

+++++LISTEN UP+++++

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The Greek Squadron – Operations September 1972 – November 1973

The Official History page states *“Her homeport was officially changed to Athens Greece, from which port she operated for almost three years. The ship spent most of her time during that period engaged in training operations with other units of the 6th Fleet and with elements of Allied navies. She also made several forays into the Black Sea for special operations there.”*

While true, this statement doesn't do justice to the effort of the ship and her crew. The following entries are offered in order to provide some detail of the extent of the Wood's activities during this period. For the most part I've limited the quotes from my journal to those things that would have been experienced or witnessed by almost anyone who was aboard during that time. The timeline is provided to give a sense of the extent of the Wood's travels around the Med and the Black Sea between September 1972 and November 1973.

Action While Crossing the Pond

August 30-31 1972

It all started about 2230 last night (I was in UB with the 2000-2400 sonar watch) with a routine request over the 1MC from bridge to signal bridge for checking a flickering orange light with the “big eyes”. Signal bridge reported back that it appeared to be some sort of marker and it was suggested that perhaps it was marking a fishing net or what have you since we were in an area rife with nets. There was some chatter and the matter seemed settled then about ten minutes later the signal bridge spotted a red flare. Immediately radio traffic went berserk and after some deliberation (we were moving closer all the time) DESRON 12 detached us to go see what the trouble was. About the same time the signal bridge identified the flickering light as a “controlled fire on the ships bridge” (it would flare up and die out at irregular intervals and it was decided that it was a flare). We peeled off from the squadron and proceeded to the scene. It was about 2300 when the captain came on the 21MC and woke up everyone and called away the rescue and assistance team. At about 2330 we came near enough to see that it was two fishing vessels one which was trying to tow the other and upon our approach the tower broke tow and ran (the immediate rumor was that this was a soviet vessel). We came along side and rescue and assistance rode away in the motor whale boat in the best tradition of the late night adventure flicks. The signal bridge spotlights were trained on the vessel and, shades of a Humphrey Bogart movie, it was the most decrepit rust bucket you have ever

seen complete with crew members in bandanas. We had a go at hailing in several languages and finally the rescue and assistance boat drove around to its stern and flashed back it was of French origin. The XO called out to personnel assembled on the bridge "We need a French speaker up here"...I yelled back "Get Mayeaux SH3 he can speak French fluently." So Mayeaux was roused from a sound sleep and he came up and hailed and acted as an interpreter. We brought the boat along side and tied her up to us. Several chiefs in damage control gear went aboard her and via Mayeaux discovered that they had a crack in their air reservoir which was used to start the diesels. We welded it back up, gave them air, and about 0200 sent them on their way. The one side incident worthy of note was that just after we got them along side some of their crew members started making cigarette smoking gestures (two fingers held up to the mouth like you were puffing on a smoke) so our guys started throwing packs of cigarettes to them and they responded by going below and heaving across to us several bottles of wine. TMSN Hewitt got three of them and I and the rest of A/S got some. It was quite pungent and according to one would be connoisseur a typical peasant wine. The word was eventually passed to turn in all wine to Mr. Goyer but by that time most of it had probably been consumed and I seriously doubt that Mr. Goyer got a drop. I covered the whole thing with my camera and I can only hope that I get some kind of results for my effort. I exposed my color at ASA 400 and about 1/30-1/15 of a second and I just hope that something comes of it. As for right now the ship is tearing along at 23 knots trying to catch the formation (the Vreeland was detached to wait for us and is bringing up our stern) and the entire ship is out cold and it is rather unusual to be sitting here on a working day with only the sound of the turbines and the clacking of my typewriter to break the stillness.

Addendum

That fishing boat that we pulled out on the 30th had a cracked air valve as reported and we fixed it and gave them a charge of air but the captain didn't want to risk turning it on and he waited for a tow from his sister vessel (the one we saw pulling away) to return with the mother ship and about 0200 they put across a tow line and towed him home. We then beat feet and caught up with the squadron about midday.

The entry above (and the addendum) is a direct quote from my Navy journal. Since I was sending my film straight home it was almost a year and a half later before I got to see the pictures of that night. Most of them were blurred and didn't look like much but one (and it only takes one) did come out with just a minimum of motion blur

Greece

Homeport Elefsis (Elefsina), Greece – this town has more "authorized" spellings than any other I've seen – Elefsis, Elefsina, and Eleusis. I've kept the spelling I used when writing the journal.

First Impressions:

I was standing the 4AM-8AM watch on the quarterdeck of DD 715 in late September of 1972. We were pier side at Elefsis, Greece. I looked off to the East and, while the sun had not yet peeked above the horizon, the false dawn colors were giving a hint of what might be in store. Since I was the messenger of the watch I had some latitude with respect to my rounds so I went below, quietly retrieved my camera from my locker, and returned to continue the watch. The sun came up around 6:00 and turned the whole bay into a bowl of orange fire. There was nothing to see except orange water and a few distant piers. I took a picture or two just so I would have a record of the color and all the while I was wishing for something to put in the middle ground of the vista.

Poseidon must have heard my silent prayer and, perhaps because we were in Greece, he may have still exercised some control over the events of man. Suddenly, as if out of nowhere, I heard the putt-putt-putt of a small fishing boat and when I looked out across the bay I could see he was headed in my direction. When the aft part of the fishing boat crossed the sunbeam I tripped the shutter. For me, this early morning shot, taken at the very beginning of my service in Greece, is the best one picture summary I have of that time.

(Picture 1 of [Elefsis bay at dawn](#))

September 1, 1972 – October 2, 1972 - The focus was on our arrival and the general housekeeping needed for establishing a new home port facility. On October 2, 1972 we got underway from Elefsis for the first time since our arrival in Greece.

October 4, 1972 - This morning we went through the Dardanelles. You couldn't see the spot where the ANZAC forces landed in the Gallipoli Campaign back in 1915 but we did get to see and photograph some charming Turkish towns complete with old forts, minarets, and sailboats. Istanbul is yet to come and after that the Black Sea. According to the captain this will make the 4th time the Wood has been to the Black Sea on Silver Fox Ops. This is more than any other ship in the U.S. Navy.

(Picture 2 of [Sea of Marmara](#))

October 5, 1972 - We passed into the Black Sea today. About an hour ago a Russian destroyer* picked us up and is now shadowing us off our starboard side about 1500 yards out.

Well!!!!, shortly after I made the above entry all hell started breaking loose. The Russians began low level over flights and I got some pictures of them as they came in. In addition radar picked up another contact moving in at 25 knots and when he became visible he turned out to be another destroyer. I shifted from color to black and white and I took some pictures of both of them. After taking a couple of shots it was time for the 1200-1800 watch so I went up to sonar. Sometime into the watch we picked up a noise on the sonar and since it was sufficiently out of the ordinary we notified the bridge. Pandemonium. People were coming and going and they had us taping everything. About

5 minutes before the end of our watch Chief Mears became suspicious and called main control....it turned out the snipes had been running reciprocating bilge pumps on their 1200-1800...so we have about 2 hours of what a bilge pump sounds like underwater. I guess we can always hope the Russians were as puzzled as we were.

P.S. I might mention in passing that the Sampson and the Manley are with us on this little jaunt.

*My web searches suggest #354 is a Project 30B SKORYY class destroyer and #965 is a Project 56M KILDIN class guided missile destroyer.

(**Pictures [3](#), [4](#), [5](#), [6](#)** Over flight and Russian ship pictures)

October 9, 1972 - Left the Black Sea and transited the Bosphorus. It was very foggy and there wasn't much to be seen.

October 17, 1972 - Dropped anchor at Izmir and were given liberty. A number of the crew went out to visit the ruins of Ephesus III.

(**Picture [7](#)** [Izmir picture](#))

(**Picture [8](#)** [Ephesus picture](#))

October 20, 1972 - Sailed from Izmir.

October 24, 1972 - Hot Damn!!! Last night we finally got mail!!! We went to our unrep stations about 2100 and expected to get just the usual fuel and bottled gas. We got those and then over on the highline came four loads of mail. I mention this since morale has been taking a beating now that word has come out that the Russians are rotating their subs in the Med and it looks like we may not make it back to Athens on the 28th as promised. Anyhow, the mail which has been spread all over the Med due to our ops (some was in Istanbul, some in Rota, some in Naples, and some God knows where) got together last night and the poor mail clerk had to stage multiple mail calls at 2300 with 23 bags of mail!

October 27, 1972 – Returned to Athens

October 30, 1972 - Underway for Malaga, Spain. As it looks now we will be there until 9 November. Winter is here and right now it is raining the proverbial cats and dogs. We went to unreps shortly after getting underway and we had problems. Aft fueling station had a spectacular oil spill which went everywhere including all over the interior of after officers.

October 31, 1972 - At 2310 last night we dropped the load. This has happened from time to time in port but out at sea it is more serious. We had steam everywhere down in the holds and we lost so much water we are now on water hours. We were DIW and didn't get underway until 0600 this morning. The guys from B&M told me it was so hot down below that you couldn't breathe without a respirator. Fortunately, no one was injured. The level of heat can be judged by the following:

Apparently, just prior to the accident, one of the snipes had prepared some coffee but had not plugged in the urn. After the steam had cleared they were cleaning up and the chief asked for a cup of coffee. When told that none had been prepared he just pointed to the urn which was perking like mad. In a second instance Targett MM3 got his hands burned after briefly holding onto one of the ladder rungs. This happened in spite of the fact that he was wearing asbestos gloves.

(Picture 9 [Bilge rat picture](#))

The rat was "bulkhead art" above the entrance to Bravo 4. It had been painted before I arrived in September 1971 and it lasted until some time in early 1973.

November 3, 1972 - The word is that the Russians are bringing down the replacement units for the subs on duty in the Med so we have been going like mad for the last couple of days to reach Gibraltar before they do. About 0800 they called away 1AS. I was in the first of the two designated six hour watch sections so I got up and headed to sonar. I didn't expect to see anything but just for the hell of it I stepped out on the bridge to see if there was anything visible of the fleet that was causing the flap. Gad! There were ships as far as the eye could see and there, in a neat file were Russian subs ON THE SURFACE!

(Picture 10, 11 of Russian subs)

November 5, 1972 - We have been following the Russian subs for two days now. After the initial bit of excitement things have settled down to a very boring routine. The subs are conventional and they are a rusty mess. We have some 23 ships out there all pinging like mad. These pings cloud the scope so much that it is a real challenge to see the sub we are supposed to be dogging. I suppose Mr. Speed summed up the feeling in sonar today when he said, "I never thought my first Russian sub would be the generator of so much apathy."

November 6, 1972 - Here it is the 7th day at sea and we are still bird dogging the Russians. Yesterday they had a go at escape with the subs going sinker and the Russian surface vessels doing high speed runs and turns over the area where the subs dove in an attempt to put knuckles in the water to block out sonar and let the subs get away. We had Foxtrot 1 (F1) and when he went we and the French destroyer and the Sampson never lost him for a moment. After about an hour he gave up and resurfaced and we are now, as before, just steaming along watching the subs and the subs are watching us. The

compliment of ships out here seems to include just about every military ship afloat on the Med. We have British, French, U.S., and Russian. The U.S. ships are from everywhere and we got traffic last night indicating they are even going to send our little PG boat, the Defiance (PG-95).

Also yesterday on watch Paul Yarbrough got a contact that seemed to drift between F1 and the Vogelsanger* (a U.S. DD). He called it out, the helos came in with MAD and sonar buoys and by golly we had us a Nuke – not sure whose though and the Vogie didn't even know he was there.

*Note – Many of my entries were based on a verbal communication which I subsequently wrote down using the best phonetic spelling I could muster at the time. I checked various lists of US destroyers and couldn't find this ship listed. I did find a Vogelgesang (DD-862) which was a Gearing class, however, the Wikipedia timeline doesn't put 862 in the Med. Since Wikipedia is not subject to review I will view their entry with a degree of suspicion and state that I think this ship was DD 862.

November 10, 1972 – In theory we were supposed to be in port. In reality we are still somewhere in the Med heading east. It looks as though the Russian subs might be having a go at Egypt. The boredom has gotten to the point that when a Russian surface ship gets close enough some of our guys will run out on the fantail and shoot him the moon. Frankly this takes too much energy – the rest of us either just stare or offer up a half hearted wave.

November 20, 1972 – Retuned to Elefsis.

December 6, 1972 – After 2 days sailing we arrived in Iraklion, Crete. We were given liberty and we will be here for about 5 days.

(Picture 12 [Wood pier side](#))

December 10, 1972 – Underway for ASW training exercises.

December 13, 1972 - Today we were told that two members of the sonar gang would have the opportunity to go aboard the nuclear sub (SSN Pargo) and see how the ASW exercises we have been conducting for the last three days look from their viewpoint. Steve Abraham and I won the toss. Five minutes before we were scheduled to be transferred in the whale boat we were informed we would have to swim to the sub because our boat might damage her pressure hull.

I put my gear in a large, carefully sealed, plastic bag and just wore a tee shirt, trousers, life jacket, and tennis shoes. Abe wore his complete diving outfit. It was quite rough with the boat rocking and rolling. We pulled up some distance away from the sub and

prepared to get in the water. Their CO (Captain D.R. Hinkle) was standing on the sail planes looking like Captain Nemo from 20,000 Leagues. He hailed us and wanted to know what we were doing. When we replied he just laughed and shook his head and told us to be careful that we didn't smash ourselves to pieces coming along side. It's not everyday you report aboard a ship in uniforms consisting of tee shirts, trousers and swim suits. While nothing was said about our uniforms of the day it was obvious from some of the looks we got when we boarded that people were thinking destroyermen must be a really weird bunch.

Note: we traded crew members with the Pargo on the following day as well so several more, properly attired, members of the Wood got to go sinker and an additional group of submariners got a rare day on the surface.

(Picture 13 [SSN Pargo Patch](#))

December 19, 1972 – Returned to Athens.

January 7, 1973 – Training ops.

January 26, 1973 – Anchored out in Faliron Bay.

Note: I didn't write anything in my journal but it was around this time that, in a letter home, I mentioned it was cold and it snowed in Greece. Returning letters had a tone of doubt about my claims so I made it a point to take this picture of the snow covered mountains behind Athens with the Sampson in the foreground.

(Picture 14 [Sampson anchored out at Faliron](#))

February 6, 1973 – Well, here we are again in the Black Sea. We came in with the Hawkins (DD873) and the Sampson. We were hoping the Russians would put on a show but they didn't. We had one low over flight and we got a single Kashin escort and that's it. At least this time it was sunny when we went past Istanbul.

(Picture 15 [Istanbul](#))

February 19, 1973 – National Week exercises.

February 25, 1973 – Anchored out Augusta Bay, Sicily – no liberty.

March 20, 1973 – Souda Bay, Crete – Naval inspection – no liberty.

March 22, 1973 – We pulled out of Izmir with the Turks on PHILBEX ops three hours behind schedule. We were still in the harbor when one of the Turks had an unbelievable stack fire, however, they got it under control and we continued on our way.

April Fool's Day - We were detached from the PHILBEX op and were proceeding home when last night word came in that the Moskva (the ultra modern Russian helo carrier) had been sighted heading for the Straits of Gibraltar. Naturally, we were picked to intercept her and with the carrier Forrestal we headed toward the Straits. We took the southerly route from Malta and the carrier the northern. Supposedly, the Moskva got word of our efforts and did an end run around us further to the south (of course it could just as easily have been a case of our not going far enough south in the first place). When we found out we came about and backtracked. We caught her at unreps off Tunisia (anchored – the Russians can't to running unreps) and now we are just loitering around waiting for her to move and we, of course, are determined to follow her wherever she goes. We had so much work today (it was supposed to be a holiday routine) that everyone was stumbling around muttering they couldn't take much more of these holiday routines. There seemed to be more work today than during a regular day.

April 2, 1972 - Today, instead of just sitting off to one side we went into the Russian formation and sailed 'round and 'round making very close passes and acting for all the world like a tire kicker in a used car lot. It is really something to just be able to steam by and examine the cream of the Russian navy in such a fashion – I doubt we will have a chance like this again ever. This evening as we wended our way through their formation we could hear singing and see dancing on the decks of the Russian ships. One of them had erected a huge outdoor screen on the fantail and was showing movies – the first was a U.S. cartoon. Being Americans we spent an inordinate amount of time trying to get them to wave. After an awful lot of waving on our part some of them decided to reciprocate.

(Pictures 16-31 - [Russian squadron picture sequence](#))

Note: The pictures are in the order taken. I shot an entire roll of negative film (it was all I had at the time). Back in port I made the mistake of having it developed locally and slightly more than half the negatives were badly damaged. The good news is, most of the really interesting shots survived with little or no damage. Those designated survivors are presented here.

An examination of the surviving pictures shows numerous Russian sailors taking pictures of us. Consequently, there is a very good chance that one or more pictures of the Wood reside in some former sailor's scrap book somewhere in Russia. In this day of the internet it would really be something if the posting of these pictures brings one of those shots of the Wood out of hiding – that is one picture of our ship I would really like to see.

Subsequent research indicates #539 was a modified KARA class BPK, #851 was a KYNDA class, and #976 was a KASHIN – possibly a modified version. It is also

interesting to note that the Russians apparently changed hull numbers from time to time (I couldn't find out why) because the Moskva in my pictures carries a hull number of 843 whereas other pictures of her out on the web show her with different hull numbers (857, 108).

April 8, 1973 - We were unexpectedly detached from shadowing the Russians and tomorrow will be pulling into Faliron Bay. The channel fever gods whipped our emotions into a frenzy at the thought of going home and they also granted us a real holiday routine. It was warm and sunny and smooth sailing and the crew just lounged around, shot the breeze, and got sunburned. The gunner's mates broke out the small arms and I joined others taking my turn with the various weapons. Among the more memorable was an M1-A1 Thompson with a full clip. Mr. Armstrong did a credible John Wayne bit with the Thompson and MM1 Gunkel tried out his two latest acquisitions a .308 and a .243 – both beautiful hunting rifles.

April 29, 1973 - We are anchored out in Faliron. Today was the Greek Orthodox Easter and the Greeks welcomed it in last night with fireworks all over the city. It was quite something to stand out on the foc'sle and look at Athens, which looked like it was a city at war.

May 7, 1973 - Pulled into Naples today and were granted liberty. The sky this evening was a perfect match for the old saying "Red sky at night, sailor's delight".

(Picture 32 [Naples harbor](#))

A large number of the crew went on a bus trip to Rome. Many also took advantage of the trip to the island of Capri that could be purchased at the USO for a very reasonable sum.

Note: I joined a large number of the crew on a bus trip to Rome. As did many others Bob Morano and I went to Capri. We signed for the USO Deluxe Overnight Tour of Capri for \$18.00 each. When we went to the USO to purchase the package we were told we could take either the scenic boat tour or the high speed hydrofoil. We looked at one another and said, "Miss we've been doing a long slow ocean tour for the past couple of weeks. We'll take short and fast."

(Picture [33](#), [34](#) St. Peters, and picture of Capri at night)

May 28, 1973 – Return to Athens

June 8, 1973 – Sailed from Athens

June 18, 1973 – Arrived Barcelona, Spain – liberty granted.

June 25, 1973 – Anchored out at Golf Juan, France – liberty granted - everyone went over to Cannes. The duty crew made frequent forays to the signal bridge to use the big eyes to check out the topless sunbathers on some of the sailing boats anchored around us.

July 9, 1973 – Anchored in Souda Bay.... SWIM CALL!!

July 16, 1973 – National Week exercises – again.

July 24, 1973 - It was old home week here in Augusta Bay today. Cdr O'Reilly dropped over for a visit and a lot of the old hands who served under him (myself included) were on the fantail to see him off after his visit. Also dropping over for a visit was Lt. Pool from the New. He was the navigation officer before our move to the Med.

July 28, 1973 – Naples, Italy – liberty granted.

August 8, 1973 - We are now tied up at the Skaramanga shipyards for some repair work.

(Picture 35 [the yards](#))

Note: We remained in the yards and then in Elefsis until sometime in October. During the month of October we went on an exercise and as part of that operation we did a target tow for the carrier jets. One pilot went a lot lower than his comrades and when he pulled out he looked to be awfully close to the top of the water spout from his impacting rocket. One of the officers standing next to me commented, “There’s a young man who doesn’t seem to have too many plans for the future.”

(Picture [36](#), [37](#) jet and towed target)

October 25, 1973 - We are now on Condition III for real, heading toward Egyptian waters, escorting an amphibious task group. No one has said why but it is obvious that something is afoot in Arab land.

October 28, 1973 - We are on station off Crete. We have a huge task force of some 1500 marines, two LPH's the Iwo Jima and the Guadalcanal. There are 3 attack carriers Independence, Kennedy and one other. Gator freighters are all over the place, and the complement of tin cans and DLG's is growing rapidly. We are being shadowed by the Russians and from reports we will have 57 surface to their 50 and an unknown number of subs to their known 33*. The cease fire from last reports is working for the most part.

*The article “Superpower Showdown in the Mediterranean 1973” by Lyle Goldstein give a concise summary of this confrontation and it also gives a count of the ships and subs on each side. It is interesting to compare the numbers in the article with the numbers I recorded in my journal. The article gives the following count: October 6, 1973 there were 48 American warships against 57 Soviet vessels. US ships included USS Little

Rock (CLG 4), 4 attack subs, Task Force 60 with USS Independence and the USS Franklin D. Roosevelt, and Task Force 61 an amphibious group. November 3, 1973 – Soviet forces numbered 95 and the US had 60 including 3 carriers – with the JFK entering the Med in late October.

November 1, 1973 - The Wood is still out at sea and according to a message will be here until the 7th and “are available until the 23rd.” From what news we have received it appears as though the cease fire is in effect...and I guess we’re still here because the Russians are still here. The word was that they took a picture* of our task group yesterday and supposedly everyone will get a copy of same

*I never got one and I wonder if the picture was actually taken.

November 16, 1973 - Tragedy struck a few minutes ago when a Marine helo that had just done a vert rep over our fantail struck an antenna while hovering over the Barry. It went down with the crew –two got out with injuries but it looks like the pilot didn’t make it. (Later the same day) We joined the other ships searching for the helo. We found some debris, flight goggles, and a few odd items from the chopper but no pilot. I really wish we could have gotten him back alive..as it is we didn’t get him back at all.

Note: While the accompanying picture is **not** of that helo (it was taken during the Russian sub escort effort in November of 1972) it does give an idea of a vert rep and just how close the choppers get to the ships and their rigging.

(Picture 38 [vert rep](#))

November 25, 1973 - This morning all the oncoming watch sections reported scads of roadblocks with tanks, areas sealed off, soldiers everywhere etc. About 0800 all liberty was cancelled until we find out what is going on.

1200 – We got the news - a military coup. It was so sudden even BBC didn’t have it and we had to tune into Armed Forces Radio Athens to find out what was going on. There is a 24 hour curfew in Athens and Thessaloniki. The reports of the guys are really something. Several crewmembers who were returning via cabs were stopped at roadblocks and ordered out of the cab and forced to walk the rest of the way to Elefsis, crewmembers coming face to face with tankers who pointed machine guns in their direction, men getting trapped between roadblocks and having to talk their way past to get to the ship, others coming to the ship because road blocks prevented their return to home and the unconfirmed* word that some of the men in DESRON 12 were “detained” but I don’t know if this means stopped and then let go or stopped and taken away.

*I never did find out one way or the other.

1930 – Armed Forces radio said that Papadopoulos is under house arrest.

Epilogue

November 30, 1973 - At 0415 on the morning of November 26, 1973 those members of the Wood who were scheduled for rotation back to the states (STG3 Paul Yarbrough and I) were awakened and told that the curfew for Elefsis and Athens would be lifted at 0500. We took our bags down to the end of our brand new pier (it had been under construction for some time so my walk on the pier was both my first and last), hailed a cab, and got to the Athens Airport.

Olympic Air lifted off as scheduled and as it arched out over Faliron Bay I could see a number of ships of the Greek Navy gathered together riding at anchor in the center of the bay. The plane pointed itself towards Naples. My time with the Greek Squadron was over.

(Picture 39 [Sunset at the Temple of Poseidon at Sunion, Greece](#))

My visit to the temple at Sunion was the last “liberty” trip I took in Greece prior to my departure

I tried scanning in the POD for our first day in Greece but the old mimeograph looks like mush – I’ve re-typed it (complete with typing errors) below. (next page). The POD was run off on legal size paper and, of course, the print was that odd blue color. Those of us who served aboard DD 715 must have looked at hundreds of these things. I hope this faithful retyping will bring back some good memories.

USS WILLIAM M. WOOD (DD-715)
FLEET POST OFFICE
NEW YORK 09501

SUNRISE 0557 SATURDAY 02 SEPTEMBER 1972 SUNSET: 1901
 ATHENS GREECE

CDO: LT JAQUES	DUTY WEPS: ENS SPEED
DUTY SEC: 111	DUTY OPS: ETC PASSE
DUTY MAA: FT1 MARKERT	DUTY SUP: SKC BRION
DUTY YN: YNSA ROSS	DUTY ENG: ENS MEYER

<u>UNIFORM OF THE DAY:</u>	<u>WORKING UNIFORM OF THE DAY:</u>
OFF & CPO: TROPICAL WHITE LONG	WASH KHAKI LONG
ENLISTED: TROPICAL WHITE LONG	DUNGAREES WITH BALL CAP

CARRY OUT THE DAILY INPORT ROUTINE AS MODIFIED BELOW:

- 0730 – Liberty expires on board for section III.
- 0900 – Liberty commences for section II to expire on board 0730 Monday, 4 SEP.
- 1000 – Guard Mail run to USS SAMPSON
- 1500 – Guard Mail run to USS SAMPSON

SUNSET: TURN ON THE MED LIGHTS.

ANNOUNCEMENTS:

1. Movement to Pierside Berth: Monday 4 September, at a time to be announced.

2. Tour Info: An information and tour service desk will be located at Fleet Landing to provide general information, maps, discounts on restaurants and Rent-A-Cars and discounts on local tours. Tickets may be purchased at the desk for the following Tours: (tour offered daily;) complete full day tour of Athens.

Complete tour of Athens - \$5.00 (about)

Half day tour of Athens - \$2.40

Athens by night - \$8.80

Cape Sounibon (with dinner) \$12.00

One day cruise: Hydra, Aegina, Poros - \$11.20

Delphi (with lunch - - - \$12.00

Corinth, Mynenae, Epidaurus (with dinner) \$12.00

3. Water Taxi: 0600 to 0100 daily at anchor.

4. Orientation Tour: Looking for a house or apartment? Like to know Athens better? the FSO is offering military personnel and their dependents, a free air-conditioned tour of the greater Athens area. The tour will take you through all the major suburbs of Athens and special emphasis has been placed on showing you the areas which are personally suited to your need in relation to shopping, schools and proximity to American Exchanges and Commissaries.

The tours will begin on Wednesday, September 6 and run through Sunday, 10 September. The tours last about 4 hrs with a 20 minute enroute rest stop.

The morning tour begins at 0900 with the afternoon tour starting at 1430.

Three buses have been assigned to each tour and personnel are requested to be at least 15 minutes early.

For more information call 391-863 and we'll be glad to give you schedules and departure points.

It behooves all military personnel and their families to take advantage this this, after all, why pass up a perfect opportunity to become acquainted with Athens and to learn about the city which is now your home!

WATCH BILL

QDWO:

08-12 ENS SPEED

12-16 PNC HODGES

16-20 ETC PASSE

20-24 ST1 KUREK

00-04 SM1 WILLIAMS

04-08 RD1 TUCKER

POOW:

STGSN BUTLER

SK3 KELTON

ETR2 OWEN

STGSN BUTLER

SK3 KELTON

ETR2 OWEN

MESSENGER

RDSA FLADIE

SN DIDOMINICK

SKSN GARDNER

SN TABOR

SN MITCHELL

SN JACKSON

BOAT CREW

BMSN HAMBY

SN JOHNSON

ENFA FAULKNER

HT3 SMITH

DUTY DRIVER

SN HEALY

SHORE PATROL

BM3 PINA

RD3 CREAGER

ASROC SENTRY

GMGSN DOAK

FTGSN FORD

FTG2 BATTLES

STG3 LEMON

