

KAHSIUNG

KAGOSHIMA

YOKOSUKA

HONG KONG

KEELUNG

CHINHAE

SASEBO

NAGOYA

U. S. S. GUIDE(MSO-447)
c/o Fleet Post Office
San Francisco, California

12 September 1959

To All Friends and Dependents of the GUIDE:

It seems but a short time ago that our last letter was dispatched to the "home front" and already it is time for the final report of the GUIDE's 1959 Western Pacific deployment. While there is less to report now, there is much more to look forward to than there was in July!

We have travelled approximately 2200 miles since leaving Hong Kong in mid-July. This makes our total mileage to date 11,100 miles, and when our return trip to Long Beach is added, the final total of miles steamed will be close to 17,000 miles.

Our return to Sasebo in late July and the two week "fix up" period which followed was busy but uneventful. We again spent our availability alongside the USS LUZON (ARG-2), a repair ship without peer as far as the GUIDE is concerned. This time was largely spent in accomplishing needed repairs and preparing for oncoming operations. Many of us found time to receive dental and medical treatment for minor ills and ailments. We kept the local post office busy mailing off gifts we had bought in Hong Kong. A pleasant respite from our work was provided by trips to "99 Islands", a nearby swimming and fishing area among the many islands adjacent to the entrance to Sasebo Harbor.

Following our availability, early in August, we spent three days conducting various competitive drills and exercises, in which our skills in seamanship and navigation were evaluated. I am happy to report we did well and received excellent marks. Typhoon "ELLEN" interrupted our operations and we were "marooned" at a typhoon anchorage in the outer extremity of Sasebo Harbor for several days. The typhoon passed clear, however, and, other than high winds and rain, we experienced no trouble from it.

After return to the pier and last minute preparations, the GUIDE was off again, this time for Chinhae, Korea, a short overnight trip. There we took part in a MINEX with ROK Navy Forces which included Korean MSC(O)s and a Korean LSM plus the USS ETLAH (AN79). The GUIDE did well, sweeping one quarter of all mines swept!

Back in Sasebo again after the MINEX for a two day stay in mid-August, we said hasty "goodbys" to some members of the crew and welcomed personnel who had "swapped" with them from several MSCs and the USS HAMILTON COUNTY(LST(M)802).

On 18 August the GUIDE departed from Sasebo, bound for Yokosuka, Japan via the narrow Shimonoseki Straits which separate the main Japanese Islands of Kyushu and Honshu. The enroute time was spent holding intensive training in preparation for our Operational Readiness Inspection (ORI). The ORI is designed primarily to test a ship's overall readiness for battle, and is conducted periodically for all commissioned ships of the U. S. Navy. "The" day arrived, too soon, it seemed, and on 22 August in Tokyo Bay, we underwent our ORI. I am happy to report, again that the GUIDE crew performed well and that our readiness was adjudged as being EXCELLENT! You can be proud of your GUIDE sailors, who again proved their alert, competitive spirit.

After another brief and busy weekend inport in Yokosuka, the GUIDE sortied into Tokyo Bay for a long and thoroughly exhausting MINEX. From early morning until late in the evening we toiled, dodging innumerable ships and craft which sailed into and out of the shipping ports of Tokyo, Yokohama, and Yokosuka.

The first week of September, with nary a minute for relaxation from the MINEX, we assisted Commander Mine Division NINETY-THREE in evaluating the combat readiness of the USS LEADER (MSO-490) and USS ENHANCE (MSO-437), two of our cohorts of Mine Division NINETY-THREE.

A weekend (finally) of rest and recreation preceeded our going into dry dock in Yokosuka, where we are sitting high and dry at the time of the writing of this letter. And - oh yes - we managed to squeeze in an Administrative Inspection, which was conducted on us by Commander Mine Division NINETY-THREE, with assistance by selected officers and crew of the LEADER and ENHANCE. As you probably know, the Administrative Inspection is designed to evaluate the "paper work" phase of the ship's life. Hard work and long hours of preparation paid off, and this aspect of our duties was evaluated as EXCELLENT.


And so we have come to the end of our long and arduous (at times) six month deployment. In approximately one month from now we shall tie up to the GUIDE's home, Pier 9, at the Long Beach Naval Station. While there may be changes, here is our schedule for the return trip to Long Beach:

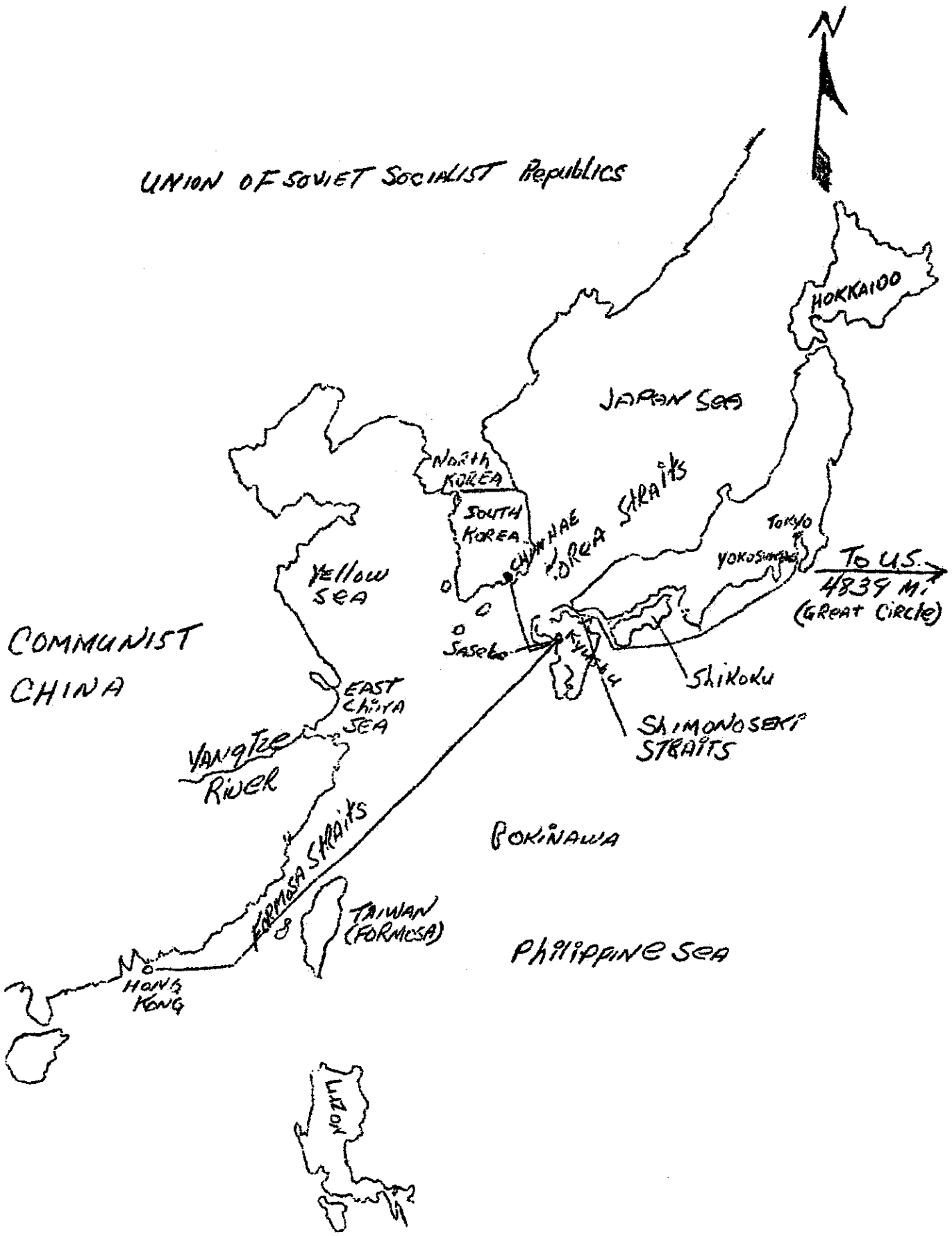
22 September	Depart Yokosuka
30 September	Arrive Midway Island
5 October	Arrive Pearl Harbor, Hawaii
17 October	ARRIVE LONG BEACH, CALIFORNIA .

Our exact date and time of arrival in Long Beach may change due to unforeseen circumstances. It would be well to keep an eye on the "Ship Arrivals and Departures" column in the Long Beach paper. Information may also be obtained by calling "Ship's Information" at the Long Beach Naval Station just before our expected arrival.

I extend, for the officers and crew of the GUIDE, my thanks to you for your cards and letters which have sustained us throughout our deployment. We are grateful for your cheerful and warm thoughts which have winged their way to us over the wide Pacific. You have done a fine job of "keeping the home fires burning". We are fortunate to have such friends and loved ones as you. So, until that happy October day (join us in wishing for good weather), "Sayonara".

Sincerely,


R. D. DUNCAN
Commanding Officer



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LUZON