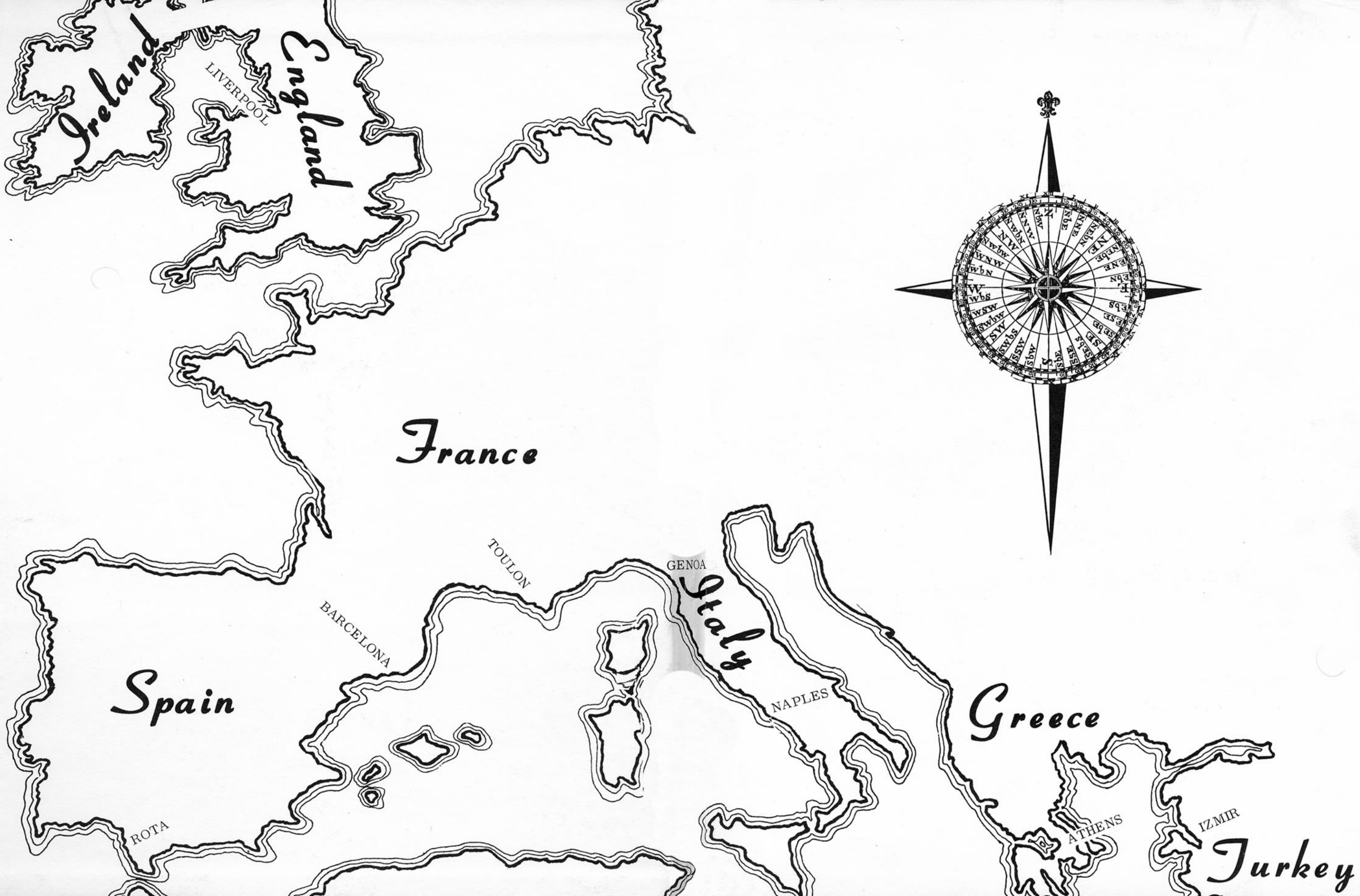




USS BROWNSON

EUROPEAN CRUISE 1969



Ireland

LIVERPOOL

England

France

Spain

BARCELONA

TOULON

GENOA

Italy

NAPLES

Greece

ATHENS

IZMIR

Turkey

ROTA

U.S.S. BROWNSON DD-868



EUROPEAN CRUISE 1969

SHIP'S HISTORY

USS BROWNSON (DD-868) is named in honor of Rear Admiral Willard H. BROWNSON, who, during his 42 years of Naval service from 1865 to 1907, was Commander-in-Chief of the Asiatic Fleet, and Superintendent of the U.S. Naval Academy.

The present BROWNSON is the second ship to bear the name. During World War II the first BROWNSON, a FLETCHER class destroyer, saw action in the Atlantic, and the Aleutian, Gilbert and Marshal Islands before a Japanese aerial attack sank her off Cape Gloucester, New Britain on December 26th, 1943.

A 2250 ton GEARING class destroyer, the present BROWNSON was built during the final months of World War II by Bethlehem Steel Company at Staten Island, New York. She was commissioned on November 17th, 1945 at the New York Naval Shipyard.

After her shake-down cruise to Guantanamo Bay, Cuba, BROWNSON was sent to Bath, Maine, where she was placed under reduced operational status. Six months later she was reactivated to sail south to the Antarctic with Rear Admiral Richard E. BYRD'S polar expedition, "Operation High Jump".

Since that time BROWNSON has been steaming steadily, living up to the destroyer's reputation as the "work horse of the fleet". On four different occasions she has been assigned to the Sixth Fleet and cruised the Mediterranean, and twice has participated in NATO cruises in Northern Europe. From 1954 to 1955, she was deployed in the Far East.

October 1958 marked a new era in BROWNSON'S career, when she joined the newly formed Destroyer Development Group TWO. The Group developed, tested and evaluated new equipment to strengthen the fighting power of the Navy's ships. Together with PURVIS (DD-709), GAINARD (DD-706), DICKSON (DD-708), GLOVER (AGDE-1), GLENNON (DD-840), WITEK (DD-848), and WILKINSON (DL-5). BROWNSON was responsible for testing and evaluating experimental equipment under actual operating conditions.

BROWNSON was the first ship to augment its ASW capability with an Operational type variable depth sonar, thereby combining her well-known surface agility with sub-like accuracy in detection. The VDS was later removed during FRAM over haul.

On 27 June 1963, BROWNSON entered Boston Naval Shipyard for her FRAM MK I Conversion. This renovation made BROWNSON as "new" and modern as any DD in the fleet.

In April 1964, BROWNSON rejoined the fleet as a unit of Destroyer Development Group TWO.

In February 1965, the BROWNSON was outfitted with DASH helicopters to complete her FRAM MK I Conversion.

For the fiscal year of 1965, the BROWNSON was awarded the Battle Efficiency "E" award and the Engineering Efficiency award for Destroyer Development Group TWO.

In July, 1966, the ship was assigned to the Destroyer School, whose missions to train junior officers for the billet of department head aboard the fleet's destroyers.

September 1966, found the BROWNSON preparing for deployment to the Far East with Destroyer Squadron TWENTY. From October 4, 1966, until April 25, 1967, the ship took part in a seven month cruise around the world which included four months in the combat Zone off the coast of Vietnam. The BROWNSON'S time was shared between carrier escort operations, Naval gunfire support of allied ground forces, and some very good liberty ports.

Since late in 1967, BROWNSON has been working as a member of Destroyer Development Group TWO conducting a sonar research and development project. BROWNSON completed a six month's Mediterranean/Northern European deployment early in July 1969. On 1 July 1969, BROWNSON became a member of Destroyer Squadron TEN.



SHIP'S LOG

22	Jan	Underway (1000)	15	Apr	Inport Toulon, France
1	Feb	Inport Rota, Spain	19	Apr	U/W for Rota, Spain
4	Feb	U/W for Mediterranean	22	Apr	Inport Rota, Spain
10	Feb	Anchor Rhodes, Greece	22	Apr	U/W with USS KENNEDY
17	Feb	U/W For Avgo Nisi	2	May	Inport Naples, Italy
24	Feb	Inport Naples, Italy	17	May	U/W for Drone shots
1	Mar	U/W for operation with Task Group 60.1	26	May	Inport Naples, Italy
10	Mar	Anchor Pireaus Athens, Greece	26	May	U/W for Task Group 60.1 Operations
16	Mar	U/W for NATO exercises; anchorage Marmaris, Turkey	27	May	Inport Genoa, Italy
21	Mar	U/W for Izmir, Turkey	30	May	U/W for Rota, Spain
26	Mar	Anchor Izmir, Turkey	1	Jun	Inport Rota, Spain
28	Mar	U/W for Barcelona	3	Jun	U/W for Liverpool, England
1	Apr	Inport Barcelona	7	Jun	Inport Liverpool, England
8	Apr	U/W for task Group 60.1 operations	11	Jun	U/W for HUK OP'S with USS WASP
11	Apr	RNDV USS FORRESTAL	24	Jun	Inport Copenhagen, Denmark
			30	Jun	U/W for Newport, R.I.
			11	Jul	Inport Newport, R.I. (0920)



WILLIAM C. GIOVANETTI COMMANDER U.S. NAVY

Commander William G. GIOVANETTI was born in Orland, California on January 21, 1929 and attended Southern Oregon College in Ashland, Oregon from which he attained a B.S. in Education. He enlisted in the Navy in September, 1951 and entered Officer Candidate School at Newport, R.I. in November 1952.

He subsequently held various billets on destroyers USS LIND (DD-703) and USS BLACK (DD-666). After attending Mine Warfare School in Yorktown, Va., he served as Executive Officer of USS ILLUSIVE (MSO-448). From December, 1958 to June, 1961, Commander GIOVANETTI was Surface Operations Officer on the Staff of Commander, Taiwan

Patrol Force/Fleet Air Wing One. Following a tour with the NROTC Unit at Duke University, Commander GIOVANETTI served two years as Commanding Officer, USS PERSISTENT (MSO-491).

In 1965 he attended the Armed Forces Staff College in Norfolk, Virginia and afterwards attended the Navy Counter Insurgency School in Coronado, California for three months prior to being assigned to the Navy Advisory Group, Vietnam, for one year. Commander GIOVANETTI assumed command of USS BROWNSON (DD-868) in August 1967. He was promoted to his current rank in February of that year.

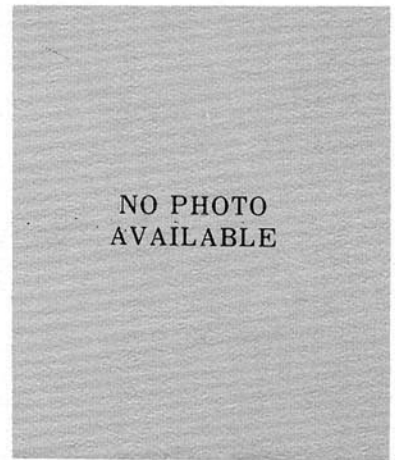


F. R. ACKLEY, JR, LCDR, USN
EXECUTIVE OFFICER



R. B. GYLE, LT, USN
WEAPONS OFFICER

W. P. LINK, LT, USN
ENGINEERING OFFICER



NO PHOTO
AVAILABLE

DEPARTMENT HEADS

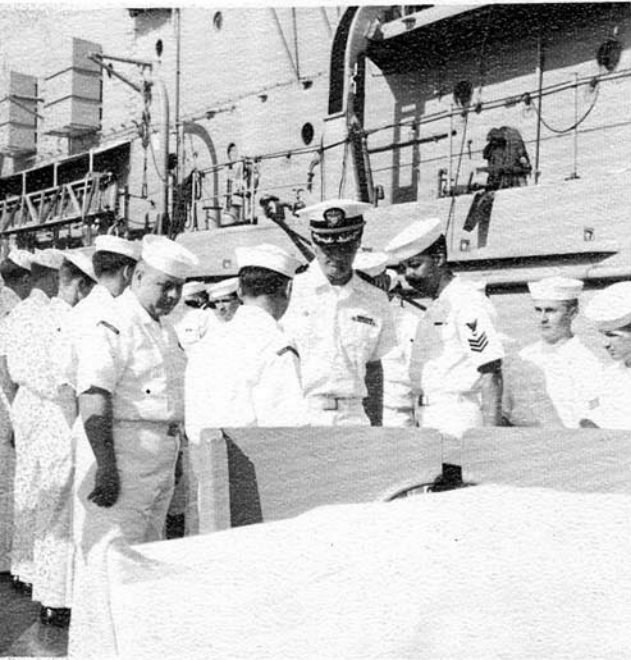


P. A. BARNETT, LT, USN
OPERATIONS OFFICER

A. R. LEAR, LTJG, SC, USNR
SUPPLY OFFICER



OFFICER'S COUNTRY



The CAPTAIN and his men



It's a pleasure cruise for the XO

With their Greek friends



A blue nose and cold feet



Looking over my yacht



DIVISIONS



THE HONOR GUARD

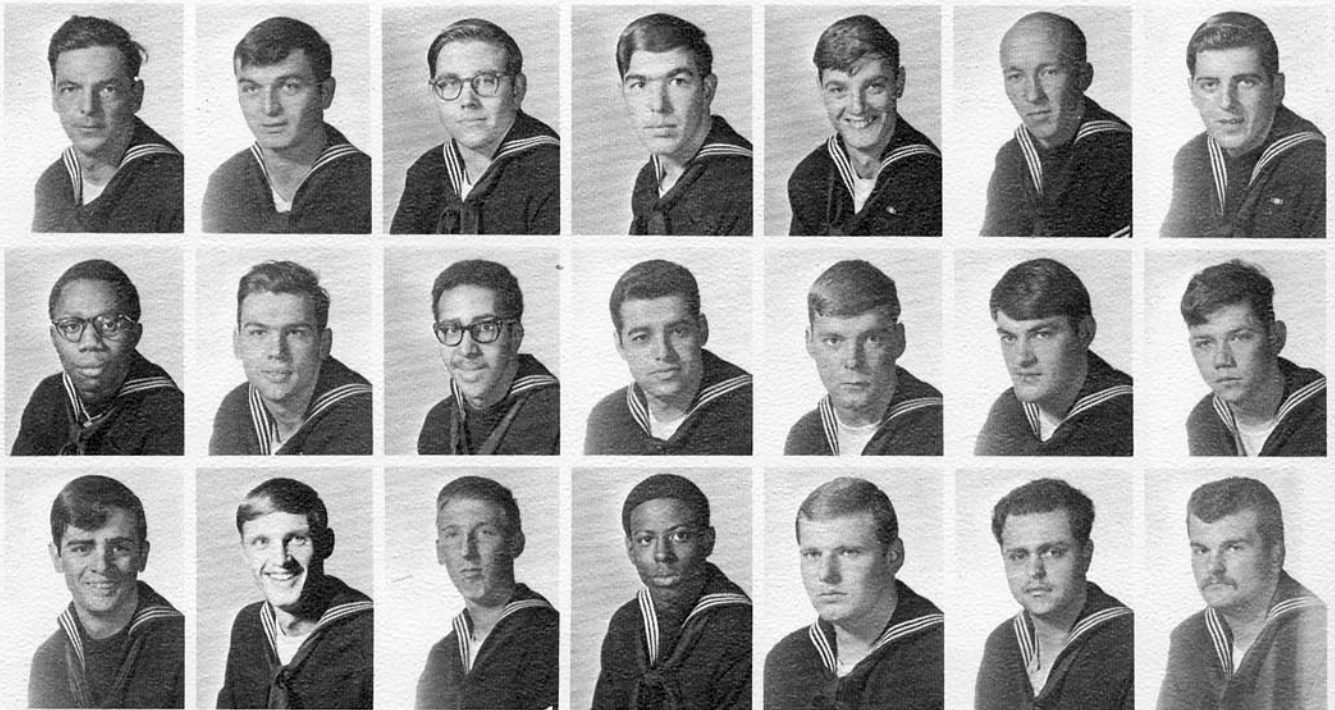
THE MEN OF THE BROWNSON

FIRST DIVISION



LTJG D. J. McGaughey
FIRST LIEUTENANT

A ship is made of steel and that ship must travel in salt water. Here the battle takes place, the fight to keep the metal surfaces free of rust. The Boatswains Mate is the man who fights this battle. Keeping an old destroyer such as the BROWNSON fit and ready is no easy job and all the BM's have available to deter the rust is a chipping hammer, a scrapper, a paintbrush and the hard, unrelenting arm of the seaman. FIRST DIVISION's duties do not end here however. These able seamen man the underway bridge and lookout watches, they are instrumental in highline and at-sea-refueling, they steer us ashore when the ship is at anchorage; they are, in effect, invaluable to a ship and the backbone of the fleet. To FIRST DIVISION goes our thanks for keeping our ship sound and fit for the rigors of battle and steaming straight and true.



BM2 J. Vought
SN J. Gashino
SN R. Tango

BM3 D. Croteau
SN T. Goodwin Jr.
SN R. Toporowski

GMG3 D. Nisler
SN J. Long
SA G. Boynton

BM3 White
SN A. Mazzeo
SA W. Brooks

SN E. Baker
SN W. Moore
SA B. Bruner

SN G. Estilow
SN B. Noonan
SA R. Callahan

SN P. Floyd
SN J. Storch
SA T. Campbell



SA M. Cunningham SA L. de Forest SA A. Ferguson
 SA L. Gonzolez SA R. Hinch SA F. Hoyes

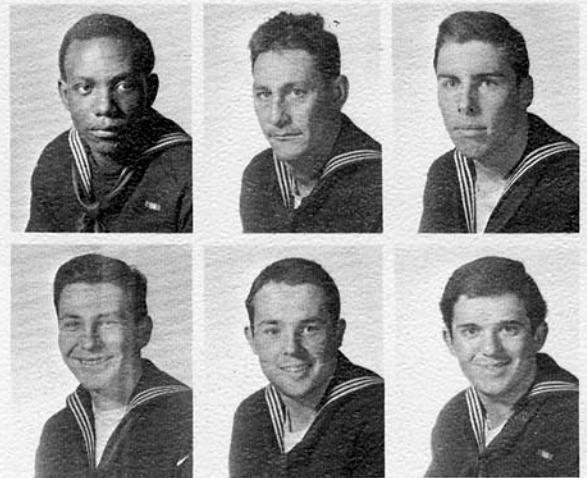


"Will it ever be done?"

"Sure it works."



If it has been painted, it can be chipped.



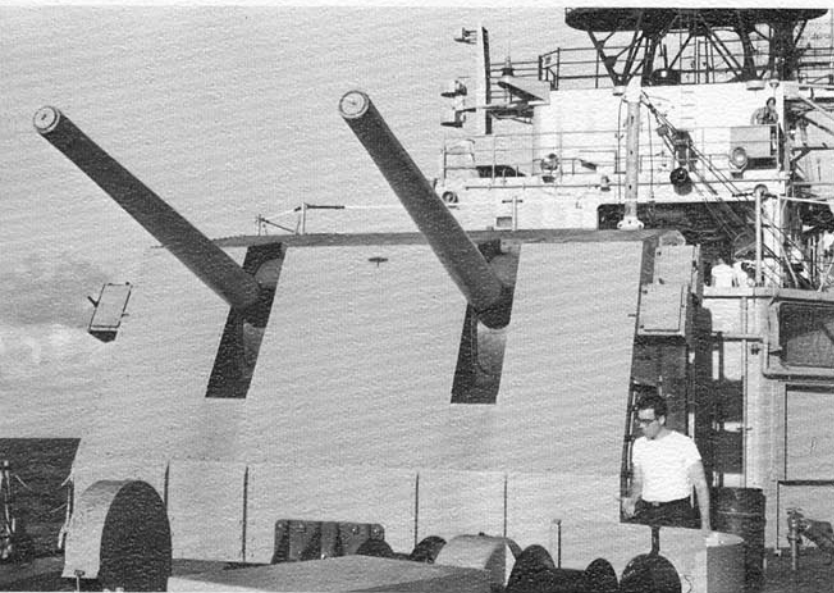
SA J. Johnson SA J. Mainard SA J. Shields
 SA J. Taylor SA G. Youngs SA P. Xanthos Jr.

SECOND DIVISION



ENS P. D. White
SECOND DIVISION OFFICER

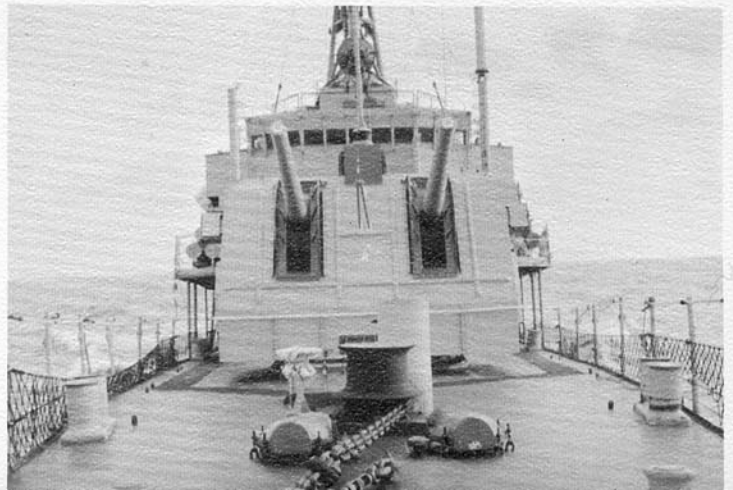
Destroyers are made to do as their name implies: Destroy. A destroyer would not be effective in its mission of destruction if it were not for its guns. The 5"/38 cal weapons can sink ships, obliterate targets ashore, and shoot down aircraft. When one considers the intricacy of trajectories, with wind, roll, pitch and motion involved, and then take into account the raw mechanics of iron, gears, and rods, one will come up with a king size job for our SECOND DIVISION. Aside from maintaining our two mounts, ensuring accuracy, reliance and safety, our Gunner's Mates are responsible for the actual firing of these weapons. These men also keep a close eye on the ship's ammunition and attend to the all important small arms of the ship. Fire Control Technicians tend to the accuracy department by maintaining and operating the director and its radar along with the computers to tell the long barrels where to point and to tell the shells when and where to explode. It's a touchy but necessary job; kept well in hand by the men of the SECOND DIVISION.



Mount fifty-two



FTG3 A. Cadman GMG3 B. Edgar GMG3 G. Hutton
GMG3 J. Kelley FTG3 R. Knaruik FTG3 C. Laguzzi



Mount fifty-one



GMGSN J. Cooper

GMGSN C. Henry

YNSN A. Gonzales

FTGSN P. Thornton



Two big guns and one small gun.



The Director.

FOX DIVISION

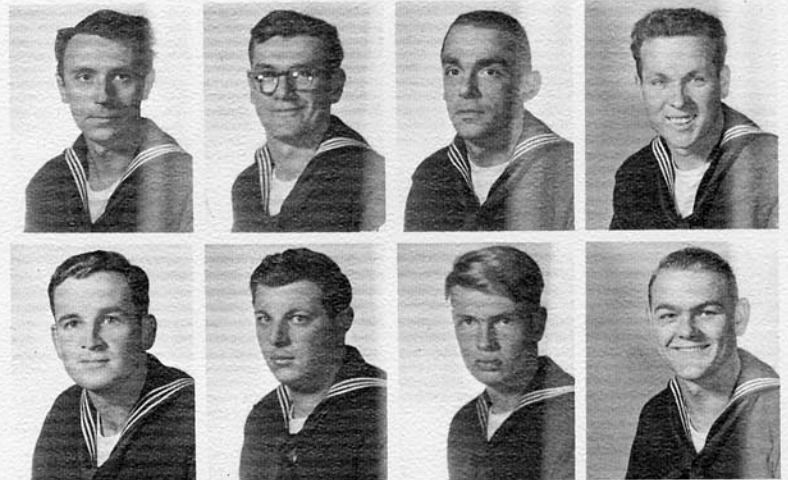
A destroyer like the BROWNSON is versatile. It can be applied to almost every conceivable Navy use. It has, however, one primary mission for which it was given the speed, armament, and equipment: ASW. Anti-Submarine Warfare. The only link between the lurking steel menace beneath the waves and the destroyer and what ever she is protecting is the ears and eyes of the sonarmen. Probing the depths with sound, the sonarmen, twenty-four hours a day, are BROWNSON'S example of vigilance personified. Watchstanding is not the extent of the ST's duties. They operate and maintain their complex electronic sonar, along with the fathometer computer, underwater telephone, gyro-element, countermeasures and temperature-recording devices. The torpedomen and ASROC gunner's mates contribute greatly to the laurals of FOX DIVISION by their upkeep on ASW weapon systems to insure that once the sonarmen find a prowler the BROWNSON is ready to deal heavily with the steel monster should the need arise.



GMGC W. M. Franzen
CMAA



LTJG J. W. Strom
FOX DIVISION OFFICER



ST1 M. Evans STG2 A. Kitner STG2 R. Knieser GMG2 J. McClintock
STG2 R. Reim STG2 J. Rich STG2 H. Winslow GMG3 J. Bradley



STG3 L. Brehe STG3 R. Devon GMG3 D. Dillon



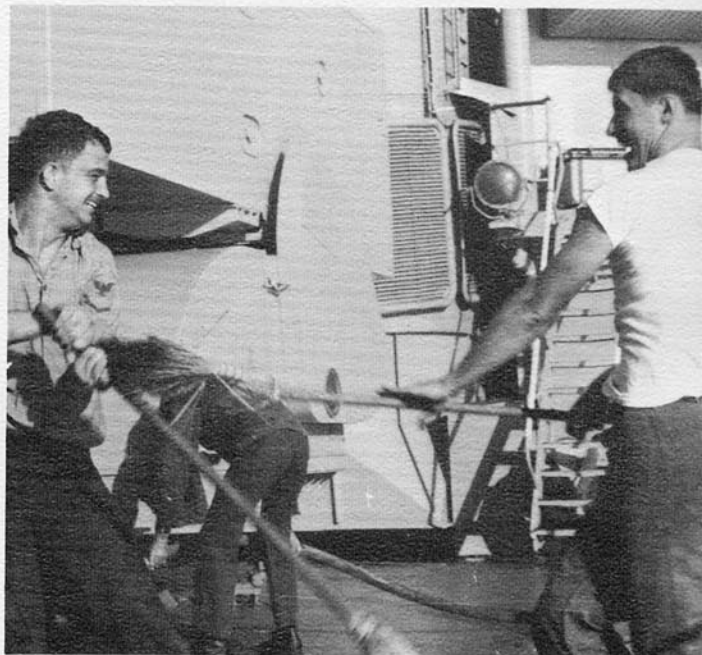
Checking the ignition system



"So he says to paint it over again does he."



STG3 P. Kronfield STG3 D. Pollock SN P. Harris SN J. Stigsell



Skylarking by the missiles.

OI DIVISION



LTJG F. W. Haltenhoff
CIC OFFICER



Getting some sun.

As every organism must have a nerve center to operate efficiently, so must a ship have its control center. To turn an impersonal mass of steel into a seeing, thinking, responding being is no easy task. This is the undertaking of OI DIVISION, the intelligence section of the operations department. Spearheaded by RD1 Clous, the radarmen of the BROWNSON provide the ship with electronic

eyes to navigate, maneuver, and detect--be it day, night, rain, shine, or fog. While the RD's in combat-information center provide the bridge with vital data, the radar is operated by electronic technicians who maintain a close and constant vigil so that the BROWNSON never goes blind. With their professional help our ship accomplished her mission and stands ready for any assignment.



RD1 C. Clous
RD1 J. Wunschel
ETN2 J. Boyer



RD2 G. Galiley
 ETR2 T. McCray
 ETN2 K. Stauffer
 ETN3 T. Barlowe



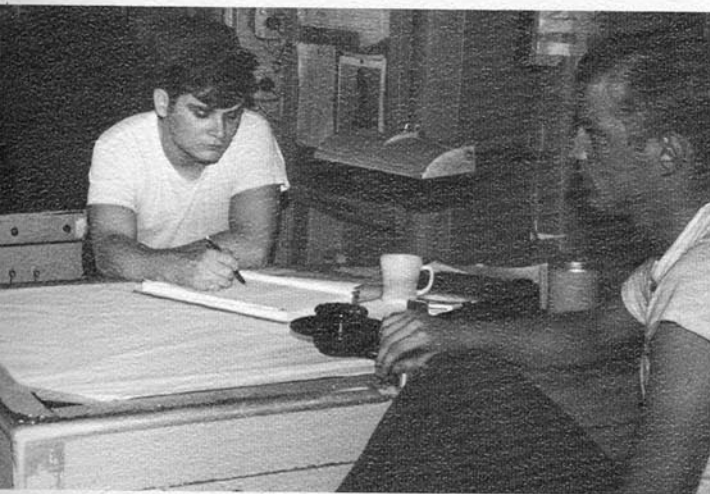
RD3 P. Labarbera
 RD3 W. Dubs
 ETR3 R. Housc
 ETN3 V. Lombardo



RD3 R. Lucas
 RD3 R. Newbanks
 RDSN W. Mendenhall
 RDSN G. Middlemiss



RDSN P. Paulson Jr.
 RDSN C. Stavol
 RDSN J. Wabeke
 SN R. Schulman



It was a pretty slow day for a change.



ET's giving the situation some thought.

OC DIVISION



LTJG K. D. Norton
OC DIVISION OFFICER



RMC C. J. Rowland



LTJG J. F. Aspinwall

If the sign of intelligence in anything possessing life is communication, then the BROWNSON must indeed be an inanimate, yet living object. The communications branch of OC DIVISION consists of signalmen, radiomen, quartermasters, yeomen, and personnelmen. The SM's and RM's with their conglomeration of semaphore, flashing light, flag hoist, morse code, and teletype operate with smooth and unerring efficiency. The QM's using tools as ancient as the sextant and as modern as LORAN (long range navigation system) demonstrate their skills by safely guiding the ship across the oceans

and through hazardous channels and passages. In the ship's office, literally buried in their work of ink, paper, regulations and forms, the YN's and PN's pour out their handywork without which no ship, station, or command could operate. Lastly, but certainly not least are the HN's. A lot of injuries, illnesses and general physical insurrections can and did crop up during the six months at sea. Thanks to their training and dedication the ship's two "docs" did a great job of looking after their shipmates.



PN1 E. Boudreau GMG1 E. Boyne YN1 F. Enters, III HM1 D. Pontbriant RM1 B. Stevenson SM2 G. Kneavel RM2 P. Ryan

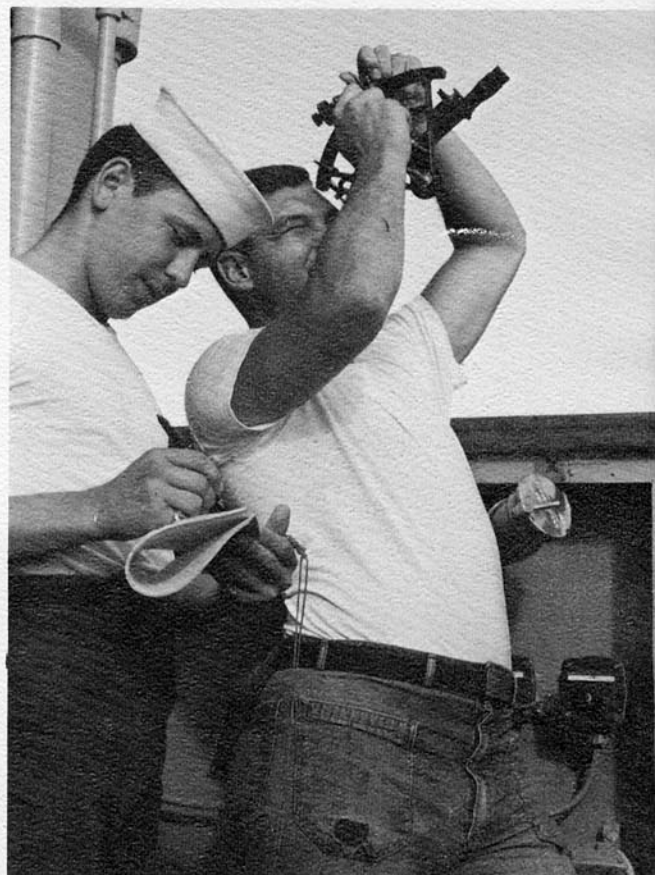


RM2 R. Trautwein YN2 A. Ward QM2 S. White GMG3 C. Bondy
 YN3 W. Forman SM3 J. Fouts RM3 D. Holden YN3 D. Loudon

"Have you fixed up in no time."



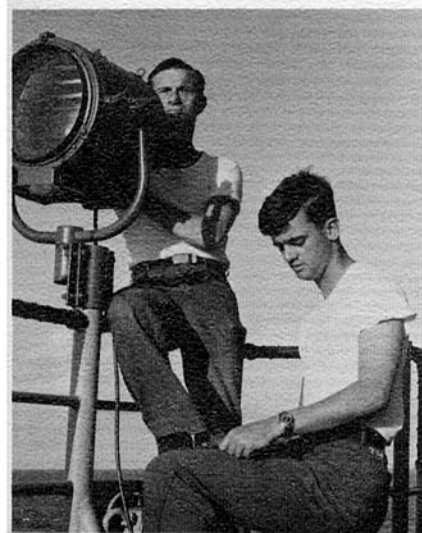
RM3 N. Oyster RM3 J. Taylor SM3 J. Thompson QMSN W. Bozarth
 QMSN L. Feinman QMSN A. Michus SMSA R. Fitzgerald RMSA A. Grolemun



"Does that reading seem correct?"

"Roger your last."

"Ship's office crew"



M DIVISION



ENS P. A. Fuda
B&M DIVISION OFFICER
MPA



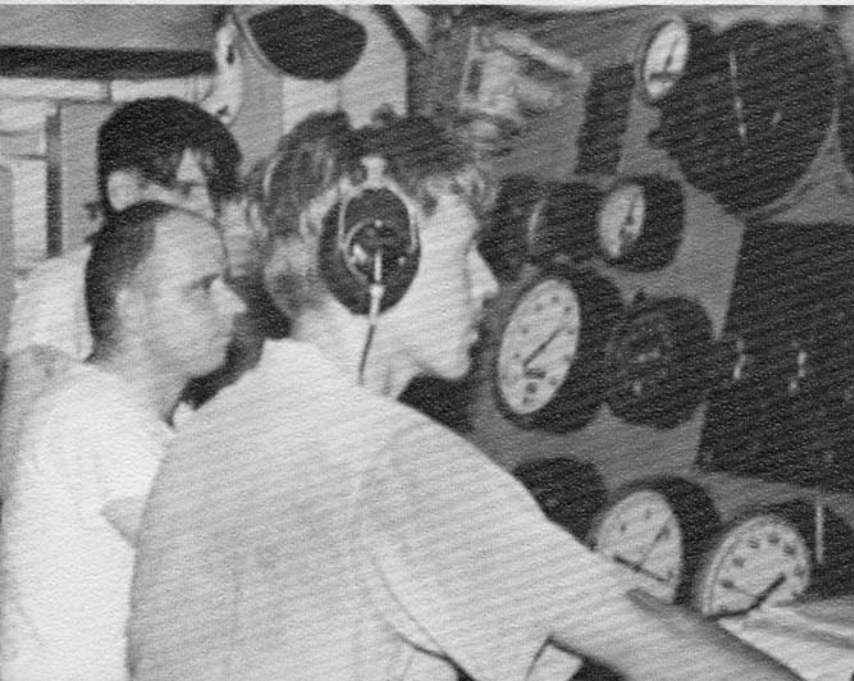
EM1 M. Donaldson MM1 W. Wheeler



MMCS J. F. Waters

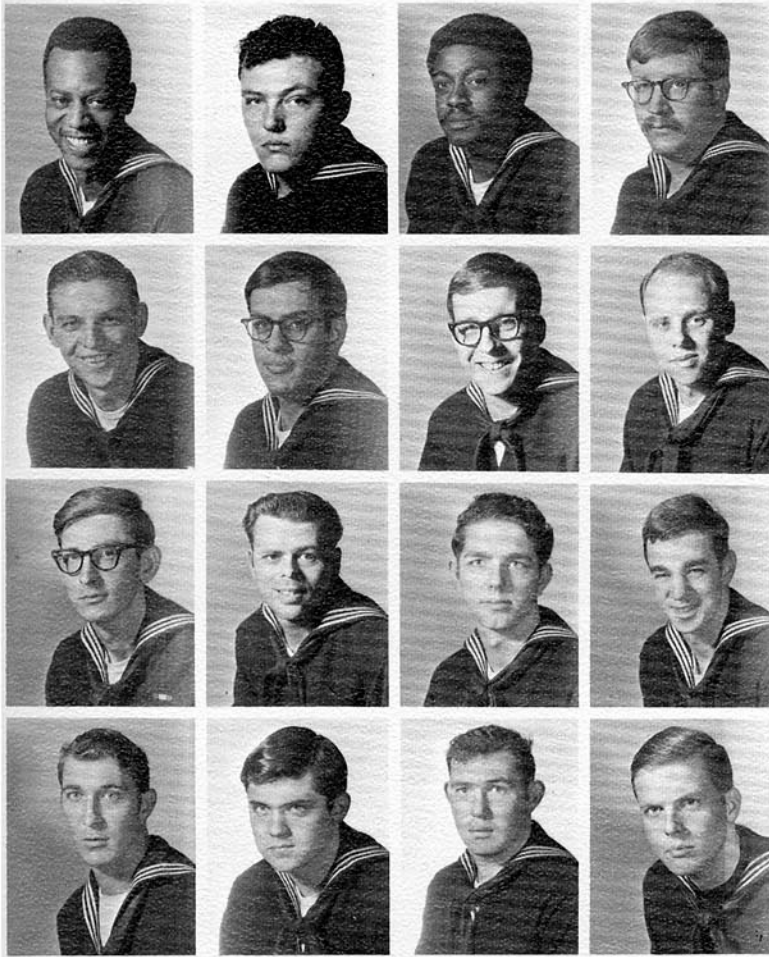
Old ships such as the USS CONSTITUTION and the USS CONSTELLATION were the beginning of our mighty naval tradition. These vessels of sail with their canvas bulging and rustling to the whims of the wind were expedient and practical in their day. Today, however, our ships of steel are howling, rumbling machines which claw and churn, tear and thrust their way through the water in a frenzy of foam and wake. Today, a Captain of a ship signals for an "all ahead full" by means of an engine order telegraph. This signal is relayed to the omnipresent

men of M DIVISION in "main control" who change the Captain's order into RPM's. Steam, responding to the flick of a wrist on a throttle, screeches through the many-bladed turbine to turn the blades and eventually the huge bull-gear. By way of reduction gears the shaft turns and the screws push the ship forward. The men of M DIVISION, the machine lords, whose intimacy with their monsters continues every hour of every day of their shipboard lives, are the true heart beat of our steel home.



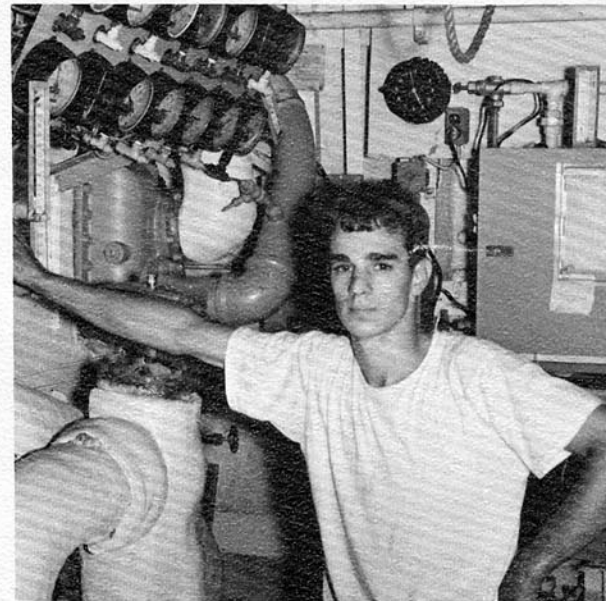
MM2 E. Lange MM2 D. Munson

MAIN CONTROL, where it's all watched and controlled



MM3 B. Taylor	MM3 J. Allison	MM3 L. Blevens	MM3 M. Humphrey
MM3 S. Layton	MM3 K. Miller	MM3 G. Osterkamp	MM3 R. Wagner
MMFN R. Cox	SN A. Beach, Jr.	FN R. Bruce	FN M. Desht
FN T. Greenfield	FN J. Halstead	FA M. Banks	FA J. Rourke

The Rain Maker



B DIVISION

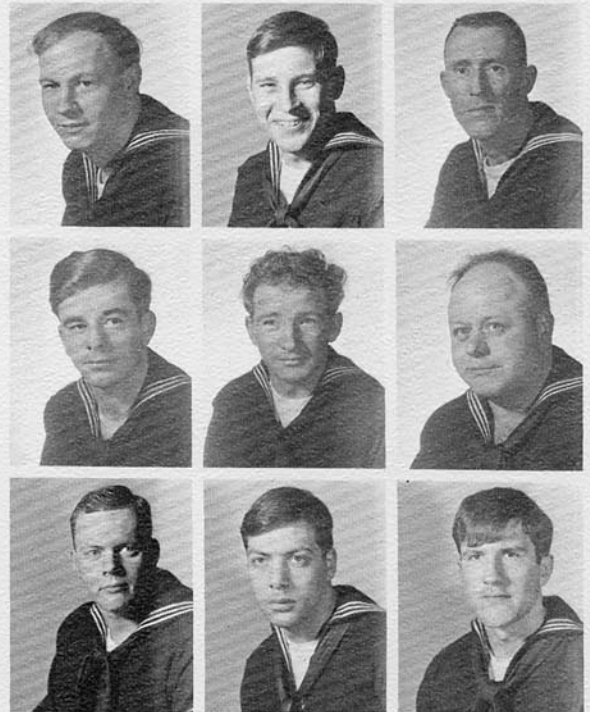


BTC E. L. Haynes



"It's a weird world down here."

STEAM. a living, searing, rushing demon. When confined in boilers, pipes, and turbines, the life blood of the ship; giving us electricity, fire main pressure, water to drink, heat to keep us warm and power to drive the ship through the water to her many rendezvous, missions, and ports. The men of the B DIVISION, laboring in 100+ degree heat are the BROWNSON'S demon-tamers. They are often seen sitting on the main deck, relaxing and breathing in the fresh cool good air; sweaty, grease-stained, fatigued, before going down once again to the holes of B1, B2, B3, B4: hell's front porch. These men are the ship's unsung, unnoticed. At the end of each cruise we, the crew, owe this particular group of men our heartfelt thanks, appreciation, and respect for a job well done under such continually adverse conditions.



BT2 S. Russ	BTe L. Eastman, Jr.	BT3 J. Henderson
BT3 S. Jackson	BT3 D. Morns	BT3 R. Roy
BTFN R. Donovan	BTFN L. Varallo	FN R. Foley

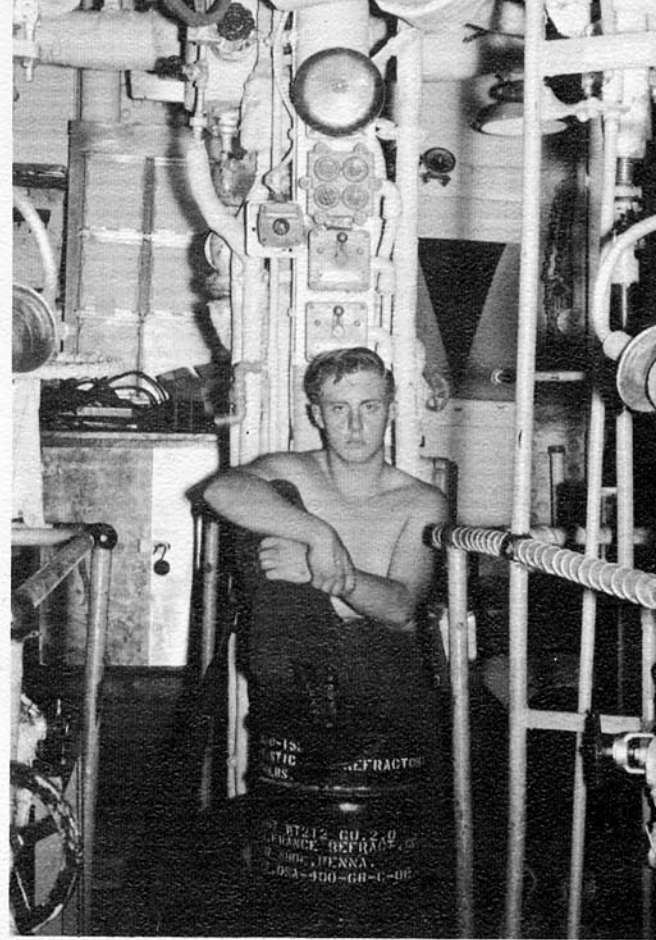


FN P. Lozito
FN S. Wesley

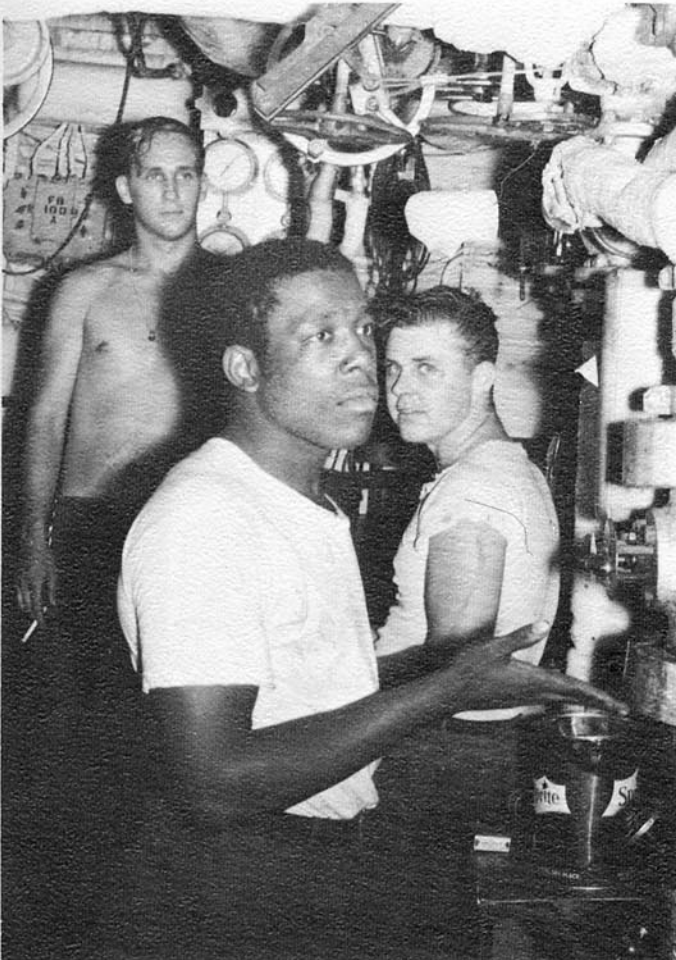
FN J. McAteer
FN R. Willis

FN R. Rogati
BTFN Wood

FN M. Tice, Jr.
BTFA E. Powers



A constant vigil



FA Lindsay

FA M. Lyme

FA E. James

Amid the boilers and pipes

R DIVISION



LTJG G. B. Gugliotta
R DIVISION OFFICER

R DIVISION is the Repair Division of the ship. It is composed of four separate but mutually assisting gangs: A GANG (MM's, MR's and EN's), E GANG (EM's), IC GANG, and the Shipfitters and DC GANG. It is their job to furnish electricity, steam heat, air conditioning, interior communications, maintain the auxilliary machinery, and act as the ship's repair force. A GANG is kept busy applying their healing hands to the reefers, air conditioners, air compressors emergency diesels, steering gear and the motor whaleboat. E GANG works on the ship's generators, motors, controllers and other electrical gear. Aside from keeping the interior communications of the ship in good repair the IC GANG provides a man to show the crew's movie each night. Whenever welding or repair on the hull is necessary the Shipfitters are on the job to give the ship their professional assistance.



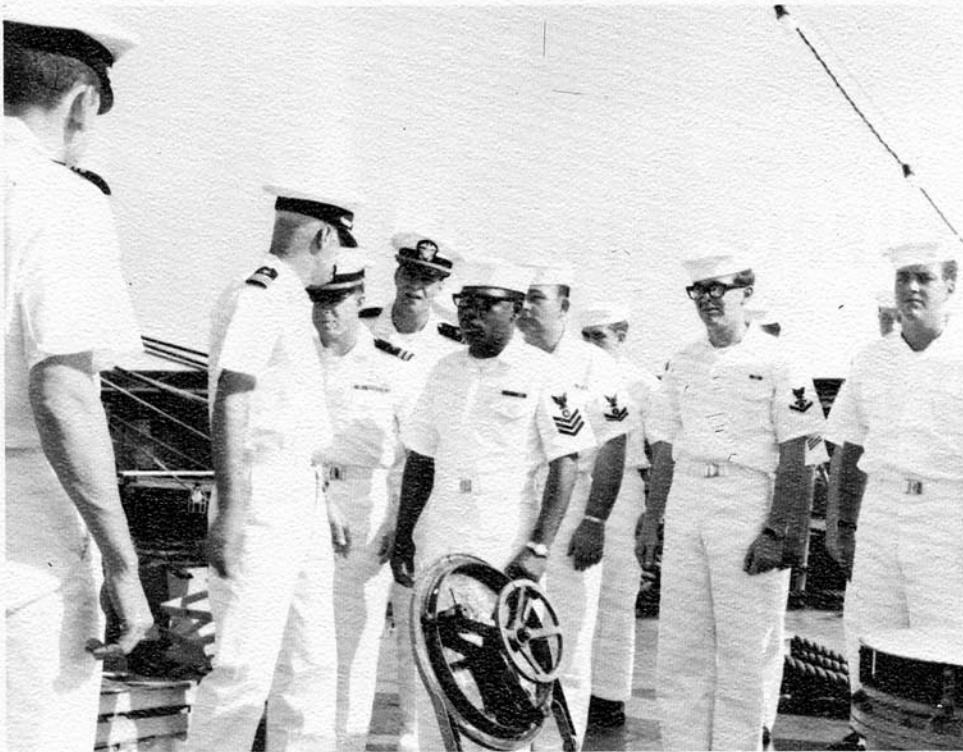
SF1 R. Crowley MM1 R. Magoch MR1 K. Myers EN1 T. Charles IC1 J. Steed



EM2 C. Rush IC3 R. Ames EM3 R. Elston DC3 D. Gambell EM3 R. Nelson



EM3 T. Tragemann DCFN W. Anderson DCFN R. Demartini EMFN B. Smith SFFN M. Hernandez



R DIVISION AT INSPECTION



FN P. Mastropolo FN R. Marks SN G. Paine MRFA N. Rug FA R. Edwards

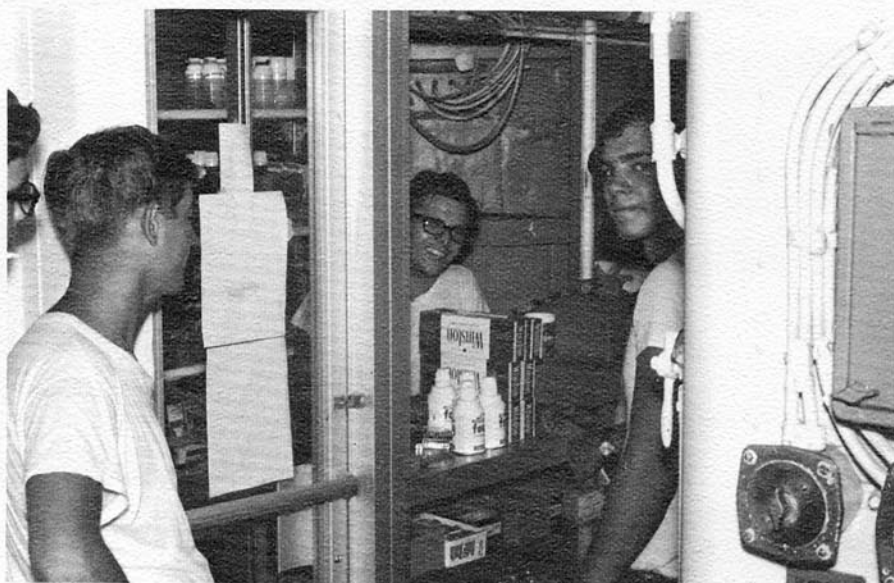
A ship, especially a destroyer, is hard: hard on its men, hard on its gear and equipment. Such a ship is also a big consumer of fuel, food, living necessities, and luxuries that the ship's store provides. It takes a real organization tightly knit, well coordinated, and all encompassing, to provide the ship and her crew with their needs. This organization is SUPPLY DIVISION and as huge as their job is they never balk but kept us well fed, kept our clothes clean, kept our equipment in good supply of spare parts, and

each department supplied with its working necessities. SUPPLY DIVISION consists of the ship's store, barber shop, laundry, stewards, cooks and disbursing. To give an example of the scope of their job, \$303,000 was spent in operational expenses and \$256,801.23 was paid out in wages for the crew. Over thirty-six thousand dollars worth of goods were sold through the ship's store. SUPPLY is big business no matter how one looks at it.

SUPPLY DIVISION



SK1 W. Johnson Jr. SK1 J. Tenerife SH2 R. Keen DK2 J. Raysik, Jr. SD3 J. Briston



"Any soda, Fountain?"

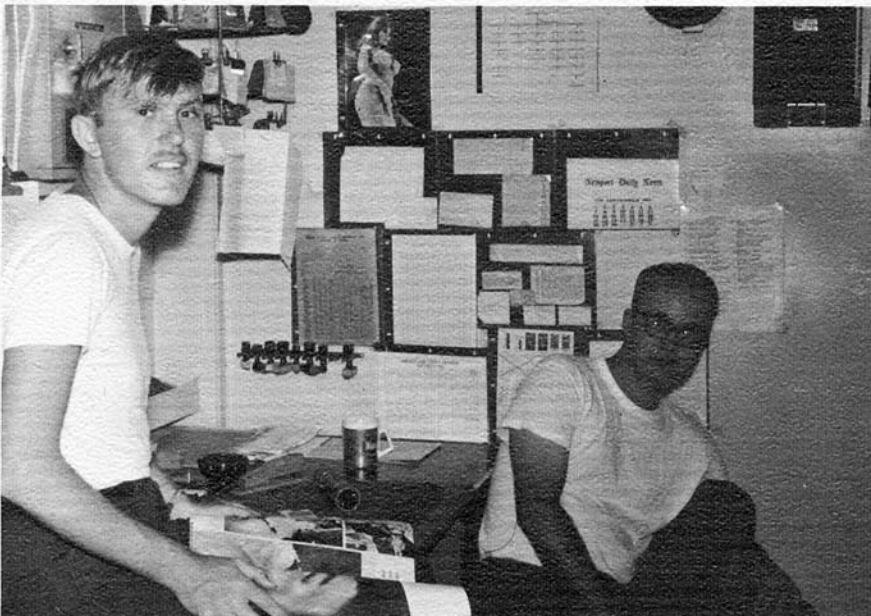
Getting ready for a steak fry



SK3 R. Edwards CS3 R. Hammer SK3 J. Raguskus SN R. Casteel

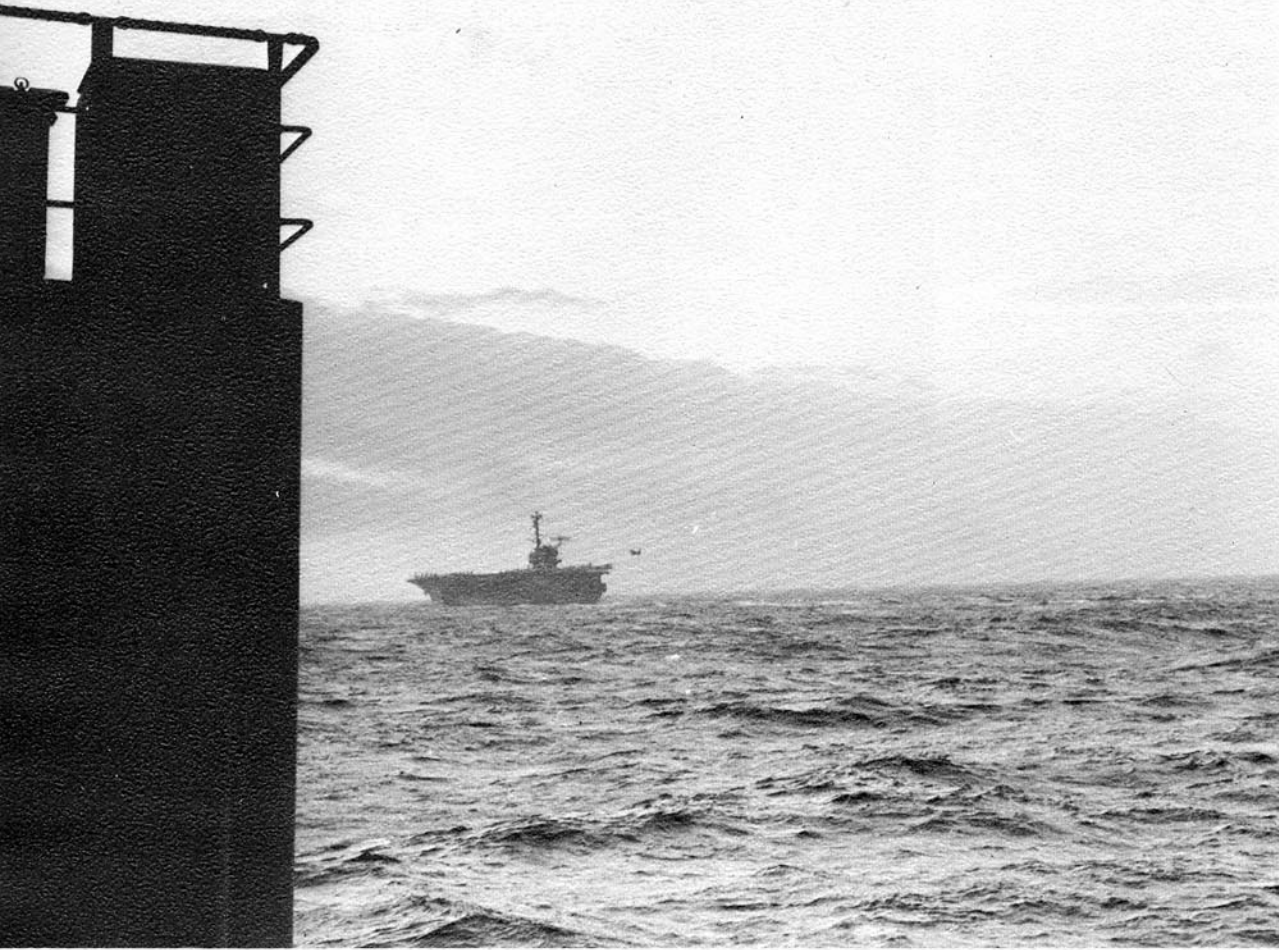


SN D. Fountain TN M. Ferguson TN A. Manuel SKSA K. Barth



"No, we don't know what happened to the \$20,000."

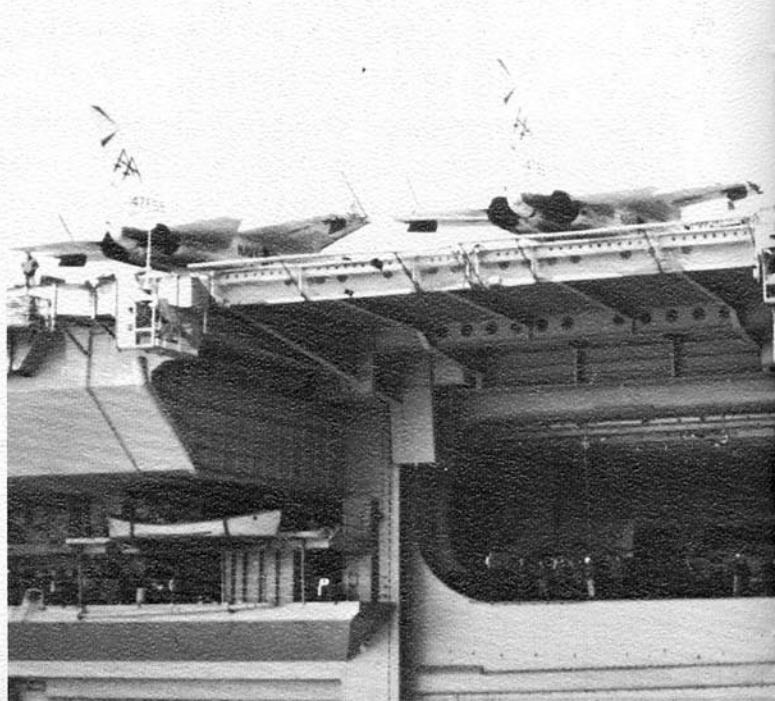
PLANE GUARDING



Landing on the FORRESTAL

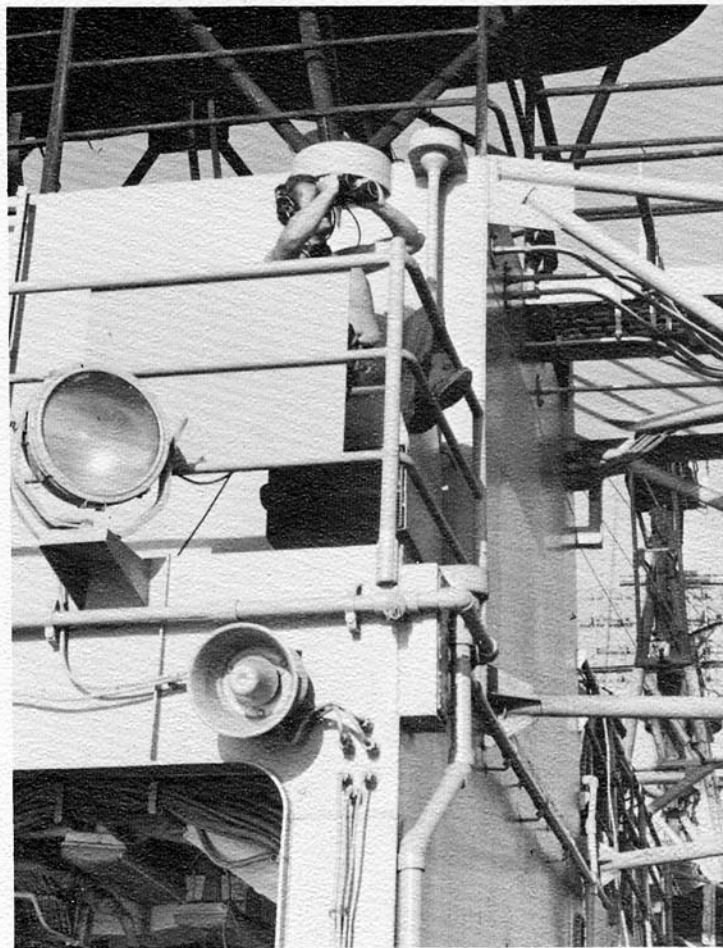
Helo standing by

The FORRESTAL is a big ship





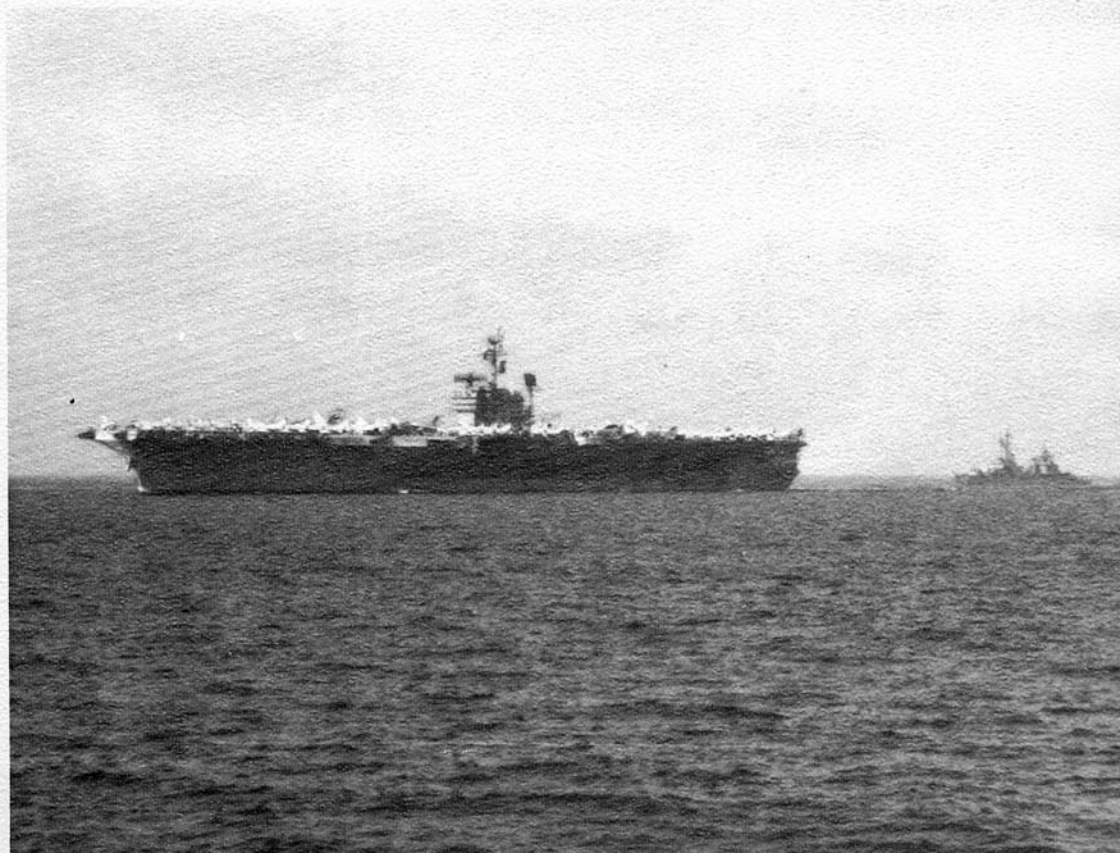
Viking 214 overhead



Plane guard watch

While in the Mediterranean and the North Atlantic one of the major functions of the USS BROWNSON was that of plane guarding for the carriers USS FORRESTAL, USS KENNEDY, USS WASP.

USS KENNEDY, another big one



REFUELING

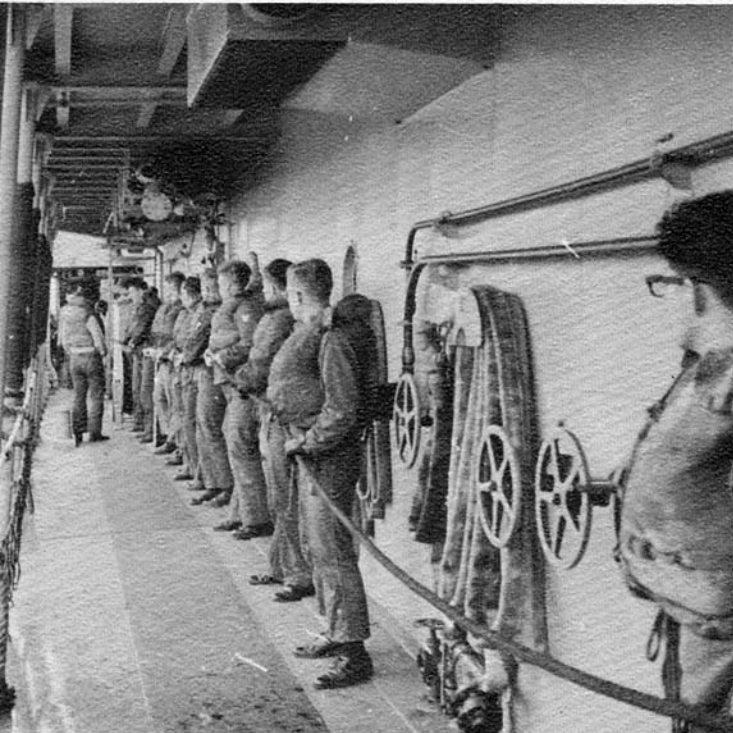


"Now station the refueling and replenishment detail...."



"Now prepare to cast off all lines....."

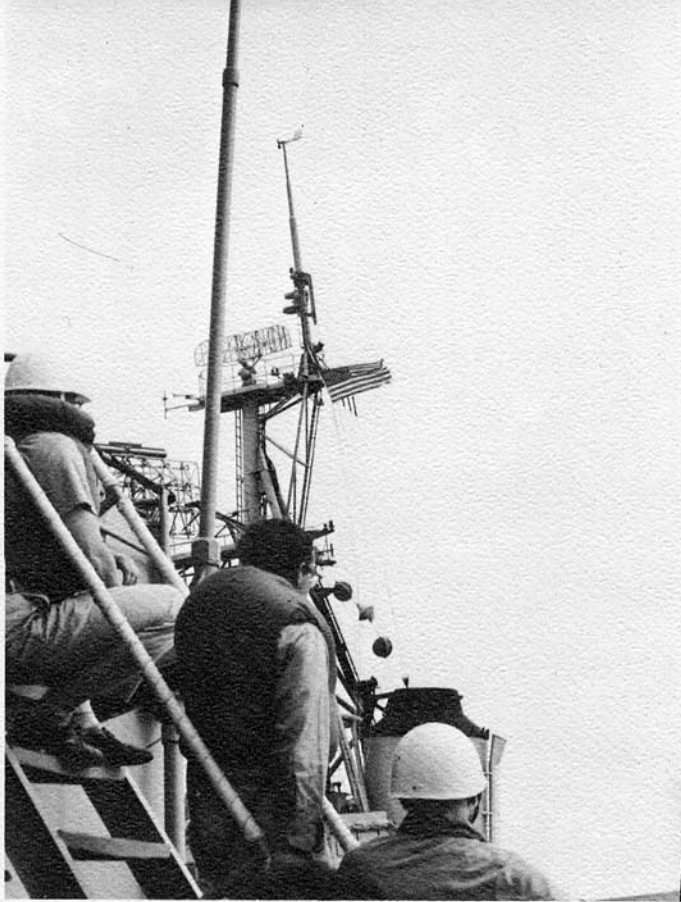
"Now man the lines....."



"What a wet job."



UNREP



Standing by

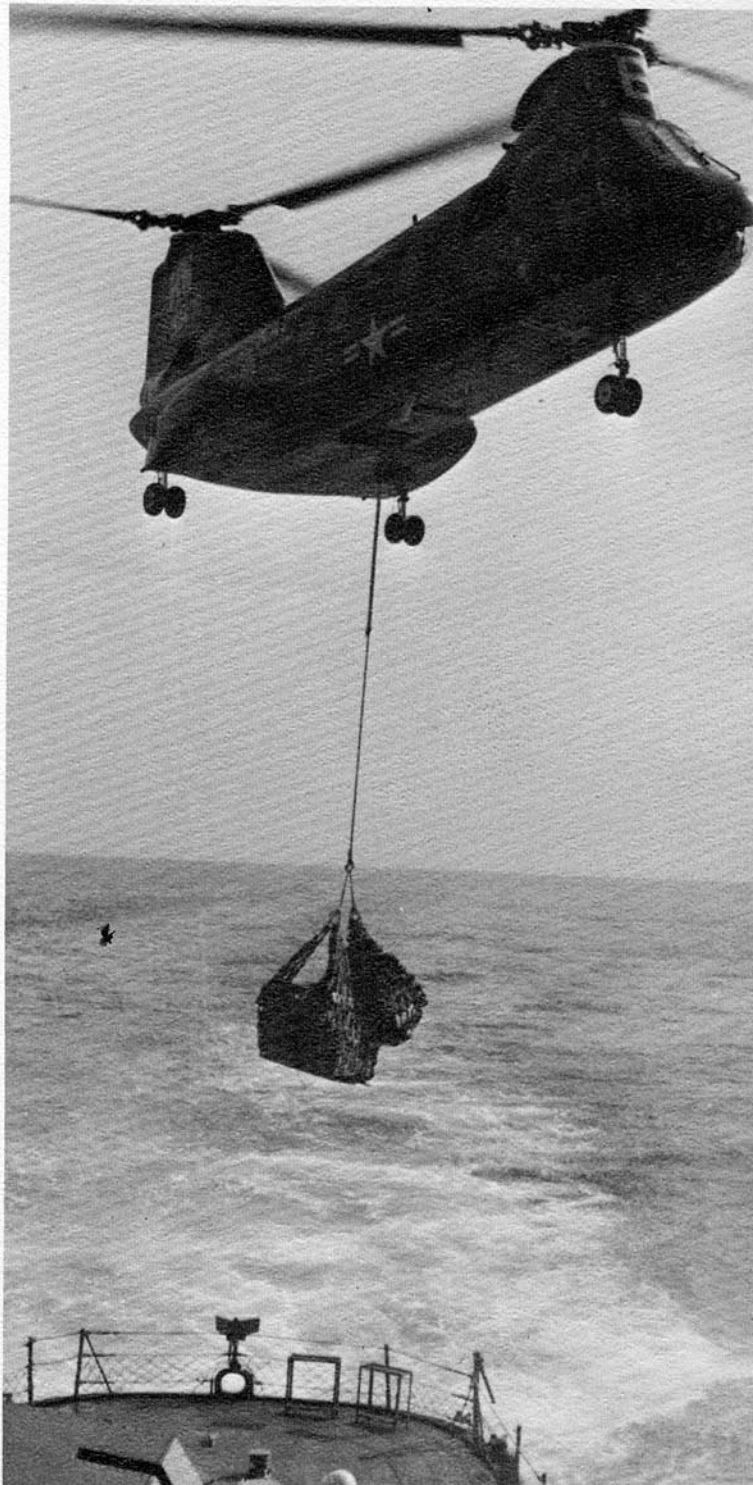
Signals before the cargo transfer



Storing the cargo



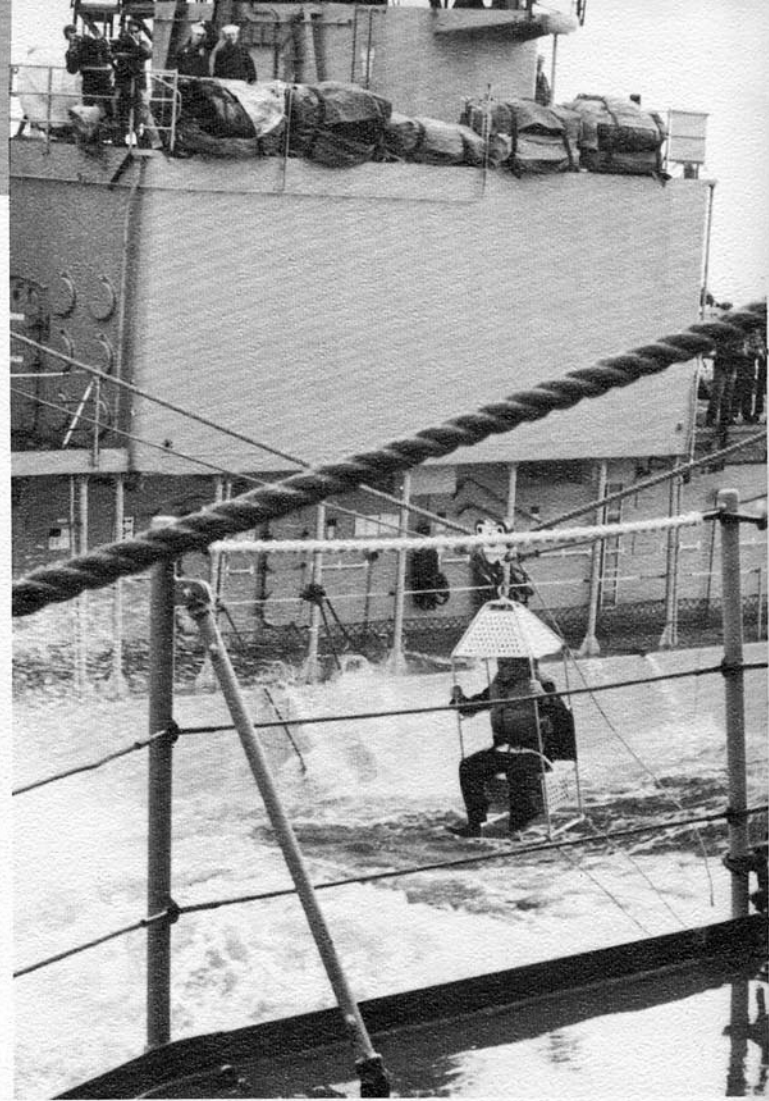
"Now station the helo detail..."



HIGHLINING



CAPTAIN and Doc stand ready

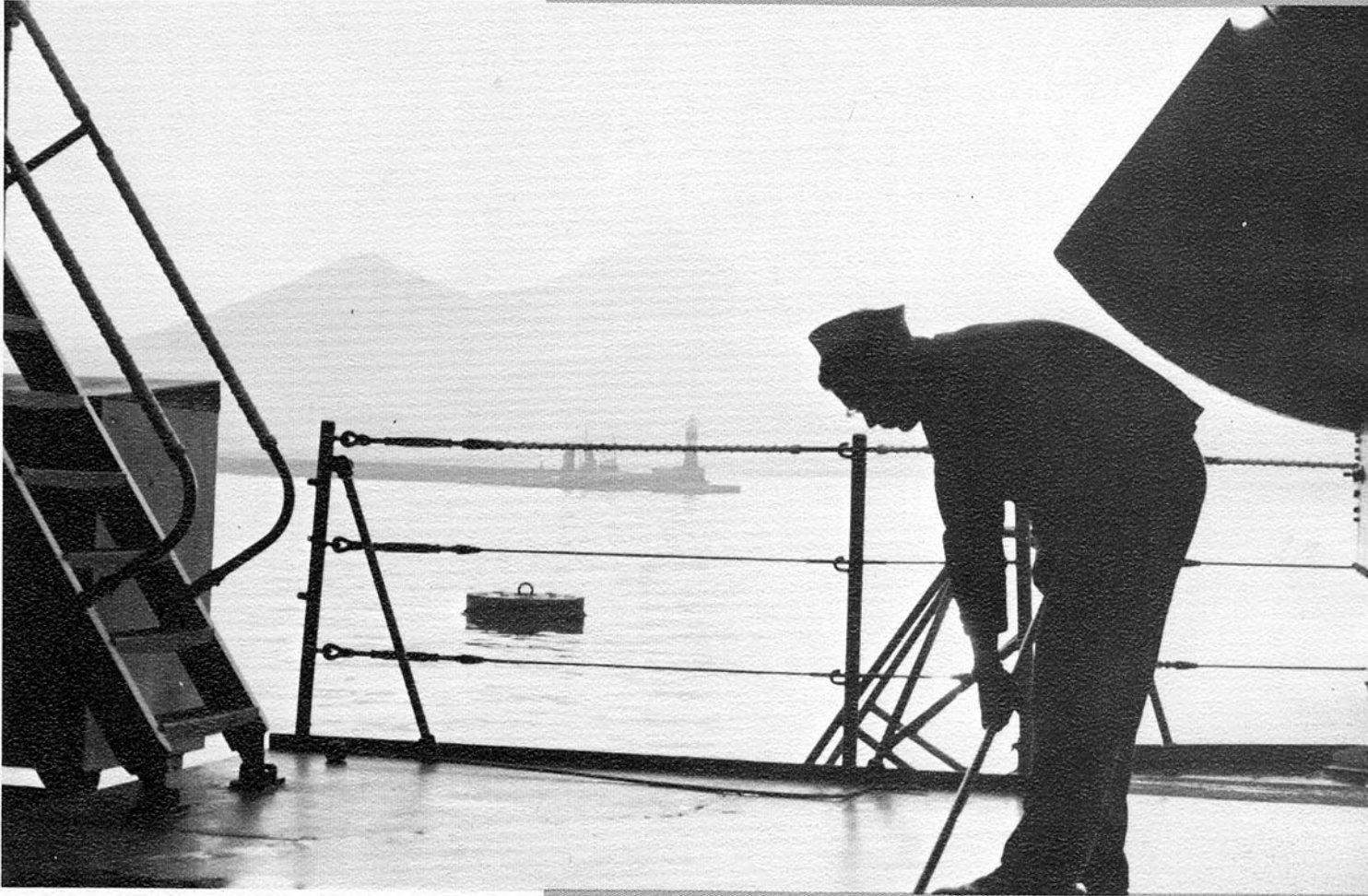


"I don't mind getting a tooth pulled, but this is ridiculous."

"Let's dunk him!"



PORTS OF CALL



Preparing for early liberty

Due to a lack of photographs for the ports of RHODES, IZMIR, and GENOA these cities are not included in this cruise book.

ATHENS



The Acropolis, a testament of Greece's former glory.
"What? no camera!"



Columns, rubble, and tourists

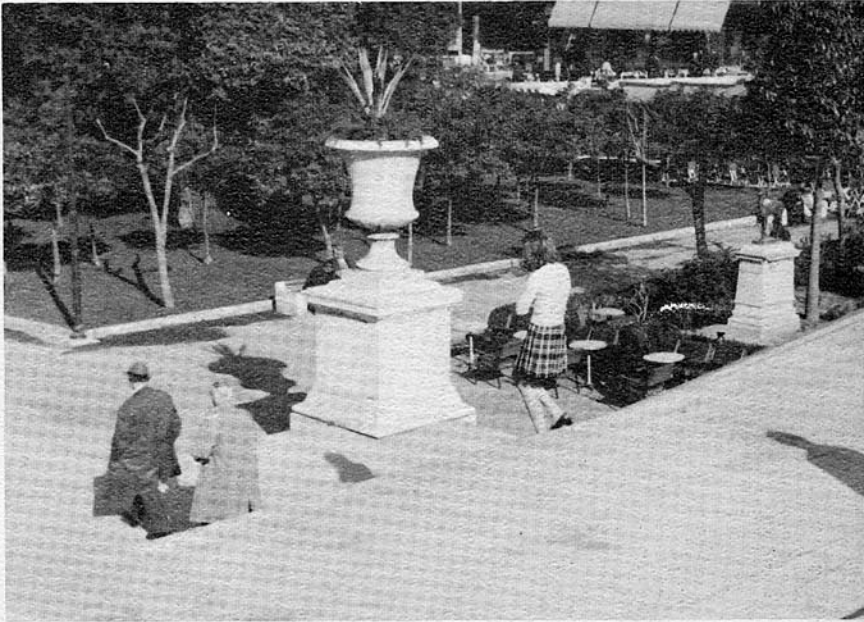




Standing witness

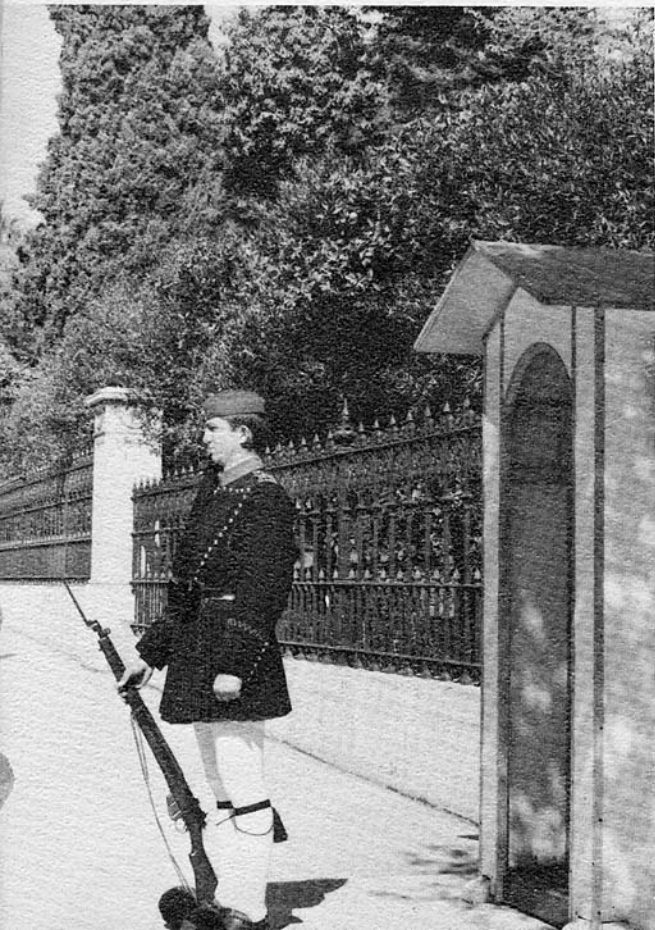


A hodgepodge of religions, cultures, and styles



Constitution Square

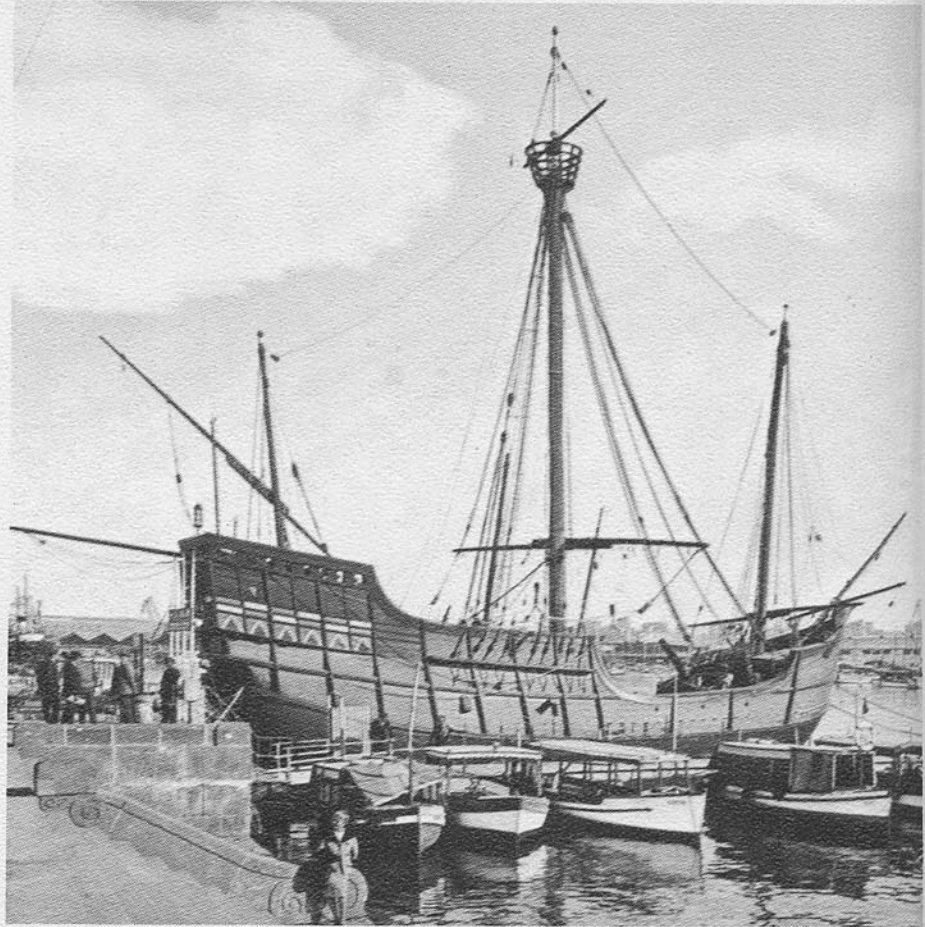
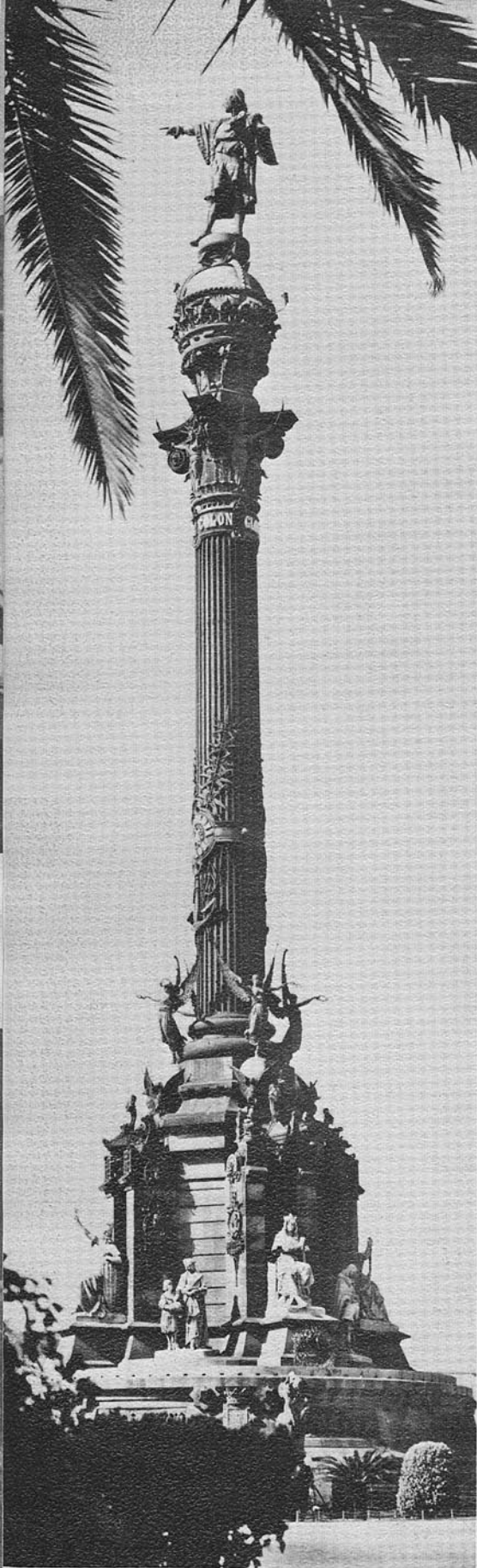
Main thoroughfare



Palace guard at parade rest



BARCELONA



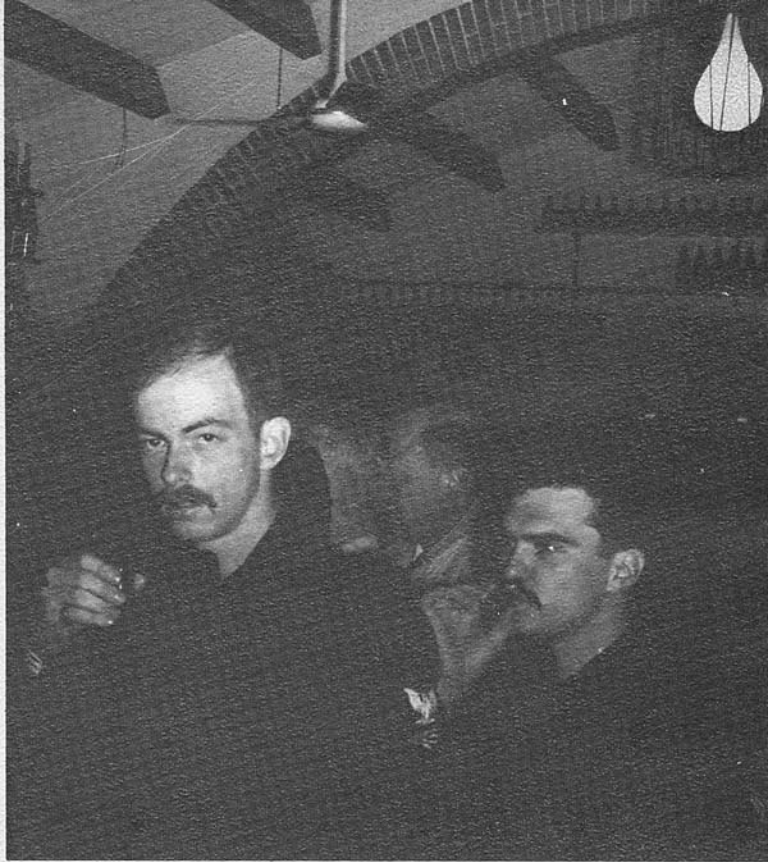
Replica of the Santa Maria



Fraternizing with the Spanish



The Rambla



Barcelona Bristo



EASTER SUNDAY



Gothic bell tower

NAPLES



Harbor of Naples



Bum boat Charlie



Happiness is a laundry service



Busy intersection



Gossiping is universal



Sunday at the Plaza

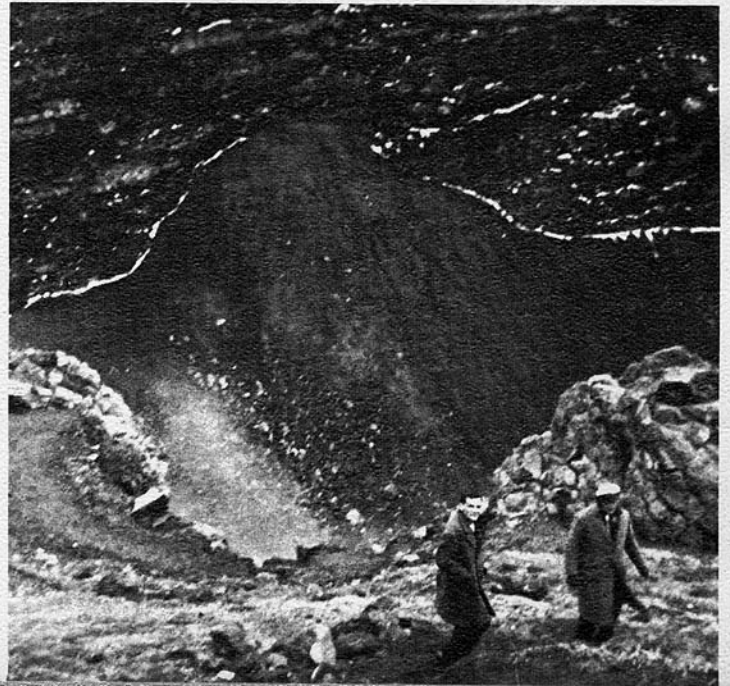


Fountain of Youth?

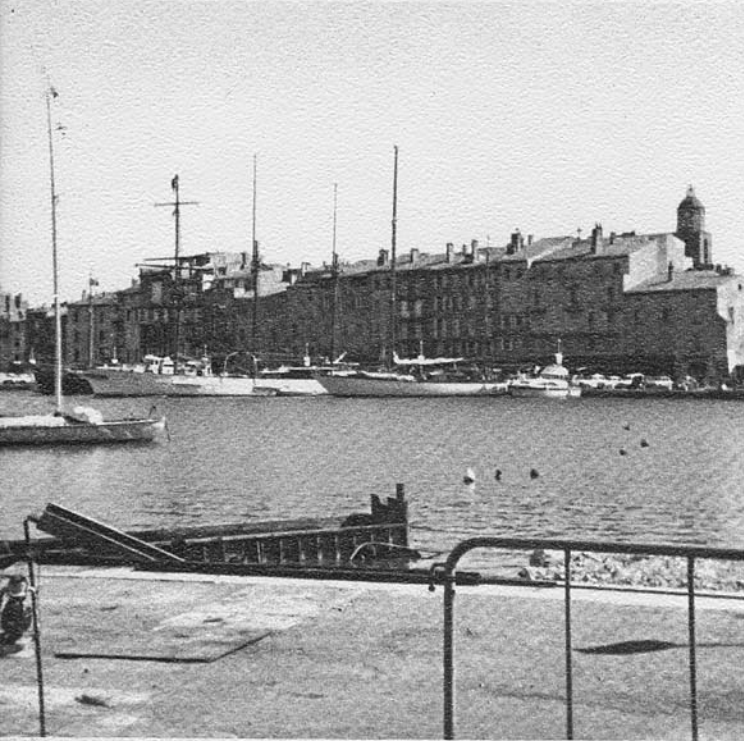


Pompii in ruins

Mount Vesuvius



TOULON



Harbor of Toulon



Hauling in fishing net



Street Market

Parlez-vous Francais?



LIVERPOOL



British Lion



Progressive Liverpool



A special day in the city

The Lord Mayor arrives



"Let's find a pub"



"No, I don't know any Beatle tunes."

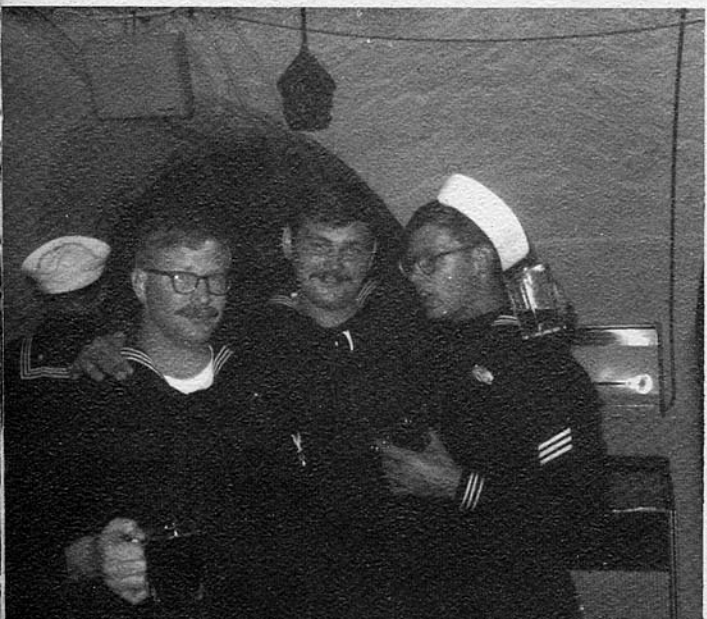


"This is what I call hospitality."



A fancy pub

The caviliers had it no better.



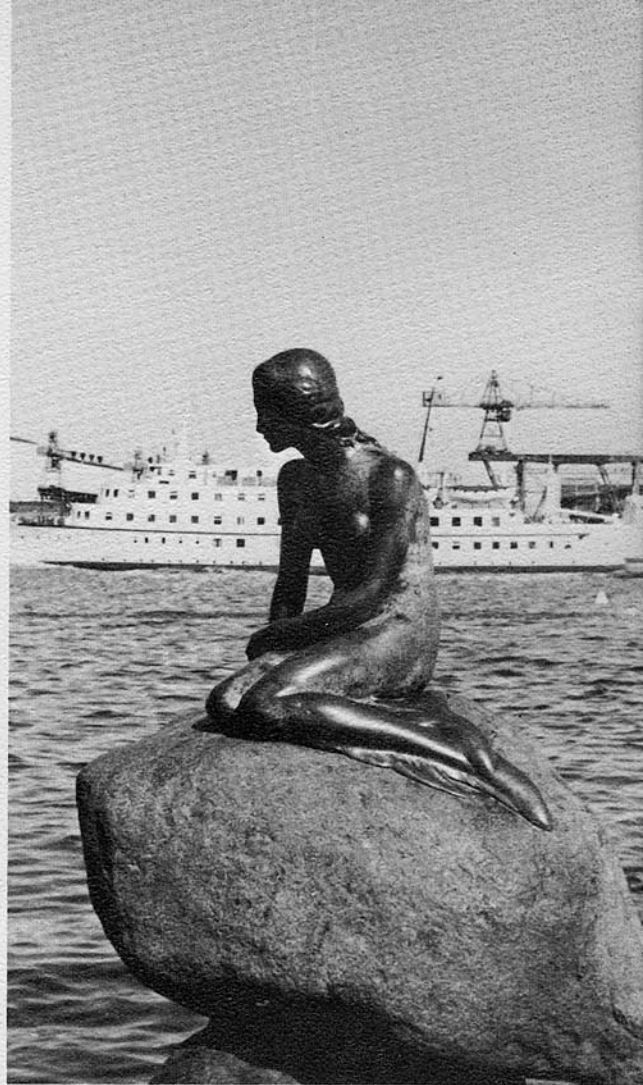
"Watch your beer Sloth."

"How do the Joneses do it?"

COPENHAGEN



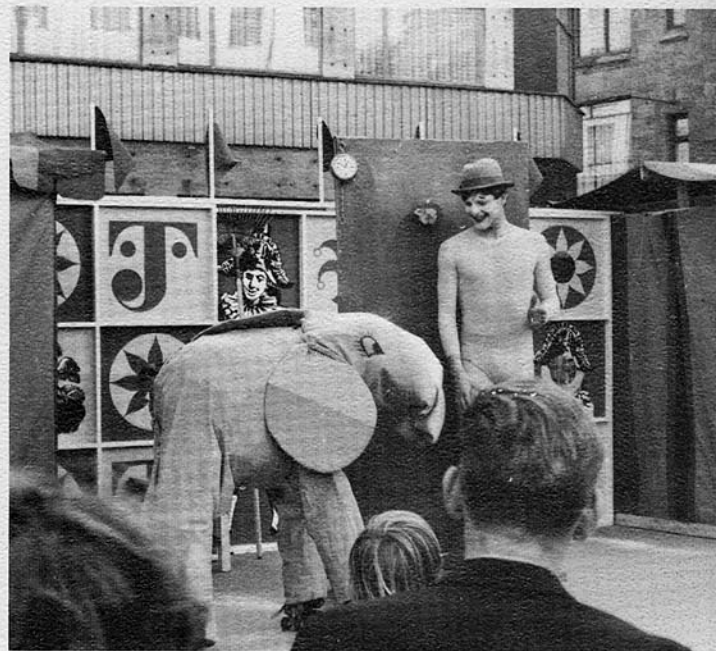
Copenhagen's haight-ashbury district



The little Mermaid



Christenborg Palace



A sidewalk burlesque



Palace guard



Royal residence

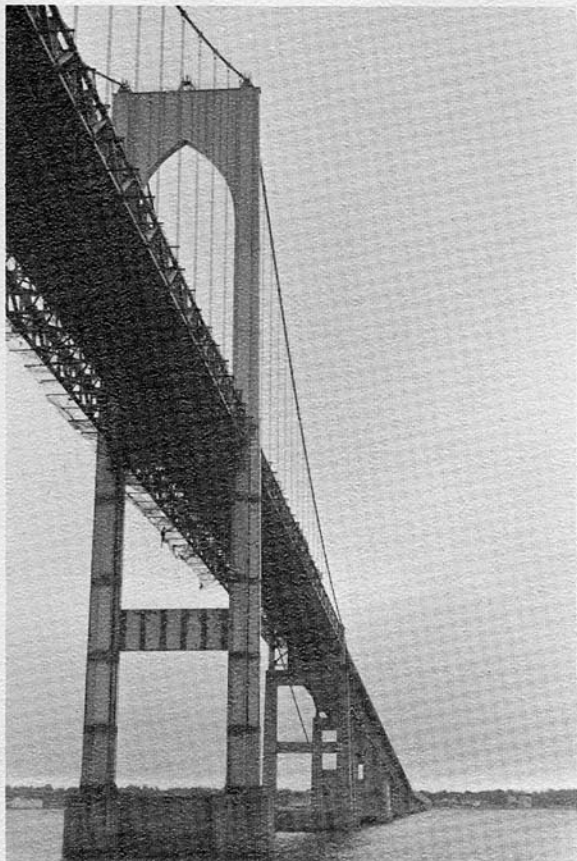
Ten tin Soldiers



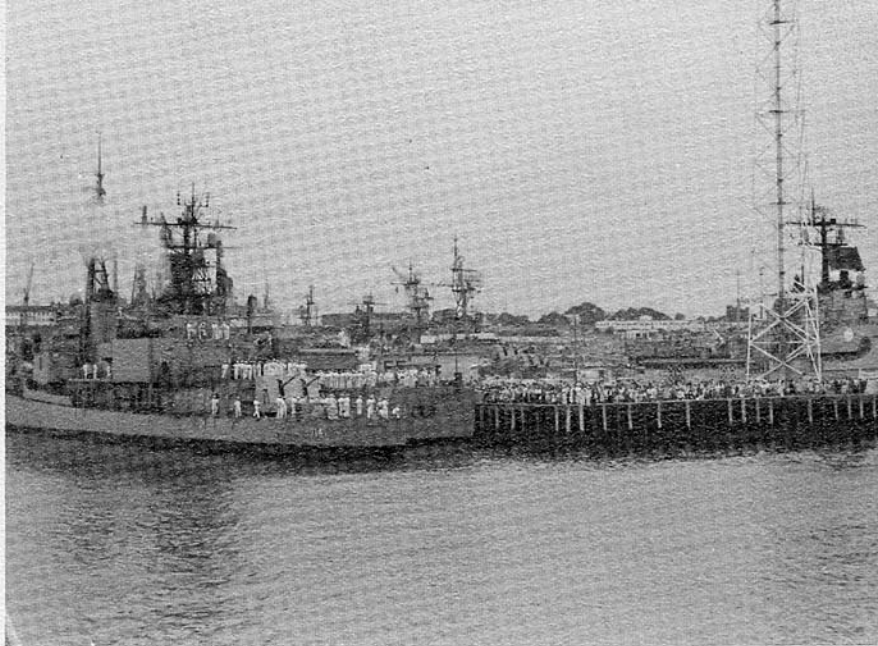
The Bird-man



HOMECOMING



This is the wake up.



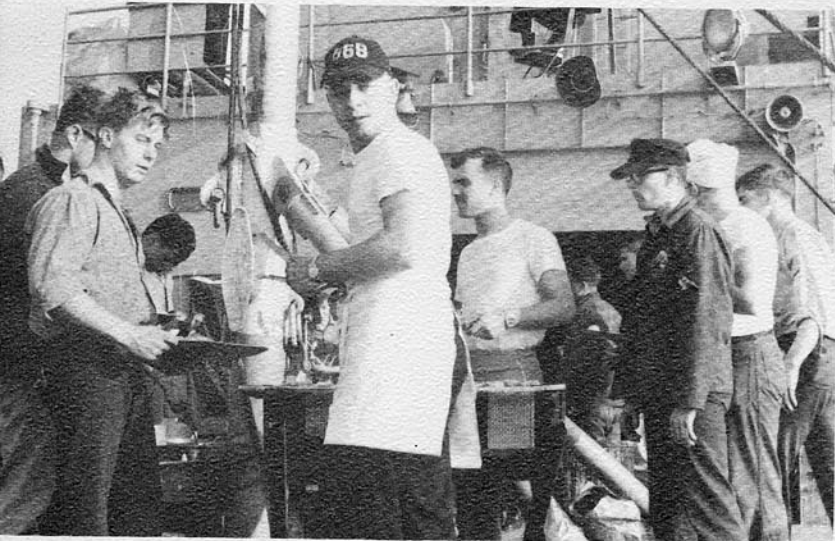
"She said she would be here."

151 days, some 33,000 miles; a long round-trip

"I see her."



**“Those were the days my friend, we thought
They’d never end”**



Underway cookout



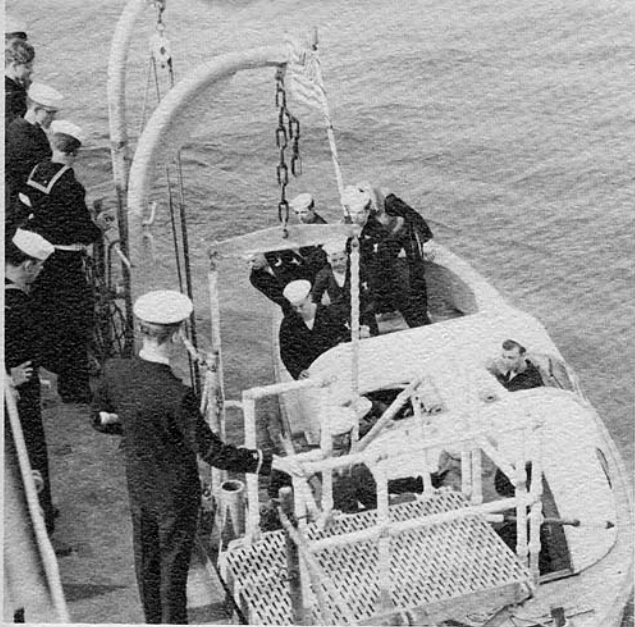
Digging the sounds



"Let's take it from the top."



"This is a hell of a watch to have."

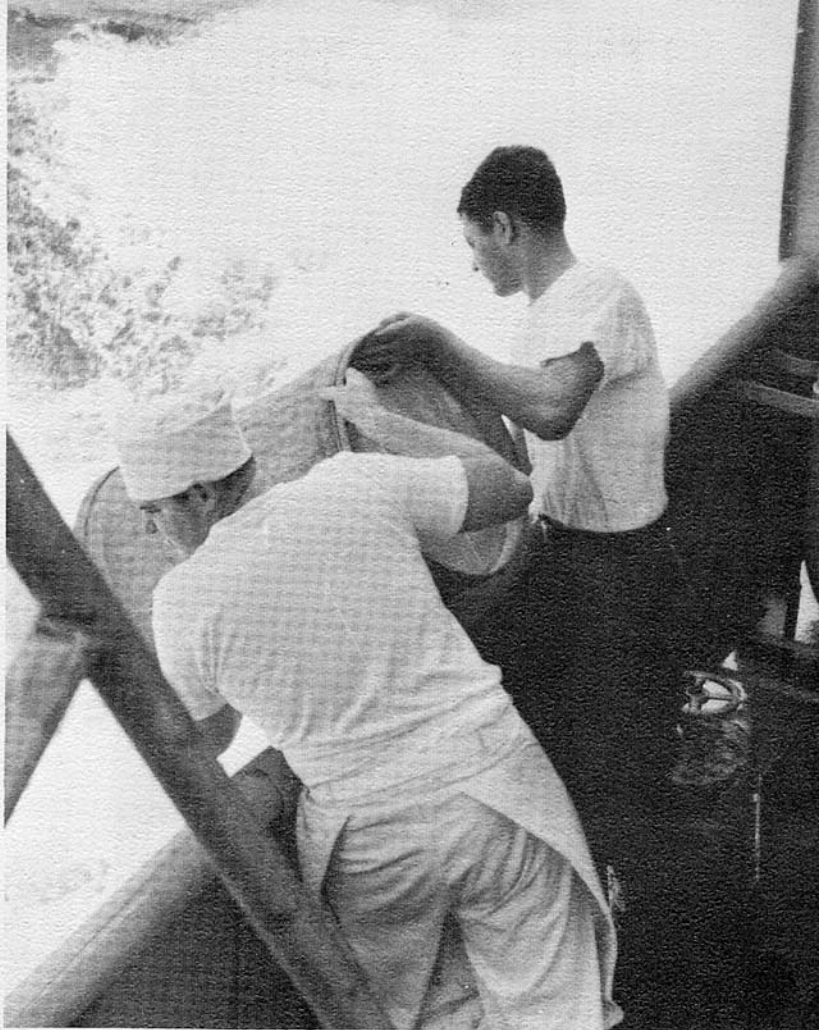


Liberty Call



Replenishing in Ismir, Turkey

Foreign food ala American style



"So much for that meal."

Sixty pounds of these a day





"What's going on?"



The XO setting the example.



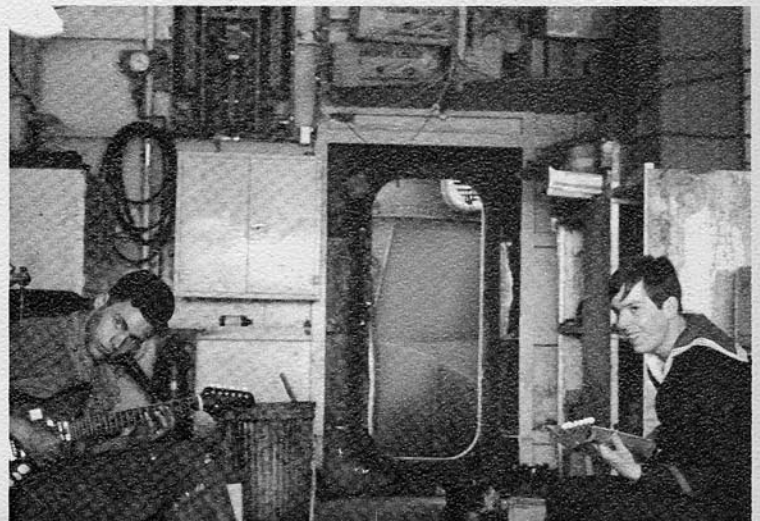
Payday settle-up

Dumping the shredding



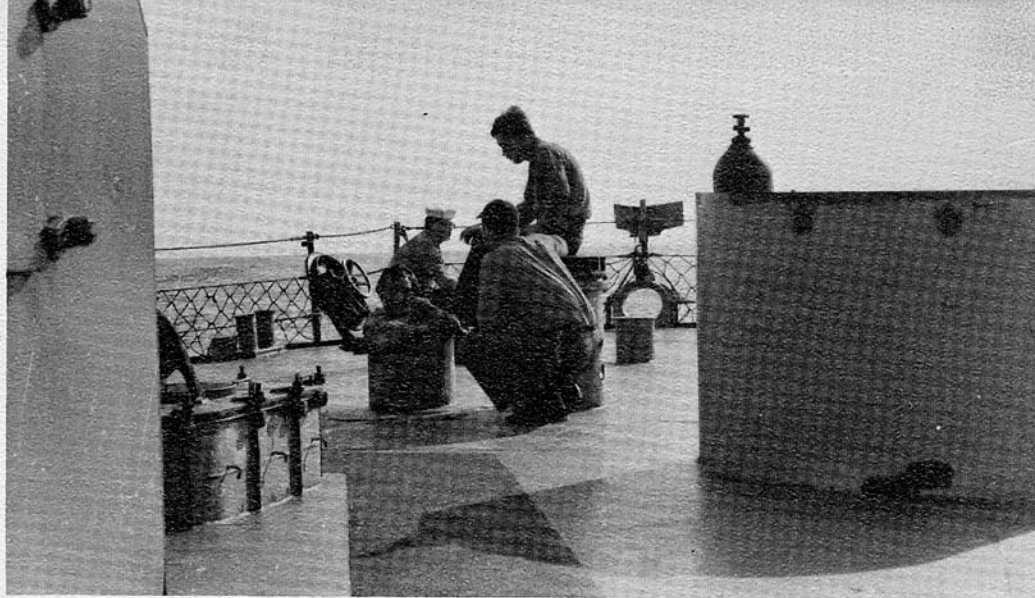
A nice quiet game

Music in common





The clown



Fantail conference



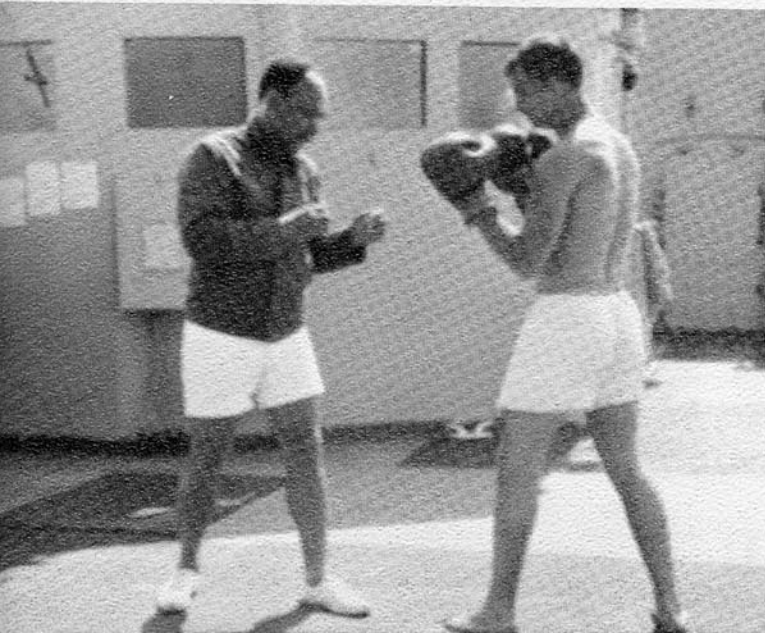
An easy plane guard

A little workout



Messcooks at their ease

"It's a rubber boot."





Getting a Mediterranean suntan



The Blue nose ceremony



Wet and cold after a refueling

P.A. White, LTJG
R.C. Trautwein, RM2
P. Kronfield
J. Jones & T. McCray

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