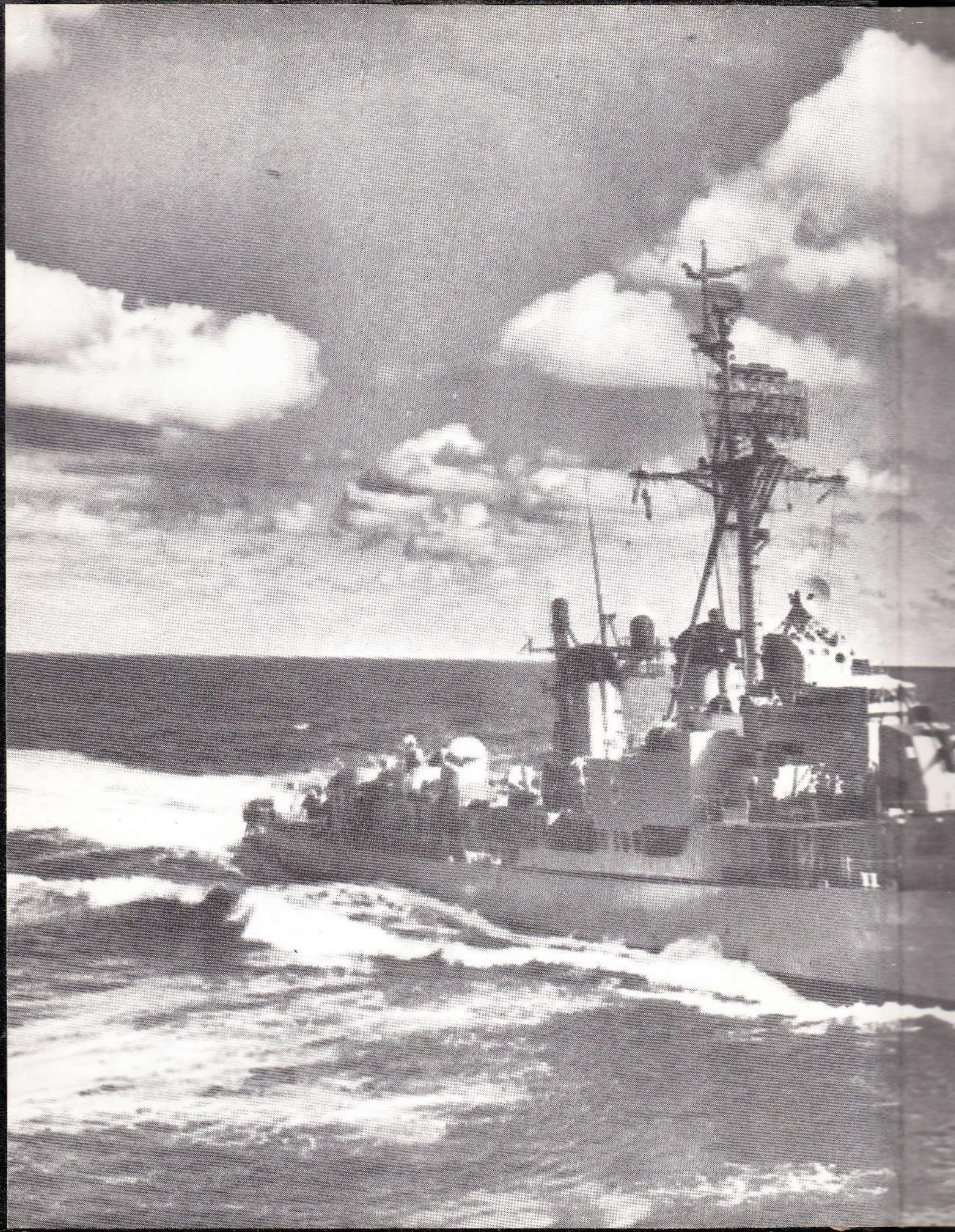


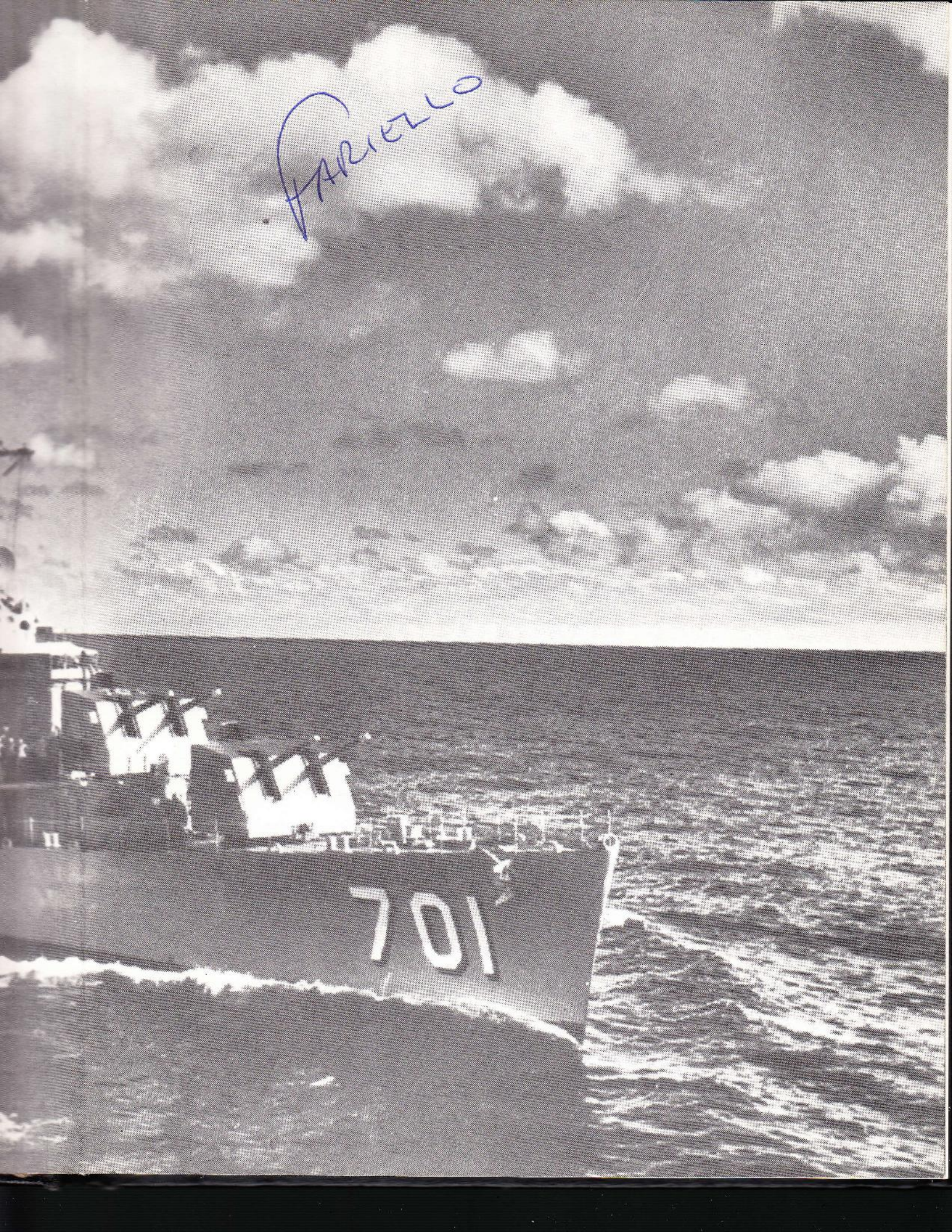


MEDITERRANEAN CRUISE

1965



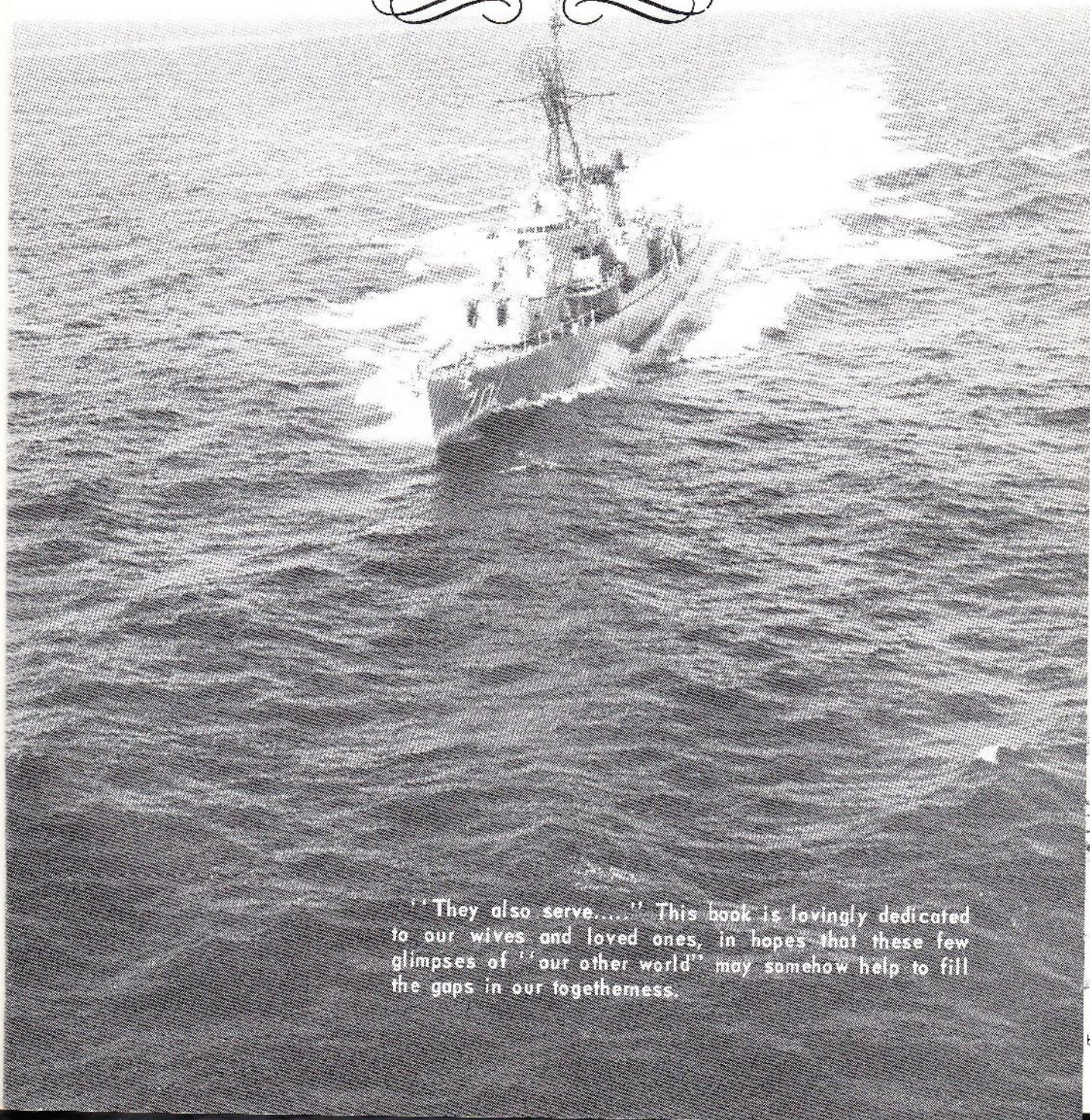
FARIELLO



MEDITERRANEAN AND RED SEA CRUISE OF

USS John W. Weeks

DD-701



"They also serve...." This book is lovingly dedicated to our wives and loved ones, in hopes that these few glimpses of "our other world" may somehow help to fill the gaps in our togetherness.

Destroyermen have always been a proud people. They have been the elite. They have to be a proud people and they have to be specially selected, for destroyer life is a rugged one. It takes physical stamina to stand up under the rigors of a tossing DD. It takes even more spiritual stamina to keep going with enthusiasm when you are tired and feel that you and your ship are being used as a workhorse. It is true that many people take destroyers for granted and that is all the more reason why destroyers Captains can be proud of their accomplishments.

Admiral Arleigh A. Burke

Admiral Burke's statement about destroyers sums up the life on a destroyer in a nutshell, and every WEEKS sailor can tell countless stories to back it up.

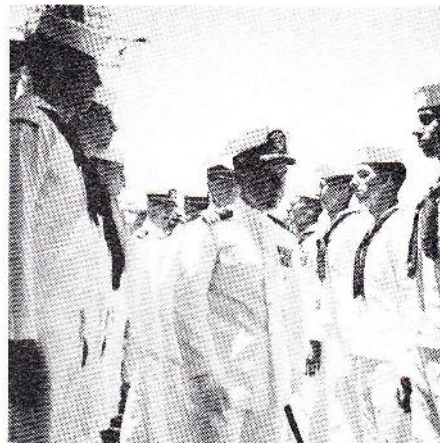
For destroyers are truly the workhorse of the Navy. The Navy needs destroyers; they need ships with the "can do" spirit who will go anywhere whenever the situation demands, who are fast and versatile, and who can stand up under the rigors of any situation.

But aside from special assignments everyday destroyer life is a rugged one. Rough weather, for example will toss the "tin cans" around like little dolls and life aboard becomes a constant struggle just to stand up, walk around, and carry out the normal routine work of the day. The bow dips under a swell, and slowly lifts sending back a sheet of water that engulfs the entire ship. Eating becomes a problem because the food will not stay on the plate and sleeping is a matter of wedging yourself in your rack so you will not fall out.

What makes men want to do this sort of thing, to have to be ready to go at all times, and ready to put one hundred per cent of their effort into any one thing at any time? The key to the answer is pride, pride in their country, pride in their Navy, pride in their ship, and the most essential element, pride in themselves.

Destroyermen's pride in their country and Navy is not as evident on ships in the United States as it is on ships deployed to foreign lands. For when coming into foreign ports, the men on destroyers try to look a little bit better, a little bit sharper, and a little bit smarter than any ship of another Navy that might be in that port. And once in a while when you do come into a port where a foreign ship looks better, the men work harder and longer hours so that they can brag when they leave the port that their ship looks better than any other one in that port.

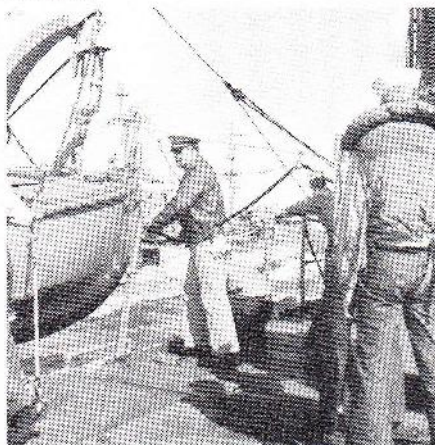
After pride in the Navy comes pride in the ship; the crew want their ship to be better than the other United States Navy ships they come into contact with. This attitude makes itself most evident during submarine exercises when five or six Naval destroyers are chasing the same exercise submarine in a certain area. The cries of "we got him", and "I bet we have made three attacks to everyone else's one" can be heard through SONAR, Combat Information Center, and the bridge. It is a competitive exercise and the competitive spirit makes itself heard everywhere on the ship.



Pride in your country, your ship



Pride in your work





A fueling is an all hands evolution

This versatility in destroyer sailors is not limited however to standing on a spray swept deck in the middle of a winter night. For an example, when the U.S.S. JOHN W. WEEKS was in Karachi, there was on board a party for thirty or so 3rd graders from the Karachi-American School. It was amazing to see the same sailors who would not let a cold winter night on the ocean get the best of them, giving seven and eight year old boys and girls the time of their young lives. The afternoon culminated with one sailor, his hat on upside down and a large balloon streaming behind him, leading a long "follow the leader" around the ship.

On this same visit to Karachi, Another example shows the kind of man that presently man our destroyer force. While the WEEKS was tied up at the Pak city, a little native boy would come and visit the ship every day. Although he was only one of many boys his age on the pier, he stood out because he never walked across the pier; instead he crawled on all fours. It was evident to all who saw him that he was crippled. But when the ship pulled out of the harbor, there was no little boy down on his hands and knees waving good-by. He was instead standing up, supported by two crutches, made for him by enlisted men during their liberty hours. This was no publicity stunt by the crew, nor was it action carried out in obedience to orders. It was a spontaneous gesture by men who could help a little boy who needed help.

The above examples only present the barest outline of destroyer life, but they typify it in the diversity they present. It is a tough life and there is not one man on destroyers who has not wondered when times are particularly hard, whether it is all worth it. But then you pull away from an oiler having fueled at sea under what were referred to as "impossible" conditions. Or you watch a little boy with a big smile on his face walking around on crutches, and you smile to yourself, It is worth it.

But pride in one's own work embodies the real spirit of the destroyer Navy. It might be the radaman who on his own initiative stayed up all night before the ship passed through the Straights of Gibraltar because he felt that there was work that had to be done and he was the one who could do it and do it right. Or it might be the Chief Machinist Mate who during an inspection overheard the Commodore say that he bet a certain fire pump would not light off in less than ten pulls of the hand starter. (The Chief started it on his third try, the Commodore gladly payed off the dollar bet.) Or it might be that seaman who keeps the decks in a certain passageway glittering all the time even though it might mean a quick swab down after "knock off ship's work" has been passed.

Where does all this pride come from? For one thing a destroyer is a small ship where no man is lost in the shuffle. Each and every man on a destroyer is needed and if a new man does not perform to standards, then the entire ship feels it. But if each and every man does do his job, then the entire ship reflects this attitude. Those men who have served some time on destroyers realize this fact they know the spirit that it takes to run destroyers, and they spread it to the newer men on board. In the same way a below par job on a destroyer cannot be tolerated due to the relative small number of men, an outstanding job is never overlooked. The man who does an outstanding job is quickly given more responsibility, his position on the ship rises, and the smartness of his ship becomes directly proportional to the effort he puts into his job. And then of course the factor of pride makes itself known.

But pride is not the only thing that makes a destroyer sailor. Again because of the size of the crew the men on board have to be ready to do anything at any time. A fueling from an oiler is not a deck evolution alone, it takes all hands, whether electronic technicians, radamen, or fire-controlmen, to complete the operation smoothly. No one gets to stay in a warm bunk during those winter night refuelings in the middle of the Atlantic; every man is out on deck doing his part. No one can miss one with the attitude "they don't need me anyway" because he is needed and necessary. It is part of his job.



A party for American children in Karachi



A pair of crutches will make our stay in Karachi memorable for at least one boy.



COMMANDER J. FITZGERALD, USN

FORMER COMMANDING OFFICER

Commander J. FITZGERALD, USN, Commanding Officer, USS JOHN W. WEEKS (DD-701), was born in St. Louis, Missouri. He attended high school in Washington, D.C., Trinity College in Hartford, Connecticut, and was graduated from the University of Maryland with a B.S. in Military Science. He has done graduate work at Georgetown University in Washington, D.C. Commander FITZGERALD received his commission under the V-12 program in 1945 and was assigned to Manus Island in the Southwest Pacific. He was with the military government in Japan from 1947 to 1949, and during the Korean War spent 24 months aboard USS SAMUEL N. MOORE (DD-747), 16 months of which were in Korean waters. He spent 3 years as Officer in Charge of the Navy element of the Armed Services Police in Washington, D.C., and then served as Operations and Engineering Officer of USS RUPERTIS (DD-851). In 1957, Commander FITZGERALD was Executive Officer of USS CURRIER (DE-700) and, following a tour in the Officer Promotion Division of the Bureau of Naval Personnel, studied at Harvard University's Graduate School of Public Administration where he received his master's degree in International Relations. Prior to reporting aboard as Commanding Officer of USS JOHN W. WEEKS (DD-701), Commander FITZGERALD was Executive Officer of USS EATON (DD-510). He has been awarded the following campaign and service medals: American Theater, Asiatic-Pacific Theater, World War II Victory, Korean Campaign with 4 engagement stars, United Nations Service, National Defense Service, China Service and Korean Presidential Unit Citation.



COMMANDER R. F. PATTERSON, USN

COMMANDING OFFICER

Commander R.F. PATTERSON, Commanding Officer, USS JOHN W. WEEKS (DD-701) was born in Norfolk, Virginia and later graduated from Maury High School in the same city. He then attended the United States Naval Academy and was commissioned as an officer of the Line in 1947. Until 1953, Commander PATTERSON was at sea on the LOS ANGELES (CA-135), the USS TOLEDO (CA-133) the USS ARNEB (AKA-56) and the USS TWEEDY (DE-532). Upon achieving the rank of Lieutenant, Commander PATTERSON went to the NROTC unit at Duke University where he participated in the training of future Naval Officers. From Duke University, his next orders took him to the USS DARBY (DE-218), and from there to the USS DOMINANT (MSO-431) on which he was the Commanding Officer and during which tour he rose to the rank of Lieutenant Commander. From 1959 to 1962 Commander PATTERSON served in the Offices of the Chief of Naval Personnel in Washington, D.C. In 1962 he reported aboard the USS RANDOLPH (CVS-15) and assumed the duties of Weapons Officer. He attained his present rank of Commander in 1963.

Commander PATTERSON relieved Commander J. FITZGERALD as Commanding Officer of the USS JOHN W. WEEKS on 22 April 1965 in Sitka, Bahrain in the Persian Gulf.

EXECUTIVE OFFICER



LCDR. HENRY C. BOSCHEN, USN

Lieutenant Commander Boschen was commissioned in 1952 after attending William and Mary College and serving in the enlisted ranks. From 1953 to 1955 he was on the USS WILLARD KEITH (DD-775) where he participated in the Korean War. In 1957 he was CIC Officer on the USS TACONIC (AGC-17) during the Lebanese landings. After a year at General Mine School at Monterey, California, Lieutenant Commander Boschen served as First Lieutenant on the USS CANISTEO (AO-99). Prior to reporting aboard the WEEKS in September of 1964 he taught at Anti Air Warfare Tactics School at Dam Neck, Virginia.



Lt. R. Sharpe
OPERATIONS



Ltjg. W. Major
ENGINEERING

Missing:

Lt. R. Strong
Lt. R. Reynolds
Ens. G. Fonda



Ltjg. W. K. Cook
SUPPLY

DEPARTMENT HEADS

OC DIVISION



Ltjg. O. Tingling
ASS'T NAVIGATOR

Ens. M. Tipton
OC DIVISION OFFICER



D. Allen, YNCS

OPERATION DEPARTMENT



L. Bell, RM1

K. Brown, RM2



W. Hodges, RM2

B. McGhee, SM2

W. McManis, WM2

R. Beasley, YN3

A. Cutcher, YN3



S. Tingley, RM3

A. Wahoviak, PC3



J. Knudson, RMSN



W. Lanning, PNSN



K. McConnaughey, SMSN



J. Worcester, RMSN



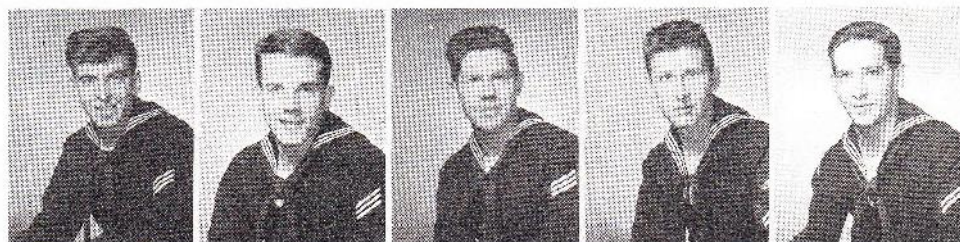
W. Ellenwood, SN



W. Hummel, SN



D. Kurtz, SN



R. LaPointe, SN

D. Theobald, SN

J. Williams, SN

M. Hayes, RMSA

T. Tallent, SA



M. Mason, SA



W. Stuart, SA

There is probably no better test for the Operations Department of a destroyer than an overseas deployment. Rapid communications, and alert fleet operating are particularly important when working with the Sixth Fleet. Both OI and OC division proved they had what it takes. First timers and old hands alike pitched in to make this a rewarding five months. All of the Operations personnel, the QM's, ET's, SM's, and corpsmen as well as the radiomen and radarmen deserve thanks for a fine job.

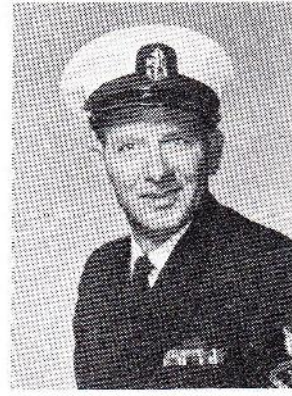
OI DIVISION



Ltjg. J. McAnally
OI DIVISION OFFICER



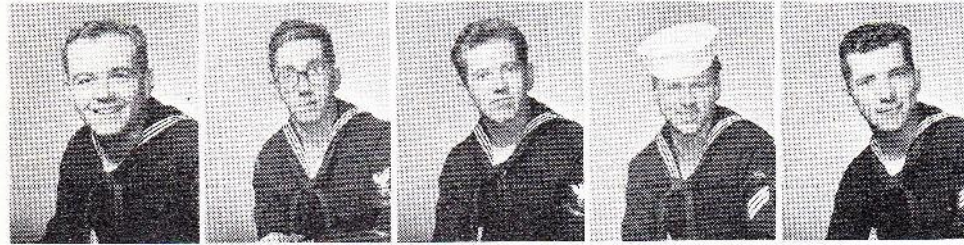
Ens. J. Farrar
EMO



W. Owens, RDC



H. Snyder, RD1 G. Bredel, RD2 C. Fowler, RD2 A. Swanson, ETN2 A. Brunner, RD3 E. Cebek, RD3 J. Lang, RD3



D. Owens, ETN3 R. Russell, RD3 J. Stein, RD3 D. Barker, RDSN J. Fariello, RDSN



P. Stalcup, ETNSN B. Thompson, RDSN E. Kahler, SN J. Bouchard, RDSA



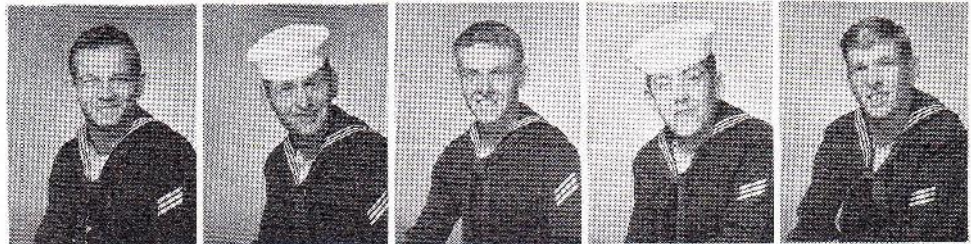


Ens. W. Buck
FIRST DIVISION OFFICER

WEAPONS DEPARTMENT

FIRST DIVISION

The Med cruise, proved to be a good one for the Weapons Department. There were, of course, the usual problems, an occasional piece of gear going down, running rust and other such annoyances. However, in the spirit that typifies the department, all turned to and the results were that we turned in outstanding performances in our compets and steamed into the D&S Piers the best looking destroyer of the group.



R. Hurley, SN J. Kletz, SN O. Lacy, SN T. Monari, SN R. Moore, SN

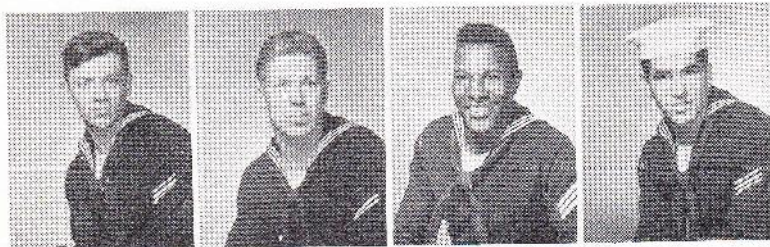


S. Petree, SN H. Pollard, SN M. Webb, SN R. Wood, SN P. Reid, SA

Some high points of the cruise were the struggle supremacy at Sir Abu Nu Sir in which many men of the department were wiped out, the visits to Karachi and Aden during which we did our part in sustaining the handicrafts of Pakistan and Japan, respectively, Athens where we all admired the classic architecture, Jidda which introduced many to the remarkable panacea, SIDIKI, and Barcelona - everyone's favorite - indescribably delicious.

All divisions are to be congratulated: Fox for it's fine ASW and Gunnery, First and Second for their hard work and long hours in maintaining our fine appearances.





K.Ackerman,SN E.Binion,SN C.Canton,SN C.Groff,SN

SECOND DIVISION



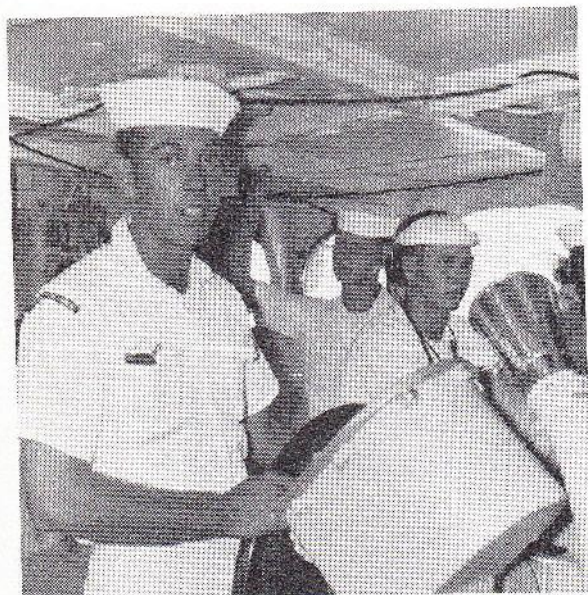
R.Klopp,SN G.Mathews,SN W.Shea,SN



A. Fuchs, SA M.Johnson,SA W.Magrel,SA F.O'Brien,SA



D.Royal,SA P. Heffernan, SA D.Yarborough,SA



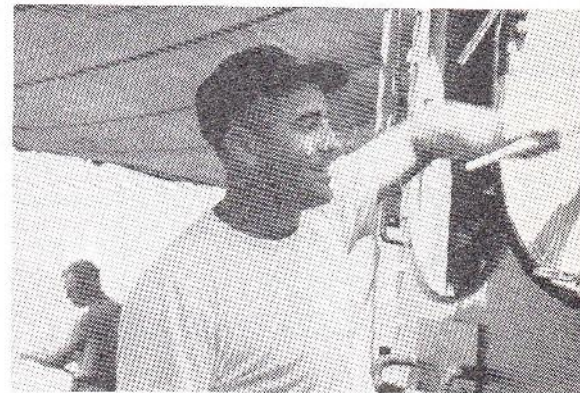
FOX DIVISION



Ensign P. DeBauge
FOX DIVISION OFFICER



H. Taylor, GMCS



R. Helke, FTG1 J. Early, STG2 P. Klahn, STG2 R. Vigar, GMG2 D. Badzinski, TM3 A. Carboni, TM3 B. Greer, FTG3



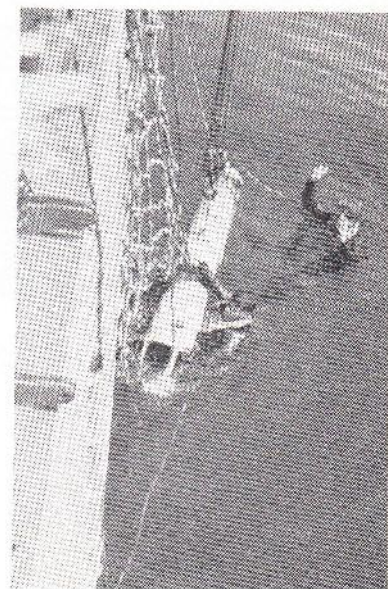
M. Kuehn, STG3 C. Larkin, FTG3 N. Scott, FTG3 R. Strodel, STG3 D. Buchan, FTGSN



A. Kolulak, STSSN G. Lewis, GMGSN L. Walker, FTGSN

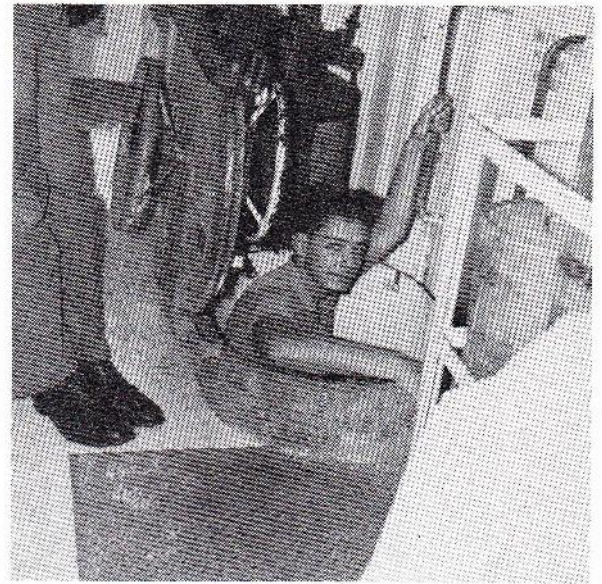


J. Avelis, SN





Ltjg. W. Brown
MPA
M&B DIVISION OF FICER



R.Aker,BT1 H.Gatson,BT1 J.High,BT1

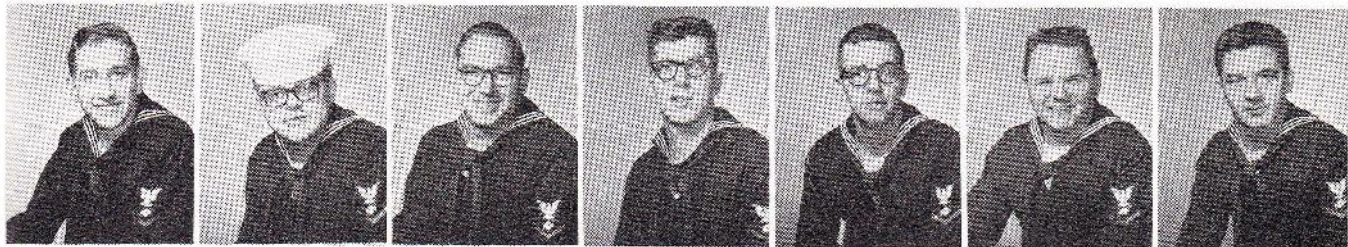
ENGINEERING DEPARTMENT

B DIVISION



R.Ball,BT2 D Fields, BT2 D.Shreve,BT2 W.Smith,BT2

The engineers encountered a few problems on the deployment, but as usual they were solved with dispatch. In the Middle East temperatures became oppressive in the machinery spaces. As always, maintenance had to be done and watches had to be stood. Except for a marked increase in salt tablet consumption and some extra time on deck "supervising topside preservation" everything went on as usual. We spent several months without any repair facilities so we became our own repair ship. Everyone did his part and the ship returned to the States with machinery running better than when we left. On the return transit we completed a full power run with ease while the rebuilt FRAM ships were having a difficult time keeping up.



W.Brennan, BT3 D.Brown, BT3 E.Copes, BT3 M.Kinsch, BT3 S.Martineau, BT3 P.Vamer, BT3 R.Wheeler, BT3

Well done to all for their diligent efforts, especially the auxilliary gang who kept all the air conditioners running at capacity during our two month heat wave.

Though all the engineers enjoyed the cruise with its exotic port visits, we were all very glad to answer the final "ALL STOP" at the Destroyer-Submarine piers and to greet the many loved ones waiting there.



Smith, BT2



B.Wilcoxon, BT3 R.Fullerton, FN S.Shafer, FN D.Sukopp, FN R.Turchin, FN M.Flynn, FA R.Kelley, FA

M DIVISION



R. Klyce, MM1



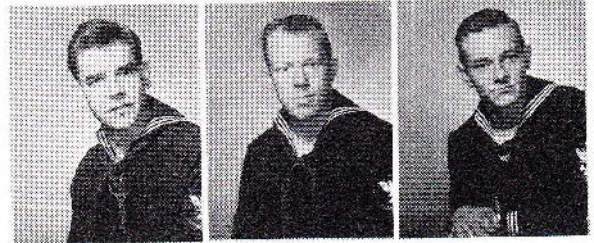
R. Reardon, MM1



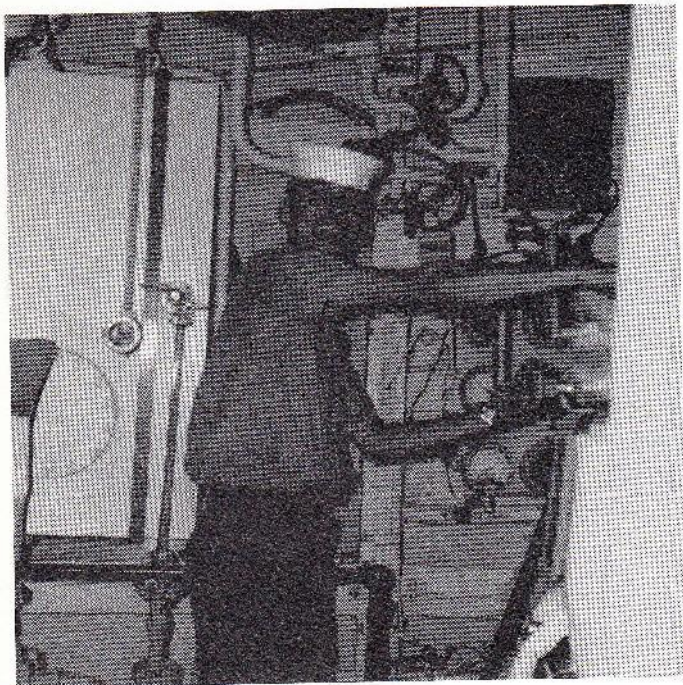
R. Goodmuth, EM2



D. Craft, MM3 J. Densmore, MM3 P. Ferro, MM3 D. Foster, MM3



C. Grives, MM3 D. Hyde, MM3 R. Inks, MM3

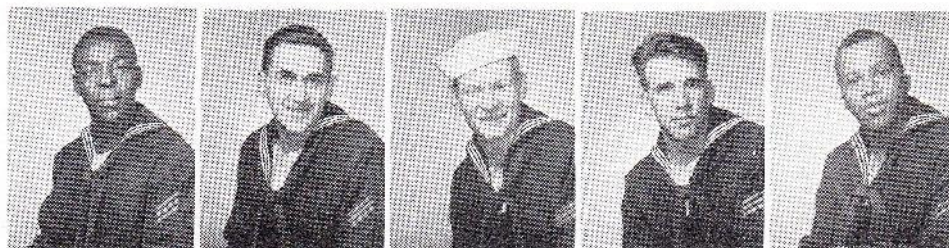




J. Jeaynak, MM3 F. Miley, MM3 R. Sheffield, MM3 L. Southerland, MM3



D. Niemuth, FN R. Sabo, FN H. Sexton, FN



H. Singleton, FN G. Stearns, FN J. Summer, FN G. Wellslager, FN T. Means, FA

R DIVISION



Ens. W. Ramsey
R DIVISION OFFICER



A. Currie, IC1



G. Johnson, MM1



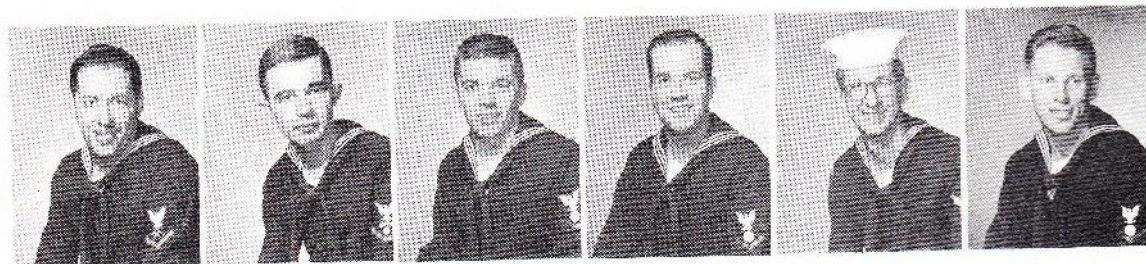
R. Strawser, GMG1



J. Zimmerman, DC1



T. Kauer, IC2



J. Evans, SFM3

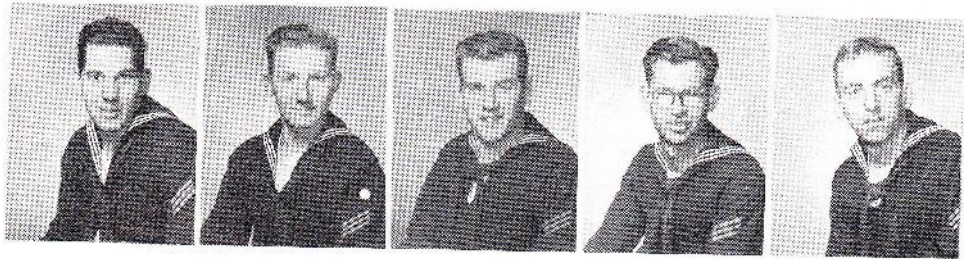
C. Inlow, IC3

T. Lindquist, EM3

J. Murphy, EM3

L. Swanson, EN3

J. Webster, EM3



R. Cmelik, MRFN S. Goulding, ENFN J. Moyer, EMFN J. Oakley, DCFN J. Wiley, ENFN



P. Beers, FN J. Boling, FN W. Moorman, FN



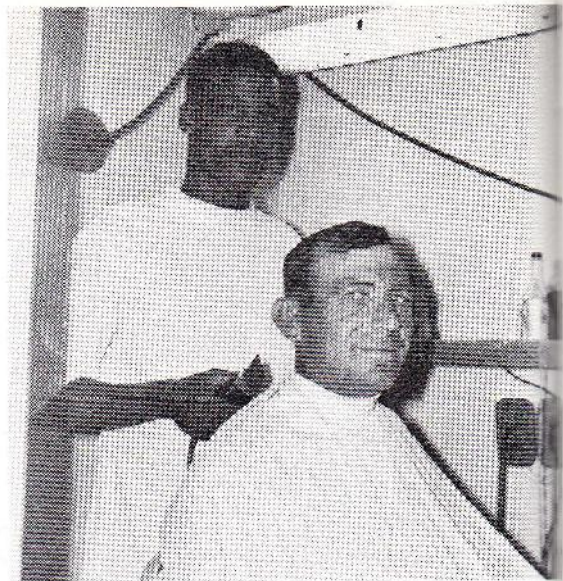
W. Barnes, FA J. Higdon, FA T. Raymond, FA



L.Chapman,SHC



J.Crawley,CSCS

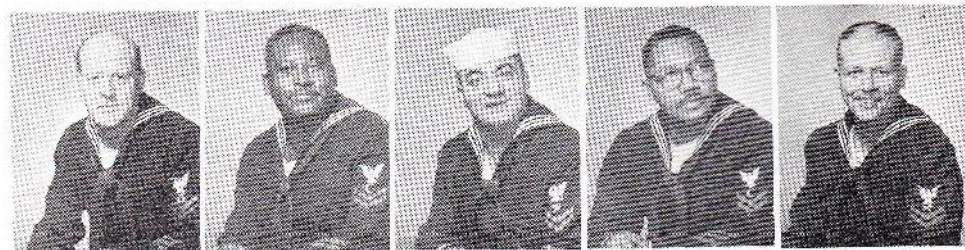


T.Stallworth,SK1 C.Spillers,CSI

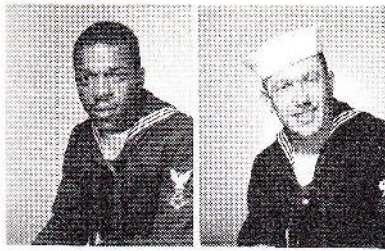
SUPPLY DEPARTMENT

S DIVISION

The many problems a Supply Department encounters in its day to day existence are amplified by a five month deployment. Repair parts are harder to get, meals are harder to plan and even the workload of the laundry increases. Our Supply Department came through with flying colors. The ships store in particular, did an outstanding job, earning over \$3,000.00 for the Welfare and Recreation Fund.



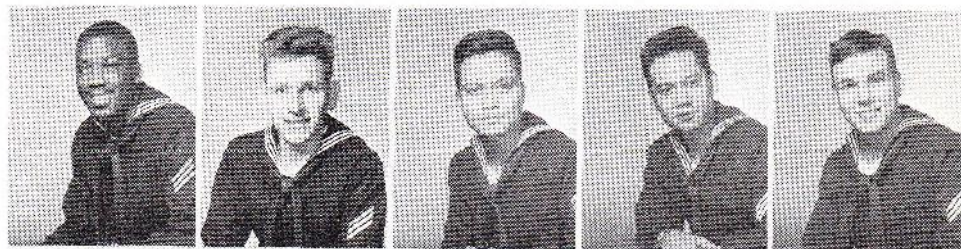
M.Driscoll,CS2 P.Mitchell,SD2 A.Nassef,SH2 G.Oliver,SD2 J.Pratt,SK2



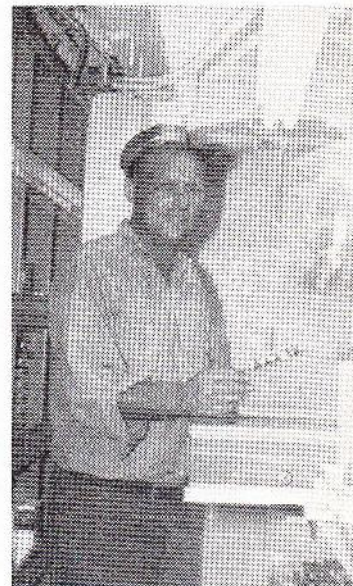
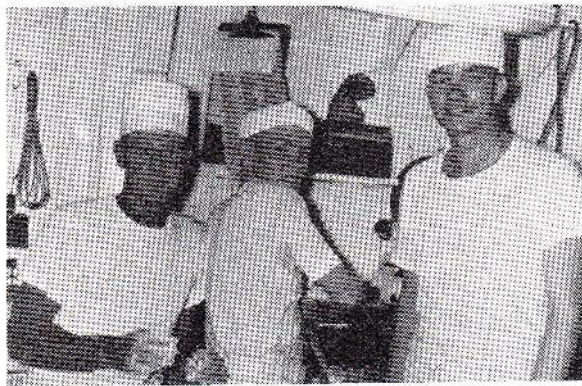
L. Brown, CS3 J. Supik, DK3



D. Adams, SKSN R. Moore, CSSN P. Cornman, SHSN



L. Boyd, SN M. Chapman, SN N. Delmendo, TN A. Jose, TN J. Tazzaro, SN



J. Maliwanag, TN F. Orelli, SN J. Puchon, SN L. Rustin, TN R. Walker, SN

ENT

SK2

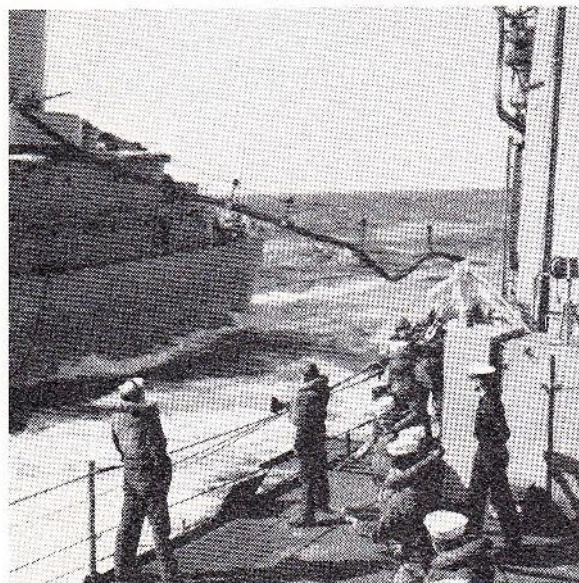
TRANSIT

The transit was long and busy. There is always much to be learned in fleet steaming for old hands and "boots" alike. We highlined and transferred with DD's, conducted ASW exercises, night fueling operations and plane guarded for carriers.

It was a valuable but exhausting period for the entire crew. The sight of our first port - Valencia, was a welcome one.



Leaving Norfolk



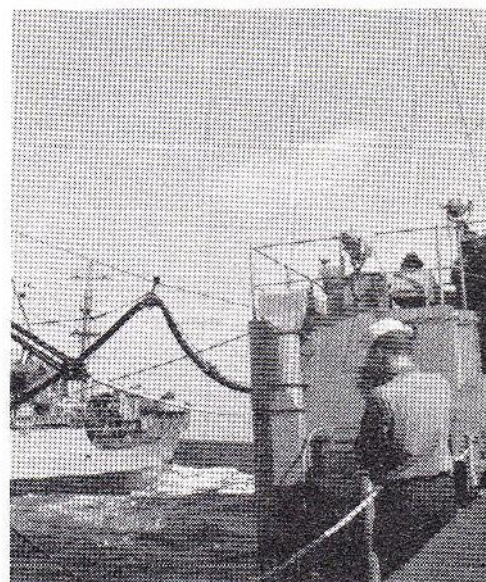
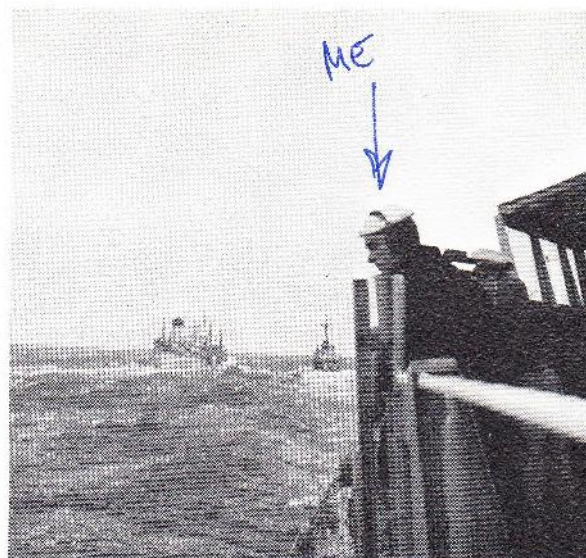
Fueling at sea



And waiting



Call me when you're ready, "Boats"!



The mail comes in port or at sea



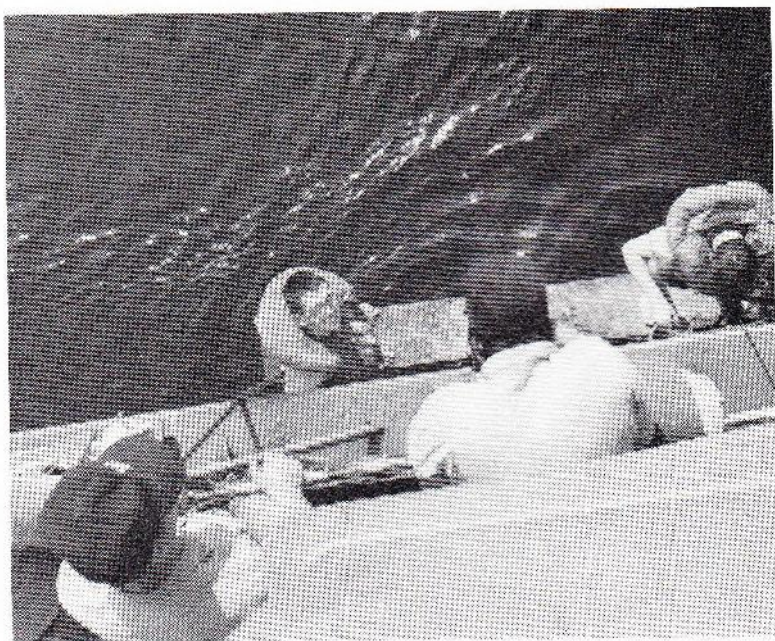
At sea much time is spent watching...



The approach



A calm day in the North Atlantic



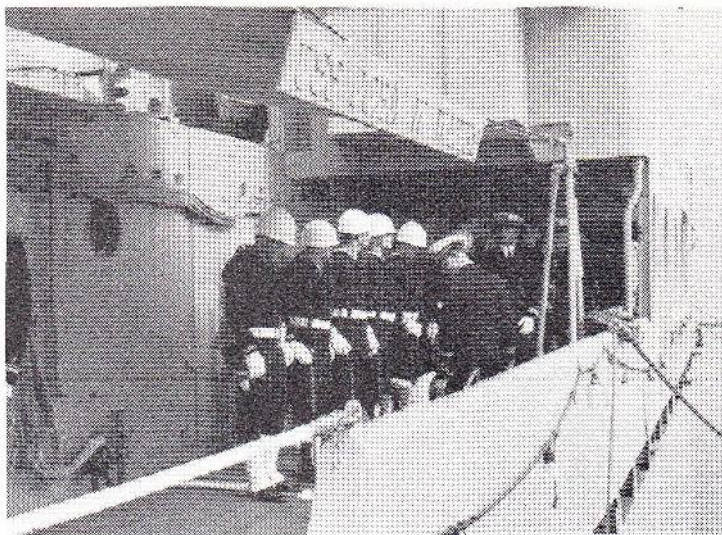
The day before our arrival in Valencia we paused to "titivate" the ship



te'' the ship

VALENCIA

Valencia was our first port, a welcome one after nearly two weeks at sea. For many this was the first time in a foreign country. There could be no better place to make first impressions of Europe than this ancient city. It's small streets, old world architecture and friendly inhabitants make it clear why Spain is a favorite with the Navy and tourists alike.



The honor guard standing by



Many of us remember the night life of Valencia



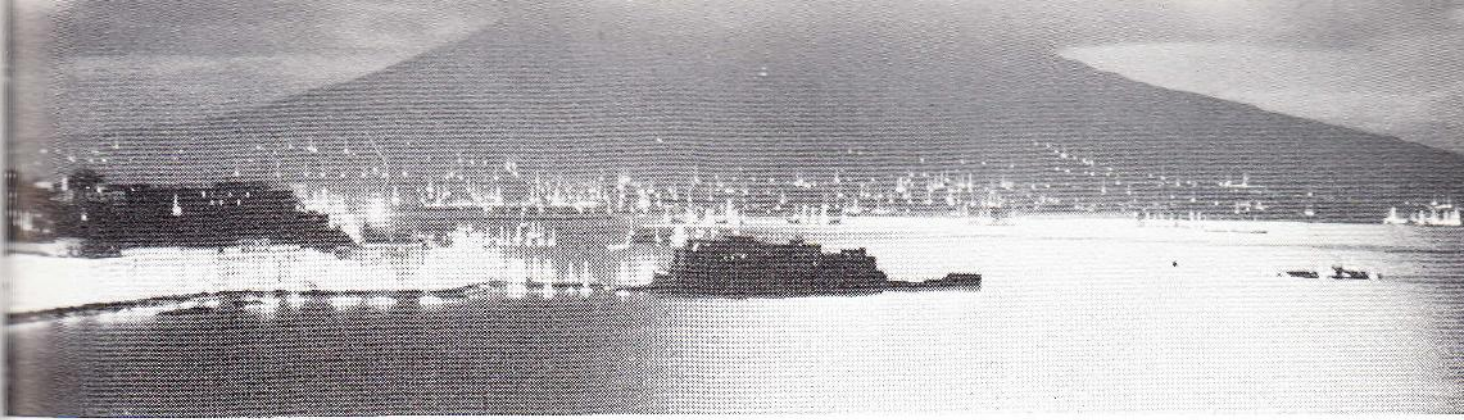
Down town Valencia—a modern city



The distinctive architecture of Spain

Sooner
pull into
Norfolk
vides an
American
tising b
taxi driv
have a c
We sp
During
points o
Capri,
Weeks
orphan

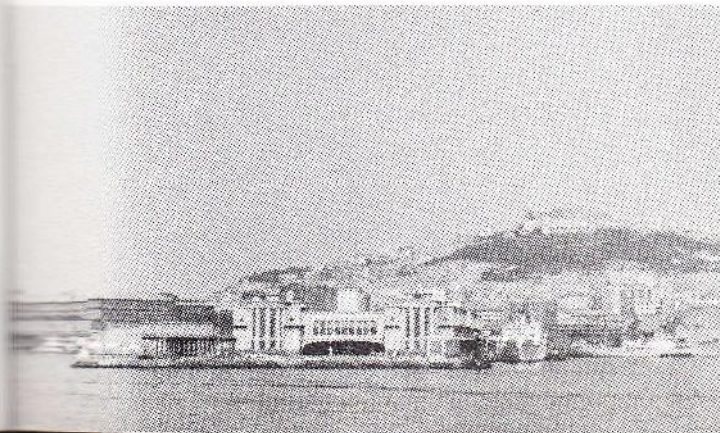
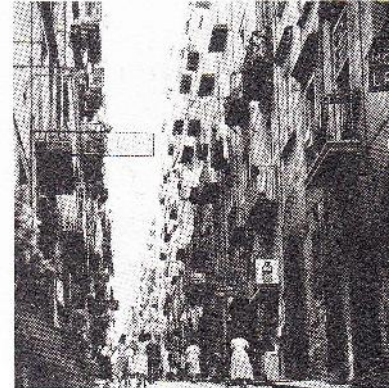
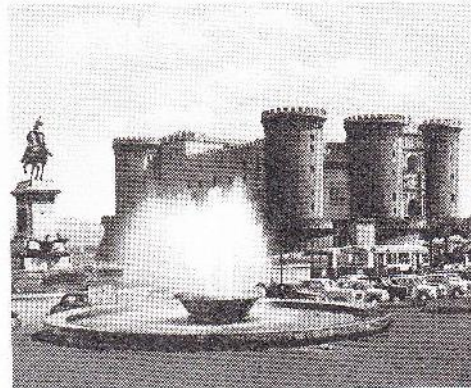
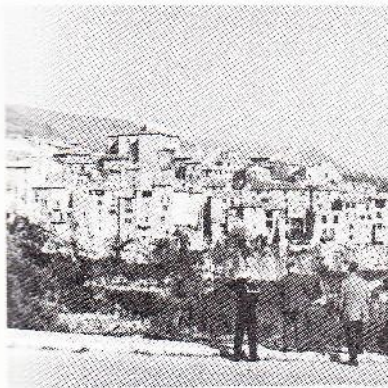
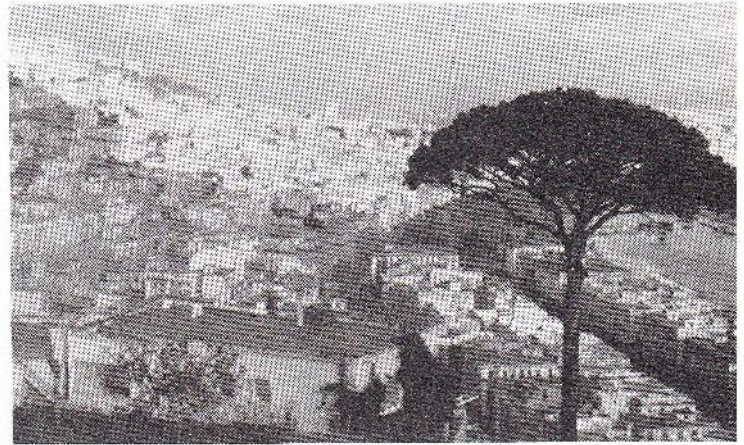


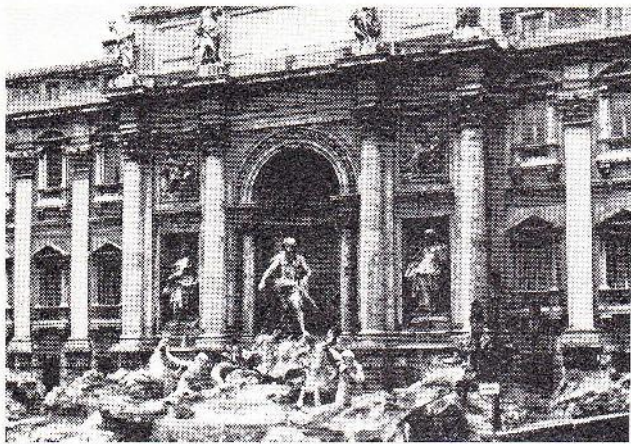


NAPLES

Sooner or later all ships in the Sixth Fleet pull into Naples. Often referred to as the Norfolk of the Mediterranean, Naples provides an interesting mixture of Italian and American life. You are met with signs advertising both Cinzano and Coca Cola. The taxi drivers speak English and most of them have a cousin in New York.

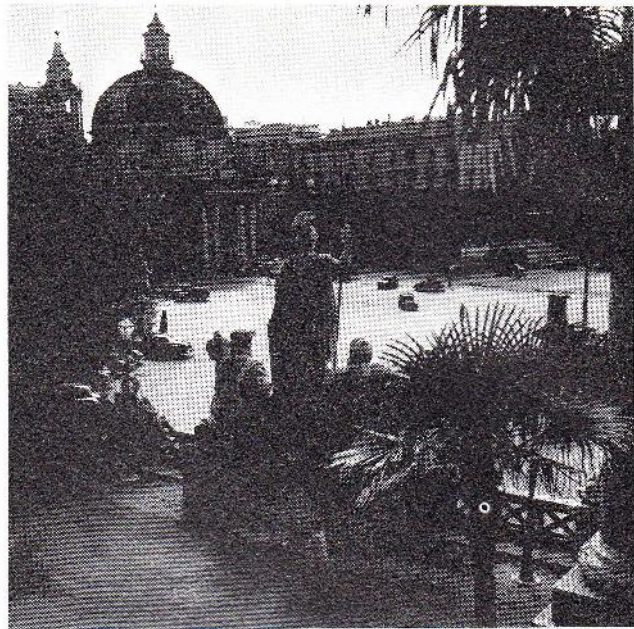
We spent two weeks in Naples for upkeep. During this time many of us visited nearby points of interest - Mt. Vesuvius, Sorrento, Capri, Pompeii and Rome. Men from the Weeks joined in the rebuilding of an Italian orphanage.





Trevi Fountain

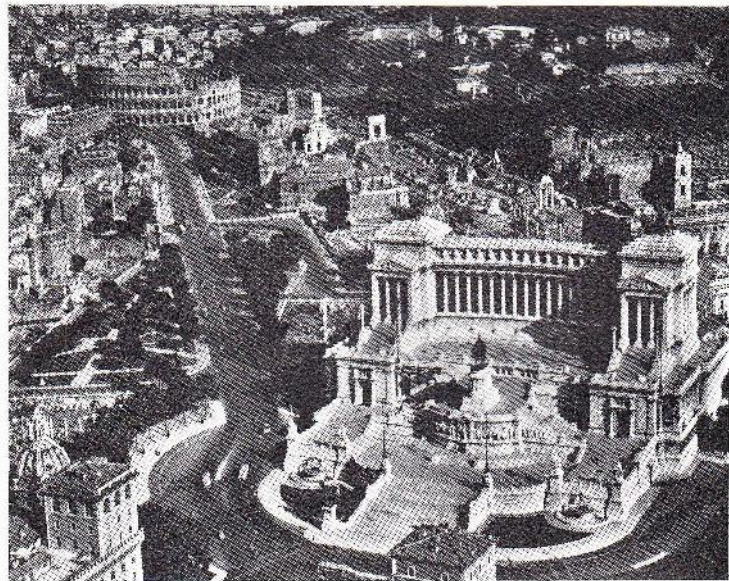
ROME



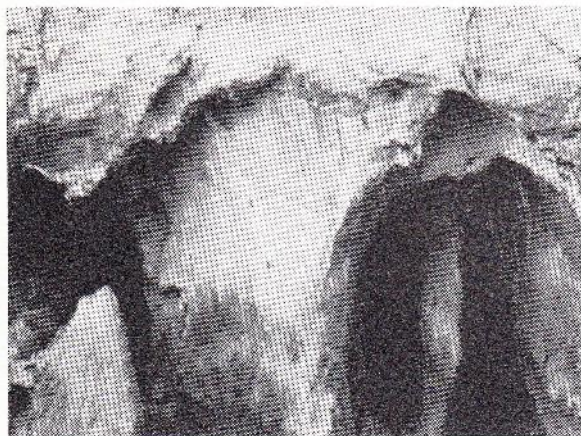
Square of the people, the Vatican



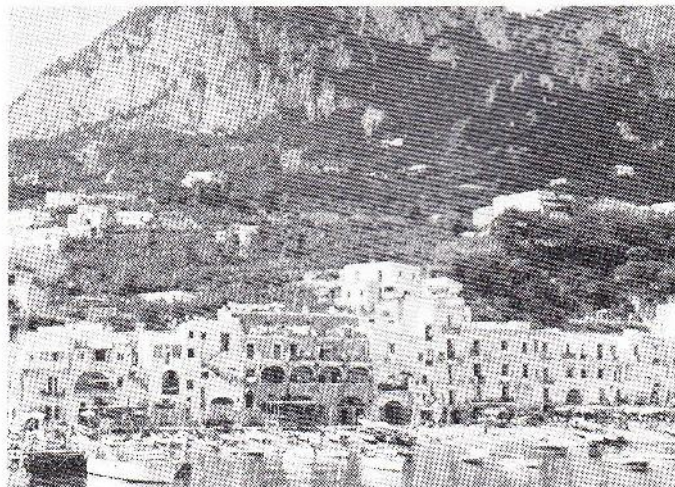
The Colosseum



CAPRI



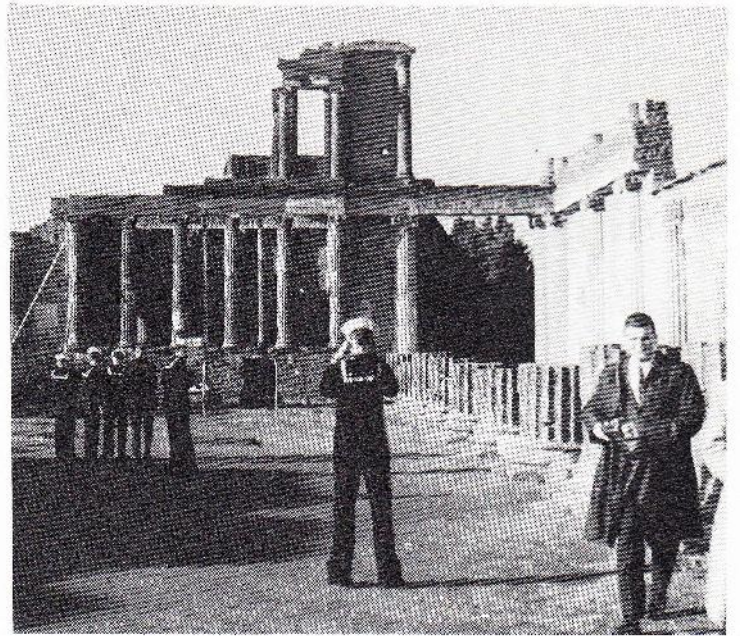
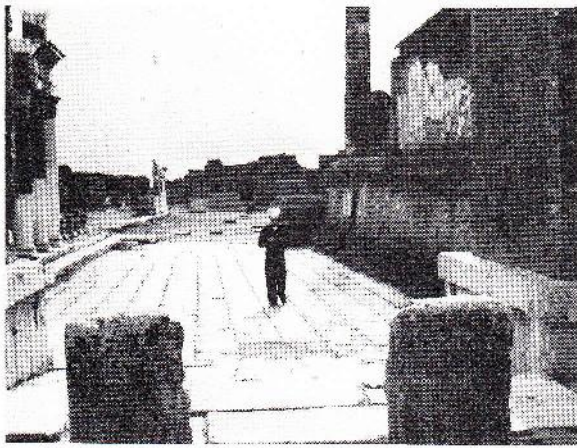
Outside the Blue Grotto



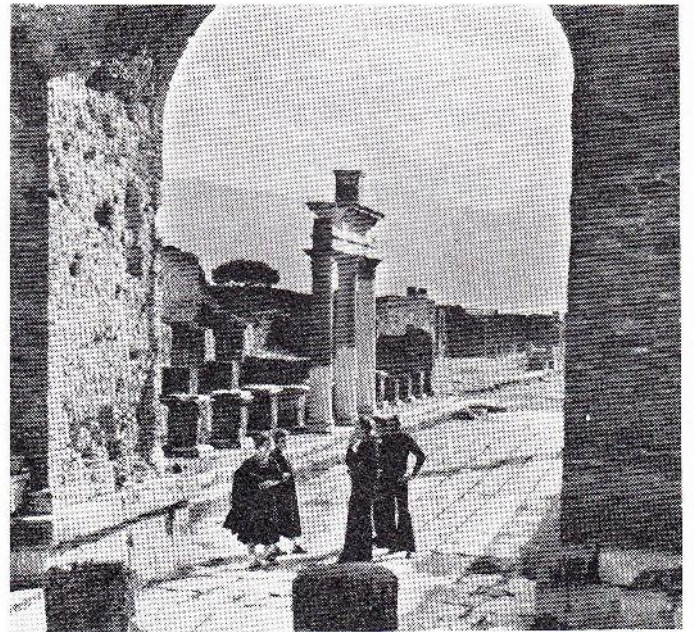
The town of Capri



Over



POMPEII



Overlooking the bay



Louie the tourist



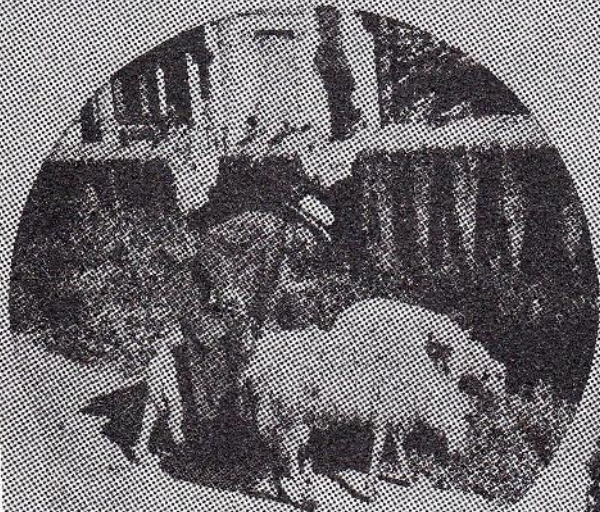
A quiet street in Sorrento



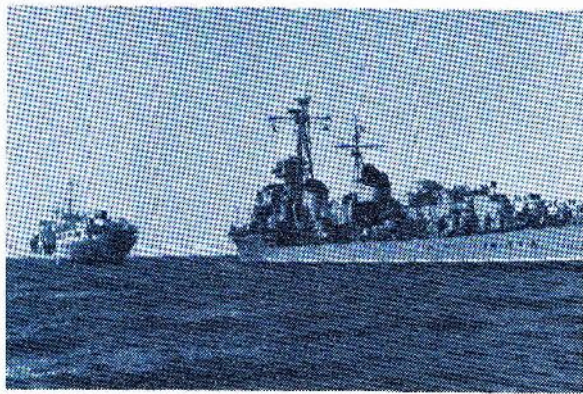
Souda Bay

Although a frequent stop for Sixth Fleet ships, Crete has not yet been taken over by commercialism or American tourism. It's quiet charm provided an interesting change of pace. The town of Cania and its port city Souda Bay are found at the end of a string of snow capped mountains much like the Swiss Alps.

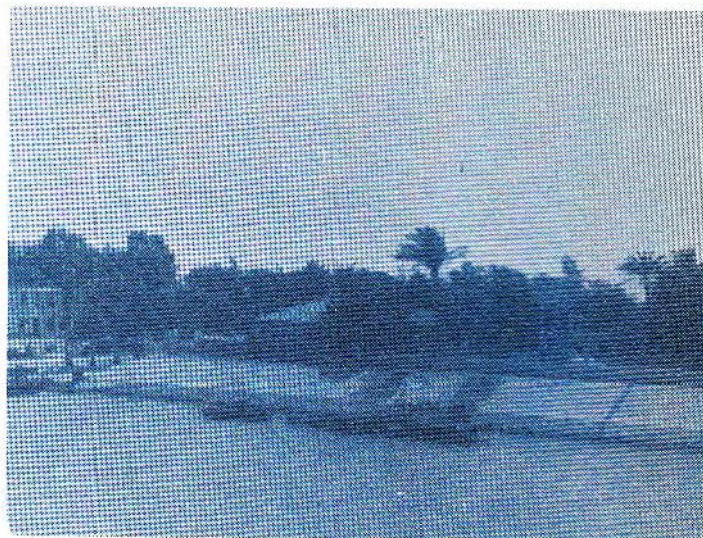
The town of Cania was built in 1252 by the Venetians. There is evidence of a variety of civilizations in the Mosques, minarets and old houses.



THE SUEZ CANAL



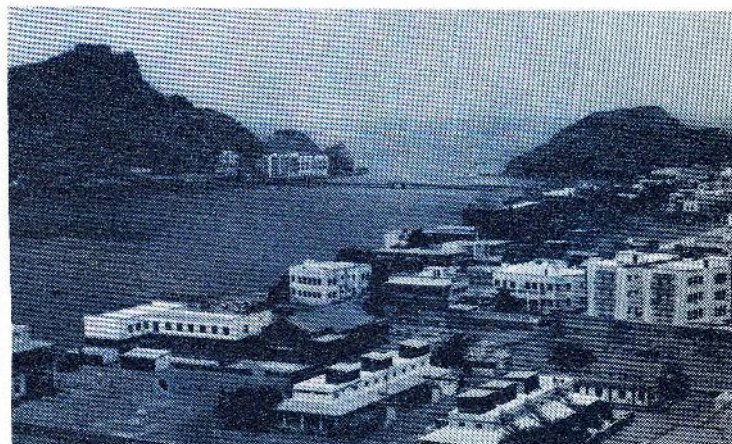
We passed our Russian counterpart at the Suez Canal.



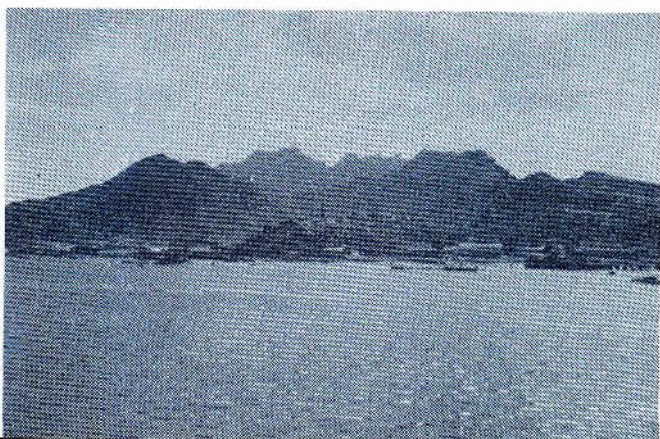
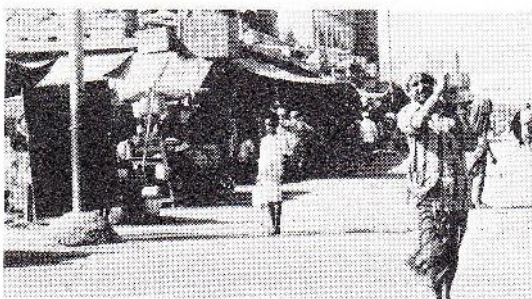
Egypt and the canal

ADEN

The British Protectorate of Aden is famed as a shoppers paradise. Unfortunately the political climate prevented any sightseeing during our stay, but everyone left with at least one bargain from the markets. The ship returned to the states laden with tape recorders, cameras, and phonographs all with an Aden label.



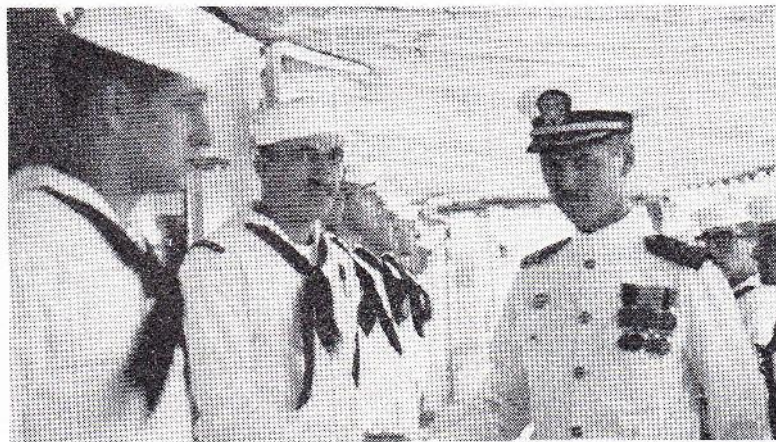
The Bay of Aden

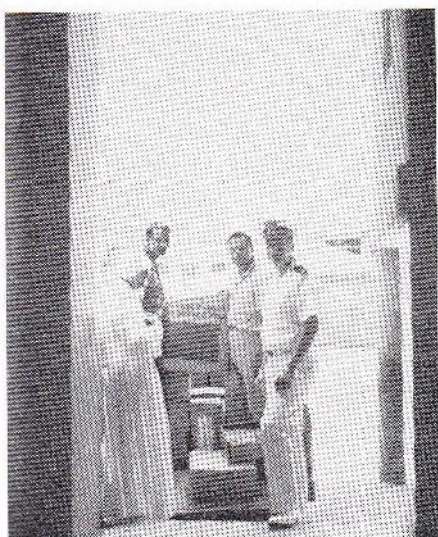


BAHRAIN

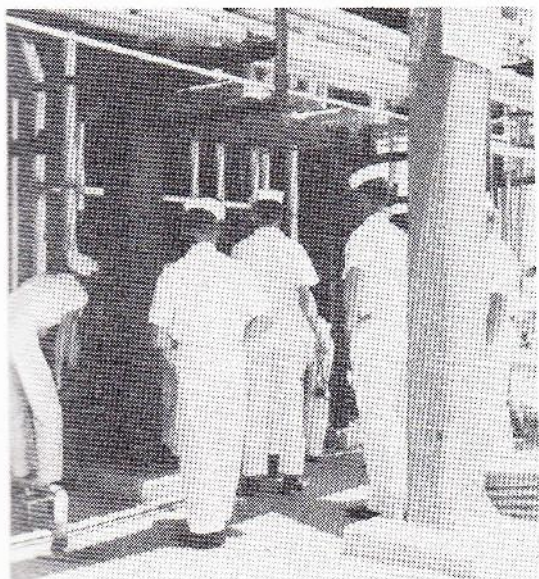
Bahrain was the surprise port of the cruise. Located in an isolated corner of the Persian Gulf this was the last place we expected to find a good liberty port. The reception we received by the British Navy, particularly the HMS Messina, made our stay a memorable one. Many of us saw the Shiek's palace, his camel races on Friday afternoon and visited the vast Bahrain Oil industry, it's wells and refinery.

In Bahrain Captain Fitzgerald was relieved by Captain Patterson and Admiral Mauver, COMIDEASTFOR (our boss) attended.





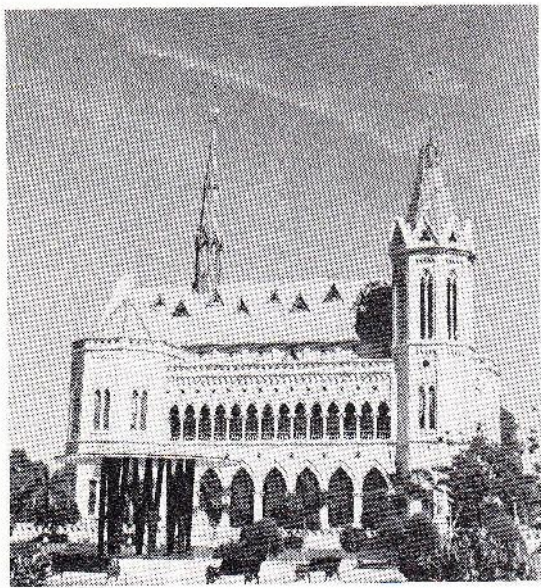
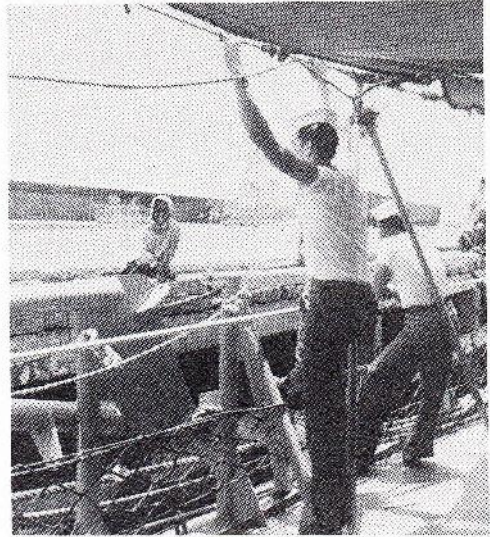
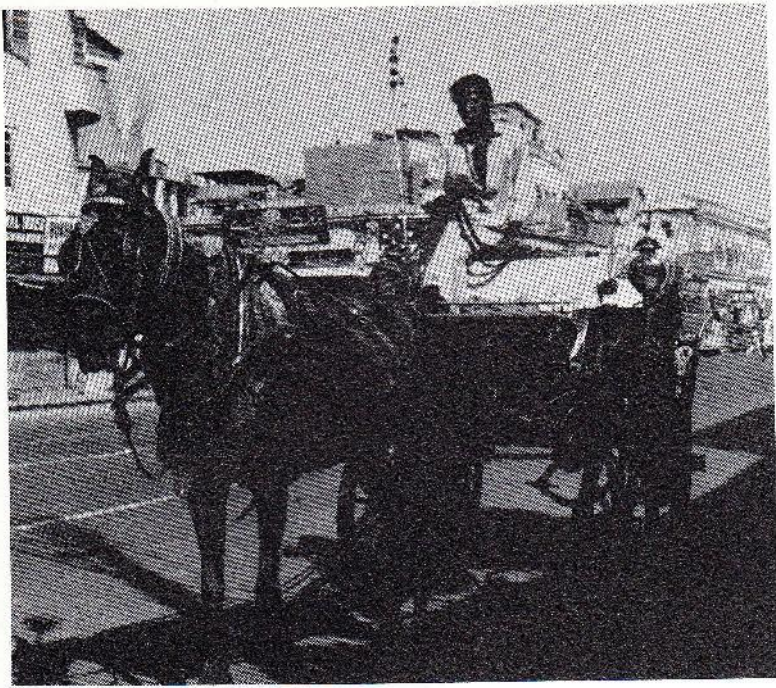
The chaplain distributed books for operation handclasp



The oil refinery



The first oil well in Bahrain

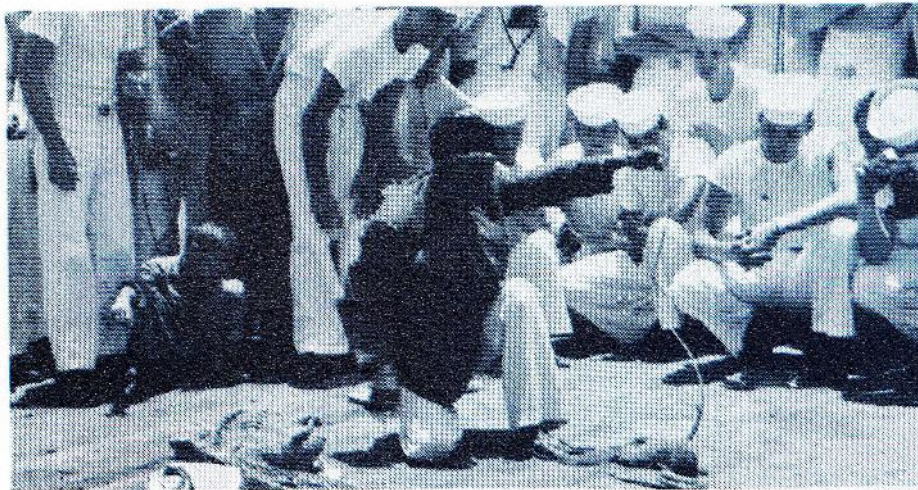


KARACHI

Karachi proved to be an interesting port and another bargain hunter's dream. Brass, jewelry, camel saddles and other hand made items could be bought at a fraction of their Stateside price.

The Karachi Zoo is world famous for its collection of Asian animals.

The American community of Karachi gave us perhaps the warmest welcome we received in any port, inviting many of us to their homes and arranging beach parties. Our basketball team played three games, all successfully, against the Karachi - American School and the Pac Navy.

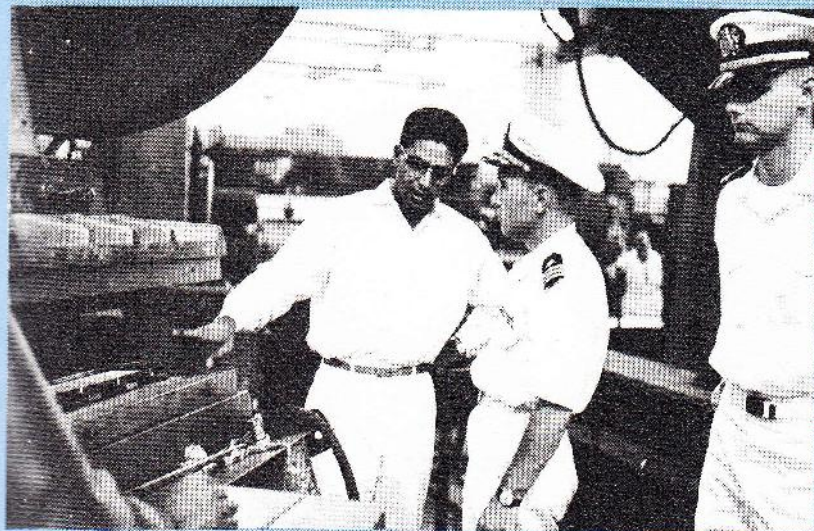
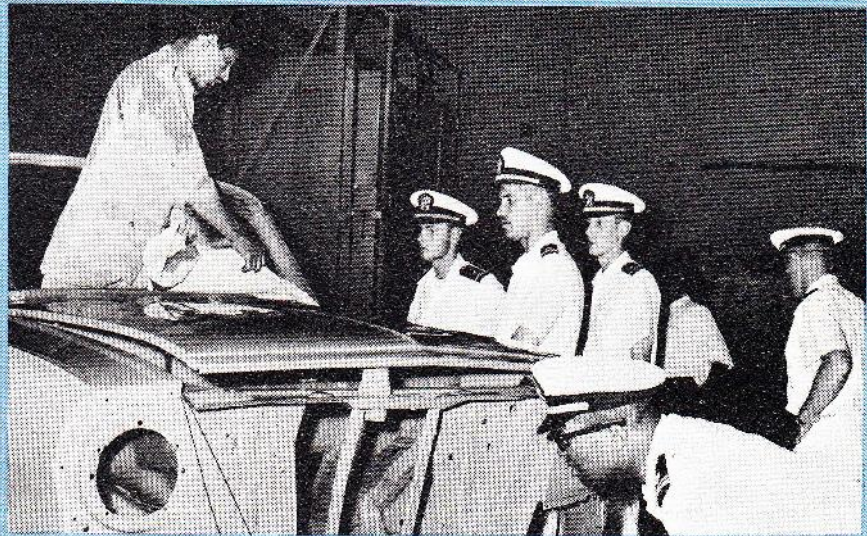




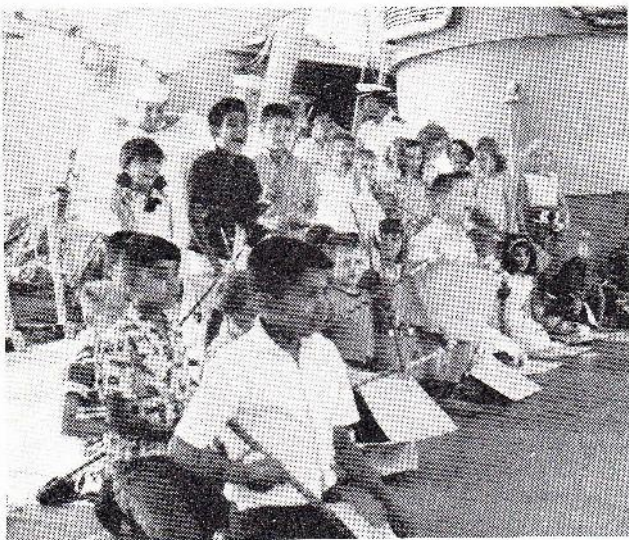
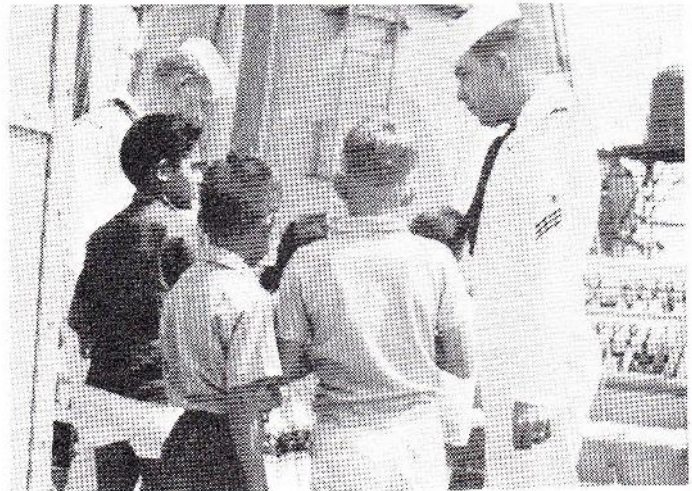
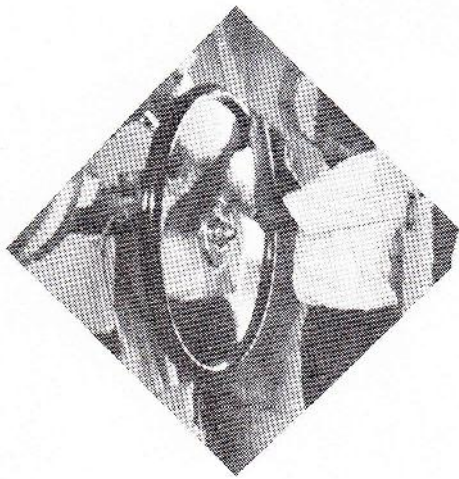
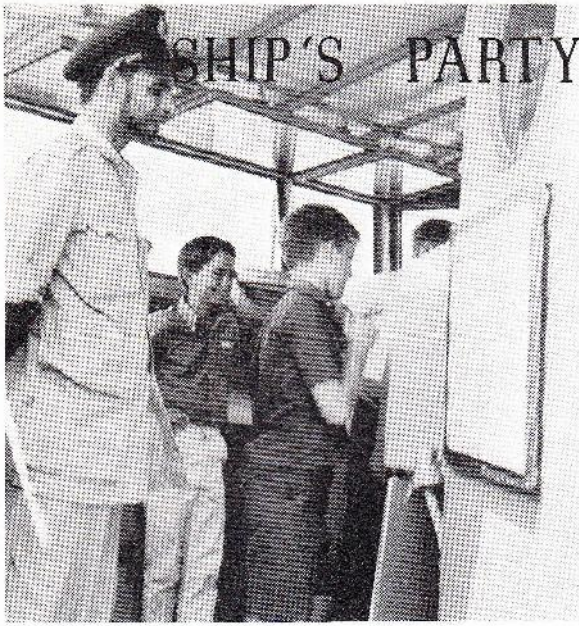
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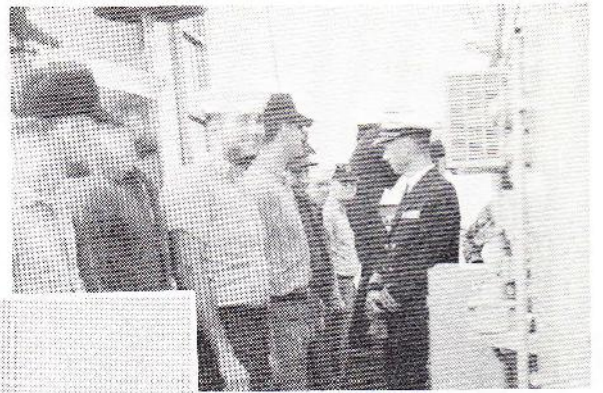


SHIP'S PARTY KARACHI



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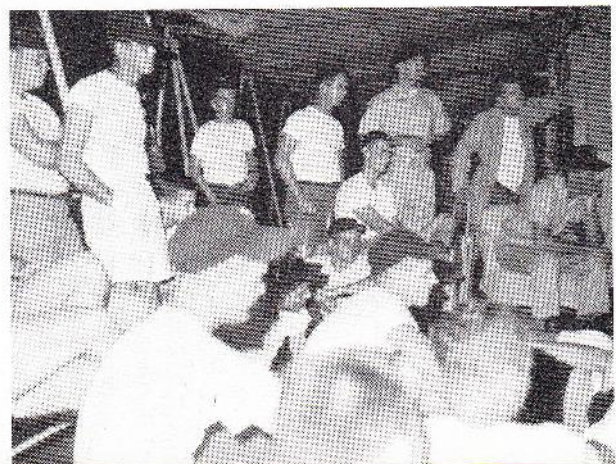
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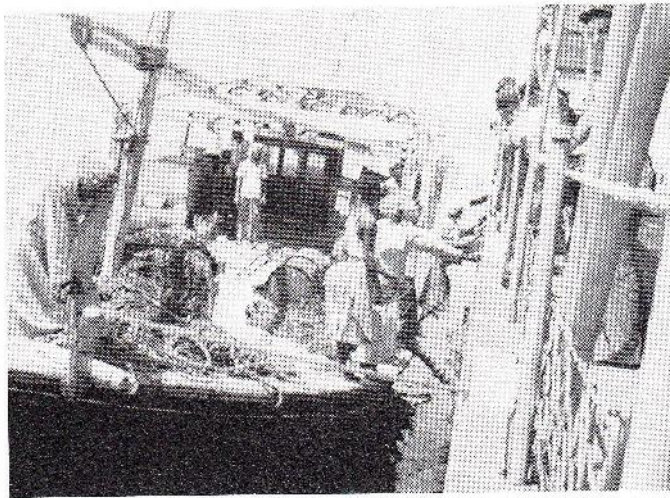


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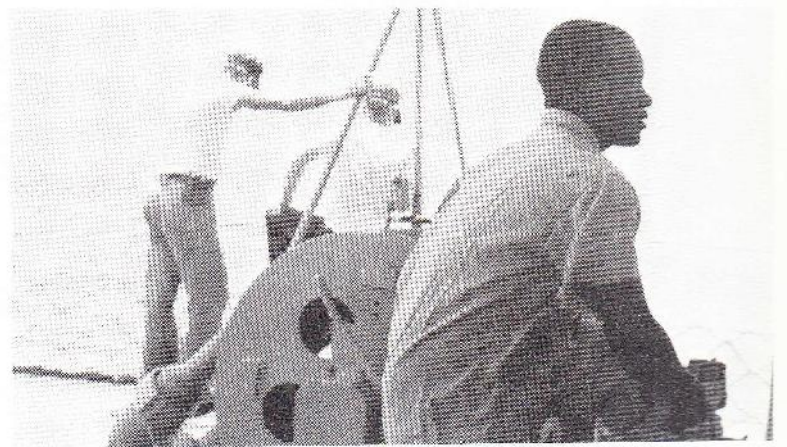
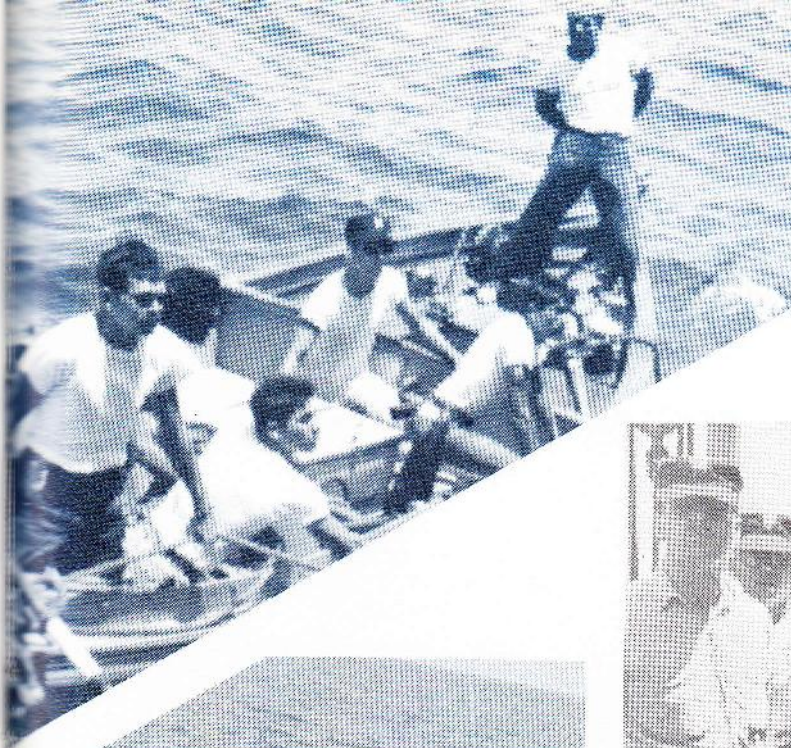


SIR ABU NU AIR

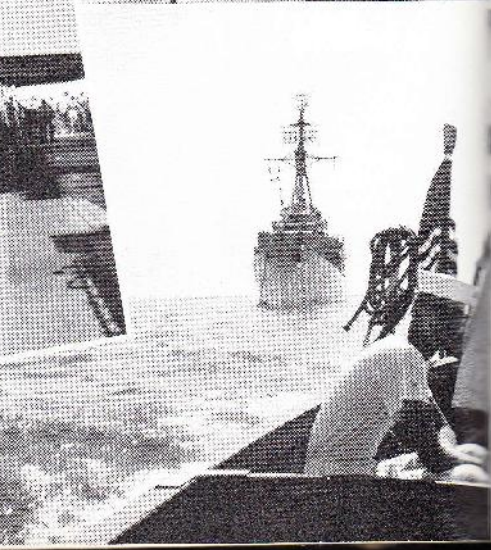
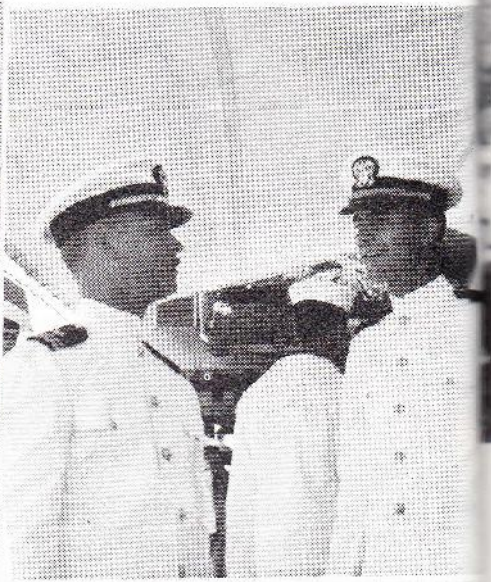
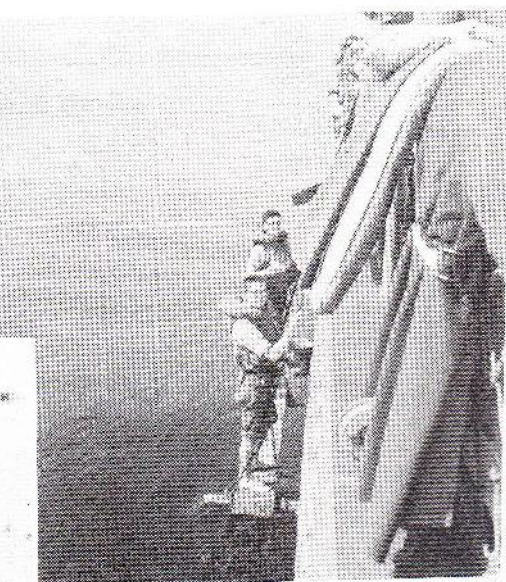
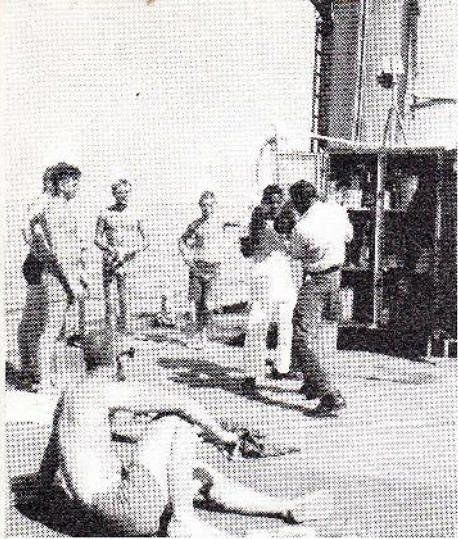
Sir Abu Nu Air, island paradise in the Red Sea, is a port you will not find in the tourist books and probably not on the map. It is a deserted island with nothing but beach and hills - an uninviting place unless you happen to have a swimming suit, a hundred cases of beer and some fishing tackle. Fortunately we had all of that so it made a good place to have a party. During our two days we fished from the fan tail (sharks swam by, but would not bite), held a mock invasion of the island, rescued a native whose boat cap-sized and drank one hundred cases of beer. Incidentally, Sir Abu Nu Air, was the only port where men were disciplined by compulsory over night liberty.

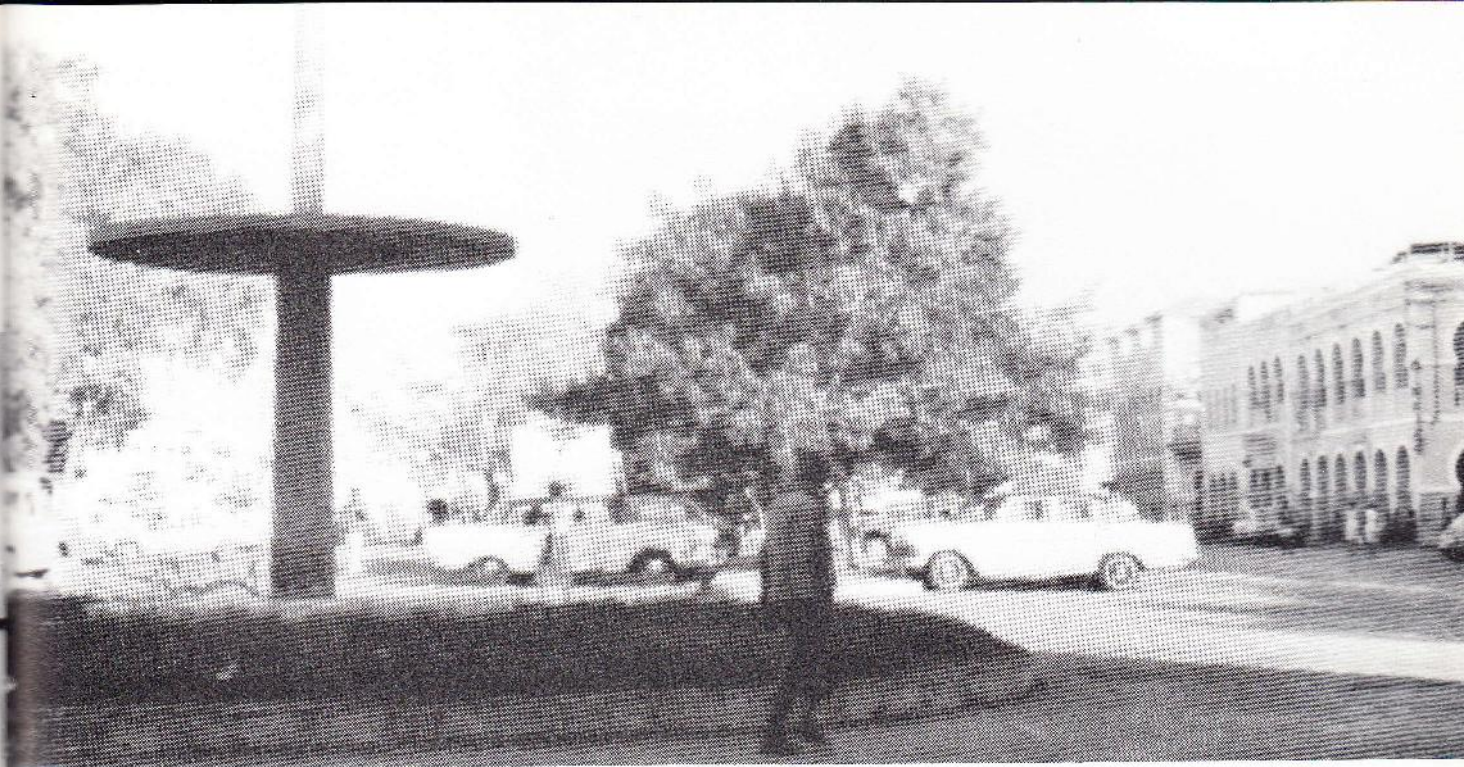


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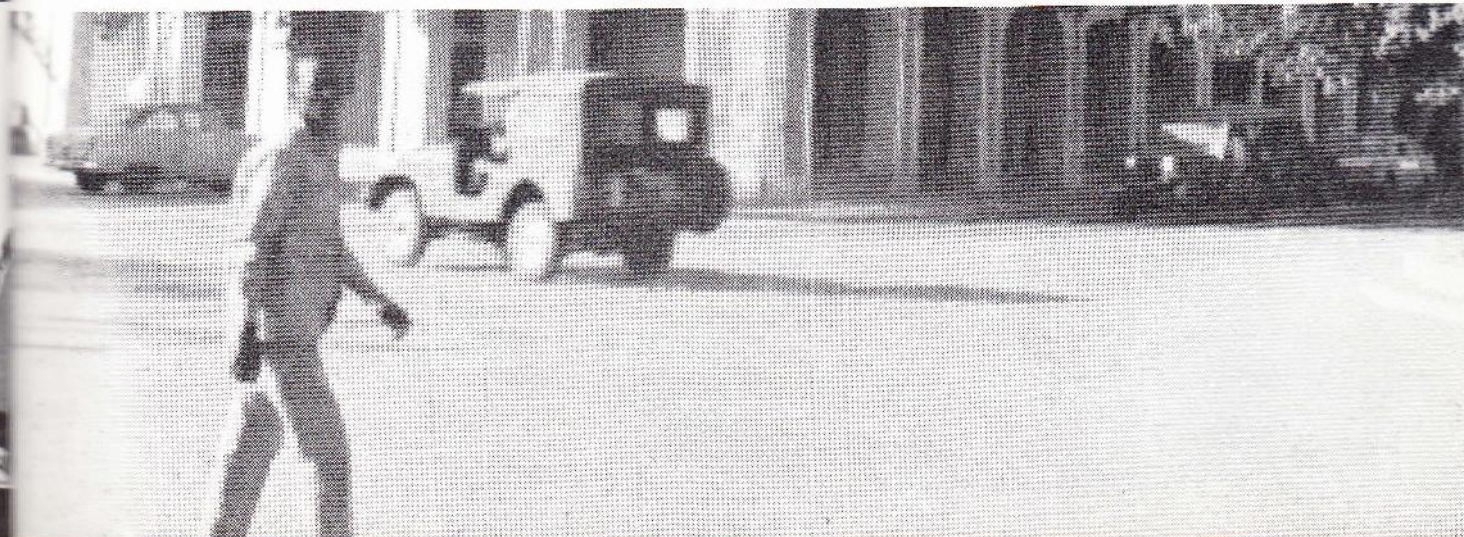
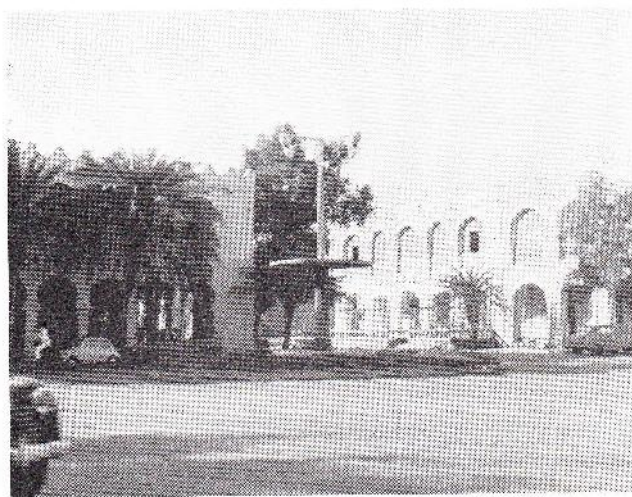
AROUND THE SHIP





DJIBOUTI

We found Djibouti to be one of the last strongholds undeveloped colonial existence. Isolated by desolate wasteland on three sides, the sea and rickety rail-road to the interior are it's only reason for being. The mood and setting, except for the motorists and over priced taxis, takes one back to the turn of the century. Off duty French Foreign Legionnaires and friendly street - walking goats added to the local color. There were few bargains for shoppers especially after Aden but souvenir hunters could bargain in the streets and shops for wood carvings and other examples of native handcraft. The French Navy entertained us with a trip to a nearby island for a day of picnicing, fishing, swimming and athletics. There was also ample opportunity for rest and relaxation in town while sampling the various food and drink imports. The consensus after the visit was, "It's a nice place to visit, but you wouldn't want to live there."



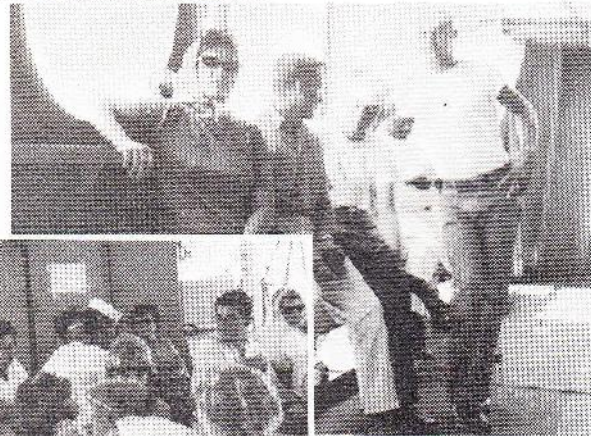
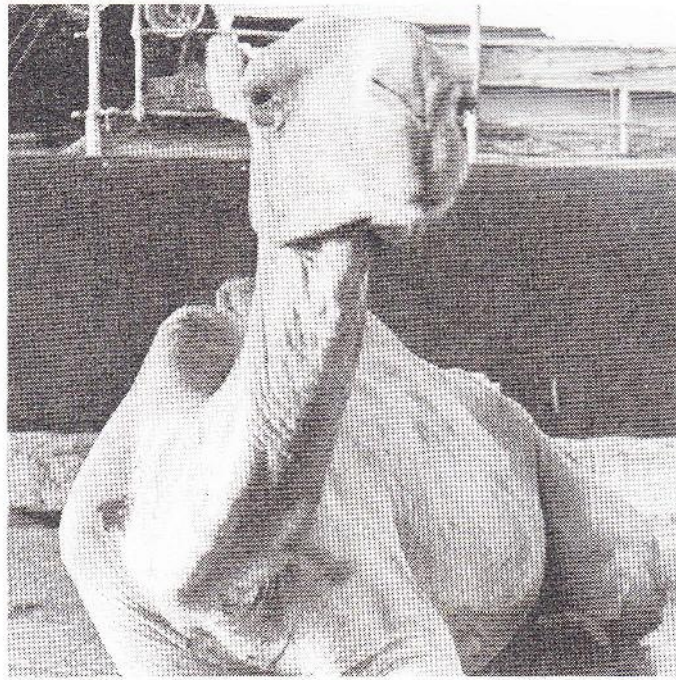


Jiddah, Saudi Arabia, offered a glimpse of a way of life few Americans are ever exposed to. Aside from minor repairs of the last few years, Saudi Arabia has remained virtually unchanged for centuries.

The same nomadic tribes roam the deserts, the dirt streets are still crowded with camels and horses and the rulers still surround themselves with fabulous wealth, while their people (sleep on the streets.)

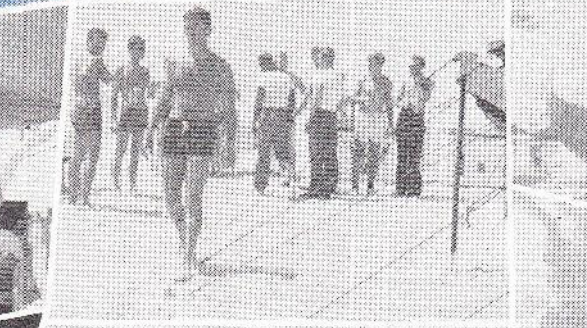
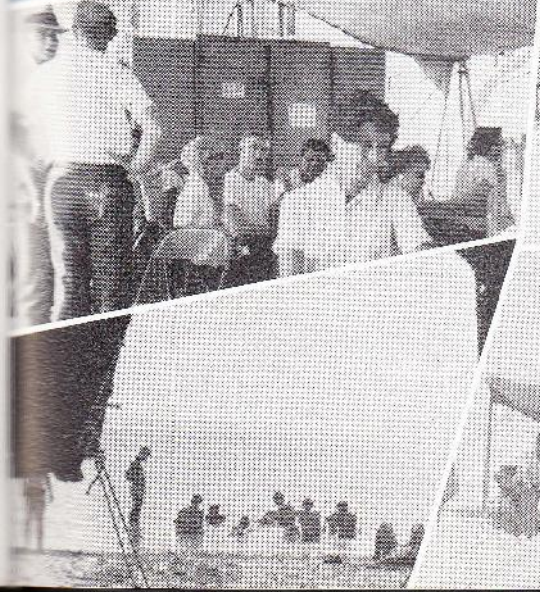
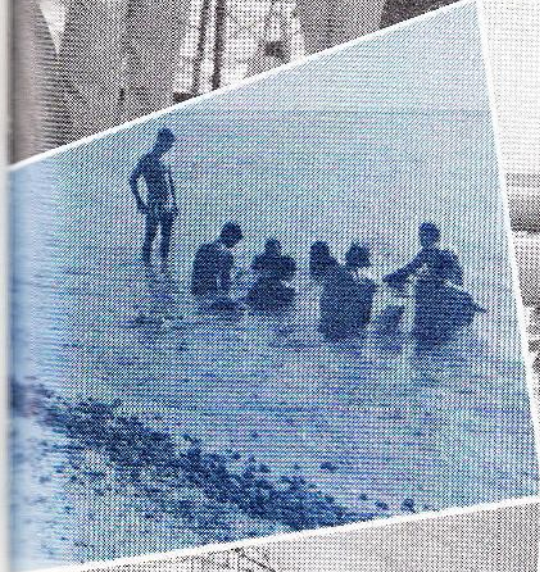
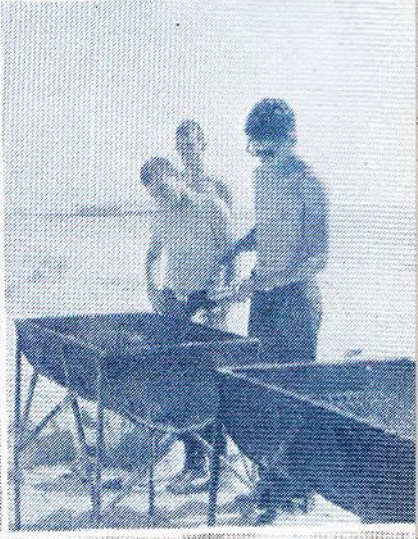
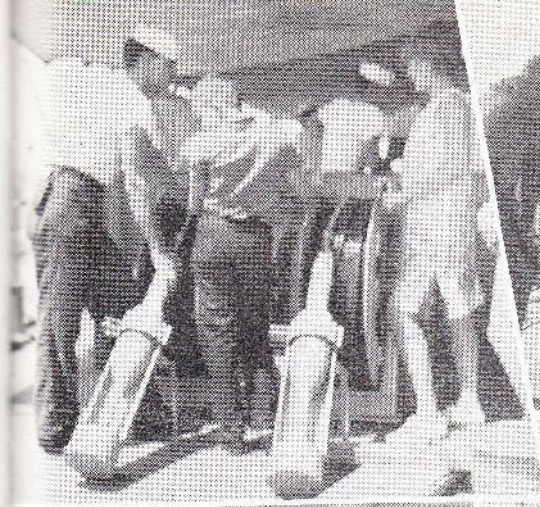
During our six day visit we conducted a guest cruise for the American community of Jiddah. Approximately one hundred people from government and civilian organizations spent a day aboard.

JIDDAH



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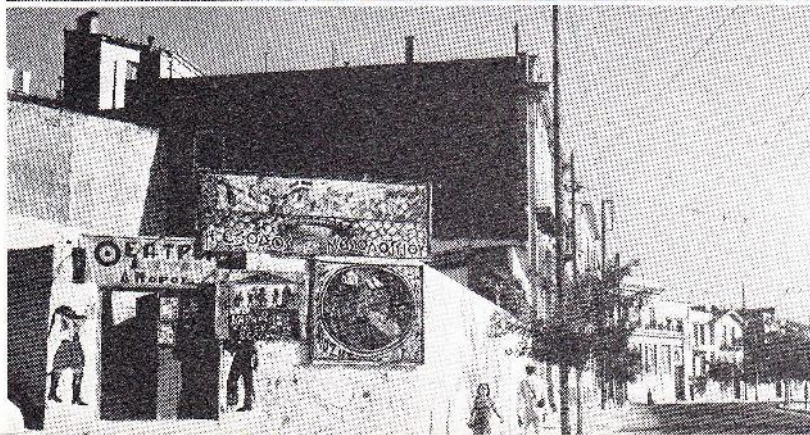
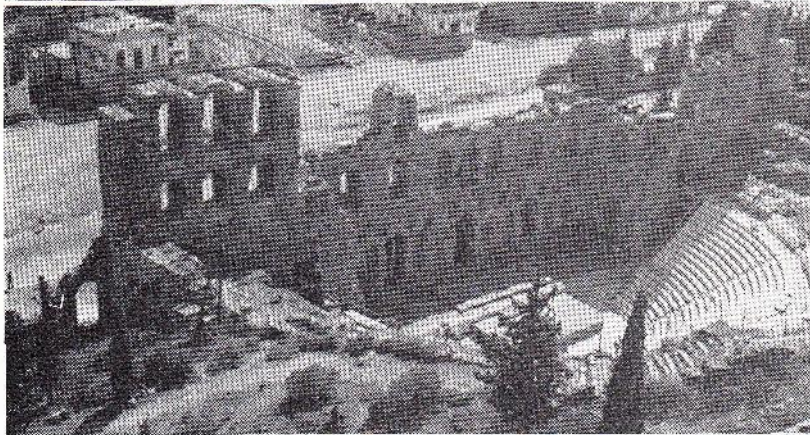
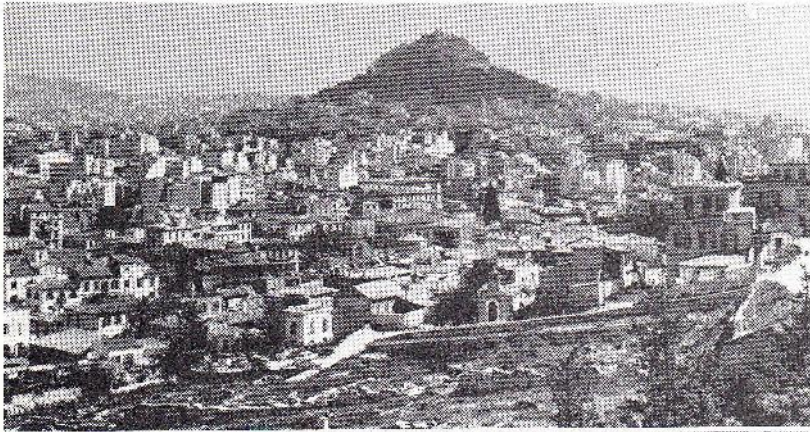
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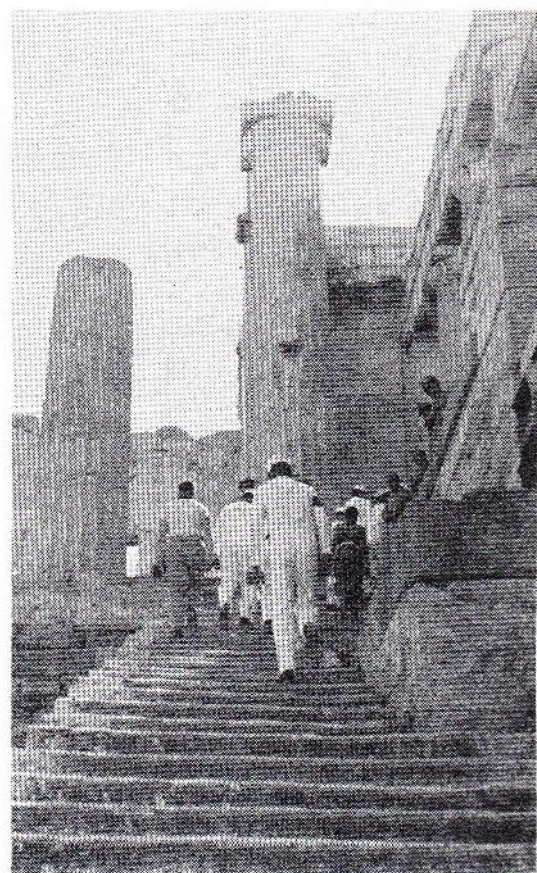
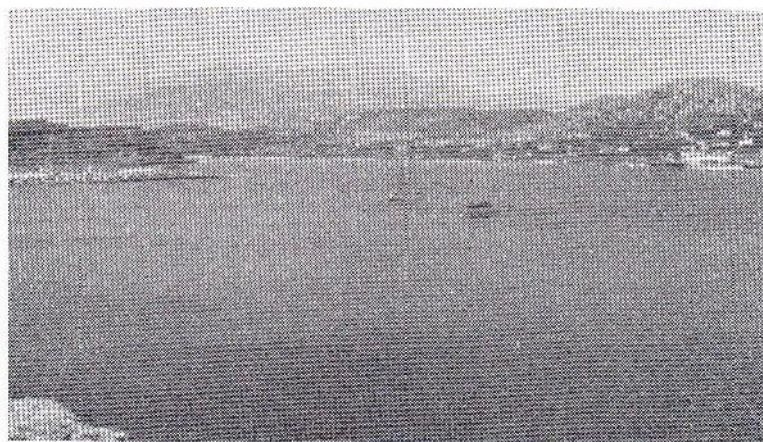
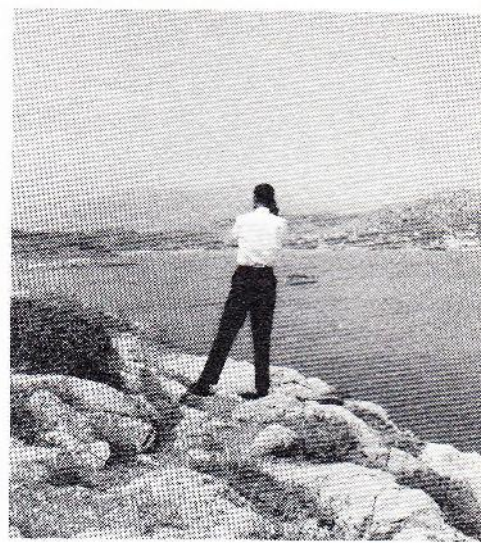


ATHENS

One of the most beautiful and cosmopolitan cities in Europe, Athens was the perfect port to welcome us after two months in the Red Sea.

Nearly everyone found time to see the many points of interest in the city, the Acropolis, the Plaza and the beautiful beaches.

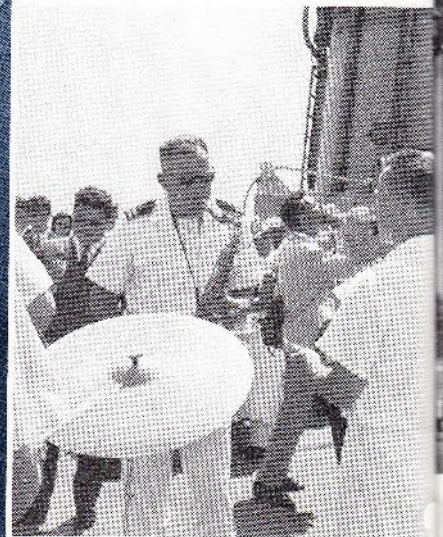
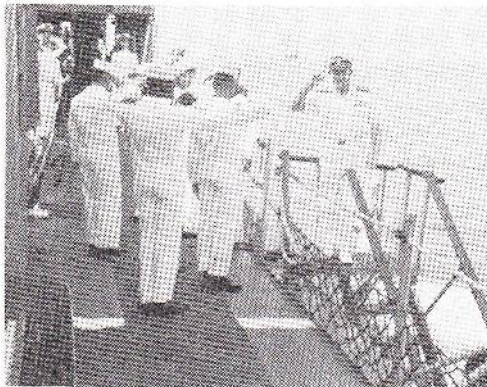




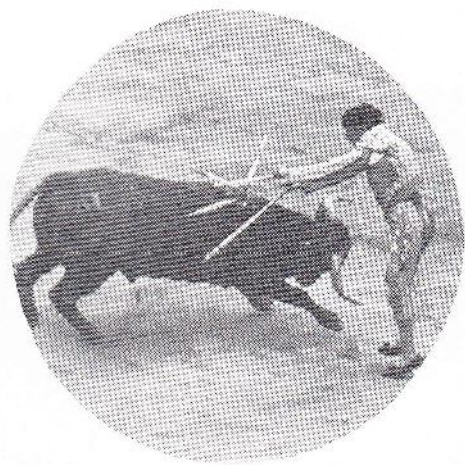
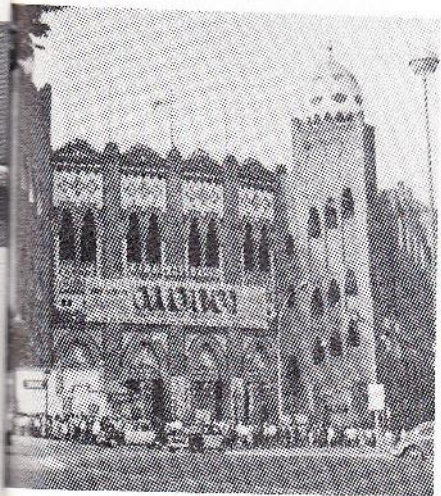
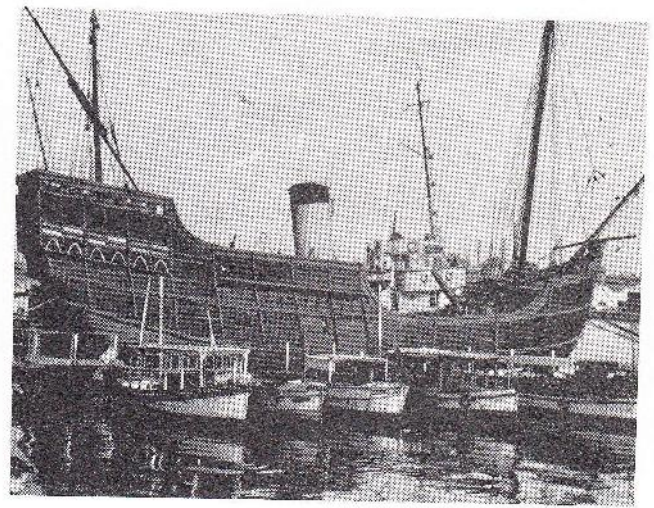


BARCELONA

For most Barcelona was the highlight of the cruise. We spent nine days in this colorful Spanish port during the peak of the tourist season, when the beaches are full and the bullfights are at their best. People come from all corners of Europe to bask in the warm Spanish sun and to enjoy the cuisine of Barcelona's many restaurants. Our ship was tied up to the same pier as a model of the famed Santa Maria. We were five minutes away from Las Ramblas, the city's most colorful street.



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NAVAL MESSAGE (Short Form)
 (Priority Form 2100-22 Rev. 10-68)
 Bureau Use: 11700 Cug. 11700 Stock Print

DRAFTED BY: _____

PRECEDENCE: ROUTINE

FROM: COMIDEASTFOR

TO: USS JOHN W. WEEKS

INFO: _____

REF: COMCRUDESANT / COMDES DIV 222 / COMDESRON 22

DRAFTED BY: _____

FROM: MESSIA

PRECEDENCE: _____

DATE/TIME GROUP: _____

TO: USS JOHN W. WEEKS

INFO: _____

UNCLAS E F T O

1. AS JOHN W. WEEKS CHOPS OUT FROM WIDEASTFOR I WISH TO EXPRESS MY APPRECIATION TO ALL HANDS FOR THE COMMENDABLE JOB YOU HAVE DONE IN CREATING GOOD WILL AND ENHANCING THE PRESTIGE OF THE UNITED STATES IN THIS MOST IMPORTANT AREA OF THE WORLD.

2. YOUR VISIT AND GUEST CRUISE IN JIDDA, AND VISIT IN KARACHI WERE ESPECIALLY NOTEWORTHY. I HAVE A PERSONAL LETTER FROM CAPT R.E. MILLER, ALUSNA KARACHI, WHICH IS MOST COMPLIMENTARY AND STATES THAT WEEKS DESERVES SPECIAL PRAISE FOR THE CONDUCT OF ALL HANDS, AND THAT THE COMMANDING OFFICER SET THE PACE ADMIRABLY. HE STATED THAT YOU DID EVERYTHING IN A LITTLE BIT BETTER WAY, AND THAT IT WAS A DELIGHT TO SEE. YOUR PERFORMANCE THERE WAS OF IMMEASURABLE ASSISTANCE TO HIM.

3. WELL DONE.

RADM MAURER.

BT

IT HAS BEEN NICE MEETIN YOU. BEST WISHES FOR YOUR MIDDLE EAST CRUISE

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NAVAL MESSAGE (Short Form)
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FROM: CTG 60.2

TO: DESRON 22/COMDES DIV 222

INFO: COMSIXTHFLT/CTG 60/CTG 60.5/COMCRUDESANT

UNCLAS

CTG 60
 USS JOHN W. WEEKS
 INFO: _____

UNCLAS
 YOUR PROFESSIONALISM AND COOPERATION ARE TO BE COMMENDED AND AM...
 TO HAVE OPERATED WITH YOU. YOUR HANDLING OF THE RECENT UNDERWAY VISIT OF
 THE AFS STUDENTS WAS PARTICULARLY NOTEWORTHY. GODSPEED AND A HAPPY
 REUNION WITH YOUR FAMILIES.

BT
 CONGRATULATIONS ON THE SUCCESSFUL COMPLETION OF A FINE MED
 DEPLOYMENT. YOUR SHARPNESS AT SEA AND ASHORE HAS BEEN
 PRAISEWORTHY. GOOD SAILING HOME AND A WELL DESERVED REST
 AND REUNION WITH LOVED ONES.

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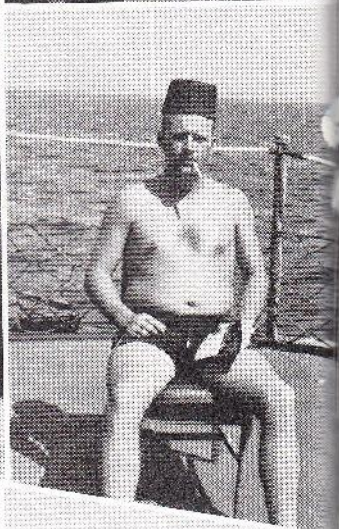
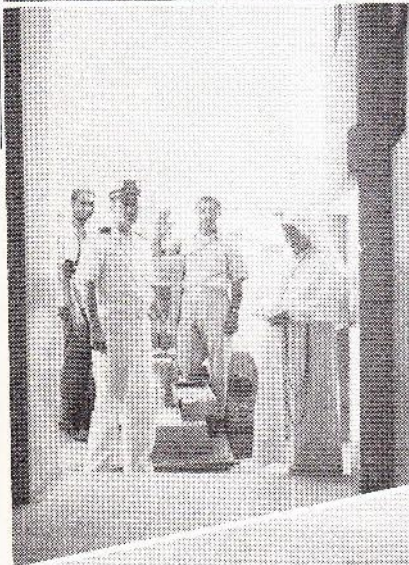
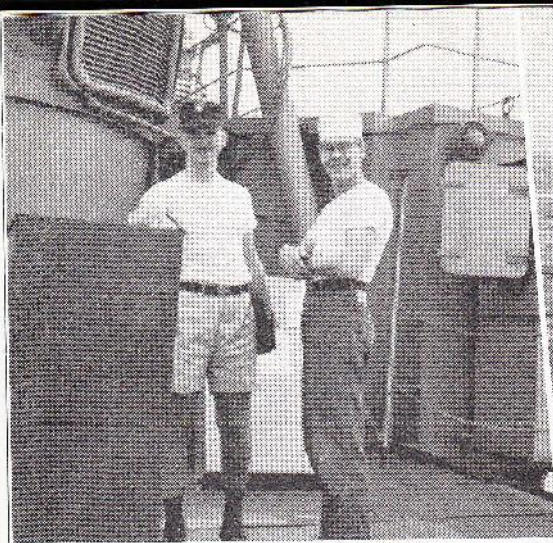
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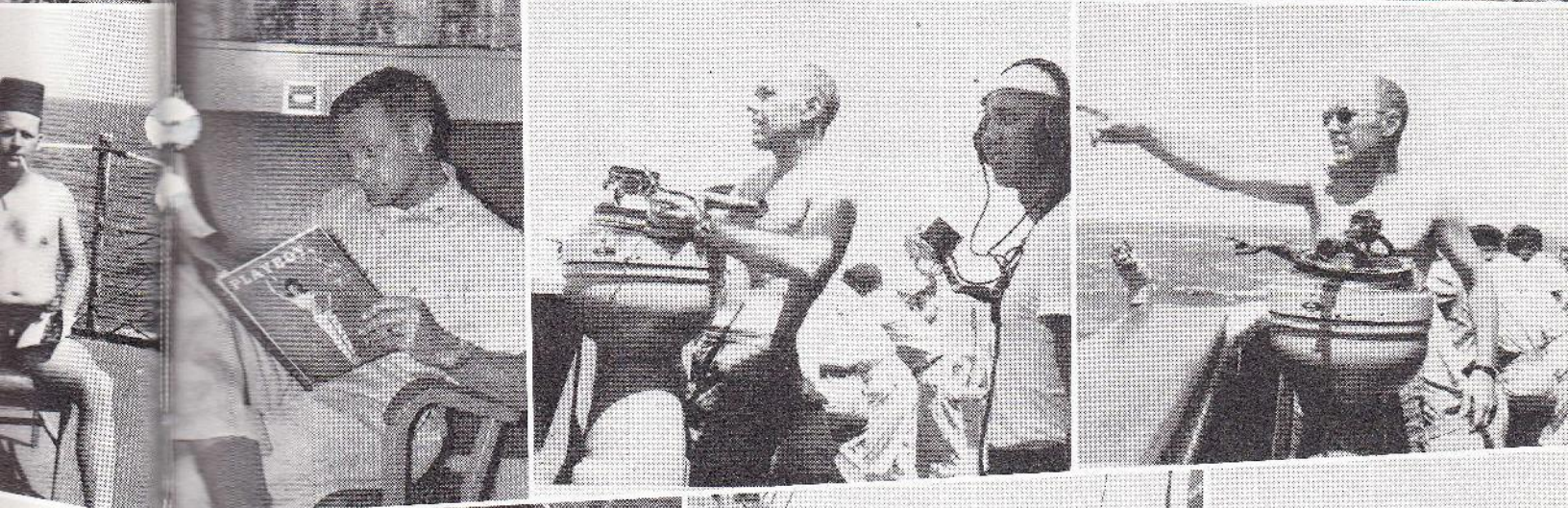
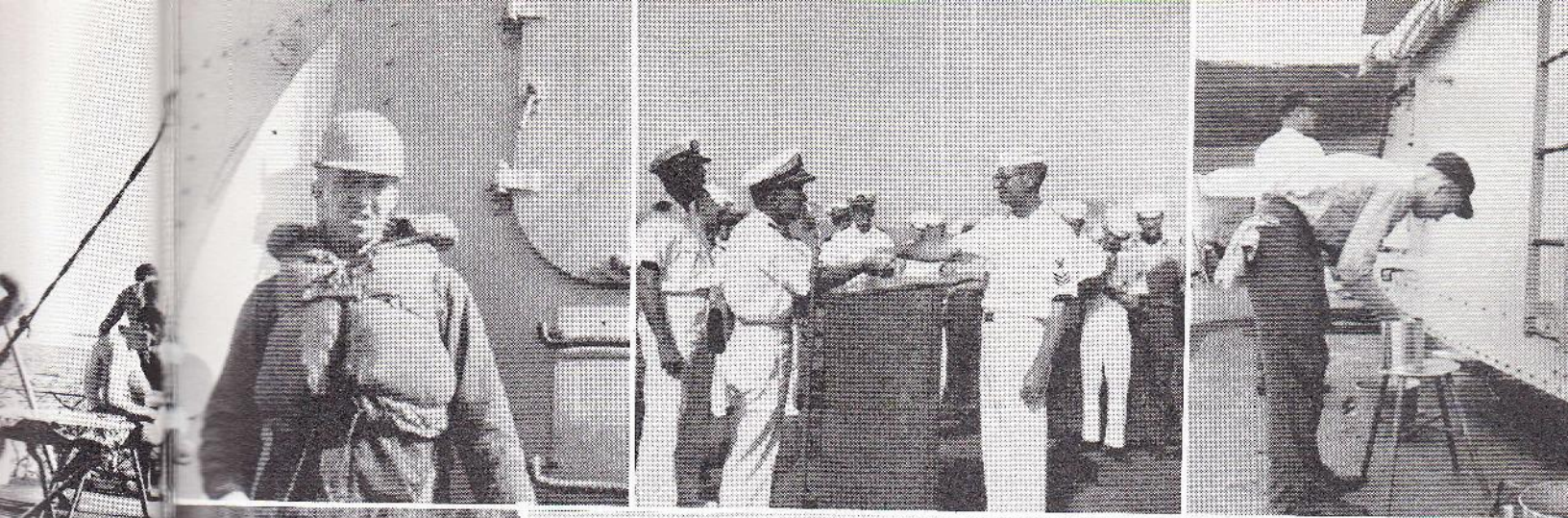
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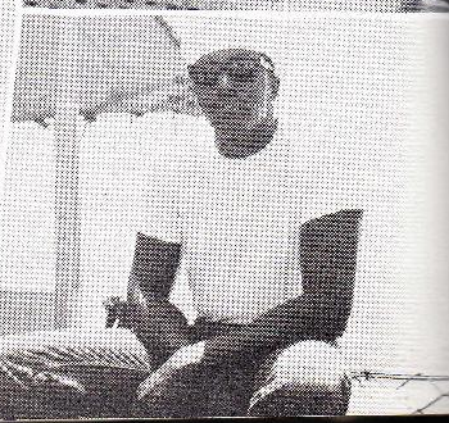
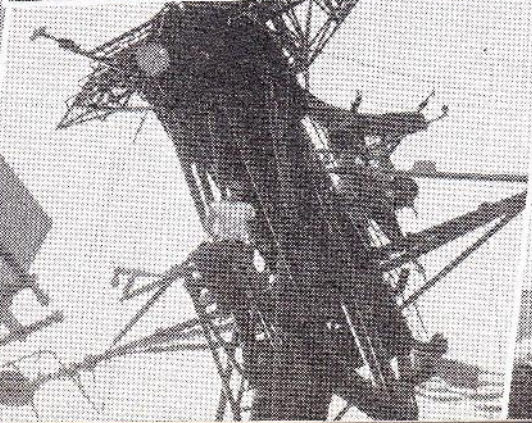
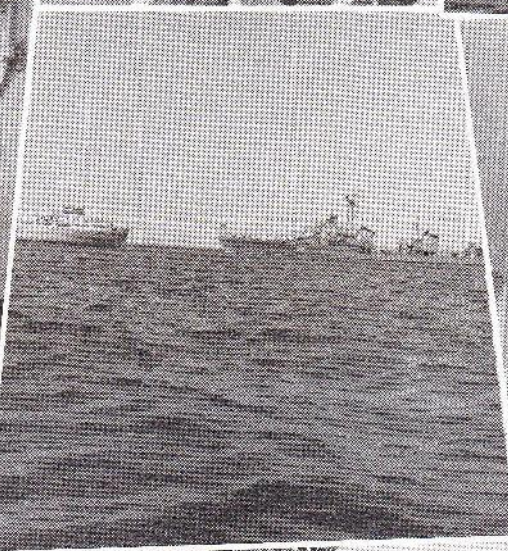
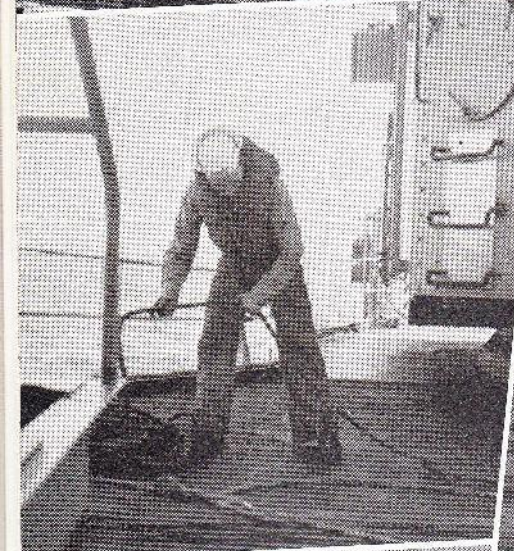
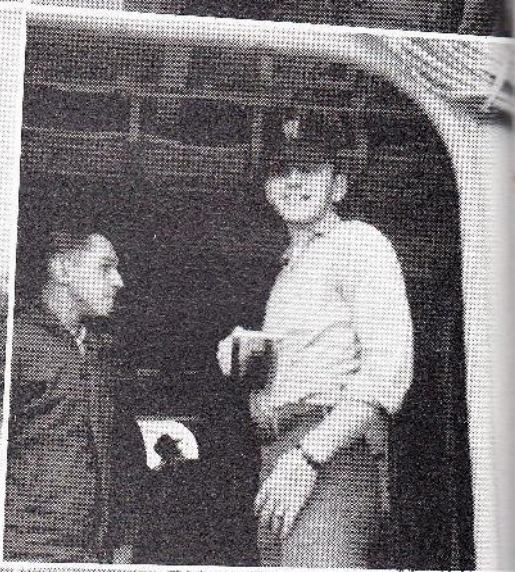
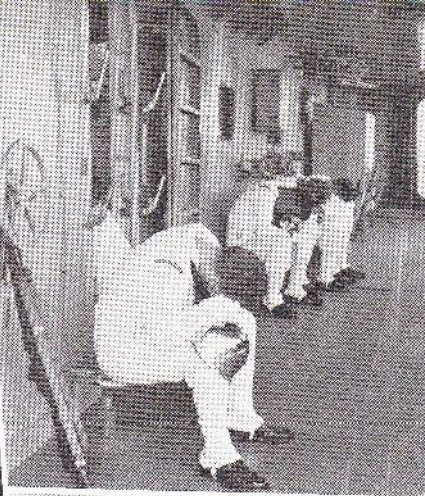
GOOD LUCK AND SMOOTH SAILING. WE HAVE ENJOYED YOUR VISIT IMMENSELY.
 THE OBVIOUS SPIRIT AND EXEMPLARY CONDUCT OF OFFICERS AND CREW
 ARE THE SIGN OF A WELL RUN HAPPY SHIP; THE TYPE WE LIKE TO HAVE
 OUT HERE.

SIGNED RADM MAURER.

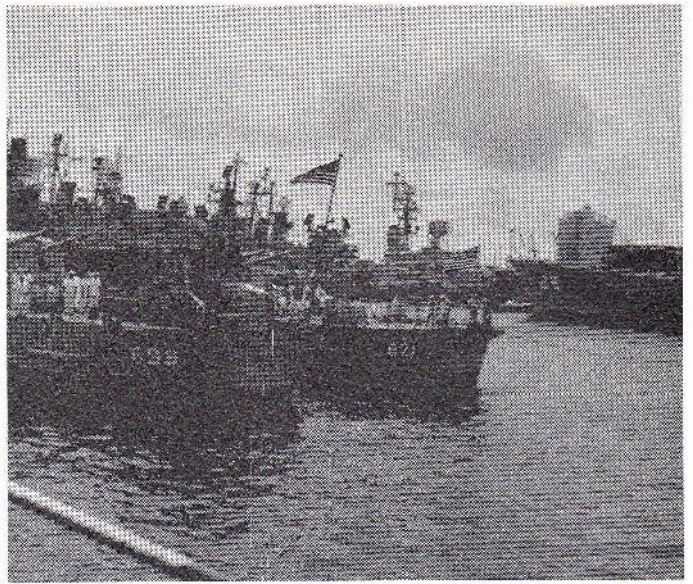
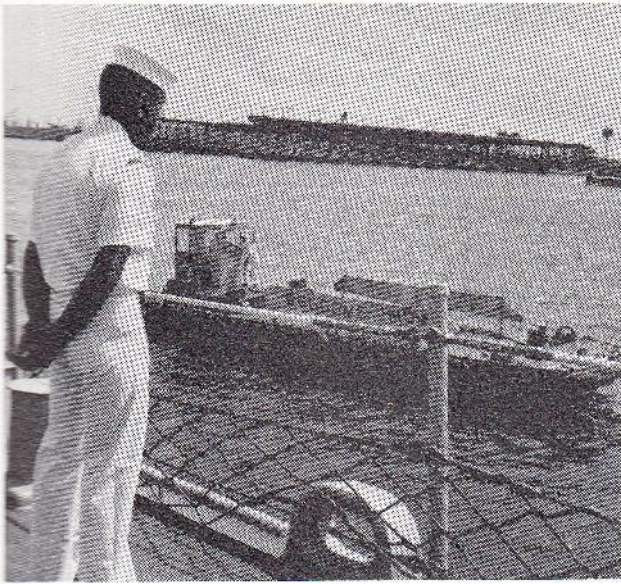
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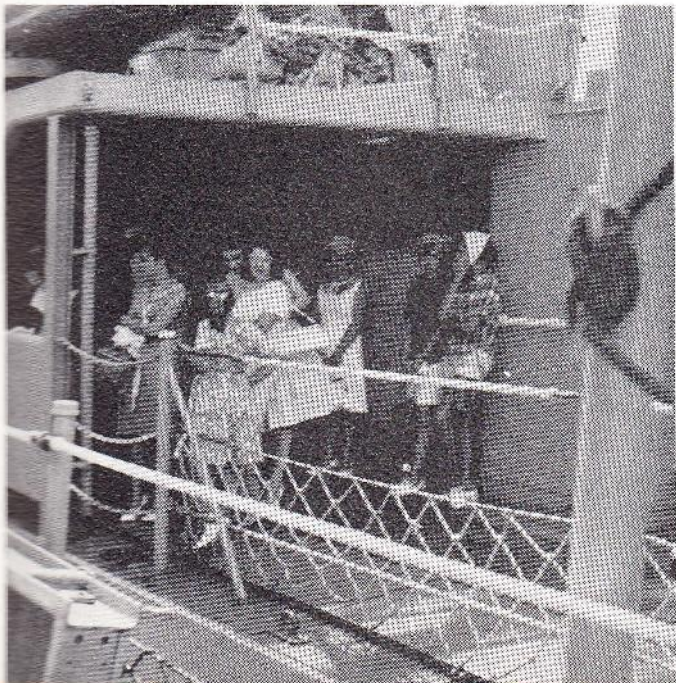
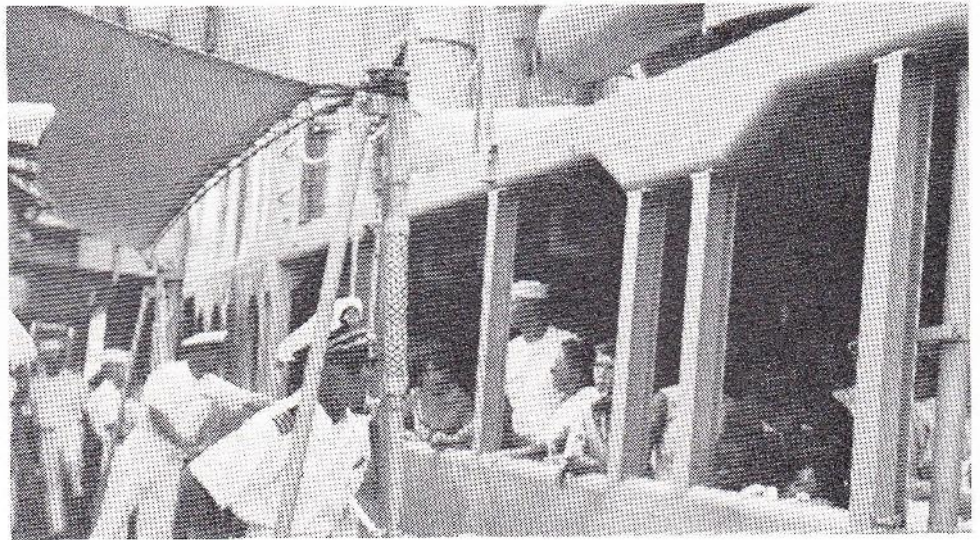


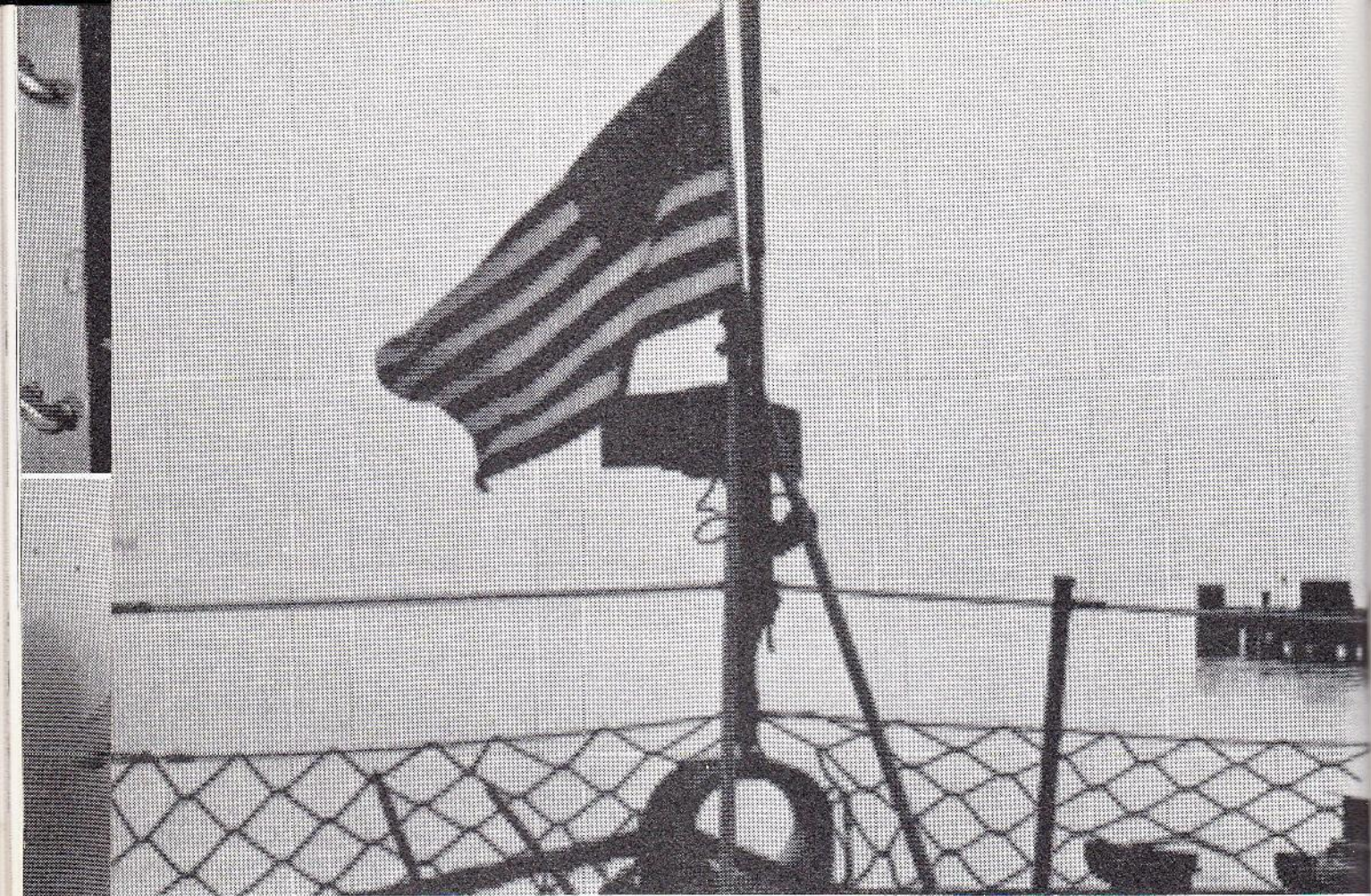


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