

## 1983 Mullinnix (Final) Cruise Book – Partial

### ***Mediterranean / Indian Ocean Cruise 1982 / 1983***

The mission of U.S. Naval Ships assigned to the Mediterranean Sea and Indian Ocean is to occupy a strategic location in the event of any overseas incident requiring U.S. combatant ships.

Our cruise began on the morning of November 22nd, 1982, in Charleston, SC. Three days later we joined a task force south of Bermuda and continued our transit to the Mediterranean Sea. Our first holiday of the cruise, Thanksgiving, was celebrated with a morning underway replenishment. This was the first of the more than 40 unrep's we had and just part of the approximate 3,000,000 gallons of fuel used during the cruise. We passed through the Straits of Gibraltar on December 2nd, and subsequently entered the Mediterranean Sea. Following transit through the Straits of Sicily, we arrived off the coast of Beirut, Lebanon on December 8th and assumed duties as a member of Task Force 61. Our mission on "BAGEL STATION" was to provide gunfire support for the Multi National Peace Keeping Forces that were ashore in Beirut. Our stay on "Bagel Station" was highlighted by the Christmas Holiday Season.

On January 2nd, 1983, enroute to our first liberty port, we rendezvoused with USS NIMITZ, USS MISSISSIPPI and USS ARKANSAS. We then participated in operations off the coast of Libya. This was followed with five days of liberty in Naples, Italy starting on January 4th.

On January 10th MULLINNIX was underway again, this time enroute to Palma de Mallorca, Spain. We arrived in Palma on January 12th, for six days of liberty before departing on the 17th to return to "Bagel Station" once again.

Upon arrival back on "Bagel Station" the MULLINNIX under went a one week IMAV with USS PUGET SOUND. Following the IMAV we were underway once again with our destination this time being the SUEZ CANAL. We arrived in the Red Sea on February 1st, after the 14 hour transit of the 103 mile canal. After passage through the North Arabian Sea we anchored off Al Masirah from the 9th to the 16th of February. This anchorage spot is known as "Gonzo Station" and was where we had our second IMAV period with the USS SAMUEL GOMPERS. Following this IMAV we were underway again with our destination being Diego Garcia. While enroute we crossed the equator on the 26th of February and inflated 247 polywogs to the Royal Domain of Neptuneus Rex, where they became Trusty Shellbacks. Upon departure from our short stop at Diego Garcia for supplies, we participated in exercises to test operational capabilities of the Battlegroup.

On the 4th of March MULLINNIX and USS AINSWORTH detached from the Task Group and proceeded to the Maldive Islands for five more days of liberty. Following some more operations with the Battlegroup, we proceeded to Mombasa, Kenya, arriving on the 6th of April. After 6 days of liberty MULLINNIX was once again underway for ASW operations with other members of the Battlegroup. USS AINSWORTH and USS BOSTON along with MULLINNIX were the key players in these operations.

April 20th marks the day we began our transit of the Red Sea and the first leg of our journey home. We entered the Suez Canal on May 4th and after the long transit we entered the Mediterranean Sea. From the Canal we were on our way to Rota, Spain for 2 days liberty to buy needed items for our return to Charleston on May 20th and finally an end to the MED/IO Cruise of 1982-83. This cruise being the last deployment of USS MULLINNIX, it will always be remembered by its final crew with this book.



Back Row R to L: LT McPherson, ENFN Müller, ENFN Gilbert, MM3 Harward, ENS Talbot, FA Johnson, MM3 Marx. Front Row: MM3 Schaeffer, MM3 Bethers, MM3 Denison, ENS Bugh, MM3 Ennis, MM3 Zanzell. Not Pictured: ENI Klein, ENS Perkins, FA Moore, BTFA Frazier.

## A Gang



FA Brown, MMFN Navia

A Gang, part of R division consists of personnel in the Engineman, and Machinist-mate ratings, each playing an integral part in the repair and maintenance of various ship-wide systems. This unique group of individuals was responsible for keeping the emergency diesels and ship's boat in top operating condition, making water systems repairs throughout the ship, as well as keeping the ship's A/C units on the line. Each of these tasks has an impact on crew morale and A Gang is to be commended for their contribution to high morale during the cruise.



Home Sweet Home!

*A little touch-up work*



*Sunset on Masirah*





*Manning the rails*



*BM3 Brazel*

## ***Home At Last!***

50,000 miles have been covered in the past 180 days. At least 46 days have been spent unreping with various vessels to supply the MUX with over 3 million gallons of marine fuel. Painfully we recall the 162,000 meals we had to survive through, not to mention the 10,000 lbs. of beef to avoid. Needless to say it may be years before we order another 72,000 eggs "over easy". There is one statistic however which brings a shine to the eye, \$5,442.10 worth of duty free booze ... Now "moored for good MULLINNIX will always retain some enjoyable stories for her crew.



# *Home At*

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*There he is, up there!*



*Pulling the last line.*



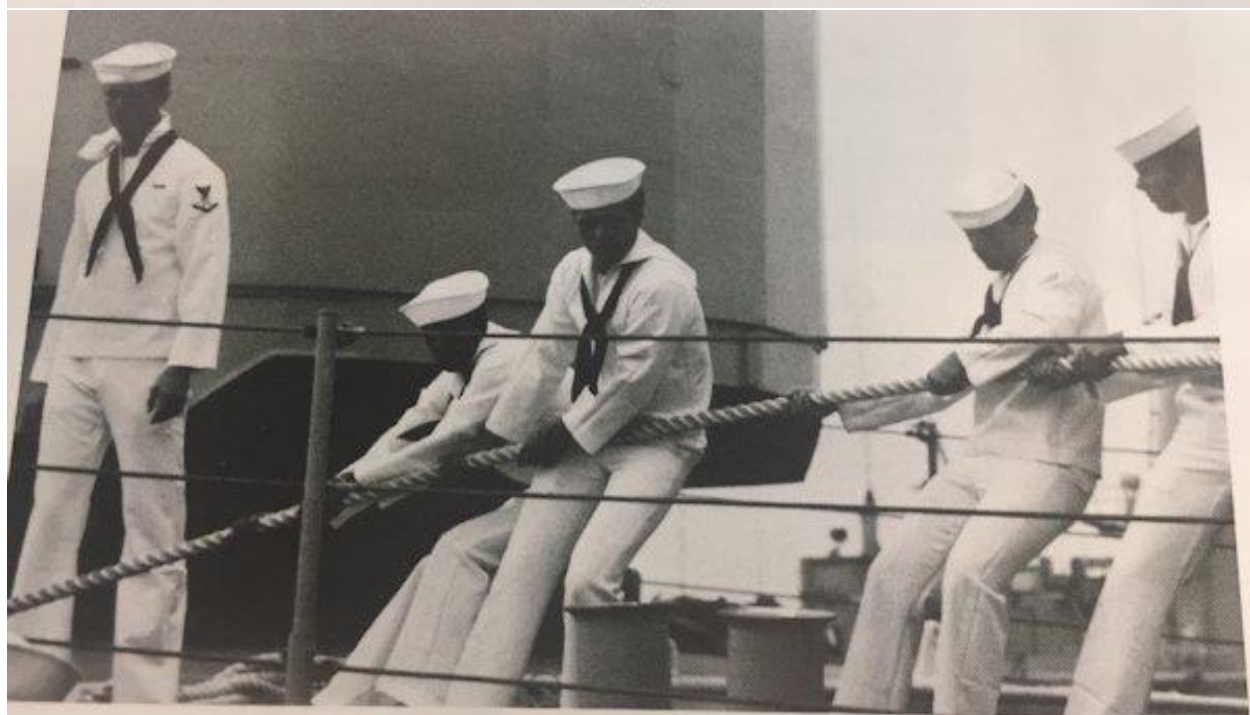
*I missed you daddy!*







*Manning the rails*



*Pulling the last line.*

here!

*Pulling the last line.*

