

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 unreps 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 initiated 247 polywogs to the Royal Domain of Neptunus 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 30th 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 McPheeters, ENFN Muller, ENFN Gilbert, MM3 Harwardt, EN3 Tallman, FA Johnson, MM3 Mann, Front Row: MMI Schoephoerster, MM3 Bethurem, MM3 Dennison, EN3 Baugh, MM3 Ennis, MM3 Zanatell, Not Pictured, ENI Kiern, EN3 Perkins, FA Moore, BTFA Frazier.

Back
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A Gang



FA Brown, MMFN Mastin

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!

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