



The LIBERATOR

Malta, Sicily & Italy

Aboard the Legendary Sea Cloud II

OCTOBER 19 - 28, 2018

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Book early and save
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See page 43 for details.



FEATURING AUTHOR & HISTORIAN

ALEX KERSHAW

Follow in the footsteps of US Army officer Felix Sparks, subject of Alex Kershaw's best-selling book *The Liberator*, while seeing the best of Italy and visiting all of the key sites in the Italian campaign with the world's foremost experts in WWII history.



Dear friend of the Museum and fellow traveler,

It is my great delight to invite you to travel with me and my esteemed colleagues from The National WWII Museum on an epic voyage of liberation and wonder – from the ancient harbor of Valetta, Malta, to the shores of Italy, and all the way to the gates of Rome.

I have written about many extraordinary warriors but none who gave more than Felix Sparks of the 45th “Thunderbird” Infantry Division. He experienced the full horrors of the key battles in Italy—a land of “mountains, mules, and mud,” but also of unforgettable beauty.

Sparks fought from the very first day that Americans landed in Europe on July 10, 1943, to the end of the war. He earned promotions first as commander of an infantry company and then an entire battalion through Italy, France, and Germany, to the hell of Dachau. His was a truly awesome odyssey: from the beaches of Sicily to the ancient ruins at Paestum near Salerno; along the jagged, mountainous spine of Italy to the Liri Valley, overlooked by the Abbey of Monte Cassino; to the caves of Anzio where he lost his entire company in what his German foes believed was the most savage combat of the war—worse even than Stalingrad.

Beginning in Malta, we’ll follow in the wake of Sparks and the Allies, visiting the key battlefields of the Italian campaign while also enjoying the unrivaled hospitality and comforts of the *Sea Cloud II*, the finest sailing ship in the world. Seventy-five years after Sparks and his fellow Americans fought so hard in Italy, we’ll savor the best of the country they set free—amazing wine and cuisine, natural beauty, and cultural marvels such as Pompeii and the Isle of Capri. Finally, for those who join me on the Rome and Florence extension program, we’ll toast Allied victory in the heart of Rome—the first Axis city to fall in World War II.

Along with my fellow historians Dr. Nick Mueller and Dr. Rob Citino, I look forward to traveling with you on this unique journey of celebration and commemoration.

Yours,

Alex Kershaw

PHOTO: ALEX KERSHAW ON TOUR WITH THE NATIONAL WWII MUSEUM EDUCATIONAL TRAVEL PROGRAM.



PHOTO CREDIT: A GI VISITS THE COLISEUM WITH LOCAL ITALIAN GUIDES. COURTESY OF THE US NATIONAL ARCHIVE.

FEATURING AUTHOR & HISTORIAN ALEX KERSHAW'S BOOK *THE LIBERATOR*



ABOUT THE BOOK

Written with Alex Kershaw's trademark narrative and vivid immediacy, *The Liberator* traces the remarkable battlefield journey of maverick US Army officer Felix Sparks through the Allied liberation of Europe—from the first landing in Italy to the final death throes of the Third Reich.

Over 500 bloody days, Sparks and his infantry unit battled from the beaches of Sicily through the mountains of Italy and France, ultimately enduring bitter and desperate winter combat against the die-hard SS on the Fatherland's borders. Having miraculously survived the long, bloody march across Europe, Sparks was selected to lead a final charge to Bavaria, where he and his men experienced some of the most intense street fighting encountered by Americans in World War II.

When he finally arrived at the gates of Dachau, Sparks confronted scenes that robbed the mind of reason—and put his humanity to the ultimate test.

PHOTO: ELEVATED VIEW OF SORRENTO AND BAY OF NAPLES WITH MOUNT VESUVIUS IN BACKGROUND.



WWII

The Italian Campaign
and the Road to Rome

Follow in the footsteps of US Army officer Felix Sparks, subject of Alex Kershaw's best-selling book, *The Liberator: One World War II Soldier's 500-Day Odyssey from the Beaches of Sicily to the Gates of Dachau*, while seeing the best of Italy and visiting many of the key sites in the Italian WWII campaign. Hear stories of sacrifice and heroism while sampling the best of the country's hospitality, culture, and cuisine. Join Kershaw, along with Dr. Gordon H. "Nick" Mueller, co-founder and President & CEO Emeritus of The National WWII Museum, and Dr. Rob Citino, the Museum's Samuel Zemurray Stone Senior Historian, on a unique voyage of celebration and commemoration.

Starting on the ancient island of Malta—the heart of Allied operations and plans until 1943—guests explore one of the most beautiful cities in the Mediterranean. In Valletta, Malta's capital, our odyssey begins in the very room where Eisenhower fine-tuned plans for Operation HUSKY and

launched the invasion of Sicily. Visit the nearby underground tunnels dug by beleaguered civilians to protect themselves from Italian and German air raids during one of the longest and most dramatic sieges in history. At the National War Museum, discover Malta's importance throughout history as the key to control of the entire Mediterranean.

In Sicily, stand where Audie Murphy, WWII's most decorated American soldier, came ashore with the 3rd Infantry Division in July 1943, and explore the amazing Valley of the Temples.

Mainland Italy offers the chance to explore the landing beaches at Salerno, where the Texans of the 36th Division fought hard against a fiercely determined German enemy. Follow the Allies north via Pompeii and the Isle of Capri to the verdant Liri Valley—the land of "mountains, mules, and mud"—and on to the Rapido River where Americans launched into a bloody but vain assault against stiff German defenses. After visiting the

ancient Abbey of Monte Cassino and nearby San Pietro, head to Anzio where the caves of Pozzoli are a haunting reminder of just how costly the campaign to liberate Italy became.

On June 4, 1944, after almost ten months of hard fighting in Italy, Rome fell to the Allies, a triumph quickly overshadowed by the Normandy landings on June 6. At the Sicily-Rome American Cemetery, pay your respects to the thousands of young Americans who gave their lives so that the Allies could liberate the first Axis capital in Europe—warriors whose sacrifice and courage we commemorate to mark the 75th anniversary of the Italian campaign.

The odyssey ends with visits to some of the great sites of Rome before celebrating the liberation of the city at its ancient heart. A post-tour extension explores the wonders of Rome and Florence and the heroics of the 10th Mountain Division in the mountains south of Bologna, completing the story of the war in Italy.



PHOTO: A CAPTURED GERMAN "ONE MAN SUBMARINE" CONVERTED FROM AN ORDINARY TORPEDO. THIS ONE LANDED ON ANZIO BEACHHEAD WHERE THE 17-YEAR-OLD NAZI PILOT WAS CAPTURED—FIFTH ARMY, ANZIO BEACHHEAD AREA, APRIL 21, 1944. COURTESY BLAU. 163RD SIGNAL PHOTO CO./US ARMY SIGNAL CORP PHOTOGRAPH. GIFT IN MEMORY OF WILLIAM F. CADDELL, SR., FROM THE COLLECTION OF THE NATIONAL WWII MUSEUM.

FEATURED HISTORIANS



Gordon H. "Nick" Mueller, PhD

Gordon H. "Nick" Mueller, PhD, former historian and Vice Chancellor at the University of New Orleans, served as Founding President and CEO of The National WWII Museum. Mueller's exceptional contributions to the preservation and interpretation of WWII history and his special contributions to public awareness of the D-Day landings in Normandy have resulted in numerous awards including the French government's Legion of Honor, which in May 2016 was bestowed on him. Dr. Mueller's new role as President and CEO Emeritus affords him time for research and writing a history of the Museum and on other WWII topics. He continues to lead overseas WWII tours and speaks widely on the war experience, the American Spirit, and nonprofit leadership.

Robert M. Citino, PhD

Dr. Robert Citino is America's leading historian of the German army and an award-winning scholar with ten published books, including *The Wehrmacht's Last Stand: The German Campaigns of 1944-1945*, *The Wehrmacht Retreats: Fighting a Lost War, 1943*, and *Death of the Wehrmacht: The German Campaigns of 1942*. He has written numerous articles covering World War II and 20th century military history. He speaks widely and contributes regularly to general readership magazines such as *World War II*. Dr. Citino enjoys close ties with the US military establishment, and previously taught at the US Military Academy at West Point and at the US Army War College. He currently serves The National WWII Museum as the Samuel Zemurray Stone Senior Historian.

Alex Kershaw

Alex Kershaw is the author of the acclaimed best-sellers *The Bedford Boys*, *The Longest Winter*, *The Few*, *The Liberator*, and *Escape from the Deep*, as well as biographies of Jack London, Raoul Wallenberg, and Robert Capa. Inspired by his book *The Liberator*, this itinerary traces the 500-day journey of Felix Sparks and the 157th Infantry Regiment. An honorary colonel in the 116th Infantry Regiment, Kershaw has hosted many tours to Europe for The National WWII Museum, including the exclusive Soldiers and Spies tour. He is also a popular and regular speaker at the annual International Conference on World War II in New Orleans. He is currently researching a follow-up book to *The Bedford Boys* about D-Day.

ROUTE OF THE 157TH INFANTRY

FROM GIBRALTAR TO MUNICH



ITINERARY MAP

LAND AND CRUISE TOUR ABOARD THE SEA CLOUD II



TOUR INCLUSIONS

Travel with featured authors and historians
Alex Kershaw, Rob M. Citino, PhD, and Gordon H. “Nick”
Mueller, PhD

Full-time logistical Tour Manager

Shore excursions with expert local battlefield
guides at each port

Roundtrip Airport Transfers
(when arriving and departing on scheduled
group tour dates)

Two nights at the historic five-star
Grand Hotel Excelsior in Malta

Six nights aboard *Sea Cloud II*

One night at the Westin Excelsior in Rome

Private, first-class, air-conditioned motor coach
transportation

Personal listening devices
on all included touring

Included gratuities
to shipboard staff, guides, drivers, porters
and servers

All meals onboard
and as indicated on land in the program
itinerary

Free-flow beer, wine, and soft drinks
with included lunches and dinner on land

Unlimited beverages while on board the *Sea Cloud II*
including house wines, spirits, beer, coffee,
water, teas, soft drinks, and juices

Welcome and Farewell Receptions

Informative map book
including useful maps and archival images to be used
throughout your journey

Document wallet, personalized luggage
tags, and customized name badge

Personal journal and pen
to document your journey



HEAR THEIR STORIES

E Company, 157th Infantry Division

Felix Sparks began the Invasion of Italy as a captain—the commander of E Company, 157th Infantry Regiment. He made a point to know each soldier's name and personal history, and that trait would wear on him as the casualties mounted. Throughout Italy, E Company faced tough jobs with long odds. During the Battle of the Caves, only one man from E Company survived, and he was killed in the breakout from Anzio. The men Sparks inherited in Sicily were gone before the end of 1944. The 157th Infantry Regiment earned high praise for saving the beachhead at Anzio, and in the 470 days it spent on the frontline in Europe, four of its warriors received the Medal of Honor. *Photo: Troops headed for the invasion of Sicily studying guidebooks for North Africa and otherwise passing the time in their bunks on board a US Navy transport. The ship may be USS James O'Hara (APA-90). Note that these men are armed with bolt-action Springfield rifles. They are from the 45th Infantry Division. Official US Navy Photograph, now in the collections of the National Archives. Catalog # 80-G-86312.*



STAND WHERE HISTORY WAS MADE

Lascaris War Rooms

Located 150 feet below the Lascaris Battery, the War Rooms served as the primary headquarters for the British defense of Malta. In 1943, General Dwight D. Eisenhower planned and directed Operation HUSKY, the invasion of Sicily, from this underground tunnel complex. NATO took control of the complex in 1967 and used it as a strategic communication center before a 2009 restoration returned the rooms to their 1943 setting. *Photo: Staff officers plotting troop positions during the invasion of Sicily on a wall map in the underground operations room at Malta. Courtesy of War Archive / Alamy Stock Photo.*



LEARN THEIR NAMES

Sicily-Rome American Cemetery

The Sicily-Rome American Cemetery and Memorial covers 77 acres, rising in a gentle slope from a broad pool with an island and cenotaph flanked by groups of Italian cypress trees. Beyond the pool is the immense field of headstones of 7,860 Americans, arranged in gentle arcs on broad green lawns beneath rows of Roman pines. The majority of these individuals died in the liberation of Sicily, in the landings in the Salerno Area and the heavy fighting northward, in the landings at Anzio Beach and expansion of the beachhead, and in air and naval support in the regions.

Photo: Sicily-Rome American Cemetery and Memorial in Nettuno.

US ARMY PACK MULE SADDLE

Although the US Army was the most mechanized military force in the world in the 1940s, it still made extensive use of pack animals. This was especially true in Italy, where the rough terrain made it all but impossible for vehicles to reach some front line areas. This pack saddle, with all its accoutrements, weighs nearly 100 pounds. Mules would carry a payload of about 200 more pounds—the animal handlers known as muleskinners, made sure that the weight carried was less than one third of the animal’s weight. At times this load was measured at up to 350 pounds. Stronger mules were used for carrying artillery, which were the heaviest and most awkward load.

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The National WWII Museum
Ambrose Collection



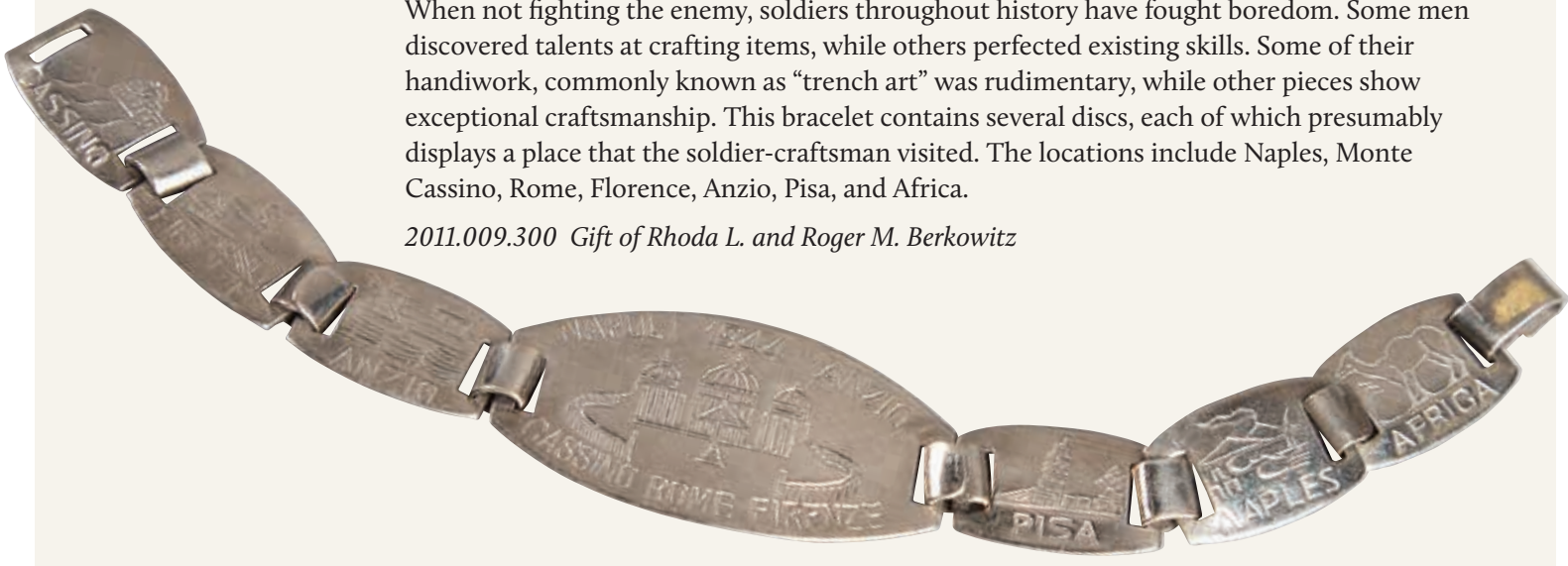
FROM OUR COLLECTION

Featured here are artifacts from the Mediterranean Theater of Operations that the Museum has in its collection. Other documents and materials from the Museum’s archive will be reproduced and shared with tour participants.

TRENCH ART BRACELET

When not fighting the enemy, soldiers throughout history have fought boredom. Some men discovered talents at crafting items, while others perfected existing skills. Some of their handiwork, commonly known as “trench art” was rudimentary, while other pieces show exceptional craftsmanship. This bracelet contains several discs, each of which presumably displays a place that the soldier-craftsman visited. The locations include Naples, Monte Cassino, Rome, Florence, Anzio, Pisa, and Africa.

2011.009.300 Gift of Rhoda L. and Roger M. Berkowitz



V-42 STILETTO OF SGT. IRVING BECKER

Initially envisioned to descend on and destroy strategic targets in occupied Europe, the First Special Service Force (FSSF) was the first and only unit of its kind. It was a joint US-Canadian outfit, where all members were qualified parachutists trained in mountaineering, winter warfare, demolitions, and hand-to-hand fighting. Also superbly equipped, the men of the Force carried a custom dagger to silently eliminate enemy personnel. Sgt. Irving Becker, an original member of the Force, carried this formidable knife throughout the campaign in Italy and Southern France. Becker and the men of the First Special Service Force are the direct ancestors of the US Army’s Special Forces of today. The signature “Black Dagger” carried by the men of the Force in World War II still adorns the US Army’s Special Forces patch.

2017.248 Gift in Memory of Sergeant Irving Becker

NAZI FLAG

Crewmen of the Liberty ship SS *Cornelius Harnett* signed their names between the arms of the swastika on this captured Nazi flag. They also included their affiliations based on their place on the ship, including “Gun Crew” (Naval Armed Guard); “Stewards Dept;” “Black Gang” (engine room crew); and “Deck Gang;” as well as “Purser;” “Sparks” (radio crew); and “Security Off.”

2011.009.300 Gift of Stephen Gonzales



Plan a visit before you go.

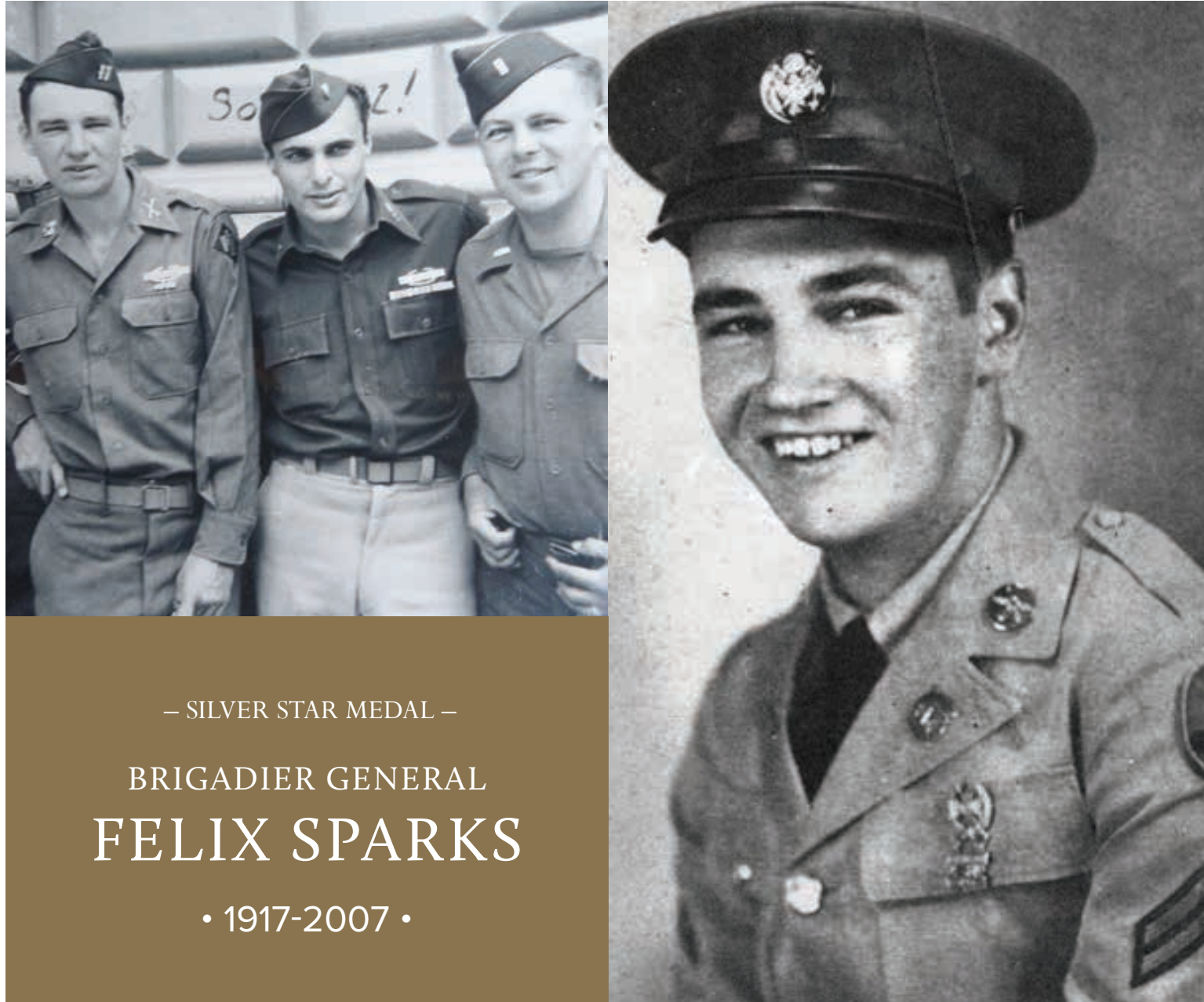
Ranked the #1 attraction in New Orleans and the #2 Museum in the world by Tripadvisor Travelers’ Choice Awards, the Museum brings history to life with moving personal stories and powerful interactive displays.

www.nationalww2museum.org • 1-877-813-3329



THROUGH THEIR EYES

Remembering the Fallen in World War II



PHOTOS COURTESY OF MARY SPARKS

Felix Sparks, subject of Alex Kershaw’s bestselling work *The Liberator*, spent 500 days in combat from the beaches of Sicily to the gates of Dachau. Over that time, he would see his men face determined and fanatical Germans, struggle in the mountains during a harsh Italian winter, and witness the horrors that occurred behind the gates of Dachau.

Sparks grew up in Arizona with five brothers and sisters, and a father who worked at a copper mine. After high school, Sparks rode the rails around Texas and California looking for work, which in 1935 was scarce. Out of money and options, Sparks joined the Army, saved his money, and when his enlistment was up, he attended the University of Arizona. After two years of college, he was called back into service by the Army and began training at Fort Sill, Oklahoma. Before reporting, Sparks asked his high school sweetheart to marry him, and they were wed in June 1942.

Sparks became a 2nd Lieutenant with the 157th Infantry Regiment, 45th Infantry Division. For nearly two years, Sparks trained at Fort Sill and in upstate New York before the division moved to Virginia in anticipation of going overseas. The destination was unknown, even as the men boarded the ships. In June 1943, Sparks entered the Mediterranean, with a destination at the port of Oran, Algeria. Sparks and his men practiced for their first amphibious landing in Oran in a trial run with the 36th Infantry Division serving as the defenders.

On July 10, 1943, Felix Sparks and the men of the 157th Regiment landed on Bailey’s Beach in the south of Sicily. Resistance was light. The Italians were ready to surrender. White flags adorned the coastal towns, and Sparks recalled that the Italian soldiers came out “with their bags packed, ready to go to the States.” Further inland, the 157th encountered the more determined German defenders. At the Battle of Bloody Ridge, the casualties within the regiment began to mount, numbering in the hundreds. Weeks later, Sparks received a promotion. He would now command E Company, an undistinguished group in desperate need of new leadership.

As company commander, Sparks oversaw dramatic improvements in performance, and he quickly learned the names of all 192 men in the company. This knowledge would endear him to his men, but it would wear on him as the war progressed and he recognized fewer faces from his first days of command. With Sicily captured, the next step in the battle for “Europe’s soft underbelly” was the invasion of Italy, an invasion that would start at the toe and work its way north.

Sparks and the men of E Company arrived after the initial assault. Debris, supplies, and evidence of fighting were all around. Spark’s men did not see combat on the beach, but entrenched Germans filled the mountains, valleys and towns to the north. Moving slowly through the mountainous terrain, the Allied advance was in a precarious position. Heavy rains and mud turned into as large an obstacle as the Germans. Bridges washed away in the rains, and the mud slowed the trucks and armored vehicles. Each fortified German position along the Winter Line led to another one just behind. The Allies moved an average of two miles per week. Locked in a stalemate in the mountains, Sparks and the 45th Division received orders to pull out and conduct another amphibious invasion in the north to pull the German defenders from the Winter Line. The destination was Anzio.

For the third time, Felix Sparks landed on a beach with light resistance. The Germans did not expect an amphibious landing in January, and Allied men, materiel, and vehicles poured onto the coast. Failing to take the initiative and move toward Rome would signal the undoing of the operation. While the troops were regrouping on the Anzio beachhead, the Germans sent 70,000 men to push the Allies back into the sea. The fighting was just as bad as in the mountains. Poor weather limited movement. With their backs to the sea, the Allies had no choice but to resist. Sparks and his men became trapped behind enemy lines near a series of caves near Anzio. For one week, men stayed in the caves awaiting relief. Sparks maintained a dug-in position near the caves awaiting relief. Running out of food, water, and ammunition, Sparks made it to the caves and organized a breakout. Evading machine fire and crawling through the mud, Sparks made it to British lines, the only one from E Company to reach safety.

After the liberation of Rome, Sparks continued to his fourth amphibious invasion as part of Operation DRAGOON in southern France. From there he fought through the Vosges Mountains and into Germany. On April 20, 1945, Hitler’s birthday, Sparks was at the capture of Nuremberg. Just days later, he received a new order. He was to proceed to the Dachau Concentration Camp and allow no one in or out. What Sparks witnessed was pure evil. Lavish homes occupied by the SS stood yards from rail cars containing thousands of corpses. A group of soldiers rounded up the remaining SS guards and began shooting them before Sparks could intervene. Years later, Sparks commented that this was “a hell we never imagined...Dachau was an experience that stayed with me and every one of my men for the rest of our lives.”

Sparks met his son Kirk, born as Sparks left for Europe, upon his return home, and continued to lead a distinguished life after the war. He returned to school and completed his law degree at the University of Colorado. He was elected District Attorney in Colorado and served on the Colorado Supreme Court. Accepting a request from the governor, Sparks helped reorganize the Colorado National Guard before retiring from military service in 1977 with the rank of Brigadier General. After Sparks’s death in 2007, former Colorado governor Dick Lamm referred to Sparks as “a giant of Colorado.”

The LIBERATOR

Malta, Sicily & Italy
Aboard the Legendary *Sea Cloud II*

An all-new 10-day land and cruise tour from \$8,999*.

**See page 43 for details.*

Notes from the historian

On July 5, 1943, Sparks’ regiment left the harbor at Oran aboard five boats. Only now was the Thunderbird’s ultimate destination revealed as men were handed government-issued books titled *The Soldier’s Guide to Sicily*. Thirty other ships transported the rest of the division. The force gathered strength as it steamed east, skirting the North African coast, collecting hundreds more vessels that carried the British Eight Army, commanded by General Bernard Montgomery, as well as the remainder of Patton’s US Seventh Army. When the entire armada finally assembled, it comprised some two thousand ships, the greatest invasion fleet in the history of war.



Day 1, October 19, 2018

ARRIVAL

Upon arrival into Malta International Airport (MLA), transfer to the five-star Grand Hotel Excelsior, where the Museum’s travel team welcomes you. Enjoy the remainder of the day at leisure.

Accommodations: Grand Hotel Excelsior

Day 2, October 20, 2018

THE DEFENSE OF MALTA

Today’s tour highlights the WWII history of the 2018 European Capital of Culture: Valletta, Malta. The most bombed city in Europe during Word War II, Valletta suffered more than 3,000 individual bombing raids from 1940-1942. Visit the National War Museum where the George Cross, awarded to the people of Malta for their bravery and tenacity, is displayed prominently. Explore the Lascaris War Rooms, the underground headquarters–Eisenhower’s base during the planning and operation of the July 1943 Sicily invasion, Operation HUSKY. At the St. John’s Co-Cathedral, uncover the history of the Knights of St. John and Napoleon’s role in naming the church as a Co-Cathedral.

Accommodations: Grand Hotel Excelsior (B, L, D)

PHOTO MAIN: OVERLOOKING THE GREAT HARBOR OF VALLETTA IS THE SIEGE BELL MEMORIAL ERECTED IN 1992 TO HONOR OVER 7000 PEOPLE WHO LOST THEIR LIVES HERE IN WORLD WAR II. PHOTO RIGHT: THE WAR MEMORIAL IN THE SQUARE AT ZABBAR, ISLAND OF MALTA. COURTESY OF MIKE P SHEPHERD / ALAMY STOCK PHOTO.



Day 3, October 21, 2018
MALTA'S UNIQUE HERITAGE

Explore the UNESCO World Heritage site of the Megalithic Temples of Malta, where Malta's first settlers migrated from Sicily over 7,000 years ago. Temple construction here began in 3600 BC, and the tour today also begins here with the Haġar Qim Temples. These fantastic temples sit atop a ridge overlooking the sea and were never completely buried in their 5,000-year existence. In fact, the tops of the temples appear in paintings from the 17th and 18th centuries. The nearby "Silent City" of Mdina traces its history back 4,000 years. This walled city is home to Malta's noble families, some of whom are descendants of the Norman, Sicilian, and Spanish overlords who made Mdina their home from the 12th century onwards. This diverse collection of people is a result of Malta's strategic location and influence. Your historian will describe the leading powers in the Mediterranean over the centuries and Malta's status as a British colony during World War II.

Accommodations: Sea Cloud II (B, L, D)



PHOTO TOP: FACADE OF ST. PAUL'S CATHEDRAL, MDINA, MALTA. PHOTO BOTTOM: ROYAL OPERA HOUSE IN RUINS, VALLETTA, MALTA. COURTESY OF CHRONICLE / ALAMY STOCK PHOTO.



Day 4, October 22, 2018
SICILY-LICATA AND THE VALLEY OF THE TEMPLES

The day begins at the landing beaches in Licata where the 3rd Division came ashore on July 10, 1943. Among the invaders was the legendary Audie Murphy, destined to become the most decorated US soldier of World War II. Licata was also where Lt. Colonel William Darby, one of the greatest combat leaders in the Italian campaign, went into action with his First Ranger Battalion. While exploring these western shores, visit the producer of the finest olive oil in the region before exploring the amazing Valley of the Temples, a UNESCO World Heritage site.

Accommodations: Sea Cloud II (B, L, D)



PHOTO TOP: ON BOARD A LANDING CRAFT, ALLIED LEADERS INSPECT THE SICILIAN INVASION FORCES OFF THE COAST OF NORTH AFRICA-JULY 1943. PHOTO BOTTOM: AUDIE MURPHY, THE MOST DECORATED US COMBAT SOLDIER IN WORLD WAR II, JUNE, 1945. COURTESY OF CSU ARCHIVES/EVERETT.



Day 5, October 23, 2018

AT SEA

Experience the *Sea Cloud II* at her finest—in full sail, cutting through the Mediterranean toward mainland Italy. Tour historians discuss the highlights of the Sicilian campaign in two sessions—one before lunch and the other at cocktail hour—notably, General Patton’s race against the British to be the first to Messina, and the hastily assembled plans to invade Italy at Salerno. *Accommodations: Sea Cloud II (B, L, D)*

PHOTO TOP: THE *SEA CLOUD II*. PHOTO BOTTOM: GENERALS MONTGOMERY AND EISENHOWER VIEW FROM A BALCONY IN MESSINA—1943-44. COURTESY HERITAGE IMAGE PARTNERSHIP LTD / ALAMY STOCK PHOTO.



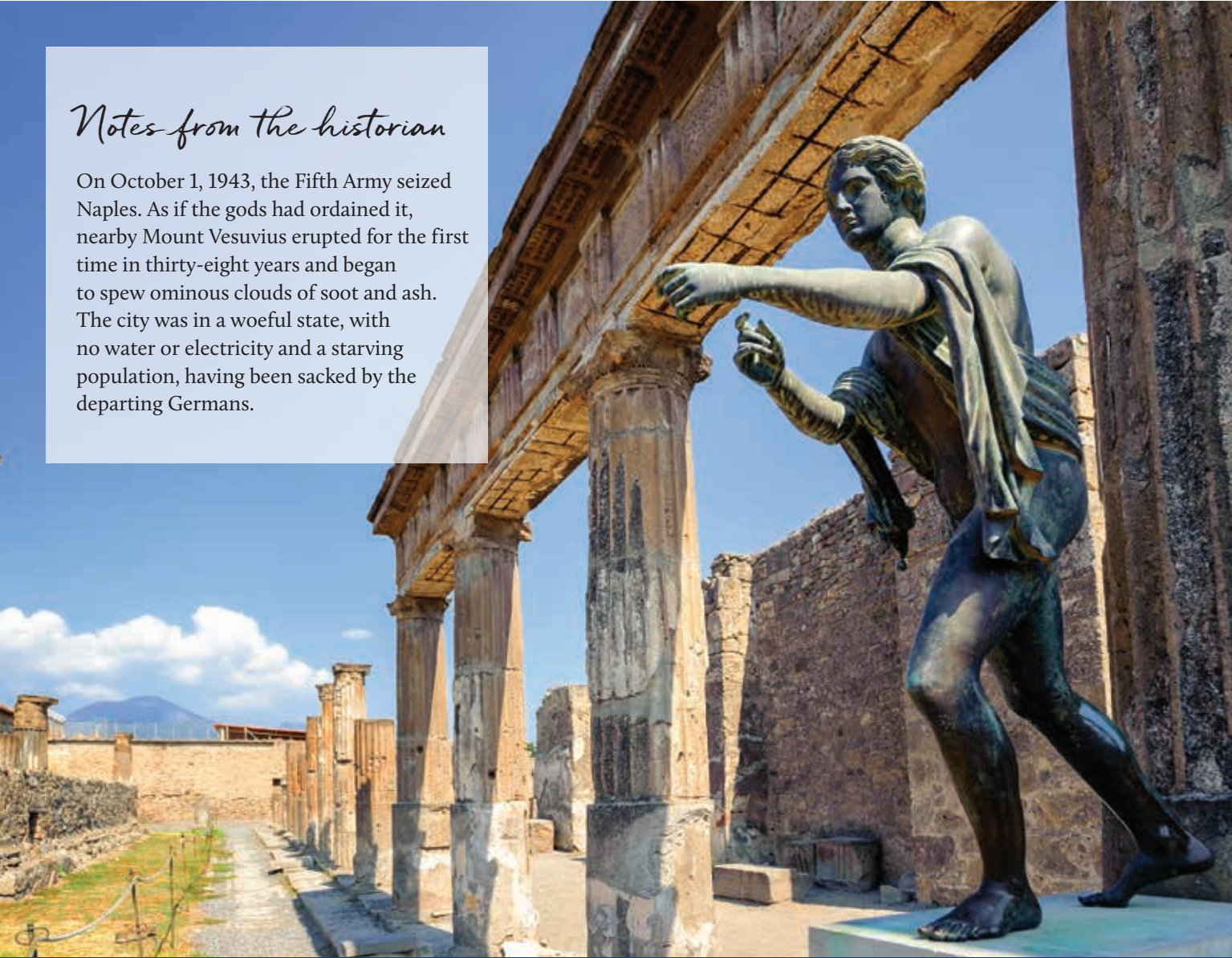
Day 6, October 24, 2018

OPERATION AVALANCHE: PAESTUM & SALERNO

Famous for the ruins of three Greek temples, Paestum was the landing zone of the ill-fated 36th Infantry Division during the bloody Salerno invasion in September 1943. Wounded young Texans lay beneath ancient columns as the Allies fought desperately to hold onto a fragile foothold in Italy. At the legendary Tobacco Factory, Felix Sparks’s fellow comrades in the 45th Division, the “Thunderbirds” fought one of the most violent battles of the war. The ruins still stand, stark reminders of how Italy was no “soft underbelly” but rather a “tough old gut.” The inland, hilltop village of Altavilla, scene of a stubborn defense by the 82nd Airborne, provides extraordinary views of the entire battlefield and the Bay of Salerno.

Accommodations: Sea Cloud II (B, L, D)

PHOTO TOP: ITALIAN COAST NEAR SALERNO. PHOTO BOTTOM: US COAST GUARDSMEN AND NAVY BEACH BATTALION HUGGING THE ITALIAN BEACH DURING GERMAN BOMBING. COURTESY OF EVERETT COLLECTION HISTORICAL / ALAMY STOCK PHOTO.



Notes from the historian

On October 1, 1943, the Fifth Army seized Naples. As if the gods had ordained it, nearby Mount Vesuvius erupted for the first time in thirty-eight years and began to spew ominous clouds of soot and ash. The city was in a woeful state, with no water or electricity and a starving population, having been sacked by the departing Germans.

Day 7, October 25, 2018
POMPEII AND THE ISLE OF CAPRI

The day begins at the ruins of Pompeii. In 79 AD, Mount Vesuvius erupted, throwing a plume of ash and rocks into the sky. The citizens of the town of Pompeii, near the base of the volcano, watched this spectacular event, and for those who did not immediately flee, conditions became severe. The ash fell, making it difficult to breathe, buildings collapsed, and poison gas and rock rolled down from the mountain. By the next day, Pompeii was buried under millions of tons of volcanic ash. In the mid-18th century, explorers dug under the layers of dust, rock and ash to find the city preserved as it was at the time of the eruption. The uncovered art and architecture inspired new trends throughout Europe, and the site continues to fascinate visitors today.

Travel across the sea to the Isle of Capri, a resort island that has captured the imaginations of writers and artists for centuries. The top of the island offers breathtaking panoramas, and the social hub of the island, La Piazzetta, bustles with activity. German industrialist Friedrich Alfred Krupp established the Gardens of Augustus, a road designed and built by engineers, with hairpin turns scaling a 300-foot cliff. The top of the Gardens offers a view of the rocks of the Faraglioni.

Accommodations: Sea Cloud II (B, L, D)

PHOTO: RUINS OF APOLLO TEMPLE, POMPEII, ITALY.



Notes from the historian

The Battle of Monte Cassino was carried out in four stages by a vast number of regiments and divisions under the banner of many nations. The losses of men and material were staggering. It turned out to be a “see-saw” battle, where Allies, having captured key German strongholds, lost them shortly thereafter to the enemy and then succeeded in recapturing the Abbey.

Day 8, October 26, 2018
MONTE CASSINO

After heavy fighting around the Salerno beachhead, the arduous journey up the rocky spine of Italy began. Mountainous terrain and successive lines of German defenses slowed the Allied advance to a bitter crawl. At the Liri Valley’s Rapido River the 36th Infantry Division once again suffered mightily as German artillery observers looked down from the Abbey of Monte Cassino. In a preannounced but nonetheless shocking move, the Allies dropped thousands of tons of explosives on the abbey, reducing it to rubble. We visit the Abbey, restored “where it was, as it was,” and learn how its destruction influenced the treatment of other cultural and historical landmarks in Italy during war. Nearby stands the “ghost town” of San Pietro Infine, subject of John Huston’s masterful documentary, *The Battle of San Pietro*. Towering above the village is Monte Sammucro where Captain Henry T. Waskow, subject of Ernie Pyle’s most moving column, was killed in a December 13, 1943, attack that Huston captured in his film.

Accommodations: Sea Cloud II (B, L, D)

PHOTO: AERIAL VIEW OF THE MONTE CASSINO ABBEY.



HISTORICAL PERSPECTIVE

MONTE CASSINO

JANUARY 17, 1944–MAY 19, 1944

Since 529 AD, a monastery rests atop the rocky hill known as Monte Cassino. With its location near Rome and with a clear vantage point of the surrounding area, numerous military invasions targeted the monastery over the millennia. In the sixth century, invading Lombards destroyed the monastery, and Saracen invaders destroyed the rebuilt monastery in the ninth century. An earthquake destroyed many of the buildings in 1349, requiring another restoration.

Often called the most tragic of all monastery attacks, the Battle of Monte Cassino in 1944 began with Allied senior officers' differing views on the inhabitants. The destruction of the town of Cassino located at the foot of the hill sent hundreds of refugees to the monastery and the caves nearby in hopes that the historical and religious significance of the place would keep it from destruction. But its strategic location meant that any German observers inside possessed an excellent view of Allied activity.

By January, debates raged in the field and among government officials. On December 29, 1943, Eisenhower issued an order stating, "If we have to choose between destroying a famous building and sacrificing our own men, then our men's lives count infinitely more and the buildings must go." Within the order, he also sought to distinguish "military necessity" from military or personal convenience in considering the destruction of cultural and historical landmarks. In the British Parliament, the Archbishop of Canterbury made a plea to save the treasures of Italy, but Lord Lantham disagreed, "I do not wish to see Europe stocked with cultural monuments to be venerated by mankind in chains and on its knees."

In the end, the generals agreed to bomb the monastery, setting the date of February 15, 1944. The bombing of Monte Cassino was a well-known public affair. Leaflets were blasted toward the monastery on February 14, 1944, warning the civilians to leave the area. At 9:45 a.m., 142 B-17 Flying Fortresses dropped 253 tons of bombs and explosives on Monte Cassino. Several more waves dropped more explosives on the monastery, reducing it to rubble and setting the olive trees on fire. Reporters from the BBC, CBS, and *The New York Times* covered the bombing with correspondents on-site.

The bombing ended in the early afternoon. The monks and other survivors emerged from the ruins and surveyed a site that looked like the end of the world. The stone had collapsed, and fires raged all around. The dust and smoke turned day into night. Inside the monastery, 230 Italian civilians were dead. The birthplace of the Benedictine Order and one of the landmark sites of Catholicism was gone. The Germans used the ruins of the monastery as cover for the next few months before Polish soldiers captured the position on May 18, 1944.

The Germans turned the event into propaganda. Goebbels pronounced that the destruction was part of a Jewish-Bolshevik plot to destroy Western Civilization. Allied military planners tried to maintain the military necessity of the operation. In Eisenhower's orders of May 26, 1944, to the soldiers of D-Day, he maintained that "as at Cassino, where the enemy relied on our emotional attachment to shield his defense, the lives of our men are paramount. So, where military necessity dictates, commanders may order the required action even though it involves destruction of some honored site."

In 1949, the Public Works Ministry decreed that the monastery would be rebuilt "where it was, as it was." During the reconstruction, workers located the remains of St. Benedict and his twin sister St. Scholastica, and placed them under the main altar. On October 24, 1964, Pope Paul VI re-consecrated the basilica, and Abbott Ildefonso Rea spoke at the ceremony:

"These walls speak. It is peace that made them revive. It still seems incredible that the war acted against this Abbey, incomparable monument of religion, culture, art, civility, one of the proudest and blindest gesture of its fury, so we can't believe it is true when today we see this magnificent building revived, almost wanting to pretend that nothing happened, that its destruction was a dream and we can forget the tragedy that had made a pile of ruins."

PHOTO PAGE 26 TOP: GERMAN PARATROOPER NEAR MONTE CASSINO, 1944. COURTESY OF SUEDEUTSCHE ZEITUNG PHOTO / ALAMY STOCK PHOTO. PHOTO PAGE 26 BOTTOM: BRITISH SOLDIERS MAKE THEIR WAY THROUGH THE RUINS AFTER THE GERMAN CAPITULATION AT MONTE CASSINO. COURTESY OF PICTORIAL PRESS LTD / ALAMY STOCK PHOTO. PHOTO PAGE 27 TOP: SOLDIERS TRANSPORTING EQUIPMENT. COURTESY OF ARCHIVE PL / ALAMY STOCK PHOTO. PHOTO PAGE 27 BOTTOM: THE TOWN OF CASSINO WAS COMPLETELY DESTROYED IN ONE OF WW2'S MOST CONCENTRATED AIR BOMBINGS. COURTESY OF EVERETT COLLECTION INC / ALAMY STOCK PHOTO.



PHOTO: HOLDING AN ANCIENT ROMAN HELMET (POSSIBLY A NAPOLEONIC ERA HELMET) IN ONE HAND AND HIS OWN 20TH CENTURY HEAD GEAR IN THE OTHER, CAPT. FREDERICK J. SAAM, OF CALUMET, MICH., PRESENTS A CONTRAST IN TWO DISTANT EPOCHS OF WAR WHICH THE ANTIQUE TOWN OF ANZIO HAS WITNESSED—ANZIO, JANUARY 31, 1944. ARMY SIGNAL CORPS PHOTOGRAPH, GIFT OF REGAN FORRESTER, FROM THE COLLECTION OF THE NATIONAL WORLD WAR II MUSEUM.



Notes from the historian

The Thunderbirds saved the Anzio beachhead but suffered for their heroism. The division had in fact lost half its strength in just thirty-six hours. For his heroism during the Battle of the Caves, Sparks would receive the Silver Star and be promoted to major. But neither the medal nor his promotion would salve his deep emotional wounds.

Day 9, October 27, 2018

ANZIO

Today, visit the battlefields of Anzio, scene of the costliest stalemate of World War II for the Western Allies and the most intense, unrelenting combat of the Italian campaign. Hitler ordered repeated counter-attacks to destroy the Allied “abscess” south of Rome, and in February 1944 came very close to pushing Allied forces back into the sea. Had it not been for the 45th Infantry Division, particularly Felix Sparks and his regiment, German armor would have stormed down the Via Anziate, dealing a fatal blow. We exclusively visit the caves where Sparks lost his entire infantry company. Armed with flashlights and led by local guides, enter the caves and imagine the close combat and the echoes of each explosion and gunshot. At the Sicily-Rome American Cemetery, a special ceremony honors Captain Henry Waskow, the company commander immortalized in the Ernie Pyle column, “The Death of Captain Waskow.”

Accommodations: *Westin Excelsior Rome (B, L)*

Day 10, October 28, 2018

DEPARTURES

Transfer to Leonardo da Vinci-Fiumicino International Airport (FCO) in Rome for flights home, or continue on the post-tour program, *Rome to the Gothic Line. (B)*

PHOTO: GERMAN PRISONERS ON THE ANZIO BEACHHEAD—MARCH 21, 1944. COURTESY OF PHOTO 12 / ALAMY STOCK PHOTO.

SPOTLIGHT ON BATTLE OF THE CAVES

Operation SHINGLE, the Allied landings at Anzio, started successfully when the Germans were completely caught off guard. The final assessment shows that it was an operational failure that only succeeded in tying up more German divisions in advance of Operation Overlord. When Felix Sparks and the men of the 157th Infantry Regiment landed on the beach on January 29, 1944, resistance was light. German divisions were focused on the Winter Line and did not anticipate an amphibious landing during winter. The fortune soon faded for Operation Shingle, when the Germans sent 70,000 troops toward Anzio in an attempt to drive the two Allied divisions back into the sea.

To Anzio's northwest, the 2nd Battalion of the 157th set up their headquarters near a system of caves. Sparks and his men were along a main road further to the north when a German attack came on February 17. Awaiting the attack, Sparks's men watched as the Germans broke through the American lines further west. By moving south, the Germans managed to bypass and surround the 157th, leaving Sparks and his men stranded. Rushing to the caves to warn headquarters, an American soldier arrived just before the Germans. An intense battle ensued as both sides lobbed grenades and engaged in close combat. Each gunshot and explosion echoed through the caves. American artillery nearby directed their fire toward the caves killing many of the Germans outside.

During the initial combat in the caves, Sparks remained over a mile away in his dug-in position near the road. Sparks and the men in the caves realized they were surrounded. News came that British troops were on their way to relieve them. Sparks reached the caves and found a terrible site. Wounded men—both American and German—cried in agony. Supplies of food, water, and ammunition would not last long, and attempts to leave the caves were met with German gunfire.

At 1:30 the next morning, the men inside prepared to leave the caves. The route would take them almost two miles across German-held territory. Along the way, a small bridge crossed a deep draw—a dangerous spot for weary men who ate little in the past week. Sparks crossed the bridge several times to navigate the sick and wounded across. As the men crossed the terrain in darkness, German machine guns opened up. By dawn, Sparks and the remaining survivors reached the British lines, but he was the only E Company survivor—all 192 men he took command of in Sicily were missing, killed, wounded, or taken prisoner.





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Continue to Florence on day two for an exploration of the heart of the Italian Renaissance, as well as the nearby Gothic Line, the last line of defense in Italy for the retreating Germans. The Germans placed more than 2,000 machine gun nests on the Gothic Line in an attempt to wear down the Allies and escape back to Germany intact. The Allied assault on the Gothic Line included numerous counts of heroism: the Japanese-American 442nd Regimental Combat Team led the way up Mt. Folgorito in a nighttime march; Medal of Honor recipient Vernon Baker destroyed several German positions near Castle Aghinolfi; and future US Senator Robert “Bob” Dole, who served with the 10th Mountain Division, was wounded southwest of Bologna.

The beautiful and historic city of Florence, a UNESCO World Heritage Site listed by *Conde Nast Traveler* as one of the “best cities in the world,” provides a welcome retreat after touring the battlefields, and provides an opportunity to explore some of the greatest artistic treasures in the world, many of which are displayed at the Uffizi Gallery.

On departure day, transfer to the Toscana Aeroporti Firenze for your flights home.

PHOTO PAGE 32: AMERICAN TROOPS ENTERING ROME— ITALY, CIRCA 1944. COURTESY OF CARL MYDANS/THE LIFE PICTURE COLLECTION/ GETTY IMAGES. PHOTO PAGE 33: AN ITALIAN YOUTH IS SHOWN GIVING A BOUQUET OF FLOWERS TO A WEARY YANK WHOSE TANK HAD HALTED ON THE EDGE OF ROME ON ROUTE 6 BEFORE THE FINAL DRIVE ON THE CITY—JUNE 4, 1944. US ARMY SIGNAL CORPS PHOTOGRAPH, GIFT OF REGAN FORRESTER, FROM THE COLLECTION OF THE NATIONAL WORLD WAR II MUSEUM.



PHOTO: HENRY T. WASKOW. COURTESY OF TEXAS MILITARY FORCES MUSEUM CAMP MABRY AUSTIN, TEXAS.

HONORING OUR HEROES

Henry T. Waskow
1918-1943

Captain Henry T. Waskow served in the 36th Infantry Division, which fought alongside the 45th Division during much of the Battle of Italy. Waskow, like Sparks, was a company commander with a talent for inspiring his men. In the Battle for San Pietro Infine, Waskow's company was weakened and outnumbered, yet still charged forward in an effort to take Hill 730. Fragments of a shell that landed near Waskow's position killed him during the attack, and his remains are interred in the Sicily-Rome American Cemetery. Waskow's death was memorialized by Ernie Pyle in a column called "The Death of Captain Waskow."

"The Death of Captain Waskow"
Ernie Pyle

AT THE FRONT LINES IN ITALY, January 10, 1944 – In this war I have known a lot of officers who were loved and respected by the soldiers under them. But never have I crossed the trail of any man as beloved as Capt. Henry T. Waskow of Belton, Texas.

Capt. Waskow was a company commander in the 36th Division. He had led his company since long before it left the States. He was very young, only in his middle twenties, but he carried in him a sincerity and gentleness that made people want to be guided by him.

"After my own father, he came next," a sergeant told me.

"He always looked after us," a soldier said. "He'd go to bat for us every time."

"I've never knowed him to do anything unfair," another one said.

I was at the foot of the mule trail the night they brought Capt. Waskow's body down. The moon was nearly full at the time, and you could see far up the trail, and even part way across the valley below. Soldiers made shadows in the moonlight as they walked.

Dead men had been coming down the mountain all evening, lashed onto the backs of mules. They came lying belly-down across the wooden pack-saddles, their heads hanging down on the left side of the mule, their stiffened legs sticking out awkwardly from the other side, bobbing up and down as the mule walked.

The Italian mule-skinners were afraid to walk beside dead men, so Americans had to lead the mules down that night. Even the Americans were reluctant to unleash and lift off the bodies at the bottom, so an officer had to do it himself, and ask others to help.

The first one came early in the morning. They slid him down from the mule and stood him on his feet for a moment, while they got a new grip. In the half light he might have been merely a sick man standing there, leaning on the others. Then they laid him on the ground in the shadow of the low stone wall alongside the road.

I don't know who that first one was. You feel small in the presence of dead men, and ashamed at being alive, and you don't ask silly questions.

We left him there beside the road, that first one, and we all went back into the cowshed and sat on water cans or lay on the straw, waiting for the next batch of mules.

Somebody said the dead soldier had been dead for four days, and then nobody said anything more about it. We talked soldier talk for an hour or more. The dead man lay all alone outside in the shadow of the low stone wall.

Then a soldier came into the cowshed and said there were some more bodies outside. We went out into the road. Four mules stood there, in the moonlight, in the road where the trail came down off the mountain. The soldiers who led them stood there waiting. "This one is Captain Waskow," one of them said quietly.

Two men unlashed his body from the mule and lifted it off and laid it in the shadow beside the low stone wall. Other men took the other bodies off. Finally there were five lying end to end in a long row, alongside the road. You don't cover up dead men in the combat zone. They just lie there in the shadows until somebody else comes after them.

The unburdened mules moved off to their olive orchard. The men in the road seemed reluctant to leave. They stood around, and gradually one by one I could sense them moving close to Capt. Waskow's body. Not so much to look, I think, as to say something in finality to him, and to themselves. I stood close by and I could hear.

One soldier came and looked down, and he said out loud, "God damn it." That's all he said, and then he walked away. Another one came. He said, "God damn it to hell anyway." He looked down for a few last moments, and then he turned and left.

Another man came; I think he was an officer. It was hard to tell officers from men in the half light, for all were bearded and grimy dirty. The man looked down into the dead captain's face, and then he spoke directly to him, as though he were alive. He said: "I'm sorry, old man."

Then a soldier came and stood beside the officer, and bent over, and he too spoke to his dead captain, not in a whisper but awfully tenderly, and he said:

"I sure am sorry, sir."

Then the first man squatted down, and he reached down and took the dead hand, and he sat there for a full five minutes, holding the dead hand in his own and looking intently into the dead face, and he never uttered a sound all the time he sat there.

And finally he put the hand down, and then reached up and gently straightened the points of the captain's shirt collar, and then he sort of rearranged the tattered edges of his uniform around the wound. And then he got up and walked away down the road in the moonlight, all alone.

After that the rest of us went back into the cowshed, leaving the five dead men lying in a line, end to end, in the shadow of the low stone wall. We lay down on the straw in the cowshed, and pretty soon we were all asleep.



PHOTO: ERNIE PYLE, AND A US TANK CREW AT THE ANZIO BEACHHEAD, ITALY—MARCH 18, 1944, COURTESY OF EVERETT COLLECTION INC / ALAMY STOCK PHOTO.

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and baguette croutons

Starter

Cappuccino of lobster

Main Course

Crêpinette of veal tenderloin in Madeira jus with
glazed vegetables & truffled puree of celeriac
or
Duet of turbot and salmon
with turnips and confit of cherry tomatoes
or
Ravioli of boletus with sage butter
and sautéed green beans

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Coffee specialities, tea, and pralines

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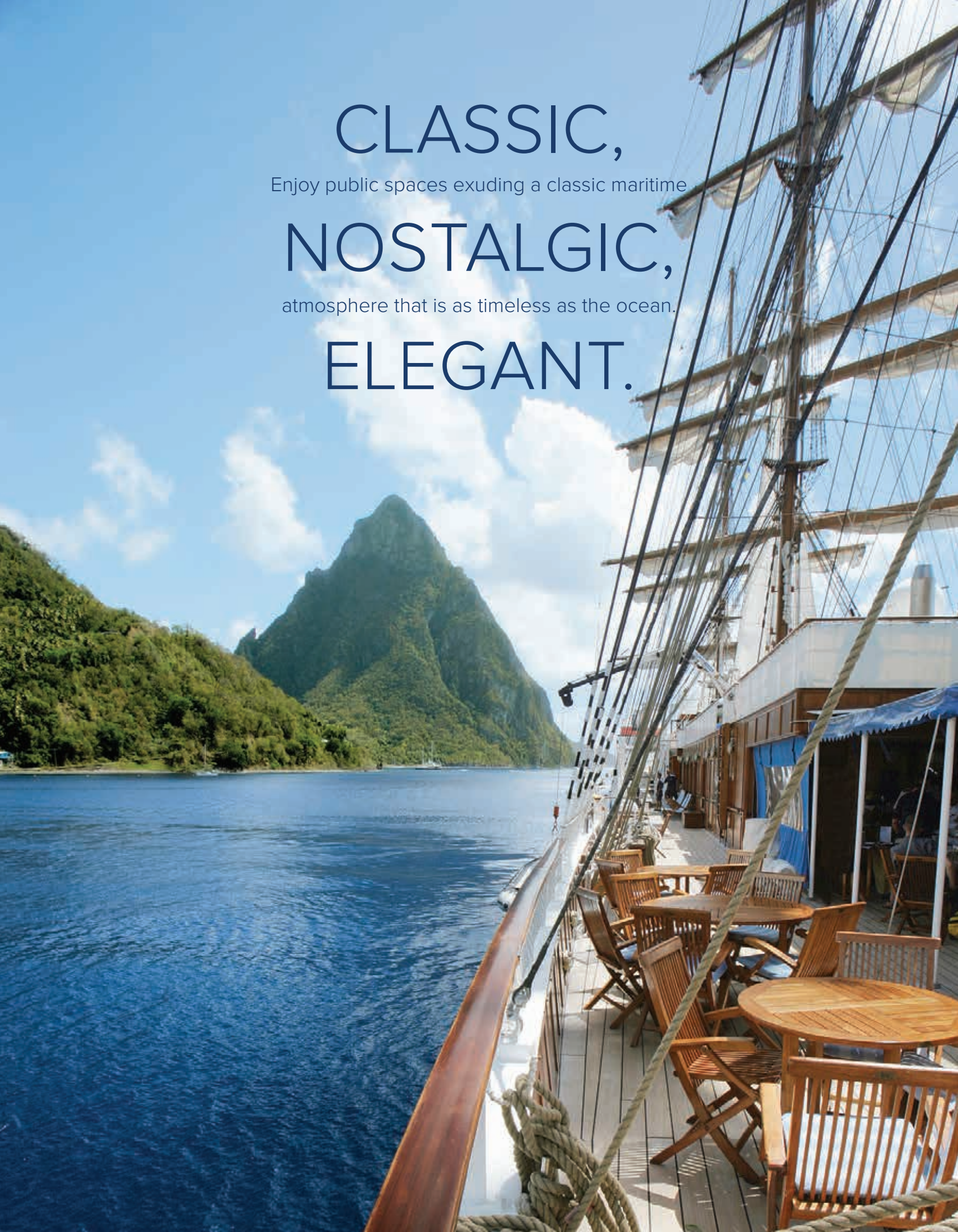
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The Restaurant

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The Lounge

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Also on the Lido Deck you will find the Library with a breathtaking all-round view of the ship's forecastle. Guests enjoy selected literature, DVDs, popular board games, and a laptop with internet access.

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- Seating area
- Decorative fireplace
- Tub and marble sink
- Hairdryer
- TV and DVD player
- Mini-bar
- Dressing table
- Walk-in closet & safe
- Adjustable A/C



DELUXE (Category C)

215 Sq. Ft. | PROMENADE DECK

- Panorama windows
- Queen size bed (or two twins)
- Table and two chairs
- Shower & marble sink
- Hairdryer
- TV and DVD player
- Mini-bar
- Dressing table
- Closet & safe
- Adjustable A/C



DELUXE (Category D)

226 Sq. Ft. | CABIN DECK

- Three portholes
- Queen size bed (or two twins)
- Table and two chairs
- Shower & marble sink
- Hairdryer
- TV and DVD player
- Mini-bar
- Dressing table
- Closet & safe
- Adjustable A/C

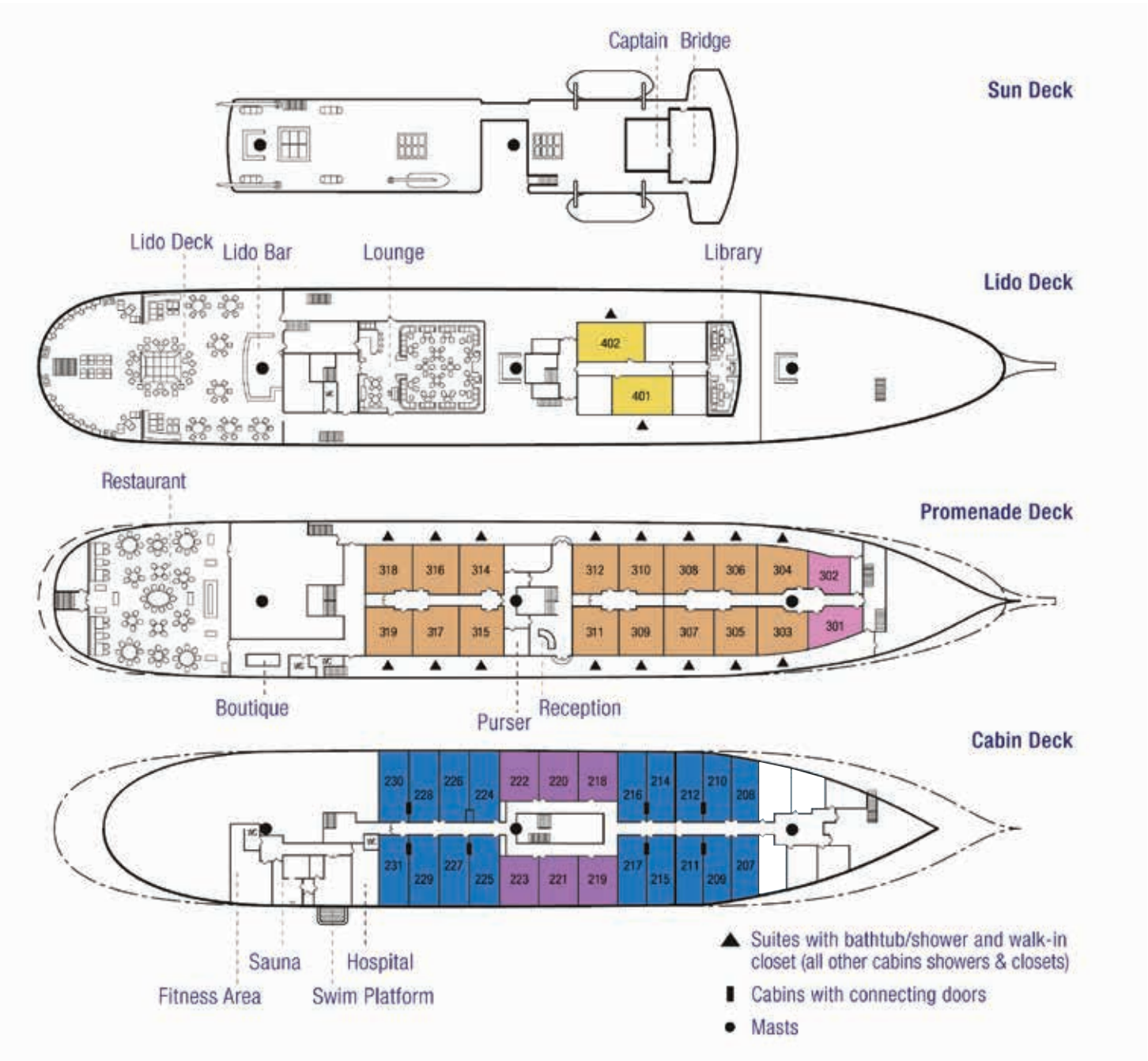


DELUXE (Category E)

204-215 Sq. Ft. | CABIN DECK

- Two portholes
- Queen size bed (or two twins)
- Sofa and table
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ACCOMMODATIONS ON LAND



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THE WESTIN EXCELSIOR

• FLORENCE, ITALY •

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PHOTO: "IRON" MIKE MERVOSH ATTENDING THE 2017 AMERICAN SPIRIT AWARDS PATRON PARTY IN NEW ORLEANS.



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TERMS & CONDITIONS

TOUR FARE

Your tour fare covers arrangements and services including accommodations, meals as per the itinerary, gratuities, ground transportation, guiding services, and special tour inclusions as described within the travel program brochures and on the Museum’s web-site at: www.ww2museumtours.org. All fares are quoted in US Dollars, are per guest and are based on double occupancy. As indicated below, airfare to and from the tour destination is not included in your tour fare The Museum accepts no liability for the purchase of non-refundable airline tickets.

Prices quoted are based on fares in effect at the time of printing and are subject to change at any time. On land and/or cruise programs, up to the time of full payment the Museum reserves the right to increase the tour price in the event of cost increases due to changes in supplier costs, currency fluctuations or fuel or energy surcharges and all such increases are to be paid to the Museum upon notice to the tour participant of such increases

NOT INCLUDED

Taxes, unless otherwise noted in the travel program brochure; passport, visas and associated fees; personal expenses such as laundry, telephone calls and Internet access; accident/ sickness, trip cancellation, and baggage insurance; gratuities to ship and hotel personnel, unless otherwise noted in the travel program brochure; optional sightseeing excursions; airfare, baggage charges on aircraft; local departure air/airport taxes; and associated local taxes, airport facility and security taxes and federal inspection fees not listed as included in the travel program; transfers and baggage handling to/from airport/hotel/ ship on day(s) of arrival and/or departure if you are arriving earlier or later than and/or departing earlier or later than the scheduled group transfer(s); any overnight expenses on land due to flight schedule(s) or delays; meals, alcoholic or other beverages and all other services not specifically mentioned as included in the travel program.

PAYMENT SCHEDULE

To reserve your participation, submit an initial deposit of \$2,000 per person within five (5) days of booking. A \$750 per person deposit is due for any pre and/or post program options that you select. Final payment is due 90 days prior to departure on Friday, July 20, 2018. All reservations are subject to cancellation if payments are not received by the due date. Payment by check is preferred in order to reduce costs to the Museum. VISA, MasterCard, Discover and American Express are also accepted.

TRAVEL INSURANCE

Because our cancellation policy is strictly enforced, we strongly recommend that you purchase trip cancellation insurance. In the event that you must cancel your participation, trip cancellation insurance may be your only source of reimbursement. Travel Cancellation is offered through the Museum’s Travel Department and information is included in your initial confirmation packet accordingly.

HEALTH, MEDICAL AND TOUR REQUIREMENTS

All guests are required to advise in writing to the Museum at the time their reservation is made if they have:

- Any physical or mental condition that may require medical or professional treatment or attention during the tour;
- Any condition that may pose a risk to one’s self and/or other participants on tour;
- Any condition that may require health aids, i.e.; oxygen, walkers, crutches, etc., or any intention or need to use a wheelchair while on the tour.

By booking passage the guest represents and warrants that he/she is physically and otherwise fit to travel and that guests will comply at all times with applicable rules and regulations of the Museum. The Museum reserves the right without liability to require a passenger to leave the tour or to refuse to accept a guest as a tour participant who, in the sole judgment of the Museum, is unfit to travel, is a danger to himself or herself or to others, does not follow instructions of the tour leader, may distract from the enjoyment of the trip by others or may require care beyond that which the Museum is reasonably able to provide.

We highly recommend that participants purchase a travel insurance package that provides medical coverage since most US policies do not provide coverage outside the US.

LUGGAGE

Luggage will be limited to one (1) suitcase and one (1) carry-on per person to ensure that there is enough room on the motor coach for all passenger luggage. All luggage must be securely packed and clearly labeled. We recommend that all participants secure baggage loss and damage insurance that may be purchased for this tour. Please see airline weight and size restrictions for luggage on international flights.

The Museum is not responsible for loss or damage to luggage or any other personal item during air travel, while in a hotel during land programs, on a cruise or while on shore excursions. Under no circumstances may dangerous items (i.e. explosives, firearms, liquid oxygen, combustible or illegal substances) be taken on the tour. We recommend that you hand carry travel documents (passports and tour tickets), medications and valuables, and check with your airline regarding carry-on baggage restrictions. These items are the full responsibility of the guest at all times. The Museum shall not be responsible for the loss of or damage to such personal items.

LAND TOURS, LECTURES AND PERSONALITIES

All tours are operated by independent contractors. These independent contractors may impose additional terms and conditions and limitations of liability on tour participants. Other independent contractors retained by the Museum such as lecturers, guest personalities and entertainers are subject to change and/or cancellation without notice.

TRAVEL DOCUMENTS

All travel documents (air and tour tickets, passport) are the responsibility of the guest. It is also your responsibility to comply with all customs requirements. Without the required documents, you may be denied boarding and the Museum will not be liable for such denial or bear any financial responsibilities as a result thereof.

Security measures imposed by governments may change from time to time and you will be required to comply with them. We will endeavor to provide you with notice of measures which may affect you; but complying with any such requirement is your responsibility.

TRAVEL WARNINGS AND ADVISORIES

The Museum strongly recommends that tour participants review the destination country’s specific information at <https://travel.state.gov/content/passports/en/alertswarnings.html> and <https://wwwnc.cdc.gov/travel/notices>.

LIMITS ON THE NATIONAL WWII MUSEUM RESPONSIBILITY

The National World War II Museum Inc., a New Orleans, Louisiana based nonprofit 501C(3) organization and its employees, shareholders, subsidiaries, affiliates, officers, directors or trustees, successors, and assigns (collectively “the Museum”), does not own or operate any entity which is to or does provide goods or services for your trip including; lodging facilities, airline, vessel, or other transportation companies, guides or guide services, local ground operators, providers or organizers of optional excursions, food service or entertainment providers, etc. All such persons and entities are independent contractors. As a result, the Museum is not liable for any negligent or willful act or failure to act of any such person or entity or of any other third party.

In addition and without limitation, the Museum is not responsible for any injury, loss, death, inconvenience, delay, or damage to person or property in connection with the provision of any goods or services whether resulting from, but not limited to, acts of God or force majeure, acts of government, acts of war or civil unrest, insurrection or revolt, bites from or attacks by animals, insects or pests, strikes or other labor activities, criminal or terrorist activities of any kind or the threat thereof, sickness, illness, epidemics or

the threat thereof, the lack of availability of or access to medical attention or the quality thereof, overbooking or downgrading of accommodations, mechanical or other failure of airplanes, vessels or other means of transportation, or for any failure of any transportation mechanism to arrive or depart timely or safely. Participants assume all such risks as well as the risk of negligence by the Museum and specifically releases the Museum therefrom.

If due to weather, flight schedules or other uncontrollable factors, you are required to spend an additional night(s), you will be responsible for your own hotel, transfers and meal costs. Baggage is entirely at owner’s risk. The right is reserved to decline to accept as a trip participant, or remove from a trip, without refund, any person the Museum judges to be incapable of meeting the rigors and requirements of participating in the activities, or who is abusive to other trip participants, leaders or third parties, or who the Museum determines to detract from the enjoyment of the trip by others. Specific room/cabin assignments are within the sole discretion of the hotel or cruise line.

The Museum reserves the right to change the itinerary or trip features at any time and for any reason, with or without notice, and the Museum shall not be liable for any loss of any kind as a result of any such changes. Ship schedules, port calls, hours of arrival and departure, sightseeing events, special programs and guest lecture series (if applicable), are subject to change or cancellation without prior notice. The Museum is not responsible therefore and is not required to compensate passengers under these circumstances. The Museum may cancel a trip (or an option) for any reason whatsoever; if so, its sole responsibility is to refund monies paid by the participant to it. The Museum is not required to cancel any trip for any reason including without limitation, United States Department of State, World Health Organization or other Warnings or Advisories of any kind. The Museum is not responsible for penalties assessed by air carriers resulting from operational and/or itinerary changes, even if the Museum makes the flight arrangements or cancels the trip. The Museum reserves the right to substitute vessels, hotels, itineraries or attractions for those listed in this brochure.

BINDING ARBITRATION

I agree that any dispute concerning, relating or referring to this Agreement, the brochure or any other literature concerning my trip, or the trip itself, shall be resolved exclusively by binding arbitration pursuant to the Federal Arbitration Act, 9 U.S.C. §§1-16, either according to the then existing Commercial Rules of the American Arbitration Association (AAA) or pursuant to the Comprehensive Arbitration Rules & Procedures of the Judicial Arbitration and Mediation Services, Inc. (JAMS). Such proceedings will be governed by substantive (but not procedural) Louisiana law and will take place in New Orleans, LA. The arbitrator and not any federal, state, or local court or agency shall have exclusive authority to resolve any dispute relating to the interpretation, applicability, enforceability, conscionability, or formation of this contract, including but not limited to any claim that all or any part of this contract is void or voidable. Please understand that by agreeing to these terms and conditions, you (and we) are waiving our right to a trial by jury.

The Museum is not responsible for misprints in tour promotional material.

CANCELLATIONS	CANCELLATION NOTICE RECEIVED BEFORE TOUR START DATE	TOUR CANCELLATION FEES	POST-TOUR CANCELLATION FEES
Should it be necessary to cancel your reservation, please contact the Museum immediately at 1-877-813-3329 x 257. Cancellations or all or any part of a tour including optional pre and/or post-tour extension programs will not be effective until received in writing. Should you have to cancel, the following terms will apply:	171 days or more	\$1,000 per person	\$100 per person
	170-91 days	\$2,000 per person	\$200 per person
	90-61 days	60% of full tour cost (incl Post Tour)*	
	60 days or less, No Show, Early Return	100% of full tour cost (incl Post Tour)*	
*In addition, applicable cancellation fees for confirmed additional hotel nights may apply. *Tour cost is defined as the cost of any cruise, land, or air element purchased from The National WWII Museum.			



TravelSafe Classic Vacation Protection Plan

The National WWII Museum recommends the purchase of TravelSafe Insurance to protect your belongings and, most importantly, you! The Classic plan provides a package of benefits including Medical, Baggage and more.

Most Common Reasons for Trip Cancellation is Covered

Serious illness of yourself, immediate family member, traveling companion, death in the family, etc. (Refer to Classic T915C at www.travelsafe.com for a full list of covered reasons for Trip Cancellation/Trip Interruption)*

Waiver for Pre-Existing Medical Conditions

Available on Classic when plan is purchased within 21 days of confirmed deposit and you are not disabled at the time of purchase.

Schedule of Benefits

Trip Cancellation	Trip Cost
Trip Interruption	150% of Trip Cost
Missed Connection.....	\$2,500
Travel Delay (Up to \$150 Per Day)	\$750
Itinerary Change	\$250 Medical Expense/Emergency
Accident and Sickness Medical Expense	\$100,000
Emergency Medical Evacuation/Repatriation of Remains	\$1,000,000
Non-Medical Emergency Evacuation	\$25,000
24-Hour Accidental Death and Dismemberment	\$25,000
Baggage and Personal Effects	\$2,500
Baggage Delay.....	\$250

For questions regarding the Classic Vacation Plan (T925C), contact TravelSafe at 1-800-523-8020 or visit www.travelsafe.com. Provide Agency Code: THELA01 when purchasing the plan.

*Some variances in benefits applies from state to state. Refer to the Certificate of Insurance for your state for coverage details.

REGISTRATION FORM

THE LIBERATOR

Malta, Sicily & Italy

Aboard the Legendary Sea Cloud II

OCTOBER 19 – 28, 2018

SEND TO:

The National WWII Museum Educational Travel Program

945 Magazine Street, New Orleans, LA 70130

Toll Free: 1-877-813-3329 x 257

Or: visit ww2museumtours.org

Email: travel@nationalww2museum.org

PLEASE MAKE MY/OUR RESERVATION FOR: (Pricing on page 43 includes Early Booking Savings when reserved and deposited by April 13, 2018.)

☐ THE LIBERATOR LAND AND CRUISE TOUR – Double Occupancy
Single supplement add 30%. Port taxes and fees are additional \$329 per person.

Suite Category Requested (Please refer to Deck Plans on page 44. Single occupancy is available in Deluxe Category E only)
1st Choice: _____ 2nd Choice: _____

OPTIONAL POST-TOUR EXTENSION PROGRAM

☐ ROME TO THE GOTHIC LINE – 3-night program for \$2,499* per person (double occupancy).
Single supplement add 30%. *Taxes and Fees are additional \$159 per person.

All passengers must travel with a passport valid at least 6 months beyond their return date.

Guest 1: Full Legal Name (as it appears on your passport)

TITLE	FIRST	MIDDLE	LAST
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Mailing Address: _____

City: _____ State: _____ ZIP: _____

Home Ph: _____/_____ Cell: _____/_____

Birthdate: _____

Email Address: _____ Preferred name on badge: _____

Roommate (if different from below): _____

Guest 2: Full Legal Name (as it appears on your passport)

TITLE	FIRST	MIDDLE	LAST
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Birthdate: _____

Email Address: _____ Preferred name on badge: _____

DEPOSIT AND FINAL PAYMENT: A deposit of \$2,000 per person plus \$750 deposit per person for each Post-Tour Program, if applicable, is due with your reservation application. To receive the Early Booking Savings Discount, booking and deposit must be made by April 13, 2018. Final payment is due 90 days prior to departure on Friday, July 20, 2018. Applicable port fees and taxes will be added to the final invoice. Please reserve _____ space(s). Enclosed is my/our deposit for \$_____.

Deposits and FINAL payments may be made by personal check, American Express, MasterCard, Visa, and Discover.

☐ Accept my check (Make checks payable to The National WWII Museum)

Charge my: ☐ MasterCard ☐ Visa ☐ American Express ☐ Discover

Card # _____ CVV/Security Code _____ Expires _____/_____

Signature as it appears on card: _____

Making a deposit or acceptance or use of any vouchers, tickets, goods or services shall be deemed consent to and acceptance of the terms and conditions stated in the applicable Terms and Conditions agreement, including limitations on responsibility and liability.



The National WWII Museum
945 Magazine Street
New Orleans, LA 70130

SAVE \$2,000 PER COUPLE WHEN BOOKED BY APRIL 13, 2018

See page 43 for details.

945 Magazine Street • New Orleans, LA 70130
ww2museumtours.org

FOR RESERVATIONS AND INFORMATION, CONTACT
THE NATIONAL WWII MUSEUM EDUCATIONAL TRAVEL

1-877-813-3329 X 257



PHOTO: VIEW OF THE MESSINA'S PORT WITH THE GOLD MADONNA DELLA
LETTERA STATUE, MESSINA, SICILY, ITALY.