, he joined the Navy and was commissioned an Ensign in the United States Naval Reserve at the Officer Candidate School, Newport, Rhode Island, in June 1958.

Commander Chandler's first assignment at sea was aboard **USS CAYUGA COUNTY (LST 529)**, where he served as First Lieutenant, Operations Officer, and Executive Officer. After two years of LST duty, he was reassigned as Executive Officer in **USS ELKHORN (AOG 7)**. One year later he was augmented into the Regular Navy and ordered to **USS HENDERSON (DD 785)** where he served two years as Weapons Officer. Upon completion of a refresher course in the German language, Commander Chandler reported for duty in October 1963 to the Commandant

of the German General Staff College in Hamburg. At the conclusion of the two year course, he assumed command of **USS LIPAN (ATF 85)** in December 1965 at Pearl Harbor. From January 1968 until June 1969 he attended postgraduate school and was awarded a Masters Degree in International Relations from the American University in Washington, D.C.

Commander Chandler served two years in **USS BARNEY (DDG 6)** as Executive Officer, following which he was assigned to the Officer Distribution Division of the Bureau of Naval Personnel for a three year tour of duty.

He reported to **USS MAHAN** in July 1974 while she was undergoing a major modernization over haul at Bath Iron Works, Bath, Maine.

Commander Chandler's wife, Liz, hails from Florida, and currently resides in Charleston, South Carolina.

# Executive Officer



## LCDR. Anthony B. Oates

Lieutenant Commander Anthony Brent Oates was born in Pampa, Texas on 4 January 1939, the son of Stevan T. and Florence Oates. He graduated from Pampa High School in June 1957 and then attended the University of Texas, from which he graduated in June 1961 with a Bachelor's Degree in mathematics.

Lieutenant Commander Oates received his commission as an Ensign in the United States Naval Reserve from the Officer Candidate School in Newport, Rhode Island in February 1962. His first tour of duty was as Fox Division Officer in charge of four TERRIER Missile Batteries aboard USS KITTY HAWK (CVA 63). In April, 1964, he was assigned to the Precommissioning Detail of USS BENJAMIN STODDERT (DDG 22). He then served aboard BENJAMIN STODDERT as Gunnery assistant from September 1965 to December 1965.

Upon completion of his tour of duty aboard

BENJAMIN STODDERT, Lieutenant Commander Oates reported to the Naval Postgraduate School at Monterey California, from which he received a Master's Degree in Physics in June 1968. His next assignment was at the Navy Destroyer School in Newport, Rhode Island, from which he graduated in February 1969.

Upon completion of Destroyer School, Lieutenant Commander Oates served for two years aboard USS JULIUS A. FURER (DDG 6) as Weapons Officer. Returning to shore duty in March, 1971, he reported to the Lawrence Livermore Laboratory in Livermore, California, where he served as a Research Associate until his assignment to USS MAHAN (DDG 42) as Executive Officer in September 1974.

Lieutenant Commander Oates is married to the former Patricea Ray of Virginia Beach, Virginia. They are the parents of one child, Melissa, who was born in 1965.



**LT. C. A. Dunn**  
**Supply**



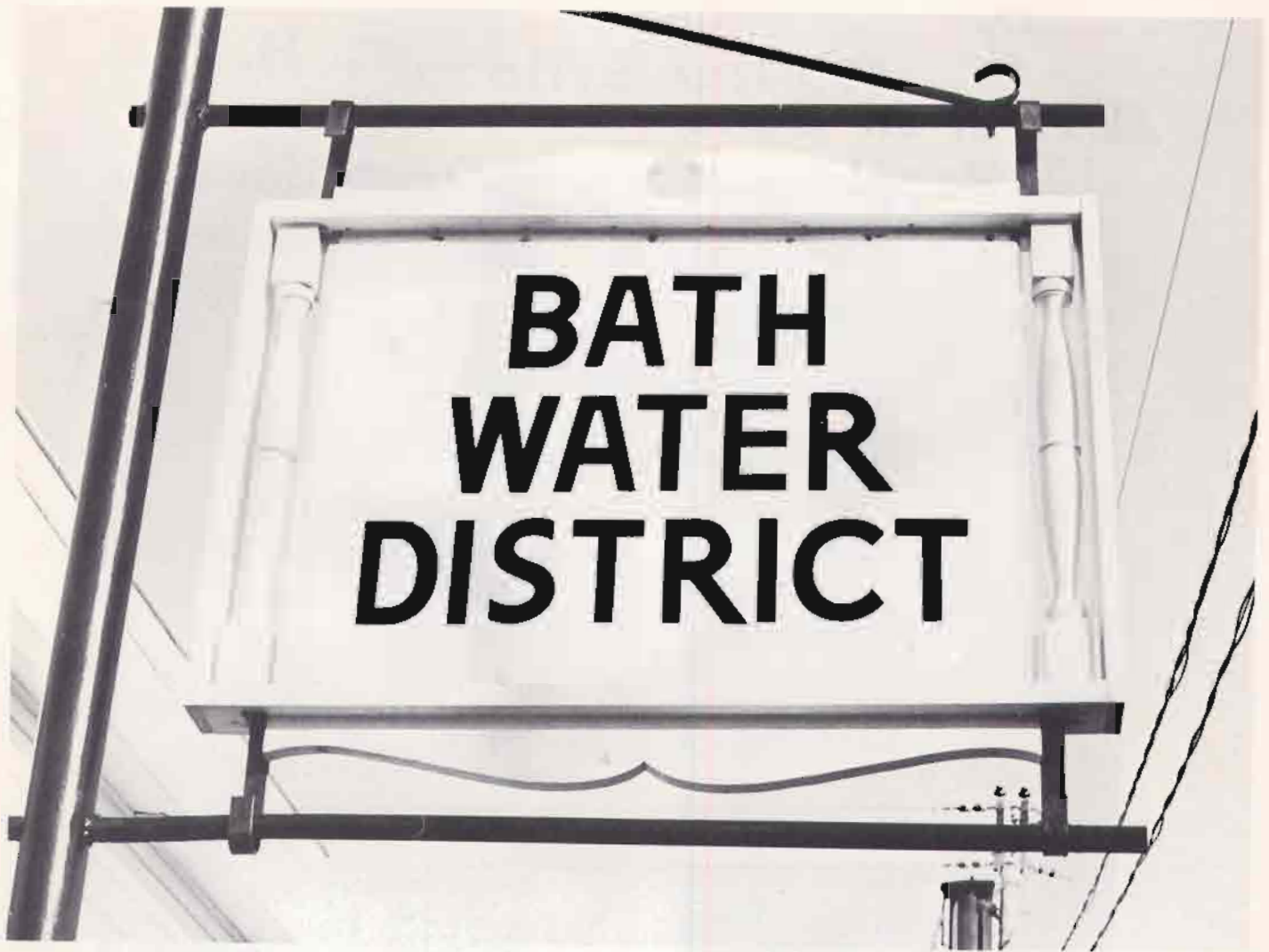
**LCDR. H. M. Olsen**  
**Operations**



**LCDR. D. H. McKinley**  
**Combat Systems**



**LCDR. A. J. Johnson**  
**Engineering**

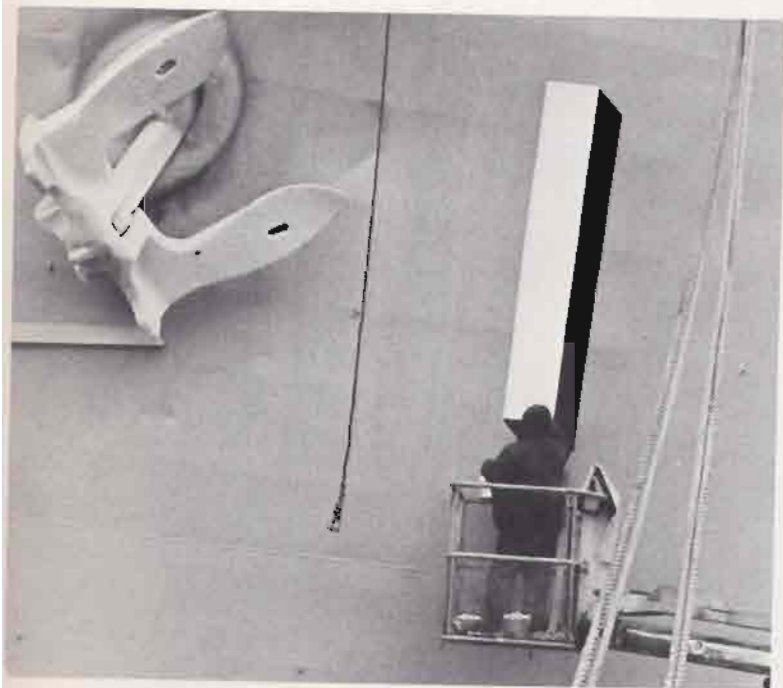






# Mahan gets a facelift

Inside and out



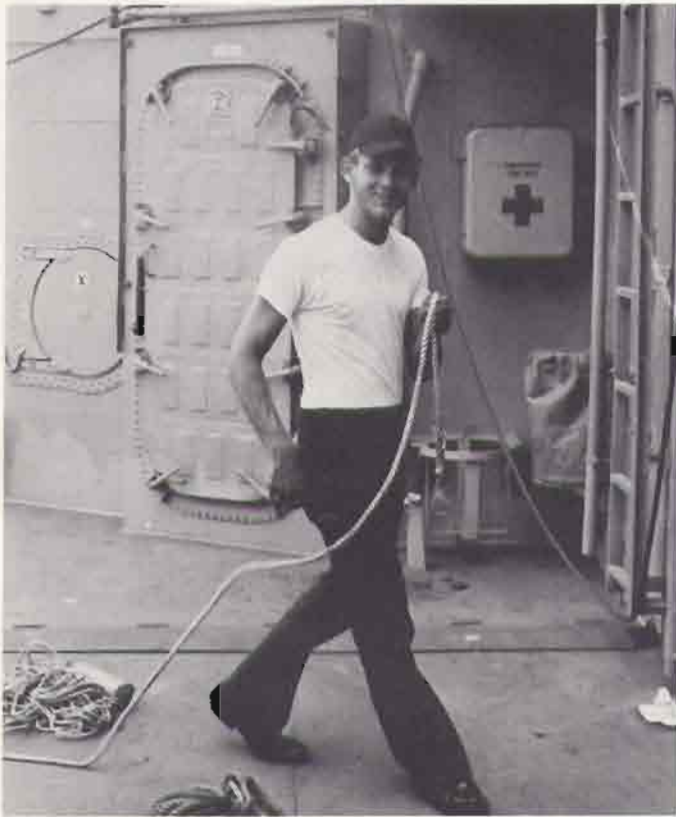






# The crew

Back in the early days







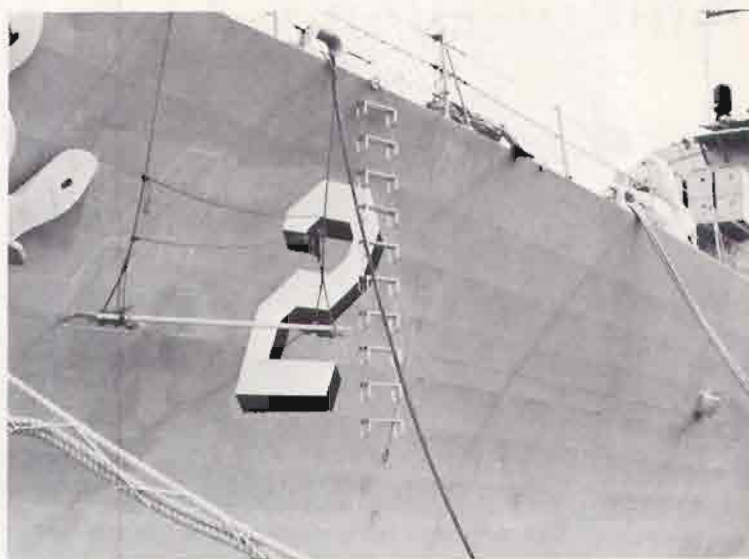
# Commissioning







# Hello Charleston





On 28 August 1975 **MAHAN** returned to Charleston from her underway training at Guantanamo Bay, Cuba, and the Weapon System Final Contract Trials which had been conducted successfully at Roosevelt Roads, Puerto Rico.

**MAHAN** remained in port Charleston from 28 August until 14 September 1975. This time in port was the beginning of many long hours and much hard work for the engineering department in preparation for the 1200 PSI Operational Propulsion Plant Examination (OPPE.) The OPPE was to be conducted at the end of October by the CINCLANTFLT Propulsion Examining board (PEB). Successful completion of the OPPE would be the final step in **MAHAN'S** becoming a completely operational unit once again.

**MAHAN** was underway from 15 September to 17 September, during which time the Final Contract Trials for machinery were successfully completed.

**MAHAN** was in port from 17 September until 13 October 1976, with the engineering department concentrating their total effort toward being fully prepared for the OPPE.

From 14 October to 17 October, the engineering department conducted numerous engineering drills and inspections of engineering equipment at sea, which were, in effect, a miniature OPPE.

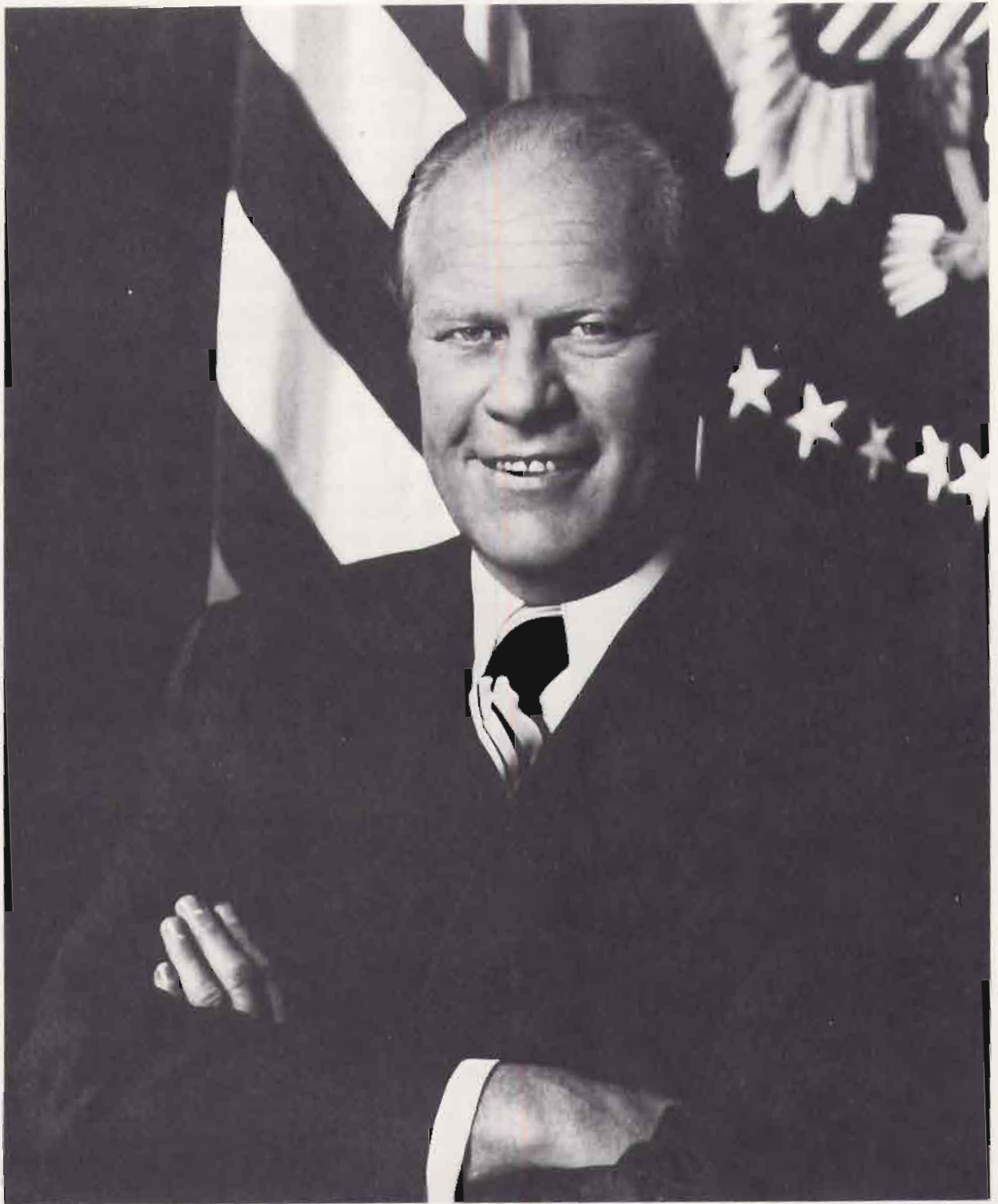
**MAHAN** returned to port on 18 October and remained there until 28 October, utilizing this time to make final preparation for the OPPE to be conducted on the 29th and 30th of October.

While underway on the 29th and 30th of October the engineering department successfully completed all phases of the OPPE, with the exception of the boiler flex tests, in an outstanding manner. Their efficiency and proficiency were the subject of very favorable comments by the senior member of the PEB.

Upon successful completion of the OPPE, **MAHAN** entered the Charleston Naval Shipyard on 31 October for a Post Shakedown Availability. During this time much work was accomplished throughout the ship, both by the shipyard and Ship's Force. PSA was completed on 12 January 1976.

On 21 January 1976 **MAHAN'S** engineers successfully demonstrated the boiler flex tests to the PEB and **MAHAN** departed CONUS for the Mediterranean Sea on her first major deployment as a unit of the Atlantic Fleet.

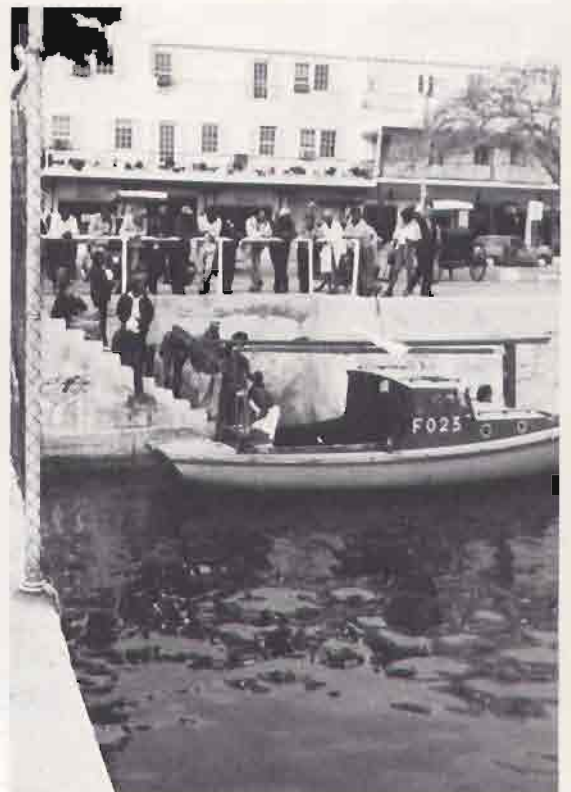
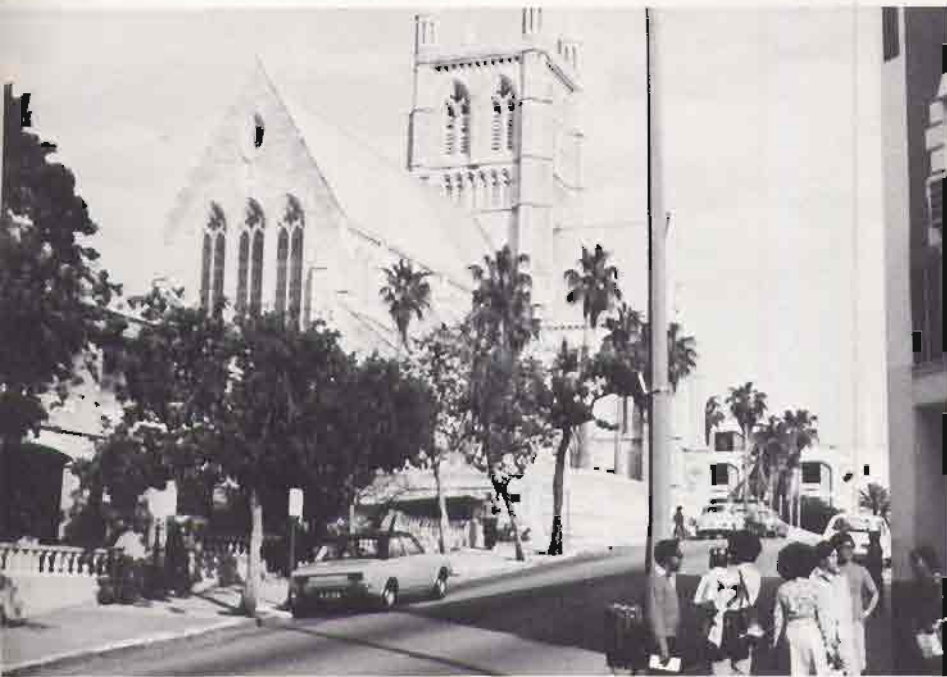




*To the Officers and Men of  
the USS MAHAN (DLG-11)  
With best wishes,*

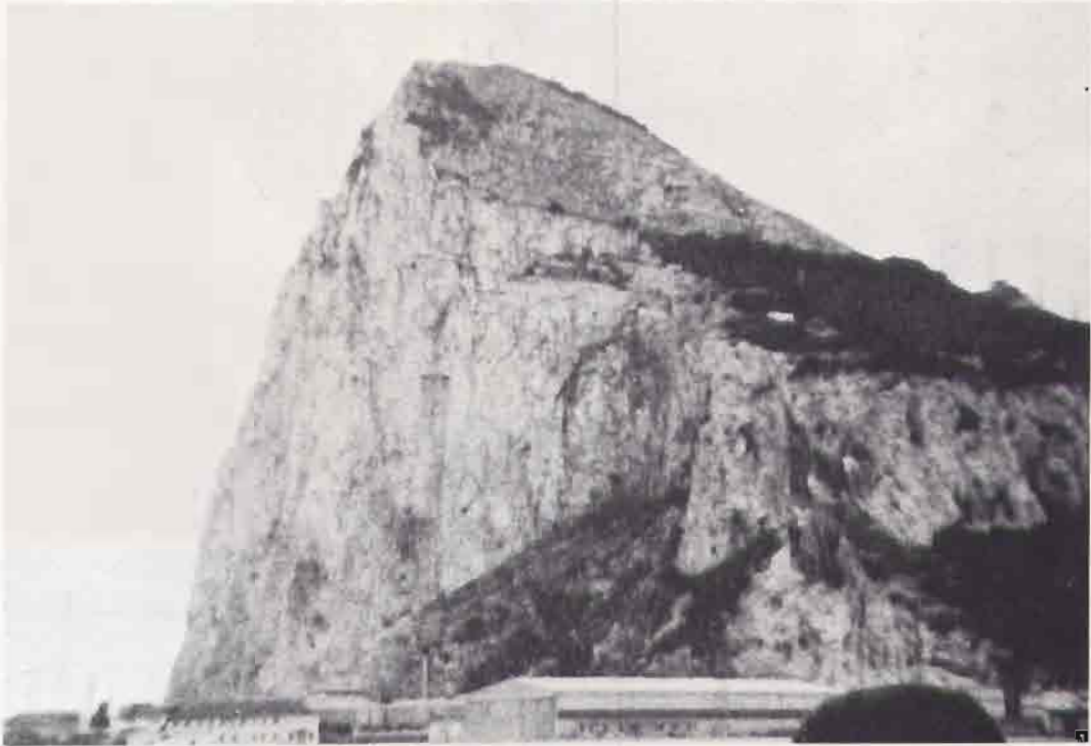
*Gerald R. Ford*

# Bermuda





# Gibraltar



# Naples





# Regio di Calabria

Everyone's favorite port for sightseeing?





## Haifa, Israel

After a very long period at sea the crew of MAHAN hit what was probably the high point of the Cruise, Haifa, Israel.

We were the first U.S. Navy warship in 13 years to visit Israel and we certainly received the red carpet treatment.

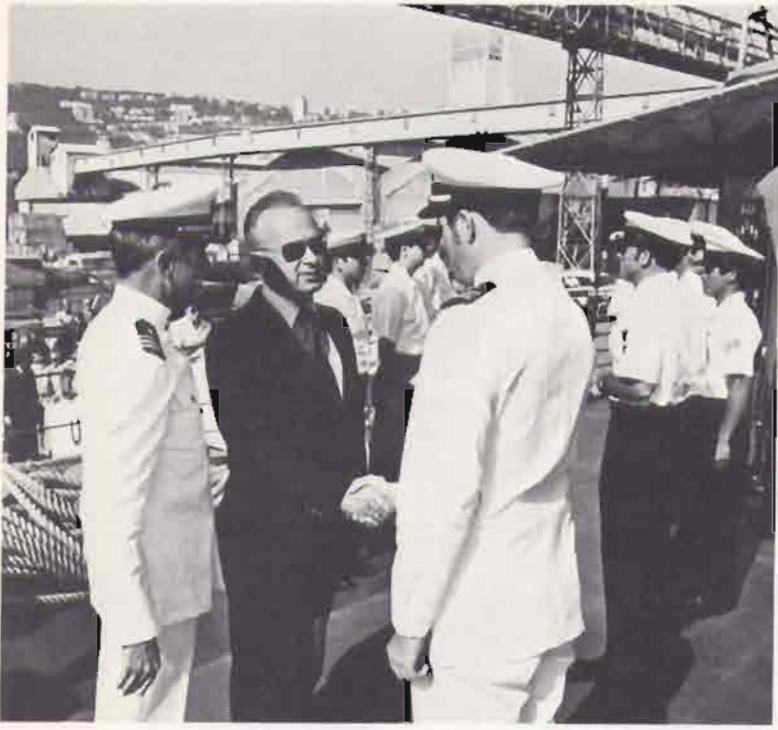
During four days of maximum liberty, every one had a great time. Activities included many interesting tours, an abundance of top sightseeing, several organized athletic competitions between the MAHAN crew and Israeli Defense personel, an unforgettable ship's party, a visit by Prime Minister Rabin, and countless other memorable events.

Just being able to talk with the amazing Isareli people, a people who through long years of extreme hardship have attained tremendous character, was an experience in itself.

For some it was a chance of a lifetime, for others just a heck of a good time, but certainly everyone aboard enjoyed Haifa, Israel.



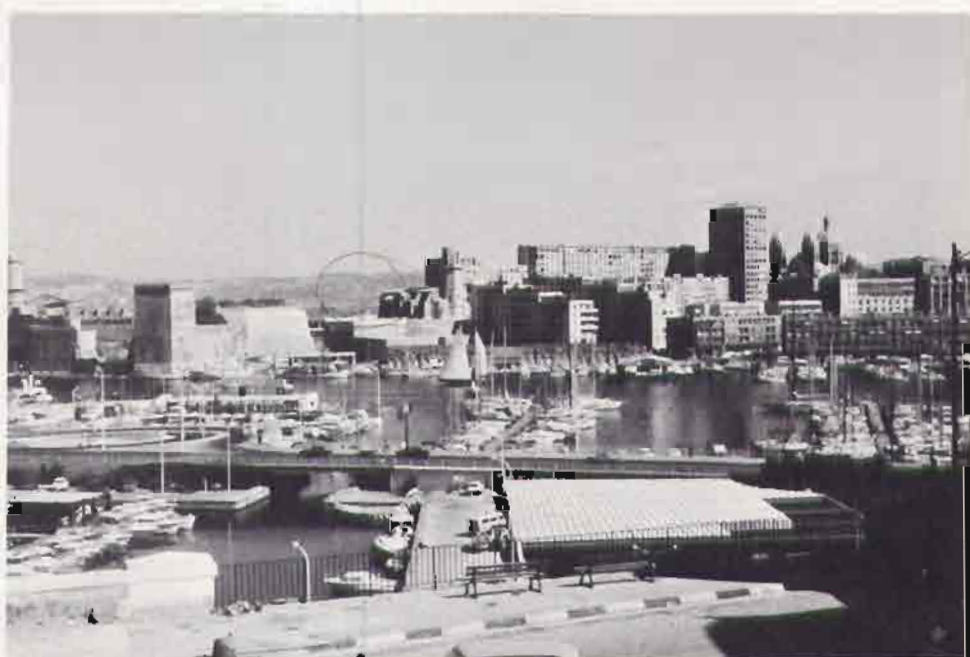








# Marseille, France



# Anzio



# Italy

# San Remo, Italy







# Palma, Mallorca







# A Spanish Tradition







# Malaga, Spain





# Relief at last



# Coming Home



## Desron 20



## MAA Force

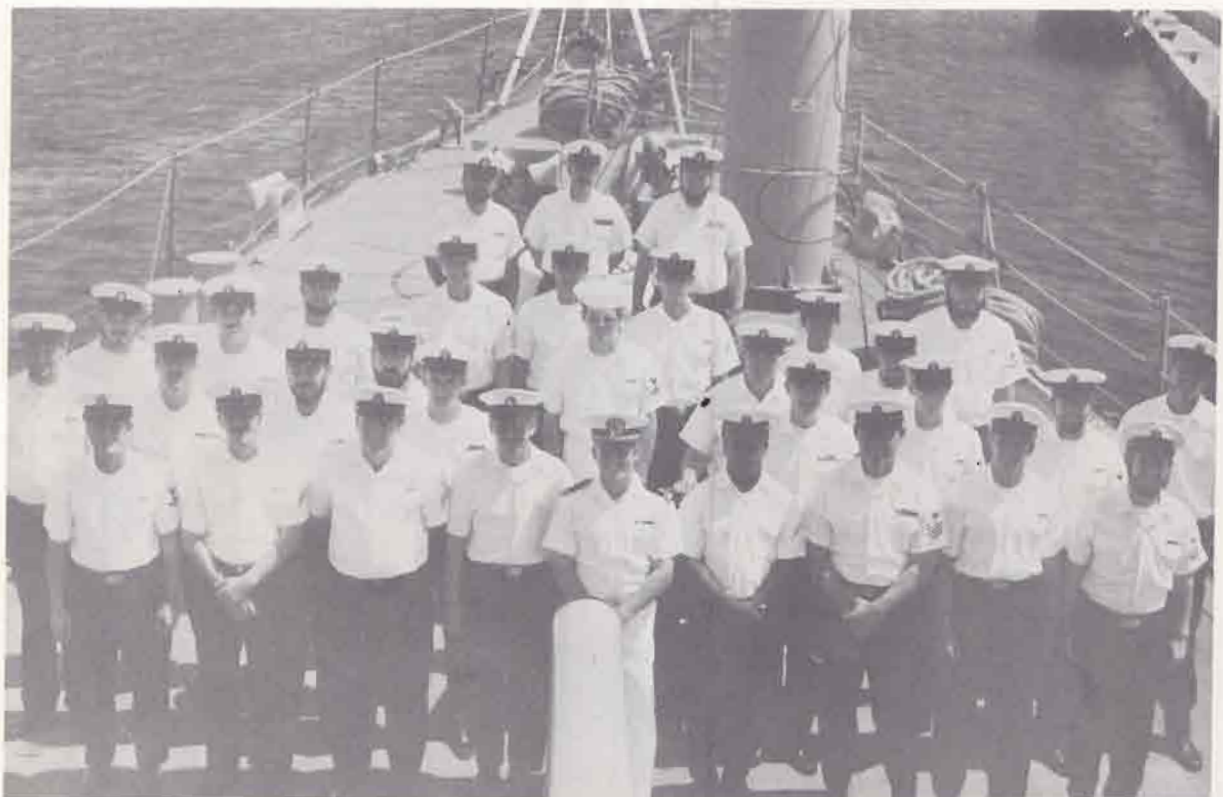




## X Division



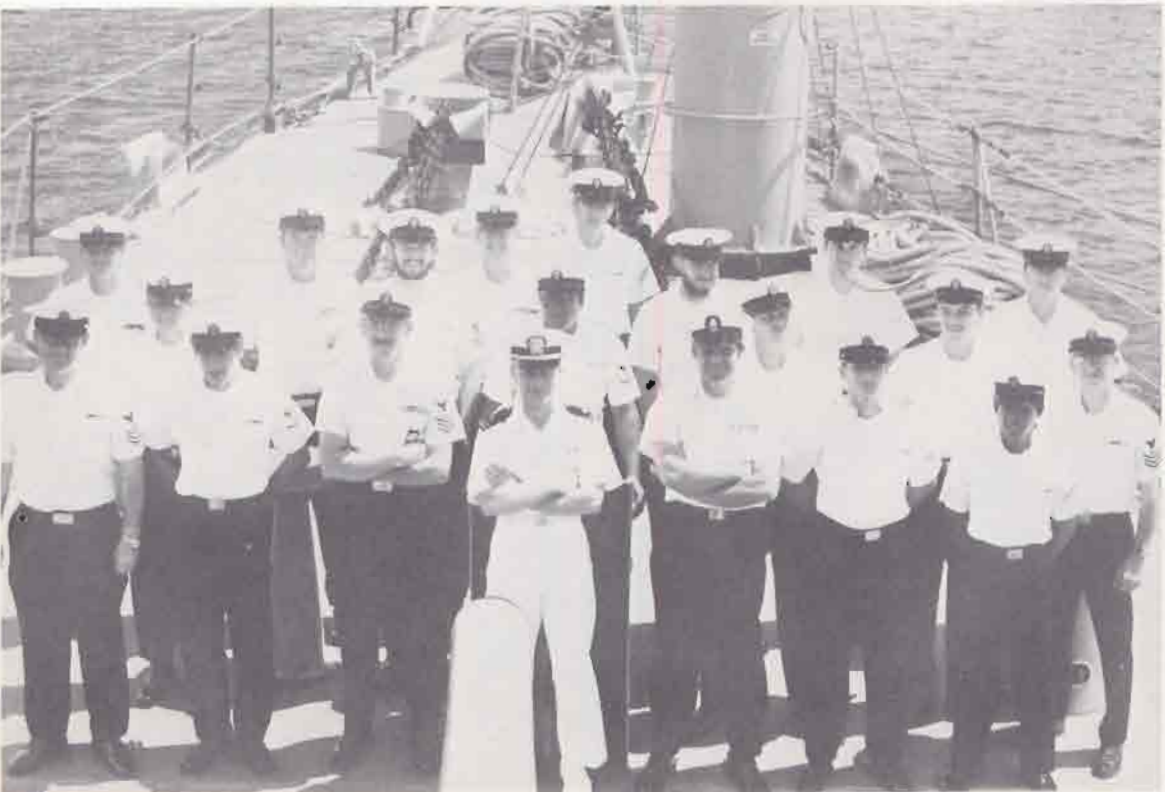
## R Division



## CA Division



## CG Division



## CF Division



## N Division





# CE Division



# CW Division



## CD Division



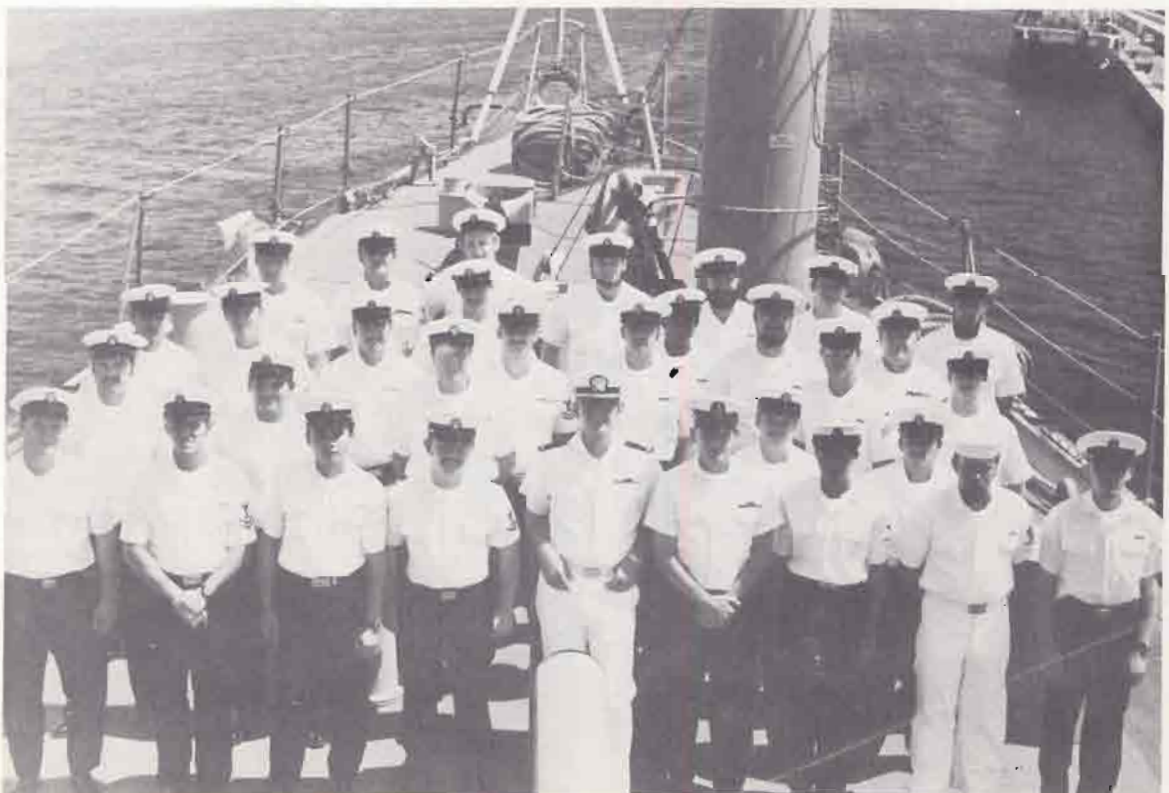
## OC Division



## M Division

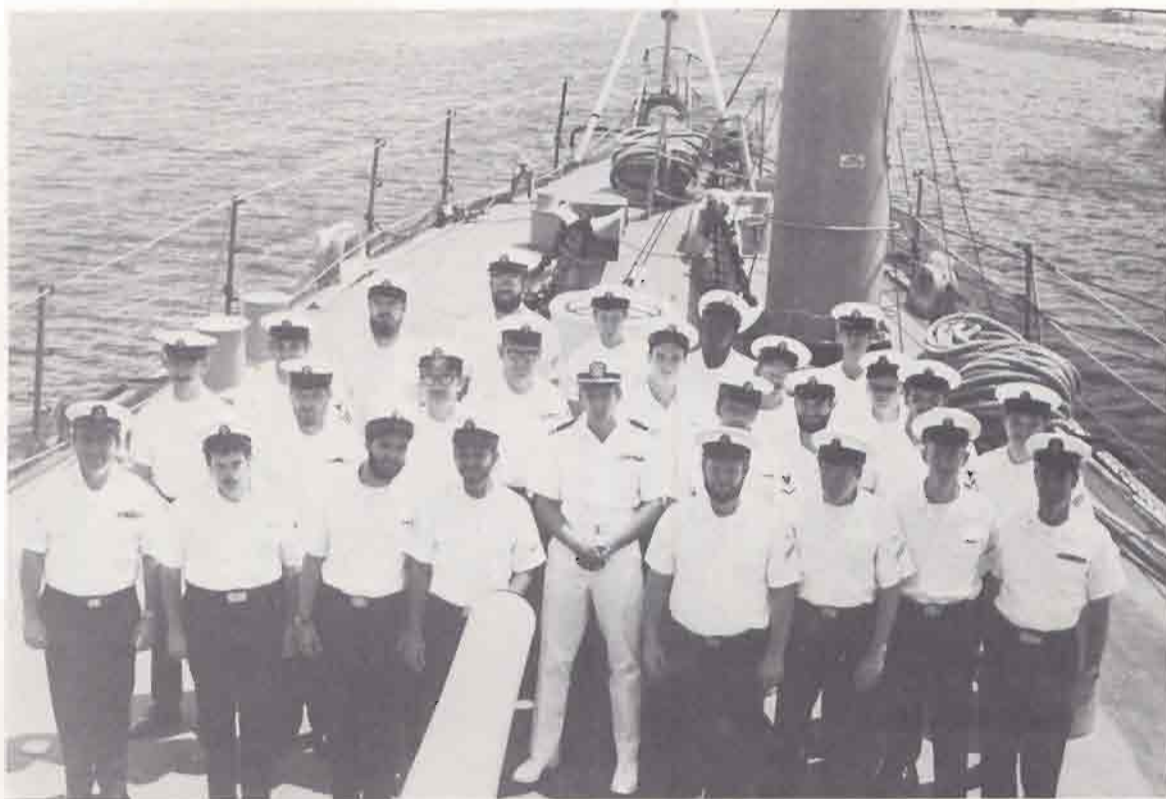


## B Division





## OI Division



## Supply Division



# 1st Division



## The Crew

Just what makes the **USS MAHAN** so special? In appearance she's not unlike most other U.S. Navy destroyers, except maybe a little cleaner. She's not the fastest or the most maneuverable ship either. Then what sets her apart from all other ships in the fleet?

The answer is the crew. It's our dedicated, hard working professionals who operate her who make Mahan what she is. Sure at times they may gripe, and a few may even occasionally go astray, but when the call to perform is sounded, there's not a better crew around. They are always ready!

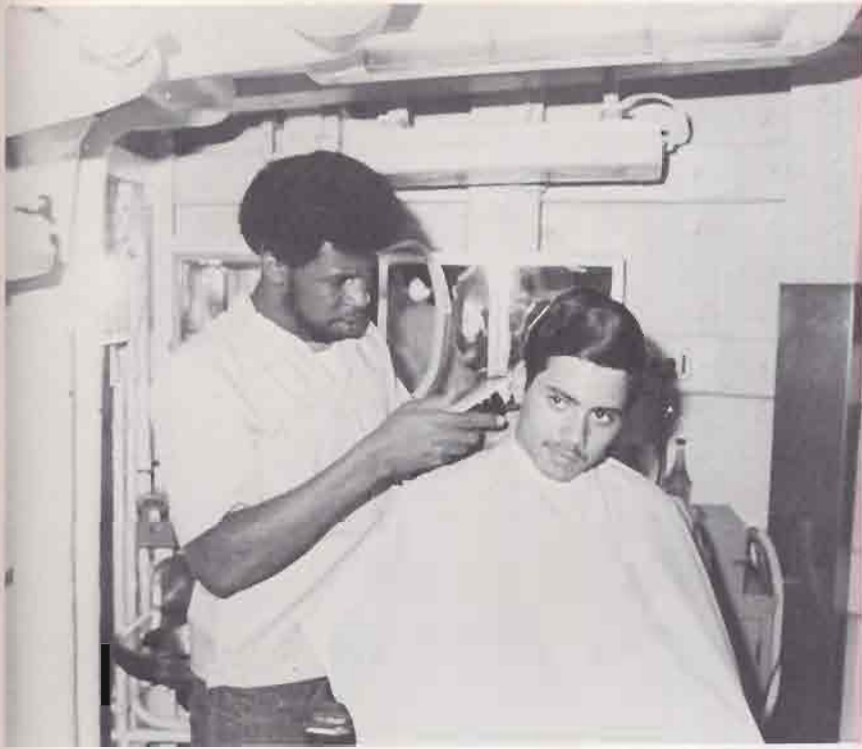
The next section of this book deals with those outstanding men who make Mahan the Fleet's finest. Some of the pictures will deal with the lighter side of their life on board, but most will show them doing what they do best... their jobs. They are a team. They are the best and their record proves it!

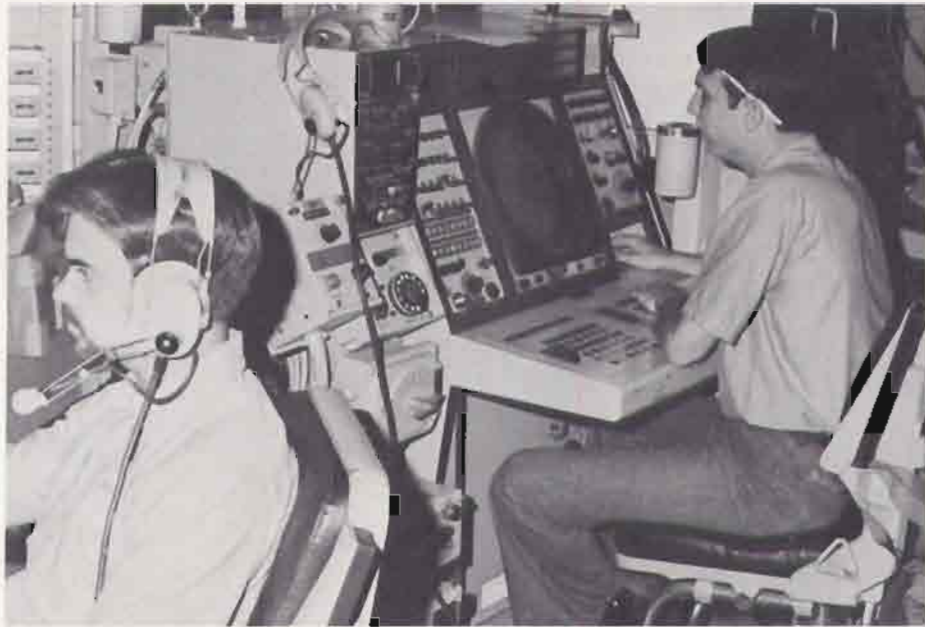


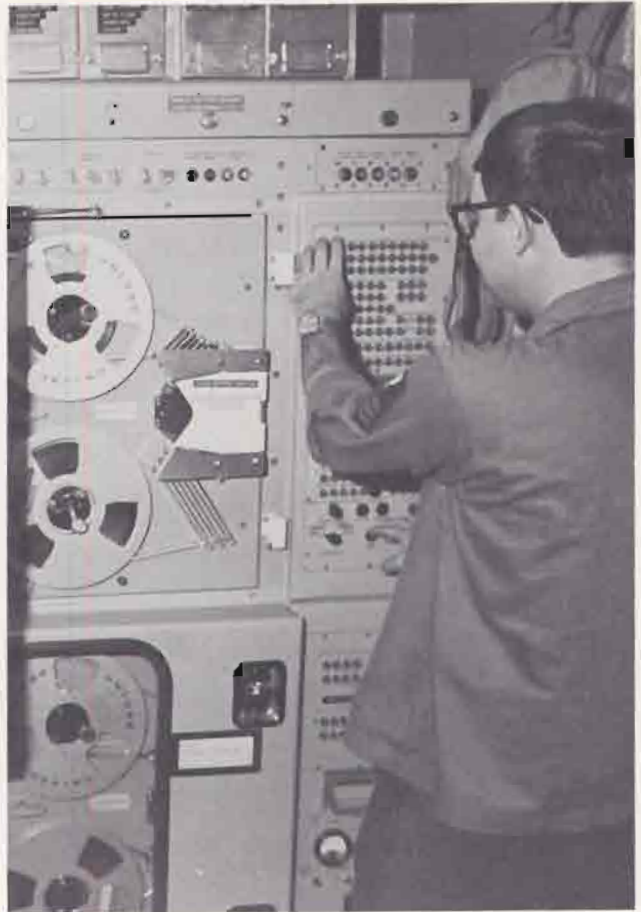
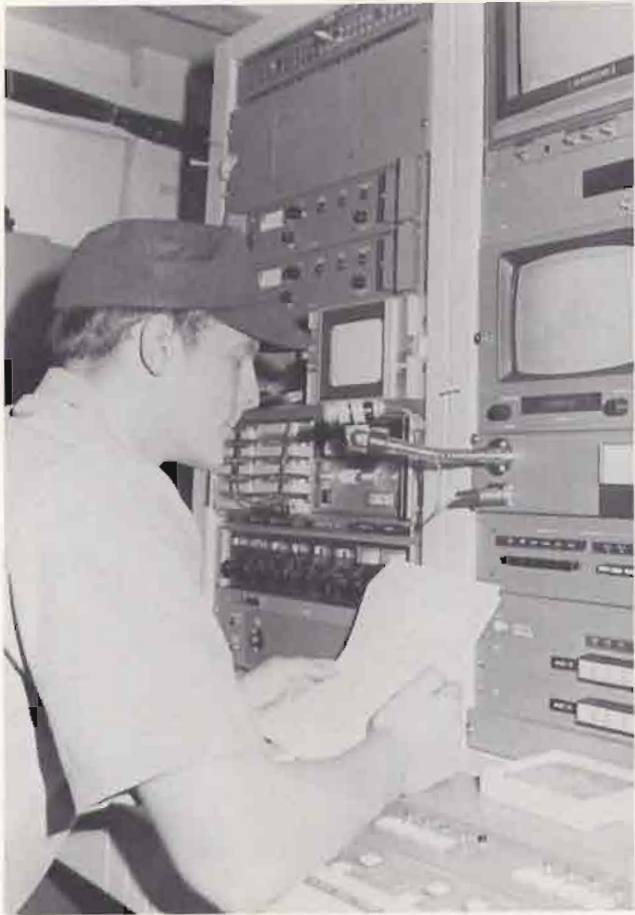






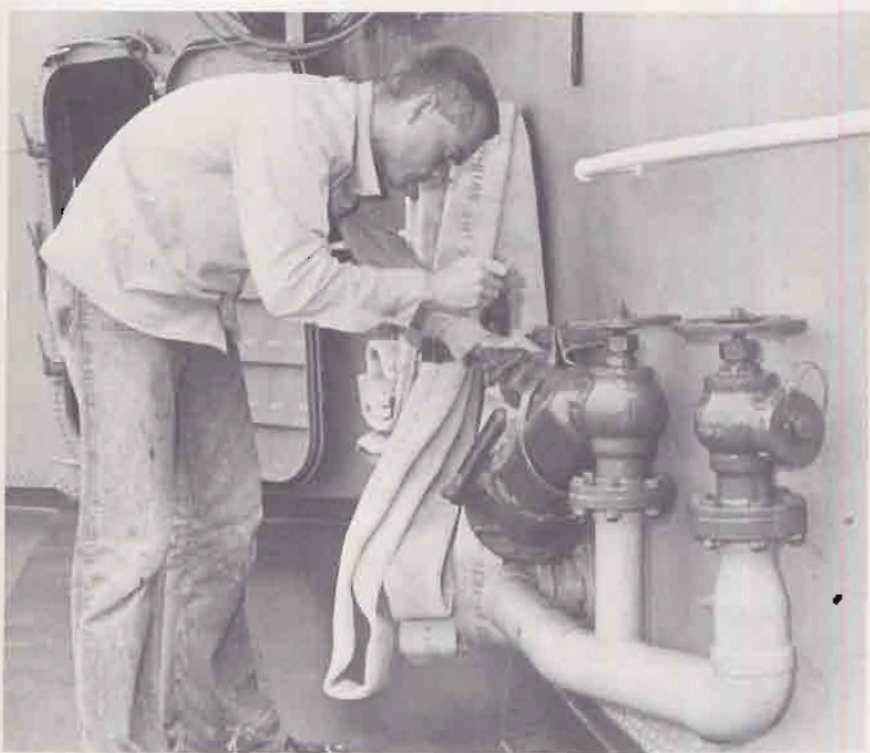
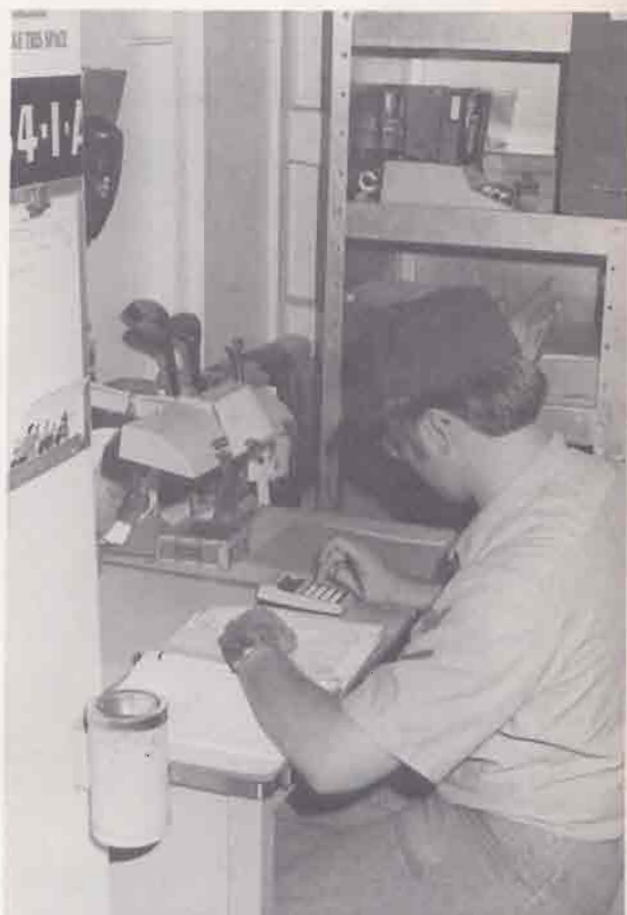
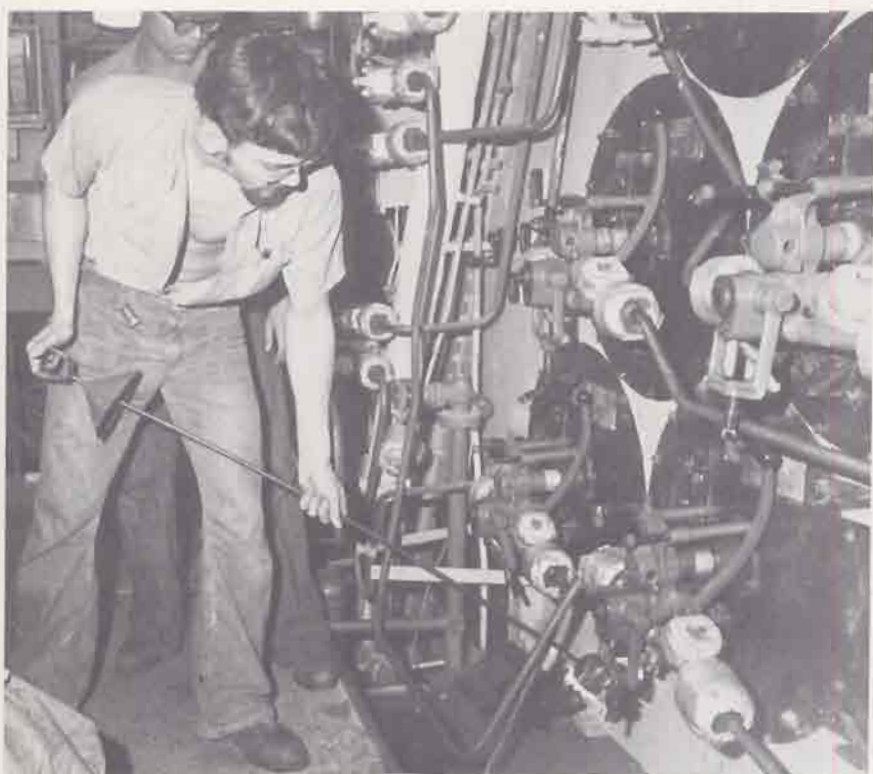


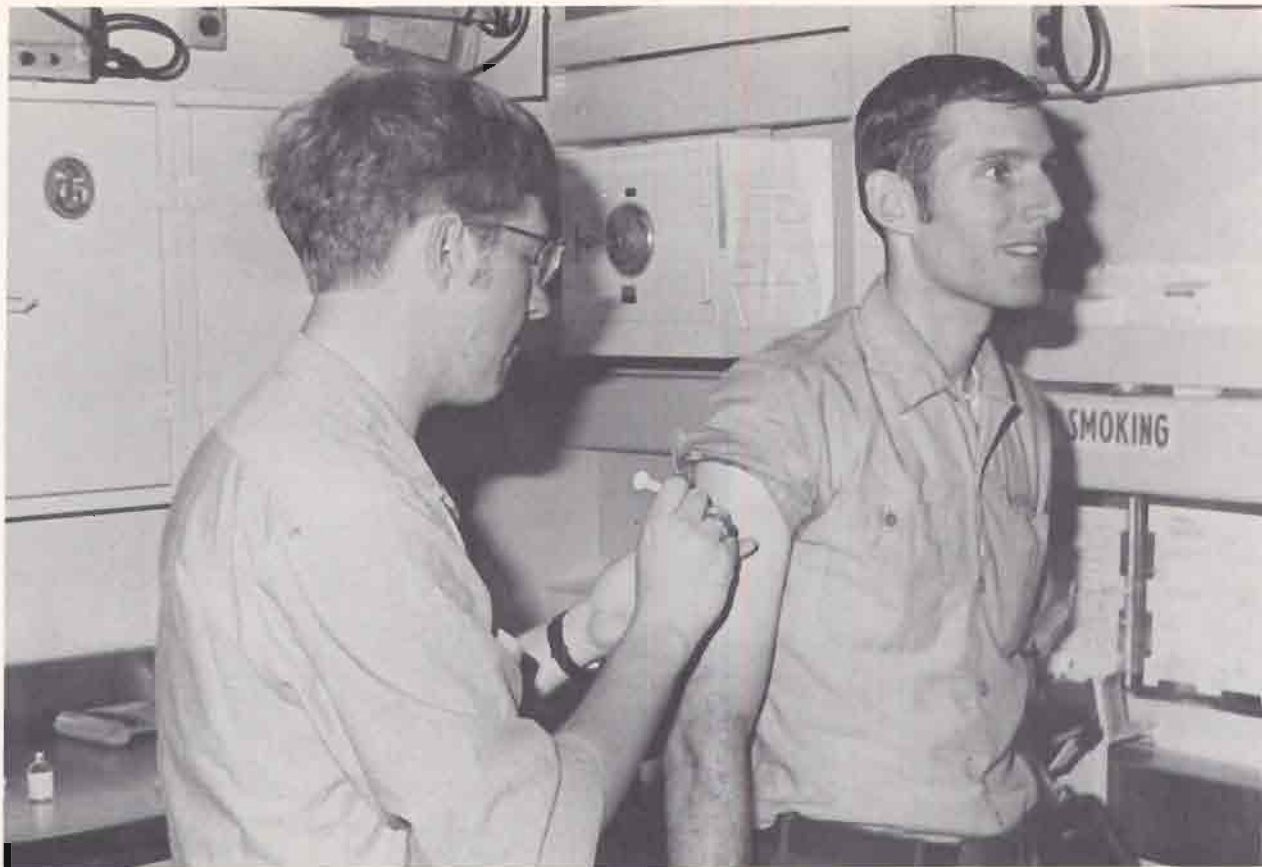




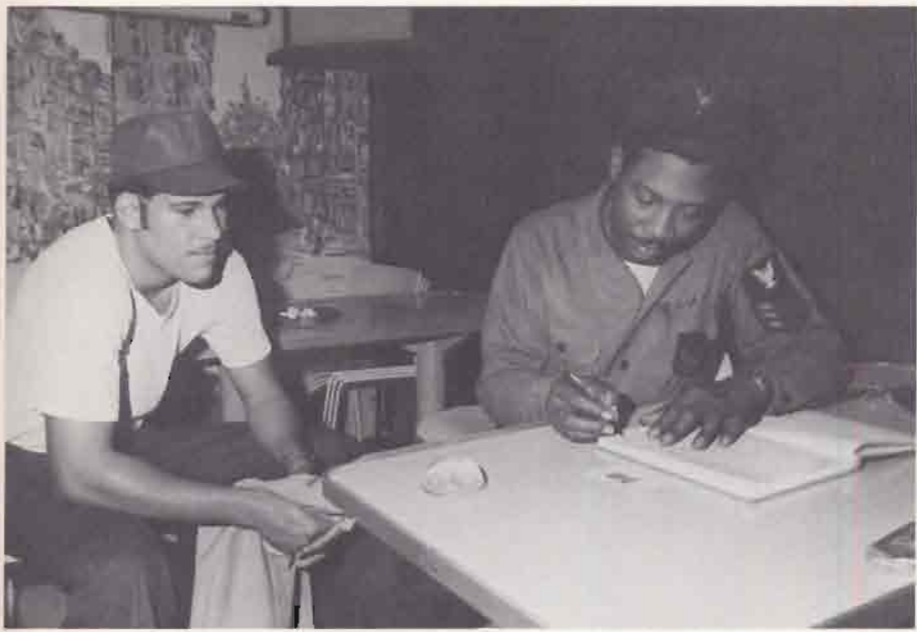




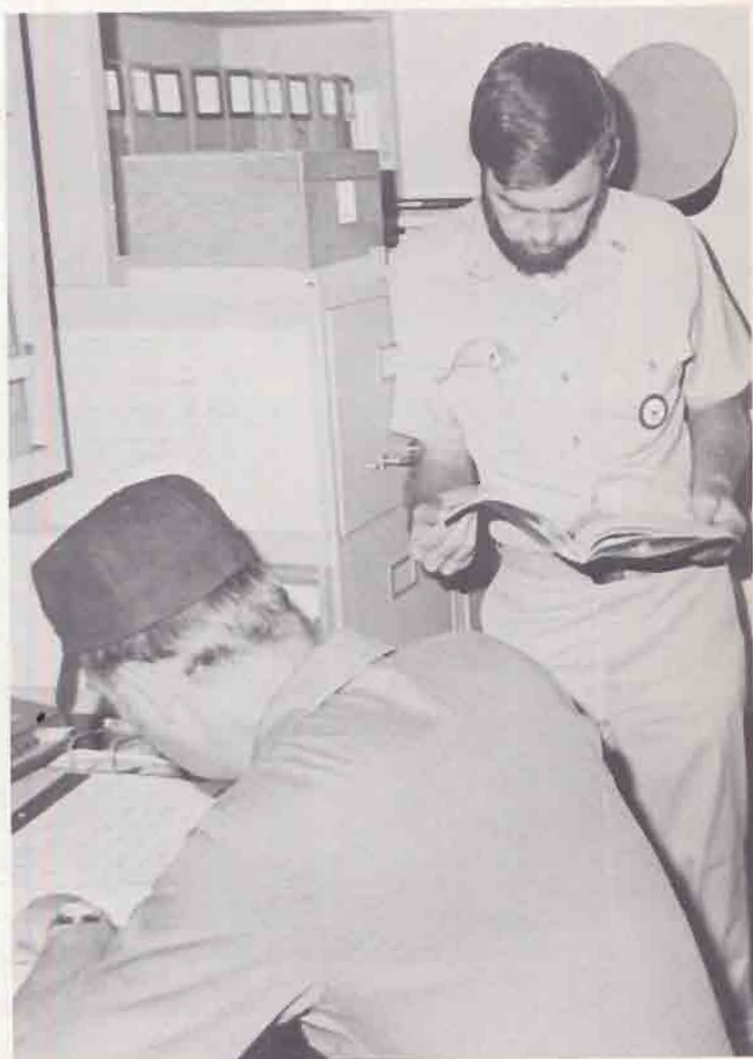
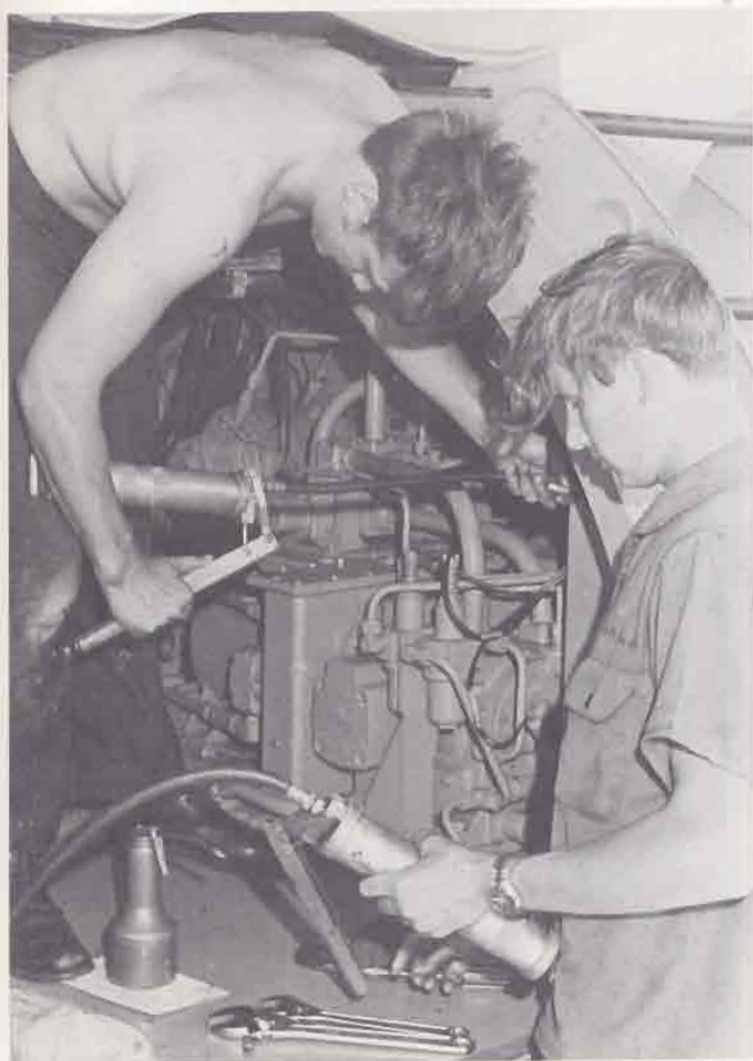






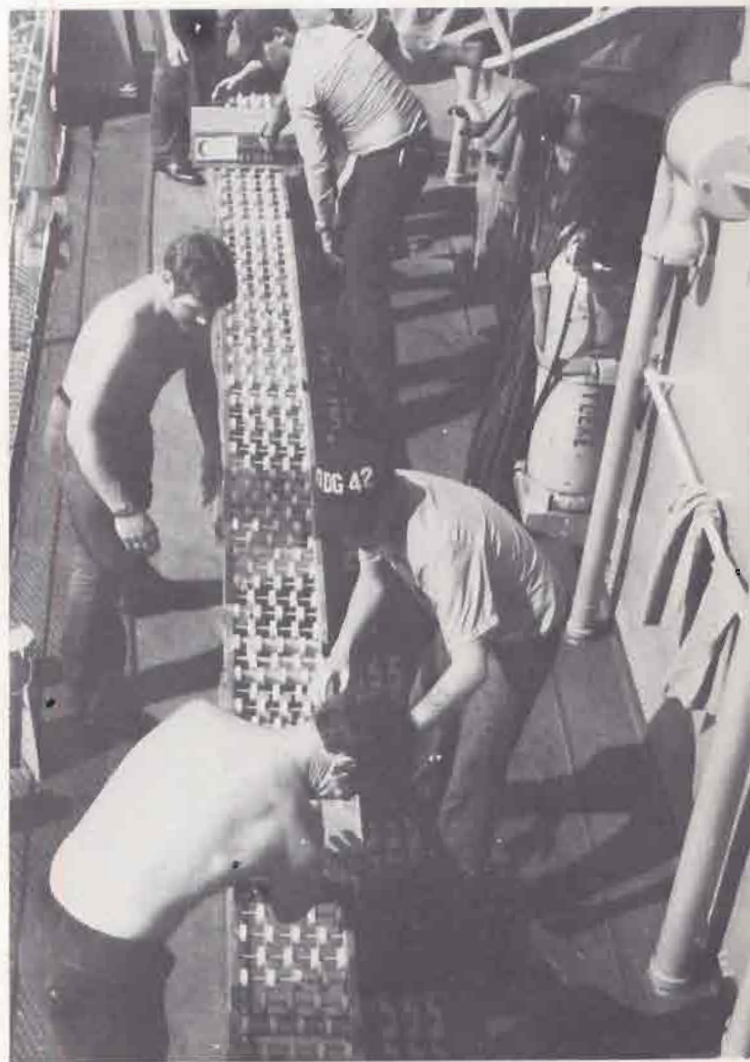
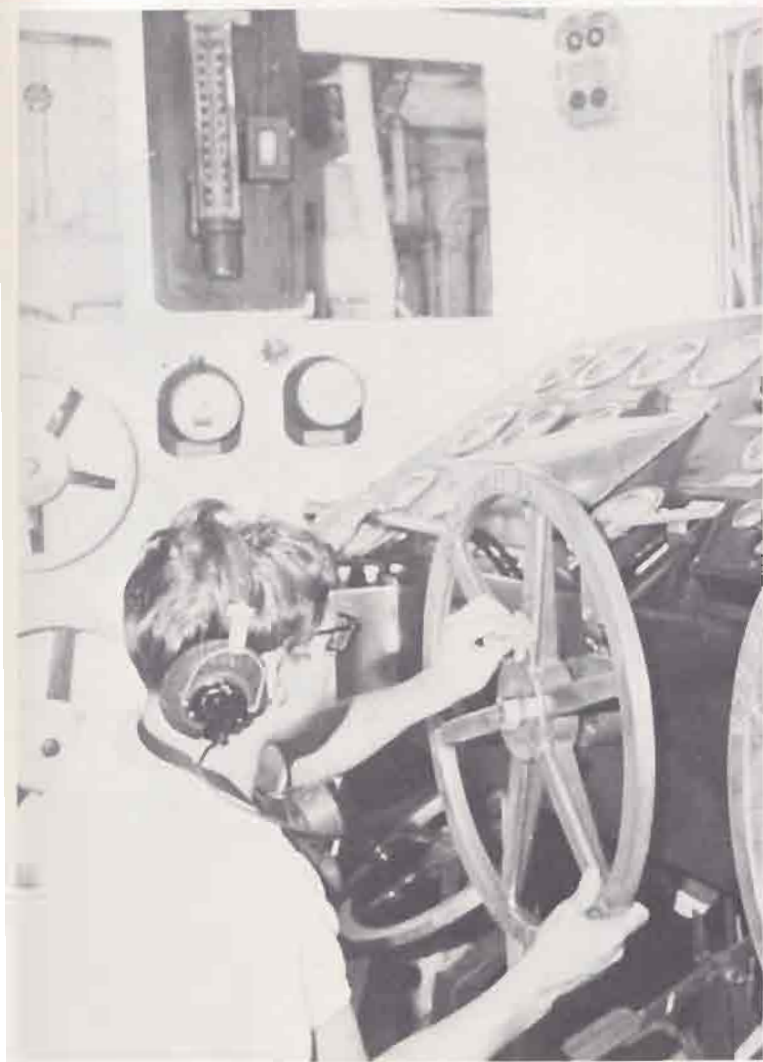




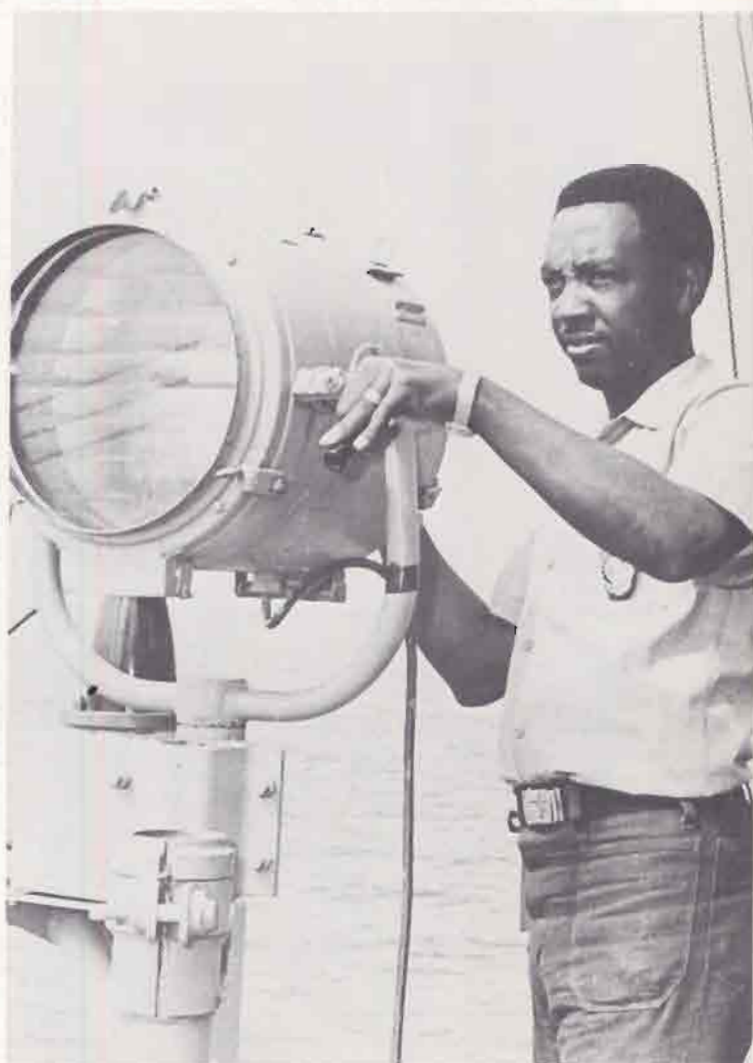
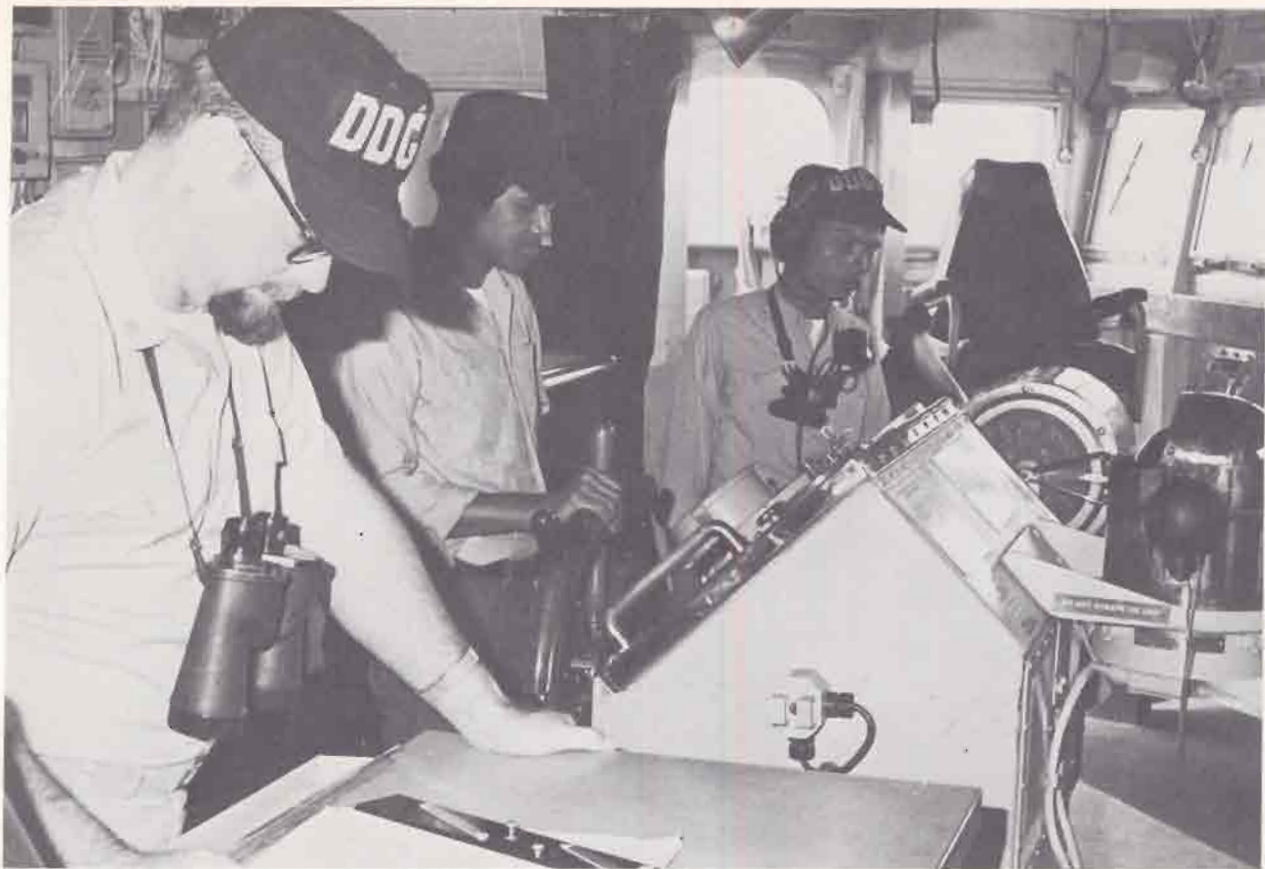




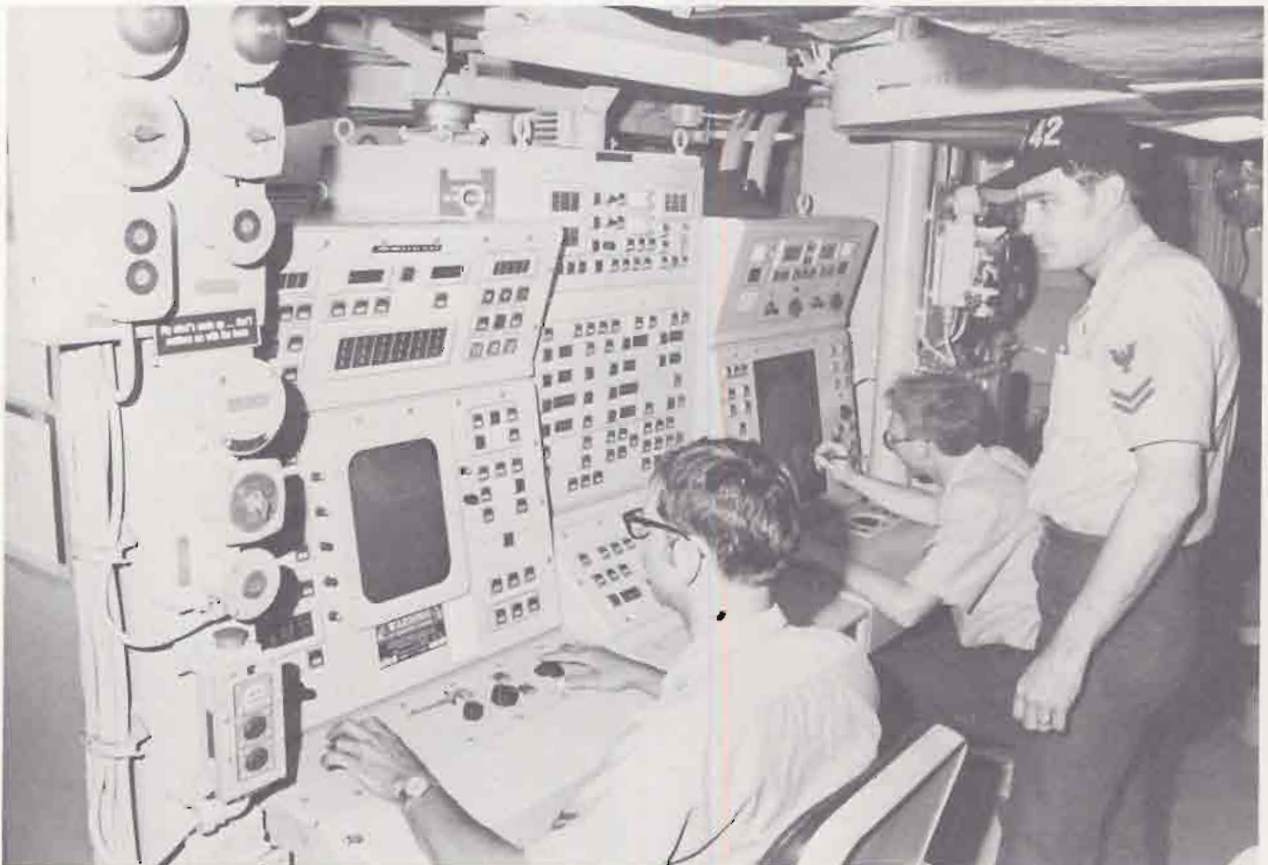




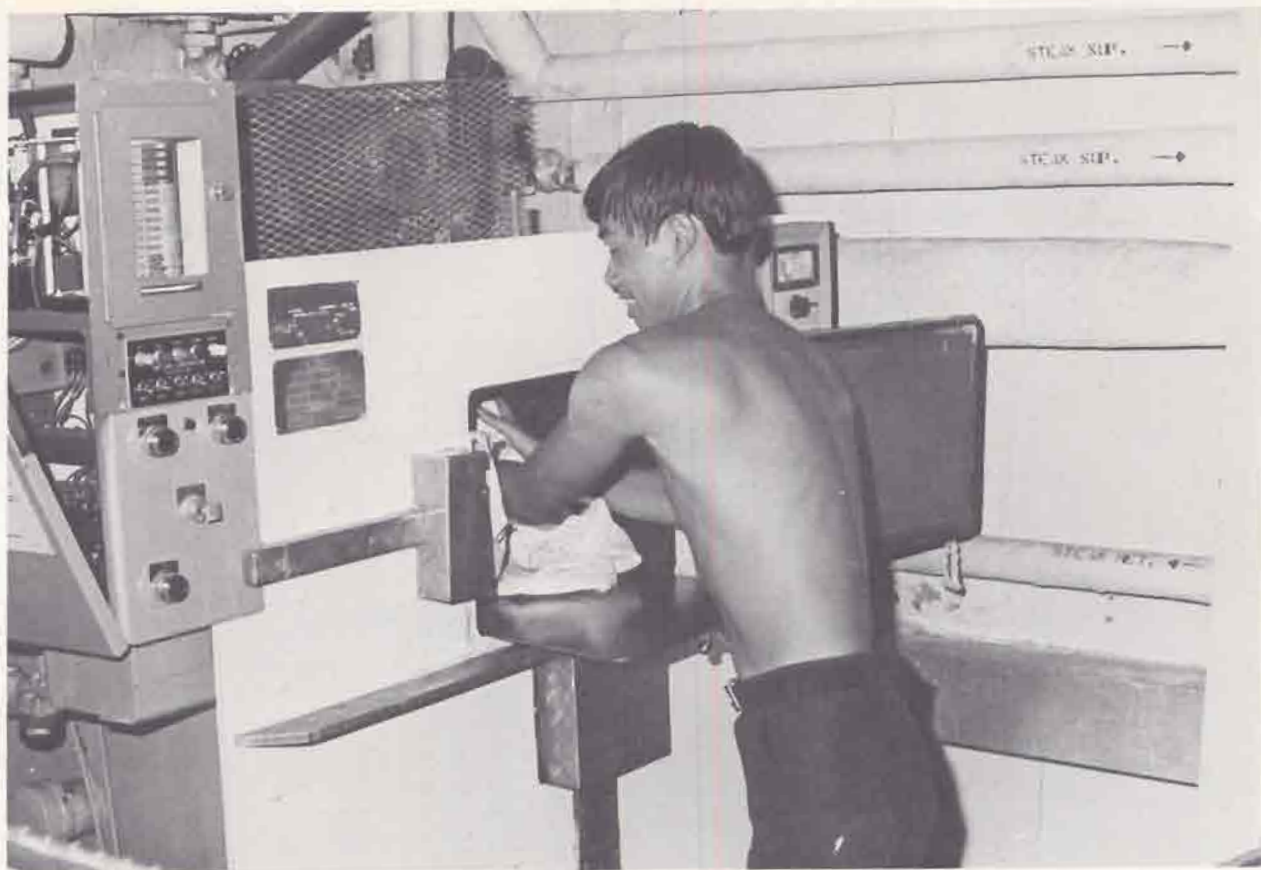




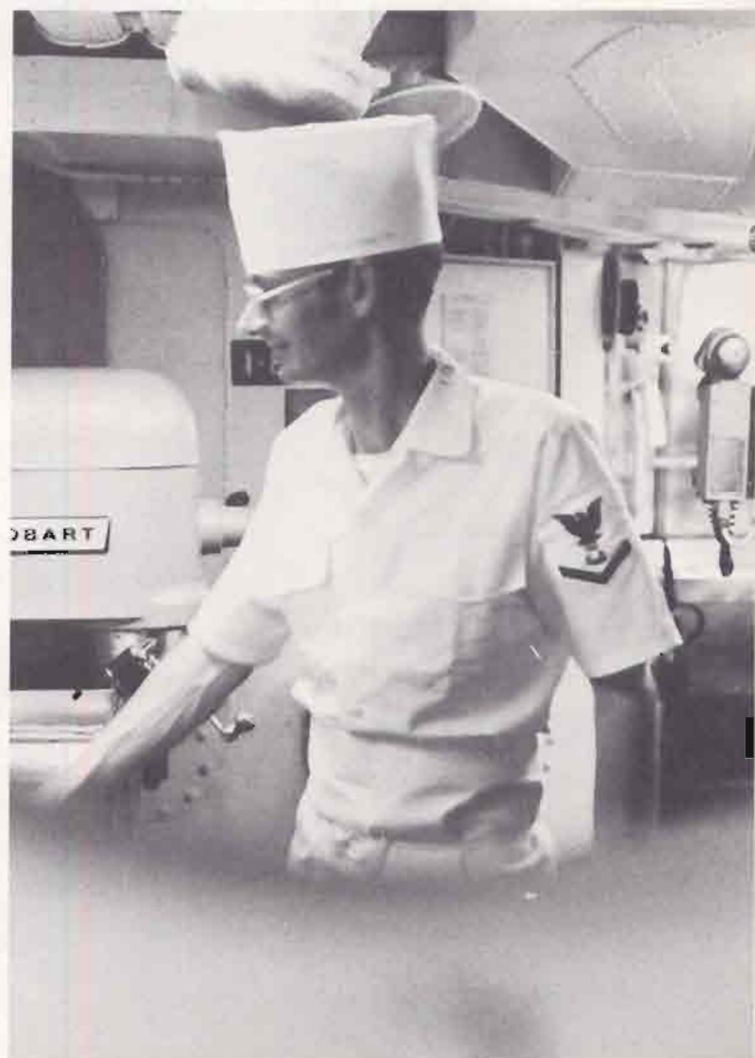
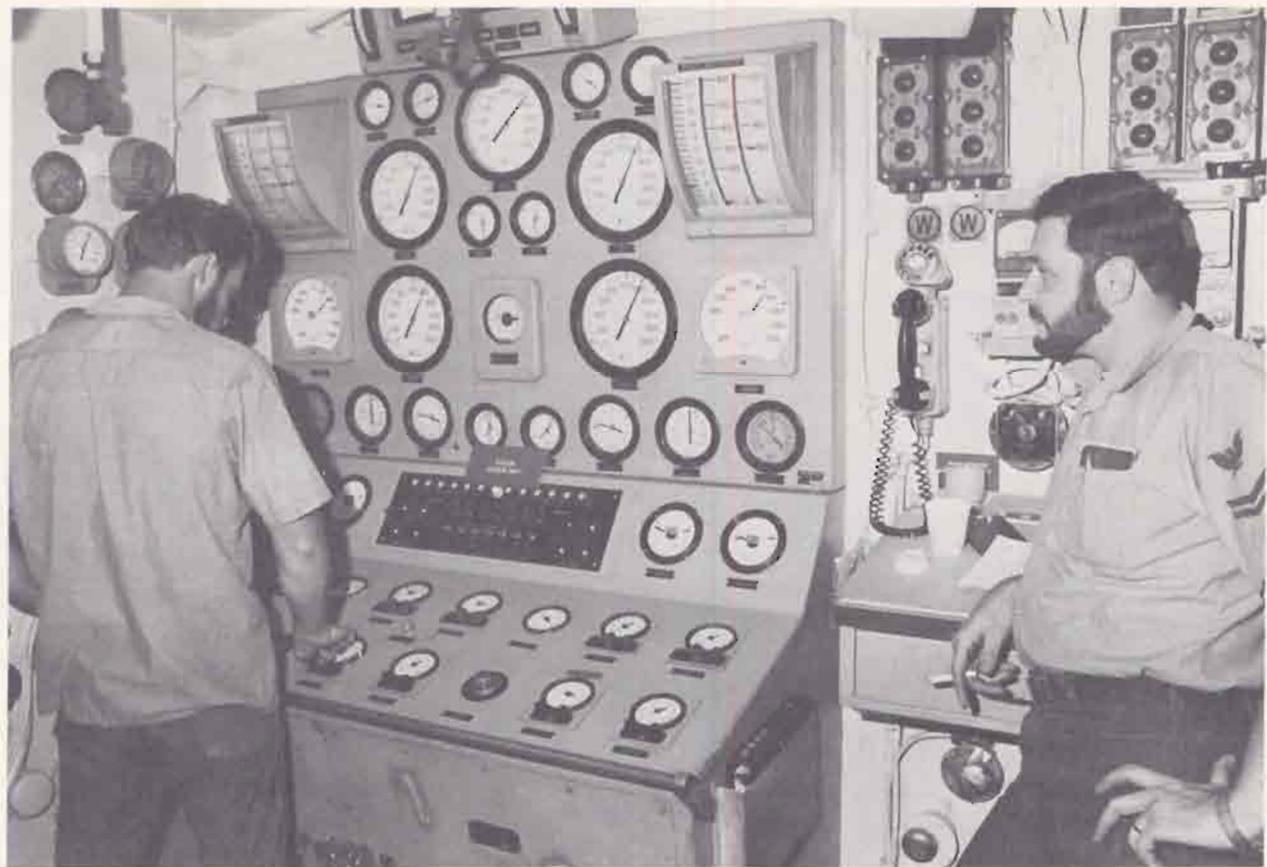


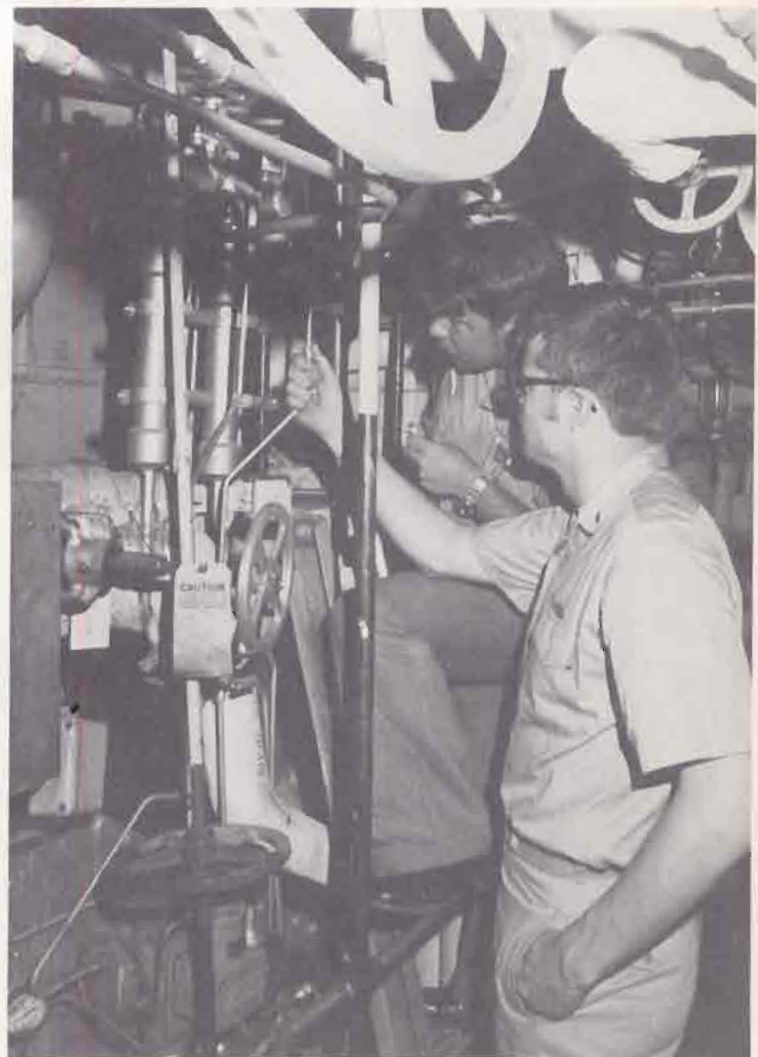








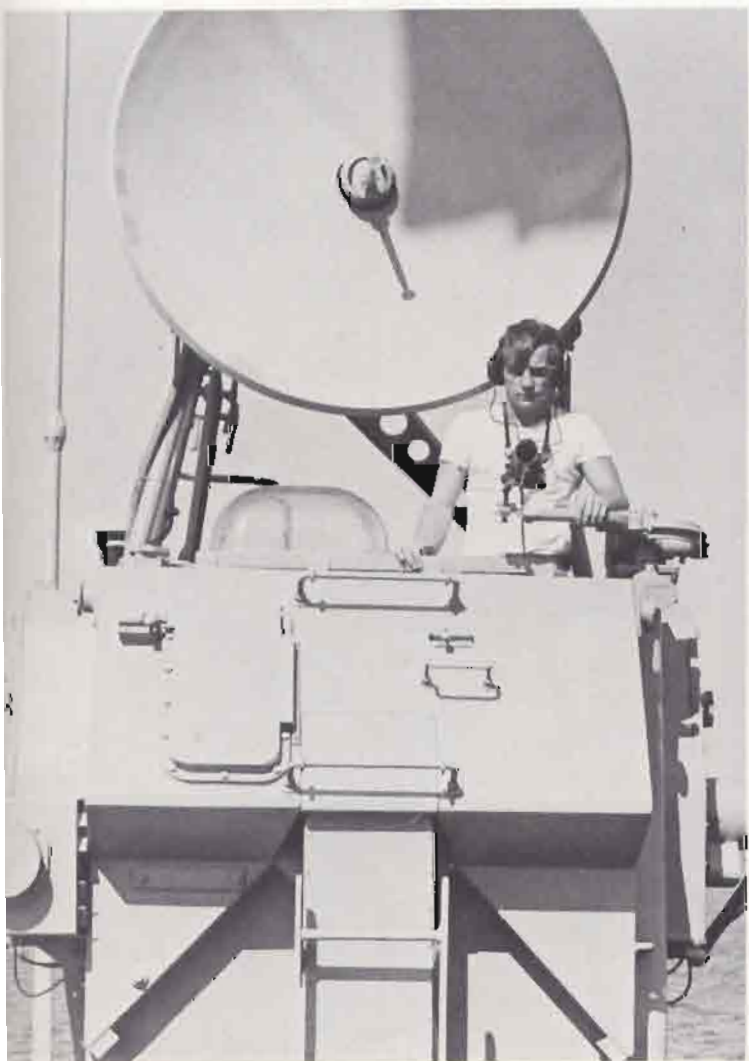
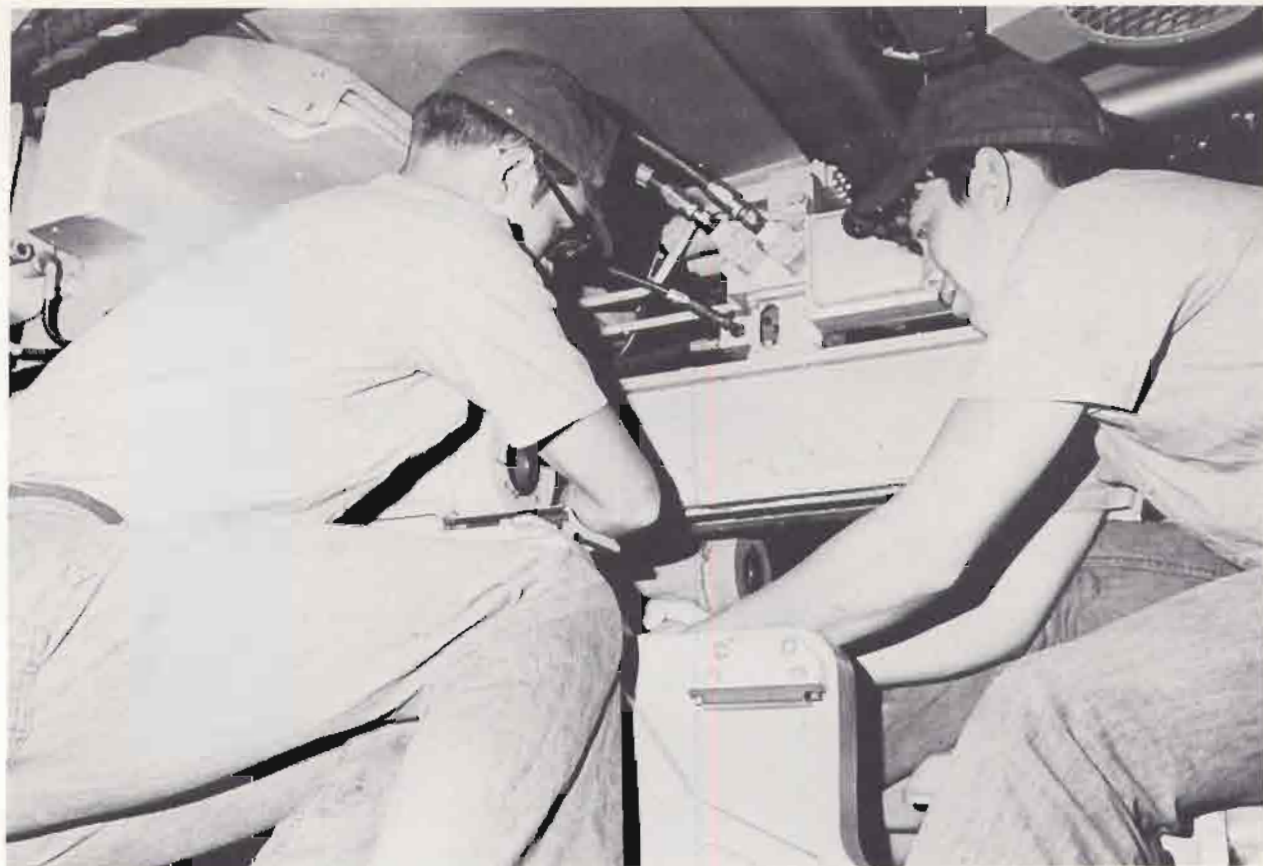


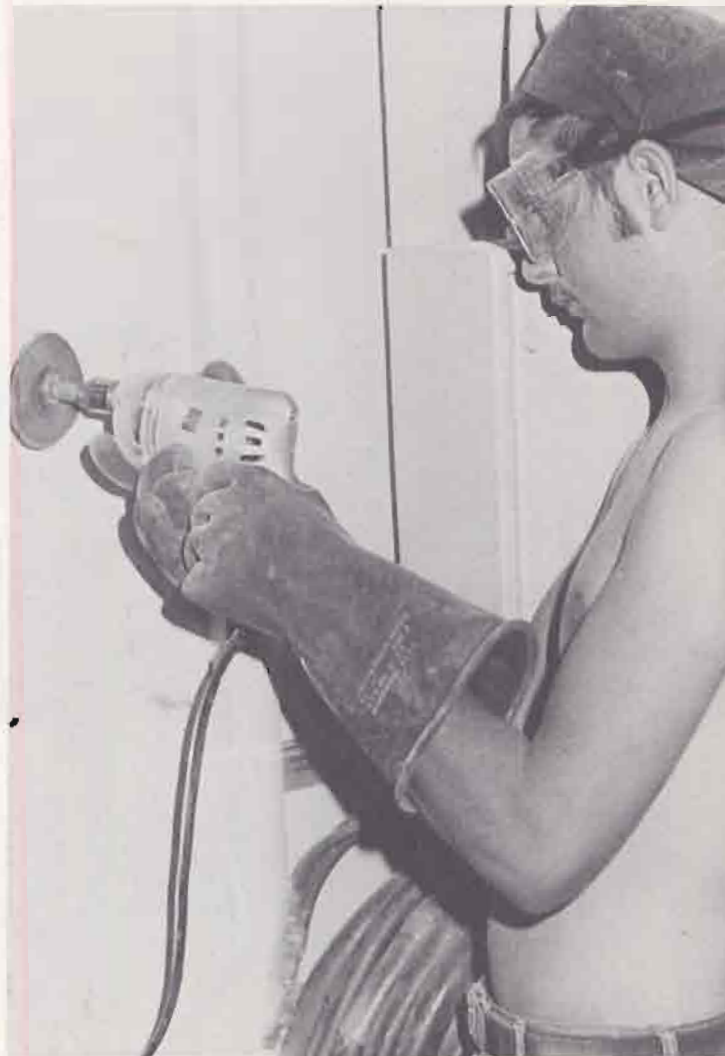
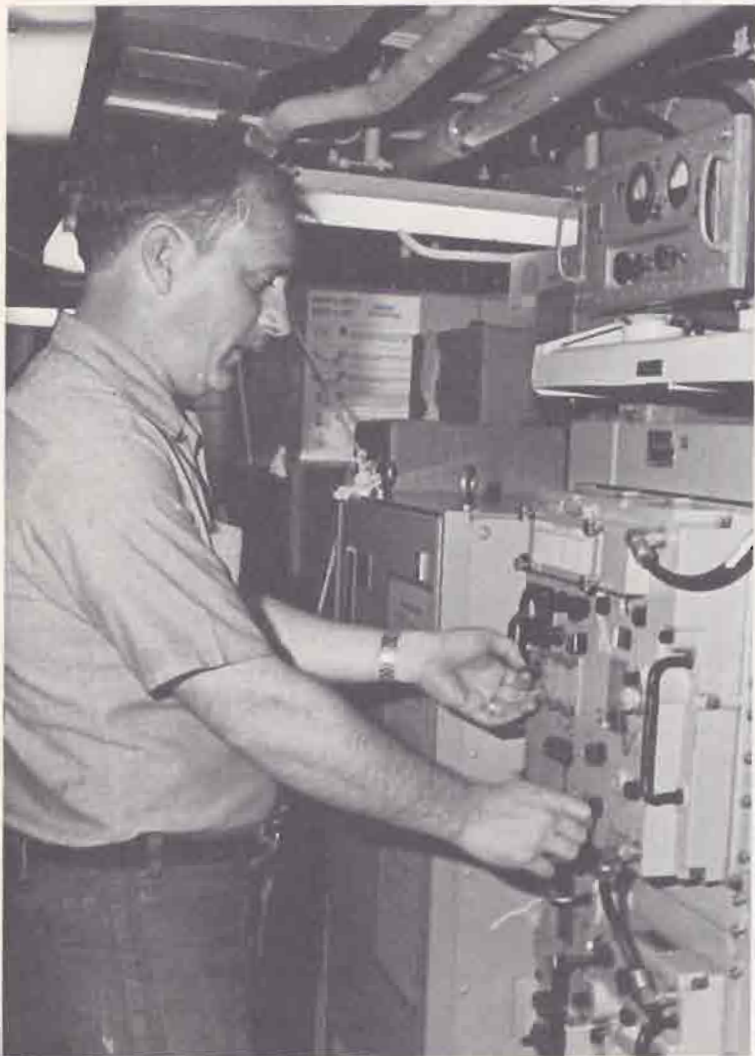
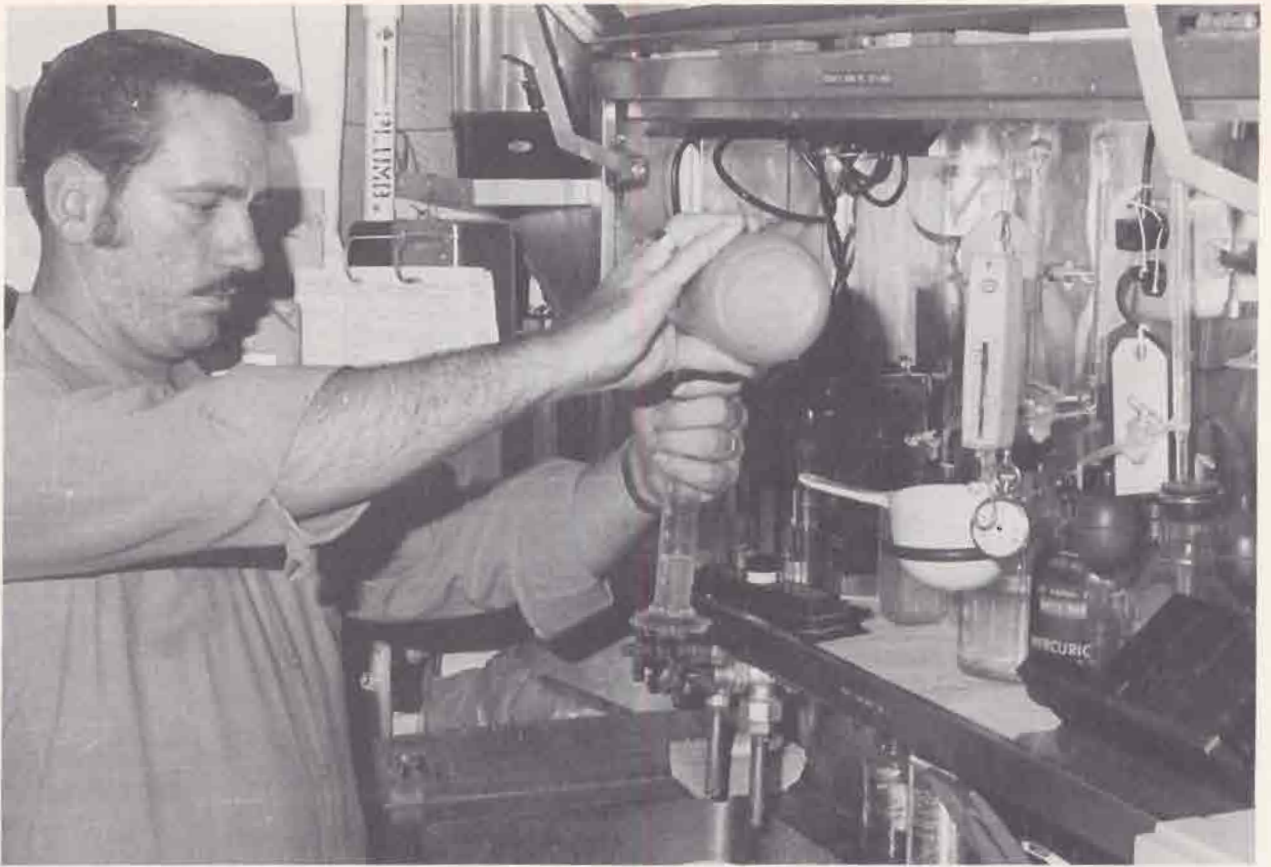




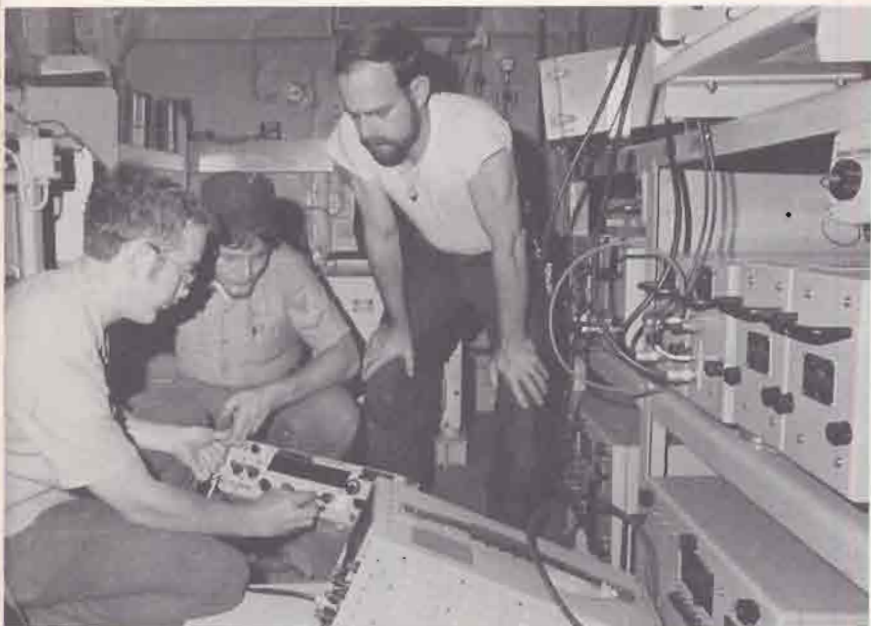




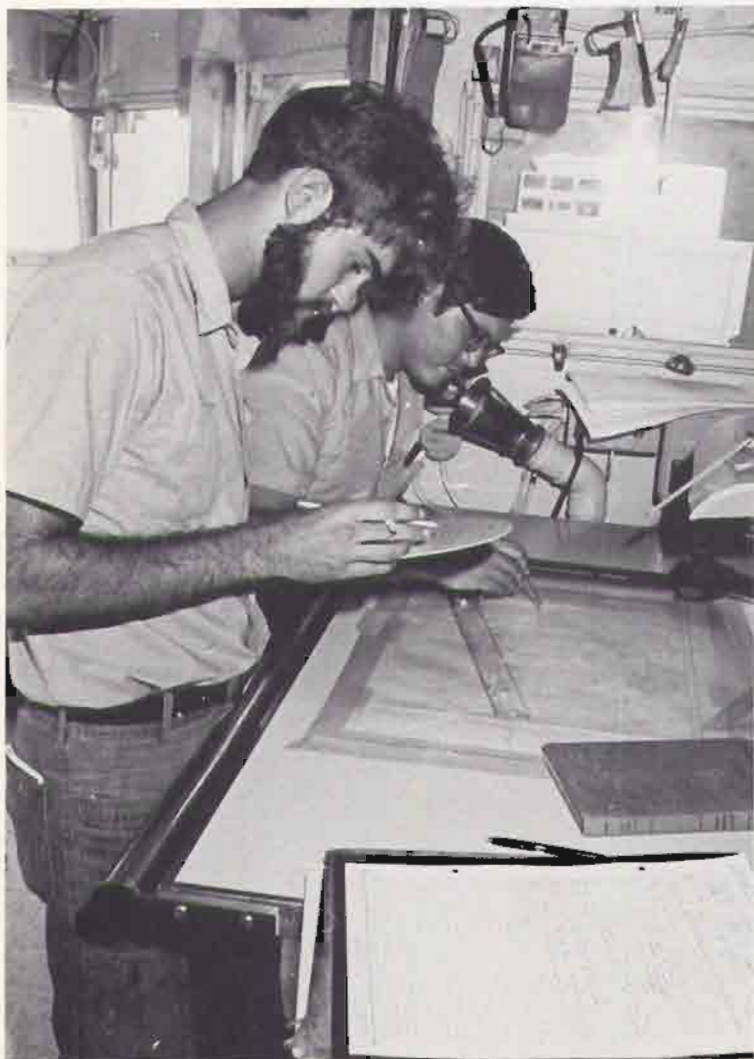


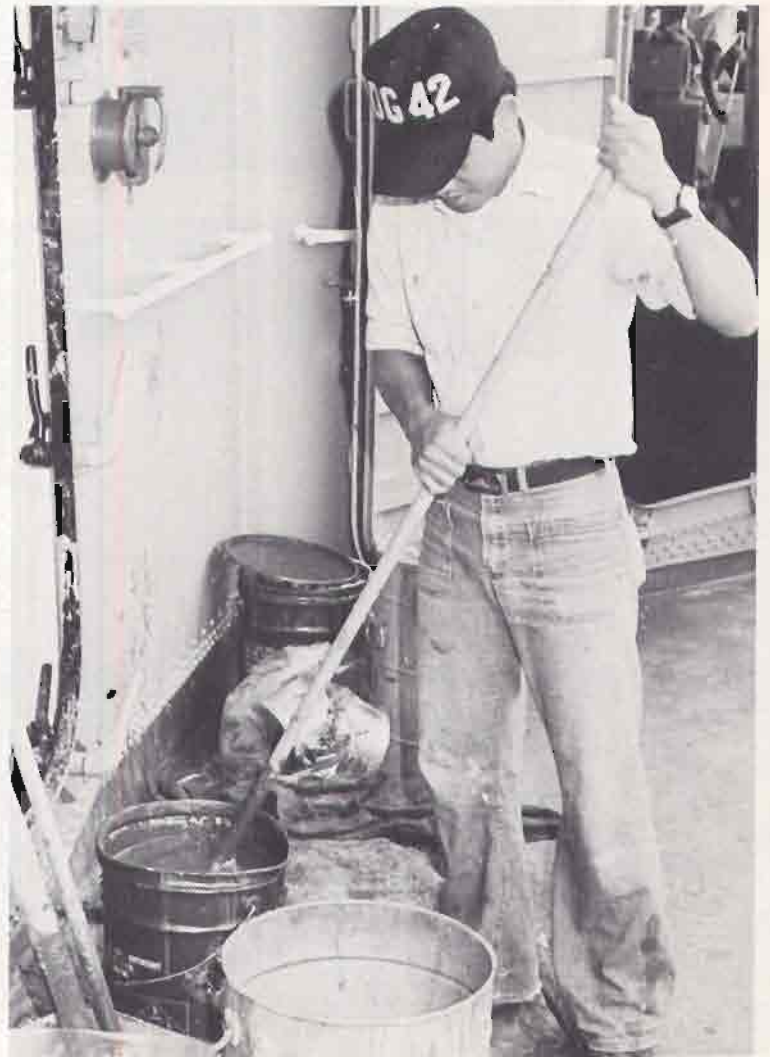














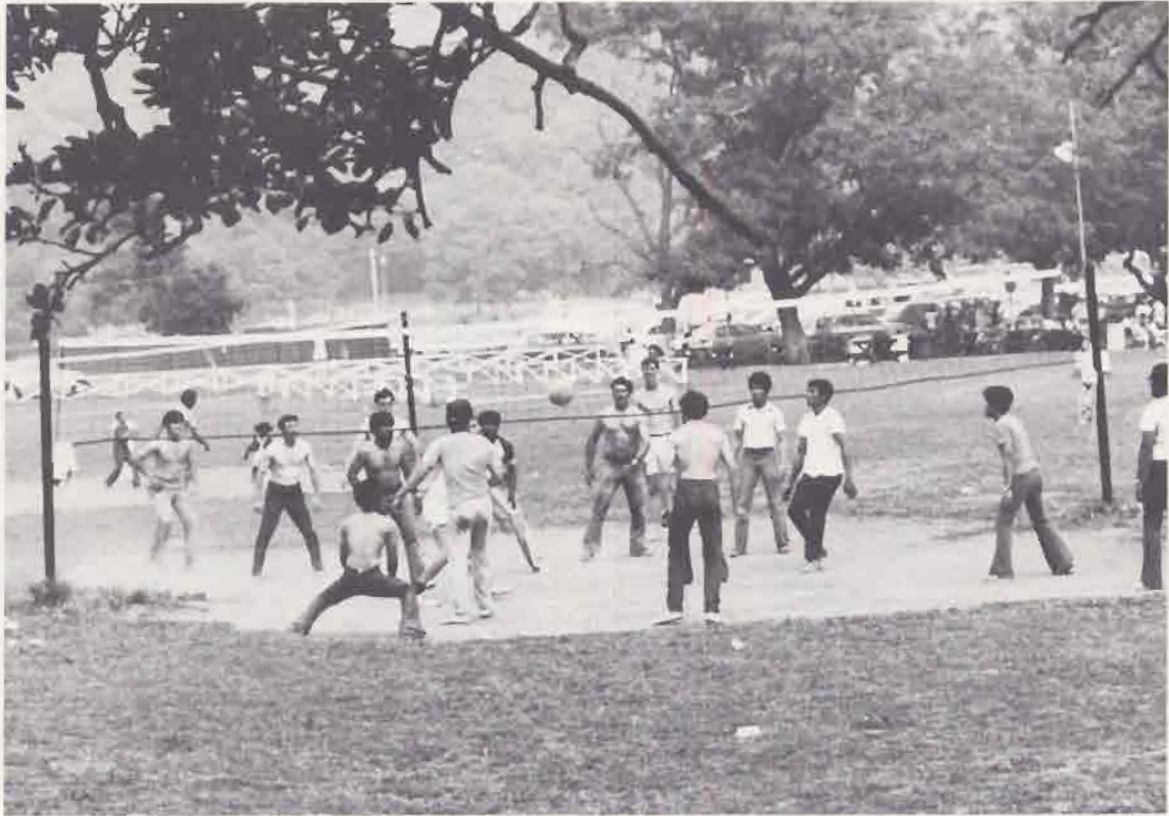
# Sports

Some organized





## Some not so organized

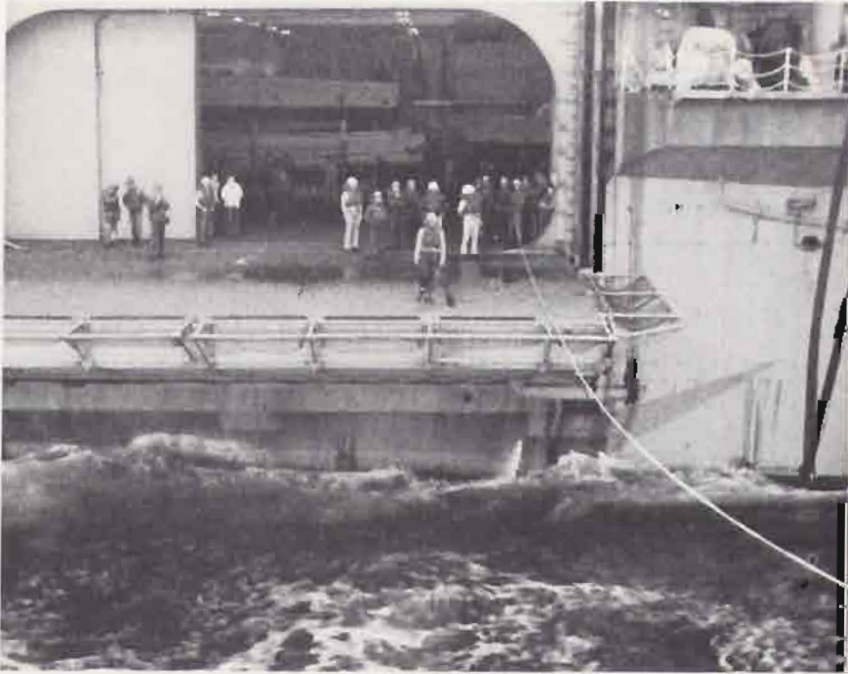


# Ships evolutions





Eighteen Eighty - Baltimore - Md

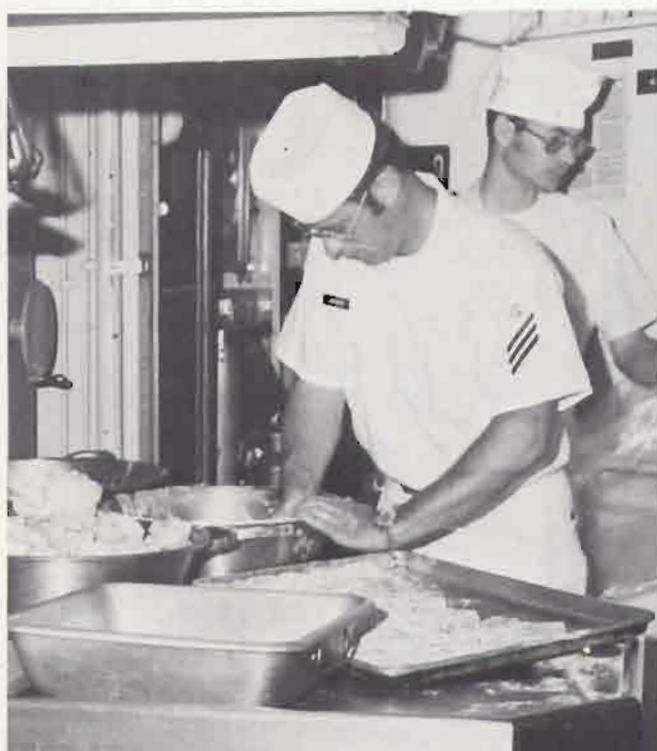




**Eight for eight: Batting a thousand**



# Ney Award







The following are some of the articles consumed during the  
Med cruise:

41,538 thirteen cent stamps for \$5,400.00

\$644,376.44 paid to the crew

1,825 money orders for \$130,000.00

Ship's store retail sales \$102,747.30

68,092 cokes for \$10,213.75

29,160 items of candy for \$4,373.30

\$16,084.59 transferred to RECFUND

In the galley \$160,000.00 was spent

8,520 dozen or 102,240 eggs

6,300 gallons of milk or 100,800 cups

30,000 pounds or 15 tons of potatoes

5,200 loaves or 104,000 slices of bread

1,740 pounds of pork chops

4,800 pounds of chicken

3,800 messages were received by radio

4,500 messages were sent

1,452 light bulbs were used

MAHAN traveled 17,638 miles from port to port, but the

total distance over the ground has been 25,000 miles,

including circles and zig-zags.

3,450,000 gallons of fuel were consumed.

MAHAN'S signalmen sent out 212 messages and received 286  
in return.

There have been 65 helio details

Two missiles were fired.

700 pounds of pop corn or 9,000 bags were popped for the  
crew during our movie calls.

And a whole bunch of rice.

