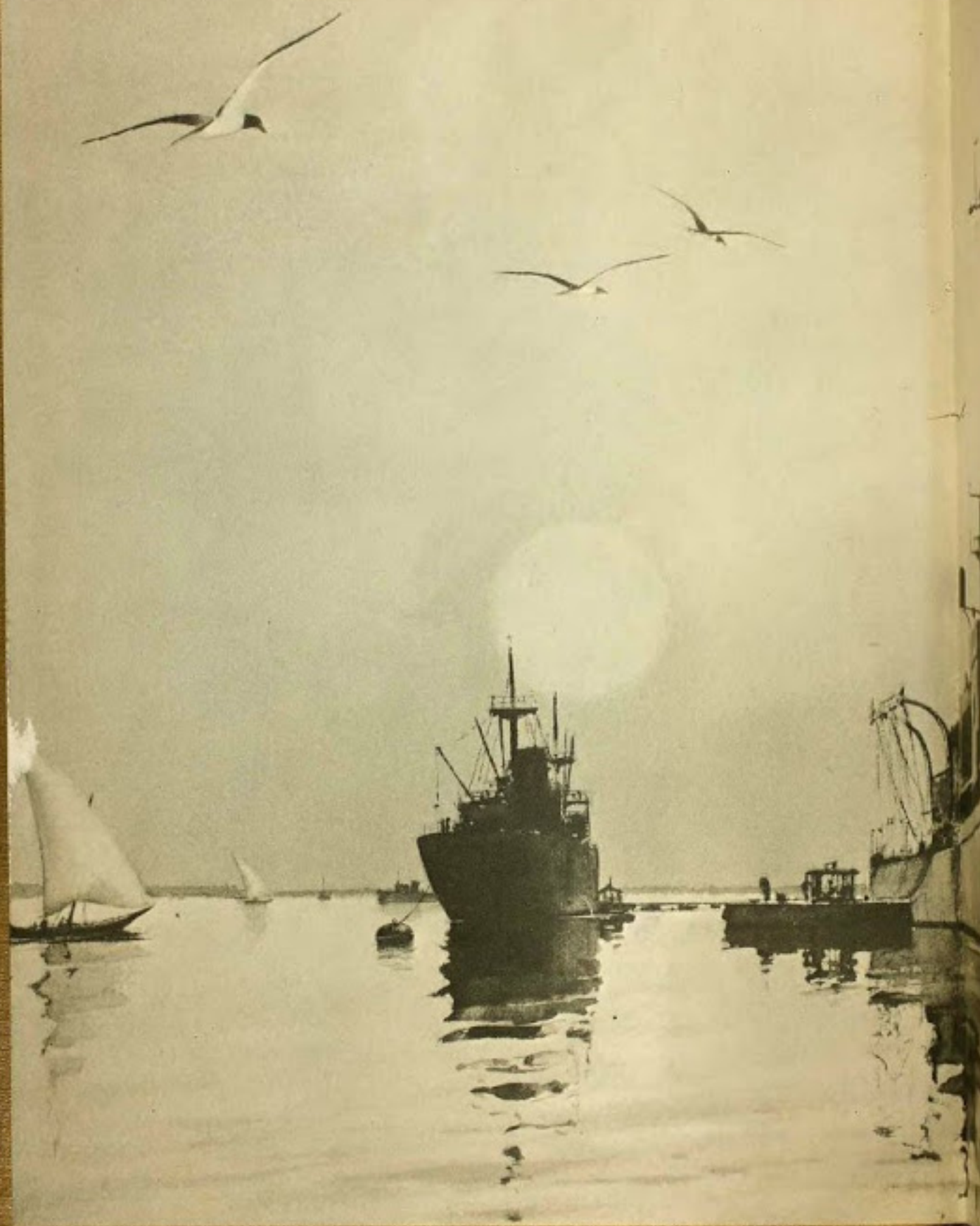
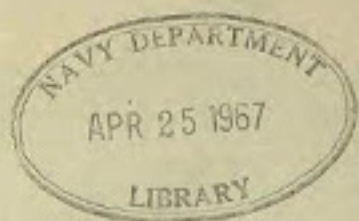


MEDITERRANEAN — MID-EAST CRUISE

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TDC  
5







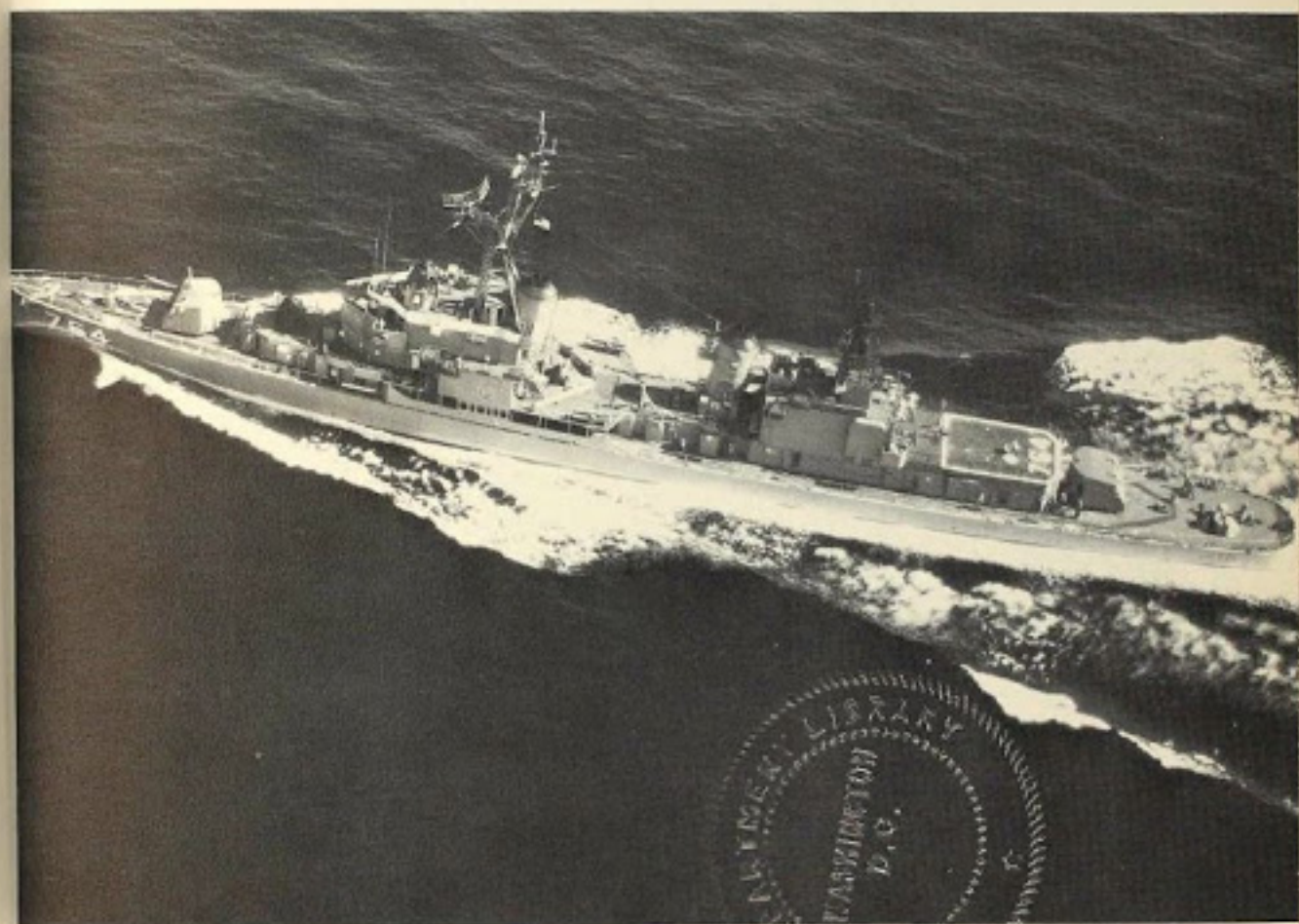
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764

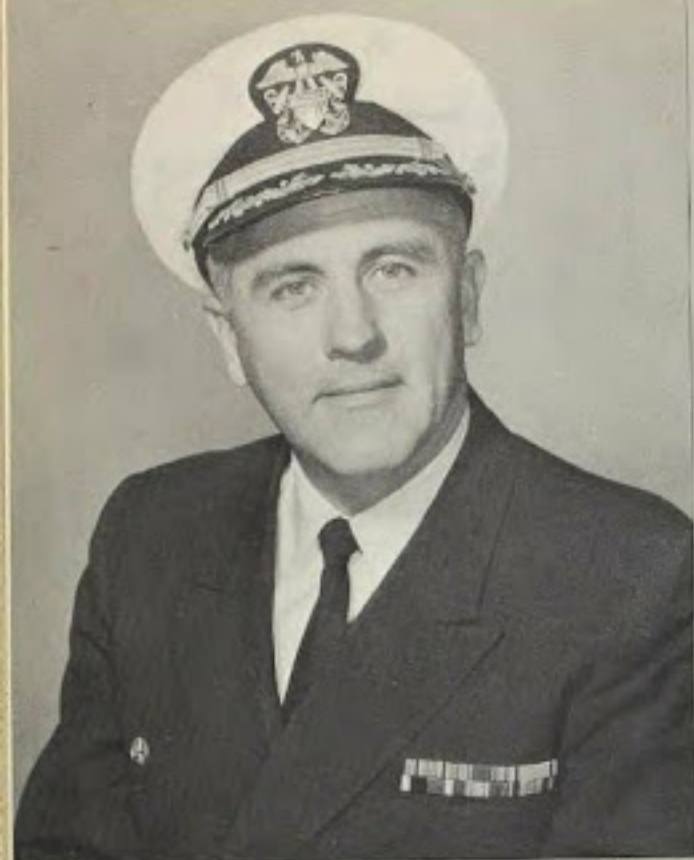
Cruise  
LWDX  
1966



# U.S.S. Lloyd Thomas DD-764



Mediterranean-Mid-East  
Cruise  
1966



One of the most pleasurable moments for a Commanding Officer is the opportunity to address the ship's company to make note of its special accomplishments, and there have been many for the THOMAS.

During the past fourteen months, you have steamed 48,149 miles, burned 2,545,849 gallons of fuel, fired 14 torpedos, expended 1900 rounds of ammunition and visited 20 ports throughout the Red Sea, Indian Ocean and Mediterranean. Each department during this period completed all the required competitive exercises on time and with the highest degree of excellence. Other ships have attained these same goals, but few have been able to do it with the same ease and professionalism.

With all your special talents, the finest contribution to our nation's readiness posture has been your unique ability to work together as a team in accomplishing your intended objectives. You have been called upon many times and were never found wanting. You are the pure professionals of our Navy today. . . blue-water sailors, successfully operating in the fastest company and with the best.

It has been a fine year for THOMAS, and I am proud to have been a part of your team.

R. E. NICHOLSON  
Commanding



# Look Back ...

27,309.4 nautical miles!

Yes, that's the distance you traveled from the time you left Newport on 15 February 1966 and returned home on 8 July of that same year. In those 142 days you steamed across the Atlantic, through the Mediterranean, transited the Suez Canal, traveled the length of the Red Sea, sailed the vast Indian Ocean, crossed the Equator and finally retraced this route while returning home.

You worked hard on the deployment and the days were sometimes long but always rewarding. Overall, it was an interesting, enjoyable and educational experience not soon to be forgotten. Now why not sit back and relax as you leaf through these pages reliving the experiences of the visits to more than nine countries, those many liberty ports and your numerous days at sea. . . look back and recall. . .



# *Underway from Newport*

TUESDAY 15 FEBRUARY 1966



0845: All visitors depart ship.

0845: Station the special sea and anchor detail.

0930: Underway from Newport.

Our last look at Newport for a long five months.



All hands are to be congratulated on the efforts made in preparation for the deployment. I know that it required considerable sacrifice on the part of many people and those efforts have not gone unnoticed. I'm sure all our hard work will pay considerable dividends over the next five months.



SATURDAY 19 FEBRUARY 1966

Due to the alarmingly high use of fresh water by the crew, it has become necessary to impose "modified water hours". Until further notice, while underway or in port where no fresh water is available, showers only will be secured except from 1800 to 2000 each evening and for ½ hour after every watch. All hands are further reminded that fresh water is vital to a ship at sea and cannot be wasted at any time.



The recruiter told us it was a nice clean job.



#### SHIP'S ROUTINE

Carry out the normal underway routine as prescribed in Lloyd Thomas Instruction 5400.1C of 18 Nov. 63.

Call Radio Central - find out what they're saying.



We lost his shot record Doc. . .  
Let's see, that makes number 22. . .

SUNDAY 20 FEBRUARY 1966

## *Enroute Gibraltar*

0800: (about) Refuel from SALAMONIE.

"Six days ye shall toil,  
On the seventh you will oil."



Making our approach.



Alongside.

S-T-R-E-T-C-H







15 degrees to port



20 degrees to starboard

Vice versa - et cetera, et cetera, Sick Call!

THURSDAY 24 FEBRUARY 1966

1100: Enter Gibraltar. Moor outboard of McCaffery.

Gibraltar has always had close ties with the United States, as it was a major base for U.S. squadrons operating against barbary pirates and saw the establishment of one of our earliest consulates. In World War I the anti-submarine patrol of the strait was assigned to the U.S. Navy, commemorated locally by the American War Memorial, and in World War II General Eisenhower was appointed fortress commander for a brief period while preparing to move into North Africa. It has been a favorite liberty port from the ships of the old Mediterranean squadron to those of the New Sixth Fleet.



Looks like P-R-U-D-E-N-T-I-A-L!



Was that Liberty Call?

## Athens



Wow - a blond!

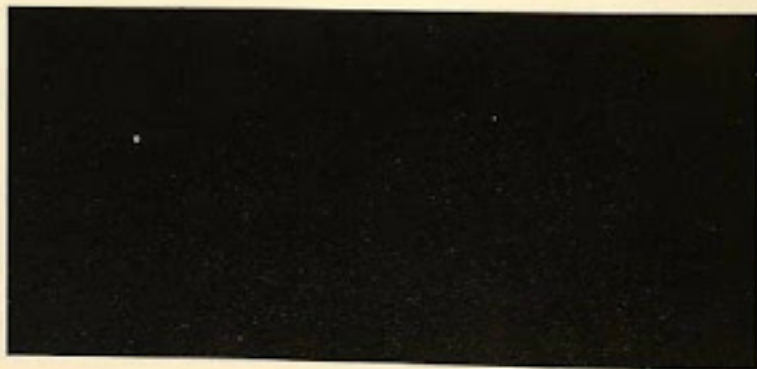


With this welding gear on,  
They'll never notice the dice.

Night replenishment.

### UNDERWAY: ENROUTE ATHENS

- 0745: Quarters for Muster and inspection.
- 0800: Helo detail muster on the fantail.
- 0900: Helmsman, Lee Helmsman, and after steering personnel for Special Sea and refueling detail muster on the bridge for training.
- 1100: All sideboys muster on the torpedo deck.
- 1200: Rendezvous with USS FORRESTAL (CVA-59)
- 1230 - 1400: Conduct Anti-air Exercise and ECM Exercise in CIC. ENS CURRIE coordinate.
- 1345: General Quarters.
- 1400 - 1700: Conduct Gunnery tracking exercise.
- 1900: Station the Replenishment Detail.
- 2000 - 0200: Conduct opposed Underway Replenishment.

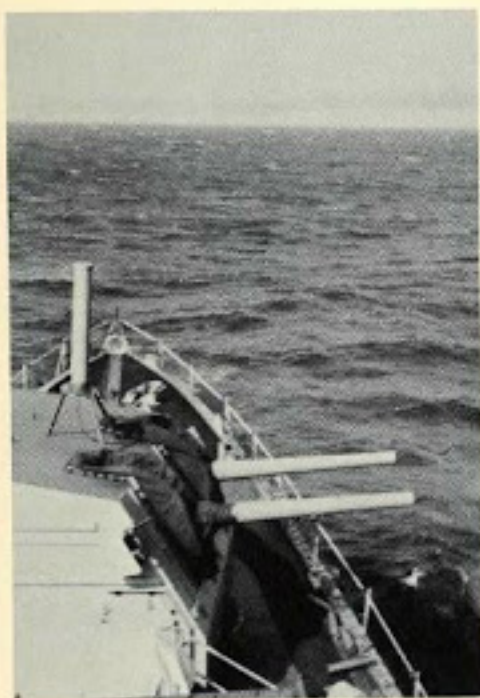




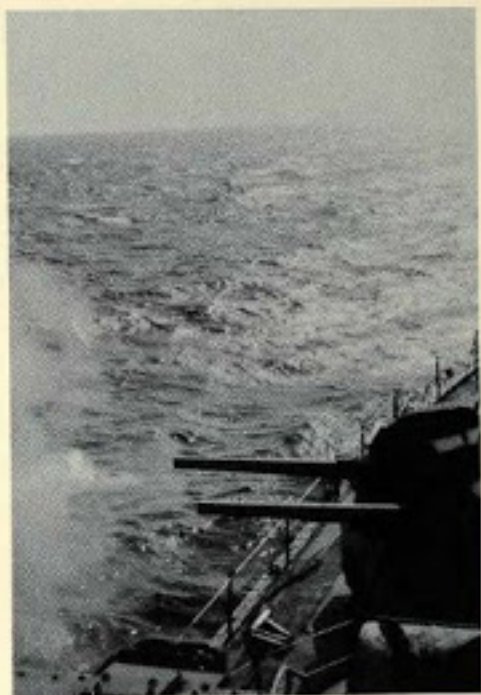
Mail was off loaded in Gibraltar and will also be again off loaded to the USS FORRESTAL (CVA-59) on the 26th or 27th of February. It is not known whether or not we will receive mail tomorrow but should definitely receive mail from the FORRESTAL.



Now Mail Call!



Counter battery.



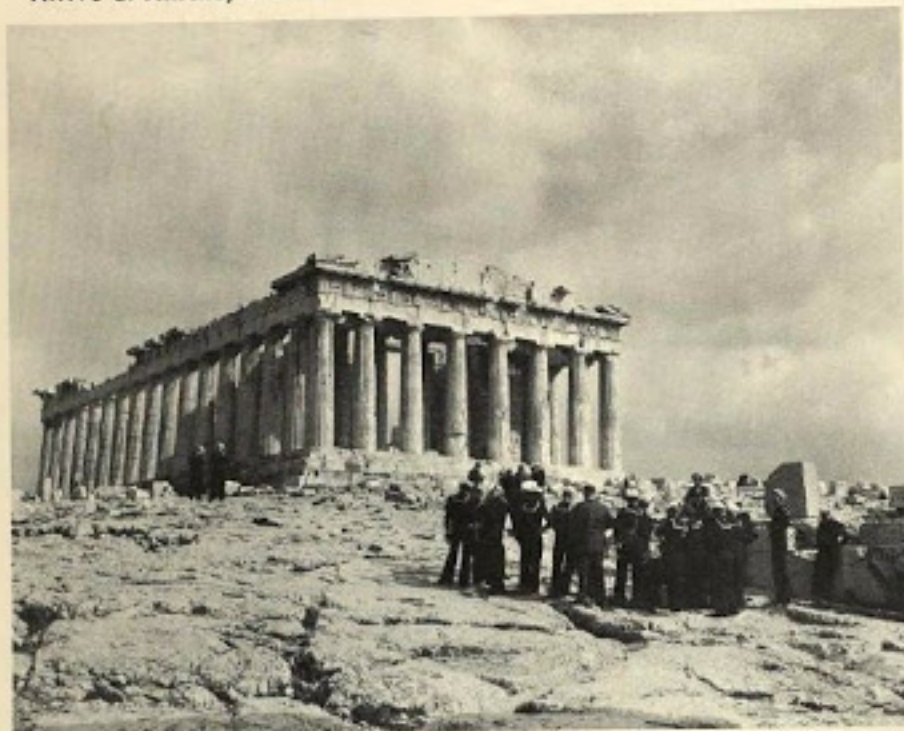
Call for fire at Filfla.



Now as THOMAS joins the SIXTH FLEET I'm sure all of us are proud to be members of this elite group. Standards are high and it will require the effort of all hands if we are to meet the test. The appearance of the ship and crew are particularly important and uniform requirements will be strictly adhered to inport until further notice.

WEDNESDAY 2 MARCH 1966

Arrive at Athens, Greece.



0815: Personnel going on the one day tour depart the ship.









MONDAY 7 MARCH 1966



The ship expects to arrive in Port Said about 1030 Tuesday morning and commence transit of the Suez Canal about 2300 that night.

It's for my mother.

Danger - High Ohmage!



1. It is imperative that all hands thoroughly understand the general background, customs and ideologies of the people we will encounter in the Middle East. Some important ARAB/MOSLEM rules are listed below:
  - a. The Arab people are very sensitive concerning their personal honor and dignity. Politeness therefore is most important to them because it indicates your respect for them as individuals.
  - b. In entertaining visitors, a Moslem will never terminate a conversation or seem to be dismissing a guest, no matter how busy he may be.
  - c. Arabs do not often discuss with strangers, religion, politics, or family affairs. With a measure of friendship established, religion or politics may be fully discussed, but family affairs ordinarily remain strictly private.
  - d. An Arab host will invariably serve coffee to his guests. The server will proceed around the circle of guests in order of rank, and will pour as many cups as the guest desires. Do not take more than three cups. The guest indicates that he has had enough by shaking the cup and handing it back to the server.
  - e. If invited to an Arab feast, keep in mind that only the right hand is used for eating; it is considered very bad form to use the left hand.



TUESDAY 8 MARCH 1966



## Suez

- 0745: Quarters for Muster and Inspection.  
0915: All hands shift into a clean uniform of the day.  
0930: (About) Station the Navigation team on the bridge.  
0945: (About) Station the Special Sea and Anchor Detail.  
1030: Arrive off the channel entrance to Port Said, Embark pilot. Proceed to Basin within the harbor and Med Moor.  
2130: (About) Embark Pilot for transit of the Suez Canal.  
2300: (About) Commence transit of the Suez Canal.



### Malaria Prophylactic Tablets:

The first issue of malarial tablets will be passed out in the messhall after personnel have been paid Thursday.



SATURDAY 12 MARCH 1966  
INPORT - PORT SUDAN

## Port Sudan



Off to Liberty in the "Trusty" Motor Whale Boat.



Official calls.



Today's schedule is very indefinite since presently we have no definite departure time for leaving the area of the stricken merchant ship. When we got underway on Saturday evening, we were under the impression that three of the merchantman's crew were stranded in a boat on the reef itself and were in immediate danger. Upon arriving at the scene yesterday morning and after many attempts at communicating with the Greek ship, it was determined that the three men were actually on the mainland and that one had been injured. It was decided that the reefs and surf would prevent our landing of the ship's doctor by boat and we therefore requested an ambulance be sent overland to evacuate the injured man. We reported to Commander Middle East Forces the situation and that the grounded ship and crew were not in immediate danger. However, the Greek ship requested that we remain in the area until a salvage tug arrives tomorrow around noon. We have just been directed by Commander Middle East Forces to remain until further notice. Just what our movements will be when we depart here is unknown at this time.





## *Aden*

WEDNESDAY 16 MARCH 1966  
ADEN, SAUDI ARABIA

Liberty on the Fantail!

Due to terrorist activity in Aden, no liberty will be granted. Our representative of the local merchants will be aboard today to take orders for merchandise.



We sure creamed that sailboat, eh?



A satisfied Aden shopper.

# *Congratulations are in order*



ADVANCEMENT IN RATE TIME.

Two new members to the CPO Mess.



A pair of Lieutenant stripes are donned.





Captain to the bridge!

Today we start tropical hours. As a result of these hours our daily work day has been shortened. It will only be possible to remain on tropical hours as long as the cleanliness and the material readiness of the ship is maintained.



Sunbathing is permitted from 1130 until 1300 daily. All hands are cautioned against over exposure. Fifteen minutes is probably the maximum time a person should sunbathe the first few times out.



Skeet shooting on the flight deck.



1400: Bingo on the mess decks.

MONDAY 21 MARCH 1966



The cake cutting ceremony.



The Chief Stewburners in action.

Nineteen years ago today USS LLOYD THOMAS (DD-764) was commissioned in San Francisco. In honor of the ship's birthday an appropriate ceremony will be held on the fantail during the cookout this evening.

NAVAL MESSAGE

FROM: KING NEPTUNE RULER OF THE RAGING MAIN  
TO: C.O. USS LLOYD THOMAS

UNCLAS

IT HAS BEEN BROUGHT TO MY ATTENTION THAT THE WARSHIP USS LLOYD THOMAS IS APPROACHING THE ROYAL DOMAIN. THEREFORE YOU WILL PREPARE YOUR SHIP TO BE BOARDED BY THE ROYAL PARTY, AND ALL PREPARATIONS WILL BE MADE TO INITIATE ALL LANDLUBBERS, POLLYWOGS, SCUM OF THE BEACH AND THE SEA, INTO THE SOLEMN MYSTERIES OF THE DEEP. NO MERCY WILL BE SHOWN.

NEPTUNUS REX



TUESDAY 22 MARCH 1966



Now Reveille-reveille-reveille!

#### GENERAL INFORMATION

A Pollywog: One who has not crossed the Equator. (a tadpole)

A Shellback: One who has crossed the Equator.

King Neptune: In Roman Mythology, Son of Saturn and Ops. God of the Sea.

For many years it has been the tradition of seamen that cross the Equator, as we are today, to have a ceremony, or initiation as we call it, to initiate the Pollywogs into the Realm of the Royal Domain of King Neptune.

The privilege of crossing the Equator and becoming a Shellback is looked forward to by almost all seamen. It is the responsibility and duty of those Shellbacks on board to plan and carry out an initiation.

The initiation is by no means planned to humiliate or degrade any person; to even any scores or personal grudges; to injure or mar any person.



Officers Call.



The Honor Guard -  
Ready for morning colors.

# Shellback Day

22 MARCH 1966

1037: LAT. 00° 00'

LONG: 54° 04'00"E



Bring on those Pollywogs.



A man in chains.



Light my cigarette, boy.



A major operation.



Black smoke from the after stack.





The line up.



Water wash down.



Just a trim.



King Neptune takes over.



GUILTY!



Say AAAAH.



OOPS!



I'm a Shellback?



UGH!



THURSDAY 24 MARCH 1966

IN PORT - VICTORIA, SEYCHELLES



Official call by the Governor.

## Victoria



Islanders visit our ship.

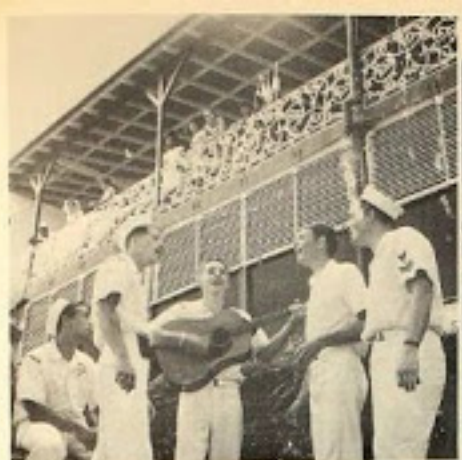


The Wardroom attends a reception.

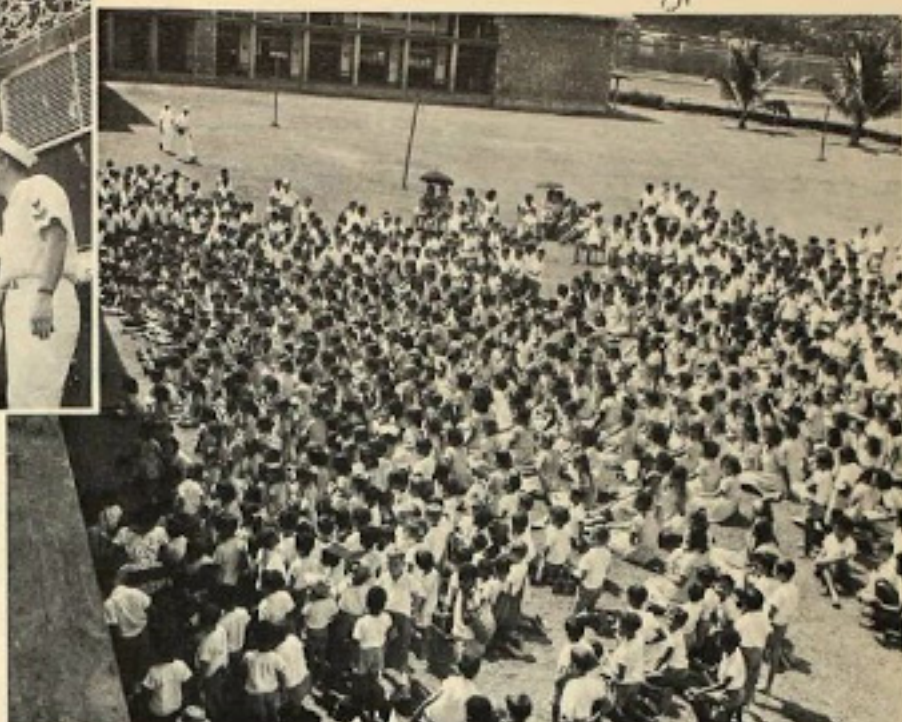
### GENERAL INFORMATION

The Seychelles, a British Crown Colony, is located in the heart of the Indian Ocean and is composed of 92 islands, the largest of which is Mahe. It is approximately 990 miles from Mombasa, 1750 miles from Bombay and 1410 miles from Aden. The 1961 population of the Seychelles is estimated at 41,500. The capital and seat of government is Victoria which is on Mahe Island. Estimated population of the capital city is 10,500. The islands fall into two entirely different groups of geological formations, granite and coral. The latter are flat, elevated reefs at different stages of formation, and the Granite Islands, 28 in number, are mountainous and believed to be remnants of an ancient land link between Africa and Asia. Mahe is a granite island, and its highest point above sea level is 3,000 feet. Vegetation is abundant. Vanilla plants, banana, pineapple, orange, mangoes, fruit trees, grass and flowers make up the flora.





Ship's Combo performs at the local school.



Today all of us really embark on the primary mission that sent us to the Red Sea. How well we accomplish that people to people mission depends on every member of the THOMAS crew. Whether participating in a ball game, doing volunteer work on a local project, donating blood, or just going ashore we truly represent the Navy and our Country. Although I remind you of this, I personally have the greatest confidence in each and every one of you and know that this ship will never take a back seat to any other.



Work break to visit the children's ward at the hospital.





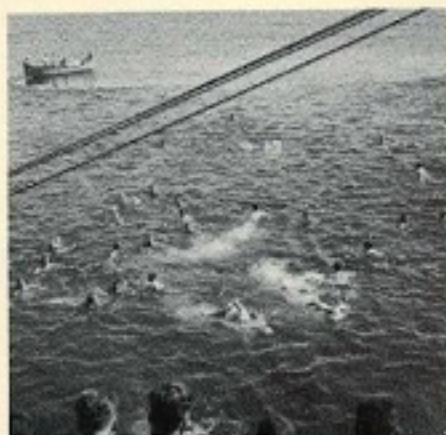
I'm just using this one for bait.



Fire Two!



I hope this is the right end.



Who yelled SHARK!

TO: The Officers and Men of the USS LLOYD THOMAS

FROM: Major Donald E. Jensen, Senior American Representative Seychelles.

I wish to extend my personal thanks to each of you for the splendid job you have done as ambassadors of the United States during your visit here. Gentlemen, I salute you. The people of the Seychelles will long remember the many hours you cheerfully devoted to repair and improvement projects to assist the several public and charitable institutions. They will remember the gifts of Handclasp Materials you brought to the islands. The most lasting memory will be that of the warmth and genuine friendliness you extended to one and all. You have accomplished a most difficult public relations task magnificently.

I would like to pay special tribute to all members of the ship's musical groups. Your performances have made a profound impression on all that have heard you.

To all of you - Well Done, Smooth Sailing and the best of success on the remainder of your cruise.



1900: Boxing and Wrestling Smoker on the hanger deck.

Congratulations to SEMONELLI, GMG1 and MARTIN, BT2 who defeated 18 other entrants to place first and second in the LLOYD THOMAS Checkers Tournament. Each wins a gift certificate to the ship's store for their skill. The playoffs of the Cribbage Tournament will be held at 1400 today. Finalists are LUSSIER and PAUWELS. Spectators are invited.



UNCL E, UNCLE!



I'd rather fight than switch.

The following entertainment is scheduled for the balance of the week:

THURSDAY - Second round of the pinochle tournament.

FRIDAY - Semi-finals in pinochle tournament.

SATURDAY - Bingo

SUNDAY - Ship's Smoker.

I'd rather switch than fight.



WEDNESDAY 30 MARCH 1966

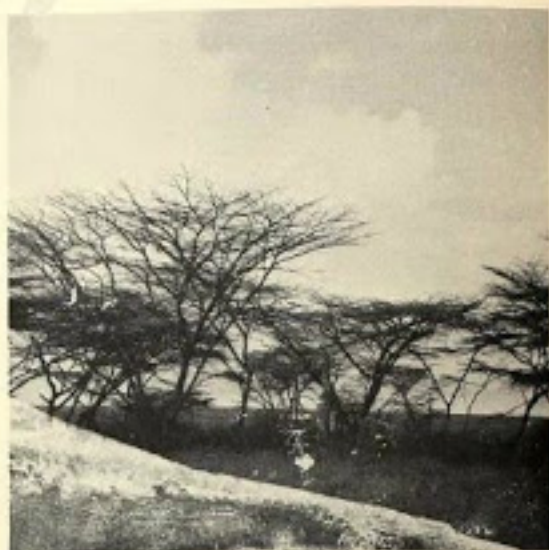
IMPORT - MOMBASA

# Mombasa

0730: Tour parties for Malindi and Tsavo National Park depart the ship.



The Great White Hunters and Guide.





The winners of last week's fishing contest were:

Largest fish:                RENNER, BM3  
                                     KALLQUIST, SN

Most pounds of fish:       CONNORS, SM3

Winners will be given gift certificates to the ship's store.



Dear Mom, today we. . .



Congratulations to LUSSIER and PICKERING who placed first and second in the LLOYD THOMAS Cribbage Tournament after defeating 22 other entrants.



The Honor Guard standing by.

FRIDAY 15 APRIL 1966

INPORT YENBO - JIDDA

## *Saudi Arabia*

Reception at the American Embassy.



A visit to the Emir's home.



So! You try to take my chair?



2000: Emir and eight guests arrive for dinner on board.



But Abdul, the Navy has no dancing girls.



Guard of the day.



1700: Soccer game between THOMAS and Parachute Btl Team.



0900: Captain's farewell call on the Emir.



How much is a triple pinochle worth again?

Is that really what "Umgawa Bwana" means?



My Dearest Snooky Poo. . .







Dear John. . .

Oh, Oh, Lord - I'm 8,000 miles from my home. . .



Vietnam? What me worry?

The following message has been received  
from COMDESRON TEN:

UNCLAS

A AMEMB JIDDA 201301Z

B CINCSTRIKE 222223Z

Port Manager, Port Sudan ltr of 15 MAR.  
Ref A,B, and C reflect great credit on Lloyd  
Thomas, this squadron and the Navy. To our  
mobile diplomatic past and her accomplish-  
ments to date on the deployment, Well Done".



I think Masira's up here.

The following message was received from the American Ambassador to Saudi Arabia: "To Commander Nicholson. Greatly appreciate fine representational job you and your officers and men did during recent visits to Yenbo and Jidda. Saudis very pleased and purpose of exercise effectively achieved. Request you convey my personal thanks to all hands for a mission well done."



The Cannon Cockers.



The portable radio I bought in Aden works better than this!



Hey, this guy's got 200 days leave due.



The Snipes.





It wasn't me, honest!

General information on Massawa. Massawa is the main port of Eritrea, an internally autonomous country federated with Ethiopia. Eritrea is located on the northern end of the great Ethiopian tableland and at the eastern end of the vast African flatlands. It has 500 miles of coastline along the Red Sea. Its area is about 50,000 square miles and its total population is about 500,000.

The port of Massawa lies on the west coast of the Red Sea, forming the main gateway to Eritrea. It was also an important base for both the U.S. and British.



"Warming Up" for the game.  
Temperature: 126 degrees F  
Score: Officers 7, 1st Class 1

FRIDAY 22 APRIL 1966  
IMPORT - MASSAWA, ETHIOPIA



In a great number of liberty ports it has been necessary for the wardroom to host a buffet dinner on board ship. These parties have required considerable work on the part of many crew members. All dinners have been a complete success due to the efforts put forth in decorations, cleaning the ship, preparing and serving the food, etc. All hands involved and particularly the stewards are to be congratulated on a job well done.

MONDAY 2 MAY 1966

IMPORT - MASIRA, MUSCAT-OMAN



They adopted me!



MONDAY 16 MAY 1966

## *Turnover*



Sometime during today the ship will hold a formal turnover of MidEastForce material with the USS CONY (DD-508) who is relieving THOMAS in the Red Sea.





# Naples

SATURDAY 21 MAY 1966

IMPORT - NAPLES



Fountain of Neptune in Bovio Square.



The New Castle.

Today's tour for Pompeii and Vesuvius will leave the ship at 0745 to catch the 0800 boat from the GRAND CANYON. The tour will leave the landing at 0830.



The Fountain of Trevi.

0630: Personnel departing on tour to Rome muster on the quarterdeck.



Inside the Colosseum.



Sorry, ran out of haze gray.



We need a bigger hammer.



Dudley said, "Let there be light!"



Right 40 degrees rudder!





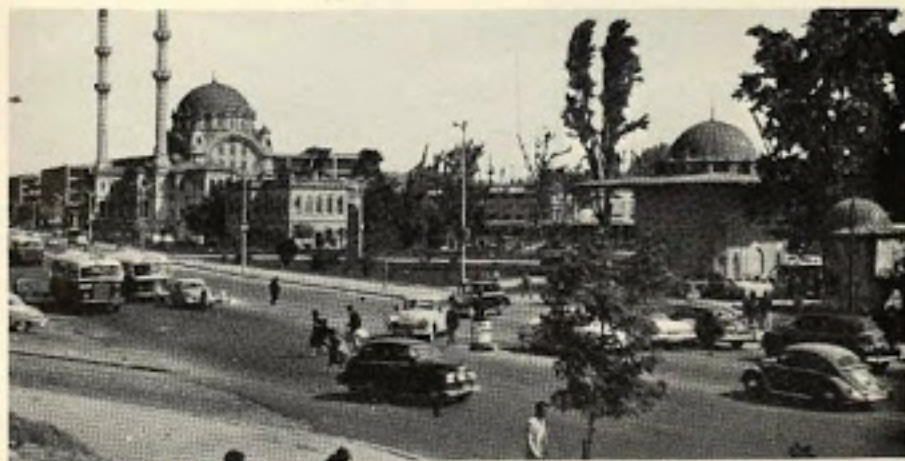
*Izmir*

MONDAY 6 JUNE 1966  
INPORT - IZMIR

0430: Reveille, Mess gear.



0740: All hands fall into Quarters for Admiral's Personnel Inspection.





M M M M . . .



Double, double toil and . . .



Open circuit.



Another day, another fifty cents.





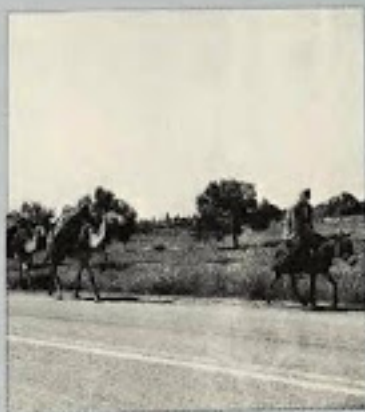
# Malaga

24 JUNE 1966





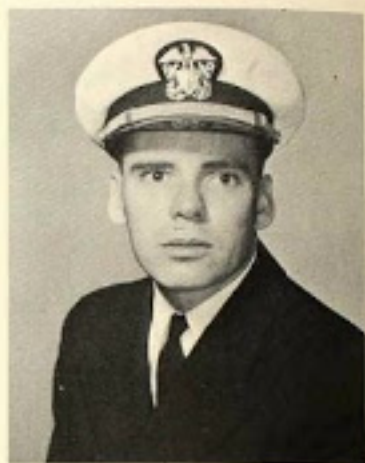




# Department Heads



LT J. E. BUKER  
OPERATIONS OFFICER



LT R. P. STUBBE  
WEAPONS OFFICER



LCDR R. B. EVANS  
EXECUTIVE OFFICER



LTJG S. A. MARKOWITZ  
ENGINEERING OFFICER



ENS D. L. SCHREIBER  
SUPPLY OFFICER



# A/S Division



T. Hall, STG2



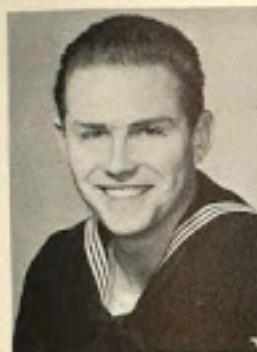
L. Pugh, STG2



R. Brown, STCS



ENS J. W. Berry  
A/S DIVISION OFFICER



N. Beaudry, STG3



D. Hagerman, STG3



D. Riedel, TM3



R. Roush, TM3



B. Watson, STG3



J. Bosse, SN



A. Dole, SN



T. Keyes, SN



F. Laudana, SN



R. Seaver, STGSN



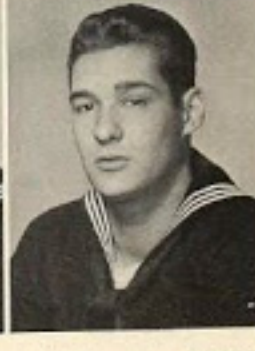
D. Vaux, SN



O. Waldrup, SN



V. Whigham, STGSN



A. Zukowski, STGSN



# First

# Division



V. Bolstridge, BMC



D. Brown, BM1



ENS W. J. Johnson  
FIRST DIVISION OFFICER



J. Campbell, BM3



F. Epperley, BM3



G. Morgan, BM3



D. Ackerman, SN



V. Aloisio, SN



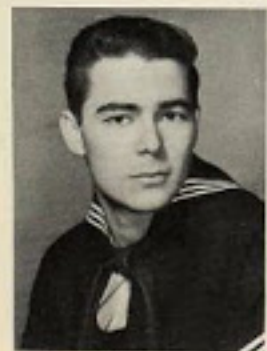
J. Atwood, SN



S. Bostwick, SN



W. Guameri, SN



W. Mallory, SN



W. McInerney, SN



R. Muller, SN



R. Olivares, SN





D. Hazlett, SN



D. Markham, SN



R. Mooneyham, SN



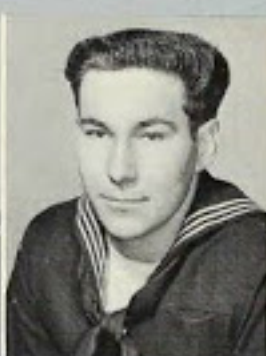
A. Olson, SN



J. O'Neil, SN



P. Panichas, SN



D. Rogers, SN



N. Sutton, SN



K. Tambasco, SN



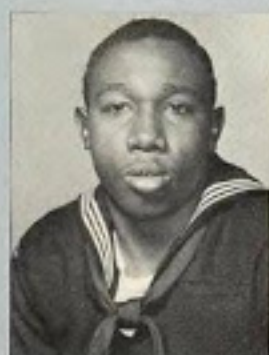
J. Washburn, SN



R. Geffken, SA



R. Johnson, SA



L. Pratt, SA



M. Ross, SA



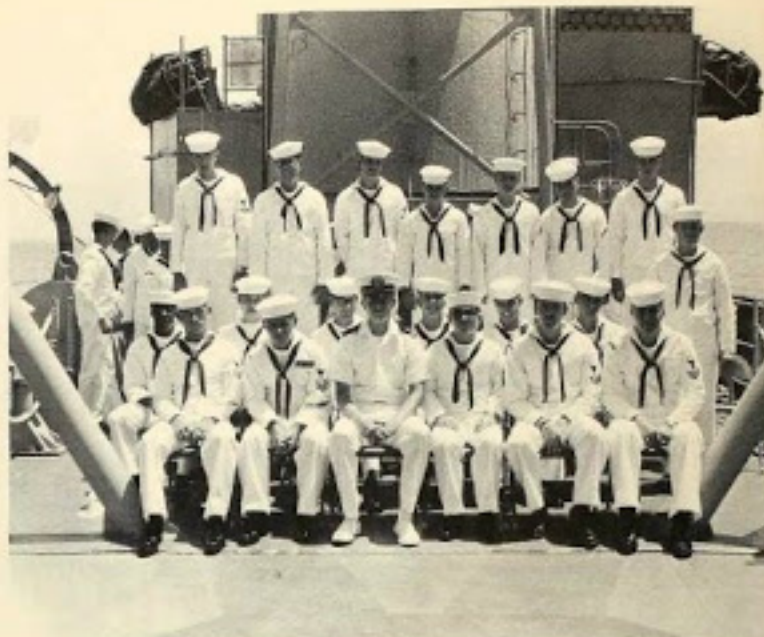
W. Savoy, SA



W. Smith, SA



LTJG B. MacDonald  
G DIVISION OFFICER



# G Division



J. Pomerleau, GM1



P. Semonelli, GMG1



P. Lampman, FTG2



L. Paulukonis, FTG2



A. St. Peter, FTG2



R. Waugh, GMG2



W. Adams, FTG3



R. Dimond, FTG3





T. Duckels, GMG3



L. Kaspar, FTG3



M. Parmentier, FTG3



C. Williams, GMG3



C. Anderson, FTGSN



J. Barr, FTGSN



R. Bowne, FTGSN



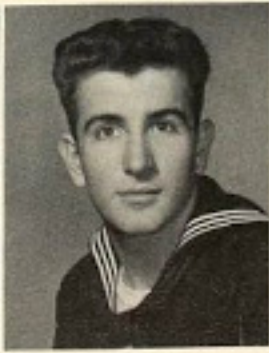
J. Gallagher, GMSN



G. Martin, FTGSN



G. Richardson, FTGSN



J. Riddle, SN



L. Butler, SA



# M Division

LTJG A. KRAUSE  
M & B DIVISION OFFICER



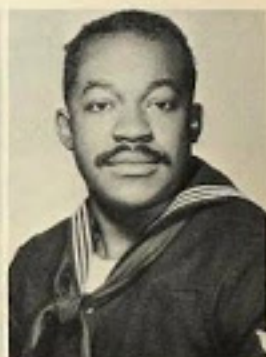
E. Jones, MMC



H. Nichols, MMCS



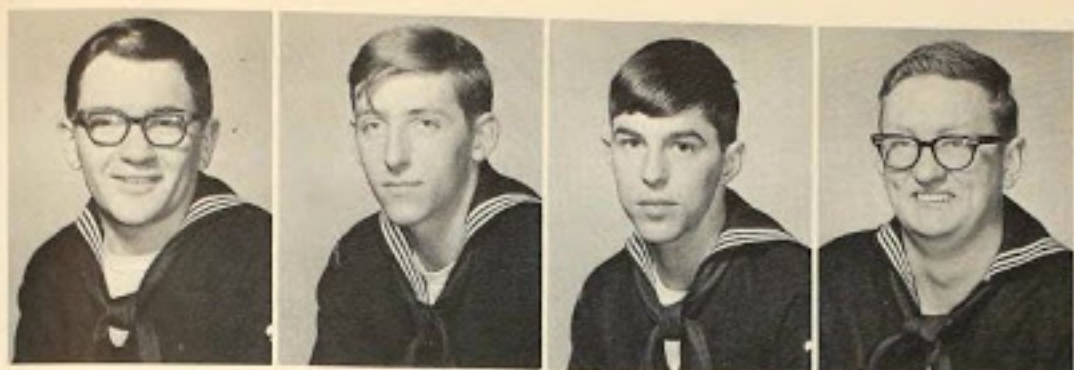
W. Bird, MM1



D. Connor, MM2







F. Aitchison, MM3

R. Shadrick, MM3

L. Ashley, FN

J. Bach, FN



W. Drummond, MMFN

F. Engelbert, MMFN

T. Fraher, FN

R. Gardner, FN

G. Hines, MMFN



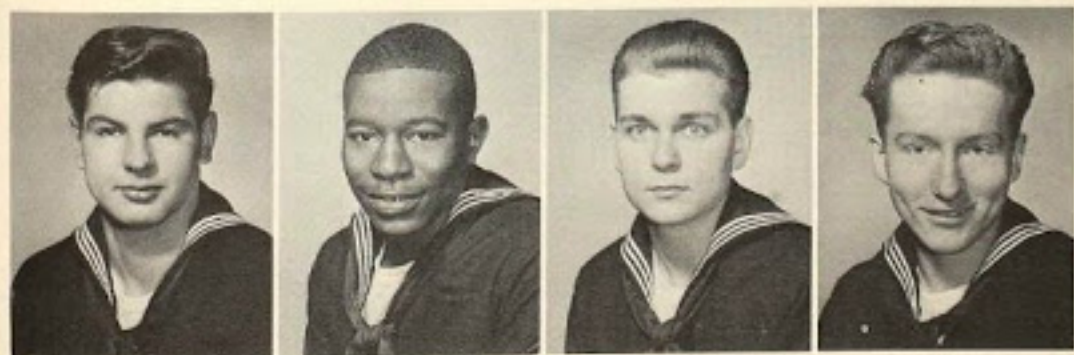
J. Mort, MMFN

D. Sawvell, FN

P. Tomer, FN

C. Torain, MMFN

G. Warburton, MMFN



J. Zimny, FN

R. Murphy, FA

D. Saviano, FA

T. Whetstone, FA

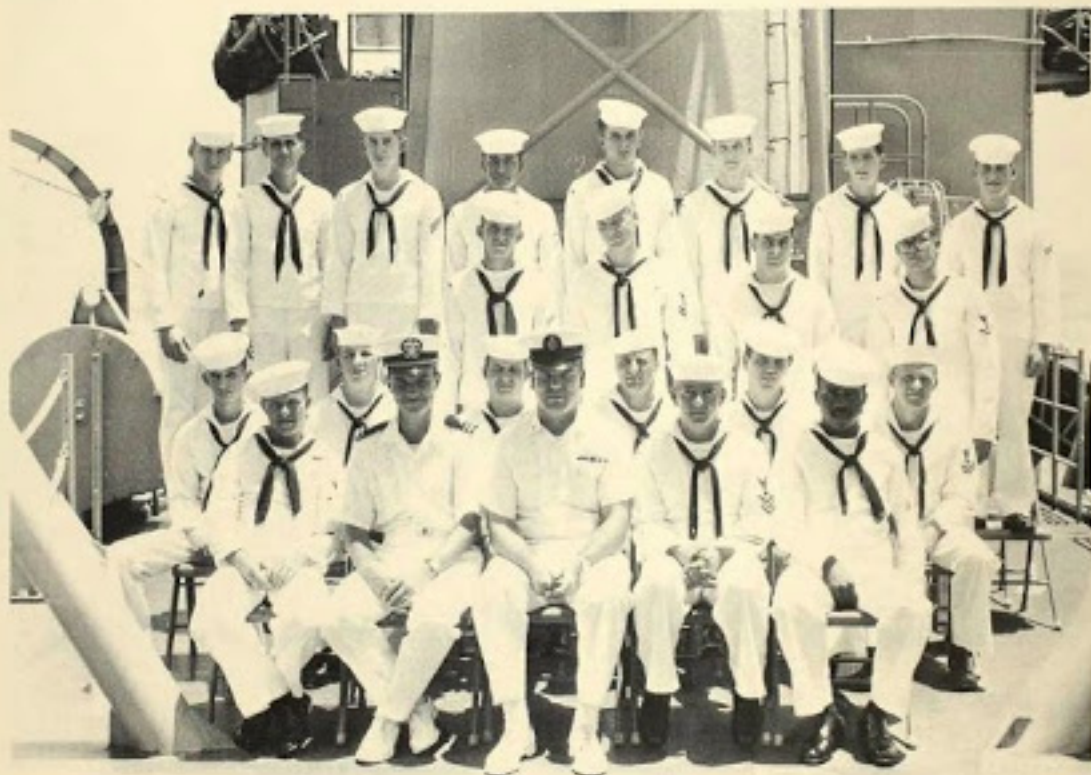


M. Bensley, BTC

# B Division



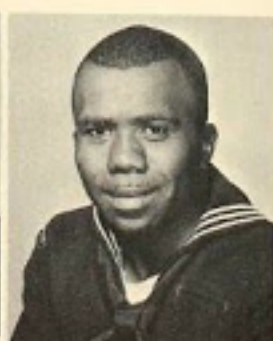
J. Pauwels, BT1



J. Pickering, BT1



N. Martin, BT2



A. Grayton, BT2



J. McManamay, BT2

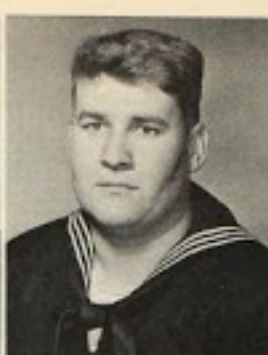




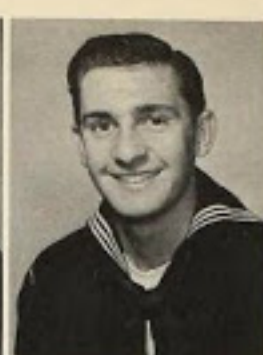
J. Slagle, BT2



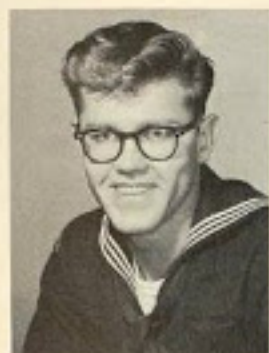
R. Yochim, BT2



J. Kelly, BT3



J. Lemonis, BT3



J. Thomsberry, BT3



R. Beebe, FN



M. Geier, FN



J. Grattet, BTFN



D. Long, FN



K. McKnight, BTFN



K. Nordgren, FN



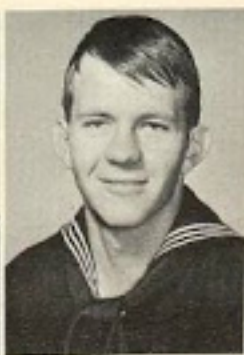
A. Olivero, FN



A. Weatherread, BTFN



E. Hubbard, FA



C. Laman, FA



G. Mann, FA



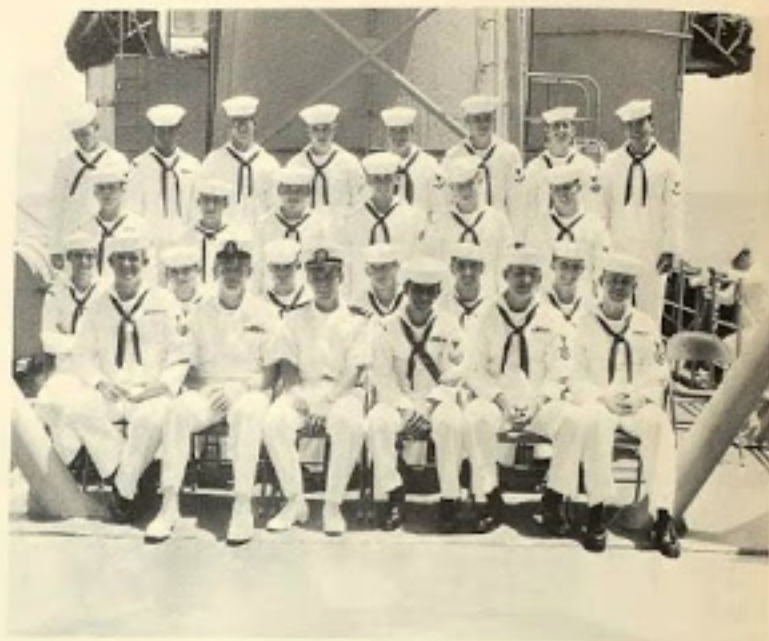
J. Whitcomb, FA



ENS D. W. Strong  
R DIVISION OFFICER



R. Thornton, MMC



# R Division



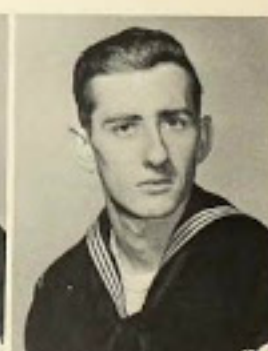
J. Garrison, EM1



A. Gorton, IC1



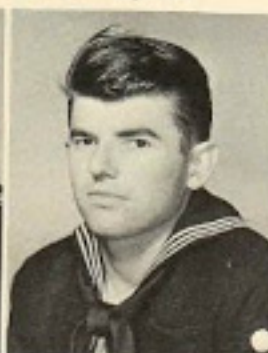
J. Richter, SF1



C. Bethune, EN2



J. Charfauros, SFM3



L. Doyle, EM3

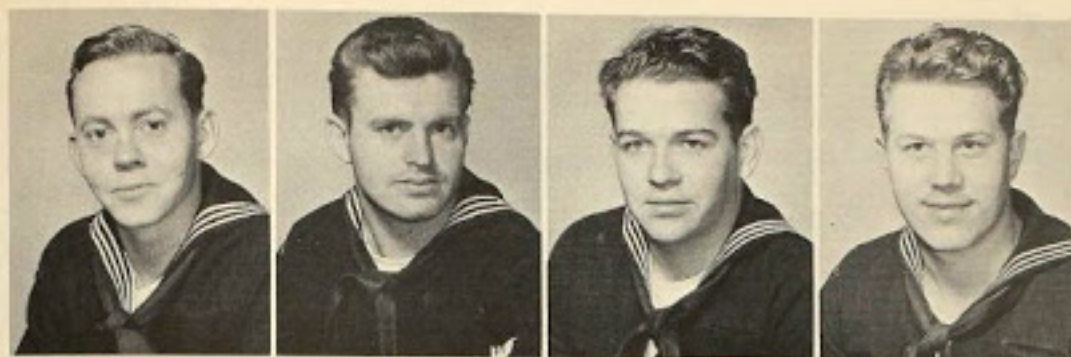


P. Gassnola, SFM3



D. Kennard, EM3



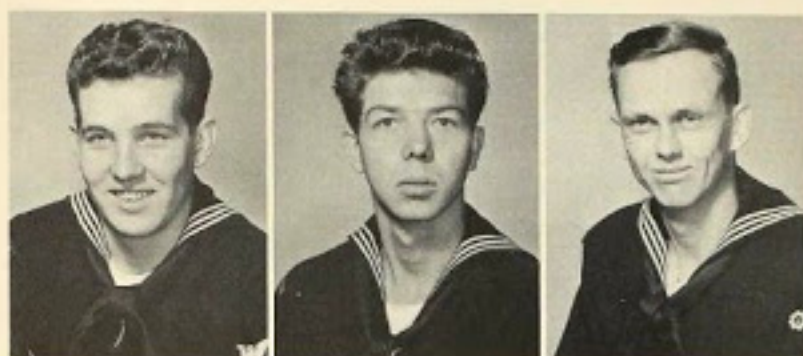


J. Magnuson, EM3

D. McCann, SFM3

D. Mellott, EM3

H. Roth, MM3



D. Snyder, EM3

T. Voiles, EM3

O. Browning, ENFN



J. Fifield, ICFN

J. Gunn, FN

W. Kwolek, ICFN



J. Meyer, MRFN

W. Sexton, ICFN

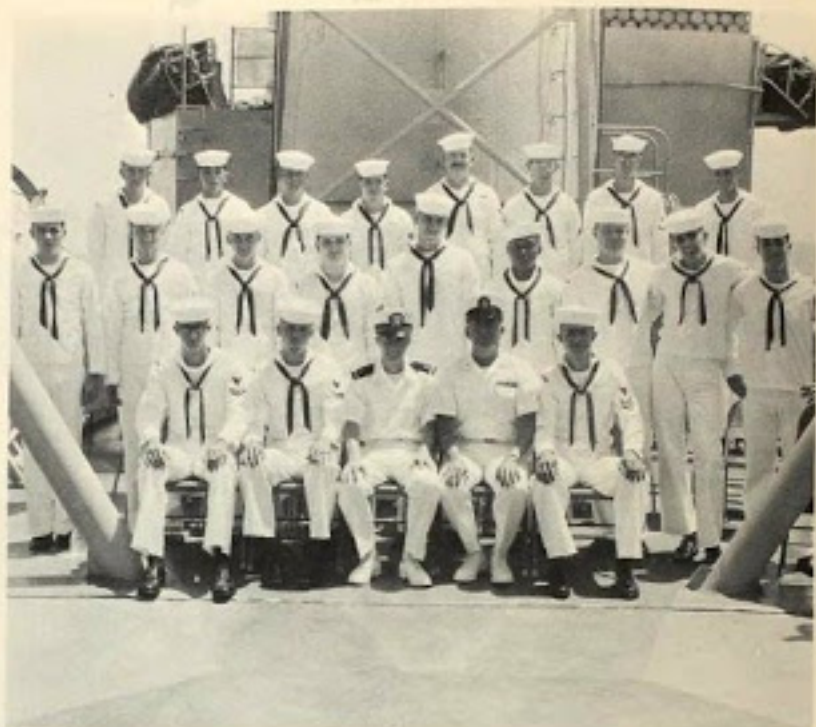
V. Vanderhevel, FN

T. Nuthall, FA



ENS G. K. Currie  
OI DIVISION OFFICER

# OI Division



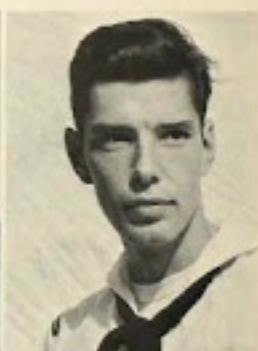
R. Putnam, RDC



J. Rivers, RDC



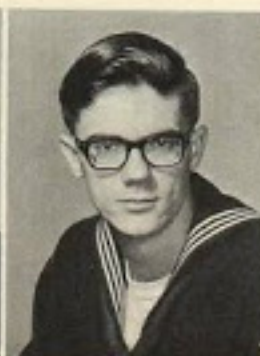
M. Moeller, RD1



B. Borden, ETR2



A. Krohnert, RD2



J. Morgan, RD2



L. Yockers, ETR2



L. Adelpia, ETR3





J. Green, ETR3



C. Meyer, RD3



D. Shadduck, ETN3



J. Snook, ETR3



J. Thomas, RD3



T. Warner, RD3



D. Zakian, RD3



C. Hatton, ETNSN



E. Henriksson, ETNSN



D. Vollick, SN



R. Baranchick, SA



R. Beach, SA



C. Brown, SA



J. Hargrove, SA



S. Kalafut, SA



C. Koza, SA



D. O'Brien, SA

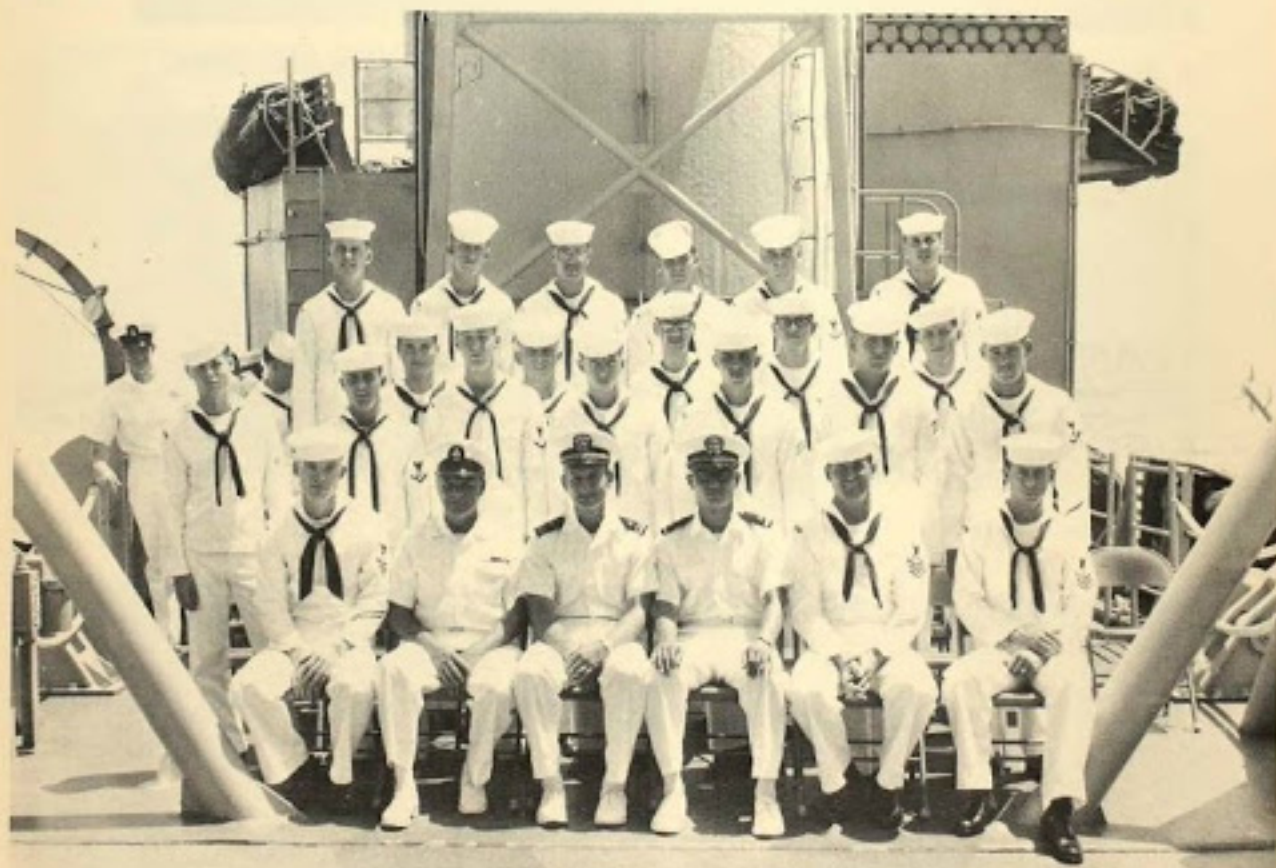


LTJG G. W. Bellucci  
COMMUNICATIONS OFFICER

# OC Division



ENS H. S. McMullen  
OC DIVISION OFFICER







E. Nestor, HMC



M. Bailey, SM1



R. Cunningham, PN1



J. Yelvington, RM1



W. Palmer, SM2



R. Rolens, RM2



J. Stanton, RM2



B. Thomas, RM2



E. Collins, YN3



G. Connors, SM3



M. Donohue, RM3



G. Gushue, PC3



T. King, RM3



R. Lussier, QM3



E. Whitworth, RM3



B. Dagnall, SN



R. Harmeling, SN



P. Johanson, SN



P. Mattscheck, SN



D. Ruggieri, SN



T. Rutt, SN



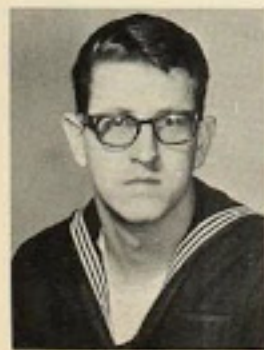
J. Repp, SN



G. Stevens, PNSN



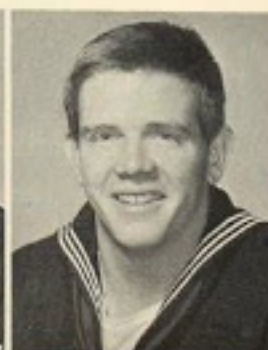
C. Stevers, SN



P. Teeboom, SN



D. Alston, SA



J. Mitchell, SA



D. Robinson, SA





O. Lindsey, CSC



J. McCormack, SK1

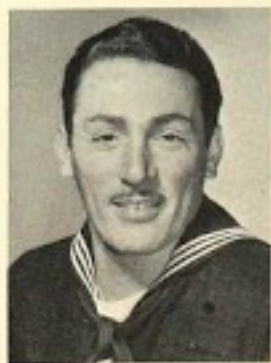


B. Nowling, DK1

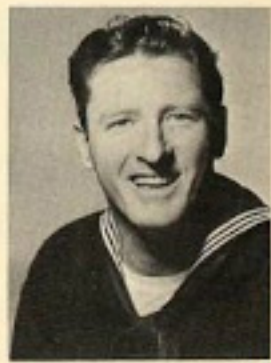
# Supply Division



E. Wallin, SK1



A. Acabbo, SK2



H. Self, SH2



R. Annear, SK3



V. Bennett, SK3



K. Clark, CS3



W. Hermann, SH3



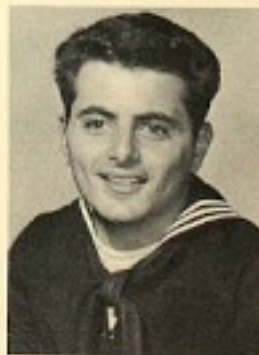
M. Murphy, SH3



P. Palmer, CS3



D. Nolan, CS3



L. Steven, SK3





J. Almario, TN



E. Carter, SN



W. Freitas, SN



R. Marley, SN



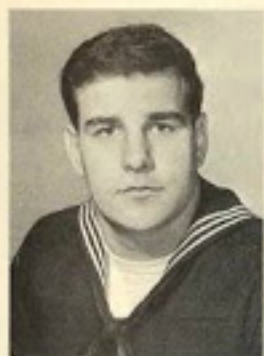
T. Miller, SN



W. Morris, SN



C. Newell, SN



T. Peteroy, SN



R. Phillips, SN



N. Salazar, TN



L. Strubel, SN



M. Taylor, SN



A. Tumaliuan, TN



J. Camall, TA

# Homecoming

FRIDAY 8 JULY 1966  
ARRIVE NEWPORT







This book plainly depicts the spirit of teamwork that has prevailed aboard THOMAS. So essential is this element that without teamwork the THOMAS could not have been an effective and happy ship. The question arises, how effective was the THOMAS?

In peacetime, effectiveness (battle efficiency) is determined through competition at the Squadron level. This competition includes numerous competitive exercises conducted throughout the years in all phases of shipboard activity including Gunnery, Anti-Submarine Warfare, Engineering, Operations, Supply and Administration. To be eligible for the Battle Efficiency "E" Award, a ship must complete all competitive requirements and attain an overall average of 86.5.

THOMAS won the Battle Efficiency "E" Award for the 1966 competitive year. In proving her effectiveness, the ship far outdistanced the competition while attaining an overall average in excess of 91 percent. In addition, all ship's departments placed high in the departmental competition with the Weapons Department receiving an "E" for its first place standing.

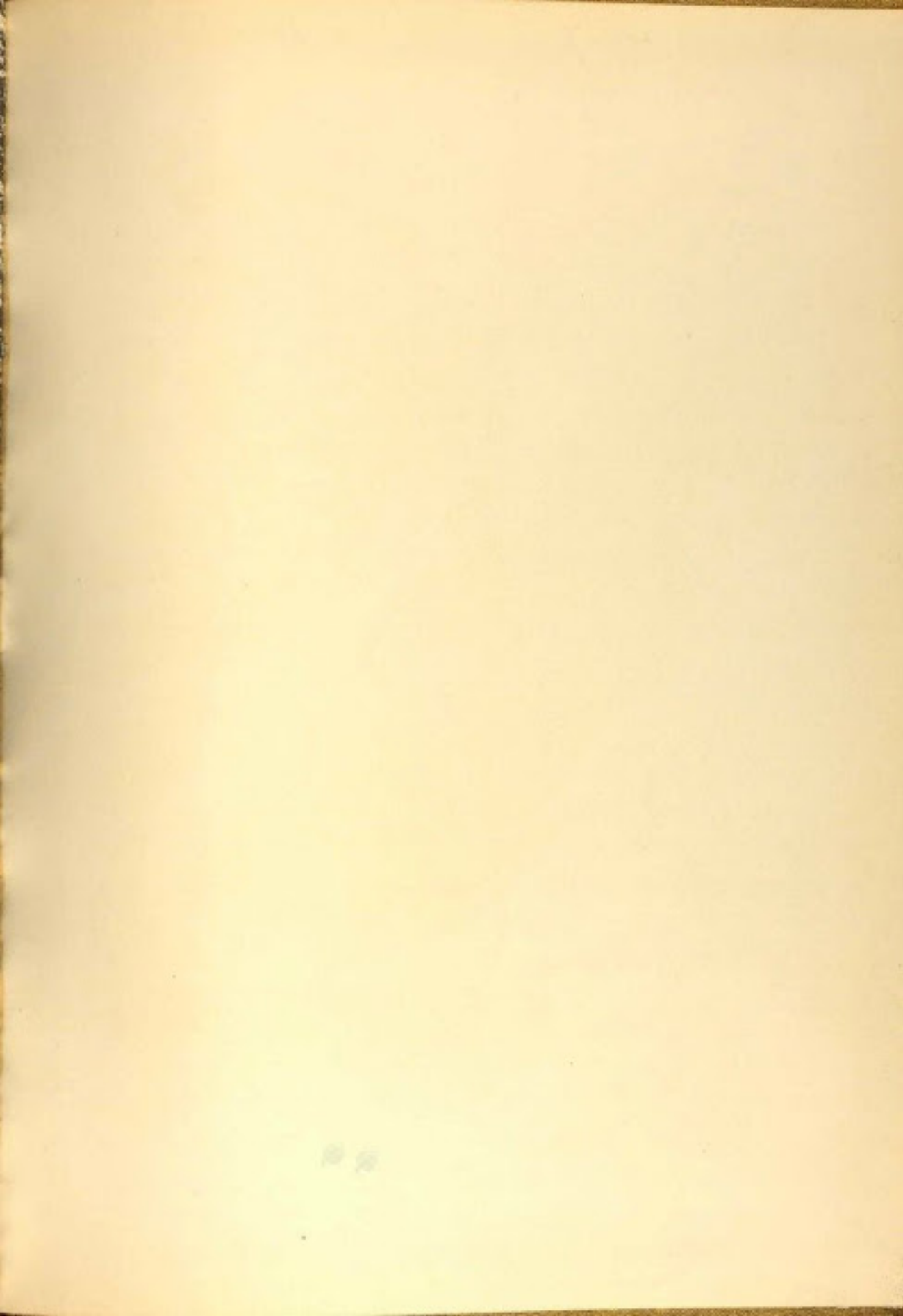
Furthermore, Commander Cruiser-Destroyer Force, U.S. Atlantic Fleet nominated THOMAS to represent the Force in Fleet competition for the Arleigh Burke Trophy Awarded Annually to the ships demonstrating the most improvement in Battle Efficiency for the fiscal year. Truly a remarkable feat and the final proof of the spirit of teamwork prevailing aboard THOMAS.





We sincerely hope you enjoyed our glimpse back on the cruise.  
Cruise Book Staff













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