

MEDITERRANEAN CRUISE

LAFHEY







724

# USS LAFFEY (DD-724)



## MEDITERRANEAN CRUISE

SEPTEMBER 1967 - JANUARY 1968

WASHINGTON

The President of the United States takes pleasure in presenting the PRESIDENTIAL UNIT CITATION to the

## UNITED STATES SHIP LAFFEY

for service as set forth in the following

## CITATION:

"For extraordinary heroism in action as a Picket Ship on Radar Picket Station Number One during an attack by approximately thirty enemy Japanese planes, thirty miles northwest of the northern tip of Okinawa, April 16, 1945. Fighting her guns valiantly against waves of hostile suicide planes plunging toward her from all directions, the U.S.S. LAFFEY sent up relentless barrages of antiaircraft fire during an extremely heavy and concentrated air attack. Repeatedly finding her targets, she shot down eight enemy planes clear of the ship and damaged six more before they crashed on board. Struck by two bombs, crash-dived by suicide planes and frequently strafed, she withstood the devastating blows unflinchingly and, despite severe damage and heavy casualty, continued to fight effectively until the last plane had been driven off. The courage, superb seamanship and indomitable determination of her officers and men enabled the LAFFEY to defeat the enemy against almost insurmountable odds, and her brilliant performance in this action reflects the highest credit upon herself and the United States Naval Service."

For the President,

/s/ JAMES FORRESTAL  
Secretary of the Navy

The second USS LAFFEY was built at the Bath Iron Works Corporation, Bath, Maine. Her keel was laid 28 June 1943, and she was launched 21 November 1943. The ship was sponsored by Miss Beatrice F. Laffey, daughter of the late Seaman Bartlett Laffey, for whom the ship is named.

Seaman Bartlett Laffey was born in Ireland in 1841, enlisted in the United States Navy on 17 March 1862, and died in Chelsea, Massachusetts, on 22 March, 1901.

While attached to USS PETREL Seaman Laffey was sent ashore with others to man a 12 pound howitzer which was carriage-mounted and posted in the streets of Yazoo City, Mississippi, during an attack by Confederate troops on 5 March 1864. Landing in the heat of battle, his defense of the gun against superior forces was extremely brave. When others of the crew were cut down, Seaman Laffey heroically stood his ground, fighting hand to hand to save the gun. For his bravery he was awarded the Medal of Honor and appointed to Acting Master's Mate, which appointment he declined.

# CRUISE BOOK DEDICATION

This book is dedicated to one man. You see him everyday: standing a long lonely watch on a wing of a wind-blasted bridge, or enveloped in the sweltering heat of a fireroom. This man is marked by many faces and many moods: glumly arising in the wee hours of the morning to prepare breakfast, or happily weaving down some street of a foreign port. He knows his job whether it is running a liberty boat, sorting mail, pressing clothes, or peering in to a dimly lit radarscope. This man is familiar to some, anonymous to many. Some know him as a yeoman, others as a needle happy corpsman, and yet others see him as a seaman deuce who swabs the deck in the dawn hours. During his time on board he has had many experiences. He remembers the GQ's, the Captain's Inspections, the abandon ship drills, and the countless lectures on deck seamanship, first aid, electronic repair, baking, business administration, boat repair, and reduction gears. He can yet visualize the times he spent his liberty (and money) in the ports around the Med. Memories of bars, girls, tours, monuments, and more bars flood his mind as he looks back upon the long five month voyage. This man has seen much, experienced more, and hopefully he has come to understand himself a little better. He has exercised his talents in innumerable positions. From Commander to seaman recruit he has seen a lot of duty. In these five months, which Med 10-67 encompassed, this sailor has become a man to whom this book is dedicated. The Man of The LAFHEY.

# COMMANDING OFFICER



CDR G.H. DAVIS USN



Commander George H. Davis, USN, a native of Pulaski, New York graduated from the United States Merchant Marine Academy, Kings Point, New York in 1948. Following his commissioning as Ensign, CDR Davis reported aboard the USS MANCHESTER (CL-83) for duty in the Engineering Department.

Shortly after the outbreak of Korean Hostilities, CDR Davis reported aboard the USS CORAL SEA (CVA-43), in which he served until 1952. In May 1952, CDR Davis received orders to Mine Counter Measures School at Yorktown, Virginia, in preparation for a two year tour aboard the USS PTARMIGAN (AM-376), a Steel Hulled Fleet Minesweeper. While on the PTARMIGAN, he served as Chief Engineer, Operations Officer, and finally as Executive Officer.

In December 1954, CDR Davis reported at the New York State Maritime College, Fort Schuyler, Bronx, New York, where he served as an Instructor in Naval Science until December 1956.

His next tour of duty was as Training Officer, JUSMAAG, Thailand.

In May 1958, CDR Davis reported aboard the USS HALE (DD-642) as Operations Officer. His tour on the HALE included participation in the Lebanon Crisis, Formosa Patrol and a "Round The World Cruise".

Upon completion of his tour on the USS HALE, in June 1959 CDR Davis became Executive Officer aboard the USS CHARLES R. WARE (DD-865). During this tour, WARE participated in the opening ceremonies of

the St. Lawrence Seaway and became one of the first four "Salt Water" Navy ships to visit all five Great Lakes.

CDR Davis reported to the Bureau of Naval Personnel in January 1961 for duty as Head, Disability Retirement Branch. He then attended the Command and Staff Course at the Naval War College from August 1963 to June 1964. Upon completion of War College, CDR Davis was transferred to duty on the Staff of Commander Seventh Fleet, where he served as Assistant Surface Operations Officer and Amphibious Warfare Officer. CDR Davis was awarded the Navy Commendation Medal for meritorious service while serving on Seventh Fleet from July 1964 to August 1966.

In addition to the Navy Commendation Medal, CDR Davis holds the Navy Occupation Service Medal, China Service Medal, National Defense Service Medal with one star, Korean Service Medal with one star, Viet Nam Service Medal, Navy Expeditionary Service Medal with one star, United Nations Service Medal, and the Korean Presidential Unit Citation. In addition, CDR Davis holds the World War II Victory Medal, European-African-Middle Eastern Campaign Medal and Asiatic-Pacific Campaign Medal from the U.S. Merchant Marine.

CDR Davis reported aboard the USS LAFFEY (DD-724) for duty as Commanding Officer on 29 September 1966.

CDR Davis and Mrs. Davis, the former Jeanne Roode of Newburyport, Massachusetts now reside in Norfolk, Virginia.



# FORMER EXECUTIVE OFFICER



**LCDR J.D. KEITH USN**

Lieutenant Commander John D. Keith, USN, a native of Charleston, Maine graduated from the Maine Maritime Academy in 1954. Following his commissioning as Ensign, LCDR Keith reported aboard the USS GREENWOOD (DE-679) in which he served as First Lieutenant and Anti-Submarine Warfare Officer until December 1956.

In January 1957, LCDR Keith received orders to the Destroyer Force Atlantic Engineering School at Newport, Rhode Island, in preparation for a two year tour as Chief Engineer aboard the USS WITEK (DDE-848).

In January 1959, LCDR Keith was transferred to duty on the Staff of Commander Service Force Atlantic Fleet, where he served as Personnel Plans Officer. In August 1959 LCDR Keith received orders to the Enlisted Personnel Distribution Office Atlantic Fleet. He served with both the Staff and the Personnel Distribution Office until reporting to the USS CANISTOE (AO-99) as Navigator and Operations Officer

in November 1960.

Upon completion of his tour on the USS CONISTOE, in July 1962, LCDR Keith reported to the Naval Post Graduate School, Monterey, California. He graduated in August 1964 with a Bachelor of Science degree.

Upon completion of Post Graduate School LCDR Keith was transferred to duty on the Staff of Commander Service Squadron TWO where he served as Operations and Plans Officer.

LCDR Keith holds the Armed Forces Expeditionary Medal and the National Defense Medal.

LCDR Keith reported aboard the USS LAFFEY (DD-724) for duty as Executive Officer on 11 May 1966.

LCDR Keith was detached on our second visit to Malta, 10 December, to report to Coronado, California for eight weeks of language and survival school. He then is to report to Viet Nam as senior river force advisor.



# PRESENT EXECUTIVE OFFICER



**LCDR R.P. KENDALL USN**

LCDR Robert P. Kendall, USN, a native of Irvington, New Jersey, enlisted in the U.S. Navy in September, 1943. Between graduation from submarine school and 1958, he served in eight submarines in the Atlantic Fleet.

In March of 1958, while serving in USS REDFIN (SSR-271) as a Chief Electricians Mate, LCDR Kendall was ordered to Officer Candidate School in Newport, Rhode Island. Upon graduation from OCS and commissioning as an Ensign in the USN, he served on USS SPERRY (DD-697) and later as Chief Engineer on USS CORRY (DDR-817).

In 1961 LCDR Kendall received orders to the U.S. Naval Receiving Station, Philadelphia, Pa. For a two year tour of duty as Discipline Officer. After being detached from this duty, he reported aboard USS DONNER (LSD-20) where he served as First Lieutenant. In 1965 LCDR Kendall was ordered to the Bureau of Naval Personnel in Washington, D.C. At BUPERS, he was assigned to the enlisted personnel section.

LCDR Kendall relieved LCDR John Keith as Executive Officer of LAFHEY on 8 December, 1967, in Malta.

LCDR Kendall holds the Good Conduct Medal, American Theatre Medal, World War II Victory Medal, National Defense Medal, and the Army Foreign Expeditionary Medal.

LCDR Kendall and Mrs. Kendall reside in Virginia Beach, Virginia with their two children, Robert W. and Patricia Ann.



## USS LAFFEY (DD-459)

USS LAFFEY (DD-459) was one of the 1620 ton BENSON class destroyers laid down in 1937 and commissioned 31 March 1942. She carried a main armament of 4 5"/38 single mounts, 21" torpedo tubes, and a crew of 250. Her first and only Commanding Officer was LCDR William E. Hank of Norfolk, Virginia.

In early August 1942, as part of Destroyer Division 15, LAFFEY participated in the invasion of Guadalcanal with the primary mission of screening the air support carriers. Later assigned to Destroyer Division 12, LAFFEY took active part in the Battle of Cape Esperance, which was fought between American and Japanese cruiser forces North of Guadalcanal on the night of 11-12 October. It was during this battle that the U.S. Naval force under RADM Norman Scott executed the classic naval maneuver known as "crossing the T." When the maneuver was executed LAFFEY, which had been stationed in the van, found herself in-between the two cruiser forces. The American bag for the night included two Japanese destroyers sunk and the cruiser flagship severely damaged, causing the death of the Japanese admiral.

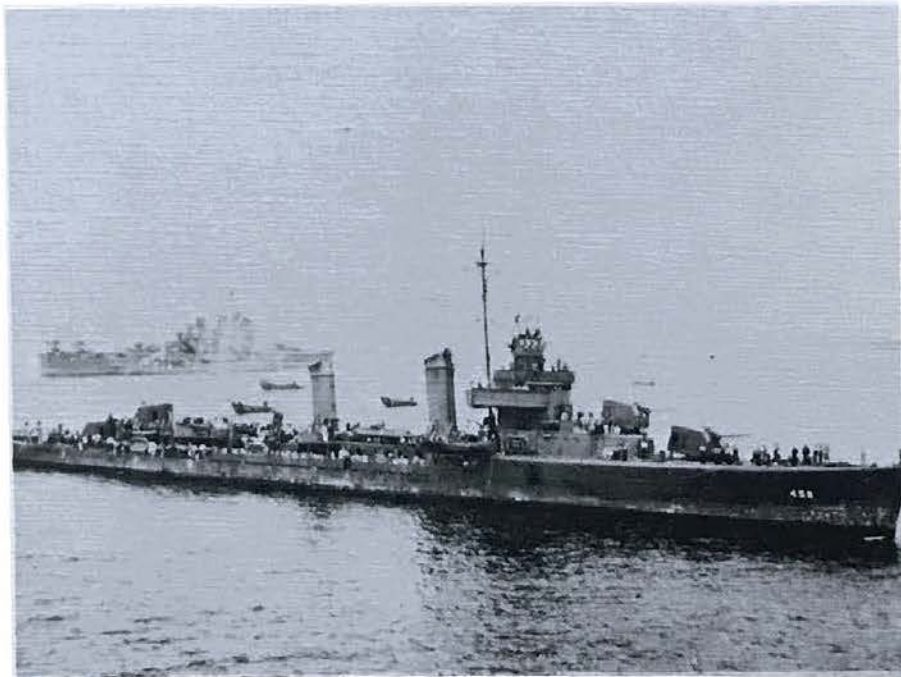
The three day naval engagement, which came to be called the Battle of

Guadalcanal, began on Friday, November 13, 1942. Before it was two hours old, four of our destroyers were sunk in action, and three were heavily damaged. Destroyermen will always list this conflict among the hottest surface actions ever fought by destroyers. For USS LAFFEY (DD-459), her captain and 47 members of her crew, it was the last battle.

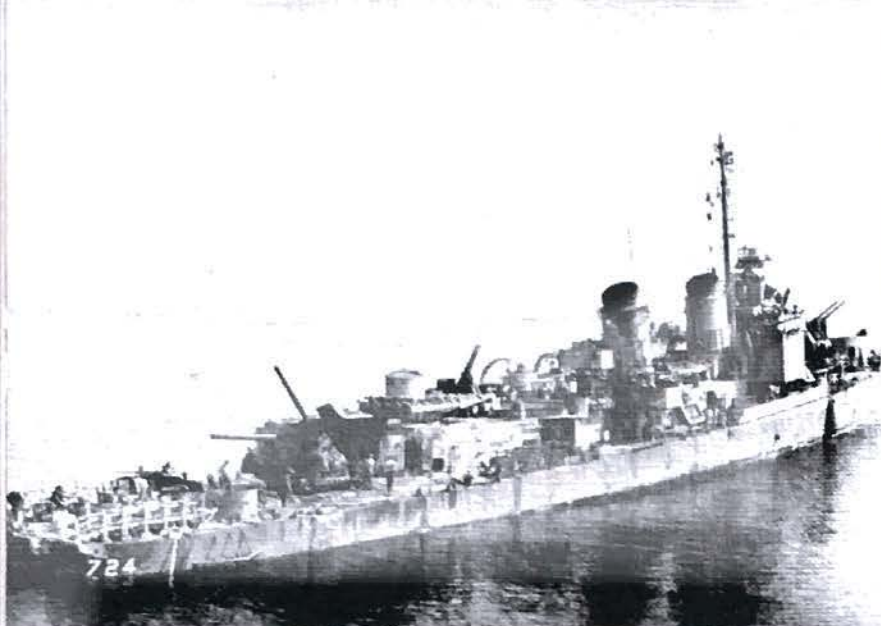
In the dark of that night two powerful opposing surface forces had closed to nearly point-black range before either commander was able to open fire. In the wild melee that followed Japanese Admiral Abe sent two 31,000 ton dreadnoughts, HIEI and KIRISHIMA booming toward the center of the action. As he pushed forward, he was astounded to discover his flagship HIEI was under destroyer fire. Second ship in the American van, astern of the destroyer CUSHING, LAFFEY's lookouts sighted the Japanese behemoth plunging down on her. LCDR Hank ordered an abrupt turn just in time to avoid being run down.

As she turned LAFFEY fired two torpedoes at the Japanese battleship. Both were seen to hit, but neither exploded. Fired at very close range, they did not have time to arm. As the HIEI crossed LAFFEY's stern at a mere 10 feet, the destroyer opened up with every gun that could bear, including automatic weapons. Ropes of tracers laced the pagoda-like conning tower, but the battlewagon was not stopped. Like a bear with a painful bee sting HIEI loosed two 14 inch salvos at point-blank range. The armor-piercing projectiles demolished LAFFEY's power plant, and almost simultaneously she was struck in the stern by a torpedo which knocked her out of control and flooded her after compartments. Blazing amidships and dead in the water, she was ordered abandoned by her captain. As the order was being carried out, depth charges on the fantail exploded. The entire after end of the ship disintegrated, and she sank, pulling many of her crew and her captain with her.

For this and other actions against the Japanese from 15 September to 13 November 1942, USS LAFFEY (DD-459) was awarded the Presidential Unit Citation. The memory of her captain was immortalized by naming of a new destroyer, USS HANK (DD-702).



# USS LAFFEY (DD-724)



"USS LAFFEY after Kamikazi attack on 16 April 1945."

Destroyer hull number 724, the second ship of the United States Navy to bear the name LAFFEY, was destined for a greatness equal to that of her predecessor. A 2250 ton SUMNER class destroyer, she was the latest and deadliest design at that time. The combined force of her three twin 5"/38 dual purpose mounts, 12 40mm and 9 20mm anti-aircraft guns, 10 21" torpedo tubes and a formidable array of depth charges, had been born out of the lessons learned in battle. She had, in addition, the new detection device called radar, and a new nerve center, called the Combat Operations Center or COC, where a team of officers and men plotted and tracked enemy threats before designating a weapons system to bear. On 8 February 1944 she was commissioned an active ship of the Navy, and Commander Frederick J. Becton, USN assumed command.

After her shakedown cruise to Bermuda in the spring of 1944, during which she rescued 19 survivors of a Navy airplane crash, she was assigned to Atlantic convoy duty. On the 6th of June 1944 she was off the coast of Normandy for the greatest amphibious assault in history. As a screening and shore bombardment ship, LAFFEY duelled with high speed German E boats and the massive coastal defense batteries at Cherbourg in June. Following the invasion of France she returned to convoy duty until August 1944, when she transited the Panama Canal and joined the Pacific Fleet. As a unit of Task Force 77 LAFFEY provided support to the amphibious landings at San Pedro, Mindoro, Ormoc Bay and Lingayen Gulf in the Philippine Islands from October to December. She then joined fast carrier Task Force 58 for air strikes against the Japanese home islands. The Philippine invasions marked the entry of the Kamikazi, the Japanese suicide plane, into the war. To provide for defense of the fleet in depth, the Navy conceived destroyer picket stations, 50 miles ahead of the mainbody, for the dual purpose of early detection of enemy raids and the vectoring of friendly combat air patrols to intercept.

On 16 April 1945 LAFFEY was patrolling on picket station Roger Peter One, north of Okinawa when she was attacked by 22 Kamikazis. The first two to attack suddenly broke off and disappeared over the horizon with the friendly air patrol in pursuit. As the remaining aircraft entered their death dives by twos and fours LAFFEY's 5 inchers opened up, joined later by the 40mm. When the 20mm opened fire the engineers below decks knew the enemy was very close. The first four were destroyed in the air, but the fifth crashed on the fantail spewing flaming gasoline all over the deck. For 79 terrible minutes the ship-aircraft battle raged. When it was over LAFFEY had claimed nine of the

attackers, but she had been struck by seven enemy aircraft and four bombs. Incredibly, she remained afloat. With her topsides an inferno and several compartments flooded, the crew fought on to save the ship. Soon she was towed to an anchorage off Okinawa; six days later she was enroute to Saipan under her own power. For this action in which 32 died and 71 were wounded, LAFHEY received the Presidential Unit Citation. At a time when destroyers had an average life of three minutes under attack LAFHEY fought the odds and won.



After the war LAFHEY was present to gather scientific data at the Bikini Atoll atomic bomb tests. In June 1947 she was decommissioned at San Diego. She was recommissioned on 26 January 1951 for Korean duty, and acted as

flagship for the Blockade Group Commander during the blockading of Wonsan Harbor. A world cruise made the year 1954 memorable, in 1956 she was on scene for the Suez crisis, and in 1961 she was the first escort for the new nuclear powered aircraft carrier, ENTERPRISE. Two messages from the 2200 ton veteran to the 85000 ton "boat" signalled a new era for surface ships: "WELCOME TO THE BRINEY DEEP. MY AGENT LAFHEY READY TO RENDER ASSISTANCE. SIGNED DAVEY JONES." After the carrier's 40 knot speed test, which left LAFHEY far astern, she signalled: "YOU WIN THE RACE. WE LOSE. OUR WET HATS ARE OFF TO A REAL THOROUGHbred." In 1962 LAFHEY entered Norfolk Naval Shipyard for major reconfiguration under FRAM, and emerged with a drone helicopter and variable depth sonar in exchange for the obsolete 40mm AA batteries. Beginning in 1963, she won the Battle Efficiency "E" three years in a row, a feat rarely seen in the "Can Do" destroyer force.

LAFHEY has been continually on the move in her 24 years, steaming across all the worlds oceans and visiting many major ports. Her proud legacy is ever guarded by those who answer on her voice radios with "THIS IS WILD BULL! ROGER, OUT!"



USS LAFFEY (DD 724) ZONE DESCRIPTION TS(R) DATE MONDAY 1 SEPTEMBER 19 67

(Day) (Date) (Month)

~~AT~~ PASSAGE FROM NORFOLK, VIRGINIA TO MEDITERRANEAN SEA

POSITION	ZONE	TIME
0800		
L _____	BY _____	
λ _____	BY _____	

POSITION	ZONE	TIME
1200		
L _____	BY _____	
λ _____	BY _____	

POSITION	ZONE	TIME
2000		
L _____	BY _____	
λ _____	BY _____	

LEGEND: 1-CELESTIAL  
2-ELECTRONIC  
3-VISUAL  
4-D. R.

REMARKS

1 SEP DEPARTED DESTROYER-SUBMARINE PIERS, NORFOLK, VA. FOR FIVE MONTHS DEPLOYMENT IN THE MED. FOR THE NEXT 151 DAYS WE WILL VISIT SOME OUTSTANDING FOREIGN PORTS AND ENGAGE IN SOME GRUELING AT SEA OPERATIONS. FAREWELL!!

10 SEP ARRIVED ROTA, SPAIN FOR TURNOVER WITH USS BASILONE. UNDERWAY AT 1600 AS A PART OF THE POWERFUL SIXTH FLEET.

26 SEP ARRIVED VALLETA, MALTA FOR A FIVE DAY VISIT.

10 OCT ARRIVED THESSALONIKI, GREECE FOR A SIX DAY REST.

28 OCT AFTER TWELVE DAYS OF EXTENSIVE OPERATIONS, ENTERED NAPLES, ITALY FOR A WELL EARNED REST, AND FOR MANY, A TOUR TO ROME.

14 NOV ARRIVED TOULON, FRANCE FOR A SHORT VISIT TO THE FRENCH RIVIERA.

2 DEC ARRIVED VALLETA, MALTA FOR A SECOND PORT VISIT.

21 DEC ARRIVED NAPLES, ITALY FOR A CHRISTMAS AND NEW YEAR'S CELEBRATION.

13 JAN ARRIVED VALENCIA, SPAIN FOR EIGHT DAYS OF SUNSHINE, AMERICAN GIRLS, AND THE SHIP'S PARTY!

19 JAN ENTERED GIBRALTAR, SPAIN FOR TURNOVER WITH USS HAWKINS.

29 JAN ARRIVED DESTROYER-SUBMARINE PIERS, NORFOLK, VA. AFTER A LONG, HARD DEPLOYMENT. GREETINGS!!

APPROVED:

EXAMINED:

U. S. N. COMMANDING

U. S. N. NAVIGATOR

# OPERATIONS DEPARTMENT



LT J. M. Hanford

Lieutenant Hanford was born in Geneseo, Illinois and graduated from Geneseo High School in 1955. He graduated from the U.S. Naval Academy in June 1959. While at the academy he was varsity wrestling manager and art editor of the midshipmen's monthly professional magazine, TRIDENT.

Ensign Hanford reported aboard USS JOHN L. WEEKS (DD-701) as electronics material officer in July 1959 during the Inland Seas Cruise. He was promoted to Lieutenant (junior grade) in December 1960. From mid-1961 to 1963 LTJG Hanford was attached to USS SHADWELL (LSD-15) as navigator, and served on board during the 1962 Cuban Quarantine.

In June 1963 he was promoted to Lieutenant and was transferred to Washington D.C., where he joined the Staff of Commander Joint Task Group 8.3, who is responsible for maintaining a readiness to resume nuclear testing. While on duty in Washington, LT Hanford began working on his Masters degree in History at the University of Maryland. In March 1966 he reported to LAFFEY as Operations Officer.

LT Hanford married the former Nylah Vandenberg of Geneseo, Illinois. They reside in Norfolk with their two children, Tony and Michele.



# OC DIVISION



LTJG J. A. Davidson  
COMMUNICATION OFFICER



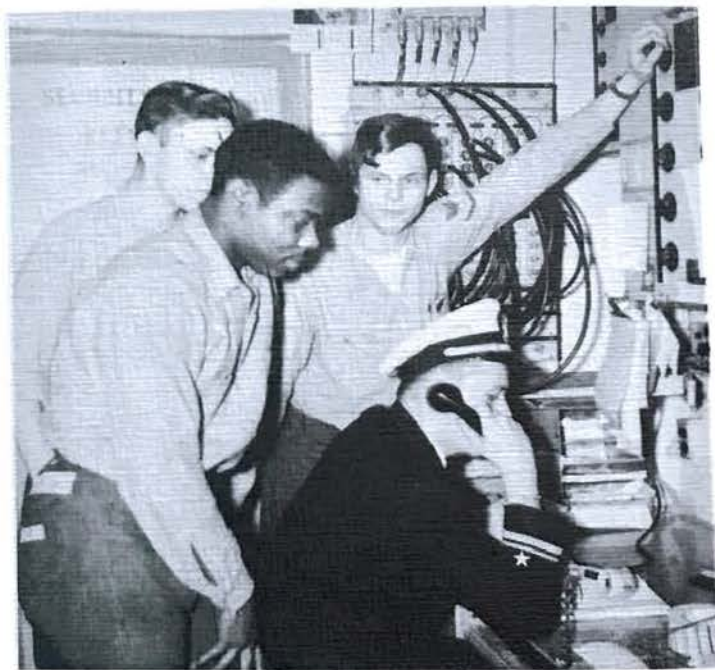
RMC M. Dossey  
Norfolk, Va.



"Well Hiiii. . ."



"...../.....//"



YN1 B. Gupton  
Henderson, N.C.

RM2 N. Mix  
Norfolk, Va.

YN3 G. Bowsher  
Indianapolis, Ind.



"And this wasn't all I brought home!"

"And Brethren, Verily verily I say unto you. . ."



PC3 E. Day Jr.  
Denver, Colo.



YN3 A. Quigley  
No. Liberty, Indiana



Ships office turning to



PN3 H. Tyson  
Ambler, Penn.



QMSN A. Creech  
New York, N.Y.



RMSN W. Essary  
Jackson, Miss.





But Mr. Davidson, its been over a year now"



QMSN J. Sprecher  
New York, N.Y.

HN D. Gibbs  
Berkley, Mich.



"only 6 more"



And the anchor should be right about there.



SN C. Meredith Jr.  
Narrows, Va.

SN J. Talbott  
Danville, Va.

"38 - 22 - 36"



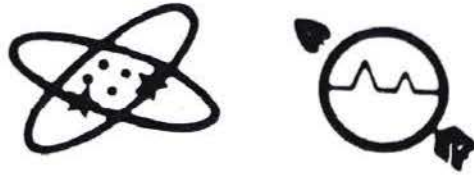
# OI DIVISION



LT M. D. Pelletier  
CIC OFFICER



LTJG R. Ogden  
EMO/ASST CIC



This is PMS?



Boats, I'll have one PBJ.



"Captain, Mr. Braswell just pinged through the bulk head."



ETN2 R. Babcock  
New York, N.Y.



ETR2 J. Guth  
Buckhannon, W. Va.



RD2 P. Ortiz  
Santa Fe, New Mexico



RD3 R. Dixon  
Niagara Falls, N.Y.



RD3 J. Haag  
Little Falls, Minn.



RD3 C. Parker  
Whittier, Calif.



ETN3 J. Sokolski  
Uniondale, N.Y.



ETRSN J. Bannister  
Norfolk, Va.



RDSN F. Coleman Jr.  
Darby, Pa.



ETNSN D. Frederick  
Winter Haven, Fla.



Please Mr Pelletier, put me  
on the watch bill.



"ET's working?"



...and another Lampuki fisherman  
bites the dust..."



RDSN J. High  
Lincoln, Nebraska



RD3 C. Lowrey  
Chickasha, Okla.



RDSN T. Nye  
Pontiac, Mich.



RDSN H. Stone  
Fayetteville, Ark.



ETRSN M. Gauthier  
Amesbury, Mass.

# WEAPONS DEPARTMENT



LT A. J. Armstrong  
PAST WEAPONS OFFICER



LTJG J. D. Hudson  
PRESENT WEAPONS OFFICER

LT A.J. Armstrong attended Vanderbilt University, where he was a member of NROTC. He was commissioned June, 1963 and ordered to USS EATON (DD-510) as communications officer. From the EATON he was transferred to DESRON 2 Staff. In January, 1966 he was selected for Destroyer School in Newport, R.I. Upon completion of his tour there he came to LAFFEY as Weapon's Officer. After a year and half tour, he was relieved in December while in Naples by LTJG J.D. Hudson.

LTJG J.D. Hudson was born in Commerce, Georgia, 2 August 1943. Being a member of a Navy Family, Mr. Hudson attended various grade schools and high schools. Following graduation from high school he attended the United States Naval Academy, graduating in 1965. In July 1965 he reported aboard USS STEINAKER (DD-863) and served as gunnery assistant and ASW Officer during his tour. From June 1967 to December 1967 Mr. Hudson attended U.S. Naval Destroyer School in Newport, Rhode Island. December 26, 1967 he reported aboard LAFFEY for duty.

# FIRST DIVISION



BM1 J. George  
New York, N.Y.



LTJG G. R. Kamp  
FIRST LIEUTENANT



BM1 W. Kolnych  
Canonsburg, Pa.



BMSN C. McKiethan  
Wilmington, N.C.

BMSN J. Tankersley  
Gordenville, Missouri

SN J. Boron  
North Canton, Ohio

SN H. Fischler  
Cherry Hill, New Jersey



SN S. Hammibal  
Philadelphia, Pa.



SN J. Harris  
Marion, N.C.



SN P. Lupien  
Holyoke, Mass.



SN H. Nelson  
Los Angeles, Calif.



SN W. Nickey  
Baltimore, Md.



SN R. Pelletier  
Augusta, Maine



SN E. Powers  
Trenton, Neb.



SN J. Shurbet  
Sunset, Texas



SN S. Sikora Jr.  
Duquesne, Pa.





The Three Muskateers



SN J. Smith  
Sidman, Pa.



SN S. Sokol III  
Newport News, Va.



SN C. Davis  
Mansfield, Ohio



SN T. Fairchild  
Wyandotte, Mich.



SN D. Feliciano  
New York, N.Y.



SN A. King  
Mason, Mich.



SN R. McGarry  
New York, N.Y.



SN G. Sanderson  
Frankfort, Kentucky



SN E. Slauson  
Rensselaer, N. Y.



A new desk for the XO?

# SECOND DIVISION



FTC T. Frechem  
Norfolk, Va.



GMGC J. Padgett  
Bartow, Fla.



ENS B. C. Snelson *BILLY*  
GUNNERY OFFICER



Gunner's Mates??



GMG1 M. Peters  
Norfolk, Va.



GMG3 M. Arbanas Jr.  
Pinellas Pk., Fla.



GMG3 G. Carroll  
Ontario, Oregon



GMG3 K. Lisberg  
Huffman, Texas



I dare anyone to step inside this passageway.



FTG3 J. Mack  
Ellwood City, Pa.

FTG3 M. McCarthy  
Ithaca, N.Y.

GMG3 F. Rudd  
Florence, Kentucky



FTG3 R. Sadosky  
New Holland, Pa.

FTG3 D. Shannon  
Kalamazoo, Mich.



Drop track, missed again



GMG3 D. Tremain  
Petersburg, Mich.

GMGSN S. Greene  
Cliffside, N.C.

Foul bore





FTGSN H. Nylander  
Newman, Georgia

FTGSN R. Ryan  
Antwerp, Ohio



GMGSN L. Scurman  
Bloomfield, N.J.



"but I haven't got enough men  
to stand condition III"



And whoever loses this hand clamps down the  
director



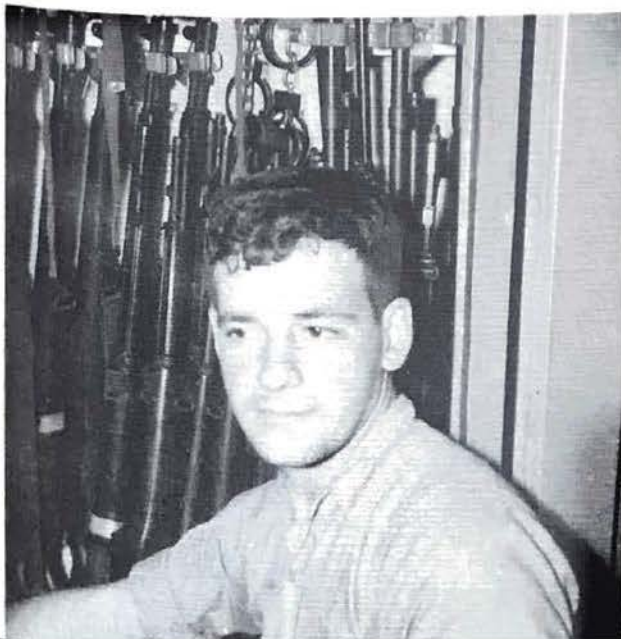
FTGSN D. Ward  
Seattle, Wash.



SN J. Carroll  
Hagerstown, Md.



SN J. Foy  
Chicago, Ill.



SN W. Warner  
Middletown, Ohio



GMGSA W.  
Schlotzhauer  
Chehalis, Wash.

Yes, I'm sure this is my better pose

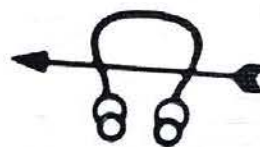
# THIRD DIVISION



ENS R. W. Wessels *Roc-02*  
ASW OFFICER



ST1 B. Clowery  
Barnstable, Mass.



Camouflage for ship during Exercises.



But we've been at it 15 minutes already.



STG2 J. Sumner  
Cincinnati, Ohio



STG3 K. Burrell  
Saluda, N.C.



TM3 T. Currie  
Cumnock, N.C.



STG3 S. Deeter  
Cooperstown, Pa.



STG3 D. Dick  
Evansville, Ind.



ETN3 D. Hatfield  
Des Moines, Iowa



ETR3 J. Keating  
Bridgeport, Conn.



STG3 W. Mooney  
Silver Spring, Md.



STGSN A. Malberg  
Howard Beach, N.Y.



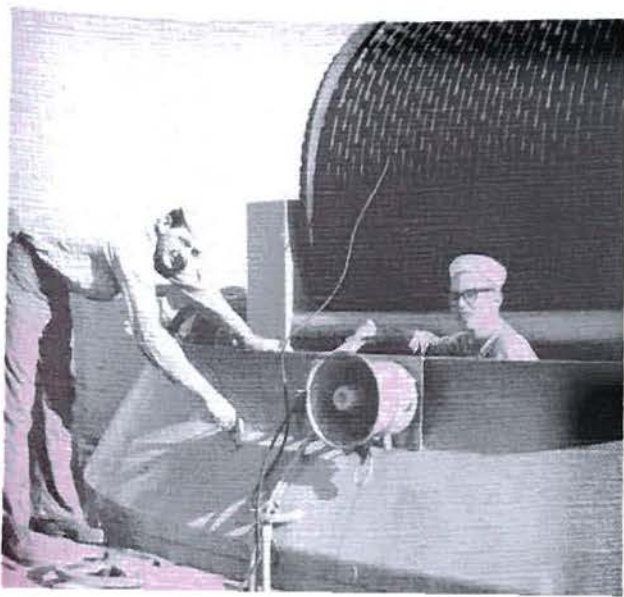
An ancient Greek what??



STGSN D. Trujillo Jr.  
Chama, New Mexico



SN J. Hei  
Gadsden, Ala.



FN J. Miracle  
Hodgenville, Ky.

Who said this was a monster

# ENGINEERING DEPARTMENT



LT J. W. Garber Jr.  
ENGINEERING OFFICER

LT J.W. Garber, Jr, reared in Richmond, Virginia, graduated from the U.S. Naval Academy in 1964. Upon commissioning he reported to USS JOHN KING (DDG-3) where he became the assistant OI Division Officer. Ten months later he attended U.S. Naval Communications School, returned to JOHN KING, and assumed duties as Communications Officer and Cryptographic Security Officer. After a brief six month tour of duty in this billet Mr. Garber, recently promoted to Lieutenant (Junior Grade), reported to U.S. Naval Destroyer School for a six month tour of duty. In September of 1966 he graduated and reported to LAFHEY on October 26th in Beirut, Lebanon, where he relieved as Engineer Officer.

# M DIVISION



LTJG G. J. Evans  
MPA



MM1 H. Latty  
Spartanburg, S.C.

MM2 J. Clark  
Minneapolis, Minn.



MM3 J. Dorrance  
Pittsburgh, Pa.

MM3 S. Matlaga  
Garwood, New Jersey

You wouldn't believe what they just rang up.



MM3 T. Rispoli  
Brooklyn, N.Y.

MM3 J. Underwood  
Oklahoma City, Okla.

Now what does that dial mean?





MMFN J. Hartman  
Annville, Pa.



MMFN J. Kranch  
Croydon, Pa.



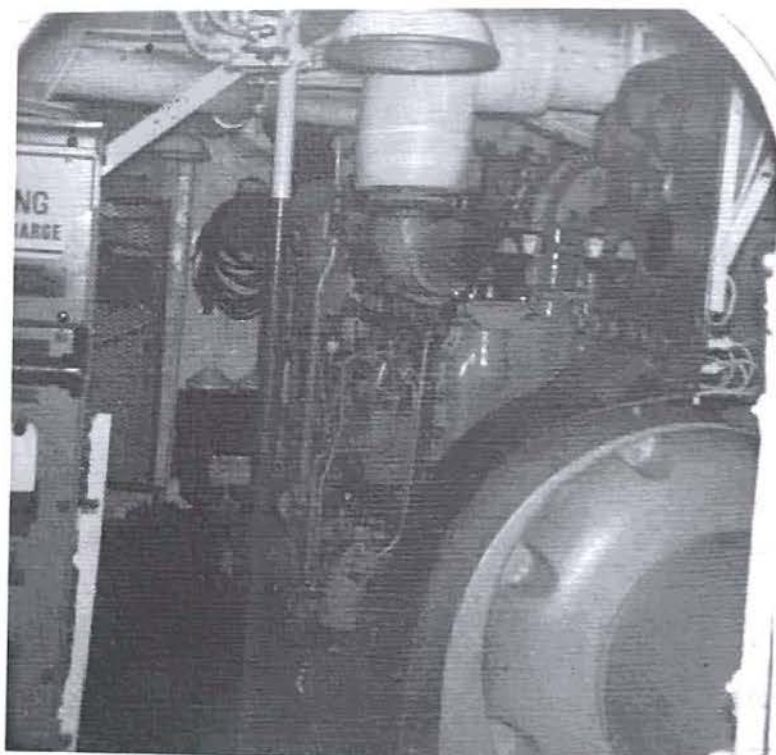
MMFN G. Miller  
Ocean Springs, Miss.



MMFN J. Priest  
Providence, R. Is.



Left standard rudder, aye sir



MMFN H. Wangler  
Booneville, Ark.



FN J. Askevold  
St. James, Minn.



FN G. Barylski  
Detroit, Mich.



FN H. Bode  
Clarksburg, W. Va.



FN W. Burdick  
Oconto, Wisc.



FN R. McKinney  
Highlands, Texas



FN T. Morici  
Lyndhurst, N.J.



MMFA D. O'Brien  
Billerica, Mass.



FA L. Craven  
Winston-Salem, N.C.



I know I saw some rust down here somewhere.



FA J. Hagan  
Freehold, N.J.



FA M. Kolakowski  
Ansonia, Conn.



FA R. Krueger  
Hubbard Lake, Mich.



FA J. Payne  
Corinth, Miss.



FA S. Viera  
Bronx, N.Y.

# B DIVISION



BTCS C. Crisp  
Norfolk, Va.



BTC J. Lumpkin  
Norfolk, Va.



BTFN F. Bauer Jr.  
Gales Ferry, Conn.



FN J. Golias  
Cleveland, Ohio



FN R. Holton  
Cincinnati, Ohio



FA J. Drexler  
New Ulm, Minn.



I just hate all this light  
topside.



But the laundry  
ruined all my other  
skivie shirts.



FA F. Snyder  
Morgantown, W. Va.



SA J. Stoddard  
Columbia, N.J.



FA J. Turner  
Cocoa, Fla.

# R DIVISION



ENS R. M. Combs  
DCA



EMC C. Underwood  
New York, N.Y.



EN1 J. Kober  
New York, N.Y.



MR1 J. Owens  
New York, N.Y.



SF1 R. Pettross  
Charleston, S.C.



IC2 J. Bazzano Jr.  
Kennett Square, Pa.



EM2 R. Gay  
Lewis, New York



SFP2 R. Marianetti  
Rochester, N.Y.



IC3 E. Byers  
Las Vegas, Nev.



DC3 M. Chierico  
Brooklyn, N.Y.



He's gotta be kidding



If you'll make him leave I'll do anything



EM3 M. Morgan  
Windsor, Conn.



MR3 S. Petrus  
Nedrow, N.Y.



DC3 B. Rachal  
Colfax, La.



EM3 S. Zimmerman  
New York, N.Y.



EMFN D. Crandall  
Brighton, Iowa



EMFN W. Hewitt  
Detroit, Mich.



MMFN M. Riley  
Norfolk, Va.



FN R. Gaddy  
Monroe, Va.



FN T. Llewellyn  
Westlake, Ohio



ENFA R. Weber  
Brookville, Ind.



FN J. Woods  
Massapequa, N.Y.

# SUPPLY DEPARTMENT

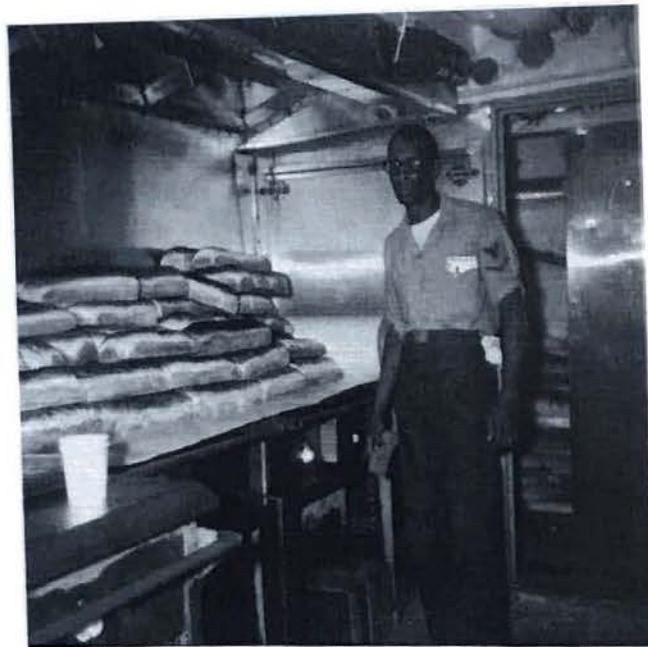


LTJG J. A. Giardina  
SUPPLY OFFICER

LTJG J.A. Giardina was born 6 August 1943 in Baltimore, Maryland. He attended the U.S. Naval Academy, and graduated in June, 1965. He then attended the Supply Corps School in Athens, Georgia, graduating in January, 1966. After a brief tour on CruDesLant Staff, he reported aboard LAFHEY in March, 1966. During his tour aboard LAFHEY, his department was awarded the Efficiency "E" in supply, and an award of excellence in disbursing.



# SUPPLY DIVISION



SD2 M. Barcega  
Norfolk, Va.

SK2 W. Moseley  
Cincinnati, Ohio

SH2 B. West  
Portsmouth, Va.

SH3 F. Blocher  
Littlestown, Pa.



Would you like it cut short, shorter, or shortest?



Sorry Sir, no more seconds



SH3 F. Canipe  
New York, N.Y.



SH3 M. Dinko  
Detroit, Mich.



DK3 D. Downs  
Ursa, Ill.



SK3 S. Schreiber  
Minneapolis, Minn.





You owe the government \$4.32



SD3 J. Timbers Jr.  
Norfolk, Va.



SN R. Clapper  
Hollidaysburg, Pa.



TN E. Pacleb  
Philippines



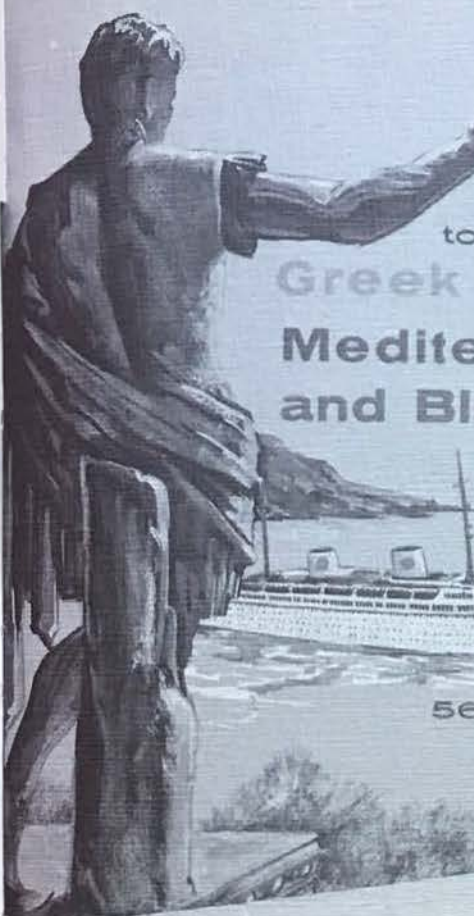
No shot, no money



Just like mother used to  
throw out.



TA R. Vertigan  
Philippines



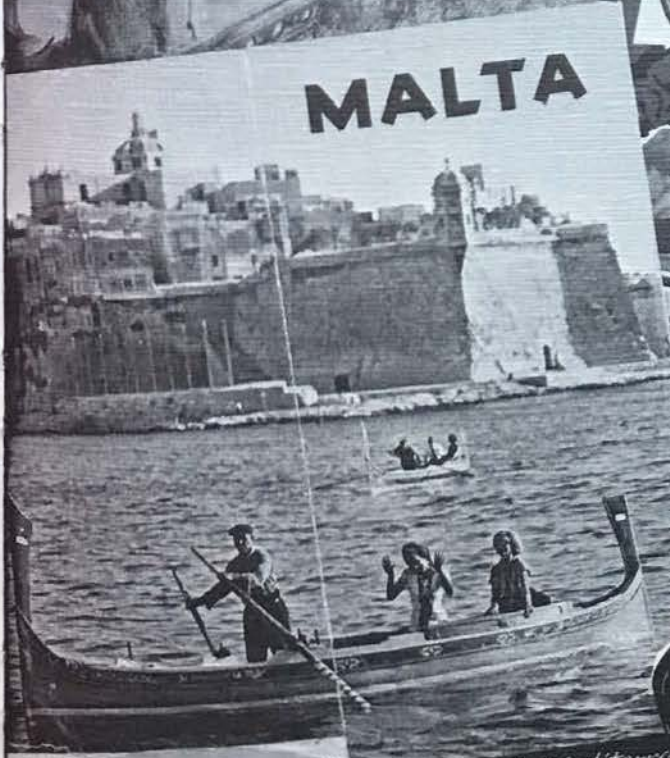
**PORTUGAL  
SPAIN MOROCCO**

MARCH 1, 1956  
to the

**Greek Islands  
Mediterranean  
and Black Sea**



56 days



**MALTA**



**TRAVEL IN  
COMFORT  
AND STYLE**

most luxuri  
INDEPENDENT  
**ITALY**



# SEPTEMBER

On 1 September 1967, USS LAFHEY got underway from Norfolk, Virginia, and set sail for the Mediterranean. With the exception of the sea state, the Atlantic transit proved uneventful and on 10 September Rota, Spain was sighted on the horizon. In Rota, LAFHEY relieved USS BASILONE and was again underway by late afternoon, now as a member of the Sixth Fleet. The next few weeks were busy ones for the LAFHEY as she participated in various ASW, AAW and surface gunnery exercises. The crew performed admirably and was rewarded with a visit to Valletta, Malta.

## MALTA





Watch out, here come the sailors



# OCTOBER

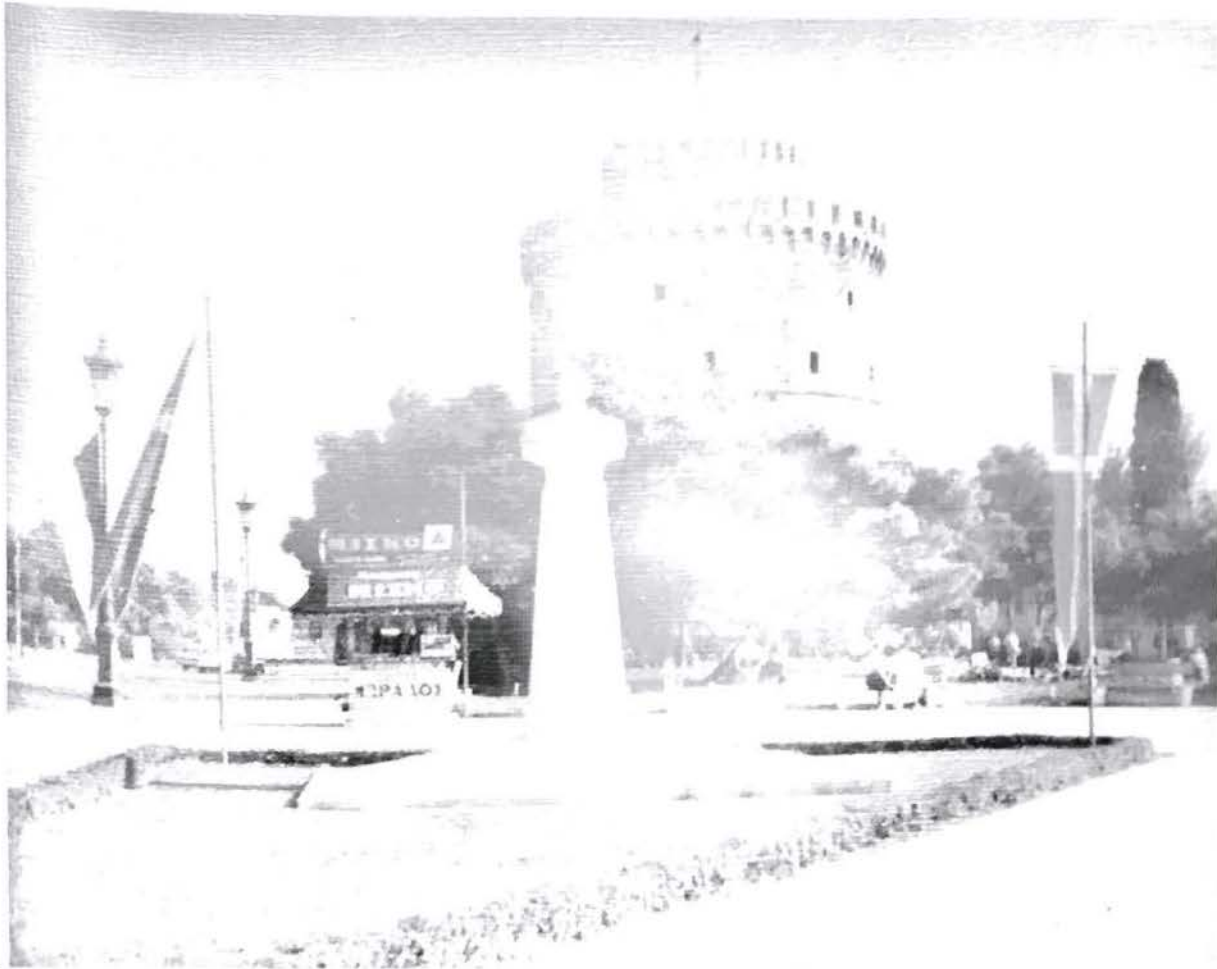
October found the LAFFEY participating in more exercises. During this period the ship participated in the Spanish-U.S. exercise "Eager Beaver." Following this at sea period the LAFFEY visited Thessaloniki, Greece, and Naples, Italy.



## THESSALONIKI



Coming home after a hard day's work at the orphanage.



# NAPLES





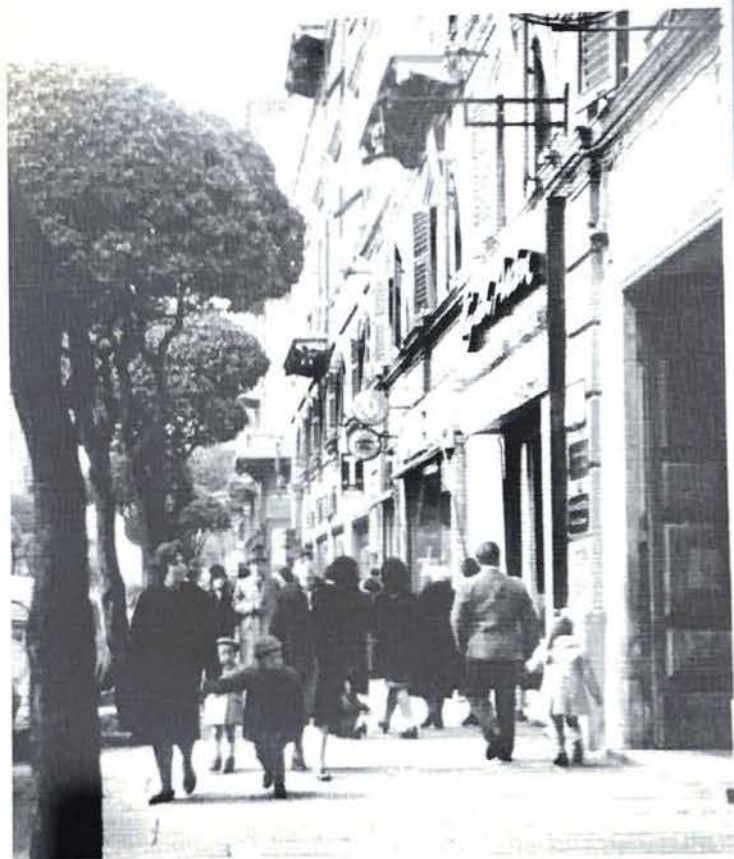
*Napoli - Marina di Mergellina*





# NOVEMBER

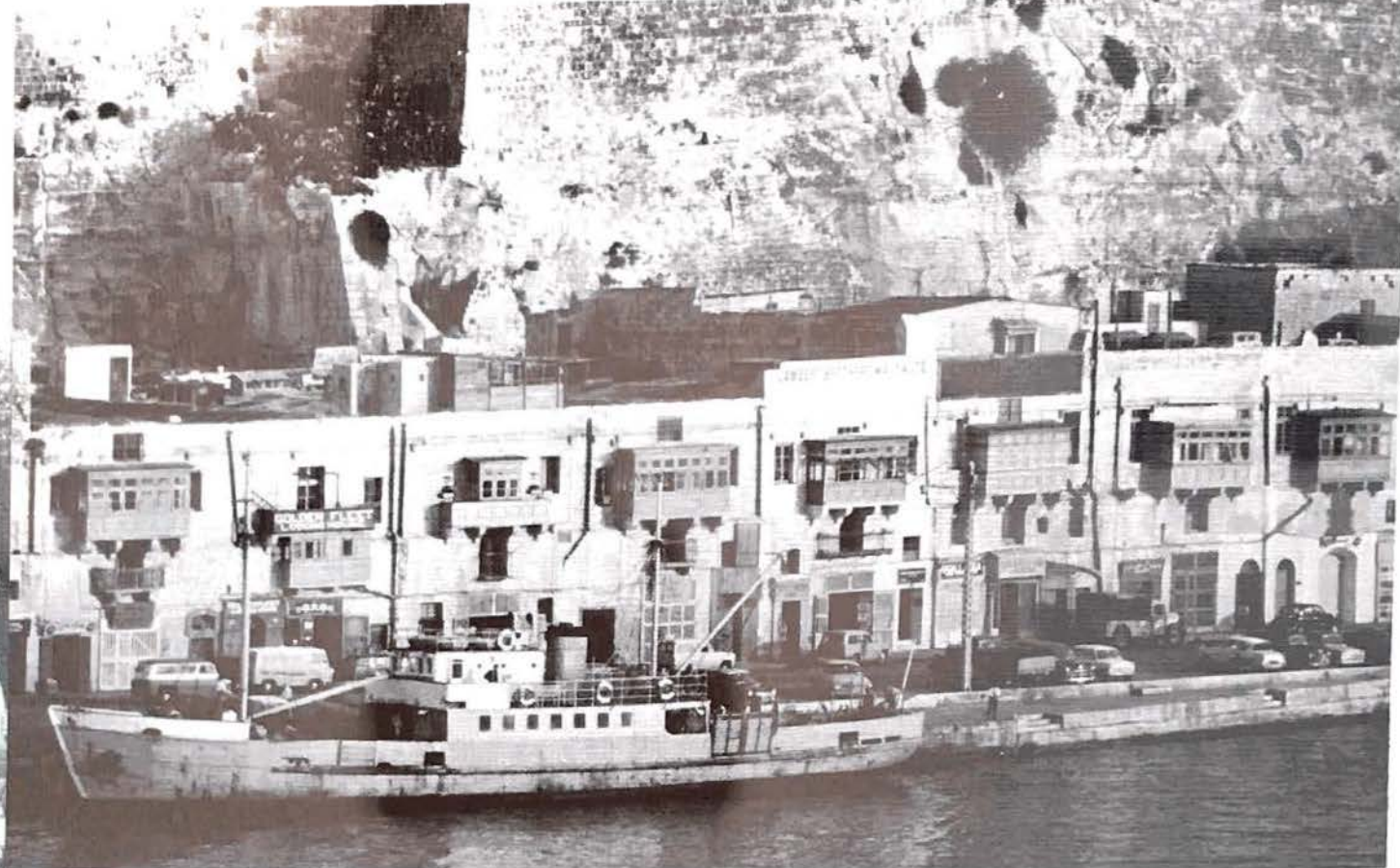
November brought more hard work and more ports of call. Toulon, France, was on the agenda for Thanksgiving. After the visit to Toulon LAFLEY participated in a combined U.S., French and Italian Navy ASW exercise. Upon completion of this, the ship transited the Straits of Bonafacio and Messina enroute to Malta.



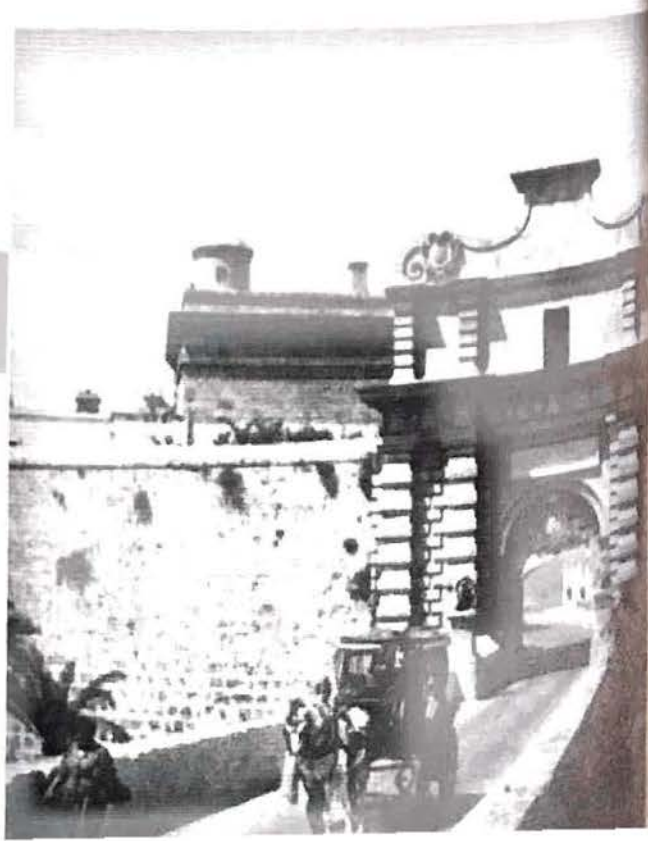
## TOULON







# MALTA





# DECEMBER

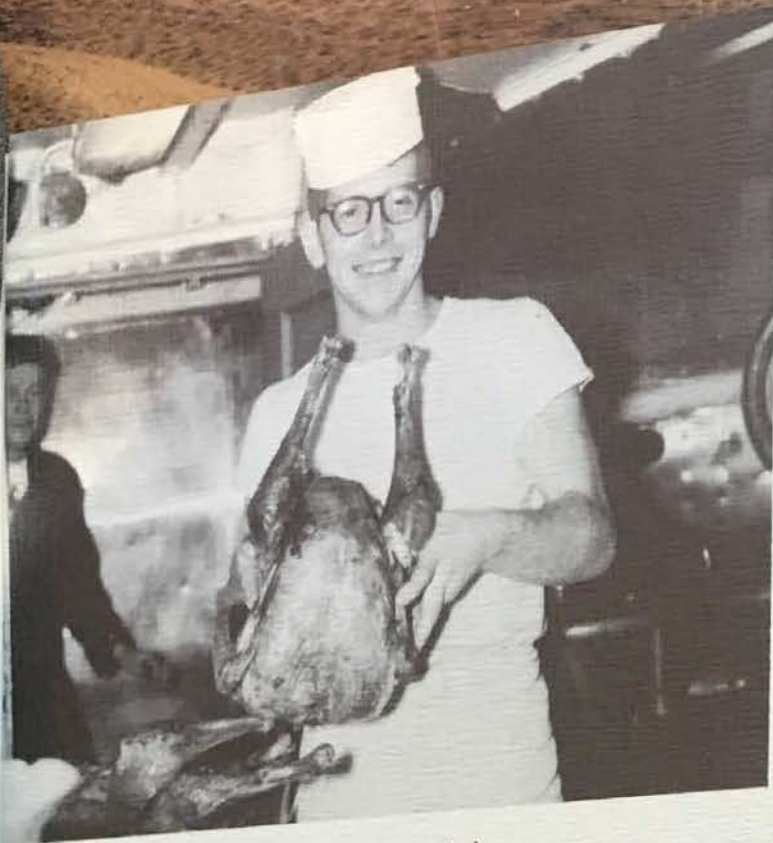
Upon leaving Malta LAFFEY once again became involved in an extensive exercise at sea period. Upon completion of this underway period the ship proceeded to Naples for the Holidays.



## NAPLES



# CHRISTMAS DAY



A Good looking bird



The Thinker



A Welcomed package from home



Ho, Ho, Ho, Merry Christmas?



Nothing like a picnic

# COOKOUT



Sure wish we could afford tables and chairs



# JANUARY

On 3 January, LAFHEY departed Naples for her final operations during this deployment. The ship participated in a large scale amphibious operation, "PHIBLEX 1-68". 13 January the ship entered Valencia for a period of rest and recreation. The weather and American girls were a welcome sight. In Valencia a ships party was held "and a good time was had by all." On 17 January, LAFHEY was once again underway enroute to Gibraltar for "Turnover." USS HAWKINS relieved the LAFHEY on 19 January and we were homeward bound the same day. On 29 January LAFHEY returned to Norfolk, having completed a successful and rewarding tour with the Sixth Fleet.

# VALENCIA



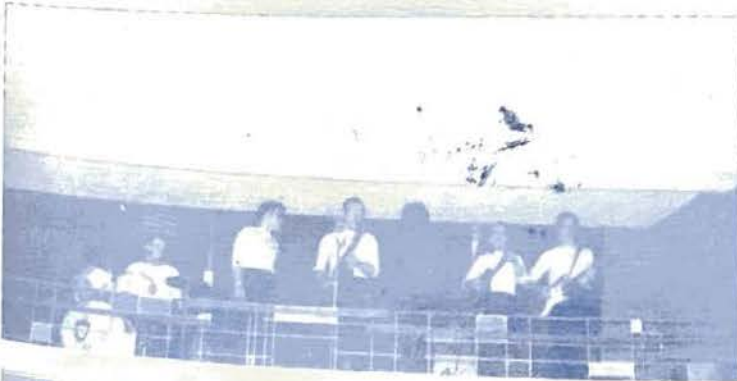


Ships party, Valencia



"and if you don't calm down, I'll throw you in jail too!"

Band at ships party.



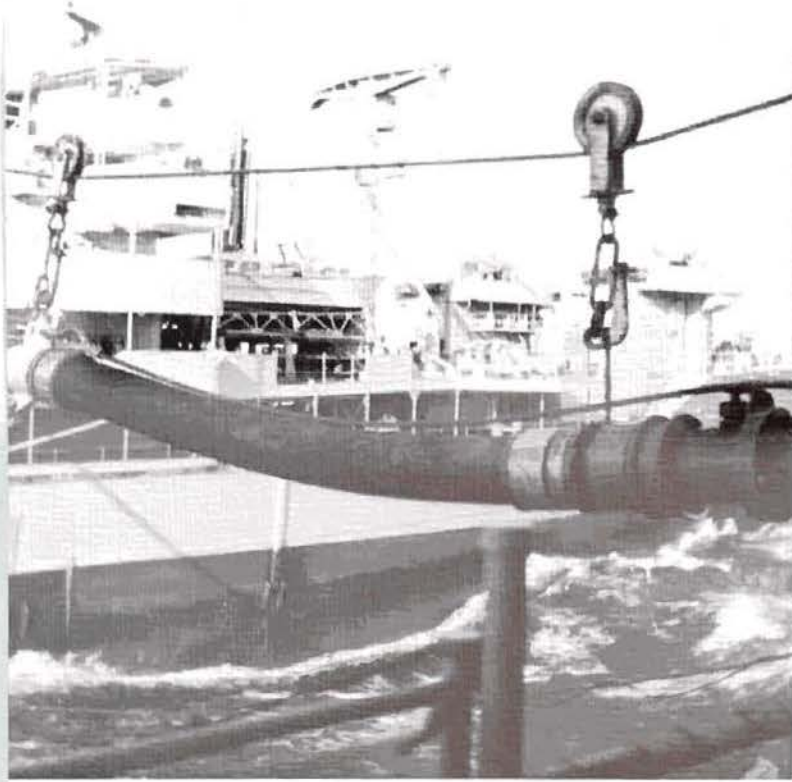
Visitors touring ship



"Look Ma, I'm flying"



# UNDERWAY REPLENISHMENT







## INSPECTIONS

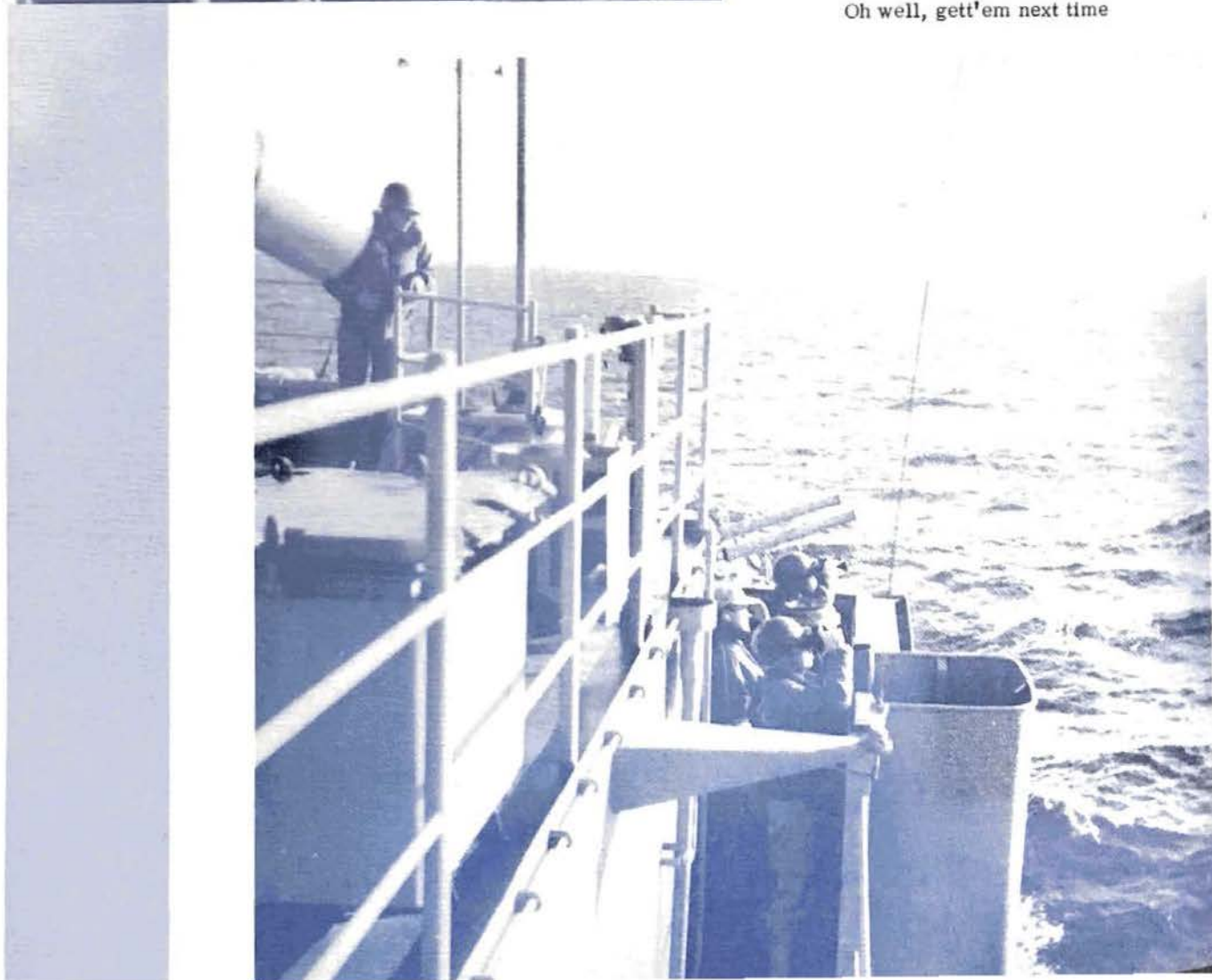


Present arms!



Batteries released

Oh well, gett'em next time



# COMMAND PRESENTATION



Like I always say, men, you can't drink the town dry!

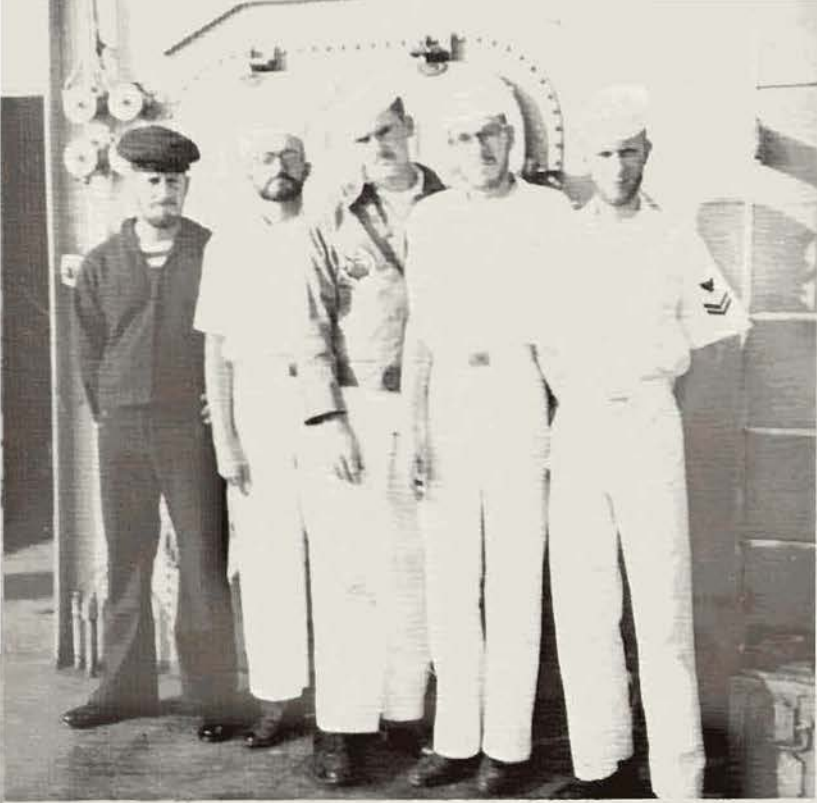


Congratulations on being LAFHEY's first sailor of the month, now where's my mail.



For a job well done

# BEARD GROWING CONTEST



Will the real Castro please step forward.



Third place



The winner!



Runner-up



Nice try



# HOMECOMING



First line over



A welcomed sight

Better hurry, we can't hold them back much longer





"a raccoon and a what?"



But I still say this is no time to be bashful

A welcome home from Miss Norfolk



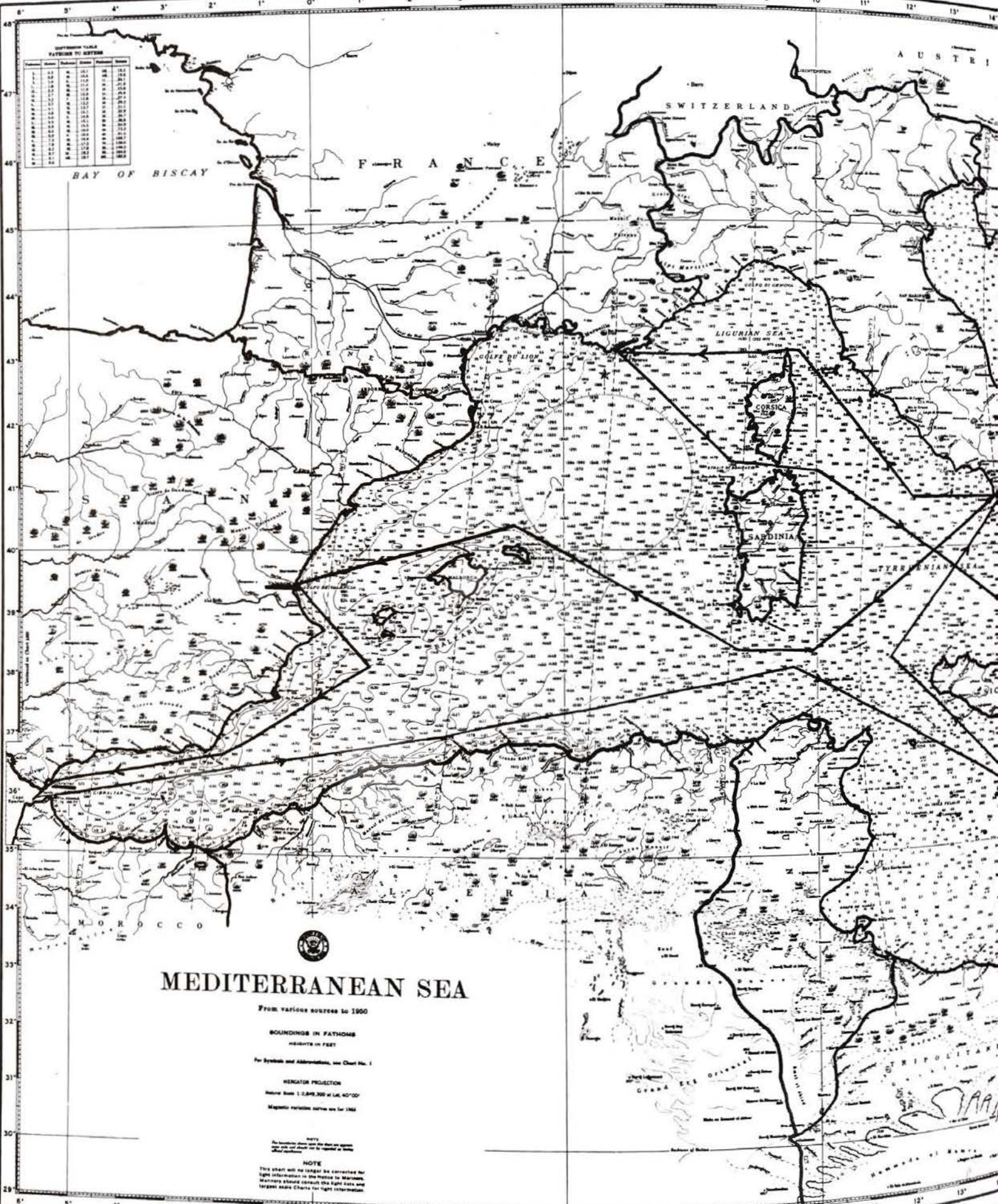


## CRUISE BOOK STAFF

Cruise Book Officer  
Photographers

ENS B. C. Snelson  
J. Sokolski, ETN 3  
M. Dinko, SH3  
J. Guth, ETR2

4300



DEPTH SOUNDINGS  
FATHOMS TO METERS

Fathoms	Meters	Fathoms	Meters
1	0.6	11	20.1
2	1.2	12	22.3
3	1.8	13	24.0
4	2.4	14	25.9
5	3.0	15	27.4
6	3.7	16	29.3
7	4.3	17	31.1
8	4.9	18	33.1
9	5.5	19	35.0
10	6.1	20	36.9
11	6.7	21	38.7
12	7.3	22	40.6
13	7.9	23	42.4
14	8.5	24	44.3
15	9.1	25	46.1
16	9.7	26	47.9
17	10.3	27	49.7
18	11.0	28	51.5
19	11.6	29	53.3
20	12.2	30	55.1
21	12.8	31	56.9
22	13.4	32	58.7
23	14.0	33	60.4
24	14.6	34	62.2
25	15.2	35	64.0
26	15.8	36	65.8
27	16.4	37	67.6
28	17.0	38	69.4
29	17.6	39	71.2
30	18.2	40	72.9

# MEDITERRANEAN SEA

From various sources to 1900

SOUNDINGS IN FATHOMS  
HEIGHTS IN FEET

For Symbols and Abbreviations, see Chart No. 1

MEGATOR PROJECTION

Scale 1:2,849,300 at Lat. 40°00'

Magnetic variation tables are for 1964

NOTE

This chart will no longer be corrected for light information in the Notice to Mariners. Mariners should consult the Light List and latest Sailing Charts for light information.

