

LAFFEY NEWS



Dedicated to those who served in Battle...and those that Preserved in Peace

October-November-December

www.laffey.org

2009

The Laffey Move to the Yards: 19 August 2009

For three days, August 18-20, 2009, almost seventy former USS Laffey sailors and some of their families gathered in Charleston, SC for a "ship's movement many of us thought would never occur. With financing in place, the USS Laffey was on her way to truly fulfilling her mission as "The Ship That Would Not Die".

The Laffey was on her way to the dry docks for emergency repairs to her aging hull. For those of us present, getting up at 4:30 AM to be a part of this trip was our small effort in seeing that the destiny the USS Laffey will ultimately satisfy does occur.

Upon completion of repairs, engineers have estimated that our ship will possibly last another forty to fifty years.

The USS Laffey Association and its members have an obligation to see that this vessel remains "alive and well" at Patriots Point. We, too, have a challenge and a destiny: The USS Laffey must persevere and remain a source of inspiration and pride for future generations and it is up to each of us in the USS Laffey Association to see that we teach, inspire, inform, and educate future generations about this wonderful old ship...She is ours, but we have a duty to share her with future generations.

During the transit from Patriots Point to the dry dock, the Laffey cut her way through the waters as though she had never left her customary role. What

a joy to see the "forward side wake" she created as the tugs pushed and pulled her to be repaired.

During this voyage, Sonny Walker, President USS Laffey Association, addressed those of us who were onboard the "escort boat". His comments and the image of the Laffey on the water once more caused more than a few tears to flow. Below is the text of Sonny's comments

Welcome aboard our escort vessel, CHARLESTON EXPLORER.

Well, there she is – free from her moorings once again. She sure looks pretty doesn't she?

I can just imagine how she feels having the water flow under her keel instead of into it. There are two gentlemen here that this means to them a little more than most of us: Dan Essig and Wilbert Gauding are both plank owners and survivors of the Okinawa battle. I am proud that they call me shipmate.

What a career this lady has had – and will continue to have – thanks to everyone aboard this boat today and to people all over the country that sent in their donations and prayers. I hear Sherry Cooper worked very hard with Congressman Brown to bring some pressure to bear where needed. Thanks Sherry. Our thanks go especially to the fine folks of Patriots Point and to the State of South Carolina. Paul Jeffords and his crew were magnificent keeping her afloat. I know when Hudak, Watson, Joe Luque and I saw what was going on in

the forward fire room we thought she was gone. Paul never gave up. They worked 24-7 to get her patched up enough to make the trip to the yards. We must thank the board of directors of Patriots Point Development Authority chaired by John Hagerty for their foresight in seeing that the Laffey was well worth saving.

And thanks also to Converse Chellis III, state treasurer, who came to see the ship and made the decision to lend the money to Patriots Point to get her repaired. And thanks also to Dick Trammell for taking the reins of Patriots Point when most would have abandoned ship. Thanks Dick for all that you have done.

We have to thank the crew of the USS RICH and the members of Tin Can Sailors for their hard work keeping her looking good.

And we can't forget the fellow on the other boat, Rep. James Smith, grandson of Paul Smith, gunnery officer and Silver Star recipient on 16 April 45, for his untiring fight to get the funds from Columbia to Patriots Point.

There is another man that needs a huge thank you...Mr. Joe Lombardi. Joe is the expert that had the enormous task of readying the ship to make the trip to the yards. Joe - thanks a million for your hard work. Evaluating this one had to be tough. By the way, Kurt Wageman says "Hello".

Just think of where this ship has been and what she has seen. Even on her shakedown cruise in 1944, she rescued downed aviators from a PBV. She really was destined for greatness.

Some of her ports of call and locations of battles where she proudly displayed our flag include:

Bath, Maine. Her birthplace
Boston Navy Yard for adjustments and refitting
Norfolk, VA
Brooklyn, NY
Greenock, Scotland
Plymouth, England
A little place called UTAH BEACH. Normandy, France
A shootout at Cherbourg, France where she took a German shell through the bow into the boatswain's locker that didn't explode. Do you get the impression that she is a lucky ship?
Belfast, Ireland

Panama Canal
San Diego, CA
Pearl Harbor
Eniwetok Atoll
Ulithi
Leyte, Phillipines.
Ormoc Bay
Mindoro
San Pedro
Surigao Strait
Luzon
Lingayen Gulf
Iwo Jima
Guam,
Okinawa - Where she was attacked by 22 Kamikazes and survived. She lost 32 of her crew and 71 were wounded: Awarded the Presidential Unit Citation.
Seattle, WA. For extensive repairs.
Bikini Atoll Atomic Bomb Tests
Ports in Australia
Midway Island
Yokosuka, Japan
Sasebo, Japan
Wonsan Korea - Where she fought the longest ship to shore battle of the Korean War.
Singapore
Columbo
Bahrein, Persian Gulf
Aden
Suez Canal
Istanbul
Athens (Pireaus) Greece
Naples, Italy
Ville Franche, France
Lisbon, Portugal
Marseille
San Rafael
Genoa, Italy
Tripoli, Libya
Palma
Beirut, Lebanon
Massawa, Eritrea
Ras Tanura, Saudi Arabia
Karachi, Pakistan
Samos, Greece
Livorno, Italy
Rota, Spain
Gibraltar
Djibouti, Fr. Somaliland
Umm Said, Qatar
Bushire, Iran
Gaeta, It.
Savona, It.
Formia, It.

Sardinia
St. Thomas, Virgin Islands
San Juan, PR
Guantanamo Bay, Cuba
Venice, Italy
Valletta, Malta
Toulon, France
Pallensa Bay, Majorca
Rhodes, Greece
Alanya, Turkey
Savannah, GA
Argentia, Newfoundland
Alexandria, VA as a Reserve Ship
And, finally, Charleston, SC as a museum ship.

I'm sure I've missed a bunch but this is only a six hour cruise.

Seeing her there gliding along at a stout 10 knots, she remembers her sister ships D.H. Fox, Lowry, Allen N. Sumner, Stormes, O'Brien, Meredith - Sunk at Normandy when she was only a few months old, the Barton, Walke, and so many others. She also remembers the ships that she escorted or fought alongside. Ships like Yorktown, Independence, Intrepid, Randolph, Ranger, Roosevelt, Valley Forge, Forrestal and she was the first ship to escort the brand new nuclear carrier Constellation.

She remembers her skippers Julian Becton, Waters, Cotton, Rogers, Tazewell and many more. She remembers her crews who were just boys when they came aboard but she turned them into men. Men who went on to live successful lives and were examples of what my old skipper, Capt. John Tazewell would say they had, "the Laffey Tradition".

She turned out a great bunch of officers too. Many of her Ensigns remained in the Navy and became Commanders and Captains who ultimately commanded their own ships.

She is a proud ship and she should be. She has earned it.

The Laffey will be here for many generations to come. She will show visitors to Patriots Point what bravery, pride and respect for our flag and country really is.

We have some children and grandchildren of Laffey Sailors aboard today. It will be up to them to carry

on the work party tradition to keep our lady the best looking ship at Patriots Point and in the Navy. We can't forget Alex and the crew of Charleston Explorer for the generous donation of their time for this early morning cruise. Alex really gave us a good break on the cost.

Last but not least, Schuyler Kropf of the Post and Courier for his coverage of the saga of the Laffey. Schuyler, please give Alex a plug in your next article.

Have a nice trip and enjoy the beautiful sight of a beautiful ship in the morning light. Also enjoy the nice breakfast too.

Thanks for coming and I hope you enjoy yourselves.

Let the word go out to all Destroyer Sailors

Sonny Walker sent the following letter to Tin Can Sailors. Hopefully it will be included in their quarterly newspaper.

Saving the LAFFEY

At 0715 on August 19, 2009 a dream came true. The call went out "Let Go Forward, Let Go Aft" and the museum ship USS LAFFEY DD-724 was pulled away from her berth at PATRIOTS POINT MARITIME MUSEUM in Mt. Pleasant, SC for the first time in 18 years. She was being moved up the Wando River to the DETYENS SHIPYARD to have her bottom replaced. There were 67 former shipmates, family members, USS RICH former shipmates and one or two Tin Can Sailor members (actually, most of us are members of TCS too) gathered aboard the CHARLESTON EXPLORER to escort this gallant ship to the dry dock.

The LAFFEY began taking on water in December of 2008. Divers were called in to put on soft patches to stop the 2,000 gallons of seawater per minute from entering the forward engineering spaces and sinking her right at the pier. We were called by the Director of Patriots Point to come and see for ourselves the plight of our ship. Four of us met at the ship after driving many hours all night to see for ourselves. After going below into the forward fire room and seeing the keel and some of the ribs rusted almost through we thought she was finished. The great people of PATRIOTS POINT

refused to take that as an option. They worked 24 hours a day to keep her afloat.

The call went out for donations to help save THE LAFFEY. It was answered by many of the members of TCS and various ships' associations. Over \$30,000.00 was collected almost immediately. Sadly, the cost became an overwhelming 9.2 MILLION dollars. We had to get the funds from the government of South Carolina. In June we were called to Charleston again to meet with and give a tour of the ship to Converse Chellis, the treasurer of South Carolina. Upon seeing the engineering spaces for himself, he immediately called members of the board to get the needed votes to approve the loan to Patriots Point. The vote was taken and approved at the end of June to give the money to SAVE THE LAFFEY. "THE SHIP THAT WOULD NOT DIE" would again get another chance.

The LAFFEY was attacked by 22 Kamikazes at Okinawa on 16 April 1945. She shot down 9 and was hit by 5 planes and 4 bombs. She had 32 shipmates killed and had 71 wounded. She was awarded the Presidential Unit Citation for her actions.

Patriots Point contracted a Massachusetts company to get the ship prepared to make the trip. Under the direction of Joe Lombardi she was readied to go. They had to suspend her machinery with cables and straps that were suspended from eye bolts that were connected to heavy "H" beams on the main deck. This was done to keep the weight off of the fragile bottom. It was quite an impressive piece of engineering. They also put 12 emergency pumps aboard and a huge generator to provide the power to run the pumps and the lights below deck. Luckily, the pumps were not needed and she arrived with her bilges dry!!!

The shipmates and guests chartered the CHARLESTON EXPLORER to escort the grand old lady to the yards. At 0630 on the 19th of August we gathered aboard to witness a piece of history. Among our crew was two of the WWII crew that helped save her 64 years earlier. Dan Essig CS1/c (purple heart) and Wilbert Gauding MM2 were there to see her almost destroyed by the Japanese and years later almost sunk by time and salt water, were happy to see her travel safely to the yards.

At 0715 she cast off and started out to the channel. As she cleared the pier a loud cheer erupted from all aboard the CHARLESTON EXPLORER. The

cheer was heard aboard THE LAFFEY by Mr. Lombardi and the workers from PATRIOTS POINT. He sent me an e-mail the next day and said it was really a moving experience to hear us cheering like that. I must say that emotions were running very high on our boat also. I don't think there was a dry eye aboard. Our chests seem to swell with pride when we saw her being turned into the channel by the tugs. As she moved up the river at about 10 knots we actually saw a small "Bow Wake". We were so excited that we didn't seem to see the tow line from the tug ahead of her. It was as if she was underway again under her own power. I know that old TIN CAN SAILORS can understand how we felt seeing her gliding through the water again and knowing that she was feeling free from her moorings again, at least for a few hours. We arrived at the yards and she was tied up at the pier waiting until the dry dock was readied.

They are putting a new bottom of 3/8" steel sheet from bow to stern running 1 foot above the water line. They are also replacing the rusted out portions of the keel and the ribs. This should keep her around for 20+ more years to show the visitors from all over the world how these ships fought against the enemies and the seas and also what it was like to be in the REAL NAVY.

I want to take this time to thank everyone that donated when the call went out. Now you must know that the money that was given to Patriots Point from the South Carolina government was an 18 month loan. That means it has to be paid back. We must remember that THE LAFFEY is the last SUMNER CLASS destroyer left and we must do everything we can to help PATRIOTS POINT pay this loan off.

We need everyone to contact your representatives in Washington to approve giving Patriots Point the funds needed to pay back the loan to the state. Or, send any donations to the SAVE THE LAFFEY FUND.

Please send any donations that you can to:

SAVE THE LAFFEY FUND, AND MAIL TO:
PATRIOTS POINT DEVELOPMENT AUTHORITY
40 Patriots Point Road
Mt. Pleasant, SC 29464

Thank you
Sonny Walker
President – USS Laffey Association

EDITOR'S NOTE: Let's all acknowledge how fortunate we are to have such an individual as Sonny Walker at the helm, of the USS Laffey Association. His never-ending efforts in maintaining both the ship and our membership deserve a much earned thank you from all of us. So, send him an e-mail of thanks, give him a phone call and tell him how much he is appreciated, or the next time you see him pat him on the back and look into his eyes: I'm certain he'll know why you are doing so.

A Big Thank You to Joe Luque From the Editor

In early September, Sonny Walker informed me that he had recently received a sizeable donation for future work parties. The donation came from Joe Luque who has attended every work party held in the last few years. Joe was a career sailor having served on many Sumner and Gearing class tin cans. What makes his donation so noteworthy is the fact that he did not serve aboard the Laffey....and the amount of his donation: Joe Luque has given the "Work Party Fund" \$724.00!! I'm certain that this will help us immeasurably once we get the ship back to Patriots Point and get our hands on her once again. Thanks, Joe, for your generosity and your concern about The Ship That Would Not Die. Sonny has all of your future work party duties already planned (Stay Healthy)!!!

Now..... let's hear it from those who were there!

After the August 19th movement of the USS Laffey to the yards/dry dock, we asked those onboard the Charleston Explorer who accompanied the ship on her journey to provide us with some thoughts on their emotions during the transit. A few responses are provided as follows:

"A great honor being part of escorting the Laffey to the yards for her new facelift. Enjoyed seeing old shipmates and family. Many thanks to Sonny for all his hard work." **Harvie (SMSN-1962) & Karen Peet**

"With the exception of the 5:00 AM reveille and the escort boat boarding in the morning pre-dawn haze, the experience of the USS Laffey move was great.

One spectacularly great moment came when the pushing and towing tugs had her moving upstream. The Laffey really looked good as I focused on just our ship and tried to ignore the tugs. I shouted to the tugs and those around me: Come on! Kick it in

the ass! Let's see a bow wave. AND IT HAPPENED! The bow wave appeared!

Granted, it wasn't much, but it was there. The bow was carving the river water. It grew a bit larger and was accompanied by a couple more small waves behind it...And it continued all the way to the shipyard.

Amazing! Happiness can be little things." **Ray Broll, FTSN-FT2, Laffey Crewman 1955-1957**

"I was one of the four USS Rich crew members who had the opportunity to observe the movement of USS Laffey from Patriots Point to dry dock. To say the least, this was an inspirational event for me. When I saw her underway a big lump came in my throat. I can only imagine how the Laffey crew must have felt.

A friend of mine, Shelly Cooper, who accompanied me on the trip, put together a heartwarming DVD for the Laffey Association. She sent it to Sonny Walker so the Laffey crew could enjoy it at the October reunion.

May your seas always be calm." **Hoot Gibson**

"To see Laffey, the great Lady she is, to be pulled from the pier was awesome. There were many tears of joy, just knowing she will not die, but continue to represent the Navy and all those who served and worked aboard her for many years to come. The weather was great, the boat ride was great, our berthing for the two nights was great, the food was great, and the whole experience was just CHIEF class. That's one step higher than First Class (**Editor's note**-This included comment was directed to the editor of this newsletter and should be dismissed as typical CPO idle chatter!!! Bob Wampler, IT1 USNR-Retired)

May God Bless the Laffey, the Laffey Association, and May God Bless America."

Thank you to all who made this possible. **Billy the Boot Bossard, RMC USNR-Retired**

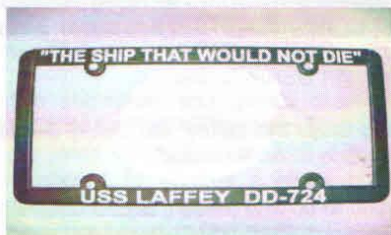
"The first thing I thought about when the "Old Girl" was pulled away from her moorings was it was the first time in 47 years I had seen her underway and she was riding high and proud. It really made an impression of how fleeting time is and how important it is we save this monument to the "Greatest Generation" and the history she

represents. God Bless America and the valiant crews of the Laffey and all who serve. I am very proud to be a part of her tradition along with my fellow shipmates." **Steve Smith, SOG2, Crew of 1960-1962**

"I thought that, through the whole movement, from the time we first heard of her taking on water to the trip up the Cooper River, what a majestic and graceful lady she was. The USS Laffey still commands the dignity and respect of all who view her, instilling in all of us the will to fight to the bitter end and to accept No Defeat. She was a pretty sight to behold, gliding up the river unencumbered. Thanks to all who had a hand in expediting her repair. It will be appreciated for many years to come." **EN2 James F. Garner, USS Henderson DD-785, USS Guam, LPH-9, 72-76 and Tin Can Sailors – Lifetime Member**

"After waking early and boarding our chartered craft before dawn for the movement of the Laffey to the dry dock, I felt a profound sense of pride not just in the ship but for all those who were there to honor her journey. There were tears of joy and happiness that the ship was actually being saved but I also had an experience that I'm certain all of the others did as well: Watching the Laffey slice through the water that morning made me feel that nothing had changed and I and we were all still onboard her even though many years had passed since we were "her tin can sailors". Thankfully the Laffey will be available for future generations to learn from...It is "the ship that would not die". **Bob Wampler, Editor Laffey News, 62-65, IT1 USNR-Retired**

NEW AUTO PLATE FRAME NOW AVAILABLE!



During the reunion, I (Bob Wampler) took orders for 35 of the above shown new plastic plate frames. These custom frames are being made on a multiple quantity order basis only for the prices we will be charged. The cost per frame is \$10.00 with direct to you shipping and handling included. Of that price, one dollar will be set aside to help fund our soon to

be announced Laffey Junior Sailor Program and to help with our coincidental attempts to increase Associate Membership in the Laffey Association. More on the latter will be in a future newsletter. In other words, each \$1.00 we net from this promotion will become "seed money" for developing future growth in our membership.

This membership expansion will be something that is essential now that "The Ship That Would Not Die" will, seemingly, last longer than we who served onboard her!!

So, let's get these frames on your cars, your children's cars, your relative's cars, your friend's cars, and any other car that will allow you to put one on it!!

Please send any order for this new auto plate frame to the following address along with your check for however many you want to purchase at \$10.00 each:

Bob Wampler, Editor Laffey News
USS Laffey Association
100 Landing Lane
Bluffton, SC 29909

To simplify the accounting/bookkeeping the check should be made out to Bob Wampler. I will then issue two checks, one to the supplier for his direct shipment to you and one to our Treasurer, George Kessler, for the seed money donation. I will group together your individual orders to assure that we get the custom plate frame at the price quoted by the supplier. For those who ordered the frames during the reunion, the supplier is currently working on your frames and you should have them shortly.

More bad news for Patriots Point

The below shown article appeared in the October 21st edition of the local Charleston SC newspaper

Navy on Yorktown: Fix it or junk it

Estimated cost for dry dock and repairs more than \$100 million

By John McDermott
The Post and Courier
Wednesday, October 21, 2009



Photo by Wade Spees

The Navy told the Patriots Point Development Authority to either repair or dispose of the Yorktown; agency head Dick Trammell said, 'Disposal is not in our vocabulary.'

MOUNT PLEASANT -- The aircraft carrier Yorktown played a heroic role in numerous battles for the Navy, from the time it was built in the 1940s until it was decommissioned in 1970.

But as the longtime centerpiece of the floating maritime museum at Patriots Point, the inactive warship has been slowly losing a silent, corrosive and very costly war with nature.

Officials at the military attraction estimated Tuesday that it would cost more than \$100 million to dry dock and repair the ship's deteriorating steel hull. It's money that South Carolina does not have.

The long-simmering problem came to a boil as the Patriots Point Development Authority discussed a letter it received from the Department of the Navy about the deteriorating condition of the donated ship.

In short, the Navy has given the state agency two options for dealing with the Yorktown: Either put the vessel in dry dock so its rusting hull can be fixed or submit a plan to dispose of the aging ship.

"Disposal is not in our vocabulary," said Dick Trammell, executive director of the authority.

Trammell said the early estimates for dry docking the Yorktown run between \$100 million and \$120 million. And that figure does not include the millions of dollars in dredging and other work that would be required to prepare the ship for a move from its longtime berth.

"If anyone would like to write us a check, the bank is open," Trammell said.

He said the ship is not in danger of sinking -- it rests in 26 feet of mud -- and that the oil that is still on board poses no immediate environmental threat. He said the main area of structural concern is near the Yorktown's bow, just above the waterline.

"It is definitely a long-term problem," he said.

The deferred maintenance expenses facing the Yorktown and ships at other naval museums raise some difficult and emotionally charged questions that can't be put off much longer, said John Hagerty, chairman of the development authority.

Hagerty said it remains to be seen "what the will of the people is to keep this memorial going."

"I think the will of the people will always be to honor our veterans," he said Tuesday. "But the question is, How much are we willing to pay to honor them?"

The Yorktown

Some background on the ship:

- The 10th aircraft carrier to serve in the Navy.

Length: 888 feet.

- Built in 16 1/2 months in Newport News, Va. Commissioned on April 15, 1943

• Participated significantly in the Pacific Offensive that began in late 1943 and ended with the defeat of Japan in 1945. Received the Presidential Unit Citation and earned 11 battle stars for service in World War II. Much of the 1944 Academy Award-winning documentary "The Fighting Lady" was filmed aboard the Yorktown.

- Recovered the Apollo 8 astronauts and space capsule in December 1968.

- Decommissioned in 1970 and placed in reserve. Towed from Bayonne, N.J., to Mount Pleasant in 1975.

Patriots Point, which has borrowed about \$9 million to dry-dock and repair leaks to the destroyer Laffey, is not alone in dealing with wear and tear of saltwater on in-water attractions. Trammell said the Navy has put most other museums that house inactive military ships "on notice" about overdue maintenance.

In a letter to Hagerty dated June 18, Rear Adm. J.P. McManamon of the Naval Sea System Command said that as part of the Navy's 1974 agreement to donate the Yorktown to Patriots Point, the state assumed "all ownership costs," including renovations, repairs and disposal.

McManamon also said the Navy is prohibited by law from providing financial assistance for any of its donated ships. The letter did not cite any penalties should Patriots Point fail to comply with the request for written details of a repair or disposal plan.

A spokeswoman for the Naval Sea Command could not be reached for comment Tuesday.

A formal response to McManamon's letter, which was sent with other correspondence to state and federal lawmakers, is expected to be ready next week.

"What they're saying is, place the Yorktown in dry dock," Hagerty told board members at a meeting on board the ship Tuesday. "What I'm saying is, we can't do that right now."

The Yorktown has not been placed in dry dock for maintenance since it was towed to Patriots Point about 34 years ago.

Mount Pleasant acting Mayor Kruger Smith, attending his last meeting as a member of the development authority, described the unfunded mandates spelled out by the Navy as "absurd." Other board members agreed.

USS LAFFEY DD-724 ASSOCIATION OFFICERS AND STAFF

Edgar "Sonny" Walker..... President
Jim Cox.....Vice President
George Kessler..... Treasurer
Julie Becton..... Secretary
Lyle "Pete" Lacore..... Membership Chairman

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Newsletter Staff

Bob Wampler.... Editor and Circulation Manager

FROM THE MEMBERSHIP CHAIRMAN

Please be reminded that the Board of Directors of the USS Laffey Association voted to have all dues payable on the 1st of January of each year. This will eliminate the confusion surrounding when to send your membership dues. For those who have not yet paid their 2009 annual dues, please remit \$25.00 to Mr. Pete Lacore at the address shown in the Laffey News Notes Section.

EDITOR'S COMMENT: The Laffey News is intended for distribution to active membership and is included in your membership dues.

LAFFEY NEWS NOTES:

- Please notify the editor (Bob Wampler) of any change in your address and inform him of any spelling or numerical errors that are contained on your newsletter mailing label. Changes and corrections should be sent to the editor whose address is shown on the back page of this and every edition of the Laffey News (or call and leave a message at 843-705-2296). You should also include a **new phone number** if your address changed.
- USS Laffey Association Membership Applications can be found at our website: www.laffey.org. Please encourage others to join or rejoin our dedicated and proud membership!
- Annual \$25.00 membership fees, life membership fees, and new membership \$25.00 fees should be in the form of a check or money order made out to the USS Laffey Association and then sent to Mr. Pete Lacore, Membership Secretary, 117 Confederate Drive, Cynthiana, KY 41031. For membership questions please phone Pete at (859)-234-2451.

Your Voice for the Navy ...From Military.com

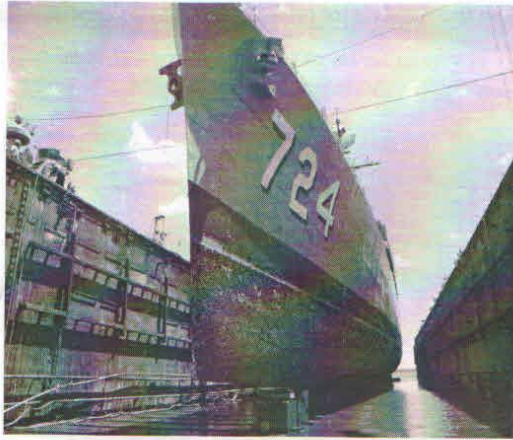
Torpedo? The self-propelled torpedo, which gets its name from the eel TORPEDO ELECTRICUS, was invented by Robert Whitehead in 1868, a number of years before a practical submarine was developed.



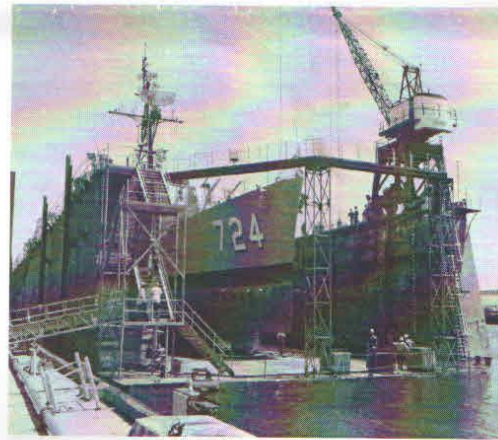
USS Laffey on morning of ship's movement



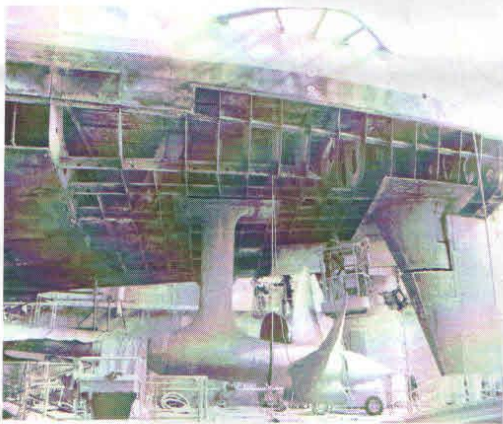
USS Laffey in transit to dry dock



The USS Laffey in Dry Dock



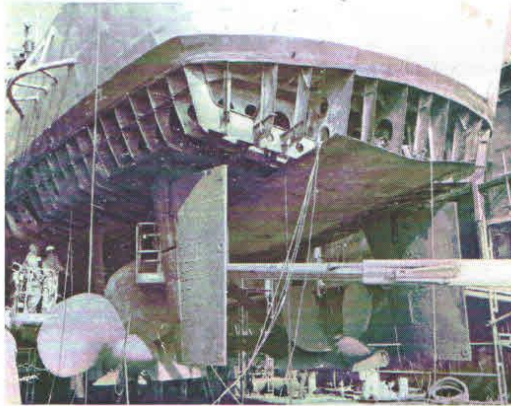
Our Laffey is about to be restored



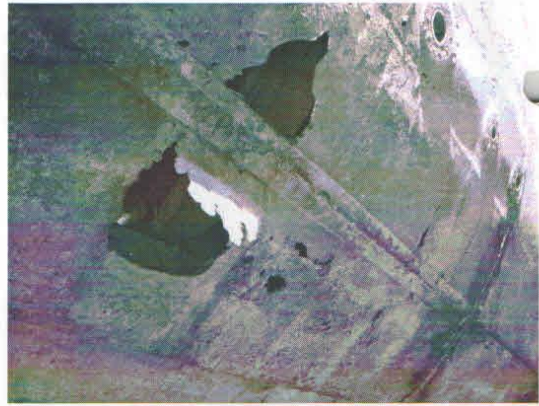
Laffey work proceeds



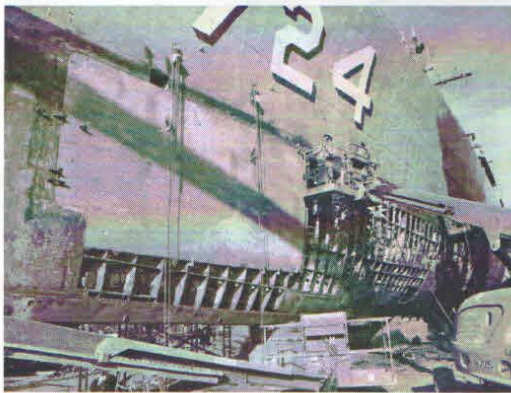
High and dry out of the water in the dry dock



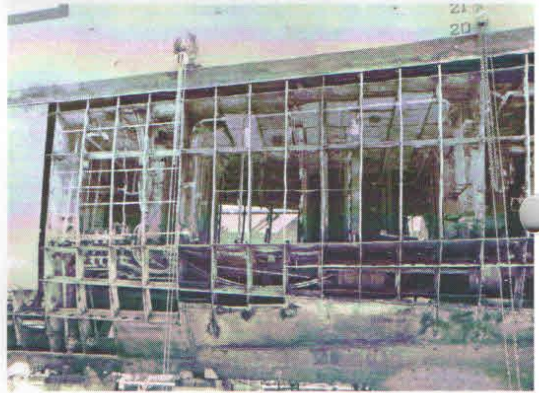
Back of the ship.....exposed!



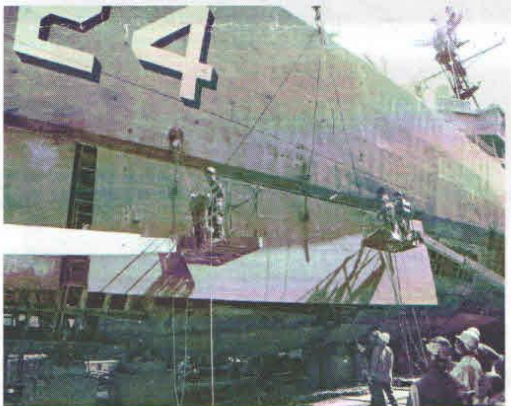
And the reasons for repair are???



Side steel plate work continues



View of side of USS Laffey



Side steel plate installation



Work being done on the bottom of the Laffey

Ship's Store

Ships Store - as we have known of it in the past - no longer exists. In place of maintaining our own inventory and charging shipping costs, we have made arrangements with **KT Creations** to provide us with various ship store items.

Prices will be slightly higher. However, the additional costs will be offset by (1) pricing will include shipping and handling costs, (2) **KT Creations** will refund 12% of sales to the Association, and (3) we will not have to invest money in maintaining an inventory.

Pricing for some typical items are:

Polo shirts with pocket \$33



Polo shirt with your name on right side \$38

Jacket- Navy blue, 100% nylon, flannel lined, snap front \$42



Jacket with small ship design on back and name on front on right side. \$47

Jacket, \$71

with large design on the back of the jacket. Smaller design on the front and name on the front included. Motto of "Ship that Wouldn't Die" on the back too

Sweatshirt- Navy blue, long sleeve pullover \$33

Sweatshirt with name on right side \$38

Ball cap- Navy with gold lettering and ship design (the photo is \$20 and of better quality) \$15 and a \$20 one



Visit the website at: **KT Creations** to view the merchandise and order:

www.ktcreations.pages.qpg.com

If you are not comfortable ordering off the website, mail your order by using the [order form at this link](#)

(Editor's Comment - Prices shown above are per the current Laffey website pricing. Always verify pricing with KT Creations when placing any order for Laffey ship's store items.