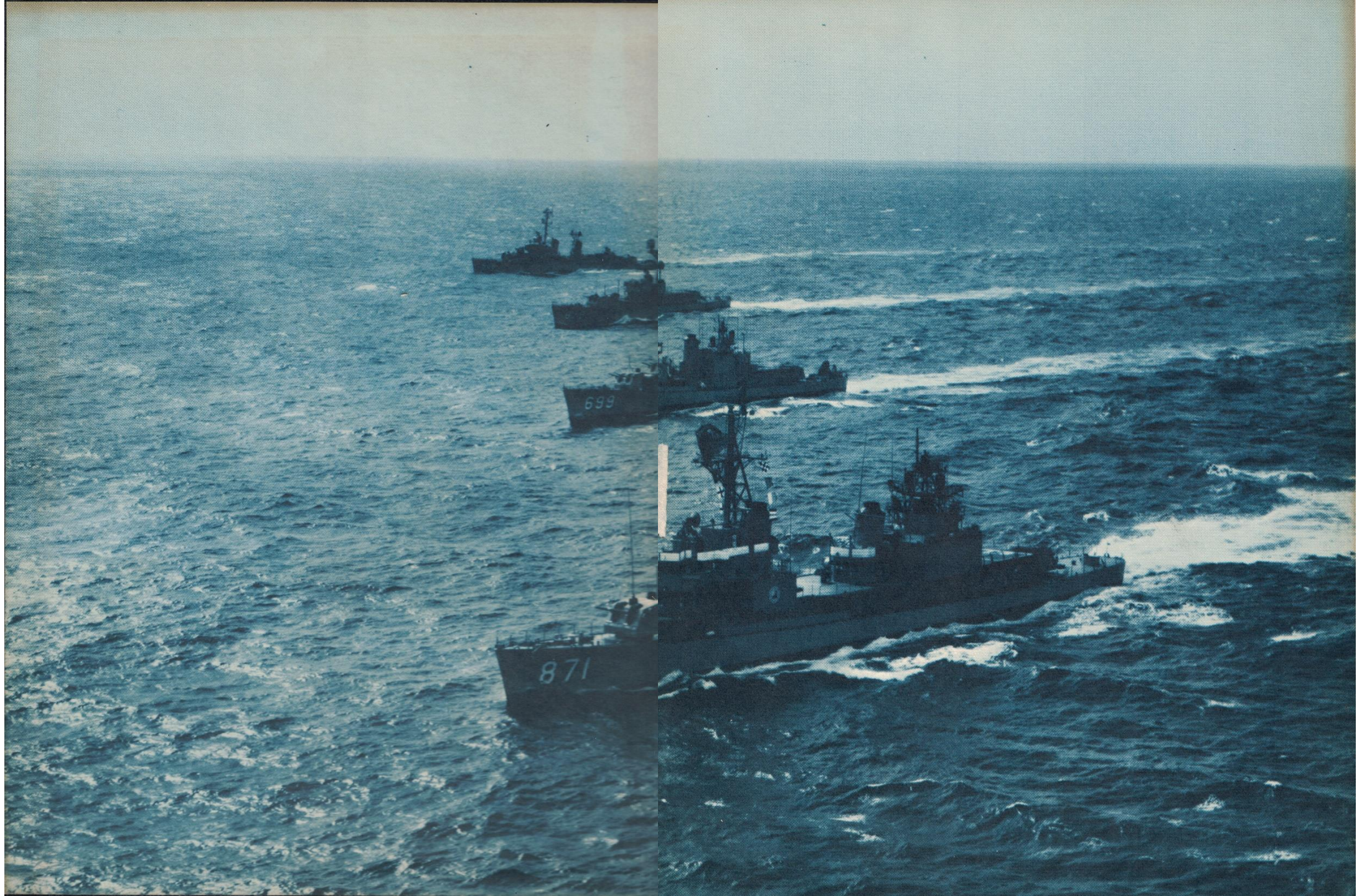


WESTRAC CRUISE



1967 - 68



THE WESTPAC CRUISE
OF
USS WALDRON (DD-699)



5 JULY 1967 - 30 JANUARY 1968



COMMANDING OFFICER

Commander Gerald WILDA is a native of Manitowoc, Wisconsin, where he attended Lincoln High School. In 1947 he was commissioned from the U.S. Merchant Marine Academy and sailed with United States Lines as Third Mate until he came on active duty in December 1949.

Commander WILDA's first ship was the USS SALEM (CA-139). From 1952-1955 he was attached to the EXPLOSIVE ORDNANCE DISPOSAL TECHNICAL CENTER. In July 1955, Commander WILDA reported aboard his first destroyer, the USS YARNELL (DD-541).

From September of 1957 to August of 1958, Commander WILDA had his first command as Commanding Officer of the USS SAN JOAQUIN COUNTY (LST-1122). Next came a short stint at Guided Missile School and then he served as Officer-in-Charge, GUIDED MISSILE SERVICE UNIT 219 at Crane, Indiana. This was followed with a brief tour at the Marquette University NROTC Unit.

Upon his return to sea duty in February 1962, Commander WILDA was Executive Officer of the USS BIDDLE (DDG-5) until August 1963. Following this, he spent six months as a student at the ARMED FORCES STAFF COLLEGE. From January 1964 until he reported to the USS WALDRON (DD-699) as Commanding Officer in October 1965, Commander WILDA served on the Staff of Commander SECOND Fleet.

Commander and Mrs. WILDA, the former Anne Pekarske of Newton, Wisconsin, and their seven children reside in Norfolk, Virginia.

I welcome this opportunity to express to all hands my appreciation for the cooperation and teamwork we have had during my tour as Commanding Officer and particularly during this deployment to South East Asia.

Operating with the Seventh Fleet has been a particularly rewarding and satisfying part of our Naval Careers and has given us an opportunity to participate in the defense of the principles of democracy. Our country's stand for freedom of choice is being demonstrated as a positive one and I am especially glad that WALDRON had the chance to "stand up and be counted". Each of you can be proud to be a member of the team of men organized by our country to defend against oppression of our allies.

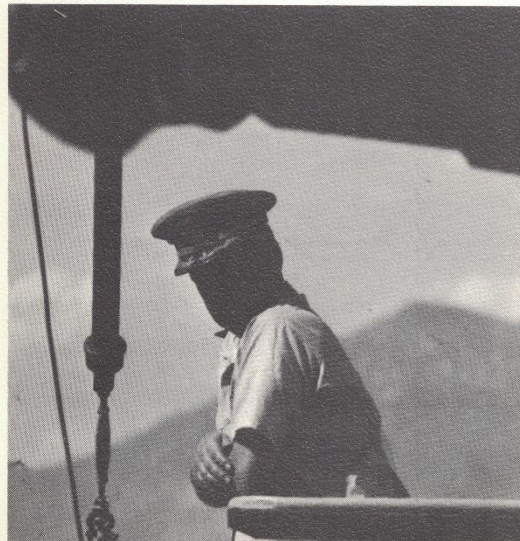
From the standpoint of accomplishments this has been one of the best cruises in WALDRON's almost 25 year long history. We did not miss a single commitment and we earned a reputation of always being ready to do any job assigned. Probably the Viet Cong, if asked, could give the best testimonial to the accuracy of our gunfire support. Everyone of the commands ashore that we supported praised our gunfire team. Each of our replenishments was an exercise in teamwork and a display of spirit that anyone could be proud of. Our operations with the attack carrier ORISKANY gave the Navy Air Arm a good picture of the Destroyer Navy and reassured the pilots that an efficient crew was ready to lend assistance if needed. Your excellent conduct ashore epitomized the tenets of the President's People to People program.

I am especially proud of each and every one of you and I am proud to have been associated with you. I will always remember WALDRON and this deployment.

EXECUTIVE OFFICER

LCDR Musgrave is a native of San Antonio, Texas and enlisted in the Navy in April of 1942. He served as an aviation electronics technician until August 1954 when he was commissioned in the Integration Program. He subsequently served as Boat Group Commander in USS FREEMONT (APA-44); as Ship-to-Shore Officer and Navigator in USS CONE (DD-866); as Officer-in-Charge Mobile Electronic Technical Unit FOUR; as Executive Officer and Navigator in USS KRECHMER (DER-329); and as a Communications Watch Officer in the National Military Command Center in the Pentagon.

LCDR Musgrave is a graduate of the Command and Staff school of the Naval War College. LCDR and Mrs. Musgrave, the former Miss Fern Couch, reside with two of their four children in Norfolk, Virginia.





LT. J.H. McLee
OPERATIONS OFFICER



LT. E.W. Froelich
WEAPONS OFFICER



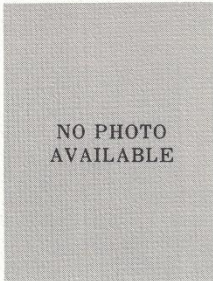
LT R.H. Schmidt
ENGINEERING OFFICER



ENS R. Peterson
SUPPLY OFFICER

WALDRONS

WARDROOM



NO PHOTO
AVAILABLE



LTJG Young
Asst. WEAPONS OFFICER



LTJG Brookes
ASW



LTJG Schulenburg
DASH



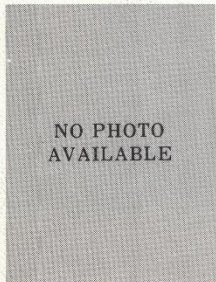
LTJG Travis
DCA



LTJG Meeker
ELECTRICAL OFFICER



LTJG Shrawder
FORMER CIC



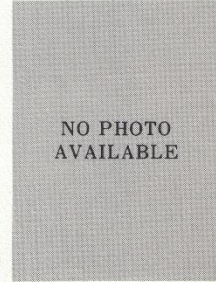
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ENS Finney
NAVIGATION OFFICER



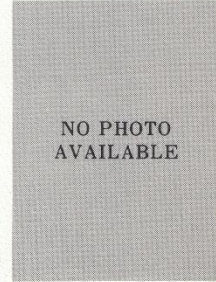
ENS Deturck
FIRST LIEUTENANT



NO PHOTO
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ENS Burgess
CIC



LTJG Brown
FORMER COMMUNICATIONS
OFFICER



LTJG Blount
SECOND DIVISION OFFICER



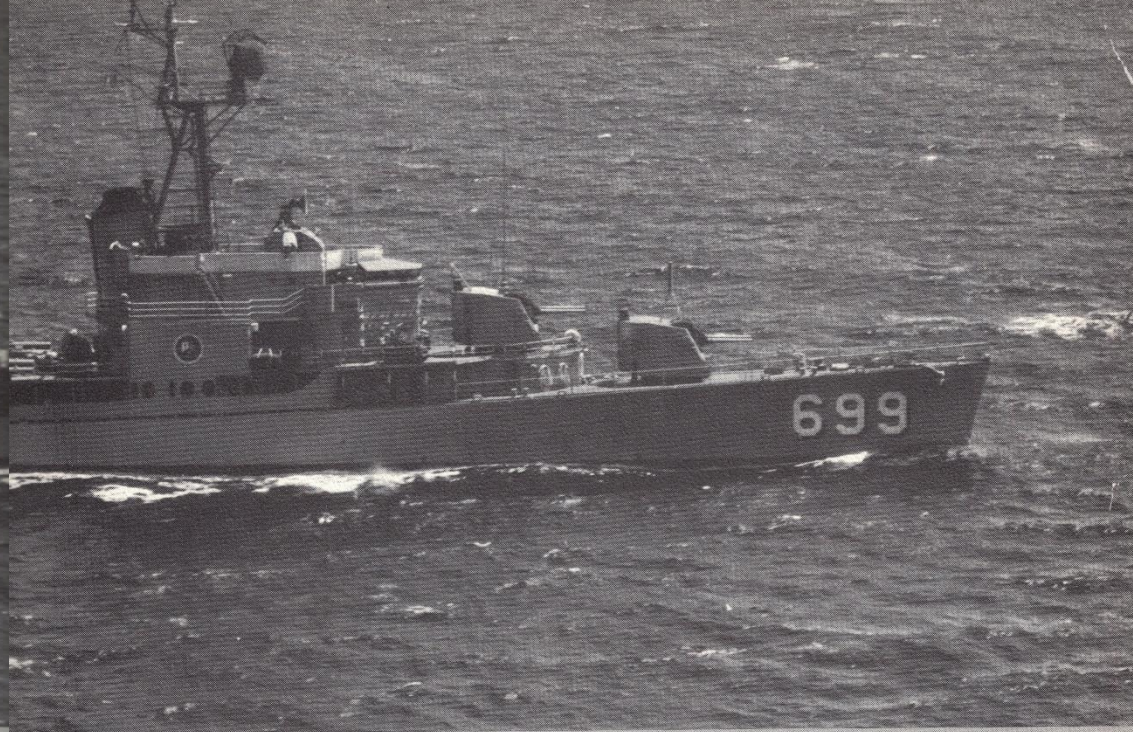
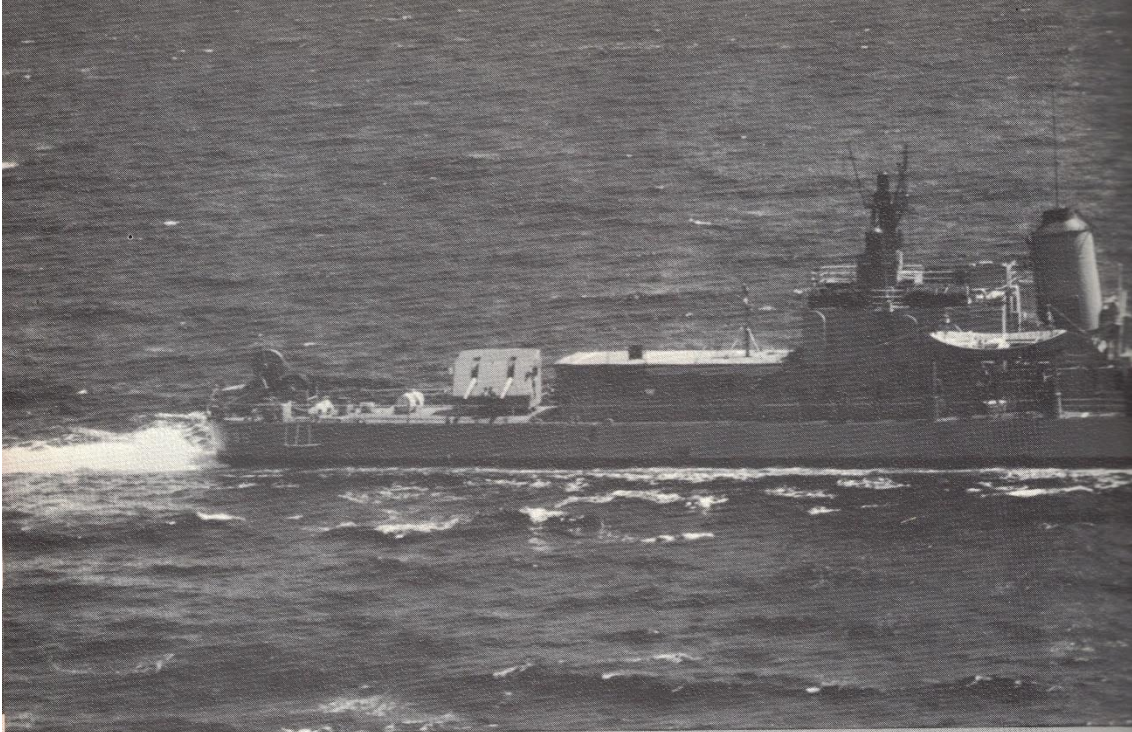
LTJG Bartle
FORMER DCA



ENS Reuter
COMMUNICATIONS OFFICER



ENS Grob
MPA



SHIP'S HISTORY USS

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 was transferred to the Pacific Fleet becoming a part of Vice Admiral "Marc" Mitcher's famed Task Force 58 and receiving 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 damage, 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 unsurmountable 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 1952 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, Hong Kong, Singapore, Ceylon, Suez, and Barcelona. Remember the Skippers; Commanders CUNNINGHAM and WILSIE? 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

WALDRON (DD-699)

and middle cruises, as well as Med Deployments but always there were new places to see, new shipmates to serve with, new Skippers (Commanders BENITEZ, MASON, and CUMMINGS) to guide her. WALDRON was on the spot for the Suez 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, Shebogan, 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 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.

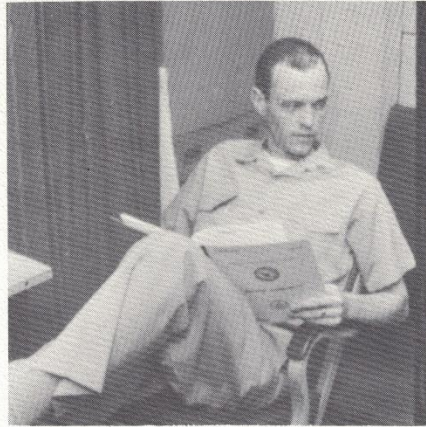
On 1 June 1962, WALDRON entered Norfolk Naval Shipyard for FRAM II overhaul: A complete modernization of all shipboard systems. She completed the overhaul and rejoined her sister ships of DESRON 22 in January 1963. In November of 1963 and January 1965 WALDRON again joined the Sixth Fleet on station in the Mediterranean. She was there during the Cyprus crisis and visited such ports as Barcelona, Valencia, Cannes, Naples, and Genoa. She returned to Norfolk and the Second Fleet in May of 1964.

After a tender availability, WALDRON weighed anchor on 19 November 1964 for sunny Key West. Fleet Sonar School and type training with Destroyer Division 601 and units of the Royal Navy kept the ship on her toes. On 14 December Tropical Uniforms were traded for foul weather gear and WALDRON headed home spending the Christmas holidays in Norfolk. January was spent in preparation for WALDRON's second Mediterranean cruise in as many years and the ship departed on 18 February arriving in Valencia, Spain on 5 March. After visiting ports in Greece, Spain, and Italy, she departed for Norfolk arriving in July 1965.

Since that time WALDRON has served in the Manned Spacecraft Recovery Forces during Gemini 5, 6, and 7 missions and the nation's first Apollo mission. She has had two periods of refresher training in Guantanamo Bay and participated in Operation SPRINGBOARD, also in the Caribbean.

Just prior to departure to WESTPAC, WALDRON spent two weeks in Key West, Florida at the Fleet Sonar School during which time she was part of Armed Forces Day festivities in Miami Beach.

OPERATIONS DEPARTMENT



Ops. Boss



Flexibility and change best describe the Operations Department during the cruise. Missions often came so fast that most of the ship was not aware of it and we soon felt like we were shifting gears in a road race.

The SM's enjoyed basking in the South Pacific sun, but performed magnificently (underwater) in task group operations. The ship fired over 7000 rounds and our port and starboard RD's plotted every one perfectly. The QM's kept us on track and took us smartly to each liberty port, while the Ship's Office held the line in the "Paper War" and ably assisted on the condition watches. The RM's deserve special credit for using almost as much paper as the industry could make, and above all for their gracious hospitality to frequent important visitors. Somehow, the ET's kept it all together, even if they did have to modify their shoes to carry spare parts. Our "Doc" soon developed the "Fastest Needle in the West" (best PMS program on the ship), and was pretty good the morning after too! Last but not least, there was our hard working PC who kept us happy (if not hoping) at each mail call.

We lost our popular division officers, LTJG Shrawder (Flight School) and LTJG Brown (Business School), but gained the fast moving trio of Reuter, Burgess, and Finney.

All in all, it was a team that could have won in any game and it's a shame we can't be back next season with each man at the same position.



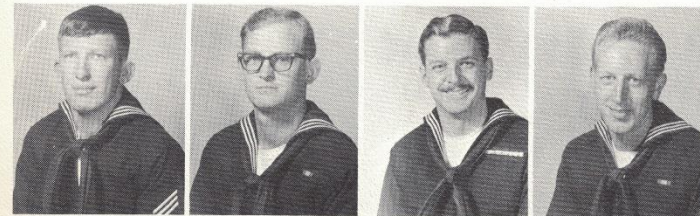
OC DIVISION



J. Chamberlin, SM2 C. Frisby, RM2 T. Williams Jr., RM2



E. Dausener, SM3 C. Neal, YN3 D. Slocum, PN3 G. Clark, RMSN

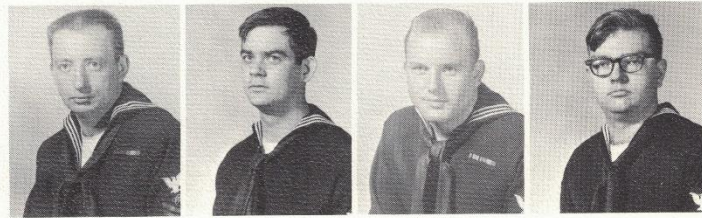


J. Ross, SMSN T. Eve, SN J. Nosek, SN E. Winkel, SN

OE DIVISION



R. Albrecht, MMC E Jessop, ET1 B. Kellish, ET1



J. Myers, ETR2 W. Radford, ETR2 J. Williams, QM2 G. Cautt, ETR3



F. Hamilton, QM3 O. Moder, QM3 E. Schullian, QM3 T. Brunner, SN

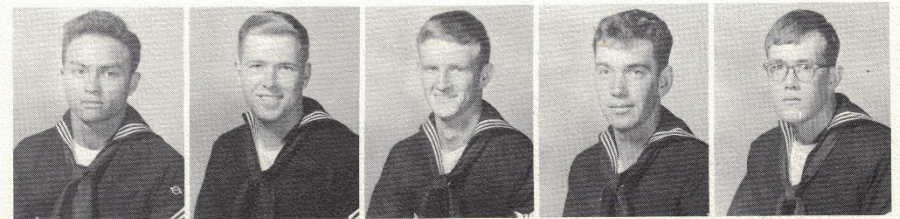
OI DIVISION



D. Long, RDC J. Pope, RD1 G. Northfield, RD2 H. Youngman, RD2



P. Andes, RD3 R. Baumeister, RD3 A. Brown, RD3 W. Heine, RD3 R. Horam, RD3



L. Angelo, RD3 G. Miles, RD3 G. Paradise, RD3 M. Estes, RDSN W. Dennis, SN

WEAPONS DEPARTMENT



Gun. Boss



On the morning of 24 August 1967 WALDRON's Mount 51 rapped out the first rounds, signaling the beginning of a fast moving and often grueling Vietnam deployment. Nothing moved slowly in WESTPAC for the Weapons Department.

Calls for Fire, H and I, Pre-H-Hour firing, day and night, broken up by unreps and an occasional typhoon was the normal picture aboard WALDRON. After a trying first week of "snapping in", these evolutions became routine. Shooting, replenishing, and fighting an unbelievable amount of running rust soon became the order of the day.

Cooper's intrepid "Gunners" sprayed the Vietnam landscape with almost 200 tons of projectiles while Weaver's FT's kept a sometimes lame computer belching remarkably accurate fire control solutions. LTJG Schulenburg (director officer par excellence) proved to be exceptionally deadly in counter battery fire up around the DMZ.

All the while "the rust runneth over" and the unreps continued, but as always First Division was superbly there, chipping, scrapping, painting, rigging, and unrigging. Their rigs brought aboard all good things like the long waited for mail, many many movies (unforgettable epics that they were), fuel, and that most important and crucial item - toilet paper.

LTJG Brooke's A/S division ably held the ends together - manning the 50 calibers, hylines, sonar, and anywhere else that they were needed. Even though the foreboding report of "shots in the water" caused a certain amount of anxiety on the Bridge and in Gun Control, the Sonarmen were unwavering in their vigilance in forewarning of enemy gunfire.

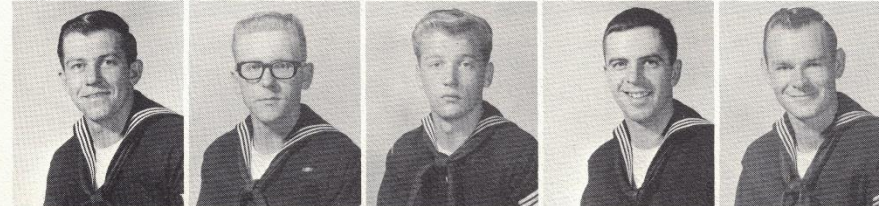
Happily, the guns were on target, the replenishments were successful and somehow the ole WALDRON came back with more gray than rust.



FIRST DIVISION



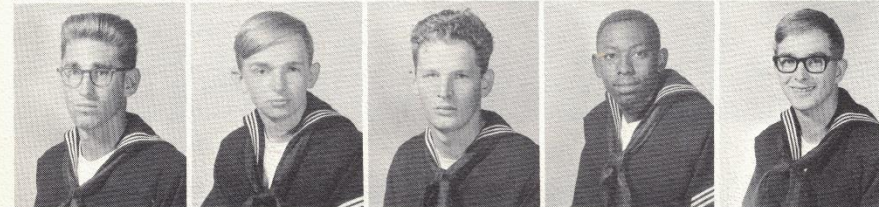
H. Angell, BM1
J. Thomas, BM2
R. Cobbs, BM3



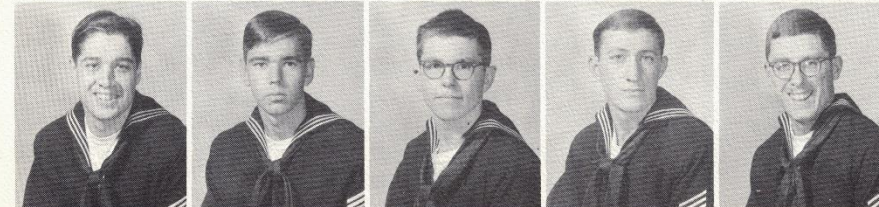
A. Gillespie, BM3
J. Luedtke, BM3
R. Robson, BM3
C. Geiman, BMSN
D. Baarda, SN



P. Corbett, SN
J. Hunter, SN
W. Kyker, SN
R. Nettke, SN
N. Paiz, SN

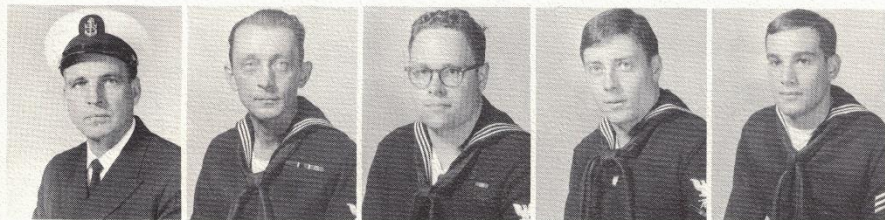


R. Rech, SN
R. Rhodes, SN
E. Shoemaker, SN
W. Simmons, SN
J. Smith, SN



S. Taggart, SN
J. Windham III, SN
D. Chappell, SA
R. Neal, SA
L. Stephon Jr., SA

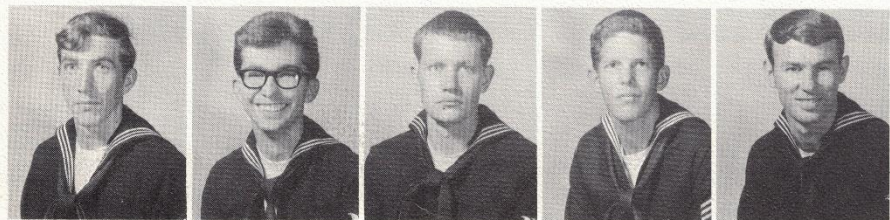
SECOND DIVISION:



C. Cooper, GMCM G. Weaver, FTG1 J. Atkinson, GMG2 R. Brandenburg, FTG3 J. DeMeola, GMG3



C. Doyle Jr., GMG3 J. Halvorson, GMG3 M. Peterson, FTG3 R. Riekema, GMG3 D. Shears, FTG3

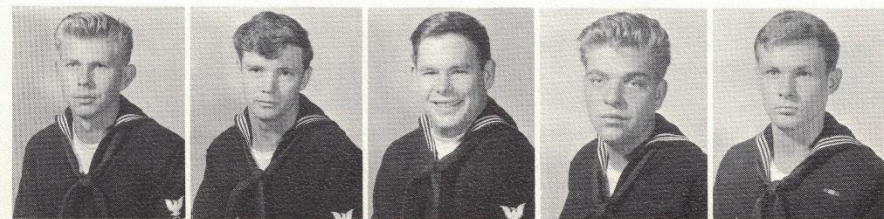


J. Trent, GMG3 B. Uhrich, FTG3 W. Taylor, FTGSN J. Divine, SN G. Stanley, SN

A/S DIVISION :



W. Brazzell, ADR1 J. Gokey, STG2 R. Hines, STG2 N. Larnaive Jr., TM2



J. Maynard, STG2 R. Miller, STG2 R. Scott, STG2 A. Beres, TM3 L. Dober, ADJ3



L. Ericksen, TM3 R. Jackson, STG3 R. Medeiros, GMG3 A. Spisak Jr., ATN3 R. Vikdal, STG3



M. Walsh, TM3 G. Wilde, STG3 J. York, STGSN K. Eisler, SN L. Mitzel, STGSA

ENGINEERING DEPARTMENT



"Chief Snipe"

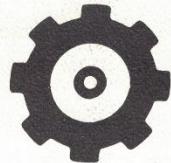


From the time that Main Control answered the first bell on 5 July 1967, until the moment that the boilers heaved a mighty sigh of relief as they were secured on 30 January 1968, the Engineering Department was continuously ready to drag or bag.

The MM's demonstrated courage above and beyond the call during their occasional forays into #1 main condenser to do battle with the giant sea snakes which lurked there. During high speed carrier operations, the BT's were there with the steam, and even managed to break all existing records by shifting from two boilers to four boilers two boilers in less than an hour. The electricians proved more than adequate match for the vast array of tape recorders which they were required to inspect; while the IC shop went through two movie re-winder without even breathing hard. A gang personnel somehow always managed to find some top-side portion of their far flung empire to work on and consequently wound up being the best tanned engineers in the Pacific. R division proved of more practical nature, however, and by the end of the trip had developed one of the Navy's most comprehensive "Training Folders". Even our Oil King had his occasional day, although the words "fuel spill" and "oil spill" sometimes produced a remarkable change in his usually easy going nature.

Emergency leave and injury caused personnel losses during the cruise but we somehow always managed to make do with what we had. LTJG Bartle reported to the Staff ("You always have a friend in TWO TWO TWO") but ENS Grob quickly moved in to fill the slot.

Despite the fact that this was an arduous deployment, it was a good deployment, and WALDRON's excellent record can in many ways be attributed to the outstanding performances of both men and machinery.



B DIVISION



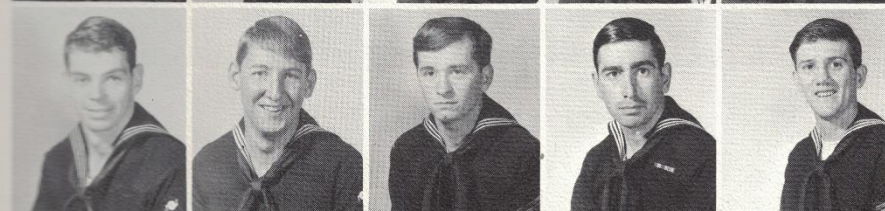
L. Burch, BTC
H. Sult, BT1
C. Banks, BT2



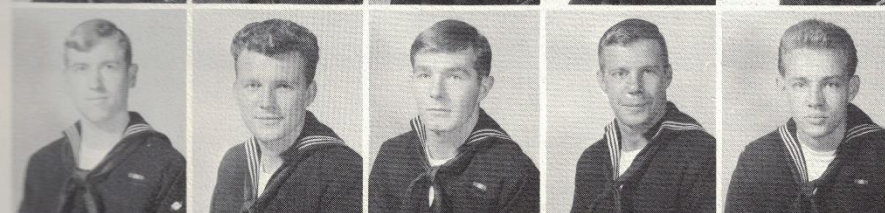
J. Evans, BT2
D. Verlinde, BT2
P. Furman, BT3
A. Galinelli, BT3
R. Holt, BT3



J. Jernigan, BT3
W. Marcy, BT3
W. Meyer, BT3
O. Ralston, BT3
P. Thompson, BT3



S. Pratt, BTFN
D. Graham Jr., FN
D. Hilden, FN
P. Lalanne, FN
D. Pier, FN



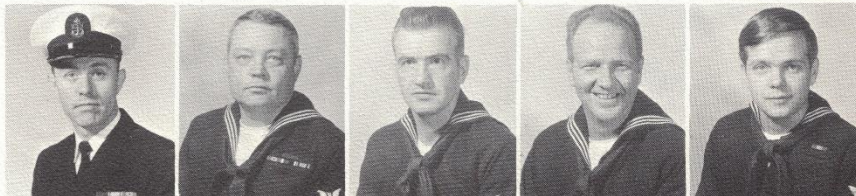
J. Armstrong, BTFA
T. Shirk, BTFA
S. Gorrie, FA
J. Schmidt III, FA
R. Williams, FA

M DIVISION

E. Walsh, MMCS



R. Beltz, MMC
W. Loche, MM1
G. Roberts, BT1
J. Cieslinski, MM2
D. Smith, MM2



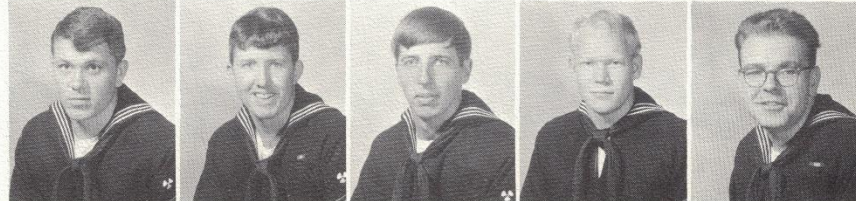
T. Ames, Jr., MM3
W. Beaver, MR3
R. Butcher, MM3
J. Capps, MM3
J. Cavaletto, MM3



R. Gent, MM3
T. Jones, MM3
R. MacIver, MM3
C. Smith, MM3
W. Walder, MM3



L. Brigowatz, MMFN
S. Gruetter, MMFN
P. Hott, MMFN
G. Diekson, FN
R. Melville, FN



D. Osgood, FN
D. Piasecki, FN
M. Price, FN
R. Taillon, FN
R. Brown Jr., MMFA



R DIVISION

R. Erickson, EMC
S. Vechter, SFC
V. Wilkowski, MMC
J. Jack, EMI



H. Martinez, Jr., IC1
R. Peacock, MM1
A. Jarrett, MM2
R. Kubat, SFM2
D. Sheppard, EM2



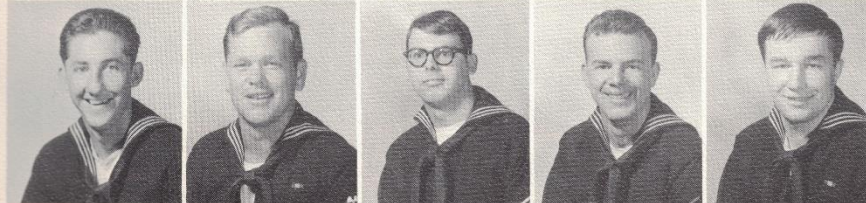
D. Stiles, IC2
R. Carrara, IC3
T. Cunningham, DC3
D. Efting, EM3
R. Farmer, EM3



R. Killion, SPM3
P. Raemdonck, DC3
R. Reese, MM3
R. Ulrich, EM3
J. Marlott, DCFN



J. Bland, FN
L. Gray, FN
W. Irvan, SN
G. Robertson, FN
J. Marlott, DCFA



SUPPLY DEPARTMENT



"Pork Chop"

Supply Department is the smallest of the departments in WALDRON; however its job is by no means a small one. Supply is responsible for obtaining, storing, and dispensing all supplies from radar magnetons to ball-point pens. With storerooms stocked to the limit (at the beginning of the cruise) our Storekeepers were usually able to fill a request on a part - when and if they could locate it.

Supply also has the important job of making the ship more liveable. Within their responsibilities are the Galley and the Mess Decks (scenes for the serving of the "Gour Met's Delight"), the coke machine (alias "one armed-bandit), crooks nook (famous for its dungaree sales and complete stock of ships plaques), barber shop (by appointment only), Laundry (?!★?), and last but certainly not least, the Disbursing Officer - one part of supply which was usually one step ahead, and on time - if not early.



:SUPPLY DIVISION:



D. Jeneary, SKC

W. Roberts, CSC

C. Dunga Jr., SD1

F. Schmitt, SH1



M. Thompson, SH2

R. Belcher, SK3

S. Gray, CS3

D. Phillips, PN3



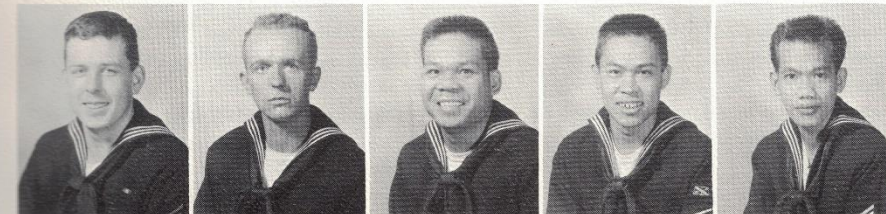
C. Spencer, SK3

G. Johnson Jr., CSSN

J. DeAngelis, SN

M. Flores, TN

A. Garcia, SN



R. Korhonen, SN

G. Martin, SN

R. Ojascastro, TN

F. DeDios, TA

M. Tan Epigenio Jr., TA

SUPPLY DEPARTMENT



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“SUPPLY DIVISION”



D. Jeneary, SKC

W. Roberts, CSC

C. Dunga Jr., SD1

F. Schmitt, SH1

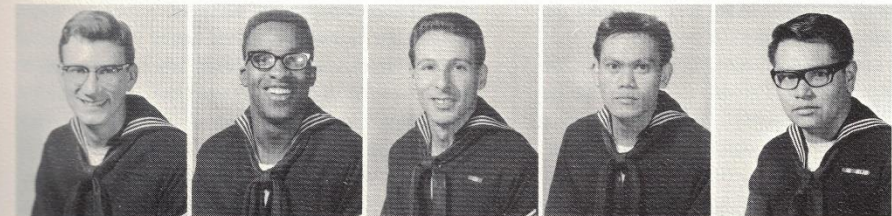


M. Thompson, SH2

R. Belcher, SK3

S. Gray, CS3

D. Phillips, PN3



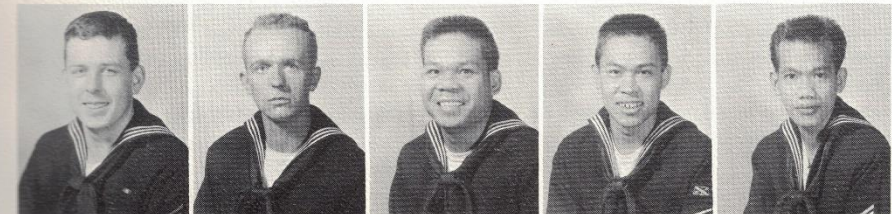
C. Spencer, SK3

G. Johnson Jr., CSSN

J. DeAngelis, SN

M. Flores, TN

A. Garcia, SN



R. Korhonen, SN

G. Martin, SN

R. Ojascastro, TN

F. DeDios, TA

M. Tan Epigenio Jr., TA

NARRATIVE OF CRUISE

After having enjoyed the 4th of July holiday at home, the WALDRON departed Norfolk underway for WESTPAC on the 5th along with DAMATO, CONY, and LEARY. On the 10th WALDRON transitted the Panama Canal and spent the night at Rodman, C.Z. with most of the liberty party going to Panama City. On the morning of the 11th we were underway again for San Diego with a brief fuel stop in Manzanillo, Mexico. It was here that ship's company discovered that over 14,000 gallons of the supposed 63,482 gallons of fuel turned out to be water. We arrived in San Diego on the 18th for a port visit, voyage repairs, and our last CONUS liberty of the year. On the 21st we were late getting underway due to contaminated lube oil and steamed independently to Pearl Harbor. We arrived in Pearl on the 27th and enjoyed four sunny days of liberty. We left behind the surfboards, Palm trees, and most of our money on the 31st enroute for Yokosuka, Japan via Midway Island.

The first few days of August found us conducting competitive drills and exercises in preparation for our gunline tours. On the 4th we arrived in Midway for fuel and all hands enjoyed investigating the Gooney Bird population. The evening of the 4th the ship crossed the 180th meridian thereby missing completely the 5th of August. More drills and exercises filled our days until the wee hours of the tenth when the lights of Honshu became visible and shortly thereafter the ship moored at the naval base Yokosuka. WALDRON spent four days making voyage repairs and enjoying the many sights of Japan and got underway for Subic Bay, Philippines with a brief overnight fuel stop in Buckner Bay, Okinawa on the 16th-17th. The 20th and 21st were spent in Subic making last minute preparations for the gunline including our final briefings from CTG 70.8. We departed Subic early on the 22nd, a little apprehensive, for the coastal waters of South Vietnam and our first gunline tour. On the morning of the 24th we relieved the USS H.E. HUBBARD (DD-748) near the 17th parallel as support ship for

Commanding Gen. III Marine Amphibious Force. At 0900 that morning WALDRON fired her first of many shots in the War Zone. The remaining eight days of August WALDRON conducted numerous gunfire support missions in South Vietnam and the DMZ. These operations were broken up by several refuelings and rearings and a counter battery fire to North Vietnamese coastal artillery firing on the USS ROBINSON (DDG-12) and USS DUPONT (DD-941). In this action DUPONT sustained a hit and suffered one casualty.

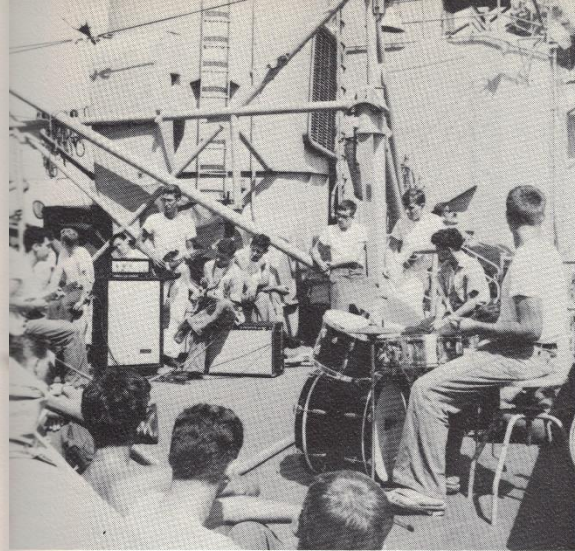
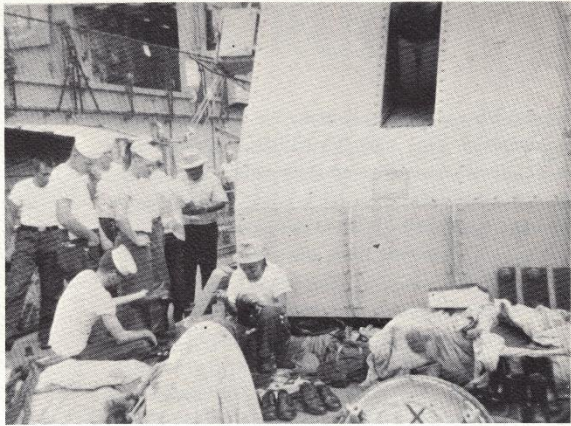
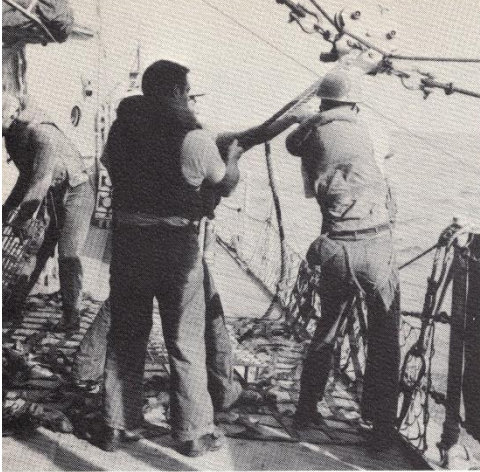
The first half of September found us very busily providing support both for the 3rd Marine Amphibious Force and the ROK Marines engaged in Operation Dragon Fire. The 15th through 17th WALDRON supported amphibious forces in operation "Ballistic Charge". After refueling on the 18th we completed our first tour and set course for Kaohsiung, Taiwan and some long awaited liberty. The 20th of September through the first of October was spent in Taiwan where we enjoyed thoroughly our port visit and even managed a little upkeep.

We left Kaohsiung on the 1st of October for a 22 hour transit to Hong Kong where we spent 5 great days. As so often happened the days of liberty went quickly and the 7th of October found us regretfully setting the Special Sea Detail again as we got underway for the gunline. Our first assignment was in the 2nd CTZ where we supported Operation Pershing until the twentieth when we were assigned to plane guard and screen for USS ORISKANY (CVA-34) in the Tonkin Gulf. The new environment and the unpredictableness of our big brother "Bird Farm" kept all hands busy until the 2nd of November when we headed for Yokosuka.

We ran into quite heavy seas and DAMATO, ROWAN, and WALDRON were left by the carrier to battle them alone. We refueled overnight on 5 and 6 November in Buckner Bay and finally arrived in Yokosuka on the 8th where we rested, relaxed, and repaired until the 15th when ORISKANY, DAMATO, ROWAN, OSBOURN, and ourselves got underway

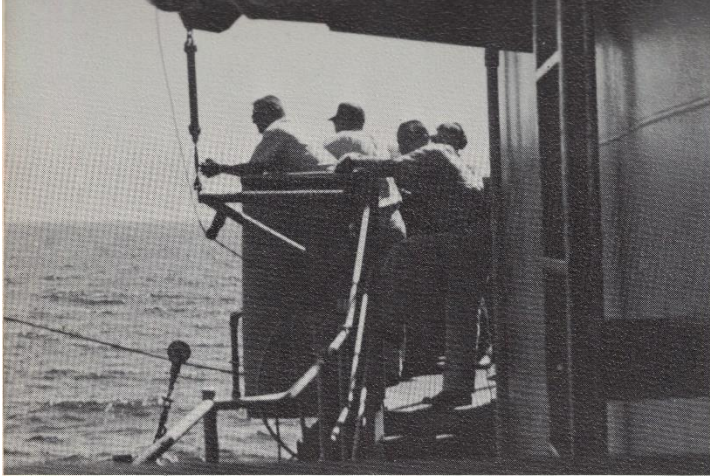
once again for Yankee station. We once more ran into typhoon seas and WALDRON suffered nine men injured during a refueling with the carrier. We suffered storm damage to Mount 51 and were having trouble with the MKLA Computer so WALDRON was detached from the carrier group and proceeded to Subic Bay for repairs. Arriving in Subic on the 19th we were once again underway for Vietnam by the 21st. We were back on station in the 2nd CTZ on the 23rd again providing support for the ARVN and 1st Air Cavalry still engaged in Operation Pershing. During the final days of November WALDRON fired her 5000th round of supporting fire, completed her forty-first Unrep and enjoyed holiday routine and some fine turkey on Thanksgiving.

The WALDRON entered the month of December with only ten more days to cross off of the calendar prior to leaving the gunline. However, the last ten were not very comfortable with winds in the neighborhood of 20 knots and rough seas from the northeast placing us in the trough for the majority of our firing missions. On the 1st we attempted to rearm with USS VESUVIUS (AE-15), however, we were forced to abort due to nilor on the 17th.

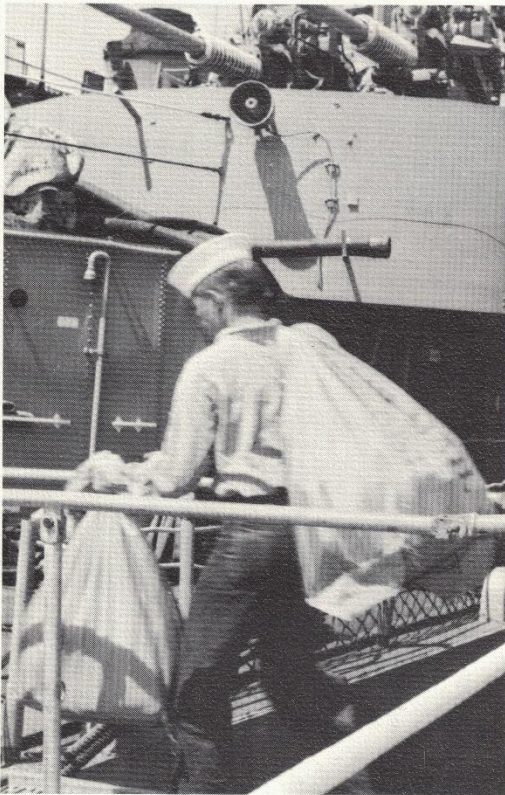
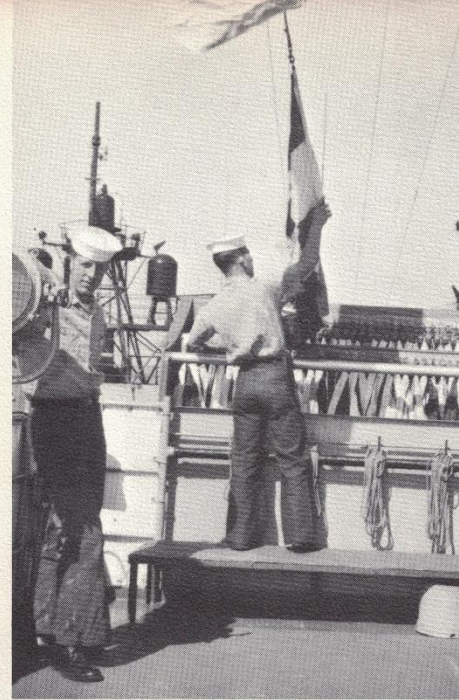


EVERY DAY LIFE ABOARD WALDRON 

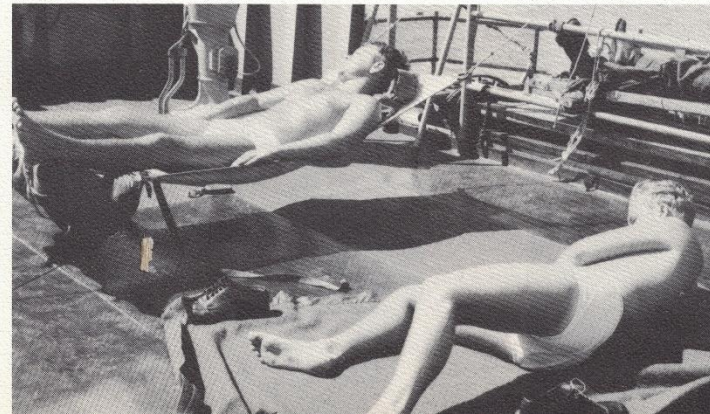
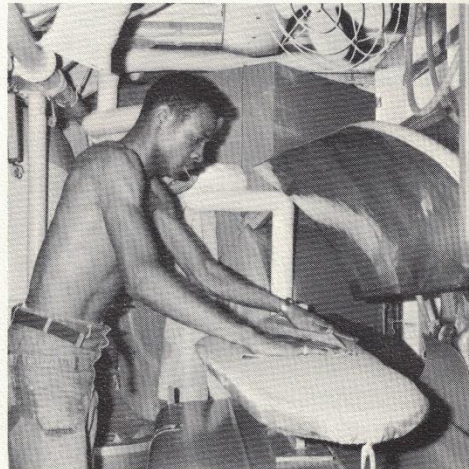


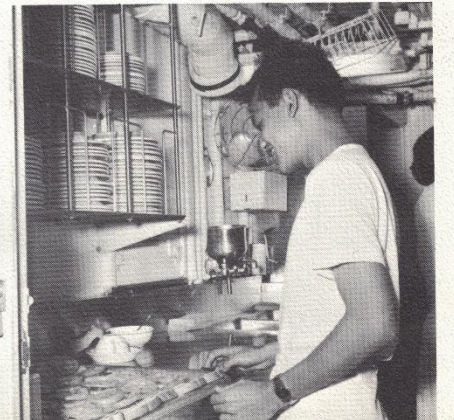
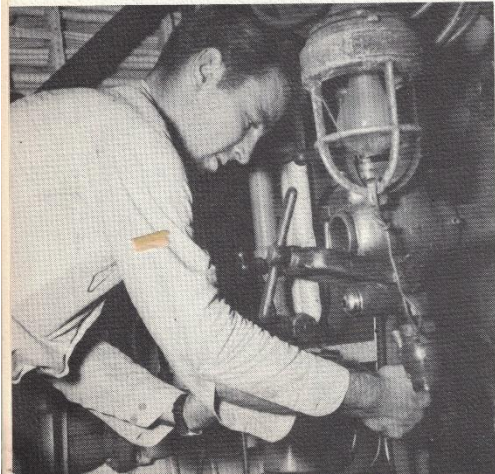
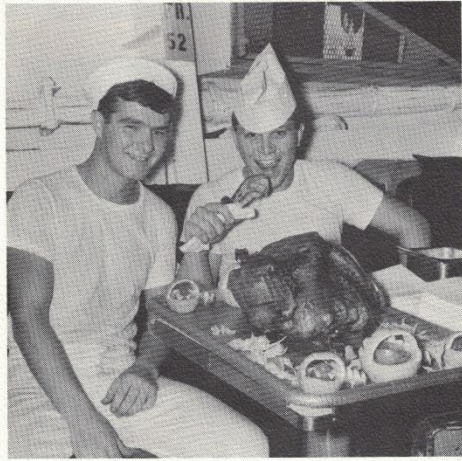


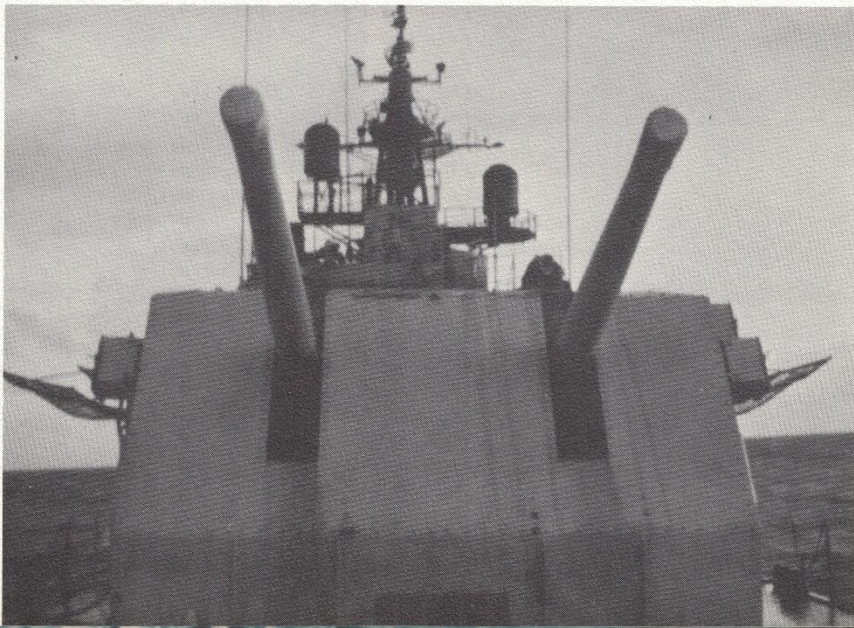
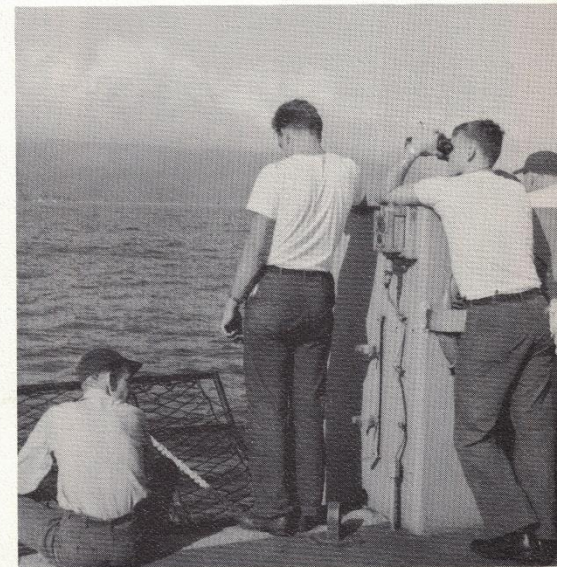
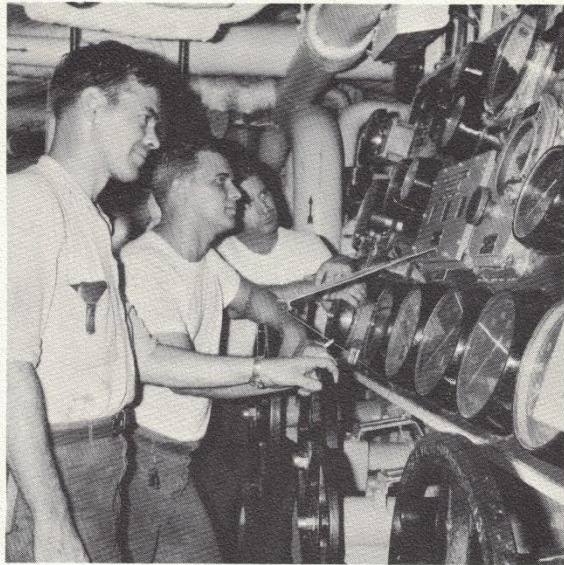
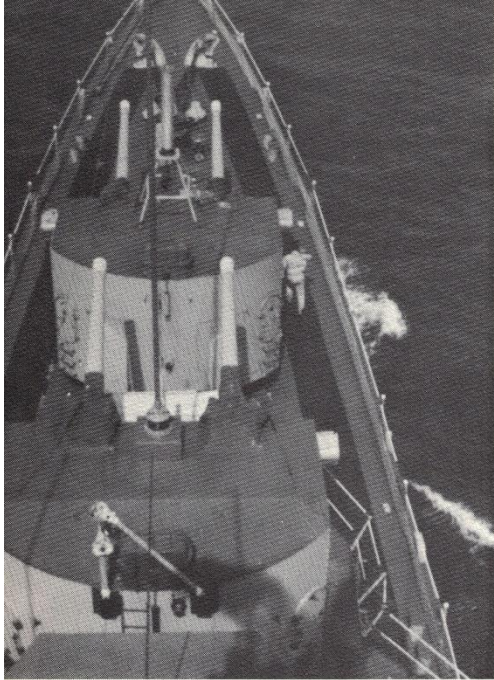
One of the many waiting moments.

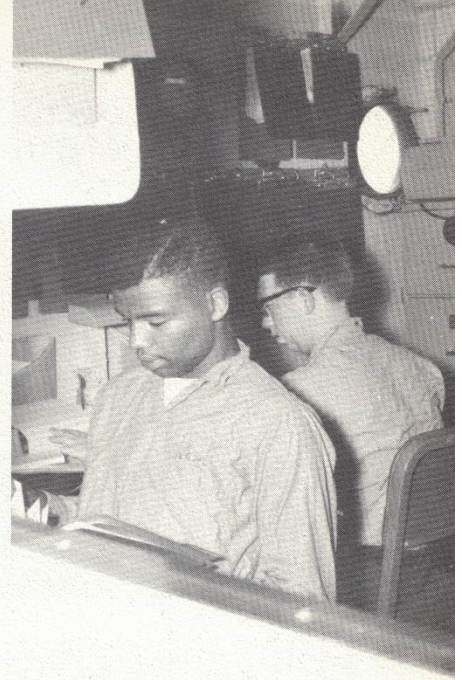


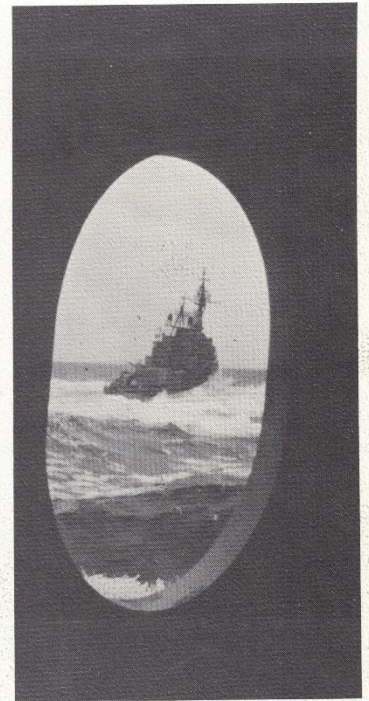
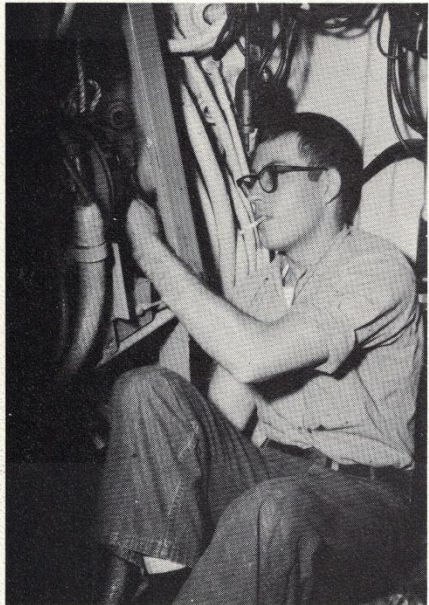
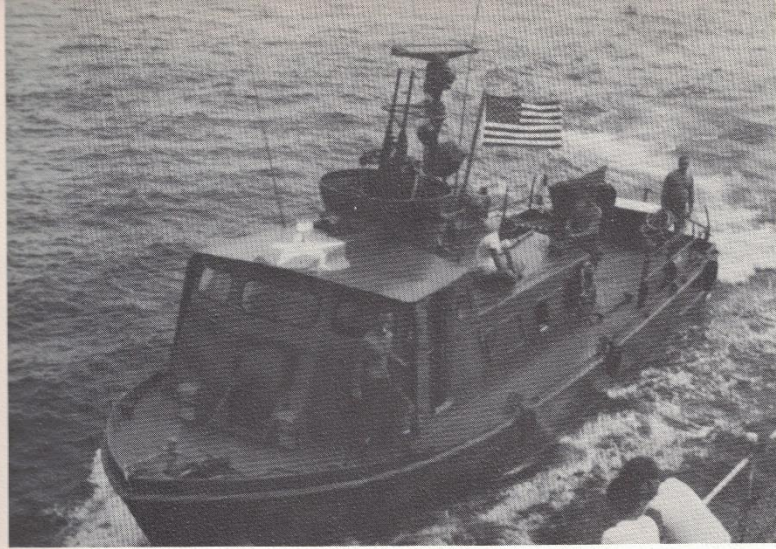
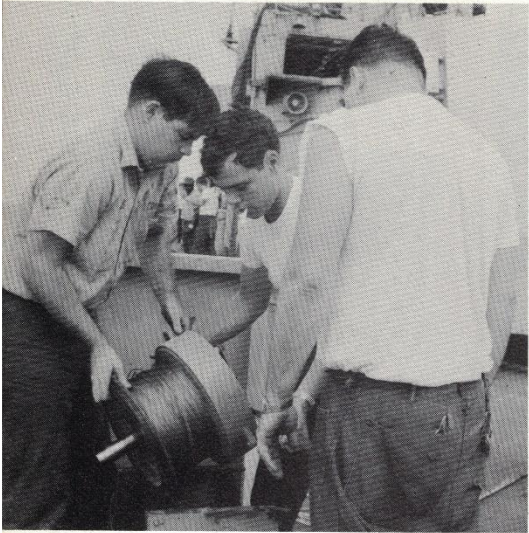
Always too seldom.

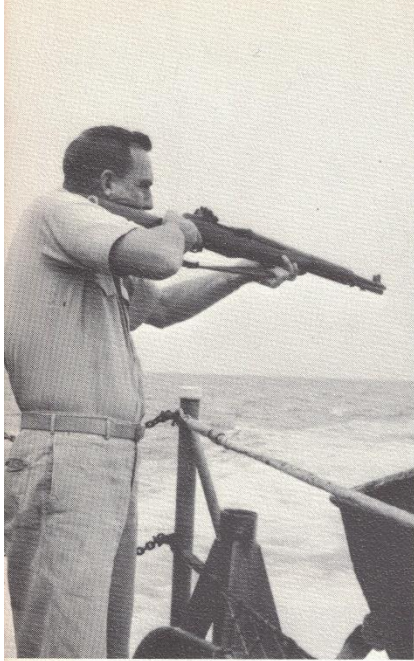




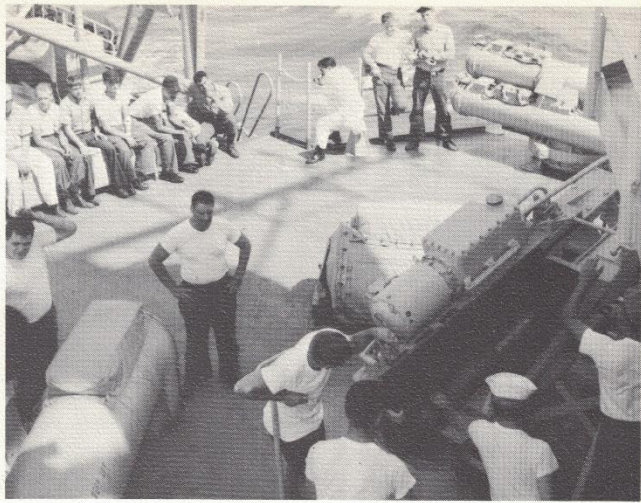




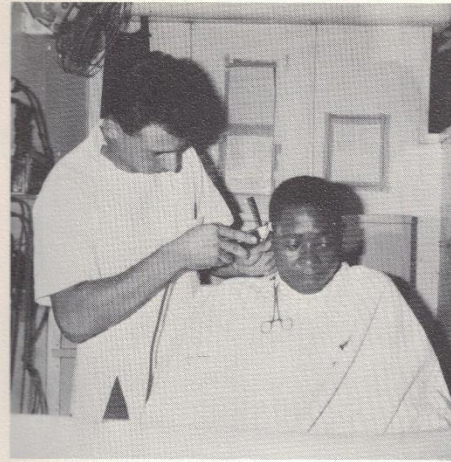




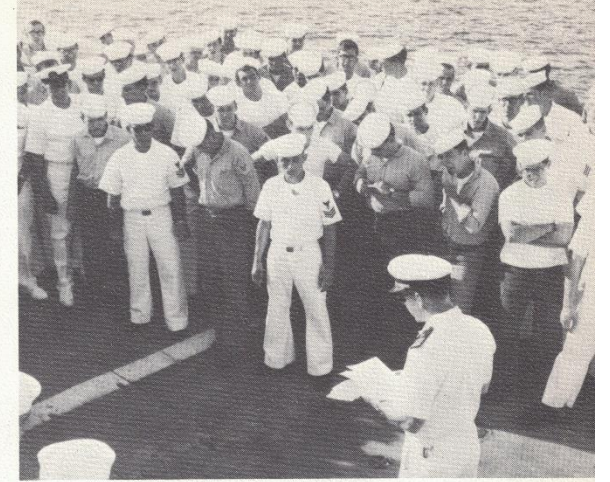
He won't be caught out of the uniform of the day again-



Halpern instructs all--



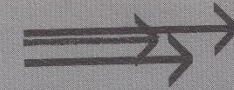
Hey Dee! You think I shoulda bought them things over there in the window?



NSU Roster reads as follows. . . .

WORDS THAT

HAVE TO BE SAID



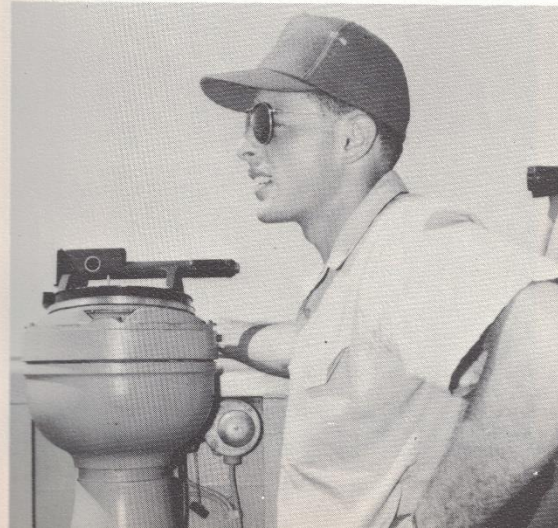
What are you smiling at George?



And the following is a list of books I'd like to order.

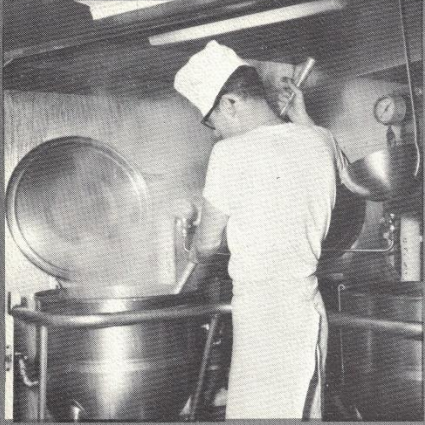


right standard rudder-Navigate by the stars!!!



Damn Ryder and his NEC codes. . . .

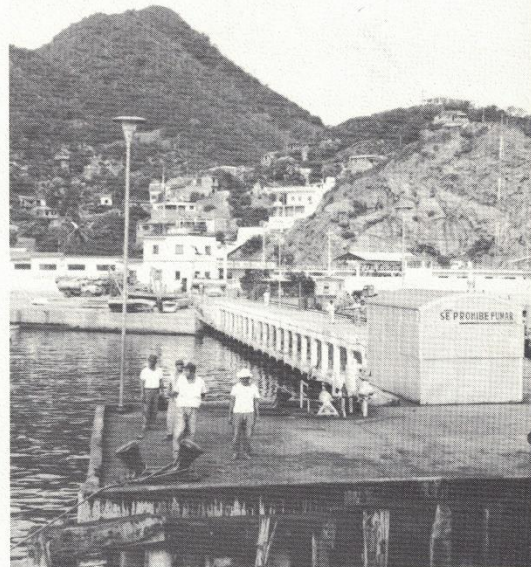




Where is your chow prepared?



Smile for the man Pier.



Water and fuel in one hose?



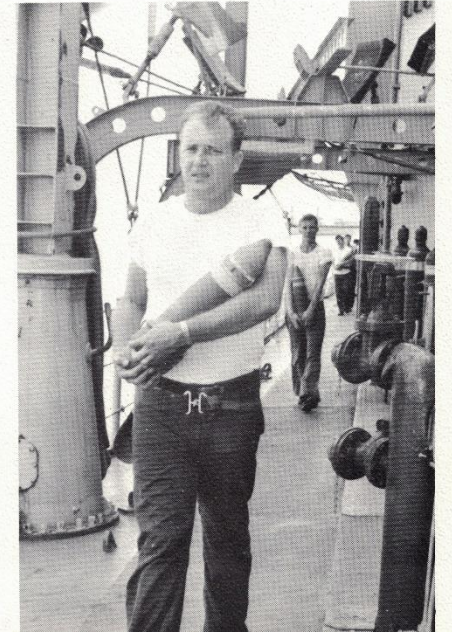
With popcorn and bug juice - who wants to go on liberty?



Can't say I didn't warn you.



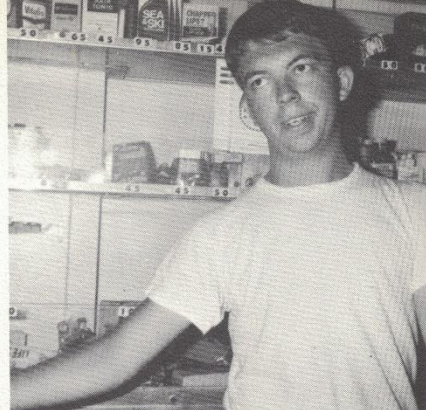
The boys first night out!



So I said I didn't want to go mess cookin.



Bird, How do you suppose we'll get it down?!



How many times do I have to tell you -
Fourex are 80¢ a pack.

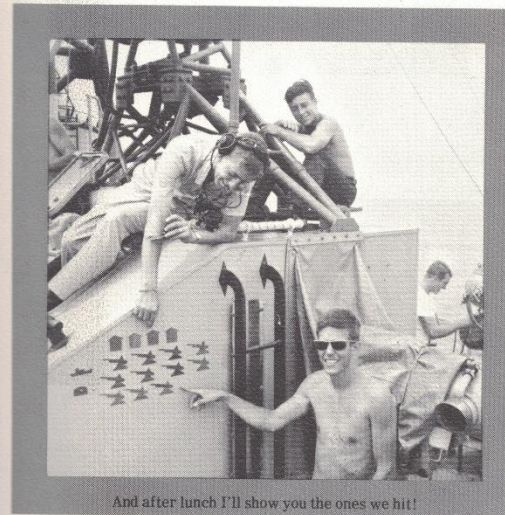


Who says I'm on the wrong ship?

My wife did the dishes at home.



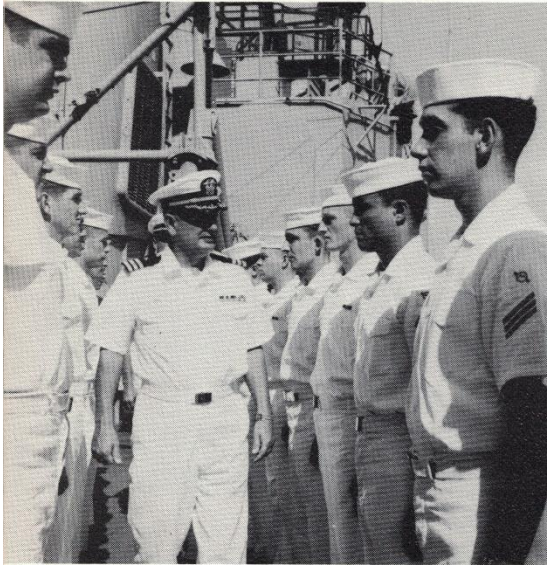
Captain, I just can't see the - carrier anywhere?



And after lunch I'll show you the ones we hit!

... Ed! I suggest you come to all stop 'till I find out where we are?!





You're probably wondering why I called this meeting.



How we gonna get it down?



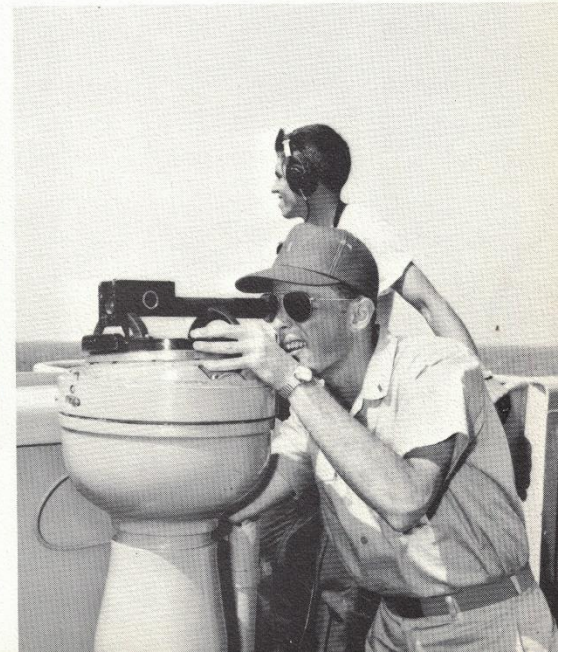
Love is where you find it!

I don't know who took my Pocket Compass but I'll give you 'till noon to return it.

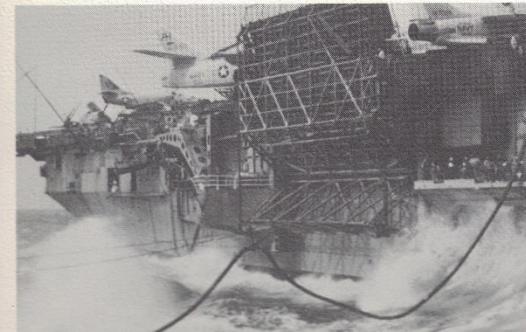
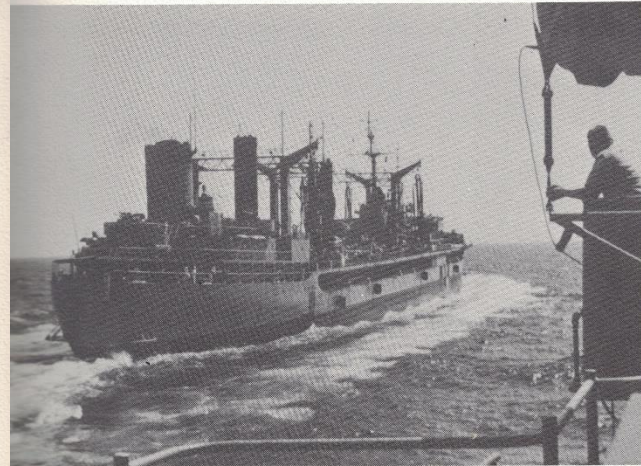
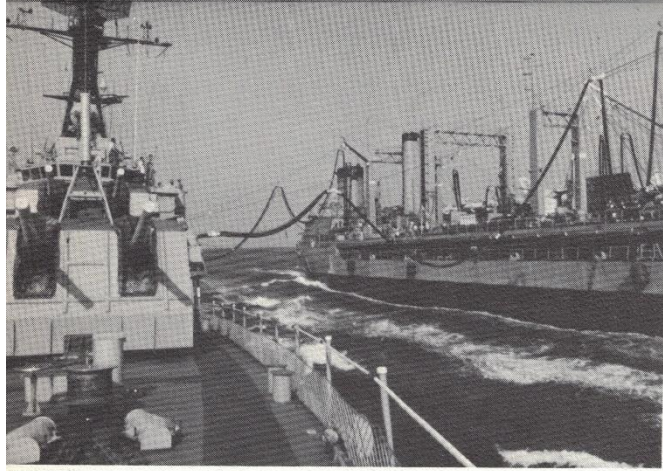


Robson protests against planned parenthood!

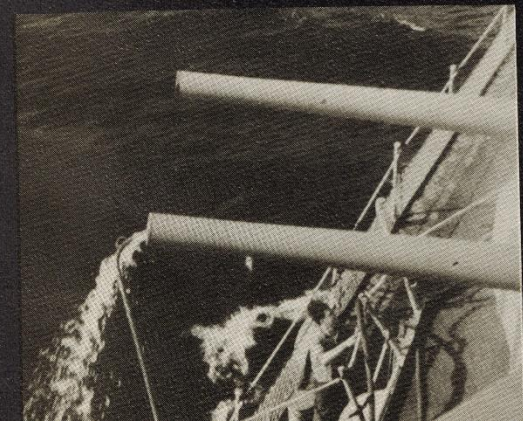
What was she wearing Ed?

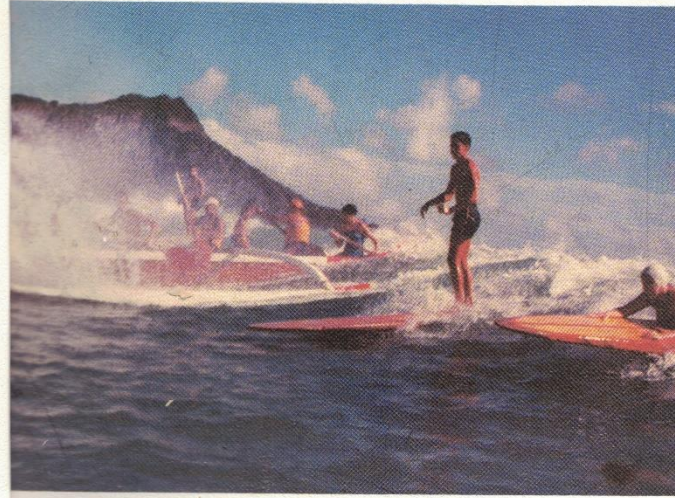
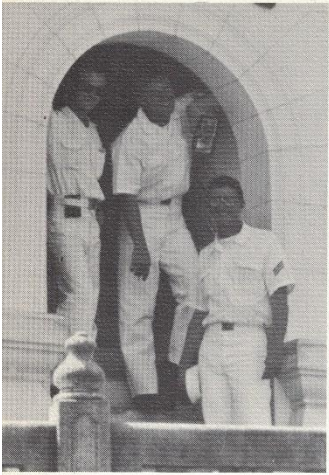


UNREPS

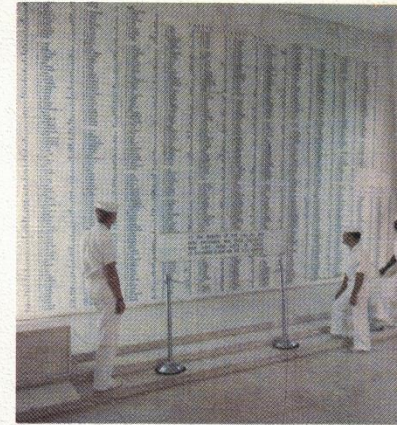


GUNFIRE
SUPPORT





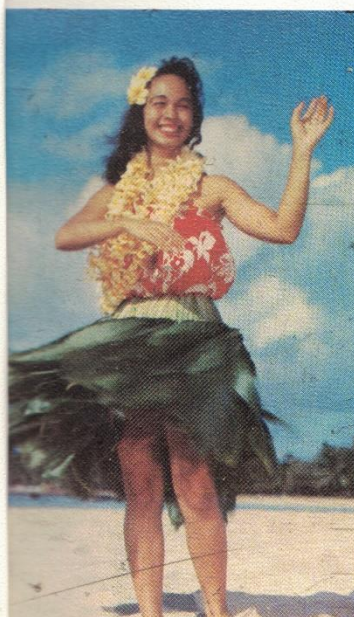
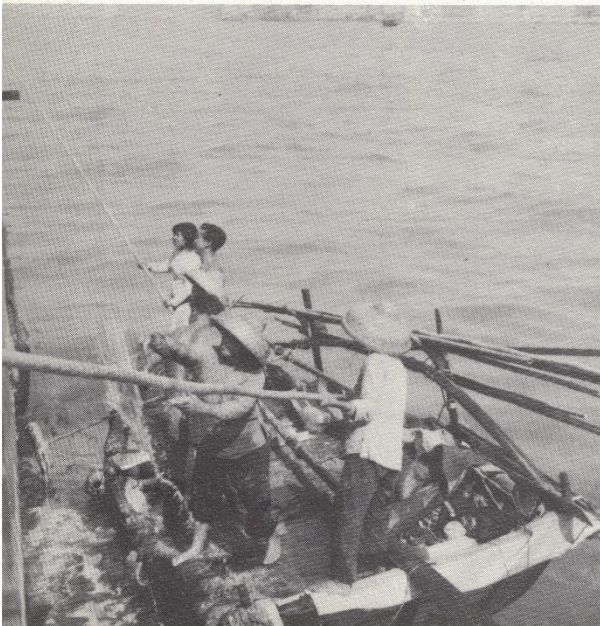
Riding the surf at Waikiki.



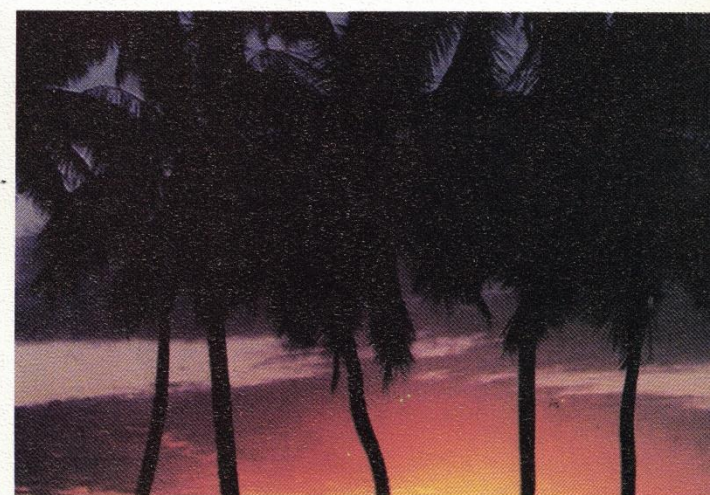
USS ARIZONA Memorial honor roll.

PORTS OF CALL

HAWAII

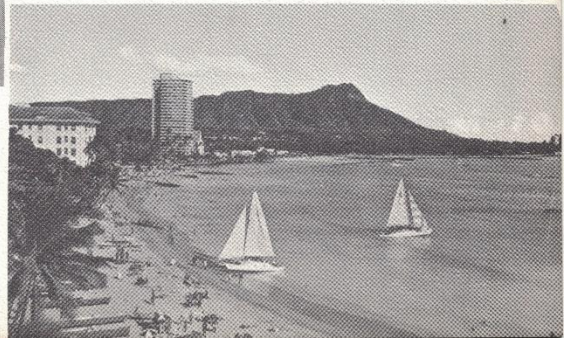
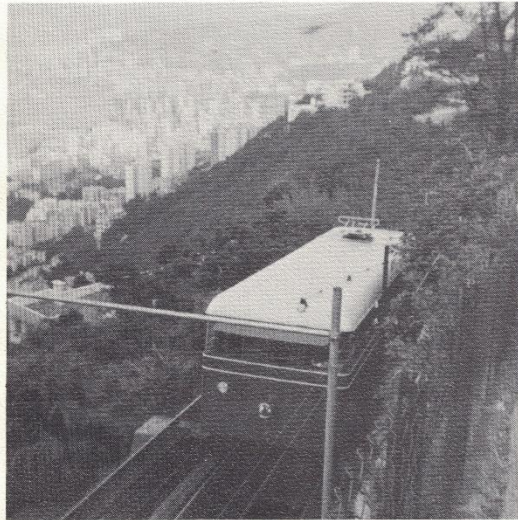
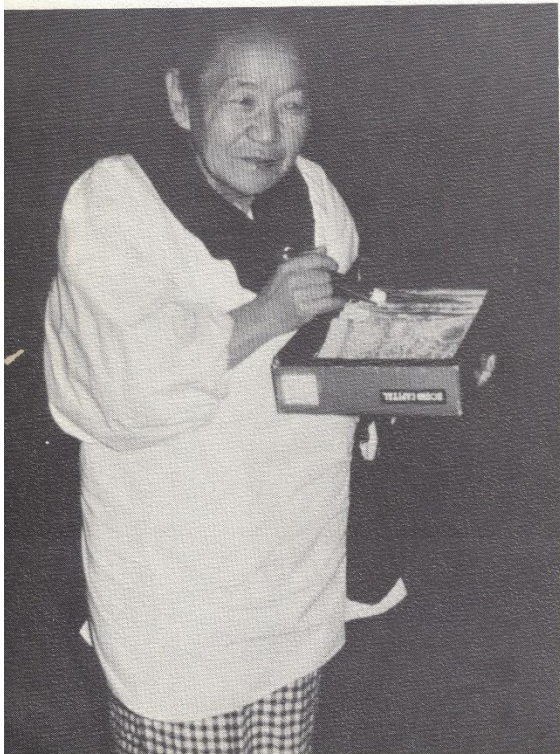
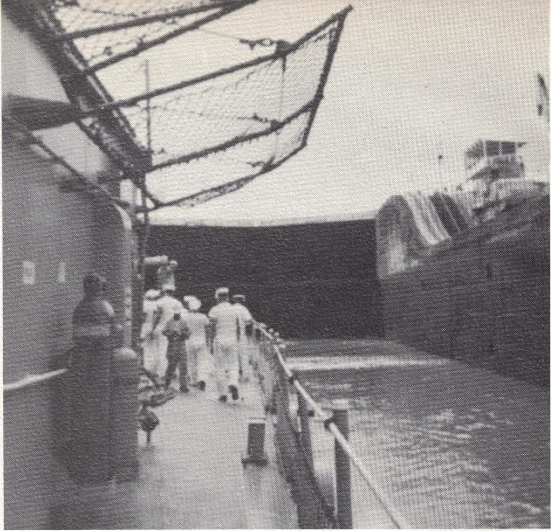


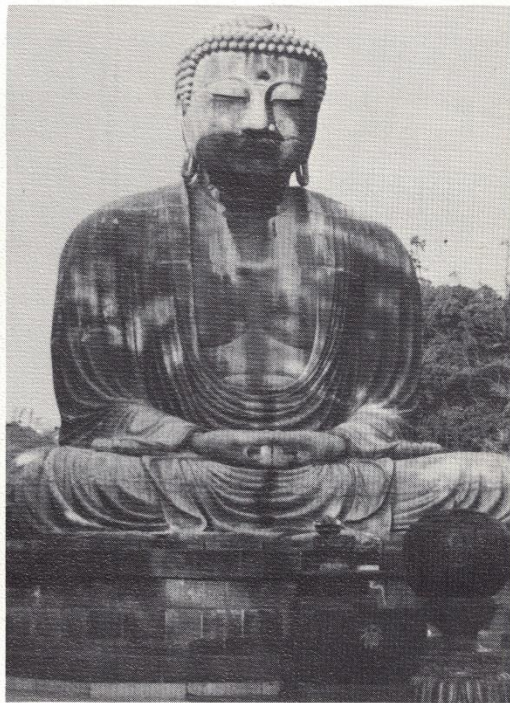
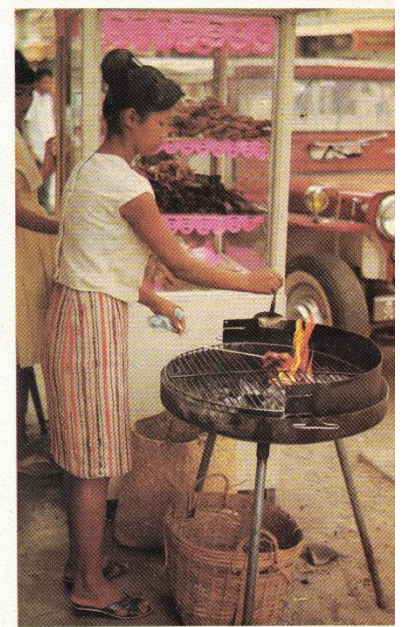
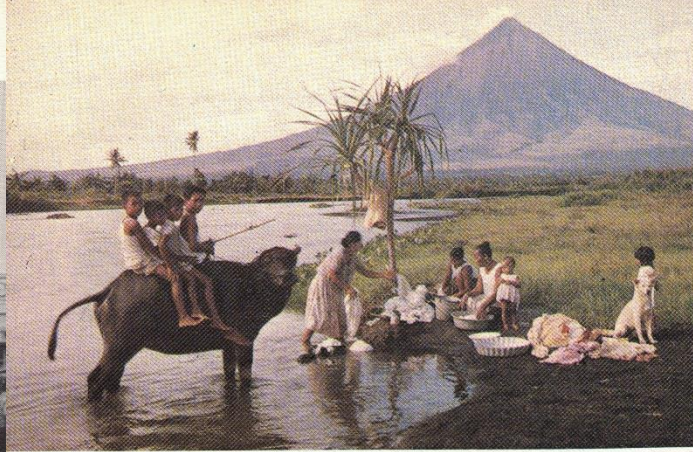
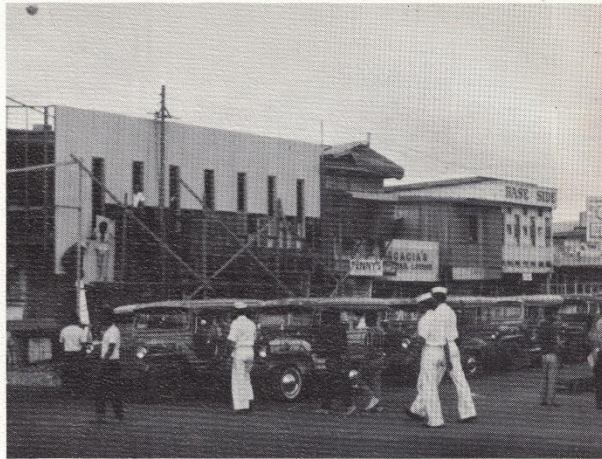
A lovely hula girl.



Famous Waikiki sunset.

SHIPS BAND
U.S.S. WALDRON DD-699
(THE CHOSEN FEW)
MUSIC BY:
MR. SMITH. MR. STORZENBOCK
MR. ROCK. MR. THONNY.
MR. FIORE.
PLAYING U.S.A. PLAY BOY
TO-NIGHT

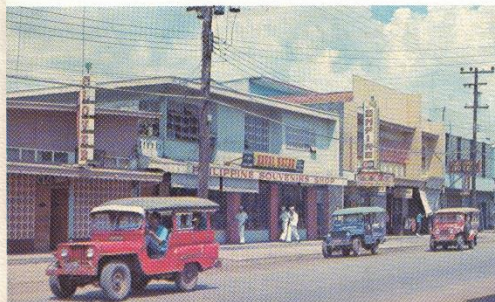




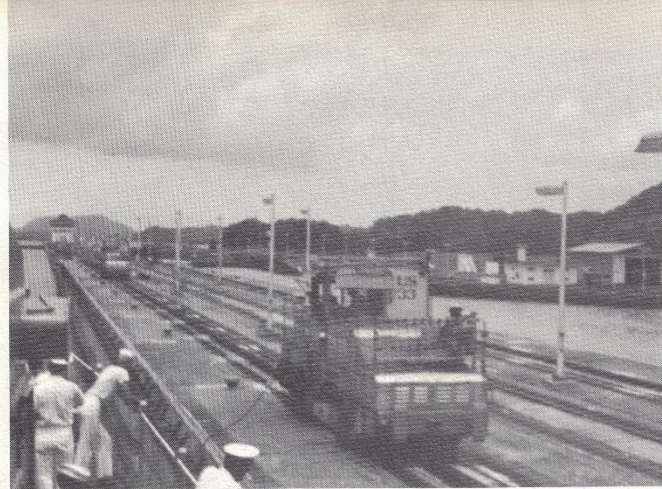
(Top photo) Mayon Volcano, Philippines.
(Bottom photo) Battery Hearn, largest gun on Corregidor.

THE PHILIPPINES

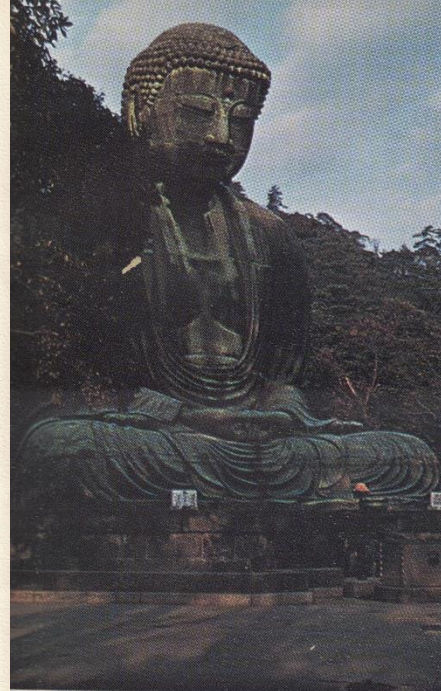
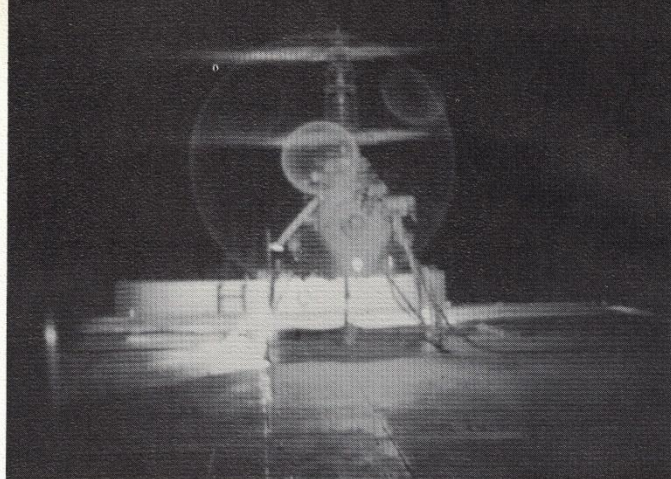
Olongapo jeepneys, a favorite mode of transportation.



(Top photo) Philippine fighting cock.
(Bottom photo) Curbside cookout in Olongapo.



One of our drones casts a glow on the Flight Deck.



The Kamakura Buddha, cast in 1252 A.D.



"Thieves Alley", Yokosuka.



Snow-covered Mt. Fuji looms in the distance.



A cake presented to us by USS MISSPILLION, commemorating their 500th refueling in one deployment.

JAPAN

Market time—Oriental style.



Tokyo Extravaganza.



LAND OF THE RISING SUN

The Arizona Memorial in Pearl Harbor Bay.





A typical Hong Kong traffic policeman in his nest.



Mt. Fujiyama



Hong Kong casts its glow upon the bay.

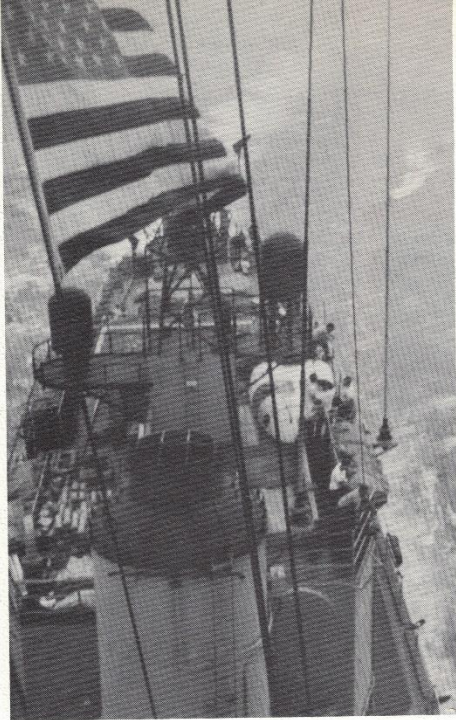


Statue of King Kamehameha, located in front of the Federal Building in Honolulu.



Banoa boat at sunset in the Philippines.





Our constant reminder of freedom and peace.



The bank of Red China in Hong Kong.



Hong Kong at night, as viewed from Victoria Peak.

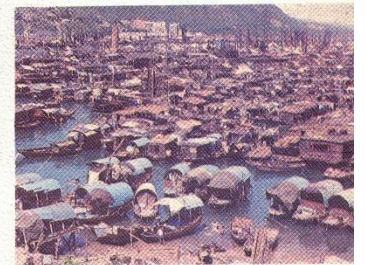
THE PEARL....

HONG KONG

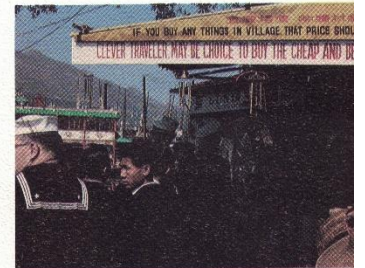
...OF THE ORIENT



Fishing junk.



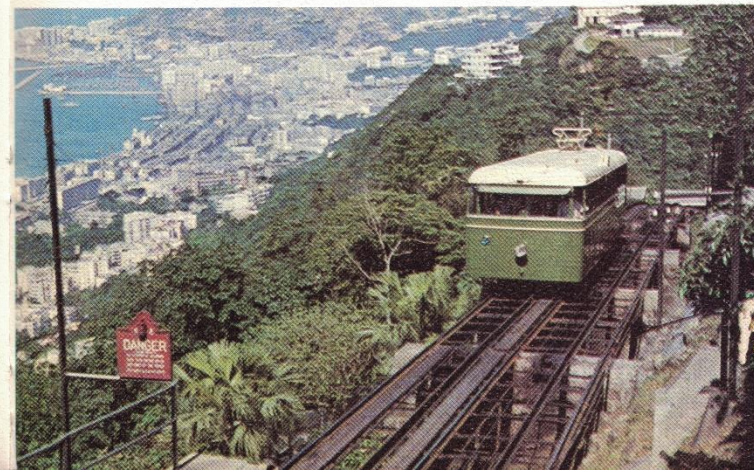
Hong Kong's aquatic suburbia.



Oriental sales pitch.



A floating restaurant in Hong Kong.



Scenic ride up to Victoria Peak.

ABOVE AND BEYOND

From: Commanding Officer, USS WALDRON (DD-699)
To: ALL HANDS
Subj: Commendation

30 January, 1968

1. I take pleasure in commending you for meritorious achievement as a member of the ship's company in operations involving conflict with North Vietnam during the period 24 August 1967 to 10 December 1967.

2. During this period WALDRON fired over 7,000 rounds of 5"/38 ammunition in support of Allied forces ashore including the First Cavalry Division (Air Mobile), U.S. Army; Third Marine Amphibious Force; Fourteenth Regiment, Army of the Republic of Vietnam and Second Brigade of Korea Marines. This fire support earned praises such as:

FROM: LTGEN ROSSON, CG I FORCE V NHA RVN
TO: USS WALDRON

"THE SUPPORT YOU HAVE RENDERED THE GROUND FORCES UNDER MY COMMAND IS APPRECIATED GREATLY. MY PERSONAL THANKS FOR A JOB WELL DONE."

3. I am very happy to say that WALDRON did not at any time during this deployment miss any commitment. The ship and all its armament and equipment was ready in all respects at all time for any assignment. I consider this accomplishment directly attributable to the hard work, devotion to duty and superior performance of each man in the crew.

4. During one of three Amphibious Operations we supported, the Commander of Task Group 76.4 sent us a congratulatory message which said in part:

"YOUR PRE-HL HOUR PREP FIRES WERE OUTSTANDING. AIR SPOTTER INDICATES YOU WERE ON TARGET WITH THE FIRST ROUND AND FOLLOWED HIS SPOTS PERFECTLY. NINETY-THREE PERCENT OF YOUR 133 ROUNDS HIT THEIR MARK. MY CONGRATULATIONS TO YOUR FINE GUNFIRE TEAM."

In another amphibious landing, the Commander of Task Group 76.4 sent his message:

"NAVAL GUNFIRE SUPPORT PROVIDED BY WALDRON GUNNERS CONTRIBUTED SIGNIFICANTLY TO THE SAFE LANDING AND RAPID MOVEMENT OF MARINES ASHORE. YOUR HIGHLY PROFESSIONAL SERVICES GREATLY APPRECIATED. CONTINUED GOOD HUNTING."

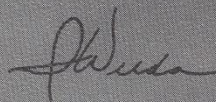
Subj: Commendation

5. Another area of excellence was our 43 underway replenishments. Some of these were under adverse conditions, but at no time did we have an accident attributable to lack of adherence to safety precautions or good seamanship. On completion of one underway rearming, we received the following message from Commanding Officer of USS DIAMOND HEAD (AE-19):

"IT'S NICE TO WORK WITH PROFESSIONALS. WE HAVE TRANSFERRED 41 TONS OF AMMUNITION TO YOU IN RECORD TIME."

6. You also established records for Conduct ashore. During the total deployment we visited five foreign ports and three U.S. ports with a minimum of shore patrol reports.

7. Records and achievements such as these are not easily made and are the result of hard work, initiative, perseverance and mostly teamwork. Once again, my congratulations to you for a job well done.



Commander, U.S. Navy

In every war there will always be those who by the coincidence of time and place are able to perform gallantly in the face of the enemy. There are also those numerous supporting forces so necessary to the combatant elements who seldom share the spotlight of fame and recognition. The real warrior doesn't worry about being in either group but concentrates his full efforts on doing well whatever duties are assigned — every job being equally important to him.

The majority of WALDRON falls within the scope of the second category. However there are always a few who stand at least a little above the rest. These men have been awarded the following awards for just such actions and contributions.

BRONZE STAR

Commander G. Wilda

Navy Commendation Medal
with
Combat Distinguishing Device

Lieutenant J.H. McLee
Lieutenant R.H. Schmidt
Lieutenant (junior grade) D. Blount
GMCM C.W. Cooper

Navy Commendation Medal
Lieutenant Commander R.F. Musgrave
Lieutenant E.W. Froehlich
Ensign R. Petersen
SF1 E.W. Schultz
PN3 D.L. Slocum

Navy Achievement Medal
with
Combat Distinguishing Device

SKC D.G. Jeneary
SFC S. Vechter
MMC R.C. Beltz
BM1 G. Oliphant
BM1 H.G. Angell
GMG1 H. Butcher
FT1 G.V. Weaver
FN R.A. Killion

Navy Achievement Medal

HMC R.A. Albrecht