

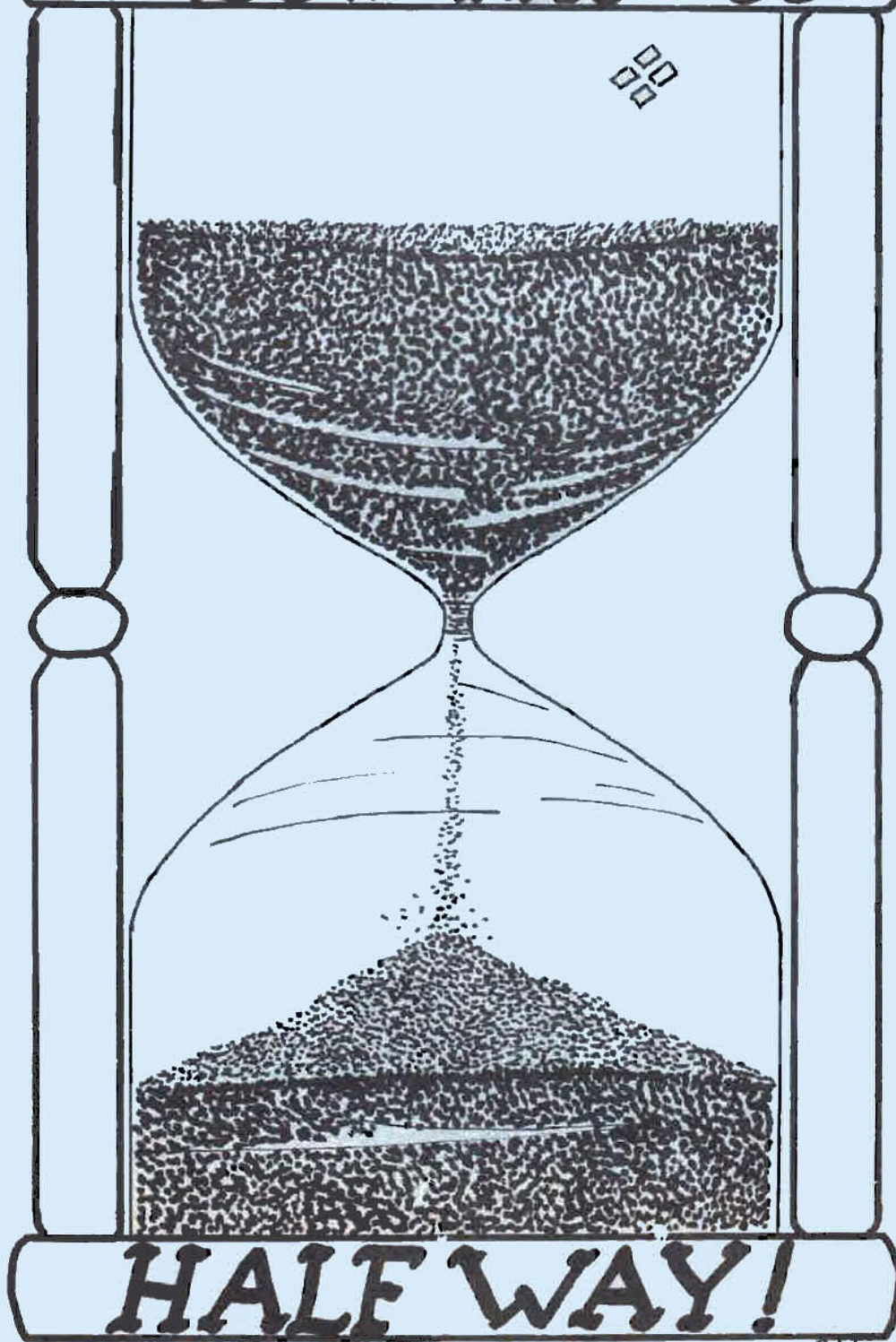
Leahy-gram-XV

USS Leahy



WEST-PAC' '83

CG-16





LEAHY GRAM



Vol 83-2

3rd Quarter 1983

COMMANDING OFFICER.....CAPT W. W. SALMON, JR
EXECUTIVE OFFICER.....CDR N. H. BEASON
EDITOR.....LT R. E. STONE
JOURNALISTS.....JO3 S. L. JOHNSON
OS2 C. J. ULNER
PHOTOGRAPHERS.....JO3 S. L. JOHNSON
GMMC D. MERSON
COVER ART.....FTM3 R. JONES
PRINTING.....RPSA R. D. GREEN III
TYPIST.....RPSA R. D. GREEN III

Table of Contents

LEAHY Headlines.....	iii
Greetings from the Captain.....	1
"Up to Speed".....	2
Notes from the Rectory.....	3
IN Perspective.....	4
Welcome Aboard.....	6
Fare Thee Well.....	7
Mess Deck Madness.....	8
Operations Department.....	10
Congratulations.....	11
Keeping In Shape.....	12
Song's Of The Sea.....	14
Beldock's Bird.....	15
Faces, Places and Going's On.....	18

HEADLINES

MESS DECK MADNESS
HE LURKS AFTER DARK

PAGE 8

KEEPING IN SHAPE
VARIETY

IN PHYSICAL FITNESS

PAGE 10

BELDOCK'S BIRD
A BIRD IN THE
HAND
IS WORTH "OOPS"

PAGE 12

iii



DEPARTMENT OF THE NAVY

U.S.S. LEAHY (CG-16)

FLEET POST OFFICE

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July 21, 1983

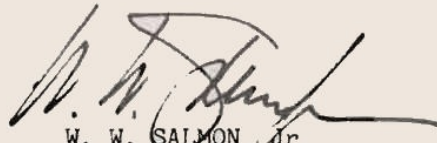
Dear LEAHY Family and Friends,

I regret that this will be my last opportunity to correspond with you, since I will be relieved as Commanding Officer on 22 July 1983 by Captain Fred Bailey. After my association with this wonderful crew of LEAHY, anything that would follow as a duty assignment will pale in comparison.

We have had an outstanding deployment, as in everything else LEAHY has undertaken. All commitments have been met on time and the performance of your men both ashore and afloat has been unequalled. I am very proud of them as I am sure you must be.

It has been a privilege to have served our country on this fine ship. Thank you for your support these many months. I am very grateful to you and your men.

Sincerely,


W. W. SALMON, Jr.
Captain, U. S. Navy
Commanding Officer

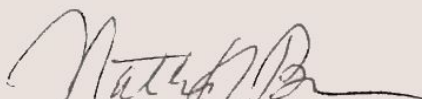


UP
TO
SPEED

As deployment approaches its end, so does my tour in Leahy. It has been the highlight of my fifteen-year career to serve in this fine ship and be a small part of the effort toward excellence.

You should be very proud of your friends and family who constitute this fine crew of professionals. They have continually distinguished themselves in every area of shipboard life, and they have mastered every challenge. It has been a distinct privilege to be here.

Thank you for your superb support.


Nathan H. Beason
Commander
U. S. Navy



NOTES FROM THE RECTORY

Now we are on the downside of homeward bound. With more than 3 months of the cruise behind us, the remainder of the time pushes us to memories of how things were and how we hope they will be when we get home.

Memories tend to be happy and encouraging. They are the force that motivates us to recall the past, and move toward the future with expectations, hope, and encouragement.

Throughout the centuries people have had memories of a Power in our lives calling us to be mindful of a Spiritual presence that urges us on now toward a certain future.

In our memories of home, happiness and hope for the future, please remember the presence in each of our lives that urge us to hope for God present with us, and us present at home.

A M E N



Chaplain Stone visits with a group of R.O.T.C. candidates in the wardroom aboard LEAHY.

IN PERSPECTIVE

By C. J. ULNER

LEAHY has earned an important place in the eyes and hearts of those who recognize things like professionalism, pride and a difficult job well done during the March through June quarter. We have proven the worth of LEAHY and ships like her in most situations and we have gained a healthy, although sometimes begrudged respect from all who have watched us.

During our fleet exercises in Alaska, Russian and American pilots found LEAHY well prepared as unsuccessful efforts were attempted to penetrate our radar screen to overfly the Battle-Group. The water was so cold that a man over the side couldn't be expected to last more than seconds, and it snowed more days than not. Mail was a dream, or a figment of someone's imagination. Offices and workspaces were manned by people wearing gloves and coats in order to keep warm. Topside watches had it the worst as they faced freezing temperatures and winds approaching 40 knots for hours at a time without complaint. For most of us, Alaska was an unforgettable experience. For some, it was just unreal. This was April, we aren't used to snow in April. For those of us who had never seen it before, Alaska was a treat, for those who had, it was just COLD!

Upon completion of the joint Air Force-Navy operations in Alaska, we went through the Tsugaru Strait of Japan for operations in the Sea of Japan. We sailed to within 75 miles of the USSR port of Vladivostor. We worked our way down the coast of North Korea and into the friendly waters of Japan.

We pulled into Sasebo, Japan for a welcome respite from the cold and a chance to heal both man and ship from the ravages of bitter weather and a long month at sea. A short upkeep was conducted for the benefit of the ship while the crew found their own ways to rest and relax. After the long confinement underway, it was time for softball games, running, tennis and just taking long walks. Sasebo was just what we wanted, a small town atmosphere with a multitude of friendly people. After three days of rest and relaxation, it was time for sea again. LEAHY led the way and demonstrated anti-air warfare as it should be practiced for another two weeks of intense battle-group operations.

We headed back to Sasebo. This time the ship would get some richly deserved attention in upkeep. Japanese contractors swarmed about the ship from the moment the brow was down, and our peaceful ship was turned into an anthill of activity.

It was during this upkeep period that the wardroom perpetuated their one claim to fame by taking virtually all comer's in a softball marathon that left them the unbeaten gladiators of the ship's sand lot league. The First Class team, as well as the Chief Petty Officers, spent several days hiding to lick their wounds after being thoroughly trounced by the dashing, young officers in blue and gold. The "Fabulous First's" lost a lot of champagne in the deal, but the Chief's fared worse. Those worthies had to abstain from gravy in their mess for an entire week!

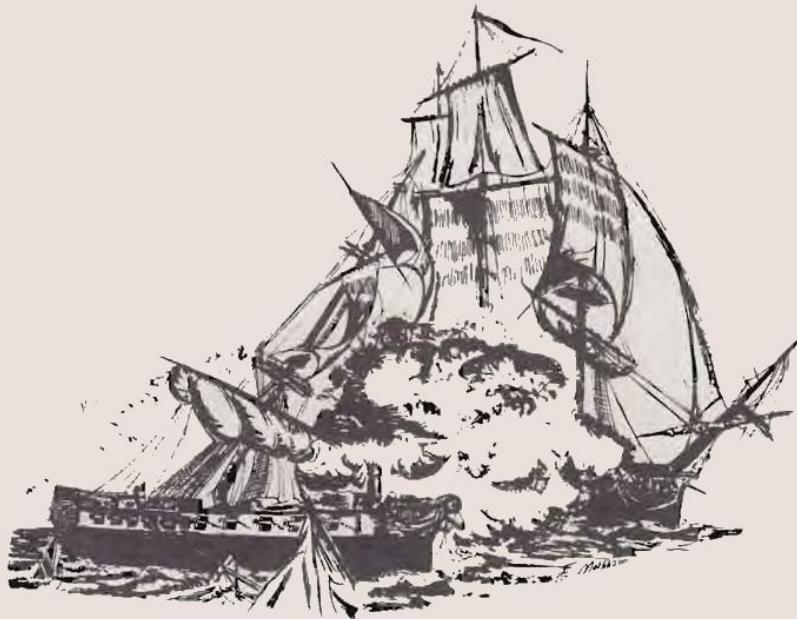
After our stay in Sasebo we got a piece of welcome news. We were given permission to visit Pusan, Korea for a short two days. No where was shopping better or merchandise more varied. We left with nearly a ton of blankets and no estimate can be made on the pieces of monogrammed luggage to be found aboard.

From Pusan, LEAHY made the transit to Yokosuka, Japan and enjoyed another three days of that beautiful country's hospitality. From Yokosuka we set out for two more weeks of operations with the MIDWAY BATTLE GROUP then toward mysterious China, and the day many had been looking forward to - Hong Kong, and the half-way point. With entry into Hong Kong harbor, we were half-way home. One pleasant aspect was familiar faces from home as some of the wives and girlfriends of LEAHY crew met the ship.

Our stay in Hong Kong was enjoyable and enhanced by the hospitality of the Chinese and British citizens there. All too soon our port visit was over and it was time to go back to sea and work. With high spirits LEAHY headed back to sea and made our rendezvous with the battle-group forming at Subic Bay, Republic of the Philippines.

It's been a long cruise, but we're on the downhill slope. The letter's and words of encouragement from loved ones and those at the top have helped smooth the waters and provided easier sailing for us all. We know why we're here, and what we're doing, but it's sure nice to know that someone else does too. Expression's of affection and appreciation like the family video tape help us all to feel we're appreciated and cared for.

We've done a big job out here and we're rightly proud of our accomplishments, but we haven't forgotten that you at home are doing just as great a job in your own ways. Soon now, we'll all be home to tell you in person how much we appreciate your efforts. Until then, take care and keep those letter's coming!



WELCOME ABOARD

We'd like to extend a hearty "Welcome Aboard" to the following new personnel who have reported aboard from April 1 to June 30:

MMC GROSS - M Division	OSC HUTCHINS - OI Division
STGC SAMUELSON - ASW Division	OS1 ARCANA - OI Division
PN1 RAFANAN - X Division	IC1 CASE - E Division
SH1 BENITEZ - Supply	EW2 DESMET - OW Division
FTM2 LOCHBAUM - FC Division	YN2 KONIECZNY - X Division
GMM2 STACY - GM Division	STG2 ODonELL - ASW Division
HT3 TURANO - R Division	YN3 GIVENS - X Division
FTM3 WAGGONER - FC Division	FTM3 WATKINS - FC Division
ET3 LACY - OE Division	STG3 PINKSTON - ASW Division
MM3 CORNELL - M Division	OS3 AMYETTE - OI Division
TM3 COE - ASW Division	DS3 PETERSON - OD Division
HTFN SPERR - R Division	HN AZEFF - X Division
SN KELLY - 1st Division	SN CHAVEZ - 1st Division
PNSN COHAN - X Division	SN WILLIAMS - 1st Division
SN PALLERA - 1st Division	MMFN ASTI - M Division
EMFN ALFULTIS - E Division	RMSA LONG - OC Division
FTGSA OLSEN - FC Division	FTMSA BECKER - FC Division
SA CROFFORD - 1st Division	OSSA MOUNTFORD - OI Division
SA VIGIL - 1st Division	SKSA BLUE - Supply
RMSR GASH - OC Division	SR HIBBLER - 1st Division
FR DENNEHY - E Division	



Our regrets to FTMSN BECKER, above, who arrived last quarter. Somehow, we overlooked getting his name on the "WELCOME ABOARD" list.
FC Division is glad he's here.

FARE

THEE

WELL

All good things come to an end, and so its 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 you fair winds and following seas to all of you, and hope you'll manage to keep in touch with your shipmates.

DEPARTURES

BTM BAKER - MCPOC
FTMC SCUKANEC - FC Division
DS1 MORTERO - OD Division
MS1 FERNANDEZ - Supply
IC1 HOVER - E Division
FTM2 HENS - FC Division
BM2 CURTIS - 1st Division
ET2 VEASEY - OE Division
MM2 MILLARD - M Division
GMT2 NUCKOLS - GM Division
FTM2 SIMONSEN - FC Division
HM3 JONES - X Division
YN3 PATTERSON - X Division
MM3 FEHRENBACH - M Division
ET3 JUHL - OE Division
BTFN MORTIMER - B Division
BTFA TAYLOR - B Division

MMC VOORHEES - M Division
PNC GABRIELSON - X Division
FTM1 BASS - FC Division
FTM1 BROWN - FC Division
MS2 ROAQUIN - Supply
SK2 SALUNGA - Supply
DS2 LANGFELDER - OD Division
MM2 SOCKETT - M Division
EM2 REYNOLDS - B Division
FTM2 OHM - FC Division
TM2 SPATES - ASW Division
SK2 MYLES - Supply
PN3 CHERRY - X Division
STG3 GIBSON - ASW Division
OS3 KNAPP - OI Division
MMFA GASTON - M Division



MESS DECK MADNESS

It's 1:00 am and there's very few people stirring. The people on watch are going to their appointed spaces; perhaps a few people playing cards, and one person reading in the corner. Back in the Galley, a lone figure is working at a feverish pace preparing for the coming day. Mess Management Specialist Third Class Rich Travis is busy baking tomorrow's bread, pastries and desserts.

Petty Officer Travis is an invaluable facet in virtually everyone's day. His late night efforts create the bread for toast to accompany eggs at breakfast and sandwiches at lunch, and the dessert and rolls for dinner.

Rich came to LEAHY in December after his first ship, USS PARSONS (DDG-33) was decommissioned. He wasn't on LEAHY long before he requested the night baker's job. After a few minutes deliberation, his leading petty officer gave him the opportunity.

During the January, READIEX 83-2, Travis went about the initial days of his new vocation. "At first, I'd sometimes be up until 4 a.m. getting things done," the brown-haired 21-year old said. "I've cut that time down considerably during this cruise because I've had plenty of practice."

MS3 Travis started his Navy career as all sailors do; in basic training. Shortly afterward, he was off to Mess Specialist's 'A' School where the basics were learned. "I learned a lot in 'A' School, but the real experience and know how can't be learned anywhere like here in the Fleet," he said.

His first Fleet assignment was on the island of Guam. He credits a lot of his skill in the kitchen to the people he worked with there. He explained that there were several retired Navy cooks, who were more than willing to share their numerous years of experience with him.

"I was fresh out of school, and I was anxious to get involved in my trade," Rich said. "Some of the guys didn't want to go right into work, but I knew what these men could teach me, and I was intent on learning."

He stayed in Guam for a year-and-a-half before going to PARSONS. After his time in Guam, he was fairly knowledgeable of the duties expected of him, but he still hadn't entered the world of a steaming ship's galley. In port, there's rarely the problem of flying pots and slinging grease during a tropical storm or a gale in the far north waters. There's also not the problem of a heavily depleted supply of stores.

That's only a few of the problems one could anticipate after a few weeks at sea, but MS3 Travis had no great problem getting accustomed to his new role. "I just decided that I was there, so I might as well get into it," he mused.

It was during his time in PARSONS that he first learned the art of baking. A senior petty officer in the galley was willing to teach him "the ropes," and soon Rich had the job down to a science. When the PARSONS was decommissioned, Petty Officer Travis received orders to report to LEAHY.

He began working in the crew's galley, and was soon used to LEAHY's way of doing things. This went on for a few weeks until he happened to get word that LEAHY might need a night baker for the upcoming underway period. After being accepted for the job, Travis immediately became a friend of everyone onboard, including the Captain.

The Captain came over the ship's intercom and told the entire crew that the sweet rolls he'd had for breakfast were the best he'd eaten in his 26 year Navy career. This was an echo of the entire ship's sentiments; the fresh-baked goods we've had at meals since leaving San Diego were excellent.

For the time being, Petty Officer Travis is uncertain about what he wants to do with his future, but he definitely wants to stay with cooking. The Detroit, Michigan native says that he is seriously considering going back home to Michigan State in pursuit of a Bachelor's Degree in Restaurant Management.

"I'd like to go into management initially, and eventually open my own restaurant," he said. "It's always been a goal of mine to someday have my own place, and I'd like to make that dream a reality."

Whatever he finally decides on, MS3 Travis is going to be a success. His dedication to his job is evident in everything he does. The crew never has to worry about having delicious fresh bread and deserts. That in itself is a big boost to morale when you've been at sea for awhile.

"I enjoy my work, and it's a pleasure that I can help the crew out while I'm doing it," He said. In that case, Rich, it'll be just fine with us if you have a ball.



OPERATIONS

Another quarter is behind us, and we're more than halfway through our Western Pacific Deployment. We've certainly been busy over the past few months, and we'd like to tell you just a little about what we've been doing.

OD Division has more than kept their end of the bargain during the deployment. Time after time their professional expertise has been tested, and they've always come through with favorable results.

OI Division has remained busy monitoring the skies above night and day. At times, there has been more traffic up there than the L.A. Freeway during the rush hour, but they've always kept track of it all.

The guys who handle ship's communications have done their usual outstanding job during the deployment. OC handles a enormous amount of traffic and signals during a normal working day, and regularly cover the assignment with professional ease.

With the arrival of RMSA Long and RMSA Gash, the Radio gang saw welcome relief in sight, but both men were snatched up for messdeck duty so they'll be gone for awhile. Along with RMSA Clark, they're toiling in the galley, but soon they'll be back in Radio Central lending a hand. The men in Radio Central stand long hours at their jobs. They maintain all radio circuits, receive and send out a mountain of messages every day as well as several other duties. Their team work has earned praise from crew members and the command alike.

The men on the Signal Bridge have spent a lot of long hours on the 0-3 level scanning over the horizon in search of any ships that might be in Leahy's operations area. They've made contact with numerous ships at all hours, always reading and sending quick, concise messages.

The Signal gang has added "rainbows" of flags to maneuvering exercises during the deployment. Visual communications have been used heavily during exercises over the past few months.

CWO3 Hamilton would like to take this opportunity to wish his wife a happy birthday. He'd like to be there to say it personally, but he'll have his chance very soon.

OE Division, as usual, has been extremely busy repairing equipment as it goes down during operations. With all the highly technological circuitry on Leahy, their job is never done. Leahy always gets the job done because of their continued efforts.

That about does it for Operations Department for this edition of the Leahygram. We all miss you back home very much, and anxiously await our seeing you again in September. Until then, hold down the fort and think about us as much as we do you.

CONGRATULATIONS

ADVANCEMENTS

There were several advancements aboard Leahy as the results of the March exams. We would like to say congratulations to all of these men.

OS2 BOHR	OS2 WOJTONIK	OS2 MANUEL
OS2 LANDRY	OS2 FELTHAM	OS2 LEES
OS3 PESTANA	OS3 KNUDSON	OS3 PERNES
OS3 RHOADS	OS3 WASHBURN	OS3 BRUHNS
OS3 DELEVA	EW2 GRAY	JO3 JOHNSON
EW3 CROOKS	ET2 GILSON	

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.

GMM2 DEJESUS	ET2 VEASEY	PN3 CHERRY
EM2 DASH	EM2 YANGA	ET1 WRIGHT
PNC GABRIELSON	BM2 HUNT	BM3 TITTERINGTON
	BM1 GIBSON	



KEEPING IN SHAPE

By JO3 Steven Johnson

It's not always easy to find a source of exercise at sea. There's only so much one can do on a 540 foot vessel to keep in shape, right? That's not necessarily the case. Leahy's men have found a variety of ways to keep in shape during the long underway periods.

If you at home have had visions of your loved ones wobbling down the brow about 40 pounds heavier than when they left, you may be in for a pleasant surprise. Some of Leahy's men will return home in better shape than on departure from San Diego.

One of the main sources of exercise onboard is jogging during off hours. A sizable number of Leahy sailors can be found at different hours of the day doing several laps around the ship. It may not be the same as running through the woods on a cool afternoon, but it does get the job done. Most of our runners put in about a mile or two a day, but there are a few dedicated joggers who put in as much as 3 to 5 miles at a time and come back later for more. That's true enthusiasm when one considers the average temperature on the decks has varied from 25 to 120 degrees during this deployment, mostly leaning toward the latter.

There's also several guys on board who'll return home much stronger and with a well defined physique from pumping iron in their free time. Every night, they can be found in spaces all over the ship grimacing for one more curl, press or leg lift. Lifting weights is a great way to stay in shape, and is also an excellent escape from the pressures a day at sea can bring. It's a good way to keep both the mind and the body from getting too soft.

While running and weight lifting are more prevalently seen around the ship, there's also the daily calisthenics that people do. Calisthenics can be done almost anywhere, at any time, and some members of the crew take advantage of any resourceful method for staying in shape at any hour of the day.

Last, but not least, most of us have been watching our diets. The most essential ingredient for a healthy body is the food you put into it. Instead of laying heavy on the starches, much of the crew is eating salads, and leaving the bread and 'taters.

There's also the helpful hand that the ship's Corpsmen, HM1 (soon to be HMC) Shetzler and HN Azeff have given during the past months. Many crewmembers have changed their eating habits altogether because of the advice given by the "Doc." A couple of individuals have lost a great deal of weight that can be attributed to the dietary advice suggested by our Medical Department.

While we are in port, there's a lot more opportunity to be active. Several crewmembers have spent long hours on the basketball courts, baseball diamonds, athletic fields, and running through the countryside. In organized sports, Leahy's men have done themselves proud. Our basketball team did well against some stiff competition in several ports. Intramurals have provided opportunities for golf, skeet shooting, racquetball, and other activities.

Our softball team was almost unstoppable throughout the cruise. The Tigers compiled a record of 20-3, best in the Western Pacific. They played the best that the bases and other ships had to offer, and came out on top of it all. Enough can't be said for the way these men represented our ship during the cruise.

So, when you think about your sailors health, don't worry about him. Leahy has been active and health conscious during the entire deployment. We have Physical Fitness Tests coming up, and, after all, when we finally moor in San Diego, we want to look and feel our best.



SMSN Flores (left) and RM3 Anderson (right) two of LEAHY's almost unstoppable softball team. The LEAHY Tigers, best in the Western Pacific.

SONG'S OF THE SEA

By C. J. ULNER

One hour each week is snatched from care
As though the world we roam,
To think of dear friend far away
And all the joys of home.

Now let every man toss off a full bumper,
And let every man toss off a full glass;
And we'll drink and be jolly, and drown melancholy,
Saying "Here's good health to each
good hearted lass."

I gave this Miss a parting kiss,
Mark well what I do say,
I gave this Miss a parting kiss,
When I got onboard, my money I missed,
I'll go no more a-roving with you, fair maid.

And when the wars are all over,
There'll be peace on every shore.
We will drink to our wives and children,
And the girls that we adore.
We'll call for liquor merrily,
And we'll spend our money free,
And when our money is all gone,
We'll go once more to sea.

These are sailor's chanties dating back to the American Revolution and even earlier. While few are heard today, many of the words still ring true. For us aboard Leahy, the sea has been our life for the past few months, but now we're coming home. You at home are foremost in our thought's and dreams and we're counting the days to reunion. Take care, we'll see you soon!



BELDOCK'S BIRD

Since departing from San Diego, Leahy has compiled a pretty impressive list of accomplishments. She has performed many roles, each more demanding than the last and always with that bit of elan' and Esprit de Corps that has become characteristic of "The Finest Cruiser In Any Navy." She has served in many roles and now has a new one to her already long list. USS LEAHY, United States Navy Guided Missile Cruiser, anti air warfare platform, and bird sanctuary.

You see, it's like this... Once upon a time there was this bird. There really was.

Often times one of our seabirds will tire and look for a convenient resting place. If it happens to the nearest Navy ship, so be it. There are unfortunate times when our feathered friends decide that one of the radar's will make an excellent perch. Not so. This usually ends with micro-waved pelican, and an extra ration of "chicken" at dinner.

During READIEX 83-1 Leahy played host to a young female pelican who reported onboard one sunny afternoon and remained nearly three days perched on a radio antenna. Recently we had a different sort of visit by a different sort of bird. A bird of a different feather if you will. To begin with, "Hirohito" (So named due to his home country) was no pelican.

In fact, he was no seabird at all but an honest to goodness waddle around in the park downtown, looking for a handout, pigeon! What he was doing flying a day out of the Subaru Straits is anybody's guess, but flying he was and apparently became tired. Leahy came steaming through just in time and this daring young bird made a perfect two-point landing up near one of the missile directors on the 03 level. There he remained until discovered by FTM2 Jay Beldock and Company. Being an astute individual, Beldock noticed right away that there was something different about this new crewmember. Quickly his computerlike mind digested the information at hand and made a decision as to whether this strange object fit in the animal, mineral, or vegetable category. Animal was decided upon, and shortly thereafter, the species itself was narrowed down. Beldock had discovered one genuine, completely authentic Columbiforme; specifically, a Columbidae, otherwise known as the common Carrier Pigeon. This one wasn't carrying anything, or maybe he'd lost it, or maybe it was trying to masquerade as a passenger pigeon. If so it had the passenger down right. But everyone knows the last passenger pigeon passed away sometime in 1914. After a short but furious chase, our foreign stowaway was captured (without harm to anyone or himself). After deciding he was no real threat to the ship, Petty Officer Beldock decided against clapping the varlet in irons.

He was, however, escorted under heavy guard to a radar room. Once installed on a comfy perch, our feathered guest was fed, watered, and found to have an affinity for American potato chips. He was allowed to rest that day and night then taken to the helo deck on the fantail. After the rest and food, our intrepid young pilot seemed raring to go and with no further adieu flapped off into the rising sun.

A quick circle of the ship (and some think, a farewell wing-waggle) and off he soared into the wild blue yonder. Once again Leahy was needed in time of crisis, and once again she had come through. Although certainly this crisis was a minor one, the crew of Leahy once again displayed the "Can Do" attitude that has made her famous in the fleet and feared by the enemy. No problem, no matter how big, or how small, is too much for Leahy to handle. And Beldock -Well, every once in a while, we still see him on the fantail looking toward the East with the merest trace of a tear in his eye.



FTM2 Beldock and his bird. A park pigeon a long way from home.



From right to left: FTM2 Beldock, Hirohito (carrier pigeon), FTM2 Mergens, and FTM2 Garcia.

FTM2 Mergens and FTM1 Brown stand guard as FTM2 Beldock escorts the stowaway to the radar room for holding...



Our guest became a bit more congenial and FTG2 Shima soon had him eating out of his hand. Well, off his finger anyway...

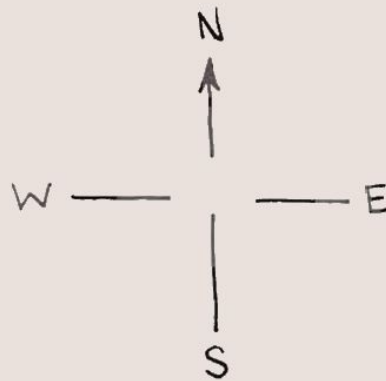
After a free nights lodging it's time to clear the flight deck for take off. FTM2 Beldock is coaxing our still snoozing AVIAN into flight mode.



FACES



PLACES



and GOING'S ON...



Adak, Alaska was a new experience for many of us. Many of our shipmates from places like Southern California and the Philippines saw snow for the first time.

Adak is an island of snow and mountains; a place of winter beauty and solitude.



Three intrepid Leahy sailors advance to the beach. It takes more than a little snow to keep a Leahy man down. BT2 Bryner, BT2 Dolley and BT2 Payne enjoyed the cold weather and snowball fights as did the rest of the crew.



This photo was submitted by the Leahy Ladies Marathon, Cross Country, and Long Distance Running Association. Here Mrs. Connie Schmidt, Mrs. Ann Wright, and Mrs. Nances Salmon want us all to know that the ladies are representing us very well.

On the other side of the coin, we have here a group from the Gentlemen's Athletic Endeavor and Future Olympiad Club of the USS LEAHY. Lt. Stevenson, LCDR Kelly, and LCDR Luzynski are three Leahy officers who are determined to stay in shape.





Got ya! DS2 Karasek recovers the ball during warm up's at one of Leahy's basketball games.



To the victors go the spoils! In this case, champagne as the "Wardroom Warriors" trounced the upstart "First Class Follies" team in Sasebo, Japan.



During Pre-game warm ups the Leahy Tigers prepare for another game, here Larry Allen (number 11) takes the ball down court.



Taking time out isn't an easy task for the Captain of a warship like Leahy, but Captain Salmon managed to find the time to pitch against the First Class Petty officers, during their battle against the Wardroom Officers...

Swing!...ET1 Borovich talks to the batter in an effort to throw Mr. Kelly off the ball.



Here the XO is bringing us up to speed again. Actually, he is bringing a softball up to speed, as the "First Class" catcher watches in awe. At the request of the First Classes the final score won't be published here, suffice to say though the Wardroom thoroughly enjoyed the winners champagne.



A welcome diversion underway is a fantail cookout. The grills are set up, the charcoal heated through, and smell those burgers! One thing the crew is still trying to figure out is why the baked beans taste so much better when served on the fantail.



With no end to helpful hints on the proper cooking of spare ribs MASN Ziccardi pans out chow to the crew. It's times like these when you find friends you never knew you had.



Sasebo, Japan provided a welcomed respite from the rigors of sea and Adak, Alaska. Many off hours were spent in this mall, shopping for items to send home.



A medium sized town, Sasebo is characterized by charming parks and friendly people. The immediate impression of most western visitors is one of cleanliness, and of course the famous Japanese courtesy.

One of Leahy's duties is that of plane guard for the carrier. This is a task that is normally rotated throughout the various ships in the task group and calls for excellent ship handling skills as well as attention to detail...



Plane guard means exactly what it sounds like. A ship follows just behind a carrier during launch and recovery of her aircraft. If an aircraft should go into the water for any reason, the plane guard vessel would be instantly in a position to recover the crew of the downed plane.

We are delighted to say that during our time spent with the USS MIDWAY our services were never needed for recovery of personnel





Leahy was allowed to tie up at HMS Tamar, the British Naval base in Hong Kong. Every courtesy was extended by our European cousins during our stay.



Star Ferry Pier's are always bustling with activity. The ferry's make shuttle runs between Hong Kong and Kowloon and the outlying "New Territories."



When you live on an island measuring only 29 square miles, and you have a population of nearly 5 million souls, building space is at a premium. So for Hong Kong, the only way is up!

Barely one-hundred-forty years ago, Hong Kong island stood as barren rock with not a bulding on it. After being closed to the British in 1841, the situtation was rectified. Today thriving Hong Kong is a metropolis of skyscrapers, Rolls Royces, and rickshaws.



It has finally developed as one of the many centers for business, education and politics in Asia. Hong Kong is an exciting and beautiful place to visit.



A city of paradox, where else but Hong Kong could one find authentic Chinese pagodas nestled among concrete structures of Western origin.



A mix of culture can be seen in the construction of this Western building with Chinese artistry.