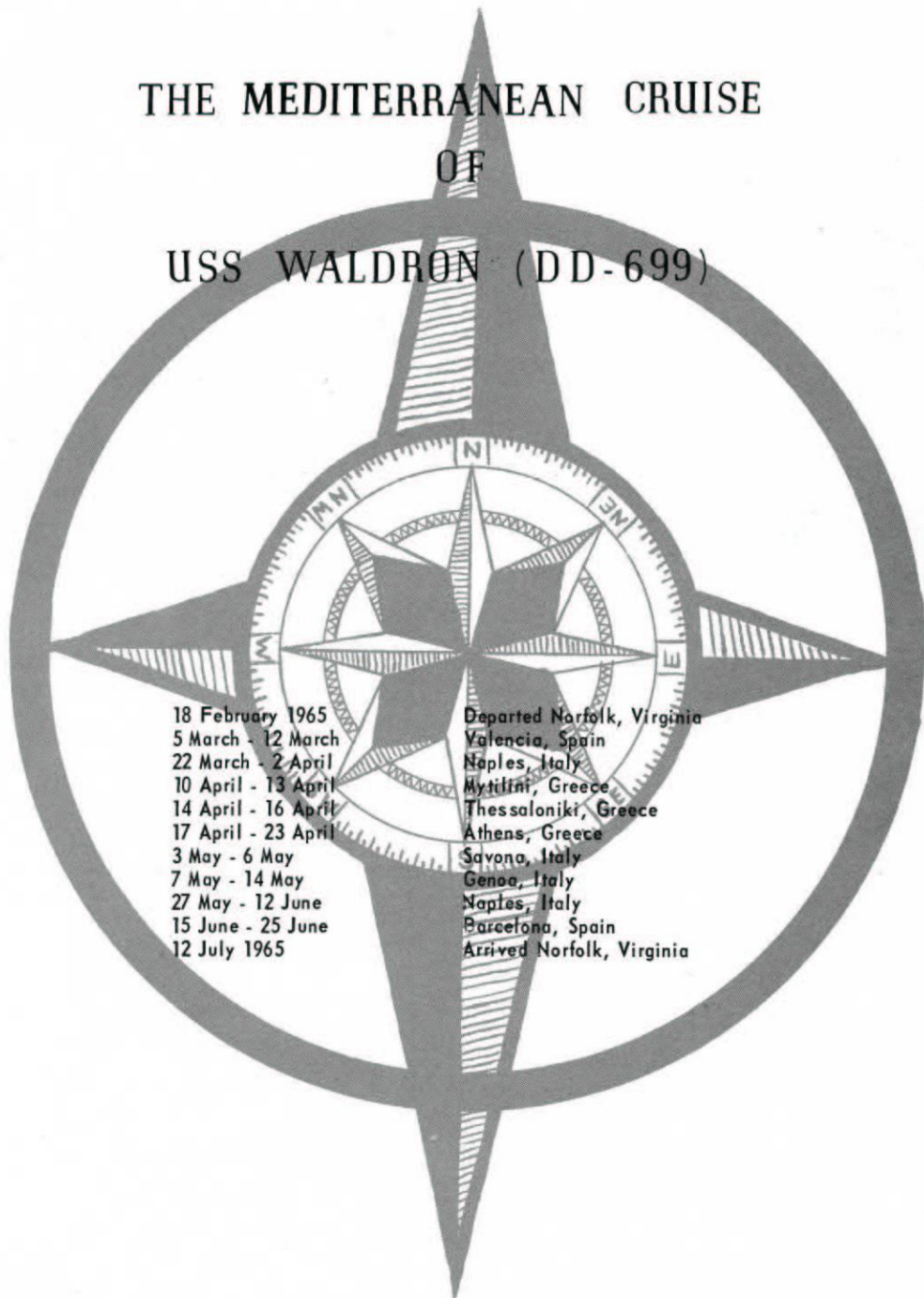




# THE MEDITERRANEAN CRUISE

OF

## USS WALDRON (DD-699)



18 February 1965  
5 March - 12 March  
22 March - 2 April  
10 April - 13 April  
14 April - 16 April  
17 April - 23 April  
3 May - 6 May  
7 May - 14 May  
27 May - 12 June  
15 June - 25 June  
12 July 1965

Departed Norfolk, Virginia  
Valencia, Spain  
Naples, Italy  
Mytilini, Greece  
Thessaloniki, Greece  
Athens, Greece  
Savona, Italy  
Genoa, Italy  
Naples, Italy  
Barcelona, Spain  
Arrived Norfolk, Virginia



On the 26th of March 1944, at the yards of the Federal Shipbuilding Company, Kearney, New Jersey, a new destroyer slipped from the building ways into the murky waters of the Passaic River. She was named WALDRON in honor of a naval officer who had given his life for his country in World War II. The officer, Lieutenant Commander John C. Waldron, Commander of Torpedo Squadron Eight.

Under the guiding hand of Commander George E. Peckham, WALDRON was assigned to Division 123, Destroyer Squadron 62. Upon completion of shakedown training, she joined "Marc" Mitcher's famed Task Force 58 and received her baptism of fire in the initial strikes against the island of Formosa in January 1945. Later, moving into the Tokyo Bay area, WALDRON rammed and sank a Japanese Picket Boat. The ship sustained minor bow damages, but was out of action only a short period of time. In the memorable August of that same year WALDRON steamed alongside USS MISSOURI into Tokyo Bay to accept the unconditional surrender of Japan. The name WALDRON had again proved to be an insurmountable barrier in the plan of Japanese conquest.

Peacetime brought quietness and a more leisurely pace to the Navy and WALDRON. Homeported in New Orleans in 1947 and 1948 her time was spent in training reserves-an important duty in the Peacetime Navy. In 1949 WALDRON rejoined the active fleet and completed a series of intensive fleet operations as well as a good-will tour with the Sixth Fleet in the Mediterranean.

Decommissioned in June of 1950, she remained on the inactive list for ten months before returning to duty under Commander J.C. Shaw. From then until 1953, she completed a standard schedule of overhauls, refresher training, middle cruises, fleet operations, and deployment to the Mediterranean.

In November of 1953 WALDRON commenced a complete change of scene; a round the world cruise. Old timers will remember the great ports; Panama, San Diego, Honolulu, Midway, Yokosuka, Hongkong, Singapore, Ceylon, Suez, and Barcelona. WALDRON came home on the 4th of June 1954, entering Norfolk just over seven months after departure.

Norfolk was glad to see her and this time she became a part of Destroyer Division 222, her unit ever since. Again there was the never ending round of overhauls, refresher training, Fleet exercises, reserve and middle cruises, as well as Mediterranean Deployments but always there were new places to see, new shipmates to serve with, new skippers (Commanders Benitz, Mason, and Cummings) to guide her. WALDRON was on the spot for the Suez Canal Controversy in 1957 and a part of Task Force 47, the first Inland Sea Cruise in 1959. Many old friends and shipmates dropped in when she stopped at Milwaukee, Sheboygan, Toledo, and Montreal.

In 1960 WALDRON won her first Battle Efficiency Award in a very close race with her sister ship AULT. In 1961, she repeated her performance and added the "hash mark" to her "E's". 1962 found WALDRON keeping a quiet vigil in the Red Sea, and it was early in March, after six months of deployment in the Mediterranean, that WALDRON returned to her home port in Norfolk, Virginia. There she operated with the 2nd Fleet and members of her squadron until late May.

On 1 June 1962 WALDRON entered Norfolk Naval Shipyard for FRAM II overhaul. Eight months later, after completion of her overhaul, WALDRON rejoined the Atlantic Fleet and Destroyer Squadron TWENTY-TWO.

In November of 1963 WALDRON left Norfolk for a Mediterranean Cruise which lasted thru May of 1964. With her eyes on another yard period in 1965 she was again called upon to serve another five months in the Sixth Fleet where she would serve her country as she has so ably done in the past.

The crest of USS WALDRON consists of a field sable with a gules bendlet running from the sinister chief canton of the dexter canton of the base. An eagle rampant occupies chief position and is adorned with scroll bearing the word "Tusbor" (I defend) while an anchor (Hope) occupies the base position. A scroll bearing the motto "In Hoc Signo Vincas" (In this sign we conquer) adorns the face of the crest, all superimposed on a crossed broadsword and olive branch.

"In Hoc Signo Vincas"-Not by belligerence and ruthlessness but as the peacemaker and intercessor, yet forever alert to assume the role of defender and champion of country, the individual and honor.



CDR JAMES A. BAXTER

Commander Baxter, a native of Van Buren, Arkansas, was a 1946 graduate of the U.S. Naval Academy. Following his commissioning, Commander Baxter reported aboard the USS STRIBLING (DD-867) as Assistant Engineering Officer. His duties since then have included a number of varied billets: Gunnery Officer and Executive Officer on destroyers, Instructor duty at the U.S. Naval Academy and Officer Candidate School, and Operations Officer and Navigator of an LSD.

In October of 1961, Commander Baxter was assigned as U.S. Naval Attache to Poland. Prior to reporting, he attended the Naval Intelligence School and the U.S. Army Language School in Monterey, California.

Commander Baxter is married to the former Mary Ann Roush and has three daughters. He resides with his family at 5016 Finn Road, Virginia Beach, Virginia.

## Commanding Officer

On all U.S. Navy ships the complete official record of important events is maintained in the log. While this suffices for official purposes, nowhere does it provide for the events that occur daily which are really the ones that make up the spirit and heart of a ship. The humorous as well as the routine, the excitement of visiting new places, the quiet pride with which a crew such as we have on WALDRON carry out extremely difficult and exacting tasks on an almost routine basis, the conversation on a long quiet mid-watch. These are the things which we have tried to capture in this cruise book. It is a journal of another successful deployment with the Sixth Fleet. I hope that each of you can in later years go back over this book and regain some of the feeling that existed during the cruise.

I want to add what I have told you before, that I am extremely proud and grateful to have been your Commanding Officer during this cruise. Your hard work and response to difficult situations will always remain a source of pride and satisfaction to me and I will always look back on this period as one of the best in my time in the Navy.

James A. Baxter



LCDR R. MC GAUGHY

Born in Louisville, Kentucky, Lieutenant Commander Meek's entered the U.S. Naval Academy in 1948. Upon graduation in 1952 he entered flight training where upon completion in 1953 he was a designated naval aviator. From 1953 thru 1956 he served in utility and fighter squadrons.

He has served aboard USS ROCHESTER (CA-124) as Assistant Gunnery Officer, USS BRINKEY BASS (DD-887) as Operations Officer and USS TRATHEN (DD-530) as Executive Officer.

Attending the Postgraduate School in Monterey, California for two years and the Naval Nuclear Power Program for another, LCDR Meeks reported aboard WALDRON in June of this year.

LCDR Meeks is married to the former Jacqueline Marshall and has three sons. He resides with his family at 7800 Michael Drive, Norfolk, Virginia.

## Executive Officers

LCDR MC GAUGHY was a 1952 graduate of the U.S. Naval Academy. During his years in Naval service he has served aboard various ships and stations including USS POWER (DD-839), USS MATHONING COUNTRY (LST-914), USS ENTERPRISE (CVA(N)-65), U.S. Navy Nuclear Power Training Unit and WALDRON. In this time he served as CIC Officer, EMO, Engineering Officer, Reactor Control Officer, Navigator and Executive Officer. He has also attended the Naval Justice School, Nuclear Power School and AWS Operations Course during this time.

Because of his outstanding knowledge of nuclear reactors LCDR MC GAUGHY was ordered back to the Big "E" where he now serves as the Engineer.

He is married to the former Miss Sue Ellen Eyler and has one daughter. His family resides at 5824, Townley Ave., Norfolk, Virginia.



LCDR T. L. MEEKS

The morning of 18 February brought the beginning of a five month cruise for WALDRON. For a lot of us it would be the first time away from our friends and family for such a long time. For the rest, there had been only a eight month break from our last deployment and perhaps to them it would seem as though they had never left.

The crossing of the Atlantic was of a routine nature, the time being used to familiarize new hands with their responsibilities and to whip WALDRON into an effective fighting ship. On the morning of 27 February the outlines of the European and African coast came onto the radar scope and soon after we passed the Rock of Gibraltar about to port. Thus we had arrived in the Mediterranean and were a part of the famed U.S. Sixth Fleet.

We then proceeded to our first stop Pollensa Bay, Mallorca, where we turned over with the USS KRAUS. Leaving Pollensa Bay we headed for our first liberty port Valencia, Spain. After three days of operating we arrived in Valencia. After not having our feet on land for fifteen days Valencia sure lashed good.

Tying up in a neat with DAWATO to port and OWENS to starboard we "hit the beach" for some liberty. Valencia offered a tour to Madrid, the capital of Spain and its largest city. Seven days later we were underway for Augusta Bay, Sicily for a fleet commanders' conference. From whence we steamed to Mursaklokki, Malta, where we conducted shore bombardment. After the shoot, we proceeded to the Straits of Messina enroute to Naples. Arriving in Naples on the 22nd, we had the chance to visit Rome and nearby Pompeii. While in Naples, volunteers from the ship cleaned and painted-out a facial splasher. Eleven days in Naples and it was through the Straits again, plane guarding for SAR-ATOGA enroute to Mytilini. Although Mytilini was small in size, the people were friendly and did their best to make our visit enjoyable. During our stay, the captain entertained the Governor of Lesbos and the Mayor of Mytilini along with fourteen other guests with a buffet dinner on board WALDRON. Leaving Mytilini, we steamed to Thessaloniki, arriving the next day. Again the captain was host to an informal supper onboard. Five cartons of clothing and one carton of school supplies were donated to local elementary and grammar schools. Our stay in Thessaloniki was short. We left on the 16th for our operational readiness inspection which we conducted on our way to Athens.

While in Athens, many of us took advantage of the famous tour of Athens and Acropolis. Also in Athens eighty five cartons of clothing was delivered to the needy.

Departing Athens we were off for operations and replenishment with the fleet. Entering Savona a few days later we again worked on a community relations project for the Farnosi Orphanage. Our visit was short but very pleasant.

From Savona we steamed down the coast of Italy to Genoa, where we had the opportunity to visit Christopher Columbus's birthplace. This walled and fortified city with its intimate surroundings of castles and woods provided the opportunity to exercise our land legs. While in Genoa H.D. ROBINSON, ETI left WALDRON to return to CONUS for transfer to the Fleet Reserve after serving twenty years in the Navy. A ceremony was held in his honor in which Captain BAXTER commended him for his fine service to the Navy and WALDRON. Leaving Genoa it was underway for a fourteen day operating period called operation FAIRGAME. During this time we exchanged sailors with two French ships to see how another Navy operates and lives. Friendships were made, gifts were exchanged and to many it was an experience they shall never forget. We enjoyed two swim-calls during this period.

On to Naples for the second time and our tender availability period which gave us time to repair our hard worked gear and enjoy a barbecue party. Coming down the horse stretch we hit Barcelona, our last port. In Barcelona we had the opportunity to board the exact replica of Columbus's ship, Santa Maria and to enjoy the Spanish Bull fights. As we found elsewhere in Spain, the people were very warm and friendly and welcomed the presence of the American Sixth Fleet in their country. Our stay in Barcelona went last and now only turnover and the Atlantic kept us from home. On 30 June we turned over with the USS D.H. FOX and when the captain said "there will be a boat leaving for Norfolk, Virginia in five minutes" all hands were ready to go.

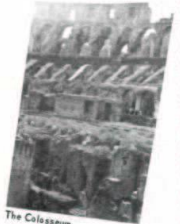
Usually returning to CONUS is a slack period but this time it was different. The engineers ran competitive exercises and economy runs, while the helive detail perfected their techniques. With just two days and a wake-up away from touchdowns, WALDRON was detached from the task group and told to proceed and rendezvous with the oiler for treatment of a patient with a dislocated shoulder. With all engines ahead flank we met the oiler a couple of hours later and brought the man aboard WALDRON via hi-line. Since immediate medical attention was required we were off to Bermuda. Arriving the next morning we transferred the patient and were headed once again for Norfolk. The Captain, as he had so many times during the cruise, congratulated the crew for its outstanding showing.

With no more days or wake ups left we entered D & S piers at 1042. With the ward passed "shift colors", we were home.

We now hope to relive some of these memories with you, our loved ones, in this our Mediterranean Cruise Book for 1965.



Inspections



The Colosseum



NATO



The Acropolis



To make it a bit tough



Swim call



People to People



LT J. NICHOLAS  
FORMER OPERATIONS OFFICER



LT W. R. HAND  
OPERATIONS OFFICER

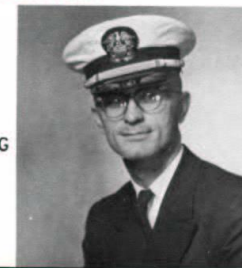


LTJG R. B. STEVENSON  
FORMER  
COMMUNICATIONS OFFICER

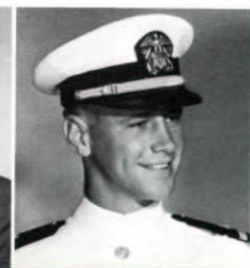


LTJG T. TOMASZEWICZ  
COMMUNICATIONS OFFICER

# OPERATIONS



LTJG D. URSPRUNG  
CIC OFFICER



ENSEIGN H. BROWN  
ASST COMM OFFICER



F. Oldewurtel, QMCA



C. Schiers, HMCN



T. Siedlecki, SMC



L. Stollings, RMC

## OC DIVISION



The one in the red bikini

In the operations and communications division you have many ratings of personnel, consisting of radiomen, signalmen, yeomen and personnelmen who maintain a large flow of communications without which our Navy's precious advantage of dispersal would be an impossibility. The quartermasters, who navigate the ship in all kinds of weather or through any strait, channel or river, also rest their bodies in the OC compartment. We cannot leave out the hospital corpsmen, who tend to our medical needs and the man who stands the mail buoy watch 24 hours a day, the postal clerk.



R. Fields, PN1   D. Raymond, HM1   J. Atwood, RM2   R. Krumick, SM2   J. LaDow, RM2   W. Sutton, RM2   R. Emanuel, QM3



Which one is big doc?



Ship's office crew



L. Gross, YN3   J. Harris, QM3   J. Isaac, RM3   W. Kelp, RM3   J. Klinge, YN3   M. McBride, SM3   J. Neff, PC3



B. Pfaff, PN3



C. Sterzenback, RM3



J. DeAngelo, SN   H. Sullivan, RMSN   N. Diller, SN   J. Ferguson, SN   C. Greenstreet, SN   D. Guzlecki, SN   L. Reisinger, SA



T. McCracken, RDC

# OI DIVISION

Electronic Technicians and radamen make up OI division on WALDRON. The ET's are responsible for the maintenance of electronic equipment of which there is no end. The radamen handle the Combat Information Center which maintains status boards for air and surface plotting along with a host of soundpowered phones.



H. Robinson, ET1 R. Hewirt, ET2 R. Mettler, ETR2 Steward, RD2 A. Barzydlo, RD3 C. Brummell, RD3 M. Denning, ETR3



R. Farmer, RD3



The Rev. Mr. Black



R. Hanson, RD3 W. Loflin, ETR3 D. Mitchell, RD3 E. Spears, RD3 G. Wemeth, RD3 M. Davis, ETNSN T. Gerrard, RDSN



I don't believe he said that



I don't believe he said that



W. Heine, RDSN C. Perry, RDSN T. Warming, RDSN H. Wells, RDSN J. Csicsila, SN R. Jesse, SN R. Spencer, SN



I wonder if I should work today?



LT J.H. BOWER  
GUNNERY OFFICER



LTJG W.M. RANDLE  
DASH CONTROL OFFICER

## GUNNERY



LTJG V.S. GRAY, JR.  
FORMER ASW OFFICER



ENSIGN J.D. HAMILTON  
ASW OFFICER



ENS D.W. NISSLLEY  
FIRST LIEUTENANT



# FIRST DIVISION

First Division on WALDRON, like almost all ships in the Navy, is made up of the boatswain's mate rating. They are in a class all by themselves who are called on to perform their duties in all kinds of weather and under almost any condition. They're responsible for knowing everything related to deck, boat and marlin spike seamanship. Rigging tackle, operating winches, sewing canvas, and most of all--chipping, scraping, sanding and painting are all part of the daily routine of the first division.



D. Hartline, BM2   W. McPherson, BM3   E. Ashford, BMSN



D. Breau, SN   J. Camines, SN   R. Goff, SN



You should see what the other guys have to carry.



R. Gross, SN   D. Freeman, SN   B. Handley, SN   G. Hartland, SN   J. Hill, SN   E. Hollis, SN   C. Scroggins, SN



M. Seibert, SN   H. Williams, SN   P. Williams, SN   H. Yarnall, SN   R. Bick, SA   T. Hall, SA   J. Johnson, SA



# SECOND DIVISION



A. Kellmel, SA   V. Levithan, SA   P. McMann, SA   M. Meier, SA   D. Penner, SA   M. Thames, SA   V. Urbanski, SA



G. Gibson, FTC

C. Moncrief, GMGC

Gunnersmates and Fire Control Technicians are the men who make up Second Division on WALDRON. The cleanliness and operation of the gun mounts along with the handling and stowage of powder are taken care of by the gunners. The FT's maintain the WALDRON's fire control system and, during general quarters find the right formula for "on target shooting". Only long and hard hours of practice makes perfect. Proof of this target shooting". Only long and hard hours of practice makes perfect. Proof of this hard work and teamwork from FLOT paid off with an efficiency "E" being awarded Mount 53 this year.

## A/S DIVISION



Let the chief do it



D. Boatright, FTG2 R. Schmitt, FT2 D. Sisco, GMG2



J. Hinzman, GM3 J. Lizzimore, GMG2 M. Scott, FTG3 J. Ward, FTG3



J. Benjamin, FTGSN K. Goldberg, FTGSN R. Kinnaird, FTGSN R. Lester, FTGSN T. Deen, SN R. Thomas, GMGSA A. Smith, SA

With the coming of DASH (Destroyer Anti-Submarine Helicopter) to WALDRON also came A/S Division. The division consist of sonar men, torpedomen and the DASH crew. The finding, tracking and destroying of submarines would be the purpose of these men during general quarters. The maintenance and cleanliness of their spaces provided a full time job during the day. Only hard work makes a good anti-submarine team and WALDRON can say it has one of the finest in the Fleet.



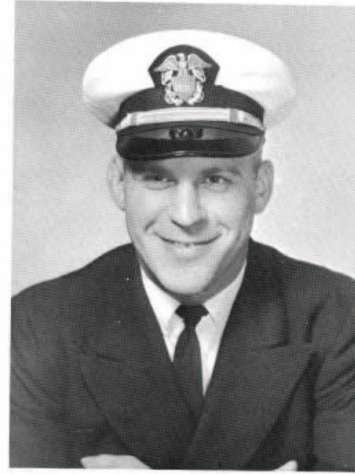
C. Norman, GMG1 A. Johnson, EN2 H. Mulkey, STG2 G. Ramstine, ATN2



P. Shaffer, STG2 T. Thayne, STG2 G. Blue, TM3 L. Ericksen, TM3 J. Gokey, STG3



J. Simpson, ADJ3 R. Guisbert, STGSN Hines, SOGSN A. Mamentov, ETRS N T. Fitzpatrick, SN J. Waldrop, AN D. Madwell, SA



LTJG J.C. FRITZ  
FORMER ENGINEERING OFFICER



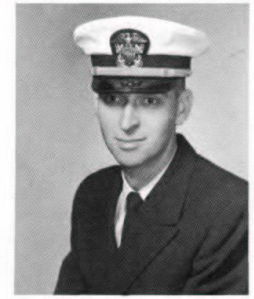
# ENGINEERING



LTJG W.S. BIALOUS  
FORMER DCA



ENSIGN E.A. HEIDT  
DCA



ENS J.B. WASKOM  
MPA



L. Burch, BTC

W. Gabbert, BTCS



G. Miller, BTCA

H. Taylor, BTC

## M&B DIVISION



B. Thomas, BT1 L. Waugh, BT1

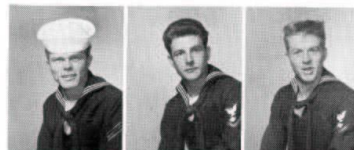
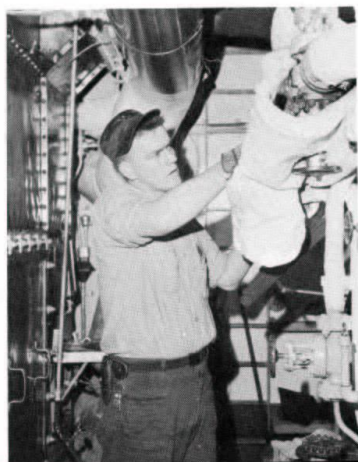


C. Banks, BT2

R. Duvall, BT2

C. Ferguson, BT2

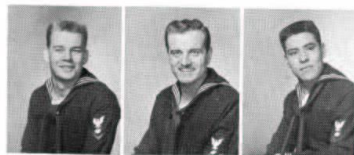
The men who are responsible for the ship's steaming are the machinist's mates and boilermen. These men work in the "holes" and are often referred to as "snipes" by their shipmates. The proper working of the machinery, the making of the ship's feed and fresh water supply and providing the ship with power for the lights, heat and air conditioning are some of the jobs of the engineers. Much hard work and long hours are put in by the engineers to ensure that WALDRON is ready to go anyplace at anytime.



R. Atkinson, BT3

E. Burden, BT3

R. Collins, BT3



B. Ferguson, BT3

A. Hanson, BT3

J. Ragalado, BT3



M. Campbell, FN

R. Coates, FN

A. Desorcy, FN



W. Marcy, FN

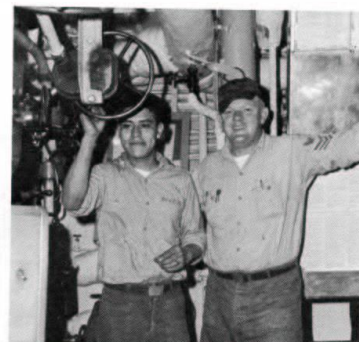
W. Quesenberry, FN

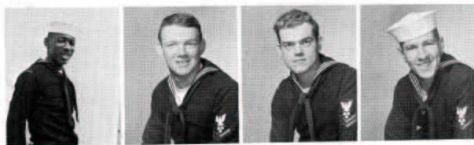
B. Wyckoff, FN



Is he still watching us?

We're out of water?





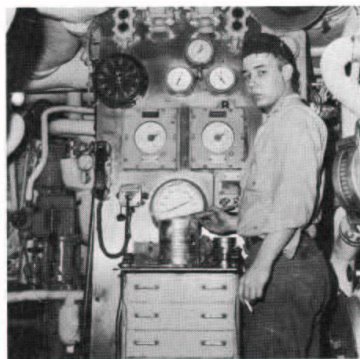
R.Garnes,MM2 L.Lester,MM2 R.Trevett,MM2 J.McCoy,MM3



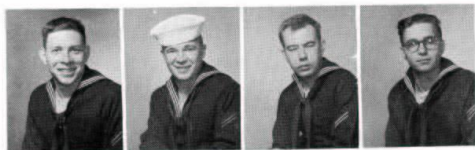
G.Norcutt,MM3 T.Rogers,MM3 C.Sullivan,MM3



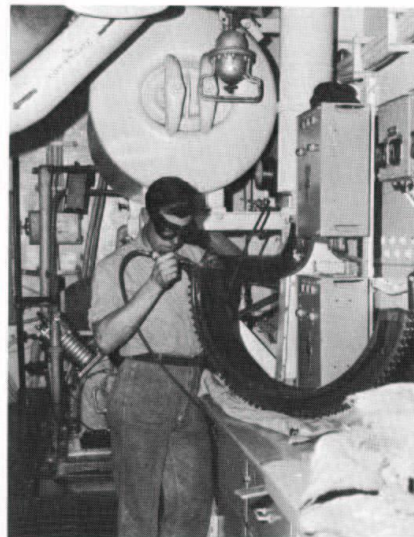
Let me drive.



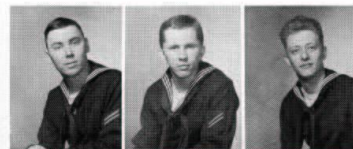
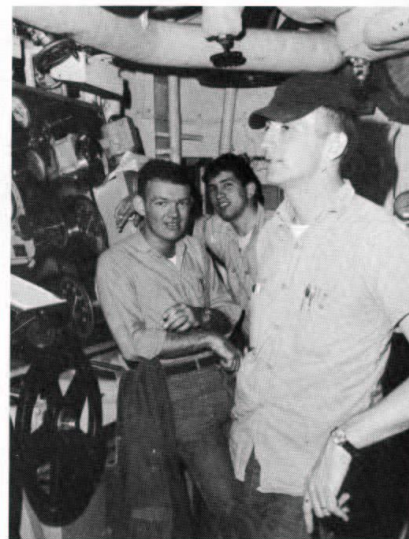
W.West,MM3 R.Johnston,MMFN R.Davis,FN



T.Jones,FN K.Klinefelter,FN D.Salter,FN J.Underwood,FN



E.Gillam,FA S.Gruetter,FA W.Lantz,FA



M.Noffsinger,FA S.Suckoski,FA B.Voelker,FA



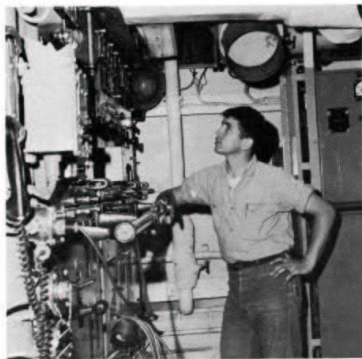
C. Thomas, MMC

## R DIVISION

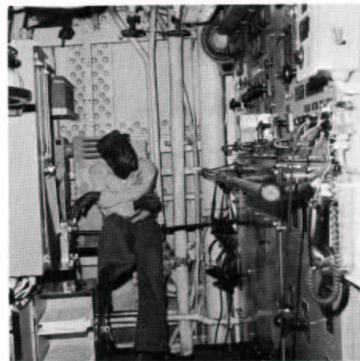
Repair is the word for R division, composed of electrician's mates, IC men, machinery repairmen, shipfitters, damage controlmen and enginemen. The repair division handles such jobs as: damage control, fire fighting, hull and machinery repair, telephone circuit maintenance, electrical distribution, air conditioning and refrigeration maintenance, just to name a few. WALDRON depends greatly on these men and is grateful for having such a good repair gang.



C. Bell, EM1   M. Grigorie, DC1   W. Locke, MMI   K. Farley, EN2   D. Harrington, EN2   G. Brice, IC3   J. Grillo, SFM3



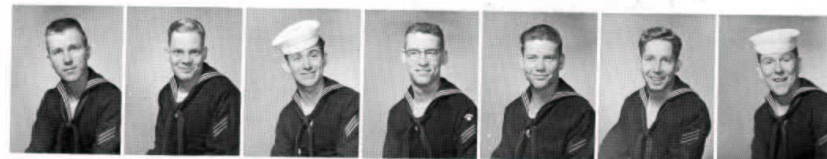
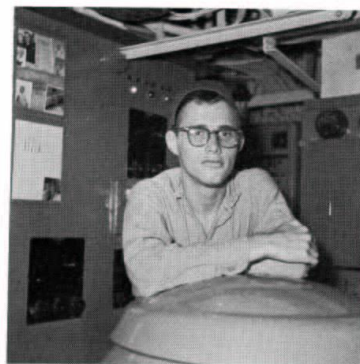
I wonder how it works



R. Fosher, EM3   G. Harris, EN3   P. Hendrickson, EM3   J. Pietrykoski, EM3   H. Romero, SFM3   D. Strain, IC3   D. VonRenzell, IC3



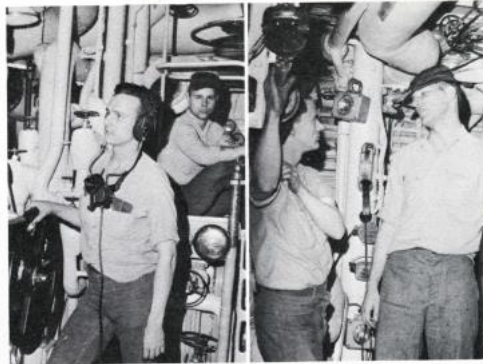
G. Wilson, MR3   J. Black, SFFN   R. Bryda, MRFN   W. Hewitt, EMFN   J. Monarch, EMFN   L. Perleberg, EMFN   A. Raschig, EMFN



F. Stenger, EMFN   J. Bardong, FN   W. Holmes, FN   R. Kraly, FN   R. Martin, FN   W. Welch, FN   E. Rowing, FA



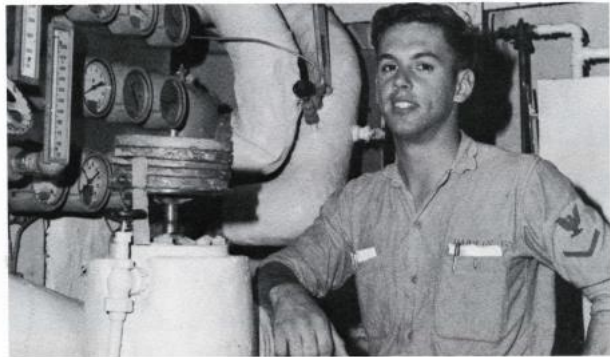
I want an air conditioner in my hold.



What do you mean do it yourself?



You think you're confused.



Well, I look pretty important anyway!



LTJG JAY FISHER

## SUPPLY

Supply Department is the smallest of the departments on WALDRON; however its job is by no means a small one. Supply is responsible for obtaining, storing, and dispensing all supplies from radar magnetrons to ballpoint pens. With storerooms stocked to the limit, our storekeepers are seldom unable to fill a request, if one can find the proper stock number for the item. Supply also has the important job of making the ship liveable. Within their responsibilities are the galley and mess decks, coke machine, ship's store, barbershop, laundry, and last, but certainly not least, the disbursing office.



W. Page, SKCA

# SUPPLY DIVISION



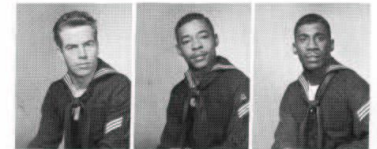
R. Farlow, SK1    W. Roberts, CS1    D. Timmons, CS1



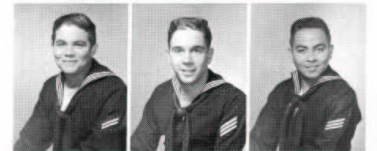
L. Alba, SD2    R. Haulbrook, SK2    F. Schmitt, SH2



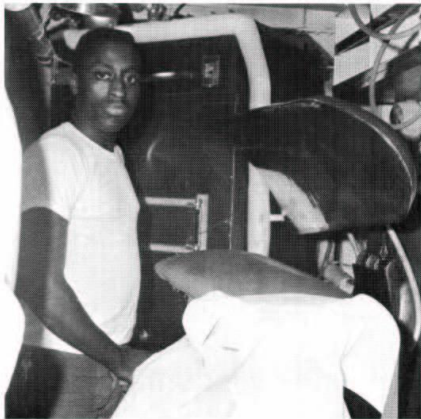
Sometimes we serve tomatos



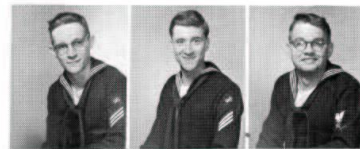
C. Crump, SN    J. Dozier, SN    T. Grady, TN



M. Hernandez, SN    F. Jenkins, SN    R. Lazo, TN



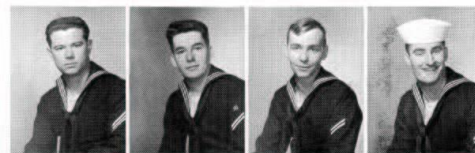
J. Bates, SH3    Buyag, SD3    S. Givens, CS3



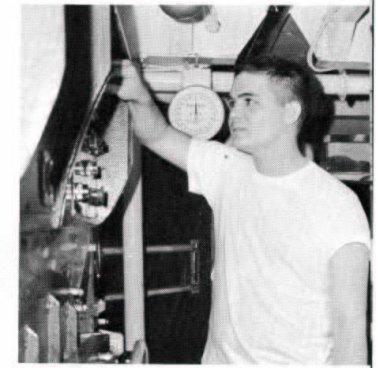
H. Jameson, DK3    F. Rogers, DK3    D. Wood, SK3



B. Meranda, TN    R. Rood, SN    G. Stimson, SN

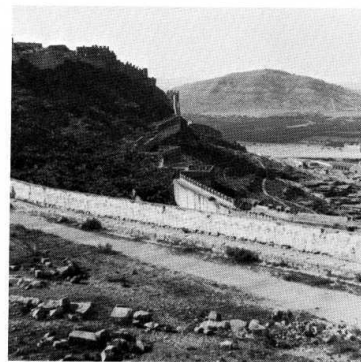
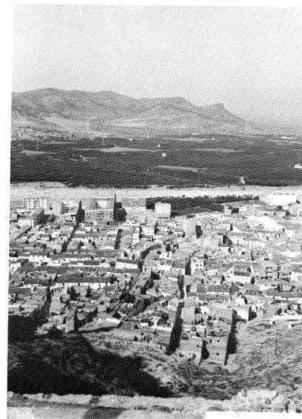
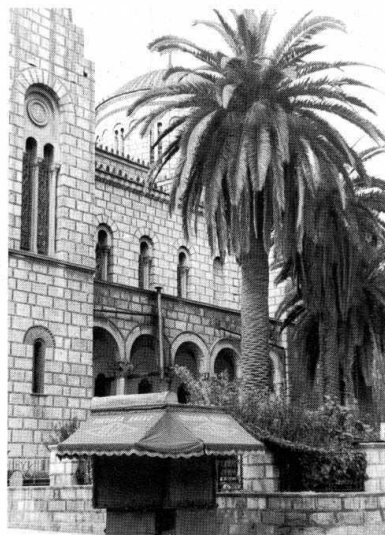


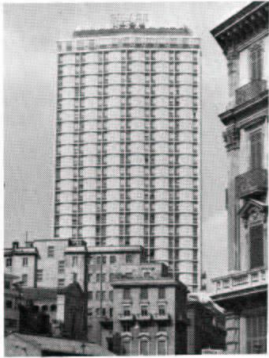
D. Williams, SN    W. Rapp, SKSA    D. Luxford, SA    T. Ward, SA



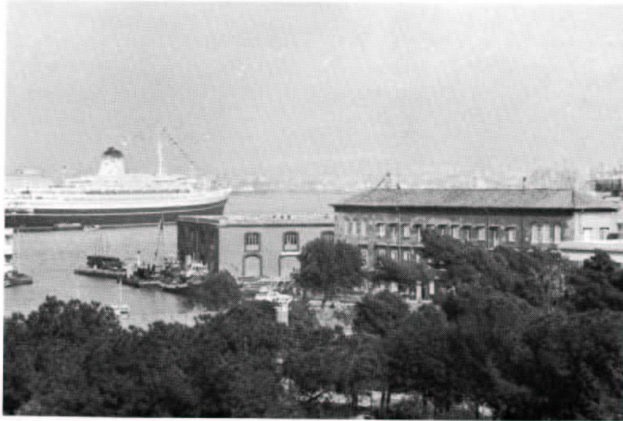
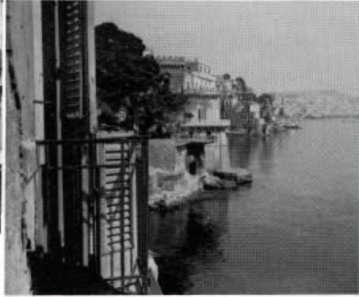


# VALENCIA

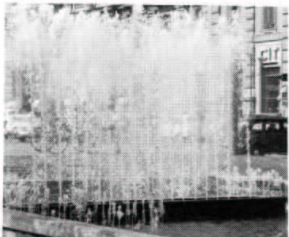




# NAPLES



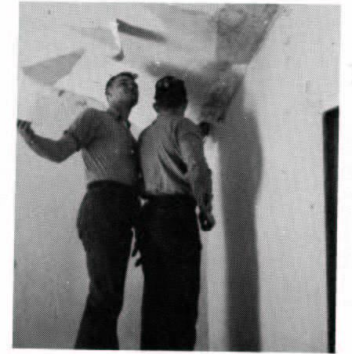
MT. VESUVIUS OVERLOOKS NAPLES HARBOR.

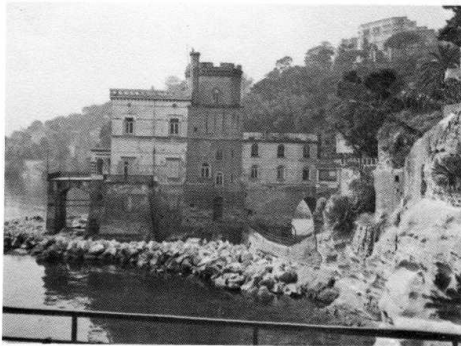


ITALIAN CHARACTERISTICS  
FOUNTAINS AND SPEEDING CARS

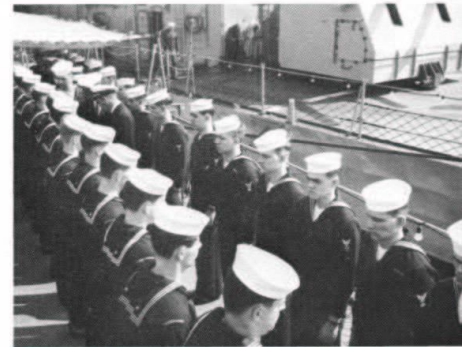


# ORPHANAGE



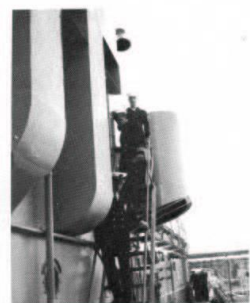
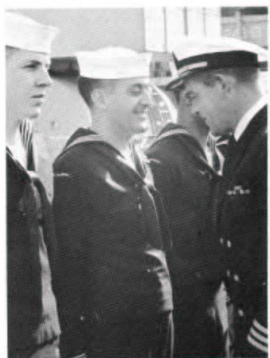


NAPLES

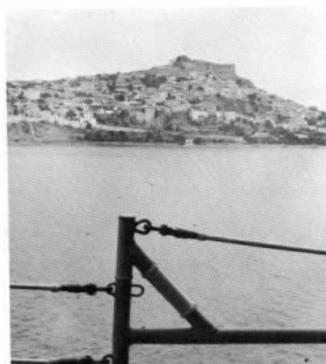
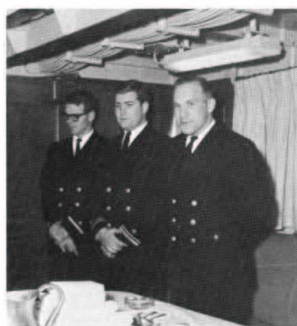




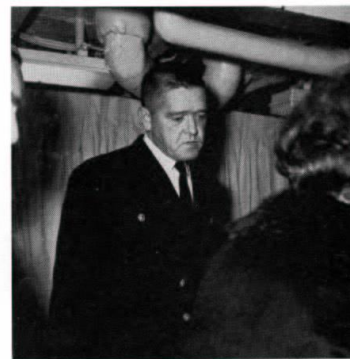
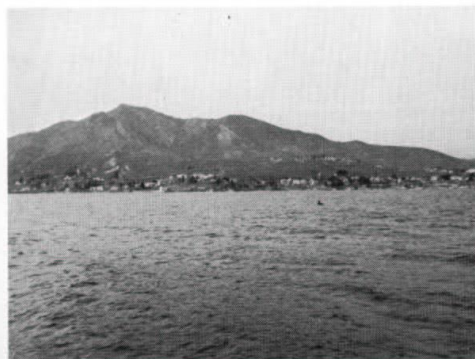
INSPECTION



THESSALONIKI



MYTILINA



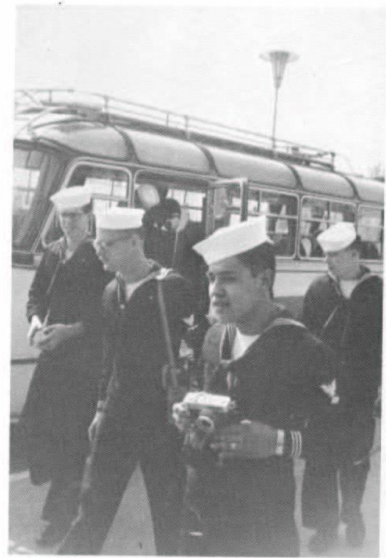


## ATHENS

Some guys just like to get in pictures

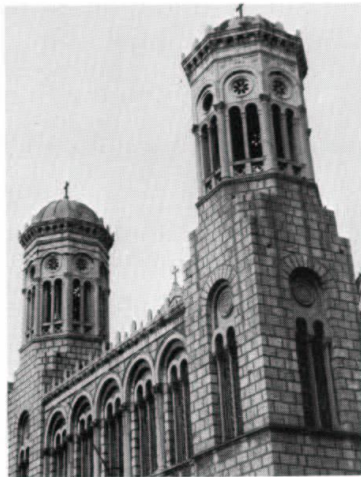


All alone am I.

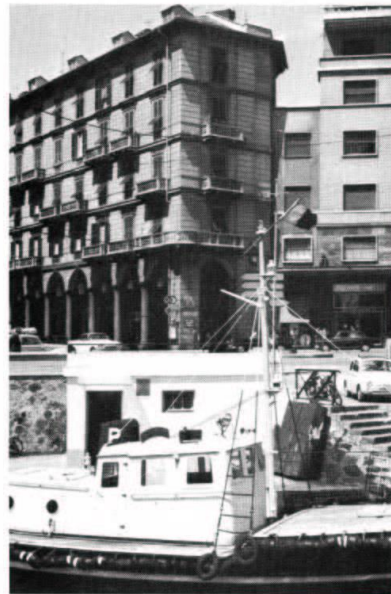




Athens Royal Palace Guard.

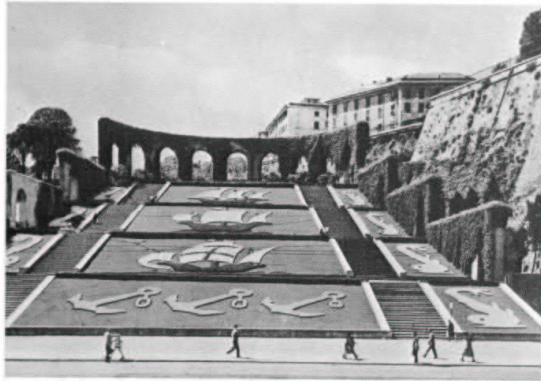


Cathedral, Athens.

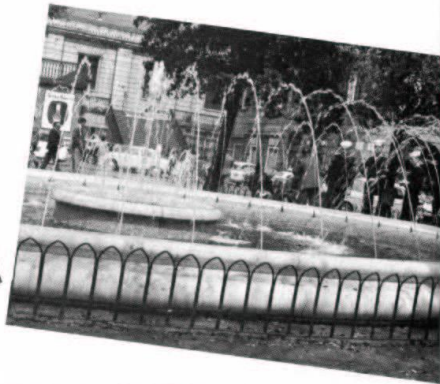
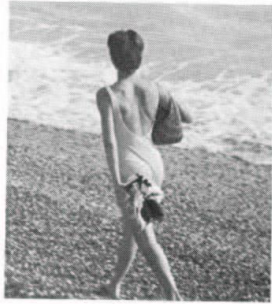


SAVONA

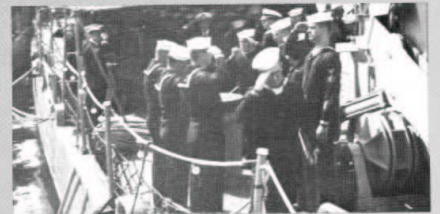
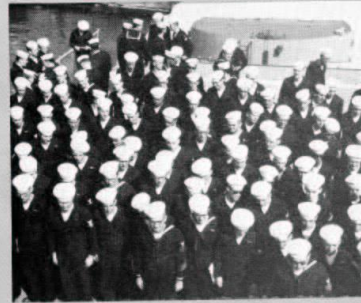




GENOA

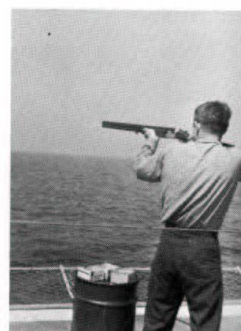
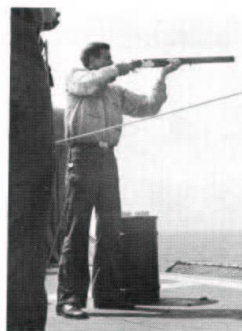
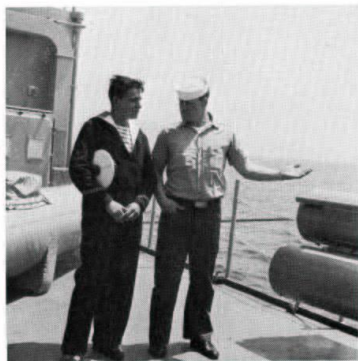


ROBINSON  
CEREMONY

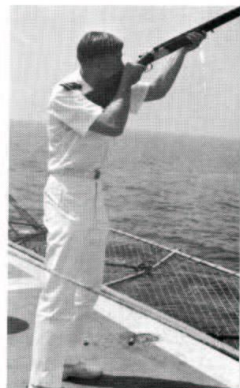
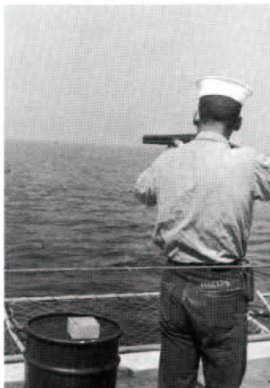
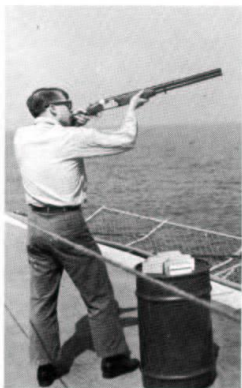
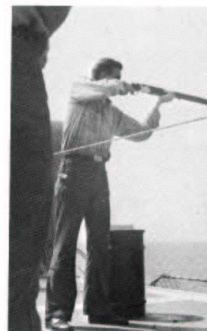
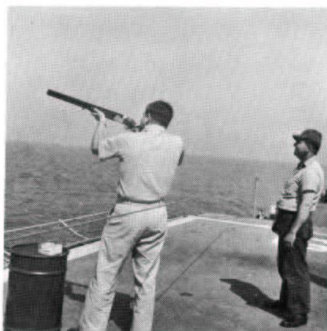


# NATO

## OPERATION FAIRGAME



## TRAP SHOOT

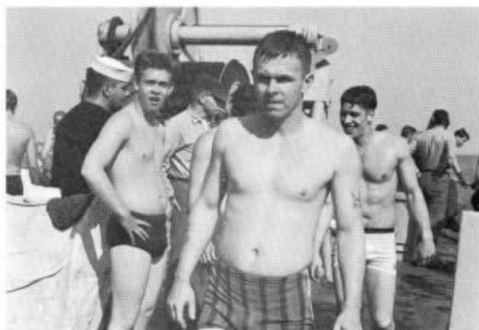
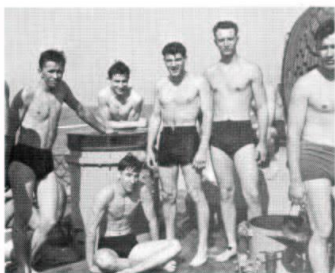




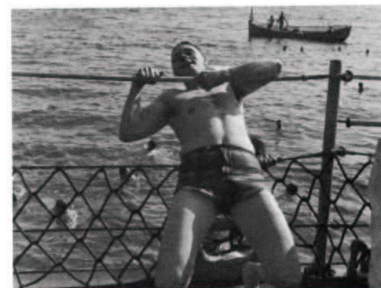
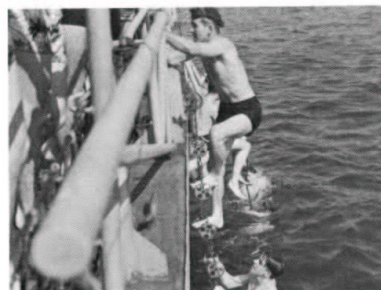
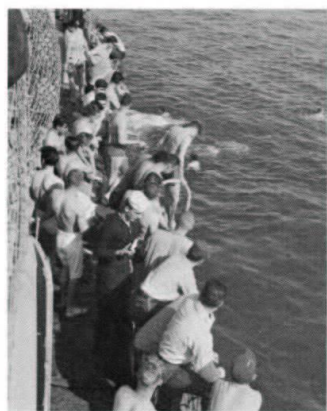


A terrible thing

## SWIM CALL



Beer Belly



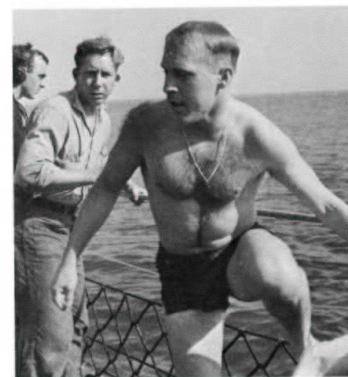
Lets limbo



Come fly with me

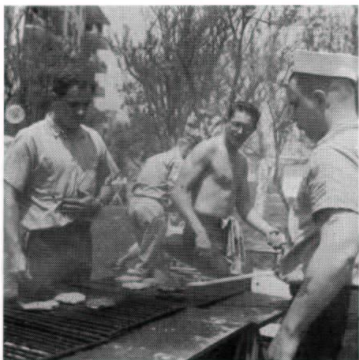


Rodgers arriving

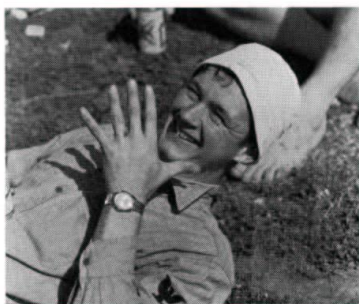


Pretty damn cold!

# SHIP'S PARTY



It sort of gets you right here



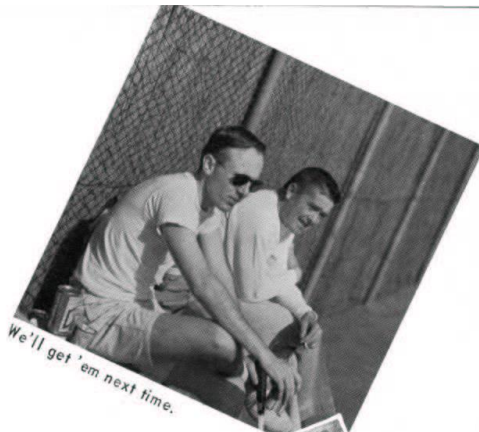
I've only had this many



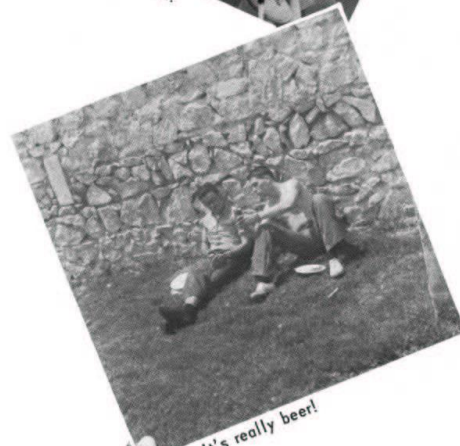
Warm beer



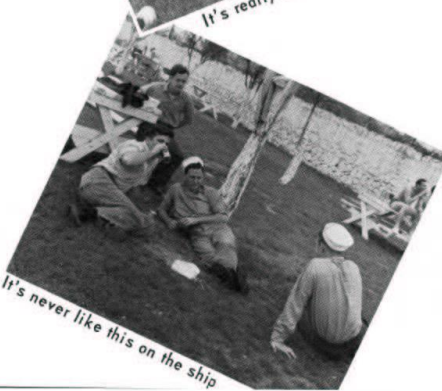
Wardroom?



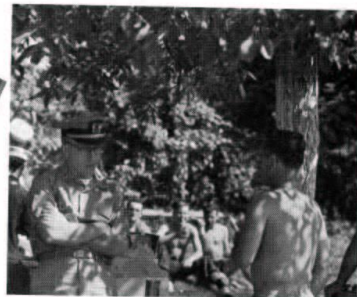
We'll get 'em next time.



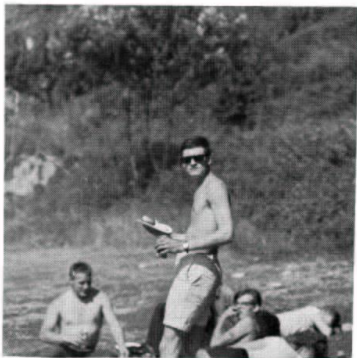
It's really beer!



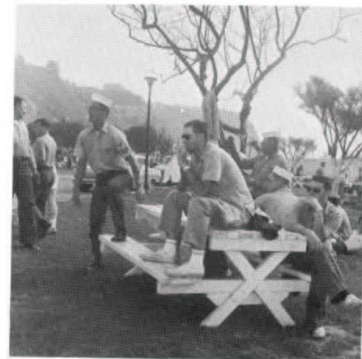
It's never like this on the ship

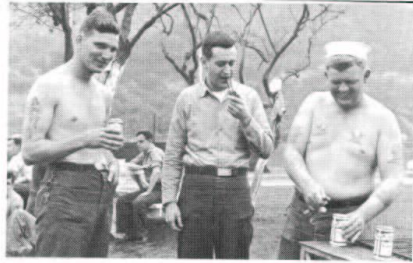
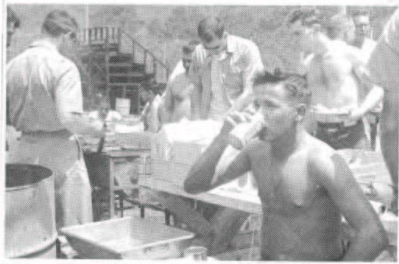


And why are you not in the uniform of the day.

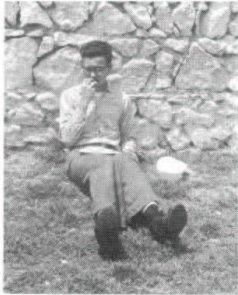
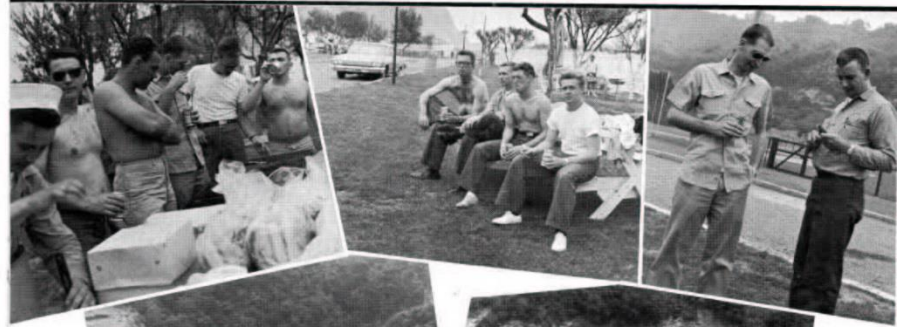


Who ate my other hamburger!





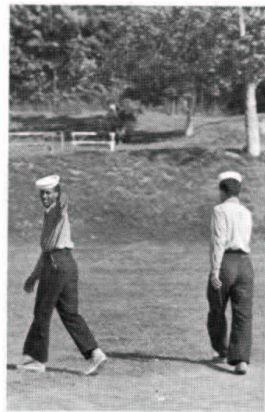
More beer anyone!



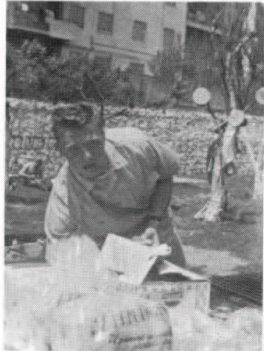
Mommy I'm lost!!



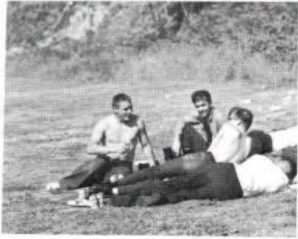
I wanted catsup on mine.



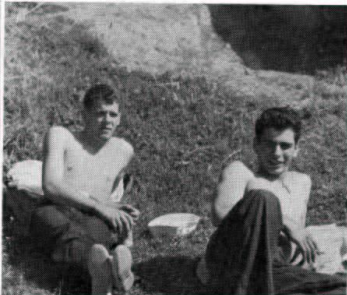
If you don't play our way  
we're going home!



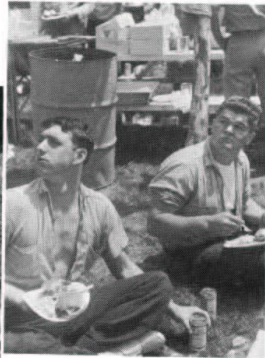
No more beer?



Who's a Pig Pen?



Shh--we're thinking



Open that beer can  
somewhere else!



Mess-cook private car.



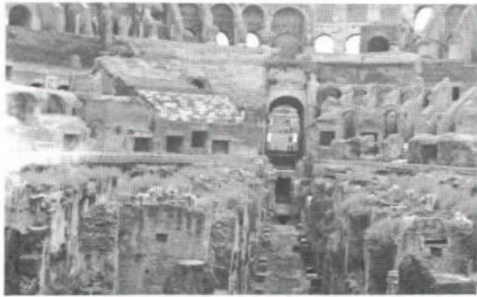
I want to go home.



I hate going back!



All filled up.



Ruins of Rome.

# ROME



St. Peter's Square.



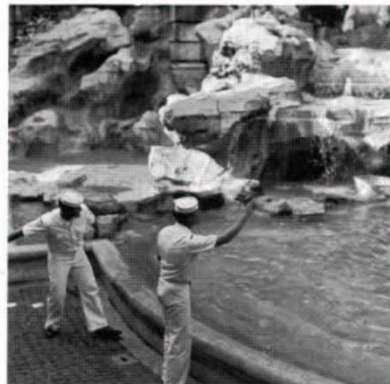
Fountain of Trevi.



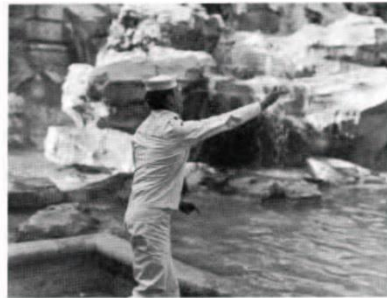
Vatican guard.



Sunday at St. Peter's Square.



Three coins in the fountain.

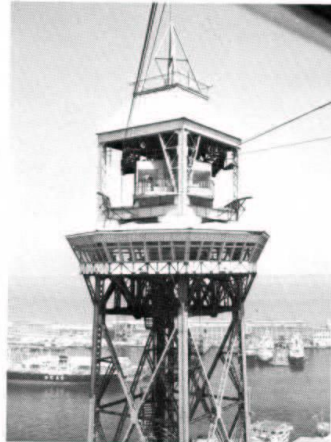
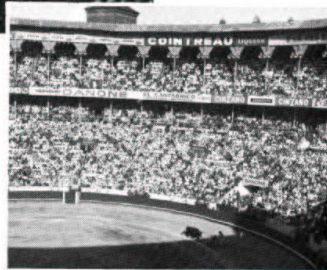
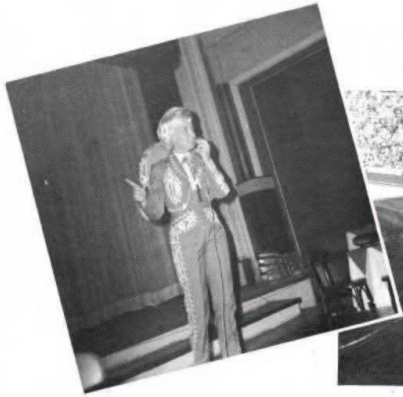


Ancient site of the Roman Senate.

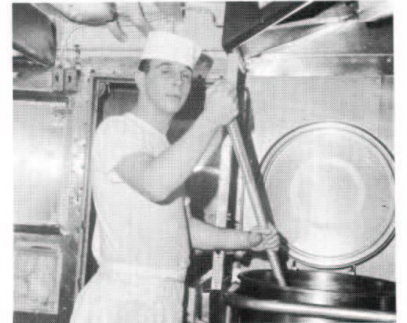
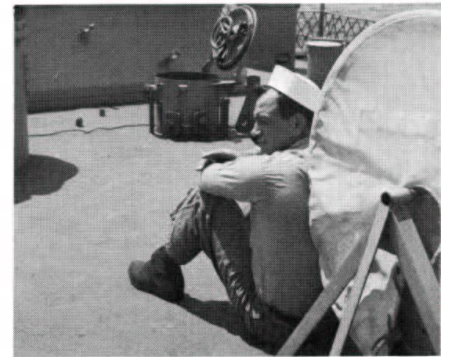
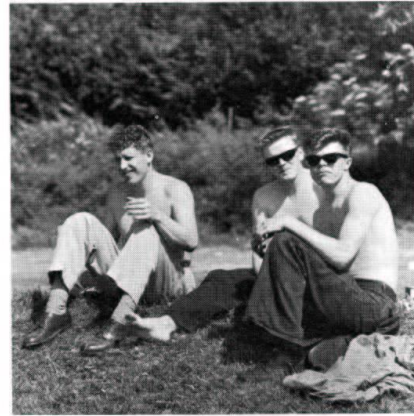


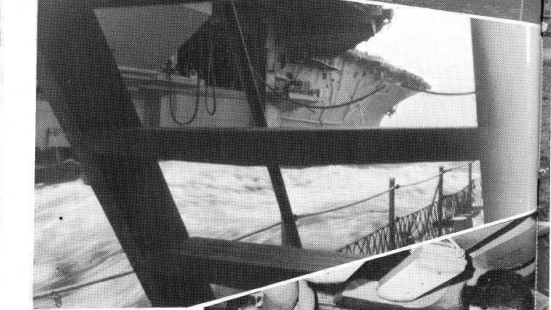
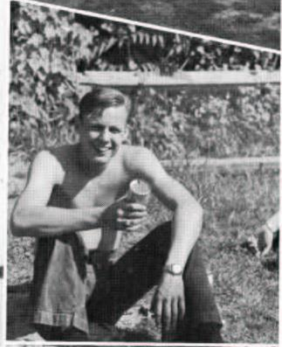
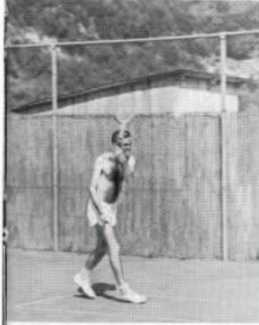
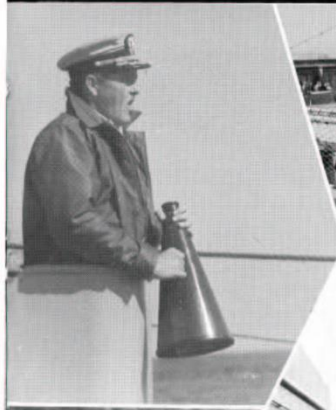
Roman Memorial.

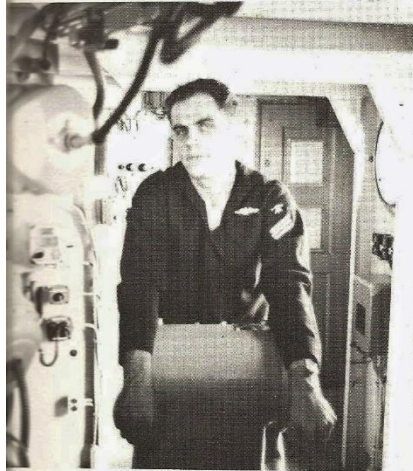
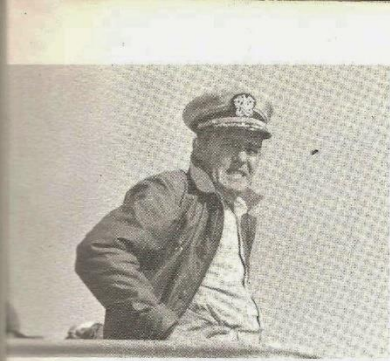
# BARCELONA

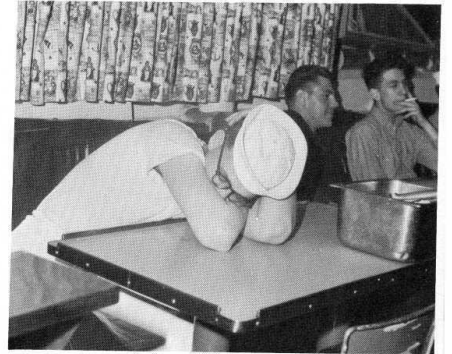
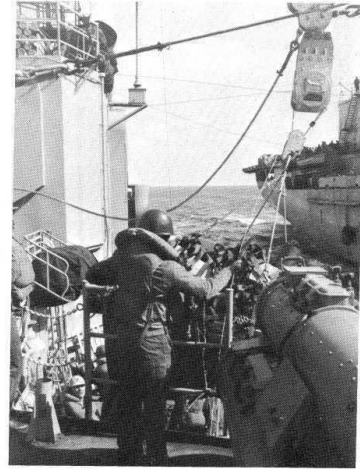
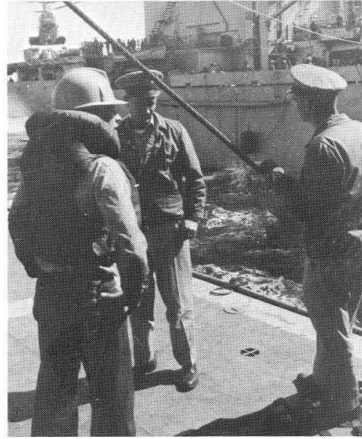


# AT SEA and IN PORT

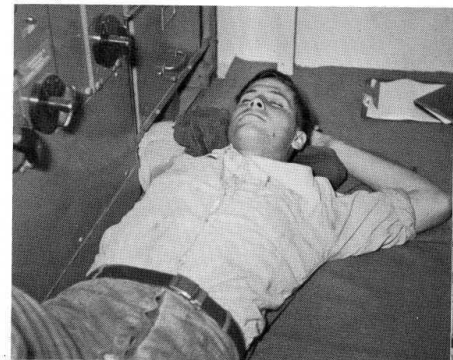
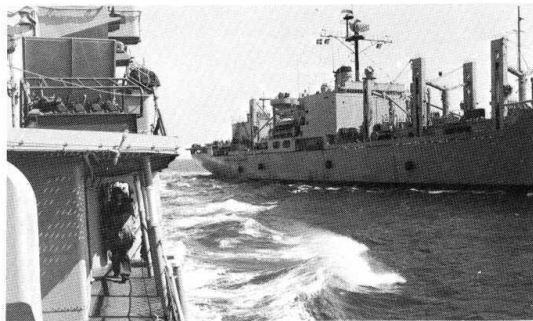


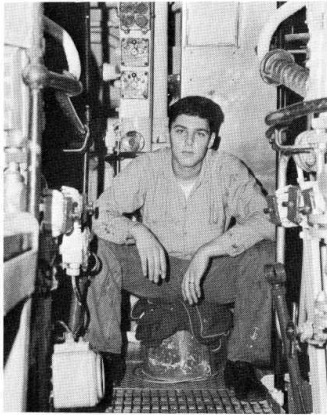
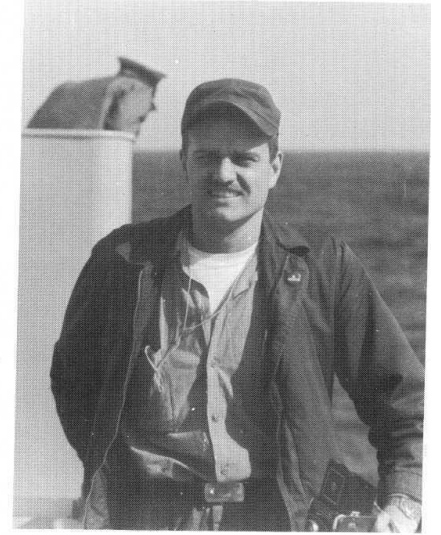
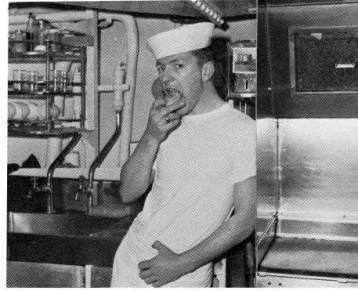


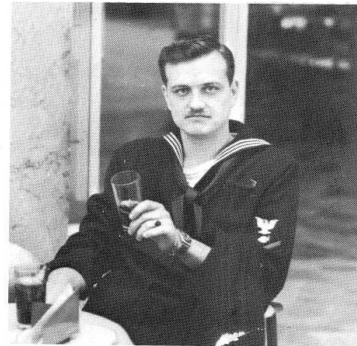
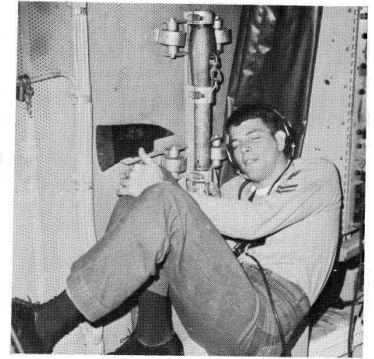
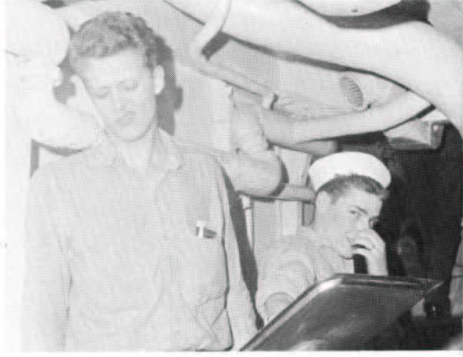
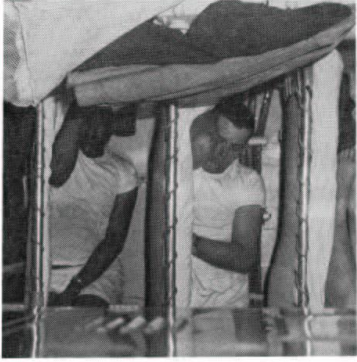


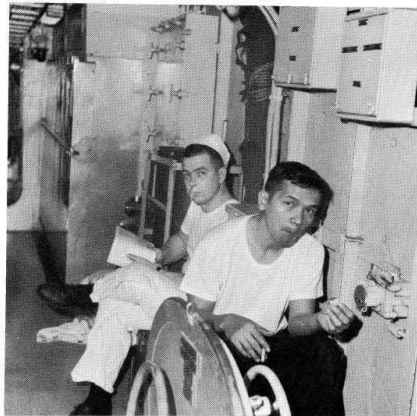












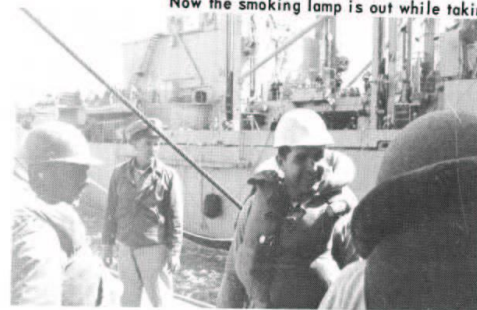
## REFUELING - HI-LINE

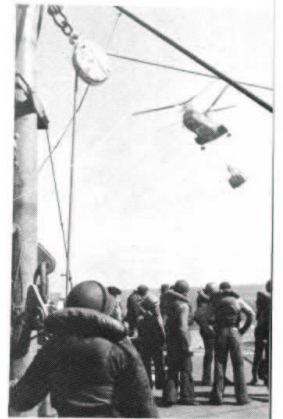
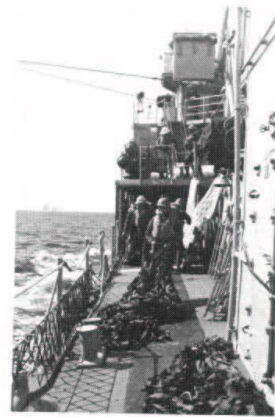
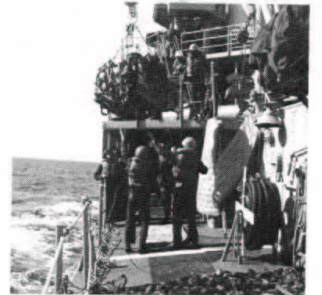
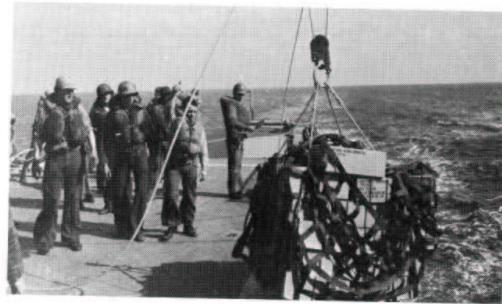
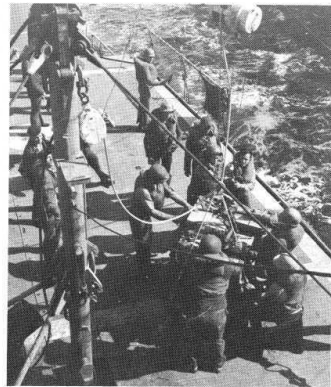
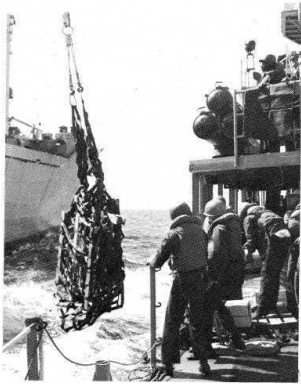
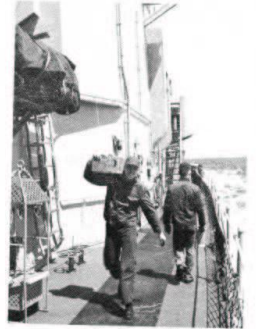
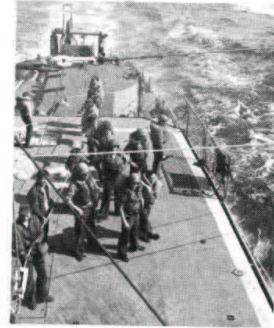
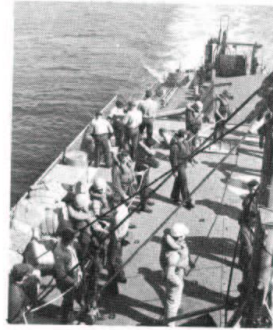
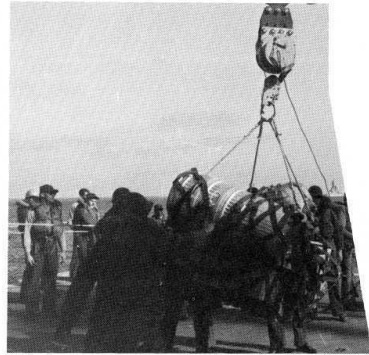


Underway refueling

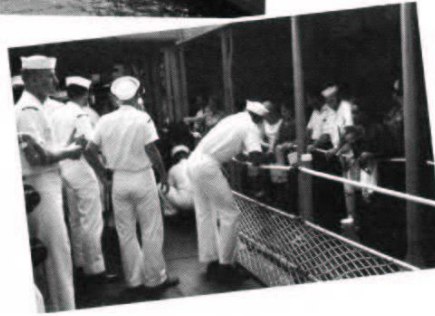


Now the smoking lamp is out while taking on fuel.





# HOME COMING



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