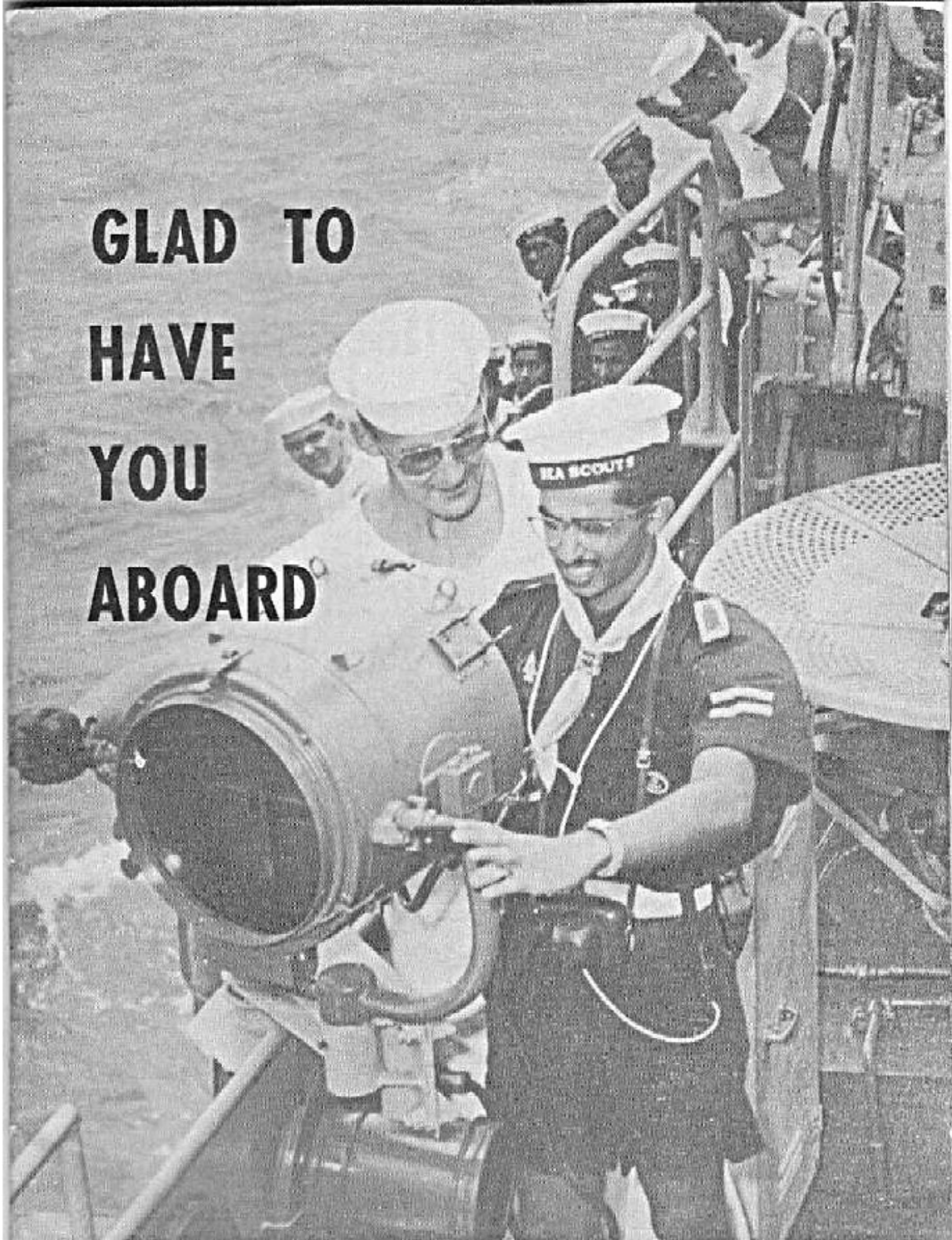
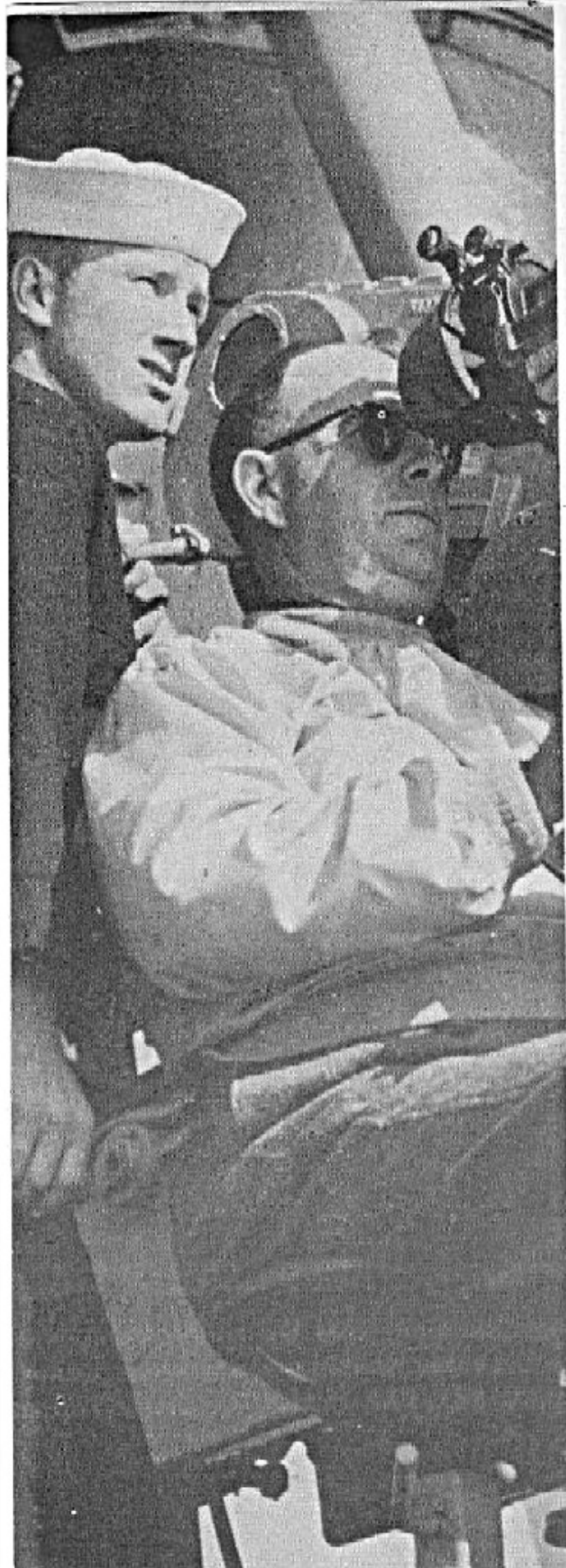


**GLAD TO
HAVE
YOU
ABOARD**



U.S.S. LAFFEY (DD-724)



Welcome. . . to Your U. S. Destroyer Force,

Your Navy stands ready to defend the United States and to go to the aid of our allies should a world-emergency arise. It is one of the great deterrents to communist aggression against this country and the free world.

This destroyer is but a small part of the U. S. Navy. However, it is representative of our Navy since it is manned by men from all parts of the country . . . men who constantly train to make this ship the best fighting unit possible. Furthermore, the mission of this ship is similar to all warships in the U. S. Navy. It is an extremely mobile gun platform that can move over the 70 percent of the earth's surface that is covered with water.

In the past, present and future, destroyer type ships have a vital role in the defense of the United States. The 200 ships in the Destroyer Force, U.S. Atlantic Fleet, are and will be on the front lines keeping open the vital sea lanes of the world.

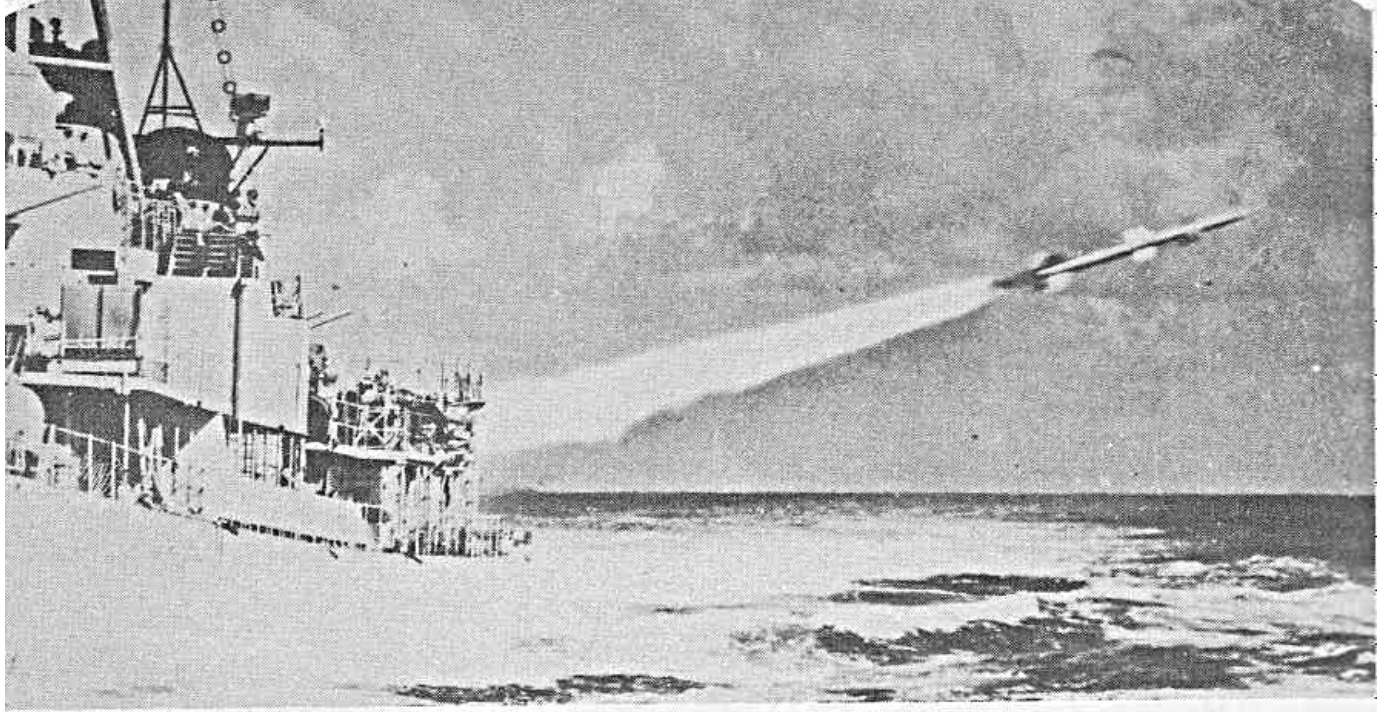
Navy and the Atlantic Fleet

This Destroyer Force, largest single group of combatant ships in the U. S. Navy, has 50,000 men serving the United States. The ships are based in Newport, R. I., Norfolk, Va., Charleston, S. C., Mayport and Key West, Fla., and several in New London, Conn. However, their operations cover the entire Atlantic Ocean, Caribbean and Mediterranean seas and adjoining sea areas.

This ship is equipped with fine ordnance and propulsion equipment. In the Navy of tomorrow, guided missiles and atomic power will replace them, increasing firepower and mobility many times. However, the men that operate the complicated gear remain the same. . . men of all states in the union . . . men of all faiths.

We are glad to welcome you aboard and hope that by visiting us you become better acquainted with your Navy and the men in it.





the vital mission of the versatile destroyer

In peace and war, destroyers are key ships of the fleet. In world wars I and II, the Korean and recent Middle East crises, destroyers proved themselves as the most versatile weapon afloat. Relatively economical and easy to produce, destroyers have been in the front-line of sea actions of all kinds in the past and will be in the future.

The German submarine threat in World War I brought home the necessity for a versatile small warship capable of keeping open the sealanes between the United States and Europe. Destroyers were the answer and they saw action in '17 and '18 with hastily trained crews.

Before the entry of the United

States into WWII, our destroyers saw action. Destroyer REUBEN JAMES, was torpedoed and sunk while on Atlantic patrol in October, 1941.

On December 7, 1941, a destroyer sunk a small Japanese submarine off Pearl Harbor. Other destroyers accounted for Japanese aircraft. Starting then, our destroyers and destroyer escorts proved their worth convoying hundreds of merchant ships across the Atlantic and into the Mediterranean. In the Pacific, they protected our ever-expanding fast carrier task forces, sinking submarines and shooting down attacking enemy planes before amphibious landings; they convoyed our lengthening lifelines of supplies to captured

islands. Destroyers ventured deep into enemy waters to sink shipping and bombard strategic airfields and supply points.

In the Korean War destroyers kept up a continuous blockade of North Korea, and with naval gunfire cut coastal rail and communications lines.

In the Middle East destroyers were dispatched to support the landings on Lebanon and stand-by to evacuate American nationalists from the trouble zone.

At present, the Destroyer Force stands alert and ready to go into action in a national emergency. Our destroyers are on guard in the Mediterranean and in North Atlantic waters. ADM "Cat" BROWN, former Commander Sixth Fleet, called destroyers his "First line of Defense." They simulate wartime fleet operations, training as units and with task forces. Their training operations range the width and length of the Atlantic Ocean.

Although the majority of our ships are of World War II vintage, three new classes of destroyer type ships have come into being since the Korean War. Destroyer Leaders, SHERMAN class destroyer, and DEALEY class destroyer escorts have been added to the fleet since World War II. Guided missile destroyers (DDG's) and destroyer leaders (DLG's) will join the fleet in 1959 and 1960. In May of 1959, the keel was laid for the first nuclear powered guided missile destroyer leader (DLGN). This ship will presage another great era for destroyers.

These very fast and maneuverable ships will again be given the mission of protecting our coastlines and spearheading the naval forces that will necessarily be called into action should aggression ever again threaten the freedom and security of this country.



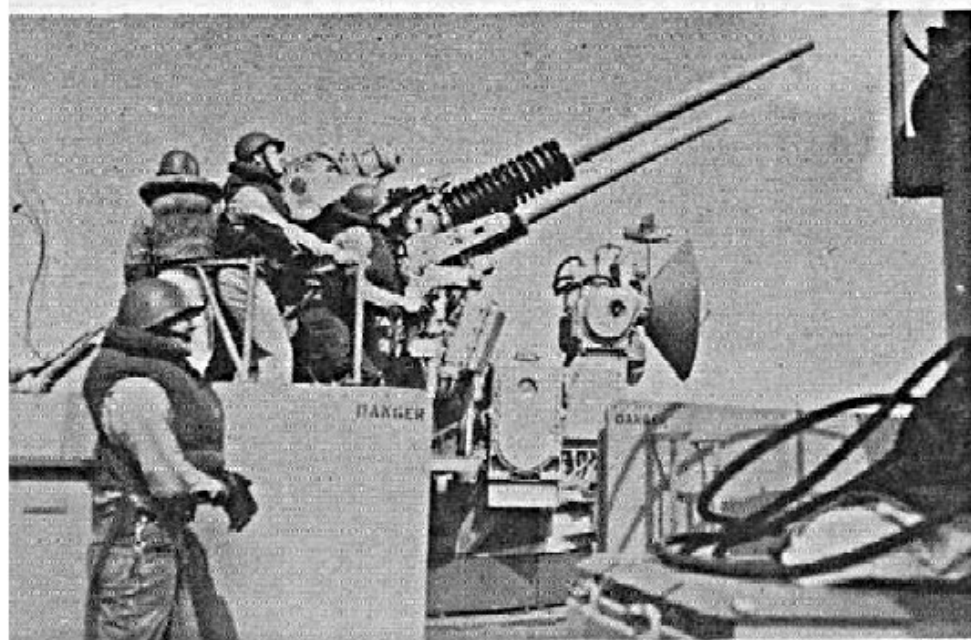


The MEN Who Man Destroyers

Destroyermen are from every state in the Union and are of all faiths. They are proud to wear the uniform of a Navy, ready to protect the freedom and security of the United States.

"---Destroyermen have always been a proud people. They have been the elite. They have to be a proud people and they have to be specially selected, for destroyer life is a rugged one. It takes physical stamina to stand up under the rigors of a tossing dog-dog. It takes even more spiritual stamina to keep going with enthusiasm when you are tired and you feel that you, and your ship, are being used as a workhorse. It is true that many people take destroyers for granted and that is all the more reason why the destroyer Captains can be proud of their accomplishments."

Admiral Arleigh A. BURKE



U. S. S. LAFHEY (DD-724)

The LAFHEY was built in 1944 by the Bath Iron Works, Bath, Maine. The ship is 376 feet 6 inches long and 40 feet 10 inches wide. She is the second destroyer to bear the name LAFHEY.

On 8 February 1944 the LAFHEY was commissioned at the Boston Navy Yard, with Commander F. J. Becon, USN, commanding. While returning from shakedown cruise on 10 March, the LAFHEY rescued 19 survivors of a PB4 crash. Her first assignment was convoy duty in the Atlantic. Soon thereafter she participated in the Normandy invasion as a screening and shore bombardment ship. She received high praise for her accurate gun fire support. Following the major seige in June she was again assigned to convoy duty returning to Boston on 9 July 1944.

On 16 August the LAFHEY departed to join the U.S. Forces in the Pacific via the Panama Canal. She became part of Task Force 38 operating in the Phillipine Sea. Later the ship was detached to participate in landings at San Pedro, Mindoro, and Lingayen Gulf in the Phillipines as part of Task Force 77.

The ship then joined the screen for Task Force 58 which was striking the Japanese homeland and providing air support for the Iwo Jima landings. On 11 March 1945 the LAFHEY was assigned to Task Force 54 and got underway from Ulithi to take part

in the Okinawa campaign.

Arriving off Okinawa on the night of 24 March she took part in the close support of the Initial landing. Later, on 16 April, when assigned to radar picket duty, she was seriously damaged sustaining 4 direct bomb hits, 5 kamikaze hits, in addition to other damage. Casualties were high, numbering 103 in all, with 32 men killed or missing. Temporary repairs were performed and the LAFHEY was able to proceed homeward, still on duty as a convoy screening ship. The ship entered the shipyard at Seattle on 24 May for permanent repairs. She received the Presidential Unit Citation for this action.

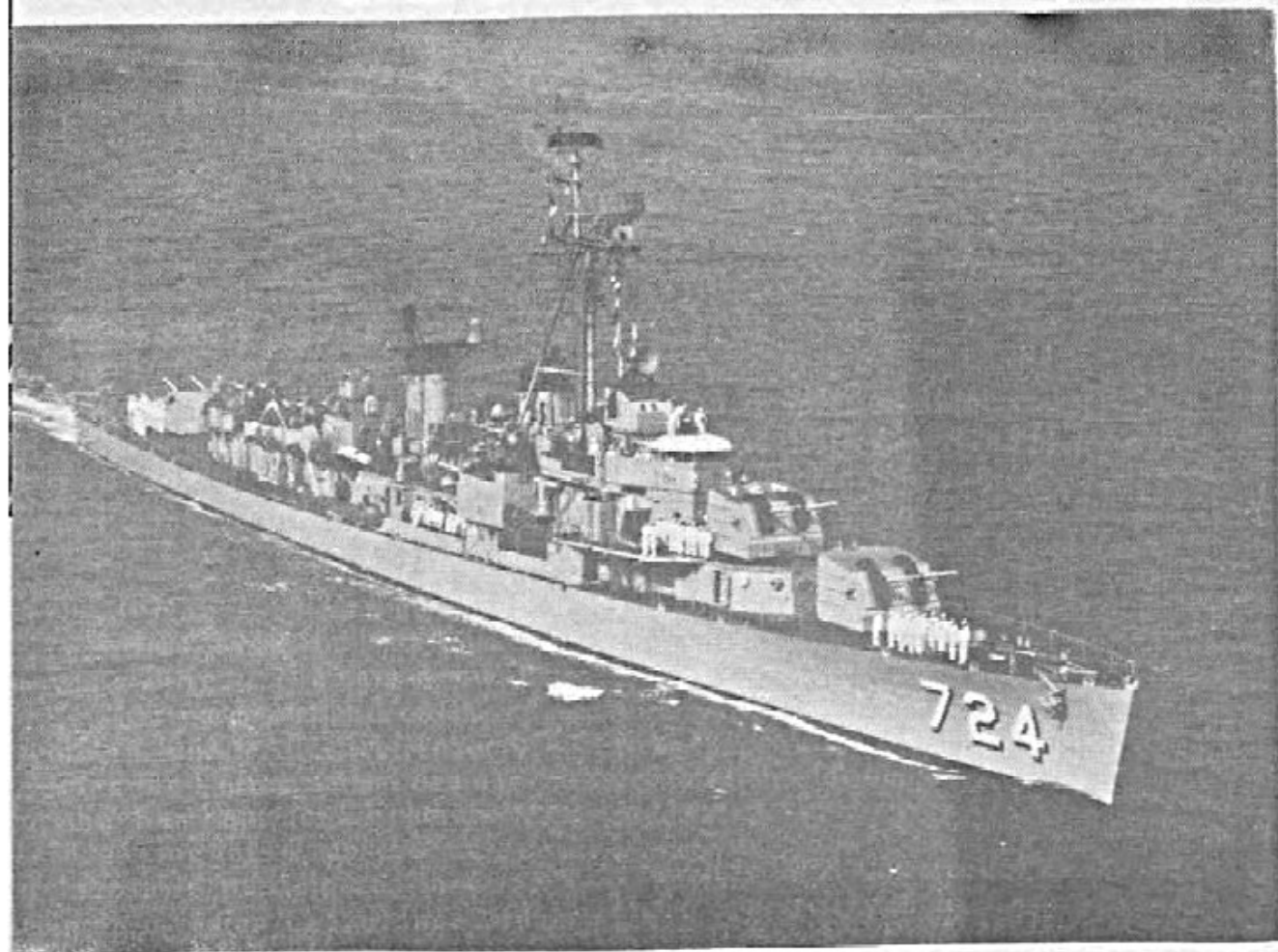
Underway once more on 31 August 1945 the LAFHEY went through underway training and was assigned to various tasks in the Western Pacific.

She was present at the Bikini Atom Bomb tests actively engaged in collecting scientific data. On June 1947 the LAFHEY was decommissioned at San Diego, California.

The LAFHEY was recommissioned on 26 January 1951 and was commanded by Commander Charles Holovak, USN, who had served as her first executive officer. After shakedown cruise in the Pacific she proceeded to Norfolk Naval Shipyard for extensive overhaul.

Was named for BARTLETT LAFHEY, a Congressional Medal of Honor Winner in the Civil War.

U. S. S. LAFFEY (DD-724)



STATISTICS

LENGTH.....376 ft BEAM.....41 ft TONNAGE.....2200 Tons
PROPULSION.....Steam Turbine

CREW—Wartime

Officers.....19 Enlisted.....303

ARMAMENT

3...5"38 Twin Mounts 2...3"50 Twin Mounts 2...3"50 Single Mounts
Torpedo Tubes, Anti-Submarine Torpedoes, Hedge Hogs, Depth Charges

Following the yard period the Laffey underwent refresher training at Guantanamo Bay, Cuba. On 8 October 1951 Commander H.J. Conger, USN, assumed command. Participating in various fleet exercises the Laffey acquired an enviable record in Hunter Killer operations. On 22 January 1952 the ship sailed for Yokosuka, Japan, via the Panama Canal. She joined Task Force 77 off

Korea on 2 March where she patrolled the east coast.

Following a month of ASW training near Okinawa the Laffey rejoined Task Force 77 and took part in the most exciting and productive phase of the Korean Campaign. Acting as Flagship for Commander East Coast Blockade Group the ship was subjected to continual shore fire. The effectiveness of this

group in blockading Wonsan harbor was indicative of the excellent liason between the Laffey and the command staffs. The ship was twice singled out for her work in national press releases.

The Laffey left the Far East on 22 June 1952 arriving in Norfolk on 19 August. She was assigned to Hunter Killer duty out of Norfolk and remained on this duty until her entry into the Philadelphia Navy Yard for overhaul on 17 June 1953.

On 3 June 1953 Commander H.V. Sellars, USN, became Commanding Officer. The ship completed her yard overhaul on 2 October 1953. After refresher training the Laffey sailed again for the Far East on 1 February 1954. During this 7 months cruise the ship participated in a training invasion of Iwo Jima and once again helped blockade the East Coast of Korea. On 29 June 1954 the Laffey departed the Far East for Norfolk via the Suez Canal and Mediterranean Sea. The remainder of 1954 was spent taking part in fleet exercises.

On 7 October the Laffey was directed to assist in the rescue of the schooner Able Lady in very heavy seas and with winds of 30 knots. The schooner was damaged and lost but the 4 passengers were rescued and returned safely to Norfolk.

Commander Norman E. Chalmers became the Laffey's new Commanding Officer on 8 January 1955. During 1955 the ship participated in various fleet exercises visiting Halifax, Nova Scotia; New York City; Miami, Florida; New Orleans, Louisiana;

and Havana, Cuba.

Laffey began the next year by conducting operations with the new carrier Forrestal. Following this she entered Norfolk Naval Shipyard, Portsmouth for overhaul and on 6 July departed for refresher training at Guantanamo Bay, Cuba.

Upon completion of this training period Laffey proceeded to Mayport, Florida where on 13 August 1956 Commander John A. McTighe became Commanding Officer. The ship acted as a plane-guard for the carrier Franklin D. Roosevelt.

Returning to her home port, Norfolk, Va. Laffey commenced preparations for deployment to the Mediterranean Sea.

In July 1958 Commander McTighe was relieved by Commander Harry L. Clark who had command of the ship for two years. This period of time included a seven month deployment to the Mediterranean, shipyard overhaul, and operations off the Atlantic seaboard.

Commander Clark was relieved in July of 1960 by Commander John P. Tazwell who is the present Commanding Officer.

The operational readiness of this ship has been tested under the most trying conditions. This gallant, battle scared veteran of two wars has been in every major campaign since she joined the fleet and she stands ready to serve again her nation's needs when and if they should arise.

The two Laffey's are the only ships in the Navy of the same name to have both won the Presidential Unit Citation.



BIOGRAPHY

Commander JOHN P. TAZEWEEL

Commander Tazewell was raised in Norfolk, Virginia, receiving all of his early schooling there. He entered the Naval Academy in June of 1939, in the same class as the previous two Commanding Officers of the Laffey.

After graduation in June of 1942, he was assigned to a new destroyer the USS O'Bannon. Though only on board about six months, he served as torpedo officer in the second battle of Guadalcanal, firing torpedos at an enemy battleship at very close range.

In January of 1943 he reported to the USS Alabama, a brand new battleship, as junior officer in a 40 MM gun division. During this time the Alabama was attached to the British Home Fleet, and participated in Pacific engagements from the invasion of the Gilbert Islands through the initial raids of Saipan, Tinian, and Truk. Next he reported to the USS West Virginia which had

just been completely rebuilt after her sinking at Pearl Harbor. His duties on board the West Virginia included those of five inch battery

Plotting Room Officer, Fire Control Officer, and Assistant Gunnery Officer. The West Virginia participated in the Pacific invasions from Leyte to Okinawa, firing thousands of rounds in shore bombardment and receiving credit for shooting down many enemy aircraft and for sinking an enemy battleship at the battle of Surigao Straits.

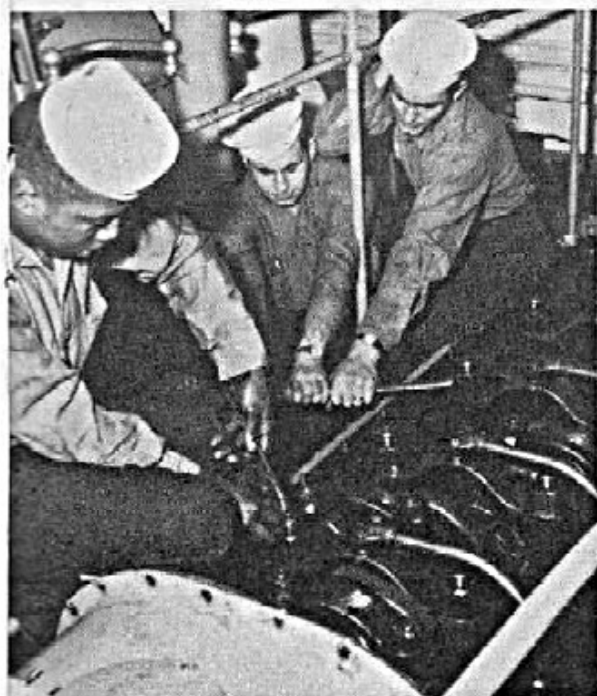
From the West Virginia he went to the USS Wisconsin, serving in the same assignments as in the West Virginia. He assisted in placing both of these ships in the mothball fleet in 1946 and 1948 respectively.

In 1948 he was assigned to the Navy Ordnance Engineering Post Graduate School at Annapolis and at M.I.T. On completion of this course he served for three years on the staff of Commander Operational Development Force evaluating new ideas and equipment in "at sea trials."

Next he was assigned for a year and a half as Executive Officer of the USS Douglas H. Fox, another ship of Destroyer Squadron Thirty Two. The Fox was engaged in similar duty as the Laffey at this time from May 1954 to September 1955.

From the Fox he was ordered to the USS Boston as Weapons Officer. Boston was the world's first tactical anti-aircraft guided missile ship carrying the Terrier missile. After two years on the Boston he served in the Bureau of Weapons as the Tartar guided missile project officer. Tartar is a destroyer anti-aircraft missile. From there he reported to the USS Laffey as Commanding Officer.

life aboard a **DESTROYER**



Destroyer life is a busy one . . .

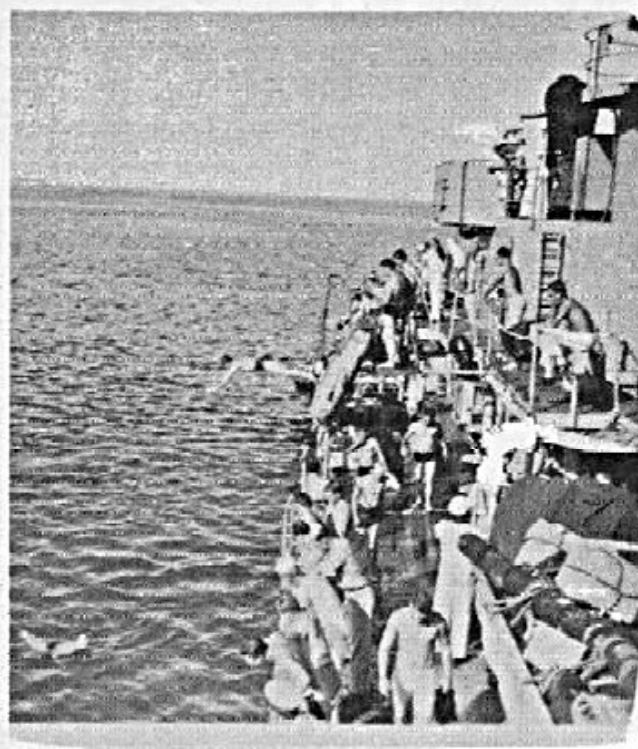


with good chow . . .

letters from home . . .



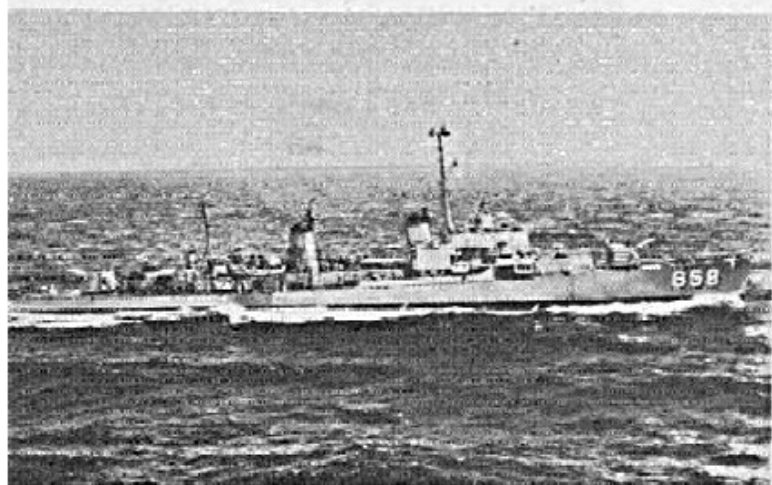
and time for fun.



DESTROYER FORCE SHIPS



Gearing class Destroyer



Escort Destroyer

Guided Missile Destroyer



The Atlantic Fleet Destroyer Force is composed of four basic types of ships: the Destroyer, the Destroyer Leader, Destroyer Escort and Destroyer Tender. New construction guided missile destroyers and destroyer leaders will enter the fleet shortly. They will have essentially the same hull as the Forrest Sherman and Mitscher class ships but will be equipped with the latest guided missiles and improved detection and destruction systems for anti-submarine warfare. Construction has also been started on the world's first nuclear powered guided missile destroyer leader.

DESTROYERS: USS FLETCHER class, built early World War II; five-inch guns, 3-inch AA guns, torpedoes, etc. 376 ft. long, 2200 tons.

USS GEARING—USS SUMNER classes: Late and Middle World War II. Three twin-mount five-inch guns; other usual armament. Both 2340 tons. Gearing—390 ft. long; Sumner 376. (Some Gearing, Sumner, and Fletcher class ships converted to

escort destroyers or radar picket destroyers. Radar pickets have additional radar for long-range aircraft detection, and can control U.S. interceptor planes. Escort destroyers have special anti-submarine gear and armament.)

GUIDED MISSILE DESTROYER: USS GYATT, a Gearing class ship, became the first guided missile destroyer when she was recommissioned in December 1956. She has a twin missile launcher on her fantail and a horizontal automatic loading and Terrier missile stowage compartment in the after section of her superstructure.

USS SHERMAN class: Proto-type commissioned in December 1955. Automatically directed and fired guns; latest anti-sub detection and armament. Highest speed. 418 ft. long; 3850 ton full displacement.

DESTROYER TENDERS: Repair ships for destroyer-types. Have huge workshops and storerooms. Types range from 492 to 530 ft. long, displacing over 10,000 tons.



Fletcher class Destroyer



Radar Picket Destroyer



**Forrest Sherman class Destroyer
Destroyer Tender**





Dealey class DE

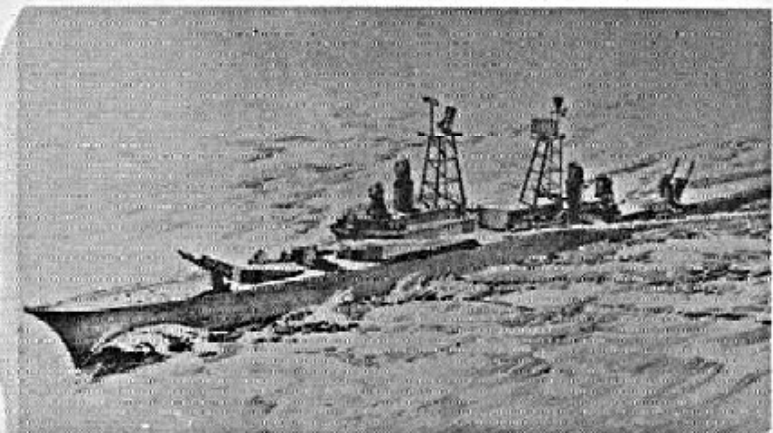


Radar Picket DE



Destroyer Leader

Artist's conception, DLGN



DESTROYER ESCORTS:

USS DEALEY class: Commissioned in late 1954. High speed escort, 310 ft. long, 1850 tons. Rapid fire twin three-inch gun mounts. Latest anti-sub gear.

DER—radar picket DEs. Converted from World War II DEs. Since 1952 have served as part of off-shore pickets in Air-Defense warning system. Have latest radar detection gear.

DESTROYER LEADERS:

USS MITSCHER class: Commissioned in May 1953. Very high speed. 493 ft. long, 3650 tons lt. displacement. Designed for Flotilla Commander's Flagship. Latest armament and aircraft and submarine detection gear.

USS NORFOLK class: One ship. Built on a light cruiser hull. Longer, more heavily armed.

NUCLEAR POWERED GUIDED MISSILE DESTROYER LEADER: An artist's conception of the DLGN which is now under construction and is expected to join the fleet in 1962. Capable of sustained at-sea operations without refueling; equipped with the twin Terrier guided-missile mounts and the latest detection gear.



"We must recognize above all that the real strength of our nation rests upon moral and spiritual values . . ." Rear Admiral E. B. TAYLOR, COMDESLANT, 19 December 1958.

