



"LONG EARS"

# Long Ears



A  
SPECIAL PUBLICATION  
of the  
OFFICERS AND CREW  
of the  
U.S.S. ABBOT (DD-629)



629







COMMANDER ROBERT J. NORMAN, USN  
CAPTAIN



## THE CAPTAIN

Hailing from Earlville, Iowa, Commander Norman joined the Navy in 1937. Since then his career has been one of rich experience and rapid advancement. By the outbreak of World War II, Seaman Norman had advanced to Chief Boatswain's Mate. On the fateful day of 7 December 1941 he was serving aboard the USS Nevada (BB 36) in Pearl Harbor. January 1942 saw Norman advanced to Warrant Boatswain, and in October 1943 he was commissioned an Ensign in the U.S. Navy.

Between 1942 and 1948 Commander Norman served in many capacities. Included were the Deep Sea Diving School in Washington, D. C., salvage work on the east coast and in the Philippines, and an instructorship at the Salvage Divers School. These activities terminated with a two-year tour of duty in San Francisco as Ship Salvage Officer of the 12th Naval District based at Hunter's Point.

In addition, Captain Norman has served as Operations Officer of the USS Turner (DDR 834) and Executive Officer aboard the USS Rooks (DD 804). He attended Iowa State College for one year under the Holloway Plan and the General Line School in Monterey, California. In 1956 he was a student in the Command and Staff Course at the Naval War College. This was followed by two years of duty on the War College Staff during which he was selected for Commander.

His first command was the USS Recovery (ARS 43) out of Panama, and in July 1959 he assumed command of "Long Ears," the USS Abbot (DD 629).

Captain Norman was married in June 1943 to the former Miss Agnes Strum, RN, of Martinsville, West Virginia. The Normans have four boys and make their home at 357 Turner Road, Middletown, Rhode Island.

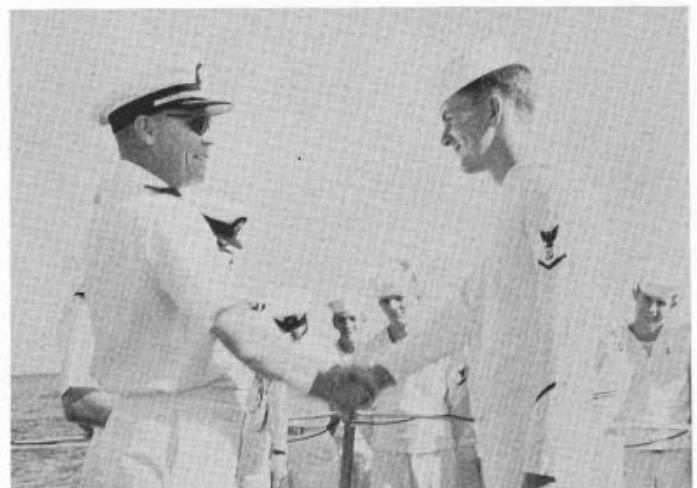


Addressing the crew on the fantail



Taking the ship alongside

I can remember the day . . .



**AT ALL TIMES . . .**



**HIS RESPECT,**

**HIS FRIENDLINESS,**

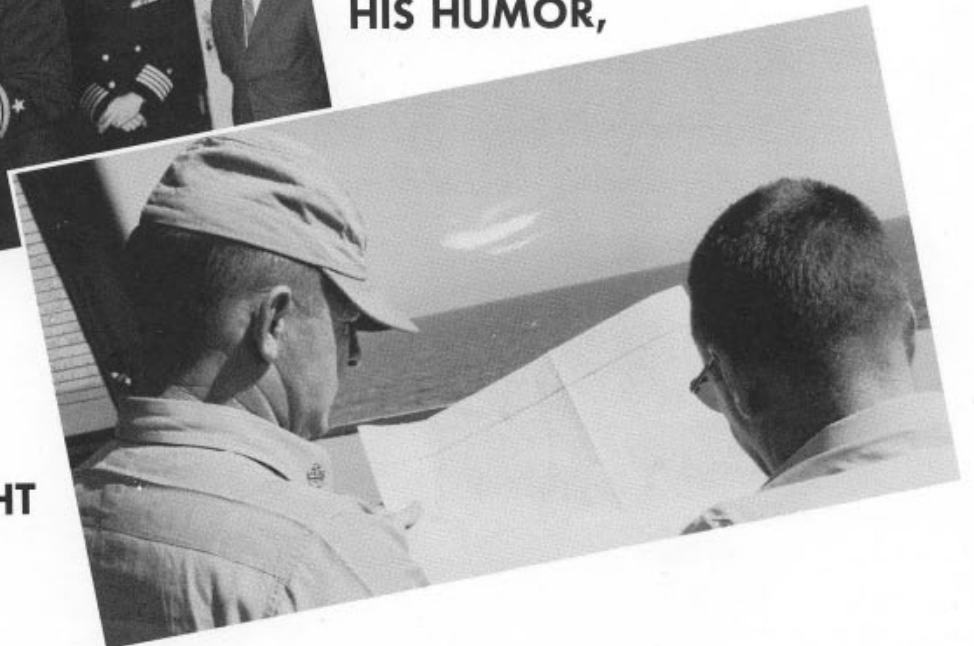


**HIS VIGILANCE,**



**HIS HUMOR,**

**AND HIS FORESIGHT**



**. . . WERE AN INSPIRATION TO ALL.**



# THE OFFICERS



*LCDR WILLIAM C. MAGEE, USN*  
EXECUTIVE OFFICER



*LT KENNETH L. WRIGHT, USN*  
OPERATIONS OFFICER





*Ltjg* **EDWARD C. YUSKIS, USN**  
ENGINEERING OFFICER

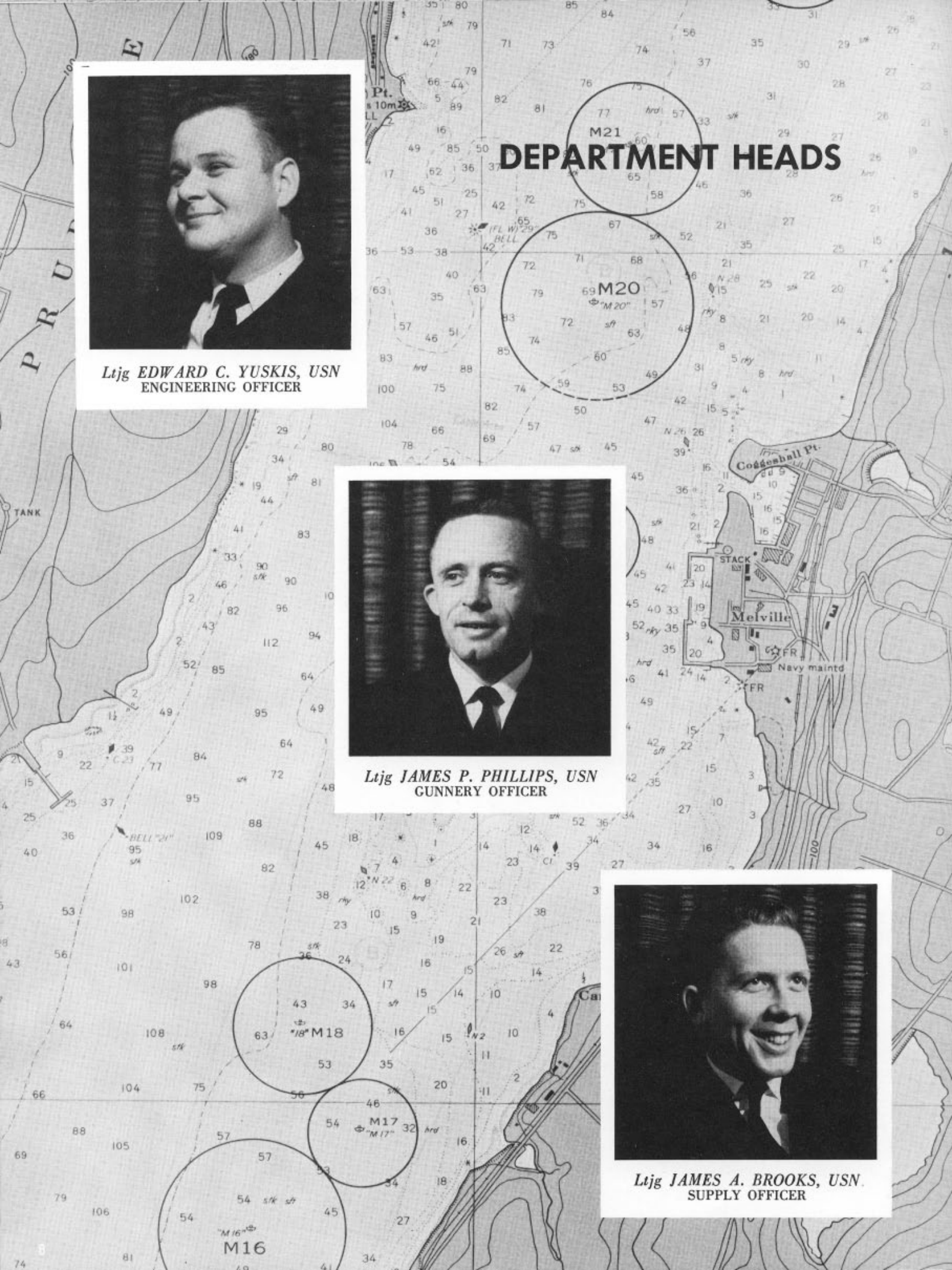
## DEPARTMENT HEADS



*Ltjg* **JAMES P. PHILLIPS, USN**  
GUNNERY OFFICER



*Ltjg* **JAMES A. BROOKS, USN**  
SUPPLY OFFICER





Ltjg P. G. COBURN  
Navigator



Ltjg G. T. SIMMONS  
ASW Officer



Ltjg M. T. HILL  
Damage Control

## DIVISION OFFICERS



Ltjg B. F. BREMER  
Communications



Ltjg D. K. BALDWIN  
CIC Officer



Ltjg F. V. LLOYD  
First Lieutenant



Ens C. T. BAYLEY  
Ordnance



Ens R. A. K. TAYLOR  
Main Propulsion



Ens C. F. EGAN  
Damage Control



*CAPTAIN A. G. BARTON, USN*

## COMMANDER DESTROYER DIVISION 202

On October 16, 1960, USS Abbot became the flagship of Destroyer Division 202. Everyone welcomed Captain A. G. Barton aboard, and it was indeed a pleasure to have him accompany us for the remainder of the cruise. His staff consisted of Lt Harrison, the doctor, and Ltjg Prather, Staff Operations Officer. Other members of his staff alleviated Abbot's workload in radio and on the signal bridge.



*Ltjg R. PRATHER, Staff Ops*

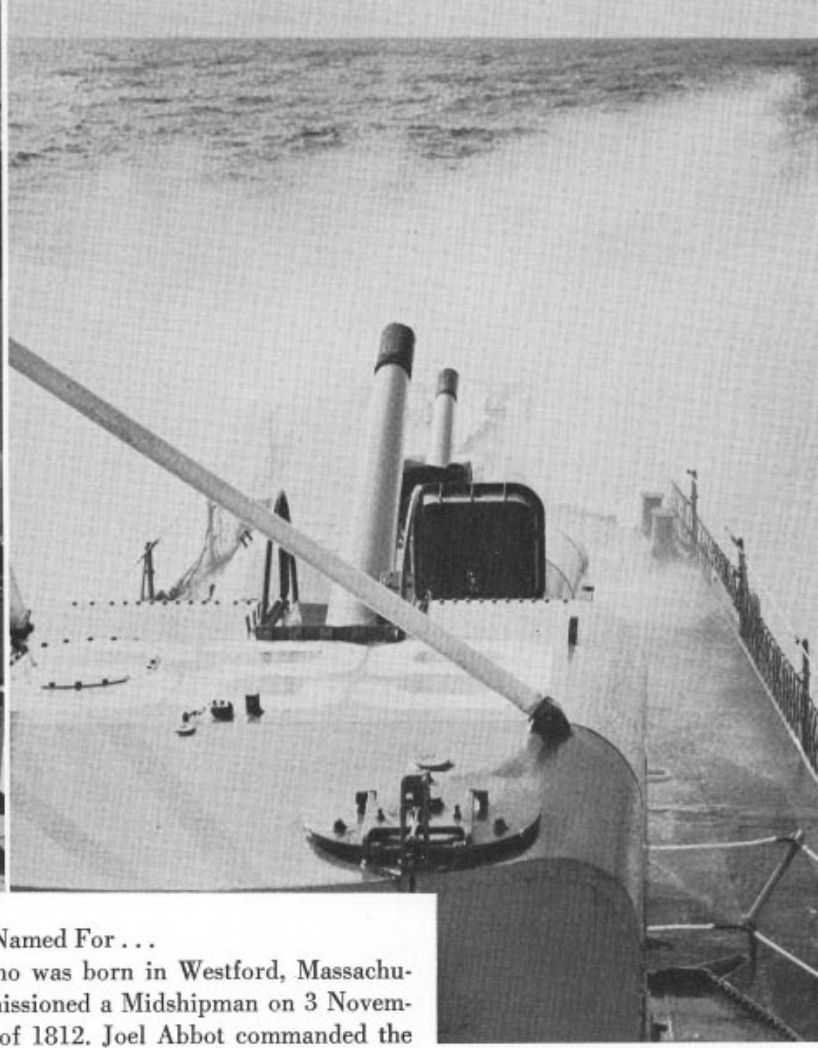
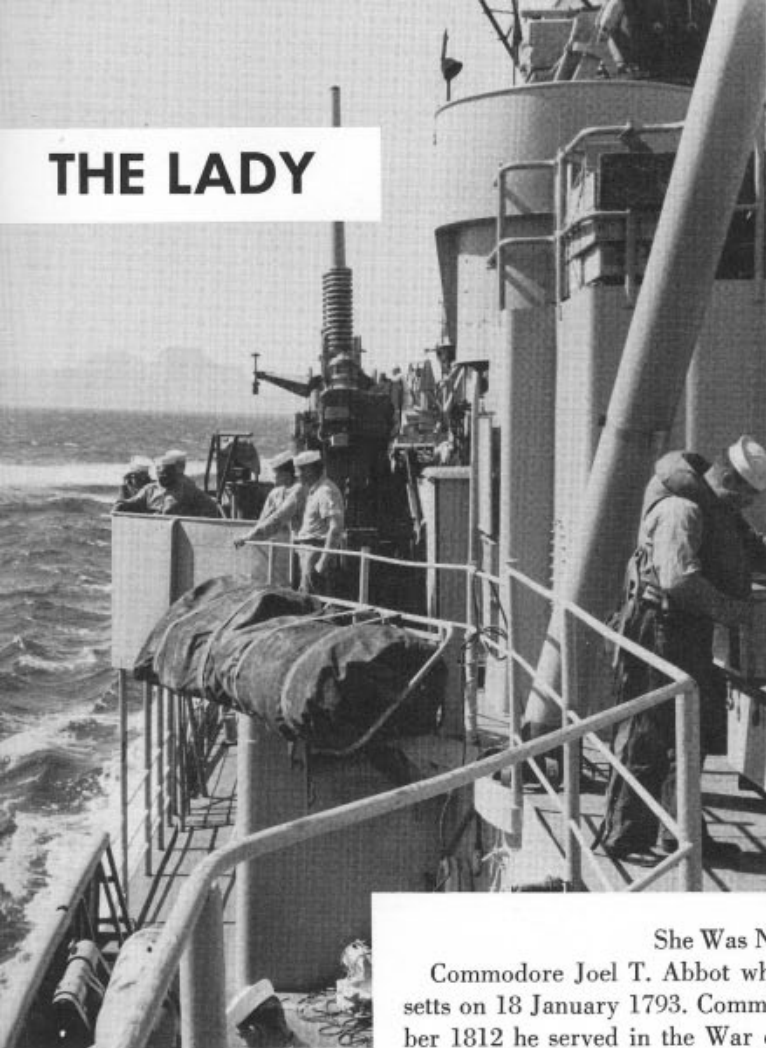
- **U.S.S. JOHN PAUL JONES (DD932)**
- **U.S.S. ABBOT (DD629)**
- **U.S.S. THE SULLIVANS (DD537)**



*Lcdr C. CROSTON, Chaplain*

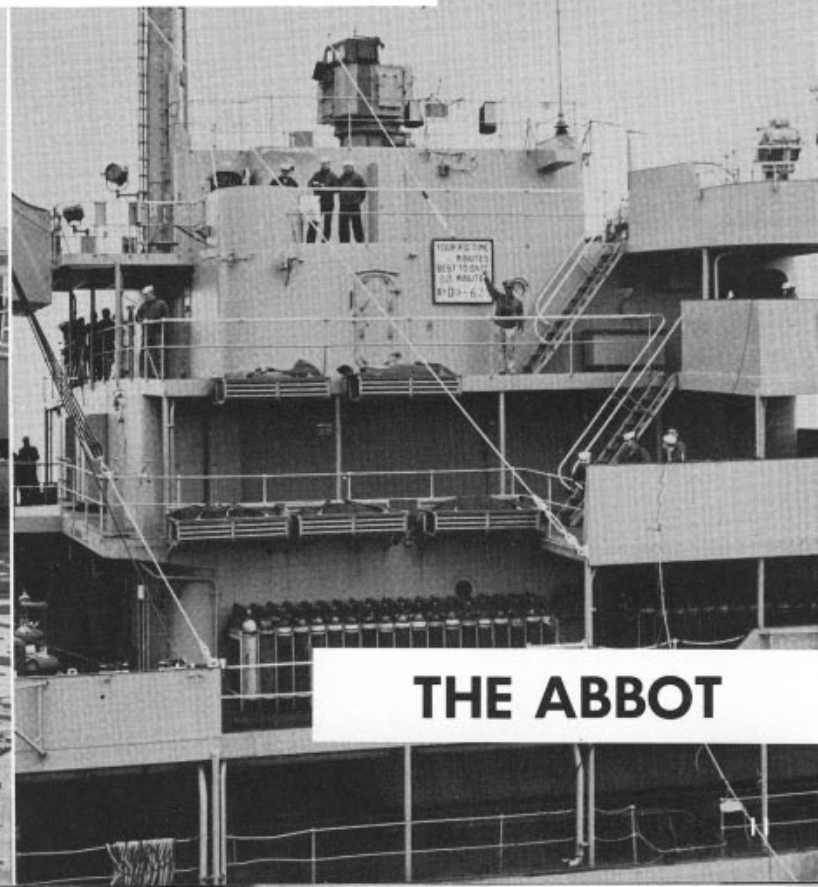


## THE LADY



### She Was Named For . . .

Commodore Joel T. Abbot who was born in Westford, Massachusetts on 18 January 1793. Commissioned a Midshipman on 3 November 1812 he served in the War of 1812. Joel Abbot commanded the frigate *Macedonian* during the Japanese expedition of 1852 and was advanced to Chief of Staff for Commodore Matthew Perry before the expedition ended. Commodore Abbot died of malaria in Hong Kong on 11 December 1855.



## THE ABBOT



# ABBOT ATHLETES



Softball team in Oporto, Portugal. *Standing:* Meier, Walker, Ltjg G. T. Simmons, Athletic Officer, Knight, Schrenghost, Sheppard. *Kneeling:* Thompson, Petrie, Rogers, O'Connell, Wisniewski, Tighe, Craven.

Abbot's sports teams, headed by coach Simmons, were always on the move. In Oporto, Portugal, the softball team played the USS McGowan before some 2000 spectators. There was no real outcome since players from the consul intermingled and occasionally a young Portuguese player was given a chance at bat. The afternoon provided a real change of pace after twenty-eight days at sea.

## SOFTBALL TEAM

Craven  
 Graulich  
 Kaminski  
 Knight  
 Meier  
 O'Connell  
 Petrie  
 Rogers  
 Schrenghost  
 Sheppard  
 Thompson  
 Tighe  
 Walker  
 Wisniewski



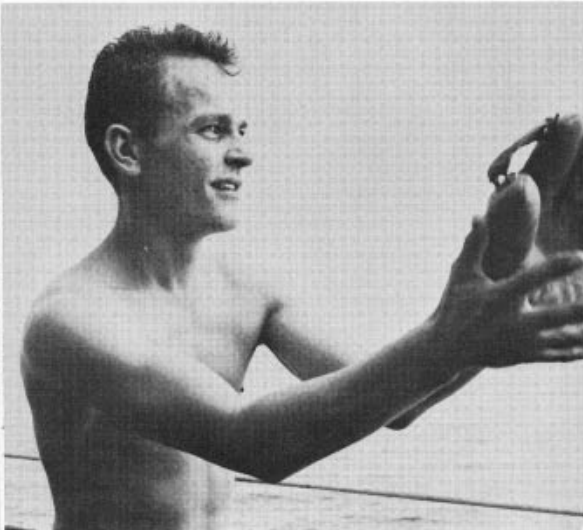


Buch makes it look easy

Later the basketball team joined with the USS McGowan to play a local Portuguese team. In Karachi the Abbot softballers played several games. In one outstanding game the Abbot defeated the American Embassy. During the second visit to Pakistan, Ensigns Hill and Lloyd played as part of the US Navy tennis team in matches with the Royal and Pakistanian Navies. A water polo team, headed by Vasquez and Hagey, competed in two matches with Pakistanian Naval teams. In Athens the globetrotting basketball team joined with the USS Decatur in a game against a hustling Greek team.

Wisniewski sharpens up

In Oporto, a line drive single



# PROMOTIONS

Ltjg P. G. Coburn  
 Ltjg G. T. Simmons  
 Ltjg J. A. Brooks  
 Ltjg M. T. Hill  
 Ltjg B. F. Bremer  
 Ltjg F. V. Lloyd  
 Ltjg D. K. Baldwin  
 R. E. Herald, SKCS  
 G. A. Young, YNCS  
 D. J. Acord, MMCS  
 Newsom, MM1  
 Stogner, SF1  
 Banta, EM2  
 Emmons, FT2  
 Meier, IC2  
 Catlett, MM2  
 Fancella, MM2  
 Kerop, MM2  
 Ellis, MR2  
 Meyer, RD2  
 Peters, RD2  
 Heckman, SOG2  
 Hantak, SOG2  
 Spatz, SOG2  
 Bruce, BM3  
 Meeney, BT3  
 Kaiser, EM3  
 Tighe, EM3  
 Wisniewski, EM3  
 Clifford, FTM3  
 Chadwick, FTM3  
 Cole, L., IC3  
 Caracciolo, MM3  
 Durham, MM3  
 Harp, MM3  
 Heimlich, MM3  
 Kaminsky, QM3  
 Hughes, RM3  
 Morris, RM3  
 Bond, SFP3  
 Wright, SFP3  
 Donohoe, SM3  
 Hall, SM3  
 Layton, SM3  
 Dingman, ETR3  
 Bridges, SOG3  
 Hudson, SOG3  
 Burgette, YN3  
 Graulich, YN3  
 Potter, BT3



Stand by for a wetting down party



Banta adds another stripe



Chief Herald achieves SKCS

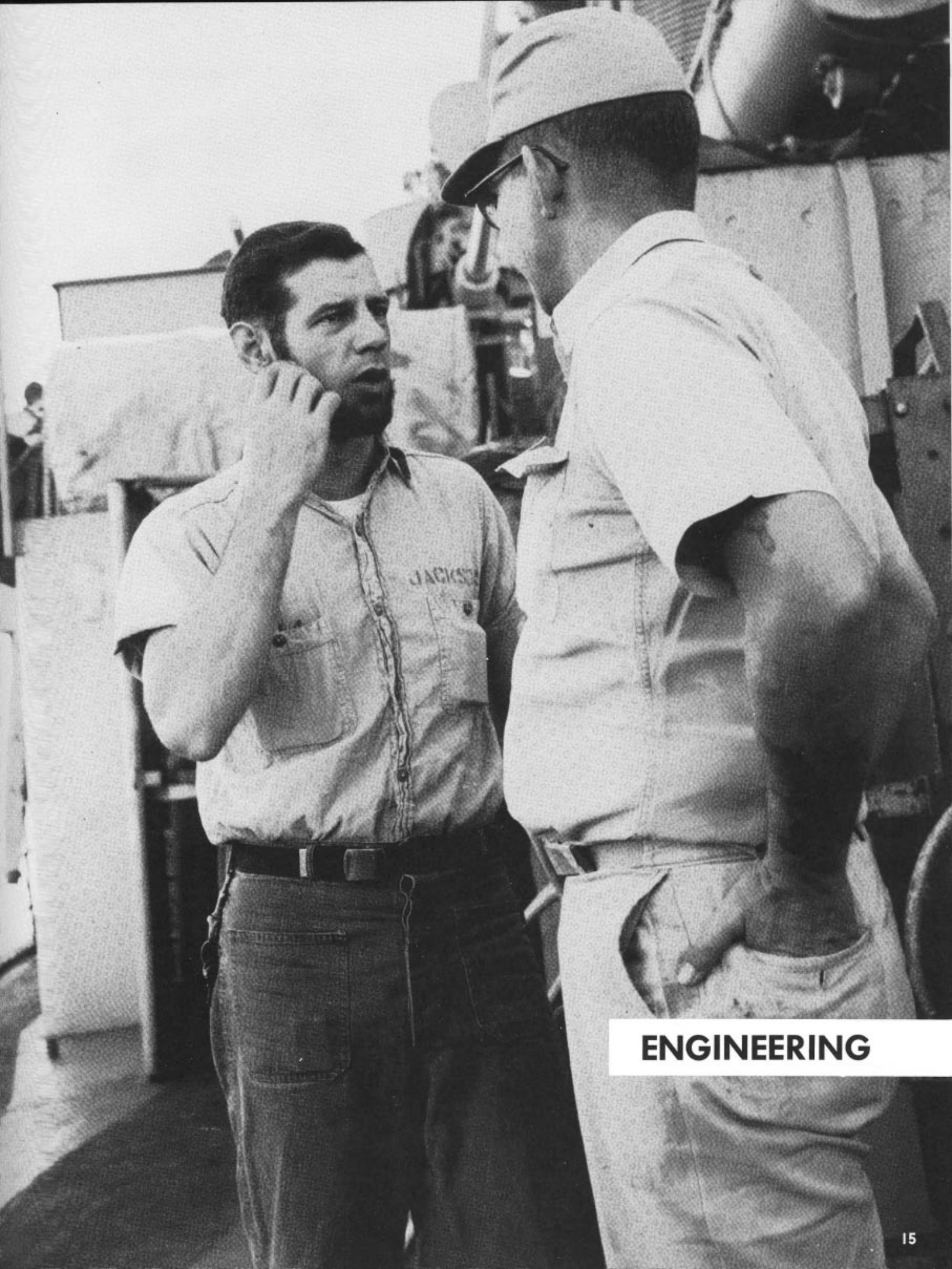


Sage RD1, looking forward



Newsome, one of the very best below decks





**ENGINEERING**



The pride of the Abbot, and rightfully so, are her engineers. They are known as a "work hard—play hard" group. There were many occasions when an untimely casualty would keep several hands up all night effecting repairs.

The boilermen used 1,295,000 gallons of fuel on this trip and refueled twenty-six times. They arrived in Pakistan with only sixteen per cent fuel on board.



Visiting Sandeman Winery in Portugal



Front row: Ens Taylor MPA, Minicozzi FN, Doochack BT3, Zuck FN, Ward BT1, Leading PO, Poe BT2. Second row: Cranmer BT2, Roach FN, Ciafrani FN, Meeney BT3.



*Kneeling: Schrayner FN, Morabito MM3, Beavers FN. First row: Kerop MM2, Denny MM2, Harp MM3, Bodgers, MM3, Ledoux, MM1, Leading PO. Second row: Newsome MM1, Davis FN, Durham FN, Carney MM3, Keeves FN.*



Cutting in the fuel oil heater

They kept us moving





Setting a record—2.8 minutes

During the cruise a twenty knot fuel economy run was held as well as several engineering casualty control comps. The scores were tops and predictions are that the engineers are looking for that big red "E." This is the team that can do it.

Congratulations are extended to Chief Acord who achieved the rate of MMCS. Jackson MMI was also selected as Abbot's choice for sailor of the month.



Wild Bill giving instructions



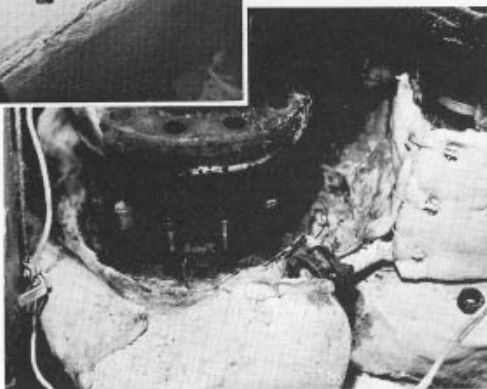
*Kneeling:* Coyette FN, Faircloth BT3, Lesko FN. *First row:* Teel FN, Billingsley BT2, Vasquez FN, Newmans BT1, Leading PO, Howe FN. *Second row:* Thompson FN, Mitchell FN, Knight FN, Tucker FN.



*First row: Chief Accord, Catlett MM3, Caracciolo MM3, Heimlich MM3, Jackson MM1, Leading PO. Second row: Lee MM2, Schaufelberger MM3, Coon MM3, Reynolds FN.*



In the North Atlantic during the informal beard contests, engineers quickly took the lead with Jackson, Lee, Stogner and Billingsley sporting good lookers. In this department you can't leave out Newsome who tried hard, but, "It just won't grow."



The infamous feed booster pump was repaired seven times.



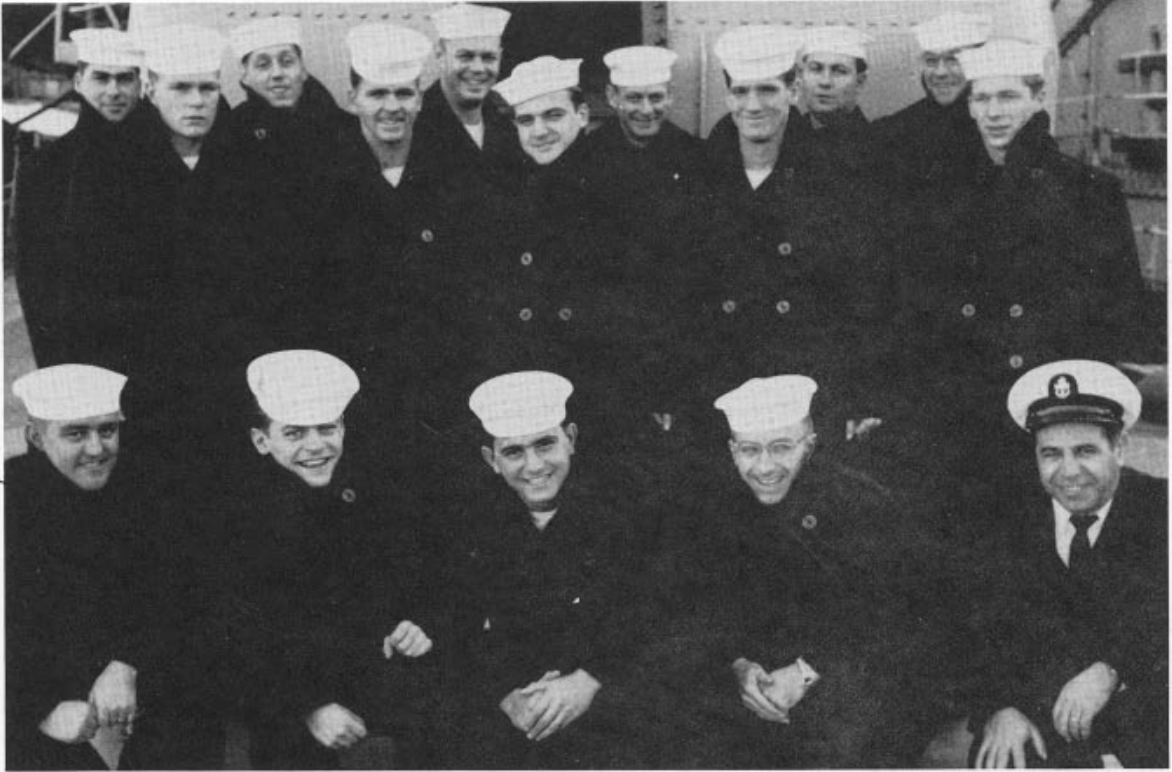
Tucker on ABC



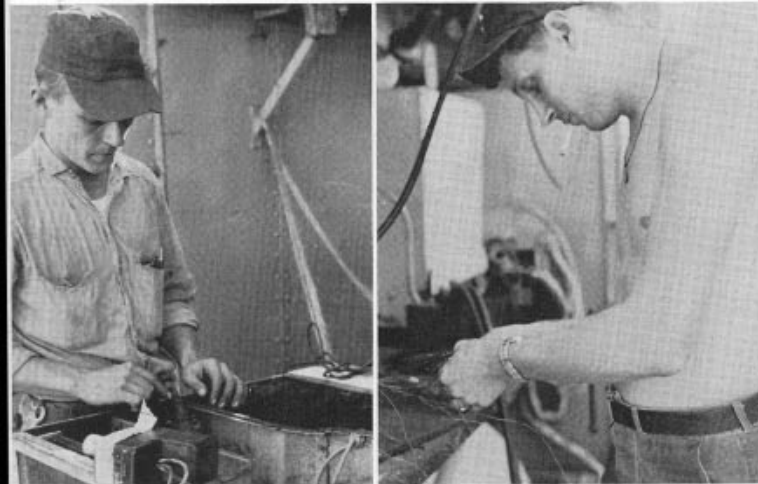
Smiling E. C.



## R-DIVISION



*Kneeling:* Gurski EM1, Leading PO, Wisniewski EM3, Starapoli FN, Meier IC2, Chief Mathias MMC. *First row:* Banta EM2, Wright SP3, Gedakovitz IC3, Tighe EM3, Mitchell FN. *Second row:* Bill DC3, Thompson EM2, Kolb MM3, Stogner SP1, Leading PO, Starling EN2, Williams MM1, Leading PO.



The Repair Division is perhaps the most important group aboard ship. Responsible for all damage control and material security, their performance in damage control competes has supplemented the fine Abbot reputation.



**GUNNERY**

## DECK DIVISION



*Front row:* Aresco BM2, Sorace SN, Craven SN, Crocker SN, Hunziker SN. *Second row:* Jones BM1, Leading PO, Klages SN, Turman BM3, Kelley SN, Leach SA, Lewis FN, Ferrero SN, Bruce BM3, Stanton SN, Cornman SN, Coles SN, O'Brien SN.

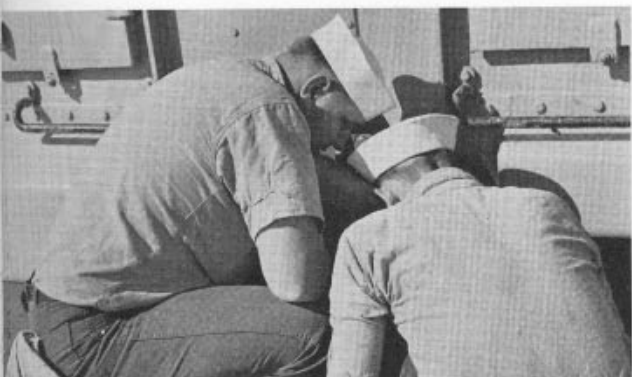


*Front row:* Collins SN, Rydingsward SN, McGuiness, SN, Frank SN, Dolan SN. *Second row:* Sobczak BM1, Leading PO, Kendall SA, Retell SN, Riess SA, Cashwell SN, Holmes SA, Dunbar SN, McGuires SN, Nowicki SN, Skerry BM3, Ltjg Lloyd.

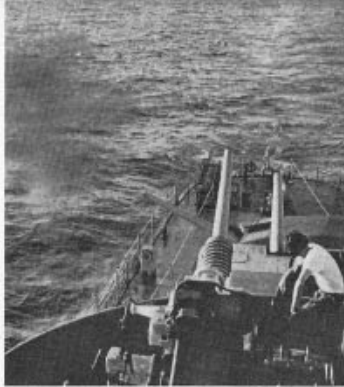
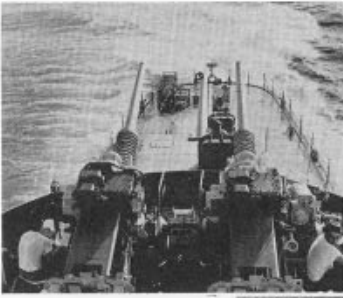




It was a very busy trip for the deck force. The Abbot held the Refueling Rig Fuel Record with the USS Truckee, a fast 2.8 minutes. Highline and refueling evolutions were conducted with British tankers, a British AK and Pakistanian and French destroyers. Maintenance was always a big job, and the ship's sides were scrubbed and painted every time we were in port for 24 hours or more.



# ORDNANCE



Another Z-4 AD



Big George



Too short for words



*Kneeling:* Wilks GMSN, Bond GMSN, Rogers GMSN; Unum GMSN, Perry GMSN, Lynch SN, Wood FT2. *First row:* Chadwick FTM3, Keefer FT1, Leading PO, Lessard FTM3, Emmons FT2. *Second row:* Ens Bayley, Snyder FTSN, Stansberry GM3, Busch SN, Sandy GM1, Leading PO, Farley GM2, Sholl SN, Aiken SN, Carlson GM1, Leading PO. *Third row:* Chief Szezpán, GMC, Williams SN, Clark SN, Arkwright SN, Butler SN, Cunningham FT3, Stein FTSN.



*Kneeling:* Highline SO2, Stowe SOSN, Heckman SO3, Soriano SOGSN. *First row:* Weems TM2, Heilman SO3, Hantak SO2, Linne SO1, Leading PO, Stenari TMSN, Ltjg Simmons. *Second row:* Spatz SO2, Davis TM2, Hagey SO3, Bridges SO3, Farris TMSN, Hudson SO3, Dillon TMSN.

It is the ASW team which has brought the latest records to the Abbot. Their efforts have coined for us the title "Long Ears" and we've been recognized as one of the very best ASW destroyers in the Atlantic.

On this cruise we had opportunity to verify our record. During Fallex we had no contacts and it wasn't until Midlink III that we had our first real good sonar contact. On this operation we opposed the USS Croaker, the USS Argonaut and the HMS Tactician. We were credited with three sinkings and also held the Tactician down for two hours. Later, Sea Owl was held down for two hours and two more sinkings were scored.



Colors in Port Said



Big hearted Henry



# OPERATIONS





Beards Anonymous



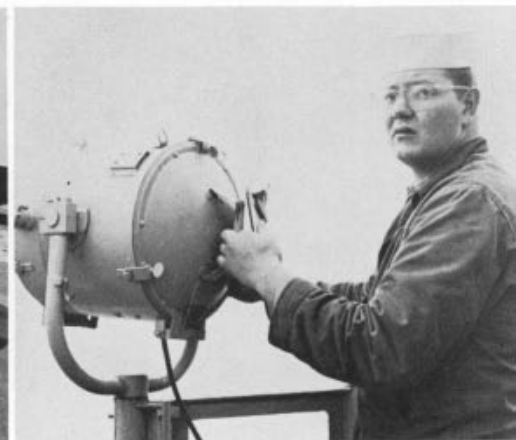
The Operations Department is termed the "Brains" of the ship. They are directly responsible to the captain for all intelligence data, planning and "on the spot" tactical recommendations. The quartermasters constantly track our position and forecast any possible navigational hazards. Their job was particularly tough in our transits through the Straits of Gibraltar, Messina, Aden and Bonafacio.



The new rates become effective



A leader sets the pace



Not another message!

# COMMUNICATIONS



Dit Dit Dah Dit Dah Dah . . .



Avast, land ahoy!

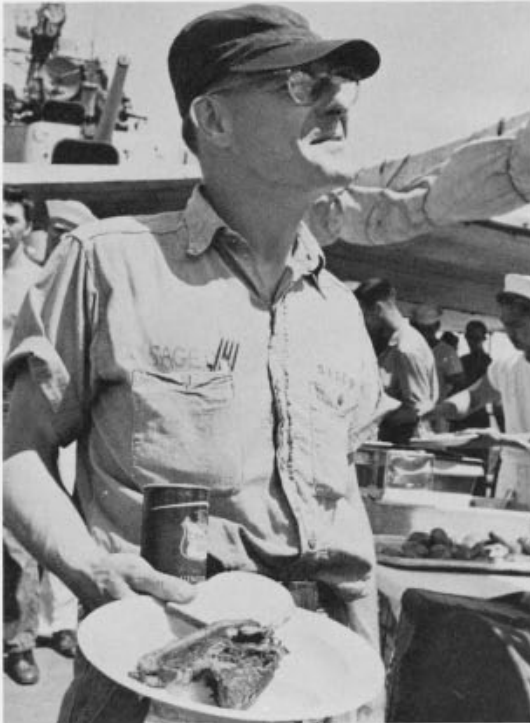


*Kneeling:* Jozwick RM3, Cole SMSN, Gigantino QMSN, Kaminsky QM3, Haley RMSN, Donohoe SM3, Gonterman SM1, Leading PO. *First row:* Ltjg Bremer, Hall SM3, Petrie SM2, Hughes RM3, Morris RM3, Chamberlain RMSN, Walker RMSN, Sayer RM1, Leading PO. *Second row:* Layton SM3, Bradley RM3, Sheppard QMSN, Kenney QMSN, Rogers SMSA.





*First row: Ltjg Baldwin, Spahr RD2, Stamper RD3, Peters RD2, Hoff ET3, Shaeffer ETSN, Dingman ET3. Second row: Herod, YNSN, Graulich YN3, Laux RDSN, Meyer RD2, Owens RD3, Sage RD1, Leading PO, Young YNCS. Third row: Semos RDSN, Meeney RD3, Bergeron ETSN, Bohon RD3, Saunders PN3, Brooks RDSN, Wittig RDSN. Fourth row: Burgette YN3, Mitchell RDSN, Daniels RDSN, Turner ET2, O'Connell RD3.*



Soup's on!



16 Oct. 1960—Our first glance at Port Said.



To whom should we give this crypto message?

The Communications group constantly kept Abbot's radio circuits in top working condition. This provided Abbot with an unequalled reputation in radio and communications ability.

The brain center of the ship is CIC. Here the tactical situation is always at hand. Led by the best, Sage RD1, CIC monitored an average of 5 circuits and 3 radar scopes at all times.



Thinking ahead was their motto. CIC coordinated all maneuvers, ASW attacks and gunnery exercises. This group enjoyed an excellent standing within DesRon 20.



**SUPPLY**





*Kneeling:* Dougherty SH1, Leading PO, Macfee SH3, Collins SK3, Graham SK3. *Standing:* Ltjg Brooks, Dennocourt SN, Miclette SN, Heckman SN, Chief Herald SKCS.

#### The skivvy cruncher

The Supply Department means activity plus. This service team, responsible in many ways for the morale of the crew, operated the ship's store, held paydays, gave picnics, cooked and baked all meals, and provided laundry and barber services.

One never to be forgotten replenishment took place on 1 October. We received 20 tons of provisions from the Alstede and Antares during very poor weather conditions.

Chief R. E. Herald was advanced on 24 November to the rate of SKCS, Senior Chief. Congratulations!

Profits of \$15,000 from the Ship's Store paid for movies, picnics and ship's parties. The storekeeper group earned a 'BZ' for their excellent planning ahead and ability to provide the ship with spare parts and needed supplies throughout the cruise.



The USS Abbot (APA 629)



*Kneeling:* Silvernail SN, Sambrano SD1, Leading PO, Nadonga TN, Rocillo SN, Caballa TN, Tymul SN. *Standing:* Ltjg Brooks, Reid CS2, Keane CS1, Leading PO, Bettis SN, Joseph TN, Hyde CS2, Gretsens SN, Griffin SN, Chief Stubblefield CSC.



The old master baker

The efforts of Commissary personnel who handled the huge monthly grocery bill, established a standard of quality, service and variety that merited many a "good chow" from the men of the Abbot.



375 pounds of steak in one day



600 gallons of ice cream, always a favorite, were made under the able supervision of Hyde CS2. However, Supply's claim to fame were the cookouts on the fantail. First a steak fry, lasting all day, kept the cooks busy charcoaling 375 pounds of beef and preparing a delicious salad sidecar. Next, a picnic consuming nearly two thousand hot dogs and hamburgers kept spirits alive. Additionally, on October 28, this Supply team held a day long battle messing program for the training of commissary personnel.

Picnicking in the Straits of Aden

Chefing at the Waldorf

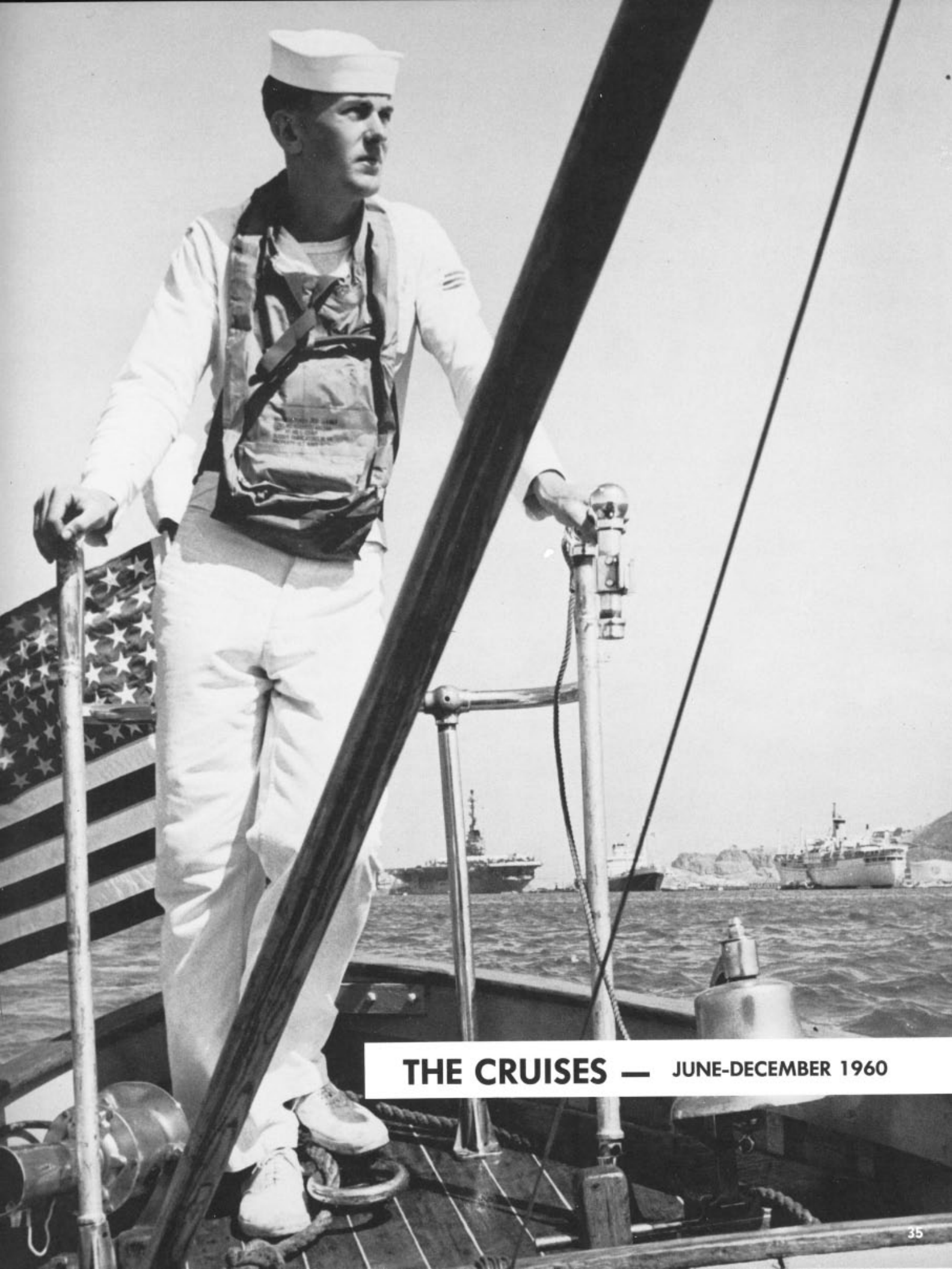


332 shots given today



It's getting awfully seasick out . . .





**THE CRUISES — JUNE-DECEMBER 1960**

Our story begins in Boston. Here on 21 June 1960 twenty-seven midshipmen reported for their six weeks cruise. Leaving Boston, the ship spent a week preparing for the Second Fleet's LANTFLEX exercise. Abbot spent the fourth of July in New York and then proceeded for LANTFLEX.

Long Ears put on a stellar performance against five submarines in the simulated massive attack against the East Coast.

Proceed independently were our instructions following this exercise. Abbot was detached to pay a visit to Sydney, Nova Scotia, far to the north on Cape Breton Island. With "Happy Birthday" streaming in the air, Abbot entered Sydney harbor on July 22. Arrival was timed to coincide with the city's anniversary celebration. On July 27 the ship cast off and pointed her prow once again for Newport. Final preparations were then made for the coming giant FALLEX exercise.

The big cruise began on 6 September 1960 when we departed enroute to the North Atlantic. Here, along with many units of the Atlantic Fleet and foreign navies, we participated in the largest of NATO exercises to date. Long Ears, with her excellent ASW capabilities, did much to aid the friendly offensive Blue Forces in their simulated attack on Northern Europe.

The first ports of call were Oporto, Portugal, and Naples, Italy. A reception was conducted for orphan children and volunteer blood donations were made to local hospitals. In Oporto the men of the Abbot contributed more than 75 pints of blood, a story which reached the front page of the local newspaper.

A transit through the Suez Canal and Red Sea led us to Karachi, Pakistan, in preparation for Operation Midlink III. Participating in Midlink were elements of the British, Pakistanian and Iranian Navies. The exercises ended with a return trip to Karachi where informal exchange visits by officers and men of the ships of each nation were prevalent.

The Pakistanian hospitality made it hard to leave, but 629 proceeded via the Suez Canal back to the Mediterranean and Athens, Greece. Still on the move, and enroute to Barcelona, Spain, we then participated in Operation Jetstream.

In a little over three months the Abbot had played a most important role in the President's "People to People" program. This cruise points out the maneuverability and constant readiness of the American destroyer and further serves to emphasize their motto "always ready and on the way."



Scenes from the ship's picnic before the big cruise accent the food, fun and frolic enjoyed by all. Congratulations go to the Supply people who really made the affair a success.

In August a short warm up cruise was held in preparation for the exercises in the North Atlantic and overseas.





# MIDSHIPMAN CRUISE . . .



With us for the Midshipman Cruise were 17 third class middies from Miami of Ohio, Illinois Institute of Technology, Vanderbilt, and Holy Cross. There were also 10 first class middies from Dartmouth, Rensselaer Polytechnic Institute and Cornell University.



Conducting tours in Nova Scotia

That Abbot hospitality



Some protest to have seen a colorful sea bat on the fantail.



Abbott's sharp drill team participate in celebration at Sydney, Nova Scotia





'Twas on 20 September 1960 that 629 crossed the brr . . . Arctic Circle and to all ye men of the sea, know ye by these present that we are now Blue Noses. As one would expect it was cold and wet, but adventurous. Our position upon entering the domain of Neptunus Rex was Latitude  $66^{\circ} 33'N$  and Longitude  $14^{\circ} 44'W$ , and the time of crossing 0759.





Just a darn good photograph

Sighting a Russian trawler



USS Essex (CVS-9) accompanies us throughout the cruise



Encountering heavy seas

Portuguese orphans receive a grand tour



Mediterranean moor in Naples

Oporto, Portugal, a little visited seaport, was a welcome sight after 28 days at sea. Each day a tour of the city was made available and on the last day a special tour of the famous Sandeman Winery was offered. Between liberty calls the hard working Abbot crew was able to accomplish considerable maintenance and repair work.



Sandeman's Port Wine, the finest



In Oporto, an open house at the consulate's home made for an enjoyable evening. Later, all hands were seen manning the gunwales for picture taking as we transited the Straits of Gibraltar enroute to Naples. Here shopping for Italian leather gloves and scarves was a favorite pastime. Many men were able to visit Pompeii and Mount Vesuvius during this stop.



Abbot's leading diplomat



Those engineers again!



Cathedral of Fatima



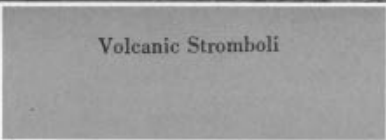
The harbor of Oporto







Leaving Napoli, we passed the volcanic island of Stromboli. Seeing the lava floes passing down the mountain and to each side of the small fishing village was most interesting. We then transited the Straits of Messina. The evening passage through this tiny waterway was one which kept the watchful eyes of the men in CIC and on the bridge ever alert.



Volcanic Stromboli

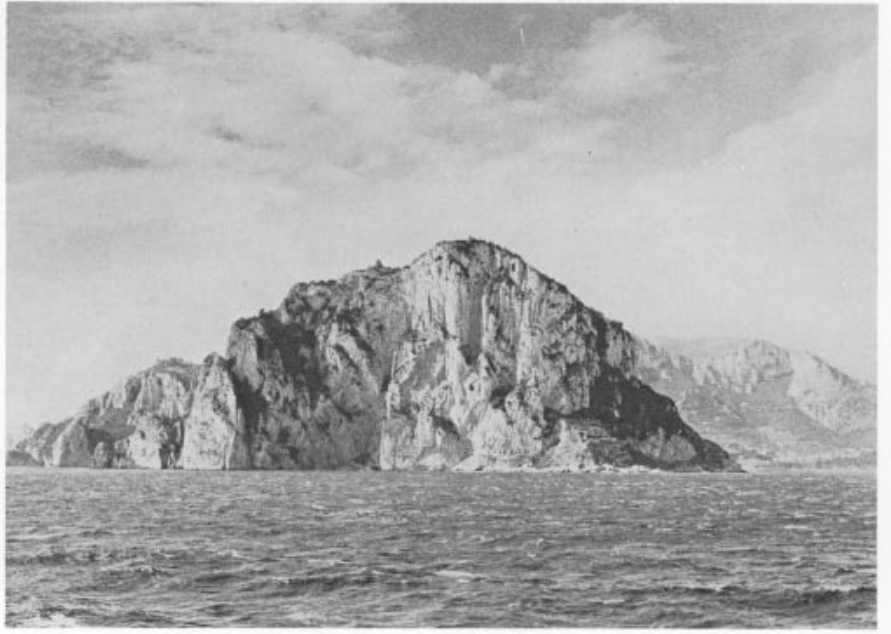


We were now in the Eastern Mediterranean. Here we refueled from the USS Missenewa and conducted competitive gunnery drills. On 16 Oct. we became the Division Flagship when ComDesDiv 202, Capt A. G. Barton, USN, shifted his flag from the USS McGowan. Also riding the USS Abbot for the remainder of the cruise were Lt Harrison, USN (MC), and Ltjg Prather, Staff Operations Officer.

Mt. Vesuvius overlooks Bay of Naples



Approach to Suez

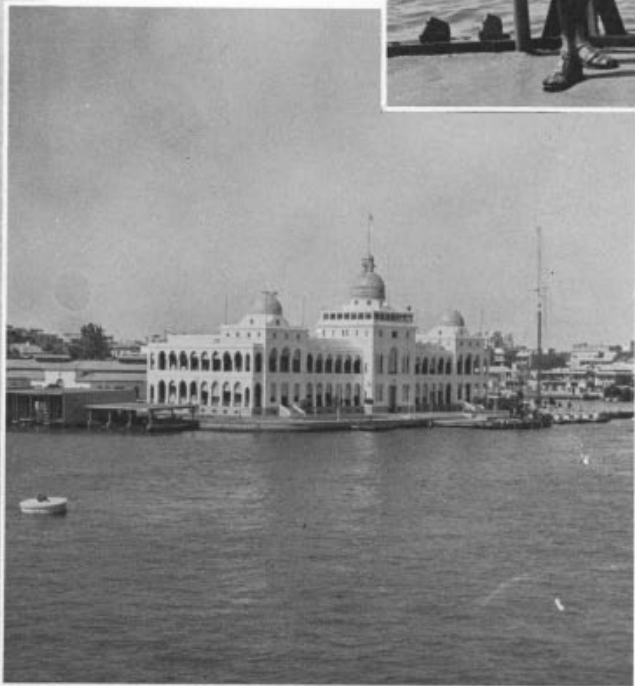


We anchored at Port Said while waiting for the formation of a southbound convoy through the Suez Canal. The desert lined canal had aroused everyone's interest. The waterway is 105 miles long and runs through three lakes. It was built in eleven years and opened to traffic in 1869 at a cost of 41 million dollars.





At the southern end of the Suez Canal lies Port Suez where all ships dash into the Red Sea. During the canal transit the speed of advance is limited to eight or nine knots. Though it was mid-October sunbathing became the order of the day, and sleeping topside in the calm Red Sea was commonplace.





Bartering with natives in Massawa, Ethiopia

The Abbot's next stop was Massawa, Ethiopia. Here we provisioned for the entire squadron and left looking like an APA. It was only a one day stop but everyone enjoyed some liberty which included swimming and sightseeing. Natives lined the pier selling all sorts of amusing items such as necklaces and ornaments made of shell.







A typical street scene



The daily Abbot fishing party

Traversing the Arabian Sea 629 reached Karachi, Pakistan, on 7 November. Here we participated in Operation Midlink III with Pakistanian, Iranian and British naval forces out of Karachi. This was probably the highlight of the cruise. The accent was on ASW and served to strengthen the mutual capabilities of our CENTO allies.



Points of interest in Karachi were Clifton beach, one of the most beautiful in the world, and the National Museum. Copper, brass and teakwood items caught the eye of nearly every sailor and were perhaps the most prized souvenirs of the whole voyage.



Liberty call



National Museum, Karachi

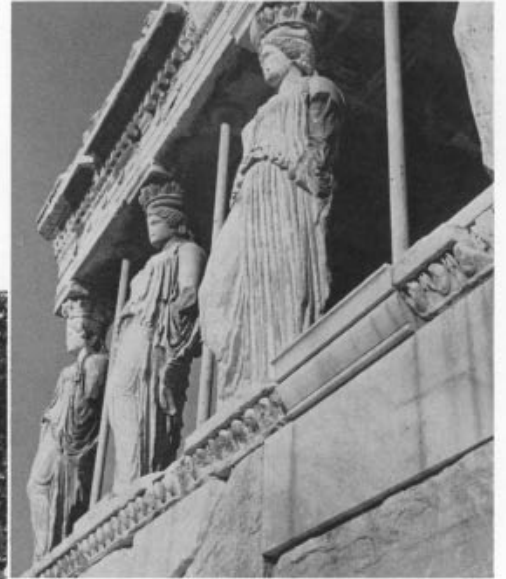
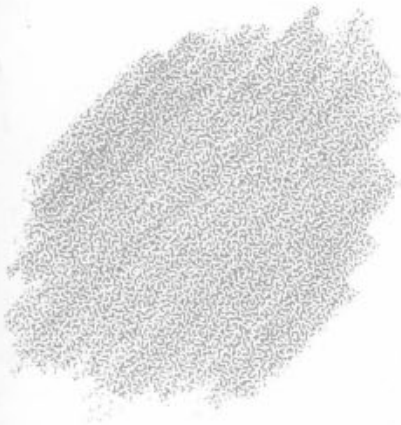
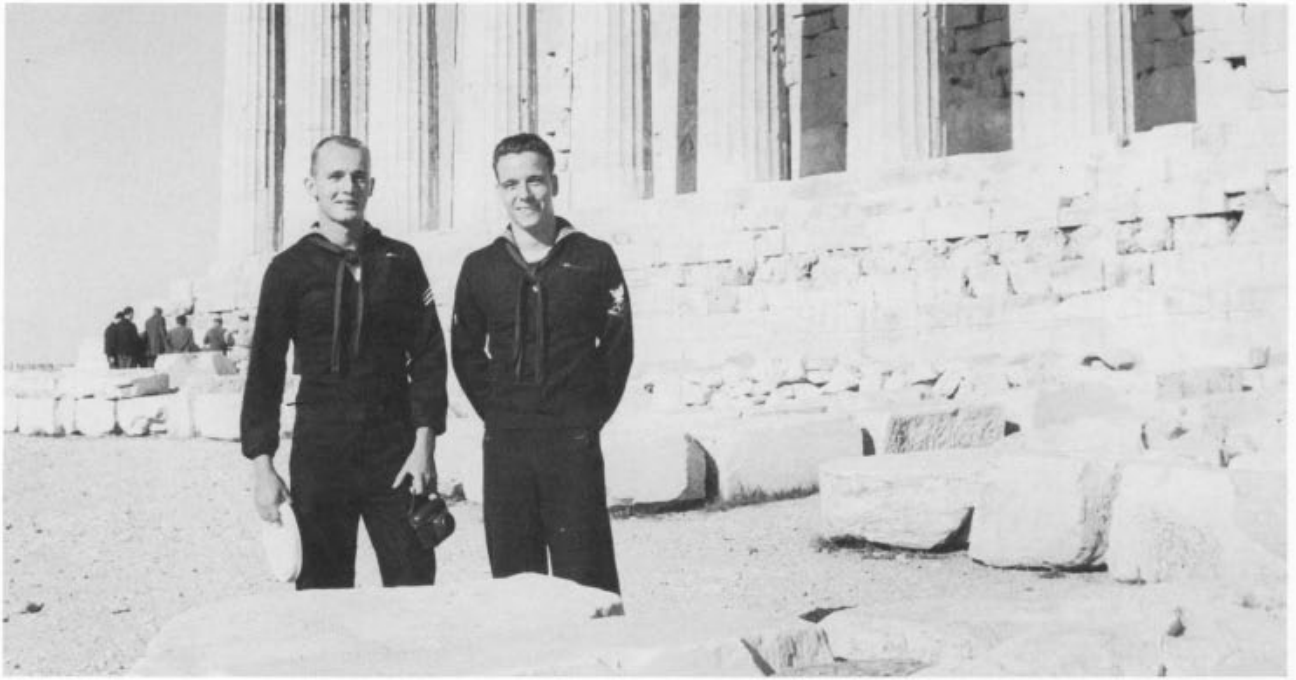


The harbor of Aden





Many of us saw our first camels. In fact, it was not uncommon to see a camel, donkeys, horses, a bear, and a native or two carrying pet cobras all in a single block.



Scene at the Acropolis



Palace guard, Athens



Aden, the next stop, is a free port. Like Karachi the city is a mysterious blend of the old and new worlds. Being a free port, several men made their purchases of cameras, radios and the like here.





The famous Parthenon



The amphitheatre borders the Acropolis

After touring the Middle East, Athens was nearly like being home with such modern conveniences as the bus and subways. Tours were plentiful and included the many temples, Parthenon, and Athens University.





A view toward the Temple of Zeus from within the Parthenon

Here the shutterbugs had their real opportunity. It was said that one just couldn't take enough photographs to really relate the wonder and beauty of this ancient city.



11th century Byzantine Church



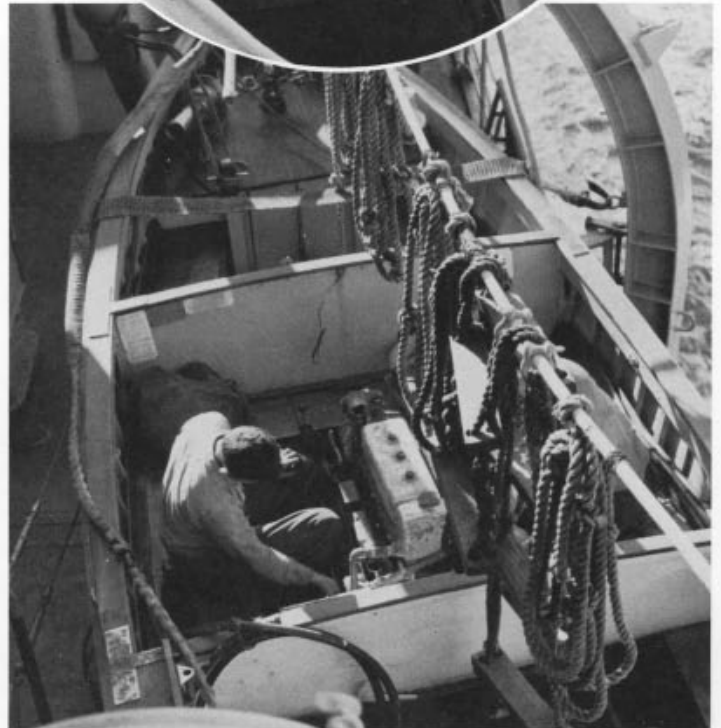
Shopping for souvenirs here was also a favorite pastime. The better bargains were found in jewelry, pottery and furs. While leaving Athens the Abbot staged ASW demonstrations for the benefit of Greek Naval Officers.



The Abbot now headed for Barcelona, Spain. Enroute, after transiting the Straits of Bonafacio, Long Ears participated in Operations Jet Stream. This was an ASW exercise with French naval units in opposition to US and French submarines.



Statue of Columbus, Barcelona





Risky business up forward

Barcelona has always been a choice port for sailormen in the Mediterranean. The city with its beautiful squares, colorful fountains and gardens offers a warm reception. A short stop was made in Gibraltar before heading home.



If it doesn't move, paint it.





Sunday afternoon and holiday routine



Those nervous moments

Overall the voyage took 101 days. The return trip via the southern route across the Atlantic Ocean in the month of December was one not to be forgotten. Northeast of Bermuda we were engulfed for five days by extreme weather conditions. But by this time our job was done. Abbot's ambassadors had been received warmly in the cities of six countries.



The pride of the Abbot—  
its men

Abbot says, "So long . . ."

