

USS Leahy Leahygram
West-Pac
1983



Underway
Again!



RJ
'82



LEAHYGRAM



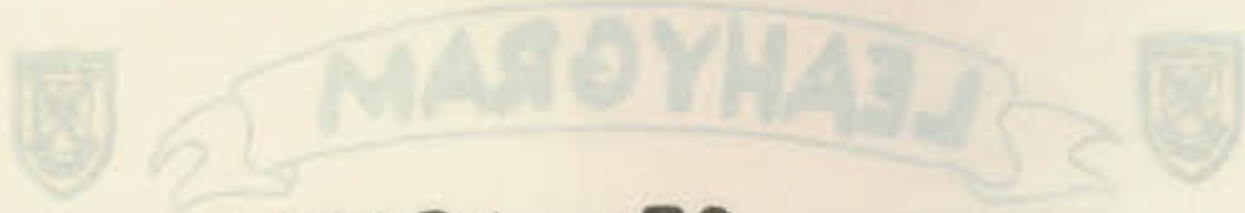
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2nd Quarter 1983

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GREETINGS

FROM

THE

CAPTAIN



Dear Leahy Families and Friends:

Your men continue to distinguish themselves as the most professional, congenial, and achievement oriented sailormen in the fleet. By their superior performance, they have earned the ship well-deserved high praise for recent operations in the Northern Pacific Ocean in Battle Force operations. You can be very proud of them, as am I.

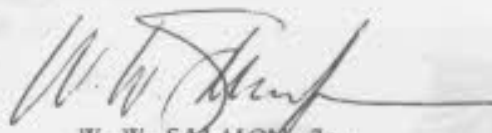
We visited Adak, Alaska on the way to the vicinity of Shemya and Attu islands at the western end of the Aleutian chain and found the weather a bit cold for our San Diego blood! We are presently enjoying a port visit to Sasebo, Japan, in mild spring temperatures.

We look forward to visits we hope will include Pusan, Korea; Yokosuka, Japan; Hong Kong; and Subic Bay, Republic of the Philippines during this deployment.

Your support and prayers are requested for our continued safe passage.

Sincerely,




W. W. SALMON, Jr.

UP

TO

SPEED

The Executive Officer is extremely good at giving things away. At right, he gives away a plaque, and below, he gives instructions.



As you read this, your loved ones are steaming in a Carrier Battle Group as the Anti-Air Warfare Coordination Unit, and they are good at it. All departments have pulled together to establish the highest standards of readiness for deployment, and Leahy has taken her place at the forefront of the Seventh Fleet. Of course, we don't settle for less than that.

They're doin' good.

Sincerely,

M. H. Beason
Commander
U. S. Navy



NOTES FROM THE RECTORY

LORD,

THIS IS A NEW YEAR. EACH NEW DAY BRINGS

NEW WAYS,

NEW OPPORTUNITIES

TO SERVE YOU,

WHOEVER YOU ARE IN OUR LIVES.

SENSITIZE US WITH EACH NEW THING

SO THAT WE MAY

CONTINUALLY

BE SENSITIVE TO YOUR

ETERNAL NEWNESS;

JUST LIKE WE ARE AWARE

OF

EACH

NEW

YEAR!

AMEN! AND AMEN!

Robert E. Stone
Lieutenant, Chaplain Corps

"FROM THE OMBUDSMAN,..."

Connie reports good news, and all is going well on the homefront. Membership and interest in the Leahy's Enlisted Wife's Club is on the upswing. Six new members are reported, and more wives are expressing interest all the time. Allotments are apparently all on track and all systems are go.

Soon many of us will be seeing "better halves" in the "movies." Videotapes are being prepared by those wives and friends in the San Diego area. We hope to have the tapes on board sometime late in June.

Connie has purchased and arranged for some 500 balloons, 300 flags, and many other doo-dads that will help welcome us home. Once pierside in San Diego, we can expect a multitude of signs and banners, a Navy band, one killer whale (Shamu), and a pier full of friends and relatives. Connie says, "Now just come in on time!" and that sounds like a winner to us.

Connie is doing a great job helping our families stay abreast of our current events. In case you've ever wondered, Connie, Yes! We do appreciate you and thank you. You're doing a great job.



Captain Salmon presents Ombudsman Connie Schmidt with an award for her outstanding work toward the morale of the crew, and her contributions of time and advice to wives and loved ones.

MESS DECK MADNESS!

A simply unbelievable account of the gastronomic capacities of that PECULIAR species of sea life known as.....THE SAILOR!

In the last three month period (from January 1st until March 31st) the crew of the USS Leahy has involved itself in an orgy of consumed foodstuffs at a rate that is gastronomical. One could tend to believe that rather than feeding the crew of one small Naval vessel, we had been invited to dine at Seventh Fleet EN MASSE. The following figures are absolutely correct as appearing in the galley logs and are submitted to substantiate our claims.

Beef - To include beef patties, roast beef, and beef steaks - 9100 pounds or 5.14 pounds per man.

Fowl - to include chicken, turkey, gamehens, duck, and an occasional seagull or two when the cooks run low - 2507 pounds or 2.5 pounds per man.

Fish - to include halibut, perch, haddock, salmon, and one goldfish found swimming in the bilge - 1267.13 pounds or 2.5 pounds per man.

Ham - to include Ham, Canned, Square, 1 Ea., and Ham, Smoked, 1 Ea.
Note: This ham was consumed with approximately 500 gallons of pineapple sauce and a like amount of catsup. Most slices were utilized in the form of sandwiches.

Pork - Including pork chops, pork loin, pork roast, pork bacon, pork adobo, but not pork ham - 1994 pounds or 3.998 pounds per man.

Eggs, Chicken - to include eggs boiled, eggs fried, eggs scrambled, eggs omeletized, and eggs for baking - 2814 dozen or 67.536 eggs per man.
Note: One person would like very much to have his remaining 37.25 eggs of which he was unjustly deprived.

Milk - Includes all milk consumed or used in baking, cooking, or other like attempts from the galley - 2910 gallons or 5.82 gallons per man which equates to some 73 glasses each.

Rice - Including wild rice, fried rice, dirty rice, spanish rice, boiled rice, baked rice, brown rice, and Uncle Ben's Converted - 940 pounds or 1.88 pounds per man.

These figures only relate to staple foodstuffs. They do not reflect the tons of shellfish, potatoes, vegetables, fruits, breads, sweetrolls, gravy, butter, hot dogs, and the still dubious whereabouts of a guest's pet aardvark that once wandered astray near the galley and has not been recovered to anyone's knowledge. Nor has the aardvark been seen wandering about the ship; for if it were an aardvark still aboard, we are sure it would wander.

These figures are based on an average of 400 men and are not entirely accurate as noted by some officers (who are not entirely above reproach). An overlarge amount of foodstuffs aboard has been known to disappear into the dark recesses of the Chief Petty Officer's Mess, never again to be seen. The motto among these worthies being, "Waste not, Want not!" It is indeed notable that never in the history of this vessel has there ever been sighted a plate returning to the galley from the CPO Mess that was not entirely wiped clean of all gravy.



Master Chief Baker shows one of the many sides of replenishment at sea. Ships aren't the only ones that need to refuel.

LETTERS

IN PERSPECTIVE

March often storms in like a lion and creeps out like a lamb. For Leahy, it rolled in like a freight train and kept on going. As a matter of fact, our entire first quarter of the year was a lot like a Saturday sale at the Navy Exchange when payday was on Friday. We wrapped up our Christmas holidays, put the ornaments back in their boxes and set about getting ready for another West-Pac deployment.

First came Readix 83-2, the second phase of Leahy's intensive battle group operations practice. Leahy and her crew showed the rest of the fleet how Anti-Air operations should be done. Although Leahy was beset by an engineering casualty, we remained on station, completed our assigned task, and drew positive notice from the Battle Group Commander for doing so.

Once in port, efforts began to restore the after engineering plant. Leahy's Machinist Mates worked around the clock with their civilian counterparts to get the job done. Timeliness was a matter of real concern for we had obligations and deadlines to meet.

Right in the middle of all this hustle and bustle, a nice surprise came. Leahy won the Silver Anchor, an award for retention. The Gold Anchor, the highest award for retention, was awarded to the USS MARS, who barely edged out Leahy by the merest thousandths of a point. This year, though, we have all the indications of winning the Gold. Anyway, we're proud of the job that was done by all who contributed to the winning of the Silver Anchor and our congratulations to the USS MARS.

As deployment day approached, tensions built. While the final repairs were being completed, the crew brought a steady stream of full sea bags, suitcases, and extra uniforms necessary for extended operations. Some of the tensions were eased by a fantastic party at Big Oak Ranch. Friends and family who attended that big round-up had a great time.

At last the final day arrived. We had crammed much into the last three months. Now we had to cram sea trials into a brief 16 hours prior to our commitment to deploy. We departed the pier on Sunday, March 20th, with a few well wishers, some with teary eyes, to say good-bye. Leahy completed her sea trials in record time and reported to station off the coast of California on time. Another cramped deadline was met and the congratulations received from our operational commander were well deserved.

The trip from San Diego to Hawaii was very smooth, allowing most of us to recover from the hectic pace of the past three months. Hawaii was fun for two brief days. Now we are working hard and counting the days, hours, minutes, and in some cases, even the seconds, until we return home. We expect the months ahead to be filled with the excitement of our jobs and are anxious to be home again with the people we love. For now, we send our thoughts and our love. From all of us, take care, and keep the Postal Service busy!

"WELCOME ABOARD"

We'd like to extend a hearty "Welcome Aboard" to the following new personnel who have reported aboard from the New Year until March 31:

LCDR WISEMAN - Chief Engineer
LTJG GUIDO - E Division
MMC GROSS - M Division
EM1 AGUILERA - E Division
ET1 VANMIERLO - OE Division
FTM2 LOCHBAUM - FC Division
OS2 HUDGINS - OI Division
SH2 BERT - Supply
DS2 GRILLO - OD Division
BM3 TITTERINGTON - 1st Division
PC3 KELLER - X Division
BT3 SULZBACH - B Division
MS3 GRAVER - Supply
YNSN SCHR AMM - X Division
FTGSA OLSEN - FC DIVISION
OSSA MARTEL - OI Division
BTFR TAYLOR - B Division
STGSA SPENCER - ASW DIVISION
OSSR ANDERSON - OI Division

LTJG IZENBERG- Asst Weapons Officer
FTMCS YOUNG - OI Division
OS1 ARCANA - OI Division
ET1 BOROVICH - OE Division
STG1 MATTSON - ASW Division
OS1 THOMPSON - OI Division
ET2 ANDRADA - OE Division
MS2 MACASERO - Supply
YN2 BERVER - X Division
MM3 MORGAN - M Division
FTM2 BAKER - FC Division
STG3 BOGGS - ASW Division
PN3 ROUNDTREE - X Division
SN SEUELL - 1st Division
FA CASTLEBERRY - M DIVISION
FTGSR PEPIOT - FC Division
OSSR BENOIT - OI Division
SR BANTA - 1st Division
OSSR TRONIER - OI Division



"Hi there y'all!" A friendly greeter from no one knows where.

LETTERS

From MSSN Ziccardi...

To my Sweetheart,

Hello, here is a short letter for the Leahygram. I just want you to know that I miss you and think about you all the time. I love you lots and can't wait to see you at the airport when I get home. Take care of yourself, be home soon. Yours

Truly,

Gene OXOX



FOR

From OS2 Willie Berry...

Hi Trish,

This is a personal note from me to you, just to say Hello and I love you. When this is complete, and we're all thru, I'll be on my way to you. Take care.

Love Ya,

Willie Berry, OS2



From OS2 Chuck Ulner...

Lauri,

High Baby Doll. Sure do miss you. The mail is slow and the days are long, but nothing lasts forever and we'll be home before you know it. Thank God for telephones! Take care and be good. Home soon.

Love,

Chuck

From FTM2 Jones...
 My Dearest Bonnie,
 This issue of the Leahygram is one
 of special interest to you my dear.
 The cover was drawn by me, with
 you in mind. The enamored
 embrace of the sailor and his lady, I
 feel embodies the emotions of so
 many of my cohorts leaving their
 loved ones for the adventures of the
 high seas and foreign places. I'm
 looking forward to our re-uniting
 embrace in hopes that it will be as
 amorous as the parting one.

Love Always,
 Rich



From TM2 Elliot Ruiz...
 Hello Cookie,
 Sure hope that everything is fine.
 Miss you dearly. Have been keeping
 myself busy and still thinking of you.
 Can't wait to see your lovely face.
 Say hello to Barbara and Carlos and
 of course Helen.

Yours Always,
 Elliot

HOME.

"FARE THEE WELL"

All good things come an end, and so it's true with sea tours. After serving for some time aboard Leahy, some of our shipmates have elected to try a change of space. A few have opted to give the civilian world a chance, while the sea gods have blessed others with shore duty. Then there is always that percentage that just can't stay away from haze gray and underway. They will complete their enlistments aboard other sea commands. We wish fair winds and following seas to all of you, and hope you'll manage to keep in touch with your shipmates.

DEPARTURES

LCDR GARRETT - Chief Engineer	LT STABENO - Assistant Weapons Officer
LT GUNDER - E Division	LTJG SALO - Assistant Supply Officer
LT SMITH - ASW Division	FTMC SCUKANEC - FC Division
BTCM BAKER - MCPOC	EWI PICKETT - OW Division
BMI SMITH - 1st Division	ICI RUSSICK - E Division
FTMI BASS - FC Division	ET1 COSTELLOE - OC Division
SH1 BROWN - Supply	DK1 RODIL - Supply
DS1 MORTERO - OD Division	SK2 MYLES - Supply
MM2 TEAL - M Division	MM2 MILLARD - M Division
BT2 DALE - B DIVISION	BT2 NOLIN - B DIVISION
BM2 CURTIS - 1st Division	OS2 JACOBS - OI Division
OS2 VANN - OI Division	EM2 REYNOLDS - E Division
YN2 SMITH - X Division	YN2 CORIA - X Division
STG2 CARLSON - ASW Division	STG2 BURNS - ASW Division
TM2 SPATES - ASW Division	FTM2 HENS - FC Division
FTM2 BARNES - FC Division	ET2 MALVEAUX - OE Division
SH2 BAUTISTA - Supply	DS2 HEGG - OD Division
DS2 MATTHEWS - OD Division	RM2 DAVIS - OC Division
SK2 SALUNGA - Supply	EM3 KILLISN - A Division
GMM2 BERKWITZ - GM Division	MM3 SWARTWOOD - M Division
MM3 WELLER - M Division	MM3 GUALTIERI - M Division
BM3 MARTEN - 1st Division	BT3 JOHNSON - B Division
BM3 BOTTOMLEY - 1st Division	YN3 PATTERSON - X Division
MS3 MCCALL - Supply	MM3 MORGAN - M Division
HT3 WEISHEIT - R Division	RM3 BELL - OC Division
FN TEVAGA - E Division	BTFN MORTIMER - B Division
SA CROW - 1ST Division	MMFA GASTON - M Division

ENGINEERING

The Engineering Department has had a very hectic and fast paced first quarter of 1983. USS LEAHY arrived in San Diego on the third of January after experiencing major machinery casualties. The LEAHY engineers, with the help of a civilian contractor, completed all repairs to the port main engine and had completed all other preparation for LEAHY's extended deployment on time. The tremendous amount of time, effort and devotion on behalf of the LEAHY's engineers was acknowledged with a message of well done by Rear Admiral McCarthy, Commander, Carrier Group One. Upon completion of repairs, the USS LEAHY went out to sea and successfully completed machinery sea trials which included a four-hour full power run (32 knots) and a set of quick reversals.

On March 18, two days prior to deployment, I relieved LCDR Garrett as Engineer Officer. LCDR Garrett is enroute to OP39 in Washington D.C. after his successful tour onboard LEAHY. Now that we have deployed and completed our first port call in Pearl Harbor, we can reflect back on our accomplishments, plan and strive for a more reliable engineering plant and a better trained department.

M. D. Wiseman

M. D. WISEMAN
LCDR, USN
CHIEF, ENGINEER



Beauty in Motion: A pretty sight to see...Never a doubt, of what it means to me...Long may it wave, in the wind above...A sign of Freedom, Liberty and Love....

KEEPING IT IN THE FAMILY

by OS2 Chuck Ulner

This is the story about a Navy family, a very special Navy family. Delbert and Judy Gibson have shared 22 years of marriage this month and during those years have given much to their country including both of their children.

BMI Gibson is a First Class Boatswain's Mate with over 14 years service. Delbert spent three years in the Army, and then joined the Navy. The Vietnam conflict kept him overseas for three separate tours of combat duty. His first tour was as a "River Rat," attached to the high speed Patrol Gunboats. His subsequent tours were aboard the USS RICHMOND K. TURNER, DLG-20, and an assignment to service crafts providing forward fire bases with ammunition and supplies. Since the end of the war, BMI Gibson has made several overseas deployments, finally coming aboard USS Leahy as a senior leading petty officer in 1st Division.

In October of 1981 his son, Lawrence, decided that the Navy might be an opportunity for some valuable job training, especially for a young man recently married. He enlisted in Dallas, Texas and orders were received for the younger Gibson to join his father on Leahy. This in itself is not all that unusual as there are several father and son teams serving throughout the Navy. However, it is pretty unusual for the son to be assigned to Dad's own division. The younger member of the seagoing family wanted to learn welding. There was no way for an "A" School right away. So Larry came aboard as a member of the deck force and struck for Hull Technician. After being aboard approximately six months, he took the fireman's exam. He was assigned to R Division and began training as a welder. HTFN Gibson is a hard working, welcome asset to R Division and is expected to make HT3 after the September test.

Not content with having only half of the family on active duty, the youngest Gibson decided it was her turn to get into the act. An 18 year old high school senior in San Diego, Rebecca Gibson decided that the Navy would be a worthwhile opportunity for her after graduation. She too would receive valuable training for a young woman with little real job experience. After a long discussion with her father and her brother, Rebecca went to talk to a Navy recruiter and take the entrance examinations. Her scores were high enough for a guaranteed "A" School. Rebecca chose the Interior Communications Technician field of telephone communications and repair.

Inasmuch as two members of the family were already serving aboard his command, Captain Salmon was asked to perform the enlistment ceremony and was delighted at the prospect. With father and brother looking on in dress blues, Rebecca became the third member of the family to be sworn into Naval Service. Rebecca is in the delayed entry program and will report to Orlando, Florida for basic training upon graduation this summer.

Anyone would think that three members of the same family serving their country at one time would be enough, But the story doesn't end there. Judy Gibson, who has given her husband, son, and daughter to the Navy, is going to college in San Diego and studying accounting. Upon receipt of her diploma and CPA certification, she plans on joining the Reserve Officer Program in hopes of being accepted into the Navy Supply Corps.

When asked why he was willing to spend so many years in and encourage his children to enlist, BMI Gibson had this to say. "Everyone's views on the Navy are not the same as mine, of course, but the Navy's been good to me and my family over the years." The forty year old Texas native explained that he had always been able to meet his goals for advancement and had basically received the kind of duty he wanted. As to the future, HTFN Larry Gibson has definite reenlistment intentions. BMI Delbert Gibson is in the process of applying for recruiting duty and hopefully changing rates to Navy Counselor. He will be taking the Chief Petty Officer exam and Limited Duty Officer test soon. Upon return to San Diego, he will resume study toward a Bachelor of Business Administration degree. As for the youngest of the clan, only time will tell of course, but it wouldn't surprise very many people if ICFA Rebecca Gibson also became career oriented.

The Gibson family is a fine example of a few giving much. Families like these help make our Navy the best in the world. They are proud to serve their country and we who are privileged to serve with them, do so proudly



Captain Salmon, Rebecca Gibson, father BMI Delbert, and brother HTFN Lawrence immediately after Rebecca's enlistment. (Right)..BMI and Mrs. Gibson.



OPERATIONS

After the Christmas holidays, Leahy participated in one last exercise in preparation for deployment. During READIEX 83-2, the ship conducted four successful missile shots during a mobile sea range exercise. Leahy also successfully participated in a missile exercise involving high speed supersonic targets. All of the personnel in the Operations Department worked hard during this final preparatory exercise, and can be justifiably proud of the successful exercise results.

The ship is now enroute to the Western Pacific, where we will perform our mission as an anti-air warfare cruiser in the Seventh Fleet. Although it is not easy to leave family and friends behind, we eagerly look forward to the challenge awaiting us over the next six months.

J. E. Odegaard
LCDR, U. s. Navy
Operations Officer



"CONGRATULATIONS"

MARRIAGES

It's been said that a sailor's life is a lonely one. Well, it ain't necessarily so, as some of our shipmates have recently proven. Congratulations from your shipmates to those you who decided to add another lady besides Leahy to your life.

LTJG HOFFMAN

REENLISTMENTS

Let's not forget our shipmates who have decided to continue their Naval Careers. We wish them all the best of luck in their continued service.

BTCS GORMADY
GMMC MANUEL
GMM2 BERKOWITZ
BM2 CURTIS
MM2 HATFIELD
MM2 MILLARD
MM2 SOCKETT

DSC GALLAHUE
SH1 BROWN
FTM2 BARNES
BT2 DOLLEY
GMM2 KNUTSON
SK2 SALUNGA
MM3 FEHRENBACH
MS3 MCCALL

RMC SALAZAR
GMM2 BOWEN
YN2 CORIA
DS2 GRILLO
SK2 MYLES
TM2 SPATES
HM3 JONES



TM2 Spates preparing to cut his reenlistment cake. A cake is baked everytime a shipmate reenlists. Aboard Leahy, reenlistments have become a common occurrence.

ENTERTAINMENT LEAHY STYLE

by OS2 Chuck Ulner

While you read this Leahygram, you must realize that you are one of a special group of people. This group has the privilege of being associated with one or more of the crewmembers of the "Finest Cruiser In Any Navy." As a member of that community, you may already be aware of many facts and figures concerning this ship and Navy life in general. For instance, you probably know that Leahy is a guided missile cruiser, that she's over five hundred feet long, and carries a complement of about 400 men.

One thing that people seem to wonder about, however, is "What do you guys do out there?" Not during work of course. Everyone understands that aboard any ship every man has a job to do and spends part of the day, or night, or both, working. But after hours, what do you do? How do you keep busy? You can only write so many letters, and read so many books. In the day to day routine, there's only so much that's newsworthy. This is where Yankee ingenuity and the inherent flexibility of sailors come to the rescue. We are subject to the same perils of boredom as any other crew.

This Leahygram is a group effort. Far from being a vehicle in which frustrated would-be writers can express themselves, the Leahygram is one of the most complex group-oriented boredom breakers aboard ship. We like to say its all for you, the families, but it helps us too. The Leahygram takes contributions of pictures, articles, artwork, and ideas from personnel all over the ship. These contributions are then put together with a basic theme, printed, and sent out to you. Putting it together provides many busy hours for those who contribute.

The ship's cruisebook is another even more complex group effort. When its finished it will have some 144 pages of information about the ship and crew. Photographs and artwork about each particular work center of our ship during the six months of West-Pac are taken. There is scarcely a time when someone pulls out a package of pictures that a cruisebook representative doesn't peer over his shoulder in hope of finding something suitable for printing.



The Chief Petty Officers in earnest preparation for a soft ball game against the officers.

For those that are into higher education and self improvement, we have ongoing high school and college courses. These courses provide an opportunity for many sailors to spend their off hours in pursuit of something very precious, an education.

The Leahy Enlisted Surface Warfare Specialist Training teaches petty officers about their ship. They spend off duty hours in other work centers learning watch routines, equipment placement and operation, work center responsibility, and a multitude of facts about the ship and other ratings that they may never have considered before. While becoming ESWS trained may not qualify you to stand watches in Main Control, it will help a Boatswain's Mate have a much better understanding of what actually goes on down in the Engine room. Likewise, the Boiler Technician will be able to name pieces of deck equipment on sight.

So far our entertainment has sounded a lot like work, but that's not all we do. There are recreational facilities aboard. One of the most popular forms of entertainment is the ships nightly movie on the mess deck, complete with popcorn. On Sundays, we have matinees ranging from "On Golden Pond" to "Heavy Metal," something for every taste. Movies are also shown on the ships Closed Circuit TeleVision entertainment system. CCTV is connected to each mess and berthing compartment on the ship. When in range, we are able to receive local television programming. When at sea, we have video tapes on nearly any subject. In addition to the movies, television programs such as "Three's Company" are taped and sent to us by the Armed Forces Radio and Television Service.

Various forms of games and tournaments are held on board. In the Crew's Lounge are two video games that never want for a steady supply of quarters. Ongoing tournies are conducted under the auspices of DSI Dave Seitz. These games include events such as cribbage, chess, checkers, and there are even wild and vicious rumors of a clandestine tiddly-winks team. These events are held on the mess deck and in the crew's lounge on weekends.

Sometimes just a change in daily routine is a big morale builder. We are used to the unexpected, but still express pleasure at the efforts made by the ship providing a change to the routine. On Pizza Night, for example, instead of the regular meal, pizza and salad are served to the crew.

For those with a theological bent, Chaplain Stone has ongoing Bible studies that are fairly well attended. Of course, there are normal Sunday worship services for those who wish to attend.

With all this going on, some still require other outlets for frustrations. A few enjoy music, finding semi-quiet places to practice on guitars. DSSN Varble builds flying model airplanes. Radio controlled models may take weeks and even months, in some cases, to complete. FTM2 Jones, who designed the cover for this issue of the Leahygram, finds time to dabble in art and ink. The Chief Engineer, who enjoys scuba diving, has brought his own photographic and film development equipment aboard. The list of personal hobbies could go on forever, for each of us has his own way of combatting the looming demon of a ship at sea, boredom. A bored crew is dangerous as they tend to make mistakes. Aboard Leahy, we have managed to keep the mistakes and the boredom down to a bare minimum with creative and wholesome activities. We never want our beloved XO to get bored.

WEAPONS

The past few months have indeed been busy ones for the Weapons Department. Preparations for our Western Pacific deployment involved a lot of hard work and long hours. In the end, we found it worthwhile. We're more than ready for the next several months on high seas.

ASW division has been involved in several evolutions from preservation of the fantail to attending special training courses for shore patrol and masters-at-arms.

Virtually the entire division took part in the major restoration job done on the fantail. As a result, it is now in beautiful shape. GMT2 Gary Nuckols and TM2 Elliot Ruiz attended Masters-at-Arms training courses, and are ready to take a much more active role in ship's security. STG2 Craig Gibson attended Shore Patrol School and will put his newly acquired knowledge to work during WEST PAC.

As far as normal operations within ASW Division, STG2 Dominick DeFlorio is keeping things in line as Work Center Supervisor and Systems Technician. The rest of the division is going strong, New division officer, Lt. j.g. "Duke" Tam, GMTC Saxton and STGC Brunk are doing an excellent job keeping the ASW Platform in sync.

The past quarter was an event-filled one for FC Division. They successfully executed all drills and fired all systems with no discrepancies. Leahy's participation in the CNO Harpoon Missile Test Project was initiated by inflicting a direct hit on a floating target in the Pacific Missile Test Range. In January, FC Division went four-for-four as they tracked, engaged, and successfully shot down all of the target drones sent up, including one that was launched at speeds far exceeding normal target characteristics.

February was meant to be a pre-deployment stand down time, but we stayed very busy making preparations for our upcoming multi-climate operations. Radars were administered the necessary last minute "peaking and tweaking" and anti-freeze found its way into cooling systems through tedious processes, and a concentrated battle against corrosion was carried out with tremendous results. Through their efforts, Leahy was able to depart San Diego with her fire control systems in "tip-top" shape and her decks and sides gleaming.

The past few months have been challenging ones for First Division. Deck Force has proven themselves able on every occasion. In between the storms that drenched San Diego with thirteen inches of rain, sanding and spraying conquered the rust from stern to stern. With the aid of the skilled driving techniques of BM3 Askew and SN "Catfish" Clawson at the controls of the cherry picker, SN Ratliff demonstrated an uncanny ability to paint from every possible position. The long hours were guided by First Division's petty officers and paid off as Leahy continues to win admiring compliments from everywhere she pulls in.

The new members of First Division proved themselves capable of deck force demanding hours. Thanks to the "old salts" for all the patience and help showing them the "ropes." As the weather gets warmer and the seas smoother we look forward to operations with Seventh Fleet and some well-earned liberty time in the Orient.

NAVIGATION

Well we finally made it. After all the uncertainty of the last days in San Diego, here we are on deployment. This is what all the effort of the last two years has been directed toward. Now that the waiting is over all hands are getting a chance to do the jobs for which they are trained.

I'm still not sure what time it was that we finally departed San Diego. It wasn't long after that Leahy joined with the rest of the task force headed for Pearl Harbor. It was a bright, sunny morning that we pulled into Hawaii for a last taste of liberty (and the last chance to call home) for who knew how long. Then it was underway again for bigger things.

As this reaches you, deployment is one quarter over. I hope the days are passing as quickly at home as onboard. The time between watches never seems long enough to finish that letter or to get a couple hours of sleep, and before you know it, another week is gone. I don't know how many calendars are being marked off with an eye toward September; the days keep rolling by. I've already heard much talk about leave plans for the fall.

It's onward into the Orient. Best wishes to all at home, and as the song goes, see you in September.


T. R. CAHILL
LTJG, USCG
Navigator



A NECESSARY EVIL

The World Of Mess-Cooking
by JO3 Steve Johnson

It takes people of all vocations to keep a ship at sea running smoothly. From engineers to storekeepers, everyone is essential. But there is one group of men onboard who perform a necessary job of dubious attractiveness and get very little recognition. These men are the mess cooks; sometimes called "cranks."

Almost all enlisted personnel, at one time or another, serve their 90-day stint as a mess cook. It's a time of long hours, little sleep, and a lot of verbal abuse. Yet, day-in and day-out, you'll find these guys hard at work keeping the ship's dining facilities attractive, clean, and well-stocked. The average day for a mess attendant begins before the sun rises as they prepare for breakfast. By 0600 reveille, they've been up for an hour and have the day's first meal set up for a hungry crew. Before the day ends, three meals will have been served, thousands of dishes washed, hundreds of pounds of garbage disposed of, and 400 people fed three square meals plus mid-watch rations.

It's a long, grueling haul and the pay isn't the greatest, but someone has to do it. These guys accept their plight with a resigned calm, realizing that it can't be changed. Innumerable sailors have played the role before them, and many more will follow.

"We take a lot of kidding, but then it's no different on any other Navy ship, I guess," QMSA Andy Cooper reflected. "Besides, we don't have to worry about a duty section for three months and we usually get to bed at a fairly decent hour."

While it sometimes seems that there are no benefits to the assignment, mess cooking does have its assets. First of all, they are the first to eat, and enjoy the finest the galley has to offer. Secondly, not having a duty section, there are no mid-watches. And best of all, there is occasionally early liberty, and that can be extremely welcome in a port visit to the exotic sights of Hong Kong or the like.

There are three separate dining facilities onboard, and all have mess cooks to perform necessary set-up and cleaning chores. The majority of the crew eats in the enlisted dining facility, thus the majority of the mess cooks spend their 90 days there. The Chief Petty Officers have their own mess and two attendants to keep things squared away. Last, but not least, there's the Wardroom where the officers dine, and three mess cooks are present to keep their meals in order.

While the surroundings are quite different, the men working in the galleys all have one thing in common, they're all young sailors going through a kind of initiation into the realm of the sea going world. Thousands of sailors have gone through the same type of dirty work on their way to their respective careers, and thousands more will do the same in the future.

In the words of OSSA Greg Djinis, "I heard it was not that bad, so I just decided to get in there and do it, and get out as soon as I could." That's the main objective of all the men serving on the messdecks, for they all have their dreams and ambitions to fulfil. However, as the old saying goes, "If you want to hear the music, you've got to pay the piper." The piper is getting his wages.

MESS ATTENDANTS ARE UNSUNG HEROES. Being a Mess Crank is not an easy job. Here OSSA Greg Djinis carries supplies to the galley from one of the ship's many store rooms.



It's a dirty job, but someone has to do it. OSSA Brian Goodrich shows his good nature, even though he gets to wash the pots and pans.

QMSA Andy Cooper show's how to prepare a plate in the Chief Petty Officers Mess.



SUPPLY

With the holiday season behind us, Supply Division has spent many hours gearing up for the Western Pacific deployment. Much had to be ordered and stored for the many needs of the various departments onboard. SK1 Peau has taken the conn for the storekeepers and has proven himself able. With the help of SK2 Wright and SK2 Rogers down in Main Issue, and all the other Storekeepers' diligent efforts, things are going "as smooth as silk" right now.

SKSN Watson spends more time in the office than just about anyone as he "lets his fingers do the walking" on the hundreds of status requisition cards he has to process every day. SKSN Miles recently returned from the mess decks and is anxious to get back into the thick of things around the office.

Spirits were high as the days trickled by and deployment became closer. Stores came in by the truck load, and sorting, distributing, checking, and storing them became a major evolution. It took a lot of dedication on everyone's part, but when we pulled away on that rainy day in March, we were confident we were ready for the next six months at sea.

The Ship Servicemen weren't blessed with an easy situation either. With the loss of key personnel in the division, they had to learn quickly. They did just that. SH2 Guinto took the reins and proved to be an able driver. He buried himself in orders and brought all the stores needed to operate at sea. From him, the load was handed to SH2 Bert who stored supplies for sea. Bert also took over the ship's store, and has kept the crew well-supplied since our departure from San Diego.

SH3 High started the cruise as our dedicated vending machine maintenance man and laundry petty officer. Since then he's handed the vending machine duties over to SHSA Smith who's keeping the machines stocked in the same faithful manner. SHSN Allen continues to keep the crew well-groomed in the barber shop, and SHSN Woods is on his last leg of mess cooking duty. He'll soon be back in the barber shop with SN Allen, who will be glad for the relief.

The smallest group within the Supply Department is by no means the least important. The Disbursing Clerks are one of the most respected group of guys on ship as they control the finances of the entire ship. Payday is near and dear to the hearts of everyone, and DK1 Cruz and gang see that everyone is paid their fair share. Along with DK3 Danker and DKSN Taylor, Petty Officer Cruz is assigned the task of seeing to the entire crew's financial matters. It isn't an easy job, and everyone on board is grateful to Disbursing's diligent efforts.

The Mess Management Specialists have geared up for deployment and have done themselves proud supplying the crew with delicious and nutritious meals during the cruise. It takes an all-out effort on everyone's part to keep a galley running smoothly, and that's just what our cooks have put forth. One of the new men in the division is MS3 Travis, and his baking skills are much appreciated by everybody onboard. It's almost like being at home, waking up to his breakfast pastries and fresh bread. Another new man, MS3 Graver, is doing an excellent job in break-outs down on the reefer decks. MS2 Mascero keeps the records in order and supervises the vegetable preparation room.

MS2 Alabanza is the Port Watch Captain and has MS2 Tangeman and MSSN Wagner backing him up. MS3 Beattie is Starboard Watch Captain and is aided by SN Ziccardy. The entire Galley staff is under the capable hands of MSI DeGuzman. These are the teams that keep the crew supplied with three meals a day, plus rations for mid-watch. It's not an easy task, but these guys make it look that way.

One deck up, there is the Officer's Mess, better known as the Wardroom. MSI Monzon recently took over as the leading Mess Specialist up there and has done a fine job. Along with his capable staff of MSSN Eshbaugh and MS3 Blossom, he keeps the officers happy with an excellent cuisine.

MSI Jornacion is up in the Captain's Pantry and has done a fine job. On top of that, he does the cake decorating for special occasions onboard such as reenlistments or advancements.

The overall supervisors of the Mess Management Division are MSI Fernandez and MSI Ferrer. It's not an easy job, but these guys are more than able for the job. MSI Java is the Mess deck Master-at-Arms and keeps things running smoothly there. MSSN Tangeman is the maintenance man for the division, he does excellent work. At this rate, he'll soon be a full-fledged Hull Technician. Last but certainly not least, Ensign Bautista recently took over as the Assistant Supply Officer. He's done an incredible job thus far and has proved a great help to LCDR Luzvnsky, the Division Officer.

That about wraps it up for now. The next few months promise to be exciting ones for us, but none of us can get away from the longing for home and our loved ones. You're continuously on our minds and we look forward to September when we'll see you again. Until then keep those letters coming.

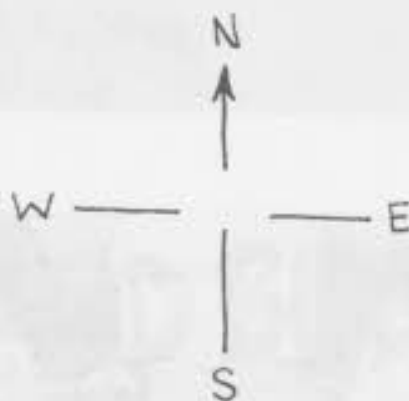


When the seas are calm and the skies are blue.....That's when our thoughts turn to you.....We need so much to hear from you.....To know we're loved and needed too.

FACES



PLACES



and GOING'S ON...

THE

SILVER

ANCHOR

AWARD

The Silver Anchor Award is given to the ship that has high retention. We're very proud of winning this award.....



Vice Admiral Harry J. Schrader gives the presentation speech before presenting Captain Salmon with the plaque.

Captain Salmon receives the award from Vice Admiral Schrader. This award was just one of the many accomplishments that the ship has achieved under the guidance and leadership of Captain Salmon.



KIDS

This is a scene that has been repeated thousands of times in the past and will be repeated thousands of times again in the future. A sailor finds it hard to resist a pretty girl. QM2 Borquez is no exception. Mario helps this little lady have a better view of the bow (front of ship) from the bridge.

According to some, we're all big kids ourselves. I don't know about that, but little kids are sure more fun than Field Day!



AND BIGGER

For some reason sailors and ships seem to be at the very top of most kids lists of favorite things. Well we think that's just fine, because they're at the very top of ours. This group of youngsters from EL Cajon Kindergarten class are awaiting the start of a ship tour.

KIDS!

Questions, Questions. What's this for? What's that for? What if I turn this knob? The Chaplain explains the bridge to a captive audience, trying his best to answer them all. There are thousands of questions from agile young minds to be answered, even before the first ones can be answered.





It's hard to believe that these guys are identical triplets. But they do share a couple of things in common however; they are all in the Navy, they all serve aboard the Leahy, and all have the same last name. The Jones Boys are from left to right, FTM2 Mark Jones, HM3 Avery Jones, and FTM2 Rich Jones.

Contemplating the mysteries of the ages, LTJG Robards is deep in cosmic meditation. We know this because on his nose he is wearing an authentic cosmic meditator. "Now, sir, about that chicken or the egg Thing.."



BT2 Melnick is engrossed while working on a valve in the after (back) fireroom. The Engineer's do an outstanding job of keeping the boilers lit and the screws turning.

Refueling at sea from the deck side. The after line handling team prepares to haul in the refueling cable.



The refueling probe is across and locked into place under the watchful eye of LCDR Kelly and BMI Collura. Once the probe is locked in place, fuel can be pumped and Leahy will be ready to stay out for another week.

This scene takes us back a hundred years ago; or was it only yesterday? The final loading of stores prior to getting underway for deployment was an all hands evolution. SA Allen, RM3 Bell, and RMSN Anderson take a break waiting for a crane hook up.



Members of the crew take time out from a sometimes hectic work schedule to enjoy some free time.



ON DECK

Here the mess cooks are busy preparing one of the three meals that are cooked daily.

A mess attendant stands ready to clean up after the crew has finished their meal.



As a measure of their esteem and appreciation, the crew presented Captain Salmon with a handsome hand woven neck tie. Here the Captain tries it on for the approval of the crew. The Captain took it all in stride, but left the tie with the couturier.



BIG OAK RANCH

The Captain officiated at EMCS "Liberty Lou" Leverton's ceremony. The good die young, but the bad just hang around.

The worst of a bad lot, charged with impersonating a Navy Chaplain, delivering evening prayers in excess of forty minutes long, and being late for Sunday Services are serious charges. Here Chaplain Robert "Why Me Lord" Stone is taken into custody for delivery to frontier justice.



THE SAILOR

REVEILLE, REVEILLE
OFF TO A NEW DAY
WITH THE CRANE WAITING
WE MUST BE GETTING UNDERWAY.

THE ANCHOR'S UP
AS THE SUN BREAKS THE RIDGE
STEAMING AHEAD
WE JUST PASSED CORONADO BRIDGE.

OUT OF THE CHANNEL
THE SKY STILL RED,
CAPTAIN'S ORDERS
FULL STEAM AHEAD.

BOUNCING AND SWAYING
OUT FOR A WEEK
TEAM WORK AND EXPERIENCE
LEAHY'S HOPING TO SEEK.

ALONE AND AWAY
ONE WRITES A LETTER,
EXPLAINING TO LOVED ONES
THINGS WILL BE BETTER.

THE WORK IS DONE
AS THE WEEK HAS PAST,
MESSAGE FROM THE ADMIRAL
GO HOME AT LAST.

ON COMES THE IMC
CALLING ATTENTION TO ALL HANDS,
THE BRIDGE AND THE LOOKOUTS
THEY HAVE SPOTTED LAND.

THE LINE IS LONG
TO SEE THE BARBER
IT CAN ONLY MEAN
THE SHIP HAS ENTERED THE HARBOR.

CLOSER AND CLOSER
GUIDED BY THE TUGS,
MINDS TURN
TO THOSE ICE COLD FROSTY MUGS.

THE CROWD OF PEOPLE
LOOKING FOR THE WIFE,
BEING A SAILOR
ISN'T IT THE LIFE.

