

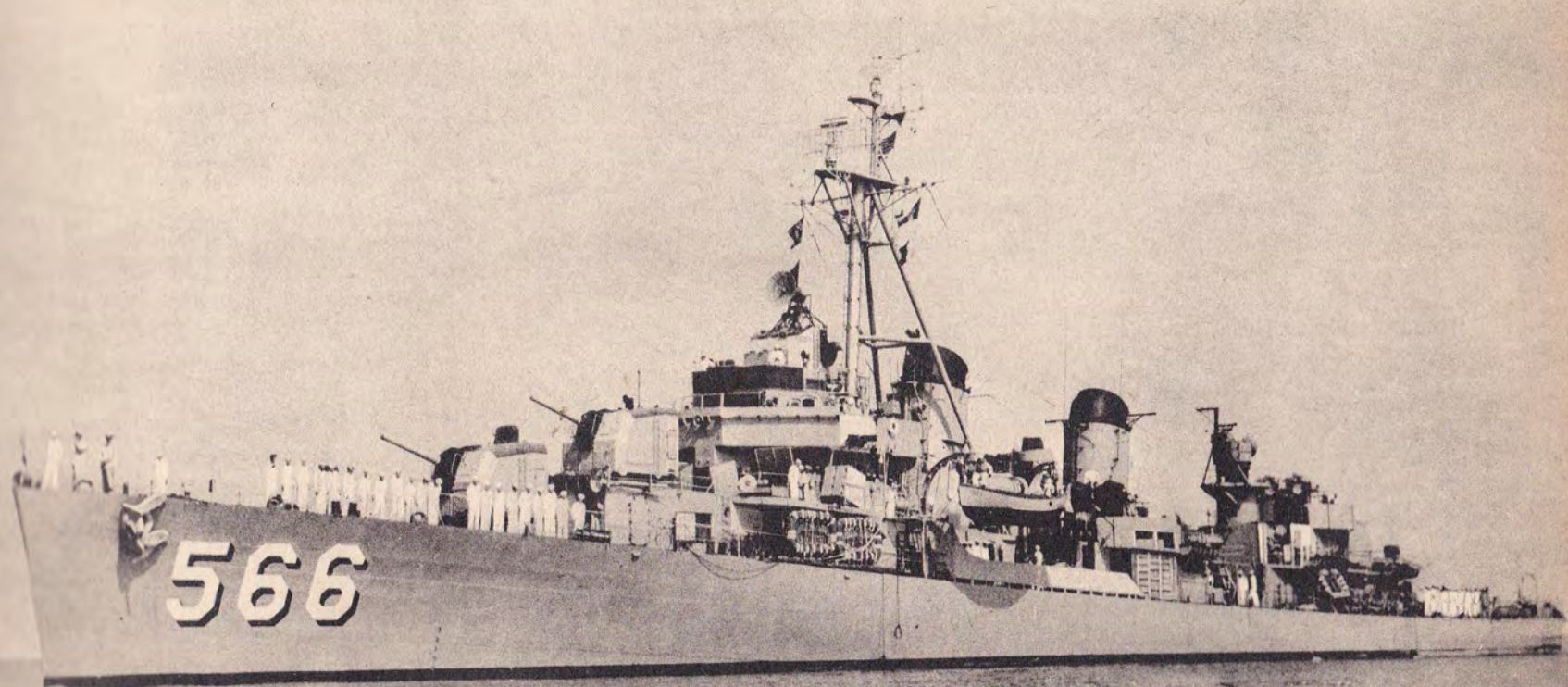
A
Picture
story of

THE USS STODDARD (DD 566)

Mediterranean Cruise

Summer 1953.

*USS STODDARD DD 566) - Named after James Stoddard,
Seaman, Civil War hero. Commissioned April, 1944. War Service:
Kurile Islands, Okinawa, Island Empire of Japan, Present Tokyo
Bay for signing of truce with Japan. Decommissioned January 1946.
Recommissioned for Korean emergency March 1951.*





THE COMMANDING OFFICER

Commander John Baumeister, Jr., U.S.N., born Pensacola, Florida, June 4, 1912. In 1929 he entered the Alabama Polytechnic Institute at Auburn, which he attended for three years. In the summer of 1932, he attended the U.S. Naval Academy at Annapolis. He graduated from the Academy and received his commission as Ensign, USN, on June 4, 1936.

In 1938 he was married to Miss Blanche Kahn of Hilton Village, Virginia. Commander and Mrs. Baumeister now have two children - John, age fourteen, and Barbara, age nine.

Prior to World War II, he served aboard the *USS LEXINGTON* and the *USS YORKTOWN*.

During the war, he served in the Pacific Theater aboard the *USS ENTERPRISE* and *USS BON HOMME RICHARD*. He also acted as Force Communications Officer of the Naval Forces, Ruyukus, during the Okinawa campaign.

Since the war he has taken the post graduate course in electronic engineering at the U.S. Naval Post Graduate School at Annapolis, Maryland, and has served in the office of the DCNO (Logistics) in Washington, D.C.

Commander Baumeister became the Commanding Officer of the *USS STODDARD* on April 17, 1952.

THE DEPARTMENT HEADS



LT (jg) MATTHEW J. GAUSS, USN - Operations

LT (jg) GEORGE B. BEITZEL, (SC) USNR - Supply



LCDR ARTHUR J. MYERS, USN

Executive Officer



LT (jg) JACK E. MCQUESTON, USN - Engineering

LT (jg) JOHN N. CARPENDER, USN - Gunnery

0530 "Reveille! Reveille! Up all hands! Heave out and trice up!"

The shrill whistle of the boatswain's pipe screamed out of the speaker in the compartment and woke us up. We looked at our watches. Half an hour earlier than usual. For those who didn't remember why we were getting up early that morning, the word that came from the squawk box a second later cleared it up. "Now set condition Baker throughout the ship. Make all preparations for getting underway. Departments make your reports to the Officer of the Deck on the quarterdeck".

That's right. In less than an hour we would be underway for Europe.

Early mornings are cold in Newport that time of year, and the wind that blows down Narragansett Bay cuts right through a foul-weather jacket. When we got up on deck we saw that the sun hadn't come up yet. Everything was gray - the sky, the water, the ship. Aft on the fantail, two torpedomen were lashing down the last of the depth charges in the stern racks. Midships, the deck force was rigging in the accommodation ladder. Forward on the forecastle, the First Lieutenant and the Chief Boatswain's Mate were having a cup of coffee, waiting for the word to unshackle. Down in the forward fireroom, number one boiler was being cut in on the main steam line.

0545 "Now go to your stations all the Special Sea Detail. All hands fall in at quarters for leaving port."

We didn't need any boatswain to tell us. Everyone who could be was already topside to get the last look at the States he would have for the next six months. The OOD shifted his watch to the bridge. The men on the bouy pulled the pin from the big shackle, watched as the chain slid into the water, and then climbed into the waiting whaleboat. Main Control reported to the bridge that they were standing by to answer all bells. The deck force on the forecastle and the ordnance gang on the fantail were ordered to single up all lines.

0612 "Shift Colors!"

We were underway. The ship backed slowly away from the other two destroyers that had been moored alongside at the same bouy, and then turned and headed down the bay. The familiar outlines of the War College and the torpedo station passed on our port hand and were soon out of sight. We came abreast of Castle Rock and there they were - the families of our men who had come down to stand on the rocks above the surf and watch as the Stoddard slipped by and headed out into the open sea. On the bridge, a quartermaster trained out the big binoculars and tried to find a familiar face.

With the Brenton Reef light ship abeam to port, we set course 179 for our rendezvous area.

0645 "Now secure the special sea detail. Set the regular steaming watch, section one."

Athens, here we come!



CASTLE ROCK



*Bentley
Morrow
Pantiggi*



Peterson



Raymond

Palardy

Lozier

Drew

... single up all lines ...

... answer all bells ...

O'Loughlin
... shift colors ...

Cole

Cole
... the big binoculars ...

Sexton
... Brenton Light ... abeam ...

Waz
... set course 179 ...

Cole *Gary*





*Cole
guy*

... polish up on their station keeping ...

*Refueling
the side
to.*

Subject

... ^{Brown} signalmen are kept busy ...

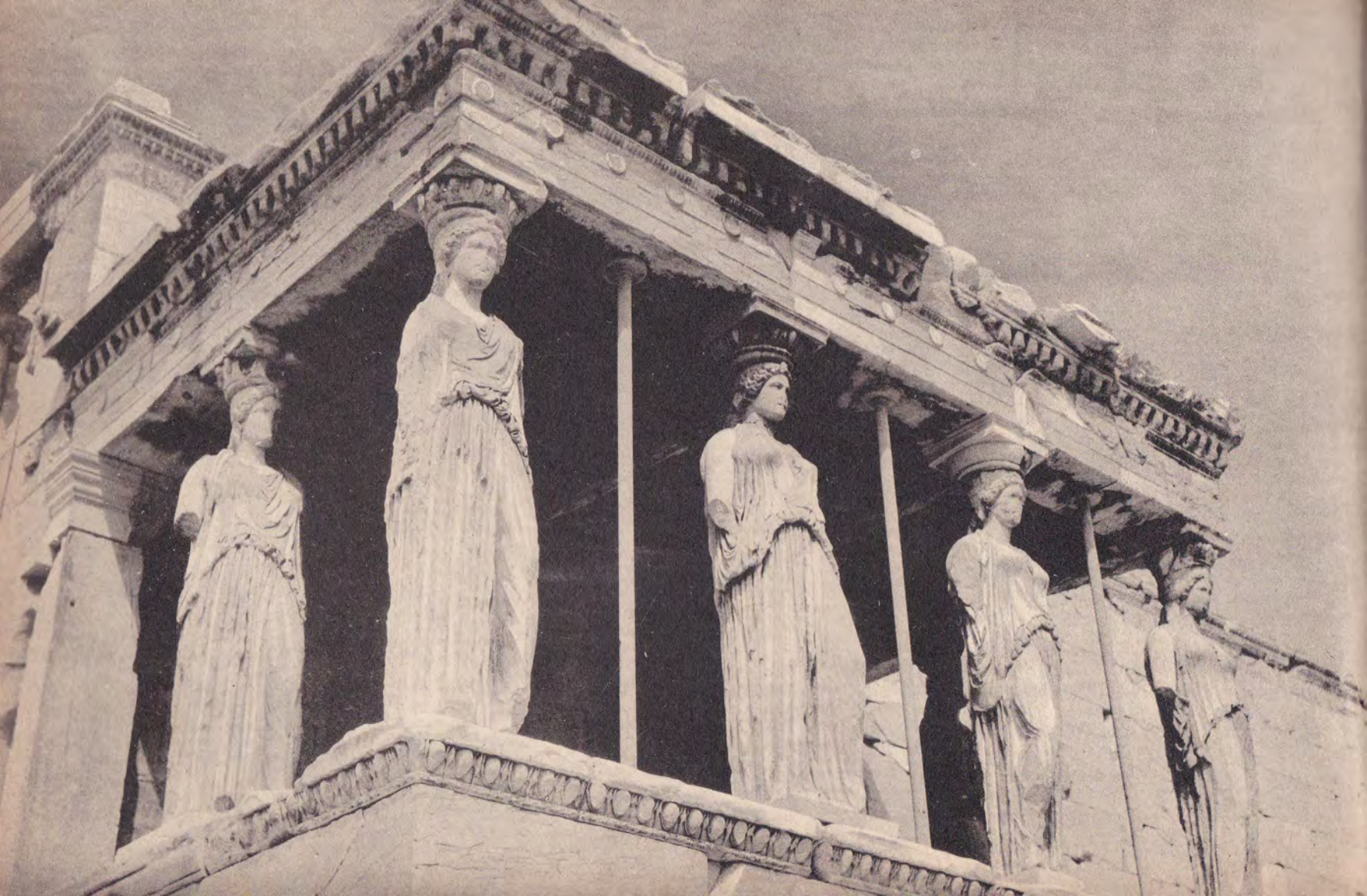


THE TRIP ACROSS

It's a long haul. The ship has to be in good shape before we get into port - "diplomatic shape" we call it. The first couple of days we run into some rough weather, but it calms down and the days begin to get warmer. With the Commodore aboard, the signalmen are kept busy. We have our first fueling. Not bad, but we can do better. On the bridge at night, the OOD's polish up on their station keeping. 4th of May we pass Gibraltar. It won't be long now.

Berlin *Ski* *Maon*

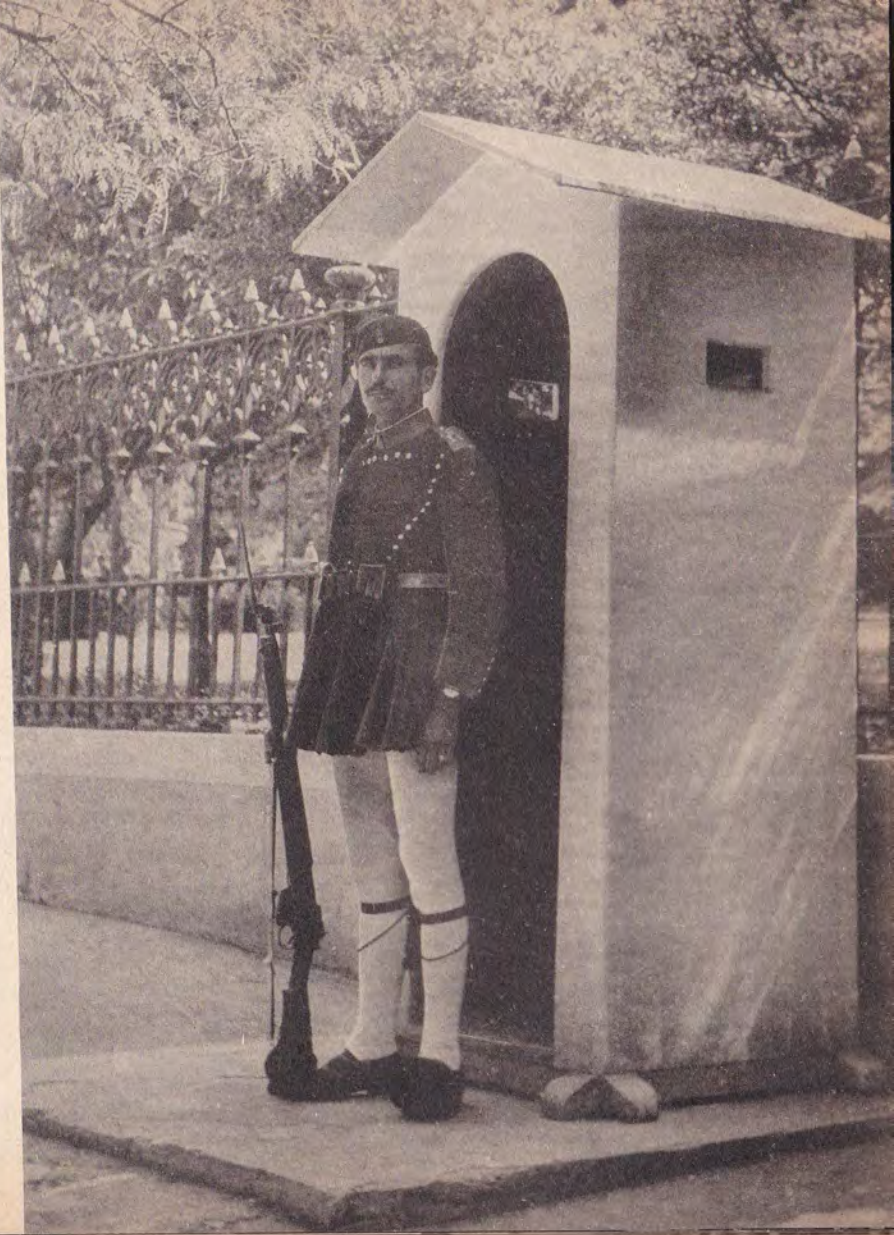




ATHENS 9-13 MAY



After seventeen long days at sea we steamed into the harbor at Piraeus, Greece, about five miles from Athens. Liberty first, and a quick beer at John Bull's Bar - and then for the sights. There are plenty. The Acropolis — impressive during the day — beautiful when lighted at night. The royal palace with the guards in their novel but colorful uniforms. The fallen pillars just outside the city. The cops in their shiny steel helmets. The modern mixed with the ancient wherever you look, even in the floor shows. Oh yeah - there's still work to do.







SALONIKA

14-18 MAY



An overnight trip around the southern end of Greece and we arrived in Salonika. The White Tower, symbol of Salonika, looks peaceful enough, but behind that mountain is the southern end of the Iron Curtain, and we kept our eyes open.

Norman



*By
Kennedy
Thrasher*

WE KEPT OUR EYES OPEN...



ISTANBUL

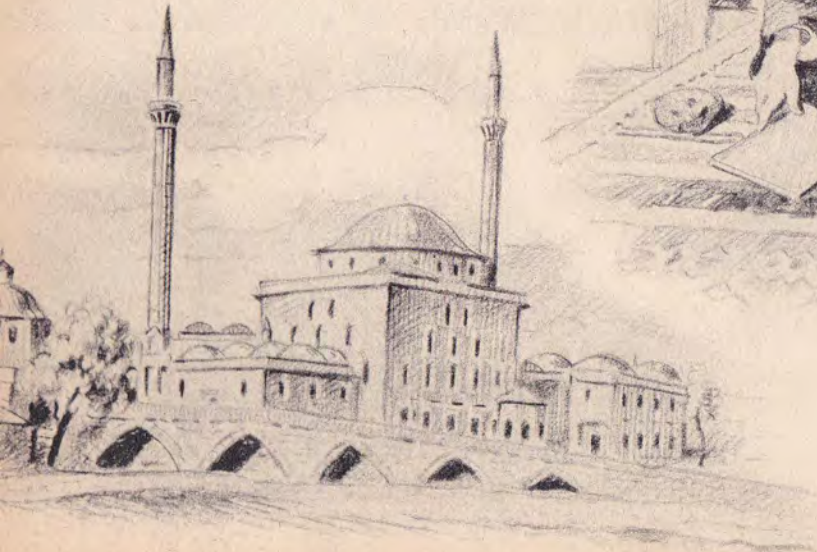
19-25 MAY

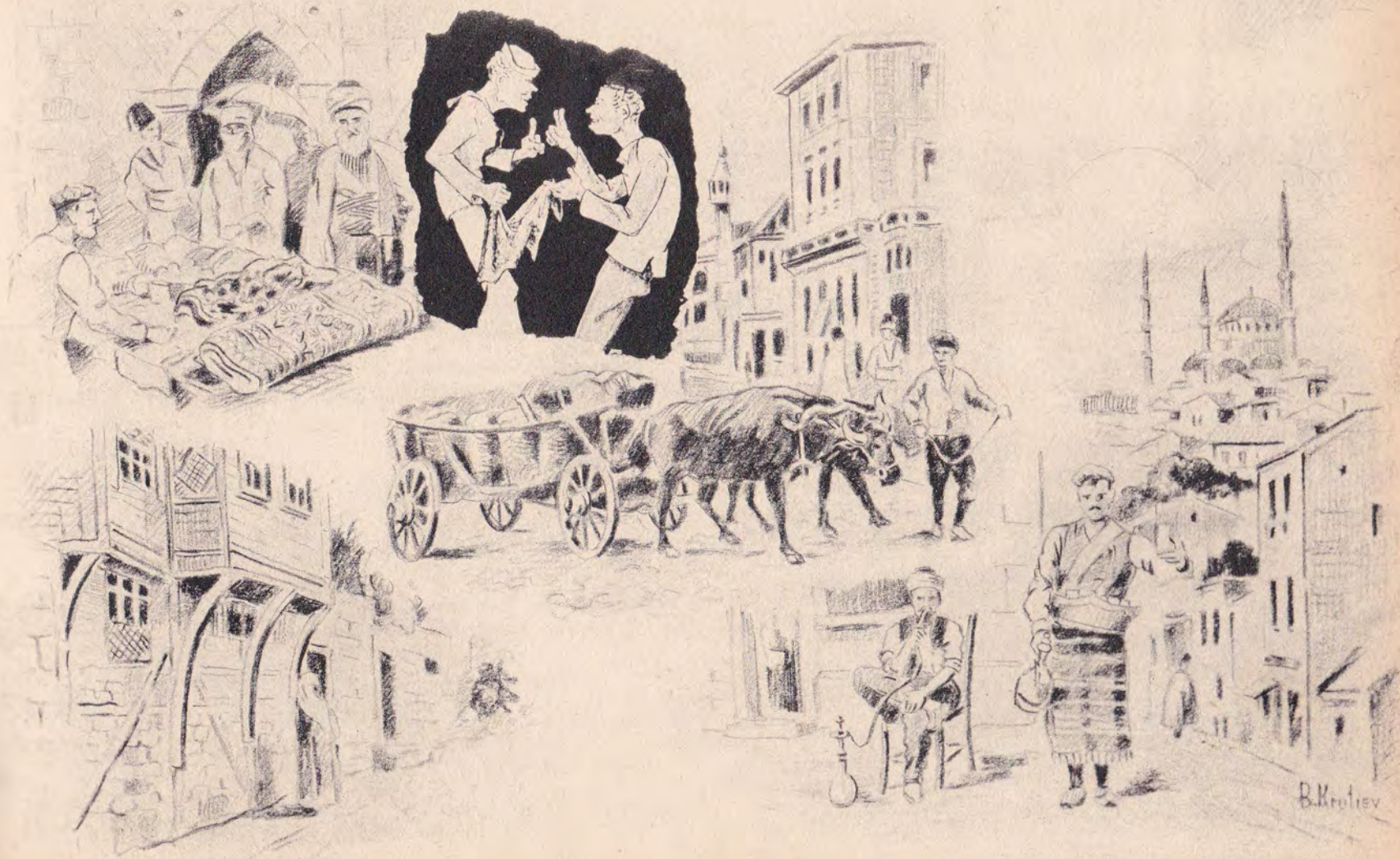




Through the Dardanelles and up to Russia's back door, Istanbul — the strangest city we've seen yet — and eight miles up the Bosphorus is the Black Sea. There's a lot to see. St. Sophia, the oldest Christian Church in the world. The Blue Mosque, with its huge minarets. Were in Istanbul during a religious season, and the priests call the faithful to prayer five times a day, starting at three in the morning. Oh yes — don't forget the Grand Bazaar — a hundred streets, a thousand shops, and all built inside what used to be the royal stables. And from the Bazaar the souvenirs come back, especially the "ancient" swords which are, in many cases, made in a little factory around the corner. The landing force locker looks like it belongs on a pirate ship now.



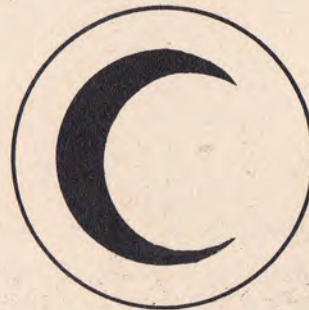




SUPPLY

The men of the Supply Department are perhaps the least obvious of anyone aboard while they are going about their work, but should they suddenly stop, they would be missed more quickly than anyone else. The work they do affects everyone constantly.

They are not only responsible for the meals we eat, but for the fact that there is food aboard to begin with. They are also responsible for the fact that we get paid, which is very important indeed, as everyone will quickly agree. Sick Bay is a part of the Supply Department on this ship, and whether its just another APC or a major injury, the Doc is always available. Every other department depends on Supply for the ordering and delivery of the equipment they need to do their jobs - everything from paint chippers for the deck force to huge spare parts for the main propulsion plant. And you can ask any officer aboard about the stewards, who have as much work per man as any man aboard, and do it extremely well. Then there's the barber, and last, but by no means least, is Licese - the operator of Your Friendly Ship's Store, where you can get everything from a thought for the day to a "genuine, guaranteed, twenty-one jewel wrist watch - a real bargain!".





Adams

Swan



Radzin

Spott

Povier



Crickett

Doc

Kovick

Robby

Mass Cooks

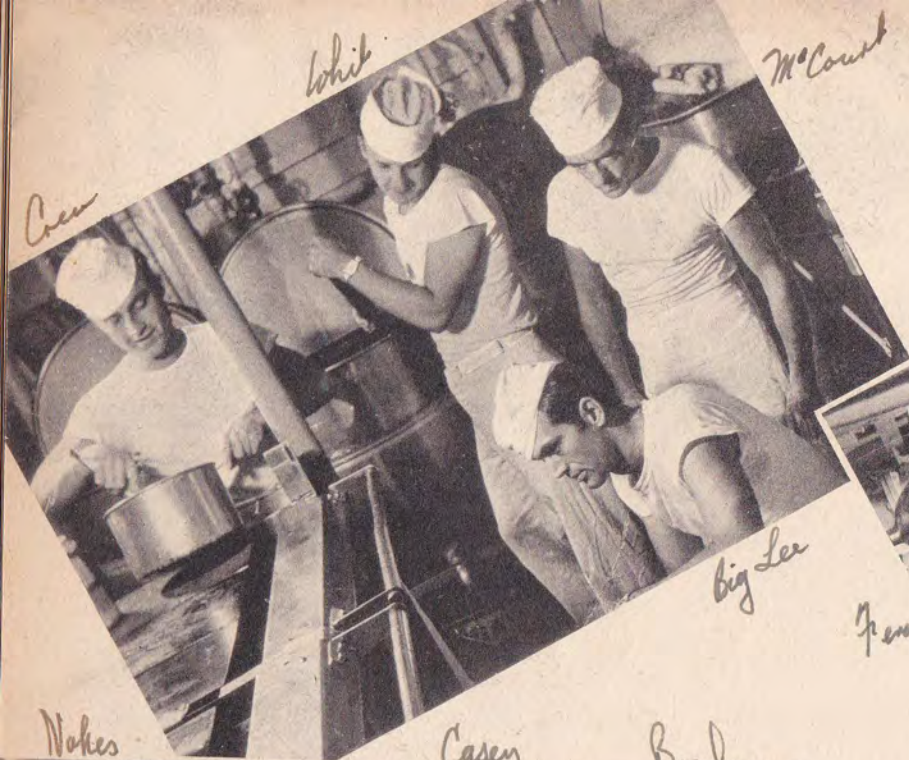
Cotton-Lyons Swartzkopf Searles Mass Illar



Britzel

Radzin





White

McCourt

Crew



Merritt

Kedrick
Kestrel
Dashed
Sullivan

Shear
Lopez

Big Lee

Person



Nokes

Casey

Bordonaro

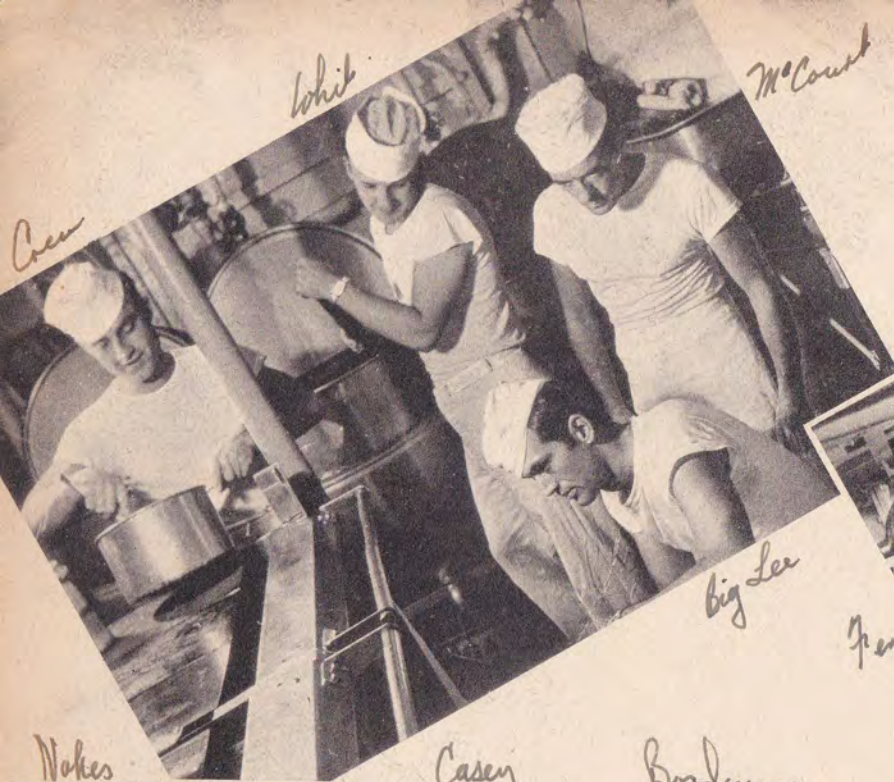
Mayor



Little Lee

Sam Johnson





White

McCourt

Crew



Meridith

Madison, Macbeth, Bledsoe, Swanson

Shelton, Lopez

Big Lee

Person

Wokes

Casey

Bordenano

Mayer

Little Lee

Sara Johnson





Kray
Remond
Cookfair

Crew *Shep*

Wilson



Stew



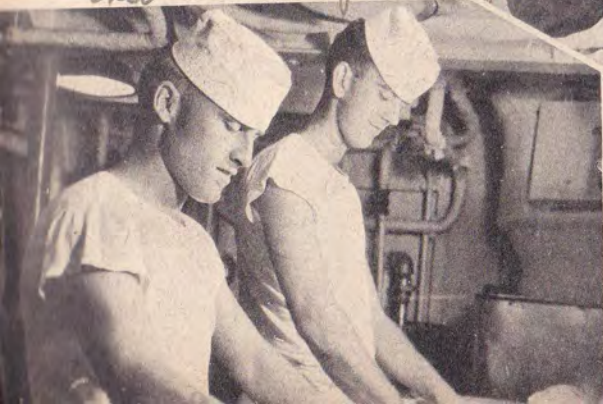
Squish
Morrison

Mayor



Taylor

Batey
Lisess



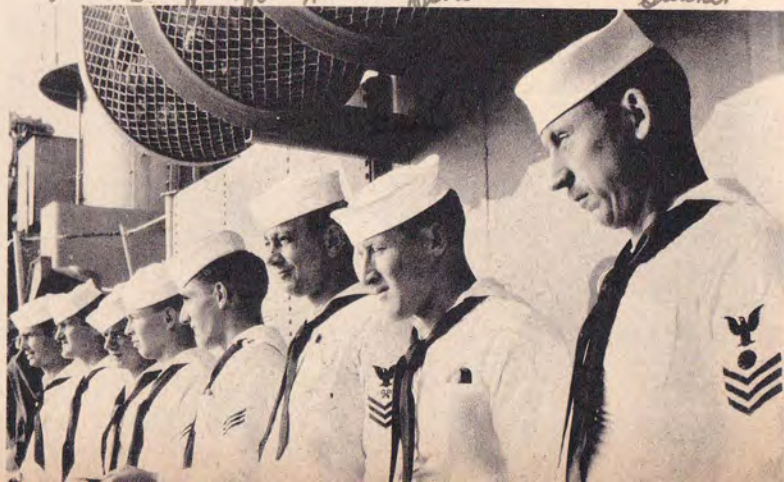


TRIPOLI

8-16 JUNE

From Istanbul we went back to Piraeus for three days, and from there we sailed through the Strait of Messina and up to Golfe Juan for our first replenishment. Two days later we were underway for our first Fleet Exercise, and when it was over we headed south, arriving in Tripoli, Libya. Maybe we hadn't come from the Halls of Montezuma like our leather-necked friends, but the camels didn't seem to mind. The women peeked out at us from the tiny holes in their *purdahs*, and after taking a quick look around the old city, we gave up and retired to the beach at Wheelus Air Force Base and had ourselves a three section beer party - with American beer!!!

*Winters
Schmidt
Merritt
Merritt
Hoskins
Dandberg
Benderson
Sanner*





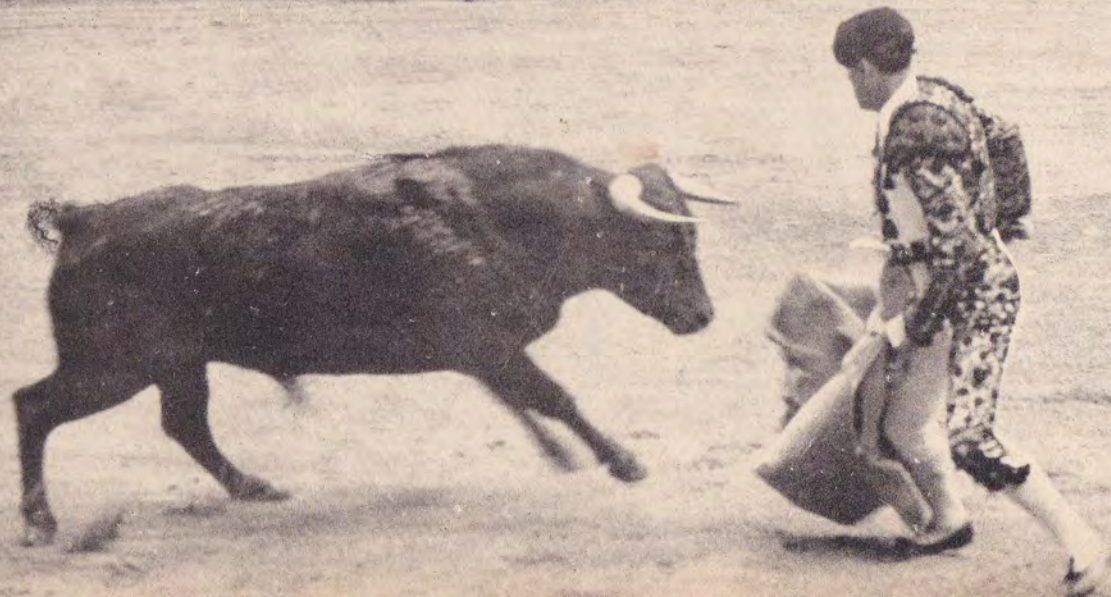
"TASTE DIFFERENT LATELY, MAC?"



VALENCIA

24-29 JUNE

Another Fleet Exercise and a lot of hard work were behind us, and we were ready to pull another liberty. Valencia, Spain, was sure the place to do it. We didn't have to go far to see the town, because the whole doggone town came down to see us. Most of the men aboard took the opportunity to see their first bull fight - very colorful, very thrilling, but just a little bit horrible, too. Days were taken up with the hard work of a tender availability, but the liberty made up for it, and we left Valencia with memories of pretty girls and the friendliest town we've been to yet.



LAZA DE TOROS DE VALEN

SE CELEBRAN EN EL TIEMPO DE LAS Fiestas de San Juan, a las 8 de la tarde.
 Empresa: ALEGRE Y PUCHADES
 en los días 28 y 29 de Junio de 1953



DOS Grandiosas Novilladas
 en los días 28 y 29 de Junio de 1953

Lunes 29, tardada de San Juan, a las 8 de la tarde.
 Se presentará banderillero y torero novillos a las 8 de la tarde.
SEIS NOVILLOS
 de selección de la zona de Andaluza, con toreros de la zona de Valencia y otros por los aplaudidos matadores.

Don José Escobar
 de Almaria

Jesús DOMINGO
 de Valencia

Francisco VILLANNO
 de Valencia

J Pepa
 de Valencia



Domingo 28, a las 8 de la tarde.
 Se presentará banderillero y torero novillos a las 8 de la tarde.
SEIS NOVILLOS
 de selección de la zona de Andaluza, con toreros de la zona de Valencia y otros por los aplaudidos matadores.

Don Vicente Muriel
 de Almaria

Ramón Solari SOLANNO
 de Valencia

Francisco VILLANNO
 de Valencia

J Pepa
 de Valencia



L.V. del

... los especialistas.
 ... el mundo que se agitan por el
 ... el mundo que se agitan por el
 ... el mundo que se agitan por el

Jesús DOMINGO
 de Almaria

Francisco VILLANNO
 de Valencia

J Pepa
 de Valencia





WE WENT TO SEE THE TOWN...

Franklin Hatch Bergeson Tabson



...AND THE TOWN CAME TO SEE US



...THE HARD WORK OF A TENDER AVAILABILITY...

Low

Nelson



Purgosa



Braddock



McDonnell

Cital



Nichel



Prater

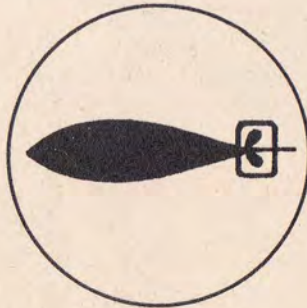
Consentino
Fortuno *Wells*

GUNNERY

“ Most important department on the ship? Why Hell, Mac, the Gunnery Department - everyone knows that. But don't take my word for it. Go ask the Gun Boss. *He'll* tell you. Maybe the other departments help some, but if it weren't for the guns, everyone else might as well go home. And another thing... ”.

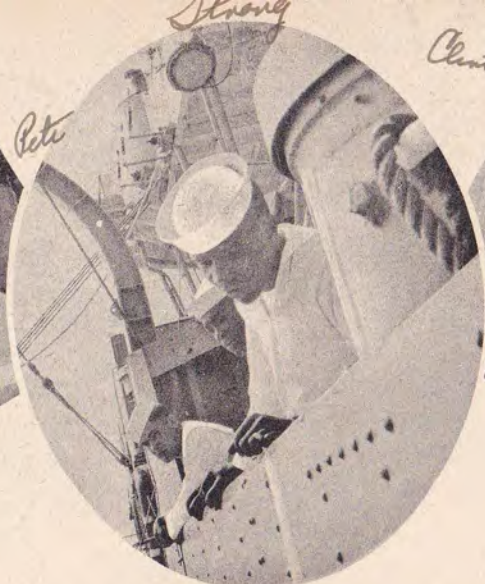
And so it goes. Maybe that gunner's mate who was just talking isn't entirely right, but he isn't too far from being wrong, either. The *STODDARD* is a ship of war, and it's the men of the Gunnery Department who make sure that if the shooting starts, the ship is ready to shoot back. Gunner's mates, torpedomen, fire controlmen - these are the men who take care of the weapons we fight with - the 5" and 3" mounts, the torpedoes, the hedgehogs, the depth charges, the small arms, the fire control radars and directors - the equipment that makes us a fighting ship.

But don't forget the boatswain's mates and the deck force, for these are the men who run the boats, keep the ship squared away, and who, more than anyone else aboard, carry on the tradition of seamanship that is a part of our Navy. And those weapons we were talking about? These are the men who man the guns and make them shoot.





Robby
Bradley
Kahl



Pete

Strong

Clinton



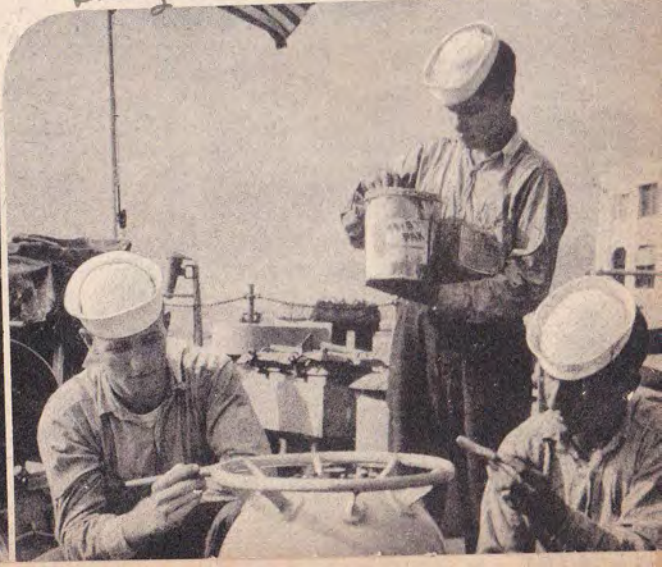
Strong

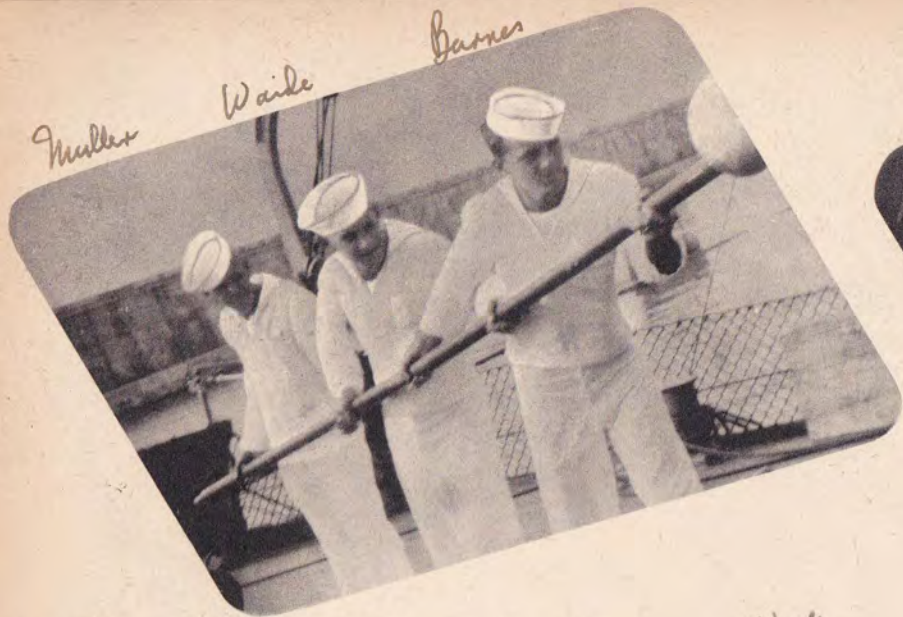
'Pete' Sauter

Lohrie

Bradley

Kahl
Merrill





Muller

Waide

Barnes



"Sam" Miller



Willy

Hatcher

Frenchy

T. Hope



Feran

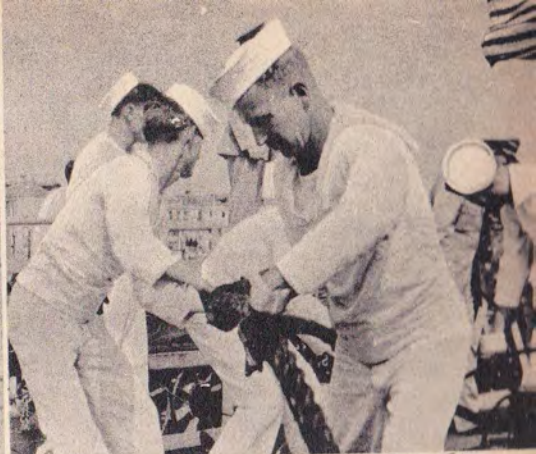


Liss

Inuffy

Boats

Sebastino

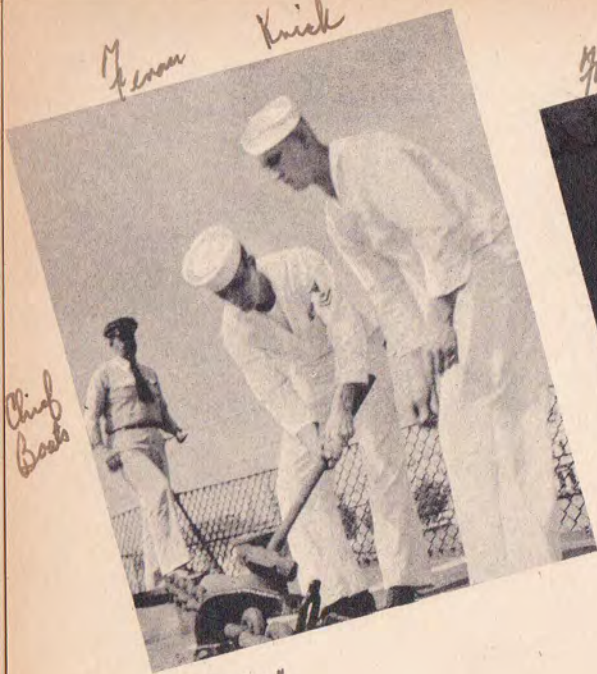


La Croix Cohen Scramble McLean



Venice

McMan
Krick



Chief
Boats

'29's

Knietrus



Brown

Thibau
Carpenter Waide

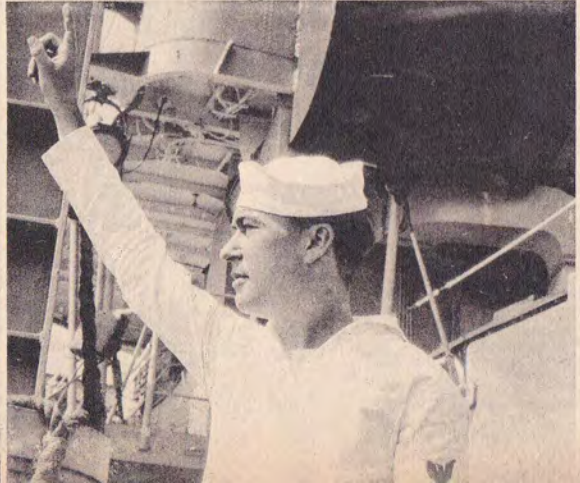


?

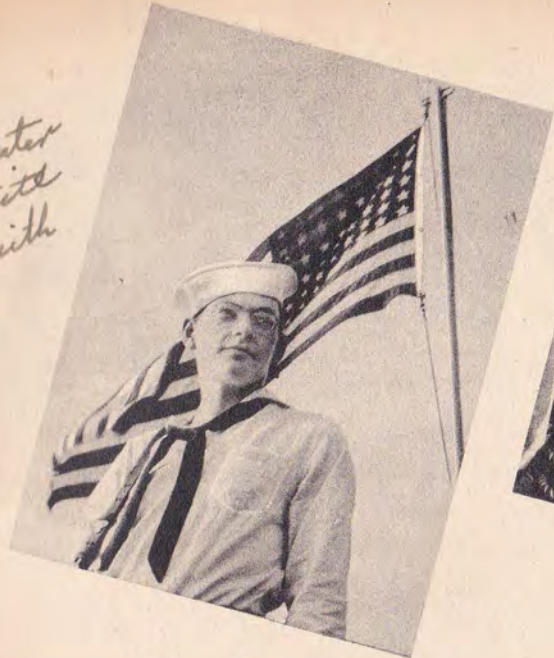
Boats

Lisson

Koolhan



Water
till
Smith

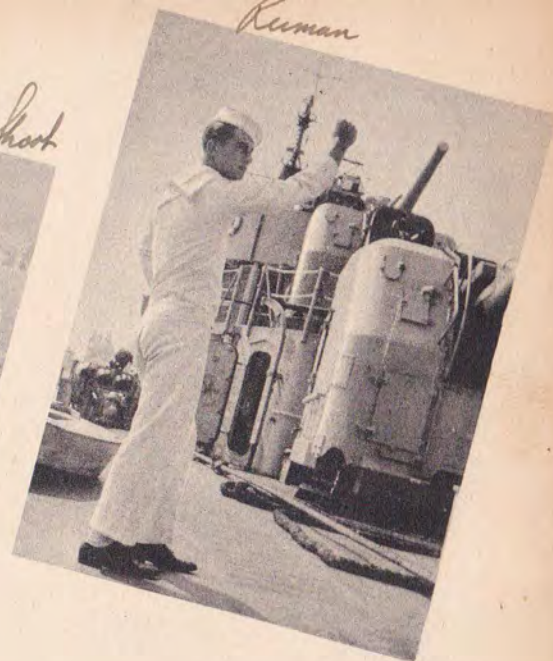


Waller
Waller



David
Shoat

Kuman



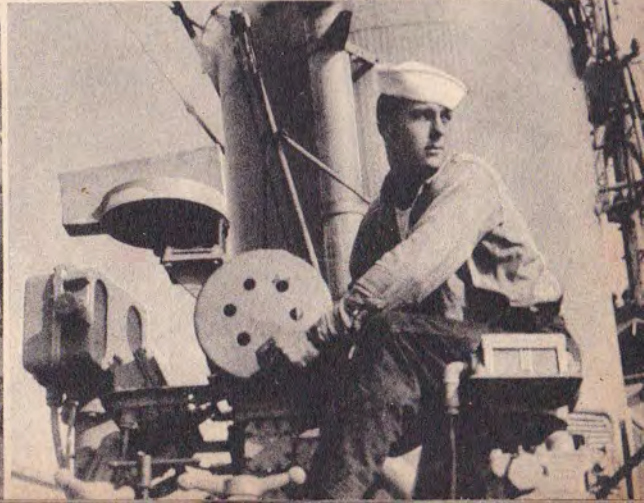
Seward



Larch



Baker



MENTON

2 - 8 JULY



Three days after leaving Valencia, an underway replenishment behind us, we arrived in Menton, France. A quiet town at the eastern end of the Riviera, with the Italian border only a mile and a half down the main street from Fleet Landing. But just before the border was the hotel where the girls from Sweden were staying, and first come, first serve. We had a party on board for a group of orphans on the 4th of July. Don't know if the kids understood what we were celebrating, but they sure went for the ice cream and cookies. Good swimming, excellent weather, and for the athletes, a mountain climbing expedition. Nothing exciting, but a good time.



Robert A.



Wood
R.A.





CANNES

8-15 JULY

Cannes. The Cote d'Azur. The Heart of the French Riviera. The Millionaire's Playground. Damn near takes a millionaire to pull a liberty. But a walk along the Croisette is almost a liberty in itself, and for the duty and standby sections, the quartermasters are always glad to rent you a pair of binoculars for a little "Longlass Liberty". 14th of July — Bastille Day — and the *STODDARD's* searchlight joins with the fireworks to celebrate. The best floor shows, the prettiest "scenery", the est bathing suits — all of them expensive.



Thome



Amley





LONG GLASS LIBERTY

OPERATIONS

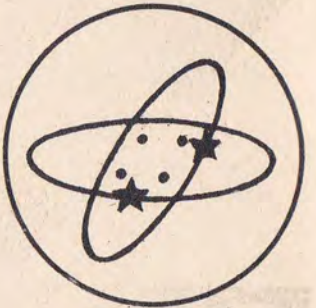
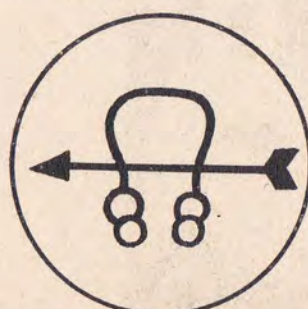
The jobs that are done by the Operations Department are numerous and varied — many of them technical — all of them complicated. The importance of these jobs to the smooth operation of a fighting ship is tremendous. The biggest of these jobs is communications, in all its different forms. The yeomen in the Ship's Office who take care of

the thousands of incoming and outgoing letters, notices, instructions, bulletins, and so on and at the same time keep up the records of the ship and the three hundred officers and men who go to make up her crew. The radiomen, who write up, send, and receive hundreds of dispatches, and copy the "fox" schedule twenty-four hours a day. The quartermasters, who handle visual communications - light semaphore, and flag hoist.

And on the other side of the picture there are the radarmen, sonarmen, and electronics technician, who are responsible for the operation and maintenance of the equipment that can either lead us past a friendly passing ship at night, or pick out an enemy plane, warship, or submarine and supply the vital information that makes a quick and deadly attack possible.

But so far we haven't said anything about the one man in the Operations Department who is depended upon by everyone, and who can make any day by passing just one word. "Now lay up to the mail shack and draw division mail".

That's the Operations Department. A big job done well.





Creech
Kingston
Condon

Rhodes
Moore
Galt



Sixenton
Sivaguan

Creech
Jewett

Sivaguan
Ponley
Mickle
Lobby



Randson



Taylor



Ruichel



Klahovec

Cole



Trindel

Mangels

Chales

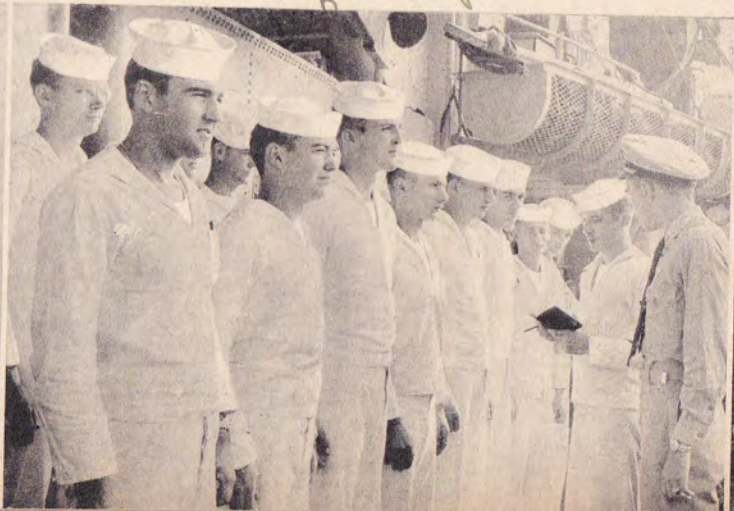
*Reynolds
Kellum
Luntos*

Women of the Ship

Taylor

Spakey

McNeill



Gennage

Cromarty

Santos

Martino



Musningham

Cornwall

Johnson

Thome

Skellings

Gill



Thome

Gilbert

Rosa

Vance



IZMIR

22 - 27 JULY



Operation Blackwave was on the schedule after Cannes, but stopped long enough on the way out to do a little salvage work, and a new addition to the *STODDARD* boat pool was made "One Bit." After successfully "invading" southern Greece, we steamed south, and on the morning of 22 July we anchored in Izmir, Turkey. Long and rough boat rides made liberty a little tough, and once ashore there wasn't too much to do. But the women from the American colony in Izmir pitched in and set up a USO. Free food, dancing, and the Stoddard Dance Band in session nightly. Izmir also saw the major social event of the season — the First Annual Outing of the Stoddard Boar Hunting Society, during which much ammunition (but few boars) was expended. Overall, it was a quiet town.

*Liberty
Party*



WILD BOAR HUNT

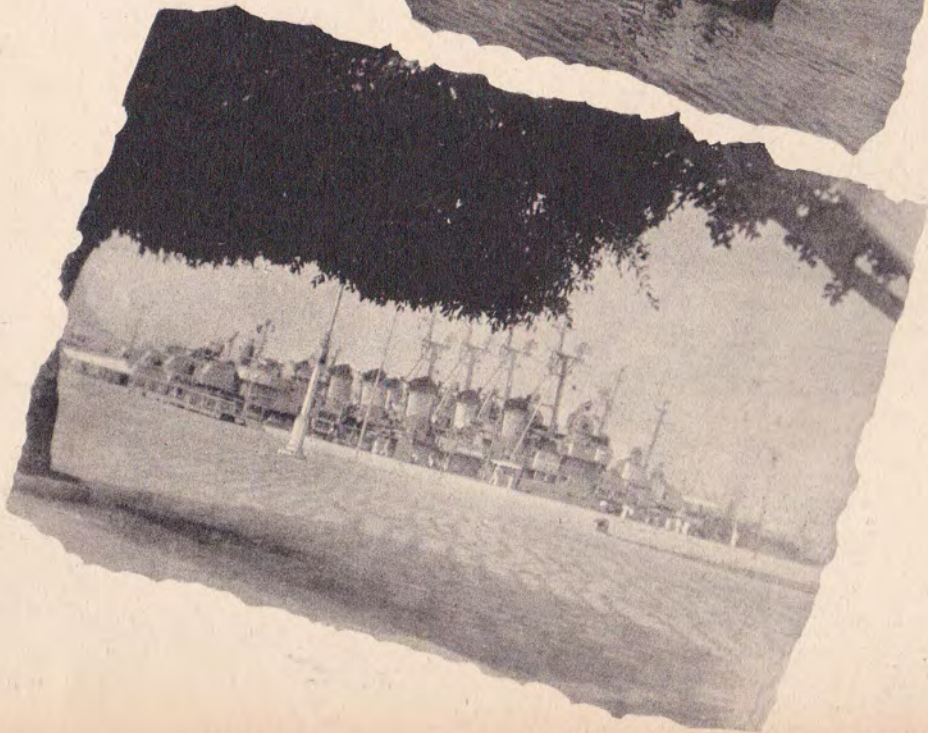




PALERMO

7 - 11 AUGUST

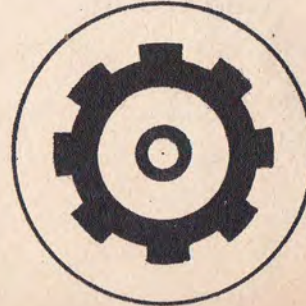
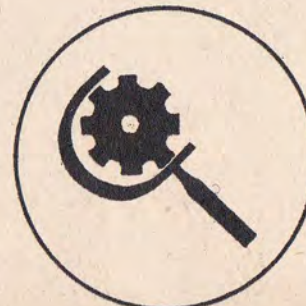
After Izmir we went back to Salonika for our second visit. No change there, and a lot of extra watches to be stood. We left on the 4th of August, ran through a brief three-day exercise, then westward through the Strait of Messina and into the port of Palermo, Sicily on the morning of August 7th. Our first Italian port for the summer, but those of us who were aboard for the '52 cruise knew what to expect, at least in Sicily. Almost unbearable heat during the day and a quiet time at night; souvenir salesmen and the kids begging cigarettes. *ONE BIT* went in the water for the first time, and for those who didn't get to sail her, there was plenty of fun in riding those who did. Oh, yeah. Finally met the new Commodore. He's read the book too.



ENGINEERING

The Engineering Department — the men who make the “Steaming Demon” steam. The hardest working and the hardest playing bunch aboard. Some of the jobs are really dirty, and if anyone wants to volunteer to spend a

European summer in one of the firerooms, he can go right ahead. They have other problems, too. Besides making the ship go where it's supposed to, they also take care of the hundreds of pieces of machinery that make the ship live. Generators supplying us with the electricity we need, the sound-powered telephone system, and when something comes apart, the damage controlmen, pipe fitters, and metalsmiths somehow manage to put it back together again. And speaking of headaches, what about the fresh water? Anyone can complain, but these are the boys who not only have to put up with the gripes but also keep us supplied at the same time. A hell of a big job, but they get done. And that's about all the tribute they want. That's tribute enough.





Ollavali

Goan

Smith

Thorne



Snipes

Reed

Smitty



Jack

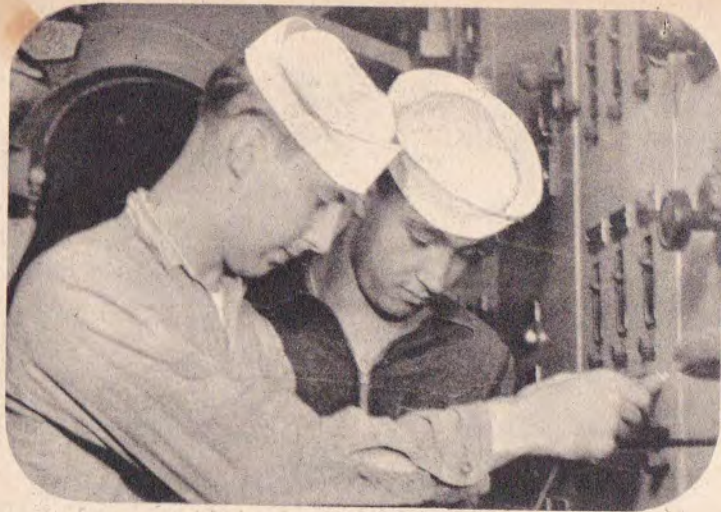
Nelson

Sylvester

Palardy



Eitel



Cioffi

Matagne



Watts

Walzer

Nish

Sanpetro

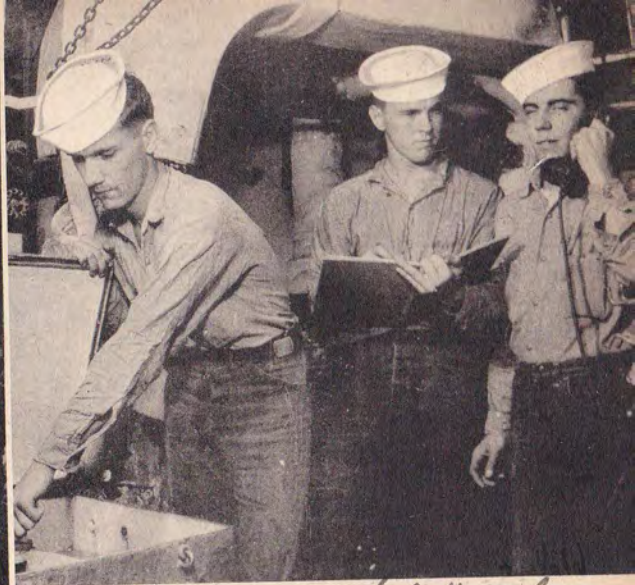
Freeman

Redbeck

Mills



Beland



Janis Cae.



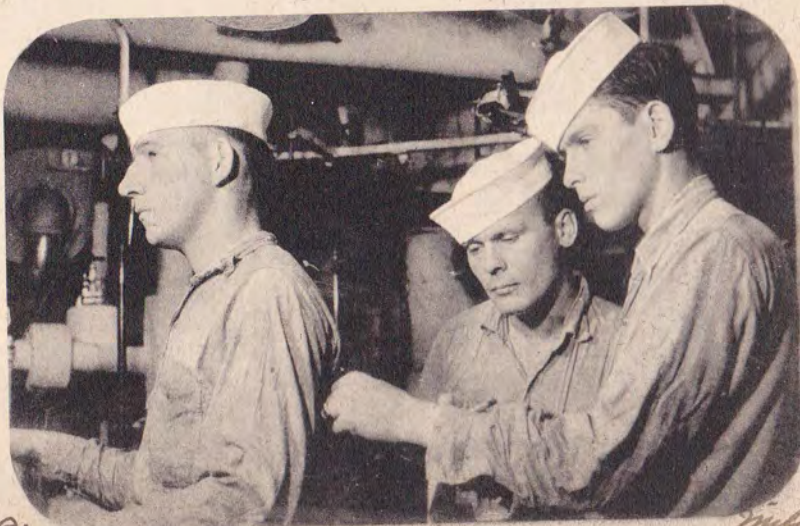
Cusson

Amiley

Cowman

Herbath

Lawrence



Meyer

Osmonson

Müller

Story



Wain



Blizzard



Bergerson

Dargus Reich



Isalish McCleary

Kussen

Stumley



Aravis

Pickett Paige Ryan Chaffin



Mills

Knight



Shipp

Magoo



Celan

William

Bois

Succesrod

Wood RA

Mann

Leudher

Tooker

Stubler


Wood P.



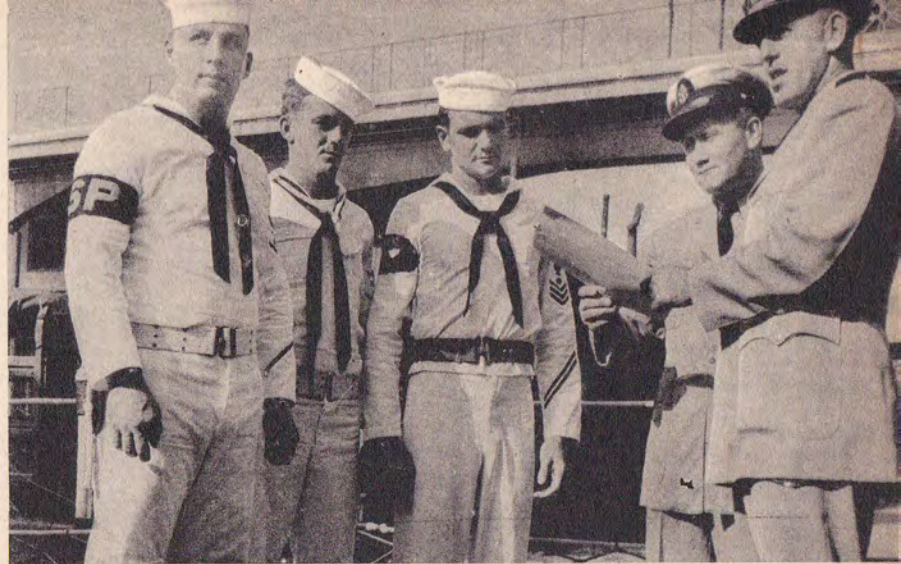
TRIESTE

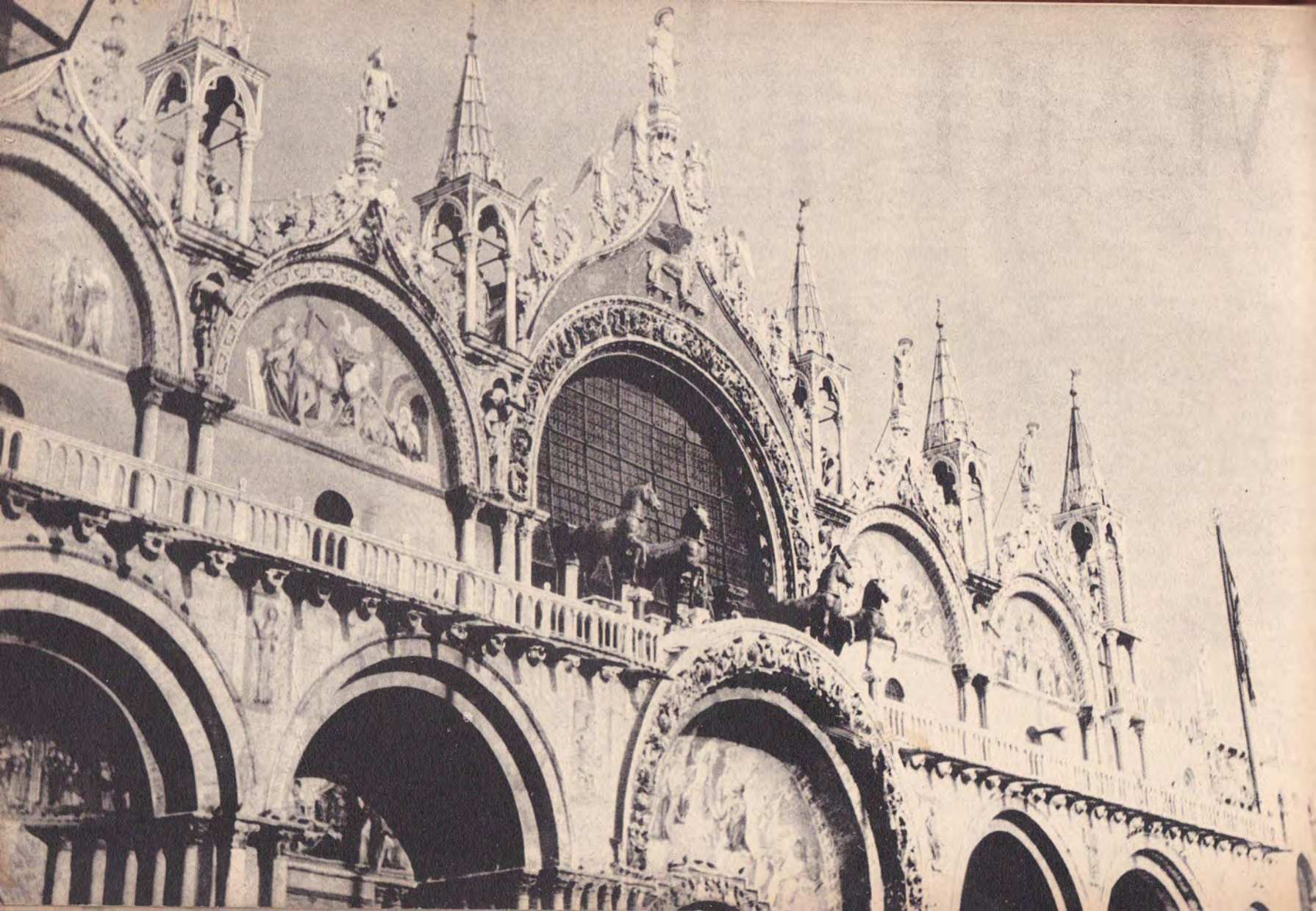
23 - 29 AUGUST

After Palermo a long Fleet Exercise, and then up the Adriatic Sea to the Free Territory of Trieste — city of American milkshakes, American hamburgers, American beer, and American M P's! It's only a fifty yard dash to the Sugar Bowl, and it sure is funny to see the boys tearing of the ship for a short milk. A lot more night life than in the last three ports — Kit Kat Klub, Mexico, Twenty-Three Club. Or would you rather hit the Birra Dreher for a boot full of beer. And as if all this weren't enough, another three section beer party — the best one yet. It was just what we needed, and we were sorry to leave.



SAN GIUSTO CASTLE



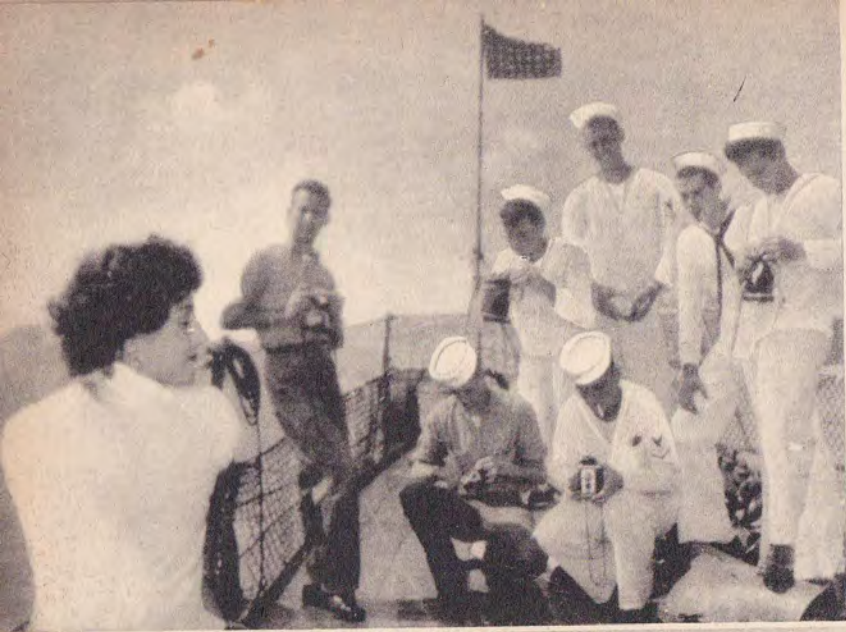


VENICE

29 AUGUST - 4 SEPTEMBER

A four hour trip almost due west, and we arrived in Venice, Italy. "The Pearl of the Adriatic" they call it. Istanbul was strange, but this! "Where the hell are the streets?!?" But we got used to it, as we always do, and settled down for another good liberty port. The tourists and the camera bugs aboard had a field day. San Marco Square, with the Bell Tower and San Marco Cathedral, which is the most bizarre building we ever hope to see. The Lido, another playground for the rich, and this week it happens to be loaded with movie stars. Seems we hit the town right smack in the middle of the International Film Festival, and if that guy beside you at the bar at Harry's that you bum a light from turns out to be Marlon Brando, don't be surprised. Rex Harrison and Lili Palmer came aboard the night we showed their movie, "The Four Poster", and we found out later that she walked off with the top actress award at the Festival. We also had some foreign movie starlets aboard, and the camera boys went wild again. But along with all the fun, somebody put out the word that Tito was thinking about moving into Trieste. Nothing came of it, but we were on edge for a while.



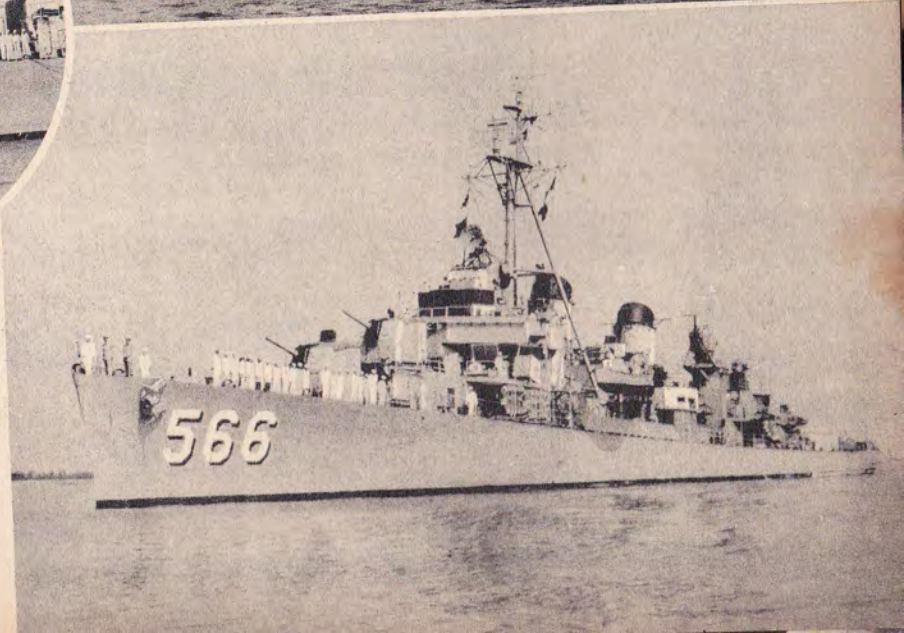
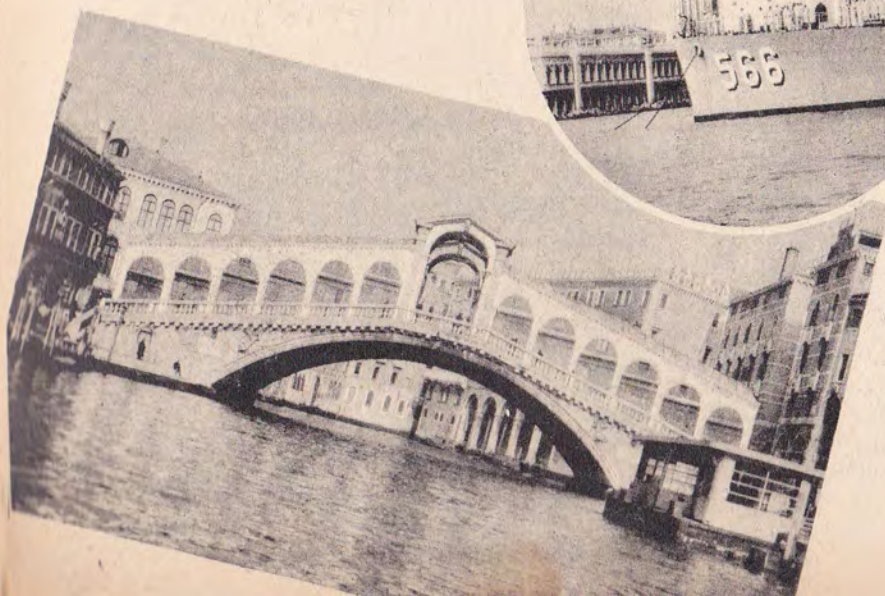


Tooker
&
Calan



Lila Palmer
&
Rex Harrison





Koolhan GENERAL QUARTERS



Shay
Hadie Purpora Zilm Jorman

Brooks

Smallie

NO SMOKING

ALL HANDS MAN YOUR BATTLE STATIONS !!

W. Cronin

Bradley

Moose Kammer

Johnson

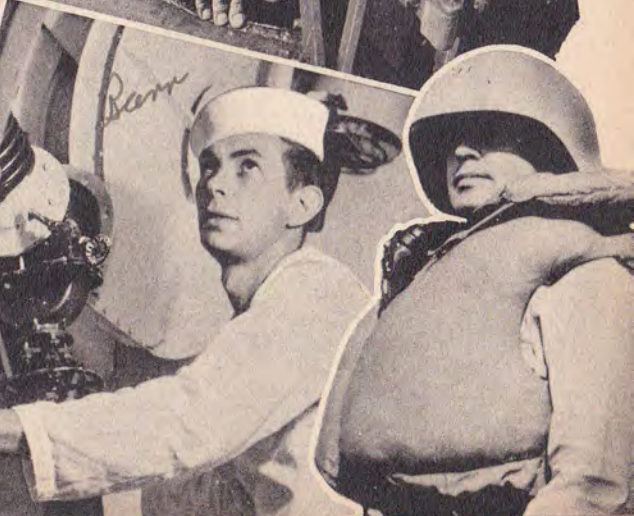


Coly Thompson
Pipper
McKee *Ziskin*
Walter
Leman



'Cool' Bracken

Benn





Gauss

GENERAL QUARTERS

This is why the ship was built - to fight! Maybe it's only a drill, but someday it may be the real thing, and the *STODDARD* is going to be ready for it. All hands have a job to do, and it has to be done right. Not only the men from Gunnery, but also stewards and storekeepers and engineers move on the double to man the guns. Combat shifts into high gear, and the first team moves into the engineroom and up to the bridge. The ship is ready to fight!



Cole



Johnson

Langer



Gill

Stands

Switzer

Stole



Lucian



Mess



Warp

Lange





Capenden



Szabronski

Acornack

Fortune





Franklin



Springer

Phelan



Fletcher



Nichols

Rucker

Phelan

Springer

Phelan

Maze Jw.

32



Waide



Featherston



Masanti

Barnes



Chaffin

Mago

Babcock

Harris

Sol

Chaffin

?

St.

Holla

PALMA

7-14 SEPTEMBER

A three day trip back down the Adriatic and westward to the island of Mallorca, off the east coast of Spain. Palma, a famous Spanish resort on the southern coast of the island. It's a quiet place, especially after the last two ports. The usual sidewalk cafes, two or three good night clubs, and excellent restaurants. A chance to put the finishing touches on this summer's sunburn. *ONE BIT* got its best workout of the season. A Spanish entertainment group put on a show for us out on the dock. A good rest, then back to sea.





"only
Bib"



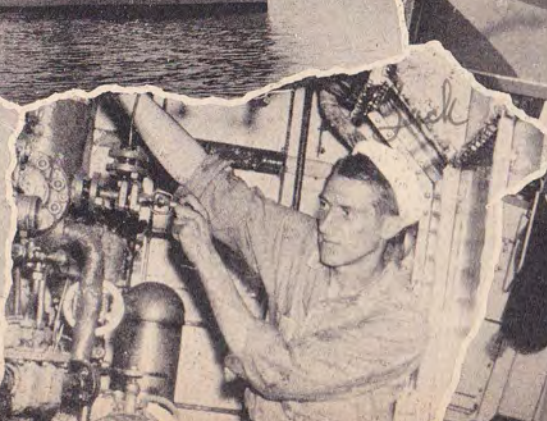
Harop

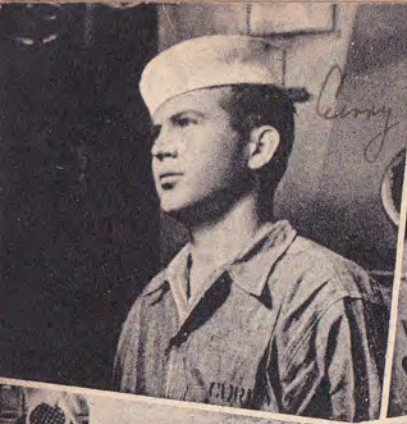
Elsher

Harpeten



THE Lucky Bag





Chaplin
Mr. Moyer



Morris

St...

Boyer



Little



Label



Thomas

Johnson

Sullivan



Ray



Harold



Walt

John

McCormick

Langford



Hubert

Robertson



Frank

Amos



Chief

Babcock

Jewett

Sally

Pete Souter

Morse

Knisk

Larson

Collins

Henderson

Stb.

John

Morse

Thomas

Sting

T. Hoyer

Call

Wright

Sullivan

Henry
Max

Sullivan

Smith

Wright



Coli

O'Loughlin

Myers

Kuffel

John

Kibb

Johnson

Johnson

Boyd
Patterson
Walker
Wally
Ruhl

March Party

Posselt
Party

Johnson

Smith
AE

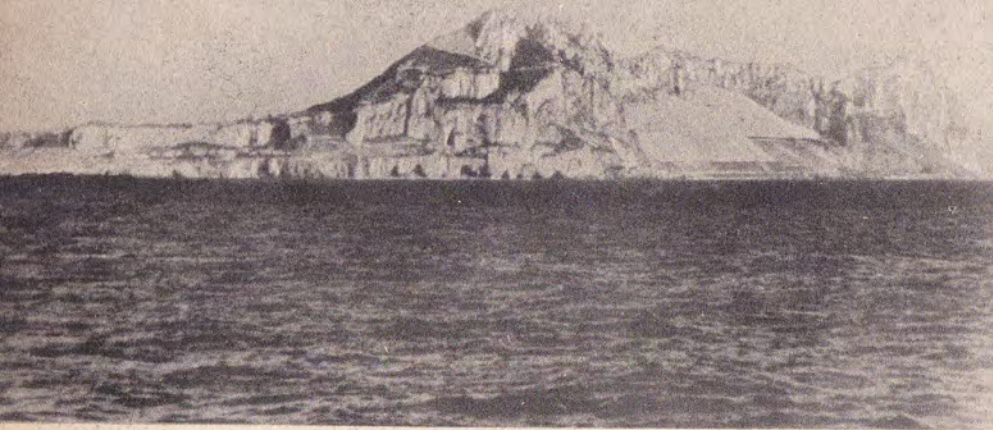
Ali

Moore

Johnson

Epe

"The Rock"



After Palma we were on the last leg of our cruise, but there was a lot of work left to be done. First a Fleet Exercise, then back to the Riviera for another week's visit. And then the biggest exercise of all — WELDFAST — a NATO exercise, with units of the British, Italian, French, Turkish, and Greek navies joined with our own Sixth Fleet. Not much sleep for anyone for eleven days, but we all knew that this exercise was the most important of all. We did all right.

After WELDFAST, we steamed into Athens, and on the 12th of October we headed west for the last time. On the 17th of October we arrived in Gibraltar, but we stayed only long enough to fuel. After fueling, the word finally came — the word we'd all been listening for all summer.

"Now go to your stations all the Special Sea Detail. All hands fall in at quarters for leaving port".

Next stop — Newport!

SEMPLE LAYOUT FOR SHIP'S COMPANY PAGE

(Also, this is the correct list f9r first tæo groups of men)

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