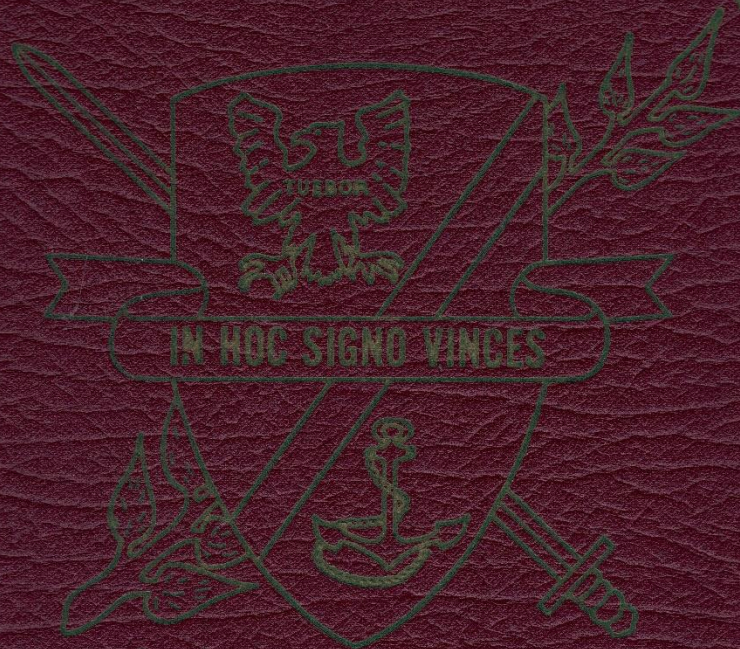
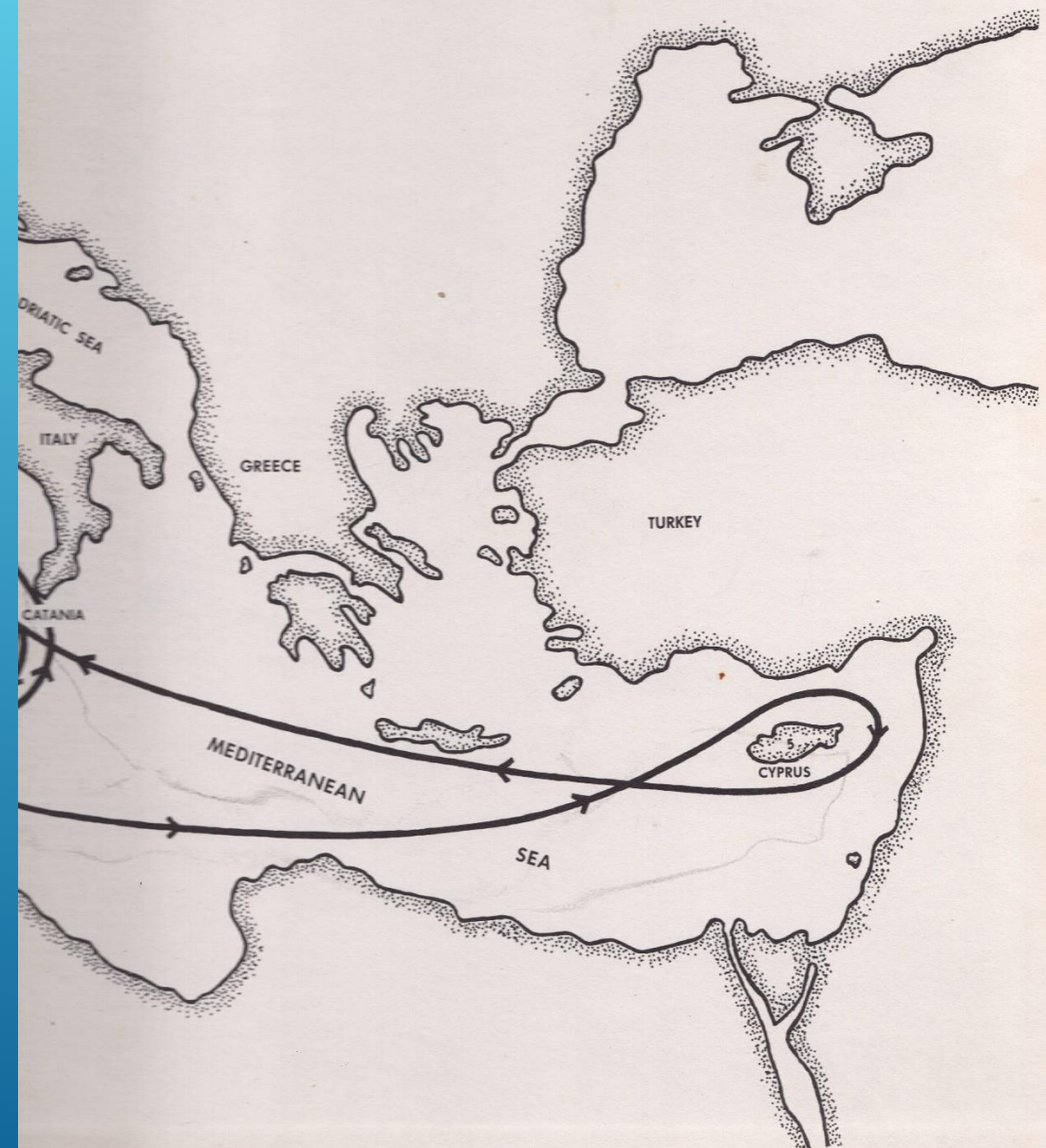
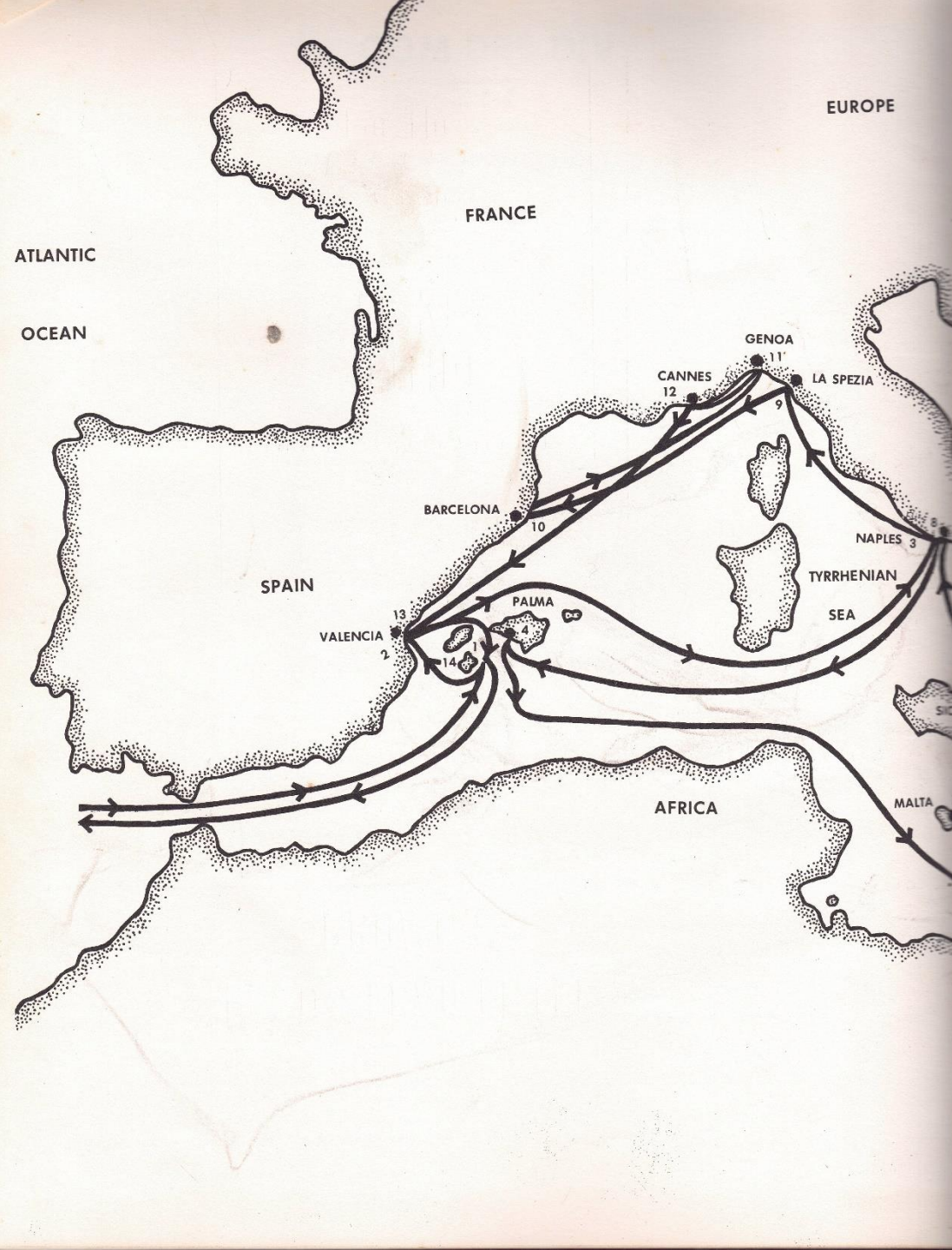


U S S W A L D R A N
DD 699



1963 ~ 64
Mediterranean Cruise



THY SEA IS GREAT, OUR BOATS ARE SMALL

*O Maker of the Mighty Deep,
Whereon our vessels fare,
Above our life's adventure keep
Thy faithful watch and care.
In Thee we trust, whate'er befall
Thy sea is great, our boats are small.*

*When outward bound we boldly sail
And leave the friendly shore,
Let not our hearts of courage fail
Until the voyage is o'er.*

*We trust in Thee, whate'er befall;
Thy sea is great, our boats are small.*

*When homeward bound, we gladly turn,
Oh! bring us safely there,
Where harbor lights of friendship burn
And peace is in the air.*

*We trust in Thee, whate'er befall;
Thy sea is great, our boats are small.*

*Beyond the circle of the sea,
When voyaging is past,
We seek our final port in Thee;
Oh! bring us home at last.
In Thee we trust, whate'er befall;
Thy sea is great, our boats are small.*

Henry van Dyke

The pages which follow will, I hope, provide a lasting memory for all of us of these past months spent with the Sixth Fleet. We all have many things to remember about the cruise. We had our bad moments as well as good. We accomplished a lot and managed to enjoy ourselves in the process. Above all we can be proud that Waldron performed effectively whatever mission was assigned and did it well. We were able to do so because each of you did your assigned tasks no matter what time of day or night, no matter what kind of weather and under all circumstances.

Wintertime is not the ideal period for a Mediterranean cruise. From the day we left Norfolk until the last few weeks of the cruise we were never very far from bad weather. The results are only too well known to you. The discomfort of a rolling, pitching ship, watches stood when you were cold and wet, the difficulties and dangers of trying to refuel and replenish, and most of all the never-ending flight against salt spray and the resulting topside rust. That we have come out of that period with the ship in good condition is a tribute to your hard work and efficiency.

The cruise did have its lighter moments. It wasn't at all funny when Hobbs fell overboard. It was when he carefully removed his shoes and just as carefully tied them around his neck. We had a bit of color and amusement when our brothers from the Middle East executed a carefully laid plan to take over the ship as we were completing our patrol off Cyprus. Certainly the flight deck will never again be as well decorated as when the young lovelies from Cannes demonstrated the latest French fashions.

All these things and many more are represented in this book. We will all enjoy it in years to come and it will provide a link for our families with our activities during a long deployment.

Our thanks to the editorial staff for a fine job.

CDR. James A. Baxter
Commanding Officer



COMMANDER JAMES A. BAXTER
COMMANDING OFFICER

CDR. Baxter, a native of Van Buren, Arkansas, was a 1946 graduate of the U.S. Naval Academy. Following his commissioning, CDR Baxter was married to Miss Mary Ann Roush. He has three daughters.

In June of 1946 CDR 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, CDR 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.

CDR Baxter resides with his family at 1308 Keeling Road, Virginia Beach, Virginia.

WARDROOM



LTCDR BEECH
Executive Officer



LT. NICHOLAS
Operations Officer



LTJG BOWER
Gunnery Officer

LTJG FRITZ
Engineering Officer

LT. CURTIS
Former Operations Officer



LTJG POTTER
CIC Officer



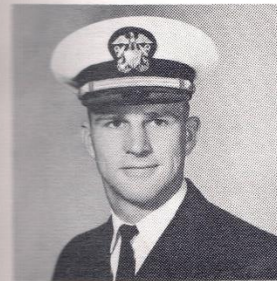
LTJG KEBER
Communications Officer



LTJG RANDLE
DASH Control Officer



ENS FISHER
Supply Officer



ENS JOHNSON
Asst. Gunnery Officer



LTJG GRAY
Asst. ASW Officer



ENS STEVENSON
Asst. Comm. Officer

ENS WASKOM
Main Propulsion Asst.



LTJG TRIVERS
ASW Officer

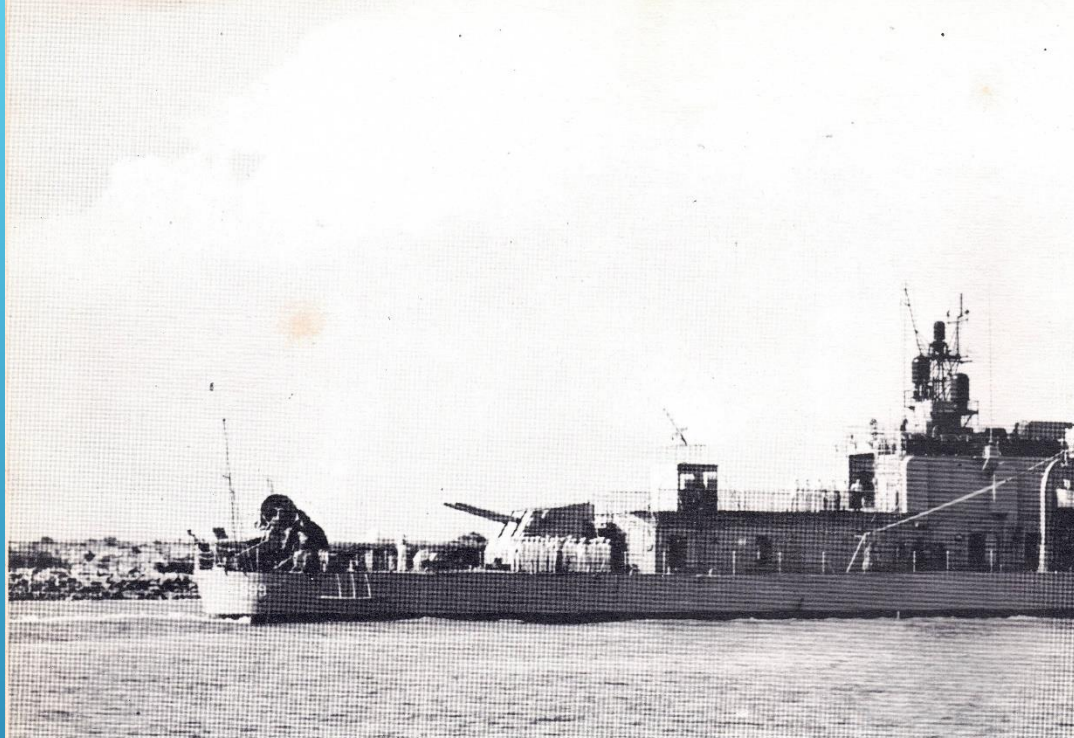


ENS. CAREW
First Lt.



ENS BIALOUS
Damage Control Assistant

ENS URSPRUNG
Electronics Material Officer



SHIP'S HISTORY USS WALDRON (DD-699)

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.

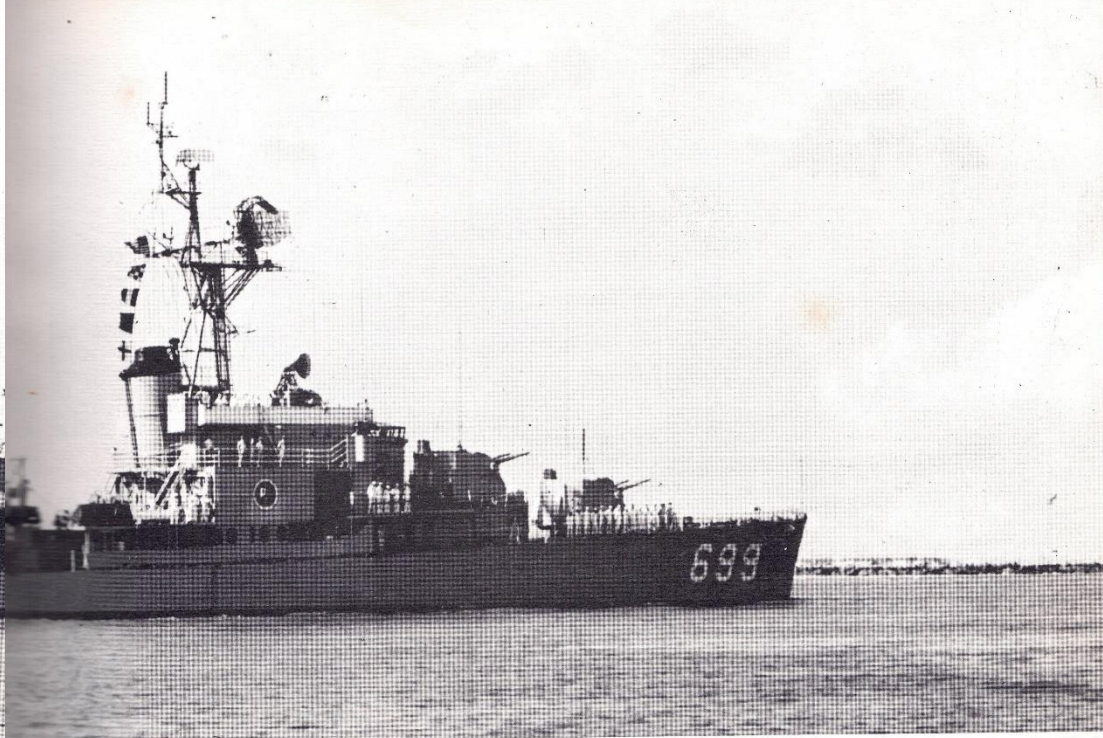
Under the guiding hand of Commander George E. Peckham, Waldron was assigned to Division 123, Destroyer Squadron 62. Upon completion of shakedown training "Marc" Mitcher's famed Task Force 58 and receiving her baptism of fire in the initial strikes against the island of Formosa in January 1945. Later, moving into the Tokyo Bay area, WALDRON rammed and sank a Japanese Picket Boat. The ship sustained minor bow damages, but was out of action only a short period of time. In the memorable August of that same year WALDRON steamed alongside U.S.S. 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 Med.

In November 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. 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 and middle cruises, as well as Med 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. WALDRON was now ready to serve her country again as she has so ably done in the past.

SHIP'S INSIGNIA

The crest of USS WALDRON consists of a field sable with a gules bendlet running from the sinister chief canton to 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 Vinces" (In this sign we conquer) adorns the face of the crest, all superimposed on a crossed broadsword and olive branch.

"In Hoc Signo Vinces" - Not by beligerence 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.

OPERATIONS DEPARTMENT

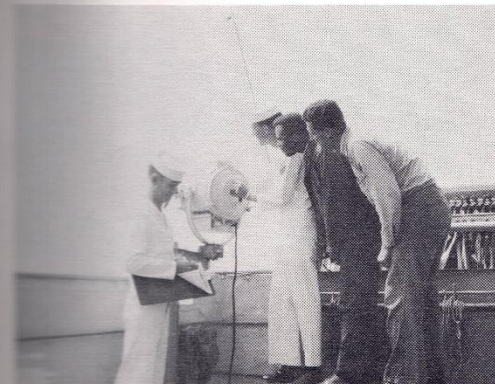
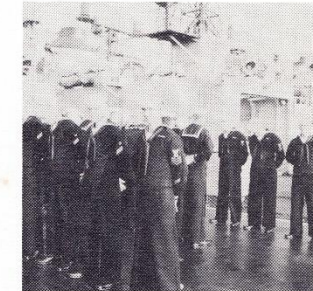
The operations Department is responsible basically for determining what missions the ship is to perform and seeing to it that, once there, these missions are carried out. Two divisions accomplish this: OI and OC.

Very rarely is Combat Information Center ever tranquil. Lit by the blue-green glow of radar repeaters, alive with the sound of many radio circuits blaring, Radarmen serve constantly making recommendations to the Commanding Officer during operations of every conceivable type. Huge edge-lighted status boards, air and surface plotting tables, a host of sound powered phones all serve alert operations to ensure smooth working cooperation with other air and surface units of the task organization of which WALDRON is a part.

Maintaining the complicated radars, radio transmitters and receivers, and electronic countermeasure equipment is the responsibility of our electronic technicians. Not to mention lending the radarmen a hand when necessary.

The radiomen, signalmen, Quartermasters and yeomen of OC Division help maintain the vital flow of communications without which our Navy's shack, on the windy signal bridge and in the crowded ship's office the high-speed "beeping" of transmitters & receivers, the "clacking" of signal light shutters and the "chattering" of typewriters emphasizes to all who hear the never-ending importance of good communications in today's Navy.

Also serving in OC Division, and not to be neglected because of their small number are our expert needle-pushers of sickbay and the most popular man on the ship (sometimes) our postal clerk.



O I DIVISION



McCRACKEN, RDCA



GODSEY RD2



COBB RD2



McCAMPBELL RD2



SIMMONS ET3



UNDERWOOD RD3



DUFFY ET3



METTLER, ET3



FARMER RD3



HANSON RDSN



MITCHELL RDSN



KRACHT ETSN



BARBER ET3



SPENCER SN



BARZYDLO RDSA



MORRIS SN



OC DIVISION



SELLERS HMCA



GOLIGHTLY SM1



FIELDS PN1



OLDEWURTELEM QM1



ARROWOOD RM2



KRUMMICK SM2



LADOW RM3



KOENIG RM3



SUTTON RM3



MATHEWS RM3



GROSS YN3

OC DIVISION



KELLINGE YNSN



SNYDER SN



STERSENBACK RMSN



ROGERS PCSK



SMITH SN



DAVIS RMSN



ISAAC RMSN



GUIZLIEKE



HARRIS QMSN



DILLER SA



MESSMER SN

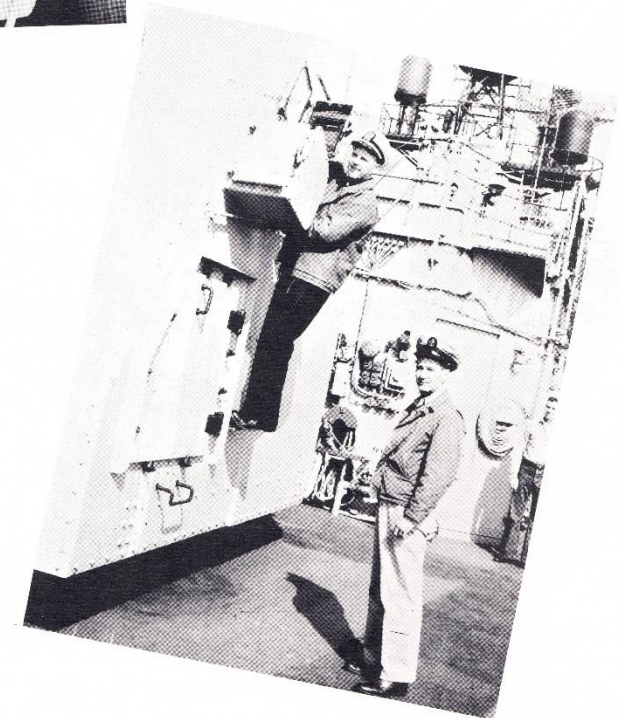
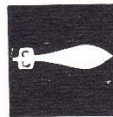
GUNNERY DEPARTMENT

WALDRON's armament consist of Five inch Guns, Hedge Hogs and Torpedoes. The operation and maintenance of these weapons is delegated to the Gunnery Department as is the maintenance and preservation of the exterior of the ship. It takes the combined efforts of three divisions – First, Second and Fox – to accomplish this job.

Our Fire Control Radar and our three Gun Mounts are maintained by the Fire control Technicians and the Gunnersmates respectively. Precision is attested to by our fine Gunfire Exercise record.

In carrying out our primary function, Anti Submarine Warfare, Master Chief Robinson has led his Sonar team well. The performance of Allan's torpedoes does not go unnoticed either . . . Our sucessful attacks during ASW exercises are well known throughout the Submarine fleet. It is said that Waldron is always there First with the Most. This is something the whole crew can be proud of.

Need a lookout, some paint, a ship steered, a special knot, transportation from anchorage to the beach for liberty? Well, just call on First Division. These and many more services are supplied by our "Deck Apes". First impressions are usually lasting ones and First Division has created many favorable ones by keeping WALDRON looking sharp.



FOX DIVISION



KIRBY SOG1



ALLEN TMI



ROBINSON SOCM



WHITE SOG2



NORMAN GMG2



ADAMS SOG3



SHAFFER SOG3



MULKEY SOG3



THAYNE SOG3



ERICKSON SN



WIENGARTZ SN



BLUE TMSN



WEINCOFF GMC



MADDEN GM1



SISCO GM2



HOFFER FT2



MURPHY GMG3



BRUNDAGE GM3



TAYLOR GM3



BOSWELL GM3



BOATWRIGHT FTGSN



HINZMAN SN

SECOND DIVISION



SCOTT FTGSN



FLETCHER SN



DEEN SN



LIZZIMORE SN



KLUMKO GMGSN



KARDYS FTGSN



SCHMITT FTGSN



OXIOS SA



LESTER FTGSN

FIRST DIVISION



McPHERSON SN



WALDROP SN



TANNER SN



PATTON SA



GREENSTREET SN



FOSTER SN



DUKE SA



WEEMS SN



GUAY SN



HOLLIS SN



HOBBS SA



BEAULIEU SN



SHERMAN SN



HESS SN



HIGHFORD SN



JESSE SN

FIRST DIVISION



KELLMELL SN



WINSLOW SN



WELTY, SA



DOBBS SA



HANDLEY SA



COYLE SN



HILL SN



WILLIAMS SN



AUSTIN SN



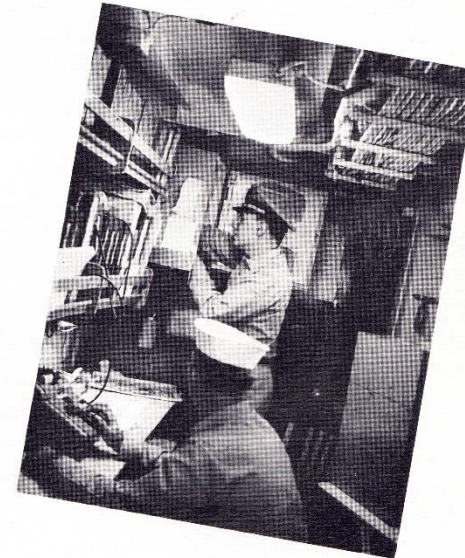
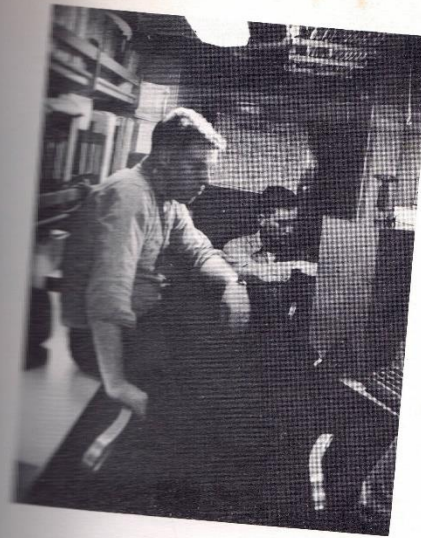
GOFF SA

SUPPLY DEPARTMENT



No where is the Law of Supply and Demand more important than on a fighting ship deployed for a long period of time. Imagine, if you can, the condition WALDRON would be in without food, fuel, ammunition or replacement parts just to name a few items. In less time than you would think we would be as useless as a sailboat against a Battleship. You can rest assured that such is not and will not be the case. As usual our Supply Department has kept us in a ready condition. Constantly amid a maze of serial numbers, IBM cards, records, request and cross references our Storekeepers, Dispensing clerks and Commissarymen have managed to keep the crew fed, paid and well stocked.

Fulfilling another important phase of the supply department, the Ship's servicemen have provided clean uniforms, haircuts and many outstanding bargains in foreign merchandise along with the usual amount of stateside items in ship's store.



SUPPLY



PAGE SKCA



FARLOW sk1



ALBA SD2



GILBERT SN



LAZO TN



STIMSON SN



GIVENS FA



DOZIER SN



CAYMOL TN



SON SA



GROSS FR



SALVADOR TN



BICK SN



HARRELL SN



(Photo Not Available)

LLOYD, CS1

LUTES, SH2

PATATA, SD1

HOLCOMB, SKSN

WOOD, SKSN

WURTZ, SK2

GABRY, SHSN

WEADE, SHSN (B)

WINDOM, CS2

PATTON, CS2

PATRICK, CSSN

BUYOG, SD3

YATES, DK1

ZIGORSKI, DKSN

COUGHSAHL (NIS)



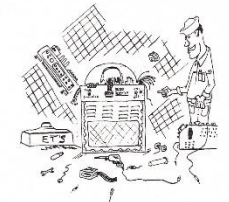
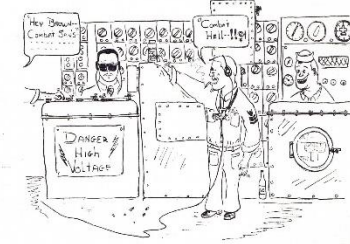
ENGINEERING DEPARTMENT



The Engineering Department provides, in simplest terms, a means for moving the ship. Being the largest department on board, it is either directly or indirectly connected to every compartment, living space and store room aboard. However its main responsibility is WALDRON's entire engineering plant. This department accomplishes numerous tasks by dividing the load among three divisions: M Division, B Division and R Division.

These "Sub-Terranean members of the crew labor endlessly in what they call the "hole". While the machinist mates and enginemen are ensuring that the turbines and shafts are functioning properly the boiler-men are sweating out that extra pound of steam pressure giving WALDRON that extra surge of power so necessary in today's Navy. A glimpse of one of our "Snipes" living their spaces after a day's work would shatter any unknowing person's vision of the cleanliness of the Navy. But to us it serves as a reminder that all possible steps are being taken to make certain "Waldo" will be there first.

Our air conditioning, lighting system, plumbing, internal communications systems, water tight integrity and even our movies fall under the jurisdiction of R Division. The word best describing this division is "Flexibility". Day or night, in port or underway it is most unlikely that you won't see several members of R Division diligently carrying out their appointed tasks.



I THINK THE ON-OFF SWITCH
WAS IN THE OFF POSITION

B DIVISION



ADKINS BT2



FERGUSON BT2



HURLEY BT2



PACK BT2



GALLOWAY BT3



MIXON BT3



DOHERTY FN



FERGUSON FN



TERPENNING BT2



BANKS BT3



BURTON BT3



COLLINS BT3



PHILLIPS FN



REGALADO FN



ATKINSON FA



HANSON FA



DOUGLAS BT3



WHITE FA

B DIVISION

M DIVISION



CAGLE MM1



GIFFORD MM2



GARNES MM3



HARRIS MM1



LESTER MM3



McCOY MM3



WEST MM3



LABELLA MM1



UNDERWOOD MMSN



SULLIVAN FN



TOM FN



MARKOOICH FN



PETIT FA



R DIVISION



THOMAS MMC



PASKE SFC



GRAY EMC



KRIEG MM1



WILSON MMFN



RASCHIG EM2



HARRINGTON EN3



ALLEN EM3



FOSHER EM3



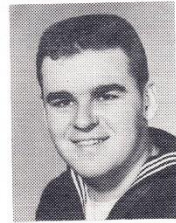
GZOWSKI EMFN



RASCHIG EM3



HURST EN3



SHAFFER DC3



BRYDA MMFN



ROMERO FN



HARRIS FN

REPAIR DIVISION



JONES FN



BRIEN ICFN



VONRENTZELL ICFN



WELCH ENFN



JOHNSON EMFN



KUHN FN



LEE FA



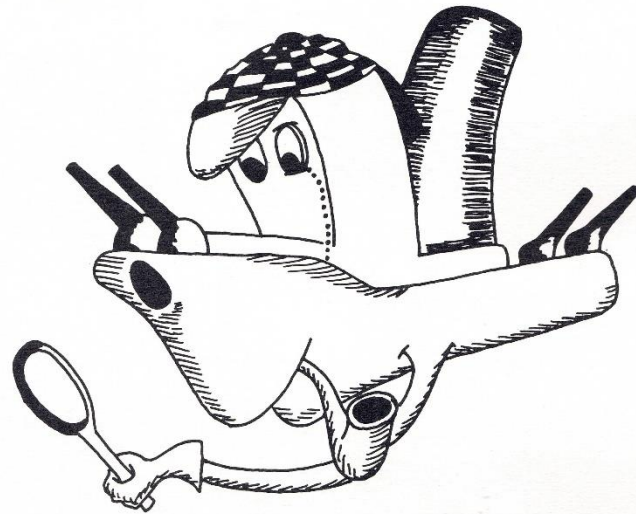
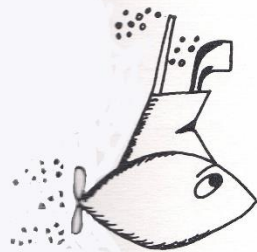
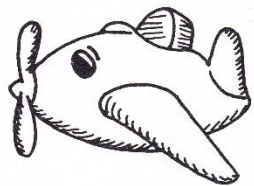
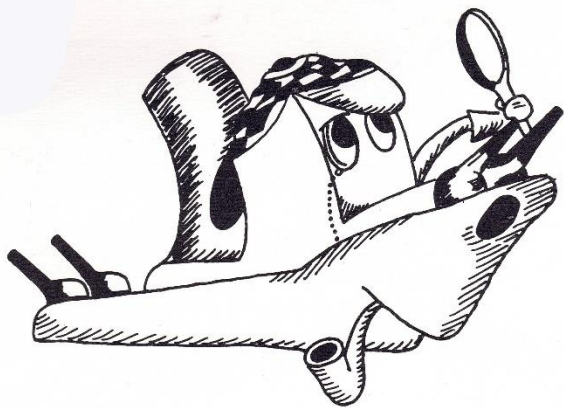
McGRAW MMFN



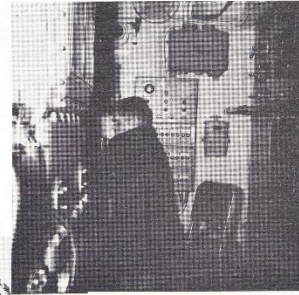
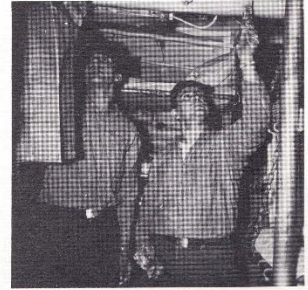
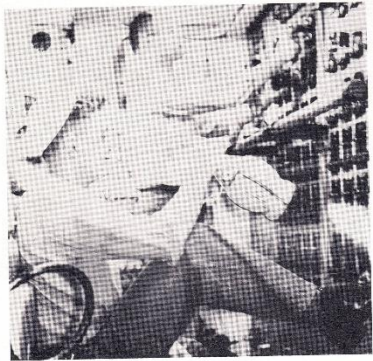
REDNOR SPPFN

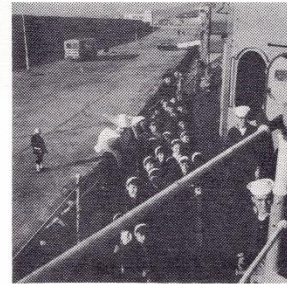
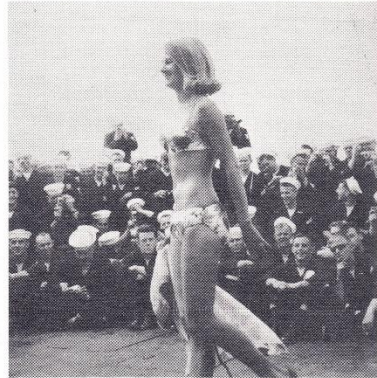
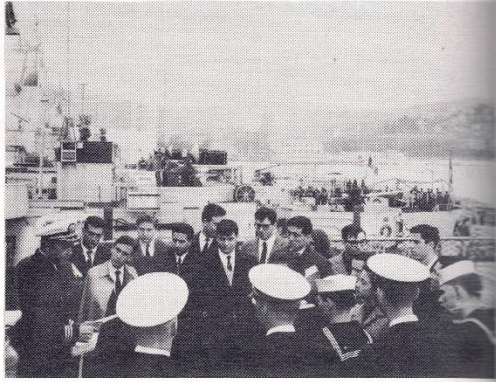
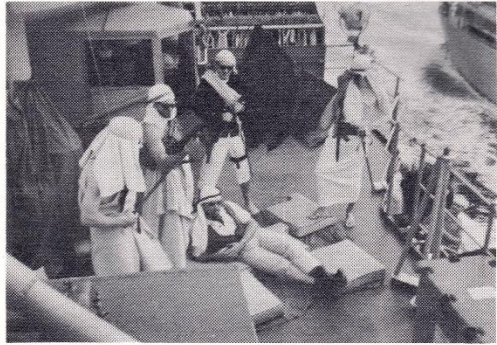


MARQUEZ EMFN

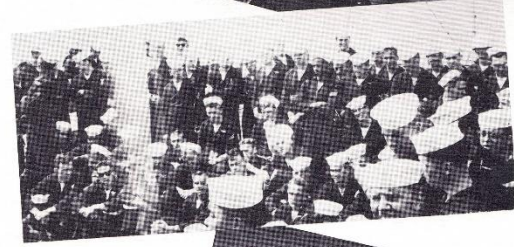
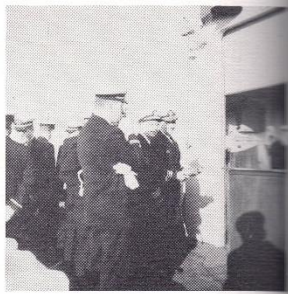
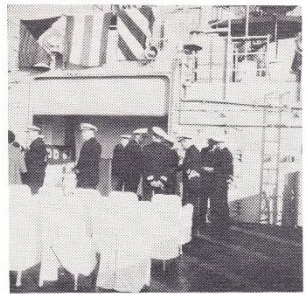
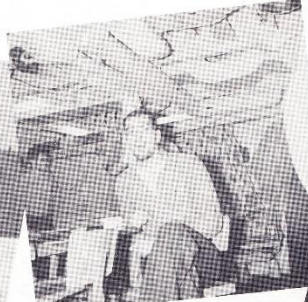
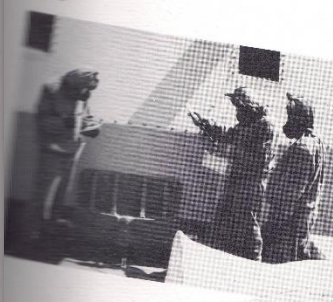
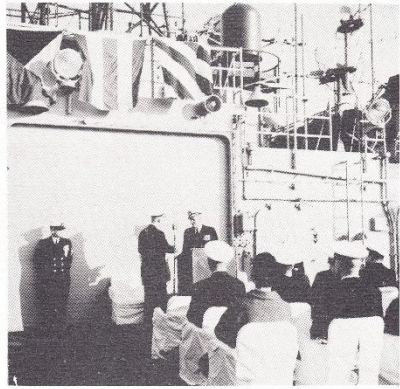
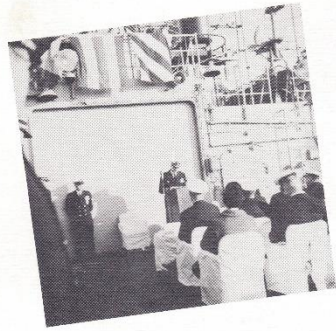


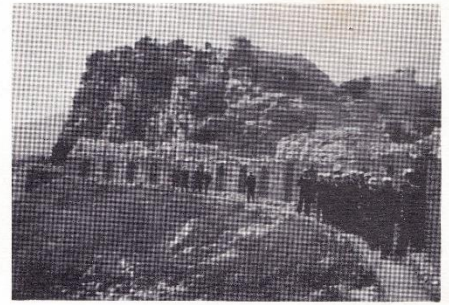
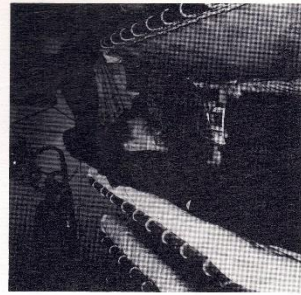
A MODERN SHIP REQUIRES A MULTITUDE OF TECHNICAL KNOW HOW





CHANGE OF COMMAND

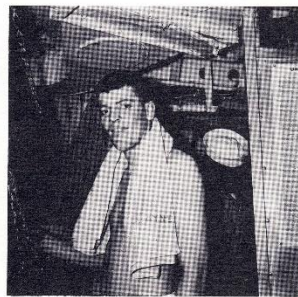
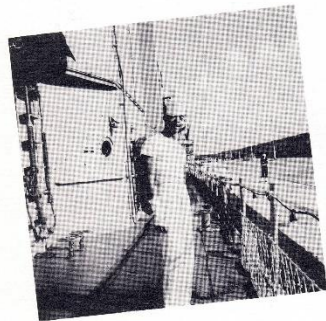
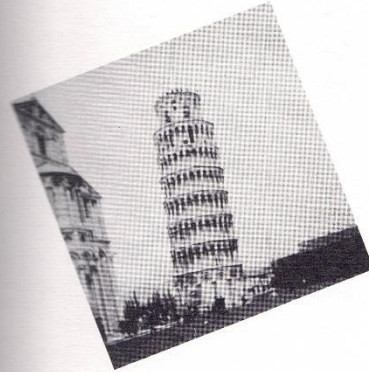




THE Captain gets help from a reliable source?



Rape???

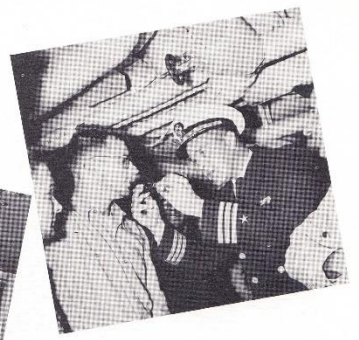
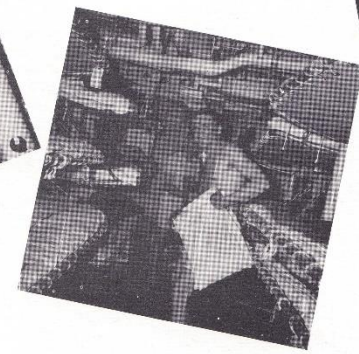
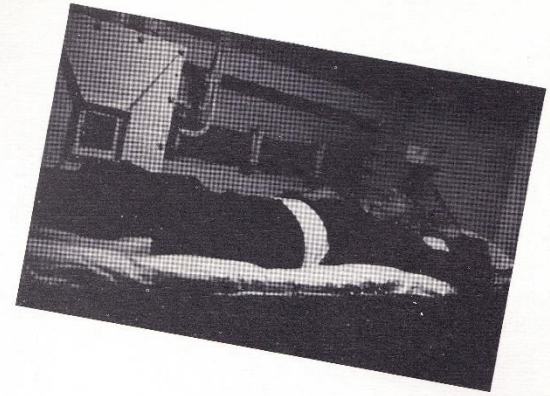
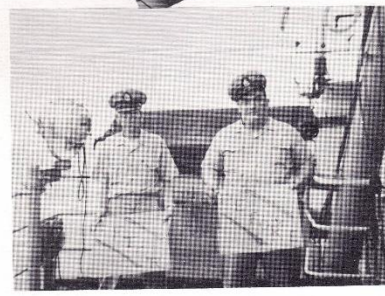
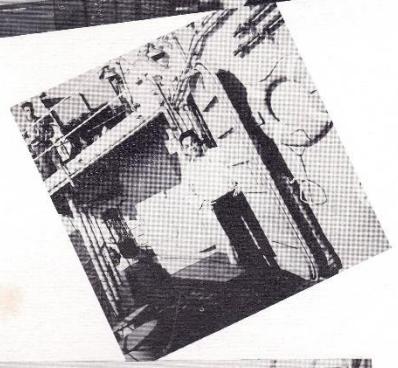


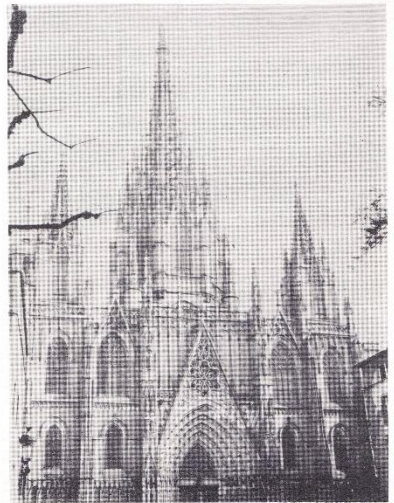
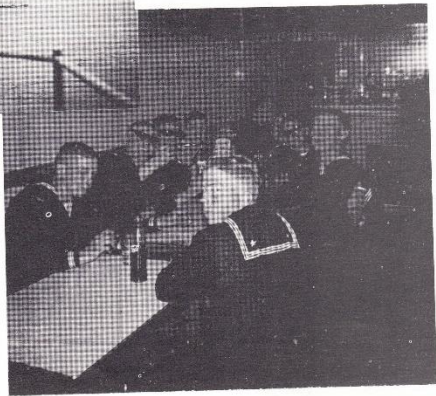
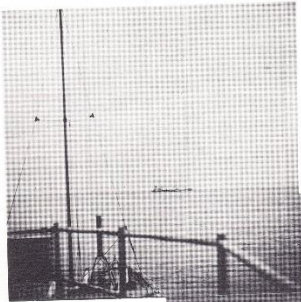
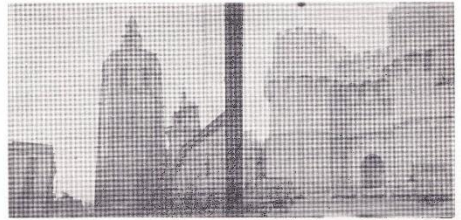
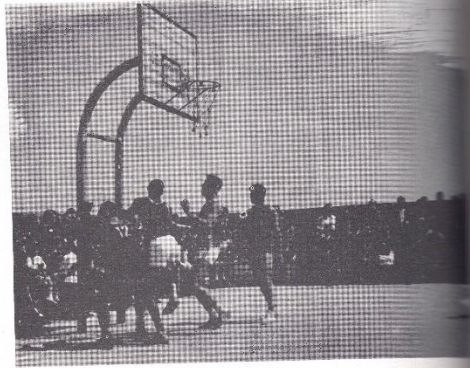
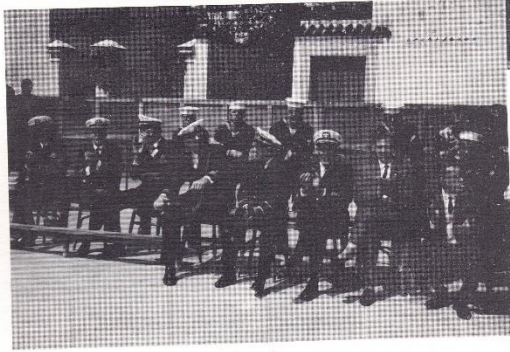
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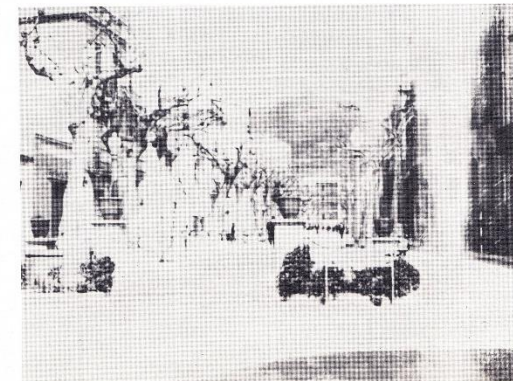
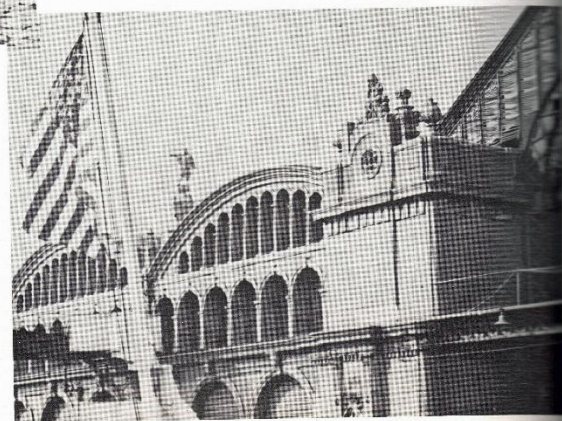
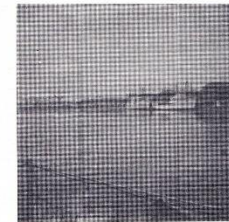
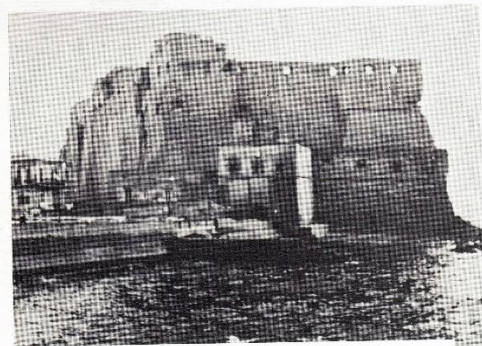
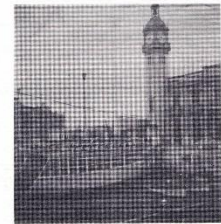
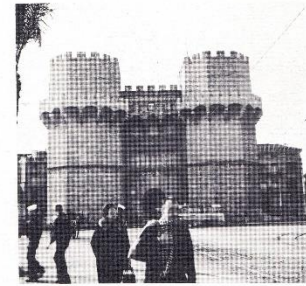


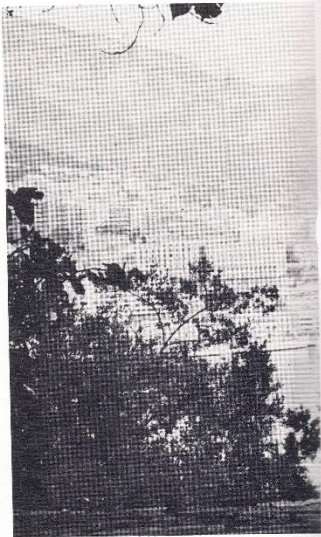
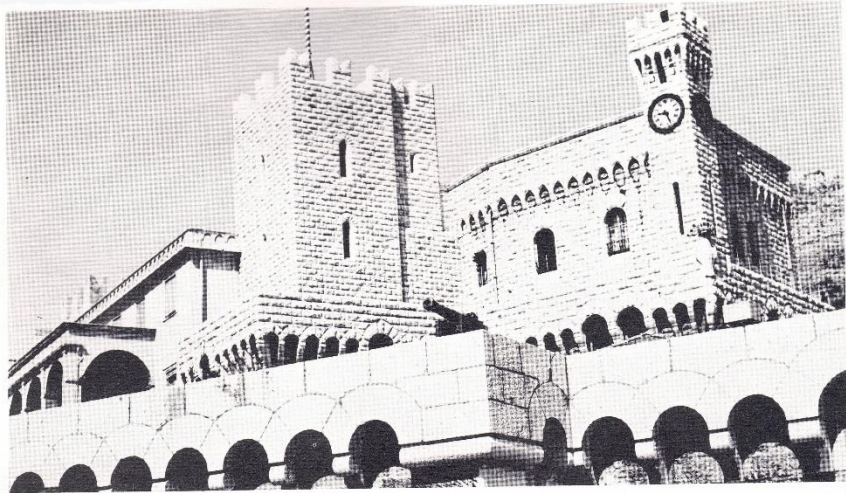
The thinker







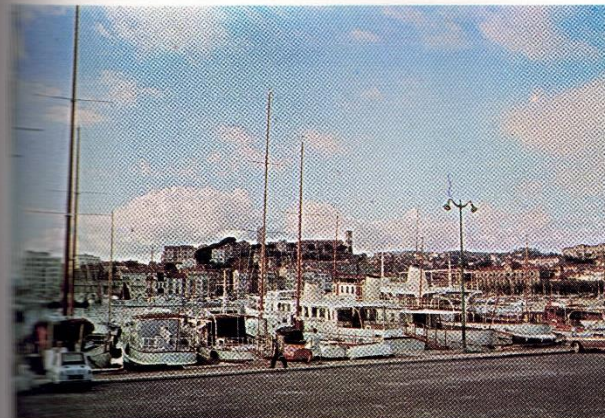




THE MEDITERRANEAN ITSELF HAS A REPUTATION OF HAVING THE MOST PRECIOUS SHADE OF BLUE. HER PORTS GLISTEN LIKE JEWELS IN THE SOUTHERN EUROPEAN SUN AND GLOW LIKE FIRE-FLIES AT NIGHT. WORDS ALONE ARE INADEQUATE TO DESCRIBE THE PLACES TO BE SEEN AND EVEN THE FOLLOWING COLOR SHOTS FALL SHORT TO TELL THE FULL STORY.



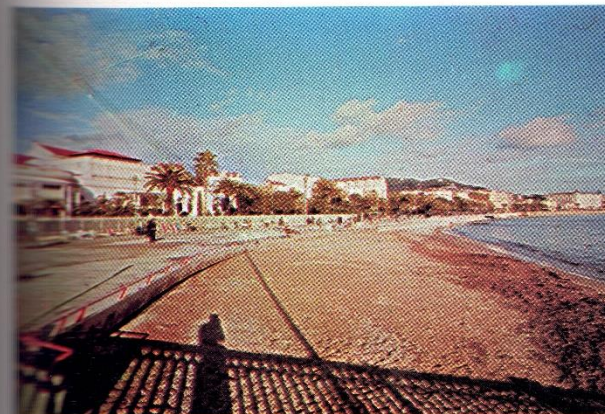
NO COMMENT!



CANNES HARBOR IS FULL OF SLEEPING YACHTS

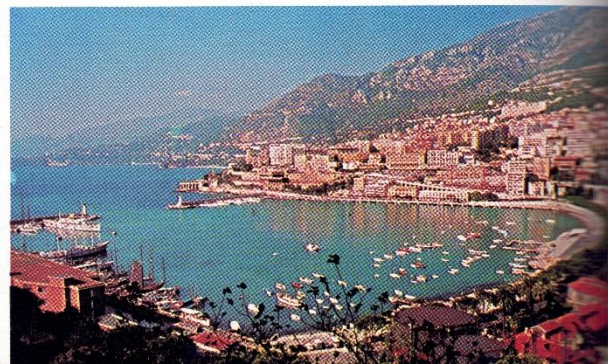


STATUE ON GROUNDS OF THE ROYAL PALACE OF MONACO

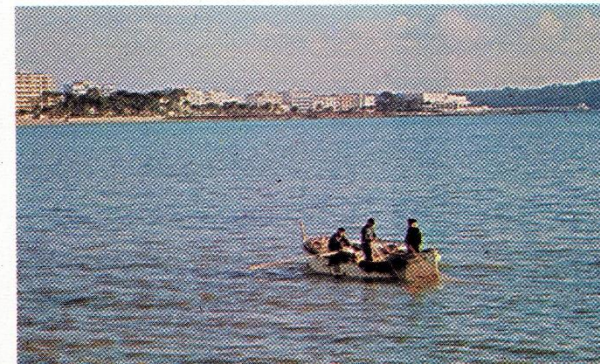


BEACHES ARE SOMETIMES EMPTY

FRENCH FISHERMEN CAST THEIR NETS



BEAUTIFUL BEACHES

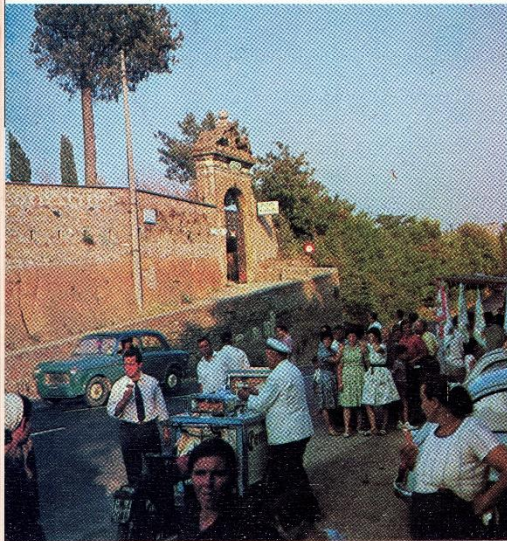




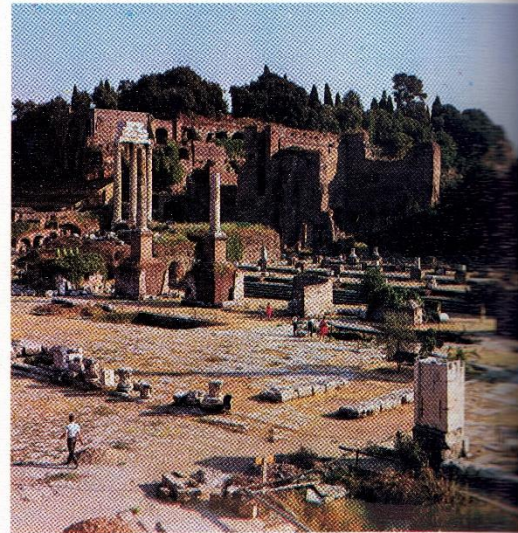
CHURCH OF ST. PETER IN ROME



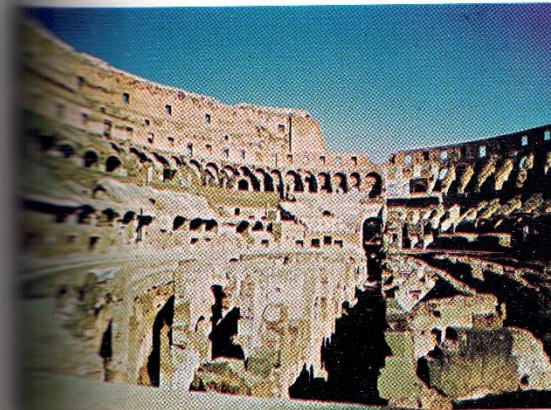
FOUNTAIN OF TREVI



ENTRANCE TO CATACOMBS IN ROME



ANCIENT SITE OF THE ROMAN SENATE



THE COLLOSEUM IN ROME



ONE OF MANY MEMORIALS IN ROME



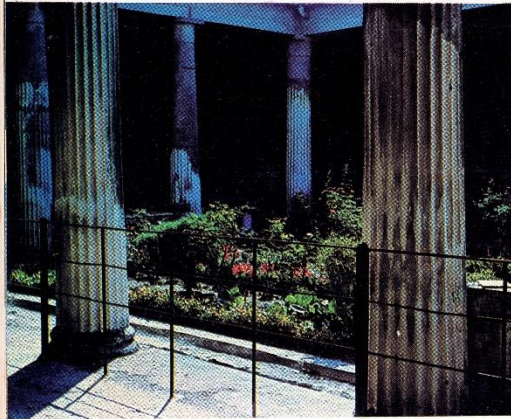
MUSEUM AT ENTRANCE
TO ANCIENT POMPEII



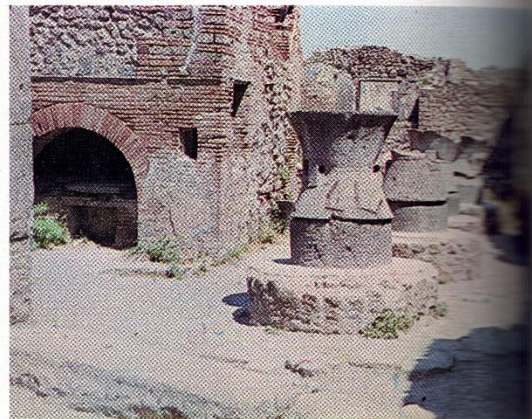
THE FAMOUS PARTHENON ON THE ACROPOLIS



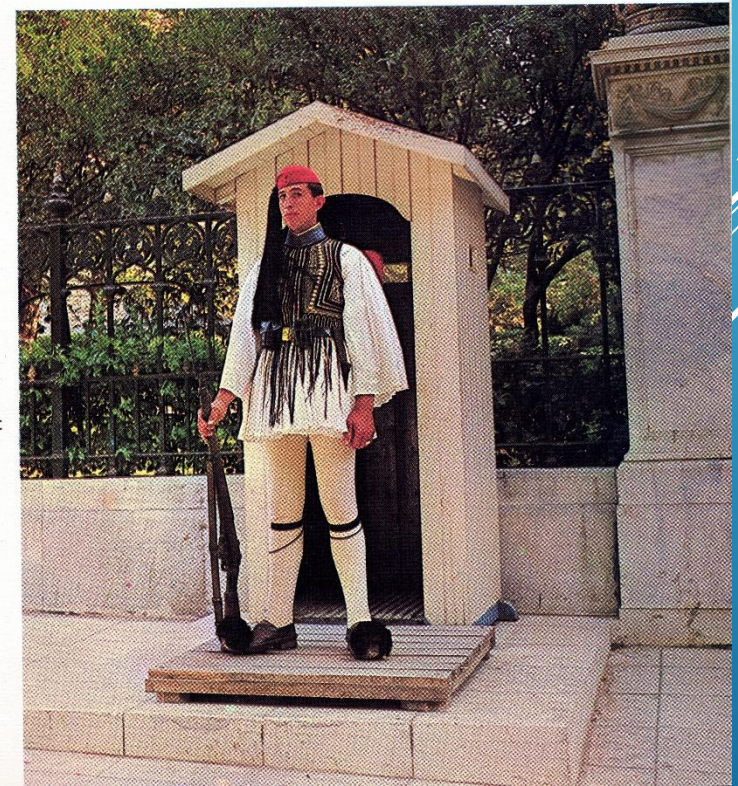
ANCIENT COLUMNS IN POMPEII



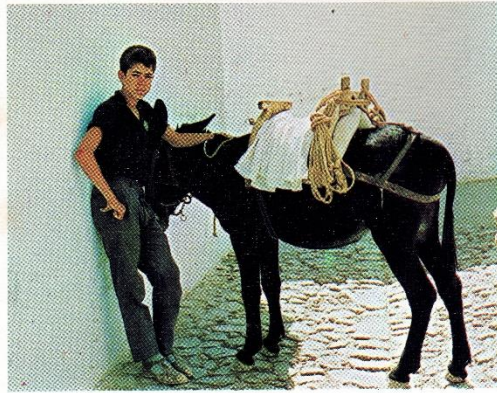
A GARDEN COURTYARD IN POMPEII



BREAD OVENS IN POMPEII



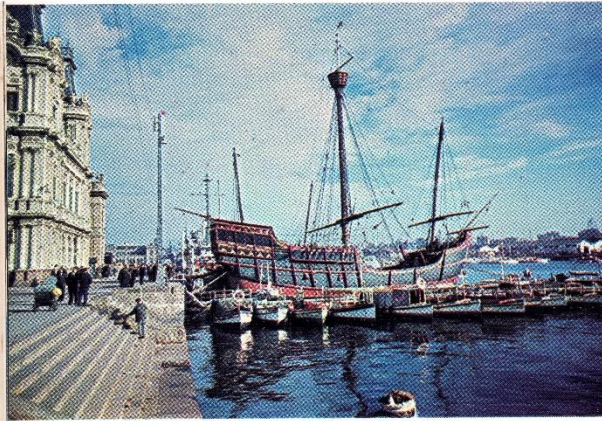
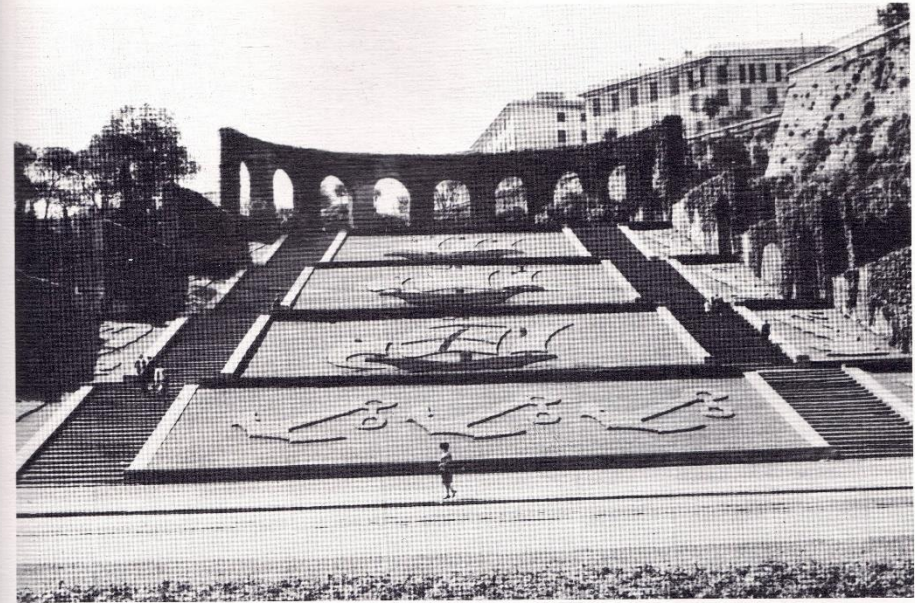
"EVZONE"
GUARD AT THE
ROYAL PALACE



BOY WITH DONKEY FRIEND



DETAIL OF SCULPTURE

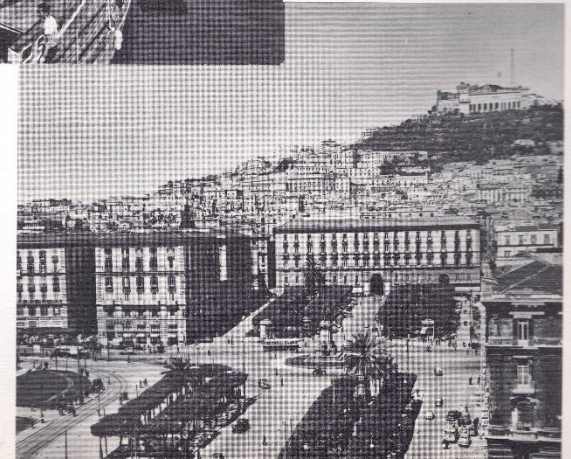
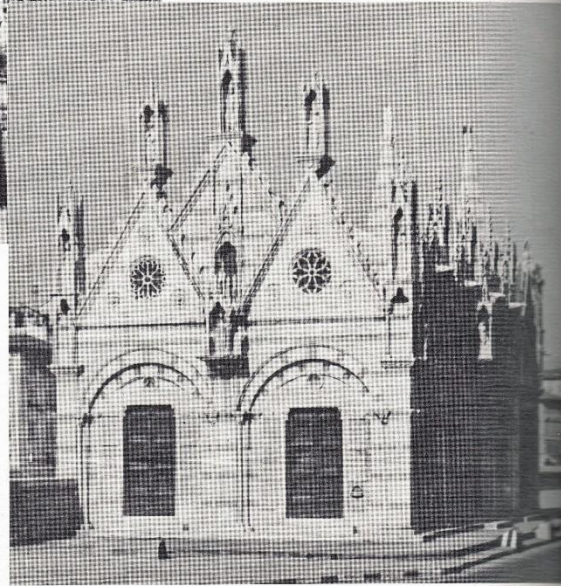
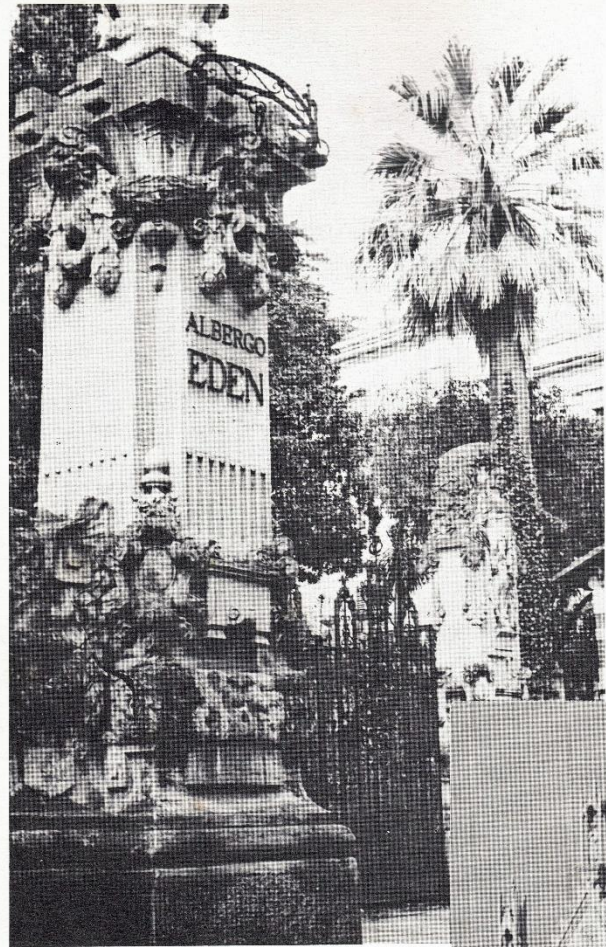


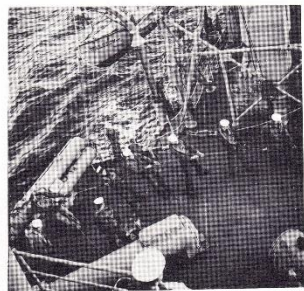
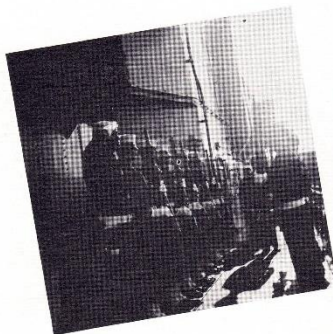
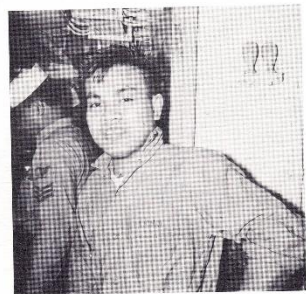
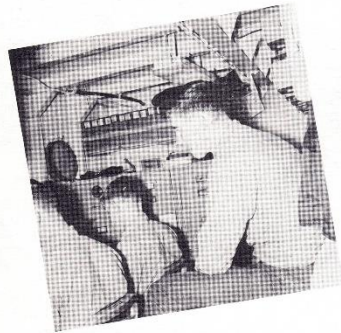
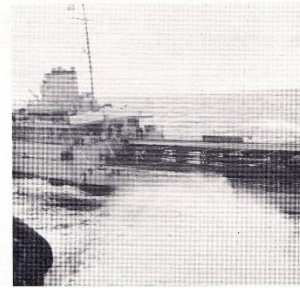
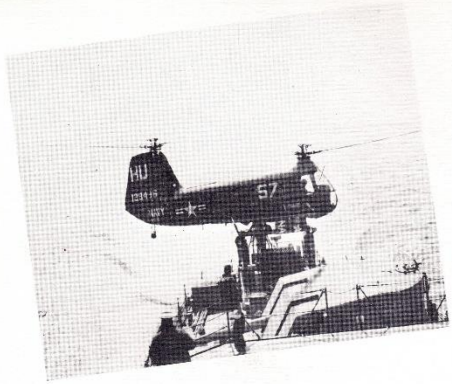
"THE SANTA MARIA" FAMILIAR
SIGHT TO SIXTH FLEET SAILORS



SHOPPING
FOR FLOWERS







AND HOME



FACTS ABOUT THE CRUISE

MILES TRAVELED – 31,985

PROPULSION FUEL USED – 1,712,766 gallons

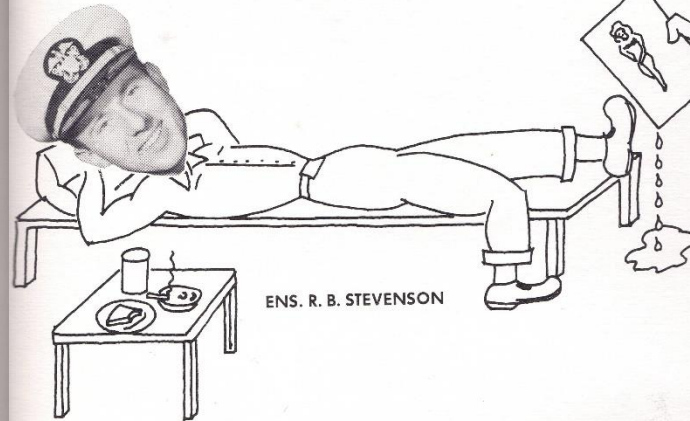
TOTAL SALARIES PAID – \$404,617.00

POUNDS OF BEEF CONSUMED – 14,732

EGGS CONSUMED – 84,240

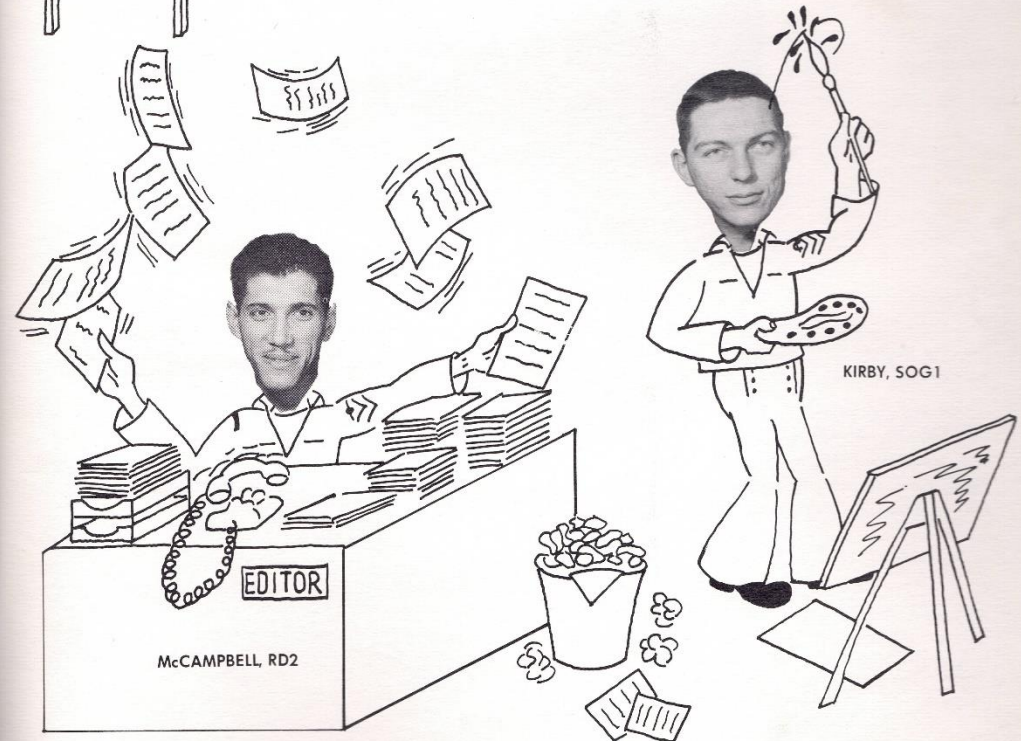
POTATOES CONSUMED – 18.2 tons

MONEY SPENT IN SHIP'S STORE – \$52,123.76



ENS. R. B. STEVENSON

KRUMMICK, SM2



KIRBY, SOG1

COM DES DIV 222



CAPTAIN E. L. BURGESS
Commander Destroyer Division
Two Two Two

Captain E. L. BURGESS was commissioned in 1942 at Northwestern University. After a brief tour of duty at the Naval Shipyard, Bremerton, Washington, he was assigned to the Minesweeper AMS 241 and took part in various operations in the Pacific.

His next two assignments were both in command of Minesweepers; first the AMS 347 and then the U.S.S. COUNSEL (AM 165). He served aboard the U.S.S. GENERAL RANDAL (AP 115) in 1947-48. He was then ordered to the General Line School in 1948 as a student. Upon graduation, Captain BURGESS went to the U.S.S. MADDOX (DD 731) in the Pacific Fleet. This was followed by a tour of duty as Executive Officer of the U.S.S. JOYCE (DER 317). In 1952 he commissioned the U.S.S. FESSENDEN (DER 142) as Commanding Officer.

His next tour of duty was ashore on the Staff of Commander Mine Force, U.S. Atlantic Fleet. In November 1955 he commissioned the U.S.S. BOSTON (CAG 1) and served as her Navigator until assigned to the U.S.S. COMPASS ISLAND (EAG 153) as Executive Officer. From the fall of 1958 until February 1962 he was stationed at the U.S. Naval Mine Defense Laboratory in Florida. He was Commanding Officer of the U.S.S. FRED T. BERRY (DD 858) from March 1962 to June 1963.

On July 12, 1963 Captain BURGESS assumed command of Destroyer Division TWO TWO TWO.

