

The Privateer

June-Sept

'72





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on the covers

FRONT COVER: An elaborate pagoda towers above the lush vegetation of Hong Kong's Tiger Balm Gardens. Photo by: PH1 Harold E. Terry.

BACK COVER: DREADNAUGHT DUO - Two proud warships were moored side by side for the first time in nearly four years when Providence tied up to sister ship USS Oklahoma City (CLG-5) in Subic Bay on September 26th. Photo by: PHAN Joseph E. Healy.

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VIEW FROM THE

BRIDGE

Dear PROVIDENCE Families,

It has been over a month since my last letter to you, but, as this issue of "The PRIVATEER" will show, we have been very, very busy. Therefore, I am taking this opportunity to once again correspond with all of you.

The month of August sped by as PROVIDENCE remained committed primarily to Naval Gunfire Support operations. We also joined with other striking forces to conduct several raids along the North Vietnamese coast, including the raid near Haiphong that was well-publicized in the U.S. press.

In September, our hopes for a visit to Hong Kong, mentioned in my last letter, were realized, and the pleasures and interesting tourist attractions of this famous and exotic Asian port are well documented in the pictures and commentary describing our visit in this issue of "The PRIVATEER". It was a time of long-awaited and well-deserved rest and recreation. As expected, the conduct and appearance of the men of PROVIDENCE was magnificent.

Also, this issue includes pictures and discussion of the visits of several high-ranking personages to PROVIDENCE during August and September, including the Chief of Naval Operations, Admiral ZUMWALT; Commander-in-Chief, Pacific, Admiral GAYLER; Commander-in-Chief, U.S. Pacific Fleet, Admiral CLAREY; and Commander, U.S. SEVENTH Fleet, Vice-Admiral HOLLOWAY. In addition, PROVIDENCE was privileged to be selected as the site of the change-of-command of the CRUISER-DESTROYER Forces, Pacific Fleet, when RADM Mark W. WOODS relieved RADM Sheldon H. KINNEY as the Destroyer Force Commander while PROVIDENCE was underway on gunline operations in the South China Sea on 26 August.

PROVIDENCE also saw her third change-of-command on board since June, when RADM W. Haley ROGERS was relieved as Commander CRUISER-DESTROYER Force, SEVENTH Fleet by RADM John S. KERN on 1 October, during our most recent in-port period in Subic Bay, Republic of the Philippines. RADM ROGERS returns to San Diego after four months at the helm of a force that has been described as "the largest and most powerful cruiser-destroyer combat task organization in the world." RADM KERN has assumed these gravely important duties and PROVIDENCE remains proud to serve as flagship for COMCRUDESPOR-SEVENTHFLEET.

I know you were shocked by the news of the tragic accident in NEWPORT NEWS. All of us in PROVIDENCE were deeply moved by this terrible tragedy. We have been shipmates with the men of NEWPORT NEWS throughout our deployment; we and they have confronted the enemy side-by-side on several of the "cruiser raids." We join our friends and fellow cruiser-men in NEWPORT NEWS in the sorrow that they and their families must feel at the loss of their gallant comrades-in-arms. God bless them all.

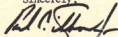
As I'm sure you are aware by now, a tentative schedule has been promulgated for PROVIDENCE and as I had promised this schedule was immediately published to the crew in detail. The specific dates remain classified in-

formation, but we can say that we would expect to return to San Diego, if all goes as planned, in mid-December. This will make the coming Christmas season truly a time for joy and celebration. I most fervently hope that this schedule does come to pass. Yet, at the same time, I would be remiss if I did not caution each of you to recognize that this is a period of great international and political turbulence and change. The contingencies that shape our schedule are subject to the events that occur daily in Southeast Asia, events that reverberate throughout the capitol of the world. As I indicated in my previous letters, the need for the employment of U.S. military power in the Vietnam conflict, including the vital need for PROVIDENCE, is closely linked to these developments. And so, although you and I should continue to plan and to pray that PROVIDENCE and her superb crew will return on schedule, we must not be surprised or overwhelmed if international events dictate otherwise.

I hope that you all enjoy this issue of "The PRIVATEER". Its words and pictures tell far more clearly and succinctly than I ever could the real story of the men of PROVIDENCE -- their undaunted spirit, their limitless courage, their consistently outstanding efforts. They have done their jobs proudly and well. They richly deserve your continued support, your best wishes and your prayers.

God bless and keep you.

Sincerely,



Paul C. Gibbons, Jr.
Captain, U.S. Navy
Commanding Officer



CHANGE OF COMMAND



On the morning of 17 June, aboard the Providence, Captain Paul C. Gibbons, Jr. relieved Captain Kenneth G. Haynes as Commanding Officer of the Guided Missile Light Cruiser in ceremonies held on the ship's fantail while on station in the South China Sea. This marked the second time in Captain Gibbons' Naval career that he has assumed command from Captain Haynes: the first occurring in September, 1967, when he relieved Captain Haynes as Commanding Officer of USS Preble (DLG-15).

Captain Haynes reported to the Office of the Chief of Naval Operations, Washington, D.C., for duty as Deputy Naval Communications Division.

With the statement "I am ready to be relieved, sir", Captain Haynes signified he was prepared to turn his command over to his successor. During his past twelve-month tour as Commanding Officer of the USS Providence, the ship served in varying capacities ranging from fleet readiness operations along the Pacific Coast while assigned as flagship for Commander, U.S. First Fleet, to its recent employment in conducting naval gunfire missions in support of U.S. and allied forces in the Republic of Vietnam.

Captain Gibbons, a native of Los Angeles, California, took command after extensive service in the fleet, including seagoing tours in various Command, Executive and Staff assignments. Captain Gibbons reported to Providence from duties as the Senior Adviser to the Commander of the Vietnamese Navy Amphibious Task Force and subsequently to the Vietnamese Navy Deputy Commander for all Riverine campaigns and as Commander, U.S. Delta Naval Forces (CITF 116), RVN. He has had two tours in the office of the CNO and is a graduate of both the General Line School, Monterey, and the Naval War College.

As Providence continues to fulfill her assigned tasks, she bids farewell to her Captain of 12 months and takes pride in welcoming Captain Gibbons to a ship that proudly upholds the highest traditions of the United States Naval Service.



ABOVE: The elegance of the traditional cake lent a colorful highlight to the Wardroom reception which followed the ceremony.

BELOW: Captain Gibbons addresses the crew after taking command.





CNO VISITS PROVIDENCE



On August 24, 1972, the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., paid a visit to the Providence during the course of a tour of U.S. Naval units in the Gulf of Tonkin.

Admiral Zumwalt was accompanied by the Commander, U.S. Seventh Fleet, Vice Admiral Holloway, and by Captain Demico, Commander Woodbury and other members of the CNO staff. The party was welcomed on the fantail of Providence by Rear Admiral Rogers, Commander, Cruiser-Destroyer Group, U.S. 7th Fleet and Captain Paul C. Gibbons Commanding Officer.

The purpose of the visit was threefold: to visit the crews of U.S. Naval operating forces in the Western Pacific; to discuss matters of mutual interest with commanders, and to pay official visits aboard designated Seventh Fleet units.

Upon arrival the official party was escorted to the mess decks of the "Fighting Flagship," where the CNO met with all off-duty officers and enlisted Providencemen. Topics were discussed ranging from the Navy's wide involvement in the international scene to the changing role of women within the Naval service. Admiral Zumwalt praised the efforts of Providence and other Seventh Fleet units for their endeavors in the Vietnam conflict.

Following the all-hands meeting, the Admiral made a brief tour/visit with on-station bridge personnel and with Staff personnel assembled in Flag Plot.

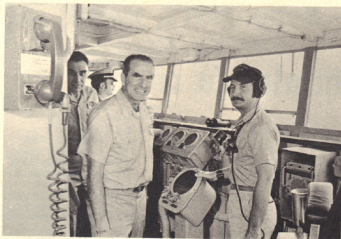
Admiral Zumwalt and his party then departed by helicopter to pay visits to other units operating on the gunline off the coast of Vietnam.

ABOVE LEFT: Admiral Zumwalt discusses various topics with the officers and crew of Providence.

BELOW: The Admiral and his staff are greeted on the fantail of the ship by (left to right) Commander Nelson and Rear Admiral Rogers.



After addressing the crew, Admiral Zumwalt tours the bridge with (L to R) Admiral Rogers and LCDR Haines, Gun Control Officer.



The Admiral toured designated spaces aboard Providence. At left, he speaks with Flag personnel assembled in Flag Plot.

During the meeting with Providence crewmembers, topics ranging from the Navy's involvement in the international scene to the role of the female within the Navy were discussed.



chaplain's corner

Did you know that we have a Navy pilot on active duty in flying status who has only one leg! In order to prove that he was capable of continuing on active duty, he passed swimming, running, climbing, parachuting, flying tests and many others beyond the requirements of regular duty. It would have been the normal procedure to discharge or retire this pilot after his accident which resulted in the amputation of his leg. But he fought to stay on active duty and today takes his place as a pilot as before.

What is the difference between that type of attitude and one that seeks the easy way out -- one who fights to be of service as opposed to one who tries to get out of doing everything and seek to be served by others?

The difference stands out because most of us are caught up in the popular picture of wanting to be served rather than serving others. In spite of this, the whole world notices the unusual person who follows the measure of greatness that our Lord Jesus Christ demonstrated by His life and words, "I am among you as one who serves" (Luke 22:27), and "He who would be greatest among you is the one who serves most" (Matthew 23:11). Think it over.

E. M. Reagan Jr.

CDR. E. M. Reagan Jr., CHC
Ship's Chaplain

CINCPAC Tours Providence

On September 19, 1972, Admiral Noel A. GAYLER, Commander-in-Chief, Pacific, accompanied by Admiral Bernard A. CLAREY, Commander-in-Chief, U.S. Pacific Fleet, and Vice Admiral James L. HOLLOWAY, Commander, U.S. SEVENTH Fleet, paid a visit to USS PROVIDENCE during the course of a tour of U.S. units in Southeast Asia. During his two-hour stay aboard, Admiral GAYLER called upon Rear Admiral W. Haley ROGERS, then Commander, Cruiser-Destroyer Force, U.S. SEVENTH Fleet, embarked on PROVIDENCE. This was Admiral GAYLER's first trip to Southeast Asia since relieving Admiral John S. MCCAIN, Jr., of the Pacific Command on September 1, 1972. The visit was highlighted by Admiral GAYLER's extension of his personal thanks to the entire crew for the magnificent job they are doing in Vietnamese waters.



ABOVE: Admiral Gayler bids good-bye to Captain Gibbons after a two-hour visit of the Guided Missile Light Cruiser.



ABOVE: Admiral Gayler shakes hands with Rear Admiral Rogers as he departs PROVIDENCE to visit other U.S. units operating in Southeast Asia.

Personnel Data

New Arrivals - Welcome Aboard! (16 August - 1 October)

ENS G. T. GROFF
LTJG R. C. HUCHERT
CWO2 G. J. TSCHILTSCH
ENS J. R. WORTH
SR S. R. ALLEN
SR W. F. ANGLE
MR3 W. R. BAKER
SR L. E. BARNES
SR A. B. BIEROWSKI
FTGSA T. BIRD
FTMSA J. BLIZARD
SN B. D. BRANG
MM3 D. E. CHASE
SR M. H. COLEMAN
SKSA J. J. CRISOLOGO
ETNSN D. DAILEY
SR R. A. EDELMAN
MM1 L. F. EVANS
SR D. E. FISCHER
SN R. FRIDAY
SR M. E. GALES
ETC R. A. GIBSON
FTGSA J. GILCHRIST
SR T. C. GOLPHIN
SR W. M. GROW
SR T. GUST
FN N. J. HADDARD
EMFN R. A. HARDING
MM2 E. B. HARMON
RD3 A. L. HART
SR R. L. HEAGERTY
RDC J. U. HERRING
ETR3 M. D. HINTERGARDT
SR F. L. HUGHEY
SR J. R. JONES
SR D. P. KOSECK
ETC P. A. KOSKINEN
SR K. G. LILYBALD
CTM2 M. L. MANKIN
SN J. N. MARKS
YN3 D. G. MARTIN
ETN3 M. M. MARTIN
RISA C. G. MASON
SR J. M. MCLENDON
FN K. L. MERRIFIELD
SR M. C. MILLWARD
SR L. OWENS
SR J. S. PARRICK
SR T. L. PASCALE
RMSN J. E. PITMAN
SR G. E. POEN
SR J. V. RIDLEY
SR S. J. RITCHLIN
DPC E. J. SEILER
PNSA R. M. SMIDT
FTMSA M. SMITH
SR P. R. SMITH
HM2 A. G. UPCHURCH
SR M. L. WAGNER
SR R. G. WATCHMAN

Transfers - Godspeed and smooth sailing! (16 August - 1 October)

LT S. R. BOUCKE
LTJG D. BOYLE
LTJG L. J. BRUNDIDGE
LTJG R. M. CARLSON
LTJG J. IVERS
LT T. F. O'DONNELL
LTJG T. J. RICHARDSON
LTJG R. E. TAYLOR
TN J. P. BAQUIRAN
EM2 G. C. BERTERA
SN J. L. BOYD
EM2 M. J. BREWER
SN B. C. BRASE
AK1 C. R. BURNS
SA T. W. CHRISTOPHER
ETR3 D. E. CLARK
RD3 P. M. CLARK
CS3 C. M. COX
RM3 M. T. EAGAN
RM3 C. S. EDWARDS, JR.
BT1 J. N. ERWIN
HT3 D. F. EVANS
SH2 S. C. FALKENSTEIN
SM2 S. C. FRELIS
IC3 R. D. GROSS
IC3 J. F. HANEY
FIM2 G. E. HOLZ
SN R. A. HOMER
YN2 K. KING
JO3 L. L. LARSON
RM3 W. B. LUCINDO
IC3 J. A. MARTIN
RM3 T. L. MARX
SK2 R. B. MAYO
RM3 S. A. MCDUGALD
SM3 G. A. MCKAY
BT3 D. E. MEISENHOLDER
DPC J. W. MILLER
ETR3 R. E. MOREY
HT3 D. L. MORROW
RD3S A. E. MORTON
FN J. R. NICHOLS
BT3 T. R. OLSEN
SN J. S. ONECHYK
HT3 R. J. PANSIERA
SN N. E. PATTEN
FIM3 J. F. PERNISI
HT2 R. E. PHILLIPS
RD3 P. K. POTTER
HTFN M. L. ROBERTS
PN3 R. M. ROUNDS
RM3 M. W. SELENSKY
BT3 S. B. SHADWICK
HT3 J. P. SHANNON, JR.
BN1 A. L. SIVUMAKI
CS3 J. E. SOLERZANO, JR.
RM3 B. J. STOUT
RM3 J. R. TOMASELLO
ETN2 D. K. VANMARK
FIM3 S. VILLA
MR3 S. D. WILLIS

8 Statistics

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The following personnel have advanced in rate during the months of September and October 1972:

SEPTEMBER

BALVIN, M.J.	FN-IC3
BEAVERS, L.R.	SN-RD3
BLACKSON, M.B.	SN-RD3
CHISM, H.R.	SN-GMM3
COLLIC, C.W.	FN-MM3
ECKLEY, M.C.	SN-PC3
JAZMIN, J.F.	DK2-DK1
JOHNSON, S.J.	FN-EM3
JONES, C.A.	GMG1-GMGC
LAMOS, T.M.	CS3-CS2
LEE, C.O.	RM3-RM2
LEWANDOWSKI, J.	FN-MM3
MADDEN, P.G.	SN-RD3
MADDOCKS, J.C.	SN-SK3
PENNY, R.E.	FN-EM3
PETRIG, M.D.	FN-MM3
QUIMSON, M.S.	SDCS-SDCM
RISLEY, J.P.	SN-YN3
RODRIGUEZ, F.	FN-MM3
SCOTT, B.C.	SN-GMM3
TRUESDELL, W.D.	SN-PC3
WEDEL, T.W.	MM1-MMC
WHEAT, D.D.	FN-MM3
ZANDER, R.D.	SN-GMM3

OCTOBER

BEHARELLE, R.	SN-YN3
BUMBASI, R.C.	SD1-SDC
FRANCIS, D.R.	SN-BM3
MAKO, F.J.	DS2-DS1
SAPHORE, D.W.	FN-MM3
SCHOMMER, J.F.	SN-BM3
SEILER, E.J.	DP1-DPC
OSBURN, J.E.	DS2-DS1
URIAS, M.	SN-BM3
WATSON, H.T.	RMC-RMCS

STATISTICS

Since departing San Diego, PROVIDENCE has:

Steamed 22,168 miles

Consumed 6,140,695 gallons of fuel

Consumed 9,839,117 gallons of water

Consumed food:

milk: 17,741 gallons

bread: 10,126 pounds

meat: 99,132 pounds

green vegetables: 71,386 pounds

Received 36,184 pounds of mail

Replenished at sea 73 times

Fired approximately 30,031 rounds at 2141 enemy targets

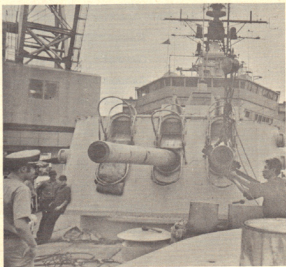
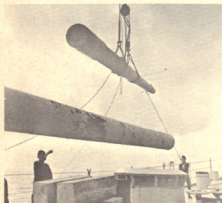
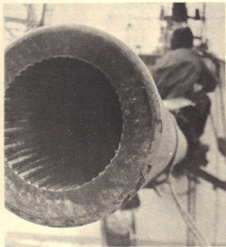
A BEHEMOTH RETOOTHED

Twice during the current deployment, Providence Gunner's Mates have presided over the lengthy and herculean task of replacing her battle-worn gun barrels.

Periodic replacement of the ship's conventional armament of three six-inch and two five-inch guns has been necessitated by the intensely demanding nature of Southeast Asian combat operations, which has twice, within a period of a few weeks time, caused her guns to very nearly expend their full "service life" (number of firings required to attain 100% barrel wear).

Each of the three six-inch barrels weighs over 9,000 lbs. and is capable of hurling a 130-lb. armor-piercing shell to a distance of 14.9 statute miles. The ship's five-inch guns, each tipping the scales at more than 5,000 lbs., can fire a 55-lb. projectile to a maximum range of 9.9 statute miles.

An interesting and little-known fact about Providence is that she is one of only four active ships in the U.S. Navy equipped with a battery of six-inch guns.





"B"
DIVISION

Division in the Spotlight

The Boiler Technician (BT), although a vital element of the crew on virtually all Navy ships, is a person whose duties are generally not fully understood by non-Engineering Department personnel.

The Boiler Technician, who must function in a hot and oily atmosphere, is a most versatile individual. He must have a good basic knowledge of chemistry in order to test and treat fresh water, boiler feedwater, and fuel oil. He must exercise the skills of the shipfitter and the mechanic in order to maintain and effect repairs to the boiler and its operating machinery. Indeed, he must be a jack-of-all trades in order to keep an engineering plant over 25 years old operating at peak efficiency.

B Division consists of some 65 rated BT's and strikers. The B Division Officer is Warrant Officer Briggs. Other key personnel include BTC Miller, leading Boiler Technician and CPO-in-charge, Forward Fire Room; BRC Bullock, CPO-in-charge, After Fire Room and Engineering Department 3-M Assistant; and BT1 Sharp, division Leading Petty Officer.

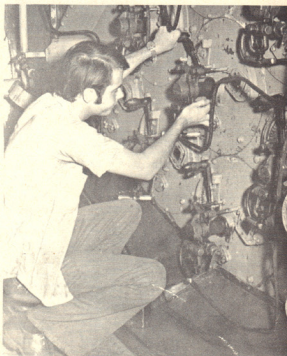
The challenges which a Providence Boiler Technician must meet on a day-to-day basis are many. He must function in an extremely uncomfortable environment, where temperatures often exceed 110° Fahrenheit. He must observe a rigorous boiler maintenance schedule which prescribes the laborious tasks of cleaning "firesides" (the exterior sides of the boiler steam generating tubes) after every 600 hours of boiler operation and "watersides" (the interior sides of the tubes) after every 1800 hours.

When underway, the Boiler Technician faces a considerable challenge in maintaining sufficient boiler pressure to provide steam for propulsion and vital supporting services. Steam must be supplied to the main engines, turbo-generators, evaporators, laundry, and galley -- all of which play a vital role in keeping Providence operational and habitable. Thus, the boilers, as the heart of the ship, operate continuously when at sea to supply Providence with her lifeblood of steam.

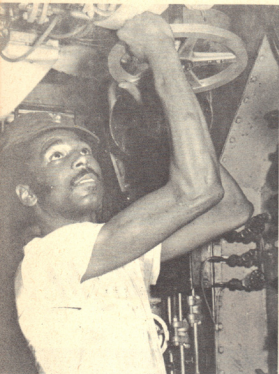
During inport periods, unless complete shore power services are available, at least one boiler must be kept on the line to drive the turbo-generators which provide the electricity required to sustain lighting, electronics and other electrically-driven equipment.

Providence has four boilers, each of which is capable of producing 600 psi steam for her four engines, which can propel her at speeds in excess of 30 knots.

The Privateer is proud to salute the hard-working men of B Division.



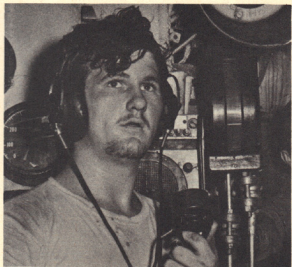
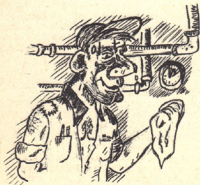
BT2 McCann is shown changing the burner on the No. 3 boiler in the After Fire Room.



ABOVE LEFT: BT3 Turner turns a forced draft blower in the Forward Fire Room.

ABOVE RIGHT: Standing watches in the After Fire Room are (L to R) BT3 Raemaker, FN Stains, BT2 McCann, and BT3 Johnson.

RIGHT: Fireman Owens receives orders from Main Control.



MEN

OF THE

MONTH

**DK1 JAZMIN**

JUNE



Petty Officer Jazmin reported aboard Providence on 23 October, 1970. Born in Manauay, Pangasinan, Philippines, he enlisted in the U.S. Navy on 26 April, 1960, after attending 3 years at the University of the East in Manila. Originally assigned in the Steward Mate Rating, Petty Officer Jazmin converted to the DK Rating under the SCORE program in February 1970. DK1 Jazmin is an outstanding pay clerk and an exceptional person. His professional knowledge far exceeds the requirements for his rate. He works extra hours, not only to complete assigned tasks, but to assist others in the outstanding degree of work completed by the Disbursing Office. He is a proven leader, obtaining efficient performance from his men and sets the example for appearance, military behavior and overall professional performance.

This outstanding Petty Officer is married to Erlinda Jazmin. Petty Officer and Mrs. Jazmin make their home in Imperial Beach, California, and have two children, Madeline (age 4) and Joanne (age 3).

DK1 Jazmin has received his third Good Conduct Award and is an outstanding example of the dedicated, professional Sailor, who excels in his work.

BM2 GHEZZI

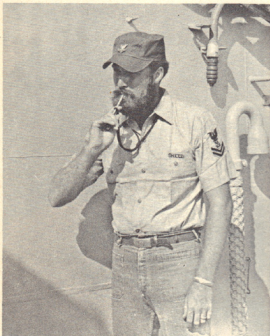
AUGUST

August's Man of The Month is Boatswain's Mate Second Class Thomas L. Ghezzi, Assistant L.P.O. of First Division.

BM2 Ghezzi, who entered the Navy on March 10, 1969, has been aboard Providence since May of that year and has worked in all three deck divisions. The fact that he has advanced to Petty Officer Second Class relatively early in his first enlistment reflects his responsibility and ambition. Ghezzi is often found on the bridge or quarterdeck where he has won the confidence of all OOD's as Boatswain's Mate of the Watch.

BM2 Ghezzi frequently acts as petty officer-in-charge of the forward refueling and rearming stations. In this capacity, he supervises the rigging of the stations and the operation of the rigs, which effect the transfer from replenishment ships to Providence of the fuel and ammunition which are so vital to her functioning in WESTPAC. On several occasions, Ghezzi has had responsibility for his division as acting Leading Petty Officer, and he has exhibited outstanding leadership and sound judgment on each of these occasions.

Tom is the son of Mr. and Mrs. Edward D. Ghezzi of Uhrichsville, Ohio. He and his wife, Karen, recently celebrated the birth of their first child, Ty Allen.



DK2 SHEPHERD

SEPTEMBER

Pay record maintenance and related disbursing duties can be quite a challenge, but DK2 Donald E. Shepherd, September's Man of The Month, feels that it is a very interesting and rewarding job.

DK2 Shepherd joined the Navy on November 12, 1970. Prior to this, Shepherd served with the U.S. Army as a Radioman and Career Counselor. Shepherd reported to Providence in September, 1971, and was assigned to the Communications Department. He quickly proved his worth, and was made a watch supervisor. After four months in Communications, he transferred to the Supply Department. He was assigned to the Disbursing Division, and given the responsibility of maintaining the pay records of all officers and chief petty officers on Providence. His outstanding professional performance and diligent, dedicated efforts quickly led to his selection as Man of The Month.

Don and his wife, Patricia, reside in Imperial Beach. They have two children, Terrance and Tamara.





The tours of the new territories offered the opportunity for Providencemen to become familiar with the Chinese way of life, away from Hong Kong.

Hong Kong Island and Kowloon were nice sights after 40 days of gunline activity.

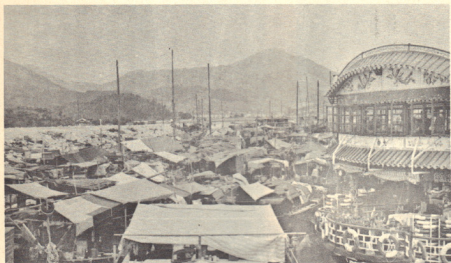
R & R in WONG KONG



On the
29th of
August
after a 40-
day gunline
period, Provi-
dence entered Hong
Kong harbor for the
first time in over
four years. While some
of the crew experienced a
rekindling of old memories,
many others obtained their
very first glimpse at the exotic
British crown colony.
Rickshaws, chopsticks, walla-walla
boats, delectable cuisines, the Star
Ferry, tailors and cobblers are just a
few of the many colorful facets of Hong
Kong.

Six well-deserved days were spent dining,
dancing, shopping and bargaining, touring and
picture-taking on both Kowloon and the island
city. A free bus tour of the island and the
new territories was enjoyed by many Privateers.
Other excursions found Providencemen relaxing at Repulse Bay or
touring the Tiger Balm Gardens.
The visit was over all too soon,
and sailors trudged back to the
ship on the final morning burdened with just about every
sort of bargain offered.

Perhaps the easiest way
to express The Privateer's feelings toward Hong Kong is:
"Hong Kong, it's
a far-out, fun
filled place.
A nice
port to
visit."



The fishing village of Aberdeen offered boat rides, Chinese cuisines, and many pictures to remember it by.

Atop Victoria Peak, Privateers had a magnificent view of the island, the harbor, and Kowloon.



Bargains galore and a fast-paced way of life are typical of the streets in Hong Kong.



