



LEAHY-

GRAM:



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.

25 March 1977

LEAHYGRAM

TO THE FAMILIES AND FRIENDS OF USS LEAHY (CG-16)

This LEAHYGRAM, the first of 1977, contains a "behind the scenes" look at what your husbands, sons and friends are doing aboard LEAHY while she goes through overhaul at Long Beach Naval Shipyard. It is our way of spanning the miles to bring a little of our ship into your homes. This overhaul will ensure LEAHY returns to the fleet with the most modern anti-air warfare capabilities, newer or overhauled equipments and improved living conditions. This and future LEAHYGRAMS will include news about LEAHY and the men who serve in her--their recreational activities, meetings, marriages and births, promotions and awards.



To give you an idea of the scope of the overhaul, we will begin by showing you LEAHY on September 9, 1976 when she entered the Long Beach Naval Shipyard. For those of you who are "statistics and naval history buffs," the following presents a brief description and history of our ship.

USS LEAHY enroute to Long Beach Naval Shipyard; a reminder of what she was and an anticipation of what she will be again.

Builder: Bath Iron Works Corporation; Bath, Maine

Keel Laid: December 3, 1959

Commissioned: August 4, 1962 in Boston Massachusetts

Decommissioned for Modernization: February 18, 1967 at Philadelphia Naval Shipyard

Recommissioned: May 4, 1968 at Philadelphia Naval Base

Length: 533 feet

Beam (width): 54 feet

Draft (distance from the waterline to the bottom): 26 feet

Displacement (total weight of the ship): 7,800 tons

Maximum Speed: in excess of 30 knots

Propulsion: twin propellers, 1,200 pounds per square inch steam system; 85,000 shaft horsepower

Armament: forward and aft dual-rail launchers for Terrier (surface to air) guided missiles; rocket-propelled antisubmarine weapons; two triple torpedo tubes; two three-inch 50-caliber anti-aircraft gun mounts

Manning: 24 officers, 387 enlisted men

Almost all of LEAHY's service has been with the Atlantic Fleet. She originally was homeported in Charleston, South Carolina. From 1967 through 1969, she received an overhaul and modernization at the Philadelphia Naval Shipyard and was reassigned to a homeport of Norfolk, Virginia. Just prior to making her sixth Mediterranean cruise in 1975, LEAHY was selected as one of two U.S. warships to visit Leningrad, Russia. LEAHY's visit marked the first time a U.S. warship had entered a Soviet port since the end of World War II, and the first visit of a U.S. warship to Leningrad since 1862. Some 12,000 Russians toured the ship during her five day stay. In January, 1976, LEAHY steamed out of Norfolk for the last time, and after passing through the Panama Canal, arrived at her new homeport of San Diego, California. The next nine months found LEAHY in a flurry of activity and at sea much of the time, testing two new electronic warfare (EW) systems for future use in the fleet. LEAHY left San Diego on September 7 and, after off-loading all of her weapons at Naval Weapons Station Seal Beach, arrived at Pier 6, Long Beach Naval Shipyard on September 9.

The ship commenced extensive preparations for her regularly scheduled overhaul while completing the testing of the previously mentioned EW systems. Shipyard workers immediately began readying LEAHY for the overhaul. Huge cranes hoisted off her missile directors and radars, which were to undergo refurbishing by their civilian manufacturers. Gaping holes were cut into LEAHY's hull in order to remove large pieces of machinery from her engine room. Left with no power of her own, all electricity, water and fresh air for ventilation had to come from the pier. Thus, countless hoses and power lines were run from the pier throughout the ship's interior, passing through doorways and overhead along passageways. Giant scaffolding was erected around LEAHY's MACKS (boiler stacks are also used as masts to hold radars; hence, stack + mast = MACK).

Her messdecks, where crewmembers had eaten their meals and lounged during non-working hours, were soon a real "mess" as everything was removed. And the rat-a-tat-tat of chipping hammers rang out as LEAHY crewmembers went about the task of chipping paint, removing deck tile and grinding metal. Little wonder that all LEAHY crewmembers have earplugs, and in the worst areas, headphone-like noise arrestors (affectionately called "Mickey Mouse ears") are worn for hearing protection.



Scaffolding surrounding the after "MACK" may look like a skyscraper going up, but it provides safety for men working aloft.



Radioman Seaman Roy Neugent combats the noise level by wearing ear protectors. The gauze mask, when worn on his face, filters the air.

The first of November was the official date assigned to LEAHY for the beginning of her overhaul, which is scheduled to conclude in September, 1977.

Once the work began in earnest, LEAHY's living and messing spaces became uninhabitable and it was necessary to move the crew into living quarters ashore at the Long Beach Naval Support Activity. LEAHYMEN now take their meals in the Support Dining Facility.



Most of LEAHY's bachelor crewmembers are living on the third floor of Bldg. 298, Naval Support Activity, Long Beach, until the ship becomes habitable again. Here, Seaman Apprentice David Henderyx and Signalman Seaman Lee Farrow relax after a hard day's work.

The next major event in LEAHY's overhaul schedule took place on November 10 when she was towed from Pier 6 by several tugs and moved to Drydock 3. The move wasn't far, but what a change! A ship's home is in the water and LEAHY looked strange, to say the least, in the drydock environment,



LEAHY was pushed stern first into the drydock. Exact measurements were made to assure the ship's perfect alignment over the blocks.



USS LEAHY in Drydock 3 being prepared from the bottom up to resume her duties as class leader for the fleet's double-ended (missile launchers forward and aft) guided missile cruisers.



Lines were tended to maintain LEAHY's precise positioning.

as she sat high and dry on some 680 precisely placed wood-surfaced blocks made of reinforced concrete. The job of putting LEAHY into drydock was an intricate maneuver, which involved maintaining the ship in a perfect alignment over the blocks while the water was pumped from the drydock.

The drydock period is an important part of the ship's overhaul. Special equipment was brought to the drydock and in a matter of just two weeks, LEAHY's entire hull had been sandblasted to rid her of three and a half years of marine growth. After all the accumulated barnacles and corrosion had been removed, the hull was then repainted with special sealants and preservatives. In addition, giant dockside cranes removed LEAHY's twin propulsion propellers, her rudder, and her anchors and chains for cleaning, rework and painting. This phase of our overhaul was recently completed and LEAHY, as clearly shown on the back cover, has returned to her natural environment, moored now to Pier 3 at the Long Beach Naval Shipyard Activity.



As water is pumped from Drydock 3, LEAHY's barnacle-encrusted hull is exposed. Plumb lines to help assure the ship's vertical placement hang from the deck. Farther aft can be seen ladders leading to access holes cut in the hull.



LEAHY's hull just three months later had been sandblasted and repainted, restoring it to top condition. Such maintenance helps assure high performance once we're at sea again.

Our future schedule is coming into shape. The next event LEAHY is keying on is the boiler light-off exams. These are to take place in June and the Engineering Department is already hard at work preparing for them. Sea trials for LEAHY will commence in July and run periodically through September. LEAHY is presently scheduled to complete her overhaul at Long Beach Naval Shipyard on September 30, 1977. As this is being written, no new homeport for LEAHY has yet been officially designated; however, all word from higher command indicates it will be San Diego. LEAHY personnel and their families are cautioned NOT to move until official notification of our homeport is received. We expect to have final word by April.

Likewise, everyone wants to know a precise time schedule so that their families can plan accordingly. Presently we have only one tentative date that is of interest to all, and that is LEAHY's first scheduled deployment to the Western Pacific. This is planned for the spring of 1978. In the months prior to that time, LEAHY will be busy with training and testing in the Southern California and Eastern Pacific operating areas. The October to December period after leaving the shipyard will be primarily for weapons, combat and engineering systems trials. From January to March 1978, LEAHY personnel will concentrate on refresher training and there will be various other final tests and inspections. The operating tempo will increase during this time frame and LEAHY will have several underway periods. As you can see, the future for LEAHY is still in a rather fluid state. As soon as specifics are known, the crew will be informed--that, you can count on.

So far, we've examined what's happening to our ship. Now, we'd like to spend a few moments looking closer at the crew and the jobs they're working at during LEAHY's modernization. We begin by describing some jobs which are common to all crewmembers.

In normal shipboard routine, sailors have specific spaces for which they are responsible or in which they work. During the period in the shipyard, however, with much equipment removed, sailors frequently find themselves working in spaces other than their own and at jobs of a general nature, such as painting, firewatches and refurbishing valves.

Since an overhaul eliminates any operational requirements for the ship, attention is turned to maintenance and refurbishing of equipment and spaces. The most obvious job is painting, both the exterior and the interior of the ship--but before that can be done, all surfaces must be chipped, scraped and ground down to the bare metal. It is not at all unusual to find a radio-man outfitted in coveralls chipping paint, or a ship's storekeeper painting out a bulkhead (sea jargon for a wall).

Among the many watch stations (that is, place of duty) which insure the safety and security of the ship, one is used more during the shipyard period than at any other time in the life of a ship, namely, the fire watch. These men are assigned to shipyard welders to "watch" for any inadvertant fire which might occur during the welding process. The various ship departments (Operations, Engineering, Weapons, Supply) are



Dressed in protective clothing, Quartermaster Seaman Walker Smith chips paint from a water-tight door on the port (left) side of the bridge.



Data Systems Technician Third Class Ellsworth Blakeslee, Jr. demonstrates the use of the carbon dioxide fire extinguisher to combat a fire that could start from a welding spark or a "hot spot."

divided into two teams. Team One goes directly to the scene of the "accident," ready with fire fighting and damage control gear to combat the emergency. The other team stands by with reinforcement and auxiliary supplies to respond as needed to this or another fire or flooding situation. At the conclusion of each drill, the entire fire and repair party is gathered for a discussion of the drill and to review the use of various pieces of damage control equipment. The fire and repair party also drills at providing emergency assistance to other ships and activities.

required to provide a specific number of men for fire watches. Approximately 40 men are assigned to this job each day. Fire watchers are specially trained and each is equipped with a portable fire extinguisher to douse any fire which ignites from a stray welding spark.

Moreover, fire and flooding drills are a part of any ship's routine and the overhaul period is no exception. In fact, daily training exercises assume even greater significance because of the large number of unmanned spaces, the big holes cut out of the hull and the maze of hoses running to and from the ship. Thus, every day at around 1830 (6:30 p.m.) a fire, flooding or emergency assistance problem is set up by the Duty Engineer for the inport fire and repair party. Comprised of virtually all the crewmembers standing duty that day, the fire and repair party is



Boiler Technician Third Class Bobby Wynn (left) and Boiler Technician Seaman Edward Strider, outfitted for action, move out toward the scene of the nightly emergency drill.

Another job which LEAHYMEN are accomplishing during overhaul is the refurbishment of some 5,000 valves. This mammoth-size job is done on a "valve barge," located near the ship. Most of the valves, as might be expected, come from the ship's engineering spaces, with the remainder coming from the weapons department.



Hull Maintenance Technician Third Class Jeffrey Marsh pauses during his inspection on the valve barge of valves taken from the ship,

The valves are used in the various propulsion, heating, cooling, lubricating and damage control systems on board. Each valve is disconnected and taken to the valve barge. There it is pressure-tested with water, sandblasted, cleaned and packed, tested again, painted and returned to the ship. LEAHYMEN, because of the large volume of valves to be refurbished, work three eight-hour shifts daily. Their output is approximately 200 valves per week and they currently are on schedule.

A superficial view of a ship's overhaul might give the impression that the rework, modernization and maintenance of equipment is the prime objective. However, there exists another requirement as important as the material readiness of equipment, and that is the professionalism of each sailor. When LEAHY embarks on sea trials in July and again the engineers steam us out to sea, the seamen take the helm, the quartermasters plot our course and location, and the combat information center (CIC) teams position and control the tactics and operations of fighting the ship, we must ALL be ready. To achieve that means TRAINING.

Some of our training takes place at various locations ashore: San Diego, Mare Island near San Francisco, even cross country in Norfolk, Virginia and Newport, Rhode Island. In addition to this specialized training conducted ashore for selected LEAHY crewmembers, a great deal of training for all personnel is conducted right here aboard ship,

Part of each sailor's professionalism is measured by a Navy-wide qualifications system called PQS, Personal Qualification Standard. Each sailor is required to complete the Damage Control and the Material

Maintenance portions of the standard, and to work on finishing that portion of the Standard which deals specifically with his rate, or job specialty. A considerable amount of time each week is devoted by LEAHY personnel to working on PQS, so that when we leave the shipyard, we'll be ready to commence our assigned tasks.

As you have seen, LEAHY-MEN are indeed busy. To manage all their jobs and manhours as well as schedule periods of time away from the ship for schooling or leave is a gigantic task. This job comprises the Ship's Force Overhaul Maintenance Schedule (SFOMS). Each division aboard LEAHY submits updated weekly reports to the SFOMS coordinator, who prepares computer statements of progress. These inputs are combined with shipyard job progress and manhours used on the Long Beach Naval Shipyard computers. Computer printouts give both the Shipyard Commander and the ship's Commanding Officer a valuable job progress and task achievement scoreboard. Concisely, this integrated ship and yard management system



Lieutenant (junior grade) Kevin Sherry, LEAHY's Ship Force Overhaul Maintenance Schedule (SFOMS) coordinator, tallies the weekly reports from each division aboard LEAHY.



Hull Maintenance Technician Second Class Cliff Christiansen conducts shipboard training in damage control for all divisions. Being instructed here are (from left), Quartermaster Second Class Chuck Grant, Christiansen, Quartermaster Third Class Hal Matthews, Signaller Second Class Gary Cerilli and Fire Control Technician (Missiles) Third Class Ken Oliver.

shows us what we have accomplished and how much time it took. It further enables everyone to plan their future work and training so that the ship and the Navy Yard get their jobs accomplished with as much cooperation as possible. To the American taxpayer, it represents a savings of approximately 8 to 10 million dollars through better management of sailor work complementing that of the shipyard.

A myriad of ongoing activity is presented in the following photographs on the next few pages. This will give you some idea of what your LEAHYMAN is doing during the current overhaul.

PHOTO ACTIVITY

SUPPLY DEPARTMENT

Although being in the shipyard has brought about tremendous changes in our way of life aboard ship, many tasks must be carried on as usual. Our Supply Department must continue to account for all spare parts and supplies required by the entire ship. Here, Lieutenant Commander Robert Kurz, LEAHY's Supply Officer, and Storekeeper Chief Timothy Price, check to make sure that the countless items necessary for the overhaul are on hand when needed. Ship's Serviceman First Class Cris-
toin San Jose is seated in the background.



One of the ship's barbers, Ship's Serviceman Third Class Johnny Reed, helps Seaman Alan Goggins look sharp. Perhaps he's getting ready for an inspection!

The Supply Operations Assistance Program, SOAP for short, is a big job during the overhaul. It involves going through the several hundred thousand repair parts for the entire ship, filtering out those no longer needed, and making sure we'll have those we need when we go back to sea again. Pictured here are some of the SOAP team members. From the left, seated are: Electronics Warfare Technician First Class A.B. Hill, Electrician's Mate Second Class Bruce Rainville, Operations Specialist Second Class John Bacon, Operations Specialist Second Class Charles Smith, and Seaman Jeff Stalter. Standing from left: Boiler Technician First Class Norman Adler, Machinist Mate Second Class Ron Simons, Boiler Technician Third Class Wesley Postuma, Chief Storekeeper Willard Leer and Radioman Third Class John Montague.

ENGINEERING DEPARTMENT



There's always a lighter side to things! Christmas, 1976 was celebrated in the ship's welding shop with an original tree, constructed from regular working materials. Admiring their "work of art" are Hull Maintenance Technician Second Class Seth Harding and Hull Maintenance Technician Fireman Mitch Beasley.



LEAHY's Engineering Officer, Lieutenant Commander Dennis Doyle, receives a progress report from Hull Maintenance Technician Second Class Seth Harding.



Taking a break from their work in the engineering spaces, as viewed through a hole cut in the hull, are from left: Boiler Technician Fireman George Kerr, Machinist Mate Fireman Keith Gibbs, Machinist Mate Senior Chief Adam Acosta, Machinist Mate Third Class Jamie Madrigal, Machinist Mate First Class Joseph Shaffer, Machinist Mate Third Class John Hueg, Machinist Mate Third Class Jerome Jennere, and Machinist Mate Senior Chief Jim Turner.



Because some working spaces aboard LEAHY are undergoing extensive modernization, several work areas on the pier have been provided for us. Here Fireman Tommy Breeden and Interior Communications Electrician Third Class William Cassano check equipment in their workshop.

WEAPONS DEPARTMENT



Lieutenant Commander David Vail, Weapons Officer, goes over a Terrier missile diagram with Ensign William Berthrong.



Servicing equipment in one of LEAHY's two missile checkout areas are, from left: Gunner's Mate (Missiles) Seaman John Acker, Gunner's Mate (Missiles) Seaman Apprentice Kevin Sharp and Gunner's Mate (Missiles) Second Class William Alvey.

OPERATIONS DEPARTMENT



Normally a hotbed of activity while at sea, "CIC" (Combat Information Center), located directly behind the bridge, is now a shambles. Viewing the remodeling are (left) Electronics Warfare Technician Second Class Gary Keener and Data Systems Technician Second Class Al Johnson.



Lieutenant Commander Dennis Crosby, as LEAHY's Operations Officer, is responsible for collecting, evaluating, and disseminating combat, tactical and operational information. Here he is drafting a biweekly progress report.



Pictured here is another pierside workshop, this one designated for testing and recalibrating all of LEAHY's electronic gear. Hard at work at the task are (from left) Electronics Technicians Third Class Thomas Fegette, Michael Tenzycki and Cecil Whatley, and Electronics Technician Second Class Lee Wilkerson.

ADMINISTRATIVE SERVICES



Postal Clerk Second Class Jerry Gay keeps things going in the ship's post office. LEAHYMEN say "Keep those cards and letters comin' in."



The ship's office, or executive office, "clearing house" for all official ship's correspondence, is the scene for a discussion between Personnelman First Class Tom Galbreath (left) and Command Career Counselor Senior Chief Edward Gosnell. Yeoman Seaman Ken Klinge is seated in the background.



Hospital Corpsman Chief David Gilligan takes a break during delivery of a first aid lecture on the pier. Such lectures are a standard part of ship's routine.



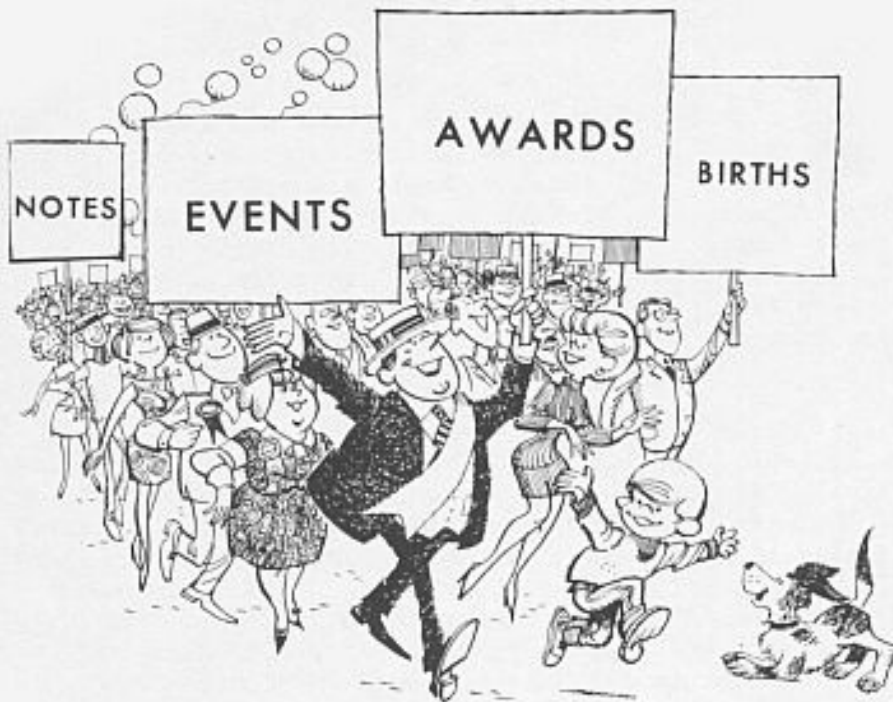
The senior enlisted man aboard, Fire Control Technician (Missiles) Master Chief Michael Jacques, briefs newcomers on ship's routine and policies. Listening are (from left) Machinist's Mate Fireman Apprentice Robert Henson, Gunner's Mate (Missiles) Seaman Apprentice Thomas Ferguson and Storekeeper Third Class Dewey Daniels.

So--there you have it. Our goal was to give you an overall impression of what it's like for LEAHY to be in the shipyard, and hopefully, also a glimpse of some of the more specific things your husband, son and friends have been accomplishing since the beginning of our overhaul at Long Beach Naval Shipyard. Our ship's motto, "Prompt and Ready," holds true even now; we are striving to complete our modernization promptly, and at its end, be ready to continue LEAHY's fine record of service to the fleet. To accomplish that goal requires hard work, long hours and a high tempo of activity. But we are professional Navy men, equal to the task, and proud to be a part of the United States' first line of defense. It is with your support that each LEAHYMAN is sustained in doing his job for the defense of our nation. I am indeed proud to be the Commanding Officer of such a quality group of LEAHYMEN who are displaying through their dedication the talents that make the United States the finest nation in the world.



S. S. Pearلمان

S. S. PEARLMAN
Captain, U.S. Navy
Commanding Officer



HAPPENINGS

In the previous pages, we discussed what's been happening to LEAHY and the work our crew is doing aboard ship. We'd like now to focus on some of the significant happenings in the lives of LEAHY's crew and their families. The awards, advancements, reenlistments, sports and women's corner news are important. We recognize them as the things that add to family happiness, prestige and future security.

CHANGING THE WATCH

The life of a ship, as with the life of a person, is filled with individual events that mark the passage of time. One milestone for LEAHY occurred October 22, 1976 when Captain S. S. Pearlman assumed command of LEAHY from Captain Alexander M. Sinclair, who was reassigned to Washington, D. C. and has subsequently been selected for Rear Admiral. The ship's executive officer, Commander George T. Flanagan, shortly thereafter was relieved by Commander James C. Toland.

An exchange of salutes signifies the change of command from Captain Sinclair to Captain Pearlman.



Commander Toland (right) and Commander Flanagan confer on overhaul activities.

AWARDS AND INSPECTIONS



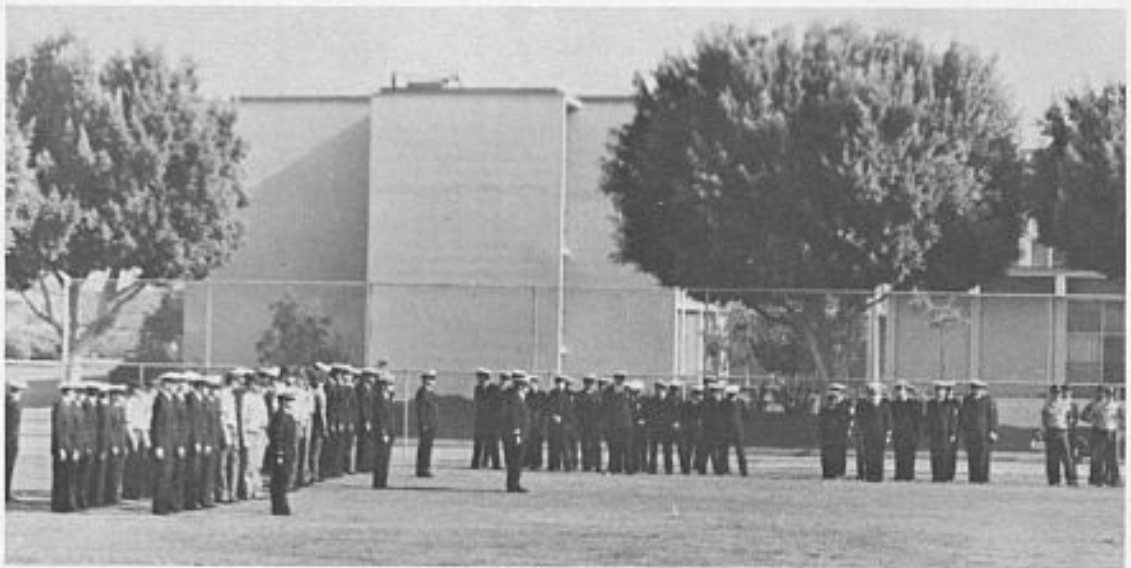
Personnelman Third Class Paul Calhoun (right), LEAHY "Man of the Month" for December, is congratulated by Personnelman First Class Tom Galbreath.



Engineering Department Head, Lieutenant Commander Dennis Doyle, presents heartfelt congratulations to Boiler Technician Third Class Ronnie Bennett for his selection as LEAHY "Man of the Month" for January. Looking on are (from left) Bennett's Chief and Division Officer, Boiler Technician Chief Ronald Noel and Lieutenant Junior Grade Boyd Mildenstein.

At a recent personnel inspection, Captain Pearlman presented awards to the following men (from left): Hull Maintenance Technicians Third Class Martin Gardner and Kim Stewart received Meritorious Citations from Vice Admiral S.L. Gravely, Jr., Commander, Third Fleet, for their efforts aboard the burning research vessel Aquasition last June 6. Boat-swain's Mate Second Class Albert Goldfarb received a Meritorious Unit Citation from the Secretary of the Navy for community service while serving aboard the USS Constitution ("Old Ironsides") in Boston.





Although we are presently in a shipyard, we are still a military organization, and that means inspections. In addition to frequent safety and material inspections, there are inspections of the crew and of the ship monthly by the Commanding Officer. The ship must at all times be safe, and we must at all times look like LEAHYMEN. In the above photo, some of the ship's divisions are shown in parade formation, standing by for Captain Pearlman's monthly personnel inspection.



Captain Pearlman steps gingerly through the Combat Information Center (CIC) while on a safety inspection of the ship. Operations Specialist Second Class Ben Barton (right) and Yeoman Seaman Ken Klinge take notes, while Lieutenant Kevin Sherry (left) looks on.

ADVANCEMENTS



The following are among those who have been recently promoted, and who received their certificates of advancement from Captain Pearlman in an awards ceremony following a personnel inspection:

Boiler Technician Third Class Thomas Anderson, Disbursing Clerk Third Class David Arner, Gunner's Mate (Missiles) Second Class Steve Baldu, Boiler Technician Third Class Ronnie Bennet, Personnelman Third

Class Paul Calhoun, Machinist Mate Third Class Raul Cruz, Machinist Mate Third Class Daniel Davis, Mess Specialist Third Class Francisco Fabay, Fire Control Technician Third Class Michael Foster, Hull Maintenance Technician Third Class Martin Gardiner, Radioman Third Class David Green, Ship's Serviceman Third Class James Jackson, Boiler Technician Third Class David Green, Ship's Serviceman Third Class James Jackson, Boiler Technician Third Class Johnny Leyva, Radioman Second Class Bruce Liaboe, Machinist Mate Third Class Gregory Loder, Boatswain's Mate Third Class James Ludington, Machinist Mate Third Class Jamie Madrigal, Boatswain's Mate Third Class John Mark, Machinist Mate Third Class Donald Murphy, Fire Control Technician Third Class Steven Phillips, Ship's Serviceman Third Class Johnny Reed, Storekeeper Third Class Alden Ritchie, Operations Specialist Third Class Rick Werkmeister, Fire Control Technician Michael Winkler, Hull Maintenance Technician Third Class Frank Yontz.



In recent advancement ceremonies in the captain's cabin, Engineman Chief Petty Officer Bruce Boyles (left photo above) and Electrician's Mate Senior Chief Petty Officer Ben Siebels received their promotions from Captain Pearlman.

REENLISTMENTS



Reenlistments are an important date on a Navyman's calendar. Hull Maintenance Technician Third Class Frank Yontz takes the oath from Chief Warrant Officer William White. Hull Maintenance Technician Second Class Cliff Christiansen looks on.

Captain Pearlman congratulates Operations Specialist First Class Vernon McFadden, who has reenlisted for four years. With McFadden is his fiancée, Miss June Carter.



Mess Specialist Second Class Artemio Errasquin takes the reenlistment oath from Captain Pearlman.

S P O R T S



LEAHY's basketball team, the "Tigers," followed our highly successful baseball and football teams with a rugged schedule against teams from other ships at the Long Beach Naval Support Activity. Seaman James Guy lofts a shot over an opponent as Interior Communications Electrician Third Class Rick Wortman (back to camera) stands by to assist.



Karate provides another sports outlet for LEAHYMEN. Electronics Technician Senior Chief Donald Richardson (back to camera) conducts classes every Tuesday and Thursday nights at the base gymnasium for interested ship personnel and their dependents.

LEAHY WOMEN'S CORNER

OMBUDSMAN



Mrs. Joan Skinner,
LEAHY Ombudsman

Mrs. Joan Skinner, wife of Signalman First Class Sylvester Skinner, is our Ombudsman. Quite probably, your first question is "What is an Ombudsman?" The ombudsman idea originated in Sweden in 1809 and referred to an individual who served as an official liaison, or go-between, from one person to another. The Navy adapted the idea and established its Ombudsman Program in 1970 with the purpose of giving dedicated wives of Navy personnel an official representative to express their views to Commanding Officers.

The Navy Ombudsman Program recognizes the importance of maintaining good communications between LEAHY and the families of its crew members. It goes without saying that the morale of the men is closely related to the health and well-being of their families. That means, if we want men who do a good job, then the Navy and the ship will also have to do a good job caring for his family. The ship's Ombudsman is one person who can help in this process.

What makes the Ombudsman special is that she is one Navy wife assisting another Navy wife. She is someone who will listen when a LEAHY wife is in need, and suggest persons or agencies that are potential resources for assistance. The Ombudsman's helping hand is especially appreciated during a ship's deployment when, with husbands gone, it's all too easy for a Navy wife to feel she's all alone if a crisis arises.

Therefore, all LEAHY wives are encouraged to get to know our Ombudsman, Mrs. Joan Skinner. Please make note of her telephone number; it's (213)-435-4678--and don't hesitate to call her if a need arises! (And remember; as LEAHY's Ombudsman, Joan can be a direct link to the Captain if the problem is such that it needs his immediate attention).

Welcome aboard, Joan! LEAHY is happy and fortunate to have you as her Ombudsman.

LEAHY WIVES' CLUB

When the LEAHY entered Long Beach for her modernization, so did the majority of LEAHY families. With the ship no longer having operational requirements, a more stable condition for our families was created. This in turn led to renewed interest in the LEAHY Wives' Club.

Some of the wives who had been active in the club when the ship was in Norfolk were instrumental in getting the ladies together again. An interim slate of officers was elected in October, 1976: Diana Gay, President; Jean Blain, Vice President; DeDe Fennell, Secretary; and Joan Adler, Treasurer.

Leading the way in strong support for an active ship's Wives' Club is the new Commanding Officer, Captain S. S. Pearlman. Both he and LEAHY's chaplain, Lieutenant Commander T. J. Benedum, were present at the Club's meeting on October 29, 1976, and committed the ship to cooperate in every possible way with the programs and needs of the Wives' Club.

At the December, 1976 meeting, the following were elected officers: Judie Benedum, President; Joan Adler, Vice President; Mari Ann Crosby, Secretary; and Mary Donnelly, Treasurer. Their terms of office will be six months.



Interim and present officers of the LEAHY Wives' Club include, from left: Joan Skinner (LEAHY Ombudsman), Jean Blain, Diana Gay, Mari Ann Crosby, Judie Benedum, Joan Adler and Mary Donnelly.

One of the goals of the Wives' Club is to perform service projects. The Club got off to a good start as they pitched in and helped the ship's Welfare and Recreation Committee with the Christmas Party for LEAHY children. Program Chairman Joan Adler is working on ideas and plans for future service projects, as well as on programs for each of the regularly scheduled Wives' Club meetings.

On December 21, Judie Benedum hosted an afternoon tea for the Commanding Officer's wife, Mrs. Bernice Pearlman. The Club members were delighted to have the opportunity to welcome her to the West Coast.

Meetings of the LEAHY Wives' Club are regularly held on the third Monday of the month at 7:30 p.m. in the Treasure Chest Room of the Club Mariner at the Long Beach Naval Support Activity. All LEAHY wives are invited to attend.

Gunner's Mate (Technician) Third Class Jim Plansky, Chairman of the ship's Welfare and Recreation Committee, coordinated plans for the children's Christmas party with the Wives' Club, and also served as master of ceremonies for the evening's activities.



At the LEAHY children's Christmas party, each child present received a gift from Santa Claus, who was able to make a jolly and very happily received appearance through the very kind help of Boatswain's Mate Third Class Michael Priester.



FLEET ADMIRAL WILLIAM DANIEL LEAHY
UNITED STATES NAVY



In our nation's history, only a few individuals have served their country with constant excellence for extensive periods. One of these great Americans is Admiral William Daniel Leahy, who began his public service in 1893 with his appointment to the United States Naval Academy. During the following 66 years, until his death in 1959, the Admiral's career exemplified extraordinary qualities of leadership and exceptionally meritorious service.

Born in Hampton, Iowa on May 6, 1875, William Daniel Leahy grew up in Ashland, Wisconsin. Destined to participate in the making of so much history, he began soon after graduation from the Naval Academy with service in the USS OREGON during her famous dash around the Horn to battle the Spanish at Santiago. During his 28 years of commissioned service before promotion to Rear Admiral, his assignments were distinctive and significant. He had six commands at sea, ranging from the gunboat MARIVELES to the battleship NEW MEXICO. His duty covered the world from the Asiatic Station through the Americas to the Middle East. It was in 1915, while in command of the Secretary of the Navy's dispatch

gunboat DOLPHIN that Leahy began what was to become an historic association with then Assistant Secretary of the Navy, Franklin D. Roosevelt. When the United States entered the first World War, he was still in command of the DOLPHIN in the West Indies. Later, he was Executive Officer of the NEVADA, operating in the Atlantic, and in April, 1918, he assumed command of the USS PRINCESS MATOIKA, a troop transport. For meritorious service in the U-boat infested North Atlantic, Leahy received the Navy Cross and a special letter of commendation from the War Department.

Promoted to Rear Admiral in 1927, Leahy served as Chief, Bureau of Ordnance; Commander, Destroyers, U.S. Fleet; Chief, Bureau of Navigation; and as a member of the Board on Reorganization of the Navy Department. As Vice-Admiral he served as Commander, Battleships, Battle Force, and in 1938-1939 as Chief of Naval Operations.

In reality, retirement was just a change of duty for Admiral Leahy because his appointment as Governor of Puerto Rico was made by President Franklin D. Roosevelt before his tour as the Chief of Naval Operations was actually completed. Thus, his second career as civil administrator, diplomat and presidential advisor began at the age of 64. It continued with his appointment as Ambassador to France in 1941. His resignation from that post was accepted by President Roosevelt in the same letter which recalled him to active duty as Chief of Staff to the Commander in Chief of the U.S. Army and Navy; that is, to the President himself.

As the President's personal representative to the newly created Joint Chiefs of Staff, Admiral Leahy was, in fact, senior member and chairman. In addition, he presided over the Combined Chiefs of Staff (U.S. and British) when the United States was the host country. From this position of responsibility, he played an active part in the major war councils at Quebec, Cairo, Teheran, Yalta and Potsdam. In recognition of his outstanding contributions to his country, Leahy was appointed as the first Fleet Admiral of the U.S. Navy on December 15, 1944. Admiral Leahy was retained by President Truman until 1949 when he resigned as Chief of Staff, but continued on duty as advisor to the Secretary of the Navy until his death on July 20, 1959.

The USS LEAHY was commissioned in 1962 in honor of this great naval officer and outstanding American.



LEAHY DEPARTING DRYDOCK 3 -- IN THE WATER AGAIN!