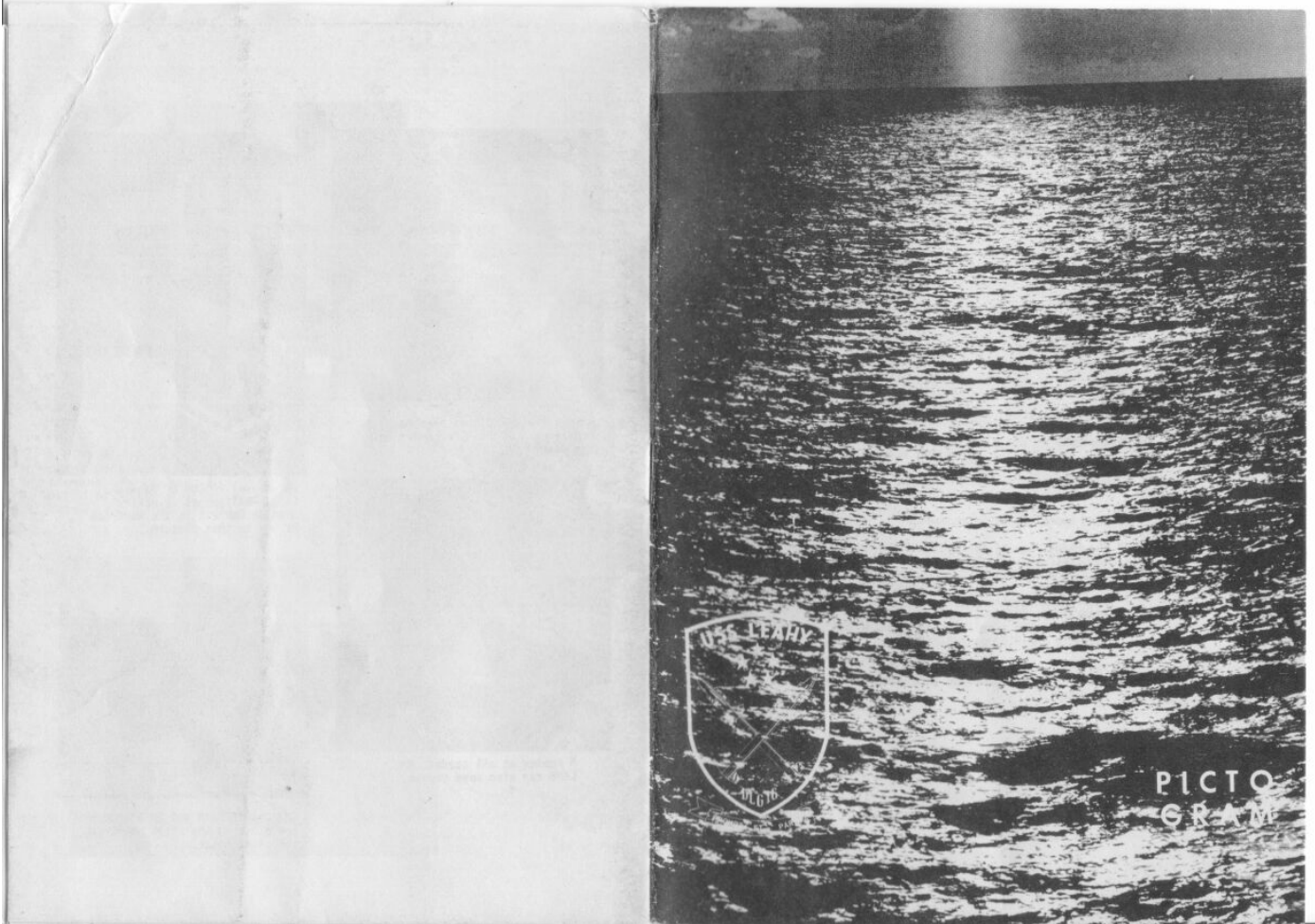




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COMMANDING OFFICER
U. S. S. LEAHY (DLG-16)
C/O FLEET POST OFFICE
NEW YORK, NEW YORK

31 May 1972

Dear LEAHY Supporter,

Since our last Pictogram, LEAHY steamed from Naples, Italy to Cannes, France. The Sixth Fleet rendezvoused all available ships for a Fleet Review in honor of Admiral "Rivets" Rivero. Following Cannes we participated in Exercise QUICKDRAW with the Italian Navy before mooring for a week in Barcelona, Spain. The subsequent transit to the Eastern Mediterranean introduced the continuous presence of a Soviet shadowing ship and frequent overflights by reconnaissance aircraft escorted by U. S. Navy jets.

All ports scheduled for LEAHY in the Eastern Mediterranean are Greek and the crew has settled into the use of drachmae as the local currency. On 2-8 May LEAHY made the first of two visits to Athens, Greece. Following Athens and continuing through 14 May we were involved in a huge NATO exercise named DAWN PATROL which included 78 ships of six nations. An unexpected commitment had LEAHY miss most of the Corfu visit. One night during this commitment we anchored within sight of the Soviet used anchorage at Kithira Bank. After a day and a half visit in Corfu, we were underway and heading for the NATO MISSILE FIRING INSTALLATION (NAMFI) for a missile firing exercise. LEAHY's Air Defense capabilities once again proved superior with 100% firing success. Upon anchoring in Soudha Bay on the 25th, with no place to pull liberty, "Swim Call" was piped down. Most of the crew took advantage of the deep clear water as the only recreation available off of the ship.

At this printing LEAHY is anchored at the island of Rhodes for six days of well earned liberty. Since Athens it has been twenty-three days at sea with only a short liberty stop at Corfu. The future has LEAHY scheduled into Athens for fourteen days, then Soudha Bay, Barcelona, Rota, and home to Norfolk on 12 August.

Special articles of interest in this Pictogram include an Advancement in Rate Ceremony in Naples and the Chaplain's article on the Navy Relief Society.

R. F. Hoffmann
R. F. HOFFMANN
CAPT USN

ADVANCEMENT-



Left to right : EMCN KOPP, MMCS BEEMAN, BMC WINDHAM, ET1 MAYNE.

While in Naples on the first of April, All Hands were formed on the fantail for an advancement ceremony. The significance of the event was highlighted when the participants included all rates from Petty Officer Third Class to Master Chief Petty Officer. Advancing from rated seamen to Third Class Petty Officer were BM3 Livingston BEAUCHAMP, GMG3 Joseph BRIZZI, and RD3 H. D. (Harry) FANNON. Stephen Alan RINGENBURG was advanced to Second Class Yeoman.

ACROSS THE BOARD

First Class Sonar Technician Joseph L. KUREK and First Class Electronics Technician Bill MAYNE both made "FIRST". The three chiefs to advance were Boatswain's Mate Chief Albert WINDHAM, Senior Chief Machinist's Mate Loren Edward BEEMAN, and Master Chief Engineman Lewis Earl KOPP. Chief KOPP by virtue of this promotion, became the senior enlisted man aboard.

Left to Right: ST1 KUREK, YN2 RINGENBURG, RD3 FANNON, BM3 BEAUCHAMP



FLEET REVIEW FOR ADMIRAL RIVERO

For the Sixth Fleet, 10 April 1972 was set aside to honor Admiral Horatio "Rivets" Rivero who retired on 1 May 1972 after 46 years of service. A Fleet Review is a rare honor paid to only a few great men. "Operation Rivets" was held with no publicity and was the private salute from the United States to a truly incredible man.

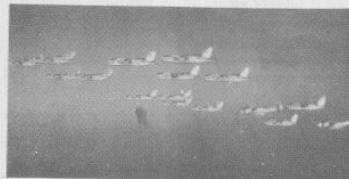
Born in Poncie, Puerto Rico, the son of a carpenter, he grew up in the house his father built. The Admiral entered the U. S. Naval Academy at the age of 16 speaking Spanish and taking English as his foreign language. One of the smallest men in physical stature to enter the Academy, he graduated number one in his class with ease. He attended post-graduate school at MIT and once again finished number one. His specialty was radar, at a time when very few people knew that there was such a thing.



As a lieutenant, in the early phases of World War II, he evaluated, contracted for and supervised the installation of all of the fire control radars in the ships of our Navy. He distinguished himself as Executive Officer of a cruiser in combat. He was credited a major role in saving the ship and her crew after a hurricane had torn the bow loose from the rest of the ship.

He quietly became one of the most effective planners for weapons systems and operational tactics in our Navy. He had a big hand in the design of our modern missile ships.

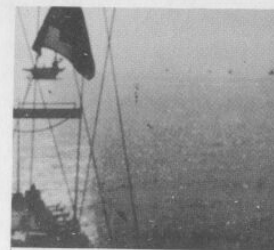
Admiral Rivero made flag rank at age 43, one of the youngest in modern history, and has been an Admiral for over 18 years. He became a four-star Admiral in 1964, serving as Vice Chief of Naval Operations for four years. Although not an aviator, he had a strong hand in the development of the weapons systems that are now so effective in Naval aviation. He has flown as a crewmember of



the Hawkeye, the Phantom, the Vigilante, and the Intruder. His flights have involved the actual operation of the weapons systems, not just demonstration rides. And all of his flights have been flown since 1964.

Admiral Rivero has been Commander of Allied Forces in Southern Europe for the past four years. As such, he is credited with bringing about one of the greatest periods of NATO cooperation we have experienced. He is a superb diplomat widely acclaimed by all NATO countries and our non-NATO allies as well. He has been recognized as the senior naval advisor to the Supreme Allied Commander, Europe, as well as the Commander of the Southern Region. As Commander of the Southern Region when we periodically activated NATO, he was in command of most elements of the armies, navies, and air forces of Greece, Turkey, Italy, and most of the Sixth Fleet as well as units from the United Kingdom.

On 10 April the USS SPRINGFIELD (CLG 4) broke Admiral Rivero's flag, and the Admiral and his wife were taken to a rendezvous in the Tyrrhenian Sea. There, with precise timing, the entire Sixth Fleet, with certain necessary exceptions, steamed in two columns past the Admiral's Flagship as he received his Fleet Review. The total quiet as each of the 33 ships rendered honors was deeply moving both for the Admiral and the men of the Sixth Fleet who gathered to honor this great man.





LIBERTY

Liberty ashore means something different for each individual aboard. Naples has become a Navy town and the variety of recreation is astounding. Tours to Rome, Capri, and Pompei attracted a lot of attention while others found the local attractions more suitable. Following Operation RIVETS, LEAHY anchored in Cannes, France for its only sample of the French Riviera. While noticeably more expensive than most Med ports, the French proved to be amiable hosts and the crew had a good time.

One of the favorite ports in the Med, Barcelona, once again captured the fancy of the crew. Basically inexpensive, the Spanish ports offer nightlife, good food, easy accommodations; in short a memorable visit.

The change from Western Europe to Athens and Corfu, both Greek ports is at once noticeable. Athens is a beautiful city with a wealth of history. The night life although slightly westernized retains much of the culture of Greece. Music usually is accompanied by the bazooki, an instrument similar to the mandolin, and dinner doesn't start until around 1100 P.M. A night on the town in Athens might easily last until morning. Corfu was small, beautiful but basically quiet with very little to offer the swarms of visitors from the USS Franklin D. ROOSEVELT, USS PRATT and USS LEAHY.



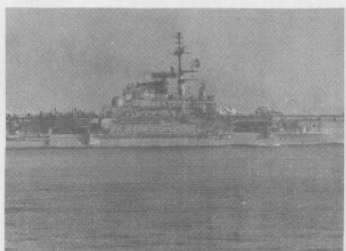
CALL



Due to other commitments, LEAHY only had one and a half days in Corfu anyway. As we pull into Rhodes many of the crew once again look out on a strange enchanting world and plan their hours on the beach according to individual desires.



OPERATING AT SEA



When LEAHY passed through the straits of Sicily, the tempo picked up. A quick glance at a map of the Med shows a large basin east of Sicily bordered on the north by Italy, Greece, Turkey, all NATO members, and the Aegean Sea. Along the African coast lie the Arab countries, most of which are politically aligned with Soviet Russia. To the east is the explosive Middle East. Upon this tiny stage the two most powerful fleets in the world send their representative task forces for the multiple purposes of training, political influence, deterrence, and protection of international rights of commerce. As LEAHY has taken up her leading role in this tense drama, we find ourselves constantly observing the opposing cast, guessing his motives and carefully following a script designed by Statesmen to prevent armed conflict. As Soviet shipping transits from the Black Sea through the Aegean Sea into the Med, the Sixth Fleet keeps tally and watches the movements of all combatants. Each flight between Cairo and Europe is identified, escorted if necessary, and followed on radar as it flies over the task force. Exercises are usually tailored for realism of various degrees, for example: The USS SURPRISE (PG 97) plays the part of an



enemy patrol boat approaching the CVA. Without starting a war, how can the LEAHY shoulder off the small craft which has a much greater speed advantage? War games are scheduled continuously from reveille to taps, and for big exercises, they might go

24 hours a day for several days. Life underway consists mainly of hard work for very long hours with no chance to catch up on sleep lost. But the price of preparedness is never cheap and the slogan "more sweat in peace means less blood in war" might be modified to "less chance of war."

On 22 May the LEAHY took her station on the NATO missile firing range for two days of surface-to-air missile firing. LEAHY's Terrier battery once again displayed superior performance as she scored a perfect two hits out of two. The air controllers and combat team won praise for expert coordination during fighter missile firings against drones. In effect, most of the planning for the two-day missile exercise was done by LEAHYMEN.



FLEET ADMIRAL WILLIAM D. LEAHY

Our ship was named after Fleet Admiral William Daniel Leahy who was born in Hampton, Iowa on 6 May 1875 and was commissioned from the U. S. Naval Academy 1 July 1899. As a junior officer he served on ships of the line, USS OREGON and USS TEXAS, participating in the battle at Santiago Bay 3 July 1898, the Philippine Insurrection and the Boxer Rebellion in China. In 1912 he commanded American Naval Forces during the occupation of Nicaragua. In 1915 he had command of the gunboat USS DOLPHIN patrolling the West Indies in search of German supply ships. In 1917 he became Executive Officer of the USS NEVADA and the next year commanded the troop transport PRINCESS MATOIKA. For his performance in that command during the German wolf pack operations, he was awarded the Navy Cross. Captain Leahy took command of the USS ST. LOUIS in 1921 which operated as the flagship for the U. S. Naval detachment protecting American interests in the Greco-Turkish War. Captain Leahy briefly commanded the USS NEW MEXICO before being promoted to Rear Admiral and assigned as Chief of the Bureau of Ordnance in 1927. In 1931 he became Commander of Destroyers, U. S. Fleet, was promoted to Vice Admiral in 1935, and became Commander-in-Chief, Battle Force in 1936. The next year he was promoted to Full Admiral and appointed Chief of Naval Operations. The president awarded Admiral Leahy the Distinguished Service Medal prior to his temporary retirement in 1939. After retirement Admiral Leahy was appointed Governor of Puerto Rico, but after one year was made Ambassador to France in November 1940 in the critical early years of World War II. In July 1942 he was returned to active duty as Chief of Staff to President F. D. Roosevelt. For a period Admiral Leahy was the senior member of the Joint Chiefs of Staff. On 15 December 1944 he was appointed Fleet Admiral and shares the distinction with only three other five star Admirals: King, Nimitz, and Halsey. Fleet Admiral William D. Leahy was retained on active duty as an advisor to the Office of the Secretary of the Navy until his death on 20 July 1959. Fleet Admiral Leahy was, in addition to being the first Fleet Admiral, a statesman in a world torn by war and one of the primary planners of the victorious Fleets of World War II.



ADMIRAL LEAHY

NAVY RELIEF SOCIETY

The Navy Relief Society was established in 1904 and today offers interest free loans and outright gifts to Navy and Marine Corps personnel with a valid need. This year it was decided that an additional element of fun would be added through fund-raising games. The entire crew participated with contributions, bingo, anchor pools, popcorn sales, and chances on a round-trip charter flight ticket with a combined total of over \$1,700 collected. It seems reasonable to assume that for the second year in a row the men of LEAHY will have given more to Navy Re-

lief than any other destroyer in the Atlantic Fleet. We even beat our last year's gift of \$1,295. "When people believe in a charity, raising funds for that organization is no problem," states the LEAHY Chairman, Chaplain Helveston. Each division on the ship was solicited by a volunteer from within the division.

Volunteers were: SN MENISH, STG3 MAULE, GMM3 OLSEN, RM1 RIGGIO, ETC CROWLEY, DKSX COX, BT1 SKIPPER, FTG2 SPAETTI, SA COREITT, RDSN BURKE, YNC

DE GRASSE, EM3 SUNDERLIN, SN CROWE, SK3 HUGO, and DS2 BRUCE. Additional help was rendered by SN LUCKEY, CSSN DUNNE, PC2 CULLINAN, SKSN VIOLI, SH3 VAN TUINEN, and EM2 FARRIS.

NAVY RELIEF SOCIETY



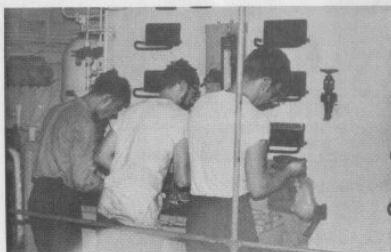
"THE NAVY TAKES CARE OF ITS OWN"



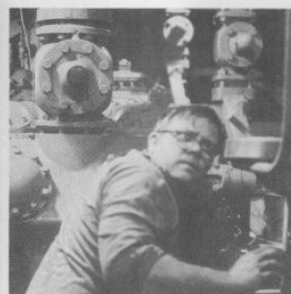
SA Vic CARLISLE of Lancaster, Ohio and SA Charlie BAIRD of Jacksonville, Florida take a strain on a line during underway replenishment.



Applying some fresh paint to the fireroom lagging, FN Rueben BANKS of Atlanta, Georgia helps keep LEAHY moving.



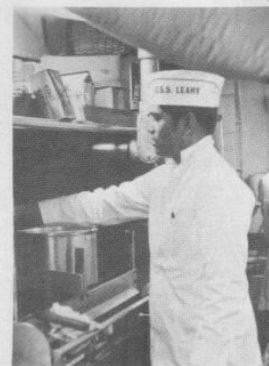
Bending over their work are FN John MOSBLECH, MM3 James BODKIN, and FN Jim HAMMONTREE.



MM1 Willie LAWLESS is seen here repairing a 75 ton air conditioning unit.



A master at all trades, BMC LAMB can also mend canvas.



SD2 Manuel PASCUA of Baoulo City, Philippines is making Spanish Omelets in the Wardroom Galley in this picture.



QM3 Jack STRAIN and QMSN Jack KAGY are plotting the ships course in the pilot house.