



LEAHYGRAM II



The symbolism involved in the ship's insignia is simple, yet highly significant. The circle of five stars relates to the U.S. Navy's first Fleet Admiral, William Daniel Leahy, for whom the ship is named. The crossed Terrier missiles pertain to the LEAHY's primary weapon system and symbolize that she is the first in a class of "double ender" guided missile cruisers. The ship's Latin motto, "Pronta et Parata," means "Prompt and Ready." It embodies LEAHY's distinguished record of performance and timeliness and challenges all who serve aboard her to continue her tradition of excellence by being ready to perform every assigned task.

LEAHYGRAM

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Captain S. S. Pearlman.....	Commanding Officer
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15 October 1977

LEAHYGRAM II

GREETINGS TO YOU, FAMILIES AND FRIENDS OF LEAHYMEN!

The last LEAHYGRAM focused on LEAHY entering Long Beach Naval Shipyard for an extensive 11 month overhaul. Words and pictures detailed the various jobs done by crew members and shipyard workers after our arrival, as well as describing some of the happenings to LEAHYMEN, such as inspections, reenlistments and retirements, promotions, sports and Wives Club activities, that occurred between the Fall of 1976 and the Spring of 1977.

The coordinating theme for this issue of LEAHYGRAM is the word "go". LEAHYGRAM I was centered on our arrival at the shipyard and this edition will feature LEAHY's progress through the final stages of overhaul. All of our movement is forward. All the sea trials and testing at the overhaul's conclusion move us one step closer to operational readiness, to rejoining the Fleet as a vital team member and to our real job: going to sea to safeguard the routes of sea-going commerce to our country's shores, to act as a deterrent against any potential aggressor of our country, and to be our country's goodwill emissary abroad.



Putting all the LEAHY pieces back in place.

But we need to back up a bit. The transition from shipyard overhaul to going to sea again is a long, arduous road. A saying has it, "When the going gets tough, the tough get going!" And that's what the whole LEAHY crew is doing! Specialized training starting at 6:45 A.M. daily for supervisory engineering personnel and for those who stand underway watches on the bridge and in the ship's Combat Information Center (CIC), and just plain individual extra effort by men in each division -- all show LEAHYMEN bearing down, striving for excellence in readying themselves and LEAHY for sea.

During the last several months two activities came to the fore which had been absent for much of the overhaul period. They were reloading the myriad of supplies and equipment which make up a self-sustaining man-o-war and training the crew to take LEAHY safely and professionally back to sea.

"GOING ON"

First to come back aboard were the various pieces of equipment that had been removed for refurbishment or replacement. Strapping dockside cranes hovered alongside the ship, continuously hoisting the assorted cargoes from a stream of flatbed trailers onto (or into) the ship. New ship's service generators to supply our electrical requirements, radars to "see" around us on the surface and in the air, radar tracking display consoles, computers, test missiles, new bunks for berthing spaces, piping of all sizes and shapes, plating to cover holes cut inside and out that had given access

for equipment installation deep inside the ship, new rigging for transferring supplies ship to ship at sea -- the list goes on and on. Then came the stream of materials LEAHYMEN hand-carried aboard. A gallon of paint, a box of tile, (we use a lot of both!), mattresses, valves, new tools, plus stores and foodstuffs to be used by LEAHY's cooks to prepare meals in our renovated galley.



Crated radar display consoles for the Combat Information Center rest on a flatbed trailer dockside, waiting to be hoisted aboard.



A towering pier crane eases one of LEAHY's four fire control radars onto its housing. These radars track and guide our missiles after launching to their designated targets.



Gunner's Mate (Missiles) First Class Larry Bunda and Gunner's Mate (Missiles) Seaman Apprentice Tony Dreiling intently watch the skyward progress of a training surface-to-air missile (T-SAM) being loaded onboard. These blue-colored missiles are also used for display and demonstration purposes.



All crew members received either new or cleaned mattresses as part of the renovation of berthing spaces. Storekeeper Third Class Dan Fraser helps Hull Maintenance Technician Fireman William Beard unload a truckload of mattresses.



Ship's Serviceman Second Class James Medlock waits patiently behind the counter while Storekeeper Seaman Apprentice Danilo Angeles, Lieutenant (junior grade) Timothy Harp, LEAHY's Disbursing Officer, and Mess Specialist First Class Manuel Porciuncula decide who's going to buy the last Olivia Newton-John record album in the ship's store. The ship's store sells some clothing/uniform items, smoking and shaving articles, snacks and a small selection of gifts and jewelry.

The day the ship's enlisted dining facility re-opened was a day for celebration. For seven long months, meals could neither be prepared nor served on board due to the complete renovation of the galley and eating area. This necessitated the entire crew going back and forth from the ship to the Naval Support Activity's dining facility three times each day. Many were transported in a converted semi-trailer (nicknamed the "cattle car") that made continuous shuttle runs at meal hours between the ship and the barracks/mess hall complex. Others chose the "exercise route," leisurely strolling the half mile for a breath of fresh air and a dose of California sunshine. May 16 was the date for the grand opening of the enlisted dining facility, christened by crew's vote "Dew Drop Inn." The event was complete with invited dignitaries from the shipyard, a lovely young lady to cut the traditional ribbon, the Captain on hand to cut the ceremonial cake with a sword, and the crowning touch for a hungry crew: a steak and lobster dinner with all the trimmings!



Captain Pearlman and Mess Specialist First Class Rolando Bugayong display the cake baked for the opening ceremony as Alwina Davidson prepares to cut the ribbon opening the enlisted dining facility. Captain Carothers, Production Officer of the Long Beach Naval Shipyard, and LEAHY crew members look on.



The Dew Drop Inn during "business hours." Seating capacity in the renovated crew's lounge and dining facility is for 90 people. Sharing conversation with a friend over the day's tasty bill of fare is Electronics Technician Third Class Richard Harnack.

Many mothers would likely agree that frequently they feel as if their meals and all the preparations involved are simply taken for granted, with little thought given by others of the work or time involved to put the finished culinary delights on the table. We, aboard ship, are guilty of the same oversight -- the only difference is in the quantities of food prepared. Imagine having to prepare meals for almost 400

men three times a day. Ingredients for an average meal might include 40 pounds of lettuce and 10 pounds of tomatoes for the salad, 150 pounds of potatoes, 180 pounds of chicken, 45 pounds of corn, 36 gallons of white milk, 12 gallons of chocolate milk, and 45 10-inch apple pies. Cooking in quantity as well as quality can be an art! Little wonder that frequently when in port 20 or 30-man working parties are assembled to bring on the tons of supplies we need. There literally is a lot "going onto" the ship just to keep us well fed! And to ensure that meals are tasty and varied, LEAHY has a Menu Planning Board which meets monthly. Divisional representatives offer comments and suggestions on meals served previously and assist in planning the "international food" meal which is served every other week. So far we've had special meals of Soul Food, Italian, Mexican, Filipino, German, Chinese, and Hawaiian dishes. Needless to say, these meals are really popular with the crew and they give our cooks a chance to show off their skills. Another special event is the monthly birthday meal. Along with a fine dinner is a birthday cake with the names of the "birthday boys" written in icing on the top.



Seaman Alberto Dalmau, while serving his 90-day stint as a messcook, slices meat for hot sandwiches in the galley.



A work party unloads pallets of food-stuffs on the ship's fantail, passing the boxes down to the supply storage spaces and freezers below decks.



An example of our cook's handiwork is this cake for the June Birthday celebrants -- and it tastes as good as it looks!

This section would be incomplete without mentioning the crew's moving back aboard the ship from the Naval Support Activity barracks. Each division, as part of the overhaul work to be done, was responsible for preparing, painting, and tiling its respective berthing/living compartment. After the unaccustomed spaciousness of four-man dormitory rooms for 10 months LEAHYMEN are now back to the Navy-style shipboard coziness of 10-15 man divisional compartments.



What a team! Seaman Apprentice Jimmie Jaimes sweeps down a bulkhead (Navy jargon for wall), removing dirt after chipping and grinding, while Seaman Apprentice "Tee" Manns follows right behind with a coat of primer. The final coat of paint will be applied by spraypainting.



Moving day from the barracks at the Naval Support Activity. A flatbed trailer served as a moving van for the crews' seabags and other personal belongings.



Seaman Steven Lamp, Seaman Apprentice Kenneth Shapuite, and Fireman Apprentice Terry Thompson show us their 3-tiered "home away from home." Each bunk has a full-size storage compartment beneath the mattress.



For many of the crew, the ship is their home away from home. Coming up the gangway with their belongings are Signalman Second Class Gary Cerilli, Fire Control Technician (Missiles) Third Class Ralph Barton, and Fire Control Technician (Missiles) Third Class Stephen Geoffroy.

"READY TO GO"

When all is said and done, all the new or refurbished equipment and systems notwithstanding, the bottom line of LEAHY's readiness rests with her crew. Are they ready and able to use the equipment, to perform planned maintenance, and to make repairs as necessary? That then is the second emphasis that marks the conclusion of LEAHY's overhaul: the "hands on" training on all the ship's machinery and systems that readies the crew to safely and professionally go to sea. Experienced LEAHYMEN have to set aside almost a year long shore routine to learn, regain, or sharpen sea-going skills. But the task of readying the crew is more complicated than that. To be proficient the crew must function as a team — they must know how one job interfaces with another, as well as how to work with each other. Complicating the situation

is the fact that over 150 new men reported aboard during the overhaul period. Many of these new men are novices in the Navy, with no sea-going time "under their belts." The key to readiness for everyone, therefore, is training -- rigorous, repetitive, multi-faceted. Some training is being accomplished at Navy schools or using shore-based simulators of shipboard equipment. For example, seaman from the "Fabulous First" Division attend a three week course to learn the coxswain skills of driving the ship's boats. Our operations specialists who man the Combat Information Center spend several weeks in San Diego undergoing team training with simulators that utilize realistic scenarios. Damage control team training for duty section repair parties will hone skills for dealing with shipboard emergency situations. In addition our electronics, data systems, and fire control technicians have all attended lengthy shore schools to prepare them for keeping our advanced operations and weapons systems in tip-top shape.



Seaman Kirby Scott enumerates the procedures he'll follow once in the water to bring a downed pilot alongside the ship during a rescue exercise.



Boatswain's Mate Second Class Albert Goldfarb reaches to guide the "downed pilot," Seaman Apprentice Daniel Damico, to a safe landing as he is lowered by a winch to the ship's deck.



"Listening up" after an emergency repair drill using a submersible pump to Hull Maintenance Technician Chief James Moser (hatless) are Sonar Technician Second Class Reinhard Schulz, Signalman Second Class Paul Coleman, Fire Control Technician (Missiles) Third Class James Ewell, Hull Maintenance Technician Fireman Apprentice Greg Bowden, and Lieutenant (junior grade) Keith Maynard, LEAHY's Electrical Officer. Such drills and their critiques are an important part in readying the crew for shipboard emergencies at sea.



Running simulated threat programs on fire control radar display consoles in CIC are Data Systems Third Class Charles Brock and Data Systems Technician Third Class David Bowie.



Data Systems Technician Second Class Dave Johnson and Data Systems Technician First Class Michael Neales check out a circuit board in one of LEAHY's sophisticated new computers.

A significant milestone in training and material readiness occurred July 7-8 and July 19-20 when our Engineering Department successfully passed the boiler Light-off Examination (LOE). The testing was of two parts: oral and written exams for all who stand underway steaming watches in the boiler firerooms or the enginerooms from which the machinery is controlled, and the inspection of all the equipment, both main and auxiliary, in the



Electronics Technician Second Class Lee Wilkerson (right) explains the necessary techniques for working on the complex systems in CIC to Electronics Technician Third Class Michael Tenzycki and Electronics Technician Third Class Julio Maldonado.



Framed by piping in the forward fire-room, Boiler Technician First Class Val Lipka and Boiler Technician Third Class Dan Schell listen as a Navy inspector from the Pacific Fleet Propulsion Examining Board explains his findings during LOE.

engineering spaces. Prior to these exams LEAHY had relied entirely for her power requirements of steam and electricity during the overhaul on that provided from the pier. With the successful completion of LOE, LEAHY was given the "green light:" her men were ready and the plant was safe to operate. We were almost ready to go to sea for the first time since September 1976!

Final preparations for sea occurred on August 4-5, when LEAHY completed dock trials and a "fast cruise." During dock trials, LEAHY demonstrated her ability to be self-sufficient by "lighting off" and operating all equipments in the engineering plant. Besides lighting all four of our boilers and building up to the necessary 1200 pounds per square inch of steam pressure to operate the turbines, distillation of fresh water from sea water, the air conditioning system, and all internal communications equipment were thoroughly checked out. In addition, the ship's propellers were cycled and the ship's rudder rotated. Through all this the ship was still tied fast to the pier, hence the name, "fast cruise." During the day and a half fast cruise, shipboard routine was performed as though we actually were at sea. Also included were various drills, so crew members would learn their stations and how to go to them quickly and correctly for General Quarters, Special Sea and Anchor Detail (used when getting underway or docking), Man Overboard, Underway Replenishment (UNREP-taking on fuel or supplies from another ship while at sea), Vertical Replenishment (VERTREP-cargo received by helicopter), and Abandon Ship.

"O N T H E G O"

The culmination of "putting LEAHY together again" came on August 15-18 when LEAHY hoisted her breakaway pennant for the first time in eleven months and steamed smartly out of Long Beach harbor to commence machinery sea trials. LEAHY sailed from coastal sunshine into fog, rain, and heavy winds, but even those elements could not dampen the spirits of LEAHYMEN! The ship performed well



Our weather during overhaul and sea trials was almost always A-OK!

her first time out. After careful testing of each of LEAHY's four boilers, we put them all "on the line" for a sustained full power run at more than 30 knots (more than 34 miles per hour). Others from the Engineering Department besides the machinist mates and the boiler technicians, notably, the electricians, also performed critical tests -- and came through with flying colors! The ship's service generators, which provide all our electricity, the engine order telegraphs, which relay propulsion commands from the pilot house to the engineroom main control the gyro-compass which must precisely indicate the ship's course, the wind indicator, the 50-plus sound-powered phone circuits used when we're at General Quarters for communication throughout the ship, and the "regular" 150 telephones -- all are the electricians responsibility. With the exceptions of detailed adjustments, engineering systems performed at their designed capabilities, which is, of course, the primary goal of an overhaul and the test of its successful completion.



Manning the rails during sea trials.



Surrounded by the multitude of gauges and controls in the after engine room, Machinist Mate Fireman Robin Henson and Machinist Mate First Class Paul Blain look pleased after the plant's successful performance during sea trials.



"Where do they all go?" has to be the question of Fireman Apprentice Tommy Waymyers, as the spaghetti-like maze of sound-powered phone wires are uncovered. Interior Communications Electrician Chief Kurt Djordjevic says, "I'll show you" -- and he did, checking to make sure that this vital phone circuitry was 100% complete.



Final adjustments are made in the steering equipment room (below decks at the stern of the ship) by shipyard personnel. Gunner's Mate (Guns) Third Class Clarence Zimmerman mans the wheel, while LEAHYMEN around him, Lieutenant Stanley Winner, Damage Control Assistant, Machinist Mate Chief Walter Bolin (with headphones), and Lieutenant (junior grade) Keith Maynard, Electrical Officer, watch the progress.



Gunner's Mate (Guns) Seaman Apprentice Scott Schepker, Gunner's Mate (Guns) Seaman Bruce Bergeron, and Gunner's Mate (Guns) Second Class Carlito Llamzon inspect the breech of one of LEAHY's 3-inch 50-caliber guns. preventive Maintenance System (PMS) is an extremely important systematic program by which ship's equipment is kept in top condition.

Other ship's departments besides Engineering also performed various tests during the sea trials. Weapons personnel fired 30 rounds from our close-in-defense 3-inch 50 caliber gun mounts, which have been factory-reconditioned. With a lot of hard work and diligent upkeep, our gunner's mates are now operating them with high confidence. The boatswain's mates -- the true seamen of the Navy -- had their day of testing, too. They successfully launched LEAHY's 26-foot motor whale boat and retrieved the reusable target from the gunnery exercise. Additionally, these men of the "Fabulous First" division (the boatswain's mates) got to "drop the hook," testing both of LEAHY's anchors to a depth of 60 fathoms (360 feet). LEAHY's seamen were also the men who stood the watches in the pilot house as helmsmen (they steer the ship), engine order telegraph operators (through a bell system, they relay the Officer of the Deck's orders to the engine rooms), and boatswain's mate of the watch, shrilly piping the signal and then speaking the requested announcement over the ship's announcing system.



Boatswain's mate Third Class Curtis Tucker inspects a coiled rope, one of many hung in the line locker. The ropes are used in mooring the ship fast to the pier.



LEAHY's motor whaleboat prepares to retrieve the target at the conclusion of a gunnery exercise. For rescue purposes, this 26-foot craft can accommodate 15 people.



Gunner's Mate (Torpedoes) Second Class Jim Plansky and Gunner's Mate (Torpedoes) Seaman Apprentice Breck Crandell climb out of the Anti-Submarine Rocket (ASROC) launcher carriage, which houses the launcher's rotation and elevation power unit. ASROC, located on the forward main deck between the superstructure and the Terrier missile launcher, uses missile-launched torpedoes to seek out and destroy underwater targets.

Also, the Anti-Submarine Warfare (ASW) Division achieved excellent results in their tests. Our well-groomed hull and sonardome and the digital control circuits of our sonar cabinets all worked well in proving a highly reliable sonar system.



New Operations Department Head, Lieutenant Dallas Bethea (right) briefs Captain Pearlman on the days activities during sea trials.



Radioman Third Class David Kincer watches while Radioman Chief Howard Thunnell and Ensign Frank Murphy, LEAHY's Communications Officer, inspect one of our two satellite communication antennas.

Not to be outdone by their shipmates were members of the Operations Department. The communicators were put through their paces during the sea trials. In communications there is no middle ground; there is only success or failure, and our radiomen operated with top-notch professionalism. Among other tests, successful long range communications with Hawaii proved our ability to communicate with distant stations throughout the world. The radiomen also had a 100% success rate in the satellite communication

tests -- and all this was done with just a few "old salts" and a lot of new sailors. The other half of the Communications Division, the Signalmen, conducted much training among themselves by practicing their skills in semaphore, flashing light, and flag hoisting communication. Ensign Frank Murphy, LEAHY's new Communications Officer, assessed the Division's performance this way: "The highest compliment that can be paid is that the men proved themselves able to handle any and all situations in the ever changing, always demanding environment that is common to seagoing operations."



Making a semaphore "O" is Signalman Second Class Gary Cerilli. This is a secure method of communication, good for short-range.



Finishing a wiring project just prior to sea trials, Electronics Warfare Technician Second Class Gary Keener and Electronics Warfare Technician Second Class Robert Anderson pause for a moment high above the main deck.



Cleaning off the communications board in CIC after a sea trials underway period is Operations Specialist Seaman David Harvey.

Since we were again at sea, we would be remiss if we did not mention the members of the Navigation Department. The quartermasters are responsible for plotting the course to our destination and back again. Their fine efforts in choosing the best sea lanes, in avoiding the hazards of rocks and shoals, enabled LEAHY to complete all her trials on time and with a professionalism that is summarized by one word: **SAFE.**



Quartermaster Seaman Albert Harris and Lieutenant John Dalby, LEAHY's Navigator, plot a homeward course.

Finally, we dare not forget the men behind the scenes, the unsung heroes of LEAHY -- the Disbursing Clerks, Postal Clerks, Personnelmen, Yeomen, Journalist and Hospital Corpsmen. These men provide the administrative and support services so necessary to any ship's smooth functioning. Their performance on LEAHY has been especially commendable. Their prompt services are an asset that frees our technicians to do their jobs even better.



LEAHY's Chaplain, Lieutenant Commander Thomas Benedum, was also "on the go" during overhaul, driving over 2500 miles to hospitals, Navy housing areas, and other places as required to care for LEAHY-MEN and their families.

Since the first sea trials, LEAHY went to sea again August 29 to September 1, and also September 15 and September 22 for additional testing, concentrating on various electronics tests and the re-testing of those problem areas discovered in the first sea trial. LEAHY's "report card" at the conclusion of overhaul finds a ship seaworthy, with equipment able to accomplish all that it was designed to do, thus enabling her to succeed in any assigned tasks. The men aboard are dedicated and training hard. To say that each man excelled in his duty thus far is not enough; teamwork and the positive "CAN-DO" Navy attitude was apparent during the overhaul and when underway, from the moment the last line was taken in.



Good communication lines up and down the chain of command are essential. Shown above is the Captain holding talks and exchange of information with the crew in the base theater at the Naval Support Activity while we were in the shipyard. Rap sessions upon the completion of each personnel inspection are also held to review the inspection and update the crew on LEAHY's progress and future plans. (bottom)

"WHERE DO WE GO FROM HERE?"

As a reward to the crew for their splendid performance during the rigors of overhaul LEAHY left Long Beach on September 27 for San Francisco. Clanging cable cars, sourdough bread on Fisherman's Wharf, Chinatown's temples and the Japanese Tea Garden, the chocolate aroma in the air at Ghiradelli Square, maybe even a trip to "the Rock," Alcatraz -- these

are the sights, sounds, tastes, and smells that tempted many a LEAHY sailor to sing, "I left my heart in San Francisco."



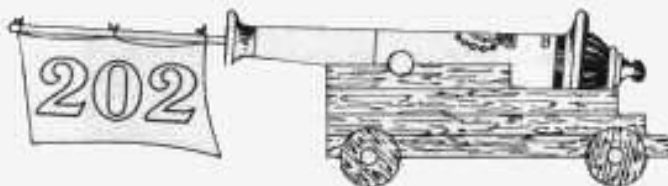
LEAHY sailors get their first look at the famous San Francisco skyline.



LEAHY, homeward bound, passes under the Golden Gate.



Upon LEAHY's return to San Diego, Captain Pearlman is welcomed by Capt'n Kidd of Sea World. (I wonder what kind of sea stories they swapped?)



Surrounded by a bevy of beautiful finalists for Miss San Diego, the Koala bear from the San Diego Zoo, and Capt'n Kidd from Sea World, LEAHY's Executive Officer, Commander James Toland, and Mr. Frank Powell, Vice President of Navy League in San Diego and Public Relations Director of Sea World, prepare to cut the official Navy birthday cake.

From San Francisco LEAHY returned to her homeport of San Diego, where she was one of the visit ships at Broadway Pier on October 8-10 in honor of the Navy's 202nd birthday. Fresh from overhaul, the ship was in "spit 'n polish" condition, but being chosen for such an honor is nothing new to LEAHY. Last year LEAHY was the official Bicentennial visit ship at this same pier during the Memorial Day weekend, and in May, 1975, LEAHY had the distinct honor of being chosen to represent the United States in a goodwill visit to Leningrad, Russia. That port call made her the first American warship to visit Russia since World War II and the first American man-o-war to fly the Stars and Stripes in Leningrad since 1862.

However, after the interlude of San Francisco and being visit ship in San Diego, it will be back to the high seas for LEAHY. Until Christmas holidays, LEAHY will spend most work weeks underway, undergoing training in handling various potential emergency situations in the Engineering department and combat systems trials in the Weapons and Operations departments. After the New Year, LEAHYMEN will continue honing skills for an intensive period at the Fleet Training Center San Diego known as Refresher Training. This will culminate with participation in a Fleet Exercise in the early spring. LEAHY's deployment to the Western Pacific is currently scheduled to begin in early summer and last about seven months. Future LEAHYGRAMS will share more information about these developments. For now, suffice it to say that LEAHY is once again in the fleet and "on the go."

S. S. Pearlman
 S. S. PEARLMAN
 Captain, U. S. NAVY
 Commanding Officer



"GOINGS ON"

In the previous pages we presented LEAHY and her men as we concluded the overhaul. We'd like now to "trumpet abroad" (via the printed pages and photos) some of the significant GOINGS ON in the lives of LEAHY sailors and their families. The family events, Wives' Club news, reenlistments, advancements and awards, retirements, and sports report are important to our people. We present them to you that you might see those events and achievements which contribute to family happiness, good morale, and pride and job satisfaction through personal recognition.

B I R T H S



This happy baby is Sonia Christina Daughter of Seaman Apprentice Jimmie and Rachel Jaimes, who was born on May 10, 1977.



Boiler Technician Third Class Edward Pirkle's wife, Rebecca, holds their son, Jacob, born January 26, 1977.



James, son of Storekeeper Second Class James and Maria Bell, (here, just a few days old) was born May 6, 1977, and weighed 5 lbs. 12 oz.



This bundle of joy is Vicki Nicole, daughter of Operations Specialist Third Class Vicky and Johnnie Mosley. Vicki was born August 21, 1977, and weighed 7 lbs. 4 oz.



Amber Christine, daughter of Data Systems Technician Charles and Fran Smith, looks like she's a Winnie the Pooh fan already. Amber was born June 4, 1977.

FAMILYLINE

A special note is due to the families and sweethearts of LEAHY's crewmen, especially the wives who must bear the flexible working schedules and the separations of underway time. Not enough can be said of the tremendous value of family support and understanding of the Navyman's role by those closest to him -- in this regard, your standing by your LEAHYMAN through the ups and downs of the overhaul period and the testing following is noted and greatly appreciated. In turn, LEAHY will go all out to support the role of the family, to keep you informed as best we can, and to approach each new phase of LEAHY's operations with families in mind as co-participants in Navy life.



Captain Pearlman informally answers questions on a wide range of subjects at a LEAHY Wives Club meeting, providing first hand information and ensuring good rapport between the command and her dependents.

The LEAHY Wives Club, after a round of springtime activities, took a summer vacation after the ships' picnic, due to the varied schedule of families moving from Long Beach back to San Diego. Early this fall the Club will reorganize in San Diego. Wives can expect word on this and other matters through the ship's Ombudsman, Mrs. Joan Skinner, who in her position, has direct access to the Captain to discuss problems or other items of interest to the wives from the dependents'

perspective. The Wives Club can be a source of support and understanding for those who have not faced absence from a husband before. The Wives Club ranks contain gals with a wide range of experience. Close association through the Club will ease many of the problems encountered. A special help for the new Navy wife is Navy Wives Information School (phone 235-1694), a series of classes that outline the "where to's and how to's for Navy dependents. Watch for more information on this! In the meantime, if you have questions or need help, call Joan at 714-428-4486



Another thing to start planning for *now* is the financial welfare of your family during periods when your husbands (and paydays) are at sea. LEAHY is ready to arrange for monthly checks to be sent directly to your home from your husband's pay, if he authorizes it, or he can make arrangements for us to directly credit arrangements for us to directly credit a bank account of your choice.



Signalman First Class Sylvester Skinner and Gunner's Mate (Missiles) Second Class Jack Bronson kept busy at the grill as the flavorful aroma of barbecued hotdogs, hamburgers, and spareribs tempted a steady stream of hungry crew members and their families at the LEAHY picnic on June 17 at Gull Park, a recreation area of the Long Beach Naval Support Activity.



In addition to games of touch football and softball, a tug-of-war and horseshoes for adults, there were activities for LEAHY children as well. Hopping in the sack races was a formidable assignment for some of LEAHY's younger set.

We also urge each family to become familiar with the Dependents Assistance Board (DAB), Red Cross, Navy Relief Society, and Federal Credit Union. All are located in San Diego and each has earned a respected niche in Navy life and can lend assistance in time of need. For instance, the DAB is manned by chaplains and can

provide counseling or referral service on a wide range of needs. They and the Red Cross can officially notify LEAHY if an emergency arises that requires your husband's or son's presence -- a necessary first step for us to grant emergency leave to a Navy member. The Navy Relief Society is invaluable in granting no cost loans or even grants of money that don't have to be repaid if your financial situation is extreme. The Navy Federal Credit Union is an agency that provides for security by planned savings with good interest, while offering low cost loans equivalent to or better than those offered by any commercial bank. Contact phone numbers for these agencies at the Naval Station, San Diego, are as follows:

Dependents Assistance Board:	235-2371
American Red Cross:	235-1161-2011
Navy Relief Society:	235-1587
Navy Federal Credit Union:	235-4821
	234-8268
After hours Duty Chaplain:	235-1531



Moving soon? Newly reporting aboard and need a temporary place to stay while securing housing? San Diego has three Navy Lodges in the area, which provide comfortable, convenient, and relatively inexpensive accommodations for up to two weeks (longer if necessary). Units are designed for families up to five persons and come fully equipped with a furnished kitchen, bath, TV and air conditioning, plus ample parking. Rates are \$12-13 per night. Priority for reservations is given to Navy families traveling under permanent change of station orders. For more information, call Lodges at the Naval Station, 234-1642; Naval Air Station, Miramar, 271-7111; Naval Air Station, North Island, 435-0191.

"GOING ONWARD AND UPWARD"

REENLISTMENT

Reenlistment is a significant milestone in the life of a sailor. It indicates job satisfaction and a potential career pattern. Those who reenlist look forward to increased responsibilities, more advanced training, and a continuation of Navy benefits. They are the backbone of continuity for the ship and the Navy.



With his wife watching, Machinist Mate Third Class Daniel Davis is reenlisted by Commander Toland.



Machinist Mate Second Class Michael Murphy, wife by his side, is reenlisted by Commander Toland.



Boiler Technician Third Class Lawrence Donnelly and his wife, Mary, beam with smiles at his reenlistment.



Operations Specialist Senior Chief Elbert Owens, LEAHY's Senior Enlisted Advisor, poses with Ensign Steven Kazules following the reenlistment ceremony.



Boiler Technician Third Class Timothy Settle is reenlisted by Commander Toland.



Signalman First Class Sylvester Skinner takes the oath from Commander Toland.

Also reenlisting since LEAHYGRAM I were Data Systems Second Class James Minick, Ship's Serviceman First Class Crispin San Jose, and Gunner's Mate (Missiles) First Class Eli Sanchez. Additionally, eight other LEAHY sailors reenlisted during this time frame and have since accepted orders to other commands.

ADVANCEMENT

Advancement in the Navy is no easy matter. A candidate must pass a military leadership exam, complete specified courses of instruction to demonstrate his competence in the practical prerequisites for the next higher rate, and be recommended for advancement by his division officer/department head. Finally, he must compete with every other qualified sailor in his rating throughout the Navy in a fleetwide exam given only twice a year. Those LEAHYMEN who, in the past six months, have been promoted to the next higher rank have every reason to be well-satisfied with their progress up the advancement ladder!



Petty Officer Third Class

*Engineman Joseph Brown
Electrician's Mate Ellis Erickson
Hull Maintenance Technician Lee Faes
Hospital Corpsman Mark Gribben
Gunner's Mate (Guns) Joseph Grosbier
Gunner's Mate (Guns) Paul Harrington
Boiler Technician Darrell Hebert
Ship's Serviceman Kenneth Holl
Machinist Mate Joe Jewell
Torpedoman Dalton Jolley
Radioman David Kincer
Machinist Mate James Mockerman*

*Machinist Mate Thomas Morin
Operations Specialist Vicky Mosley
Ship's Serviceman Ronald Nance
Operations Specialist Robin Offerdahl
Boiler Technician James Powers
Electrician's Mate Darrell Reich
Machinist Mate John Rogers
Machinist Mate Conrad Santiago
Hull Maintenance Technician Gordon Seid
Electrician's Mate Dennis Stamps
Electrician's Mate Steven Sterrett
Boatswain's Mate Curtis Tucker
Electrician's Mate Dean Wagner*



Petty Officer Second Class

*Fire Control Technician Duward Langford
Interior Communications Electrician
Joseph Lara
Hull Maintenance Technician Jeffrey Marsh
Quartermaster Hal Mathews
Gunner's Mate (Torpedoes) James Plansky
Gunner's Mate (Guns) Clarence Zimmerman*



Chief Petty Officer

*Machinist Mate Joseph Schaffer
Signalman Sylvester Skinner
Radioman Howard Thunnell*



Petty Officer First Class

*Ship's Serviceman James Medlock
Fire Control Technician Marshall
Fenstermaker*

In addition, four officers have been promoted to Lieutenant (junior grade).



Lieutenant (junior grade)

*Roger Bailey
Williams Berthrong
Timothy Harp
Michael Hughes*

AWARDS

The LEAHY Man of the Month Award recognizes individuals who excel in technical competence, leadership abilities, attitude, and conduct ashore. These men are our finest!



February: Mess Specialist Second Class Eduardo Aguilar is congratulated by Captain Pearlman.



April: Boiler Technician First Class Val Lipka; May: Electronics Technician Second Class Lee Wilkerson; June: Engineman First Class Vertis Elmore; July: Machinist Mate Fireman Robin Henson; August: Engineman Fireman Thomas Clutter.



Torpedoman Third Class Dalton Jolley receives congratulations for being 1st in his class in "A" School, and Fire Control Technician Third Class Kenneth Oliver as April's Man of the Month from Captain Pearlman.



Gunner's Mate (Missiles) Michael Butler receives congratulations from Captain Pearlman for a letter of appreciation for volunteer work with mentally retarded while in basic training.



Radioman Seaman Daniel Orozco and Signalman Seaman Apprentice Michael Archer received letters of commendation from the Commanding Officer, USS CONSTANT (MSO-427).



Chief Master at Arms Jerry Tobia receives a Coast Guard Meritorious Unit Commendation from Captain Pearlman.



Radioman Seaman Gary Walker and Signalman Seaman David Holm received letters of appreciation from the Commanding Officer, USS CONSTANT (MSO-427).



Captain Pearlman congratulates Lieutenant Peter McLean on successfully qualifying for command at sea.

"GOING OUT IN STYLE"

Retirement is a bittersweet experience. The ceremony brings with it plans for a new career, more time with one's family, pride in accomplishment for serving one's country for twenty years or more. But there is also nostalgia. Not only will the retirees be missed by their shipmates, but those "going out in style" will, in quiet moments, look back on the beauty of nights at sea, the excitement of foreign ports, perhaps the stress of battle as experiences that will be no more for them except as a fading memory. But now the boatswain's mate is piping what will be your last departure from LEAHY. As your shipmates, and in recognition of your service to our country, gentlemen, we salute you! May your future have fair winds and following seas!



Holding the fishing pole which was the retirement gift presented him by the other chief petty officers aboard LEAHY, Operations Specialist Chief Charles Wahlgren receives congratulations from Boatswain's Mate Chief Jimmy Carlton after his retirement ceremony in the pilot house.



Data Systems Technician First Class John Mitchell salutes the flag as he prepares to depart LEAHY for the last time.



Hull number "16" will not soon be forgotten by Machinist Mate Senior Chief James C. Turner and his fiancée.

Also retired since the last LEAHYGRAM but not pictured are Radioman First Class Douglas Wolfert and Gunner's Mate (Guns) First Class Carl Crocker.



LEAHY SPORTS - "GO, GO, TIGERS!"



Signalman Third Class Lee Farrow has flipped the ball to Fire Control Technician (Missiles) Second Class Gregory Frank at second base, and hard charging Lieutenant (junior grade) Timothy Harp looks like he's heading for trouble in an exhibition game between LEAHY officers and the ship's softball team. Final score was LEAHY Tigers 20, Officers 8. A re-match was closer, but the officers could only say, "Wait till next year."



LEAHY has had two boxing "smokers" in recent months. Contestants sign up to box and then are paired according to weight for the different matches, which last a maximum of 3 rounds. Wearing protective helmets, Electronics Technician Seaman Mike Mount and Gunner's Mate (Missiles) Seaman Edward Sweatt get ready to "mix it up."

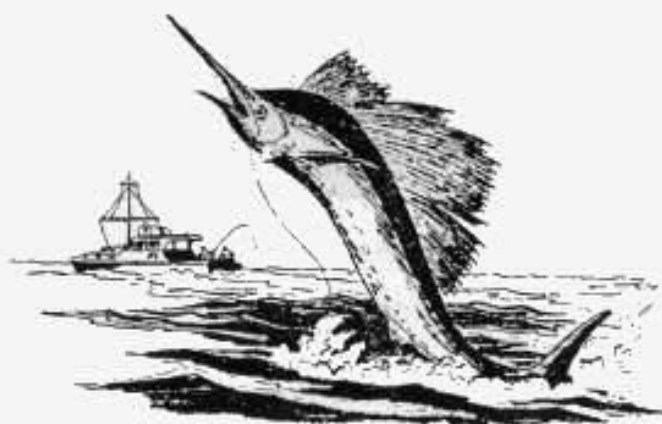
The LEAHY Tigers fared well in softball competition with other ships also in Long Beach for overhaul, winning 13 and losing 6. Watching the action from the dugout are (standing) Fire Control Technician (Missiles) Second Class Bob Vrabel, Yeoman Seaman Ken Klinge, (sitting) Gunner's Mate (Missiles) Second Class Steve Baldus, Quartermaster Seaman Apprentice Bob Kline, and Operations Specialist Rick Werkmeister.

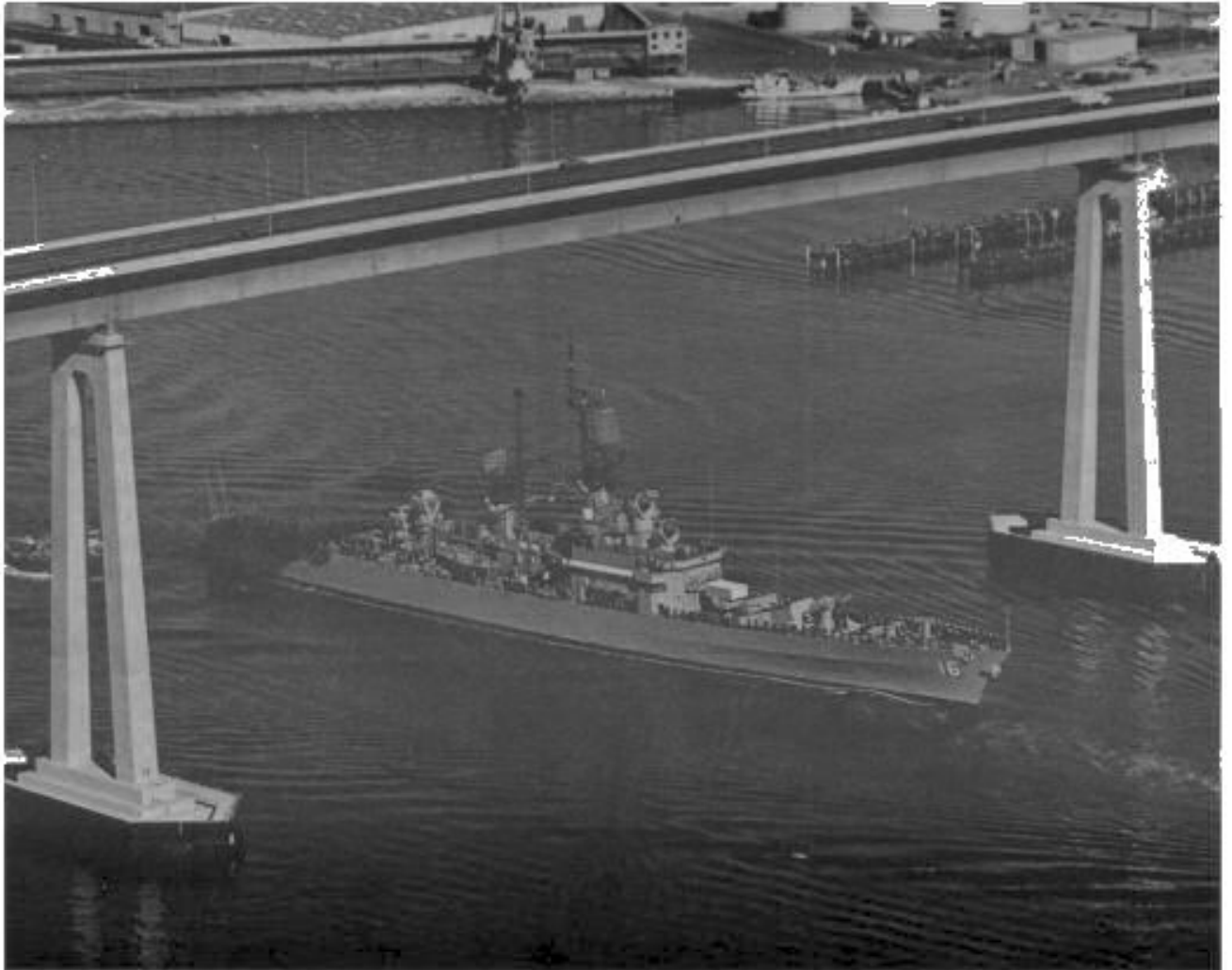


Under the leadership of Electronics Technician Senior Chief Don Richardson, Electronics Technician Seaman Mike Mount, Machinist Mate Fireman Apprentice Tom Morin, Personnelman Third Class Charlie Barron, and (not pictured) Data Systems Technician Second Class Jon Biehl competed in the 14th International Karate Championships at the Long Beach arena on August 6-7.



LEAHY fielded 8 teams plus subs with 38 bowlers participating in a 15 week intra-ship bowling league. Yeoman Seaman Ken Klinge had both the individual high game, 234, and high average, 174. Radioman Second Class John Montague had the high game with handicap, a 254, while Radioman Chief Howard Thunnell rolled the high series with a 601. Lieutenant Kevin Sherry had the high series with handicap, 658. The winning team, the Raiders, was comprised of Machinist Mate Third Class Greg Loder, Quartermaster Second Class Hal Matthews, Boiler Technician Fireman Rick Lang, and Klinge and just edged out the Pay Masters from the Disbursing Office for the title.





GOING HOME --

LEAHY SAILS UNDER THE CORONADO BAY BRIDGE IN SAN DIEGO