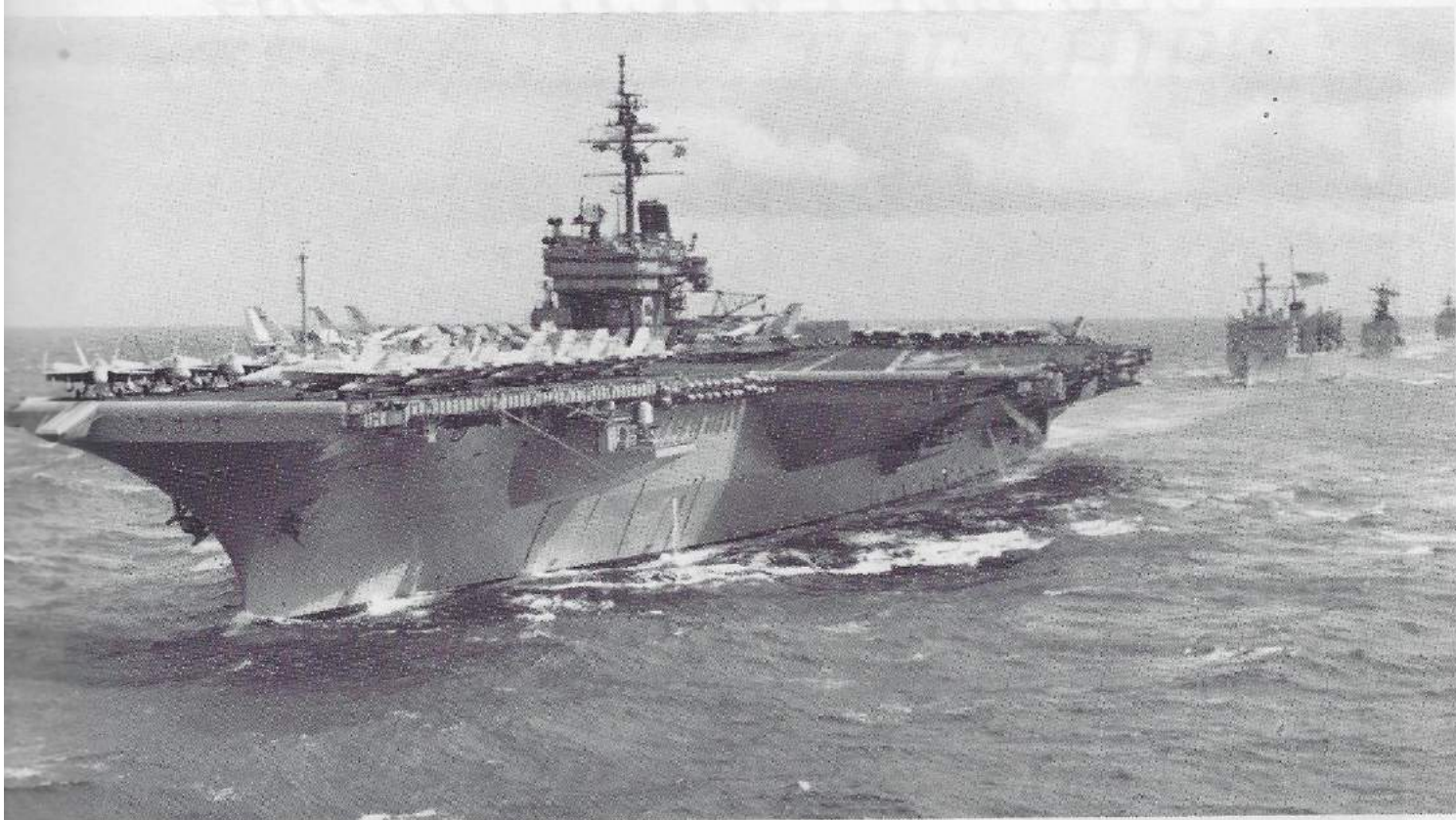


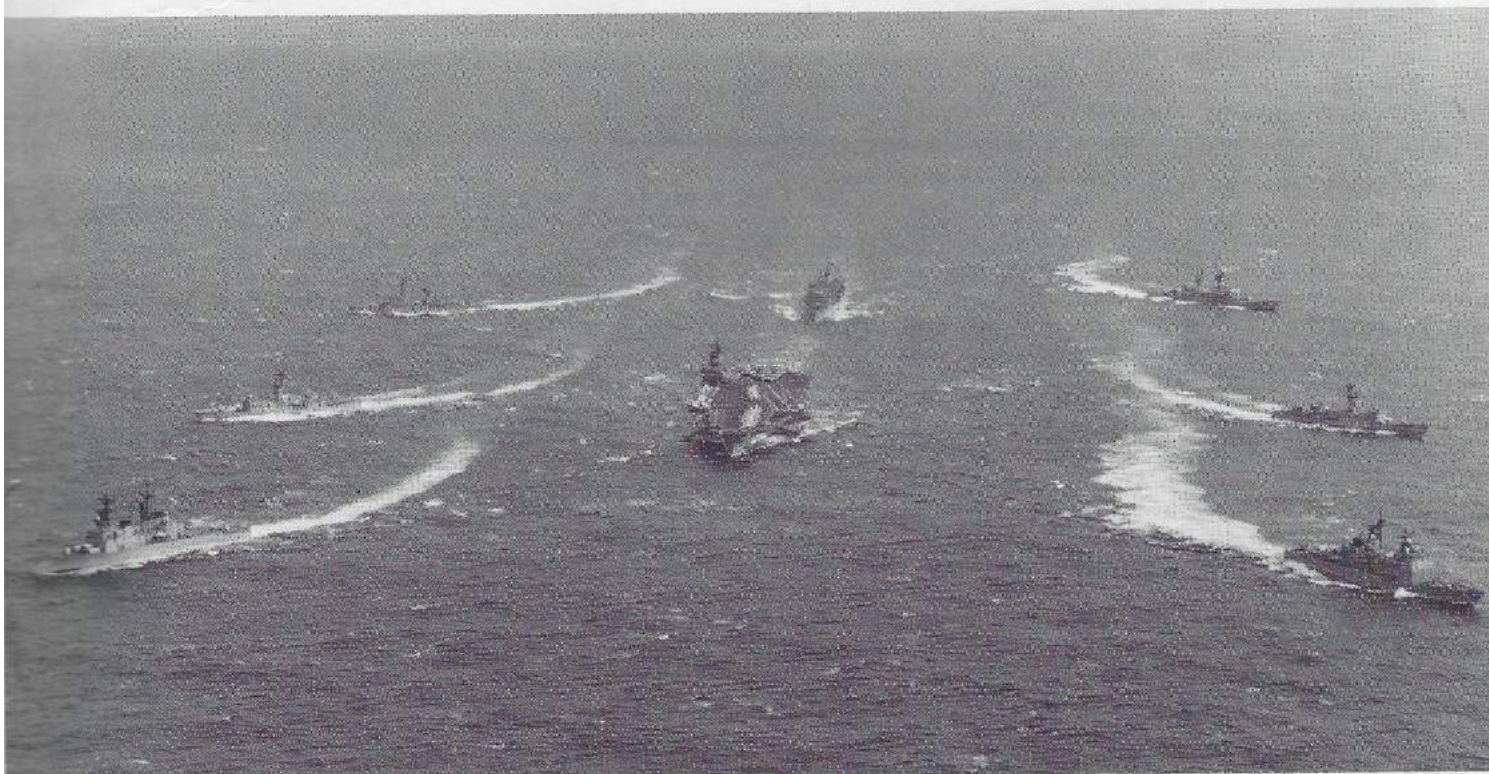
USS LEFTWICH
DD-984



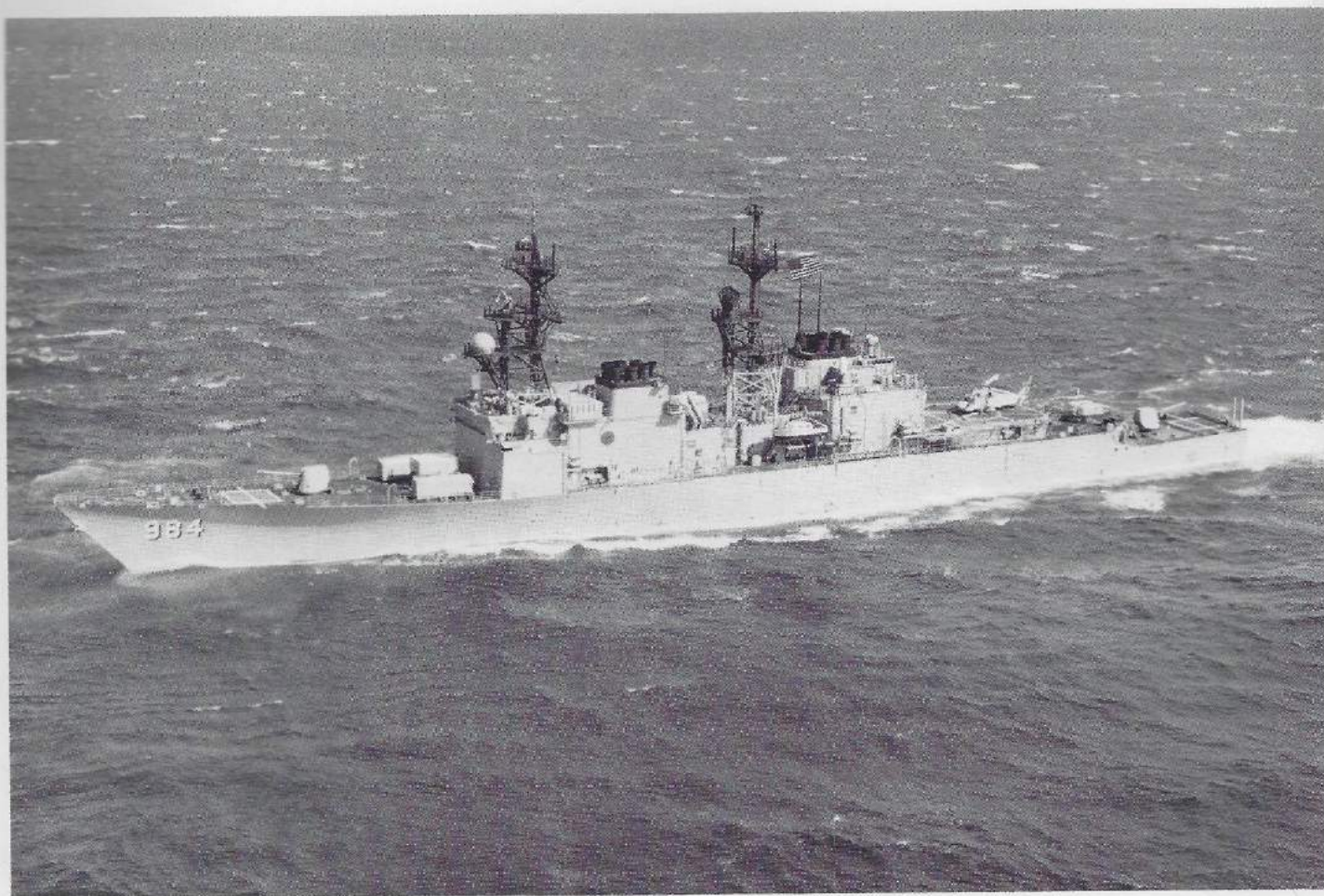
WESTPAC
1989



BATTLE GROUP DELTA



USS LEFTWICH DD-984



USS LEFTWICH (DD 984) is the twenty-second SPRUANCE Class Destroyer to be designed and built by Ingalls Shipbuilding Division of Litton Industries in Pascagoula, Mississippi. Homeported in Pearl Harbor, Hawaii, LEFTWICH is assigned to Destroyer Squadron Twenty-Five.

SPRUANCE Class Destroyer is unique among today's warships in that it is the first major class to be powered strictly by gas turbine engines. LEFTWICH, as her sister ships, is powered by four General Electric LM-2500 engines. Designed originally for large aircraft (C-5A/747), these engines have been modified for marine use and produce 20,000 horsepower each. Her engines, in conjunction with twin controllable-reversible pitch propellers, are capable of moving LEFTWICH through the water at speeds in excess of 30 knots and give her a degree of maneuverability unequalled by any other warship her size. LEFTWICH'S electrical generation plant is also driven by gas turbine engines (three Allison 501's) which are designed to output 200 KW each.

Crew comfort and habitability were also of prime consideration in LEFTWICH'S design. Berthing areas are spacious and considerable care was taken to equip the ship with features uncommon to most destroyers. Such features include a ship's library, crew lounge, a well equipped gymnasium and many other items at crew's comfort.

As a highly versatile multi-mission destroyer, LEFTWICH is capable of operating independently or in company with amphibious or carrier task forces. Although equipped to handle a wide variety of mission areas, LEFTWICH'S primary missions are Anti-Submarine Warfare (ASW) and Strategic Strike Operations. LEFTWICH possesses some of the most advanced ASW equipment coupled with extensive sound silencing features to facilitate her accomplishment of these complex and demanding tasks. The ship is equipped with a sophisticated bow-mounted sonar, the SQS-53A, that is capable of active or passive detection and tracking of submarine contacts. In addition to her sonar, LEFTWICH'S ASW weapons suite consists of one or two helicopters, an Anti-Submarine Rocket (ASROC) launching system and two triple barreled Mark 32 torpedo tubes. All of these systems integrate with a digital computer system, the Naval Tactical Data System (NTDS). For the Strategic Strike mission area, LEFTWICH is equipped with TOMAHAWK, the Navy's latest cruise missile system. This integrated combat system with its enhanced target information processing capability and resultant reaction time provides LEFTWICH with an accurate, long-range strike capability against surface targets unprecedented in destroyer-sized ships.

LEFTWICH also boasts two 5-inch/54 caliber Mark 45 fully automatic gun mounts controlled by the digital Mark 86 Fire Control System. Additionally, the Harpoon antiship cruise missile, NATO Seasparrow consolidated into the weapons suite providing offensive and defensive firepower. Integrated with NTDS, these systems allow LEFTWICH to excel in her secondary missions of Naval Gunfire Support, Surface Warfare, and Anti-Air Warfare.

USS LEFTWICH



DD-984

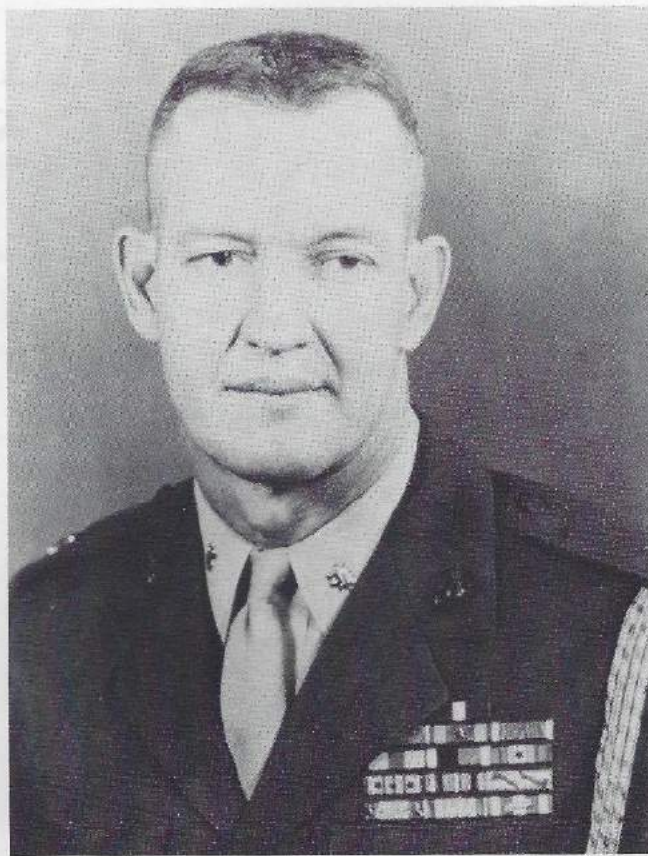
THE SHIP'S CREST

The colors blue and red are symbolic of loyalty and courage, attributes of Lt. Col. Leftwich who was killed in action in Vietnam. The areas of blue refer to the lowlands or delta areas of Vietnam and the yellow sections rising toward center allude to the highlands. The chevron-like shape, simulating a mountain, stands as a symbol of Lt. Col. Leftwich's courageous effort during an emergency extraction by helicopter from enemy infested territory during which he met his death. The vertical band refers to the numerical designation of the First Marine Division, the organization with which he served. The gold stars allude to the awards of the Legion of Merit, and the silver star in base to the posthumous award of the Silver Star Medal.

The gold cross patty represents the award of the Navy Cross. The trident and dolphins are symbolic of vigilance and maritime dominance.

SHIP DESIGN CHARACTERISTICS

| | |
|--------------------|--|
| Built By | Ingalls Shipbuilding Division of Litton Industries Pascagoula, Mississippi |
| Keel Laid | 12 November 1976 |
| Christened | 27 May 1978 |
| Commissioned | 25 August 1979 |
| Sponsor | Mrs. Jane (Leftwich) Michael |
| Length | 563 Feet 4 Inches |
| Beam | 55 Feet |
| Draft | 30 Feet |
| Displacement | 8500 Tons |
| Complement | Officers-21 Enlisted-310 |
| Speed | 30 Knots |
| Armament | Two 5 inch 54 Caliber Gun Mounts MK 112 ASROC Launcher Two MK 32 Torpedo Tubes NATO Seasparrow Harpoon Close In Weapons System (CIWS) Tomahawk |
| Aircraft | One SH-3 or Two SH-2 Helicopters |
| Propulsion | Four General Electric LM 2500 Marine Gas Turbine Engines (Total - 80,000 Shaft Horsepower) |



LCOL W. G. Leftwich, Jr., USMC

Lieutenant Colonel William G. Leftwich, Jr., was born on April 28, 1931 in Memphis, Tenn., and graduated from Central High School in that city. He was commissioned a Marine Second Lieutenant on June 5, 1953 upon graduation from the United States Naval Academy. As brigade captain in his senior year at the Naval Academy, he was specially commended at graduation for exemplary officer like qualities which contribute "to the development of naval spirit and loyalty within the Brigade."

Upon entering the Marine Corps, he completed The Basic School at Marine Corps Schools, Quantico, VA., in January 1954, and later served as a rifle platoon commander with the 2nd Marine Division at Camp Lejeune, N. C. During 1955-56, he served with the 3rd Marine Division on Okinawa. On his return to the United States, he was stationed at Camp Pendleton, California, where he was promoted to captain in July 1957. He then began a three-year assignment at the Naval Academy, serving as a company officer. An excellent athlete himself, he also voluntarily performed collateral duty as assistant varsity tennis coach and battalion football coach.

In 1960, he rejoined the 2nd Marine Division, serving as a company commander until 1962 when he was named aide-de-camp to the Commandant, Marine Corps Schools, Quantico. He was promoted to major in July 1964. He later completed a course of study in the Vietnamese Language prior to reporting for duty in Vietnam in January 1965 as Assistant Senior Advisor to the Vietnamese Marine Brigade.

Joining Task Force Alfa, he participated in 27 major operations against the Viet Cong in the central highlands of Vietnam, and spent more than 300 days in the field. He was wounded in the battle of Hoai An, March 9, 1965 and, besides the Purple Heart, was awarded the Navy Cross for extraordinary heroism. According to his citation, he "... played a major part in all phases of the successful relief of the village of Haoi An, which was under heavy enemy attack by two Viet Cong battalions ... By his own personal example ..., he led the attack ... Despite injuries by enemy machine-gun bullets in the back, cheek, and nose, he went to the aid of a mortally wounded comrade ... and delayed his own evacuation until he could call for

additional air strikes and brief the task force commander of the situation."

He returned to the United States in January 1966, served as an instructor at the Basic School, then completed the Command and Staff College in June 1967 and was promoted to Lieutenant Colonel in November 1967 while serving as a systems analyst with the Manpower Management Information Branch, G-1 Division. He later became head of the Systems Analysis Section.

In 1968, LtCol. Leftwich was selected by the Under Secretary of the Navy to be his Special Assistant and Marine Corps Aide. He served in this capacity under the Honorable Charles F. Baird, and Mr. Baird's successor as Under Secretary of the Navy, the Honorable John W. Warner.

In April 1970, he began his second tour of duty in Vietnam, serving initially as an infantry battalion commander with the 2nd Battalion, First Marines. On June 30, he assumed duty as Commanding Officer of the 1st Reconnaissance Battalion, 1st Marine Division (Reinforced).

On November 18, 1970, LtCol. Leftwich was killed in a helicopter crash during an emergency extraction of one of his reconnaissance teams. In accordance with his practice of accompanying every emergency extraction called for by his reconnaissance teams, he was serving as senior "extract officer" for such a mission on the day of his death. The team had incurred casualties and requested an emergency extraction from enemy-infested territory in an area beginning to be enveloped by dense fog. The team was extracted under LtCol. Leftwich's personal supervision, then, the helicopter began its ascent, it crashed into a mountainside in enemy territory, killing all aboard.

A partial list of his medals and awards includes: The Navy Cross, the Silver Star (posthumous), the Legion of Merit with Combat "V" and two gold stars, the Meritorious Service Medal, the Air Medal with one gold star, the Purple Heart with two gold stars, and various personal awards from the Republic of Vietnam.

LtCol. Leftwich was survived by his wife, the former Jane Ferrer, and two sons, William G. III, and Scott F. He was also survived by his mother, Mrs. Mattie H. Leftwich of Memphis. His father was deceased.



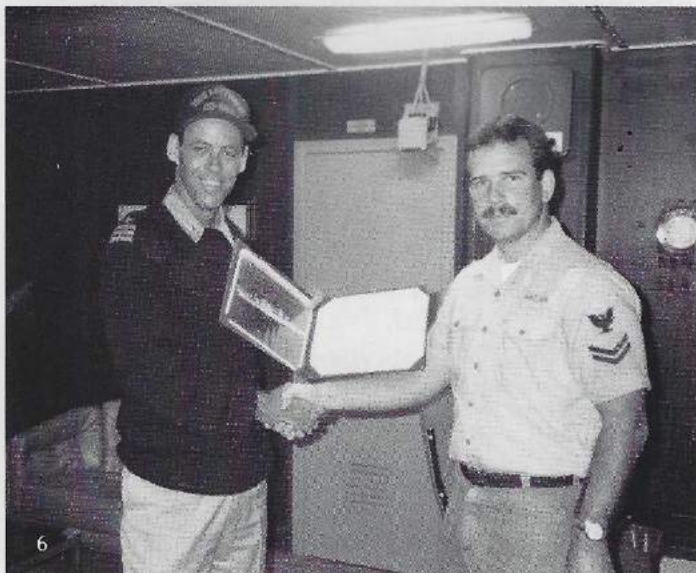
**“LEFTWICH
DEPARTING”
COMMANDER
D.R. BOWLER
(20 MARCH 1987-
2 MAY 1989)**

Commander Daniel R. Bowler, a native of Annapolis, Maryland, attended the U.S. Naval Academy, graduating with the class of 1970.

Following commissioning, he served aboard USS TURNER JOY (DD 951) as the Main Propulsion Assistant. From November 1971 to August 1973, he served as Engineer Officer and Executive Officer of USS WELCH (PG 93). Commander Bowler then attended Georgetown University in Washington, DC, in 1973-1974 as a participant in the Junior Line Officer Science Education Program (Burke Program), earning a M.A. in International Relation. Returning to sea in November 1975, he served as Engineer Officer, USS ALBERT DAVID (FF 1050) through August 1977. After attending the Prospective Engineering Officer Course at the Nuclear Power Training Unit in Idaho Falls, he reported for duty as an Engineer Instructor, Department Head Course, and Plant Manager, 1200 PSI Propulsion Plant Trainer, Surface Warfare Officers School Command where he served from 1978-1980.

From April 1981 to October 1982, Commander Bowler served as Executive Officer, USS QUELLET (FF 1077). Following this tour, he served as Chief Staff Officer, Destroyer Squadron Thirty-Three from December 1982 to June 1984. He then served as Fleet Schedules and Services Officer on the staff of Commander, THIRD Fleet from July 1984 to November 1986.

Commander Bowler's awards include Meritorious Service Medal, Navy Commendation Medal with Gold Star in lieu of second award, and the Navy Achievement Medal. He is married to the former Susan Maier of Adelphia, Maryland. They have two children, Shane and Brandy.



CHANGE OF COMMAND

02 MAY 1989



**"LEFTWICH
ARRIVING"
COMMANDER
P.M. GARRETT
2 MAY 1989-**



COMMAND AT SEA

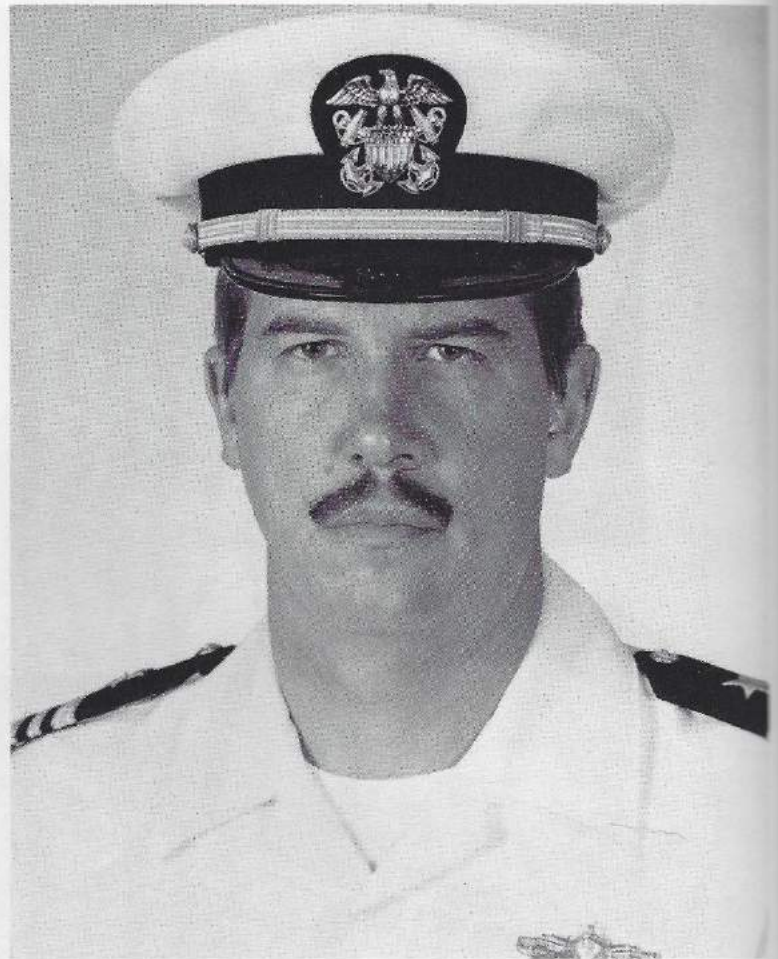


Commander Garrett received his commission in August 1972 via Navy ROTC at the University of Utah. His initial sea assignments were USS CHEWAUCAN (AOG-50) and USS HORNE (DLG-30) which included several deployments to the Sixth and Seventh Fleets. Following a tour as an instructor at the Surface Warfare Officer's School, Coronado he completed tours as Weapons Officer, USS O'BRIEN (DD-975) and Engineer Officer, USS LEAHY (CG-16). He then served in the Pentagon on the Staff of the Deputy Chief of Naval Operations (Surface Warfare) as Branch Head for New Construction Manpower, Logistics and Training Requirements. Returning to sea, Commander Garrett completed tours as Executive Officer, USS WORDEN (CG-18) and Chief Staff Officer for Commander, Destroyer Squadron Twenty-Five. While assigned to COMDESRON 25 he was ordered to command of USS RATHBURNE (FF-1057) as interim Commanding Officer pending arrival of the next regularly assigned Commanding Officer.

Commander Garrett's awards include two Meritorious Service Medals, two Navy Commendation Medals, the Navy Achievement Medal and various campaign and service awards. He is married to the former Kathleen Roll of San Diego and they have two children, Colleen and Devin.



**EXECUTIVE
OFFICER
LT
COMMANDER
R.R. ARNOLD
(MAY 1987-
DECEMBER 1988)**



Lieutenant Commander Richard Arnold, a native of Boongille, Missouri, attended the U.S. Naval Academy, graduating with the class of 1975.

Following commissioning, he served aboard USS FANNING (FF-1076) as the Gunnery Officer. LCDR Arnold then attended the Naval Postgraduate School in Monterey, California from 1978 to 1980. He earned an M.S. degree in Administrative Science. Returning to sea in October 1980, he served as Combat Systems Officer aboard USS MERRILL (DD-976) through 1984. In July 1984, LCDR Arnold reported as Assistant Officer in Charge of the COMNAV-SURFPAC/LANT Tomahawk Tactical Qualification Team. In September 1985, LCDR Arnold was transferred to Fleet Combat training Center, Atlantic, Dam Neck, Virginia as their first Cruise Missile Officer.

LCDR Arnold's Awards include the Meritorious Service Medal with Gold Star in lieu of second award and the Navy Commendation Medal. He is married to the former Jeannette Cutino of Monterey, California. They have two children, Katherine and John.



**EXECUTIVE
OFFICER
LT COMMANDER
T.S. KENNEDY
(29 DECEMBER 1988)**

Lieutenant Commander Kennedy enlisted in the Navy in July 1971 from Barrington, New Jersey and attended the Naval Academy Preparatory School at Bainbridge, Maryland. Graduated from the U.S. Naval Academy with the class of 1976, he was initially assigned as Gunnery Assistant on USS MITSCHER (DDG-35). His next assignment was Navigator on USS EL PASO (LKA-117).

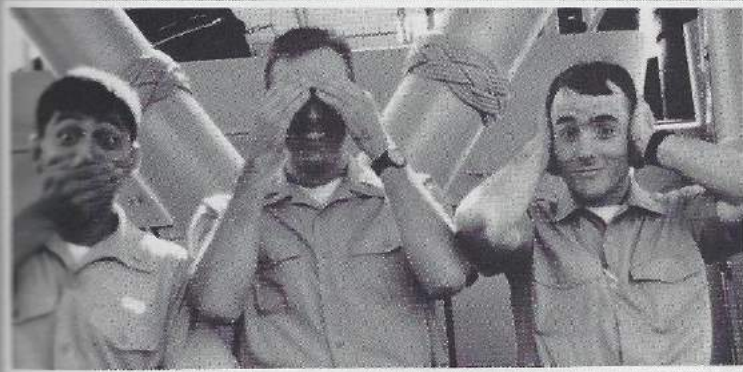
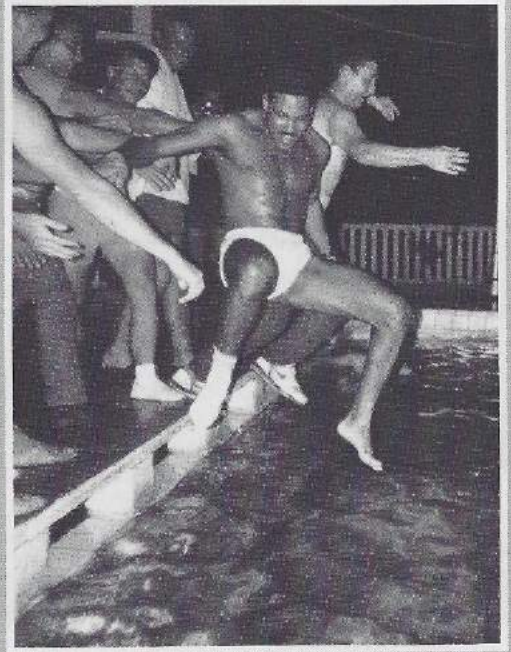
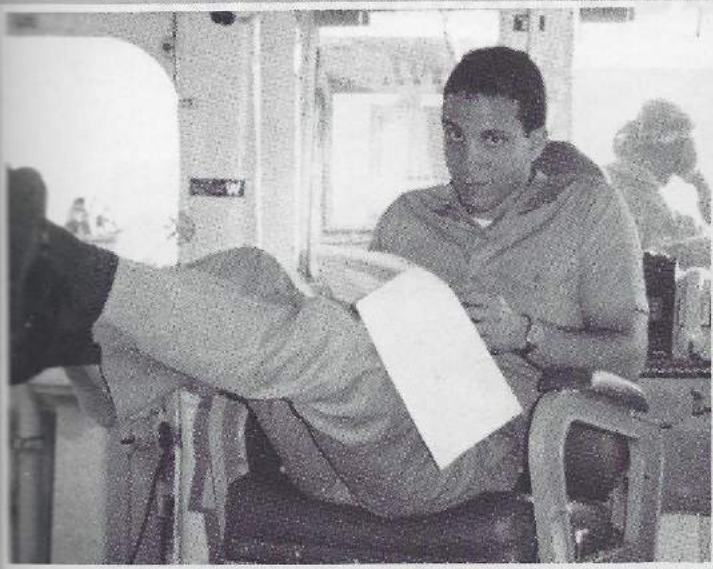
Following the Department Head course of instruction, Lieutenant Commander Kennedy completed 21 month tours as Weapons Officer, USS PETERSON (DD-969) and USS BIDDLE (CG-34). He then attended the Naval Postgraduate School at Monterey, California earning a M.S. Degree in Management. His next assignment was as Communications Officer on the COMIDEASTFOR Staff and later on the Consolidated Joint Task Force Middle East Staff.

Lieutenant Commander Kennedy's awards include the Army Achievement Medal, Joint Meritorious Unit Award, and various service awards. Lieutenant Commander Kennedy is married to the former Barbara Seeley of Bellbrook, Ohio. The Kennedy's have two children, a son, Sam, and daughter, Katie.

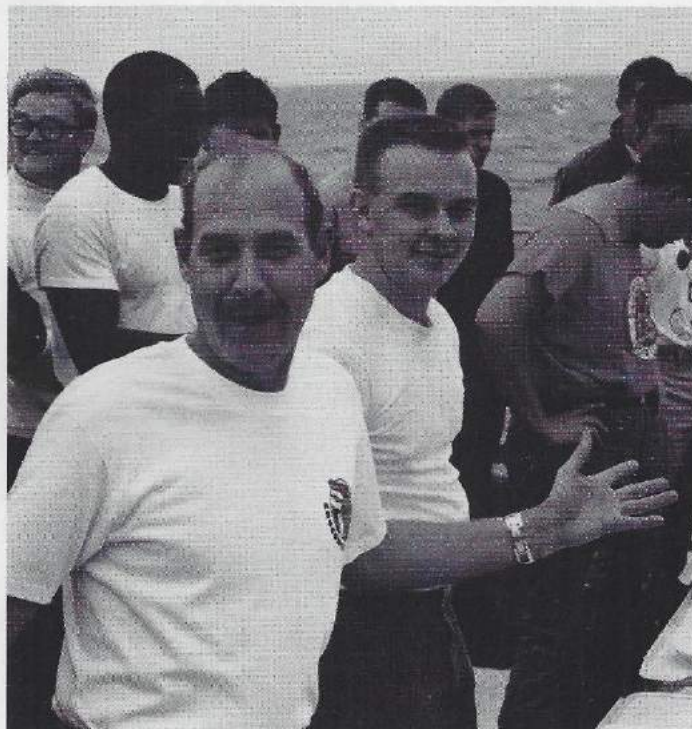
OFFICERS



AND GENTLEMEN

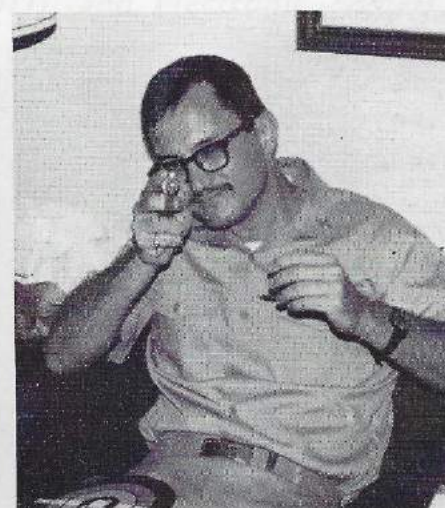
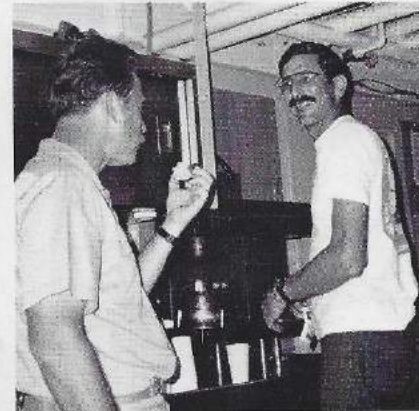
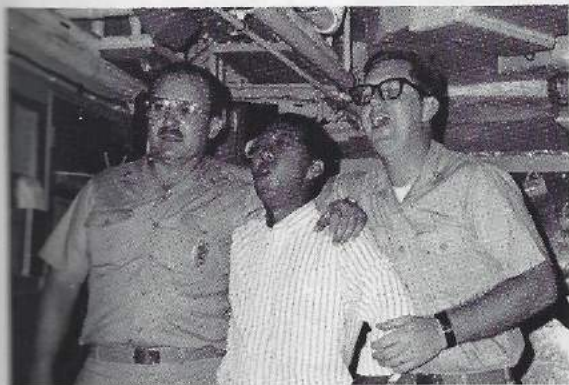


COMMAND MASTER CHIEF



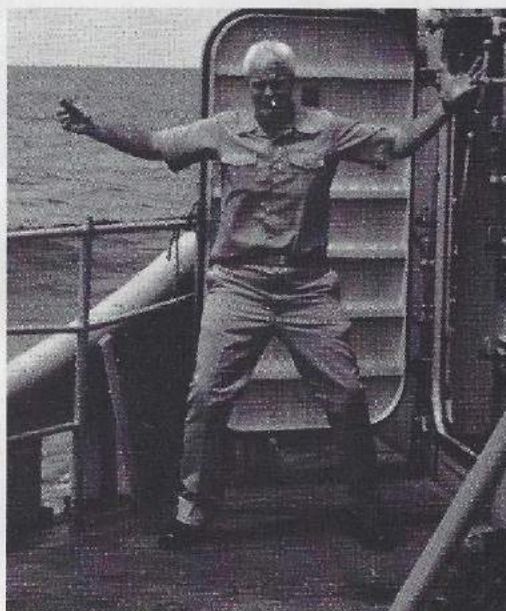
Master Chief Petty Officer Wooten joined the Navy in November 1965. After serving as a seaman, he was selected to attend Missile Technician "A" school. On completion of "A" school he was converted to FTM and became a TALOS Missile Technician. Primary career assignments have been: USS Long Beach (CGN 9), where he served from 1968 to 1974, made four tours in Vietnam and earned the Navy Achievement Medal and Meritorious Unit Citation; Navy recruiting duty; USS Detroit (AOE 4), from 1976 to 1974, where he earned the Navy expeditionary medal and made two Indian Ocean tours and two Mediterranean Cruises; Senior Instructor at Guided Missile School, Dam Neck, Virginia, where he was the Navy Liaison for installation of the NATO Seasparrow 7-M system. He reported to LEFTWICH in August 1985 and became the Command Master chief in June 1988. While serving on LEFTWICH he has earned the Armed Forces Expeditionary Medal, Battle E ribbon, and Navy Commendation Medal.

CHIEF PETTY OFFICERS



maintain the AN/SI Q-14(V)17 Electronic Signal Traffic System. It is used in the detection, collection, and analysis of electronic warfare information.

COMMUNITY



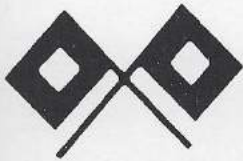
OPERATIONS DEPARTMENT



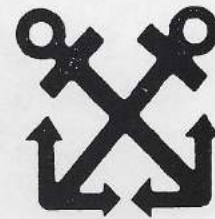
Operations Specialist



Radioman



Signalman



Boatswain's Mate



Electronic Warfare Technician

LT Peter R. Grause, USN

The Operations Officer is responsible for the general operations of the ship including the development of the ship's long range schedule. He is also the ship's principal training coordinator and is responsible for all deck and electronic surface warfare equipment, aviation, and communications facilities, and the proper performance of the Combat Information Center (CIC). The department is composed of four divisions: Combat Information Center-CIC (01), Communications (OC), Deck (OD), and Electronic Signals Warfare (OW).

OI Division is manned by Operations Specialists (OS's) who are responsible for the operation of radar detection and identifications systems,, management of various external communications including intership data links, and the operations in the ship's Combat Information Center.

OC Division is responsible for external communication via voice, teletype, data link, flashing light, semaphore, and signal flags. It is manned by Radiomen (RM's) who manage all electronic communications received by and transmitted from the ship, and Signalmen (SM's) who conduct visual communications.

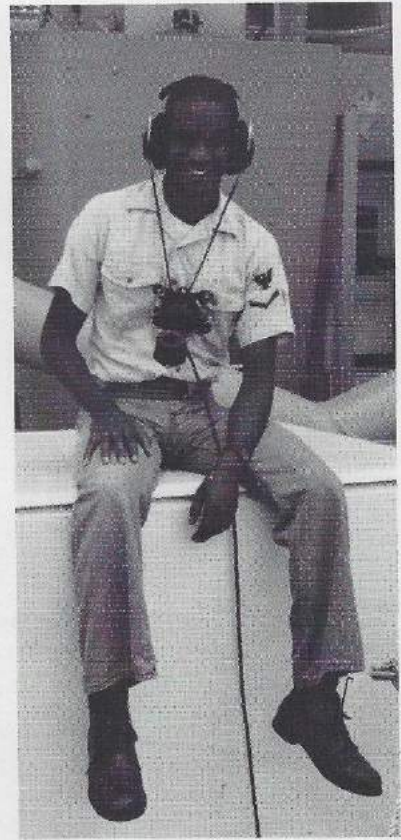
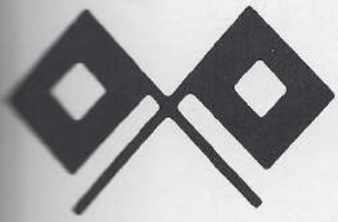
OD Division is manned by Boatswain's Mates (BM's) who maintain the anchors, boats, mooring lines, and underway replenishment rigs. They stand bridge watches underway and man stations during various evolutions ranging from lookout to helmsman.

OW Division is manned by Electronic Warfare Technicians (EW's) who operate and maintain the AN/SLQ-32(V)2 Electronic Signals Warfare System. It is used in the detection, collection, and evaluation of electronic warfare information.



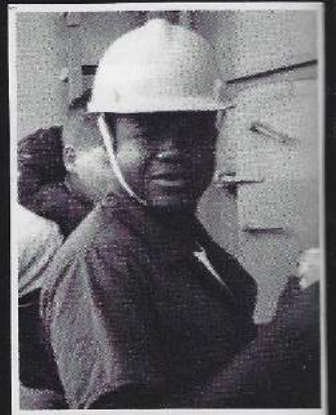
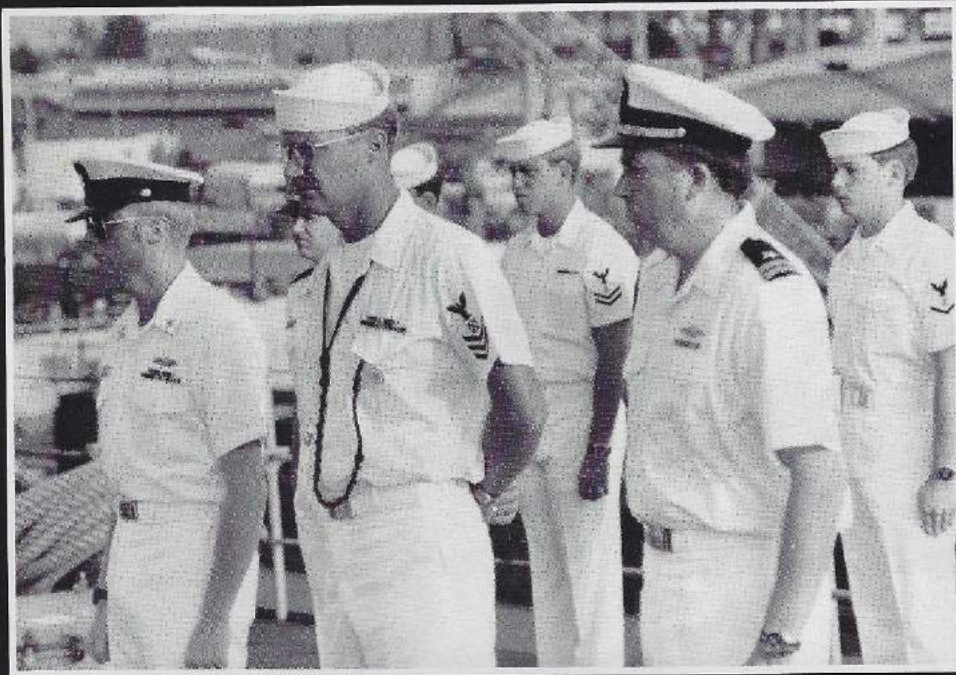
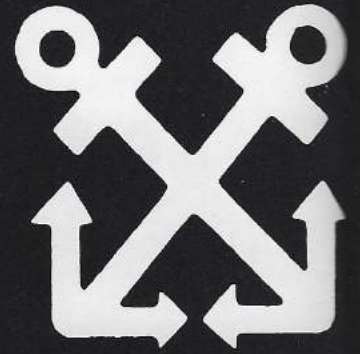
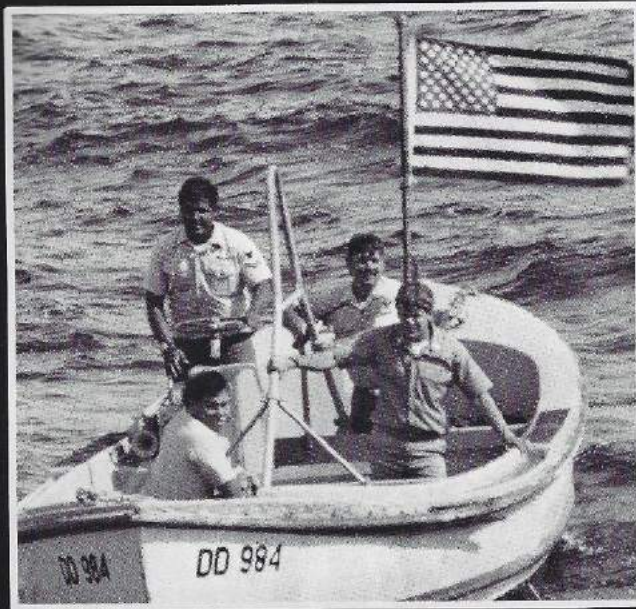
OI DIVISION

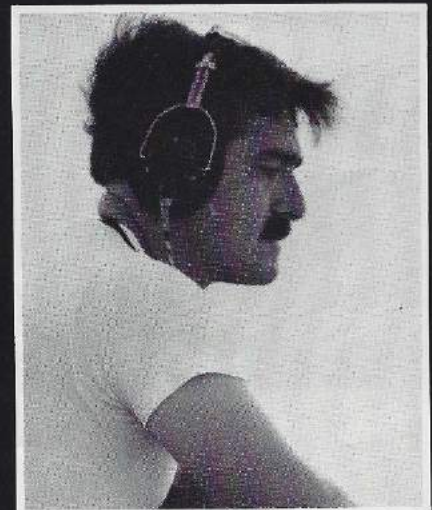
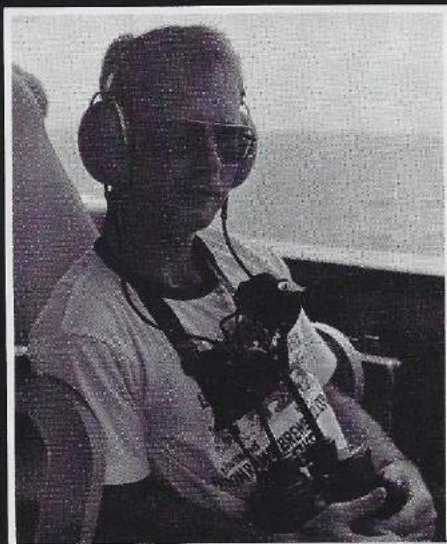




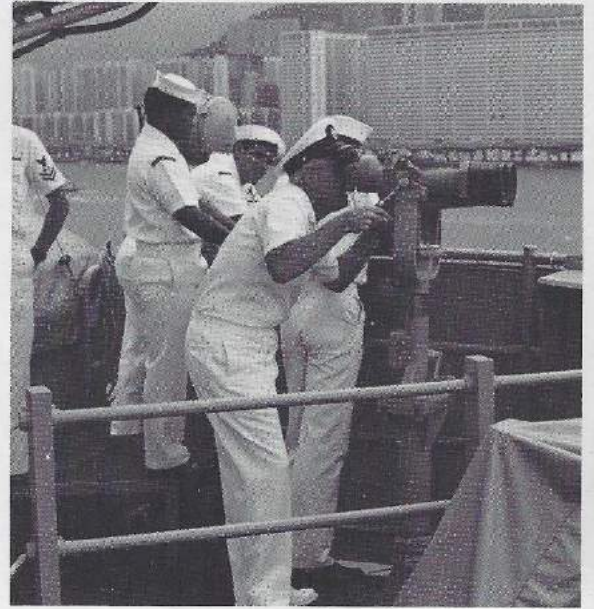
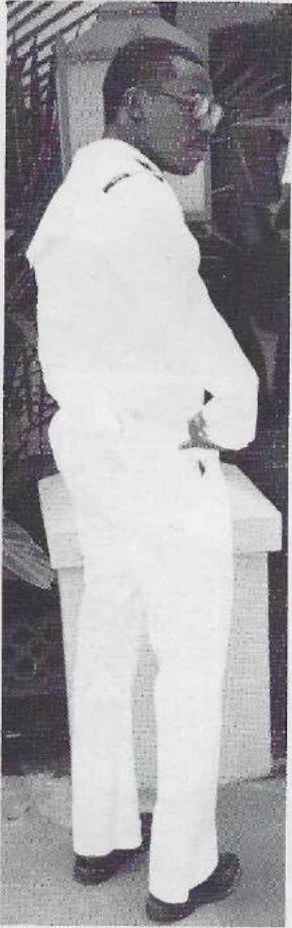
The Cryptologic Detachment was tasked with providing timely indications and warning of any threat to the Commanding Officer of USS LEFTWICH. Assigned to Naval Security Group Activity, Clark Air Base, Republic of the Philippines, the "Spooks" regularly augment many ships during WestPac deployments. The Cryptologic Detachment is proud to have been numbered among the crew of USS LEFTWICH."

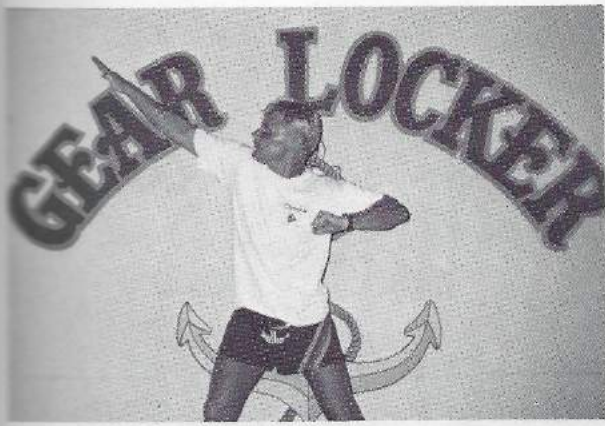
OD DIVISION



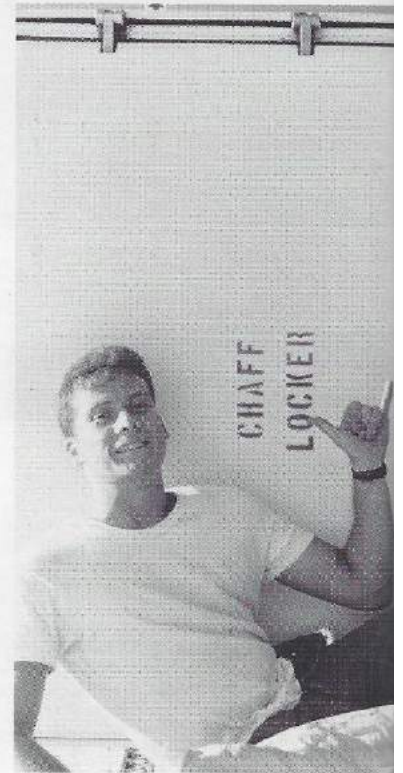
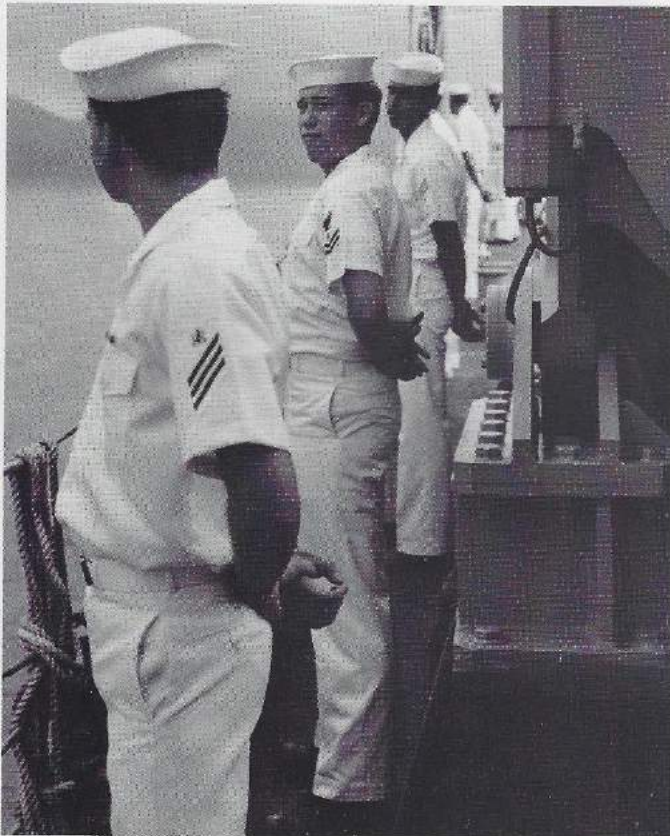


OI DIVISION

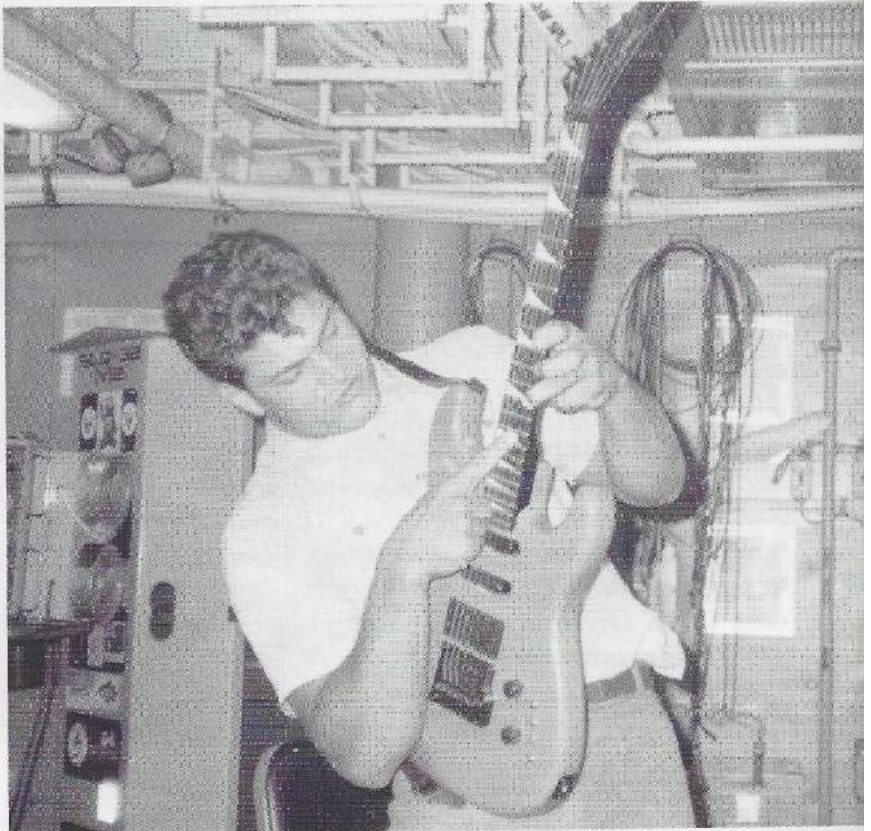
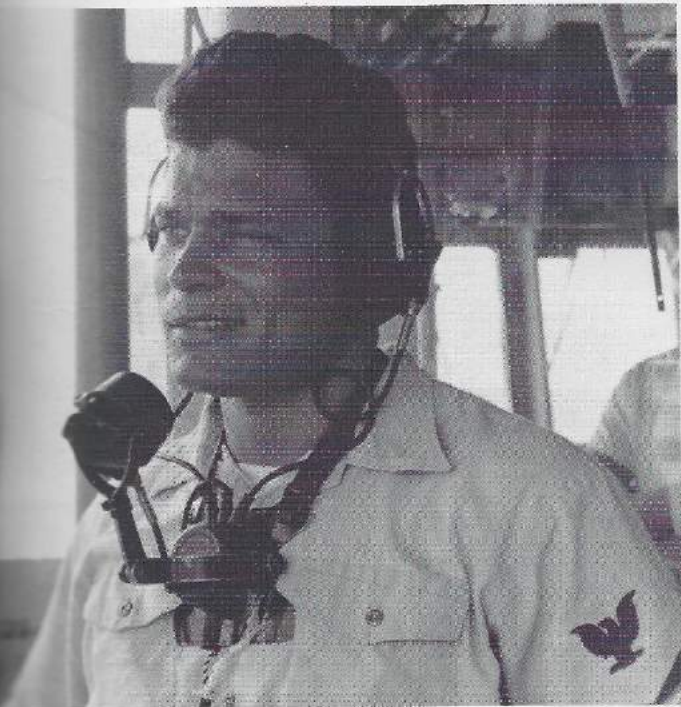




OW DIVISION



COMBAT SYSTEMS
DEPARTMENT



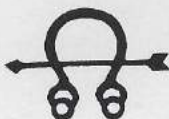
COMBAT SYSTEMS DEPARTMENT



*Fire Control Technician
(Guns/Missiles)*



*Gunner's Mate
(Guns/Missiles)*



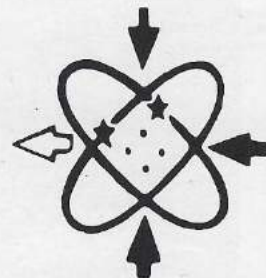
Sonar Technician



Torpedoman



Electronic Technician



Data Systems Technician

Lt. Steven J. Haussmann, USN

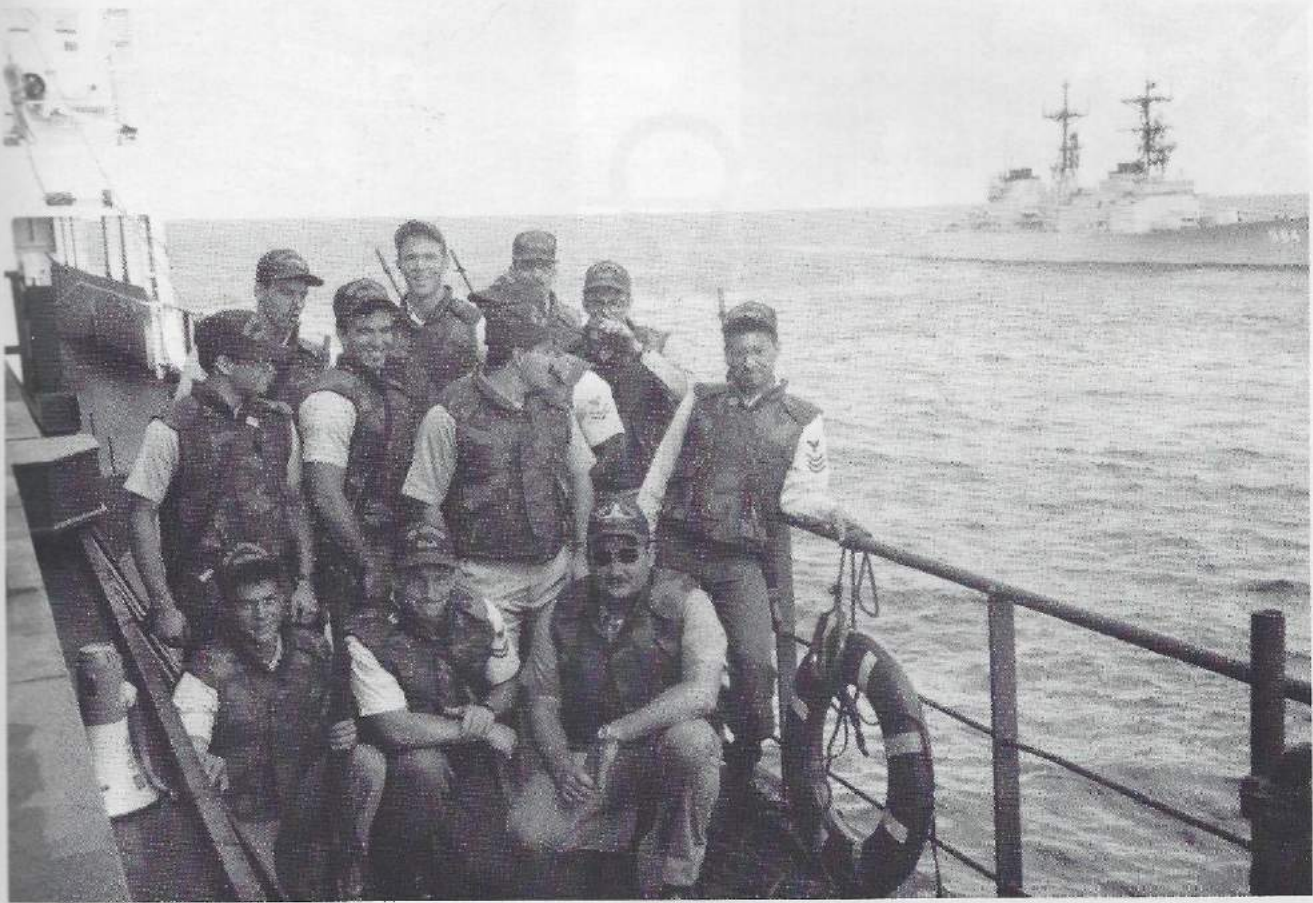
The Combat Systems Officer is responsible for the operational readiness of all the ship's combat systems equipment. He is charged with the readiness and maintenance of all radars, underwater surveillance equipment, and weapons systems. The department is composed of four divisions: Anti-Submarine Warfare-Gunnery (CG), ASW (CA), Missiles (CM), and Electronics (CE).

CG Division is manned by Gunner's Mates (GMG's) who maintain the two 5 inch guns, and the various small arms carried aboard ship, MK 86 Gun Fire Control Technicians (FC's) who maintain the tracking radars and control systems for the 5 inch guns, and Close-In Weapons System (CIWS) Fire Control Technicians (FC's) who maintain the two CIWS mounts.

CA Division is manned by Sonar Technicians (STG's) who maintain the ASW sensors and equipment required to identify and track submarine contacts; ASROC Gunner's Mates (GMM's) who maintain the Anti-Submarine Rocket (ASROC) weapon system; and Torpedomen (TM's) who maintain the Torpedo Tubes.

CM Division is manned by Fire Control Technicians (FC's) who maintain the Tomahawk, Harpoon, and Seasparrow Missile systems.

CE Division is manned by Electronic Technicians (ET's) who maintain the radars, electronic communications, and test and support equipment; and Data Systems Technicians (DS's) who maintain the ship's computer systems.

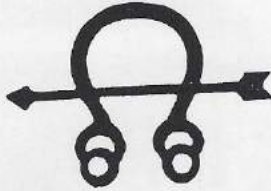


COMBAT SYSTEMS

ANTI-SUBMARINE WARFARE

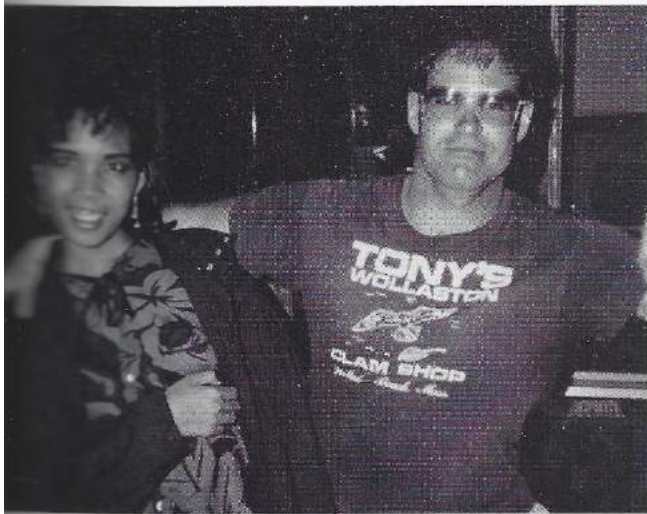


C



A





An officer and a gentleman:



The Torp guys.



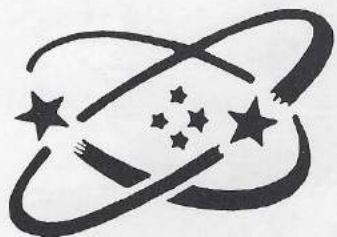
Well, here we are. What now?



Ambassadors of good will.

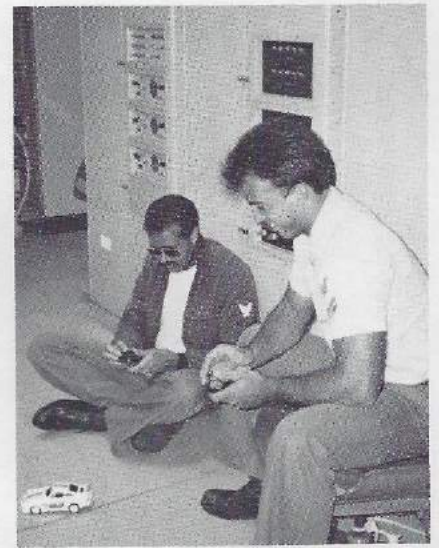
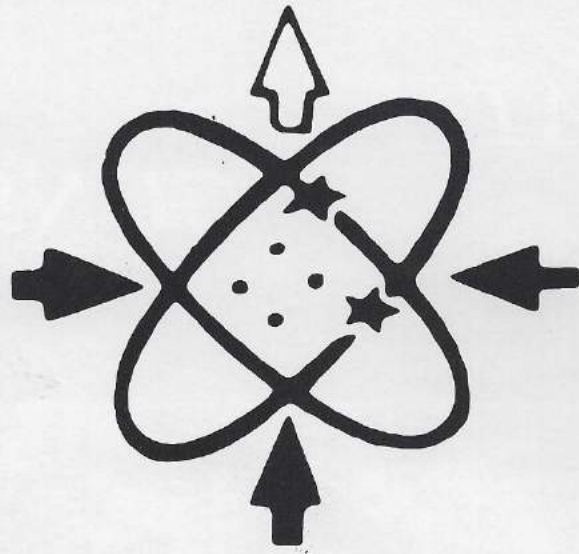


Go ahead, jerk my chain.



CE DIVISION

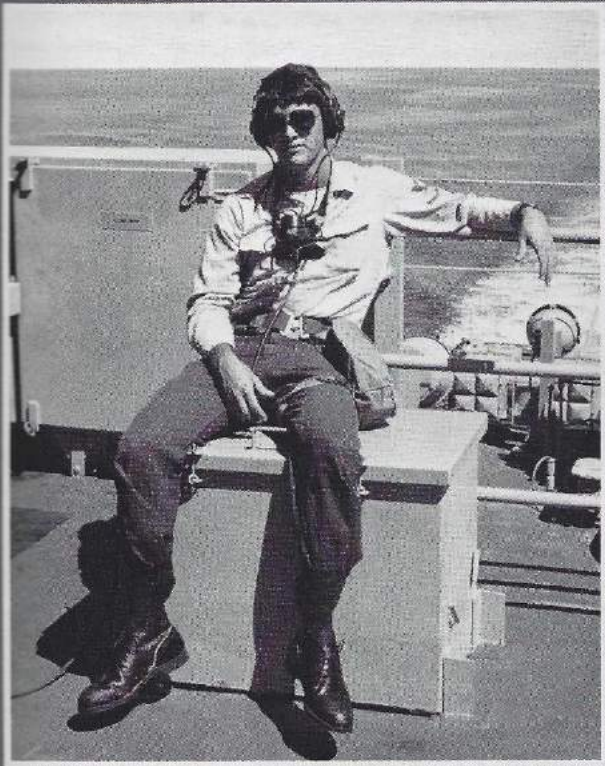
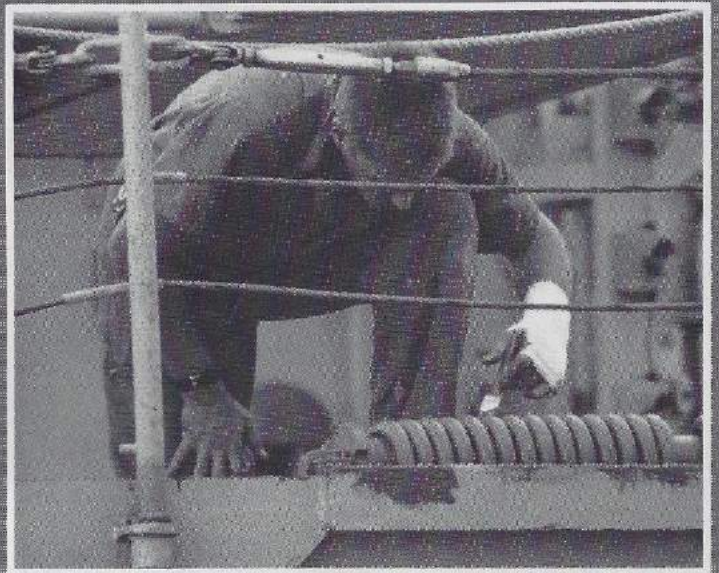




COMBAT

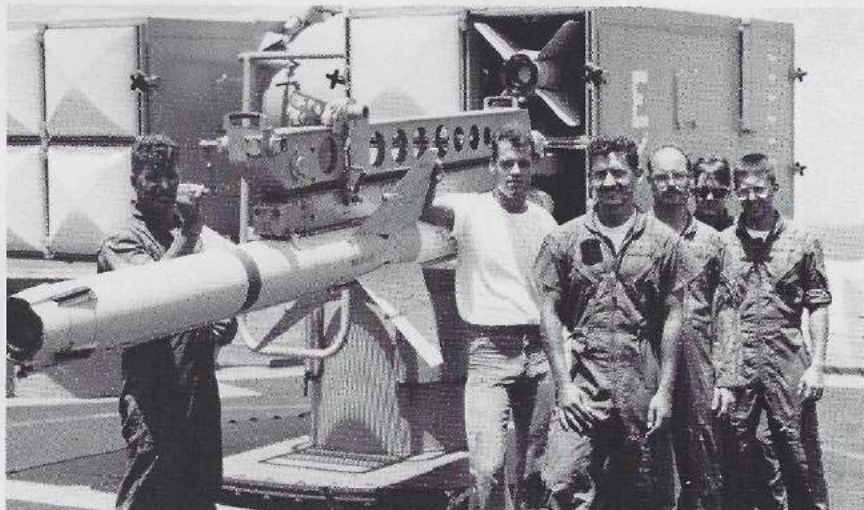
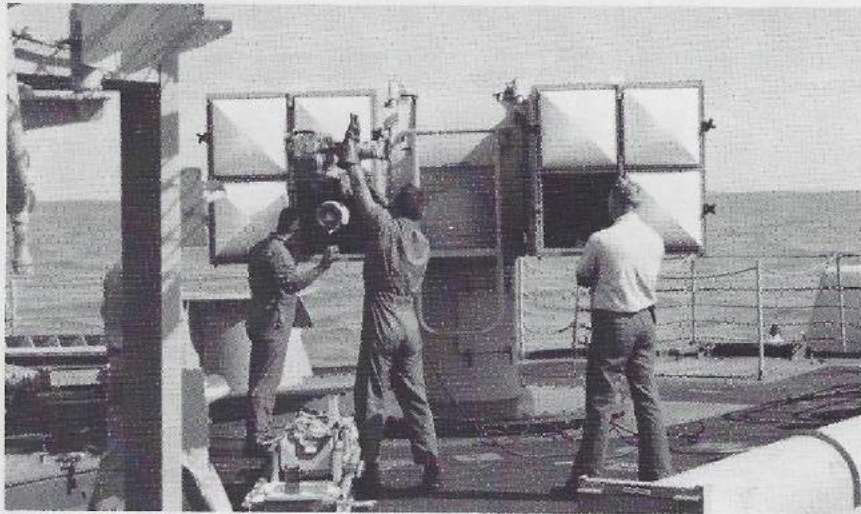
GUNS



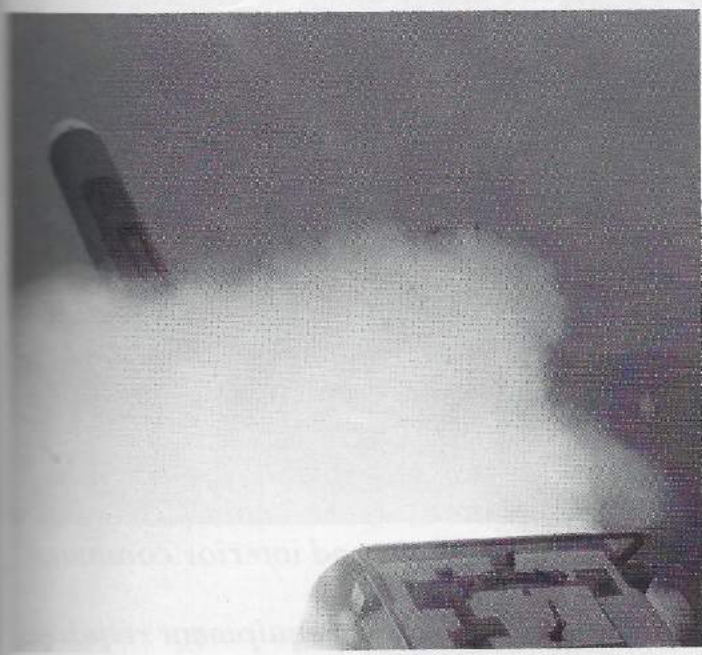
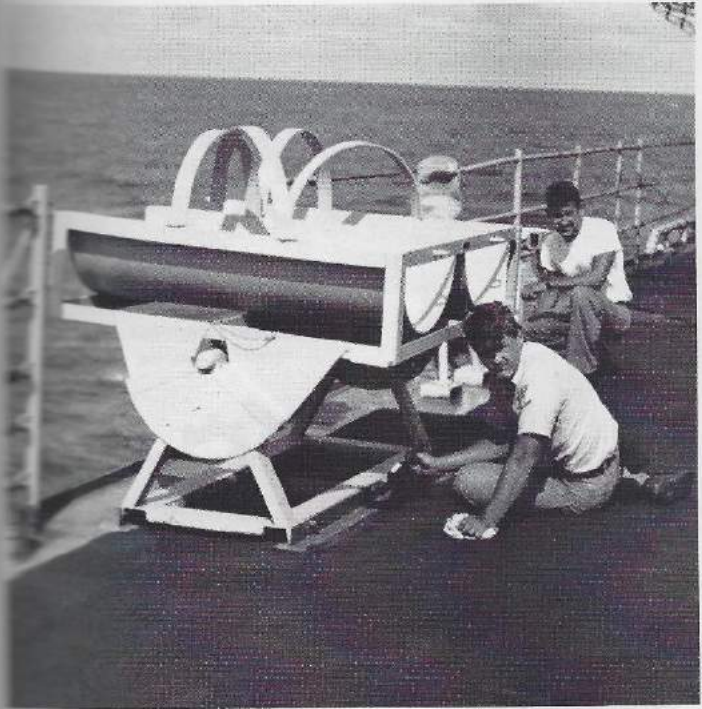




CM DIVISION

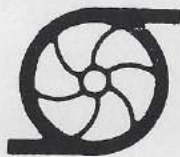


ENGINEERING DEPARTMENT
ENGINEERING



The Division is manned by Electrician (EA-3) who is responsible for maintaining the ship's air conditioning system. The Division is manned by Engineer (EN-3) who is responsible for maintaining the ship's air conditioning system. The Division is manned by Electrician (EA-3) who is responsible for maintaining the ship's air conditioning system.

ENGINEERING DEPARTMENT



Gas Turbine Systems Technician



Electrician's Mate



Interior Communications Technician



Engineman



Damage Controlman
Hull Technician



Machinery Repairman

LCDR Robert L. Beattie, USN

The Engineering Officer is responsible for the operation and maintenance of all propulsion, electrical, mechanical and auxiliary systems, and maintaining damage control equipment. The department is composed of four divisions: Main Propulsion (MP), Repair (R), Electrical (E), and Auxiliaries (A).

MP Division is manned by Gas Turbine Systems Technicians-(GSM's) Mechanical and (GSE's) Electrical who are responsible for operating and maintaining the propulsion equipment and its control systems.

R Division is manned by Damage Controlmen (DC's) who maintain the various fire fighting and flooding equipment throughout the ship; Hull Technicians (HT's) who maintain and repair the ship's hull and fittings and fabricate, cut and weld to repair damage to the ship; and Machinery Repairmen (MR's) who manufacture from stock various components of the ship's machinery.

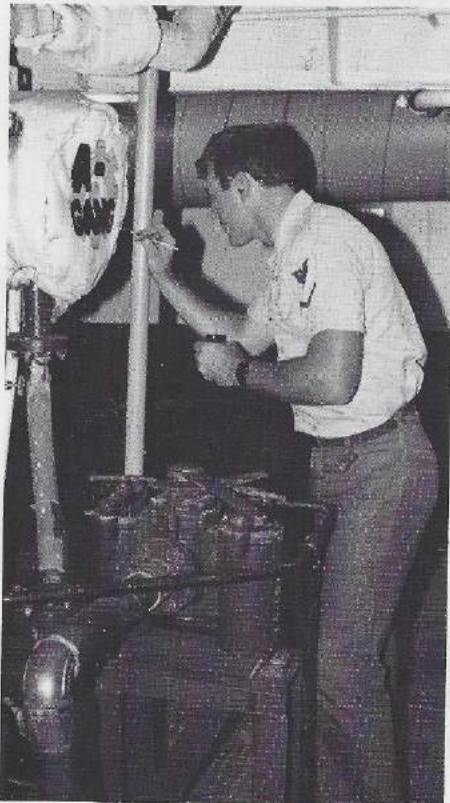
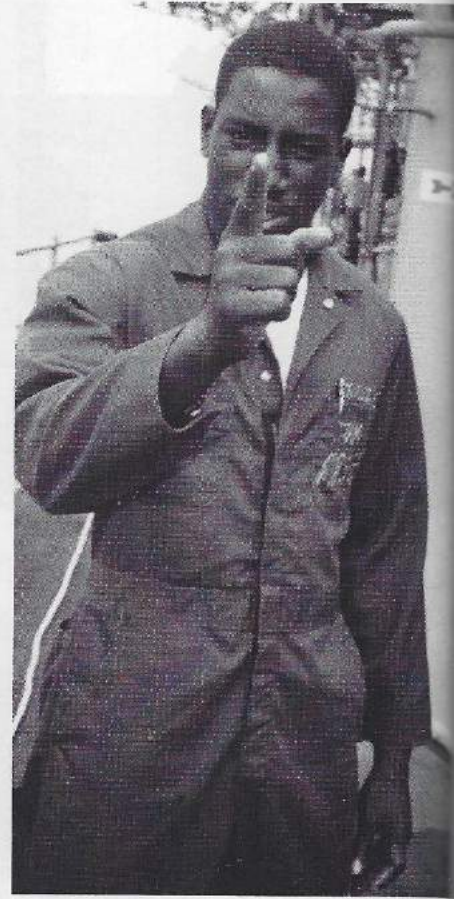
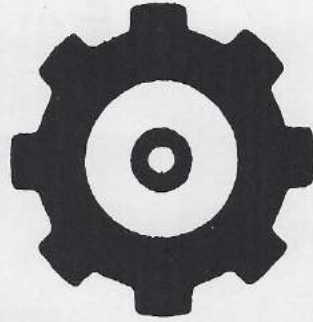
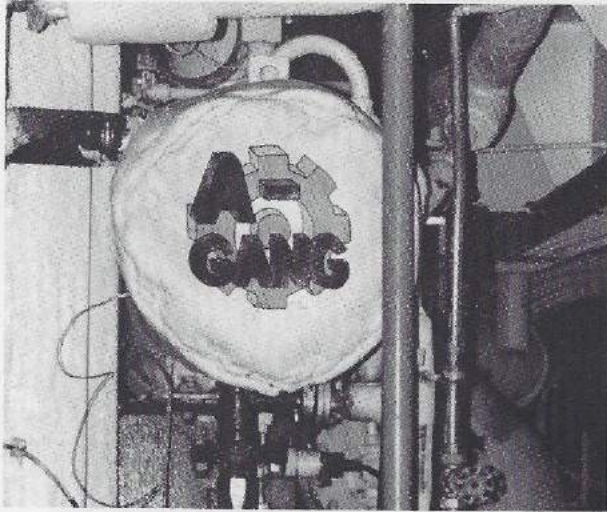
E Division is manned by Electrician's Mates (EM's) who are responsible for providing electrical power throughout the ship; and Interior Communications Technicians (IC's) who are responsible for maintaining the ship's gyro compass, alarm systems, and interior communications.

A Division is manned by Engineman (EN's) who maintain the auxiliary equipment required for refrigeration, air conditioning, and high and low pressure air throughout the ship.

ENGINEERING CANDID



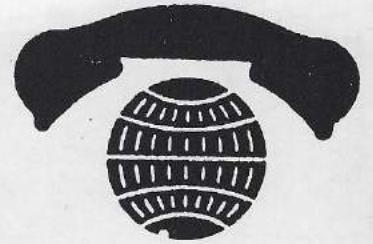
A DIVISION



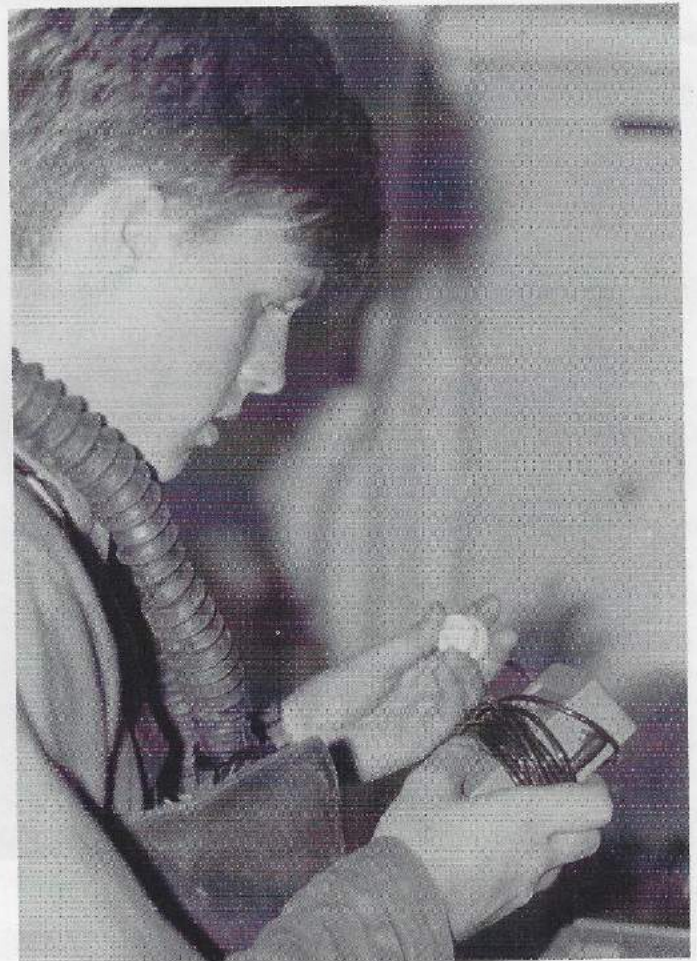
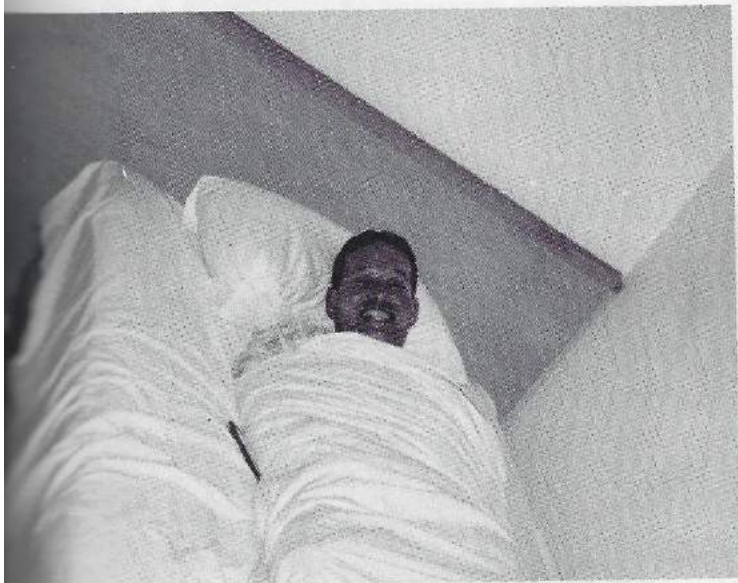
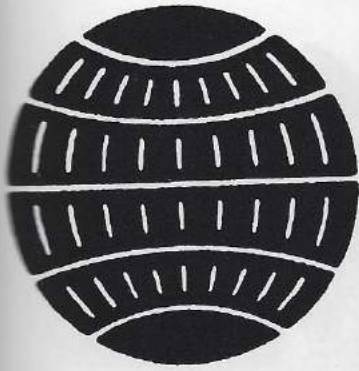
DIVISION



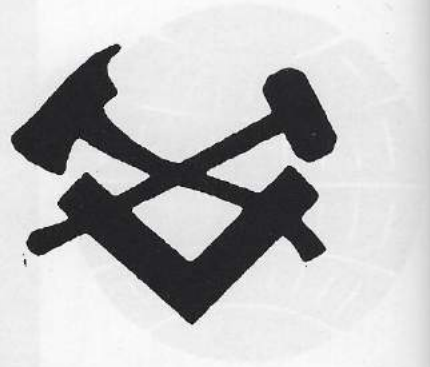
A DIVISION *ELECTRICAL DIVISION*



RESEARCH

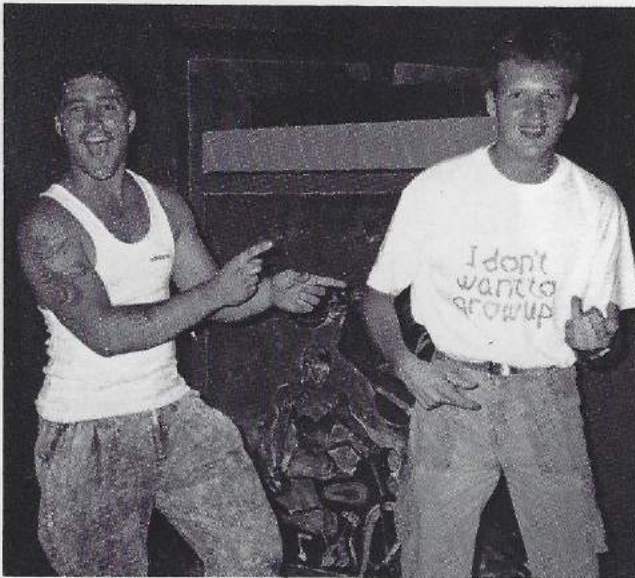


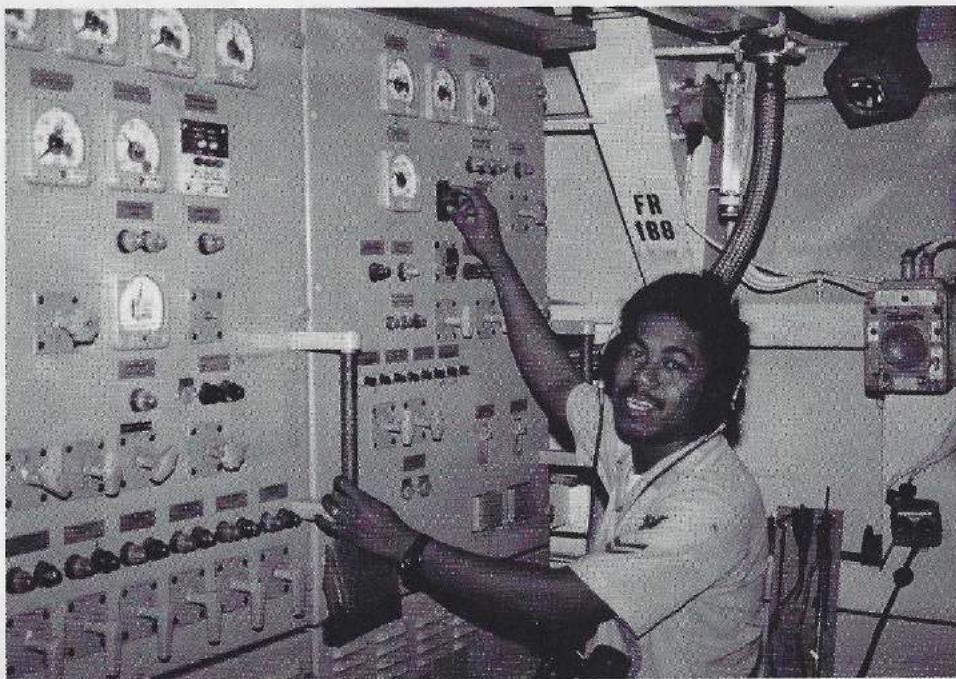
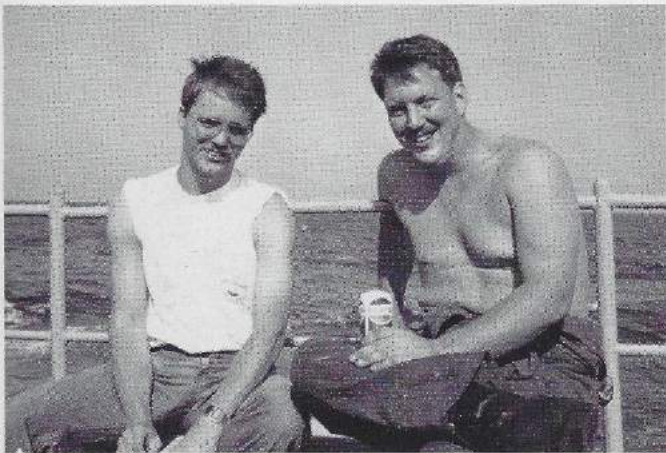
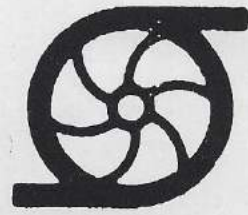
ELECTRIC R DIVISION

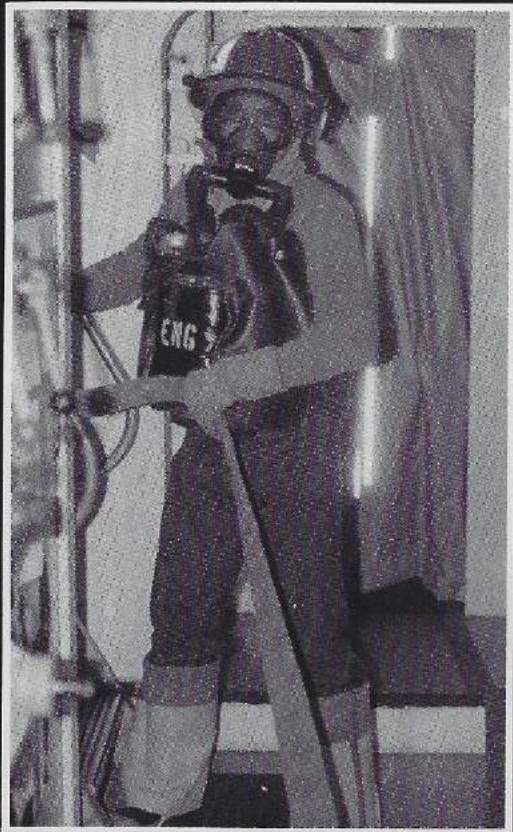




MP DIVISION





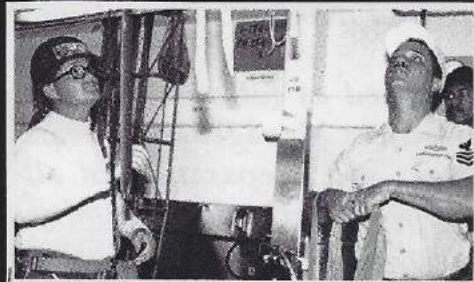
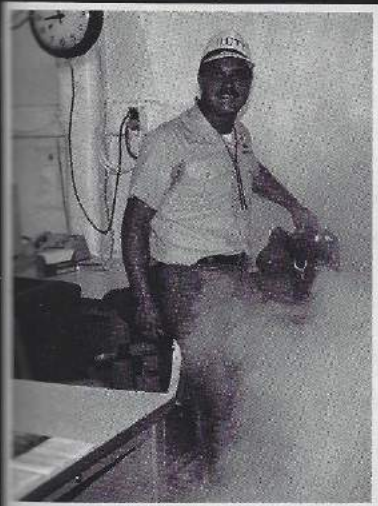


DAMAGE

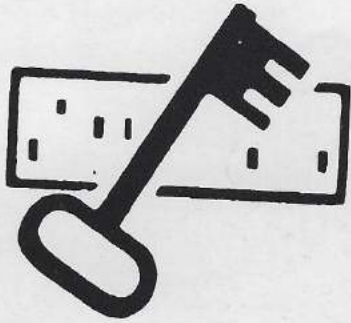




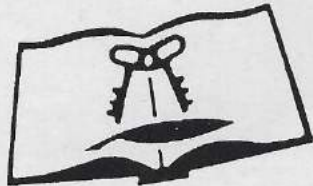
CONTROL



SUPPLY DEPARTMENT



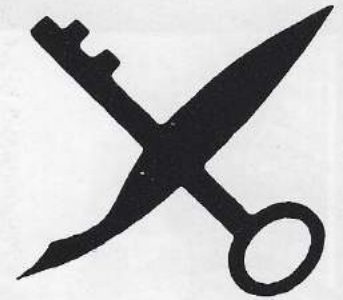
Disbursing Clerk



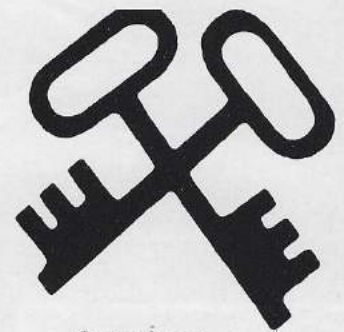
Mess Management Specialist



Lt. William A. Brown, USN



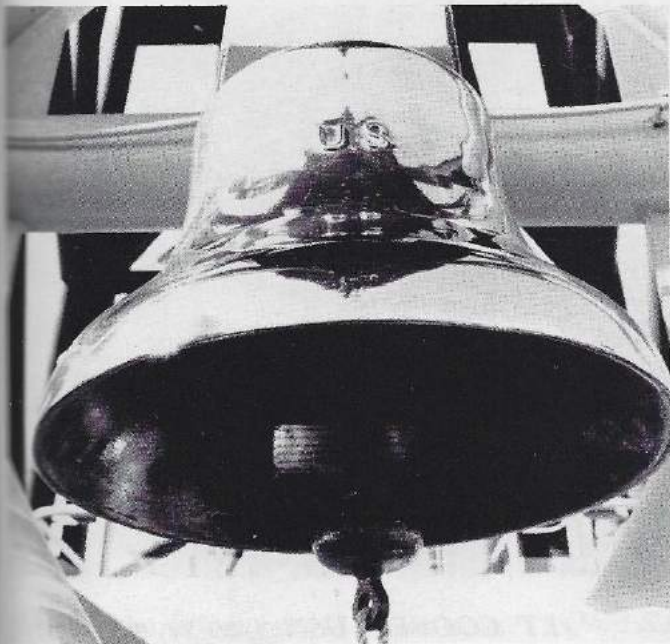
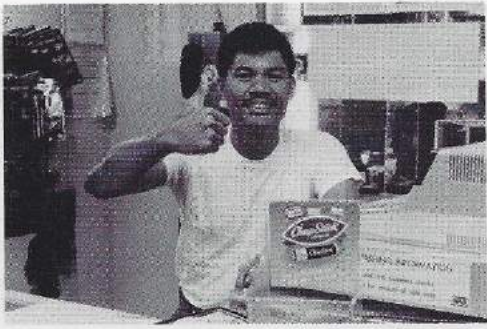
Ship's Serviceman



Storekeeper

The Supply Officer is responsible for the procurement of all ship's supplies. He is also responsible for the operation of the ship's food, laundry, barber, vending, and store services.

The Supply Department is manned as follows: Disbursing Clerks (DK's) who oversee the payment of the crew; Mess Management Specialists (MS's) who handle the procurement, receipt, storage, and preparation of all the food for the crew; Ship's Servicemen (SH's) who provide barber and laundry services, and operate the ship's store and vending machines; and Storekeepers (SK's) who procure, store, and handle spare parts and consumable items.



NAV/ADMIN DEPT.



QMs



YNs



PNs



HMs

DEPT. HEADS



LT COLLINS, USN 1/88-4/89



LT COOPER, USN 4/89-11/89



Quartermasters: QMC Stype, QM2 Robinson, QM2 Jolliff, QM3 Mengarelli, QM3 Klein, and QM3 Scull.

Quartermasters are responsible for the safe navigation of the ship from one port to another. They navigated the ship across vast oceans and through narrow channels to such places as Subic Bay, Singapore, and Perth, Australia. They took us out to the Indian Ocean and brought us back to our friends and families.

Navigation at its finest.



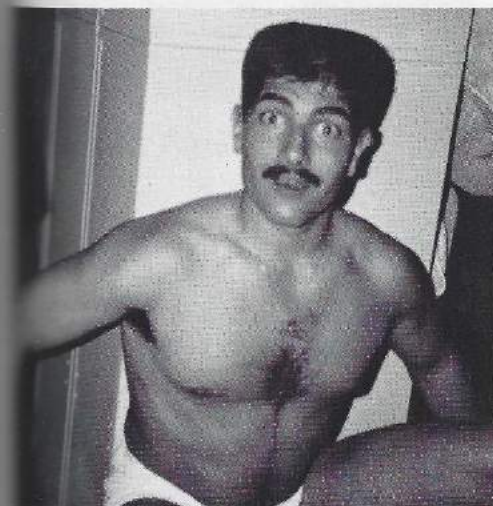
QM2 Robinson confers with the navigator.



QM3 Scull rides the Cochin express.



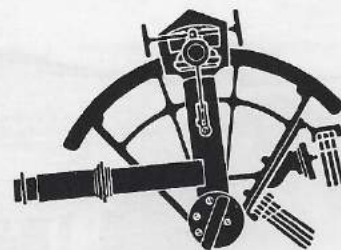
Master helmsman, steers during G.Q.



QM3 Mengarelli caught in his scivies.



QM3 Klein is escorted out for a showing at Wog Day.





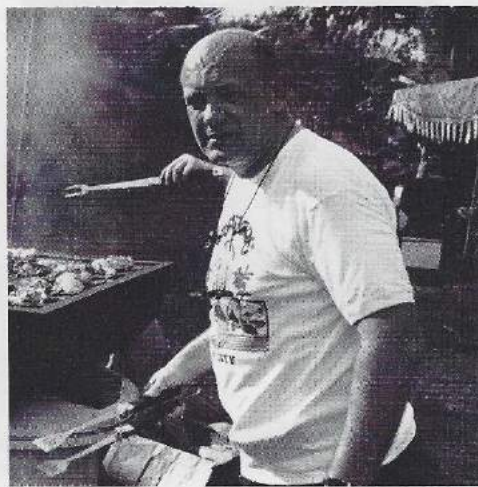
Yeomen and Personnelmen: PNCM Minnickel, YN1 Manning, YN3 Renfrow, PN3 Walker, YNSN Copeland, YNSN Knight, YNSN Grandberry, and YNSN Wagner.

The ship's office could be called the heart of the ship's administration because of all the paper that is processed. The Yeomen provide administrative and clerical support for the crew while the Personnelmen provide personnel accounting of the crew. They are a vital part of our operation and are necessary to everyone onboard.

The ship's office team.



PN3 Walker, at your service.



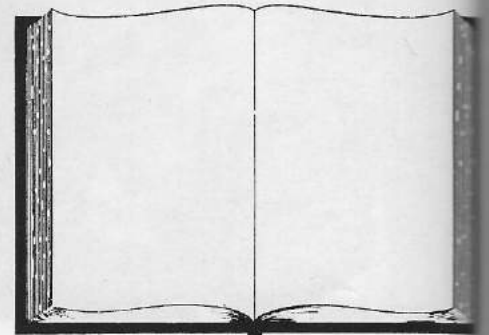
PNCM Minnickel, the fearless leader.



YNSN Copeland in Cochin, India.



52 YNSN Grandberry is proudly helping LTJG Goodwin.



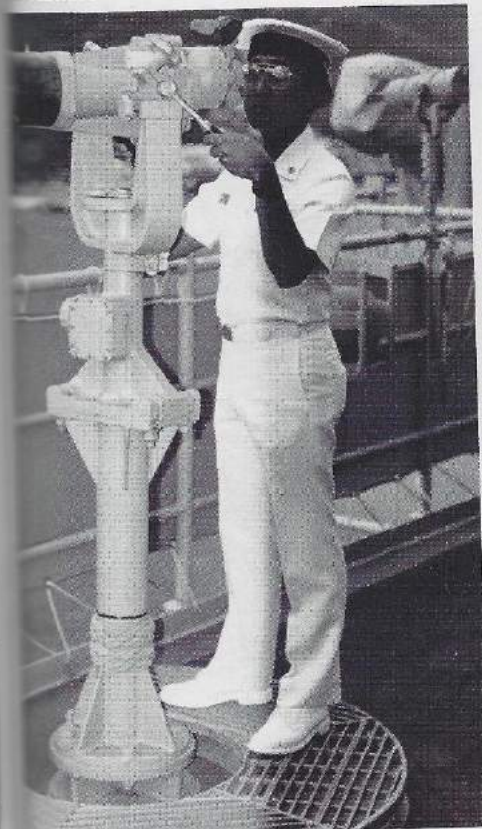


Hospital Corpmen: HMC Cajudo, HM2 Heath, and HM2 Davis.

The Hospital Corpmen are the doctors and nurses that keep the crew in good health. They are well trained to take care of all elements from minor headaches to life threatening injuries. Their long list of responsibilities includes dental care, immunizations, sickcall, and maintaining medical records.



LEFTWICH's healthcare professionals.



HMC checks out the sights.



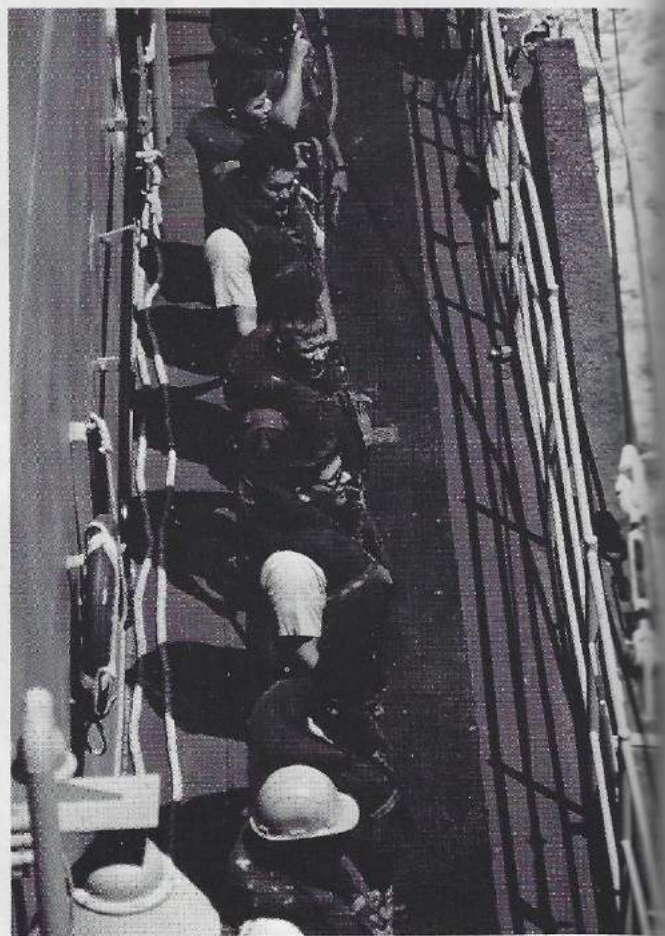
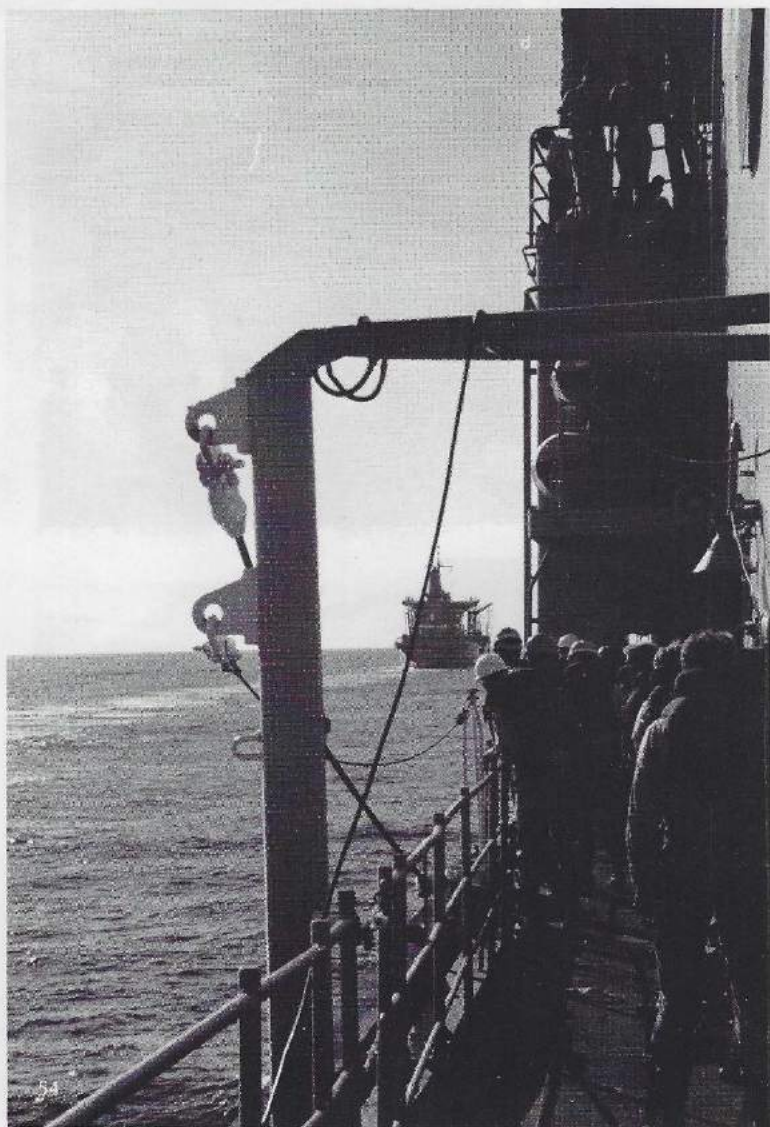
Pride in their professionalism.



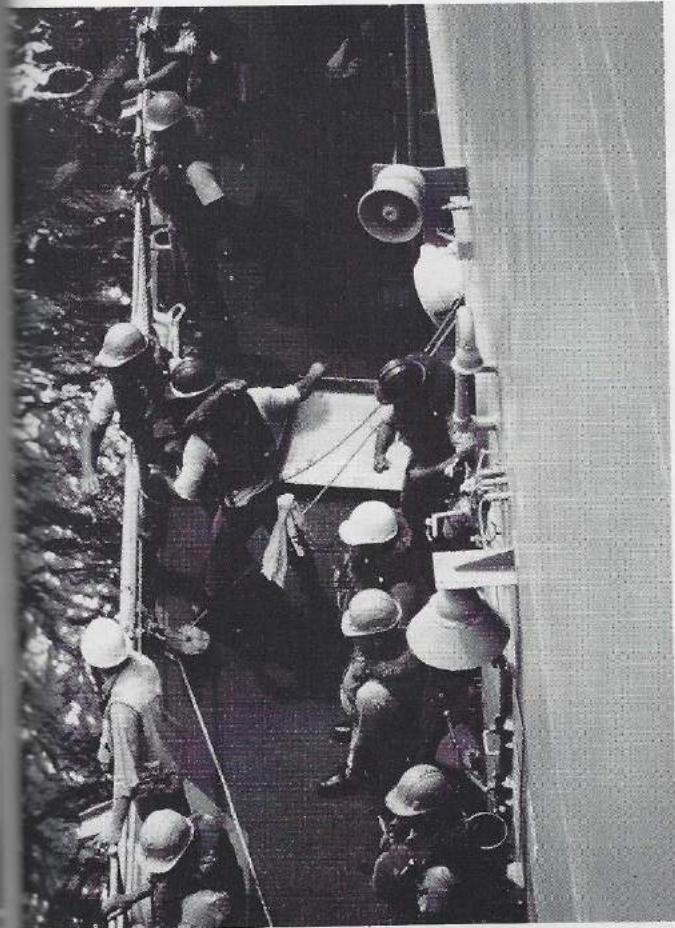
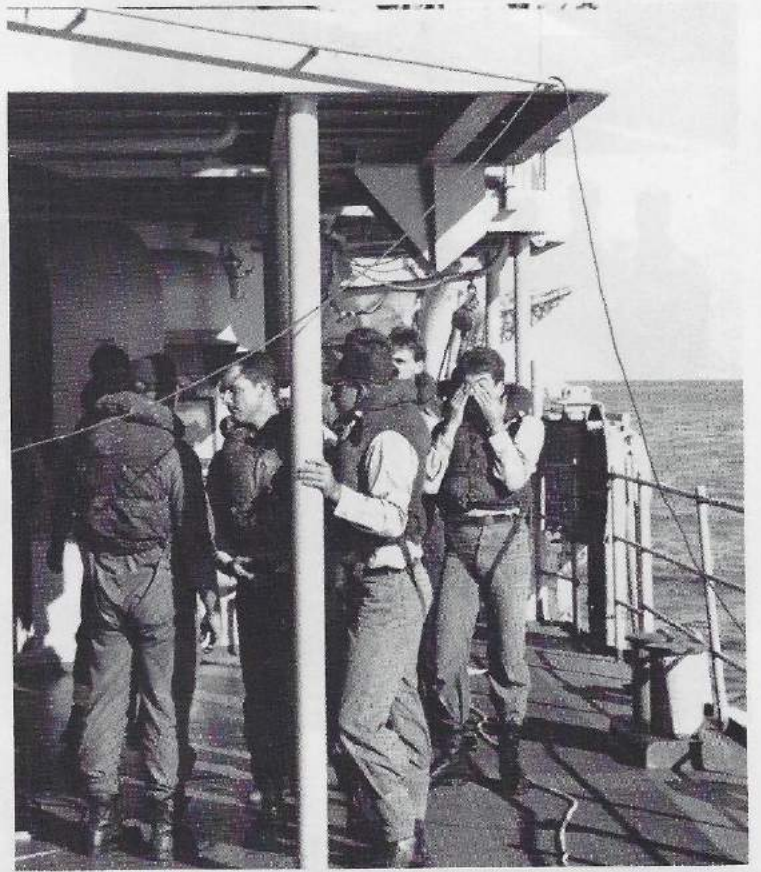
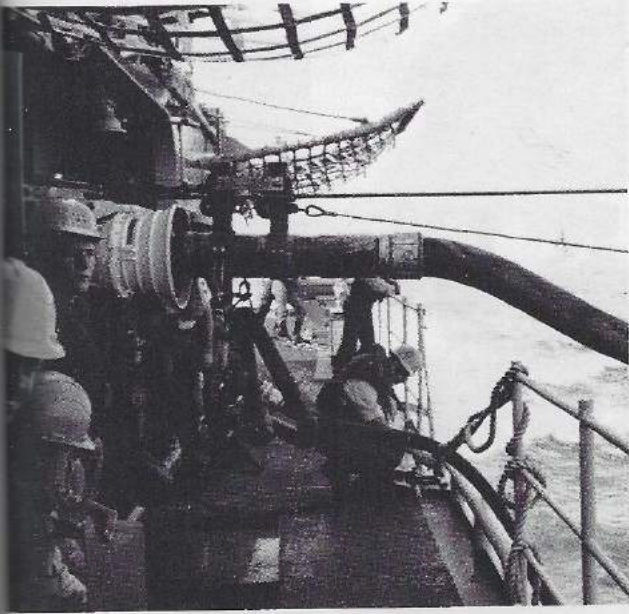
HM2 Heath keeps a close eye out during another dangerous evolution.



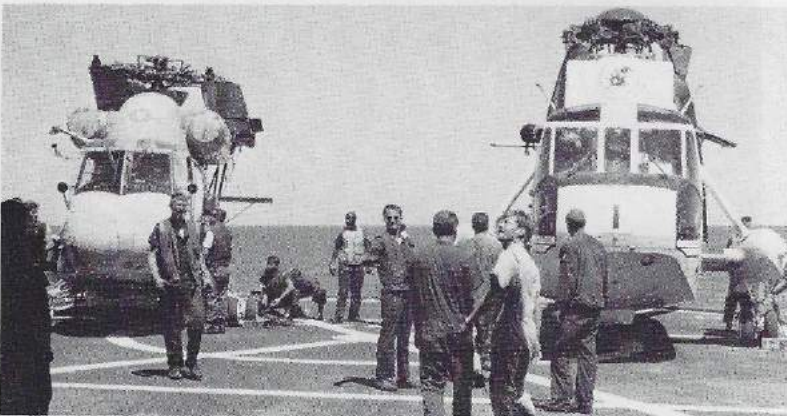
UNDERWAY



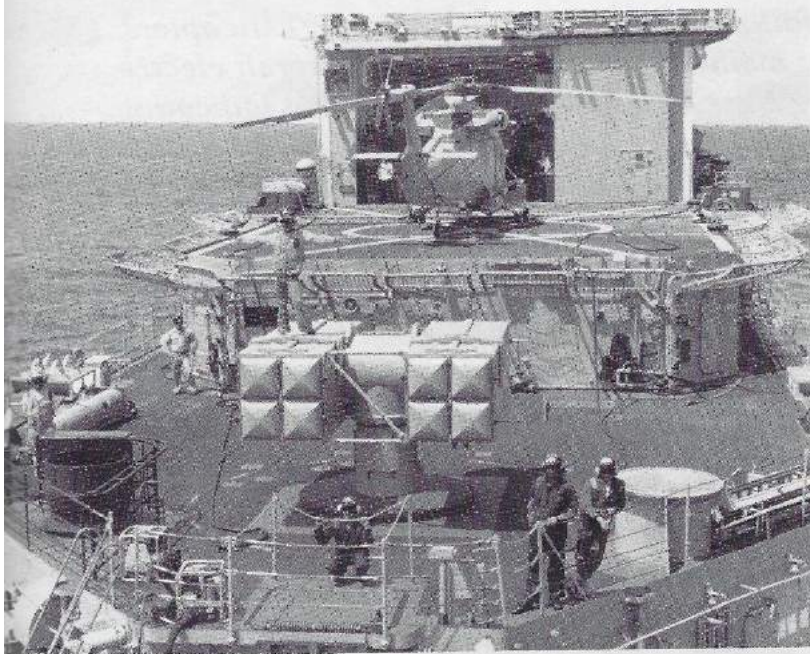
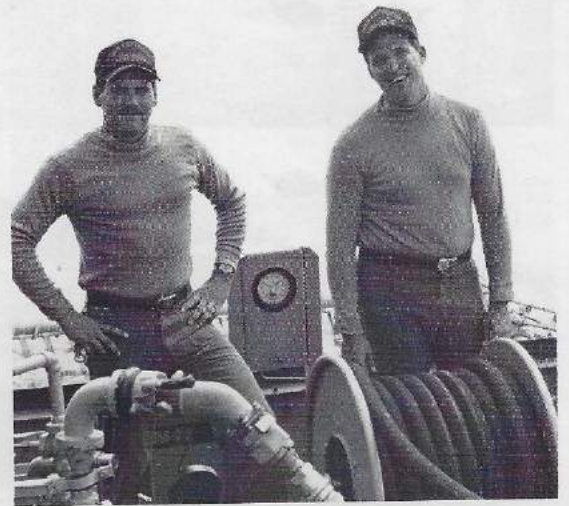
REPLENISHMENT



FLIGHT



QUARTERS



AIR DEPARTMENT



Aviation Machinist's Mate



Aviation Electrician's Mate



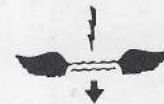
Aviation Structural Mechanic



Aviation Electronics Technician



Aviation ASW Operator



Aviation ASW Technician



Aviation Maintenance Administrationman

LCDR Kappy Aiu, USN

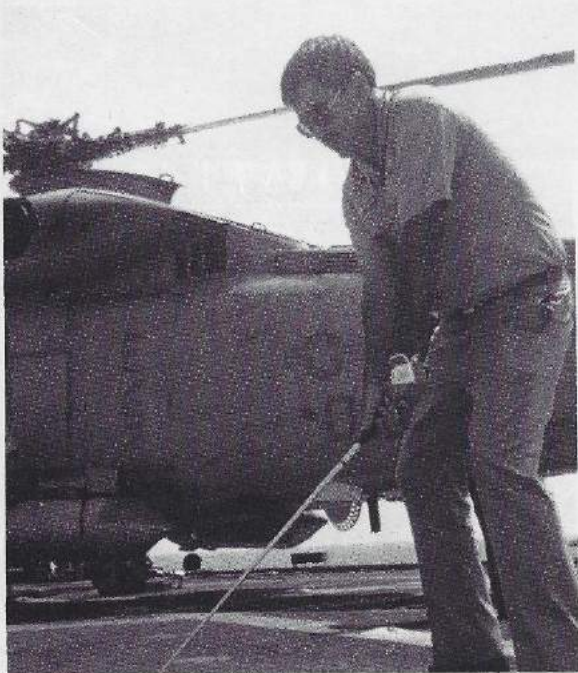
The Air Department Officer is responsible for the maintenance and operation of the helicopters and equipment embarked onboard. LEFTWICH is the first Spruance Class Destroyer to deploy with a two helicopter detachment. In order to fulfill its mission additional pilots and maintenance crewmen were embarked.

The Air Department is manned as follows: Pilots who operate the helicopters; Aviation Machinist's Mates (AD's) who maintain, adjust, and repair aircraft electrical power generating and converting systems, lighting, and control and indicating systems; Aviation Structural Mechanics (AM's) who maintain and repair aircraft parts (wings, fuselage, tail, control surfaces, landing gear, and attending mechanisms); Aviation Electronics Technician (AT's) who test, maintain, and repair radio, radar, navigation, and other electronic equipment; Aviation Anti-Submarine Warfare (ASM) Operator (AW's) who operate airborne radar and electronic equipment used in detecting, locating, and tracking submarines; Aviation ASW Technician (AX's) who inspect and maintain ASW systems and equipment; and Aviation Maintenance Administration men (AZ's) who plan, schedule, and coordinate the maintenance workload, including inspection and modifications to aircraft and equipment.



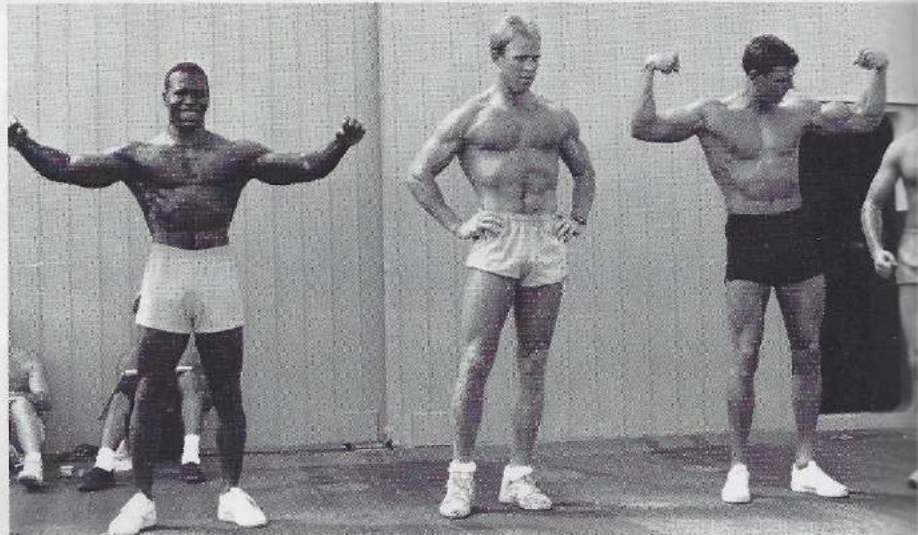


SPORTS

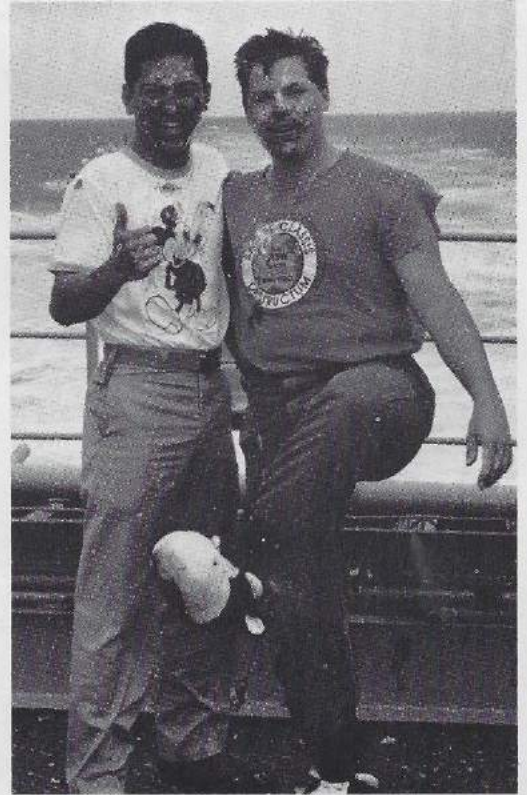
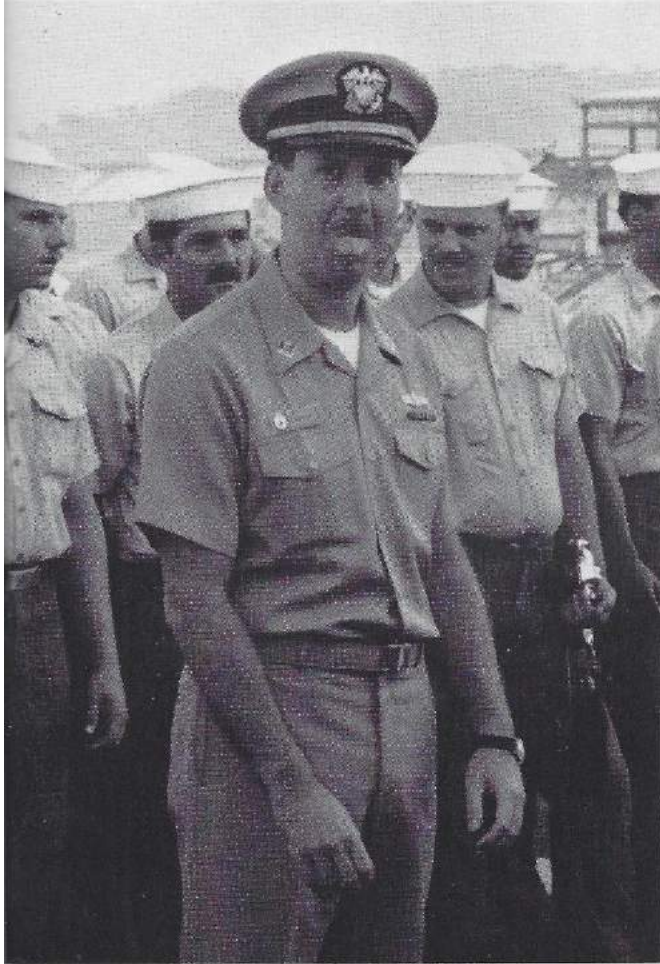


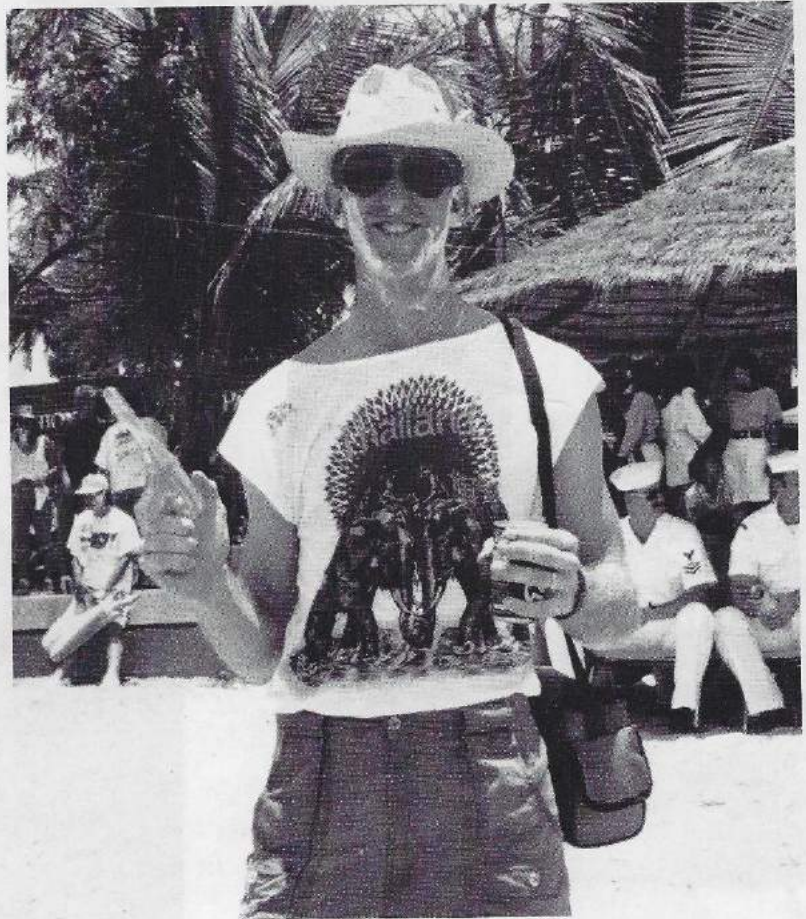
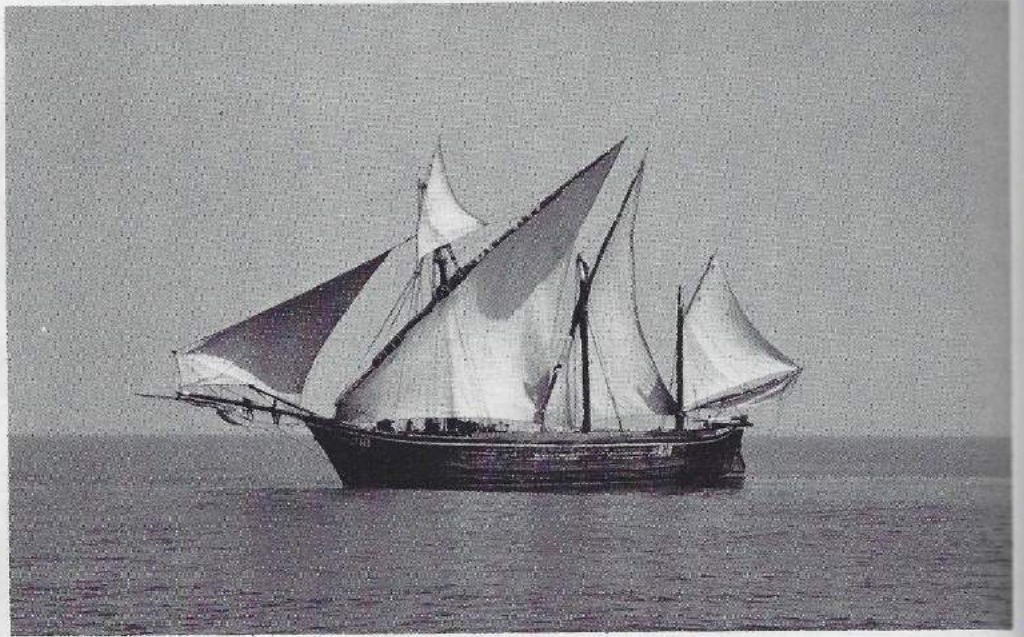


MR. LEFTWICH



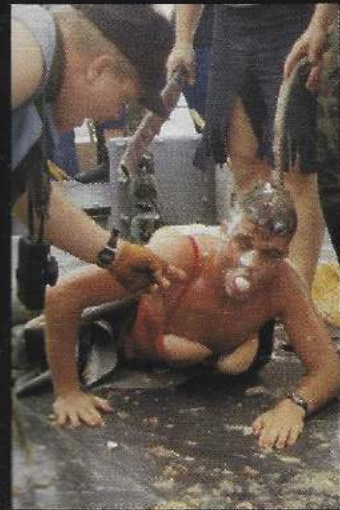
SCRAPS

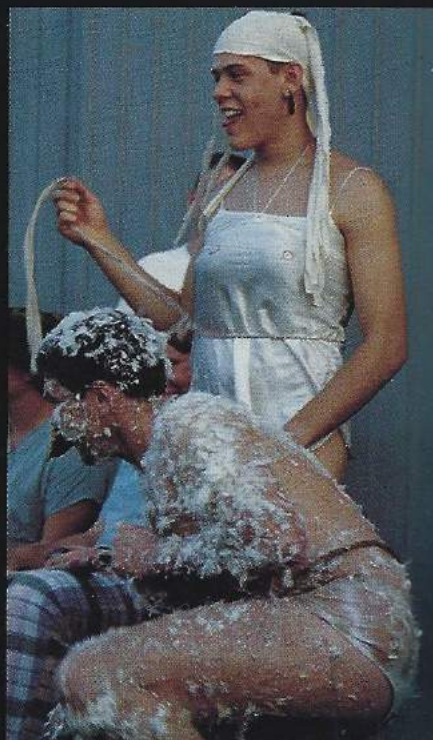
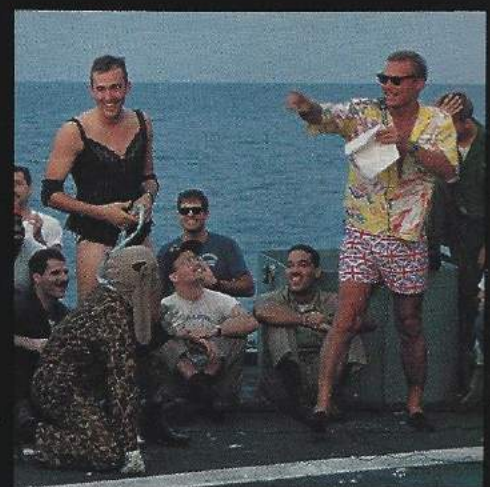


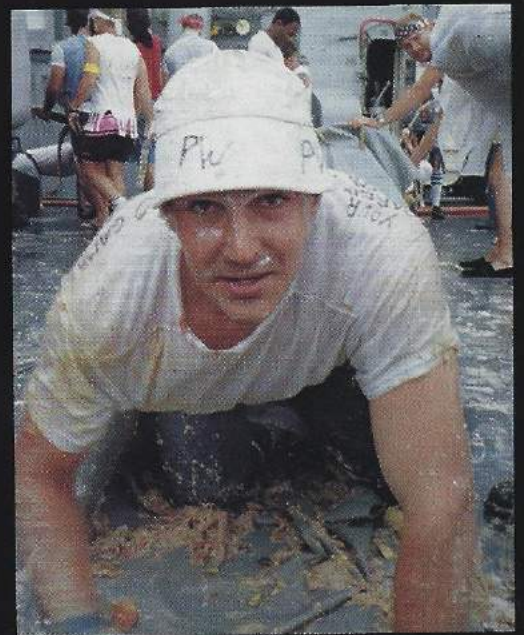


WOG DAY

On 05 February, 1989, LEFTWICH crossed the equator. Historically, Neptune, the mythological god of the seas, was appeased by the seaman, and marks of respect were paid those of his under-water domain. It is plausible that a part of the present ceremony grew out of the superstitions of those days, even though Viking sailors had come to doubt the physical existence of Neptune. Nevertheless, Neptunus Rex is today the "Majesty" who rules in the ceremonies. Those who have crossed the line are called Sons of Neptune or "Shellback." Bonafide Sons of Neptune always compose the cast for present-day ceremonies. Our sailors will treasure their Neptune certificates addressed to "all Mermaids, Sea Serpents, Whales, Sharks, Porpoises, Dolphins, Skates, Eels, Suckers, Lobsters, Crabs, Pollywogs, and other living things of the sea, ..." and stating that he "has been found worthy to be numbered as one of our trusty Shellbacks, has been gathered to our fold and duly initiated into the solemn mysteries of the ancient order of the deep."



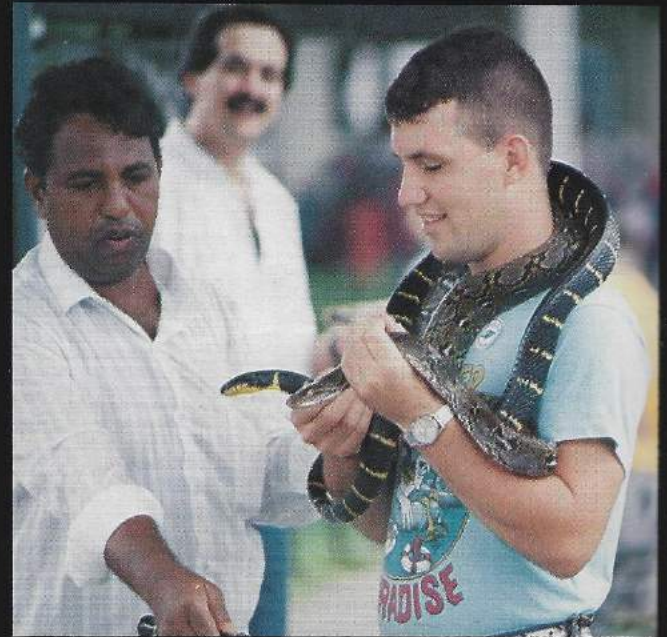
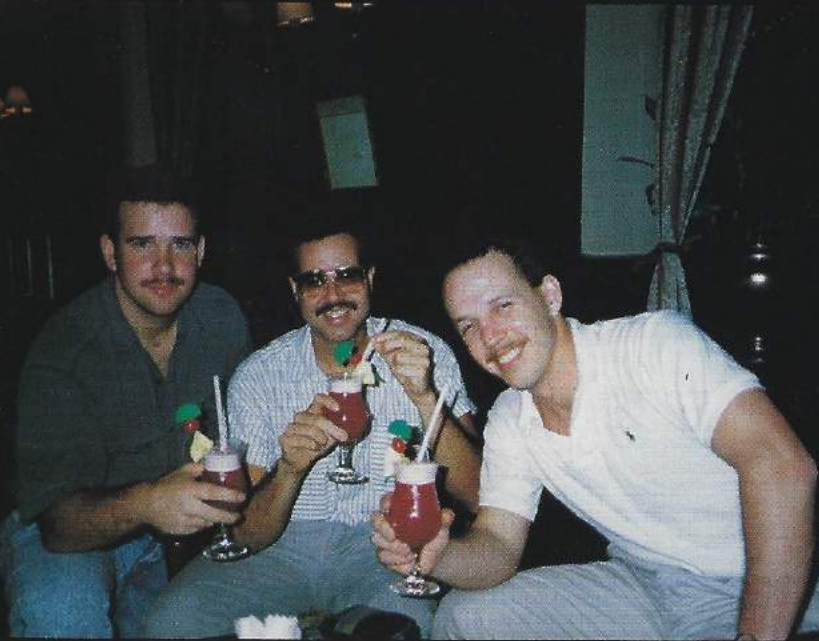






The picturesque Plaza Singapura is just one of many shopping centers along the high rise studded Orchard Road

Enjoying their Singapore Slings at the infamous Long Bar of the Raffles Hotel are ET2 Barrett, DS2 Magnani and ET2 Lopiccolo.



EN2 Wilcox making friends with some of the locals.

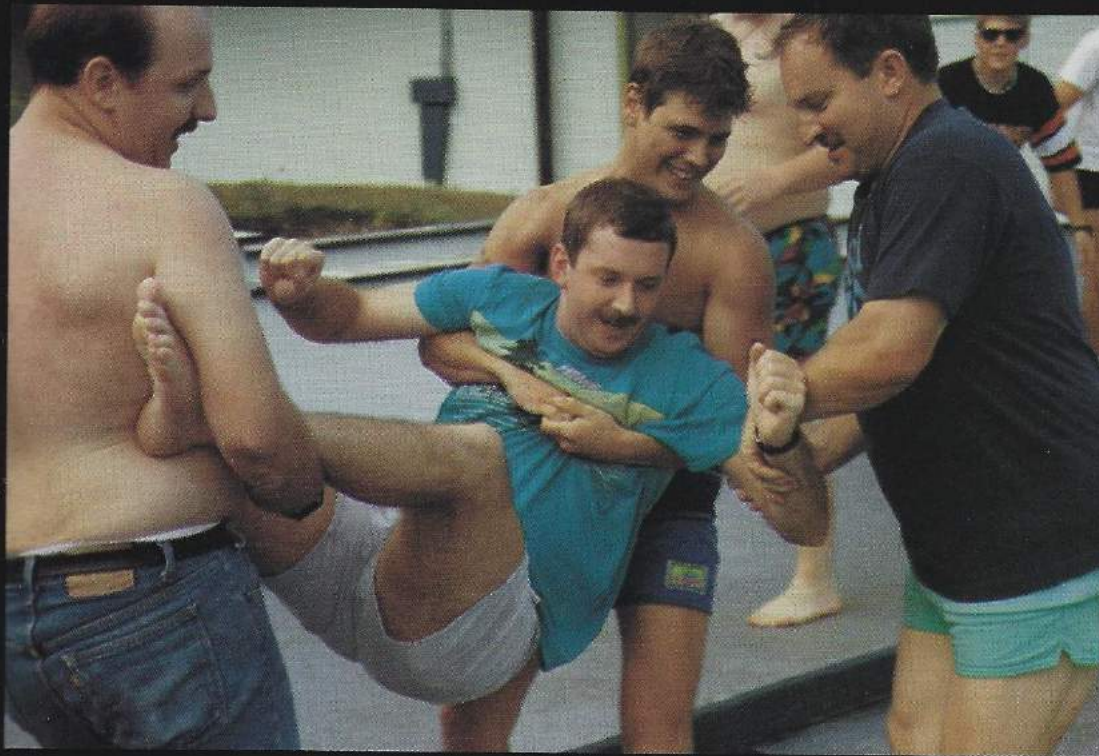
LT Flannigan, IC3 Cardamone, LTJG Forster, LT Rance and EN2 Sousa look on as the final touches are engraved into the soft metal alloy at the Selangor Pewter Factory Outlet.





SINGAPORE

Singapore. The Lion City. Located just 80 miles above the equator is a multiracial and multicultural society of more than 2.5 million people. Chinese, Indians and Malays make up the majority of the population of this shoppers paradise. Orchard Rd., the main strip, features luxury hotels and grand shopping plazas with both local and imported goods from around the world. Leftwich sailors found bargaining for goods to be part of the game whether purchasing that new camera or a 3 piece suit. Singapore is also known for its gourmet delights with choices ranging from eastern delicacies to western foods from home. Sightseeing included a tour around the island with stops in Chinatown, a gem factory, selangor pewter, a botanic garden and a 10 course Chinese lunch. Our last day in port featured a beer and barbecue blowout at the terror club hosted by the British Navy in which more than a few people went for a swim.



The Merlion located along the tree lines Queen Elizabeth Walk is the symbol of Singapore.

Crawford prepare to give a reluctant LCDR Beattie his free Terror Club swim lesson.

Chinese junks cruising up and down the Singapore River add a touch of culture to modern city life.

Bargain hunters STG1 Ryan, FC2 Cox and STG3 Kinney prepare to tackle the 700 plus shops of the Far East Plaza.



COCHIN

From February 17-19, 1989 the LEFTWICH and her crew paid a visit to the famous spice port of Cochin. During the three day port call, sailors were entertained by cobra snake charmers, back water tours and shops of all kinds. The volunteers of project "Handclasp" received warm welcome and the services they gave were of lasting benefit. A general "good time" was had by all.

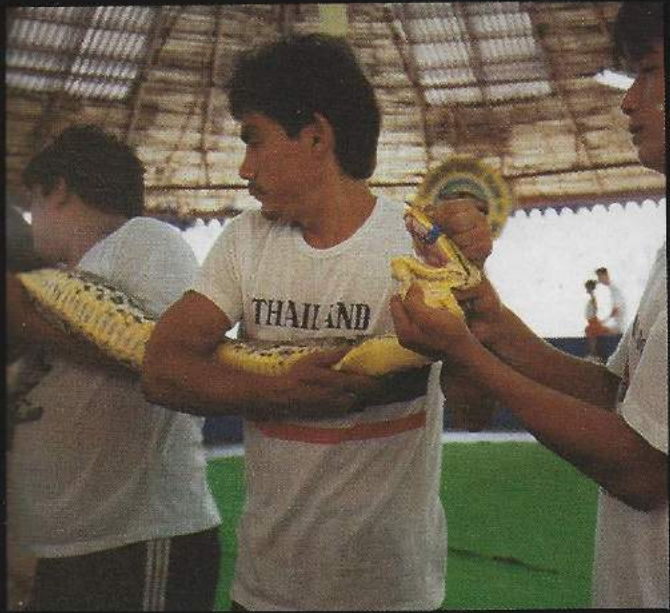






THAILAND





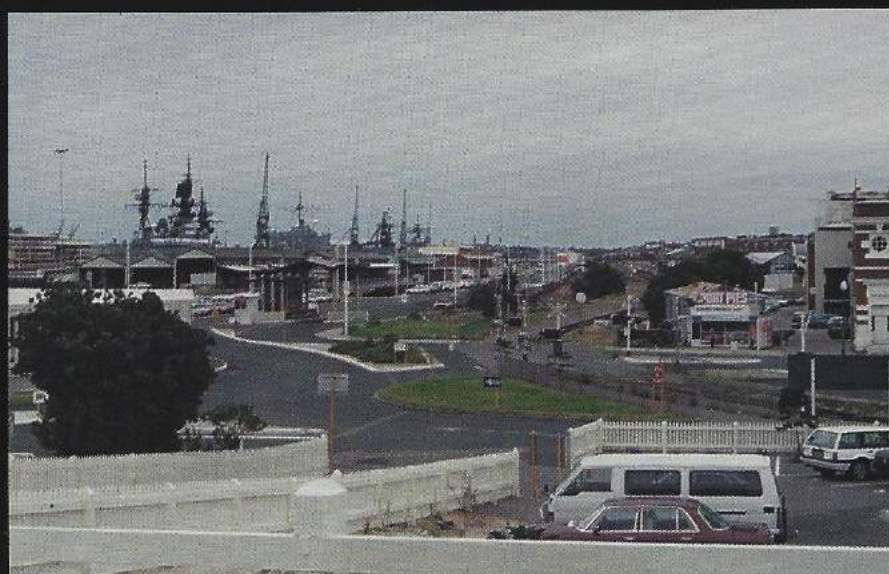
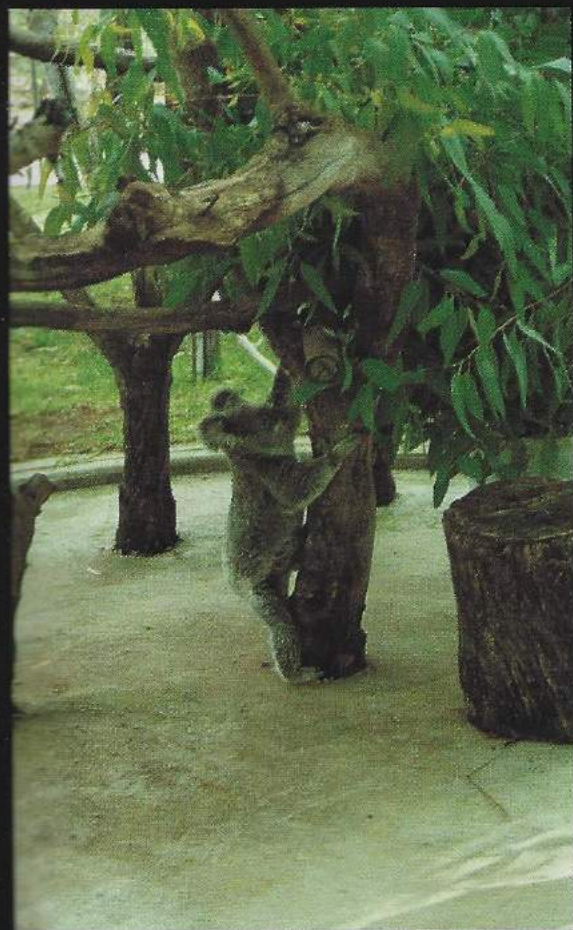
HONG KONG







AUSTRALIA



26 MAY

HOME



COMING

1989



CRUISE BOOK STAFF

ENS Johnson

ENS Rehor



STG3 Rasmussen

QM2 Jolli