

PACMEF 96-4



Arabian Gulf 1996-1997

Lieutenant Colonel William G. Leftwich

United States Marine Corps

Lieutenant Colonel William G. Leftwich, Jr. was born on April 28, 1931 in Memphis, Tennessee and graduated from the city's Central High School. He graduated from the Naval Academy on June 5, 1953 and was commissioned a Second Lieutenant in the Marine Corps. At the ceremony he was commended for performing his senior year duties as Brigade Captain in an exemplary, officer-like manner which contributed "to the development of naval spirit and loyalty within the Brigade."

He completed The Basic School at Marine Corps Schools, Quantico, Virginia in January 1954 and took his first rifle platoon command with the 2nd Marine Division at Camp Lejeune, North Carolina. In 1955-56 he served with the 3rd Marine Division on Okinawa. Returning to the United States he was stationed at Camp Pendleton, California and was promoted to Captain in July 1957. His next assignment took him back to the Naval Academy as a company commander for three years. An avid athlete, he coached varsity tennis and the battalion football team.

In 1960 he rejoined the 2nd Marine Division as a company commander and in the 1962 was named aide-de-camp to the Commanding General. In June 1963 he was assigned as aide to the Commandant, Marine Corps Schools, Quantico and in July 1964 was promoted to Major. Preparing for his next assignment he completed a language course in Vietnamese and in January 1965 reported for duty as Assistant Senior Advisor to the Vietnamese Marine Brigade.

Joining Task Force Alfa he spent more than 300 days in the field and participated in 27 major operations against the Viet Cong



in the Central Highlands of Vietnam. Wounded on March 9, 1965 at the Battle of Hoai An he was awarded a Purple Heart and the Navy Cross for extraordinary heroism. According to the citation, "he played a major part in all phases of the successful relief of the village of Hoai 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 and served as an instructor at The Basic School. Completing the Command and Staff College in June 1967 he was named to the school's Honor List. In November 1967, while serving as a systems analyst with the Manpower Management Information Branch, G-1 Division at Headquarters Marine Corps, he was promoted to Lieutenant Colonel. He later became head of the Systems Analysis Section.

In 1968 he was selected by the Honorable Charles F. Baird, the Under Secretary of the Navy, to be the Special Assistant and Marine Corps Aide. He also served under Mr. Baird's successor, the Honorable John W. Warner.

In April 1970 Lieutenant Colonel Leftwich began his second tour of duty in Vietnam serving as 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, one of Lieutenant Colonel Leftwich's reconnaissance teams incurred casualties and requested an emergency extraction from enemy infested territory in an area beginning to be enveloped by dense fog. In accordance with his standard practice of accompanying every emergency extraction, the team was picked up under his personal supervision; but as the helicopter began its ascent it crashed into a mountain side and all aboard were killed. A partial list of his medals 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. Lieutenant Colonel Leftwich is 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 is deceased.



Commanding Officer



Commander Eric R. Rosenlof
United States Navy

Commander Rosenlof is married to the former Debbie Michelle Skillin of Durham, California. They have two daughters, Amy and Susie.

Commander Rosenlof, a native of Omaha, Nebraska, attended high school in Kearney, Nebraska and graduated from the Naval Academy in 1978. His initial sea tour was on USS HARRY W. HILL (DD 986) where, as a member of the commissioning wardroom, he served as Communications Officer, Electrical Officer and Navigator. During his department head tours, Commander Rosenlof served as Combat Systems Officer on USS CUSHING (DD 985) and as Combat Systems Officer for Destroyer Squadron Thirty One then homeported in San Diego, California. His most recent sea tour was as Executive Officer on USS O'BRIEN (DD 975) homeported in Yokosuka, Japan.

Commander Rosenlof has completed shore assignments at the Navy Postgraduate School, where he earned a Master of Science degree in Oceanography and Meteorology, and in Washington, D.C. where he served on the staff of the Chief Of Naval Operations in the Naval Warfare Directorate, Anti-Submarine Warfare Division. Commander Rosenlof also completed a shore assignment at the Naval War College where he earned a degree in National Security and Strategic Studies. His most recent shore assignment was at Headquarters, U.S. Pacific Command, where he served in the Logistics Directorate, Security Assistance Division. Commander Rosenlof is also a graduate of the Naval Command College and the Armed Forces Staff College.

Executive Officers



Lieutenant Commander James J. May
United States Navy

Our six month cruise started with Lieutenant Commander James J. May as our Executive Officer. Unfortunately he was do to leave us half way through our deployment. He will be remembered for his diligence and fortitude while on board USS LEFTWICH. A brief description below outlines his history before us.

A native of Cincinnati, Ohio, Lieutenant Commander James J. May received his commission through the NROTC program at Miami University in May 1982. After receiving a Bachelor of Science in Manufacturing Engineering, Lieutenant Commander May attended Surface Warfare Officers School and was then assigned as Auxiliary Division Officer on USS DWIGHT D. EISENHOWER (CVN 69). Follow on sea tours included Main Propulsion Assistant on USS KING (DDG 41), Chief Engineer on USS TRUETT (FF 1095) and Examiner on CINCLANTFLT Propulsion Examining Board. Lieutenant Commander May's shore assignments have included Instructor Duty in the division of Professional Development at the United States Naval Academy and JPME training at the Army's Command and General Staff College at Fort Leavenworth, Kansas, where he earned a Masters in Military Art and Science Degree. Lieutenant Commander May is authorized to wear the Navy Commendation Medal with two gold stars, Navy Achievement Medal along with various sea service and unit ribbons. He is married to the former Leslie Pollard.



Lieutenant Commander Sean F. Neilan
United States Navy

Lieutenant Commander Sean F. Neilan reported to the USS LEFTWICH half way through deployment as our new Executive Officer. Ever since he has been All Ahead Flank. Here are a few highlights that describe his background.

LCDR Neilan was born in Milford, Massachusetts on 17 October 1959. He is a 1982 graduate of the Massachusetts Maritime Academy where he received a Bachelor of Science degree in Marine Transportation and United States Coast guard license as Third Mate, unlimited tonnage, any ocean. In June 1983, then Ensign Neilan reported to USS WAINWRIGHT (CG 28), homeported in Charleston, South Carolina, as Assistant Regular Overhaul Coordinator and Habitability Officer. In April 1984 he reported to USS DETROIT (AOE 4), homeported in Norfolk, Virginia, as Second Division Officer, but later assigned as RAS_STREAM Division Officer, then as Combat Information Center Officer, and finally Weapons Division Officer. In July 1986, then Lieutenant Neilan reported to the United States Naval Academy and posted to the Division of Professional Development, Department of Leadership, Executive Assistant to Department Chairman, and an Offshore Sailing Instructor (Navy 44' Yawls and Sloops). In July 1989 he reported to USS OUELETT (FF 1077), homeported in Pearl Harbor, Hawaii, as Operations Officer. In November 1990 he reported to Commander, Destroyer Squadron 35, home based in Pearl Harbor, Hawaii, as Staff Operations Officer. During this period he deployed twice to the Persian Gulf in support of Operations Desert Shield and Desert Storm. In April 1994, LCDR Neilan reported to headquarters, Allied Naval Forces Southern Europe (NATO) in Naples, Italy, as a Geographic Area and Naval Intelligence Analyst. LCDR Neilan's personal awards include: the Defense Meritorious Service Medal, three Navy Commendation Medals (to include the Combat Distinction Device), the Navy Achievement Medal, and Combat Action Ribbon; he also holds numerous unit, service and campaign awards. LCDR Neilan is married to Lieutenant Lourdes Neilan, United States Navy, who is posted to Naval Computer and Telecommunications Area Master Station, Mediterranean (NCTAMS MED), Naples, Italy. They have one child, a daughter, Aisling Francesca (1).

Command Master Chief



BTM(SW) Ronald D. Grubb

A native of West Jefferson, Ohio, BTM Grubb enlisted in the Navy soon after graduating from high school. After completing Boiler Technician Class "A" School at Great Lakes, Illinois, he reported aboard his first ship, the USS OKLAHOMA CITY (CLG-5), the flag ship for Seventh Fleet home ported in Yokosuka, Japan. His next assignment was to USS MIDWAY (CV-41), also home ported in Japan. Upon completion of his initial sea tour, BTM Grubb attended 1200 PSI Steam Maintenance School and was assigned to USS BAGLEY (FF-1069) homeported in San Diego, California. After successful completion of his third sea tour, he was selected to attend the pilot class of the Senior Enlisted Propulsion Engineering Course at Great Lakes, Illinois, and accepted follow on orders to the USS BENJAMIN STODDERT (DDG-22) stationed in Pearl Harbor, Hawaii. His exemplary performance onboard resulted in his selection to attend Steam Generating Plant Inspector School in San Diego, California prior to reporting as Boiler Inspector to Commander Naval Surface Group Mid-Pacific, Pearl Harbor, Hawaii. His next assignment was to USS CIMARRON (AO-180) stationed out of Pearl Harbor, Hawaii. BTM Grubb reported for duties as LEFTWICH's Command Master Chief in January 1999.

Master Chief Grubb is married to the former Akiko Sakaue of Honjo, Japan. They have one son, Dean, a 1997 graduate of Kalia'opu Elementary School.



Hong Kong

"USS LEFTWICH, A Guest Of Hong Kong"

(By ENS Kenneth L. Ehresman)

When USS LEFTWICH (DD 984) set sail on 18 Nov 96 from her home port in Pearl Harbor, Hawaii, many of her crew had never made a major deployment. Under the guidance of her new Commanding Officer, Commander Eric R. Rosenlof from Kearney, Nebraska, LEFTWICH deployed as part of PACMEF 96-4. While enroute to join the Middle

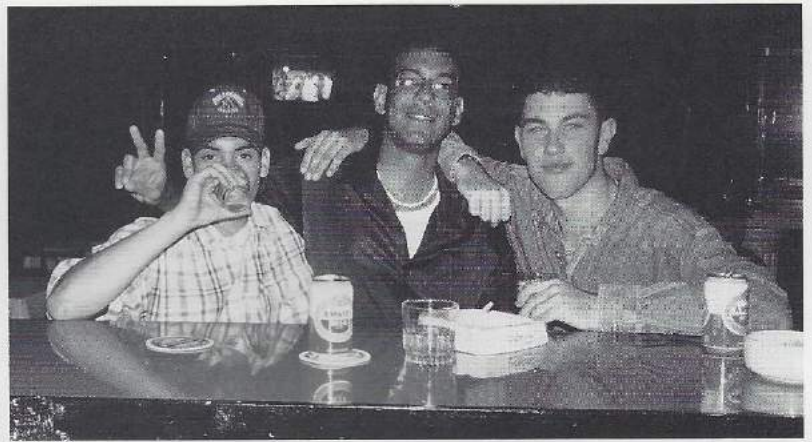
Eastern forces in the Arabian Gulf USS LEFTWICH was fortunate to conduct a port of call in Hong Kong. With more than fifty percent of her crew hitting Hong Kong's shores for the first time, most were not sure what to expect. It soon became apparent that Hong Kong was more than ready to be an accommodating host. Prior to arrival, LEFTWICH's sailors began signing up for seven different tours offered by the morale, welfare and recreation office that they will remember for the rest of their lives.

OS3 Mitch Wilson, a native of Tampa Bay, Florida stated "The Hong Kong 1/2 day tour offered a great opportunity To capture Hong Kong's beauty from Victoria Peak." After taking a tour of Lantau island, home of the world's largest bronze Buddha, IS1 Patrick Heneghan from Philadelphia, Pennsylvania commented "The Lantau island tour with the big Buddha was very impressive." During our stay in Hong Kong many of LEFTWICH's crew came to appreciate the culture that makes Hong Kong so unique.

For those of us that still had Christmas shopping to complete , Hong Kong was the perfect answer to procrastination. With an exchange rate of 7.7 hong kong dollars to the U.S. dollar, the bargains were waiting to be found. Stanley Market was an adventure in itself. With hundreds of vendors offering similar items, a good barterer could always come home with a treasure at a reasonable price. According to TM1 Brett Gamble, a native of Amarillo Texas and a seasoned shopper, "If you're willing to take a chance and walk around, nine times out of ten you'll be able to find a cheaper price. Then let the bartering begin!"

For those who came in search of electronics, the wide selection was a bargain hunter's paradise. OSSN Thomas Mann, a native of Siletz Oregon stated "it was kind of cool checking out the great deals on the cutting edge of electronics after hearing about it for so many years." One thing that all LEFTWICH sailors seemed to agree upon was that shopping in Hong Kong was a great experience.

Even with all of it's tradition, those who have been here before have also witnessed its change. BM1 Roger Manuel from Ilocos Norte, Philippines stated "Hong Kong has changed since my last visit. Hong Kong is turning back to China. The money is the biggest difference. Kowloon is more modernized." A sprawling city striving to modernize yet keep her traditional beauty and mystery, Hong Kong was best summarized by FC3 Jack Rocha of Fresno, California who said "Hong Kong was very interesting as well as educational." Hong Kong's hospitality will not be forgotten.



Singapore

LEFTWICH Visits Singapore (BY ENS Kenneth L. Ehresman)



Christmas was approaching quickly as USS LEFTWICH (DD 984) conducted her second WESTPAC port visit on the island nation of Singapore. Boasting Asia's highest standard of living, LEFTWICH Sailors all agreed that here were plenty of things to see and do. With her arrival in the Arabian Gulf just a few weeks away, LEFTWICH Sailors found Singapore to be an excellent "working port". With "working hours" set to balance preparations for the gulf, and liberty time to explore this beautiful city/state and nation.

Several of LEFTWICH's younger sailors participated in the "American Women's Association (AWA) meals in the home program", which invited sailors into the homes of American living abroad. 26 year old QM3 Boyd D. Toler of Trenton, New Jersey had nothing but praise for the AWA program as he commented, "The courtesy and generosity of the Hampton family and their friends was outstanding. The Sailors found that their hosts really enjoyed their sea stories, and were very curious about shipboard life. They seemed impressed by all the hard work that Navy personnel put into the ship and came away with a greater appreciation for what the Navy does".

Two other LEFTWICH Sailors, 23 year old STG3 James Frederick Peters of Chicago, Illinois, and 24 year old STG3 Robert Kibler of Lake Side, California, were hosted by the Hevesy's, who were so impressed that they came to LEFTWICH the next day to get a look at Navy life firsthand. STG3 Kibler commented, "The Hevesy family was really curious about the different work spaces of the ship, in particular the combat system areas and bridge. They were most impressed when TM1(SW) Brett Gamble gave them a "working tour" of his spaces. It was surprising how much we all really enjoyed ourselves. "Echoing his comments, STG3 Peters added, "It was a great morale booster to see somebody who had made us feel so much at home, come and see what our work was all about."

Those who didn't participate in the AWA program weren't left out either, as they took advantage of several tours that were offered by the MWR officer. One popular tour went to Sentosa Island, located on the southern shore of Singapore. On the way to Sentosa Island, the tour passed by Singapore city's skyline, and ended with an aerial tram ride across the bay. Sentosa Island offered a zoo, a museum, and a beautiful cultural park. One of the most popular attractions in Sentosa Park is a world famous statue of a giant Merlion, which has the head of a lion and the body of a fish. According to legend, the Merlion protects Singapore and its populace from misfortune. Standing over 120 feet high, this merlion has several observation decks built into it, which provide incredible photographic opportunities. When evening rolls around, the Merlion has a spectacular light and laser show. Affirming that Sentosa Island was a must see place, 44 year old OS2 Rick Rose from Waterford Michigan commented, "I really enjoyed it. The laser show at the musical fountain on Sentosa Island was outstanding."

For those who still had Christmas shopping to complete, Singapore's ultra modern Orchard Mall was a beautiful place to get it done. An electronic buff's paradise, 22 year old Seaman Julian Dewayne Johnson of Birmingham, Alabama said, "Orchard Mall was outstanding." I even had a real meal at Burger King. Everyone there was really nice. "For those who were not in the shopping mood, the streets surrounding orchard mall were decked out for the Christmas season." In fine Singapore tradition, all of the malls had some their best to entertain the masses with their beautiful displays. 31 year old GMG1 Patrick Michael Mahoney of Sacramento California commented, "The Christmas displays were outstanding, they reminded me of places that I'd seen in San Diego. A lot of families were there taking pictures." "For LEFTWICH Sailors, Singapore was an experience that won't be soon forgotten.

Underway For The Holidays

"Families Make LEFTWICH Christmas Special"

(By ENS Kenneth L. Ehresman)

USS LEFTWICH celebrated Christmas during her transit from Singapore to the Arabian Gulf. Festivities started on Christmas Eve day with an underway replenishment alongside USNS RAINIER.

While LEFTWICH sailors worked hard to on load stores that her mess specialists would soon turn into a Christmas feast, they were greeted with several pallets of "just in time" packages and mail from their families and loved ones. For those who were not included in mail call that day, several extraordinary people had already ensured that no one would feel forgotten.

One of these special people is Mrs. Barbara Dejesus, the mother of 20 year old Seaman Christian Shannon Santiago, from Patterson, New Jersey. This was the second year in a row that SN Santiago has been away for Christmas. Last year he was in boot camp and his mother felt that he was long overdue for some good old fashioned holiday cheer. Mrs. Dejesus surprised the entire LEFTWICH crew by making and mailing them over 300 personalized Christmas stockings. Beaming with pride, Christian described his mother's uncommon generosity, "My mom had been planning this for awhile, and started making them in the beginning of November. Originally she was just going to make stockings for my division, but once she got started she caught the Christmas spirit and decided to make them for the whole ship." Of course, that many stockings is more than one person can handle alone, so Mrs. Dejesus enlisted several family members, and the congregation of Valley Chapel Church to get the job done. In keeping with the hometown spirit, a local candy store where SN Santiago had worked prior to enlisting in the Navy, Bromillow's chocolate, donated several pounds of sweets for the cause. Expressing disbelief at the amount of community support his home town had shown him, SN Santiago described his part in the whole process, "I was very surprised when the packages started arriving in Hong Kong. My mother was mailing each box as it filled up, with the last few boxes arriving in Singapore." If Mrs. Dejesus's generosity wasn't enough, the children of Holy Family Catholic Academy, located in Honolulu, Hawaii got together and made original place mats so that LEFTWICH sailors would know how special they really are.

With all of the packages from home and good will emanating throughout the ship, it was time for the LEFTWICH Christmas caroling to begin. All of the divisions sent their best vocalists to perform their own renditions of classic and not so classic Christmas carols. Although the competition was fierce, this year's

winner was NX division, led by PNC Meynardo Mendoza and YN1 Mathew Failauga, Who strummed their original tune on acoustic guitars, in the accompaniment of their co-workers in the ship's office. For 23 year old PN3 Dwayne Sanders, of Kansas City, Missouri the victory was especially sweet, as he explained "It was nice to win the competition on my birthday. PNC Mendoza wrote the song, but we all had our inputs. Hopefully we can repeat as defending caroling champs next year." Their new found fame has not gone to their



heads, but the stereo they won sure keeps the administration office rocking. Here is wishing LEFTWICH's ohana, peace, and prosperity throughout the holidays and the new year.

Gre emphasized, "The families went all out to host these Guys. I went to a dinner to see what it was like for myself. These families went to a lot of trouble to ensure our sailors had a good time and felt at home. I received such an overwhelmingly positive response from all those who attended...they all want to go back anytime it's offered."

QM3 John Peeling of Fort Lauderdale, Florida was one of the many LEFTWICH sailors who enjoyed his experience in Hong Kong so much that he jumped at the chance to dine with another family in Singapore. He commented, "they went out of their way to make me feel at home, and even took me with them the next day to see parts of the city that I would never have gotten a chance to see by myself. I would absolutely do it again and would recommend it to everybody."

A group of LEFTWICH sailors invited to Mr. And Mrs. Liu's home in Singapore were very impressed by the warm welcome and casual hospitality. Their hosts had also invited sailors from the USS FLETCHER and USS PAUL HAMILTON, and were so intent on ensuring that everyone enjoyed themselves that they ran to the store three times for more food! GSE1 Timothy James Boyd senior of Atwater, Ohio remarked, "They even imported steaks from the mainland for us. Mrs. Liu made homemade apple pie, baked potatoes and a salad. It was a very good time, and they gave you a sense of being home." Everyone who spent time with the ladies and families of the American Women's Association wholeheartedly agreed with GSM2 Joel Novick of Nashua, New Hampshire who commented "we felt very welcome in their home. They went above and beyond our expectations. The Liu's seemed to cherish it as much as we did." The sailors of LEFTWICH extend their sincerest thanks and send a special Hawaiian aloha to the wonderful families of the American Women's Association.



LEFTWICH DD 911

"LEFTWICH Answers The Call"
(By ENS Kenneth L. Ehresman)



Recently while underway in the Arabian Gulf, the USS LEFTWICH (DD 984) was hailed by a vessel in distress. The bridge team, led by the Officer of the Deck, 24 year old ENS Malcolm "Tiger"

Alexander of Joliet, Illinois, received a distress call over bridge to bridge radio. "U.S. Navy warship, I am off of your beam and need help! We are filling up with water and can not remain afloat much longer!" When asked about his initial thoughts on the unexpected turn of events, ENS Alexander responded, "Many things went through my mind, but at first I thought they were some kind of oil rig, because they did not have any freeboard showing. Once the LEFTWICH team determined where the vessel in distress was, the young Officer of the Deck had to determine what kind of assistance they required. "The distressed vessel was in water that was too shallow for our ship to pull alongside, so while LEFTWICH remained at a safe distance, the rescue was turned over to the small boat crew, and LEFTWICH's rescue and assistance detail."

While the damage control team prepared shoring and dewatering kits, LEFTWICH's helicopter "Easyrider-64" made turns and took off for a recon of the stricken vessel. The initial report from the helicopter was that the port bow was awash, and it appeared that only two people were on board. Two gunner's mates, BMGC Mark A. Hawkins from Alliance, Ohio, and 22 year old GMG3 Adam Tyler Humphrey of Durango, Colorado, augmented the rescue team to ensure security. Conducting his first rescue and boarding visit, GMG3 Humphrey described his experience, "I was a little nervous at first, and was not sure what to expect when we got over there. As we got closer we could see that the ship was in trouble, and was listing so much to port that we just walked onto its deck, without the aid of a ladder. The two people on board were very happy to see us. As we talked to them they told us that they were Muslim, and that the vessel had been in service for twenty years and was being taken to Bahrain for salvage. Their dredge did not have any electricity, running water, or propulsion and had been towed there by a sea going tug. The tug had developed generator problems and had left them behind on the dredge while it went to Qatar for repairs. We then proceeded to make the dredge seaworthy and make sure that they had enough food and water, which they were very excited to receive."

The rest was up to the damage control team, who were armed with a P-100 fire fighting and dewatering pump, shoring kit, and various damage control plugs. Engineman First Class (Surface Warfare) Kevin Lee Hackett of Petersburg, New York described the situation this way. "That thing should never have been out there. It was anything but seaworthy. When we first arrived we could see that the port bow was completely under the water. Initially we thought that there must have been a large hole in the hull, until the two men left on the dredge led us to a hatch that was stuck open and rusted completely out. This broken hatch was allowing waves of water to enter the hull every time one of the swells washed over the bow. The first thing that we did was check to see if the rest of the hull was sound, and then commenced dewatering while attempting to make the hatch water tight. We used patching and gasket material from USS LEFTWICH, and we did manage to secure the hatch. If we had not come when we did the dredge might have sunk by the end of the day."



Sharem 119

“LEFTWICH Participates In Sharem 119”

(By ENS Curtis Mole, and ENS Kenneth L. Ehresman)

During the last ten days of January 97, USS LEFTWICH (DD 984) participated in “Sharem 119”, an anti-submarine warfare (ASW) exercise in the Arabian Gulf. LEFTWICH’s participation with USS HALYBURTON (FFG 40) and USS SALT LAKE CITY (SSN 716) provided operations specialists, sonar technicians, and torpedomen a rare opportunity to practice ASW in the challenging Arabian Gulf environment.

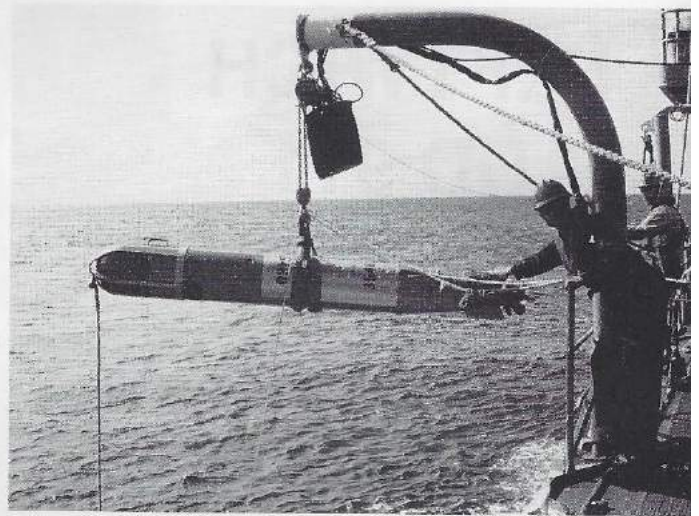
Sharem 119 kept the entire crew busy around the clock, but nobody was more involved than twenty-two year old STG3 Randal A. Zenger of North Hills, California, who summed up his experiences by saying, “I really enjoyed the opportunity to do my job for real, but one of the more interesting things that I got to do was disassemble the exercise torpedoes that we shot and the recovered. I had never seen the inside of an exercise torpedo before, and it had a lot more electronics inside than I thought it would have. I helped to extract the torpedoes’ computers so that we could see how well the shot went. I also learned a lot about our Kingfisher mine avoidance system with actual hands on experience and classroom instruction. I think this will give us a real heads-up on what we could be looking for during operations in the Arabian Gulf.”

Echoing his comments was twenty-three year old STG3 James F. Peters of Bolingbrook, Illinois who commented, “I really enjoyed the chance to take my training from search and rescue (SAR) swimmer school and put it to use recovering exercise torpedoes. That’s a good experience that not a lot of people get the opportunity to do every day. It was challenging to coordinate all of the ASW evolutions with my SAR duties and it was the first ASW that we’ve done in the Gulf. This was how we were trained to do things, and the training really paid off.”

Twenty-one year old, TM3 Bruce Simmons, a native of New Bern, North Carolina beamed with pride as he narrated his part of the exercise. “I got to recover the exercise torpedoes utilizing the J-bar davit, which I’ve helped maintain but never got to operate before. It was very interesting to help extract the data from the spent torpedoes. This data will be used later to improve the torpedoes. This was a chance to do something that not all torpedomen get a chance to do, I was proud that LEFTWICH was chosen to perform this exercise.”

Thirty-one year old TM1 Brett Gamble of Amarillo, Texas, who led the exercise torpedo recovery process echoed TM3 Simmons’s remarks by saying, “I had done similar recovery operations on another ship before, but never on such a large scale like this. This exercise was designed to be challenging, but the excellent teamwork of the entire LEFTWICH crew made it easy. After we had recovered a few torpedoes and got the hang of it, only took around twenty minutes per exercise torpedo from then on.”

The efforts of the entire crew made this exercise such a success, but nobody epitomizes the kind of dedication and pride the crew displayed than twenty-one year old SN Adam L. Maze of Paducah, Kentucky, who is a member of LEFTWICH’s “flight deck crew”. It’s his job to be ready to help the helicopter take off and land at all hours of the day. This duty is in addition to his regular watch standing duties, which means that his day can start before the sun rises, and continue late into the night. His job requires him to be flexible to respond to whatever the ship and helicopter may task the flight crew to do. SN Maze described his Sharem 119 experience as follows: “we were averaging four flight quarter stations a day, and one day we landed, refueled and launched six different helicopters. I was very tired, but didn’t mind because I knew that these operations were important to both LEFTWICH and the Navy.”



DD911 Answers the Call Again

LEFTWICH Motor Club Provides Roadside Service
By ENS Ernesto Rivera and ENS Kenneth L. Ehresman)

While participating in an Anti-Submarine Warfare exercise "SHAREM 119", with USS HALYBURTON (FFG-40) in the Arabian Gulf on 23 January 1997, the USS LEFTWICH (DD-984) received word from the HALYBURTON's helicopter that a dhow (small fishing vessel) was in need of assistance.

The dhow "Jamil" had departed the port of Dona, Qatar, five days earlier, got caught in a storm, and took on water, which damaged some of her electrical circuits and stalled out her engine. The Jamil's crew had drained the dhow's batteries while attempting to restart the main engine, leaving her adrift in the Gulf until her crew managed to get the helicopter's attention during the exercise. After providing initial assistance with her own rescue and assistance team, HALYBURTON turned over the rescue and assistance mission to LEFTWICH.

LEFTWICH's damage control assistant, 25 year old LTJG Scott Key, from Edmonds, Washington recalled, "I was initially told that the dhow was taking on water and sinking, I quickly assembled LEFTWICH's rescue and assistance team for what I thought would be a difficult assistance call. While approaching the Jamil, we discovered that they were not taking on water, but had simply needed a jump start." This was the second time in as many days that LEFTWICH's rescue and assistance team had responded to the call in maritime tradition, by providing a jump—start of life to a stranded dhow, but this time when they arrived onboard they were surprised at what they found.

BM1 Kenneth Wayne Charles of Dayton, Ohio recalled, "we were very surprised to find nine hungry men onboard that small boat. They looked like they had been there for a while. This is my sixth time in the Arabian Gulf, and I have never done anything like this before. when we talked to the crew we found out they were delivering toys and domestic goods to an oil field city, and their engine died during the storm. They completely

drained their batteries while attempting to restart the engines, and had been unable to get them going again."

Now a veteran of LEFTWICH "road side" service, 22 year old EM3 Michael E. Hughes of Langhorn, Pennsylvania added, "once we determined that their batteries were dead, we checked out their alternator and found that several of the wires were loose or worn. We removed the alternator and batteries to fix them aboard LEFTWICH. The batteries were easy to fix, all they needed was a little electrolyte and a one-hour charge, and they were ready to go."





While they were waiting for the alternator to be repaired and batteries to be charged, LEFTWICH's rescue and assistance team was busy ensuring that the dhow was seaworthy, and able to safely continue on her way. 31 year old SM1 Michael R. Radoye of Plymouth, Michigan stated, "we found that the dhow crew had plenty of food, but their generator was out of fuel, so they did not work, but when compared with our compass we found that it was quite operational. I was very surprised to find that they did not have any charts onboard. We brought them some fuel for their generator, and a chart, gave them directions, and sent them safely on their way." Once again LEFTWICH's rescue and assistance team had answered the call, and a satisfied customer was "back on the road again".



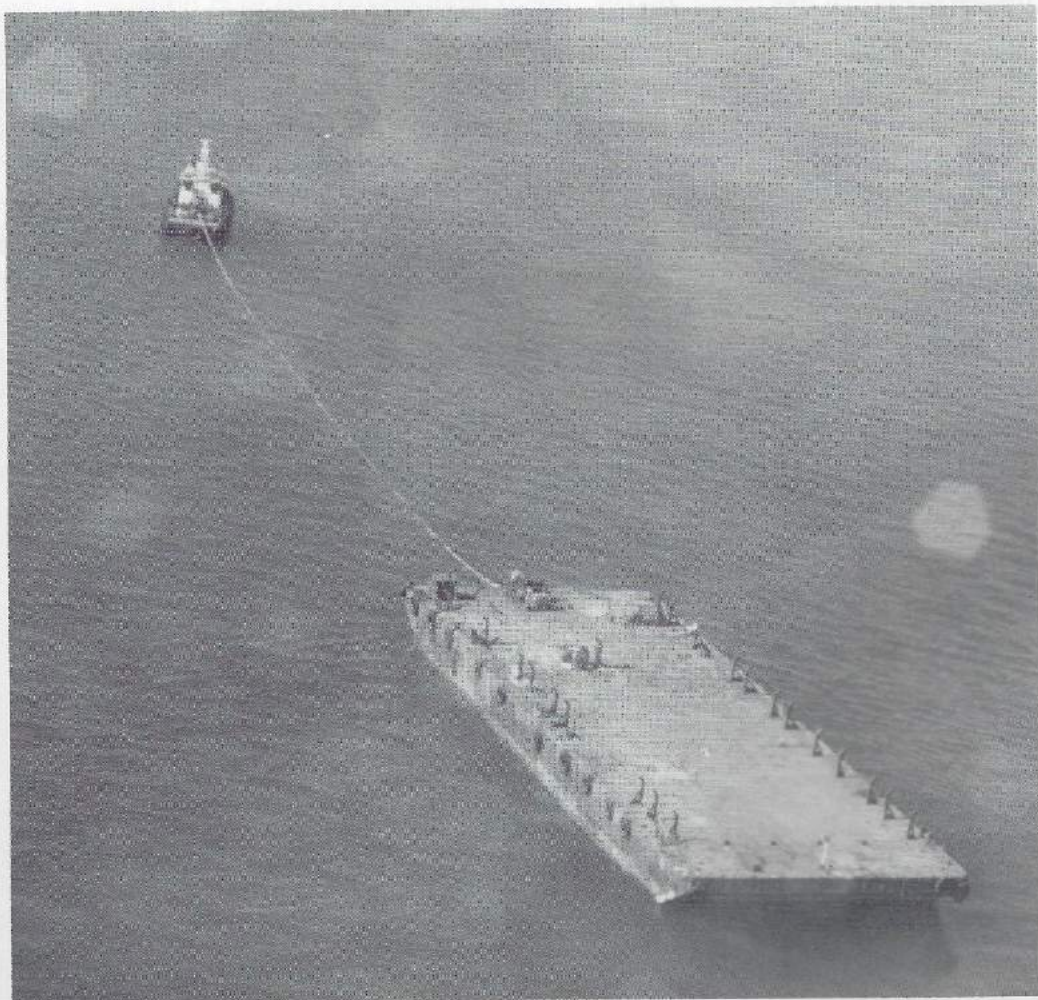
Language Barrier Eliminated

“LEFTWICH Sailor Provides Assistance at Sea”

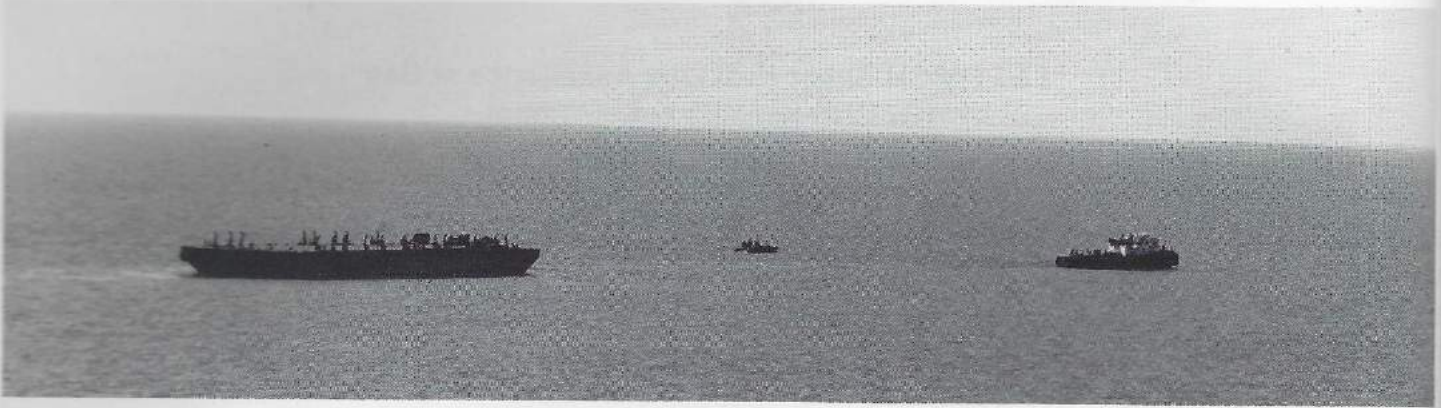
(By ENS Kenneth L. Ehresman)

Since arriving in the Arabian Gulf in late December, USS LEFTWICH (DD 984) has been involved in four rescue at sea operations, and four diversions of vessels suspected of violating United Nations sanctions against Iraq. During these complex operations language was a large barrier. The unexpected solution to this problem was a Lebanese speaking LEFTWICH shipmate, twenty-three year old EN3 Michael Joseph Ameen, of Boston, Massachusetts.

When petty officer Ameen arrived onboard LEFTWICH, he had no idea the Lebanese he learned as a child could be put to such good use by the U.S. Navy. Noting this is one deployment he will never forget, petty officer Ameen explained his role, “I learned to speak Lebanese from both my mother and grandmother while growing up. For me, Lebanese was something I did not even know I was learning. My mother and grandmother would just start talking to me, and I had to figure out what they were saying. Even though I haven’t spoken the language in years, once you learn it, it stays with you. When I went on my first rescue and told the people that I understood Arabic, they were very happy, and we could get right down to the business of helping them. I think I was more helpful during rescues than when LEFTWICH was diverting a suspect vessel. Initially, a vessel we are querying will answer me, but once they realize they are in trouble, they either start using a lot of slang, or just completely stop talking. I have enjoyed helping out, it is a lot different from my normal job as an engine man, but out here you do whatever you can to help.”



Maritime Expeditionary Force



“LEFTWICH Nabs Smugglers” (By ENS Kenneth L. Ehresman)

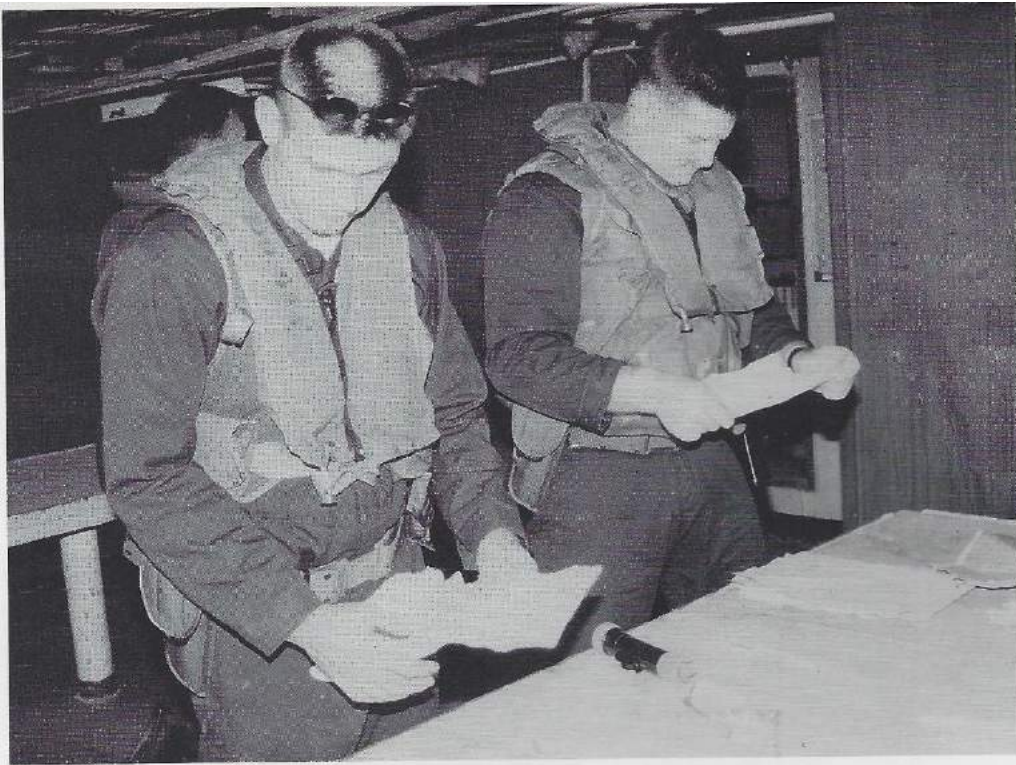
Within the first two weeks of her arrival in the northern Arabian Gulf, LEFTWICH established an impressive record while serving as part of the multinational interception force enforcing United Nations sanctions against Iraq. Working for Commander, U.S. Fifth Fleet, USS LEFTWICH has been responsible for the diversion of four vessels and barges suspected of carrying more than 12,000 metric tons of illegal gas oil.

All of LEFTWICH's boarding has taken place in international waters, where ships of the multinational interception force are enforcing U.N. sanctions against Iraq. Under U.N. Security Council Resolution number 986, Iraq is allowed to export limited amounts of crude oil in a regulated fashion. However, the vessels intercepted by LEFTWICH were suspected of carrying gas-oil in violation of the sanctions. LEFTWICH's latest intercept netted more than 7,000 metric tons of refined gas-oil, and was one of the largest single diversions since multinational interception force operations began in August 1990. According to LTJG McLoon of Phoenix, Arizona, who serves on the staff of Commander, Task Force Five Zero as Maritime Interception Officer, “LEFTWICH quickly made an impact upon arrival in the Arabian Gulf...(and) used innovative tactics without hazarding their ship.”

One of LEFTWICH's Boarding Officers is twenty-seven year old Lieutenant Junior Grade Sean Robinson from Billings, Montana. He attributes LEFTWICH's success to excellent teamwork and coordination between all watch teams. According to LTJG Robinson, “It all comes down to careful planning and timing. The first thing a suspect vessel does, once we begin querying him, is to head for territorial waters. We have to anticipate that initially the vessel will be uncooperative, and make sure we are well positioned to prevent

escape. Before we board the vessel we try to get generic information from them such as: crew size and type of cargo. Most of the time they will just try to ignore us, hoping we will go away. Once we are on board, they become more cooperative. The first thing we do once aboard is muster their crew and conduct a security sweep to assess the threat level. I then tell the Master where I want him to head the vessel, and we begin looking for evidence to see if they are legitimate or not. I assemble an evidence package, making copies of everything except the navigation charts, which we replace. Gathering evidence is like a game of hide and seek; some matters are cooperative, and others are not. These guys are professional smugglers, and some have gone

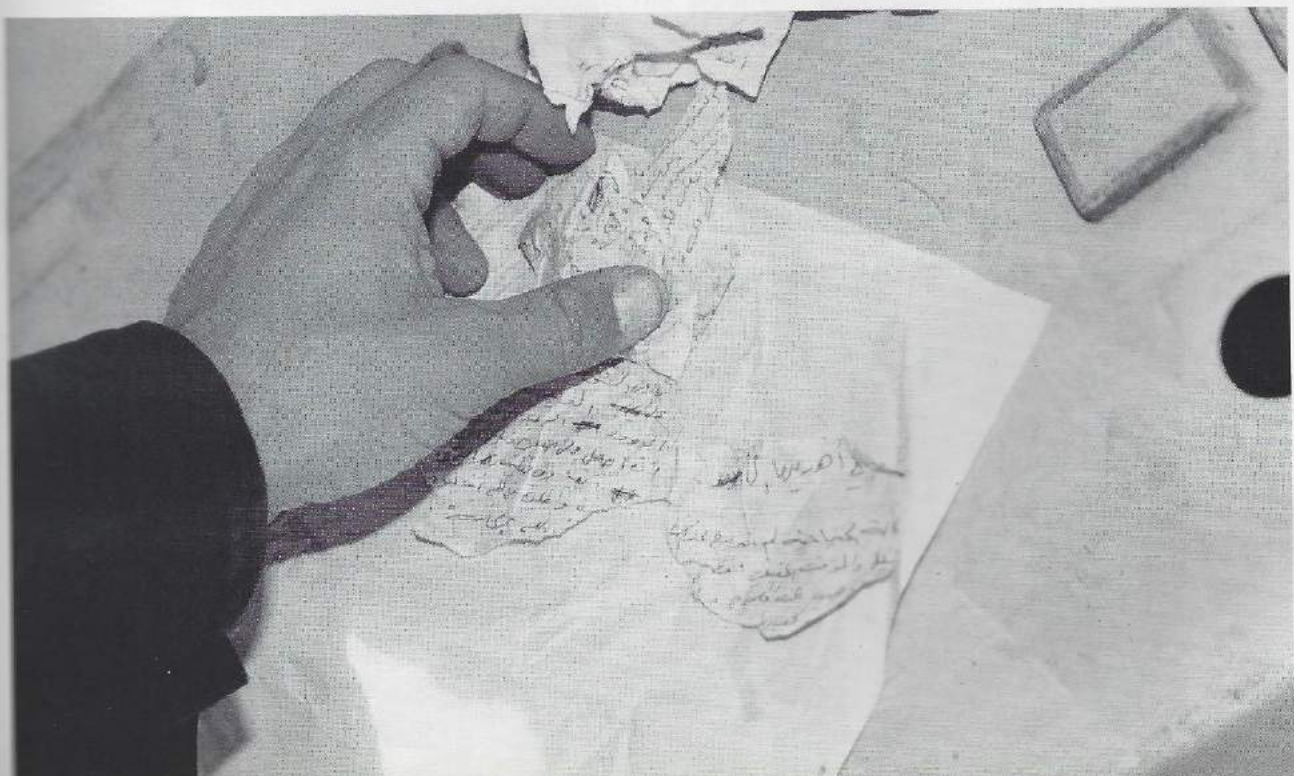


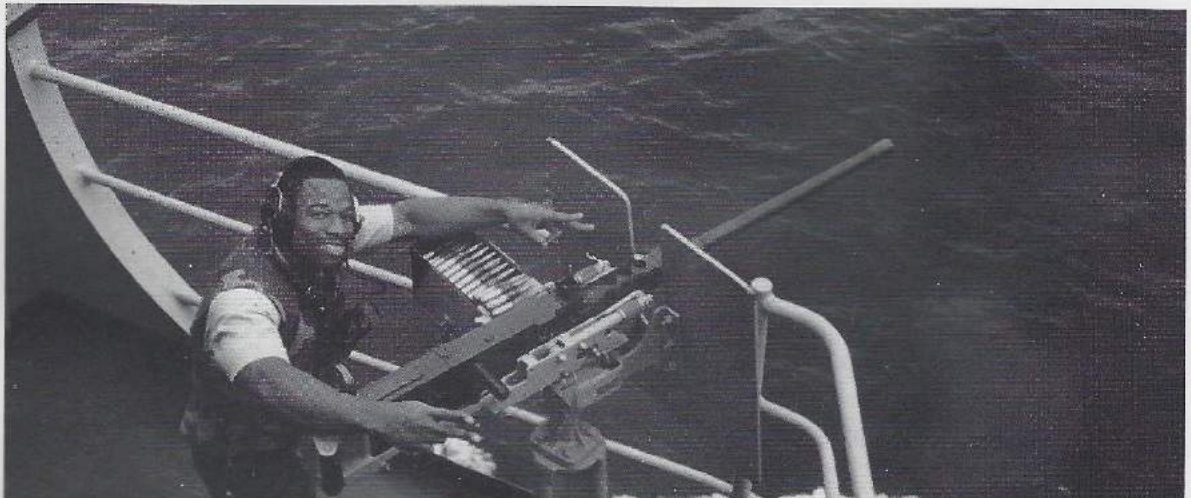
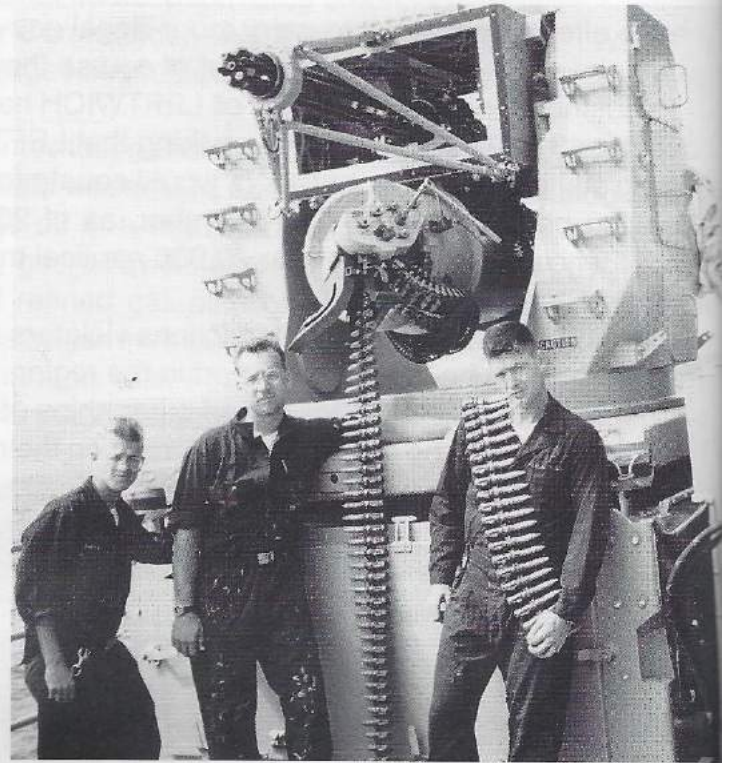
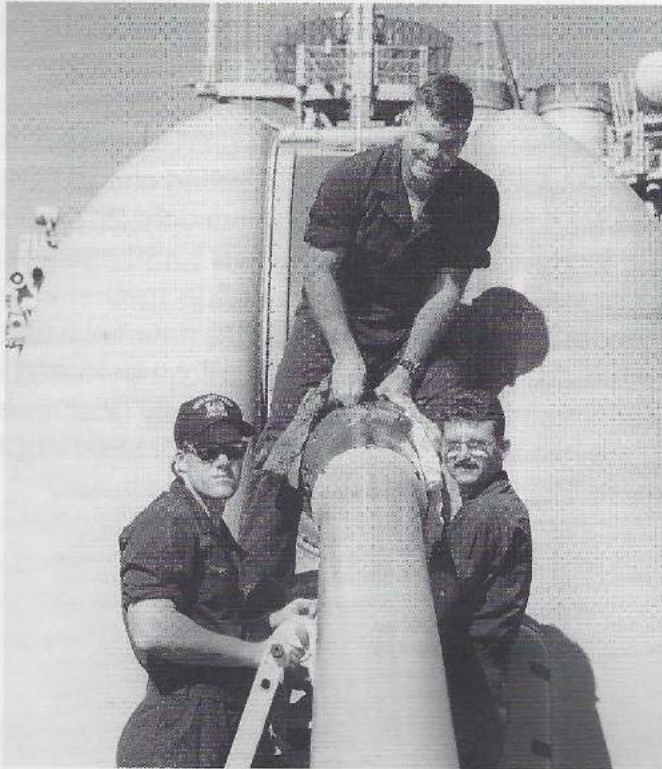


as far as to alter ballast tanks to carry more illegal gas-oil. They know the routine, and know that we are just doing our jobs and enforcing the law, but of course they will make it difficult for us."

To put the amount of illegal gas oil LEFTWICH has diverted in to perspective, 12,000 metric tons of gas oil converts to 3,720,000 gallons. Everything that LEFTWICH has diverted is "high grade gas", and if priced at the filling station for \$1.25 per gallon, would equate to a total of \$4,650,000.00! By Interesting comparison, since leaving pearl harbor on 18 November, as of 26 February, LEFTWICH has burned only 2,200,000 gallons of fuel oil while traveling over 20,000 nautical miles. So far, LEFTWICH has diverted 1,480,000 more gallons than she has burned.

Currently, all four suspected sanctions violators are anchored in a holding area in international waters until the vessels can be diverted to a port in the region, where the disposition of the cargo will be determined by the host nation. USS LEFTWICH and other ships of the maritime intercept force conduct daily health and comfort inspections on the diverted ships, ensuring their crews are healthy and taken care of. USS LEFTWICH is scheduled to return to her homeport of Pearl Harbor, Hawaii in May 1997.







Coat of Arms

Shield

The colors blue and red are symbolic of loyalty and courage, attributes of Lieutenant Colonel Leftwich who was killed in action in Vietnam. The blue refers to the lowlands or delta areas of Vietnam, and the yellow sections rising toward the center allude to the highlands. The gold stars signify his two separate awards of the Legion of Merit. The silver star by the base represents his posthumous award of the Silver Star, and the gold cross patté recognizes the award of the Navy Cross.

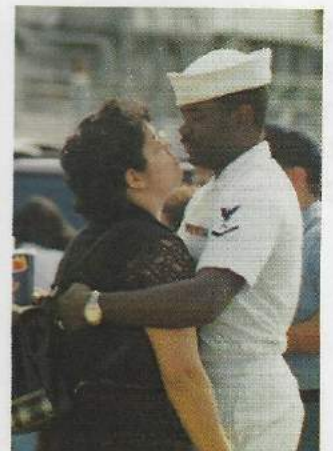
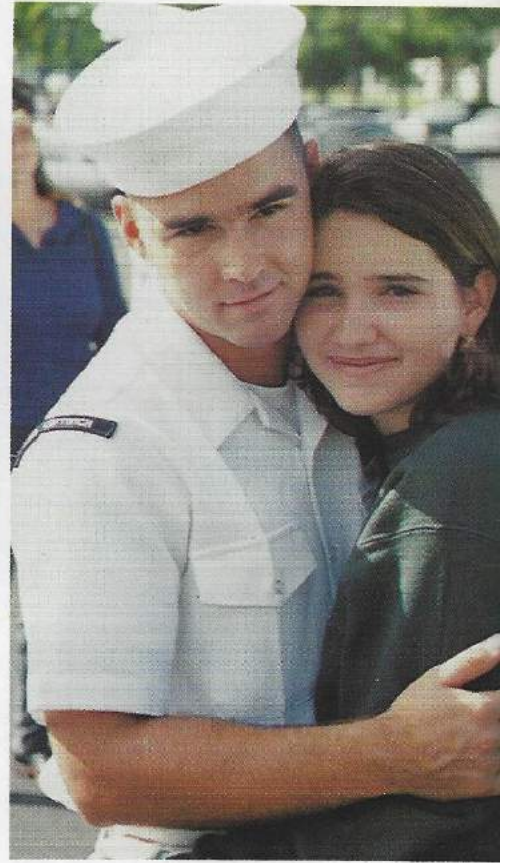
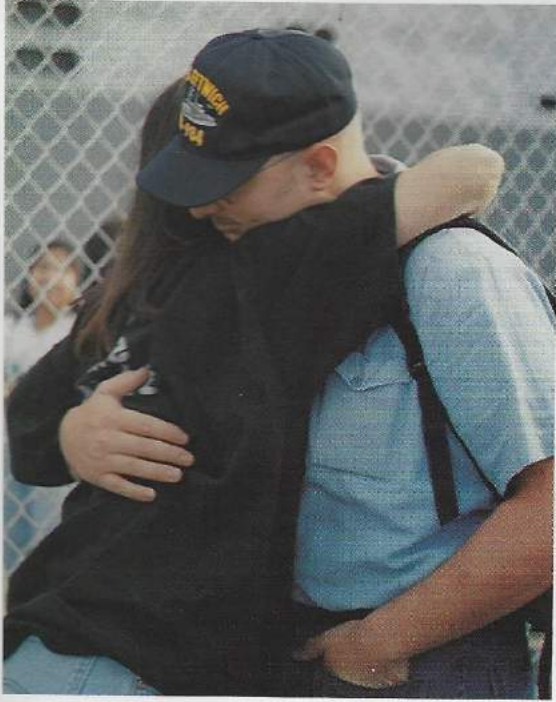
Crest

The chevron-like shape, simulating a mountain, stands as a symbol of Lieutenant Colonel Leftwich's courageous effort during the emergency extraction from enemy territory by helicopter during which he met his death. The trident and dolphins are symbolic of vigilance and maritime dominance.

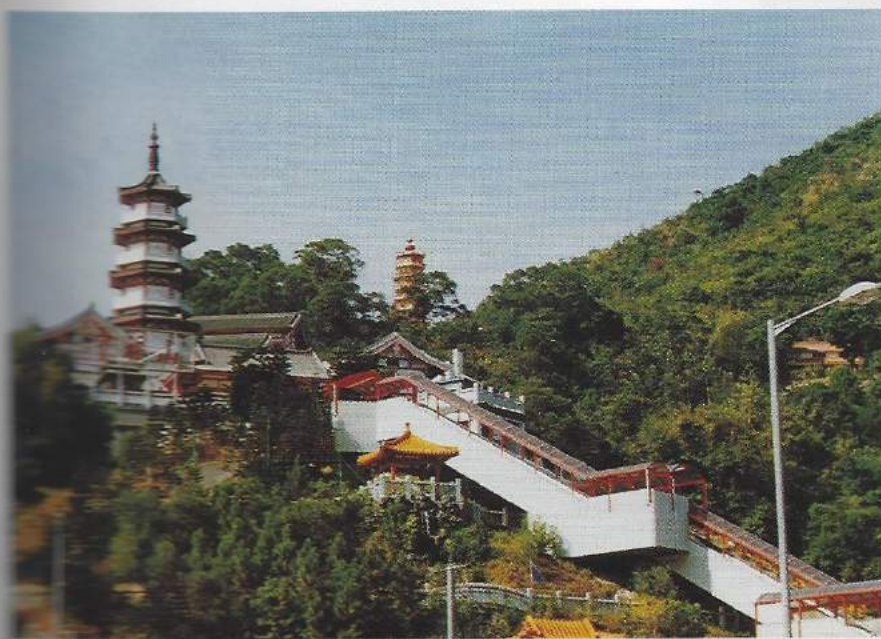
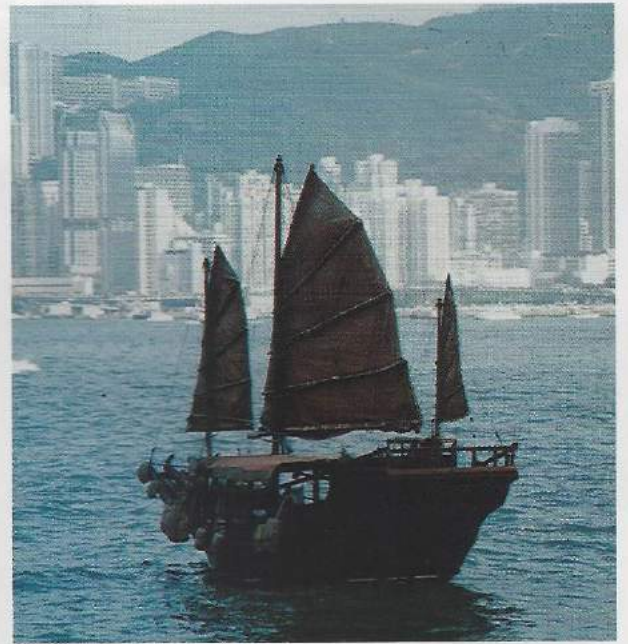
Motto

Simple words of profound importance honor the memory of Lieutenant Colonel Leftwich. His standard practice of accompanying every emergency extraction epitomize this motto. Lieutenant Colonel Leftwich gave the ultimate sacrifice for his country by living up to the words left to his name. It is in memory of his heroism in combat, and the example he left for all to follow that LEFTWICH carries on the tradition of "**Superiority Through Teamwork.**"

Anchors Aweigh



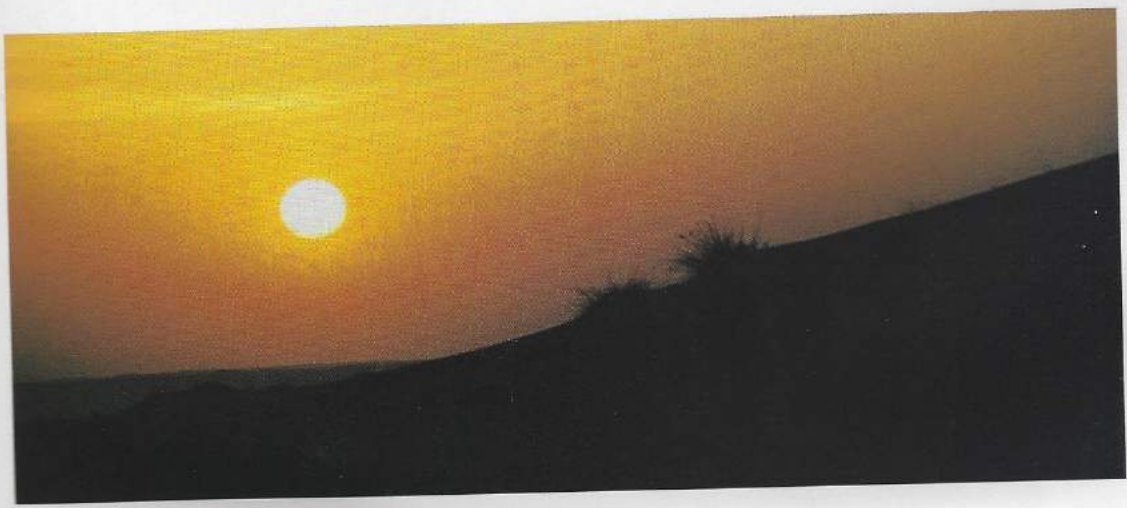
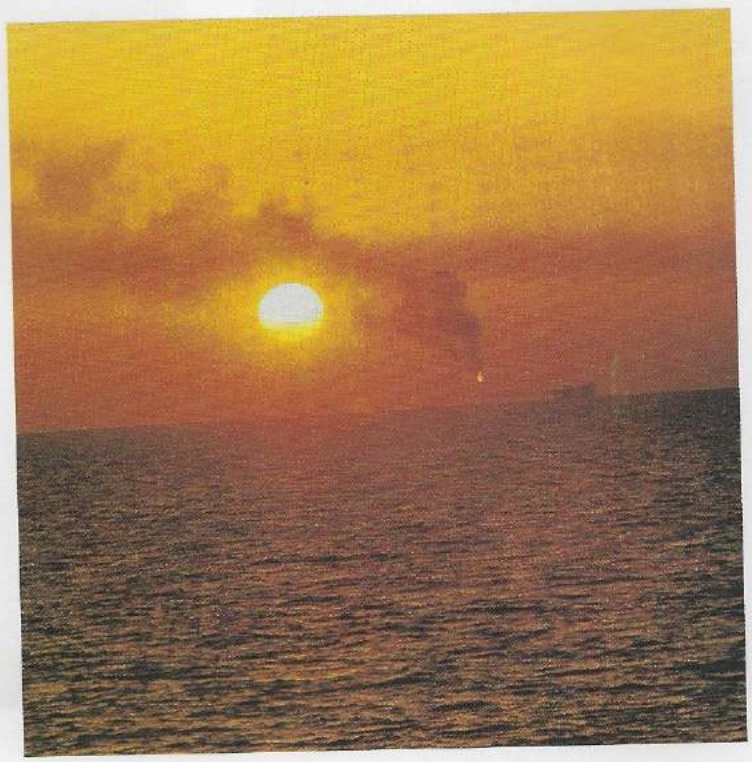
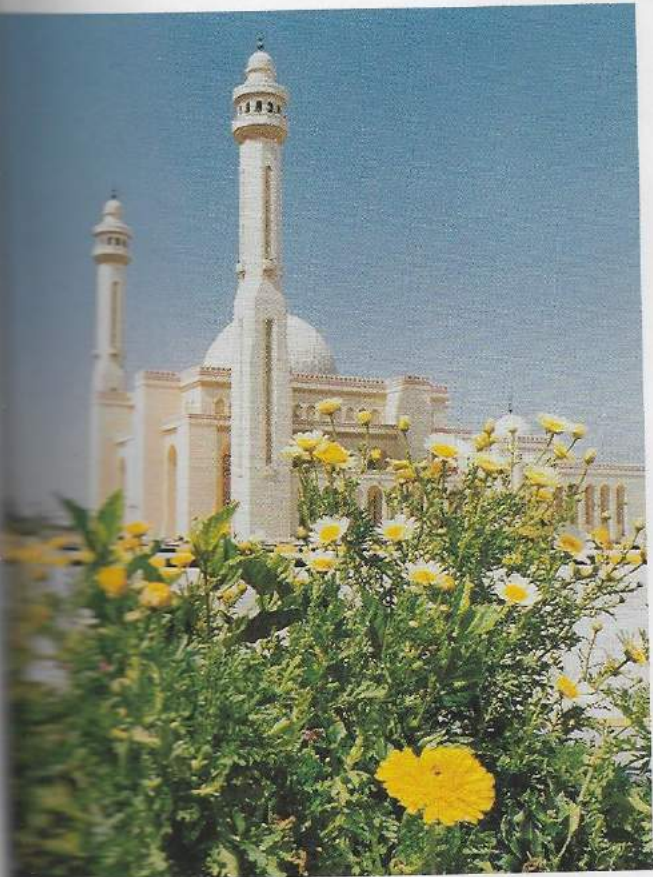
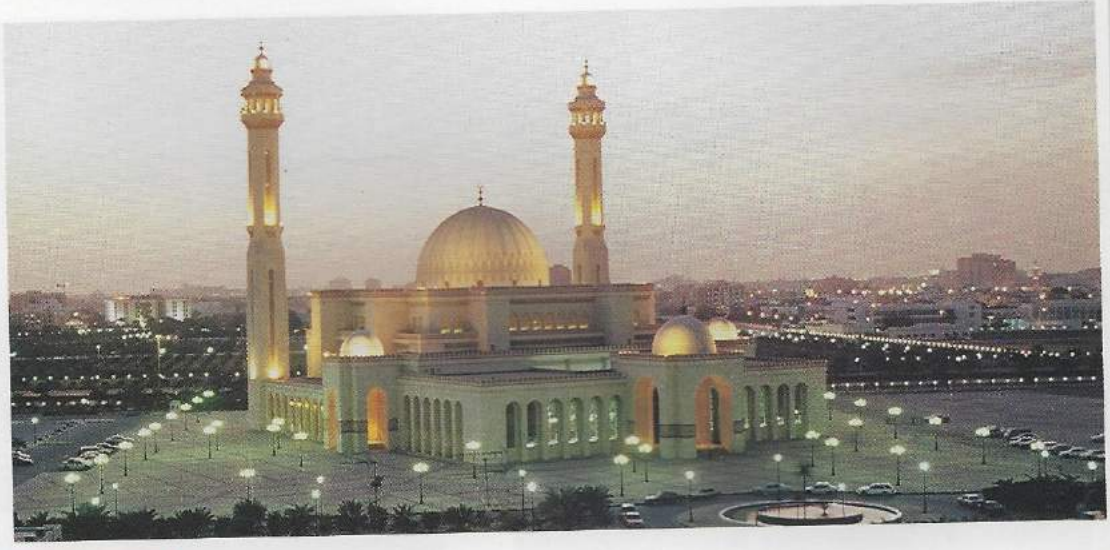
Hong Kong



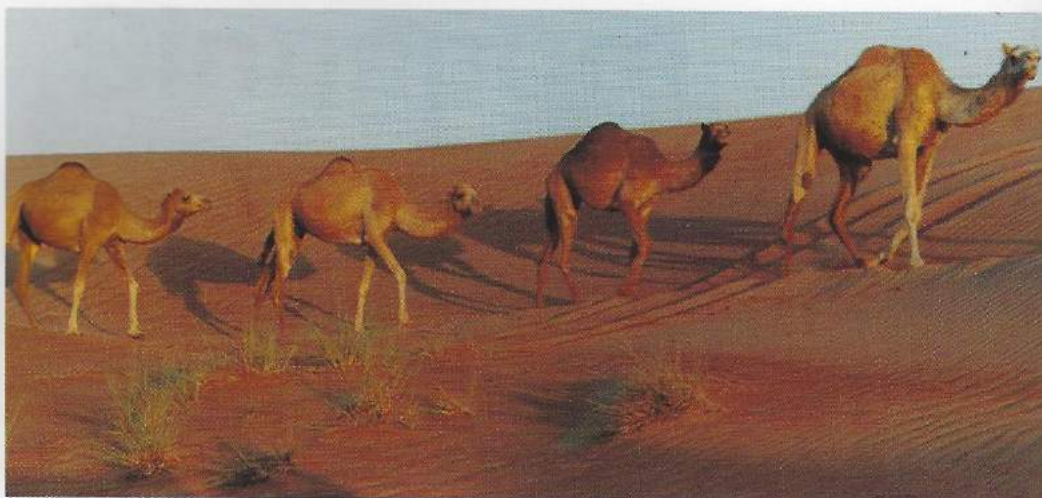
Singapore

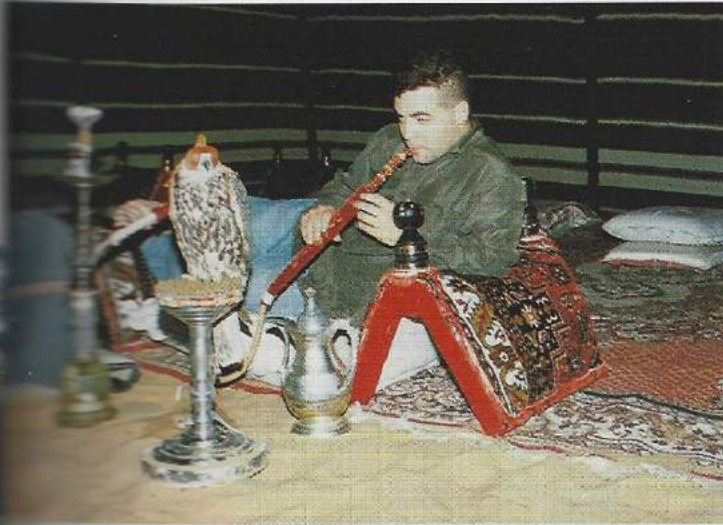
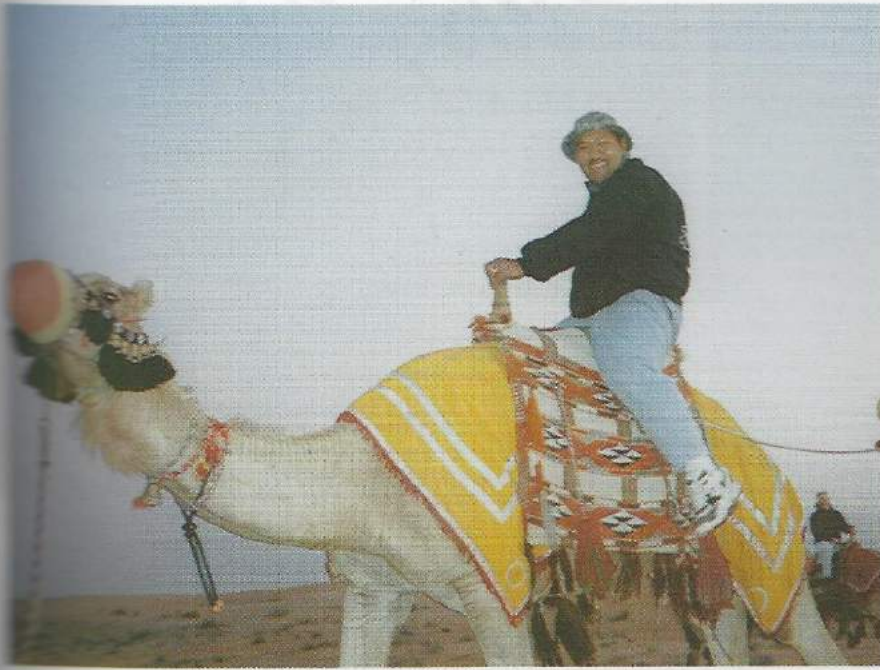


Bahrain



Dubai

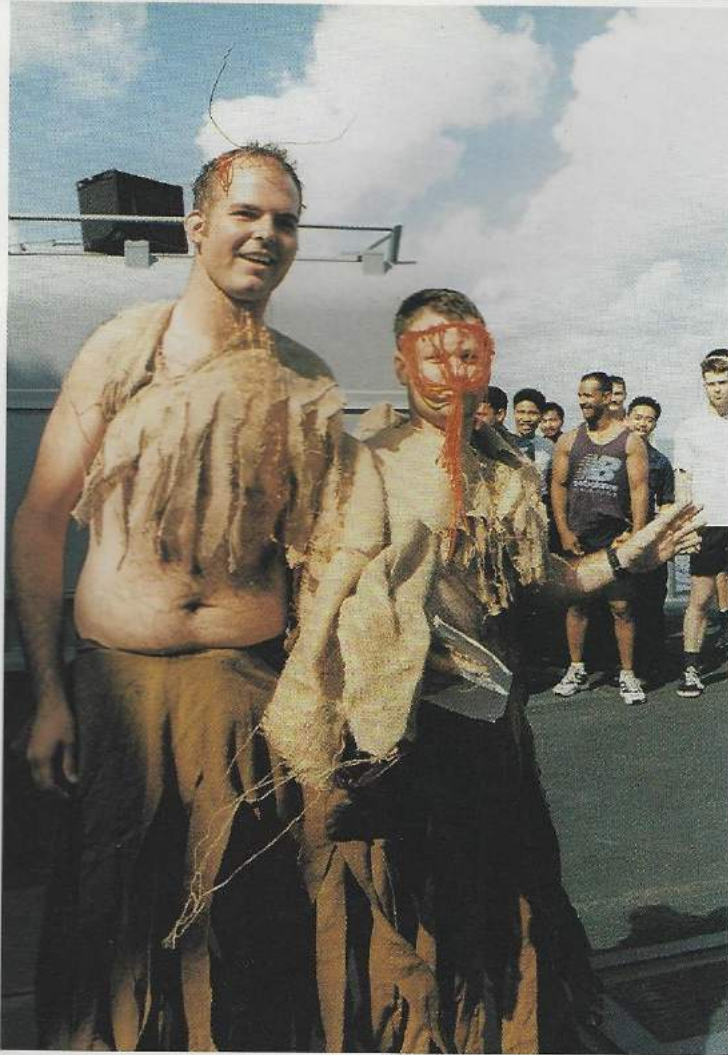




Wog Day

“LEFTWICH Sailors Cross The Line”

(By LTJG Kenneth L. Ehresman)



What do two hundred sailors, lots of green food coloring and songs from the Disney movie ‘The Little Mermaid’ have in common? It must be the time-honored crossing the line ceremony on USS LEFTWICH (DD 984). LEFTWICH headed south on her way to Fremantle, Australia, the lookouts reported several sightings of the three-masted schooner, flying the pennant of the bearded Davey Jones. Davey Jones reported that he had been tasked by King Neptune to ensure all LEFTWICH’s Polliwogs were fully cleansed prior to crossing into his domain, which is reported to lie near equatorial waters.

On the 13th of April, to prove themselves worthy of becoming honorable and trusty Shellbacks, LEFTWICH’s Polliwogs participated in a pre-ceremonial sea creature talent show.

Although the competition was fierce, only one sea creature could be chosen to join King Neptune’s Royal Court. The clear winner and crowd favorite was “the dancing seaweed”, portrayed by twenty-year old Quartermaster Seaman Clint McFarland of Ogden, Utah. When asked about where he got the idea to enter as a dancing seaweed he replied, “when I looked around at the supplies

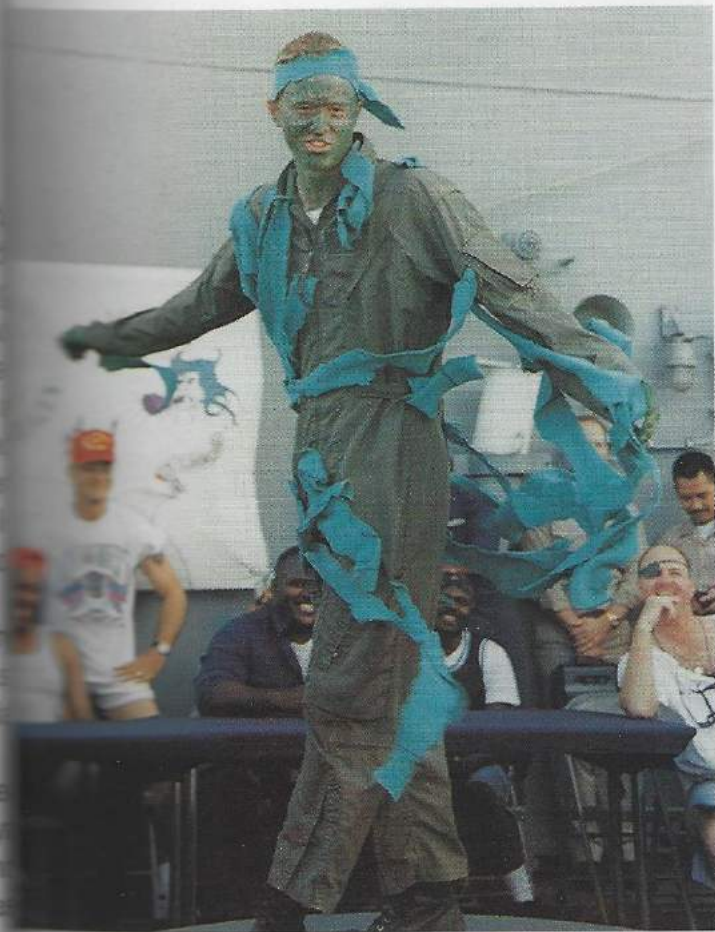
available on board, I decided I could be seaweed by using food coloring for my face and hand make-up. I created my green hair by shredding an old towel.” When asked if he expected to win the contest and be King Neptune’s invited guest for the ceremony, he humbly stated, “I did not expect to win, I thought the operations department guys would win because they were playing musical instruments. I just decided to go out and have some fun. I had really been looking forward to participating because many of my family members had participated in this ceremony and I felt it an honor to carry on the tradition. Now my uncle can’t call me a Wog anymore.”

While the actual ceremony was originally scheduled to take place on the morning of 14 April, LEFTWICH was called upon to conduct an emergency medical evacuation (MEDIVAC) of a USS PAUL HAMILTON (DDG 60) shipmate, who had been diagnosed as having appendicitis. Although this delayed the actual ceremony until 20 April, all LEFTWICH sailors were happy to hear that their squadron mate from USS PAUL HAMILTON was out of danger.

With the ceremony rejoined, all Polliwogs were invited to a “sit-down” breakfast of green eggs, and ham on the flight deck. Prior to eating, LEFTWICH’s Shellbacks ensured that all slimy Polliwogs maintained good hygiene and attended the breakfast pre-wash.

After completing a feast fit for “soon to be Shellbacks”, the Polliwogs celebrated by sing-





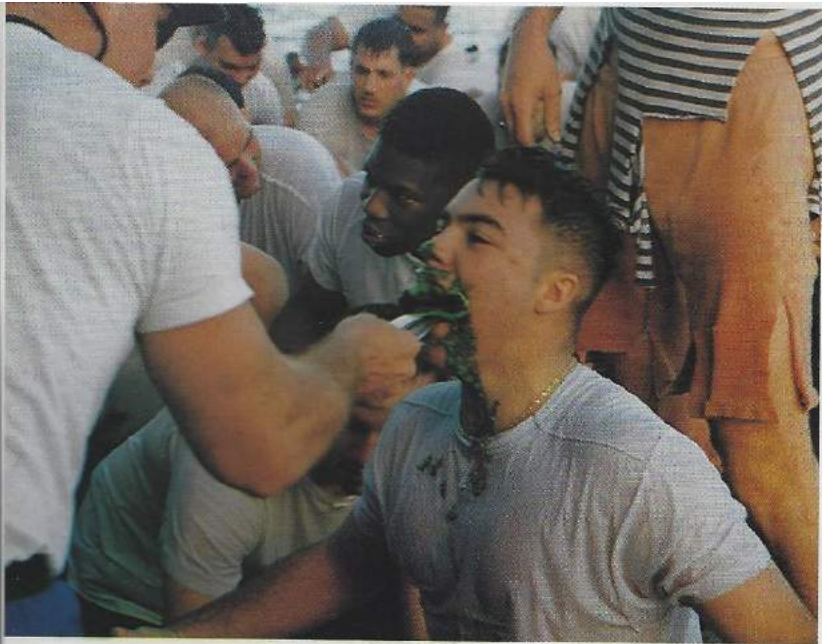
ing nautical songs, and conducting crab walk calisthenics. On the arrival of King Neptune, all participants made their way to the forecandle where they beckoned for 'Flipper' the dolphin and other sea creatures to come and join the celebration. The Royal Barber provided all Polliwogs with a totally new look, rendering a hairstyle reminiscent of the days of old when sailors slicked back their hair while they worked.

After finishing their new look the Royal Barber sent the Polliwogs on to participate in several games including 'bounty main team rowing', where contestants rowed a water-filled paint punt to meet King Neptune. Twenty-three year old Electronic Warfare Technician Second Class Jason Hunt of Wichita, Kansas, shared his experience by saying, "I really enjoyed yelling for 'Flipper' with that nice starboard breeze keeping me awake! What I really enjoyed was the comradery inside the paint punt, and singing "row row row your boat" while slipping nowhere fast."

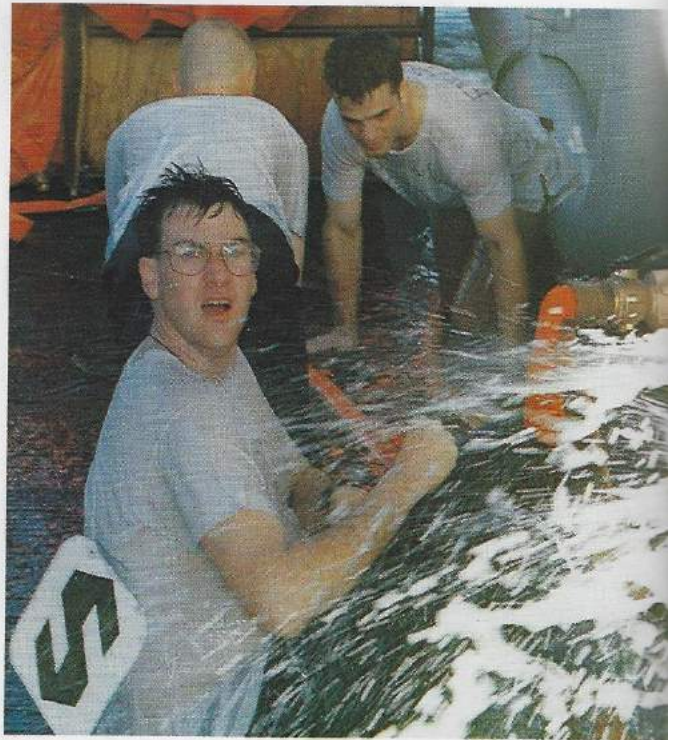


All participants, both shellbacks and polliwogs alike, expressed how much they enjoyed themselves this day, but nobody said it better than twenty-five year old Operations Specialist Third Class Jeff Vaughn from Lagrange, Georgia, who commented, "It feels good to be a Shellback". There was never any doubt in my mind that I was going to do it. It's something that I'll be able to look back on and say I've been there, done that."

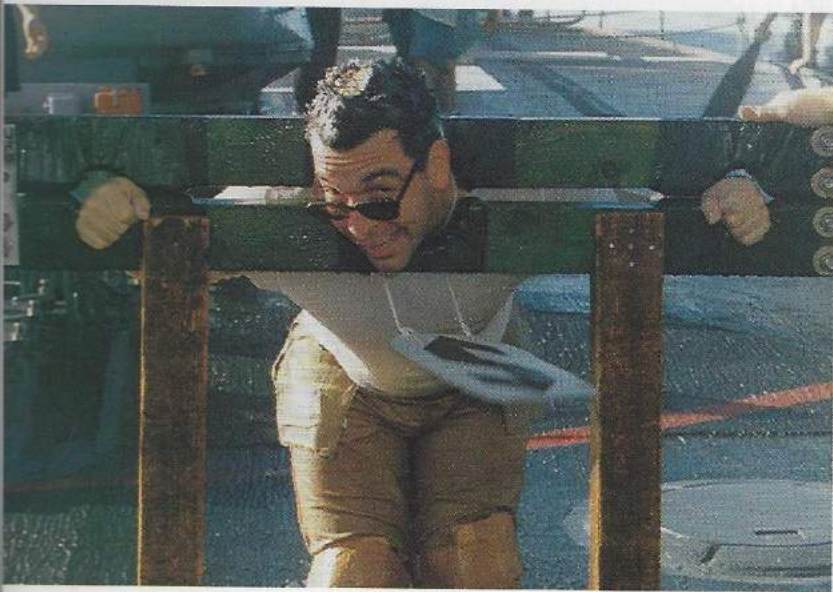
As with many traditions, the crossing the line ceremony has evolved over the years in response to a changing society. LEFTWICH sailors, in keeping with traditions of the past, met the challenge of providing a memorable and enjoyable ceremony that ended with all feeling a sense of accomplishment, pride in participation and the irreplaceable camaradery of shipmates at sea on a significant deployment.



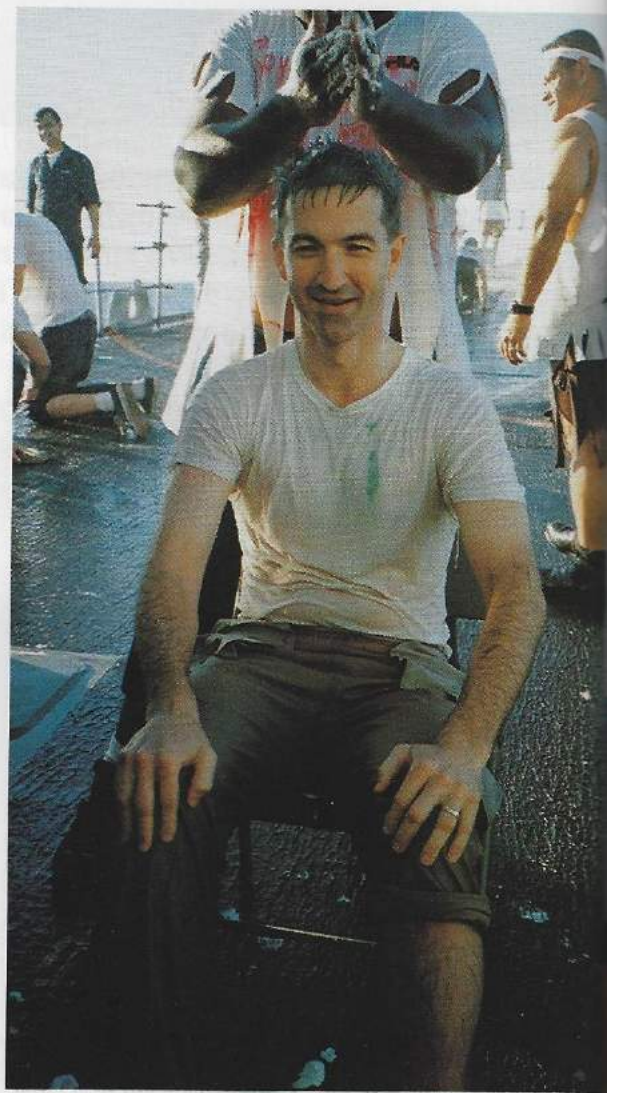
Eat your wog biscuit like a good wog.



Wogs love to flounder in cold water.



Son of a!



Today wog tomorrow XO!



Wog aerobics

Australia

"LEFTWICH Visits Perth-Fremantle, Australia"

(By LTJG Kenneth L. Ehresman)

This was LEFTWICH's first port of call since departing the Arabian Gulf on 12 April, where she had been participating in maritime interception operations since December of last year. While in port, Leftwich's color guard, along with 20 other Leftwich sailors, were given a unique opportunity to march in Perth's eighty-second anniversary Anzac Day Parade.

Anzac day is an Australian national holiday, much like our Veteran's Day, commemorating those who gave their lives in defense of their country. LEFTWICH's sailors who volunteered a day of their liberty for the chance to participate and show the U.S. flag were not sure how the Australian's would respond as they marched. One member of LEFTWICH's color guard, twenty-three year old Gunners Mate Second Class Chris Manning of Burnet, Texas, described his experience by saying, "It was awesome! The Australians made us feel very welcome before,

during and after the parade. I felt very proud when we were marching through the streets and people would stand up and cheer us on. Afterwards, we were invited to the army barracks for a spit BBQ and shindig. This was an experience that won't be soon forgotten. I would do this again in a heartbeat."

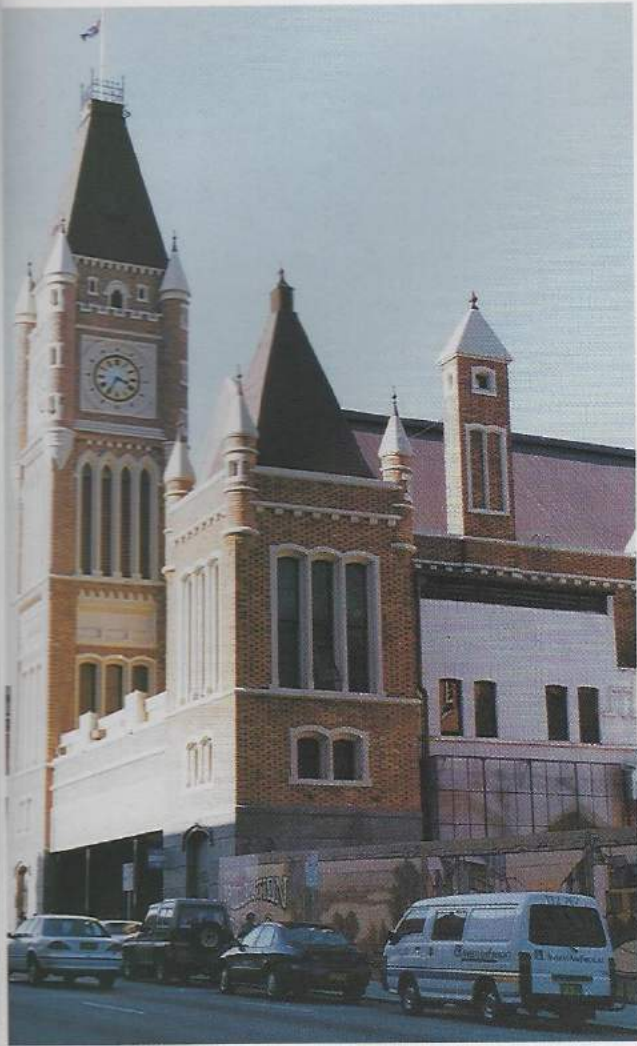
Another proud parade participant was thirty-one year old Ships Serviceman Second Class Reginald Perry of Macon, Georgia, who commented, "I was surprised at the variety of marching units I saw, especially the bagpipe corps. They all looked very sharp and professional. Since our unit was at the head of the parade we got to watch and enjoy everyone else as they arrived at the ceremonial field. While we were marching I saw a lot of American flags flying, and was surprised at how nice everyone was. After we finished marching several people went out of their way to come and shake our hands and thank us for marching. It was a great experience, and I recommend that anyone who gets a chance like this should participate."

For those who did not march in the parade, there was still a lot to do in Australia. Nineteen-year old

Seaman Apprentice Dominique Grace of Rockledge, Florida, who arrived on board LEFTWICH on 28 December, enjoyed his MWR tour. He described his tour by saying, "My friends and I went to an amusement park called 'Adventure World'. We had a great time enjoying the rides and playing with all of the kids. I was surprised at how very generous, kind and outgoing everybody was. I give Fremantle a thumbs up, this is our best port visit yet."

His friend, twenty-year old Seaman Apprentice Ivan Owens of Raleigh, North Carolina echoed his praise for Aus



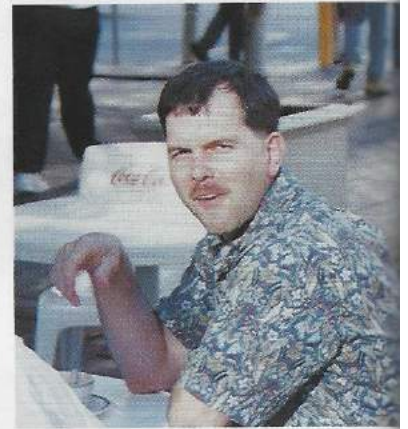


tralia by stating, "Perth was very beautiful. I never expected to see such a place. I went to the beach, Galleria Mall, and even went horseback riding in the mountains. When I was giving people tours of the ship they were very interested in what we do. Life there was very captivating, I'd go back anytime."

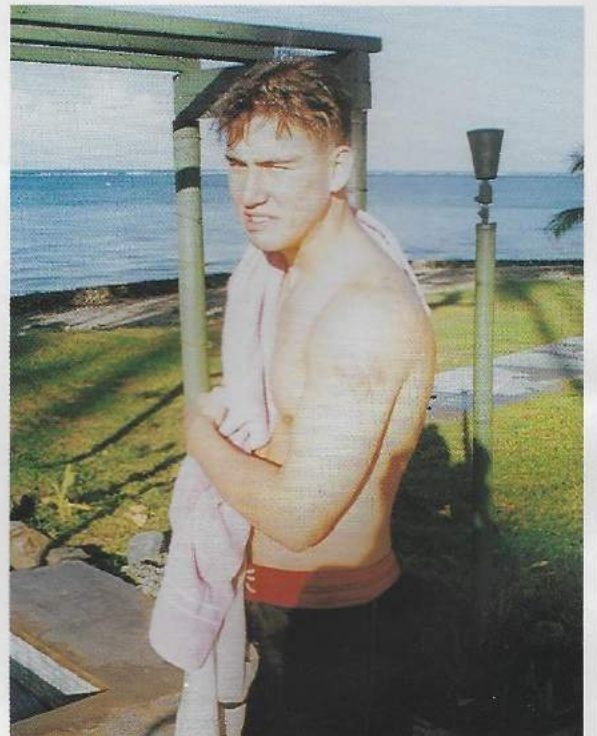
The final member of this trio, twenty-year old Seaman Recruit Covia Davis of Opa Locka, Florida, summed up their adventure by saying, "Australia was nothing like what I thought it would be. The people of Fremantle were so open and friendly, one family opened up their house to us and had us over for a nice dinner. They took us around and showed us many beautiful places, including the rolling hills in the country. They even took us to King Park in Perth, where I got to look at a spectacular overview of the city. It was a great experience, and I even got to touch a kangaroo! I would definitely love to see more of Australia."



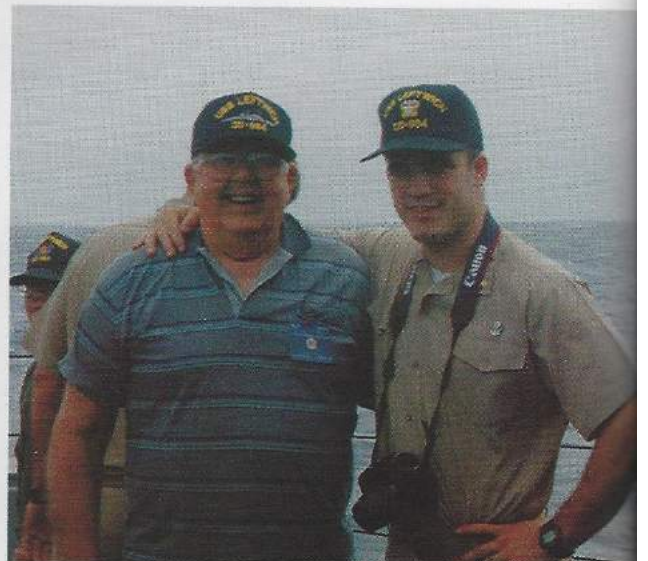
Without question our visit to Perth-Fremantle was made special by all the wonderful people who went out of their way to show LEFTWICH sailors the meaning of Australian hospitality.



Fiji



Tiger Cruise

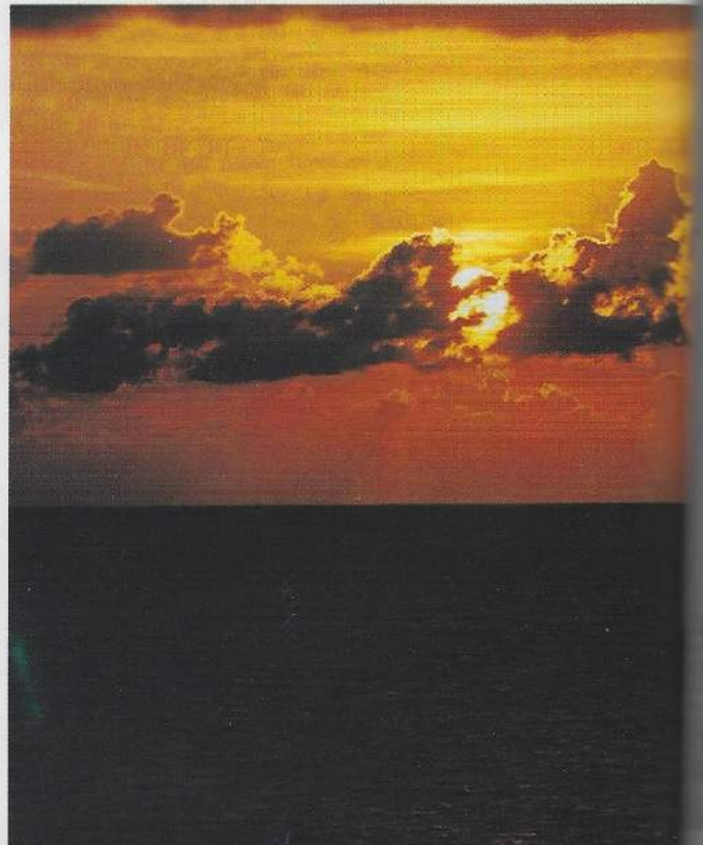


Aloha





Sunsets



The Boarding Team



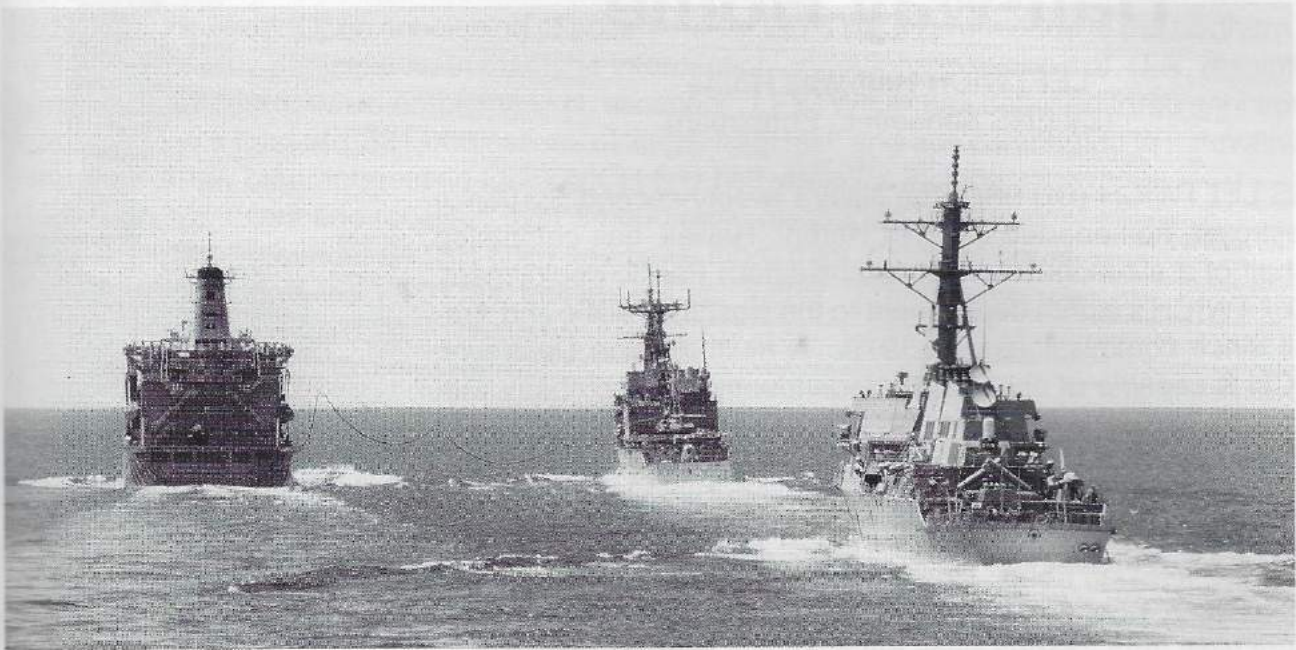
FCC (SW) Houck
HM3 Farley
DKSN Paredes
LTJG S. Robinson
STG3 (SW) Rodgers
GMG3 Humphrey

GMC (SW) Hawkins
ET3 Johnson
FC3 Rocha
FC2 Silver
HT2 (SW) Banker
GMG2 Manning

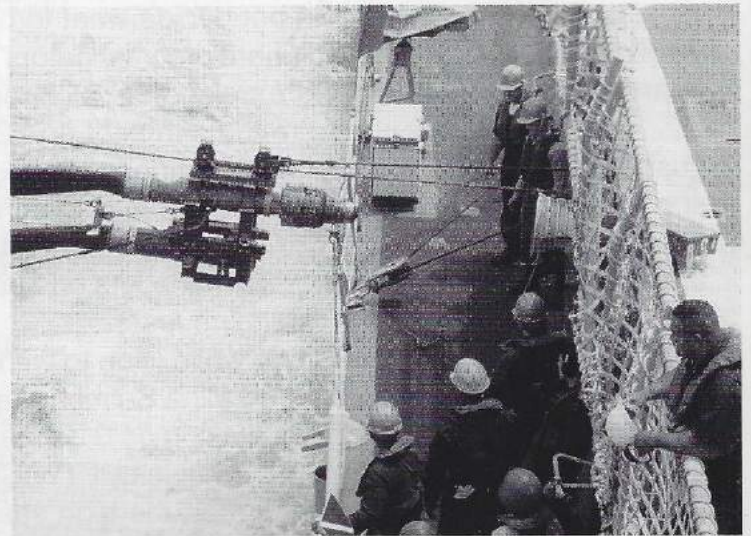
STGC (SW) Porter
GSE3 Payne
PC2 (SW) Glaze
HT1 (SW) Cooper
PN2 Blaauw
FC1 Godbey







Three large vessels are seen at sea. The vessel on the right is the USS Zumwalt (DDG 105).



Crew members are seen working on the deck of the USS Zumwalt (DDG 105).



Half-way Home

"LEFTWICH Half-Way Home"

(By ENS Kenneth L. Ehresman)

USS LEFTWICH (DD 984), the Navy's twenty-second Spruance class Destroyer, homeported in Pearl Harbor, Hawaii, has completed the first half of a six-month Arabian Gulf-western Pacific deployment. This is LEFTWICH's eighth deployment to the western Pacific and Arabian Gulf since commissioning in 1979. A multi-mission Destroyer, LEFTWICH is capable of operating independently or in company with amphibious or carrier task forces. At the halfway point, LEFTWICH has transited over 18,805 nautical miles, and has operated for the third, seventh, and fifth fleet commanders in a variety of challenging tasks.

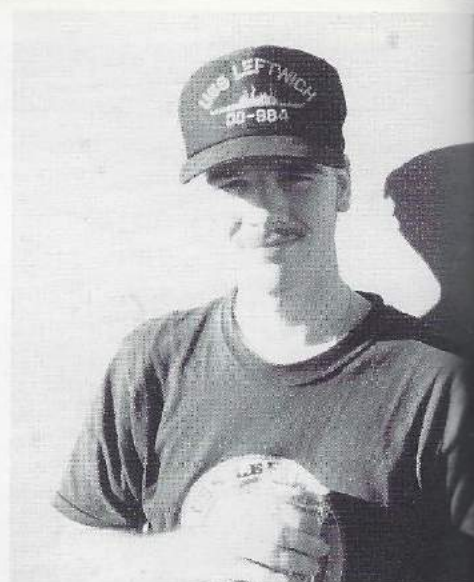
LEFTWICH departed Pearl Harbor on 18 November 1996, and celebrated Thanksgiving enroute to first port of call in Hong Kong. During their Hong Kong port visit from 02 - 07 December, LEFTWICH sailors spent liberty time sight-seeing and shopping for "the perfect gift" to send to loved ones and friends. The magnificent view from Victoria Peak put all things in perspective.

For those who just could not decide what to buy in Hong Kong, a port of call in Singapore from 11 - 13 December fulfilled even the diehard procrastinators' last minute shopping needs. All LEFTWICH sailors who heartedly agree that Singapore's elaborate electronic Christmas decorations are hard to beat.

LEFTWICH reported to the fifth fleet on 22 December, and on Christmas Eve her sailors on load "just in time" holiday mail during an underway replenishment with USS Rainier (AOE 7). LEFTWICH sailed spent Christmas Day underway in the Gulf of Oman, ready to transit the Strait of Hormuz into the Arabian Gulf the following day. A special Christmas carol contest between divisions helped ease the tension of heading into the gulf as final preparations were made. As on Thanksgiving, LEFTWICH's cooks and food preparers outdid themselves with another outstanding feast.

After receiving a turnover while lying to with outgoing Frigate USS JARRET (FFG 33) in the southern Arabian Gulf, LEFTWICH entered Mina Salman, Bahrain to receive fifth fleet briefings on 28 Dec. LEFTWICH received short-notice emergent tasking on 3 January and put to sea early for the escort of several U.S. Army afloat pre-positioning ships (APS). While LEFTWICH was finishing escort duties, she received and responded to a distress signal from a dredge on the high seas. Here, LEFTWICH's rescue and assistance team conducted the first of several acts of humanitarian service, by making temporary repairs to ensure seaworthiness of the dredge until it could be towed.

LEFTWICH then returned to Bahrain to prepare for an anti-submarine warfare exercise called "Share 119", scheduled for the last 10 days of January 1997. During Share 119, LEFTWICH conducted mine avoidance evaluations of the Kingfisher system, controlled several helo firings of MK-46 lightweight torpedoes, and participated in anti-submarine warfare freeplay events with USS HALYBURTON (FFG 4) and USS SALT LAKE CITY (SSN 716). During the course of the exercise, LEFTWICH's rescue and assistance team was once again called upon to provide "road side assistance" to a dhow (small commercial fishing boat) that required mechanical and electrical repairs at sea. At the conclusion of Share 119, while heading back to Mina Salman, Bahrain, LEFTWICH answered yet another call for assistance by providing her complimentary "roadside assistance" to a fishing dhow that was adrift and in need of a "jump start".



From 31 January to 3 February, LEFTWICH

Sailors enjoyed a four day stay in Mina Salman Bahrain, and then resumed escort duties of two APS ships through the Strait of Hormuz. Upon conclusion of escort duties, LEFTWICH proceeded to the northern Arabian Gulf where she is currently participating in maritime interception operations in support of U.N. resolutions, for sanctions imposed upon Iraq. While enforcing U.N. sanctions, LEFTWICH has detained three sanctions violators who were carrying a total of 1,581,000 gallons of illegal Iraqi fuel, and has contributed to innovative tactics utilized in the gulf. A few other interesting LEFTWICH first half statistics include:

- Radiomen have sent and received over 54,000 radio messages.
- (HSL 37 DET 8) Easyrider 64 (SH 60B) has flown more than 300 flight hours.
- Engineers have produced 1,104,000 gallons of fresh water.
- burned 1,072,581 gallons of F-76 fuel.
- crew members have consumed more than:
 - 21,000 pounds of fresh fruit and vegetables.
 - 21,800 pounds of meat, including 1,800 pounds of cooked ham and turkey.

The entire LEFTWICH crew is looking forward to a joyous return to friends and family in May. However, we are more anxious than the following fathers who will see their new babies for the first time:

<u>Fathers</u>	<u>Baby</u>	<u>Birthdays</u>
ENFN Rene Chapa	Kirsten Nichole	18 Nov 96
STG2 Edelmiro Caceres Jr	Mathieu Kody	13 Dec 96
GSM2 Albino Gomez	Brian	29 Dec 96
FN Diamon Turner	Dianna	04 Jan 97
SN Donovan Walker	Adriana Michelle	25 Jan 97
AT3 Rod Davis	Myles Xavier	15 Feb 97

Congratulations to all the proud parents, we'll be home soon!

In celebration of "over the hump day", LEFTWICH's First Class Petty Officer Association hosted an underway "steel beach picnic" on the ships forecastle. Everyone enjoyed the nice weather, friendly atmosphere, and great music. For those athletically inclined, two basketball competitions were held with the following results:

	<u>Three point shootout</u>	<u>Free throws</u>
1st place	AT3 Rod Davis	RM3 Arthur Turner
2nd place	DC3 Earrick Cooper	SH3 Jorge Malgapo
3rd place	YN3 Kelvin Franklin	MS3 Joseph Lacy

LEFTWICH hopes the second half of deployment continues to provide the same interesting challenges and rewards that the first half of deployment has. The LEFTWICH crew would like to extend a warm aloha to the entire LEFTWICH family.



Inspired Siren 97-2



“LEFTWICH Participates In Naval Exercise With Pakistani Navy”

(By LTJG Kenneth L. Ehresman)

LEFTWICH participated in this exercise from 05-09 April 1997 with two Pakistani ships, PNS SHAHJAHAN (D 186), and PNS SHAMSHER (F 263) and USS DETROIT (AOE 4), an Atlantic fleet ship homeported Earle, New Jersey. Inspired Siren 97-2 was designed to improve interoperability and provide participants opportunity to train with naval counterparts from another country.

On 5 April, a Pakistani fast patrol craft named “LARAKAN” arrived to transport LEFTWICH’s pre-sail conference contingent ashore. Upon arrival pierside, all members of the LEFTWICH team were escorted to Pakistani naval tactical school for the pre-sail briefing. As the LEFTWICH participants talked with their Pakistani counterparts, they realized how much both navies (and all navies for that matter) had in common. At the end of a well prepared pre-sail conference, LEFTWICH’s crewmembers returned back aboard LEFTWICH where final preparations were completed before the underway portion of the exercise began.

The morning of April 6 began with a damage control demonstration on board LEFTWICH. LEFTWICH Repair Division demonstrated techniques for combatting aircraft fires and chemical decontamination procedures. The Pakistanis commented that they use the same techniques to fight aircraft fires, but their decontamination procedures were somewhat different. At the end of a question and answer session, LEFTWICH conducted a personnel exchange with the PNS SHAHJAHAN and PNS SHAMSHER.

LEFTWICH Damage Control Officer, twenty-five year old LTJG Scott Key from Edmonds, Washington was hosted by the Shahjahan. He recounts his unique experience by saying, “The Pakistani’s were excellent hosts. They really went out of their way to ensure that I was well taken care of. I was very impressed with their professionalism and tactical knowledge. All of their officers are designated into subspecialties such as engineering, combat engineering and operations. They were very interested in how we conduct damage control which led to many interesting conversations with how we do business. I had a good time and would do it again if the opportunity presented itself.

LEFTWICH’s Assistant Engineer, twenty-five year old LTJG Brian Stone from White Lake, Wisconsin was hosted by the Shamsher and had this to say about his experience. “My hosts were very interested in our Navy and American culture. They listened to a lot of American music as well as their own music. They were very knowledgeable about our movie stars and really liked Kevin Costner. I really enjoyed my time on their ship and learned a lot about their culture as well.” In turn, LEFTWICH hosted three Pakistani officers and enlisted sailors, who spent the time observing LEFTWICH’s day to day routines. Although there are many similarities between every Navy, some things came as a surprise to our guests. One of the Pakistani exchange

Team members commented that he was surprised at the number of computers that were in use aboard LEFTWICH. He also stated that he was very impressed with how smoothly LEFTWICH drove alongside USS Detroit during the underway replenishment.

After all personnel had been exchanged all three ships rendezvoused with USS Detroit (AOE 4), and conducted "leap frog" approaches in preparation for underway replenishment training the following morning. During the next several days all four ships trained together conducting gunnery exercises, tactical maneuvering drills, search and rescue scenarios, maritime interception, and many other tactical events. One event that gave junior officers of both navies a rare opportunity to try their hand at a tactical problem was a night time encounter-ex. During this event LEFTWICH and Shamsher, comprising the blue forces, were tasked to prevent the Detroit and Shahjahan, who comprised the orange forces, from transiting through a designated choke-point. Even with a well developed blue force plan, the orange forces evolved victorious, with all learning a little more about the complexity of international coordination during exercises. Of note whenever minor coordination or communication conflicts arose they were quickly resolved due to the good working relationship established at the pre-sail conference and the presence of exchange officers on each ship.

After three busy days of working side by side, inspired siren 97-2 participants came to the conclusion that regardless of the country of origin, all sailors have a lot in common. When Inspired Siren 97-2 ended with a post-exercise review conference and reception aboard LEFTWICH, all participants left with more than just increased professional knowledge, they parted with mutual respect for each other and new friendships.



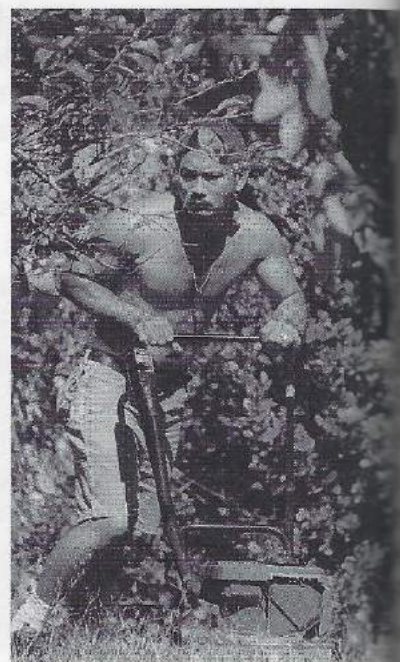
Community Service in Fiji

LEFTWICH Lends A Hand In Fiji
(BY LTJG Kenneth L. Ehresman)

USS LEFTWICH, a Spruance Class Destroyer homported in Pearl Harbor, HI visited SUVA, Fiji from 08-10 May. During the visit, LEFTWICH Sailors kept busy by participating in the Navy's project handclasp and two community relations projects. After delivering school and hygienic supplies, LEFTWICH Sailors volunteered for a day of work at an orphanage and a retirement home. For many LEFTWICH Sailors this was the first opportunity to provide assistance to a local community in a foreign port, and experience produced memories that will last a lifetime.

One LEFTWICH volunteer was 22 year old Electronics Technician Third Class Donald Moore of White Cloud, Michigan, who visited the "channel home of compassion" retirement home. He recounted his experience by saying, "The house was run by catholic sisters and volunteers who take care of the elderly and disabled. We helped out by conducting a field day (general cleaning) of the inside with the sisters showing us what needed the most attention. On the outside we cleaned the roofs, rain gutters, cut the grass and trimmed around the sidewalk and curbs. While we were working we got a chance to talk with Sister Francis and the volunteers who were very curious about where we were from and what jobs we do in the Navy. The whole day we could smell cakes they were making and when we were done they provided us these cakes, sandwiches and drinks. After we were done I could really see the difference we had made and it felt good to say I was a part of it."

Another LEFTWICH volunteer was 27 year old Interior Communications Electrician Second Class Andy Bess of Florala, Alabama (located on the Florida/Alabama boarder). He participated in the general maintenance of saint christopher's orphanage and relates his experience by saying, "When we arrived at the orphanage we found most of the children were between five and eight years old. We started by helping with general grounds cleanup and beautification. Once that was done we spent about two hours playing rugby and having a soccer game with the children. As it turned out, they were just happy, everyday kids that just wanted to play. They kept playing even after we quit...they really wore us out. After our rugby outing the nuns served us a delicious meal of fish, chicken and rice. While we were eating the children sang songs and read to us. When we finished eating, Yeoman First Class Mathew Failauga of American, Samoa sang them the song 'God Is Good', which they really enjoyed. The nuns do a very nice job giving the children a loving environment to grow up in. It felt good for us to get away from the shipboard environment for awhile and the kids were very happy to have somebody new to play with them. After almost six months of deployment, it was nice to get back into an environment with children in preparation for going home.



Upon departing Fiji on their homeward bound leg the LEFTWICH volunteers agreed that whether they assisted the young or the old, it was definitely a rewarding and memorable way to spend their liberty time. Once again the adage proved a true, it's better to give than receive, and this time both sides came out winners."

Homecoming

LEFTWICH Homecoming
(BY LTJG Kenneth L. Ehresman)

USS LEFTWICH (DD-984) a Spruance Class Destroyer reported in Pearl Harbor, Hawaii will return home from a six-month Western Pacific and Arabian Gulf-deployment on Saturday, 17 May 1997. While in the Arabian Gulf LEFTWICH conducted maritime interdiction operations in support of United Nations sanctions and participated in several naval exercises. Upon return to Pearl Harbor, LEFTWICH will have travelled more than 35,000 nautical miles including port calls in Hong Kong, Singapore, Bahrain, United Arab Emirates, Australia and Fiji. While inport SUVA, Fiji, LEFTWICH Sailors participated in the Navy's project handsclap by delivering much needed books and supplies and also provided general assistance for two SUVA orphanages.

All LEFTWICH Sailors are eagerly looking forward to returning to their families and loved ones. 33 year old Sonar Technician First Class Cary Kellogg from Yreka, Oregon, commented "This is my fifth deployment but the first one since I got married. We did a lot of good things on deployment but I am glad it's over. I am really looking forward to going home and can't wait to play catch with my three year old son, Cary James." 32 year old Gunner's Mate First Class Patrick Mahoney of West Sacramento, California agreed saying, "I really enjoyed all the ports we visited, but Australia was definitely my favorite. It also feels good to come home as an Enlisted Surface Warfare Specialist (ESWS), and like everyone else I can't wait to get home and spend time with my two daughters - three year old Kaitlynn and five year old daughter Sarah, and my eight year old son Clifford. 33 year old Fire Controlman First Class Rodney Godbey of Battle Creek, Michigan stated, "Although nobody enjoys the separation from family, I feel I learned a lot about the Navy on this deployment. This was the first time I have been in a supervisory role and I met many new challenges, but they helped me to grow spiritually as well as professionally. When I return I am planning on celebrating my son Jashua's birthday, who turned one on 29 April 1997. I will also be attending a school field trip with my nine year old son Paul the day after we return. I am particularly proud of my 11 year old daughter sunshine, who helped her mom out a lot during this deployment."

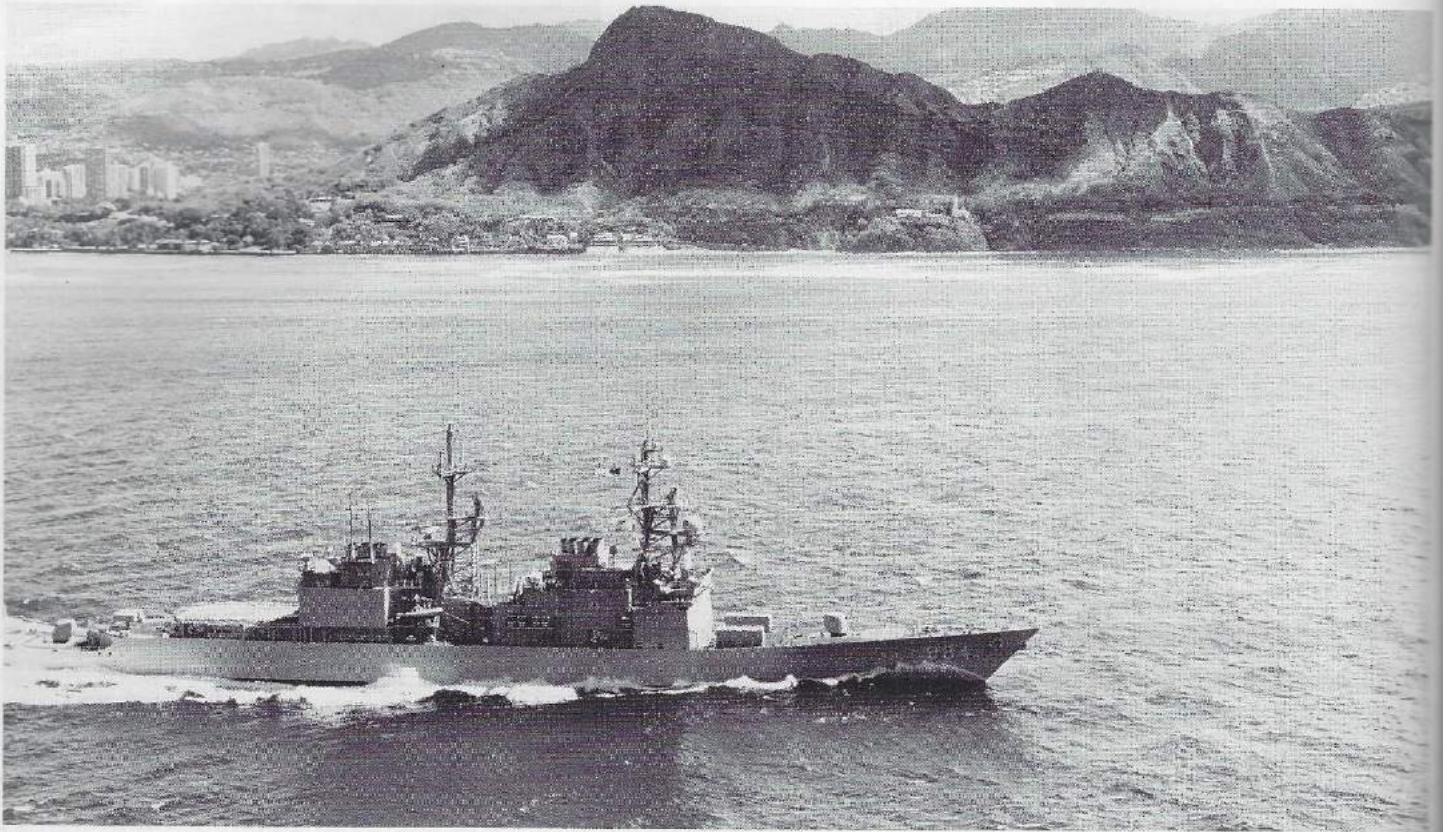
Although it's not possible to interview every LEFTWICH Sailor for this homecoming article, one shipmate summarized the feelings many of us encounter when reflecting on deployment and returning home. 22

year old Gunners Mate Third Class Adam Humphry of Durango, Colorado described his first six-month deployment by saying, "The most significant thing about deploying is it makes you feel like you're playing a large role in world events. When we pulled into port and I got to read a newspaper or watch television, I saw the results of our enforcement of United Nations sanctions against Iraq. It made me feel proud to have played a significant role in diverting illegal gasoil from Iraq and enforcing international policy. Of course, the hardest part of deployment is being away from home. When we get home I'm planning on taking leave, going out for dinner with my wife, playing with my 15-month old daughter Nina and making up for a lot of lost time."

All LEFTWICH Sailors would like to extend a warm aloha to their families and loved ones and look forward to our return on 17 May 1997.



Deployment Statistics



We...

Saw the World.

Traveled 33,949 NM.
Underway 133 days.
Visited 6 interesting ports.

Burned 4,223,771 gallons fuel.
Inport 47 days.
Replenished 25 times.

Enforced U.N. Sanctions.

Caught 4 violators, diverting 3,933,280 gallons of illegal fuel oil.

Stayed in touch.

Sent 3,341 emails.
Sent 6,519 lbs of mail.
Sent 4,793 messages.

Received 3,824 emails.
Received 12,089 lbs of mail.
Received 94,343 messages.

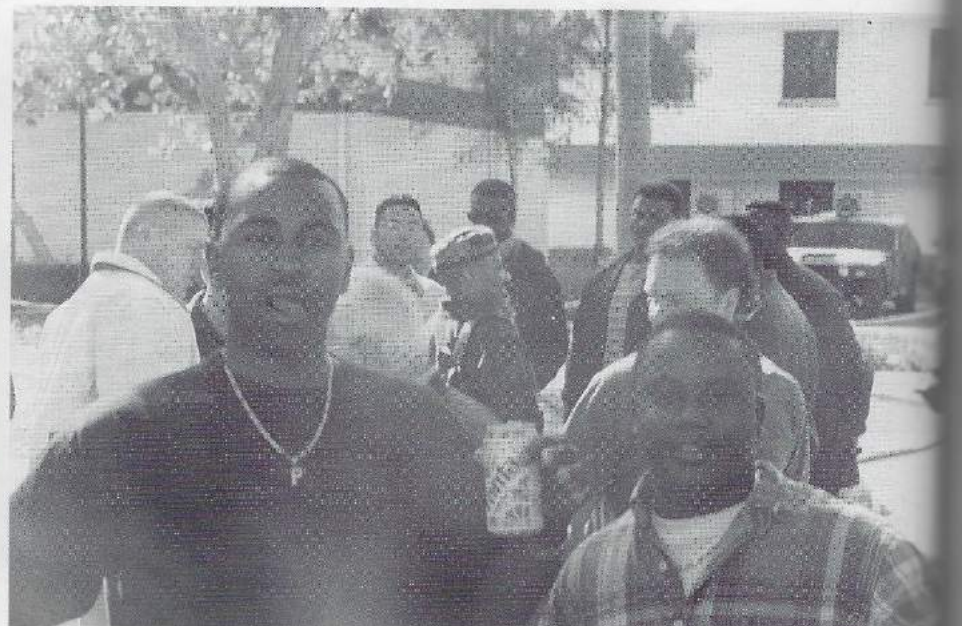
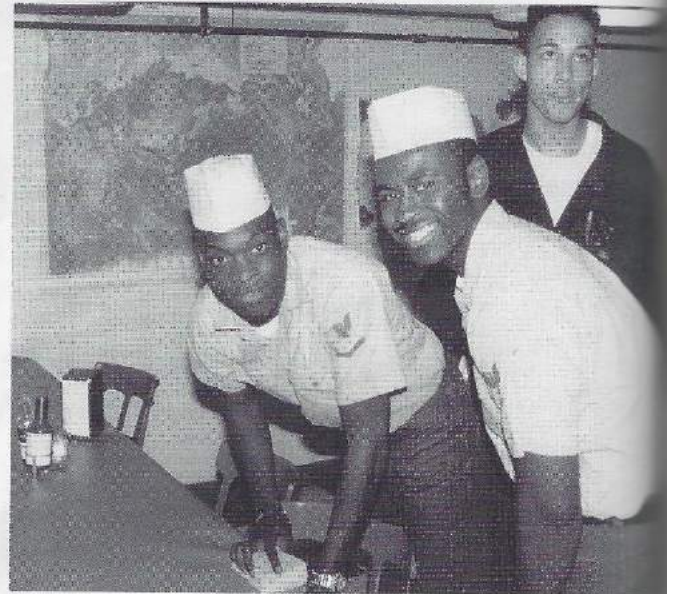
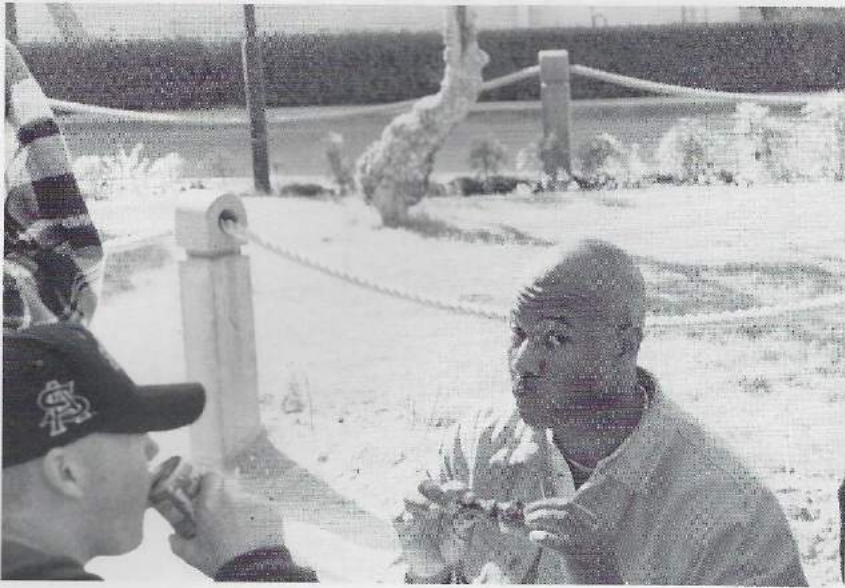
Spent Money.

Cashed \$223,290.00 in checks.
Withdrew \$182,625 in ATM funds.
Bought \$52,522 of cool ship's store stuff.



Black History Month







I'll make you an offer you can't refuse.



Show me the money!

Reenlistments

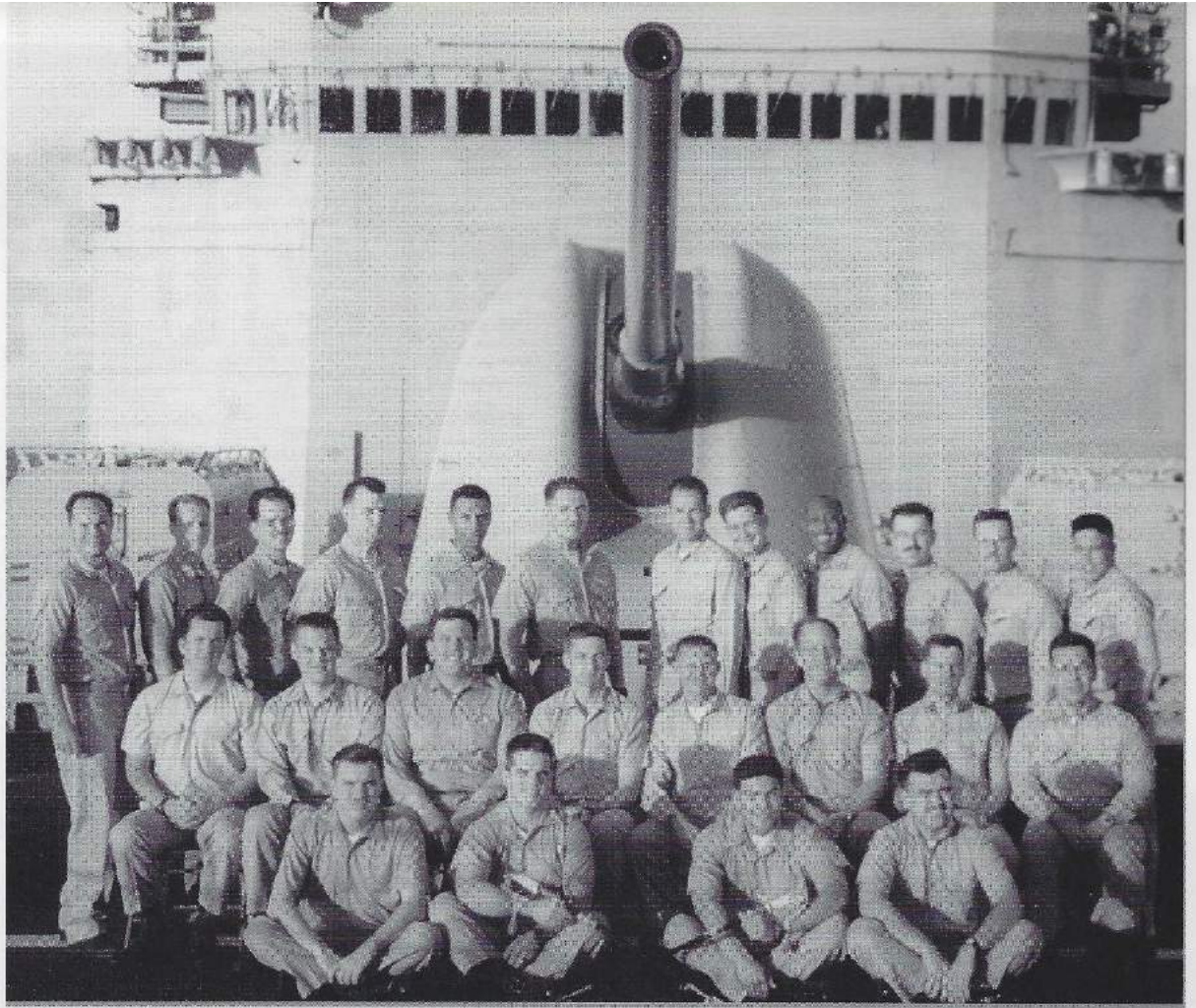


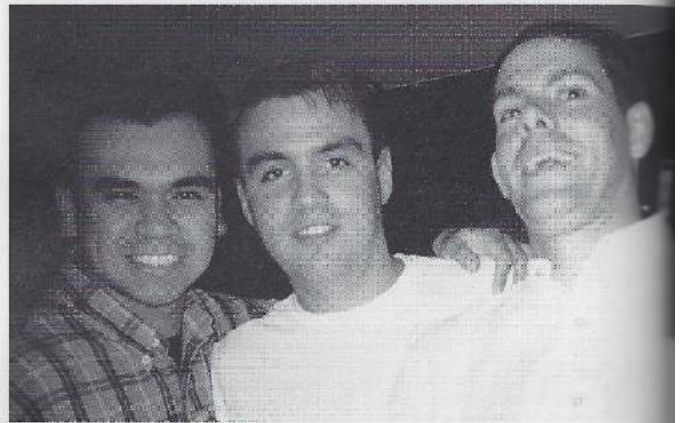
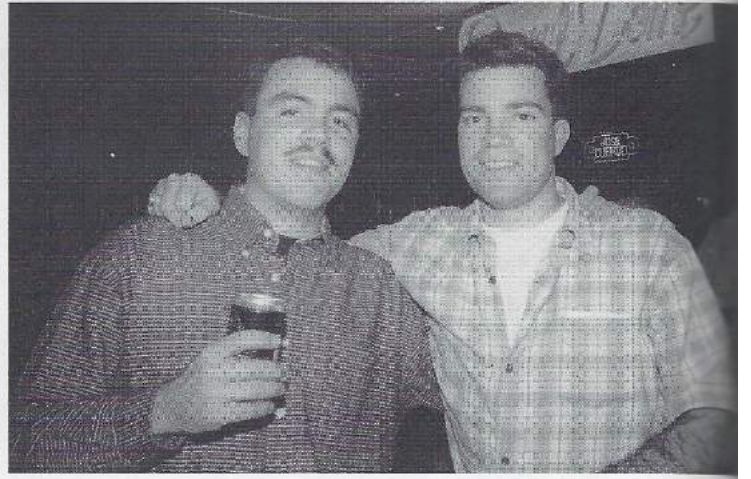


U.S. NAVY PHOTOGRAPHY CENTER

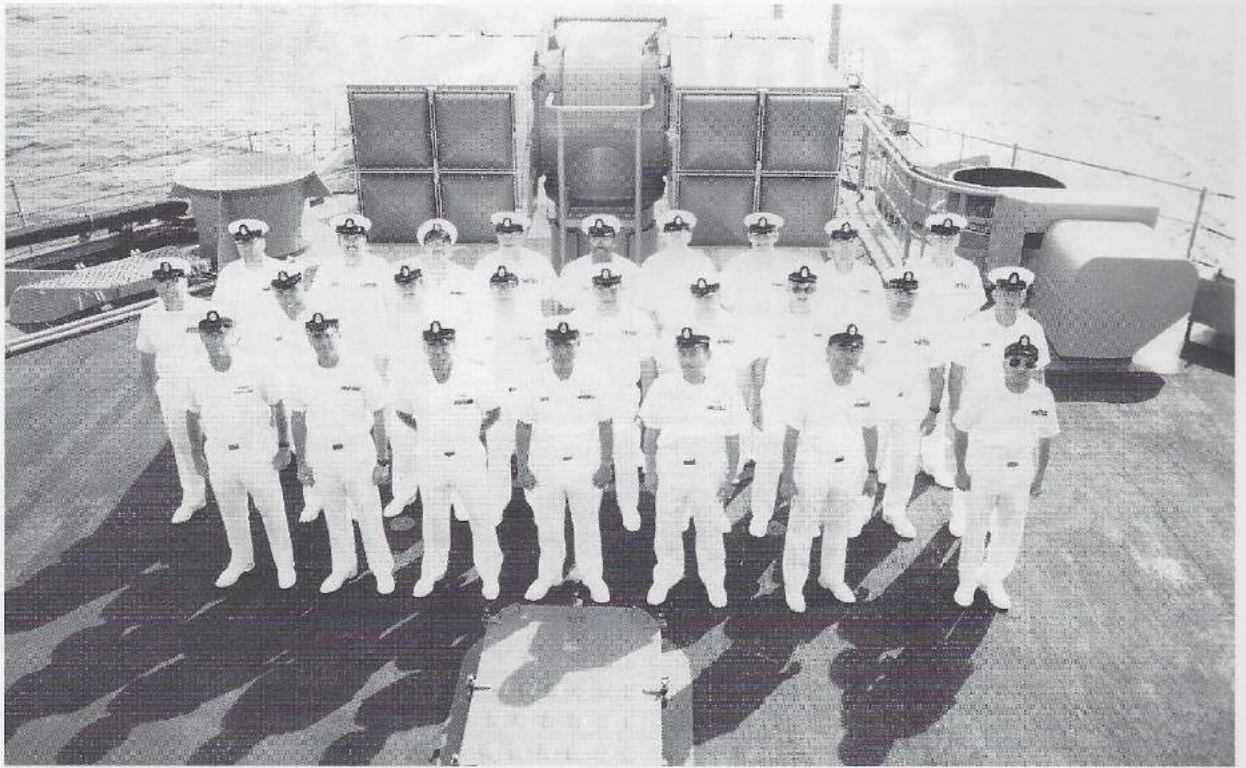


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Combat Systems Department



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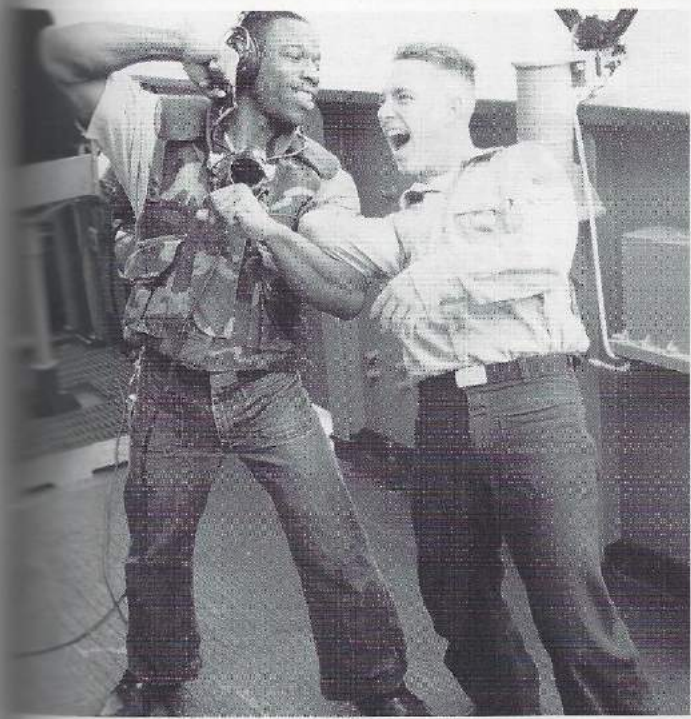
LT. Barbosa

The Combat Systems Officer is responsible for the operational readiness of all the ship's combat system equipment and the well being of all the combat system's personnel . The equipment includes all radar electronics, underwater surveillance, and weapons systems. The department is composed of three divisions: Combat Acoustics (CA), Combat Batteries (CB), and Combat electronics (CE).

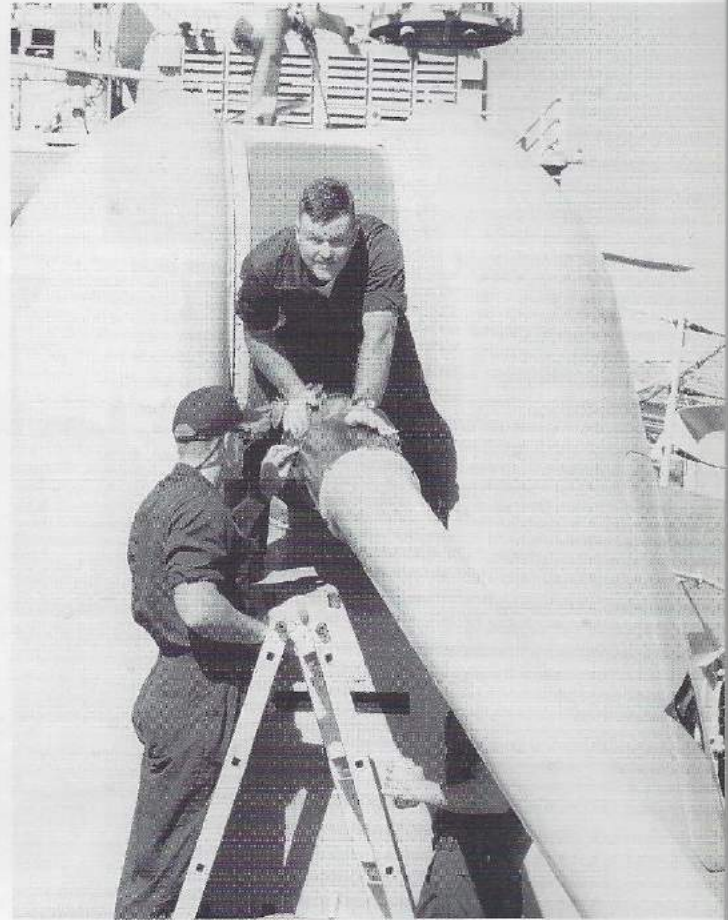
CA division maintains the underwater surveillance equipment. The Submarine Underwater Warfare (SUW) sensors required to identify and track submarines is maintained by the Sonar Technicians (STG's). The Torpedoman (TM) maintain the torpedo tubes.

CB division maintains all the weapons systems on board. The Mk54 5" guns and small arms are maintained by the Gunners Mates (GMG). The Close In Weapons System (CIWS), NATO Seasparrow, Target Acquisition System (TAS), Harpoon, and associated radar systems are maintained by the Fire Controlmen (FC).

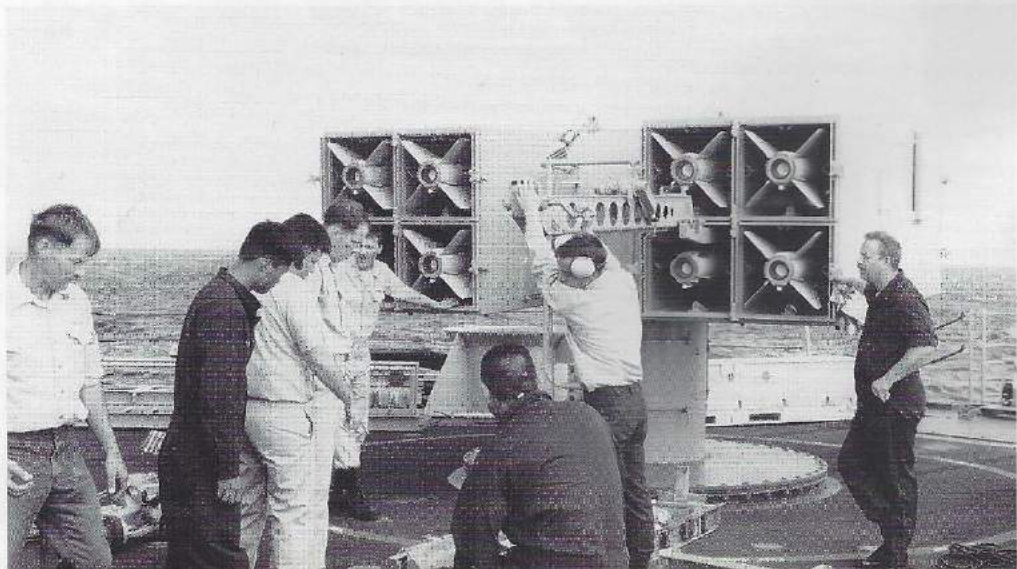
CE division maintains the electronic equipment that extends over the entire ship. Radars, electronic communications, test and support equipment are maintained by the Electronics Technicians (ET). The ship's computer equipment is maintained by the Data Systems Technicians (DS). The Interior Communications Technicians (IC) maintain intra-communication, alarm systems, ship's gyro compass, and entertainment systems.

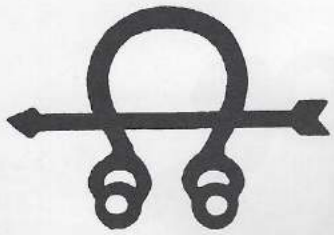


Told ya not to touch the gun!



A Gunners Mate dream!





CA Division



TM1 (SW) Gamble



STG2 Cacares Jr.



STG2 "Buffalo Head"
Clements



STG2 "Ogre" Newell



STG2 "Digit"
Whittenburg



STG3 "Tick" McNeal



ZZZZ... Man Overboard ZZZ...



Nope, it's just another whale



STG3 (SW) Rodgers



STG3 "Jim" Trefelner



TM3 Simmons



LTJG Ehresman



STGC(SW) Porter



STG1(SW) Kellog



STG1 Lomosad



STG1 (SW) Whetsel



STG3 Doty



STG3 Kibler



STG3 "Smokey D"
Peters



STG3 Reynolds

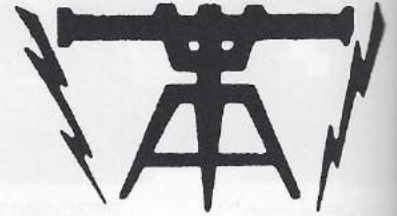
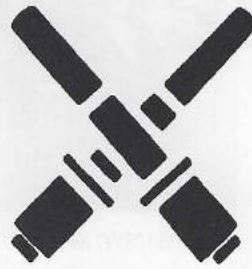


STG3 Szylar



STG3 "Penguin" Zenger

CB Division



LTJG S. Robinson



GMC (SW) Hawkins



FCC (SW) Cecil



GMG1 (SW) Mahoney



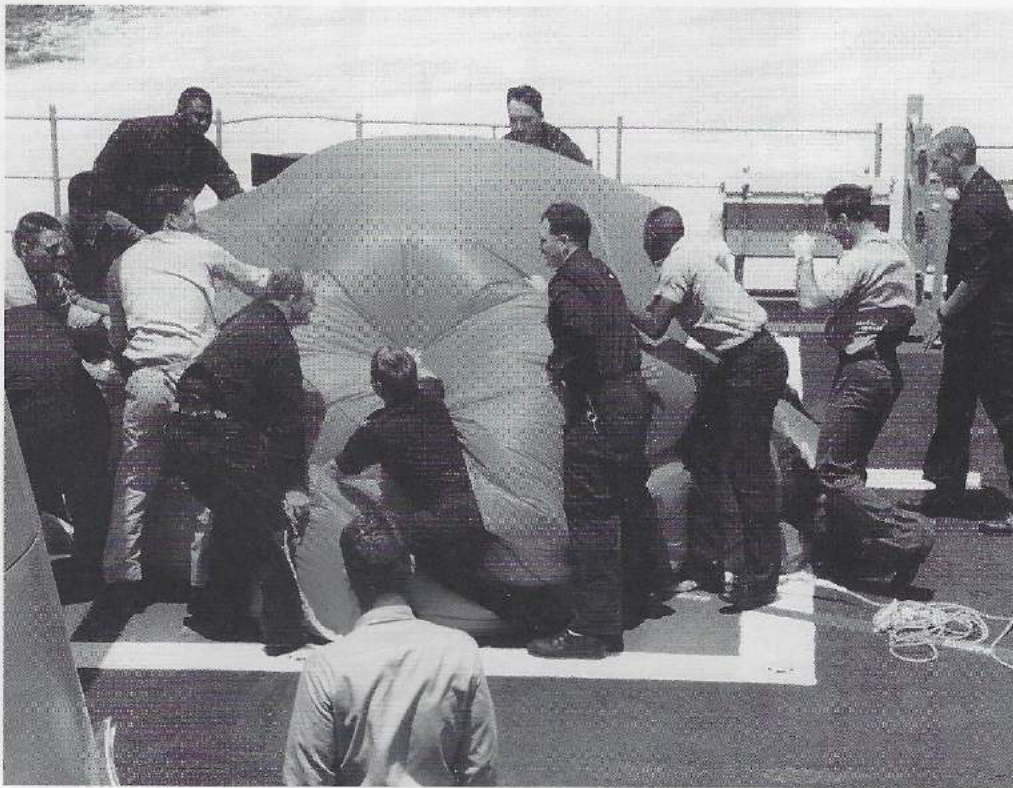
FC1 (SW) Pearse



FC1 (SW) Haug



FC1 Godbey



GMG2 Cleaver



FC2 Silver



FC2 Lavassaur



FC2 Gilliland



FC2 Dugger



GMG3 Hump



FCC (SW) Houck



FCC (SW) Cranford

ystery meat: The real reason to reenlist!



FC1 Boyles



FC1 Fernan



GMG2 Manning



FC2 Schirmacher



FC3 Rocha



FC3 Brand



GMGSN Woodard



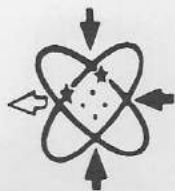
GMGSN Bricker



FCSA Farris



LTJG H. Robinson



ETCS (SW) Poletta

CE Division



ET1 Peterson



IC1 Gancarz



DS2 Bellamy



DS2 (SW/AW) Retuya



IC2 (SW) Bess



DS3 Mumma



ET3 Bacon



ET3 Berchin



ET3 Berkery



ET3 Johnson



DSC (SW) Evans



DS1 (SW) Robertson



ET1 (SW) Doorenbos



ET1 (SW) Finnell



ET1 Mc Sweeney



What do you mean I'm over dressed for the desert, Bullwinkle?



ET3 Moore



IC3 Ciccaglione



IC3 Porter



IC3 Ramirez



IC3 Unverzagt

Engineering Department



LT Tortora

**C
H
E
N
G**



LT Bernasconi

The Engineering Officer (CHENG) is responsible for the operation and maintenance of all propulsion (MP), electrical (E), mechanical, auxiliary systems (AGANG), damage control equipment (R) and the well-being of all personnel in that department. The Assistant Chief Engineer (ACE) assists the CHENG with the departmental responsibilities.

Aux division (AGANG) Enginemen (EN) maintain the auxiliary equipment required for refrigeration, air conditioning, and high/low pressure air throughout the ship.

E division Electrician Mates (EM) are responsible for providing electrical power all over the ship.

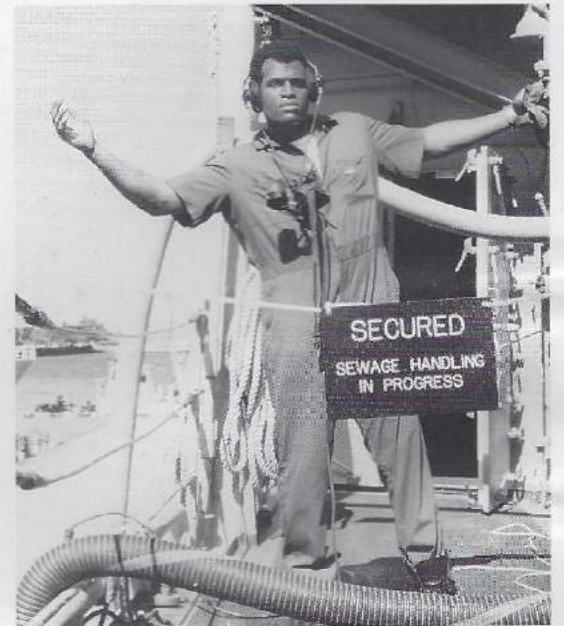
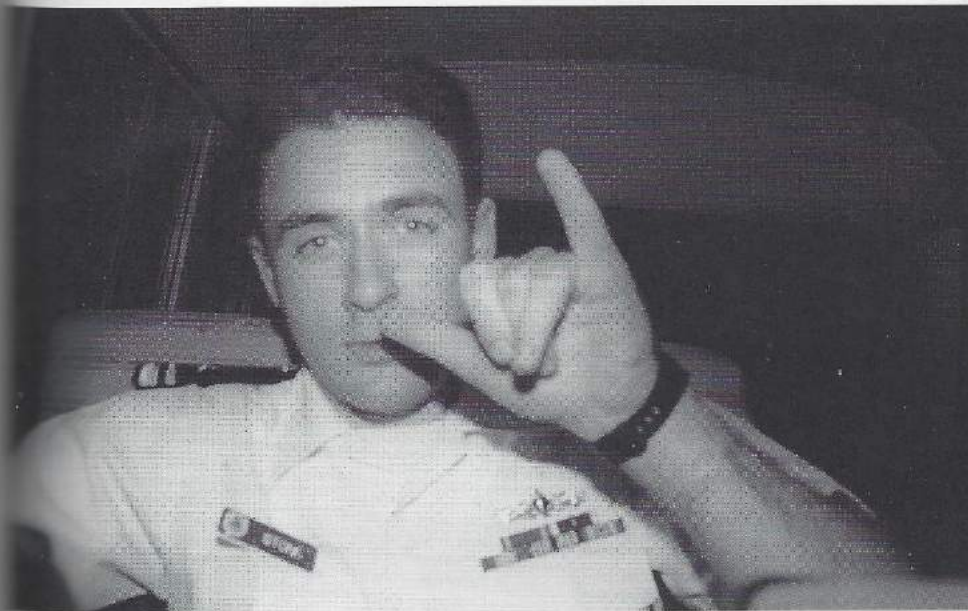
MP division Gas Turbine Technicians (GSM) mechanical, (GSE) electrical, are responsible for operating and maintaining the propulsion equipment and control systems.

R division Damage Controlmen (DC) maintain all fire fighting and flooding equipment; Hull Technicians (HT) maintain and repair the ship's hull and fittings in addition to fabricating, cutting, and welding items for the ship; Machinery Repairmen (MR) manufacture various components for the ship.



LTJG Stone

**A
C
E**



AUX Division



ENS Rivera



ENC (SW) Longwell



ENC (SW) Taylor



EN1 (SW) Ferrell



EN1 (SW) Hacker



EN3 (SW) Hopkins



EN3 Jarvi



ENFN Chapa



ENFN Santos



ENFA Jarus



FN Brown



En2 Dixon



EN2 Hale



EN2 Luiz



EN3 Ameen



EN3 Harding





LTJG Abaya



EMC (SW) Martinez



EM1 Sucaldito



EM2 Coquia

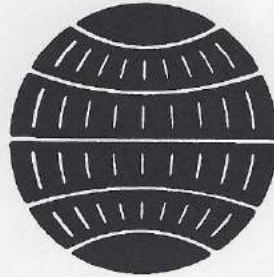


EM3 Hughes



EMFN Shorb

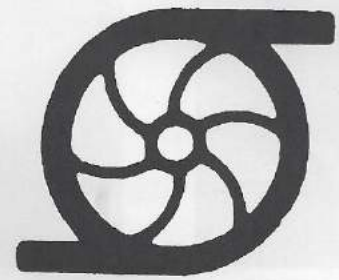
E Division



EMFN Kasuba



MP Division



ENS Mole



GSCS (SW) Klar



GSMC (SW) Ercolano



GSE1 Boyd



GSE1 (SW) Debelak



GSM1 (SW) Guasch



GSM1 Brisco



GSM1 Serreno



GSM1 Vaughn



GSE2 Francis



GSM2 Gomez



GSM2 Novick



GSM2 Salinas



GSM2 Woodson



GSE3 Dizon



GSE3 Grana



GSE3 Payne



GSM3 Adrow



GSM3 Bell



GSM3 Chantree



GSM3 Dickenson



GSM3 Hendrickson



GSM3 Kiessling





GSM3 Olson



GSM3 Perez



GSM3 Taylor



GSEFN Zhang



GSMFN Lesley



FN Nguyen



FN Simmons



GSEFA Chan



GSMFA Carlson



FA Taht



GSMFA Koob



FA Alcorta



FA O'Brien



FA Turner



FN Nono



FR Fine



FR Hamilton

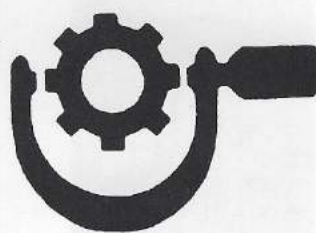


FR Pierce



FR Walker

R Division



LTJG Key



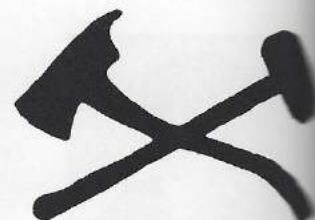
DCC (SW) Moreno



DCC (SW) Pawlicki



DC1 (SW) LeJeune



HT1 (SW) Cooper



DC2 (SW) Lopez



DC2 Marshall



DC2 Spartz



HTFN Wertz



HT2 (SW) Banker



MR2 (SW) Mosure



DC3 Cooper



HT3 Robinson



HT3 Windbibler



DCFN Guelke



DCFN Samuels



FN Robbins



DCFA Brown



DCFR Marsh



HTFR Ogunlade



Navigation & Administration Department



**N
A
V**

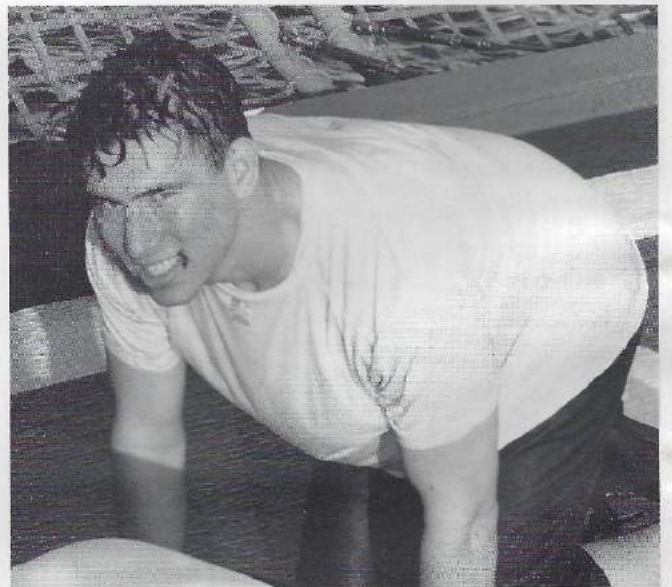
LT. Secrest

The Navigator (NAV), who also serves as the Administrative Officer is responsible for the Administrative Division, the Navigation Division and the Medical Department.

Medical Department attends to the health concerns and physical well-being of all personnel on board LEFTWICH.

N division is composed of QM's (Quartermasters) responsible the navigation of the ship anywhere in the world.

X division is composed of YN's (Yeomen) and PN's (Personnelmen) responsible for the CO/XO administrative and clerical support, for Officer and Enlisted service records maintenance and customer service support.



NX Division



MACS (SW) Rocky



QMC (SW) Moore



PNC (SW) Mendoza



EMC (SW) Elad



NC1 (SW) Rockinger



QM1 (SW) Bond



HM3 Farley



QM3 Peeling



YNSN Franklin



QM3 Toler



YN3 Byrd



YN3 Gray



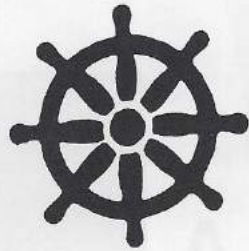
YN3 Sanders



PNSN Dodson



QMSN McFarland



BTCM (SW) Grubb



HMC (SW) Joaquin



YN1 (AW) Failauga



YN1 Sprinkle



PN2 Blaauw



BM3 (SW) Olson



Operations Department

O
P
S



LCDR Connors

A
O
P
S



LT Miller

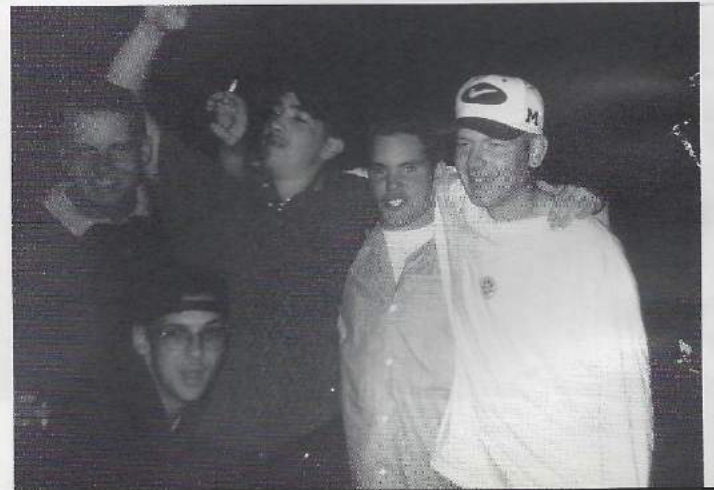
The Operations Officer (OPS) is responsible for the long range schedule, for all the deck (OD) and electronic warfare equipment (OW), aviation and communications facilities (OC), the proper performance of the Combat Information Center (CIC) (OI) and for the well being of all personnel in the operations department. Additionally, he's the ship's principal coordinator.

OC division is responsible for the external communications. Radiomen (RM) manage the two way electronic communications via voice, teletype, and data link. Signalmen (SM) conduct visual communications via flashing light, semaphore, and signal flags.

OD division Boatswain's Mates (BM) maintain the anchors, boats, mooring lines, and underway replenishment rigs.

OI division Operations Specialists (OS) are responsible for the operation of radar repeaters, identification systems, and various external communications including intership data links and operations in the ship's CIC.

OW division Electronic Warfare Technicians operate and maintain the electronic signals warfare systems used in detection, collection, and evaluation of electronic warfare information.



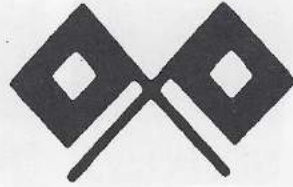
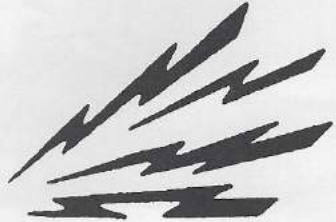
OC Division



ENS Kyle



RMC (SW) Pernsley



RM2 Hukill



RM3 Hawks



SM3 Smith



RMSN Gschwind



RMSN Lancina



SMSN Grace



SMSN Owens



SMSN Wilkin





RM1 Edison



RM1 West



SM1 (SW) Griffith



SM1 (SW) Radoye



RM2 Eury



RM2 Murakami



RM2 Risko



RM2 Schroeder



RM2 Tuskey



RM3 Banko



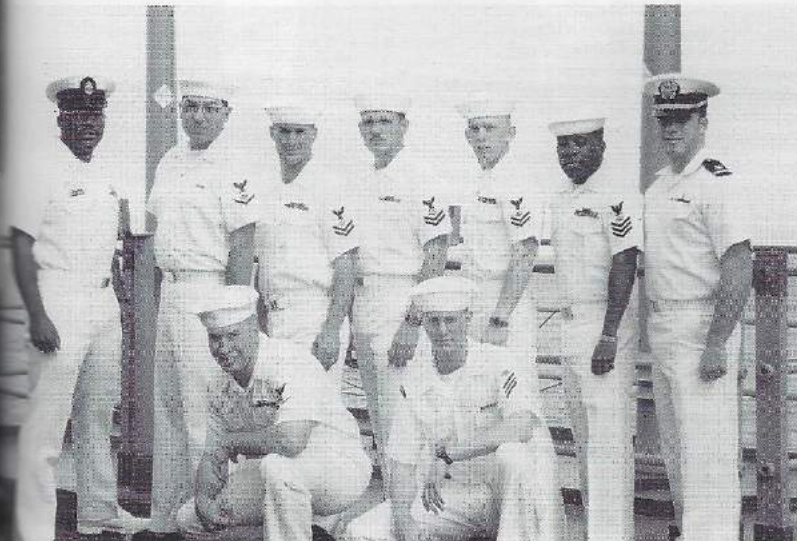
RM3 Perez



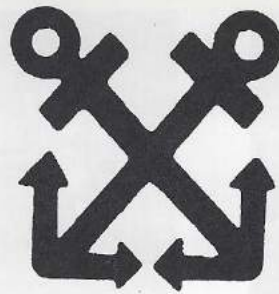
RM3 Turner



SM3 Lewis



OD Division



ENS Alexander



BMC (SW) Showe



BM3 Castile



BM3 Gibson



BMSN Maze



BMSN McGinnis



SN Addison



SN Hartman



SN Hickam



SN J. D. Johnson



SN M. Johnson



SN Lucas



SN Matthews



SN Moi



SN Moore



SN Navaro



SN Reeves



SN Santiago



SN Simpson



SN St. Pierre



SN Tatad



SN Walker



BM1 (SW) Charles



BM1 (SW) Manuel



BM2 (SW) Cornelius



BM2 (SW) Iosefa



BM2 Kelley



SN Bourne



SN Casonova



SN Corrales



SN Davis



SN Fretwell



SN Manering



SN Riguad



RMSA Lopez



LTJG Blair



OSC (SW) Mays

OI DIVISION



OS1 (SW) Simmons



OS2 Azevedo



OS2 Cummings



OS2 (SW) Elisara



OS2 (SW) Mael



OS2 Rose



OS3 Hoppe



OS3 M. Wilson



OSSN Aiello



OSSN Langer



OSSN Long



OSSN Lyons



OS1 (SW) Johnson



OS1 (SW) Ramsey



OS2 Mutchler



OS2 Ridsen



OS3 Cooper



OS3 Hanscom



OS3 Vaughn



OS3 E. Wilson



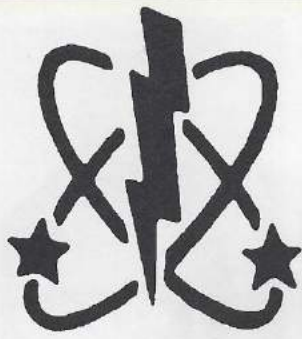
OSSN Mann



OSSR Reincke



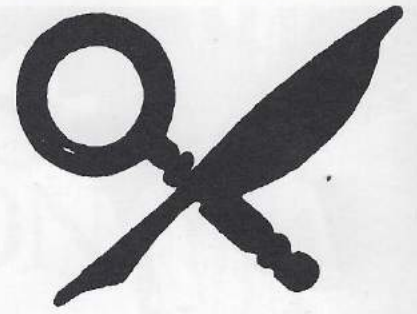
OSSR Welsh



ENS Ramirez



EWC (SW) DeLong



OW Division



EW1 (SW) "Gator"
Mc Donald



EW1 (SW) Witt



IS1 (SW) "Cheese
Steak" Heneghan



EW2 (SW) Hunt



EW2 Porter



EW3 Carberry



EWSA "Friggin"
Murphy



Supply Department



LT Ropiak

**S
U
P
P
O**



LT Schauble

SUPPLY DEPARTMENT

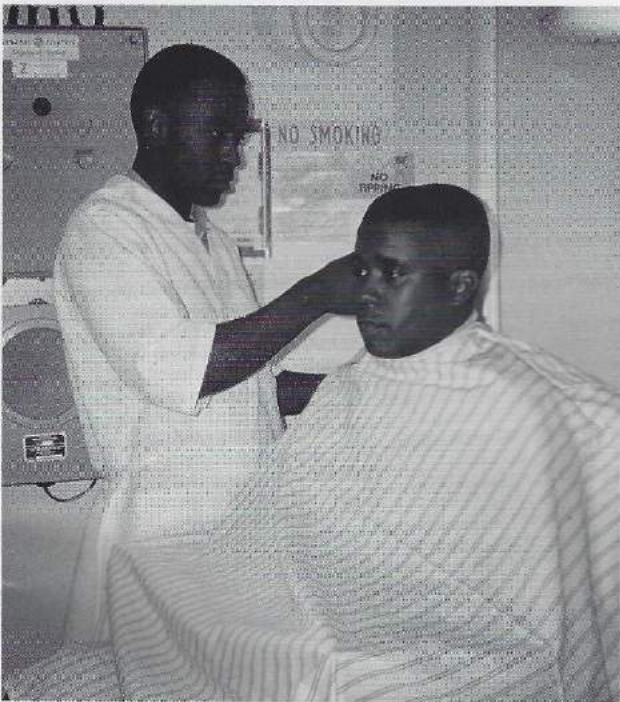
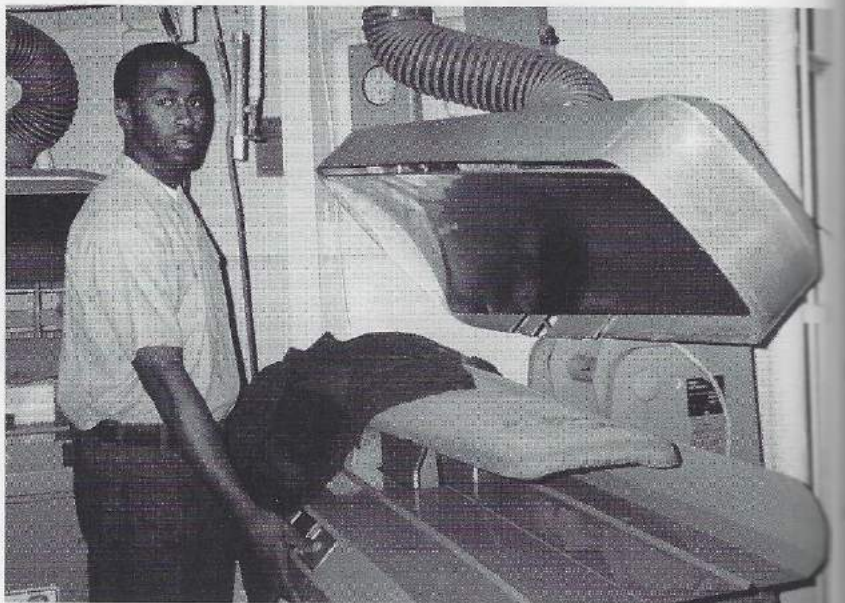
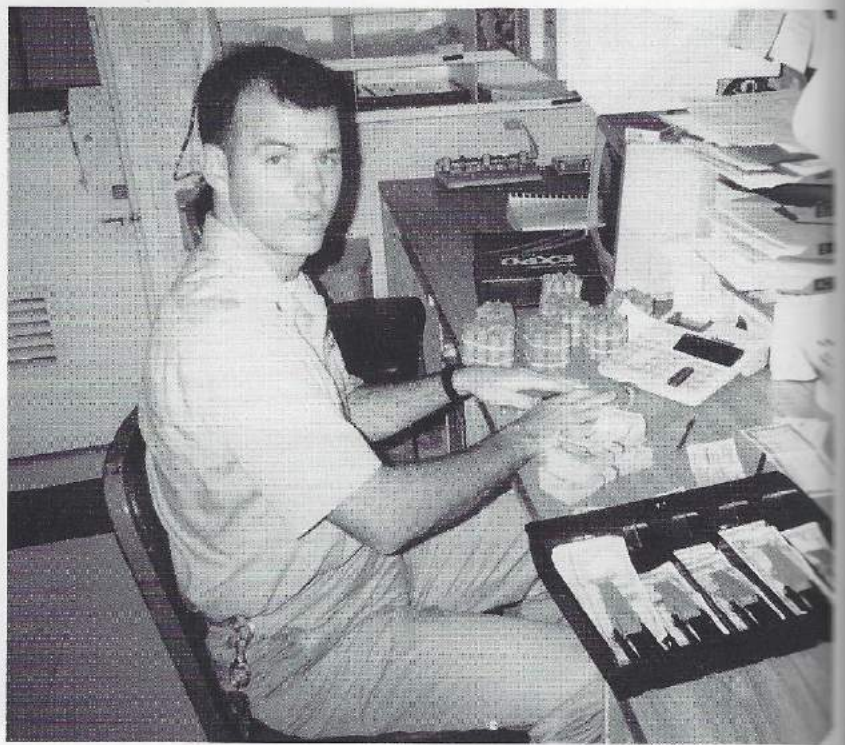
Supply Department is responsible for procurement and delivery of ship's supplies, from repair parts to hamburgers. The Supply Department runs the Ship's Store, vending machines, galley, laundry, barber shop, Disbursing Office, and Post Office.

S-1 Division, Storekeepers, are responsible for procurement and stocking of repair parts and maintaining the ship's Supplies and Equipment Operating Budget.

S-2 Division, Mess Management Specialists, prepare meals for the crew, 1,000 meals a day when underway. S-2 Division procures and stocks all provisions for the ship.

S-3 Division, Ship's Servicemen, run the Ship's Store, vending machines, laundry and barber shop.

S-4 Division runs the Disbursing Office and Post Office. The Disbursing Office is responsible for the accuracy of crew members' pay entitlements. The Post Office sends and receives U.S. Mail underway or inport, anywhere in the world.



Just a little off the sides and nothing off the top.



SKCS (SW) Sanqui



SK1 (SW) Kolterman



SK2 Resolme

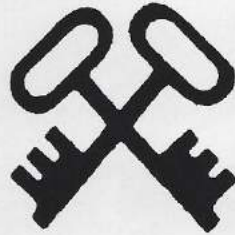


SK3 Black

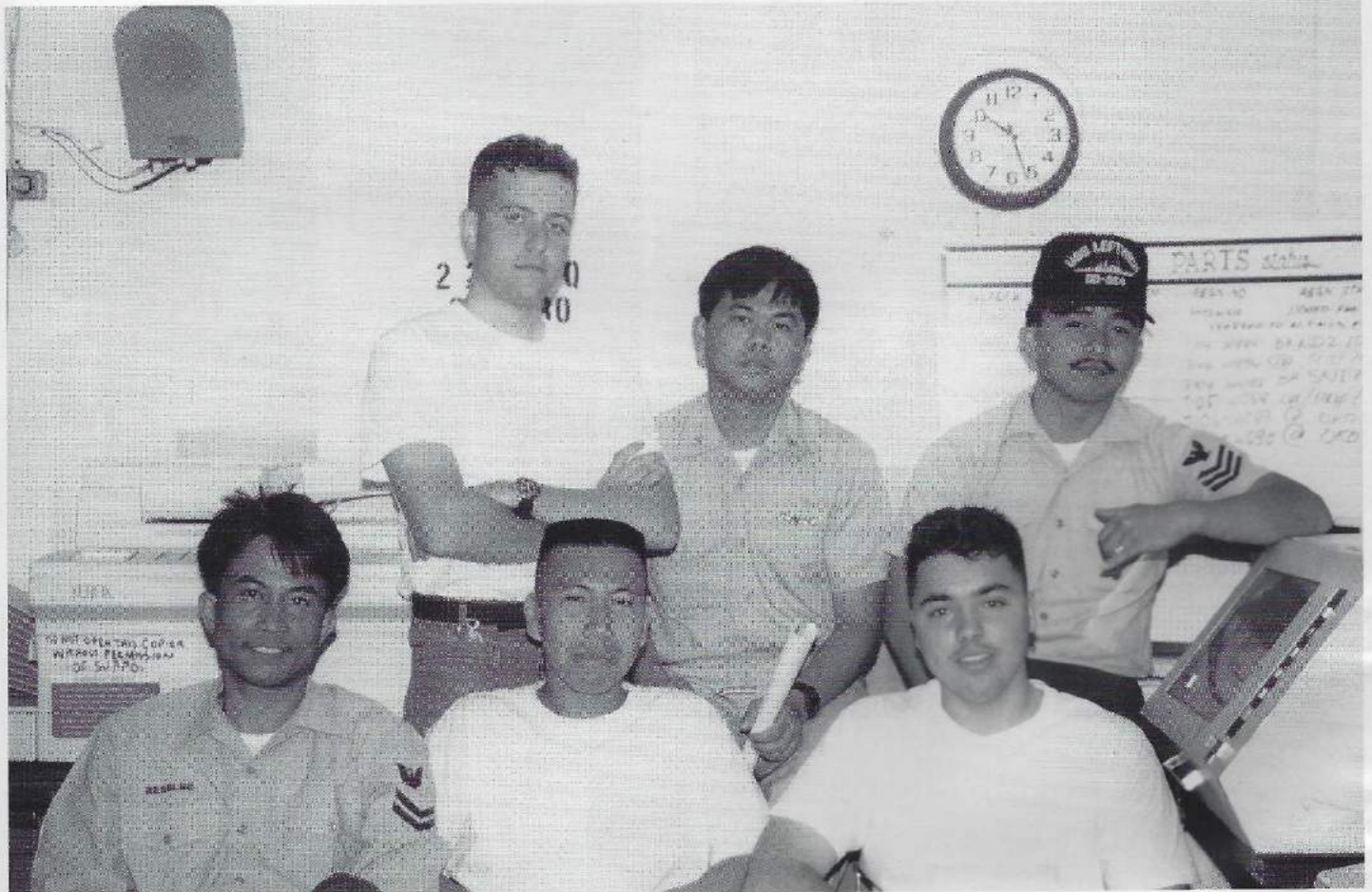


SK3 Chung

S-1 Division



SKSN Oquinn





S-2 Division



MSC Tangonan



MS2 Delacruz



MS2 C. Scheer



MS2 E. Scheer



MS2 Wier



MS3 Cambe



MS3 Lacy



MS3 Meece



MS3 Nena



MSSN Jones



MSSN Sao



MSSN Turner



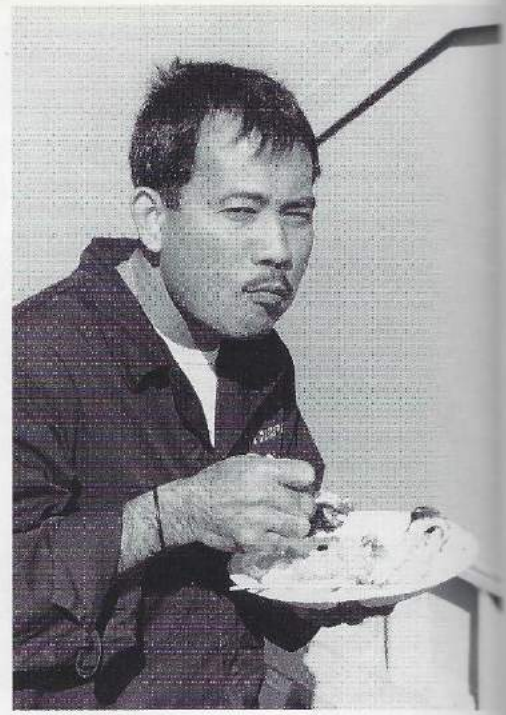
MS1 Esclito



MS1 Villa



S3 Division



SH2 Ferrer



SH2 Terry



SH3 Dickerson



SH3 Foy



SH3 Malgapo



SHSN Pullard



SHSN Robinson

S4 Division



LTJG Phillips



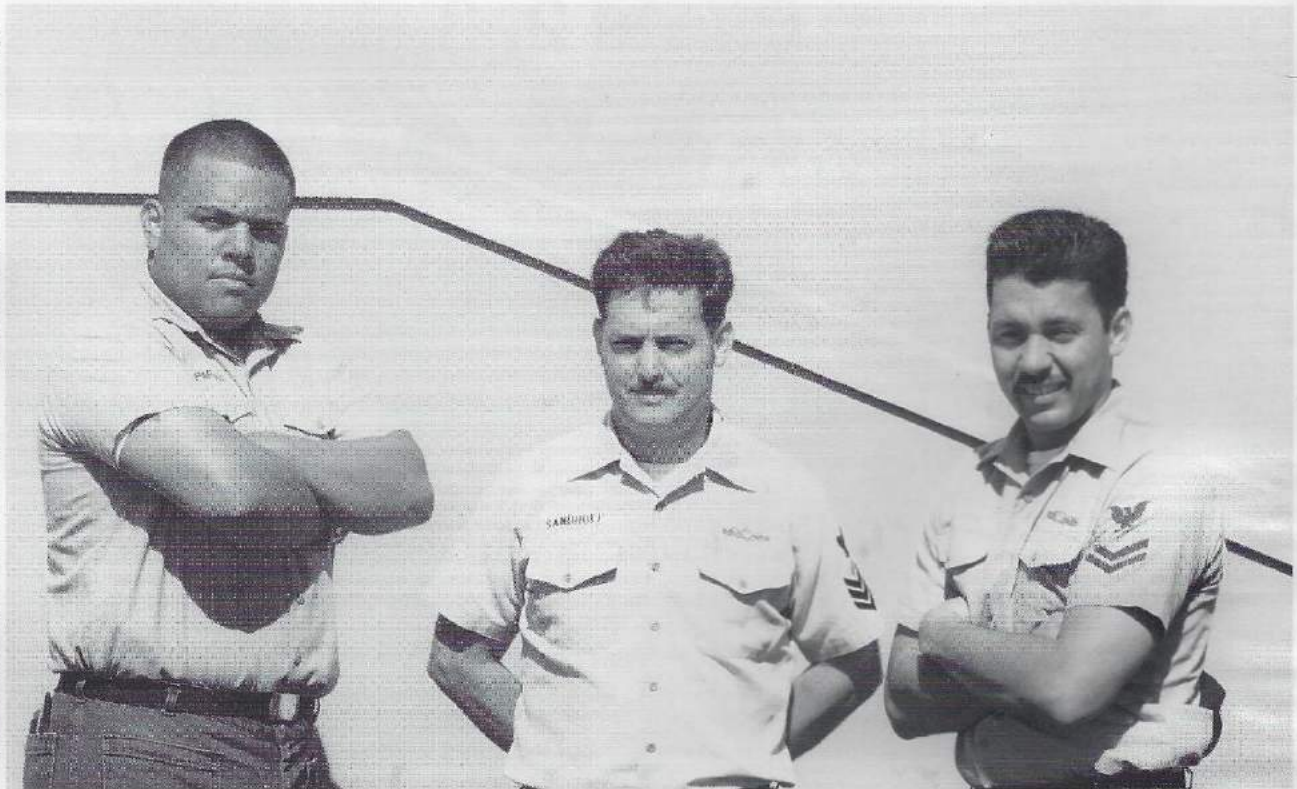
DK1 (SW) Sandoff



PC2 (SW) Glaze



DKSN Paredes



Air Department

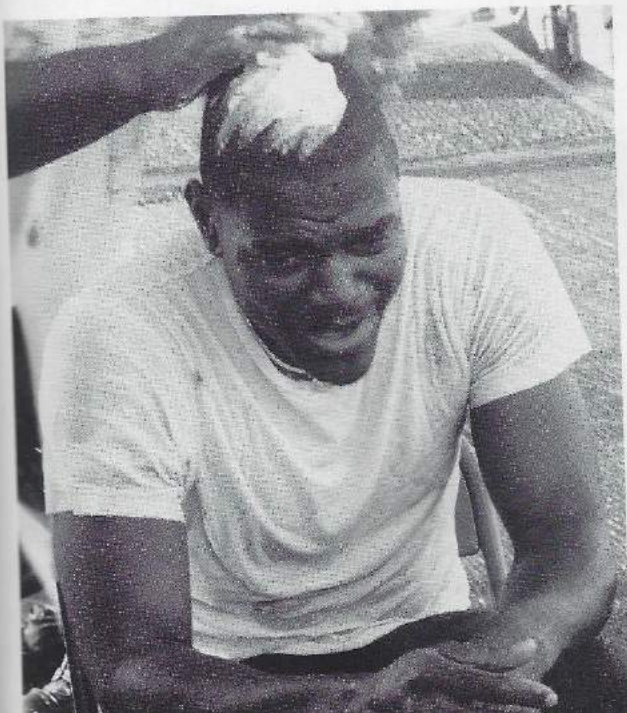


P
I
L
O
T
1

LCDR Rance

Pilots 2, 3, 4, & 5







LT Steltenpohl



LT Benfield



LT Volland



LT Reyes



AOC (AW) Brinkman



AE1 (AW) Jolley



AD2 (AW) Greaves



AE2 Akiona



AT2 Schutte



AW2 Hughes



AMH2 Lacaden



AZ2 Delacruz



AMH3 Brumley



AMH3 Fraser

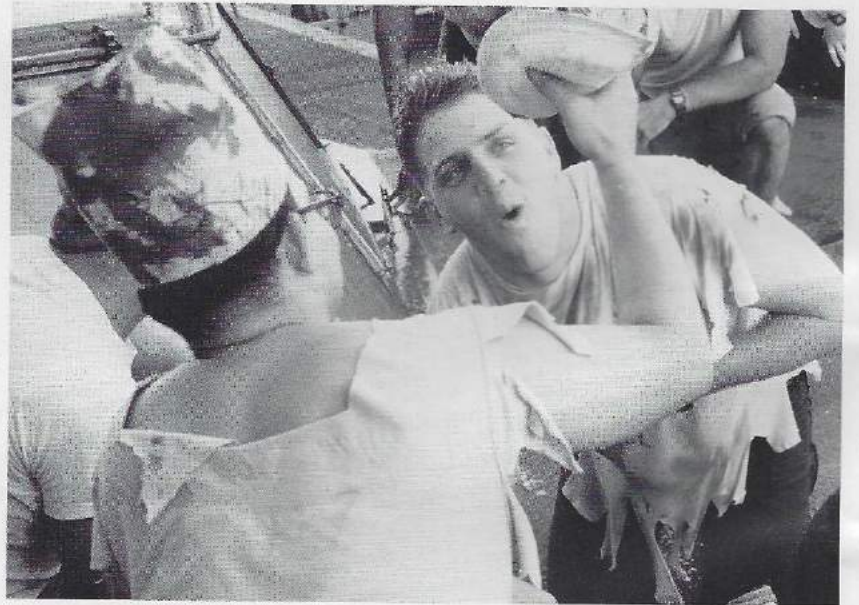
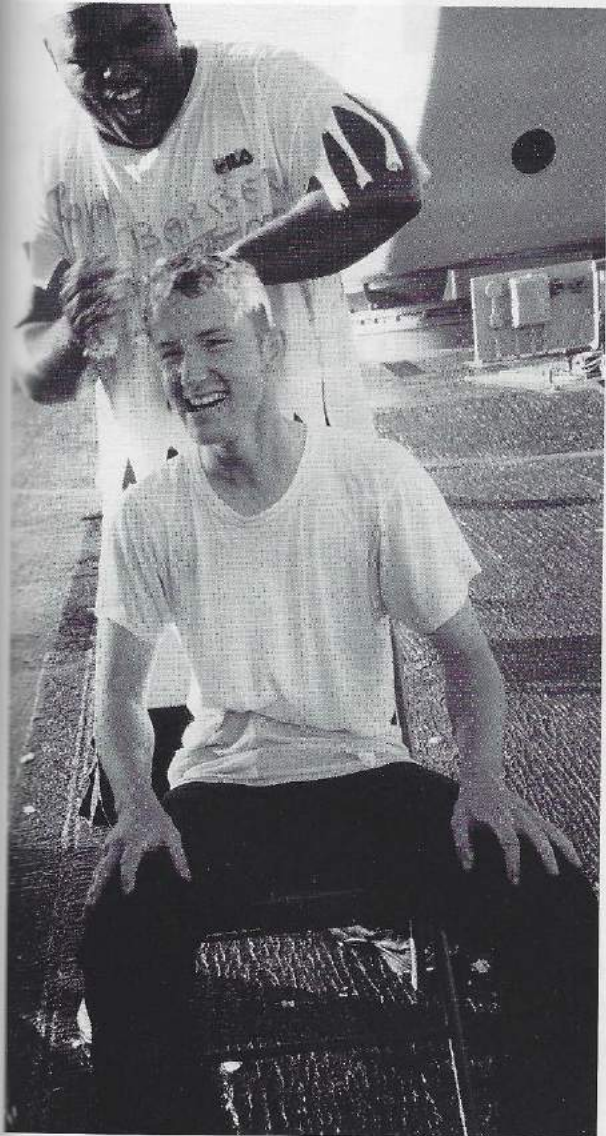
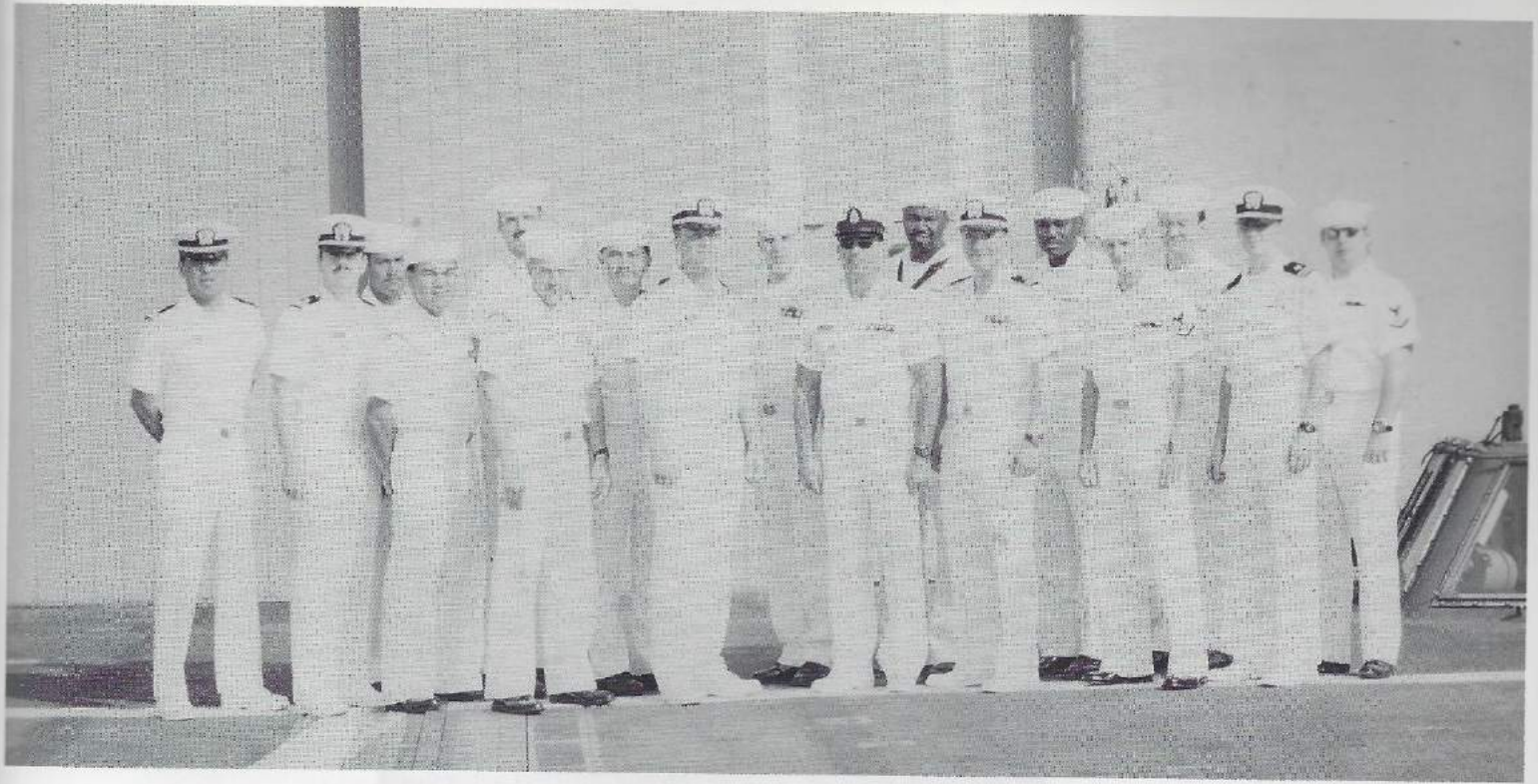


AT3 Davis



AW3 Weiss





The Cruisebook Committee

The Editors



Ensign Ehresman and Thomas enjoying a steel beach picnic. Ensign Ehresman wrote the articles, Ensign Thomas's expertise put them with photographs and made the whole cruisebook possible.

Sales Officers



EW2 Hunt and FC2 Rocha spearheaded all cruisebook sales. If you bought one, you can thank one of these two.

Photographers



STG3 Mc Neal and EWSN Murphy took more than 400 photographs, and then spent hundreds of hours laying them out for all of us to enjoy.